

Greenway & Trail Users Advisory Group (GTUAG)
Meeting Notes
Tuesday, November 8, 2011 - 7:00 PM
GF Park District, 1210 7th Avenue South, Grand Forks, ND

Teri Kouba, MPO
Wes Rogers
Dick O'Connor
Jane Croeker

Dan Splichal
Matt Yavarow, City of GF Engineering
Kim Greenway, City of GF Public Works

I. Previous discussion items and updates:

a. Policy for allowing Other Power Driven Mobility Devices (OPDMD) on the trails:

This matter was brought to the September 27 Service Safety Committee meeting as an informational item. During the review of the support materials for the meeting Kim found a memo from Howard Swanson, GF City Attorney, discussing a similar issue for the larger trail system. In that memo Howard noted that the Greenway Ordinances have language to permit the use of OPDMD as defined in the ordinance. Snowmobiles, golf carts, atvs and lawnmower tractors are still excluded from use in the Greenway. Kim will continue to work with city staff to extend this ordinance to the entire trail system.

b. Update on special project requests

i. Disc golf course at Riverside Park: Kim has set up a meeting with the person who requested consideration of the course, a representative of the local disc golf association and staff of the GF Park District to discuss the potential for a course. The group was concerned about the impact of the foot traffic that the course would bring to this area because birds and deer can be found in that area. The request is still in the research stage but staff will keep wildlife in consideration during the process.

c. Updating the Greenway Plan & hiring an intern: Maegin Rude has accepted the offer to update the Greenway Plan. She will be attending the December meeting to meet the group.

II. New discussion items:

a. Bike trail planning

i. Funding: There are two main funding sources for trail installation or replacement: the general city budget and outside funding, such as Transportation Enhancement (TE) or state recreation funding programs. Projects that are expected to cost less than \$100,000 are usually not submitted for grant funding because the award dollar amount is considered too small to justify the extra paperwork and staff time costs. Trail connects that can be tied to road expansions and installations can usually be paid for through the project using city dollars, instead of outside funding.

Last year the application for the extension along DeMers Avenue from 42nd Street to Industrial Park was first on the funding approval list after the cutoff point for ranking projects. Hopefully this project can advance on the list of funding priorities from the TE program because the project on 20th Avenue South would take several years of city maintenance dollars to complete. The group would like to send a letter of support for the application for funds by the City of Grand Forks from the Transportation Enhancement program. Kim will write and send the letter on behalf of the group.

ii. Planning: Do the planners from the city, MPO and county ever meet to discuss the overall trail plan? Not at this time. Is there a written plan for future trail needs in the county? No. Not required by the federal government but encouraged to consider and research when designing a project. The installation of sidewalks in city projects is required. Is there a financial

advantage to installing a trail during construction? No, it's just more convenient. Columbia Road south of 32nd Avenue south will be widened in 2016 and that would be a good opportunity to look at adding more trails.

- iii. **Public input:** Discussion on how to be better advocates for trail and bicycle transportation projects. The group felt that information about projects that were of interest to bicycle advocates and that could benefit from public input weren't being communicated as well as they could be. When a project needs support a public notice via email and on the website should be made available for information and input. Public notice is crucial to get people involved.
- iv. **2011 projects:** The projects for 2011 included more bike racks for downtown, spot repairs on trails, replacement of damaged trail panels on 24th Avenue South and 34th Avenue South and an extension of the trail along south Washington Street from 47th Avenue to 55th Avenue, which was funded 80% through federal Transportation Enhancement (TE) project.

III. Next meeting date: 7:00 pm, Tuesday, December 13, 2011 at the Grand Forks Park District, 1210 7th Avenue South

Submitted by: Kim Greendahl, Greenway Specialist, City of Grand Forks

Attachments: Bike Trail Planning Process overview dated 11/08/11
2013 Transportation Enhancements funding application for the City of Grand Forks

Bike Trail Planning Process

- I. Development and Approval of the Transportation Plan**
 - a. The Metropolitan Planning Organization (MPO) maintains the Transportation Plan and updates the document every five years. Updates are based on expected changes in transportation, community growth and public input.
 - b. The Transportation Plan is approved by the MPO Executive Board of Directors and MPO Technical Advisory Committee (TAC) and forwarded to City Council for final approval.
 - c. For the purpose of funding requests, a new trail or connection must be in the Transportation Plan to substantiate support for a project.
- II. Prioritizing projects for construction and funding requests**
 - a. The engineering department proposes what the project will be (based on all available data) and develops the necessary documents to submit for TE funds. The engineering department ranks these on need and which projects match the selection criteria the closest. Final say on the priority is the City Council.
 - b. Staff has to evaluate whether a project can be done using only local money and if not, what funding sources are available. If outside funding is not available or denied then staff must consider what smaller projects are possible utilizing the existing funds.
- III. Sources of funding:**
 - a. A small amount is included as a line item in the annual engineering department budget
 - b. Transportation Enhancement (TE) funds.
 - c. Occasional recreation based grants.
- IV. Public input – how to be involved**
 - a. Attend public meetings/open houses to review and update the plan
 - b. Committees
 - c. Write a letter of support to government officials

1. PROJECT NAME

DeMers Avenue Shared-Use Path

2. PROJECT LOCATION

Grand Forks, ND {T151N R50W Sec. 7}; Beginning at 42nd Street, west to 55th Street along DeMers Ave

3. REQUESTED BY

The City of Grand Forks

4. CONTACT PERSON

Allen R. Grasser, PE

255 N. 4th St., P.O. Box 5200
Grand Forks, ND 58206
(701)746-2640
agrasser@grandforksgov.com

5. PROJECT SPONSOR

The City of Grand Forks

6. SPONSORING OFFICIAL

Mayor Michael R. Brown
255 N. 4th St., Box 5200
Grand Forks, ND 58206
(701)746-2607

7. PROJECT DESCRIPTION

The proposed project would construct a shared-use path connecting to the existing shared use paths at 42nd Street and extending to the west to a low to moderate income neighborhood. The path would be located on the north side of DeMers Ave within the right-of-way and easement. The 42nd Street and the existing DeMers Ave shared-use paths are located at the east end of the proposed path which is the west end of the University of North Dakota Campus. Figure #1 gives an aerial view of the surrounding shared-use paths, residential areas, destination areas (Civic Center and Water Park) and work areas (a portion of the Industrial Park) located at South 48th Street. This path will provide:

- a. A non-motorized transportation route to the Industrial Park located south of DeMers Ave.
- b. Another segment of the overall bikepath network for the City.
- c. Recreational facilities on South 42nd Street.

There are no existing pedestrian or bicycle facilities that connect the east and the west side of the I-29. At the current time, bicyclists and pedestrians use the street or a very narrow part of the berm. During the winter pedestrians walk on the street through the I-29 ramps and into the Industrial area to get to work. This area of Demers is State Highway

The path would start at the NW corner of the intersection of 42nd Street and DeMers Avenue and continue west to North 55th St. There is currently limited right of way from the corner of 42nd Street and DeMers Ave, but we will work with BNSF Railroad to acquire the needed property or to get an easement for the placement of the path. This will provide another safe path for the residential area to the north of Demers Ave.

Improvements that would be made to this path include:

- a. 5-inch thick, 10-foot wide concrete path (will accommodate the occasional maintenance vehicle)
- b. Centerline reinforcing on 5-foot spacing (to inhibit longitudinal joint deflection)
- c. Sawed joints (as requested by local ADA advocacy groups for other projects and to provide a smoother ride for wheelchairs and in-line skaters)

8. PROJECT COST

Total Estimate	= \$653,000
Ineligible costs (RoW and Utilities)	= \$ 93,000
Total-Project Federal-Aid Eligible Estimate	= \$559,000

TE Application Request (80% of above estimate) = \$448,000

9. WHAT ENHANCEMENT ACTIVITY CATEGORY/CATEGORIES BEST DESCRIBES YOUR PROJECT?

Category 1: Bicycle and Pedestrian Projects

- a. The construction of bicycle and pedestrian facilities – work and recreation

10. HOW DOES THIS PROJECT RELATE TO SURFACE TRANSPORTATION?

The proposed path would connect new and existing housing developments to an existing shared-use path along a major business corridor in Grand Forks, North Dakota. The existing path and its connections to other paths currently allow non-motorized travel to much of the western portions of the City. By installing the proposed path, a non-motorized route will provide a direct connection to the University of North Dakota, the Industrial Park on S. 48th, and to residential and businesses in the area. This project will also provide another segment of the overall shared-use path planned for the City of Grand Forks which will increase safety for non-motor vehicle travelers and provide potential economic benefit to commercial properties along DeMers Avenue.

11. SUPPORTING DATA

1. Is this project part of an identified tourism, recreational or transportation plan and if so explain?

This location is identified in the Grand Forks – East Grand Forks MPO Existing and Planned Bikeway Network as a shared-use path.

2. If your project is part of a plan, explain the background and origin of the plan and attach supporting documentation.

The MPO in 2003 conducted an inventory of the entire bikeway system throughout Grand Forks and East Grand Forks. This also included identifying future locations for the bikepath network.

3. Is your project tied to another project? If so, please explain.

No.

4. How does your project fit with similar projects in your community and/or region?

This shared-use path is consistent with the type of paths constructed and the method of installing shared-use paths to new developments and areas to serve them through alternate transportation means.

5. What is the population of the community in which the project is proposed?

54,000

6. What is the population within one-half mile of the project?

Approximately 5,000

7. What is the estimated number of people per year you believe will use the completed project?

200,000

8. For bicycle/pedestrian projects, provide counts of existing bike/ped users if they are available. N/A

9. **For bicycle/pedestrian projects, provide collision data between users and motor vehicles.** N/A

10. **Provide the names of governmental agencies that are in support of this project. Also, please state if there is support from the general public, other groups or organizations.**

City of Grand Forks City Council, EGF/GF MPO, Grand Forks Park District

12. **WHO WILL OWN THIS PROPERTY WHEN PROJECT IS COMPLETED?** City of Grand Forks

13. **MATCHING FUNDS PROVIDED BY**
City of Grand Forks

14. **RIGHT OF WAY FOR THIS PROJECT WILL BE PROVIDED BY**
The City of Grand Forks will work with BNSF Railroad to acquire the required right of way or an easement for its placement. Funding for this acquisition will be from Local funding sources.

15. **MAINTENANCE OF THIS PROJECT WILL BE PROVIDED BY**
City of Grand Forks

16. **ENVIRONMENTAL IMPACTS**
This project is expected to reduce motor vehicle traffic within the local area of the project. Therefore, the ultimate environmental impacts resulting from the project should be positive. With reduced motor vehicle traffic one would expect a decrease in noise, air, and dust pollution.
Other positive social/infrastructure benefits should also result from this project. As usage of the shared-use path increases, one should expect local roadway traffic congestion to decrease.
The construction of this project is expected to have an overall positive impact on the environmental and local economic setting. The social impacts should also be positive.

17. **SIGNATURES**

CONTACT PERSON

DATE

SPONSOR

DATE

MPO OFFICIAL

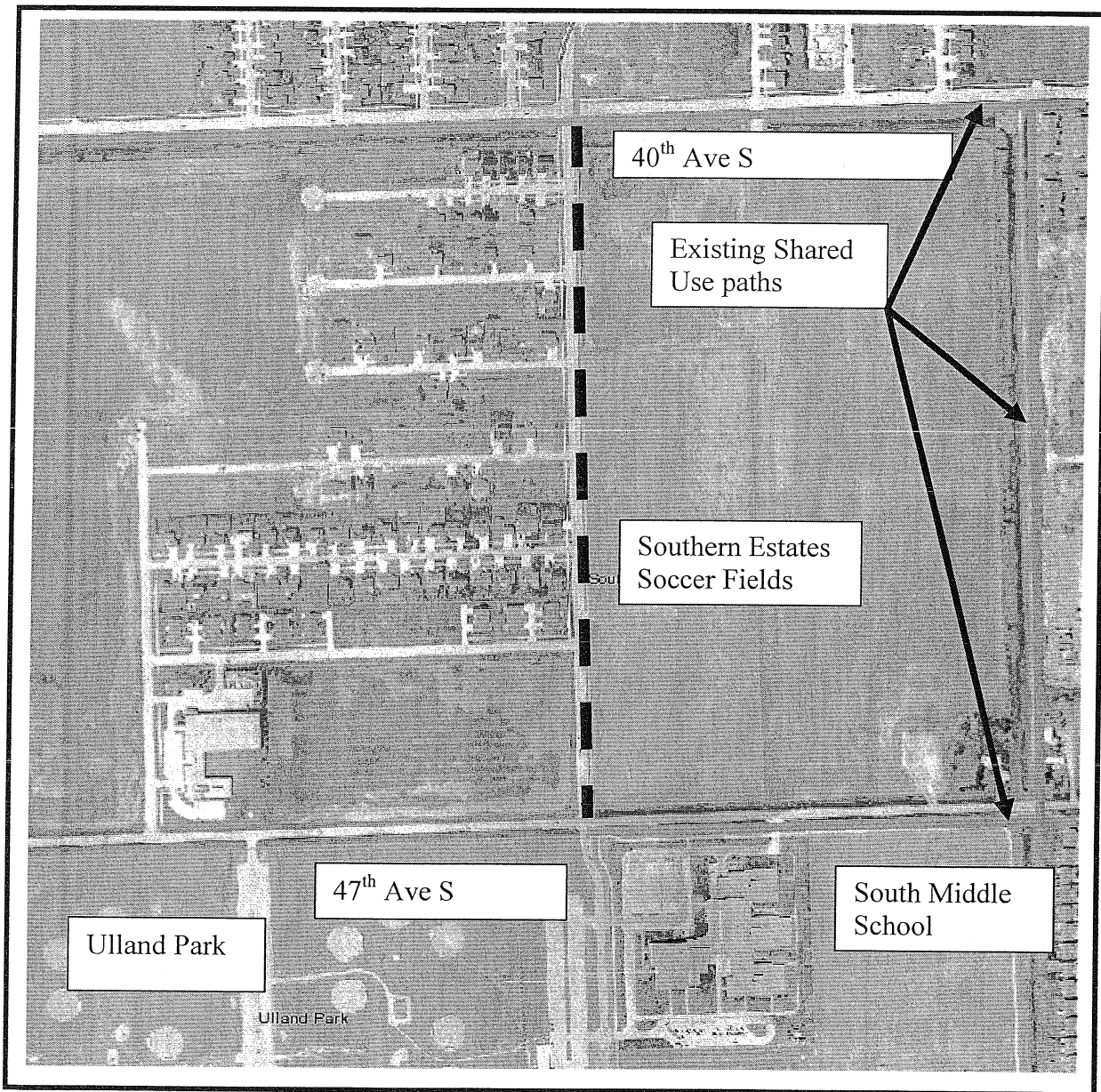
DATE

2013 APPLICATION FOR PROPOSED PROJECT TRANSPORTATION ENHANCEMENT

North Dakota Department of Transportation, Local Government
SFN 19087 (Rev. 10-2001)

South 20th Street Shared-Use Path

Figure #1



1. PROJECT NAME

South 20th Street Shared-Use Path

2. PROJECT LOCATION

Grand Forks, ND {T151N R50W – Sec. 21} ; Beginning at 34th Avenue South multi-use path
- Then south along South 20th Street to the 47th Avenue South multi-use path.

3. REQUESTED BY

The City of Grand Forks

4. CONTACT PERSON

Allen R. Grasser, PE

255 N. 4th St., P.O. Box 5200
Grand Forks, ND 58206
(701)746-2640
agrasser@grandforksgov.com

5. PROJECT SPONSOR

The City of Grand Forks

6. SPONSORING OFFICIAL

Mayor Michael R. Brown
255 N. 4th St., Box 5200
Grand Forks, ND 58206
(701)746-2607

7. PROJECT DESCRIPTION

The proposed project would reconstruct a shared-use path connecting the existing shared-use paths on 34th Avenue South and 47th Avenue South within Grand Forks, ND. The path is located within the platted right-of-way of South 20th Street. The 34th Street shared-use path is located at the north end of the proposed path and several housing areas (including Highland Point 1st Addition, Columbia Park 29th Resubdivision and Southern Estates 2, 3, 4, 5 Additions) are located along the project route. Currently there is a deteriorated asphalt concrete path located from 40th Avenue South to 47th Avenue South. This project would include replacing the asphalt concrete path to provide a safe transportation route for children

biking, rollerblading or walking to South Middle School located at the south end of the proposed project route and to the park located adjacent to the proposed path. Therefore, in addition to connecting an existing “dead-end” path to form a complete “loop” within Section 21 and reconstructing an existing asphalt concrete path, the proposed path would provide:

1. A non-motorized transportation route to one of the Middle Schools in Grand Forks.
2. A non-motorized transportation route to a park located adjacent to the proposed path.
3. A non-motorized transportation route to the business area along 32nd Avenue South.
4. Recreational opportunities for local residents of several housing developments.

Although design details would need to be determined during the pre-design and design phases, the following assumptions were used in preparing the cost estimate for this project

1. 5-inch thick, 10 foot wide concrete path (will accommodate the occasional maintenance vehicle)
2. Centerline reinforcing on 5 foot spacing (to inhibit longitudinal joint deflection)
3. Sawed joints (as requested by local ADA advocacy groups for other projects, to provide smoother ride for wheelchairs and in-line skaters.

(See Figure #1 – location map)

8. PROJECT COST

Total Estimate	= \$290,000
Ineligible local costs (ROW and Utilities)	= \$ 21,000
Total – Project Federal-Aid Eligible Estimate	= \$276,000

TE Application Request (80% of above estimate) = \$221,000

9 WHAT ENHANCEMENT ACTIVITY CATEGORY/CATEGORIES BEST DESCRIBES YOUR PROJECT?

Category 1: Bicycle and Pedestrian Projects

- a. The construction of bicycle and pedestrian facilities – work and recreation

10. HOW DOES THIS PROJECT RELATE TO SURFACE TRANSPORTATION?

This proposed project would connect new and existing housing developments to an existing shared use path along the major business corridor of 32nd Avenue South in Grand Forks, ND. The existing path and its connections to other paths currently allow non-motorized travel to much of the southern portions of the city. By installing this proposed path, a non-motorized route “loop” will be completed. If this path is installed, the residents of Highland Point 1st Addition, Columbia Park 29th Resubdivision and Southern Estates 2, 3, 4, 5 Additions along with many multi-family dwellings located north of 32nd Avenue will have a safe alternate

path instead of using public streets or sidewalks. This path would provide direct access to a major softball complex, a middle school, a park, restaurants, the Columbia Mall shopping complex and other various businesses located along the 32nd Avenue South corridor. In addition, the path would provide peripheral access to a hospital, the new Wellnes/Hockey Center to the east (a multi-purpose events center), a golf course, the Greenway (recreational area located along the Red River) and other elementary and middle schools. Therefore, the project would increase safety for non-motor vehicle travelers and provide potential economic benefit to commercial properties along the 32nd Avenue South Corridor.

A. Is this project part of an identified tourism, recreational or transportation plan and if so explain?

This location is identified in the Grand Forks – East Grand Forks MPO Existing and Planned Bikeway Network as a shared-use path.

B. If your project is part of a plan, explain the background and origin of the plan and attach supporting documentation.

The MPO in 2003 conducted an inventory of the entire bikeway system throughout Grand Forks and East Grand Forks. This also included identifying future locations for the bikepath network.

C. Is your project tied to another project? If so, please explain.

No.

D. How does your project fit with similar projects in your community and/or region?

This shared-use path is consistent with the type of paths constructed and the method of installing shared-use paths to new developments and areas to serve them through alternate transportation means.

E. What is the population of the community in which the project is proposed?

54,000

F. What is the population within one-half mile of the project?

Approximately 5,000

G. What is the estimated number of people per year you believe will use the completed project?

200,000

H. For bicycle/pedestrian projects, provide counts of existing bike/ped users if they are available. 100+ daily

I. For bicycle/pedestrian projects, provide collision data between users and motor vehicles. N/A

J. Provide the names of governmental agencies that are in support of this project. Also, please state if there is support from the general public, other groups or organizations.

12. Who will own this property when the project is completed?

City of Grand Forks

13. Matching funds provided by:

City of Grand Forks

14. Right-of-Way for this project will be provided by

City of Grand Forks (Platted right-of-way)

15. Maintenance of this project will be provided by:

City of Grand Forks

16. Environmental Impacts: attach a brief discussion of the environmental impacts of your project:

This project is expected to reduce motor vehicle traffic within the local area of the project. Therefore, the ultimate environmental impacts resulting from the project should be positive. With reduced motor-vehicle traffic one would expect a decrease in noise, air, and dust pollution.

Other positive social/infrastructure benefits should also result from this project. As usage of the share-use path increases, one should expect local roadway traffic congestion to decrease. By replacing the deteriorated asphalt path, it will provide a safe and aesthetically pleasing transportation route.

The construction of this project is expected to have an overall positive impact on the environment and local economic setting. The social impacts should also be positive.

17. Is this project part of an identified tourism, recreation or Transportation Plan and if so explain?

The proposed project has been shown on the City of Grand Forks/MPO bikeway plan for several years.

18. Anticipated number of annual users:

According to a GF/EGF MPO estimate for this area, an anticipated annual activity count would be approximately 320,000 occasions.

19. This project is supported by:

GF/EGF MPO, Grand Forks City Council, Grand Forks Park District