



Fargo-Moorhead Metropolitan Council of Governments

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Agenda
Metropolitan Bicycle and Pedestrian Committee
Wednesday, January 17th, 2018
3:00 pm
Metro COG Conference Room

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| 1) Welcome and introductions | |
| 2) Approve minutes from December 6 th meeting – Attachment | Action Item |
| 3) Bicycle Friendly Communities resignation | Information Item |
| 4) Follow-up item – metro-wide interactive GIS bikeways map | Discussion Item |
| 5) Follow-up item – discussion of bicycle commuter routes | Discussion Item |
| 6) Designation of sidepaths in FM Area – Attachment | Discussion Item |
| 7) Follow-up item – local park/trail curfews – Attachment | Discussion Item |
| 8) Progress of the BIKE FM Group | Information Item |
| 9) Other business and citizen comments | |

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**99rd Metropolitan Bicycle and Pedestrian Committee Meeting
December 6th, 2017 – 3:00pm
Metro COG Conference Room**

Members Present

Dan Farnsworth, Chair, Metro COG
Jason Gates, Citizen member
Erik Hove, Clay County
Peyton Mastera, City of Dilworth - proxy
Tim Solberg, City of West Fargo Planning
Kim Citrowske, City of Moorhead Planning
Jonathan Atkins, City of Moorhead Engineering
Dylan Ramstad Skoyles, Great Rides
Kim Lipetzky, Fargo Cass Public Health
Patrick Hollister, PartnerSHIP 4 Health
Brit Stevens, NDSU
Bob Walton, NDDOT
Christine Holland, River Keepers
Jeremy Gorden, City of Fargo Engineering
Maegin Elshaug, City of Fargo Planning

Others Present:

Luke M., City of Fargo Planning
Spencer McCombs, City of Moorhead GIS

1. Welcome and Introductions

The meeting began at 3:01 pm. D. Farnsworth welcomed everyone and attendees introduced themselves.

2. Approve minutes from September 20th meeting

A motion to approve the September 20th minutes was made by T. Solberg and seconded by J. Atkins. The minutes were passed unanimously with no edits.

3. Consider citizen voting member for Bicycle & Pedestrian Committee

The group went over the seven Transportation Alternatives (TA) grant applications that were submitted to Metro COG on the North Dakota side. The group scored each project based on the pre-approved TA evaluation form. Once scored the rankings were as follows:

1. Shared Use Path Bridge over 2nd St N, Fargo
2. Armour Park Sheyenne River Bridge, West Fargo
3. Deer Creek/Drain 27 Shared Use Path, Fargo
4. Drain 45 Multiuse Path Phase I, West Fargo

5. River's Bend Bridge and Path, West Fargo
6. CR 17 Shared Use Path, Horace
7. Coulee's Crossing/Drain 53 Shared Use Path, Fargo

A motion to recommend these above rankings to Metro COG's Policy Board was made by J. Gorden and Seconded by J. Gates. The motion was pass unanimously.

Due to time constraints the Committee was not able to score the MN TA projects. D. Farnsworth noted that while NDDOT utilized Metro COG's scoring and ranking in deciding projects, MnDOT historically hasn't. It was decided by the Committee that Metro COG could fill out the MN TA evaluation form and email it to the Bicycle & Pedestrian Committee for their review and comments. Once vetted by the Committee, the scores and rankings would be brought forward to the TTC and Policy Board for approval (as with the ND TA scores and rankings).

As the group was scoring the TA projects, a number of 'grey areas' became noticeable in the evaluation criteria. These 'grey areas' made it hard to provide definitive scores to some of the criteria. The Bicycle & Pedestrian Committee asked Metro COG to improve the evaluation form so that the certain criteria could be more 'black and white' and less ambiguous. Metro COG will plan to bring a revised evaluation for to the next Bicycle & Pedestrian Committee meeting. The following 'grey areas' and concerns with the criteria were identified:

- Should we keep the criteria about wayfinding signage/safety signage in the criteria?
- How do we define a 'major recreational trail'?
- We might need more clarification about what is considered a 'complete streets project'

4. Other business and citizen comments

S. McCombs mentioned that Strava came out with a new rider map current as of 2017.

Meeting adjourned at 4:50 pm.

Agenda Item 6

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: January 11th, 2018
Subject: **Designation of sidepaths in FM Area**

As the installation of shared use paths in the area has grown significantly, particularly along roadways, Metro COG would like to propose differentiating the paths next to roadways from those located within parks and along greenways. Per current FHWA and AASHTO guidelines, paths located within parks and greenways are considered shared use path while paths located alongside roadways are considered sidepaths.

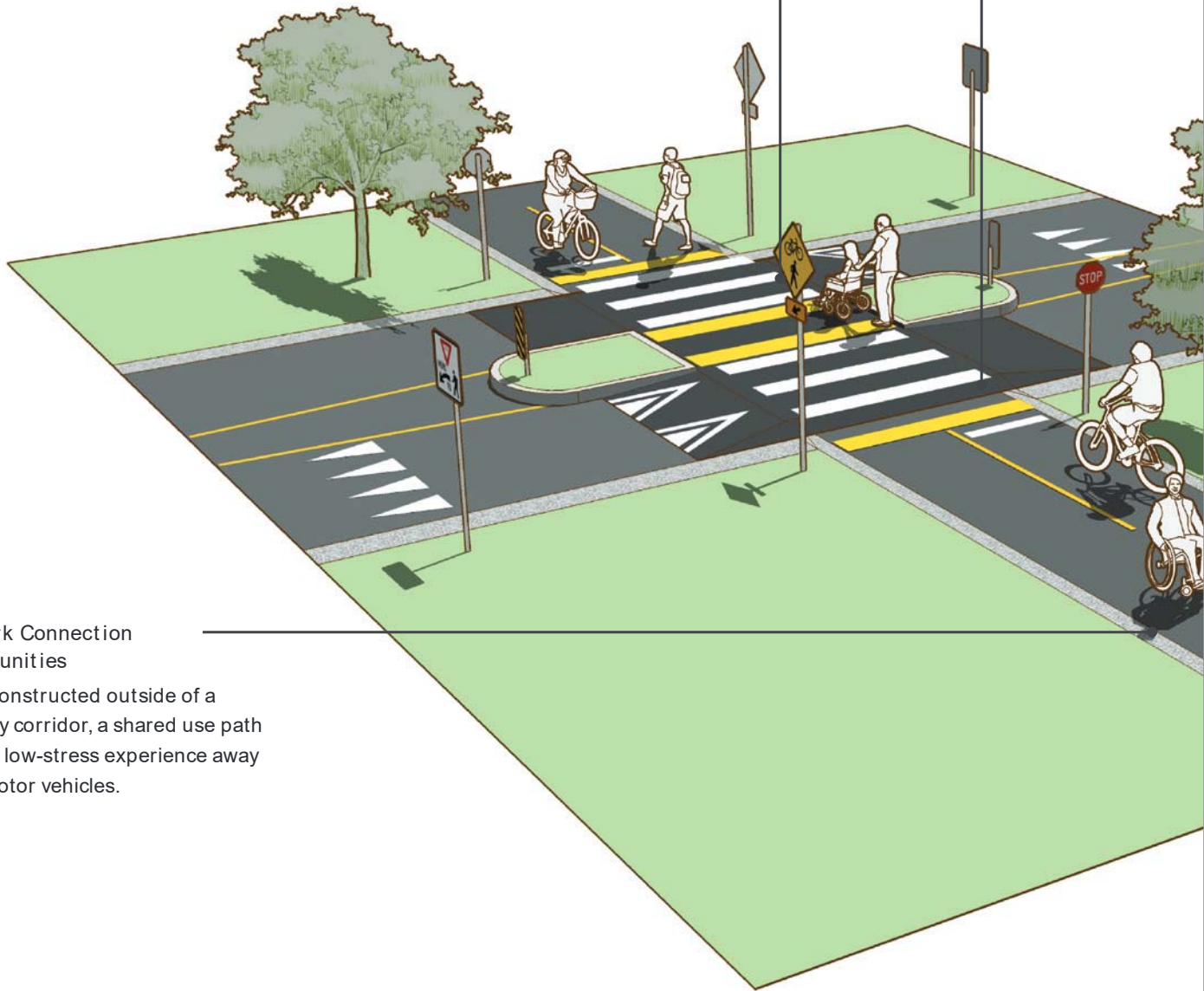
Differentiating shared use paths from sidepaths could be useful to the public as Metro COG develops future bikeways maps. The public would be able to determine which path type they can expect and choose their routes accordingly.

Attached is information from the *FHWA Small Town and Rural Multimodal Networks* guidebook describing the differences between sidepaths and shared use paths.



Intersection Crossings

Enhancements such as median crossing islands or raised crossings can increase comfort and safety for path users.



Network Connection Opportunities

When constructed outside of a roadway corridor, a shared use path offers a low-stress experience away from motor vehicles.

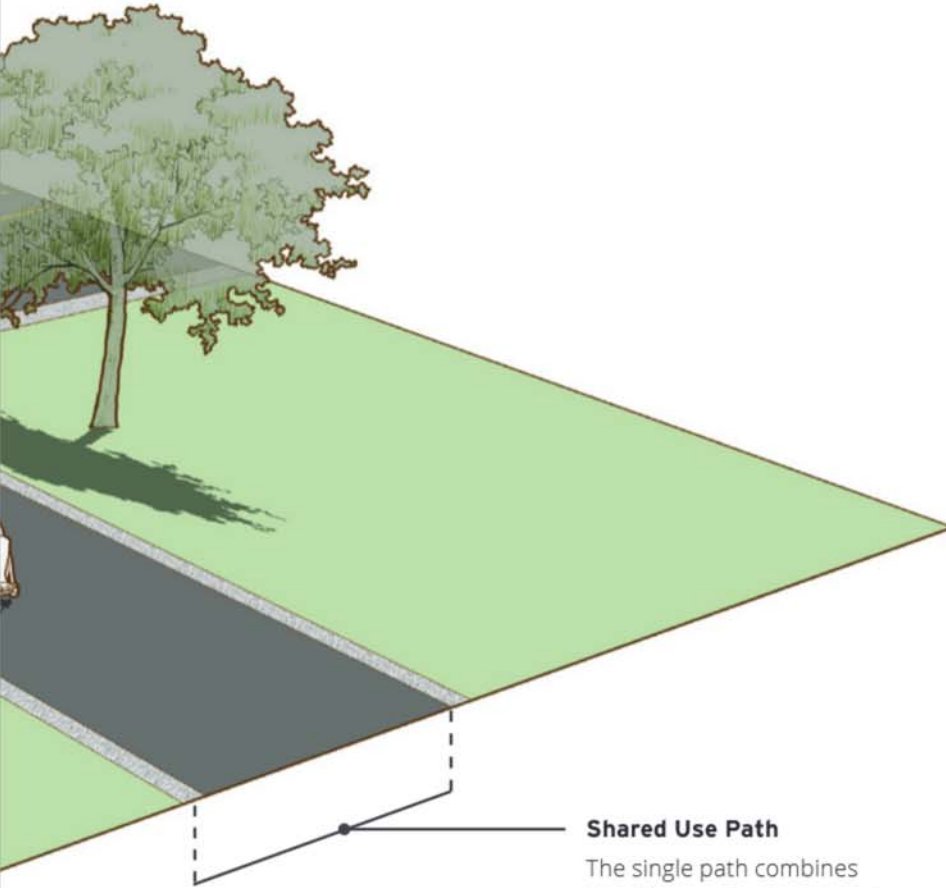
Shared Use Path

A shared use path provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use paths can provide a low-stress experience for a variety of users using the network for transportation or recreation.



Roadway Crossings

Where paths intersect roads, enhancements should improve conditions for path users.



Shared Use Path

The single path combines bicyclists and pedestrians in both directions.

BENEFITS

- Provides a dedicated facility for users of all ages and abilities.
- Provides, in some cases, a short-cut between cities or neighborhoods.
- Provides, in some cases, access to areas that are otherwise served only by limited-access roadways.
- Supports tourism through convenient access to natural areas or as an enjoyable recreational opportunity itself.
- Provides nonmotorized transportation access to natural and recreational areas, which can especially help low-income people obtain access to recreation.
- Paths have a small footprint and can display a distinctly rural character.

APPLICATION

Speed and Volume

Paths operating in independent corridors are fully separated from traffic. Facility provision is based on opportunity and connectivity rather than roadway context. In some cases, an independent corridor may offer similar connectivity and access to destinations as a nearby roadway.

Network

Serves connections independently of the street network. May function as a network alternative road and highway connections.



Land Use

Generally appropriate outside of built-up areas, and also as a corridor connection within built-up areas.





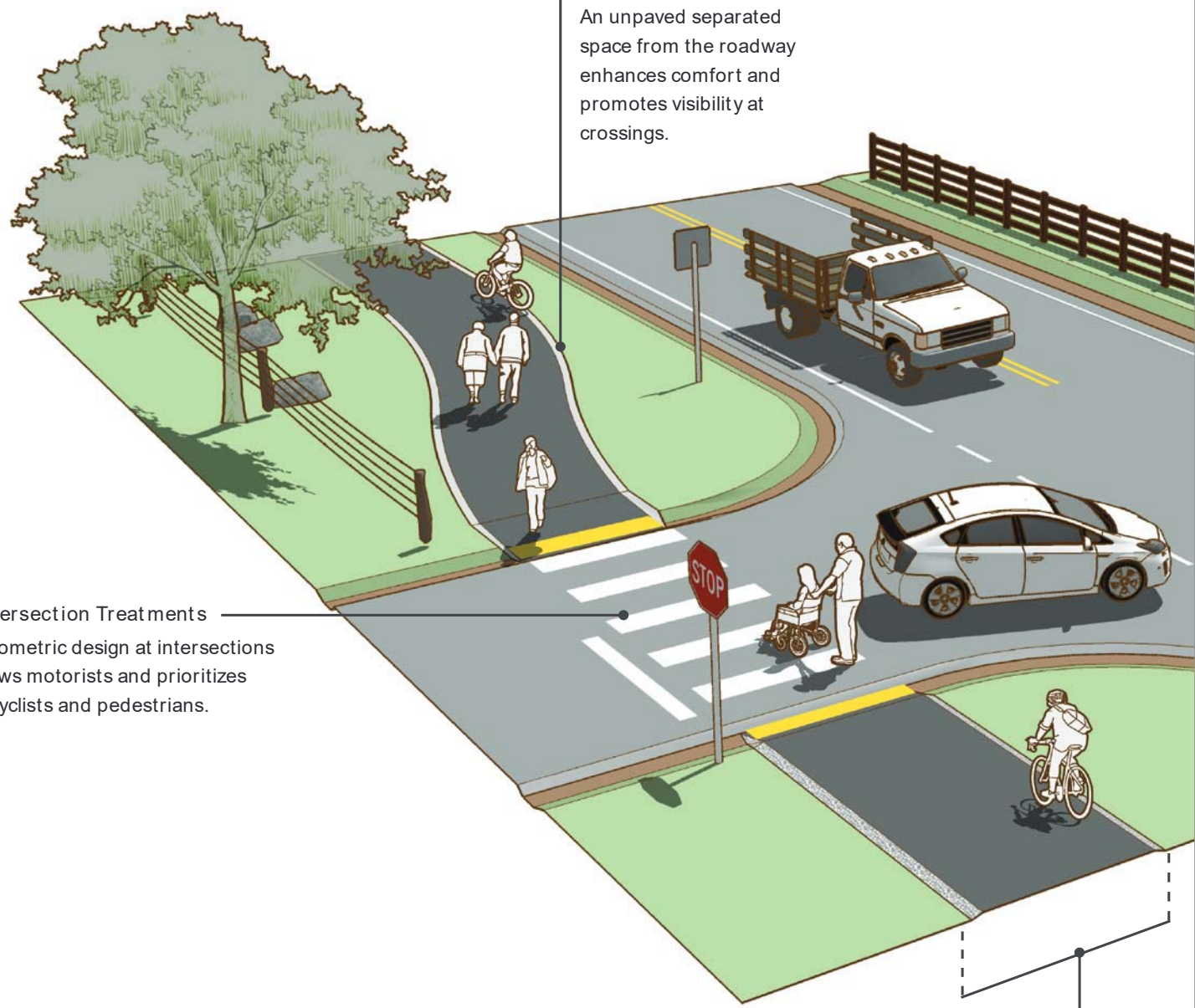
Intersection Treatments
Geometric design at intersections slows motorists and prioritizes bicyclists and pedestrians.

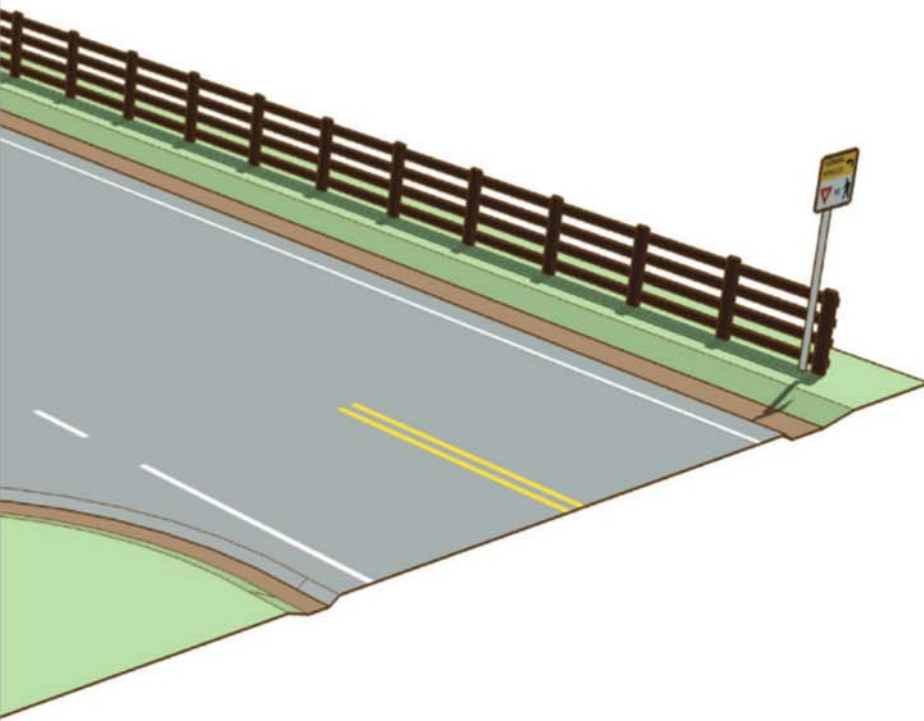
Roadway Separation
An unpaved separated space from the roadway enhances comfort and promotes visibility at crossings.

Sidepath
Sidepaths serve bidirectional pedestrian and bicyclist travel.

Sidepath

A sidepath is a bidirectional shared use path located immediately adjacent and parallel to a roadway. Sidepaths can offer a high-quality experience for users of all ages and abilities as compared to on-roadway facilities in heavy traffic environments, allow for reduced roadway crossing distances, and maintain rural and small town community character.

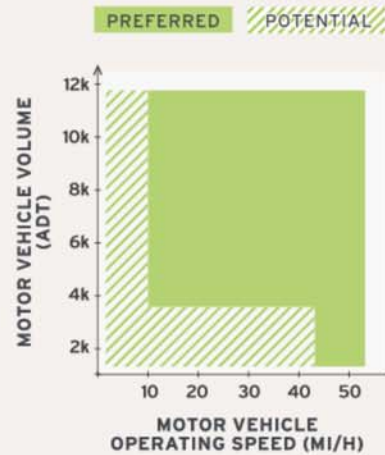




APPLICATION

Speed and Volume

For use on roads with high volumes, and moderate-to high-speed motor vehicle traffic.



Network

For use on arterial links on the regional or local biking and walking network



Land Use

For use inside of built-up areas to provide a dedicated space for pedestrians.



BENEFITS

- Completes networks where high-speed roads provide the only corridors available.
- Fills gaps in networks of low-stress local routes such as shared use paths and bicycle boulevards.
- Provides a more appropriate facility for users of all ages and abilities than shoulders or mixed traffic facilities on roads with moderate or high traffic intensity.⁽¹⁾
- Encourages bicycling and walking in areas where high-volume and high-speed motor vehicle traffic would otherwise discourage it.⁽¹⁾
- Maintains rural character through reduced paved roadway width compared to a visually separated facility.⁽¹⁾
- Very supportive of rural character when combined with vegetation to visually and physically separate the sidepath from the roadway.

CONSIDERATIONS

- Requires a wide roadside environment to provide for separation and pathway area outside of the adjacent roadway.

Agenda Item 7

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: January 11th, 2018
Subject: Follow-up item – local park/trail curfews

Since early 2017, Metro COG has been facilitating discussion regarding trail safety, trail lighting, and trail/park curfew laws. The discussion originated from Fargo Commissioner Strand's concerns regarding these topics. At the last Bicycle & Pedestrian Committee meeting, Metro COG was asked to research the local jurisdictions' laws regarding trail usage within park property afterhours. Below are the laws from local jurisdictions regarding trail/park usage afterhours:

City of West Fargo

West Fargo Parks close at 10:00 pm and open at 7:00 am. This is enforceable at parks with signs demonstrating such regulations.

Source: West Fargo PD

City of Fargo

'No person shall enter upon or remain on Park Property during the hours of darkness, except where permitted by posted or printed Rules, except persons authorized to camp overnight on Park Property.'

Source: Section 9.2 of Fargo Park District Ordinances.

City of Moorhead

'The council will, by resolution, establish the hours of operation of city parks and will post the hours of use at the entrance to said parks in a conspicuous area. In the absence of such regulation, city parks will be open from ten o'clock (10:00) A.M. to ten o'clock (10:00) P.M. (Ord. 618, 10-3-1977)'

Source: City Code 6-1-3

The reason for researching these laws is to explore options whereby citizens could legally use the trails within park property for recreation, commuting, and other transportation at times of early morning and late evening while maintaining park safety. It was also the suggestion of the Bicycle & Pedestrian Committee to promote a trail/park curfew that would be uniform throughout the FM Area.