



Fargo-Moorhead Metropolitan Council of Governments

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Agenda
Metropolitan Bicycle and Pedestrian Committee
Wednesday, March 15th, 2017
3:00 pm
Metro COG Conference Room

- | | |
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| 1) Welcome and introductions | |
| 2) Approve minutes from December 7 th , 2016 meeting – Attachment | Action Item |
| 3) Discuss bicycle & pedestrian park use after dark – Attachment | Discussion Item |
| 4) Consider West Fargo Parks voting member – Attachment | Action Item |
| 5) Discuss completed 2016 FM Metropolitan Bicycle and Pedestrian Plan | Information Item |
| 6) Planned bicycle education and safety efforts | Discussion Item |
| 7) Discuss mobile app/interactive FM bikeways map | Discussion Item |
| 8) Discuss bike routes on 7 th , 8 th , and 9 th Streets between 1 st Ave S & 18 th Ave S – Attachment | Discussion Item |
| 9) Other business and citizen comments | |

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**95rd Metropolitan Bicycle and Pedestrian Committee Meeting
December 7st, 2016 – 3:00pm
Metro COG Conference Room**

Members Present

Dan Farnsworth, Chair, Metro COG
Patrick Hollister, PartnerSHIP 4 Health
Brit Stevens, NDSU
Jonathan Atkins, City of Moorhead
Hali Durand, Cass County
Christine Holland, River Keepers
Maegin Elshaug, City of Fargo Planning
Stan Thurlow, City of Dilworth
Bob Walton, NDDOT
Erik Hove, Clay County
Jason Baker, City of Fargo
Kim Lipetzky, Fargo Cass Public Health
Sara Watson Curry, Great Rides
Tim Solberg, City of West Fargo

Others Present:

Bill Christian, Metro COG
Spencer McCombs, City of Moorhead – GIS

1. Welcome and Introductions

The meeting began at 3:05 pm. D. Farnsworth welcomed everyone and attendees introduced themselves.

2. Approve minutes from December 9, 2015 meeting

The meeting minutes from the December 9th, 2015 were brought to the meeting for a vote because a quorum was not present to vote on the minutes at the January 27th, 2016 meeting. Therefore, the minutes were held until the next meeting. The next meeting was August 31st, 2016 however it was forgotten to include these minutes in the agenda packet. So the minutes were brought to this meeting to finally be approved.

A motion to approve the December 9th 2015 was made by J. Atkins and seconded by H. Durand. The minutes were passed unanimously with no edits.

3. Approve minutes from August 31st, 2016 meeting

A motion to approve the August 31st, 2016 minutes was made by J. Atkins and seconded by M. Elshaug. The minutes were passed unanimously with no edits.

4. Review Goals, Objectives and Recommendations of the 2016 FM Metro Bicycle & Pedestrian Plan

The group began by reviewing the Goals and Objectives chapter of the Plan. The Goals and Objectives were discussed at the October 31st Plan study review committee meeting where many suggestions were made to refine the Goals and Objectives.

D. Farnsworth provided an overview of the Goals and Objectives and discussed the changes made since the October 31st meeting. One goal that the group discussed was Goal 9-Objective A which stated “Provide support for existing and proposed laws as they pertain to bicycle and pedestrian safety.” It was suggested that “proposed” be omitted from the language.

Next the group went over the Recommendations chapter of the Plan. D. Farnsworth noted that a priority was assigned to the five recommendation categories and the number of public comments per category was also specified. The number of public comments didn’t align exactly with the priority specified for each category. It was the group’s recommendation that the priorities remain as they are however the number of public comments should not be shown with the priorities as that may add to confusion and make the recommendations seem less credible. However, it was recommended that it be discussed in the chapter that public comments were considered in the prioritization of the recommendations.

Many other minor comments/corrections were provided by the group regarding the Recommendations chapter of the Plan.

5. Review final draft 2016 FM Bicycle & Pedestrian Plan & discuss public involvement of draft Plan

D. Farnsworth then went through the entire draft plan with the group. They reviewed all seven chapters of the Plan, focusing on the chapters that had not been yet reviewed by the group.

One comment on Chapter 1 – Introduction was to discuss previous and ongoing corridor studies that have a bicycle/pedestrian element in them. Another comment was to remove notes about meeting attendance in Table 3.1 of Chapter 3 – Plan Participation. P. Hollister suggested that we include the Bronze Bicycle Friendly Community logo on the front cover.

The group then discussed the next steps for finalizing the Plan. It was determined that a public comment period should be provided on the draft plan as soon as possible. Once the changes from today’s meeting are made, public noticed will be sent out per Metro COG’s Public Participation Plan so that the public can comment on the Plan. A minimum of 15 days for comments will be provided. Ideally the comment period will fall before the Holidays begin.

It was then discussed that the various jurisdictions should approve a resolution of support adopting the Plan. It was stated that obtaining resolutions of support may take some time so it may not be possible for Metro COG's Policy Board to approve the Plan in January as previously planned. B. Christian stated that it would be fine to get Policy Board approval of the Plan in February if necessary.

6. Prioritize Transportation Alternatives (TA) Applications

The group went over the Transportation Alternatives applications that were submitted within Metro COG's planning boundary. The applications submitted within ND included:

- City of Fargo – 5th St Extension Shared-Use Path
- City of Fargo – N University Drive Shared-Use Path
- City of Horace – County Road 17 Shared-Use Path
- City of West Fargo – Drain 45 Shared-Use Path

All the ND projects are considered Urban project since they fall within Metro COG's urbanized boundary.

The application submitted within MN included:

- City of Barnesville – Barnesville Multi-Use Path Phase II
- City of Dilworth – 7th Street NE Multi-Use Path Extension
- City of Hawley – Hawley Heartland Trail Connection and Safe Routes to School Paths

The projects were evaluated and scored by the group using the TA evaluation spreadsheet. After scoring the scores came out to be:

- City of Fargo – 5th St Extension Shared-Use Path – 481*
- City of Fargo – N University Drive Shared-Use Path - 496
- City of Horace – County Road 17 Shared-Use Path - 306
- City of West Fargo – Drain 45 Shared-Use Path - 369
- City of Barnesville – Barnesville Multi-Use Path Phase II - 463
- City of Dilworth – 7th Street NE Multi-Use Path Extension - 496
- City of Hawley – Hawley Heartland Trail Connection and Safe Routes to School Paths - 561

*It was unknown at the time of the scoring whether the City of Fargo 5th St project had been identified in a previous plan. This would affect the total score for the project. Metro COG will determine this with the City of Fargo in the near future.

7. Bronze Bicycle Friendly University Designation - Concordia College

P. Hollister that Concordia College was just recently awarded Bronze Bicycle Friendly University status by the League of American Bicyclists. Concordia is one of just a few colleges/universities in Minnesota to receive this designation.

8. Other business and citizen comments

S. Watson Curry announced that a Transportation Symposium will be held Wednesday December 14th from 10:00 am to 1:00 pm at the Fargo City Commission room. There will be several local transportation presenters at the event.

Meeting adjourned at 5:05 pm.

Agenda Item 3

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: March 8th, 2017
Subject: **Discuss bicycle & pedestrian park use after dark**

At the January 30th Fargo City Commission meeting, Commissioner Strand expressed concerns about the existing Fargo Park District ordinance restricting entrance into parks after dark. This would include bicycle and pedestrian use after dark. These concerns were also brought up at a previous Metro COG Policy Board meeting.

The current Fargo Park District ordinance regarding park usage afterhours reads: *'No person shall enter upon or remain on Park Property during the hours of darkness, except where permitted by posted or printed Rules, except persons authorized to camp overnight on Park Property.'* - Section 9.2 of the Fargo Park District Ordinances.

It is our understanding that this would include all trails within Park property including the Red River Trail, Milwaukee Trail, and many more. Therefore, it would technically be illegal to bike or walk on such trails when dark, even if done so for commuting or other transportation purposes. It is important to note that during winter months the sun rises after 8:00 am and sunset is before 5:00 pm.

This topic is being brought before the Bicycle and Pedestrian committee for discussion.

It was also requested that safety features such as lighting and emergency phone stations be discussed within parks and along trails.

Agenda Item 4

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: March 8th, 2017
Subject: Consider West Fargo Parks voting member

Currently the City of West Fargo is represented by one voting seat on the Metropolitan Bicycle and Pedestrian Committee. Meanwhile the City of Moorhead has two voting seats and the City of Fargo is represented by three departments.

The population of West Fargo has grown dramatically in the past few decades with an estimated 2015 population of 33,597. As West Fargo's population continues to grow it would only be fair to have the same number of voting seats as similarly-sized jurisdictions such as the City of Moorhead.

As Metro COG worked on the 2016 Bicycle & Pedestrian Plan it became evident that West Fargo Parks plays a significant role in West Fargo's bicycle and pedestrian network.

For these reasons, Metro COG is recommending the Bicycle and Pedestrian Committee consider recommendation to Metro COG's Policy Board for a voting seat representing West Fargo Parks on the Bicycle and Pedestrian Committee. **Attached** is a draft of the revised voting member list. This addition would raise the number of voting seats from 18 to 19 while the required quorum would remain at 10.

While Metro COG is hesitant in making the Metropolitan Bicycle and Pedestrian Committee too large, we find this additional seat warranted and have no plans of further expanding the size of the Committee.

Agenda Item 4 - attachment

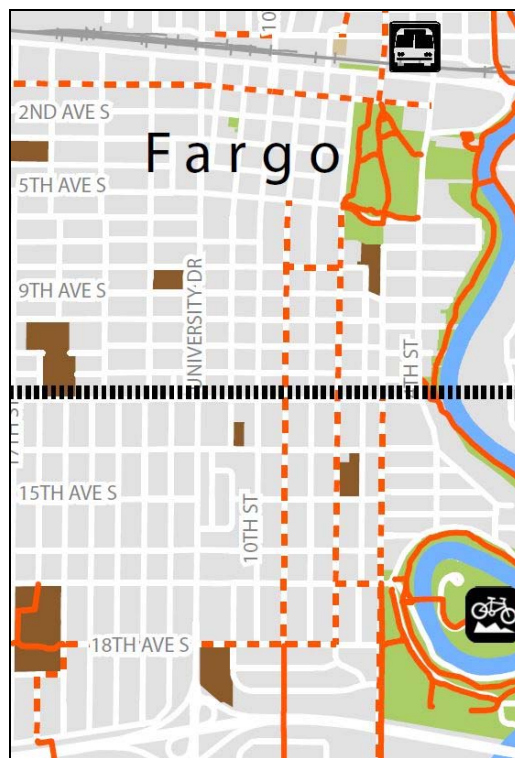
Bicycle and Pedestrian Committee Voting Member List		
Category	Organization	Proposed Member
Local Units of Government	City of West Fargo	Tim Solberg
	West Fargo Parks	TBD
	City of Fargo Engineering	Jeremy Gorden (proxy – Jason Baker)
	City of Fargo Planning	Maegin Elshaug
	Fargo Parks	Vic Pellerano
	City of Moorhead Engineering/Planning/Parks	Jonathan Atkins Kim Citrowske, or Larry Anderson
	City of Moorhead Engineering/Planning/Parks	Jonathan Atkins, Kim Citrowske, or Larry Anderson
	City of Dilworth	Stan Thurlow (proxy – Payton Mastera)
	Cass County	Hali Durand
	Clay County	Erik Hove
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	Kim Lipetzky (proxy – Cheryl Stetz)
	Clay County Public Health	Patrick Hollister
Miscellaneous	River Keepers	Christine Holland
	NDSU	Brit Stevens
	Great Rides	Sara Watson Curry (proxy – Alyssa Johnson)
Citizen	Citizen	Margaret Mowery or Ruth Danuser

10 voting members required for a quorum.

Agenda Item 8

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: March 8th, 2017
Subject: Discuss bike routes on 7th, 8th, and 9th Streets between 1st Ave S & 18th Ave S

Currently 9th St and 7th St are identified as bicycle routes between 5th Ave S and 18th Ave S in Fargo. When implemented many years ago, the idea was that 7th St would function as a northbound bicycle route while 9th St would function as a southbound bicycle route. For that reason, parking is only permitted on the east side of 9th St and the west side of 7th St. These corridors are identified as bike routes via green *BIKE ROUTE* signs.



Neighborhood organizers from the Clara Barton and Hawthorne neighborhood associations are concerned about traffic speeds on both 7th St and 9th St due to parking on only one side of the street. It has been asked by the neighborhood organizers that parking be considered on both sides of the roadway to calm traffic speeds.

It is important to gather data to see how many bicyclists use 9th and 7th Streets. It would also be beneficial to gather bicycle usage data for 8th Street as well. 8th Street provides a more direction connection into downtown and thus may have high bicycle usage.

Attached is a map from Strava showing route usage from Strava users. Strava is a website and mobile app used to track bicycling and other activities via GPS. The attached map shows bicycle usage. Please note that Strava only captures a certain percentage for all riders.

Bicycle usage map

Courtesy of Strava®

