

Bicycle, Pedestrian and Greenway Advisory Committee (BPGAC)

Tuesday, September 12, 2023 – 6 PM

GF City Hall, 255 North 4th Street

Meeting Notes

Carter Hunter, GF Engineering dept
Jane Croeker
Brendan Gilmore

Duane LaTexier
Richard O'Connor
Kim Greendahl, City of GF

I. Citizen comments

A. Bird scooters: Are there rules about where the scooters can be staged for use? No. The group noted that they had seen parked scooters blocking walkways. People can report this to the company to remind their staff about placement. We have no control over where users might abandon them. What is the highest speed the scooters can go? Unknown, but they can be regulated to speed limits using geofencing. For example, if they are going too fast on Greenway trails, the company can geofence that area and reduce the speed allowed on the scooter. Ebikes and cyclists can easily exceed the 15-mph speed limit, and there is no way to control their speed.

B. Shared-use path comments:

i. Is there a reason for the sidewalk at the intersection of 36th Avenue South and South 15th Street not connecting to any other sidewalk or shared-use path? A sidewalk or shared-use path is usually built when the property is developed, and the owner is responsible for the cost. The city will typically install the corners with the ADA ramps, which is expected to happen at the SW corner of this intersection later this season or next year. The corner was installed as part of the project on 36th Ave S from S 15th St to the intersection of Washington St. There are no plans for the sidewalk to be built northside of the road west of N 15th St at this time.

C. Curb cutout near LaGrave Center: connection, north – south routes are limited.

i. The underpass on North Washington street under the railroad bridge is full of gravel and dirt. The guardrail is broken, and there are weeds in the cracks. That stretch of shared-use path looks and feels neglected. Can it be cleaned more frequently? The challenge is having equipment that will fit in that space. The opening is too narrow for most of the equipment, and city staff has been nursing along the only piece of equipment that will fit through the opening. Otherwise, it requires hand labor to clean and maintain.

D. Greenway Items

i. Bicycle Friendly Community 2023 report card feedback discussion: Earlier this year, the cities received a report card evaluation from the League of American

Bicyclists as part of the application for designation as a Bicycle Friendly Community. The group reviewed the report card and discussed what items they could influence for change. A few items the group could promote:

- **Parking at local businesses:**
 - Public survey to determine locations for bike parking, like the survey done many years ago.
 - This type of request is better received from customers rather than the government.
 - Say thanks when a business provides bike parking.
 - UND Bicycle Friendly application. Kim will contact Aaron Kennedy and a few administrators and encourage them to apply for this status on behalf of UND.
- **Bikes Benefit Program:** GF Public Health administers the program. The best way to expand the program is to use it and encourage businesses that you frequent to participate.

Most of the other items on the report card are outside the committee's influence. Some items are at a higher level than the community is willing to support at this time.

- E. **Snow removal gaps:** Removing the snow at the path entrances and intersections promptly has been a problem every winter. The crew clears the path with large equipment and returns to the entrances later with smaller equipment. The city does not have enough equipment and staff to get it all done at one time, so Kim has been assigned to work with city staff and a contractor to coordinate clearing away these connections sooner.
- F. **Mud accumulation on path:** A section of shared-use path near the south pedestrian bridge collects mud every time it rains. Kim will explore potential repairs for this section.

Supporting documents: Bicycle Friendly Community 2023 report card feedback worksheet

Submitted by: Kim Greendahl, Greenway Specialist, City of GF



GREATER GRAND FORKS, ND & MN

TOTAL POPULATION
79,782

POPULATION DENSITY
2,407

TOTAL AREA (sq. miles)
33.14

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Greater Grand Forks
High Speed Roads with Bike Facilities	37%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	45%	19%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	12%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	SOME	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 100K	1 PER 40K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2.9 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3.9 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3.6 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.5 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3.9 /10

KEY OUTCOMES

	Average Silver	Greater Grand Forks
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.6%	1.1%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	523	334
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	5.8	0



KEY STEPS TO SILVER



- » Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation.
- » Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. Adopt a bike parking ordinance for new and existing buildings.
- » Continue to expand the bike network through the use of different types of bicycle facilities appropriate for traffic speed and volume.
- » Learn from the city's experience with neighborhood backlash that lead to the removal of the bike lane on 47th Street. Ensure that future bike facilities include community engagement, and consider using temporary pop-up facilities to pilot new infrastructure and let residents experience it and provide feedback before it is finalized.

- » Congratulations on the planned launch of a LimeBike bike share program! Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.
- » Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools. In particular, middle and high school education efforts could be improved as older students learn to drive and share the road.
- » Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community.
- » Work with local employers to create a Bike to Work Day event. Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers throughout the year through the national Bicycle Friendly Business program.