

# SAFE ROUTES TO SCHOOL (SRTS) PROGRAM APPLICATION

North Dakota Department of Transportation, Local Government  
SFN 58504 (02-2007)

You may use additional sheets to further describe your project.

Project Name School Accessible Sidewalk with Accessible Ramps - Project #4
Project Location S. Washington Street - 47th Avenue South to 48th Avenue South at bike path

## Project Contact Information

Project Contact City of Grand Forks			
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## Project Sponsor Information

Project Sponsor City of Grand Forks			
Project Sponsor Name Mayor Michael Brown	Email Address mbrown@grandforksgov.com	Telephone Number (701) 746-2607	
Address 255 N. 4th Street PO Box 5200 Grand Forks		State ND	Zip Code 58201

## Funding Information

Project Type <input checked="" type="checkbox"/> Infrastructure <input type="checkbox"/> Noninfrastructure <input type="checkbox"/> Both	Project Amount Requested \$19,170.67
	Total Project Cost/Source(s) \$19,170.67
	Project Cost Estimate (attach detailed copy) \$19,170.67

## Project Description

*see attached narrative and pictures.*
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Parents in the Grand Forks area are concerned with the high volumes of traffic around the school areas both before and after school. Students both walking to school and crossing the street to get to school are at a high risk during the school hours. Therefore, a Safe Routes to School Study was conducted in 2000 by the Grand Forks – East Grand Forks Metropolitan Planning Organization. This study developed safe routes to each elementary school in Grand Forks. When preparing safe routes to schools it was noted that sidewalk gaps exist around certain elementary schools: specifically Ben Franklin, Century and J. Nelson Kelly, as well as, two middle schools: Schroeder and South Middle Schools.

Sidewalks and off road paths are areas for pedestrians, separate from, though usually parallel to the motor vehicle roadway and the vast majority of pedestrian travel occurs on sidewalks. Sidewalks provide separation between pedestrians and motor vehicles increasing the operational safety of both modes of travel. Where these facilities are not provided, pedestrians are typically forced to share the roadway with motor vehicles.

Without continuous sidewalk, students take a great risk walking to Ben Franklin, Century and J. Nelson Kelly, as well as, Schroeder and South Middle School. Sidewalks will allow drivers and parents to clearly view those students walking to school. When completely connecting, sidewalks will provide an off street facility to safely route students to school, school activities and school properties that include playgrounds, rinks, and playing fields.

In addition, Grand Forks has a strong commitment to the elimination of accessibility barriers in the public way. The community needs better sidewalk accessibility for both students and residents with disabilities. Like all students, disabled students need to move around independently and enjoy freedom to enable them to live full and active lives with their families and friends.

Grand Forks is a community that has neighborhood schools with limited busing of students. Students are encouraged to walk or bike to school, as it has health (physical activity), monetary (using less gas = less money), and environmental (less emissions) benefits to the students, parents and school district. However, separation of the non-motorized traffic from motorized traffic is needed to encourage both walking and biking or more parents may take to their vehicles to get their children to and from school.

According to the National Highway Transportation Administration and the Dept. for Environment, Transport and the Regions, England, "Twenty to twenty-five percent of morning rush hour traffic is attributable to parents driving their children to school. As the percentage of children walking and biking to school continues to decrease, motor vehicle traffic increases, and parents become more convinced that walking to school is unsafe for their children. Parents may believe that the safest way to school is for them to drive their children, but may not be aware that by driving they contribute to the traffic congestion and traffic danger surrounding the school."

Therefore, the City of Grand Forks is applying for a North Dakota "Safe Routes To School" grants to construct accessibility ramps and sidewalks near and around three Grand Forks Elementary Schools and two Middle Schools. Maps, project descriptions, pictures and cost estimates are included with this application for your review.

Therefore, our proposal is to construct much needed accessible sidewalks with accessibility ramps, filling gaps in sidewalk at the following locations:

- a) Fill Sidewalk Gap on Westward Drive – east/south side from 11<sup>th</sup> Avenue to South 20<sup>th</sup> Street (Safe Route to Ben Franklin Elementary School).
- b) Fill Sidewalk Gap on 29<sup>th</sup> Avenue South – south side from South 10<sup>th</sup> Street to Oak Street (Safe Route to J. Nelson Kelly Elementary School and Schroeder Middle School playing fields).
- c) Fill Sidewalk Gap on South Washington Street – west side from 47<sup>th</sup> Avenue South to 49<sup>th</sup> Avenue South (Safe Route to South Middle School).
- d) Fill Sidewalk Gap on 24<sup>th</sup> Avenue South – north side from 24<sup>th</sup> Avenue to the reconstructed bike path leading to 17<sup>th</sup> Avenue South (Safe Route to Century Elementary and park area).

Each sidewalk proposal will be addressed in a separate application (four applications); with a plan, drawing, pictures, map (for Elementary Schools only) and cost estimate for each proposal included with the application.

Filling in these sidewalk gaps near the above mentioned schools will provide not only safer travel for those students on their way to school but will also benefit all nearby residents who walk or ride bike in the area. A large number of residents use walking as a form of exercise or to reach close destinations without driving. These sidewalks fills will provide a safe path for all pedestrians walking near the schools in a residential area. It keeps pedestrians from walking on the roadways and allows them to cross at clearly defined common pedestrian crossings instead of the middle of a block.

**South Middle School is a fairly new school with new housing developments popping up around the facility. The City of Grand Forks has been proactive in addressing the needs of the bikers and walkers with a multi-purpose path in the area. But the city has been unable to keep up with all connections needed to safely get children to and from school. South Washington is a busy road with numerous commercial businesses and medical facilities. Multi-modal travel to the school and these facilities is a need for this area and would provide an increased safety to the students/walkers/bikers.**

Second, filling in these sidewalks with accessible ramps meets ADA standards and allows for use by all residents/students. Independent mobility enables disabled children to experience the everyday things that many able-bodied children take for granted, often for the first time in their lives. Whether it's going to a mainstream school, joining in at sport or being able to play with friends and family, independence and freedom changes a disabled child's life, literally overnight.

The child's family also benefits. Independence and freedom enjoyed by a disabled child can enable the whole family to go out together often for the first time, or enjoy activities that many thought would be impossible, such as walking/wheel chairing to school or even just "taking a walk" around the block.

A number of planning documents written for the GF/EGF MPO areas emphasize a strong need for safe pedestrian/bike travel for all ages. First, the GF/EGF MPO 2004 Alternative Modes Transportation Plan states that the GF/EGF MPO strives to accommodate non-motorized traffic in the metropolitan area and make every street environmentally safe for bicyclists and pedestrians. Clearly defined goals, objectives, and standards, with associated measures of effectiveness, help form the foundation of this transportation plan. Goals are broad statements that describe the desired results of transportation actions. Objectives describe specific outcomes which, when achieved, satisfy the intent of the goals.

In addition to the Alternative Modes Transportation Plan, Goal #1 of the Grand Forks/East Grand Forks MPO 2004 Transportation Plan seeks to ensure a safe transportation system for the non-motorized traffic. One objective is to reduce points of automobile conflicts with non-motorized traffic by developing a bicycle and pedestrian friendly roadway environment. Another objective of this goal is to implement bike and pedestrian safety education programs at the local level. Both objectives would be fulfilled by the approval of this infrastructure proposal.

Each year, The Grand Forks School District, the City of Grand Forks, and the Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO) have retained ATAC to offer specific recommendations to improve the pedestrian safety around the Grand Forks schools. In 2006, ATAC conducted a study for three elementary schools: Ben Franklin, J. Nelson Kelly, and Viking, and one middle school, South Middle School. SAFE KIDS Grand Forks has organized a Pedestrian Safety Task Force to address safety issues regarding getting children to and from school safely.

The main objectives of this study are to evaluate the current traffic circulation and pedestrian safety conditions, identify safety issues, and propose enhancements for addressing these issues. ATAC will review and analyze the existing conditions around the schools based on site visits and school survey information. ATAC will primarily base their recommendations on a site visit conducted at each school and provide short-term and medium/long-term recommendations on the following: a) School facilities (including parking areas); b) School bus and parent pick-up and drop-off locations c) Traffic and pedestrian circulation within and around the school property; and d) Traffic control devices. These SRTS applications address those deficiencies noted in the ATAC studies.

If awarded this grant to construct sidewalks near these school locations, we have moved closer to our goal for a pedestrian friendly roadway environment in Grand Forks. A safe route to school with sidewalk gaps does not ensure safe travel for pedestrian/bikes nor

reduce conflict between automobiles and non-motorized traffic. This will help with all pedestrian traffic and not just a safe route to school.

Activities already take place to encourage walking and biking to school. A bike and pedestrian educational program is already implemented in the elementary schools by SAFE KIDS Grand Forks (with no current funding, volunteer only). Additionally, the MPO distributes copies of its Safe Routes to School map for each elementary school in the metro area each Fall; and each Spring, the SAFE KIDS conducts a day class in bike/pedestrian safety and helmet wear for the schools. These education events are key to further promoting walking/biking to school and to ensure safe travel for all students.

In addition, disabled children also need advice and information and to be taught how to use their equipment. Just like an able-bodied child is taught how to ride a bike, disabled children need to learn wheelchair skills so they can cross the road safely, travel along the safe route to school and generally improve their confidence so they can actually enjoy their independence.

# SAFE ROUTES TO SCHOOL PROJECT

## CITY OF GRAND FORKS



SOURCE: CITY OF GRAND FORKS  
PROJECTION: ND STATE PLANE  
NAME: ARJ  
DATE: OCT 2009

N  
SCALE: 1" = 300'

■■■ PROPOSED SIDEWALK





The road that you see is S. Washington. There is a path on the north side and the south side of this development but no connection between the two paths.



This is the ditched area where the sidewalk would run to the south. This connection is needed to provide accommodations for non-motorized travelers who would like to head south along the development.



A sidewalk/bike path connection and crosswalk that leads to the school. This multipurpose path runs on the south side of the new development, but the north end does not connect by sidewalk.

**INFRASTRUCTURE PROJECTS**

**School Accessible Sidewalk with Accessible Ramps Project #4**

4.	S. Washington Street - 47th Avenue South to 48th Avenue South		
	A. Total Length 530 feet X 5 feet wide		\$12,608.14
	B. Berm -		\$133.54
	C. ADA Curb Ramps		\$405.55
	D. Detectable Warning Panel		\$629.75
	E. Contingencies	\$	1,377.70
	F. Field Design and Field Inspection	\$	1,515.47
	G. Consultant Services/Engineering/Evaluation/Management	\$	2,500.52
	<b>Project Total</b>		<b>\$19,170.67</b>
			<b>\$19,170.67</b>