

Bicycle, Pedestrian & Greenway Advisory Committee (BPGAC)
Tuesday, September 13, 2016 – 7:00 PM
GF City Hall, 255 North 4th Street, Grand Forks, ND – Room A102

Meeting Notes

David Kuhrenko, GF engineering
Jane Croeker
Daniel Splichal
Richard O'Connor

David Sears
Art Young
Jiaro Viafara, MPO
Kim Greendahl, City of GF

I. Bikeway items

- A. **Demers Avenue shared-use path project update:** The Demers Ave Shared Use Path Project (42nd St to 48th St) is currently with North Dakota Department of Transportation (NDDOT) and is scheduled to be bid on November 18th, with construction in 2017.
- B. **Shared-use path maintenance activities update:** The asphalt shared use path adjacent to Gateway Dr from approximately 42nd St to Columbia Rd was overlaid this summer.
- C. **Grant funding:** The application season is coming up soon. David would like suggestions from the group for possible Transportation Assistance Program (TAP) projects. Suggestions should be brought to October meeting.
- D. **6th Avenue North in GF:** David is working to determine if this segment is eligible for a TAP application. That street is planned for reconstruction 42nd Street to State Street. David has requested turning movement count data from Civil Engineering & Landscape (CPS). Once he has this data he can determine if the two west bound lanes can be reduced to a single lane. If the number of westbound lanes can be reduced, it would allow for widening of the sidewalk on the north side of 6th Avenue North across the railroad tracks without the need for costly railroad crossing revisions. If that is an option, then the reconstruction would likely extend the new shared-use path to North 40th Street. The TAP application would be for replacing the existing sidewalk with a shared-use path from North 40th Street to the existing shared-use path just west of the English Coulee.
- E. **Transportation Alternatives Program (TAP):** Information for this program can be found at <https://www.dot.nd.gov/divisions/localgov/TAP-project-selection-criteria.htm>
- F. **Bicycle and Pedestrian Plan Update:** The advisory group has met several times to discuss goals and objectives. Two (2) surveys have done to gather public input. The surveys asked for suggestions for improvements to intersections and the bikeway system. These will be considered for the plan.

The MPO is also working with Safe Kids GF to reach out to students and parents about bicycle and pedestrian safety at school. A consultant will be evaluating bicycle and pedestrian safety at all GF and EGF schools.

II. Greenway items

- A. **Downtown trail & dock project update:** The dock is finally in the water in downtown Grand Forks. It has proven to be very popular with the public.

- B. River Access Master Plan public input:** Kim is still working on the draft plan. This will go to the Greenway Technical Committee, then this group for input. Meetings will also be done for any feedback from the public. Feedback from these meetings will be included in the plan. The plan will get one final review from the Greenway Technical Committee and then presentation to both city councils.
- C. Online disc golf survey:** The online survey is still active and will close on Sunday, September 18, Kim will compile the results and draft an analysis of the results once the survey has closed. So far the biggest request has been for new baskets, signs and tee pads.

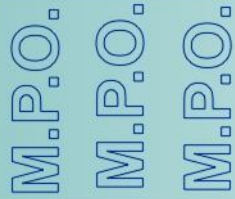
The group asked about the realignment of the lower course in Lincoln Drive Park. Some trees were removed to accommodate a disc golf basket. Kim informed the group that she is working with the disc golf association on this item. The realignment was not authorized and the basket has been removed.

III. Other

- A. Irrigation issue on shared-use trail on Gateway:** The irrigation system at Bank Forward on Gateway Drive is spraying onto the trail in three places. The water is mixing with the grass clippings and leaves a slimy mess on the trail. Kim will put a work order in for this item.
- B. Downtown bike stall:** What will be done with the bike stall downtown now that Dakota Harvest Bakers has closed? Kim will talk to staff about plans for 2017. The stall could remain there because it services all of downtown.
- C. Restroom access:** Members expressed concern that the restrooms were not always open during the day. Kim will look into this matter and report back to the group.
- D. Unpaved trail maintenance:** Dave asked about who maintains the unpaved trails. Some cyclists would like to cut away vegetation to clear a path. Anyone who has questions about the unpaved trails can contact Kim or come to this meeting.

IV. Next meeting date: 7PM, Tuesday, October 11, 2016, GF City Hall, 255 North 4th Street, Grand Forks, ND – Room A102

Supporting documents: MPO Bicycle and Pedestrian Plan –Update dated September 13, 2016
Aerial view of downtown trail & dock project



Grand Forks - East Grand Forks Metropolitan Planning Organization

MPO Staff Report Greenway Trail Bike Ped Advisory Group September 13, 2016

RECOMMENDED ACTION: For Information Only (Update)

Matter of the “Bicycle and Pedestrian Plan –Update” on Task # 2 & # 5

BACKGROUND:

The Grand Forks-East Grand Forks Bicycle & Pedestrian Plan (2013) is a vital element of the 2040 Long Range Transportation Plan (LRTP). The Bicycle & Pedestrian Plan (2013) is supported by the goals and objectives of the 2040 Long Range Plan. The plan is also supported by the Planning Factors outlined by the Moving Ahead for Progress in the 21st Century Act (MAP-21) (2012). Among others the Plan update strives to support connectivity to schools, transit network, business and recreational centers

ANALYSIS AND FINDINGS OF FACT:

Task 2. Building Public Support for Plan Development

The objective is to provide information to the public regarding the scope of the plan; to gather input on issues and perceived problems in the bicycle and pedestrian system, origins, and destinations; and to review draft goals and objectives; and performance measures and targets.

The following activities were advanced

- **Newspaper Articles: (3)**
 - Cities seek input from bicyclists, walkers of Greater Grand Forks community to help plan improvements, By Brandi Jewett on Jul 18, 2016
 - MPO seeks public input: The Exponent. By Editor, August 26, 2016
 - Wayfinding, bridge crossing emerge on EGF pedestrian issue, By Serianna Henkel, Reporter. August 31, 2016

II. Community & Stakeholder’s Meetings: (3)

Meeting # 4 Identifying Network Assets August 29, 2016 6:45 p.m-7:45 p.m. EGF Campbell Library In addition, Members of the Working Group met twice in August to assist the Advisory Committee in drafting the Vision Statement, goals, objectives and performance measures proposed to guide the plan update. Members of the Working Group are engaged volunteers, agency or local government(s) staff. They lend their subject-matter expertise to identify cost effective and valuable priorities in support of the Bicycle and Pedestrian Plan Update.

Task 5. Assessment of Existing Conditions & Needs (Preliminary Results Bicycle & Pedestrian Web-based Survey)

The objective is to collect and analyze baseline of information to support strategies and actions necessary to reach the vision and goal statements, performance measures and targets. The information collected in this step should determine the extent to which the existing transportation system meets the needs of bicyclists and pedestrians. The following (VERBATIM) comments have been received from the on-line Bicycle and Pedestrian Plan Survey:

Top three most important Intersections Location you would like to see become more Pedestrian-friendly includes (Sample): Belmont Street; South Washington @13 Ave; DeMers at various locations; 42nd Street @University Avenue; Kennedy Bridge (Pedestrian Access).

SUPPORTING MATERIAL:

Complete Survey Preliminary Results available upon request.

Summary includes responses to Questions: #12 (Walking); # 23(Bicycling); # 24 (Walking) Number of respondents: 37

Would like to see become a more BICYCLIST-FRIENDLY intersection

- o Washington @ 13th (and EVERY STOPLIGHT!)
- o Belmont Road
- o DeMers
- o 8th Avenue at Belmont and heading west to connect to the n/s bikeways
- o Demers and Washington
- o Washington and Demers
- o Coming into town from the west on 2 the path is difficult to ride if you try to get off the highway University Avenue east of Columbia Rd. Drivers usually disrespect the sharrows and it feels unsafe. The right-of-way is wide enough to support dedicated bike lanes. People drive too fast with too little attention for me to feel safe biking here.
- o 11th and Columbia (near Altru)--cars often don't let pedestrians bikers cross easily and the road dips in the middle, making it dangerous (under construction now)
- o Bygland Road
- o Less waiting time to cross Washington,especially winter
- o DeMers Ave under I 29
- o Biking on Washington or Columbia is a challenge and the waling path is unsafe for bicycles
- o There need to be more bike routes going east/west; right now there is nothing south of 4th Ave. or north of 32nd Ave.
- o Demers Ave at I-29
- o Washington st. and Demers ave. Time to cross safely
- o Columbia Road and 13th Ave S.
- o Intersection of N 5th St & Gateway. Cars don't stop. 7
- o Belmont Road
- o Belmont @ 5th St S (practically cries out for a roundabout!!!!)
- o Demers
- o Washington
- o 3th Avenue at Belmont and heading west to connect to n/s bikeways
- o Demers crossing the railroad tracks (I do not think it is legal to take that route)
- o Gateway the places where the bike path crosses Belmont and Washington on the south side see cars ignoring the bikes or pedestrians
- o University Avenue between 42nd St and Columbia Rd. Drivers frequently stop in bike lanes. Lane paint is invisible during the first couple months of spring, prime biking season. Runners often run in the bike lanes, bikes often go the wrong direction, and long boarders often use the bike lanes; this impedes bicycle traffic.
- o Downtown Demers and 5th--cars pull into cross walks

- o Business 2 / 4th Street
- o Kennedy Bridge
- o If would be great to have a bike lane on the downtown streets 4th Avenue does not have a safe bike route, especially where it meets Minnesota Ave. Cars also turn onto Reeves without stopping or slowing down.
- o N 55th St to cross the rail road tracks at Demers Ave
- o 42nd. St. & Demers ave. Safe crossing.
- o S. 20th Street and 11th Ave. S, difficult with school zone
- o 32nd Avenue South
- o Belmont -- accessing Lincoln Park GC we need more " destination trailheads" for greenway cycling
- o Washington
- o 42nd
- o Elks Drive at Belmont need a bike crossing; I see people trying to cross to get to and from the Greenway!
- o Minnesota Ave--bridge to cross into EGF (legal?)
- o 32nd Ave the place where the bike path crosses Lincoln Drive is OK but more dangerous at times of the year when the speed bump is removed
- o 42nd St bike lanes are too narrow and pavement condition is horrible. Paint is often faded. Drivers often straddle the line or use the lane for right turns onto 5th Ave N. The lane is too narrow and close to traffic given the speed.
- o Down 13th Avenue--I have to ride the sidewalk because of the road narrowing and cars don't seem to be able to handle bikes as well (sidewalks down 13th are uneven and bumpy)
- o Demers Ave / 220
- o Cars on University have no idea the bike lane exists... needs to be more clear 7
- o 13th Avenue should have a safe bike route.
- o Lincoln Dr Belmont to Lincoln Dr Park
- o N.Washington St. Needs more protected crossing.
- o Columbia Road
- o Columbia @ EVERY MAJOR INTERSECTION. (That road was designed by engineers who finished in the bottom quintile of their respective classes)
- o 32nd Ave South Belmont
- o 4th Avenue at Reeves, Belmont, and heading west needs better bike route and street crossing safety
- o Washington and University
- o Columbia
- o 6th Ave N needs sharrows or bike lanes. Drivers are hostile towards bikes there, speeding around them. I do not bike here because I have almost been hit several times.
- o I can only get to downtown from 13th Avenue--there are no lights to cross on any of the streets downtown Washington except 13th and Demers Avenue; crossing Demers and Washington is possible, but difficult
- o Neighborhood streets connecting trail to main roads the south end of cherry and Belmont is terrible to ride on- needs re-paving
- o 17th Avenue should have a safe bike route.
- o S 20th St around Bringwatt Park widen the sidewalk
- o South 17th Street from Washington Street to Columbia Road
- o Demers at Washington: better bike lanes n and s on Washington needed
- o Columbia 17th
- o Downtown needs a route for bikes that is protected, starting with that crazy intersection at the Valley Dairy! It is unsafe for bikes!
- o Demers and 5th Street (downtown) Downtown generally. Sharrows should be painted! I'm never certain if I should bike on the road or sidewalk.
- o 17th Avenue and Columbia--cars do not yield to pedestrians or bikers if they are turning right onto Columbia from 17th Avenue
- o Where the greenway crosses the Minnesota ave bridge is very dangerous. A bridge would be super cool

- o The intersection where Belmont meets 5th St. and Division is dangerous because cars don't know when to stop or whose turn it is to go. Also, no bike route.

Would like to see to become a more PEDESTRIAN-FRIENDLY intersection

#1st Most Important Location you would like to see become more Pedestrian-friendly

- o 13th Ave. S. & S. Washington. Motor vehicles do not yield for pedestrians or bicyclists.
- o 42nd St & University often require pedestrians to wait a very long time after hitting the button. Jaywalking is almost necessary in the cold.
- o Same as above
- o Less waiting time to cross Washington especially winter 7/7/2016
- o Demers
- o DeMers Ave under I 29
- o Don't do much waling- more of a biker
- o Belmont, where it meets 5th and Division, is a very dangerous place to walk. This intersection should have a roundabout and painted crosswalks.
- o Demers Ave at I-29
- o Columbia Road and 13th Ave S.
- o Intersecton of N 5th St & Gateway. Cars don't stop.
- o Belmont @ 5th st --- anything would be better than the free-for-all that currently exists 8/3/2016
- o Demers
- o The intersection where Belmont runs by the Valley Dairy (downtown) needs bright pedestrian crosswalks, flashing Lights, signs, and/or stop signs, traffic lights, OR a roundabout. It is not pedestrian safe!

2nd An Important Location you would like to see become more Pedestrian-friendly

- o S. Washington & Demers. Too difficult to safely cross intersection.
- o 6th Ave N should have a sidewalk on the south side of the road near campus, including a crossing at 42nd. Pedestrian amenities--the University, apartments, parking, etc.--are more dense on that side of the road.
- o Washington
- o Kennedy Bridge
- o 4th Avenue, where it meets Reeves, should have a pedestrian crosswalk with a sign that flashes when a pedestrian pushes a button to cross.
- o N 55th St to cross the rail road tracks at Demers Ave
- o S. 20th Street and 11th Ave. S, difficult with school zone
- o Bike lane crossing at Sorlie bridge-- pedestrians & cyclists have lanes, but no dedicated, signed or lit crossing on either side of bridge. Would improve downtown pedestrian experience 88%
- o Washington
- o The intersection of Belmont and 8th needs bright crosswalk paint, pedestrian crossing signs that can flash, and enhanced corner bulb-outs (maybe painted) to slow traffic so people can safely cross.
- o Demers crossing the railroad tracks (I do not think it is legal to take that route)
- o Washington and 32nd

3rd Moderately Location you would like to see become more Pedestrian-friendly

- o Demers skyway. It would be nice to be able to walk across.
- o Pedestrian crossings on S Washington St are very far apart Columbia
- o 4th Avenue, where it meets Belmont, should have a 4-way stop. Please remove he painted turn lanes, which confuse drivers about when to proceed, making it more dangerous for pedestrians.
- o Lincoln Dr Belmont to Lincoln Dr Park
- o Belmont @ 4th AV S. -- Phoenix Elementary is a death trap waiting to happen — bad drivers, illegal parking, and inattentive pedestrians w/o clear safe crossings. A strong case for "bump outs" that

make cross safe and limit parking to allowed places only. (ALSO, if we are going to have 4 way stops, PLEASE ELIMINATE the turning lanes that make these things effectively 8-way stops. GF drivers don't do that math at 7:45 am.

- o 42nd

4th Slightly Important Location you would like to see become more **Pedestrian-friendly**

- o Lewis and Clark School. Parents dropping off children block 13th Ave.
- o Bus shelters/stops are often inadequate for cold weather. Better shelters could encourage walking outside of summer months.
- o Belmont
- o 8th Avenue, where it meets Reeves, should be made a 4-way stop.
- o 34th ST S @ Target Mall. Let's do something to encourage people to park their cars, and then get out and walk around the retail world that exists out there — some walker/biker friendly crossings would be a god-send.
- o Gateway
- o The intersection of Reeves and 8th Avenue is not pedestrian friendly because 8th Avenue traffic does not stop and n/s traffic does not observe the stop signs. It is too wide of an intersection, so I would suggest painting crosswalks, painting enhanced curbs, or making it a painted roundabout that makes cars slow down for pedestrians.

5th Still a concern Location you would like to see become more **Pedestrian-friendly**

- o 2 Central Av
- o Downtown, overall, needs work for pedestrian friendliness. Make the corners of intersections bulbout, use bricks and/or paint and/or large planters to slow traffic and make welcoming to walkers. Also, art, benches, etc. This is being done in small towns like Morris, Manitoba and cities like Fargo, ND, Park Rapids, MN, and so forth.
- o Eighth Av S. @ Reeves. Build some in-road improvements to ensure stops by drivers, or severely limit their turning options
- o 47th
- o 5th Street downtown from Valley Dairy needs better pedestrian signage/access.
- o Starbucks on S. Washington. Vehicles block 13th Ave & alley using drive through.

ADDITIONAL COMMENTS (BICYCLING) facilities in the Grand Forks-East Grand Forks area.

- o I have travelled to UND from home and back twice/day M-F on Second Avenue north for 42 years. It amazes me how many bicycles are courting death on that narrow street when there is a public supported bike path only one block north. Are these bicyclists that stupid?
- o Good start with the bike lane on University Avenue on campus. It would be a great cross-town route if dedicated lanes stretched to the Greenway. The 42nd St lanes are unusable--condition, driver behavior, speed, and separation all compound to make a scary and unsafe experience. Throughout the north side of town, more lanes would be welcome. South side is too sprawling for bike infrastructure to be a worthwhile investment.
- o Please include input for Inline skaters. Majority (if not all) sidewalks are not even or wide even to be good to Inline on. Greenway is good in most places, with some areas needing resurfacing. East Grand Forks, after crossing the park pedestrian bridge, is in very poor condition not skatable. Other parts of EGF also need to be resurfaced. Grand Forks has a few minor areas needing it. Wide roads like University can accommodate Inline skates, but are in very poor shape and very bumpy to skate on. Even the good sidewalks, the ridges at every sidewalk break for a driveway/road hurt the skating experience.
- o In general very good facilities.

- o The bathrooms at the parks are nice, would be good to have more water fountains along the greenway
- o The bike paths need more east-west connectors that are safe for all (including kids). Also, the Minnesota Ave. Bridge should be made safe for biking.
- o We are very fortunate with the biking network that we have. I am not very comfortable riding on the busy streets and prefer to ride on the sidewalks and paths. The number of paths that we have is amazing!
- o Patch the Cracks on the greenway. EGF doesn't do any maintenance on cracks and when pulling a bike trailer for small kids the it jars the trailer so much it hurts the kid.
- o Biking to work is impossible to do when you have small kids to bring to daycare during a work day and activities in the evening.

ADDITIONAL COMMENTS (PEDESTRIAN) facilities in the Grand Forks-East Grand Forks area.

- o I'm assuming this question is about walking since it's the same as the previous one. What's up with the reversed Likert scale halfway through the survey? Regardless, walking experience is pretty okay. Intersections need improvement; a few additional sidewalks could be added. Walking is mostly limited by weather and distance.
- o Please include input for Inline skaters.
- o Regarding walking around Grand Forks - motorist just do not stop for pedestrians in cross walks. Perhaps more education needs to be done.
- o Promote outdoors biking activities so people learn to use them
- o The Minnesota Ave. bridge should be opened up for pedestrians.
- o There are a lot of areas in town which have sidewalks on both sides of the road. This means that as a pedestrian you can take the shortest route to your destination. This is an excellent practice the City should continue moving forward.
- o Make the surveys easier to complete or people won't do them. Just click bubble 1-5 or people won't do them.
- o This is identical to question 23. If you mean walking or pedestrian facilities, my answer is the same as before.

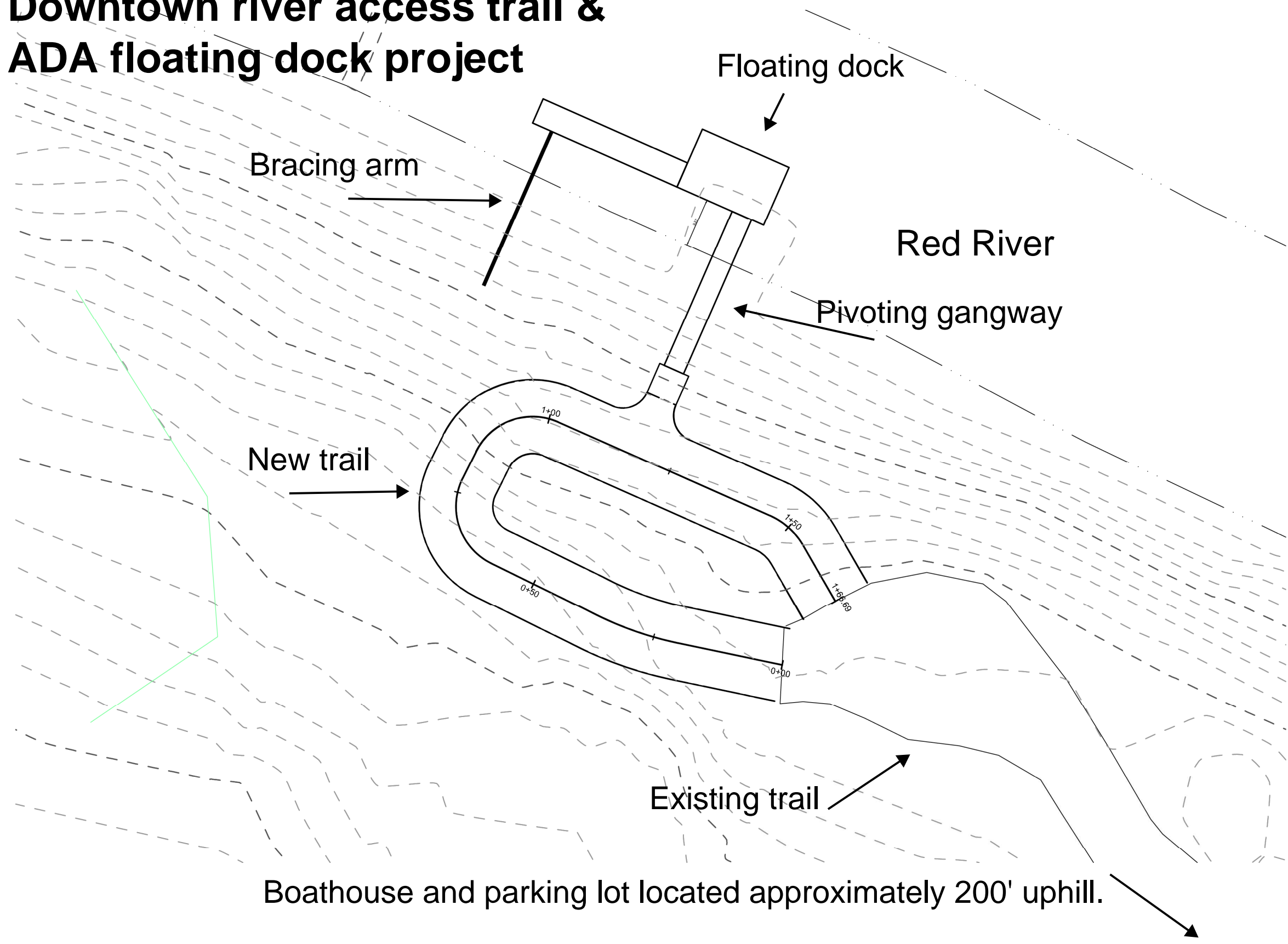
Comments on Maps by Community Residents (VERBATIM)

- O Missing Connection on 47th Avenue South from Belmont Road to Greenway Trail
- O Missing connection on 47th Avenue South from S 20th Street to Columbia Road
- o Missing connection on Columbia Road from 47t Avenue South to 40th Avenue South
- o Review connection on 32nd Avenue South from Chestnut Greenway Access Point
- o Under-pass on Columbia Road at Eagles Crest Hills entrance
- o Widen existing path at S 34 th Street at 24th Avenue South/Extend path on 34th Street South from 24th Avenue South to 22nd
- o Suggest a bike lane on 34th Street South from DeMers Avenue to S 17 Street S
- o Please add paint markings at these intersections:
- o Columbia Road at University Avenue
- o University Avenue at Washington Street
- o University Avenue at N 5th Street
- o Bike & Pedestrian (MUP) Alleys at Columbia Road at N 3rd Street; N 3rd Street at N 23rd Street; Gateway Drive at 47 Street N; Gateway Drive at Sandford Road; Gateway Drive at Ralph Engelstad Arena Drive (Entrance); Columbia at n 22ND Street ; and N 20th Street.
- o Railroad crossing on N 3rd Street from Mill Road to Washington Street
- o Widen Multi-use path facility on N 42nd Street from 6th Avenue North to Gateway Drive
- o 13th Avenue South, 17th Avenue South continue route to Greenway Trail
- o Improve access to Greenway at 13th Avenue South at Lincoln Drive; at Elk's Drive; Reeves Drive is in terrible shape.
- o Could you put bike lane on Belmont? Need safe access to Greenway.
- o Need a bike-ped crossing at North Washington Street across Home of the Economy

- o Very rough railway crossing on North 3rd Street at Washington Street
- o Railway crossing at 7th Avenue North
- o Washington Street Underpass: too narrow
- o (Unclear) North 5th Street at DeMers Avenue bad from Multi-use??
- o Too narrow side street on 18 Street South (17 Street South)
- o Questioned planned bike route on Belmont Road from 24th Ave South to 32nd Ave South
- o Future Shared Use Path on DeMers Avenue from South 42nd Street to slightly ahead of North 55 Street. Since the 2016 TAP project decreased from \$900,000 to \$500,000. Can the \$400,000 local fund this connection? South side funded. Portion on N 55 Street from DeMers to University Avenue is funded.
- o Missing piece on 6th Ave North at N 42nd Street
- o Bygland Road: Not a safe route (disagree): This would be a great way to link various routes together and expand the system.
- o It can be challenging to access the Greenway Trails from side streets when crossing Belmont.
- o Joint/cracks repairs needed along the stretch path on Greenway Boulevard South East from Rhinehart Drive to Bygland Road.
- o Suggest removing from system the planned segment on the Greenway Trail bordering the river from R iver Edge Drive to 62nd Avenue South
- o Suggest moving planned facility from N 7th Avenue to N 8 Ave from South Columbia Road to N 3rd Avenue.

Grand Forks, ND Downtown river access trail & ADA floating dock project

Attachment A



NO.	DATE	REVISION

DRAFTED RS
REVIEWED JM
PROJECT NUMBER 13615101
ISSUE DATE DATE

GREENWAY RECREATIONAL DOCK
 CITY OF GRAND FORKS
 GRAND FORKS, NORTH DAKOTA
PLAN SHEETS

This drawing is preliminary and not for recording or implementation purposes.