

Metropolitan Bicycle and Pedestrian Committee
Wednesday, June 8, 2022 – 3:00 p.m.
Virtual (link provided below)
AGENDA

1. Welcome and introductions
2. Approve minutes from March 30th, 2022 meeting - **Attachment** Action Item
3. Public input opportunity Public Input
4. Additional Bike/Ped Committee voting member - **Attachment** Information Item
5. Score/rank ND Transportation Alternatives applications - **Attachment** Action Item
6. Project/study updates (if time permits) Information Item
 - a. Red River Greenway Study
7. Other business

If citizens wish to comment on an agenda items, please email comments to farnsworth@fmmetrocog.org. To ensure your comments are received prior to the meeting, please submit them by 12:00 p.m. on the day of the meeting and reference which agenda item your comments address. If you would like to appear via video and/or audio for comments or questions, please provide your e-mail address and contact information to the above e-mail at least one business day before the meeting.

For Public Participation, please REGISTER with the following link:

https://us02web.zoom.us/webinar/register/WN_6ZsXeUY1Rten_5aivcfl3Q

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

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118th Metropolitan Bicycle and Pedestrian Committee Meeting
March 30th, 2022 – 3:00pm
Hybrid Meeting – In-person & virtual

Members Present

Dan Farnsworth, Chair, Metro COG
Peyton Mastera, City of Dilworth
Andrew Wrucke, City of West Fargo Engineering
Bob Walton, NDDOT Fargo District
Cheryl Stetz, Fargo Cass Public Health
Forrest Steinhoff, City of Moorhead Planning
Jane Butzer, MnDOT District 4
Jeremy Gorden, City of Fargo Engineering
Kurt Kopperud, Citizen Representative
Maegin Elshaug, City of Fargo Planning
Matthew Jacobson, Clay County Planning
Grace Puppe, Cass County
Patrick Hollister, PartnerSHIP 4 Health
Tyler Kirchner, Fargo Park District
Christine Holland, River Keepers

Others Present:

Cindy Gray, Metro COG
Luke Champa, Metro COG
Michael Bendel – Paulson, Public

1. Welcome and Introductions

The meeting began at 3:02 pm. Attendees introduced themselves.

2. Approve minutes from December 1st, 2021 meeting

A motion to approve the December 1st minutes was made by P. Mastera and seconded by M. Elshaug. The minutes were passed unanimously with no edits.

3. Public input opportunity

One member of the public was present however no public comments were made during this opportunity.

4. Project/study updates

Red River Greenway Study

L. Champa of Metro COG provided a summary and update on the status of the Red River Greenway Study. He displayed a map showing the study area. The study area includes the Red River corridor on the Fargo side of the river from Riverwood Park (north Fargo) to 124th Ave S (south Fargo) and includes drains 27 and 53. Stakeholder meetings were held a few months ago to gather ideas of desired amenities and needs along the corridor. The study is currently 25% complete and public input is going to get kicked off shortly.

FM Metro Bicycle & Pedestrian Plan

D. Farnsworth provided the Committee with a status update on the FM Metro Bicycle & Pedestrian Plan Update. The Plan is about 70% complete with a recommendations map being created which was vetted through staff from the local jurisdictions. This recommendations map will be used as part of the second public involvement opportunity where the public will weigh-in on which recommended bicycle/pedestrian corridors are most important.

The second public involvement opportunity is planned to be kicked-off in early April with two virtual public open houses tentatively scheduled for April 12th. The next Study Review Committee meeting will likely occur in May with a draft Plan planned for June and project completion anticipated for July of 2022.

Heartland Trail

D. Farnsworth provided an update on the status of the Heartland Trail within Clay County. He noted that a bonding bill is in the works with the MN Legislature but noted that of the \$2.2 Million requested, only \$500,000 is in the latest version of the bill. This bill includes all aspects of the Heartland Trail including funding for construction in Becker County as well as trail planning and pre-design in Hubbard County and Clay County.

There has also been some recent discussion of trail routing between Glyndon and Dilworth. D. Farnsworth noted that two routes are being considered – the original route traveling north of Glyndon and Dilworth and a more direct route along US Hwy 10.

P. Mastera pointed out that he's been working with Rocky Schneider and the FM Chamber to try and get some local advocacy for the trail, especially as it relates to funding and legislative activity. It was suggested that perhaps it might be better to work on a more local level rather than with other Heartland Trail portions due to our local lack of success in getting funding for the trail. It was also suggested that it would make a lot of sense to begin the Clay Co portion of the trail in Moorhead/Dilworth and work eastward.

C. Gray pointed out that of the projects listed for future Metro COG UPWP projects is a study of the Heartland Trail between Hawley and Moorhead. A tentative cost estimate for a study like this would be \$200,000 which would require a 20% local match (\$40,000).

5. US Bike Route 20 & Resolution of Support

The Committee was presented with information regarding US Bicycle Route 20 – a proposed bicycle route which would connect St. Cloud to the Fargo/Moorhead area with towns, cities, and points of interest along the way. US Bike Route 20 would also tie into two other bicycle networks in Minnesota. The US Bike Routes are bicycling routes that have been federally recognized by the American Association of State Highway and Transportation Officials (AASHTO).

D. Farnsworth displayed the proposed route to the Committee. F. Steinhoff described how the City of Moorhead worked with MnDOT in determining the route through Moorhead – utilizing existing and planned shared use path and skirting Fargo’s Lindenwood Park, which provides camping.

Metro COG is seeking a resolution of support for the planned US Bike Route 20, noting that both Moorhead and Clay County have recently passed similar resolutions. A resolution of support was provided in the Committee’s agenda packet. A motion to recommend Policy Board approval of the resolution of support was made by P. Hollister and seconded by P. Mastera. The motion was passed unanimously.

6. New Transportation Alternatives funding amounts

With the Fargo-Moorhead area’s urbanized population over 200,000, Metro COG’s status is in the process of transitioning to a Transportation Management Area (TMA). As a TMA Metro COG will be able to select and allocate funding for Transportation Alternatives (TA) projects rather than the state DOTs making this determination. In addition, Metro COG is expected to receive considerably more funding per year than was previously awarded to projects.

Using a spreadsheet Metro COG developed, the Committee discussed how to best fund and select projects on the North Dakota side of the metro. No discussion was had with Minnesota projects as funding amounts and direction from MnDOT has yet to be provided.

It was decided that the projects which already received funding award letters from NDDOT will continue to be awarded funding as planned. These projects include the following:

- Fargo – Bison Village Paths (2023)
- Horace/Cass Co – CR 17 Shared Use Path Phase 3 (2023)
- Horace/Cass Co – Center Ave Multi-Modal Improvements (2023)
- West Fargo – Eaglewood – The Lights Bike Path (2024)

The projects listed above will plan to be funded 80% with the Federal TA funds and the required local match of 20%. As for the remainder of the 2023 funding (currently estimated at \$66,406), this funding will go toward Fargo’s 2nd Street Pedestrian Bridge project. The reason for choosing this project is because this is the only project that is anticipated to be able to use this funding within the limited timeframe - the project is currently going through the time-intensive required Federal NEPA process.

Determination of which projects will be awarded the remainder of the 2024 funds will be determined at a future meeting.

In the meantime, Metro COG will ask the jurisdictions to provide updated cost estimates for the awarded projects listed above in order to have a better idea of remaining 2023 and 2024 funding for other projects. Cost estimates have been rising due to current inflation and cost of construction and materials.

7. 2022 Bicycle & Pedestrian Count Report

D. Farnsworth provided a brief summary of the 2022 Bicycle & Pedestrian Count Report. Using data from Metro COG's five automated bicycle & pedestrian counters, one MnDOT counter, and 16 manual count locations, a report was created to summarize the data gleaned from Metro COG's counting program.

D. Farnsworth went over various sections of the report noting trends by location, time of day, month of year, and year. The report was included in the agenda packet and is available online on Metro COG's website by clicking on Resources, Planning, and then Bicycle/Pedestrian Planning.

8. Effects of potential daylight saving time change to SRTS

With the US Senate recently passing a bill which would make daylight saving time permanent, Metro COG felt it was important to display how this could affect those walking and biking in the morning hours – specifically students.

If the permanent daylight saving time went into effect, the sun would rise one hour later during the months of November, December, January, and February. Correspondingly, elementary students who typically walk (or bike) to school would be doing so in the dark during these months. Currently most local elementary school students only walk school in the dark or twilight during the month of January.

C. Gray noted that the ND Legislature passed a (bill/statement) last year noting that if the Federal Government passed a bill to make daylight saving time permanent, North Dakota would follow suit.

9. Other business

No other business was discussed.

Agenda Item 4

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: June 3, 2022
Subject: **Additional Bicycle & Pedestrian Committee Voting Member**

Metro COG's Transportation Technical Committee (TTC) bylaws were brought forward to the TTC in early May. Among other matters, these bylaws included Bicycle & Pedestrian Committee membership (since the Bicycle & Pedestrian Committee is a subcommittee of the TTC). At this meeting the TTC recommended that a transit representative be included as a voting member on the Bicycle & Pedestrian Committee. This motion to include a transit representative was the recommended to Metro COG's Policy Board which approved by the Policy Board on May 19th.

The Fargo and Moorhead Transit Directors cooperatively appointed Luke Grittner (MATBUS) as the transit representative and Taaren Haak (MATBUS) as the proxy. **Attached** is the revised Bicycle & Pedestrian Committee membership with the new transit voting seat.

Agenda Item 4 - Attachment 1

Bicycle and Pedestrian Committee Voting Member List		
Category	Organization	Member
Metropolitan Planning Organization (MPO)	Metro COG	Dan Farnsworth
Local Units of Government	City of West Fargo Planning/Engineering/Parks	Malachi Petersen, Andrew Wrucke, or Barb Erbstoesser
	City of West Fargo Planning/Engineering/Parks	Malachi Petersen, Andrew Wrucke, or Barb Erbstoesser
	City of Fargo Engineering	Jeremy Gorden (proxy – Jason Baker)
	City of Fargo Planning	Maegin Elshaug
	Fargo Park District	Tyler Kirchner
	City of Moorhead Engineering/Planning/Parks	Jonathan Atkins, Forrest Steinhoff, or Mike Schroeder
	City of Moorhead Engineering/Planning/Parks	Jonathan Atkins, Forrest Steinhoff, or Mike Schroeder
	City of Dilworth	Peyton Mastera
	City of Horace	Brenton Holper
	Cass County	Grace Puppe
	Clay County	Matt Jacobson
Departments of Transportation	NDDOT – Fargo District	Bob Walton
	MnDOT – District 4	Jane Butzer
Safety / Health	City of Fargo Police	Deputy Chief Joe Anderson
	Cass County Public Health	Cheryl Stetz
	Clay County Public Health	Patrick Hollister
Miscellaneous	River Keepers	Christine Holland
	NDSU	Brit Stevens
	MATBUS	Luke Grittner (proxy – Taaren Haak)
	Great Rides	-
Citizen	Citizen	Kurt Kopperud (term 1/1/20 - 12/31/21)

****12 voting members required for a quorum.****

Agenda Item 5

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: June 3, 2022
Subject: **Score/rank ND Transportation Alternatives 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.

This specific scoring/ranking process is in response to additional funding available for fiscal year (FY) 2023 on the North Dakota side of Metro COG's urbanized area. Applicable applicants for this solicitation are the jurisdictions of Fargo, Horace, West Fargo, and if applicable, Cass County.

A total of four applications have been received by the May 27th deadline. These applications are described below.

City of Fargo – Bison Village Path Project

The City of Fargo is seeking additional TA funding to construct a shared use path from 32nd Ave N to 37th Ave N via the 10th St alignment behind the wastewater treatment plant and adjacent/through North Broadway Park. The path would be adjacent to a drain and also located on dedicated street right-of-way. In addition, the path would connect the mobile home development to the west. This project would construct approximately ½ mile of path.

Cost: \$360,000 construction total; \$288,000 requested from TA

City of Fargo – Red River Shared Use Path south of Harwood Dr – Phase I

The City of Fargo is seeking to construct phase I of a shared use path along the Red River immediately south of Harwood Dr. This project would entail a 1750 ft stretch of path with Harwood Dr. as the north terminus. The path would parallel Hackberry Dr. and River Dr and would be location on the river side of the levee where home buyouts have occurred in recent years.

Cost: \$200,000 construction total; \$160,000 requested from TA

City of Horace (Cass Co Sponsor) – Center Ave Multi-Modal Improvements

The City of Horace is seeking funding to improve Center Ave (in the core of Horace) to a *yield street* in which pedestrians and bicycle users would share the street with automobiles. Project limits would begin at the north end of Thue Ct (which then becomes Center Ave) and end at the east end of Center Ave. The improvement project would be a total of 0.3 miles in length. This would provide bicycle and pedestrian connections to community facilities such as: The Horace Senior Center, the Community Center, and Freed Park.

Cost: \$166,250 construction total; \$133,000 requested from TA

City of Horace (Cass Co Sponsor) – County Rd 17 Shared Use Path Phase 3

The City of Horace is seeking to construct a shared use path along the east side of County Rd 17 from 76th Ave S to 73rd Ave S (approximately 0.26 miles in length). The north terminus of the project would connect to the sidewalk network of the Southdale Farms neighborhood and the south terminus of the

project would connect to the shared use path network south and east of 76th Ave S and connect to Heritage Middle School and Horace High School.

Cost: \$341,145 construction total; \$277,916 requested from TA

Attached are the applications as well as the project scoring matrix which will be finalized at the meeting. Once finalized, the Metropolitan Bicycle & Pedestrian Committee will forward to the Transportation Technical Committee for recommended approval by Metro COG's Policy Board.

TA Project Evaluation - Urban (North Dakota)

Agenda Item 5 - Attachment 1

2045 MTP Goal	TA Evaluation Criteria			Fargo - Red River Path (River Drive)		Fargo - Bison Village Path		Horace - Center Ave Multi-Modal Improvemnts		Horace - CR 17 Shared Use Path Phase 3	
	Question	Evaluation instructions	Points	Points	Notes	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.	10		No crash history. No existing facilities	0	No crash history. No existing facilities	0	No crash history in past 5 years	0	No crash history in past 5 years
	Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	10	10	0.27 mi from Eagles Elementary	10	0.31 mi from McKinley Elementary	10	0.21 mi from Horace Elementary School	10	0.31 mi from Heritage Middle School
Travel Efficiency and Reliability	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) land uses?	Per jurisdiction's zoning maps	10	10	Both commercial and multidwelling residential within +/- 1/2 mile per Fargo Zoning Map	10	Both commercial and multidwelling residential within +/- 1/2 mile per Fargo Zoning Map	?	Per online zoning map, only commercial shown adjacent to corridor. Zoning map doesn't show high density residential, however an apartment exists on the corridor.	0	Within 0.6 mi of zoned R-5 but no buildings constructed? Adjacent to C-1 & C-2 but no buildings constructed?
	Is the project part of a multi-jurisdictional planning effort/initiative?	This criteria is designed to be a project partnership between two separate jurisdictions such as City of Fargo and City of Moorhead. This criteria is not intended to be for partnerships between a city or school district, city and park district, or the required county sponsorship of <5,000 population jurisdiction projects.	5	0	Fargo project only	0	Fargo project only	0	Horace project only	0	Horace project only
Walking and Bicycling	Is the project located in a zone which currently has low or moderate levels of walkability on the 2045 MTP's walkability index?	Refer to Figure 4.24 in the 2045 MTP Plan. Low and moderate shown in blue and yellow. If project is in two zones, chose the zone in which the majority of the project is located.	10	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.	10	Per Figure 4.24 in the 2045 MTP Plan.
	Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?	These would be studies or plans that would be approved by a governing body, and would ideally have obtained public input as part of the study or plan.	10	10	Shown in 2016 FM Bike-Ped Plan and 2045 FM MTP	10	Shown in 2016 FM Bike-Ped Plan	0	Not shown in any studies or plans. Unless proven otherwise.	10	2016 Bicycle & Pedestrian Plan; Horace Comprehensive Plan
	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.	High trip density: 10 points Med trip density: 5 points	0	Only 10% of project is located within a medium trip density area. The remainder is located in a low trip density area.	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre	0	Trip density lower than 25 trips/acre
	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.	3	0		0		0		0	
Economic Development and Transportation Decisions	Is the project within 1/4 mile of a MATBUS route corridor?	This is measured from any portion of the project.	5	0	0.42 mi from nearest MATBUS Route	5	Path adjacent to MATBUS route 13	0	No MATBUS route nearby	0	No MATBUS route nearby
	Is the project located within one of Metro COG's environmental justice (EJ) areas?	Use latest Metro COG environmental justice map. Project is within or directly adjacent to EJ area	5	0	Outside of any EJ area.	0	Might be adjacent to EJ area?	5	Adjacent to a EJ areas.	5	Adjacent to an EJ area.
Total Points				40	-	45	-	25	-	35	-

Agenda Item 5 - Attachment 2

**Fargo Application
Bison Village Path**

FM Metro Council of Governments
Transportation Alternatives Program
Application for 2023 Construction

1. PROJECT NAME: **Bison Village/10th Street North Shared Use Path**
2. PROJECT LOCATION: The project is located between 32nd Avenue North to 36th/
37th Avenues N, adjacent to a drain and also located on dedicated street right-of-way. The
project connects the Bison Village neighborhood to the metro path system. See
Attachment A for Project Location Map.
3. PROJECT CONTACT: City of Fargo
4. CONTACT PERSON:

Jeremy M. Gorden, PE, PTOE
225 4th Street N., Fargo ND 58102
(701) 241-1529
jgorden@FargoND.gov
5. PROJECT SPONSOR: City of Fargo
6. SPONSORING OFFICIAL:

Dr. Timothy J. Mahoney, Mayor
225 4th Street North, Fargo ND 58102
(701) 241-1310
7. PROJECT DESCRIPTION:

The City of Fargo and the Fargo Park District continue to plan and construct an extensive
shared use path system in Fargo. This project would provide a 10' wide, off-road shared
use path that would connect the Bison Village neighborhood to the metro area path
system. The alignment of the trail would begin at 32nd Avenue North and be constructed
on flat ground following the alignment of the drain. It would then continue north on 10th
Street N right-of-way (the City has determined it will not construct a road in this area, but
has retained it for critical bike and pedestrian infrastructure). The path would terminate at
the intersection of 36th/37th Avenues North. This project would provide a critical north-south
path connection, as the only other path connection along Broadway can be out of use,
depending on the level of the Red River. The proposed path is approximately a half-mile
long.
8. PROJECT COST:

Federal Share	\$ 288,000
Local Share	<u>\$ 72,000</u>
Total cost	\$ 360,000
9. WHAT TAP CATEGORY/CATEGORIES BEST DESCRIBES YOUR PROJECT? (Bolded
and underlined)
 - A. **Construction of on-road and off-road trail facilities for pedestrians,
bicyclists, and other non-motorized 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.

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

10. SUPPORTING DATA

This project is identified in the 2016 FM Metro Bicycle and Pedestrian Plan. As shown in the attached Appendix B, Project 7 is identified as short range project.

Areas adjacent to the proposed project has seen single family and multi-family residential development over the last several years. This project would provide residents with a connection to the metro path system and connection to commercial businesses. This path improves the ability for children to walk or bike to school (especially because it is separate from vehicular infrastructure). This path also provides a north-south connection that would stay dry all time of the year, as opposed to the path along the Red River that can be blocked off due to high levels.

The City of Fargo Board of Commissioners support this project. This project has been reviewed by the Metro Council of Governments staff and approved for submittal.

11. PUBLIC ACCESSIBILITY:

This project will be owned by the City of Fargo and maintained by the Fargo Park District. The public will have continuous access.

12. MATCHING FUNDS PROVIDED BY:

City of Fargo Infrastructure Sales Tax revenue and Fargo Park District funds.

13. RIGHT OF WAY FOR THIS PROJECT WILL BE PROVIDED BY:

Construction will take place on City of Fargo right-of-way and Southeast Cass Water Resource District Property.

14. MAINTENANCE OF THIS PROJECT WILL BE PROVIDED BY:

Maintenance of the project will be coordinated between the Fargo Park District and the City of Fargo.

15. ENVIRONMENTAL IMPACTS:

The land use adjacent to the proposed project is residential and public, and is partially adjacent to a non-legal drain. This project is compatible to all adjacent land uses. Positive social impacts should come from this project due to the improved level of safety and convenience the project will provide to the surrounding land uses and shared use path uses. This project will provide a positive economic impact because the project will be bid, thereby creating work for contractors and suppliers. No relocations will be required. No filling will occur in any wet lands and the project is not located within the 100-yr floodplain. The threatened or endangered species in the project area will not be affected by this project. There are no properties on or eligible to be on the National Register of Historic Places in the project area.

16. SIGNATURES

CONTACT PERSON:

DATE

Jeremy M. Gorden, PE, PTOE
Transportation Division Engineer

RESPONSIBLE CITY OFFICIAL

Dr. Timothy J. Mahoney, Mayor

RESPONSIBLE MPO OFFICIAL

Cindy Gray, Executive Director, FM Metro COG

Appendix A

Project Location Map

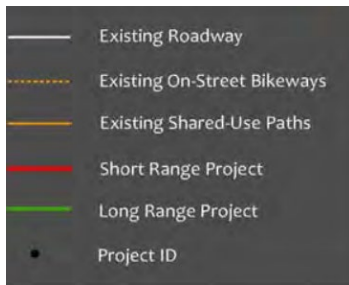
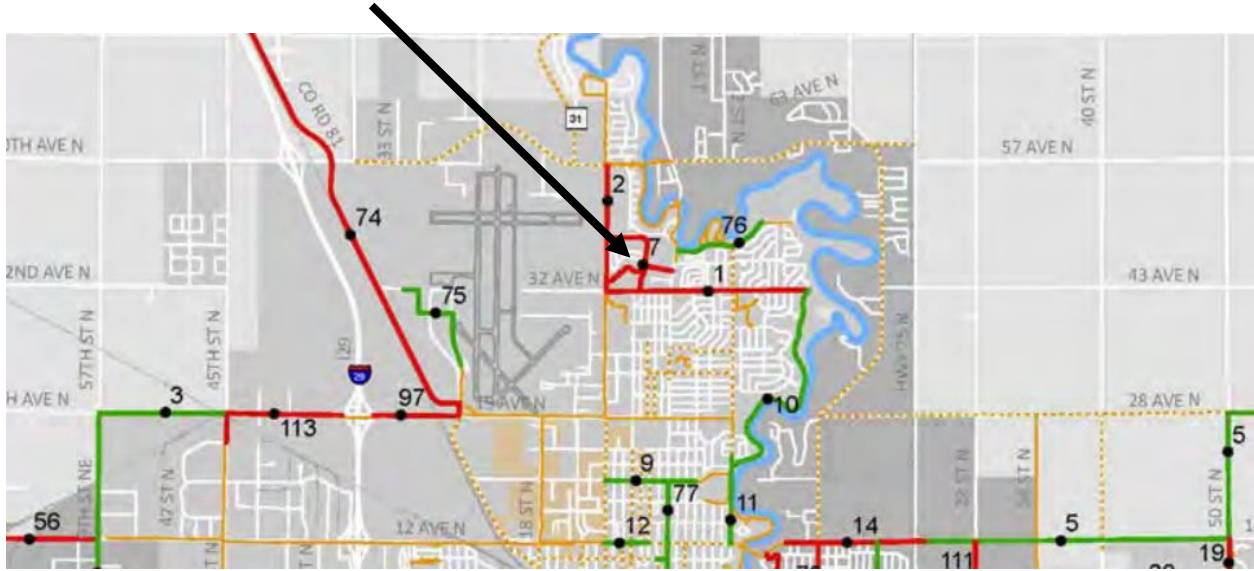


- PROPOSED MULTI-USE TRAIL
- - - EXISTING MULTI-USE TRAIL
- - - EXISTING SIDEWALK

Appendix B –

Supporting Data - Excerpt from 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan

This project was identified in the 2016 FM Metro Bicycle and Pedestrian Plan. Project 7 is identified as a short range project.



Fargo Application
Red River Shared Use Path south of Harwood Dr. -
Phase I

FM Metro Council of Governments
Transportation Alternatives Program
Application for 2023 Construction

1. PROJECT NAME: **Red River Shared Use Path – Phase 1**
2. PROJECT LOCATION: The project is located along the Red River, between Harwood Drive and 35th Avenue S. See Attachment A for Project Location Map, the cyan colored line is this project; the red line is a future project.
3. PROJECT CONTACT: City of Fargo
4. CONTACT PERSON:

Jeremy M. Gorden, PE, PTOE
225 4th Street N., Fargo ND 58102
(701) 241-1529
jgorden@FargoND.gov
5. PROJECT SPONSOR: City of Fargo
6. SPONSORING OFFICIAL:

Dr. Timothy J. Mahoney, Mayor
225 4th Street North, Fargo ND 58102
(701) 241-1310
7. PROJECT DESCRIPTION:

The City of Fargo and the Fargo Park District continue to plan and construct an extensive shared use path system in Fargo. This project would provide a 10' wide, off-road shared use path that would run along the Red River between Harwood Drive and 35th Avenue S. This would be the first phase of a shared use path along the river that we would want to extend to 40th Avenue along River Drive south of 35th Avenue S. Over the last 12 years the City of Fargo has been purchasing the properties in this area to make way for a flood control levee, and this project would fit into the area like a glove. The proposed project is approximately 1750' long.
8. PROJECT COST:

Federal Share	\$ 160,000
Local Share	<u>\$ 40,000</u>
Total cost	\$ 200,000
9. WHAT TAP CATEGORY/CATEGORIES BEST DESCRIBES YOUR PROJECT? (Bolded and underlined)
 - A. **Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized 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.**
 - B. Construction of infrastructure related projects that will substantially

- C. 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.
- D. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- E. Construction of turnouts, overlooks, and viewing areas.
- F. Community improvement activities, including:
 - historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose;
 - vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - archaeological activities relating to impacts from implementation of a transportation project; and
 - streetscape improvements and corridor landscaping.
- G. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - 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
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

10. SUPPORTING DATA

This project is identified in the 2016 FM Metro Bicycle and Pedestrian Plan. As shown in the attached Appendix B, Project 8 is identified as a short range project.

The City of Fargo Board of Commissioners support this project. This project has been reviewed by the Metro Council of Governments staff and approved for submittal.

11. PUBLIC ACCESSIBILITY:

This project will be owned by the City of Fargo and maintained by the Fargo Park District. The public will have continuous access.

12. MATCHING FUNDS PROVIDED BY:

City of Fargo Infrastructure Sales Tax revenue and Special Assessments.

13. RIGHT OF WAY FOR THIS PROJECT WILL BE PROVIDED BY:

Construction will take place on City of Fargo property.

14. MAINTENANCE OF THIS PROJECT WILL BE PROVIDED BY:

Maintenance of the project will be coordinated between the Fargo Park District and the City of Fargo.

15. ENVIRONMENTAL IMPACTS:

The land use adjacent to the proposed project is residential and open space. This project is compatible to all adjacent land uses. Positive social impacts should come from this project due to the improved level of safety and convenience the project will provide to the surrounding land uses and shared use path uses. This project will provide a positive economic impact because the project will be bid, thereby creating work for contractors and suppliers. No relocations will be required. No filling will occur in any wet lands. A small portion of this project will be located within the 100-yr floodplain. The threatened or endangered species in the project area will not be affected by this project. There are no properties on or eligible to be on the National Register of Historic Places in the project area.

16. SIGNATURES

CONTACT PERSON:

DATE

Jeremy M. Gorden, PE, PTOE
Transportation Division Engineer

RESPONSIBLE CITY OFFICIAL

Dr. Timothy J. Mahoney, Mayor

RESPONSIBLE MPO OFFICIAL

Cindy Gray, Executive Director, FM Metro COG

Appendix A

Project Location Map

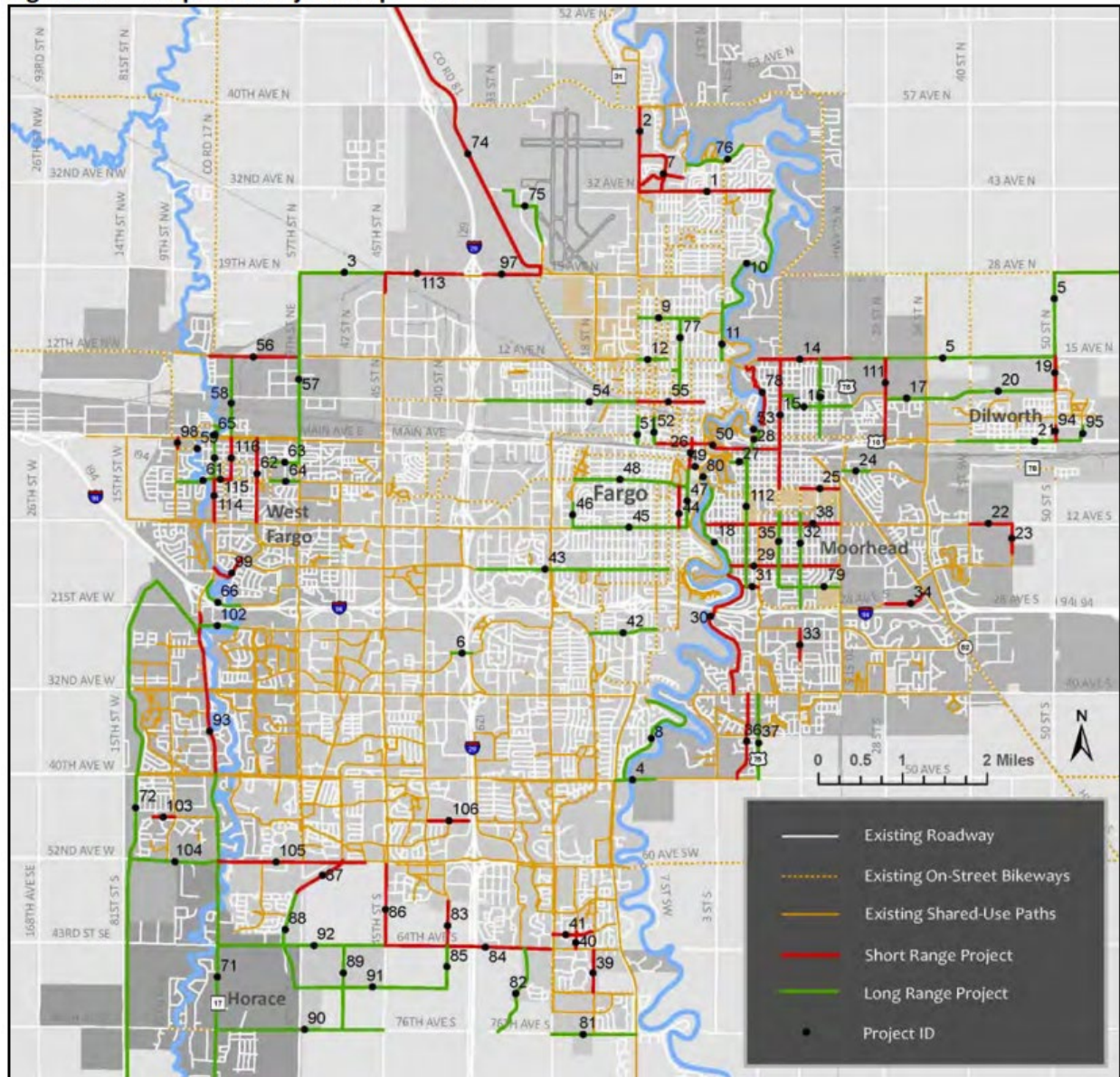


Appendix B

Supporting Data - Excerpt from 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan

This project was identified in the 2016 FM Metro Bicycle and Pedestrian Plan.

Figure 6.1 – Proposed Project Map – Urban



**Horace Application
Center Ave Multi-Modal Improvements**

TA Application: City of Horace

1. Project Name

Center Ave Multi-Modal Improvements

2. Project Location

The Stretch of Center Ave in Horace, ND between Wall Ave. and Nelson Dr.

3. Project Contact

City of Horace

4. Contact Person

Jace Hellman
215 Park Drive E
Horace ND 58047
(701) 492-2972
jhellman@cityofhorace.com

5. Project Sponsor

Cass County Commission

6. Sponsoring Official

Jason Benson, PE, County Engineer
1201 Main Avenue West
West Fargo, ND 58078
(701) 298-2370
BensonJ@casscountynynd.gov

7. Project Description

The City of Horace is proposing a project called the *Center Ave Multi-Modal Improvements* to enhance safety and create a public space that promotes Horace's small-town character. Center Ave currently functions as a *yield street*, in which pedestrians and cyclists share the street with automobiles. Motorized and non-motorized users alike use the street to access three key community facilities: The Horace Senior Center, the Community Center at the Horace Fire Station, and Freed Park. Additionally, vacant lots around Center Ave also play host to community events, such as the Horace Farmers Market and the *Bean Days* community fair.

Truly the "center" of public life in the City of Horace, Center Ave serves as an important mixed-traffic street used by all residents to access vital community facilities and events. However, there are several significant safety challenges with Center Ave in its current arrangement:

1. There is no indication that the street naturally contains a mix of motorized and non-motorized users.
2. The travel area and road width are simply too narrow to construct a physically separated non-motorized transportation facility. Additionally, the acquisition of right-of-way or easements for such a facility is not feasible due to the current location of houses and structures in relation to the street.
3. No delineation between the street and the parking lots of the Horace Senior Center and the Fire Station.
4. There is a school bus stop on the street.
5. Railroad tracks bisect Center Ave.

The Center Ave Multi-Modal Improvements project will enhance the existing yield street function of Center Ave from Wall Ave to Nelson Dr by implementing pedestrian safety and traffic calming measures to indicate: 1) the roadway has high pedestrian and bicycle activity and 2) create a sense of shared space. The project design is based upon guidelines from the *Urban Street Design Guide* published by the National Association of City Transportation Officials and the Federal Highway Administration's *Small Town and Rural Multimodal Networks* document.

The completed project will not change or restrict the fact the road currently supports bi-directional traffic at low speeds. Instead, the project will promote slower speeds and utilize best practices in small-town street design to delineate Center Ave as a yield street with mixed-traffic and improve the connectivity of all residents:

1. The installation of striping along the sides of the road indicates that motorized and non-motorized uses share the street. The striping will help move non-motorized traffic out of the center of the road and show drivers where to expect pedestrians.
2. The installation of colored concrete around the Senior Center parking lot will indicate a boundary between the travel lane and a parking facility. This space will also allow for pedestrian refuge.

The need for safety improvements on the street is paramount as not only is Center Ave busy with a mix of traffic, but as indicated earlier, is bisected by active railroad tracks. The Red River Valley and Western Railroad Company share the same safety concerns as the City and have endorsed this project. Additionally, the organizations that manage the three community facilities have all endorsed this project. Through best practice safety measures, this project will improve multi-modal connectivity around important community nodes in a cost-effective manner.

8. Project Cost

The Project is estimated to have a total construction cost of \$166,250.00. See attachment 4 for the Engineer's estimate prepared by Interstate Engineering:

- A. 80% Federal = \$133,000.00

- B. 20% Local = \$33,250.00
- C. The Preliminary Engineering and Construction Engineering will be paid for by the City of Horace. Preliminary Engineering Costs are estimated to be \$25,000.00 and Construction Engineering costs are estimated to be \$58,000.00.

9. What TA category best fits your project?- In Bold

- A. 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.**
- B. Construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school.
- C. 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.
- D. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- E. Construction of turnouts, overlooks, and viewing areas.
- F. Community improvement activities, including:
 - Historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose;
 - Vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - Archaeological activities relating to impacts from implementation of a transportation project; and
 - Streetscape improvements and corridor landscaping.
- G. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - Address storm water management, control and water pollution User 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
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitat.

10. Supporting Data

- 1. Is your project part of an identified recreation or transportation plan? If so, explain.**

Yes. Two planning documents identify the need for this project:

1. The Horace 2045 Comprehensive and Land Use Plan¹ identifies 1) the need for pedestrian facilities in the Old Town Area (page 75), 2) provides a policy that prioritizes investments that preserve and maintain existing facilities (page 58), and 3) discusses the need to implement complete street concepts (Pages 46, 72).
2. The City of Horace has further refined the recommendations of Horace 2045 for enhanced pedestrian improvements and connectivity in a Bicycle/Pedestrian Master Plan. This plan consists of proposed non-motorized pedestrian projects and is maintained by the City Engineer. That document (Attachment 3) and shows the desire for improvements on Center Ave.

2. Is your project tied to another project? If so, please explain.

This project is not tied to an existing project, but the City of Horace hopes to use this project as a step towards enhancing an expected Renaissance Zone and incoming redevelopment efforts in the older parts of the City.

3. How does your project fit with similar projects in your community and/or region?

There are few examples of the enhanced yield street concept in the region but the City of Horace is eager to pioneer new solutions towards pedestrian connectivity and safety. Center Ave is the right candidate for some of these new solutions, as it is currently trafficked by both motorized and non-motorized users without room for road widening. Enhancing the existing yield street functionality of Center Ave will facilitate traffic as it is already occurring more efficiently and safely.

4. Provide documentation of governmental agencies that are in support of this project. Also, please provide documentation of support, if any, from the general public, other groups, and organizations.

The City's foundational policy document, the *Horace 2045 Comprehensive and Transportation Plan*, enables the City to work with stakeholders to pursue projects for pedestrian safety and transportation choice. Two policies in Horace 2045 directly underwrite this project. Policy T-16 states the City of Horace will, "Prioritize investments in the roadway network that preserve and maintain existing facilities rather than the construction of new ones." Policy T-19 states that the City will, "Stimulate economic development through planning more walkable and livable neighborhoods that improve residential quality of life"

Key community stakeholders have endorsed this project, including the Red River Valley and Western Railroad, whose right-of-way bisects the project area. Of equal importance is that the project was endorsed by stakeholders who will benefit directly from this

¹ <https://www.cityofhorace.com/2249/Horace-2045-Comprehensive-Plan>

project: the Horace Park District (maintains Freed Park), the Horace Fire District (operates the Community Center), and the Horace Senior Center. Additionally, this project was endorsed by partner agencies and organizations with an interest in promoting safe transportation alternatives in the City of Horace, such as Cass County Highway Engineer, the Cass County Sheriff, the West Fargo School District, and the Horace Lion's Club.

11. Public Accessibility

The City of Horace will be the owner of the Project once completed and the public will have access to the path at all times.

12. Matching Funds provided By

The City of Horace.

13. Will Right of Way for this Project be Needed?

No.

14. Maintenance of This Project Will Be Provided By:

The City of Horace.

15. Environmental Impacts

- **Land Use - Describe changes or potential changes this project will have upon land use in the vicinity.**

The project will enhance existing land uses on Center Avenue by promoting transportation choice through increased pedestrian safety. Increased multi-modal infrastructure and transportation choices are proven to foster higher land values and promote the highest and best uses of undeveloped and underdeveloped land.

- **Farmland - If any farmlands are to be used for this project, identify what their present usage is.**

No.

- **Social - Describe the project's impact upon the neighborhood and community.**

Increasing transportation choices deliver positive social impacts. This project specifically will improve the marginal social benefit of the Horace Senior Center, Community Center, and Freed Park by calming traffic and creating a sense of shared space. The sense of place created by the project will enhance Horace's "small-town feel" and encourage continued and new uses. Additionally, this project delivers public health benefits as it expands the network in which one can safely walk or bike while promoting equity by enhancing transportation options for those who cannot drive a car.

- **Section 4(f) & 6(f) - Are there any impacts to Section 4(f) or Section 6(f) properties?**
No.

- **Economic - Describe the project's economic impact.**
This project creates safer pedestrian access to community facilities and a multi-modal linkage between the City's historic neighborhood and the greater multi-modal network. There are no known negative economic impacts. The positive economic impact is threefold:
 1. The project will make city amenities more accessible for all users, promoting equity and choice.
 2. Public investment in facilities that foster more walkable communities increases land value, thus promoting higher quality development.
 3. Enhanced the City's sustainability through a balanced transportation system, which will lessen the maintenance costs on other facilities.
Additionally, the project is low maintenance, cost-effective solution in and of itself as it enhances safety on a narrow street without the need to acquire right-of-way.

- **Relocation - Will this project require the displacement of any people or businesses?**
No.

- **Wetlands - Will this project result in fill material being placed in any wetlands?**
No.

- **Floodplain - Is this project within a floodplain?**
No.

- **Threatened or Endangered Species - Are there any threatened or endangered species in the project vicinity?**
No.

- **Cultural Resources - Are there any properties on or eligible to be on the National Register of Historic Places in the project vicinity?**
No.

- **Hazardous Waste - Are there any hazardous waste sites in the area?**
No.

Center Ave Shared Use Path between Wall Ave and Nelson Dr.

16. Required Signatures and Dates

Contact Person:

[Signature]

Date:

5/26/2022

Responsible Official:

Jim Benson *Cass Co Engineer*

Date:

5/27/22

MPO Official:

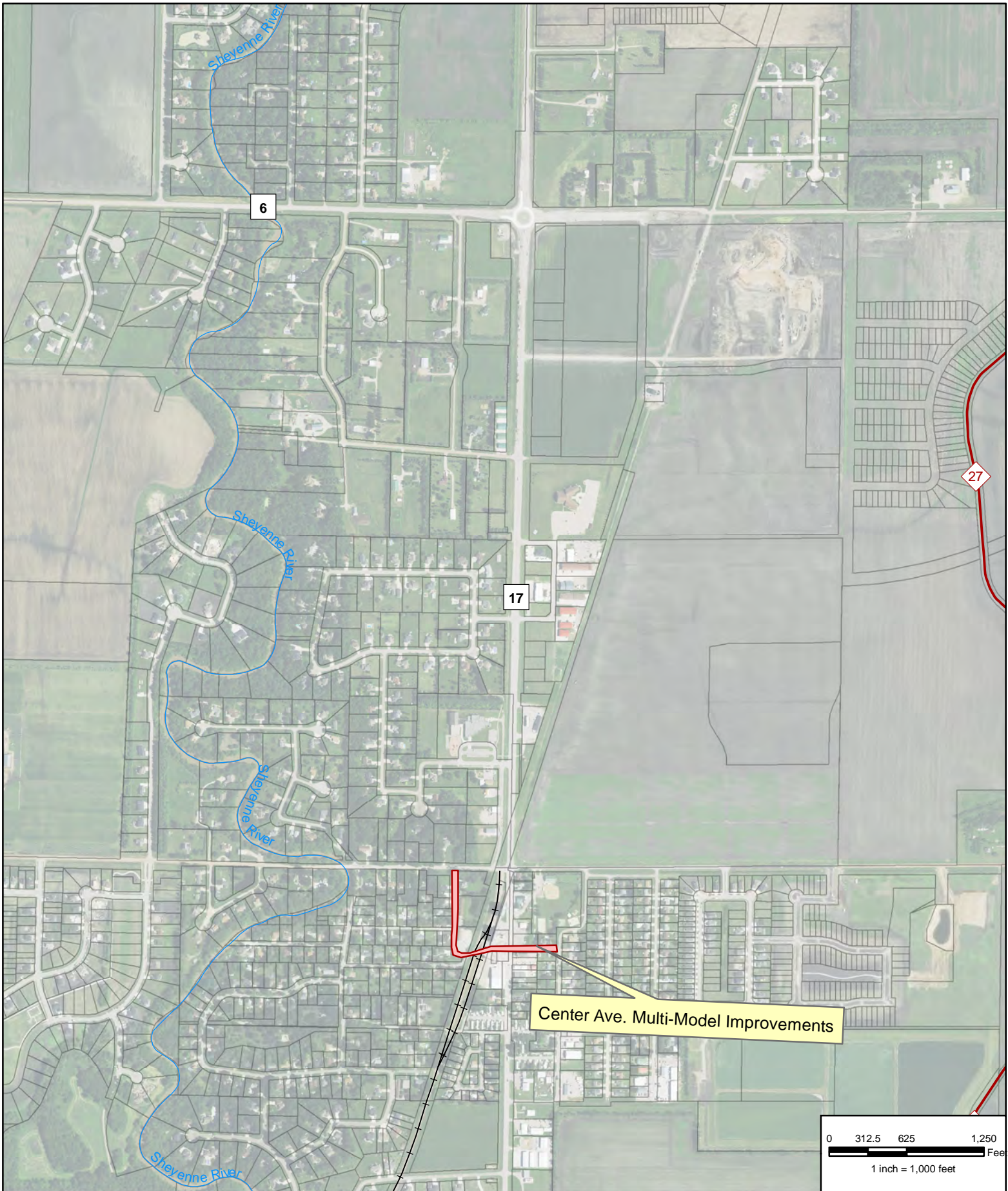
Date:

17. Attachments

1. Attachment No. 1 – Project Location Map
2. Attachment No. 2 – Project Aerial, Example, Proposed Section
3. Attachment No. 3 – City Engineer’s Bicycle/Pedestrian Master Plan
4. Attachment No. 4 – Engineer’s Opinion of Probable Cost
5. Attachment No. 5 – Letters of Support

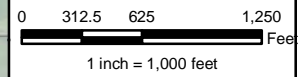
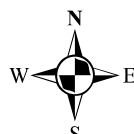
Attachment 1-

Project Location Map

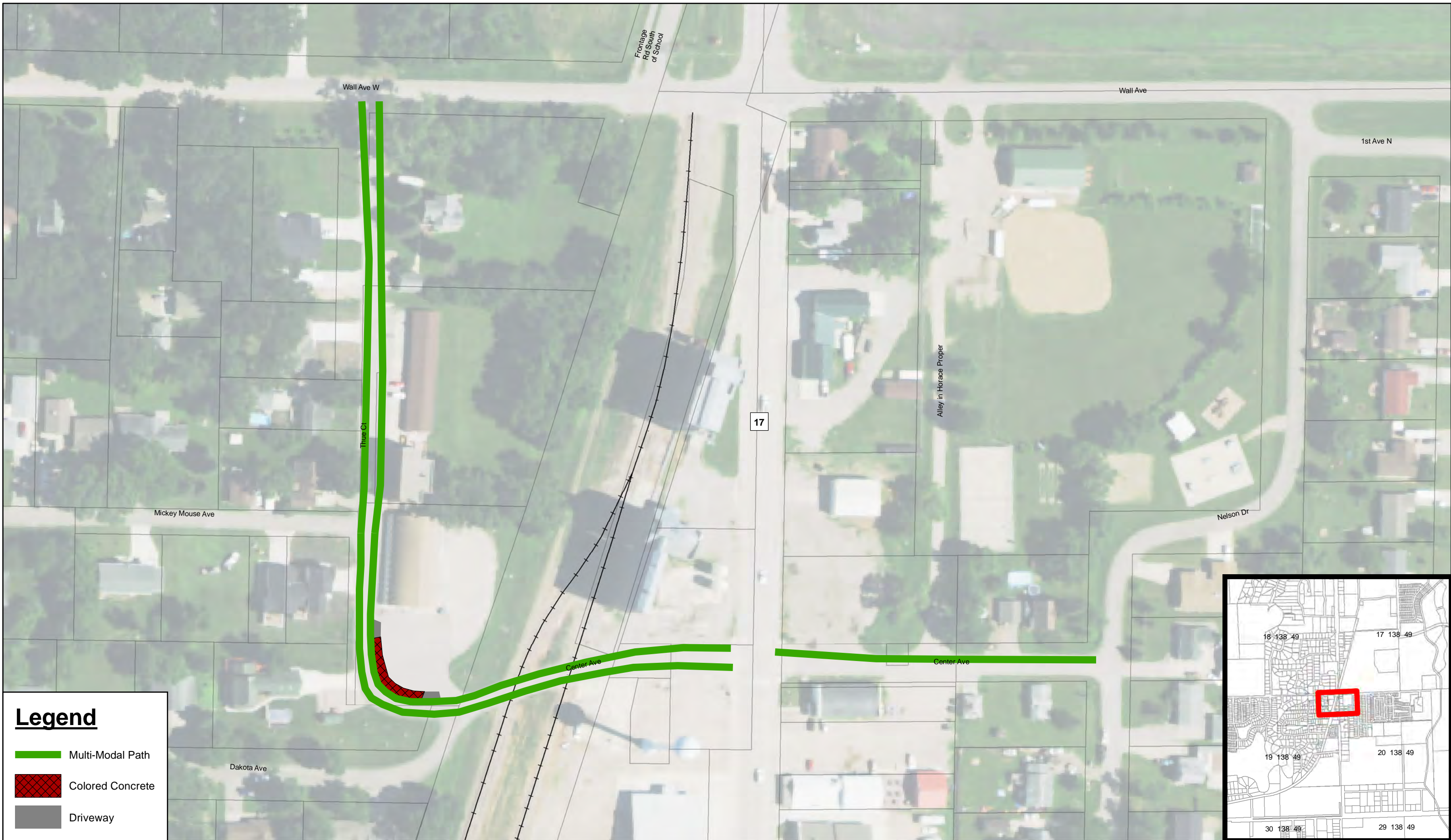


Project Location Map
Center Ave. Multi-Model Improvements
Horace, ND

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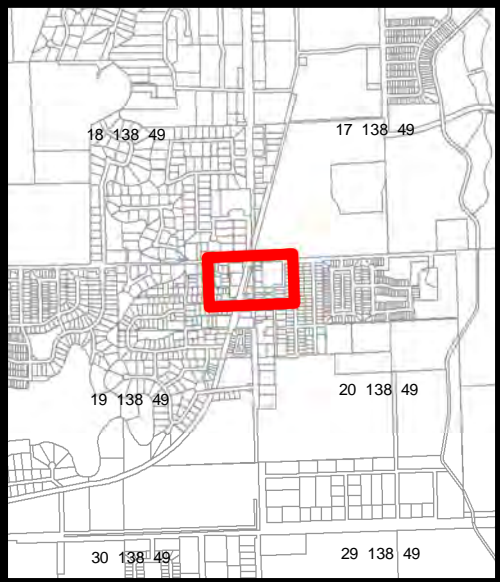


Attachment 2-
Project Aerial, Example,
Proposed Section



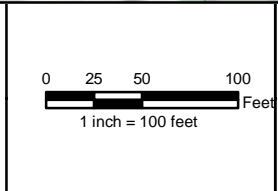
Legend

- Multi-Modal Path
- Colored Concrete
- Driveway

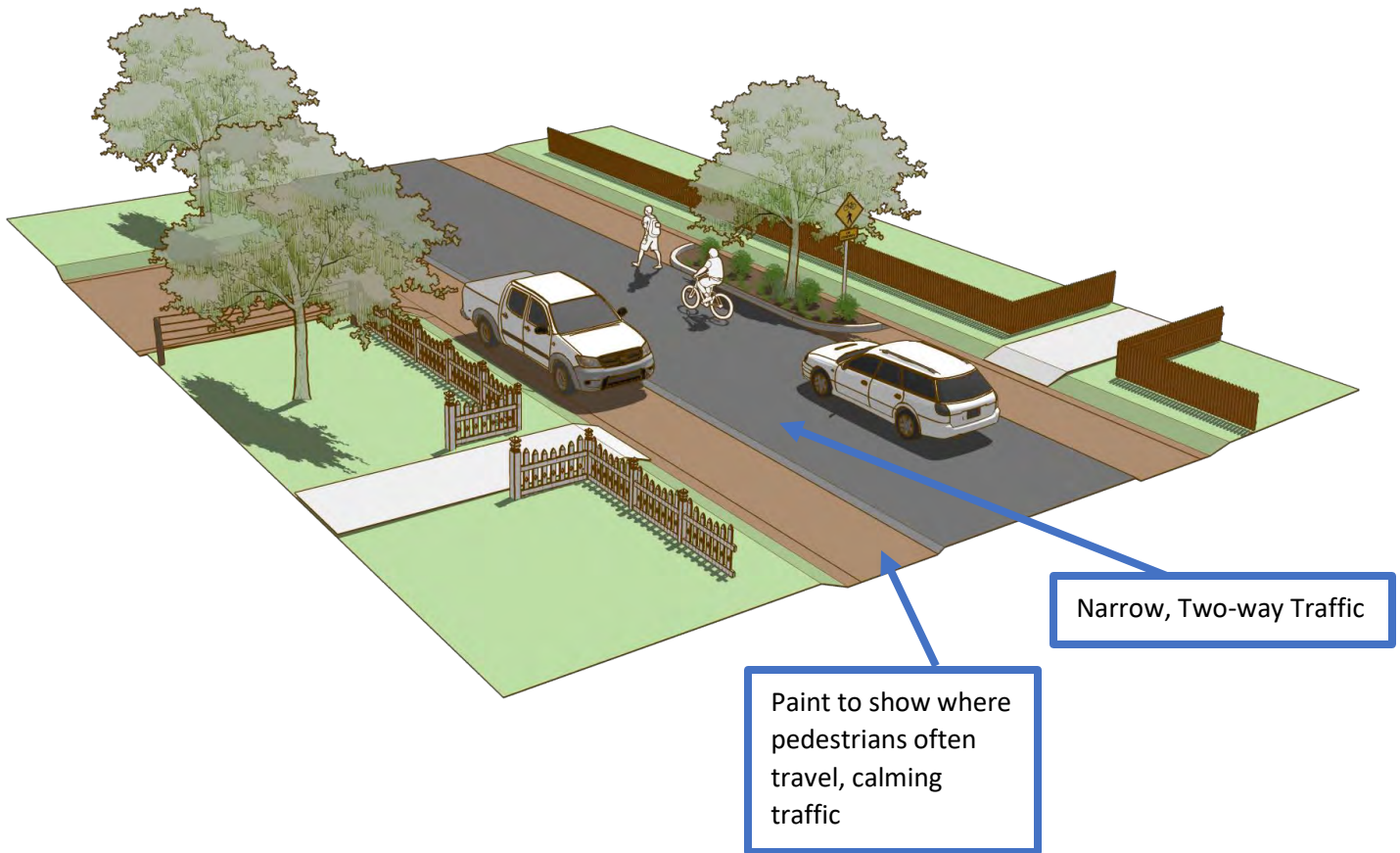


Project Location
Center Avenue Multi-Model Improvements
Horace, ND

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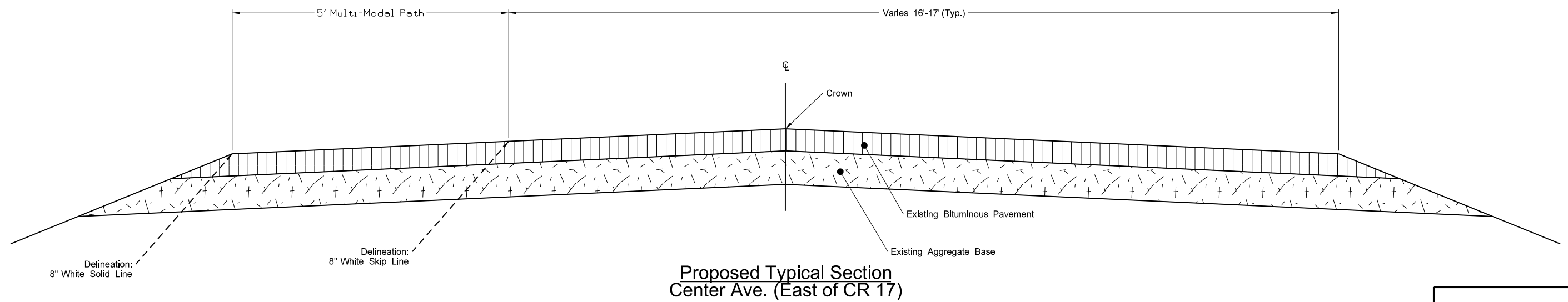
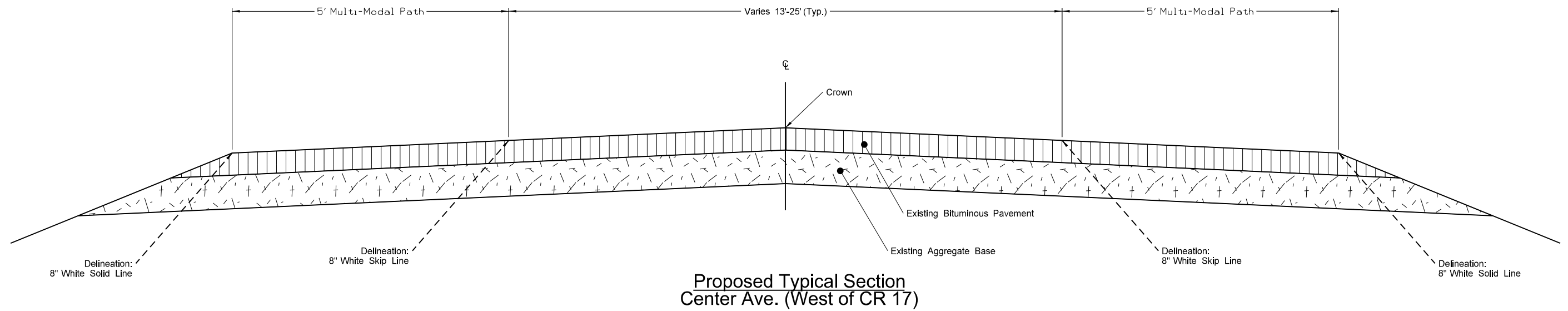


Project Example: Enhanced Yield Street



Source: <https://ruraldesignguide.com/mixed-traffic/yield-roadway>

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	Center Avenue Multi-Modal Improvements	30	2



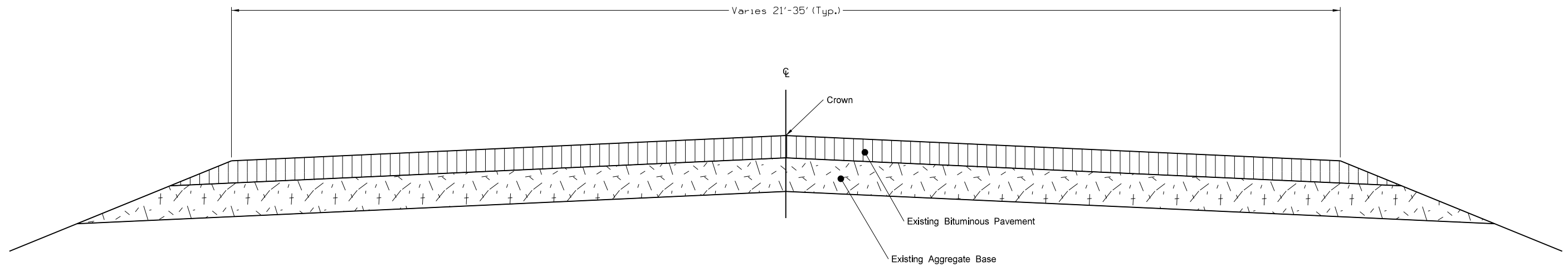
Note:
Multi-Modal Path to Receive Appropriate Pavement Marking and Signage

This document
is preliminary
and not for
construction or
implementation
purposes.

Typicals

W20-03-103.34
City of Horace
North Dakota

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	Center Avenue Multi-Modal Improvements	30	1



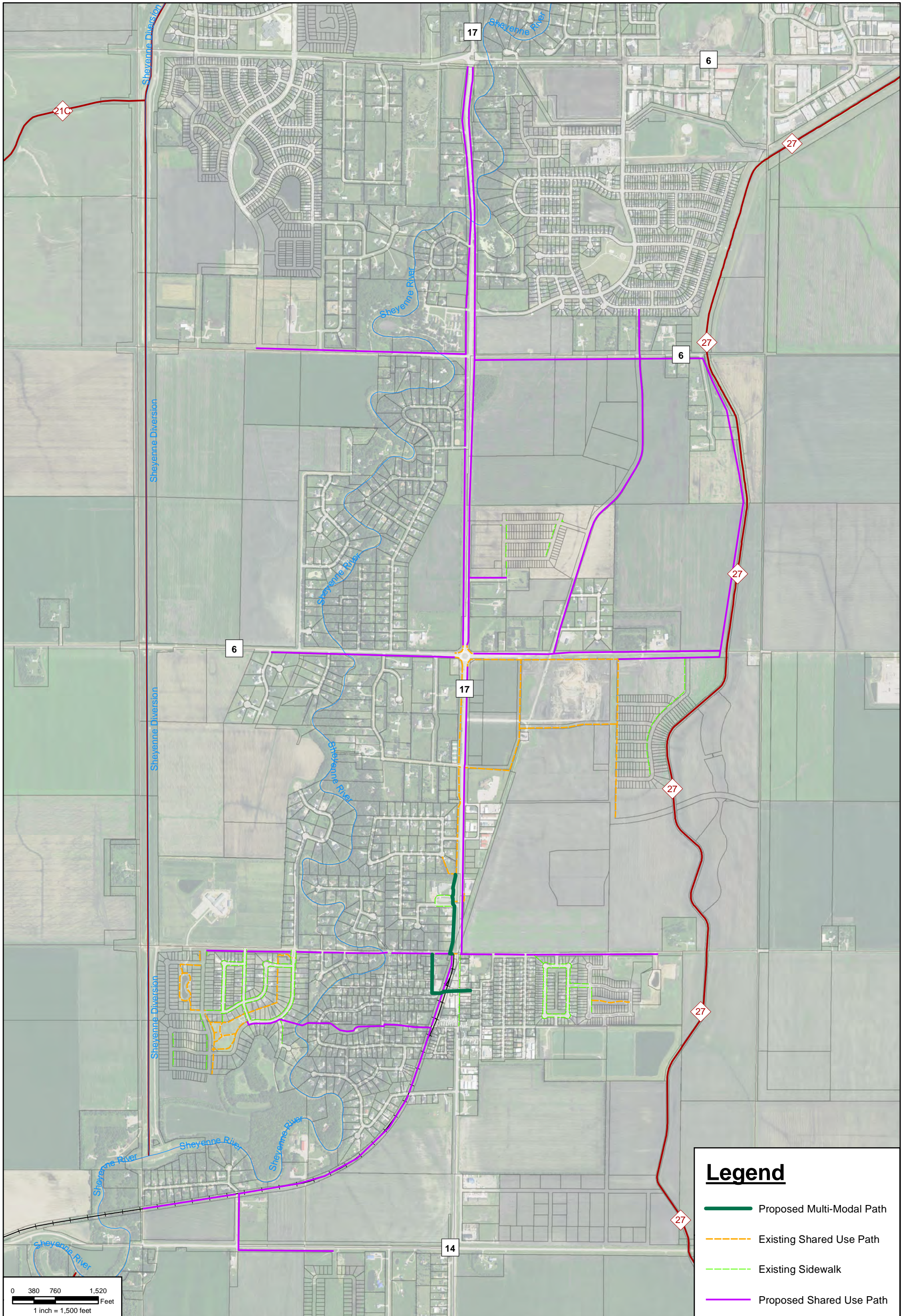
Existing Typical Section
Center Ave.

This document
is preliminary
and not for
construction or
implementation
purposes.

Typicals

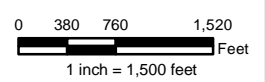
W20-03-103.34
City of Horace
North Dakota

Attachment 3-
City Engineer's
Bicycle/Pedestrian
Master Plan



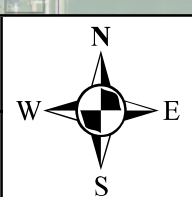
Legend

- Proposed Multi-Modal Path
- - - Existing Shared Use Path
- - - Existing Sidewalk
- Proposed Shared Use Path



Bicycle and Pedestrian Master Plan
 2003103.34
 Horace, ND

User Name: Paul.Bervik Date Exported: 12/1/2020 11:14:13 AM Date Saved: 12/1/2020 11:13:54 AM
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Attachment 4-
Engineer's Opinion of
Probable Cost

Center Ave. Multi-Model Improvements (Woonerf)
 HORACE, NORTH DAKOTA
 W20-03-103.34
 5/25/2022

BASE BID

ITEM No.	SPEC	CODE	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	EXTENDED PRICE
1	103	100	CONTRACT BOND	L SUM	1	\$ 5,000.00	\$ 5,000.00
2	107	100	RAILWAY PROTECTION INSURANCE	L SUM	1	\$ 5,000.00	\$ 5,000.00
3	202	132	REMOVAL OF BITUMINOUS SURFACING	SY	200	\$ 75.00	\$ 15,000.00
4	302	101	SALVAGED BASE COURSE	CY	50	\$ 75.00	\$ 3,750.00
5	702	100	MOBILIZATION	L SUM	1	\$ 30,000.00	\$ 30,000.00
6	704	1000	TRAFFIC CONTROL SIGNS	UNIT	400	\$ 5.00	\$ 2,000.00
7	704	1052	TYPE III BARRICADE	EA	6	\$ 300.00	\$ 1,800.00
8	704	1067	TUBULAR MARKERS	EA	25	\$ 50.00	\$ 1,250.00
9	748	140	CURB & GUTTER- TYPE I	LF	250	\$ 55.00	\$ 13,750.00
10	750	30	PIGMENTED IMPRINTED CONCRETE	SY	100	\$ 200.00	\$ 20,000.00
11	750	1000	DRIVEWAY CONCRETE	SY	100	\$ 200.00	\$ 20,000.00
12	750	2115	DETECTABLE WARNING PANELS	SF	40	\$ 65.00	\$ 2,600.00
13	754	110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	200	\$ 25.00	\$ 5,000.00
14	762	132	EPOXY PVMT MK 8IN LINE- GROOVED	LF	3200	\$ 3.00	\$ 9,600.00
15	762	135	EPOXY PVMT MK 24IN LINE- GROOVED	LF	100	\$ 45.00	\$ 4,500.00
16	762	136	EPOXY PVMT MK MESSAGE- GROOVED	SF	200	\$ 45.00	\$ 9,000.00
17	754	206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	400	\$ 20.00	\$ 8,000.00
18			TESTING LABORATORY SERVICES	L SUM	1	\$ 10,000.00	\$ 10,000.00

Opinion of Probable Bid Cost \$ 166,250.00

Design Engineering \$ 25,000.00
 Construction Engineering \$ 33,000.00
\$ 58,000.00

Local
20% Cost Share \$ 33,250.00
 Design Engineering + Construction Engineering \$ 58,000.00
\$ 91,250.00

Federal
80% Cost Share \$ 133,000.00

Attachment 5-

Letters of Support



TELEPHONE (701) 642-8257

P.O. BOX 608, WAHPETON, NORTH DAKOTA 58074

November 20, 2020

Transportation Alternatives Selection Committee
ND Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

This letter is to communicate the Red River Valley & Westerns Company's support for the Transportation Alternatives community improvement project being proposed for the city of Horace, North Dakota.

When it comes to the successful operation of a railroad company, the most important thing is the safety of our employees and communities. That is why the Red River Valley & Western Railroad Company strongly supports the City of Horace's Transportation Alternatives Application for the *Center Ave. Multi-Modal Improvements* project. This project will enhance community safety by slowing down automobiles, making for more alert drivers, cyclists, and pedestrians where our railroad crosses Center Ave.

Center Ave currently experiences a mix of pedestrians and automobiles and is used frequently by residents accessing the City's downtown area. Our railroad crosses Center Ave through the proposed project area, between the Senior Center and the Fire Department's Community Center. As redevelopment increases in the downtown area of Horace, we share the same concerns for community welfare as the City. We are encouraged by new solutions that foster smart growth and development while promoting public safety around railroad tracks and other vital infrastructure facilities.

As a proud community partner, the Red River Valley & Western Railroad Company also supports this project because it will enhance the walkability of the City, delivering a clear social benefit by improving livability and property values in Horace.

With our endorsement of this application, we look forward to continuing our partnership with the City of Horace to improve community safety around railroad facilities.

Sincerely,

Daniel L. Zink
Vice President
Red River Valley & Western Railroad Co.

Horace Senior Citizens

220 Thue Court

Horace, ND 58047

The Horace Senior Citizens enthusiastically endorses the City's application for the North Dakota Transportation Alternatives program for their project Center Ave Multi-Modal Improvements. This project will occur on the street used to access our facility. Many cars and pedestrians use Center Avenue, especially on days when there are events at the Senior Center or other gathering places in the old town part of Horace. We think this improvement project will enhance the use of our facility by creating a safer and more welcoming environment across Center Avenue.

The Senior Center enjoys good partnership with the City of Horace to provide important event space and social activities for our residents. As advocates for our community's senior citizens, our organization believes this project will benefit the community. We fully support this project and look forward to assisting with its implementation.

Donna Bruse President

Horace Senior Citizens

220 Thue Court

Horace, ND 58047

Horace Rural District Fire Department

Horace, North Dakota
58047

TO: Whom it May Concern

From: Chief James Herrmann

RE: Project #2

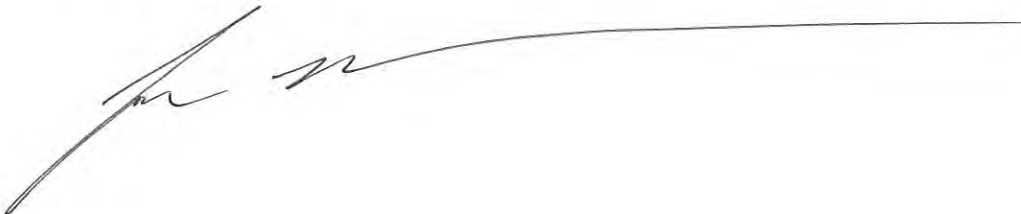
As the Chief of the Horace Fire District, I am pleased to write this letter of endorsement for the City of Horace's TA Grant Application: Center Ave Multi-Modal Improvements. This project will increase safety for pedestrians on a very narrow yet busy street in the center of town. Also, it will provide beautification around the Fire Department's community center. The Fire District supports efforts like this project that mitigate traffic accidents, promote public safety, and make the communities within our district more livable.

The Horace Fire District is pleased to support the City of Horace by endorsing this application.

Respectfully Submitted,

James Herrmann

Fire Chief

A handwritten signature in black ink, appearing to read 'James Herrmann', is written over a long, thin horizontal line that spans across the width of the page.



November 19, 2020

North Dakota Department of Transportation
Attn: Transportation Alternatives Manager
608 East Boulevard Avenue
Bismarck ND 58505

RE: Transportation Alternative Grant for the City of Horace – County Road 17

Dear Sir or Madam:

The Horace Park Board strongly supports the City's Transportation Alternatives Application to fund the construction of the Center Ave. Multi-Modal Improvements project. This project will enhance the walkability of a street that features access to Freed Park, a central park serving the City's original townsite, as well as both the Horace Senior Center and the Community Center at the Horace Fire Station. This project will provide a safe walking and biking connection for many Horace families to these important community facilities while beautifying the City's original townsite and creating a sense of shared space.

These improvements are the type of new solutions needed towards advancing a vision shared across the community for increased multi-modal connectivity and pedestrian safety. We support the City's efforts updating connectivity around our central park and other highly used community facilities because it delivers a clear social benefit to all citizens and helps improve livability and property values in our original townsite.

With our endorsement of this application, we look forward to continuing our partnership with the City of Horace to provide enhanced multi-modal connectivity around the community.

Sincerely,

Wade Frank
President – Horace Park Board



November 19, 2020

Horace City Commission
600 Nelson Drive
Horace ND 58047

Highway Department

Jason Benson, P.E.
County Engineer

Thomas B. Soucy, P.E.
Deputy County Engineer

Blaine Laaveg
Superintendent

Dear Commissioners,

The last few years the City of Horace has developed new bicycle and pedestrian infrastructure as the City grows with opening of a new Middle and High School. However, in the City's "old town" area, there are three key community amenities that currently lack adequate pedestrian connection: The Horace Senior Center, the Community Center at the Fire Station, and Freed Park. The City has identified an innovative solution to provide safe pedestrian connectivity between these community nodes. As you apply for grant funding for this project, I fully support your efforts.


Center Ave in Horace currently experiences a mix of pedestrian and vehicular traffic and functions as a yield street. It gets particularly busy during events at the community centers or the park and during the Horace Farmers Market. As the City of Horace continues to grow, Center Ave is expected to see an increase of both motorized and non-motorized users. With no space to acquire new right-of-way for sidewalks, the proposed multi-modal improvements on Center Ave will enhance pedestrian safety without impeding traffic flow. This new project, which is inspired by the woonerf concept, will also help enhance property values and underwrite the City's existing efforts to revitalize its Main Street.

During my 20 years of service in the Cass County Highway Department, I have seen the City of Horace implement successful projects to enhance bicycle/pedestrian activities in Horace. This includes constructing Shared Use Pathways along Cass County Highway 17 and 76th Ave S, a NDDOT pedestrian pilot project, and successful partnership with private developers towards constructing additional shared-use pathways connecting residents to existing and incoming amenities. Your plan to make multi-modal improvements within Center Ave is very prudent and thoughtful to ensure both enhanced safety and recreational opportunities for your residents.

As the County Engineer, I fully support this project and would strongly urge the selection team to select your project to be authorized for funding.

If you have any comments or questions, you can reach me directly at my office by calling (701) 298-2372 or via email at BensonJ@casscountynd.gov.

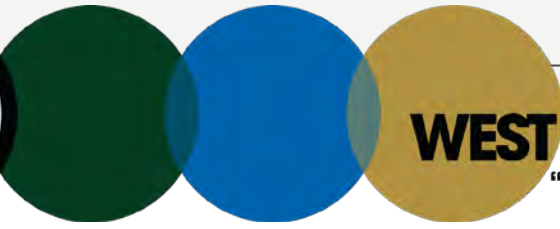
Sincerely,



Jason Benson
Cass County Engineer

1201 Main Avenue West
West Fargo, North Dakota
58078-1301

701-298-2370
Fax: 701-298-2395



November 19, 2020

To Whom it May Concern:

On behalf of West Fargo Public Schools, the District emphatically supports the City of Horace's application for assistance in the implementation of the Center Ave Multi-Modal Improvements in Horace.

A core tenant of healthy, vibrant communities is walkability. Whether to better connect patrons to commerce opportunities, children to area schools, or citizens to safe spaces to walk for recreation and exercise, infrastructure supporting walkability is essential. As one of the fastest growing small towns in the state, grant dollars would be well invested in a community that is welcoming an expanded elementary school, new middle school and new high school.

West Fargo Schools works hard to foster in our students a commitment to wellness. By providing opportunities for multimodal transportation, whether on foot, bike or other methods of self-propelled transportation, students would have safe, healthy alternatives to aid in their commute to school.

We hope you strongly consider supporting Horace's application.

Sincerely,

Beth Slette, Superintendent of West Fargo Schools



www.casscountynd.gov

Office of the Sheriff

Jesse Jahner, Sheriff

November 27, 2020

Local Government Division
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505
Attn: Transportation Alternatives Manager

RE: Transportation Alternatives Program (TAP)

As the Sheriff of Cass County, I am pleased to write this letter of endorsement for the Center Ave. Multi-Modal Improvements for the Transportation Alternatives Program (TAP) that has been introduced to the City of Horace in Cass County.

Our office strongly supports a project that will help facilitate an active lifestyle through physical activity by providing a safe infrastructure throughout the community.

The Cass County Sheriff's Office has reviewed the outlining and intent and expected outcomes of this grant. Our office is pleased to see that the City of Horace is considered for this opportunity.

Sincerely,

Jesse Jahner
Sheriff
Cass County Government
701-241-5800

Cass County Sheriff
Law Enforcement Center
1612 23rd Avenue North
P.O. Box 488
Fargo, North Dakota 58107-0488
Phone: 701-241-5800
Fax: 701-241-5806

Cass County Sheriff
Courthouse
211 9th Street South
P.O. Box 488
Fargo, North Dakota 58107-0488
Phone: 701-241-5800
Fax: 701-241-5805

Cass County Jail
450 34th Street South
Fargo, North Dakota 58103
Phone: 701-271-2900
Fax: 701-271-2967

November 19, 2020

Horace Lions Club

P O Box 171

Horace, ND 58047

North Dakota Transportation Department

The Horace Lion's Club enthusiastically endorses the City's application for the North Dakota Transportation Alternatives program for their project Center Ave Multi-Modal Improvements. The project benefits many citizens by improving an important street in the old part of our town. The facility where we hold our meetings, the Horace Senior Center, will benefit from these improvements, as will the Fire Station's Community Hall, Freed Park, and the vacant lot where outdoor events like the Horace Farmer's Market is held. The project will make this area safer for all uses and aid in the revitalization of some of our historic properties.

The Lion's Club enjoys good partnership with the City of Horace to provide important event space and social activities for our residents. We think this improvement project will enhance the community, particularly legacy residents, by creating a safer and more welcoming environment across Center Avenue. We fully support this project and look forward to assisting with its implementation.

Con Vetter, Horace Lions President

Keith Zeutschel, Secretary

**Horace Application
County Rd 17 Shared Use Path Phase 3**

TA Application: City of Horace

1. Project Name

County Road 17 Shared Use Path Phase 3

2. Project Location

The East Side of County Road 17, from the Roundabout on 76th Ave S to 73rd Ave S

3. Project Contact

City of Horace

4. Contact Person

Jace Hellman
215 Park Drive E
Horace ND 58047
(701) 492-2972
jhellman@cityofhorace.com

5. Project Sponsor

Cass County Commission

6. Sponsoring Official

Jason Benson, PE, County Engineer
1201 Main Avenue West
West Fargo, ND 58078
(701) 298-2370
BensonJ@casscountynnd.gov

7. Project Description

County Road 17 shared use path phase 3 is the planned construction of a 10' wide, 5" thick concrete shared-use path with ADA compliant ramps at intersections adjacent to County Road 17, in Horace, ND. The project runs north/south for approximately 1350ft on the east side of County Road 17; its southern terminus is at 76th Ave S and its northern terminus is at 73rd Ave S. The project will connect at its south terminus with the existing shared-use path on 76th Ave S and the County Road 17 shared use path phase 2, a Transportation Alternatives project scheduled for completion in 2022. The project will connect at its northern terminus to the sidewalk network of the Southdale Farms neighborhood.

In the project area, County Road 17 is a 3-lane rural section road with 2 – 12' driving lanes, 1 – 14' center turn lane, and 2 – 8' paved shoulders. Currently, there are no pedestrian facilities on

this section of County Road 17 and both motorized and non-motorized traffic share the road, a scenario that usually crowds pedestrians into the 8' shoulder. The project continues an effort that gives the residents of Horace a much-needed pedestrian facility where this is currently none.

In the short term, this project most directly benefits the residents of the Southdale Farms neighborhood – which features the City's only large scale multi-family housing development – by connecting the neighborhood to the rest of the City. In the long term, this is an important project towards the City's goal of maximizing pedestrian connectivity along the County Road 17 corridor.

Upon completion of the project, the County Road 17 (CR17) Shared Use Path Phase 3 will achieve four connectivity goals:

1. Connects Southdale Farms with the greater network of shared-use paths (approximately 1.5 miles)
2. Provides a complete and consistent connection for non-motorized traffic from Southdale Farms and Sunnyside to Horace Elementary, Heritage Middle, and Horace High Schools
3. Provides a complete and consistent connection for non-motorized traffic from Southdale Farms to the Lakeview Heights commercial district
4. Connects the rest of the City of Horace with important community nodes in Southdale Farms, including a park and adjacent Horace Cemetery.

For most residents, County Road-17 is the primary automobile, bicycle, and pedestrian route in and out of the City. It also serves as the "main street" in Horace as nearly every commercial property in the City fronts the road. Continued pedestrian improvements along this vital corridor will increase transportation choice in Horace, improving the City's Walkability Score, improve property values, and promote better planned, more equitable developments.

8. Project Cost

The Project is estimated to have a total construction cost of \$341,145.00. See attachment 4 for the Engineer's estimate prepared by Interstate Engineering

- A. 80% Federal = \$272,916.00
- B. 20%+ Local = \$68,229.00
- C. The Preliminary Engineering and Construction Engineering will be paid for by the City of Horace. Preliminary Engineering Costs are estimated to be \$45,000.00 and Construction Engineering costs are estimated to be \$60,500.00.

9. What TA category best fits your project?

- A. 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.

- B. Construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school.
- C. 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.
- D. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- E. Construction of turnouts, overlooks, and viewing areas.
- F. Community improvement activities, including:
 - Historic preservation and rehabilitation of historic transportation facilities that are continuing to, or upon rehabilitation, function for their intended transportation purpose;
 - Vegetation management practices in transportation rights of way to improve roadway safety, prevent against invasive species, and provide erosion control;
 - Archaeological activities relating to impacts from implementation of a transportation project; and
 - Streetscape improvements and corridor landscaping.
- G. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - Address storm water management, control and water pollution User 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
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitat.

10. Supporting Data

1. Is your project part of an identified recreation or transportation plan? If so, explain.

Yes. Two planning documents identify the need for this project.

- 1) The Horace 2045 Comprehensive and Land Use Plan identifies the need for a shared-use path that travels the length of County Road 17 as project "71".
- 2) The City of Horace has further refined the recommendations of Horace 2045 for enhanced pedestrian improvements and connectivity in a Bicycle/Pedestrian Master Plan. This plan consists of proposed non-motorized pedestrian projects and is maintained by the City Engineer. That document (Attachment 3) and shows the desire for improvements on Center Ave.

2. Is your project tied to another project? If so, please explain.

Yes. This project is the third phase of a shared use path along County Road 17.

3. How does your project fit with similar projects in your community and/or region?

This project connects shared-use paths along County Road-17 and 76th Ave and serves as an extension of the existing network north. 10ft wide shared-use pathways along arterials are a common and successful solution in the Fargo region towards improving pedestrian connectivity.

4. Provide documentation of governmental agencies that are in support of this project. Also, please provide documentation of support, if any, from the general public, other groups, and organizations.

The City's foundational policy document, the *Horace 2045 Comprehensive and Transportation Plan*, enables the City to work with stakeholders to pursue this project. The project is directly underwritten by Policy T-13, which states the City of Horace will "Promote bicycling and pedestrian facilities in future roadway development and encourage non-motorized transportation connections in Horace." Additionally, this project was endorsed by partner agencies and organizations with an interest in promoting safe transportation alternatives in the City of Horace, such as the Cass County Highway Engineer, the Cass County Sheriff, the Horace Fire District, the West Fargo School District, the Horace Park Board, The Horace Senior Center, and the Horace Lion's Club.

11. Public Accessibility

The City of Horace will be the owner of the Project once completed and the public will have access to the path at all times.

12. Matching Funds provided By

The City of Horace.

13. Will Right of Way for this Project be Needed?

No.

14. Maintenance of This Project Will Be Provided By:

The City of Horace.

15. Environmental Impacts

- **Land Use - Describe changes or potential changes this project will have upon land use in the vicinity.**

This project enhances existing land uses in the vicinity by providing for increased transportation choices between the City's newest housing development, the schools, commercial zones, and the old town area. Increased multi-modal infrastructure and

transportation choices are proven to foster higher land values and promote the highest and best uses of undeveloped and underdeveloped land.

- **Farmland - If any farmlands are to be used for this project, identify what their present usage is.**

N/A

- **Social - Describe the project's impact upon the neighborhood and community.**

Increasing choices for walking and biking to schools and amenities has broad social benefits. In particular, this project has 1) public health benefits as it expands the network in which one can walk or bike, and 2) promotes equity by enhancing transportation options to access services for those who cannot drive a car.

- **Section 4(f) & 6(f) - Are there any impacts to Section 4(f) or Section 6(f) properties?**

No.

- **Economic - Describe the project's economic impact.**

This project creates opportunities for residents to safely access commercial amenities without having to drive, as the pathway directly connects the Southdale Farms neighborhood to the Lakeview Height's commercial center. The economic impact of this is threefold:

1. The project will make city amenities more accessible, promoting equity and choice.
2. Public investment in facilities that foster more walkable communities increases land value, thus promoting higher quality development.
3. Enhanced the City's sustainability through a balanced transportation system, which will lessen the maintenance costs on other facilities.

- **Relocation - Will this project require the displacement of any people or businesses?**

No.

- **Wetlands - Will this project result in fill material being placed in any wetlands?**

No.

- **Floodplain - Is this project within a floodplain?**

No.

- **Threatened or Endangered Species - Are there any threatened or endangered species in the project vicinity?**

No.

- **Cultural Resources - Are there any properties on or eligible to be on the National Register of Historic Places in the project vicinity?**

No.

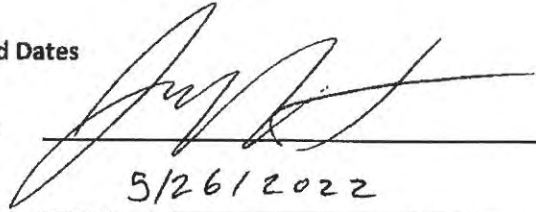
- **Hazardous Waste - Are there any hazardous waste sites in the area?**

No.

Cass Hwy 17 Shared Use Path Phase 3:

16. Required Signatures and Dates

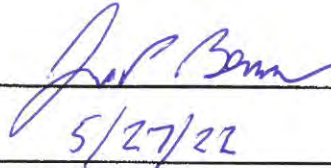
Contact Person:



Date:

5/26/2022

Responsible Official:

 Cass Co. Engineer

Date:

5/27/22

MPO Official:

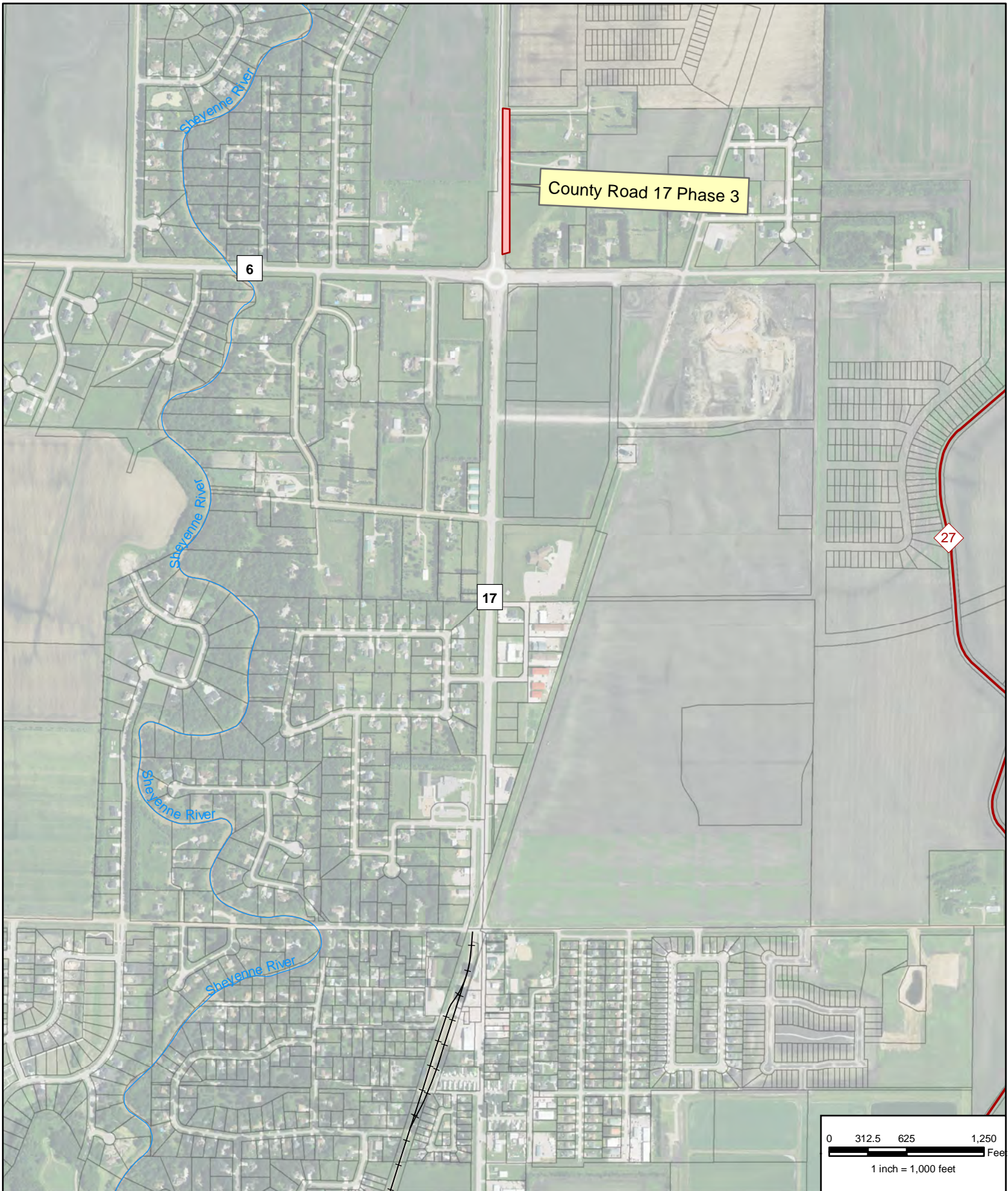
Date:

17. Attachments

1. Attachment No. 1 – Project Location Map
2. Attachment No. 2 – Proposed Typical Section
3. Attachment No. 3 – City Engineer’s Bicycle/Pedestrian Master Plan
4. Attachment No. 4 – Engineer’s Opinion of Probable Cost
5. Attachment No. 5 – Letters of Support

Attachment 1-

Project Location Map



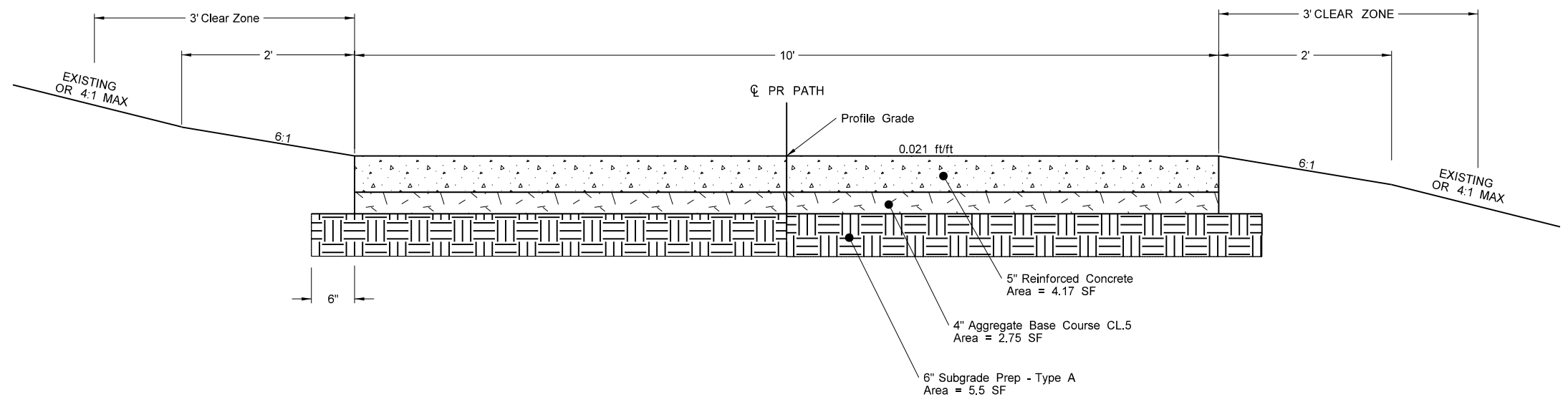
Project Location Map
CR 17 Shared Use Path - Phase 3
Horace, ND

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 Units: Foot US Coordinate System: NAD 1983 StatePlane North Dakota South FIPS 3302 Feet
 Document Path: W:\2020\W20-3s\W2003103\W2003103.34 2022-2023 TA Grants\CADD\GIS\Project Location Map_Phase3.mxd



Attachment 2- Proposed Typical Section

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	CR 17 SUP - Phase 3	30	1

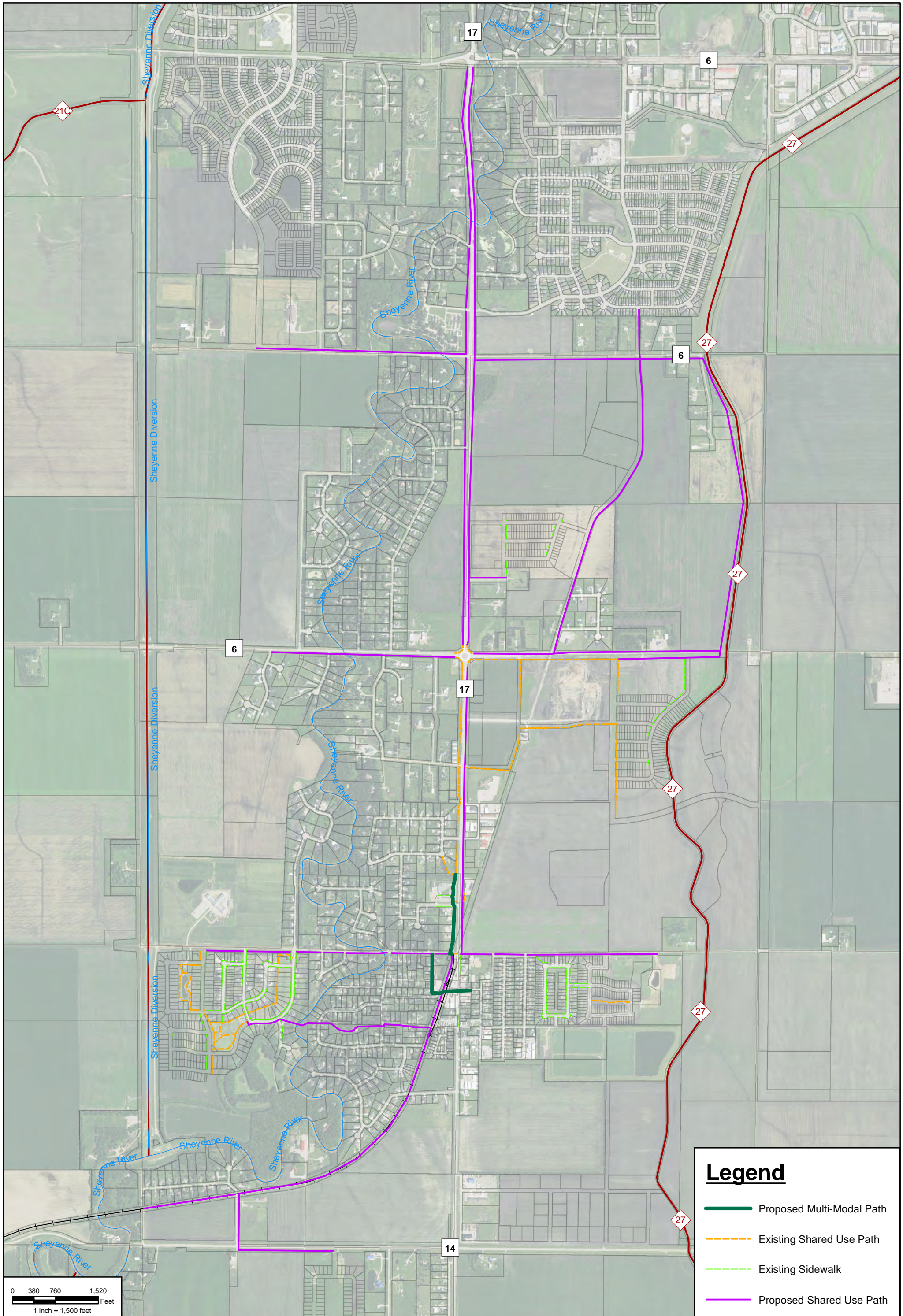


Proposed Typical Section
CR 17 Shared Use Path

This document is preliminary and not for construction or implementation purposes.

Typicals
W20-03-103.34
City of Horace
North Dakota

Attachment 3-
City Engineer's
Bicycle/Pedestrian
Master Plan

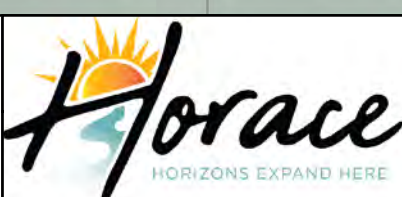
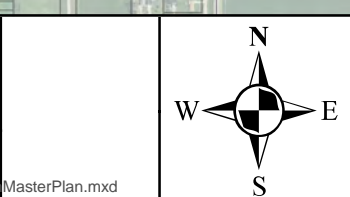


Legend

- Proposed Multi-Modal Path
- - - Existing Shared Use Path
- - - Existing Sidewalk
- Proposed Shared Use Path

Bicycle and Pedestrian Master Plan
 2003103.34
 Horace, ND

User Name: Paul.Bervik Date Exported: 12/1/2020 11:14:13 AM Date Saved: 12/1/2020 11:13:54 AM
 Units: Foot US Coordinate System: NAD 1983 StatePlane North Dakota South FIPS 3302 Feet
 Document Path: Q:\2020\W20-3s\W2003103\W2003103.34 2022-2023 TA Grants\CADD\GIS\Bicycle&Pedestrian\MasterPlan.mxd



Attachment 4-
Engineer's Opinion of
Probable Cost

COUNTY ROAD 17 SHARED USE PATH PHASE III
 FROM 76TH AVE. S. TO 73RD AVE. S.
 HORACE, NORTH DAKOTA
 W20-03-103.34
 5/25/2022

BASE BID

ITEM No.	SPEC	CODE	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	EXTENDED PRICE
1	103	100	CONTRACT BOND	L SUM	1	\$ 5,000.00	\$ 5,000.00
2	202	174	REMOVAL OF PIPES ALL TYPES & SIZES	LF	50	\$ 50.00	\$ 2,500.00
3	202	132	REMOVAL OF BITUMINOUS SURFACING	SY	50	\$ 50.00	\$ 2,500.00
4	203	103	COMMON EXCAVATION-TYPE C	CY	300	\$ 40.00	\$ 12,000.00
5	203	124	REMOVE & SALVAGE TOPSOIL	CY	700	\$ 30.00	\$ 21,000.00
6	230	0	SUBGRADE PREPARATION-TYPE A-6IN	STA	13.5	\$ 350.00	\$ 4,725.00
7	251	100	SEEDING CLASS I	ACRE	0.4	\$ 7,000.00	\$ 2,800.00
8	253	201	HYDRAULIC MULCH	ACRE	0.4	\$ 14,000.00	\$ 5,600.00
9	261	106	FIBER ROLLS 6IN	LF	100	\$ 3.00	\$ 300.00
10	302	100	SALVAGED BASE COURSE	TON	300	\$ 50.00	\$ 15,000.00
11	702	100	MOBILIZATION	L SUM	1	\$ 35,000.00	\$ 35,000.00
12	704	1000	TRAFFIC CONTROL SIGNS	UNIT	406	\$ 5.00	\$ 2,030.00
13	704	1052	TYPE III BARRICADE	EA	10	\$ 300.00	\$ 3,000.00
14	704	1055	PEDESTRIAN LONGITUDINAL BARRICADE	LF	2	\$ 150.00	\$ 300.00
15	704	1060	DELINEATOR DRUMS	EA	22	\$ 30.00	\$ 660.00
16	704	1072	FLEXIBLE DELINEATORS	EA	66	\$ 25.00	\$ 1,650.00
17	714	5035	PIPE CORR STEEL .064 24IN	LF	42	\$ 140.00	\$ 5,880.00
18	714	5820	END SECT CORR STEEL .064IN 24IN	EA	2	\$ 400.00	\$ 800.00
19	750	140	SIDEWALK CONCRETE 5IN	SY	1500	\$ 100.00	\$ 150,000.00
20	750	2115	DETECTABLE WARNING PANELS	SF	60	\$ 65.00	\$ 3,900.00
21	754	110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	100	\$ 25.00	\$ 2,500.00
22	754	206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	200	\$ 20.00	\$ 4,000.00
23	970	3600	BLACK HILLS SPRUCE	EA	3	\$ 4,000.00	\$ 12,000.00
24	970	3605	COLORADO BLUE SPRUCE	EA	3	\$ 4,000.00	\$ 12,000.00
25	970	2420	AMERICAN LINDEN	EA	4	\$ 4,000.00	\$ 16,000.00
26			TESTING LABORATORY SERVICES	L SUM	1	\$ 10,000.00	\$ 10,000.00
27			73RD AVE CONSIDERATIONS	L SUM	1	\$ 10,000.00	\$ 10,000.00

Opinion of Probable Bid Cost \$ 341,145.00

Design Engineering \$ 45,000.00
 Construction Engineering \$ 60,500.00

Local

20% Cost Share \$ 68,229.00
 Design Engineering + Construction Engineering \$ 105,500.00
 \$ 173,729.00

Federal

80% Cost Share \$ 272,916.00

Attachment 5-

Letters of Support



November 19, 2020

Highway Department

Jason Benson, P.E.
County Engineer

Thomas B. Soucy, P.E.
Deputy County Engineer

Blaine Laaveg
Superintendent

Horace City Commission
600 Nelson Drive
Horace ND 58047

Dear Commissioners,

The last few years the City of Horace has developed a Shared Use Path along Cass Highway 17. Last year you received a grant to construct the path from Brink Dr to 76th Ave. Past Shared Use Path projects were constructed from Horace Elementary to Brink Dr and along 76th Ave from Cass 17 to the new Horace Middle School. Your new application is for the segment from Brink Dr. to 76th Ave S. As you apply for grant funding for this project, I fully support your efforts.


During my 20 years of service in the Cass County Highway Department, I have seen significant growth in traffic and bicycle/pedestrian activities along Cass Highway 17. Your plan to construct a Shared Use Path along our County right of way is very prudent and thoughtful to ensure both enhanced safety and recreational opportunities for your residence.

This new segment will serve as a linkage to the new Middle School and High School that is being constructed east of Cass Highway 17 and south of 76th Ave S. This new Shared Use Path will be a great connection to this new education complex and the roundabout and shared use path along 76th Ave.

As the County Engineer, I fully support this project and would strongly urge the selection team to select your project to be authorized for funding.

If you have any comments or questions, you can reach me directly at my office by calling (701) 298-2372 or via email at BensonJ@casscountynd.gov.

Sincerely,


Jason Benson
Cass County Engineer

1201 Main Avenue West
West Fargo, North Dakota
58078-1301

701-298-2370
Fax: 701-298-2395

Horace Rural District Fire Department

Horace, North Dakota
58047

TO: Whom it May Concern

From: Chief James Herrmann

RE: Project #1

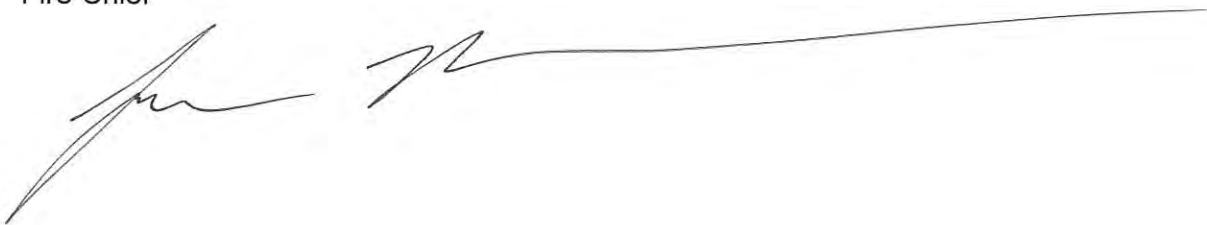
As the Chief of the Horace Fire District, I am pleased to write this letter of endorsement for the City of Horace's TA Grant Application: County Road 17 Shared-Use Path Phase Three. The Fire District supports efforts like this project that mitigate traffic accidents, promote public safety, and make the communities within our district more livable. This project will increase safety on the main road in Horace for pedestrians and bicyclists by continuing the existing pathways.

The Horace Fire District is pleased to support the City of Horace by endorsing this application.

Respectfully Submitted,

James Herrmann

Fire Chief

A handwritten signature in black ink, appearing to be 'J. Herrmann', written over a long horizontal line that extends across the page.



November 19, 2020

North Dakota Department of Transportation
Attn: Transportation Alternatives Manager
608 East Boulevard Avenue
Bismarck ND 58505

RE: Transportation Alternative Grant for the City of Horace – County Road 17

Dear Sir or Madam:

The Horace Park District strongly supports the City's Transportation Alternatives application to fund the construction of County Road 17 Shared-Use Path Phase 3. This project will connect the Southdale Farms neighborhood with the existing phases of the County Road 17 Shared-Use Path, creating a pathway over 1.5 miles stretching from Southdale Farms to Horace Elementary School, the post office, and the City's original townsite.

Additionally, this project will connect with the pathway constructed on 76th Ave, providing increased connectivity to the City's new middle and high schools. This will provide a safe walking and biking connection for many Horace families to the schools, as well as to the future Parks facilities to be developed in conjunction with the school construction and the anticipated commercial and residential development that will follow.

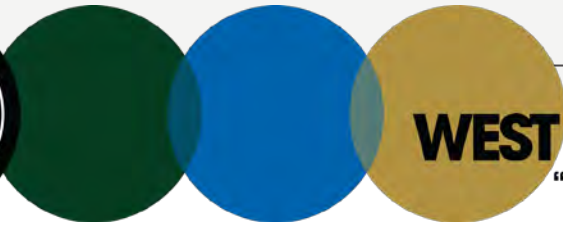
This new path also addresses a significant gap in our bicycle and pedestrian infrastructure, advancing a vision shared across the community for increased multi-modal connectivity. We support the City's efforts in tying in the City's newest neighborhood with the rest of the multi-modal system because it improves the quality-of-life in our community and increases the usability and social benefit of existing parks and other public facilities.

With our endorsement of this application, we look forward to continuing our partnership with the City of Horace to provide enhanced multi-modal connectivity around our community.

Sincerely,

A handwritten signature in blue ink that reads "Wade Frank".

Wade Frank
President – Horace Park Board



November 19, 2020

To Whom it May Concern:

On behalf of West Fargo Public Schools, the District emphatically supports the City of Horace's application for assistance in the implementation of the County Road 17 Shared Use Path Phase 3 in Horace.

A core tenant of healthy, vibrant communities is walkability. Whether to better connect patrons to commerce opportunities, children to area schools, or citizens to safe spaces to walk for recreation and exercise, infrastructure supporting walkability is essential. As one of the fastest growing small towns in the state, grant dollars would be well invested in a community that is welcoming an expanded elementary school, new middle school and new high school.

West Fargo Schools works hard to foster in our students a commitment to wellness. By providing opportunities for multimodal transportation, whether on foot, bike or other methods of self-propelled transportation, students would have safe, healthy alternatives to aid in their commute to school.

We hope you strongly consider supporting Horace's application.

Sincerely,

Beth Slette, Superintendent of West Fargo Schools

Horace Senior Citizens

220 Thue Court

Horace, ND 58047

The Horace Senior Center enthusiastically endorses the City's application for the North Dakota Transportation Alternatives program for their project County Road 17 Shared Use Path Phase 3. As advocates for our community's senior citizens, our organization believes this project will benefit the community by providing for a more contagious walking path. It will help make our seniors healthier and also connect the Southdale Farms neighborhood to our Senior Center facility by pedestrian trail.

The Senior Center enjoys good partnership with the City of Horace to provide opportunities for our seniors to participate fully in developing a sense of community in the City. We fully support this project.

Donna Bruse President

220 Thue Court

Horace, ND 58047



www.casscountynd.gov

Office of the Sheriff

Jesse Jahner, Sheriff

November 27, 2020

Local Government Division
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505
Attn: Transportation Alternatives Manager

RE: Transportation Alternatives Program (TAP)

As the Sheriff of Cass County, I am pleased to write this letter of endorsement for the County Road 17 Shared-Use Path Phase Three of Transportation Alternatives Program (TAP) that has been introduced to the City of Horace in Cass County.

Our office strongly supports a project that will help facilitate an active lifestyle through physical activity by providing a safe infrastructure throughout the community.

The Cass County Sheriff's Office has reviewed the outlining and intent and expected outcomes of this grant. Our office is pleased to see that the City of Horace is considered for this opportunity.

Sincerely,

Jesse Jahner
Sheriff
Cass County Government
701-241-5800

Cass County Sheriff
Law Enforcement Center
1612 23rd Avenue North
P.O. Box 488
Fargo, North Dakota 58107-0488
Phone: 701-241-5800
Fax: 701-241-5806

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P.O. Box 488
Fargo, North Dakota 58107-0488
Phone: 701-241-5800
Fax: 701-241-5805

Cass County Jail
450 34th Street South
Fargo, North Dakota 58103
Phone: 701-271-2900
Fax: 701-271-2967

November 20, 2020

Horace Lions Club

P O Box 171

Horace, ND 58047

North Dakota Transportation Department

The Horace Lions Club enthusiastically endorses the City's application for the North Dakota Transportation Alternatives program for their project County Road 17 Shared Use Path Phase 3. The project is the next step of an important pathway that expands mobility options in Horace, allowing residents to access more facilities by foot or on bicycle than ever before in our town. With the continued growth of our community, we would like to see more transportation options for residents both old and new.

The Lions Club enjoys good partnership with the City of Horace, working together to foster a sense of community. We fully support this project because it does just that as it provides recreational opportunities and an opportunity to use community and commercial amenities without needing to get into a car.

Con Vetter, Horace Lions President

Keith Zeuschel, Secretary