Fargo-Moorhead Metropolitan Council of Governments
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Email: metrocog@fmmetrocog.org   http://www.fmmetrocog.org

Agenda
Metropolitan Bicycle and Pedestrian Committee
Wednesday, April 18th, 2018
3:00 pm
Metro COG Conference Room

1) Welcome and introductions
2) Approve minutes from January 17th meeting – **Attachment**   Action Item
3) Follow-up item – metro-wide interactive GIS bikeways map – **Attachment**   Discussion Item
4) Follow-up item – discussion of bicycle commuter routes   Discussion Item
5) Follow-up item – local park/trail curfews – **Attachment**   Discussion Item
6) Latest efforts of BIKE FM Group   Information Item
7) Bicycle Friendly Community Application – **Attachment**   Discussion Item
8) Center Avenue Public Input Meeting – **Attachment**   Information Item
9) Other business and citizen comments

100th Metropolitan Bicycle and Pedestrian Committee Meeting
January 17th, 2018 – 3:00pm
Metro COG Conference Room

Members Present
Dan Farnsworth, Chair, Metro COG
Shane Bakken, Clay County – proxy
Jason Gates, Citizen representative
Hali Durand, Cass County
Christine Holland, River Keepers
Dylan Ramstad Skoyles, Great Rides
Barrett Voigt, City of Fargo Planning – proxy
Jonathan Atkins, City of Moorhead Engineering
Kim Lipetzky, Fargo Cass Public Health
Patrick Hollister, PartnerSHIP 4 Health
Jane Butzer, MnDOT
Kim Citrowske, City of Moorhead Planning
Joe Anderson, Fargo Police Department
Tim Solberg, City of West Fargo Planning
Tyler Kirchner, Fargo Park District

Others Present:
Dave Bietz, Fargo Park District
Spencer McCombs, City of Moorhead GIS
Max Nelson, NDSU Nursing
Anna Pierce, Metro COG
Christina Mackley, NDSU Nursing
Katie Pavlick, Fargo Cass Public Health

1. **Welcome and Introductions**

   The meeting began at 3:03 pm. D. Farnsworth welcomed everyone and attendees introduced themselves.

2. **Approve minutes from December 6th, 2017 meeting**

   It was noted that "99rd" should be "99th" at the heading of the meeting minutes. It was also noted that the last name for Luke M. is Mormon. The corrections were noted and will be changed. A motion to approve the September 20th minutes with the suggested changes was made by J. Atkins and seconded by D. Ramstad Skoyles. The minutes were passed unanimously.

   Introduce new Fargo Park District Representative

D. Farnsworth took the opportunity to note that the current Fargo Park District representative, Vic Pellerano, recently retired so a new replacement was needed to fill his seat. Tyler Kirchner and Dave Bietz from the Fargo Park District were present at the meeting and introduced themselves. D. Bietz noted that Tyler Kirchner will be the new representative for the Fargo Park District. Metro COG will include the both of them on the MailChimp email list and include T. Kirchner on the direct mailing list.

3. **Bicycle Friendly Community Re-designation**

D. Farnsworth noted that the Fargo-Moorhead's existing Bicycle Friendly Community status will expire in August of 2018. Therefore, Metro COG will plan to begin work on the new application shortly. Metro COG plans to submit the application to the League of American Bicyclists by the August 2018 deadline. Metro COG may ask various jurisdictions for some data and information to help fill out the application. The Bicycle & Pedestrian Committee can also expect to review the application at some point. Metro COG hopes to increase the community's designation from "Bronze" to "Silver".

4. **Follow-up item – metro-wide interactive GIS bikeways map**

Metro COG followed-up with the committee regarding progress made researching the possibility of a metro-wide GIS bikeways map. D. Farnsworth noted that the Metropolitan GIS committee will be meeting January, 26th and this will be a topic discussed. Creating such a map could be a great benefit to the public as they could see up-to-date bikeways using a single online resource. This could be particularly beneficial as they are out-and-about and wish to use their smartphones for navigation.

S. McCombs showed the group the map that the City of Moorhead has created which would be used as the inspiration for a metro-wide map.

5. **Follow-up item – discussion of bicycle commuter routes**

There was discussion about bicycle commuter routes as discussed at the September 20th meeting. The intent of the discussion was to identify routes that are used more highly by commuters and are of higher importance. This could be used to prioritize maintenance and snow removal along such routes.

There was some discussion about current snow removal policies. D. Bietz noted that when Fargo Park District clears trails of snow, they prioritize routes near schools so that kids can affectively get to and from school.

The committee seemed interested in pursuing this topic. D. Farnsworth asked the local jurisdictions (West Fargo, Fargo, and Moorhead) to send him a map of routes that are of high importance before the next meeting and the committee can further discuss this topic at the next meeting.

6. **Designation of sidepaths in FM Area**

   D. Farnsworth brought information to the committee regarding the difference between sidepaths and shared-use paths, noting that both FMWA and AASHTO differentiate between the two. Sidepaths would be pathways along roadways while shared-use paths are considered paths within parks and along greenways. Currently, we don't differentiate such paths in our area.

   Some members of the committee were opposed to any changes to the designation noting that it would just add another layer of complexity to the network and datasets.

   Others on the committee felt it would be good to differentiate the paths, especially when displaying them on maps so that riders could pick which type of path they would prefer to ride on. Parents might want to know which type of path to have their kids ride on.

   Due to mixed opinions on this issue, it was decided that it would be best to table this topic and maybe bring up such a topic when the next FM bikeways maps are created. Other ideas could include naming those paths that are along greenways instead.

7. **Follow-up item – local park/trail curfews**

   D. Farnsworth followed-up with the committee regarding the topic that has been discussed about park safety, lighting, curfews as it relates to trails within park property. He noted the three separate park curfew laws for the jurisdictions of West Fargo, Fargo, and Moorhead.

   The discussion begins about 1 ½ years ago when a Fargo Commissioner expressed some concerns regarding park safety, lighting, and curfews. These concerns were believed to be linked to the fatality of a person who was riding a bike down an embankment in Fargo at dark and hit a barricade at high speeds.

   After discussion with the committee, the committee felt it would be best to; first talk to the Commissioner and see if he would like us to pursue his concerns further. If he wishes for us to pursue this topic further, we can plan to sit down with a representative from the Parks departments and Police departments of West Fargo, Fargo and Moorhead to see if there are any issues regarding this topic and if so, see if it would be worthwhile to propose any changes to trail/park lighting and/or park curfew times. The committee felt it would be beneficial to have uniform curfew laws around the FM Area. If successful, Metro COG/Bicycle & Pedestrian Committee could come up with an official recommendation/guide regarding this matter (similar to Metro COG's Complete Streets policy statement).

8. **Progress of BIKE FM Group**

   D. Farnsworth provided a brief update on the progress of BIKE FM (Bicycle Information, Knowledge, and Education in Fargo-Moorhead). Due to Metro COG's current staff shortage, BIKE FM has not been meeting regularly but Metro COG has plans to add an additional Planner which could assist with the BIKE FM coordination. D. Farnsworth noted the BIKE

FM has recently been accepted to be under the umbrella of the Bicycle Alliance of MN. Being part of the Alliance opens opportunities for BIKE FM such as assistance from the Alliance and an avenue for donations so BIKE FM can pursue their goals.

9. **Other business and citizen comments**

P. Hollister distributed postcards to the committee regarding an upcoming conference in Rochester MN. The conference is called Bike + Walk Minnesota 2018 and will be held April 29 – May 1, 2018.

Meeting adjourned at 4:10 pm.

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: April 12th, 2018
Subject: **Follow-up item – metro-wide interactive GIS bikeways map**

The desire for an online/mobile bikeways map has been an aspiration in the Fargo-Moorhead community for several years. At the last Bicycle & Pedestrian Committee meeting the City of Moorhead's interactive parks and trails online map was showcased and it was of interest to the Committee to potentially create such a map for the entire Fargo-Moorhead area.

On January 26th the Metropolitan GIS Committee met and this idea was brought forth to them. While the GIS Committee was impressed with the map, they had concerns with the logistics of implementing such a map. Concerns included: (1) Including all the park amenities for all jurisdictions would be tedious and all jurisdictions would need to have uniform amenities shown on the map and all jurisdictions would need to keep such amenities up-to-date on the map. (2) When it comes to showing the bicycle routes, a standard naming convention for the various bikeways would need to be agreed-upon by all jurisdictions.

The GIS Committee recommended reaching out to the various park districts in the area to gauge their level of interest in such a map.

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: April 12th, 2018
Subject: **Follow-up item – local park/trail curfews**

As we continue to follow-up with some concerns about trail safety, trail lighting, and trail/park curfews laws, it was recommended by the Bicycle & Pedestrian Committee to check with Fargo City Commissioner Strand to see if he would like for us to continue to pursue this concern. After talking to Commissioner Stand, he proposed that we continue to look into this and discuss further.

Metro COG then coordinated a meeting with Commissioner Strand, the local Parks, and the local Police Departments. A meeting took place on March 20th with representatives from the West Fargo, Fargo, and Moorhead Park Districts; the West Fargo, Fargo, and Moorhead Police Departments; River Keepers; Metro COG; and Commissioner Strand.

The items that were discussed were the following:

Park curfew ordinances
This concern originated with the fact that park curfew ordinances make it technically illegal for people to utilize paths within parks after curfew hours even if curfew hours are during times of the day when people might be commuting, walking dogs, etc.

The response from the police departments was that these curfews are very important to law enforcement because without them, law enforcement would not be able to legally cite individuals in parks who are engaging in problematic activities. Regarding commuters and others passing through the parks after curfew hours, law enforcement has not had a problem with such instances.

Park/trail lighting
While there are many safety advantages to lighting within parks and along trails, there are also some disadvantages with doing so. These include: additional costs, flooding concerns (if along river), some complaints from environmental community that lighting could disrupt natural habitat if alongside the river.

Safety concerns along Red River
Concerns were brought out about those loitering and/or living along the Red River where many of Fargo/Moorhead's finest trails exist. The concerns were about litter, drug paraphilia, and general discomfort of those (especially females) using the trails. It was noticed that there has been a noticeable increase in these concerns in the past few years.

There have been some actions taking place in response to these concerns. In 2017 a fence was installed under the 1st Ave bridge in Fargo to keep people from loitering and living under the bridge. Also, this summer the Fargo Park District will be hiring a patrol to patrol the parks and trails in Fargo.

While these efforts will likely have some impact, we will need to gauge the situation to see if there is more that can be done to make the river trails an inviting place for all users.

Conclusion

In conclusion, no decisions were made as a result of this meeting, however the group asked Metro COG to research how similar cities have dealt with the issues stated above. Metro COG is currently following up with similar communities to see what their practices and experiences are regarding these matters.

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: April 12th, 2018
Subject: **Bicycle Friendly Community Application**

In February Metro COG began work on the Bicycle Friendly Community Application. As many know, the Fargo-Moorhead community was awarded Bronze Bicycle Friendly Community status in 2014. We need to re-apply by August 2018 as this designation will expire.

With the many improvements made to make Fargo-Moorhead more bicycle community since 2014, we are striving to not only maintain Bronze-level status but to possibly upgrade our status to Silver or even Gold.

Attached is the partially-completed application that Metro COG has been working on. If members of the Bicycle & Pedestrian Community and the public would like to review the application thus far we can talk about this at the meeting or comments can be sent to Dan Farnsworth (farnsworth@fmmetrocog.org) any time after the meeting. To assist with identifying which questions pertain to different expertise's, a reference sheet is also **attached**.

We hope to bring this forward to the Bicycle & Pedestrian Committee for final review and comments before the August 9th deadline.

Questions for Local Experts

B/P Committee
- Additional Community Contacts, G1

Engineering
- B4, B13d, B19, F10

Parks
- B13d, F8,

Public Works
- B13d

The League *(waiting to hear back from the League…sent 3/29)*
- B22

Great Rides
- B21j, B21t

Schools
- C1, C2, C3, C5e

Law Enforcement
- E1, E2, E4, E7, E8,

Universities
- F8, F9

Bicycle Friendly Community
APPLICATION PREVIEW

Updated February 20, 2018

TO APPLY

Applications are only accepted online. To submit an application, visit apply.bikeleague.org

Access additional resources at bikeleague.org/community

Email questions regarding the BFC application or process to bfa@bikeleague.org

UPCOMING APPLICATION CYCLES

Fall 2018

Open: February 2018

Deadline: August 9, 2018

Awards announced: November 2018

Spring 2019

Open: August 2018

Deadline: February 5, 2019

Awards announced: May 2019

APPLICATION TIPS

- The application will refer to your type of jurisdiction as 'community' throughout the application, for a lack of a better term. So when the application asks about bicycle amenities, services and other resources in your community, **please only list what is provided within your jurisdiction's boundaries**. However, if there is a significant bicycle amenity close by, you can tell us about it in the bonus point question at the end of each 'E' section.

- The application is designed **for communities of all sizes.** The conditions that make your community unique -- size, type, location, climate -- are important when determining how to best encourage and support bicycling, and will be taken into consideration when we review your application.

- **It is not necessary to be able to check every box on this application.** We've provided a comprehensive menu of all the ways a community can be bicycle-friendly, and some options are more valuable than others, but we don't expect any community to do everything on the list.

- Unless a question specifically asks about plans for the future, **only check boxes for things that are already being done**. So if most improvements for bicyclists are still in the planning stage, you can either wait a year or two before you apply to increase your chances to receive an award, or you can apply now to benchmark and watch your community move up in award levels in the future (which can be a powerful way to show the impact of investments).

- If your community is doing something that isn't listed in the checkboxes, or that goes above and beyond any of the check box options, please tell us about it! **Use the bonus point questions at the end of each 'E' section and the 'Final Overview' section at the end of the application to give us more details**. This not only helps us to better understand your community, it also helps improve the program by identifying new trends and best practices.

- If you would like to share any documents such as a community bike map or a file with photos with the reviewers, **please include a link or upload the file** either under the relevant question (if possible) or in the designated space at the end of the Final Overview section. We recommend using a service such as TinyURL (tinyurl.com/) to shorten any long links.

- Don't be shy to **tell us about your community's weaknesses**. This gives us a more accurate snapshot of your community, and displays that you are critically evaluating the community's internal efforts, which is an important component of the final 'E', Evaluation & Planning.

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To submit an application, visit apply.bikeleague.org.

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APPLICATION CONTENT

APPLICATION INTRO

Name of Community: Fargo-Moorhead Metropolitan Area

Has the community applied to the Bicycle Friendly Community program before?

❏ First-Time Application* (Select this option only if your community has NEVER applied to the BFC program before.)

❏ **Renewing Application** *(Select this option if your community has applied to the BFC program, even if that application did not result in an award, or was more than four years ago.)*

*If Yes, what year was the community's most recent BFC application, and what was the result (award level)? 2014, Bronze

Community Website: www.westfargond.gov, www.cityoffargo.com, www.ci.moorhead.mn.us, www.dilworthcitymn.com, www.fmmetrocog.org, www.bikefm.org
Community's Twitter URL: twitter.com/CityofWestFargo, twitter.com/cityoffargo, twitter.com/cityofmoorhead, twitter.com/cityofdilworth
Community's Facebook URL: www.facebook.com/CityofWestFargo/, www.facebook.com/cityoffargo, www.facebook.com/cityofmoorhead, www.facebook.com/cityofdilworth, www.facebook.com/fmmetrocog/

CONTACT INFORMATION

Primary Application Contact

Applicant First Name Dan
Applicant Last Name Farnsworth
Title Transportation Planner
Department N/A
Employer Fargo-Moorhead Metropolitan Council of Governments
Street Address One 2nd St N, Suite 232
City Fargo
State North Dakota
Zip 58102
Phone 701-232-3242
Email farnsworth@fmmetrocog.org

Additional Community Contacts

Visit http://bikeleague.org/community for more information, or contact bfa@bikeleague.org with questions.
Text in green has been updated in the Fall 2018 round.

Did you work with any other local government agencies, departments, or city staff on this application?
- ❏ **Yes***
- ❏ No

*If Yes, provide the following information for each contact:
First Name, Last Name, Agency/Department/Organization, Title, and Email (**up to seven contacts allowed.) **GB**

Did you work with any local advocacy organizations or citizen volunteers on this application?
- ❏ Yes*
- ❏ **No**

*If Yes, provide the following information for each contact:
First Name, Last Name, Organization, Title, and Email   (**up to seven contacts allowed.)

Are there other local bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?
- ❏ **Yes***
- ❏ No

*If Yes, provide the following information for each contact:
Justin Kristan, North Dakota Active Transportation Alliance, active_living_32@live.com

Note: *The League will contact local bike advocates in your community (both those listed here and others from our existing database of member groups) for their feedback and input about the community's bicycle-friendly efforts.*

COMMUNITY PROFILE
A1. Community Name: Fargo-Moorhead Metropolitan Area
A2. County/ Borough/Parish: Cass County / Clay County
A3. State: ND/MN
A4. Link to map of community boundaries:
https://www.google.com/maps/place/West+Fargo,+ND/@46.8549768,-96.9805166,12z/data=!3m1!4b1!4m5!3m4!1s0x52cf34bb7797e871:0xb83bd0531febdbda!8m2!3d46.8769487!4d-96.8999057,
https://www.google.com/maps/place/Fargo,+ND/@46.8541125,-96.9685969,11z/data=!3m1!4b1!4m5!3m4!1s0x52c8cb8d84677145:0x81aa30a52791aaca!8m2!3d46.8771863!4d-96.7898034,
https://www.google.com/maps/place/Moorhead,+MN/@46.8657425,-96.8063571,12z/data=!3m1!4b1!4m5!3m4!1s0x52c8c8ca1e446d3b:0x2328e846d803c816!8m2!

3d46.8737648!4d-96.7678039,
https://www.google.com/maps/place/Dilworth,+MN+56529/data=!4m2!3m1!1s0x52c8c61db2cccb67:0x9bcf36846fa8a1d4?sa=X&ved=0ahUKEwjor_r27fXYAhXK3YMKHR7vCkQQ8gEIgwEwCg

A5. If your community spans multiple jurisdictions or does not align with the name of your community given in Question A1, please specify your census geography(ies) here. *We'll use this to collect commuter and demographic data to accompany your application.*

A6. Type of Jurisdiction
- ❏ Town/City/Municipality
- ❏ County/Borough/Parish
- ❏ **Metropolitan Planning Organization/ Council of Governments**
- ❏ Regional Planning Organization
- ❏ Rural Planning Organization
- ❏ Census Designated Place (not age-restricted)
- ❏ Census Designated Place (age-restricted)
- ❏ Indian Country
- ❏ Military Base

> **Please note:** The application will refer to your type of jurisdiction as '**community**' throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.

A7. Size of community: 14.44+48.82+19.80+3.31 = 86.37 (2012 data)

A8. Total Population: 25,830+105,549+38,065+4,024 = 173,468 (2010 census), 34,858+120,762+42,492+4,397 = 202,509 (2016 estimate)

A9. Population Density: 2,008/sq mi. (2010), 2,345/sq mi. (2016)

A10. Which of the following best describe your community?
Check all that apply.
- ❏ **Urbanized area**
- ❏ Urban core surrounded by low density suburban areas
- ❏ Low density suburban
- ❏ Small town
- ❏ Rural

A11. What is the street network density?
(centerline miles of road per sq. mi. of land area)
- ❏ Less than 5.0
- ❏ 5.1-10.0
- ❏ **10.1-15.0**

❏ More than 15.0

A12. Mayor or top elected official
Note: For internal use only.
Name Richard Mattern (West Fargo), Tim Mahoney (Fargo), Del Rae Williams (Moorhead), Chad Olson (Dilworth)
Title Mayor
Street Address 800 Fourth Ave E, Suite 1 (West Fargo), 200 3rd Street N (Fargo), 500 Center Ave (Moorhead), 2 1st Avenue SE (Dilworth)
City West Fargo, Fargo, Moorhead, Dilworth
State ND (West Fargo), ND (Fargo), MN (Moorhead), MN (Dilworth)
Zip 58078 (West Fargo), 58102 (Fargo), 56561 (Moorhead), 56529 (Dilworth)
Phone 701-793-0472 (West Fargo), 701-241-1310 (Fargo), 218-299-5307 (Moorhead), 218-287-2313 (Dilworth)
Email N/A (West Fargo), N/A (Fargo), N/A (Moorhead), chad.olson@ci.dilworth.mn.us (Dilworth)

ENGINEERING

Policies and Design Standards

B1. Does your community currently have any of the following policies in place?
❏ Local Complete Streets ordinance adopted by local governing body*
❏ **Local Complete Streets policy***
❏ Local bicycle routine accommodation policy*
❏ Local Complete Streets or bicycle routine accommodation resolution*
❏ None of the above

*B1a.What year was the ordinance, policy, or resolution adopted or passed?
2010

*B1b. Please provide a link to the ordinance, policy, or resolution.
http://www.fmmetrocog.org/new/assets/documents/Policies/Final%20Complete%20Streets%20Policy%20November%2018,%202010.pdf

*B1c. Since the adoption of the ordinance, policy, or resolution, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?
❏ 0-10%
❏ 11-25%
❏ 26-50%
❏ 51-75%

Please note: Dependent questions will only appear in the online application when their corresponding answer option above is checked.

Visit http://bikeleague.org/community for more information, or contact bfa@bikeleague.org with questions.
Text in green has been updated in the Fall 2018 round.

❏ More than 75%
❏ **Unknown**

**B2. Does your community have bicycle facility selection criteria that increases
separation and protection of bicyclists based of levels of motor vehicle speed and
volume?**
❏ Yes*
❏ **No**

*B2a. Please describe.

**B3. Does your community currently have any of the following policies in place that
promote shorter distances between homes and destinations?**
Check all that apply.
❏ **Mixed-use zoning or incentives**
❏ **Planned Unit Development zoning**
❏ Transit Oriented Development ordinance or program
❏ **Form-based/design-based codes**
❏ Connectivity policy or standards
❏ None of the above

**GB B4. Does your community currently have any of the following street design
policies in place that promote a more comfortable cycling environment?**
Check all that apply.
❏ Design manual that incorporates the AASHTO Guide for the Development of Bicycle
Facilities, 4th Edition
❏ Design manual that incorporates the NACTO Urban Bikeway Design Guide
❏ Design manual that incorporates the NACTO Urban Street Design Guide
❏ Design manual that incorporates the FHWA's Small Town and Rural Multimodal
Network Guide
❏ Streetscape design guidelines
❏ None of the above

**B5. Does your community currently have any of the following additional policies in
place?**
Check all that apply.
❏ Policy to preserve abandoned rail corridors for multi-use trails
❏ Policy to utilize utility corridors for multi-use trails
❏ Accommodation of bicyclists through construction sites in the public right-of-way
❏ Maximum car parking standards
❏ **No minimum car parking standards**

- ❏ **Paid public car parking**
- ❏ **Shared-parking allowances**
- ❏ Congestion charges
- ❏ None of the above

**B6. How do engineers and planners learn how to accommodate bicyclists
according to the most current AASHTO or NACTO standards?**
Check all that apply.
- ❏ FHWA/National Highway Institute Training Course
- ❏ Portland State University Initiative for Bicycle and Pedestrian Innovation Training Course
- ❏ **Staff participate in bicycle-specific conferences/trainings/educational tours**
- ❏ **Webinars**
- ❏ **Internal peer training**
- ❏ Training by outside consultant/advocate
- ❏ Require project consultants to have bike/ped qualifications
- ❏ None of the above

End-of-Trip Facilities

**B7. What policies or programs increase the amount of end-of-trip facilities for
bicyclists?**
Check all that apply.
- ❏ Bike parking ordinance for existing buildings specifying amount and location
- ❏ Bike parking ordinance for all new developments specifying amount and location
- ❏ Ordinance requiring showers and lockers in existing non-residential buildings
- ❏ Ordinance requiring showers and lockers in new non-residential buildings
- ❏ Building accessibility ordinance (Bicycles are allowed to be parked inside non-residential buildings)
- ❏ **Public uncovered bike racks**
- ❏ **Public covered bike racks**
- ❏ Bike valet parking available at community events
- ❏ Ordinance that allows on-street bike parking/bicycle corrals
- ❏ **Ordinance that allows bike parking to substitute for car parking**
- ❏ Requirement for new developments to meet LEED-Neighborhood Development silver standards or higher
- ❏ Developers are eligible for density bonuses for providing end-of-trip facilities
- ❏ Subsidy program for private bike parking installation
- ❏ Public or private program that provides grants for bike racks or free bike racks upon request

❏ None of the above

B8. What, if any, end-of-trip facilities are available to the general public in your community?
Check all that apply.
- ❏ **Publicly accessible bicycle repair stations**
- ❏ **Publicly accessible air pumps**
- ❏ **Bicycle Station or Hub that provides lockers and/or showers for commuters**
- ❏ None of the above

B9. Do your standards for bicycle parking:
Check all that apply.
- ❏ Conform with APBP Guidelines?
- ❏ Address the need for parking spaces for cargo bicycles?
- ❏ Address the need for facilities to recharge electric assist bicycles?
- ❏ **No standards**

B10. What percentage of public and private bike racks conform with APBP Guidelines?
- ❏ 10% or less
- ❏ **11-25%**
- ❏ 26-50%
- ❏ 51-75%
- ❏ More than 75%
- ❏ Unknown

B11. Is there a program (e.g. publicly funded, public-private partnership, or development regulation) that provides or increases bike parking at any of the following locations? *Check all that apply.*
- ❏ Public & private schools (K-12)
- ❏ Day care, child care centers and preschools
- ❏ Higher Education Institutions
- ❏ Libraries
- ❏ Hospitals and medical centers
- ❏ Parks & recreation centers
- ❏ Other government-owned buildings and facilities
- ❏ Event venues (e.g. convention center, movie complex)
- ❏ Hotels & restaurants
- ❏ Office buildings
- ❏ Retail stores (excluding grocery stores)

- ❏ Grocery stores
- ❏ Multi-family housing (excluding subsidized or public housing, if any)
- ❏ Subsidized or public housing
- ❏ **None of the above**

Bicycle Access to Public Transportation

B12. Does your community have a rail transit or bus system?
- ❏ **Yes***
- ❏ No

*B12a. Are bikes allowed *inside* transit vehicles?
Check all that apply.
- ❏ Yes, at all times in buses
- ❏ Yes, at all times in rail vehicles
- ❏ Only outside of rush hour service in buses
- ❏ Only outside of rush hour service in rail vehicles
- ❏ **Folding bikes are allowed in folded position in buses**
- ❏ Folding bikes are allowed in folded position in rail vehicles
- ❏ There is specialized space (e.g. hooks or luggage space) for bikes in buses
- ❏ There is specialized space (e.g. hooks or luggage space) for bikes in rail vehicles
- ❏ None of the above

*B12b. What percentage of buses are equipped with bike racks?
- ❏ None
- ❏ 10% or less
- ❏ 11-25%
- ❏ 26-50%
- ❏ 51-75%
- ❏ 75-99%
- ❏ **100%**

*B12c. What percentage of transit stops are equipped with secure and convenient bike parking, including bus stops?
- ❏ None
- ❏ **10% or less**
- ❏ 11-25%
- ❏ 26-50%
- ❏ 51-75%
- ❏ 75-99%
- ❏ 100%

❏ Unknown

*B12d. Has your community made specific bicycle infrastructure investments around major transit stops to improve accessibility?
❏ **Yes***
❏ No

*Please describe any bicycle infrastructure investments around major transit stops that have improved accessibility.
When the Great Rides Bike Share program was launched in 2015, 11 bike share stations were installed. One of those 11 stations, one was located at the Ground Transportation Center (GTC). The GTC is the main transfer hub for busses in the Fargo-Moorhead community connecting 14 routes. To this day, the bike share station located at the GTC provides an integral connection between Fargo-Moorhead's transit system and the Great Rides Bike Share program.

*B12e. How are residents and visitors encouraged to combine cycling and public transportation?
Check all that apply.
❏ Cyclists can practice mounting their bike on a bus bike rack at community events
❏ **Brochure describing bike rack use/how to store bikes inside a transit vehicle**
❏ **Video describing bike rack use/how to store bikes inside a transit vehicle**
❏ **Information on bike racks/storage provided on transit schedules**
❏ Stickers on the outside of buses with bike racks that say bicycles are welcome
❏ None of the above

Off-Street Bicycle Facilities

B13. Are there any off-street facilities within your community's boundaries that can be legally used by bicyclists?
❏ **Yes***
❏ No

*B13a. How many miles of the following off-street accommodations that can be legally used by bicyclists are within your community's boundaries?
Answer all that apply. (in miles)
Paved shared use paths (≥10 feet) 58
Paved shared use paths (≥ 8 and <10 feet) 172
Natural surface shared use paths (≥10 feet) 0
Natural surface shared use paths (≥ 8 and <10 feet) 0
Singletrack 12

13

*B13b. Which of the following features are provided for bicyclists and pedestrians at off-street path crossings of roads with posted speed limits above 25 mph?
Check all that apply.
- ❏ **Bike/pedestrian overpasses/underpasses**
- ❏ Raised path crossings
- ❏ **Refuge islands**
- ❏ **Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons**
- ❏ Curb extensions
- ❏ **Signalized crossings**
- ❏ None of the above
- ❏ N/A – no crossings of roads with posted speed limits above 25 mph

*B13c. What measures have been taken to improve the safety and convenience of bicyclists on off-street paths?
Check all that apply.
- ❏ **"Cut-throughs" that improve network connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs)**
- ❏ Off-street way-finding signage with easily visible distance and/or riding time information for bicyclists while riding
- ❏ **Parallel but separated paths for bicyclists and pedestrians**
- ❏ Signage or markings to designate right-of-way on shared-use paths
- ❏ Education/awareness campaign about shared-use path etiquette
- ❏ None of the above

GB *B13d. What maintenance practices ensure the off-street bicycle facilities remain usable and safe?
    Sweeping
- ❏ Quarterly or more frequently
- ❏ Annually
- ❏ As needed
- ❏ Never

    Vegetation maintenance
- ❏ Quarterly or more frequently
- ❏ Annually
- ❏ As needed
- ❏ Never

    Snow and ice clearance
- ❏ N/A - No snow or ice

14

❏ Before roadways
❏ Same time as roadways
❏ After roadways
❏ Never

Surface repair
❏ Within 24 hours of complaint
❏ Within one week of complaint
❏ Within one month of complaint or longer
❏ Never

On-Street Bicycle Facilities

B14. What is the centerline mileage of your total road network (including federal, state, county and private roads)?
992

B15. How many miles of road network fall within the following posted speed limits?
(in centerline miles)
≤ 25mph 516

>25mph and ≤35mph 214

>35mph 262

B16. Does your community have on-street bicycle facilities?
❏ **Yes***
❏ No

*B16a. Are there any on-street bicycle facilities on roads with posted speeds of ≤ 25mph?
❏ **Yes****
❏ No

**B16a1. On streets with posted speeds of ≤ 25mph, how many miles of each of the following bicycle facilities are there that meet or exceed current AASHTO or NACTO standards?
(Answer in centerline miles. Write "0" if facility is not present in community.)
Bike boulevards 0
Shared lane markings (not counted under Bicycle Boulevards) 8.5
Wide paved shoulders (ridable surface ≥4 feet, and minimum clear path of ≥4 feet between rumble strips) 0

15

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥4 feet) 5.8
Buffered bike lanes 3.1
Protected bike lanes (one-way or two-way) 0
Raised cycle tracks (one-way or two-way) 0.2

*B16b. Are there any on-street bicycle facilities on roads with posted speeds of >25mph and ≤35mph?
❏ **Yes****
❏ No

**B16b1. On streets with posted speeds of > 25mph and ≤ 35mph, how many miles of each of the following bicycle facilities are there that meet or exceed current AASHTO or NACTO standards?
(Answer in centerline miles. Write "0" if facility is not present in community.)
Shared lane markings 0.5
Wide paved shoulders (ridable surface ≥4 feet, and minimum clear path of ≥4 feet between rumble strips) 10.0
Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥4 feet) 4.4
Buffered bike lanes 3.1
Protected bike lanes (one-way or two-way) 0
Raised cycle tracks (one-way or two-way) 0

*B16c. Are there any on-street bicycle facilities on roads with posted speeds of >35mph?
❏ **Yes****
❏ No

**B16c1. On streets with posted speeds of > 35mph, how many miles of each of the following bicycle facilities are there that meet or exceed current AASHTO or NACTO standards?
(Answer in centerline miles. Write "0" if facility is not present in community.)
Wide paved shoulders (ridable surface ≥4 feet, and minimum clear path of ≥4 feet between rumble strips) 8.8
Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥4 feet) 6.0
Buffered bike lanes 0
Protected bike lanes (one-way or two-way) 0
Raised cycle tracks (one-way or two-way) 0

*B16d. What maintenance practices ensure that any on-street bicycle facilities (including shoulders) remain usable and safe?
Sweeping
❏ Before other travel lanes

❏ **Same time as other travel lanes**
❏ After other travel lanes
❏ Never

Snow and ice clearance
❏ N/A - No snow or ice
❏ Before other travel lanes
❏ **Same time as other travel lanes**
❏ After other travel lanes
❏ Never

Pothole maintenance/ surface repair
❏ **Within 24 hours of complaint**
❏ Within one week of complaint
❏ Within one month of complaint or longer
❏ Never

B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?
❏ Yes*
❏ **No**

*If yes, please explain.

Other Bicycle Accommodations

B18. How has your community calmed traffic?
Check all that apply.
❏ Speed limits 20 mph or less on residential streets
❏ Used lower design speeds when designing for new roadways
❏ **Physically altered the road layout or appearance**
❏ **Converted one-way streets to two-way traffic**
❏ **Road diets**
❏ Lane diets
❏ **Speed feedback signs/cameras**
❏ Car-free/Car-restricted zones
❏ Shared Space/Home Zone/Living Street/Woonerf
❏ None of the above

B19. In what other ways has your community improved riding conditions and amenities for on-street bicyclists?

Check all that apply.

- ❏ **Roundabouts that accommodate bicycles**
- ❏ Colored bike lanes outside of conflict zones
- ❏ Contra-flow bike lanes (e.g. a one-way bike lane installed heading the opposite direction of the adjacent one-way street)
- ❏ **Removal of on-street car parking**
- ❏ Advisory bike lanes
- ❏ Bicycle left turn lanes
- ❏ Shared bicycle/bus lanes
- ❏ Reverse angle parking
- ❏ On-street way-finding signage with distance and/or time information
- ❏ **Signed bike routes**
- ❏ Bicycle-friendly storm sewer grates – ask jurisdictions
- ❏ None of the above

B20. Are there any signalized intersections in your community?

- ❏ **Yes***
- ❏ No

*B20a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?

- ❏ **Video or microwave detection for demand-activated signals**
- ❏ Demand activated signals with loop detector (and marking)
- ❏ Push-buttons that are accessible from the road
- ❏ **Timed signals**
- ❏ Signals timed for bicycle speeds
- ❏ Bicycle Signal Heads
- ❏ Advanced Stop Line or Bike Box
- ❏ Protected intersection
- ❏ **Colored bike lanes in conflict areas**
- ❏ Intersection crossing markings for bicycles
- ❏ **Refuge islands**
- ❏ **Right corner islands ("pork chops")**
- ❏ None of the above

Bike Sharing

B21. Does your community currently have a community-wide bike sharing program that is open to the general public?

- ❏ **Yes***
- ❏ No
- ❏ Launching in the next 12 months**

> **Please note:** Exclude private bike sharing systems that are limited to employees of a certain business or students of a certain university.

Visit http://bikeleague.org/community for more information, or contact bfa
Text in green has been updated in the Fall 2018 round.

If yes:

*B21a. Please provide a link to your bike sharing program website.
https://greatrides.bcycle.com/

*B21b. What is the name of your city's bike share program?
Great Rides Bike Share

*B21c. Who is involved in implementation of this program? Implementation includes operation and financial support.
- ❏ Government
- ❏ **Non-profit organization**

*B21d. What type of system is your bike sharing program?
- ❏ **Automated kiosk-style bike share system**
- ❏ GPS-enabled bike share system
- ❏ Short-term bike rentals
- ❏ Long-term bike rentals
- ❏ Bike library (free rentals)
- ❏ Unregulated program (i.e. Yellow Bike)

*B21e. How many bikes are in the system?
100

*B21f. How many stations are in the system?
11

*B21g. What is the average station density?
5.5

*B21h. How many trips were made in the last calendar year?
100,080

*B21i. Are there options for transporting children as passengers?
- ❏ Yes
- ❏ **No**

GB *B21j. What specific efforts, if any, have been implemented to make the bike sharing program accessible to low-income populations your community?
Check all that apply.
- ❏ Cash or non-credit card dependent payment system

❏ Subsidized bike share memberships
❏ Community outreach
❏ Walkable station spacing in low-income communities
❏ None of the above

*B21k. Does your bike share program make ridership publicly available online?

    ❏ **Yes**
    ❏ No
    ❏ N/A – no ridership data collected

**If launching in next 12 months:
**B21l. Expected launch date:

**B21m. Please provide a link to your bike sharing program website.

**B21n. What is the name of your city's bike share program?

****B21o. Who is involved in implementation of this program?
Implementation includes operation and financial support.**
❏ **Government**
❏ **Non-profit organization**

**B21p. What type of system will your bike sharing program be?
    ❏ Automated kiosk-style bike share system
    ❏ GPS-enabled bike share system
    ❏ Short-term bike rentals
    ❏ Long-term bike rentals
    ❏ Bike library (free rentals)
    ❏ Unregulated program (i.e. Yellow Bike)

**B21q. How many bikes will be in the system?

**B21r. How many stations will be in the system?

**B21s. Will there be options for transporting children as passengers?
    ❏ Yes
    ❏ No

GB *B21t. What specific efforts, if any, are being planned to make the bike sharing program accessible to low-income populations your community?
Check all that apply.

❏ Cash or non-credit card dependent payment system
❏ Subsidized bike share memberships
❏ Community outreach
❏ Walkable station spacing in low-income communities
❏ None of the above

Other Bicycle-Related Amenities

B22. Which of the following bicycling amenities are available within your community boundaries?
Check all that apply
❏ BMX track
❏ Velodrome
❏ Indoor cyclist training facility – the League will get back to me on this..
❏ **Cyclocross course**
❏ **Mountain bike park**
❏ Pump tracks – there might be one at the end of the summer. Check back with Jason.
❏ **Bicycle-accessible skate park**
❏ **Snow/Fat tire bike trails**
❏ Signed loop route(s) around the community
❏ None of the above

B23. Which of the following safety amenities are available in your community?
Check all that apply
❏ Emergency call boxes/phones along trails
❏ **Street lighting on most arterials**
❏ **Street lighting on most non-arterials**
❏ Lighting of most shared-use paths
❏ None of the above

Engineering Bonus Points

GB B24. Describe any *other* policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists of all ages and abilities. *Use this space to expand on answers checked above, or to describe additional facilities or physical amenities provided that have not yet been covered.*

EDUCATION

Youth Bicycle Education

**GB C1. Do any public or private <u>elementary schools</u> offer regular bicycle education
to students?**
- ❏ Yes*
- ❏ No
- ❏ N/A - No elementary schools

***C1a. What percentage of your public and private <u>elementary schools</u> offer
bicycle education?**
- ❏ 1-25%
- ❏ 26-50%
- ❏ 51-75%
- ❏ 75-99%
- ❏ 100%

*C1b. What type of bicycle education is offered?
- ❏ Mandatory on-bike education
- ❏ Optional on-bike education
- ❏ Bicycle safety presentation with no on-bike component

***C1c. Are bicycles provided to students by the school district, police, non-profit
or other entity to allow every student the opportunity to participate in on-bike
instruction?**
- ❏ Yes, bicycles are provided to all students
- ❏ Yes, a limited number of bicycles are available for students in need
- ❏ No, bicycles are not provided

**GB C2. Do any public or private <u>middle schools</u> offer regular bicycle education to
students?**
- ❏ Yes*
- ❏ No
- ❏ N/A - No middle schools

***C2a. What percentage of your public and private <u>middle schools</u> offer regular
bicycle education?**
- ❏ 1-25%
- ❏ 26-50%
- ❏ 51-75%

❏ 75-99%
❏ 100%

*C2b. What type of bicycle education is offered?
❏ Mandatory on-bike education
❏ Optional on-bike education
❏ Bicycle safety presentation with no on-bike component

*C2c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?
❏ Yes, bicycles are provided to all students
❏ Yes, a limited number of bicycles are available for students in need
❏ No, bicycles are not provided

GB C3. Do any public or private high schools offer regular bicycle education to students?
❏ Yes*
❏ No
❏ N/A - No high schools

*C3a. What percentage of your public and private high schools offer regular bicycle education?
❏ 1-25%
❏ 26-50%
❏ 51-75%
❏ 75-99%
❏ 100%

*C3b. What type of bicycle education is offered?
❏ Mandatory on-bike education
❏ Optional on-bike education
❏ Bicycle safety presentation with no on-bike component

*C3c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?
❏ Yes, bicycles are provided to all students
❏ Yes, a limited number of bicycles are available for students in need
❏ No, bicycles are not provided

C4. Outside of schools, how are children and youth taught safe cycling skills?

23

Check all that apply.
- ❏ **Learn to ride classes**
- ❏ **Bike clinics or rodeos**
- ❏ ABCs of Family Biking, family bike show-and-tell, or similar program focused on families with toddlers and young children
- ❏ Youth bike clubs
- ❏ Scouts bicycle training
- ❏ Youth development road or cross racing teams
- ❏ Youth development mountain bike racing teams
- ❏ Helmet fit seminars
- ❏ Safety town area
- ❏ Trail riding classes
- ❏ Summer camps
- ❏ Bicycle-related after school programming
- ❏ Bicycle safety is taught as part of driver education curriculum
- ❏ None of the above

Adult Bicycle Education

C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?
- ❏ **Yes***
- ❏ No

*C5a. What type of classes are available for adults? *Check all that apply.*
- ❏ **Classes that include on-bike instruction**
- ❏ **Classroom-based classes**
- ❏ **Information sessions/workshops**

*C5b. What topics are covered in these classes? *Check all that apply.*
- ❏ Introduction to bicycling/Learn to ride/Bike handling basics
- ❏ **Safe riding skills/habits**
- ❏ **Bicycle maintenance**
- ❏ **Sharing the road, trail, or path with vehicles or pedestrians**
- ❏ **Bike commuting basics**

*C5c. Who teaches these classes? *Check all that apply.*
- ❏ **League Cycling Instructor**
- ❏ Local bike shop employee
- ❏ Local bicycle advocate

❏ Local law enforcement officer

*C5d. On average, how often are these classes offered?
❏ Monthly or more frequently
❏ Quarterly
❏ Semi-annually
❏ **Annually**
❏ Less than annually
❏ On demand

GB *C5e. Are bicycles provided to adults by the community, police, non-profit or other entity to allow every resident to participate in on-bike instruction?
❏ Yes
❏ No

C6. Which of the following communications methods are used to share bicycle information with adults in your community?
Check all that apply.
❏ **Community-wide public education campaign**
❏ Community-wide Bicycle Ambassador program
❏ Educational group rides
❏ **Videos on community website/TV channel/social media**
❏ **Bike-specific website or social media accounts for community**
❏ Neighborhood listserves
❏ **Community newsletter (print or digital)**
❏ **Community maps (print or digital)**
❏ **Handouts or brochures**
❏ Welcome packet for new residents
❏ Permanent signage, displays, or information kiosks
❏ **Table or booth at community events**
❏ None of the above

C7. Which of the following information is shared using the methods checked above?
Check all that apply.
❏ Introduction to bicycling/Learn to ride/Bike handling basics
❏ **Safe riding skills/habits**
❏ **Bicycle maintenance**
❏ **Sharing the road, trail, or path with vehicles or pedestrians**

- ❏ **Commuting tips and resources**
- ❏ **Traffic laws/ rules of the road**
- ❏ Bicycle purchase and fitting guidance
- ❏ **Equipment, gear, and accessories**
- ❏ Theft prevention
- ❏ Riding in inclement weather
- ❏ Family biking
- ❏ None of the above

**C8. Do any of the above educational classes, resources, or programs for adults
specifically target any of the following traditionally-underrepresented groups?**
Check all that apply.
- ❏ Women
- ❏ People of Color
- ❏ Seniors
- ❏ Non-English speakers
- ❏ Low-income populations
- ❏ University students
- ❏ LGBT+ community
- ❏ ADA community
- ❏ Homeless community
- ❏ **None of the above**

Motorist Education

**C9. In what ways have motorists in your community been educated on sharing the
road safely with bicyclists of all ages and abilities?**
Check all that apply.
- ❏ Public service announcements
- ❏ **Community-wide public education campaign**
- ❏ **Share the Road educational videos on community website/TV
   channel/social media**
- ❏ **Dedicated Share the Road website or social media sites**
- ❏ Neighborhood listserves
- ❏ Community newsletter/magazine article/blog
- ❏ Community maps (print or digital)
- ❏ Information in new resident packet
- ❏ Information for students and parents from the school system
- ❏ Utility bill insert
- ❏ **Flyer/handout**

- ❏ Info sessions/lunch seminars
- ❏ **Billboards**
- ❏ **Share the Road Signs**
- ❏ **Share the Road information in driver's education and testing**
- ❏ None of the above

C10. Which of the following groups of professional drivers receive training that includes information on sharing the road with bicyclists?
Check all that apply.
- ❏ Local government staff
- ❏ Taxi drivers
- ❏ **Transit operators**
- ❏ School bus operators
- ❏ Delivery/Commercial drivers
- ❏ Emergency vehicle drivers
- ❏ None of the above

Bicycle Safety Education Resources

GB C11. How many League Cycling Instructors are active (have taught a class in the last year) in your community? (# only)

GB C12. Are any of the following educational materials published by the League of American Bicyclists provided to community residents and/or businesses?
- ❏ Smart Cycling Quick Guide
- ❏ Smart Cycling Student Manual
- ❏ Smart Cycling Education videos
- ❏ None of the above

Education Bonus Points

GB C13. Describe any other education efforts in your community that promote safe cycling. *Use this space to expand on answers checked above, or to describe additional educational programs or services that have not yet been covered.*

ENCOURAGEMENT

Encouragement Policies, Programs and Partnerships

Visit http://bikeleague.org/community for more information, or contact bfa@bikeleague.org with questions.
Text in green has been updated in the Fall 2018 round.

D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community?
Check all that apply.

- ❏ Trip reduction ordinance or incentive program
- ❏ Guaranteed Ride Home program
- ❏ Local business incentive program that rewards customers arriving by bicycle
- ❏ Local recognition program for businesses that are bicycle-friendly for their employees and/or customers
- ❏ Locally-designated Bicycle Friendly Business District
- ❏ **None of the above**

D1a. Please provide links for any programs checked above:

GB D2. What other groups actively promote bicycling in the community?
Check all that apply.

- ❏ Chamber of Commerce
- ❏ Downtown Business Association/Business District
- ❏ Tourism Board
- ❏ Other civic associations (e.g. Rotary, Lion's Club, etc.)
- ❏ None of the above

D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?

- ❏ **Yes**
- ❏ No

Route-Finding Support

D4. What up-to-date mapping and route-finding information is available for your community?
Check all that apply.

- ❏ Web-based route finding service
- ❏ Smart phone app
- ❏ **Printed/digital bicycle network map**
- ❏ **Printed/digital mountain bike trails map**
- ❏ **Printed/digital greenways and trails map**
- ❏ **Printed/digital Safe Routes to Schools map(s)**
- ❏ None of the above

Bicycle Culture and Promotion

GB D5. How is National Bike Month/your own dedicated Bike Month promoted in your community?
Check all that apply.
Learn about National Bike Month and see the League's National Bike Month Guide for ideas to improve your community's Bike Month efforts.
- ❏ Official Proclamation
- ❏ Community-wide Bike to Work Day/Week
- ❏ Bike to School Day/Week
- ❏ Bike to Church Day or similar
- ❏ Community Rides
- ❏ Mayor-led/Council-led Ride
- ❏ Public Service Announcements
- ❏ Videos promoting bicycling on community website/TV channel
- ❏ Publish a guide or calendar of Bike Month Events
- ❏ Bike Month Website
- ❏ Commuter Challenge
- ❏ Challenges aimed at students biking to school
- ❏ Non-commuting related (i.e. errand-running) biking challenges and programs
- ❏ National Bike Challenge /Global Bike Challenge
- ❏ Bike Commuter energizer stations/breakfasts
- ❏ Car-free days
- ❏ CycloFemme Ride
- ❏ Kidical Mass Ride
- ❏ Open Streets/Ciclovia/Sunday Parkways
- ❏ Mentoring program for new riders
- ❏ Bike valet parking at events
- ❏ Bicycle-themed festival/parade/show
- ❏ Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)
- ❏ Trail construction or maintenance day
- ❏ None of the above

D6. How is bicycling promoted in your community *outside* of Bike Month?
Check all that apply.
- ❏ **Community and charity rides**
- ❏ Mayor-led/Council-led rides
- ❏ **Videos on bicycling on community website/TV channel**
- ❏ Public Service Announcements

29

Visit http://bikeleague.org/community for more information, or contact bfa@bikeleague.org with questions.
Text in green has been updated in the Fall 2018 round.

- ❏ Trail construction or maintenance day
- ❏ Kidical Mass Ride
- ❏ **Open Streets/Ciclovia/Sunday Parkways**
- ❏ **Commuter Challenge**
- ❏ Non-commuting related (i.e. errand-running) challenges and programs
- ❏ Challenges aimed at students biking to school
- ❏ National Bike Challenge /Global Bike Challenge
- ❏ Business program that provides discounts for customers arriving by bicycle
- ❏ **Triathlons and bicycle races**
- ❏ Bike commuter events
- ❏ Car-free days
- ❏ Publish a guide or calendar of community bicycle events
- ❏ Mentoring program for new riders
- ❏ Bike valet parking at events
- ❏ **International Bike to School Day in October**
- ❏ Winter Bike to Work/School Day(s)
- ❏ Bicycle-themed festivals/parades/shows
- ❏ **Public education campaign related to cycling (e.g. with a focus on public health or environmental benefits)**
- ❏ Community celebration/ride each time a bicycle project is completed
- ❏ None of the above

D7. Are any bicycle events specifically marketed to any of the following traditionally underrepresented groups?
Check all that apply.
- ❏ Women
- ❏ People of Color
- ❏ Seniors
- ❏ Families with toddlers and young children
- ❏ Non-English speakers
- ❏ Low-income populations (as defined by local regulations)
- ❏ LGBT+ community
- ❏ ADA community
- ❏ Homeless community
- ❏ **None of the above**
- ❏ N/A - No bicycle events

D8. How does the municipality sponsor or actively support bicycle events in the community?
Check all that apply.

❏ Organize event(s)
❏ Fund event(s)
❏ **Contribute in-kind funding (i.e. police presence, closing roads, etc.)**
❏ Assist in promoting event(s)
❏ None of the above
❏ N/A - No bicycle events

D9. Are any of the following cycling clubs/groups active in your community?
Check all that apply.
❏ Recreational bike clubs
❏ **Mountain bike clubs**
❏ Cyclocross clubs
❏ **Friends of the Trail groups**
❏ National Mountain Bike Patrol
❏ **Racing clubs or teams**
❏ Kidical Mass, Family Bike Party, or other family-oriented groups
❏ Senior ride groups
❏ **Women-only ride groups**
❏ LGBT+ ride groups
❏ People of Color ride groups
❏ Bike polo/La Crosse clubs
❏ Slow ride group
❏ None of the above

D10. Does your community have any of the following youth programs centered on encouraging bicycling for children and youth?
Check all that apply.
❏ **Safe Routes to School program**
❏ Trips for Kids chapter
❏ Earn a Bike program
❏ Create a Commuter program
❏ None of the above

Access to Bicycle Equipment and Repair Services

D11. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?
❏ 1 shop for every 1 -15,000 residents
❏ 1 shop for every 15,001-30,000 residents
❏ 1 shop for every 30,001-50,000 residents

❏ **1 shop for more than 50,001 residents**
❏ There are no specialty bicycle retailers located within the community's boundaries, but there is at least one shop close by.
❏ There are no specialty bicycle retailers located within or near the community's boundaries.

D12. Is there at least one bike co-op or non-profit community bike shop within the community's boundaries?
❏ Yes*
❏ **No**

*D12a. Do(es) the co-op/non-profit community bike shop(s) receive any of the following support from the local government?
Check all that apply.
❏ Grants
❏ Free or subsidized property/space for a duration of at least 5 years
❏ Contracts for services, e.g. bicycle skills or maintenance education, event support, etc.
❏ Free bicycle safety accessories for distribution, e.g. helmets or lights
❏ Provision of abandoned or impounded bicycles for resale
❏ Free PSA or advertising space
❏ None of the above

Encouragement Bonus Points

GB D13. Describe any other events, programs or policies your community has to encourage bicycling. *Use this space to expand on answers checked above, or to describe additional encouragement efforts that have not yet been covered.*

ENFORCEMENT & SAFETY

Public Outreach

GB E1. How does your police department interact with the local cycling community?
Check all that apply.
❏ **A police officer is an active member of or regularly attends meetings of the bicycle advisory committee**
❏ Identified law-enforcement point person to interact with bicyclists
❏ Identified law-enforcement point person to Safe Routes to Schools program
❏ **Police department assist with bicycle events/rides**

- ❏ Police department hosts bicycle events/rides
- ❏ Officers provide bike safety education
- ❏ Officers distribute bike safety/theft deterrent information
- ❏ Police officers report potential hazards to traffic engineers and planners to identify sites in need of safety improvements for bicyclists
- ❏ None of the above

GB E2. What percentage of patrol officers are regularly on bikes?
- ❏ None
- ❏ 1- 20%
- ❏ 21-50%
- ❏ More than 50%

E3. What other public or private bicycle safety programs are in place?
Check all that apply.
- ❏ **Helmet giveaways**
- ❏ Light giveaways
- ❏ Volunteer trail watch programs/patrols
- ❏ None of the above

Bicycle-Related Training for Law Enforcement Personnel

GB E4. What kind of bicycle-related training is offered to police officers?
Check all that apply.
- ❏ Basic academy training
- ❏ International Police Mountain Bike Association training
- ❏ Law Enforcement Bicycle Association training
- ❏ National Highway Traffic Safety Administration Law Enforcement Training
- ❏ Smart Cycling course
- ❏ Completion of League Cycling Instructor certification by one or more officers
- ❏ Presentation/Training by League Cycling Instructor or local bicycle advocate
- ❏ Institute for Police Training and Development bicycle training
- ❏ Training on racial profiling awareness in multimodal transportation enforcement
- ❏ Training on bicycle crash types, numbers and locations
- ❏ None of the above

Bicycle-Related Laws

E5. Are there any local ordinances or state laws that protect bicyclists in your community?
Check all that apply.

- ❏ Specific penalties for failing to yield to a cyclist when turning
- ❏ **It is illegal to park or drive in a bike lane (intersections excepted)**
- ❏ **Penalties for motor vehicle users that 'door' bicyclists**
- ❏ Ban on cell phone use while driving
- ❏ **Ban on texting while driving**
- ❏ **Vulnerable road user law**
- ❏ **Safe passing distance law**
- ❏ **It is illegal to harass a cyclist**
- ❏ Photo enforcement for red lights and/or speed
- ❏ None of the above

> **Tip:** You can learn about your state's laws that protect bicyclists at bikeleague.org/StateBikeLaws.

E6. Do any local ordinances in your community place restrictions on bicyclists?
Check all that apply.
- ❏ Local law requires bicyclists to use side paths regardless of their usability
- ❏ Local law requires bicyclists to use bike lanes when provided
- ❏ Local law requires that bicyclists are required to ride as far to the right of the road as practicable without exceptions
- ❏ Local law restricts usage of electric-assist bicycles
- ❏ Mandatory bike registration
- ❏ Mandatory helmet use for all ages
- ❏ **Restrictions on sidewalk riding outside of the Central Business District**
- ❏ **Restrictions on sidewalk riding inside the Central Business District**
- ❏ Dismount zones/regulations on shared-use paths
- ❏ Local or school policies restrict youths from riding to school
- ❏ Bicycles are banned from one or more road that is open to vehicles
- ❏ None of the above

Bicycle-Related Enforcement Practices and Programs

GB E7. Which of the following bicycle-related enforcement practices exist in the community?
Check all that apply.
- ❏ Data-driven enforcement of traffic violations most likely to lead to crashes, injuries, and fatalities
- ❏ **Positive enforcement ticketing**
- ❏ Ticket diversion program for bicyclists
- ❏ Ticket diversion program for motorists with educational content specifically related to interacting and sharing the road with bicyclists
- ❏ None of the above

GB E8. How does your community use traffic citation data?
Check all that apply.
- ❏ Raw data is published and made available to the public on a regular basis
- ❏ Analysis and reports are published and made available to the public on a regular basis
- ❏ Data is only available to the public by FOIA request
- ❏ Analysis and reports are developed but not shared/ are only used internally
- ❏ Data/reports are shared with transportation agencies to improve infrastructure
- ❏ Data is not collected
- ❏ Unknown

Bicycle Safety Policies and Programs

GB E9. Is there a specific plan, policy or program to further increase bicycle safety in your community?
- ❏ Vision Zero policy/Policy to eliminate traffic fatalities within a specific time frame not to exceed 20 years*
- ❏ Towards Zero Deaths program or similar data-driven, interdisciplinary approach that targets areas for improvement and employs proven countermeasures, integrating application of education, enforcement, engineering, and emergency medical and trauma services*
- ❏ Traffic safety plan*
- ❏ None of the above

*E9a. Please provide a link or upload the policy/program/plan document.

Crash and Fatality Reporting

E10. Do police officers report bicyclist crash data?
- ❏ **Yes***
- ❏ No

*E10a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?
23

E11. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?
0

Enforcement & Safety Bonus Points

**GB E12. Describe any other enforcement or safety programs/policies relating to
bicycling.** *Use this space to expand on answers checked above, or to describe additional
enforcement or safety programs or policies that have not yet been covered.*

EVALUATION & PLANNING

Staffing and Committees

**F1. Is there a bike program manager or primary point of contact for bicycling
issues at your local government?**
- ❏ There is a full-time, paid bike program manager whose primary role is helping the
  community become more bicycle-friendly and encouraging ridership.*
- ❏ **Helping the community become more bicycle-friendly and encouraging
  ridership is a part of someone's official job description but they have other
  responsibilities as well.***
- ❏ Helping the community become more bicycle-friendly and encouraging ridership is a
  responsibility shared among multiple staff.
- ❏ Helping the community become more bicycle-friendly is not a part of anyone's official
  job description, but at least one paid staff member has permission to spend working
  hours on bicycle-focused projects.
- ❏ A citizen volunteer is appointed by the government to help the community become more
  bicycle-friendly.*
- ❏ Currently, no one is focused on encouraging ridership or helping the community become
  more bicycle-friendly.

   *F1a. Provide contact information if different from applicant.

F2. Is there a Safe Routes to School Coordinator?
- ❏ There is a full-time, paid Safe Routes to School Coordinator.*
- ❏ Promoting Safe Routes to School educational programs and infrastructure
  improvements is a part of someone's official job description but they have other
  responsibilities as well.*
- ❏ Promoting Safe Routes to School educational programs and infrastructure
  improvements is a responsibility shared among multiple staff.
- ❏ **Promoting Safe Routes to School educational programs and infrastructure
  improvements is not a part of anyone's official job description, but at least
  one staff member has permission to help the business become bicycle-
  friendly during working hours.**

❏ A citizen volunteer is appointed by the government to promote Safe Routes to School educational programs and infrastructure improvements.*
❏ Currently, no one is focused on Safe Routes to School educational programs and infrastructure improvements.

*F2a. Provide contact information if different from applicant.

F3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?
3.5

F4. Does your local government provide any of the following professional development opportunities for employees who have bicycle-related responsibilities?
Check all that apply.
❏ League Cycling Instructor (LCI) certification
❏ Association of Pedestrian and Bicycle Professionals (APBP) membership
❏ Other professional memberships/accreditations related to bicycles
❏ **Attend bicycle-related webinars/trainings**
❏ Attend bicycle-related conferences
❏ Present at bicycle-related webinars, trainings, or conferences
❏ None of the above

F5. Does your community have an officially-recognized Bicycle Advisory Committee?
❏ **Yes***
❏ No

*F5a. How often does the committee meet?
  ❏ Monthly or more frequently
  ❏ Every two months
  ❏ **Quarterly**
  ❏ Annually
  ❏ Irregularly

*F5b. Provide contact information for the Bicycle Advisory Committee Chair.
Dan Farnsworth
701-232-3242 ex 35
farnsworth@fmmetrocog.org

F6. Does your local government have an internal equity, diversity, and inclusion (EDI) initiative, committee, or position?
- ❏ **Yes***
- ❏ No

> ***F6a. Provide the name and email address of the primary contact.**
> City of Fargo Human Relations Commission - John Strand, jstrand@cityoffargo.com
> City of Fargo Native American Commission - John Strand, jstrand@cityoffargo.com
> City of Moorhead Director of Diversity & Inclusion – position currently seeking applicants
>
> ***F6b. Please describe how, if at all, the EDI initiative, committee, or position supports equitable bike planning or outreach in the community.**

Planning, Funding, and Implementation

F7. Does your community have a comprehensive bicycle master plan or similar section in another document?
- ❏ **Yes***
- ❏ No
- ❏ Plan is currently under development**

If yes:

> ***F7a. What year was the plan adopted?**
> 2017
>
> ***F7b. Provide a link to the plan.**
> http://www.fmmetrocog.org/new/assets/documents/Bicycle%20and%20Pedestrian%20Plan/Final%202016%20Bike%20Ped%20Plan%20w%20appendices.pdf
>
> ***F7c. Is there a dedicated budget for implementation of the plan?**
> - ❏ Yes***
> - ❏ **No**
>
> > *****F7c1. What is the designated annual budget?** (If budget is not consistent annually, provide the annual average from the last 10 years or length of plan.)
> >
> > *****F7c2. List or describe funding source(s).**
>
> ***F7d. Does your plan include a goal to increase bicycle facilities?**
> - ❏ **Yes***
> - ❏ No

38

*F7d1. Please list or describe these goals.
Objective A – Implement 50% or more of the proposed short range projects
as identified in Chapter 7.
Objective B – Implement additional bike lanes and/or separated bike lanes.
Objective C – Implement additional miles of trail along the Red River.
Objective D – Provide a network of bikeway guide signs per Metro COG's
2016 Bicycle Wayfinding Signage Study.
Objective E – Provide map kiosks at key locations around the region per
Metro COG's 2016 Bicycle Wayfinding Signage Study.
Objective F – Implement recommendations from local plans.
Objective G – Continue to pursue efforts on Heartland Trail planning through
Clay County via the Clay County Heartland Trail Task Force.

*F7e. How have community planning staff reached out to minority, non-English speaking, and/or low-income communities to ensure that they are included in the decision-making process?
We used a variety of means to advertise for the Bicycle & Pedestrian Plan's public
meetings and to gather input. These means included postcards, social media, press
releases, and more. Post cards were delivered to assisted living facilities because our
data showed that we were lacking input from the elderly population. All meetings were
held in ADA-accessible buildings, strategically located in walkable, bikeable, and transit-
friendly locations.

If Plan is currently under development:
**F7f. Is there a planned budget for implementation of the plan?
❏   Yes***
❏   No

***F7f1. What is the planned annual budget?

**F7g. How are community planning staff reaching out to minority, non-English speaking, and/or low-income communities to ensure that they are included in the decision-making process?

F8. What other local agencies have a bicycle master plan or similar section in another transportation demand management document?
Check all that apply.
❏   Transit agency
❏   School district
❏   Higher education institution(s) – check with local colleges
❏   Hospital or medical center(s)
❏   Parks & Recreation – check local parks
❏   **Metropolitan Planning Organization**

❏ Regional Planning Commission
❏ County/Borough/Parish
❏ None of the above

F9. Is community-wide bicycle planning integrated with planning for any of the following:
Check all that apply.
❏ Transit stops
❏ Public & private schools (K-12)
❏ Higher education institutions – check with colleges
❏ Hospitals and medical centers
❏ Parks & recreation centers
❏ Subsidized or public housing
❏ **None of the above**

GB F10. What percentage of the community's total annual transportation budget – on average over the last five fiscal years – was invested in bicycle projects?
(drop-down menu: "unknown" and 0-100% options)

F11. Is bicycle-related funding specifically allocated to underrepresented areas of your community? (e.g. low-income neighborhoods, etc.)
❏ Yes*
❏ **No**

*F11a. Please describe.

F12. How many lane miles of planned bicycle facilities does your community expect to have installed in the next four years? 32

GB F13. How many lane miles of bicycle facilities has your community installed in the last two years? (# only) *Write "0" if no new bicycle facilities have been installed in the last two years.*

Evaluating Ridership

F14. How does your community collect information on bicycle usage?
Check all that apply.
❏ **Automated /electronic bicycle counters**
❏ Regular statistically-valid community bicycle surveys
❏ Travel diaries
❏ Household travel surveys that include bicycle trips
❏ App-based or other opt-in electronic data collection (e.g. Strava, Zap, etc.)
❏ **Regular manual counts of bicyclists on trails**

- ❏ **Regular manual counts of bicyclists on the road**
- ❏ Regular counts of parked bicycles at transit stations (if applicable)
- ❏ Regular counts of parked bicycles at schools
- ❏ Regular counts of parked bicycles at other destinations (downtown business district, etc.)
- ❏ Manual counts that include demographic data collection (e.g. gender, race, age, etc.)
- ❏ Manual counts that specifically target traditionally underrepresented neighborhoods
- ❏ Cordon counts that include bicyclists
- ❏ Any other type of count that includes bicyclists
- ❏ None of the above

If the community has collected ridership data locally for any of the following categories, please provide up to one PDF or excel file for each category where ridership data is available: *(file uploads only available through online application – additional files may be uploaded at the end of the application.)*

F14a. Utilitarian ridership data collected locally (e.g. bicycle rides for commuting, running errands, transportation, etc.) – show surveys from B/P Plan

F14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.) – not really available

F14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.) – not really available

F14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.) – not really available

F14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.) – show count data

F15. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)
- ❏ Yes*
- ❏ **No**

*F15a. Please list or describe these goals.

Evaluating the Bicycle Network

F16. Does your community routinely conduct pre/post bicycle mode share evaluations of bicycle-related road projects?
- ❏ Yes

❏ **No**

F17. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to traffic engineers, planners, and police?
Check all that apply.
  ❏ **Online reporting system** (e.g. SeeClickFix)
  ❏ **Mobile app**
  ❏ Hotline
  ❏ Regular meeting
  ❏ **Contact directly via call/voicemail/fax/email/text/social media**
  ❏ None of the above

F18. How has your community conducted a network analysis to evaluate current conditions for bicyclists and identify significant infrastructure barriers to bicycling?
Check all that apply.
  ❏ GIS-based network analysis
  ❏ Level of Traffic Stress analysis
  ❏ Bicycle Level of Service for roads
  ❏ Bicycle Level of Service for intersections
  ❏ Multi-modal Level of Service
  ❏ **None of the above**

Evaluation & Planning Bonus Points

F19. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve for bicycling?
Check all that apply.
  ❏ U.S. DOT Mayor's Challenge for Safer People and Safer Streets
  ❏ National League of Cities/*Let's Move!* Cities, Towns and Counties
  ❏ LEED® for Neighborhood Development
  ❏ NACTO Cities for Cycling
  ❏ **None of the above**

GB F20. Describe any other efforts by your community to evaluate and/or plan for bicycle ridership and/or networks. *Use this space to expand on answers checked above, or to describe any additional evaluation & planning efforts that have not yet been covered.*

FINAL OVERVIEW

G1. What are the *top three* reasons your community has made bicycling a priority?

Click up to three. – ask BP committee

- ❏ **Improved quality of life**
- ❏ **Improving public health**
- ❏ **Community connectivity**
- ❏ Provide affordable transportation options
- ❏ Reduce car-parking demands
- ❏ Climate change/environmental stewardship concerns
- ❏ Decrease traffic congestion
- ❏ Increase tourism
- ❏ Increase property values
- ❏ Cooperation with adjacent communities
- ❏ Public demand
- ❏ Economic development
- ❏ Support Smart Growth or other growth management goals
- ❏ Traffic and bicycle/pedestrian safety
- ❏ Meet local or state requirements
- ❏ None of the above

GB G2. Briefly describe the most positive outcome of your community's support for bicycling.

GB G3. Describe any improvements that have occurred for cycling in your community since your last application.

The biggest improvement since our last application would have to be the launch and success of our local bike share program, Great Rides Bike Share. The program, consisting of 100 bikes and 11 stations, launched in the spring of 2015 and exceeded everyone's expectations with over 143,000 rides in the first season! This brought national recognition to the program and Great Rides was presented the B-Cycle World Award for most rides per bike per day with an average of 5-6 rides. Great Rides also set a nation-wide record on their busiest day with an average of 20 rides per bike! This surpassed the previous record of 10 rides per bike held by Austin, TX during the South by Southwest Festival.

Also, in 2017 a bicycle safety education group, BIKE FM, was launched..

GB G4. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?

GB G5. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?

G6. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?
- ❏ **Yes**
- ❏ No

G7. How did you hear about the Bicycle Friendly Community program?
We heard about it from another regional jurisdiction in 2013. We then applied for BFC designation in 2014.

SUPPLEMENTARY MATERIALS

Optional: If you would like to share any supplemental material to support your application, please upload files to your online application. (Up to 10 files allowed.)

By submitting photos, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

Please note this document is a preview only. Applications must be submitted through the online form, available at **apply.bikeleague.org**.

What happens after I apply?

After the BFC application deadline passes, the League will email each applicant with a survey link to distribute in your community, so that we can hear from the general public about their bicycling experiences and perceptions. The League will also reach out directly to local bike advocates and League members for their input. Your application, and this local input, will be reviewed by a national team of experts. Awards are normally announced 2-3 months after each deadline, and local survey input will be included in your feedback materials.

Join us for our
Public Open House #2!

MOORHEAD CENTER AVENUE

PUBLIC OPEN HOUSE #2
Wednesday, April 25, 2018

Hjemkomst Center Auditorium
202 1st Avenue North
Moorhead, MN 56560

5pm-7pm | Formal Presentation at 5:30pm

At this meeting, we will present the final alternatives and options for the project including the analysis completed for each alternative. We will also discuss the next steps to bring the project to completion.

We want to hear your ideas and input on the alternatives before a final alternative is selected for construction.

Please send your written comments before or after the meeting by May 2, 2018 to Peggy Harter at:

peggy.harter@stantec.com

Peggy Harter
Stantec Consulting Services
3453 Interstate Boulevard South
Fargo, ND 58103

Learn more at:
www.cityofmoorhead.com/departments/engineering/current-projects/center-ave-project