

## The 588th Policy Board Meeting Fargo-Moorhead Metropolitan Council of Governments

**THURSDAY, April 15, 2021 – 4:00 p.m.**  
**Fargo, North Dakota**

### OVERALL AGENDA

1. Call to Order and Introductions
  - a. Introductions Information Item
  - b. Approve Order and Contents of the Overall Agenda Action Item
  - c. Approve Minutes of the March 18, 2021 Board Meeting Action Item
  - d. Approve April 2021 Bills Action Item
2. Consent Agenda **Action Item**
  - a. March End of Month Report
  - b. 2021 First Quarter Report
3. Regular Agenda
  - a. Public Comment Opportunity Public Input
  - b. Interstate Operations Analysis Consultant Selection **Action Item**
  - c. 2021 Bicycle & Pedestrian Count Report Information Item
  - d. Transit Development Plan Update Discussion Item
4. Additional Business Information Item
5. Adjourn

REMINDER: The next Metro COG Policy Board Meeting will be held Thursday, May 20, 2021 at 4:00 p.m.

Due to ongoing public health concerns related to COVID-19, Metro COG is encouraging citizens to provide their comments on agenda items via email to [leach@fmmetrocog.org](mailto:leach@fmmetrocog.org). To ensure your comments are received prior to the meeting, please submit them by 8:00 a.m. on the day of the meeting and reference which agenda item your comments address. If you would like to appear via video or audio link for comments or questions on a regular agenda or public hearing item, 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\\_Edov\\_6lQROOgsfYeoMXNuA](https://us02web.zoom.us/webinar/register/WN_Edov_6lQROOgsfYeoMXNuA)**

Red Action Items require roll call votes.

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

NOTE: Given the participation of Fargo City Commissioners at Policy Board meetings, such meetings may constitute open public meetings of the City of Fargo.

Metro COG is committed to ensuring all individuals, regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, and/or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. Please contact Savanna Leach, Metro COG Executive Assistant, at 701-532-5100 at least five days in advance of the meeting if any special accommodations are required for any member of the public to be able to participate in the meeting.

# Agenda Item 1c, Attachment 1

**587th Policy Board Meeting  
Fargo-Moorhead Metropolitan Council of Governments  
Thursday, March 18, 2021 – 4:00 pm  
Zoom Web Conference**

**Members Present:**

Amanda	George	West Fargo City Commission
Matthew	Gilbertson	Moorhead City Council
John	Gunkelman	Fargo Planning Commission
Chuck	Hendrickson	Moorhead City Council
Jim	Kapitan	Cass County Commission
Steve	Lindaas	Moorhead City Council
Jenny	Mongeau	Clay County Commission
Julie	Nash	Dilworth City Council
Brad	Olson	West Fargo City Commission
Dave	Piepkorn	Fargo City Commission
Arlette	Preston	Fargo City Commission
Rocky	Schneider	Fargo Planning Commission
John	Strand	Fargo City Commission

**Members Absent:**

Tony	Gehrig	Fargo City Commission
Maranda	Tasa	Fargo Planning Commission

**Others Present:**

Adam	Altenburg	Metro COG
Baird	Bream	NDDOT/Cambridge Systematics
Luke	Champa	Metro COG
Ari	Del Rosario	Metro COG
Dan	Farnsworth	Metro COG
Cindy	Gray	Metro COG
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG
Stewart	Milakovic	NDDOT
Bob	Walton	NDDOT – Fargo District

- 1a. MEETING CALLED TO ORDER, WELCOME, AND INTRODUCTIONS, convened**  
The meeting was called to order at 4:00 pm, on March 18, 2021 by Vice Chair Nash, noting a quorum was present. Introductions were made.

**1b. Election of Metro COG Policy Board Officers**

Ms. Gray explained that with the recall of Chair Dave Fenelon, his last Metro COG role was to chair the Executive Committee meeting on March 12<sup>th</sup>. He informed Metro COG at that time, that he would no longer be able to serve in his role, and that the City of Horace would be working on various committee assignments given the new make-up of the City Council. Metro COG recommends that we move forward with the order of Chair and Vice Chair roles as identified in the in the Policy Board Chair and Vice Chair Rotation Schedule in our Policy Board Bylaws. The rotation documented in Metro COG's organizational documents identifies a City of Dilworth representative as being the Chair and a City of Fargo representative as being the next Vice Chair. This would result in the election of Vice Chair Julie Nash (Dilworth) to Policy Board Chair, and Dave Piepkorn (Fargo) to Vice Chair. This change also results in the addition of those officers to signatory powers to Metro COG's financial accounts.

**MOTION: Elect Vice Chair Julie Nash to Chair, and Dave Piepkorn to Vice Chair of the Policy Board.**

**Mr. Kapitan moved, seconded by Mr. Olson**

**MOTION, passed**

**Motion carried unanimously.**

**1c. Approve Order and Contents of Overall Agenda, approved**

Chair Nash asked for approval for the overall agenda.

**MOTION: Approve the contents of the Overall Agenda of the March 18, 2021 Policy Board Meeting.**

**Mr. Strand moved, seconded by Mr. Hendrickson**

**MOTION, passed**

**Motion carried unanimously.**

**1d. Past Meeting Minutes, approved**

Chair Nash asked for approval of the Minutes of the February 18, 2021 Meeting. Mr. Olson noted that Agenda Item 1b denotes Mr. Olson as chair, where it should say Chair Fenelon. Ms. Leach said she will make the revision.

**MOTION: Approve the February 18, 2021 Policy Board Meeting Minutes.**

**Mr. Kapitan moved, seconded by Mr. Lindaas**

**MOTION, passed**

**Motion carried unanimously.**

**1e. Monthly Bills, approved**

Chair Nash asked for approval of the March 2021 Bills as listed on Attachment 1d.

**MOTION: Approve the March 2021 Bills List.**

**Mr. Kapitan moved, seconded by Mr. Schneider**

**MOTION, passed**

**Motion carried unanimously.**

**2. CONSENT AGENDA**

Chair Nash asked for approval of Item a on the Consent Agenda.

a. February Month End Report

**MOTION: Approve Item a on the Consent Agenda.**

**Mr. Olson moved, seconded by Mr. Hendrickson**

**MOTION, passed**

**Motion carried unanimously.**

**3. REGULAR AGENDA**

**3a. Public Comment Opportunity**

No public comments were made or received.

**3b. 2021 FM Area-Wide Traffic Counts Consultant Selection**

Mr. Farnsworth presented GHA as the highest-ranked consulting firm for the 2021 FM Area-Wide Traffic Counts. The sealed cost proposal came in under the budgeted amount of \$130,000. Three proposals total were received and all three teams were interviewed.

**MOTION: Approval of the selection of GHA as the consultant for the 2021 Fargo-Moorhead Metro Area-Wide Traffic Counts and authorization of the Executive Director to enter into contract with GHA after negotiations.**

**Mr. Lindaas moved, seconded by Ms. Mongeau.**

**MOTION, passed**

**Motion carried unanimously.**

**3c. Fargo-Moorhead Metro Bicycle & Pedestrian Plan Update Request for Proposals**

Mr. Farnsworth presented the request for proposals (RFP) for the Fargo-Moorhead Metro Bicycle & Pedestrian Plan Update. The Bike & Ped Plan is updated every five years. The last plan was completed in-house by Metro COG staff. The budget for this project is \$170,000.

**MOTION: Approval of the Fargo-Moorhead Metro Bicycle & Pedestrian Plan Update RFP.**

**Ms. Preston moved, seconded by Mr. Lindaas.**

**MOTION, passed**

**Motion carried unanimously.**

**3d. 2021-2024 Transportation Improvement Program (TIP) Amendment #3**

Mr. Champa presented Amendment #3 to the 2021-2024 Transportation Improvement Program (TIP). A public notice was published in the Forum of Fargo-Moorhead on Wednesday, March 3, 2021, advertising the public hearing. The public notice advertised that public comments will be accepted until 12:00 p.m. (noon) on Thursday, March 18, 2021. No written comments have been received.

The proposed amendment to the 2021-2024 TIP is as follows:

1. Addition of Project 8213004: West Central Communities Action, Inc. project for mobility management (2021). The total project cost is

\$56,700 of which \$45,360 (80%) if funded through Federal Section 5310, \$5,670 (10%) through State funds, and \$5,670 (10%) through local funds.

2. Addition of Project 4213005: Fargo Transit project for phase 2 of the Ground Transportation Center (GTC) renovation, renovation of the building exterior (2021). The total project cost is \$2,148,024 of which \$1,798,024 (83.7%) if funded through Coronavirus Aid, Relief, and Economic Security (CARES) Act funding apportioned to the Federal Transit Administration (FTA) for urban areas, \$280,000 (13%) through Federal Section 5339 funds, and \$70,000 (3.3%) through local funds.
3. Modification of Project 4190003: City of Fargo project for the reconstruction of 32nd Ave S (2021). The total project cost remains \$10,400,000 of which the Federal Surface Transportation Block Grant Program – Urban (STBGP-U) funds remain \$4,700,000 (45.2%), the addition of \$808,620 in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds apportioned to the State of North Dakota and distributed through the County and Urban Roads programs, and local funds decreased 14.2% from \$5,700,000 to \$4,891,380.
4. Addition of Lump Sum Projects: Lump sums are being included for fiscal year 2021 for three phases: Preliminary Engineering (PE) (project 9213006), Right-of-Way (ROW) (project 9213007), and Utilities (project 9213008). Lump sums are shown for all North Dakota projects in the MPO boundaries that have not had the project phase already authorized. Some projects may not be in a bid opening until 2024 but phases of project authorizations could be made in 2021. Lump sums include various projects which encompass various federal funding programs and various local funding sources.

PE lump sum total cost is \$2,402,000 of which \$1,943,000 is funded through Federal funds, \$227,000 through State funds, and \$232,000 through local funds.

ROW lump sum total cost is \$4,000 of which \$3,000 is funded through Federal funds, and \$1,000 through State funds.

Utilities lump sum total cost is \$4,000 of which \$3,000 is funded through Federal funds and \$1,000 through State funds.

5. Text modifications (pages 10-11 and 26-27): In coordination with NDDOT, Metro COG is proposing a revision to the Regionally Significant Project definition within the TIP document. The goal of this change is to refine the definition so as to limit the number of projects that will be defined as Regionally Significant moving forward. Unforeseen repercussions of defining projects as regionally significant has been felt in the federal funding authorization process. The new direction will require that Regionally Significant projects and individual regionally significant project phases be tracked more thoroughly (separately), something that Metro COG, the other MPOs in North Dakota, and NDDOT were not doing up to this point. The new

definition of Regionally Significant Projects will help smooth out the federal funding authorization process for projects within the TIP/STIP and continue to improve coordination efforts between Metro COG, NDDOT, and FHWA-ND. Please see below for the tracked changes to the Regionally Significant Projects text as found within the TIP:

Pages 10-11 "Regionally Significant Project: A Regionally Significant Project (RSP) is defined as follows:

1. A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or
2. Creating new roadways on new right-of-way, both financed with federal funds, which do not consist of an extension of the existing urban roadway network resulting from urban expansion; or
3. Creating a new transit building on newly purchased real estate."

Pages 26-27 "Regionally Significant Projects: A Regionally Significant Project (RSP) is defined as follows:

1. A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or
2. Creating new roadways on new right-of-way, both financed with federal funds, which do not consist of an extension of the existing urban roadway network resulting from urban expansion; or
3. Creating a new transit building on newly purchased real estate.

All projects identified as RSPs appear within the project listings of the TIP document, and are denoted accordingly as being "RSP." RSPs have been identified within the MPA as defined above. In addition, RSPs shall have all project phases broken out by fiscal year and may not be included in the Lump Sum project tables. RSPs also need to be included in the financial plan and fiscal constraint section of the TIP, included in the STIP, and are subject to formal TIP and STIP modification procedures at the Metro COG and State level, respectively."

The public hearing was opened. No comments were received. The public hearing was closed.

**MOTION: Approve Amendment #3 to the Metro COG 2021-2024 Transportation Improvement Program (TIP).**

**Mr. Lindaas moved, seconded by Ms. Mongeau**

**MOTION, passed**

**Motion carried unanimously.**

### **3e. Response to Senator Cramer – Input on Surface Transportation Bill**

Ms. Gray said that this letter was discussed at the March Executive Committee. Metro COG's input from two years ago was reviewed, and additional input was discussed. A letter to Cramer's legislative aide was sent by the requested date of

Monday, March 15, 2021. Ms. Gray reviewed the main points of our input with the Policy Board.

**3f. NDDOT Transportation Connection Update**

Mr. Milakovic and Mr. Bream provided an update on the NDDOT Transportation Connection. The final draft document is available for review and comment.

**4. Additional Business**

No additional business

**5. Adjourn**

The 587th Meeting of the FM Metro COG Policy Board held Thursday, March 18, 2021 was adjourned at 4:47 p.m.

**THE NEXT FM METRO COG POLICY BOARD MEETING WILL BE HELD April 15, 2021, 4:00 P.M.**

Respectfully Submitted,

Savanna Leach  
Executive Assistant



**To:** Policy Board  
**From:** Cindy Gray, AICP – Executive Director  
**Date:** April 9, 2021  
**Re:** **Recommended Consultant Selection for Interstate Operations Analysis and Plan for Future Improvements**

Interviews were conducted for the Interstate Operations Analysis and Plan for Future Improvements on Monday, April 5<sup>th</sup> and Tuesday, April 6<sup>th</sup>. Deliberations of the selection committee took place after completion of the interviews on Tuesday and again on Wednesday afternoon. The selection committee had a very difficult task because we were fortunate enough to have six qualified consultant teams submit proposals, and it was difficult to score and rank the teams. All of the teams demonstrated their ability to carry out the project, but after individual consideration and scoring, the recommended firm is HDR.

The full list of teams included:

- Bolton & Menk with Kimley Horn
- HDR
- KLJ
- SRF with Flint and Felsburg Holt & Ullevig
- Stantec
- WSB

Selection Committee participants included:

Kyle Litchy, Cass County	Mary Safgren, MnDOT D4
Justin Sorum, Clay County	Jerilyn Swenson, MnDOT D4
Andrew Wrucke, City of West Fargo	Wayne Zacher, NDDOT Local Government
Jeremy Gorden, City of Fargo	Michael Johnson, NDDOT Local Government
Jonathan Atkins, City of Moorhead	Michael Maddox, Metro COG
Dan Farnsworth, Metro COG	Cindy Gray, Metro COG

Also assisting and providing technical assistance were Diomo Motuba and Kshitij Sharma from NDSU's Advanced Traffic Analysis Center. This technical assistance proved very helpful, especially during the discussion following the interviews and the selection.

I want to thank the selection committee members for devoting so much time to this process. It involved a lot of work and time, and everyone took it very seriously. I also want to thank Diomo and Sharma for their assistance. We intend to continue to involve them once this project is up and running.

And mostly, I want to thank all of the consultant teams that submitted proposals and interviewed for this project. They all put a lot of work into their research, proposals, and interviews, and we are lucky to have such a strong group of qualified firms from which to choose, even though it made the job very difficult.

The next steps in the process is to work with HDR's project manager, Brian Ray, PE and his team to refine the scope of work and ensure that we understand everything that is included in their estimated project cost of \$399,417.63. Once the scope of work has been negotiated, we will complete the contract and hope to kick off the project in May. I will most likely be seeking further input from some members of the selection committee or ATAC as we work on scope refinements. As always, if negotiations are unsuccessful with the selected team, we will cease negotiations and move on to the next highest ranked team.

At their meeting on April 8<sup>th</sup>, the TTC recommended approval of the selection of HDR to the Policy Board.

**Requested Action: Approve the selection of HDR as the consultant for the Interstate Operations Analysis and Plan for Future Improvements and authorize the Executive Director to carry out negotiations and sign a contract with the HDR team.**

**To:** Metro COG Policy Board  
**From:** Dan Farnsworth  
**Date:** April 9, 2021  
**Re:** **2021 Bicycle & Pedestrian Count Report**

Over the years Metro COG has counted bicycle and pedestrian traffic throughout the Fargo-Moorhead Metro Area. In 2013 Metro COG started an annual program consistently counting bicycle and pedestrian traffic along roadways, paths, and at intersections across the Metro Area. These counts are performed manually and occur once a year in September.

In addition, Metro COG has five automated bicycle and pedestrian counters which have been counting trail and sidewalk users since 2014. These counters collect data 24 hours a day, 365 days a year.

Every few years Metro COG compiles the data from both the manual counts and automated counters and develops a report. The purpose of the report is to provide data regarding local bicycle and pedestrian activity to the public, elected officials, interested persons, parks departments, local planners and engineers, and more. This information also informs Metro COG of bicycle and pedestrian usage throughout our planning area. In some cases, the data is thorough and on-going, due to the use of counting equipment installed along the facility. In other cases, the date is simply a snapshot of a certain day of the year. Guidance is used from the National Bicycle and Pedestrian Documentation Project ([www.bikepeddocumentation.org](http://www.bikepeddocumentation.org)) when counting bicycle and pedestrian traffic. Metro COG has submitted the count data to this organization for use and research in their national database.

**Attached** is the 2021 Bicycle and Pedestrian Count Report. This report includes all count data from 2013 through 2020.

For more information regarding these counts, or to request the raw bicycle & pedestrian count data, don't hesitate to contact Dan Farnsworth at 701-532-5106 or [farnsworth@fmmetrocog.org](mailto:farnsworth@fmmetrocog.org).

# 2021 Bicycle and Pedestrian Count Report

Counts located in: West Fargo, Fargo, Moorhead, Dilworth  
Data from 2013—2020



Prepared by:

The Fargo-Moorhead Metropolitan Council of Governments

**METROCOG**  
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

April, 2021

# 2021 Bicycle and Pedestrian Count Report

## Report background

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is the designated metropolitan planning organization for the Fargo-Moorhead metro area. A major responsibility of Metro COG's efforts is transportation planning which includes planning for bicycle and pedestrian facilities. Understanding the demand for bicycle and pedestrian facilities allows local units of government and Metro COG to plan for future bicycle and pedestrian use in the area. This report details both manual and automated counts taken since 2013 and 2014 respectively.

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**Automated Counts**  
**2014—2020**

# Automated Counts

## Metro COG Counters

A total of five automated counters are placed at various locations in the Fargo-Moorhead Metro Area. The five counters are TRAFx G3 Infrared Trail Counters. Below is a description of the counter locations.

- Broadway west sidewalk just south of 2nd Ave N, Downtown Fargo
- Eagle Run Neighborhood Trail between Rendezvous Park and 9th St W, West Fargo
- Lindenwood Park / Gooseberry Park bicycle & pedestrian bridge, Fargo/Moorhead
- Milwaukee Trail between 35th Ave S and 37th Ave S, Fargo
- Oak Grove Park / Memorial Park bicycle & pedestrian bridge, Fargo/Moorhead

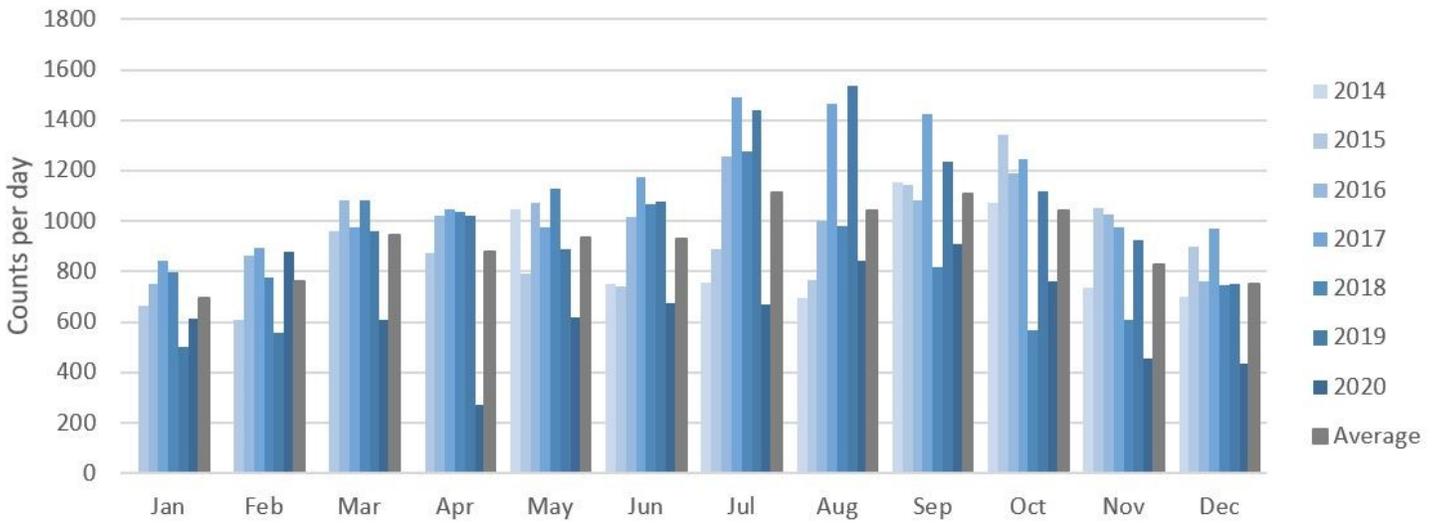
These counters count passer-byers 7 days a week, 24 hours a day, 365 days a year. It is important to note that these counters are not capable of differentiating between bicyclists and pedestrians. In addition, if two or more people are walking/biking side-by-side, the counter often records the group as one individual. Therefore, actual counts are higher than recorded. In 2020 Metro COG conducted a study to determine how many people actually passed by a counter versus the number recorded by the counter. The counter located along the Milwaukee Trail showed that 1.44 times more people actually passed by the counter than were recorded. The counter located on Broadway showed 1.77 times more people passed by than were recorded by the counter. Since not all automated counters were studied, and for data consistency, these multipliers are not incorporated in the data shown in this report.

## MnDOT Counter

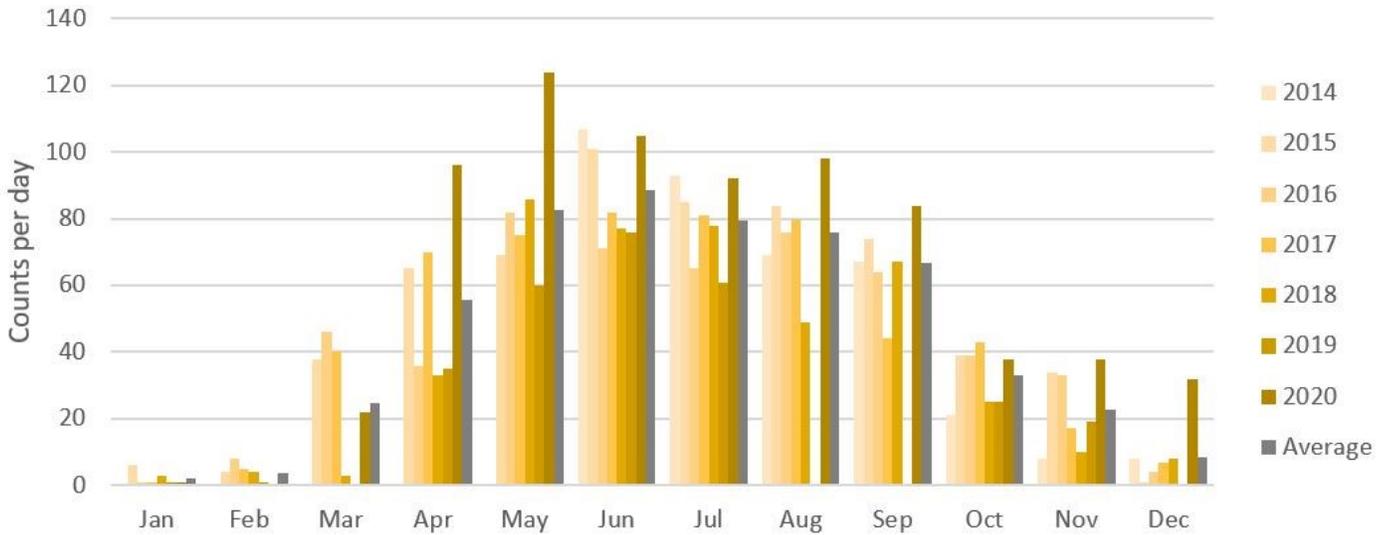
The Minnesota Department of Transportation (MnDOT) installed an automated counter in 2016 when the I-94 interchange at 8th St (US 75) was reconstructed. The counter is made by EcoCounter and uses both infrared technology and inductive pavement loop detection, allowing the counter to differentiate between bicycles and pedestrians. In addition, this counter is capable of detecting both directions of travel on the path. This counter is located on & along the shared use path on the east side of 8th St just north of the I-94 westbound off-ramp. The counter is one of 22 bicycle/pedestrian counters located across Minnesota.

The following pages show the monthly count data per counter along with an overall comparison of counts per location annually.

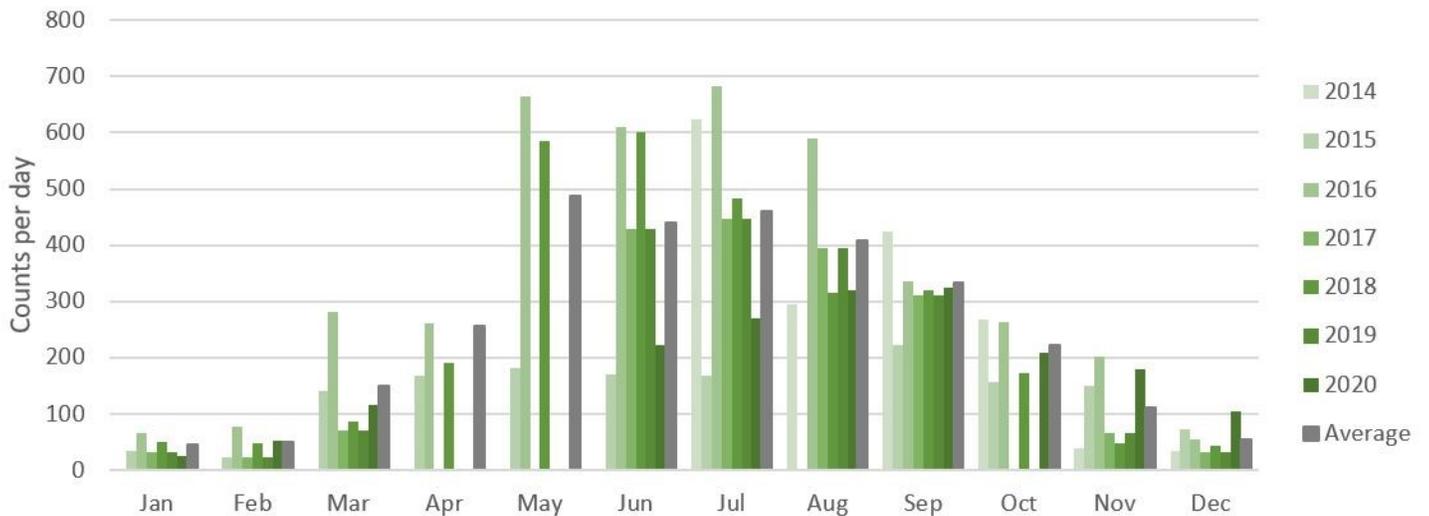
### Broadway Sidewalk - Just S. of 2nd Ave N



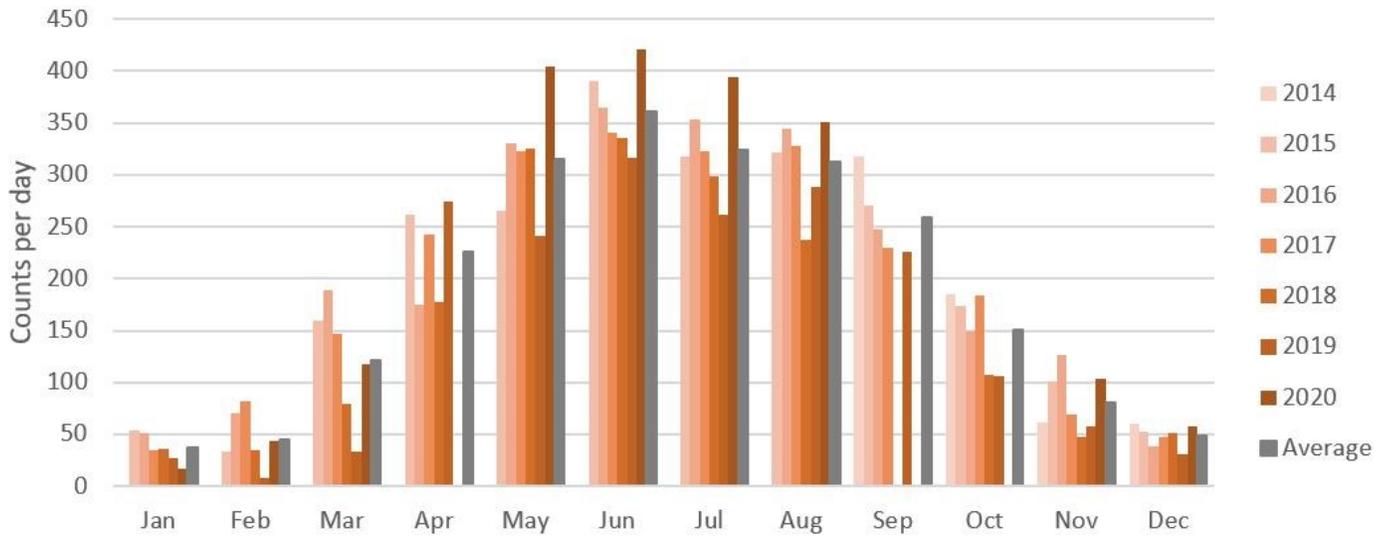
### Eagle Run Trail



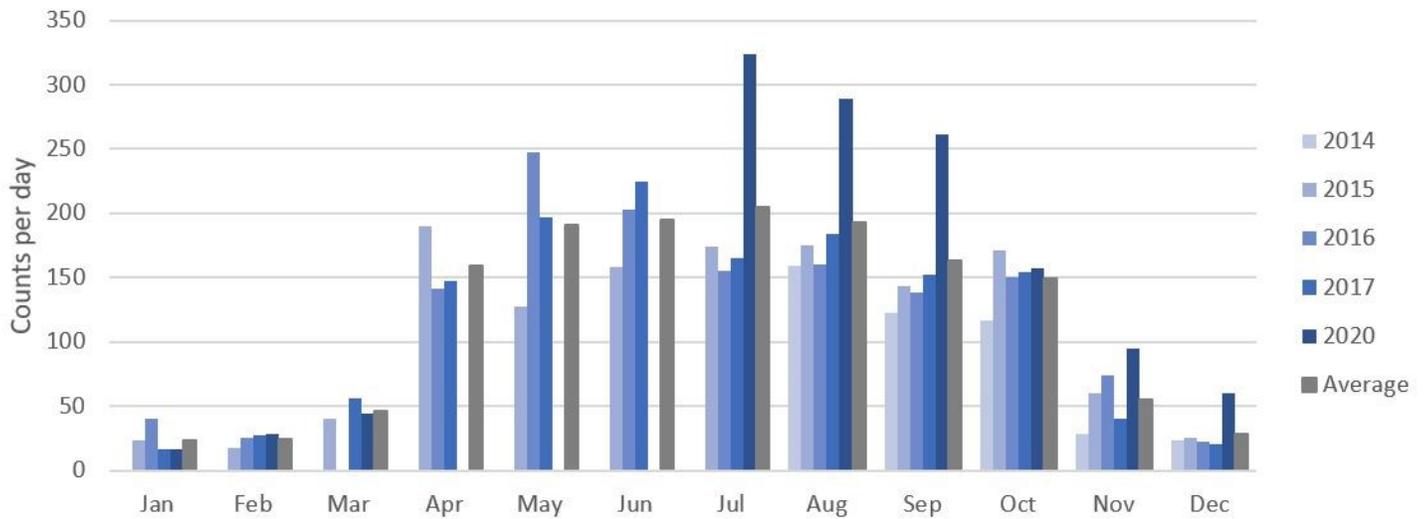
### Lindenwood/Gooseberry Park Bridge



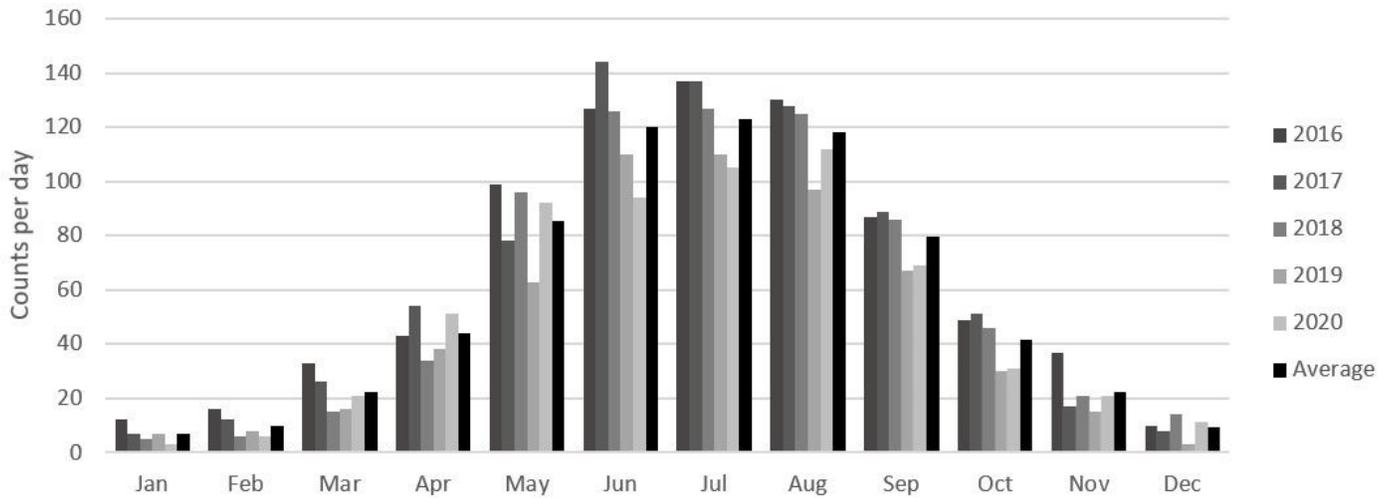
### Milwaukee Trail



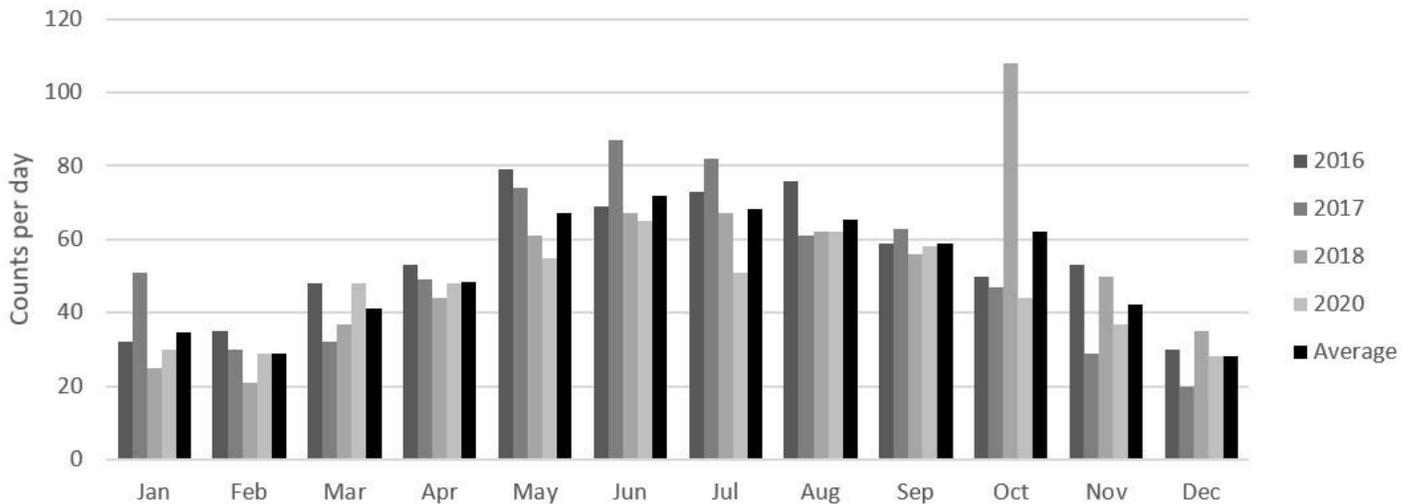
### Oak Grove/Memorial Park Bridge



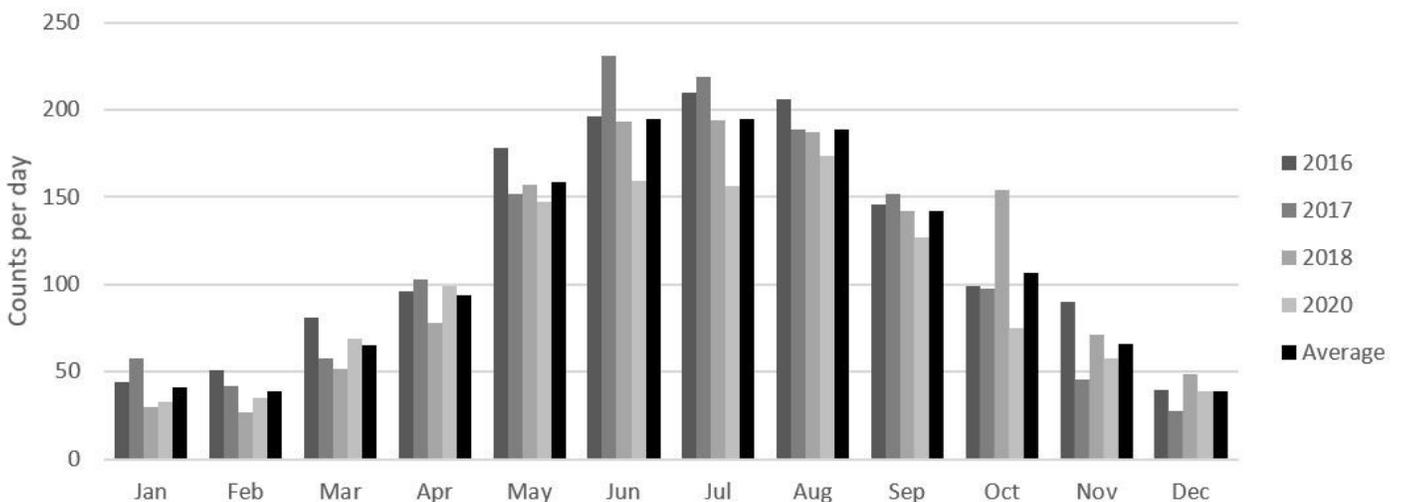
### Moorhead 8th St Trail crossing I-94 - Bicycles



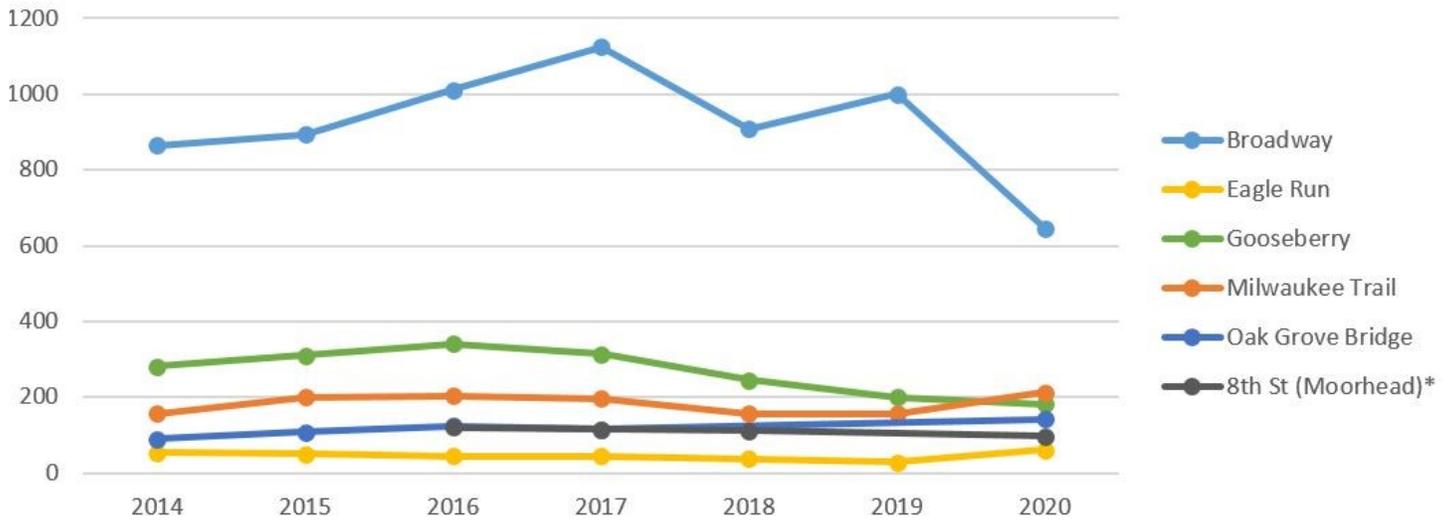
### Moorhead 8th St Trail crossing I-94 - Pedestrians



### Moorhead 8th St Trail crossing I-94 - Bike & Pedestrians



### Average Annual Daily Counts



\* Includes both bicycle & pedestrian counts

### Average Annual Daily Counts

	2014	$\Delta$ 14-15	2015	$\Delta$ 15-16	2016	$\Delta$ 16-17	2017	$\Delta$ 17-18	2018	$\Delta$ 18-19	2019	$\Delta$ 19-20	2020	Average Change( $\Delta$ )/year
<b>Broadway</b>	865	3%	894	13%	1011	11%	1124	-19%	908	10%	1001	-35%	646	-3%
<b>Eagle Run Trail</b>	53	-6%	50	-13%	44	4%	45	-19%	37	-25%	28	119%	61	10%
<b>Gooseberry Bridge</b>	281	11%	311	10%	341	-8%	315	-22%	245	-18%	201	-9%	183	-6%
<b>Milwaukee Trail</b>	156	28%	200	1%	203	-4%	196	-20%	157	-1%	156	36%	212	7%
<b>Oak Grove Bridge</b>	90	21%	109	13%	123	-7%	115	-	-	-	-	23%	142	13%
<b>8th St (Moorhead)*</b>	-	-	-	-	120	-4%	115	-3%	111	-	-	-12%	98	-7%

\*Includes both bicycle & pedestrian counts

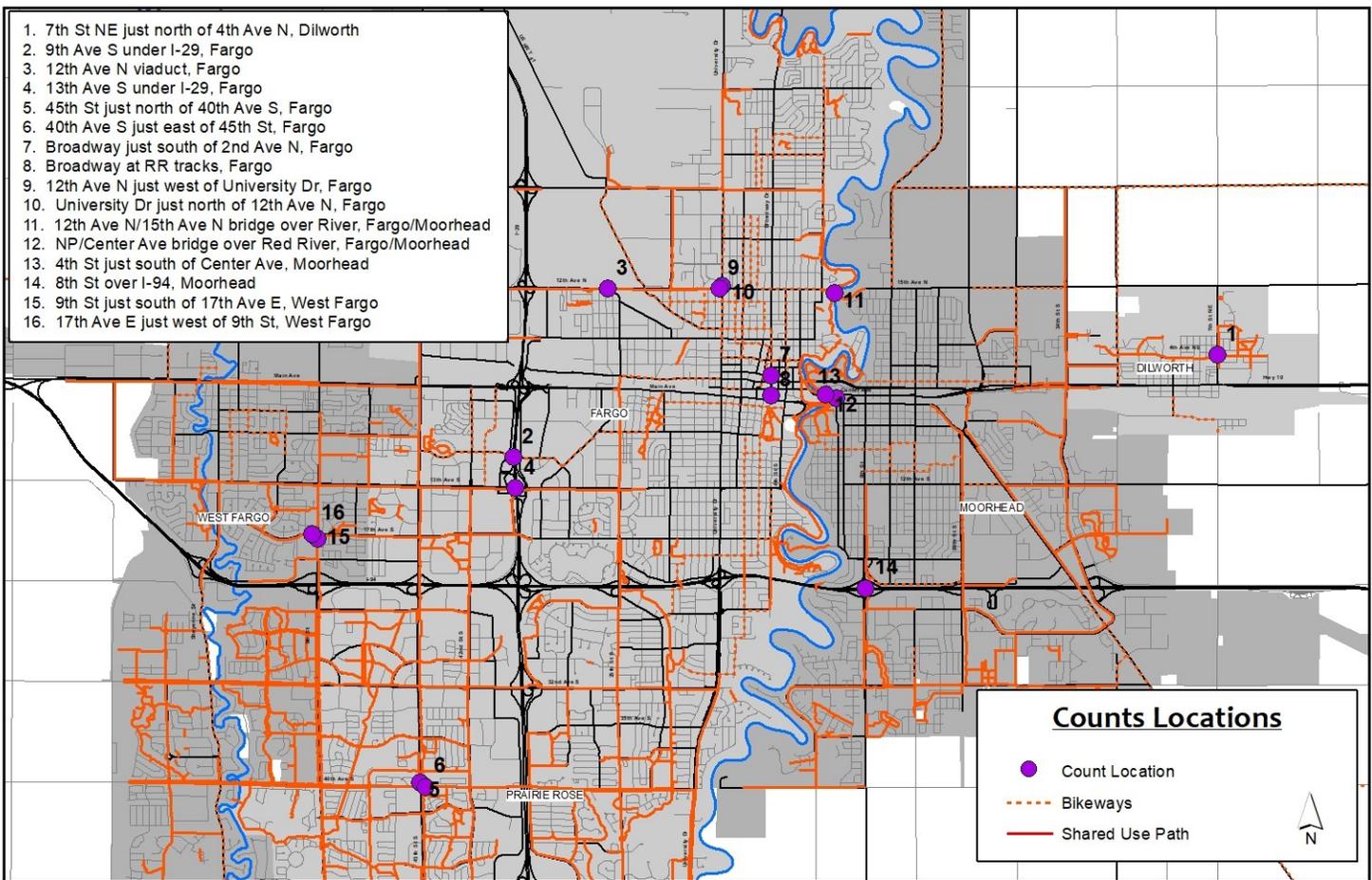
**Manual Counts**  
**2013—2020**

# Manual Counts

Manual counts are conducted once a year for a four-hour period on a typical weekday in September (Note: locations near NDSU campus are counted for a five-hour period). Based on availability of staff and resources some locations are counted for two consecutive weekdays to increase accuracy. The counts are taken at 16 locations in the Fargo-Moorhead Metro Area. These counts differentiate between pedestrians, bicyclists on the path/sidewalk, and bicyclists on the street where applicable. Poor weather conditions are avoided in order to provide a consistent count platform. However, variations in weather do occur which likely have some effect on the number of bicyclists and pedestrian from year to year.

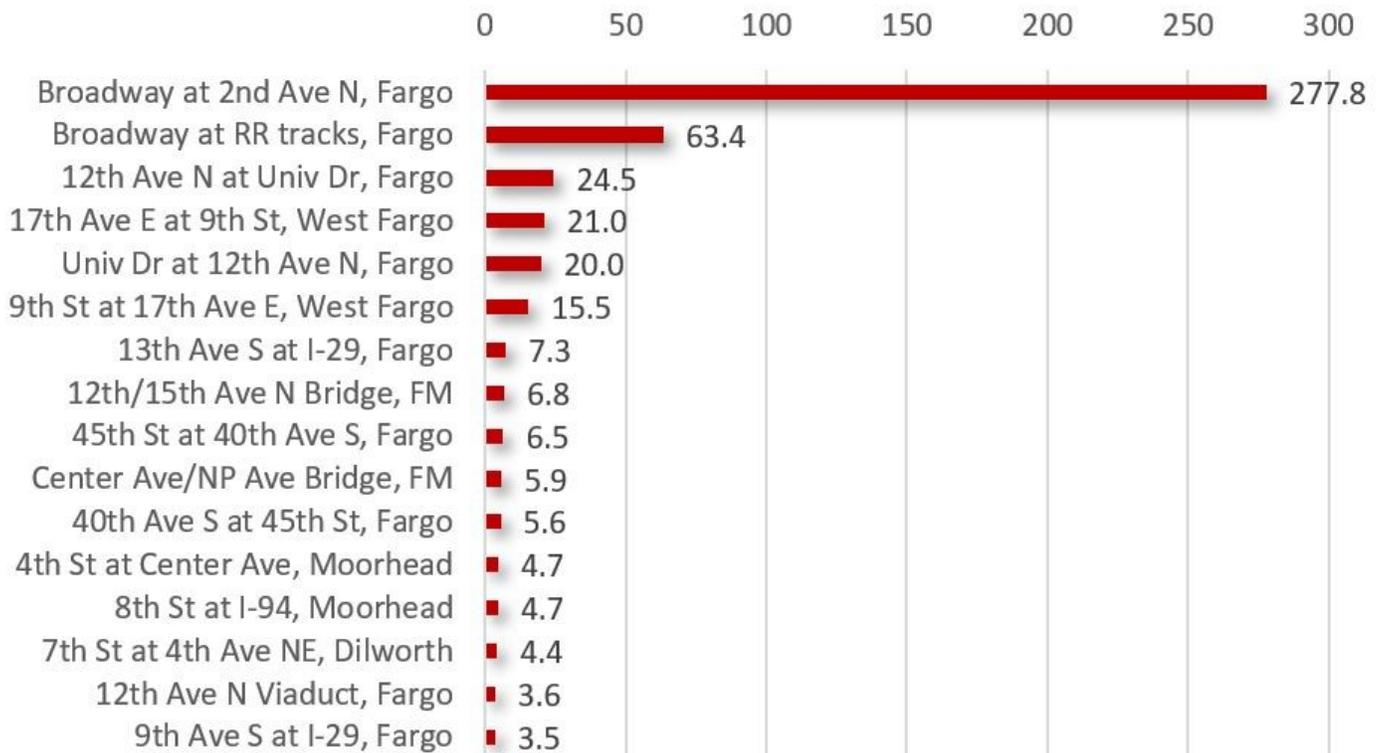
The count data shown in this section of the report includes years 2013 through 2020, however several locations may not include all years due to previous counting mythology, construction, or equipment failure. Below is a map showing the location of each manual count:

## Manual Count Locations

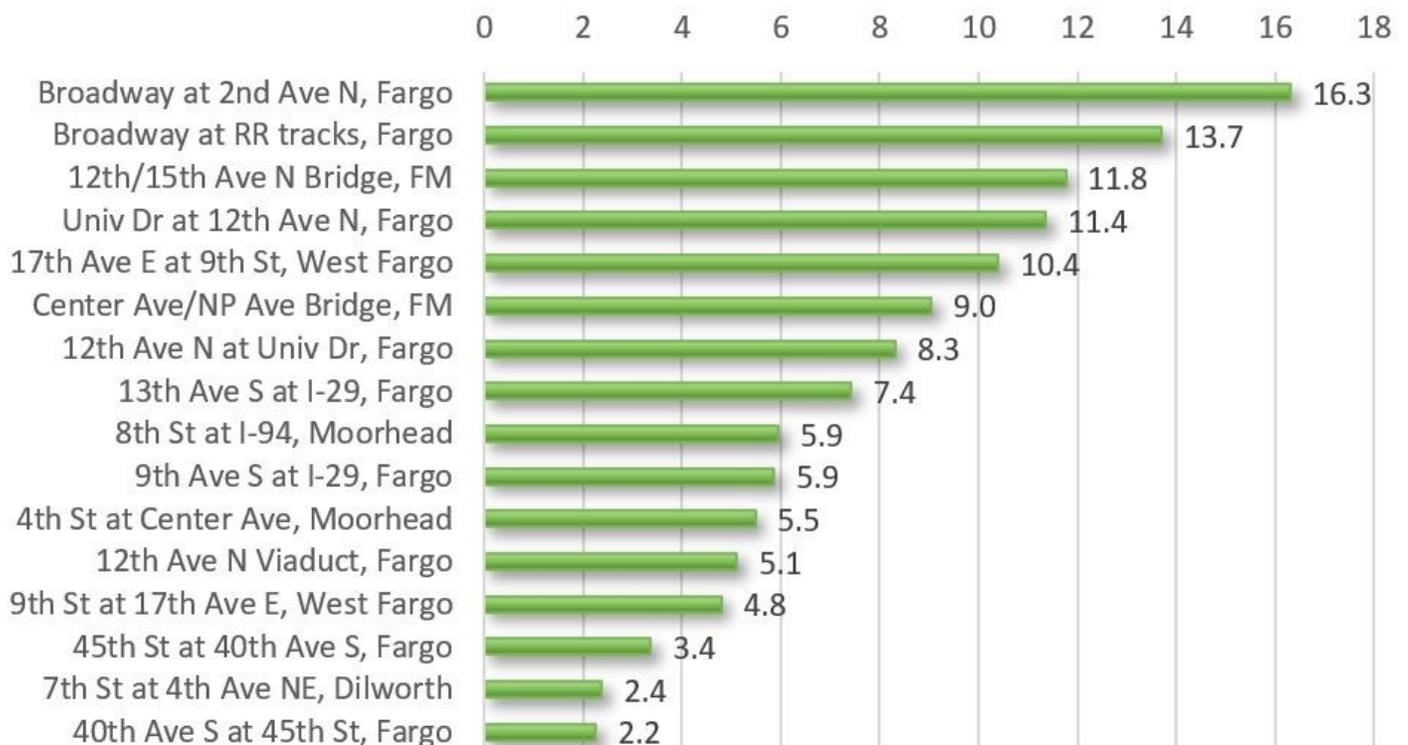


The following pages show the manual bicycle and pedestrian count data for the years 2013 through 2019.

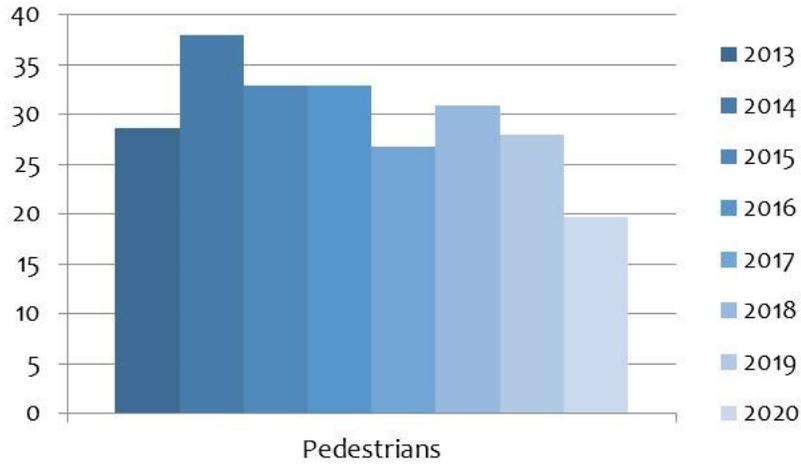
## Pedestrians per hour (Average of years 2013 - 2020)



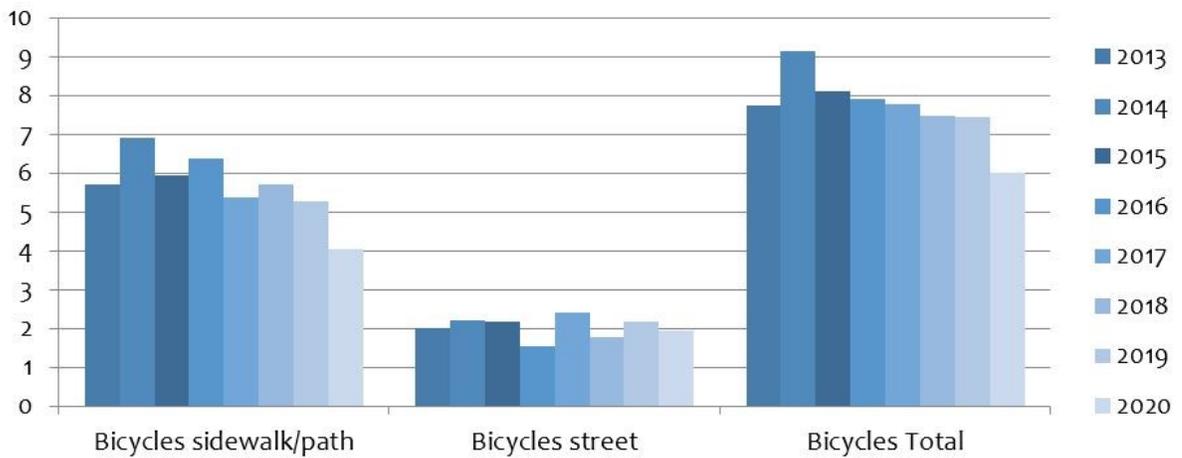
## Bicycles per hour (Average of years 2013 - 2020)



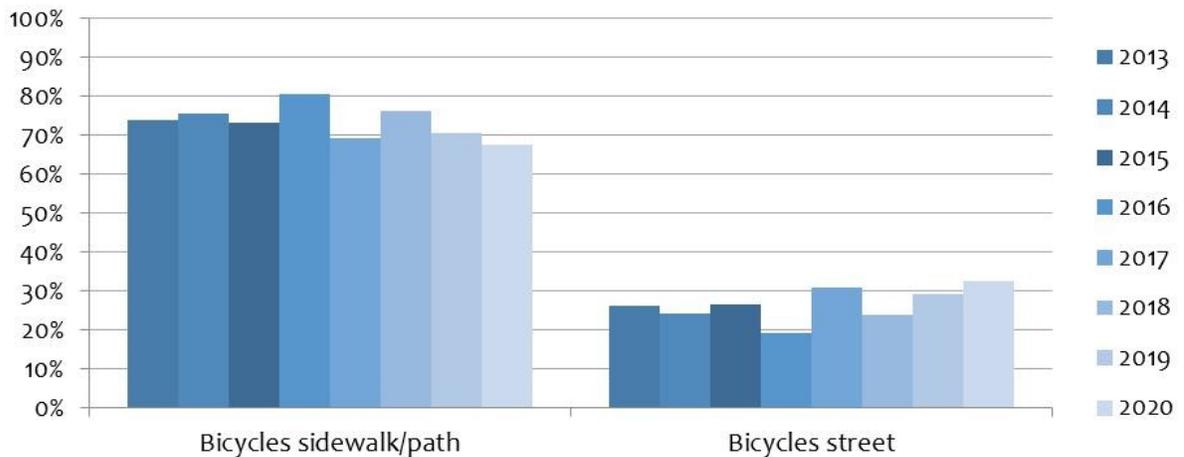
### Pedestrian counts per hour by year (average of all locations)



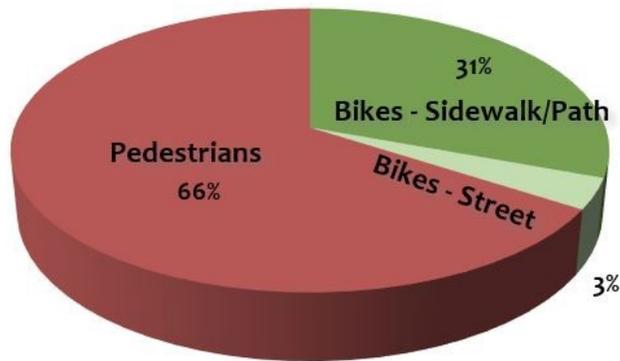
### Bicycle counts per hour by year (average of all locations)



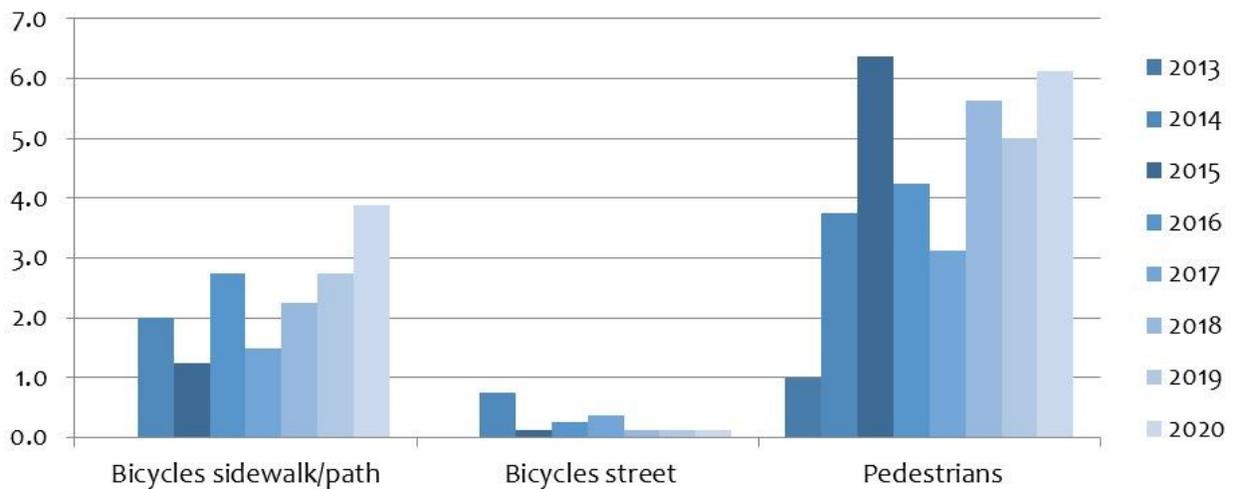
### % of bikes on sidewalk/path vs. bikes on street (average of all locations)



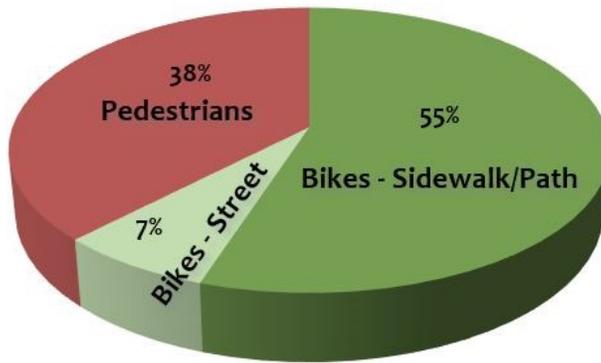
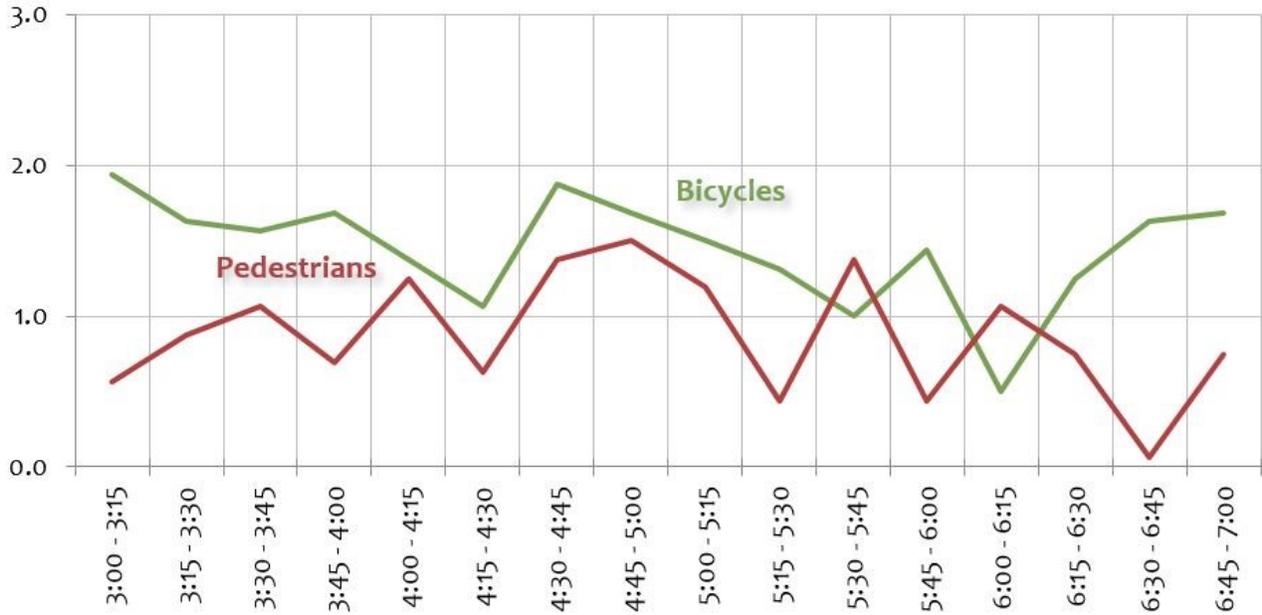
## Dilworth—7th St NE just north of 4th Ave NE (Average of years 2013-2020)



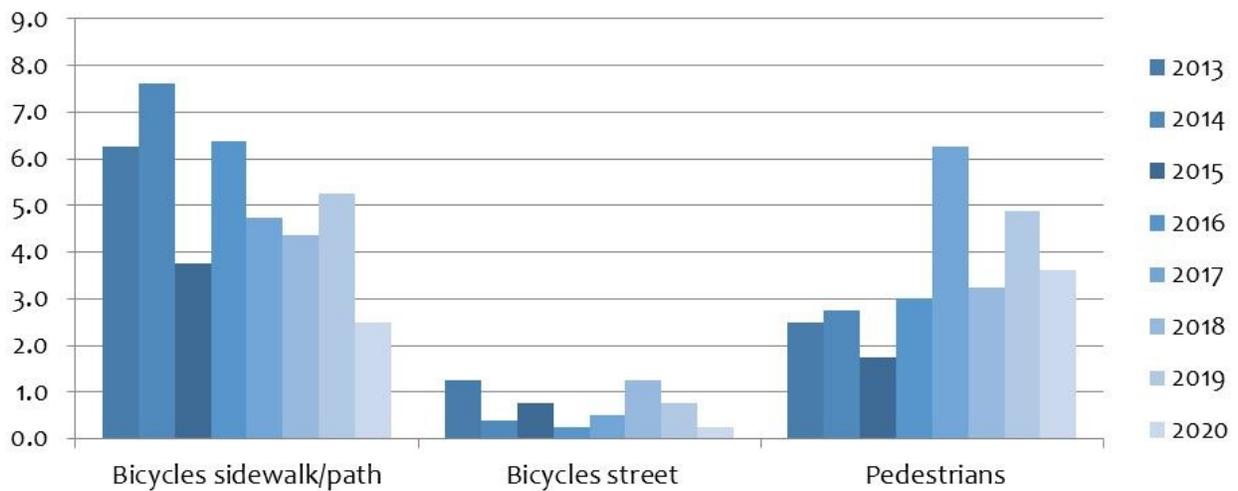
Counts per hour



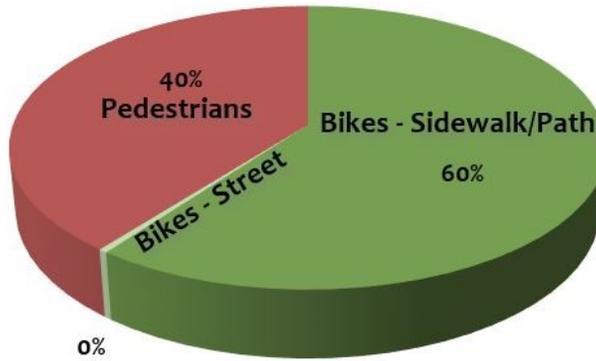
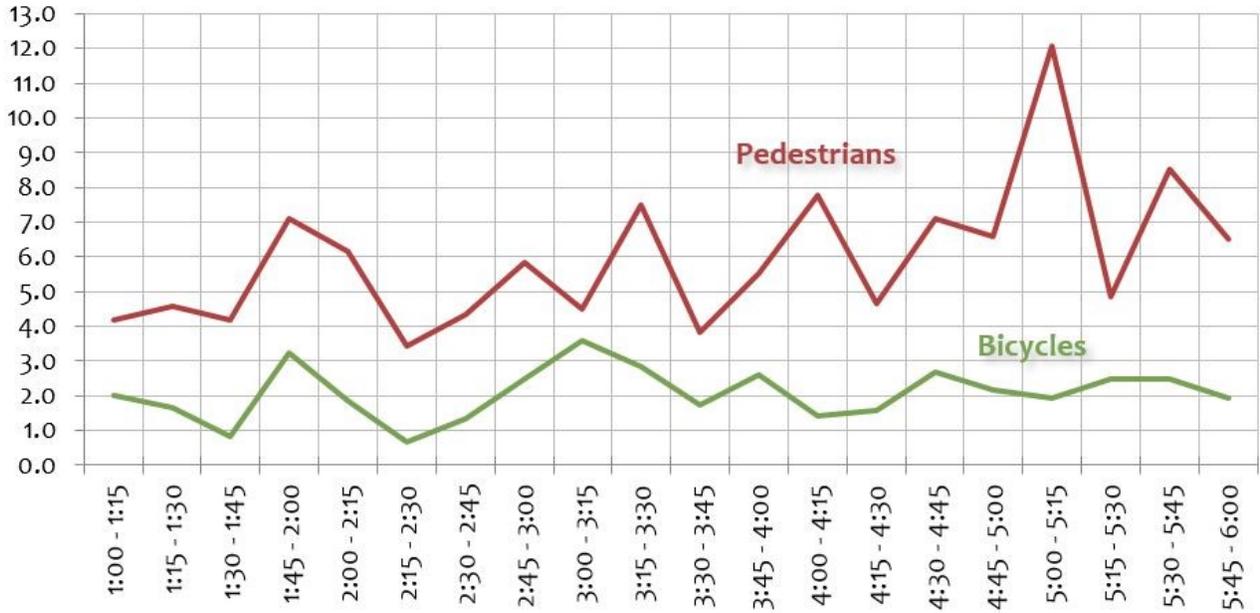
## Fargo—9th Ave S under I-29 (Average of years 2013-2020)



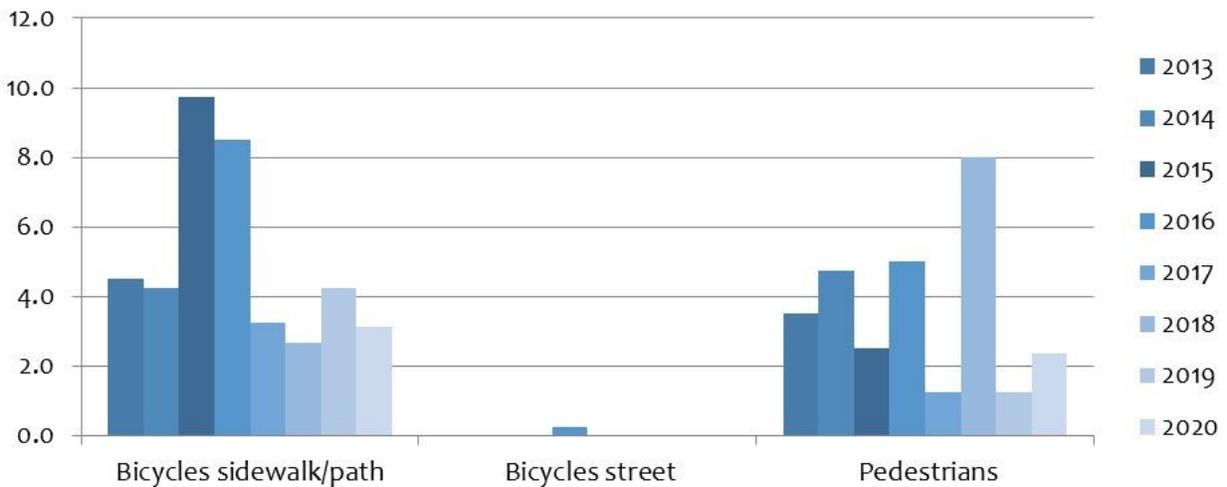
Counts per hour



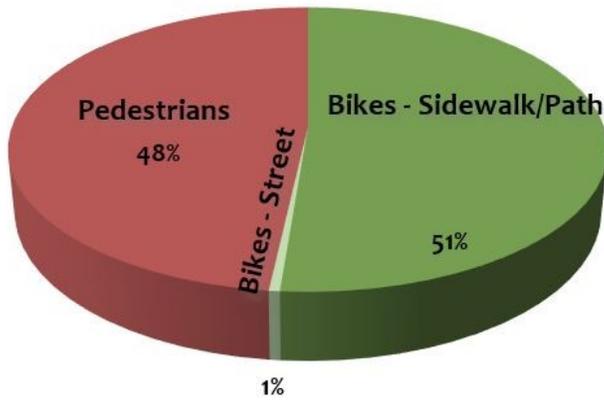
## Fargo—12th Ave N viaduct (between 19th St & 29th St) (Average of years 2013-2020)



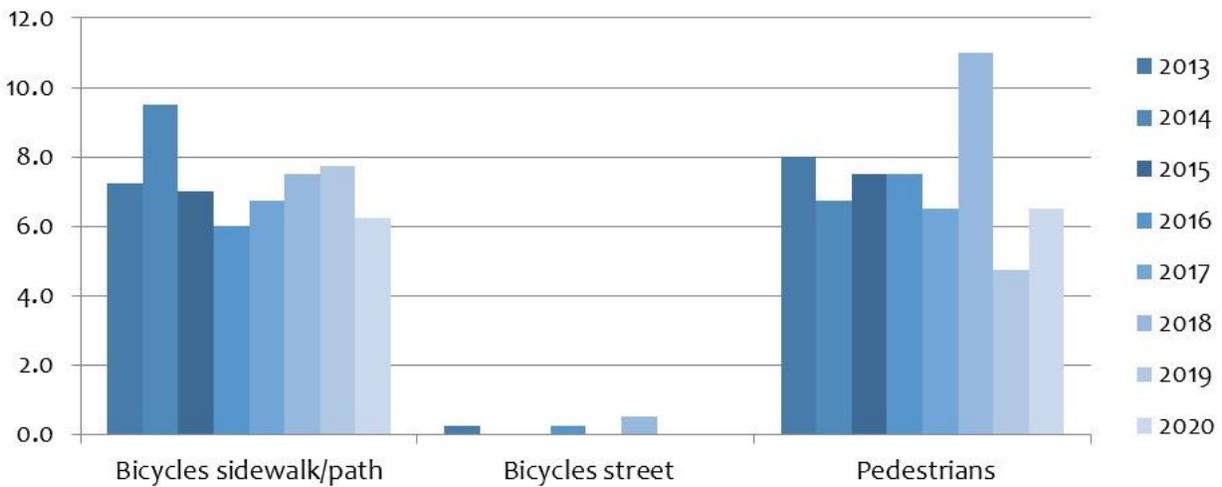
Counts per hour



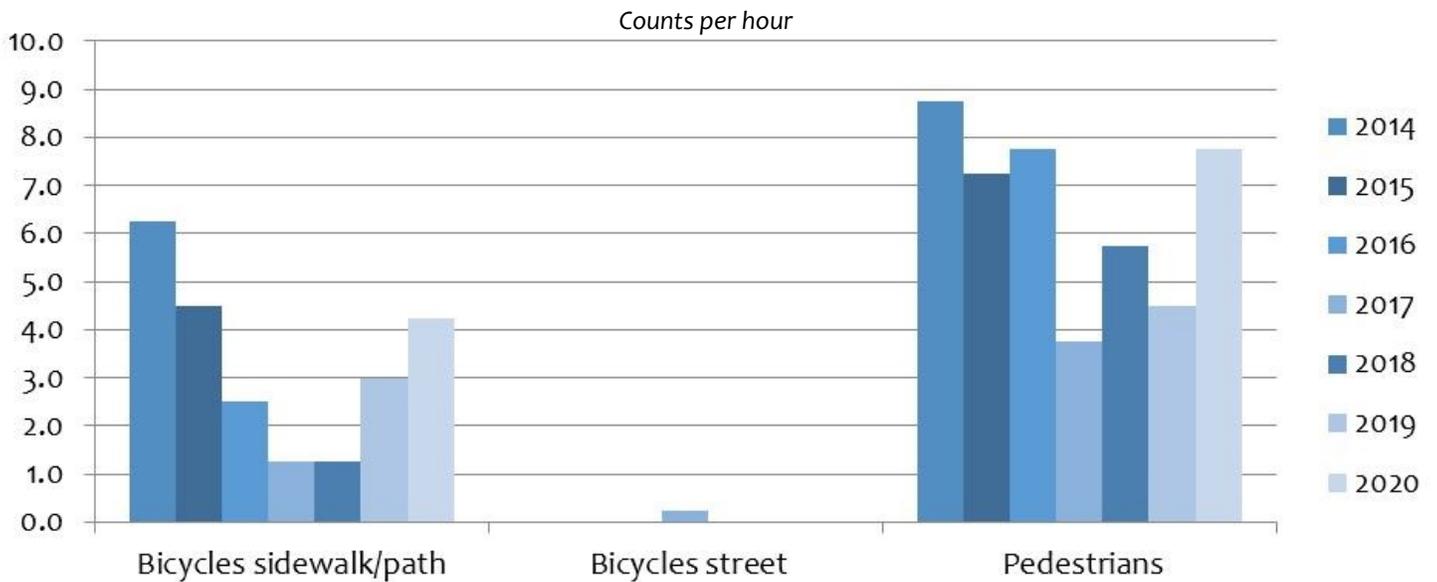
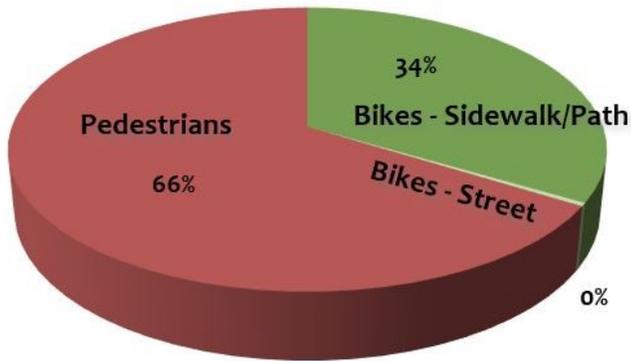
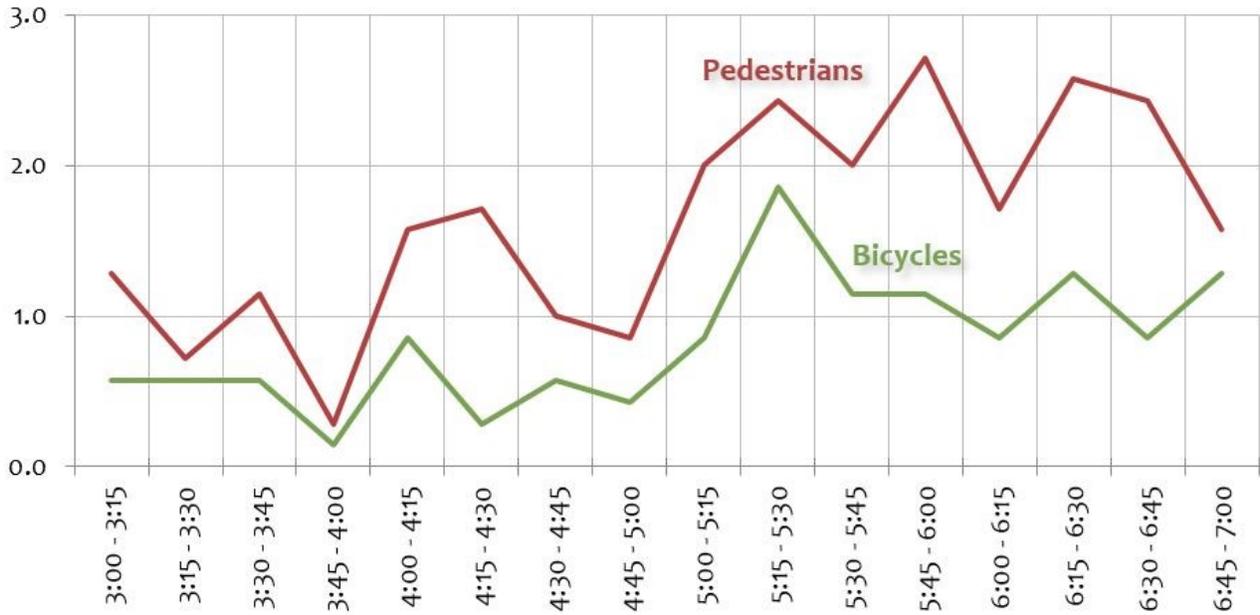
## Fargo—13th Ave S under I-29 (Average of years 2013-2020)



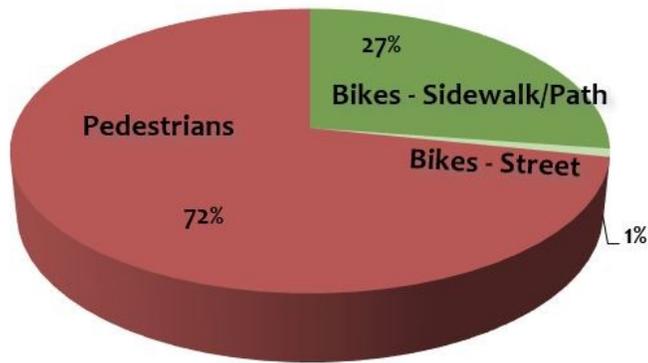
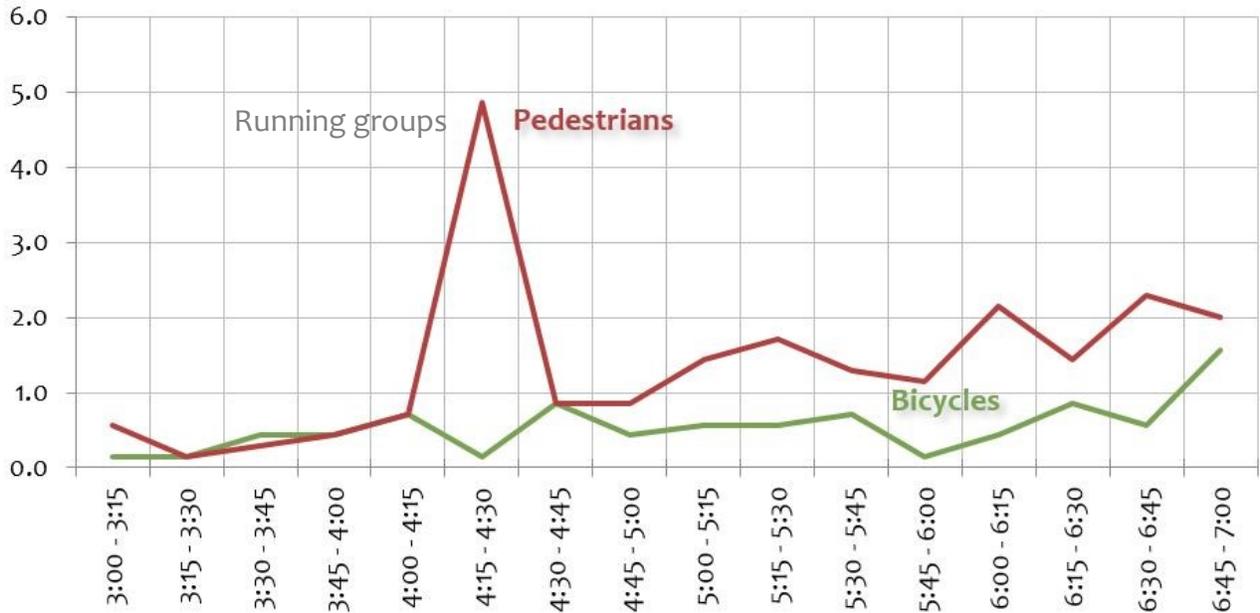
Counts per hour



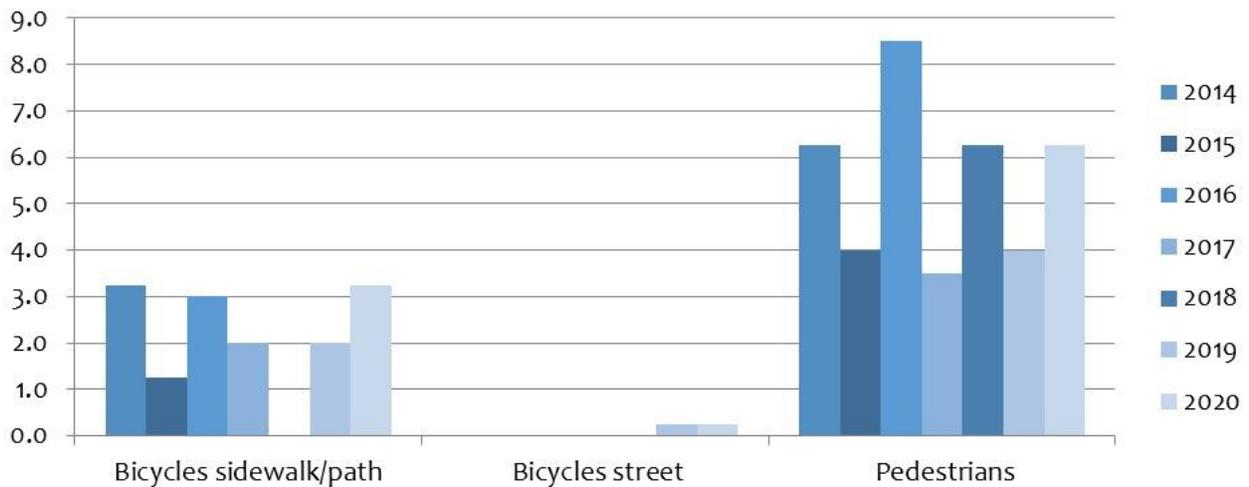
## Fargo—45th St just north of 40th Ave S (Average of years 2014-2020)



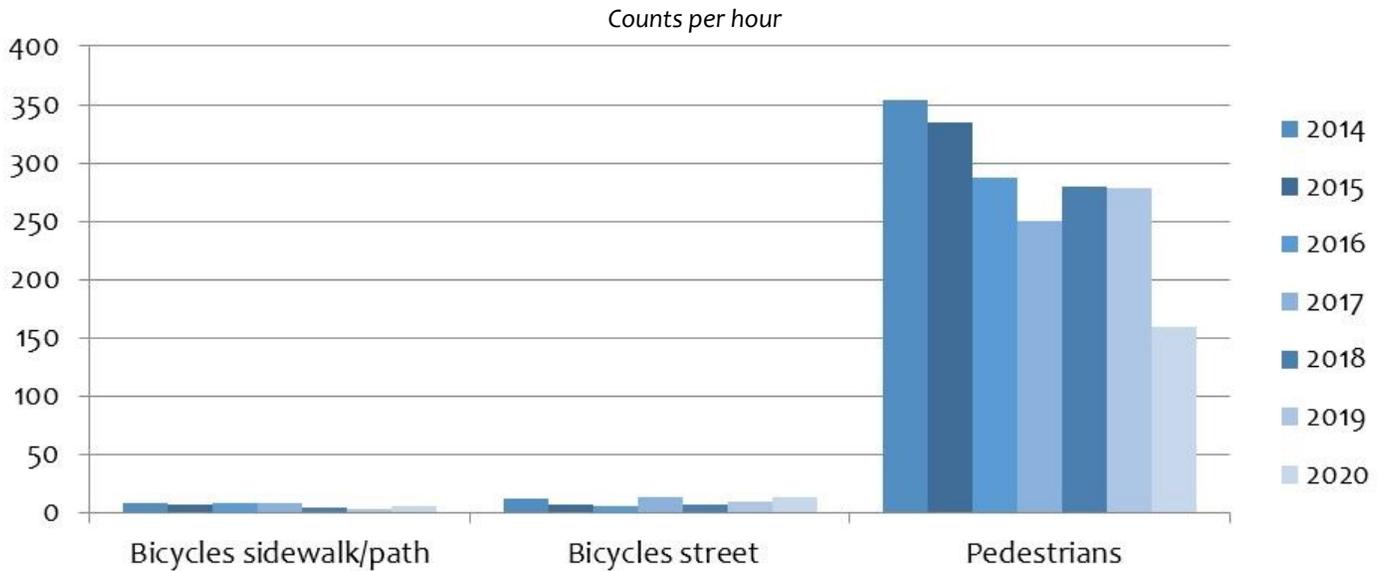
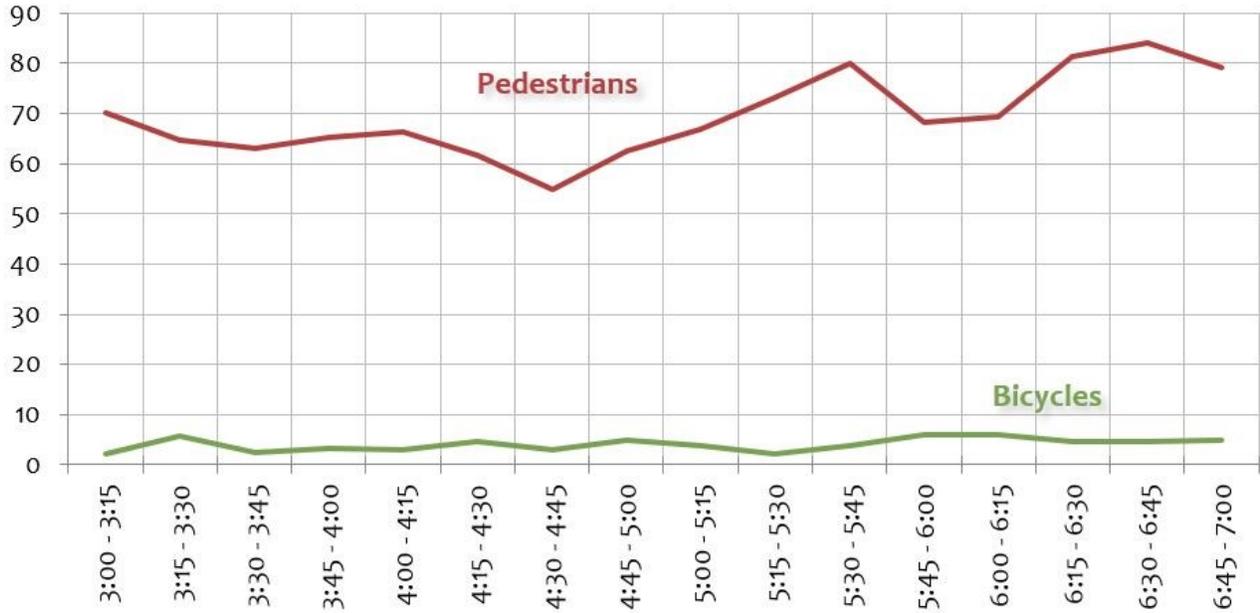
## Fargo—40th Ave S just east of 45th St (Average of years 2014-2020)



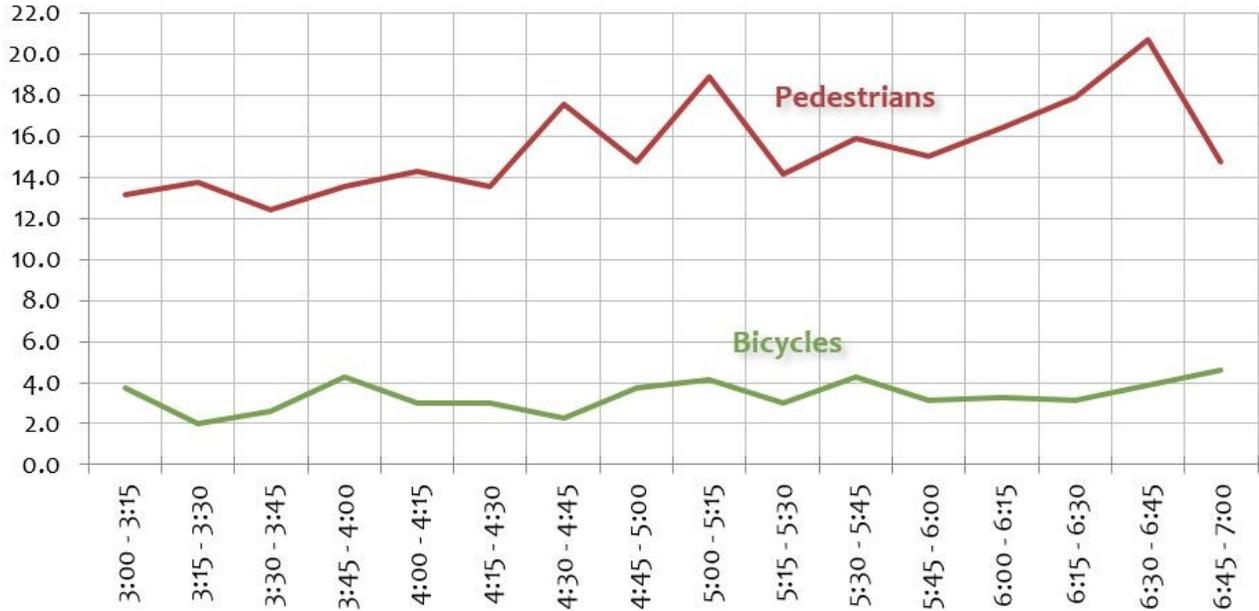
Counts per hour



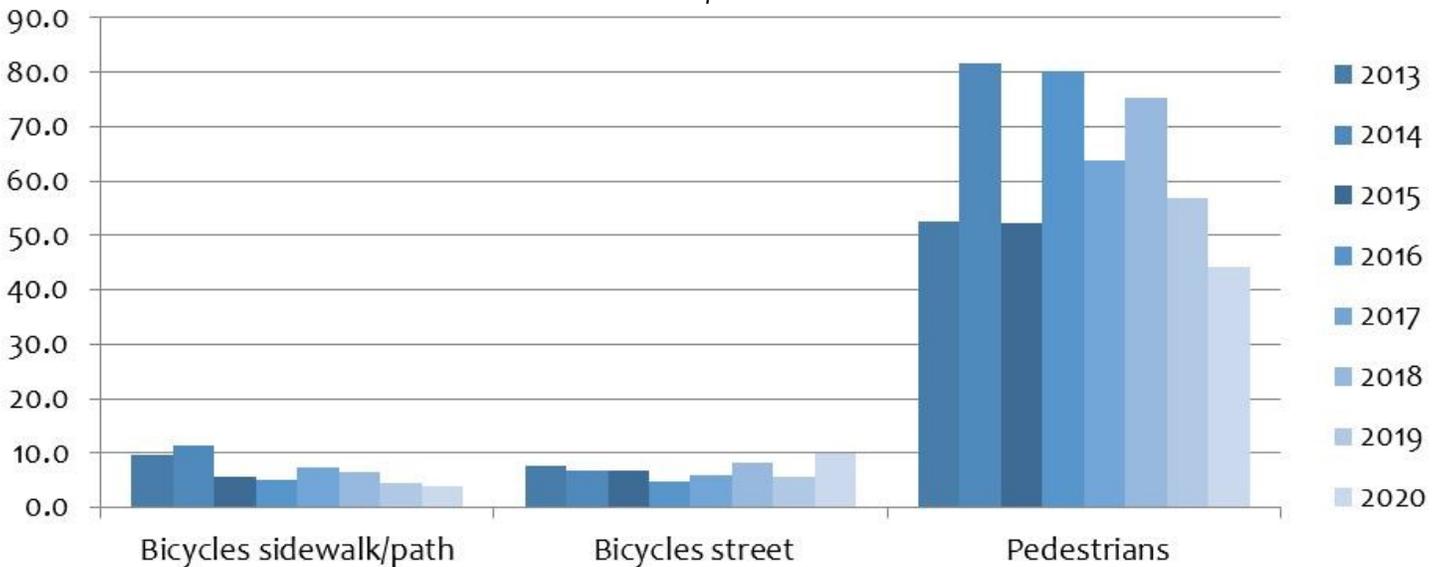
## Fargo—Broadway just south of 2nd Ave N (Average of years 2014-2020)



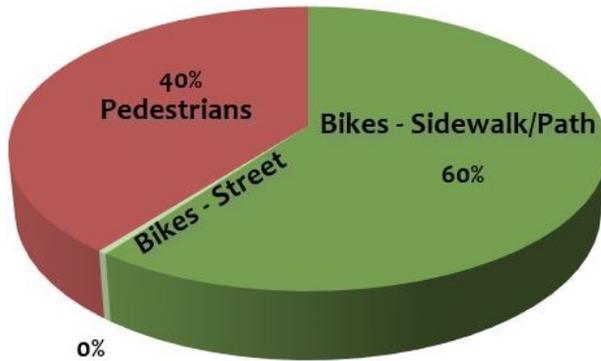
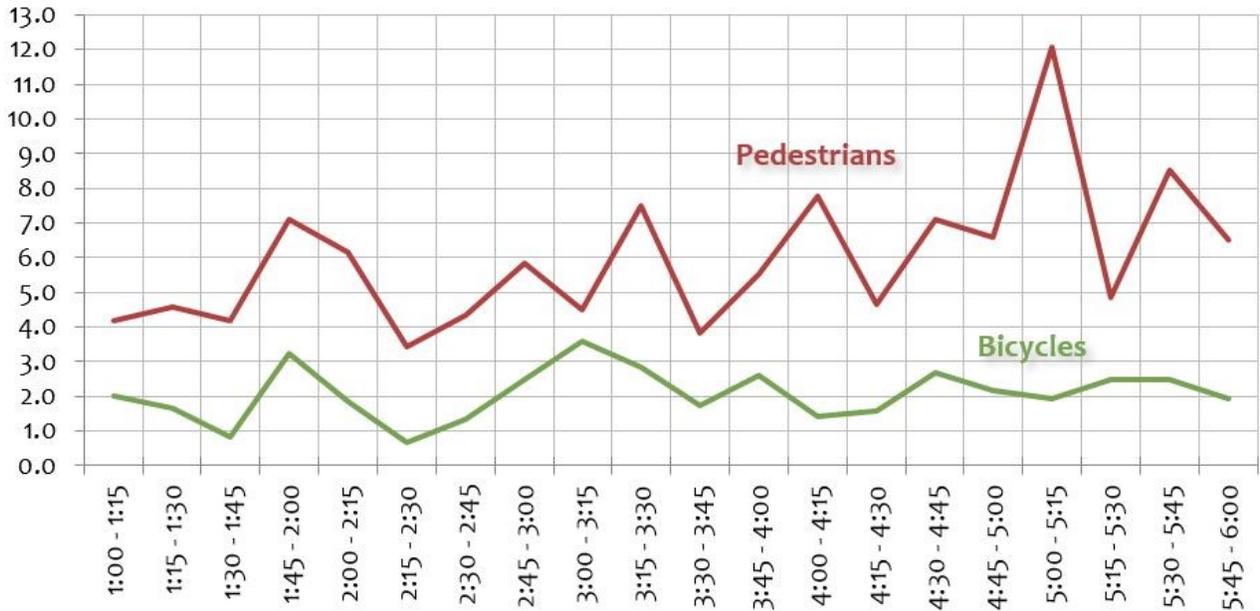
## Fargo—Broadway at RR tracks (between NP Ave & Main Ave) (Average of years 2013-2020)



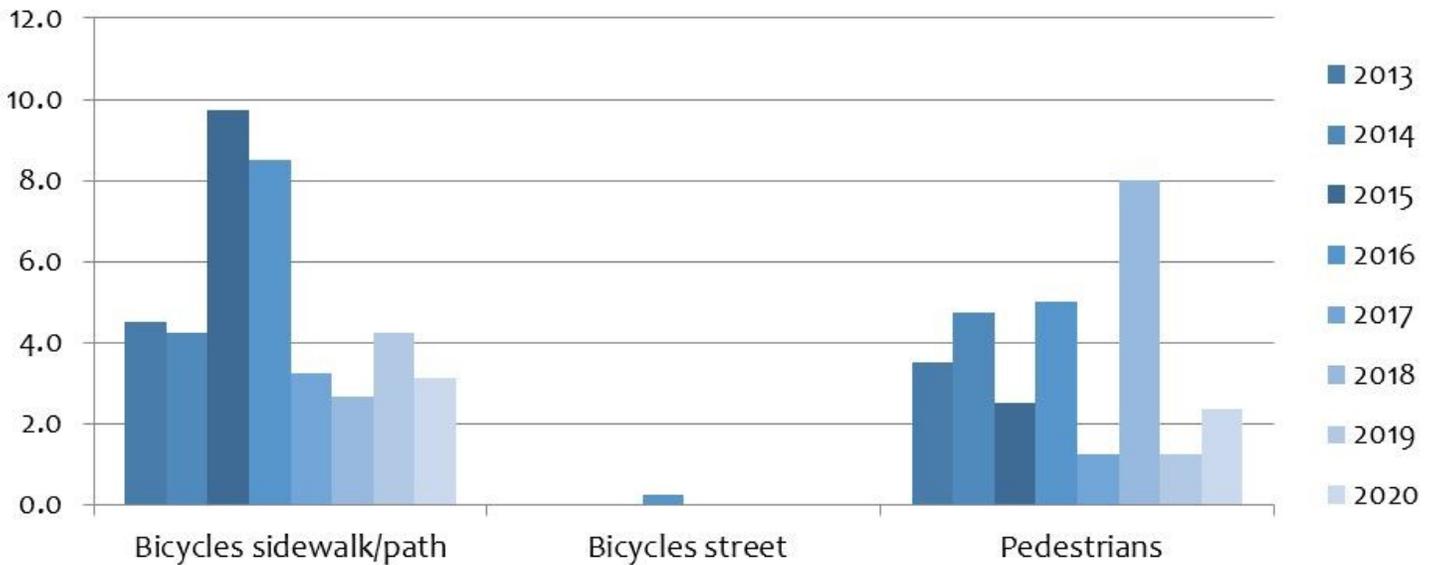
Counts per hour



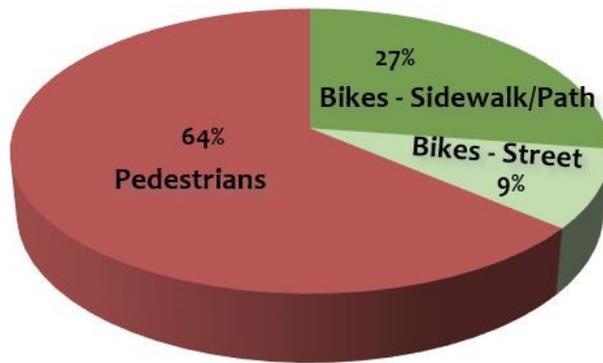
## Fargo—12th Ave N just west of University Dr. (Average of years 2014-2020)



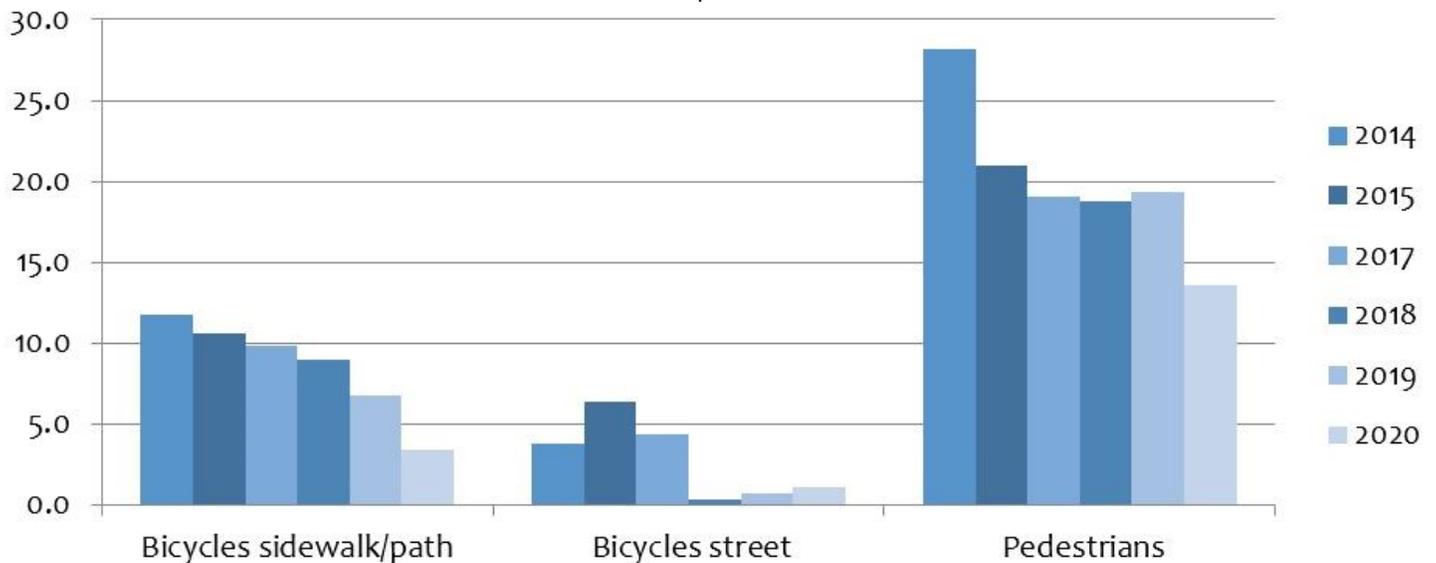
Counts per hour



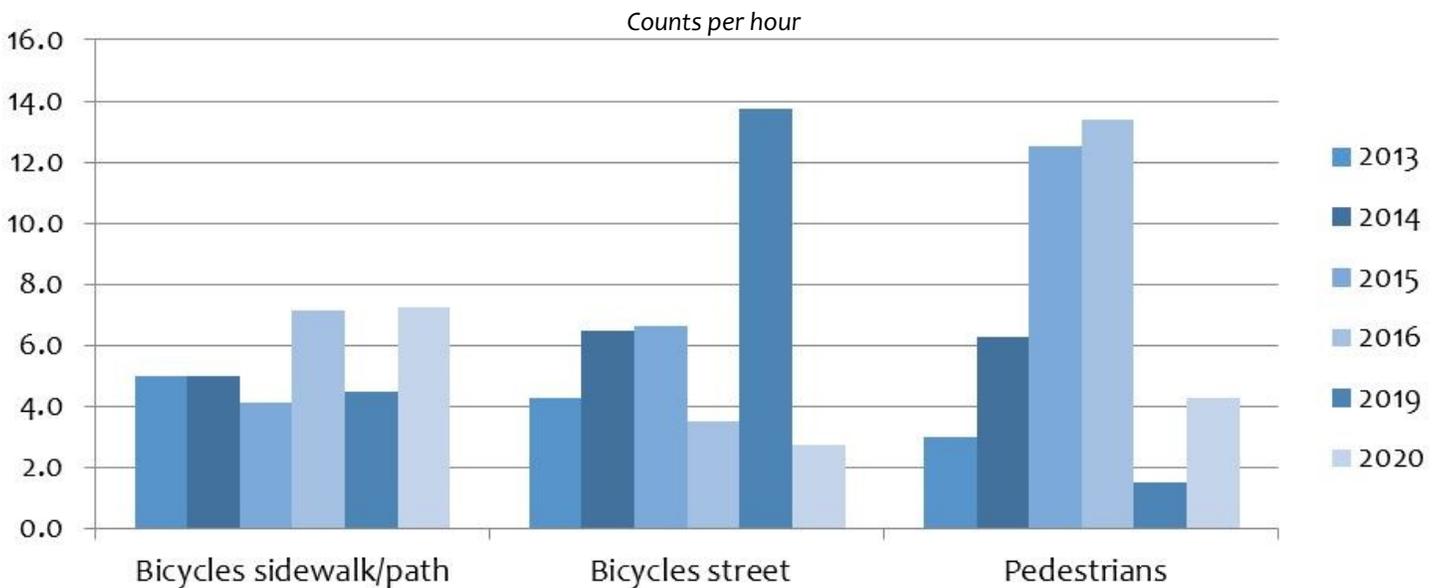
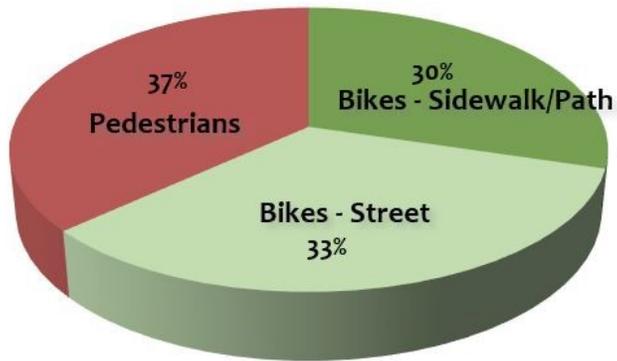
## Fargo—University Dr just north of 12th Ave N (Average of years 2014-2020)



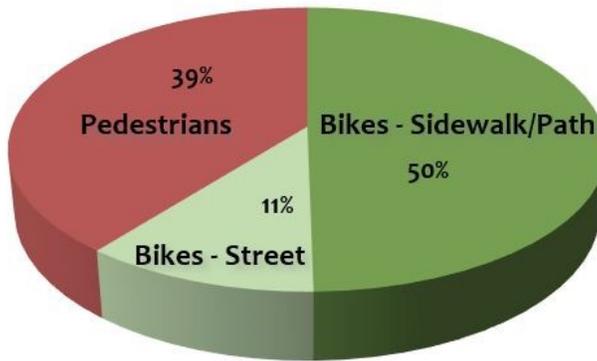
Counts per hour



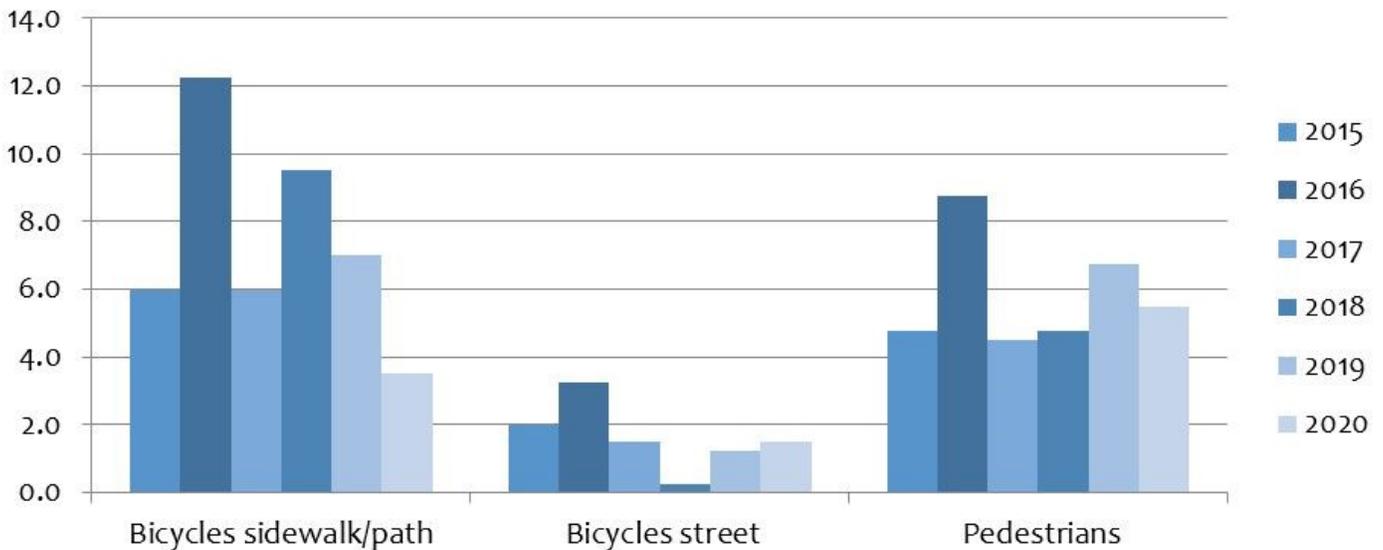
## Fargo/Moorhead—12th Ave N/15th Ave N Bridge over Red River (Average of years 2013-2020)



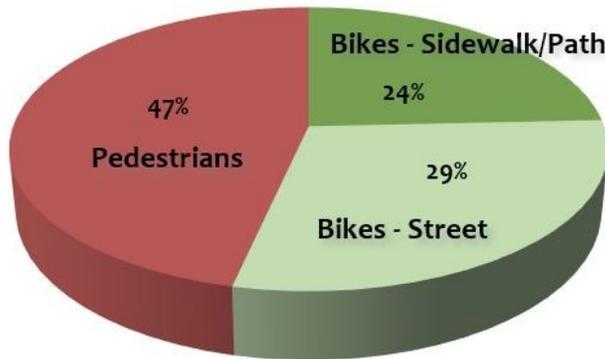
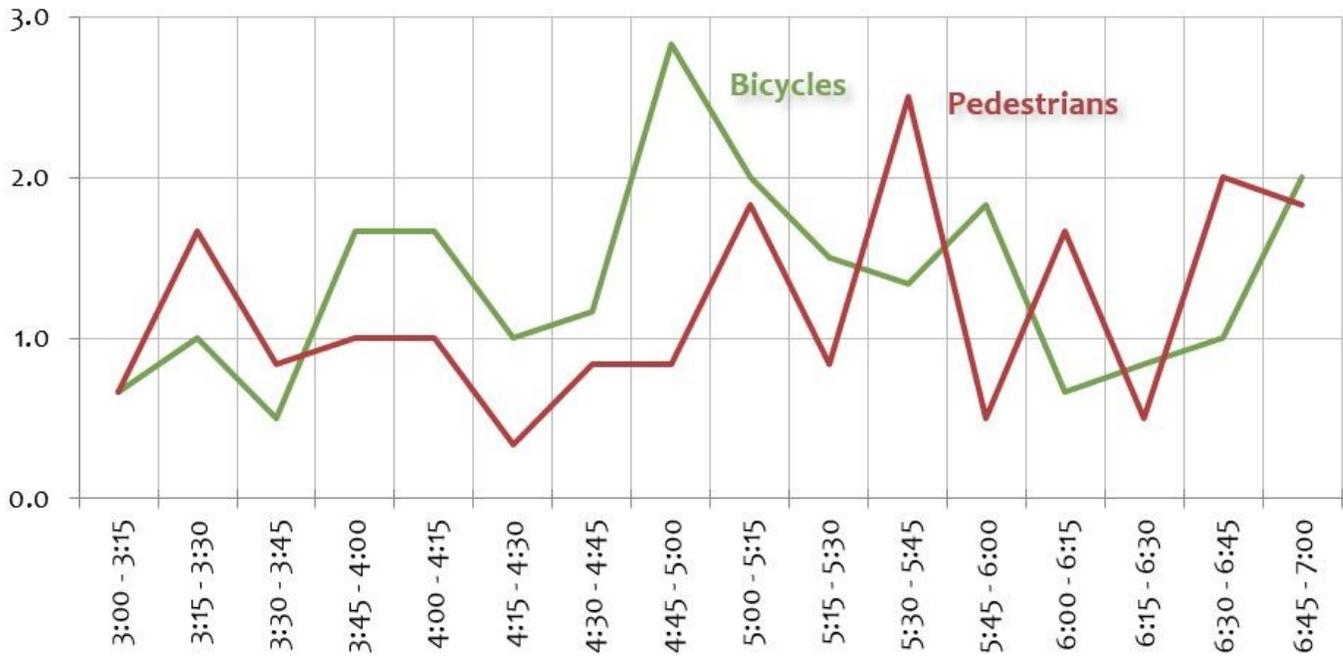
## Fargo/ Moorhead—NP Ave/Center Ave bridge over Red River (Average of years 2015-2020)



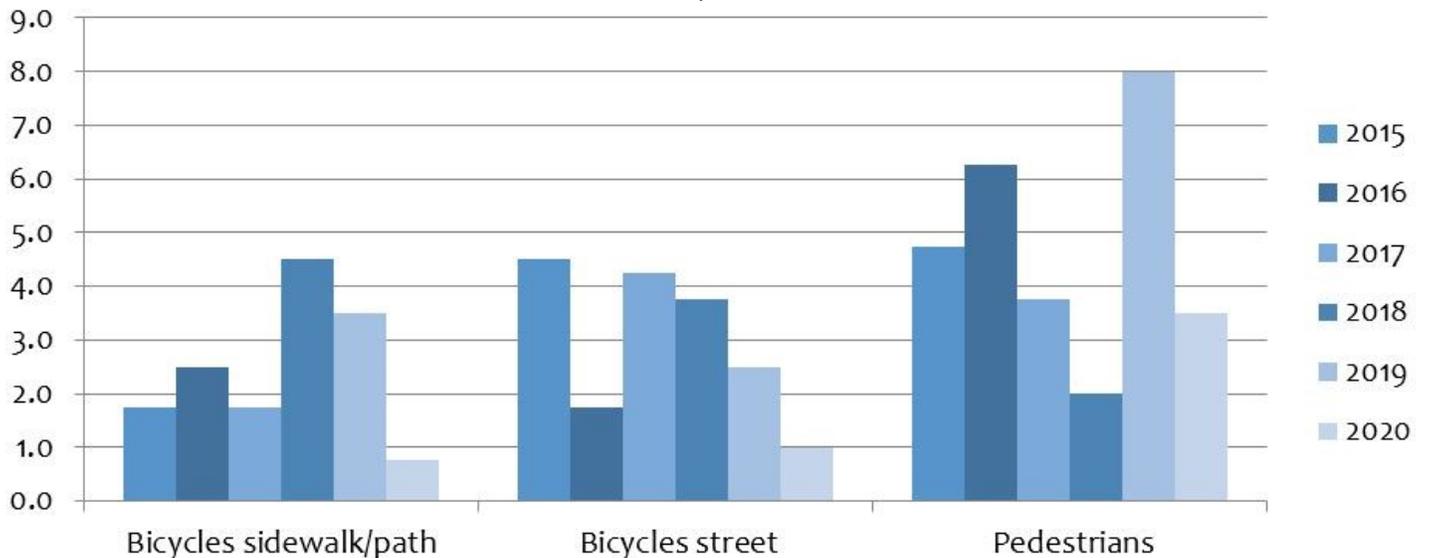
Counts per hour



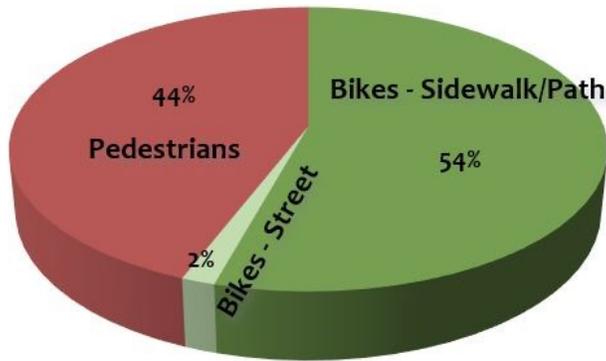
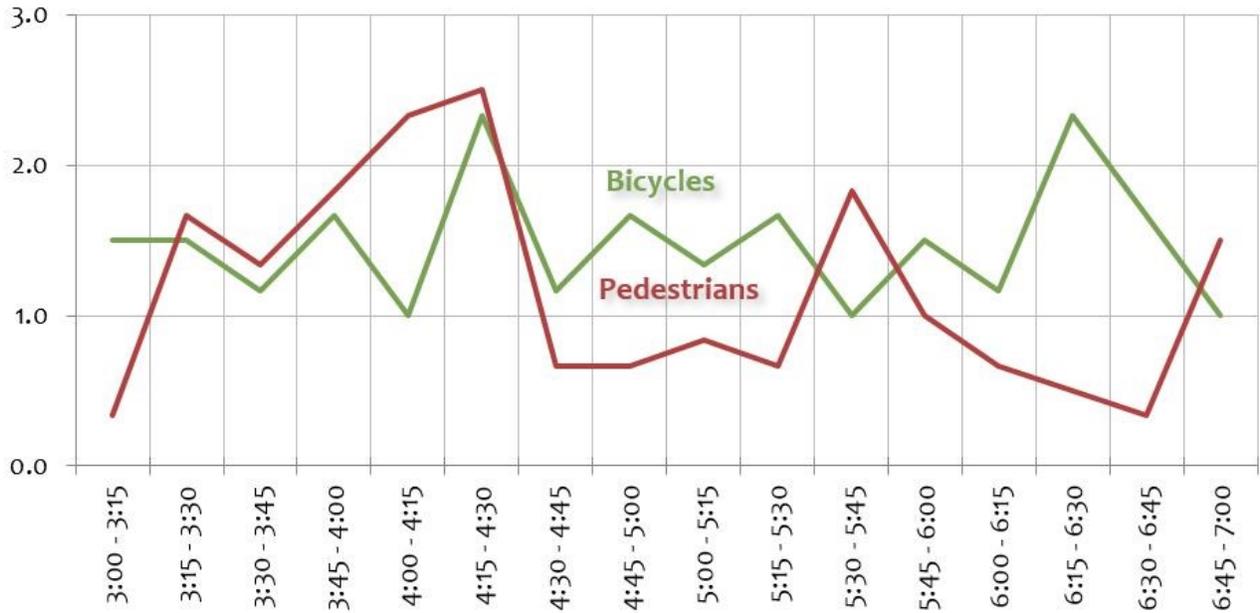
## Moorhead—4th St just south of Center Ave (Average of years 2015-2020)



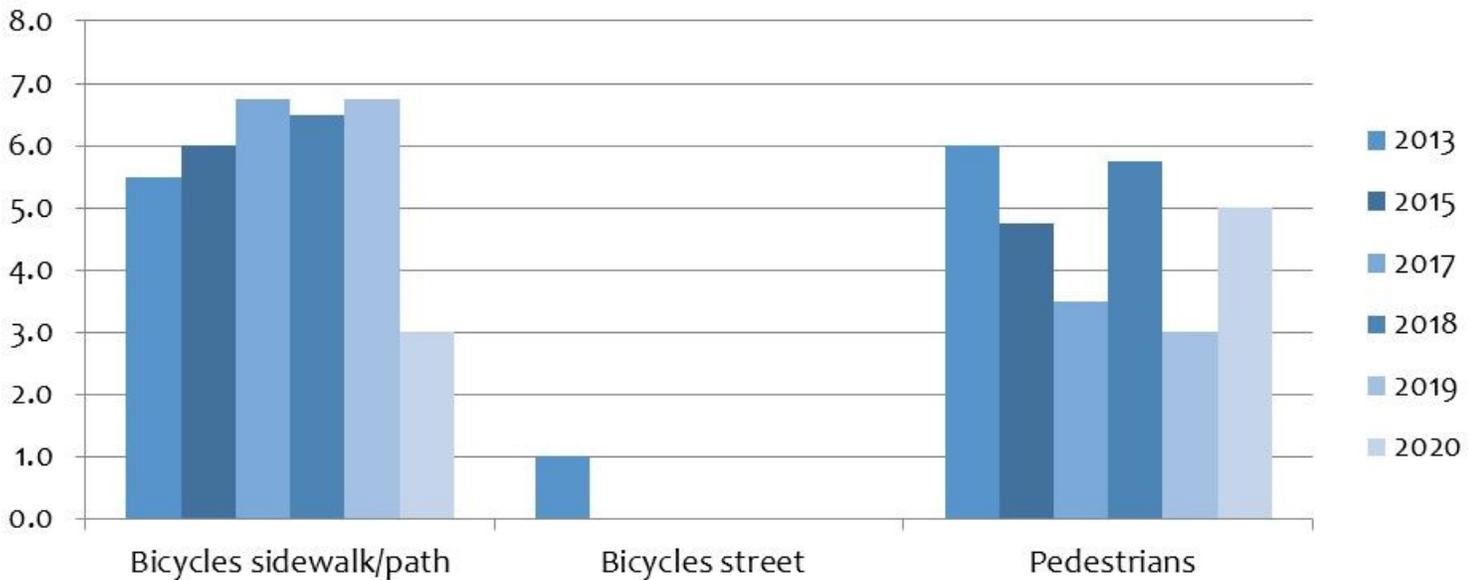
Counts per hour



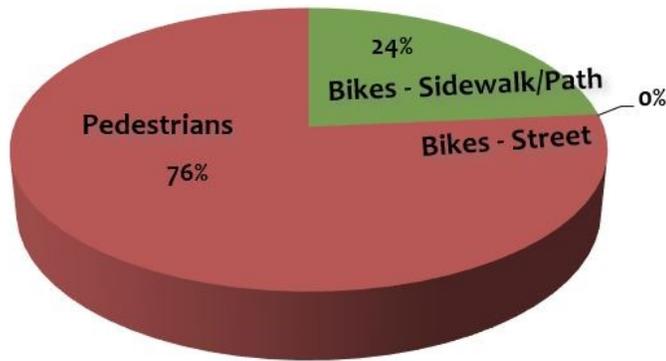
## Moorhead—8th St over I-94 (Average of years 2013-2020)



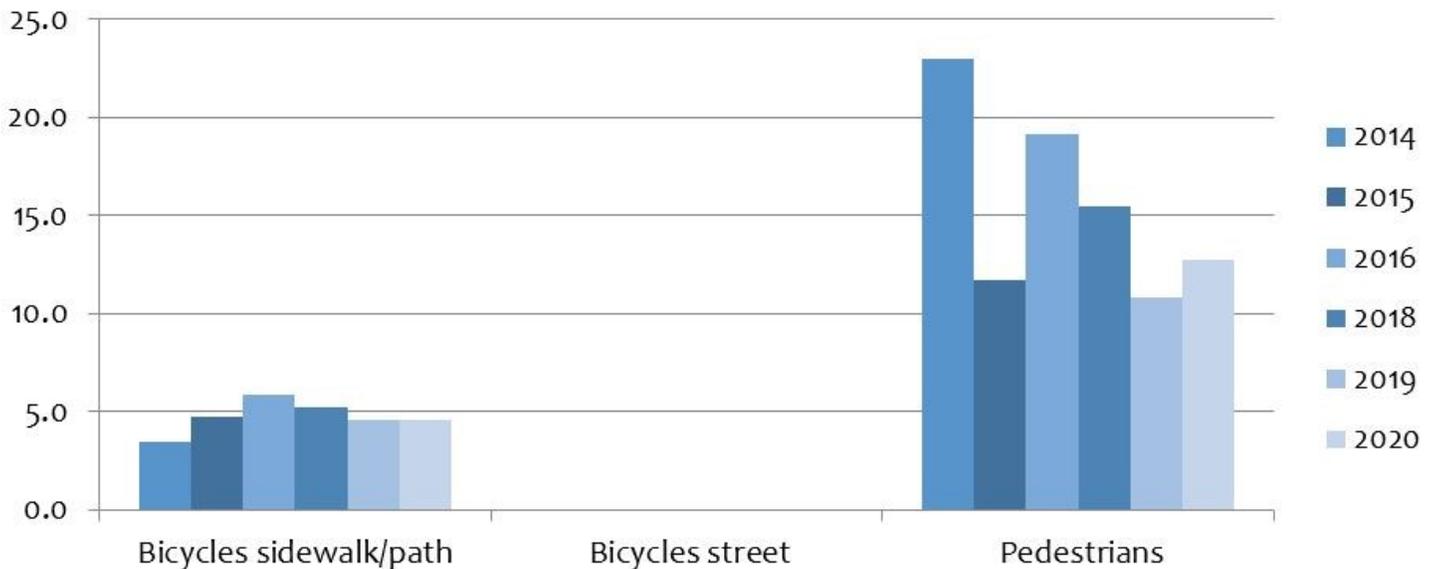
Counts per hour



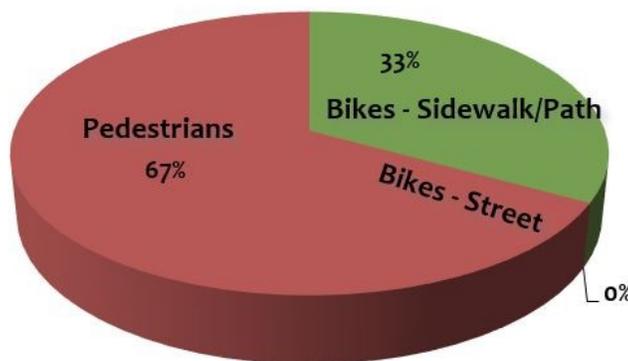
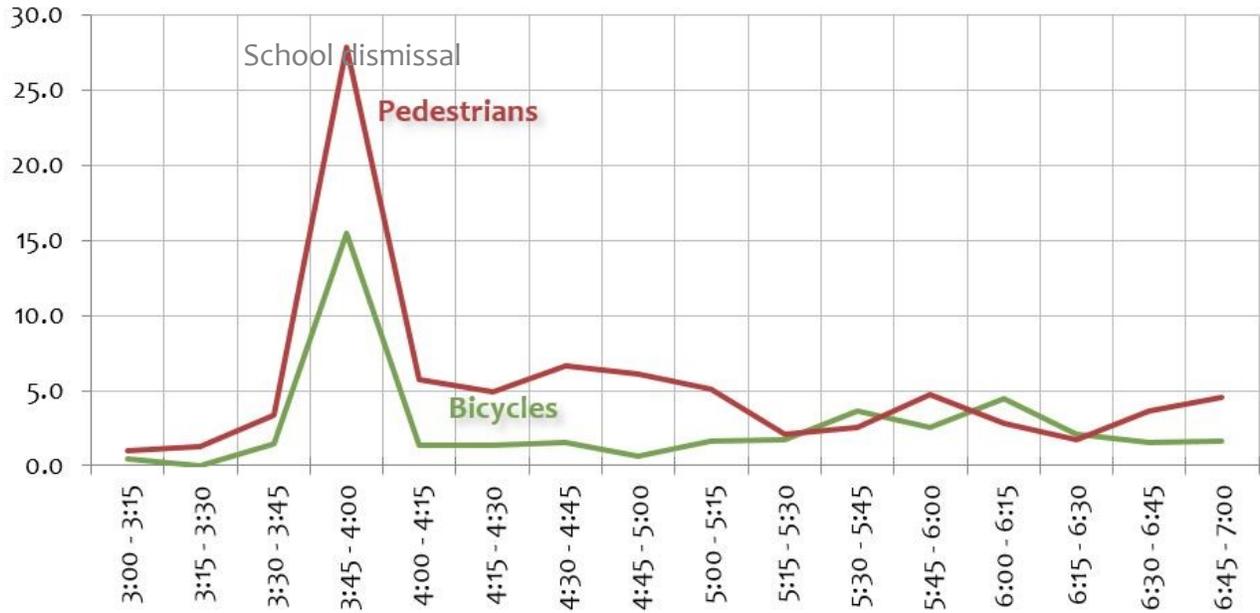
## West Fargo—9th St just south of 17th Ave E (Average of years 2014-2020)



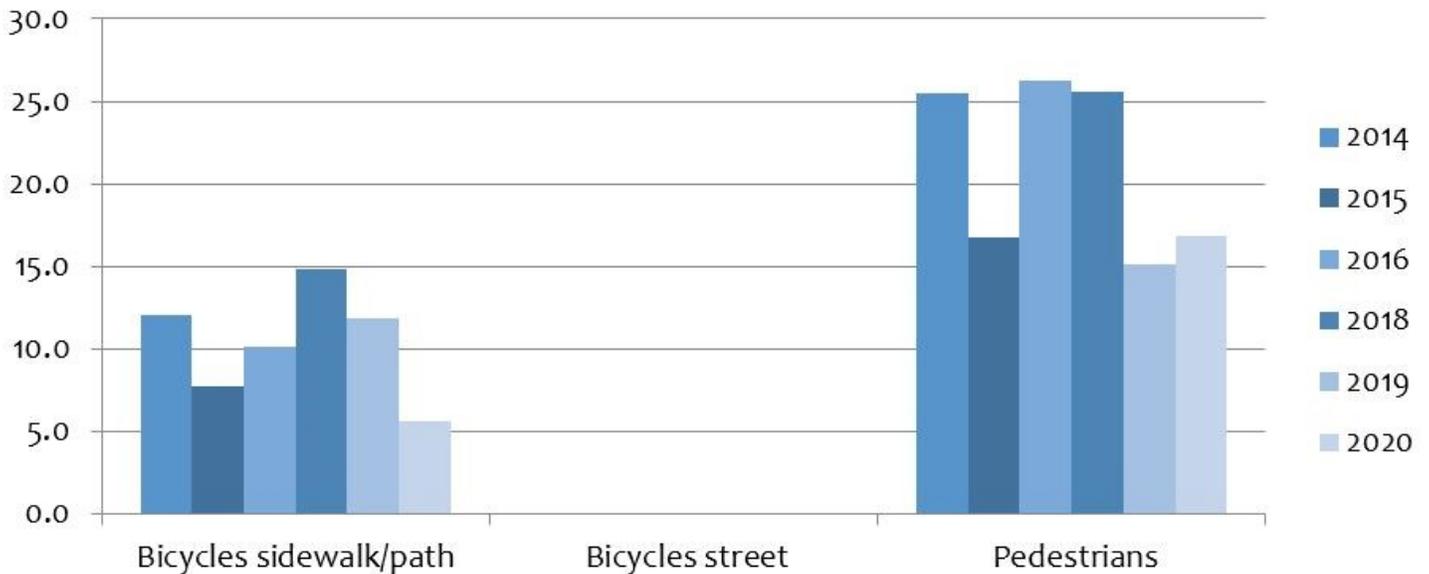
Counts per hour



## West Fargo—17th Ave E just west of 9th St (Average of years 2014-2020)



Counts per hour





**To:** Policy Board  
**From:** Michael Maddox, AICP  
**Date:** April 9, 2021  
**Re:** **MATBUS Transit Development Plan - Update**

The Fargo Moorhead Metropolitan Council of Governments (Metro COG) and MATBUS are currently working with SRF Consulting Group and AECOM to update the Transit Development Plan. This plan is required to be updated every five-years and set the direction for public transit within that period. However, this plan is setting a longer-range vision as there are implications due to the rapid growth that is occurring in this region and as such, its subsequent transition to a Transportation Management Area (TMA) which is looming.

The project consultants are currently engaged in preparing system recommendations for possible future transit improvements. These changes vary from minor route adjustments that can be made in the short-term, to shifting the structure the operating scheme in the long-term.

These recommendations are currently in a draft form and have preliminarily been shared with management from those municipalities that participate in MATBUS transit service. Metro COG and MATBUS would like to share these draft recommendations for future system improvements with the Policy Board in order to get a reaction from regional officials on the direction of the plan.

**Requested Action: None**

# MATBUS 2021-2025 Transit Development Plan

DRAFT Service Plan Summary  
April, 2021



**METROCOG**  
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

**SRE AECOM**

# Service Plan Development

# Addressing Outreach/Analysis Findings

- **Reminder of Key Takeaways from Outreach & Analysis:**
  - Many people prefer investing resources in building up frequency and/or span as opposed to providing additional coverage.
  - Sunday service is seen as **VERY** desirable.
  - Service and/or service improvements desired/mentioned at several specific locations, including:
    - New Amazon distribution center
  - Analysis shows strong ridership along key corridors between major activity centers.
    - Some other areas appear to have lower ridership.
  - Need for effective pedestrian infrastructure and land use designs amenable to transit use.

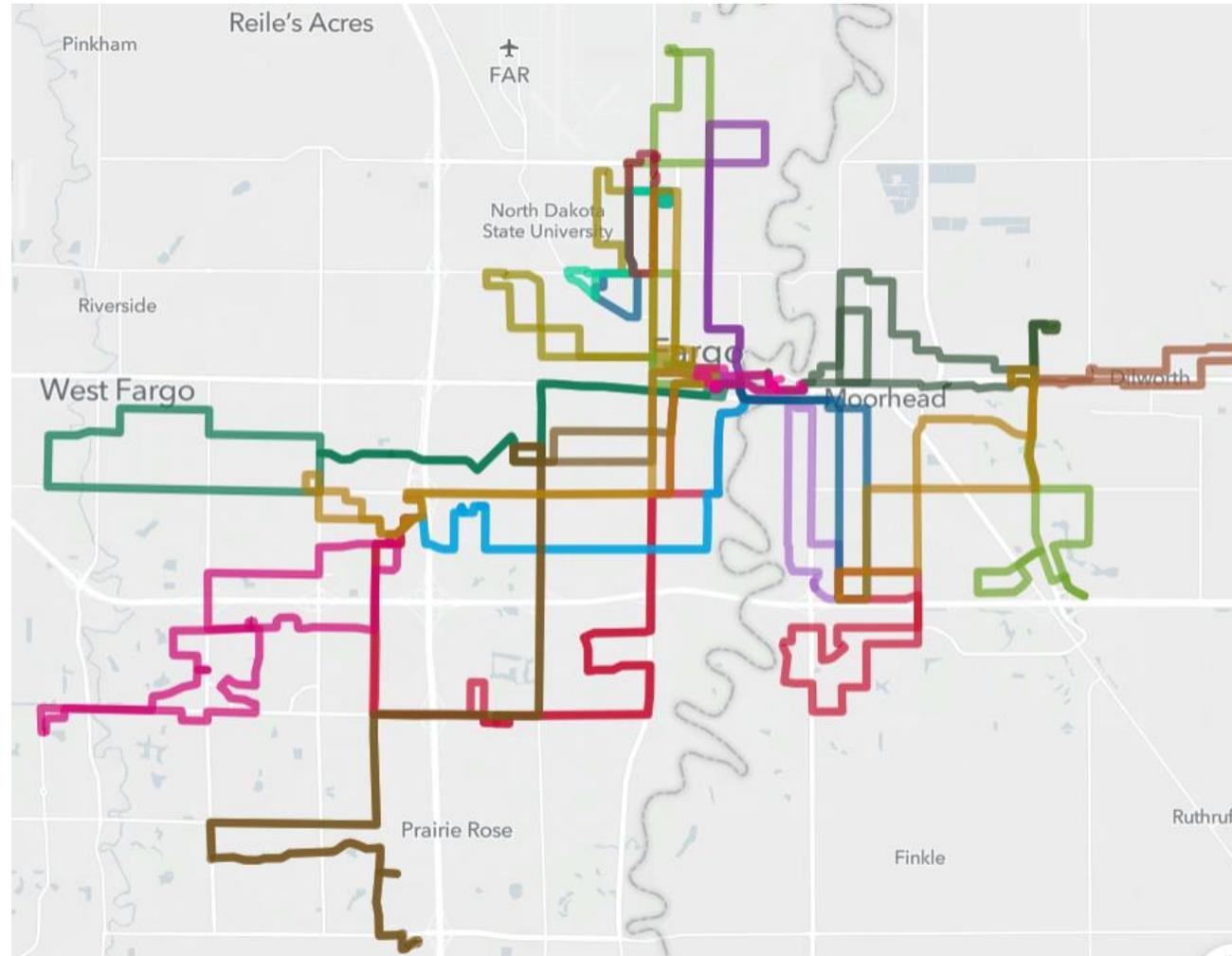
# Development of Phases

- **Phases are developed iteratively:**
  - **Phase One** addresses relatively small-scale elements and (with bus stop rebalancing) on-time performance concerns.
  - **Phase Two** introduces Sunday service and higher frequency of service on some routes, entails a “redesign” of the existing system, and presents new TapRide service areas.

# Phase One

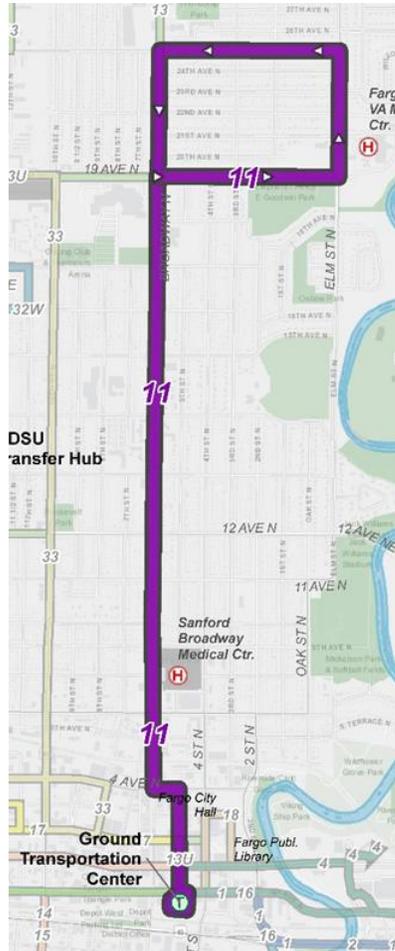
- **This phase represents relatively small-scale modifications to the current MATBUS network. This phase includes:**
  - Route 11 downtown Fargo route alignment modified to use 2<sup>nd</sup> Street North and 7<sup>th</sup> Avenue North to/from Broadway
  - Route 13 was modified to not double back on itself through the NDSU campus (so a small segment of 10th Avenue loses Route 13 service)
  - Route 20 is modified and extended to the GTC via Main Avenue

# Phase One

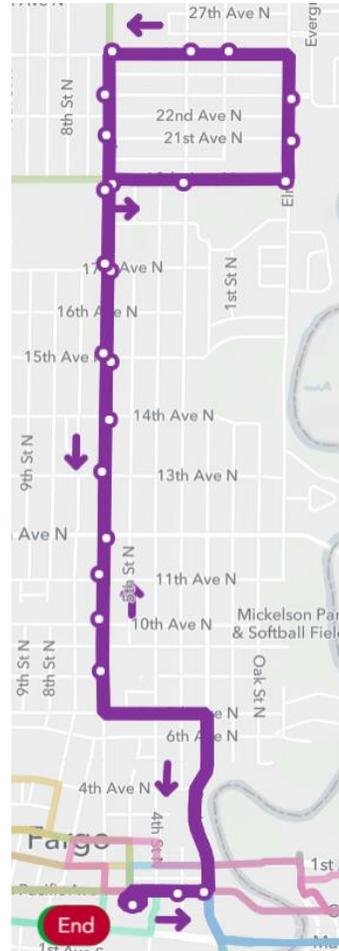


# Phase One – Routes 11 and 13

Existing



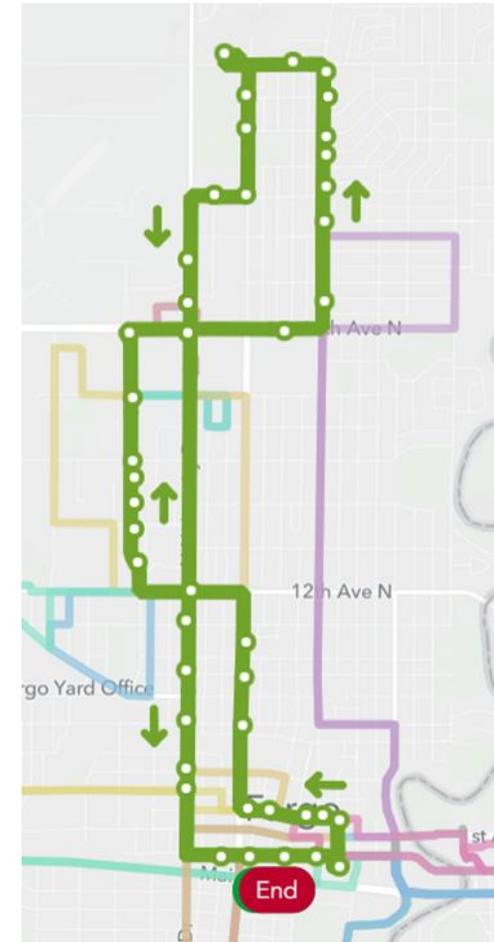
Proposed



Existing

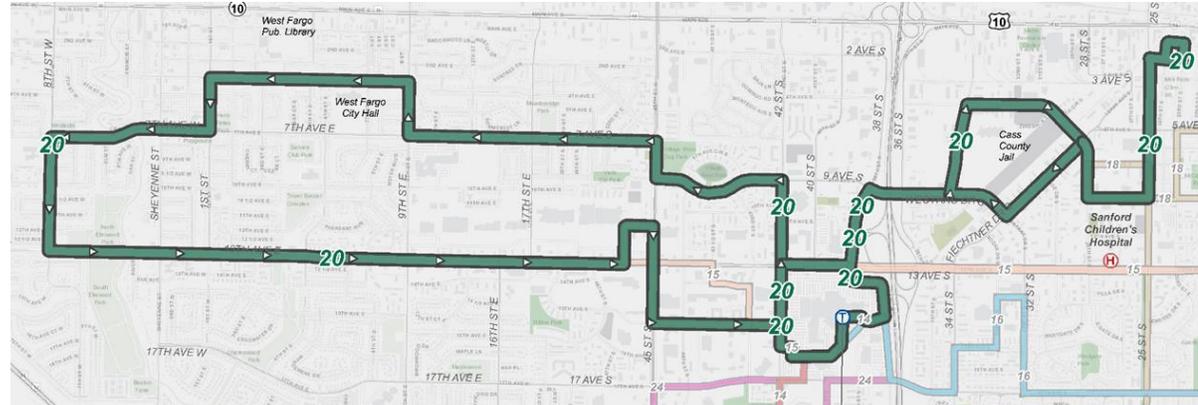


Proposed

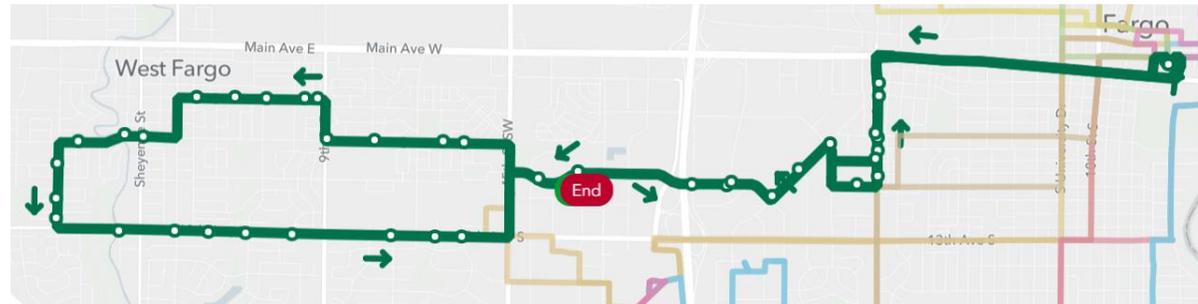


# Phase One – Route 20

Existing



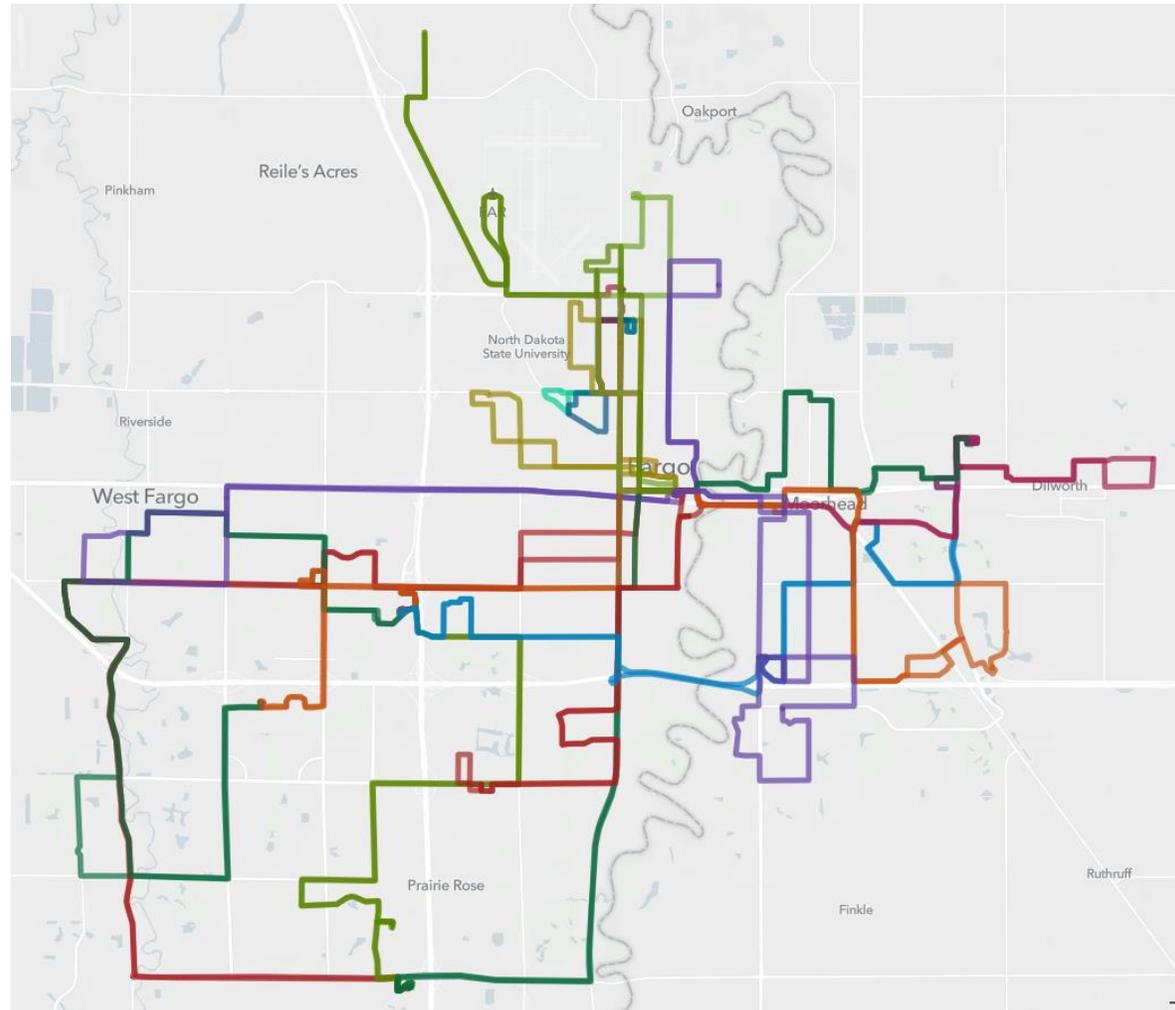
Proposed



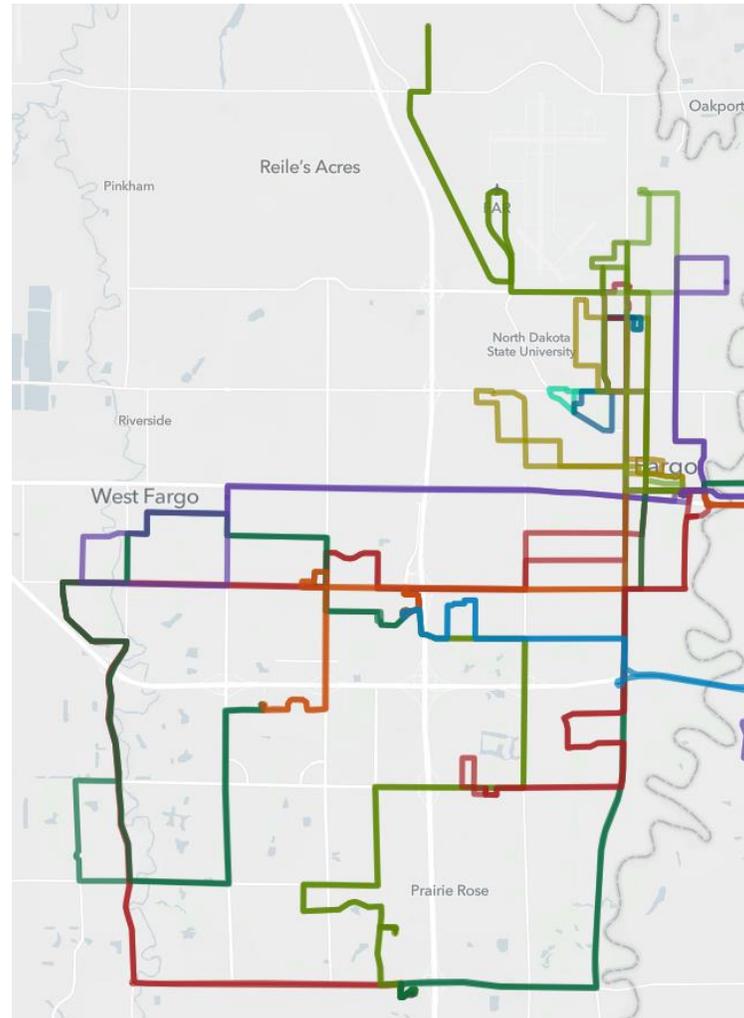
# Phase Two

- **This phase trends towards a more comprehensive “redesign”. It does include more frequent service on many routes and select Sunday service.**

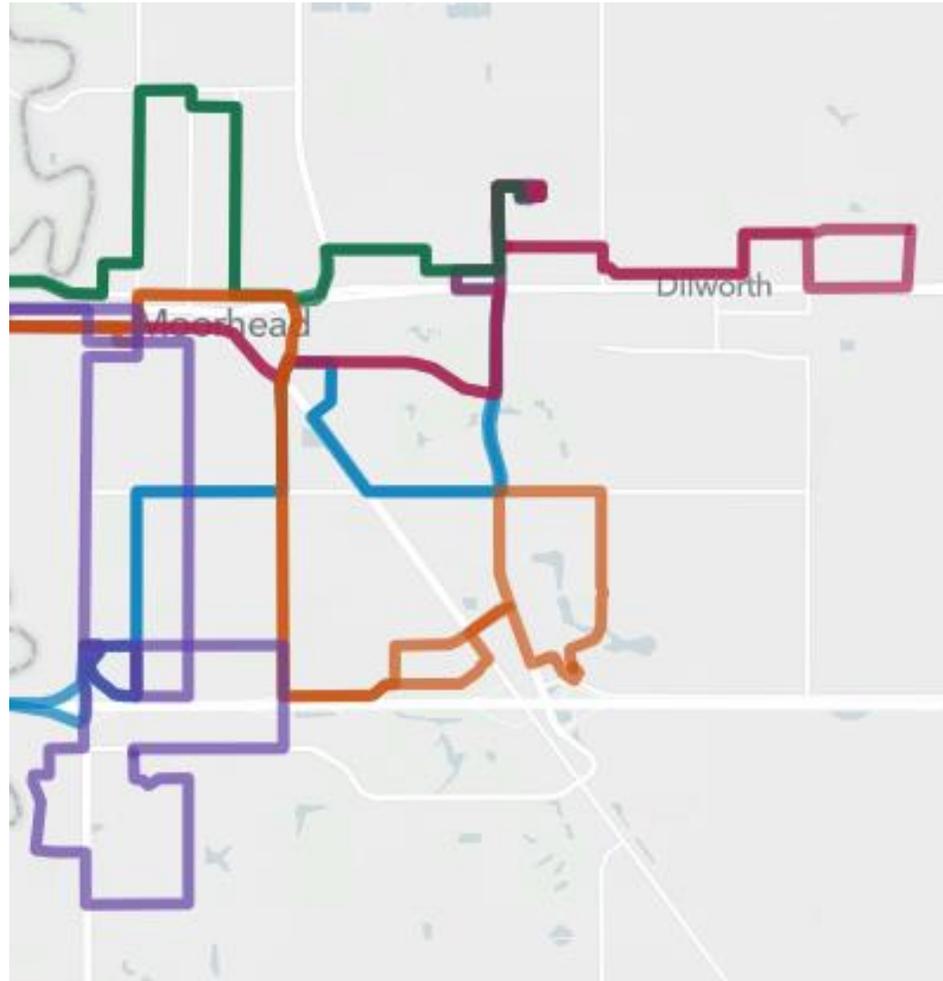
# Phase Two



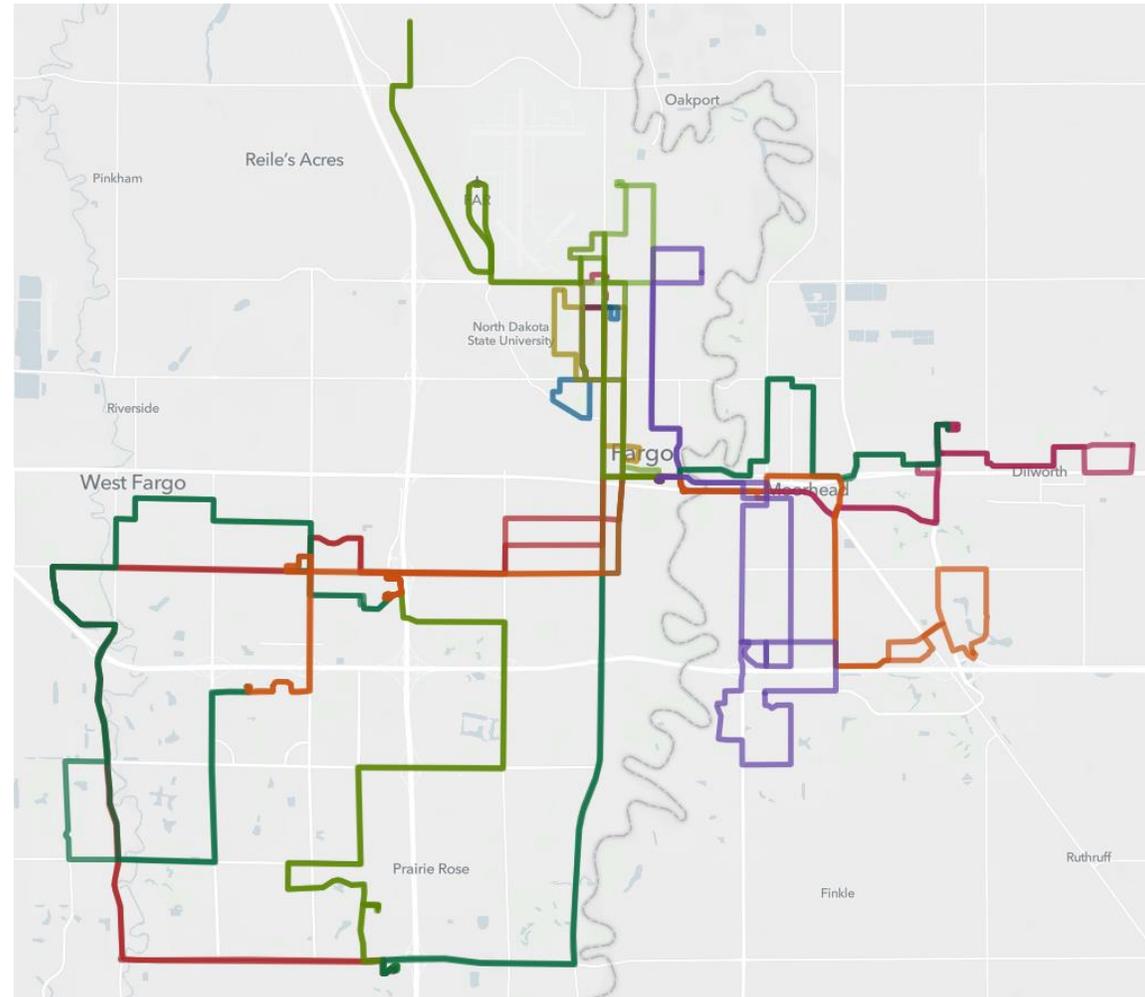
# Phase Two – Fargo/West Fargo Close-Up



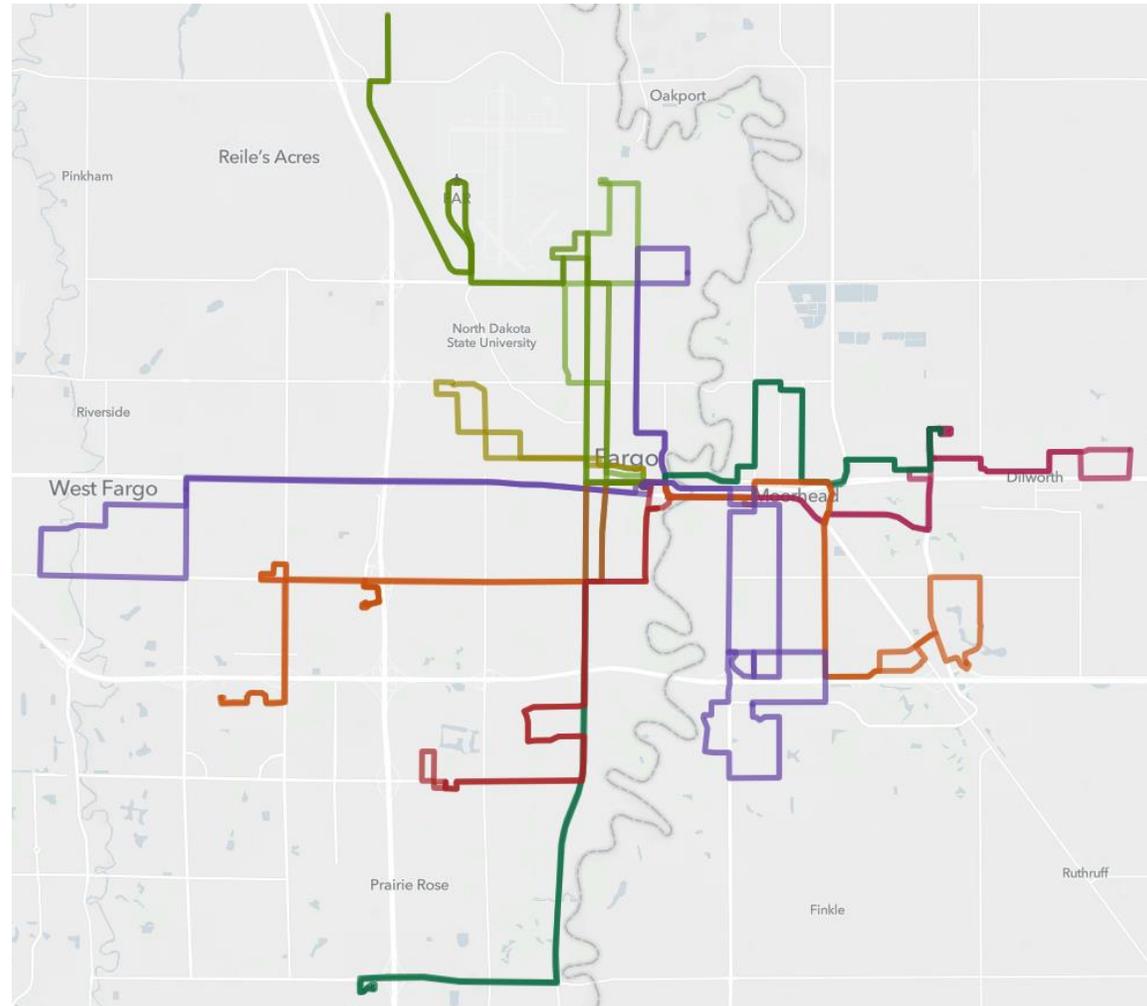
# Phase Two – Moorhead/Dilworth Close-Up



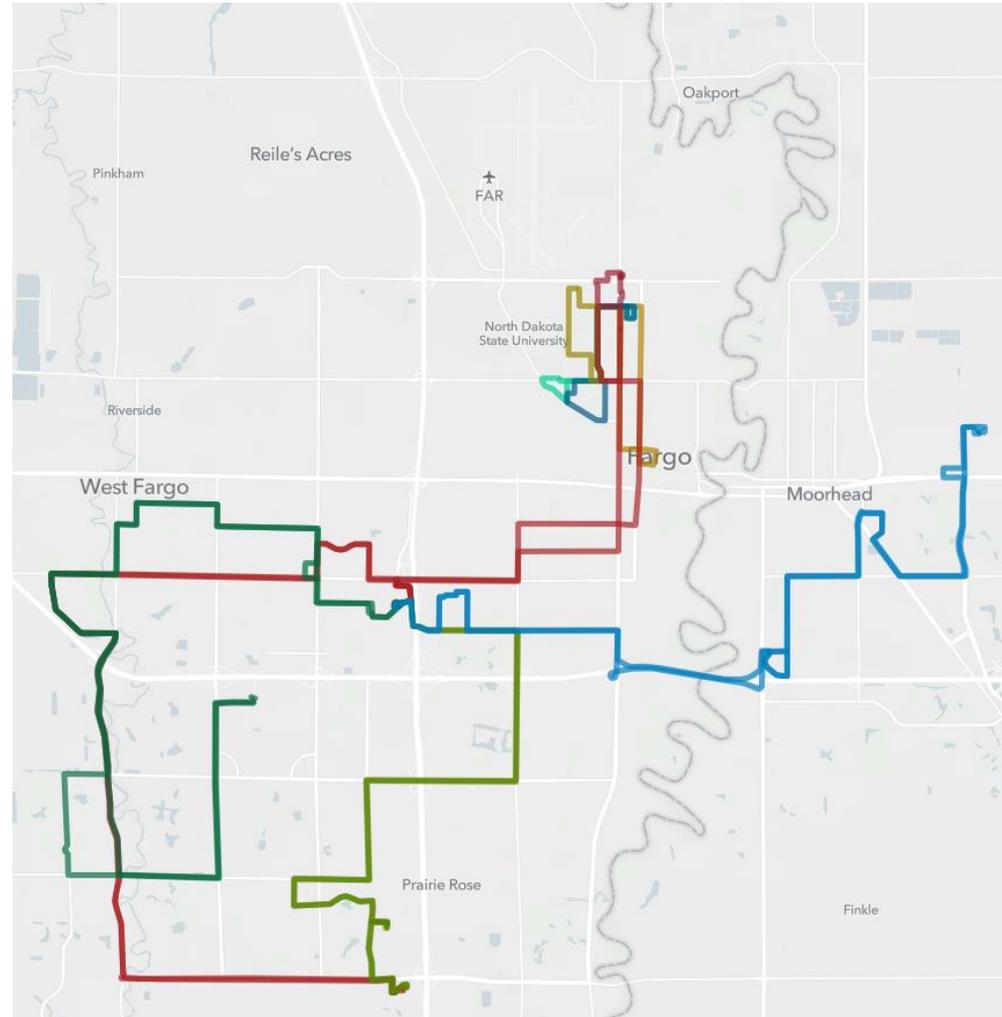
# Phase Two – Sunday Services



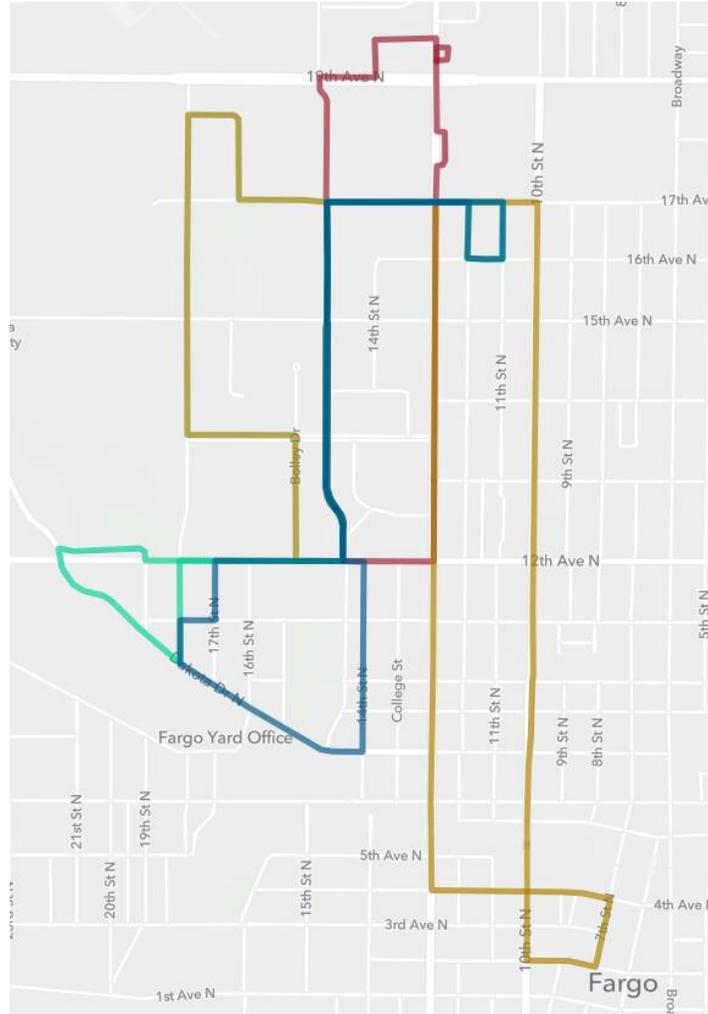
# Phase Two – GTC Services



# Phase Two – Non-GTC Services



# Phase Two – NDSU Services



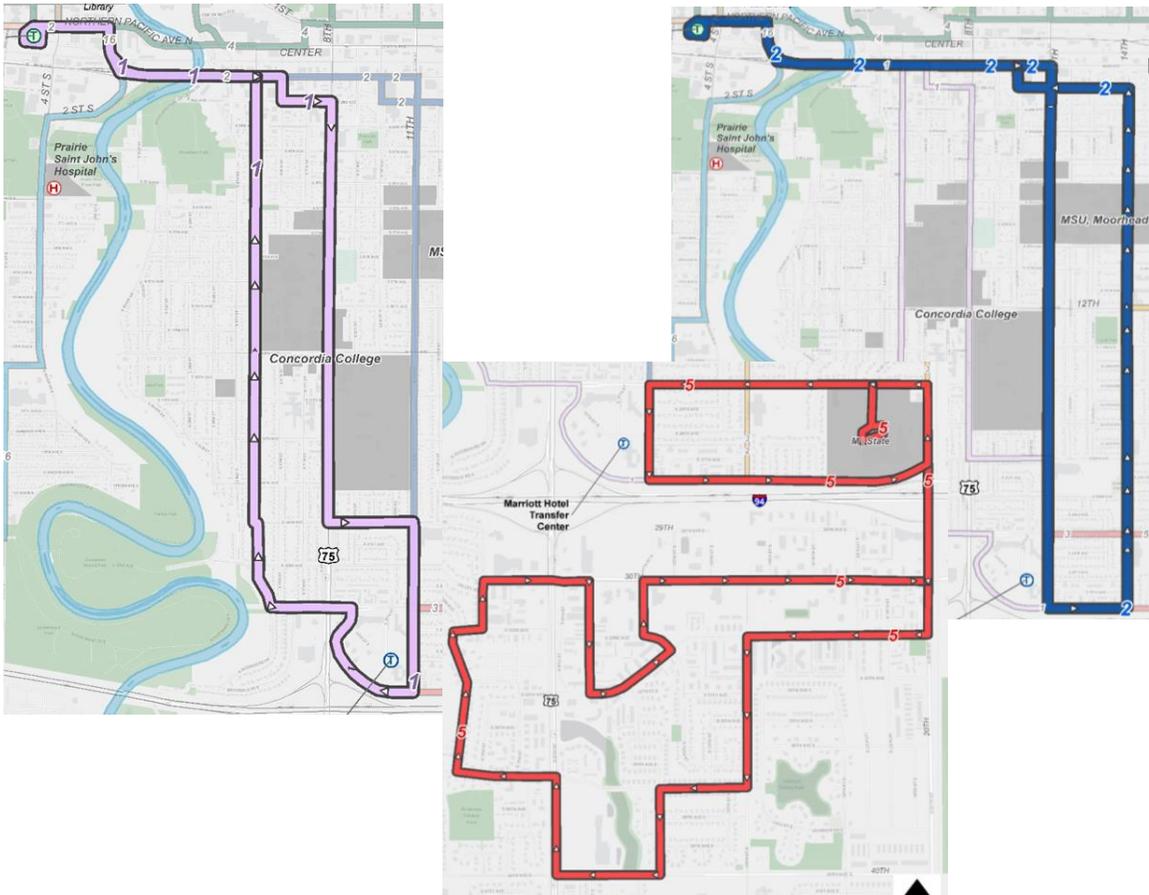
# Phase Two – Route 1

- Route 1 would be modified to incorporate elements from the current Routes 1, 2 and 5 and operate every 15 minutes throughout most of the day on weekdays throughout the entire year.
- Route 1 would operate hourly on Sundays.
- The proposed route would connect the GTC with Moorhead Center Mall, Concordia College, the Marriott Transfer Center, Rasmussen College, M State and MSU Moorhead, using Center Avenue in central Moorhead.
- Both the Hornbacher's on Main Avenue and the Hornbacher's at the Azool Shopping Center would be served.

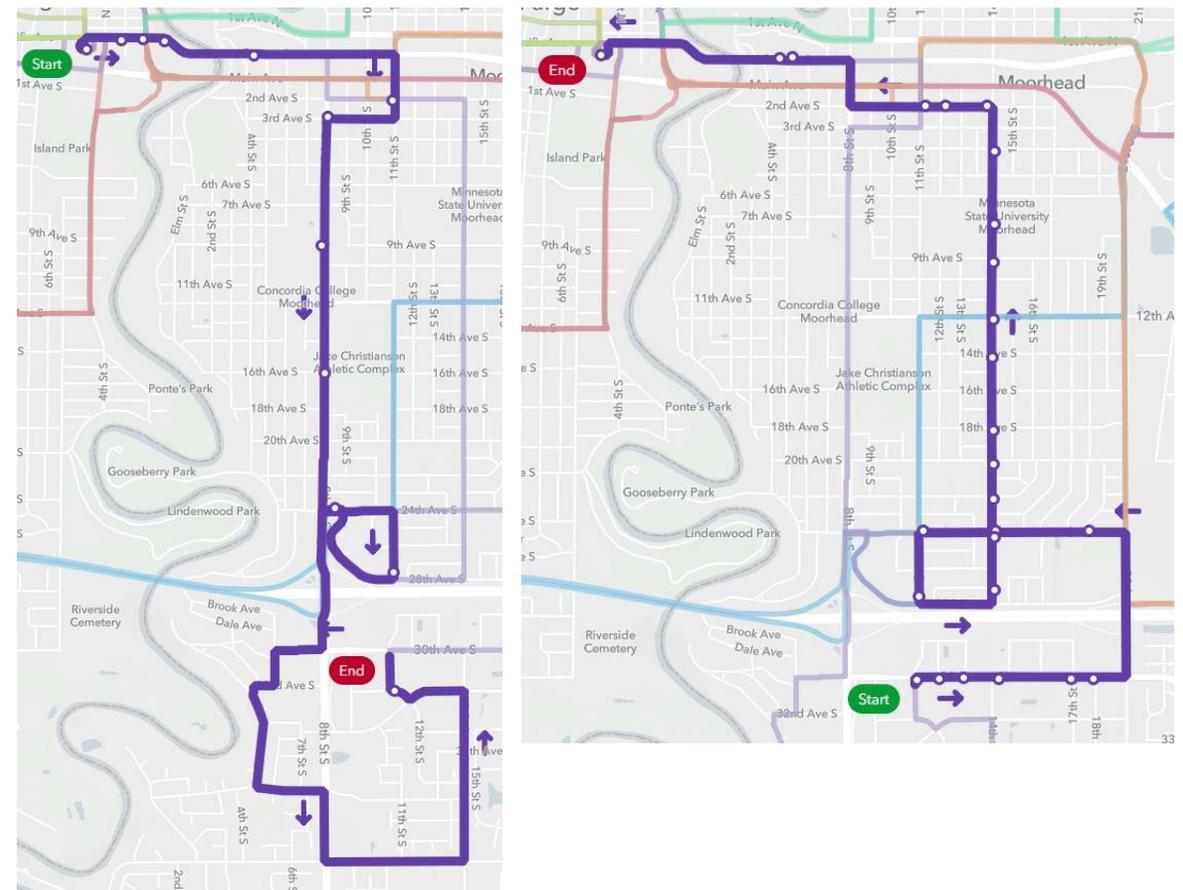
Route	Weekday Existing	Weekday Proposed	Saturday Existing	Saturday Proposed	Sunday Existing	Sunday Proposed
	Frequency (minutes)/ Span of Service	Frequency (minutes)/ Span of Service	Frequency (minutes)/ Span of Service	Frequency (minutes)/ Span of Service	Frequency (minutes)/ Span of Service	Frequency (minutes)/ Span of Service
1	30/6:15AM-11:15PM	15/6:15AM-7:00PM 30/7:00PM-11:15PM	30/7:15AM-11:15PM	30/7:15AM-11:15PM	No Service	60/7:15AM-8:15PM
2	30/6:15AM-11:15PM 15/2:30PM-6:30PM <i>(MSUM academic year only)</i>		30/7:15AM-11:15PM		No Service	
5	30/6:15AM-11:15PM		30/7:15AM-11:15PM		No Service	

# Phase Two – Route 1

Existing Routes 1, 2 and 5



Proposed Route 1 (Outbound and Inbound)



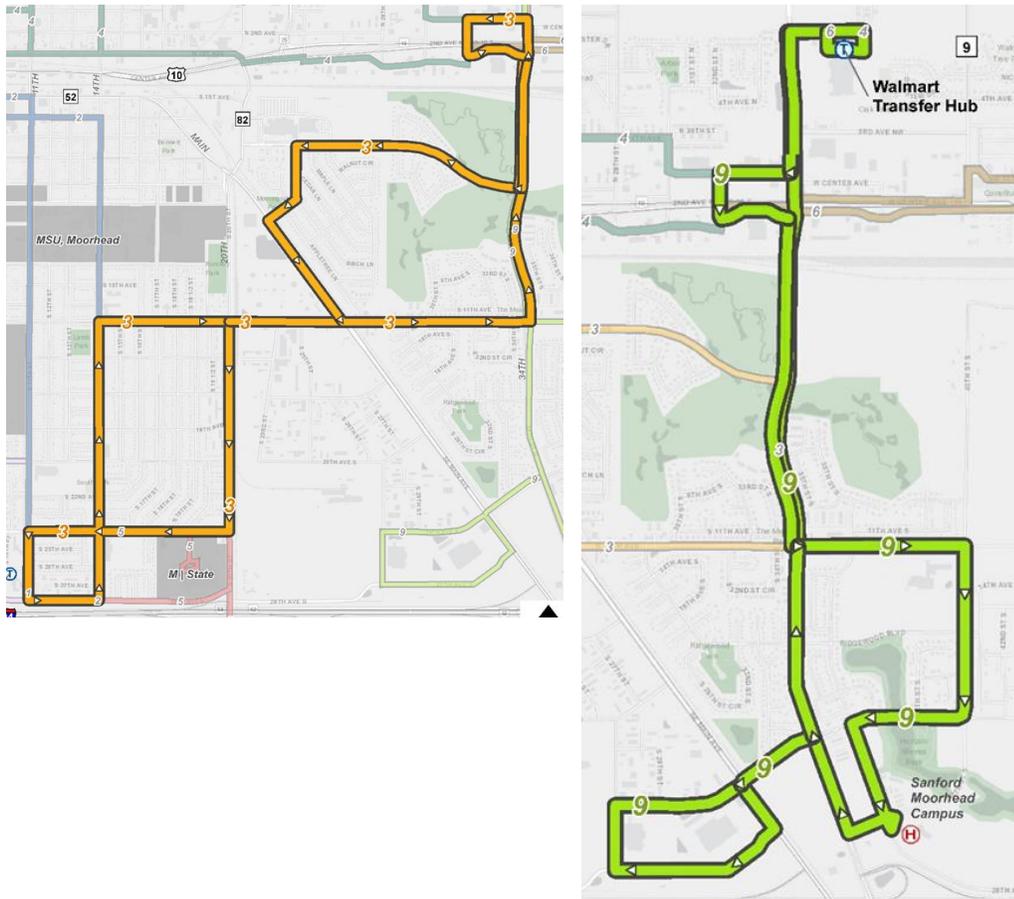
# Phase Two – Route 3

- Route 3 would be modified to incorporate elements from the current Routes 3 and 9 and operate every 30 minutes on weekdays.
- Route 3 would operate hourly on Sundays.
- The proposed route would connect the GTC with Moorhead High School, M State, Menard's, the Vista Center and Sanford Health, using Main Avenue and 1<sup>st</sup> Avenue North in central Moorhead.
- Both the Hornbacher's on Main Avenue and Churches United for the Homeless would be served.

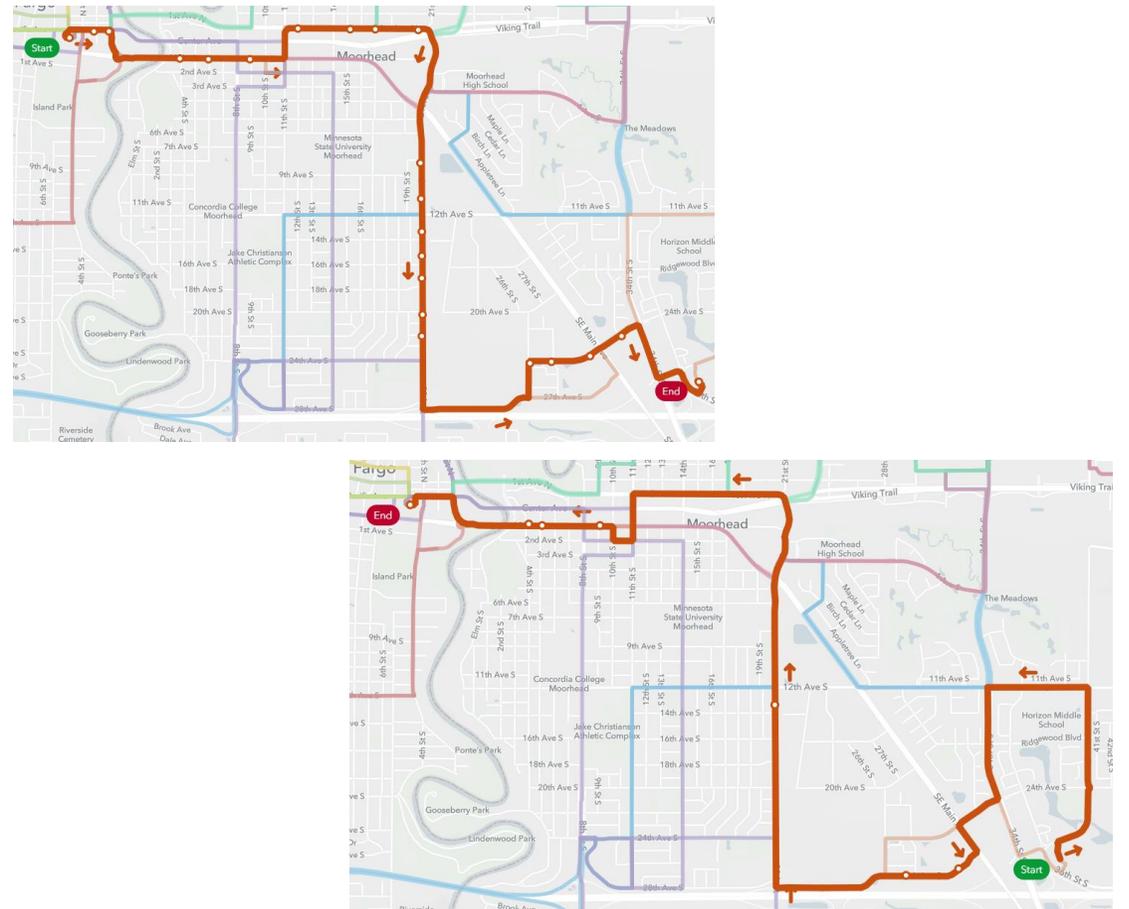
Route	Weekday Existing	Weekday Proposed	Saturday Existing	Saturday Proposed	Sunday Existing	Sunday Proposed
	Frequency (minutes)/ Span of Service					
3	30/6:15AM-11:15PM	30/6:15AM-11:15PM	30/7:15AM-11:15PM	60/7:15AM-11:15PM	No Service	60/7:15AM-8:15PM
9	60/7:10AM-5:40PM		60/7:10AM-6:40PM		No Service	

# Phase Two – Route 3

## Existing Routes 3 and 9



## Proposed Route 3 (Outbound and Inbound)



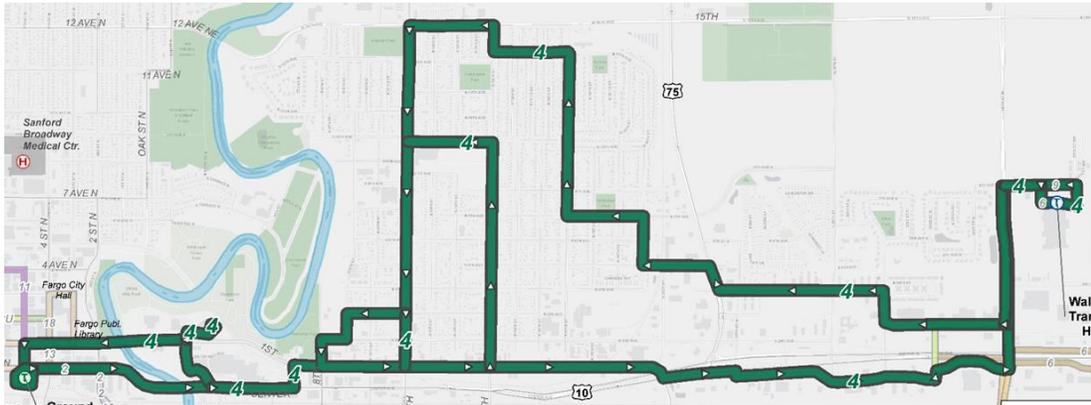
# Phase Two – Route 4

- Route 4 would be modified to operate bi-directionally in Moorhead.
- Route 4 would operate hourly on Sundays.
- The proposed route would connect the GTC with Moorhead Center Mall, the Clay County Court House, Clay County Family Services, the EastTen Shopping Center and the Dilworth Walmart Transfer Center, using 1<sup>st</sup> Avenue North in central Moorhead.
- Both the Dilworth Walmart and Churches United for the Homeless would be served.

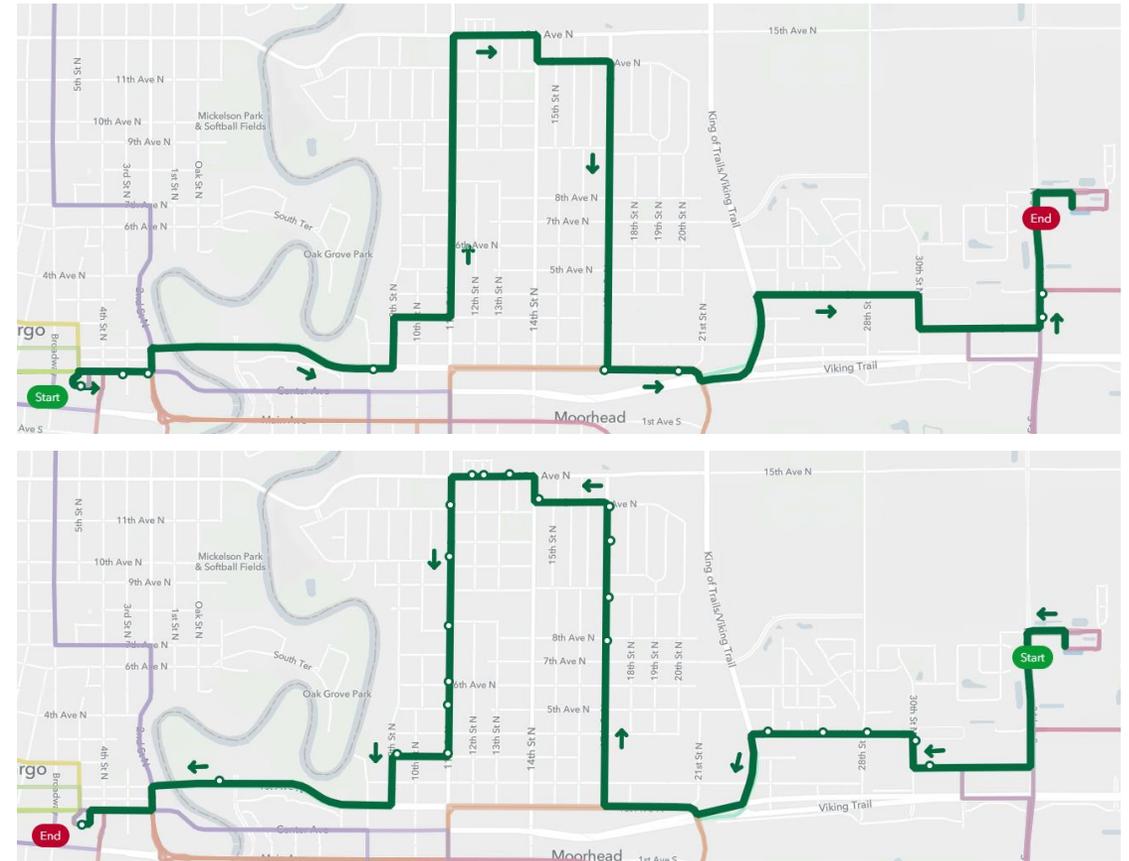
Route	Weekday Existing	Weekday Proposed	Saturday Existing	Saturday Proposed	Sunday Existing	Sunday Proposed
	Frequency (minutes)/ Span of Service					
4	30/6:15AM-11:15PM	30/6:15AM-11:15PM	30/7:15AM-11:15PM	30/7:15AM-11:15PM	No Service	60/7:15AM-8:15PM

# Phase Two – Route 4

Existing Route 4



Proposed Route 4 (Outbound and Inbound)



# Phase Two – Route 6

- Route 6 would be modified to provide bi-directional service in Dilworth and be extended to connect with the GTC in downtown Fargo.
- Route 6 would operate hourly on Sundays.
- The proposed route would connect the GTC with Moorhead High School, EastTen Shopping Center, the Dilworth Walmart Transfer Center and Dilworth, using Main Avenue in central Moorhead.
- Both the Dilworth Walmart and the Hornbacher's on Main Avenue would be served.

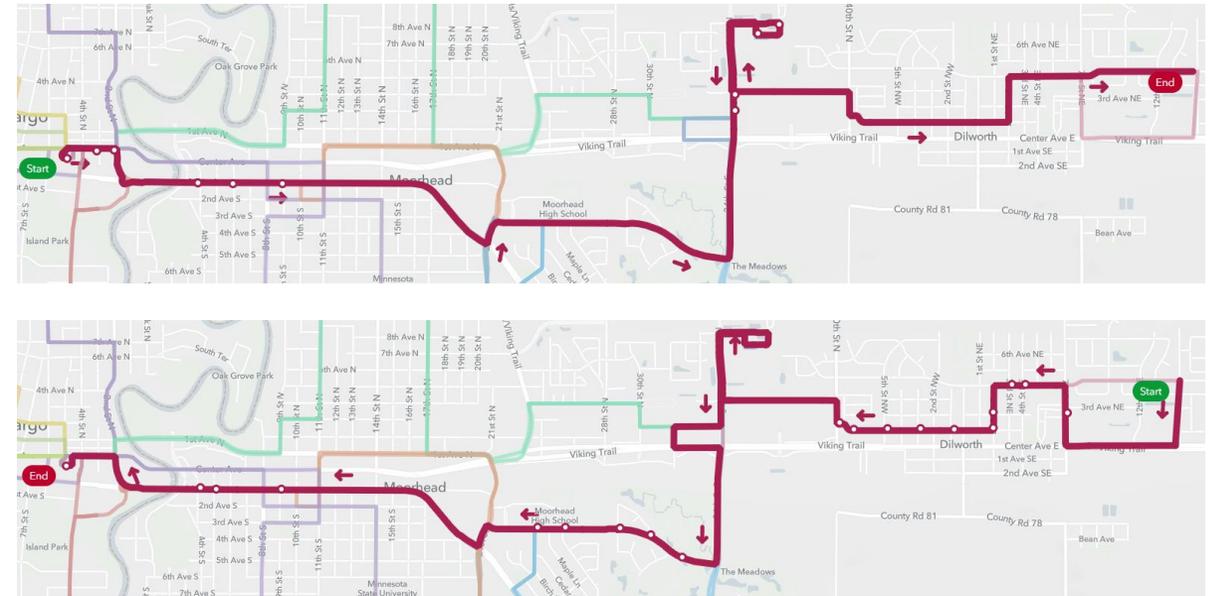
Route	Weekday Existing	Weekday Proposed	Saturday Existing	Saturday Proposed	Sunday Existing	Sunday Proposed
	Frequency (minutes)/ Span of Service					
6	60/6:40AM-7:10PM	60/6:45AM-8:45PM	60/7:40AM-6:10PM	60/7:45AM-6:45PM	No Service	60/7:45AM-6:45PM

# Phase Two – Route 6

Existing Route 6



Proposed Route 6 (Outbound and Inbound)



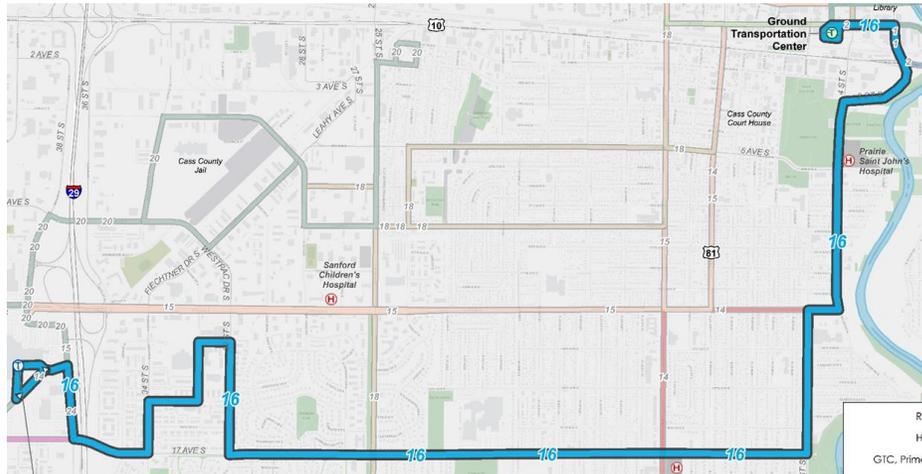
# Phase Two – Route 8

- Route 8 is a “new” route that is a significantly modified version of the current Route 16 and would serve to provide a new connection between the Dilworth Walmart Transfer Center, the Marriott Transfer Center and the West Acres Mall Transfer Center *without* serving the GTC in downtown Fargo.
- Route 8 would be implemented during the latter portion of Phase Two.
- The proposed route would connect the West Acres Transfer Center with the Dilworth Walmart Transfer Center via the Marriott Transfer Center, Concordia College, MSU Moorhead, Moorhead High School and the EastTen Shopping Center.
- The Dilworth Walmart, EastTen Shopping Center and Cash Wise foods in Fargo would be served.

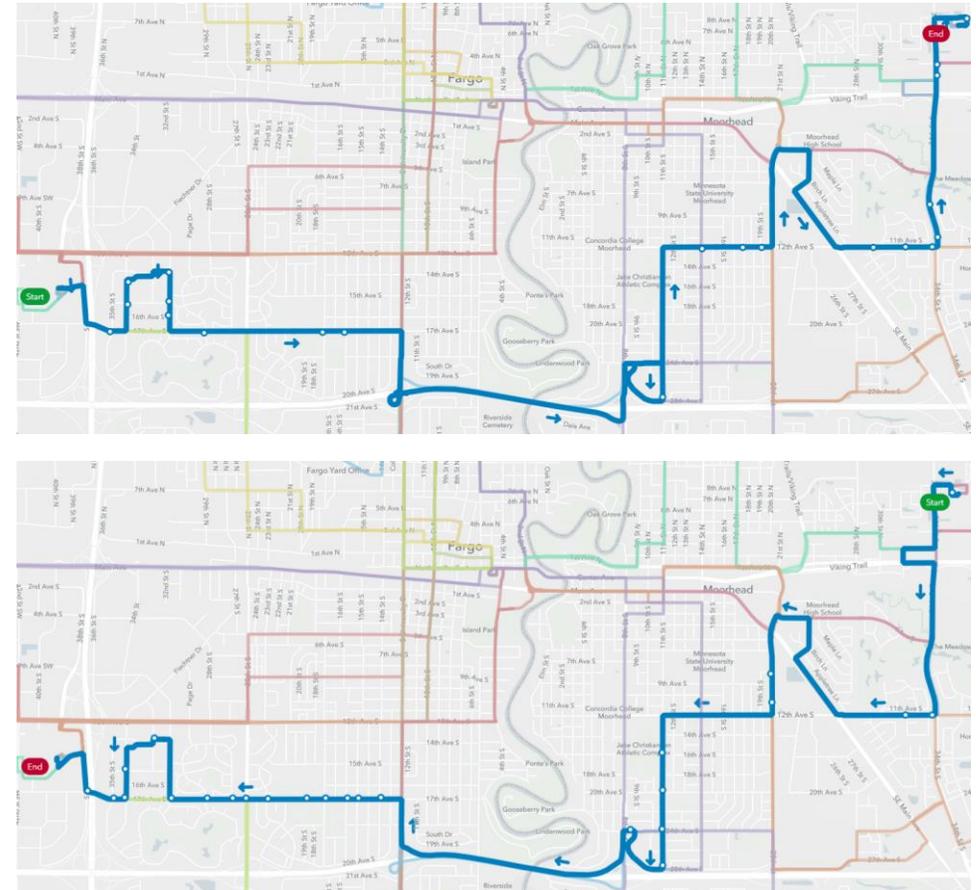
	Weekday Existing	Weekday Proposed	Saturday Existing	Saturday Proposed	Sunday Existing	Sunday Proposed
Route	Frequency (minutes)/ Span of Service					
8 (was 16)	60/6:45AM-6:45PM	60/6:15AM-6:45PM	60/7:45AM-6:45PM	60/7:15AM-6:45PM	No Service	No Service

# Phase Two – Route 8

Existing Route 16



Proposed Route 8 (Outbound and Inbound)



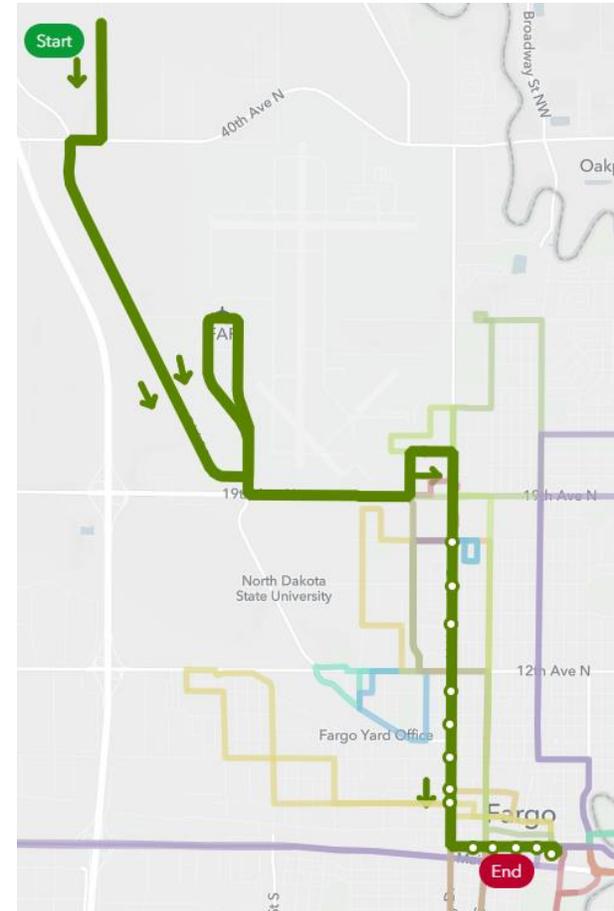
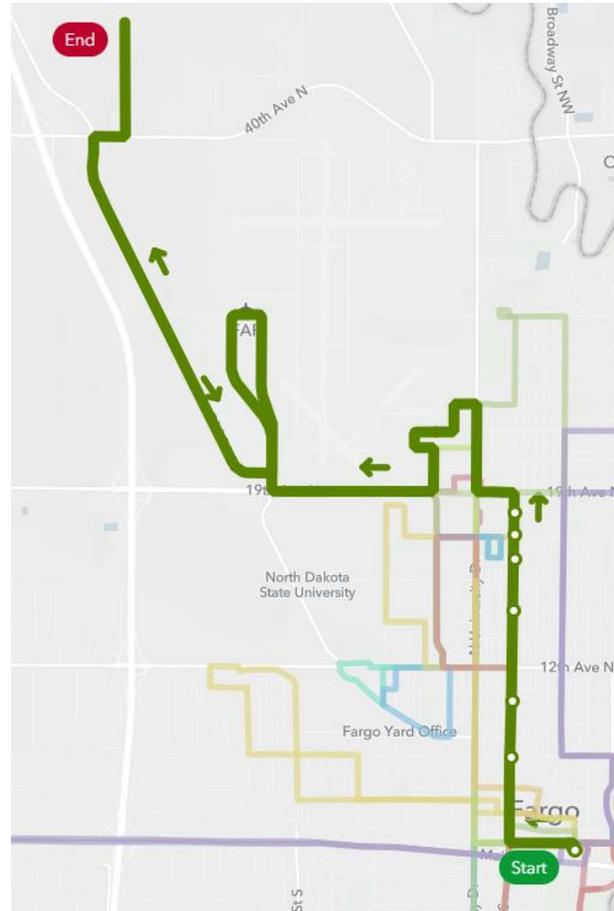
# Phase Two – Route 10

- Route 10 is a new route that would serve to provide a new connection between the GTC in downtown Fargo, the NDSU campus area, Hector International Airport and the new Amazon Distribution Center.
- Route 10 would provide hourly service on weekdays, Saturdays and Sundays.
- Route 10 would be implemented during the latter portion of Phase Two.

Route	Weekday Existing	Weekday Proposed	Saturday Existing	Saturday Proposed	Sunday Existing	Sunday Proposed
	Frequency (minutes)/ Span of Service					
10	No Service	60/6:15AM-8:15PM	No Service	60/7:15AM-6:45PM	No Service	60/7:15AM-6:45PM

# Phase Two – Route 10

## Proposed Route 10 (Outbound and Inbound)



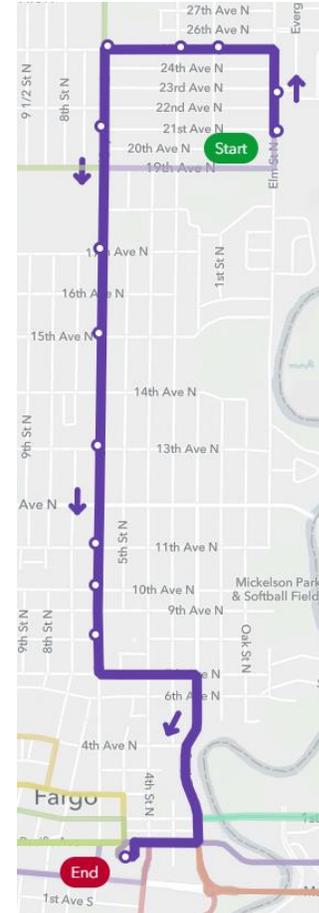
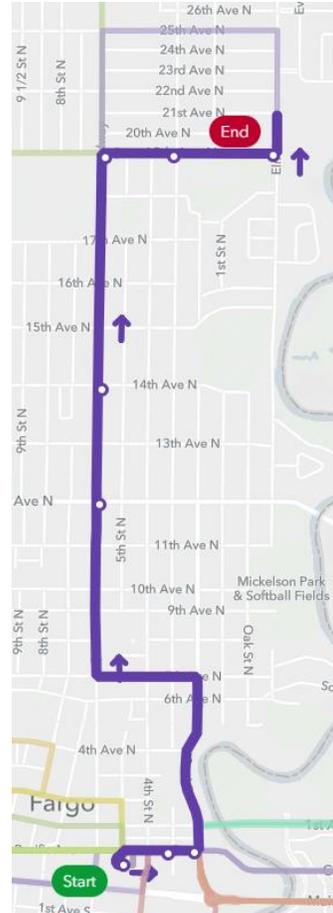
# Phase Two – Route 11

- In addition to the slight alignment modification in downtown Fargo, Route 11 would now operate every 20 minutes throughout most of the day on weekdays, and every 30 minutes in the evenings. Route 11 would operate every 30 minutes throughout the entire service day on Saturdays as well.
- Route 11 would operate hourly on Sundays.

Route	Weekday Existing	Weekday Proposed	Saturday Existing	Saturday Proposed	Sunday Existing	Sunday Proposed
	Frequency (minutes)/ Span of Service					
11	30/6:15AM-6:15PM 60/6:15PM-11:15PM	20/6:15AM-6:45PM 30/6:45PM-11:45PM	30/7:15AM-6:15PM 60/6:15PM-11:15PM	30/7:15AM-11:15PM	No Service	60/7:15AM-8:15PM

# Phase Two – Route 11

## Proposed Route 11 (Outbound and Inbound)



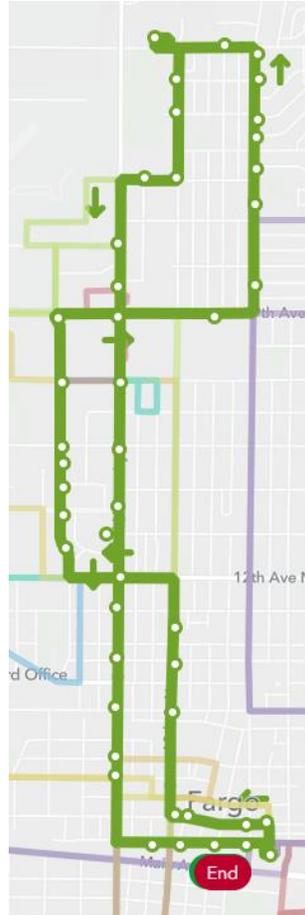
# Phase Two – Route 13

- In addition to the slight alignment modification in the NDSU area, Route 13 would now operate every 15 minutes throughout most of the day on weekdays, and every 20 minutes in the evenings. Route 13 would operate every 20 minutes throughout most of the service day on Saturdays as well, with hourly service on Saturday evenings.
- Route 13 would operate hourly on Sundays.
- Route 13 would utilize resources previously allocated to Route 13U but would operate throughout the entire year.

Route	Weekday Existing	Weekday Proposed	Saturday Existing	Saturday Proposed	Sunday Existing	Sunday Proposed
	Frequency (minutes)/ Span of Service					
13	30/6:15AM-6:15PM 60/6:15PM-11:15PM	15/6:15AM-6:00PM 20/6:15PM-10:15PM	30/7:15AM-6:15PM 60/6:15PM-11:15PM	20/7:15AM-6:15PM 60/6:15PM-10:15PM	No Service	60/7:15AM-8:15PM
13U (NDSU academic year only)	30/6:15AM-6:15PM 60/6:15PM-11:15PM		30/7:15AM-6:15PM 60/6:15PM-11:15PM		No Service	

# Phase Two – Route 13

Proposed Route 13



# Phase Two – Route 14

- Route 14 would be modified to provide service in areas no longer served by the modified Route 8 (formerly Route 16) near downtown Fargo.
- Additionally, Route 14 would operate only between the Chestnut Ridge Apartments and the GTC in downtown Fargo, as other routes described subsequently will provide service between the 32<sup>nd</sup> Avenue South area and the West Acres Transfer Center.

Route	Weekday Existing	Weekday Proposed	Saturday Existing	Saturday Proposed	Sunday Existing	Sunday Proposed
	Frequency (minutes)/ Span of Service					
14	30/6:15AM-6:15PM 60/6:15PM-11:21PM	30/6:15AM-6:15PM 60/6:15PM-10:15PM	30/7:15AM-6:15PM 60/6:15PM-11:21PM	30/7:15AM-6:15PM 60/6:15PM-10:15PM	No Service	No Service



# Phase Two – Route 15

- Route 15 would be modified with an extension to the Sanford Medical Center in Fargo. On Saturdays, service would operate every 30 minutes throughout the entire service day.
- Route 15 would operate hourly on Sundays.

	Weekday Existing	Weekday Proposed	Saturday Existing	Saturday Proposed	Sunday Existing	Sunday Proposed
Route	Frequency (minutes)/ Span of Service					
15	15/6:11AM-5:45PM 30/5:45PM-11:11PM	15/6:15AM-5:45PM 30/5:45PM-11:15PM	30/7:11AM-5:45PM 60/5:45PM-11:11PM	30/7:15AM-11:15PM	No Service	60/7:15AM-10:15PM





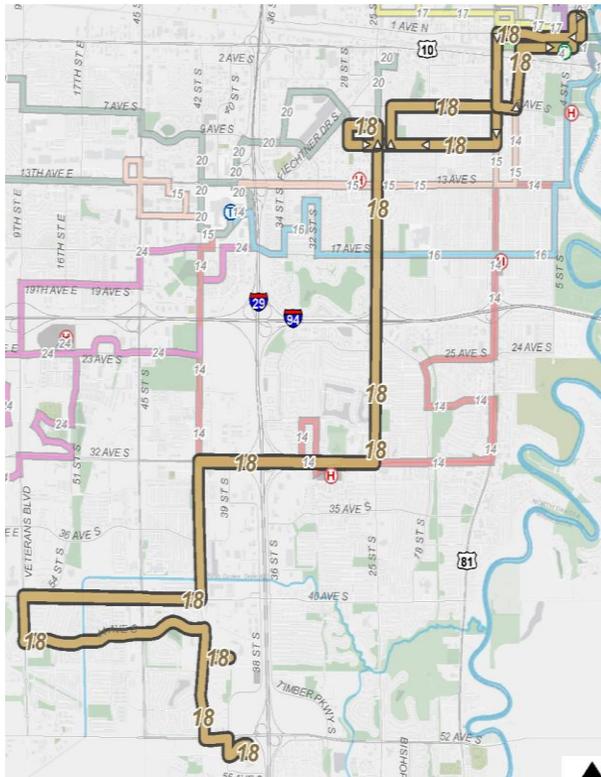
# Phase Two – Route 18

- Route 18 would be significantly modified in its alignment between the GTC and the Fargo Walmart so that it serves both South University Drive and 52<sup>nd</sup> Avenue South. Other route proposals will serve areas no longer served by Route 18.
- Route 18 would operate hourly on Sundays.

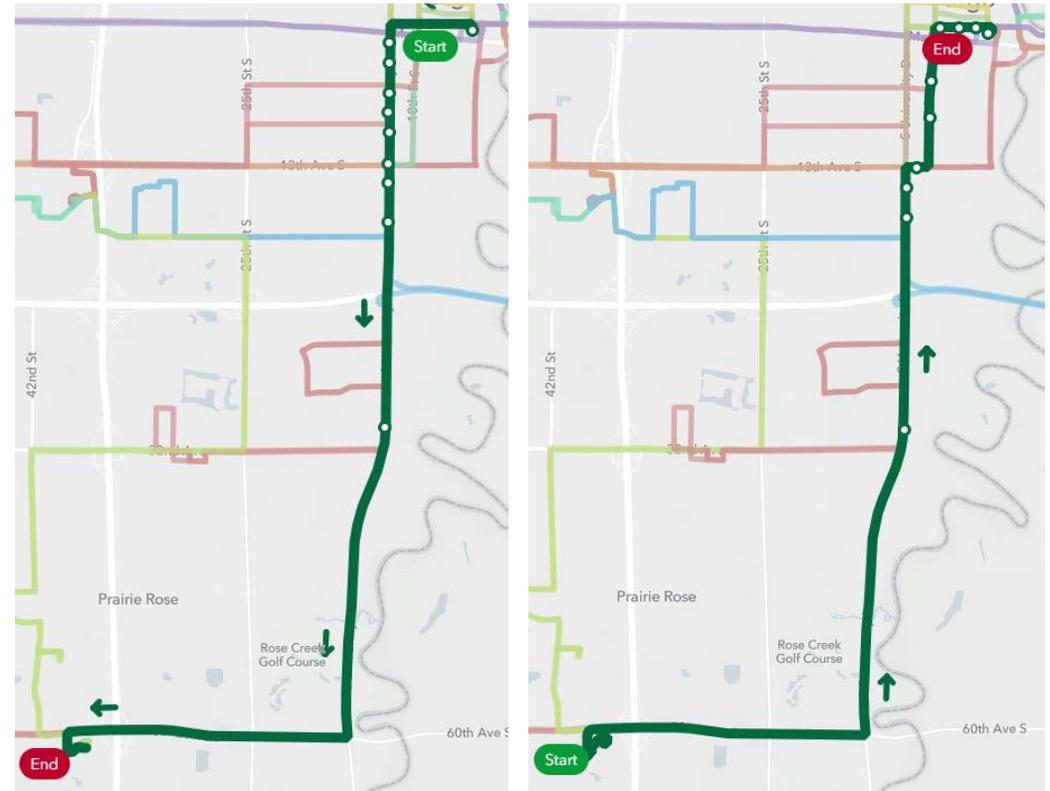
	Weekday Existing	Weekday Proposed	Saturday Existing	Saturday Proposed	Sunday Existing	Sunday Proposed
Route	Frequency (minutes)/ Span of Service					
18	60/6:12AM-10:15PM	60/6:12AM-10:15PM	60/7:23AM-10:15PM	60/7:23AM-10:15PM	No Service	60/8:00AM-7:00PM

# Phase Two – Route 18

Existing Route 18



Proposed Route 18 (Outbound and Inbound)



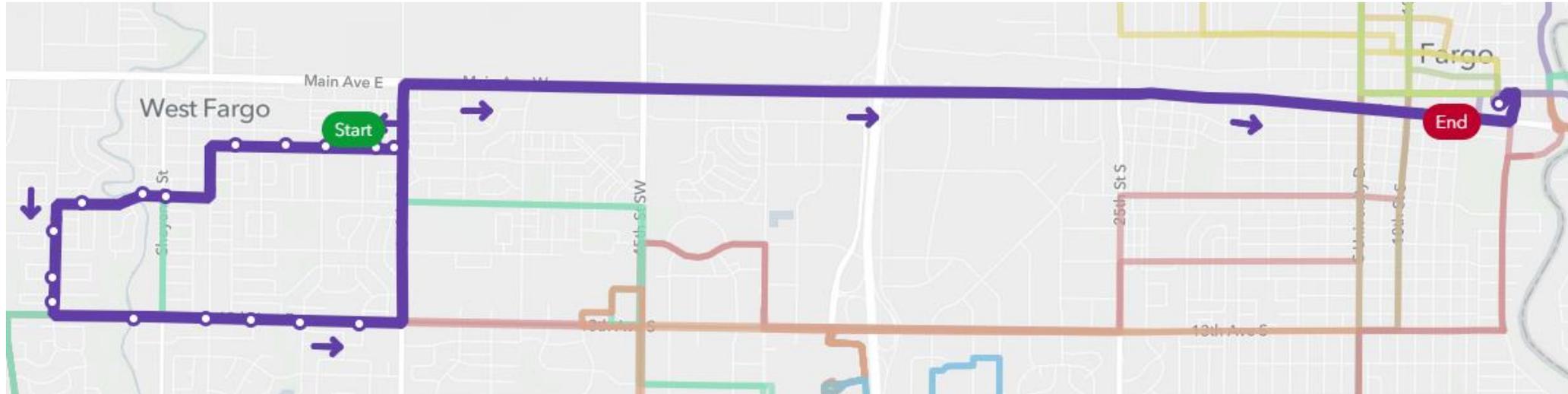
# Phase Two – Route 19

- Route 19 is a new route that would serve to provide a new, direct connection between the GTC in downtown Fargo and West Fargo.
- Route 19 would provide hourly service on weekdays and Saturdays.
- Route 19 would be implemented during the latter portion of Phase Two.

Route	Weekday Existing	Weekday Proposed	Saturday Existing	Saturday Proposed	Sunday Existing	Sunday Proposed
	Frequency (minutes)/ Span of Service					
19	No Service	60/6:15AM-9:15PM	No Service	60/7:15AM-9:15PM	No Service	No Service

# Phase Two – Route 19

Proposed Route 19



# Phase Two – Route 20

- Route 20 would be significantly modified to operate bi-directionally in West Fargo, connecting the West Acres Transfer Center with the Sanford Medical Center using portions of Sheyenne Street, 40<sup>th</sup> Avenue South and Veterans Boulevard.
- Route 20 would operate every 30 minutes on Sundays.
- The proposed route would also serve the Gateway West Shopping Center Hornbacher's and the 13<sup>th</sup> Avenue South Walmart.

Route	Weekday Existing	Weekday Proposed	Saturday Existing	Saturday Proposed	Sunday Existing	Sunday Proposed
	Frequency (minutes)/ Span of Service					
20	60/6:15AM-9:15PM	60/6:15AM-9:15PM	60/7:15AM-9:15PM	60/7:15AM-9:15PM	No Service	30/7:15AM-8:15PM



# Phase Two – Route 21

- Route 21 is a new route that would serve to provide a new connection between the Fargo Walmart and the West Acres Transfer Center, while also providing service in areas no longer served by Route 18.
- Route 21 would provide service every 30 minutes throughout most of the day on weekdays, with hourly service on weekday evenings, Saturdays and Sundays.
- Route 21 also serves the Microsoft campus.

	Weekday Existing	Weekday Proposed	Saturday Existing	Saturday Proposed	Sunday Existing	Sunday Proposed
Route	Frequency (minutes)/ Span of Service					
21	No Service	30/6:15AM-6:15PM 60/6:15PM-10:15PM	No Service	60/7:15AM-10:15PM	No Service	60/7:15AM-8:15PM



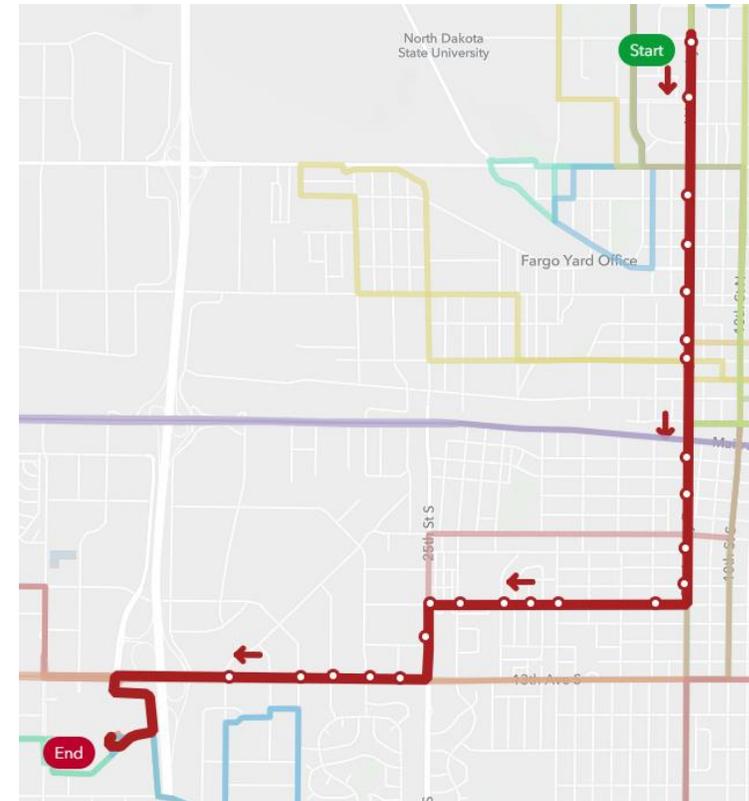
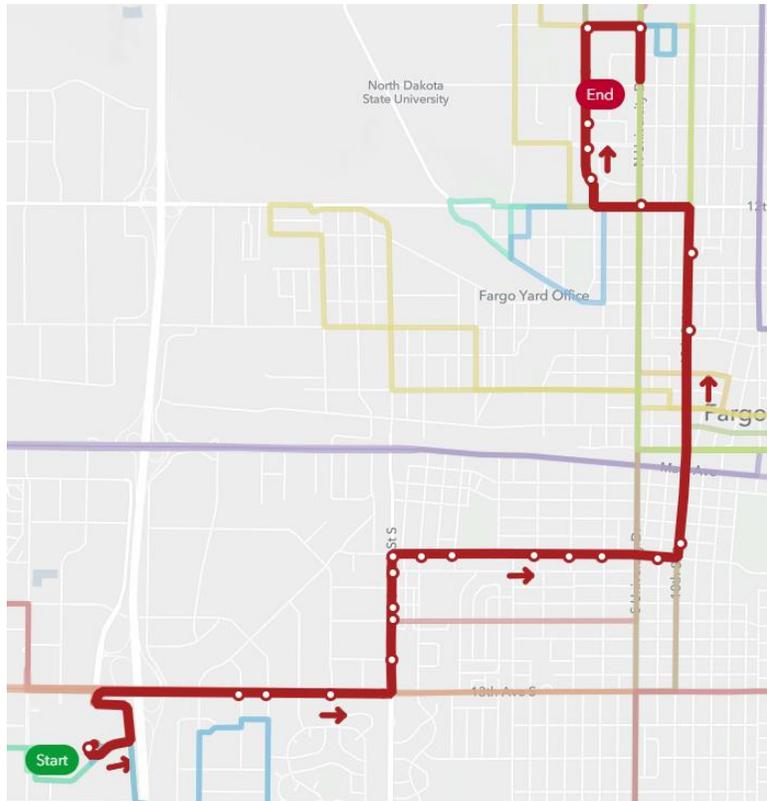
# Phase Two – Route 22

- Route 22 is a new route that would serve to provide a new, direct connection between the NDSU campus area and the West Acres Transfer Center.
- Route 22 would provide service every 30 minutes throughout most of the day on weekdays, with hourly service on weekday evenings, Saturdays and Sundays.
- Route 22 would be implemented during the latter portion of Phase Two.

	Weekday Existing	Weekday Proposed	Saturday Existing	Saturday Proposed	Sunday Existing	Sunday Proposed
Route	Frequency (minutes)/ Span of Service					
22	No Service	30/6:18AM-6:15PM 60/6:15PM-10:15PM	No Service	60/7:15AM-10:15PM	No Service	60/7:15AM-10:15PM

# Phase Two – Route 22

## Proposed Route 22 (Outbound and Inbound)



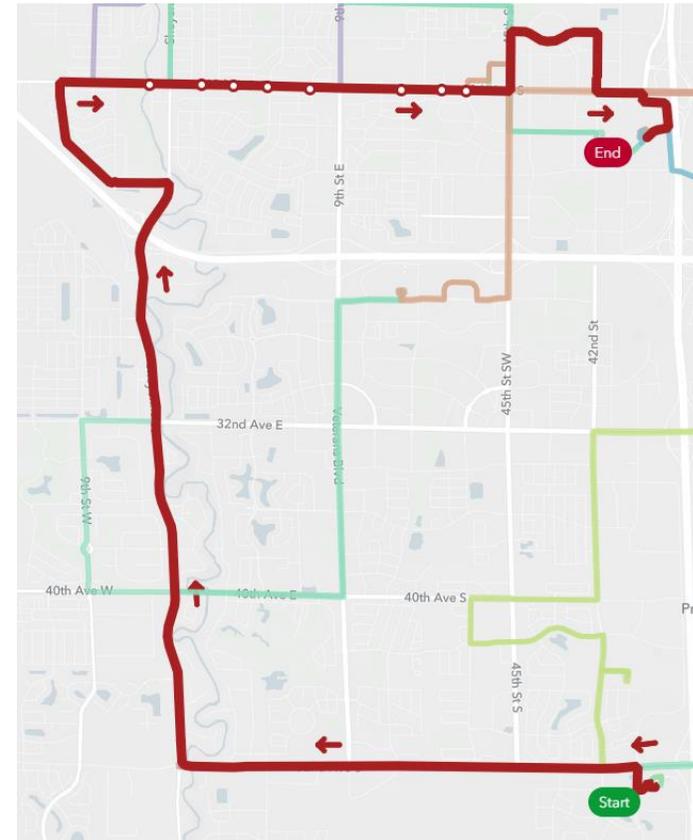
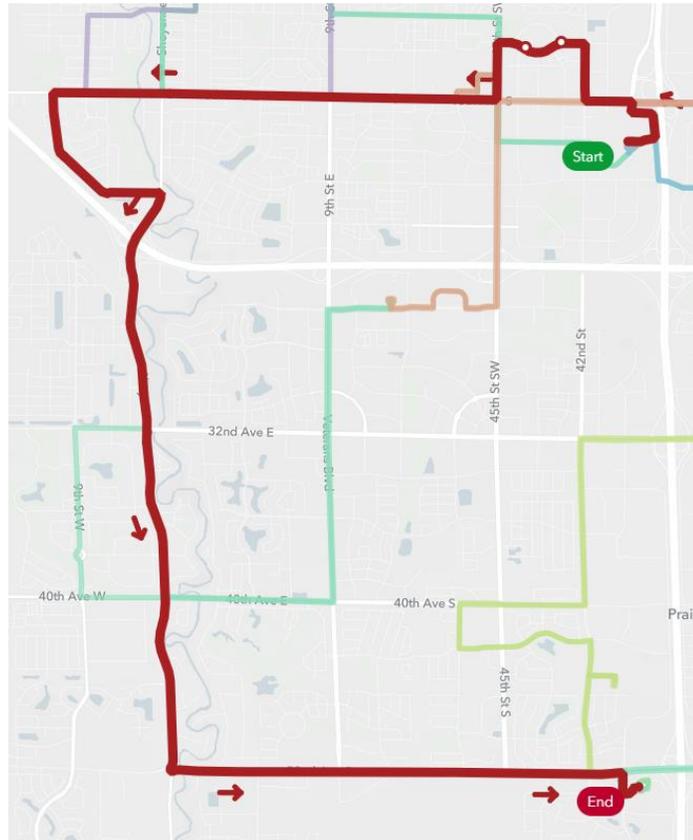
# Phase Two – Route 24

- Route 24 is a new route that would serve to provide a new, direct connection between the West Acres Transfer Center and the Fargo Walmart while providing bi-directional service along 52<sup>nd</sup> Avenue South, Sheyenne Street and 13<sup>th</sup> Avenue.
- Route 24 would provide hourly service on weekdays, Saturdays and Sundays.
- Route 24 would be implemented during the latter portion of Phase Two.

	Weekday Existing	Weekday Proposed	Saturday Existing	Saturday Proposed	Sunday Existing	Sunday Proposed
Route	Frequency (minutes)/ Span of Service					
24	No Service	60/6:15AM-10:15PM	No Service	60/8:00AM-7:00PM	No Service	60/8:00AM-7:00PM

# Phase Two – Route 24

Proposed Route 24 (Outbound and Inbound)



# Phase Two – NDSU Routes

- Routes 31, 32E, 32W, 33 and 34 have no alignment changes; however, Saturday and Sunday service has been added during the NDSU academic year to all these routes with the exception of Route 32W.

Route	Weekday Existing	Weekday Proposed	Saturday Existing	Saturday Proposed	Sunday Existing	Sunday Proposed
	Frequency (minutes)/ Span of Service	Frequency (minutes)/ Span of Service	Frequency (minutes)/ Span of Service	Frequency (minutes)/ Span of Service	Frequency (minutes)/ Span of Service	Frequency (minutes)/ Span of Service
31	15/7:40AM-6:10PM	15/7:40AM-6:10PM	No Service	20/7:45AM-6:00PM	No Service	20/7:45AM-6:00PM
32E	30/7:25AM-6:05PM	30/7:25AM-6:05PM	No Service	30/7:30AM-6:00PM	No Service	30/7:30AM-6:00PM
32W	30/7:25AM-10:25AM	30/7:25AM-10:25AM	No Service	No Service	No Service	No Service
33	10/6:55AM-10:32AM 10/3:08PM-6:58PM 7/10:32AM-3:08PM	10/6:55AM-10:32AM 10/3:08PM-6:58PM 7/10:32AM-3:08PM	No Service	30/7:00AM-6:45PM	No Service	30/7:00AM-6:45PM
34	20/7:44AM-4:44PM	20/7:44AM-4:44PM	No Service	20/7:45AM-4:30PM	No Service	20/7:45AM-4:30PM

# Phase Two – NDSU Routes

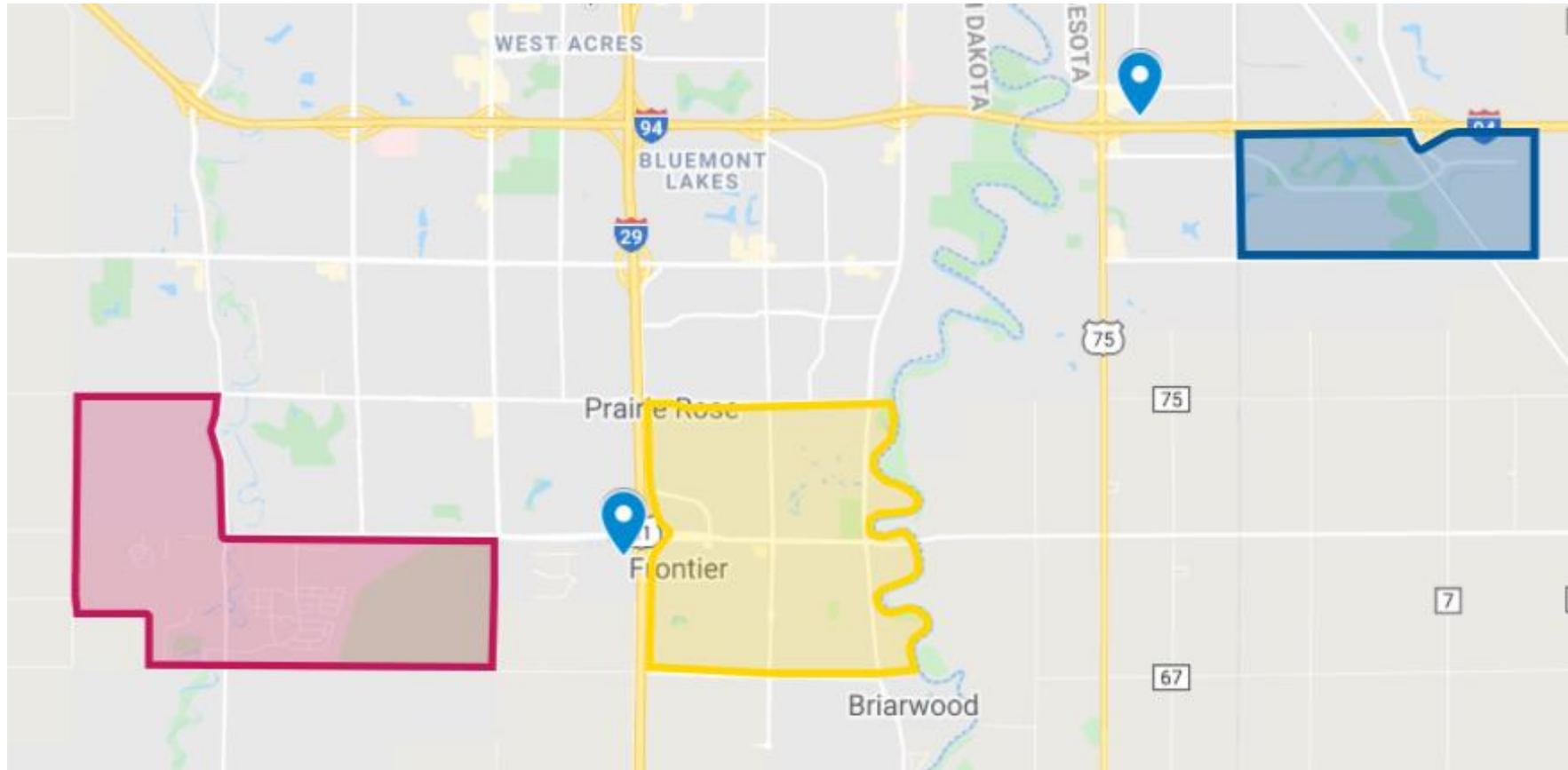


# Phase Two

## Additional Mobility On-Demand Services

- **Existing TapRide service areas:**
  - NDSU campus (NDSU academic year only; Monday-Friday, from 7:30PM to 11:00PM; transfer at NDSU Transit Hub)
  - Fargo Industrial Park (6:15AM-11:15PM, Monday through Friday and 7:15AM-11:15PM on Saturday; transfer at West Acres or Whale-of-a-Wash)
- **PLUS Three additional potential TapRide service areas:**
  - South Fargo (transfer at Walmart)
  - “Far South” Fargo (transfer at Walmart)
  - South Moorhead (transfer at the Marriott Transfer Center)

# Phase Two Additional Mobility On-Demand Services



# Estimated Impacts (Subject to Revision)

		Current	Phase One	Phase Two
Fixed Route	Routes	23	22	22
	Peak Buses	37	34	47
	Annual Hour	123,092	121,279	179,667
	Annual Miles	1,587,845	1,603,908	2,252,047
Mobility On-Demand Service	Routes	2	2	5
	Peak Buses	2	2	5
	Annual Hour	8,670	8,670	21,675
	Annual Miles	130,050	130,050	325,125
Total	Routes	25	24	27
	Peak Buses	39	36	52
	Annual Hour	131,762	129,949	201,342
	Annual Miles	1,717,895	1,733,958	2,577,172
Difference	Routes		(1)	2
	Peak Buses		(3)	13
	Annual Hour		(1,813)	69,580
	Annual Miles		16,063	859,277
Percent Difference	Routes	0.00%	-4.35%	8.70%
	Peak Buses	0.00%	-8.11%	35.14%
	Annual Hour	0.00%	-1.47%	56.53%
	Annual Miles	0.00%	1.01%	54.12%

