

## Metropolitan Bicycle and Pedestrian Committee

Wednesday, January 7, 2026 – 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 September 24 <sup>th</sup> , 2025 meeting - <b>Attachment</b> |  | Action Item      |
| 3. Follow-up from December email voting item - <b>Attachment</b>                      |  | Information Item |
| 4. Public input opportunity   |  | Public Input     |
| 5. Review & scoring of TA applications – <b>Attachment</b>                            |  | Action Item      |
| 6. Past plans – implementation tracking – <b>Attachment</b>                           |  | Information Item |
| 7. Fargo-Moorhead online bike map - <b>Attachment</b>                                 |  | Information Item |
| 8. Agency updates   |  | Information Item |
| 9. Other business   |  |                  |

Citizens can provide comments on an agenda item either in writing, in-person, or virtually. If citizens wish to provide written comments, please email comments to [farnsworth@fmmetrocog.org](mailto: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.

**Those unable to attend in-person can attend via Zoom at:**

<https://us02web.zoom.us/j/86343016283?pwd=ON70NCqIRa7YSuyW9UBFSvqWpF3hsK.1>

Meeting ID: 863 4301 6283 (if required) Passcode: 937592 (if required)

**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

**130<sup>th</sup> Metropolitan Bicycle and Pedestrian Committee Meeting**  
**September 24<sup>th</sup>, 2025 – 3:00pm**  
**Hybrid Meeting – Virtual / In-person (Metro COG Conference Room)**

**Members Present**

Dan Farnsworth, Chair, Metro COG  
Peyton Mastera, City of Dilworth  
Robert Gunderson, Fargo Park District  
Forrest Steinhoff, Moorhead Planning  
Terry Steen, Citizen Representative  
Cole Hansen, Cass County Planning  
Tom Trowbridge, Moorhead Engineering  
Matt Jacobson, Clay County Planning  
Cheryl Stetz, Cass County Public Health  
Josh Mathern, West Fargo Parks  
Steve Iverson, West Fargo Planning  
Derek Boman, Moorhead Parks  
Nathaniel McHaffie, City of Horace  
Christine Holland, River Keepers  
Luke Grittner, MATBUS

**Others Present:**

Ben Griffith, Metro COG  
Aiden Jung, Metro COG  
William Weightman, Citizen

**1. Welcome and Introductions**

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

**2. Minutes from June 18<sup>th</sup>, 2025 meeting**

A motion to approve the June 18<sup>th</sup> minutes was made by T. Trowbridge and seconded by C. Hansen. The minutes passed unanimously with no edits.

**3. Public input opportunity**

William Weightman provided the following comments to the committee:

- With some funding from the Budweiser plant in Moorhead being redirected toward health-related initiatives, W. Weightman would like to suggest that some of these funds be directed to businesses in Moorhead to become certified as Bicycle Friendly

Businesses and also be used toward bicycle parking. Weightman was wondering how to submit that suggestion.

- Committee response: F. Steinhoff mentioned that they'll be meeting next week to discuss possible open houses to obtain feedback (for this funding). Steinhoff mentioned that he can distribute information about these upcoming public meetings when he has that information.
- In light of the recent child bicycle fatality near Reinertsen Elementary School, Weightman expressed concerns that Moorhead Public Schools hasn't acted on recommendations from the Moorhead Safe Routes to School Plan. He asked how Metro COG is working with the School District and City on following up on these recommendations.
  - Committee response: Metro COG is tracking progress of recommendations from past plans including the recently-approved Moorhead SRTS Plan. Farnsworth noted that the Moorhead SRTS Plan is very new so it is difficult for some projects to be completed immediately due to the logistics of securing funding for projects. The Committee will be discussing this project tracking as part of Agenda Item 6 in the agenda.

T. Trowbridge believes some projects have been completed by Moorhead Schools, however this may not have been communicated to Metro COG yet. Perhaps an improved process for communicating implementation & completion of projects can be in place so Metro COG can better track completed projects. Trowbridge noted that the City of Moorhead is working on a project on 40<sup>th</sup> Ave S in 2026.

Metro COG will reach out to Moorhead Public Schools and other associated agencies to get an update on projects completed within the Moorhead SRTS Plan.

#### **4. New Bike/Ped Committee citizen member update**

D. Farnsworth mentioned that one of the Committee's current citizen representatives' term will expire on December 31<sup>st</sup>. Therefore, Metro COG solicited for a new citizen rep in early September. Applications for the citizen rep position are being accepted until September 30<sup>th</sup>. Farnsworth noted that Metro COG has received four applications thus far.

Once the application deadline is passed, Metro COG will coordinate an evaluation committee consisting of a representative from West Fargo, Fargo, Moorhead, Dilworth, and Horace to select the citizen rep.

#### **5. Fargo-Moorhead Bike Map App update**

D. Farnsworth provided an update on the new online bike map that Metro COG is developing. The new online bike map will replace the current online bike map which is

being discontinued due to ongoing neglect by the hired app developer, [MCB Digital Solutions](#).

While Metro COG was hoping to have the new online bike map complete by this meeting, some tweaks are still being made before finalizing the map. Metro COG plans to have the online map complete by the next meeting and plans to do a publicized release of the map in the spring of 2026 when people are gearing up for spring/summer biking. A soft release might occur this fall/winter when the map is complete.

## **6. Past plans – implementation tracking**

At the March Bike/Ped Committee meeting the Committee asked Metro COG to look at past bicycle/pedestrian plans to gauge the progress made on the plans' recommendations. At the June meeting the Committee asked Metro COG to also break out the projects by recommended project term or priority.

D. Farnsworth went over the various plans that had bike/ped recommendations associated with them. M. Elshaug suggested changing the color scheme in the tracking table since the red color used for non-completed projects could have a negative connotation. Metro COG will make this change.

D. Farnsworth mentioned that now that the Moorhead SRTS Plan has been complete for roughly 8 months, Metro COG will reach out to Moorhead School District and other agencies to obtain the status of the recommendations.

## **7. Clay County Heartland Trail Task Force composition**

D. Farnsworth updated the Committee on the status of the Clay County Heartland Trail Task Force which Metro COG is re-starting (since it got dissolved in 2020). To make sure the Task Force has the correct representation, a small group met in August to determine the composition of members on the Task Force. Since the list of members was developed, Metro COG and Clay County have been reaching out to each member to verify they are able to be on the Task Force. Once all members have been confirmed, the first meeting will be held. Metro COG anticipates this first meeting will be in the November timeframe.

P. Mastera suggested that a representative from Moorhead Public Schools could also be added to the Task Force.

## **8. West Fargo Safe Routes to School Study update**

A. Jung provided the Committee with an update on the West Fargo Safe Routes to School Study that Metro COG is developing in-house. He noted that the study is a two-year study with 2025 being the first year of the process. As of now, Metro COG is mostly wrapped up with the 2025 efforts and the 2026 efforts will begin in March of 2026.

The schools north of I-94 (plus Brooks Harbor Elementary) are being studied in 2025 with all schools south of I-94, including the schools in Horace, being studied in 2026. The final plan will be completed around the end of 2026.

## **9. Agency updates**

Updates were provided by the following agencies:

- West Fargo – J. Mathern mentioned that various West Fargo agencies have been meeting recently to discuss improvements to their shared use path system including ordinances pertaining to e-scooters and e-bikes. They are coordinating with Metro COG's West Fargo Safe Routes to School plan on some of these improvements.
- Fargo – M. Elshaug let the group know that Fargo has regular internal meetings to discuss trail planning within Fargo. These meetings include Fargo Parks and Metro COG as well.
- Moorhead – T. Trowbridge noted that the current construction projects will make bike/ped improvements. These projects include the 34<sup>th</sup> St project, the 11<sup>th</sup> St grade separation project, design of the Bluestem pedestrian bridge over the Red River, and possible reconstruction of the 15<sup>th</sup> Ave / 12<sup>th</sup> Ave bridge over the Red River.
- Fargo Cass Public Health – C. Stetz mentioned that they've been hearing concerns about e-scooters riding on sidewalks and high speeds and without helmets.

## **10. Other business**

There was no other additional business. The meeting was adjourned around 3:45 pm.

**To:** Bicycle & Pedestrian Committee  
**From:** Dan Farnsworth  
**Date:** January 2, 2026  
**Re:** **Follow-up from December email voting item**

In early December, Dan Farnsworth emailed the Bicycle & Pedestrian Committee to vote on an item that needed to be decided prior to December 31<sup>st</sup>. The requested action was: *Approval of Jason Pike as the citizen representative on the Bicycle & Pedestrian Committee with a term effective January 1, 2026 through December 31<sup>st</sup>, 2027.*

After receiving email votes from a majority of the Committee members, the Committee unanimously approved Jason Pike as the citizen rep on the Committee as stated.

Therefore, Mr. Pike will be one of two citizen reps on the Bicycle & Pedestrian Committee effective January 1, 2026 through December 31<sup>st</sup>, 2027. We welcome Mr. Pike on the Committee!

**To:** Bicycle & Pedestrian Committee  
**From:** Dan Farnsworth  
**Date:** January 2, 2026  
**Re:** **Review & scoring of TA 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.

Metro COG received a total of three TA applications; all were within the Fargo-Moorhead urbanized area and are therefore categorized as urban TA applications.

Below is a description of each application. **Attached** is the scoring matrix which will be finalized at the meeting. Also **attached** are the applications.

#### **City of Fargo – 13<sup>th</sup> Ave Shared Use Path from 34<sup>th</sup> St to 38<sup>th</sup> St**

The City of Fargo is seeking funding to construct a shared use path along the north side of 13<sup>th</sup> Ave between 34<sup>th</sup> St and 38<sup>th</sup> St. There is currently no sidewalk, path, or intersection pedestrian accommodations along the north side of 13<sup>th</sup> Ave within this section. Consequently, pedestrians are forced to use the boulevard or jog to the south side and back to the north side in order to maintain travel on the north side of 13<sup>th</sup> Ave. Pedestrians are also observed crossing 13<sup>th</sup> Ave mid-block. The length of the path would be approximately 0.4 miles.

2030 Cost: \$916,603 construction total; \$741,806 requested from TA

#### **City of Fargo – Low Level Drain 53 Crossing**

The City of Fargo is seeking funding to construct a crossing of Drain 53 in the vicinity of 58<sup>th</sup> Ave S. This crossing would connect the shared use path on the east side with the path on the west side of the drain. This crossing would provide both north-south connectivity (existing paths are oriented north-south) as well as east-west connectivity – connecting the neighborhoods on both sides of the drain. The crossing would be a low level crossing, utilizing box culverts.

2030 Cost: \$1,171,775 construction total; \$937,420 requested from TA

### **City of West Fargo – 32<sup>nd</sup> Ave RRFB and Pedestrian Refuge Island**

The City of West Fargo is seeking funding to implement a crosswalk across 32<sup>nd</sup> Ave W in the vicinity of 5<sup>th</sup> St W. The adjacent Lights on Sheyenne (an outdoor event venue) can generate large numbers of pedestrians before & after events, resulting in larger numbers of pedestrians crossing 32<sup>nd</sup> Ave at uncontrolled locations. This midblock crosswalk would include a marked crosswalk, an RRFB, and a pedestrian refuge median island.

2030 Cost: \$337,600 construction total; \$270,080 requested from TA

#### **Requested Action:**

**Recommend Policy Board approval of the attached Transportation Alternatives (TA) applications as well as the associated scoring.**

## Agenda Item 5, Attachment 1

### Revised TA Project Evaluation - Urban

2050 MTP Goal	TA Evaluation Criteria				Fargo - 13th Ave Path at I-29		Fargo - Drain 53 Crossing		West Fargo - 32nd Ave W	
	Question	Evaluation instructions	Source of criteria	Points	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.	2050 MTP	10	10	3 crashes in project area. Lack of sidewalk may have contributed to 1 of the crashes.	0		0	
	Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	2050 MTP	10	0		0	0.56 mi from Bennett Elementary.	10	0.35 mi from Aurora Elementary.
Connecting People and Places	Is the project within a 1/4 mile of existing commercial or industrial AND multi-dwelling residential (3-plexes or greater) land uses?	Per jurisdiction's zoning maps	2050 MTP	10	10	Apartments are located < 0.25 mi south of the project. Lots of commercial within 0.25 mi.	0	No commercial or industrial within 1/4 mi.	10	Various Commercial and Residential and Mixed-Use land uses within 1/4 mi
Transportation Decisions	Is the project part of a multi-jurisdictional planning effort/initiative?	<i>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.</i>	2050 MTP	5	0		0		0	
	Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?	<i>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.</i>	2050 MTP	In 2050 MTP: 15 points  In a Plan: 10 points  Maintenance Project NOT in a Plan: 5 points  New Project NOT in a Plan: 0 points	0		15		0	
Walking and Bicycling	Is the project located in a zone which currently has low or moderate levels of walkability on the Active Trip Potential map?	Refer to Map 8 in Appendix D of the 2022 Bike Ped Plan. Low and moderate shown as three (3) colors closer to the bottom trip conversion. If project is in two zones, choose the zone in which the majority of the project is located.	2022 Bike Ped Plan	10	0	Project at junction of three shades - 50% in highest, 25% in mod/high, 25% in moderate active trip potential.	10		10	
Travel Efficiency and Reliability	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.	2050 MTP	High trip density: 10 points Med trip density: 5 points	10		0		2.5	1/2 project within Medium trip density. 1/2 project outside of High/Medium trip density.
Community Context and Impact Reduction	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.	2050 MTP	3	0		0		0	
Transit Access and Reliability	Is the project within 1/4 mile of a MATBUS route corridor?	This is measured from any portion of the project.	2050 MTP	5	5	Adjacent to Routes 15 and 20.	0		5	
				Total Points	35		25		37.5	



Fargo-Moorhead Metropolitan  
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## 2030 Transportation Alternatives Application

### Step 1: Project Information

#### Project Summary:

Name of Project: <b>Shared Use Path on 13th Avenue S</b>	
Project Location: <b>13th Avenue S between 34th Street and 38th Street</b>	
Project Length (Feet): <b>2080</b>	
Lead Jurisdiction: <b>City of Fargo</b>	Local Match Provided by: <b>Fargo</b>
Post-Construction Owner of the Project: <b>Fargo</b>	
Right of Way Provided by: City of Fargo/NDDOT Maintenance Provided by: <b>Fargo</b>	
Project Contact: <b>Jeremy Gorden</b>	Contact Phone: <b>241-1545</b>
Contact Email Address: <b>jgorden@fargond.gov</b>	
Anticipated Bid Letting Date: <b>Feb 2030</b>	Anticipated Project Completion Date: <b>Sept 2030</b>
State:	<input checked="" type="checkbox"/> North Dakota <input type="checkbox"/> Minnesota
Would you like to use these funds for Advanced Construction (AC)?	<input type="checkbox"/> Yes, this project is requesting to use AC in the year specified on the follow page

**Project Summary:**

Fill out the below table with all funding sources and amounts including the TA funding requested with this application.

Funding Source	Funding Amount
2030 TA Funds	741,806
2030 Local Matching Funds	174,796
2030 Local Non-Matching Funds	
2030 Subtotal:	916,603
<b>Total Project Cost:</b>	<b>916,603</b>

**Other Grants and Federal Funds:**

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project?  Yes  No

**Project Scope:**

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

Project would consist of constructing a new shared use path on the north side of 13th Ave S between 34th Street and 38th Street. It would involve crossing two signalized intersections and underneath I-29. Project would consist of a short retaining wall (in height and length) at 34th Street, a 10' path for the duration, pedestrian signals at the I-29 northbound off-ramp and at 38th Street, and a pedestrian beacon of some variety at the southbound I-29 on-ramp just west of the I-29 overpass.

**Timeliness and Need for the Project**

Describe below why this project is requesting funds now?

What are the key factors that make this project important to fund?

We are requesting funds as people are using the north boulevard today to get around and are crossing the intersections and 13th Avenue S by foot where they are not allowed to do so. The project is to improve the safety of the people walking in the area.

**System Benefit of the Project**

Please explain how this project will benefit the transportation system?

The path will fill in a missing link on our sidewalk system, and will allow pedestrians and bicyclists alike to use our system in a safe manner.

**Identification of Potential Challenges:**

Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

One challenge will be near the 34th Street intersection where the existing north boulevard is narrow and there is a limited amount of right-of-way to construct the path on that area. There are no foreseeable environmental challenges.

## Step 2: Planning Conformance

### Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [Metro 2050](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety and System Security	
 Travel Efficiency and Reliability	The new path will provide a continuous hard surface from the Red River to West Fargo.
 Walking, Biking, and Rolling	The new path will get users across this area in a safe manner.
 Transit Access and Reliability	
 Maintaining Transportation Infrastructure	
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	
 Emerging Transportation Trends	
 Transportation Decisions	
 Connecting People and Places	The path would connect people living on the north side of 13th Ave S a way to access jobs near West Acres.

### Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2050 MTP. MTP Project ID number: \_\_\_\_\_
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

### Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

## Step 3: TA Specific Questions

### **What TA category best fits your project:**

Identify the category and type of project you believe best fits your project (check all that apply). To be eligible for Transportation Alternatives funding, your project must fit into one of these categories and must relate to surface transportation.

- 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.
- Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.
- 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.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
  - o historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose.
  - o vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
  - o archaeological activities relating to impacts from implementation of a transportation project; and
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
  - o 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
  - o reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

**Step 4: Signature**

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 4th of December (month), 2025 (year).

In Witness Thereof:

Dr. Timothy J. Mahoney

12-4-2025

(Responsible Government Official)

Date

  
(Signature of Responsible Government Official)

Tom Knakmuhs

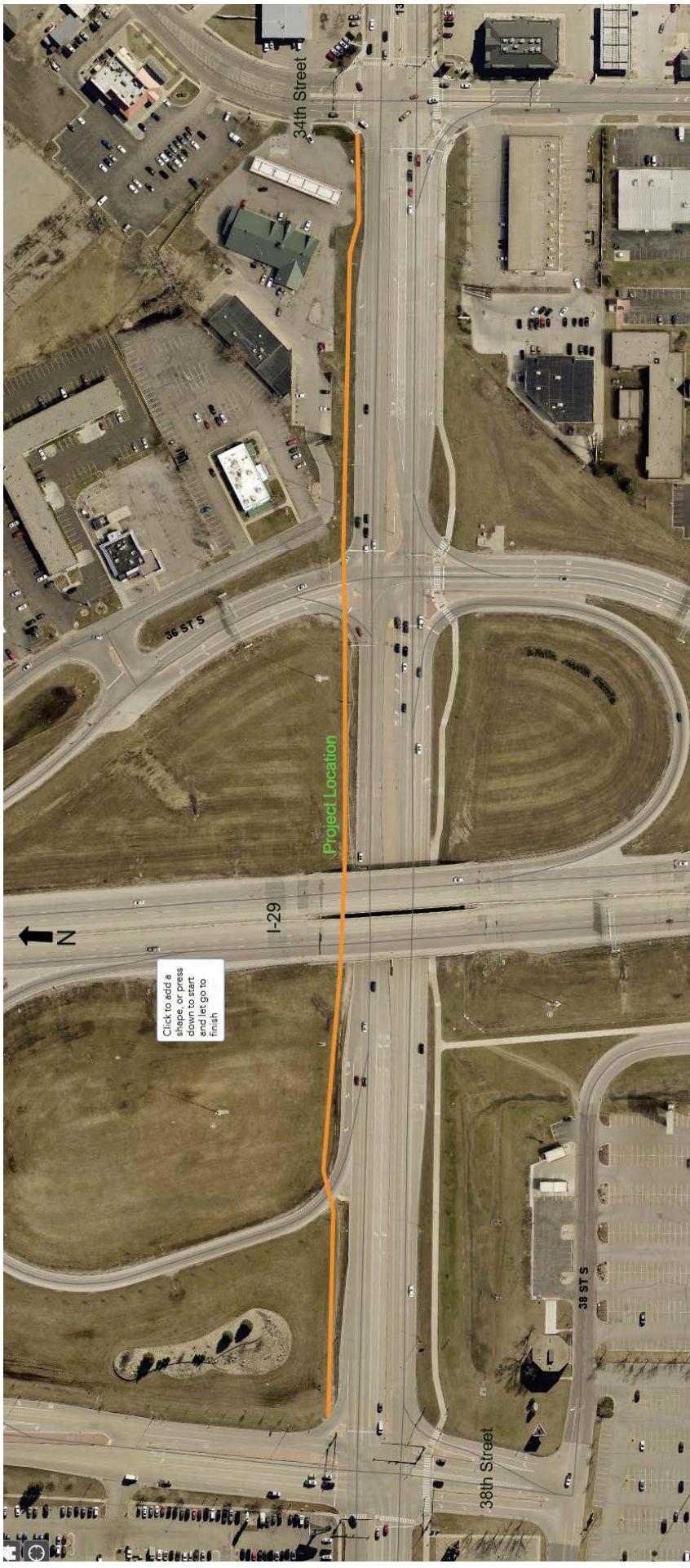
12-4-2025

(City / County / District Engineer)

Date

  
(Signature of City / County / District Engineer)

Project Location Map – 13<sup>th</sup> Avenue S – 34<sup>th</sup> Street to 38<sup>th</sup> Street



Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$9,100.00	1	\$9,100
201	-	REMOVAL OF TREES XXIN	EA	\$800.00	4	\$3,200
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	\$32.00	742	\$23,758
202	130	REMOVAL OF CURB & GUTTER	LF	\$20.00	72	\$1,440
203	109	TOPSOIL	CY	\$30.00	594	\$17,813
203	101	COMMON EXCAVATION-TYPE A	CY	\$32.00	99	\$3,167
251	100	SEEDING CLASS 1	ACRE	\$4,500.00	0.37	\$1,656
253	201	HYDRAULIC MULCH	ACRE	\$4,500.00	0.74	\$3,312
265	100	STABILIZED CONSTRUCTION ACCESS	EA	\$2,500.00	1	\$2,500
550	125	11IN REINF CONCRETE PAVEMENT CL AE	SY	\$250.00	33	\$8,333
702	100	MOBILIZATION	L SUM	\$47,259.42	1	\$47,259
704	1100	TRAFFIC CONTROL	L SUM	\$50,000.00	1	\$50,000
722	-	INLET RELOCATION + PIPE MODIFICATION	EA	\$10,000.00	1	\$10,000
724	427	ADJUST HYDRANT	EA	\$2,700.00	1	\$2,700
748	140	CURB & GUTTER-TYPE I	LF	\$65.00	327	\$21,255.00
750	30	PIGMENTED IMPRINTED CONCRETE	SY	\$200.00	50	\$10,088.89
750	125	SIDEWALK CONCRETE 5IN	SY	\$90.00	1,781	\$160,320
750	140	SIDEWALK CONCRETE 6IN	SY	\$105.00	87	\$9,170
750	2115	DETECTABLE WARNING PANELS	SF	\$55.00	144	\$7,920.00
754	9095	SIGNING	L SUM	\$7,500.00	1	\$7,500.00
762	122	PREFORMED PATTERNED PVMT MK-MESSAGE (GROOVED)	SF	\$40.00	1384	\$55,360
772	-	TYPE V SIGNAL STANDARD + REMOVAL OF OLD	EA	\$14,000.00	1	\$14,000
772	2160	FLASHING BEACON (SYSTEM - PER CROSSING)	EA	\$25,000.00	1	\$25,000
772	-	REVISE TRAFFIC SIGNAL SYSTEM - SITE 1	EA	\$5,000.00	1	\$5,000
772	-	REVISE TRAFFIC SIGNAL SYSTEM - SITE 2	EA	\$10,000.00	1	\$10,000
772	-	REVISE TRAFFIC SIGNAL SYSTEM - SITE 3	EA	\$10,000.00	1	\$10,000
				Total	\$519,854	2025 dollars
					\$ 763,835	2030 dollars
				w Contingency (20%)	<b>\$ 916,603</b>	
					\$ 741,806	Fed TAP funds
					\$ 174,796	Local funds

Calculation and Assumptions:



Fargo-Moorhead Metropolitan  
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## 2030 Transportation Alternatives Application

### Step 1: Project Information

#### Project Summary:

Name of Project: <b>Low Level Drain 53 Crossing</b>	
Project Location: <b>Drain 53 at 58th Avenue S</b>	
Project Length (Feet): <b>950</b>	
Lead Jurisdiction: <b>Fargo</b>	Local Match Provided by: <b>Fargo</b>
Post-Construction Owner of the Project: <b>Fargo</b>	
Right of Way Provided by: <b>Fargo/SE Cass</b> Maintenance Provided by: <b>Fargo/Fargo Parks</b>	
Project Contact: <b>Jeremy Gorden</b>	Contact Phone: <b>241-1545</b>
Contact Email Address: <b>jgorden@fargond.gov</b>	
Anticipated Bid Letting Date: <b>Feb 2030</b>	Anticipated Project Completion Date: <b>Sept 2030</b>
State: <input checked="" type="checkbox"/> North Dakota <input type="checkbox"/> Minnesota	
Would you like to use these funds for Advanced Construction (AC)?	<input type="checkbox"/> Yes, this project is requesting to use AC in the year specified on the follow page

**Project Summary:**

Fill out the below table with all funding sources and amounts including the TA funding requested with this application.

Funding Source	Funding Amount
2030 TA Funds	937,420
2030 Local Matching Funds	234,355
2030 Local Non-Matching Funds	
2030 Subtotal:	1,171,775
<b>Total Project Cost:</b>	<b>1,171,775</b>

**Other Grants and Federal Funds:**

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project?  Yes  No

**Project Scope:**

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

This would be a new shared use path project that would fill a missing gap between the existing path that runs inside the drain on the east side and terminates at 58th Ave S, and the existing path that runs along 31st Street S. This path is anticipated to be 10' wide and would run either on City of Fargo land or SE Cass Water Resource District land.

**Timeliness and Need for the Project**

Describe below why this project is requesting funds now?

What are the key factors that make this project important to fund?

We are beginning to address some of the gaps in our shared use path network and this is definitely one of them.

**System Benefit of the Project**

Please explain how this project will benefit the transportation system?

This will benefit pedestrians and bicyclist's alike in south Fargo as this will provide them a connection across the drain. The closest drain crossing to this one is roughly 1/2 mile to the north.

**Identification of Potential Challenges:**

Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

This is a fairly straightforward project, but the box culverts that will needed will need to be properly sized as to not impede the operations of Drain 53. It is anticipated that there will need to be two box culverts, and most likely 8'x8'.

## Step 2: Planning Conformance

### Relationship to Regional Priorities:

The Metropolitan Transportation Plan – [Metro 2050](#) – includes the following goals:

FM Metro COG MTP Metro 2050 Planning Goals	If applicable, describe how this project contributes to each Planning Goal listed below
 Safety and System Security	
 Travel Efficiency and Reliability	
 Walking, Biking, and Rolling	This project will fill a missing link in our bike and pedestrian network.
 Transit Access and Reliability	
 Maintaining Transportation Infrastructure	
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	
 Emerging Transportation Trends	
 Transportation Decisions	
 Connecting People and Places	

### Demonstrated in Planning Studies:

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2050 MTP. MTP Project ID number: \_\_\_\_\_
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

### Project Map and Documentation:

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

## Step 3: TA Specific Questions

### **What TA category best fits your project:**

Identify the category and type of project you believe best fits your project (check all that apply). To be eligible for Transportation Alternatives funding, your project must fit into one of these categories and must relate to surface transportation.

- 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.
- Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.
- 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.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
  - o historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose.
  - o vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
  - o archaeological activities relating to impacts from implementation of a transportation project; and
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
  - o 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
  - o reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

**Step 4: Signature**

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 4th of December (month), 2025 (year).

In Witness Thereof:

Dr. Timothy J. Mahoney

12-4-2025

(Responsible Government Official)

Date

  
(Signature of Responsible Government Official)

Tom Knakmuhs

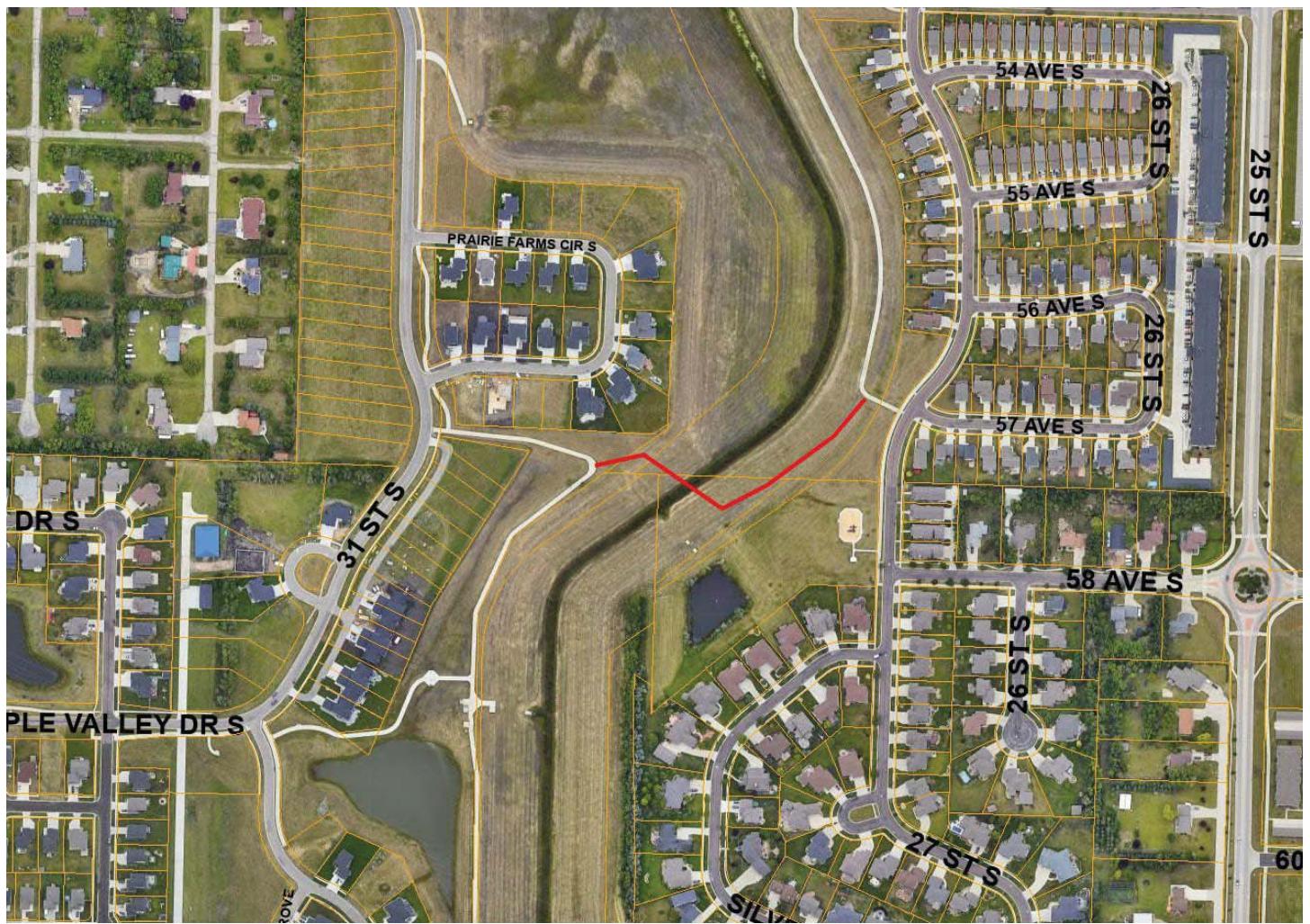
12-4-2025

(City / County / District Engineer)

Date

  
(Signature of City / County / District Engineer)

**Project Location Map – Low level Drain 53 Crossing - Shared Use Path**



Engineer's Opinion of Cost						
Construction						
Silverleaf Drain 53 Shared Use Path						
City of Fargo Improvement District No. XX-XX-XX						
Spec	Code	Description	Unit	Unit Price	Quantity	Total Cost
103	100	CONTRACT BOND	L SUM	\$8,500.00	1	\$8,500.00
202	114	REMOVAL OF CONCRETE PAVEMENT	SY	\$40.00	10	\$400.00
203	101	COMMON EXCAVATION-TYPE A	CY	\$30.00	408	\$12,240.00
203	109	TOPSOIL	CY	\$40.00	408	\$16,320.00
203	140	BORROW-EXCAVATION	CY	\$30.00	889	\$26,670.00
251	300	SEEDING CLASS III	ACRE	\$10,000.00	0.28	\$2,800.00
253	201	HYDRAULIC MULCH	ACRE	\$6,200.00	0.28	\$1,736.00
261	112	FIBER ROLLS	LF	\$4.00	1,000	\$4,000.00
261	113	REMOVE FIBER ROLLS 12IN	LF	\$1.00	1,000	\$1,000.00
702	100	MOBILIZATION	L SUM	\$51,100.00	1	\$51,100.00
704	1100	TRAFFIC CONTROL	L SUM	\$5,000.00	1	\$5,000.00
750	125	SIDEWALK CONCRETE 5IN	SY	\$100.00	950	\$95,000.00
754	9095	SIGNING	L SUM	\$5,000.00	1	\$5,000.00
-	-	Box Culvert w Rip Rap - twin 8'x8' boxes, 30' long	L SUM	\$340,000.00	1	\$340,000
			Contingency (20%)		Total	569,766
					113,953	2023 Funds
					683,719	2029 Funds
			Total Estimated Cost	1,171,775		
				\$ 937,420	TA	
				\$ 234,355	Local	



Fargo-Moorhead Metropolitan  
Council of Governments

Case Plaza Suite 232 | 1 - 2nd Street North  
Fargo, North Dakota 58102-4807  
p: 701.532.5100 | f: 701.232.5043  
e: metrocog@fmmetrocog.org  
www.fmmetrocog.org

## 2030 Transportation Alternatives Application

### Step 1: Project Information

#### Project Summary:

Name of Project: RRFB and Pedestrian Refuge Island

Project Location: 5th Street West and 32nd Avenue West

Project Length (Feet): 104 feet

Lead Jurisdiction: City of West Fargo      Local Match Provided by: City of West Fargo

Post-Construction Owner of the Project: City of West Fargo

Right of Way Provided by: City of West Fargo Maintenance Provided by: City of West Fargo

Project Contact: Paul Bervik      Contact Phone: 701-991-1530

Contact Email Address: paul.bervik@westfargond.gov

Anticipated Bid  
Letting Date: Fall 2029

Anticipated Project  
Completion Date: Summer 2030

State:

North Dakota

Minnesota

Would you like to use these funds  
for Advanced Construction (AC)?

Yes, this project is requesting to use AC  
in the year specified on the follow page

**Project Summary:**

Fill out the below table with all funding sources and amounts including the TA funding requested with this application.

Funding Source	Funding Amount
2030 TA Funds	\$270,080
2030 Local Matching Funds	<b>\$67,520</b>
2030 Local Non-Matching Funds	
2030 Subtotal:	\$337,600.00
<b>Total Project Cost:</b>	<b>\$337,600.00</b>

**Other Grants and Federal Funds:**

Are there any other federal funds or grants currently being used by this project or grants being pursued by this project?  Yes  No

**Project Scope:**

Describe below the work being funded. Please go into detail about each element of the project including: proposed cross section, pavement type, lighting, traffic control, bicycle & pedestrian infrastructure, utility work, etc. Please try to include all relevant information.

The Eastbound left turn lane would be closed at 5th Street West. Allowing the installation of a median refuge and installation of a rectangular rapid flashing beacon (RRFB). See attached map.

Research has shown adding a median refuge can reduce pedestrian crashes by 46%.

Research has also shown that installation of a RRFB can reduce pedestrian crashes by 47%.

**Timeliness and Need for the Project**

Describe below why this project is requesting funds now?

What are the key factors that make this project important to fund?

West Fargo has been getting requests to improve the safety of this intersection from the police department. WFPD has seen several pedestrian/vehicle crashes in the vicinity of this project. This project is important to fund to increase the safety of the large pedestrian movements (500+/hour) that were not foreseen at the initial design of this roadway section.

**System Benefit of the Project**

Please explain how this project will benefit the transportation system?

This will allow a safer route for pedestrians at 5th St W crossing 32nd Ave. This improvement could also reduce congestion for pedestrians at Sheyenne St.

**Identification of Potential Challenges:**

Please indicate below any foreseeable environmental, design, and/or construction challenge that may pose a risk to the completion of the project:

Timing the construction with consideration for large events in the area. Aiming to have construction completed prior to the start of the busy event season to reduce the induced construction congestion.

The closure of the westbound left-hand turn into the Lights is expected to result in an average of 59 vehicles per day either avoiding the trip altogether or seeking alternate access routes. Some of this traffic will likely be diverted to the left-hand turn at 6th St W, with vehicles filtering through the West Fargo Hockey Arena parking lots. This diversion will increase pressure to complete a connection of 6th St W to 5th St W on the north side of the hockey arena.

## Step 2: Planning Conformance

### **Relationship to Regional Priorities:**

The Metropolitan Transportation Plan – [Metro 2050](#) – includes the following goals:

<b>FM Metro COG MTP Metro 2050 Planning Goals</b>	<b>If applicable, describe how this project contributes to each Planning Goal listed below</b>
 Safety and System Security	Pedestrian refuge and RRFB to enhance safety (46% and 47% respectively)
 Travel Efficiency and Reliability	Adding a pedestrian refuge has been shown to reduce pedestrian crashes by 46%.
 Walking, Biking, and Rolling	This will give a protected pedestrian crossing and refuge island
 Transit Access and Reliability	This improvement is on MATBUS Route 24.
 Maintaining Transportation Infrastructure	
 Community Context and Impact Reduction	
 Freight Network – Moving Goods	
 Emerging Transportation Trends	<b>Installation of an RRFB.</b>
 Transportation Decisions	
 Connecting People and Places	This would allow a safer route between residential and commercial.

### **Demonstrated in Planning Studies:**

Please provide other materials that document the need for the proposed project in local or regional plans or studies.

- Additional materials are attached that document the need for the proposed project
- This project in the 2050 MTP. MTP Project ID number: \_\_\_\_\_
- This project will comply with all necessary Americans with Disabilities Act of 1990 (ADA) requirements, your local ADA Transition Plan, and the requirements of Public Right-of-Way Accessibility Guidelines of 2011 (PROWAG).

### **Project Map and Documentation:**

Please provide a map detailing the limits of the project on aerial imagery. Include all details on the map that are relevant to the overall project.

- A project map has been included as an attachment to the application

## **Step 3: TA Specific Questions**

### **What TA category best fits your project:**

Identify the category and type of project you believe best fits your project (check all that apply). To be eligible for Transportation Alternatives funding, your project must fit into one of these categories and must relate to surface transportation.

- 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.
- Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.
- 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.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
  - o historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose.
  - o vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
  - o archaeological activities relating to impacts from implementation of a transportation project; and
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
  - o 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
  - o reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

**Step 4: Signature**

To the best of my knowledge, information in this application is true and correct. I understand that determinations made by state and federal partners may limit the amount of federal eligibility. Based upon eligibility determinations or other factors, federal funding levels may change. Your local unit of government may then have to supplement funding for the project by local means. Furthermore, it is understood that the development and delivery of the project must align with the fiscal year in which funds are requested. If, for whatever reason, the project cannot be constructed according to that timeline, Metro COG reserves the right to revoke project funding authorization at which time it will seek to program those funds onto an alternate project.

I due hereby formally submit the aforementioned project to Metro COG for federal funding on this day 17th of December (month), 2025 (year).

In Witness Thereof:

Dustin Scott

12/17/2025

(Responsible Government Official)

Date

  
(Signature of Responsible Government Official)

JERROLD WALLACE  
(City / County / District Engineer)

12/18/25  
Date

  
(Signature of City / County / District Engineer)

## 32nd Avenue Pedestrian Concepts

West Fargo, ND

Figure 2 - Close Eastbound Left at 5th St W



September 2025



**ENGINEER'S ESTIMATE - 2030 CONSTRUCTION COSTS**

32ND AVENUE PEDESTRIAN CONCEPTS

FIGURE 2 - CLOSE EASTBOUND LEFT AT 5TH ST W

CITY OF WEST FARGO, ND

BMI PROJECT NO. 25X140119000



Date: 12/11/2025

Item No.	Item	Notes	Estimated Quantity	Unit	Unit Price	Total Amount
1	MOBILIZATION		1	LUMP SUM	\$32,210.20	\$32,210.20
2	REMOVE CURB & GUTTER		317	LIN FT	\$32.21	\$10,210.63
3	REMOVE CONCRETE (ANY THICKNESS)		4521	SQ FT	\$3.22	\$14,561.56
4	COMMON EXCAVATION		99	CU YD	\$40.26	\$3,976.57
5	COMMON TOPSOIL BORROW		57	CU YD	\$120.79	\$6,884.93
6	CONCRETE CURB & GUTTER		251	LIN FT	\$56.37	\$14,140.43
7	4" DECORATIVE CONCRETE		1079	SQ FT	\$33.82	\$36,492.55
8	6" CONCRETE WALK		1030	SQ FT	\$27.38	\$28,210.17
9	TRAFFIC CONTROL		1	LUMP SUM	\$16,105.10	\$16,105.10
10	RECTANGULAR RAPID FLASHING BEACON SYSTEM		1	LUMP SUM	\$64,420.40	\$64,420.40
11	TURF ESTABLISHMENT & EROSION CONTROL		1	LUMP SUM	\$12,078.83	\$12,078.83
12	TRUNCATED DOMES		40	SQ FT	\$112.74	\$4,509.43
13	PAVEMENT MARKING - CROSS WALK		200	SQ FT	\$59.59	\$11,917.77
<b>ESTIMATED BASE BID TOTAL:</b>						<b><u>\$255,700.00</u></b>
<b>SUBTOTAL:</b>						<b><u>\$255,700.00</u></b>
<b>10% CONTINGENCY:</b>						<b><u>\$25,600.00</u></b>
<b>TOTAL ESTIMATED CONSTRUCTION COST:</b>						<b><u>\$281,300.00</u></b>
<b>DESIGN, ADMINISTRATION AND CONSTRUCTION ENGINEERING:</b>						<b><u>\$56,300.00</u></b>
<b>TOTAL ESTIMATED PROJECT COST:</b>						<b><u>\$337,600.00</u></b>

**To:** Bicycle & Pedestrian Committee  
**From:** Dan Farnsworth  
**Date:** January 2, 2026  
**Re:** **Past plans – implementation tracking**

Over the past year Metro COG has been developing a table tracking the progress of recommendations from recent bicycle/pedestrian-related plans. This was an effort recommended by the Bicycle & Pedestrian Committee in March of 2025. Several updates to the table have taken place since that time.

**Attached** is a table showing the progress of the table thus far. Changes to this table since the September meeting include:

- Modifying the color scheme from red through green to purple through green (as requested by Bike/Ped Committee)
- Updating status of recommendations from the Moorhead SRTS Plan, the Fargo SRTS Plan, and the FM Diversion Greenway Plan.

Metro COG hopes to have the table completed shortly as there are only a few more updates needed for the table to become complete.

Study	Project Description	Jurisdiction 1	Jurisdiction 2	Priority / Timeframe				
				High Priority	Mid Priority	Low Priority		
Moorhead Safe Routes to School Plan (2025)	Ellen Hopkins Elementary School	MPS	City of Mrhd	1 of 2 projects	1 of 3 projects	0 of 1 projects		
	Probstfield Elementary School	MPS	City of Mrhd	1 of 5 projects	1 of 5 projects	0 of 1 projects		
	S. G. Reinertsen Elementary School	MPS	City of Mrhd	1 of 2 projects	1 of 8 projects	0 of 5 projects		
	Robert Asp Elementary School	MPS	City of Mrhd	0 of 2 projects	0 of 3 projects	0 of 1 projects		
	Dorothy Dodds Elementary School	MPS	City of Mrhd	1 of 1 projects	0 of 4 projects	0 of 1 projects		
	Horizon Middle School	MPS	City of Mrhd	2 of 5 projects	1 of 6 projects	0 of 3 projects		
DGF Safe Routes to School Plan (2023)	Short-Term			Mid-Term		Long-Term		
	Dilworth Elementary School (Responsibility: City)	City of Dilwrth		-	1 of 5 projects	0 of 1 projects		
	Dilworth Elementary School (Responsibility: Schools)	DGF		1 of 2 projects	-	-		
	Dilworth Elementary School (Responsibility: Joint)	City of Dilwrth	DGF/Co./Stat	2 of 2 projects	0 of 2 projects	-		
	Glyndon Middle/High School (Responsibility: City)	City of Glyndon		-	0 of 1 projects	0 of 3 projects		
	Glyndon Middle/High School (Responsibility: Schools)	DGF		0 of 2 projects	0 of 3 projects	-		
	Glyndon Middle/High School (Responsibility: Joint)	City of Glyndon	DGF/Co./Stat	-	0 of 3 projects	-		
Red River Greenway Study (2023)	High Priority			Mid Priority		Low Priority		
	Trail Segment 1 - Broadway to Edgewood Golf Course	Fargo	Fargo Parks	No immediate plans	-	-		
	Trail Segment 2 - Edgewood Golf Course to 32nd Ave N	Fargo	Fargo Parks	-	-	No immediate plans		
	Trail Segment 3 - 32nd Ave N to Woodcrest Dr.	Fargo	Fargo Parks	-	-	No immediate plans		
	Trail Segment 4 - Woodcrest Dr to ~16th Ave N	Fargo	Fargo Parks	Programmed	-	-		
	Access Point A - 10th St N to river corridor (3800 block 10th St)	Fargo	Fargo Parks	No immediate plans	-	-		
	Access Point B - 29th Ave N/Lilac Ln to river corridor	Fargo	Fargo Parks	No immediate plans	-	-		
	Access Point C - Elm St to river corridor (VA Park)	Fargo	Fargo Parks	Programmed	-	-		
	Bridge 1 - Woodcrest Dr to MB Johnson Park	Fargo	Fargo Parks	-	-	No immediate plans		
	Trail Segment 5 - Mickelson Park to Oak Grove Park	Fargo	Fargo Parks	In discussion	-	-		
	Access Point D - Mickelson Park dry side to wet side of dike	Fargo	Fargo Parks	No immediate plans	-	-		
	Access Point E - Downtown to river corridor via 2nd Ave N/civic pl	Fargo	Fargo Parks	-	No immediate plans	-		
	Access Point F - 8th Ave S to river corridor	Fargo	Fargo Parks	No immediate plans	-	-		
	Bridge 2 - Downtown Fargo & Moorhead via 2nd Ave N corridor	Fargo	Fargo Parks	-	-	No immediate plans		
	Trail Segment 6 - Riverside Cemetery to Fargo Country Club	Fargo	Fargo Parks	No immediate plans	-	-		
	Trail Segment 7 - Fargo Country Club to 30th Ave S	Fargo	Fargo Parks	No immediate plans	-	-		
	Trail Segment 8 - 30th Ave S to Lemke Park	Fargo	Fargo Parks	No immediate plans	-	-		
	Trail Segment 9 - Lemke Park to 40th Ave S	Fargo	Fargo Parks	-	Partially complete	-		
FM Bicycle & Pedestrian Plan (2022)	Bridge 3 - Lemke Park (32nd Ave S) to River Oaks Park (40th Ave S)	Fargo	Fargo Parks	-	-	No immediate plans		
	Bridge 4 - 40th Ave S to Bluestem	Fargo	Fargo Parks	-	Programmed	-		
	Trail Segment 10 - 40th Ave S to 64th Ave S	Fargo	Fargo Parks	-	In discussion	-		
	Trail Segment 11 - 64th Ave S to 76th Ave S	Fargo	Fargo Parks	-	No immediate plans	-		
	Trail Segment 12 - 76th Ave S to 88th Ave S	Fargo	Fargo Parks	-	No immediate plans	-		
	Access Point G - University Dr/70th Ave S to river corridor	Fargo	Fargo Parks	No immediate plans	-	-		
	Access Point H - Neighborhood to river corridor (vicinity 73rd Ave S)	Fargo	Fargo Parks	Partially complete	-	-		
	Trail Segment 13 - Trail along drain 27 (40th Ave S to 42nd St)	Fargo	Fargo Parks	-	No immediate plans	-		
	Trail Segment 14 - Trail connections over Rose Creek	Fargo	Fargo Parks	Programmed	-	-		
	Trail Segment 15 - Trail along drain 53 (64th Ave S to 73rd Ave S)	Fargo	Fargo Parks	-	In discussion	-		
	Trail Segment 16 - Trail along drain 27 (52nd Ave S to 76th Ave S)	Fargo	Horace	-	-	Partially complete		
	Trail Segment 17 - Trail along drain 27 (76th Ave to 88th Ave) & alc	Horace	Cass Co	-	-	No immediate plans		
	No priority or timeframe specified							
	Bike #22 7th Ave NE from Center St to 45th St	West Fargo	Fargo	No immediate plans				
	Bike #28 1st St from 7th Ave E to Main Ave	West Fargo		No immediate plans				
	Bike #50 Main St from Park Dr to Wall Ave	Horace		No immediate plans				
	Bike #71 New segment from intersection of 63 St and 81st Ave du	Horace	Fargo	Partially complete				
	Bike #198 New segment from 40th Ave S along river to 32nd Ave S	Moorhead		No immediate plans				
	Bike #440 32nd St from 17th Ave S to Fiechtner Dr	Fargo		No immediate plans				
	Bike #450 Main Ave from 45th St to 18th St	Fargo		Partially programmed				
	Bike #480 Broadway from 8th Ave N to 35th Ave N	Fargo		No immediate plans				
	Bike #521 7th Ave N from 38th St to Elm St	Fargo		No immediate plans				
	Bike #733 21st St from Center Ave to 2nd Ave N	Moorhead		No immediate plans				
	Bike #950 Heartland Trail	Clay Co	Others	In discussion				
	Bike#500 9th Ave S from 36th St to 38th St	Fargo		No immediate plans				
	Ped 1 3rd St & 19th Ave N	Fargo		No immediate plans				
	Ped 2 29th St 12th Ave N	Fargo		No immediate plans				
	Ped 3 Roberts St & 1st Ave N	Fargo		Programmed				
	Ped 4 3rd St N & 4th St N	Moorhead		In discussion				
	Ped 5 US Hwy 10 & Main St	Dilworth		In discussion				
	Ped 6 3rd St; 4th St; 3rd Ave S	Moorhead		No immediate plans				
	Ped 7 34th St & Ridgewood Blvd	Moorhead		Partially complete				
	Ped 8 45th St & 23rd Ave S	Fargo		No immediate plans				
	Ped 9 University Dr & 27th Ave S	Fargo		No immediate plans				
	Ped 10 Veterans Blvd & 40th Ave S	West Fargo		No immediate plans				
	Ped 11 10th St & 1st Ave N	Fargo		No immediate plans				
	Ped 12 University Dr & 25th Ave S/24th Ave S	Fargo		In discussion				
	Ped 13 9th St W & 32nd Ave W	West Fargo		No immediate plans				
	High Priority			Mid Priority		Low Priority		
	Agassiz School	School Distri	City of Fargo	0 of 2 projects	0 of 3 projects	0 of 1 projects		
	Bennett Elementary	School Distri	City of Fargo	0 of 4 projects	3 of 5 projects	1 of 3 projects		

Study	Project Description	Jurisdiction 1	Jurisdiction 2	Priority / Timeframe		
				3 of 5 projects	0 of 1 projects	0 of 3 projects
Fargo Safe Routes to School Plan (2020)	Centennial Elementary	School District	City of Fargo	3 of 5 projects	0 of 1 projects	0 of 3 projects
	Clara Barton Elementary	School District	City of Fargo	1 of 2 projects	0 of 2 projects	0 of 1 projects
	Eagles Elementary	School District	City of Fargo	0 of 4 projects	3 of 7 projects	1 of 2 projects
	Ed Clapp Elementary	School District	City of Fargo	2 of 3 projects	0 of 2 projects	0 of 1 projects
	Hawthorne Elementary	School District	City of Fargo	1 of 3 projects	1 of 4 projects	0 of 2 projects
	Horace Mann Elementary	School District	City of Fargo	2 of 3 projects	0 of 5 projects	0 of 1 projects
	Jefferson Elementary	School District	City of Fargo	1 of 3 projects	2 of 6 projects	1 of 2 projects
	Kennedy Elementary	School District	City of Fargo	1 of 2 projects	4 of 5 projects	1 of 5 projects
	Lewis & Clark Elementary	School District	City of Fargo	1 of 3 projects	0 of 5 projects	1 of 4 projects
	Lincoln Elementary	School District	City of Fargo	0 of 3 projects	0 of 3 projects	1 of 7 projects
	Longfellow Elementary	School District	City of Fargo	1 of 3 projects	1 of 7 projects	0 of 2 projects
	Madison Elementary	School District	City of Fargo	0 of 2 projects	0 of 4 projects	0 of 2 projects
	McKinley Elementary	School District	City of Fargo	0 of 1 projects	0 of 4 projects	0 of 1 projects
	Roosevelt Elementary	School District	City of Fargo	1 of 3 projects	1 of 3 projects	2 of 5 projects
	Washington Elementary	School District	City of Fargo	1 of 2 projects	0 of 2 projects	0 of 5 projects
	Ben Franklin Middle School	School District	City of Fargo	2 of 4 projects	0 of 4 projects	0 of 3 projects
	Carl Ben Eielson Middle School	School District	City of Fargo	1 of 5 projects	0 of 3 projects	0 of 2 projects
	Discovery Middle School	School District	City of Fargo	3 of 6 projects	1 of 4 projects	1 of 3 projects
	Deer Creek Elementary	School District	City of Fargo	0 of 2 projects	1 of 3 projects	0 of 1 projects
	Independence Elementary	School District	City of Fargo	0 of 4 projects	0 of 3 projects	0 of 3 projects
	Osgood Elementary	School District	City of Fargo	3 of 5 projects	0 of 3 projects	1 of 2 projects
	Willow Park Elementary	School District	City of Fargo	1 of 3 projects	1 of 3 projects	0 of 2 projects
	Liberty Middle School	School District	City of Fargo	1 of 6 projects	1 of 3 projects	0 of 2 projects
	Grace Lutheran School	School District	City of Fargo	0 of 2 projects	1 of 2 projects	1 of 3 projects
	Holy Spirit School	School District	City of Fargo	-	0 of 1 projects	0 of 3 projects
	Nativity School	School District	City of Fargo	1 of 5 projects	-	1 of 4 projects
	Sullivan School	School District	City of Fargo	0 of 3 projects	0 of 4 projects	0 of 2 projects
	Oak Grove South	School District	City of Fargo	1 of 1 projects	2 of 4 projects	-
	Oak Grove North	School District	City of Fargo	0 of 2 projects	1 of 4 projects	1 of 2 projects
				No priority or timeframe specified		
FM Diversion Greenway Master Plan (2020)	Segments 1 - 3	TBD		No immediate plans		
	Nodes 1 - 3	TBD		No immediate plans		
	Segments 4 - 6	TBD		No immediate plans		
	Nodes 4 - 6	TBD		No immediate plans		
	Segments 7 - 11	TBD		No immediate plans		
	Nodes 7 - 11	TBD		No immediate plans		
				No priority or timeframe specified		
FM Bikeways Gap Analysis (2019)	Gap 1	Path connecting N. Elmwood Park to Scheels Soccer Complex	West Fargo	-	In discussion	
	Gap 2	Path from Brooks Harbor neighborhood to Lights on Sheyenne	West Fargo	-	Complete	
	Gap 3	Path connecting Sheyenne St to Osgood to 52nd Ave E	West Fargo	-	In discussion	
	Gap 4	Path along Dakota Dr / CR 81 from 12th Ave to CR 22	Fargo	Cass Co	No immediate plans	
	Gap 5	Path along Red River from 15th Ave N to 32nd Ave N	Fargo	-	Programmed	
	Gap 6	Bike lanes on 7th Ave N from Univ. Dr to Oak Grove Park	Fargo	-	No immediate plans	
	Gap 7	Bike lanes on 13th Ave S from 21st St to Lindenwood Park	Fargo	-	No immediate plans	
	Gap 8	Path/bike lanes on 24th Ave/25th Ave S from 5th St to 18th St	Fargo	-	In discussion	
	Gap 9	Pedestrian bridge over Red River - 40th Ave S / Bluestem	Fargo	Moorhead	Programmed	
	Gap 10	Path/bike lanes on Broadway from 9th Ave N to 35th Ave N	Fargo	-	No immediate plans	
	Gap 11	Pedestrian bridge over I-29 - vicinity 28th Ave S	Fargo	-	No immediate plans	
	Gap 12	Path/bike lanes thru Concordia or 5th St/4th St	Moorhead	-	No immediate plans	
	Gap 13	Path/bike lanes connecting 20th St to 28th Ave	Moorhead	-	No immediate plans	
	Gap 14	Path connecting SE Main Ave to 26th St via 24th or 27th Ave S	Moorhead	-	No immediate plans	
	Gap 15	Path along SE Main Ave/Hwy 52 from I-94 to 40th Ave S	Moorhead	Clay Co	No immediate plans	
	Gap 16	Path along 11th St/CR 3 & Path along Wall St Ave/CR 22	Moorhead	Clay Co	No immediate plans	

**To:** Bicycle & Pedestrian Committee  
**From:** Dan Farnsworth  
**Date:** January 2, 2026  
**Re:** **Fargo-Moorhead online bike map**

Metro COG has completed the Fargo-Moorhead online bike map which is designed for public use. This online bike map has been developed to be used by both smartphones and computers. The new online map replaces the previous bike map app which was launched in 2019.

The new bike map displays shared use paths, bike lanes, shared roadways (sharrows), signed shoulders, and wide shoulders. In addition to bikeways, the bike map shows mountain bike trailheads, bike repair stations, and other relevant local features.

The online bike map can be found at [www.fmmetrocog.org/fmbikemap](http://www.fmmetrocog.org/fmbikemap) or directly at <https://experience.arcgis.com/experience/eb51eb10d7db479a9b90d6d2dd2ec595>. The QR code below will also be used to point users to the map.



Metro COG is currently getting the word out about the map as part of a soft launch. This soft launch includes posting on Metro COG's website and Facebook page as well as notifying the Bicycle & Pedestrian Committee.

Metro COG intends to facilitate a larger main launch in the spring of 2026 at which time Metro COG hopes to also present a printable map which can be mass produced and sent throughout the community. Since discontinuing the printed map in 2018, Metro COG has gotten numerous requests for a printed map.