

Bicycle, Pedestrian and Greenway Advisory Committee (BPGAC)

Wednesday, December 13th, 2017 – 7:00PM

GF City Hall, 255 North 4th Street, Grand Forks, ND – A102

AGENDA

I. Bikeway & Pedestrian Items

i. Bicycle Friendly Community Application – Stephanie Erickson GF Planning Department

a. November – Encouragement and Evaluation & Planning sections of the app.

b. December – Engineering section of the app.

ii. Bike Share – Stephanie Erickson GF Planning Department

II. Greenway Items

i. Changes to the Cross-country & Snowmobile Trails – Kim Greendahl Greenway

ii. Request from a blogger – Kim Greendahl Greenway

iii. Adopt a Trail – Kim Greendahl Greenway

III. Other

Next Meeting date: 7PM, Wednesday, January 10th, 2018

GF City Hall, 255 North 4th Street, Grand Forks, ND – Room A102

Attachments: Bicycle Friendly Community meeting information,

BICYCLE FRIENDLY COMMUNITY

Greater Grand Forks, ND & MN

December 13th, 10:30AM-12:00PM in GF City Hall A101

&

December 13th, 5:30-7:00PM in GF City Hall A101

- **Welcome and Timeline**

- Update on where we are at
 - Last month – Encouragement and Evaluation & Planning

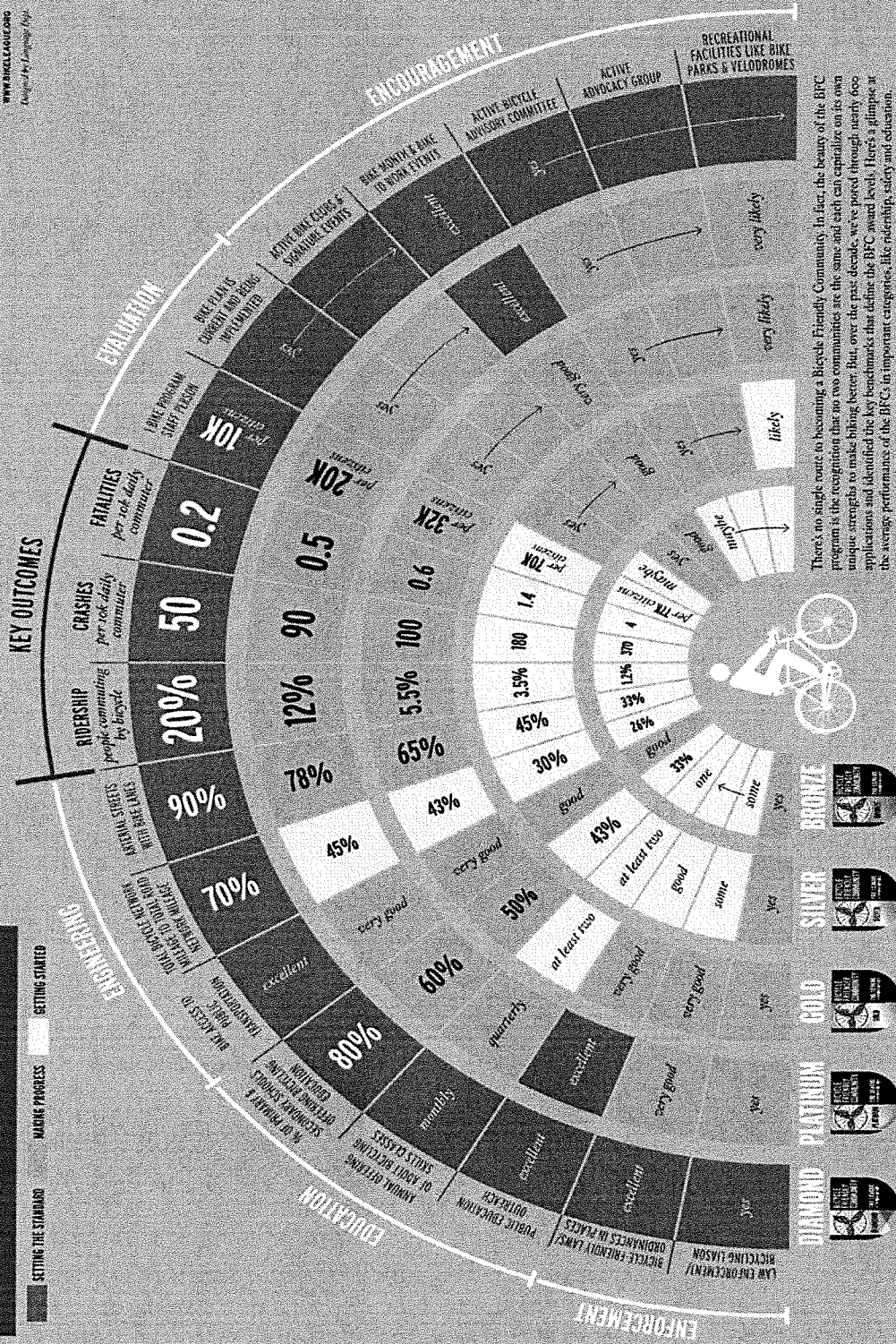
- **Application -**

- Engineering
 - Policies and Design Standards
 - End-of Trip Facilities
 - Bicycle Access to Public Transportation
 - Off-Street Bicycle Facilities
 - Other Bicycle Accommodations
 - Bike Sharing
 - Other Bicycle-Related Amenities
 - Engineering Bonus Points

- **Next Meeting – January 10th 2017**

THE BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

Produced by
THE LEAGUE OF AMERICAN BICYCLISTS
WWW.BICICLEAGUE.ORG
Designed by Language Arts





GREATER GRAND FORKS, ND & MN

TOTAL POPULATION
62,004

TOTAL AREA (sq. miles)
19.9

POPULATION DENSITY
2,055.0

OF LOCAL BICYCLE
FRIENDLY BUSINESSES 0

OF LOCAL BICYCLE
FRIENDLY UNIVERSITIES 0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

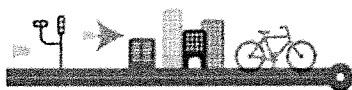
	Average Silver	Greater Grand Forks
Arterial Streets with Bike Lanes	45%	9%
Total Bicycle Network Mileage to Total Road Network Mileage	30%	16%
Public Education Outreach	GOOD	EXCELLENT
% of Schools Offering Bicycling Education	43%	37%
Bike Month and Bike to Work Events	GOOD	SOME
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	YES	VERY
Bicycle-Friendly Laws & Ordinances	SOME	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	PER 70K	28547

CATEGORY SCORES

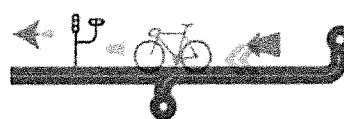
ENGINEERING <i>Bicycle network and connectivity</i>	3 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	2 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	4 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4 / 10

KEY OUTCOMES

	Average Silver	Greater
RIDERSHIP <i>Percentage of daily bicyclist</i>	3.5%	1.15%
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	180	81.3
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	1.4	0.0



KEY STEPS TO SILVER



- » Adopt a Complete Streets policy and offer implementation guidance.
- » Adopt standards for bike parking that conform to APBP guidelines.
- » Increase the amount of high quality bicycle parking throughout the community.
- » Install a bicycle wayfinding system with distance and destination information.
- » Continue to expand the on street bike network and to increase network connectivity.
- » Expand the Safe Routes to School program.

- » Offer bicycling skills training opportunities for adults frequently.
- » Celebrate Bike to Work Day.
- » Encourage local businesses to promote cycling to their employees and customers. Encourage the University of North Dakota to promote cycling to students, staff, and faculty.
- » Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.

LEARN MORE » WWW.BIKELEAGUE.ORG/COMMUNITIES

SUPPORTED BY **TREK**

Engineering

Policies and Design Standards

Does your community currently have any of the following policies in place?

- ☐ Local Complete Streets ordinance adopted by local governing body
- ☐ Local Complete Streets policy
- ☐ Local bicycle routine accommodation policy
- ☐ Local Complete Streets or bicycle routine accommodation resolution
- ☐ None of the above

What year was the ordinance, policy, or resolution adopted or passed?

Please provide a link to the ordinance, policy, or resolution.

Since the adoption of the ordinance, policy, or resolution, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?

- ☐ 0-10%
- ☐ 11-25%
- ☐ 26-50%
- ☐ 51-75%
- ☐ More than 75%
- ☐ Unknown

Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume?

- ☐ Yes
- ☐ No

Does your community currently have any of the following policies in place that promote shorter distances between homes and destinations?

- Mixed-use zoning or incentives
- Planned Unit Development zoning
- Transit Oriented Development ordinance or program
- Form-based / design-based codes
- Connectively policy or standards
- None of the above

Does your community currently have any of the following street design policies in place that promote a more comfortable cycling environment?

- Design manual that incorporates the AASHTO Guide for the Development of Bicycle Facilities, 4th Edition
- Design manual that incorporates the NACTO Urban Bikeway Design Guide
- Design manual that incorporates the NACTO Urban Street Design Guide
- Design manual that incorporates the FHWA's Small Town and Rural Multimodal Network Guide
- Streetscape design Guidelines
- None of the above

Does your community currently have any of the following additional policies in place?

- Policy to preserve abandoned rail corridors for multi-use trails
- Policy to utilize utility corridors for multi-use trails
- Accommodation of bicyclists through construction sites in the public right-of-way
- Maximum car parking standards
- No minimum car parking standards
- Paid public car parking

- Shared-parking allowances
- Congestion charges
- None of the above

How do engineers and planners learn how to accommodate bicyclists according to the most current AASHTO or NACTO standards?

- FHWA / National Highway Institute Training Course
- Portland State University Initiative for Bicycle and Pedestrian Innovation Training Course
- Staff participate in bicycle-specific conference / trainings / educational tours
- Webinars
- Internal peer training
- Training by outside consultant / advocate
- Require project consultants to have / ped qualifications
- None of the above

End-of-Trip Facilities

What policies or programs increase the amount of end-of-trip facilities for bicyclists?

- Bike parking ordinance for existing buildings specifying amount and location
- Bike parking ordinance for all new development specifying amount and location
- Ordinance requiring showers and lockers in existing non-residential buildings
- Ordinance requiring showers and lockers in new non-residential buildings
- Building accessibility ordinance (Bicycles are allowed to be parked inside non-residential buildings)
- Public uncovered bike racks

- Public covered bike racks
- Bike valet parking available at community events
- Ordinance that allows on-street parking / bicycle corrals
- Ordinance that allows bike parking to substitute for car parking
- Requirement for new developments to meet LEED-Neighborhood Development silver standards or higher
- Developers are eligible for density bonuses for providing end-of-trip facilities
- Subsidy program for private bike parking installation
- Public or private program that provides grants for bike racks or free bike racks upon request
- None of the above

What, if any, end-of-trip facilities are available to the general public in your community?

- Publicly accessible bicycle repair stations
- Publicly accessible air pumps
- Bicycle Station or Hub that provides lockers and / or showers for commuters
- None of the above

Do your standards for bicycle parking:

- Conform with APBP Guidelines
- Address the need for parking spaces for cargo bicycles
- Address the need for facilities to recharge electric assist bicycles
- No standards

What percentage of public and private bike racks conform with APBP Guidelines?

- 10% or less
- 11-25%
- 26-50%

- ☐ 51-75% (4,266 bike parking spots)
- ☐ More than 75%
- ☐ Unknown

Is there a program that provides or increases bike parking at any of the following locations?

- ☐ Public & Private schools (k-12): More than 90%
- ☐ Day care, child care centers and preschools:
- ☐ Higher Education Institutions: 76-90%
- ☐ Libraries: 90%
- ☐ Hospitals and medical centers
- ☐ Parks & recreation centers: more than 90%
- ☐ Other government-owned buildings and facilities: 51-75%
- ☐ Event venues: more than 90%
- ☐ Hotels & Restaurants: 10-25%
- ☐ Office Buildings: 10-25%
- ☐ Retail Stores: 10-25%
- ☐ Grocery Stores
- ☐ Multi-family housing: 26-50%
- ☐ Subsidized or public housing: 76-90%
- ☐ None of the above

Bicycle Access to Public Transportation

Does your community have rail transit or bus system?

- ☐ Yes
- ☐ No

Are bikes allowed inside transit vehicles?

- ☒ Yes, at all times in buses
- ☐ Yes, at all times in rail vehicles
- ☐ Only outside of rush hour service in buses
- ☐ Only outside of rush hour service in rail vehicles
- ☐ Folding bikes are allowed in folded position in buses
- ☐ Folding bikes are allowed in folded position in rail vehicles
- ☐ There is specialized space for bikes in buses
- ☐ There is specialized space bikes in rail vehicles
- ☐ None of the above

What percentage of buses are equipped with bike racks?

- ☐ None
- ☐ 10% of less
- ☐ 11-25%
- ☐ 26-50%
- ☐ 51-75%
- ☐ 76-99%
- ☒ 100%

What percentage of transit stops are equipped with secure and convenient bike parking, including bus stops?

- ☐ None
- ☐ 10% of less
- ☐ 11-25%
- ☐ 26-50%
- ☐ 51-75%
- ☐ 76-99%
- ☐ 100%
- ☐ Unknown

Has your community made specific bicycle infrastructure investments around major transit stops to improve accessibility?

- ☐ Yes
- ☐ No

How are residents and visitors encouraged to combine cycling and public transportation?

- ☐ Cyclists can practice mounting their bike on a bus bike rack at community events
- ☐ Brochure describing bike rack use / how to store bikes inside a transit vehicles
- ☐ Video describing bike rack use / how to store bikes inside a transit vehicle
- ☐ Information on bike racks / storage provided on transit schedules
- ☐ Stickers on the outside of buses with bike racks that say bicycles are welcome
- ☐ None of the above

Off-Street Bicycle Facilities

Are there any off-street facilities within your community's boundaries that can be legally used by bicyclists?

- ☐ Yes
- ☐ No

How many miles of the following off-street accommodations that can be legally used by bicyclists are within your community's boundaries? (answer in miles)

- ☐ Paved shared use paths (≥ 10 feet): 49.95
- ☐ Paved shared use paths (≥ 8 and ≤ 10 feet):

- Natural surface shared use path (≥ 10 feet): 2.5
- Natural surface shared use paths (≥ 8 and ≤ 10 feet)
- Singletrack: 0

Which of the following features are provided for bicyclists and pedestrians at off-street path crossings of roads with posted speed limits above 25 mph?

- Bike / pedestrian overpasses / underpasses
- Raised path crossings
- Refuge islands
- Path crossing with high visibility markings / signs / HAWK signals / Rapid Flashing Beacons
- Curb extensions
- Signalized crossings
- None of the above

What measures have been taken to improve the safety and convenience of bicyclists on off-street paths?

- "Cut-throughs" that improve network connectivity for bicyclists
- Off-street way-finding signage with easily visible distance and / or riding time information for bicyclists while riding
- Parallel but separated paths for bicyclists and pedestrians
- Signage or markings to designate right-of-way on shared-use paths
- Education / awareness campaign about share-use path etiquette
- None of the above

What maintenance practices ensure the off-street bicycle facilities remain usable and safe?

- Sweeping
 - Quarterly or more frequently
 - Annually

- As needed
 - Never
- Vegetation maintenance
 - Quarterly or more frequently
 - Annually
 - As needed
 - Never
- Snow and ice clearance
 - N/A – No snow or ice
 - Before roadways
 - Same time as roadways
 - After roadways
 - Never
- Surface repair
 - Within 24 hours of complaint
 - Within one week of complaint
 - Within one month of complaint or longer
 - Never

On-Street Bicycle Facilities

What is the centerline mileage of your total road network? 360

How many miles of road network fall within the following posted speed limits? (in centerline miles)

- ≤ 25 mph: 76-90%
- > 25 mph and ≤ 35 mph:
- > 35 mph: 11-25%

Does your community have on-street bicycle facilities?

- ☐ Yes
- ☐ No

Are there any on-street bicycle facilities on roads with posted speeds of ≤ 25 mph?

- ☐ Yes
- ☐ No

On streets with posted speeds of ≤ 25 mph, how many miles of each of the following bicycle facilities are there that meet or exceed current AASHTO or NACTO standards? (answer in centerline miles)

- ☐ Bike boulevards
- ☐ Shared lane markings: 3
- ☐ Wide paved shoulders
- ☐ Bike lanes
- ☐ Buffered bike lanes
- ☐ Protected bike lanes
- ☐ Raised cycle tracks

Are there any on-street bicycle facilities on roads with posted speeds of > 25 mph and ≤ 35 mph?

- ☐ Yes
- ☐ No

On streets with posted speeds of > 25 mph and ≤ 35 mph, how many miles of each of the following bicycle facilities are there that meet or exceed current AASHTO or NACTO standards? (answer in centerline miles)

- ☐ Wide paved shoulders
- ☐ Bike lanes
- ☐ Buffered bike lanes

- Protected bike lanes
- Raised cycle tracks

What maintenance practices ensure that any on-street bicycle facilities remain usable and safe?

- Sweeping
 - Before other travel lanes
 - Same time as other travel lanes
 - After other travel lanes
 - Never
- Snow and ice clearance
 - N/A – No snow or ice
 - Before other travel lanes
 - Same time as other travel lanes
 - After other travel lanes
 - Never
- Pothole maintenance / surface repair
 - Within 24 hours of complaint
 - Within one week of complaint
 - Within one month of complaint or longer
 - Never

Within the last five years, has your community ever removed a bicycle facility without a improved replacement?

- Yes
- No

Other Bicycle Accommodations

How has your community calmed traffic?

- ☐ Speed limits 20 mph or less on residential streets
- ☐ Used lower design speeds when designing for new roadways
- ☐ Physically altered the road layout or appearance
- ☐ Converted one-way streets to two-way traffic
- ☐ Road diets
- ☐ Lane diets
- ☐ Speed feedback signs / cameras
- ☐ Car-free / Car-restricted zones
- ☐ Shared Space / Home Zone / Living Street / Woonerf
- ☐ None of the above

In what other ways has your community improved riding conditions and amenities for on-street bicyclists?

- ☐ Roundabouts that accommodate bicycles
- ☐ Colored bike lanes outside of conflict zones
- ☐ Contra-flow bike lanes
- ☐ Removal of on-street car parking
- ☐ Advisory bike lanes
- ☐ Bicycle left turn lanes
- ☐ Shared bicycle / bus lane
- ☐ Reverse angle parking
- ☐ On-street way-finding signage with distance and / or time information
- ☐ Signed bike routes
- ☐ Bicycle-friendly storm sewer grates
- ☐ None of the above

Are there any signalized intersections in your community?

- ☐ Yes
- ☐ No

Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?

- ☐ Video or microwave detection for demand-activated signals
- ☐ Demand activated signals with loop detector
- ☐ Push-buttons that are accessible from the road
- ☐ Timed signals
- ☐ Signals timed for bicycle speeds
- ☐ Bicycle Signal Heads
- ☐ Advanced Stop Line or Bike Box
- ☐ Protected intersection
- ☐ Colored bike lanes in conflict areas
- ☐ Intersection crossing markings for bicycles
- ☐ Refuge islands
- ☐ Right corner islands
- ☐ None of the above

Bike Sharing

Does your community currently have a community-wide bike sharing program that is open to the general public?

- ☐ Yes
- ☐ No
- ☐ Launching in the next 12 months

If launching in next 12 months:

Expected launch date:

Please provide a link to your bike sharing program website.

What is the name of your city's bike share program?

Who is involved in implementation of this program?

- Government
- Non-profit organization

What type of system will your bike sharing program be?

- Automated kiosk-style bike share system
- GPS-enabled bike share system
- Short-term bike rentals
- Long-term bike rentals
- Bike library
- Unregulated program

How many bikes will be in the system?

How many stations will be in the system?

Will there be options for transporting children as passengers?

- Yes
- No

What specific efforts, if any, are being planned to make the bike sharing program accessible to low-income populations your community?

- Cash or non-credit card dependent payment system
- Subsidized bike share memberships
- Community outreach
- Walkable station spacing in low-income communities
- None of the above

Other Bicycle-related Amenities

Which of the following bicycling amenities are available within your community boundaries?

- BMX track
- Velodrome
- Indoor cyclist training facility

- Cyclocross course
- Mountain bike park
- Pump tracks
- Bicycle-accessible skate park
- Snow / Fat tire bike trails
- Signed loop route(s) around the community
- None of the above

Which of the following safety amenities are available in your community?

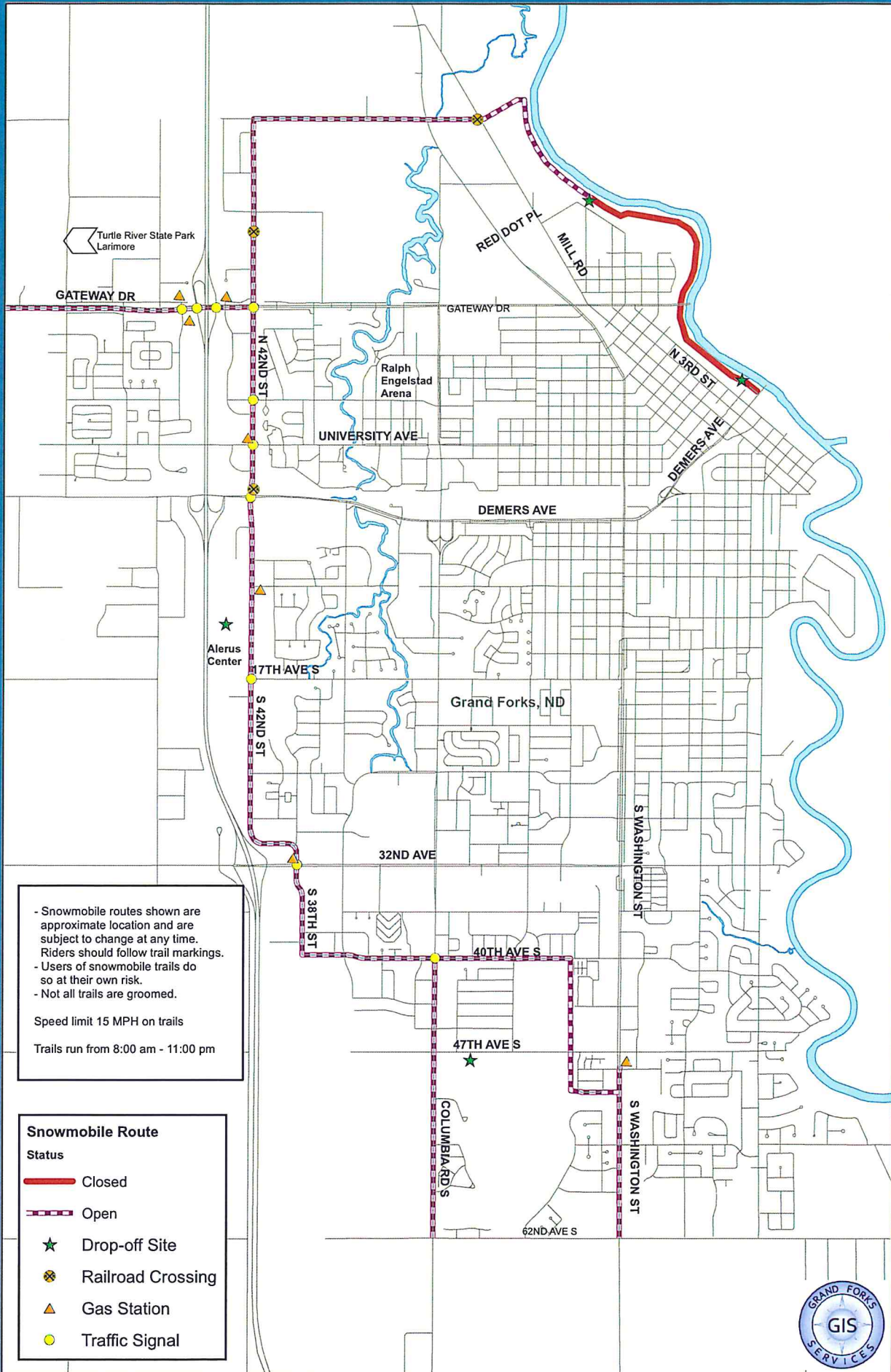
- Emergency call boxes / phones along trails
- Street lighting on most arterials
- Street lighting on most non-arterials
- Lighting of most shared-use paths
- None of the above

Engineering Bonus Points

Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists of all ages and abilities.

2017-2018 Snowmobile Route

City of Grand Forks, ND
Approved by Chief of Police Mark Nelson



Red River State Recreation Area: Northern Lights Snowmobile Grant in Aid Trail

Northern Lights Snowmobile GIA Trail (2017/18 Season)

Snowmobile GIA Trail Stop Signs



STOP

STOP

2



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Greendahl, Kim

From: Mike McLeish <michaelmcleish1990@gmail.com>
Sent: Saturday, September 16, 2017 12:40 AM
To: greenway
Subject: Re: I've got a question about an article on your site

Hey Greenway GGF

Sorry for the random email. My name's Mike, and I'm a bike blogger (well, trying to be)! Here's my website - [Pinch-Flat](#)

I was browsing the ole t'internet earlier and came across your [Links](#) page.

Very useful.

I would loooove to be on that list as well. Is there any chance you could pop [Pinch-Flat](#) on the bottom? We could be best friends if you do!

Let me know what you think.

Either way, have a nice day.

- Mike



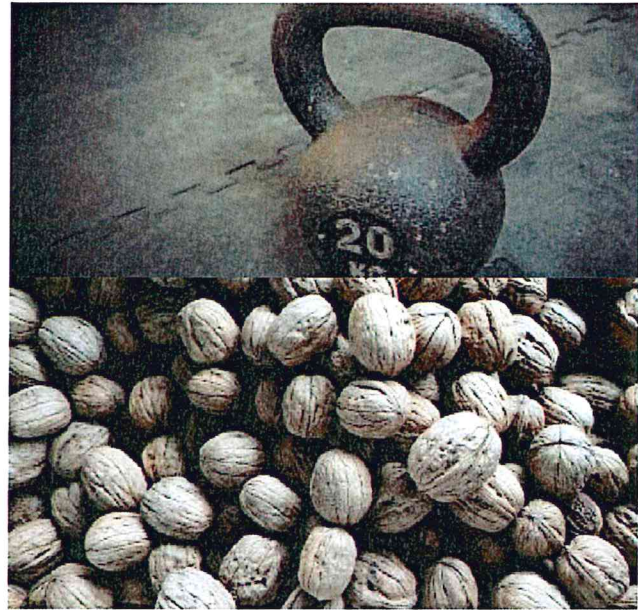
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About the Author



Mike

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Mike McLeish

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#Bicycle Gear Ratio, Gear Inches, and Gain Ratio:
What They Mean buff.ly/2xDKkZ2



Oct 31, 2017

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SEGMENT 13
SUNDAY MORNING
COFFEE GROUP

RIDERS



ELMWOOD DRIVE

OLSON DRIVE

OLSON DRIVE

BELMONT ROAD

ELKS DRIVE

GREENWAY ADOPT-A-TRAIL PROGRAM

October 5, 2007

