

Metropolitan Bicycle and Pedestrian Committee
Wednesday, February 15, 2023 – 3:00 p.m.
Hybrid Meeting – Virtual & In-person
In-person: Metro COG Conference Room
Virtual: link provided below
AGENDA

1. Welcome and introductions
2. Approve minutes from November 9th, 2022 meeting - **Attachment** Action Item
3. Public input opportunity Public Input
4. Project updates Informational Item
 - a. FM Metro Bicycle & Pedestrian Plan
 - b. Fargo Red River Greenway Study
 - c. DGF Safe Routes to School Plan
 - d. Clay County Heartland Trail Extension
5. Discuss & revise criteria for TA grant scoring & ranking - **Attachments** Action Item
6. New bicycle/pedestrian count equipment Informational Item
7. Other business

If citizens wish to comment on an agenda items, please email comments 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:

https://us02web.zoom.us/webinar/register/WN_8GgYIb1_SRC_n4cBnBL7Vw

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

Metro COG is committed to ensuring all individuals, regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, and/or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Savannah Leach, Metro COG Executive Secretary, at 701-532-5100 at least five days in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting.

120th Metropolitan Bicycle and Pedestrian Committee Meeting
November 9th, 2022 – 3:00pm
Hybrid Meeting – Virtual / In-person (Metro COG Conference Room)

Members Present

Dan Farnsworth, Chair, Metro COG
Malachi Petersen, City of West Fargo Planning
Barb Erbstoesser, West Fargo Parks
Jeremy Gorden, City of Fargo Engineering
Maegin Elshaug, City of Fargo Planning
Forrest Steinhoff, City of Moorhead Planning
Jonathan Atkins, City of Moorhead Engineering
Jace Hellman, City of Horace
Grace Puppe, Cass County
Joe Anderson, City of Fargo Police
Patrick Hollister, PartnerSHIP 4 Health
Luke Grittner, MATBUS
Kurt Kopperud, Citizen Representative

Others Present:

Paul Bervik, Metro COG
Cindy Gray, Public

1. Welcome and Introductions

The meeting began at 3:03 pm. Both virtual and in-person attendees introduced themselves.

2. Approve minutes from June 8th, 2022 meeting

A motion to approve the June 8th minutes was made by M. Petersen. M. Elshaug and seconded by M. Elshaug. The minutes were passed unanimously with no edits.

3. Public input opportunity

No members of the public were present and no public comments were received.

4. Score/rank ND Transportation Alternatives applications

This agenda item began by having the jurisdictions who submitted TA applications provide a brief summary of their applications/projects. Four applications were submitted by the City of Fargo, two from the City of Horace and one by the City of West Fargo.

Prior to the meeting, Metro COG conducted a preliminary scoring of the projects using the preapproved scoring matrix and sent the preliminary scoring to the Committee on November 3rd for their review. At the meeting, the Committee reviewed the preliminary score and specifically looked at certain criteria which needed discussion prior to a final score.

One such criteria which warrant discussion was the ‘consistency of a project with a recommendation of a completed study’ for Fargo’s Drain 27 crossing at Timberline. Since there was a similar crossing (a few hundred feet away and different alignment) shown in the 2045 MTP, the Committee voted to give this criteria half of the score (5 points). This motion was made by J. Atkins and seconded by J. Hellman. The motion was passed unanimously. However, after further discussion, it was noted that this project was scored in November of 2021 and this same criteria was given the full 10 points. Upon further discussion it was the Committee’s decision to be consistent with the 2021 scoring of this project and keep the scoring the same for this project as in 2021. Therefore, the earlier motion became null and void.

Another scoring criteria that were discussed was the ‘vehicle trip density’ scoring. The preliminary scoring showed 2.5 points for two of the projects since the projects were within both a medium trip density zone (5 pts) and a low trip density zone (0 pts). The Committee noted that the criteria specifies that a zone must be chosen and the scoring should not be split. Therefore, these two projects received 5 points since the majority of the two projects were found to be within a medium trip density zone.

Next, the ‘Environmental Justice (EJ)’ criteria was discussed. Several projects were very close geographically to an EJ area but not within an EJ area as specified in the criteria. For the projects that were outside of an EJ area, 0 points were awarded. However, members of the committee felt that this criteria should be revised for next year’s TA scoring. Members felt that EJ areas should be considered when near a TA project as it would benefit those within the EJ area. It was suggested that some kind of a buffer be considered around a project or EJ area and points should be awarded if the TA project is within that buffer. Metro COG will discuss this with the Bicycle & Pedestrian Committee at their next meeting.

After these discussions and the scores were revised to reflect the discussions and the projects were ranked based on the scoring. It was found that the Fargo Red River Trail from 35th Ave S to 40th Ave S was top ranked with 40 points while the Horace CR 17 Shared Use Path Phase 5 and Fargo Drain 27 Crossing at Timberline tied for second place with 35 points.

The Committee then began assigning funding to the top ranked projects. With the available funding, the top three projects would receive funding for the fiscal years of 2024 & 2025. After discussion, it was decided that it would be best to fully fund the Horace project in FY 2024, fully fund Fargo’s Drain 27 crossing project in FY 2025 and split the funding of Fargo’s Red River Path (35th Ave S to 40th Ave S) between FYs 2024 and 2025. While Fargo’s Red River Path won’t receive the full requested funds, it was Fargo’s request to fully fund the

Drain 27 crossing project instead of the due to the uncertainty of costs of box culverts needed for this project. The Committee agreed to the funding as discussed. Since there was no longer a quorum present, no motion or vote was taken.

5. Other business

There was no additional business. The meeting was adjourned at 4:35 pm.

Agenda Item 5

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: February 10, 2023
Subject: Discuss and revise criteria for TA grant scoring & ranking

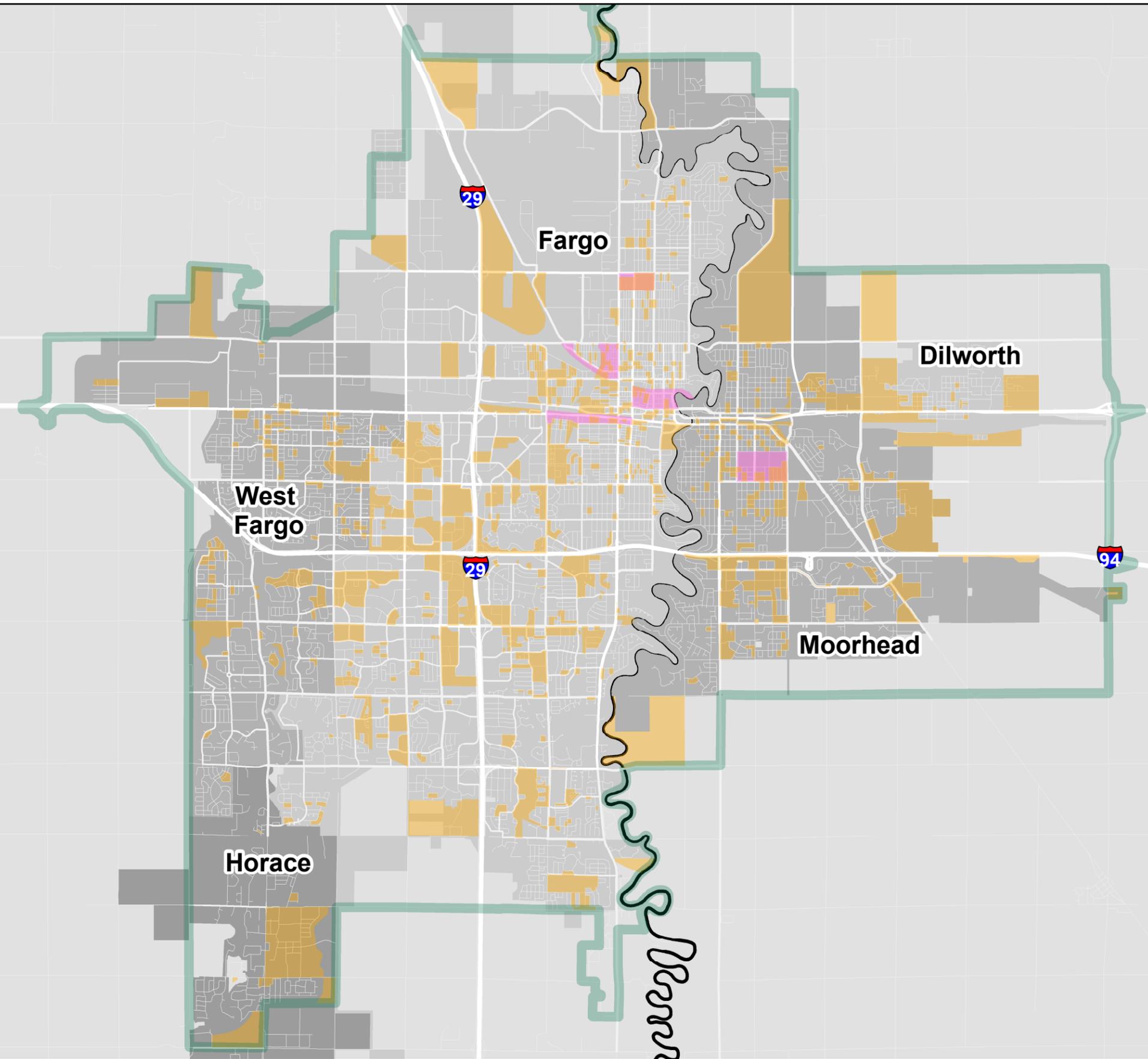
At the last Metropolitan Bicycle & Pedestrian Committee meeting (November 9th, 2022), the Committee scored and ranked the Transportation Alternatives (TA) grant applications which were submitted to Metro COG. Per the request of the Committee, the scoring criteria pertaining to Environmental Justice (EJ) areas was asked to be revised before the next round of applications. Therefore, at this meeting, the Committee will be discussing EJ scoring criteria for TA applications. The intent is to revise this criteria to more fairly score the projects which are in close proximity to EJ areas. Below are the notes taken from the November 9th Committee meeting regarding this item:

Several projects were very close geographically to an EJ area but not within an EJ area as specified in the criteria. For the projects that were outside of an EJ area, 0 points were awarded. However, members of the committee felt that this criteria should be revised for next year's TA scoring. Members felt that EJ areas should be considered when near a TA project as it would benefit those within the EJ area. It was suggested that some kind of a buffer be considered around a project or EJ area and points should be awarded if the TA project is within that buffer. Metro COG will discuss this with the Bicycle & Pedestrian Committee at their next meeting

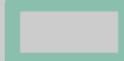
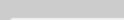
To aid this discussion, **attached** is the existing EJ scoring criteria highlighted in yellow. Also **attached** are two maps showing potential buffer areas around the EJ areas that could be used in future TA application scoring.

TA Project Evaluation - Urban

2045 MTP Goal	TA Evaluation Criteria				North Dakota	
	Question	Evaluation instructions	Source of criteria	Points	Jurisdiction	Jurisdiction
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.	2045 MTP	10		
	Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	2045 MTP	10		
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	(2045 MTP)	10		
	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 any agency sponsoring another agency.	-	5		
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.	2045 MTP	10		
	Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?	These would be studies or plans that would be approved by a governing body, and would ideally have obtained public input as part of the study or plan.	2045 MTP	10		
	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.	2045 MTP	High trip density: 10 points Med trip density: 5 points		
	Does the project make a systematic effort to conserve natural resources	Per FHWA TA eligibility, this criteria would include: vegetation management, environmental mitigation related to stormwater, and habitat connectivity. Any of these items would need to be identified in the application/letter of intent in order to receive points.	(2045 MTP)	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.	(2045 MTP)	5		
	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	2045 MTP	5		
				Total Points		



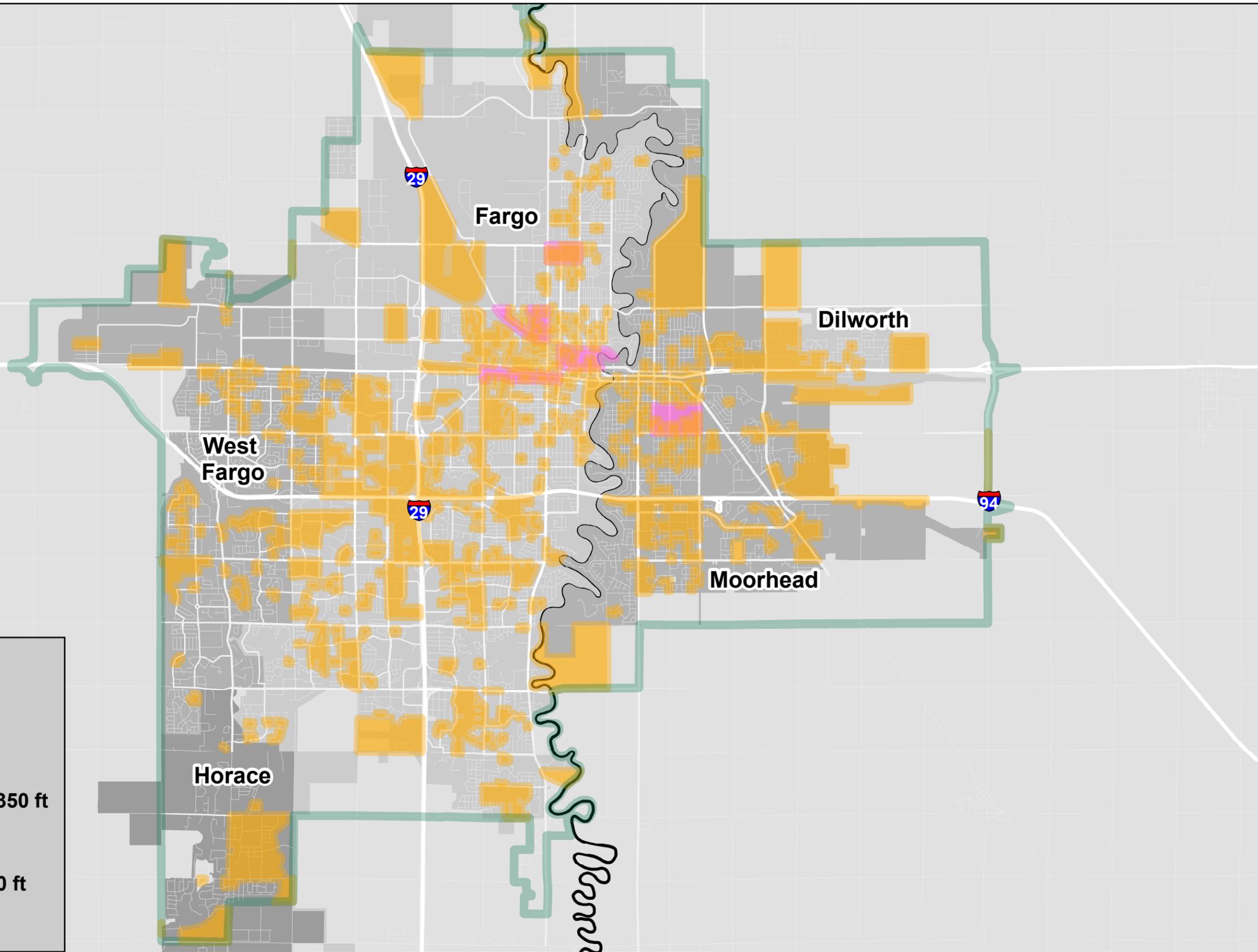
Legend

-  Urbanized Boundary
-  Minority Populations
-  Low Income Areas
-  Roadways

Environmental Justice Locations

User Name: farnsworth Date Exported: 2/10/2023 2:25:29 PM Date Saved: 2/10/2023 2:24:00 PM
Units: Meter Coordinate System: World Mercator
Document Path: Z:\Projects\Studies\Bike-Ped\2023\TA Evaluation\EJ Map - No Buffer.mxd





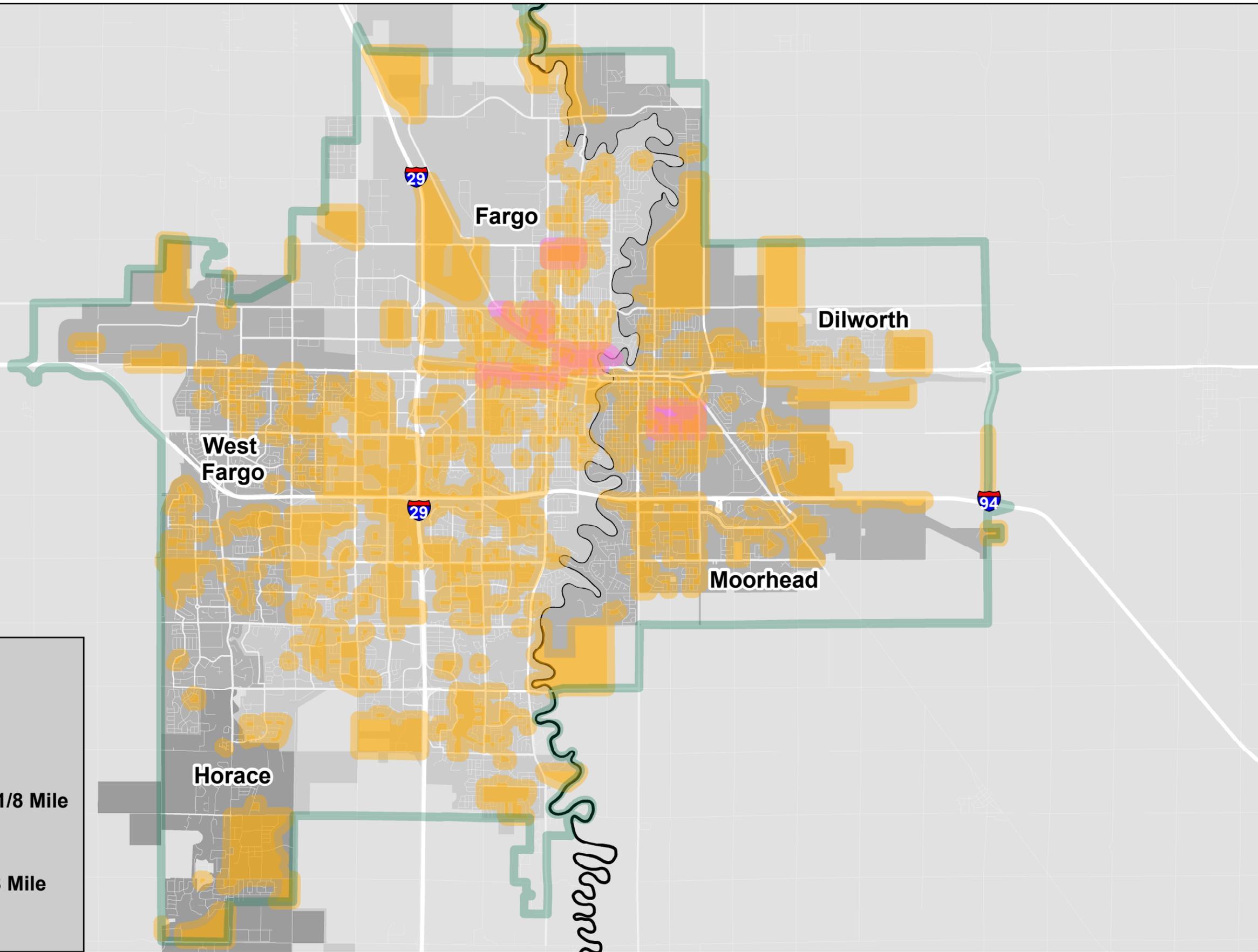
Legend

-  **Urbanized Boundary**
-  **Minority Populations**
-  **Minority Populations Buffer - 350 ft**
-  **Low Income Areas**
-  **Low Income Areas Buffer - 350 ft**
-  **Roadways**

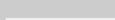
Environmental Justice Locations 350 ft Buffers

User Name: farnsworth Date Exported: 2/10/2023 2:07:08 PM Date Saved: 2/10/2023 2:02:58 PM
Units: Meter Coordinate System: World Mercator
Document Path: Z:\Projects\Studies\Bike-Ped\2023\TA Evaluation\Enviromental Justice Locations.mxd





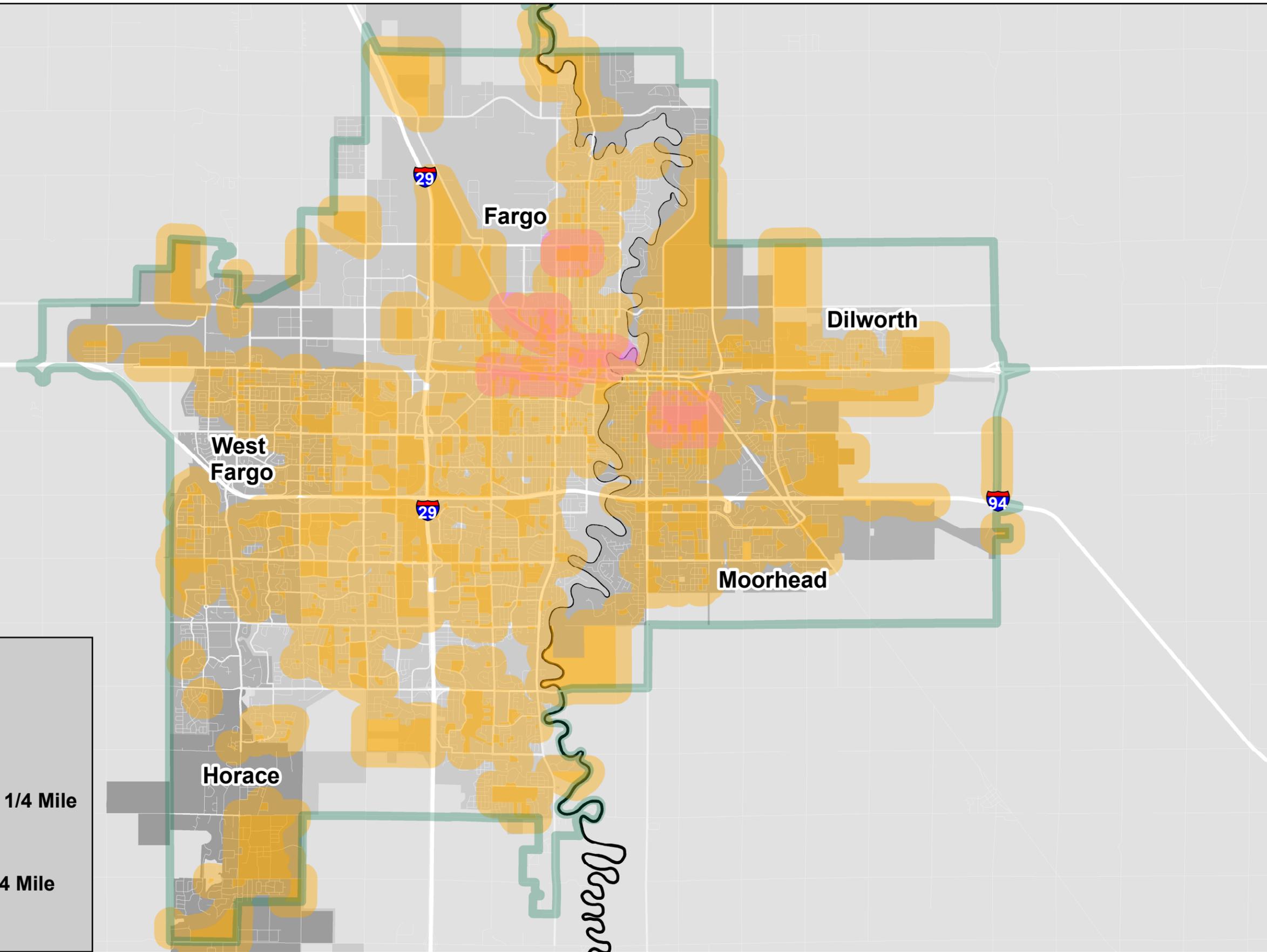
Legend

-  **Urbanized Boundary**
-  **Minority Populations**
-  **Minority Populations Buffer - 1/8 Mile**
-  **Low Income Areas**
-  **Low Income Areas Buffer - 1/8 Mile**
-  **Roadways**

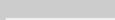
Environmental Justice Locations 1/8 Mile Buffers

User Name: farnsworth Date Exported: 2/10/2023 2:33:35 PM Date Saved: 2/10/2023 2:32:12 PM
Units: Meter Coordinate System: World Mercator
Document Path: Z:\Projects\Studies\Bike-Ped\2023\TA Evaluation\EJ Map - 1-8th Mile Buffer.mxd





Legend

-  Urbanized Boundary
-  Minority Populations
-  Minority Populations Buffer - 1/4 Mile
-  Low Income Areas
-  Low Income Areas Buffer - 1/4 Mile
-  Roadways

Environmental Justice Locations 1/4 Mile Buffers

User Name: farnsworth Date Exported: 2/10/2023 2:37:14 PM Date Saved: 2/10/2023 2:35:44 PM
Units: Meter Coordinate System: World Mercator
Document Path: Z:\Projects\Studies\Bike-Ped\2023\TA Evaluation\EJ Map - 1-4th Mile Buffer.mxd

