

117th Metropolitan Bicycle and Pedestrian Committee Meeting
December 1st, 2021 – 3:00pm
Virtual Meeting

Members Present

Dan Farnsworth, Chair, Metro COG

Peyton Mastera, City of Dilworth

Christine Holland, River Keepers

Grace Puppe, Cass County

Kim Citrowske, City of Moorhead Planning

*Andrew Wrucke, City of West Fargo Engineering

Barb Erbstoesser, West Fargo Parks

Malachi Petersen, City of West Fargo Planning (proxy for Tim Solberg)

Jeremy Gorden, City of Fargo Engineering

Maegin Elshaug, City of Fargo Planning

Patrick Hollister, PartnerSHIP 4 Health

Jonathan Atkins, City of Moorhead Engineering

Adam Carpenter, City of Horace (proxy for Brenton Holper)

Tyler Kirchner, Fargo Park District

Bob Walton, NDDOT – Fargo District

Cheryl Stetz, Cass County Public Health

**Chose to not be a voting member this meeting as there were three West Fargo members but are only two voting seats allocated to West Fargo*

Others Present:

Rocky Schneider, Fargo Planning Commission

Brent Muscha, Apex Engineering

1. Welcome and Introductions

The meeting began at 3:03 pm. All attendees introduced themselves.

2. Approve minutes from November 3rd, 2021 meeting

The minutes were reviewed by the Committee with one edit noted by M. Elshaug. Elshaug pointed out that the proxy for West Fargo was incorrect. The proxy should be changed to Tim Solberg. D. Farnsworth noted he'll make the correction to the minutes. A motion to approve the November 3rd minutes with the noted correction was made by M. Elshaug and seconded by P. Mastera. The minutes were passed unanimously.

3. Thank you to outgoing citizen representative

The Committee's citizen representative, Chris Garty, began his two-year term in January of 2020 with the term expiring on December 31st, 2021. While Mr. Garty was unable to attend

this meeting the Committee took a moment to show their appreciation for Mr. Garty's time and service on the Bicycle & Pedestrian Committee. D. Farnsworth showed the Committee a certificate of appreciation which will be sent to Mr. Garty. It was also discussed that Mr. Garty will remain on the Study Review Committee for the Bicycle & Pedestrian Plan Update to see through the completion of the Plan.

The new Bicycle & Pedestrian Committee member, Kurt Kopperud, will become the next citizen representative to the Committee when his two-year term begins on January 1, 2022. Mr. Kopperud will also serve on the Study Review Committee for the Bicycle & Pedestrian Plan Update.

4. Public input opportunity

An opportunity for any members of the public to provide comments was provided. No comments were provided.

5. Score/rank Transportation Alternatives applications

Metro COG received a total of three TA applications from jurisdictions in ND and one letter of intent from a jurisdiction in MN. Members of the jurisdictions who submitted the applications took a minute to summarize their proposed projects prior to scoring each application. Scoring of each application was done using Metro COG's preapproved scoring matrix previously vetted through the Bicycle & Pedestrian Committee. Metro COG provided preliminary scoring prior to the meeting and the Committee went through each scoring criteria to finalize the scoring for each application.

Discussion that took place as part of the scoring finalization process included the following:

- Fargo application
 - Criteria – *Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?* Figure 12.11 of the MTP shows a connection between these two trails, however the crossing is shown at a different location. Upon discussion, the Committee felt this warranted the 10 points because the intent was to connect the two trails and the location of the crossing is relatively close to the location shown in Figure 12.11 of the MTP.
- Moorhead application
 - Criteria – *Is the project location within ½ mile radius of a K-8 public school?* Upon measuring the distance from the nearest K-8 school (Robert Asp Elementary) to the project, it was found that the distance was 0.51 miles from the nearest part of the project. While some members felt the points should be awarded, it was decided best to not award the points for this criteria.

- Criteria – *Is the project part of a multi-jurisdiction planning effort/initiative?* Since this project is a partnership between MnDOT and the City of Moorhead, it was decided to award the 5 points for this criteria.
- Criteria – *Is the project located in an area with high or medium levels of vehicle trip density?* Upon much discussion with the Committee it was determined that this project should receive 10 points for this criteria. The project limits were within three different trip density zones. It was determined that the largest portion of the project was located within the high trip density zone, thus 10 points were given.
- Criteria – *Does the project make a systematic effort to conserve natural resources?* Upon discussion the Committee felt it appropriate to award the project 1 point for this criteria as the plans call for an above-ground storm water detention site to help mitigate runoff.

After finalizing the scores with the Committee, the scores and rankings were the following:

- North Dakota Urban TA
 - Priority 1 (40 points): City of West Fargo – Scheels Soccer Complex / Elmwood Park Shared Use Path
 - Priority 2 (35 points): City of Fargo – Connecting the Trails – Milwaukee Trail to Drain 53 Shared Use Path Project
 - Priority 3 (30 points): City of Horace – County Rd 17 Shared Use Path Phase 4
 - A motion to recommend TTC and Policy Board approval of the ND TA applications as scored and ranked was made by B. Walton and seconded by M. Elshaug. The motion passed unanimously.
- Minnesota TA
 - Priority 1 (66 points): City of Moorhead – 11th St Underpass Multi-Use Trail and Sidewalk Improvements
 - A motion to recommend TTC and Policy Board approval of the MN TA application as scored was made by P. Hollister and seconded by J. Atkins. The motion passed unanimously.

There was also discussion about considering changes to next year’s scoring criteria. Below were the two criteria which were discussed:

- Crash safety criteria - *Is the project located where a crash involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 5 years?*
 - It was suggested by two Committee members that we reconsider this criteria because the existing criteria seems to penalize projects that are not part of roadway corridors. Projects which are part of roadway corridors have the potential for historic crashes thus potential for receiving points. Projects that are away from roadways don’t get any points as there is no crash history. It was also noted that a project located away from a roadway could draw users from dangerous corridor but not receive any points.

- D. Farnsworth noted that it might be a good idea to revisit this prior to next year's TA solicitations. Farnsworth asks member of the Committee to email any suggestions they might have to improve this scoring criteria.
- J. Gorden suggested that in the future a scoring criteria which would provide points to projects that are identified gaps in the network should be considered. D. Farnsworth noted that, to a certain degree, one of the criteria addresses this – *Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?*

6. Other business

P. Hollister notified the Committee that MnDOT is working on a US bicycle route (US Bike Route 20) which is being planned to run from St. Cloud to the Moorhead/Fargo area. P. Hollister noted that MnDOT is holding public input opportunities including a virtual public open house on December 7th from 5:00 pm – 6:00 pm. D. Farnsworth noted that an email was sent to the Bicycle & Pedestrian Committee on November 30th which includes details about this meeting and the other public involvement opportunities pertaining to US bike route 20.

Meeting adjourned at 4:34 pm.