

Metropolitan Bicycle and Pedestrian Committee
Wednesday, May 19th, 2021 – 3:00 p.m.
Virtual (link provided below)
AGENDA

1. Welcome and introductions
2. Minutes from February 10th, 2021 meeting - **Attachment** Action Item
3. Public input opportunity Public Input
4. FM Metro Bicycle & Pedestrian Plan Consultant Selection - **Attachment** Action Item
5. New North Dakota Bicycle Legislation – **Attachment** Information Item
6. 2021 Bicycle & Pedestrian Count Report - **Attachment** Information Item
7. Update on potential shared electric scooters deployment Information Item
8. Other business

Due to COVID-19, Metro COG is encouraging citizens to provide their comments for agenda items on the May 19th agenda via email to farnsworth@fmmetrocog.org. To ensure your comments are received prior to the meeting, please submit them by 12:00 p.m. on the day of the meeting and reference which agenda item your comments address. If you would like to appear via video and/or audio for comments or questions, please provide your e-mail address and contact information to the above e-mail at least one business day before the meeting.

For Public Participation, please REGISTER with the following link:

https://us02web.zoom.us/webinar/register/WN_VI5SwVE1RXms12XLEe6Y1w

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 Secretary, 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.

**114th Metropolitan Bicycle and Pedestrian Committee Meeting
February 10th, 2021 – 3:00pm
Virtual Meeting**

Members Present

Dan Farnsworth, Chair, Metro COG
Patrick Hollister, PartnerSHIP 4 Health
Peyton Mastera, City of Dilworth
Christine Holland, River Keepers
Grace Puppe, Cass County
Kim Citrowske, City of Moorhead Planning
Deputy Chief Joe Anderson, Fargo Police Department
Brit Stevens, NDSU Transportation
Kim Lipetzky, Fargo Cass Public Health
Barret Voigt, City of Horace
Tyler Kirchner, Fargo Park District
Andrew Wrucke, City of West Fargo Engineering
Chris Garty, Citizen Representative
Maegin Elshaug, City of Fargo Planning
Matthew Jacobson, Clay County Planning
Jonathan Atkins, City of Moorhead Engineering
Jane Butzer, MnDOT District 4
Malachi Petersen, City of West Fargo Planning (proxy for Tim Solberg)
Jeremy Gorden, City of Fargo Engineering

Others Present:

Cindy Gray, Metro COG
Luke Champa, Metro COG
David Sweeney, SRF
Shawn Vasichek, Citizen
Connor Cox, Toole Design

1. Welcome and Introductions

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

Toward the end of the introductions, an issue occurred and all participants lost access to Zoom. After Metro COG troubleshoot the issue, a new link had to be sent out to all members of the Bicycle & Pedestrian Committee. The meeting was restarted around 3:13 pm.

2. Approve minutes from December 9th, 2020 meeting

A motion to approve the December 9th minutes was made by P. Mastera and seconded by T. Kirchner. The minutes were passed unanimously with no edits.

3. Public input opportunity

No public comments were made during this opportunity.

4. Update on ND legislation regarding bicycles

D. Farnsworth provided an update on the status of two bicycle-related bills that are currently going through the ND legislative process. The bills are as follows:

- HB 1252 – Yielding & stopping while operating a bicycle
- HB 1290 – Passing a bicycle while driving a vehicle

Both bills were introduced in January at the start of the ND legislative session. Both bills were passed by the ND House and have been sent to the Senate for consideration.

D. Farnsworth noted that he found the language in the latest version of HB 1252 rather confusing. Namely, the bill specifies different rules when riding on “a roadway having three or more lanes of moving traffic” versus “a roadway with two or fewer lanes of moving traffic.” Another thing noticed in the revised version in the bill was that the language regarding bicycle conduct at a red traffic signal was removed. B. Voigt also found the language of HB 1252 to be confusing. Metro COG will reach out to the author of the bill to express concerns about the confusing nature of the language of HB 1252 as currently written.

5. 2021 F-M Metropolitan Bicycle & Pedestrian Plan

D. Farnsworth stated that every five years Metro COG conducts a bicycle & pedestrian plan for the F-M Metro area. The last plan was completed in 2016. D. Farnsworth noted that Metro COG will begin the process of soliciting a consulting firm to conduct the 2021 Plan shortly and wanted to get the Bicycle & Pedestrian Committee’s thoughts on what they’d like to see addressed in the Plan. Comments from Committee members are as follows:

- P. Hollister asked that the Plan have the Bronze Bicycle Friendly Community logo on the cover similar to the 2016 Plan. He also suggested identifying locations for future bike racks and future bike repair stations if feasible.
- B. Voigt suggested that the Plan should include addressing barriers that may keep people from biking and walking. These barriers could be social barriers as well as policies and initiatives that could encourage more biking and walking, for example, showers at work places could encourage more people to bike to work.
- J. Butzer noted that she liked the bike gap network exercise that the 2016 Plan contained as well as the list of short-term and long-term bike gaps. Butzer recommended that the new Plan have something similar but also include such an exercise for the pedestrian network.

D. Farnsworth mentioned that the Plan is expected to kick off in June of 2021 and be completed around May of 2022. The Bicycle & Pedestrian Committee will likely be the Study Review Committee for this Plan.

6. Shared Electric Scooters – Potential deployment in Fargo & Moorhead

D. Farnsworth informed the Committee that both the cities of Fargo and Moorhead were recently approached by the company Bird seeking to deploy a fleet of dockless electric stand-up scooters in their jurisdictions. The scooters would provide short distance trips which could allow users to rent the scooters for short trips rather than using other means of transportation. Proponents of these scooters feel that the use of scooters could reduce vehicle trips & vehicle traffic and alleviate vehicle parking demand.

Much discussion ensued by members of the Committee with discussion ranging from their experiences with using the scooters in other US cities to concerns about scooter speeds, compliance, enforcement, and parking to discussion about the benefits of scooters.

P. Hollister posed a suggestion - perhaps instead of a full deployment of the scooters in Fargo and Moorhead, a pilot program could be set up where deployment of the scooters could occur in a specific area of the community, such as NDSU. The scooters have GPS on them allowing them to 'shut down' if crossing a specified boundary. Thus, allowing them to remain in a confined area. B. Stevens noted that often NDSU has a lot of construction in the summer and wasn't sure if NDSU officials would be keen on the idea or not. P. Hollister suggested that perhaps NDSU's Upper Great Plains Transportation Institute could gather data on the scooters and trips which could be used in determining trends and best practices.

There were concerns by some members of the Committee how deployment of such scooters may affect the already-established and successful Great Rides bikeshare system.

The status and next steps of Bird's potential deployment was discussed. J. Gorden mentioned that the City of Fargo will likely meet with NDSU, Fargo Police Chief, and attorneys to decide the best course of action. It was suggested by Committee members that Metro COG assist with coordinating between the various jurisdictions involved to discuss and draft scooter regulations and work with the jurisdictions on best practices. D. Farnsworth requested the Metro COG be involved in discussions with both Moorhead and Fargo since Metro COG has researched scooter best practices and regulations for the past two years.

7. Other business

No other business.

Meeting adjourned 4:48 pm.

Agenda Item 4

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: May 13, 2021
Subject: **Fargo-Moorhead Metro Bicycle & Pedestrian Plan Update Consultant Selection**

At the last Bicycle & Pedestrian Committee meeting, the Committee discussed the scope of work for the upcoming Bicycle & Pedestrian Plan Update. In March, the Metro COG Policy Board approved the request for proposals (RFP) for the Plan Update. This project has a budgeted amount of \$170,000 (\$136,000 funded via Federal CPG funds and \$34,000 funded with local funds).

The deadline for consulting firms to submit proposals was April 14th. Metro COG received proposals from three firms - Alta Planning + Design, Toole Design, and Ulteig. Metro COG and the consultant selection committee met on Wednesday May 5th to interview and select one of the three firms.

Upon interviewing all three firms, Alta (with subconsultants SRF and Asakura Robinson) was the highest ranked firm. Alta's cost proposal came in at \$169,951, which is within the project's budgeted amount.

Requested Action:

Recommend Policy Board approval of Metro COG entering into a contract with Alta Planning + Design for the Fargo-Moorhead Metropolitan Bicycle & Pedestrian Plan Update.

Agenda Item 5

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: May 13, 2021
Subject: **New North Dakota Bicycle Legislation**

In October of 2020 the Bicycle & Pedestrian Committee provided input regarding draft bills pertaining to bicycle laws. The draft bills were then brought to the ND State Legislature in the winter/spring of 2021. The bills were authored by ND State Representative Cory Mock (District 42 – Grand Forks).

The bills are as follows:

- HB 1148 – E-Bikes
 - Final bill: <https://www.legis.nd.gov/assembly/67-2021/documents/21-0508-06000.pdf>
 - Signed by Governor on April 21, 2021
- HB 1252 – Yielding & stopping while operating a bicycle
 - Final bill: <https://www.legis.nd.gov/assembly/67-2021/documents/21-0154-03000.pdf>
 - Signed by Governor on March 17, 2021
- HB 1290 – Passing a bicycle
 - Final bill: <https://www.legis.nd.gov/assembly/67-2021/documents/21-0182-02000.pdf>
 - Signed by Governor on March 16, 2021

With all three bills passing the House, Senate, and then signed by the Governor, they will go into effect on August 1, 2021.

Agenda Item 6

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: May 13, 2021
Subject: **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) 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. The report is also publically available on Metro COG website at the following link: <https://www.fmmetrocog.org/resources/planning/bicycle-pedestrian-planning>

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

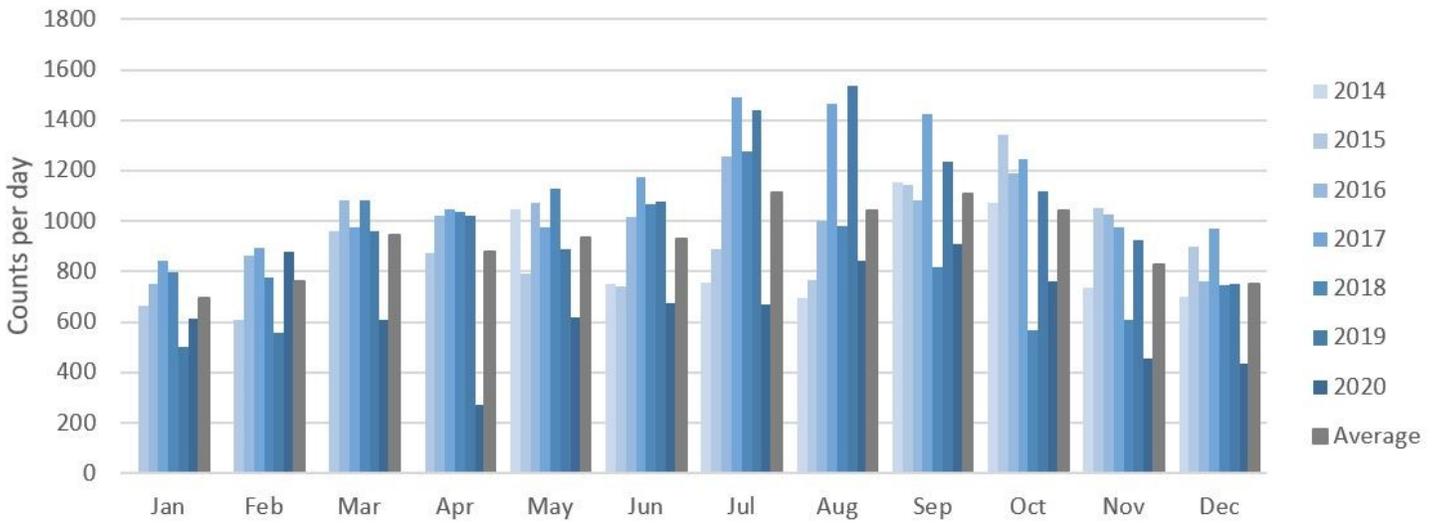
These counters count passer-byers 7 days a week, 24 hours a day, 365 days a year. It is important to note that these counters are not capable of differentiating between bicyclists and pedestrians. In addition, if two or more people are walking/biking side-by-side, the counter often records the group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

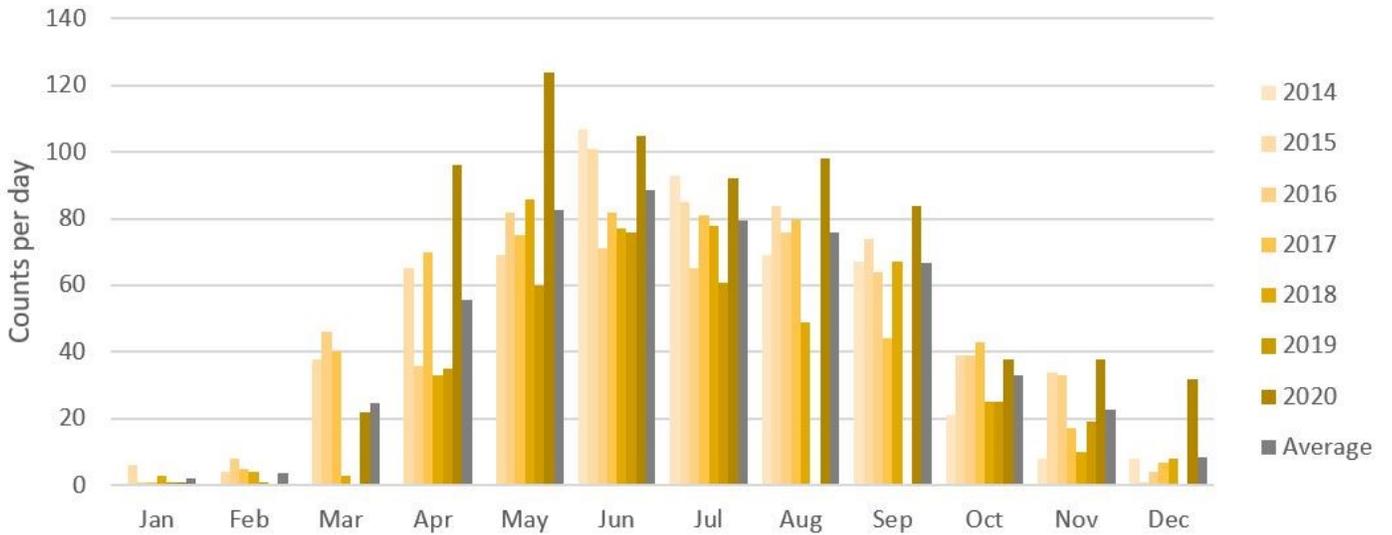
The Minnesota Department of Transportation (MnDOT) installed an automated counter in 2016 when the I-94 interchange at 8th St (US 75) was reconstructed. The counter is made by EcoCounter and uses both infrared technology and inductive pavement loop detection, allowing the counter to differentiate between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

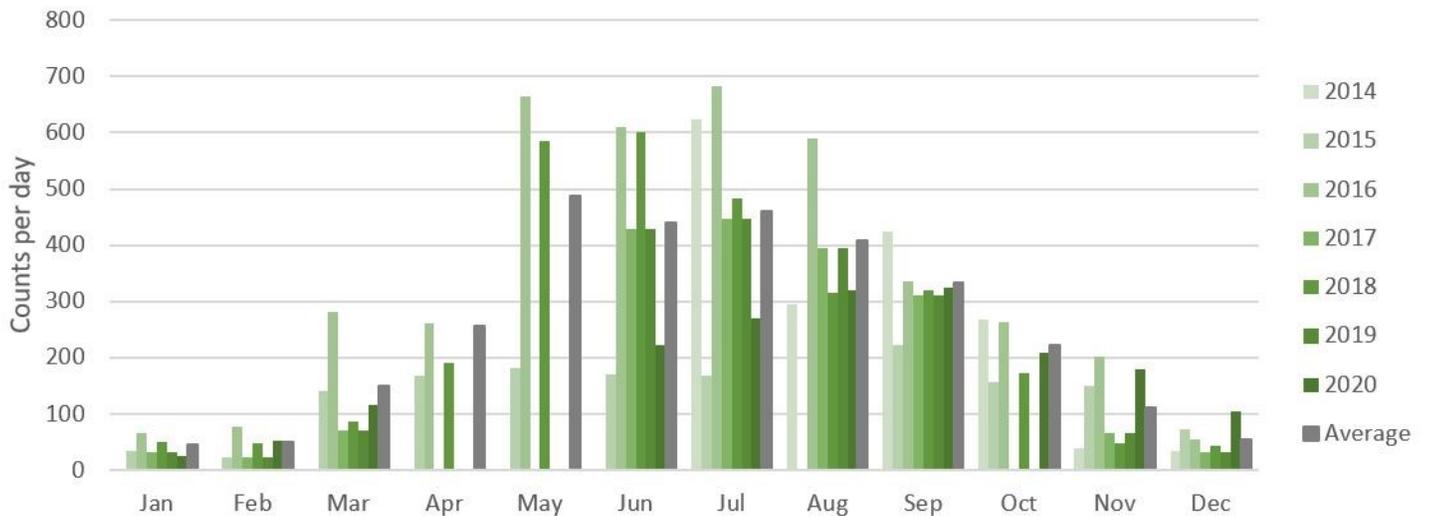
Broadway Sidewalk - Just S. of 2nd Ave N



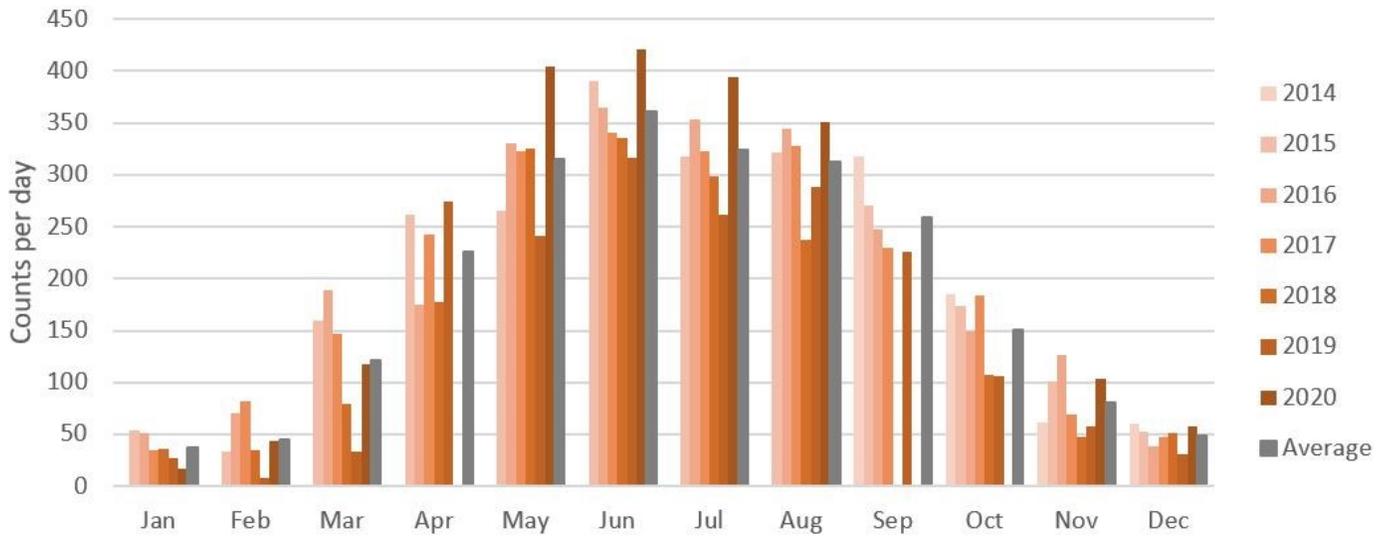
Eagle Run Trail



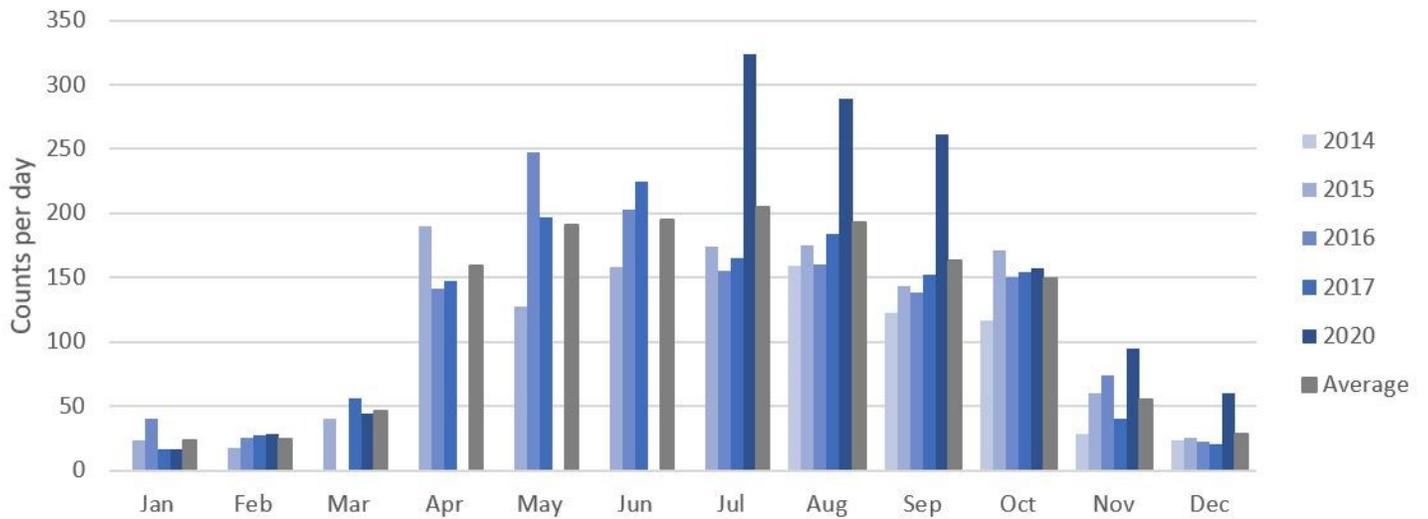
Lindenwood/Gooseberry Park Bridge



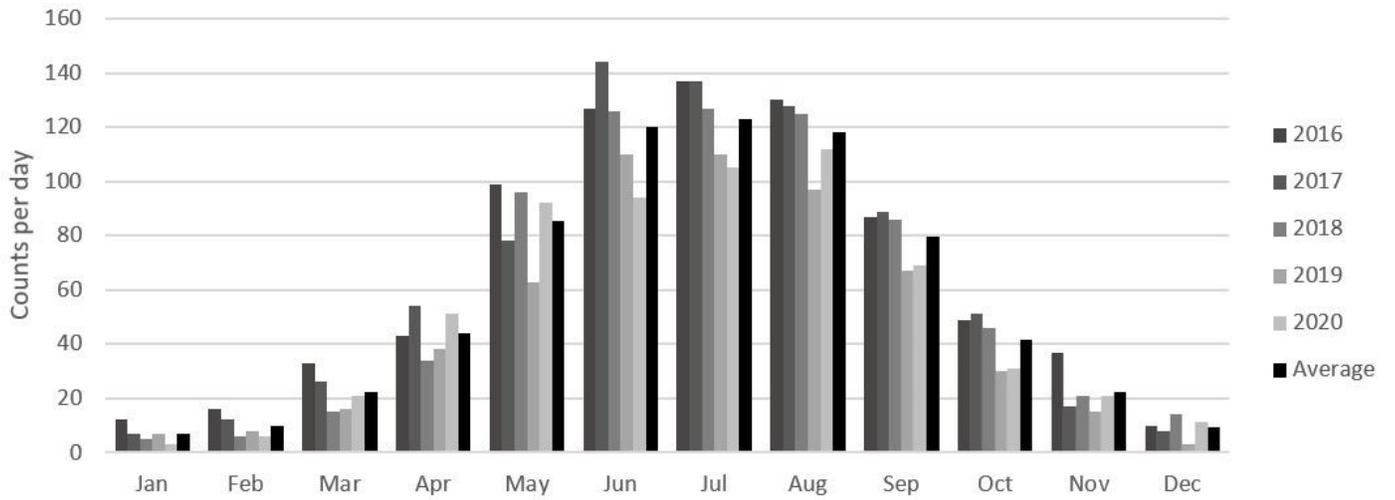
Milwaukee Trail



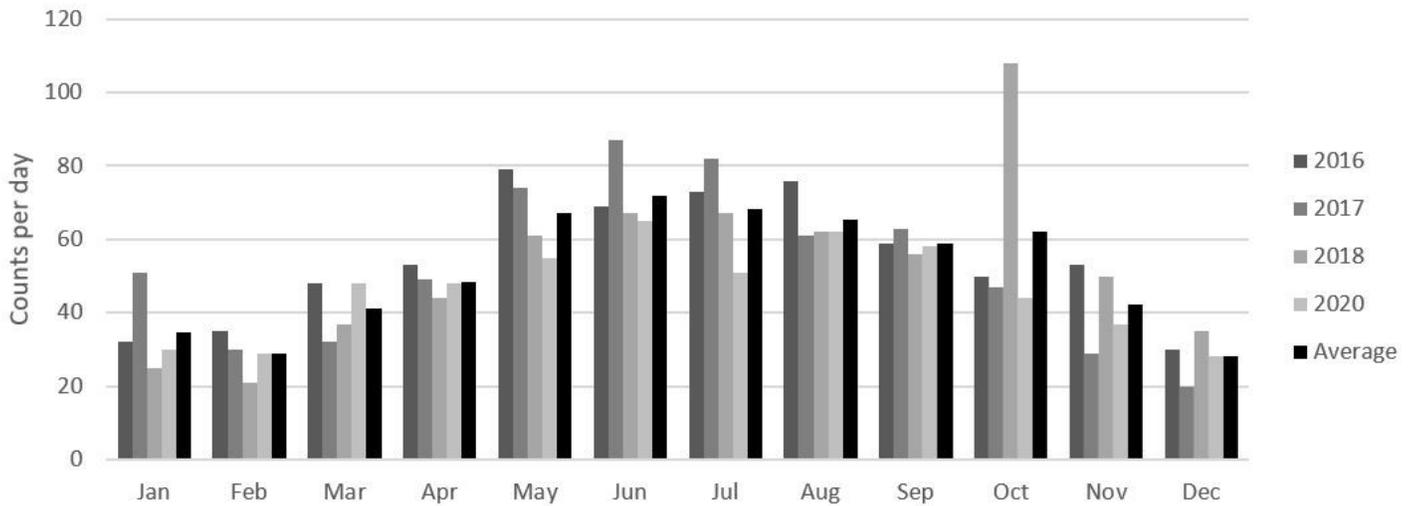
Oak Grove/Memorial Park Bridge



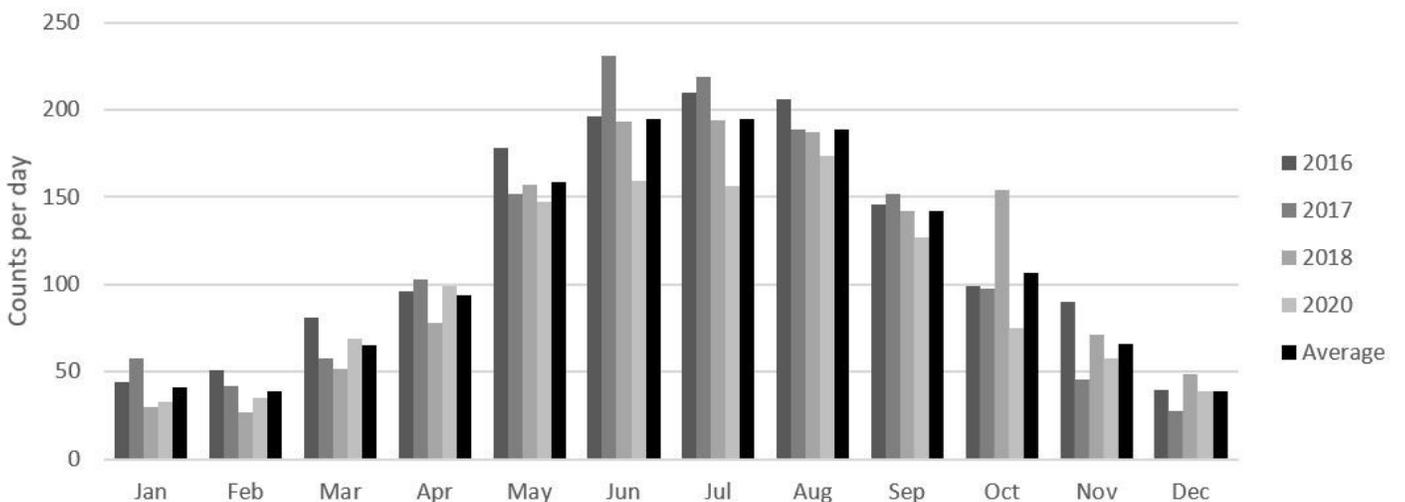
Moorhead 8th St Trail crossing I-94 - Bicycles



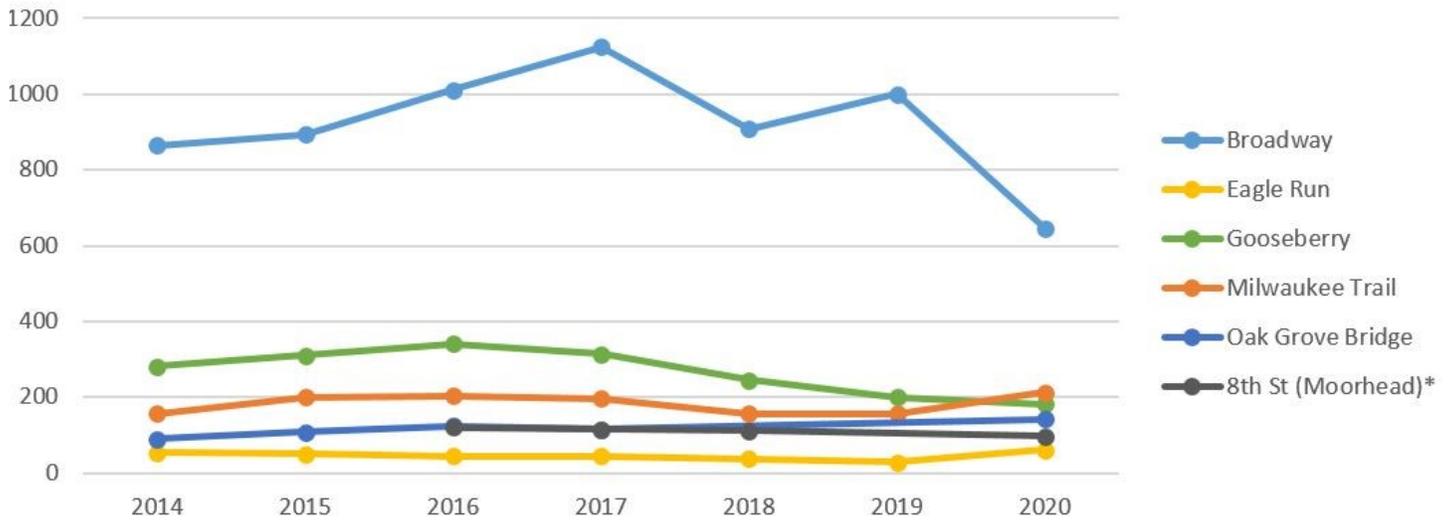
Moorhead 8th St Trail crossing I-94 - Pedestrians



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

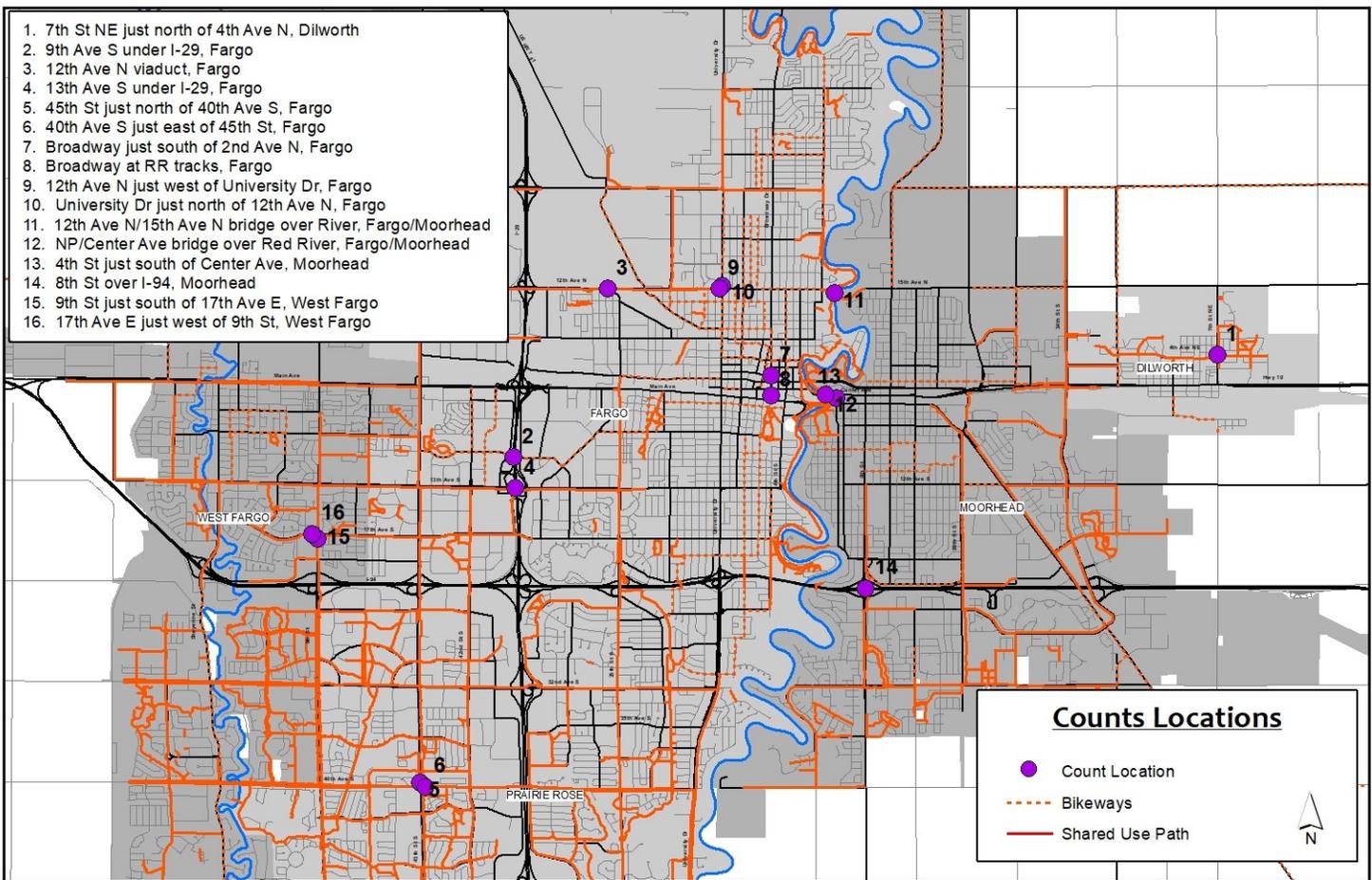
Manual Counts
2013—2020

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.

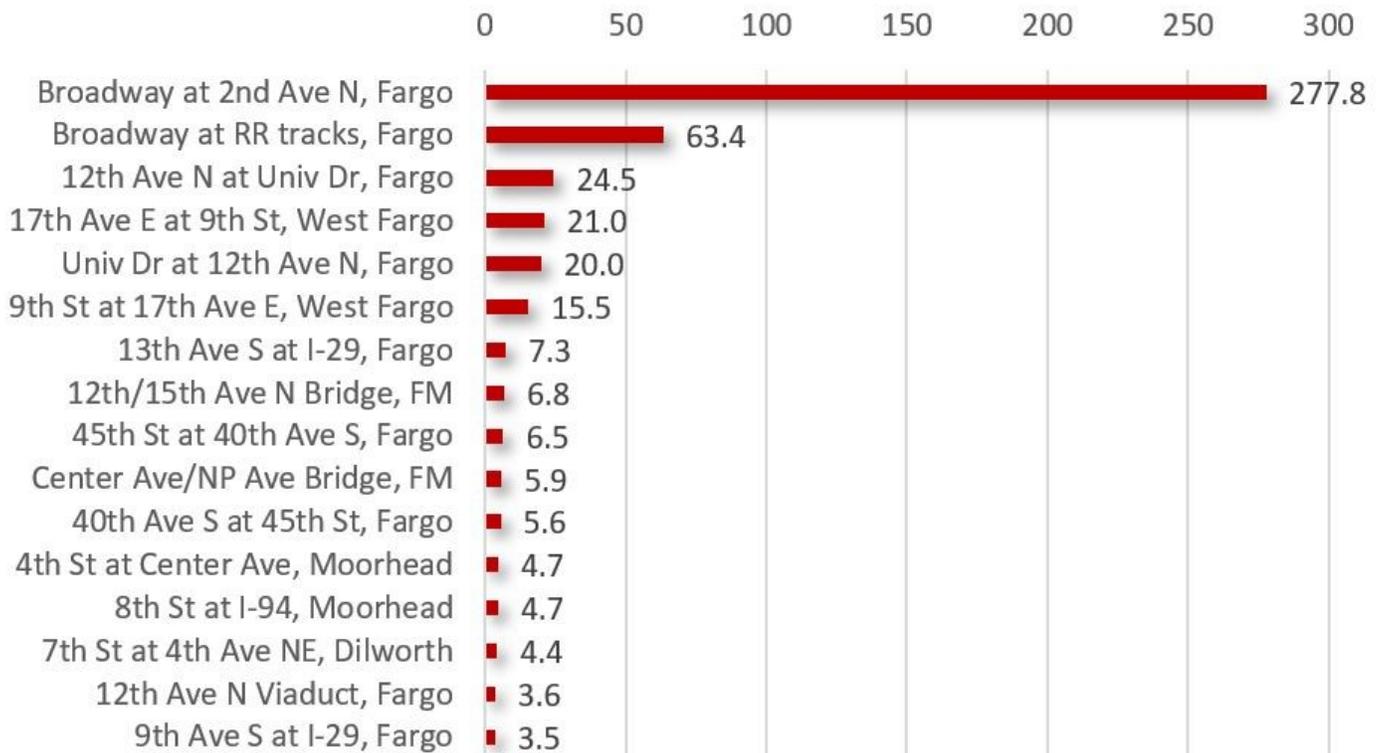
The count data shown in this section of the report includes years 2013 through 2020, however several locations may not include all years due to previous counting mythology, construction, or equipment failure. Below is a map showing the location of each manual count:

Manual Count Locations

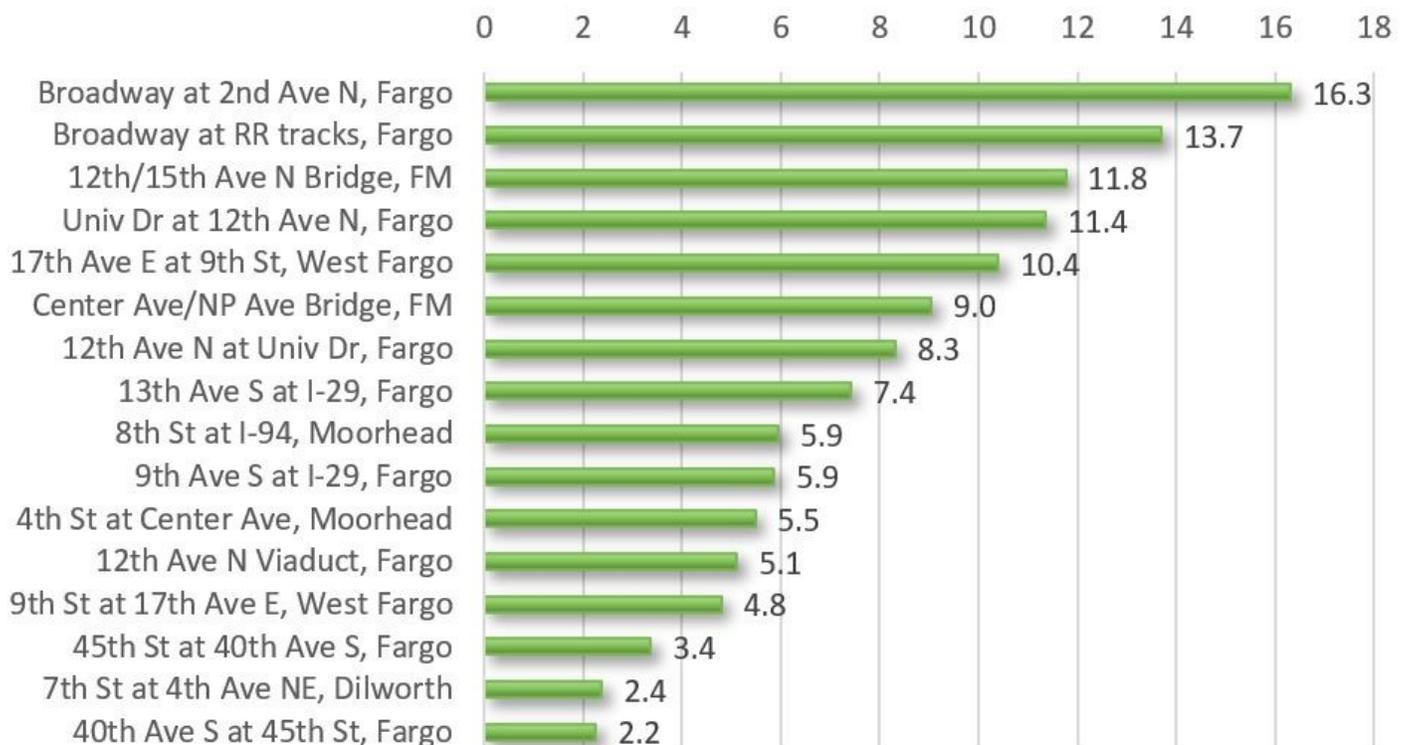


The following pages show the manual bicycle and pedestrian count data for the years 2013 through 2019.

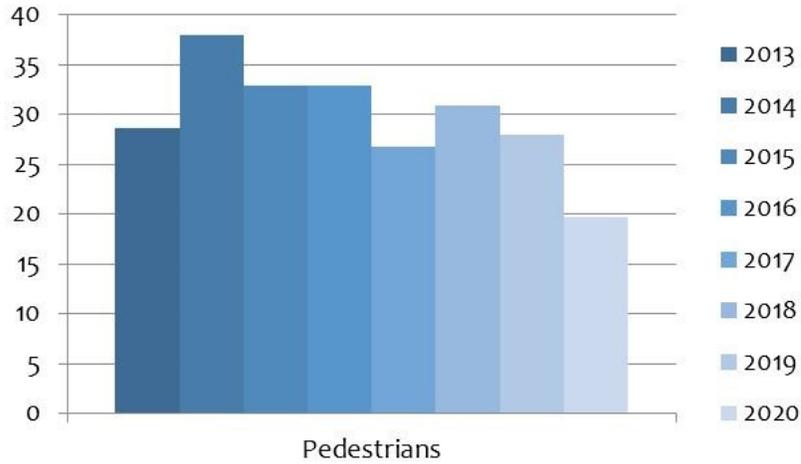
Pedestrians per hour (Average of years 2013 - 2020)



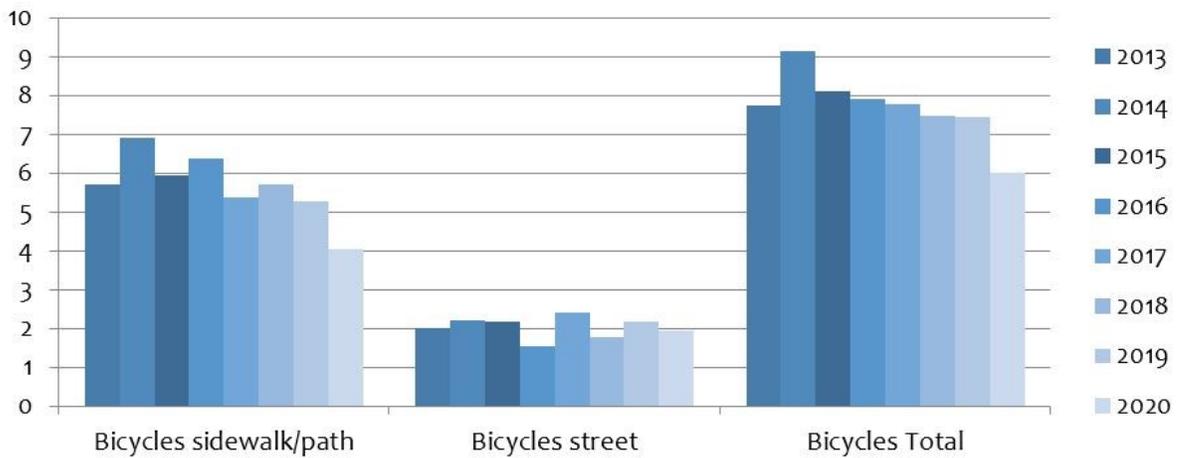
Bicycles per hour (Average of years 2013 - 2020)



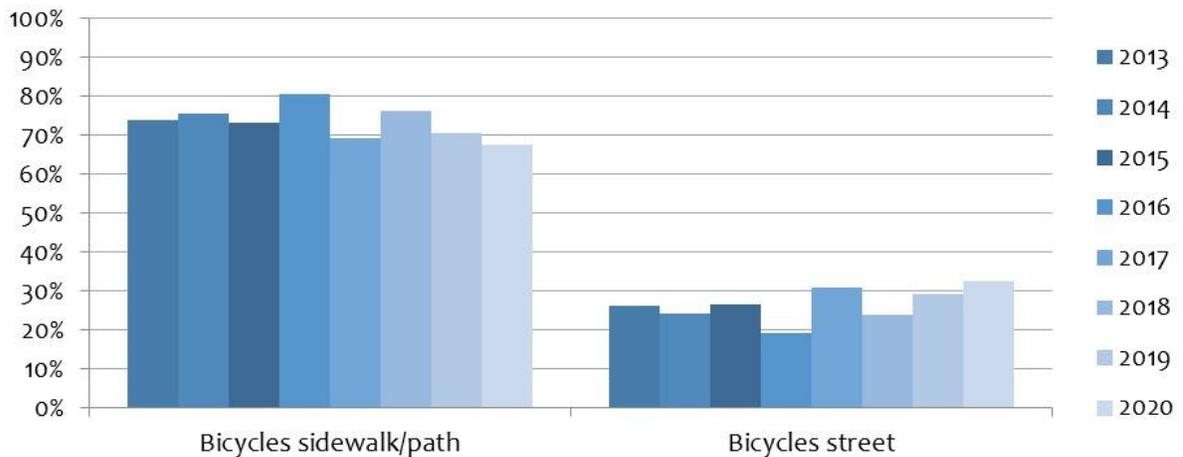
Pedestrian counts per hour by year (average of all locations)



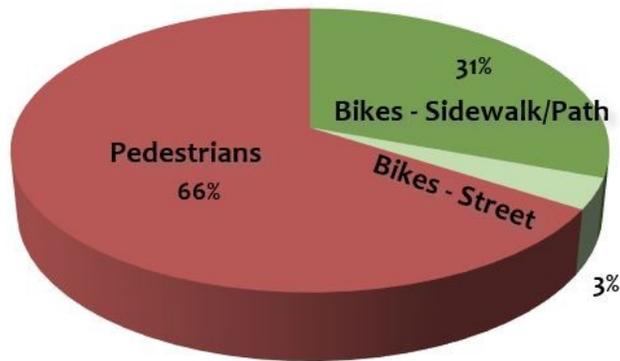
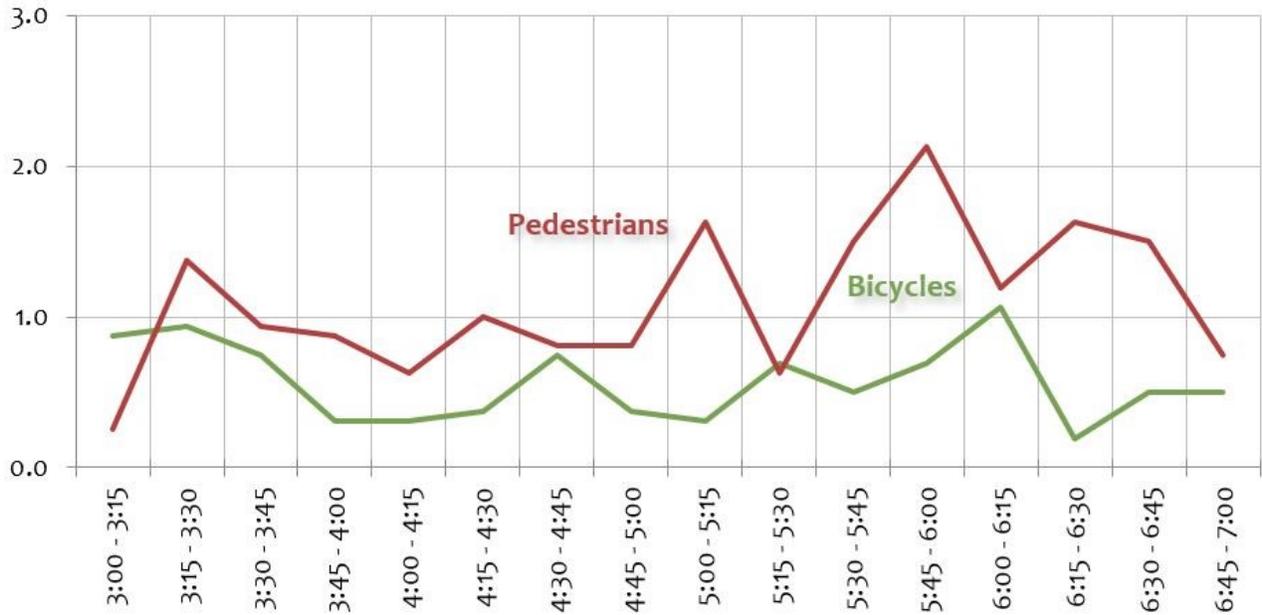
Bicycle counts per hour by year (average of all locations)



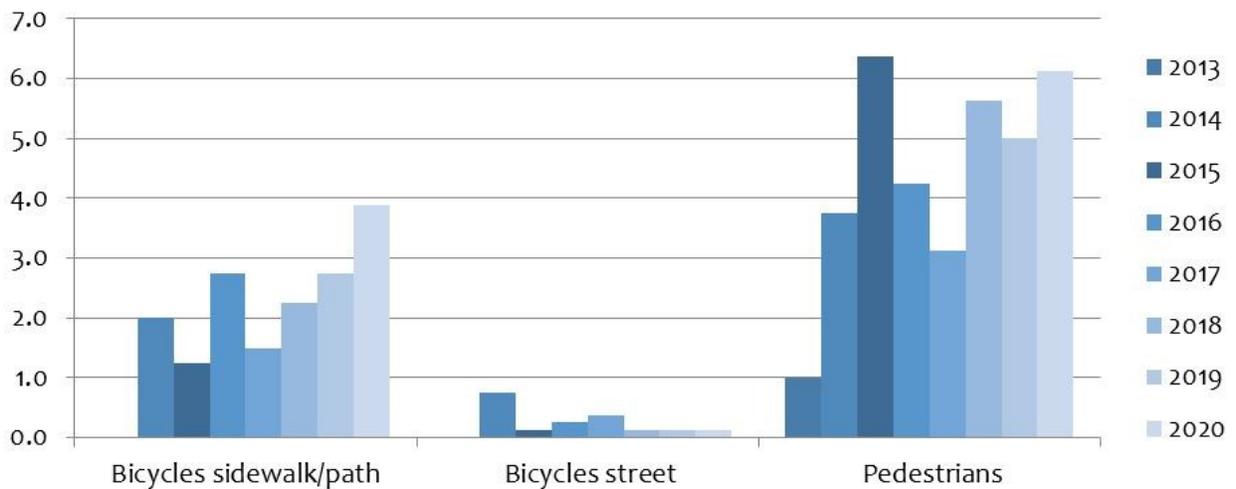
% of bikes on sidewalk/path vs. bikes on street (average of all locations)



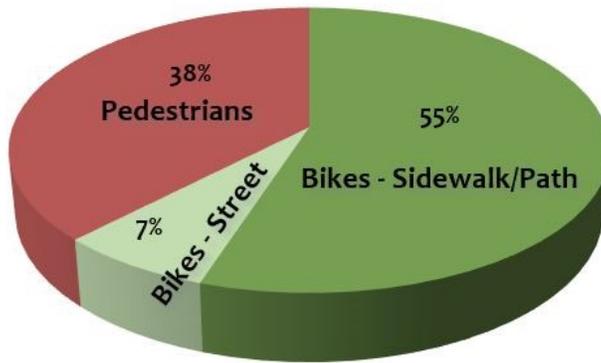
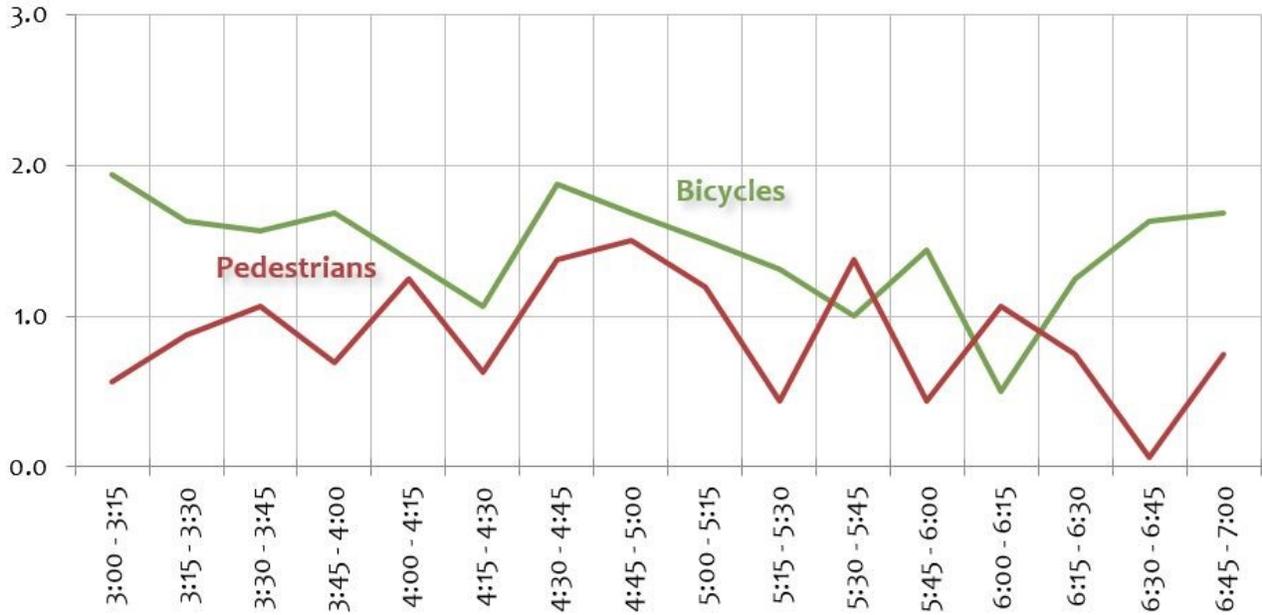
Dilworth—7th St NE just north of 4th Ave NE (Average of years 2013-2020)



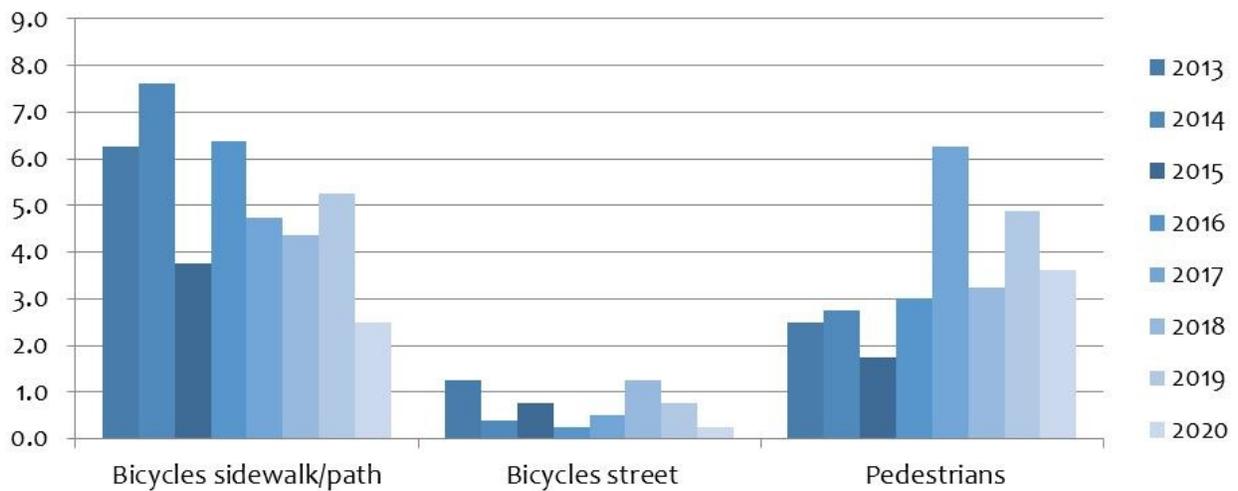
Counts per hour



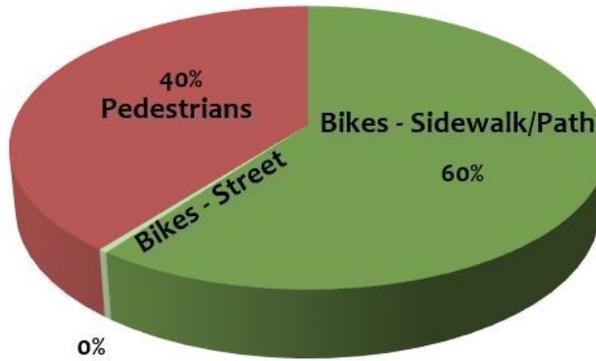
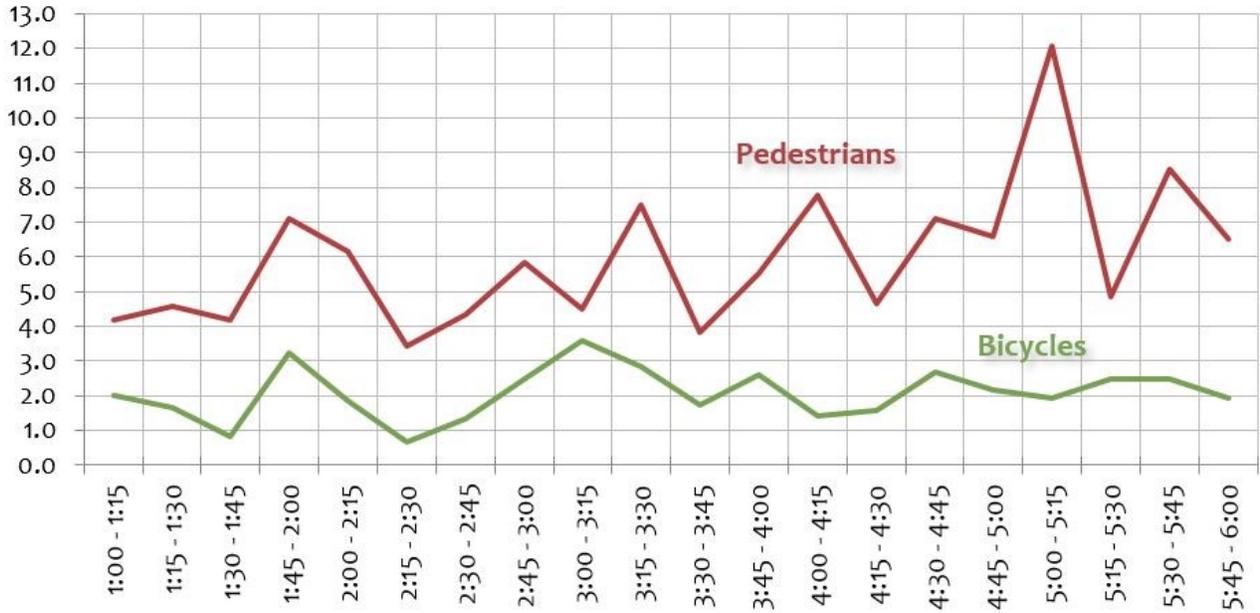
Fargo—9th Ave S under I-29 (Average of years 2013-2020)



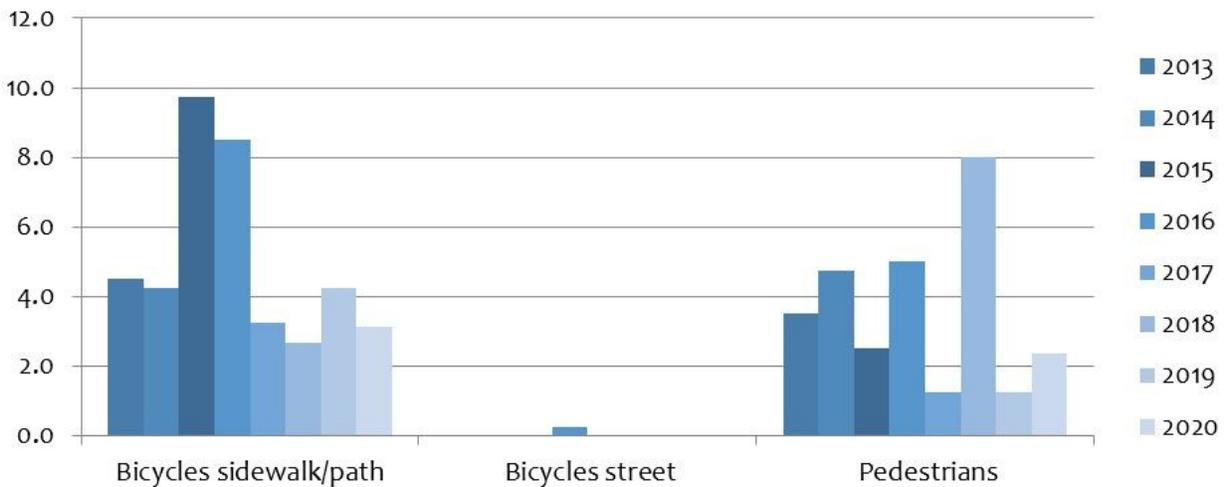
Counts per hour



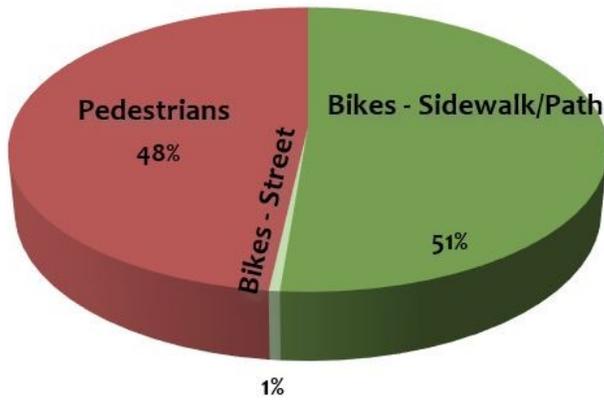
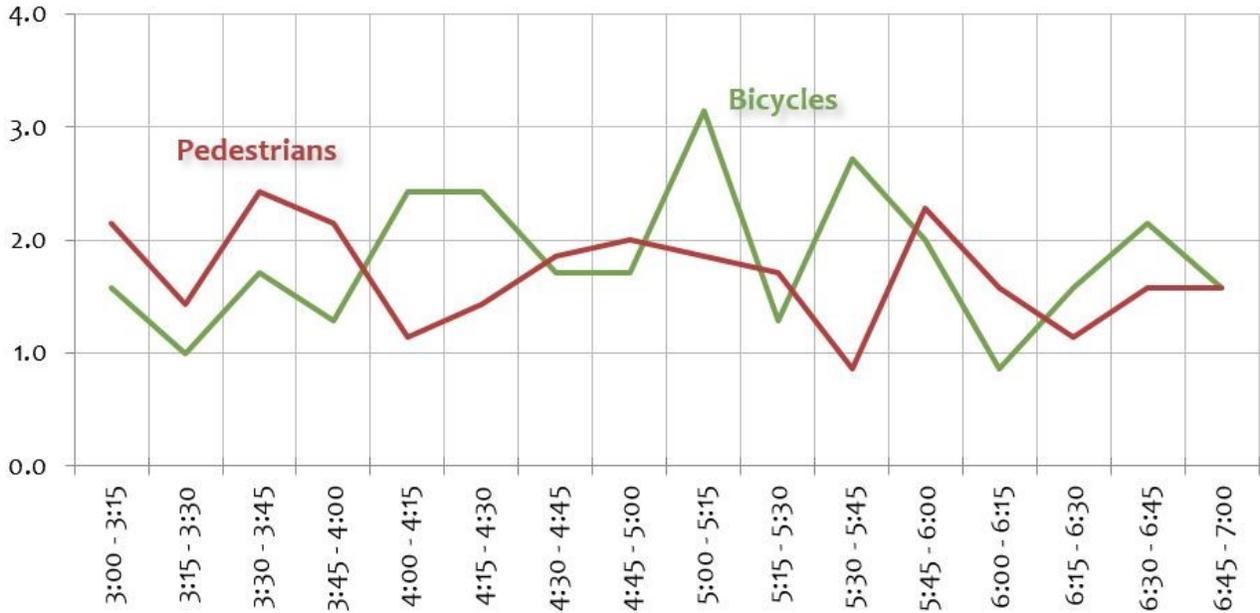
Fargo—12th Ave N viaduct (between 19th St & 29th St) (Average of years 2013-2020)



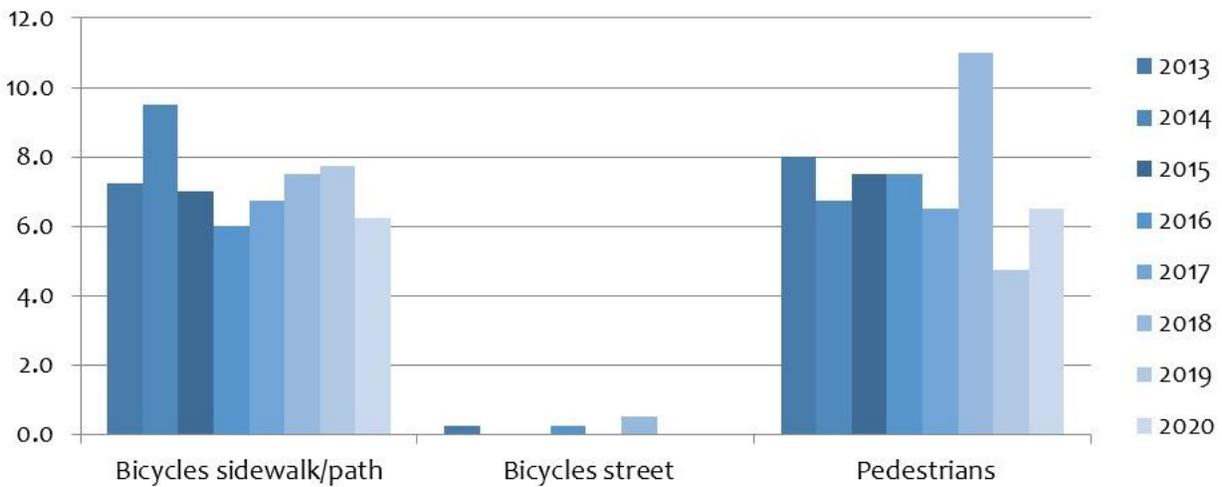
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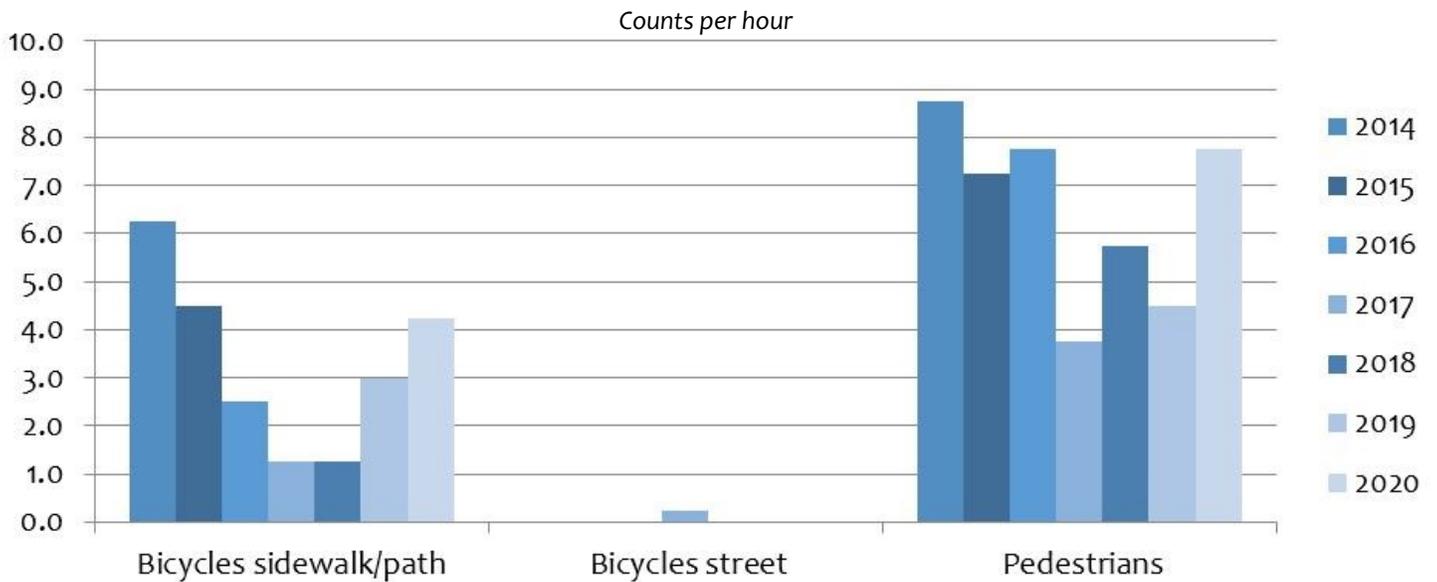
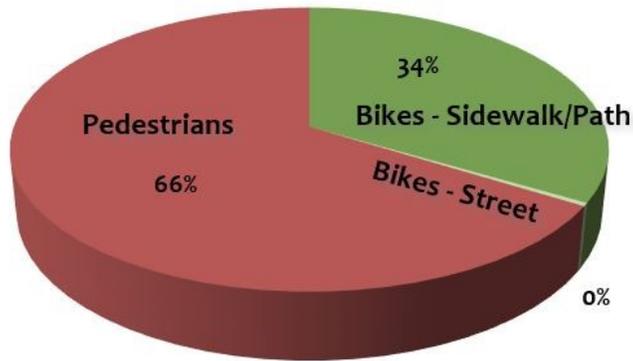
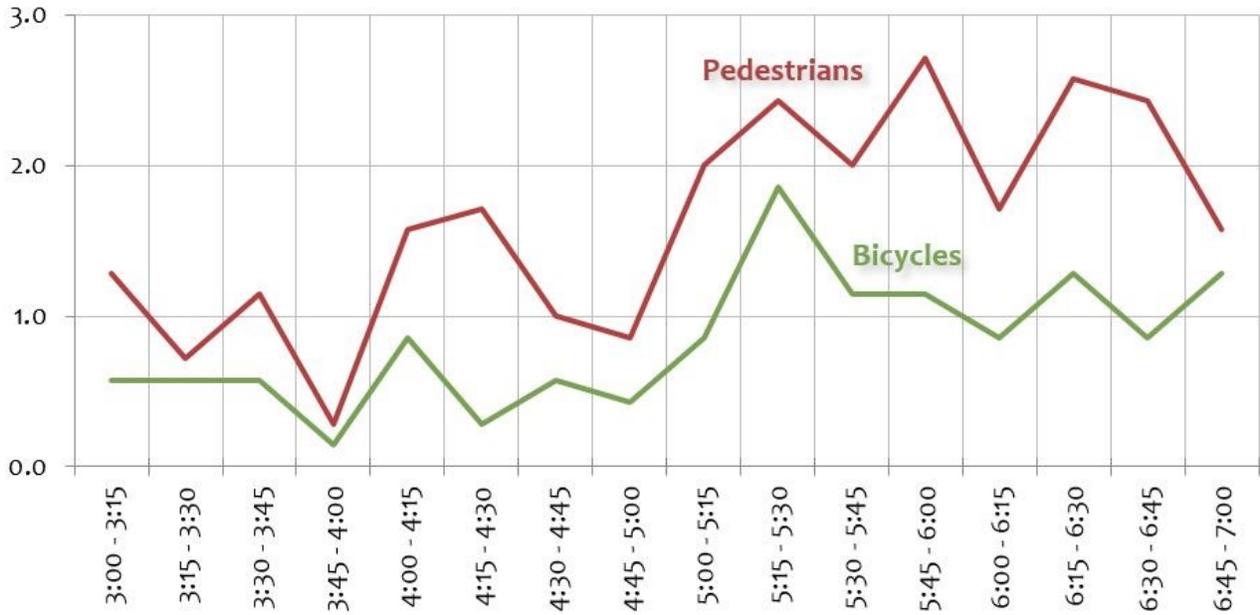
Fargo—13th Ave S under I-29 (Average of years 2013-2020)



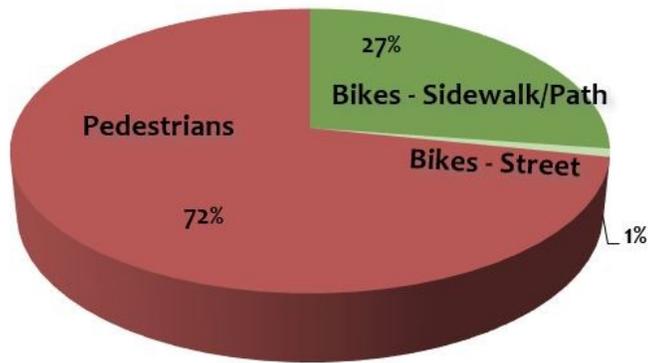
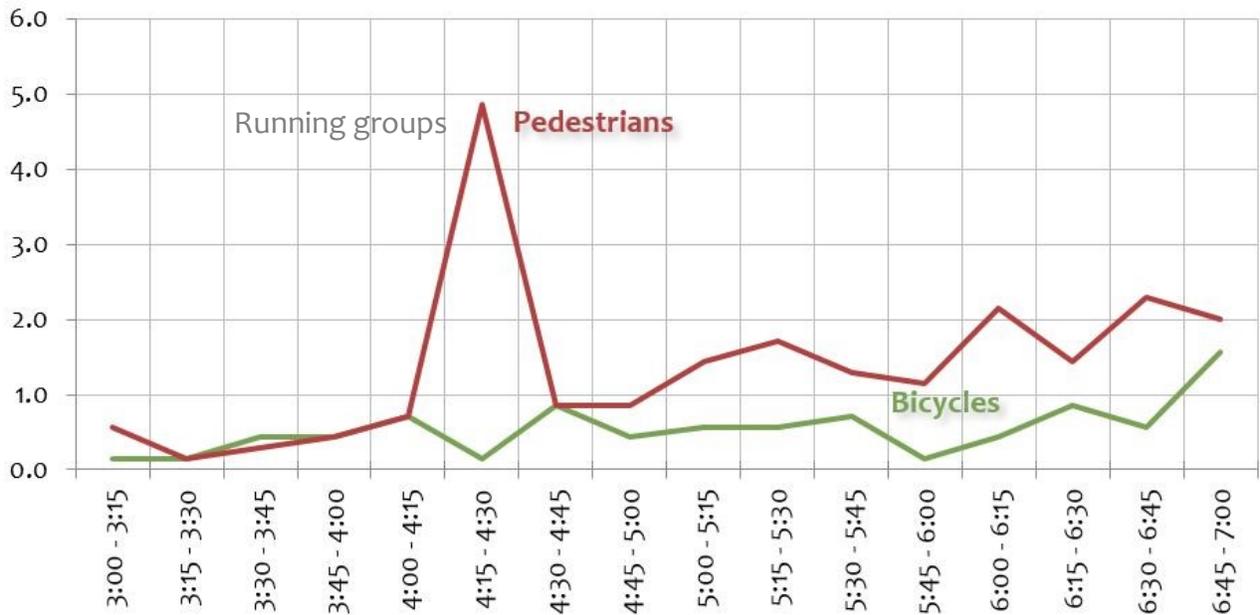
Counts per hour



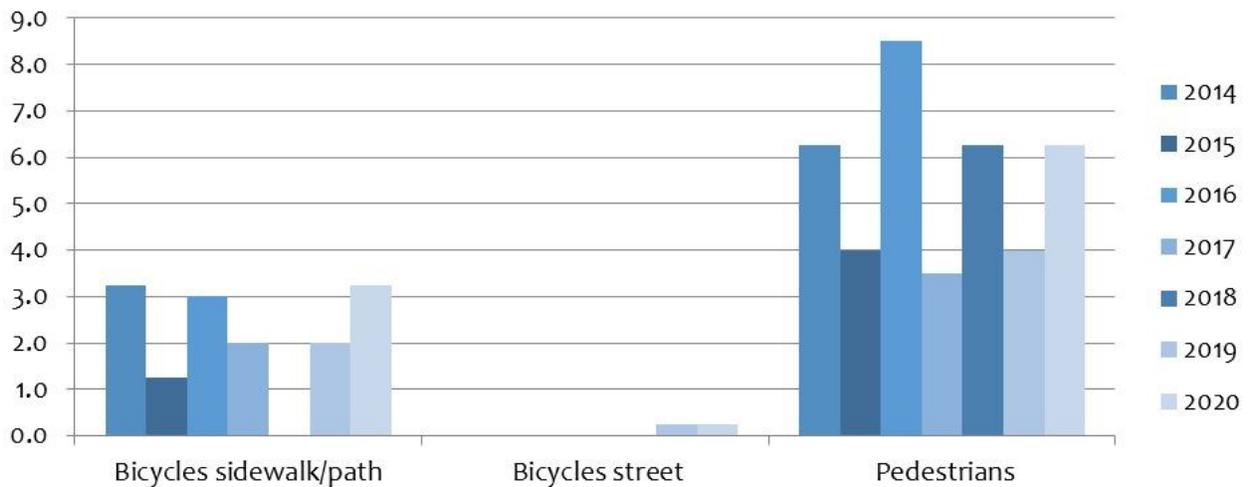
Fargo—45th St just north of 40th Ave S (Average of years 2014-2020)



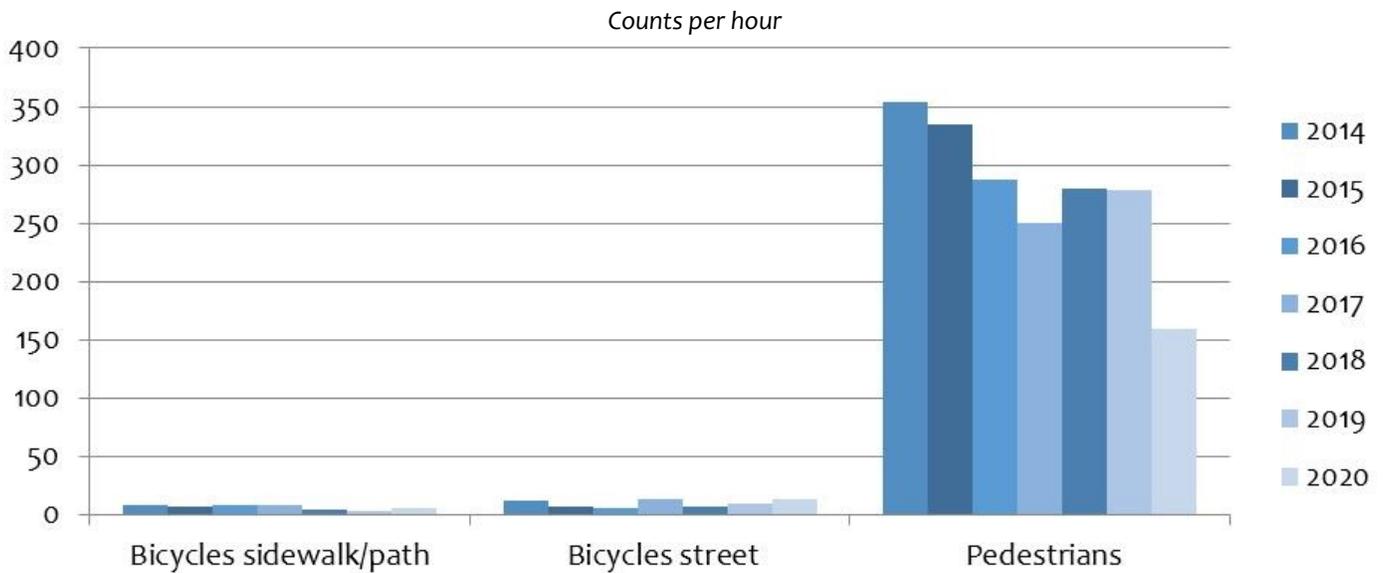
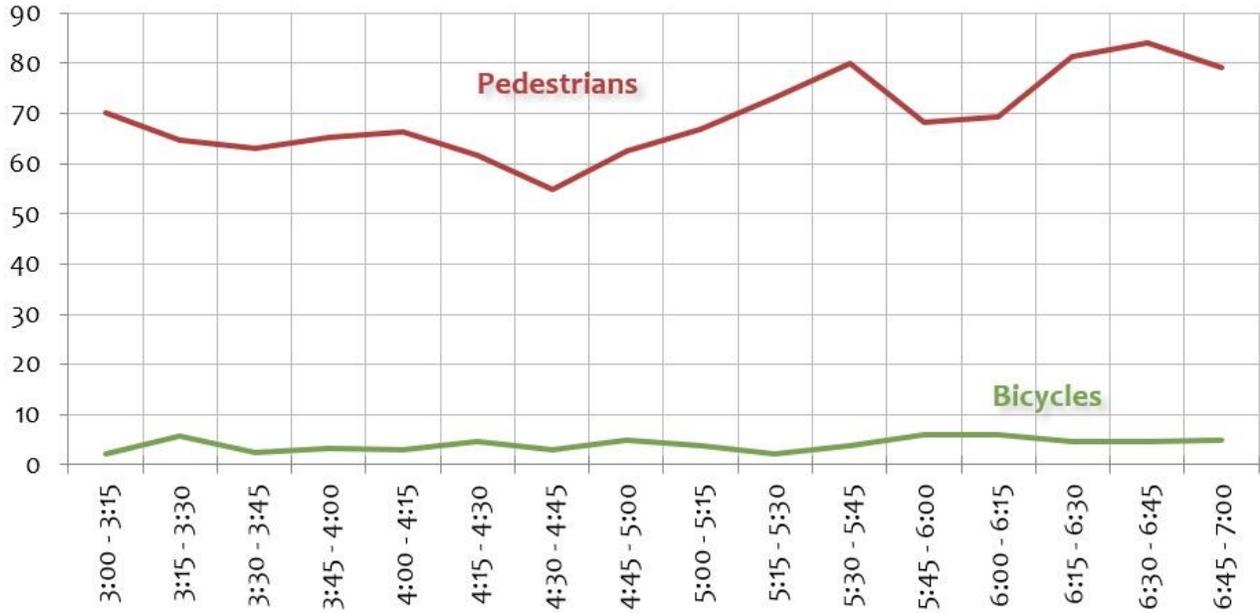
Fargo—40th Ave S just east of 45th St (Average of years 2014-2020)



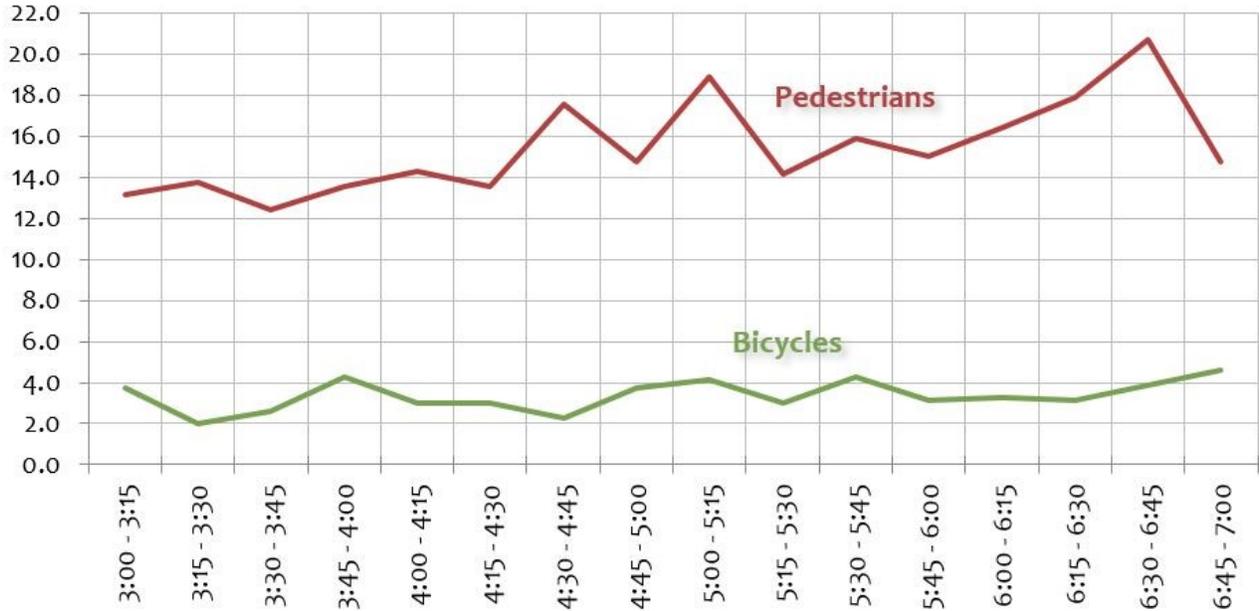
Counts per hour



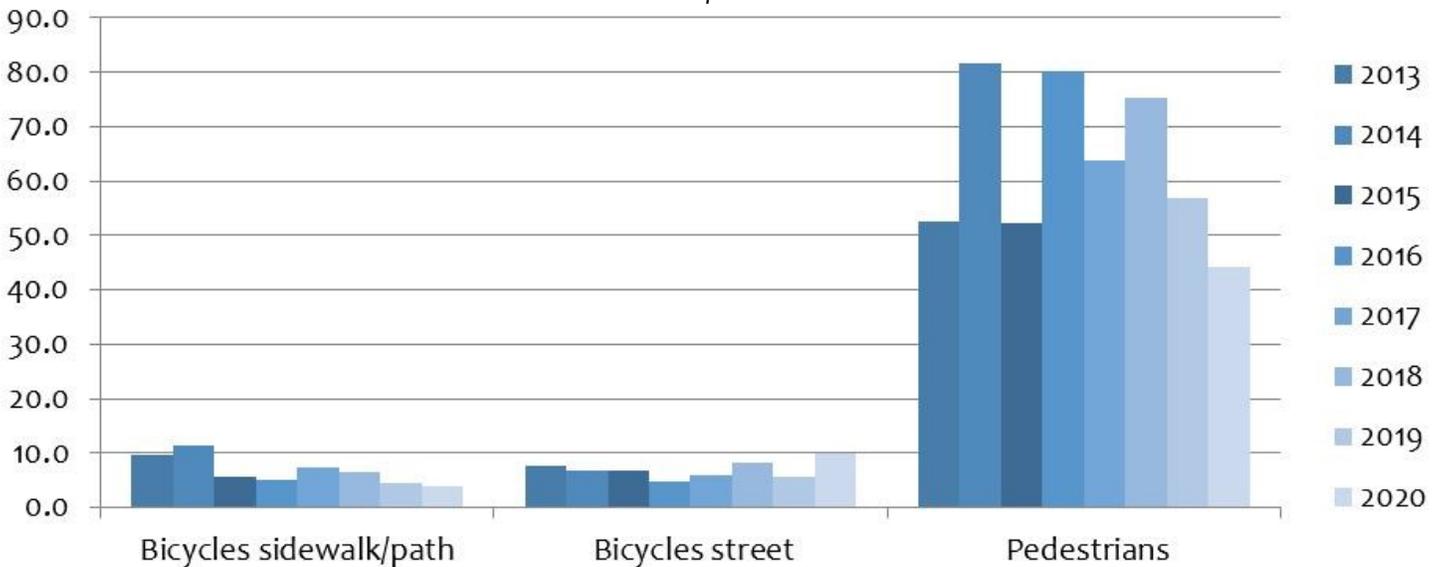
Fargo—Broadway just south of 2nd Ave N (Average of years 2014-2020)



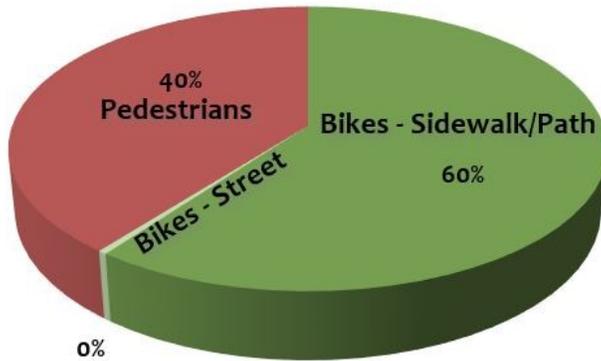
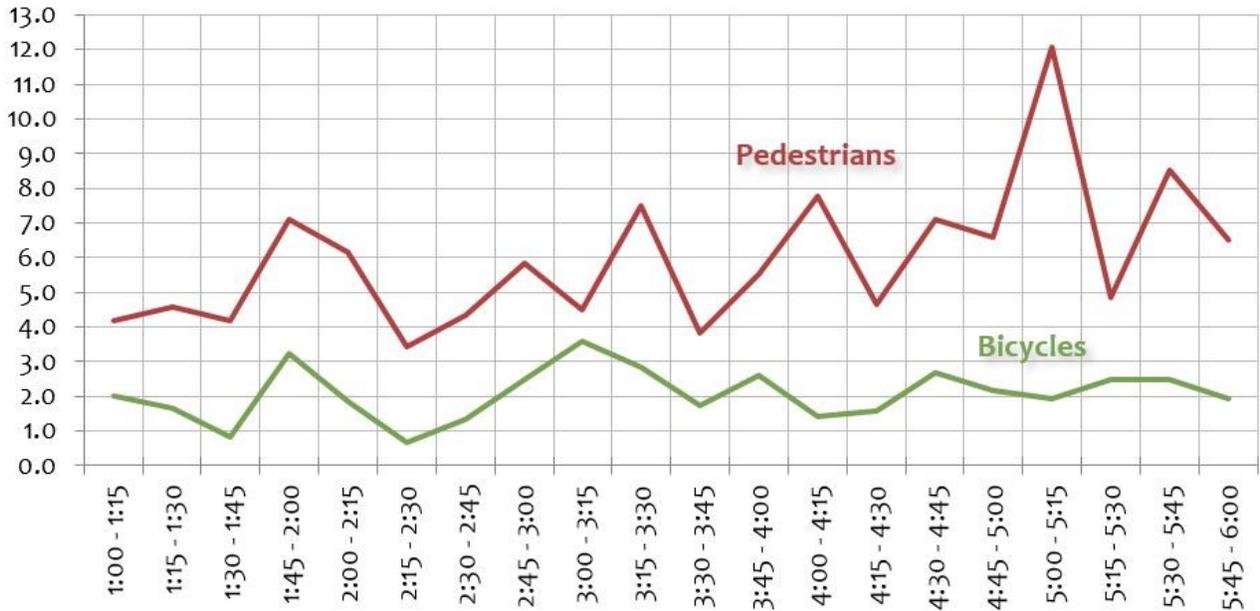
Fargo—Broadway at RR tracks (between NP Ave & Main Ave) (Average of years 2013-2020)



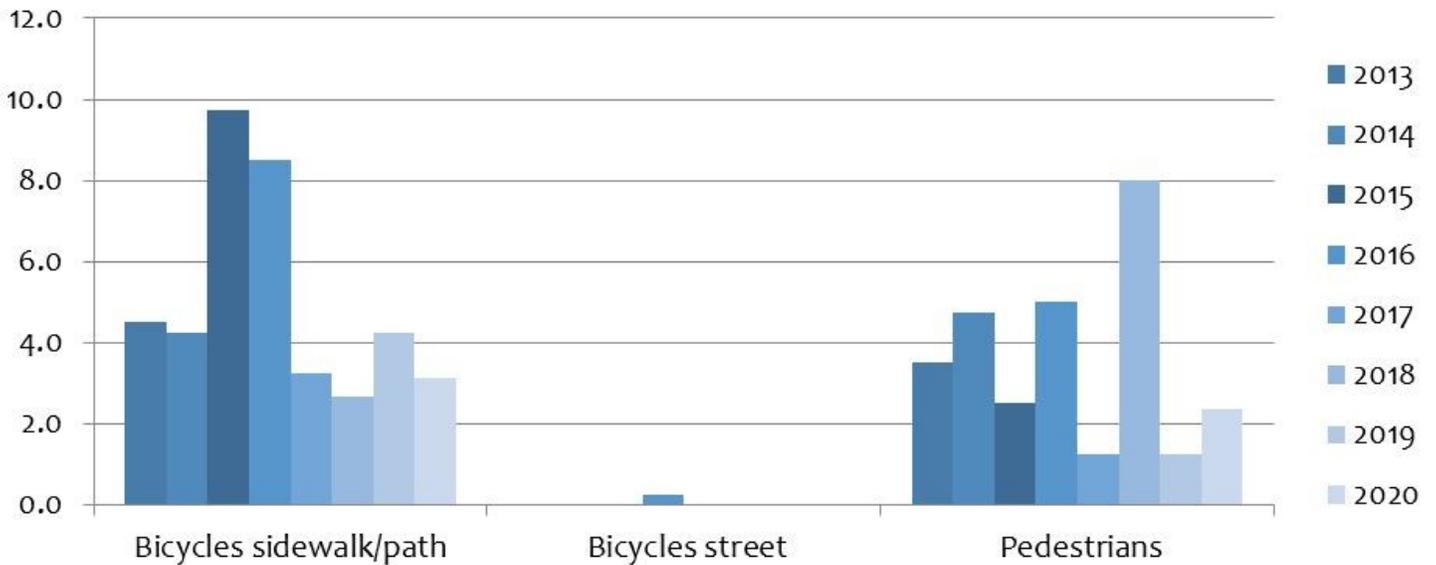
Counts per hour



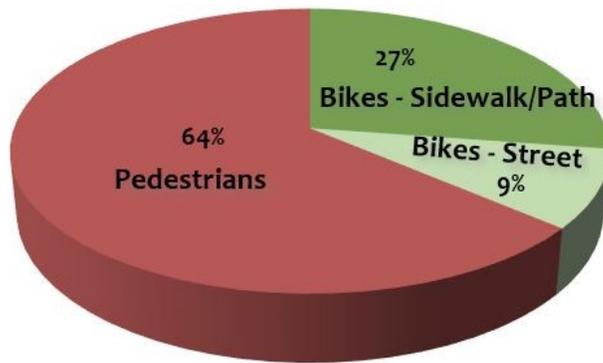
Fargo—12th Ave N just west of University Dr. (Average of years 2014-2020)



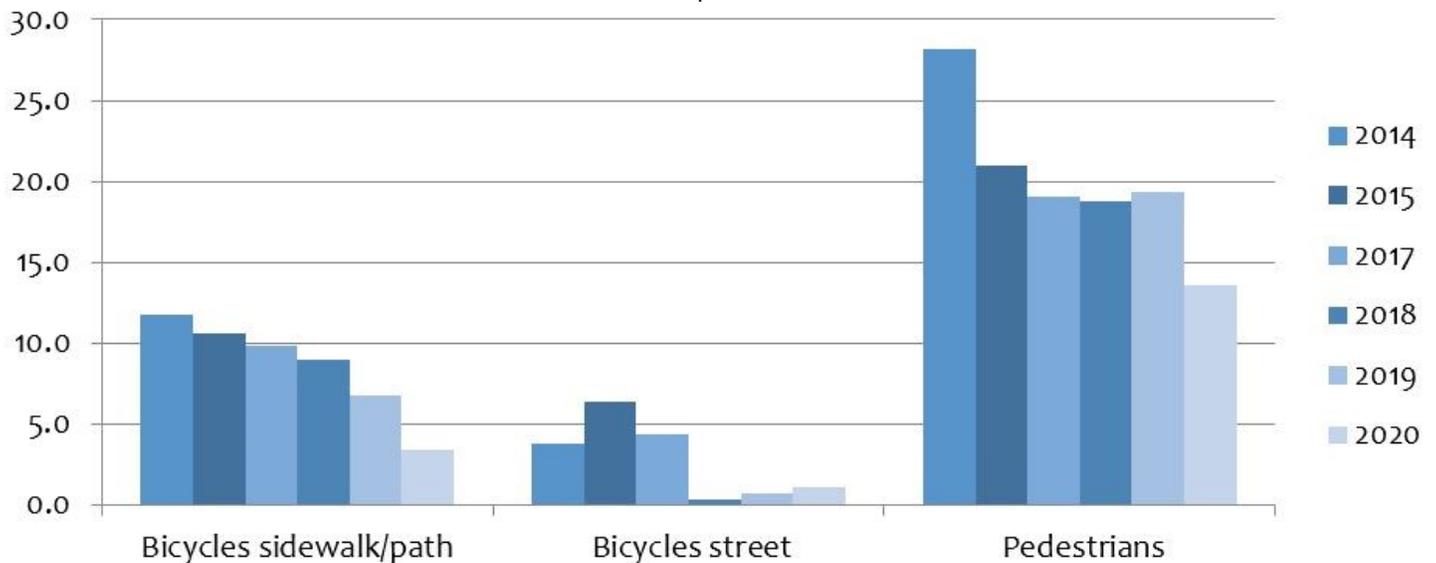
Counts per hour



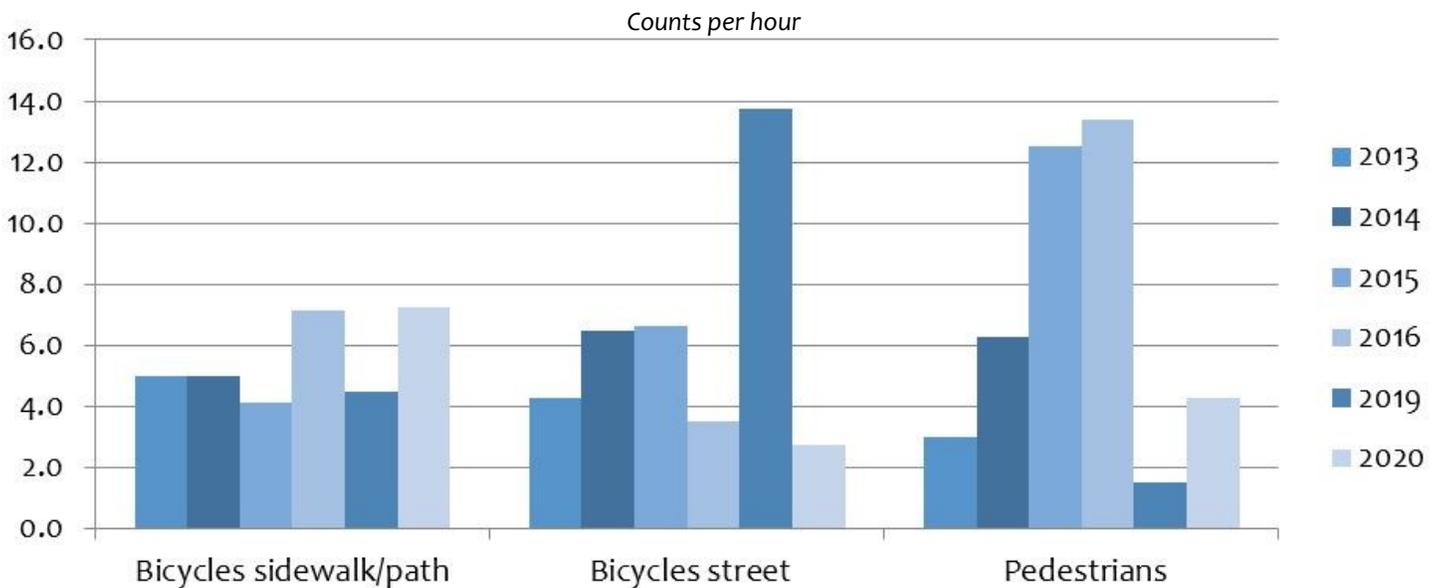
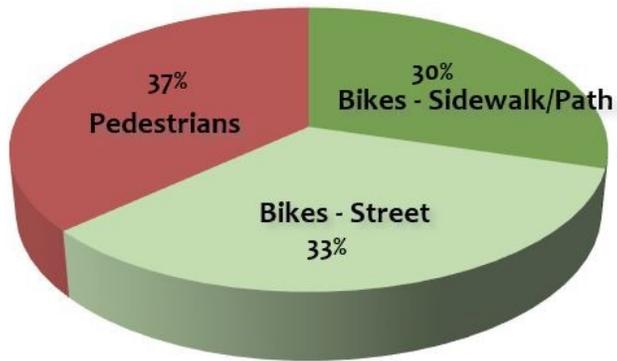
Fargo—University Dr just north of 12th Ave N (Average of years 2014-2020)



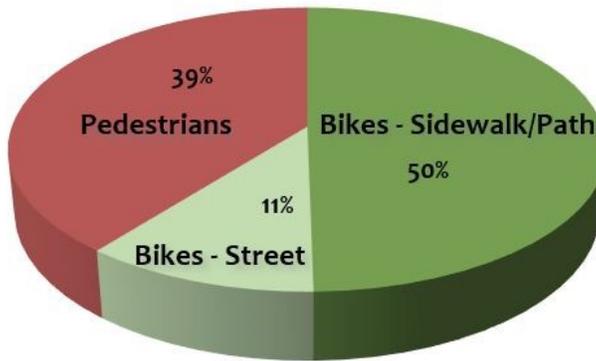
Counts per hour



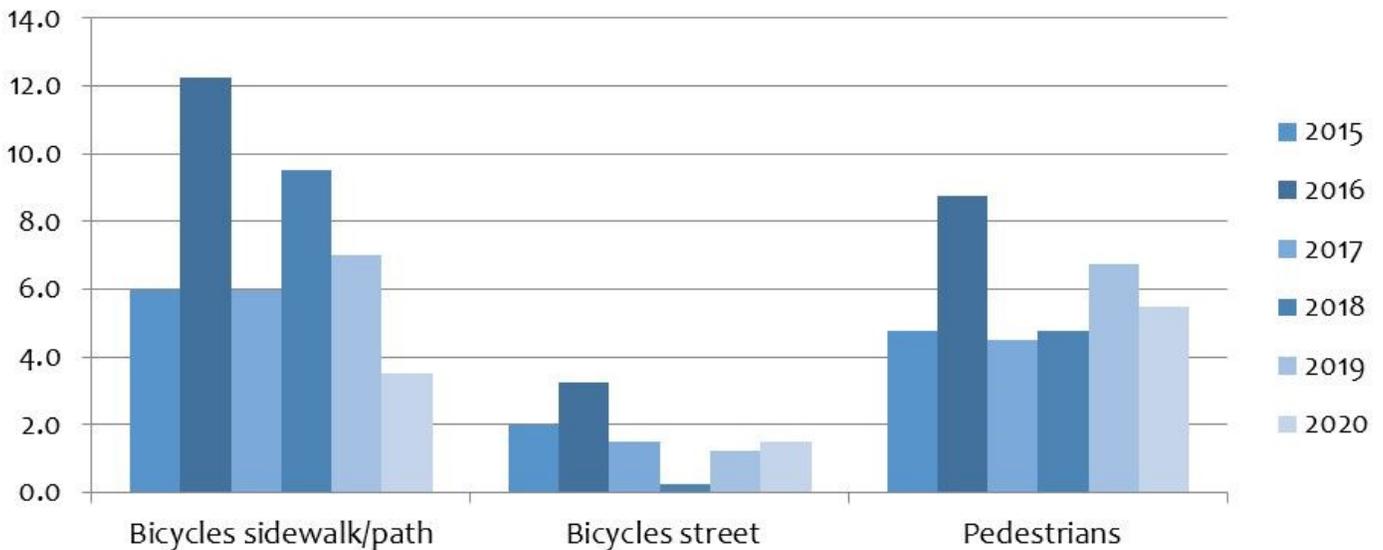
Fargo/Moorhead—12th Ave N/15th Ave N Bridge over Red River (Average of years 2013-2020)



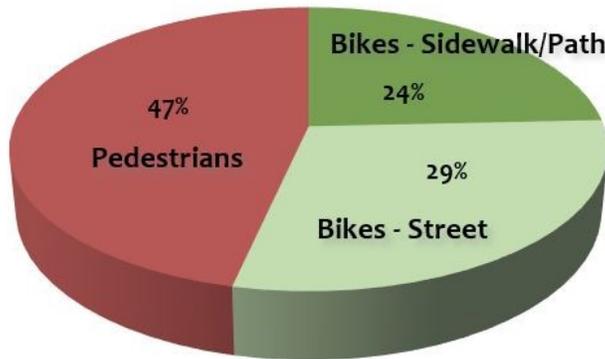
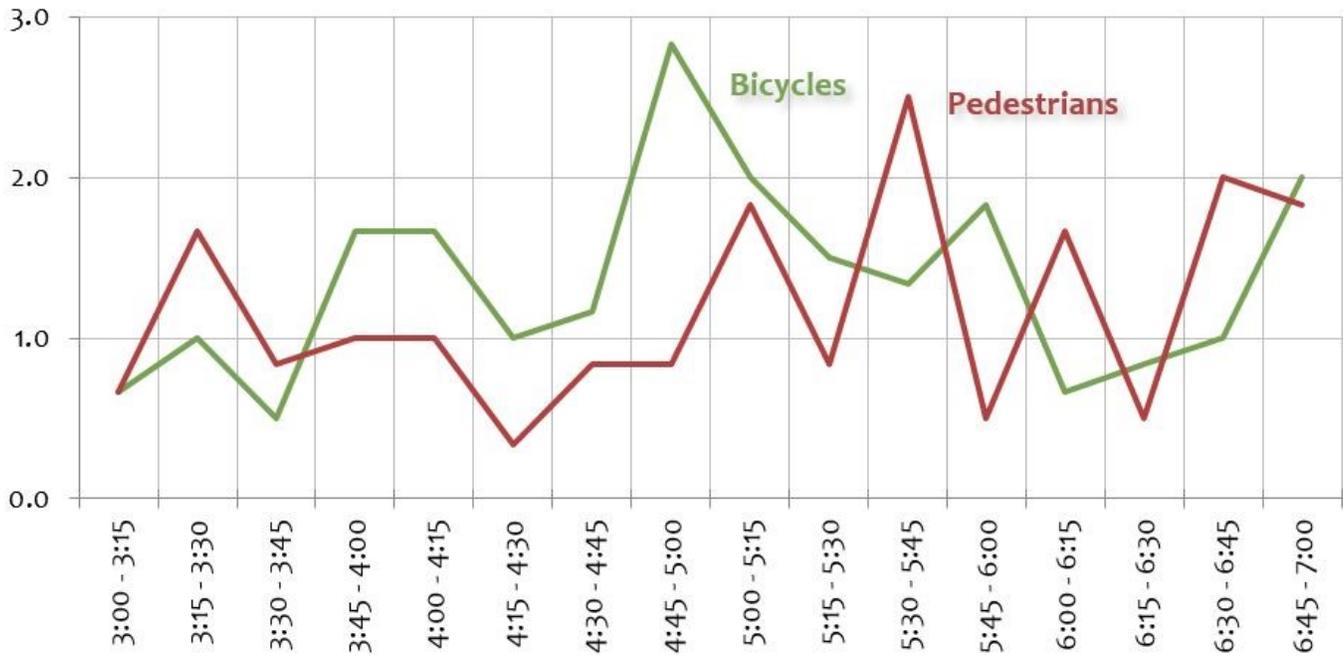
Fargo/ Moorhead—NP Ave/Center Ave bridge over Red River (Average of years 2015-2020)



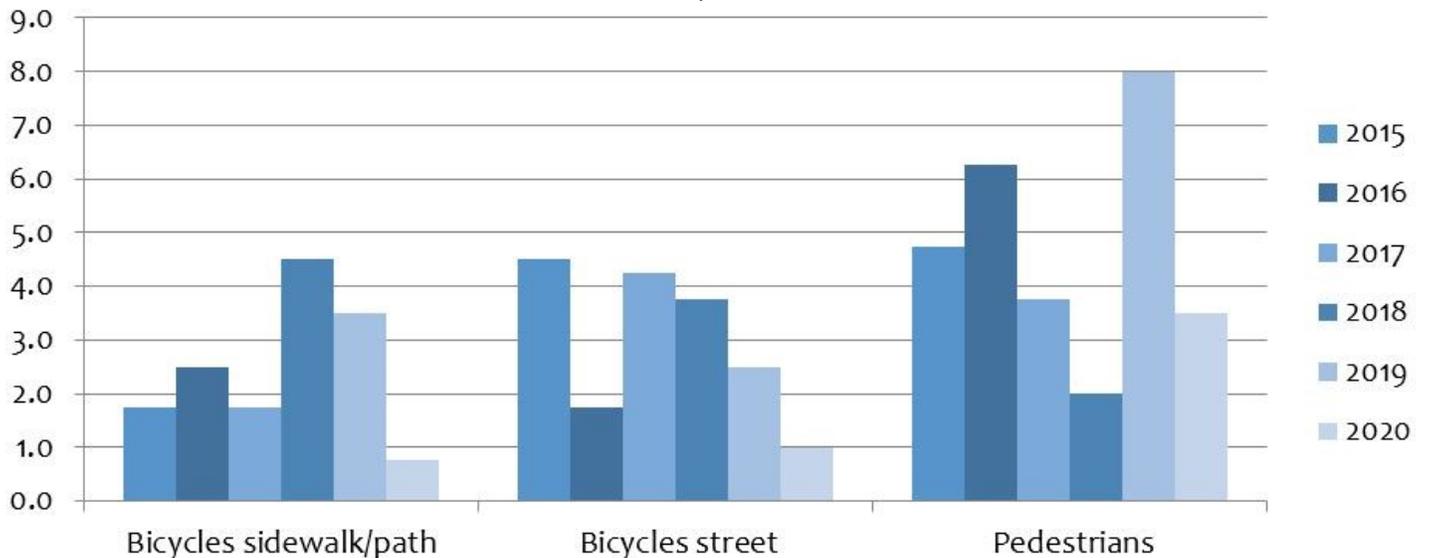
Counts per hour



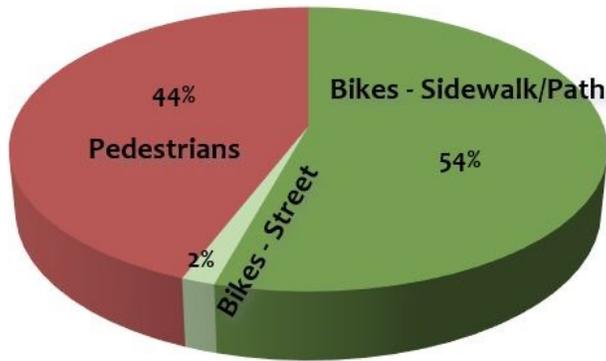
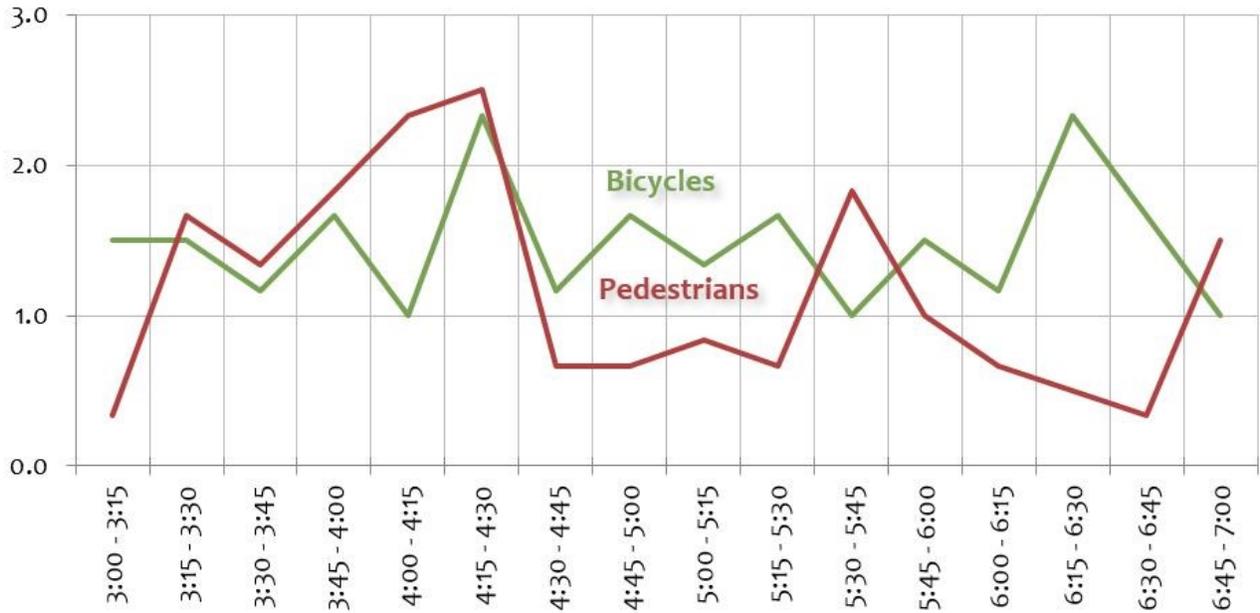
Moorhead—4th St just south of Center Ave (Average of years 2015-2020)



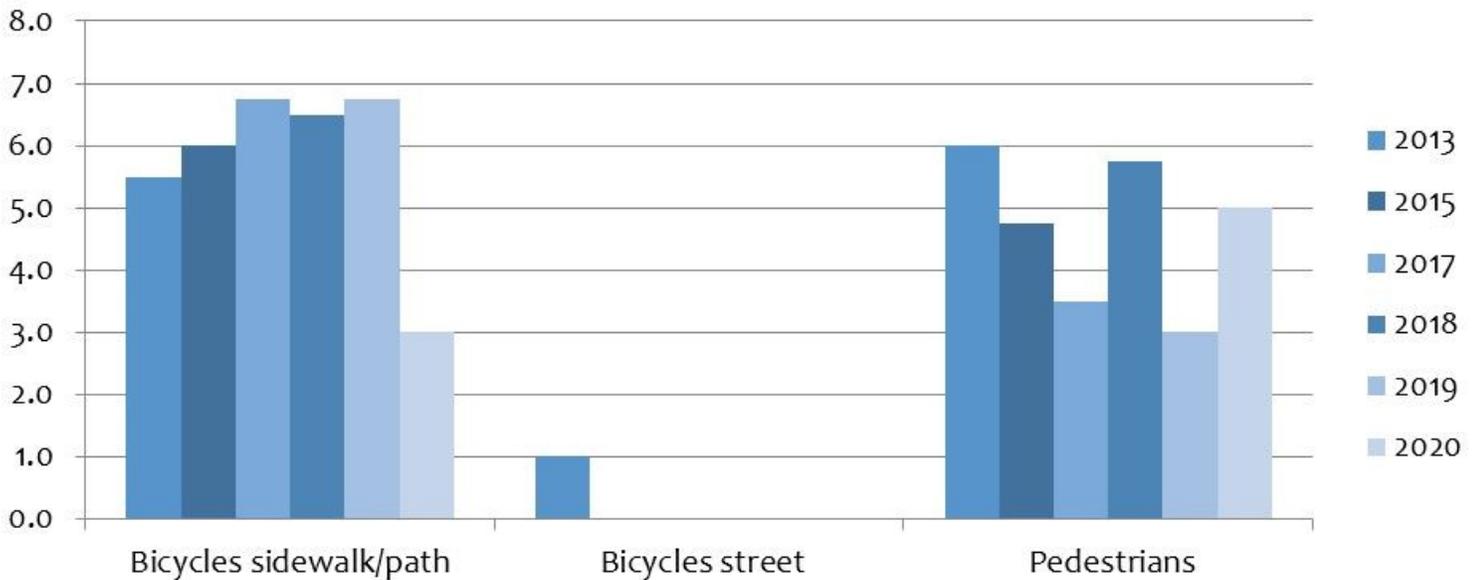
Counts per hour



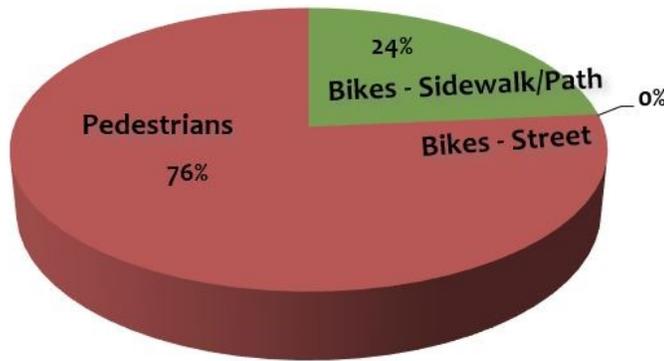
Moorhead—8th St over I-94 (Average of years 2013-2020)



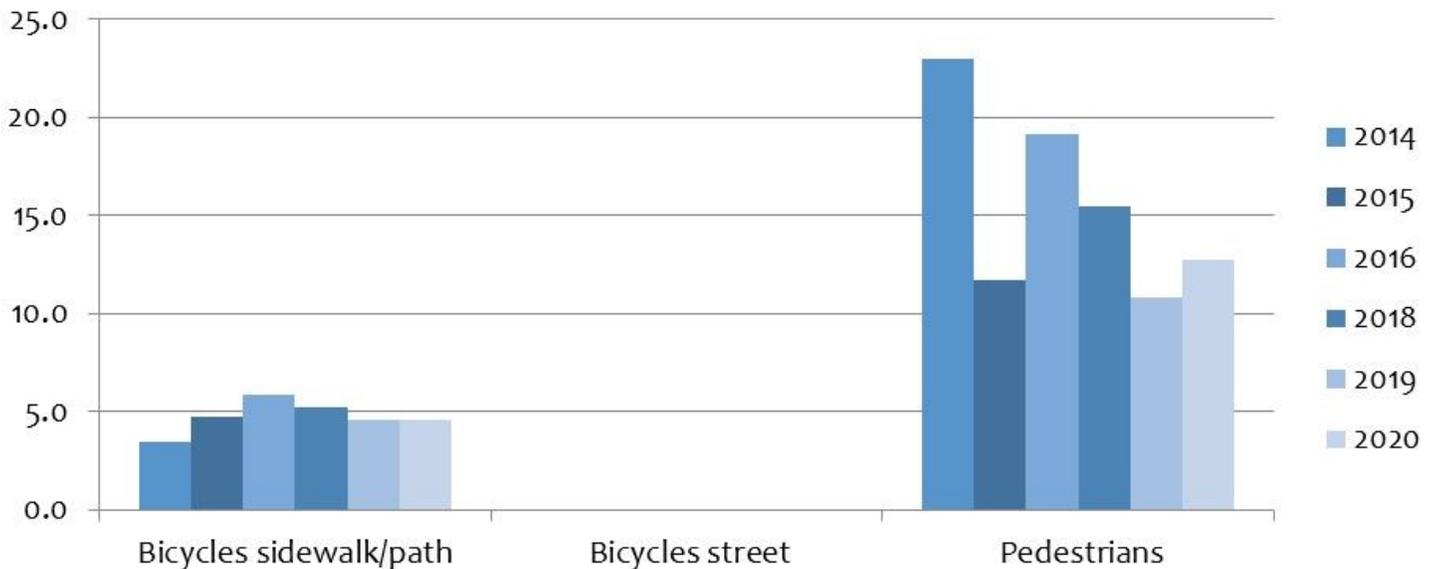
Counts per hour



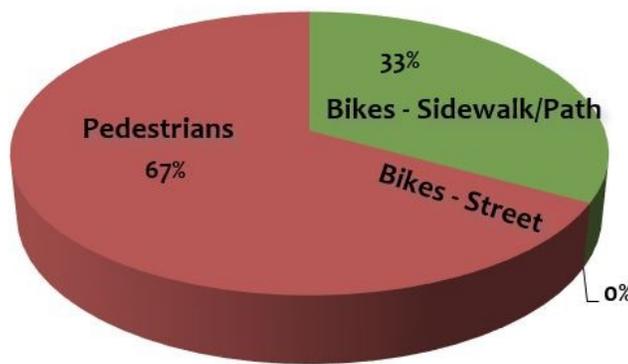
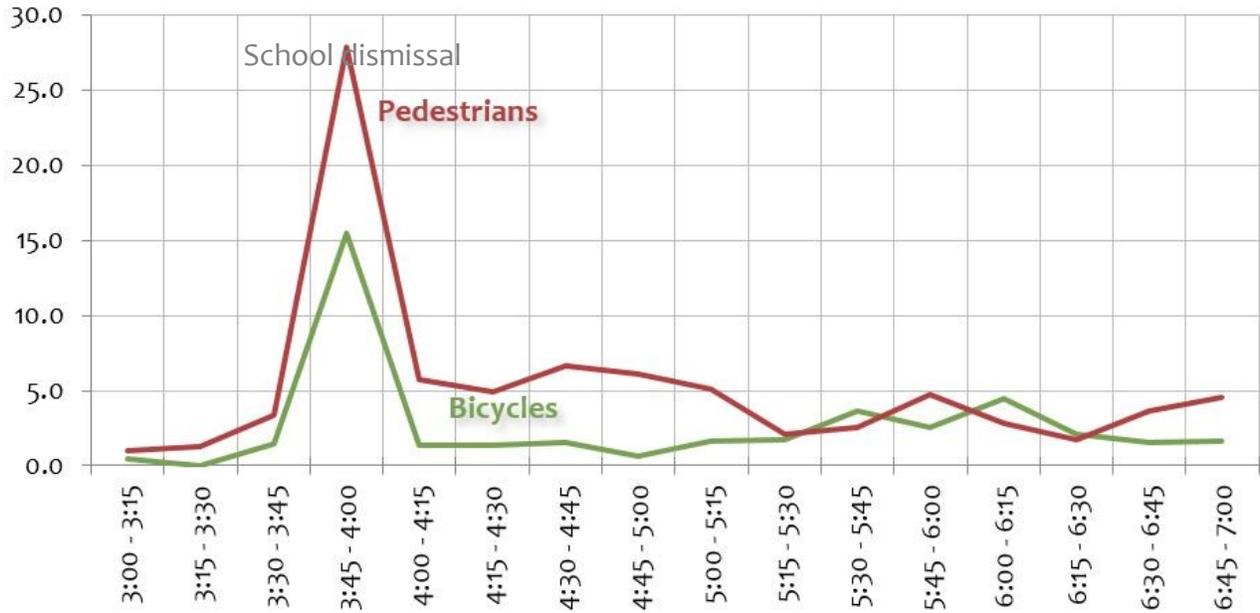
West Fargo—9th St just south of 17th Ave E (Average of years 2014-2020)



Counts per hour



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



Counts per hour

