



Fargo-Moorhead Metropolitan Council of Governments

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Agenda
Metropolitan Bicycle and Pedestrian Committee
Wednesday, December 6th, 2017
3:00 pm
Metro COG Conference Room

- 1) Welcome and introductions
- 2) Approve minutes from September 20th meeting – **Attachment** Action Item
- 3) Score and rank Transportation Alternatives (TA) Applications – **Attachment** Action Item
- 4) Other business and citizen comments

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**98rd Metropolitan Bicycle and Pedestrian Committee Meeting
September 20st, 2017 – 3:00pm
Metro COG Conference Room**

Members Present

Dan Farnsworth, Chair, Metro COG
Tim Solberg, City of West Fargo Planning
Maegin Elshaug, City of Fargo Planning
Hali Durand, Cass County
Alyssa Johnson, Great Rides
Spencer McCombs, City of Moorhead GIS – proxy
Patrick Hollister, PartnerSHIP 4 Health
Jonathan Atkins, City of Moorhead Engineering
Matt Welle, West Fargo Park District/Moore Eng. – proxy
Jason Baker, City of Fargo Engineering
Erik Hove, Clay County
Bob Walton, NDDOT
Kim Lipetzky, Fargo Cass Public Health

Others Present:

None

1. Welcome and Introductions

The meeting began at 3:06 pm. D. Farnsworth welcomed everyone and attendees introduced themselves.

2. Approve minutes from June 21st meeting

T. Solberg inquired about the status of the proposed path on N. University Dr. in Fargo. At the last meeting there was discussion that the FAA may not allow the path to be built due to its proximity to runway 6/27. It was M. Elshaug's understanding that the path could still be built but the roadway could not be widened. It was D. Farnsworth's understanding that the path could be built if the roadway was widened. At this point it is uncertain the future of the proposed path along N. University Dr.

A motion to approve the June 21th 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 then discussed the open citizen seat on the Bicycle & Pedestrian Committee. At the last Bicycle & Pedestrian Committee meeting there was discussion about seeking a new citizen voting member for the Committee to fill the existing citizen voting member seat. It

was the desire of the Committee to solicit applications for interested citizens of the FM Area to be considered for this position. It was decided that a three-person committee would review the applications and bring the top candidate for recommendation to the Bicycle & Pedestrian Committee. The three-person review committee consisted of one representative from: City of West Fargo, City of Fargo, and City of Moorhead.

A total of six applications were received by the July 28th deadline. Upon review by the three-person committee, Jason Gates of Fargo was the top ranked candidate. It was noted that all applicants were very qualified and the review committee was pleased with the results.

As discussed at the previous meeting, the new member would serve at two-year term. There was some discussion about the details of the two-year term. Upon discussion it was decided that the citizen member would be effective immediately after Metro COG's Policy Board approval on October 19th. The term would be effective until the end of calendar year 2019 at which time a new citizen member would be selected.

A motion to recommend Policy Board approval of the new citizen member and the aforementioned term limit was made by P. Hollister and seconded by M. Elshaug. The motion passed unanimously.

4. Follow-up information – bicycle & pedestrian park use after dark

There was discussion about bicycle & pedestrian park use after dark. This discussion originated with Fargo City Commissioner Stand's concerns about park lighting as it relates to safety and the current park/trail curfew laws.

D. Farnsworth mentioned that he had a discussion with Dave Bietz of the Fargo Parks to see if Fargo Parks plans to add additional lighting in their parks. Bietz mentioned that there had been discussion internally but nothing has been slated.

The concerns about park curfews in Fargo is that the current law states that no one shall be in a park between sundown and sun up unless otherwise posted. D. Farnsworth reviewed his findings about the curfew research within the City of Grand Forks.

The Grand Forks greenway's law states: *"Except as otherwise authorized by the city council, the greenway shall be open to the public from 5:00 a.m. to 11:00 p.m. It shall be unlawful for any person to enter or remain in the greenway at any other time without a special permit issued by the city council except for authorized employees of federal, state or local government."*

The Grand Forks city park ordinance states: *"Except for unusual and unforeseen emergencies, parks shall be open to the public every day of the year during 6:00 a.m.—11:00*

p.m. The opening and closing hours for each individual park shall be posted therein for public information.”

D. Farnsworth mentioned that if the Bicycle & Pedestrian Committee wanted to see any changes to the curfew ordinances, they could officially notify Fargo Parks and they could consider such changes at their next Park Board meeting.

B. Walton mentioned that he would like to see uniformity within the FM area. It was discussed that it would be a good idea to research the curfew ordinances for both West Fargo and Moorhead and try and get some uniformity. Metro COG will research the ordinances of the various cities in the FM area.

M. Elshaug mentioned that the Fargo Park District will be hiring a new person who might be a good fit for these discussions and possibly a good candidate for the Bicycle & Pedestrian Committee after Vic retires from the Fargo Parks.

There was also discussion about designating ‘commuter’ routes (shared use paths) that could be prioritized when it comes to plowing and other maintenance. Metro COG will work with the cities of West Fargo, Fargo, and Moorhead to preliminarily designate these routes. Metro COG will send out a reminder email to the West Fargo, Fargo, and Moorhead representatives for them to designate such routes as they see best.

5. Progress of the BIKE FM Group

D. Farnsworth summarized the purpose of the BIKE FM group (Bicycle, Information, Knowledge, and Education in Fargo/Moorhead). He stated that the committee was formed by Austin Hauf (PartnerSHIP 4 Health) at the beginning of 2017. Metro COG fully endorses the group as Metro COG has been seeking to implement such a group for the past 5+ years. Safety and education has been a top priority as identified in both the 2011 and 2016 Bicycle & Pedestrian Plans. D. Farnsworth noted that in the last week two separate bicycle vs. vehicle accidents have hit local headlines. These accidents reinforce the need for both bicyclist and motorist education and awareness. D. Farnsworth noted that Austin Hauf has since moved away and Metro COG is now taking the lead on the BIKE FM group.

Some updates regarding the BIKE FM group is that the group is in the process of becoming a chapter of the Bicycle Alliance of MN. The Alliance is a not for profit (501c3) organization with the mission of making MN a more bicycle-friendly state. The Alliance is impressed with BIKE FM’s efforts and is receptive to BIKE FM becoming a chapter of the Bicycle Alliance of MN. The advantages of BIKE FM becoming a chapter of the Bicycle Alliance of MN includes:

- Funding opportunities would be made available for BIKE FM’s efforts through the Alliance’s donation channels
- Accounting and other non-profit (501c3) services would be handled by the Alliance
- Publicity of BIKE FM would be increased by being under the umbrella of the Alliance

It was mentioned that anyone can be part of BIKE FM's meetings. T. Solberg asked to be included on the email list.

6. Status of online bicycle route mapping

D. Farnsworth gave the group an update on the status of online bicycle route mapping. This discussion originated as a request that was made to consider an online and mobile app that could show all the bicycle facilities in the FM area. Upon discussion with the Bicycle & Pedestrian Committee it was decided that the best route would be to work with Google Maps to improve their bicycle layer since so many people use Google. Metro COG has been working with Google Maps however progress is slow. About two months ago Metro COG was able to get in contact with the appropriate Google representative and Metro COG sent shapefiles of all the local bikeways to Google. At this point, no updates have been implemented on Google Maps. Metro COG contacted Google one week ago but hasn't heard back at this point.

S. McCombs showed the Committee an interactive online tool that the City of Moorhead has designed which shows all parks and trails within the city. The tool can be accessed online by both PC or mobile device. The map can be found at the following link:
<https://moorhead.maps.arcgis.com/home/index.html>

The Committee was very impressed with the map and it was suggested that this map could/should be extended to include the entire FM area (West Fargo, Fargo, possibly Dilworth). Much of the 'heavy lifting' has already been done by Moorhead by creating the map so it may not be too difficult for the other jurisdictions to include their parks and trails. It was suggested that if a Metro-wide map came to fruition, Metro COG could possibly host the map on their website/server and other jurisdictions could display the map (or link) on their websites and other outlets.

This endeavor would require coordination between the various jurisdictions and particularly between the GIS specialists at each jurisdiction. Metro COG will follow-up with the various jurisdictions to see the possibility of such a Metro-wide map.

7. Other business and citizen comments

D. Farnsworth mentioned that as part of the 17th Ave S Corridor Study (5th St to the Fargo/West Fargo boundary), a public bike ride is being planned for sometime in mid/late October. The purpose of the ride is to identify bicycle infrastructure issues and opportunities along the corridor. Bicycle infrastructure is the main purpose of the eastern portion of the study. D. Farnsworth polled the Committee to see their preference on the

best time to hold the bike ride. It was noted that this ride does not necessarily have to be on the same day as the actual public input meeting, which will also be held around that same time. The Committee's preferences for a public ride were as follows:

- Weekday noon or afternoon: 0
- Weekday evening: 3
- Saturday: 9
- Sunday: 0

T. Solberg mentioned that as part of the 13th Ave Corridor Study that the City of West Fargo is working on with Metro COG, a public survey is available. T. Solberg will send the survey to D. Farnsworth and Farnsworth can distribute it to the Bicycle & Pedestrian Committee. It was noted that the survey has already provided on Metro COG's Facebook page and other social media outlets.

J. Atkins gave the Committee an update on the status of Center Ave Corridor Study and some related conversations with the City of Fargo about the future of NP Ave in Fargo. Atkins stated that he had a good meeting with the City of Fargo about connecting bicycle lanes between Fargo and Moorhead on Center Ave / NP Ave. His recent meeting suggested that the City of Fargo would be open to bike lanes on the Center / NP Ave bridge and west of the bridge. While the timeline for the Moorhead project is still up-in-the-air, J. Atkins believes these lanes could go in in 2019. The City of Moorhead would make sure the bike lanes would be coordinated with the City of Fargo prior to installation so that the lanes wouldn't end abruptly.

D. Farnsworth mentioned that additional FM Bikeways Maps have been printed and he encouraged anyone to take the maps available at the back of the room for their agencies to distribute.

Meeting adjourned at 4:30 pm.

Agenda Item 3

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: November 29, 2017
Subject: **Score and Rank Transportation Alternatives (TA) Applications**

The Transportation Alternatives (TA) program, formerly TAP, is a federally-funded grant opportunity for projects that provide enhancements to alternative means of transportation such as bicycle/walking trails, safe routes to school projects, crosswalk improvements, and more.

All North Dakota applicants within Metro COG's planning area are required to submit their applications to Metro COG by December 5th. All Minnesota applicants within Metro COG's planning area were required to submit letters of intent by October 31st with the final applications due January 12th, 2018.

It is encouraged that Metro COG rank these projects before submitting to NDDOT / MnDOT. At the Bicycle & Pedestrian Committee meeting on December 6th we will evaluate and score the applications per the approved evaluation form. **Attached** is the evaluation form.

Below is a description of the projects that will be submitted within Metro COG's planning boundaries for this year's TA solicitation.

North Dakota Urban TA

City of Fargo – Deer Creek/Drain 27 Shared Use Path

The City of Fargo is seeking funding to construct a shared use path that would connect the Deer Creek neighborhood (south of 52nd Ave S near Veterans Blvd) with the existing path network located along and north of 52nd Ave S. The path would be constructed alongside Drain 27. In addition, a connecting path would be constructed just north of the Deer Creek neighborhood to connect the Drain 27 path with 63rd St S. The proposed project would consist of approximately 7,300 feet of path.

Cost: \$414,000 construction total; \$290,000 requested from TA

City of Fargo – Coulee's Crossing/Drain 53 Shared Use Path

The City of Fargo is seeking funding to construct a shared use path that would connect the Coulee's Crossing neighborhood (just west of 25th St along Rose Creek Pkwy) to the Timberline/Fox Run Shared use path (located alongside Drain 53). The path would be approximately 700 feet in length.

Cost: \$200,000 construction total; \$160,000 requested from TA

City of Fargo – Shared Use Path Bridge over 2nd Street N

The City of Fargo is seeking funding to construct a bicycle/pedestrian bridge over 2nd St N and the adjacent floodwall. This project would create pedestrian-friendly access to the Red River by crossing major barriers (the floodwall and 2nd St N). This bridge is part of a larger plan to create a promenade from the heart of downtown Fargo to the Red River. The bridge would also connect to a plaza that is being planned just south of the new Fargo City Hall.

Cost: \$1,500,000 construction total; \$290,000 requested from TA

City of Horace (Sponsor: Cass Co.) – County Road 17 Shared-Use Path Phase I

The City of Horace is seeking funding to extend their shared-use path along County Road 17 from 81st Ave S to 76th Ave S (2,000 feet in length). The City recently received Recreational Trails Grant funding to complete a shared-use path from the Horace Elementary School to 81st Ave S. This proposed project would ultimately connect 76th Ave S and the nearby neighborhoods to the Horace Elementary School and downtown Horace.

Cost: Not available at this time

City of West Fargo – Drain 45 Multiuse Path Phase I

The City of West Fargo is seeking funding to construct a shared-use path on the enclosed portion of Drain 45 (just east of 4th St E) between 13th Ave E and 7th Ave E. The path would be 0.5 miles in length. Upon completion of this project the path would later be extended an addition 0.5 miles to Main Ave.

Estimated Cost: \$355,000 construction total; \$284,000 requested from TA

City of West Fargo – Armour Park Sheyenne River Bridge

The City of West Fargo is seeking funding to construct a bridge over the Sheyenne River that would connect downtown West Fargo to Armour Park and the adjoining neighborhood. The bridge would be in-line with Sheyenne St and would be exclusively for bicycle and pedestrian use.

Estimated Cost: \$300,000 construction total; \$240,000 requested from TA

City of West Fargo – River’s Bend Bridge and Path

The City of West Fargo is seeking funding to construct a shared-use path and a bridge that would connect the River’s Bend neighborhood (west of Veterans Blvd and north of 32nd Ave E) to Sheyenne St. The project would include a bicycle / pedestrian bridge that would cross the Sheyenne River. The path would tie into Sheyenne St just north of the Sheyenne diversion spur.

Cost: Not available at this time

Minnesota TA

City of Barnesville (Sponsor: Clay Co.) – Barnesville Multi-Use Path Phase II

The proposed project would construct the second phase of the Barnesville Multi-Use Trail. This phase would connect the baseball/softball complex with the Phase I trail just east of Hwy 9 at Blue Eagle Lake Park. The project would consist of a 10 foot wide asphalt trail.

Cost: \$180,000 construction total; \$144,000 requested from TA

City of Hawley (Sponsor: Clay Co.) – Hawley Heartland Trail Connection and Safe Routes to School Paths

The City of Hawley is seeking funding for the construction of key sidewalks for the main purpose of providing safe routes to school and is also seeking funding for the construction of a portion of the Heartland Trail through Hawley. The sidewalks would be 6 feet in width and would be constructed along Reno St from 5th St to the school (two blocks). The portion of the Heartland Trail would be a 10 foot wide shared use path constructed along 5th St from Main St to the north edge of town (seven blocks).

Cost: \$520,000 total; \$336,000 requested from TA

City of Moorhead – Harvest Trail

The City of Moorhead is seeking funding for the construction of a shared use path that would run from Bluestem Center for the Arts to 60th Ave S. The trail, which is being named the Harvest Trail, would be approximately 1.9 miles in length and would follow the existing levee. This trail is one portion of a larger effort to provide a continuous trail and recreation corridor along the Red River throughout the entirety of Moorhead.

Cost: \$1,040,000 construction total; \$500,000 requested from TA

Once evaluated and scored. The Bicycle & Pedestrian Committee will recommend Policy Board approval of the project ranking.

Requested Action:

Evaluate/score and prioritize projects. Recommend Policy Board approval of the prioritized ND & MN TA application projects.

ND Urban TA Project Evaluation

Metro 2040 Goal	TA Evaluation Criteria				Project						
	Question	Weight	Points	Weighted Pts	Fargo - Deer Creek Path	Fargo - Coulee's Crossing	Fargo - 2nd St Bridge	Horace	West Fargo - Drain 45 Path	West Fargo - Armour Park Bridge	West Fargo - River's Bend Bridge
Goal 1: Maintain the Existing Transportation System	Of the entire project length, what percentage of the length has existing trail or sidewalk that is in <u>poor</u> condition which will be replaced as part of the project? (give points in percentage)	200	XX%	#VALUE!							
Goal 2: Improve the Efficiency, Performance and Connectivity of a Balanced Transportation System	Does the project demonstrate connectivity to other bike/ped facilities, parks, or other public facilities?	19	10	190							
Goal 3: Maximize the Cost Effectiveness of Transportation	Does the project implement a specific recommendation of a corridor, comprehensive, or other planning study? Or does the project fill a critical gap or identified short- or long-range project in the bike-ped network as identified in the 2016 Metro Bicycle-Pedestrian Plan? (see Figures 6.1 & 6.2)	14	10	140							
Goal 4: Promote Consistency between Land Use and Transportation Plan to Enhance Mobility and Accessibility	The project will provide new bicycle or pedestrian connections to or from projected (year 2020) trip density areas of 25 to 50 trip ends/acre. (see 2020 trip density figure (M:/TIP/Evaluation Forms/TAP Evaluation supporting material)), OR	16	3	48							
	The project will provide new bicycle or pedestrian connections to or from projected (year 2020) trip density areas of 50 to 100 trip ends/acre. (see 2020 trip density figure (M:/TIP/Evaluation Forms/TAP Evaluation supporting material)), OR	16	6	96							
	The project will provide new bicycle or pedestrian connections to or from projected (year 2020) trip density areas of 100 or more trip ends/acre. (see 2020 trip density figure (M:/TIP/Evaluation Forms/TAP Evaluation supporting material))	16	10	160							
Goal 5: Provide Safe and Secure Transportation	Is the project designed to address safety issues at a location where crashes involving a motor vehicle and a bicyclist or pedestrian are occurring? (see: Figures 2.12 & 2.13 of the 2016 Bicycle and Pedestrian Plan OR use more recent available data)	11	3	33							
	Does the project improve the ability for students to safely cycle or walk to school?	11	3	33							
	Does the project improve safety or mobility for non-automotive users with disabilities?	11	3	33							
	Does the project include way finding and/or other signage that will help users find their destination OR enhanced signage for safety?	11	1	11							
Goal 6: Support Economic Vitality	Does the project increase bicycle and/or pedestrian connections from residential areas to industrial or commercial centers?	13	5	65							
	Does the project construct or enhance any major recreational trails (i.e. River Corridor, Milwaukee Trail, Heartland Trail, etc.)?	13	5	65							
Goal 7: Protect the Environment and Conserve Resources	Does the project meet the intent of the Complete Streets Policy Statement? (see www.fmmetrocog.org, Home -> Resources -> Policies -> Complete Streets Policy)	7	5	35							
	Does the project include any landscaping to improve aesthetics, water quality or animal habitats?	7	5	35							
				Total Points							

MN Urban TA Project Evaluation

Metro 2040 Goal	TA Evaluation Criteria				Project		
	Question	Weight	Points	Weighted Pts	Barnesville	Hawley	Moorhead
Goal 1: Maintain the Existing Transportation System	Of the entire project length, what percentage of the length has existing trail or sidewalk that is in <u>poor</u> condition which will be replaced as part of the project? (give points in percentage)	200	XX%	#VALUE!			
Goal 2: Improve the Efficiency, Performance and Connectivity of a Balanced Transportation System	Does the project demonstrate connectivity to other bike/ped facilities, parks, or other public facilities?	19	10	190			
Goal 3: Maximize the Cost Effectiveness of Transportation	Does the project implement a specific recommendation of a corridor, comprehensive, or other planning study? Or does the project fill a critical gap or identified short- or long-range project in the bike-ped network as identified in the 2016 Metro Bicycle-Pedestrian Plan? (see Figures 6.1 & 6.2)	14	10	140			
Goal 4: Promote Consistency between Land Use and Transportation Plan to Enhance Mobility and Accessibility	The project will provide new bicycle or pedestrian connections to or from projected (year 2020) trip density areas of 25 to 50 trip ends/acre. (see 2020 trip density figure (M:/TIP/Evaluation Forms/TAP Evaluation supporting material)), OR	16	3	48			
	The project will provide new bicycle or pedestrian connections to or from projected (year 2020) trip density areas of 50 to 100 trip ends/acre. (see 2020 trip density figure (M:/TIP/Evaluation Forms/TAP Evaluation supporting material)), OR	16	6	96			
	The project will provide new bicycle or pedestrian connections to or from projected (year 2020) trip density areas of 100 or more trip ends/acre. (see 2020 trip density figure (M:/TIP/Evaluation Forms/TAP Evaluation supporting material))	16	10	160			
Goal 5: Provide Safe and Secure Transportation	Is the project designed to address safety issues at a location where crashes involving a motor vehicle and a bicyclist or pedestrian are occurring? (see: Figures 2.12 & 2.13 of the 2016 Bicycle and Pedestrian Plan OR use more recent available data)	11	3	33			
	Does the project improve the ability for students to safely cycle or walk to school?	11	3	33			
	Does the project improve safety or mobility for non-automotive users with disabilities?	11	3	33			
	Does the project include way finding and/or other signage that will help users find their destination OR enhanced signage for safety?	11	1	11			
Goal 6: Support Economic Vitality	Does the project increase bicycle and/or pedestrian connections from residential areas to industrial or commercial centers?	13	5	65			
	Does the project construct or enhance any major recreational trails (i.e. River Corridor, Milwaukee Trail, Heartland Trail, etc.)?	13	5	65			
Goal 7: Protect the Environment and Conserve Resources	Does the project meet the intent of the Complete Streets Policy Statement? (see www.fmmetrocog.org, Home -> Resources -> Policies -> Complete Streets Policy)	7	5	35			
	Does the project include any landscaping to improve aesthetics, water quality or animal habitats?	7	5	35			
				Total Points			