

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.