Grand Forks - East Grand Forks
Metropolitan Planning Organization

KLJ

ENGINEERING, REIMAGINED

DOWNTOWN PARKING STUDY

Appendix A: Public Engagement

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Grand Forks Downtown Parking Plan Study

KLJ

Grand Forks - East Grand Forks Metropolitan Planning Organization

For more than a decade, parking in downtown Grand Forks has been polarizing. While there are nearly 4,000 parking stalls across downtown, there are areas of high demand and relatively low supply, like around Central High School and City Hall. These issues are likely to worsen over time as downtown becomes more active and redevelopment continues. Alternatively, changes in traffic patterns and technology (Uber and Lyft, bike share, etc.), increased mixed-use development (which promotes more walking and biking), and changes in travel behavior (reduced car ownership) are changing the parking landscape expected into the future. The purpose of this study is to find harmony between existing needs and future possibilities.

In 2011, the Downtown Grand Forks Parking Study cataloged and analyzed parking conditions across downtown and developed parking strategies and policies to help manage parking and improve the experience for those who live, work, and visit downtown. This study will update that plan and incorporate the exciting new changes happening in downtown.

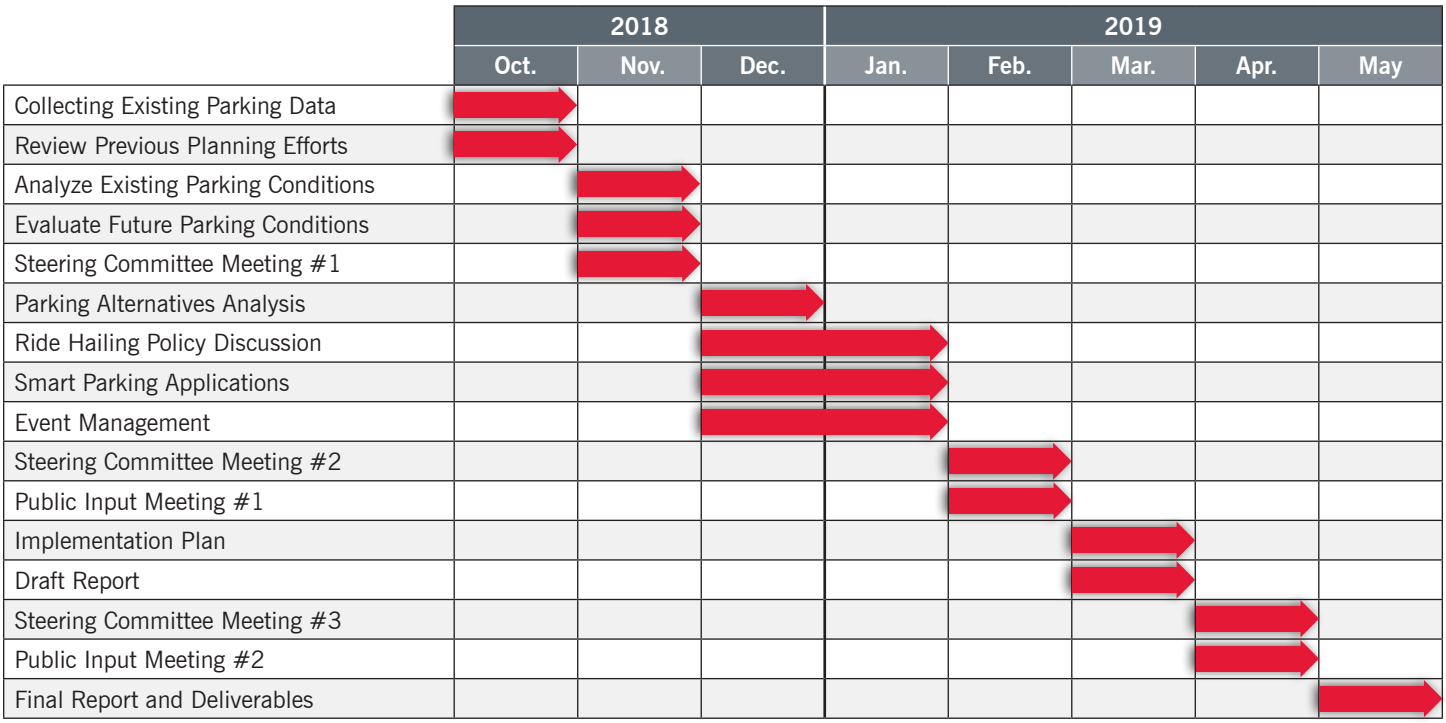
This study will be guided by a Steering Committee that includes the following members:

- **Bret Weber, City Council**
- **Blue Weber, Downtown Development Association**
- **Dan Sampson, Downtown Property Owner**
- **Jonathan Holth, Downtown Property Owner**
- **Emily Montgomery, Empire Arts Theater**
- **Michael Johnson, North Dakota Department of Transportation (NDDOT)**
- **Richard Duran, Federal Highway Administration (FHWA)**

This Downtown Parking Plan Study will:

- Review existing parking supply and demand, to develop occupancy and turnover rates.
- Analyze future parking conditions based on four scenarios that incorporate increased density, ride-hailing (Uber, Lyft, etc.), increased bicycle, pedestrian, and transit trips, and introduction of autonomous vehicles.
- Develop parking alternatives and evaluate ride hailing policy, smart parking applications, and event management.
- Create an implementation plan for preferred alternatives.
- Summarize the analysis in a final report and executive summary.

Throughout the process, we will meet with the Downtown Parking Plan Steering Committee three times and hold two public input meetings. This plan is expected to wrap up by May 2019. The schedule is shown below.



Parking Study Area

KLJ

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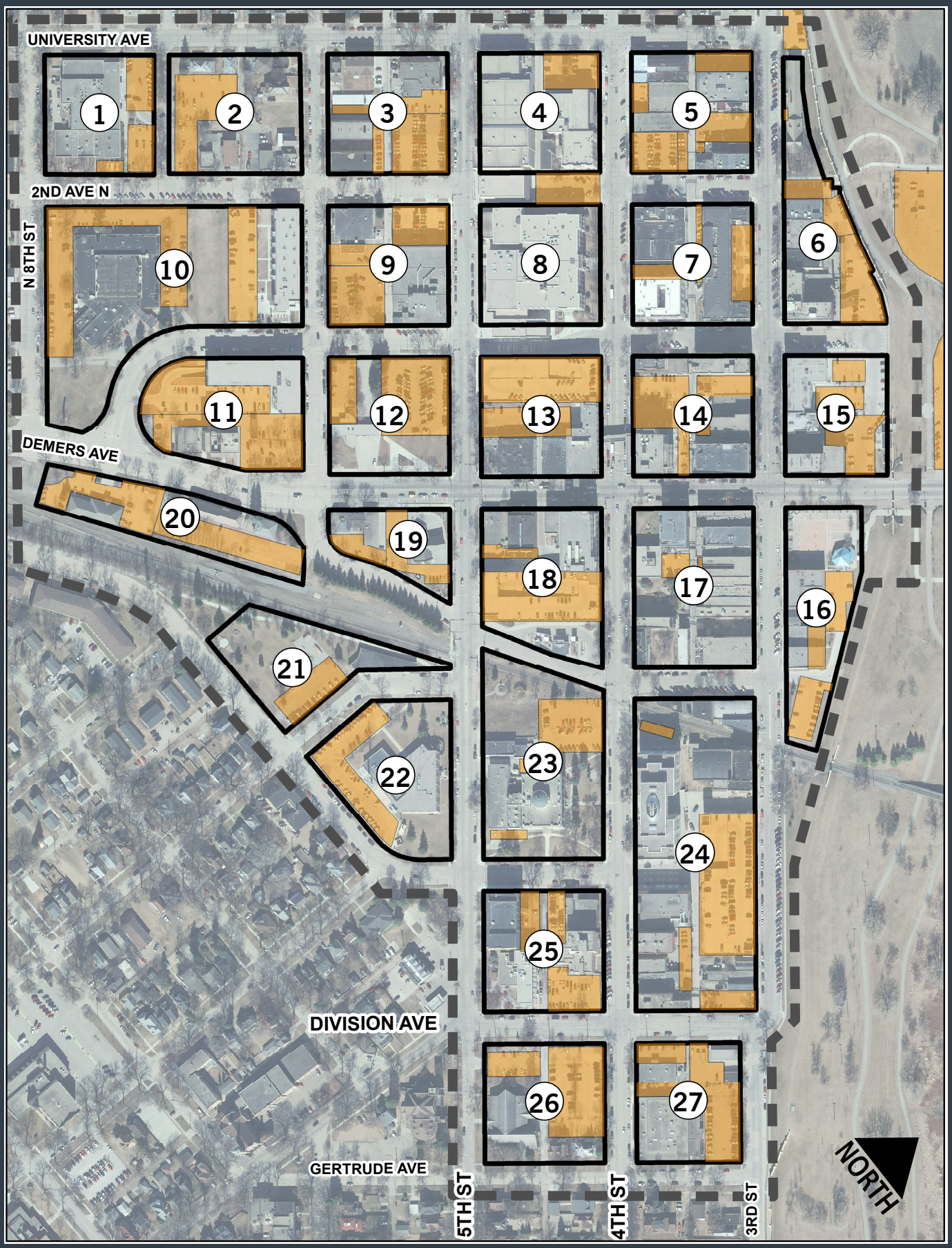
Metropolitan Planning Organization



ATTENDANCE LIST

KLJ

Name (Please Print):	Organization/Business:	Address:	Email (Optional):
Earl Haugo	Fo.Ks MPO	City Hall	
Jon Strandell	GF Central HS	115 N. 4th St	jstrandell110@mygfschools.org
Tom Ford	GF County	COB	thomas.ford@gfcounty.org
Blue Weber	GFDDA	23 N. 3rd St. Suite 2	blue@gfdda.com
Andrea Edwardson	GF City Planning	City Hall	aedwardson@grandforksgov.com
Emily Montgomery	Empire Arts Center	415 Demers Avenue	emily@empireartscenter.com
BRET WEBER	GF City	City Hall	bretgfea@gmail.com
Meredith Richers	"	"	
Jeremy Moe	Grand Forks Police	122 S. 5th St.	jmoe@grandforksgov.com
Bethany Brandt	KLJ		
Corey Scott			
Dan Sampson	Property owner	100 N 3rd Suite 200	Sampson230@msn.com

Meeting Minutes

Date: 11/9/2018
Time: 9 AM
Minutes: Downtown Action Plan Coordination and Project Kickoff
Attendees: Jon Strandell, Grand Forks Central High School; Tom Ford, Grand Forks County; Blue Weber, Grand Forks Downtown Development Association; Andrea Edwardson, Grand Forks City Planning; Emily Montgomery, Empire Arts Center; Bret Weber, Grand Forks City Commission; Meredith Richards, Grand Forks; Jeremy Moe, Grand Forks Police; Dan Sampson, Property Owner; Earl Haugen, Grand Forks – East Grand Forks MPO; Cory Scott, RDG; Bethany Brandt, KLJ

Agenda Topics

The Downtown Action Plan Steering Committee preceded this meeting. They discussed potential redevelopment concepts and parks and open space.

E. Haugen kicked off the meeting with introductions and a summary of the project and scope. B. Brandt discussed the schedule and the data collection efforts that have been completed to date.

- Br. Weber asked about the parking assessment and whether that was included. E. Haugen confirmed it was not. B. Brandt added that while there would be no evaluation of the current parking assessment, cost estimates for recommendations would be included.
- J. Moe said the police department just completed their parking addition and wanted to confirm the inputs were correct.
- T. Ford asked what decisions had been made regarding county property. He added that the county is currently evaluating their parking ramp and the 24-hour reserved spaces.
- Bl. Weber suggested splitting the public meeting into businesses and general public. B. Brandt agreed and said she'll look for opportunities to schedule some overlap between the business community and the public.
- A. Edwardson discussed some of the ordinances and opportunities to better manage the ramps.

One of the key features of this parking plan is the evaluation of event operations. B. Brandt asked the steering committee to select an event. Bl. Weber suggested Hollydazzle, given it was the only major event to occur within the project's schedule. B. Weber did have some concerns about this event being used because it is smaller than typical summer events. E. Haugen discussed the data collection capabilities of the traffic signals and how we can use that to extrapolate demand during those larger events and understand their impacts.

B. Brandt discussed the future scenario analysis. The biggest emphasis is on understanding future land use and development potential, while also considering larger mode split and ride-hailing impacts. C. Scott highlighted some of the redevelopment concepts that were discussed during their design studio that week. Major redevelopments included the water treatment plant, that will likely include 80 to 100 units; more multi-family housing by the county courthouse; major redevelopment surrounding the Herald building. The Downtown Action Plan steering committee will develop some consensus at their next meeting, December 5th. This consensus will be used to develop parking inputs and impacts analysis.

Downtown Grand Forks Parking Plan Study

Objective: Review redevelopment scenarios generated through the Downtown Action Plan's Design Studio

Date: 12/5/2018
Time: 1:00 PM – following Downtown Action Plan's Steering Committee meeting
Dial: 1-872-240-3412; 706-221-229
Room #: Grand Forks City Hall Room A101; or online at https://global.gotomeeting.com/join/706221229

Project Summary

1. Introductions
2. Review Existing Conditions Report
3. Evaluate Future Conditions Methodology
4. Discuss Event Management Opportunities and Needs
5. Review Parking Strategies
6. Summarize Next Steps

Other Notes or Information

None

Next Meeting Information

Steering Committee Meeting Early February
Public Input Meeting Late February

ATTENDANCE LIST

KLJ

Name (Please Print):	Organization/Business:	Address:	Email (Optional):
STEPHANIE HALFORD	CITY OF GF (PLANNING)		
Andrea Edwardsen	City Planning		
Ryan Brooks	City Planning		
Jonathan Hoith	JLG Architects		
Jon Strandell	GF Central HS		
JANE WILLIAMS	CITY GRAND FORKS		
Jeremy Mac	GF Police.		
Blue Weber	DDA		
Emily Montgomery	Empire Arts Center		
BRET WEBER	GF CITY		
Earl Haugen	Folks MPO		
CORY SWIFT	RRG		

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Grand Forks - East Grand Forks
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Downtown Parking Study

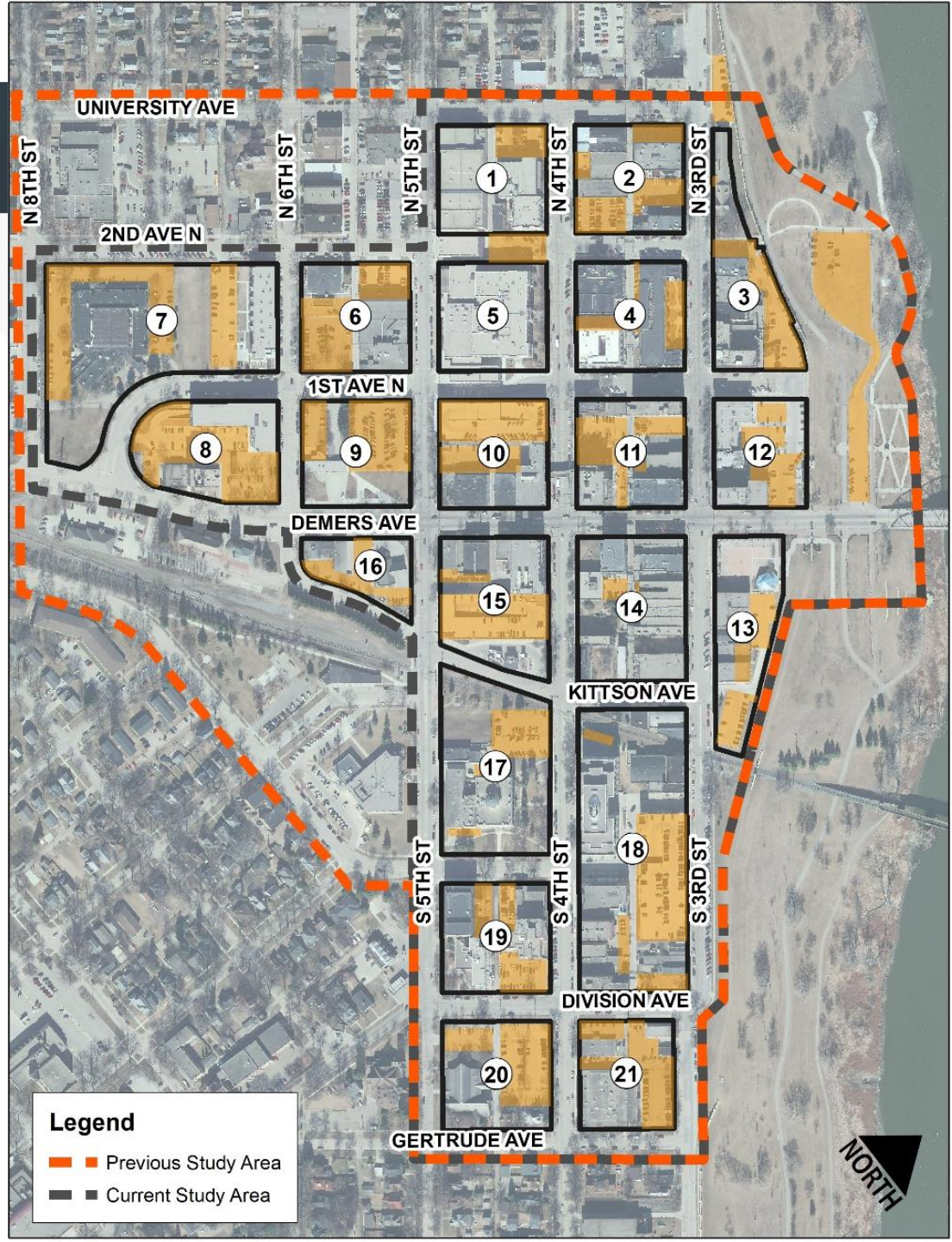
GRAND FORKS, ND

DECEMBER 2018

Existing Conditions

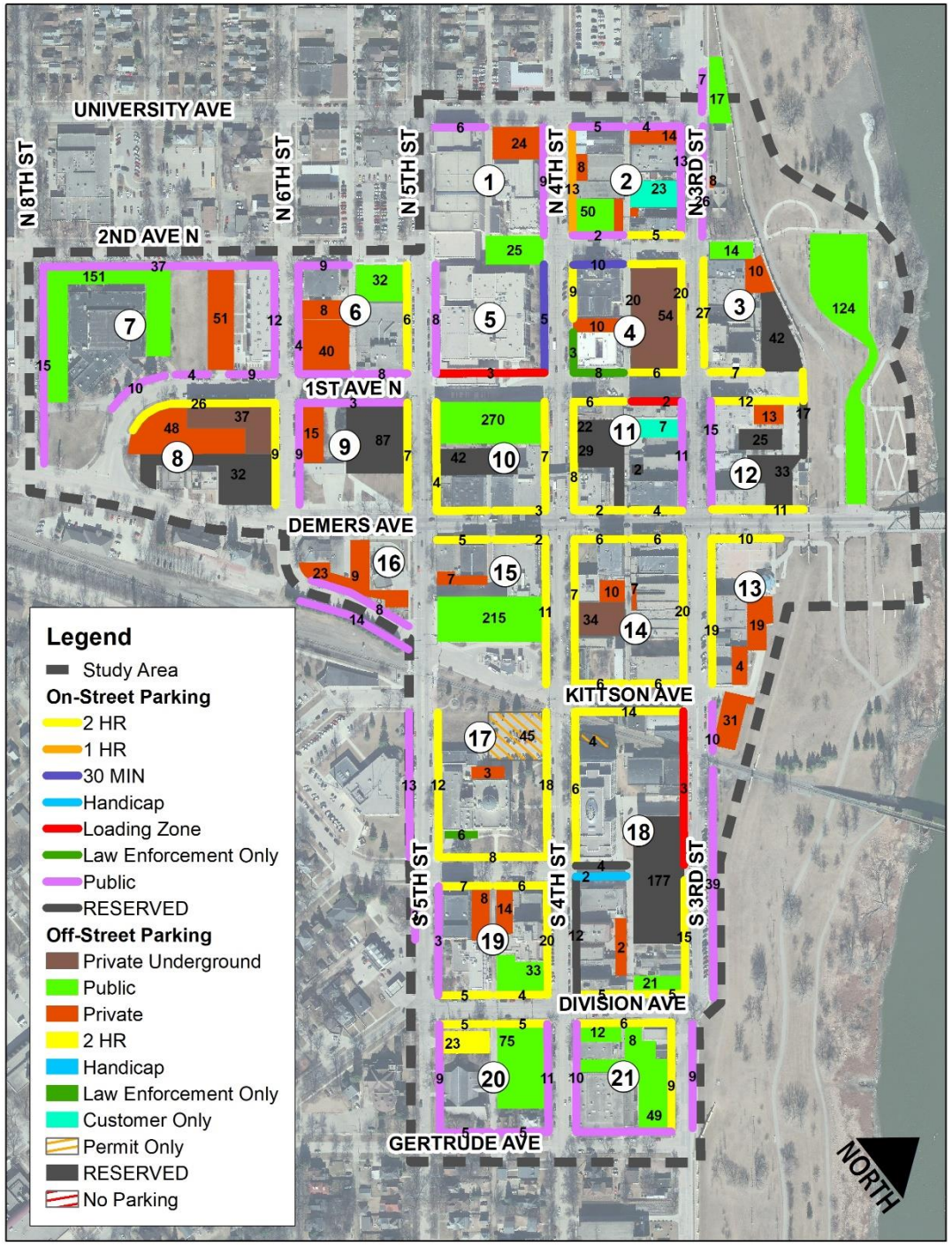
Review ECR

- Slightly different than 2011 Study



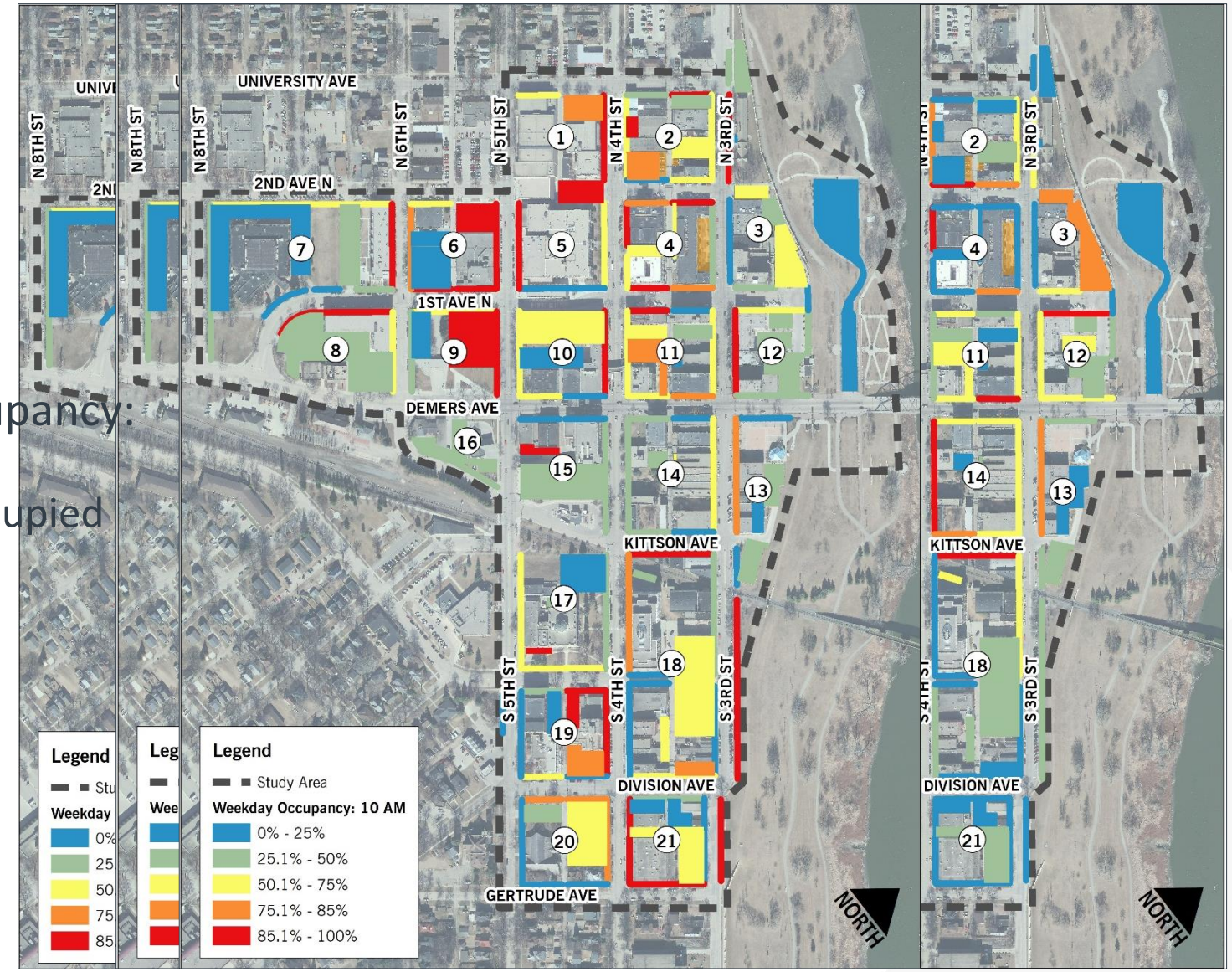
Existing Parking Supply

Parking Type	# of Stalls	% of Total
On-Street	960	26.8%
Public Off-Street	1,325	37.0%
Private Off-Street	1,296	36.2%
Total Parking	3,581	100%



Weekday Parking Occupancy

- Highest Occupancy: 10 AM
  - 50.5% Occupied



Weekday Parking Availability

Weekday Changes from 2011

- 10 AM still the highest occupancy
- City still owns and manages 64% of Downtown Parking
- Overtime parking increased from 17% in 2011 to 24% in 2018

Time	2011 Occupancy	2018 Occupancy
8 AM	54.5%	36.6%
10 AM	**56.2%**	**50.5%**
12 PM	52.9%	40.5%
2 PM	53.2%	42.3%
4 PM	41.7%	41.5%
6 PM	33.7%	25.7%
Average	48.7%	39.5%

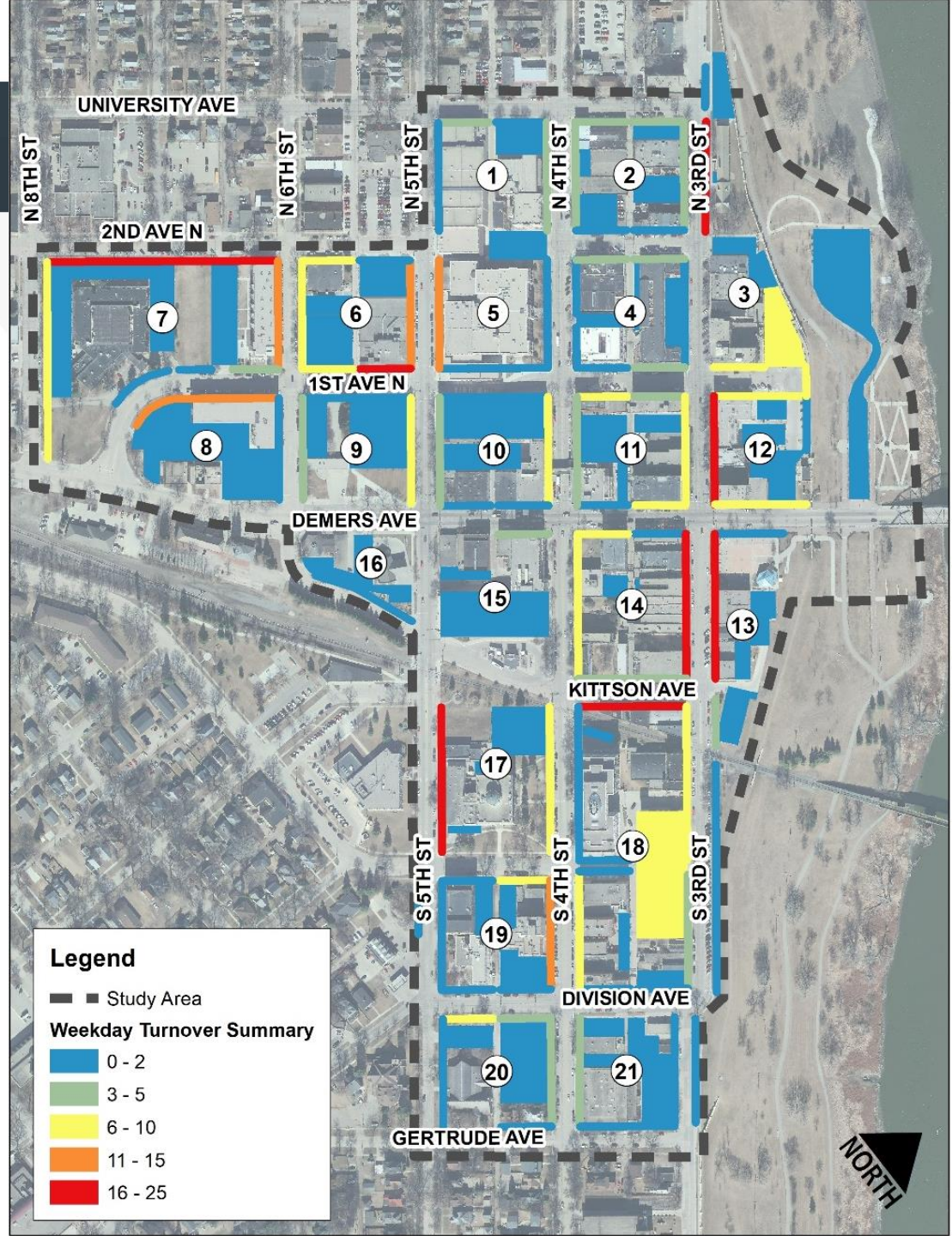
Weekend Parking Occupancy

- Highest Occupancy: 8 PM
  - 18.3% Occupied

Weekend Parking Availability

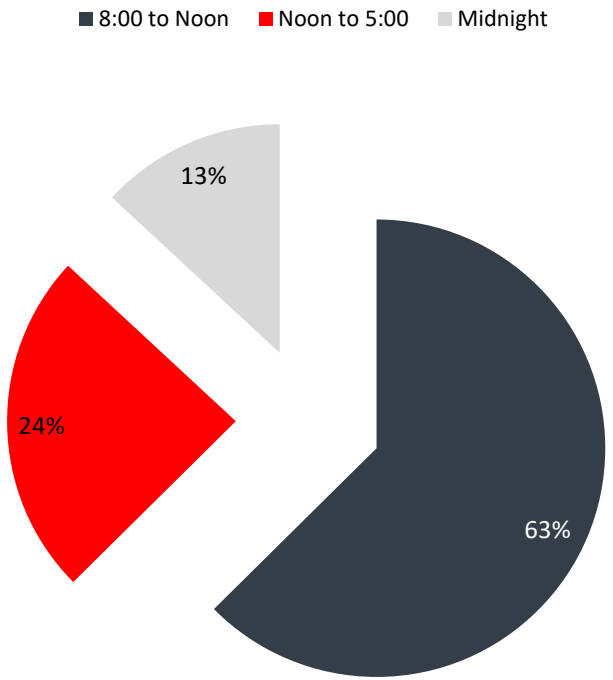
Overtime Violation Locations

Circuit	Vehicles Counted	Violations	% Violations
10 AM	513	118	23.0%
12 PM	491	134	27.3%
2 PM	453	108	23.8%
4 PM	637	138	21.7%
6 PM	401	103	25.7%
Total	2,495	601	24.1%

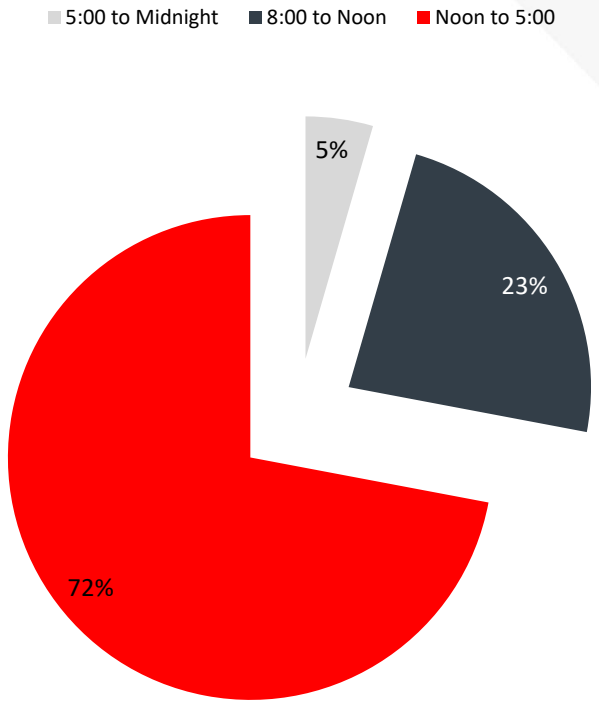


Current Parking Enforcement Trends

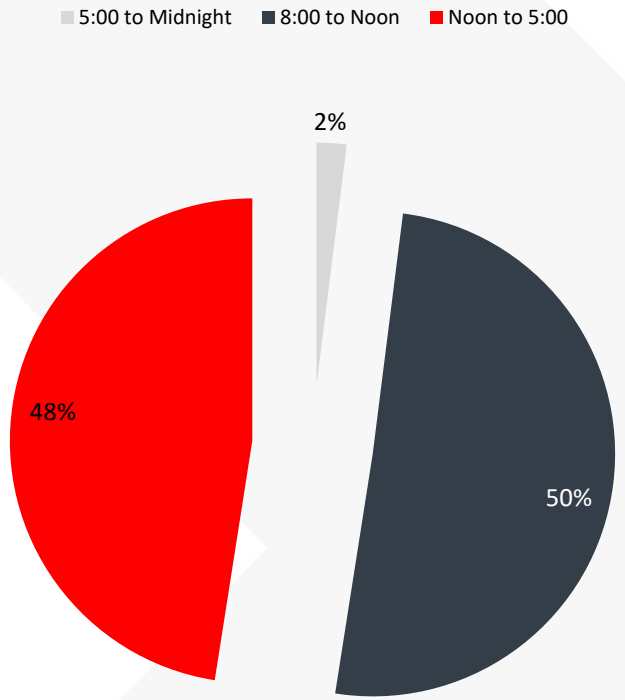
Downtown Overtime Parking Tickets By Time of Day 2010



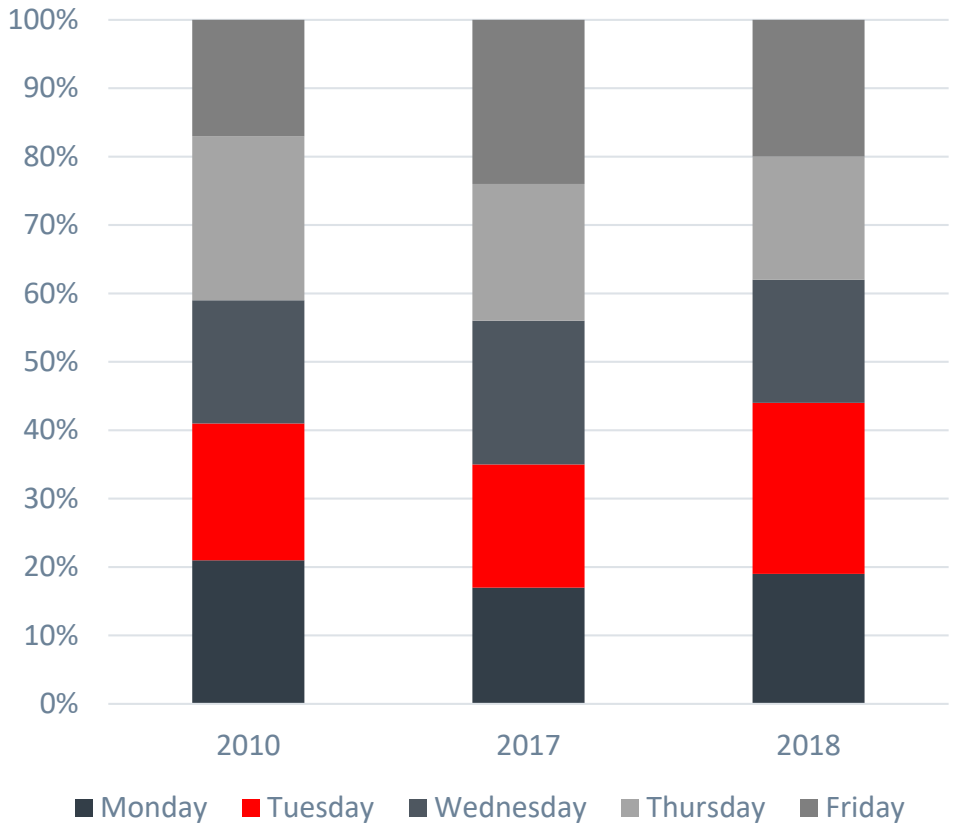
Downtown Overtime Parking Tickets By Time of Day 2017

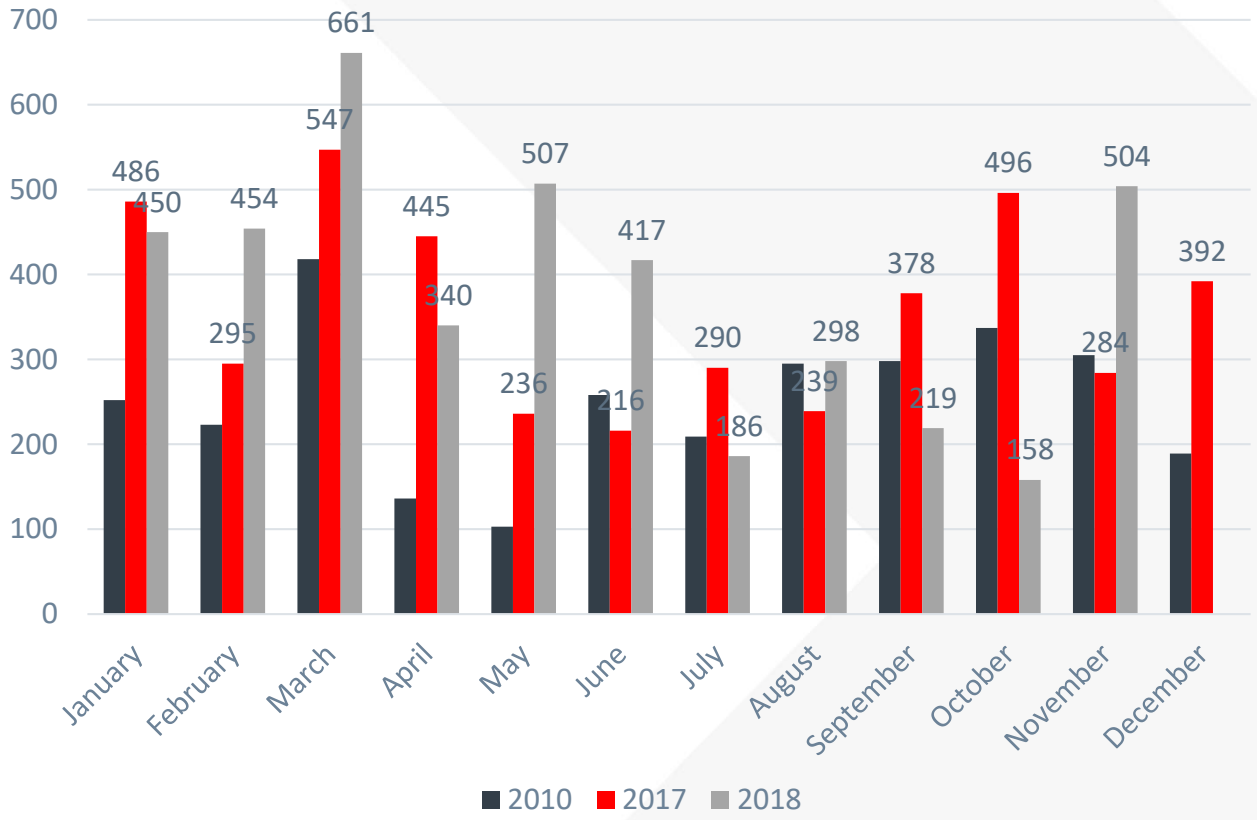


Downtown Overtime Parking Tickets By Time of Day 2018



Current Parking Enforcement Trends





Future Conditions

Future Conditions Methodology

- RDG will estimate location specific parking demand associated with expected redevelopment
- Will estimate existing demand based on best practices and current parking demand
- Net parking will be loaded into the network first on the block of the actual destination, then across adjacent blocks in public parking
- Develop parking level of service

Scenario Analysis

Scenario	Assumptions
Existing Conditions	Assume no change in parking demand over next 10 years.
Increased Density	Assume new development projects but no change in travel behavior.
Increased Ride-Hailing	Assume new development projects with increased ride-hailing
Increased Walking, Biking, and Transit	Assume new development projects with change in mode share: 2017: 5.8% of Commute Trips were Transit, Walk, or Bike* 2022: 6.4% of Commute Trips to be Transit, Walk, or Bike** 2027: 7.1% of Commute Trips to be Transit, Walk, or Bike**
Autonomous Vehicles	Assume new development projects with Autonomous Vehicles Replacing 2% of Total Fleet by 2027***

*Based on 2017 ACS 2017 1-Year Data

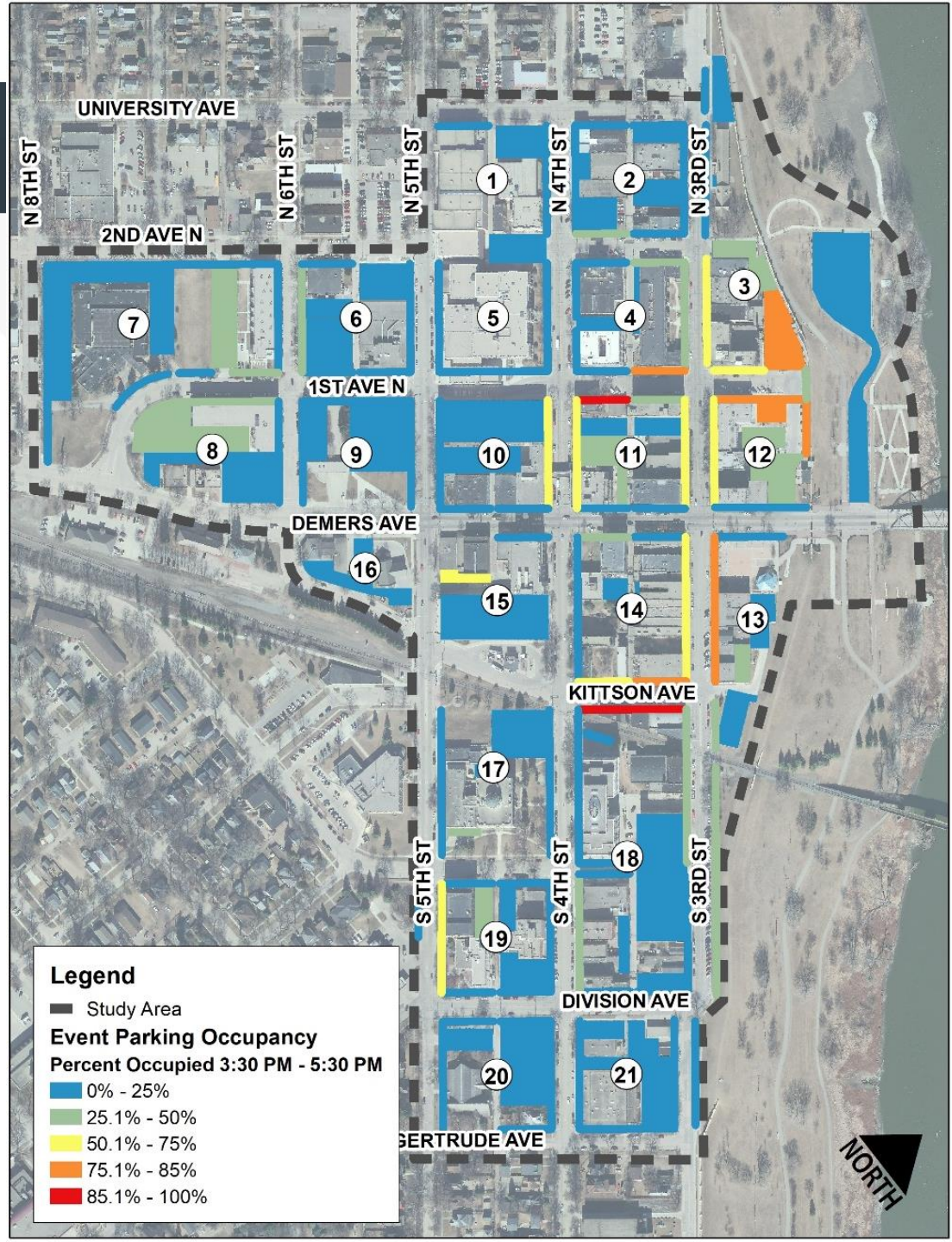
**Assumes 2% Annual Change in Mode Share

***Deployment Estimates by Victoria Transport Policy Institute

Event Management

Event Management

- Collected data during Hollydazzle
- Reviewed some other event concerns with the DDA
- What are your Event Management Concerns?



Parking Strategies

Time Restrictions and Regulations

- Tolerance for increased enforcement
- Changing fees
- Graduated fees
- Permitting
- Downtown Ambassadors

What else?

Changing Travel Patterns

- Encourage transit
- Bikeability
- Bikeshare
- Walking improvements
- Circulator bus route
- Ride-share

What else?

Marketing

- Make permitting easier
- Residential parking permits
- Information flow
- Messaging

What else?

Ordinances

- Shared parking facilitation
- Parking caps to encourage more people to participate in parking assessment

What else?

Infrastructure

- Lighting from Riverboat Road
- Structural issues in the ramp
- Technology
  - Gate arms at entrances
  - Real time parking information
  - Mobile applications

What else?

Other Topics?

What else?

Next Steps

Next Steps

February

- Future Conditions Report
- Preliminary analysis of alternatives
- Event management plan
- Ride hailing policy discussion
- Steering Committee Meeting in early February
- Public Meeting in late February
  - Schedule to run 4-7 to capture business community and the public

OnTheMap

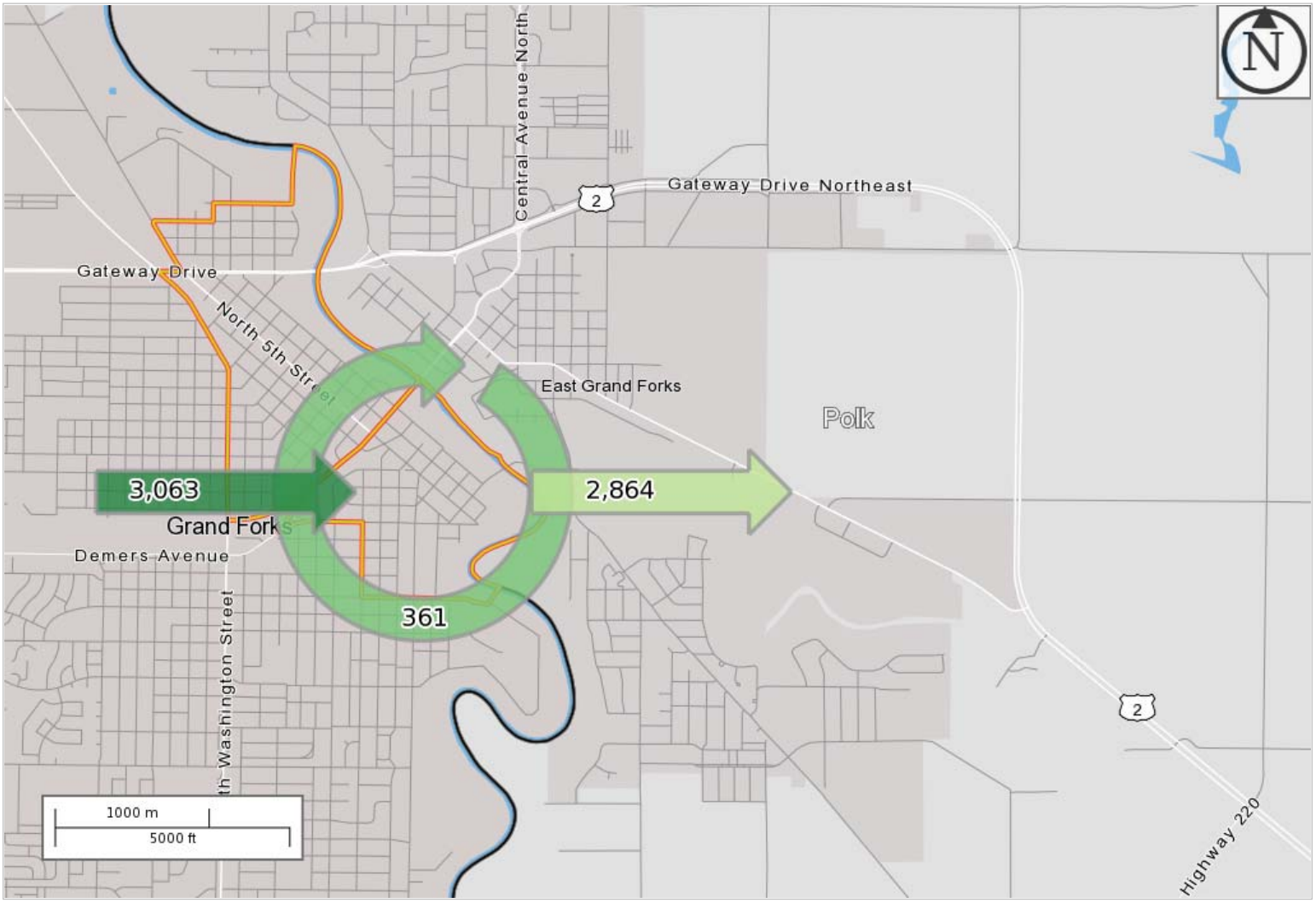
Inflow/Outflow Report

All Jobs for All Workers in 2015

Created by the U.S. Census Bureau's OnTheMap http://onthemap.ces.census.gov on 12/04/2018

Inflow/Outflow Counts of All Jobs for Selection Area in 2015

All Workers



Map Legend

Selection Areas

- Analysis Selection

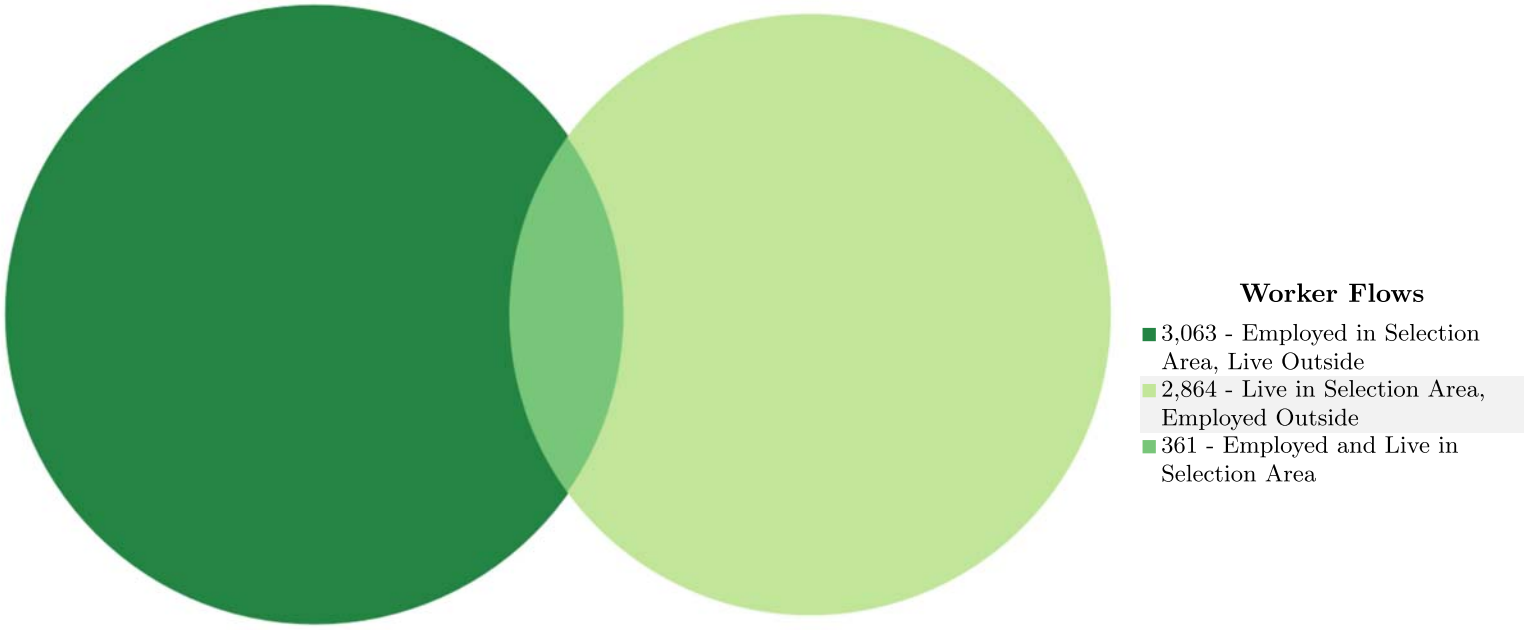
Inflow/Outflow

- Employed and Live in Selection Area
- Employed in Selection Area, Live Outside
- Live in Selection Area, Employed Outside

Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.

Inflow/Outflow Counts of All Jobs for Selection Area in 2015

All Workers



Inflow/Outflow Counts of All Jobs for Selection Area in 2015

All Workers

Worker Totals and Flows	2015 Count	Share
Employed in the Selection Area	3,424	100.0
Employed in the Selection Area but Living Outside	3,063	89.5
Employed and Living in the Selection Area	361	10.5
Living in the Selection Area	3,225	100.0
Living in the Selection Area but Employed Outside	2,864	88.8
Living and Employed in the Selection Area	361	11.2

Additional Information

Analysis Settings

Analysis Type	Inflow/Outflow
Selection area as	N/A
Year(s)	2015
Job Type	All Jobs
Selection Area	106 (Grand Forks, ND); 101 (Grand Forks, ND) from Census Tracts
Selected Census Blocks	155
Analysis Generation Date	12/04/2018 08:47 - OnTheMap 6.5
Code Revision	d6ec994dcb416ba9b4b1b8cb2b4d690f01609fc9
LODES Data Version	20160219

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2015).

Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.

2017 1-Year Grand Forks MSA	Transit	Walked	Bike	**Transit/ Walk/ Bike**	Carpool	Taxi, Moto, Other	**Total Ride Share**
2017	0.7%	4.0%	1.0%	**5.7%**	9.2%	0.3%	**9.5%**
2016	0.7%	2.5%	2.4%	**5.6%**	9.8%	0.8%	**10.6%**
2015	1.3%	3.8%	0.4%	**5.5%**	7.4%	0.8%	**8.2%**
2014	1.2%	3.9%	0.3%	**5.4%**	7.1%	0.8%	**7.9%**
2013	0.7%	4.9%	0.5%	**6.1%**	7.2%	0.7%	**7.9%**
2012	0.5%	3.1%	0.9%	**4.5%**	8.7%	0.7%	**9.4%**
2011	0.6%	4.4%	0.8%	**5.8%**	9.6%	0.3%	**9.9%**
2010	1.4%	4.9%	1.0%	**7.3%**	7.5%	2.6%	**10.1%**
2009	0.9%	4.3%	0.4%	**5.6%**	8.0%	0.9%	**8.9%**
2008	2.2%	3.3%	1.1%	**6.6%**	9.3%	1.6%	**10.9%**
Average				**5.8%**	Average		**9.3%**
2% Growth in 5 Years				**6.4%**			
2% Growth in 10 Years				**7.1%**			
5% Growth in 5 Years				**7.4%**			
5% Growth in 10 Years				**9.5%**			

2016 5-Year Grand Forks Only	Transit	Walked	Bike	**Transit/ Walk/ Bike**	Carpool	Taxi, Moto, Other	**Total Ride Share**
2016	1.1%	3.4%	1.2%	**5.7%**	7.5%	1.1%	**14.3%**
2015	1.2%	3.7%	0.6%	**5.5%**	8.0%	0.9%	**14.4%**
2014	1.4%	4.1%	1.0%	**6.5%**	7.8%	1.1%	**15.4%**
2013	1.5%	4.3%	1.1%	**6.9%**	8.1%	1.1%	**16.1%**
2012	1.8%	4.1%	1.3%	**7.2%**	7.6%	1.2%	**16.0%**
2011	1.9%	4.3%	1.1%	**7.3%**	7.2%	1.0%	**15.5%**
2010	1.8%	3.8%	0.9%	**6.5%**	6.5%	1.2%	**14.2%**
2009	1.2%	3.7%	0.7%	**5.6%**	7.2%	0.7%	**13.5%**
Average				**6.4%**	Average		**14.9%**
2% Growth in 5 Years				**7.1%**			
2% Growth in 10 Years				**7.8%**			
5% Growth in 5 Years				**8.2%**			
5% Growth in 10 Years				**10.4%**			

2016 5-Year Downtown Census Tracts	Transit	Walked	Bike	**Transit/ Walk/ Bike**	Carpool	Taxi, Moto, Other	**Total Ride Share**
2016	2.0%	5.3%	0.4%	**7.7%**	4.9%	3.3%	**15.9%**
2015	1.9%	7.6%	0.5%	**10.0%**	6.8%	2.4%	**19.1%**
2014	2.8%	7.8%	1.9%	**12.4%**	6.5%	2.3%	**21.2%**
2013	3.3%	8.4%	2.2%	**13.9%**	8.3%	1.8%	**23.9%**
2012	0.6%	7.7%	3.4%	**11.6%**	6.9%	2.4%	**20.9%**
2011	1.8%	5.7%	3.5%	**10.9%**	6.0%	0.0%	**16.9%**
2010	4.7%	6.4%	2.5%	**13.6%**	6.9%	0.4%	**20.9%**
2009	2.9%	7.1%	1.5%	**11.5%**	8.2%	0.0%	**19.7%**
Average				**11.4%**	Average		**19.8%**
2% Growth in 5 Years				**12.6%**			
2% Growth in 10 Years				**13.9%**			
5% Growth in 5 Years				**14.6%**			
5% Growth in 10 Years				**18.6%**			

Meeting Minutes

Date: 12/5/2018
Time: 1 PM
Minutes: SCM #1 Meeting
Attendees: Jon Strandell, Grand Forks Central High School; Blue Weber, Grand Forks Downtown Development Association; Andrea Edwardson, Grand Forks City Planning; Stephanie Halford, Grand Forks City Planning; Ryan Brooks, Grand Forks City Planning; Jane Williams, Grand Forks City Engineering; Jonathan Holth, JLG Architects; Emily Montgomery, Empire Arts Center; Bret Weber, Grand Forks City Commission; Jeremy Moe, Grand Forks Police; Earl Haugen, Grand Forks – East Grand Forks MPO; Cory Scott, RDG; Bethany Brandt, KLJ

Agenda Topics

The Downtown Action Plan Steering Committee preceded this meeting.

E. Haugen kicked off the meeting with introductions.

B. Brandt quickly reviewed the existing parking conditions, highlighting that even during the highest demand period, half of the parking provided is available, and that occupancy has declined since the 2011 study. She asked the Steering Committee if they had ideas as to why this trend was occurring. The committee discussed the changes made to the central ramp to encourage students to park in the ramp, including lighting and signage. Some City hall employees now must park outside the study area. B. Brandt suggested the increase in residential development may be driving the decline in daytime parking demand. She also discussed the overtime violations for 2-hour parking, which has increased since 2011. J. Moe provided current parking enforcement trends and policies.

B. Brandt then discussed the future conditions methodology that will include four scenarios, including increased density, increased density with ride-hailing, increased density with walking, biking, and transit, and increased density with autonomous vehicles. She asked the steering committee what they believe appropriate walking, biking, and transit trends are to apply based on various geographies and their commuting trends. B. Weber discussed how improvements can be prioritized to help support a further mode split. The committee elected to use the trends based on the census tract level with a two percent annual growth rate which closely represents the downtown study area. B. Brandt also encouraged the committee to consider what distance is acceptable for level of service that will be presented at the next steering committee. J. Holth suggested the distance is different depending on the location (near the high school v. South 3rd Street) and the purpose.

B. Brandt then presented the preliminary event management parking demand. The Hollydazzle event was not representative of larger summer events. The committee discussed opportunities to provide more cohesive and consistent messages about parking availability for all the events, not just the ones that require an event permit. J. Williams added that most events are not occurring during the parking peaks so there is usually ample parking. E. Haugen asked whether there are event timing plans. J. Williams discussed the different signal timing events, including harvest and weather, but did not indicate there were special event timing plans for major downtown events, like the Street Fair.

The meeting was scheduled for one hour. The remaining portion of the meeting was optional, and attendees left sporadically.

B. Brandt introduced different parking strategies to address some of the key issues from the existing conditions analysis. The first was time restrictions and regulations. J. Moe discussed the police departments limited resources for enforcement, noting from Monday through Friday there are community service officers that patrol downtown, but they have other duties that are prioritized over parking enforcement. He noted that most of their downtown parking enforcement is done during their quiet periods, which is usually overnight. He also added that they do not have license plate readers, so enforcement is challenging, especially if people are just moving their cars and that the fee is too low to really encourage people not to park where they shouldn't. R. Brooks added that the new budget will allocate half of parking tickets to the police department and half to the parking fund.

The committee then talked about wayfinding, both for drivers coming downtown and then once someone has parked, how to connect them to their destinations. The committee agreed the central parking ramp is confusing because there is no public parking from 6 AM to 6 PM, when it is all permitted. J. Williams suggested big cantilevered signs with dynamic parking availability, so people know what is available or not.

The committee also discussed the structural condition of the three ramps. The city-owned ramps have received maintenance since 2011 and are structurally sound. The county ramp needs major repair. J. Williams indicated it likely does not meet ADA; R. Brooks agreed and said the slopes are challenging because they ice up in the winter, which requires salting, which then clogs the drain, creating leaking and back up.

B. Brandt asked the committee what potential technology or infrastructure solutions would be acceptable. J. Williams mentioned she does not like gates on the entry because it causes backup and the ramp designs may encourage people to go out the in. A. Edwardson said gates on the exit at the central ramp deters student use.

Downtown Grand Forks Parking Plan Study

Objective: Review future conditions and alternatives for parking management and operations.

Date: 2/19/2018
Time: 1:00 PM – following Downtown Action Plan's Steering Committee meeting
Dial: 1-877-273-4202; Room Number: 235-287-974
Room #: Grand Forks City Hall Room A102; or online at https://global.gotomeeting.com/join/874680325

Project Summary

1. Introductions
2. Review and Discuss Future Conditions Report
3. Discuss, Refine, and Prioritize Alternatives Analysis
4. Prepare for Public Input Meeting
5. Summarize Next Steps

Other Notes or Information

None

Next Meeting Information

Public Input Meeting in March
Next Steering Committee Meeting

ATTENDANCE LIST

Name (Please Print):	Organization/Business:	Address:	Email (Optional):
Tom Ford	GF County	151 S 4th St	thomas.ford@gfcounty.org
Emily Montgomery	Empire Arts Center	415 Demers Avenue	emily@empireartscenter.com
Jon Strandell	GF Central HS	115 N. 4th St	jstrandell110@mygfschools.org
Andrea Edwardson	GF City		aedwardson@grandforksgov.com
Ryan Brooks	GF City	255 N 4th St	rbrooks@grandforksgov.com
Jeremy Moe	GF Police	122 S. 5th St.	jmoe@grandforksgov.com
Blue Weber	DDA	23 N. 3rd St. Ste. 2	blue@gfdda.com
Jonathan Holth	JLG Architects	124 N. 3rd St.	jholth@jlgarchitects.com
Earl Haugen	GF-EGF MPO	PO Box 5200	earl.haugen@thefargompo.org
Casey Scott	RDG		cscott@rdgusa.com
Jane Williams			
Dan Sampson	Prop Owner	100 N 3rd Suite 200	Sampson230@msn.com
BRET WEBER	GF City	412 S 6th GF	bretgfea@gmail.com
Bethany Brandt	KLJ		
Mike Bittner	KLJ		

M.P.O. M.P.O. M.P.O.
Grand Forks - East Grand Forks
Metropolitan Planning Organization

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Downtown Parking Study

GRAND FORKS, ND

FEBRUARY 2019

Future Conditions

Level of Service Calculations

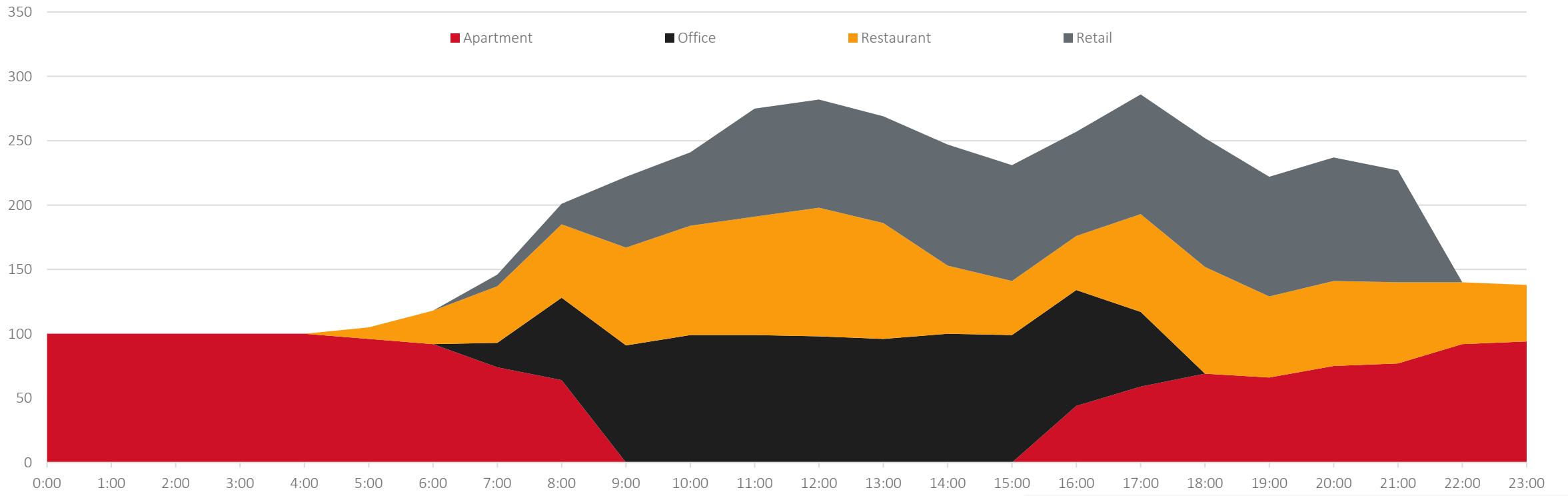
Distance	*General Level of Service*	*Grand Forks Level of Service*	*Generally*
Less than 400’	A	A	All Parking Supplied On Block
400’ – 800’	B	B	One Block Away
800’ – 1,200’	C	C	2 Blocks Away
1,200’ – 1,600’	D	Deficient	More than 2 Blocks Away
>1,600’	F		

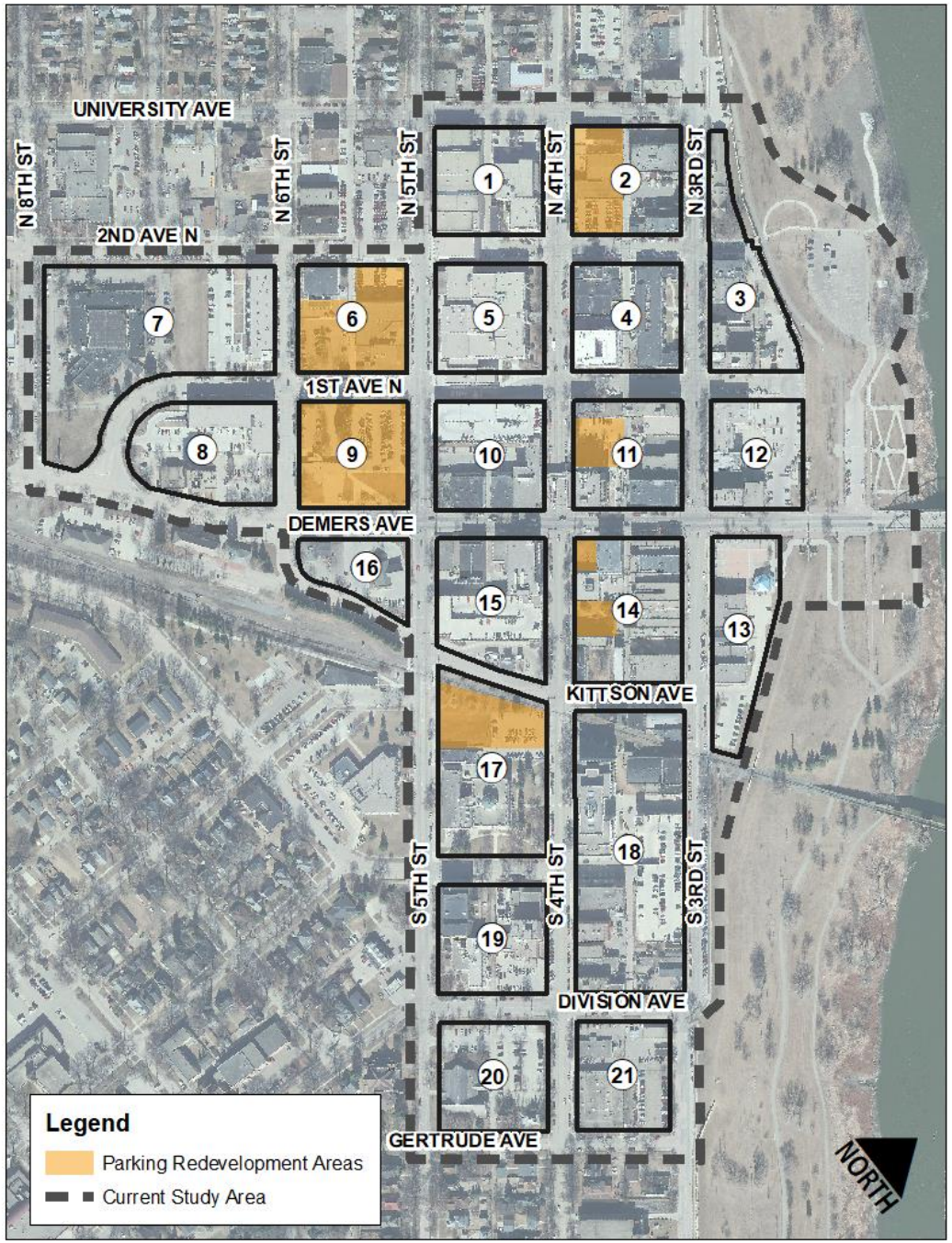
Generalized Parking Demand

Land Use	Spaces	Per Unit	Land Use	Spaces	Per Unit
Retail	2.5	1,000 SF*	Office	2.5	1,000 SF*
Restaurant	4.0	1,000 SF*	Civic	2.5	1,000 SF*
Service	2.5	1,000 SF*	Residential	1.5	Unit

**SF = Square Feet of Leasable Space*

Parking Time-of-Day Profiles for Selected Land Uses





Redevelopment Projects and Concepts

1. Lyon's Project – *Block 2*
   - 131 Residential Units
   - Commercial/Office Space First Floor

2. Edgewood Parking Lot Redevelopment – *Block 11*
   - Strictly conceptual

3. Century Link Building and Adjacent Parking Lots – *Block 6*
   - Strictly conceptual

4. County Government Center – *Block 17*
   - Strictly conceptual

5. Pure Development – *Block 9*
   - Hugo's Family Market
   - Alerus Financial

6. GFK 4th Street Development – *Block 14*
   - Selkirk Lofts
     - 1,800 sq ft Commercial
     - 20 Residential Units
   - Eskers Development
     - 32,000 sq ft

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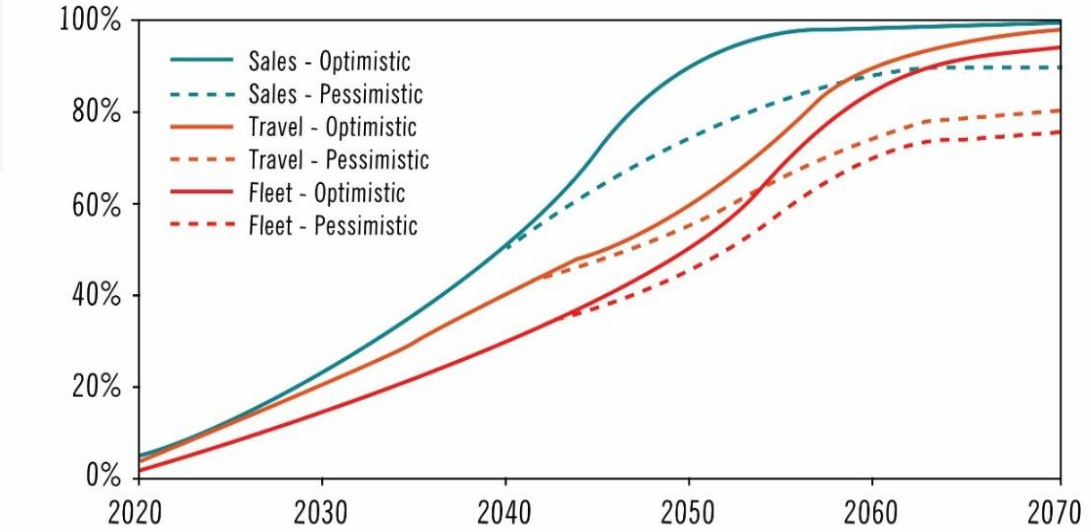
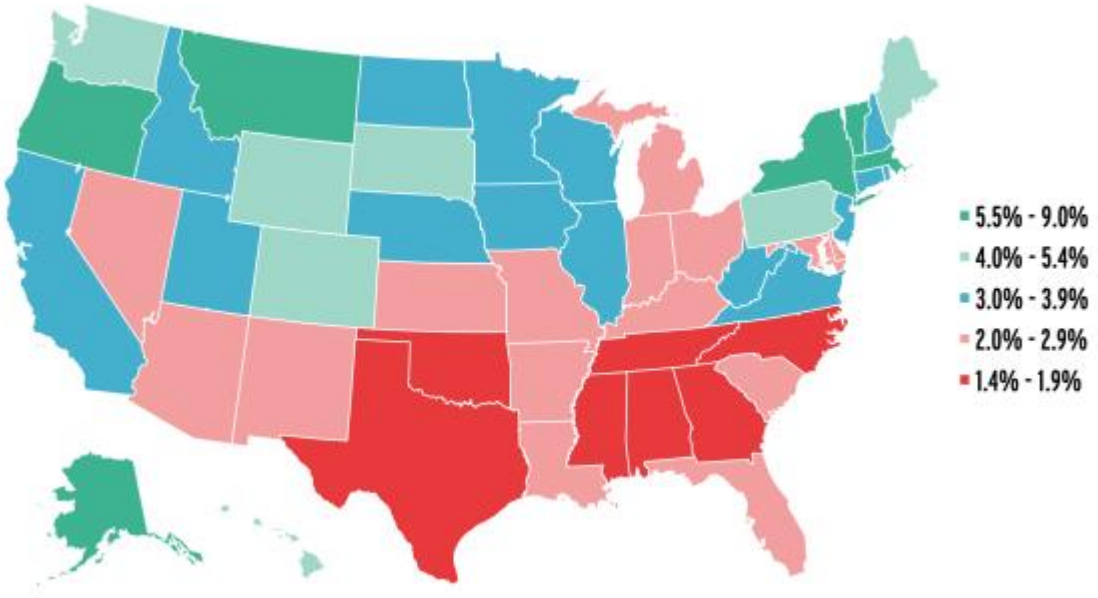
Key Assumptions

- Parking forecasts added new demand to existing demand.
- No new parking unless included in site plan
- Time of day profiles were used.
- Only considers study area

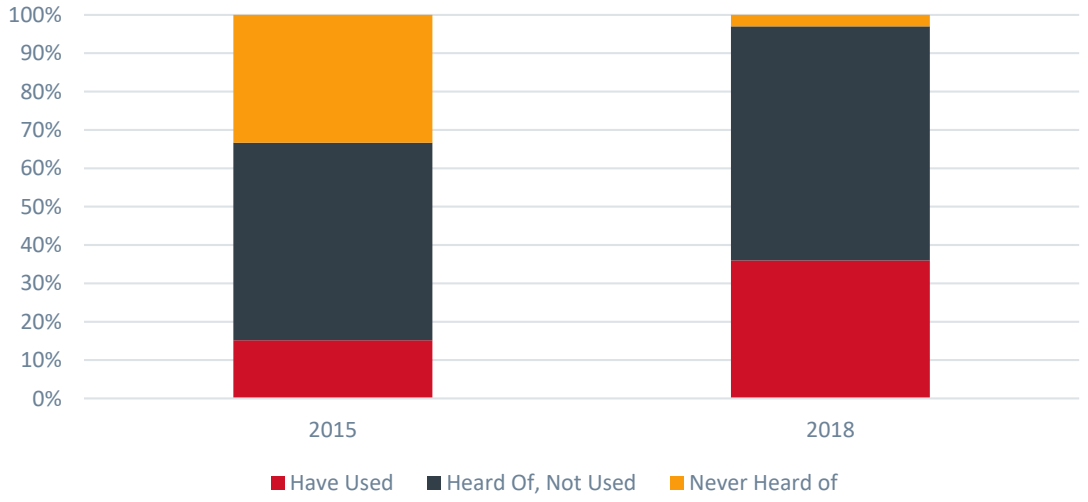
AV/CV Adoption Rates



Walking/Biking Trends



Ride-Hailing Use



10-Year Scenario Impacts

Average Weekday Parking

Scenario	Parking Type	Supply	Demand	Occupancy	Surplus/Deficiency
Current Average Weekday	Public	2,325	910	39%	+1,415
Current Average Weekday	Total	3,665	1,440	39%	+2,220
10-Year Redevelopment Average Weekday	**Public**	**2,225**	**1,833**	**82%**	**+395**
10-Year Redevelopment Average Weekday	Total	3,645	2,370	65%	+1,280

Peak Weekday Parking

Scenario	Parking Type	Supply	Demand	Occupancy	Surplus/Deficiency
Current Peak Weekday	Public	2,325	1,205	52%	+1,120
Current Peak Weekday	Total	3,665	1,845	50%	+1,820
10-Year Redevelopment Peak Weekday	Public	2,225	1,596	72%	+630
10-Year Redevelopment Peak Weekday	Total	3,645	2,240	61%	+1,405

Peak Weekday Occupancy & LOS – Total Spaces

Walking, Biking & Transit Impacts

Assumptions

- Full Redevelopment
- Walking, biking and Transit trips to increase 2% per year
  - 13.9% of trips by 2030
- Reduced future parking demand on every block by 2.5%

Average Weekday Parking

Scenario	Parking Type	Supply	Demand	Occupancy	Surplus/Deficiency
Current Average Weekday	Public	2,325	910	39%	+1,415
Current Average Weekday	Total	3,665	1,440	39%	+2,220
10-Year Redevelopment with Walking, Biking, and Transit Average Weekday	Public	2,225	1,790	80%	+440
10-Year Redevelopment with Walking, Biking, and Transit Average Weekday	Total	3,645	2,305	63%	+1,340

Peak Weekday Parking

Scenario	Parking Type	Supply	Demand	Occupancy	Surplus/Deficiency
Current Peak Weekday	Public	2,325	1,205	52%	+1,120
Current Peak Weekday	Total	3,665	1,845	50%	+1,820
10-Year Redevelopment with Walking, Biking, and Transit Peak Weekday	Public	2,225	1,555	70%	+670
10-Year Redevelopment with Walking, Biking, and Transit Peak Weekday	Total	3,645	2,185	60%	+1,460

Peak Weekday Occupancy & LOS – Total Spaces

Autonomous Vehicle Impacts

Assumptions

- Full Redevelopment
- Autonomous Vehicles will be 10% of vehicle travel by 2030
- Reduced future parking demand on every block by 10%
- No adjustments to walking, biking and transit

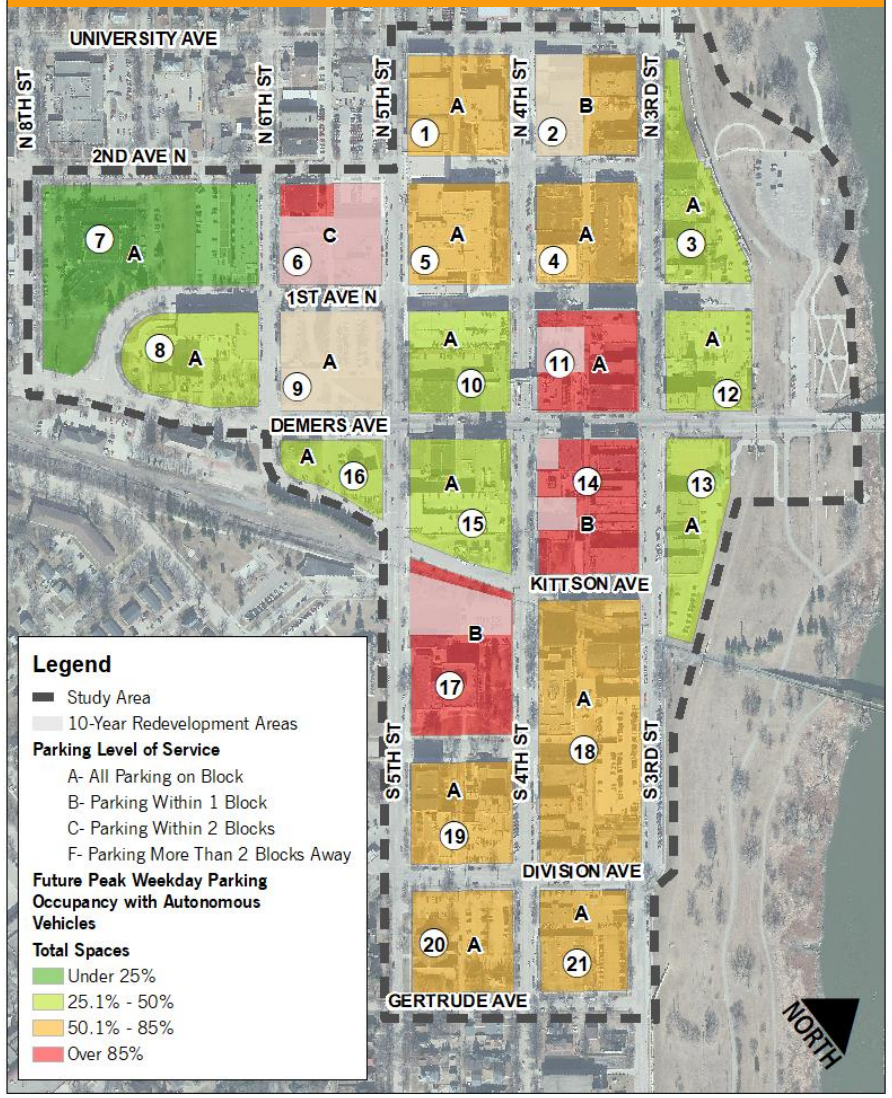
Average Weekday Parking

Scenario	Parking Type	Supply	Demand	Occupancy	Surplus/Deficiency
Current Average Weekday	Public	2,325	910	39%	+1,415
Current Average Weekday	Total	3,665	1,440	39%	+2,220
10-Year Redevelopment with Autonomous Vehicles Average Weekday	Public	2,225	1,650	74%	+575
10-Year Redevelopment with Autonomous Vehicles Average Weekday	Total	3,645	2,130	58%	+1,515

Peak Weekday Parking

Scenario	Parking Type	Supply	Demand	Occupancy	Surplus/Deficiency
Current Peak Weekday	Public	2,325	1,205	52%	+1,120
Current Peak Weekday	Total	3,665	1,845	50%	+1,820
10-Year Redevelopment with Autonomous Vehicles Peak Weekday	Public	2,225	1,435	65%	+790
10-Year Redevelopment with Autonomous Vehicles Peak Weekday	Total	3,645	2,015	55%	+1,630

Peak Weekday Occupancy & LOS – Total Spaces



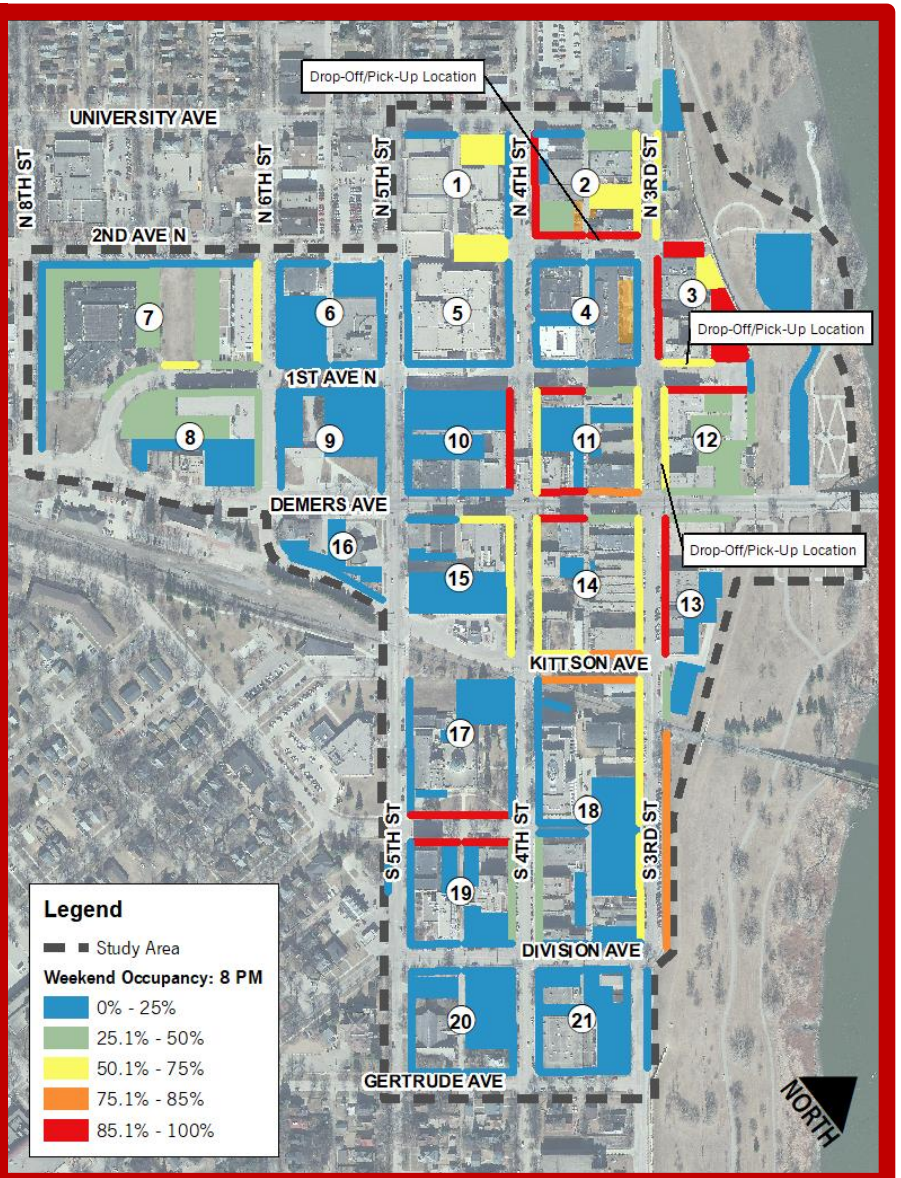
Nationally, 40% of ride-hailing trips would have otherwise been made by walking, biking or transit

Increased Ride-Hailing and Car Services

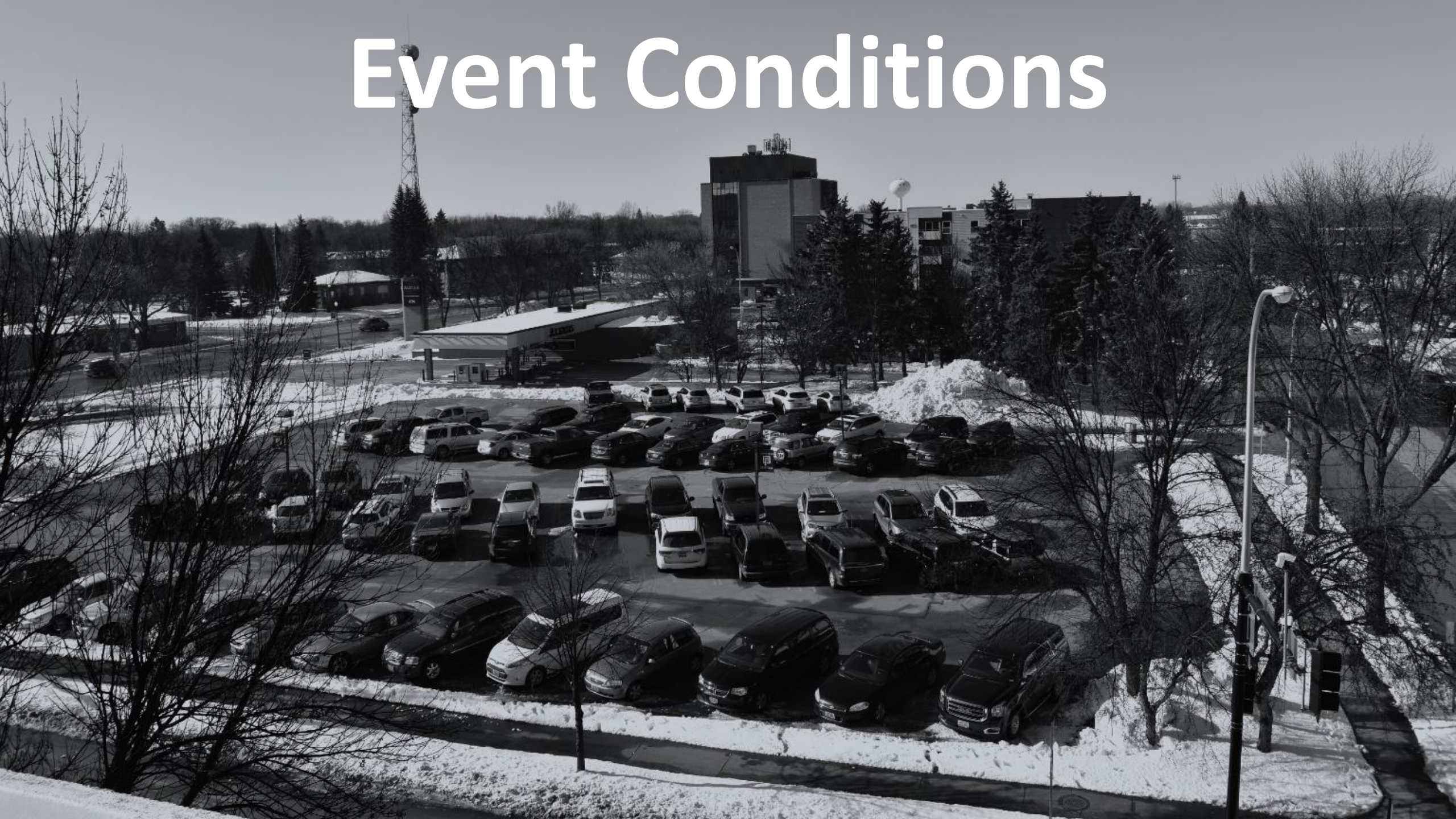
Impacts on Parking

- Less impactful then taxicabs
- Nationally use to supplant taxicabs, walking and biking
- Popular during evening and weekend
- Unlikely to supplant commute trips until parking demand increases
- May increase overnight trips

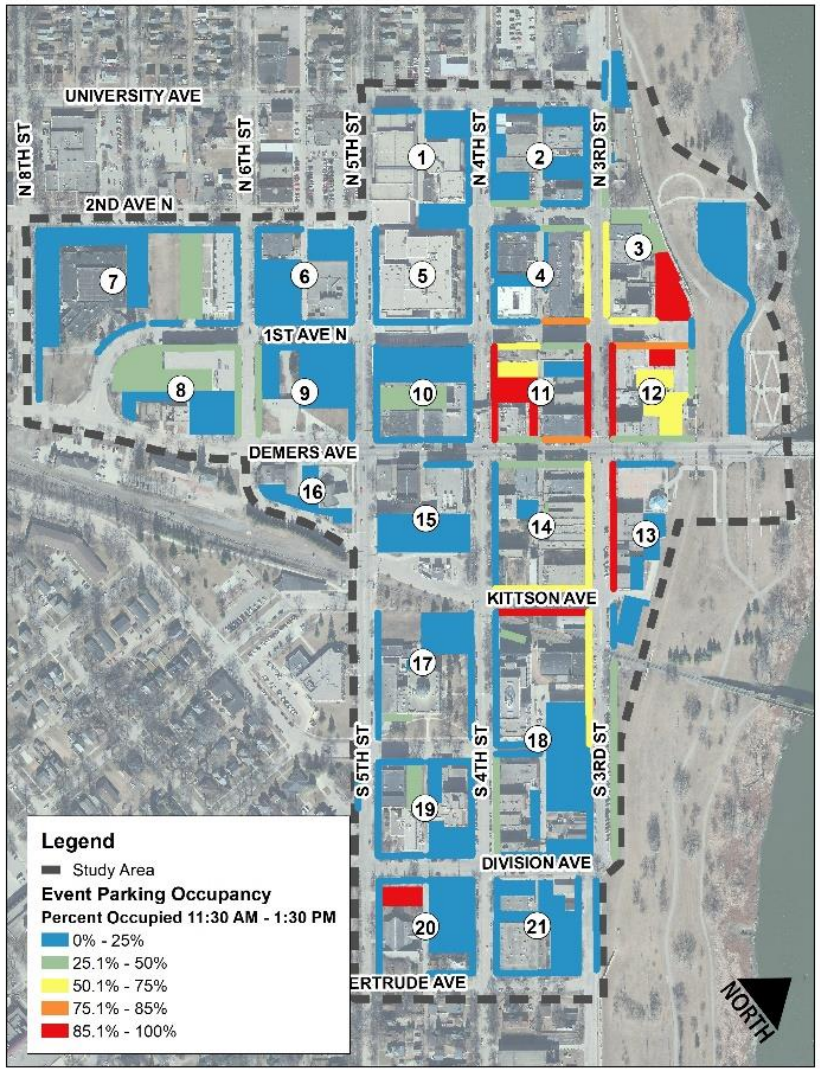
Weekend Evening Parking Demand and Current Pick-Up/Drop-Off Locations

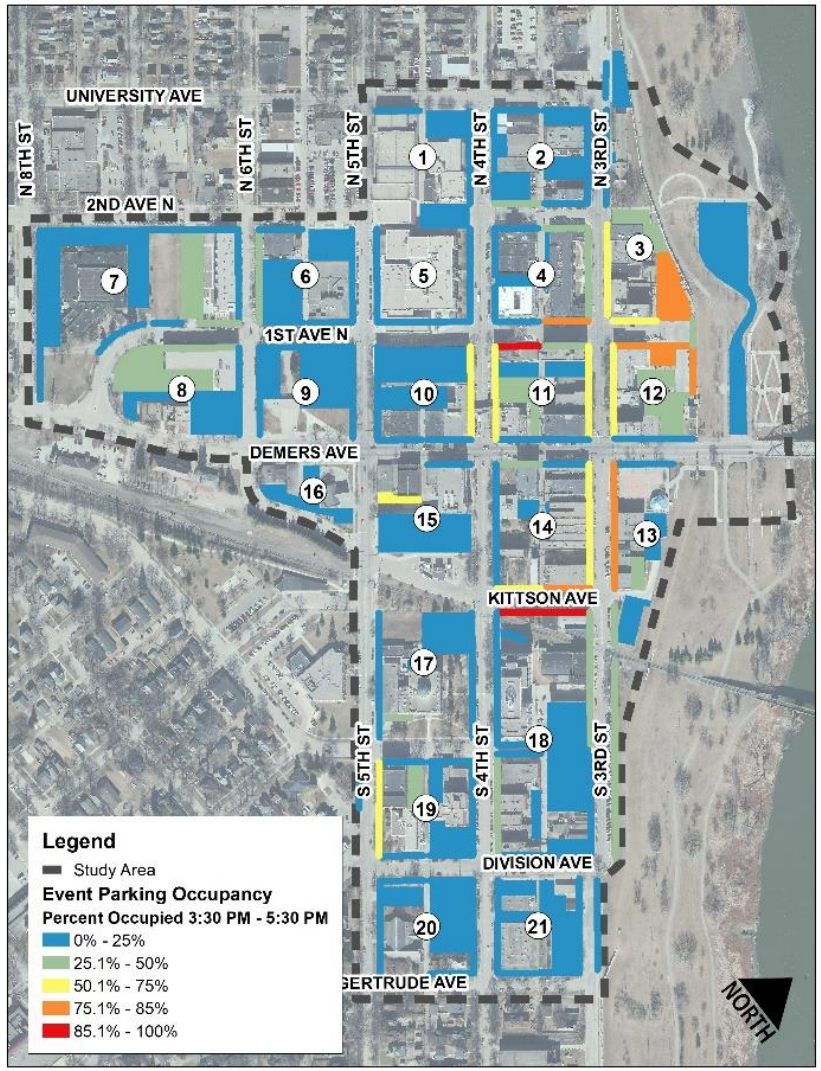


Event Conditions



Existing Conditions





Before and During Holly Dazzle Event Parking Demand				
Parking Type	***Before Event Parking Demand***	***Before Event Occupancy***	***During Event Parking Demand***	***During Event Occupancy***
Public On-Street	239	24.9%	233	24.3%
Public Off-Street	146	11.0%	174	13.1%
Private Off-Street	319	24.6%	235	18.1%
Total	704	19.7%	642	17.9%

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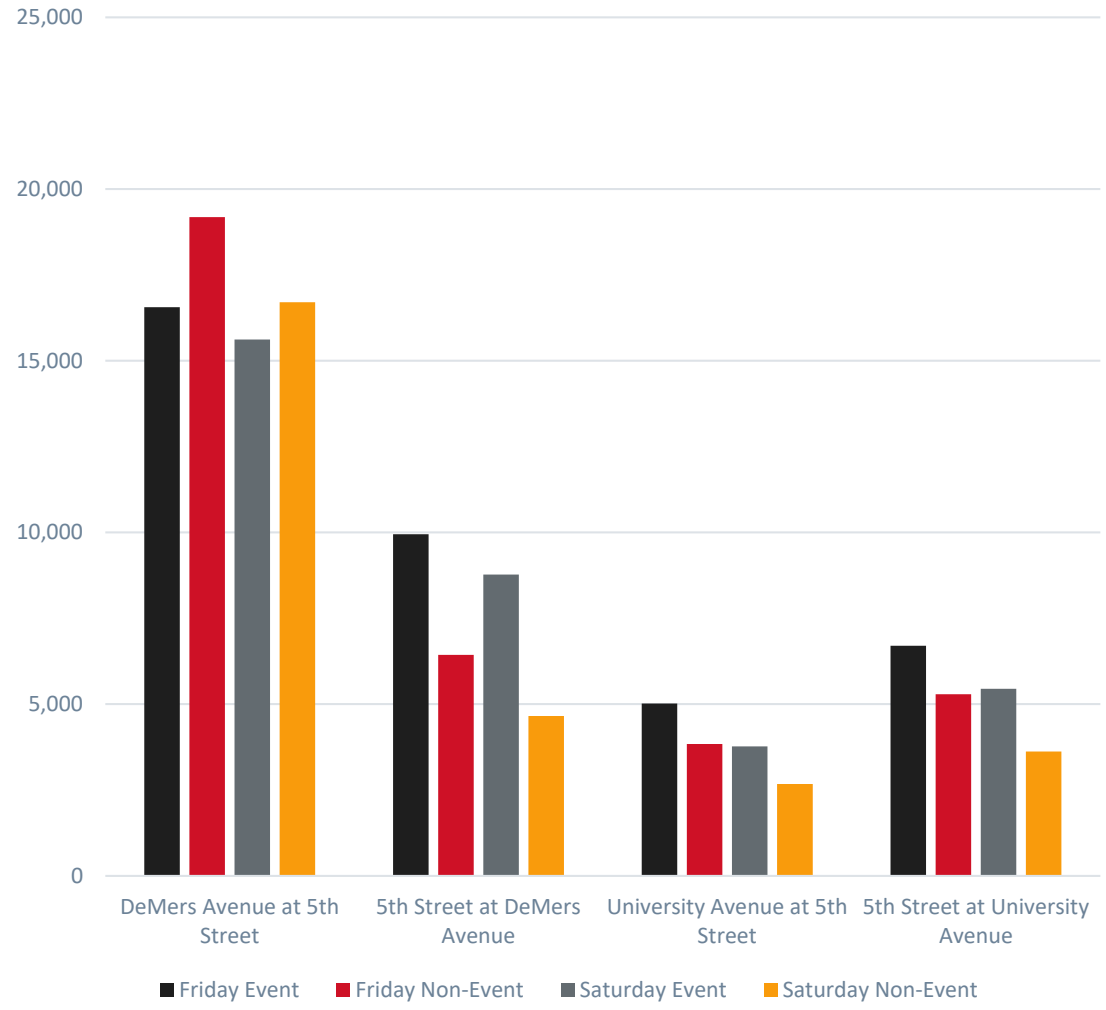
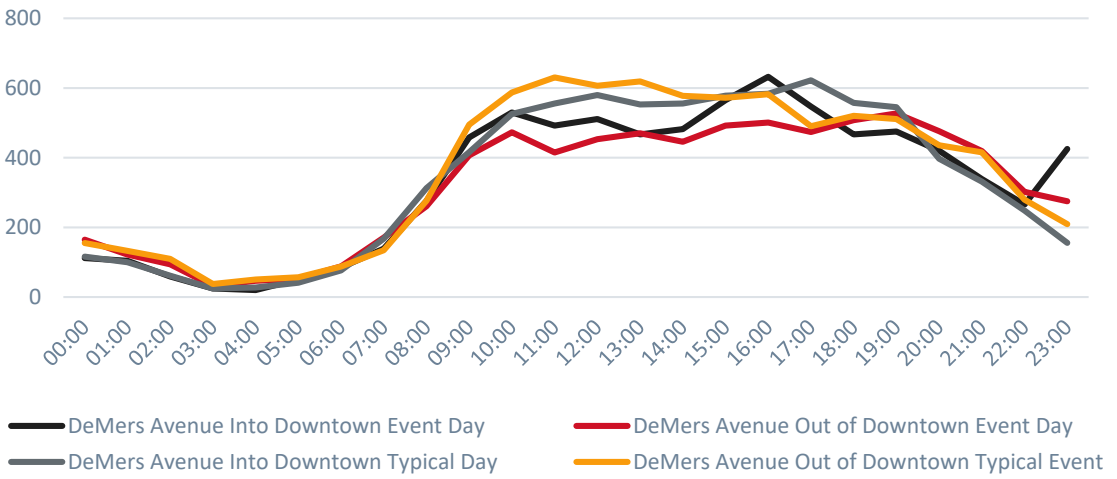
Estimating Demand

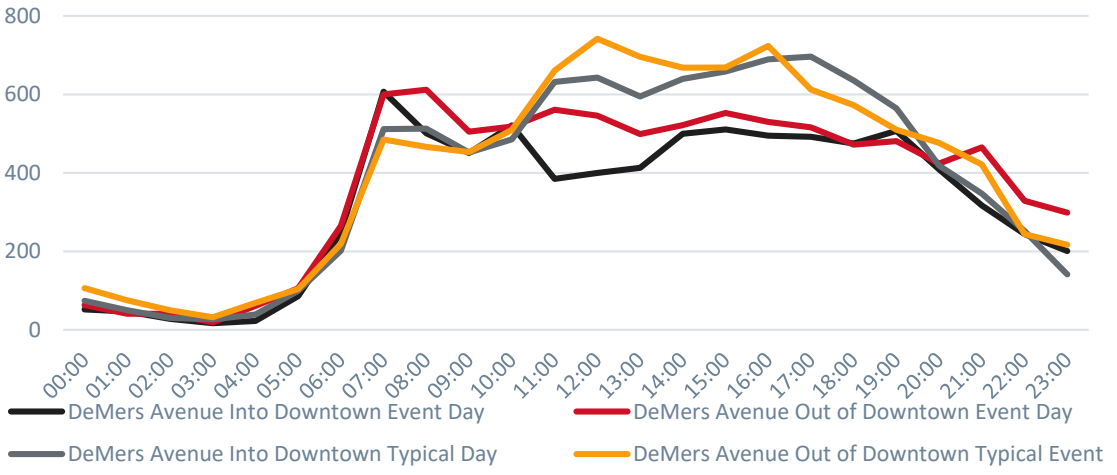
Event Traffic at Two Intersections in Downtown



Saturday Directional Distributions at DeMers Ave and 5th St

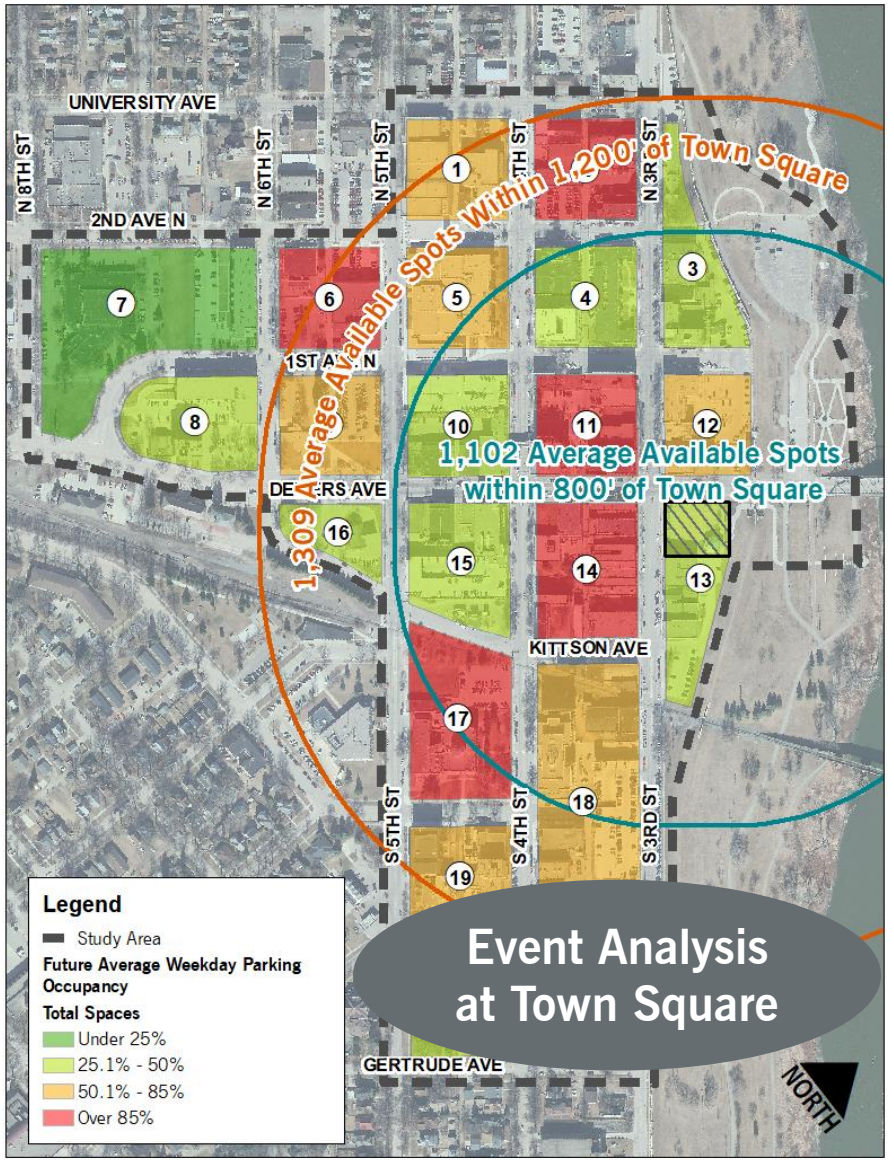


Friday Directional Distributions at DeMers Ave and 5th St

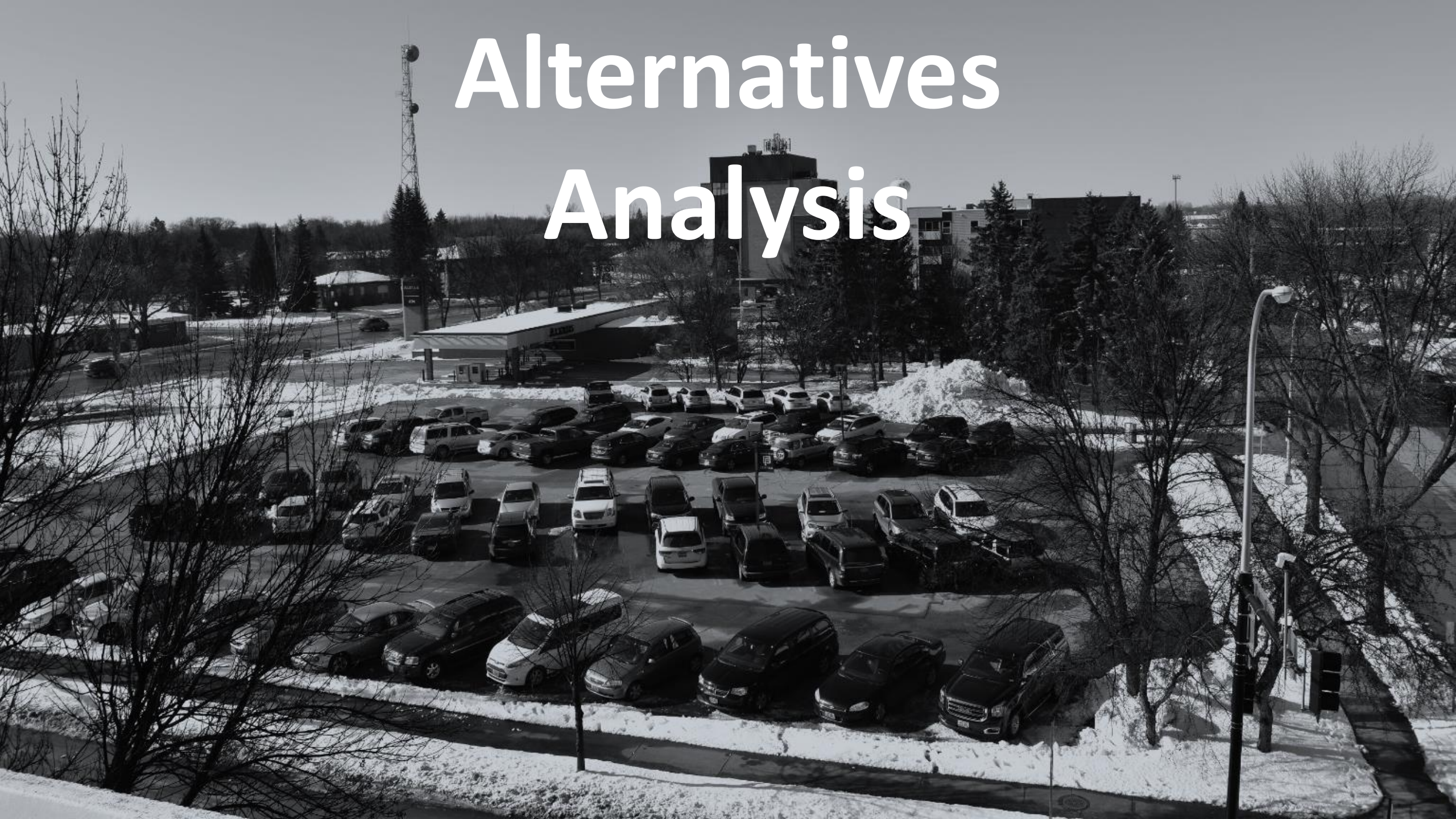


Future Event Conditions

- Central High School or City Hall
  - 1,200 total available parking spaces within 800 feet, or about one block
  - more than 1,500 total available parking spaces within 1,200 feet, or about two blocks.
- DeMers Avenue
  - 1,480 total available parking spaces within 800 feet
  - more than 1,555 total available parking spaces within 1,200 feet.
- Town Square
  - 1,100 total available parking spaces within 800 feet
  - more than 1,300 total available parking spaces within 1,200 feet.



Alternatives Analysis



Parking Perception vs. Reality: Marketing & Information

Marketing Campaign should include:

- Information and marketing campaign.
- A downtown parking brand
- Easy to read parking locations and restrictions map

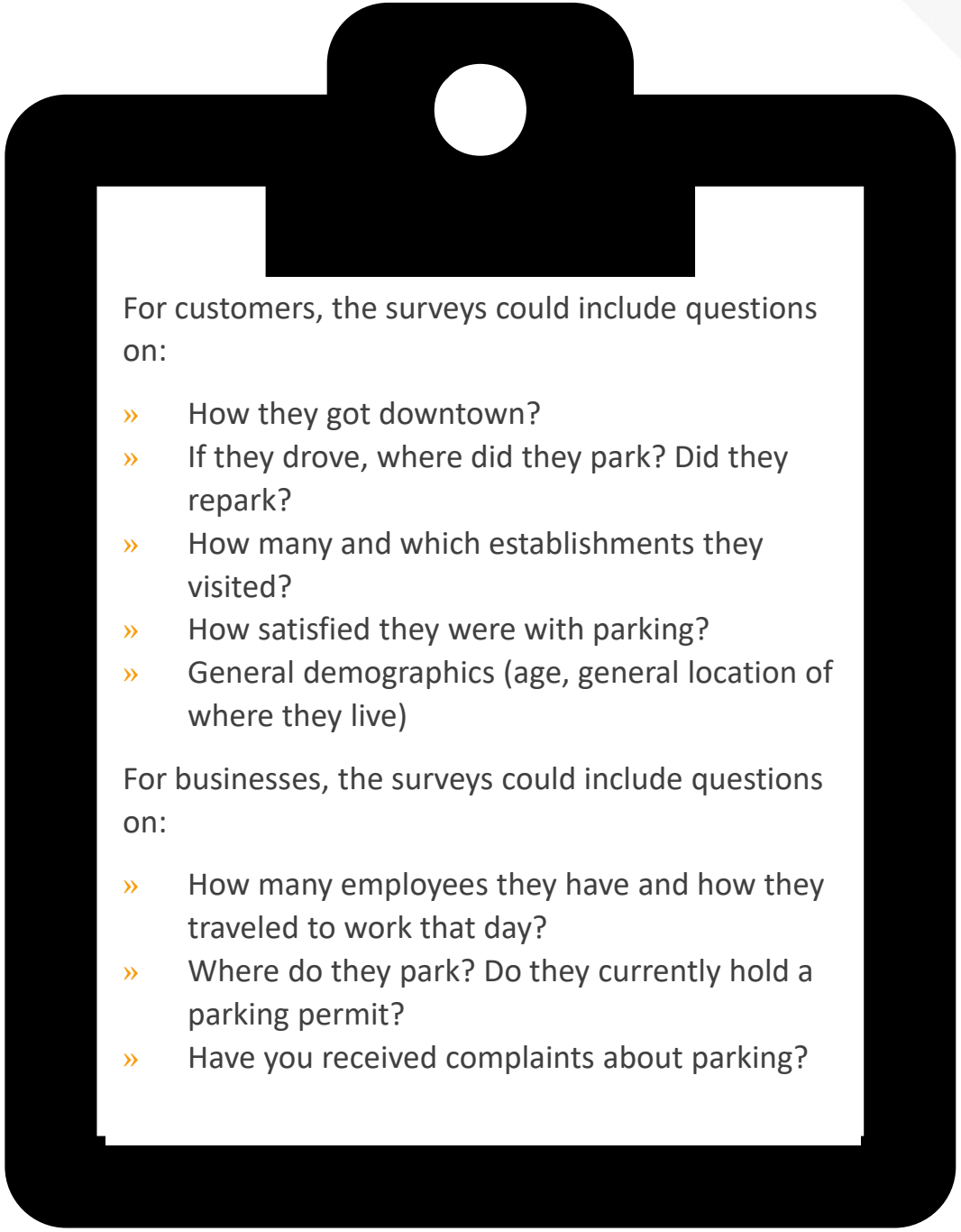
PARK ANNAPOLIS™

DOWNTOWN LOTS MORE WILMINGTON

MPLS PARKING

PARKING LOCATIONS IN DOWNTOWN CHICO

Download PDF of Downtown Parking Map



Relaunch of Digital Parking Information:

- A dedicated parking website
- An interactive parking map

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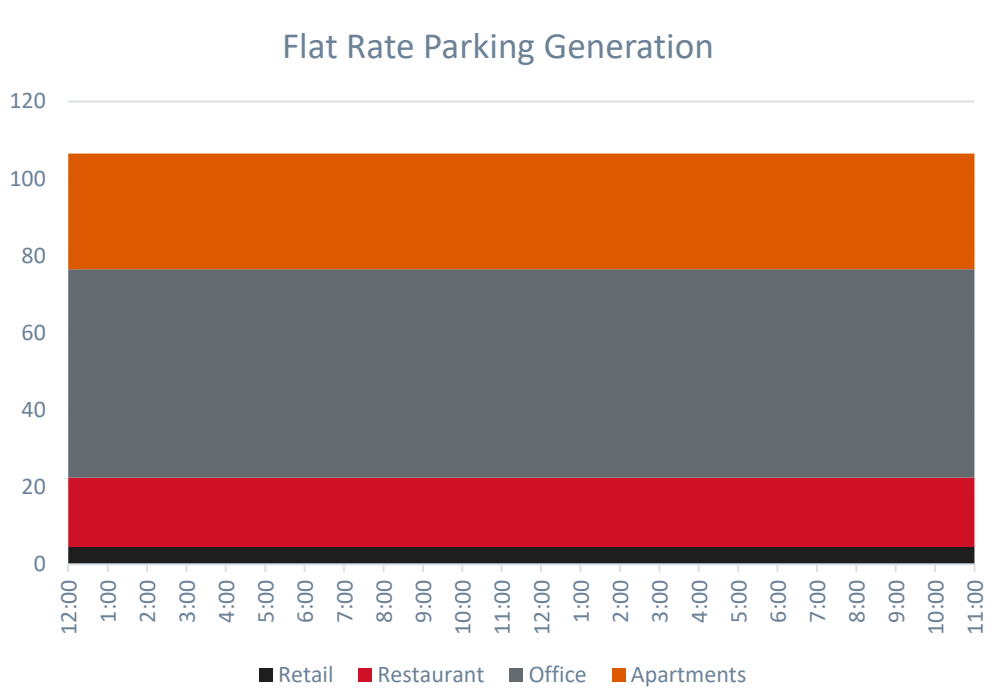
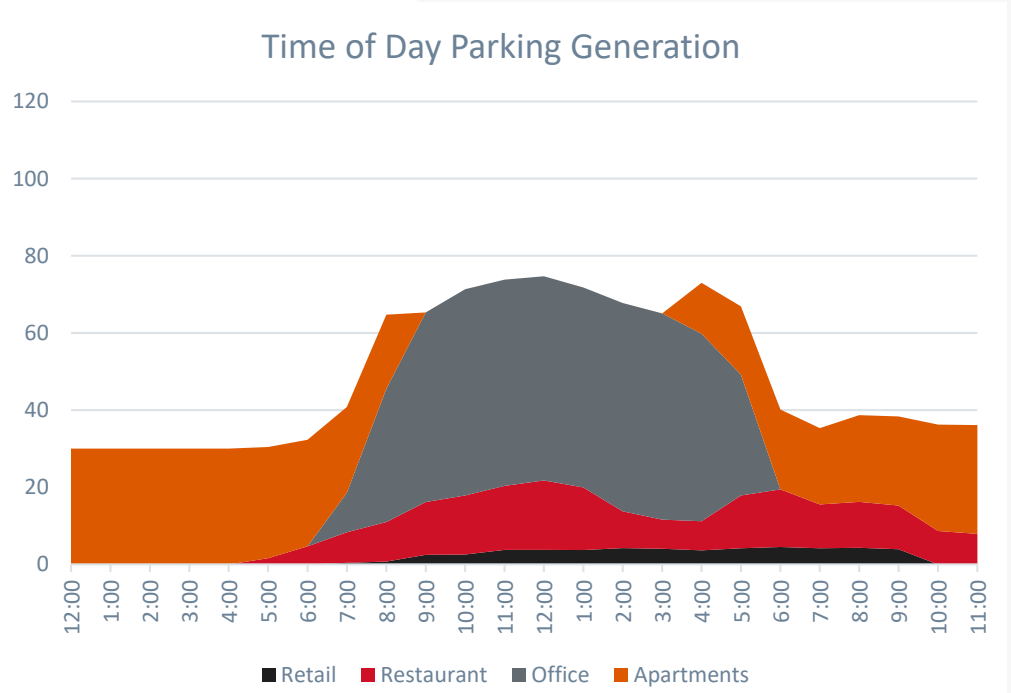
Single Use and Private Parking

- Create a shared parking toolkit, that includes model templates or agreements.
- Seek private sector partners to conduct a pilot program and document issues and successes.
- Incentivize shared parking by accepting private off-site shared parking in the current parking assessment calculations.





Time of Day Calculations

Land Use	Current Parking Ratios for Assessments
Office/Banks	10 + 1 for each 500 square feet
Professional Offices	3.33
Medical Office	5.00
Retail	7.00
Retail/Secondhand, Used and Thrift	3.50
Retail/Furniture, Appliance	2.00
Mixed Used	NA
Automobile Service Stations	4 + 2/each service stall
Service/Beauty and Barber shops	5.00
Service	5.00
Grocery (Specialty Retail)	NA
High School	1/each teacher and employee and 1/each 5 students
Restaurant/Bar	6.66 for Bars
Hotel – per unit	1.00/room
Residential – per unit	1.00/each 2 units
Residential for elderly – per unit	1.00/each 3 units
Boarding and lodging/Dormitory	1/each 2 persons (boarding/ lodging) 1/each 4 persons (Dormitory)
Community/ Fraternal and Lodge buildings	0.50
Mortuary and Funeral parlors	2.00
Fitness Center	2.00
Church Synagogues and Temples	2.00
Theater – per seat	1/12 seats
Bowling Alley – per lane	
Government	
Manufacturing/Printers a	
Warehouse	

*Parking Stalls per 1,000 gro

- Mixed-Use Development:
  - 100 Residential Units = 50 Spaces
  - 10,000 SF of Office = 30 Spaces
  - 5,000 SF of Retail = 35 Spaces
  - **115 Total Spaces**

	Apartment		Office		Retail		Total Demand
	%	Req	%	Req	%	Req	
12:00 AM	100%	50	0%	0	0%	0	50
1:00 AM	100%	50	0%	0	0%	0	50
2:00 AM	100%	50	0%	0	0%	0	50
3:00 AM	100%	50	0%	0	0%	0	50
4:00 AM	100%	50	0%	0	0%	0	50
5:00 AM	96%	48	0%	0	0%	0	48
6:00 AM	92%	46	0%	0	0%	0	46
7:00 AM	74%	37	19%	6	9%	3	46
8:00 AM	64%	32	64%	19	16%	6	57
9:00 AM	0%	0	91%	27	55%	19	47
10:00 AM	0%	0	99%	30	57%	20	50
11:00 AM	0%	0	99%	30	84%	29	59
12:00 PM	0%	0	98%	29	84%	29	59
1:00 PM	0%	0	96%	29	83%	29	68
2:00 PM	0%	0	100%	30	94%	33	63
3:00 PM	0%	0	99%	30	90%	32	61
4:00 PM	44%	22	90%	27	81%	28	77
5:00 PM	**59%**	**30**	**58%**	**17**	**93%**	**33**	**79**
6:00 PM	69%	35	0%	0	100%	35	70
7:00 PM	66%						
8:00 PM	75%						
9:00 PM	77%						
10:00 PM	92%						
11:00 PM	94%						

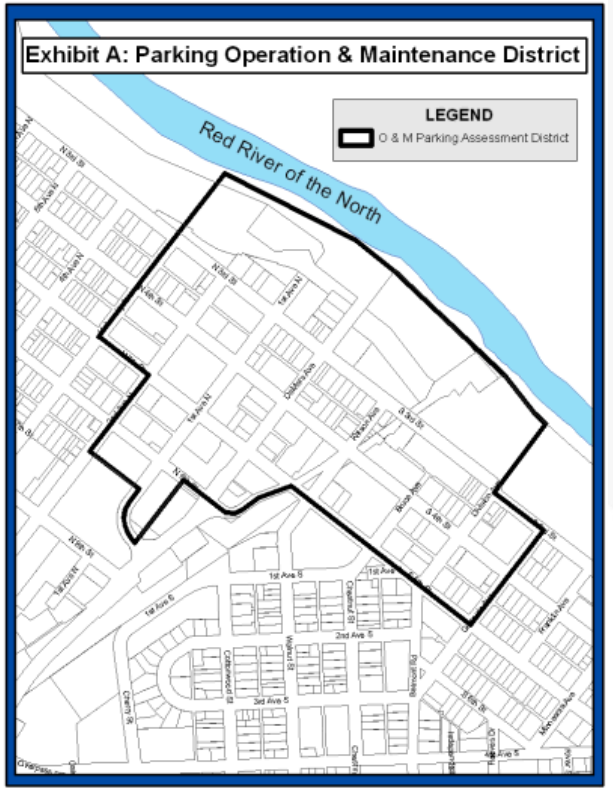
- Mixed-Use Development:
  - 100 Residential Units = 50 Spaces
  - 10,000 SF of Office = 30 Spaces
  - 5,000 SF of Retail = 35 Spaces
  - **79 Total Spaces**

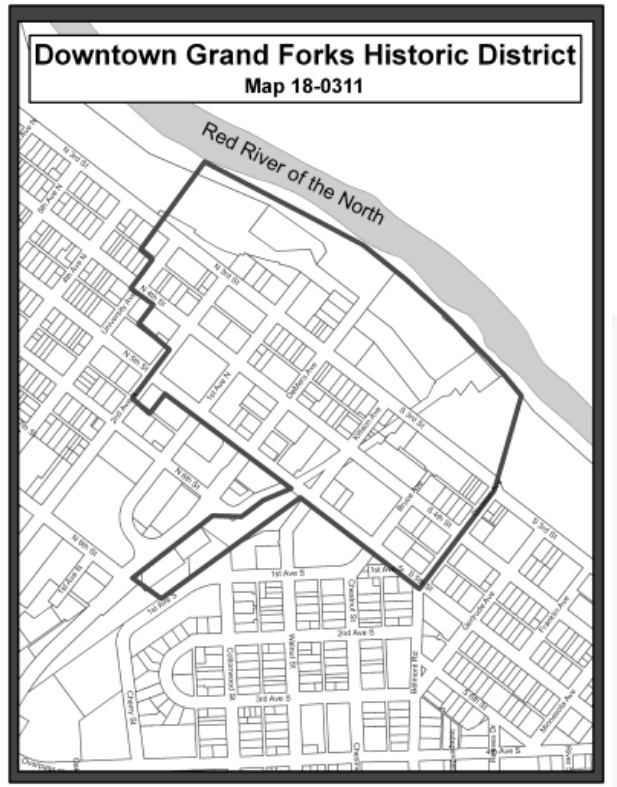
Permit Parking Processes

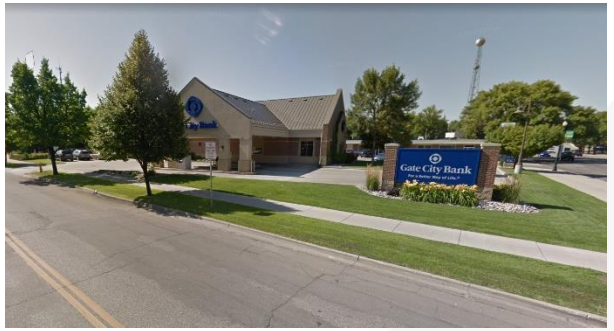
- Streamlining restricted times
- Simplify the permitting process
- Monitor permit utilization rates

Urban Form and Function

- Ordinances
- Parking Maximum
- Best Use of Downtown



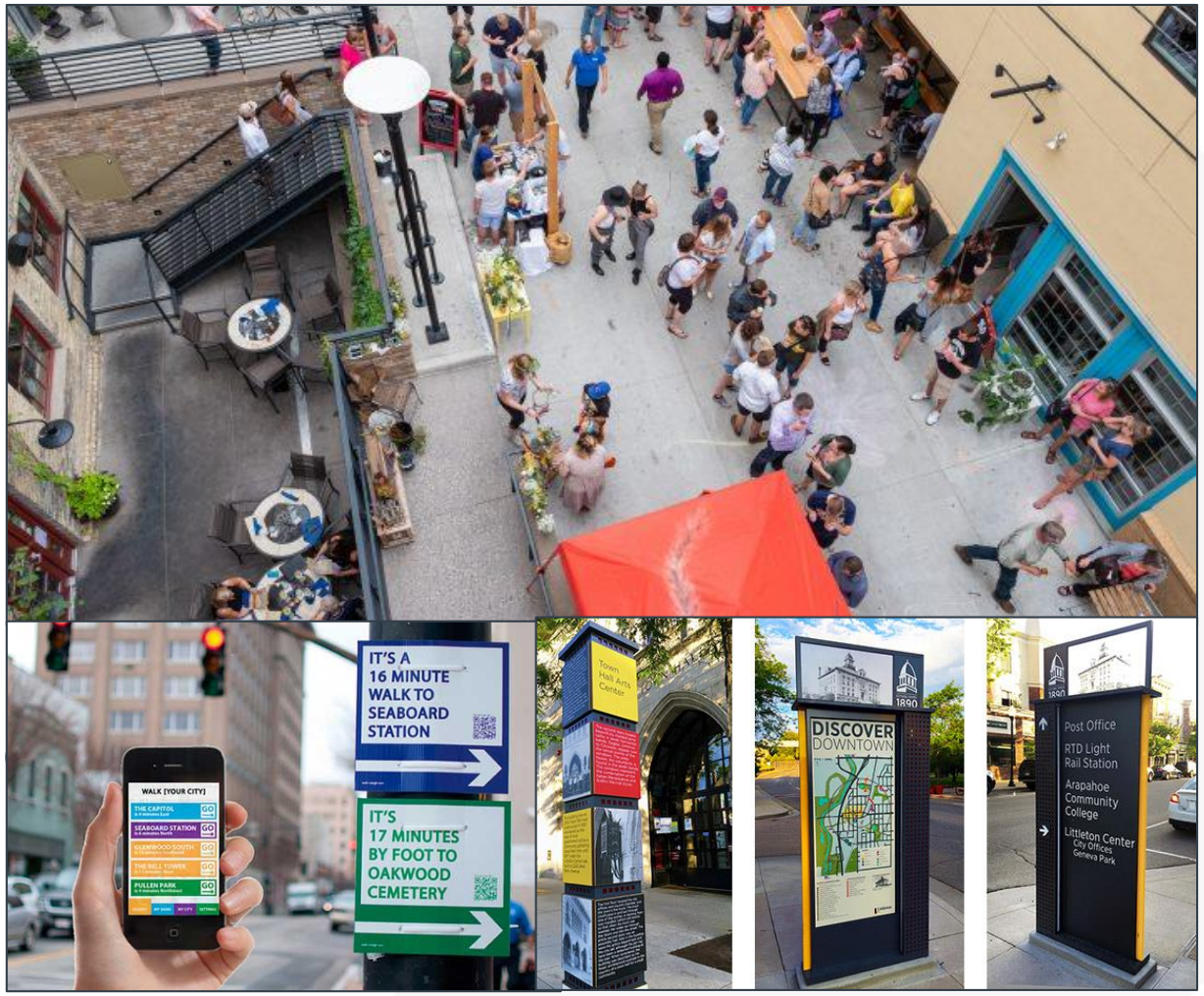




Multimodal Mobility: Pedestrian Environment

Downtown is a half-mile long, and most pedestrians could walk that distance in about 15 minutes.

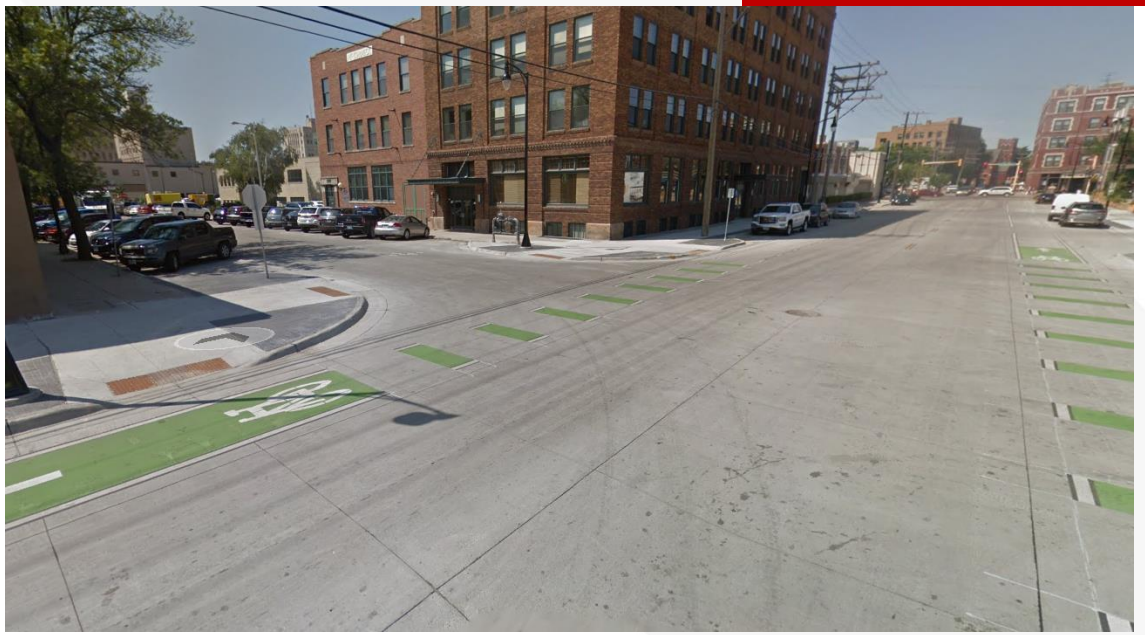
- Complete a full ADA evaluation for downtown
- Improve lighting and perceived safety to the Riverboat Road Parking Lot
- Activated alleyways
- Wayfinding with major destinations and walking tim



Multimodal Mobility: Bicycle Infrastructure

High quality bicycle facilities can increase ridership up to 171%.

- Prioritize investments in high quality bicycle infrastructure
- Provide secure bicycle storage



Multimodal Mobility: Shared Mobility

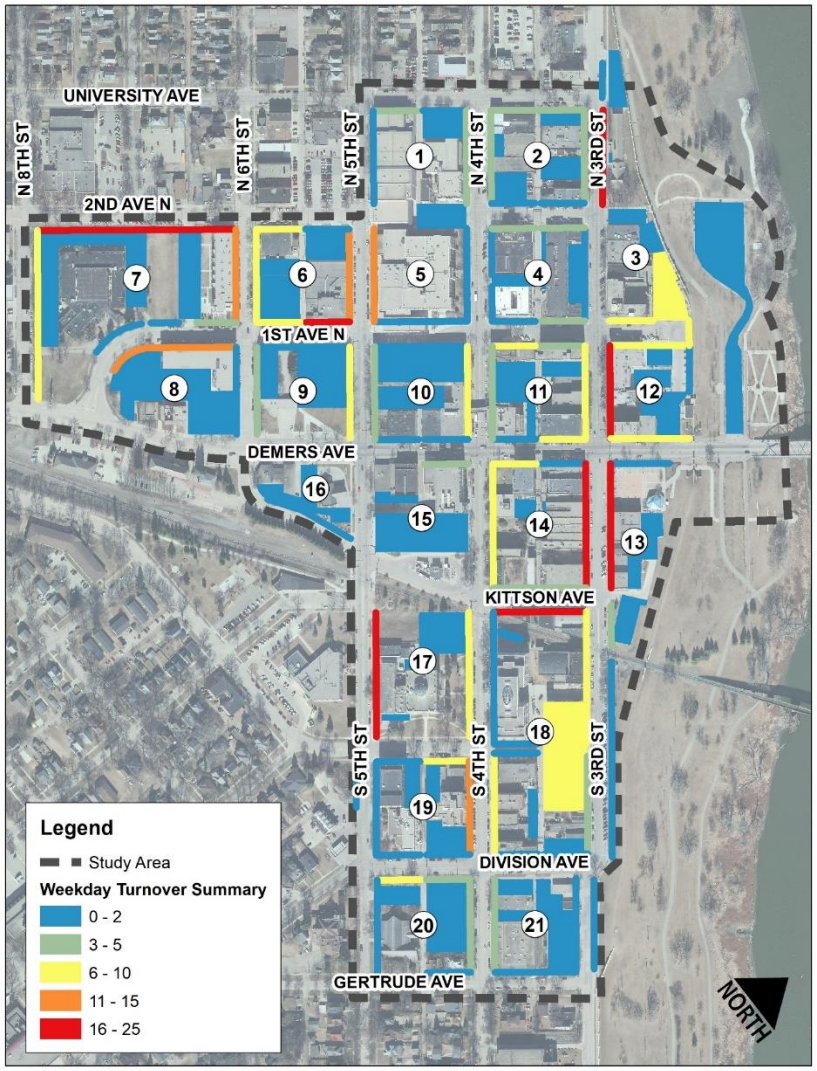
- Support bikeshare and e-scooters
- Ride-Hailing
  - Expand Pick-up/Drop-Off Locations
  - Expand Pick-up/Drop-Off Hours

Multimodal Mobility: Grow Transit Attractiveness

- Pilot study of a high-frequency downtown circulator route
- Park and Rides at High Frequency Locations
- Business Incentives for Ridership
- Partnerships between CAT and Downtown Events

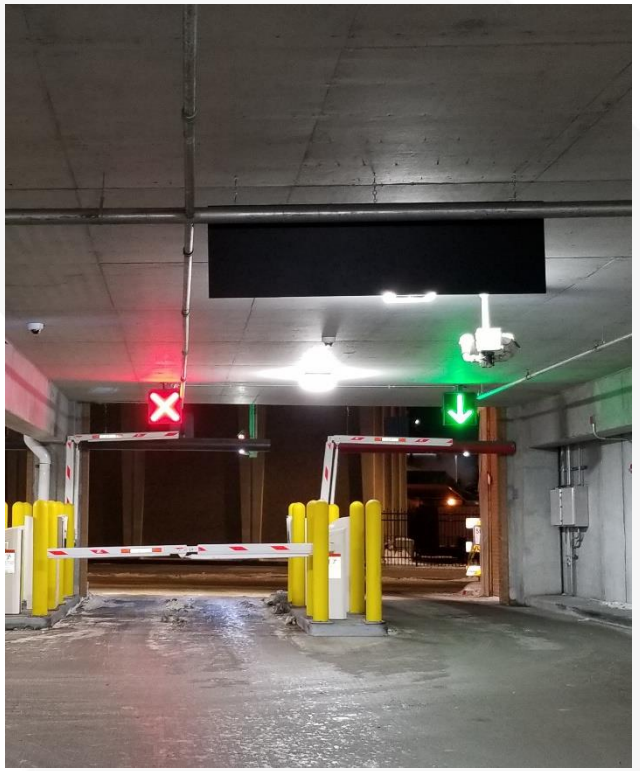
Enforcement

- Digital Tracking and Ticketing
- Graduated Parking Fine
- Additional Resources



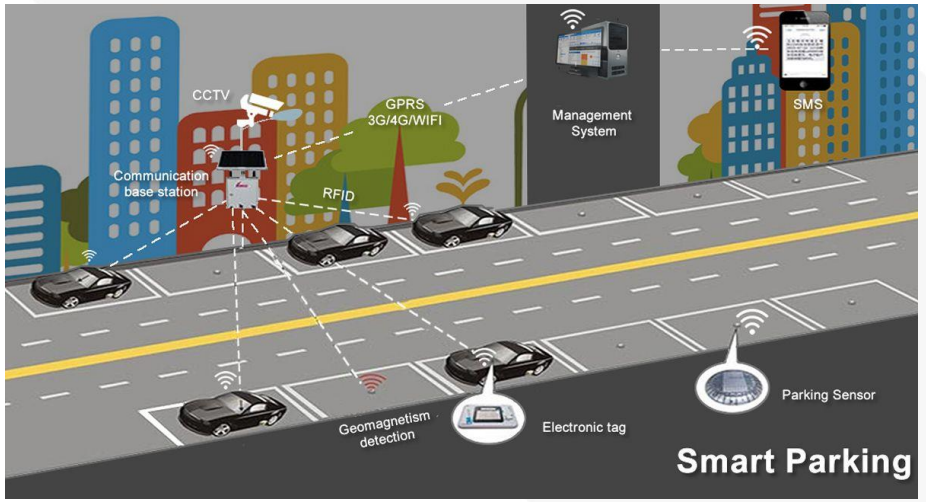
Investments in Parking Infrastructure

- Infrastructure Maintenance
  - Regular maintenance programs
  - Steep slopes
  - Leakage issues
- Monetizing Parking Ramps
  - First two hours free
  - Raise gate arms during evenings and weekends
  - Impacts to Traffic
  - Reserved Parking Signage



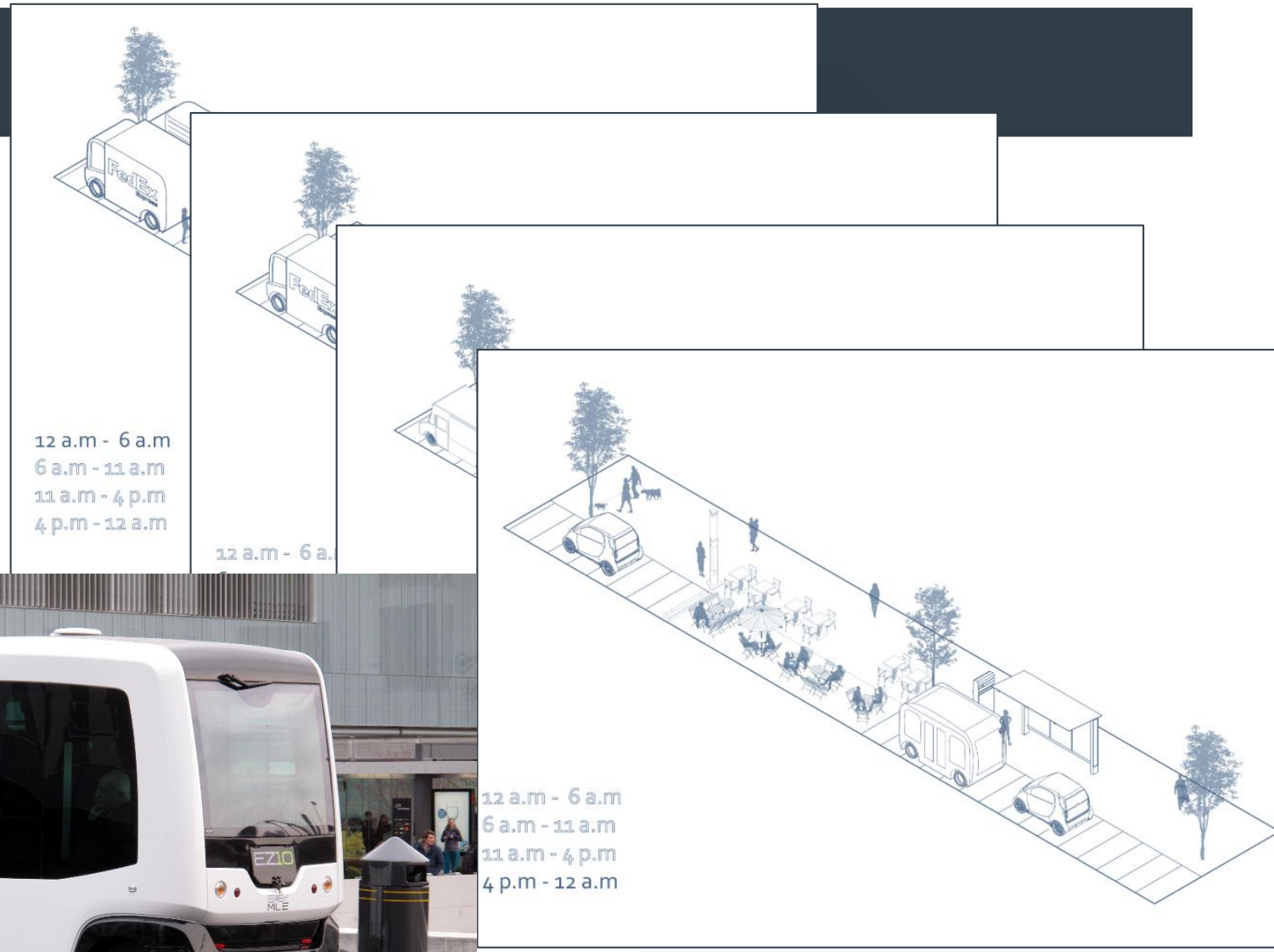
Leveraging Technology

Information Dissemination



Leveraging Technology

Curb Space Management

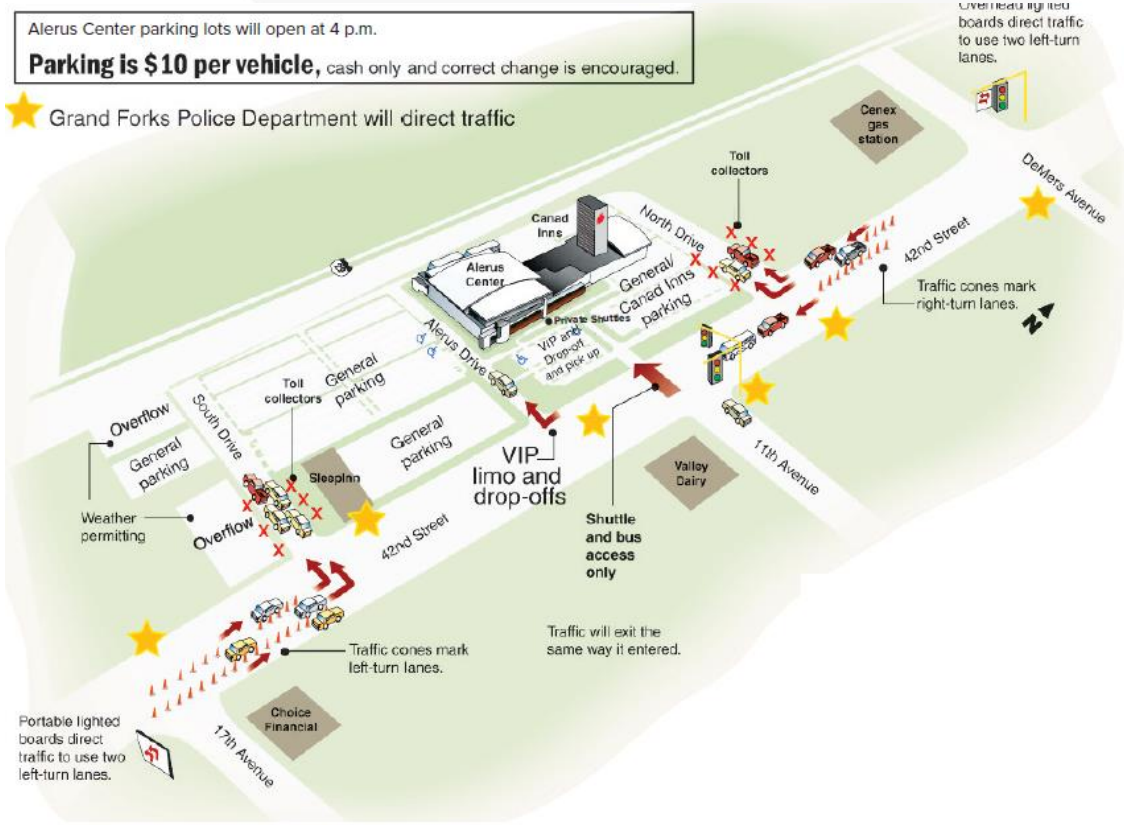


Parking Management

CAV Circulator Shuttles

Event Management

- Wayfinding
- Event Protocols
- Coordinated Parking Information
- Transit Incentives



Questions?

KLJ

ENGINEERING, REIMAGINED

Prepare for Public Input

Preparing for Public Engagement

- Open House version of today's meeting
- Date/event ideas?
- Location?

Marketing

- Website notification
- MPO's Stakeholder List Email
- Downtown Development Association Email List
- Facebook posts
- Flyer
- Newspaper and press release
- Others?

- Open House Style
  - Steering Committee Encouraged to Attend and Participate
  - May look to the Steering Committee to assist with some of the activities at the meeting

Next Steps

Next Steps

March

- Refine alternatives
- Prepare for public input meeting
- Develop implementation plan

- Public Meeting March
  - Schedule to run 4-7 to capture business community and the public
- Final Steering Committee Meeting
  - Scheduled for May
  - Present Implementation Plan and Final Report

For each key issue and its alternatives, use a checkmark to indicate whether you support an alternative and when you believe it should be implemented. Short term projects would be high priority that should be implemented in the next 3 years, mid term projects are priority projects that should be implemented between 3 and 10 years, and long term projects and those that are may be needed in 10 or more years.

KEY ISSUE #1: PARKING PERCEPTION V. REALITY

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Information and Marketing Campaign	X		X			
Downtown Parking Brand	X		X			
Parking Locations and Restrictions Map	X		X			
Dedicated Parking Website	X		X			
Establish Regular Parking Count Program	X			X		
Business and Customer Survey Program	X			X		

KEY ISSUE #2: SINGLE USE AND PRIVATE PARKING

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Calculate Parking by Time of Day						
Shared Parking, Generally	X			X		
Shared Parking Toolkit	X			X		
Shared Parking Pilot Program	X			X		
Incentivize Shared Parking	X				X	
Refine Permit Parking Processes, Generally	X					
Streamlining Restricted Times	X		X			
Simplify the Permitting Process	X		X			
Monitor Permit Utilization Rates	X		X			

KEY ISSUE #3: URBAN FORM AND FUNCTION

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Codify Design Review Board Guidelines for the B-4 Central Business District	X		X			
Parking Maximums Ordinance	X			X		
Highest and Best Use Developments	X				X	

QUESTIONS, COMMENTS, CONCERNS?

KEY ISSUE #4: INCREASED MULTIMODAL MOBILITY

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
ADA Evaluation	X					
Improve Lighting to Riverboat Road Parking Lot	X					
Activate Alleyways	X					
Improved Wayfinding	X					
High Quality Bicycle Infrastructure	X					
Secure Bicycle Storage	X				X	
Support Bikeshare and E-Scooters	X					
Downtown Circulator	X				X	
Expand Ride-Share Options, Generally	X		X			
Add Drop-Off/Pick-Up Locations	X			X		
Designate at Premium Locations	X			X		
Expand Designated Space Hours	X			X		
Grow Transit Attractiveness, Generally	X		X			
Encourage Transit Ridership	X		X			
Seek Partnerships for Park and Rides	X				X	
Evaluate Incentives for Transit Use	X				X	
Event Partnerships	X		X			

KEY ISSUE #5: ENFORCEMENT

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Expand Enforcement, Generally	X		X			
Implement Digital Tracking and Ticketing System	X		X			
Graduated Parking Fine	X			X		
Additional Resources for Enforcement	X			X		

QUESTIONS, COMMENTS, CONCERNS?

KEY ISSUE #6: INVESTMENTS IN PARKING INFRASTRUCTURE

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
County Ramp Maintenance	X		X			
Central and Corporate Ramp Maintenance	X		X			
Monetizing the Parking Ramps	X			X		

KEY ISSUE #7: LEVERAGING TECHNOLOGY TO BENEFIT SYSTEM

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Changeable Message Signs		X				
Dynamic Parking Counts		X				
Prepare for Parking Meters	X			X		
Plan for Technology Impacts, Generally	X		X			
Prioritize Flexible Curb Space		X				
Prioritize Needs of Bikes, Pedestrians, and High-Occupancy Vehicles	X			X		
Monitor Transportation Trends	X				X	

KEY ISSUE #8: EVENT MANAGEMENT

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Comprehensive Signage and Wayfinding	X		X			
Downtown Events Protocols	X			X		
Coordinate Parking Information with Event Owners	X		X			
Connect with Cities Area Transit	X		X			

QUESTIONS, COMMENTS, CONCERNS?

UNIVERSITY AVE
N 8TH ST
N 6TH ST
N 5TH ST
N 4TH ST
N 3RD ST
2ND AVE N
1ST AVE N
DEMERS AVE
KITTSON AVE
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Legend
Study Area
NORTH

For each key issue and its alternatives, use a checkmark to indicate whether you support an alternative and when you believe it should be implemented. Short term projects would be high priority that should be implemented in the next 3 years, mid term projects are priority projects that should be implemented between 3 and 10 years, and long term projects and those that are may be needed in 10 or more years.

KEY ISSUE #1: PARKING PERCEPTION V. REALITY

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Information and Marketing Campaign	✓		✓			
Downtown Parking Brand	✓		✓			
Parking Locations and Restrictions Map	✓		✓			
Dedicated Parking Website	✓			✓		
Establish Regular Parking Count Program	✓			✓		
Business and Customer Survey Program	✓		✓			

KEY ISSUE #2: SINGLE USE AND PRIVATE PARKING

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Calculate Parking by Time of Day	✓			✓		
Shared Parking, Generally	✓			✓		
Shared Parking Toolkit				✓		
Shared Parking Pilot Program				✓		
Incentivize Shared Parking					✓	
Refine Permit Parking Processes, Generally	✓		✓			
Streamlining Restricted Times	✓		✓			
Simplify the Permitting Process	✓		✓✓✓			
Monitor Permit Utilization Rates		✓				

KEY ISSUE #3: URBAN FORM AND FUNCTION

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Codify Design Review Board Guidelines for the B-4 Central Business District	✓			✓		
Parking Maximums Ordinance	✓		✓			
Highest and Best Use Developments	✓				✓	

Blue Weber

QUESTIONS, COMMENTS, CONCERNS?

we here at the DDA are working on some new parking branding idea's and ways to market them thru our 20/20 vision campaign and anything we can do to create brand cohesion, we are all in for!

Free up the parking garages for a couple years to encourage people to try them.

Heavily enforce rules on third, more lax elswhere.

KEY ISSUE #6: INVESTMENTS IN PARKING INFRASTRUCTURE

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
County Ramp Maintenance	X			X		
Central and Corporate Ramp Maintenance	X			X		
Monetizing the Parking Ramps	X		XX			

KEY ISSUE #7: LEVERAGING TECHNOLOGY TO BENEFIT SYSTEM

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Changeable Message Signs	X			X		
Dynamic Parking Counts	X		X			
Prepare for Parking Meters	X					
Plan for Technology Impacts, Generally		X				X
Prioritize Flexible Curb Space		X				X
Prioritize Needs of Bikes, Pedestrians, and High-Occupancy Vehicles	X		X			
Monitor Transportation Trends	X				X	

KEY ISSUE #8: EVENT MANAGEMENT

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Comprehensive Signage and Wayfinding	X		X			
Downtown Events Protocols	X		X			
Coordinate Parking Information with Event Owners	X		X			
Connect with Cities Area Transit	X		X			

QUESTIONS, COMMENTS, CONCERNS?

Meter or parking arms

Parking garage is THE place for technology

This should be on us. not MPO or City.

KEY ISSUE #4: INCREASED MULTIMODAL MOBILITY

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
ADA Evaluation	✓		✓			
Improve Lighting to Riverboat Road Parking Lot	✓		✓			
Activate Alleyways	✓		✓			
Improved Wayfinding	✓		✓			
High Quality Bicycle Infrastructure	✓		✓			
Secure Bicycle Storage	✓			✓		
Support Bikeshare and E-Scooters	✓		✓			
Downtown Circulator		✓				✓
Expand Ride-Share Options, Generally	✓			✓		
Add Drop-Off/Pick-Up Locations		✓			✓	
Designate at Premium Locations	✓			✓		
Expand Designated Space Hours		✓			✓	
Grow Transit Attractiveness, Generally	✓					
Encourage Transit Ridership			✓			
Seek Partnerships for Park and Rides		✓				✓
Evaluate Incentives for Transit Use	✓		✓			
Event Partnerships	✓		✓			

KEY ISSUE #5: ENFORCEMENT

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Expand Enforcement, Generally	X		X			
Implement Digital Tracking and Ticketing System	X		X			
Graduated Parking Fine	X		X			
Additional Resources for Enforcement	X		X			

QUESTIONS, COMMENTS, CONCERNS?

Lighting riverboat parking is one of the biggest opportunities we have. Also, adding bike share could be great for all mobility. By growing the aspects of other mobility, we would see an increased ridership of C.A.T.

Enforce 3rd St. to change the habits to park in other places.

For each key issue and its alternatives, use a checkmark to indicate whether you support an alternative and when you believe it should be implemented. Short term projects would be high priority that should be implemented in the next 3 years, mid term projects are priority projects that should be implemented between 3 and 10 years, and long term projects and those that are may be needed in 10 or more years.

KEY ISSUE #1: PARKING PERCEPTION V. REALITY

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Information and Marketing Campaign	✓		✓			
Downtown Parking Brand	✓		✓			
Parking Locations and Restrictions Map	✓		✓			
Dedicated Parking Website	✓		✓			
Establish Regular Parking Count Program	✓			✓		
Business and Customer Survey Program	✓					✓

KEY ISSUE #2: SINGLE USE AND PRIVATE PARKING

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Calculate Parking by Time of Day	✓					✓
Shared Parking, Generally	✓					✓
Shared Parking Toolkit	✓					✓
Shared Parking Pilot Program	✓					✓
Incentivize Shared Parking		✓				
Refine Permit Parking Processes, Generally	✓		✓			
Streamlining Restricted Times	✓		✓			
Simplify the Permitting Process	✓		✓			
Monitor Permit Utilization Rates	✓					✓

KEY ISSUE #3: URBAN FORM AND FUNCTION

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Codify Design Review Board Guidelines for the B-4 Central Business District	✓					
Parking Maximums Ordinance		✓				
Highest and Best Use Developments		✓				

QUESTIONS, COMMENTS, CONCERNS?

KEY ISSUE #4: INCREASED MULTIMODAL MOBILITY

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
ADA Evaluation	✓		✓			
Improve Lighting to Riverboat Road Parking Lot	✓		✓			
Activate Alleyways		✓				
Improved Wayfinding	✓			✓		
High Quality Bicycle Infrastructure	✓					✓
Secure Bicycle Storage	✓			✓		
Support Bikeshare and E-Scooters		✓				
Downtown Circulator		✓				
Expand Ride-Share Options, Generally	✓					
Add Drop-Off/Pick-Up Locations	✓		✓			
Designate at Premium Locations		✓				
Expand Designated Space Hours		✓				
Grow Transit Attractiveness, Generally	✓			✓		
Encourage Transit Ridership	✓			✓		
Seek Partnerships for Park and Rides		✓				
Evaluate Incentives for Transit Use		✓				
Event Partnerships	✓		✓			

KEY ISSUE #5: ENFORCEMENT

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Expand Enforcement, Generally	✓		✓			
Implement Digital Tracking and Ticketing System	✓		✓			
Graduated Parking Fine	✓			✓		✓
Additional Resources for Enforcement	✓					✓

QUESTIONS, COMMENTS, CONCERNS?

KEY ISSUE #6: INVESTMENTS IN PARKING INFRASTRUCTURE

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
County Ramp Maintenance	✓		✓			
Central and Corporate Ramp Maintenance	✓					✓
Monetizing the Parking Ramps	✓					✓

KEY ISSUE #7: LEVERAGING TECHNOLOGY TO BENEFIT SYSTEM

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Changeable Message Signs	✓					✓
Dynamic Parking Counts		✓				
Prepare for Parking Meters	✓			✓		
Plan for Technology Impacts, Generally	✓					✓
Prioritize Flexible Curb Space		✓				
Prioritize Needs of Bikes, Pedestrians, and High-Occupancy Vehicles		✓				
Monitor Transportation Trends	✓					✓

KEY ISSUE #8: EVENT MANAGEMENT

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Comprehensive Signage and Wayfinding	✓		✓			
Downtown Events Protocols	✓		✓			
Coordinate Parking Information with Event Owners	✓		✓			
Connect with Cities Area Transit	✓		✓			

QUESTIONS, COMMENTS, CONCERNS?

UNIVERSITY AVE
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Legend
Study Area
NORTH

For each key issue and its alternatives, use a checkmark to indicate whether you support an alternative and when you believe it should be implemented. Short term projects would be high priority that should be implemented in the next 3 years, mid term projects are priority projects that should be implemented between 3 and 10 years, and long term projects and those that are may be needed in 10 or more years.

KEY ISSUE #1: PARKING PERCEPTION V. REALITY

These are all good, top 5 are priorities

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Information and Marketing Campaign	X		X			
Downtown Parking Brand	X		X			
Parking Locations and Restrictions Map	X		X			
Dedicated Parking Website	X		X			
Establish Regular Parking Count Program	X			X		
Business and Customer Survey Program	X			X		

KEY ISSUE #2: SINGLE USE AND PRIVATE PARKING

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Calculate Parking by Time of Day	X					
Shared Parking, Generally						
Shared Parking Toolkit	Support but hard to understand if					
Shared Parking Pilot Program	it is a priority					
Incentivize Shared Parking				X		
Refine Permit Parking Processes, Generally	X		X			
Streamlining Restricted Times	X		X			
Simplify the Permitting Process	X		X			
Monitor Permit Utilization Rates	X			X		

KEY ISSUE #3: URBAN FORM AND FUNCTION

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Codify Design Review Board Guidelines for the B-4 Central Business District	X		X			
Parking Maximums Ordinance	X			X		
Highest and Best Use Developments	X			X		

QUESTIONS, COMMENTS, CONCERNS?

KEY ISSUE #4: INCREASED MULTIMODAL MOBILITY

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
ADA Evaluation	X			X		
Improve Lighting to Riverboat Road Parking Lot	X			X		
Activate Alleyways	X		X			
Improved Wayfinding	X		X			
High Quality Bicycle Infrastructure	X			X		
Secure Bicycle Storage	X				X	
Support Bikeshare and E-Scooters	X		X			
Downtown Circulator – Downtown too small		X				
Expand Ride-Share Options, Generally	X					
Add Drop-Off/Pick-Up Locations			← Monitor	existing, expand when needed		
Designate at Premium Locations						
Expand Designated Space Hours						
Grow Transit Attractiveness, Generally	X					
Encourage Transit Ridership	X					
Seek Partnerships for Park and Rides	X					
Evaluate Incentives for Transit Use	X					
Event Partnerships	X					

KEY ISSUE #5: ENFORCEMENT

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Expand Enforcement, Generally	X		X			
Implement Digital Tracking and Ticketing System	X			X		
Graduated Parking Fine						
Additional Resources for Enforcement						

QUESTIONS, COMMENTS, CONCERNS?

Hard to lend too much support since parking is not being forced there yet. I don't think it's because of lighting. Too many available closer spots on streets.

KEY ISSUE #6: INVESTMENTS IN PARKING INFRASTRUCTURE

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
County Ramp Maintenance	X		X			
Central and Corporate Ramp Maintenance	X		X			
Monetizing the Parking Ramps	X		X			

KEY ISSUE #7: LEVERAGING TECHNOLOGY TO BENEFIT SYSTEM

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Changeable Message Signs						
Dynamic Parking Counts						
Prepare for Parking Meters	X					
Plan for Technology Impacts, Generally						
Prioritize Flexible Curb Space						
Prioritize Needs of Bikes, Pedestrians, and High-Occupancy Vehicles						
Monitor Transportation Trends						

KEY ISSUE #8: EVENT MANAGEMENT

Alternative	Support		Implementation			
	Yes	No	Short (0-3 yrs)	Mid (3-10 yrs)	Long (10+ yrs)	NA
Comprehensive Signage and Wayfinding	X		X			
Downtown Events Protocols	X		X			
Coordinate Parking Information with Event Owners	X		X			
Connect with Cities Area Transit	X		X			

QUESTIONS, COMMENTS, CONCERNS?

Is this expense worth cost if we are @ Los B essentially for all of DT

UNIVERSITY AVE
N 8TH ST
N 6TH ST
N 5TH ST
N 4TH ST
N 3RD ST
2ND AVE N
1ST AVE N
DEMERS AVE
KITTSON AVE
DIVISION AVE
GERTRUDE AVE
S 5TH ST
S 4TH ST
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Legend
Study Area
NORTH

Meeting Minutes

Date: 2/19/2019
Time: 1 PM
Minutes: SCM #2 Meeting
Attendees: Jon Strandell, Grand Forks Central High School; Blue Weber, Grand Forks Downtown Development Association; Andrea Edwardson, Grand Forks City Planning; Ryan Brooks, Grand Forks City Planning; Jane Williams, Grand Forks City Engineering; Jonathan Holth, JLG Architects; Emily Montgomery, Empire Arts Center; Bret Weber, Grand Forks City Commission; Jeremy Moe, Grand Forks Police; Tom Ford, Grand Forks County; Dan Sampson, Downtown Property Owner; Earl Haugen, Grand Forks – East Grand Forks MPO; Cory Scott, RDG; Bethany Brandt, KLJ; Mike Bittner, KLJ

Agenda Topics

The Downtown Action Plan Steering Committee preceded this meeting.

E. Haugen kicked off the meeting with introductions. T. Ford with Grand Forks County noted that there had been some discussions on the County Ramp ADA compliance, but that they were fully compliant and are working on addressing the structural issues with AE2S.

M. Bittner began the presentation with a discussion on the future conditions. He summarized the redevelopment concepts and the future walking/biking/transit trends and autonomous vehicle adoption.

- The redevelopment scenarios incorporated six redevelopment concepts that are either currently under construction (Selkirk Lofts on 4th Street), proposed (Pure Development including Hugo's and Alerus), or concepts identified as likely to change in the Downtown Action Plan. Unless available from a site or concept plan, redevelopments assumed no on site parking. Public parking spaces did not change. This redevelopment will increase parking demand around 925 spaces on an average day, leaving nearly 400 open public parking spaces (82 percent occupancy) and more than 1,280 open total parking spaces (65 percent occupancy).
- The redevelopment plus increased walking, biking, and transit scenario evaluated the parking impacts with the redevelopment scenario and a lowered demand due to more people walking, biking, and using transit, leaving 440 open public parking spaces (80 percent occupancy), and 1,340 open total parking spaces (63 percent occupancy).
- The redevelopment plus autonomous vehicles evaluated the parking impacts with the redevelopment scenario and a lowered demand due to the use of autonomous vehicles, leaving 575 open public parking spaces (74 percent occupancy), and 1,500 open total parking spaces (58 percent occupancy).

Under all three scenarios, there is adequate parking available. However, public parking approaches capacity under the 10-Year Redevelopment Scenario. He also presented the ride-hailing discussions and its expected limited impact on parking.

The committee discussed the future conditions and started to identify their preliminary priorities. J. Holth and Bl. Weber agreed that information and marketing is the most important thing. The public needs to see the actual data so they can make informed opinions about parking in downtown. Bl. Weber discussed the Downtown Development Association's wayfinding campaign. Multiple committee members discussed opportunities for the Riverboat Road parking lot.

B. Brandt presented the event conditions analysis. Data was collected during the Holly Dazzle event, but cold weather depressed turnout so it was not representative. Bl. Weber asked if it's possible to get walking and biking data for the events, but it is not currently available through the signal controller camera data. She showed the committee the available parking for events at different locations, including Central High School, DeMers Avenue, and Town Square. Downtown can provide parking level of service "C" or better for around 3,000 event goers. M. Bittner added that most people are willing to walk a little longer for special events, so there is very little concern with parking during events, currently.

B. Brandt then presented the alternatives. She presented the marketing and information needs, including regular data collection and a survey. B. Brandt discussed single-use and private parking, highlighting the availability of parking at the ramps that are fully restricted during the day. The committee discussed shared parking and the time of day calculations. B. Brandt suggested applying time of day profiles to the parking assessment calculations. R. Brooks noted that it is possible with higher permit sales, the ramps will pay for themselves and the assessments could be removed. He added they have set aside around $50,000 per year for capital improvements. R. Brooks also noted that Central High School is currently using more parking in the Central Ramp than they pay for and they have a hard time selling all the permits currently available because on-street parking is so available. A. Edwardson asked if a private parking management firm would be something that would be feasible, or if the cost would outweigh the benefits. It would also provide more expertise and time to dedicate to managing the parking system. E. Haugen suggested the University of North Dakota has evaluated similar ideas and they may consider a proposal to partner for private parking management. T. Ford suggested the County would be willing to contribute if it meant freeing up other County resources. B. Brandt said she would look at similar cities to find more details on private parking management. B. Brandt discussed how parking impacts form and function, including codifying the Downtown Design Review Board guidelines and applying them to the entire central business district.

M. Bittner discussed multimodal mobility and opportunities to improve the pedestrian environment, bicycle infrastructure, shared mobility, and transit opportunities.

B. Brandt then discussed enforcement opportunities. J. Moe said they do use digital ticketing but they cannot immediately check to see if a violator has received a ticket, so implementing a graduated fine system would be impossible. He also said the community service officers that do the ticketing do not have any priority enforcement areas or specific routes. The city also has an anti-shuffling ordinance but without the digital tracking system it is difficult to enforce. The City would likely not support four dedicated enforcement staff to cover all of Downtown parking areas, but potentially one would be sufficient to focus on prime parking and violation hot spots. B. Brandt also discussed potential investments in parking infrastructure. A. Edwardson said it would be hard to get people into the ramp with so much available street parking.

M. Bittner presented technology applications that might be appropriate for downtown. He noted that many are not needed under current conditions but future problems that arise may benefit from technology applications.

B. Brandt described the worksheet everyone received that included support and prioritization of the alternatives discussed. They should be returned to E. Haugen or B. Brandt.

The final items discussed at the meeting were preparations for the public meeting. E. Montgomery said the Empire Arts Center would be willing to host the meeting and suggested the week of March 18th. Bl. Weber said he would help message the meeting.

Downtown Grand Forks Parking Plan Study

Objective: Review future conditions and alternatives for parking management and operations.

Date: 8/6/2019
Time: 11:00 AM
Dial: 1-877-273-4202; Room Number: 235-287-974
Room #: Grand Forks City Hall Room A101; or online at https://global.gotomeeting.com/join/503696325

Project Summary

1. Introductions
2. Review Public Input
3. Discuss Implementation Plan
4. Address any Comments, Questions, Concerns on Draft Plan
5. Steering Committee Action on Draft Plan
6. Determine Next Steps

Other Notes or Information

Please send any comments on the draft plan by August 13th.

Next Meeting Information

None

ATTENDANCE LIST

KLJ

Name (Please Print):	Organization/Business:	Address:	Email (Optional):
Andrea Edwardsen	City Planning		
Ryan Brooks	City Planning		
STEPHANIE HALFORD	CITY PLANNING		
Brad Gengler	City Planning		
Jeremy Mae	Police		
Earl Haugen	Forks MPO		
Jon Strandell	QFC HS		
Bill Weber	DDA		
Tom Ford	GFCounty		
Bethany Brandt	KLJ		
Mike Buttner	KLJ		

Overcoming Barriers Strengthening Connections

M.P.O. M.P.O. M.P.O.

Grand Forks - East Grand Forks Metropolitan Planning Organization

Ensuring Opportunities Planning One Community

KLJ

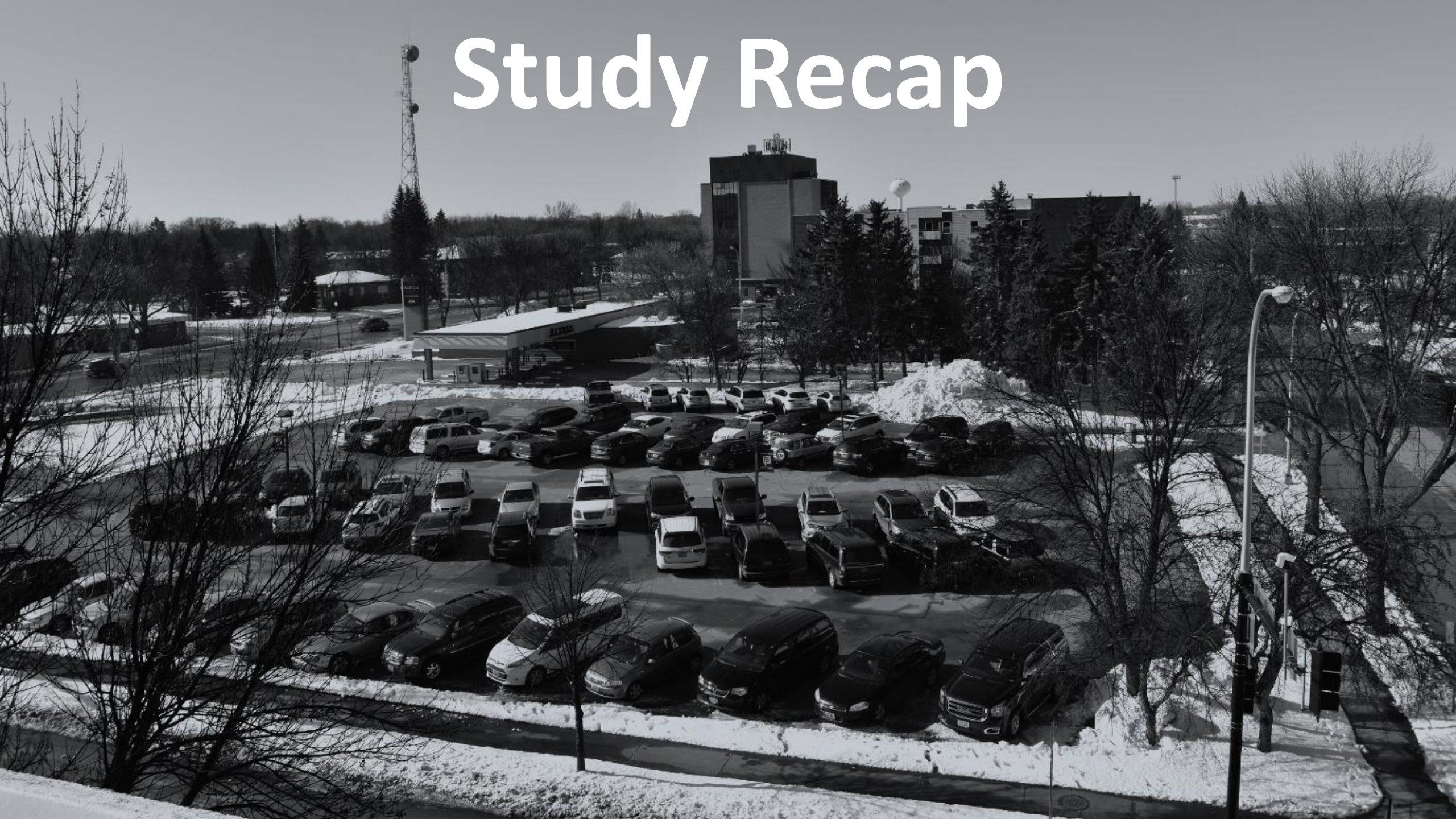
ENGINEERING, REIMAGINED

Downtown Parking Study

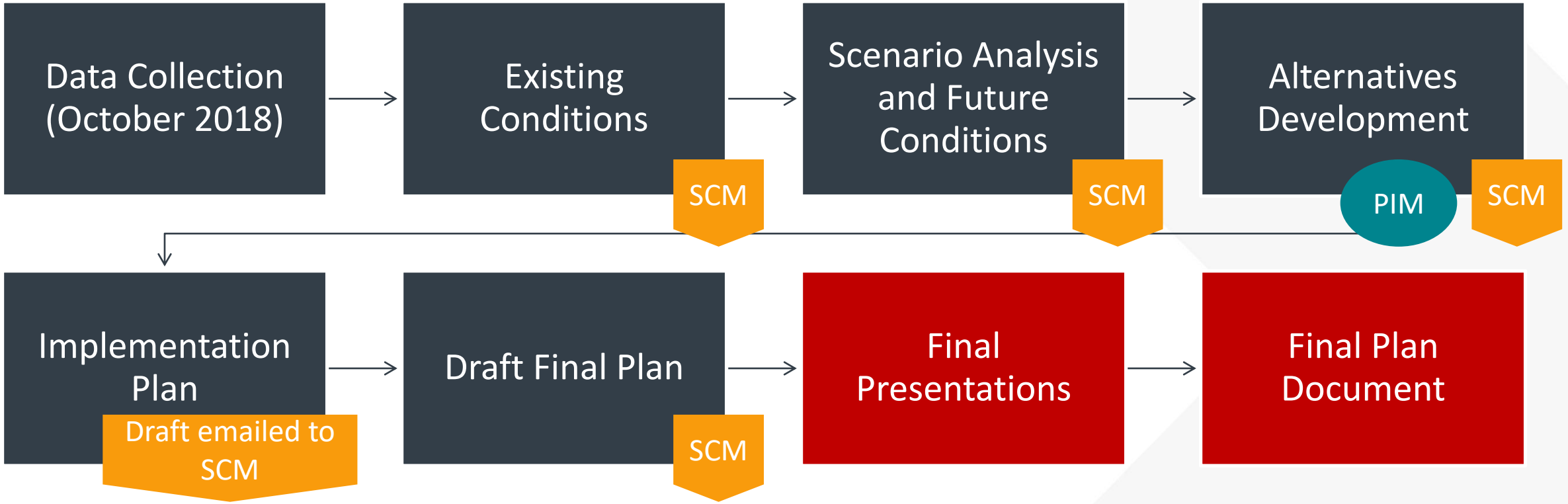
GRAND FORKS, ND

AUGUST 2019

Study Recap

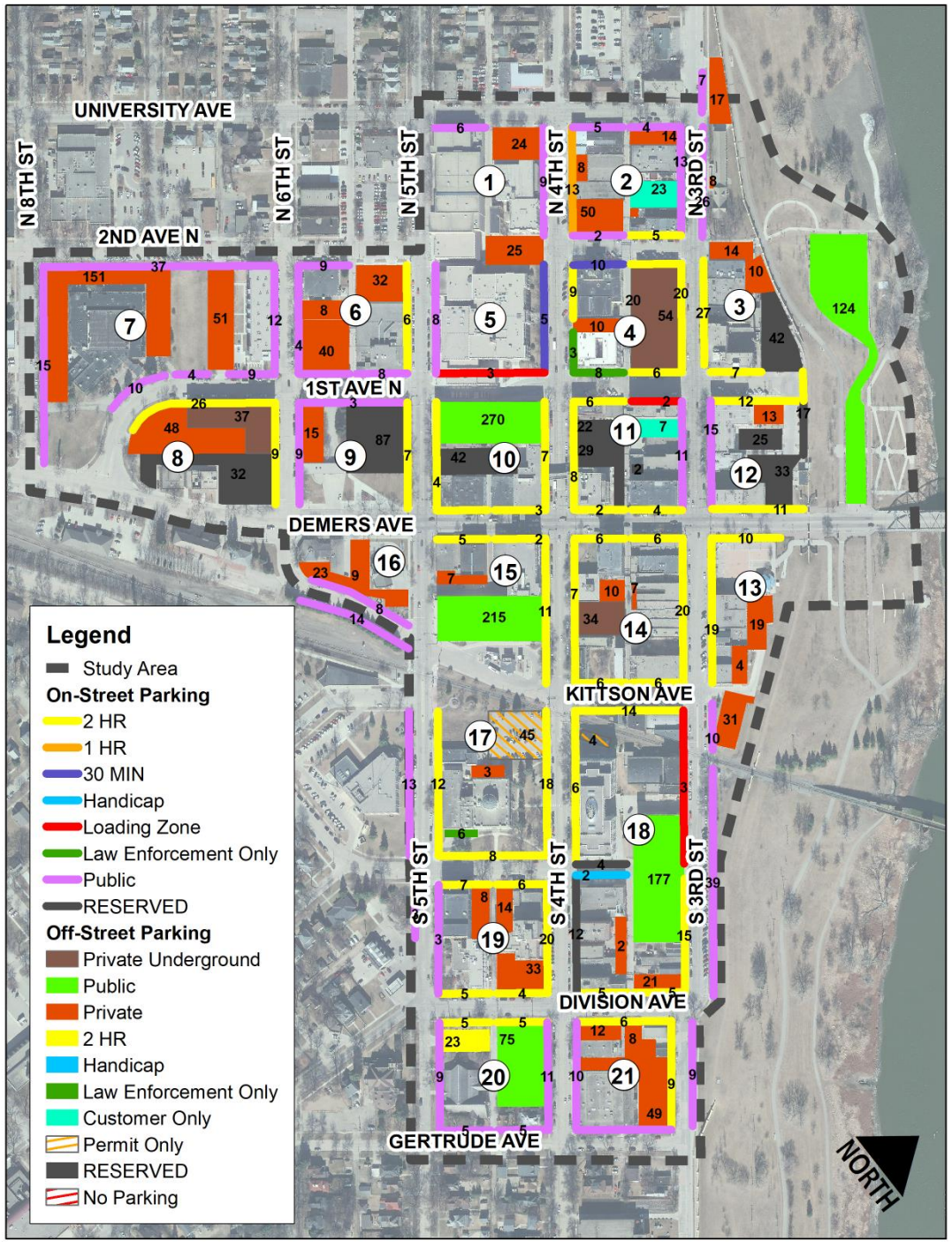


Process


Data Collection (October 2018)
Existing Conditions
SCM
Scenario Analysis and Future Conditions
SCM
Alternatives Development
PIM
SCM
Implementation Plan
Draft emailed to SCM
Draft Final Plan
SCM
Final Presentations
Final Plan Document

Existing Parking Supply

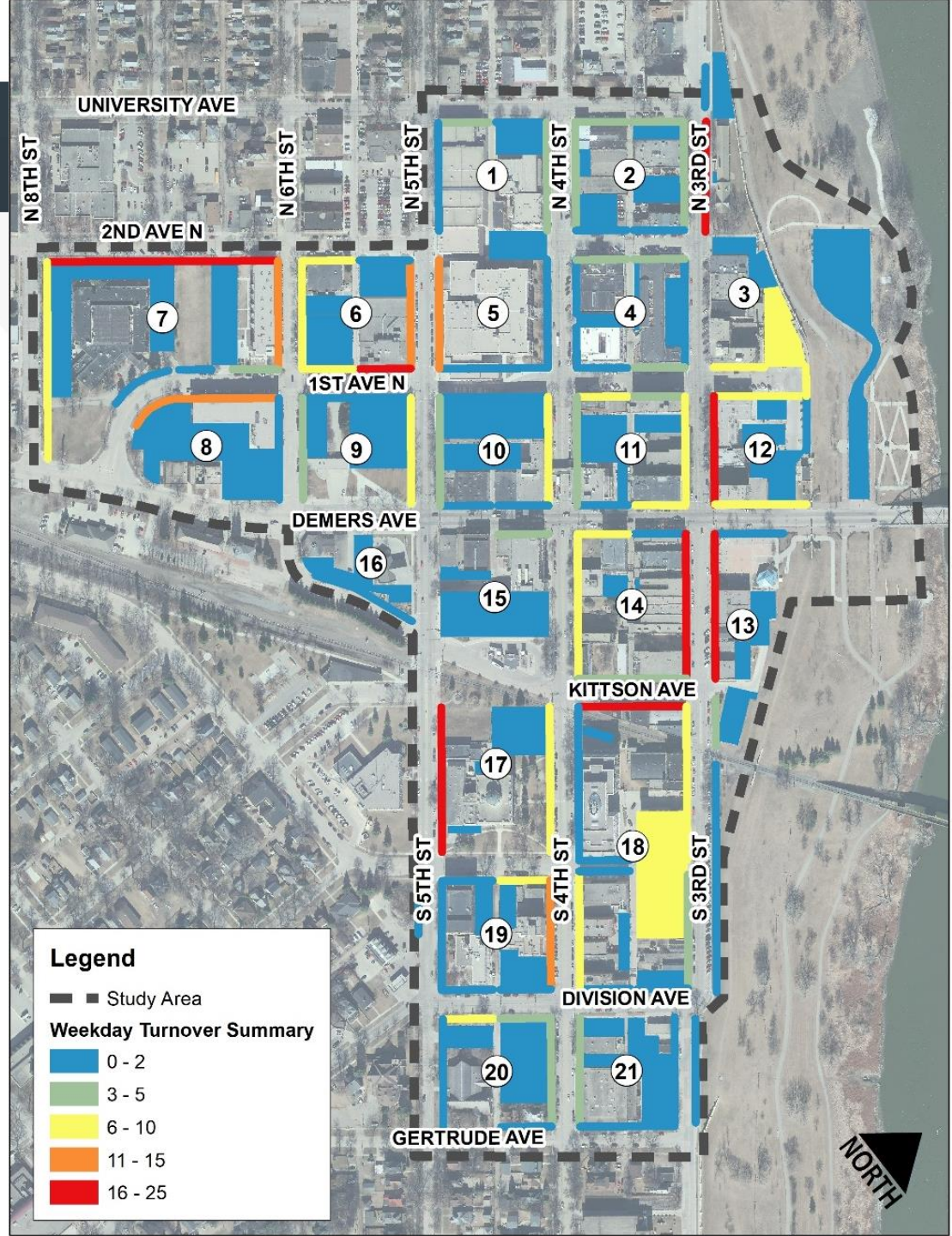
Parking Type	# of Stalls	% of Total
On-Street	960	26.8%
Public Off-Street	1,325	37.0%
Private Off-Street	1,296	36.2%
Total Parking	3,581	100%



Weekday Parking Availability

Overtime Violation Locations

Circuit	Vehicles Counted	Violations	% Violations
10 AM	513	118	23.0%
12 PM	491	134	27.3%
2 PM	453	108	23.8%
4 PM	637	138	21.7%
6 PM	401	103	25.7%
Total	2,495	601	24.1%



10-Year Scenario Impacts

Average Weekday Parking

Scenario	Parking Type	Supply	Demand	Occupancy	Surplus/Deficiency
Current Average Weekday	Public	2,325	910	39%	+1,415
Current Average Weekday	Total	3,665	1,440	39%	+2,220
10-Year Redevelopment Average Weekday	**Public**	**2,225**	**1,833**	**82%**	**+395**
10-Year Redevelopment Average Weekday	Total	3,645	2,370	65%	+1,280

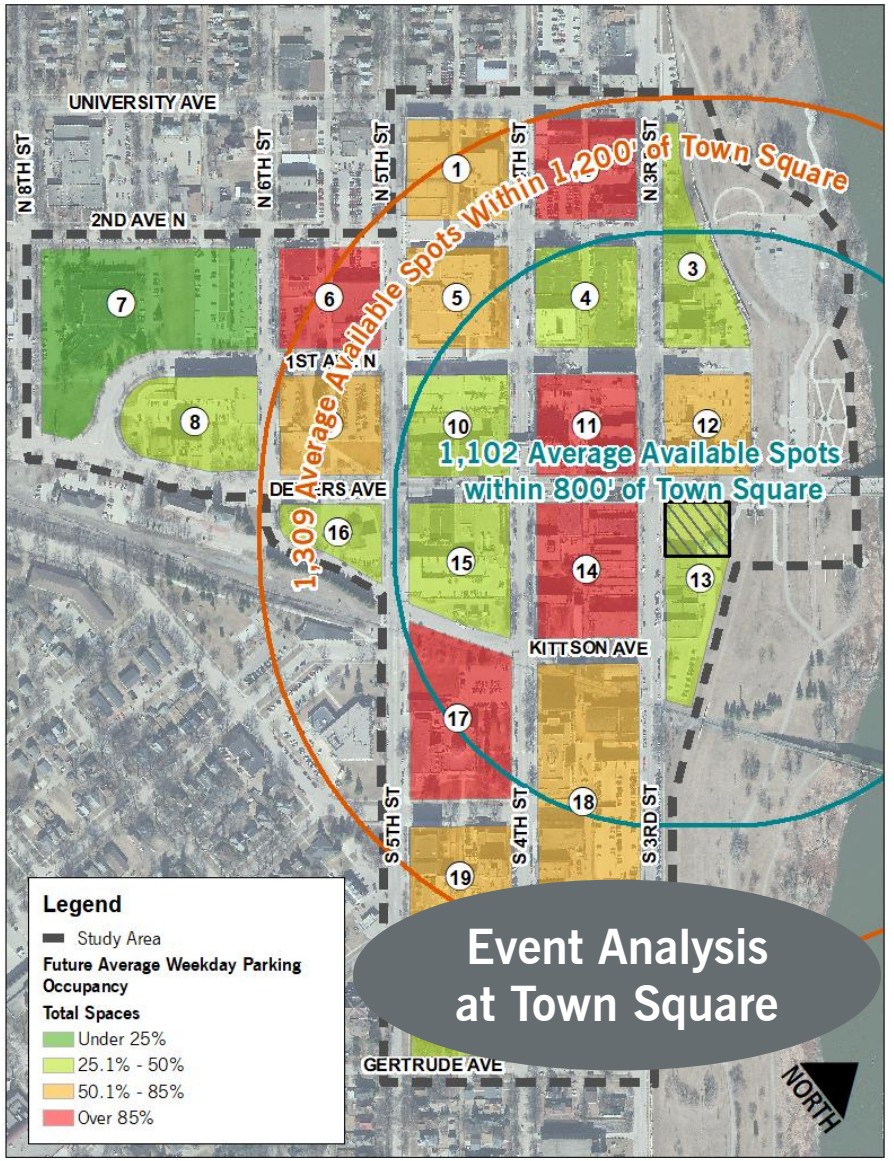
Peak Weekday Parking

Scenario	Parking Type	Supply	Demand	Occupancy	Surplus/Deficiency
Current Peak Weekday	Public	2,325	1,205	52%	+1,120
Current Peak Weekday	Total	3,665	1,845	50%	+1,820
10-Year Redevelopment Peak Weekday	Public	2,225	1,596	72%	+630
10-Year Redevelopment Peak Weekday	Total	3,645	2,240	61%	+1,405

Peak Weekday Occupancy & LOS – Total Spaces

Future Event Conditions

- Central High School or City Hall
  - 1,200 total available parking spaces within 800 feet, or about one block
  - more than 1,500 total available parking spaces within 1,200 feet, or about two blocks.
- DeMers Avenue
  - 1,480 total available parking spaces within 800 feet
  - more than 1,555 total available parking spaces within 1,200 feet.
- Town Square
  - 1,100 total available parking spaces within 800 feet
  - more than 1,300 total available parking spaces within 1,200 feet.



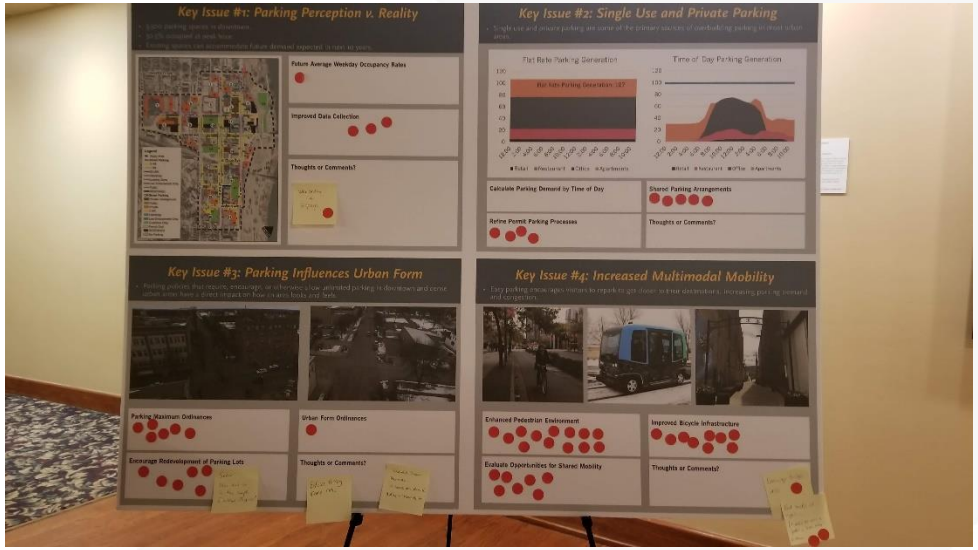
Key Issues

- Perception
- Single Use Parking
- Urban Form
- Multimodal
- Enforcement
- Infrastructure
- Technology
- Events

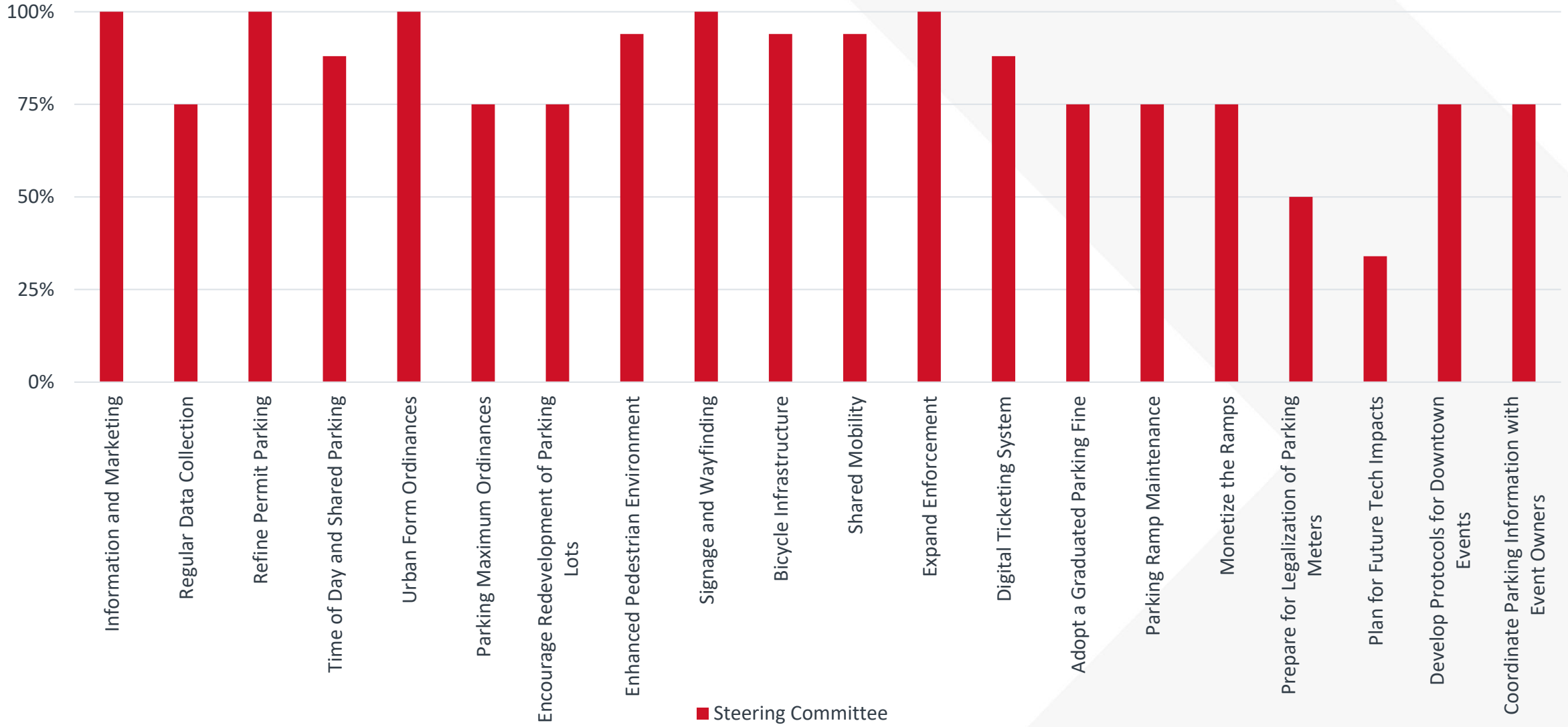
Stakeholder Input

Stakeholder Input

- Steering Committee
  - February 19th
- Public Input Meeting
  - March 21st
- Downtown Action Plan Open House
  - May 1st

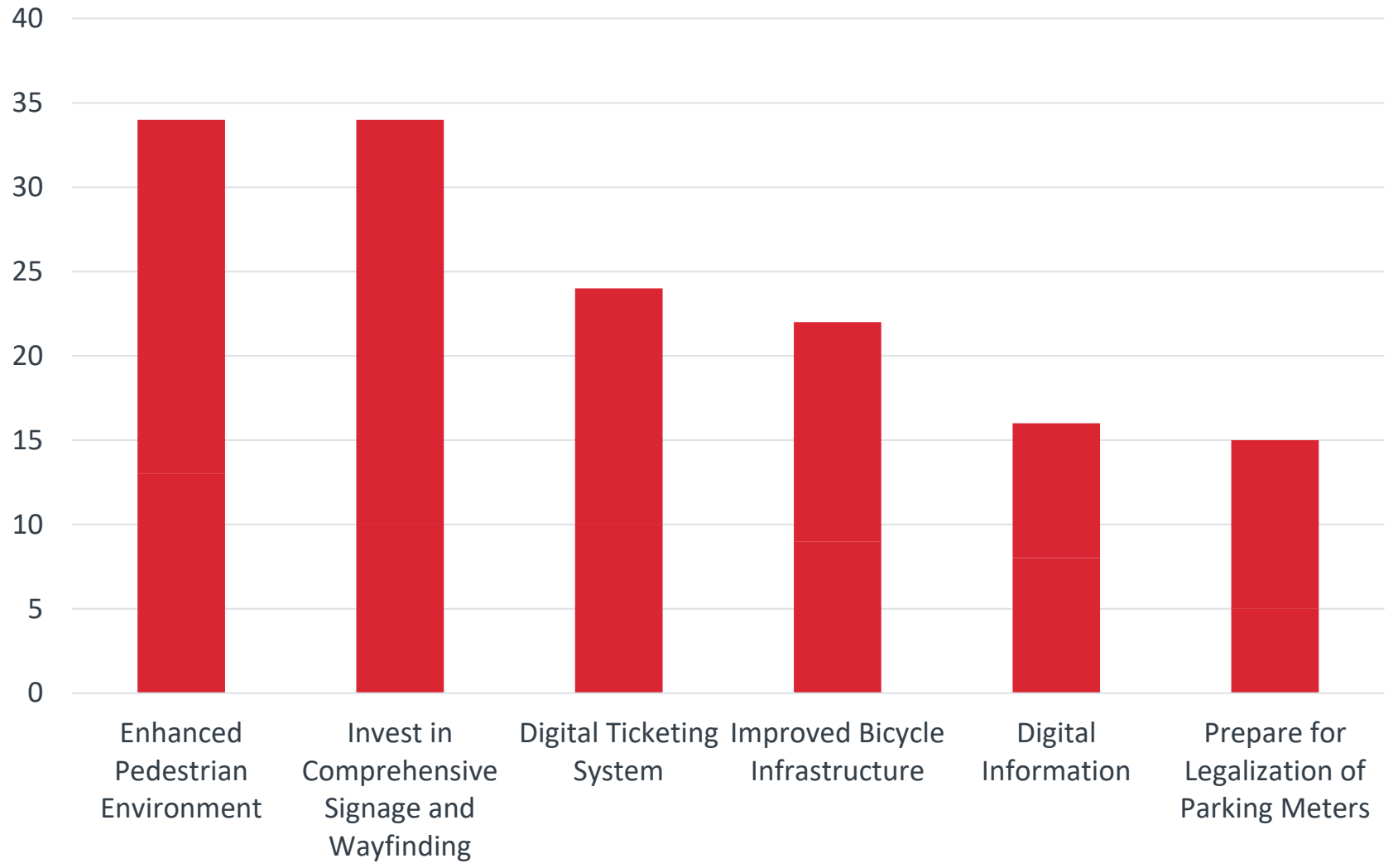


Steering Committee Alternatives Feedback



Public Alternatives Feedback

- 294 Dots Placed
- Top 6 Alternatives Received 49% of total dots
- Feedback used to develop the implementation plan



Short-Term Implementation

Short-Term

- Information and Marketing
- Signage and Wayfinding
- Parking Ramp Operations and Permitting
- Prioritize Walking and Biking
- Expand Parking Enforcement
- LDC Code Changes

Key Issue: Perception

3,600+

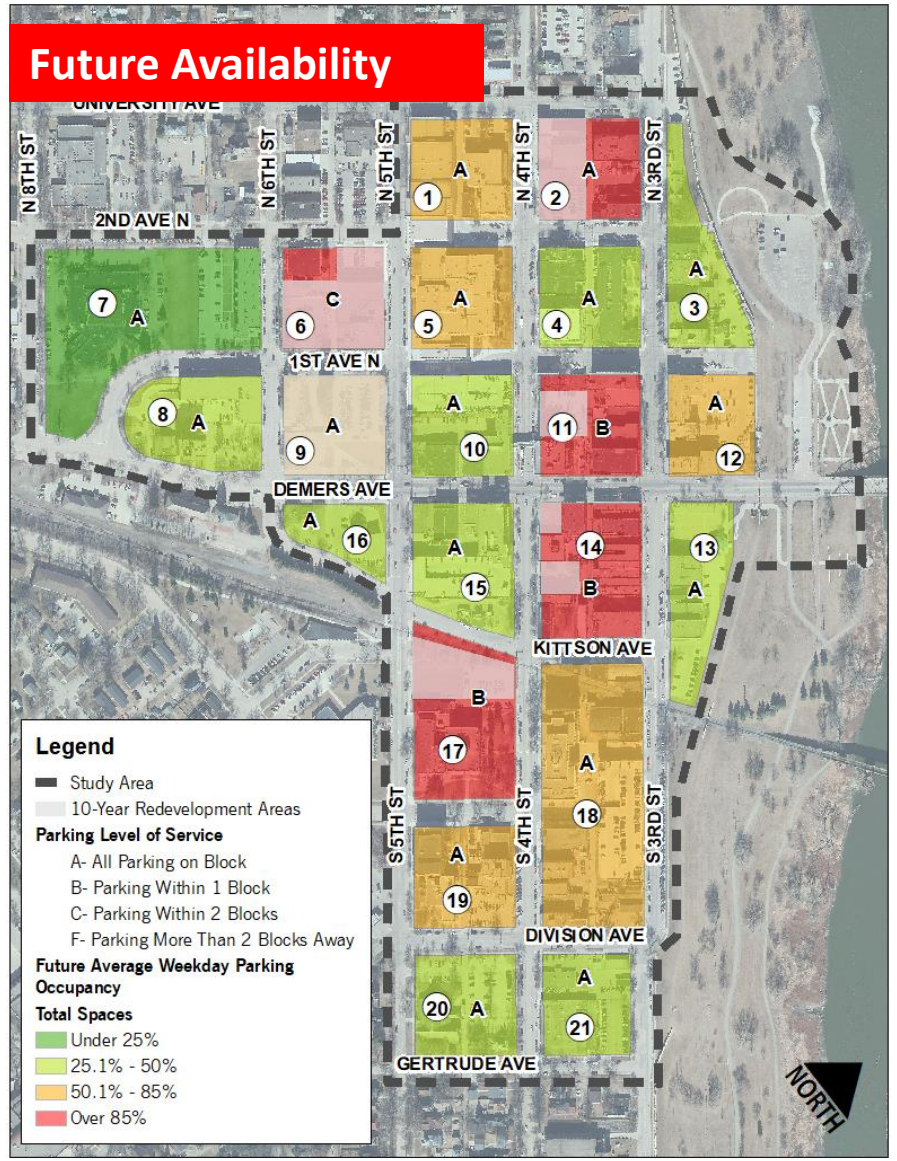
Parking Spaces

65%

Average Occupancy

61%

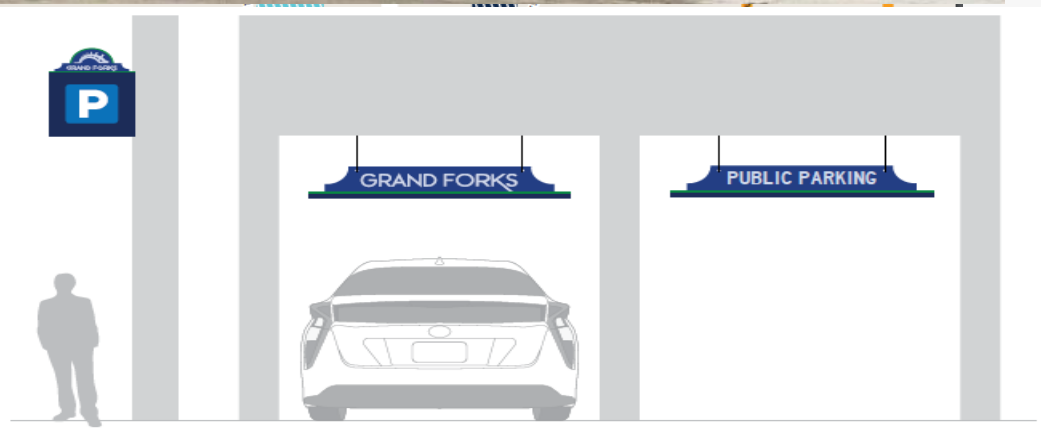
Peak Occupancy



Short Term: Information and Marketing

Marketing Campaign should include:

- Information and marketing campaign
- A downtown parking brand
- Easy to read parking locations and restrictions map



Short Term: Information and Marketing

Key Issue

Perception

Public Support

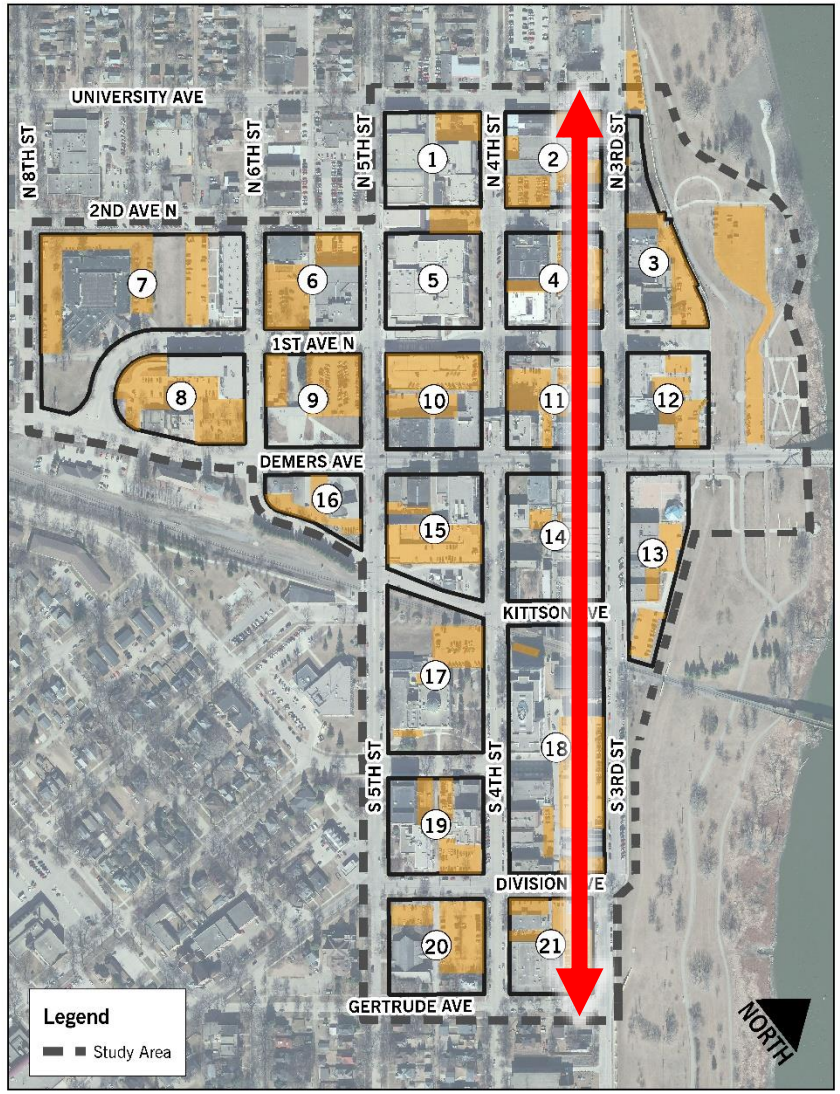
47%

Committee Support

100%

- Expand the availability, visibility, and accessibility of parking information
- Make parking downtown easier

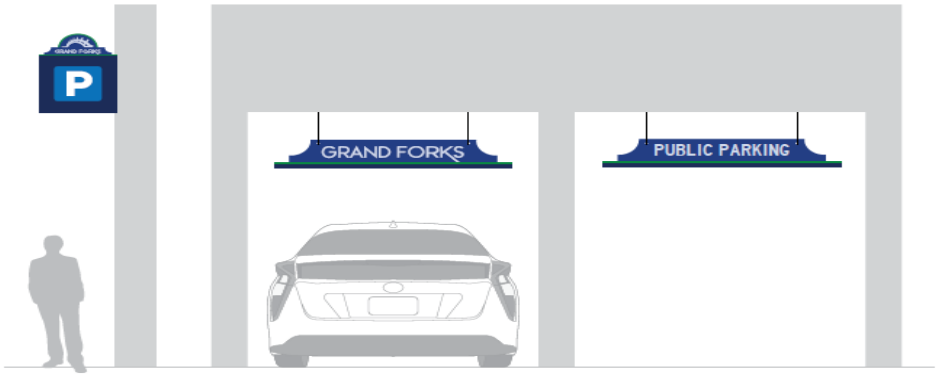
Key Issue: Multimodal Mobility



- Downtown is a half-mile long
- Most pedestrians could walk that distance in about 15 minutes
- Create a park once environment

Short Term: Signage and Wayfinding

- Clearer signage and information on parking ramps



Short Term: Signage and Wayfinding

Key Issue

Perception & Multimodal

Public Support

100%

Committee Support

100%

- Improved signage can inform trip making behavior and make parking easier to find
  - Implement wayfinding standards identified in the DAP

Short Term: Prioritize Walking and Biking Investments

- Complete ADA evaluation
- Support multimodal investments in DAP and upcoming Downtown Transportation Plan
- Expand bicycle parking at high activity locations

Short Term: Prioritize Walking and Biking Investments

Key Issue

Multimodal

Public Support

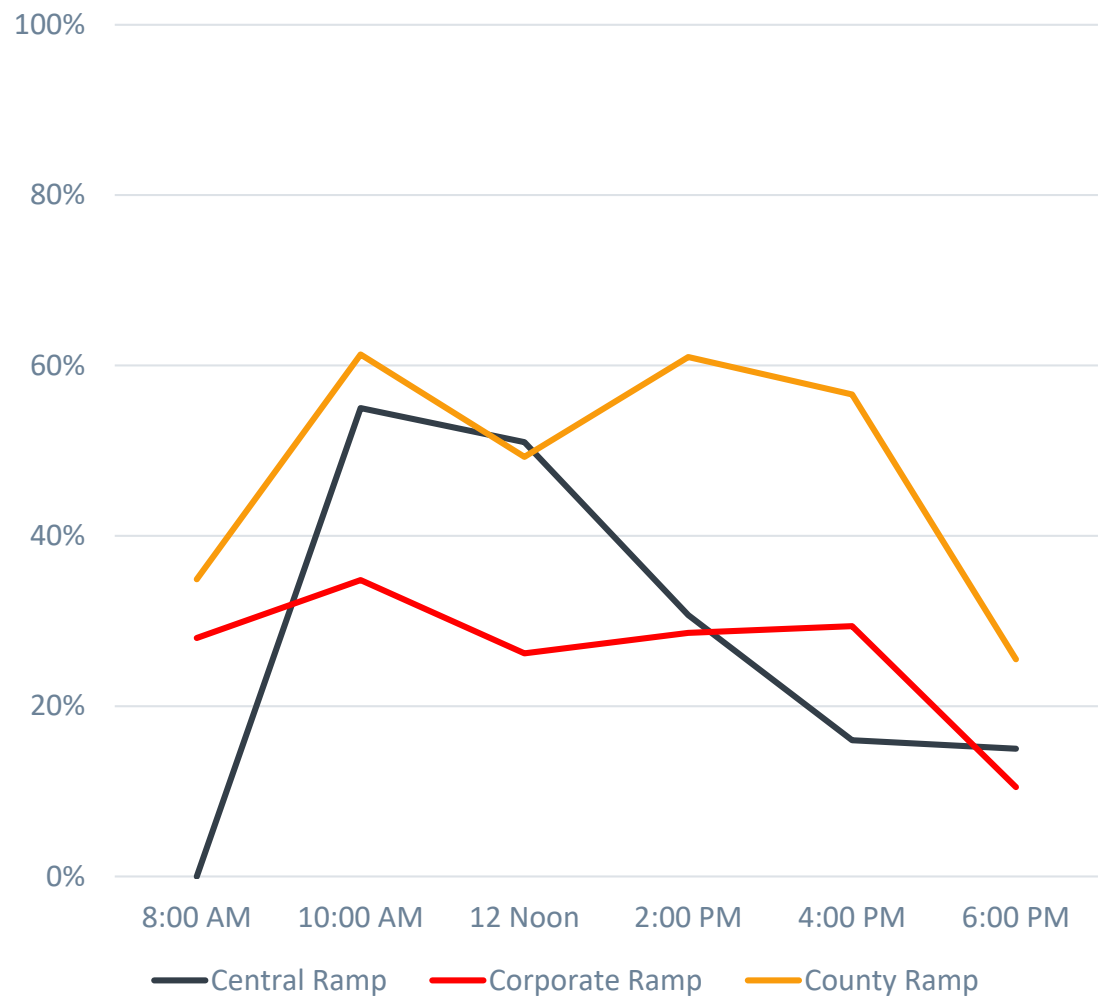
65% - 100%

Committee Support

90% - 94%

- Easy parking encourages visitors to park and repark to get closer, increase parking demand and congestion
- Encouraging multimodal options support a park once philosophy

Key Issue: Single Use and Private Parking



- 3 Ramps and 3 different permit parking restrictions
- Creates user confusion and discourages use

Short Term: Parking Ramp Operations and Permitting

- Streamlining restricted times across city and county ramps
- Remove 24-hour restricted parking from first level
- Simplify the permitting process and allow for online purchase and cancellation
- Sign each parking space intended to be permitted

Short Term: Parking Ramp Operations and Permitting

Key Issue

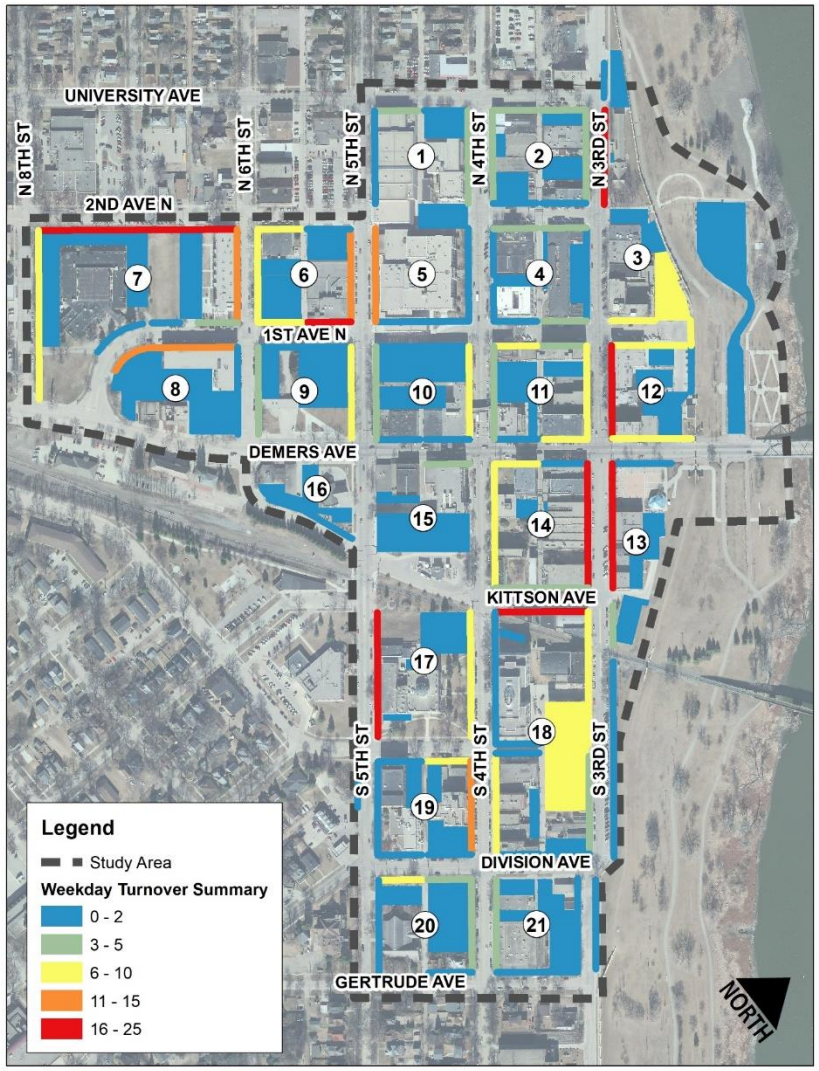
Single Use and Private Parking

Public Support
24%

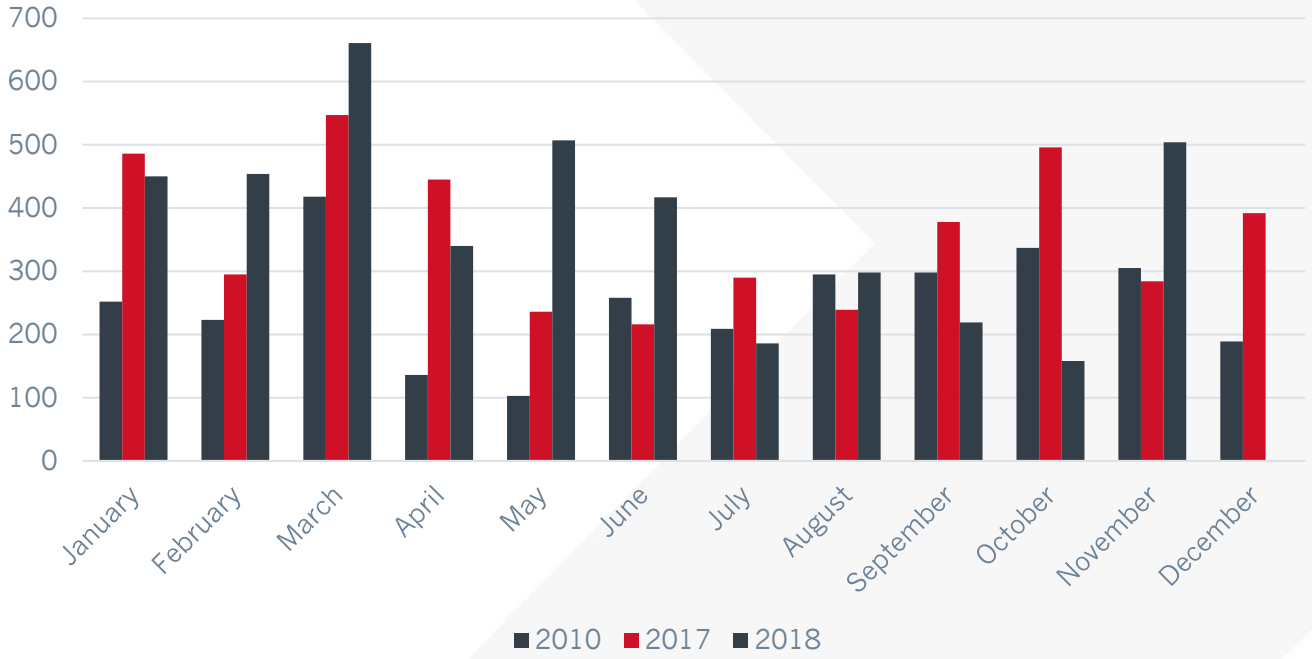
Committee Support
100%

- Often seen as confusing and inconvenient
- Central High School expected to reduce need in Central Ramp can open up additional parking for highest demand areas
- Any changes should be signed and marketed

Key Issue: Enforcement

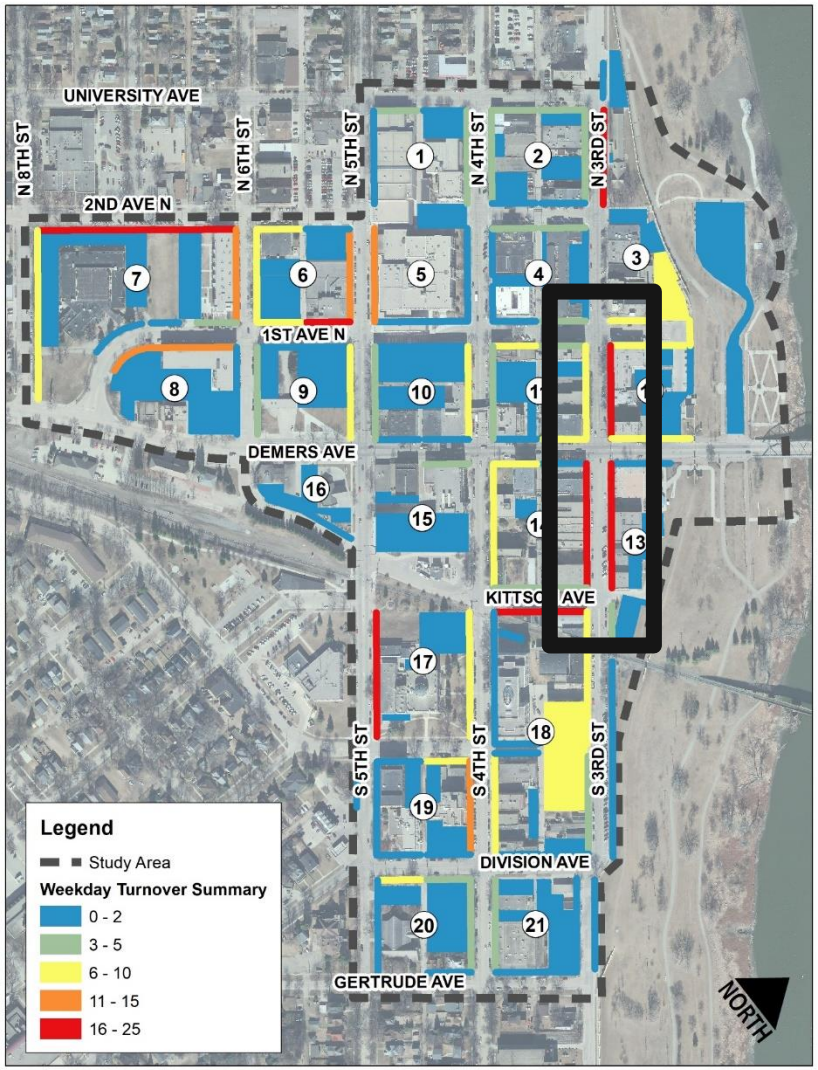


- Nearly 1 in 4 vehicles stays beyond posted time limits
- Overtime parking increased from 17% in 2011 to 24% in 2018



Short Term: Enforcement

- Digital tracking and ticketing system
- License plate readers
- Prioritize enforcement around high violation and high activity areas
- Recollect overtime violation data to determine if behavior changes



Short Term: Enforcement

Key Issue

Enforcement

Public Support

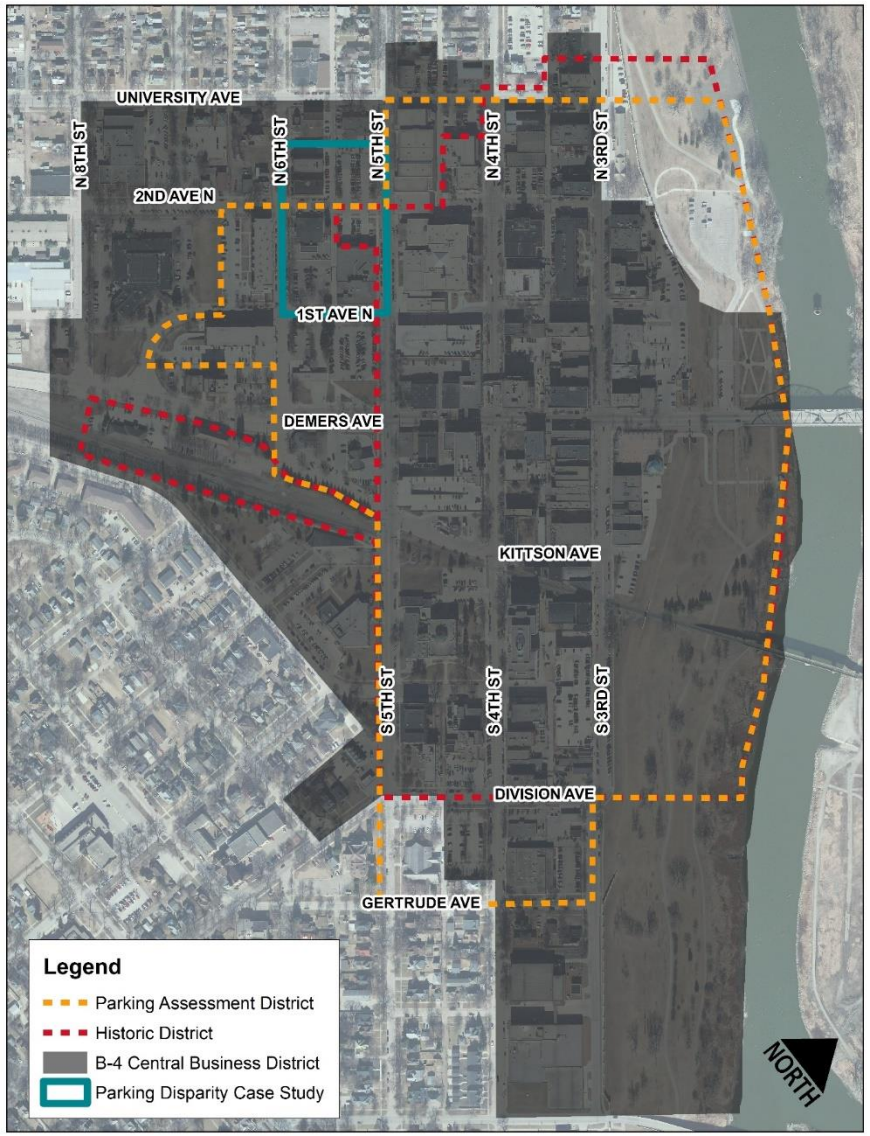
18%

Committee Support

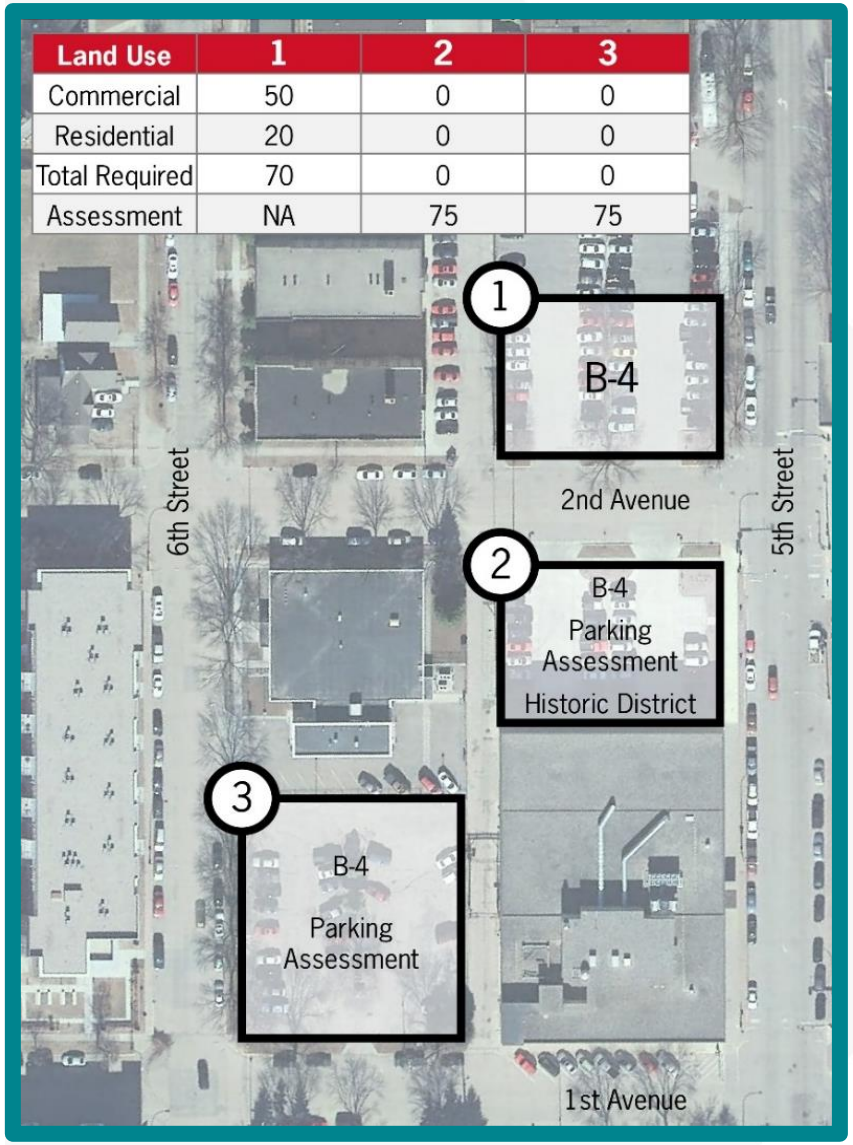
100%

- May contribute to negative perception of parking if the best spaces are always occupied
- May need additional resources

Key Issue: Urban Form



Land Use	1	2	3
Commercial	50	0	0
Residential	20	0	0
Total Required	70	0	0
Assessment	NA	75	75



Short Term: LDC Changes

- Incorporate Downtown Review Board guidelines into ordinance
- Adopt other DAP recommendations for LDC items
- Establish parking maximum ordinances

Short Term: LDC Changes

Key Issue

Urban Form

Public Support

15% - 26%

Committee Support

75% - 100%

- Inconsistencies across different zoning districts create disparities in how parking is provided
- Parking maximums should reduce private parking provision and empty parking lots

Short-Term: Parking Authority and/or Management

- Consider Parking Authority Feasibility or Management Models
  - Maintenance
  - Permitting
  - Information and technology
  - Enforcement

City of Fargo (2018 Actual)

- $550,000 annual contract
- Manages 1,640 parking spaces
- Paid $335 per parking space
- Collected $1.43 M in revenue

City of Bismarck (2019 Budget)

- $521,000 annual contract
- Manages 1,754 parking spaces
- Paid $297 per parking space
- Expect $1.58 M in revenue

Mid/Long-Term Implementation

Mid Term: Expanded Data Collection

Key Issue

Perception

Public Support

32%

Committee Support

75%

- Regular Parking Counting Program
- Business and Customer Survey Program

Mid Term: Maintenance and Improvements

Key Issue

Infrastructure

Public Support

6% - 35%

Committee Support

75%

- Lighting and security improvements at Riverboat Road lot
- Monetizing the parking lots
- Regular maintenance program for three ramps

Mid Term: Graduated Parking Fine

Key Issue

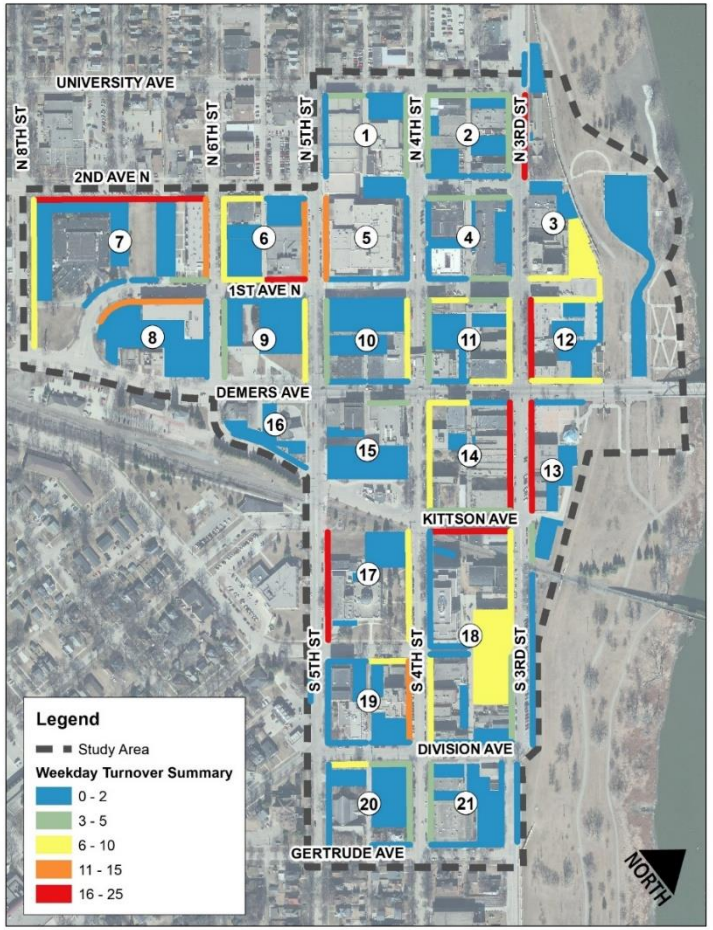
Enforcement

Public Support

26%

Committee Support

75%



- Only necessary if increased enforcement in short-term is ineffective
- Penalizes recurring offenders
- Provides leniency to those unfamiliar

Mid Term: Downtown Event Management

Key Issue

Events

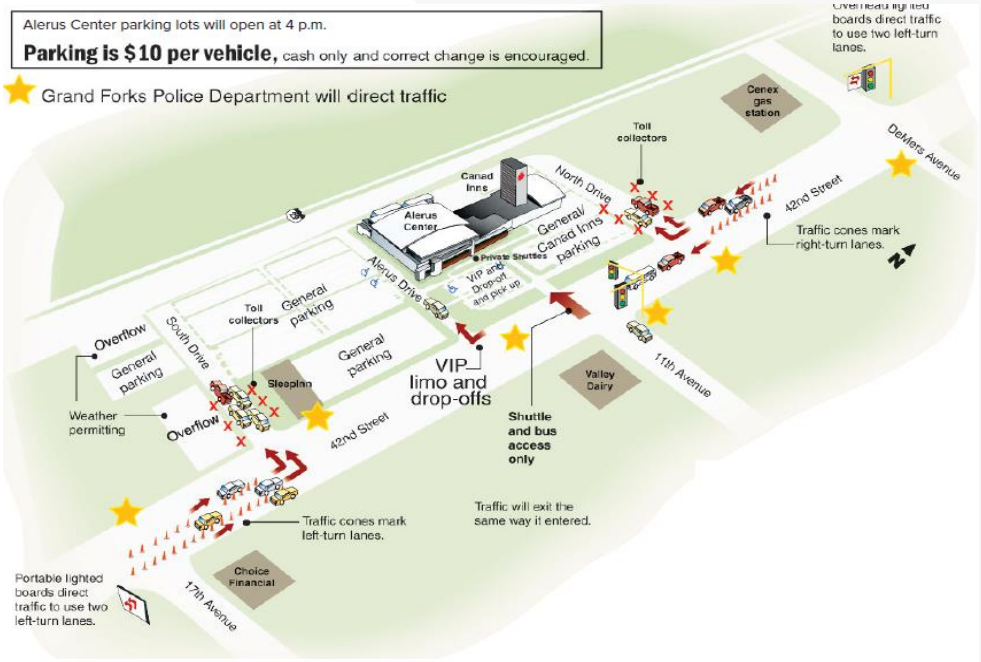
Public Support

32% - 41%

Committee Support

75%

- Wayfinding, traffic circulation, and routing
- Coordinated parking information



Long Term: Plan for Future Technology

Key Issue

Technology

Public Support

18%

Committee Support

34%

- Monitor local and national travel trends to better anticipate future changes to parking demand

Long Term: Establish a Parking Meter Policy

Key Issue

Technology

Public Support

44%

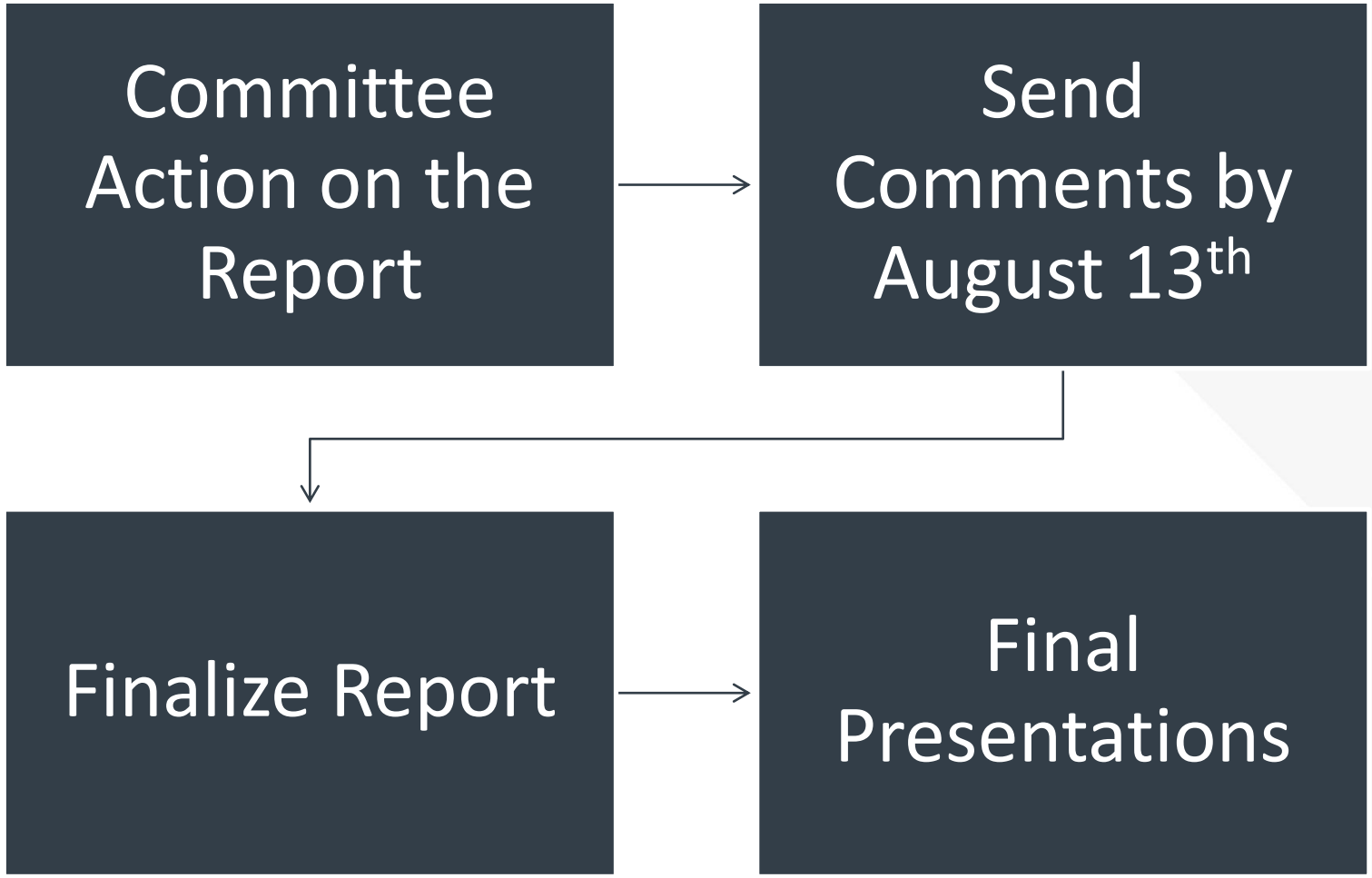
Committee Support

50%

- Proactively identify the community's desire regarding parking meters
- Revisit periodically

Next Steps

Next Steps


Committee Action on the Report
Send Comments by August 13th
Finalize Report
Final Presentations

Meeting Minutes

Date: 8/6/2019
Time: 11 AM
Minutes: SCM #3 Meeting
Attendees: Jon Strandell, Grand Forks Central High School; Blue Weber, Grand Forks Downtown Development Association; Andrea Edwardson, Grand Forks City Planning; Ryan Brooks, Grand Forks City Planning; Stephanie Halford, Grand Forks City Planning; Brad Gengler, Grand Forks City Planning; Jeremy Moe, Grand Forks Police; Tom Ford, Grand Forks County; Earl Haugen, Grand Forks – East Grand Forks MPO; Bethany Brandt, KLJ; Mike Bittner, KLJ

Agenda Topics

E. Haugen kicked off the meeting.

B. Brandt began the presentation with a discussion on the previous study process, including the steering committee meetings and reports completed to date. M. Bittner discussed the stakeholder input received throughout the process including through a public input meeting, the Downtown Action Plan open house, and the Steering Committee. He also discussed how that influenced the implementation plan.

B. Brandt discussed the short-term implementation plan, beginning with the perception issue and the need for improved information and marketing. She noted that many efforts for information and marketing were highlighted in the Downtown Action Plan and have started with cooperation between the City and the Downtown Development Association. The multimodal mobility key issue could be addressed through improved signage and wayfinding, also discussed in the Downtown Action Plan, and prioritizing walking and biking investments. Enhanced pedestrian environment and signage and wayfinding were the public's most supported alternatives.

B. Brandt discussed the ramp operations under the key issue of single use parking and the key issue of enforcement. R. Brooks noted that budgeting has already started to add one community service officer to do parking enforcement. A. Edwardson added that they are doing demos of license plate readers and a digital app with UND, with the intent of creating a similar system for external coordination. She said the system would be able to provide a significant amount of data that would be influential in understanding whether its changing behavior.

B. Brandt discussed the urban form issues and possible land development code changes. She concluded the section on the option of changing to a Parking Authority or Private Management model. B. Weber asked about what these private companies would manage. R. Brooks said that in Fargo Interstate Parking manages both public and private lots through separate contracts and they will start managing on-street parking as well. He added that Interstate Parking would be giving the city a pitch, but that they are in the process of continuing to manage parking internally, at least in the short term. E. Haugen asked whether working jointly with UND would create efficiencies. A. Edwardson suggested that because of their contracting processes through the State and North Dakota University System that it would be very complicated, but that they are working with them to understand lessons learned since they have adopted many of the things the city is currently pursuing.

E. Haugen discussed how during the last study, the public commented on safety of the ramps, but this plan there were no safety related comments. T. Ford said they do receive occasional complaints about their ramp.

M. Bittner presented the mid- and long-term implementation alternatives, including expanded data collection, maintenance and improvements, graduated parking fines, downtown event management, technology, and parking meter policies.

T. Ford asked about changing people's perceptions, since that appears to be the most significant issue. R. Brooks suggested the marketing and information piece will be very important but also changing the culture of what's acceptable and expected for parking in downtown.

B. Brandt presented the next steps, including receiving any comments by August 13th, final presentations, and the final plan. E. Haugen noted that since there was no quorum, official committee action could not be completed today, but would be done over email.

DOWNTOWN GRAND FORKS PARKING STUDY

PUBLIC INPUT OPPORTUNITY

Thursday, March 21, 2019 • 4 PM to 7 PM
Formal presentations at 4:30 and 6:00
Empire Arts Center
415 DeMers Avenue
Grand Forks, ND 58201

What is the Purpose of This Study?

For more than a decade, parking in downtown Grand Forks has been polarizing. While there are nearly 4,000 parking stalls across downtown, there are areas of high demand and relatively low supply, like around Central High School and City Hall. These issues are likely to worsen over time as downtown becomes more active and redevelopment continues. Alternatively, changes in traffic patterns and technology (Uber and Lyft, bike share, etc.), increased mixed-use development (which promotes more walking and biking), and changes in travel behavior (reduced car ownership) are changing the parking landscape expected into the future. The purpose of this study is to find harmony between existing needs and future possibilities.

For more information, visit https://theforksmpo.com and click on Projects/Plans/Reports.

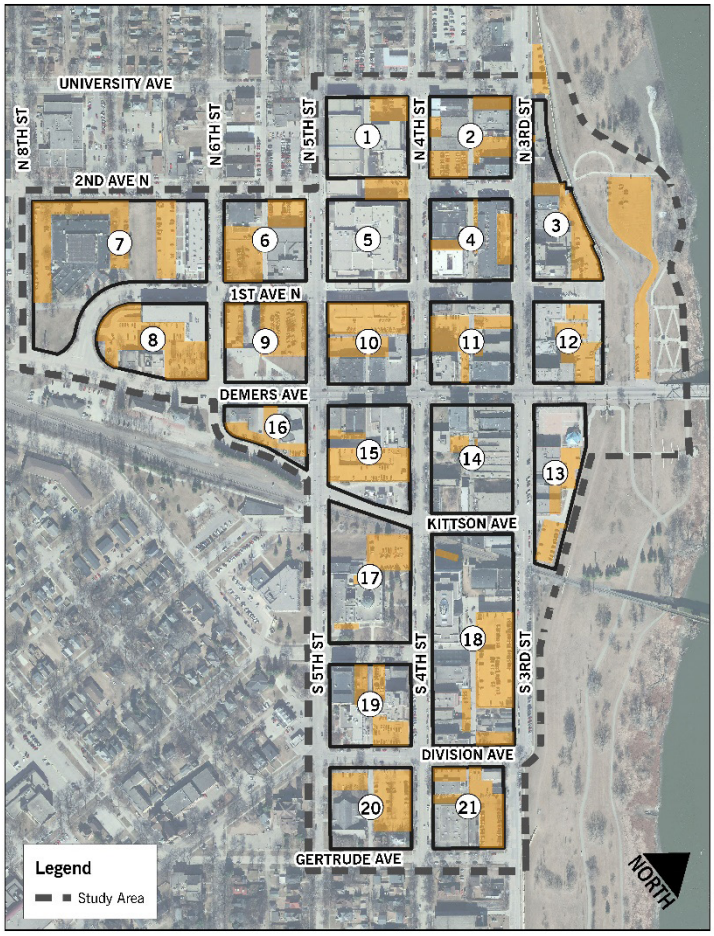
What is the Purpose of This Meeting?

The purpose of this meeting Is to share existing and future projected parking conditions and work with the public to Identify and prioritize parking alternatives.

How to Submit Comments:

Option 1: Formally or informally at the public input meeting.

Option 2: Send written comments by April 12th, 2019 to Mike Bittner, KLJ Project Manager; 728 East Beaton Drive; West Fargo, ND 58078 or email mike.bittner@kljeng.com with "Downtown Grand Forks Parking" in the e-mail subject heading.



Overcoming Barriers **Strengthening Connections**

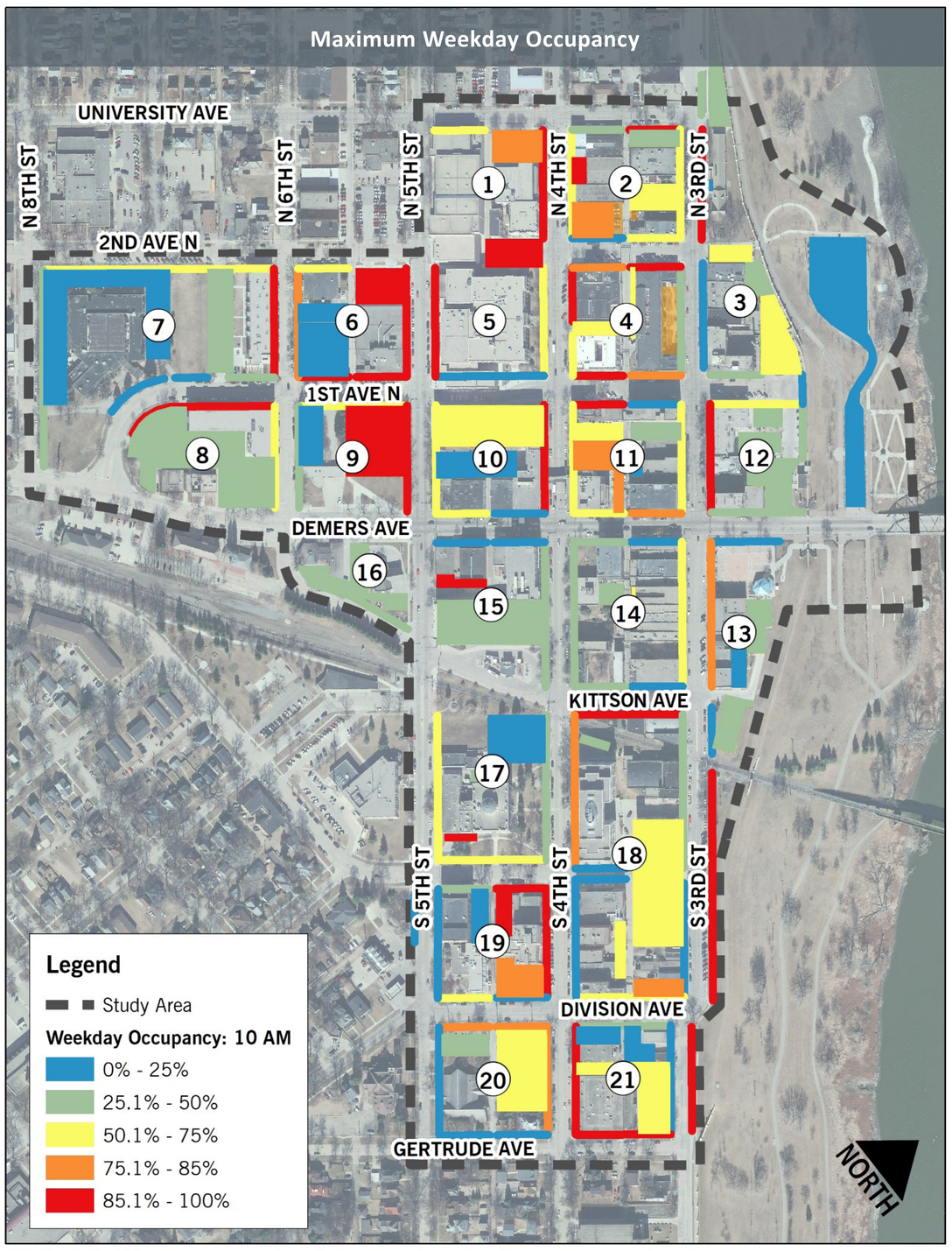
M.P.O. M.P.O. M.P.O.
Grand Forks - East Grand Forks Metropolitan Planning Organization

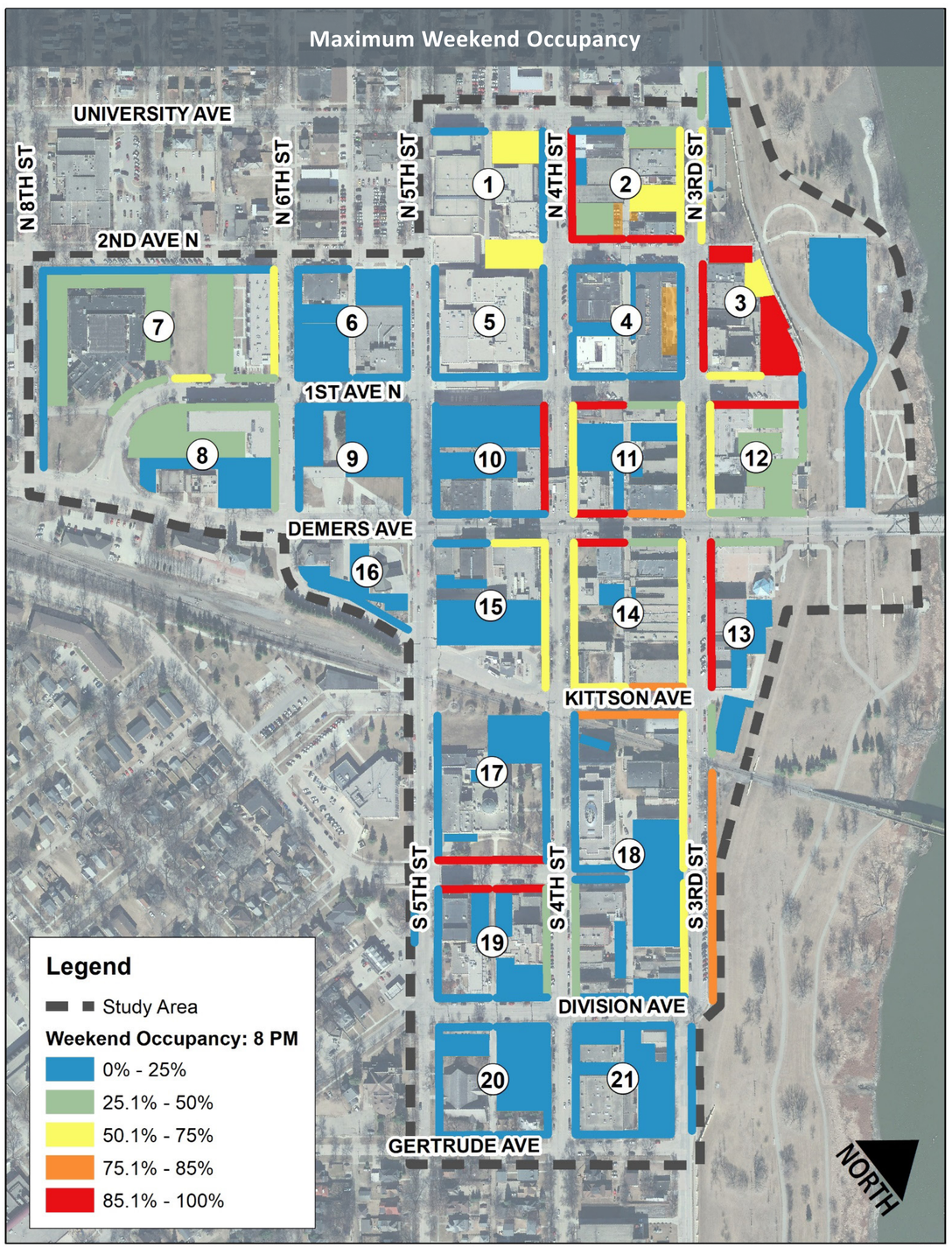
Ensuring Opportunities **Planning One Community**

KLJ

The Grand Forks / East Grand Forks Metropolitan Planning Organization will consider every request for reasonable accommodation. To request accommodations, contact Earl Haugen, at 701-746-2660 or earl.haugen@theforksmpo.org

CURRENT PARKING CONDITIONS



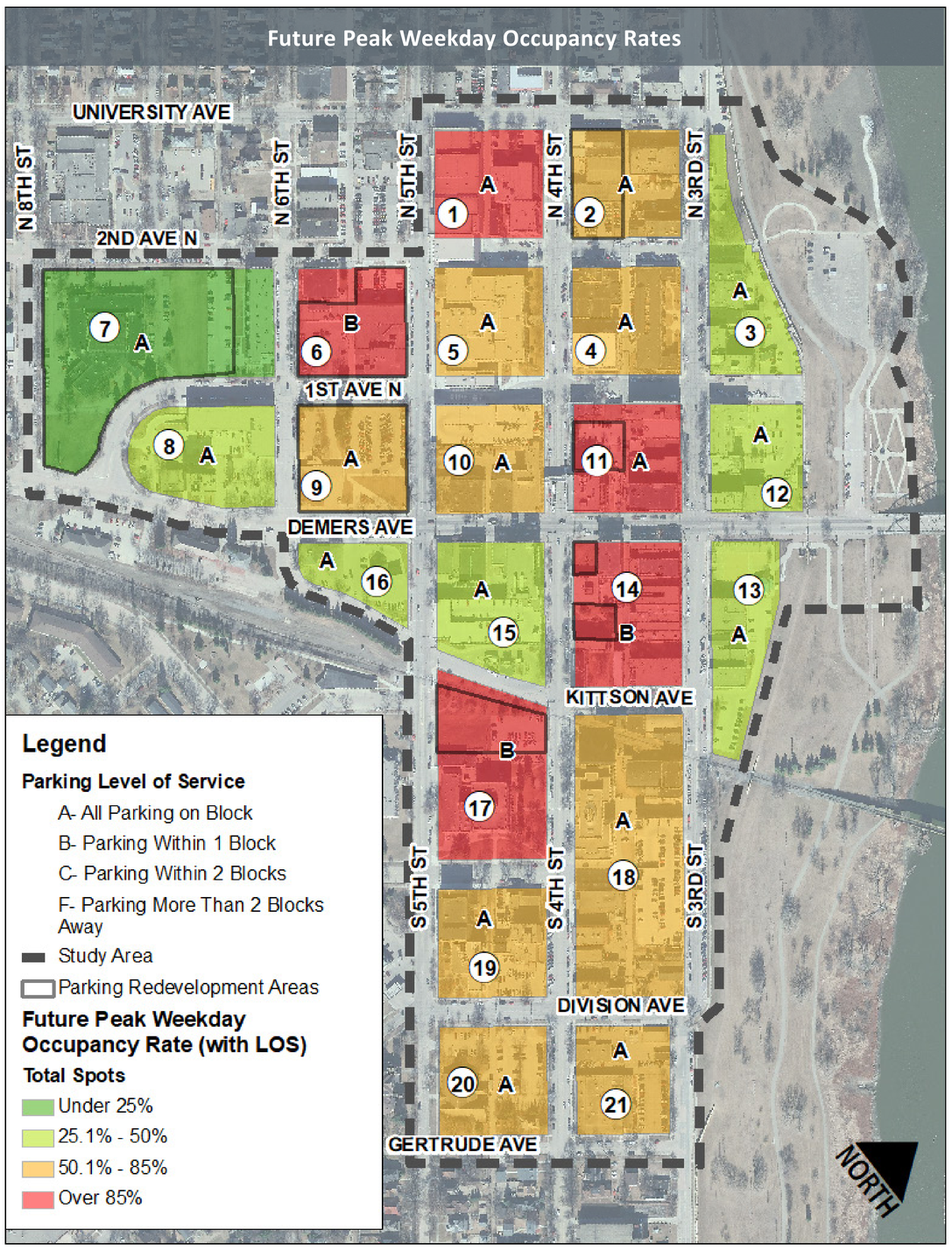


Overcoming Barriers Strengthening Connections
M.P.O. M.P.O. M.P.O.
Grand Forks - East Grand Forks
Metropolitan Planning Organization
Ensuring Opportunities Planning One Community

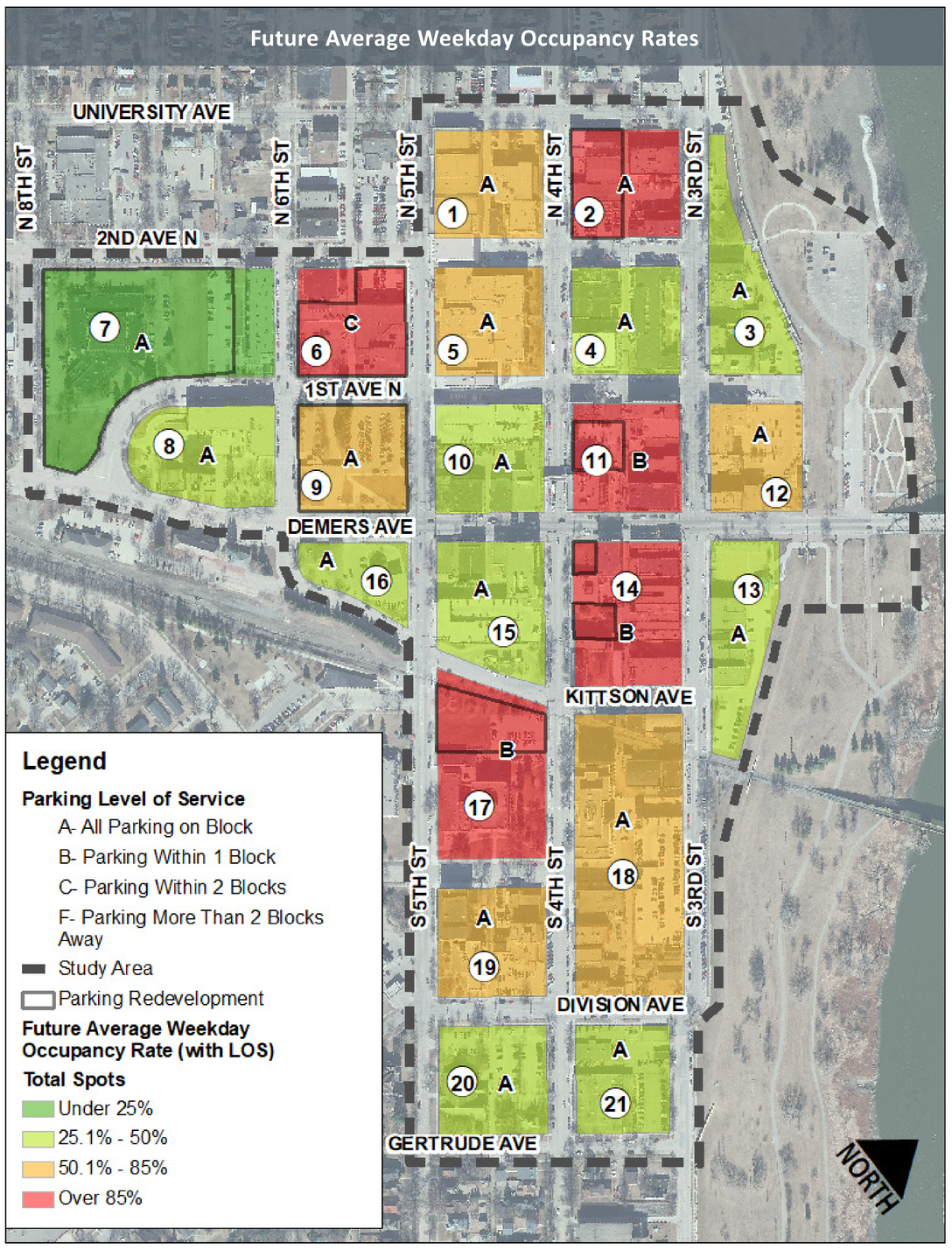
KLJ

FUTURE PARKING CONDITIONS

Future Peak Weekday Occupancy Rates

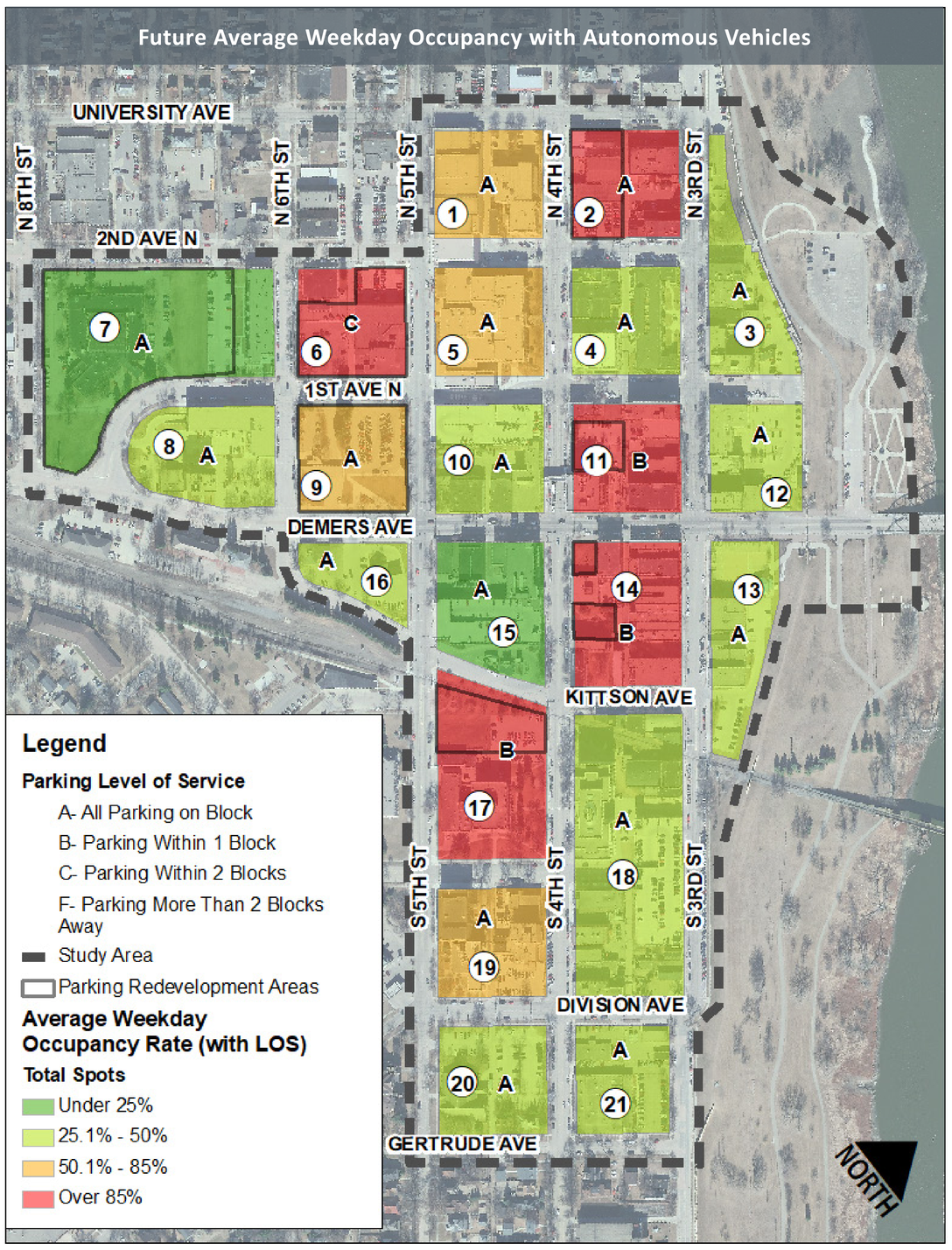


Future Average Weekday Occupancy Rates



Future Average Weekday Occupancy with More Walking, Biking, and Transit

Future Average Weekday Occupancy with Autonomous Vehicles

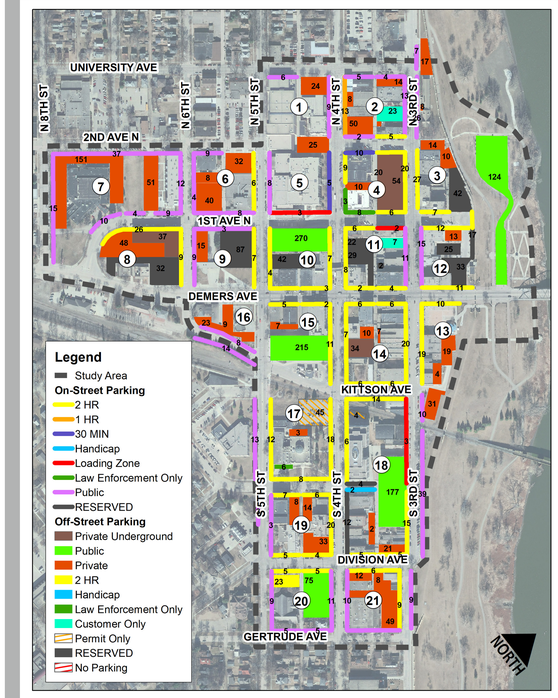


Overcoming Barriers Strengthening Connections
M.P.O. M.P.O. M.P.O. Grand Forks - East Grand Forks Metropolitan Planning Organization
Ensuring Opportunities Planning One Community

KLJ

Key Issue #1: Parking Perception v. Reality

- 3,500 parking spaces in downtown.
- 50.5% occupied at peak hour.
- Existing spaces can accommodate future demand expected in next 10 years.



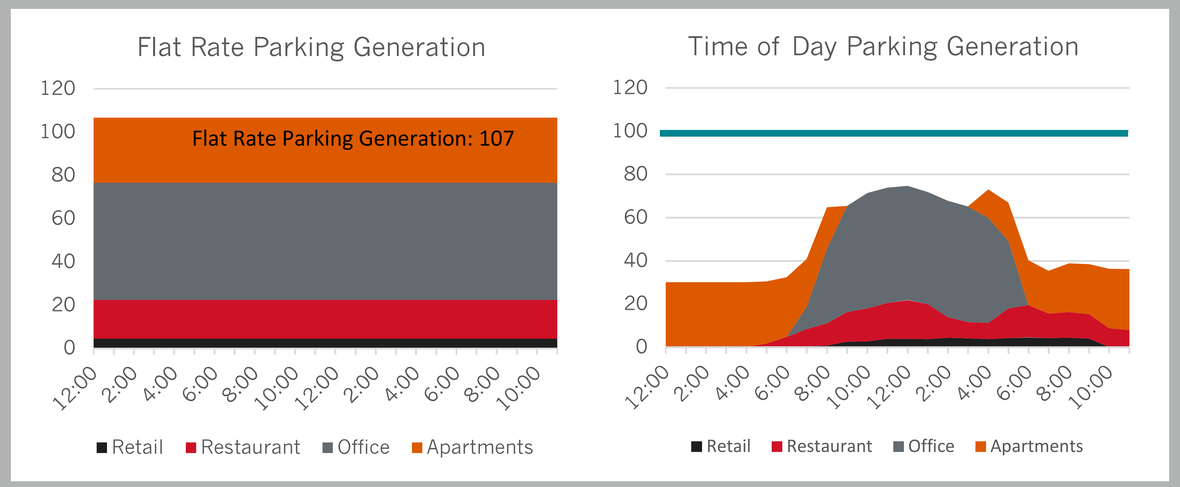
Future Average Weekday Occupancy Rates

Improved Data Collection

Thoughts or Comments?

Key Issue #2: Single Use and Private Parking

- Single use and private parking are some of the primary sources of overbuilding parking in most urban areas.



Calculate Parking Demand by Time of Day

Shared Parking Arrangements

Refine Permit Parking Processes

Thoughts or Comments?

Key Issue #3: Parking Influences Urban Form

- Parking policies that require, encourage, or otherwise allow unlimited parking in downtown and dense urban areas have a direct impact on how an area looks and feels.

Parking Maximum Ordinances

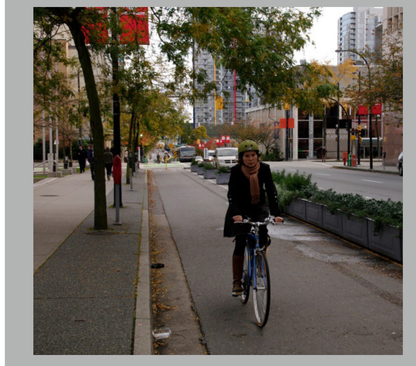
Urban Form Ordinances

Encourage Redevelopment of Parking Lots

Thoughts or Comments?

Key Issue #4: Increased Multimodal Mobility

- Easy parking encourages visitors to repark to get closer to their destinations, increasing parking demand and congestion.



Enhanced Pedestrian Environment

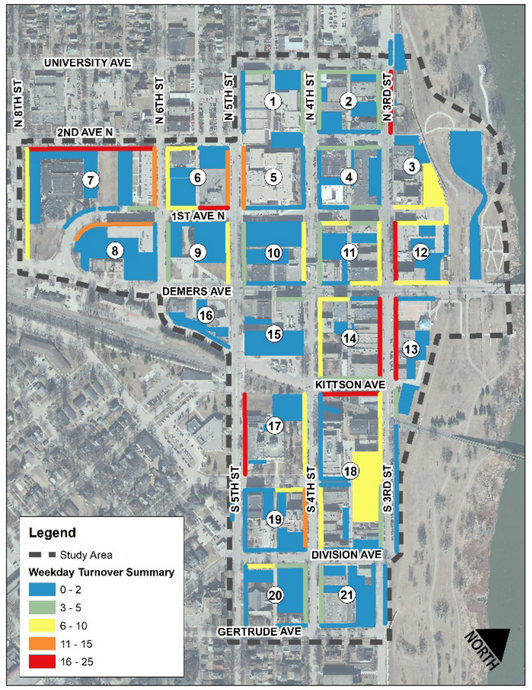
Improved Bicycle Infrastructure

Evaluate Opportunities for Shared Mobility

Thoughts or Comments?

Key Issue #5: Enforcement

- Nearly one in four vehicles parking in downtown stay beyond the posted time limits.



Adopt a Graduated Parking Fine

Digital Tracking and Ticketing System

Expand Enforcement

Thoughts or Comments?

Key Issue #6: Investments in Parking Infrastructure

- The median cost to construct one new parking space in a ramp approaches $20,000.

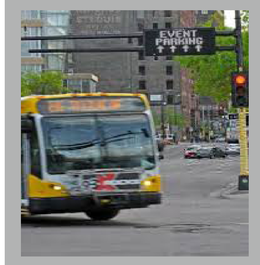
Ramp Infrastructure Maintenance Fund

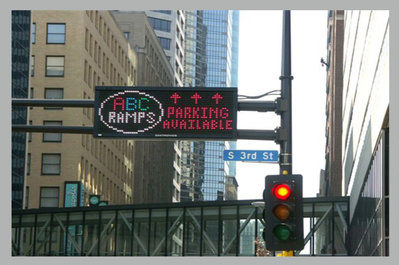
Monetize the Parking Ramps

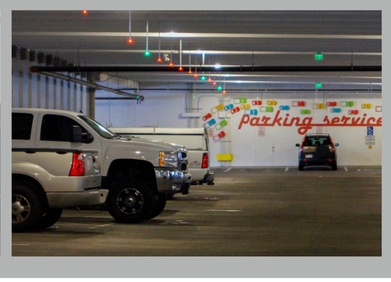
Thoughts or Comments?

Key Issue #7: Leverage Technology

- As parking becomes more constrained and downtown becomes more active, these technology applications will become more important







Digital Information

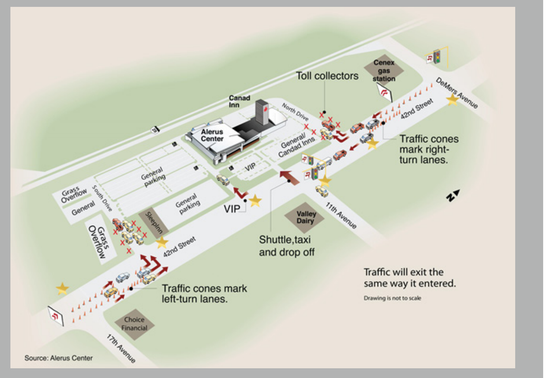
Prepare for Legalization of Parking Meters

Plan for Future Technology Impacts

Thoughts or Comments?

Key Issue #8: Event Management

- For many people, parking in downtown is associated with a special event, which often brings big crowds downtown, creating parking challenges and congestion



Invest in Comprehensive Signage and Wayfinding

Develop Protocols for Downtown Events

Coordinate Parking Information with Event Owners

Thoughts or Comments?

Grand Forks - East Grand Forks
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Downtown Parking Study

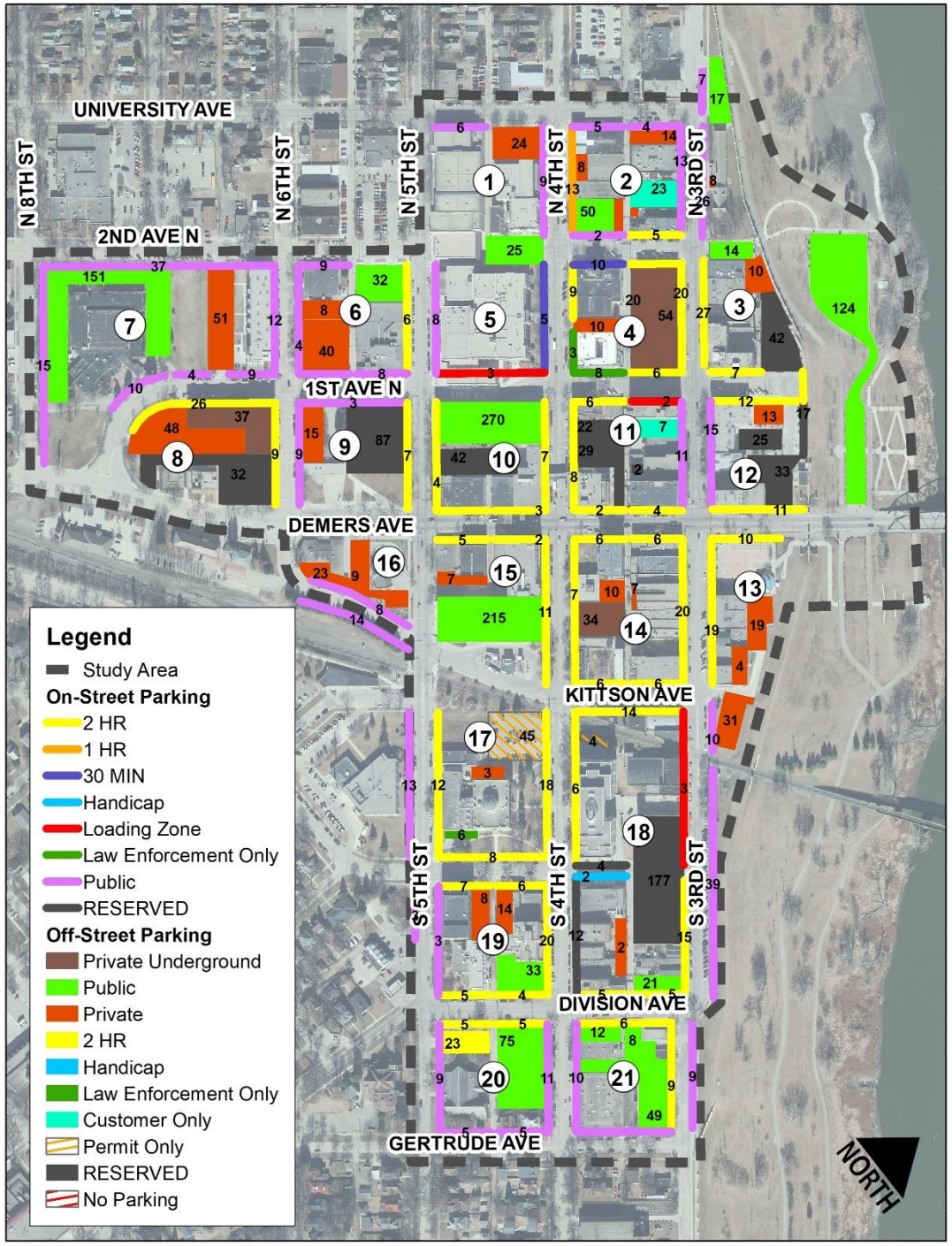
GRAND FORKS, ND

DECEMBER 2018

Existing Conditions

Existing Parking Supply

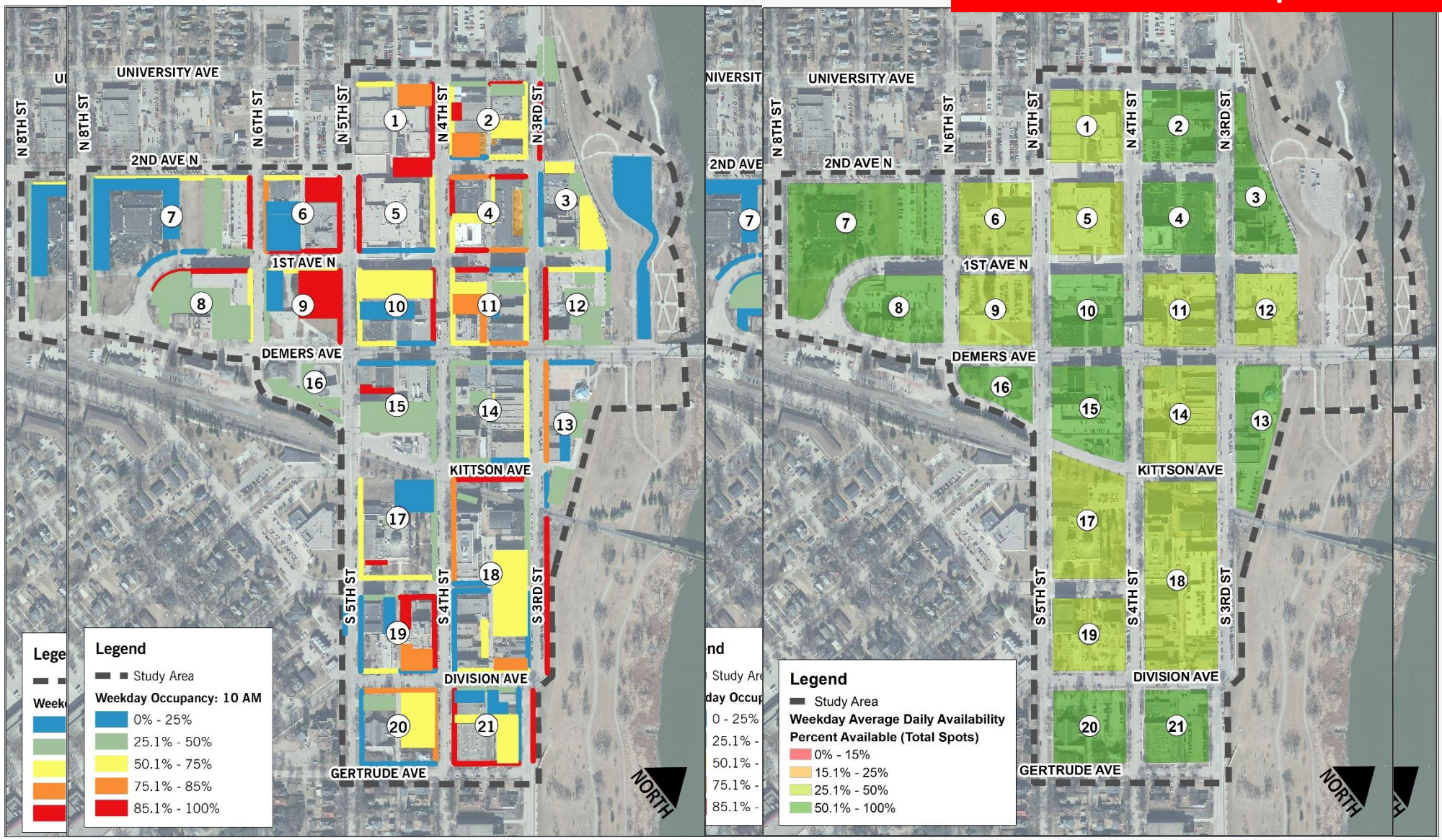
Parking Type	# of Stalls	% of Total
On-Street	960	26.8%
Public Off-Street	1,325	37.0%
Private Off-Street	1,296	36.2%
Total Parking	3,581	100%



Weekday Parking Occupancy

Highest Occupancy: 10 AM

- 50.5% Occupied



Weekday Changes from 2011

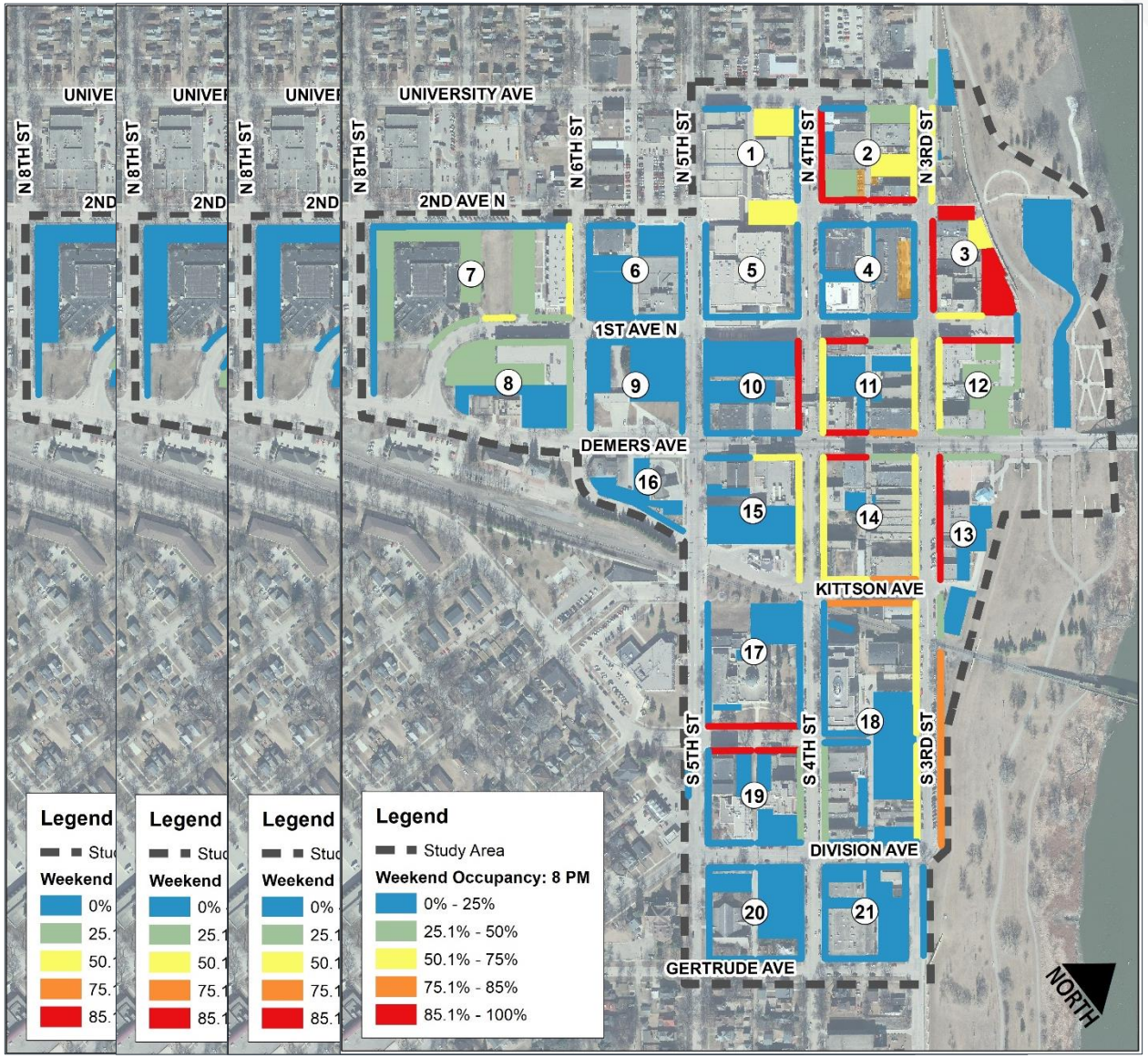
- 10 AM still the highest occupancy
- City/County still owns and manages 64% of Downtown Parking
- Parking violations increased from 17% in 2011 to 24% in 2018

Time	2011 Occupancy	2018 Occupancy
8 AM	54.5%	36.6%
10 AM	**56.2%**	**50.5%**
12 PM	52.9%	40.5%
2 PM	53.2%	42.3%
4 PM	41.7%	41.5%
6 PM	33.7%	25.7%
Average	48.7%	39.5%

Weekend Parking Occupancy

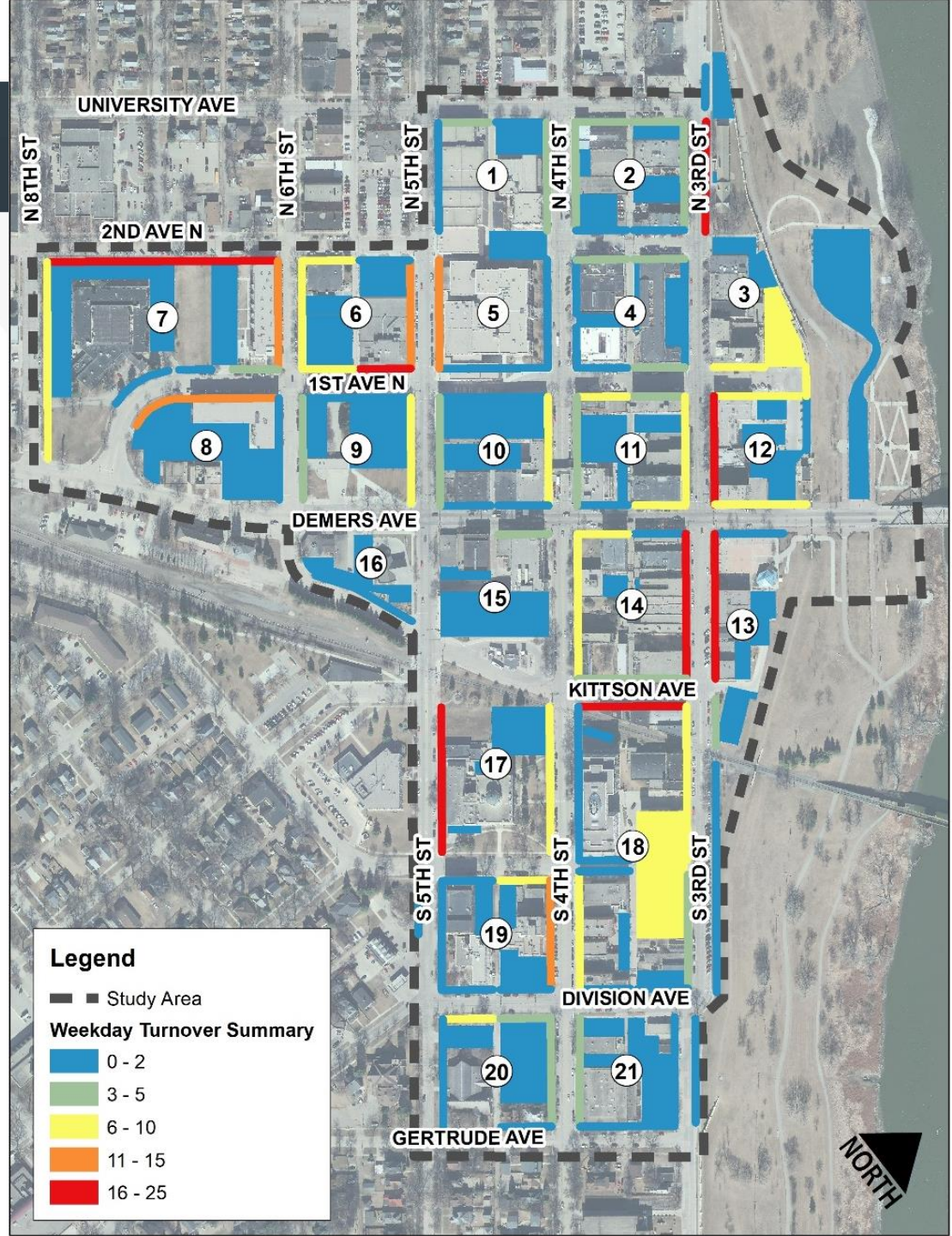
Highest Occupancy: 8 PM

- 18.3% Occupied



Overtime Violation Locations

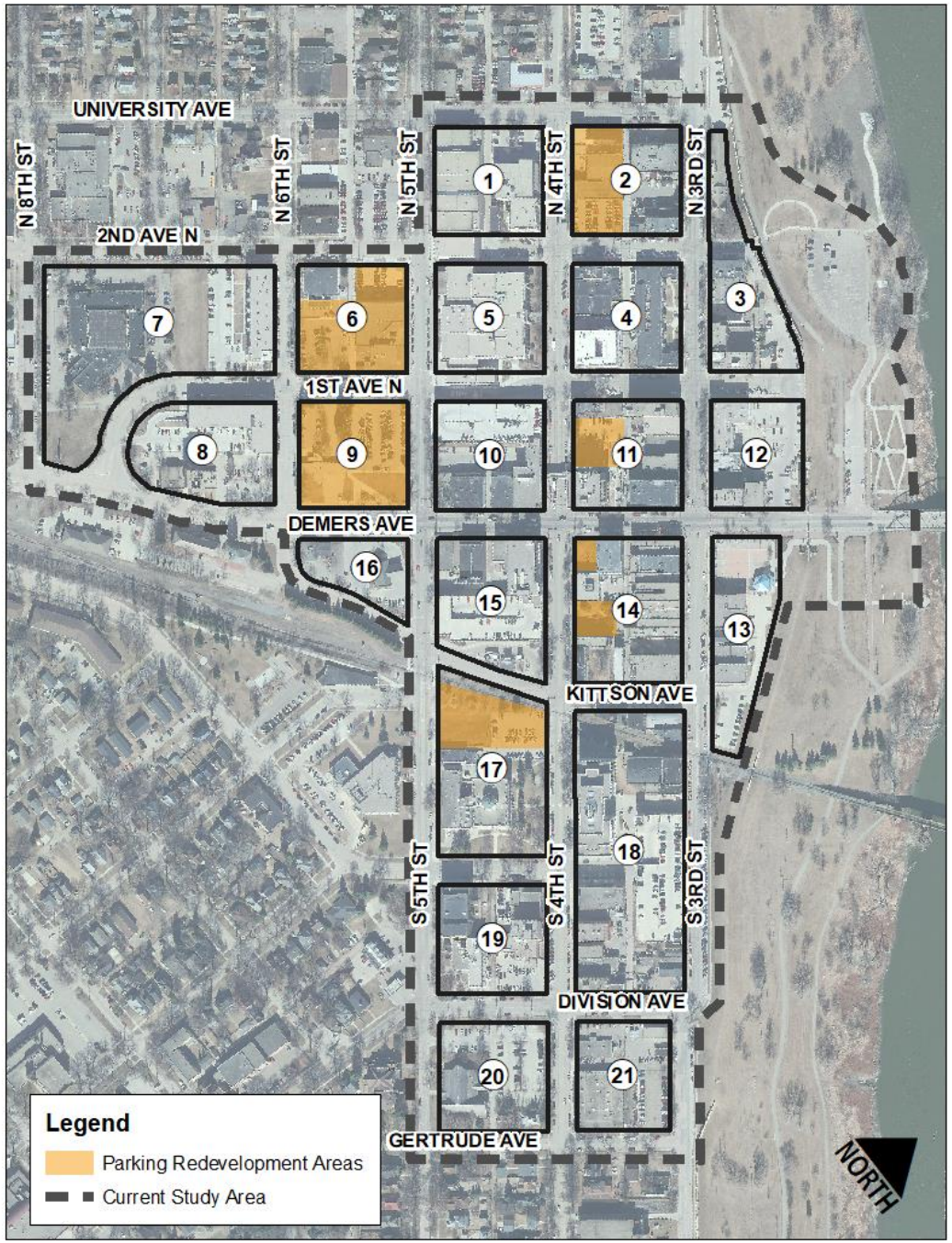
Circuit	Vehicles Counted	Violations	% Violations
10 AM	513	118	23.0%
12 PM	491	134	27.3%
2 PM	453	108	23.8%
4 PM	637	138	21.7%
6 PM	401	103	25.7%
Total	2,495	601	24.1%



Future Conditions

Level of Service Calculations

Distance	*General Level of Service*	*Grand Forks Level of Service*	*Generally*
Less than 400’	A	A	All Parking Supplied On Block
400’ – 800’	B	B	One Block Away
800’ – 1,200’	C	C	2 Blocks Away
1,200’ – 1,600’	D	Deficient	More than 2 Blocks Away
>1,600’	F		



Redevelopment Projects and Concepts

1. Lyon's Project – *Block 2*
   - 131 Residential Units
   - Commercial/Office Space First Floor

2. Edgewood Parking Lot Redevelopment – *Block 11*
   - Strictly conceptual

3. Century Link Building and Adjacent Parking Lots – *Block 6*
   - Strictly conceptual

4. County Government Center – *Block 17*
   - Strictly conceptual

5. Pure Development – *Block 9*
   - Hugo's Family Market
   - Alerus Financial

6. GFK 4th Street Development – *Block 14*
   - Selkirk Lofts
     - 1,800 sq ft Commercial
     - 20 Residential Units
   - Eskers Development
     - 32,000 sq ft

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10-Year Scenario Impacts

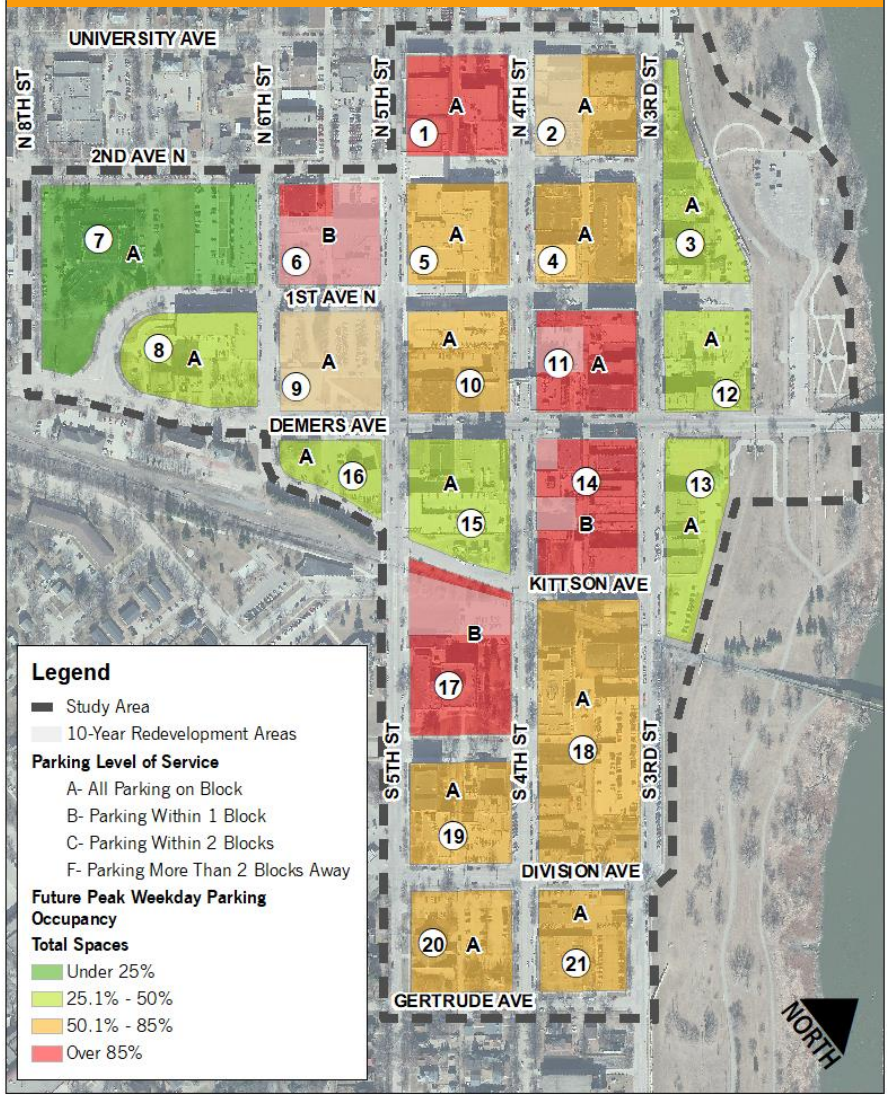
Average Weekday Parking

Scenario	Parking Type	Supply	Demand	Occupancy	Surplus/Deficiency
Current Average Weekday	Public	2,325	910	39%	+1,415
Current Average Weekday	Total	3,665	1,440	39%	+2,220
10-Year Redevelopment Average Weekday	**Public**	**2,225**	**1,833**	**82%**	**+395**
10-Year Redevelopment Average Weekday	Total	3,645	2,370	65%	+1,280

Peak Weekday Parking

Scenario	Parking Type	Supply	Demand	Occupancy	Surplus/Deficiency
Current Peak Weekday	Public	2,325	1,205	52%	+1,120
Current Peak Weekday	Total	3,665	1,845	50%	+1,820
10-Year Redevelopment Peak Weekday	Public	2,225	1,596	72%	+630
10-Year Redevelopment Peak Weekday	Total	3,645	2,240	61%	+1,405

Peak Weekday Occupancy & LOS – Total Spaces



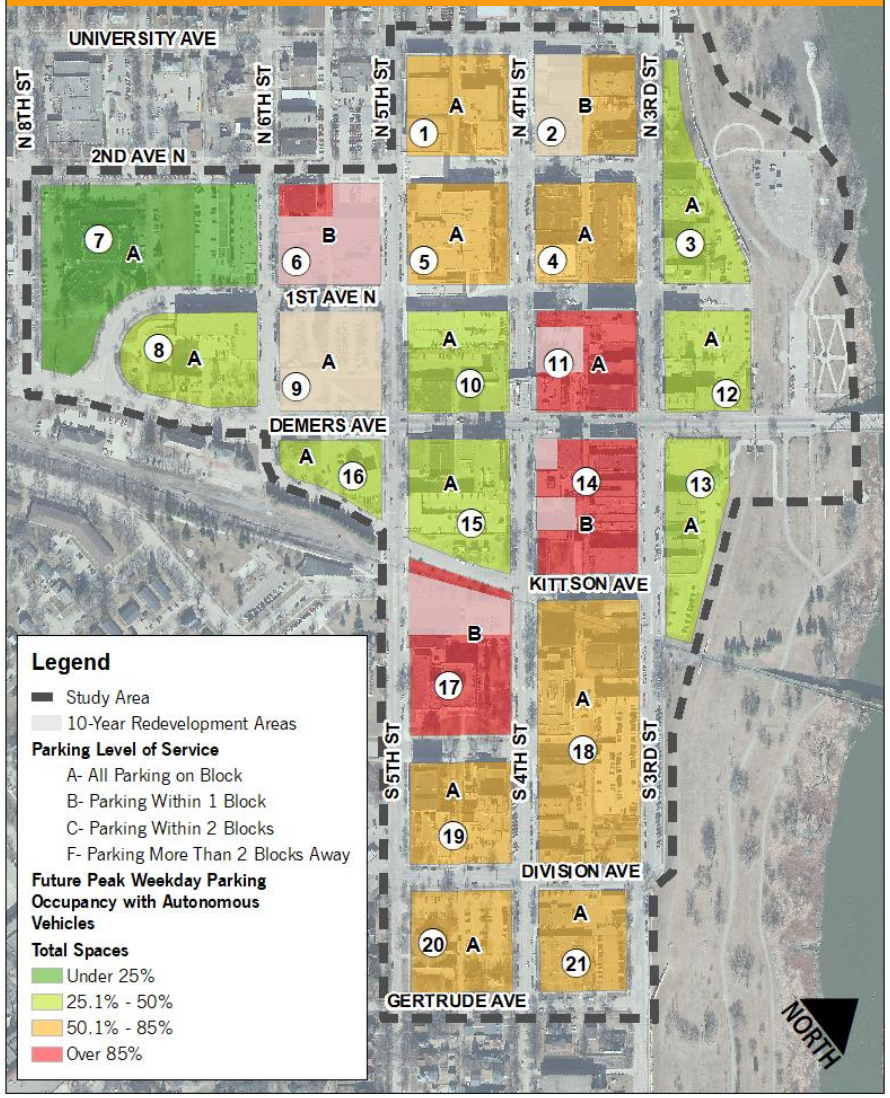
Other Scenarios

More Walking, Biking and Transit

Peak Weekday Occupancy & LOS – Total Spaces

Autonomous Vehicles

Peak Weekday Occupancy & LOS – Total Spaces



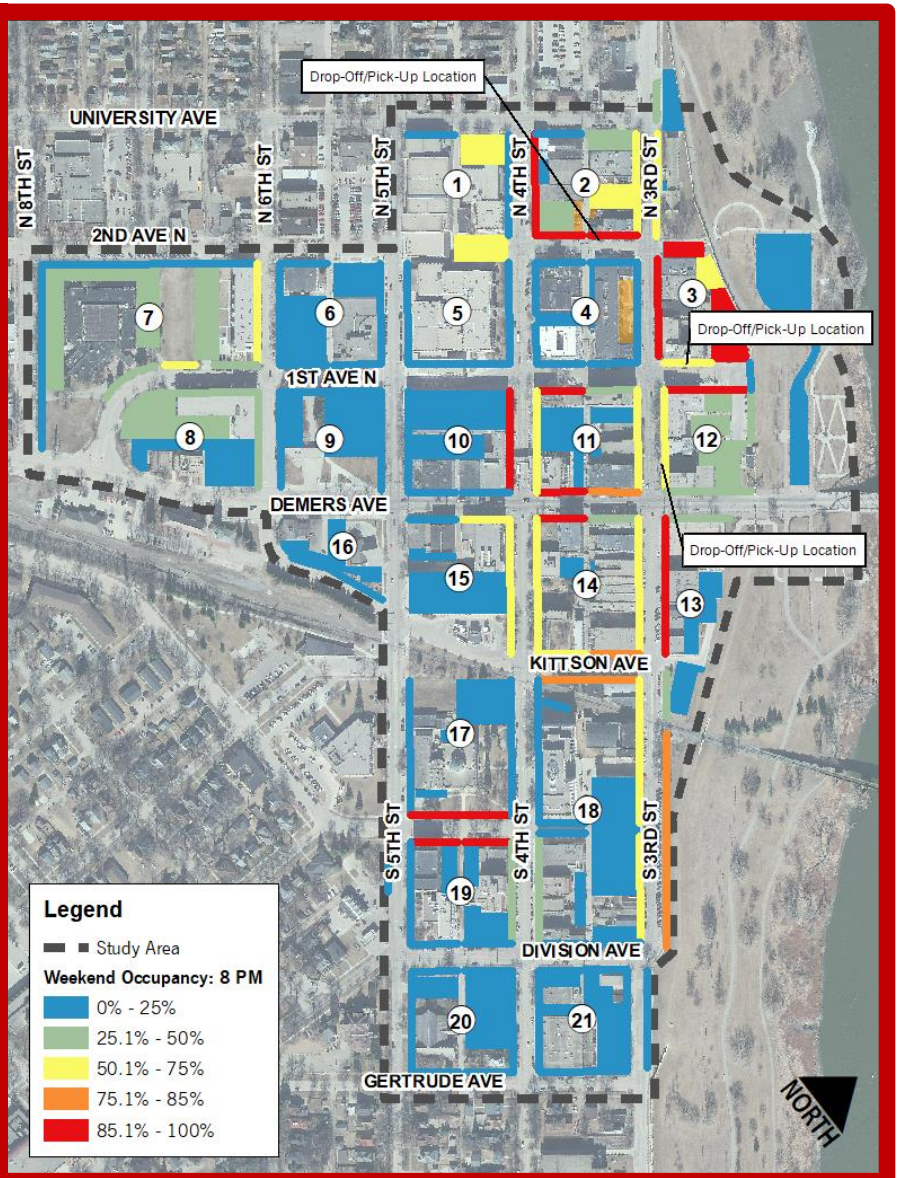
Nationally, 40% of ride-hailing trips would have otherwise been made by walking, biking or transit

Increased Ride-Hailing and Car Services

Impacts on Parking

- Less impactful then taxicabs
- Nationally use to supplant taxicabs, walking and biking
- Popular during evening and weekend
- Unlikely to supplant commute trips until parking demand increases
- May increase overnight trips

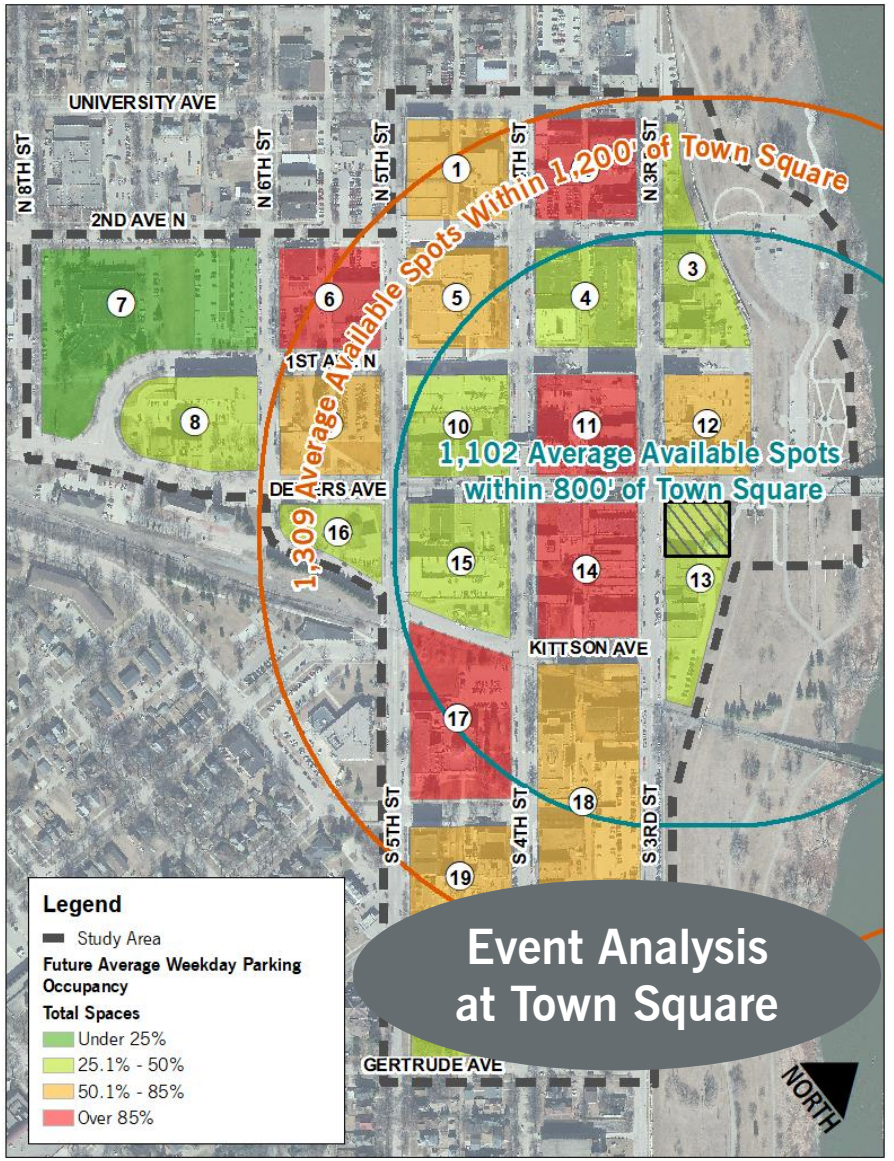
Weekend Evening Parking Demand and Current Pick-Up/Drop-Off Locations



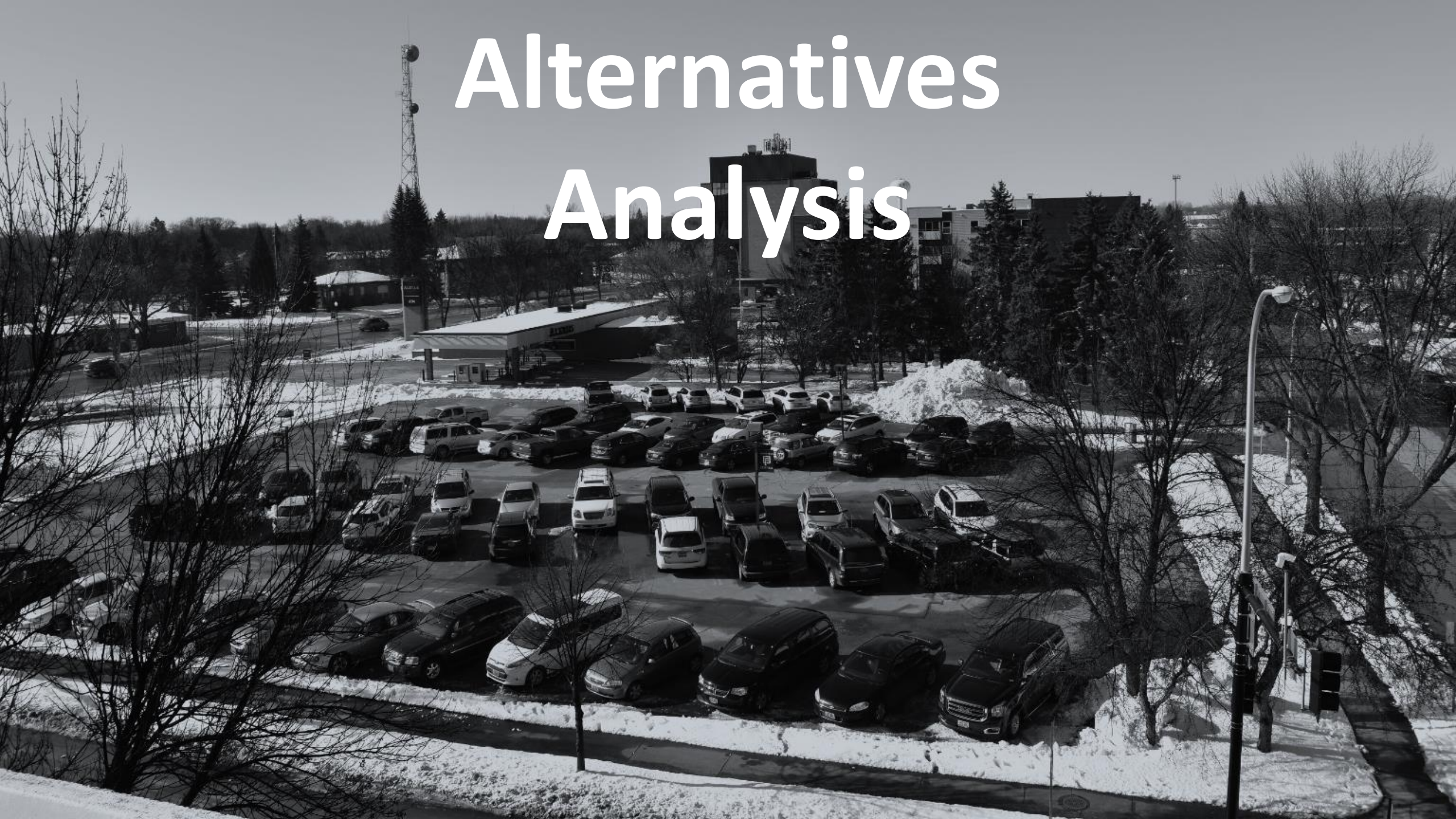
Event Management

Future Event Conditions

- Central High School or City Hall
  - 1,200 total available parking spaces within 800 feet, or about one block
  - more than 1,500 total available parking spaces within 1,200 feet, or about two blocks.
- DeMers Avenue
  - 1,480 total available parking spaces within 800 feet
  - more than 1,555 total available parking spaces within 1,200 feet.
- Town Square
  - 1,100 total available parking spaces within 800 feet
  - more than 1,300 total available parking spaces within 1,200 feet.



Alternatives Analysis



Parking Perception vs. Reality: Marketing & Information

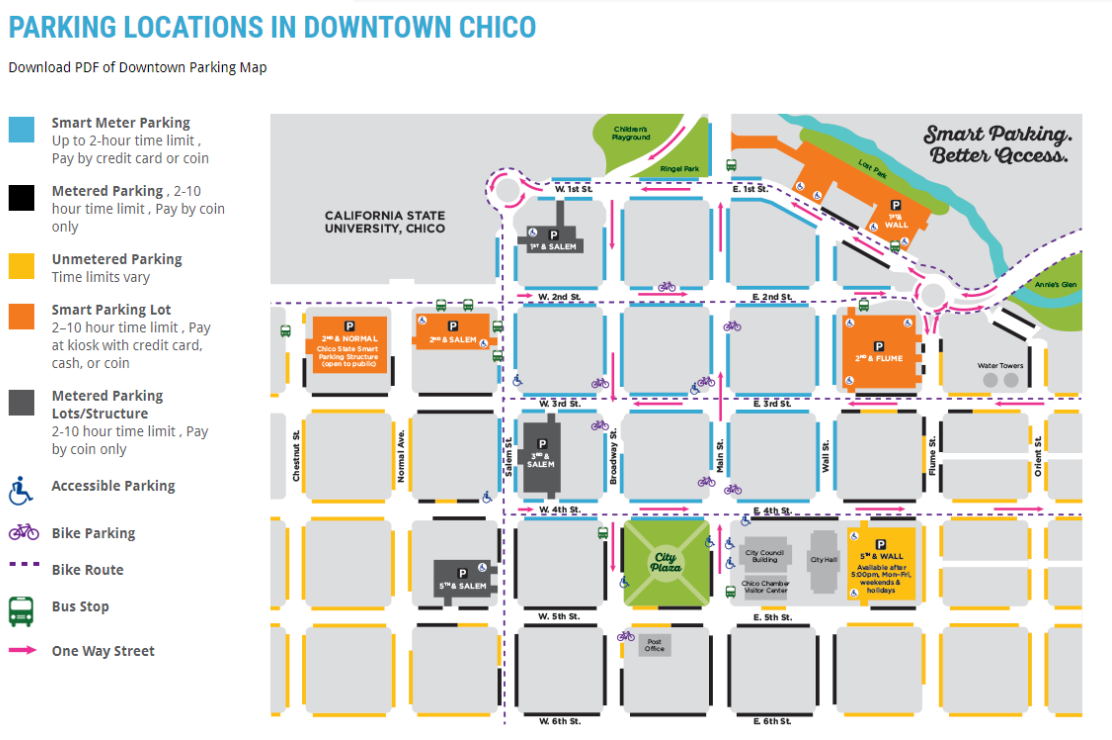
PARK ANNAPOLIS™

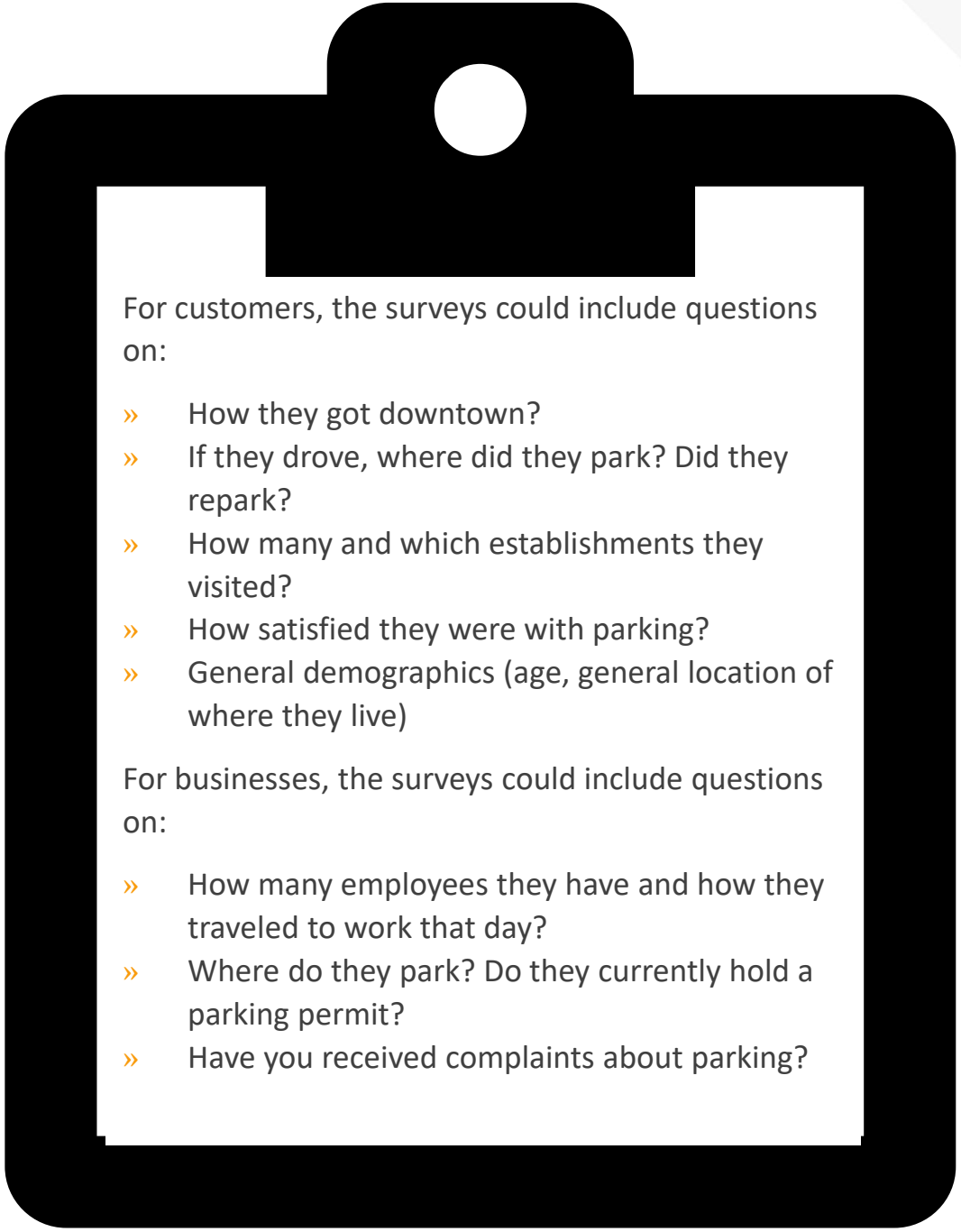
DOWNTOWN LOTS MORE WILMINGTON

MPLS PARKING

Marketing Campaign should include:

- Information and marketing campaign
- A downtown parking brand
- Easy to read parking locations and restrictions map





Relaunch of Digital Parking Information:

- A dedicated parking website
- An interactive parking map

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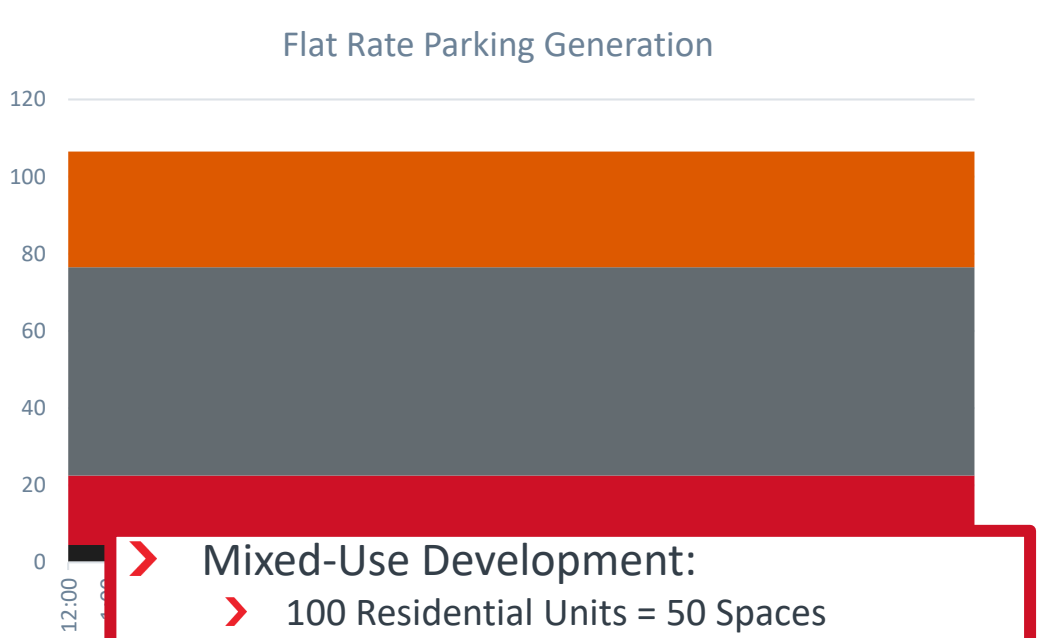
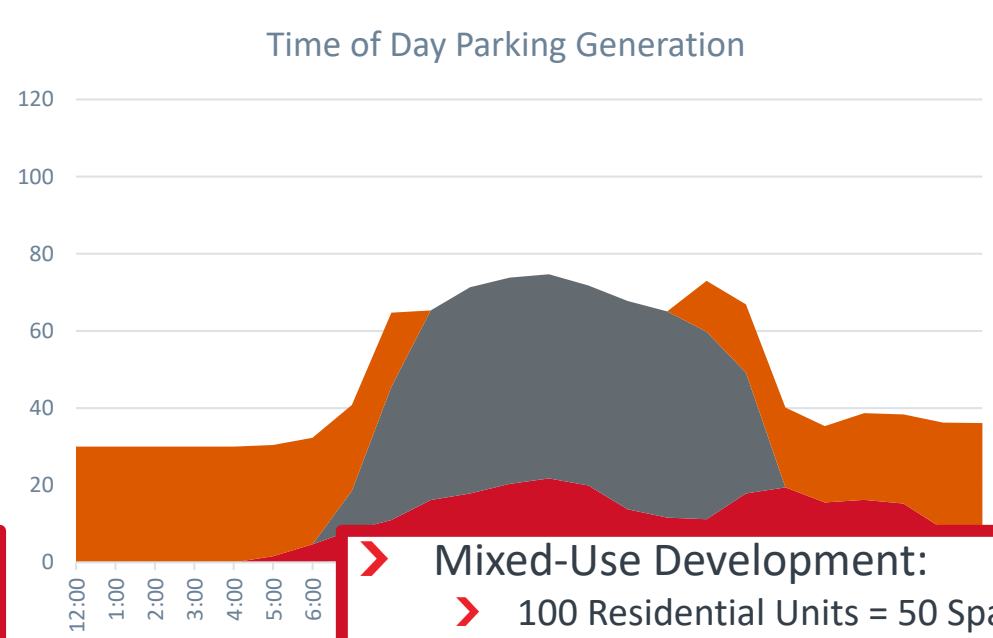
Single Use and Private Parking

- Create a shared parking toolkit, that includes model templates or agreements.
- Seek private sector partners to conduct a pilot program and document issues and successes.
- Incentivize shared parking by accepting private off-site shared parking in the current parking assessment calculations.



- Mixed-Use Development:
  - 100 Residential Units = 50 Spaces
  - 10,000 SF of Office = 30 Spaces
  - 5,000 SF of Retail = 35 Spaces
  - **115 Total Spaces**



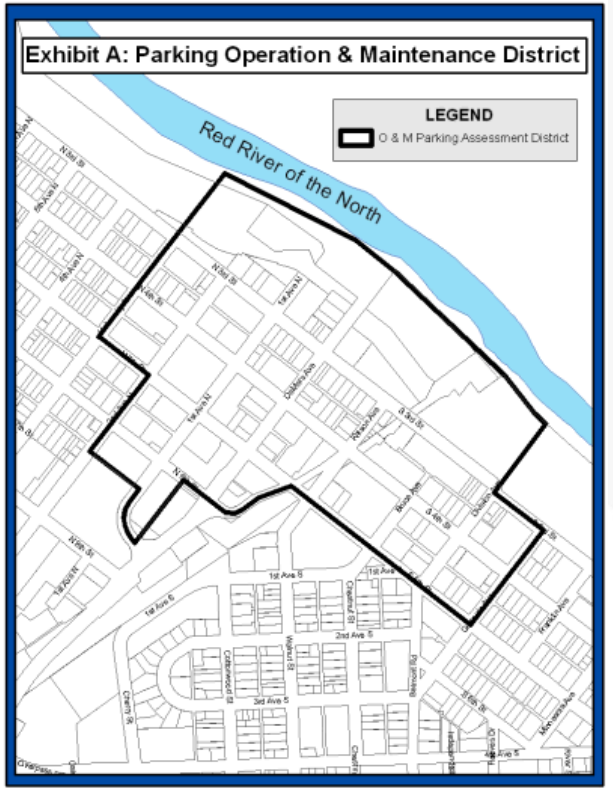
- Mixed-Use Development:
  - 100 Residential Units = 50 Spaces
  - 10,000 SF of Office = 30 Spaces
  - 5,000 SF of Retail = 35 Spaces
  - **79 Total Spaces**

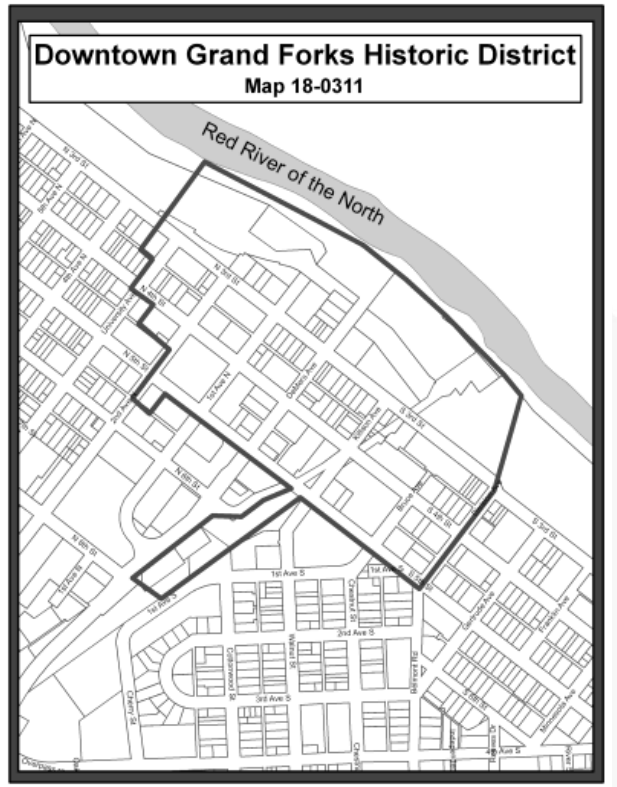
Permit Parking Processes

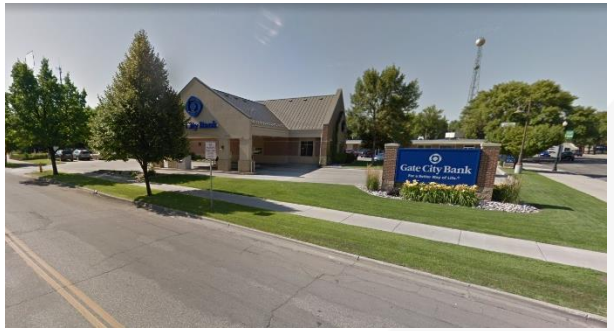
- Streamlining restricted times
- Simplify the permitting process
- Monitor permit utilization rates

Urban Form and Function

- Ordinances
- Parking Maximum
- Best Use of Downtown



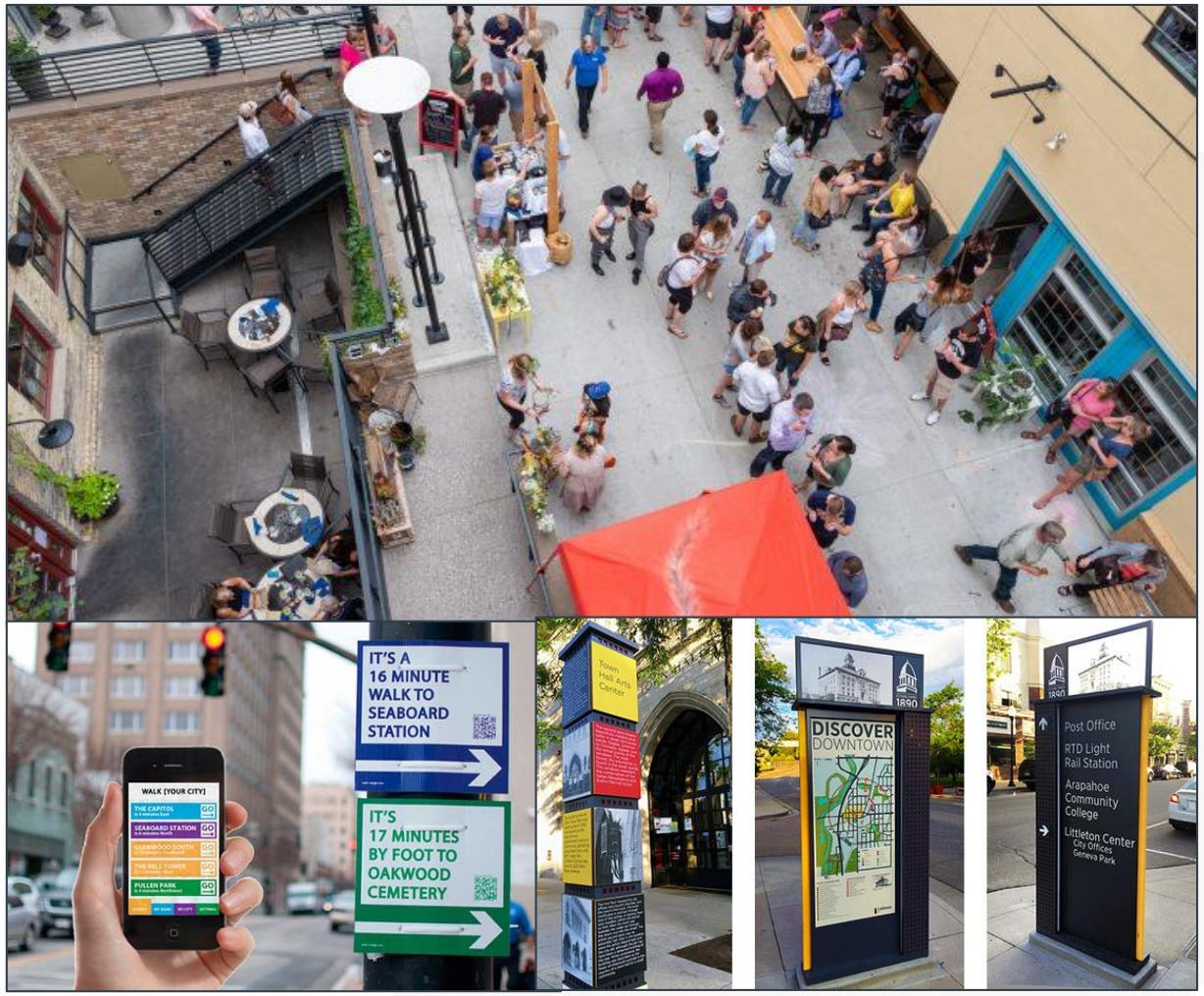




Multimodal Mobility: Pedestrian Environment

Downtown is a half-mile long, and most pedestrians could walk that distance in about 15 minutes.

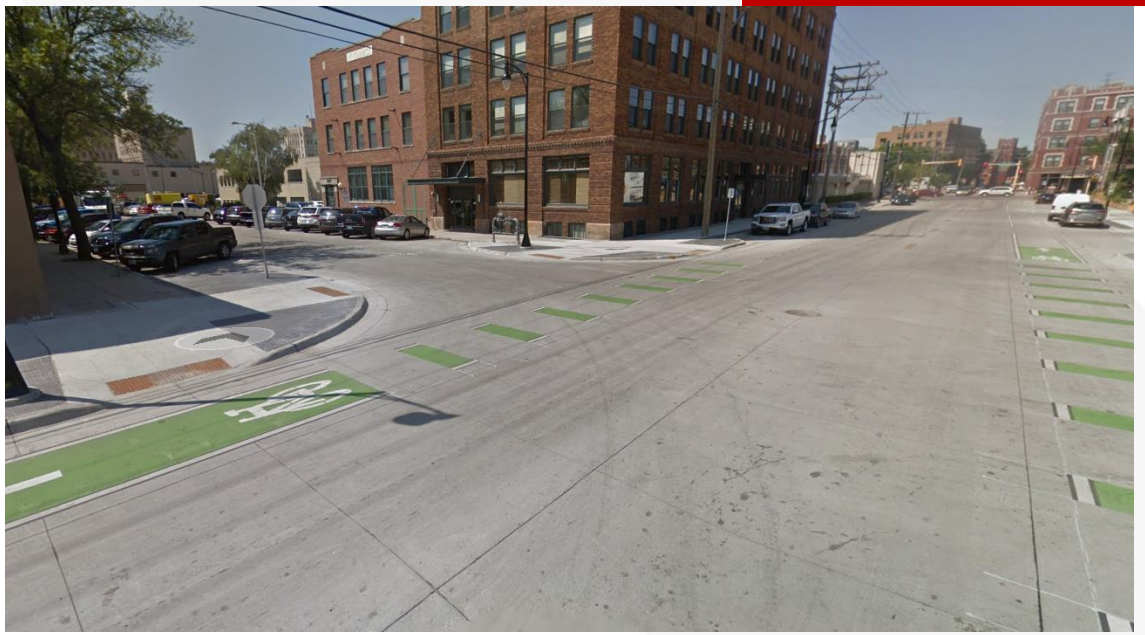
- Complete a full ADA evaluation for downtown
- Improve lighting and perceived safety to the Riverboat Road Parking Lot
- Activated alleyways
- Wayfinding with major destinations and walking time



Multimodal Mobility: Bicycle Infrastructure

High quality bicycle facilities can increase ridership up to 171%.

- Prioritize investments in high quality bicycle infrastructure
- Provide secure bicycle storage



Multimodal Mobility: Shared Mobility

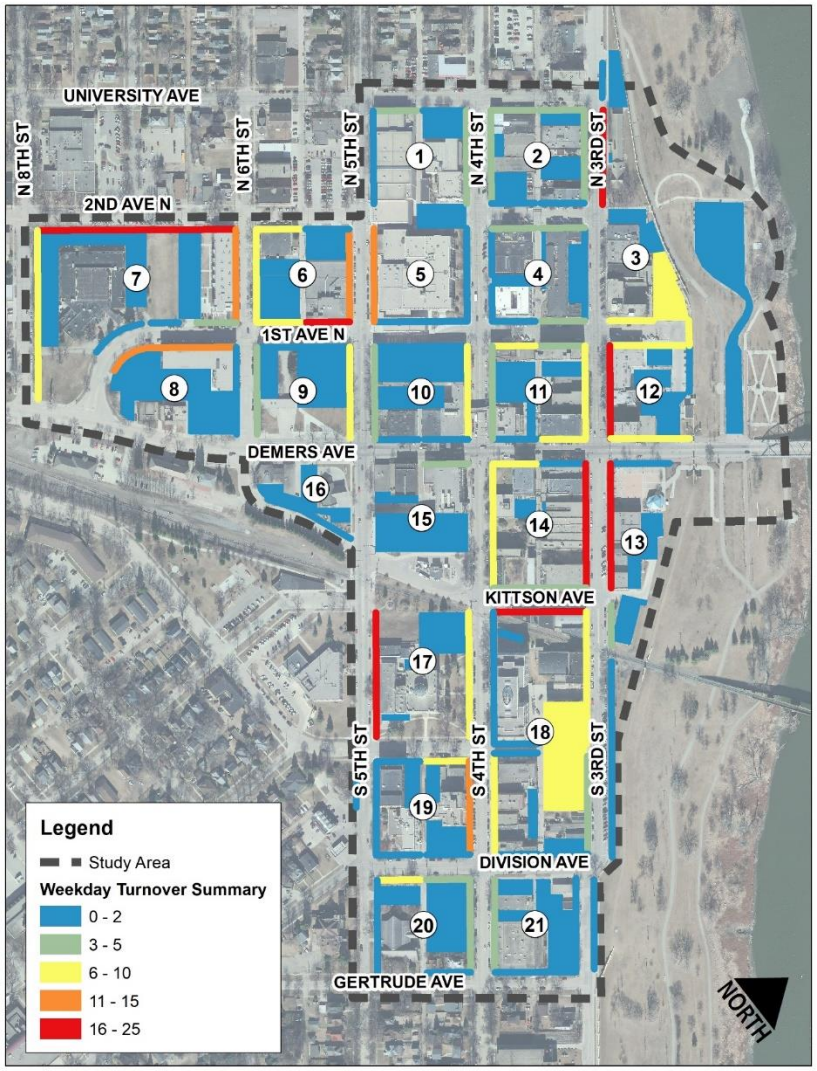
- Support bikeshare and e-scooters
- Ride-Hailing
  - Expand Pick-up/Drop-Off Locations
  - Expand Pick-up/Drop-Off Hours

Multimodal Mobility: Grow Transit Attractiveness

- Pilot study of a high-frequency downtown circulator route
- Park and Rides at High Frequency Locations
- Business Incentives for Ridership
- Partnerships between CAT and Downtown Events

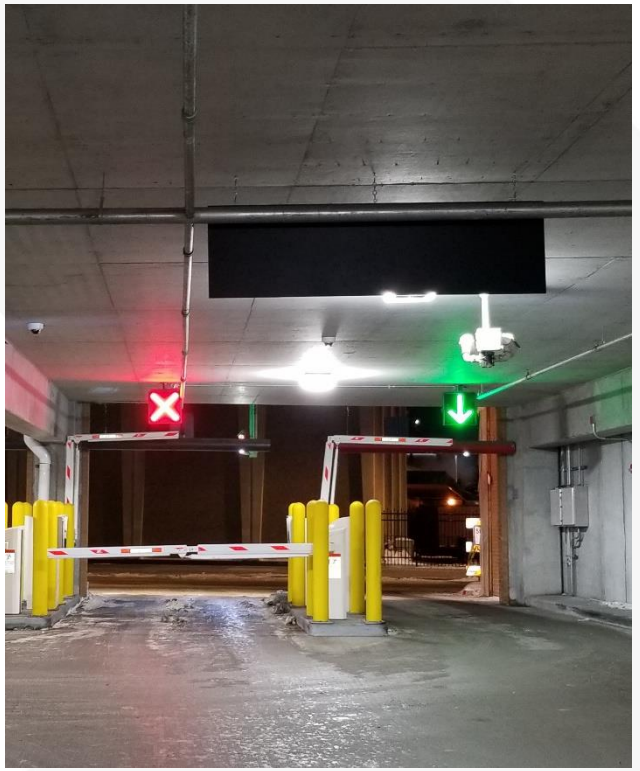
Enforcement

- Digital Tracking and Ticketing
- Graduated Parking Fine
- Additional Resources



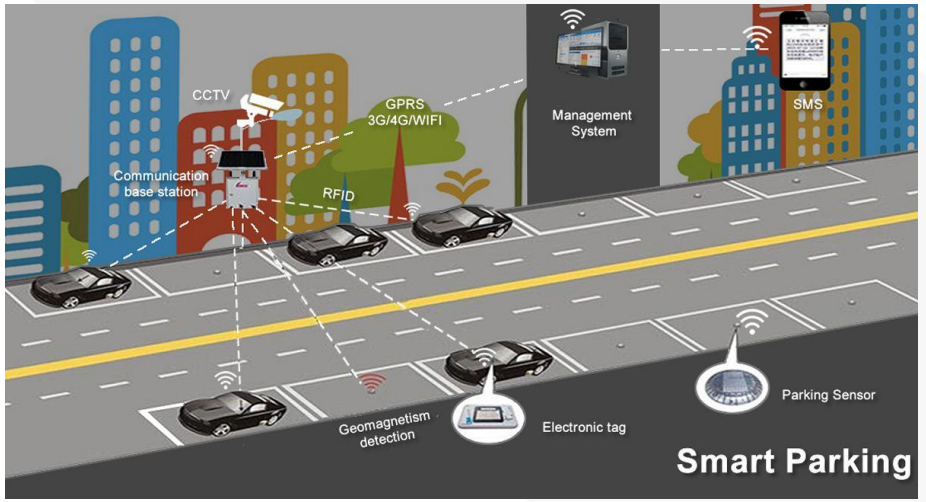
Investments in Parking Infrastructure

- Infrastructure Maintenance
  - Regular maintenance programs
- Monetizing Parking Ramps
  - First two hours free
  - Raise gate arms during evenings and weekends
  - Impacts to traffic



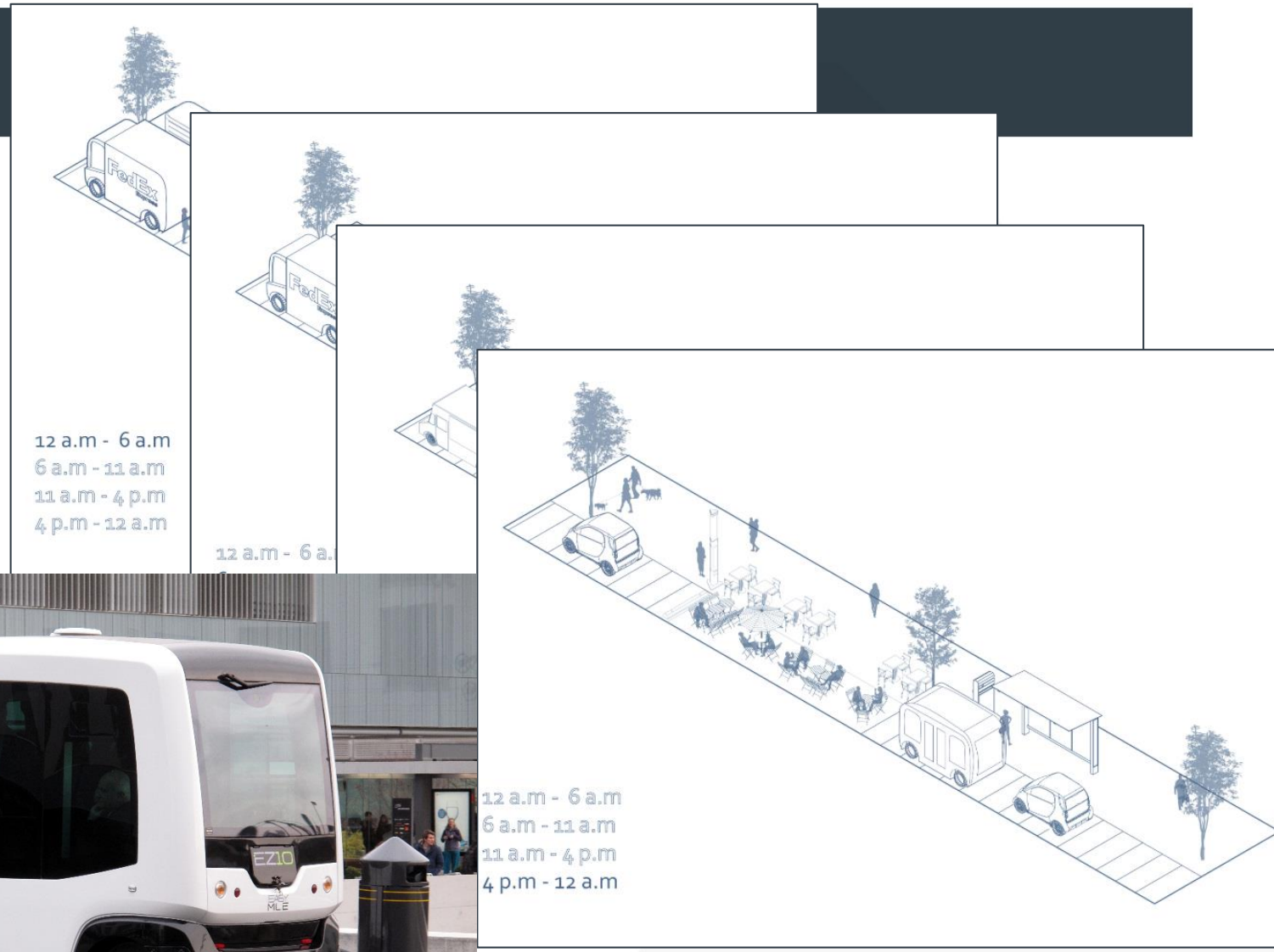
Leveraging Technology

Information Dissemination



Leveraging Technology

Curb Space Management

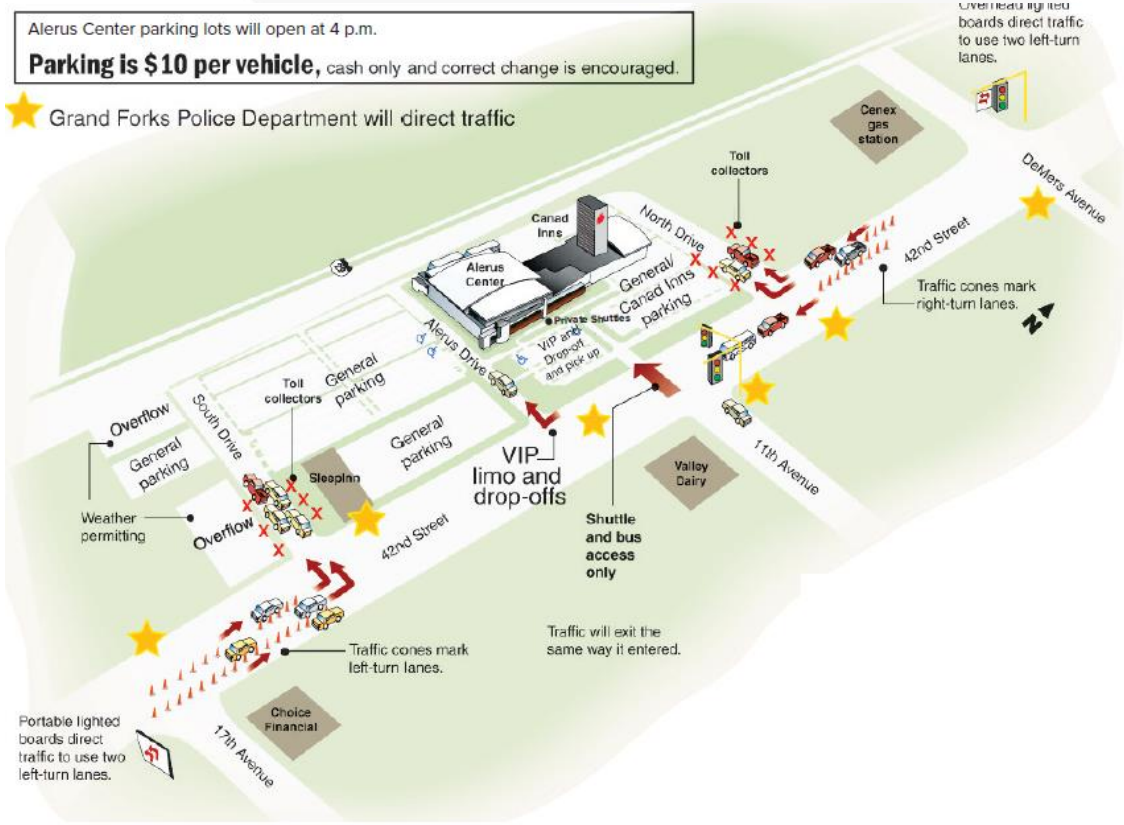


Parking Management

CAV Circulator Shuttles

Event Management

- Wayfinding
- Event Protocols
- Coordinated Parking Information
- Transit Incentives



Questions?

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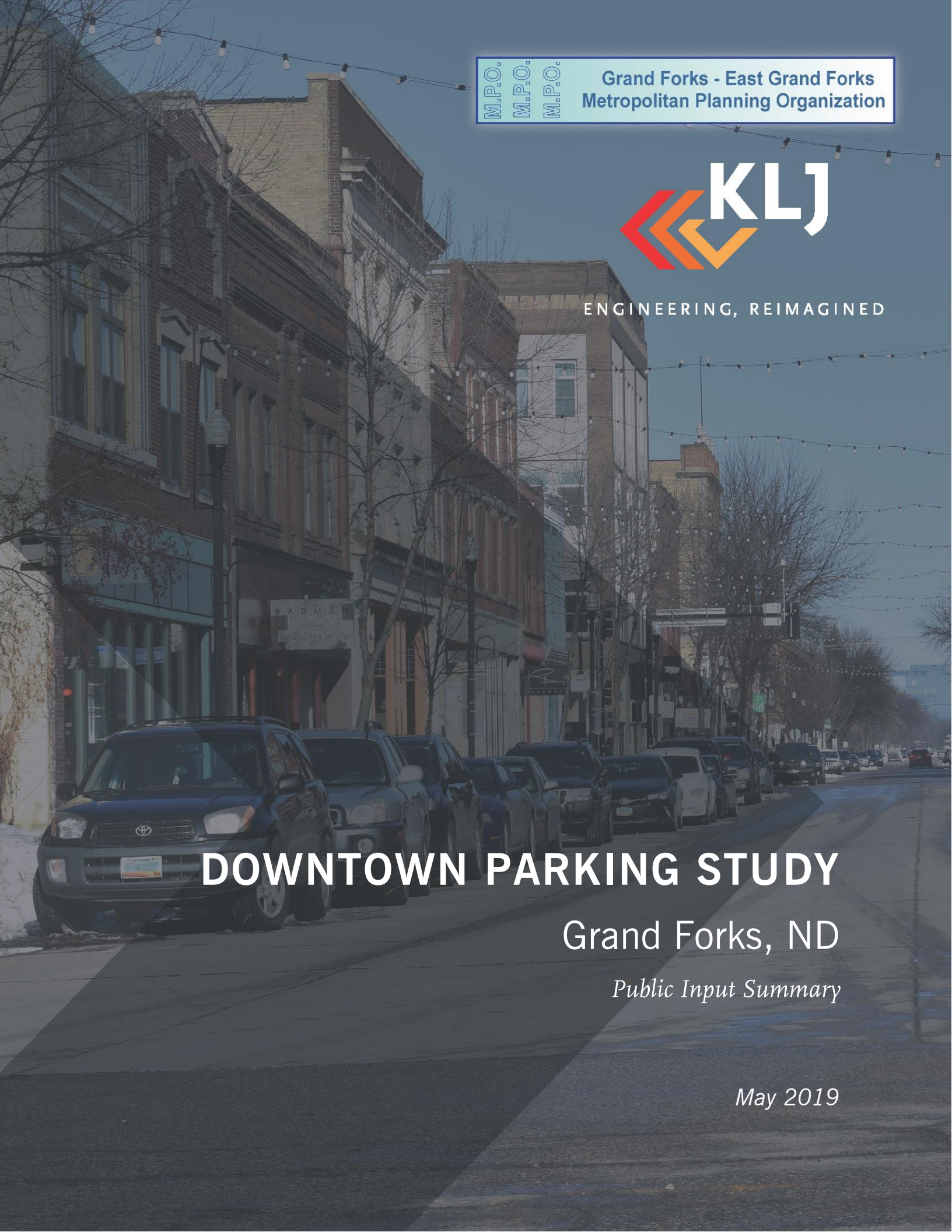

Grand Forks - East Grand Forks
Metropolitan Planning Organization

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DOWNTOWN PARKING STUDY

Grand Forks, ND

Public Input Summary

May 2019

PUBLIC INPUT MEETING SUMMARY

The Grand Forks – East Grand Forks Metropolitan Planning Organization, City of Grand Forks, Downtown Development Association, and KLJ presented the Downtown Grand Forks Parking Study existing conditions and alternatives at the public input meeting held March 21st at the Empire Arts Center in Downtown Grand Forks. This meeting included an open house, with tacos provided by the Downtown Development Association, and two presentations.

Marketing Efforts

A variety of techniques were used to inform the public about their opportunity to provide input on the parking alternatives.

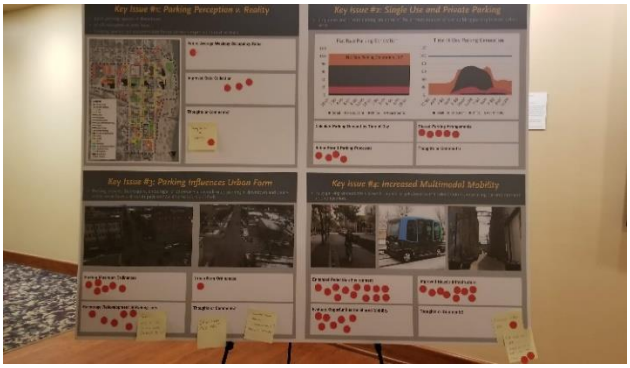
- A press release and box ad were published in the Grand Forks Herald newspaper.
- Social media posts on the MPO and DDA Facebook pages.
- Emails sent to interested parties.

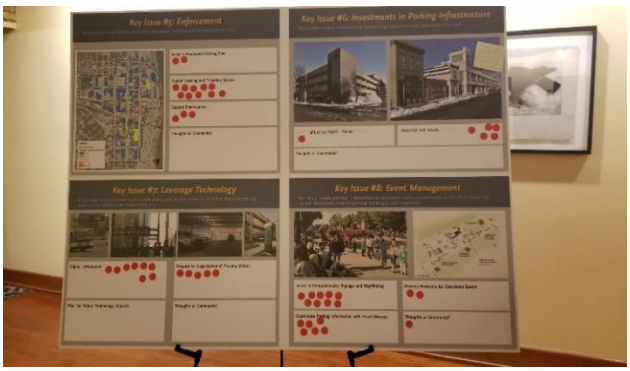
Public Input Meeting #1

More than 30 people came to the public meeting, where they were given multiple opportunities to provide comments and feedback.

- A written comment form that included a mailing address and e-mail address. People could elect to leave the forms with the tea that evening or send them in later. No written comments were left at the meeting with two additional comments emailed after the meeting. These have been attached to this summary.
- Stickers and post it notes to indicate support for the alternatives. These are summarized below.

Figure 1: Photos from Public Meeting





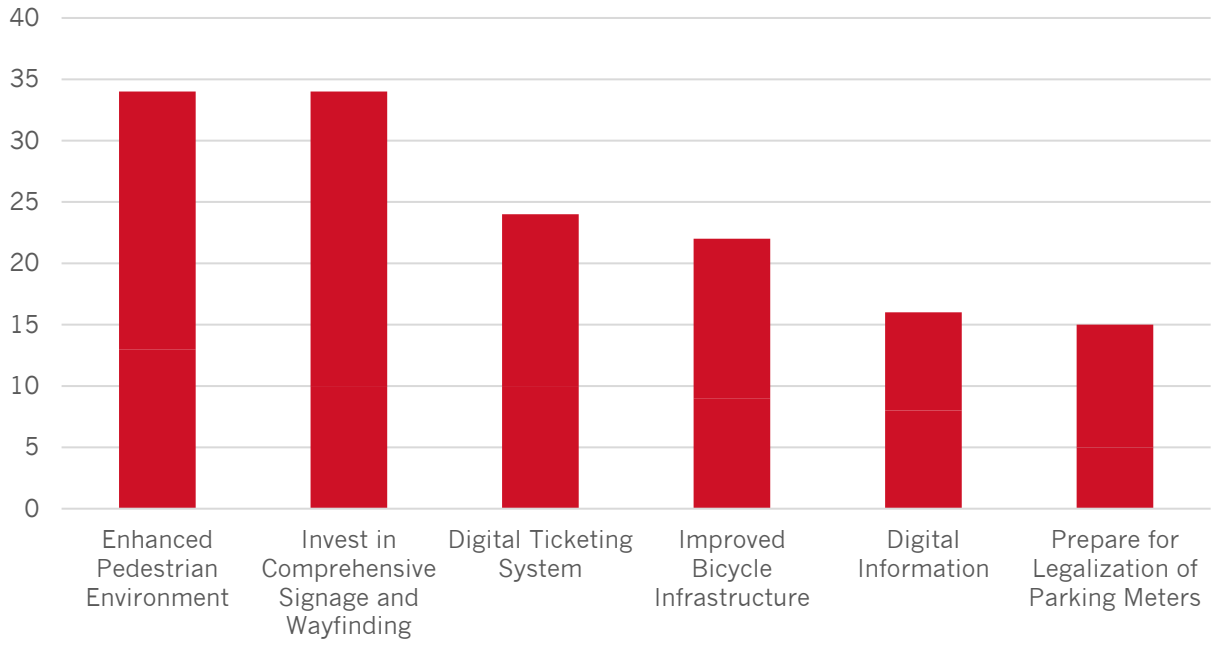
Additional Feedback

The Downtown Action Plan held an open house on May 1st. This open house included the same informational boards and opportunities to provide comments on parking as the public input meeting. This feedback has been incorporated into the summary provided below.

Alternatives Feedback

The public was asked to place dots on the key issues and potential alternatives at the public meeting and the Downtown Action Plan's open house. There were 294 dots placed, with the top six alternatives receiving 49 percent of the total dots. Multimodal mobility (enhanced pedestrian environment, improve bicycle infrastructure, opportunities for shared mobility, signage and wayfinding) were the most popular and indicate strong support for these types of improvements among meeting participants. Support for the highest rated alternatives is shown in Figure 2.

Figure 2: Highest Rated Alternatives

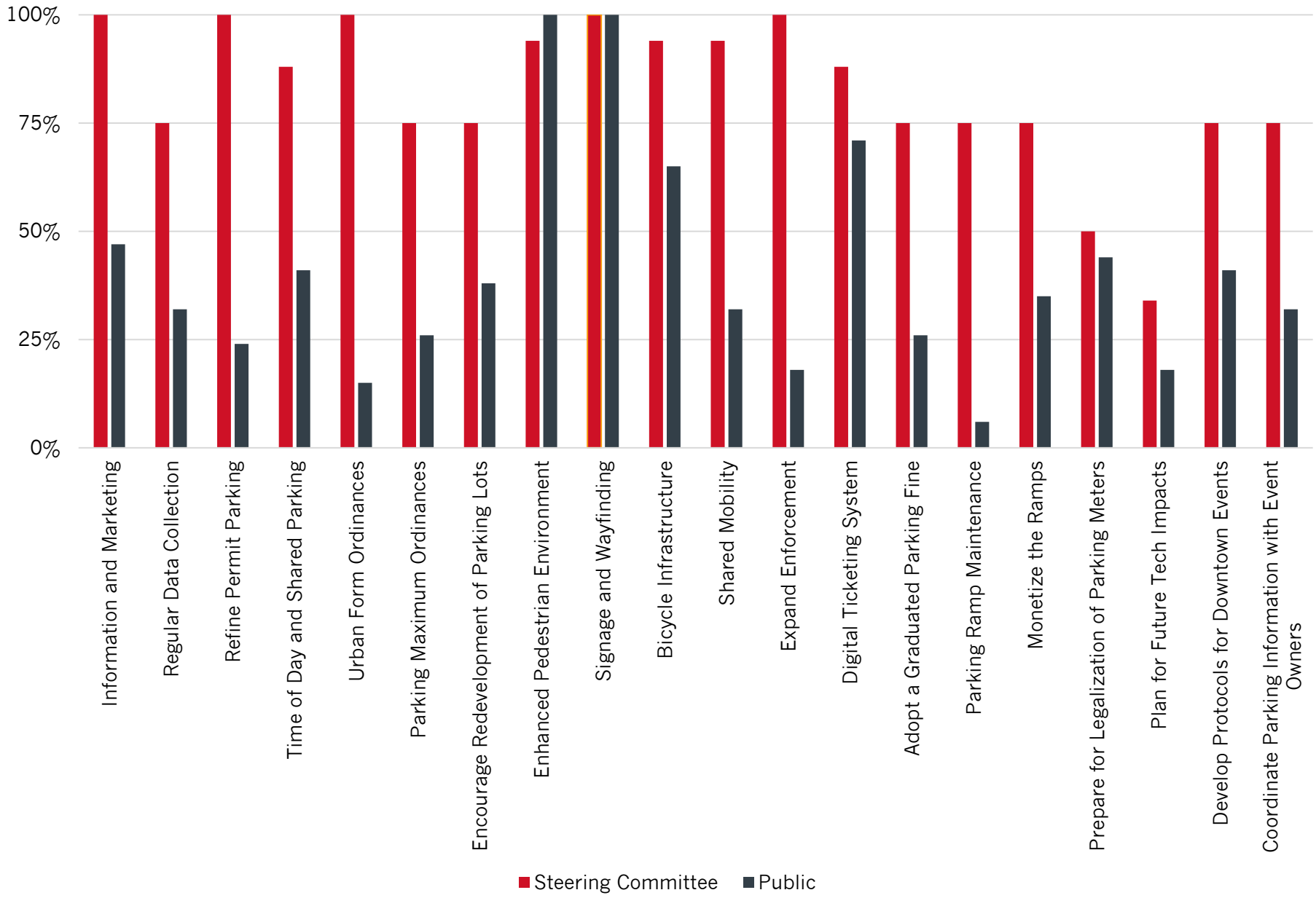


The project's Steering Committee completed a similar exercise to indicate support for the parking alternatives. Their results are combined with the public's alternatives feedback and shown in Figure 3. Improving the pedestrian environment and wayfinding were both strongly supported by the project's Steering Committee and the public.

Next Steps

Using this feedback, along with feedback from the project's Steering Committee, the Study Team will develop an implementation plan that prioritizes alternatives into short-, mid-, and long-term needs. The draft report will be presented to the Grand Forks City Commission and public comments will be solicited and incorporated into the final report.

Figure 3: Steering Committee and Public Support for All Alternative Areas



SIGN-IN SHEET
North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page 1 of ___

Division/District/Consultant		
Meeting Location: Empire Arts Center	Meeting Type:	Meeting Date: 3/21
Project Number:		PCN:
Project Description:		

Name (Please print)	Title/Representing		
Ryan Brooks	Deputy City Planner		
Address: GF City Hall	City: GF	State: ND	ZIP Code:
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Name (Please print)	Title/Representing		
Greta Silewski	City of Grand Forks		
Address: City Hall	City: GF	State: ND	ZIP Code:
Email Address: gsilewski@grandforksgov.com		Telephone Number: 311	

Name (Please print)	Title/Representing		
Jill Proctor	DDA Board president		
Address: 24 Sandy Hills Ln	City: GF	State: ND	ZIP Code: 58201
Email Address: jillproctor.701@gmail.com		Telephone Number: 7017415085	

Name (Please print)	Title/Representing		
Suzanne J Hill	Self		
Address: 712 Cherry St.	City: Grand Forks	State: ND	ZIP Code: 58201
Email Address: suzishill92@~~ya~~gmail.com		Telephone Number: 701-741-3774	

Name (Please print)	Title/Representing		
Jim Mertz			
Address: 728 8th St N	City:	State:	ZIP Code:
Email Address:		Telephone Number:	

Name (Please print)	Title/Representing		
Pete Hagge			
Address: 3892 S. 17th St	City: GF	State: ND	ZIP Code: 58201
Email Address:		Telephone Number:	

Name (Please print)	Title/Representing		
Jim Dollman			
Address: 800 N. 3rd St. #406	City: G.F.	State:	ZIP Code:
Email Address: JmJDollman@midco.net		Telephone Number: 701-317-6202	

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights

SFN 59531 (5-2018)

Division/District/Consultant		
Meeting Location	Meeting Type	Meeting Date 3/21
Project Number		PCN
Project Description		

Name (Please print)	Title/Representing		
Blue Weber	E.D.		
Address	City	State	ZIP Code
2352 3rd St Ste. 2	Grand Forks	ND	58201
Email Address		Telephone Number	
blue@gfdda.com		701-757-4051	

Name (Please print)	Title/Representing		
Andrew Budke	DDA Board		
Address	City	State	ZIP Code
517 S 6th St	Grand Forks	ND	58201
Email Address		Telephone Number	
abudke@jlgarchitects.com		701-261-1873	

Name (Please print)	Title/Representing		
Kathryn Kester	Executive Director / GGFYP		
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33 S. 3rd St Suite C	GrandForks	ND	58201
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kathryn@ggfyp.com		701-833-5222	

Name (Please print)	Title/Representing		
Brian Fedje	Financial Advisor / Edward Jones		
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424 DeMers Ave	Grand Forks	ND	58201
Email Address		Telephone Number	
Brian.Fedje@edwardjones.com		(701)373-5321	

Name (Please print)	Title/Representing		
Sudeshna Pant	Grad Student		
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Email Address		Telephone Number	
sudeshnapant@outlook.com			

Name (Please print)	Title/Representing		
Rachel Franz	Elysium		
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2002 43rd Ave S	Grand Forks	ND	58201
Email Address		Telephone Number	
rachel@elysium.com		218 230 3231	

Name (Please print)	Title/Representing		
Bridget West	UND Center for Innovation		
Address	City	State	ZIP Code
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Email Address		Telephone Number	
bridget.west617@gmail.com		(701) 330-4822	

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
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Division/District/Consultant		
Meeting Location: Empire Arts Center	Meeting Type	Meeting Date: 3/21
Project Number		PCN
Project Description		

Name (Please print)	Title/Representing		
Katie Rehder	DDA Marketing + Event Coordinator		
Address: 23 N 3rd St, Ste 2	City: Grand Forks	State: ND	ZIP Code: 58203
Email Address: katierehder@gmail.com, katie@gfdda.com		Telephone Number: 218 201 1304	

Name (Please print)	Title/Representing		
Patty Olsen	Safe Kids Grand Forks		
Address: 607 Demers Av.	City: East Grand Forks	State: MN	ZIP Code: 56721
Email Address: polsen@altru.org		Telephone Number: 701 780 1856	

Name (Please print)	Title/Representing		
Chuck Plemmer	GFHPC		
Address: 412 S 5th ST	City: GF	State: ND	ZIP Code: 58201
Email Address		Telephone Number	

Name (Please print)	Title/Representing		
Michael Ferguson	Police		
Address: 122 S. 5th St.	City: Grand Forks	State: ND	ZIP Code: 58206
Email Address: mferguson@grandforksgov.com		Telephone Number: 787-8003	

Name (Please print)	Title/Representing		
Alexis Conlon	Public?		
Address: 116 S 3rd St Apt 200	City: Grand Forks	State: ND	ZIP Code: 58201
Email Address: Hogantle@gmail.com		Telephone Number: 701-926-7910	

Name (Please print)	Title/Representing		
Ald Larry Heggar			
Address: 2221 - 7TH Ave N	City: GF	State: ND	ZIP Code: 58703
Email Address		Telephone Number: 701-213-5424	

Name (Please print)	Title/Representing		
Collin T. Hanson	Executive Director, The 701 & Evolve GF		
Address: 33 S 3rd St, GF, ND 58201	City	State	ZIP Code
Email Address: Collin@evolvegf.com		Telephone Number: (701) 351-4691	

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
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Division/District/Consultant		
Meeting Location: Empire Arts Center	Meeting Type	Meeting Date: 3/21
Project Number		PCN
Project Description		

Name (Please print): Jeremy Moe	Title/Representing: Grand Forks Police		
Address: 122 S. 5th St.	City: Grand Forks	State: ND	ZIP Code: 58201
Email Address: jmoe@grandforksgov.com		Telephone Number: 701-787-8014	

Name (Please print): STEPHANIE HALFORD	Title/Representing: PLANNER / CITY OF GF		
Address	City	State	ZIP Code
Email Address		Telephone Number	

Name (Please print): Andrea Edwardson	Title/Representing: Planner City GF		
Address	City	State	ZIP Code
Email Address: aedwardson@grandforksgov.com		Telephone Number	

Name (Please print): Paul McCullough	Title/Representing: Cities Area Transit (City of GF)		
Address	City	State	ZIP Code
Email Address: pmccullough@grandforksgov.com		Telephone Number	

Name (Please print): Scott Franz	Title/Representing: Ely's Ivy		
Address: 22 S 3rd St	City: Grand Forks	State: ND	ZIP Code: 58201
Email Address: Scott@ElysIvy.com		Telephone Number	

Name (Please print): Andy Conlon	Title/Representing: Comm Dev Specialist City of GF		
Address	City	State	ZIP Code
Email Address: aconlon@grandforksgov.com		Telephone Number	

Name (Please print): Meredith Richards	Title/Representing: City of GF		
Address	City	State	ZIP Code
Email Address: mrichards@grandforksgov.com		Telephone Number	

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights

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Division/District/Consultant		
Meeting Location: Empire Arts Center	Meeting Type	Meeting Date: 3/21
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Name (Please print): Janiel Bollman	Title/Representing		
Address: 800 N 3rd St # 406	City: G.F.	State: ND	ZIP Code: 58203
Email Address: janielbollman@gmail.com		Telephone Number: 701-757-1008	

Name (Please print): Austin Mack	Title/Representing		
Address: Downtown	City: G.F.	State	ZIP Code
Email Address		Telephone Number	

Name (Please print): Brett Gilbraith	Title/Representing		
Address: 2215 Christ St	City: GF	State: ND	ZIP Code: 218-230-5105
Email Address: Brett.C.Gilbraith@gmail.com		Telephone Number: 58201	

Name (Please print): Jodie Freeman	Title/Representing		
Address: 315 Belmont	City: GF	State	ZIP Code
Email Address		Telephone Number	

Name (Please print)	Title/Representing		
Address	City	State	ZIP Code
Email Address		Telephone Number	

Name (Please print)	Title/Representing		
Address	City	State	ZIP Code
Email Address		Telephone Number	

Name (Please print)	Title/Representing		
Address	City	State	ZIP Code
Email Address		Telephone Number	

NDDOT TITLE VI PUBLIC PARTICIPATION SURVEY

North Dakota Department of Transportation, Civil Rights
SFN 60149 (Rev. 12-2014)

PLEASE USE DARK INK AND PRINT CLEARLY

The Civil Rights Act of 1964 and related nondiscrimination authorities require the North Dakota Department of Transportation to ensure everyone has the opportunity to comment on the transportation programs and activities that may affect their community.

To help with that, we ask that you respond to the following questions. You are not required to disclose the information requested in order to participate. Any information provided to the NDDOT will be retained solely for the purpose of collecting statistical data to ensure inclusion of all segments of the population affected by transportation programs and activities.

Sex: ☐ Female ☑ Male

Disability: ☐ Yes ☑ No

Age: ☑ 34 and younger ☐ 35-54 ☐ 55 and older

Race:

- ☐ American Indian/Alaskan Native
- ☐ Asian
- ☐ Black/African American
- ☐ Hispanic or Latino
- ☐ Native Hawaiian/Other Pacific Islander
- ☑ White
- ☐ Other _____

Language most frequently spoken in your home:

- ☐ Arabic
- ☐ Bosnian
- ☐ Croatian
- ☑ English
- ☐ German
- ☐ Nepali
- ☐ Russian
- ☐ Serbian
- ☐ Somali
- ☐ Spanish
- ☐ Swahili
- ☐ Turkish
- ☐ Vietnamese
- ☐ Other _____

Do you receive public assistance? ☐ Yes ☑ No

Indicate how you heard about the event:

- ☐ Internet
- ☐ Mailing
- ☐ NDDOT Contact
- ☐ Newspaper
- ☐ Radio
- ☐ Social Service Agency
- ☐ Television
- ☐ Advocacy Group (which group) _____
- ☑ Other Word of Mouth

For Office Use

Event Date ☐☐ / ☐☐ / ☐☐☐☐

City ☐☐☐

County ☐☐

MPO

- ☐ Bismarck-Mandan
- ☐ Fargo-Moorhead Metro COG
- ☐ Grand Forks-East Grand Forks

Div/Dist Number ☐☐

PCN ☐☐☐☐☐

ROW

- ☐ Negotiation
- ☐ Relocation

Consultant ☐☐☐☐

Subrecipient

- ☐ Yes
- ☐ No

After you have completed this form, please place it in the designated location.

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- ☐ Social Service Agency
- ☐ Television
- ☒ Advocacy Group (which group) DDA
- ☐ Other _____

For Office Use

Event Date ☐☐ / ☐☐ / ☐☐☐☐

City ☐☐☐

County ☐☐

MPO

- ☐ Bismarck-Mandan
- ☐ Fargo-Moorhead Metro COG
- ☐ Grand Forks-East Grand Forks

Div/Dist Number ☐☐

PCN ☐☐☐☐☐

ROW

- ☐ Negotiation
- ☐ Relocation

Consultant ☐☐☐☐

Subrecipient

- ☐ Yes
- ☐ No

After you have completed this form, please place it in the designated location.

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- [ ] Asian
- [ ] Black/African American
- [ ] Hispanic or Latino
- [ ] Native Hawaiian/Other Pacific Islander
- [X] White
- [ ] Other _____

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- [X] English
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- [ ] Russian
- [ ] Serbian
- [ ] Somali
- [ ] Spanish
- [ ] Swahili
- [ ] Turkish
- [ ] Vietnamese
- [ ] Other _____

Do you receive public assistance? [ ] Yes [X] No

Indicate how you heard about the event:

- [ ] Internet
- [ ] Mailing
- [ ] NDDOT Contact
- [ ] Newspaper
- [ ] Radio
- [ ] Social Service Agency
- [ ] Television
- [X] Advocacy Group (which group) DDA
- [ ] Other _____

For Office Use

Event Date: 03 / 21 / 2019

City: GFK

County: GF

MPO

- [ ] Bismarck-Mandan
- [ ] Fargo-Moorhead Metro COG
- [ ] Grand Forks-East Grand Forks

Div/Dist Number:

PCN:

ROW

- [ ] Negotiation
- [ ] Relocation

Consultant:

Subrecipient

- [ ] Yes
- [ ] No

After you have completed this form, please place it in the designated location.

Bethany Panjini

From: Matt BK <bedrocks@gmail.com>
Sent: Monday, March 18, 2019 10:15 AM
To: Mike Bittner
Subject: Downtown Grand Forks Parking

Hello,

I won't be able to attend the Public Input meeting on March 21st, so I am submitting my comments here.

I'm sorry that you'll have to listen to people complain about not being to park directly in front of wherever they want to go. I'm submitting this comment to say that I've never seen car parking downtown as particularly difficult, and I'd argue against making expensive plans to mitigate this supposed "problem." In my experience, there is ample parking as long as you're willing to walk more than half a block. In particular, the lot on Riverboat Road by the boathouse is nearly always empty during the average day.

As background, I lived in downtown Grand Forks for several years before moving to northwestern East Grand Forks. I continue to travel through and visit downtown regularly, both by car and by bicycle.

I would, however, like to see more bicycle parking in more prominent locations. The bike corral in front of Dakota Harvest (what is now Half Brothers) was great because it created space for bikes and made it obvious that they were important. The big "staples" by Rhombus Pizza, however, seem like an afterthought and don't hold that many bikes. In locating corrals like this, it's the same design process as locating more parking: answering the question of "where do people want to go?"

Please consider focusing on the long-term goals of 1) helping people understand that walking is okay and 2) getting people out of their cars. As downtown grows denser, parking will only get more difficult.

Thanks,
Matt