

Metropolitan Bicycle and Pedestrian Committee
Wednesday, December 9th, 2020 – 3:00 p.m.
Virtual Meeting

https://us02web.zoom.us/webinar/register/WN_FwM9sbl4RYGA0u3vaoyVSw

AGENDA

1. Welcome and introductions
2. Approve minutes from October 7th, 2020 meeting - **Attachment** Action Item
3. Public input opportunity Public Input
4. Revision to West Fargo voting seat arrangement - **Attachment** Action Item
5. Score/rank Transportation Alternatives applications - **Attachment** Action Item
6. Other business

Due to ongoing public health concerns related to COVID-19, Metro COG is encouraging citizens to provide their comments for agenda items on the December 9th agenda via email to farnsworth@fmmetrocog.org. To ensure your comments are received prior to the meeting, please submit them by 12:00 p.m. on the day of the meeting and reference which agenda item your comments address. If you would like to appear via video and/or audio for comments or questions, please provide your e-mail address and contact information to the above e-mail at least one business day before the meeting.

For Public Participation, please REGISTER with the following link:

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NOTE: Full Agenda packets can be found on the Metro COG Web Site at <http://www.fmmetrocog.org> – Committees

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PLANNING ORGANIZATION SERVING

FARGO, WEST FARGO, HORACE, CASS COUNTY, NORTH DAKOTA AND MOORHEAD, DILWORTH, CLAY COUNTY, MINNESOTA

112th Metropolitan Bicycle and Pedestrian Committee Meeting
October 7th, 2020 – 3:00pm
Virtual Meeting / Metro COG Conference Room

Members Present

Dan Farnsworth, Chair, Metro COG
Chris Garty, Citizen Representative
Barret Voigt, City of Horace
Christine Holland, Riverkeepers
Jane Butzer, MnDOT District 4
Jason Benson, Cass County (Proxy for Grace Puppe)
Jonathan Atkins, City of Moorhead Engineering
Kim Citrowske, City of Moorhead Planning
Patrick Hollister, PartnerSHIP 4 Health
Kim Lipetzky, Fargo Cass Public Health
Maegin Elshaug, City of Fargo Planning
Malachi Petersen, City of West Fargo Planning (proxy for Tim Solberg)
Peyton Mastera, City of Dilworth
Tyler Kirchner, Fargo Park District
Matthew Jacobson, Clay County Planning
Bob Walton, NDDOT

Others Present:

Cindy Gray, Metro COG
Rocky De Rosario, Metro COG
Rocky Schneider, Metro COG Policy Board Member
Cory Mock, ND State Representative (District 42)
Savanna Leach, Metro COG
Andrew Wrocke, City of West Fargo Engineering
David Sweeney, SRF
Jason Olson, Horace Park District
Karin Flom, City of Fargo Planning
Maggie Squyer, City of Fargo Planning
Tom Trowbridge, City of Moorhead Engineering

1. Welcome and Introductions

The meeting began at 3:05 pm. Attendees introduced themselves.

2. Approve minutes from July 15th, 2020 meeting

A motion to approve the July 15th minutes was made by P. Mastera and seconded by M. Elshaug. The minutes were passed unanimously with no edits.

3. Need for Lemke Park/River Oaks Park River Bridge

C. Garty gave a presentation he developed for the Committee showing the Committee the benefits of having a pedestrian bridge connecting Lemke Park in south Fargo to River Oaks Park in south Moorhead. Some of the benefits / needs of a bridge at this location are the following:

- There is nowhere for a pedestrian/bicyclist to cross the river between Lindenwood/Gooseberry Park and 52nd Ave S/60th Ave S (a 3.5 mile gap)
- A Lemke/River Oaks crossing would connected more populated areas of Fargo-Moorhead as compared to a crossing at 40th Ave S / Bluestem
- A transit route on the Fargo side and a transit route on the Moorhead side currently line up with a Lemke/River Oaks crossing
- The dam along River Oaks Park could make for a potential cost effective bridge crossing by using a floating bridge. A floating bridge at this location wouldn't impede river traffic due to the nearby dam
- River Oaks Park is a hidden gem many don't have access to enjoy.

After C. Garty's presentation, there was discussion about the potential and feasibility of a crossing at Lemke/River Oaks Park. Some items brought up by various members of the Committee included:

- Some agreed that from a geographical standpoint, a crossing at Lemke/River Oaks Park makes a lot of sense.
- It was noted that this location has been considered over the years by local jurisdictions, however some issues with the locations include:
 - River Oaks Park is lower in elevation. It would be ideal to have a higher non-lift bridge, however the lower elevation would make this very difficult. River Oaks Park is in the floodway. This would make any structure, abutments, or other fill necessary for the bridge subject to permitting, complications and possible denial by the Army Corps of Engineers.
 - Regarding installing a floating bridge, Fargo & Moorhead Parks Districts are hoping to steer away from future floating bridges. The floating bridges require a lot of attention during time of flooding, even minor floods. In addition, the removal of these bridges during times of flooding can put maintenance personnel at risk, particularly when a dam is nearby.
 - It was noted that the river crossing distance at Bluestem/40th Ave S is shorter than the river crossing distance at Lemke/River Oaks Park.
 - The neighborhoods adjacent to Lemke Park and River Oaks Park have historically shown opposition to amenities in the area (i.e. the dog park at River Oaks Park, a proposed canoe portage around the dam).

After discussing the possibility/feasibility of a pedestrian bridge at Lemke/River Oaks Park Metro COG noted that the next bicycle/pedestrian plan will begin in the spring or summer of 2021, at which point river crossing will be evaluated and public input will be sought. In

addition, Metro COG is planning to work with the City of Fargo on a greenway study which would include the river corridor and possible river crossings. This study is anticipated to being in late 2021.

4. Draft Bicycle Legislation

R. Schneider has been working with ND State Representative Cory Mock (District 42) in drafting three separate piece of legislation regarding bicycle-related laws. These three pieces of legislation include the following:

- Overtaking and passing a bicycle
- Yielding and stopping while operating a bicycle on a roadway
- E-Bike regulations

Below is a summary of each proposed bill, the rationale behind each bill, and the discussion that followed by the Committee.

Overtaking and passing a bicycle

- Rationale for bill: There is currently no rules regarding a motorist passing a bicycle. ND is one of the few states without such rules. All neighboring states have safe passing rules for motorists passing bicyclists. Such a law could make a safer environment for those riding bicycles on the road.
- Discussion by the Committee: The Committee seemed to be in favor of such a law. Some questions were raised about the wording of the proposed legislation, such as – should we be using a different term other than ‘overtaking’? Overtaking sounds like an aggressive term for passing a bicyclist. The Committee also recommend that the proposed legislation include language allowing motorists to cross the centerline to safely pass a bicyclists when there are no oncoming vehicles.

Yielding and stopping while operating a bicycle on a roadway

- Rationale for bill: Often referred to as the ‘Idaho Stop’, this proposed piece of legislation would allow bicyclists riding on the roadway to treat stop signs as yield signs and treat red traffic signals as stop signs. Since bicyclists require more time to accelerate, coming to a complete stop at stop controlled intersections, when no cars are at the side streets, is inefficient. Often bicycle riders will not stop at stop signs for this reason, and this legislation would decriminalize such action. Regarding treating red traffic signals as stop signs, the rationale is that bicyclists are often not detected a signalized intersections. So if a bicycle is waiting at a red traffic signal without any vehicles to actuate the detector, the bicyclist will legally need to wait indefinitely until a vehicles arrives. This part of the legislation would allow the bicyclist to legally pass through the intersection if safe to do so.
- Discussion by the Committee: There were mixed opinions by the Committee regarding this proposed piece of legislation. Concerns that were expressed were: (a) Legalizing stop sign running and red light running by bicyclists could become a safety hazard for both bicyclists and motorists. If a motorist were to get into an accident

with a bicyclists, regardless of who is at fault, the blame would likely fall onto the motorist. (b) This could give bicyclists a bad reputation when motorists and others see bicyclists running stop signs and red lights. Some advantages that some Committee members saw to this were: (a) Bicyclists are already not stopping at stop signs because it is not necessary when there are no vehicles present, this law would make this common behavior legal. (b) Unlike motorists who are enclosed in a vehicle, bicyclists have an unobstructed view of intersections and can more safely negotiate whether a vehicle or pedestrian is arriving at an intersection. (c) How else is a bicyclist supposed to legally cross a signalized intersection with a red light if they are not detected by the traffic signal? One Committee member recalls Park City, Utah having a well-written, successful law regarding the 'Idaho Stop'. It was recommended that this be looked into.

E-bike regulations

- Rationale for bill: Not included in the agenda was a newly-drafted piece of legislation pertaining to the emerging use of electric bicycles (E-bikes). E-bikes come in three classifications and are often pedal-assisted bicycles. Currently E-bikes are considered motorized vehicles under ND's current code. However E-bikes are designed as bicycles, which often involve pedaling but are assisted by small electric motors to assist the rider. Since E-bikes are considered motorized vehicles per ND code, this means it is technically illegal to ride them on shared-use paths, mountain bike trails, etc. This proposed legislation would allow E-bikes to legally use such facilities and would spell out certain specification for each class of E-bike.
- Discussion by the Committee: The Committee seemed to concur that such legislation is necessary for E-bikes.

In conclusion, it was decided that Metro COG will send out these three pieces of legislation to the Bicycle & Pedestrian Committee for further review and comments and also send to the BIKE FM group. It was also suggested that the R. Schneider / Representative Mock inquire from other bicycle groups from around the state regarding these proposed bills. R. Schneider stated that they have reached out to Nick Ybarra from western ND. D. Farnsworth also suggested reaching out to Justin Kristan of the ND Active Transportation Alliance.

5. Transportation Alternatives Grant Solicitation

D. Farnsworth notified the Committee that the solicitation for the ND and MN Transportation Alternatives Grant is now open. Farnsworth noted that the ND grant includes two years of funding, 2023 and 2024. He highly encouraged ND jurisdictions to apply since their likelihood for funding is twice as high.

Some key dates include Transportation Alternatives Grant are as follows:

North Dakota

- September 2020 – Announcement of TA solicitation
- November 20, 2020 - Draft applications to be submitted to Metro COG
- Noon December 2, 2020 – Deadline to submit applications to Metro COG
- Spring of 2021 – Announcement to applicants

Minnesota

- October 1, 2020 – Announcement of TA solicitation
- October 30, 2020 – Deadline to submit letters of intent
- January 8, 2021 – Deadline to submit full applications
- After April 15, 2021 – Announcement to applicants

6. Public input opportunity

No public comments were made during this opportunity.

7. Other business

With P. Hollister’s involvement and enthusiasm for bicycle matters, J. Atkins asked P. Hollister his thoughts on the proposed ‘Idaho Stop’ legislation discussed in Item 4. P. Hollister noted that he will actually be part of a meeting at 6:00 pm with the Bicycle Alliance of MN to discuss similar legislation for Minnesota. P. Hollister noted that there may be some traction in MN and elsewhere for enacting ‘Idaho Stop’ legislation. He also mentioned that perhaps there could be some infrastructure improvements that could be done in-place of an ‘Idaho Stop’ law such as bike boxes, bike-specific traffic signals, and push buttons for bicycle users at key signalized intersections.

Meeting adjourned 5:05 pm.

Agenda Item 4

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: December 4, 2020
Subject: Revision to West Fargo voting seat arrangement

Shown below in **Figure 1** is the current Bicycle & Pedestrian Committee voting member list. As seen, the City of West Fargo currently has one voting seat which is represented by the West Fargo Planning Department. The West Fargo Park Department also has one voting seat.

Now that West Fargo has a dedicated Engineering Department, it was requested that we consider including West Fargo Engineering in our voting member list. After email exchanges with West Fargo Planning, Engineering and the West Fargo Park District, it was suggested that we revise the Bicycle & Pedestrian Committee voting member list to include West Fargo’s Engineering Department. The proposed revision can be seen in **Figure 2**. The proposal would be identical to Moorhead’s voting arrangement where West Fargo would have two voting seats, which would be interchangeably filled by West Fargo Planning, Engineering, and the West Fargo Park Department.

This proposed revision would keep the number of Committee voting seats at 21 and the required quorum would remain unchanged at 11 members.

Figure 1 – CURRENT Bicycle & Pedestrian Committee Voting Member List

Bicycle and Pedestrian Committee Voting Member List		
Category	Organization	Member
Metropolitan Planning Organization (MPO)	Metro COG	Dan Farnsworth
Local Units of Government	City of West Fargo	Tim Solberg (proxy – Malachi Petersen)
	West Fargo Parks	Barb Erbstoesser
	City of Fargo Engineering	Jeremy Gorden (proxy – Jason Baker)
	City of Fargo Planning	Maegin Elshaug
	Fargo Park District	Tyler Kirchner
	City of Moorhead Engineering/Planning/Parks	Jonathan Atkins Kim Citrowske, or Mike Schroeder
	City of Moorhead Engineering/Planning/Parks	Jonathan Atkins, Kim Citrowske, or Mike Schroeder
	City of Dilworth	Peyton Mastera
	City of Horace	Barrett Voigt
	Cass County	Grace Puppe
	Clay County	Matt Jacobson
Departments of Transportation	NDDOT – Fargo District	Bob Walton
	MnDOT – District 4	Jane Butzer
Safety / Health	City of Fargo Police	Deputy Chief Joe Anderson
	Cass County Public Health	Kim Lipetzky (proxy – Cheryl Stetz)
	Clay County Public Health	Patrick Hollister

Miscellaneous	River Keepers	Christine Holland
	NDSU	Brit Stevens
	Great Rides	Alexis Pearson / Ryan Kota
Citizen	Citizen	Chris Garty (term 1/1/20 - 12/31/21)

Figure 2 – PROPOSED Bicycle & Pedestrian Committee Voting Member List

Bicycle and Pedestrian Committee Voting Member List		
Category	Organization	Member
Metropolitan Planning Organization (MPO)	Metro COG	Dan Farnsworth
Local Units of Government	City of West Fargo Planning/Engineering/Parks	Tim Solberg (proxy: Malachi Petersen), Andrew Wrucke, or Barb Erbstoesser
	City of West Fargo Planning/Engineering/Parks	Tim Solberg (proxy: Malachi Petersen), Andrew Wrucke, or Barb Erbstoesser
	City of Fargo Engineering	Jeremy Gorden (proxy – Jason Baker)
	City of Fargo Planning	Maegin Elshaug
	Fargo Park District	Tyler Kirchner
	City of Moorhead Engineering/Planning/Parks	Jonathan Atkins Kim Citrowske, or Mike Schroeder
	City of Moorhead Engineering/Planning/Parks	Jonathan Atkins, Kim Citrowske, or Mike Schroeder
	City of Dilworth	Peyton Mastera
	City of Horace	Barrett Voigt
	Cass County	Grace Puppe
Clay County	Matt Jacobson	
Departments of Transportation	NDDOT – Fargo District	Bob Walton
	MnDOT – District 4	Jane Butzer
Safety / Health	City of Fargo Police	Deputy Chief Joe Anderson
	Cass County Public Health	Kim Lipetzky (proxy – Cheryl Stetz)
	Clay County Public Health	Patrick Hollister
Miscellaneous	River Keepers	Christine Holland
	NDSU	Brit Stevens
	Great Rides	Alexis Pearson / Ryan Kota
Citizen	Citizen	Chris Garty (term 1/1/20 - 12/31/21)

Agenda Item 5

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: December 4, 2020
Subject: **Score/rank Transportation Alternatives applications**

The Transportation Alternatives (TA) program 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.

Applying jurisdictions within Metro COG's planning area are required to submit their applications to Metro COG. Metro COG has received a total of nine applications from jurisdictions within ND and three letters of intent from jurisdictions in MN. Below is a description of each application (ND) and letter of intent (MN).

North Dakota Urban TA

City of Fargo – Bison Village Shared Use Path

The City of Fargo is seeking funding to construct a shared use path that would connect 32nd Ave N to 37th Ave N via the 10th St alignment behind the wastewater treatment plant. The path would be adjacent to a drain and also located on dedicated street right-of-way. In addition the path would connect to the Bison Village neighborhood. The path would be approximately 0.5 miles in length.

Cost: \$225,000 construction total; \$180,000 requested from 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 with the existing path network located along and north of 52nd Ave S. The path would be constructed alongside Drain 27 from 52nd Ave S to city-owned property at 59th Ave S and tie into the existing path network. The proposed project would consist of approximately 1.3 miles of path.

Cost: \$540,000 construction total; \$290,000 requested from TA

City of Fargo – Drain 53 Shared Use Path

The City of Fargo is seeking funding to construct a shared use path along the east side of Drain 53 from 64th Ave S to 73rd Ave S (approximately 0.78 miles in length). The project would connect the Golden Valley development to a park and the rest of the metro path system.

Cost: \$310,000 construction total; \$248,000 requested from TA

City of Fargo – River Drive Shared Use Path

The City of Fargo is seeking funding to construct a shared use path that would run along the Red River from Harwood Dr to 40th Ave S. The path would be approximately 1 mile in length.

Cost: \$410,000 construction total; \$290,000 requested from TA

City of Horace (Cass Co Sponsor) – Center Ave Multi-Modal Improvements

The City of Horace is seeking funding to improve Center Ave (in the core of Horace) to a *yield street* in which pedestrians and bicycle users would share the street with automobiles. Project limits would begin at the north end of Thue Ct (which then becomes Center Ave) and end at the east end of Center Ave.

The improvement project would be a total of 0.3 miles in length. This would provide bicycle and pedestrian connections to community facilities such as: The Horace Senior Center, the Community Center, and Freed Park.

Cost: \$149,500 construction total; \$119,600 requested from TA

City of Horace (Cass Co Sponsor) – County Rd 17 Shared Use Path

The City of Horace is seeking funding to construct a shared use path along the east side of County Rd 17 from 76th Ave S to 73rd Ave S (approximately 0.26 miles in length). The north terminus of the project would connect to the sidewalk network of the Southdale Farms neighborhood and the south terminus of the project would connect to the shared use path network south and east of 76th Ave S and connect to the new Heritage Middle School and Horace High School.

Cost: \$268,000 construction total; \$214,400 requested from TA

City of West Fargo – Eaglewood / The Lights Shared Use Path

The City of West Fargo is seeking funding to construct a shared use path that would connect *The Lights at Sheyenne* (a mixed use development & entertainment center) with the surrounding neighborhood and other nearby shared use paths. This project would include approximately 0.55 miles of new shared use path.

Cost: \$308,000 construction total; \$246,400 requested from TA

City of West Fargo – Scheels Soccer Complex / Elmwood Park Shared Use Path

The City of West Fargo is seeking funding to construct a shared use path that would connect the Scheels Soccer Complex and the shared use path along 13th Ave S with Elmwood Park. A sizeable portion of the path would be constructed on an existing utility easement, providing a route away from motor vehicle traffic. In addition, a spur path would be constructed connecting this path to a neighborhood at 11th St W. In total, approximately 0.68 miles of path would be constructed as part of this project.

Cost: \$365,000 construction total; \$290,000 requested from TA

City of West Fargo – Veterans Blvd/9th St E Pedestrian Improvements

The City of West Fargo is seeking funding to upgrade the traffic signals along Veterans Blvd/9th St E from 4th Ave E to 40th Ave E. The improvements would improve pedestrian safety by adding: new traffic signal heads to allow for protected/permissive left turns, electronic 'no right turn on red' signs, and pedestrian lead times. These improvements would occur at ten signalized intersections along 3.5 miles of the corridor.

Cost: \$479,000 construction total; \$290,000 requested from TA

Minnesota TA

City of Barnesville – Hwy 34/13th St Shared Use Path

The City of Barnesville is seeking funding to construct a shared-use path from 4th Ave NE to Blue Eagle Park. The path would be located along the west side of 13th St NE from 4th Ave NE to Hwy 34 and then along the south wide of Hwy 34 from 13th St NE to the shared use path system at Blue Eagle Park. The project would be approximately 0.45 miles in length. With a path already constructed from Blue Eagle Park to the west and another path along 13th St NE south of 4th Ave NE, this project would complete a gap in the shared use path network, ultimately providing a 1.8 mile continuous shared use path system.

Cost: \$300,000 total; \$200,000 requested from TA

City of Dilworth – 7th St NE Multi Use Trail Extension (Safe Routes to School project)

The City of Dilworth is seeking funding to extend the existing shared use path along the east side 7th St NE. The existing path was constructed in 2014 and extends from 3rd Ave NE to 8th Ave NE (0.41 miles). The proposed extension would continue the path from 8th Ave NE to the entrance of the Summerwood development (0.27 miles). A completed extension would provide for a continuous 0.68 mile path and would provide a safe route for students walking or biking to Dilworth Elementary School via 4th Ave NE.
Cost: \$611,585 total; \$376,000 requested from TA

City of Moorhead – Bicycle & Pedestrian Bridge at Bluestem Center for the Arts

The City of Moorhead is seeking funding for a bicycle/pedestrian crossing over the Red River adjacent to Bluestem Center for the Arts in south Moorhead. The proposed crossing would be a high non-lift bridge which would accommodate users year-round, including during river flood events. The cost of the bridge would be split 50/50 between the cities of Fargo and Moorhead.
Total construction cost: \$4,000,000 (Moorhead: \$2,000,000, Fargo: \$2,000,000)
Requested TA funds: \$600,000

Attached is the scoring matrix which will be finalized at the meeting as well as all the applications (ND) / letters of intent (MN).

TA Project Evaluation - Fargo Applications - Urban (North Dakota)

2045 MTP Goal	TA Evaluation Criteria			Fargo							
	Question	Evaluation instructions	Points	Bison Village/10th St		Drain 27/Deer Creek		Drain 53		River Drive	
				Points	Notes	Points	Notes	Points	Notes	Points	Notes
System Safety	Is the project located where a crash involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 5 years?	Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.	10	0	No crash history. No existing facilities	0	No crash history. No existing facilities	0	No crash history. No existing facilities	0	No crashes (2015-2019) along River Dr or Hackberry Dr
	Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	10	10	0.32 mi from McKinley Elementary	10	Less than 1/2 mi from Deer Creek Elementary	0	No K-8 public school within 1/2 mi. of project	10	Portions of trail located within 1/2 mi from Eagles Elementary and Discover Middle S
Travel Efficiency and Reliability	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) land uses?	Per jurisdiction's zoning maps	10	10	MR3 on both north and south ends of project. Commercial less than 1/4 mi east of project.	10	Project adjacent to Commercial zoning and adjacent to SR-4 Residential zoning.	0	No commercial zoning within 1/4 mi. of project	0	No commercial zoning within 1/4 mi. of project
	Is the project part of a multi-jurisdictional planning effort/initiative?	This criteria is designed to be a project partnership between two separate jurisdictions such as City of Fargo and City of Moorhead. This criteria is not intended to be for partnerships between a city or school district, city and park district, or the required county sponsorship of <5,000 population jurisdiction projects.	5	0	Fargo project only	0	Fargo project only	0	Fargo project only	0	Fargo project only
Walking and Bicycling	Is the project located in a zone which currently has low or moderate levels of walkability on the 2045 MTP's walkability index?	Refer to Figure 4.24 in the 2045 MTP Plan. Low and moderate shown in blue and yellow. If project is in two zones, chose the zone in which the majority of the project is located.	10	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.
	Is the project consistent with recommendations of a corridor, comprehensive, or other planning study?	-	10	10	2016 Bicycle & Pedestrian Plan	10	2016 Bicycle & Pedestrian Plan	10	2016 Bicycle & Pedestrian Plan	10	2016 Bicycle & Pedestrian Plan
	Is the project located in an area with high or medium levels of vehicle trip density?	High trip density = 50+ trips/acre Medium trip density 25 to 50 trips/acre Refer to maps developed for F-M area. Saved in TA folder. If project is in two zones, choose the zone in which the majority of the project is located.	High trip density: 10 points Med trip density: 5 points	0	Close to med trip density area, but not within.	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	5	Located within med trip density zone.
	Does the project make a systematic effort to conserve natural resources	Defer to Bicycle & Pedestrian Committee's judgement at time of scoring.	3								
Economic Development and Transportation Decisions	Is the project within 1/4 mile of a MATBUS route corridor?	This is measured from any portion of the project.	5	5	Within 1/4 mi. of MATBUS route 13	0	No MATBUS route nearby	0	No MATBUS route nearby	0	No MATBUS route within 1/4 mile
	Is the project located within one of Metro COG's environmental justice (EJ) areas?	Use latest Metro COG environmental justice map. Project is within or directly adjacent to EJ area	5	0	Outside of any EJ area.	0	Outside of any EJ area.	5	Adjacent to a minority block area.	0	Outside of any EJ area.
Total Points				45	-	40	-	25	-	35	-

TA Project Evaluation - Horace Applications - Urban (North Dakota)

2045 MTP Goal	TA Evaluation Criteria			Horace			
	Question	Evaluation instructions	Points	Center Ave		CR 17 Path	
				Points	Notes	Points	Notes
System Safety	Is the project located where a crash involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 5 years?	Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.	10	0	No bike/ped crashes (2015-2019) in vicinity of project	0	No bike/ped crashes (2015-2019) along CR 17
	Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	10	10	Horace Elementary School within 1/2 mi from project	10	Heritage Middle School within 1/2 mi from project
Travel Efficiency and Reliability	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) land uses?	Per jurisdiction's zoning maps	10	10	While there is existing commercial and multi-dwelling residential (3-plex or greater) within 1/4 mi of project, Horace's official existing land use map shows otherwise	0	No existing built commercial or multi-family residential within 1/4 mile of project
	Is the project part of a multi-jurisdictional planning effort/initiative?	This criteria is designed to be a project partnership between two separate jurisdictions such as City of Fargo and City of Moorhead. This criteria is not intended to be for partnerships between a city or school district, city and park district, or the required county sponsorship of <5,000 population jurisdiction projects.	5	0	Horace project only	0	Horace project only
Walking and Bicycling	Is the project located in a zone which currently has low or moderate levels of walkability on the 2045 MTP's walkability index?	Refer to Figure 4.24 in the 2045 MTP Plan. Low and moderate shown in blue and yellow. If project is in two zones, chose the zone in which the majority of the project is located.	10	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.
	Is the project consistent with recommendations of a corridor, comprehensive, or other planning study?	-	10	0	Not listed in any plans	10	2016 Bicycle & Pedestrian Plan
	Is the project located in an area with high or medium levels of vehicle trip density?	High trip density = 50+ trips/acre Medium trip density 25 to 50 trips/acre Refer to maps developed for F-M area. Saved in TA folder. If project is in two zones, choose the zone in which the majority of the project is located.	High trip density: 10 points Med trip density: 5 points	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre
	Does the project make a systematic effort to conserve natural resources	Defer to Bicycle & Pedestrian Committee's judgement at time of scoring.	3				
Economic Development and Transportation Decisions	Is the project within 1/4 mile of a MATBUS route corridor?	This is measured from any portion of the project.	5	0	No MATBUS route within 1/4 mile	0	No MATBUS route within 1/4 mile
	Is the project located within one of Metro COG's environmental justice (EJ) areas?	Use latest Metro COG environmental justice map. Project is within or directly adjacent to EJ area	5	0	Outside of any EJ area.	0	Outside of any EJ area.
Total Points				30	-	30	-

TA Project Evaluation - West Fargo Applications - Urban (North Dakota)

2045 MTP Goal	TA Evaluation Criteria			West Fargo					
	Question	Evaluation instructions	Points	Eaglewood - The Lights		Soccer Complex - Elmwood		Veterans Blvd/9th St	
				Points	Notes	Points	Notes	Points	Notes
System Safety	Is the project located where a crash involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 5 years?	Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.	10	0	A bike/ped crash was recorded (2015-2019) at the intersection of Sheyenne St & 32nd Ave but no crashes along the proposed projected corridors.	0	No crash history. No existing facilities	10	A total of five crashes were recorded between 2015 - 2019 at the project intersections
	Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	10	10	Brooks Harbor Elementary School located within 1/2 mi from project	10	Westside Elementary School located within 1/2 mi of project	10	Four elementary and two middle schools located within 1/2 mi of project
Travel Efficiency and Reliability	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) land uses?	Per jurisdiction's zoning maps	10	10	Project adjacent to Commercial, Entertainment Mixed Use (The Lights), R-2 (townhomes), and R-3 (apartment buildings)	0	Project adjacent to R-3 (apartments) but no commercial nearby	10	Numerous multi-dwelling residential and numerous commercial developments/land uses located within 1/4 mile of project
	Is the project part of a multi-jurisdictional planning effort/initiative?	This criteria is designed to be a project partnership between two separate jurisdictions such as City of Fargo and City of Moorhead. This criteria is not intended to be for partnerships between a city or school district, city and park district, or the required county sponsorship of <5,000 population jurisdiction projects.	5	0	West Fargo project only	0	West Fargo project only	0	West Fargo project only
Walking and Bicycling	Is the project located in a zone which currently has low or moderate levels of walkability on the 2045 MTP's walkability index?	Refer to Figure 4.24 in the 2045 MTP Plan. Low and moderate shown in blue and yellow. If project is in two zones, chose the zone in which the majority of the project is located.	10	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.
	Is the project consistent with recommendations of a corridor, comprehensive, or other planning study?	-	10	10	2019 FM Metro Bikeway Gap Analysis	10	2019 FM Metro Bikeway Gap Analysis	0	Not identified in other plans
	Is the project located in an area with high or medium levels of vehicle trip density?	High trip density = 50+ trips/acre Medium trip density 25 to 50 trips/acre Refer to maps developed for F-M area. Saved in TA folder. If project is in two zones, choose the zone in which the majority of the project is located.	High trip density: 10 points Med trip density: 5 points	0	Trip density lower than 25 trips/acre.	5	Majority of project located within med trip density zone.	5	Of the zones adjacent to the project, the most common zone in which the project is located is the med trip density zone.
	Does the project make a systematic effort to conserve natural resources	Defer to Bicycle & Pedestrian Committee's judgement at time of scoring.	3						
Economic Development and Transportation Decisions	Is the project within 1/4 mile of a MATBUS route corridor?	This is measured from any portion of the project.	5	5	Within 1/4 mi. of MATBUS route 24	5	Within 1/4 mi. of MATBUS route 20	5	Within 1/4 mi. of MATBUS routes 18, 20, 24
	Is the project located within one of Metro COG's environmental justice (EJ) areas?	Use latest Metro COG environmental justice map. Project is within or directly adjacent to EJ area	5	0	Outside of any EJ area.	0	Outside of any EJ area.	5	Project intersection of 9th St & 4th Ave is adjacent to two EJ areas.
Total Points				45	-	40	-	55	-

TA Project Evaluation - Urban (Minnesota)

2045 MTP Goal	TA Evaluation Criteria			Dilworth		Moorhead	
	Question	Evaluation instructions	Points	7th St Path		Bluestem Bridge	
				Points	Notes	Points	Notes
System Safety	Is the project located where a crash involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 5 years?	Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.	10	0	No bike/ped crashes (2015-2019) along 7th St NE	0	No crash history. No existing facilities
	Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	10	0	No part of the project is within 1/2 of the Dilworth Elementary School building	?	Project 1/2 mi from Discovery & Eagles but Mrhd students don't go to school here, thus wouldn't use bridge.
Travel Efficiency and Reliability	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) land uses?	Per jurisdiction's zoning maps	10	0	No commercial zoning within 1/4 mi of project. Nearby residential zoning only allows for up to two families.	0	No commercial or multi-family zoning nearby on Mrhd side; No multi-family zoning within 1/4 mi on Fargo side.
	Is the project part of a multi-jurisdictional planning effort/initiative?	This criteria is designed to be a project partnership between two separate jurisdictions such as City of Fargo and City of Moorhead. This criteria is not intended to be for partnerships between a city or school district, city and park district, or the required county sponsorship of <5,000 population jurisdiction projects.	5	0	Dilworth project only	5	Project split between Fargo & Moorhead
Walking and Bicycling	Is the project located in a zone which currently has low or moderate levels of walkability on the 2045 MTP's walkability index?	Refer to Figure 4.24 in the 2045 MTP Plan. Low and moderate shown in blue and yellow. If project is in two zones, chose the zone in which the majority of the project is located.	10	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.
	Is the project consistent with recommendations of a corridor, comprehensive, or other planning study?	-	10	10	2016 Bicycle & Pedestrian Plan	10	2016 Bicycle & Pedestrian Plan
	Is the project located in an area with high or medium levels of vehicle trip density?	High trip density = 50+ trips/acre Medium trip density 25 to 50 trips/acre Refer to maps developed for F-M area. Saved in TA folder. If project is in two zones, choose the zone in which the majority of the project is located.	High trip density: 10 points Med trip density: 5 points	0	Trip density lower than 25 trips/acre	5?	Moorhead side not in high or med trip density. Fargo side on the border of med trip density.
	Does the project make a systematic effort to conserve natural resources	Defer to Bicycle & Pedestrian Committee's judgement at time of scoring.	3				
Economic Development and Transportation Decisions	Is the project within 1/4 mile of a MATBUS route corridor?	This is measured from any portion of the project.	5	0	No MATBUS route within 1/4 mile	0	No MATBUS route within 1/4 mile
	Is the project located within one of Metro COG's environmental justice (EJ) areas?	Use latest Metro COG environmental justice map. Project is within or directly adjacent to EJ area	5	0	Outside of any EJ area.	0	Outside of any EJ area.
Total Points				20	-	25	-

TA Project Evaluation - Rural (MN)

2045 MTP Goal	TA Evaluation Criteria			Minnesota	
	Question	Evaluation instructions	Points	Barnesville	
System Safety	Is the project located where crashes involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 9 years?	<i>Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.</i>	One crash: 5 pts Multiple crashes: 10 pts	0	No bike/ped crashes (2011-2019) along 13th St NE or Hwy 34
	Is the project located within 1/2 mile radius of a K-8 public school?	<i>Measure from outermost perimeter of school building.</i>	10	0	Barnesville Elementary School further than 1/2 mi of project
Travel Efficiency and Reliability	Does the project directly connect two existing bicycle and/or pedestrian facilities with a similar facility? OR	<i>Per jurisdiction's zoning maps</i>	10	10	Project connects two shared use paths.
	Does the project directly connect to an existing bicycle and/or pedestrian facility with a similar facility?		5	-	-
	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) zoning districts?		10	0	There is a 6-plex on south edge of project (zoned R-3) and zoned 'highway business' (C-2) on north side of project however the existing C-2 only contains a campground.
Walking and Bicycling	Is the project consistent with recommendations of a corridor, comprehensive, or other planning study?	-	10	10	Not in 2013 SRTS Plan; Not in 2017 Barnesville Comp Plan; But part of it is in 2016 Bike/Ped Plan
Economic Development and Transportation Decisions	Does the project connect residential area(s) to commercial or industrial area(s)?	<i>Defer to Bicycle & Pedestrian Committee's judgement at time of scoring.</i>	10	10	There is a 6-plex on south edge of project (zoned R-3) and businesses (zoned I-1 and I-2) just east of the project.
	Does the project provide a direct connection to a park or other recreation facility (i.e. swimming pool, skating rink, etc.)	<i>Direct connection refers to project adjoining property of park or recreation facility</i>	5	5	Direct connection to Blue Eagle Park
			Total Points	35	-

Fargo Application
Bison Village/10th St N Shared Use Path
(ND Urban Evaluation Category)

North Dakota Department of Transportation
Transportation Alternatives Program
Application for 2023/2024 Construction

1. PROJECT NAME: **Bison Village/10th Street North Shared Use Path**

2. PROJECT LOCATION: The project is located between 32nd Avenue North to 36th/
37th Avenues N, adjacent to a drain and also located on dedicated street right-of-way. The
project connects the Bison Village neighborhood to the metro path system. See
Attachment A for Project Location Map.

3. PROJECT CONTACT: City of Fargo

4. CONTACT PERSON:

Jeremy M. Gorden, PE, PTOE
225 4th Street N., Fargo ND 58102
(701) 241-1529
jgorden@FargoND.gov

5. PROJECT SPONSOR: City of Fargo

6. SPONSORING OFFICIAL:

Dr. Timothy J. Mahoney, Mayor
225 4th Street North, Fargo ND 58102
(701) 241-1310

7. PROJECT DESCRIPTION:

The City of Fargo and the Fargo Park District continue to plan and construct an extensive shared use path system in Fargo. This project would provide a 10' wide, off-road shared use path that would connect the Bison Village neighborhood to the metro area path system. The alignment of the trail would begin at 32nd Avenue North and be constructed on flat ground following the alignment of the drain. It would then continue north on 10th Street N right-of-way (the City has determined it will not construct a road in this area, but has retained it for critical bike and pedestrian infrastructure). The path would terminate at the intersection of 36th/37th Avenues North. This project would provide a critical north-south path connection, as the only other path connection along Broadway can be out of use, depending on the level of the Red River. The proposed path is approximately a half-mile long.

8. PROJECT COST:

Federal Share	\$ 180,000
Local Share	<u>\$ 45,000</u>
Total cost	\$ 225,000

9. WHAT TAP CATEGORY/CATEGORIES BEST DESCRIBES YOUR PROJECT? (Bolded and underlined)

A. **Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle**

signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

- B. Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.**
- C. Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- D. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- E. Construction of turnouts, overlooks, and viewing areas.
- F. Community improvement activities, including:
- historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose;
 - vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - archaeological activities relating to impacts from implementation of a transportation project; and
 - streetscape improvements and corridor landscaping.
- G. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
- address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

10. SUPPORTING DATA

This project is identified in the 2016 FM Metro Bicycle and Pedestrian Plan. As shown in the attached Appendix B, Project 7 is identified as short range project.

Areas adjacent to the proposed project has seen single family and multi-family residential development over the last several years. This project would provide residents with a connection to the metro path system and connection to commercial businesses. This path improves the ability for children to walk or bike to school (especially because it is separate from vehicular infrastructure). This path also provides a north-south connection that would stay dry all time of the year, as opposed to the path along the Red River that can be blocked off due to high levels.

The City of Fargo Board of Commissioners support this project. This project has been reviewed by the Metro Council of Governments staff and approved for submittal.

11. PUBLIC ACCESSIBILITY:

This project will be owned by the City of Fargo and maintained by the Fargo Park District. The public will have continuous access.

12. MATCHING FUNDS PROVIDED BY:

City of Fargo Infrastructure Sales Tax revenue and Fargo Park District funds.

13. RIGHT OF WAY FOR THIS PROJECT WILL BE PROVIDED BY:

Construction will take place on City of Fargo right-of-way and Southeast Cass Water Resource District Property.

14. MAINTENANCE OF THIS PROJECT WILL BE PROVIDED BY:

Maintenance of the project will be coordinated between the Fargo Park District and the City of Fargo.

15. ENVIRONMENTAL IMPACTS:

The land use adjacent to the proposed project is residential and public, and is partially adjacent to a non-legal drain. This project is compatible to all adjacent land uses. Positive social impacts should come from this project due to the improved level of safety and convenience the project will provide to the surrounding land uses and shared use path uses. This project will provide a positive economic impact because the project will be bid, thereby creating work for contractors and suppliers. No relocations will be required. No filling will occur in any wet lands and the project is not located within the 100-yr floodplain. The threatened or endangered species in the project area will not be affected by this project. There are no properties on or eligible to be on the National Register of Historic Places in the project area.

16. SIGNATURES

CONTACT PERSON:

DATE

Jeremy M. Gorden, PE, PTOE
Transportation Division Engineer

RESPONSIBLE CITY OFFICIAL

Dr. Timothy J. Mahoney, Mayor

RESPONSIBLE MPO OFFICIAL

Cindy Gray, Executive Director, FM Metro COG

Appendix A

Project Location Map

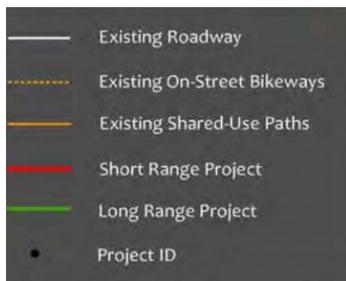
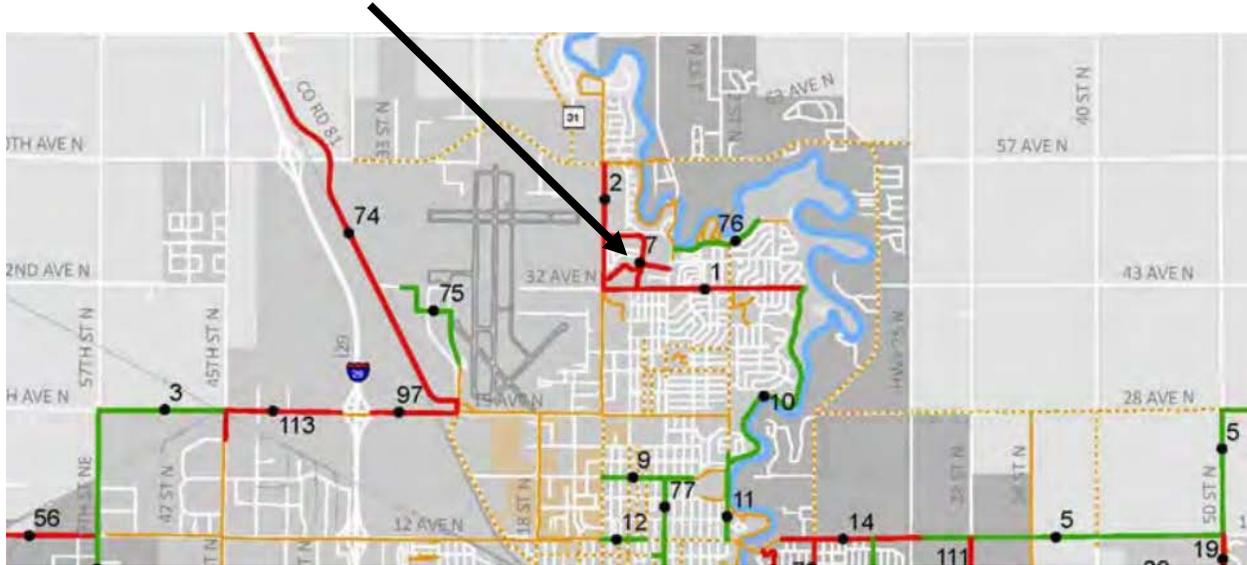


- PROPOSED MULTI-USE TRAIL
- - - EXISTING MULTI-USE TRAIL
- - - EXISTING SIDEWALK

Appendix B –

Supporting Data - Excerpt from 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan

This project was identified in the 2016 FM Metro Bicycle and Pedestrian Plan. Project 7 is identified as a short range project.



Fargo Application
Drain 27 & Deer Creek Shared Use Path
(ND Urban Evaluation Category)

North Dakota Department of Transportation
Transportation Alternatives Program
Application for 2023/2024 Construction

1. PROJECT NAME: **Drain 27 & Deer Creek Shared Use Path**
2. PROJECT LOCATION: The project is located along the west side of Drain 27 from just south of 52nd Avenue S to 59th Avenue S in the Deer Creek Addition in Fargo. This project would connect the Deer Creek neighborhood to the metro path system. See Attachment A for Project Location Map.
3. PROJECT CONTACT: City of Fargo
4. CONTACT PERSON:

Jeremy M. Gorden, PE, PTOE
225 4th Street N., Fargo ND 58102
(701) 241-1529
jgorden@FargoND.gov
5. PROJECT SPONSOR: City of Fargo
6. SPONSORING OFFICIAL:

Dr. Timothy J. Mahoney, Mayor
225 4th Street North, Fargo ND 58102
(701) 241-1310
7. PROJECT DESCRIPTION:

The City of Fargo and the Fargo Park District continue to plan and construct an extensive shared use path system in Fargo. This project would provide a 10' wide, off-road shared use path that would connect the Deer Creek neighborhood with the existing path network located along and north of 52nd Avenue South. The alignment of the trail would begin at 52nd Avenue South and be constructed on a shelf following the alignment of Drain 27, and would connect to City owned property at 59th Avenue South and tie into the existing path network. This project would fill in a missing connection between 52nd Avenue South and 59th Avenue South. The path would also connect to existing path north of 52nd Avenue along Drain 27, which also provides path connections to the west and east. The proposed project is approximately 6840' long.
8. PROJECT COST:

Federal Share	\$ 290,000
Local Share	<u>\$ 250,000</u>
Total cost	\$ 540,000
9. WHAT TAP CATEGORY/CATEGORIES BEST DESCRIBES YOUR PROJECT? (Bolded and underlined)

A. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related

infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

- B. Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.
- C. Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- D. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- E. Construction of turnouts, overlooks, and viewing areas.
- F. Community improvement activities, including:
 - historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose;
 - vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - archaeological activities relating to impacts from implementation of a transportation project; and
 - streetscape improvements and corridor landscaping.
- G. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

10. SUPPORTING DATA

This project is identified in the 2016 FM Metro Bicycle and Pedestrian Plan. As shown in the attached Appendix B, Project 87 and 88 are identified as short range and long range projects, respectively.

Additionally, the City of Fargo plans to construct a large 146-acre stormwater basin area in 2021 in the area just east of the drain (the current farm lands), which will allow a large area to be developed into residential and commercial development in the upcoming years. The basin and development around will have significant trail infrastructure. In the future as the area develops, the city would also pursue a bridge crossing over the Drain 27, and construct a pedestrian underpass below Veterans Boulevard when the infrastructure is built, which would connect the two developments by an off street trail system. Providing the proposed connection is vital in setting up phases of connectivity as this area begins to develop.

The City of Fargo Board of Commissioners support this project. This project has been reviewed by the Metro Council of Governments staff and approved for submittal.

11. PUBLIC ACCESSIBILITY:

This project will be owned by the City of Fargo and maintained by the Fargo Park District. The public will have continuous access.

12. MATCHING FUNDS PROVIDED BY:

City of Fargo Infrastructure Sales Tax revenue and Special Assessments.

13. RIGHT OF WAY FOR THIS PROJECT WILL BE PROVIDED BY:

Construction will take place on City of Fargo and Southeast Cass Water Resource District Property.

14. MAINTENANCE OF THIS PROJECT WILL BE PROVIDED BY:

Maintenance of the project will be coordinated between the Fargo Park District and the City of Fargo.

15. ENVIRONMENTAL IMPACTS:

The land use adjacent to the proposed project is residential, public, commercial and is also adjacent to County Drain 27. This project is compatible to all adjacent land uses. This project will be constructed in an urban area where the existing farm lands have already been converted to urban areas, however, the land across Drain 27 is still used for agricultural purposes. Positive social impacts should come from this project due to the improved level of safety and convenience the project will provide to the surrounding land uses and shared use path uses. This project will provide a positive economic impact because the project will be bid, thereby creating work for contractors and suppliers. No relocations will be required. No filling will occur in any wet lands. A small portion of this project will be located within the 100-yr floodplain. The threatened or endangered species in the project area will not be affected by this project. There are no properties on or eligible to be on the National Register of Historic Places in the project area.

16. SIGNATURES

CONTACT PERSON:

DATE

Jeremy M. Gorden, PE, PTOE
Transportation Division Engineer

RESPONSIBLE CITY OFFICIAL

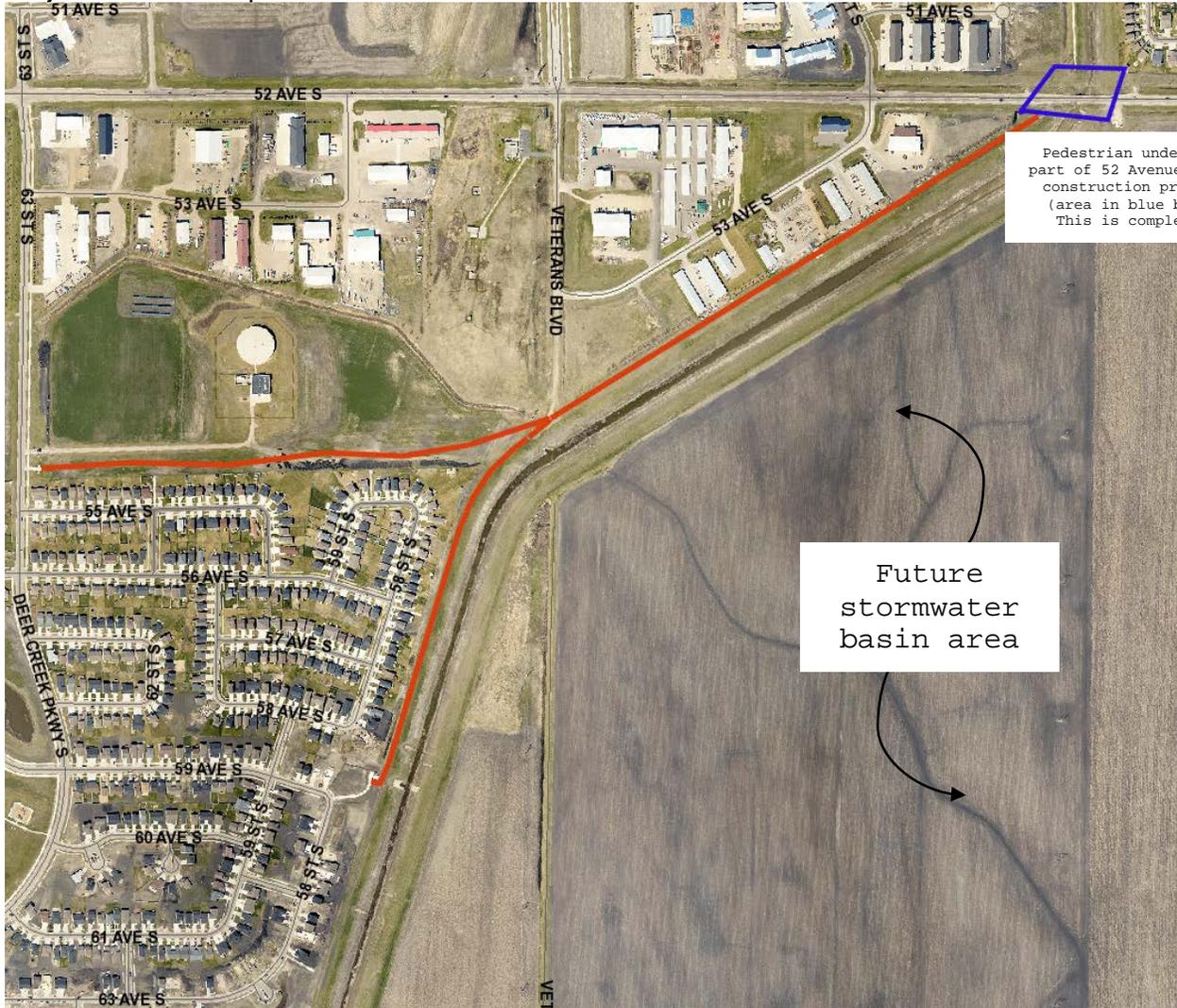
Dr. Timothy J. Mahoney, Mayor

RESPONSIBLE MPO OFFICIAL

Cindy Gray, Executive Director, FM Metro COG

Appendix A

Project Location Map



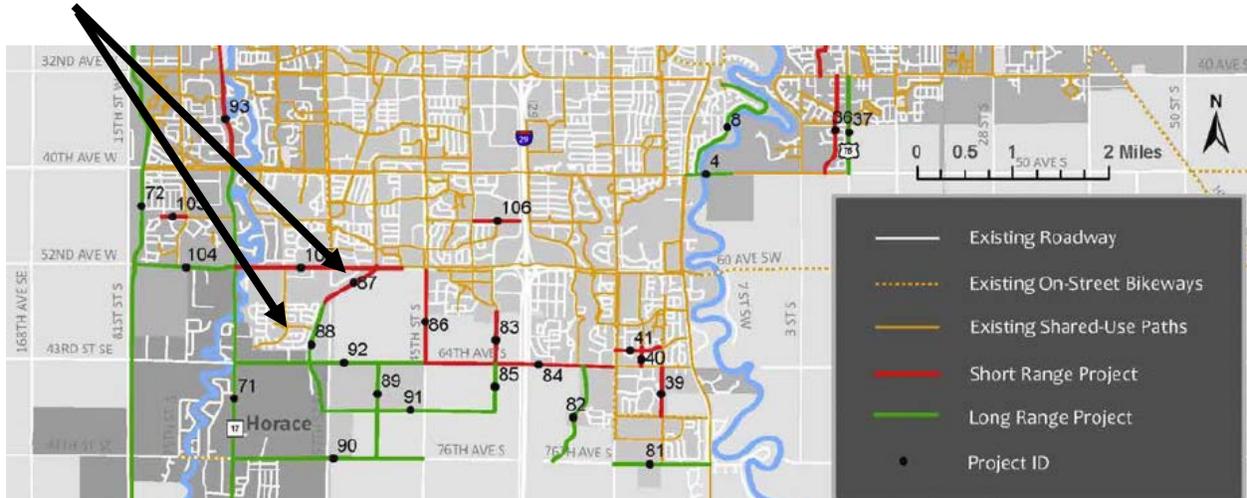
Pedestrian underpass part of 52 Avenue South construction project (area in blue box). This is complete.

Future stormwater basin area

Appendix B

Supporting Data - Excerpt from 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan

This project was identified in the 2016 FM Metro Bicycle and Pedestrian Plan. Project 87 and 88 are identified as short range and long range projects, respectively.



Fargo Application
Drain 53 Shared Use Path
(ND Urban Evaluation Category)

North Dakota Department of Transportation
Transportation Alternatives Program
Application for 2023/2024 Construction

1. PROJECT NAME: Drain 53 Shared Use Path Project
2. PROJECT LOCATION: Along the east side of Drain 53 from 64th Avenue South to 73rd Avenue South. This project connects the Golden Valley development to a park and the metro path system. See Attachment A for Project Location Map.
3. PROJECT CONTACT: City of Fargo
4. CONTACT PERSON:

Jeremy M. Gorden, P.E., PTOE
225 4th Street N., Fargo ND 58102
(701) 241-1529
jgorden@FargoND.gov

5. PROJECT SPONSOR: City of Fargo
6. SPONSORING OFFICIAL:

Dr. Timothy J. Mahoney, Mayor
225 4th Street North, Fargo ND 58102
(701) 241-1310

7. PROJECT DESCRIPTION:

The funds will be used to construct a new 10' wide shared use path along Drain 53 in south Fargo. Drain 53 was improved in 2011 between 52nd Avenue South and 64th Avenue South and with that drain improvement, the County added a slope stability bench that is 25' wide and located on the inside of the drain, roughly 10' from the top. The proposed 10' wide shared use path would be located on this bench and would be located between 64th Avenue South and 73rd Avenue South, a distance of roughly a ¾ mile in length. It will be on the opposite side of the top of the levee, which will mean that the path isn't largely detectable by adjacent landowners. The path will be situated in the 100-year floodplain, but will not be submerged in summer rain events; it will only be submerged with spring floods that record 38' flood stage or higher. In the recorded history of the Red River floods, it has hit this mark only 4 times.

This project will tie into the recently completed shared use path constructed in 2016 north of 64th Avenue South along the drain, and would tie into the shared use path system along 64th Avenue South.

8. PROJECT COSTS:

Federal Share	\$ 248,000
Local Share	<u>\$ 62,000</u>
Total cost	\$ 310,000

City of Fargo will complete the environmental document, design and construction administration for project. We would begin the environmental work as soon as possible after notification of award of funds.

9. WHAT TAP CATEGORY/CATEGORIES BEST DESCRIBES YOUR PROJECT? (Bolded and underlined)

- A. **Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.**
- B. Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.
- C. Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- D. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- E. Construction of turnouts, overlooks, and viewing areas.
- F. Community improvement activities, including:
- historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose;
 - vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - archaeological activities relating to impacts from implementation of a transportation project; and
 - streetscape improvements and corridor landscaping.
- G. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
- address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

10. SUPPORTING DATA:

This project is identified in the 2016 FM Metro Bicycle and Pedestrian Plan. As shown in the attached Appendix B, Project 82 is identified as a long range project.

Development east of Drain 53 (Golden Valley development) has experienced recent growth recently, with many residential homes beginning construction late 2015 / early 2016 near 70th Avenue South. Over the last several years, nearly all of the land between the drain and 25th Avenue South is ready for construction, and are already seeing a great number of homes being built in the neighborhood.

Development west of Drain 53 and just south of 64th Avenue South is occurring (Selkirk development), with the infrastructure nearing completion and it is anticipated residential lots will be being built upon very soon. When the City of Fargo builds a bridge over Drain 53 along 67th Avenue, it will provide the trail connectivity between these two neighborhoods.

The requested project will provide a needed connection to connect the neighborhoods and to the metro path system. Construction of this path would provide nearly 3.5 miles of continuous off street connectivity and connect residents in these neighborhoods to the Milwaukee bike trail. The project will serve many community members and nearby residents: there are over 450 residential lots within the Selkirk and Golden Valley developments.

The City of Fargo Board of Commissioners support this project. This project has been reviewed by the Metro Council of Governments staff and approved for submittal.

11. PUBLIC ACCESSIBILITY:

This project will be owned by the City of Fargo and maintained by the Fargo Park District. The public will have continuous access.

12. MATCHING FUNDS PROVIDED BY:

City of Fargo Infrastructure Sales Tax revenue and Special Assessments.

13. RIGHT OF WAY FOR THIS PROJECT WILL BE PROVIDED BY:

Construction will take place on City of Fargo and Southeast Cass Water Resource District Property.

14. MAINTENANCE OF THIS PROJECT WILL BE PROVIDED BY:

Maintenance of the project will be coordinated between the Fargo Park District and the City of Fargo.

15. ENVIRONMENTAL IMPACTS:

The land use adjacent to the proposed project is residential, public, park, and agriculture, and is also adjacent to County Drain 53. This project is compatible to all adjacent land uses. This project will be constructed in an urban area where the much of the existing farm lands have already been converted to urban areas, however, most of the land across Drain 53 is still used for agricultural purposes. Positive social impacts should come from this project due to the improved level of safety and convenience the project will provide to the surrounding land uses and shared use path uses. This project will provide a positive economic impact because the project will be bid, thereby creating work for contractors and suppliers. No relocations will be required. No filling will occur in any wet lands. The project will be located within the 100-yr floodplain. The threatened or endangered species in the project area will not be affected by this project. There are no properties on or eligible to be on the National Register of Historic Places in the project area.

16. SIGNATURES

CONTACT PERSON:

DATE

Jeremy M. Gorden, PE, PTOE
Transportation Division Engineer

RESPONSIBLE CITY OFFICIAL

Dr. Timothy J. Mahoney, Mayor

RESPONSIBLE MPO OFFICIAL

Cindy Gray, Executive Director, FM Metro COG

Appendix A

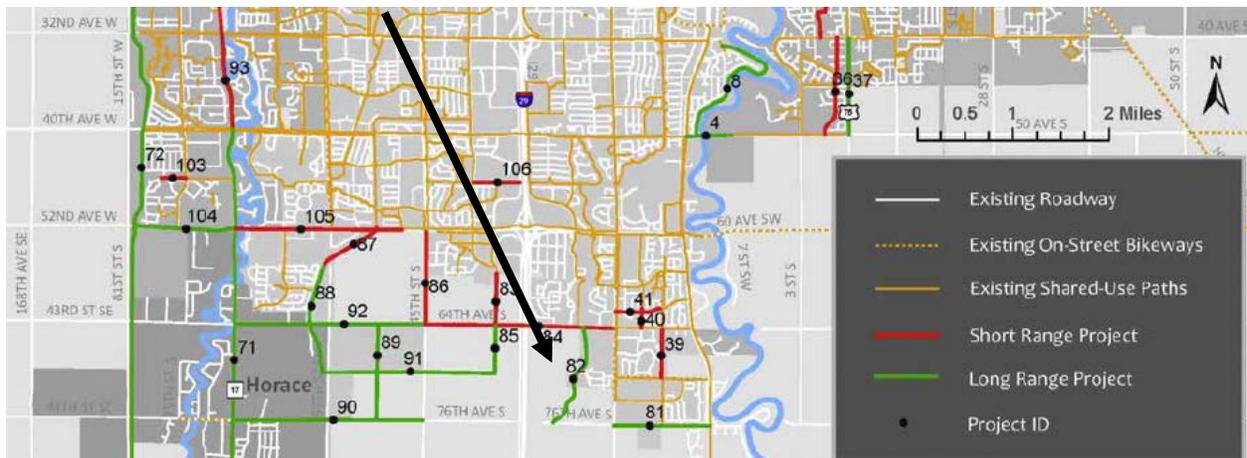
Project Location Map



Appendix B –

Supporting Data - Excerpt from 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan

This project was identified in the 2016 FM Metro Bicycle and Pedestrian Plan. Project 82 is identified as a long range project. However, due to the recent development since the plan in 2016, the path is necessary in the short term, as opposed to a long range project.



Fargo Application
River Drive Shared Use Path
(ND Urban Evaluation Category)

North Dakota Department of Transportation
Transportation Alternatives Program
Application for 2023/2024 Construction

1. PROJECT NAME: **River Drive Shared Use Path**
2. PROJECT LOCATION: The project is located along the Red River and River Drive S between 40th Avenue S & Harwood Drive. See Attachment A for Project Location Map.
3. PROJECT CONTACT: City of Fargo
4. CONTACT PERSON:

Jeremy M. Gorden, PE, PTOE
225 4th Street N., Fargo ND 58102
(701) 241-1529
jgorden@FargoND.gov
5. PROJECT SPONSOR: City of Fargo
6. SPONSORING OFFICIAL:

Dr. Timothy J. Mahoney, Mayor
225 4th Street North, Fargo ND 58102
(701) 241-1310
7. PROJECT DESCRIPTION:

The City of Fargo and the Fargo Park District continue to plan and construct an extensive shared use path system in Fargo. This project would provide a 10' wide, off-road shared use path that would run along the Red River and River Drive between 40th Avenue S and Harwood Drive. This project would supplement the existing shared use path system by adding a route near the Red River from 40th Avenue S to 32nd Avenue S. Over the last 10 years the City of Fargo has been purchasing the properties along River Drive to make way for a flood control levee, and this project would fit into the area like a glove. The proposed project is approximately 5500' long.
8. PROJECT COST:

Federal Share	\$ 290,000
Local Share	<u>\$ 120,000</u>
Total cost	\$ 410,000
9. WHAT TAP CATEGORY/CATEGORIES BEST DESCRIBES YOUR PROJECT? (Bolded and underlined)
 - A. **Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.**
 - B. Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.

- C. Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- D. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- E. Construction of turnouts, overlooks, and viewing areas.
- F. Community improvement activities, including:
 - historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose;
 - vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - archaeological activities relating to impacts from implementation of a transportation project; and
 - streetscape improvements and corridor landscaping.
- G. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

10. SUPPORTING DATA

This project is identified in the 2016 FM Metro Bicycle and Pedestrian Plan. As shown in the attached Appendix B, Project 8 is identified as a short range project.

The City of Fargo Board of Commissioners support this project. This project has been reviewed by the Metro Council of Governments staff and approved for submittal.

11. PUBLIC ACCESSIBILITY:

This project will be owned by the City of Fargo and maintained by the Fargo Park District. The public will have continuous access.

12. MATCHING FUNDS PROVIDED BY:

City of Fargo Infrastructure Sales Tax revenue and Special Assessments.

13. RIGHT OF WAY FOR THIS PROJECT WILL BE PROVIDED BY:

Construction will take place on City of Fargo property.

14. MAINTENANCE OF THIS PROJECT WILL BE PROVIDED BY:

Maintenance of the project will be coordinated between the Fargo Park District and the City of Fargo.

15. ENVIRONMENTAL IMPACTS:

The land use adjacent to the proposed project is residential and open space. This project is compatible to all adjacent land uses. Positive social impacts should come from this project due to the improved level of safety and convenience the project will provide to the surrounding land uses and shared use path uses. This project will provide a positive economic impact because the project will be bid, thereby creating work for contractors and suppliers. No relocations will be required. No filling will occur in any wet lands. A small portion of this project will be located within the 100-yr floodplain. The threatened or endangered species in the project area will not be affected by this project. There are no properties on or eligible to be on the National Register of Historic Places in the project area.

16. SIGNATURES

CONTACT PERSON:

DATE

Jeremy M. Gorden, PE, PTOE
Transportation Division Engineer

RESPONSIBLE CITY OFFICIAL

Dr. Timothy J. Mahoney, Mayor

RESPONSIBLE MPO OFFICIAL

Cindy Gray, Executive Director, FM Metro COG

Appendix A

Project Location Map

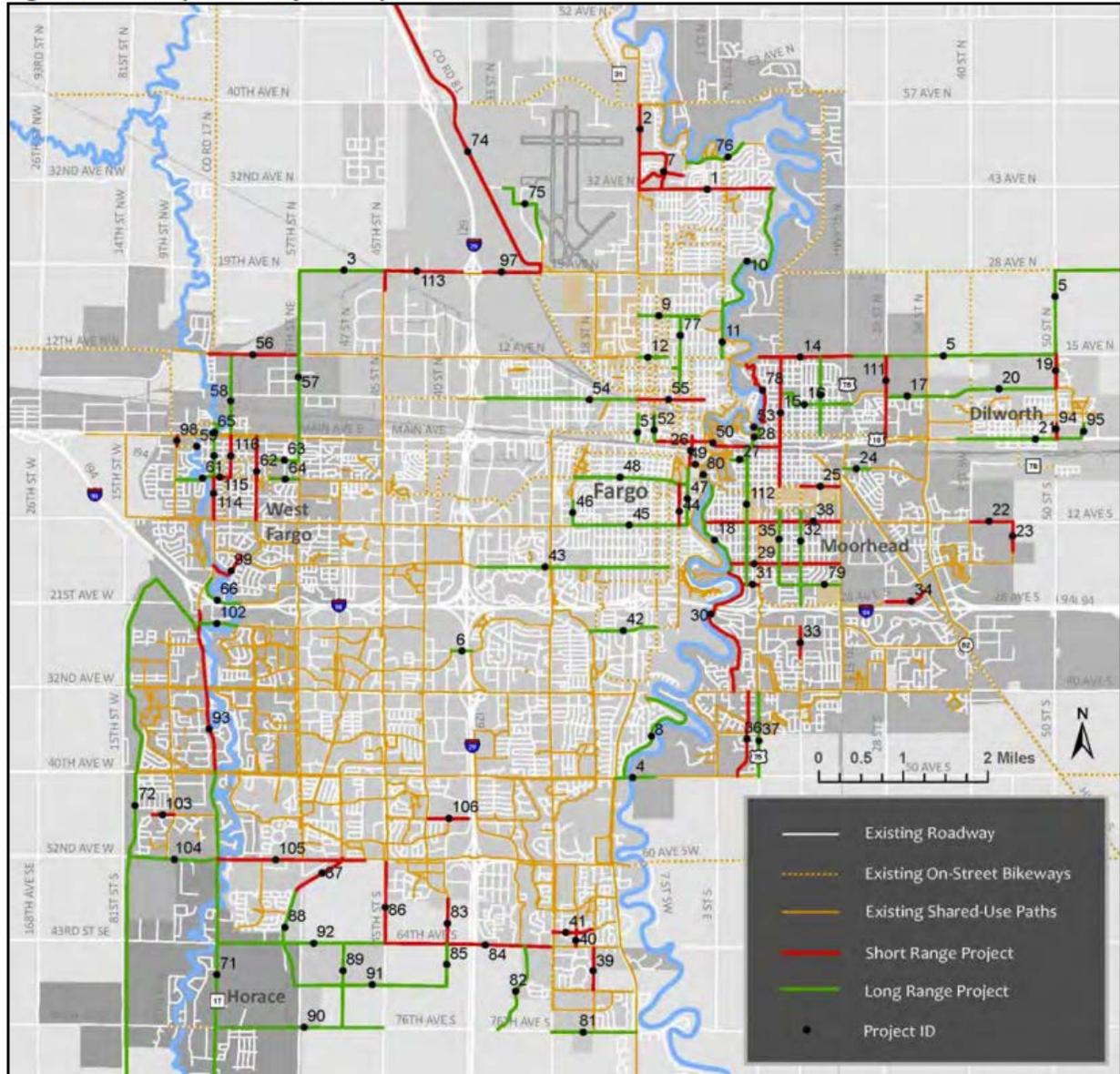


Appendix B

Supporting Data - Excerpt from 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan

This project was identified in the 2016 FM Metro Bicycle and Pedestrian Plan.

Figure 6.1 – Proposed Project Map – Urban



Horace Application
Center Ave Multi-Modal Improvements
(ND Urban Evaluation Category)

TA Application: City of Horace

1. Project Name

Center Ave Multi-Modal Improvements

2. Project Location

The Stretch of Center Ave in Horace, ND between Wall Ave. and Nelson Dr.

3. Project Contact

City of Horace

4. Contact Person

Chelsey Johnson
600 Nelson Drive
Horace ND 58047
(701) 219-4596
cjohnson@cityofhorace.com

5. Project Sponsor

Cass County Commission

6. Sponsoring Official

Jason Benson, PE, County Engineer
1201 Main Avenue West
West Fargo, ND 58078
(701) 298-2370
BensonJ@casscountynnd.gov

7. Project Description

The City of Horace is proposing a project called the *Center Ave Multi-Modal Improvements* to enhance safety and create a public space that promotes Horace's small-town character. Center Ave currently functions as a *yield street*, in which pedestrians and cyclists share the street with automobiles. Motorized and non-motorized users alike use the street to access three key community facilities: The Horace Senior Center, the Community Center at the Horace Fire Station, and Freed Park. Additionally, vacant lots around Center Ave also play host to community events, such as the Horace Farmers Market and the *Bean Days* community fair.

Truly the "center" of public life in the City of Horace, Center Ave serves as an important mixed-traffic street used by all residents to access vital community facilities and events. However, there are several significant safety challenges with Center Ave in its current arrangement:

1. There is no indication that the street naturally contains a mix of motorized and non-motorized users.
2. The travel area and road width are simply too narrow to construct a physically separated non-motorized transportation facility. Additionally, the acquisition of right-of-way or easements for such a facility is not feasible due to the current location of houses and structures in relation to the street.
3. There is no delineation between the street and the parking lots of the Horace Senior Center and the Fire Station.
4. There is a school bus stop on the street.
5. Railroad tracks bisect Center Ave.

The Center Ave Multi-Modal Improvements project will enhance the existing yield street function of Center Ave from Wall Ave to Nelson Dr by implementing pedestrian safety and traffic calming measures to indicate: 1) the roadway has high pedestrian and bicycle activity and 2) create a sense of shared space. The project design is based upon guidelines from the *Urban Street Design Guide* published by the National Association of City Transportation Officials and the Federal Highway Administration's *Small Town and Rural Multimodal Networks* document.

The completed project will not change or restrict the fact the road currently supports bi-directional traffic at low speeds. Instead, the project will promote slower speeds and utilize best practices in small-town street design to delineate Center Ave as a yield street with mixed-traffic and improve the connectivity of all residents:

1. The installation of striping along the sides of the road indicates that motorized and non-motorized uses share the street. The striping will help move non-motorized traffic out of the center of the road and show drivers where to expect pedestrians.
2. The installation of colored concrete around the Senior Center parking lot will indicate a boundary between the travel lane and a parking facility. This space will also allow for pedestrian refuge.

The need for safety improvements on the street is paramount as not only is Center Ave busy with a mix of traffic, but as indicated earlier, is bisected by active railroad tracks. The Red River Valley and Western Railroad Company share the same safety concerns as the City and have endorsed this project. Additionally, the organizations that manage the three community facilities have all endorsed this project. Through best practice safety measures, this project will improve multi-modal connectivity around important community nodes in a cost-effective manner.

8. Project Cost

The Project is estimated to have a total construction cost of \$149,500.00. See attachment 4 for the Engineer's estimate prepared by Interstate Engineering:

- A. 80% Federal = \$119,600.00

- B. 20% Local = \$29,900.00
- C. The Preliminary Engineering and Construction Engineering will be paid for by the City of Horace. Preliminary Engineering Costs are estimated to be \$22,500.00 and Construction Engineering costs are estimated to be \$30,000.00.

9. What TA category best fits your project?- In Bold

- A. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.**
- B. Construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school.
- C. Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- D. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- E. Construction of turnouts, overlooks, and viewing areas.
- F. Community improvement activities, including:
 - Historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose;
 - Vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - Archaeological activities relating to impacts from implementation of a transportation project; and
 - Streetscape improvements and corridor landscaping.
- G. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - Address storm water management, control and water pollution User prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitat.

10. Supporting Data

- 1. Is your project part of an identified recreation or transportation plan? If so, explain.**

Yes. Two planning documents identify the need for this project:

1. The Horace 2045 Comprehensive and Land Use Plan¹ identifies 1) the need for pedestrian facilities in the Old Town Area (page 75), 2) provides policy that prioritizes investments that preserve and maintain existing facilities (page 58), and 3) discusses the need to implement Complete Street concepts (Pages 46, 72).
2. The City of Horace has further refined the recommendations of Horace 2045 for enhanced pedestrian improvements and connectivity in a Bicycle/Pedestrian Master Plan. This plan consists of proposed non-motorized pedestrian projects and is maintained by the City Engineer. That document (Attachment 3) and shows the desire for improvements on Center Ave.

2. Is your project tied to another project? If so, please explain.

This project is not tied to an existing project, but the City of Horace intends to use this project as a step towards enhancing an expected Renaissance Zone and incoming redevelopment efforts in the older parts of the City.

3. How does your project fit with similar projects in your community and/or region?

There are few examples of the enhanced yield street concept in the region but the City of Horace is eager to pioneer new solutions towards pedestrian connectivity and safety. Center Ave is the right candidate for some of these new solutions, as it is currently trafficked by both motorized and non-motorized users without room for road widening. Enhancing the existing yield street functionality of Center Ave will facilitate traffic as it is already occurring more efficiently and safely.

4. Provide documentation of governmental agencies that are in support of this project. Also, please provide documentation of support, if any, from the general public, other groups, and organizations.

The City's foundational policy document, the *Horace 2045 Comprehensive and Transportation Plan*, enables the City to work with stakeholders to pursue projects for pedestrian safety and transportation choice. Two policies in Horace 2045 directly underwrite this project. Policy T-16 states the City of Horace will, "Prioritize investments in the roadway network that preserve and maintain existing facilities rather than the construction of new ones." Policy T-19 states that the City will, "Stimulate economic development through planning more walkable and livable neighborhoods that improve residential quality of life".

Key community stakeholders have endorsed this project, including the Red River Valley and Western Railroad, whose right-of-way bisects the project area. Of equal importance is that the project was endorsed by stakeholders who will benefit directly from this

¹ <https://www.cityofhorace.com/2249/Horace-2045-Comprehensive-Plan>

project: the Horace Park District (maintains Freed Park), the Horace Fire District (operates the Community Center), and the Horace Senior Center. Additionally, this project was endorsed by partner agencies and organizations with an interest in promoting safe transportation alternatives in the City of Horace, such as Cass County Highway Engineer, the Cass County Sheriff, the West Fargo School District, and the Horace Lion's Club.

11. Public Accessibility

The City of Horace will be the owner of the project once completed and the public will have access to the path at all times.

12. Matching Funds provided By

The City of Horace.

13. Will Right of Way for this Project be Needed?

No.

14. Maintenance of This Project Will Be Provided By:

The City of Horace.

15. Environmental Impacts

- **Land Use - Describe changes or potential changes this project will have upon land use in the vicinity.**

The project will enhance existing land uses on Center Avenue by promoting transportation choice through increased pedestrian safety. Increased multi-modal infrastructure and transportation choices are proven to foster higher land values and promote the highest and best uses of undeveloped and underdeveloped land.

- **Farmland - If any farmlands are to be used for this project, identify what their present usage is.**

No.

- **Social - Describe the project's impact upon the neighborhood and community.**

Increasing transportation choices deliver positive social impacts. This project specifically will improve the marginal social benefit of the Horace Senior Center, Community Center, and Freed Park by calming traffic and creating a sense of shared space. The sense of place created by the project will enhance Horace's "small-town feel" and encourage continued and new uses. Additionally, this project delivers public health benefits as it expands the network in which one can safely walk or bike while promoting equity by enhancing transportation options for those who cannot drive a car.

- **Section 4(f) & 6(f) - Are there any impacts to Section 4(f) or Section 6(f) properties?**
No.

- **Economic - Describe the project's economic impact.**
This project creates safer pedestrian access to community facilities and a multi-modal linkage between the City's historic neighborhood and the greater multi-modal network. There are no known negative economic impacts. The positive economic impact is threefold:
 1. The project will make city amenities more accessible for all users, promoting equity and choice.
 2. Public investment in facilities that foster more walkable communities increases land value, thus promoting higher quality development.
 3. Enhanced the City's sustainability through a balanced transportation system, which will lessen the maintenance costs on other facilities. Additionally, the project is low maintenance, cost-effective solution in and of itself as it enhances safety on a narrow street without the need to acquire right-of-way.

- **Relocation - Will this project require the displacement of any people or businesses?**
No.

- **Wetlands - Will this project result in fill material being placed in any wetlands?**
No.

- **Floodplain - Is this project within a floodplain?**
No.

- **Threatened or Endangered Species - Are there any threatened or endangered species in the project vicinity?**
No.

- **Cultural Resources - Are there any properties on or eligible to be on the National Register of Historic Places in the project vicinity?**
No.

- **Hazardous Waste - Are there any hazardous waste sites in the area?**
No.

16. Required Signatures and Dates: *Center Ave*

Contact Person: *[Signature]*

Date: *12.1.20*

Responsible Official: *Jason P. Benson* *[Signature]*

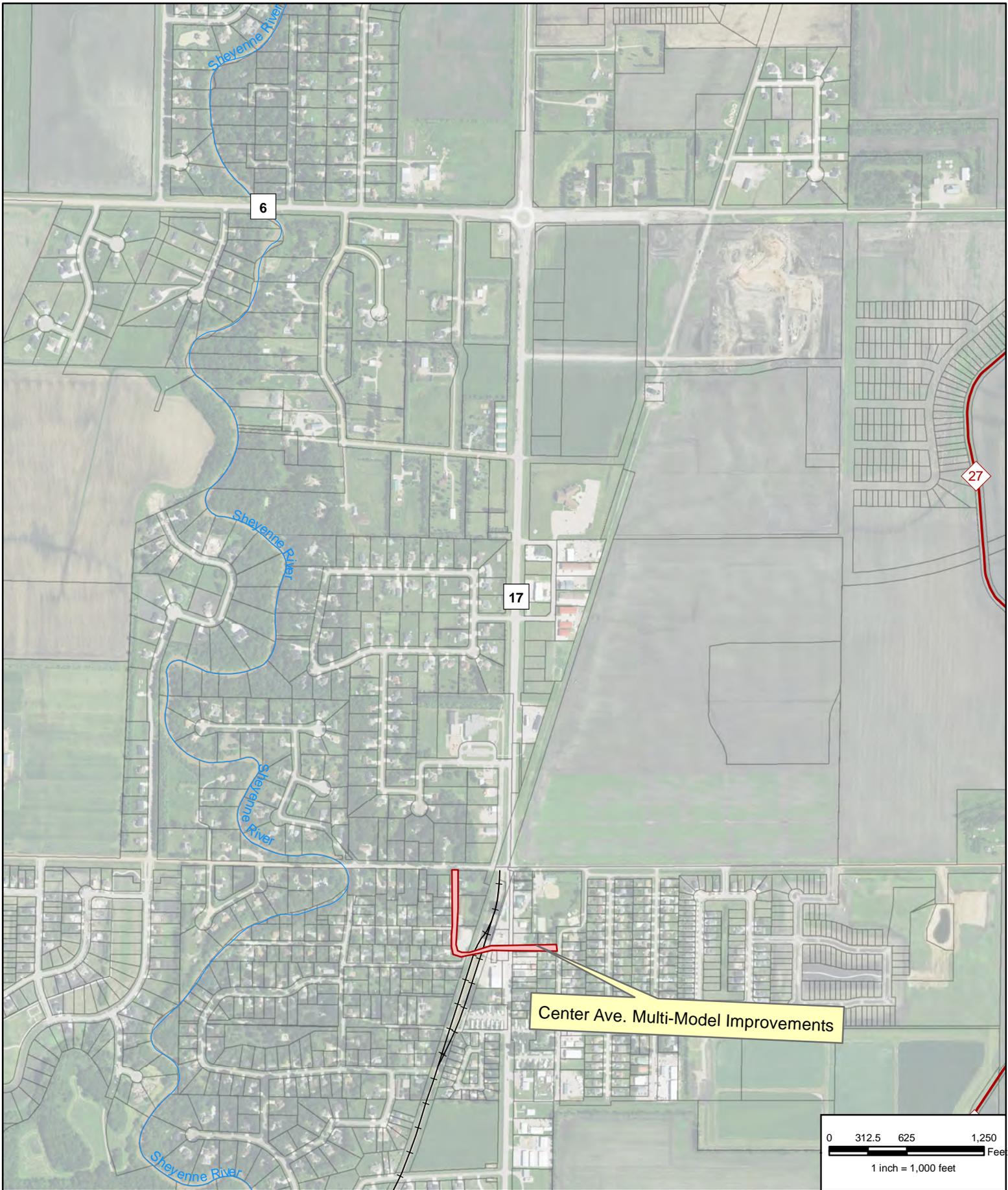
Date: *12/1/20*

MPO Official: _____

Date: _____

Attachment 1-

Project Location Map

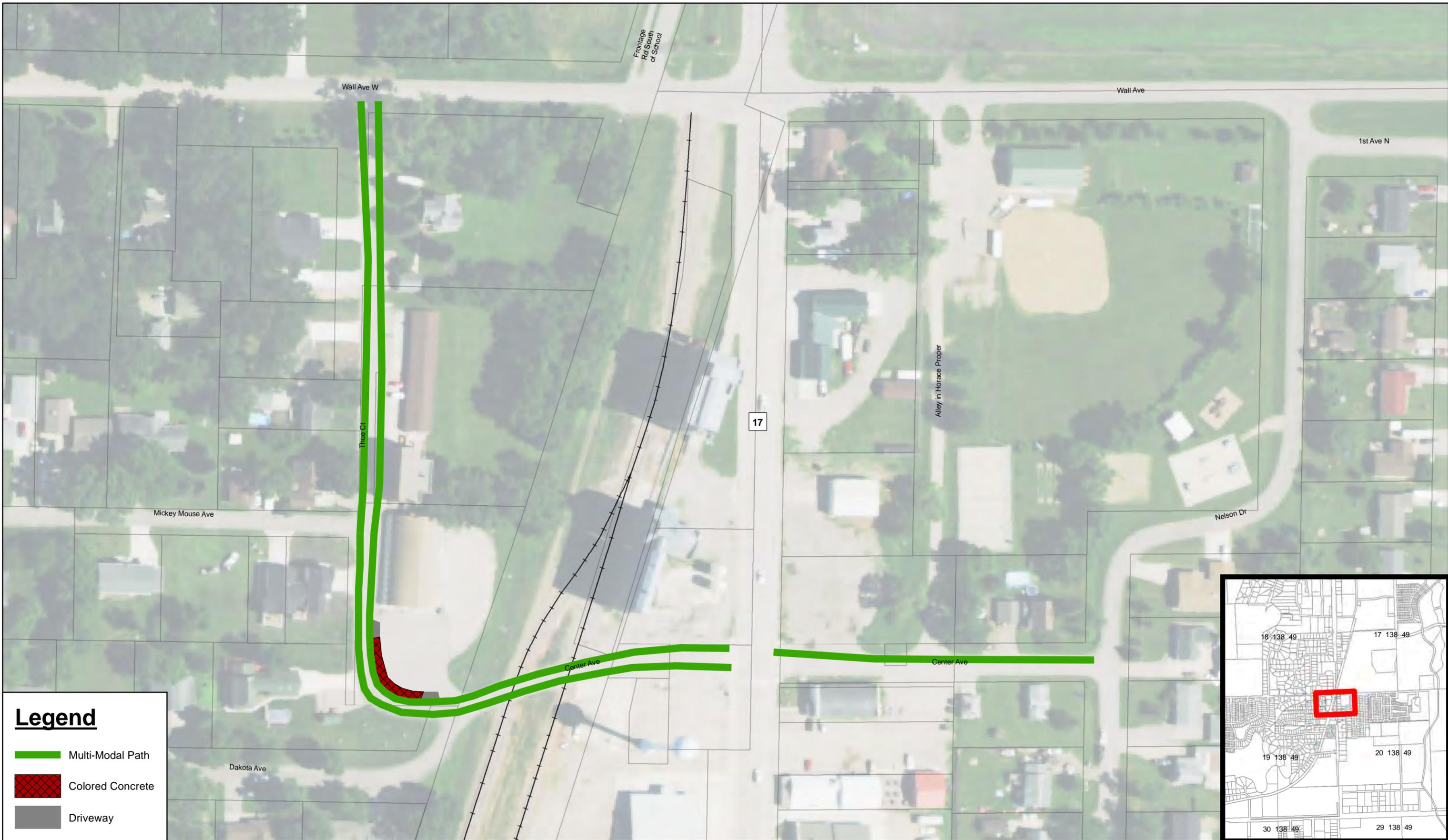


Project Location Map
Center Ave. Multi-Model Improvements
Horace, ND

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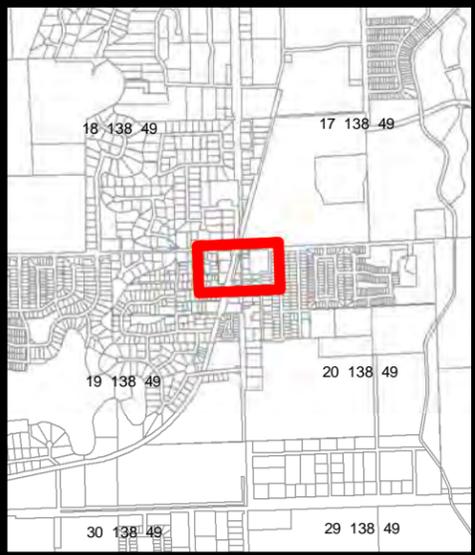


Attachment 2-
Project Aerial, Example,
Proposed Section



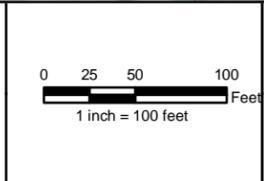
Legend

- Multi-Modal Path
- Colored Concrete
- Driveway

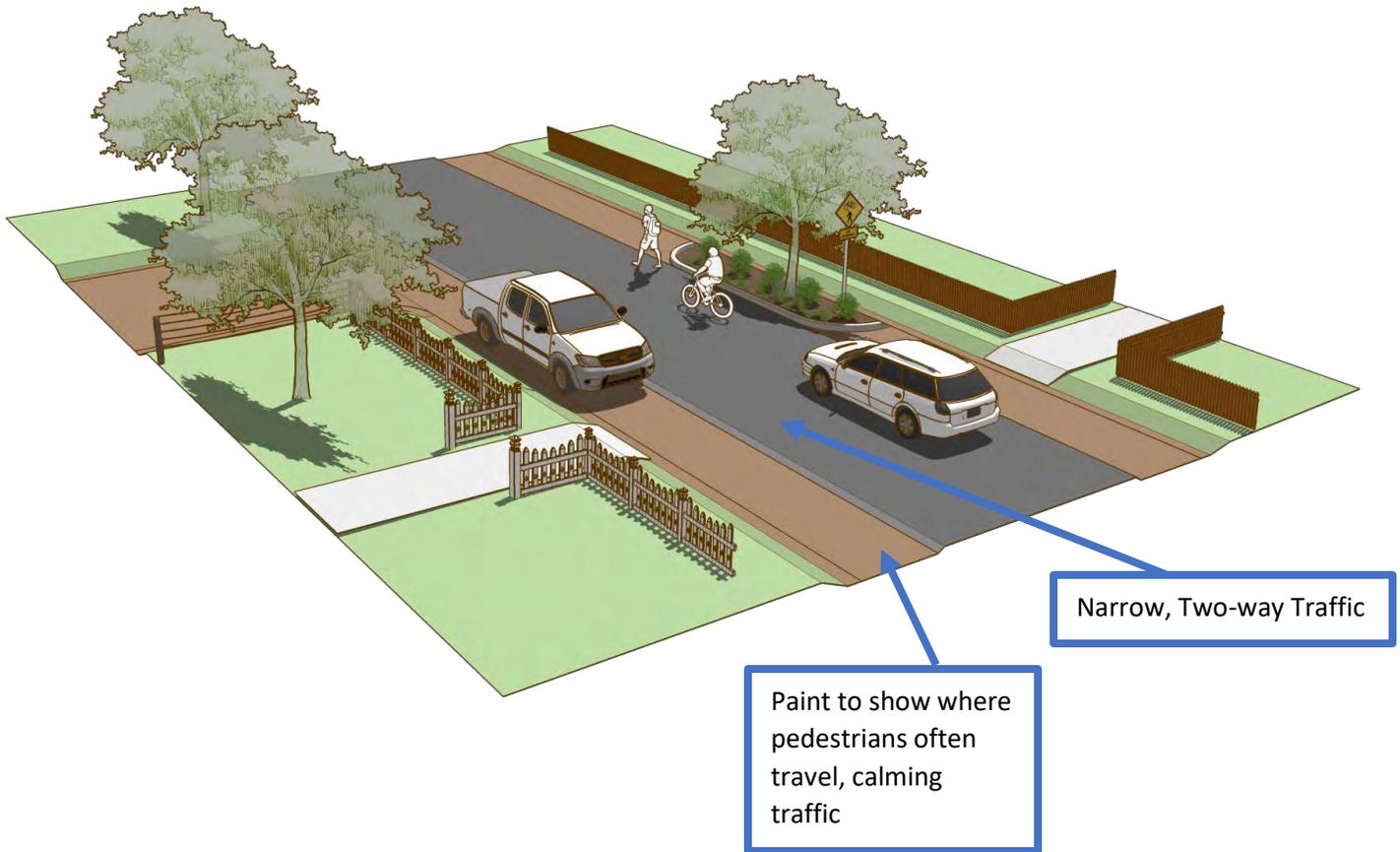


Project Location
Center Avenue Multi-Model Improvements
Horace, ND

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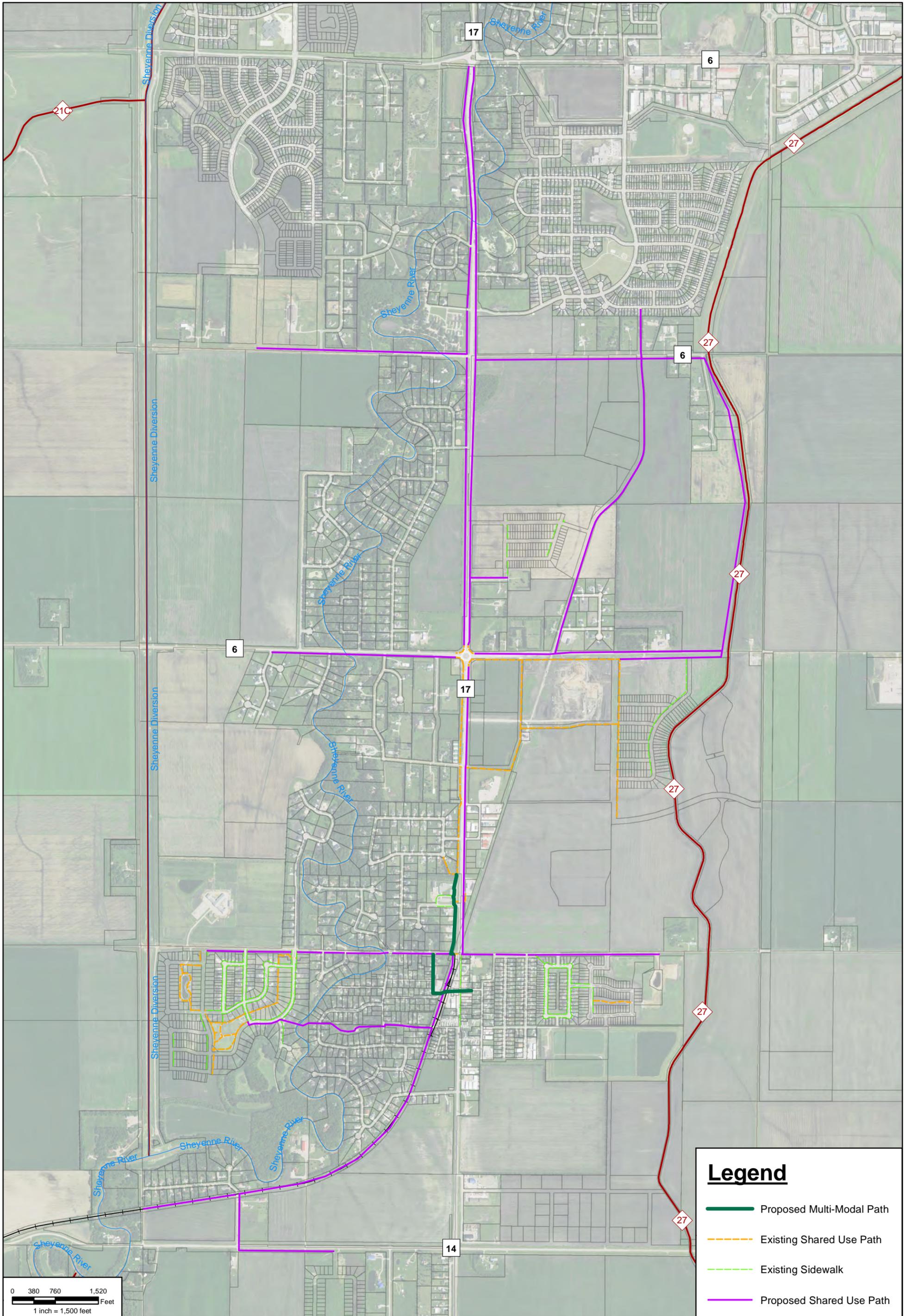


Project Example: Enhanced Yield Street



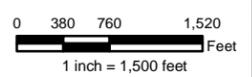
Source: <https://ruraldesignguide.com/mixed-traffic/yield-roadway>

Attachment 3-
City Engineer's
Bicycle/Pedestrian
Master Plan



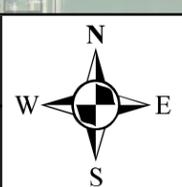
Legend

- Proposed Multi-Modal Path
- - - Existing Shared Use Path
- - - Existing Sidewalk
- Proposed Shared Use Path



Bicycle and Pedestrian Master Plan
 2003103.34
 Horace, ND

User Name: Paul.Bervik Date Exported: 12/1/2020 11:14:13 AM Date Saved: 12/1/2020 11:13:54 AM
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Horace Application
County Rd 17 Shared Use Path Phase 3
(ND Urban Evaluation Category)

TA Application: City of Horace

1. Project Name

County Road 17 Shared Use Path Phase 3

2. Project Location

The East Side of County Road 17, from the Roundabout on 76th Ave S to 73th Ave S

3. Project Contact

City of Horace

4. Contact Person

Chelsey Johnson
600 Nelson Drive
Horace ND 58047
(701) 219-4596
cjohnson@cityofhorace.com

5. Project Sponsor

Cass County Commission

6. Sponsoring Official

Jason Benson, PE, County Engineer
1201 Main Avenue West
West Fargo, ND 58078
(701) 298-2370
BensonJ@casscountynynd.gov

7. Project Description

County Road 17 Shared Use Path Phase 3 is the planned construction of a 10' wide, 5" thick concrete shared-use path with ADA compliant ramps at intersections adjacent to County Road 17, in Horace, ND. The Project runs North/South for approximately 1350ft on the east side of County Road 17; its southern terminus is at 76th Ave S and its northern terminus is at 73rd Ave S. The project will connect at its south terminus with the existing shared-use path on 76th Ave S and the County Road 17 Shared Use Path Phase 2, a Transportation Alternatives project scheduled for completion in 2022. The project will connect at its northern terminus to the sidewalk network of the Southdale Farms neighborhood.

In the project area, County Road 17 is a 3-lane rural section road with 2 – 12' driving lanes, 1 – 14' center turn lane, and 2 – 8' paved shoulders. Currently, there are no pedestrian facilities on

this section of County Road 17 and both motorized and non-motorized traffic share the road, a scenario that usually crowds pedestrians into the 8' shoulder. The Project gives the residents of Horace a much-needed pedestrian facility where this is currently none.

In the short term, this project most directly benefits the residents of the Southdale Farms neighborhood- which features the City's only large-scale multi-family housing development- by connecting the neighborhood rest of the City. In the long term, this is an important project towards the City's goal of maximizing pedestrian connectivity along the County Road 17 Corridor.

Upon completion of the project, the County Road 17 (CR17) Shared Use Path Phase 3 will achieve four connectivity goals:

1. Connects Southdale Farms with the greater network of shared-use paths (approx. 1.5 miles)
2. Provides a complete and consistent connection for non-motorized traffic from Southdale Farms to Horace Elementary, Heritage Middle, and Horace High Schools
3. Provides a complete and consistent connection for non-motorized traffic from Southdale Farms to the Lakeview Heights commercial district
4. Connects the rest of the City of Horace with important community nodes in Southdale Farms, including a park and adjacent Horace Cemetery.

For most residents, County Road-17 is the primary automobile, bicycle, and pedestrian route in and out of the City. It also serves as the "main street" in Horace as nearly every commercial property in the City fronts the road. Continued pedestrian improvements along this vital corridor will increase transportation choice in Horace, improve the City's Walkability Score, improve property values, and promote better planned, more equitable developments.

8. Project Cost

The Project is estimated to have a total construction cost of \$268,000. See attachment 4 for the Engineer's estimate prepared by Interstate Engineering

- A. 80% Federal = \$214,400.00
- B. 20% Local = \$53,600.00
- C. The Preliminary Engineering and Construction Engineering will be paid for by the City of Horace. Preliminary Engineering Costs are estimated to be \$40,000.00 and Construction Engineering costs are estimated to be \$54,000.00.

9. What TA category best fits your project?

- A. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related**

infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

- B. Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.
- C. Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- D. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- E. Construction of turnouts, overlooks, and viewing areas.
- F. Community improvement activities, including:
 - Historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose;
 - Vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - Archaeological activities relating to impacts from implementation of a transportation project; and
 - Streetscape improvements and corridor landscaping.
- G. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - Address storm water management, control and water pollution User prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. 133(b)(11), 328(a), and 329; or
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitat.

10. Supporting Data

1. Is your project part of an identified recreation or transportation plan? If so, explain.

Yes. Two planning documents identify the need for this project.

- 1) The Horace 2045 Comprehensive and Land Use Plan identifies the need for a shared-use path that travels the length of CR17 as project "71".
- 2) The City of Horace has further refined the recommendations of Horace 2045 for enhanced pedestrian improvements and connectivity in a Bicycle/Pedestrian Master Plan. This plan consists of proposed non-motorized pedestrian projects and is maintained by the City Engineer. That document (Attachment 3) and shows the desire for improvements on Center Ave.

2. Is your project tied to another project? If so, please explain.

Yes. This project is the third phase of a shared-use path along County Road 17.

3. How does your project fit with similar projects in your community and/or region?

This project connects shared-use paths along County Road-17 and 76th Ave and serves as an extension of the existing network north. 10ft wide shared-use pathways along arterials are a common and successful solution in the Fargo region towards improving pedestrian connectivity.

4. Provide documentation of governmental agencies that are in support of this project. Also, please provide documentation of support, if any, from the general public, other groups, and organizations.

The City's foundational policy document, the *Horace 2045 Comprehensive and Transportation Plan*, enables the City to work with stakeholders to pursue this project. The project is directly underwritten by Policy T-13, which states the City of Horace will "Promote bicycling and pedestrian facilities in future roadway development and encourage non-motorized transportation connections in Horace." Additionally, this project was endorsed by partner agencies and organizations with an interest in promoting safe transportation alternatives in the City of Horace, such as the Cass County Highway Engineer, the Cass County Sheriff, the Horace Fire District, the West Fargo School District, the Horace Park Board, The Horace Senior Center, and the Horace Lion's Club.

11. Public Accessibility

The City of Horace will be the owner of the Project once completed and the public will have access to the path at all times.

12. Matching Funds provided By

The City of Horace.

13. Will Right of Way for this Project be Needed?

No.

14. Maintenance of This Project Will Be Provided By:

The City of Horace.

15. Environmental Impacts

- **Land Use - Describe changes or potential changes this project will have upon land use in the vicinity.**

This project enhances existing land uses in the vicinity by providing for increased transportation choices between the City's newest housing development, the schools, commercial zones, and the old town area. Increased multi-modal infrastructure and transportation choices are proven to foster higher land values and promote the highest and best uses of undeveloped and underdeveloped land.

- **Farmland - If any farmlands are to be used for this project, identify what their present usage is.**
N/A
- **Social - Describe the project's impact upon the neighborhood and community.**
Increasing choices for walking and biking to schools and amenities has broad social benefits. In particular, this project has 1) public health benefits as it expands the network in which one can walk or bike, and 2) promotes equity by enhancing transportation options to access services for those who cannot drive a car.
- **Section 4(f) & 6(f) - Are there any impacts to Section 4(f) or Section 6(f) properties?**
No.
- **Economic - Describe the project's economic impact.**
This project creates opportunities for residents to safely access commercial amenities without having to drive, as the pathways directly connect the Southdale Farms neighborhood the Lakeview Height's commercial center. The economic impact of this threefold:
 1. The project will make city amenities more accessible, promoting equity and choice.
 2. Public investment in facilities that foster more walkable communities increases land value, thus promoting higher quality development.
 3. Enhanced the City's sustainability through a balanced transportation system, which will lessen the maintenance costs on other facilities.
- **Relocation - Will this project require the displacement of any people or businesses?**
No.
- **Wetlands - Will this project result in fill material being placed in any wetlands?**
No.
- **Floodplain - Is this project within a floodplain?**
No.
- **Threatened or Endangered Species - Are there any threatened or endangered species in the project vicinity?**
No.
- **Cultural Resources - Are there any properties on or eligible to be on the National Register of Historic Places in the project vicinity?**
No.

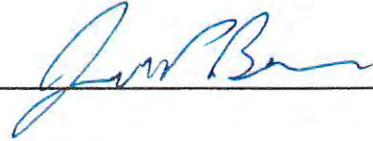
- **Hazardous Waste - Are there any hazardous waste sites in the area?**

No.

16. Required Signatures and Dates : CR17

Contact Person: 

Date: 12.1.20

Responsible Official: Jason P. Benson 

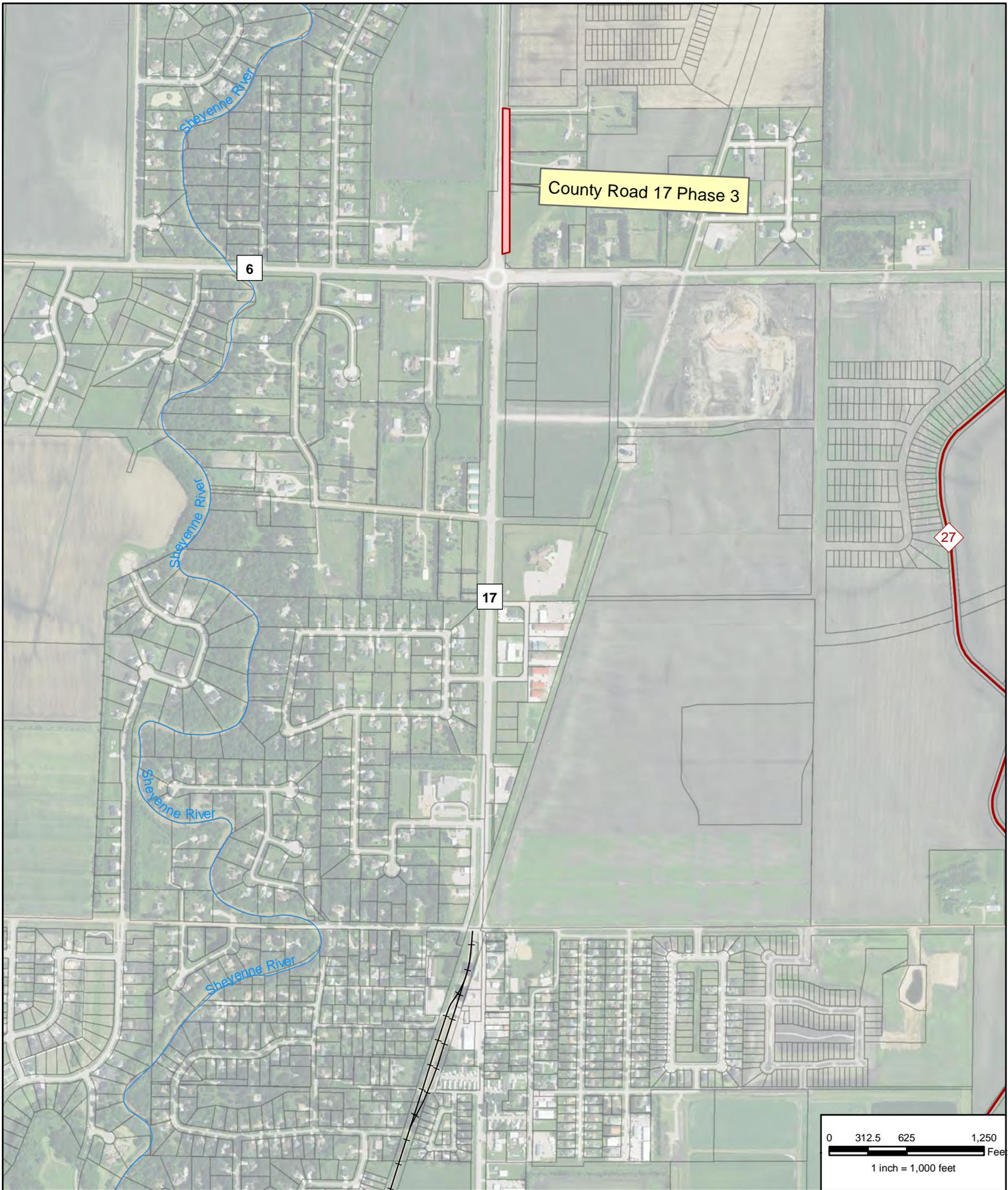
Date: 12/1/20

MPO Official: _____

Date: _____

Attachment 1-

Project Location Map

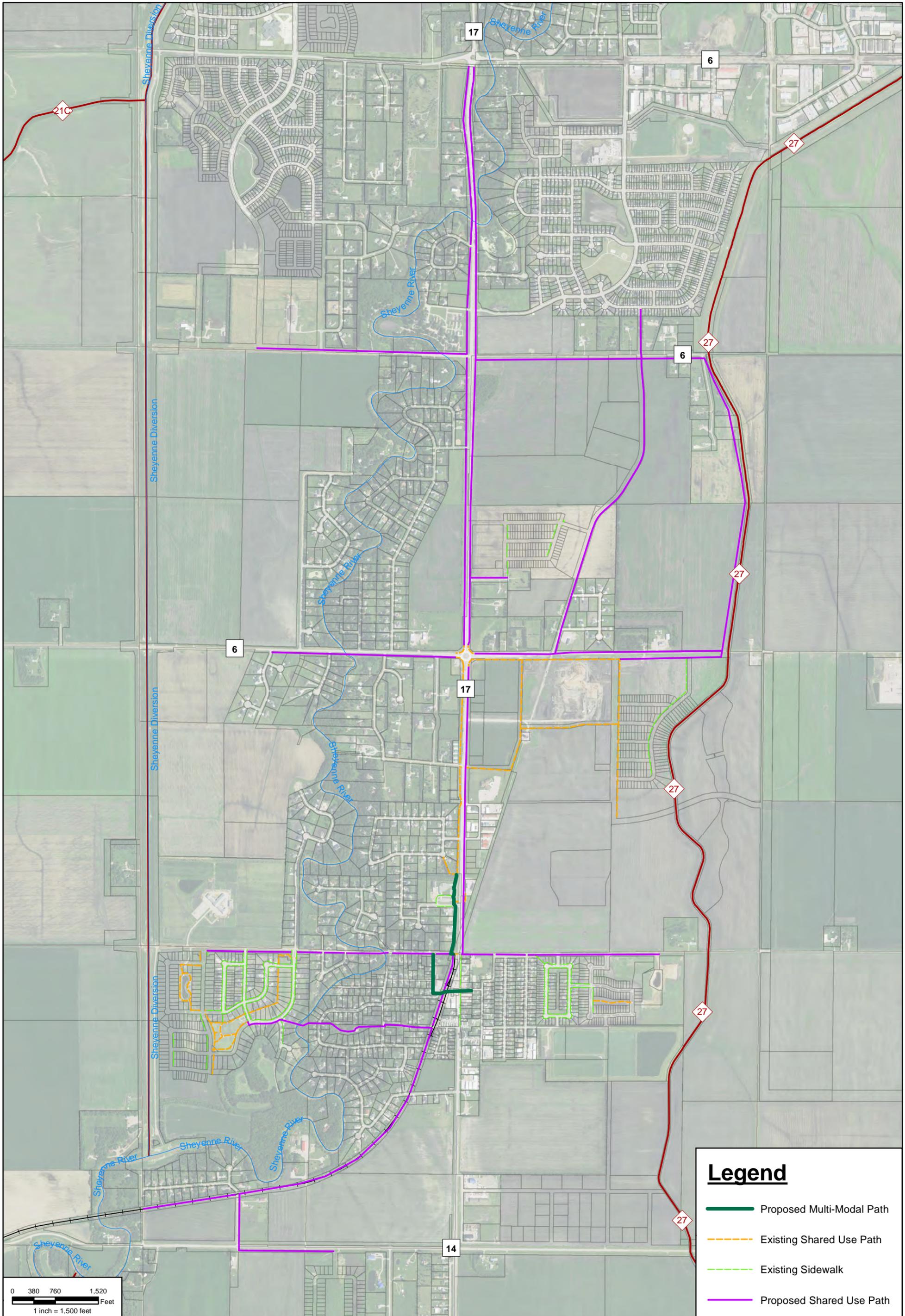


Project Location Map
 CR 17 Shared Use Path - Phase 3
 Horace, ND

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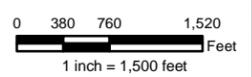


Attachment 2- Proposed Typical Section



Legend

- Proposed Multi-Modal Path
- - - Existing Shared Use Path
- - - Existing Sidewalk
- Proposed Shared Use Path



Bicycle and Pedestrian Master Plan
 2003103.34
 Horace, ND

User Name: Paul.Bervik Date Exported: 12/1/2020 11:14:13 AM Date Saved: 12/1/2020 11:13:54 AM
 Units: Foot US Coordinate System: NAD 1983 StatePlane North Dakota South FIPS 3302 Feet
 Document Path: Q:\2020\W20-3s\W2003103\W2003103.34 2022-2023 TA Grants\CADD\GIS\Bicycle&Pedestrian\MasterPlan.mxd



West Fargo Application
Eaglewood / The Lights Shared Use Path
(ND Urban Evaluation Category)

2023
2024

CITY OF WEST FARGO

Eaglewood – The Lights Bike Path

Connecting Eaglewood Park to the
Lights on Sheyenne

TRANSPORTATION ALTERNATIVE PROGRAM APPLICATION

CITY OF WEST FARGO | 800 4th Ave E, West Fargo ND 58078

CITY OF WEST FARGO EAGLEWOOD – THE LIGHTS BIKE PATH

CITY OF WEST FARGO

1. Project Name

Eaglewood – The Lights Bike Path

2. Project Location

Between 9th Street W and 5th Street W, along 28th Ave W. Connecting Eaglewood Park to West Fargo Sports Arena/Lights on Sheyenne. Please refer to the attached map.

3. Project Contact

City of West Fargo Engineering

4. Contact Person

Dustin T. Scott, PE, City Engineer
City of West Fargo
800 4th Ave E
West Fargo ND 58078
701.433.5425
dustin.scott@westfargond.gov

5. Project Sponsor

City of West Fargo

6. Sponsoring Official

Dustin T. Scott, PE, City Engineer
City of West Fargo
800 4th Ave E
West Fargo ND 58078
701.433.5425
dustin.scott@westfargond.gov

7. Project Description

The project would connect an existing neighborhood to a new entertainment facility in West Fargo. New bike path would connect the Lights at Sheyenne to the neighboring neighborhood and park via 5th St W and 28th Ave W. The project would use existing city and park property and road right of way to construct an 11' bike path connecting 9th St W and 32nd Ave W. This would create a loop connecting major bike paths running through the entertainment facility at the Lights at Sheyenne. It would also create an additional connection to Eaglewood park from the neighborhood.

8. Project Cost

The total opinion of probable cost for construction of this project is \$308,000. Cost breakdown as proposed under an 80% Federal and 20% local funding ratio would be a **\$246,400 Federal share** leaving a \$61,600 local share of eligible costs. The detailed estimate completed by Andrew Wrucke is attached. All planning, preliminary engineering, and construction engineering will be paid with local funds.

9. What TA category best fits your project?

A. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

10. Supporting Data

1. *Is your project part of an identified recreation or transportation plan? If so, explain.*

This project is included in the 2019 MetroCOG Bikeways Gap Analysis.

2. *Is your project tied to another project? If so, please explain.*

No.

3. *How does your project fit with similar projects in your community and/or region?*

This project allows for the connection a city park to a city entertainment district. This will allow local residents the ability to access the district via alternative transportation methods.

4. *Provide documentation of governmental agencies that are in support of this project.*

Letters of support from City of West Fargo and West Fargo Park District are attached.

11. Public Accessibility

This project is proposed to be constructed within City of West Fargo owned and maintained property.

12. Matching Funds Provided By

City of West Fargo will be providing the matching funds for this project.

13. Will Right of Way For This Project Be Needed?

Yes, the City of West Fargo is prepared to acquire additional right of way to complete this project if necessary.

14. Maintenance of This Project Will Be Provided By:

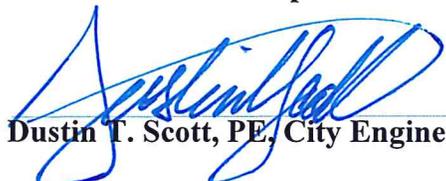
West Fargo Public Works will be responsible for providing maintenance of this project.

15. Environmental Impacts

- Land Use – No impact.
- Farmland – No impact.
- Social – Positive impact of increased accessibility to a school facility.
- Economic – No impact.
- Relocation – No impact.
- Wetlands – Impact during construction expected to be minimal. City is prepared to obtain necessary clearance and permitting if necessary.
- Flood plain – No impact – City is prepared to obtain necessary clearance and permitting if necessary.
- Threatened or Endangered Species – No impact.
- Cultural Resources – No impact.
- Hazardous Waste – No impact.

16. Signatures

Contact Person / Responsible Official



Dustin T. Scott, PE, City Engineer - City of West Fargo

12/3/2020
Date

MPO Official

Cindy Gray, AICP, Executive Director - FM Metro COG

Date

IMPROVEMENT PROJECT NO. XXXX
Eaglewood Park - The Lights on Sheyenne Bike Path
WEST FARGO ND

Engineer's Opinion of Probable Cost

<i>ITEM</i>	<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>	<i>TOTAL</i>
1. Clear/grub	LSum	1	\$30,000.00	\$30,000.00
2. Curb Ramp - 6" Concrete	Each	3	\$350.00	\$1,050.00
3. Detectable Warning Panel	SF	40	\$40.00	\$1,600.00
4. Multi-Use Path/Paving - 11' Width 5" Concrete	SY	3,575	\$60.00	\$214,500.00
5. Cleaning	LSum	1	\$5,000.00	\$5,000.00
6. Storm Water Management	LSum	1	\$5,000.00	\$5,000.00
7. Traffic Control	LSum	1	\$5,000.00	\$5,000.00
8. Sedimentation Control Fence	LF	2,925	\$3.00	\$8,775.00
9. Topsoil Stripping - 6"	CY	542	\$4.00	\$2,168.00
10. Seeding - Type II	SY	6,500	\$0.30	\$1,950.00
11. Mowing	Each	5	\$500.00	\$2,500.00
12. Watering	Each	5	\$500.00	\$2,500.00
			Construction Subtotal	\$280,043.00
			Contingencies	\$28,004.30
			Total Construction	\$308,047.30

Overview

Gap 2 travels through Eaglewood Park and alongside drainage / detention ponds, from residential neighborhoods to the north and west to the newly built West Fargo School District sports arena (the West Fargo Sports Arena) to the south, and Sheyenne Street to the east.

Land Use and Nearby Destinations

The corridor features residential, park and open space, commercial, and mixed use land uses. The corridor connects residents to parks and open spaces (Brooks Harbor Park to the northwest and Rendezvous Park to the southwest). Nearby destinations include the West Fargo Sports Arena, Eaglewood Park, Brooks Harbor Elementary School, and residential neighborhoods. Additionally, there is a large mixed use development currently under construction to the east of West Fargo Sports Arena on Sheyenne Street.

Connections to Nearby Bike Infrastructure

The corridor connects to multiple pieces of bike infrastructure. It directly connects to shared use paths on 9th Street West and 28th Avenue West and offers connections to other shared use paths on 32nd Avenue West (both sides of the street) and 26th Avenue West. A short segment of the corridor utilizes an existing shared use path on 29th Avenue West. Additionally, Sheyenne Street was reconstructed in 2019 with shared use paths constructed on both sides of the roadway.

Corridor Features

	Speed Limit	Traffic Volume	Total Right-of-Way
5th Street W	25 MPH	n/a	80'

Key Map



Data from MetroCOG and Open Streets Map



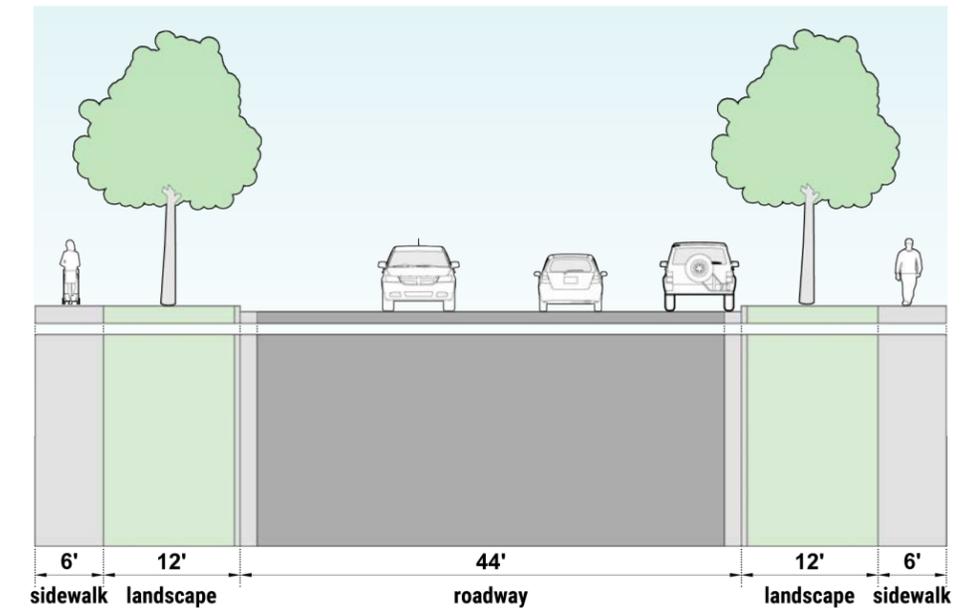
Proposed

- Bicycle Gap
- Plan View and Typical Section Location

Existing

- Shared Use Path
- Shoulder 4' or Wider

Existing Typical Section // 5th Street W, Looking North



Recommended Bikeway Concept

The recommendation for Gap 2 heavily utilizes existing sidewalk infrastructure, but also includes construction of new shared use paths. The recommendation includes widening existing sidewalks on the south side of 28th Avenue West between 9th Street West and 7th Street West. East of that point, a new shared use path would be constructed within city-owned property. A northern path spur would link to 27th Avenue West and provide connections for residents.

On the west side of 5th Street West, the existing sidewalk would be widened to between 8'-11' while a new shared use path segment would provide access to the West Fargo Sports Arena. An existing segment on 29th Avenue West be slightly extended to Sheyenne Street, where a new shared use path was constructed in 2019. A temporary construction easement of up to 5' may be required to construct the shared use path.

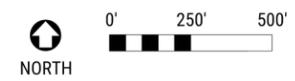
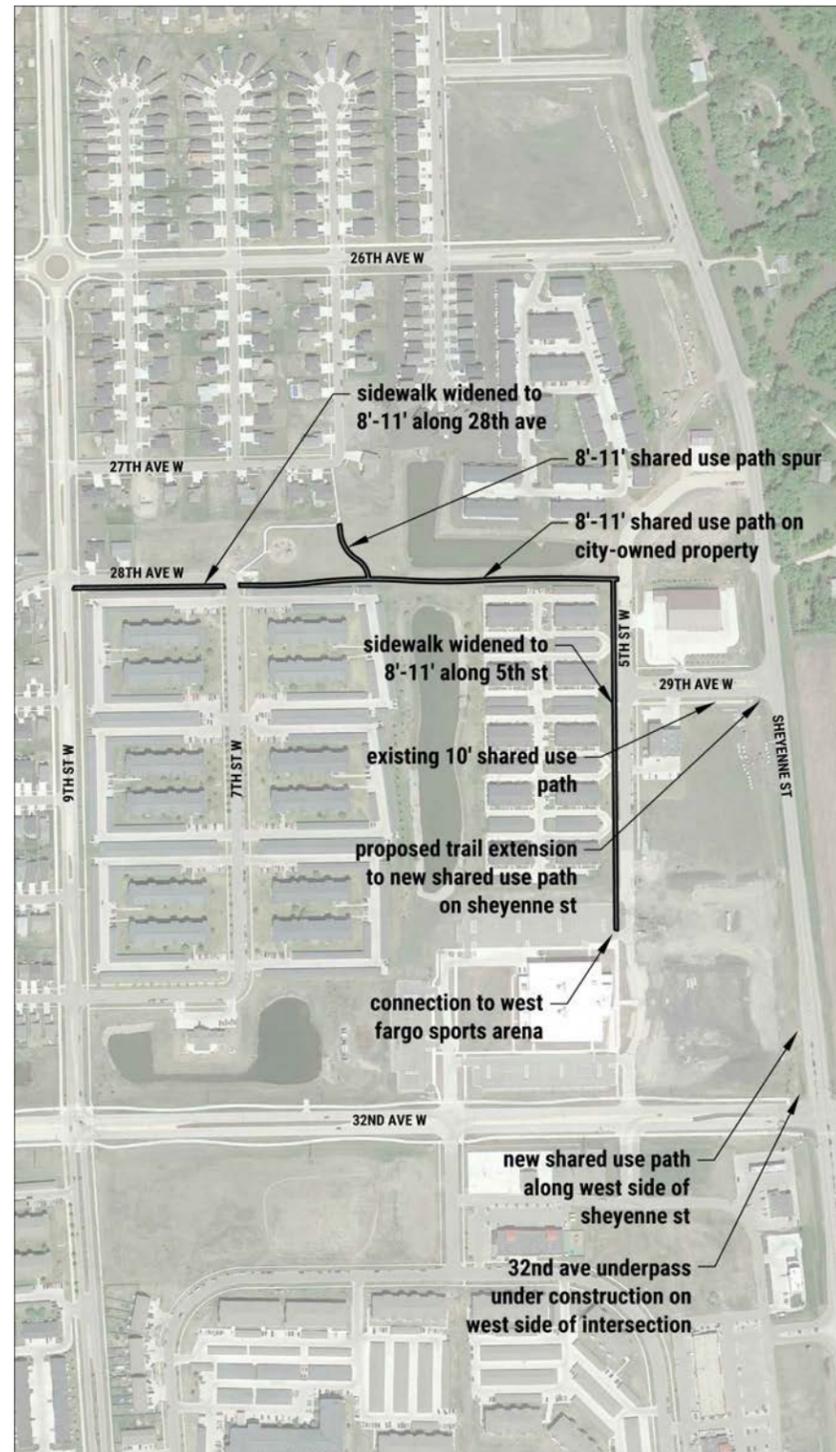
Planning-Level Cost Estimate

Recommended Concept	Approximate Cost Range
Shared Use Path	\$240,000 - \$340,000

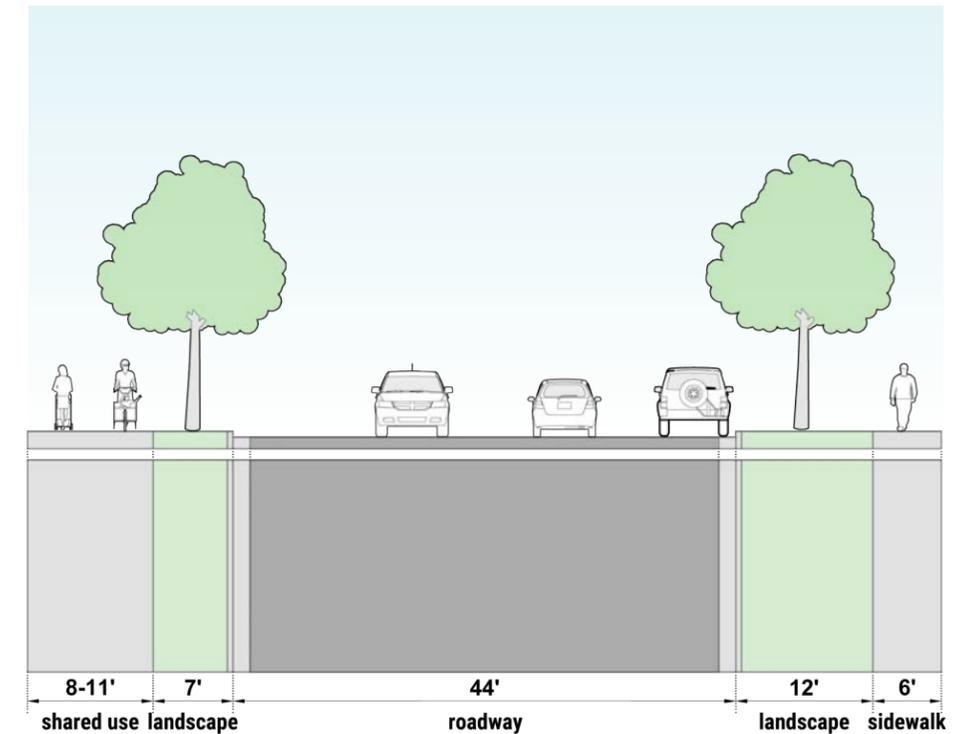
Cost Estimate Notes:

- Length: 2,925 ft. (0.55 mi.)
- In areas with existing sidewalk, assumes removing existing concrete sidewalks and replacing with entirely new 11-foot concrete shared use paths
- Includes signage and intersection crossing/curb ramp improvements
- Includes an allowance for drainage and landscaping
- Assumes shared use paths do not require any right of way acquisition
- Unit Prices per MnDOT 2018 Statewide Average Bid Prices
- All costs in 2018 dollars

Recommended Concept Alignment



Recommended Concept, Typical Section // 5th Street W, Looking North



Lead Agency:

- City of West Fargo
- West Fargo Park District

West Fargo Application
Scheels Soccer Complex / Elmwood Park Shared Use Path
(ND Urban Evaluation Category)

2023
2024

CITY OF WEST FARGO Scheels Soccer Complex – Elmwood Park Bike Path

Connecting North Elmwood Park to the
Scheels Soccer Complex

TRANSPORTATION ALTERNATIVE PROGRAM APPLICATION

CITY OF WEST FARGO | 800 4th Ave E, West Fargo ND 58078

CITY OF WEST FARGO SCHEELS SOCCER COMPLEX –
ELMWOOD PARK BIKE PATH

CITY OF WEST FARGO

1. Project Name

Scheels Soccer Complex – Elmwood Park Bike Path

2. Project Location

Along 9th Street W and between 10th Ave W and 10 ½ Ave W to North Elmwood Park.

3. Project Contact

City of West Fargo Engineering

4. Contact Person

Dustin T. Scott, PE, City Engineer
City of West Fargo
800 4th Ave E
West Fargo ND 58078
701.433.5425
dustin.scott@westfargond.gov

5. Project Sponsor

City of West Fargo

6. Sponsoring Official

Dustin T. Scott, PE, City Engineer
City of West Fargo
800 4th Ave E
West Fargo ND 58078
701.433.5425
dustin.scott@westfargond.gov

7. Project Description

The project would connect an existing sidewalk and shared use paths at the Scheels Soccer Complex to North Elmwood Park using an 11' shared used path. Currently, an existing bike path runs along the north side of 13th Ave W to the west end of town. This bike path would connect an existing sidewalk on 11th Street west to the 13th Ave W bike path, along with running along an existing city utility easement east to a city park (North Elmwood Park).

8. Project Cost

The total opinion of probable cost for construction of this project is \$365,000. Cost breakdown as proposed under an 80% Federal and 20% local funding ratio would meet the maximum project funding of **\$290,000 Federal share** leaving a \$75,000 local share of eligible costs. The detailed estimate completed by Andrew Wrucke is attached. All planning, preliminary engineering, and construction engineering will be paid with local funds.

9. What TA category best fits your project?

A. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

10. Supporting Data

1. *Is your project part of an identified recreation or transportation plan? If so, explain.*

This project is included in the 2019 MetroCOG Bikeways Gap Analysis.

2. *Is your project tied to another project? If so, please explain.*

No.

3. *How does your project fit with similar projects in your community and/or region?*

This project connects two public park spaces using existing easements. The soccer complex has several playing fields, and North Elmwood Park has several ball diamonds.

4. *Provide documentation of governmental agencies that are in support of this project.*

Letters of support from City of West Fargo and West Fargo Park District are attached.

11. Public Accessibility

This project is proposed to be constructed within City of West Fargo owned and maintained property.

12. Matching Funds Provided By

City of West Fargo will be providing the matching funds for this project.

13. Will Right of Way For This Project Be Needed?

Yes, the City of West Fargo is prepared to acquire additional right of way to complete this project if necessary.

14. Maintenance of This Project Will Be Provided By:

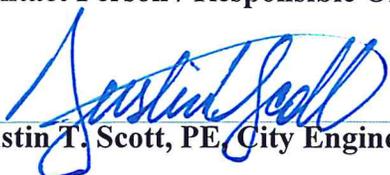
West Fargo Public Works will be responsible for providing maintenance of this project.

15. Environmental Impacts

- Land Use – No impact.
- Farmland – No impact.
- Social – Positive impact to existing park and recreation fields, will connect two major recreation areas on west side of town.
- Economic – No impact.
- Relocation – No impact.
- Wetlands – Impact during construction expected to be minimal. City is prepared to obtain necessary clearance and permitting if necessary.
- Flood plain – No impact – City is prepared to obtain necessary clearance and permitting if necessary.
- Threatened or Endangered Species – No impact.
- Cultural Resources – No impact.
- Hazardous Waste – No impact.

16. Signatures

Contact Person / Responsible Official



Dustin T. Scott, PE, City Engineer - City of West Fargo



Date

MPO Official

Cindy Gray, AICP, Executive Director - FM Metro COG

Date

IMPROVEMENT PROJECT NO. XXXX
Scheels Soccer Complex - North Elmwood Park Bike Path
WEST FARGO ND

Engineer's Opinion of Probable Cost

<i>ITEM</i>	<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>	<i>TOTAL</i>
1. Clear/grub	LSum	1	\$30,000.00	\$30,000.00
2. Curb Ramp - 6" Concrete	Each	2	\$350.00	\$700.00
3. Detectable Warning Panel	SF	40	\$40.00	\$1,600.00
4. Multi-Use Path/Paving - 11' Width 5" Concrete	SY	4,400	\$60.00	\$264,000.00
5. Cleaning	LSum	1	\$5,000.00	\$5,000.00
6. Storm Water Management	LSum	1	\$5,000.00	\$5,000.00
7. Traffic Control	LSum	1	\$5,000.00	\$5,000.00
8. Sedimentation Control Fence	LF	3,600	\$3.00	\$10,800.00
9. Topsoil Stripping - 6"	CY	667	\$4.00	\$2,668.00
10. Seeding - Type II	SY	8,000	\$0.30	\$2,400.00
11. Mowing	Each	5	\$500.00	\$2,500.00
12. Watering	Each	5	\$500.00	\$2,500.00
			Construction Subtotal	\$332,168.00
			Contingencies	\$33,216.80
			Total Construction	\$365,384.80

Overview

Gap 1 follows a City of West Fargo utility easement that travels behind residential parcels and connects Elmwood Park and the Scheels Soccer Complex. The gap primarily runs east-west from the Scheels Soccer Complex to North Elmwood Park. A portion of the gap runs north and south along the east side of the soccer fields. The existing topography is generally flat, and the easement has some encroachments based on a review of parcel line data and existing aerial imagery.

Field observations found that the easement between North Elmwood Park and the Scheels Soccer Complex is at a lower grade than adjacent properties and can be subject to standing water during wet conditions.

Land Use and Nearby Destinations

Land uses adjacent to the gap include residential use, parks, open spaces, and soccer fields. Nearby destinations include Scheels Soccer Complex, North Elmwood Park, Young Field, also known as the Veteran's Memorial Field, and Westside Elementary School.

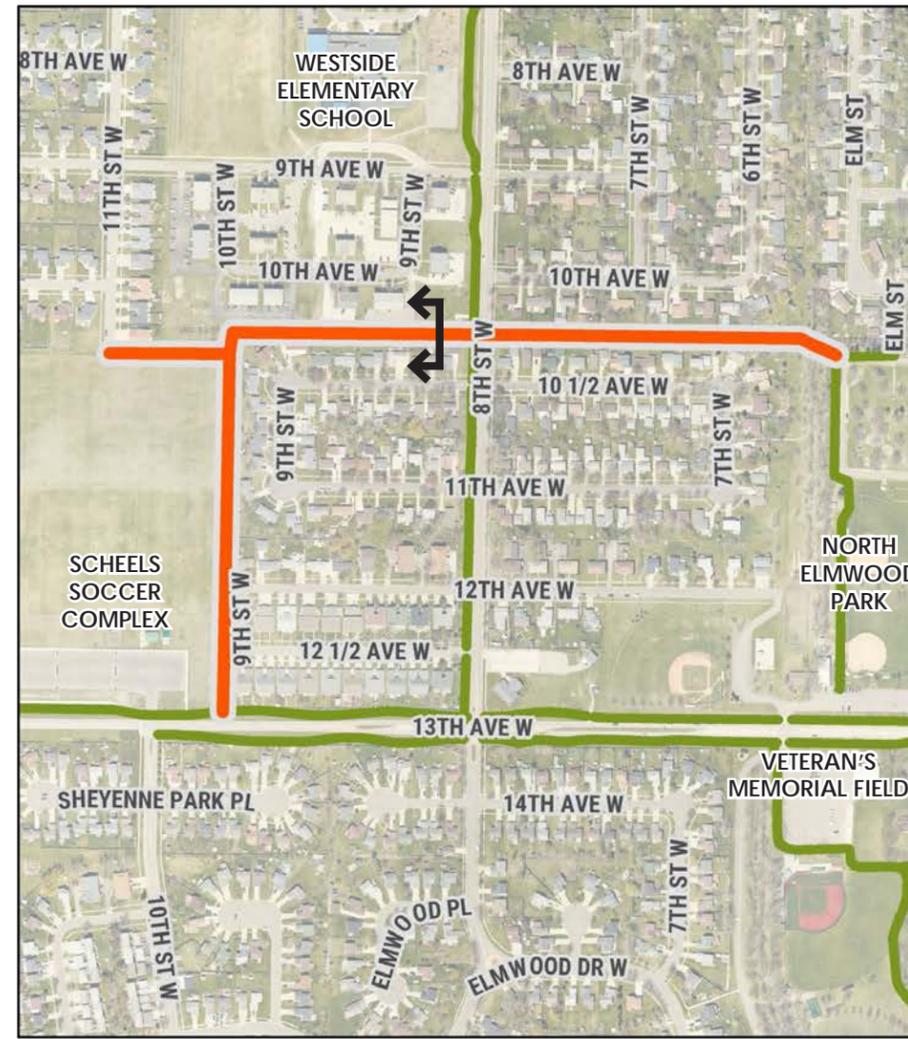
Connections to Nearby Bike Infrastructure

Gap 1 provides adjacent residents and students a more direct off-street connection to parks, soccer fields, and other bikeways in the neighborhood. This includes the existing shared use paths on the west side of 8th Street West and the north and south sides of 13th Avenue West.

Corridor Features

	Speed Limit	Traffic Volume	Total Right-of-Way
n/a	n/a	n/a	varies (15-30')

Key Map



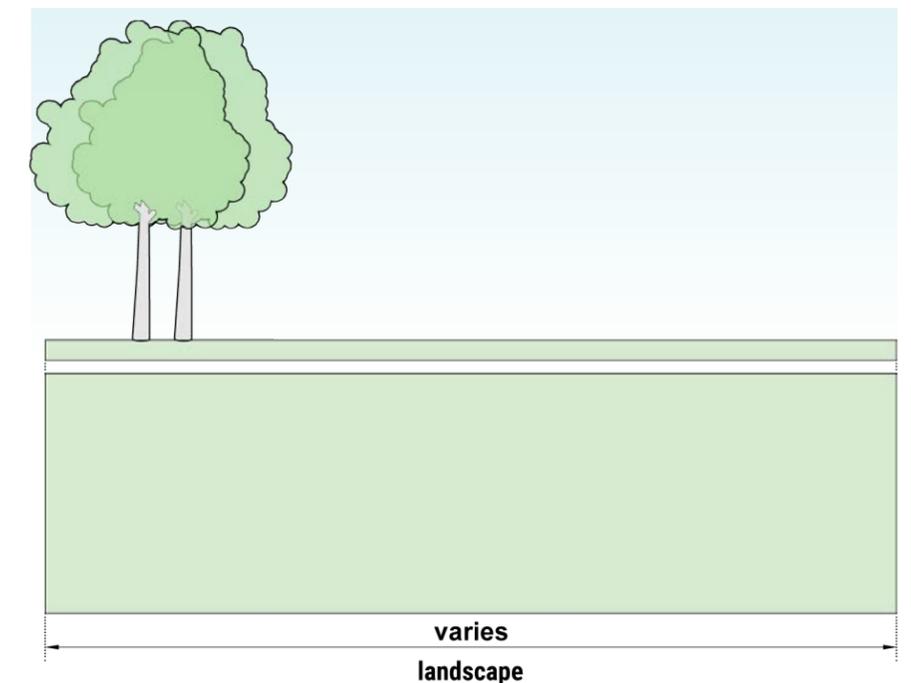
Data from MetroCOG and Open Streets Map



Existing Plan View



Existing Typical Section // Looking West



Recommended Bikeway Concept

The recommendation for Gap 1 is an 11' shared use path traveling through the easement area as well as along the eastern property line of the Scheels Soccer Complex (not shown in graphic). A new shared use path would provide the greatest amount of comfort and safety for bicyclists and also provide a connection for people walking to the soccer complex.

Between North Elmwood Park and the Scheels Soccer Complex, the existing easement would generally allow for the construction of this path without property acquisition. However, there are some encroachments of the easement area through the corridor, including vegetation, a parking lot and other structures. In addition, utility boxes are present within the corridor.

The proposed path along the east side of the Scheels Soccer Complex could be installed on either the west side of the existing fence or the east side. While parcel data and field observations indicate that right-of-way is sufficient for implementation of a path, there are some existing trees located within this corridor.

Since this gap is located in a well-established neighborhood, it is recommended that signs be installed intermittently along the corridor prior to any path construction. The purpose of the signs would be to mitigate potential concerns from neighboring property owners and help notify nearby residents of the future path. The signs could read, 'future shared use path location'.

Lead Agency:

- City of West Fargo
- West Fargo Parks

Key Stakeholders:

- Adjacent Property Owners

Planning-Level Cost Estimate

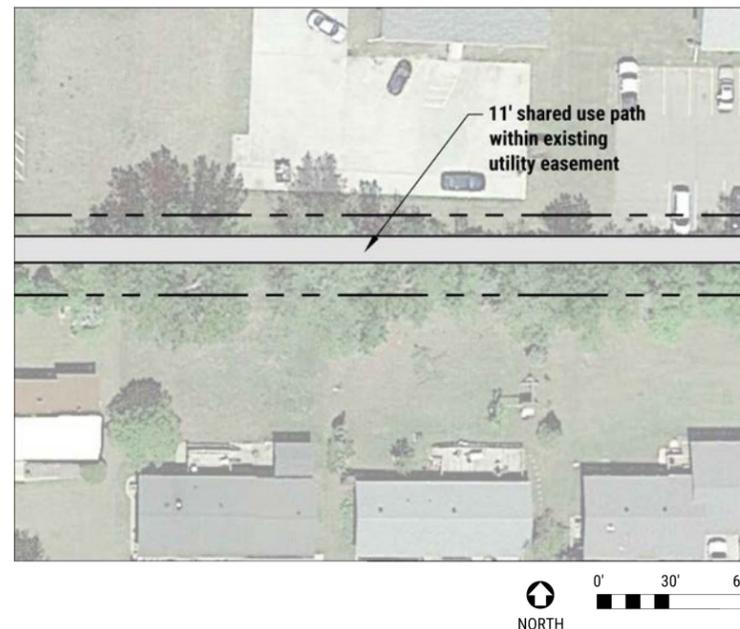
Recommended Concept	Approximate Cost Range
Shared Use Path	\$290,000 - \$410,000

Cost Estimate Notes:

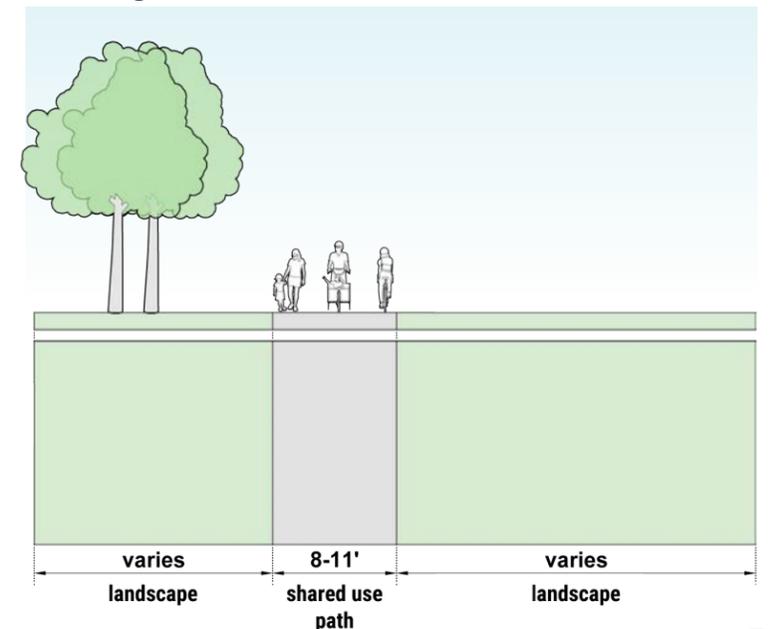
- Length: 3,569 ft. (0.68 mi.)
- Assumes a single 11' wide concrete path with signage and intersection crossing/curb ramp improvements
- Includes an allowance for drainage and landscaping
- Assumes right of way acquisition is not required
- Unit Prices per MnDOT 2018 Statewide Average Bid Prices
- All costs in 2018 dollars



Recommended Concept, Plan View



Recommended Concept, Typical Section // Looking West



West Fargo Application
Veterans Blvd/9th St E Pedestrian Improvements
(ND Urban Evaluation Category)

2023
2024

CITY OF WEST FARGO Veteran's Boulevard/9th Street E Pedestrian Improvements

Improving pedestrian safety along the
Veteran's Boulevard/9th St E corridor

TRANSPORTATION ALTERNATIVE PROGRAM APPLICATION

CITY OF WEST FARGO | 800 4th Ave E, West Fargo ND 58078

CITY OF WEST FARGO VETERAN'S BOULEVARD/9TH STREET E
PEDESTRIAN IMPROVEMENTS

CITY OF WEST FARGO

1. Project Name

Veteran's Boulevard/9th Street E Pedestrian Improvements

2. Project Location

Along 9th Street E/Veteran's Boulevard from 13th Ave E to 40th Ave E.

3. Project Contact

City of West Fargo Engineering

4. Contact Person

Dustin T. Scott, PE, City Engineer
City of West Fargo
800 4th Ave E
West Fargo ND 58078
701.433.5425
dustin.scott@westfargond.gov

5. Project Sponsor

City of West Fargo

6. Sponsoring Official

Dustin T. Scott, PE, City Engineer
City of West Fargo
800 4th Ave E
West Fargo ND 58078
701.433.5425
dustin.scott@westfargond.gov

7. Project Description

The project will update the traffic signals along the existing corridor of Veteran's Boulevard/9th Street E. The updates to the traffic signals will include updated traffic signal heads to allow for protected/permitted left turns, light up no right turn on red signs, and pedestrian lead times on all cycles. This project will increase safety for all pedestrians crossing at signals across the whole corridor, which includes 2 Middle Schools and a High School.

8. Project Cost

The total opinion of probable cost for construction of this project is \$479,000. Cost breakdown as proposed under an 80% Federal and 20% local funding ratio would meet the maximum project funding of **\$290,000 Federal share** leaving an \$189,000 local share of eligible costs. The detailed estimate completed by KLJ is attached. All planning, preliminary engineering, and construction engineering will be paid with local funds.

9. What TA categories best fits your project?

B. Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.

C. Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

10. Supporting Data

1. *Is your project part of an identified recreation or transportation plan? If so, explain.*

No.

2. *Is your project tied to another project? If so, please explain.*

No.

3. *How does your project fit with similar projects in your community and/or region?*

This project connects several facilities along an entire corridor.

4. *Provide documentation of governmental agencies that are in support of this project.*

Letters of support from City of West Fargo and West Fargo School District are attached.

11. Public Accessibility

This project is proposed to be constructed within City of West Fargo owned and maintained property.

12. Matching Funds Provided By

City of West Fargo will be providing the matching funds for this project.

13. Will Right of Way For This Project Be Needed?

No.

14. Maintenance of This Project Will Be Provided By:

West Fargo Public Works will be responsible for providing maintenance of this project.

15. Environmental Impacts

- Land Use – No impact.
- Farmland – No impact.
- Social – Positive impact to biking and pedestrians along the corridor, including several schools and businesses.
- Economic – No impact.
- Relocation – No impact.
- Wetlands – No impact.
- Flood plain – No impact.
- Threatened or Endangered Species – No impact.
- Cultural Resources – No impact.
- Hazardous Waste – No impact.

16. Signatures

Contact Person / Responsible Official



Dustin T. Scott, PE, City Engineer - City of West Fargo

12/3/2020
Date

MPO Official

Cindy Gray, AICP, Executive Director - FM Metro COG

Date

IMPROVEMENT PROJECT NO. XXXX
Veteran's Boulevard/9th St E Pedestrian Upgrades
WEST FARGO ND

Engineer's Opinion of Probable Cost

<i>ITEM</i>	<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>	<i>TOTAL</i>
1. FYA Heads	Each	36	\$2,000.00	\$72,000.00
2. Cabinet Upgrade (17th Ave)	Each	1	\$43,500.00	\$43,500.00
3. Controller and Cabinet Upgrades (4th Ave and 7th Ave)	Each	2	\$67,500.00	\$135,000.00
4. Programming Update	Each	10	\$500.00	\$5,000.00
5. No RTOR Signs	Each	40	\$4,000.00	\$160,000.00
6. Traffic Control	L Sum	1	\$20,000.00	\$20,000.00
			Construction Subtotal	\$435,500.00
			Contingencies	\$43,550.00
			Total Construction	\$479,050.00

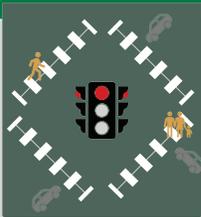
9TH ST / VETERAN'S BLVD PEDESTRIAN & BICYCLE IMPROVEMENT



ANTICIPATED COST

Total Project Cost: \$500,000
\$750,000 with signal at 37th Ave

IMPROVEMENTS



LEADING PEDESTRIAN INTERVAL

- Allows 3-7 Seconds for pedestrians only
- Reduces Vehicle-Pedestrian Crash Potential up to 60%



PEDESTRIAN OMIT ON FLASHING YELLOW ARROW (POOFYA)

- Omits permissive left turns when pedestrian call is placed
- Reduces Vehicle-Pedestrian Crash Potential up to 28%



RESTRICTED RIGHT TURN

- Restricts right turning movements during walk phase
- 60%+ reduction in Vehicle-Pedestrian Crashes

AREA OF IMPROVEMENTS



Barnesville Letter of Intent
Hwy 34/13th St Shared Use Path
(MN Rural Evaluation Category)

Form Name:
Submission Time:
Browser:
IP Address:
Unique ID:
Location:

Transportation Alternatives Solicitation: Letter of Intent Form MOVED FROM webteam.dot@state.mn.us
October 30, 2020 11:41 am

Applicant Information

Name of application organization: City of Barnesville

Title of project: Hwy 34/13th St. Bituminous Bike Trail

Name of contact: Michael Rietz

Address 102 Front St. N
Barnesville 56514

County: Clay

Phone (218) 354-2722

Email cityadministrator@barnesvillemn.com

Project information

Amount of funding requested: \$200,000

Total project budget- please briefly explain the total estimated amount of funding needed for the project. Include the amount requested through this application and other sources. If interested in being consider for Transportation Alternatives funding, specifically identify how you will obtain the 20 percent match (100 words maximum):

The total project is estimated to cost \$300,000. We are requesting \$200,000 to cover 80% of the estimated construction costs. The remaining project costs will be paid out of the General Fund and also Park Department Funds

Project request type: Capital

Describe the work you want to do for which you are seeking support. Include a description of the project development activities for this project completed to date (250 words)

A bituminous bike path was installed previously along Hwy 34 and terminated at a City Park. Also, in 2020, an 8' bituminous bike path was installed along 13th Street which terminated at 4th Ave NE. This proposed project would connect those two bike path's providing connectivity for the community.

One sentence description of the work for which you are seeking support:

The construction of an 8' bituminous path to connect two existing 8' bituminous paths.

Describe how your project meets a transportation purpose (100 words maximum):

Currently children and pedestrians traveling the 2020 installed bituminous path along 13th Street cannot continue north beyond 4th Avenue where that path terminates, forcing them to travel on the narrow rural section unlet street. This project would allow them to continue north and connect with the park without needing to enter in to the roadway.

List any adopted plans that your project has been identified in (statewide, regional, Safe Routes to School, Scenic Byways, etc.):

The City's Comprehensive Plan and a Community Multi-Use Trail Plan

Is the proposal an initiative of a local Safe Routes to School program?

No

Does the proposal benefit a designated Scenic Byway?

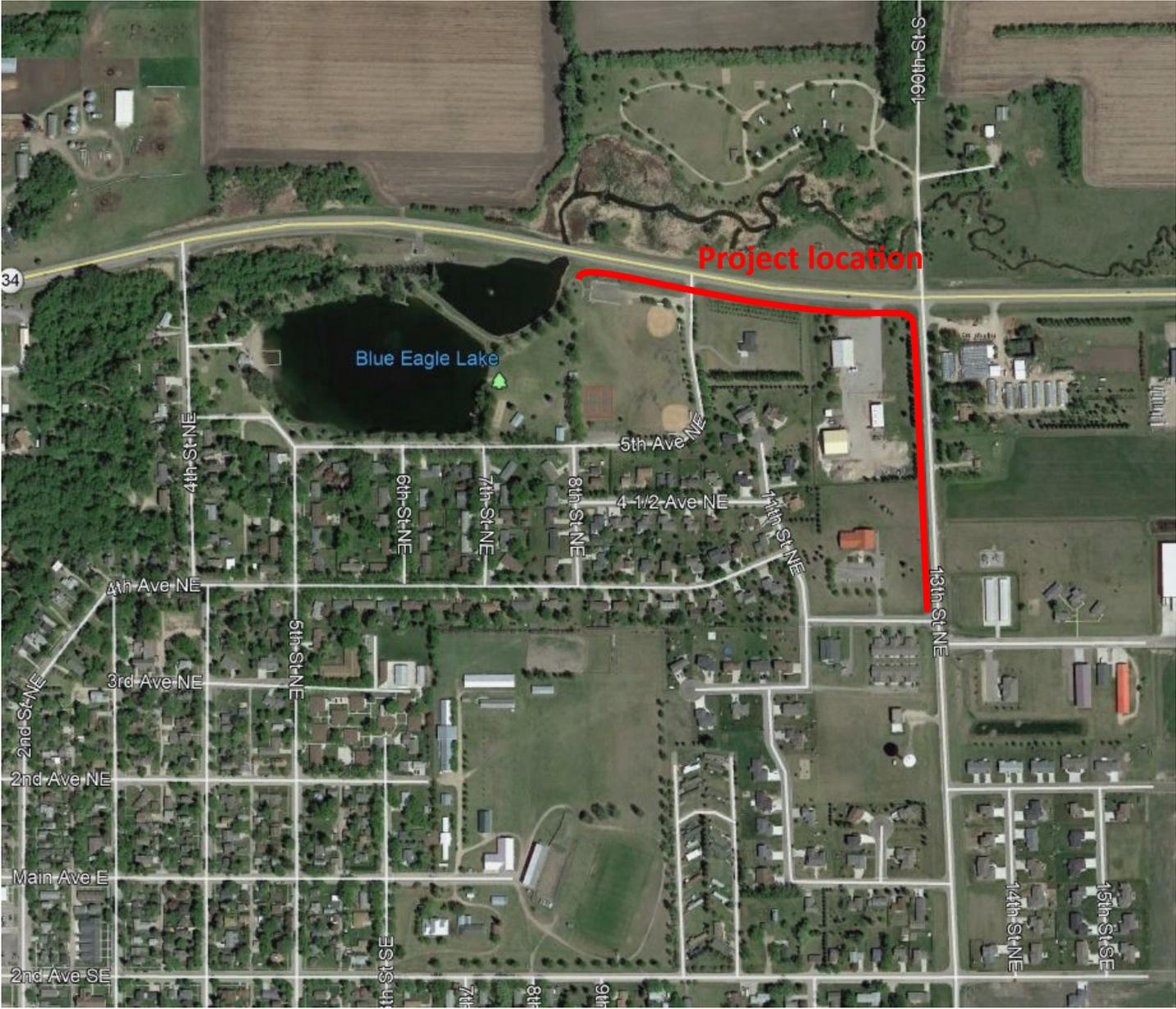
No

Describe your organization and/or the sponsoring agency's history with delivering federally funded projects, focusing on infrastructure projects. If not applicable, identify the key steps and strategies that will be used to deliver the project (250 words maximum):

Clay County would be the sponsor and has a history of successfully delivering federally funded projects such as SRTS and TA projects throughout the various communities within the County. Examples can be provided if necessary.

Have you contacted representatives from the sponsoring agency, including elected officials and county engineers? If so, please describe what has resulted from this conversation and if you have written support for the project (50 words maximum):

Yes, the Clay County Engineer, Dave Overbo has been contacted and will sponsor the project.



Dilworth Letter of Intent
7th St NE Multi Use Trail Extension
(MN Urban Evaluation Category)

Form Name:
Submission Time:
Browser:
IP Address:
Unique ID:
Location:

Transportation Alternatives Solicitation: Letter of Intent Form MOVED FROM webteam.dot@state.mn.us
October 29, 2020 10:36 am

Applicant Information

Name of application organization:	City of Dilworth
Title of project:	7th Street NE Multi Use Trail Extension
Name of contact:	Peyton Mastera
Address	PO Box 187 Dilworth, MN 56529
County:	Clay
Phone	(218) 287-2313
Email	peyton.mastera@ci.dilworth.mn.us

Project information

Amount of funding requested:	\$376,000
Total project budget- please briefly explain the total estimated amount of funding needed for the project. Include the amount requested through this application and other sources. If interested in being consider for Transportation Alternatives funding, specifically identify how you will obtain the 20 percent match (100 words maximum):	\$611,585 is needed for this project; \$376,000 (funding request) covers 80% of the construction costs with the remainder to be covered through local funding via bond proceeds as packaged with another project. These local monies will ultimately come from the general fund (i.e. tax levy).
Project request type:	Capital
Describe the work you want to do for which you are seeking support. Include a description of the project development activities for this project completed to date (250 words)	In 2014 the City used SRTS funding to construct approximately 60% of a multi-use trail from 3rd Avenue NE to 8th Avenue NE. The proposed project will connect the northern termini of that project to the sidewalks at the entrance to the Summerwood Development. The City Engineer has provided a preliminary planning design and cost estimate for planning purposes. To construct the path, an existing ditch will need to be filled-in, as was done with the 2014 project.
One sentence description of the work for which you are seeking support:	Extension of a Safe Routes to School multi-use path on 7th Street NE, from 8th Avenue NE to Summerwood Trail.

Describe how your project meets a transportation purpose (100 words maximum):

The 7th Street NE shared-use path is listed on the Fargo-Moorhead Metro COG Bikeways Map, which shows connectivity across the community into Moorhead and provides better access to several MATBUS stops in the Dilworth community. Locally, this project enhances safety along a dimly lit, collector roadway, with no shoulder.

List any adopted plans that your project has been identified in (statewide, regional, Safe Routes to School, Scenic Byways, etc.):

Nothing adopted; however, Dilworth is partnering with Metro COG to complete its Safe Routes to School plan in 2021. The 7th Street multi-use path, being a SRTS project will be inclusive of this, and presumably provide for this project's extension.

Is the proposal an initiative of a local Safe Routes to School program?

No

Does the proposal benefit a designated Scenic Byway?

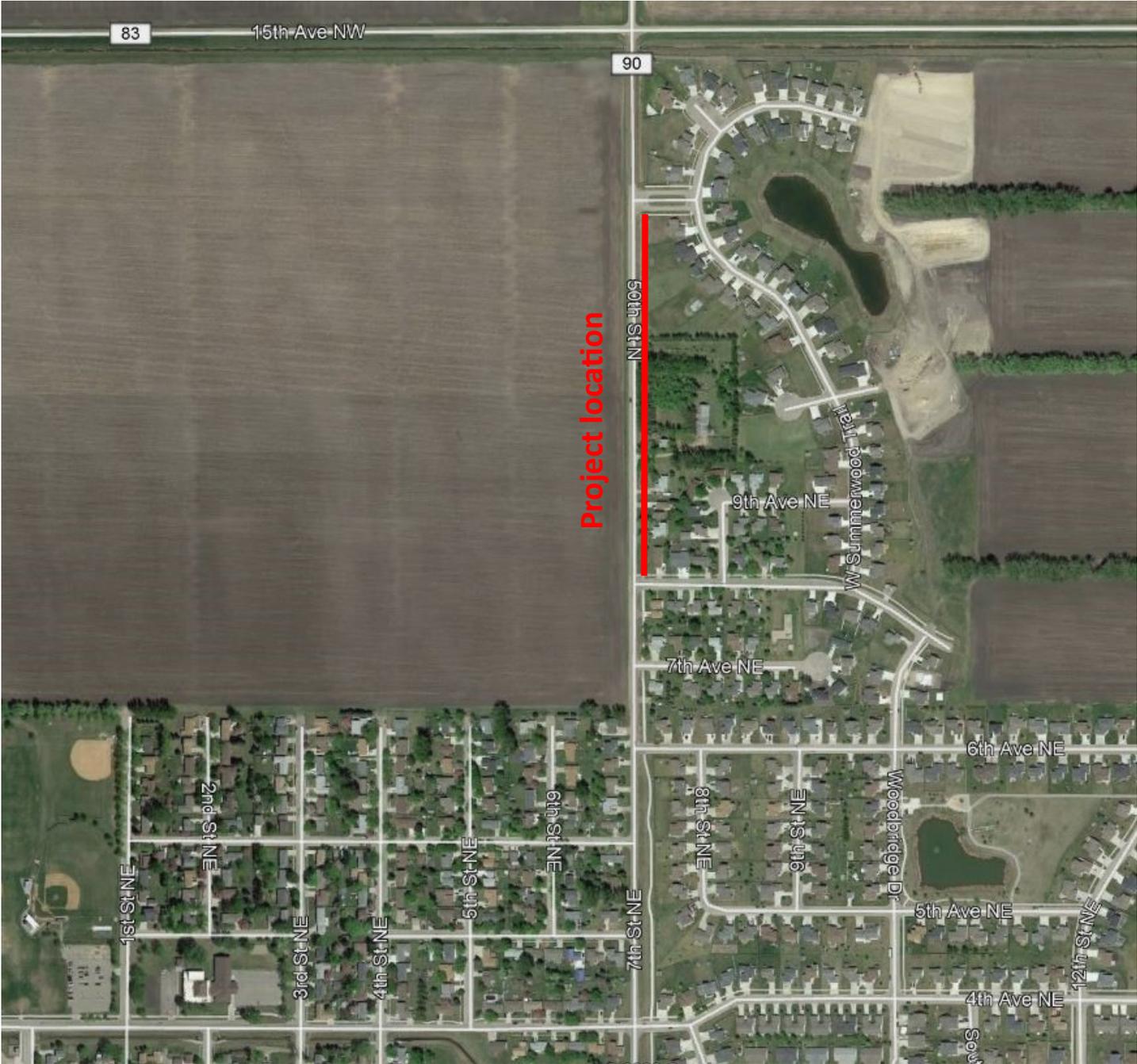
No

Describe your organization and/or the sponsoring agency's history with delivering federally funded projects, focusing on infrastructure projects. If not applicable, identify the key steps and strategies that will be used to deliver the project (250 words maximum):

Dilworth has successfully partnered with Clay County to complete the SRTS project mentioned above in 2014 and also a similar TAP funded multi use sidewalk in approximately 2005 along the 4th Avenue and 8th Ave NE east/west corridors.

Have you contacted representatives from the sponsoring agency, including elected officials and county engineers? If so, please describe what has resulted from this conversation and if you have written support for the project (50 words maximum):

Yes. The County (Engineer) has affirmed their support of this project and will serve as sponsor.



83

15th Ave NW

90

Project location

50th St NE

9th Ave NE

W Summerwood Trl

7th Ave NE

1st St NE

2nd St NE

3rd St NE

4th St NE

5th St NE

6th St NE

7th St NE

8th St NE

9th St NE

Woodbridge Dr

Sew

4th Ave NE

5th Ave NE

6th Ave NE

12th St NE

Moorhead Letter of Intent
Bicycle and Pedestrian Bridge at Bluestem Center
(MN Urban Evaluation Category)

Form Name:
Submission Time:
Browser:
IP Address:
Unique ID:
Location:

Transportation Alternatives Solicitation: Letter of Intent Form MOVED FROM webteam.dot@state.mn.us
October 29, 2020 8:38 am

Applicant Information

Name of application organization: City of Moorhead

Title of project: Bicycle and Pedestrian Bridge at Bluestem Center for the Arts

Name of contact: Robert A. Zimmerman

Address 500 Center Ave
Moorhead, MN 56561-0779

County: Clay

Phone (218) 299-5393

Email bob.zimmerman@cityofmoorhead.com

Project information

Amount of funding requested: \$600,000

Total project budget- please briefly explain the total estimated amount of funding needed for the project. Include the amount requested through this application and other sources. If interested in being consider for Transportation Alternatives funding, specifically identify how you will obtain the 20 percent match (100 words maximum):

The total estimated cost for the project is \$4,800,000. The total estimated cost for construction is \$4,000,000. The Transportation Alternatives request is \$600,000. The City would utilize local capital improvements funds and any other identified sources and is partnering with the City of Fargo who will pay half of the total cost.

Project request type: Capital

Describe the work you want to do for which you are seeking support. Include a description of the project development activities for this project completed to date (250 words)

The Bicycle and Pedestrian Bridge at Bluestem Center for the Arts has been noted as a primary connection in multiple studies and would be the only bicycle/pedestrian crossing south of Interstate 94 and provide immediate connections to regional trails and attractions, including the Bluestem Amphitheater. State funding was essential to bringing the Bluestem Amphitheater to Minnesota signifying the Statewide significance of the venue and this project which will also provide direct connection to the Moorhead River Corridor Trail and (future) Heartland Trail.

One sentence description of the work for which you are seeking support:

The City of Moorhead is seeking funding support for construction of the Bicycle and Pedestrian Bridge at Bluestem Center for the Arts

Describe how your project meets a transportation purpose (100 words maximum):

The proposed project is an eligible activity under Eligible Activities 1A (construction, planning, and design of on-road and off-road trail facilities...) and 1B (construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers...) of the Transportation Alternatives Program Eligibility Requirements. There is no existing bicycle/pedestrian route that currently crosses the Red River south of the Interstate 94 bridge. The nearest crossing is over three miles away. The proposed project would make that connection and is anticipated to see immediate and high usage related to students attending educational activities and people of all ages attending concerts and events.

List any adopted plans that your project has been identified in (statewide, regional, Safe Routes to School, Scenic Byways, etc.):

Moorhead River Corridor Plan (2014), Fargo-Moorhead Bikeways Gap Analysis (2019), 2045 Fargo-Moorhead Transportation Plan (2019). When community members were asked "How strongly do you support developing a bikeway in this gap?" the Bicycle and Pedestrian Bridge at Bluestem Center for the Arts received the most support and positive comments within the Fargo-Moorhead Bikeways Gap Analysis.

Is the proposal an initiative of a local Safe Routes to School program?

No

Does the proposal benefit a designated Scenic Byway?

Yes

Which scenic byway?

The project is accessible to State Highway 75, designated as the King of Trails (the bridge would be approximately 1.5 miles from Highway 75). The project connects to trails along and adjacent to State Highway 75.

Describe your organization and/or the sponsoring agency's history with delivering federally funded projects, focusing on infrastructure projects. If not applicable, identify the key steps and strategies that will be used to deliver the project (250 words maximum):

The City of Moorhead has successfully executed numerous Transportation Alternatives-type projects and other federal aid projects. Recent projects include: Bluegoose Trail (2020 funding); Memorial/Oak Grove Parks Bicycle/Pedestrian Bridge; Lindenwood/Gooseberry Parks Bicycle/Pedestrian Bridge; Bicycle/Pedestrian Underpass of BNSF Railway & 20th St at 40th Ave S; Bicycle/Pedestrian Underpass of U.S. 75 at 40th Ave S; SE Main Ave from Oak Way to Interstate-94; 20th St reconstruction from 6th to 12th Ave S; 20th St reconstruction from 12th to 24th Ave S; 28th Ave S construction from 20th to 26th St; and the 34th St & Interstate-94 interchange project.

Have you contacted representatives from the sponsoring agency, including elected officials and county engineers? If so, please describe what has resulted from this conversation and if you have written support for the project (50 words maximum):

The City of Moorhead is the applicant and sponsoring agency with support from the Fargo-Moorhead Metropolitan Council of Governments and the City of Fargo. The Bicycle and Pedestrian Bridge at Bluestem Center for the Arts is noted as a future project within multiple plans, including the Moorhead River Corridor Master Plan (2014), Fargo-Moorhead Metro Bikeways Gap Analysis (2019), and 2045 Fargo-Moorhead Transportation Plan (2019). Public input was a substantial component when creating the Plans.

