

Greenway Technical Committee (GTC)
10:30AM – Tuesday, January 17, 2017
Icon Sport Center, 1060 47th Ave S, Park District Conference Room

Meeting Notes

I. Present:

- Bill Palmiscno, Chair
- Catherine Johnson, MN DNR
- Sgt. Doug Wright, GF Police
- Jairo Viafara, MPO
- Corey Birkholz, Options
- Stephanie Erickson, GF Planning
- Reid Huttunen, EGF Parks & Rec
- Jason Stordahl, EGF Public Works
- Mike Pokrzywinski, City of EGF
- Dr. Laura Munski, Dakota Science Center
- Kim Greendahl, City of GF Greenway
- Nick Jensen - Guest

II. Old Business

A. River Access Master Plan - Update:

- East Grand Forks:
 - ♦ Hartsville Coulee Diversion was suggested as a potential access site. The City of EGF is planning to close public access off to the road. Unauthorized vehicle traffic is rutting the gravel road. This damage is noted a deficiency on the annual inspection report from the US Army Corps of Engineers.
 - ♦ The Plan will be brought to both City Councils for adoption after February.

B. Deer Population in EGF Greenway:

- The EGF City Council work group has been discussing deer hazards within the city limits. An EGF resident brought a safety concern about deer safety. Her concern was that a spooked deer almost hit a child in her yard.
- Part of the problem is that residents are feeding the deer.
 - ♦ Council is looking at rules, regulations, and ordinances against feeding deer.
 - Greenway rules and regulations were brought to each city for adoption back in the mid-2000's.
 - GF adopted ordinances to cover items in the rules and regulations. EGF approved the rules and regulations. It is not clear if these are enforceable as ordinances.
- EGF Council is discussing deer issue.

- ♦ The question is whether there is an overabundance or just seasonal population.
 - ♦ People have to remember that wildlife comes with areas like the Greenway/Parks/Campgrounds.
 - ♦ Options would be to try other ideas before resorting to a hunt.
 - Hunt would be arrow.
 - The EGF City Administrator is talking with DNR.
 - City of Fargo has a deer management plan. An aerial count of deer is done to determine population size.
- EGF Campground.
 - ♦ Looking at a management plan.
 - ♦ No feeding allowed on MN DNR property.
 - ♦ This seems to be a seasonal issue.
 - ♦ Deer have been conditioned to not fear residents.

C. Cross-Country Ski Trail Review:

- The course in Lincoln Drive Park has changed. The course is shorter and the corners are wider for turns. The park trail now connects to Greenway trails easier.
- Good comments have been coming in – groomer is doing a great job.
- Snowmobiles are staying off the trails and using the levees instead. They may just cross over the path.

III. New Business

A. Special Project Request – Freezeway Skate Trail:

- Nick Jensen is not affiliated with any group. Nick has applied for a grant as an individual to fund the 'Freezeway.'
- A 'Freezeway' is creating and freezing a trail in winter into ice skating lanes for public use.
- Edmonton, Alberta launched a 'Freezeway' last winter. Expanding this year.
- Waiting to hear if they are the recipient of the Knight Cities Challenge Grant. Grant will be awarded summer 2017.
- 2018-2019 would be beginning season with two years to prepare for opening.
- The trail is made of natural ice. A system of boards and plastic would be setup on both sides of the trail to provide a base for the ice.
- The ultimate goal of the project is to provide a skating trail from Riverside Park to Lincoln Drive Park. A portion of the trail would be placed directly on North 3rd Street, using the right-hand lane.
- Current path would not cross any roads. The path would also need to be planned as to not interfere with other Greenway user's paths.
- HB Sound & Light could provide solar panels for lighting the path and eventually adding music.
- Looking at using the same grooming contractor used for the ski trails.

- Grant money would fund the clearing of the trail, purchase of a Zamboni, and incidentals. The Zamboni would be sold or given away if the project fails.

B. Potential relocation of Skate Park:

- On May 15th, construction on a transition house will start on the current location of the skate park.
- The potential new location of the skate park will be located at Kannowski Park on the dry side of the levee. This park is located by the Point Bridge.
- The area for the skate park will be approximately 10,000 square feet.
- The skate park will have a new design with a concrete bowl to accommodate not only skaters, but bicyclists, and skateboarders.
- The plan would be to have the park ready this summer.
- The potential area was chosen for its easy access of the trail system for youth to use.

IV. Greenway, Bicycle & Pedestrian Group Update:

- No updates at this time.

V. Other

A. MPO Existing Conditions Analysis – Public Input Results:

- The two objectives of the analysis are improve upon access and connectivity.
- The group focused on pages 6 and 7 which dealt with the Greenway.
- Kim shared with the group her responses for the Greenway.
- January 23rd is the deadline for comments.

B. ND/MN Transportation Alternatives Application, 2018:

- Applications have been turned in for both Grand Forks and East Grand Forks.

VI. Agency Updates

A. City of GF/Greenway: Snow removal for the Greenway usually takes place within 24 to 48 hours. Wind has been an issue, as it fills in the trails almost as quickly as they are cleared. The Greenway is looking into solar lights. The problem with the lights is that the batteries freeze during the winter. A pilot solar light may be placed in front of the Public Works building to see if it will last through our winter season. Public Health will be managing the community garden. They will be offering incentives for low income residents. The garden will be located north of the Water Treatment Plant.

B. City of EGF: The removal of snow for the Greenway is lower on the work list. After a major snowfall, it has taken 5 – 7 days to remove snow from the trails on the Greenway in the South and Point areas. Winds are also causing issues by filling in the paths right after they have been cleared. Residents believe that they have not been cleared at all. The Frosty Bobber is coming up on January 28th. This event is run by the Youth Professional Group with Cabela's.

C. Dakota Science Museum: Laura will meet with Bill to discuss Ryan Lake.

D. Minnesota DNR: The campground office needs to be cleared of snow for access to the office building.

E. MPO: A review of ramps was conducted for all users. Some ramps will need to be fixed due to being too steep.

Minutes Submitted by: Theresa Flitter, Administrative Specialist

Minutes Approved by: Kim Greendahl, Greenway Specialist

Supporting documents:

- Special Project request form – Freezeway skate trail
- MPO Existing Conditions Analysis: Public Input results - Greenway related items
- ND/MN Transportation Alternatives Applications, 2018

Greenway Project Request Form

Contact name Nick Jensen on behalf of a Knight Cities Challenge application	
Address 1906 Willow Drive	
City Grand Forks	State & zip ND 58201
Phone 701.330.1577	Cell phone
Email address nick.trek@gmail.com	
Is this request: <input type="checkbox"/> One time event <input checked="" type="checkbox"/> New installation <input type="checkbox"/> Improvement to existing facility	
Brief summary of request:	
<p>We have put in a Knight Cities Challenge to build a "Freezeway" in Grand Forks. A 'Freezeway' is creating and freezing a trail during the North Dakota winter into ice skating lanes. Edmonton, AB launched a 'Freezeway' last winter and we look to launch the first US version. The Grand Forks Greenway would be the perfect trail site for a Freezeway. We would have a couple of years to organize the exact trail if we win the grant. We also would look to add lights and music for a winter of outdoor fun. If successful, there is a great opportunity to expand throughout the city using our existing infrastructure. We have been accepted as a in the finalist pool of 120 from a initial pool of 4,500 applications. The winners will be announced in Summer 2017. This is simply an initial conversation about the opportunity.</p>	
Support for the activity or facility. How many people typically participate in this activity, is there a user group established in the area, etc.:	
This would be free to use and open to all ages. We would look increase programming and access as possible. The idea is designed to encourage more people to skate and enjoy the Grand Forks winter.	
What is needed to facilitate this project? Space, structures, etc? Please attach a diagram of the proposed layout of the activity or facility, if appropriate.	
If awarded the grant, we will need to finalize a path and follow appropriate rules. Ideally, we would like to use the Greenway from the 2 nd Ave N access to Lincoln Park. We would look to contract the ice care and other issues which would be paid by the awarded grant.	
What, if any, costs are associated with this project?	
We are looking at a snow removal / ice making machine (Zamboni or other option) which would be paid by the grant. There would also be money to pay a contractor to run the machine and keep the path open. HB Sound and Light has also been contacted to find ways to light the path for evening skating.	

How will these expenses be paid? Fundraisers, sponsor, etc.
All costs for this project would be covered and included in the Knight Challenge Application.
Does this project require ongoing maintenance? If so, who will maintain the facility?
It would for the winter but that would be the responsibility of ours and the grant.
Will this event or facility be open to the public?
Yes, 100%
Does this activity or facility involve the use of harmful chemicals, excavation or fire? If so, please describe.
No. Simply water and wooden/plastic structures to contain the water as it freezes.

Please submit this completed form and other supporting documents to be considered to:

Greenway Manager
City of Grand Forks
P.O. Box 5200
Grand Forks, ND 58208-5200
701-738-8746

For office use	Date received	
Received by:		

**EXISTING CONDITIONS ANALYSIS:
RESPONSE TO PUBLIC INPUT, December 29, 2017**

Comments	Resources Available
1. NEI: Not Enough Information (Please see Resources Available) 2. C: Completed (Please provide project's name & completion date) 3. NSSS: Near Southside Study 4. W: Working Project (Please provide project's name & location) 5. P: In Project (Please provide project's name & location) 6. E: Enforcement	Washington Street Studies: (Bicyclist and Pedestrian Strategies) http://www.theforksmmpo.org/Pages/WashStreetCorridorStudy2.htm http://www.theforksmmpo.org/PDFS/FINALWashStreetCorridorStudy083111[2].pdf School Safety: http://www.theforksmmpo.org/PDFS/SchoolSafetyStudyFinalSummarySep9.pdf U.S.2 Access Study: http://www.theforksmmpo.org/PDFS/US2ACCESSSTUDYFinal%20Report.pdf Bygland Road Study: http://www.theforksmmpo.org/PDFS/(2)FINALByglandRoadStudy2016.pdf

I. TRAFFIC SIGNALS/ SIGNAL TIMING/TRAFFIC LIGHTS

1. NEI: Not Enough Information (Please see Resources Available)
Washington @ 13th (and EVERY STOPLIGHT!)
I can only get to downtown from 13th Avenue--there are no lights to cross on any of the streets.
2. C: Completed (Please provide project's name & completion date)
Washington St. and De Mers Ave: Time to cross safely.
3. NSSS: Near Southside Study
8th Avenue, where it meets Reeves: Should be made a 4-way stop.
Eighth Av S. @ Reeves: Build some in-road improvements to ensure stops by drivers, or severely limit their turning options. 3 NSSS: Near Southside Study
4. W: Working (Please provide project's name & location)
Less waiting time to cross Washington, especially (during) winter

II. STREET CROSSINGS/ MARKED CROSSWALKS/ SIDEWALKS

1. NEI: Not Enough Information (Please see Resources Available)
De Mers crossing the railroad tracks (I do not think it is legal to take that route) (Checked locations at 53rd & 55th).
2. C: Completed (Please provide project's name & completion date)
4th Avenue at Reeves, Belmont, and heading west needs better bike route and street crossing safety
Washington and University.
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).

3. NSSF: Near Southside Study
8th Avenue at Belmont and heading west to connect to the n/s bikeways

5. P: In Project (Please provide project's name & location)
N. Washington St. Needs more protected crossing
S. Washington & De Mers: Too difficult to safely cross intersection.
N 55th St to cross the rail road tracks at De Mers Ave

6. E: Enforcement
Downtown De Mers and 5th St: Cars pull into cross walks
Drivers often straddle the line or use the lane for right turns onto 5th Ave N
Gateway: The places where the bike path crosses Belmont and Washington on the south side see cars ignoring the bikes or pedestrians
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.

Other:
Minnesota Ave--bridge to cross into EGF (legal?)
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.
42nd. St. & De Mers Ave: Safe crossing.
De Mers crossing the railroad tracks (I do not think it is legal to take that route)

III. EXISTING PEDESTRIAN FACILITIES, TRAILS & ROUTES

3. NSSF: Near Southside Study
3th Avenue at Belmont and heading west to connect to n/s bikeways.
It 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
Belmont: Accessing Lincoln Park GC we need more "destination trailheads" for greenway cycling
Downtown needs a route for bikes that is protected, starting with that crazy intersection at the Valley Dairy! It is unsafe for bikes!
13th Avenue should have a safe bike route.
Lincoln Dr. Belmont to Lincoln Dr. Park

6. E: Enforcement
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.
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.

Other:
University Avenue between 42nd St and Columbia Rd:
Drivers frequently stop in bike lanes.
Biking on Washington or Columbia is a challenge and the waling (walking) path is unsafe for bicycles.

There need to be more bike routes going east/west; right now there is nothing south of 4th Ave. or north of 32nd Ave.

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)

IV. FACILITY'S DIRECTNESS

2. C: Completed (Please provide project's name & completion date)
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. (Signs installed)

V. ON-STREET PARKING

3. NSSS: Near Southside Study
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.

6. E: Enforcement
Perceived Motor vehicle operating speeds Intersection of N 5th St. & Gateway: Cars don't stop. 7

VI. INTERSECTIONS (WOULD LIKE TO SEE BECOMING MORE PEDESTRIAN FRIENDLY):

North -South

Washington and De Mers	North Dakota Department of Transportation
Washington St: DeMers Avenue getting across turning lanes is dangerous	North Dakota Department of Transportation
Washington: DeMers-Gateway: Poor Sidewalks	North Dakota Department of Transportation
South Washington @13 Ave	North Dakota Department of Transportation
Pedestrian crossings on S Washington St: Are very far apart Columbia	North Dakota Department of Transportation
Washington/Columbia: Not enough shoulder room for cyclist/Sidewalks to narrow, torn up.	North Dakota Department of Transportation
De Mers Ave under I 29 De Mers Ave at I-29 DeMers/Washington Outlined bicycle crosswalks DeMers at various locations DeMers Avenue: Sidewalks	Scheduled for 2017 Construction
17th Ave (20th to Belmont) Wider	Need Right-of-Way (ROW)
20th Ave/47th/Needs crosswalks	C: Completed (Please provide project's name & completion date)
Columbia Road and 13th Ave S.	C: Completed

Columbia @ 6th Avenue Sidewalks	
Columbia Road 24th to 47	C: Completed/In project
Columbia Road/32nd Ave to Eagles Cres/trail sections of trail missing on North	
Columbia @ EVERY MAJOR INTERSECTION:	In project (Please provide project's name & location)
Belmont @ 5th St S: (Practically cries out for a roundabout!!!!)	3. NSSS: Near Southside Study
Belmont/42nd to 67	
Belmont/5th-17th the entire road is awful	3. NSSS: Near Southside Study
Belmont @ 4th AV S:	3. NSSS: Near Southside Study
Belmont Rd Sidewalk/Road repairs	In Road Project, 2016
Lincoln Dr Belmont to Lincoln Dr Park	3. NSSS: Near Southside Study
Cherry Street Lindsay Lane	
Chestnut: Bike lanes	
Reeves neighborhood, Downtown areas, Belmont sidewalks	3. NSSS: Near Southside Study
4th Avenue, where it meets Belmont: Should have a 4-way stop. Please remove the painted turn lanes, which confuse drivers about when to proceed, making it more dangerous for pedestrians.	3. NSSS: Near Southside Study
Reeves Drive/Sidewalk repairs	
3rd Street GF	
N 55th St/DeMers/Bike Path	Waiting for Funding (Please provide project's name & location)
South 17th Street: Bike path	Bike Route
South 24th Avenue: Bike path	1. NEI: Not Enough Information (Please see Resources Available)
20th st/32nd Ave? Bike path	Future
Pendleton/40 th : Steep curve ramps	Sidewalk Review, 2017
Brookhill/40 th : Steep/curved ramps	Sidewalk Review, 2017

East-West

5th at Washington: Traffic improvements	Under Review (Please provide project's name & location)
6th Ave N-Coulee Trail to 42nd St. Section missing/needs a bike path	Under Review (Please provide project's name & location)
Gateway at Washington	North Dakota Department of Transportation (DOT)
Gateway: Sidewalks	

Gateway/trail in very poor condition that runs parallel to road. Crossing over RR so rough you have to get off bike and walk across	
University UND/University/Sidewalks	
University Avenue GF? Dedicated bike lanes	
32nd West of I-29	On Plan
13th Ave (Belmont to 20th Avenue)	
All bridges	
Kennedy Bridge (Pedestrian Access).	
4th St/River Road/Sidewalk	
6th Ave GF	
Bike Trails S of Interstate	
Downtown Areas/Sidewalk conveyance	

EAST GRAND FORKS, MN

EGF/2nd Ave NE from 2nd Street to 4th St NE/sidewalk/Bike lane	
Bygland Road	
Rhinehart Dr/Sidewalks, bike paths	
EGF/1st St/2nd Ave/crosswalk/bike lane	

VII. SCHOOL SITE

6. E: Enforcement
- Lewis and Clark School: Parents dropping off children block 13th Ave.
 - Phoenix Elementary is a death trap waiting to happen — bad drivers, illegal parking, and inattentive pedestrians w/o clear safe crossings.

VIII. TRANSIT

- Bus shelters/stops are often inadequate for cold weather. Better shelters could encourage walking outside of summer months.

IX. PEDESTRIAN

Apply Engineering/Education Strategies

- Downtown, overall, needs work for pedestrian friendliness. Make the corners of intersections bulb-out, 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.
- The Minnesota Ave. Bridge should be opened up for pedestrians.
- 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.

- Need a bike-ped crossing at North Washington Street across Home of the Economy
- Foster a culture of biking, walking and community. Present this initiative as method to create connections in Grand Forks- East GFKs

Apply Enforcement/Education Strategies

- 5th Street downtown from Valley Dairy: Needs better pedestrian signage/access.
- The intersection of Reeves and 8th Avenue: It 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.
- Regarding walking around Grand Forks - motorist just do not stop for pedestrians in cross walks. Perhaps more education needs to be done.
- Promote outdoors biking activities so people learn to use them
- Walking experience is pretty okay. Intersections need improvement; a few additional sidewalks could be added. Walking is mostly limited by weather and distance.

X. UNIVERSITY CAMPUS

- 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?
- 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.
- 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.

XI. GREENWAY

Under review by Greenway Technical Committee

- The bathrooms at the parks are nice, would be good to have more water fountains along the greenway.
- Patch the Cracks on the greenway. EGF doesn't do any maintenance on cracks and when pulling a bike trailer for small kids it jars the trailer so much it hurts the kid.

- Elks Drive at Belmont: Need a bike crossing; I see people trying to cross to get to and from the Greenway!
- 13th Avenue South, 17th Avenue South continue route to Greenway Trail
- Improve access to Greenway at 13th Avenue South at Lincoln Drive; at Elk's Drive; Reeves Drive is in terrible shape.
- Could you put bike lane on Belmont? Need safe access to Greenway.
- It can be challenging to access the Greenway Trails from side streets when crossing Belmont.
- Joint/cracks repairs needed along the stretch path on Greenway Boulevard South East from Rhinehart Drive to Bygland Road.
- Suggest removing from system the planned segment on the Greenway Trail bordering the river from River Edge Drive to 62nd Avenue South
- More washrooms and garbage cans on Greenway -Emergency call centers should be available.
- Pls focus attention on commuter trails/making connections, so bicycling can become defer for those who want to use them for more than just recreation.
- Love the Greenway best area to relax

XII. EXISTING SYSTEM GAPS

Missing Connection on 47 th Avenue South from Belmont Road to Greenway Trail	In Project (Please provide project's name & location)
Missing connection on 47 th Avenue South from S 20 th Street to Columbia Road	In project (Please provide project's name & location)
Missing connection on Columbia Road from 47 th Avenue South to 40 th	In project (Please provide project's name & location)
Review connection on 32 nd Avenue South from Chestnut Greenway Access Point	
Under-pass on Columbia Road at Eagles Crest Hills entrance	
Widen existing path at S 34 th Street at 24 th Avenue South/Extend path on 34 th Street South from 24 th Avenue South to 22 nd	?
Suggest a bike lane on 34 th Street South from De Mers Avenue to S 17 Street S	
Missing piece on 6 th Ave North at N 42 nd Street	In project (Please provide project's name & location)

XIII. OTHER COMMENTS (TRAFFIC CIRCLES, TRAFFIC CALMING, SHELTERS, LIGHTING)

BICYCLIST

In general very good facilities.

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.

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!

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.

Please include input for Inline skaters.

Please add paint markings at these intersections:

○ Columbia Road at University Avenue	Are marked
○ University Avenue at Washington Street	Are marked
○ University Avenue at N 5 th Street	Are marked

Bike & Pedestrian (Multi-Use Paths)

N 3 rd Street at N 23 rd Street; Gateway Drive at 47 Street N	North Dakota Department of Transportation (NDDOT)
Gateway Drive at Sandford Road;	
Gateway Drive at Ralph Engelstad Arena Drive (Entrance);	
Columbia at n 22 ND Street; and N 20 th Street.	
Alleys at Columbia Road at N 3 rd Street; (Checked for N 3 rd Avenue	
Railroad crossing on N 3 rd Street from Mill Road to Washington Street	
Very rough railway crossing on North 3 rd Street at Washington Street	
Railway crossing at 7 th Avenue North	
Widen Multi-use path facility on N 42 nd Street from 6 th Avenue North to Gateway Drive	
Washington Street Underpass: Too narrow	
(Unclear) North 5 th Street at De Mers Avenue bad from Multi-use??	
Too narrow side street on 18 Street South (17 Street South)	
Questioned planned bike route on Belmont Road from 24 th Ave South to 32 nd Ave South	
Future Shared Use Path on De Mers Avenue from South 42 nd 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 De Mers to University Avenue is funded.

Suggest moving planned facility from N 7th Avenue to N 8 Ave from South Columbia Road to N 3rd Avenue.

Bygland Road: Not a safe route (disagree): This would be a great way to link various routes together and expand the system.

XIV. INTERSECTIONS YOU WOULD LIKE TO SEE BECOMING MORE PEDESTRIAN FRIENDLY:

Top three most important Intersections Location you would like to see become more Pedestrian-friendly includes

Business Hwy 2 EGF/Sidewalks, bike paths
Bygland Road EGD? Bikelanes

XV. BIKESHARE

Dedicated bike lanes separate from roadway would be great

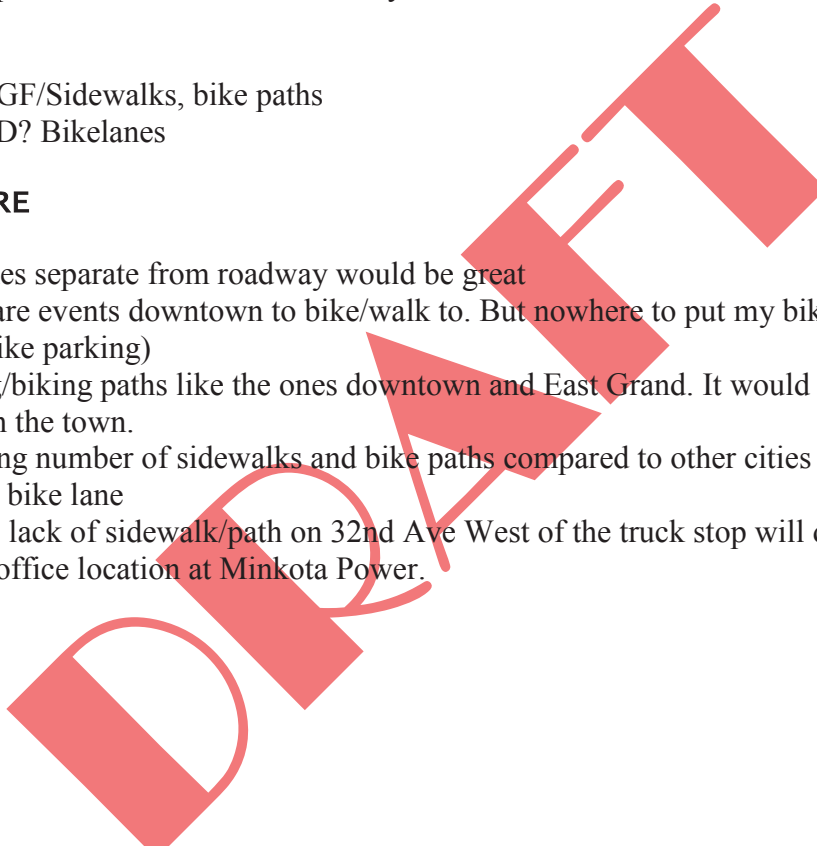
I love when there are events downtown to bike/walk to. But nowhere to put my bike. Especially by the movie theaters. (Bike parking)

More long running/biking paths like the ones downtown and East Grand. It would be very successful to build more through the town.

We have an amazing number of sidewalks and bike paths compared to other cities

Bikes not riding in bike lane

In another year the lack of sidewalk/path on 32nd Ave West of the truck stop will discourage me from biking to our new office location at Minkota Power.





**MPO Staff Report
Greenway Trail Technical Advisory Committee: January 18, 2017**

RECOMMENDED ACTION: For Information Only

Matter of the Submission for Approval of ND/MN Transportation Alternatives Applications, 2018

BACKGROUND:

Last October, the Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO) sent a Solicitation Letter to eligible local agencies and city departments including: the School District, SAFE KIDS Grand Forks, Grand Forks Park District, and Cities Area Transit (CAT). The letter requested the submission of projects deemed eligible for funding through the Transportation Alternative Program (TA), 2018.

The Transportation Alternatives Program (TAP) is a federal funding program, established by the U.S. Department of Transportation in 2012. The objective of the program is to guide the growth and development of the country's vital transportation infrastructure. Transportation Alternatives eligible projects for funding include infrastructure and non-infrastructure projects. Infrastructure related projects involve construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

Matching local funds will be provided by the city of Grand Forks. As part of the selection criteria, the MPO staff will review the projects for consistency with the Transportation Plan and project eligibility for the requested funding program.

ANALYSIS AND FINDINGS OF FACT:

- CITY OF GRAND FORKS, ND

According to the selection criteria, the following projects -supported by the City of Grand Forks- are being submitted for your consideration:

1. Shared Use Path – 6th Avenue North (From North 40th Street to English Coulee)
2. Shared Use Path – 47th Avenue South (From South Columbia Road to South 20th Street)
3. Shared Use Path – South Columbia Road (From 40th Avenue South to 47th Avenue South)

BENEFITS

There will not be environmental impacts. It is expected these projects –when constructed- will encourage residents to bike and walk to school, work, recreation and other important destinations in their neighborhoods.

The proposed projects will generate easier access for anyone commuting into surrounding areas. As a result, many individuals -with different abilities and capabilities- whether accessing the nearby schools, commuting to work, or using the paths for recreation, will enjoy an equal opportunity to use the same transportation infrastructure resources whether it is for walking, bicycling, or using other non-motorized modes of transportation.

- CITY OF EAST GRAND FORKS, MN

According to stated requirements both, a Resolution Accepting Responsibility as Sponsoring Agency and an Agreement to Maintain the Facilities, were passed in support of these Applications by the East Grand Forks City Council on December 20th, 2016.

According to the Grant solicitation timeline, selected projects will be included in the Minnesota DOT's State Transportation Improvement Program for fiscal years 2018 to 2021. The TAP Application made by the City of East Grand Forks includes the following projects:

1. Infrastructure: Sidewalk Extensions on 20th Ave SE and 13th St SE/Safe Routes to School
2. Non-Infrastructure: Safe Routes to School East Grand Forks

BENEFITS:

The Sidewalk Extension project, when completed, will offer a number of benefits. For instance, the project offers to improve walkability and accessibility to the South Point Elementary School. It helps to reduce congestion on school premises as more children will be able to safely walk to and from school on their own according to their age and abilities. It fosters a stronger sense of community as walking and biking to school brings families, neighbors, school officials and community leaders together. The project offers to improve the directness, continuity, security and the safety of the street crossings on the existing sidewalk network.

The Safe Routes to School Application entails that advancement of educational activities focused on improving driver's behavior, promoting safe practices at arrival to and dismissal from school for students, staff and parents; and supervising walking programs that teach students pedestrian safety skills and offer incentives for participation. The proposed educational programs are consistently supported by local law enforcement agencies as they increase their presence at school crossings during morning arrival and support the walking programs.

SUPPORT MATERIALS:

None