

**Metropolitan Bicycle and Pedestrian Committee**  
**Wednesday, March 30, 2022 – 3:00 p.m.**  
**Virtual Meeting**  
**AGENDA**

1. Welcome and introductions
2. Approve minutes from December 1<sup>st</sup>, 2021 meeting - **Attachment** Action Item
3. Public input opportunity Public Input
4. Project/study updates Information Item
  - a. Red River Greenway Study
  - b. FM Metro Bicycle & Pedestrian Plan
  - c. Heartland Trail Update
5. US Bike Route 20 & Resolution of Support – **Attachment** Action Item
6. New Transportation Alternatives funding amounts - **Attachment** Discussion Item
7. 2022 Bicycle & Pedestrian Count Report - **Attachment** Information Item
8. Effects of potential daylight saving time change to SRTS – **Attachment** Information Item
9. Other business

If citizens wish to comment on an agenda items but are unable to attend in-person, please email comments to [farnsworth@fmmetrocog.org](mailto: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\\_E1e9XfbSjSAVrJHXVyQA](https://us02web.zoom.us/webinar/register/WN_E1e9XfbSjSAVrJHXVyQA)

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

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**117<sup>th</sup> Metropolitan Bicycle and Pedestrian Committee Meeting  
December 1<sup>st</sup>, 2021 – 3:00pm  
Virtual Meeting**

**Members Present**

Dan Farnsworth, Chair, Metro COG

Peyton Mastera, City of Dilworth

Christine Holland, River Keepers

Grace Puppe, Cass County

Kim Citrowske, City of Moorhead Planning

\*Andrew Wrucke, City of West Fargo Engineering

Barb Erbstoesser, West Fargo Parks

Malachi Petersen, City of West Fargo Planning (proxy for Tim Solberg)

Jeremy Gorden, City of Fargo Engineering

Maegin Elshaug, City of Fargo Planning

Patrick Hollister, PartnerSHIP 4 Health

Jonathan Atkins, City of Moorhead Engineering

Adam Carpenter, City of Horace (proxy for Brenton Holper)

Tyler Kirchner, Fargo Park District

Bob Walton, NDDOT – Fargo District

Cheryl Stetz, Cass County Public Health

*\*Chose to not be a voting member this meeting as there were three West Fargo members but are only two voting seats allocated to West Fargo*

**Others Present:**

Rocky Schneider, Fargo Planning Commission

Brent Muscha, Apex Engineering

**1. Welcome and Introductions**

The meeting began at 3:03 pm. All attendees introduced themselves.

**2. Approve minutes from November 3<sup>rd</sup>, 2021 meeting**

The minutes were reviewed by the Committee with one edit noted by M. Elshaug. Elshaug pointed out that the proxy for West Fargo was incorrect. The proxy should be changed to Tim Solberg. D. Farnsworth noted he'll make the correction to the minutes. A motion to approve the November 3<sup>rd</sup> minutes with the noted correction was made by M. Elshaug and seconded by P. Mastera. The minutes were passed unanimously.

**3. Thank you to outgoing citizen representative**

The Committee's citizen representative, Chris Garty, began his two-year term in January of 2020 with the term expiring on December 31<sup>st</sup>, 2021. While Mr. Garty was unable to attend

this meeting the Committee took a moment to show their appreciation for Mr. Garty's time and service on the Bicycle & Pedestrian Committee. D. Farnsworth showed the Committee a certificate of appreciation which will be sent to Mr. Garty. It was also discussed that Mr. Garty will remain on the Study Review Committee for the Bicycle & Pedestrian Plan Update to see through the completion of the Plan.

The new Bicycle & Pedestrian Committee member, Kurt Kopperud, will become the next citizen representative to the Committee when his two-year term begins on January 1, 2022. Mr. Kopperud will also serve on the Study Review Committee for the Bicycle & Pedestrian Plan Update.

#### **4. Public input opportunity**

An opportunity for any members of the public to provide comments was provided. No comments were provided.

#### **5. Score/rank Transportation Alternatives applications**

Metro COG received a total of three TA applications from jurisdictions in ND and one letter of intent from a jurisdiction in MN. Members of the jurisdictions who submitted the applications took a minute to summarize their proposed projects prior to scoring each application. Scoring of each application was done using Metro COG's preapproved scoring matrix previously vetted through the Bicycle & Pedestrian Committee. Metro COG provided preliminary scoring prior to the meeting and the Committee went through each scoring criteria to finalize the scoring for each application.

Discussion that took place as part of the scoring finalization process included the following:

- Fargo application
  - Criteria – *Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?* Figure 12.11 of the MTP shows a connection between these two trails, however the crossing is shown at a different location. Upon discussion, the Committee felt this warranted the 10 points because the intent was to connect the two trails and the location of the crossing is relatively close to the location shown in Figure 12.11 of the MTP.
- Moorhead application
  - Criteria – *Is the project location within ½ mile radius of a K-8 public school?* Upon measuring the distance from the nearest K-8 school (Robert Asp Elementary) to the project, it was found that the distance was 0.51 miles from the nearest part of the project. While some members felt the points should be awarded, it was decided best to not award the points for this criteria.

- Criteria – *Is the project part of a multi-jurisdiction planning effort/initiative?* Since this project is a partnership between MnDOT and the City of Moorhead, it was decided to award the 5 points for this criteria.
- Criteria – *Is the project located in an area with high or medium levels of vehicle trip density?* Upon much discussion with the Committee it was determined that this project should receive 10 points for this criteria. The project limits were within three different trip density zones. It was determined that the largest portion of the project was located within the high trip density zone, thus 10 points were given.
- Criteria – *Does the project make a systematic effort to conserve natural resources?* Upon discussion the Committee felt it appropriate to award the project 1 point for this criteria as the plans call for an above-ground storm water detention site to help mitigate runoff.

After finalizing the scores with the Committee, the scores and rankings were the following:

- North Dakota Urban TA
  - Priority 1 (40 points): City of West Fargo – Scheels Soccer Complex / Elmwood Park Shared Use Path
  - Priority 2 (35 points): City of Fargo – Connecting the Trails – Milwaukee Trail to Drain 53 Shared Use Path Project
  - Priority 3 (30 points): City of Horace – County Rd 17 Shared Use Path Phase 4
  - A motion to recommend TTC and Policy Board approval of the ND TA applications as scored and ranked was made by B. Walton and seconded by M. Elshaug. The motion passed unanimously.
- Minnesota TA
  - Priority 1 (66 points): City of Moorhead – 11th St Underpass Multi-Use Trail and Sidewalk Improvements
  - A motion to recommend TTC and Policy Board approval of the MN TA application as scored was made by P. Hollister and seconded by J. Atkins. The motion passed unanimously.

There was also discussion about considering changes to next year’s scoring criteria. Below were the two criteria which were discussed:

- Crash safety criteria - *Is the project located where a crash involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 5 years?*
  - It was suggested by two Committee members that we reconsider this criteria because the existing criteria seems to penalize projects that are not part of roadway corridors. Projects which are part of roadway corridors have the potential for historic crashes thus potential for receiving points. Projects that are away from roadways don’t get any points as there is no crash history. It was also noted that a project located away from a roadway could draw users from dangerous corridor but not receive any points.

- D. Farnsworth noted that it might be a good idea to revisit this prior to next year's TA solicitations. Farnsworth asks member of the Committee to email any suggestions they might have to improve this scoring criteria.
- J. Gorden suggested that in the future a scoring criteria which would provide points to projects that are identified gaps in the network should be considered. D. Farnsworth noted that, to a certain degree, one of the criteria addresses this – *Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?*

## 6. Other business

P. Hollister notified the Committee that MnDOT is working on a US bicycle route (US Bike Route 20) which is being planned to run from St. Cloud to the Moorhead/Fargo area. P. Hollister noted that MnDOT is holding public input opportunities including a virtual public open house on December 7<sup>th</sup> from 5:00 pm – 6:00 pm. D. Farnsworth noted that an email was sent to the Bicycle & Pedestrian Committee on November 30<sup>th</sup> which includes details about this meeting and the other public involvement opportunities pertaining to US bike route 20.

Meeting adjourned at 4:34 pm.

# Agenda Item 5

**To:** Metropolitan Bicycle and Pedestrian Committee  
**From:** Dan Farnsworth, Metro COG  
**Date:** March 25, 2022  
**Subject:** **US Bike Route 20 & Resolution of Support**

US Bicycle Routes are bicycling routes that have been federally recognized by the American Association of State Highway and Transportation Officials (AASHTO); there is [a national vision](#) for a network of bicycle routes connecting urban and rural communities via signed roads and trails all across the country.

MnDOT identified US Bike Route 20 as a high priority corridor in its [Statewide Bicycle System Plan](#). It will be the third of six planned US Bicycle Routes to be designated in Minnesota. Besides connecting bicyclists to numerous local communities, points of interest, and services, it will travel through metropolitan areas such as St. Cloud and Fargo/Moorhead, and tie the Minnesota network into those in Wisconsin and North Dakota. The proposed route is “ride-ready”, following state and regional trails, with part of the route on roadways. Details on the project can also be found on the [project website](#). **Attached** are two maps showing the planned route.

Clay County, the City of Moorhead, and Metro COG have been kept abreast of this route’s planning with Metro COG having representation on the route’s Advisory Committee. Clay County recently passed a resolution of support and the City of Moorhead is planning to pass a resolution on March 28<sup>th</sup>. In addition, public feedback was gathered as part of the planning process for US Bike Route 20.

Also **attached** is the resolution of support which will be brought to Metro COG’s Policy Board on April 21<sup>st</sup>. Metro COG is seeking this Committee’s recommendation to the Policy Board for approval of the resolution of support for US Bike Route 20.

**Requested Action: Recommend Metro COG Policy Board approval of the attached Resolution of Support for U.S. Bicycle Route 20.**



# Proposed USBR 20 on Moorhead City Roads and Trails

March 2022

- Proposed USBR 20 on Moorhead City Trails
- Proposed USBR 20 on Moorhead City Roads
- Proposed USBR 20 on Clay County Roads

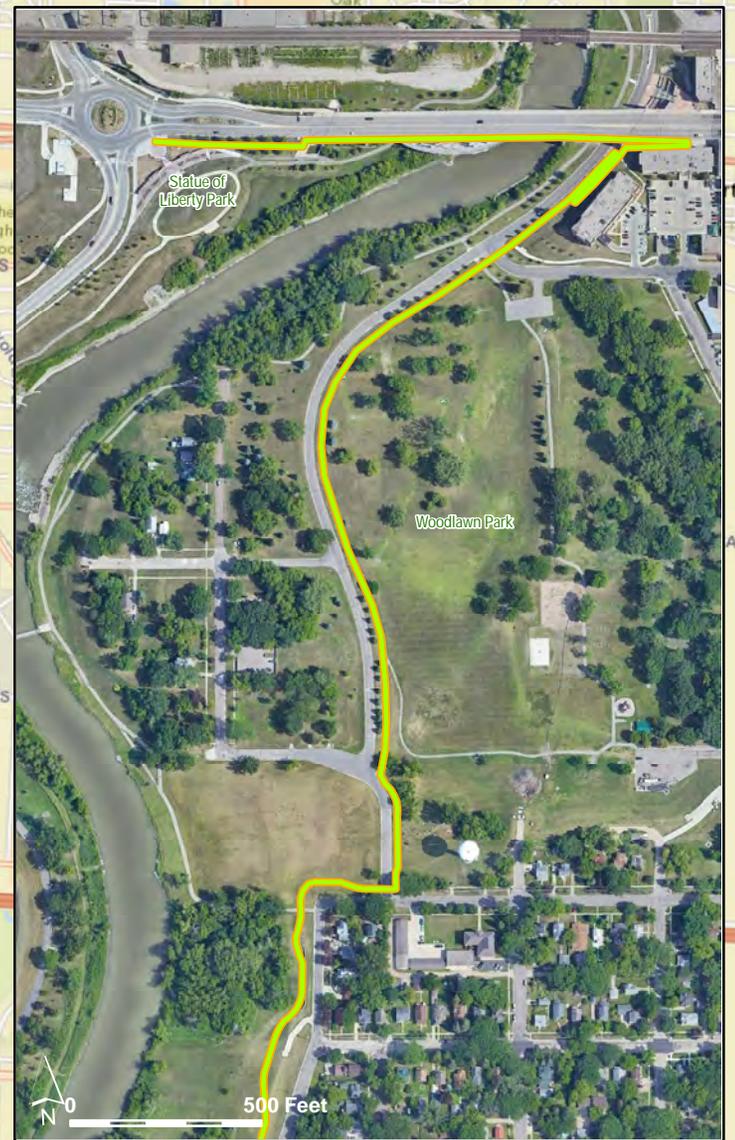
**DRAFT**



For more USBR 20 info:  
<https://www.dot.mn.gov/bike/usbr20.html>



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



# Agenda Item 5 Attachment 2

## RESOLUTION 2022-R005 OF THE FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS

### Support to develop and implement U.S. Bicycle Route 20

**Whereas**, bicycle tourism is a growing industry in North America, presently contributing approximately \$47 billion dollars a year nationally to the economies of communities that provide facilities for said tourism; and

**Whereas**, the American Association of State Highway and Transportation Officials (AASHTO) has designated a corridor connecting Point Douglas and the State of Wisconsin, to Moorhead, MN and the State of North Dakota, via the Twin Cities, St Cloud, and Fergus Falls, to be developed as United States Bike Route 20; and

**Whereas**, the Minnesota Department of Transportation has worked with local stakeholders and offered online public comment opportunities throughout the corridor to gather information and review route alternatives; and

**Whereas**, the Minnesota Department of Transportation in cooperation with road and trail authorities have proposed a specific route to be designated as United States Bicycle Route 20, a map of which is herein incorporated into this resolution by reference; and

**Whereas**, the proposed United States Bicycle Route 20 traverses through Metro COG's metropolitan planning area and is expected to provide a benefit to local residents and businesses; and

**Whereas**, the Minnesota Department of Transportation will continue to maintain statewide mapping and information regarding United States Bicycle Route 20, convene meetings and facilitate resolving issues and future alignment revisions within the State,

**Whereas**, Metro COG has duly considered said proposed route and determined it to be a suitable route through Metro COG's planning area and desire that the route be formally designated so that it can be appropriately mapped and signed, thereby promoting bicycle travel locally and throughout Minnesota along the corridor.

**Now, therefore, be it resolved**, that Metro COG hereby expresses its approval and support for the development of United States Bicycle Route 20 and requests that the appropriate government officials take action to officially designate the route accordingly as soon as possible.

*See following page for signatures*

Fargo-Moorhead Metropolitan Council of Governments

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Dave Piepkorn, Metro COG Policy Board Chair

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Cynthia R Gray, Metro COG Executive Director

Date: \_\_\_\_\_

# Agenda Item 6

**To:** Metropolitan Bicycle and Pedestrian Committee  
**From:** Dan Farnsworth, Metro COG  
**Date:** March 25, 2022  
**Subject:** **New Transportation Alternatives funding amounts**

With the Fargo-Moorhead area's urbanized population over 200,000 per the 2020 census, Metro COG's status is in the process of transitioning to a Transportation Management Area (TMA). As a TMA, Federal funding is allocated differently than before. This includes funding for the Transportation Alternatives (TA) grant program. This agenda item will only focus on funding for the North Dakota side of our planning area since details, albeit tentative, have been provided by NDDOT. Meanwhile funding amounts have not yet been provided by MnDOT.

Averaging the past five years, Metro COG's urbanized jurisdictions (Fargo, Horace, and West Fargo) have been awarded \$272,500 in TA funds per year. Tentative numbers provided by NDDOT indicate that Metro COG's urbanized area will receive the following TA amounts per year:

- 2023 - \$725,159
- 2024 - \$742,285
- 2025 - \$759,753
- 2026 - \$777,571

It is Metro COG's understanding that these amounts will be for projects located within Metro COG's urbanized area. As for projects located outside of Metro COG's urbanized area (Mapleton, Casselton, etc.), it's our understanding that the same process will apply as before – applicants will apply through Metro COG with project selection occurring by a NDDOT committee. These applications would fall under NDDOT's *Rural* category and would be awarded a maximum of \$200,000 per project as before.

In the future a new process for urban applicants will be set up and the selection of projects will be done by Metro COG rather than NDDOT. This Committee will likely play a key role in the selection of awarded projects.

With sizeable funding amounts quickly approaching for project construction in 2023 and 2024, it is important to discuss and ensure that projects are shovel-ready so that no funding is gone unused. That will be the key discussion of this agenda item. We will also discuss which additional projects should receive 2023 and 2024 funding based on recent TA application submittals.

# Agenda Item 7

**To:** Metropolitan Bicycle and Pedestrian Committee  
**From:** Dan Farnsworth, Metro COG  
**Date:** March 25, 2022  
**Subject:** **2022 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.

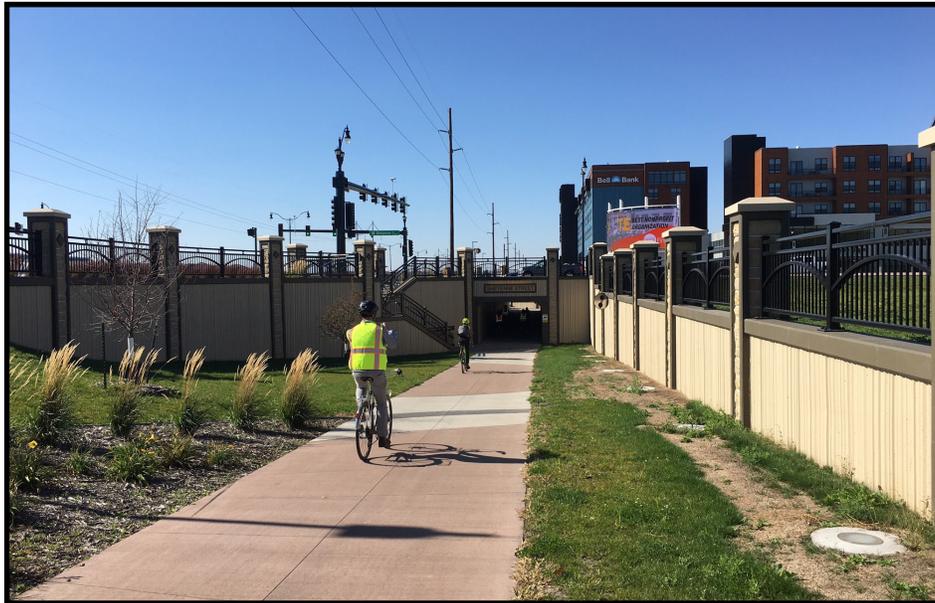
Every few years Metro COG compiles the data from both the manual counts and automated counters and develops a report. The purpose of the report is to provide data regarding local bicycle and pedestrian activity to the public, elected officials, interested persons, parks departments, local planners and 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.

**Attached** is the 2022 Bicycle and Pedestrian Count Report. This report includes all count data from 2013 through 2021.

For more information regarding these counts, or to request the raw bicycle & pedestrian count data, feel free to contact Dan Farnsworth at 701-532-5106 or [farnsworth@fmmetrocog.org](mailto:farnsworth@fmmetrocog.org).

# 2022 Bicycle and Pedestrian Count Report

Counts located in: West Fargo, Fargo, Moorhead, Dilworth  
Data from 2013—2021



Prepared by:

The Fargo-Moorhead Metropolitan Council of Governments

**METROCOG**  
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

March, 2022

# 2022 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—2021**

# 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. However three of the five TRAFx counters were replaced in the fall of 2021 with the more modern EcoCounters (MULTI system at two locations and PYRO-Box at one location). 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

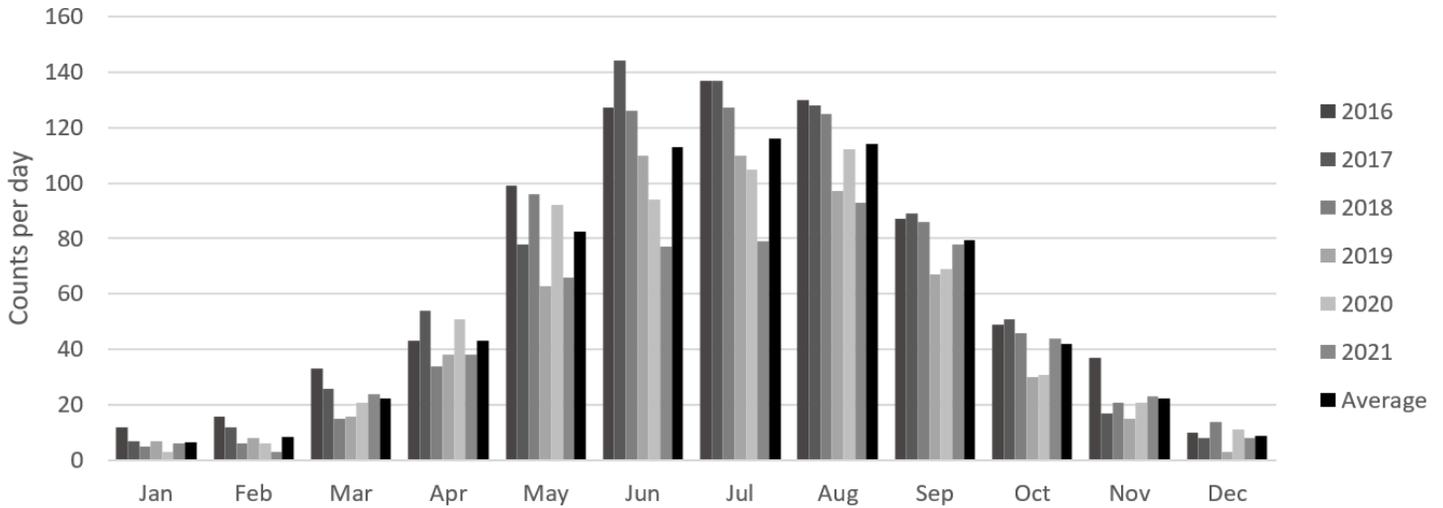
The Minnesota Department of Transportation (MnDOT) installed an automated counter in 2016 when the I-94 interchange at 8th St (US 75) was reconstructed. The counter is made by EcoCounter and uses both infrared technology and inductive pavement loop detection, allowing the counter to differentiate between 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 27 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.

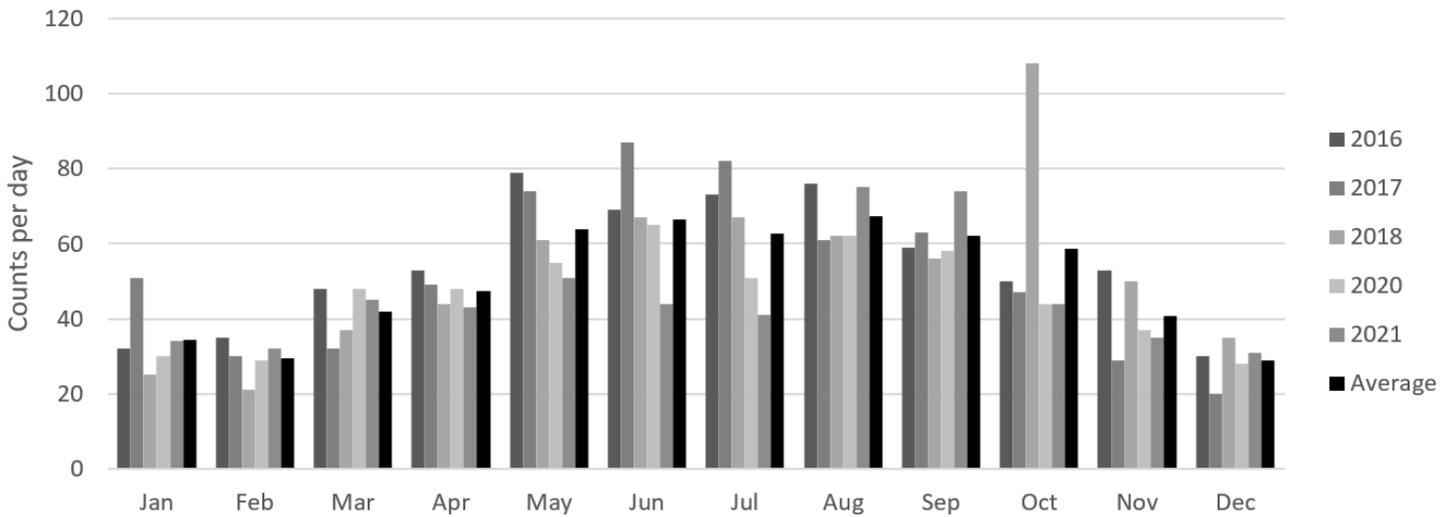




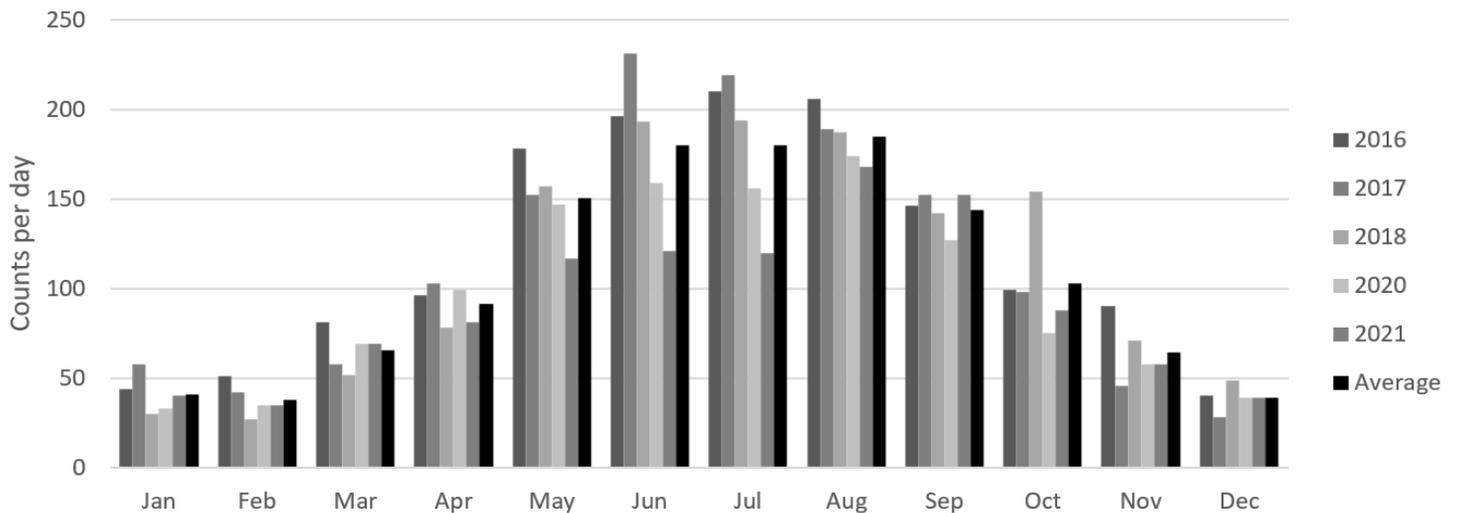
### Moorhead 8th St Trail crossing I-94 - Bicycles



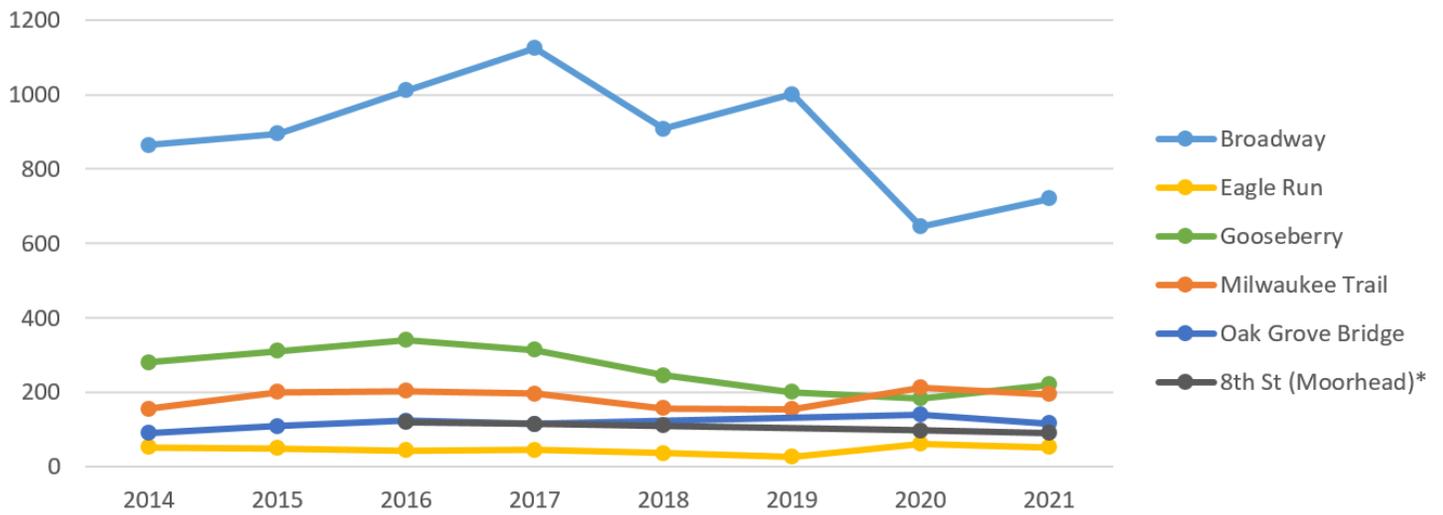
### Moorhead 8th St Trail crossing I-94 - Pedestrians



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



### Average Annual Daily Counts



\* Includes both bicycle & pedestrian counts

### Average Annual Daily Counts

	2014	2015	2016	2017	2018	2019	2020	2021	Average (2014-2021)
<b>Broadway</b>	865	894	1011	1124	908	1001	646	721	896
<b>Eagle Run Trail</b>	53	50	44	45	37	28	61	52	46
<b>Gooseberry Bridge</b>	281	311	341	315	245	201	183	220	262
<b>Milwaukee Trail</b>	156	200	203	196	157	156	212	195	184
<b>Oak Grove Bridge</b>	90	109	123	115	-	-	142	116	116
<b>8th St (Moorhead)*</b>	-	-	120	115	111	-	98	91	107

*\*Includes both bicycle & pedestrian counts*

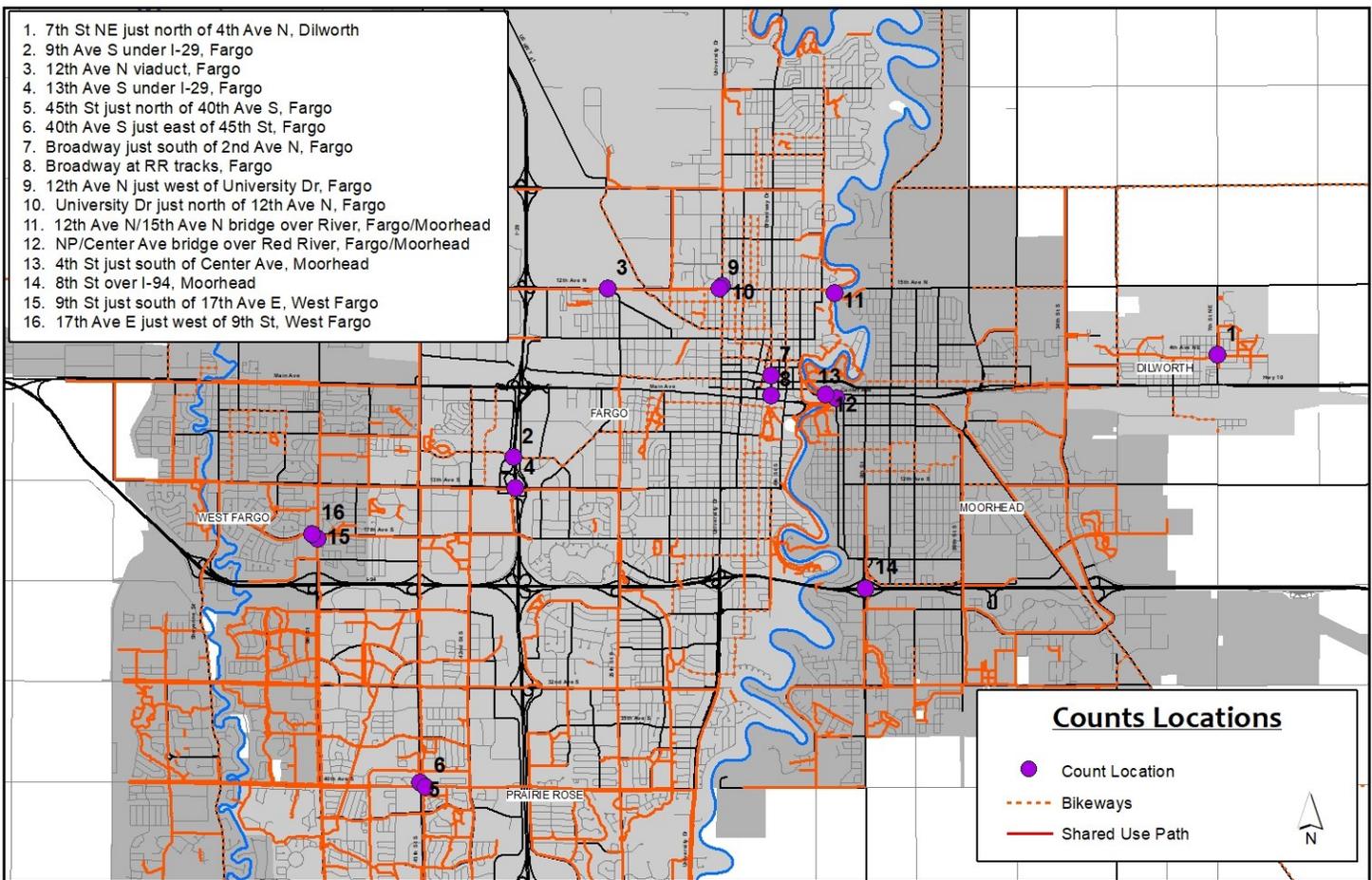
**Manual Counts**  
**2013—2021**

# 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.

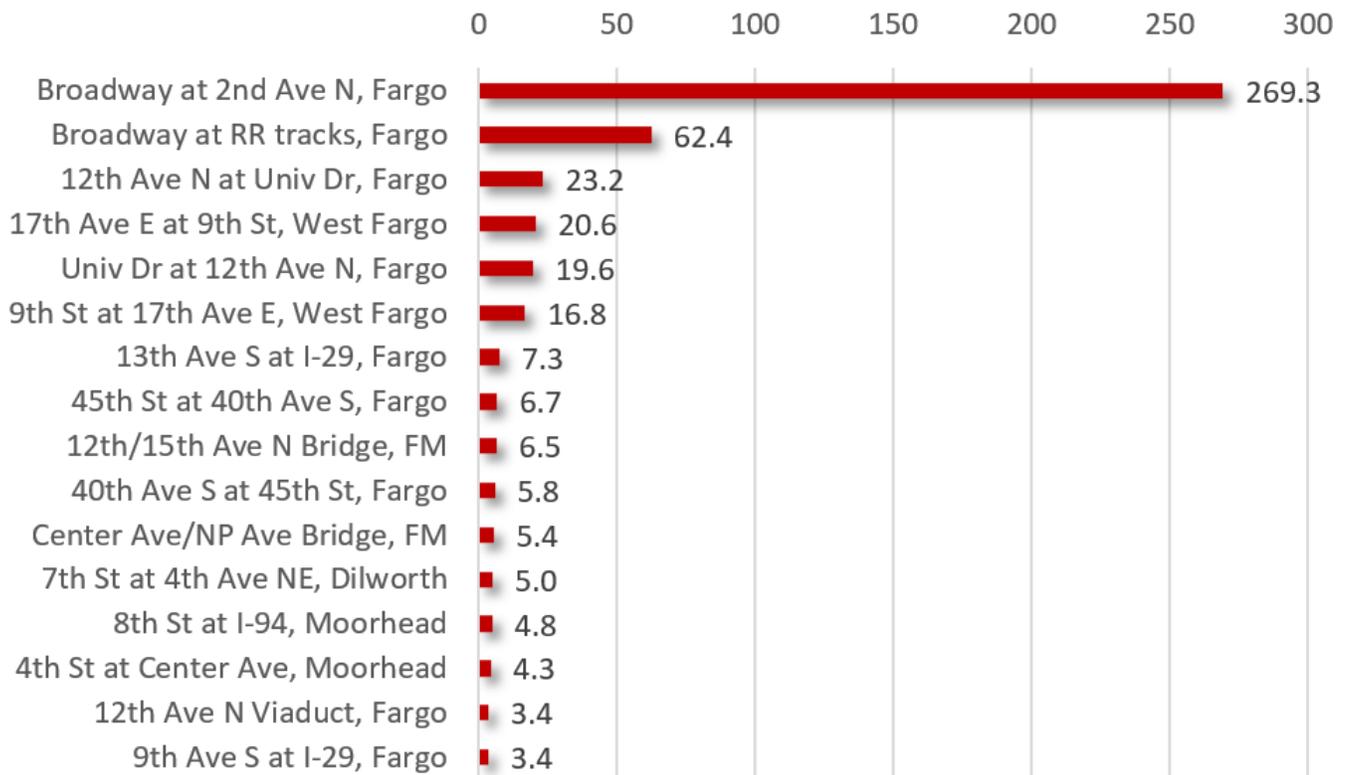
The count data shown in this section of the report includes years 2013 through 2020, however several locations may not include all years due to previous counting mythology, construction, or equipment failure. Below is a map showing the location of each manual count:

## Manual Count Locations

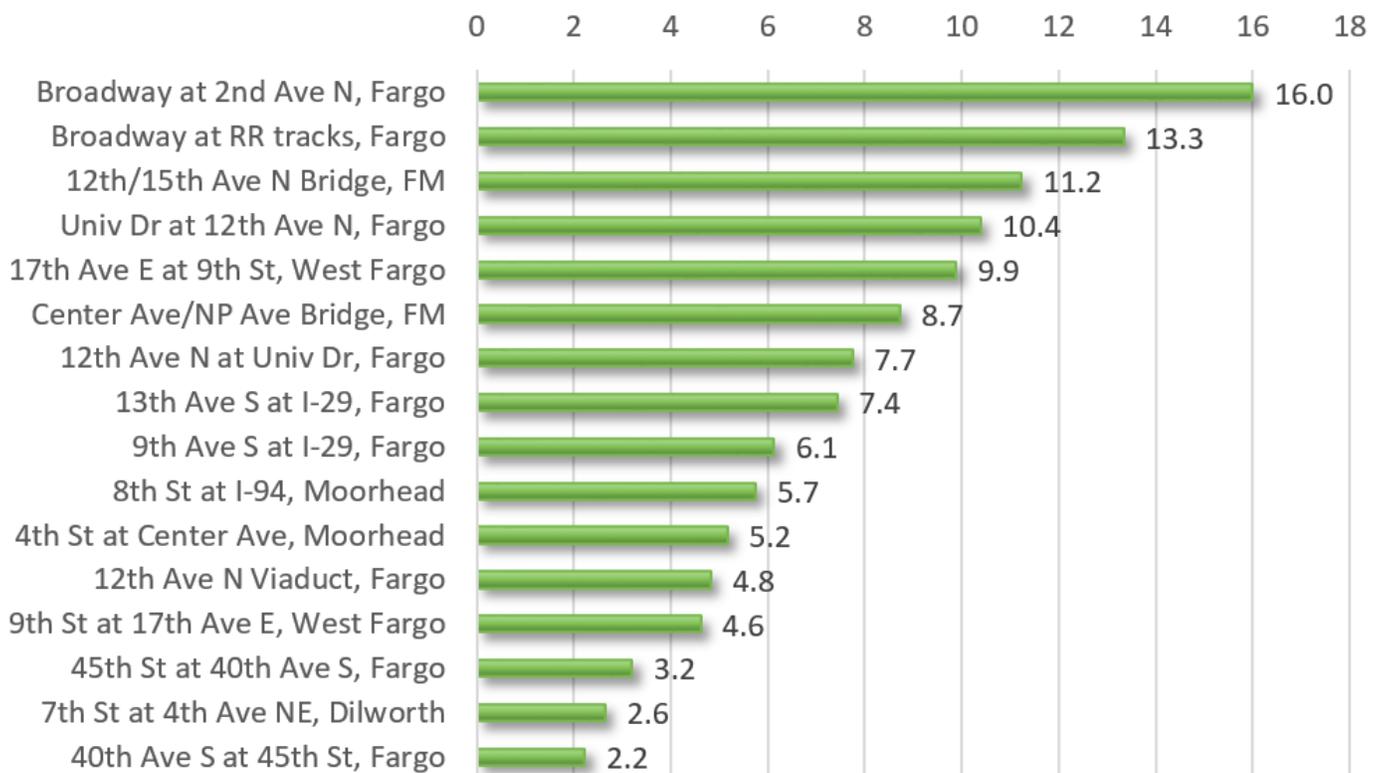


The following pages show the manual bicycle and pedestrian count data for the years 2013 through 2021.

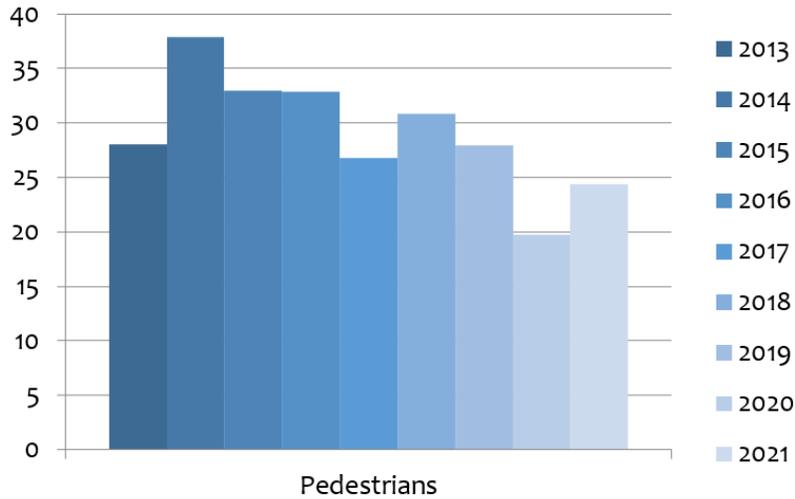
## Pedestrians per hour (Average of years 2013 - 2021)



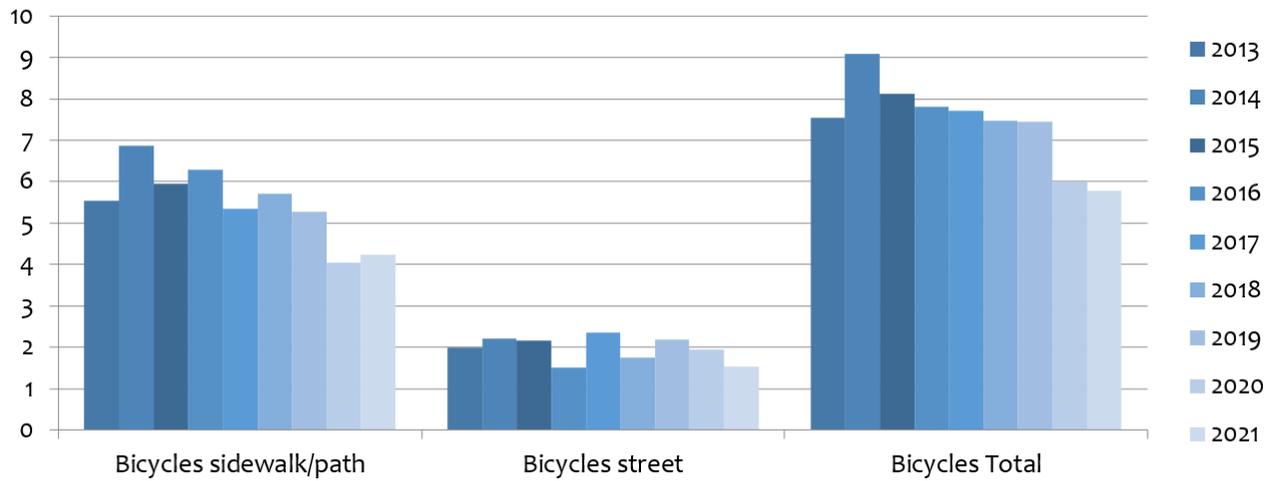
## Bicycles per hour (Average of years 2013 - 2021)



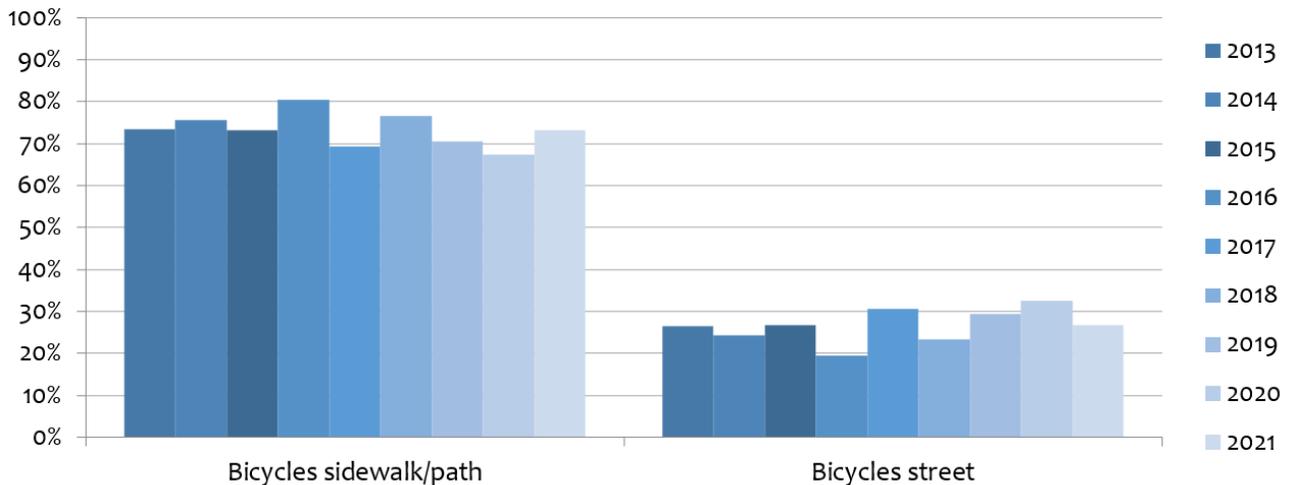
### Pedestrian counts per hour by year (average of all locations)



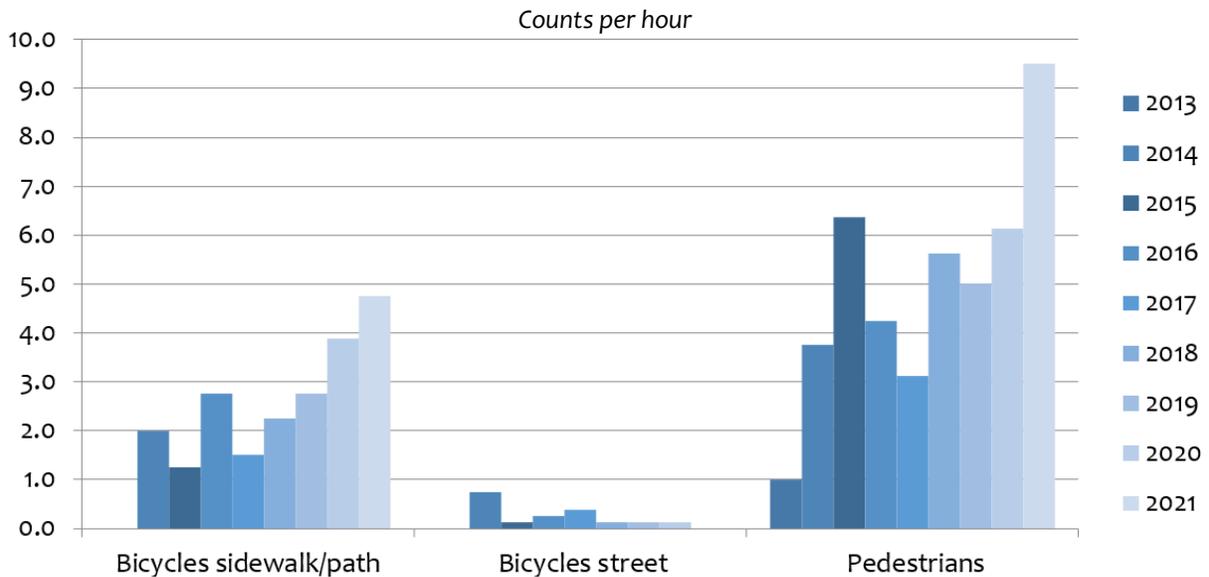
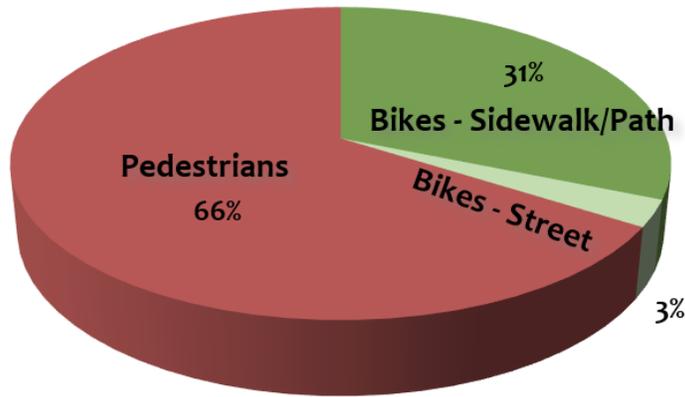
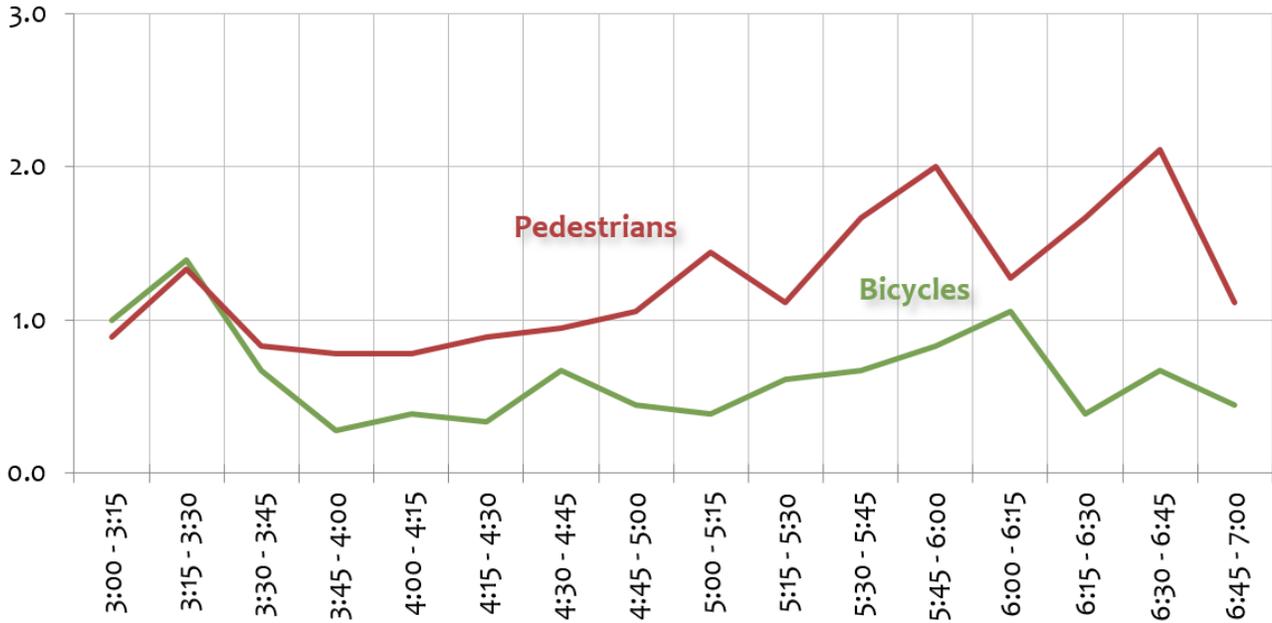
### Bicycle counts per hour by year (average of all locations)



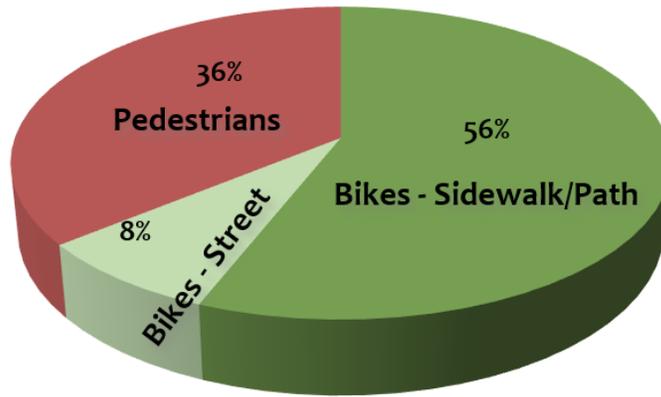
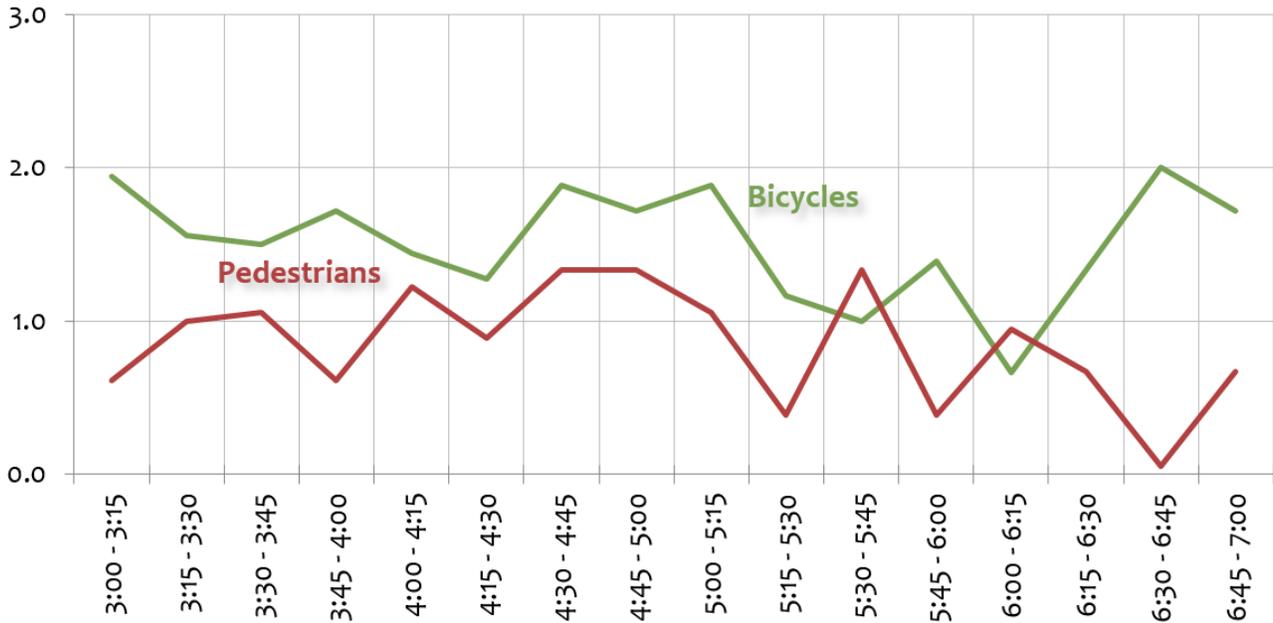
### % of bikes on sidewalk/path vs. bikes on street (average of all locations)



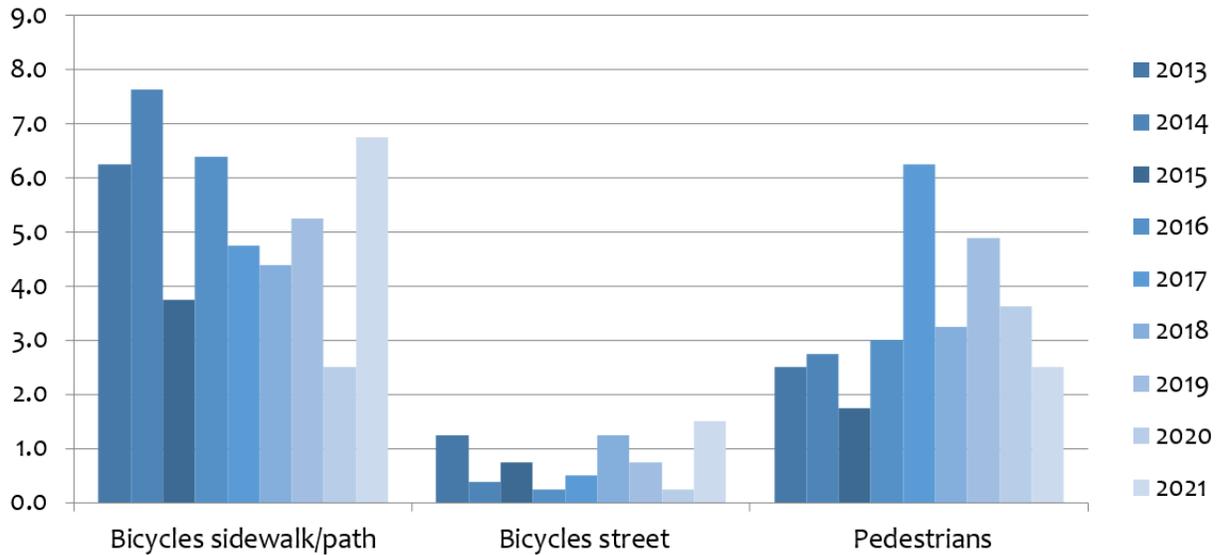
## Dilworth—7th St NE just north of 4th Ave NE (Average of years 2013-2021)



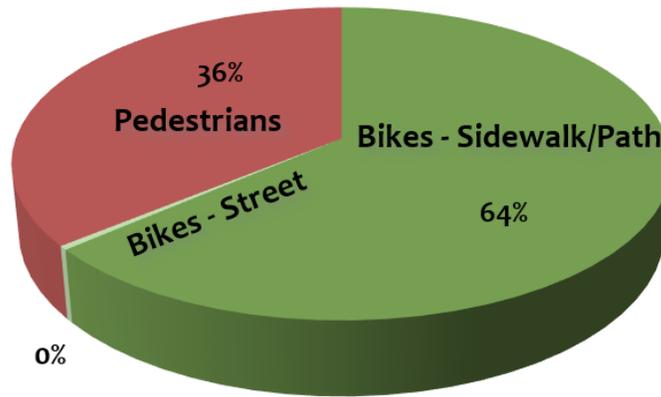
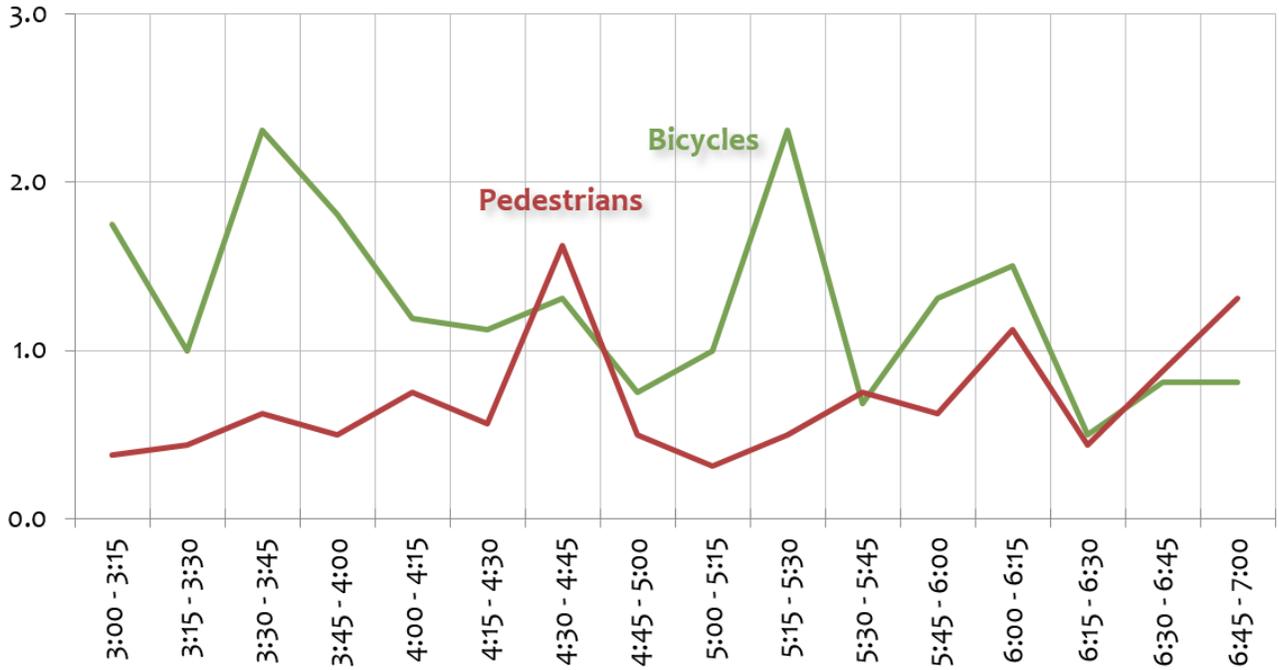
## Fargo—9th Ave S under I-29 (Average of years 2013-2021)



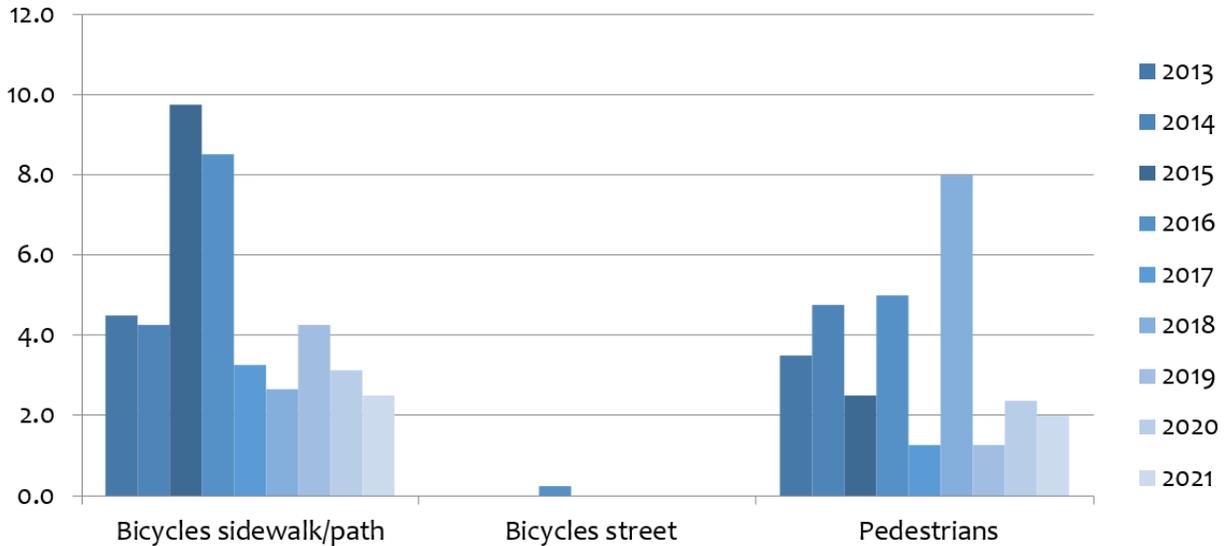
Counts per hour



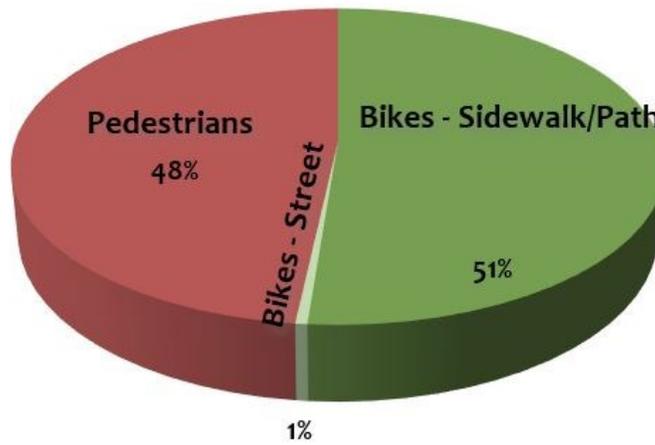
### Fargo—12th Ave N viaduct (between 19th St & 29th St) (Average of years 2013-2021)



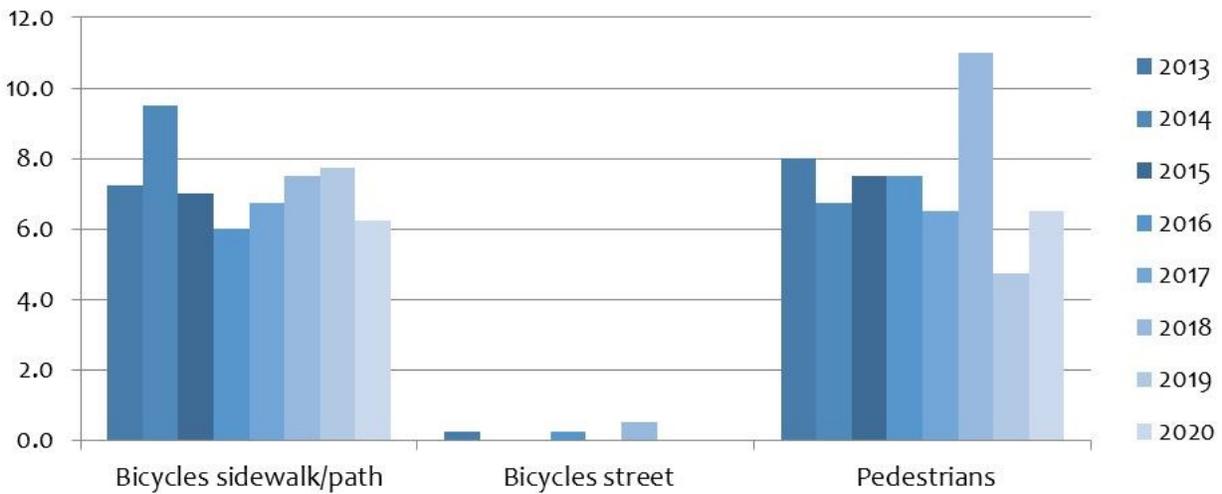
Counts per hour



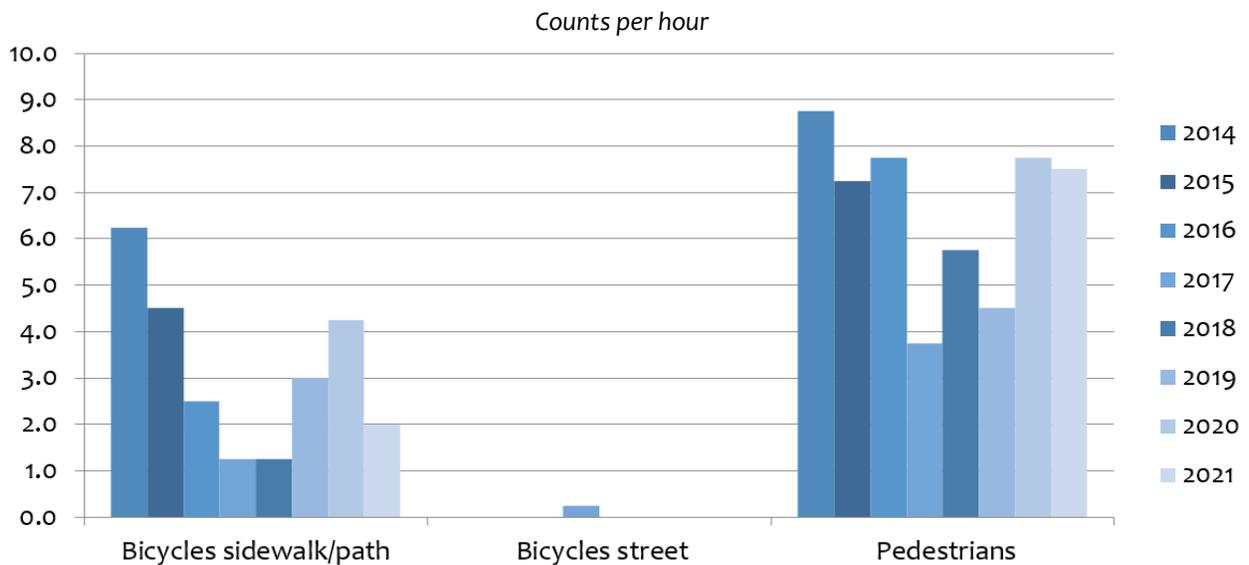
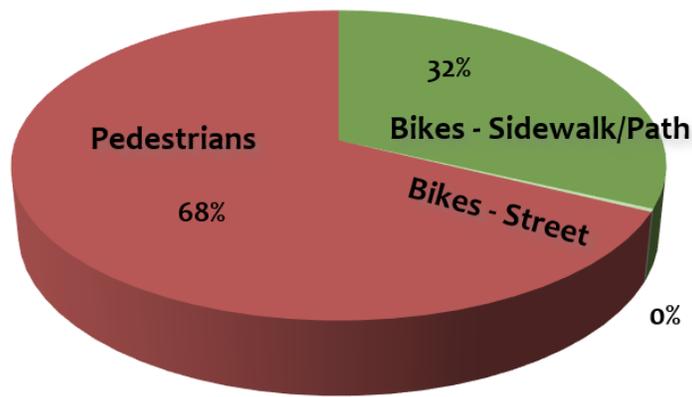
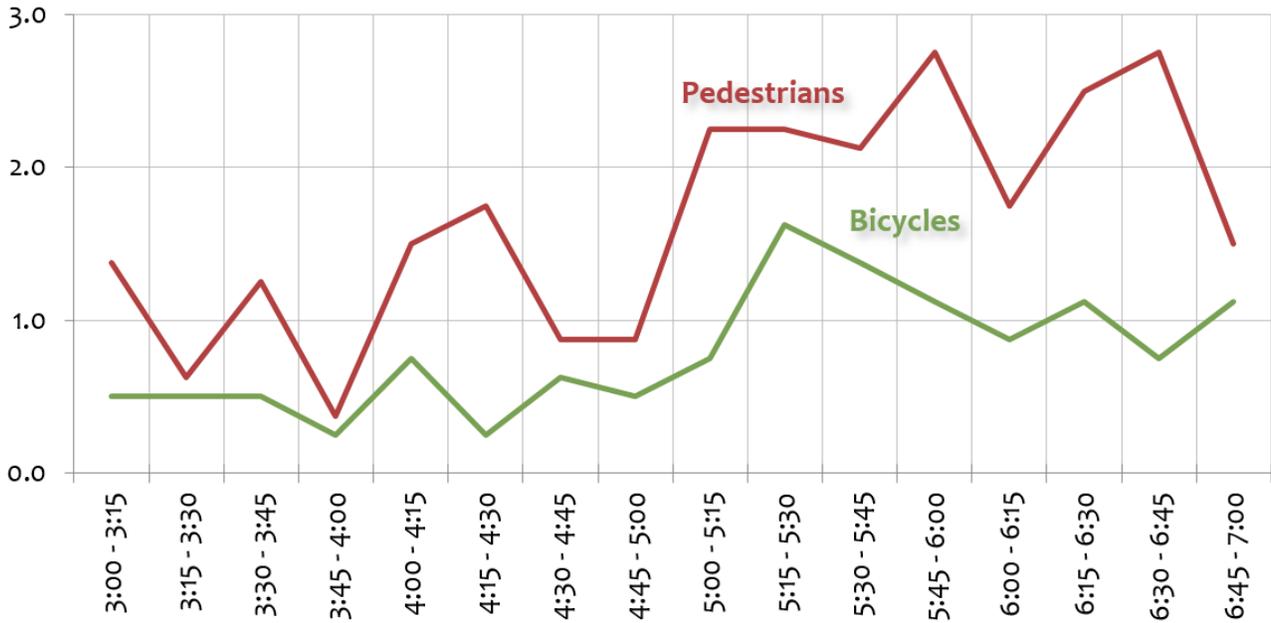
## Fargo—13th Ave S under I-29 (Average of years 2013-2020)(no 2021 data)



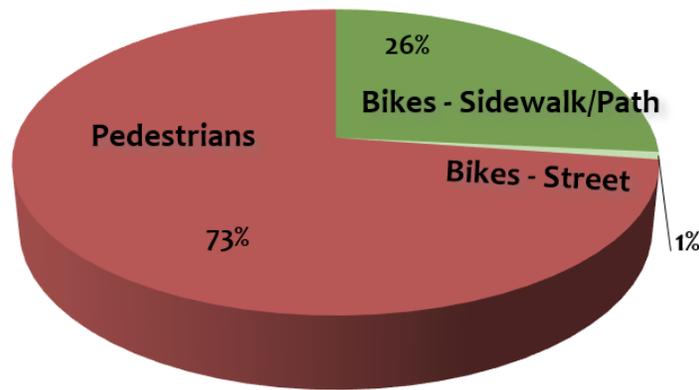
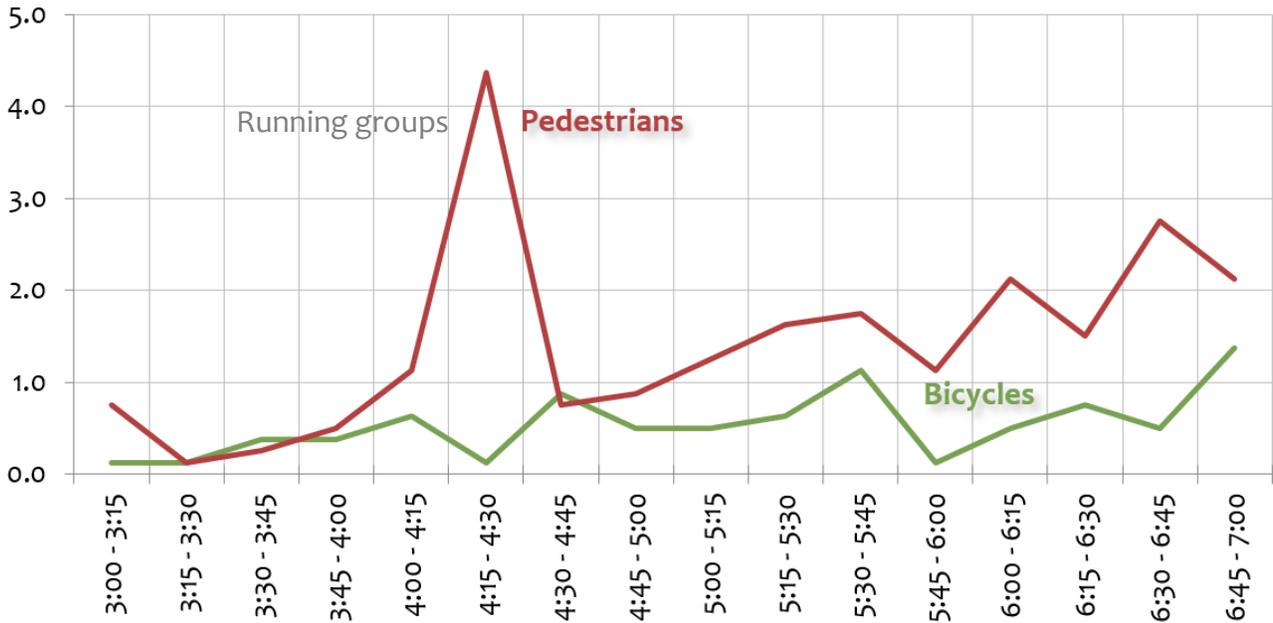
Counts per hour



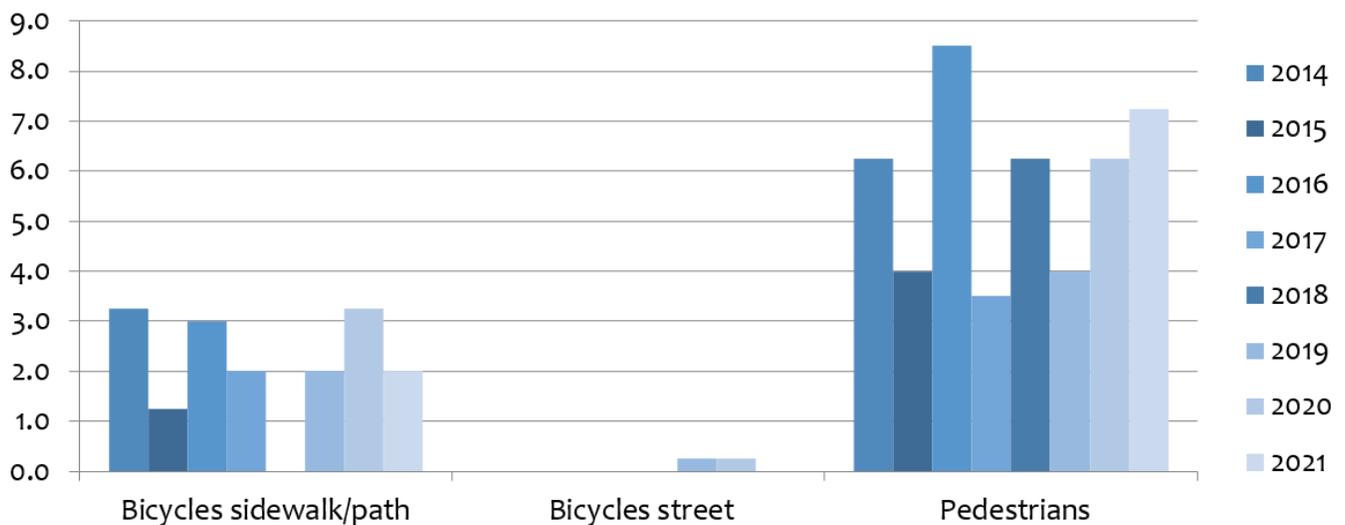
## Fargo—45th St just north of 40th Ave S (Average of years 2014-2021)



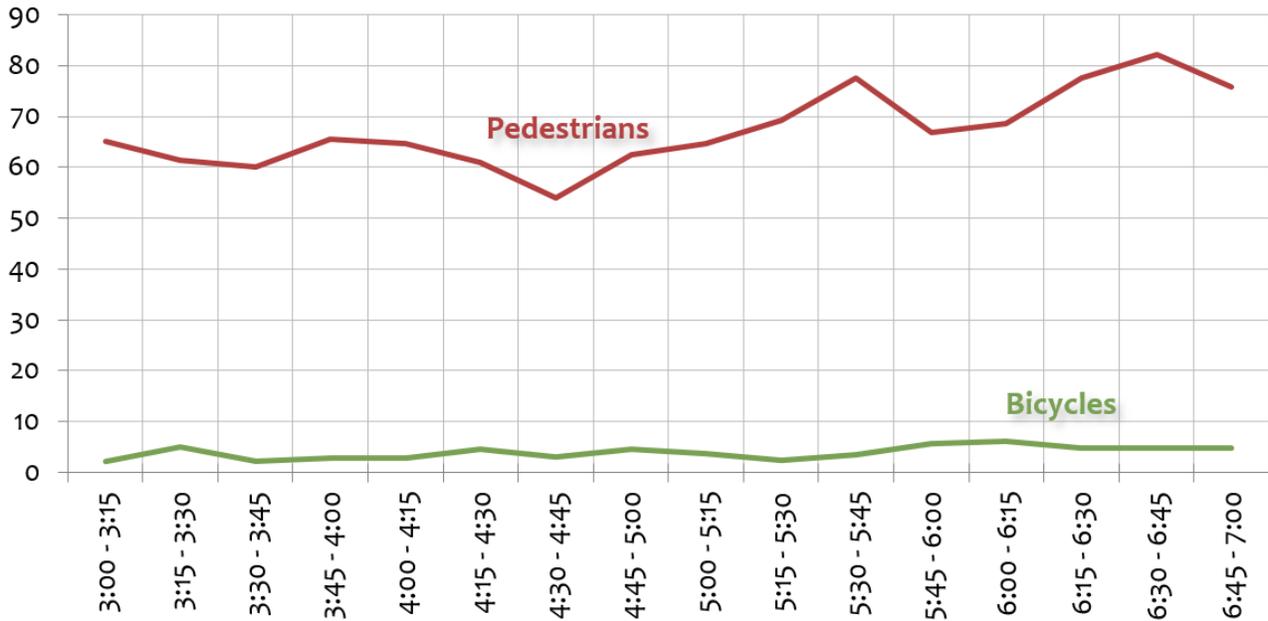
## Fargo—40th Ave S just east of 45th St (Average of years 2014-2021)



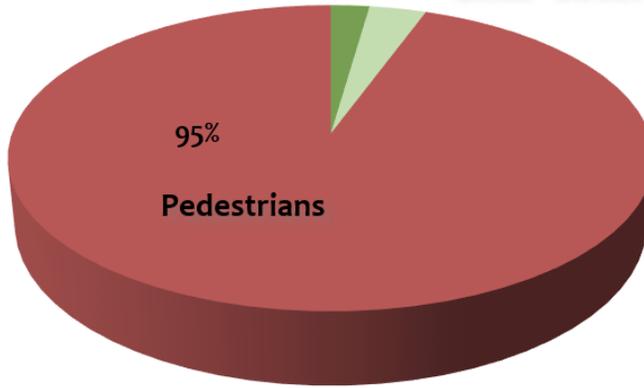
Counts per hour



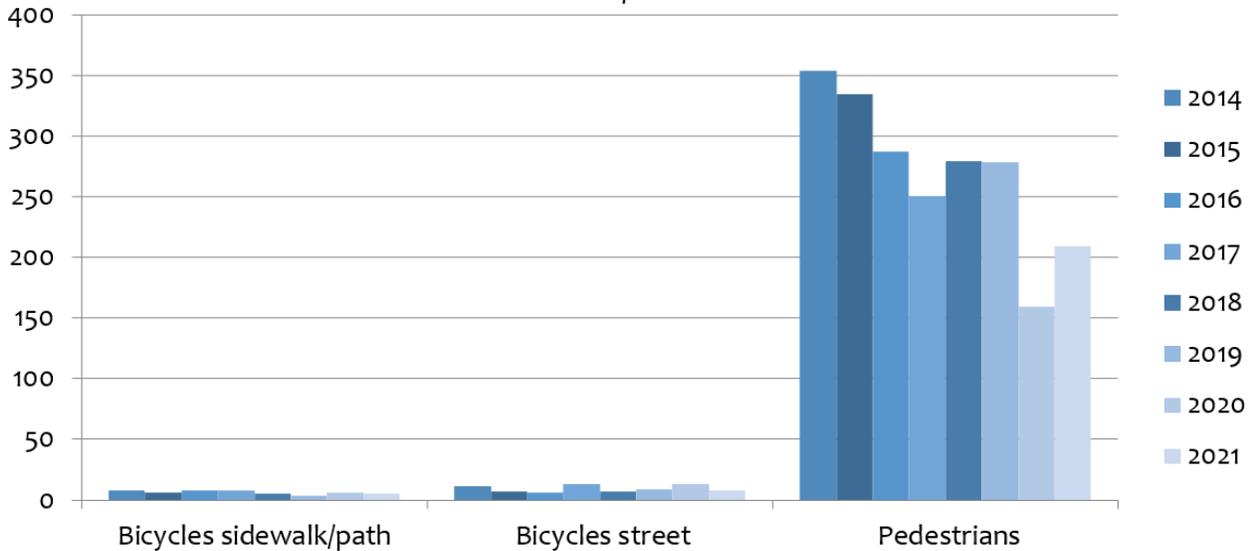
## Fargo—Broadway just south of 2nd Ave N (Average of years 2014-2021)



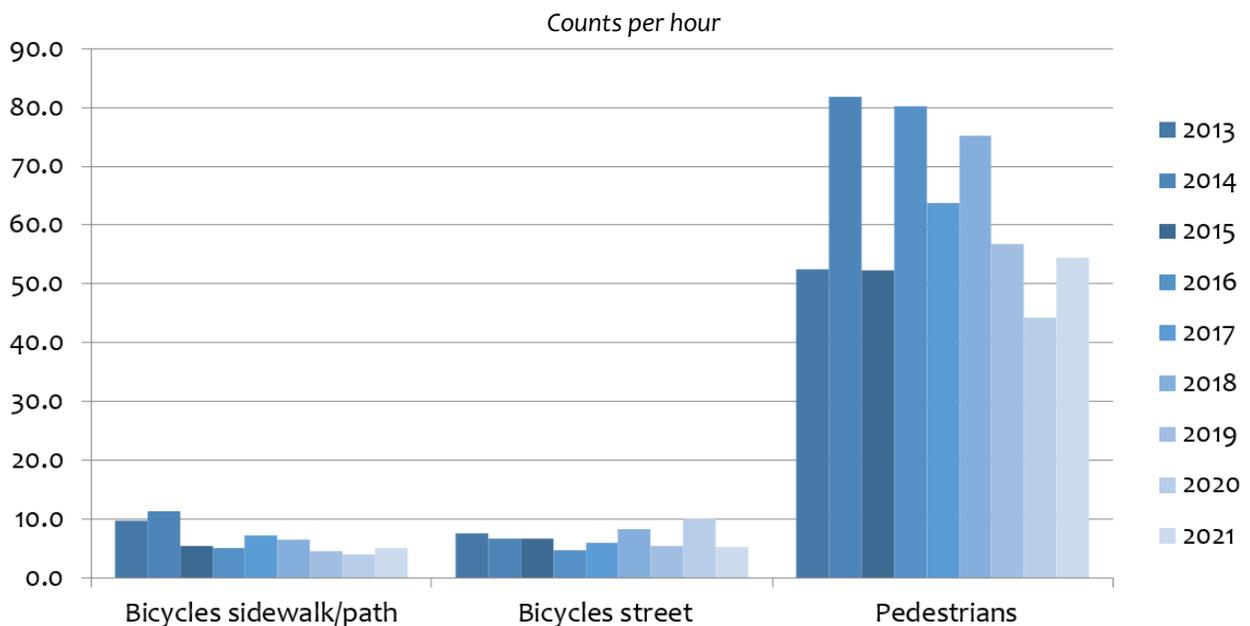
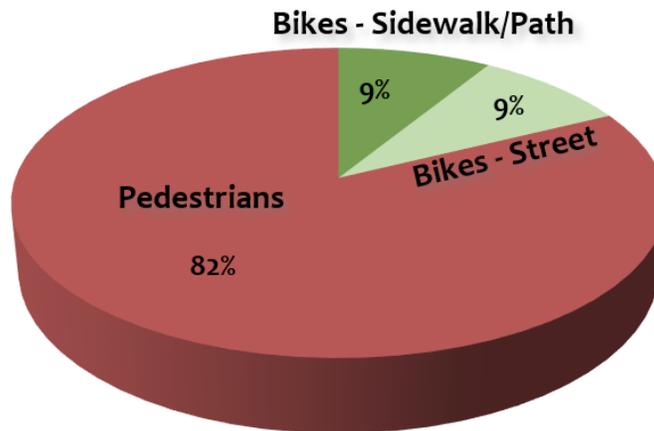
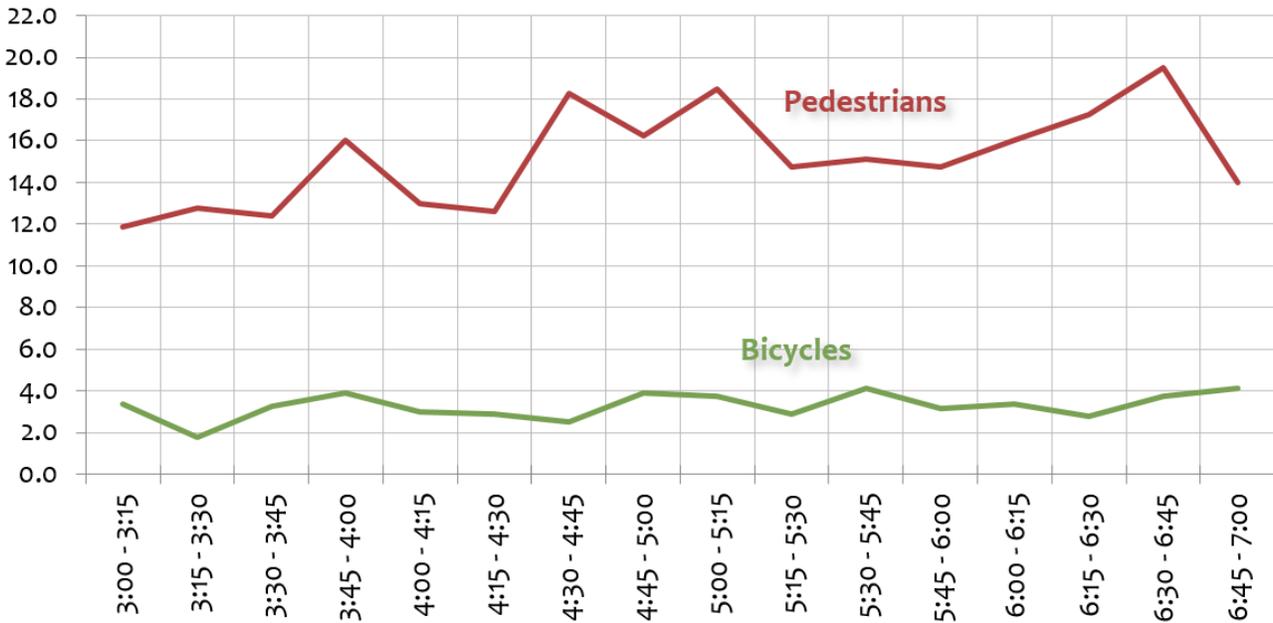
**Bikes - Sidewalk/Path 2%    3%    Bikes - Street**



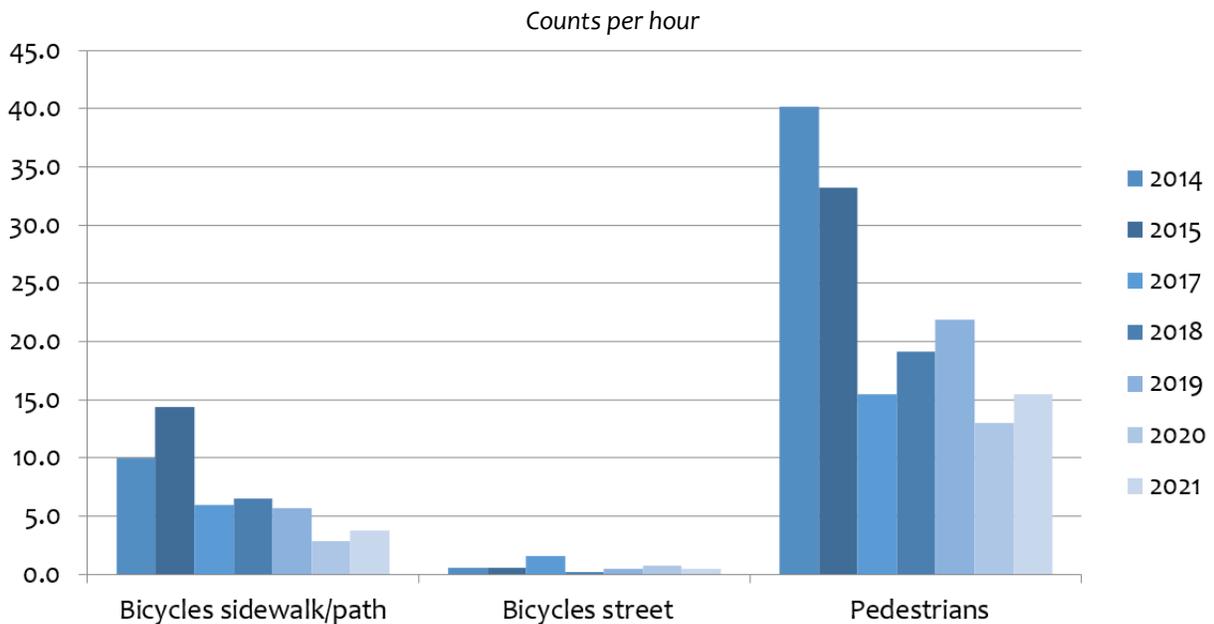
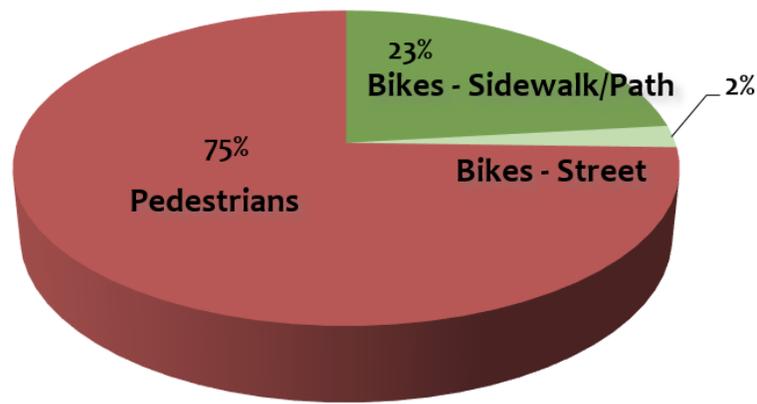
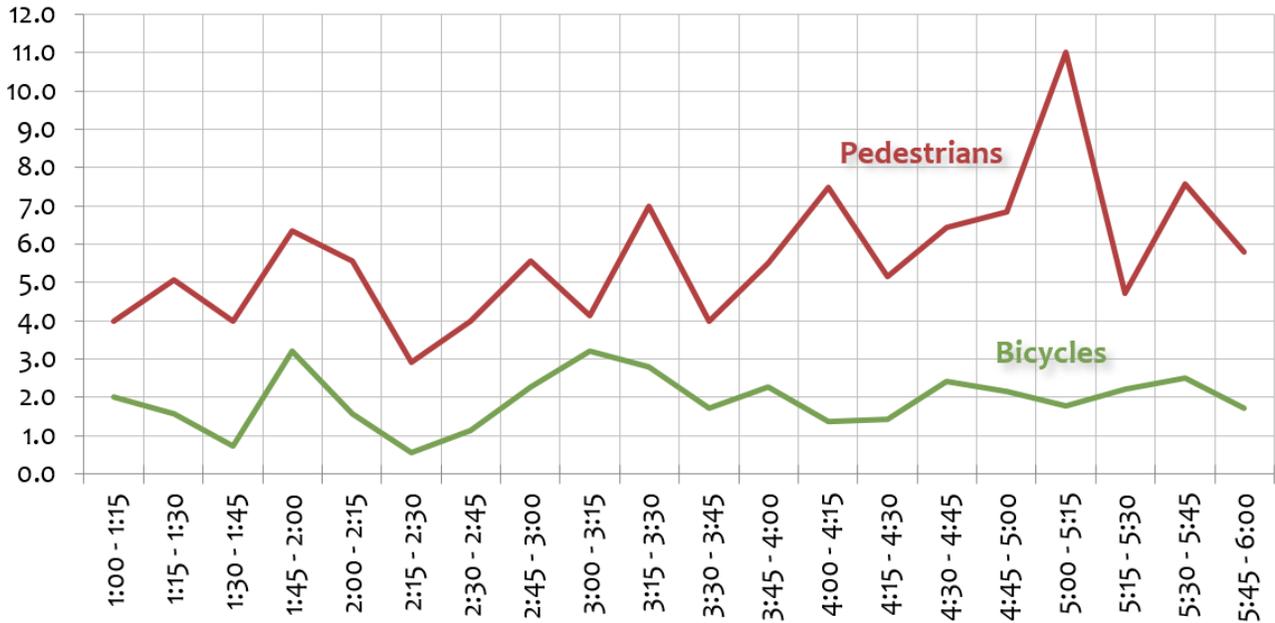
Counts per hour



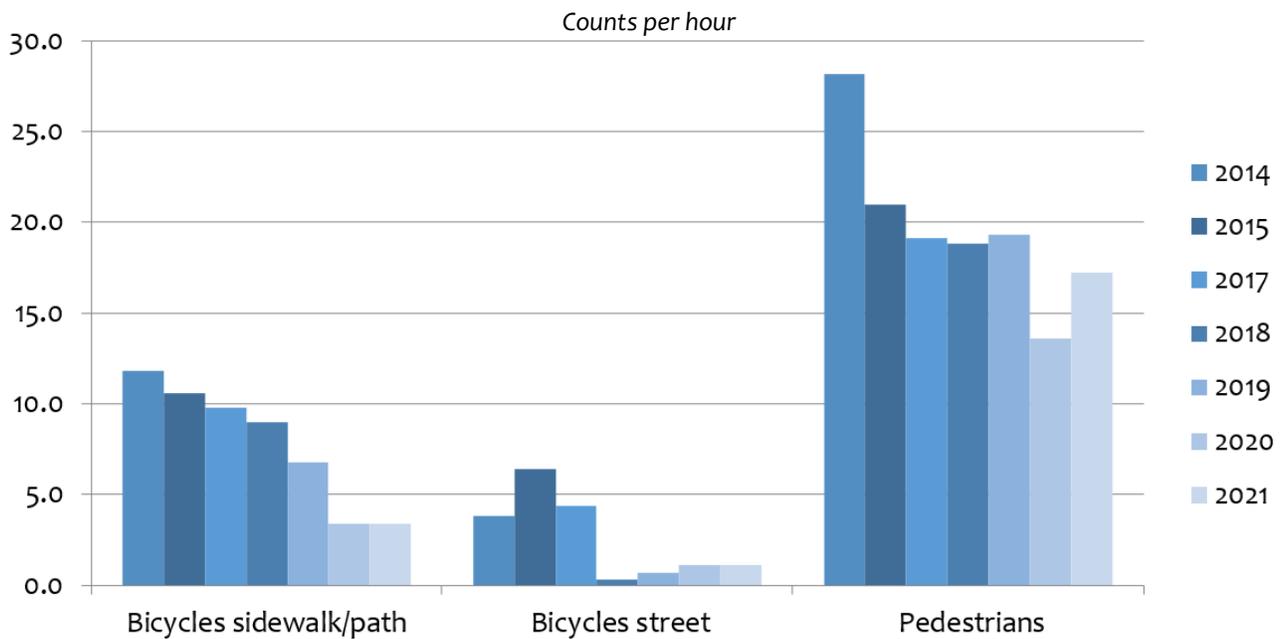
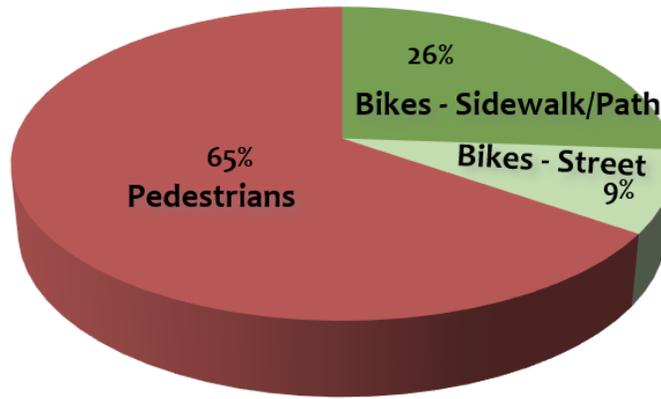
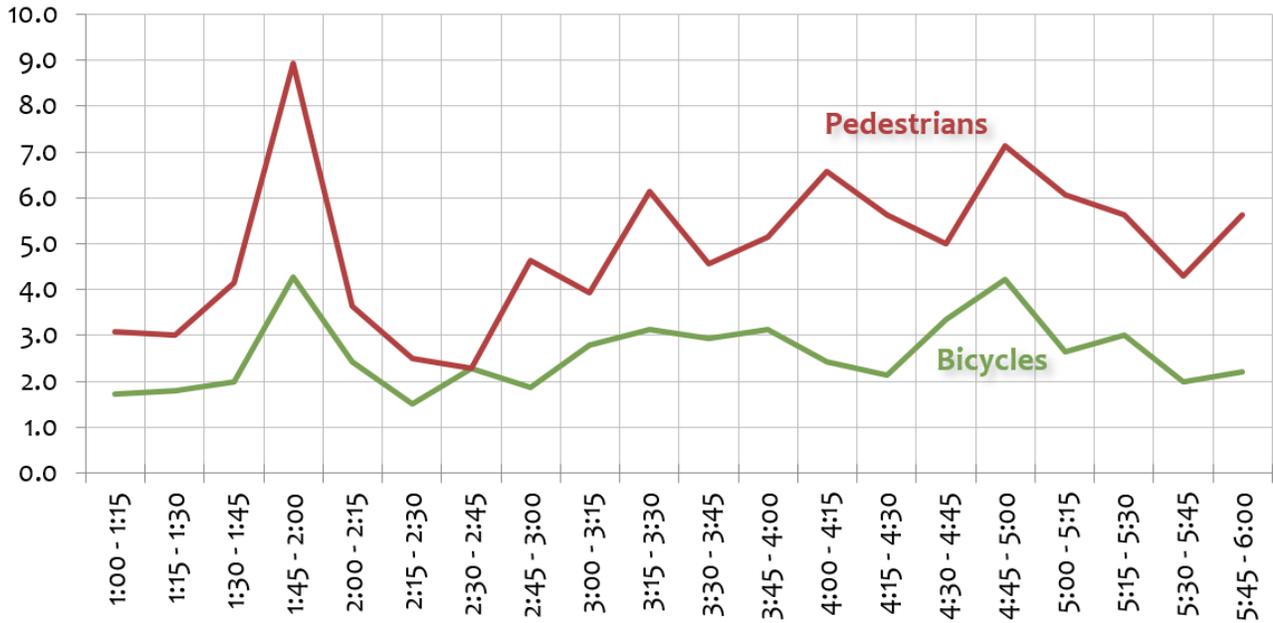
## Fargo—Broadway at RR tracks (between NP Ave & Main Ave) (Average of years 2013-2021)



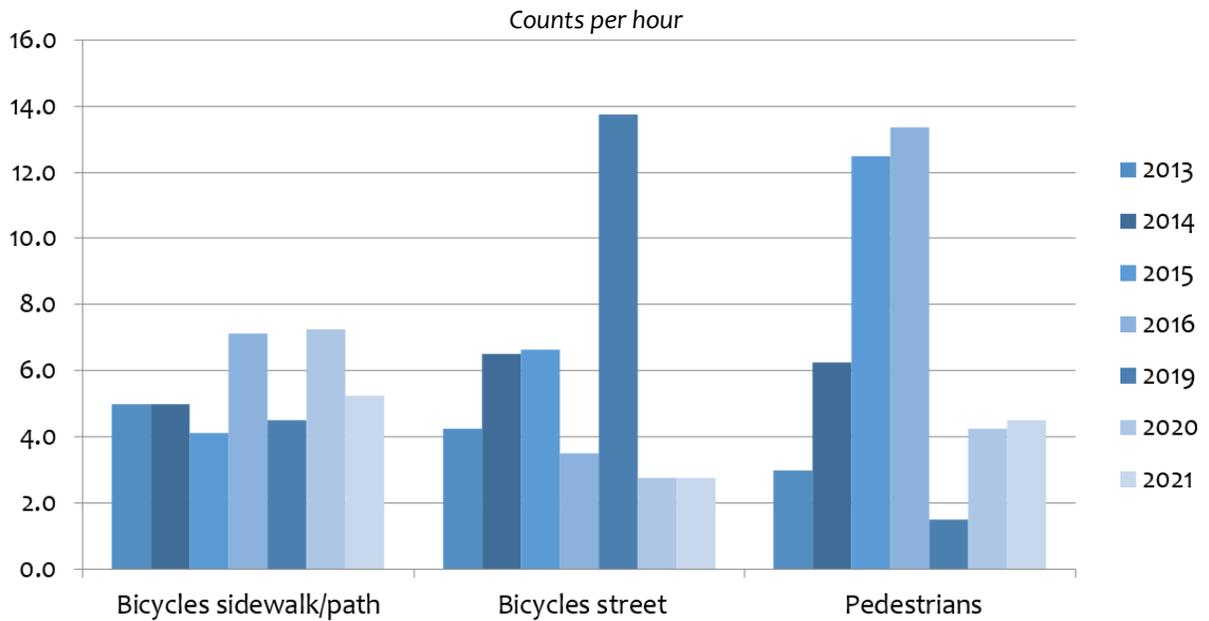
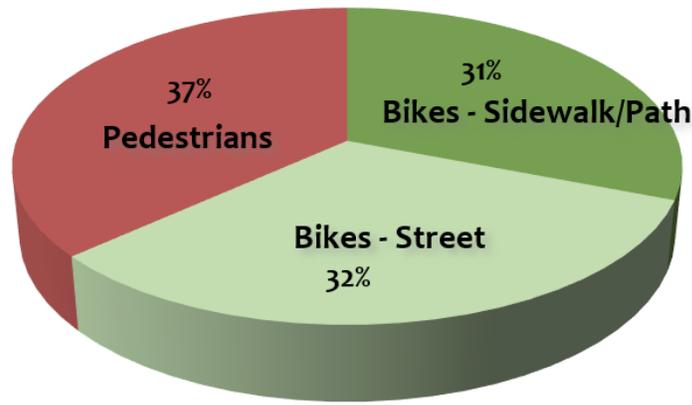
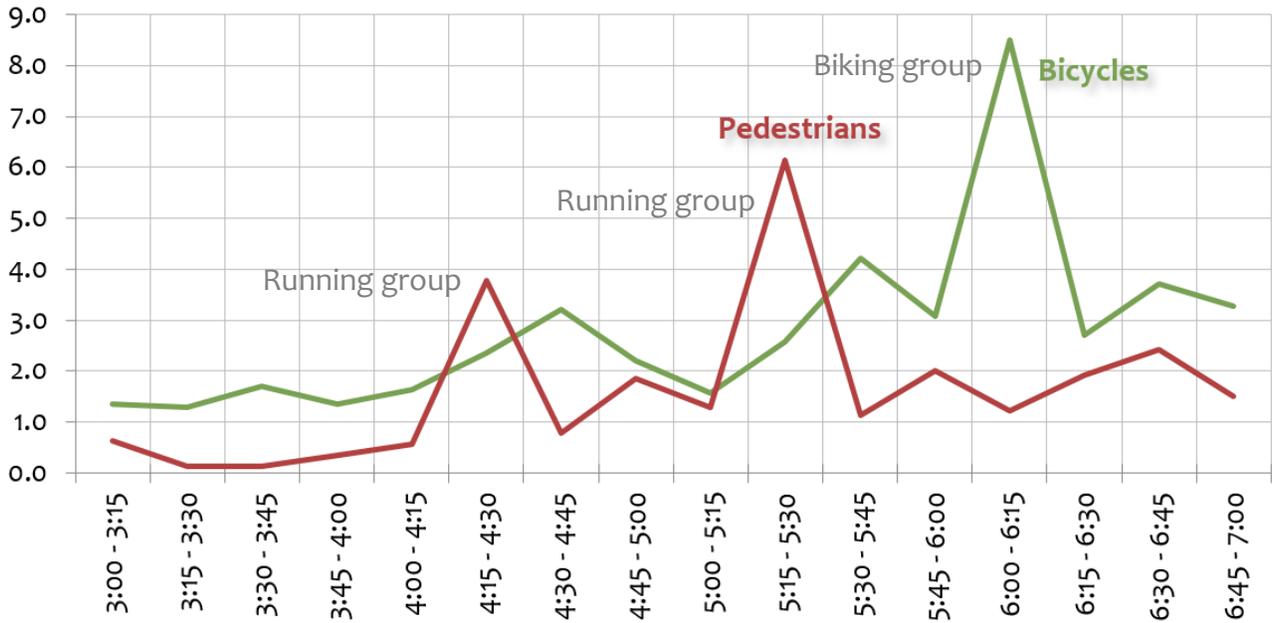
## Fargo—12th Ave N just west of University Dr. (Average of years 2014-2021)



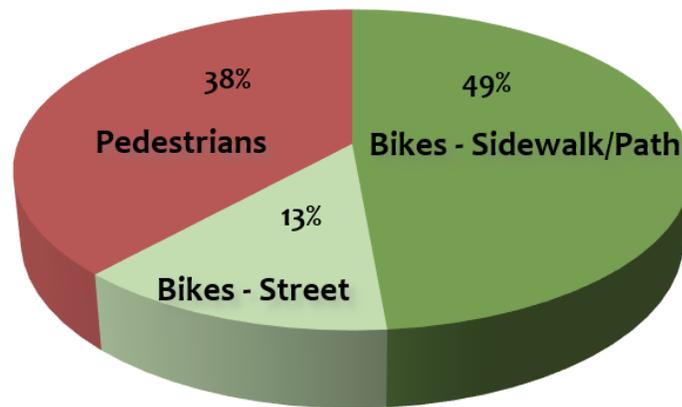
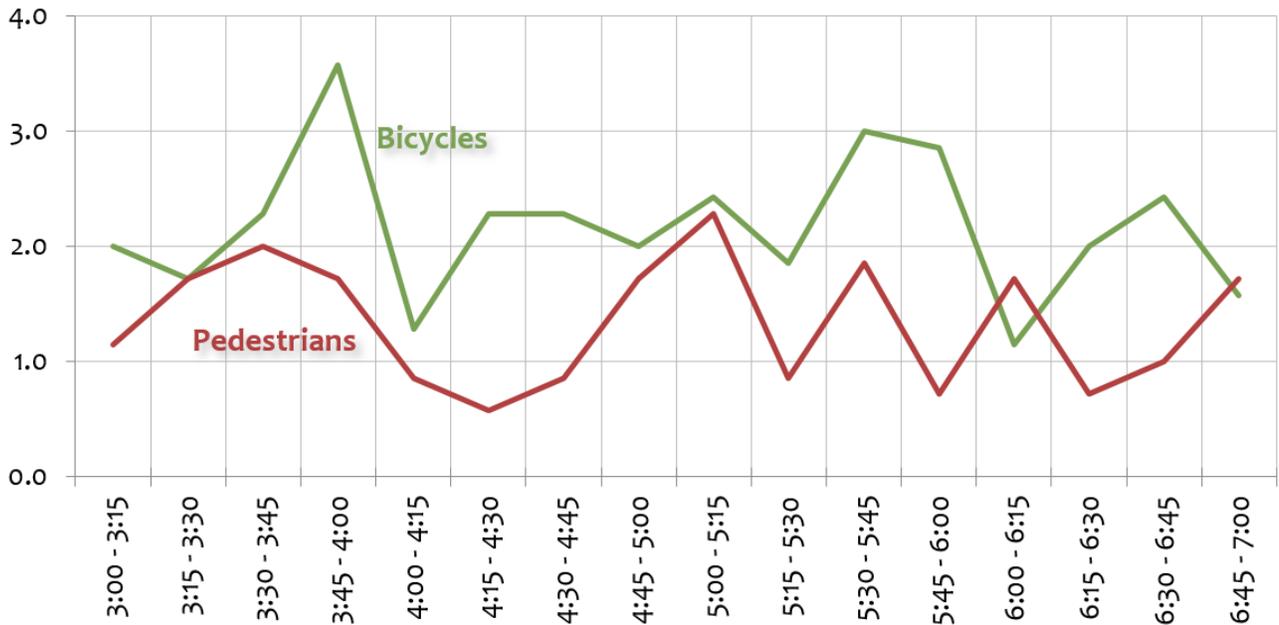
## Fargo—University Dr just north of 12th Ave N (Average of years 2014-2021)



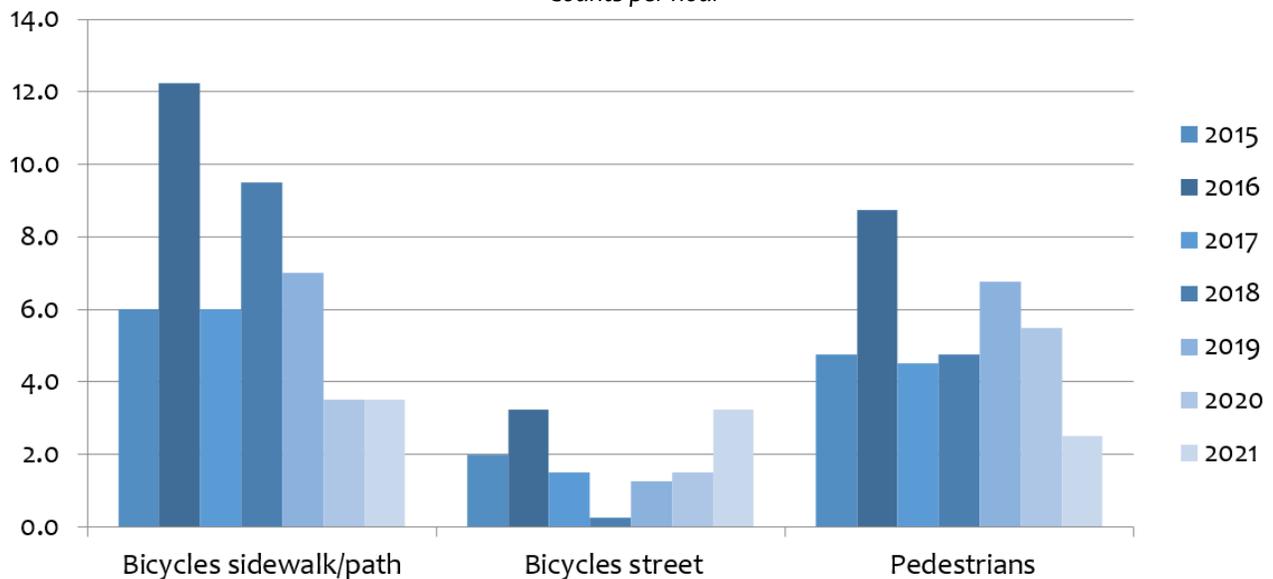
## Fargo/Moorhead—12th Ave N/15th Ave N Bridge over Red River (Average of years 2013-2021)



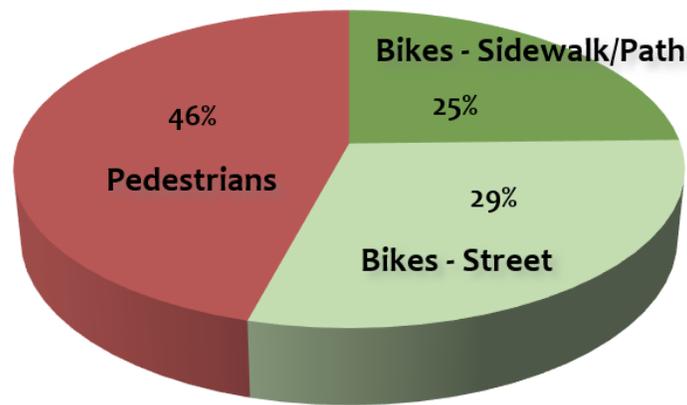
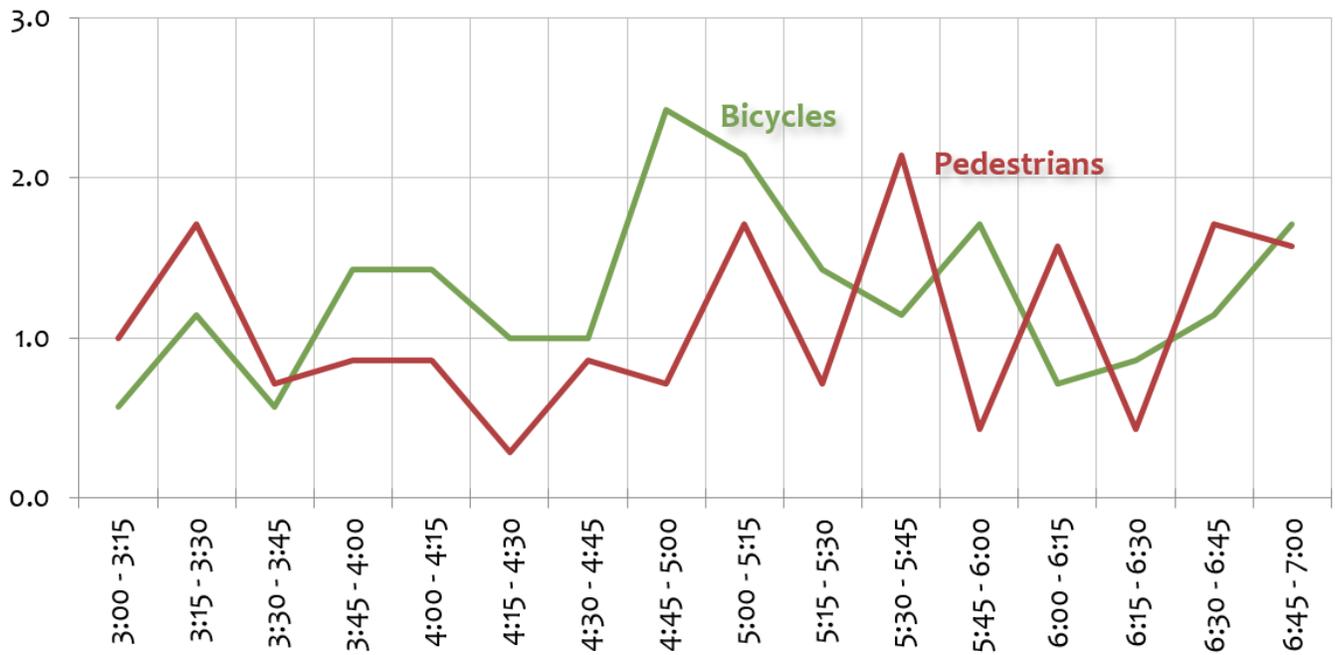
## Fargo/ Moorhead—NP Ave/Center Ave bridge over Red River (Average of years 2015-2021)



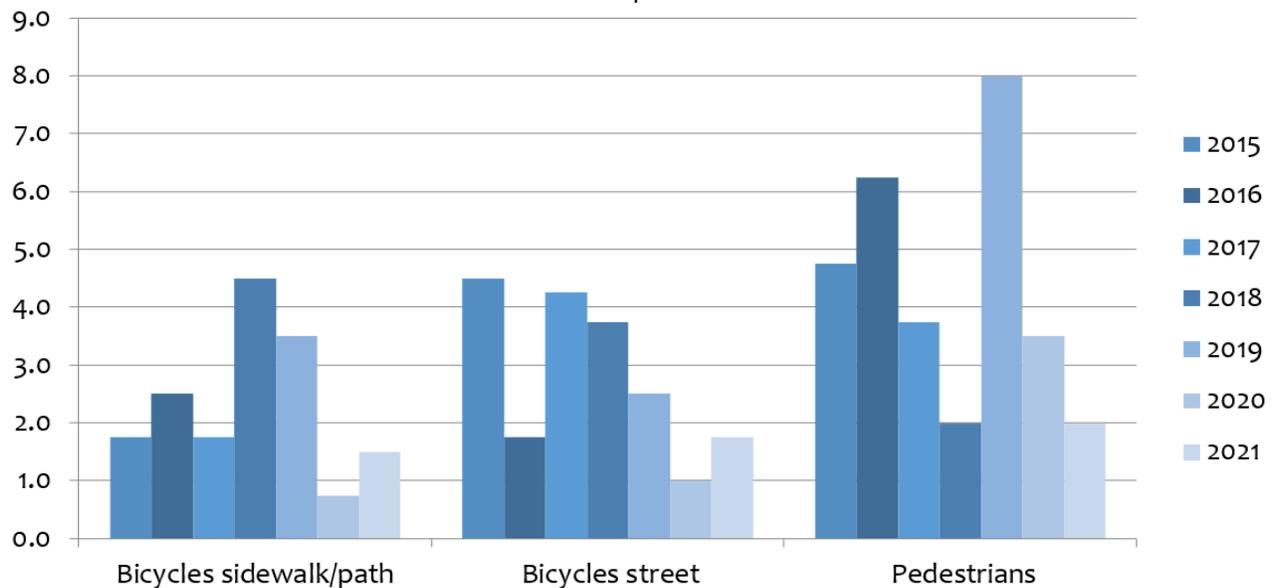
Counts per hour



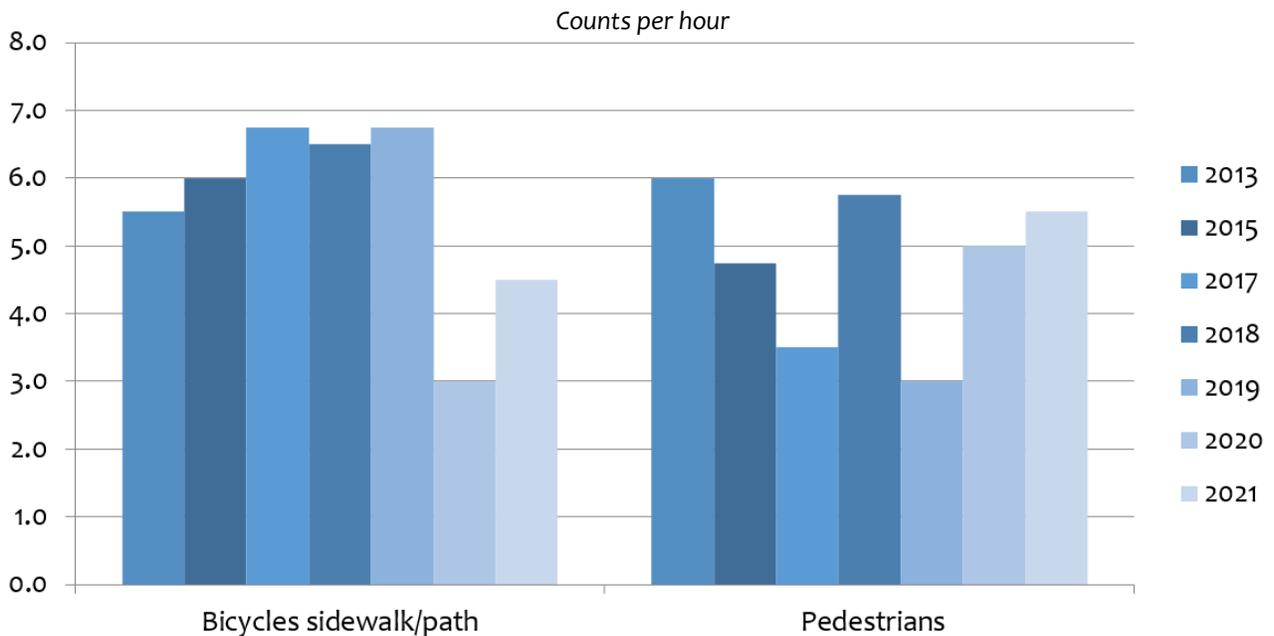
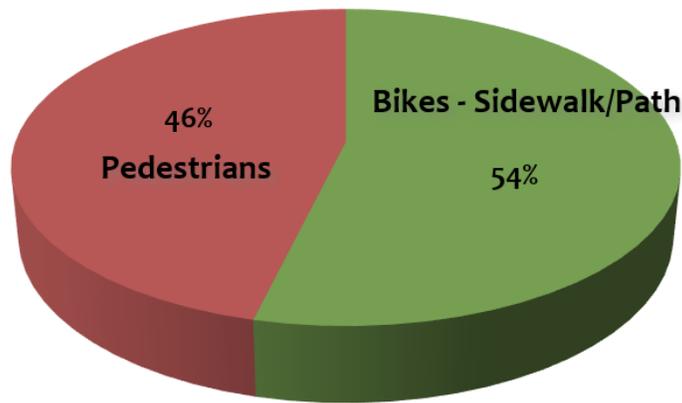
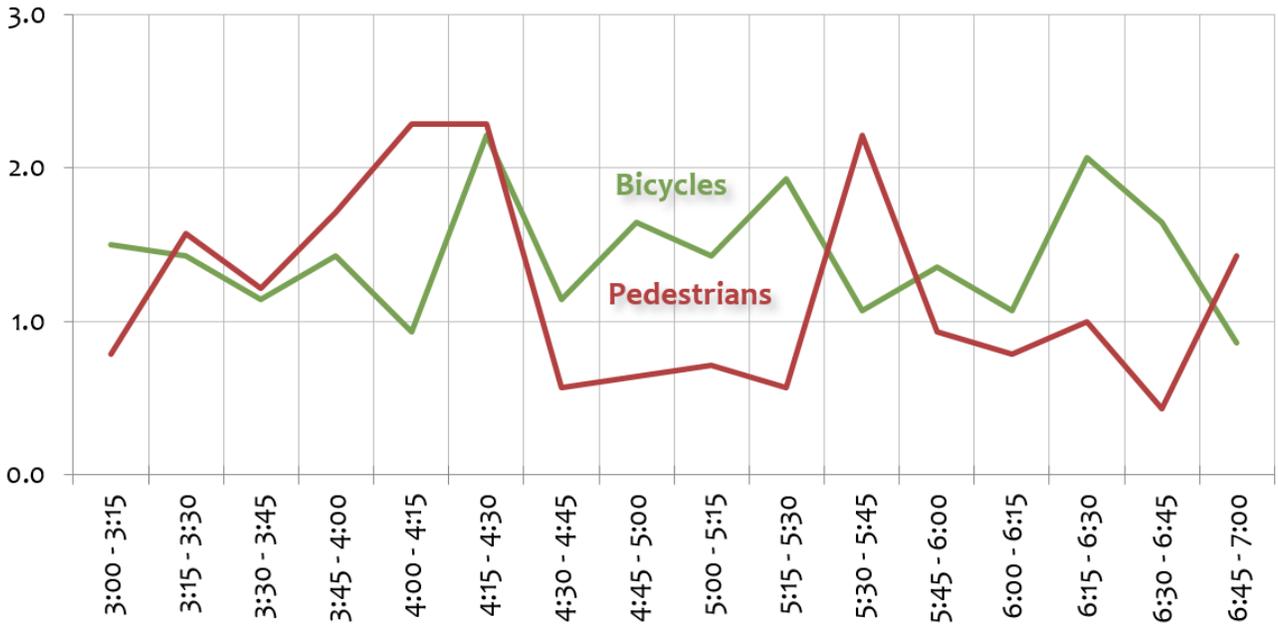
## Moorhead—4th St just south of Center Ave (Average of years 2015-2021)



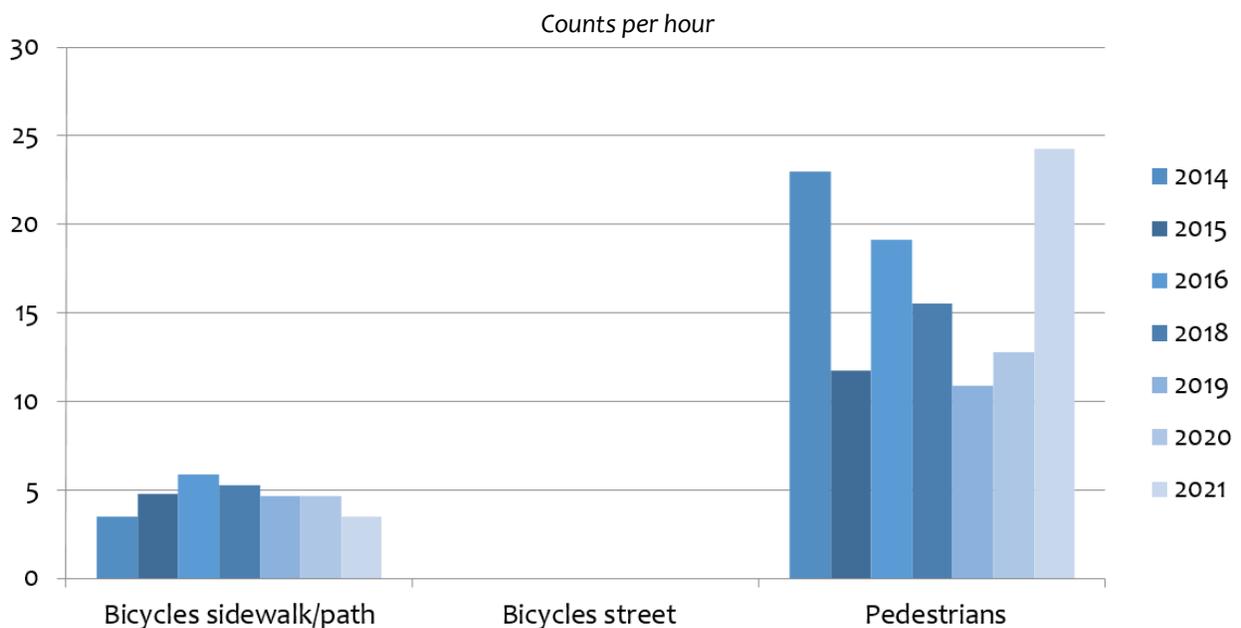
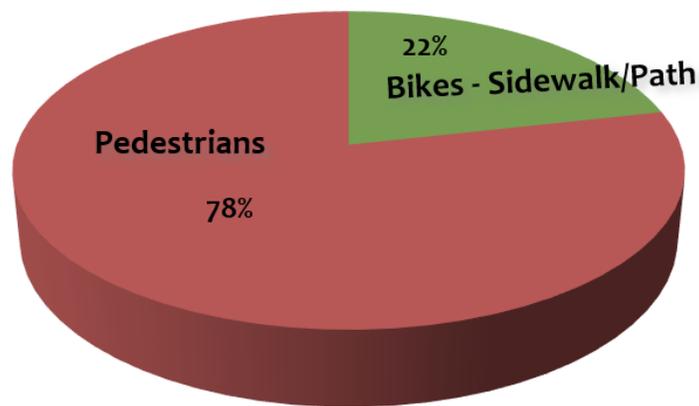
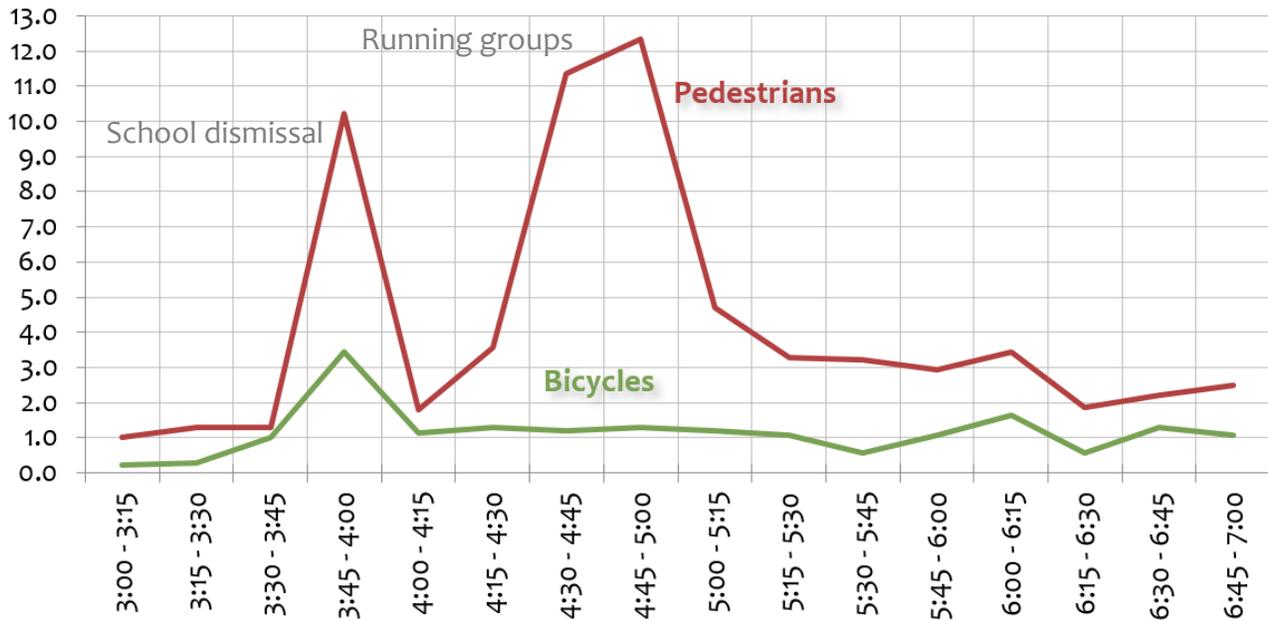
Counts per hour



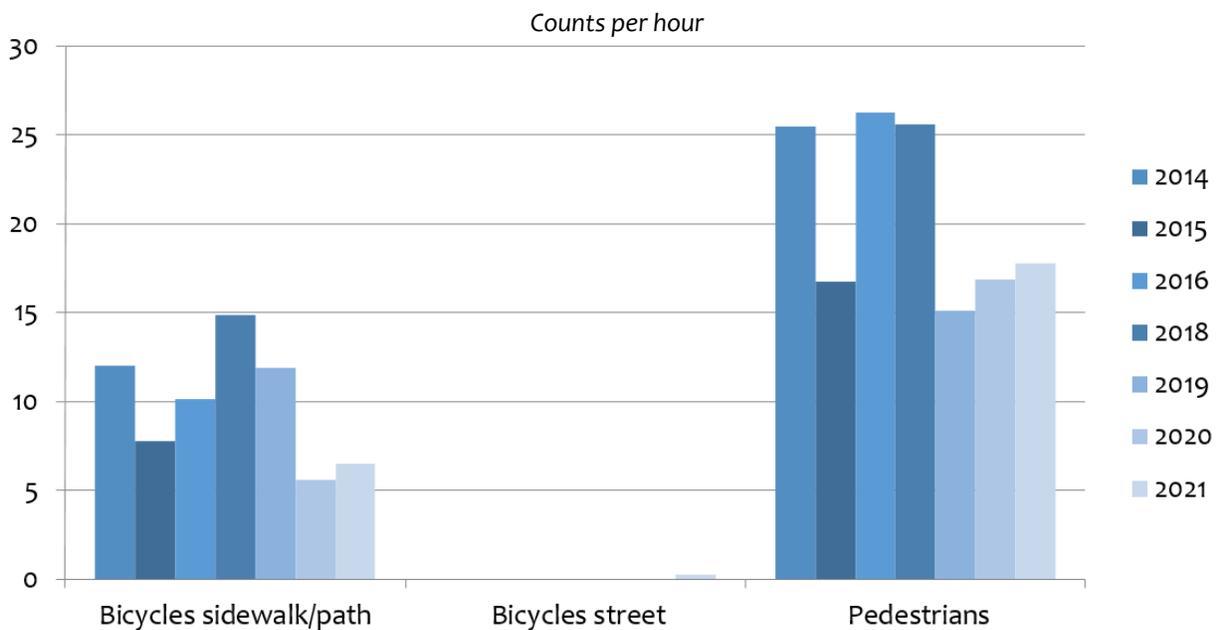
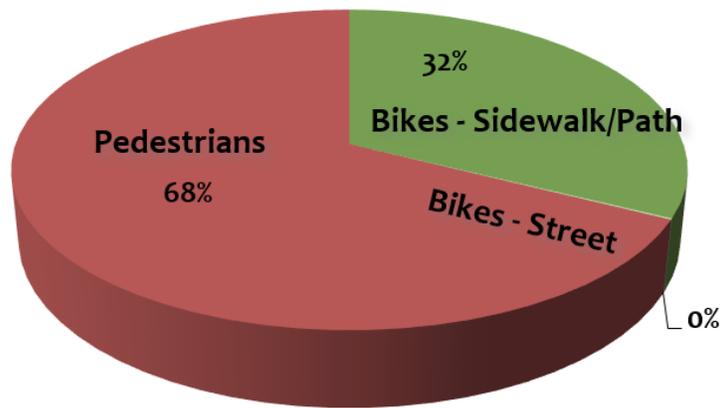
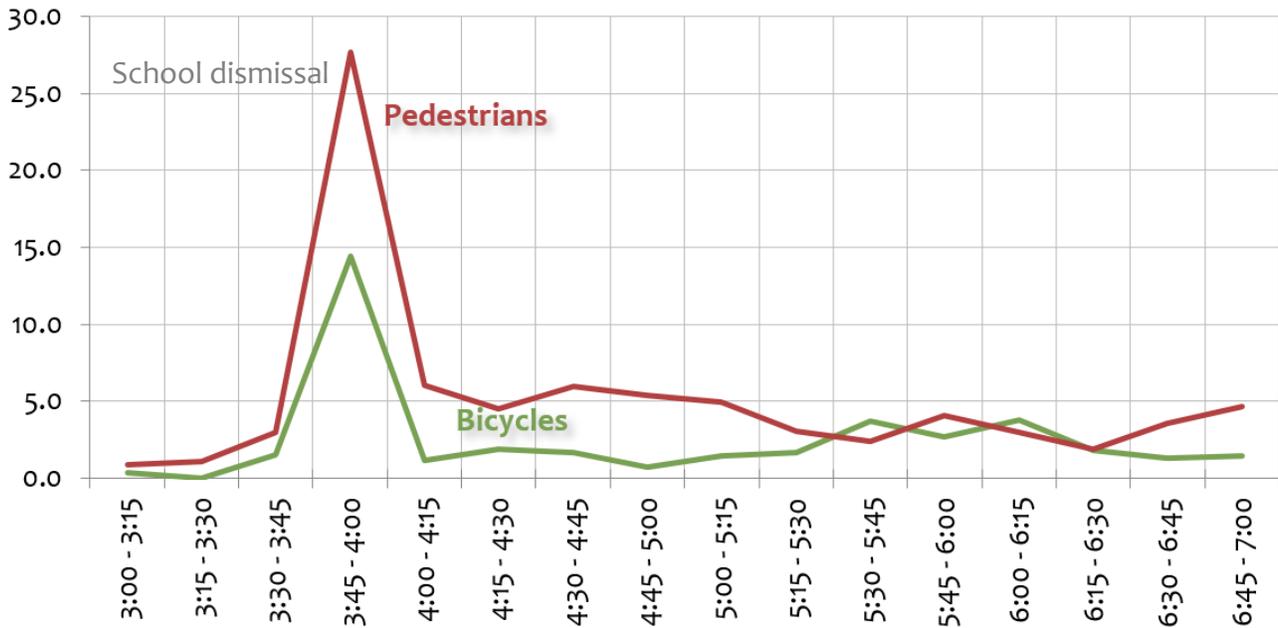
## Moorhead—8th St over I-94 (Average of years 2013-2021)



## West Fargo—9th St just south of 17th Ave E (Average of years 2014-2021)



## West Fargo—17th Ave E just west of 9th St (Average of years 2014-2021)



# Agenda Item 8

**To:** Metropolitan Bicycle and Pedestrian Committee  
**From:** Dan Farnsworth, Metro COG  
**Date:** March 25, 2022  
**Subject:** **Effects of potential daylight saving time change to Safe Routes to School**

On March 15<sup>th</sup> the US Senate unanimously approved a bill to make daylight saving time permanent. This bill still needs to be approved by the House and the signed by the President in order to become law.

While there are many benefits to making such a change, it is also important to point out how this could affect those walking and biking in the morning hours – specifically students. If permanent daylight saving time becomes established, the sunrise would occur one hour later than under the current system between the months of November and March.

Below is a table Metro COG developed showing how the change would affect elementary school students in the Fargo-Moorhead Area.

<b>F-M Area Elementary School Start Time and Daylight</b>		
Assumptions: - Average elementary school start time of 8:20 am - Travel to school time of 8:05 am		
<b>Date</b>	<b>Current Daylight Savings Time Law</b>	<b>Proposed Daylight Savings Time Law</b>
September 15th	7:05 AM	7:05 AM
October 15th	7:45 AM	7:45 AM
November 15th	7:30 AM	8:30 AM
December 15th	8:05 AM	9:05 AM
January 15th	8:07 AM	9:07 AM
February 15th	7:31 AM	8:31 AM
March 15th	7:39 AM	7:39 AM
April 15th	6:39 AM	6:39 AM
May 15th	5:52 AM	5:52 AM
<b>Light</b>	At & after sunrise	
<b>Twilight</b>	20 minutes before sunrise	
<b>Dark</b>	21 minutes before sunrise	