

Bicycle and Pedestrian – Phase II Engagement Summary

The Fargo-Moorhead MetroCOG Bicycle and Pedestrian Plan Update features two phases of engagement. The first engagement phase started in July 2021 and concluded in November 2021 to align with the existing conditions analyses; the second engagement phase began in March 2022 to align with the development of recommendations and concluded in April 2022 to allow time for comments to be incorporated into the final recommendations. Phase II employed a combination of strategies, including passive online activities and hybrid virtual meetings; all findings, and feedback collected are compiled in this summary. Raw data may be found in the appendix of this document.

Themes

The following themes have emerged through this first phase of engagement:

- Trails, separate biking and walking paths, protected bikeways, and active transportation facilities setback from the roadway are all prioritized improvements. Of particular interest is a continuous river trail on both sides of the Red River connecting the northern and southern extents of Fargo, as well as more continuous east-west connections from Moorhead to West Fargo.
- River crossings remain a priority.

High-level Engagement Findings

The team heard from a wider range of participants compared to phase I survey participants:

- The survey participants during this phase were more demographically representative of the study area than phase I survey participants with more women, younger people, and people of a wider range of incomes represented.
- The geographic placement of suggestions on the map align with the percentage of survey participants' zip codes from the City of Fargo as most comments with the most votes are within the Red River corridor, similar to phase I survey respondents.

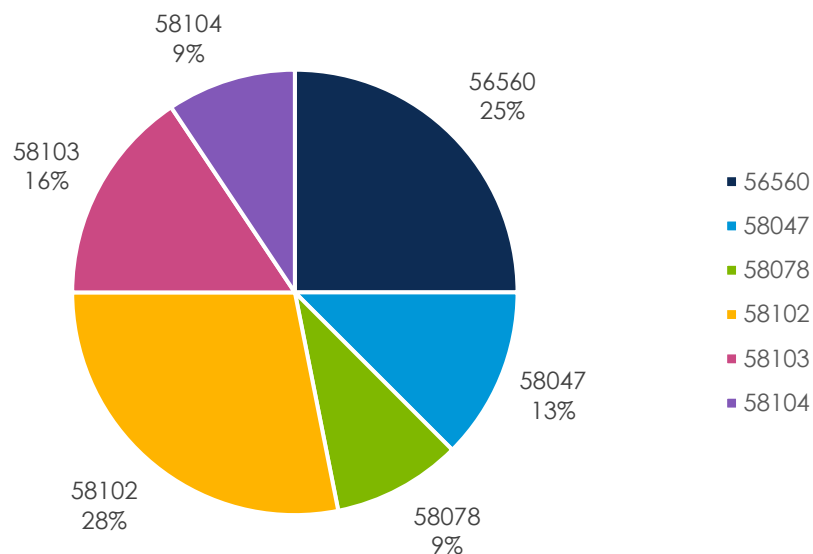
Online Survey

An online survey was developed and hosted on Metro COG's project webpage from March through April 2022. This survey link was shared by partner organizations on social media and directly through email updates sent to identified project stakeholders. The purpose of the survey was to better understand the demographics of the participants ranking their priorities for specific active transportation connections through the accompanying interactive map.

A total of 32 people responded to this demographic survey, which included eight questions total. Question one asked participants to identify their location by responding with their zip code, while question two inquired about participants' age, question three inquired about gender, and question four inquired about race and ethnicity. Question five inquired about household income, question six inquired about vehicle access, and question seven inquired about disability status while the last question provided an opportunity for survey participants to respond with their contact information to receive additional project updates.

Geographically, survey respondents live across six zip codes, with zip code 58102 in Fargo represented the most (28%). Fargo zip codes 58102, 58103, and 58104 together represent 53% of respondents, while 56560 in Moorhead represents 25% of respondents. West Fargo zip code 58078 represents 9% of respondents and Horace / rural Cass County zip code 58047 represents 13% of respondents.

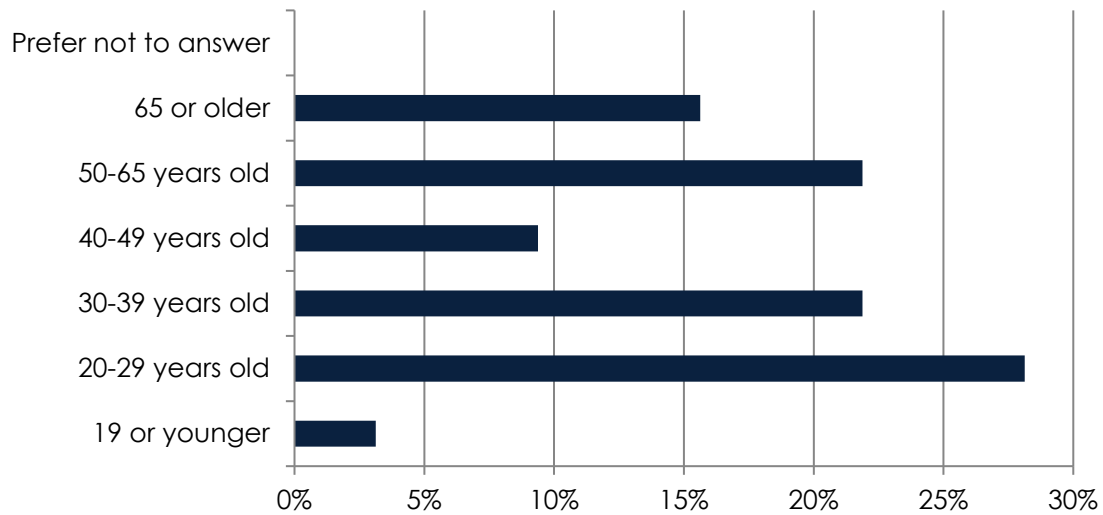
Q1. WHAT IS YOUR ZIP CODE?



The largest age group to participate in this survey is between the ages of 20 and 29 (28%) with the age groups of 30 to 39 and 50 to 65 following close behind at 22% each. The third largest group of participants to respond were 65 or older (16%). Overall, the participants of this phase II survey are younger than those who responded in phase I in which the majority (62%) of participants were between the ages of 30 to 49 years of

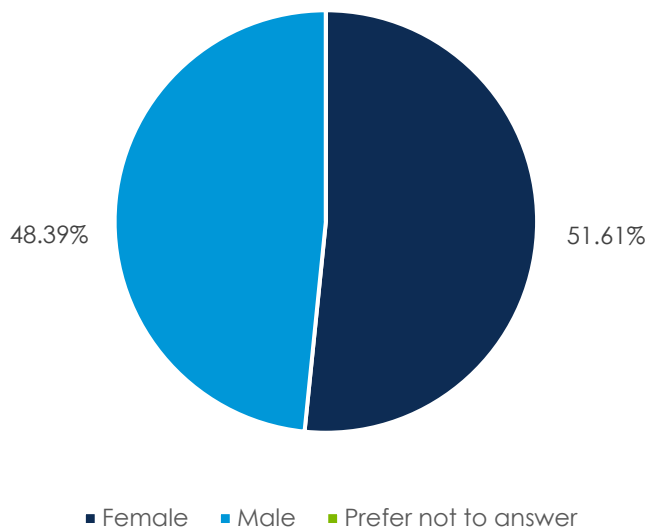
age compared to approximately 30% of phase II survey respondents. Youth under the age of 19 (3%) were still underrepresented in the phase II survey respondents.

Q2. WHAT IS YOUR AGE?

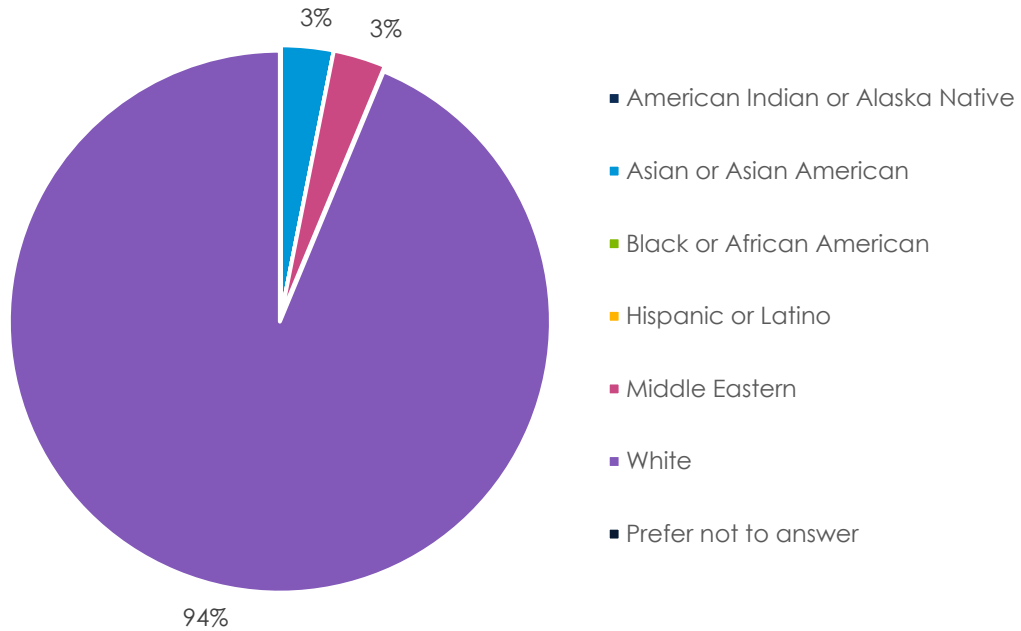


More than half of participants responding to this survey identified female as their gender (52%) and no participants declined to share their gender, which represents a shift from the demographics of the survey respondents participating in the phase I survey. Men were overrepresented at 55% of participants, with women underrepresented in the phase I survey and 5% of participants declining to share their gender.

Q3. WHAT IS YOUR GENDER?

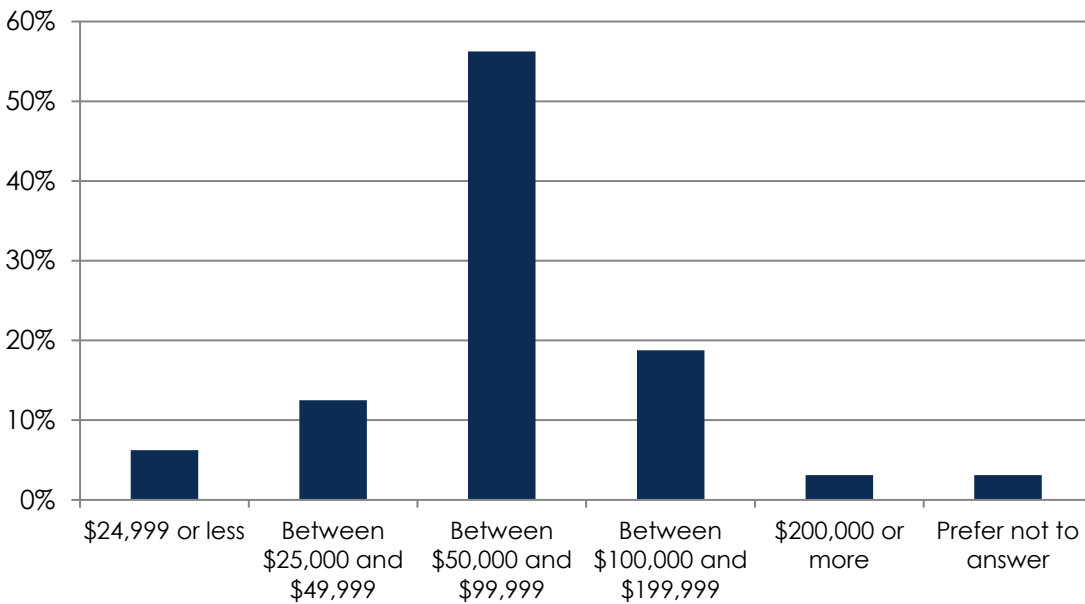


Q4. WHAT IS YOUR RACE OR ETHNICITY? CHECK ALL THAT APPLY.



The largest racial or ethnic demographic group to respond to the phase II survey is white (94%). Compared to the phase I survey respondents, 84% of phase I survey respondents were white with less than 2% each of any other racial identity.

Q5. WHAT WAS YOUR APPROXIMATE HOUSEHOLD INCOME LAST YEAR?



The majority of respondents reported an income of \$50,000 to \$99,999 (56%) with the smallest percentage of respondents earning \$200,000 or more (3%). A small percentage of participants reported income between \$25,000 and \$49,999 (13%) and \$100,000 and \$199,999 (19%). Around six percent (6%) of participants reported their approximate household income as less than \$24,999 and three percent (3%) opted out of answering.

All respondents marked that they have a family car or truck, as did all phase I survey respondents. Most participants indicated that they did not have a disability (94%) compared to 86% of phase I survey respondents, while 3% indicated they are deaf or hard of hearing. Another three percent of respondents indicated that they have a learning disability.

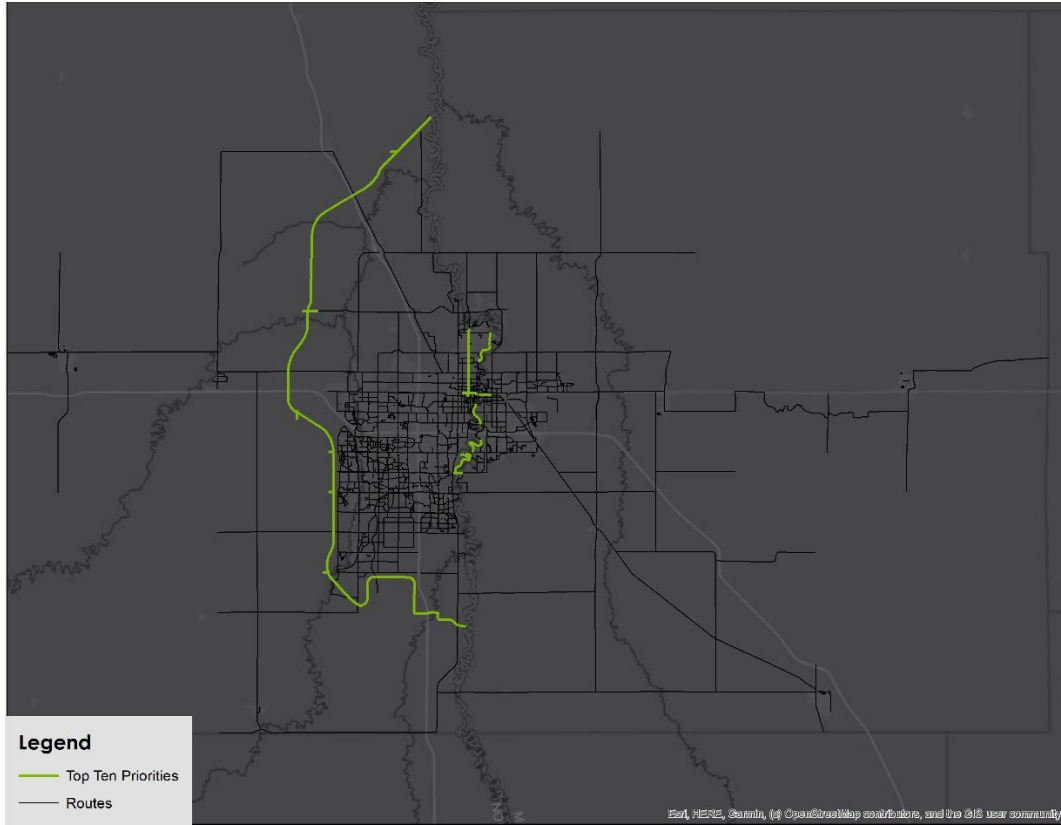
Interactive Mapping

The interactive map has two phases: the first phase gathered information about existing and desired walking and biking routes, barriers and destinations; the second phase asked participants to rank draft network recommendations to assist with network refinement and prioritization. Phase II gathered over 950 interactions with the map, including 238 comments about specific routes, a total of 632 likes across 143 routes, and a total of 14 likes across 11 routes. 66 routes were assigned a prioritization level based on the number of likes received.

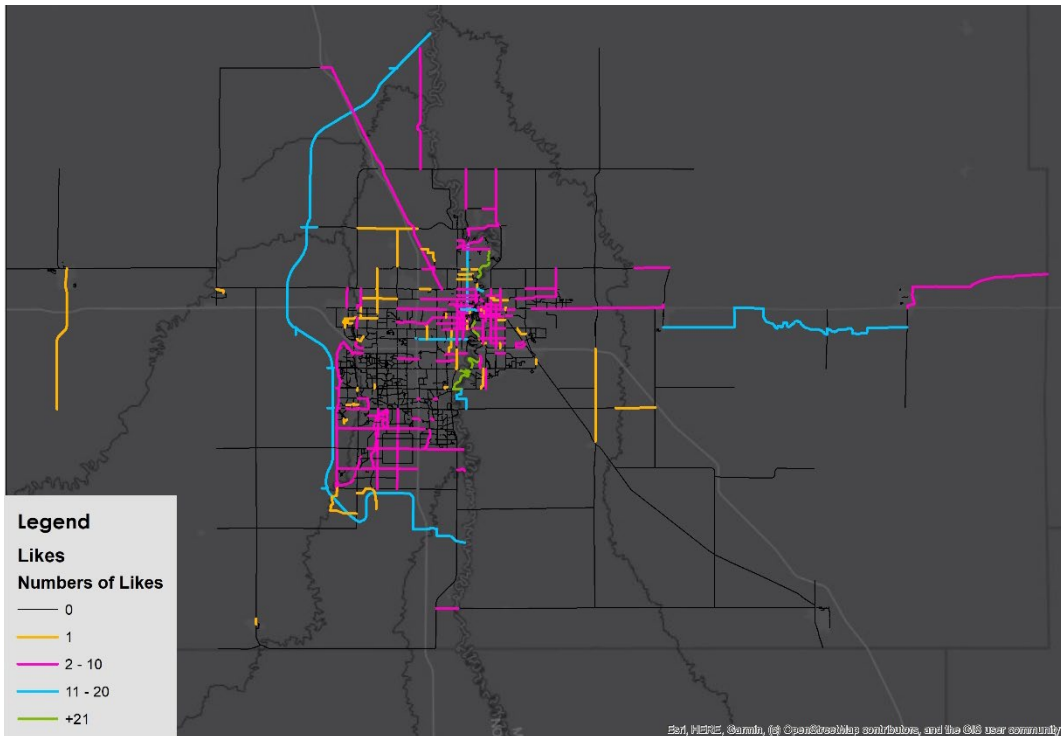
The top ten route priorities include trail segments along and across the Red River between Fargo and Moorhead, on-street segments in north Fargo, and the FM Diversion Project. The top priority is a trail segment on the west side of the river in Fargo between 12th Avenue N and 32nd Avenue NE. The second priority route is a connection across the Red River from 40th Avenue South in Fargo to 50th Avenue South Moorhead. The third priority is a trail segment on the east side of the river in Moorhead between South 6th Avenue and South 22nd Avenue. The remaining top ten routes are mostly trail segments, with on-street priorities at Broadway South in Fargo and the Northern Pacific Avenue to Center Avenue corridor that bridges the cities of Fargo and Moorhead.

A table of raw comments by segment may be found in Appendix A.

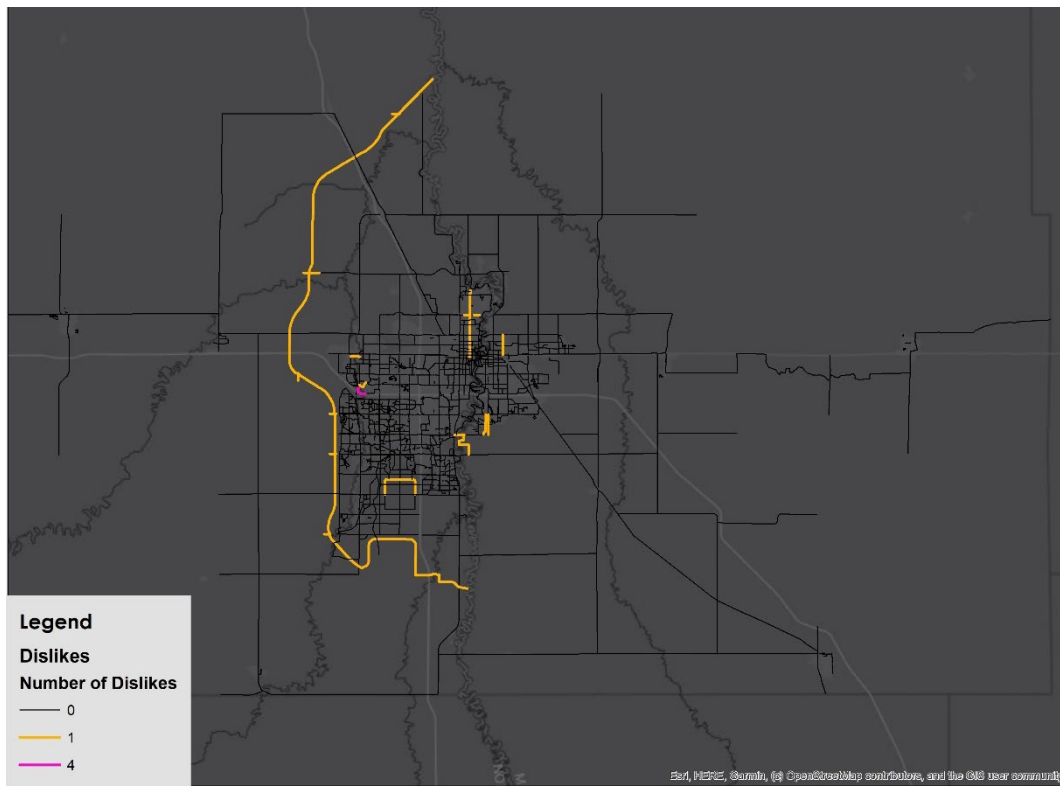
MAP 1. INTERACTIVE MAP – TOP TEN ROUTE PRIORITIES



MAP 2. INTERACTIVE MAP – MOST LIKED ROUTES



MAP 3. INTERACTIVE MAP – MOST DISLIKED ROUTES



Active In-Person + Hybrid Virtual Meetings

A combination of active, in-person and hybrid virtual meetings were hosted on specific dates and specific time of day to bring a wide range of stakeholders, staff, and members of the public together to learn, discuss, and share preferences verbally and in writing as a group. Active activities allow opportunities for people to share their experience, ideas, and preferences in depth as well as clarify their comments as needed. Hybrid meetings featured a combination of people meeting in person and joining a virtual meeting with other members joining remotely. The activities employed through phase II included a public workshop and one SRC meeting.

Virtual Public Workshops

The virtual public workshop was hosted via Zoom on Tuesday, April 12, 2022 in two sessions: a lunchtime session from 12:00 – 1:00 p.m. and as an evening session from 6:00 – 7:00 p.m. Approximately 50 participants joined either session. Each session included a presentation about the project with preview of the interactive online mapping platform.

Session #1

- Prompt snow removal is an important issue for people who use mobility aids and in issue for on-street bike facilities. Most of the discussion centered around

expanding yearround useability for people cycling through enhanced and coordinated winter maintenance between the municipalities.

- Comment that existing on-street bike lanes could be improved and made more comfortable; team responded that part of the review process is checking if facilities are appropriate for segments where road traffic volumes and speed data are available.
- Suggestion for a sidewalk from M-State in Moorhead along 28th Ave. S. to get lunch at the Village Inn
- A comment that the DNR's Heartland trail website does not include any details about the work of this plan

Session #2

- Comment from participant that the multimodal paths in parks could be better signed for pedestrians and bicyclists; team responded that they will work with the park district, who has jurisdiction over these paths, to better sign paths
- Question about whether proposed bike lanes are going to be visually or physically separated?
 - The map just shows the route will have some type of bikeway and the design guide that we're developing goes into more detail about what specific facilities are appropriate for the street based on traffic speeds, volume, etc. The map and design guide work in tandem with one another and would happen during implementation phase and when more detail would be determined.
- Does this reveal some facets of the paths around the future lake Fargo initiative in south Fargo?
 - DF: we worked with the city of Fargo and Fargo Park district to get the best estimate of where the lake may go.
- There is a desire for trails built and maintained through FMTrail Builders to be included - no trails on the FMCOG map are natural service. Fargo Parks has an agreement with a property owner between the river and the dike to maintain trails (40th Avenue) and this participant wondering as a trail and nature lover who maintains these trails if a bridge to connect these two (natural surface) trails is a possibility; the bridge would also serve hikers and bird watchers not just cyclists.
- Where does FMCOG get the money for implementation?
 - Depends on the particular jurisdiction. On the North Dakota side, MetroCOG has because a transportation management area - which means we can received additional federal funding to suballocate to projects including bicycle and pedestrian projects, previously a very competitive process across the state and now the funding from the new infrastructure means that more funding is available to bid for in more

localized communities. For the Minnesota side, there is the same grant process, and that is one big source of funding. The City itself sometimes uses its own various funds like sales taxes for projects. We are optimistic about an increase in future funding for these projects.

- Participants indicated that enhancing connections should be the top priority, followed by safety and building new sidewalks, trails, and bikeways. Activity center connections fell in the middle of priorities, although one person indicated that they did not rank this priority higher because they feel that connections within activity centers is already good. Connections between cities and projects in areas with more vulnerable or historically excluded populations were ranked last.

Study Review Committee

One (1) Study Review Committee (SRC) meeting was held during this second phase of engagement, which was SRC Meeting #3. The third SRC meeting focused on the process by which bike network recommendations would be prioritized using different methodologies. Those meeting minutes are available as a separate attachment.

Appendix A – Raw Mapping Comments

- This proposed pedestrian access/pathway will be critical, especially as with the development being built at the former Anderson Softball fields. Access to the zoo, the new commercial area, and 45th St. in general. Plus, additional east/west pathways which the city is in dire need of.
- We desperately need a safe bike pathway at 17th ave. particularly west of University Drive through to at least 45th St. SW. There are currently very few safe pathways for bikes to get across Fargo East to West.
- Access from the Fargo side to Bluestem would be a huge benefit not just for events and concerts but for everyday activities (running biking etc.)
- Would be great to have this connect down to the crushed concrete portion of the Rivers Bend Trail as well.
- I live in Oakwood Bend and walk DAILY on Beaton road. This is a MUST to keep everyone safe. We have almost been hit multiple times. Please, please, please do this one!!
- To connect Edgewood area to complete access from there to the rest of the paths to the south along the river. Also I would like main roads left for vehicle travel and not for bicyclists. This improves traffic flow and safety for all.
- This is an extremely popular route for walkers runners and bikers since they often desire to travel between the established paths on Sheyenne and E Beaton Dr. With the recent addition of Hornbacher's the traffic in this area has greatly increased and the road is extremely narrow increasing the risk to pedestrians using the road. We have seen far too many close calls and need to determine a long-term solution to safely connect the path from Sheyenne to E Beaton Dr.
- Would like a safer route down to main Ave and shyenne at without having to ride on busy roads or go to 45th st and around
- Would be nice to connect 19th Ave with existing bike path for safer riding. Especially for us that live in the Goldenwood Neighborhood
- A bike and pedestrian friendly and safe pathway across I29 is greatly needed. Although there is a path along 32nd it is not ideal due to surrounding traffic.
- Paths along the river are a definite benefit to the community.
- Access cross I29 would be helpful to get to the Anderson softball complex and Red River Zoo.
- Access to Bluestem would be a benefit for both communities.
- I wouldn't look at this project until there are some nature aesthetics in place.
- The north side needs more attention. Many of us are very active outdoors.
- There should have been a trail here 40 years ago. What a waste of such a large swath of prime urban natural space if nobody can access it. This project would be a game-changer for this area as it would connect to the larger river trail network.
- The FM Diversion has a tremendous opportunity for recreation, and a trail should be a non-negotiable item. Let us enjoy this piece of public infrastructure not just for flood protection, but also for fun. A varied trail (not just straight) would be nice, as well as weaving mountain bike trails.
- With the announcement of the new developments at the SW corner of I29 and I94 it made me look at pedestrian connectivity at this area and...there is none. A pedestrian corridor over I29 would connect Fargo for anyone who does not want to drive and connect recreation minded folks to all the trails and amenities that SW Fargo has to offer. There are thousands of people in SE Fargo that could now bike to work in SW Fargo safely with something like this.

- The best bike lanes in all of Fargo/Moorhead are the two block stretch on NP Ave between University and 10th, and they abruptly stop. This can be the new bike corridor for both downtowns, and this should be one of the top priorities of this project. The road condition east of University is terrible, so a road reconstruction could be accompanied by this. With the new DT Moorhead projects at the Center Mall, this project makes every bit of sense.
- Many people take this street for biking because 10th and University are terrible for all pedestrians. Improvements here can be better striping and focus this route on biking for transportation rather than just for recreation.
- There was a study a few years ago showing a cycle track here and this location would be perfect for a dedicated bike way that is protected. Biking will never be a viable mode of transportation for people here if we don't accommodate biking for transportation not just recreation. This section would be perfect for such an application.
- Another pedestrian crossing over the river would be extremely beneficial.
- This would be a good connection for a bike lane, as many people bike commute from Jefferson/Carl Ben and downtown.
- A continuation of the recreational river trail would be a huge achievement for the City of Fargo. There is so much beautiful nature along there that is currently inaccessible for the public.
- It's frustrating that this does not connect with the other trail just to the west of this.
- A pedestrian focused corridor over I29 here would be so beneficial for bike transportation between residential areas and work locations.
- Any bike infrastructure in new developments of SW Fargo are extremely important...BUT, we need to focus on making what we already have better first.
- Complete Moorhead river corridor. Fill in the missing link.
- Need additional connection between downtowns
- Good alternate route instead of main
- This area feels like a no man's land for bike/ped. Let's bridge the gap between downtown Moorhead and east ten.
- Main is terrible for bike ped but gets used anyway
- To have a trail that extends around the entire Fargo-Moorhead Metro Area would be a bikers paradise and could potentially be a huge draw for the metro area. Plus having a trail and park system surrounding the diversion can turn the diversion itself into somewhat of an attraction with some very cool engineering innovations. Not including a trail in the project would be a huge mistake.
- This pedestrian bridge has the potential to be the special symbol of Fargo. Creating an architecturally interesting structure that showcases the character of Fargo will draw people from all over the region.
- This is a high traffic area for vehicles runners families and bicycles. Presently the road is quite narrow in this area with no sidewalk. Thankfully no one has been hurt yet (that I know of) but it is truly only a matter of time under these conditions!
- I live on the near north side near Mickelson field and prefer using the shared use trails. This path would allow me to bike north without having to ride on Elm Street. It also provides nice views of the river.
- I think this would be great to provide easy east-west travel as well as access to the Orchard Glen and Forest River wildlife parks.

- This would be a great connection for young people taking part in the Trollwood activities as well as attendees at Bluestem Center for the Arts events. It also provides a south side connection between Fargo and Moorhead.
- The Lemke Park and conservation areas provide great views along the river and offer abundant wildlife to view in a quiet environment.
- This a nice area but can get a bit crowded on the Edgewood road so a trail would be a great northern connector.
- I like to take a loop on both sides of the river and this connection would complete what I think would become a very popular connection.
- This stretch of road has heavy foot and bicycle traffic year round. The road is narrow pedestrians too high no shoulder no markings poorly lit and with the expansion of the Hornbachers and Holiday in addition to regular business traffic for Bobcat and Titan the traffic has continued to increase and so have speeds. It is not a safe area for walkers and bikers.
- This would greatly increase the walkability of Charleswood area with a grand connection to the development west of Sheyenne.
- This stretch of road is often used by walkers bikers etc. and the road is quite narrow in places and dangerous for pedestrians especially children.
- We live in Charleswood and have grandkids who bike and roller blade to our house along Beaton Road. The road is narrow and is well traveled so we are concerned for their safety. Please add a walking path along that road.
- Need another safe route across I29. The 32nd avenue route crosses many highly trafficked roads and driveways.
- Another pedestrian bridge would be most welcomed. Crossing the river on the 52nd avenue is not ideal. Your only other option is to cross at Lindenwood.
- This would make a nice connector to the proposed Bluestem bridge.
- Another pedestrian bridge here would be most welcomed.
- Any additional paths or routes along the river, wrapped in green space, will improve outdoor opportunities by making them closer (more available) to more households.
- Would provide a safe corridor for biking and walking. It has no sidewalks at this time and can see a lot of traffic when students travel to and from Davies.
- Allow for more biking and walking opportunities for the neighborhoods located farther south.
- Distance of trail
- Let's get all these bike paths connected that are in the heart of the city.
- I bike this area to get to and from downtown. A dedicated path here would be beautiful through this neighborhood.
- I want a path from the river all the way to Bluestem
- The paths along the river are the best in Fargo/Moorhead
- I want a path all the way to Bluestem
- BLUESTEM PATH YES YES YES
- A dedicated path to Junkyard would whip
- Having a safe way to cross the Red on the south side of town would open up a lot more walking and biking options
- This trail would provide a critical connection to the city's existing trails for north-side residents. Many families with younger children are not comfortable riding on or along Elm street and therefore have limited access to the city's trail system.

- 32nd Ave North is a wide street that could easily accommodate bicycle lanes, this would create a nice connection to the trails along University Dr.
- This trail would be popular creating a nice loop south of downtown.
- A trail along the golf course access road and south of Trollwood park would provide a scenic route for walkers and bikers.
- I see bicyclists riding along 7th Ave who look like they are riding to work every day. This is a great opportunity to connect places where people work to places people live.
- This is a beautiful area used by many walkers runners and bikers year round. Right now it's very dangerous to negotiate with auto traffic especially along the portion by Edgewood Golf course. There is no sidewalk or even a wide shoulder so you are basically trusting the kindness of drivers not to run you down since you are in their lane. Thanks for your consideration and all your hard work!
- This link would provide a access to the paths west of I-29. It is a critical connector.
- This would be fabulous to continue the bike/pedestrian path along the river as much as possible both north and south.
- Broadway, with some improvements, could provide a convenient north-south route for bicyclists. Locally, around Northport, many people bike or walk along Broadway to get groceries or run errands.
- 15th Ave could provide convenient access to Ben Franklin and NDSU. I see kids biking or walking along this street often.
- Safer walking or bicycling access to North High would benefit the north-side community.
- Although I agree a connection from Fargo to Moorhead on the south side of town is beneficial I feel this location is not the best spot. The option of connecting these pathways from the Fargo Lions Conservancy Park would offer the same connection and between two green areas instead of a neighborhood. The traffic that this will bring to the neighborhood for events at Bluestem will cause congestion on a street that is curved with blind spots when cars are parked in the street.
- Because there are no bike trails near these neighborhoods. Newer neighborhoods have trails everywhere. There is no where for young kids to bike here without having to cross a bunch of streets. We all pay taxes to fund trails but it seems the park district is only interested in funding these types of bike trails on the south side.
- 32nd Ave is way too wide for a residential street. Cars drive 35mph+ past kids playing in adjacent yards and driveways and kids trying to cross the street to get to school or their friends' houses. The city would need to first address this safety concern before expecting kids to bike here.
- Northport/Hornbochers is a huge draw for walking and biking in north Fargo. I see multiple people walking in this area every single day year-round. Plus the folks at the high rise love to get out and cross Broadway to the grocery store. It would be awesome to have bike lanes on Broadway to enhance access in and out of this district.
- Trollwood is its own little island. You literally have to walk in the street to access its bike trails to nowhere... it's frustrating that something as simple as even just a sidewalk connection to a large park like this has never been done.
- along the river
- along the river
- to have a corridor connecting north fargo and south fargo
- along the river also to connect north fargo and south fargo

- would be great to bike to buffalo river state park
- would be awesome to bike to buffalo river state park,also for the future potential to connect to other trails in MN
- to be able to do a longer ride without having to think about traffic
- to help complete a loop around lions iwen and bluestem
- to help complete a loop around lions iwen and bluestem
- The existing separated bike lane on NP is fantastic and infrastructure similar to this should be incorporated all over the FM area. There needs to be a better bike safe connection between DT Fargo and Moorhead extending this bike lane down NP seems like a perfect fit.
- along the river and to help complete a loop along both sides of the river from lindenwood/gooseberry and the dike west/woodlawn
- to develop a east/west route in mhd - that is safe and utilitarian
- to develop a east/west route in mhd - that is safe and utilitarian
- NP Ave to Center Ave is a perfect spot for good bike infrastructure as in general the car traffic is less and safer for other users outside of a car. Center is up for reconstruction soon and good bike infrastructure should be a top priority to provide a safe connection between the two cities.
- to develop a east/west route in fargo - that is safe and utilitarian
- to develop a east/west route in fargo - that is safe and utilitarian
- 8th Ave is a dangerous place for anyone outside of a car currently. As it is the main thoroughfare N - S in Moorhead it would greatly benefit from protected bike infrastructure. This is especially true as it would better connect Concordia/MSUM to DT Moorhead.
- Broadway in general is a safer route for bikers/walkers compared to 10th/University as the two way traffic is usually slower and more observant. This makes it the ideal N/S route for bikes from DT to areas like Northport or 19th Ave.
- I am often surprised how many people I see biking or walking along Main as it is one of the worst places in Fargo for it obviously this needs to be improved. The current sidewalks are right next to high speed traffic and are in poor shape with frequent signs and light poles in the middle of the walkway. A safe alternative to what currently exists on Main should be considered. Provides possible connection to WF if improved.
- University is not a place for bikes today, and currently the bike lane abruptly stops around DT. Would provide a connection to S University from N Fargo or DT if protected/separated bike lane was added further south. Any bike infrastructure needs to be well protected and preferably not a painted bike gutter, in winter the current lane on N University becomes unusable and the one way higher speed car traffic makes biking at all seem unsafe even in the bike lane.
- Would provide connection from S University to DT that currently does exist for bikes.
- An E/W connection to Lindenwood and the pedestrian bridge would greatly increase access from Fargo to Moorhead around I-94.
- Having a safe way to travel through downtown Moorhead via bicycle will drastically improve traffic flow and safety (for bikes cars and pedestrians) in this busy part of downtown.
- This bike path would be an amazing link-up connecting downtown with access to Gooseberry and Lindenwood parks while helping pedestrians and cyclists stay off of busy streets.
- Adding more pedestrian/bike crossing options south of I-94 would take major strain off of those existing crossing points and increase safety for everyone.

- Why would this project stop at 4th Ave N? Even with parallel routes on 11th and 17th Streets, this should extend north to 15th Ave.
- This would be an amazing way to encourage more folks attending events at Bluestem to take alternative forms of transportation helping to ease vehicle congestion in what can be an over-crowded area.
- Really dicey gap with no paved shoulder for road cyclists on County 18. This is a safety concern and should be improved.
- Center is important for the overall connectivity of Moorhead.
- Eighth is a major corridor in Moorhead -- nearly impossible to cross on foot or bike. I literally fear for my life and I am young and able.
- Broadway is obviously an important road in Fargo and downtown generally. Important connection.
- This is important for us river-crossers. I use it frequently and consider it important. I think it is important to note however that one street does not a bike network make. There is also a conspicuous lack of light for nighttime or evening rides.
- River adjacent paths are very important for enjoyable bike and pedestrian activities.
- Also paths on Center and on nearly all other corridors should be physically separated. Little white lines do not keep drivers out of those spaces and makes it very fearful to ride a bike. This is especially important as we recenter Center Avenue in Moorhead life.
- This is important for accessing shops like Harold's. The lack of an option for the section of Center directly above this also highlights the disregard that that section receives. It is impossible to walk or bike on the above section of Center east of 12th, which is always rather inconvenient. One is degraded to walking in the dirt and occasionally the street. Why disregard that portion? If federal or other guidelines dictate sidewalk/path distance lets readjust.
- This goes through a gorgeous neighborhood and is an enjoyable space to be a pedestrian/biker. This could be promoted as an asset/special place for peds/bikers.
- This would be an easy fix that fills in a gap. Having bike lanes start and stop suddenly doesn't make sense and is not safe.
- It is going to be interesting to see how Moorhead Center Mall is redeveloped. Moorhead deserves to have its downtown back. Having good pedestrian and bicyclist infrastructure is a must!
- Bike commute from north fargo to Dilworth
- We need a bike trail that connects fargo, west fargo, Horace/wild rice, Moorhead/Dilworth.
- We need a safe path to walk along, especially for pet owners.
- need route from east Moorhead Dilworth to the river
- need bike route from eastern Moorhead Meadows area to the river
- need bike route from Meadows area to the river
- We really need a walking/bike path to extend to MB Johnson Park in Moorhead. It is a beautiful park and there seems to be a lot of room to add a path to the park.
- Fargo-Moorhead needs safe routes for cyclists and pedestrians to cross the river. This would be a great connection between Trollwood and Lyons/Rose Creek parks.
- There needs to be a safe route to cross from Fargo into Moorhead on the southern side of town. I avoid using 52nd / 60th as the traffic on this road travels too fast for pedestrian or bicycle traffic.
- this path would be a natural fit to the paths if a bridge at Bluestem were implemented

- This would be a great option to link the dog park on the Moorhead side to south Fargo
- Quite a few pedestrians cross NP Avenue between Broadway and 8th Street by the entrance/exit for the parking lot. A mid-block crossing will make it easier and safer.
- Speeding traffic is a problem along 1st Ave S between 4th St and 8th St. Many drivers ignore the cross walk on Broadway and the entrance to Island Park. This is especially concerning with the number of children who attend the park, the nearby daycare center, and YMCA.
- This would be beneficial also during concerts it would give people from south Fargo the option to walk or bike to Bluestem
- the connection from Horace/the FM Diversion and to Drain 27 is so critical for the Metro Area.
- Drain 27 is such an opportunity for increasing bike and ped connections in the southwest.
- a connection along the Sheyenne Diversion would be SWEET!
- Red River trails are important - especially if the 40th Ave S/Bluestem bridge goes in.
- this would probably be my #1 priority overall - this would improve bicycle and pedestrian mobility immensely! What an asset!
- This would introduce a 1/2 mile pedestrian river crossing as well as benefitting both West Fargo and Fargo with tremendous pedestrian connectivity in this area. Perhaps the bridge to Carmell Place could be relocated to this location.
- along the Red River - this is a major gap and should be one of the first priorities in extending the river trails south.
- the FM Diversion 'greenway' if you will is one of the most exciting opportunities for the region - to have a recreational component along that flood infrastructure would be the crown jewel of trails in the region providing at least 30 contiguous off-street trail facilities.
- extend across the Red River to Moorhead
- this bridge is terrible for bikes and pedestrians and is heavily used.
- get some momentum on the heartlan trail by starting in Dilworth and marching east!
- Major connector for north and south Moorhead; access to colleges from home specifically.
- Connector for north and south Moorhead esp. to colleges/universities.
- more red river crossings. This would be awesome!
- Would love to bike through the state park!
- west fargo connections would be great. Along the Sheyenne river would be amazing - it is very scenic. Also the Sheyenne River under I-94 should be daylighted not sure how the NDDOT got away with this if and when daylighting happens could a public trail be included as part of that project?
- This section of 11th Street is in terrible condition and a danger to cyclists. It is also a heavier traffic area and sharing the road is very difficult.
- connections from armour park to downtown west fargo should strongly be considered - this poor neighborhood has such poor mobility/circuitry it's insane!
- This would be a valuable gap to be filled connecting excellent trails servicing a large area. This would also take advantage of minimal at-grade street crossings within this trail network in the area.
- Having rode along I-94 on the Lake Wobegon trail I know it is very annoying to ride along a busy road for a distance (even if it is separated.) I would rather ride further north along quieter roads than along Highway 10.
- An additional bridge across the river in the far south area will allow for a loop for both Fargo and Moorhead paths. 52nd Ave traffic is fast/heavy and unsafe for biking.

- Some improvements have been made to this section but the west portion would benefit from a physically separated bike/ped path. Also a better transition from/to the 20th St path would provide additional safety.
- This would extend the river trail system so much!
- This is a section of pathway that is missing. It will provide access from south Moorhead to downtown.
- Love the green space!
- This access will replace on-street bike lanes and extend newly added pathways from Gooseberry to 32nd ave.
- A great opportunity for a trail that would be bike and walking exclusive connecting the north side of the community to the south. There should be a mapped out route on the MN side making this a trail that circles the metro.
- This is a very important missing link along the Red River. Such a wonderful opportunity that we haven't gotten in place yet. The City may run into some resistance but please work through it!
- In this stretch between 12th Ave. N and El Zagal Golf Course, I would like to see an improved side path or other bike facility along Elm Street. When I ride bike to work, I get off the river trail at El Zagal and double back to Oak Street N, then take Oak all the way south of Wildflower Park, where I continue my trip downtown. A better, more direct connection in the stretch between El Zagal and 12th Ave N would be great.
- This would allow great ability to walk or bike to Bluestem! Too bad it can't connect to a trail along the Red River on the Moorhead side. ??? What a missed opportunity.
- What a great way to extend the trails along the Red River!
- If we're going to rebuild the Broadway Bridge, let's make sure the corridor and the bridge has GREAT bike and pedestrian components. Or, just rebuild it as a bike and ped bridge!
- Improve bike and pedestrian safety in downtown Moorhead especially to destinations like Dairy Queen.
- Connection across the canal would connect two different sections of bike trail.
- Would be great to have Fargo connection to Bluestem to complete loop from Lindenwood to Bluestem to Gooseberry.
- This is a key connection to avoid many streets .
- This would provide a safe route for many surrounding neighborhoods to access to downtown for all ages and abilities. Once a rider/ walker gets safe access to existing river trail they can access all of downtown very safely.
- This could safely connect Hawthorne neighborhood to north Fargo. Hawthorne and Clara Barton kids to Fargo North and don't have a safe way to access their friends.
- This trail would be an awesome recreational trail. There are many riders that often go out for a 30-50 mile ride and all roads for the distance are not safe. This would be a great trail opportunity.
- Having a few key east west trails connected to the river would be a benefit.
- This connection will make accessing Fargo from Moorhead & vice versa much more convenient. Currently there is no primary path across the Red River south of I-94. There are only secondary bike/ped facilities which are secondary to vehicular traffic.
- This will complete the connection along the river.

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- Completing the connection along the river.
- Completes a connection to Dorothy Dodd Elementary.
- This is a great forward thinking project that can create connectivity as the road is built to its full potential. Separated facilities would be a great investment as suggested in the 76th Ave S corridor study.
- North south connections are key as we build out the southwest metro.
- Great east-west connection! Must provide multimodal facilities.
- Connect to Lost River development.
- Conflict with vehicular traffic. Consider a parallel North-South route.
- This will do a great job connecting downtown Moorhead to the MSUM campus and many other places
- This also does a great job connecting Concordia to downtown Moorhead and elsewhere with neighborhoods in between
- Connects Fargo to Moorhead without being in a busy street area
- Love being able to access 45th St and the new Epic Companies project from a dedicated pedestrian and bike crossing over 29
- Need another river crossing between Lindenwood and the 52nd Ave- the existing 52 Ave bridge is not great for this so a dedicated facility exclusively for bikes and pedestrians would be great especially to meet up with new trails in the works in S moorhead
- Love having more biking along the quiet river setting
- Should be pretty straightforward to build along the type of the dike similar to how Moorhead did it south of Gooseberry
- River crossing here or near Lemke is sorely needed.
- Would love to continue this river trail as far north as it can go!
- Would be great to connect two residential neighborhood trails with each other as plenty of families will be able to use this more extensive network
- Awesome connection potential here- the Old Milwaukee and this Timberline trail with a bridge over 29 really gives some great potential for a big south fargo loop
- allows completion of a route along 52nd Ave., thus facilitating growth to a future north/south proposed corridor
- a long river path is very much needed! Just ensure adequate parking along the route.
- I agree with Dan Hamre.
- a nice north side path
- allows river path connection to proposed path by NDSU
- good extension southbound river
- good extension southbound river
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- good extension southbound river
- good extension southbound river. suggest better tie-in to 52 Ave W which could be a nice west transit route back to Fargo
- This would create a nice loop along the river and a connection between existing trails. It would be very popular among many types of users. Let's make it to Bluestem!

- This could be an incredible recreational opportunity. I would love to be able to go for a long distance ride that is completely separated from traffic. Currently we have to drive an hour or more out of town to find such trails. Something like this within the metro area would be amazing.
- The river corridor paths are excellent but abruptly end at El Zagal. This project would be an excellent way to significantly increase separated pleasant north-south pedestrian corridor along the river.
- The trails next to the river are so beautiful and we enjoy riding them every summer! Being able to safely ride the length of almost the entire city would be so great. We also love to ride our bikes to run errands and would love to be able to get farther north on the bike trail to do so instead of on the streets.
- We love to ride a loop of the river trail and usually start by crossing from Fargo into Moorhead over the 12th Avenue bridge. The bike lane/sidewalk on the bridge is too narrow to feel comfortable riding through in one lane and there is no way for two bikes to cross in different directions at the same time so you have to stop at the end if anyone else is coming.
- This connection would provide a pedestrian trail from El Zagal to 64th Ave S with only minimal on-road travel.
- Let's make the river trails longer! I love biking next to the river and having consistent trails on both sides so we can ride a loop would be fabulous. We'd also love to bike to Bluestem for concerts and such more easily!
- Would love to be able to ride to Bluestem from downtown!
- Would love to have a trail we can ride all the way from downtown to Bluestem!
- We love riding from downtown out to Rose Creek heavily traveled roads. This connection would connect significant off-road trails together that do not currently have any pleasant connection.
- This river crossing would provide vital infrastructure to connect current and future river corridor trails in Moorhead with the same in Fargo. River adjacent trails provide some of the best and most interesting green space in the town and further access increases quality of life.
- We live downtown but often run errands and shop up North and at the Northport shopping plaza. A direct path to make that trip more quick and direct would make us much more inclined to bike instead of driving even when we're a little short on time
- East/West travel for pedestrians and bikers in central Moorhead is currently awful and dangerous. This project links to a well-connected existing pedestrian paths in the West and extends the pedestrian corridor much closer to a number of local businesses some of which already draw a significant pedestrian crowd.
- The existing river crossing is only wide enough for a single bicycle (even though the adjacent trails are plenty wide) and the traffic on the road is unsafe for pedestrians and cyclists making this crossing a hazard unpleasant and inefficient for all.
- This would provide an excellent and convenient cycling connector between all of eastern Fargo to the West Acres area and beyond with needing to resort to heavily traveled vehicle thoroughfares.
- This trail would provide a very unique and much-desired type of path for this area. All other rural bike-able paths in the area are straight as an arrow and are adjacent only to roads and fields. This trail meandering through the region's natural terrain and parkland would be very unique to the area and provides a biking resource otherwise only available after a 1.5h drive.

- I would like to be able to bike/walk along the river without having to go back and forth (street trail street trail). A couple more ped bridges between Fargo and Moorhead would be great
- I personally would use this a lot. It would provide nice connections between existing trails in north Moorhead and Dilworth.
- We need a bridge here that is wide enough for more than one bike or pedestrian at a time.
- It would also be great if the bike lanes on 12th Ave extended all the way to the bridge connecting directly to a separated bike/ped facility across the bridge. And it would also be helpful to have a bike facility on the north side that could connect to the existing path on the north side of 15th Ave in Moorhead.
- This would be a great extension of the the existing river trails. It's also a much safer and more pleasant route than Elm Street which has too much traffic for sharrows.
- This would be a good bike corridor connecting both downtowns. We also need a good east-west bike route across downtown besides 4th Ave.
- With the renewed focus of development along Center Ave safe bike/ped facilities need to be a priority. This could also provide connections to the river trails and to bike facilities on NP Ave in Fargo.
- We need a better connection between Center Ave and the river trail.
- 8th St is not safe for bikes or pedestrians. I don't know if there needs to be a facility along 8th but there needs to be safe ways to cross. And any bike facility here needs to have a high level of physical separation. The intersection of 8th and Main is particularly bad even though our popular DQ is there. I think we should reduce the number of lanes on 8th Street north of Main from 5 to 3 widening sidewalks and providing a protected bike lane that connects to the river trail.
- The extension of the Heartland Trail should be a priority. It would be a great recreational opportunity. I would love to be able to ride bike or run on a trail all the way to Buffalo River and Hawley and hopefully someday much farther.
- I would prefer that the Heartland Trail did not directly follow Highway 10 for such a long stretch. A route away from the highway would be better. However any route would be great.
- We need safe ways to cross Highway 10. A tunnel here would be great.
- I appreciate that a connection between Dilworth and Moorhead is being considered. There currently is no great pathway between the two and traffic on 34th St N is increasingly busy. A crossing way on 4th Ave NW (to 3rd Ave N in Mhd) should be considered. Even if it's just a manually initiated button press that alerts traffic to pedestrian traffic waiting to cross it would be very helpful.
- This is nice but could be better if it would be closer to the river
- I don't want or need a 10ft bike/walk path in front of my house.
- A paved shoulder would be great. This is a good route for longer rides out of town, but I don't like riding on roads without a paved shoulder.
- Extending the bike path all the way through North Fargo connects all of the families north of 15th Ave with the path without having to ride on Elm Street. It would also open up the possibility of a foot bridge connecting Fargo and the bike path to MB Johnson park in Moorhead.
- Broadway has long been a central artery connecting all of North Fargo to Downton. With some improvements Broadway can continue to provide safe access to downtown for pedestrians and cyclists.

- This would finally fix the mind-numbing lapse of city planning and connect the 19th Ave bike/pedestrian paths. Cycling/running/walking on 19th between Hector and I-94 is suicide particularly at the railroad underpass where there is no shoulder or viable bypass.
- I think there is opportunity to grow the bike paths south of Fargo, there is a lot of space that could be developed.
- Developing this area would be beneficial to three elementary schools and would increase access for bikers to get to several parks along or near the path. The existing sidewalk and road crossings are a bit scary currently.
- This would be a good place help increase walkability scores into the Goldenwood area.