

**517th Transportation Technical Committee
Fargo-Moorhead Metropolitan Council of Governments
THURSDAY, April 8, 2020 – 10:00 a.m.**

AGENDA

- | | |
|---------------------------------------------------------------------------|-------------------------------|
| 1. Call to Order and Introductions | |
| 2. Approve the Agenda | Action Item |
| 3. Consider Minutes of the March 11, 2021 TTC Meeting | Action Item |
| 4. Public Input Opportunity | Public Input |
| 5. Interstate Operations Analysis Consultant Selection | Action Item |
| 6. Job and Household Data Request for Proposals Update | Information Item |
| 7. Transit Route Planning Software Request for Proposals | Information Item |
| 8. 2021 Bicycle & Pedestrian Count Report | Information Item |
| 9. Meeting Highlights from ND MPO/NDDOT Meeting (1 st Quarter) | Information Item |
| 10. July TTC Meeting Date | Discussion Item |
| 11. Agency Updates | Discussion Item |
| a. City of Fargo | e. City of Horace |
| b. City of Moorhead | f. Cass County |
| c. City of West Fargo | g. Clay County |
| d. City of Dilworth | h. Other Member Jurisdictions |
| 12. Additional Business | Information Item |
| 13. Adjourn | |

REMINDER: The next TTC meeting will be held **Thursday, May 13, 2021** at 10:00 a.m.

Due to ongoing public health concerns related to COVID-19, Metro COG is encouraging citizens to provide their comments for consent agenda and regular agenda items on the April 8 agenda via email to 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_Ulx4hMKXTcKP7SZGrzx2Ew

Red Action Items require roll call votes.

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

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.

**516th Meeting of the
FM Metro COG Transportation Technical Committee
Thursday, March 11, 2021 – 10:00 am
Metro COG Conference Room**

Members Present:

Jonathan	Atkins	City of Moorhead Traffic Engineering
Julie	Bommelman	City of Fargo, MATBUS
Jeremy	Gorden	City of Fargo Transportation Engineering
Cindy	Gray	Metro COG
Robin	Huston	City of Moorhead Planning
Matthew	Jacobson	Clay County Planning
Kim	Lipetsky	Fargo Cass Public Health
Peyton	Mastera	City of Dilworth Administration
Aaron	Nelson	Fargo City Planning
Grace	Puppe	Cass County Planning
Mary	Safgren	MnDOT – District 4
Russ	Sahr	City of Horace Planning
Jordan	Smith	MATBUS (alternate for Lori Van Beek)
Tim	Solberg	City of West Fargo Planning
Justin	Sorum	Clay County Engineering
Brit	Stevens	NDSU – Transportation Manager
Mark	Wolter	Freight Representative, Midnite Express
Andrew	Wrucke	City of West Fargo Engineering
Wayne	Zacher	NDDOT – Local Government Division

Members Absent:

Jason	Benson	Cass County Highway Engineering
Jaclynn	Maahs	Concordia College
Joe	Raso	GFMEDC
Lori	Van Beek	City of Moorhead, MATBUS

Others Present:

Adam	Altenburg	Metro COG
Angela	Bolstad	Stantec
Luke	Champa	Metro COG
James	Dahlman	Interstate Engineering / City of Horace
Ari	Del Rosario	Metro COG
Evan	Enarson-Hering	NDDOT / Cambridge Systematics
Dan	Farnsworth	Metro COG
Matthew	Huettl	HDR, Inc
Savanna	Leach	Metro COG
Michael	Maddox	Metro COG
Stewart	Milakovic	NDDOT
Kristen	Sperry	FHWA
Steven	Strack	Houston Engineering
David	Sweeny	SRF
Kyle	Weiler	HDR, Inc

1. CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order at 10:00 am, on March 11, 2021 by Chair Gray. A quorum was present.

2. Approve the 516th TTC Meeting Agenda

Chair Gray asked if there were any questions or changes to the 516th TTC Meeting Agenda.

Motion: Approve the 516th TTC Meeting Agenda.

Mr. Sahr moved, seconded by Ms. Bommelman

MOTION, PASSED.

Motion carried unanimously.

3. APPROVE February 11, 2021 TTC MEETING MINUTES

Chair Gray asked if there were any questions or changes to the February 11, 2021 TTC Meeting Minutes.

Mr. Zacher stated that in the minutes, he is seeing reference to NDDOT's PM 1&2 adoption, and MnDOT's PM3 adoption, but he has questions about how this is described because it is inconsistent with the resolutions he received. Mr. Del Rosario said that after the TTC meeting, there was a change in the safety targets that was identified by MnDOT. Based on the new information, there was a slight change in the recommended targets prior to the Policy Board meeting. Both NDDOT and MnDOT's safety targets were consistent, based on the new information, and since they were consistent, Metro COG recommended that both DOTs Performance Measures and Safety Targets be adopted for the respective parts of the metro area. Chair Gray stated that the minutes would be reviewed and clarified if necessary, and that a notation will be added to reflect the update that occurred between TTC and Policy Board for the future reference of anyone researching PMs.

Motion: Approve the February 11, 2021 TTC Minutes, revised as discussed.

Mr. Sahr moved, seconded by Ms. Safgren

MOTION, PASSED

Motion carried unanimously.

4. Public Comment Opportunity

No public comments were made or received.

5. 2021 FM Area-Wide Traffic Counts Consultant Selection

Mr. Farnsworth presented GHA as the highest-ranked consultant 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 each of the teams was interviewed.

Motion: Recommend Policy Board approval of Metro COG entering into a contract with GHA for the 2021 Fargo-Moorhead Metro Area-Wide Traffic Counts

Mr. Atkins moved, seconded by Mr. Gorden
MOTION, PASSED
Motion carried unanimously.

6. Fargo-Moorhead Metro Bicycle & Pedestrian Plan Update RFP

Mr. Farnsworth presented the Fargo-Moorhead Bicycle & Pedestrian Plan Update Request for Proposals (RFP). 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: Recommend Policy Board approval of the Fargo-Moorhead Metro Bicycle & Pedestrian Plan Update RFP

Mr. Solberg moved, seconded by Ms. Lipetzky
MOTION, PASSED
Motion carried unanimously.

***Mr. Mastera joined the meeting at 10:29 a.m.**

***Mr. Solberg left the meeting at 10:35 a.m.**

7. 2021-2024 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. Mr. Champa directed the TTC members to the memo in the packet and the power point slide where the proposed changes are shown through the use of track changes to show the changes to the Regionally Significant Projects definition as found within the TIP. The proposed language, as shown below, was reviewed with the TTC.

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.

Mr. Champa explained that all projects identified as RSPs will 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. He added that 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.

Mr. Zacher said that the "lump sum" table is considered an intermediate step, and in the future, the individual breakdowns will need to be shown in the years programmed.

Motion: Recommend Policy Board approval of Metro COG 2021-2024 Transportation Improvement Program Amendment #3

Ms. Huston moved, seconded by Mr. Gorden

MOTION, PASSED

Motion carried unanimously.

8. Federal Functional Classification Update

Mr. Maddox presented an update on the Federal Functional Classification Update. The last functional classification update was completed in 2007, and was due for an update. An update including updated roads and boundaries was submitted to NDDOT several times over the past year and a half or so for review, but has not yet been approved.

9. Surface Transportation Bill Letter of Support to Senator Cramer

Chair Gray received an email from Senator Cramer's office, forwarded from both Mr. Solberg and Mr. Raso in regards to the upcoming Surface Transportation Bill update. Mr. Cramer's aides were requesting input on infrastructure priorities with respect to the passing of the new infrastructure surface transportation bill, as Mr. Cramer is the ranking member on Transportation and Infrastructure Subcommittee on Environment and Public Works. Chair Gray met with the Executive Committee to discuss the content of Metro COG's input in the form of a letter. Most of the input Metro COG provided two years ago is still valid. Ms.

Gray reviewed the main points of that input as well as a couple of additional points that would be added to the letter.

10. Agency Updates

West Fargo: Sheyenne Street public input meeting on Monday. Tim Solberg is also the new City of West Fargo assistant administrator, and that the Planning Director position is open and advertised until next Friday.

Fargo: 64th Ave S project starting up, University Drive starting soon. 2nd Street Pedestrian Bridge project awarded \$2.4M from the Urban Grant Program. GTC exterior bidding.

Moorhead: Underpass updates. Comp Plan underway. Potential pedestrian island on 4th Avenue/8th Street south.

Dilworth: no updates

Horace: no updates

Cass County: no updates

Clay County: Clay County Comp Plan update.

NDDOT: Diversion Authority/Corps of Engineers opening bids.

MnDOT: Safe Routes to School Program demonstration projects opening up for application

11. NDDOT Transportation Connection

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

12. Additional Business

No additional business.

13. Adjourn

The 516th Regular Meeting of the TTC was adjourned on March 11, 2021 at 11:22 a.m.

THE NEXT FM METRO COG TRANSPORTATION TECHNICAL COMMITTEE MEETING WILL BE HELD April 8, 2021, 10:00 A.M.

Respectfully Submitted,

Savanna Leach
Executive Assistant

To: Transportation Technical Committee
From: Cindy Gray, AICP – Executive Director
Date: April 8, 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 and Tuesday of this week. 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 the 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 will be 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.

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



To: TTC Committee
From: Michael Maddox, AICP
Date: April 1, 2021
Re: **Jobs & Household Data Purchase - Update**

Metro COG staff is currently looking to purchase the necessary Jobs and Household data necessary in the development of its next Transportation Demand Model (TDM), which is a key component of the 2050 Long-Range Transportation Plan.

An essential element of the TDM is accurate, current household and employment data, which is used to determine trip generation rates and which roadways will be reaching capacity thresholds in the future. Traditionally, the household and employment data was purchased by Metro COG from a vendor, who provides both the necessary attributes to populate into the TDM as well as location-based information needed to create point-based shapefiles. In 2016, Metro COG worked with the other two MPOs in North Dakota and with NDDOT to purchase this at the statewide level. However, there was significant difficulty both with the acquisition of the data, and with the data itself.

In order to simplify the process and ensure the accuracy of the data, Metro COG staff have decided to once again purchase this data solely as a region. Staff are currently working with ATAC to develop the necessary specifications in order to solicit quotes from data providers. Currently Metro COG is looking at direct requests from the following companies:

- Data Axel (formerly InfoUSA)
- U.S. Company Data
- U.S. Company List
- Kochava
- Replica

Staff will hopefully bring a recommendation on which company to utilize for Job and Household data in May. Staff is working to determine when to make the purchase in order to get the best data. In 2016, the historic data was mistakenly purchased which led to significant work by ATAC to clean and rectify the data. Metro COG wants to make sure that this does not happen again.



Fargo-Moorhead Metropolitan
Council of Governments

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To: TTC Committee
From: Michael Maddox, AICP
Date: April 1, 2021
Re: **Transit Software Purchase**

In 2017, Metro COG sought out and purchased licensing for software that would assist staff in analyzing and evaluating transit routes in response to the 2016 Transit Development Plan. This specialized software is only developed by one company, Remix, which is based in San Francisco, California.

The 2017 contract had an original term of one-year with a possible three-year licensing extension, with a cost of \$16,000 per year. The amount was based upon the number of transit buses that operate on the average day. Metro COG staff exercised the extension after the initial period, and that term expires at the end of June 2021.

Metro COG is looking to once again purchase transit routing software in order to assist in transit planning throughout the metro region. Staff is currently working with NDDOT to determine the acquisition process that it must undertake. Staff has developed a scope of work, and we are pursuing a Level 2 Small Purchase with an alternative procurement process where Metro COG can acquire the software licensing directly without issuing an RFP or seeking quotes/proposals from three or more vendors. This may be possible because of the uniqueness of the software program, and that Remix is the only company known to produce such a product.

Purchase of the software licensing is included in the UPWP overhead budget for 2021 and 2022. Any variations in pricing may result in an administrative modification to the UPWP.

Recommended Motion: None.



Fargo-Moorhead Metropolitan
Council of Governments

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April 1, 2021

Wayne Zacher, PE
North Dakota Department of Transportation
608 E Blvd Ave
Bismarck, ND 58505-0700

Subject: Permission to complete Level 2 Small Purchase of Remix Transit Routing Software for 2021 and 2022 without soliciting quotes/proposals from three vendors

Dear Mr. Zacher:

The purpose of this letter is to seek NDDOT approval of a Level 2 Small Purchase of licensing for Remix transit routing software – a purchase included in our overhead budget for 2021 and 2022. We understand that since this software is only offered through one vendor (Remix), we must complete the Alternate Procurement Request Form (sf51403), and seek permission from NDDOT. It is our understanding that you will also work with us in seeking permission from FHWA.

Since 2017, Metro COG has purchased transit routing software in order to assist MATBUS with transit planning, such as modifying current routes when roadway construction projects cause detours as well as planning, testing, and implementing the recommendation of each Transit Development Plan. This software provides staff with the capability of quickly looking at route feasibility, timing constraints, frequency, and cost. In June 2021, Metro COG's contract with the vendor expires, and as such, we are looking to renew the contract and extend our licensing for the software, which allows use by both Metro COG and MATBUS. The purchase of route planning software is included in our overhead budget for 2021 and 2022.

The product that we currently use is a very niche software product that has been developed by Remix specifically for transit applications. Neither Metro COG nor MATBUS staff have found any other type of software that provides the same product as the transit routing software developed by Remix. Because of the uniqueness of this software, no other company provides a comparable product. The cost of the product, which is determined by the size of the transit fleet (current contractual rate of \$16,000/year). It is possible that our cost may vary somewhat from the price paid in past years due to small changes in the size of the transit fleet.

Metro COG is asking NDDOT to approve the purchase of licensing for transit routing software in 2021 and 2022 as a Level 2 Small Purchase for purchases over \$10,000 but less than \$50,000, and to approve the Alternative Procurement Request for purchase of the product without seeking proposals/quotes from at least three vendors.

Sincerely,

Cynthia R. Gray, AICP
Executive Director



To: Transportation Technical Committee (TTC)
From: Dan Farnsworth
Date: April 2, 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 data 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) 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.

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

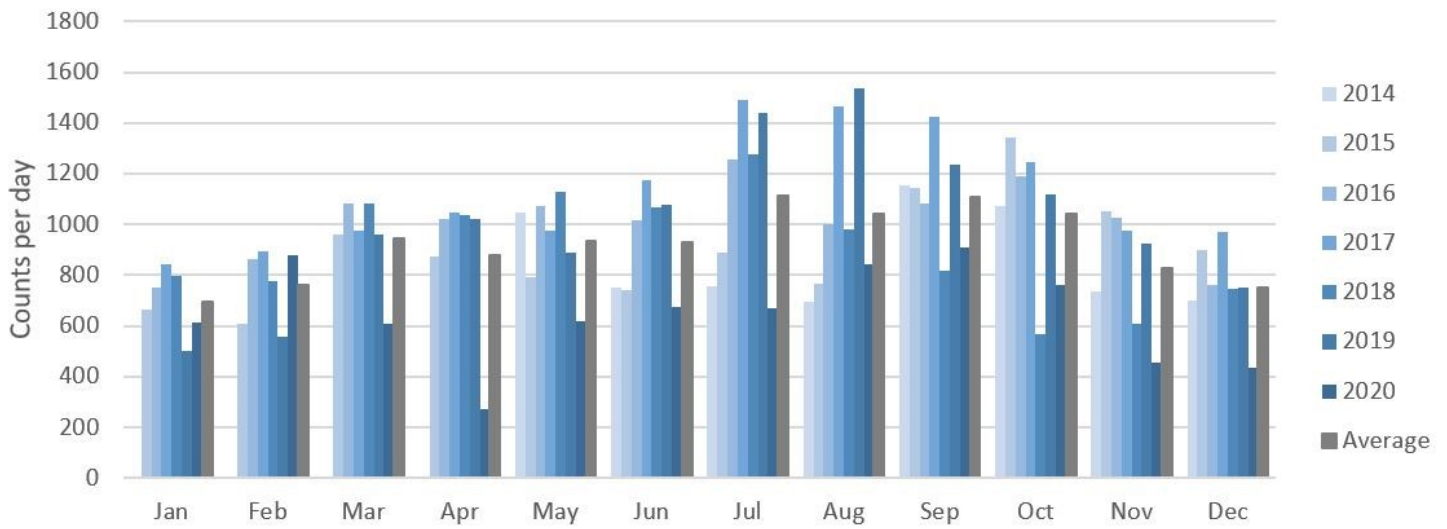
These counters count passer-byers 7 days a week, 24 hours a day, 365 days a year. It is important to note that these counters are not capable of differentiating between bicyclists and pedestrians. In addition, if two or more people are walking/biking side-by-side, the counter often records the group 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

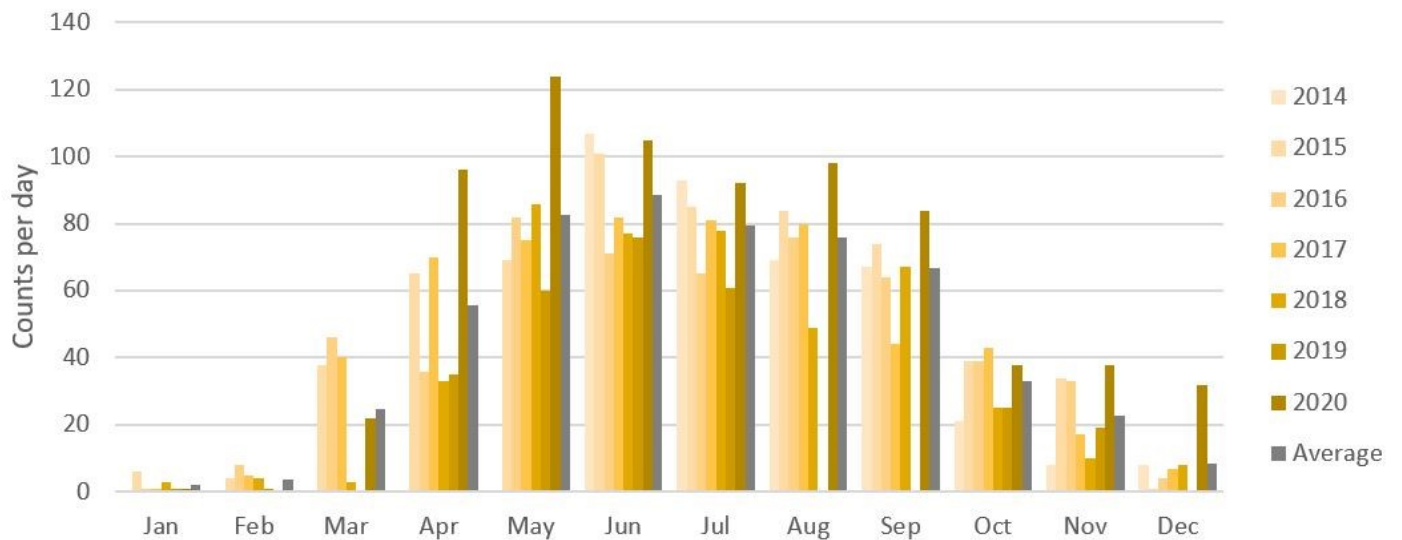
The Minnesota Department of Transportation (MnDOT) installed an automated counter in 2016 when the I-94 interchange at 8th St (US 75) was reconstructed. The counter is made by EcoCounter and uses both infrared technology and inductive pavement loop detection, allowing the counter to differentiate between 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.

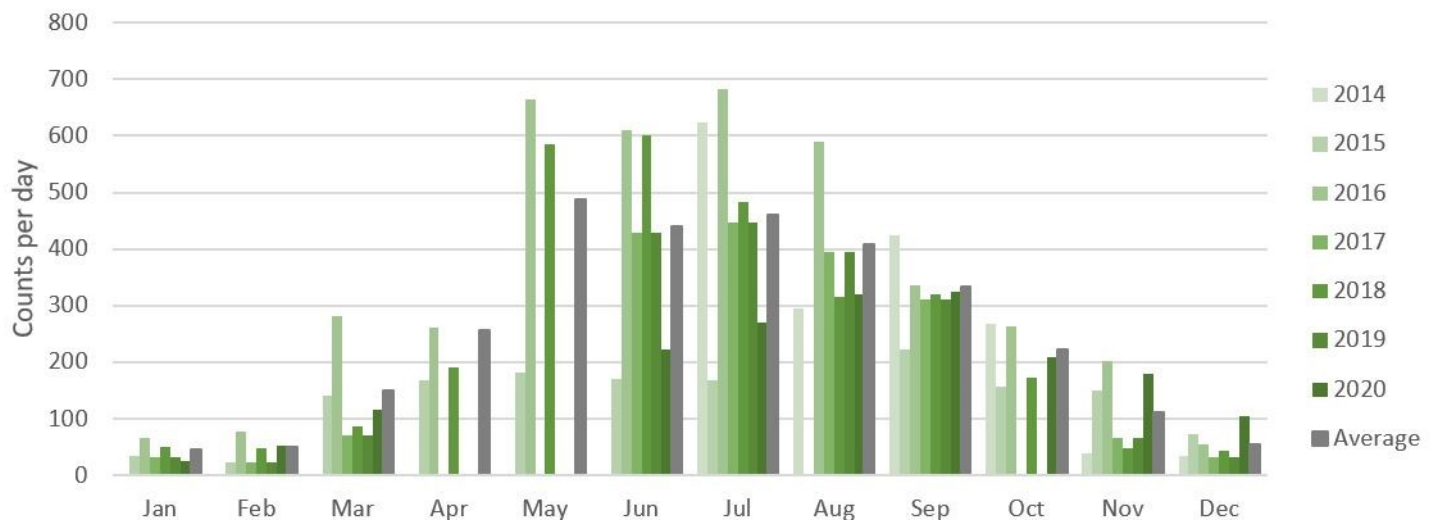
Broadway Sidewalk - Just S. of 2nd Ave N



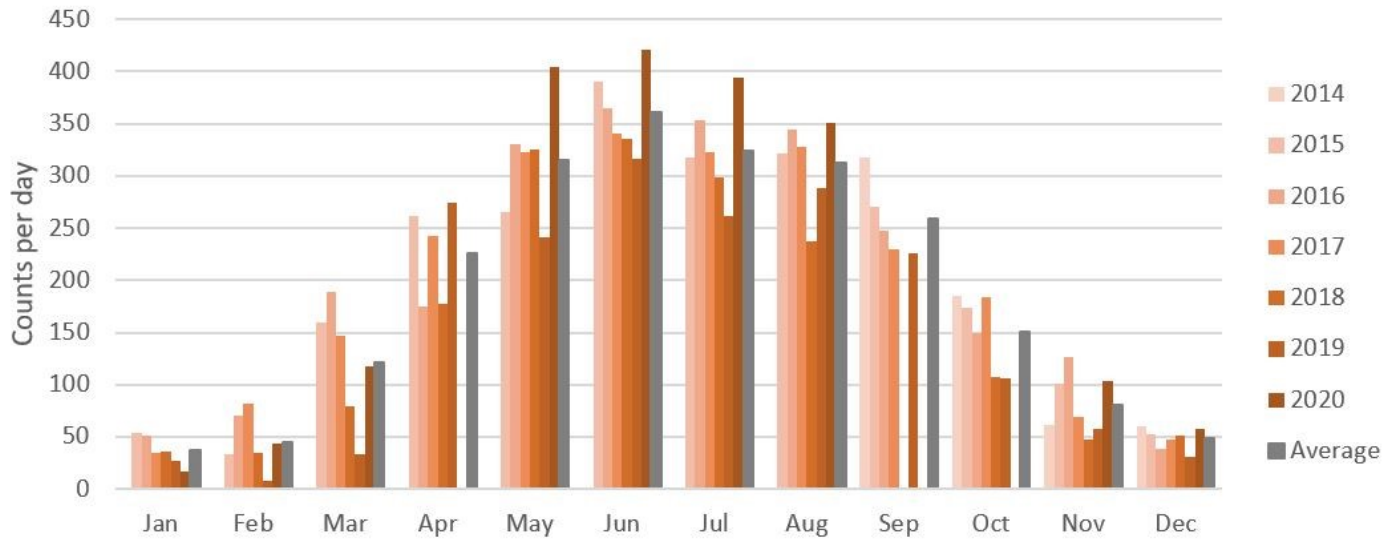
Eagle Run Trail



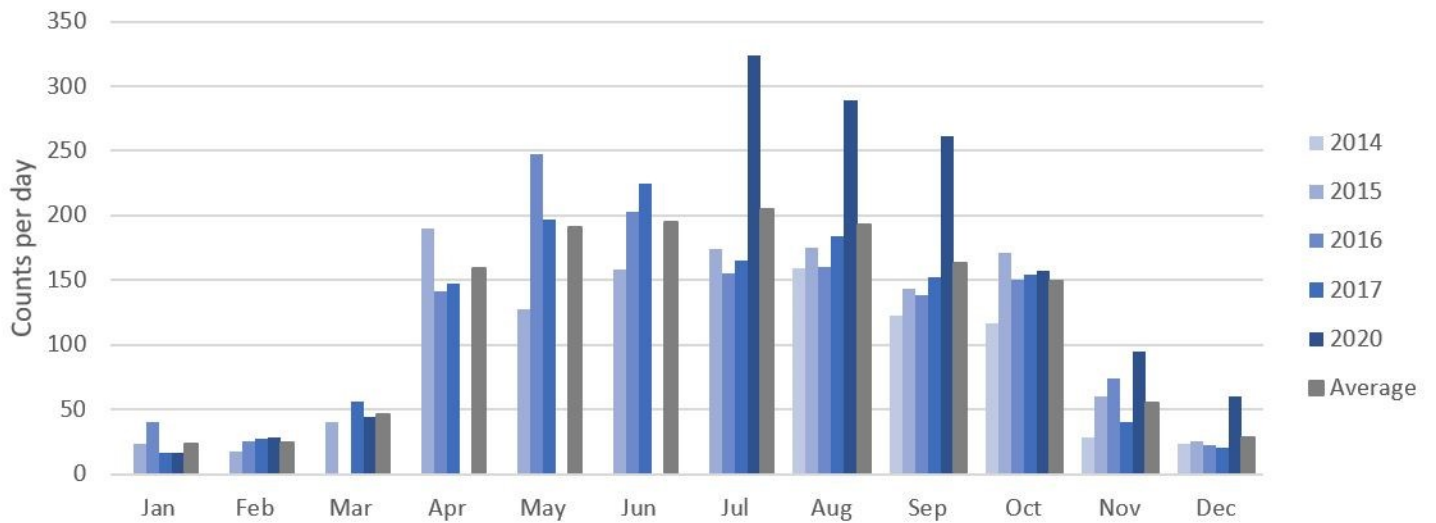
Lindenwood/Gooseberry Park Bridge



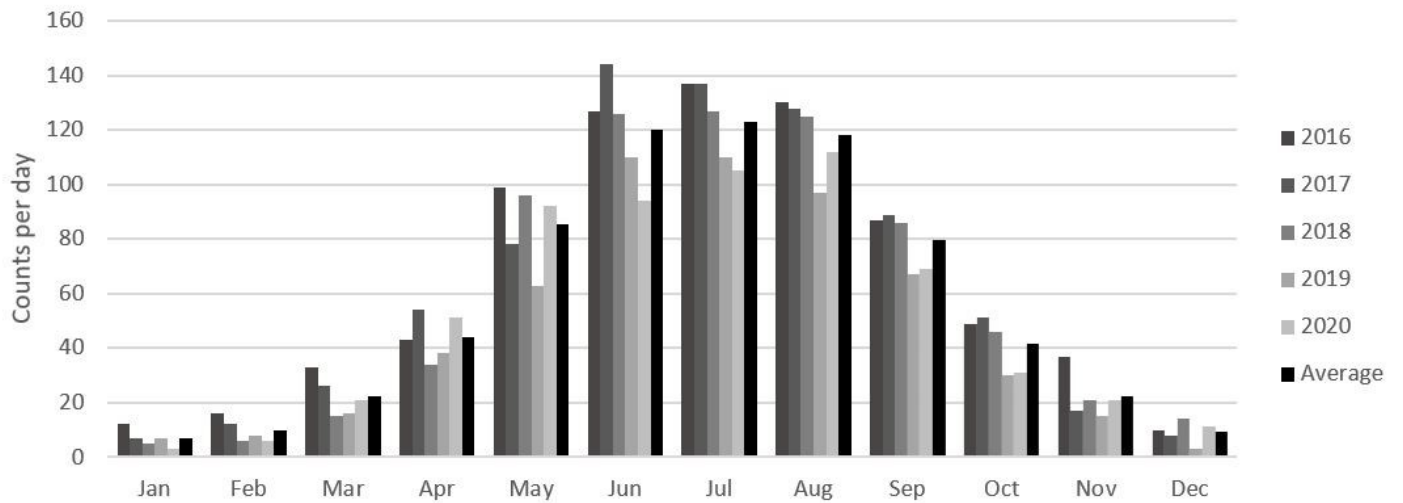
Milwaukee Trail



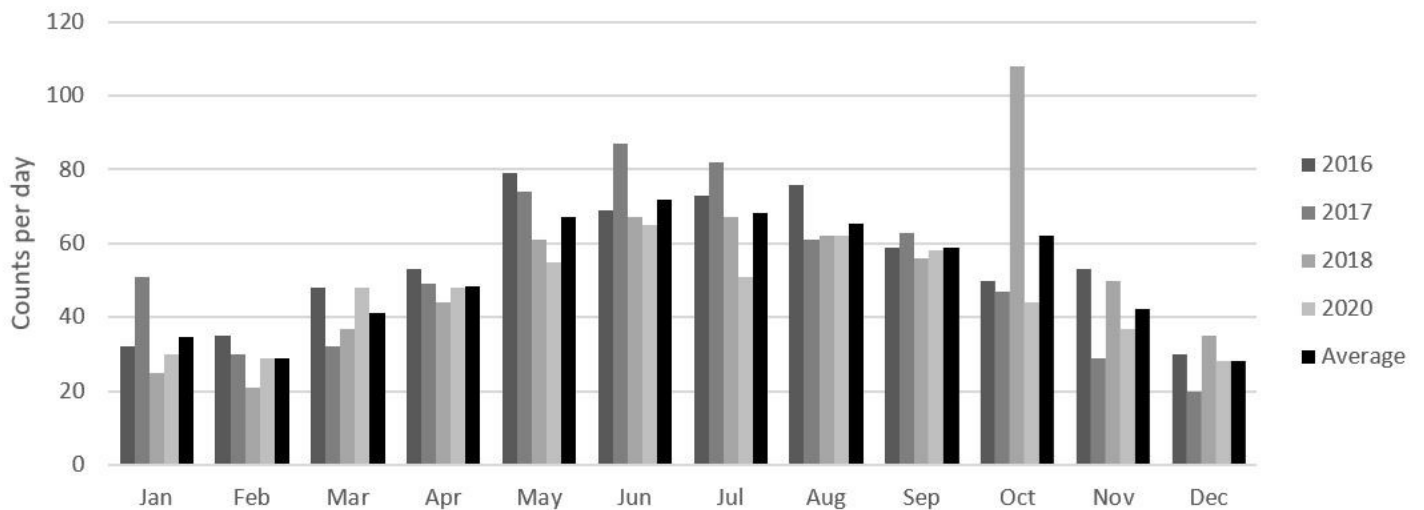
Oak Grove/Memorial Park Bridge



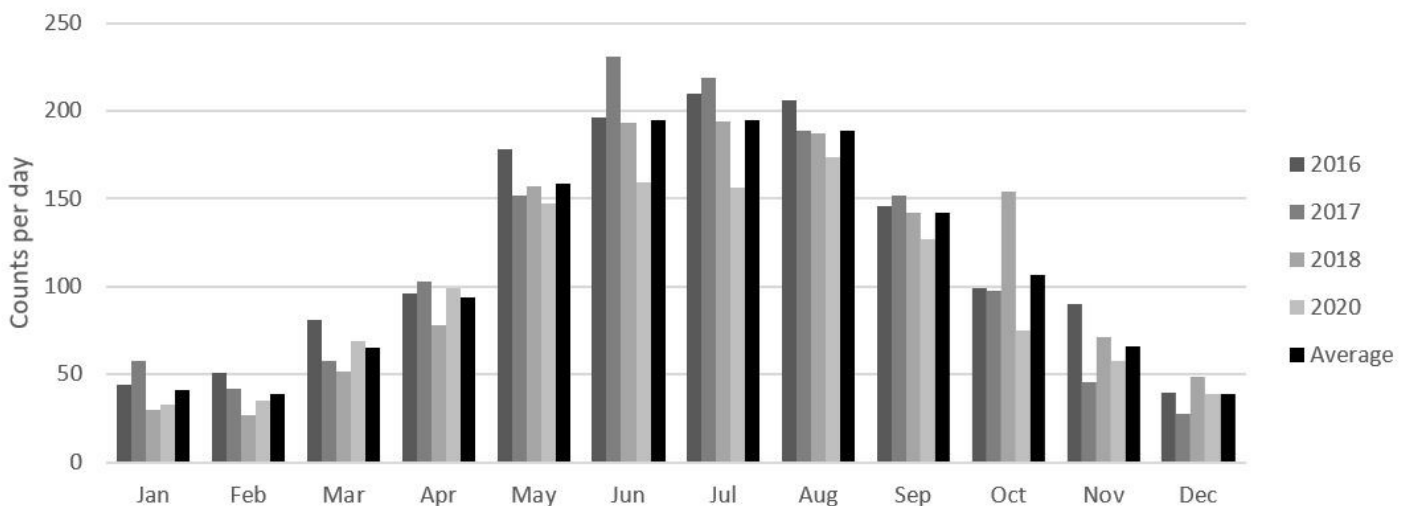
Moorhead 8th St Trail crossing I-94 - Bicycles



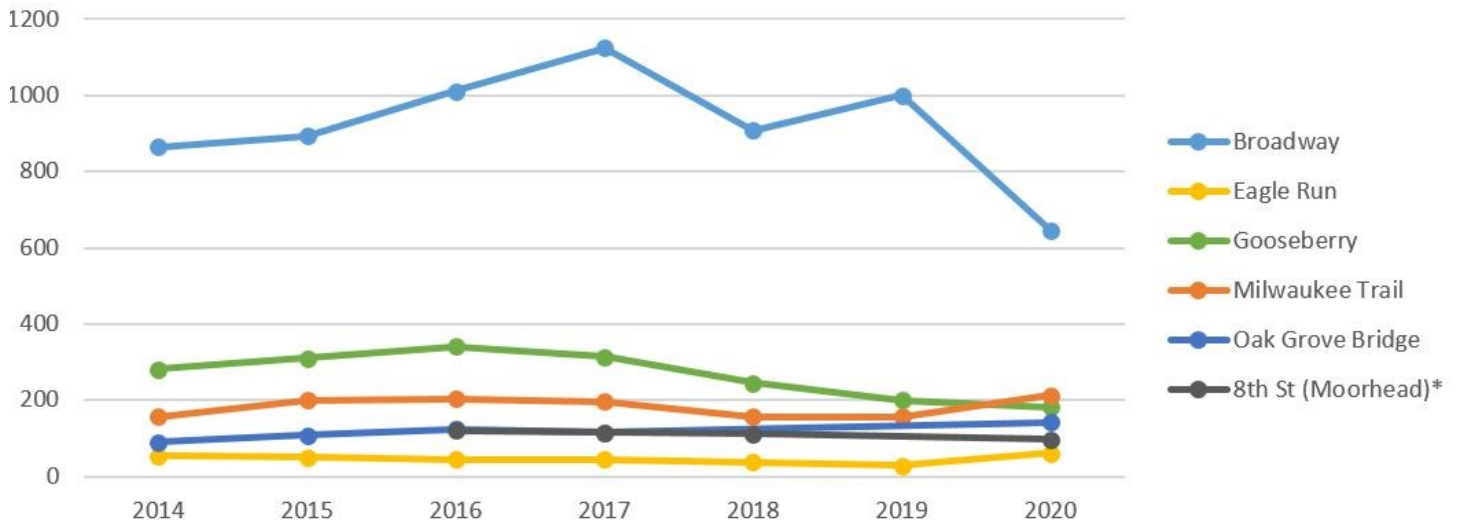
Moorhead 8th St Trail crossing I-94 - Pedestrians



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



Average Annual Daily Counts



* Includes both bicycle & pedestrian counts

Average Annual Daily Counts

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

*Includes both bicycle & pedestrian counts

Manual Counts

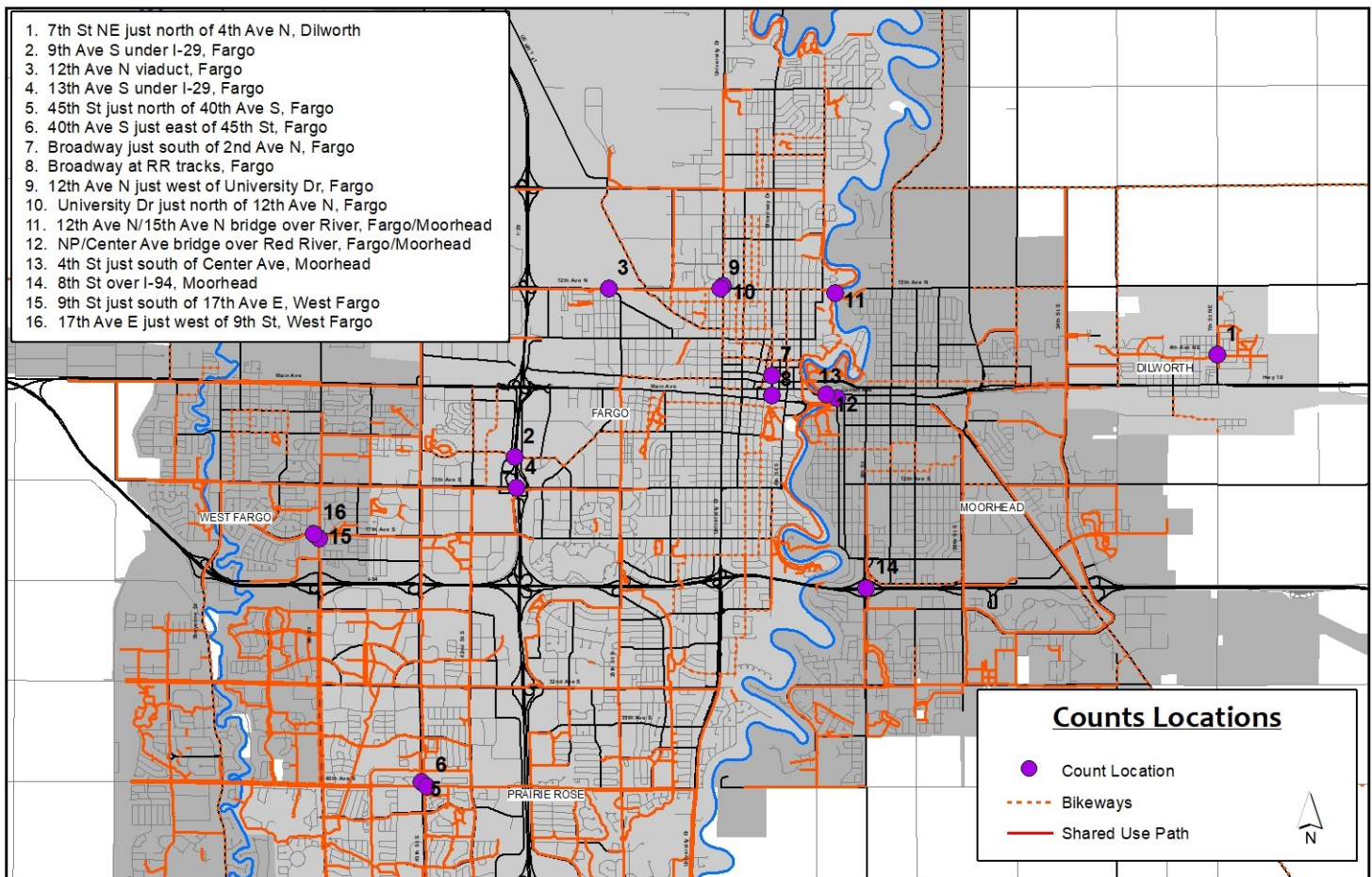
2013—2020

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.

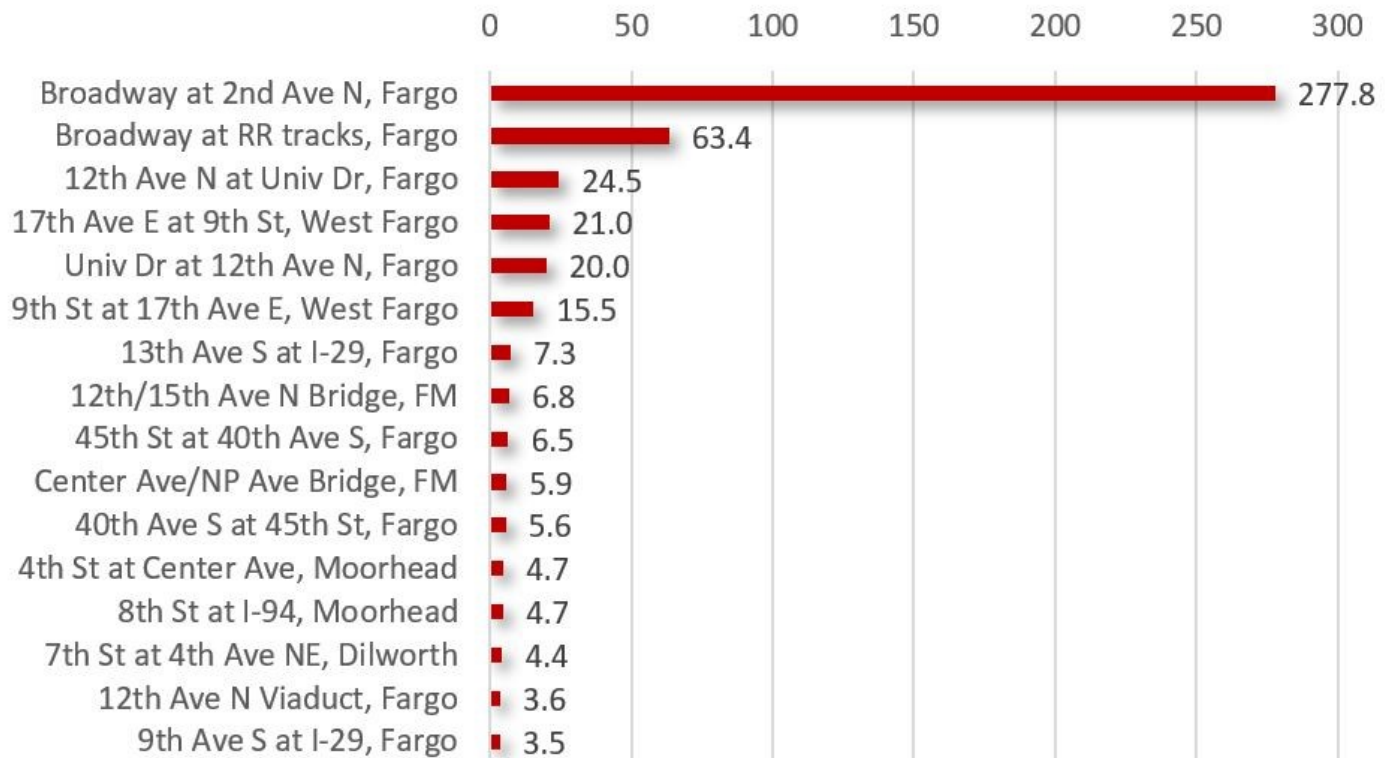
The count data shown in this section of the report includes years 2013 through 2020, however several locations may not include all years due to previous counting mythology, construction, or equipment failure. Below is a map showing the location of each manual count:

Manual Count Locations

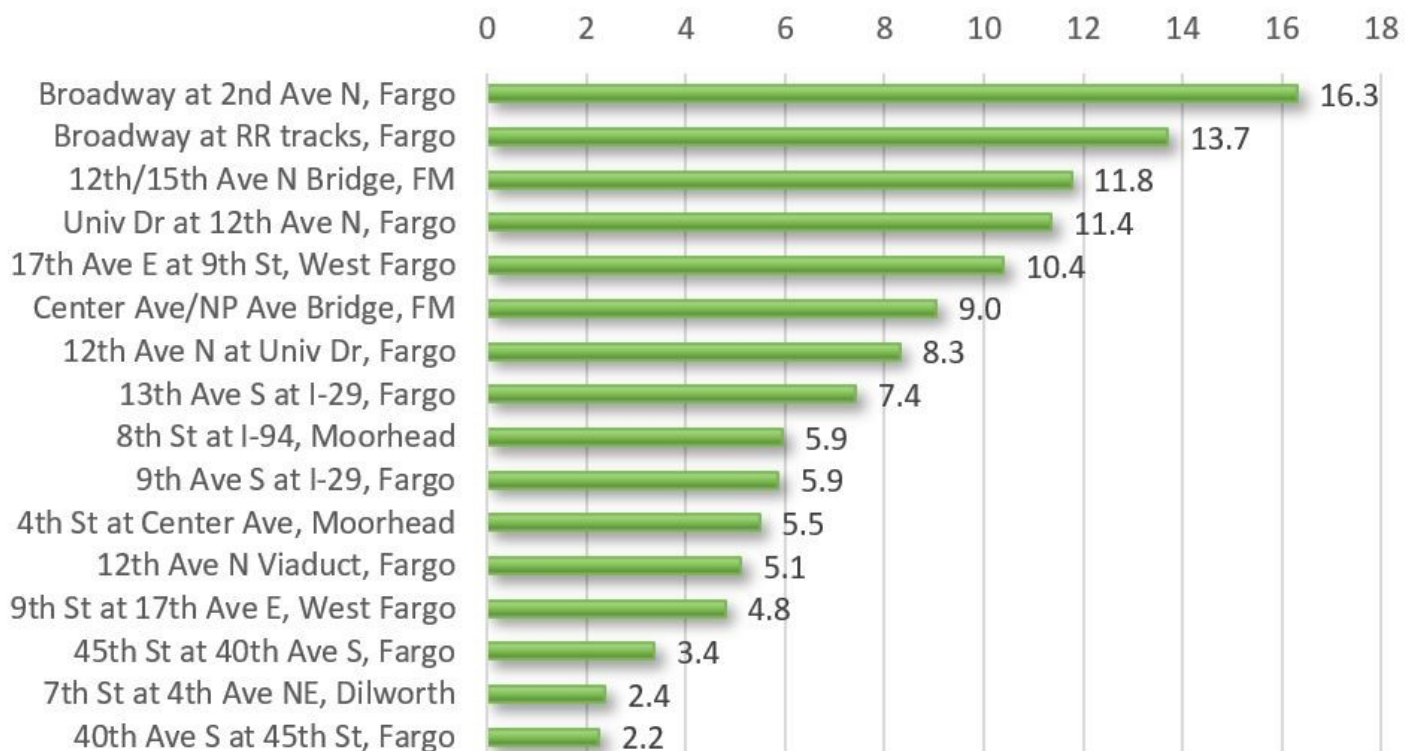


The following pages show the manual bicycle and pedestrian count data for the years 2013 through 2019.

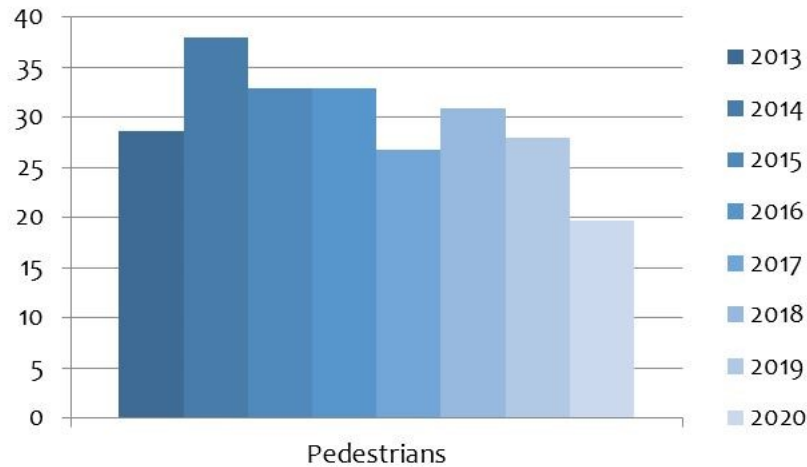
Pedestrians per hour (Average of years 2013 - 2020)



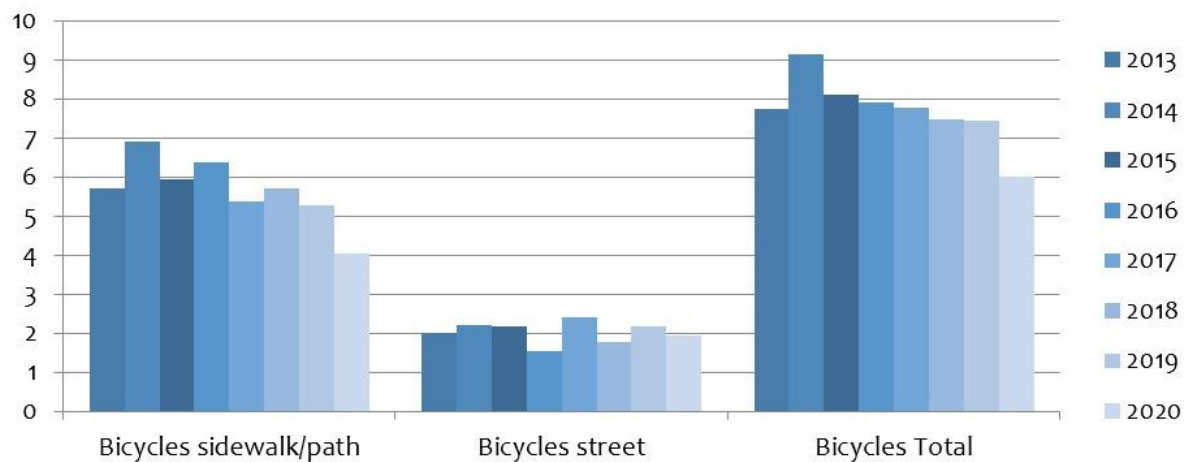
Bicycles per hour (Average of years 2013 - 2020)



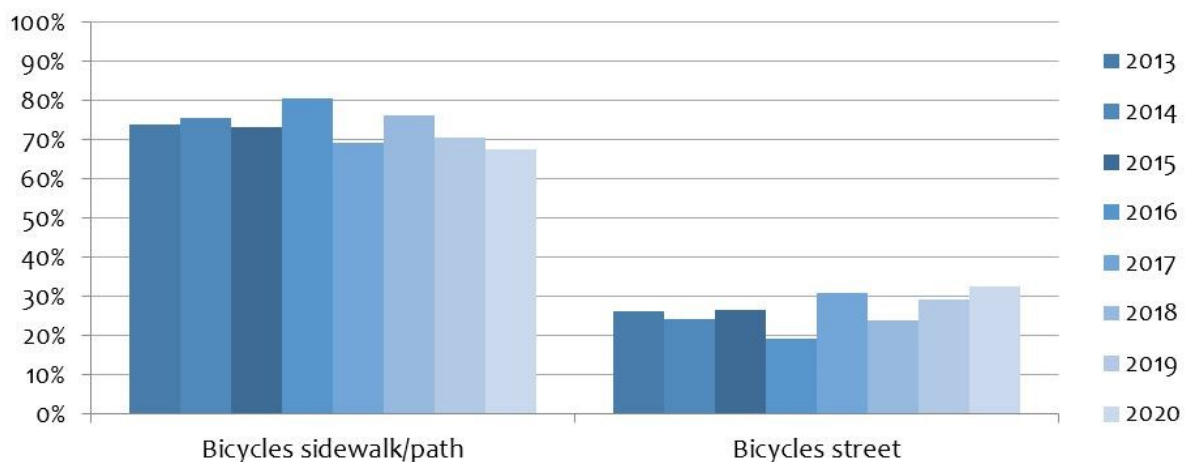
**Pedestrian counts per hour by year
(average of all locations)**



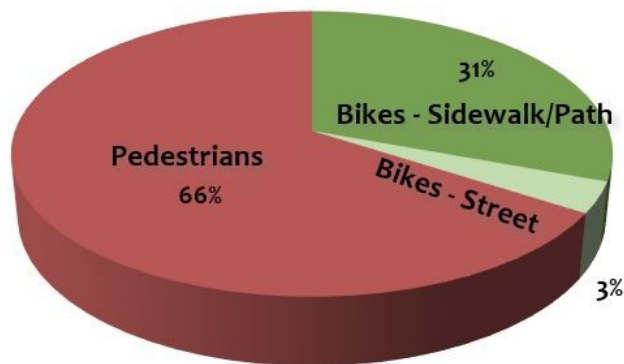
**Bicycle counts per hour by year
(average of all locations)**



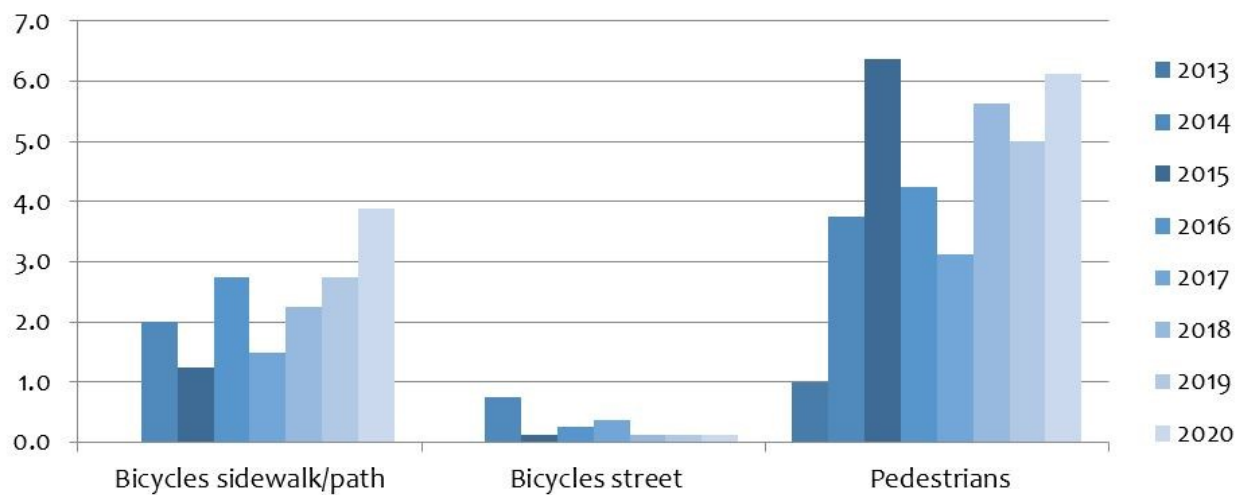
**% of bikes on sidewalk/path vs. bikes on street
(average of all locations)**



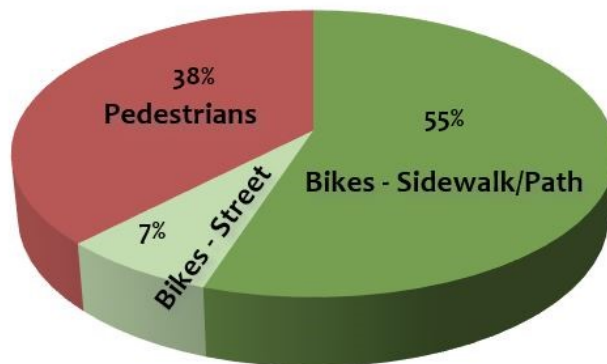
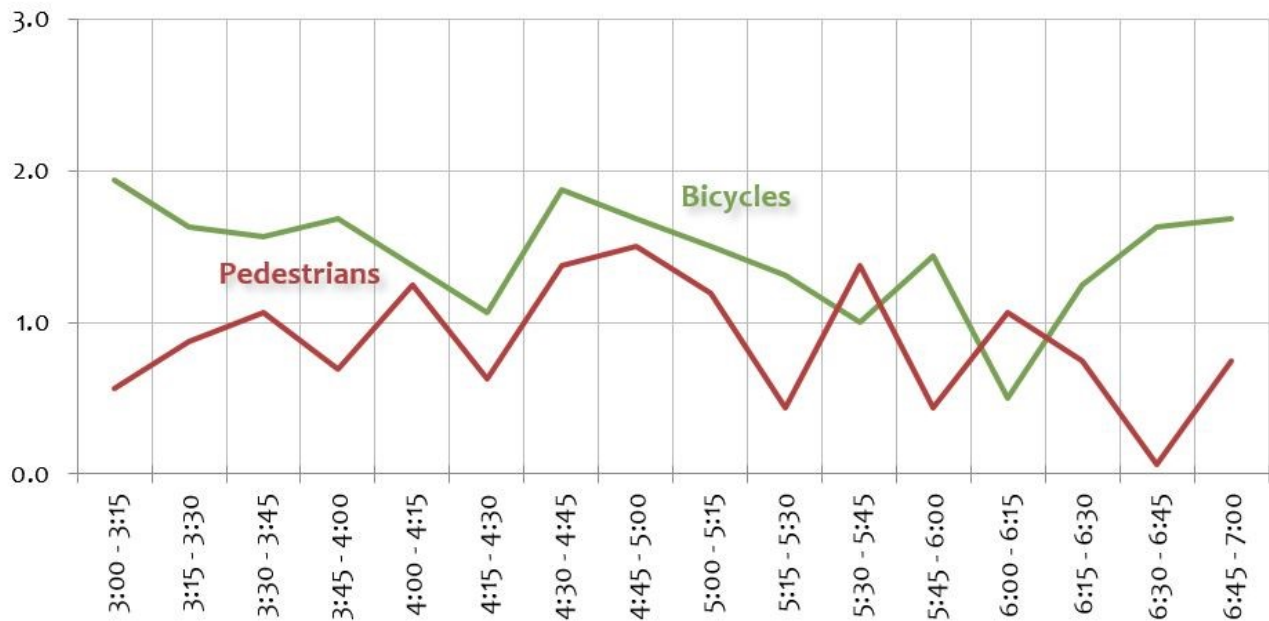
Dilworth—7th St NE just north of 4th Ave NE (Average of years 2013-2020)



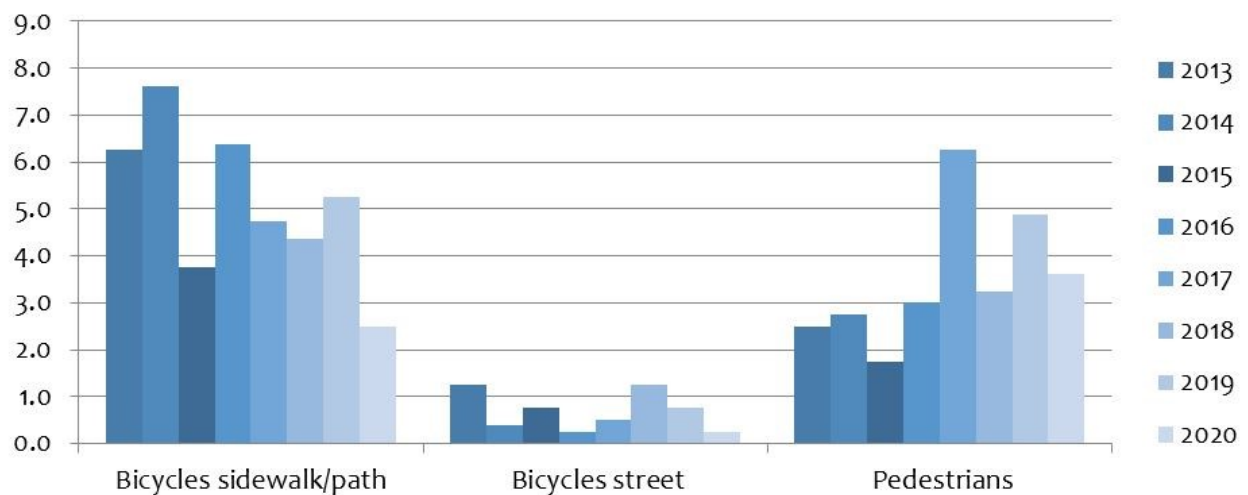
Counts per hour



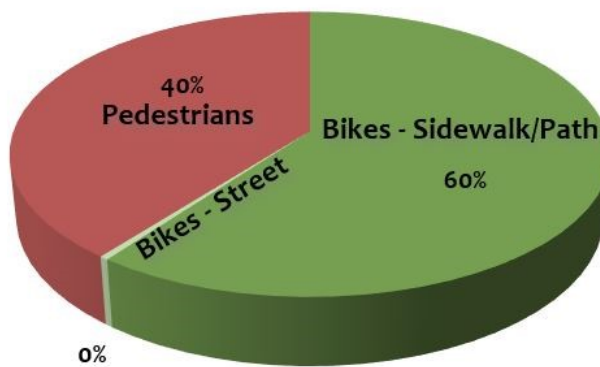
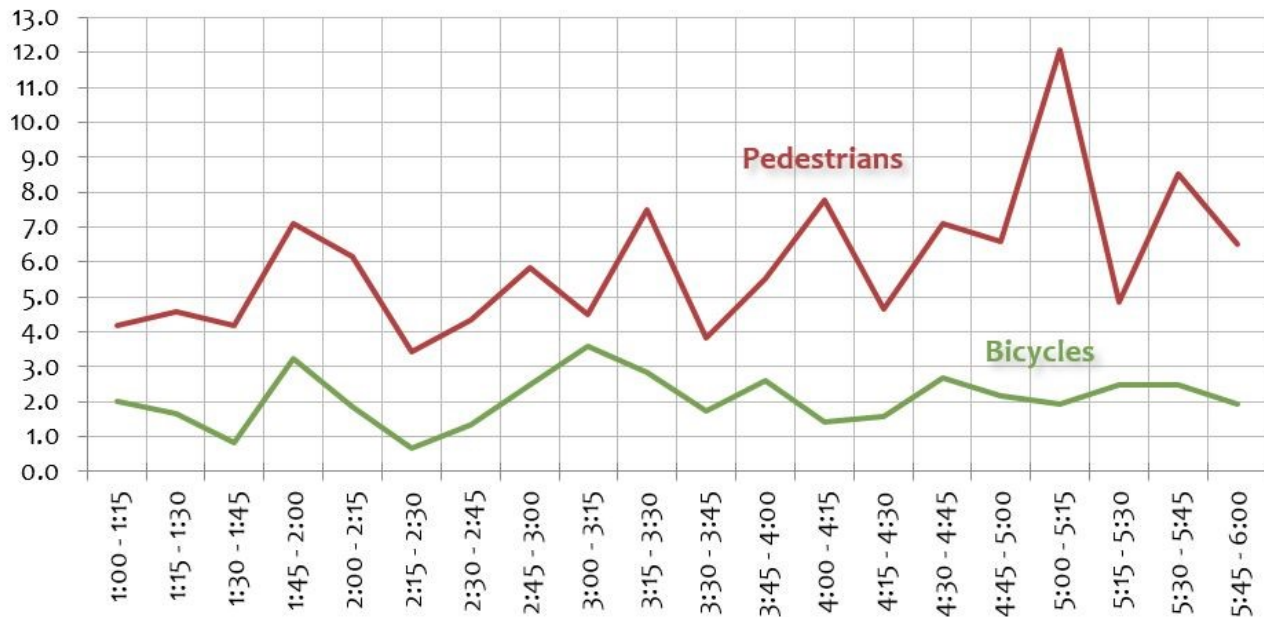
Fargo—9th Ave S under I-29 (Average of years 2013-2020)



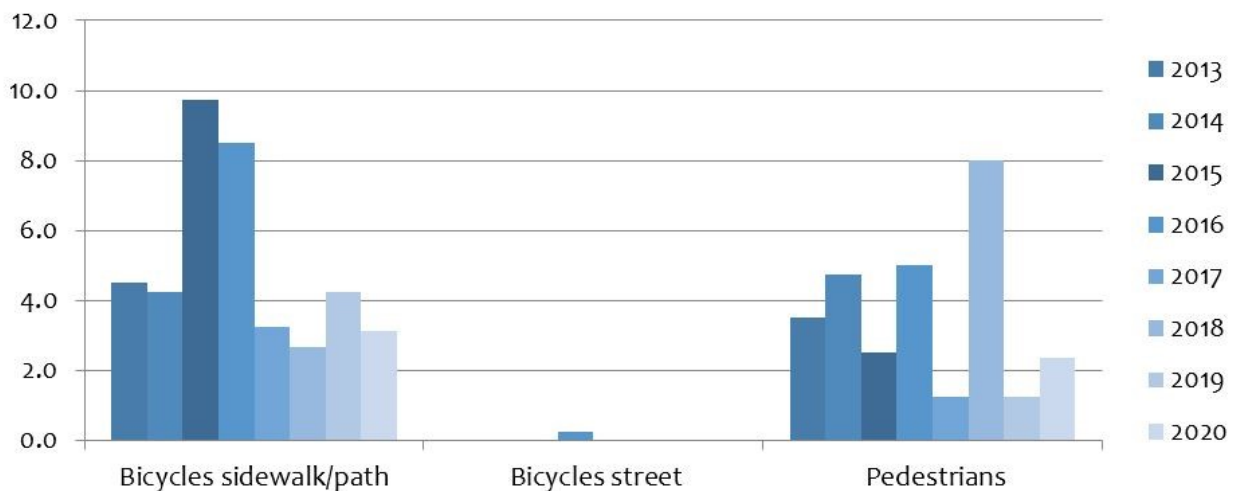
Counts per hour



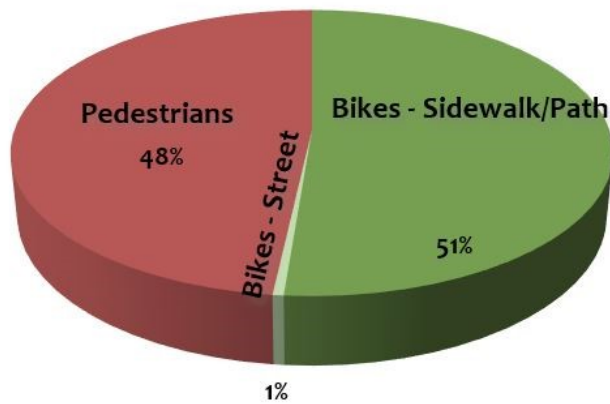
Fargo—12th Ave N viaduct (between 19th St & 29th St) (Average of years 2013-2020)



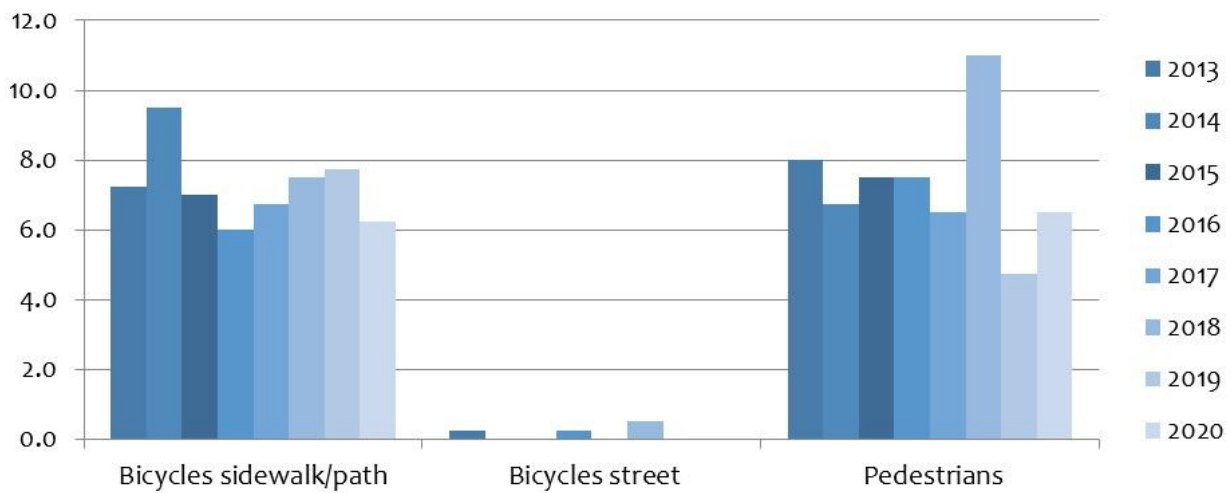
Counts per hour



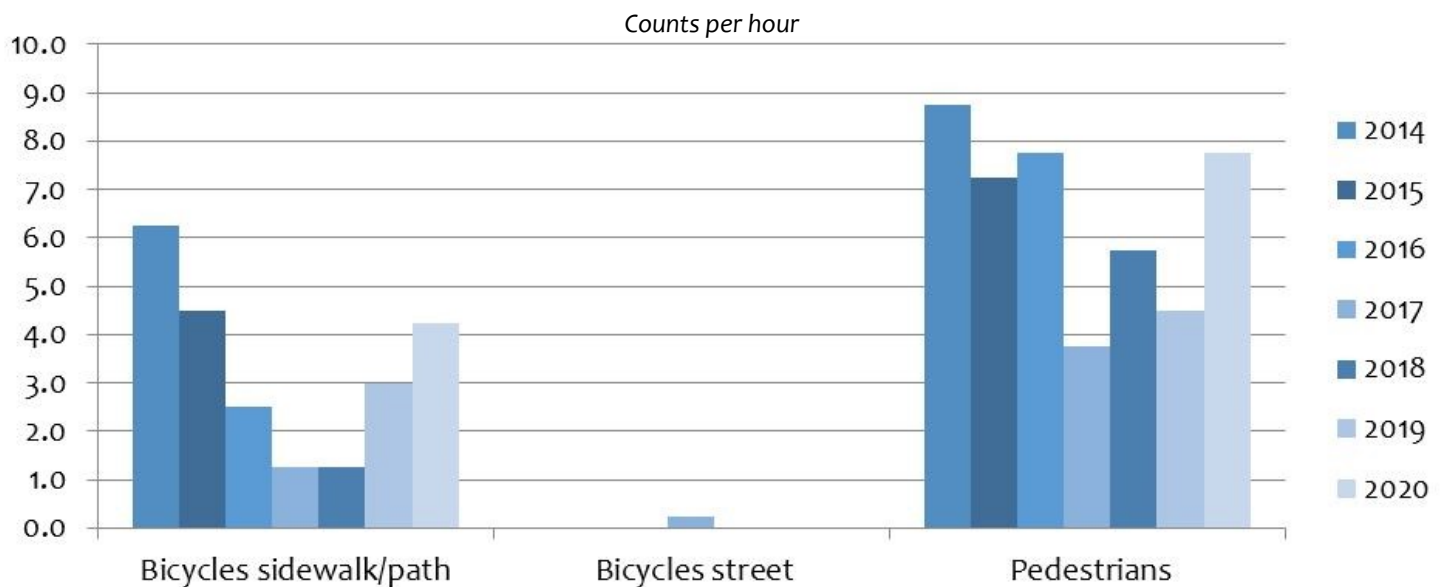
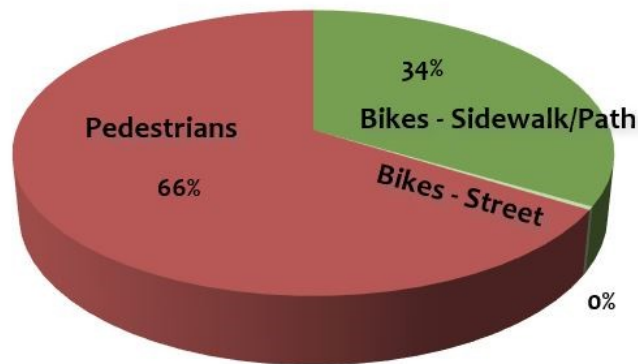
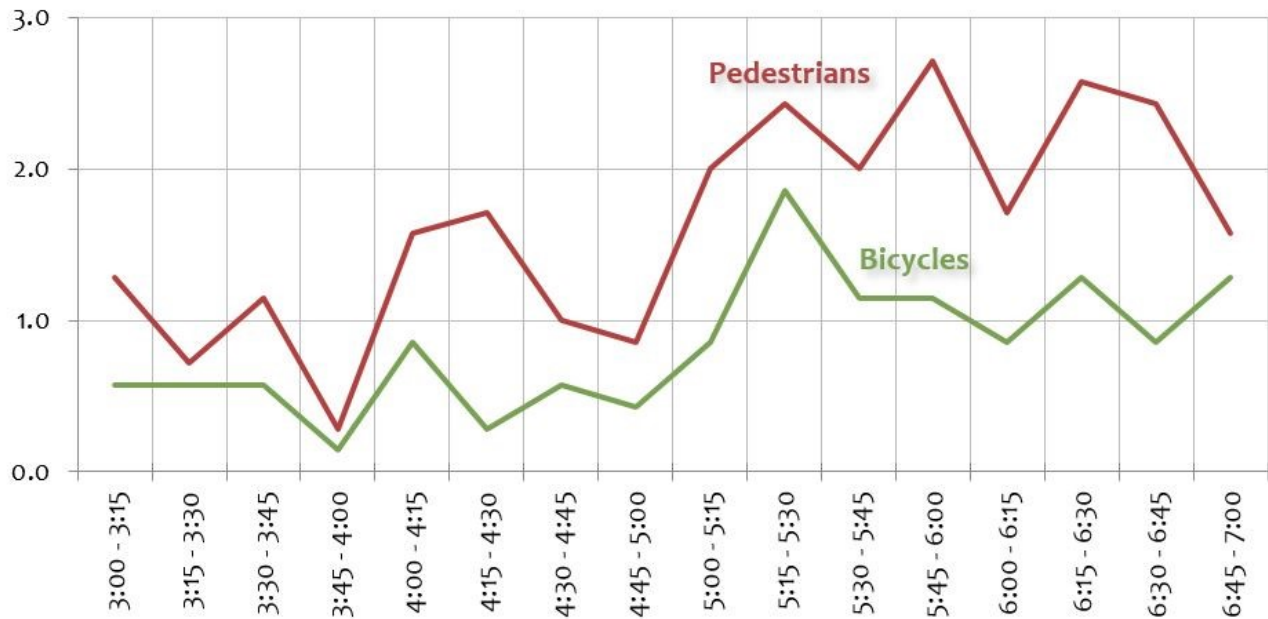
Fargo—13th Ave S under I-29 (Average of years 2013-2020)



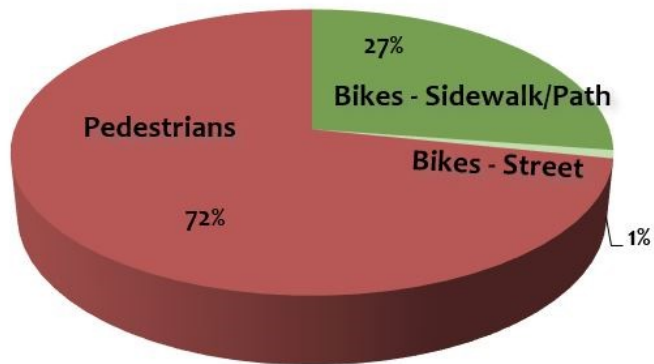
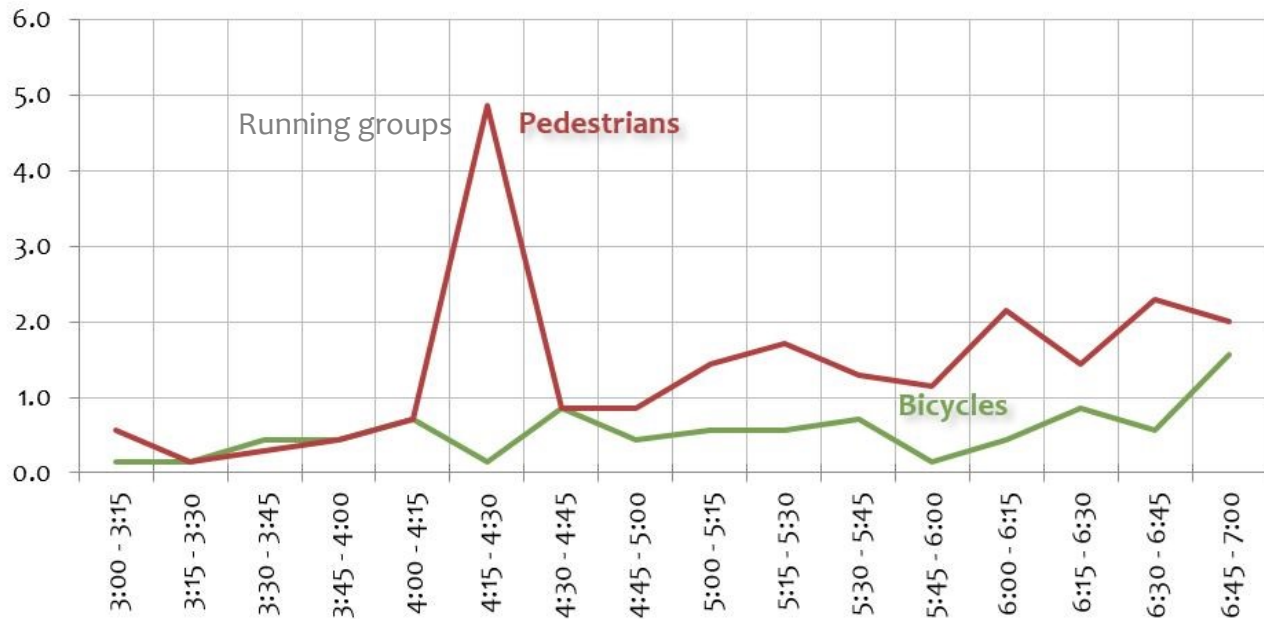
Counts per hour



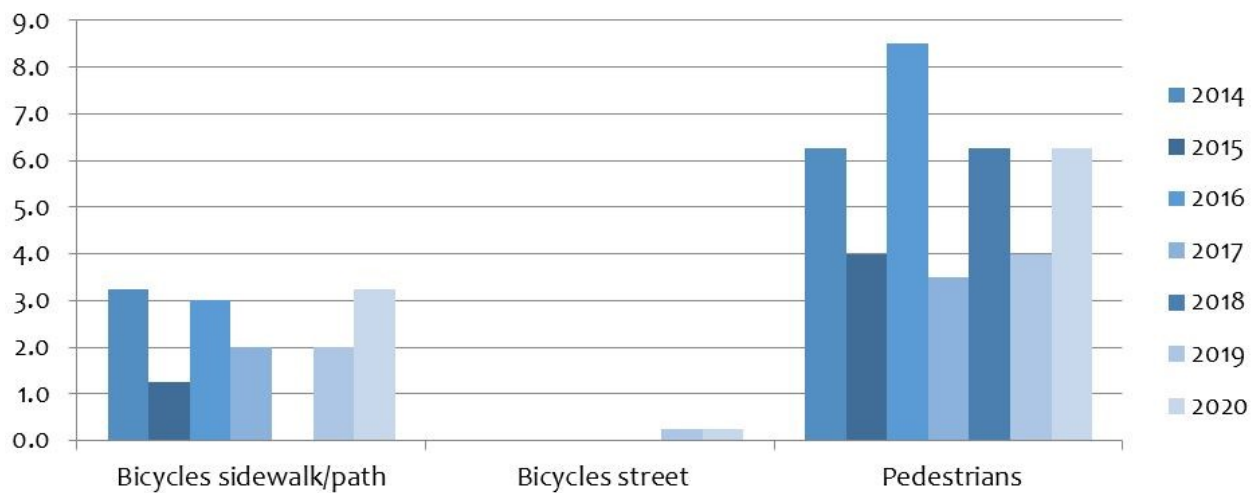
Fargo—45th St just north of 40th Ave S (Average of years 2014-2020)



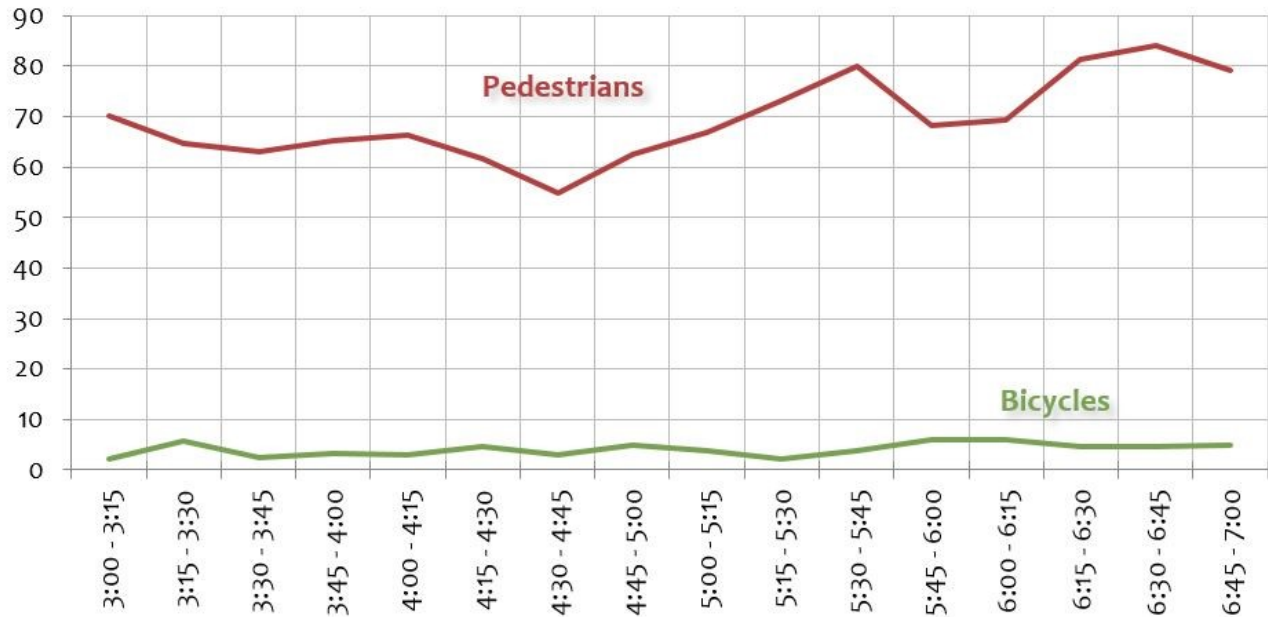
Fargo—40th Ave S just east of 45th St (Average of years 2014-2020)



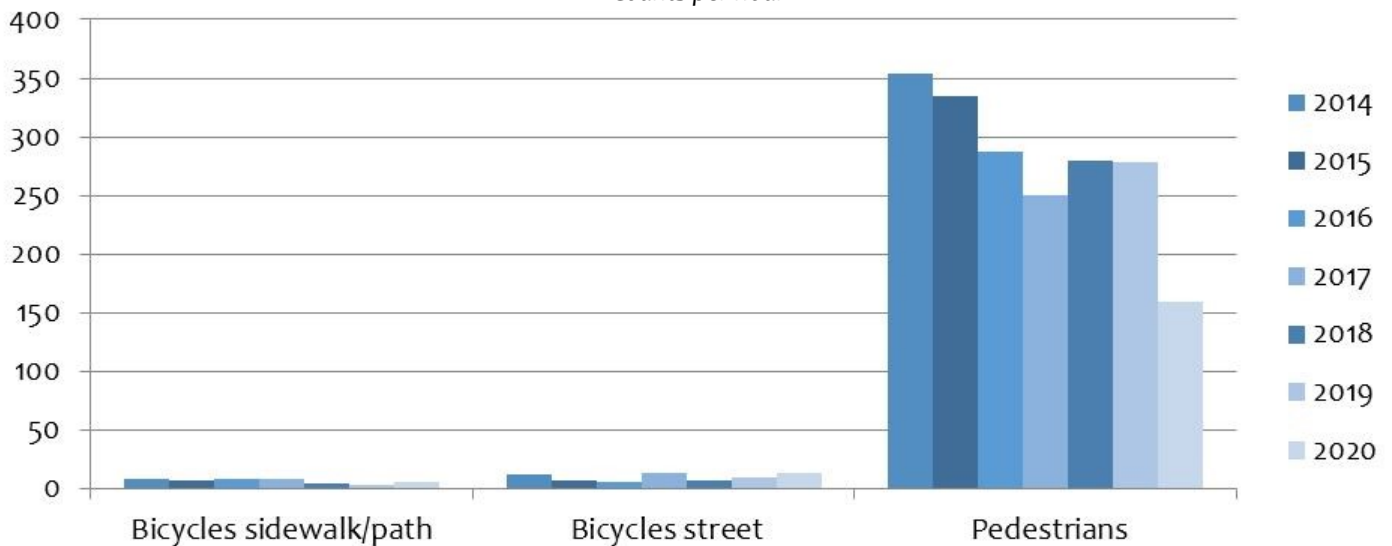
Counts per hour



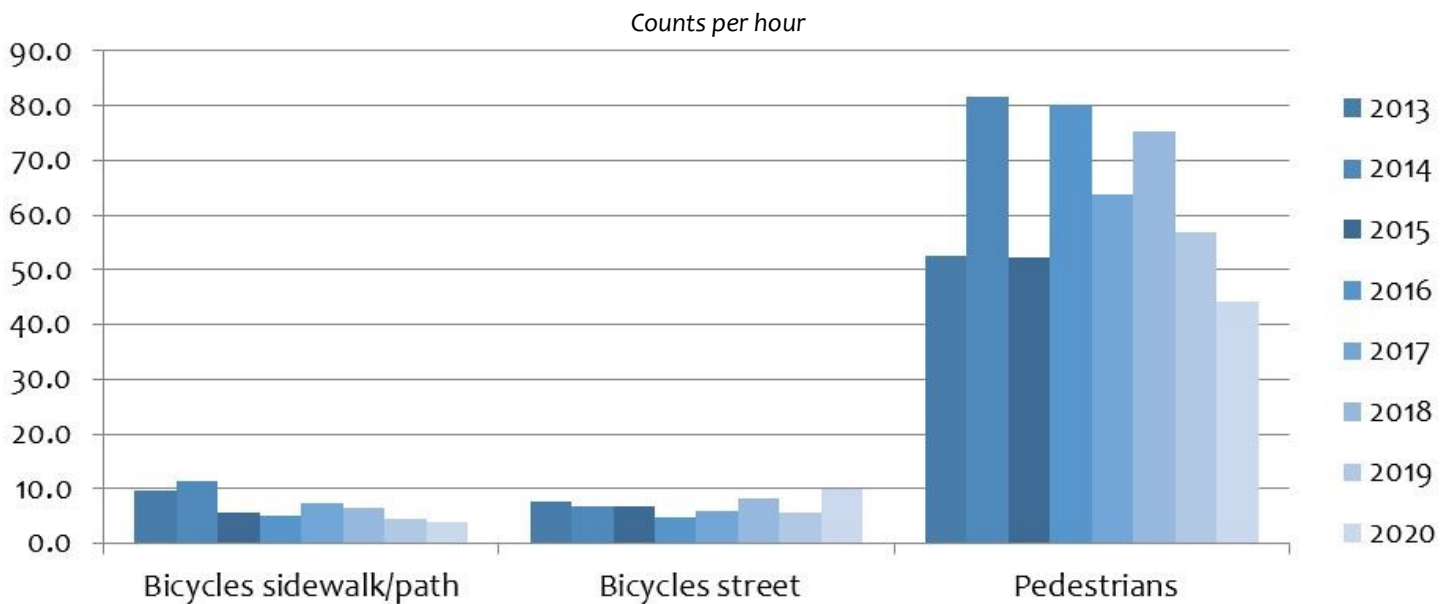
Fargo—Broadway just south of 2nd Ave N (Average of years 2014-2020)



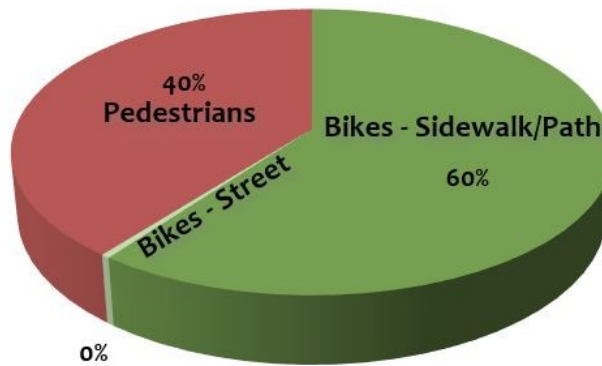
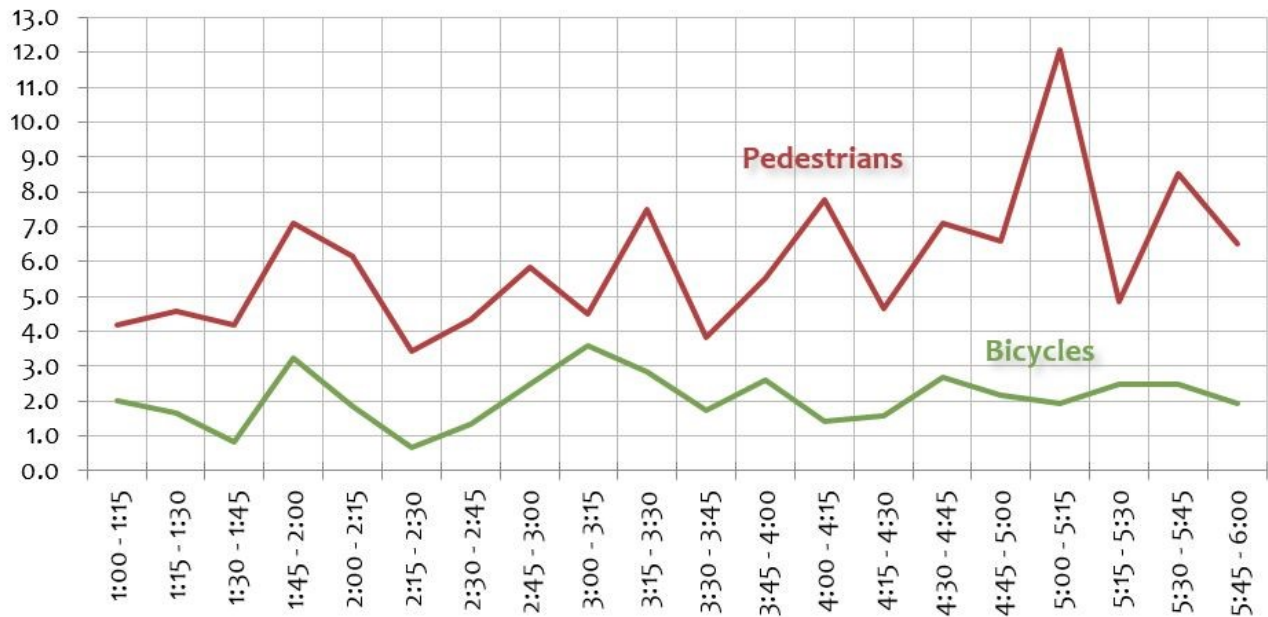
Counts per hour



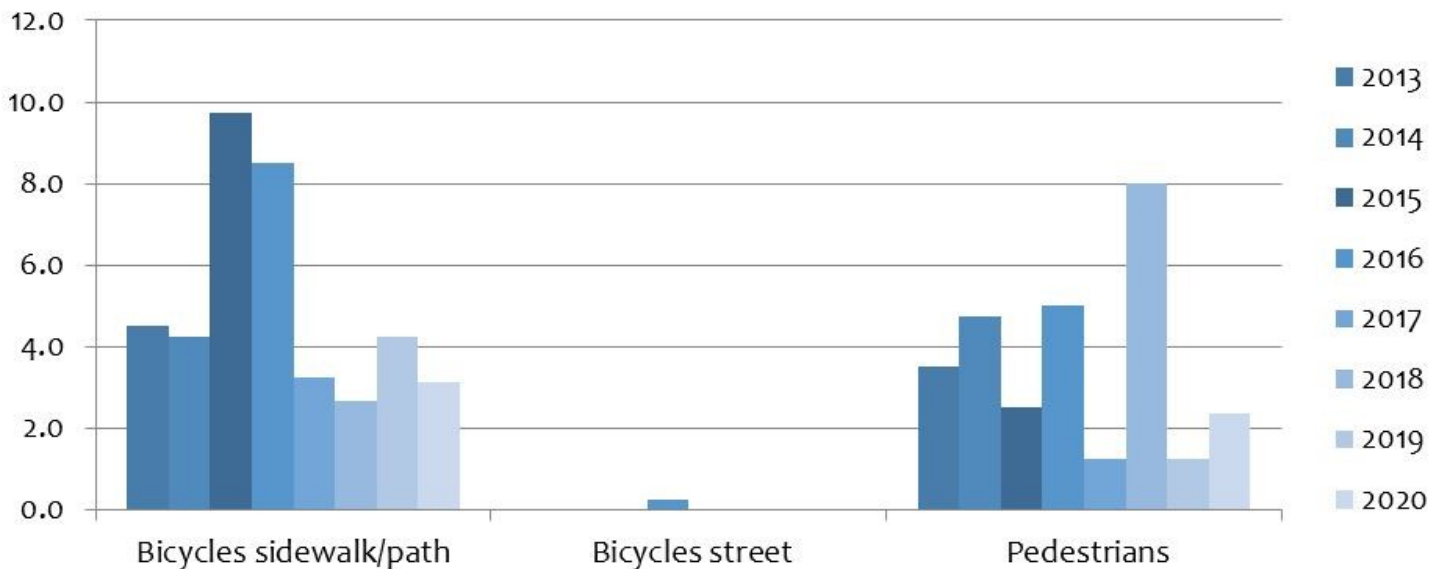
Fargo—Broadway at RR tracks (between NP Ave & Main Ave) (Average of years 2013-2020)



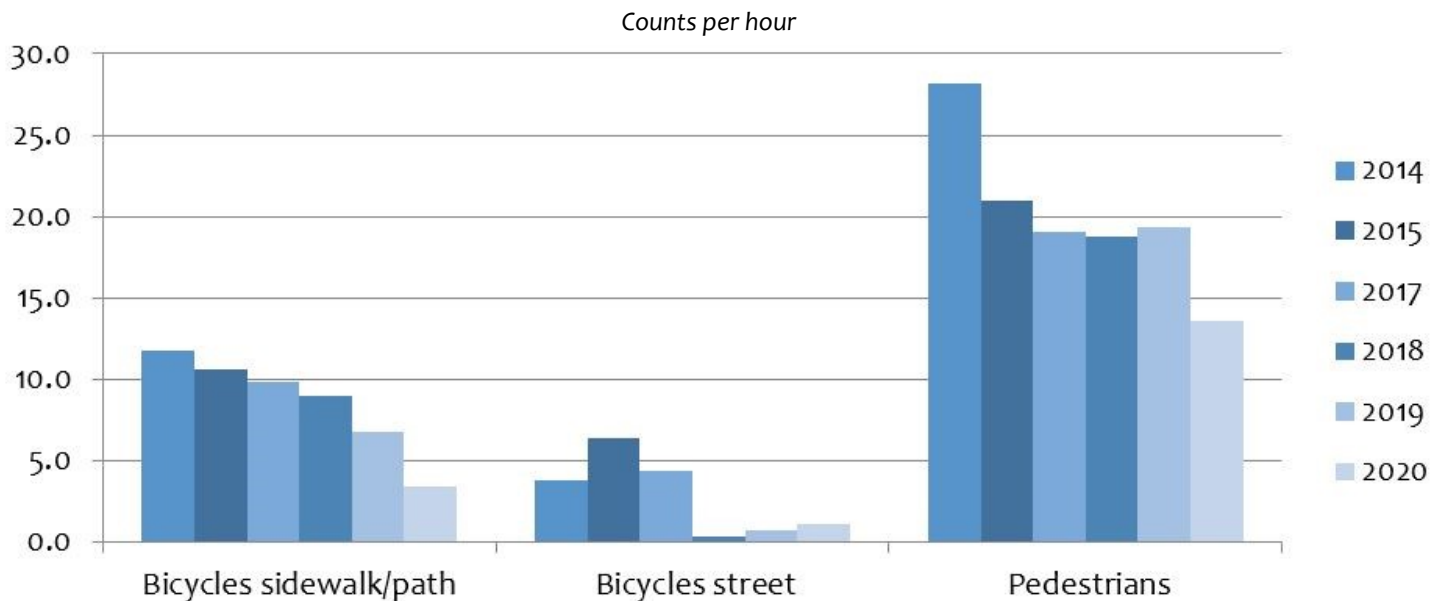
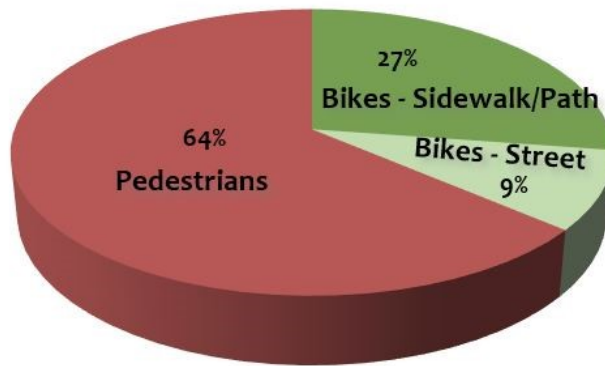
Fargo—12th Ave N just west of University Dr. (Average of years 2014-2020)



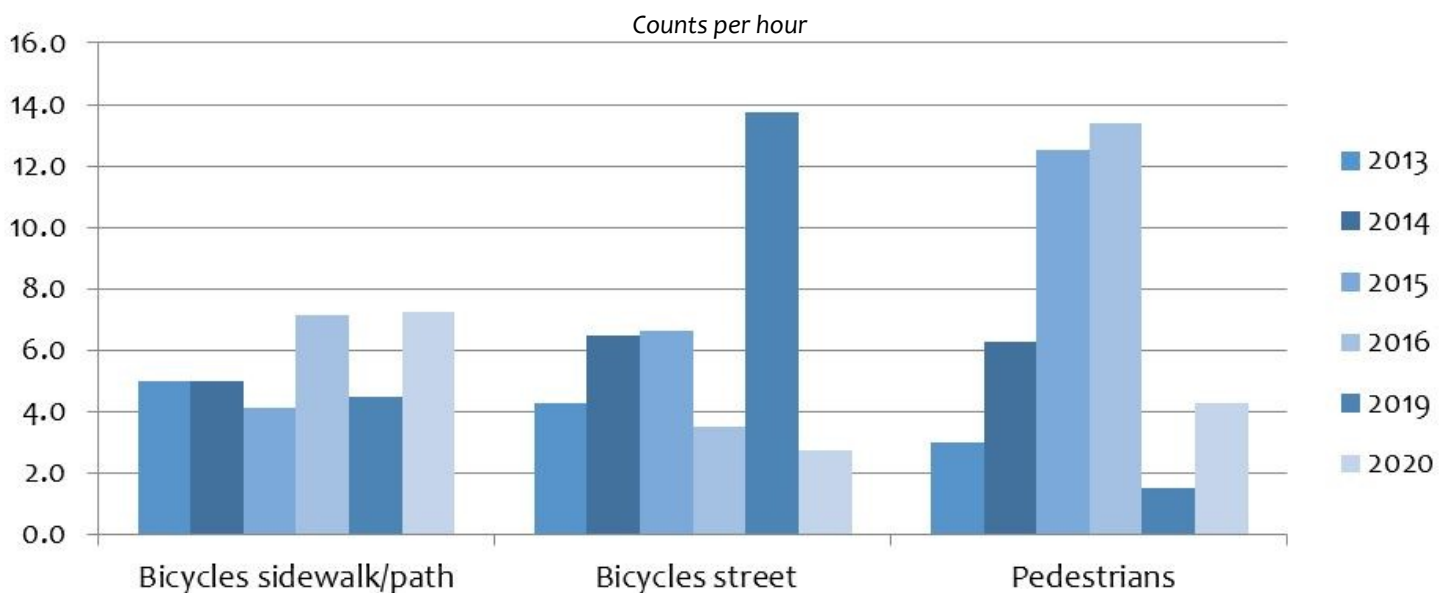
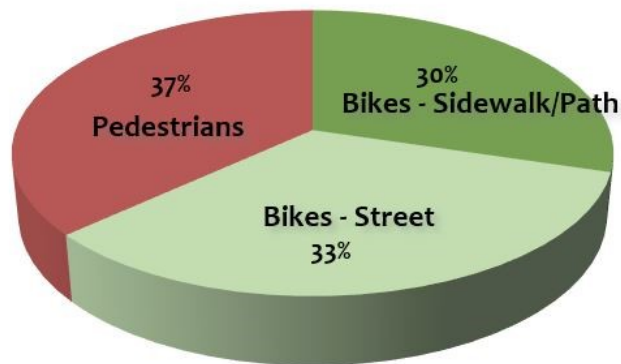
Counts per hour



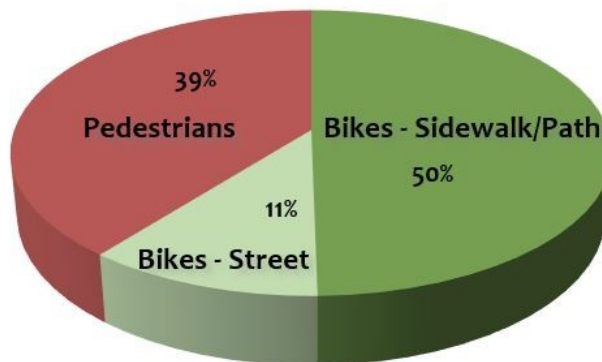
Fargo—University Dr just north of 12th Ave N (Average of years 2014-2020)



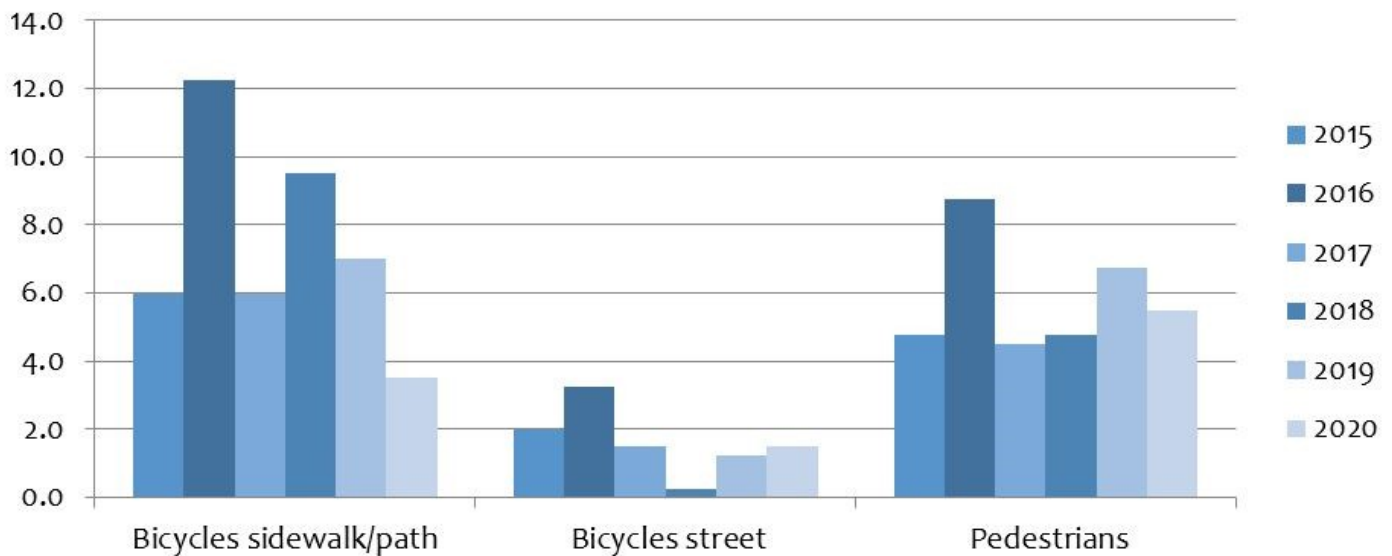
Fargo/Moorhead—12th Ave N/15th Ave N Bridge over Red River (Average of years 2013-2020)



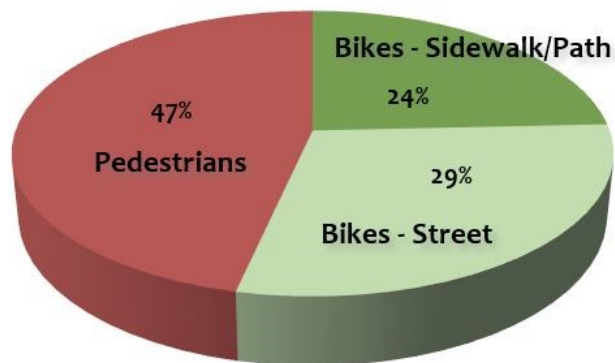
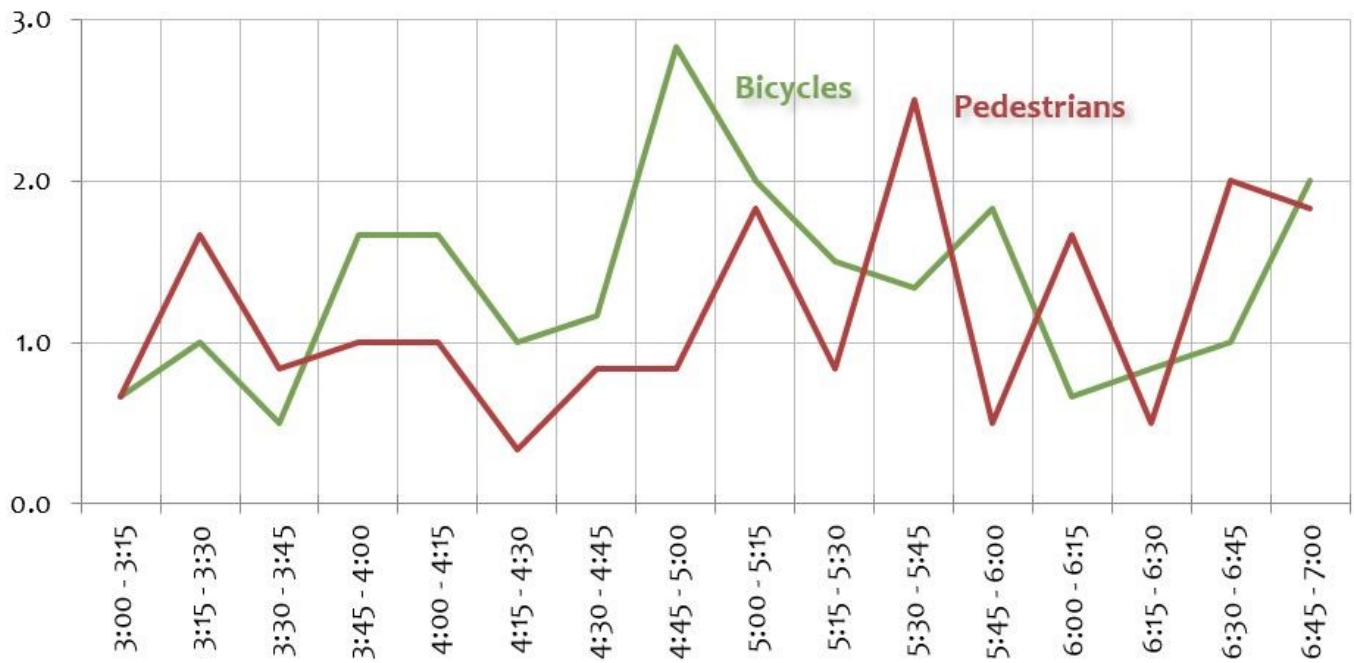
Fargo/ Moorhead—NP Ave/Center Ave bridge over Red River (Average of years 2015-2020)



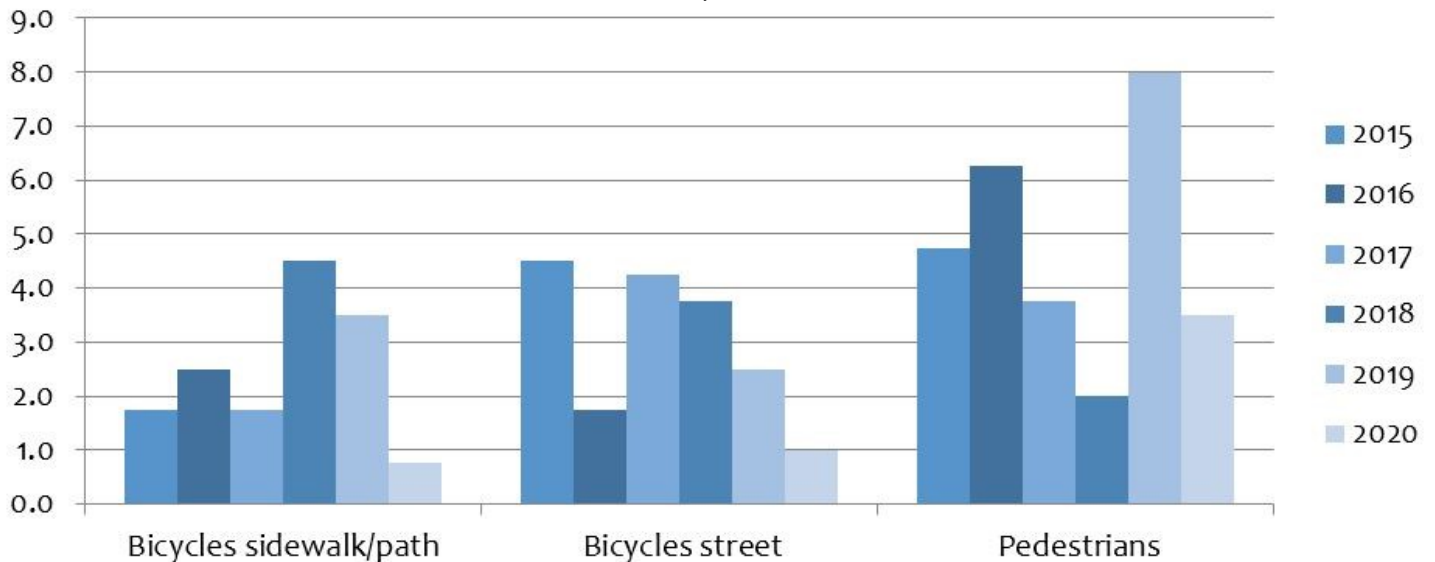
Counts per hour



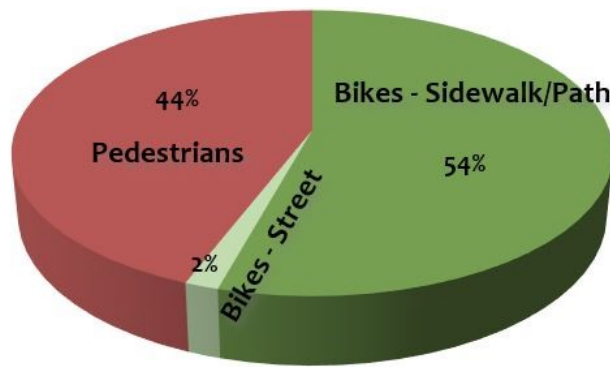
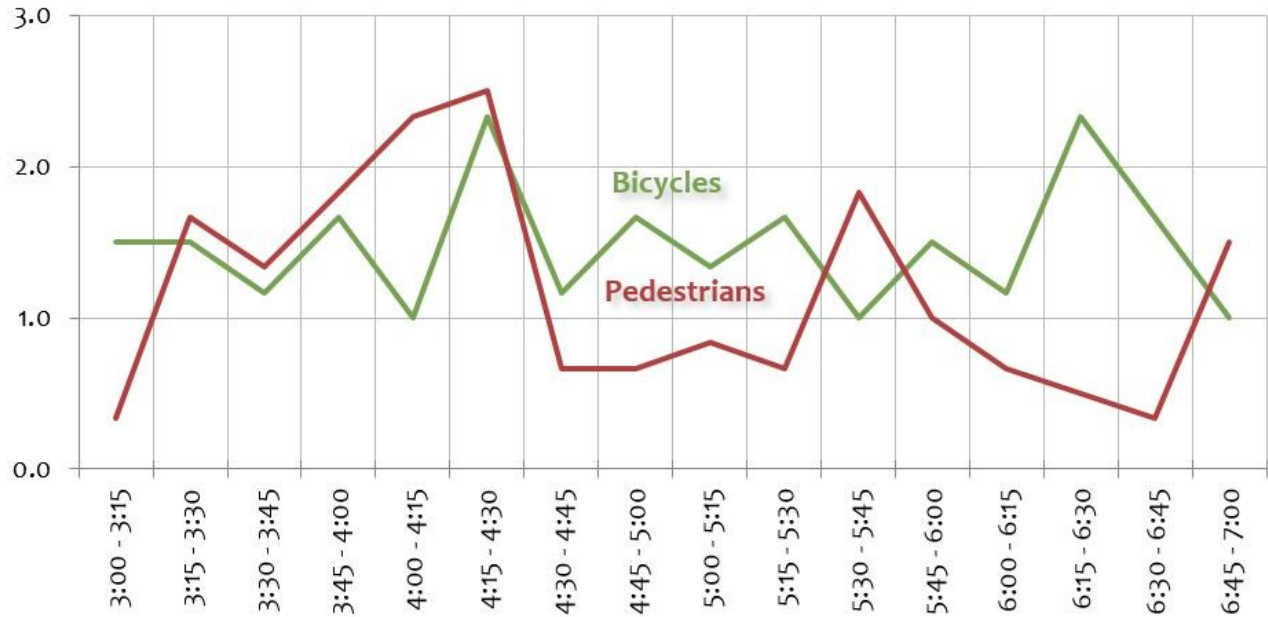
Moorhead—4th St just south of Center Ave (Average of years 2015-2020)



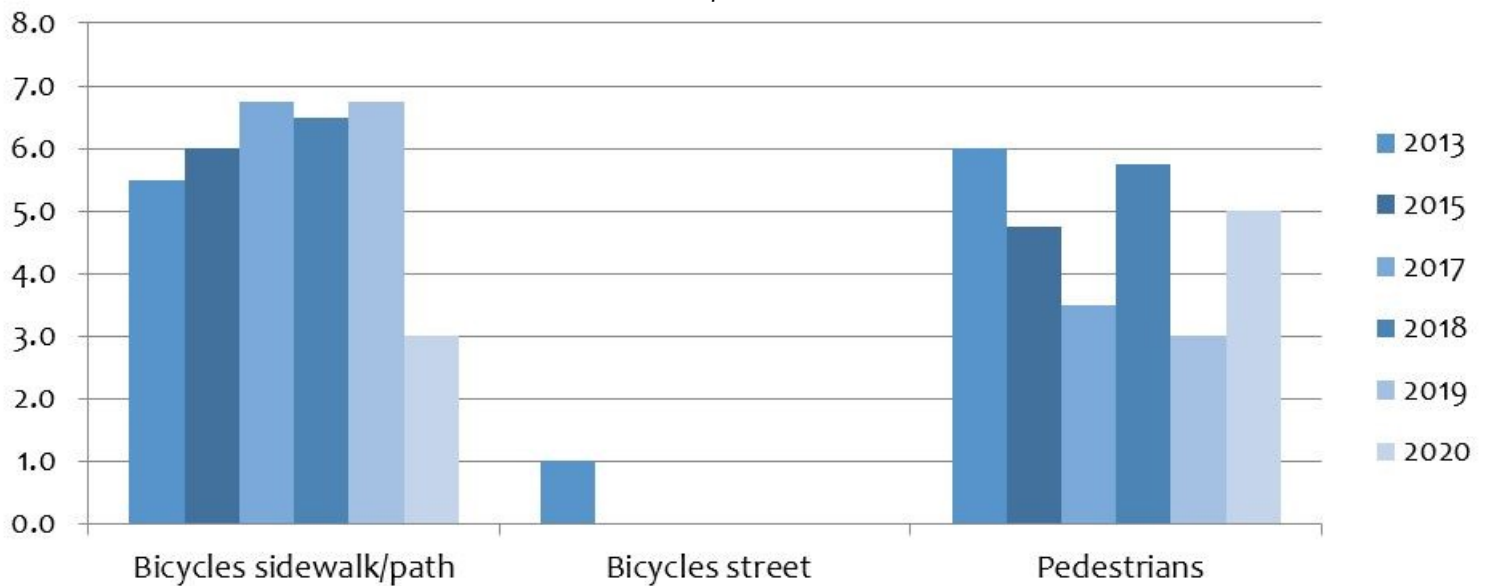
Counts per hour



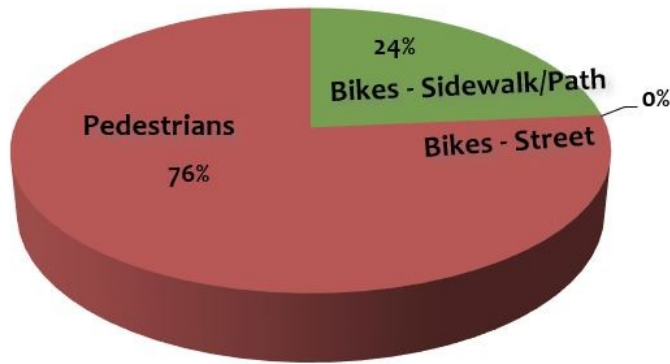
Moorhead—8th St over I-94 (Average of years 2013-2020)



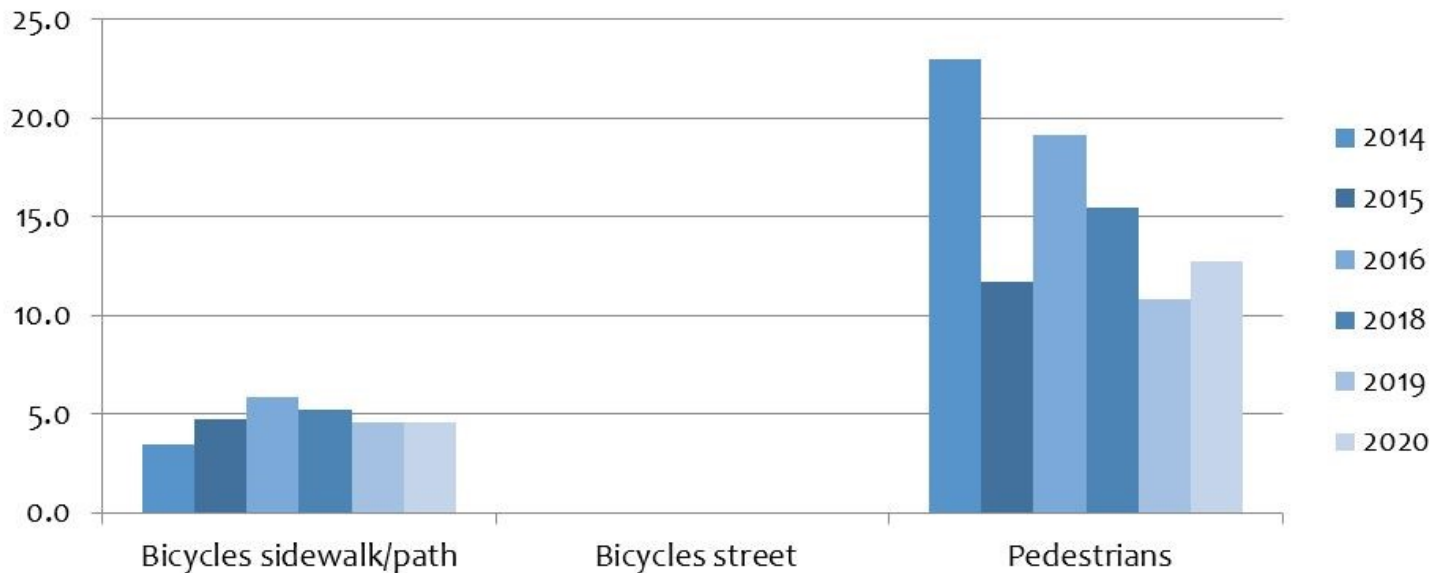
Counts per hour



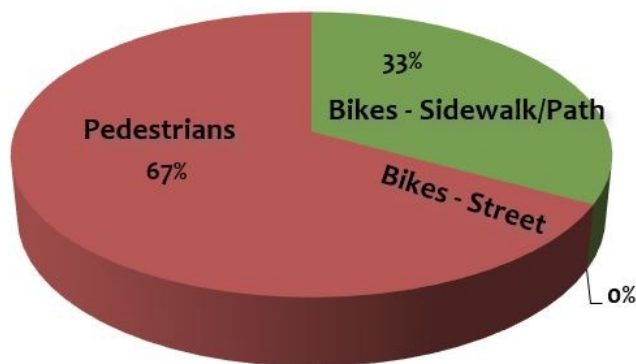
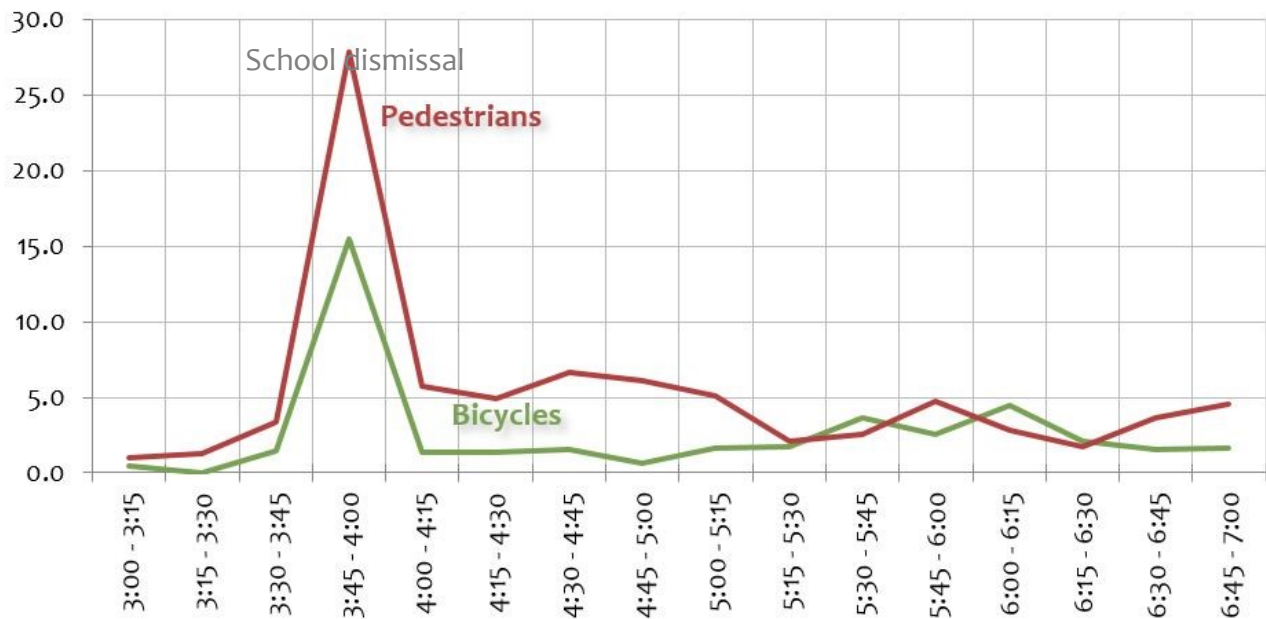
West Fargo—9th St just south of 17th Ave E (Average of years 2014-2020)



Counts per hour



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



Counts per hour

