



2045 Street/Highway Plan Update: Recommended Goals, Objectives, and Standards

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DRAFT FOR REVIEW AND COMMENT





Goal 1: Economic Vitality

Goal statement: Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, and education services as well as giving business access to markets.

Table 1: Updated Objectives and Standards for Goal 1 Economic Vitality

Objective	Standards
1. Coordinate land use and transportation planning, programming, and investments between agencies.	<ul style="list-style-type: none"> ▪ Strengthen and connect existing communities by focusing street and highway system expansion in areas that are contiguous to currently developed areas. ▪ Recognize and identify investments that support the types and locations of future development identified in the Grand Forks and East Grand Forks Land Use Plans. ▪ Coordinate with local governments on the placement of regionally significant developments (e.g., ones that have a major impact on existing networks) and consider both motorized and non-motorized modes of transportation. ▪ Identify prime corridors for industrial uses that are adjacent to major freight operations and truck routes, have facilities for efficient freight and goods movement, and route truck traffic away from incompatible land uses. (note to reviewers: moved from Goal 5, second objective, standard 2)
2. Enhance the area's economic competitiveness through the movement of goods and services.	<ul style="list-style-type: none"> ▪ Provide street and highway access that is appropriate for the street and highway facility type and land-use environment. ▪ Protect the operational capacity of interstate and state highways through the GF/EGF MPO area and support the growth of regional intermodal freight capacity.
3. Support efficient local and regional street and highway connections for freight and rail movement.	<ul style="list-style-type: none"> ▪ Participate in state and national freight planning efforts. ▪ Build and maintain relationships with area businesses to increase the understanding of their freight needs. ▪ Improve connections to freight terminals (e.g., air and multimodal), especially the last 1-2 miles of access. ▪ Strategically locate freight rail improvements in areas that currently do not have freight rail access. Investments will support critical rail-street/highway connections for key regional centers and businesses to move goods and services. ▪ Support an integrated network of streets, roads, and highways that provide direct routes for freight and rail.
4. Consider economic development planning efforts in the transportation planning and programming processes.	<ul style="list-style-type: none"> ▪ Invite economic development officials to collaborate in the transportation system alternatives analysis process and provide documentation of the alternatives screening process to local economic development officials for review. ▪ Recognize and respond to economic changes at the local, regional, state and national level that influence the metro area's transportation system.



Goal 2: Security

Goal statement: Increase security of the transportation system for motorized and non-motorized uses.

Table 2: Updated Objectives and Standards for Goal 2 Security

Objective	Standards
<p>1. Identify and maintain security of critical street and highway system assets.</p>	<ul style="list-style-type: none"> ▪ Support improvement projects that do not compromise the security of identified critical street and highway assets. ▪ Evaluate and manage the security of the transportation network, especially in critical areas. ▪ <i>During security threats or events, coordinate traffic operations consistent with the Grand Forks-East Grand Forks Bridge Closure Management Plan.</i> (note to reviewers: added to address security aspect of the Bridge Closure Management Plan, which is currently the focus of the second objective)
<p>2. Support state and regional emergency, evacuation, and security plans.</p>	<ul style="list-style-type: none"> ▪ <i>Incorporate state and regional emergency, evacuation, and security plans into transportation plans, project development, and project selection processes.</i> (note to reviewers: added to address security aspect of incident response, which is currently the focus of the fourth objective) ▪ Develop an implementation plan that responds to various disaster events that might occur within the region including evacuation routes and contingency planning. ▪ <i>Coordinate efforts with local emergency/security/hazardous materials groups.</i> (note to reviewers: moved from Goal 8, last objective, last standard)



Goal 3: Accessibility and Mobility

Goal statement: Increase the accessibility and mobility options for people and freight by providing more transportation choices.

Table 3: Updated Objectives and Standards for Goal 3 Accessibility and Mobility

Objective	Standards
<p>1. Mitigate excessive travel delays.</p>	<ul style="list-style-type: none"> ▪ Evaluate all new roadway construction and roadway reconstruction for viability of fiber installation to support future interconnection of traffic signals. ▪ Fund and implement a congestion management process that identifies congestion management strategies to expand roadway capacity prior to adding more lanes on streets and highways. ▪ Identify, map, report, and regularly update corridor congestion levels in the MPO area using volume, capacity, level of service, and amount of delay. ▪ Consider and implement as appropriate innovative intersection improvements, such as roundabouts, that do not stop cross traffic.
<p>2. Maintain an acceptable level of service for all streets and intersections during peak hours.</p>	<ul style="list-style-type: none"> ▪ Strive to deliver level of service C or better at intersections, including during peak travel periods (with the understanding that local and state agencies accept a lower level of service D threshold for determining deficiencies at intersections). ▪ Define corridor-specific level of service criteria for corridors within the metro area, including acceptable levels of congestion, and the meaning of congestion in the context of the region.



Goal 4: Environment/Energy/Quality of Life

Goal statement: Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural.

Table 4: Updated Objectives and Standards for Goal 4 Environment/Energy/Quality of Life

Objective	Standards
<p>1. Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.</p>	<ul style="list-style-type: none"> ▪ Initiate corridor preservation and right-of-way acquisition procedures to strengthen communities and avoid or minimize significant social, environmental, and economic impacts. ▪ Incorporate elements of the Environmental Justice (EJ), Title IV and Limited English Proficiency (LEP) plans into the GF/EGF transportation planning process. ▪ Prioritize transportation improvements that reduce transportation impacts on the existing environment through context sensitive solutions. ▪ Protect, enhance, and mitigate impacts on social, natural, and economic resources when planning, constructing, and operating transportation systems. This will include identification of priority resources through available maps, plans, and inventories, and integrating environmentally sustainable practices into street and highway design, construction, and operations. (note to reviewers: combined and clarified the two existing standards)
<p>2. Maintain and improve quality of life along streets and highways.</p>	<ul style="list-style-type: none"> ▪ Work with land use authorities to develop and implement context sensitive projects that incorporate placemaking and “complete streets” principles on new and existing roadways in the GF/EGF MPO area. Tactics may include traffic calming. ▪ Identify and avoid, minimize, and mitigate the impact that transportation and development projects have on historical sites and areas of cultural or historical significance. ▪ Plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel. (note to reviewers: new standard)
<p>3. Maintain and improve regional air quality.</p>	<ul style="list-style-type: none"> ▪ Provide and promote alternatives to single occupancy vehicle travel through the implementation of traffic demand management strategies, such as carpooling, vanpooling, telecommuting, walking, bicycling, and travel by public transit. ▪ Evaluate air quality monitoring on a regular basis and incorporate mitigation strategies in all transportation and land use plans. ▪ Conduct a regional Greenhouse Gas (GHG) Inventory. ▪ Recognize the role of transportation choices in reducing emissions and support state and regional goals for reducing greenhouse gas and air pollutant emissions. (note to reviewers: new standard)



Goal 5: Integration and Connectivity

Goal statement: Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.

Table 5: Updated Objectives and Standards for Goal 5 Integration and Connectivity

Objective	Standards
<p>1. Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from local land use plans.</p>	<ul style="list-style-type: none"> ▪ Identify priority corridors and nodes for infill development, densification, or transit-oriented development. ▪ Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps. ▪ Promote transportation improvements that support access to employment centers, especially those that provide a mix of employment opportunities (e.g. jobs and income levels). ▪ Promote higher land use densities. (note to reviewers: moved from Goal 3, Objective 1)
<p>2. Provide a balanced mix of local, collector, and arterial streets to help meet local and regional travel needs.</p>	<ul style="list-style-type: none"> ▪ Map and update street and highway functional classification based on consistency with adjacent land uses, street/highway design, road authority jurisdiction, and use. (note to reviewers: added to address functional classification, which is currently the focus of the second objective) ▪ Map and invest in the Minnesota Critical Urban Freight and NDDOT Strategic Freight corridors. (note to reviewers: added to address new information and freight system mapping, which is currently the focus of the second objective, standard 1) ▪ Maintain and update street and highway functional classification consistent with FHWA guidelines for mileage by classification, and to reflect the regional definitions established as part of the planning process. ▪ Regularly update and implement access management guidelines for the region's street and highway system.



Goal 6: Efficient System Management

Goal statement: Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.

Table 6: Updated Objectives and Standards for Goal 6 Efficient System Management

Objective	Standards
<p>1. Implement best practice programming and innovative financing alternatives.</p>	<ul style="list-style-type: none"> ▪ Include inflation in project cost estimates and report project costs for the forecast year(s) of expenditure. (note to reviewers: moved from current fourth objective, standard 3) ▪ Identify, track, and pursue alternate funding sources and financing tools to fund local transportation projects, maintenance, and operations. Innovative funding alternatives may include public/private partnerships. (note to reviewers: combined text from current objective, the two standards below, and the current fourth objective, standard 1) ▪ For projects significantly benefitting private entities, develop and implement a cost sharing model to help fund street or highway projects. ▪ Assess developers for the costs of street and highway improvements associated with new developments, where appropriate.
<p>2. Involve all local partners in the transportation planning process.</p>	<ul style="list-style-type: none"> ▪ Collaborate with economic development, transit providers, housing providers, workforce, and other agencies whose clients impact the transportation network to deliver projects that benefit people, businesses, and freight. ▪ Participate in and involve nontraditional partners in the transportation planning process. ▪ Execute agreements necessary (e.g., MOUs, cost sharing, service contracts, etc.) to facilitate regional traffic management strategies. ▪ Incorporate environmental stewardship considerations and environmental agency coordination into the planning and implementation of transportation improvements. ▪ Collaborate with local and state agencies in setting performance measures and targets for urban and rural areas.
<p>3. Cooperate across jurisdictional boundaries to create an integrated transportation network.</p>	<ul style="list-style-type: none"> ▪ Establish multijurisdictional protocols for special events (e.g., events and parades). ▪ Encourage region-wide coordination among traffic, emergency, and maintenance agencies (e.g., police, fire, DOTs, and public works). ▪ Continue to develop and maintain a regional travel demand forecast model for use in forecasting future corridor levels of service. ▪ Member jurisdictions should continue to participate in the GF/EGF MPO's transportation planning activities.
<p>4. Maintain and update the regional ITS architecture.</p>	<ul style="list-style-type: none"> ▪ Implement, where applicable, Active Transportation Demand Management techniques using existing and/or new ITS infrastructure. ▪ Develop and implement coordinated signal timing plans between jurisdictions and along new corridors. ▪ Invest in ITS infrastructure that can record travel times, traffic volumes, turning movements, and other various data points.



Objective	Standards
	<ul style="list-style-type: none"> ▪ Implement, where appropriate, monitoring systems as part of transportation facilities, such as bridges that monitor fatigue, tampering, or failure.



Goal 7: System Preservation

Goal statement: Emphasize the preservation of the existing transportation system by first targeting federal funds towards existing infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes.

Table 7: Updated Objectives and Standards for Goal 7 System Preservation

Objective	Standards
<p>1. Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.</p>	<ul style="list-style-type: none"> ▪ Inform project finance planning and fiscal constraints by identifying all available funding amounts and their sources. ▪ Identify funding that can be used for operations, maintenance, and facility construction. ▪ Assign more likely construction, operation, and maintenance funding to near-term projects. (note to reviewers: moved from current second objective, and combined with current second objective, standard 1st bullet) ▪ Document funding used for “State of Good Repair” projects and document whether a “State of Good Repair” for the federal transportation system can be currently maintained. ▪ Provide technical assistance to local jurisdictions in applying for state and federal funding programs. (note to reviewers: moved from current second objective, standard 2nd bullet)
<p>2. Cost-effectively preserve, maintain, and improve the existing street and highway system.</p>	<ul style="list-style-type: none"> ▪ Maintain pavement, signal systems, signage, striping and other features of the transportation system to a level that permits safe and multimodal traffic operations. (note to reviewers: moved and refined standard from current fourth objective and standard, 3rd bullet) ▪ Continue pavement management programs that include monitoring, reporting, and integrating reporting across jurisdictions. (note to reviewers: combined current standard, 6th bullet below, and current fourth objective and standard, 2nd bullet) ▪ Continue implementing appropriate preventative maintenance, rehabilitation, or reconstruction projects. Partners will identify projects based on pavement needs documented in an objective and measurable prioritization matrix, and will include elements that improve travel efficiency as identified through the congestion management process. (note to reviewers: combined text from current objective and standard, 7th and 8th bullets below, and current fourth objective and standards, 1st and 4th bullets) ▪ Develop a life-cycle cost analysis of pavement type done for projects with cost estimates over \$2,500,000. (note to reviewers: \$2.5 million needs to be updated based on Asset Management plans) ▪ Identify and implement, where appropriate, new pavement technologies. ▪ ▪ When developing the transportation improvement program (TIP), prioritize improvement of the existing transportation network over construction of new infrastructure.



Goal 8: Safety

Goal statement: Increase safety of the transportation system for motorized and non-motorized uses.

Note to reviewers: Objectives 1 through 20 are from draft 2040 street/highway plan amendment.

Table 8: Updated Objectives and Standards for Goal 8 Safety

Objective	Standards
<p>1. Keep vehicles from encroaching on the roadside in rural areas</p>	<ul style="list-style-type: none"> ▪ Continue to install shoulder rumble strips, edge lines, “profile marking” edge line rumble strips, modified shoulder rumble strips, 6-inch edge lines, or embedded wet-reflective pavement markings on section with narrow or no paved shoulders ▪ Continue to install enhanced shoulders, lighting, delineation (for example, Chevrons), or pavement markings for sharp horizontal curves in rural areas ▪ Continue to install improved highway geometry for horizontal curves ▪ Increase skid-resistance pavement surfaces ▪ Continue to install shoulder treatments <ul style="list-style-type: none"> • Eliminate shoulder drop-offs from paved road to unpaved shoulder • Shoulder edge • Widen and/or pave shoulders
<p>2. Minimize the likelihood of crashing into an object or overturning if the vehicle travels off the shoulder in rural areas</p>	<ul style="list-style-type: none"> ▪ Continue to install safer slopes and ditches to prevent rollovers ▪ Remove/relocate objects in hazardous locations
<p>3. Reduce the likelihood of a head-on vehicle collision in rural areas</p>	<ul style="list-style-type: none"> ▪ Continue to install centerline rumble strips and 6-inch center lines for two-lane rural roads ▪ Continue operation of alternating passing lanes or four-lane sections at key locations ▪ Continue to install cable median barrier for narrow-width medians and multilane roads ▪ Continue operation of buffer space between opposite travel directions ▪ Continue to install directional medians



Objective	Standards
<p>4. <i>Reduce frequency and severity of intersection conflicts through traffic control and operational improvements in urban areas</i></p>	<ul style="list-style-type: none"> ▪ <i>Continue operation of multiphase signal operation</i> ▪ <i>Optimize clearance intervals</i> ▪ <i>Restrict or eliminate turning maneuvers (including right turns on red)</i> ▪ <i>Continue operation of signal coordination along a corridor or route</i> ▪ <i>Continue operation of emergency vehicle preemption</i> ▪ <i>Continue to install countdown timers, advanced walk phase, and other low-cost pedestrian/bicycle facility improvements</i> ▪ <i>Remove unwarranted signals</i> ▪ <i>Continue to supplement conventional red-light running enforcement with traffic signal confirmation lights and other technology enhancements that support enforcement efforts</i>
<p>5. <i>Reduce the severity of the crash</i></p>	<ul style="list-style-type: none"> ▪ <i>Continue to improve design and applications of barrier and systems to maintain flow of traffic</i>
<p>6. <i>Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts</i></p>	<ul style="list-style-type: none"> ▪ <i>Strengthen speed detection and public perceived risk of being stopped and ticketed through sustained, well-publicized, highly visible speed enforcement campaigns</i> ▪ <i>Conduct highly visible, publicized and saturated enforcement campaigns at locations with higher incidence of aggressive driving/speed related crashes</i> ▪ <i>Enact/support legislation to strengthen penalties such as increased fines for right-of-way and speed violations</i> ▪ <i>Strengthen the adjudication of speeding citations to enhance the deterrent effect of fines</i> ▪ <i>Address the perception of widespread speeding by heavy vehicles by first conducting a statewide assessment of commercial vehicle speeds. In response to the assessment results, examine enforcement, safety education, and outreach safety strategies for priority regions or corridors identified as needing improvement</i>
<p>7. <i>Review crash data</i></p>	<ul style="list-style-type: none"> ▪ <i>Continue to analyze data to clearly define aggressive driving and identify factors contributing to aggressive driving</i>
<p>8. <i>Set and communicate appropriate speed limits</i></p>	<ul style="list-style-type: none"> ▪ <i>Continue to implement active speed warning signs, including dynamic message boards at rural to urban transitions, school zones, and work zones</i> ▪ <i>Continue operation of in-pavement measures to communicate the need to reduce speeds</i>
<p>9. <i>Ensure that roadway design and traffic control elements support appropriate and safe speeds</i></p>	<ul style="list-style-type: none"> ▪ <i>Effect safe speed transitions through design elements and on approaches to lower speed areas</i>
<p>10. <i>Improve sight distance at signalized and unsignalized intersections</i></p>	<ul style="list-style-type: none"> ▪ <i>Continue to clear sight triangles</i> ▪ <i>Redesign intersection approaches</i> ▪ <i>Change horizontal and/or vertical alignment of approaches to provide more sight distance</i> ▪ <i>Eliminate parking that restricts sight distance</i>



Objective	Standards
<p>11. Improve driver awareness of intersections and signal control</p>	<ul style="list-style-type: none"> ▪ Continue to improve visibility of intersections by providing enhanced signing, delineating, overhead indications, 12-inch lenses, background shields, or pavement markings/messages ▪ Continue to call attention to intersections by installing rumble strips on intersection approaches ▪ Continue to improve visibility of intersections by providing appropriate street lighting ▪ Continue to install larger regulatory and warning signs at intersections, including the use of dynamic warning signs at appropriate intersections ▪ Continue to provide dashed markings (extended left edge lines) for major road continuity across the median opening at divided highway intersections
<p>12. Improve management of access near signalized and unsignalized intersections</p>	<ul style="list-style-type: none"> ▪ Continue to restrict or eliminate parking on intersection approaches ▪ Expand driveway closure/relocations ▪ Provide longer left-turn lanes at intersections ▪ Expand driveway turn restrictions ▪ Continue to install left-turn lanes at intersections ▪ Continue to offset left-turn lanes at intersections ▪ Continue to install bypass lanes on shoulders at T-intersections ▪ Continue to provide acceleration lanes at divided highway intersections ▪ Continue to install right-turn lanes at intersections ▪ Continue to offset right-turn lanes at intersections ▪ Expand to provide right-turn acceleration lanes at intersections ▪ Expand channelized or closed median openings to restrict or eliminate turning maneuvers ▪ Close or relocate “high-risk” intersections ▪ Continue to convert four-legged intersections to two T-intersections ▪ Realign intersection approaches to reduce or eliminate intersection skew ▪ Continue to improve pedestrian and bicycle facilities to reduce conflict between motorists and nonmotorized travelers ▪ Convert 2-lane intersection to 3-lane intersection
<p>13. Choose appropriate intersection traffic control to minimize crash frequency and severity</p>	<ul style="list-style-type: none"> ▪ Continue to construct roundabouts at appropriate locations <ul style="list-style-type: none"> • Currently occurring at intersections in Grand Forks: 23th St & 40th Ave S, 34th St & 24th Ave • *only standard found in safety plans
<p>14. Improve the roadway and driving environment to better accommodate drivers’ needs</p>	<ul style="list-style-type: none"> ▪ Expand the use of advanced guide signs and street name signs ▪ Continue to increase sign and letter heights of roadway signs ▪ Provide more all-red clearance intervals at signalized intersections ▪ Provide more protected left-turn signal phases at high-volume intersections ▪ Continue to improve lighting at intersections, horizontal curves, and railroad grade crossings ▪ Continue to improve roadway delineation ▪ Continue to reduce intersection skew angle



Objective	Standards
15. Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists	<ul style="list-style-type: none"> ▪ <i>Continue to provide crosswalk enhancements</i> ▪ <i>Continue to implement lighting/crosswalk illumination measures</i> ▪ <i>Continue to eliminate screening by physical objects</i> ▪ <i>Expand signals to alert motorists that pedestrians/bicyclists are crossing</i> ▪ <i>Continue to improve reflectivity/visibility of pedestrians/bicyclists</i>
16. Reduce Vehicle Speed	<ul style="list-style-type: none"> ▪ <i>Continue to implement road narrowing measures</i> ▪ <i>Continue to install traffic calming—road sections</i> ▪ <i>Continue to install traffic calming—intersections</i> ▪ <i>Continue to provide school route improvements</i>
17. Improve Motorist Safety Awareness and Behavior	<ul style="list-style-type: none"> ▪ <i>Continue to provide education, outreach, and training</i> ▪ <i>Continue to implement enforcement campaigns</i>
18. Reduce Effect of Hazards	<ul style="list-style-type: none"> ▪ <i>Fix or remove surface irregularities</i> ▪ <i>Provide routine maintenance of bicycle facilities</i>
19. Implement a multimodal transportation system that is balanced and integrated with all transportation modes to ensure safe and efficient movement of people and goods	<ul style="list-style-type: none"> ▪ <i>Minimize congestion on roadways and at intersections</i> ▪ <i>Maintain roadway and other Level of Service standards consistent with regional, county, and municipal comprehensive plans</i> ▪ <i>Provide a balanced system with viable multi-modal options that are consistent with local comprehensive plans</i> ▪ <i>Provide infrastructure that supports transportation (transit riders, pedestrians, bicyclists and other alternative transportation modes)</i> ▪ <i>Improve intermodal connectivity and access to intermodal facilities (e.g., airports, transit centers, Interstate bus system, rail, etc.) and activity centers</i> ▪ <i>Provide more sidewalks and bikeways</i> ▪ <i>Improve public transit services so they are efficient, frequent, reliable, convenient, safe, easy to use and understand, and promotes other intermodal uses</i>
20. Increase the safety and security of the transportation system for motorized and non-motorized users	<ul style="list-style-type: none"> ▪ <i>Provide for safer travel by all transportation modes, including pedestrian, bicycling, transit, and automobile</i> ▪ <i>Encourage measures that reduce congestion</i> ▪ <i>Encourage strategies that improve emergency response to accident</i>



Objective	Standards
<p>21. Reduce the number, severity, and rate of crashes compared to previous years by type of vehicle and transportation facility.</p>	<ul style="list-style-type: none"> ▪ Identify and maintain a database and map of frequent or severe crash locations by transportation facility within the MPO area (intersections, road segment, bicycle/pedestrian facility, and bicycle/pedestrian – vehicle conflict point). The database will include number, type, and severity of crashes. ▪ Identify and implement, where possible, intersection treatments that reduce crashes ▪ Support policies that prohibit/penalize distracted driving. ▪ Identify funding available to improve the safety of the roadway system. ▪ Coordinate with local, county, and state agencies to develop education, public health, engineering, and enforcement strategies targeted at crash reduction. <p>▪ <i>Support the region’s vision of moving toward zero traffic fatalities and serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior. (note to reviewers: new standard)</i></p>



Goal 9: Resiliency and Reliability

Goal statement: Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

Note to reviewers: Modeled after content in Goal 2 (Security), current second and fourth objectives and standards.

Table 9: Objectives and Standards for Goal 9 Resiliency

Objective	Standards
<p>1. Reduce street and highway system vulnerability to snow and storm water</p>	<ul style="list-style-type: none"> ▪ Maintain passable streets and highways under all reasonable weather conditions. ▪ Strategically design and maintain the street and highway system to operate under all reasonable weather conditions. ▪ Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction in wetlands or floodways, storm drainage, etc.
<p>2. Support the region's resilience and travel reliability through efficient detour and evacuation routes</p>	<ul style="list-style-type: none"> ▪ During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or changes. ▪ Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incidents and temporary street or highway blockages. ▪ Provide auxiliary power sources to operate traffic signals when mainline power is interrupted.



Goal 10: Tourism

Goal statement: Enhance travel and tourism.

Note to reviewers: New content.

Table 10: Objectives and Standards for Goal 10 Tourism

Objective	Standards
<p>1. Maintain convenient and intuitive street and highway access to major activity centers</p>	<ul style="list-style-type: none"> ▪ <u>Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks Greenway including the Red River State Recreation Campground.</u> ▪ <u>Identify, coordinate, and communicate traffic plans for simultaneous events.</u>