

**Metropolitan Bicycle and Pedestrian Committee**  
**Wednesday, July 15<sup>th</sup>, 2020 – 3:00 p.m.**  
**Metro COG Conference Room**  
**AGENDA**

1. Welcome and introductions
2. Approve minutes from October 16<sup>th</sup>, 2019 meeting - **Attachment** Action Item
3. Approve minutes from December 11<sup>th</sup>, 2019 meeting - **Attachment** Action Item
4. Public input opportunity Public Input
5. FM Greenway Recreation Master Plan - **Attachment** Information Item
6. North Dakota Active Transportation Summit – **Attachment** Information Item
7. 2020 Bicycle & Pedestrian Count Report – **Attachment** Information Item
8. Changes in bike/ped activity due to COVID – **Attachment** Information Item
9. Results of Transportation Alternatives applications - **Attachment** Information Item
10. Other business

Due to ongoing public health concerns related to COVID-19, Metro COG is encouraging citizens to provide their comments for agenda items on the July 15 agenda via email 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\\_2qBjoQsQXmhuBOyV-ykOw](https://us02web.zoom.us/webinar/register/WN_2qBjoQsQXmhuBOyV-ykOw)**

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

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**108<sup>th</sup> Metropolitan Bicycle and Pedestrian Committee Meeting**  
**October 16<sup>th</sup>, 2019 – 3:00pm**  
**Metro COG Conference Room**

**Members Present**

Dan Farnsworth, Chair, Metro COG  
Ryan Kota, Great Rides  
Patrick Hollister, PartnerSHIP 4 Health  
Christine Holland, River Keepers  
Maegin Elshaug, City of Fargo Planning  
Kim Citrowske, City of Moorhead Planning  
Peyton Mastera, City of Dilworth  
Malachi Peterson, City of West Fargo Planning (proxy for Tim Solberg)  
Bob Walton, NDDOT  
Jonathan Atkins, City of Moorhead Engineering  
Jane Butzer, MnDOT  
Kim Lipetzky, Fargo Cass Public Health  
Barrett Voigt, Cass County

**Others Present:**

Katie Kitowski, MN Green Corps  
Luke Champa, Metro COG  
Luke Morman, City of Fargo Planning  
Linda Nelson, Citizen

**1. Welcome and Introductions**

The meeting began at 3:05 pm. Attendees introduced themselves.

D. Farnsworth noted that the Bicycle & Pedestrian Committee's member Stan Thurlow passed away in September. It's believed that Stan had been a member of the Committee since its inception, representing the City of Dilworth. Stan provided the Committee with a wealth of knowledge and experience which will be greatly missed.

**2. Approve minutes from July 24<sup>th</sup>, 2019 meeting**

The minutes were reviewed by the Committee. A motion to approve the July 24<sup>th</sup> minutes was made by M. Peterson and seconded by P. Mastera. The minutes were passed unanimously.

**3. Public input opportunity**

L. Nelson attended the meeting as a citizen and inquired about how the Fargo-Moorhead area uses and plans to use technology in our bicycle / pedestrian efforts. One specific inquiry was regarding any mobile apps that are used or could be used.

D. Farnsworth noted that Metro COG recently created a bike map app for mobile devices that is free for the public. The app was created in response to public demand and replaces the paper maps that were printed for the public over the past years. Information was provided to L. Nelson about the app and D. Farnsworth encouraged her to reach out to Metro COG should she have any further questions about this app or other items pertaining to the F-M Area's bicycle/pedestrian efforts.

#### **4. Metro COG bike/ped project updates**

An update was provided to the Committee on the bicycle / pedestrian related projects that Metro COG is currently working on. All projects are consultant-led studies. The projects are as follows:

- FM Diversion Recreation Plan
- FM Metro Bikeways Gap Analysis
- Fargo Safe Routes to School Plan

A request was made by C. Holland (Riverkeepers) regarding a future pedestrian bridge at 40<sup>th</sup> Ave S/Bluestem as part of the FM Metro Bikeways Gap Analysis. She requested that the bridge be high enough to allow kayak and canoe traffic to easily be able to pass underneath. It was noted that the style of bridge that is being considered at this location will actually be much higher than the current pedestrian lift bridges. The future bridge for consideration would be high enough where it wouldn't need to be lifted during a flood event.

#### **5. Update on next Bike/Ped Committee Citizen Rep**

With the current citizen rep's term expiring December 31<sup>st</sup>, Metro COG is in the process of selecting a new citizen to serve the next two-year term. In early September, Metro COG solicited application for a citizen member to the committee. Applications were due September 30<sup>th</sup>. Metro COG received a total of five applications. A review committee consisting of four members of the Bicycle & Pedestrian Committee is currently reviewing the applications. The review committee will provide their rankings of candidates by October 31<sup>st</sup> and a candidate will be recommended shortly thereafter.

#### **6. Transportation Alternatives Program (TAP) scoring**

With the TAP applications due in the next few months, there was discussion as to how to best score and rank the projects prior to sending the rankings to NDDOT and MnDOT. It was stated that often times Metro COG's rankings (which are done with the Bicycle & Pedestrian Committee) don't end up being the same ranking as NDDOT or MnDOT, who ultimately select the projects.

Three options were provided to the Committee for future scoring and ranking:

- Option A – Keep the current scoring criteria
- Option B – Revise the scoring criteria for consistency with the 2045 Fargo-Moorhead Metropolitan Transportation Plan (to be adopted in November)
- Option C – Omit the scoring criteria and ranking altogether

Two other options were posed to the Committee from Committee members :

- Review applications and perhaps have applicants present their projects to the Bicycle & Pedestrian Committee and the Committee could provide pros and cons to NDDOT and MnDOT and leave out the ranking.
- After scoring and ranking, just submit the top ranked applications to NDDOT and MnDOT

After discussion, the group did not prefer Option A. Some liked the idea of Option C since it wouldn't require the time-extensive process of scoring & ranking applications for which the rankings may not be taken into consideration. However, the consensus of the Committee was to move forward with Option B. They felt this would be the best since it is good practice to rank the projects and formally submit the rankings to NDDOT and MnDOT. Also, Option B would adopt the soon-to-be approved 2045 MTP goals and objectives.

It was suggested that a subgroup could help guide these new scoring criteria. The following members offered to be on the subgroup: Jonathan Atkins, Peyton Mastera, Malachi Peterson, and a member of Fargo Planning.

Metro COG will develop draft criteria and will then work with the subgroup (either via email and/or meetings) to refine the criteria. After the subgroup is good with the criteria, Metro COG will forward to the Bicycle & Pedestrian Committee for comments prior to scoring the TAP projects.

## **7. Request for updated bikeway information**

As Metro COG keeps the bike map app up-to-date, Metro COG is requesting that local jurisdictions provide Metro COG with any updates to their bicycle network. A. Pierce (Metro COG) will coordinate with local jurisdictions' GIS, Planning, and/or engineering departments.

## **8. Update on latest BIKE FM efforts**

An update was given on the latest BIKE FM efforts. In August BIKE FM had a booth along the Streets Alive route and provided the public with educational materials, free water bottles, and promotional materials for the new Fargo-Moorhead Area bike map app.

BIKE FM plans to have a booth at a Halloween event for kids and families in downtown West Fargo. At this event, BIKE FM will hand out healthy snacks and will provide postcards to parents which will have bicycle safety tips as well as BIKE FM information.

It was also noted that West Fargo Events hopes to host a bike rodeo in June 2020 as part of a series of events at the soon-to-open Lights on Sheyenne – a mixed use development complex with a community gathering plaza. BIKE FM is working with West Fargo Events in providing assistance with this bike rodeo.

## **9. Update on Clay County Heartland Trail**

An update was provided on the status of the Clay County Heartland Trail. It was noted that, due to lack of funding, not much progress has been made on the planning of this trail in the past year. Members of the group have been working with Minnesota legislators in a bonding bill that could provide funding for design of the Clay County Heartland Trail as well as construction of the trail near Detroit Lakes. There is a good chance a bonding bill will be passed with the upcoming legislative session. Whether or not funding will be provided for the Heartland Trail as requested is yet to be determined.

## **10. Excessive roadway widths – barriers to pedestrians**

Committee member Jason Gates, who was unable to attend this meeting, provided a presentation for the Committee that he wished to share. D. Farnsworth presented the slide show on Gates's behalf.

The topic of this presentation was about overly-wide roads in our area. The particular case study in this presentation was 42<sup>nd</sup> St in Fargo near Kennedy Elementary School. This discussion stemmed from an individual that was nearly hit by a vehicle at a marked crosswalk which included flashing beacons. The individual was crossing this crosswalk near Kennedy Elementary School, when the vehicle in the outside lane stopped for the pedestrian but the vehicle on the inside lane did not stop (likely didn't see the pedestrian). This raised the question of why the roadway needed to be a 5-lane roadway when the traffic volumes don't warrant it.

It was suggested that these styles of roadways only encourage high vehicle speeds, encourage more car travel, bisect neighborhoods, and discourage pedestrian connectivity. This was compared to Broadway in north Fargo which is a 2-lane roadway and creates a much safer and comfortable environment for pedestrians.

Upon presentation of this to the Committee, discussion followed. Members of the Committee agreed that this is an issue and that roadways shouldn't be built in such a manner where they become barriers to pedestrians. Committee members expressed concerns about crossing other excessively-wide roadways such as 32<sup>nd</sup> Ave S and 45<sup>th</sup> Street in Fargo. It was noted that the City of Fargo is changing how they plan and design roadways to better accommodate pedestrians. Some examples can be seen with the re-design of Main Ave in downtown Fargo from a 5-lane roadway to a 3-lane roadway. Another example was the design of 25<sup>th</sup> St south of 52<sup>nd</sup> Ave S.

As a follow-up to this presentation, Metro COG will forward this presentation to Jeremy Gorden (Fargo Engineering) as he was unable to attend the meeting. It was encouraged for jurisdictions to consider make future major roadways more pedestrian-friendly and not overbuilt roadways as this is a hindrance to pedestrian movement, reduces neighborhood livability, and increases roadway construction & maintenance costs.

## **11. Other business**

P. Hollister notified the Committee about Metro COG's open house on October 17<sup>th</sup> from 4:00 pm – 6:00 pm which will showcase Metro COG's newly-remodeled space.

P. Hollister also notified the Committee about an open house for All Aboard Minnesota, a group looking to get reliable passenger rail service between Chicago and Fargo. The open house will be held at the Hjemkomst Center in Moorhead on October 30<sup>th</sup> from 6:30 pm – 7:30 pm.

Meeting adjourned 4:25 pm.

**109<sup>th</sup> Metropolitan Bicycle and Pedestrian Committee Meeting  
December 11<sup>th</sup>, 2019 – 3:00pm  
Metro COG Conference Room**

**Members Present**

Dan Farnsworth, Chair, Metro COG  
Maegin Elshaug, City of Fargo Planning  
Kim Citrowske, City of Moorhead Planning  
Peyton Mastera, City of Dilworth  
Malachi Peterson, City of West Fargo Planning (proxy for Tim Solberg)  
Jane Butzer, MnDOT  
Kim Lipetzky, Fargo Cass Public Health  
Jason Gates, Citizen Representative  
Joe Anderson, Fargo Police Department  
Jeremy Gorden, City of Fargo Engineering

**Others Present:**

Katie Kitowski, MN Green Corps  
Luke Morman, City of Fargo Planning  
Maggie Squyer, City of Fargo Planning

**1. Welcome and Introductions**

The meeting began at 3:05 pm. Attendees introduced themselves.  
A quorum was not present throughout the entirety of the meeting.

**2. Approve minutes from October 16<sup>th</sup>, 2019 meeting**

The minutes were reviewed by the Committee and no corrections/edits were noted. A quorum was not present so no motion or approval was made on the minutes. The minutes will need to be approved at the next meeting.

**3. Public input opportunity**

No public was present at the meeting.

**4. New Bicycle/Pedestrian Committee citizen representative**

With the current citizen representative's term expiring December 31<sup>st</sup>, solicitation for a new citizen rep has occurred and applications have been received, reviewed and ranked. Applications were reviewed and ranked by a selection committee comprised of four members, one representing the jurisdictions of Dilworth, Fargo, Moorhead, and West Fargo.

The top rank candidate was Chris Garty of Fargo. D. Farnsworth noted that he has reached out to Mr. Garty via email twice without response. Farnsworth will try reaching the candidate via phone as a phone number was provided. If for whatever reason Mr. Garty is unreachable or chooses to not be on the Committee, Metro COG will reach out to the second ranked candidate, Kirsten Theye.

## **5. Thank you to outgoing citizen representative**

With this being the last meeting for the Committee's current citizen representative, Jason Gates, D. Farnsworth thanked Mr. Gates for his time and effort with the Committee. A certificate of appreciation was presented to Mr. Gates. Mr. Gates expressed his thanks for being able to participate on the Committee for his two-year term.

## **6. New Transportation Alternatives scoring criteria**

The Committee discussed the new Transportation Alternatives scoring criteria developed by the subgroup. At the last Bicycle & Pedestrian Committee meeting a subgroup was recommended that would develop new TA scoring criteria that would reflect the recently-adopted Metropolitan Transportation Plan. The subgroup consisted of one representative from Barnesville, Dilworth, Fargo, Moorhead, and West Fargo.

There was discussion about the Travel Efficiency and Reliability goal pertaining to 3-plexes or greater land uses. Ultimately it was the decision to keep the language of the criteria as-is.

There was also discussion about if the criteria should include criteria regarding environmental sustainability. Ultimately it was decided to include the following criteria:

- Is the project located within one of Metro COG's environmental justice areas? (5 pts)
- Does the project make a systematic effort to conserve and/or enhance natural resources. (3 pts)

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

The Committee then scored and rank the TA applications based on the newly-revised TA scoring criteria. The scores and rankings were as follows:

### *North Dakota TA*

- Priority 1 (55 pts) - City of West Fargo Drain 45 Multiuse Path Phase II
- Priority 2 – tie (30 pts) – City of Fargo Deer Creek/Drain 27 Shared Use Path
- Priority 2 – tie (30 pts) – City of Horace – CR 17 Shared Use Path Phase II

### *Minnesota TA*

Priority 1 (25 pts) – City of Moorhead CR 12/60<sup>th</sup> Ave S Bicycle & Pedestrian Bridge Crossing



The priorities and scores will be forwarded to the TTC and Metro COG Policy Board for consideration prior to submittal to the respective state DOTs.

**8. Other business**

No additional business was brought up.

Meeting adjourned 4:30 pm.

# Agenda Item 5

**To:** Metropolitan Bicycle and Pedestrian Committee  
**From:** Adam Altenburg, Metro COG  
**Date:** July 10, 2020  
**Subject:** **FM Greenway Recreation Master Plan**

Over the past year, Metro COG has been developing the FM Greenway Recreation Master Plan. When complete, this plan will provide a framework for the development of recreational concepts that would parallel the FM Area Diversion Project, as well as outline specific recreation investment needs for ongoing operations and programming.

The greenway plan envisions a significant, interconnected system of regional trail networks, cultural resource interpretation areas, and natural landscapes that link communities, expand regional trail networks, improve access to local rivers, create habitat for wildlife, and provide recreational opportunities adjacent to the Red River diversion corridor. The draft plan includes an implementation plan for future trail opportunities and other programming priorities, identifies partner agencies and organizations for operations and governance activities, and provides additional direction for seasonal recreational and cultural activities in the region.

A draft of the recreation plan is currently available for public review at <http://www.fmmetrocog.org/projects-rfps>. Metro COG has also developed a brief survey to better determine what features and amenities are important to the community. The survey and draft plan will be available on Metro COG's website until Friday, July 17<sup>th</sup>.

For more information on the project or the draft plan, please contact Adam Altenburg at [altenburg@fmmetrocog.org](mailto:altenburg@fmmetrocog.org) or at 701.793.6815.



## Coming this July 23: Our Yearly Summit

The **North Dakota Active Transportation Alliance** and its partners and allies organize an **Annual Statewide Active Transportation Summit** to bring together walkers, runners, bicycle riders, advocates, agencies and everyone across the state who is working to make walking and biking safe, convenient, comfortable and inviting in North Dakota.

This year's summit will take place **online on July 23, from 6:00 pm to 6:45 pm**. To register, please click here [REGISTRATION LINK OPENS JULY 1ST].

The purpose of the Summit this year is to convene bicycle riders and walkers from throughout North Dakota to:

- Make connections with each other,
- Connect with the North Dakota Active Transportation Alliance (this organization), and
- Advocate for North Dakota's community of bicyclists, walkers, runners.

The Summit will be held virtually, and will be formatted to help gather the voice and guidance of North Dakota bicycle riders and walkers to orient the goals and priorities of the North Dakota Department of Transportation's Long Range Transportation Plan (called Transportation Connection) and which aims to guide the state's priorities for transportation for the next 20 years.

## Program

The Summit will be held as an online web meeting, and will include interactive polls and other tools to gather your guidance within each presentation segment. In addition, it will include a full-length survey to gather your preferences and recommendations.

## AGENDA

- 6:00 pm to 6:05 pm: Welcome by Justin Kristan, Executive Director of the North Dakota Active Transportation Alliance
- 6:05 pm to 6:10 pm: Remarks by Dave Leingang, NDDOT Planner currently implementing biking and walking improvements for NDDOT

- 6:10 pm to 6:20 pm: Introduction to [Transportation Connection](#), the state's long-range (20-year) year transportation plan
  - 6:20 pm to 6:30 pm: Overview of [ND Moves](#), the state's new Active Transportation Plan (completed April 2019)
  - 6:30 pm to 6:40 pm: Innovative treatments and approaches for improving bicycling and walking
  - 6:40 pm to 6:45 pm: Next steps, accessing the full-length biking and walking survey to provide your comments, and how to stay in touch with NDATA
- The webinar will be recorded and will be available both at the Active Transportation Alliance's website and at NDDOT's Transportation Connection site.

## Registration

To register, please click here [REGISTRATION LINK OPENS JULY 1ST].  
For questions, please use the form below. See you on July 23!

# Agenda Item 7

**To:** Metropolitan Bicycle and Pedestrian Committee  
**From:** Dan Farnsworth, Metro COG  
**Date:** July 10, 2020  
**Subject:** **2020 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 show 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. Metro COG uses guidance from the National Bicycle and Pedestrian Documentation Project ([www.bikepeddocumentation.org](http://www.bikepeddocumentation.org)) when counting bicycle and pedestrian traffic. Metro COG will submit the count data to this organization for use and research in their national database of bicycle and pedestrian count data.

**Attached** is the 2020 Bicycle and Pedestrian Count Report. This report includes all count data from 2013 through 2019.

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

# 2020 Bicycle and Pedestrian Count Report

Counts located in: West Fargo, Fargo, Moorhead, Dilworth  
Data from 2013—2019



Prepared by:

The Fargo-Moorhead Metropolitan Council of Governments



July, 2020

# 2020 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 member 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—2019**



## Automated Counts

A total of five automated counters are placed at various locations in the Fargo-Moorhead Area. Below is a description of the counter locations.

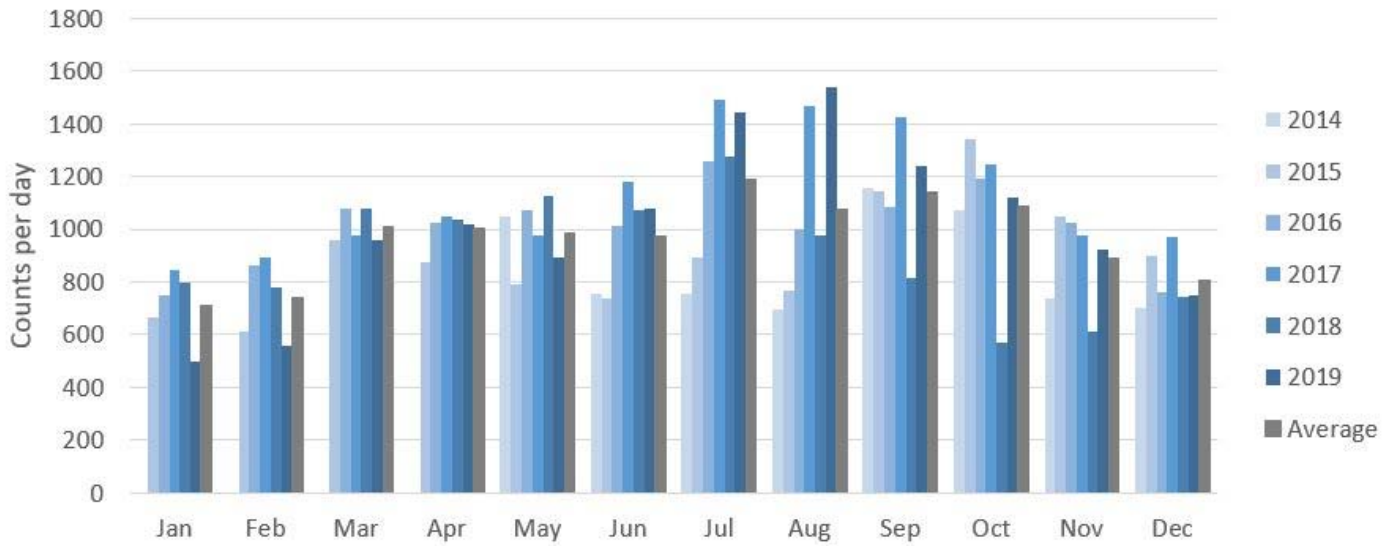
- Broadway west sidewalk just south of 2nd Ave N, Downtown Fargo
- Eagle Run Neighborhood Trail between Rendezvous Park and 9th St W, West Fargo
- Lindenwood Park / Gooseberry Park bicycle & pedestrian bridge, Fargo/Moorhead
- Milwaukee Trail between 35th Ave S and 37th Ave S, Fargo
- Oak Grove Park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

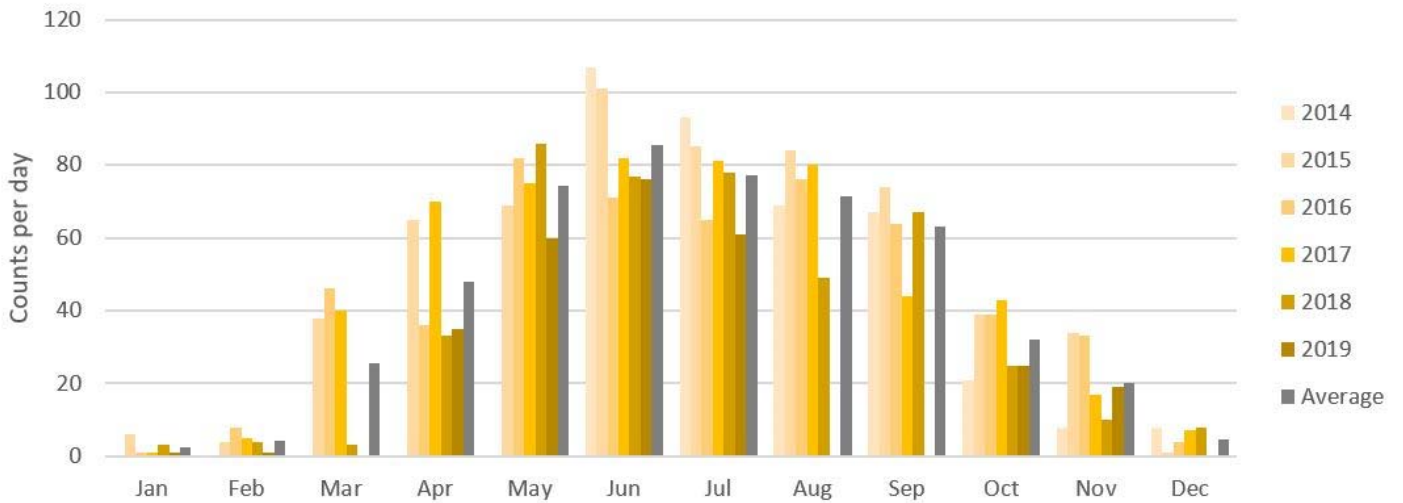
The following pages show the monthly count data per counter along with an overall comparison of counts per location annually.

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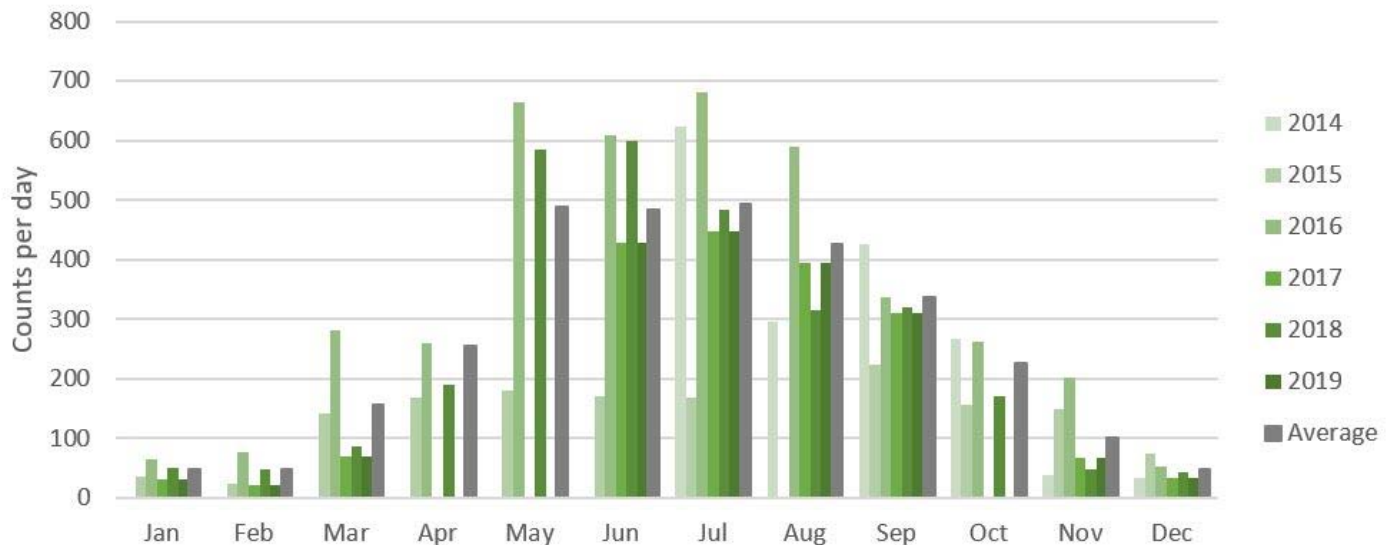
### Broadway Sidewalk - Just S. of 2nd Ave N



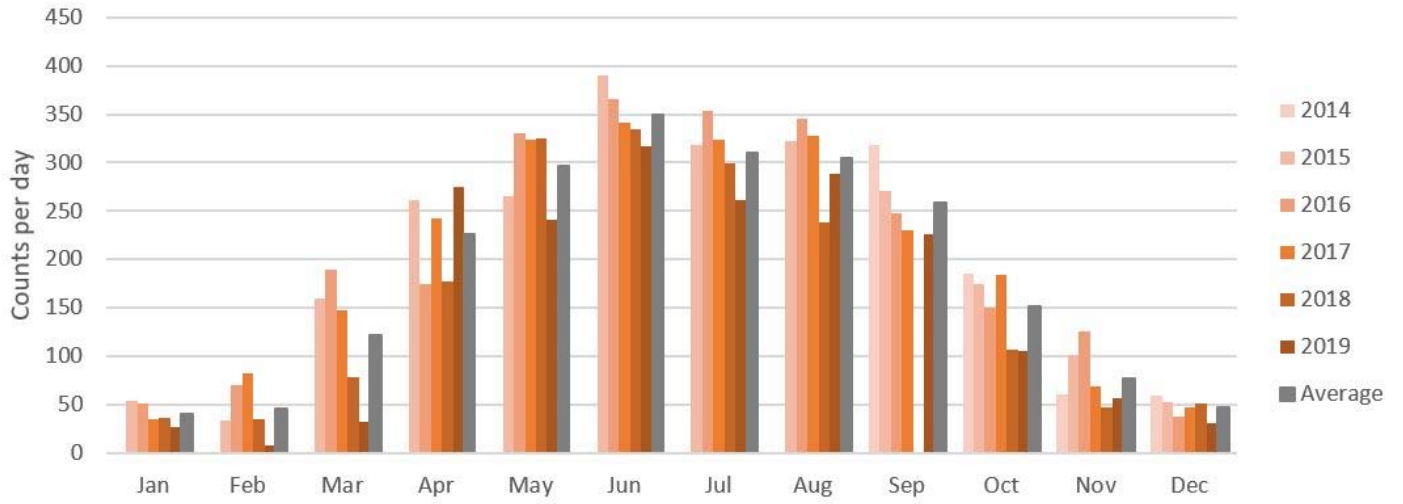
### Eagle Run Trail



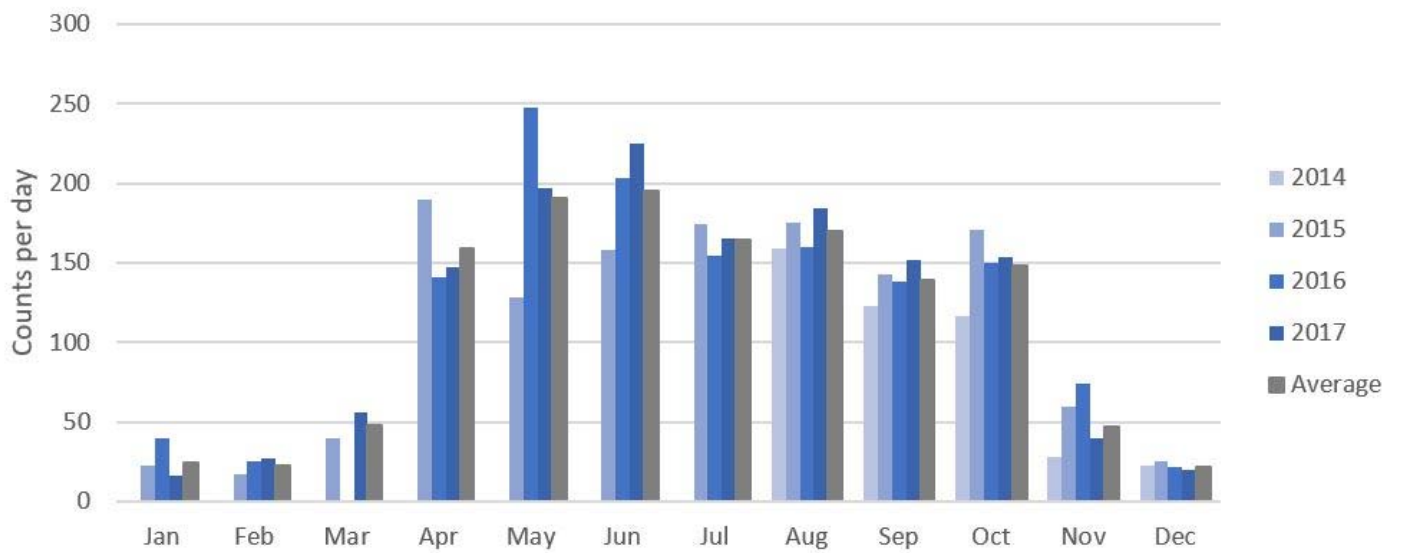
### Lindenwood/Gooseberry Park Bridge



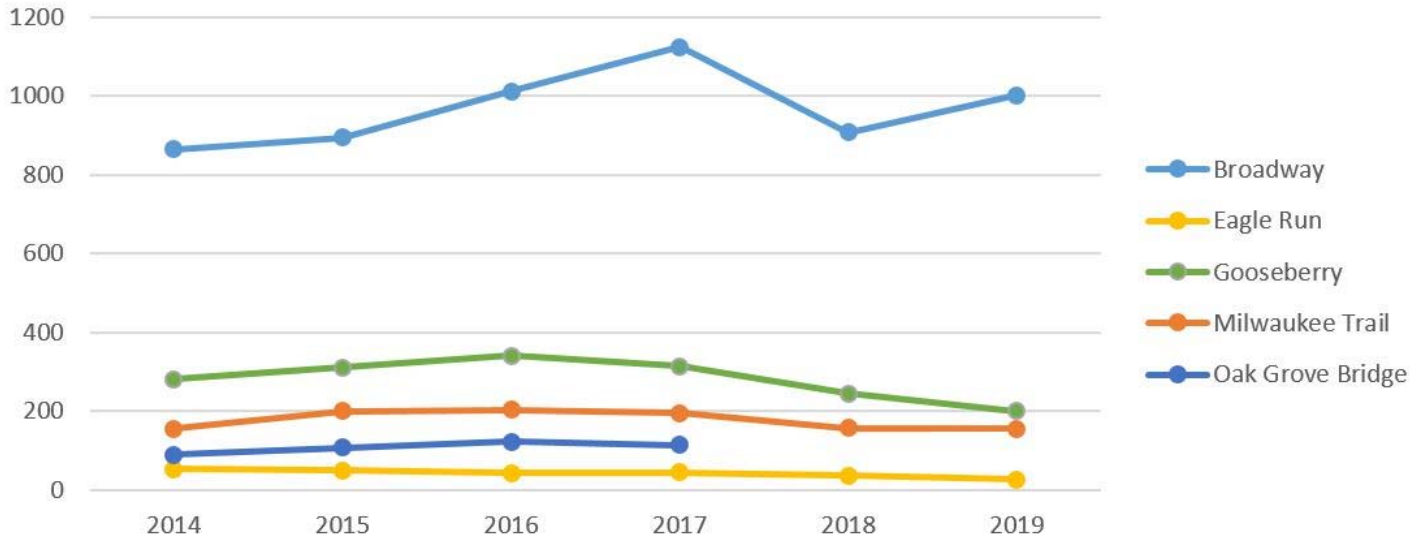
### Milwaukee Trail



### Oak Grove/Memorial Park Bridge



### Average Annual Daily Counts



Average Annual Daily Counts							
	2014	2015	2016	2017	2018	2019	Average
<b>Broadway</b>	865	894	1011	1124	908	1001	3%
<b>Eagle Run Trail</b>	53	50	44	45	37	28	-7%
<b>Gooseberry Bridge</b>	281	311	341	315	245	201	-2%
<b>Milwaukee Trail</b>	156	200	203	196	157	156	1%
<b>Oak Grove Bridge</b>	90	109	123	115	N/A	N/A	9%

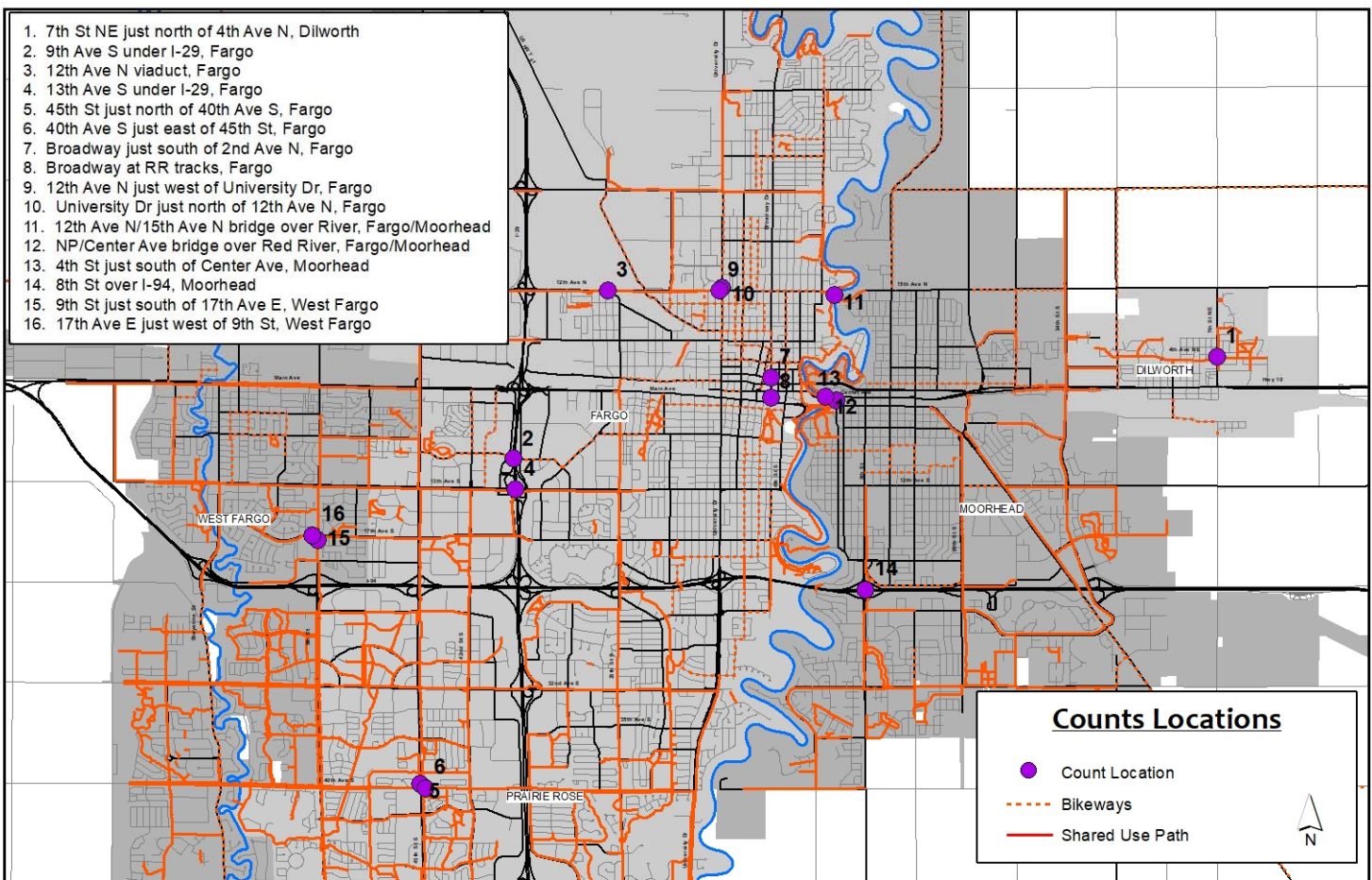
**Manual Counts**  
**2013—2017**

# 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 affect on the number of bicyclists and pedestrian from year to year.

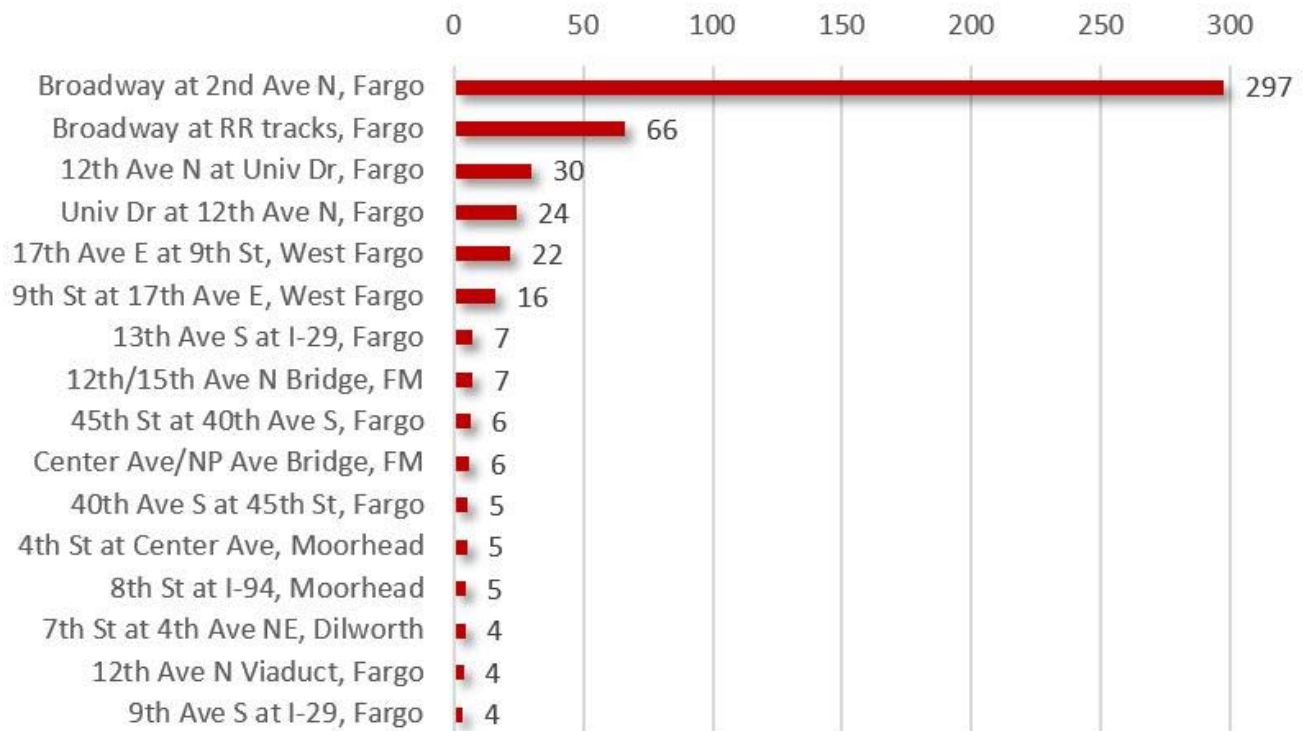
The count data shown in this section of the report includes years 2013 through 2019, however several locations may not include all years due to previous counting mythology, construction, or equipment failure. Below is a map showing the location of each manual count:

## Manual Count Locations

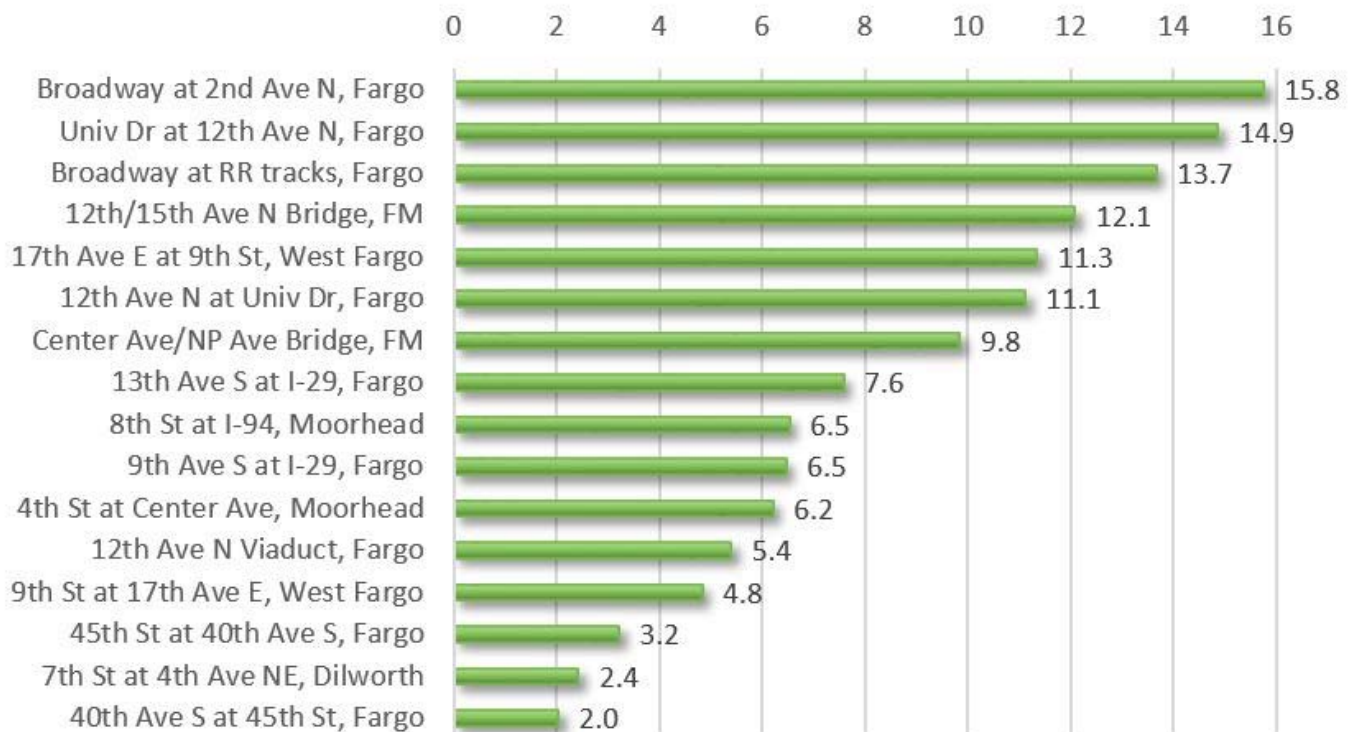


The following pages show the manual bicycle and pedestrian count data for the years 2013 through 2019.

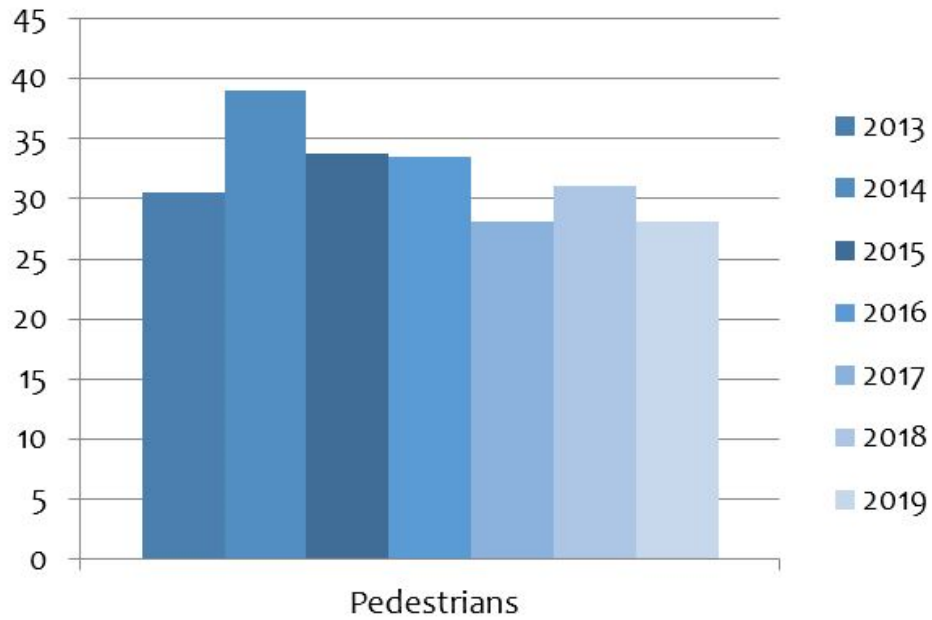
## Pedestrians per hour (2013 - 2019)



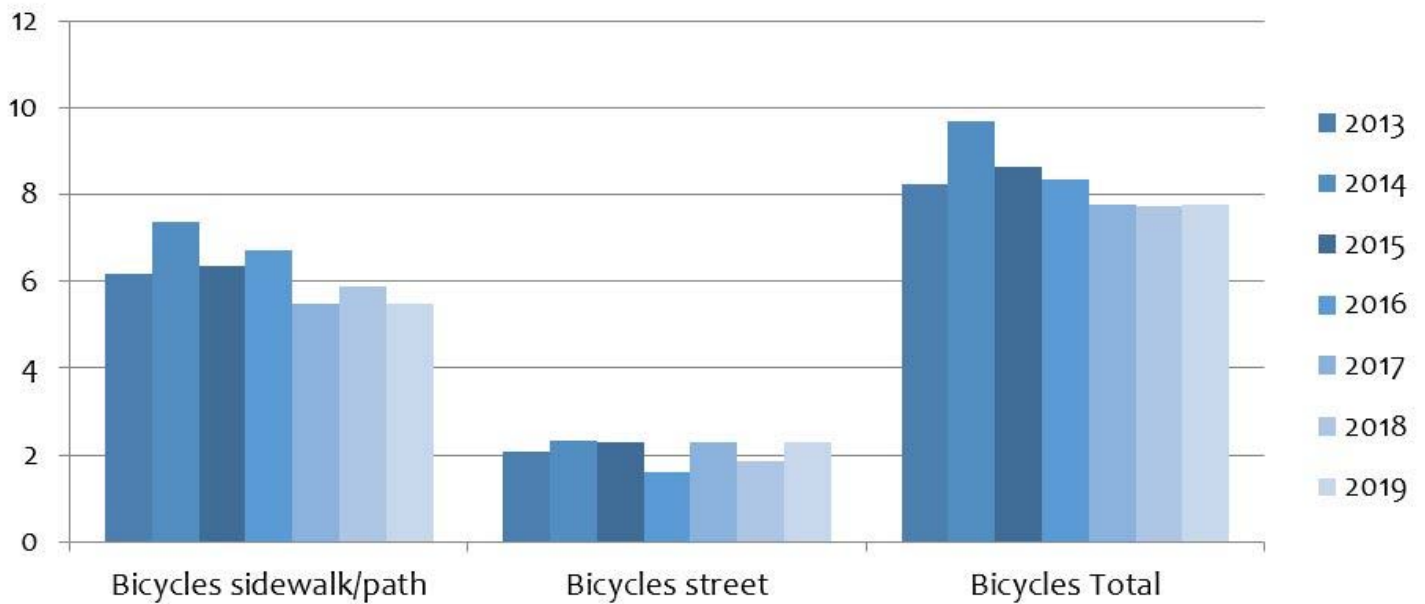
## Bicycles per hour (2013 - 2019)



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

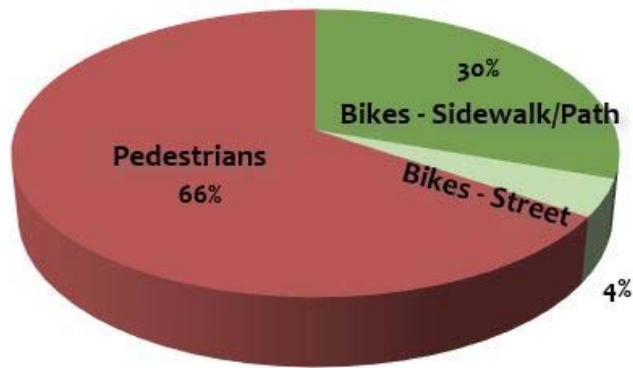
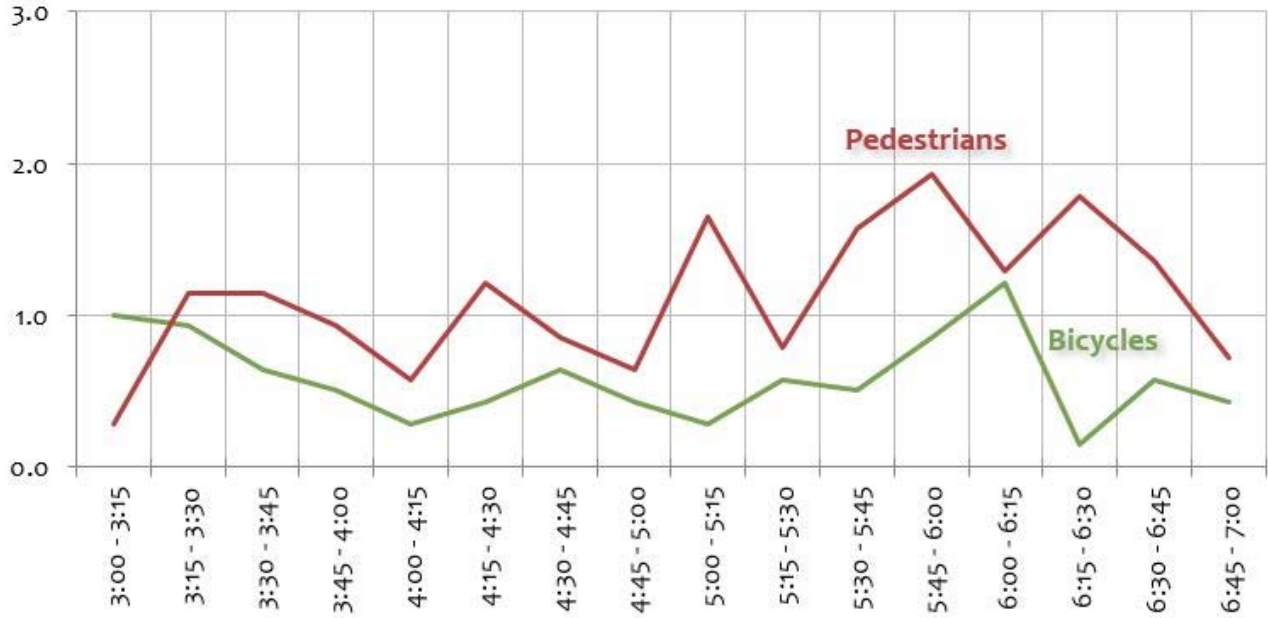


## Bicycle counts per hour by year (average of all locations)

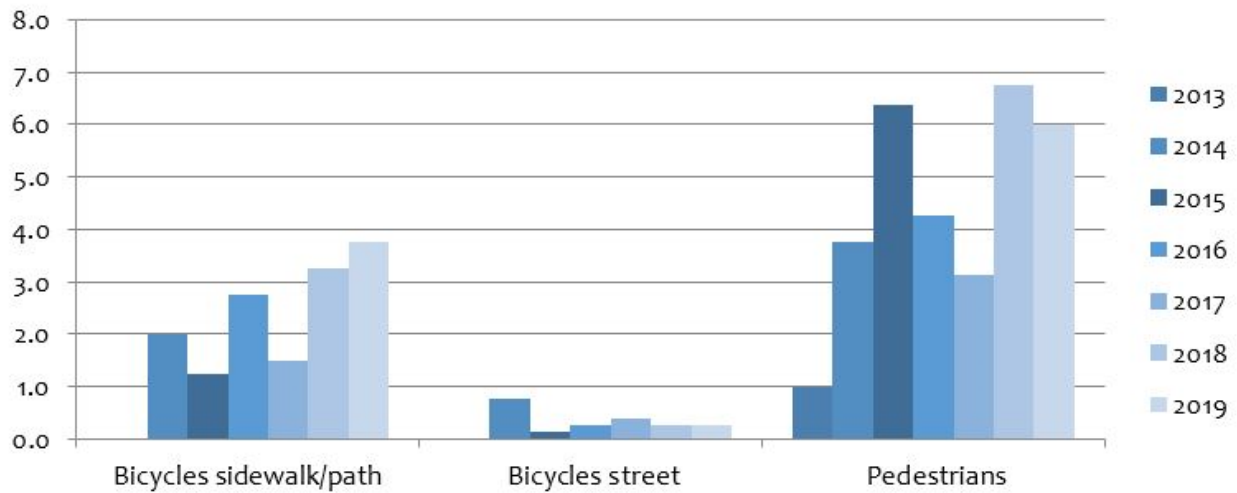




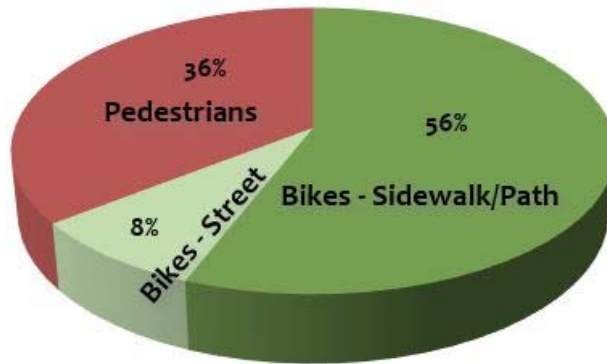
## Dilworth—7th St NE just north of 4th Ave NE



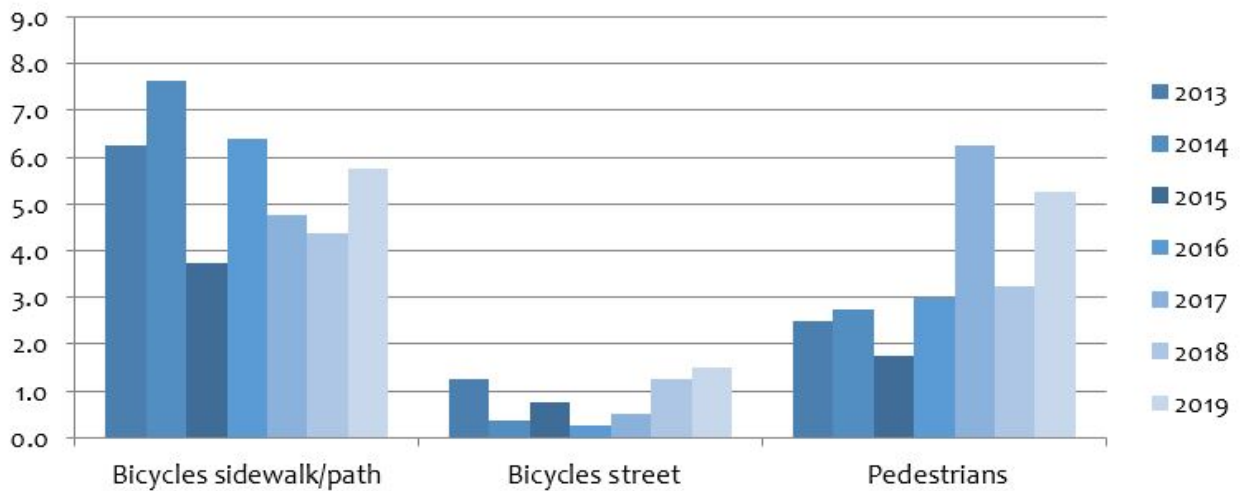
Counts per hour



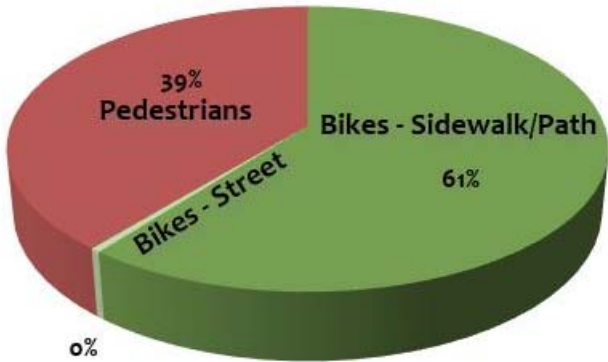
## Fargo—9th Ave S under I-29



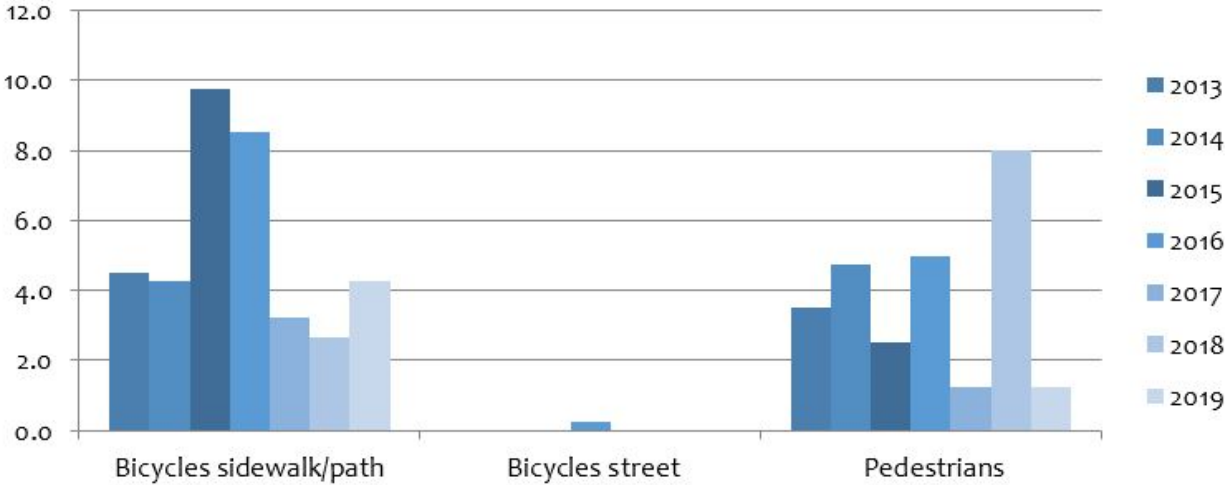
Counts per hour



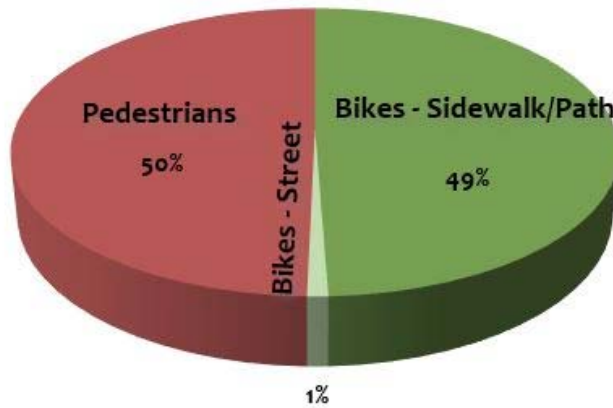
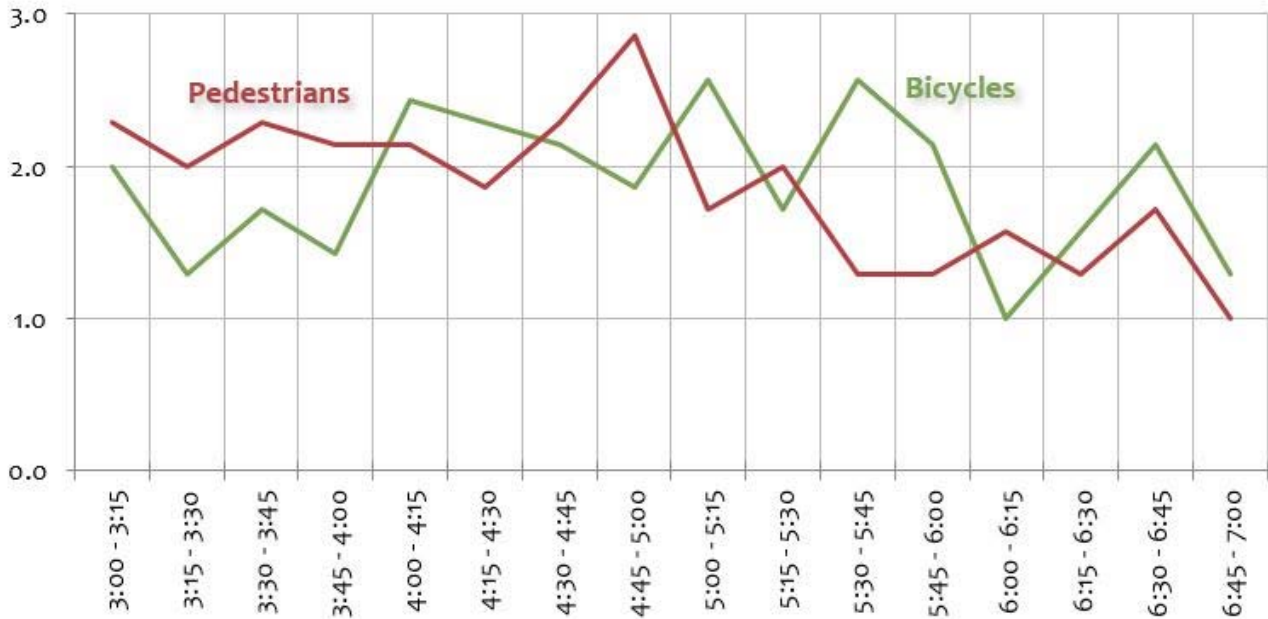
## Fargo—12th Ave N viaduct (between 19th St & 29th St)



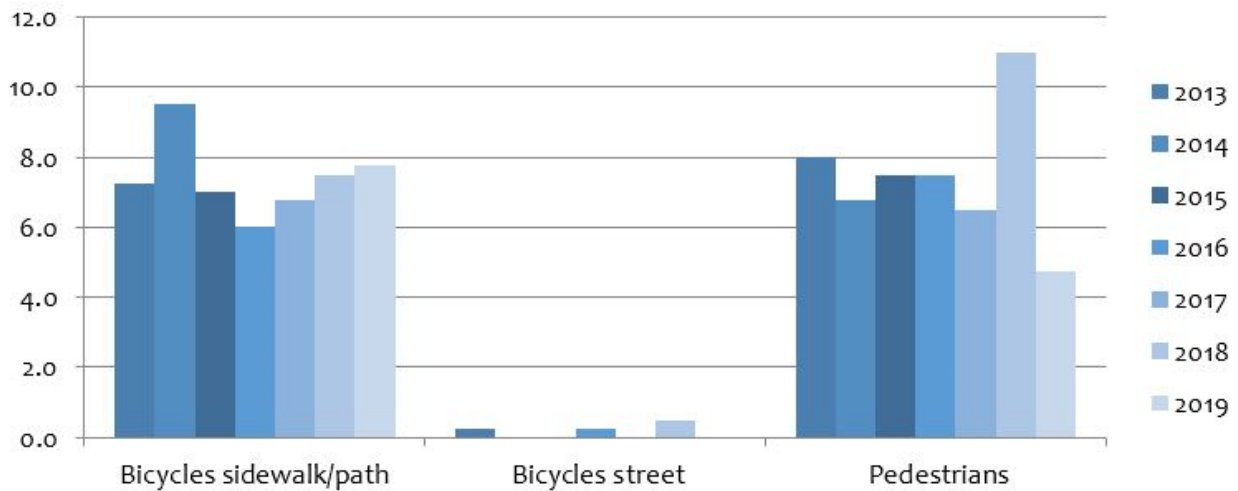
Counts per hour



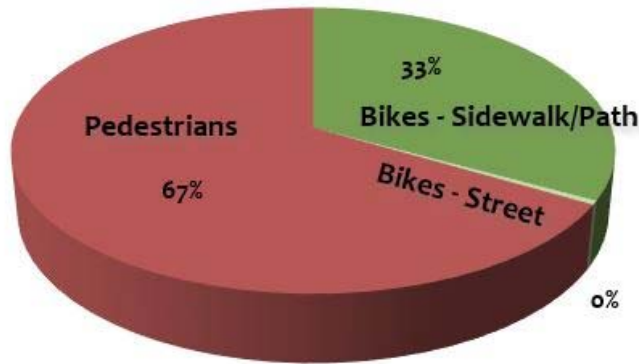
## Fargo—13th Ave S under I-29



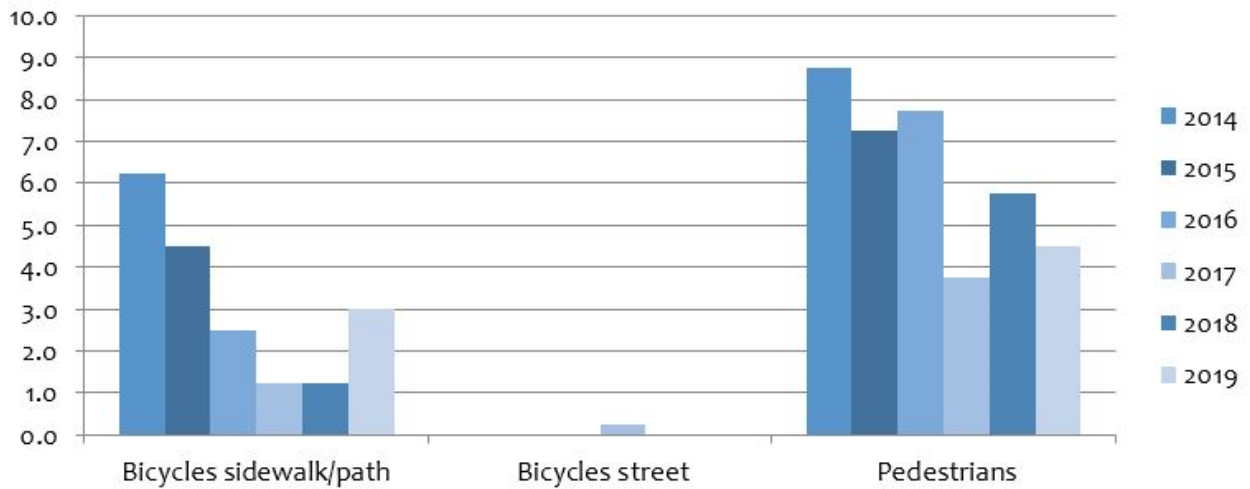
Counts per hour



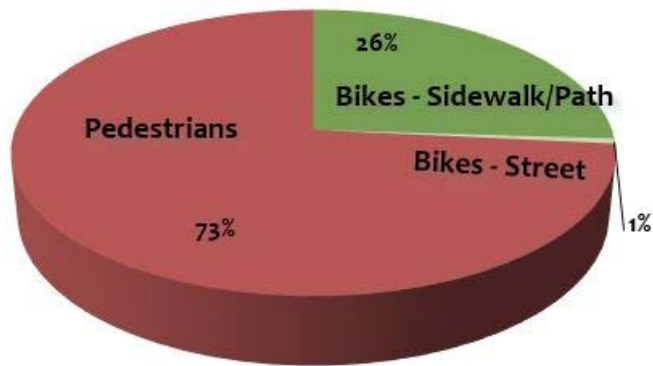
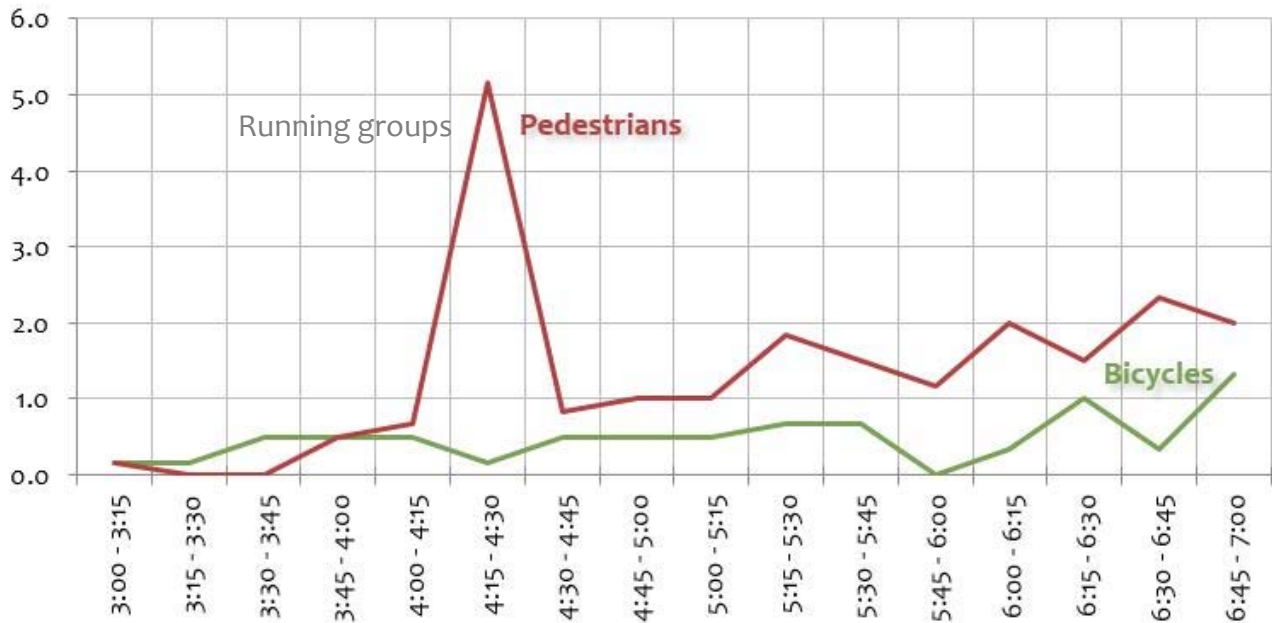
## Fargo—45th St just north of 40th Ave S



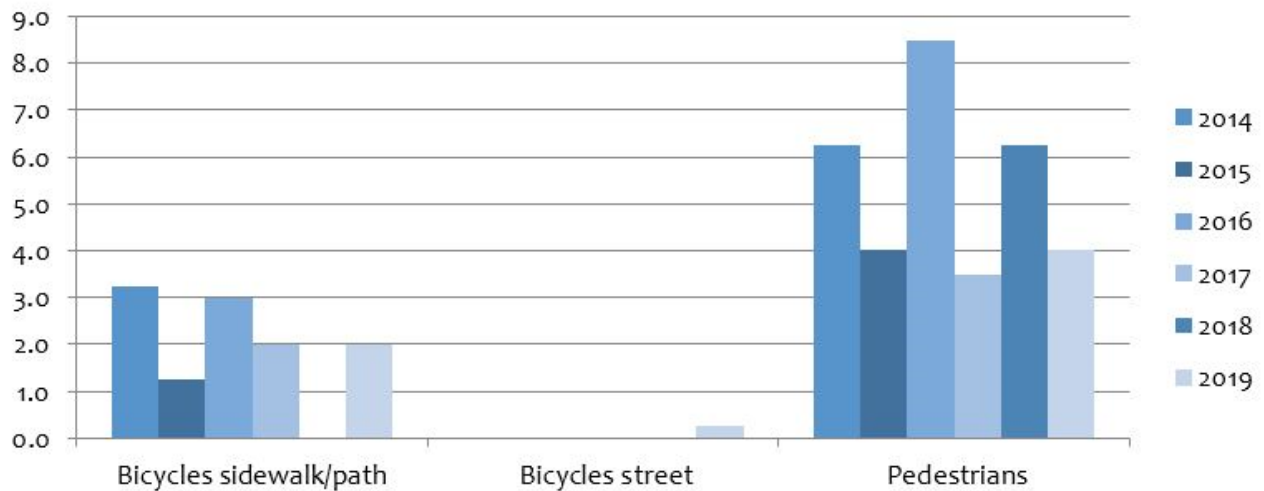
Counts per hour



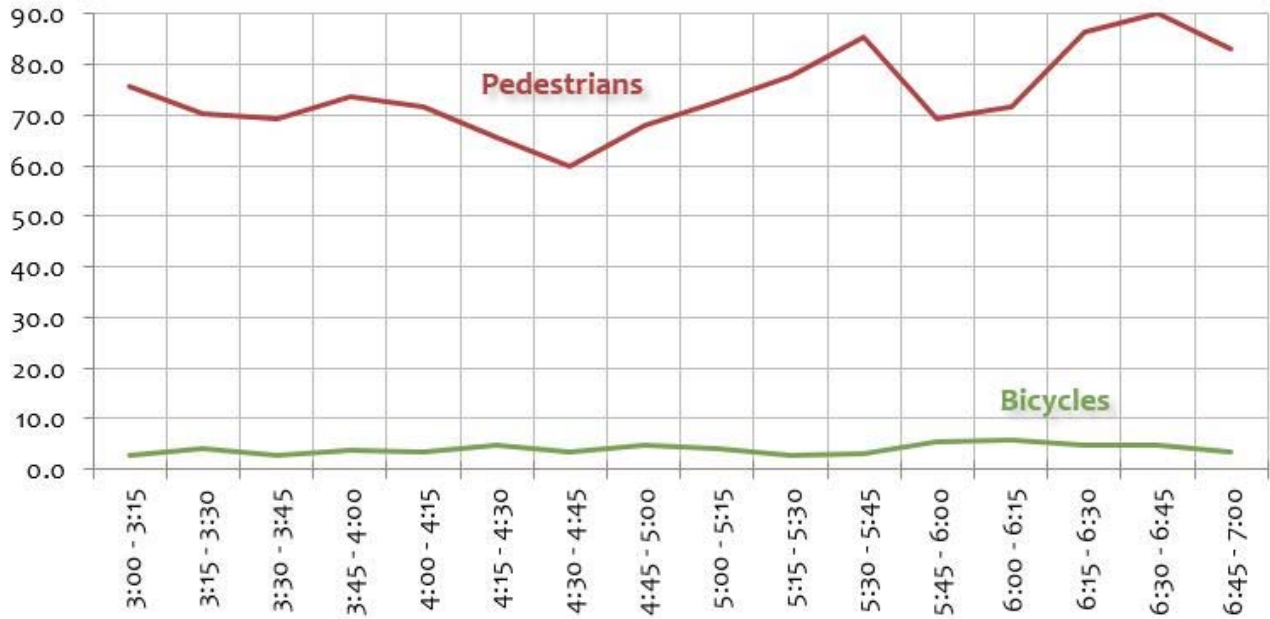
## Fargo—40th Ave S just east of 45th St



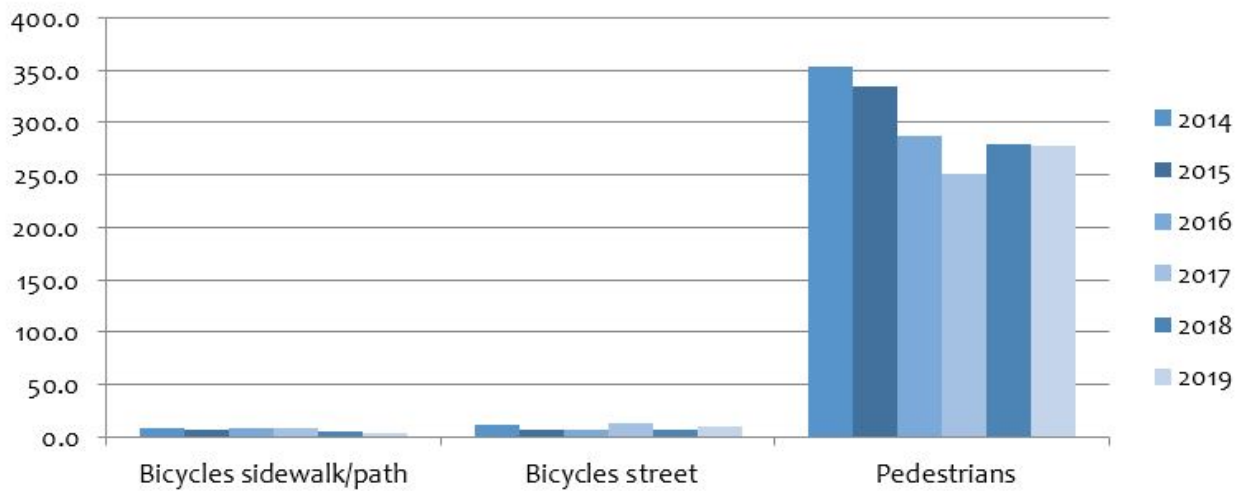
Counts per hour



## Fargo—Broadway just south of 2nd Ave N



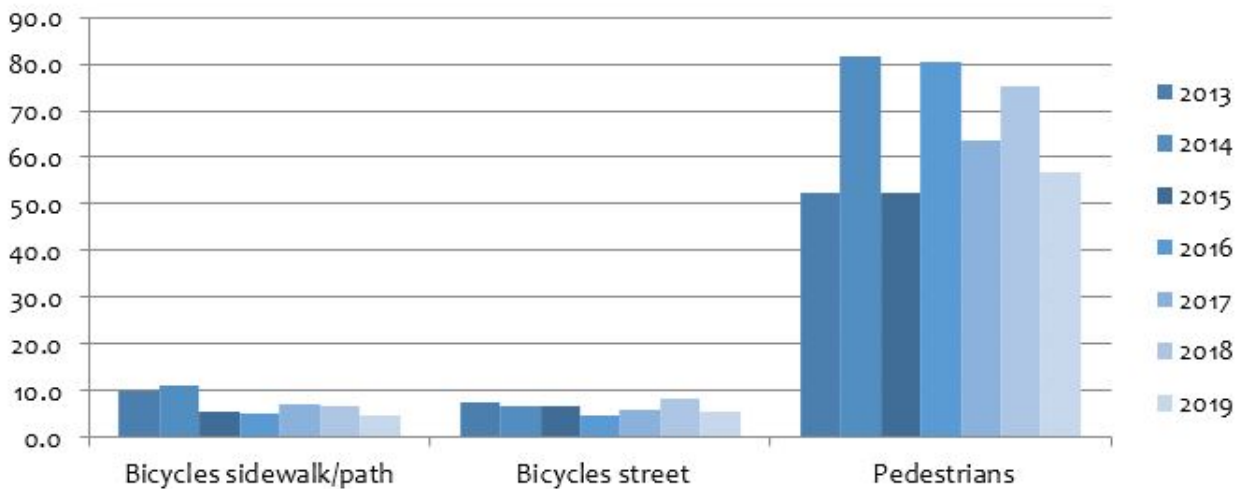
Counts per hour



## Fargo—Broadway at RR tracks (between NP Ave & Main Ave)

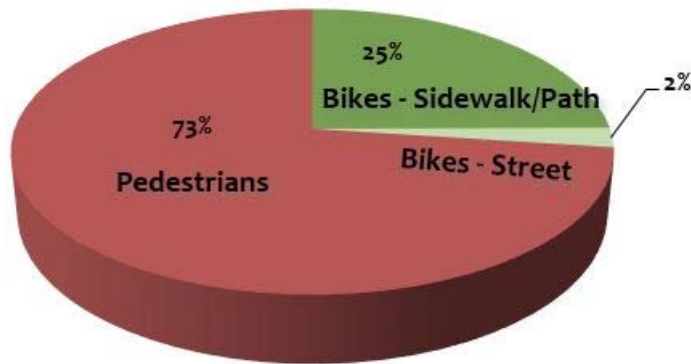


Counts per hour

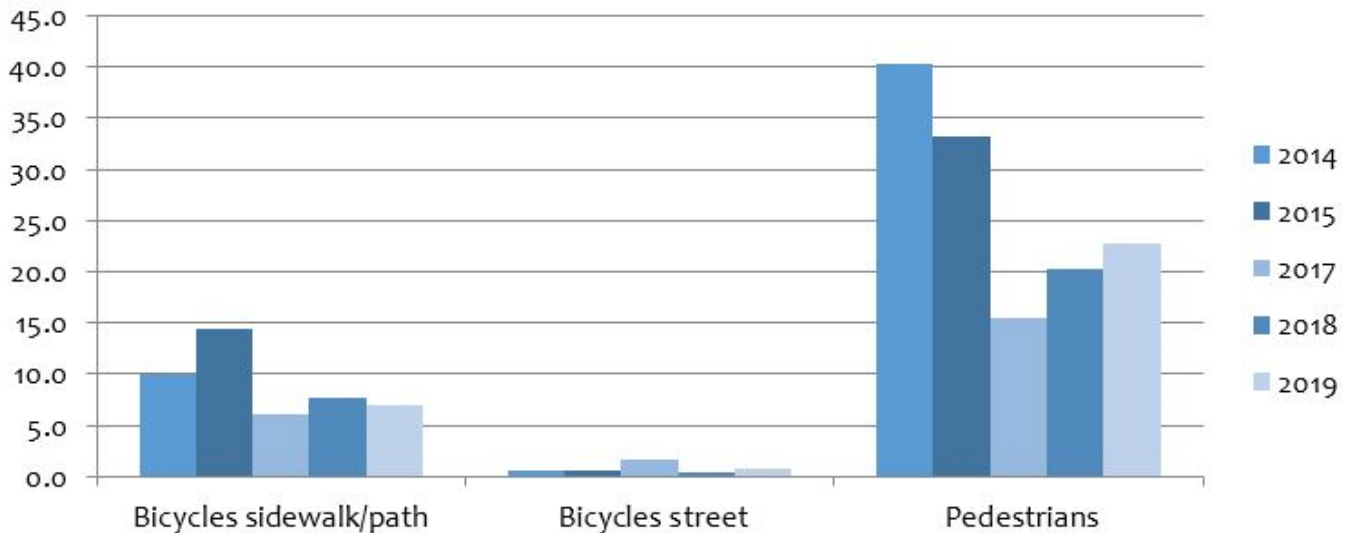




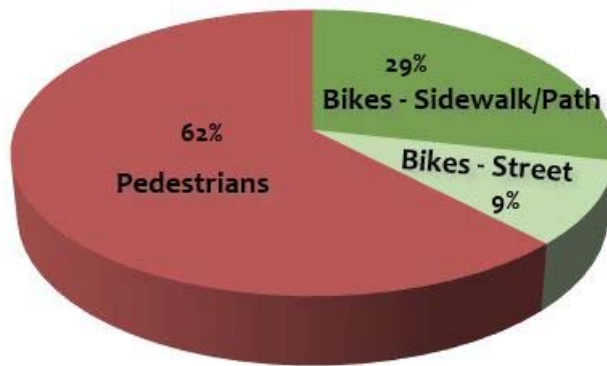
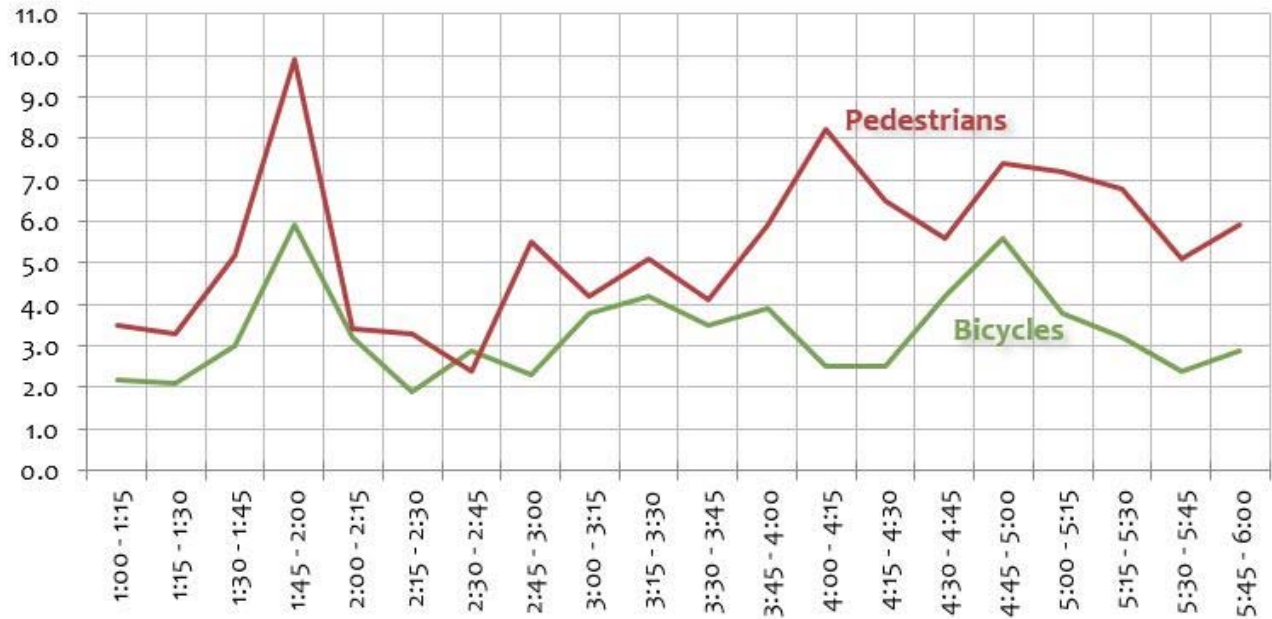
## Fargo—12th Ave N just west of University Dr.



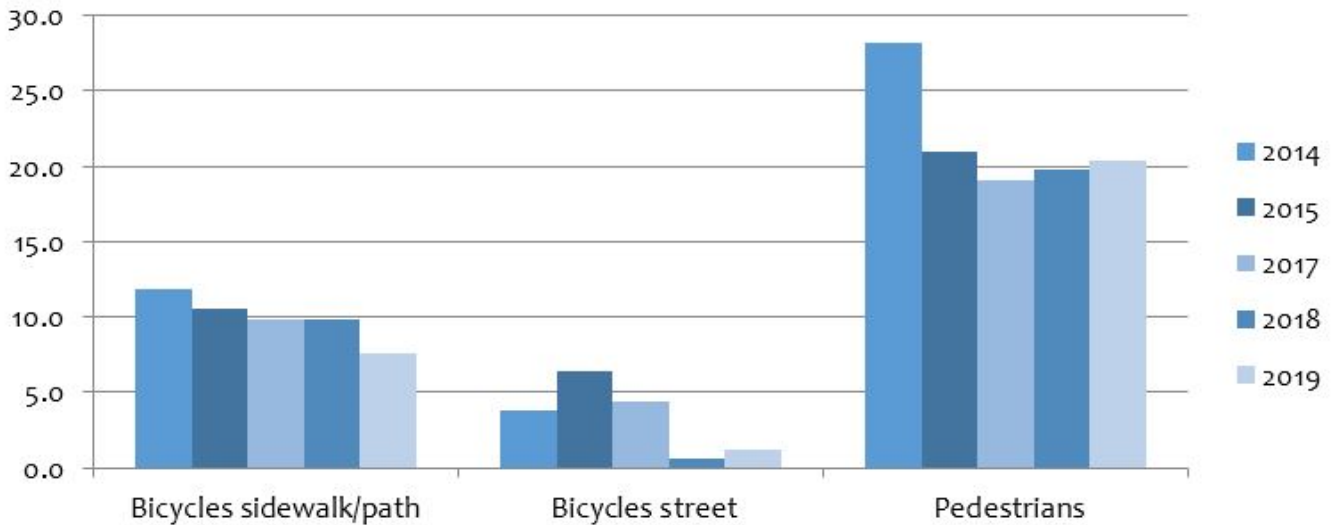
Counts per hour



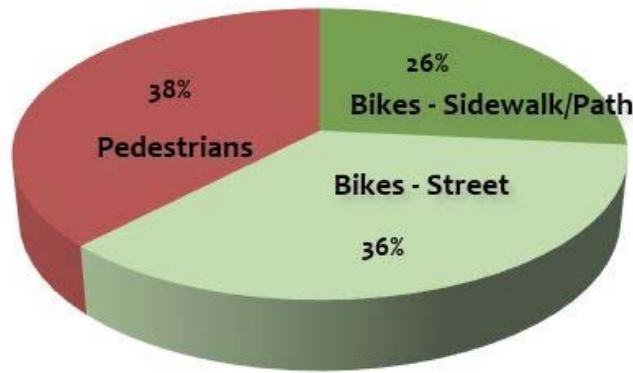
## Fargo—University Dr just north of 12th Ave N



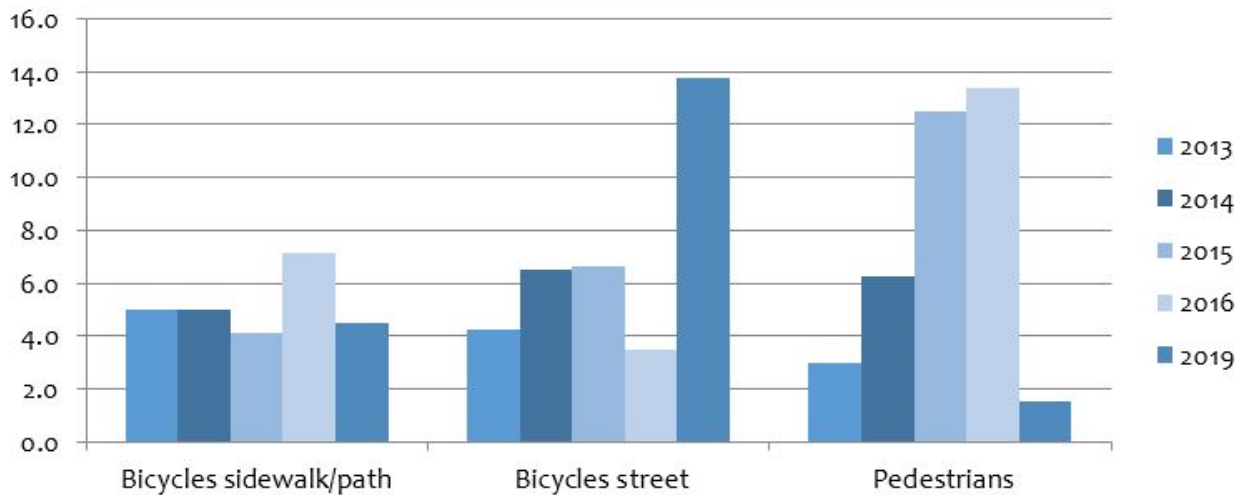
Counts per hour



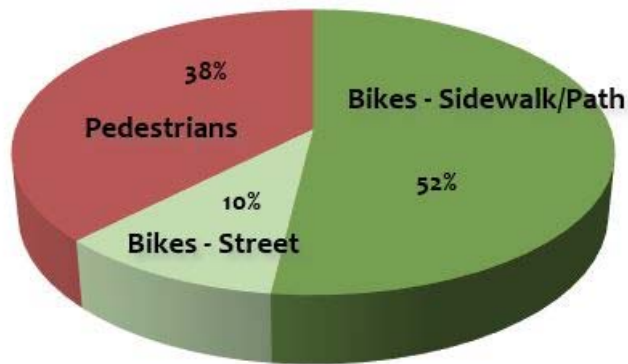
# Fargo/Moorhead—12th Ave N/15th Ave N Bridge over Red River



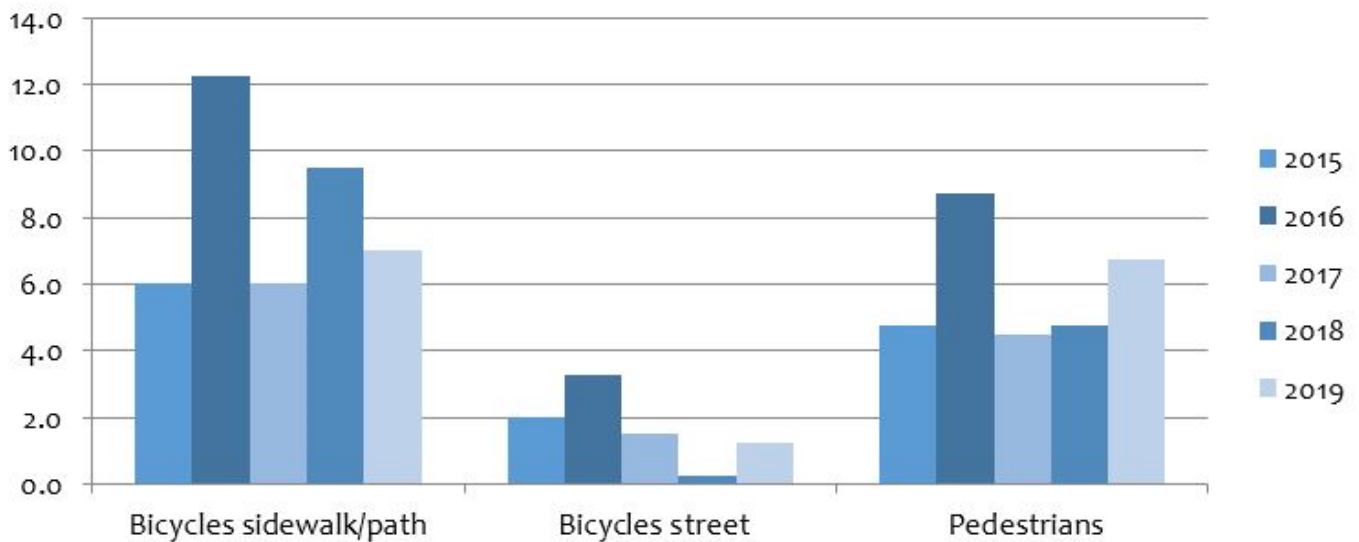
Counts per hour



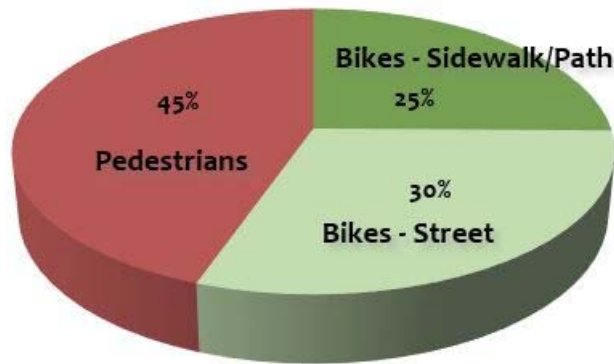
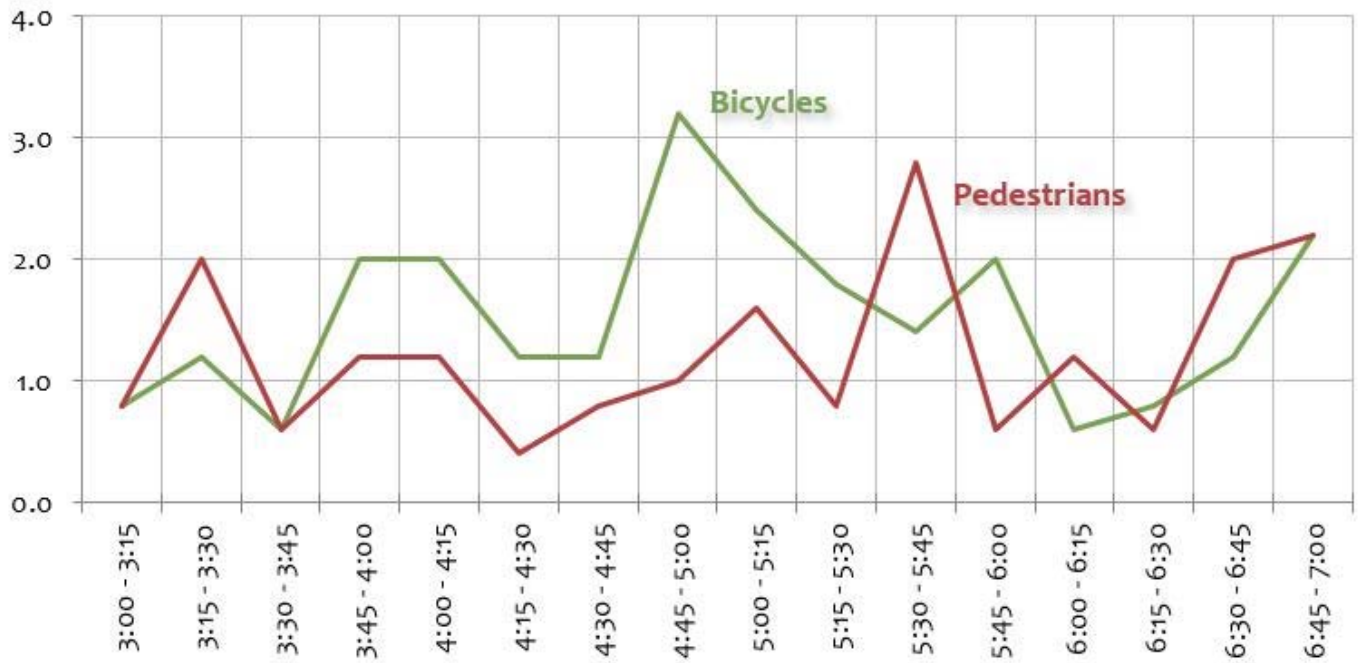
## Fargo/ Moorhead—NP Ave/Center Ave bridge over Red River



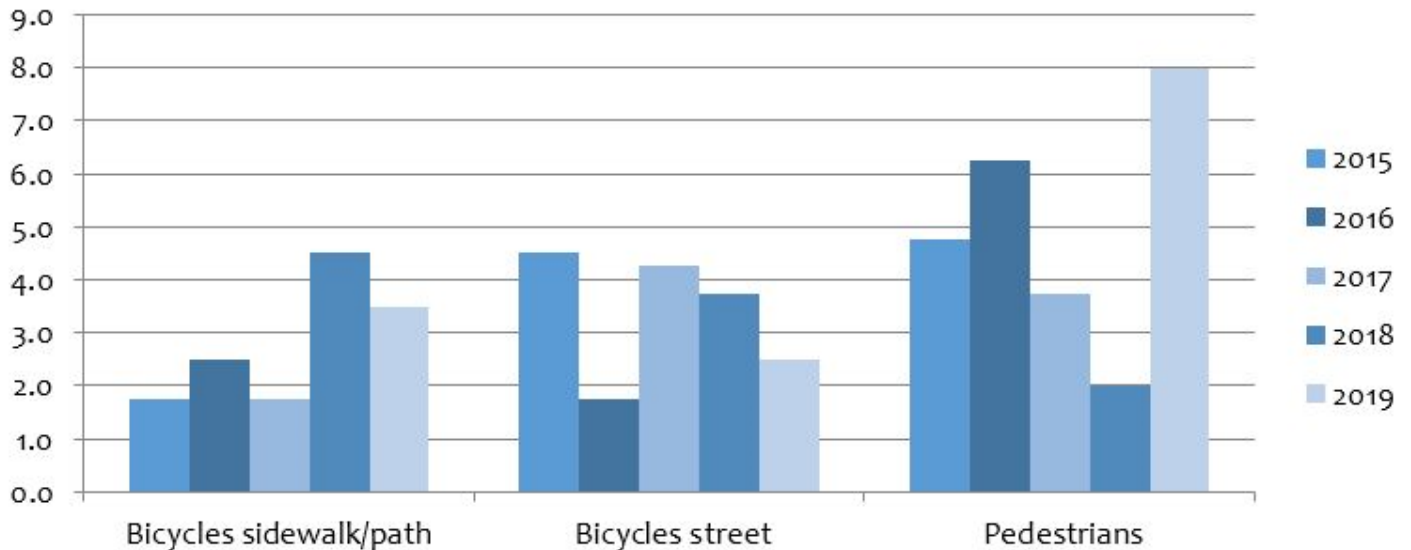
Counts per hour



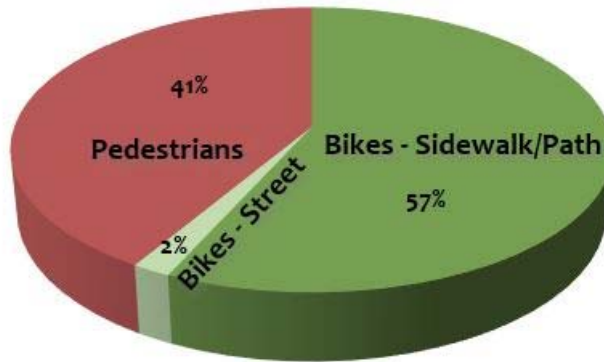
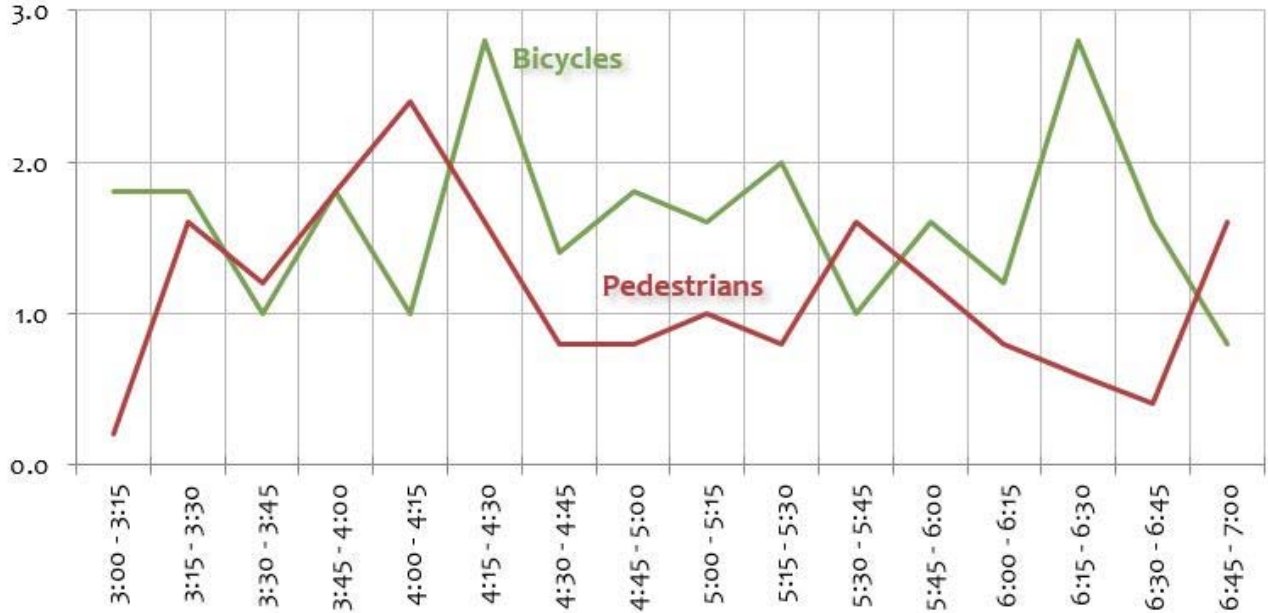
## Moorhead—4th St just south of Center Ave



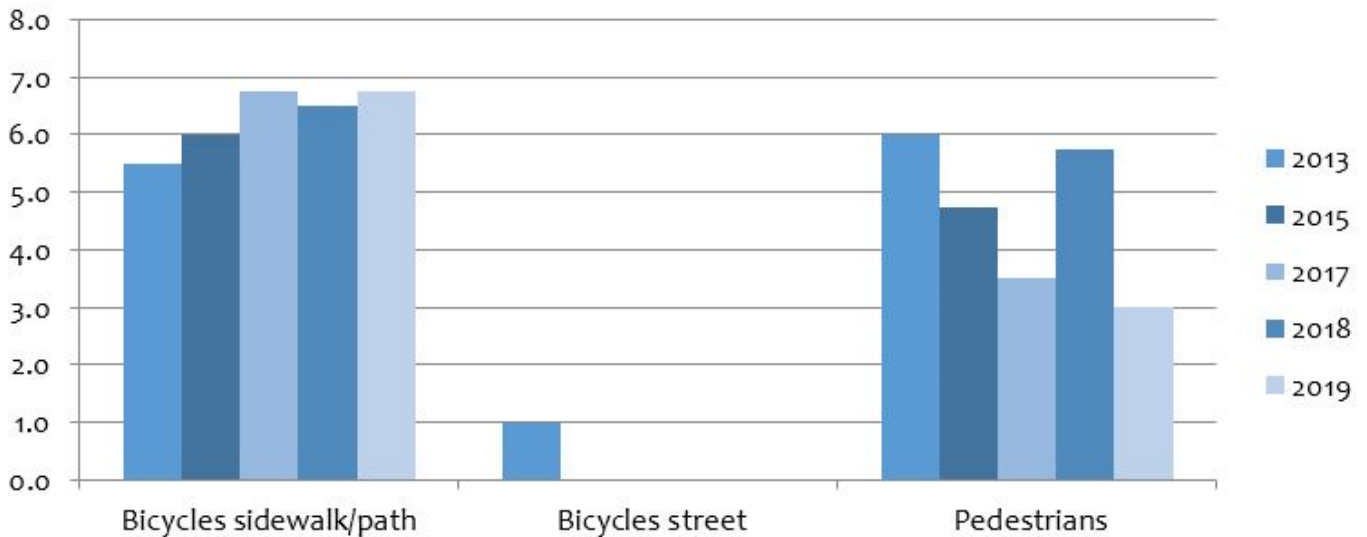
Counts per hour



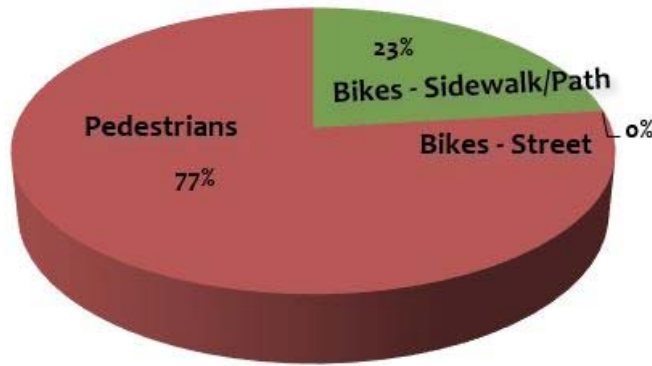
## Moorhead—8th St over I-94



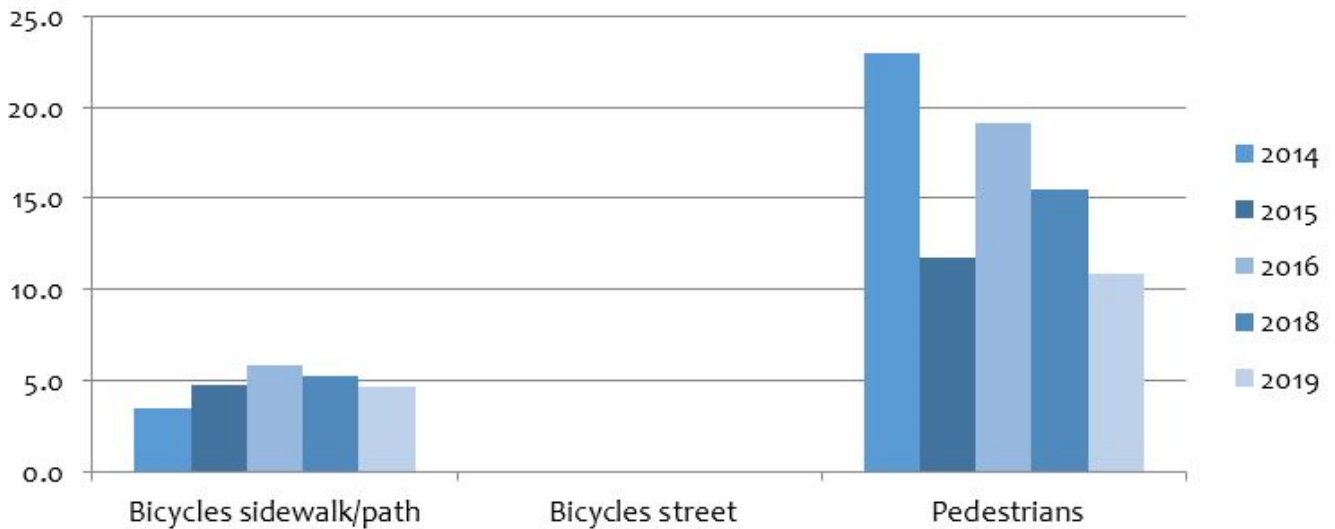
Counts per hour



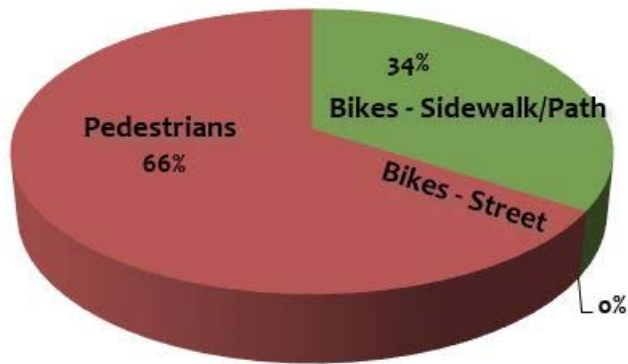
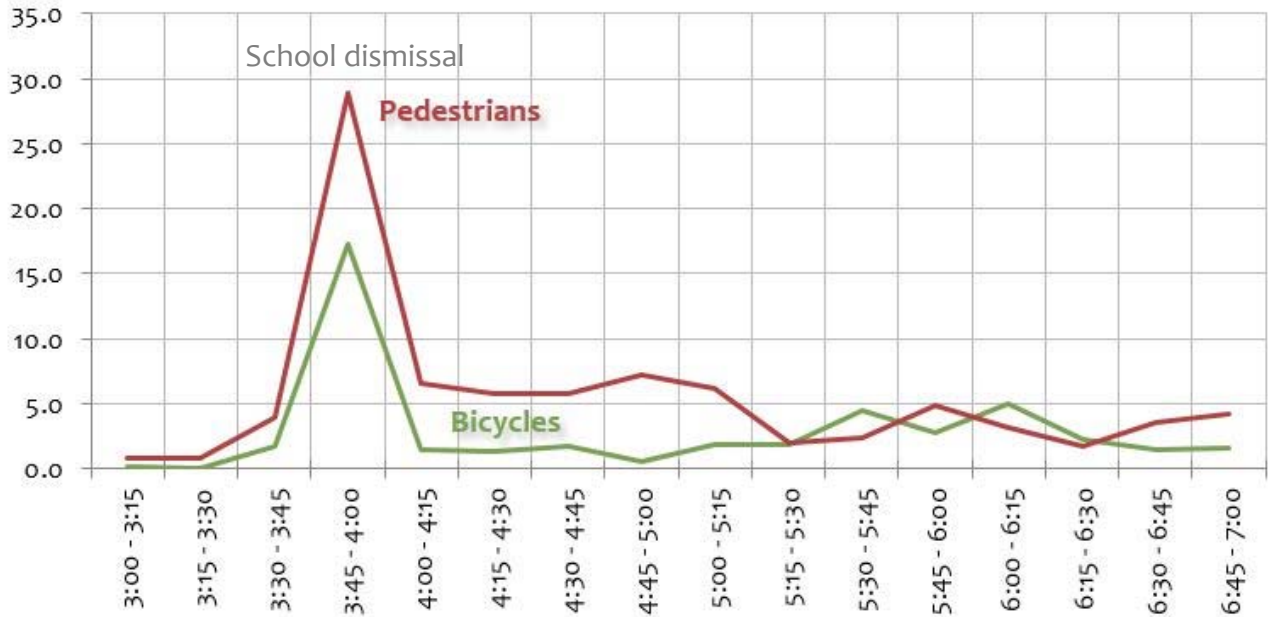
## West Fargo—9th St just south of 17th Ave E



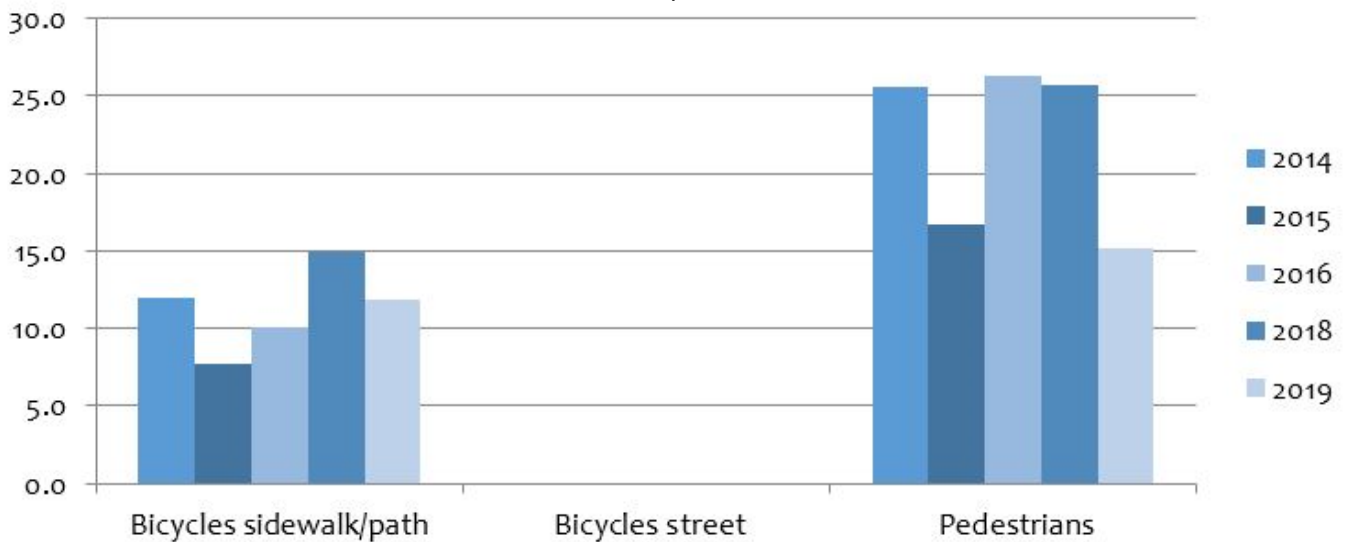
Counts per hour



## West Fargo—17th Ave E just west of 9th St



Counts per hour





# Agenda Item 8

**To:** Metropolitan Bicycle and Pedestrian Committee  
**From:** Dan Farnsworth, Metro COG  
**Date:** July 10, 2020  
**Subject:** **Changes in bicycle/pedestrian activity due to COVID**

The COVID-19 pandemic has caused major changes internationally, nationally, and locally. Among those changes are changes to transportation and recreation trends. With stay-at-home measures in place (especially during the early months of the pandemic), trends have been observed throughout the nation showing less vehicular traffic and more people finding activities to do outside such as biking and walking. Meanwhile downtown business districts have seen less activity due to the nature of shutdowns and many employees working from home.

Metro COG has gathered data from their automated bicycle and pedestrian counters to get a feel for the effects of bicycle and pedestrian activity in light of the COVID pandemic.

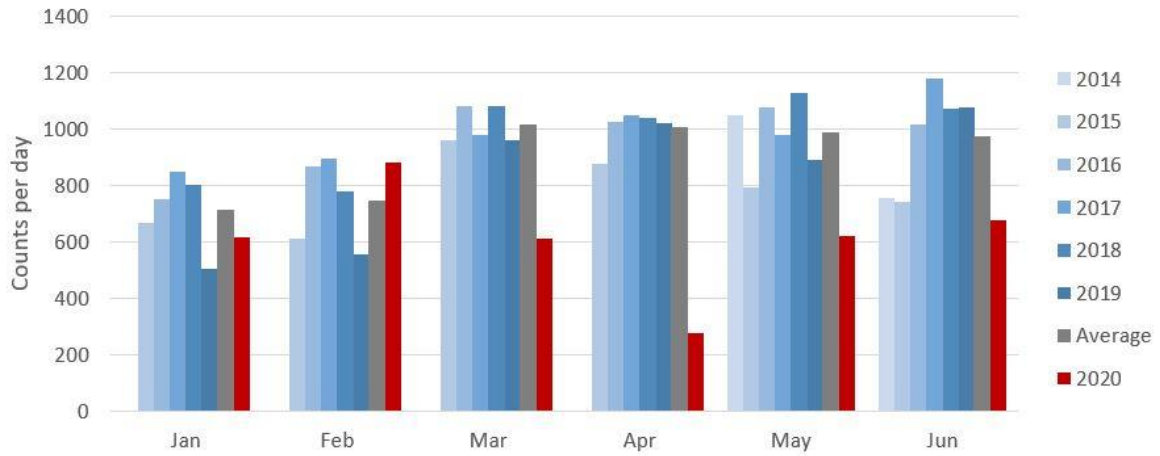
Below are graphs and tables showing the changes in bicycle and pedestrian activity at four of the five counter locations. It can be seen that the counter located on Broadway in downtown Fargo saw a significant decrease in pedestrian activity starting in March when the pandemic restrictions began to take place. Meanwhile, counters located in residential areas saw a significant increase in bicycle/pedestrian activity.

It is important to note that count data was not available for the months of April and May at the Lindenwood/Gooseberry Park Bridge due to the spring river flood. Also the counter at the Oak Grove/Memorial Park Bridge is not included due to the flood and the resulting damage to the counter.

Metro COG will continue to observe these trends as the pandemic continues. For more information regarding these counts, or to request bicycle & pedestrian count data, feel free to contact Dan Farnsworth at 701-532-5106 or [farnsworth@fmmetrocog.org](mailto:farnsworth@fmmetrocog.org).

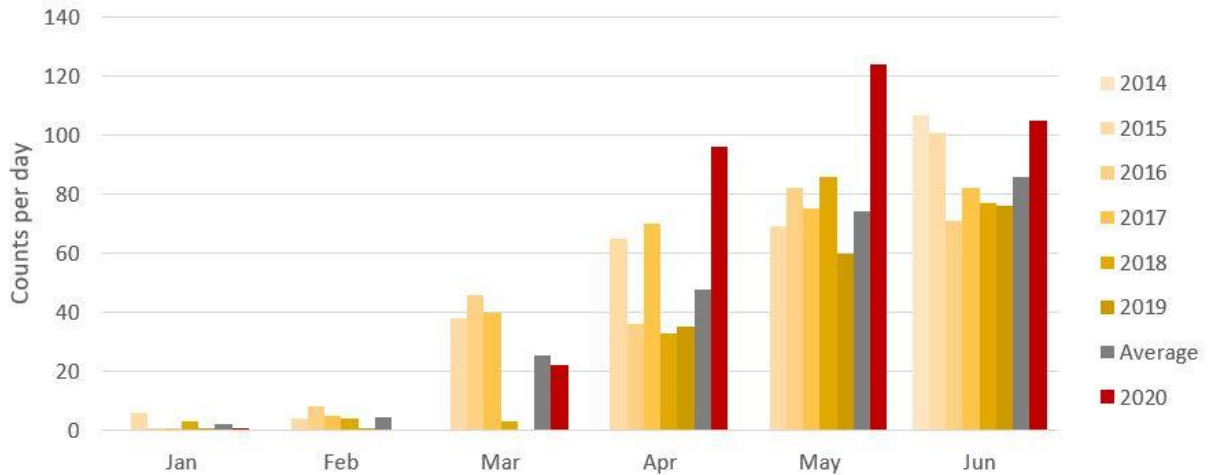
*[Please see following pages for bicycle/pedestrian count data]*

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



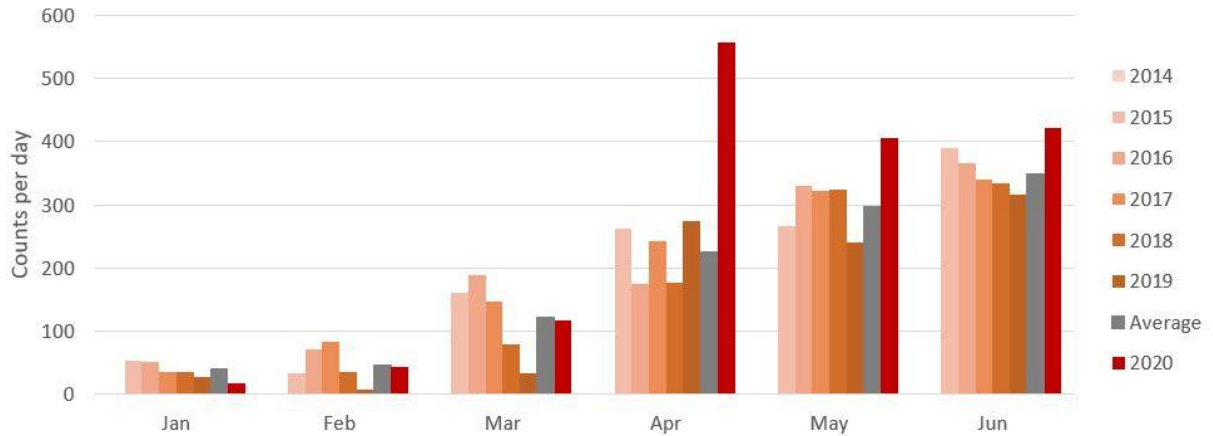
Broadway Sidewalk – Just S. of 2 <sup>nd</sup> Ave N						
	Jan	Feb	Mar	Apr	May	Jun
<b>Average year</b>	712	741	1012	1001	984	972
<b>2020</b>	614	880	610	274	621	676
<b>% Change</b>	-16%	16%	-66%	-265%	-58%	-44%

### Eagle Run Trail



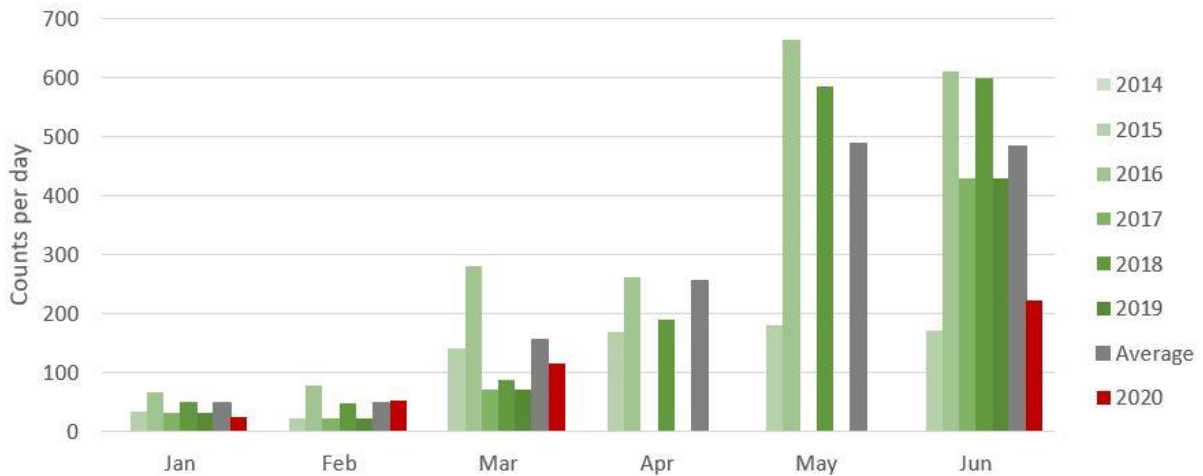
Eagle Run						
	Jan	Feb	Mar	Apr	May	Jun
<b>Average year</b>	2	4	25	48	74	86
<b>2020</b>	1	0	22	96	124	105
<b>% Change</b>	-100%	-	-14%	50%	40%	18%

### Milwaukee Trail



Milwaukee Trail						
	Jan	Feb	Mar	Apr	May	Jun
<b>Average year</b>	41	46	122	226	297	350
<b>2020</b>	17	44	117	557	405	421
<b>% Change</b>	-141%	-5%	-4%	59%	27%	17%

### Lindenwood/Gooseberry Park Bridge



Lindenwood/Gooseberry Park Bridge						
	Jan	Feb	Mar	Apr	May	Jun
<b>Average year</b>	49	49	156	256	488	485
<b>2020</b>	25	53	116	-	-	222
<b>% Change</b>	-96%	8%	-34%	-	-	-118%

# Agenda Item 9

**To:** Metropolitan Bicycle and Pedestrian Committee  
**From:** Dan Farnsworth, Metro COG  
**Date:** July 10, 2020  
**Subject:** Results of Transportation Alternatives applications

The Transportation Alternatives (TA) program is a federally funded grant opportunity for projects that provide enhancements to alternate means of transportation such as bicycle/walking trails, safe routes to school projects, crosswalk improvements, and more.

## North Dakota TA

In December 2019, Metro COG received Transportation Alternatives (TA) grant applications from local jurisdictions. A total of three applications on the ND side were received – one from the City of Fargo, one from the City of Horace/Cass County, and one from the City of West Fargo. Once received and evaluated, Metro COG submitted the applications to NDDOT for project selection.

Of the three applications submitted from the Fargo-Moorhead Metro Area, two were awarded funding. Funding will be applied to fiscal year (FY) 2022. Below is a brief description of the applications.

**Attached** is the statewide ranking of the applications.

Jurisdiction	Project	Federal Funds Requested	Awarded	Federal Funds Awarded	Metro COG Ranking
West Fargo	Drain 45 Multi-Use Path, Phase 2	\$290,000	Yes	\$290,000	1
Horace / Cass Co.	Country Road 17 – Shared Use Path	\$186,260	Yes	\$186,260	2 (tie)
Fargo	Deer Creek / Drain 27 Shared Use Path	\$290,000	No		2 (tie)

## Minnesota TA

In December 2019, Metro COG received a Transportation Alternatives (TA) grant from the City of Moorhead for the 60<sup>th</sup> Ave S Bicycle and Pedestrian Crossing. The City of Moorhead was the only MN jurisdiction within Metro COG's planning area to submit this year. Moorhead's project was seeking \$288,000 in TA funds with a local match of \$72,000.

Moorhead was not awarded TA funds for their application. The top ranked application came from Pelican Rapids, seeking funds for sidewalks and paths connecting the city's core area to residential neighborhoods and a food processing plant that employs many individuals without access to vehicles.

**Urban Projects – 2022 Transportation Alternatives (TA)**

**Agenda Item 9 - Attachment**

Ranking	City	Project	Federal Funds Requested	Federal Funds Awarded
1	Minot	Edison Elementary School SRTS	\$290,000	\$290,000
2	Mandan	Old Red Trail Phase 2	\$168,237	\$168,237
3	Bismarck	Bismarck Public Schools Safety Improvement	\$27,516	\$27,516
4	West Fargo	Drain 45 Multi-Use Path; Main Ave to 13th Ave Phase 2	\$290,000	\$290,000
5	Williston	River and Park Accessibility Trail Connections	\$74,860	\$74,860
6	Grand Forks	32nd Avenue South (S 42nd St to S 48th St)	\$236,316	Alternate
7	Wahpeton	8th Avenue North Shared Use Path	\$290,000	Alternate
8	Bismarck	US 83/State Street Multi Use Trail Extension	\$290,000	
9	Fargo	Deer Creek/Drain 27 Shared Use Path	\$290,000	
10	Bismarck	Burleigh Avenue Trail	\$224,152	
11	Bismarck	Hay Creek Trail	\$202,097	
12	Bismarck	Hay Creek Trail (North Connections)	\$290,000	
Total			\$2,673,178	\$850,613

**Rural Projects – 2022 Transportation Alternatives (TA)**

Ranking	City	Project	Federal Funds Requested	Federal Funds Awarded
1	Horace/Cass Co	County Road 17 - Shared Use Path	\$186,260	\$186,260
2	Watford City / McKenzie Co	2nd Avenue SW Multi-Use Path	\$200,000	\$200,000
3	Milnor / Sargent Co	Safe Walk to School	\$200,000	\$200,000
4	Linton / Emmons Co	ADA Ramps & Sidewalk Corridor	\$182,129	\$182,129
5	Beach / Golden Valley Co	3rd Street SW Multi-Use Trail	\$200,000	\$200,000
6	Crosby / Divide Co	Multiuse Path	\$199,088	\$199,088
7	Bowman / Bowman Co	Divide Street SRTS	\$200,000	Alternate
8	Harvey / Wells Co	Pedestrian Route for Harvey	\$200,000	Alternate
9	Carson / Grant Co	Sidewalk Improvements	\$160,875	
10	Gwinner / Sargent Co	Northwest Area Sidewalks	\$200,000	
11	Velva/ McHenry Co	Sidewalk & Shared Use Path	\$97,116	
12	Manvel / Grand Forks Co	Sidewalk System	\$97,050	
13	Watford City / McKenzie Co	Main Street South Multi-Use Path	\$200,000	
14	Grafton / Walsh Co	Shared-Use Trail Overlay	\$144,863	
15	Bottineau County	Lake Metigoshe Shared Use Path	\$111,401	
Total			\$2,578,782	\$1,167,477