

Greenway & Trail Users Advisory Group (G&TUAG)
Agenda
Tuesday, April 8, 2014 – 7:00 PM
GF Park District, 1210 7th Avenue South, Grand Forks, ND

Melanie Parvey, City of Grand Forks
Bob Seabloom
Bill & Kathy Reid
Thomas Reiten
Dr. Ashok Bansal
David Kuharenko, City of Grand Forks
Bret Weber, GF City Council
Jane Croeker
Ken Svedjan
Daniel Splichal
Stephanie Erickson
Kim Greendahl, City of Grand Forks

Nikki Seabloom
Art Young
Richard Graziano
Cheryl McGlynn
Todd & Cindy Ramage
David Lambeth
Richard O'Connor
Dick Olson
David Sears
Wes Rogers
Karen Salwey, City of Grand Forks

- I. **Introductions** – Kim Greendahl started the meeting with a short explanation of the history and role of the Greenway & Trail Users Advisory Group. (attached) She reminded the group that past meeting minutes are available online.

- II. **Bicycle accommodations on 47th Avenue South – David Kuharenko** – This issue was brought to the March 11 Service Safety Committee meeting by Tom Reiten, a resident on Loamy Hills Place. The concern was that bike lanes were installed in 2013 on both sides of 47th Avenue South between Belmont Road and Loamy Hills Place. This required the removal of parking. The Service Safety Committee directed staff to look into this matter and report back.

David shared drawings for bicycle lanes and sharrows (attached). These indicate that the road is too narrow to allow parking on both sides and still have either a bike lane or sharrows. Both of these options would require widening the street.

David proposed three shared-use options for consideration. These options allow for parking on both sides. Note: the red dotted line in the drawing is the property line. Options for the shared-use path were:

- Option #1 - Magenta path (on handout maps) – This bike path follows the City standard according to ordinance – 1 foot off the property line. It also follows the Long Range Transportation Plan developed by the Metropolitan Planning Organization. It would require the elimination of a few existing trees and landscaping located in the right-of-way.
- Option #2 – Light Blue path (on handout maps) – This shifts the path further away from the property line and provides a 5 foot buffer between the street and the path but removes the most trees.
- Option #3 – Dark Blue path (on handout maps) – This would be a temporary asphalt path along the back of the curb. Typically the City does not build paths with asphalt but it is an option to consider because there is a storm pipe located through the right-of-

way that is scheduled for replacement within 4 to 5 years . This path would be an 8-foot path instead of the 10-foot paths listed in option 1 & 2.

COMMENTS:

Notification:

- The residents were disappointed about how this was handled. There was no notification or input from them before the lanes were installed. David stated that this was done before his time and he does not know why there was no notification. This meeting is to decide on best course of action to remedy the situation. Regular attendees of the G&TUAG wanted it known that this was a surprise to the biking community and this group. We had no knowledge of it before it happened.

Parking

- The bicycle lanes took away parking for residents and Greenway users.
- Parking has now shifted to Loamy Hills Place, which is too short to handle the added cars.
- Some residents did not think that the bicycle lanes were being used.
- Greenway users can park one-half mile north at the Sunbeam

Traffic volume

- Was there data from safety reports to back up the need for a change? David stated that there were no crash records found on the City GIS program for this stretch of road.
- Do not think that the bicycle lanes are necessary because of the low volume of vehicle traffic

Connectivity

- Pedestrians can walk down the middle of the street.
- Recognize the lower traffic count but adding this final connection could increase bicycle and pedestrian traffic.
- Kayak access would be great at that area, if it is ever developed. Skiers, anglers, runners would also benefit .

Other options

- Improve signage in area to indicate Greenway access.
- What is the cost-to-benefit ratio? No study was done. The least expensive option would be the routes.

Councilman Weber stated that the reason the City has so much property along this road was to accommodate for a shared-use bike path. Adding a bike route and restoring parking is the best way to go for now. There is a bridge to Minnesota planned identified for this area and could happen 20-30 years from now.

The staff of the Greenway Technical Committee chose to support a shared-use path for this project. This support is based on the desire to provide a better connection for Greenway users , which will create better use of the Greenway. They will be writing a letter to the Service & Safety Committee and City Council.

Motion to support restore parking on both sides of the street, establish this segment as a bike route, and install wayfinder signs. Seabloom/Sears. Motion carried.

Bret plans to support biking in the community in his position on City Council. This process is necessary to create the best infrastructure in our community. . He stated that this is the second time this group has been asked to compromise. This is a very reasonable group and should not always be asked to be the one to compromise.

David will generate a staff report with this recommendation to the Service Safety Committee and include the notes from this meeting. If anyone has additional comments, please send them to David so he can include them in the Staff Report.

III. Old Business

A. Bike project updates

- i. Green Lanes review meeting update – The group met in March regarding the green lanes on UND Campus and along N. 42nd Street. This year we will be adding more bicycle icons in the lanes . Dashed lines and bus icons will be painted near the bus stops. City Council approved sharrows on University Avenue to N. 3rd Street.
- ii. American Bicyclists Bicycle Friendly Community Application – This group has been working on an application for this program. There was a very good article in Sunday, April 6th Grand Forks Herald regarding Bicycle Friendly Communities in Missoula MT and Sioux Falls, SD.
 1. Bicycle parking facilities – An inventory and assessment of all the bicycle parking facilities in the community needs to be done for the application. Because of a full agenda at tonight’s meeting we will take volunteer names to discuss at a later date. David Sears and Dan Splichal volunteered to help with this project.

B. Sharrows on University Avenue

- i. Data collection – City Council has asked for data collection regarding the sharrow on University Ave. Because of a full agenda at tonight’s meeting we will take volunteer names to discuss at a later date. David Sears will help with this project. Kim will ask Aaron Kennedy and Joe Vacek if they are interested in helping, too.

IV. New Business

- A. **American Trails “Managing Trail User Conflict” webinar summary** – Kim provided handouts of her summary for this recent webinar. This will be discussed more at May meeting.

V. Metropolitan Planning Organization

- A. **MN Statewide Bikeway Plan input session** – The State of MN would like to meet with this group in June to get input for the MN Statewide Bikeway Plan. The meeting would take two hours. Stephanie will look into scheduling a public meeting later in May. The meeting would be sponsored by the G&TUAG but separate from the regular meeting.

VI. Greenway Updates

- A. **Policy for advertising in the Greenway** – no time for discussion
 - i. **Examples from other communities**
- B. **Motorized bicycles on trails** – no time for discussion
- C. **No-till garden pilot project** – no time for discussion

VII. Next meeting date: 7PM, Tuesday, May 13, 2014, GF Park District, 1210 7th Avenue South

Submitted by: Karen Salwey, Public Works Sr. Administrative Specialist, City of Grand Forks

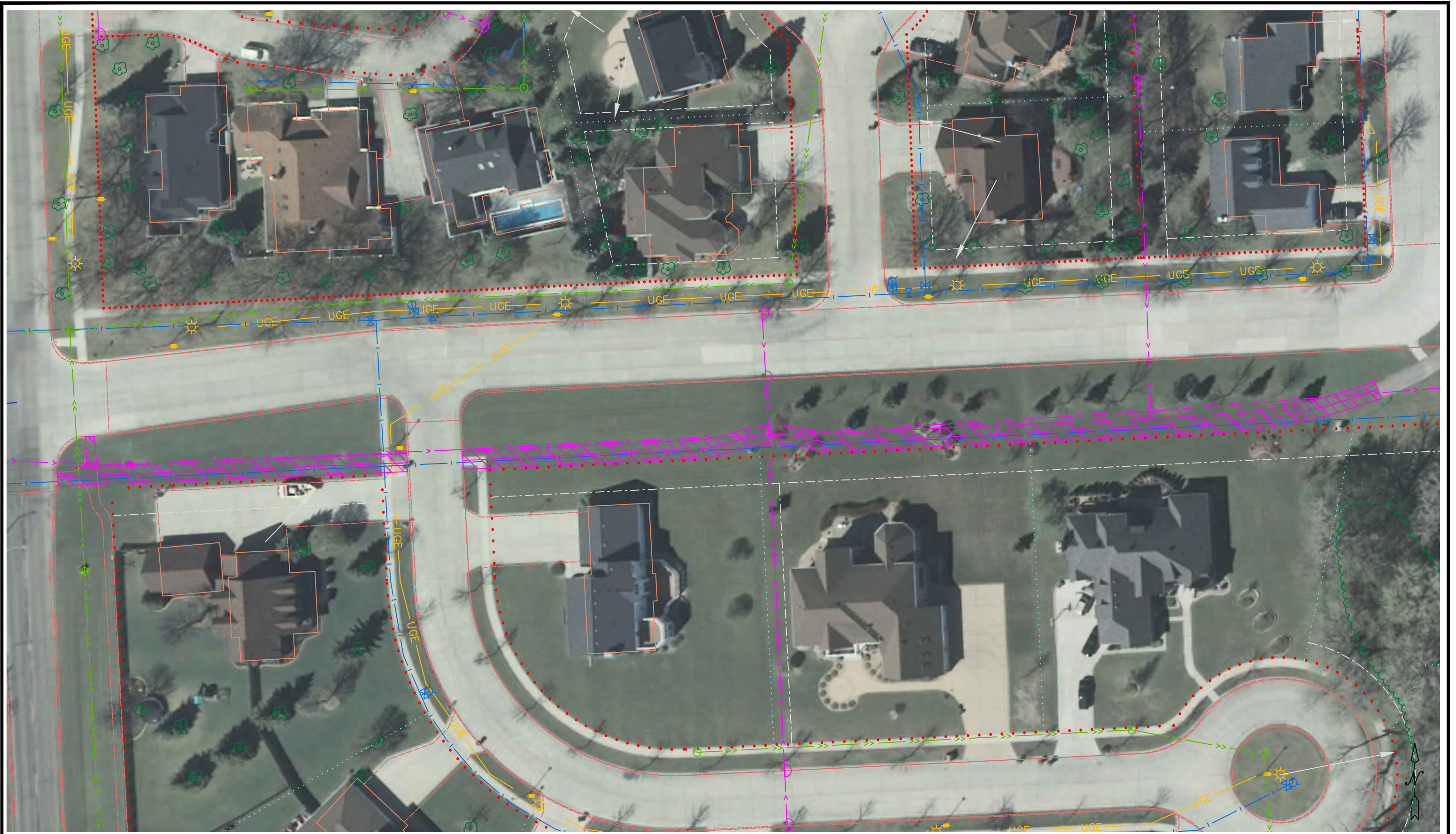
Supporting documents: Greenway & Trail Users Advisory Group Origins and Functions 4/8/14

Option #1 - 10' shared-use path for 47th Avenue South

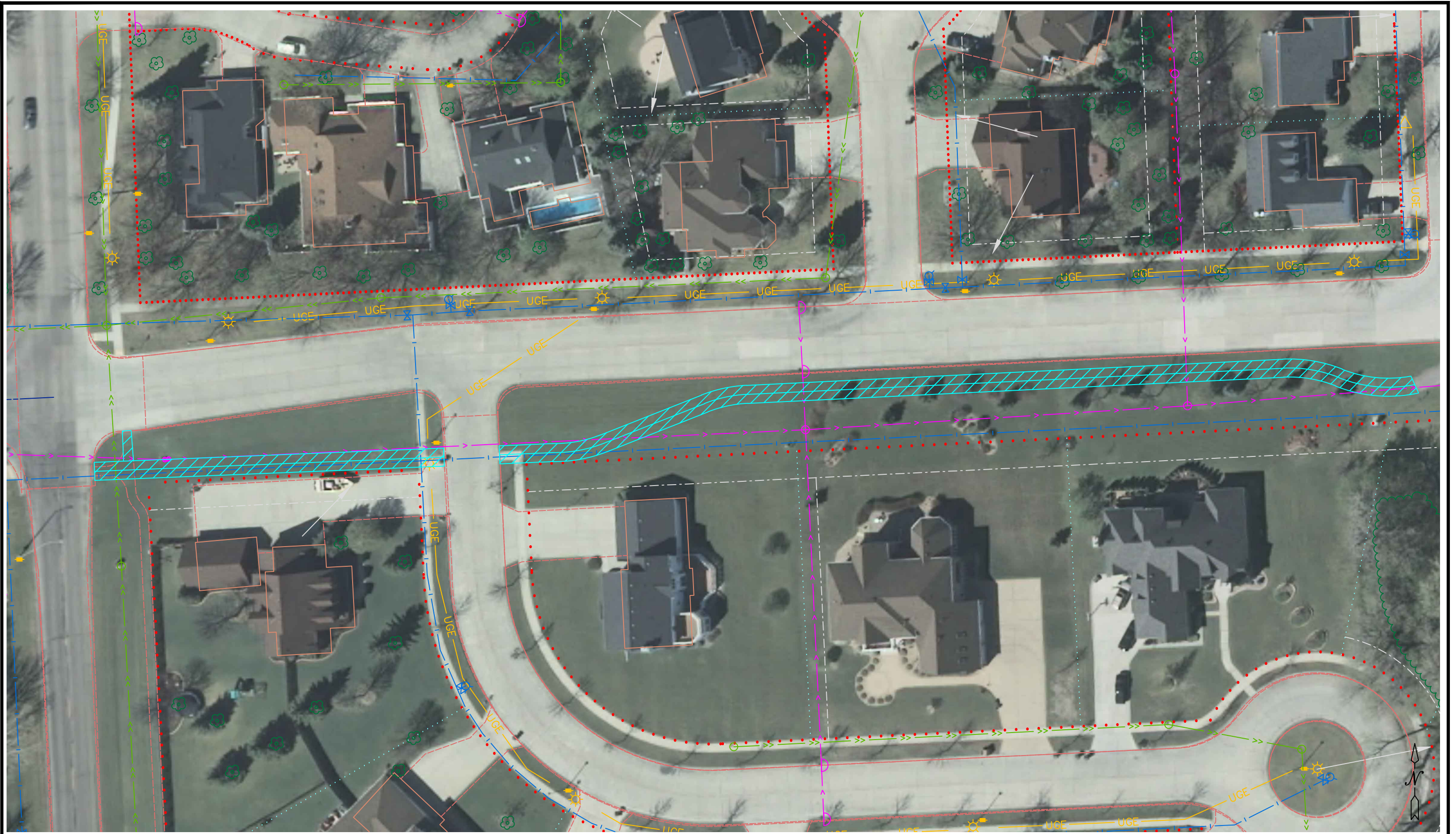
Option #2 - 10' shared-use path for 47th Avenue South

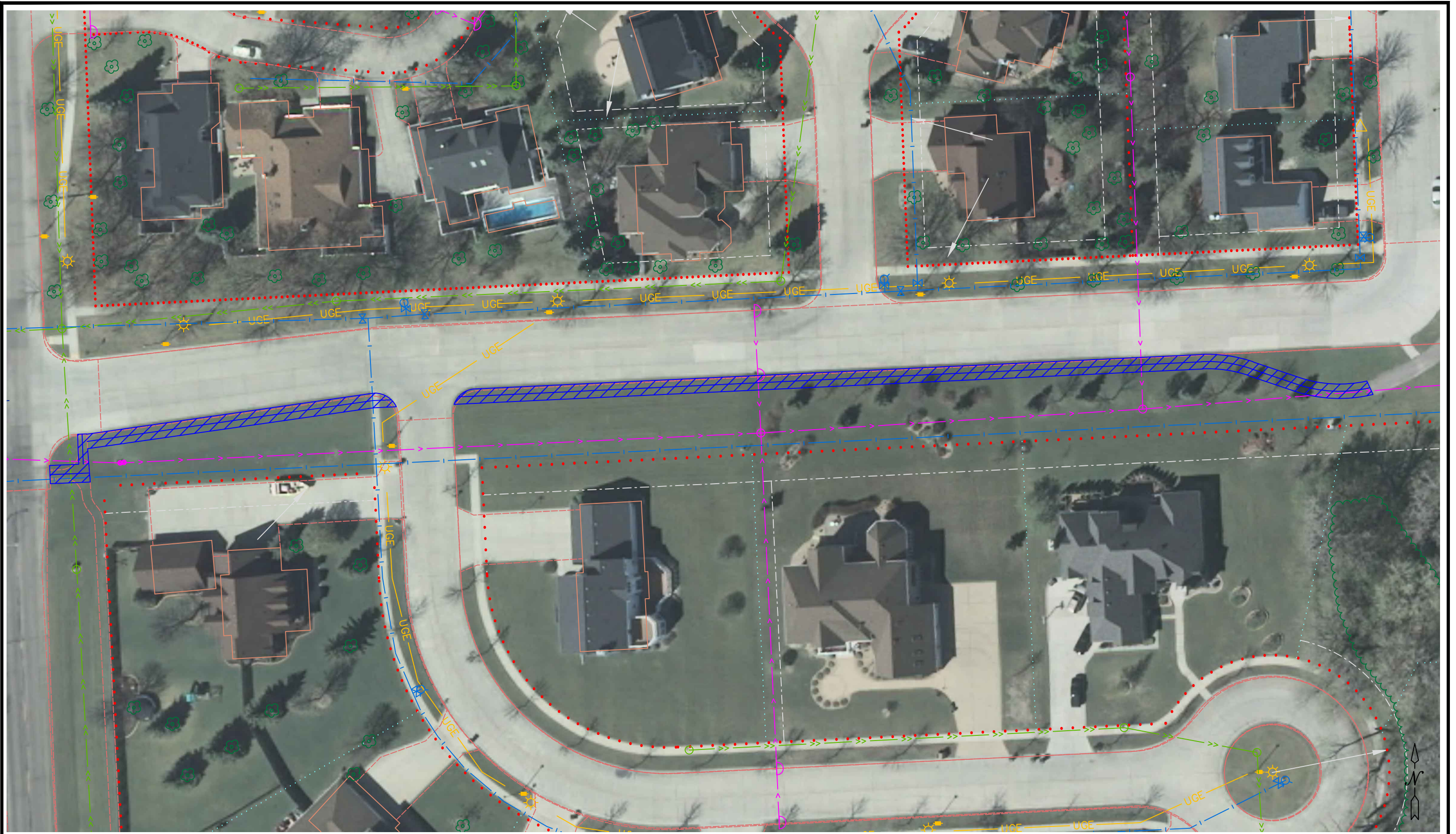
Option #3 - 8' shared-use path for 47th Avenue South

Staff notes - User Conflict Webinar Sponsored by American Trails



10' SHARED USE PATH OPTION #1
 706 LF OF SHARED USE PATH
 794 SY OF PAVEMENT





User Conflict Webinar Sponsored by American Trails Staff Notes

Outdoor recreation users hope to gain certain rewards or outcomes from their activity.

- Solitude
- Physical and mental challenge
- Socialization
- Skills

Understanding the desired goals of users is critical for resolving issues and avoiding goal interference

User conflict issues should be addressed head on and openly. Reach out and involve users as early as possible. Share your story online, mobile, etc.

Trail conflict is relatively new and has evolved as multi-use trails have become more popular in the past decade. This has created some concerns for safety and the protection natural resources, quality or lack of experiences. High traffic can ruin an experience, even if it is “just” pedestrian traffic – too many walkers and runners can crowd a trail that someone else uses to seek solitude.

Access to trail and increase in types of recreation has grown. Users now include:

- foot travel
- rock climbing
- runners, bikes
- mountain bikes
- atv
- snowmobile
- motorcycles
- animals
- Segways
- inline skates
- skateboards
- elliptical bicycles
- unleashed pets
- snow shoe
- ski
- wheelchairs
- strollers
- bike trailers

The intensity of use has also increased. Many marketing campaigns demonstrate inappropriate use and behavior. Some DNR’s have had success with contacting manufacturers and explaining the impact that this has on user behavior. Does information really reach the people who the cause the most problems?

Do the loudest ones represent the majority?

The 50’width limit has helped curb access for off-highway vehicles (OHV) to some areas.

Provide clear and concise signing

Step one: Design trails to mitigate conflict, when possible.

Step two: Tailor the response to the intensity of the conflict. A campaign of a wide variety of notification is best. Peer pressure can solve a lot of behavior problems.

Light handed techniques

- Signs
- Peer pressure

- Education and mutual learning
- (skilled facilitator)
- Hire conflict resolution specialist to mediate large conflicts. This helps manager step back and do their job.

Heavy handed techniques

- Trail rangers
 - Uniformed trained credential
- Alternate days of use
- Construct separate routes

Staythetrail.org

Capital crescent trail website