



GREATER GRAND FORKS, ND & MN

TOTAL POPULATION
79,782

POPULATION DENSITY
2,407

TOTAL AREA (sq. miles)
33.14

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Greater Grand Forks
High Speed Roads with Bike Facilities	37%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	45%	19%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	12%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	SOME	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 100K	1 PER 40K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2.9 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3.9 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3.6 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.5 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3.9 /10

KEY OUTCOMES

	Average Silver	Greater Grand Forks
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.6%	1.1%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	523	334
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	5.8	0



KEY STEPS TO SILVER



- » Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation.
- » Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. Adopt a bike parking ordinance for new and existing buildings.
- » Continue to expand the bike network through the use of different types of bicycle facilities appropriate for traffic speed and volume.
- » Learn from the city's experience with neighborhood backlash that lead to the removal of the bike lane on 47th Street. Ensure that future bike facilities include community engagement, and consider using temporary pop-up facilities to pilot new infrastructure and let residents experience it and provide feedback before it is finalized.

- » Congratulations on the planned launch of a LimeBike bike share program! Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.
- » Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools. In particular, middle and high school education efforts could be improved as older students learn to drive and share the road.
- » Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community.
- » Work with local employers to create a Bike to Work Day event. Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers throughout the year through the national Bicycle Friendly Business program.