

Greenway & Bike and Pedestrian Advisory Committee (G&BPAC)
Formerly the Greenway & Trail Users Advisory Group
Tuesday, October 13, 2015 – 7:00 PM
GF City Hall, 255 North 4th Street, Grand Forks, ND – Room A102

Meeting Notes

Dan Splichal
Art Young
Jane Croeker
Aaron Kennedy

David Kuharenko, GF
engineering
Stephanie Erickson, GF
planning

Margaret Zidan
Jairo Viafara, MPO
Kim Greendahl, City of GF

I. Greenway items

- A. **Boathouse & downtown river access:** The boathouse has closed for the season. Ground up Adventures (GuP) is pleased with the participation from the public. The boathouse will remain at the Lincoln Drive Park boat ramp through the winter. The containers can be moved if the river levels rise high enough in the spring but for now, they will be left in place.

An application for funding has been submitted to the Outdoor Heritage Fund (OHF) in Bismarck. Kim will give a presentation about the project during the OHF Board of Directors meeting on November 30.

- B. **Greenway capital improvements:** Tabled until next month.

II. Bikeway items

- A. **Trip to Copenhagen:** Stephanie showed two videos from the trip. The videos focused on:
- People first: Putting people and their needs first when designing public spaces was evident everywhere. It is important not to build our cities with the assumption that everyone is 30 years old and athletic.
 - Getting from Point A to B: If we make biking and walking (networked with transit), the easiest way to commute, then people will do it. Environmental and health reasons are not selling points for biking and walking to work.
 - Think beyond parks and public spaces: We love parks, but public space also includes streets, sidewalks, bike lanes and the transitional space between public and private spaces.
 - Infrastructure: Protected bike lanes were everywhere. The bike lanes were usually plowed before the streets because at least half of the population commutes by bicycle. A connected network of bike lanes, public transit is very important for encouraging people to bike for transportation.

B. **Bikeway amenities:**

- i. **Bicycle repair stations:** Aaron presented a proposal to add bicycle repair stations along the bikeway system. Three repair stations have been installed on the University of North Dakota (UND) campus this year. Another station will be installed after the completion of construction at Wilkerson Hall. The Downtown Development Association installed a station at the parking ramp near Central High School.

Aaron would like to try a crowdfund program to raise money for the stations. Another opportunity might be the Knight Cities Challenge, which is taking applications through the end of the month. The stations cost approximately \$1,000 each, plus shipping. Signs and concrete would be an added expense. The City should be able to provide these items. It would probably work best to donate the equipment to the City, not the dollars, but Kim will look into this with staff.

Having adequate space at a proposed site could be an issue. David will develop draft criteria for necessary trail clearance, minimum concrete pad size, and other considerations for proposed sites.

The group agreed to endorse this project for further exploration.

- ii. **Bicycle racks:** Jane attended a meeting where the need for bike racks south of the GF County building was discussed. What is the footprint of downtown and how can others get a bike rack? Kim and Stephanie will look into the downtown footprint. The bike rack project is over but there might be other resources for adding more racks in the public easement.

C. 2015 Bikeway repairs in GF: The following panel replacement projects were completed along the GF bikeway system in 2015:

- On Demers Ave
 - West of 17th St
 - At approximately 18th St
 - At approximately 19th St
 - East of 20th St in front of Dakota Sales Warehouse
 - Across from J&J Landromat
 - Near LaFarge Sign
 - East side of Columbia Rd Overpass in front of Midwest Chiropractic
 - East side of Columbia Rd Overpass near fire hydrant
 - West side of Columbia Rd Overpass
- Washington St Underpass north of Demers Ave
 - Replace over 200' of bike path on the west side and approximately 150' on the east side.
- Columbia Rd
 - Near the Columbia Rd Fire Station north of 10th Ave N
 - At approximately 9th Ave N
 - South of 24th Ave S
- 24th Ave S east of the roundabout
- 17th Ave S around 2800 block
- 47th Ave S near east exit from South Middle School

D. Transportation Alternative Program Projects: The City of GF has received a solicitation for the TAP funding round. This round of projects would be bid in Federal fiscal year 2017. The TAP application must go through the City's Service/Safety Committee & City Council, then goes to the MPO to be forwarded NDDOT. The maximum Federal contribution is 80% of construction costs, up to a maximum Federal contribution of \$290,000. Ideas for projects should be sent to David by the end of this month.

III. Pedestrian items

- A. Safe Routes to School at Discovery Elementary:** The MPO continues to work with a steering committee on the design for a Safe Route to School plan for Discovery Elementary.

IV. Other

- A. River Access Master Plan:** The City of GF is looking into the possibility of developing a River Access Master Plan (RAMP) for the Greenway. A RAMP would make it easier to apply for funding for projects to build sites. This would also be an opportunity for public input about the needs of a wide variety of river users.

- V. Next meeting date: 7PM, Tuesday, November 10, 2015, GF City Hall, 255 North 4th Street, Grand Forks, ND – Room A102**

Submitted by: Kim Greendahl, Greenway specialist, city of Grand Forks

Supporting documents: Bicycle repair station proposal – Aaron Kennedy

A crowd funded program to install bicycle repair stations in Grand Forks

A draft proposal to the Greenway, Bicycle & Pedestrian Advisory Group

Aaron Kennedy – Northern Star Cycling Club 10/13/2015

Background

Bicycle repair stands have gained popularity across the nation as relatively inexpensive items to improve cycling infrastructure in communities of all sizes. These stands are built to withstand the elements and include a variety of attached tools designed to dissuade vandalism (Fig. 1). Frequently installed with an attached or separate air-pump module, these devices allow for basic maintenance and repairs of bikes. Included tools typically include Philips and flathead screwdrivers, Allen wrenches, box wrenches, and tire levers, allowing for a wide variety of bicycle repairs. Stands install onto concrete pads with anchor bolts. Provided that a concrete foundation is present, installation costs in time and money are minimal.



Figure 1: Repair stand outside the UND Memorial Union.

Current stands in Grand Forks

Two efforts have already brought bicycle repair stands to the community at limited locations. Noting the benefits for students who have limited access to tools on campus, UND Health and Wellness funded four repair stands at a cost of \$4700 in 2015. These stands were installed during the spring of 2015 and are positioned across campus, with three located near the bike lane on University Ave., and a fourth in front of the UND Wellness Center (Fig. 2). More recently, the Downtown Development Association and city of Grand Forks installed a repair station near Central High School at a cost of ~\$1300 just weeks ago.

Proposed Program

Ideally, bike repair stations should be placed throughout the bike community near infrastructure such that all users have nearby access to these devices. To that end, the Northern Star Cycling Club proposes a crowd-sourced funding campaign to fund additional repair stands throughout the community. Benefits of such a program include:

- Direct participation of the community in a project that benefits its users
- Volume discount pricing on bike repair stands (5% from Dero)
- Standardized infrastructure for funded stands

- Adaptability to the amount of funding received
- Minimal crowd-funding costs*

Crowd funding campaign

A plethora of crowd-funding businesses exist online including sites such as kickstarter.com, gofundme.com, and Indiegogo. Nearly all of these companies charge a fee for such efforts, with a typical fee of ~5-10%. More notably, the Red Basket program operated by WoodmenLife, (redbasket.org) offers a free crowd funding site for individual needs and community projects. The sticking point for this site is strict requirements for what projects are allowed:

“Potential community improvement applicants are Askers who are looking to benefit the community at large, with no private benefit. Fundamental to the role of community partners and the projects they are coordinating is that 100% of the money raised be used towards the project and that the project be able to function without full funding. We believe that whatever money you raise up until the deadline is still yours, so the project must still work even without the complete desired goal amount. Projects that exist on an “all or none” basis will not be accepted.”

Given the modular nature of this project, and a relatively low success point (one repair stand at ~\$1300), we are confident this site would accept the proposed program.

The proposed campaign would start this winter after approval from the city. The campaign would run for the remaining duration of the winter and early spring. This would allow for repair stands to be purchased and installed by early summer. Leftover money not used for repair stands will go towards a fund that can be utilized to purchase repair parts in case of damage to units.

Repair stand locations

A number of potential locations are suggested for bike-repair stands (Fig 2, Table 1). These sites have been chosen based on a) location near multi-use trails within the community, b) spacing across the community to encourage the greatest amount of access, and c) well-lit areas to deter vandalism. Given the modular nature of the project, sites are ranked in order of perceived importance. Prior to finalizing a list of installations, the list must be vetted for feasibility with the city.

Outstanding issues and commercial potential

The success of any crowd-funded project is dependent on exposure to the community and adequate promotion. In order to spread word of the project, local media will be contacted to spread word about the project. In addition, social media should be utilized for advertising. Ideally, this exposure will occur at the beginning and the end of the campaign period.

One debatable aspect of the project is whether commercial relationships should be perused. For example, the project could seek business donors to ‘buy out’ or add select locations. Natural partners include the Ski and Bike Shop, Scheels, and other businesses located near our bike trails (Fig. 2). A drawback of allowing this may be a disqualification of the project from the Red Basket program. Rather, the project should partner with a 501c to make contributions to other

sites tax deductible. Alternatively, businesses are always welcome to donate money via Red Basket with no say over locations.

Additional issues include:

- the ‘legalese’ of donating tangible items to the city
- Installation costs (how much, should these be budgeted?)

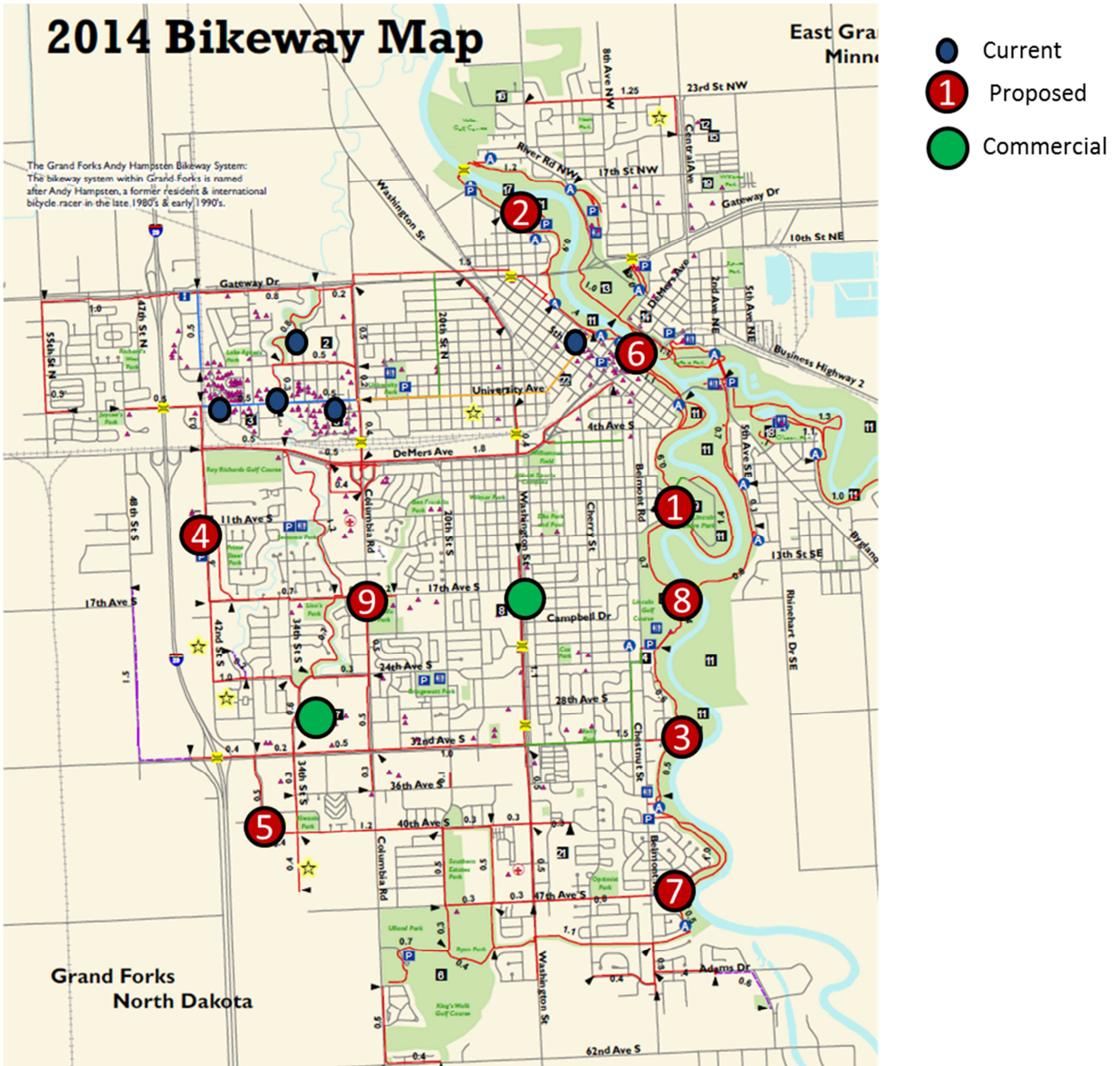


Figure 2: Current and proposed repair stand locations