

Greenway Technical Committee (GTC)
10:30AM - Tuesday, November 15, 2016
Icon Sports Center, 1060 47th Ave South, Blue Line Club Room

Meeting Notes

Bill Palmiscino, Chairperson
Sgt. Doug Wright, GF Police
Catherine Johnson, RRSRA
Nancy Ellis, EGF Planning
Stephanie Erickson, GF Planning

Laura Munski, Dakota Science Center
Jairo Viafara, MPO
Tim Williamson, MN DNR
Kim Greendahl, City of GF

I. Old Business

A. River Access Master Plan update

- The revised plan will be available online for comments for the month of December.
- An open house to introduce the plan will be done in January.
- The final plan will be presented to both city councils for adoption.

B. Deer population

- i. The deer are visible in the Greenway and near some residential areas but there have been no reports of problems.
- ii. Fargo works with the ND Game & Fish Dept. to offer a controlled bow hunt every year. Hunters must attend class and mark arrows with their name for identification.
- iii. Staff will continue to monitor the deer activity.

II. New Business

A. Disc golf advisory group initial meeting

- i. The advisory group met for the first time earlier this month. They discussed the history, equipment, course levels, and Greenway requirements with government involvement regarding the courses.

B. Cross-country ski grooming

- i. The GF Park District has hired the same grooming contractor as the City of GF. This will help coordinate the grooming schedule.
- ii. The route signs have been installed
- iii. EGF will not be grooming a trail this year. Reid would like to look at options for placement and facilities to best meet the needs of the skiers.

C. Adopt-an-Unpaved-Trail trail project

- i. The off-road cyclist group Northern Star Cycling Club has signed an agreement to adopt a section of unpaved trail.
- ii. The trail will be cleaned out of brush but no trees will be cut down.
- iii. The trail is south of the Lincoln Golf clubhouse and extends to the Elmwood Drive entrance.

III. Greenway, Bicycle & Pedestrian Advisory Group

- i. No updates at this time.

IV. Other

V. Agency updates

- #### **A. City of EGF:**
- Overlay has been completed on the trail behind the VFW. A new trail was added in that area to offer a shortcut for users. A committee has been formed to work

with a donation from Altru Health System. The money is for events to promote Health and Wellness. Sanford Health is interested in donating money too.

- B. GF Park District:** The parking lot project at Lincoln Golf clubhouse has been completed. The skating park located by the Police Department may be moving to Kannowski Park.
- C. City of GF:** Discussions on the future of Arbor Park are taking place now. The options are to either keep the park but transfer ownership from the City or to sell the lot to a developer.
- D. Minnesota DNR:** The campground has closed for the season. The final camper left October 30. The State Parks in MN are offering a free day for hiking the day after Thanksgiving.
- E. MPO:** MPO brought an update on the Pedestrian/Bike plan. Preliminary results of the survey have been released. Bicycle maps are still available.
- F. Police Department:** A gentleman has been using a shelter at University Park overnight. He had accumulated a heater, sleeping bags, etc. It appears that he has moved on at this time.

VI. Next meeting date: Greenway Technical Committee, 10:30AM Tuesday, January 17, 2017, Icon Sport Center, 1060 47th Ave South, Blue Line Club Room

VII. Adjournment

VIII. Upcoming events & meetings

Supporting documents: DRAFT River Access Master Plan dated 10/11/2016
Agenda for 11-14-16 disc golf advisory group meeting
Community Goals 97 NOT MONITORING document from MPO

River Access Master Plan for the Red & Red Lake Rivers



2016

Cities of Grand Forks, ND and East Grand Forks, MN

A guide for developing river access within the Greater Grand Forks city limits.

DRAFT 10/11/2016

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APPENDICES

- Entire Red Lake River Corridor Plan (25 pages) or just information for EGF?
- Maps of potential facilities
- Maps of existing sites?
- Map of entire river with existing and potential sites

River Access Master Plan for the Red & Red Lake Rivers

CITIES OF GRAND FORKS, ND AND EAST GRAND FORKS, MN

GREENWAY VISION STATEMENT

The Red and Red Lake Rivers Greenway will protect residents of Grand Forks and East Grand Forks from flooding, provide opportunities for economic growth, improve and restore ecological stability of the river corridor, link residents and tourists to four seasons of recreation and transportation facilities, provide linkage between the cities, preserve and promote the history and culture of the region through education, and improve the quality of life for future generations.

•Written by workshop participants (residents of Grand Forks, ND and East Grand Forks, MN) and prepared by Greenways, Inc. and the US Army Corps of Engineers as part of the Greenway Plan of September 2001

PURPOSE OF THE PLAN

The purpose of this plan is to create a guide for developing river access within the city limits of Greater Grand Forks city. Increased river access benefits a wide variety of activities, including motorized and non-motorized watercraft, shorebank fishing, and nature watching.

This plan is not a binding document. It is meant to show potential river access development. Images used in this plan are conceptual to provide an understanding of the plan's direction. Specific projects will require review by the U.S. Army Corps of Engineers (USACE) and the cities of Grand Forks and East Grand Forks. They may include detailed studies soil conditions, accessibility, cost and effect on flood control management.

“A water trail is a stretch of river or lake that is mapped and managed especially for canoeing, kayaking, boating and camping.”

Minnesota Department of Natural Resources

BACKGROUND

The Red and Red Lake Rivers provide many important functions for the Greater Grand Forks community. Both rivers are natural resources that provide recreational opportunities for boating, fishing, and scenic enjoyment throughout the year. They also serve as the water supply for the Greater Grand Forks community.

Activities on the Red and Red Lake Rivers have fluctuated many times over the past 150 years. The rivers were used as a transportation link between Lake Winnipeg, Canada and the Mississippi River system as far back as 1850. Steamboats hauling supplies and passengers were a regular site along the river until the early 1900's. Swimming in the river was a popular activity until the early 1970's. The addition of two low head dams created dangerous conditions for most activities on the river. Several drownings in the Red River prompted many citizens to fear the river and turn their focus away from the river as a source of recreation. Both cities adopted ordinances prohibiting swimming in the river as a possible way to keep people out of the river. The low head dams were later replaced with rock rapid dams as part of the flood protection project but the swimming ban remains in effect.

The Red and Red Lake Rivers are susceptible to frequent flooding. The Red River flows north into Canada and eventually into Hudson Bay. Spring snow melt begins in the southern end of the river and forces water upstream to the still-frozen northern region, where melting and runoff have yet to begin. The relatively flat terrain of the surrounding area allows floodwater to spread across wide sections of land.

The flood of 1997 brought many changes to Greater Grand Forks. A record-breaking flood crest invaded both cities and forced most residents to evacuate, leaving behind their homes, businesses and community. Residents returned to a community dismantled by floodwaters. Their firm resolve to rebuild a better community included using the rivers as assets instead of liabilities.

This devastating event prompted the US Army Corps of Engineers (USACE) to propose a permanent flood protection system. This system included a greenway, along the Red and Red Lake Rivers. This greenway provided the opportunity to capitalize on the aesthetic and recreational values of the rivers.

The Greenway offers public access to the Red and Red Lake Rivers within the city limits. This has renewed interest for more activities on the rivers. Requests for more river access and amenities continue to rise and people realize the advantages of an urban river. In 2014, the local non-profit group Ground UP Adventures opened a boathouse facility along the Red River in downtown Grand Forks. This project has been a catalyst for increased interest in river access and creating an urban water experience.

PARTICIPATION

The River Access Master Plan is the result of the discussions and cooperation of many agencies involved in the Greenway. Greenway Technical Committee provided oversight of the project. This committee serves as the primary mechanism for the four agencies managing the Greenway, as well as interested citizens, to discuss the management and development of the Greenway.

Citizen input was an important in development of this plan. Two public input meetings were held in Grand Forks and East Grand Forks to gather ideas for river access. A comment sheet was available online for anyone unable to attend the meetings. The draft plan was available for review online and during two public meetings.

CHALLENGES

The primary purpose of the Greenway is to serve as a floodplain. This designation affects the development of all recreational features within the Greenway. Any changes or additions to the Greenway require a review by local, state and federal agencies. These agencies consider how any addition to the Greenway will impact water flow, impervious surfaces, the environment, maintenance and overall Greenway plan.

The varied slope and soil conditions along the rivers present a unique set of challenges for installing permanent features along the riverbank. The soil along the riverbanks is a Aquolls mixture of clay, black dirt and some sand. The water table tends to be at or near the surface for much of the year and drainage is poor. This high level of moisture produces a high plasticity in the clays. (Schwert 2003). Slumping occurs in many areas along the rivers and results in steep drop-offs that make river access difficult.

Funding for greenway amenities comes from a variety of sources. Residents and businesses in both communities pay a fee, designated for the Greenway, on their monthly utility bill. In Grand Forks these fees are used for the administration, maintenance and additions to the Greenway. In East Grand Forks these fees are used for trail maintenance. Funding opportunities are available through state recreation and natural resource agencies.

OTHER RIVER PLANS

The Red and Red Lake Rivers have been included in several regional river use plans. The list of known river plans that include the Red and/or Red Lake Rivers are the Minnesota State Parks and Trails Water Trail and the Red Lake River Corridor Plan.

EXISTING FACILITIES

- Four public access boat ramps for launching motorized boats. This includes two in Grand Forks and two in East Grand Forks. Non-motorized watercraft can also utilize these launches.
- One fishing platform along Red River, in the Red River State Recreation Area.
- One walk-up fishing site near River Heights Trail Head in East Grand Forks.
- At least six primitive or unofficial sites have been created by anglers. These sites are not maintained by either City.

POTENTIAL FACILITIES

Public input revealed several locations for possible river access (Appendices ---).

- 47th Avenue South, Grand Forks
- 62nd Avenue South and South 16th Street SE, Grand Forks
- Hartsville Coulee, East Grand Forks
- Lincoln golf clubhouse, Grand Forks
- Country Club, Grand Forks
- Eagles Point trail head, East Grand Forks
- Kannowski Park, Grand Forks
- Red Lake River dam, East Grand Forks

POTENTIAL ENHANCEMENTS

- Wash stations for cleaning off watercraft.
- Simple facilities to access the river, like box steps.
- Wood platforms, similar to the one in Red River State Recreation Area.



Wood platform at Red River State Recreation Area

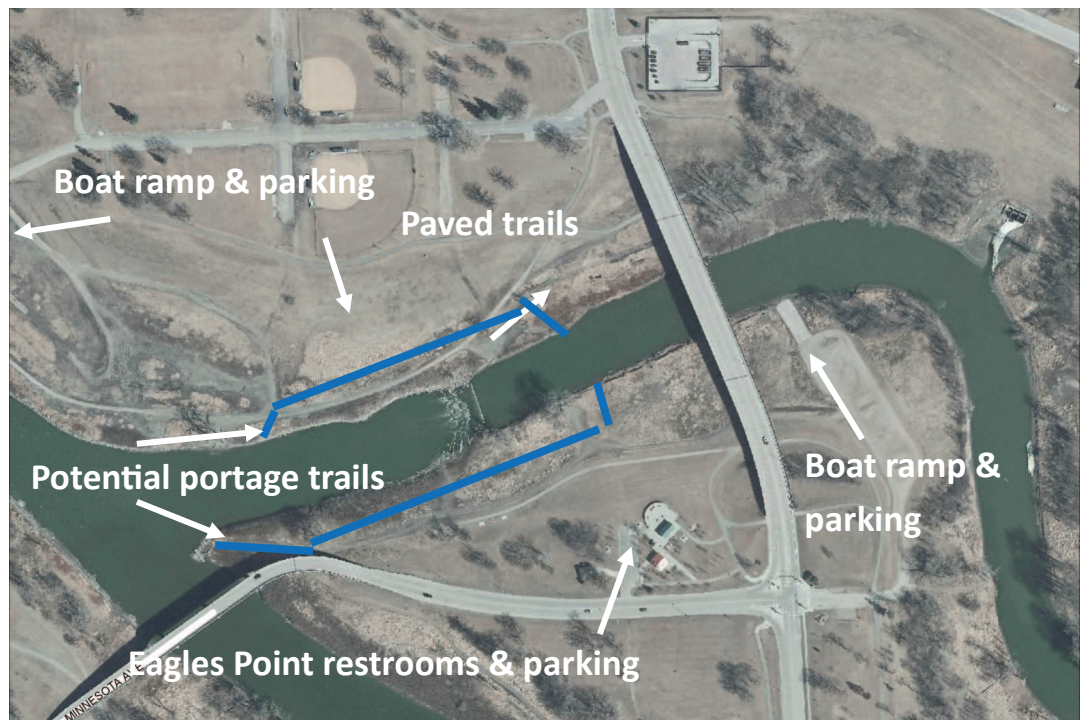


Example of box steps

REFERENCES

A Geologist's Perspective on the Red River of the North: History, Geography, and Planning/Management Issues. Donald P. Schwert

Red Lake River Dam - East Grand Forks, MN



Site Details

- Example

Pluses

- Restrooms and parking available at Eagles Point
- Parking available at Red Lake River and downtown boat ramps
- Close to restaurants, sporting goods retailer and campground

Minuses

-

Kannowski Park - Grand Forks, ND



Site Details

- Located south of Minnesota Avenue and Point Bridge
- Residential area nearby

Pluses

- Parking and restrooms available at trail head

Minuses

- Destination signage needed
- Shorebank is muddy after rains and floods

Hartsville Coulee - East Grand Forks, MN



Site Details

-

Pluses

-

Minuses

-

Lincoln Drive Park - Grand Forks, ND



Site Details

- Located in destination park in heart of community
- Near residential area

Pluses

- Existing boat ramp
- Parking available at boat ramp and trail head
- Restrooms available at trail head

Minuses

- Any shorebank access would require some reshaping of the riverbank

Lincoln Golf clubhouse - Grand Forks, ND



Site Details

- Located near a 9-hole golf course

Pluses

- Ample parking available
- Restroom in clubhouse
- Riverbank is relatively flat

Minuses

- Slope from paved trail to river is steep and soil sloughing has been a problem
- Heavy tree cover between paved trail and river
- Access requires crossing the paved trail
- Distance from parking lot to site is approximately 400'
- Vehicle access after flooding or heavy rain makes maintenance difficult

47th Avenue - Grand Forks, ND



Site Details

- Residential area
- Water intake & outfall at the riverbank

Pluses

- Area is mowed near riverbank, making river easy to access
- Slope is steep from street to river

Minuses

- Limited street parking because of bike lanes on 47th Avenue South
- Have to walk over levee to access. **APPROXIMATE DISTANCE**

62nd Ave. So. & 16th Street SE - Grand Forks, ND



Site Details

- Wooded area located south of Grand Forks city limits
- Located on private property

Pluses

- ???????

Minuses

- Located on private property
- Parking only available along narrow dirt road
- Heavy vegetation

Country Club - Grand Forks, ND



Site Details

- Located south of Grand Forks city limits

Pluses

- ??????

Minuses

- Located on private property
- Parking only available along narrow dirt road
- Heavy vegetation

**Disc Golf Advisory Group Meeting
7PM - Monday, November 14, 2016
Grand Forks Public Works building, 724 North 47th Street**

Agenda

- I. Introductions**
- II. History of disc golf courses after the 1997 flood**
- III. Federal Emergency Management Agency (FEMA) & US Army Corps of Engineering (USACE) restrictions and requirements**
- IV. Current plans for course equipment and improvements**
 - A. Lincoln Drive Park upper course**
 - B. Lincoln Drive Park loop course**
 - C. Riverside Park**
 - D. Zavoral Memorial Park in EGF**
- II. Working with the Bicycle, Pedestrian & Greenway Advisory Group**
- III. Other**
- IV. Next meeting**

Supporting documents: Course maps for Riverside & Lincoln Drive courses
Results of online disc golf survey

Goal 1: Economic Vitality

Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.

OBJECTIVE 1: Prioritize access to employment centers and commercial districts/main streets as critical connections that promote community and economic development.

STANDARDS	1.1.1 Provide the facilities, local land use policies and practices that support increased bicycling and walking activity and add to the overall livability of the communities.
	1.1.2 Consider bicyclist and pedestrian flow pattern between different types of businesses, schools and natural attractors when establishing land uses so that pedestrian and bicycle connections can be safely and conveniently made. Added as per Stakeholder's input v Oct 11/16
	1.1.3 Support and promote end-of-trip facilities and conveniences to increase work-related bicyclist and pedestrian activity. Promote a bicycle friendly workplace by promoting installation and availability of showers, changing facilities, lockers, bicycle parking, and other financial incentives to actively promote commuter bicycling at the workplace. Added as per Stakeholder's input v Oct 11/16

Goal 2: Security

Increase security of the transportation system for motorized and non-motorized uses.

OBJECTIVE 1: Identify and implement programs and enhancements to improve the security of the pedestrian network and bicycle system and safety of the individual users.

STANDARDS	2.1.1 Enhance/complement existing emergency, evacuation, and security plans by proposed improvement projects.
	2.1.2 Develop an implementation plan that responds to various disaster events that might occur within the region including evacuation routes and contingency planning.
	2.1.3 Develop measurable data points that evaluate the security of the transportation network, especially in critical areas.
	2.1.4 Ensure that the existing sidewalk network and bicycle's system in place offers lighting along streets, especially at crosswalks; illuminate areas of pedestrian activity to increase motorist visibility and improve nighttime pedestrian security. Added as per Stakeholder's input ✓ Oct 11/16
	2.1.5 Ensure that existing street lighting improves pedestrian visibility and personal security. Added as per Stakeholder's input ✓ Oct 11/16
	2.1.6 Assure that on streets with lots of trees, and on streets adjacent to schools, existing street lighting dedicated to pedestrians (low lights) illuminate the sidewalk even after the trees grow big and tall, and during nighttime hours. Added as per Stakeholder's input ✓ Oct 11/16

Goal 3: Accessibility & Mobility

Increase the accessibility and mobility options for people and freight by providing more transportation choices.

OBJECTIVE 1: Provide a complete bicycling and pedestrian network that reliably and easily connects to destinations and other transportation modes.

STANDARDS	3.1.1 Provide direct and safe connections, when possible, for bicyclists and pedestrians.
	3.1.2 Conduct pedestrian and bicycle analysis to understand physical, natural, and safety/comfort barriers which create connectivity islands, such as <i>Level of Traffic Stress Analysis</i> . Refer to existing (ND/MN) Analysis Procedures Manual(s) for guidance and support. PENDING
	3.1.3 Inventory the sidewalk network and bicycle's system facilities order to, identify and prioritize filling system gaps, including gaps in street crossings, and incorporate findings into relevant plans, processes, and investment decisions.
	3.1.4 Improve bicyclist and pedestrian way finding signage and maps to facilitate user's connections and ease of usage of the system.

OBJECTIVE 2: Improve access to multimodal connections for bicyclists and pedestrians through planning, prioritization, design, and coordination when getting people to their workplace. Edited at work session √ Oct 11/16

STANDARDS	3.2.1 Build and maintain partnerships with transit agencies to facilitate network connections with travelers walking or biking and to support first and last mile connections.
	3.2.2 Improve pedestrian and bicycle connections to other modes (e.g. airport, transit stops). Support bicycle route connections to these types of locations and encourage the provision of supportive infrastructure such as secure bike parking, an onsite bicycle store, a locker room, and bike rentals adjacent to main transit station. Edited at work session √ Oct 11/16
	3.2.3 When designing, extending, or improving pedestrian and bicycle networks, coordinate with relevant transit and freight agencies to ensure that existing and planned transit and freight services are considered in facility design and identify opportunities to remove physical barriers in access to transit and other active transportation modes. Edited at work session √ Oct 11/16

OBJECTIVE 3: Enhance pedestrian and bicycle infrastructure to address the unique needs of our neighborhoods and communities. Edited at work session ✓ Oct 11/16

STANDARDS	3.3.1 Support coordination on best practices and options for sidewalk infill and repair.
	3.3.2 Seek opportunities to retrofit existing bridges and access points, where pedestrian or bicyclist access is limited, or provide alternative options to ensure safe and convenient connections for bicyclists and pedestrians.

OBJECTIVE 4: Increase access to the sidewalk network and bicycle's system facilities for all persons and businesses to assist in insuring access, mobility, well-being and quality of life without undue burden placed on any community.

STANDARDS	3.4.1 Support and develop multimodal connections that provide equitable access to goods, services, opportunities and destinations.
	3.4.2 Identify and work towards the elimination of physical barriers and system's gaps to walking and biking in transportation disadvantaged communities, through historical accounting and inventories of sidewalk network and bicycle's system facilities. Edited at work session ✓ Moved from Goal 4 to Goal 3 Objective 4 Oct 11/16
	3.4.3 Study local and community barriers that may impact people's ability to walk or bike. Edited at work session ✓ Moved from Goal 4 to Goal 3 Objective 4 Oct 11/16

Goal 4: **Environmental/Energy/
Quality of Life**

*Protect and enhance the environment,
promote energy conservation, and improve
quality of life by valuing the unique qualities
of all communities –whether urban, suburban,
or rural.*

OBJECTIVE 1: Provide opportunities and choices for people of all ages, abilities, and incomes in urban, areas to bike or walk to reach their destinations and to access transportation options, assuring transportation disadvantaged communities are served and included in decision making.

STANDARDS	4.1.1 Assess year-round usability of the sidewalk network and bicycle's system facilities by fostering and supporting sidewalk network and bicycle's system safety, and other community involvement activities to keep the momentum going.
	4.1.2 Utilize mapping tools, Census data, or other information sources to identify underserved areas, looking at demographic characteristics to assess needs associated with transportation disadvantaged communities.
	4.1.3 Include transportation disadvantaged populations in outreach programs during public engagement processes for transportation planning and investment decisions.

OBJECTIVE 2: Promote and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting, and healthy forms of transportation.

STANDARDS	4.2.1 Develop and improve multimodal connections within and between cities and regions.
	4.2.2 Develop and improve connections between modes of transportation.

OBJECTIVE 3: Promote walking and biking to help achieve public health goals to improve air quality, and increase access to physical activity and healthy food to help reduce the risk of chronic diseases.

STANDARDS	4.3.1 Engage public health professionals in transportation planning through the MPO and local jurisdiction planning efforts to more broadly consider the impact of transportation decisions and investments on health.
	4.3.2 Identify geographic areas and sub-populations (e.g., low-income communities, aging population) with higher rates of chronic diseases linked to physical inactivity or air quality, and prioritize actions to address disparities through transportation policies, plans and project selection.
	4.3.3 Improve data collection and sharing between transportation and public health agencies by utilizing data resources and forming partnerships with state and local public health agencies which track community-wide health information (i.e. “population health”).

OBJECTIVE 4: Promote walking and biking to help achieve local, regional, state, and federal environmental goals to reduce vehicle miles traveled, reduce greenhouse gas emissions, and improve air quality

STANDARDS	4.4.1 Work with local jurisdictions to consider infrastructure investments and transportation option programs that encourage walking and biking for short and moderate distance trips.
	4.4.2 Promote zero emission technological innovations that improve interest in walking and biking, such as software applications and electric bikes and mobility devices.

OBJECTIVE 5: Support the implementation and promotion of a Bike Share program to increase personal mobility, reduce single occupancy vehicle trips in targeted areas, improve access to downtown and university campus destinations for students and visitors, improve connections to transit stops for residents and provide bicyclists a better way to access destinations throughout the community. ✓ Oct 31/16

STANDARDS	4.5.1 Maximize the number of destinations once can reach by bicycle, providing enhanced connectivity to work, leisure, and home. ✓ Oct 31/16
	Leverage bike share to better link local communities to recreation and cultural institutions. BIKE SHARE UNDER REVIEW
	Leverage bike share as an amenity to attract business investment and tourism to the region. BIKE SHARE UNDER REVIEW
	Create a system that is financially sustainable, transparently operated, and accountable. BIKE SHARE UNDER REVIEW
	Ensure bike share is a safe and convenient mode for users. BIKE SHARE UNDER REVIEW

Goal 5: Integration & Connectivity

Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.

OBJECTIVE 1: Improve pedestrian and bicycle network connectivity through the provision of planning guidance, model programs, development code, and other technical assistance.

STANDARD

5.1.1 Provide direct connections, when possible and safe, for bicyclists and pedestrians through on street

OBJECTIVE 2: Improve access to multimodal connections and destinations for bicyclists and pedestrians through planning, design, prioritization, and coordination.

Edited at work session √ Nov/8/16

STANDARDS

5.2.1 When designing, extending, or improving pedestrian network and bicycle system, coordinate with transit agencies to ensure that existing and planned transit service is considered in facility design and identify opportunities to remove physical barriers in access to transit and destinations.

Edited at work session √ Nov/8/16

5.2.2 Build and maintain partnerships with Cities Area Transit agency including its para-transit services and other programs to facilitate network connections with travelers walking or biking and to support first and last mile connections to transit. Focus on: ensuring transit stops are accessible for pedestrians, and bicyclist, including accommodation for mobility devices and the visually impaired; supporting connections to transportation disadvantaged and high-use pedestrian and bicycle areas understanding the demand for bikes and mobility devices on buses including para-transit and dial-a-ride programs.

Edited at work session √ Nov/8/16

Goal 6: Efficient System Management

Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.

OBJECTIVE 1: Provide an efficient and cost effective transportation system.

STANDARDS	6.1.1 Encourage the installation of bike and pedestrian facilities during street repair, renovation, or construction to reduce cost, improve connectivity and ease of access. Edited at work session √ Nov/8/16
	6.1.2 Promote stakeholder's involvement in coordinated transportation planning and prioritization processes. Edited at work session √ Nov/8/16
	6.1.3 Compare performance of local pedestrian, bicycle and transit systems (bike on racks & other connectivity related programs) to similar communities. Edited at work session √ Nov/8/16

Goal 7: System Preservation

Emphasize the preservation of the existing transportation system by first targeting federal funds towards existing infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes

OBJECTIVE 1: Preserve, maintain, and improve the existing bicycle system and sidewalk network. Edited at work session √ Nov/8/16

STANDARDS	7.1.1 Maintain pavement, signal systems, signage, striping and other features of the bicycle system and sidewalk network to a level that permits sidewalk network and bicycle's system movements.
	7.1.2 Accurately report the bicycle system mileage that meets the minimum accepted thresholds for ride quality and condition. Edited at work session √ Nov/8/16
	7.1.3 Accurately report the sidewalk network mileage that meets the minimum accepted thresholds for accessibility and condition. Edited at work session √ Nov/8/16
	7.1.4 Prioritize bicycle system and sidewalk network repairs to meet the minimum accepted thresholds for accessibility and safety conditions. Edited at work session √

OBJECTIVE 2: Improve the cost-effectiveness of maintenance and preservation of the existing pavement.

STANDARDS	7.2.1 Maintain pavement, sidewalks, and crosswalks; curb ramps, signal timing, and other features of the sidewalk network and bicycle's system characteristics to a level that permits safe, direct bike and pedestrian movements, and facility continuity.
	7.2.2 Schedule preventative maintenance and overlays before bikeway surfaces are deteriorated.
	7.2.3 Encourage local jurisdictions and NDDOT-MNDOT to provide adequate facilities (such as sidewalks, crosswalks, shoulders, and bike paths/lanes) for pedestrian, bicycle, and non-motorized alongside and on roadway roads -under their jurisdiction- that exceed 4,000 vehicles per day of automobile traffic.
	7.2.4 Include bikeway facility costs into each community's Capital Improvement Program (CIP).

OBJECTIVE 3: Identify as many sources of funding for each proposed improvement included in the GF/EGF MPO plans.
Edited at work session √ Nov/8/16

STANDARDS	7.3.1 Identify financial and fiscal constraints by recognizing all available funding amounts and their sources. Edited at work session √ Nov/8/16
	7.3.2 Identify funding that can be used for operations, maintenance, and preservation of existing bicycle system and pedestrian networks and supporting facilities. Edited at work session √ Nov/8/16

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Goal 8: Safety

Increase safety of the transportation system for motorized and non-motorized uses.

OBJECTIVE 1: Provide safe and well-designed streets and highways to accommodate a variety of users.

STANDARDS	8.1.1 Reduce pedestrian exposure time by minimizing crossing distances, when possible with the construction of bulb outs, pedestrian islands, or other safety countermeasures. Edited at work session √ Nov/8/16
	8.1.2 Consider multimodal scale illumination at crosswalks, transit stops, high volume pedestrian and bicycle areas, and other locations. Edited at work session √ Nov/8/16
	8.1.3 Where speed has been a contributor to pedestrian or bicyclist crashes or where it is thought to be a significant safety risk factor, use design treatments to improve safety by posting appropriate speeds. Edited at work session √ Nov/8/16
	8.1.4 Consider intersection geometrics, lane and roadway width, on-street parking, street trees, sidewalks, planting strips, frequency of pedestrian crossings and other street amenities such as bicycle parking and public art that creates visual friction. Edited at work session √ Nov/8/16
	Beyond design treatments to address speed, study barriers and opportunities for the limits. Examine implications of changing the way posted speeds are determined for different locations and facilities, recognizing the need to balance multimodal interests. Develop guidance on where and when to examine changes to posted speed and outline next steps based on results. Edited at work session √ Nov/8/16 to be deleted

OBJECTIVE 2: Educate travelers on the rules of the road to promote understanding of legal rights and responsibilities and how all modes and users can safely and courteously interact with each other. (Next session continues from here)

STANDARDS	Identify audiences in need of targeted education and outreach on rules of the road. Identify existing materials or develop new materials as needed to address targeted audiences and seek creative distribution methods and partnerships to disseminate information to users.
	Educate motorists on the risks of distracted driving, impaired driving, and speeding to bicyclists and pedestrians.

	Identify and share educational materials and other best practices that support safe behaviors for bicyclists and pedestrians and their interaction with other modes. Deliver materials through traditional networks such as the Safe Routes to School, Transit programs and others, and seek innovative new partnerships and mechanisms for delivery of materials to target audiences.
	Research barriers, opportunities, and best practices for safely accommodating skateboarders, rollerbladers, and others who use similar devices on the pedestrian and bicycle system.

OBJECTIVE 3: Encourage the development and sustainability of Safe Routes to School-related programs through funding, partnerships, model programs and other technical assistance.

STANDARDS	Build and maintain partnerships with local schools and education districts, City of Grand Forks, Polk County (MN), Grand Forks County Health Authorities, and local transportation options providers through collaborative efforts to endorse, promote and implement Safe Routes to School Programs.
	In partnership with local Safe Route to Schools staff, inform local school districts about Safe Routes to School eligible activities such as model projects, programs, policies, and technical materials available through the National Center for Safe Routes to School, North Dakota and Minnesota's websites, State Transportation Improvement Program eligible projects, and other state programs.

OBJECTIVE 4: Encourage pedestrian and bicycle users by supporting personal safety and security.

STANDARDS	Encourage sufficient safe, secure and convenient bicycle parking at key destinations.
	Communicate need for enforcement of local codes as important for enhancing personal security, such as secure bike parking, street lighting, intersections, and access roadways and sidewalks to Greenway Trail and other off-road sidewalk network and bicycle's system facilities.
	Communicate need for enforcement of laws as they relate to pedestrian and bicycle safety and security.

	<p>Improve visibility, especially at roadway crossings, of bicyclists, pedestrians, and motorists by assuring adequate sight distance (e.g. removing vegetation that may prevent people from seeing or being seen, or by designing roadway curvatures to straighten out or flatten alignments as appropriate or feasible), or through visibility aids (e.g. bulb outs, advanced stop bars, bike boxes, and other safety countermeasures).</p>
	<p>Enhance personal security through implementation of well-lit areas, maintained vegetation, adequate opportunities to leave the facility, and other mechanisms to enhance visibility of pedestrian and bicycle facilities from the roadway and nearby land uses.</p>

OBJECTIVE 5: Improve enforcement of bicycling and walking safety measures on the existing sidewalk network and bicycle's system; particularly in school zones and in proximity to the University of North Dakota campus, and the Northland.

STANDARDS	<p>Increase and maintain positive enforcement programs for safe walking and bicycling behaviors, and increase positive enforcement during periods of peak public awareness.</p>
	<p>Reduce negligent behavior among drivers, bicyclists, and pedestrians.</p>
	<p>Ensure that all bicycle or pedestrian crashes are accurately recorded into a crash database for future analysis and monitoring.</p>

OBJECTIVE 6: Implement comprehensive 6E's programs (Education, Enforcement, Encouragement, Equity, Engineering, Evaluation), and other safety related programs targeted at school-age and interested populations.

STANDARDS	<p>Encourage non-motorized transportation with programs that target pedestrians, bicyclists, motorists, and public transit users.</p>
	<p>Develop and install consistent bikeway signage to increase awareness of bicyclists on existing sidewalk network and bicycle's system.</p>
	<p>Develop and install consistent pedestrian and bicycle wayfinding signage on the existing sidewalk network and bicycle's system.</p>

	Coordinate with nearby agencies and groups on annual sidewalk network and bicycle's system events such as "Bike/Walk to Work Day," "Bike/Walk to School Day," and bicycle safety courses.
OBJECTIVE: 7 Improve effectiveness and efficiency of enforcement efforts leading to reduction in severity of crashes, aggressive driving and reductions in speed enforcement.	
NEWLY ADDED OBJECTIVE AND ALL STANDARDS FOR CONSIDERATION	
STANDARDS	Continue to improve lighting at intersections, horizontal curves and railroad grade crossings.
	Continue to improve roadway delineation (for example, Chevrons) to better accommodate road's users and bicycle and pedestrian users when required.
	Continue to improve design and application of barriers and attenuation systems to reduce severity of crashes, in particular, incidents involving bicyclist and pedestrians.
	Continue to implement active speed warning signs, including dynamic message boards at rural to urban transitions, school zones and work zones striving to set and communicate appropriate speed limits.
	Continue to analyze data to clearly define aggressive driving and identify factors contributing to aggressive driving.
OBJECTIVE: 8 Improve driver's awareness of intersections and signal controls to improve bicyclist and pedestrian safety and minimize crash frequency.	
NEWLY ADDED OBJECTIVE AND ALL STANDARDS FOR CONSIDERATION	
STANDARDS	Continue to improve visibility of intersections by providing enhanced signage, advanced guide signs, street names, delineating overhead indications, 12" lenses, background shields or pavement markings and messages and all-red clearance intervals at signalized intersections.
	Continue to improve visibility of intersection by providing appropriate street lightning, installing larger regulatory and warning signs at intersections, including the use of dynamic warnings signs at appropriate intersections

	<p>Strengthen speed detection and public perceived risk of being stopped and ticketed by conducting highly visible, publicized and saturated enforcement campaigns at locations with higher incidence of aggressive driving/speeding related crashes.</p>
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Goal: 9 Resiliency

Improve resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

OBJECTIVE 1: Focus on adapting the transportation system to increase resiliency to the current and future impacts of extreme weather, climate risks and climate change.

STANDARDS	Perform a gap analysis for sidewalk network and bicycle's system in the region; consolidate data sources and information; and identify critical areas and transportation assets generally.
	Provide a systematic assessment of the flood hazards areas in the Grand Cities as they relate to the sidewalk network and bicycle's system placing an emphasis on the assessment of the sidewalk network and bicycle's system.
	Advance a thorough survey of flood protection and adaptation strategies that may be suitable for different neighborhood types as they relate to the sidewalk network and bicycle's system.

OBJECTIVE 2: Resilient Community

STANDARDS	Consider integrating the sidewalk network and bicycle's system into a Complete Streets policy.
	Consider building a sidewalk network and bicycle's system that connects to existing transportation systems.

OBJECTIVE 3: Identify and incorporate state and regional emergency, evacuation, and security plans into transportation plans and TIP project selection.

STANDARDS	Enhance and complement existing emergency, evacuation, and security plans by proposed improvement projects.
	Develop an implementation plan that responds to various disaster events that might occur within the region including evacuation routes and contingency planning.

OBJECTIVE 4: Improve incident management response within the GF/EGF MPO area.

STANDARDS	Develop agreed upon alternate routes for arterials, including Interstates and State Highways to promptly and efficiently manage roadway incidents, including those affecting bicyclist and pedestrians.
	Utilize Intelligent Transportation Systems to inform public of incidents and potential detours.
	Have local leaders, and applicable employees undergo traffic incident management training.
	Review and update internal safety and security manuals and training.

OBJECTIVE 1: Establish partnerships to cooperate with, and disseminate public art information, foster pedestrian and bicycle tourism activities, such as the “Grand Loop” and its connection to Downtown to benefit the region’s economy and that of individual communities and areas within the Planning region.

STANDARDS	Develop and enhance partnerships with public agencies and private organizations such as (ND/MN)/ Greater Grand Forks Convention & Visitors Bureau, Downtown Economic Development, local bicycle shops and related community groups to stimulate tourism and economic development through collaborative efforts to educate communities about opportunities to encourage pedestrian and bicycle tourism.
	Encourage the development and dissemination of information on pedestrian and bicycle tourist activities, such as maps, websites, and other collateral materials promoting routes, scenic areas, tours, etc.
	Identify the potential for historic or other bicycling and walking tours within communities and promote bicyclist and pedestrian tourism.
	Promote existing sidewalk network and bicycle’s system programs (for example, bringing your bike to visit) and share best practices from other state (s) or local communities, including examples of programs and communities that have successfully linked tourism, and economic development with walking and biking.

OBJECTIVE 2: Encourage tourism by providing appropriate connectivity to local and regional facilities designed to attract tourists and to enhance the appeal of tourist destinations across the planning region.

STANDARD	Define priority networks for all modes based on connectivity and access to destinations and integrate the networks into decision-making.
	Create a comprehensive online board, including web-based applications to gather, identify routes, and to provide information on pedestrian and bicycling opportunities in the Greater Grand Forks Area.

	In cooperation with relevant agencies, develop educational activities and supporting materials to promote the importance of bicycling and pedestrian tourism, and opportunities available to participate.
	Identify the potential for establishing biking and walking tours within historical communities and promote pedestrian and bicycle tourism.

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