

Metropolitan Bicycle and Pedestrian Committee
Wednesday, March 20, 2024 – 3:00 p.m.
Hybrid Meeting – Virtual & In-person
In-person: Metro COG Conference Room
Virtual: link provided below
AGENDA

1. Welcome and introductions
2. Approve minutes from December 13th, 2023 meeting - **Attachment** Action Item
3. Public input opportunity Public Input
4. Project/study updates Information Item
 - a. Clay County Heartland Trail Study
 - b. Moorhead Safe Routes to School Study
 - c. Downtown Fargo Red River trail corridor discussions
 - d. Bicycle Friendly Community Application
5. 2024 Bicycle & Pedestrian Count Report - **Attachment** Information Item
6. Future automated bike/ped counter locations - **Attachment** Action Item
7. Discuss & revise criteria for TA grant scoring - **Attachment** Action Item
8. BFC Application questions (as time permits) - **Attachment** Discussion Item
9. Other business

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

For Public Participation, please REGISTER with the following link:

https://us02web.zoom.us/webinar/register/WN_RNPY2YUJSsmg9e7kB_1Dew

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

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123rd Metropolitan Bicycle and Pedestrian Committee Meeting
December 14th, 2023 – 3:00pm
Hybrid Meeting – Virtual / In-person (Metro COG Conference Room)

Members Present

Dan Farnsworth, Chair, Metro COG
Payton Mastera, City of Dilworth
Andrew Wrucke, City of West Fargo Engineering
Joe Anderson, City of Fargo Police
Forrest Steinhoff, City of Moorhead Planning
Jeremy Gorden, City of Fargo Engineering
Kurt Kopperud, Citizen Representative
Rosemary Bruce-White, MnDOT – District 4
Maegin Elshaug, City of Fargo Planning
Jonathan Atkins, City of Moorhead Engineering
Jace Hellman, City of Horace
Cole Hanson, Cass County
Christine Holland, River Keepers
Leslie McGillivray-Rivas, City of West Fargo Planning
Luke Grittner, MATBUS
Tyler Kirchner, City of Fargo Parks

Others Present:

Paul Bervik, Metro COG
Ayden Schaffler, Metro COG
Chelsea Levorsen, Metro COG
Blue Weber, Citizen/Bolton & Menk
Terry Steen, Citizen/Flatlands Cycling Club
Michael Bendel-Paulson, Citizen
Steve Strack, Citizen/Houston Engineering

1. Welcome and Introductions

The meeting began at 3:08 pm. Some technical difficulties cause the meeting to begin later than normal. Both in-person and virtual attendees introduced themselves.

2. Approve minutes from August 16th, 2023 meeting

A motion to approve the August 16th minutes was made by A. Wrucke and seconded by P. Mastera. The minutes were passed unanimously with no edits.

3. Public input opportunity

There were several members of the public attending the meeting, both virtually and in-person. No verbal comments were given during this input opportunity, however D. Farnsworth read a public email comment which Metro COG received prior to the meeting which the individual indicated he wanted shared at the meeting. The comment was requesting that a bicycle & pedestrian counter be considered along the path under I-94 in Moorhead along Rivershore Dr.

4. Review & scoring of urban TA applications

There were a total of nine urban TA applications that were submitted to Metro COG. All nine were located on the ND side of Metro COG's planning area. D. Farnsworth summarized each project briefly with the Committee before going into the scoring.

D. Farnsworth then went into the scoring of each project, which Metro COG pre-scored prior to the meeting. Certain scores which Metro COG felt needed Committee discussion were then discussed.

Several projects had EJ areas that were close to being considered 'adjacent' to the EJ area as noted in the criteria. The Committee felt that these projects were so close to the EJ areas that they should receive points for being 'adjacent'.

Another criteria that was discussed was whether the Cass Co Rd 81 shared use path replacement project should receive points for being identified in a planning study. While this particular project was not identified in a planning study, 'maintenance and rehab' of infrastructure is identified in several local planning studies involving Cass County. It was the decision of the Committee to award this project half points (5 pts) for this criteria. The Committee also felt that the scoring should be revised to accommodate maintenance-type projects. Metro COG will revise TA scoring criteria to accommodate maintenance-type projects for next year's scoring.

After finalizing the scoring for the urban TA applications, the following scores were shown:

- Cass Co – CR 81/ University Dr Path – 45 pts
- Fargo – Drain 27/Deer Creek Path Phase 1 – 35 pts
- Fargo – Drain 27/Deer Creek Path Phase 1 – 30 pts
- Fargo – Low Lever Drain 53 Crossing – 25 pts
- Fargo – Drain 53 Path (64th Ave S to 73rd Ave S) – 25 pts
- Fargo – Water Reclamation Plant Path – 45 pts
- Horace – 76th Ave Path, CR 17 to Brink Dr – 45 pts
- Horace CR 17 Path, 81st Ave to 76th Ave – 45 pts
- West Fargo – Rivers Bend Bridge & Path – 35 pts

A motion to recommend Policy Board approval of the urban TA applications and scores was made by J. Hellman and seconded by A. Wrucke. The motion was passed unanimously.

5. Review & scoring of rural TA applications

There were a total of three rural TA applications that were submitted to Metro COG. All three were located on the ND side of Metro COG's planning area. D. Farnsworth summarized each project briefly with the Committee before going into the scoring.

D. Farnsworth then went into the scoring of each project, which Metro COG pre-scored prior to the meeting. Certain scores which Metro COG felt needed Committee discussion were then discussed.

Discussion with the Casselton Path project entailed determining if phase 1 of the project (not yet constructed, but programmed for construction prior to this project) should be considered in-place. Since phase 1 will very likely be in-place prior to this project, scoring pertaining to this connection will be awarded.

There was also discussion about the Mapleton project, which entails the implementation of five raised crosswalks at various locations in the city. It was discussed whether the project should be awarded full points if one of the five crosswalks meets the criteria or partial points. It was decided that if one of the five crosswalks met the criteria, it would receive 1/5 of the points. There was also discussion about whether this project should get points for the criteria asking *"Does the project connect residential area(s) to commercial or industrial area(s)?"* It was determined that, since a crosswalk isn't a new connection, it shouldn't receive the points for this criteria.

After finalizing the scoring for the urban TA applications, the following scores were shown:

- Casselton – Governor's Dr Path (Phase 2) – 30 pts
- Cass Co (Kindred) – CR 15 Path – 45 pts
- Mapleton – Pedestrian Safety Improvements – 16 pts

A motion to recommend Policy Board approval of the rural TA applications and scores was made by M. Elshaug and seconded by T. Kirchner. The motion was passed unanimously.

6. Other business

M. Bendel-Paulson asked if there were any items involving a Dilworth project. P. Bervik noted that there is no TA solicitation this year for MN urban jurisdictions (Moorhead or Dilworth) as Metro COG will be combining two years of solicitation next year because of the limited funding within the urbanized area on the Minnesota side.

R. Bruce-White wanted to mention to the Committee members that MnDOT District 4 has some portable bicycle/pedestrian counters that they are able and willing to lend to MN jurisdictions within District 4 for temporary counting efforts.

The meeting was adjourned at 4:42 pm.

To: Bicycle Pedestrian Committee
From: Paul Bervik
Date: March 15, 2024
Re: **Draft 2024 Bicycle and Pedestrian Count Report**

Metro COG compiles the data from both the manual counts and automated counters and develops the count report. The purpose of this report is to provide data regarding local bicycle and pedestrian activity to the public, elected officials, interested persons, parks departments, local planners and engineers, and more. This information also informs Metro COG of bicycle and pedestrian usage throughout our planning area. In some cases, the data is thorough and on-going, due to the use of counting equipment installed along the facility. In other cases, the data is simply a snapshot of a certain day of the year. Guidance is used from the National Bicycle and Pedestrian Documentation Project (www.bikepeddocumentation.org) when counting bicycle and pedestrian traffic.

Attached is the Draft 2024 Bicycle and Pedestrian Count Report. This report includes all count data from 2013 through 2023.

For more information regarding these counts, or to request the raw bicycle & pedestrian count data, don't hesitate to contact Paul Bervik at 701-532-5107 or bervik@fmmetrocog.org.

Requested Action: No action required. Information item only.



2024

BICYCLE AND PEDESTRIAN COUNT REPORT

MARCH 2024

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

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Introduction

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is the designated metropolitan planning organization for the Fargo-Moorhead metropolitan area. A major responsibility of Metro COG is transportation planning, which includes planning for bicycle and pedestrian facilities. Understanding the demand for bicycle and pedestrian facilities allows local units of government and Metro COG to plan for future bicycle and pedestrian use in the area. This report details both manual (17 locations) and automated (7 locations) counts taken since 2013 and 2014 respectively. Page 5 features a map of each location counts have been reported and analyzed.

Automated Counters

A total of six automated counters are placed at various locations in the Fargo-Moorhead Metro Area. All counters are from the manufacturer Eco-Counter. Two locations have the ability to differentiate between bicycles and pedestrians by using both infrared technology and inductive pavement loop detection.

BW: Broadway west sidewalk just south of 2nd Ave N, Downtown Fargo

LG: Lindenwood Park / Gooseberry Park bicycle & pedestrian bridge, Fargo/Moorhead

MT: Milwaukee Trail between 35th Ave S and 37th Ave S, Fargo

OM: Oak Grove Park / Memorial Park bicycle & pedestrian bridge, Fargo/Moorhead

RC: Rose Coulee Trail between 46th Ave S and 47th Ave S, Fargo - Installed June/July 2023

ER: Eagle Run Neighborhood Trail between Rendezvous Park and 9th St W, West Fargo

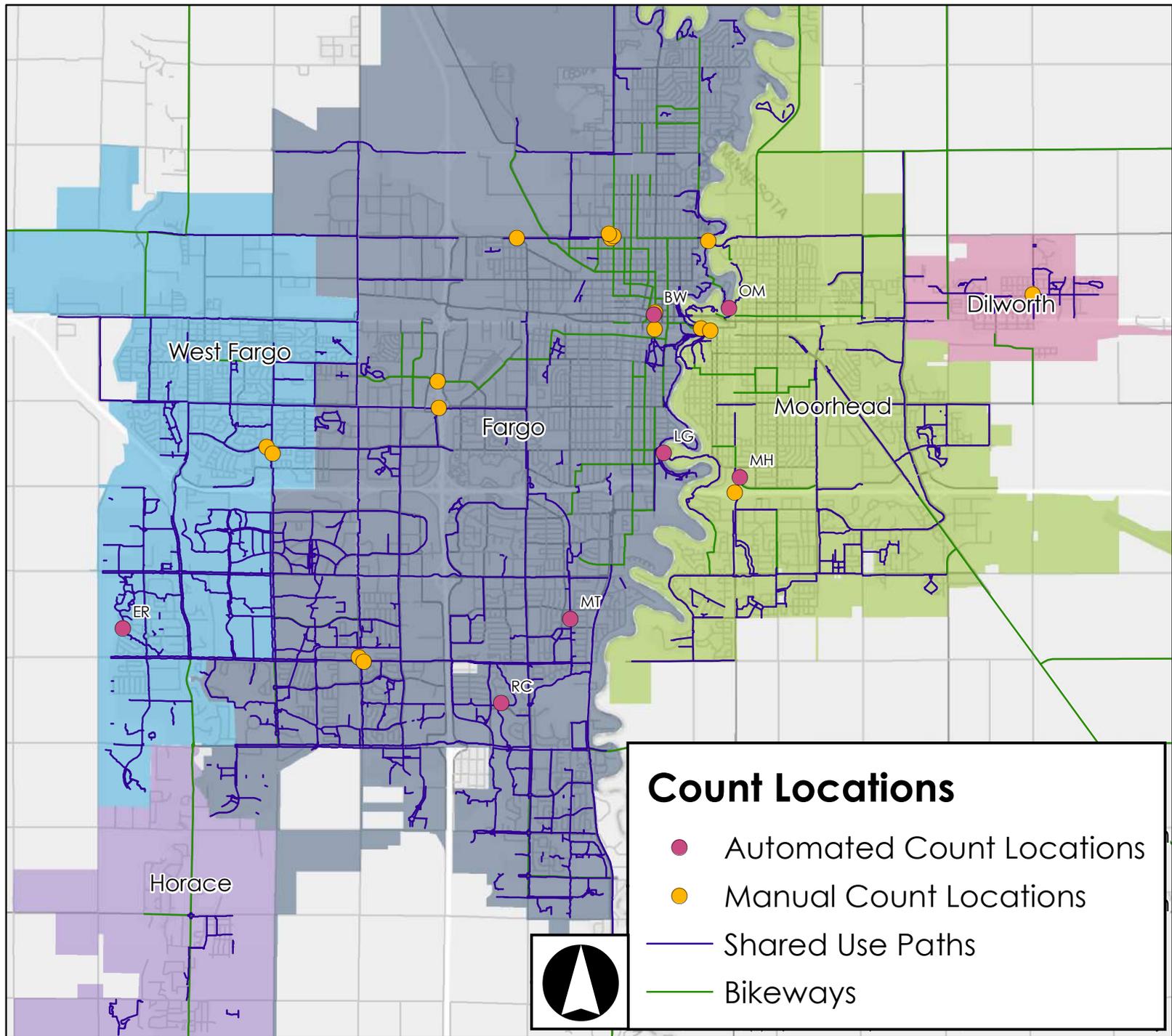
MH: Moorhead 8th Street Trail Crossing I-94, owned by MnDOT

These counters count passer-byers 7 days a week, 24 hours a day, 365 days a year. If two or more people are walking/biking side-by-side, the counter can record the group as one individual. This phenomenon is known as occlusion. Because of this, actual counts are higher than recorded. The topic of occlusion, as well as the relevant occlusion factors for each of the automated counters, will be discussed in the following pages.



AUTOMATED COUNTS

2014 - 2023



Data Consistency

Metro COG's initial deployment of automated counters utilized a basic counter intended for hiking trails - Traf-X. In 2022 and 2023 Metro COG replaced the Traf-X counters with a new style of counter - Eco Counters. During the deployment process of the Eco Counter, an Eco Counter and Traf-X counter were tested over a period of 5-6 hours during September to determine the consistency of the two devices. Using manual counts to compare, it was found the Eco Counter counts were higher and more accurate than the Traf-X counters. This difference in the recorded number of counts between the two devices is noticeable when observing the year-to-year data in the following section. Metro COG is considering ways to rectify the data to account for this difference between two types of counters.

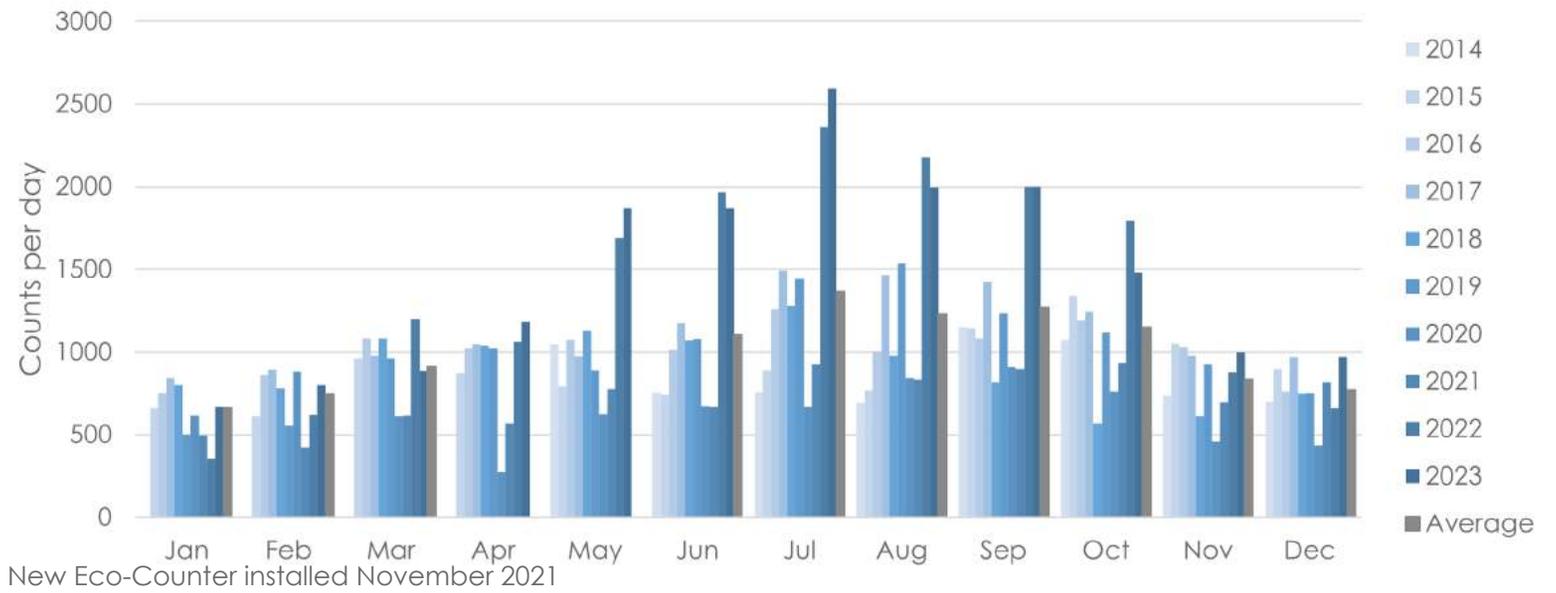
A challenge with automated counters regardless of the accuracy is occlusion, which is when two or more people traveling side by side pass through the counting field and are counted as one person. The best way to account for this is to calculate the occlusion factor at each location and apply that factor to the entire data set at that location. Metro COG has calculated occlusion factors at the each automated counting location and plans to integrate these factors into the count data and analysis for future reports.

AUTOMATED COUNTERS

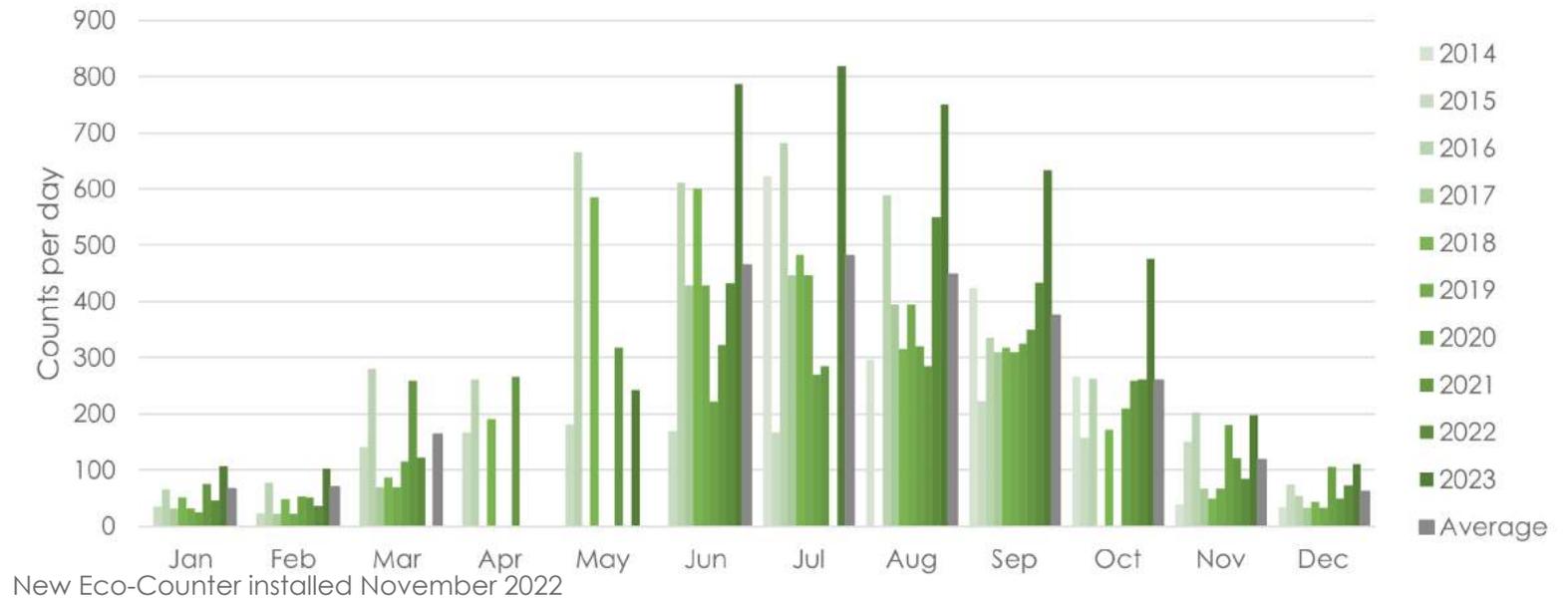
DATA SUMMARY

2014 - 2023

Broadway Sidewalk - Just S. of 2nd Ave N



Lindenwood/Gooseberry Park Bridge

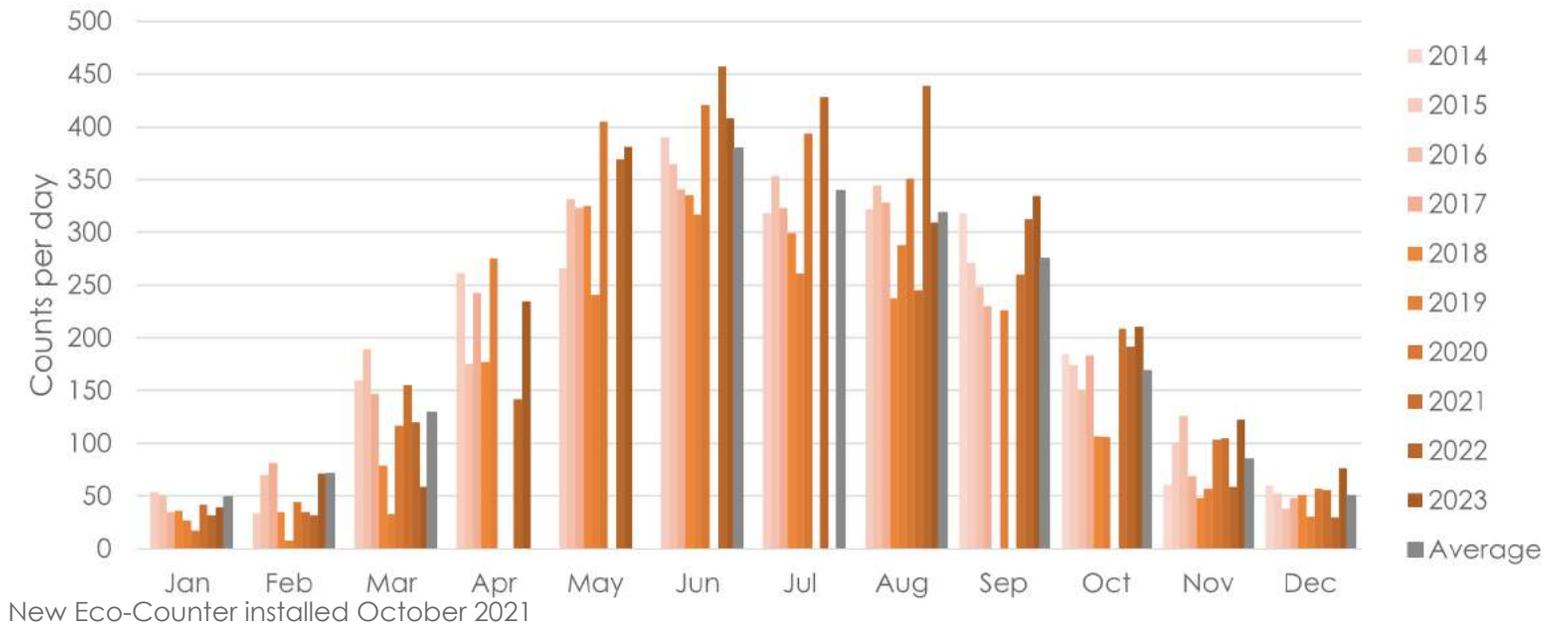


AUTOMATED COUNTERS

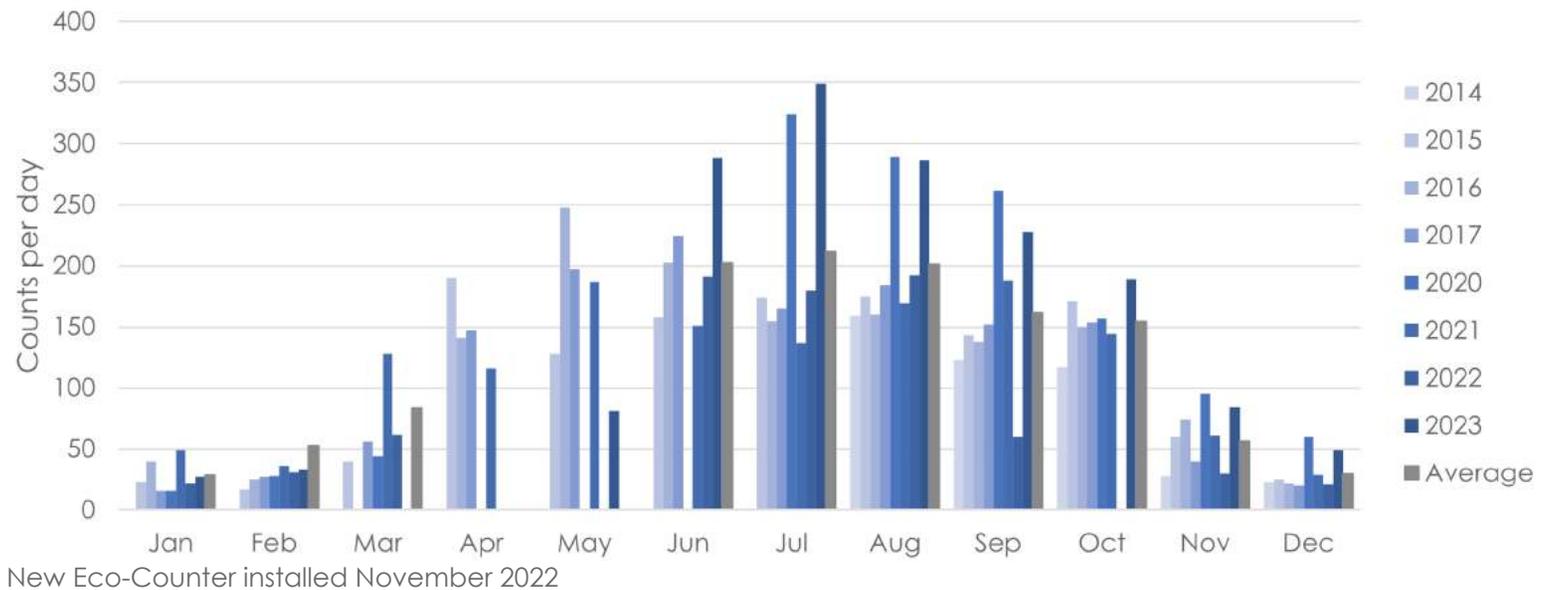
DATA SUMMARY

2014 - 2023

Milwaukee Trail



Oak Grove/Memorial Park Bridge

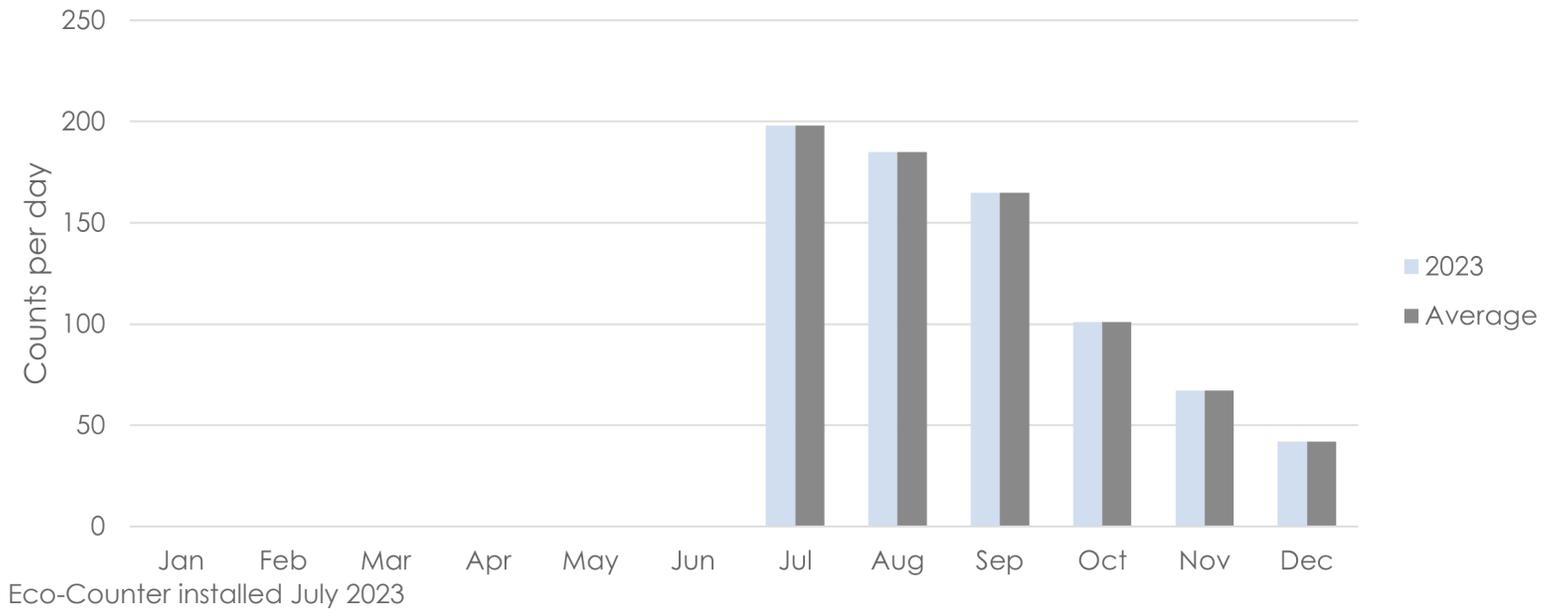


AUTOMATED COUNTERS

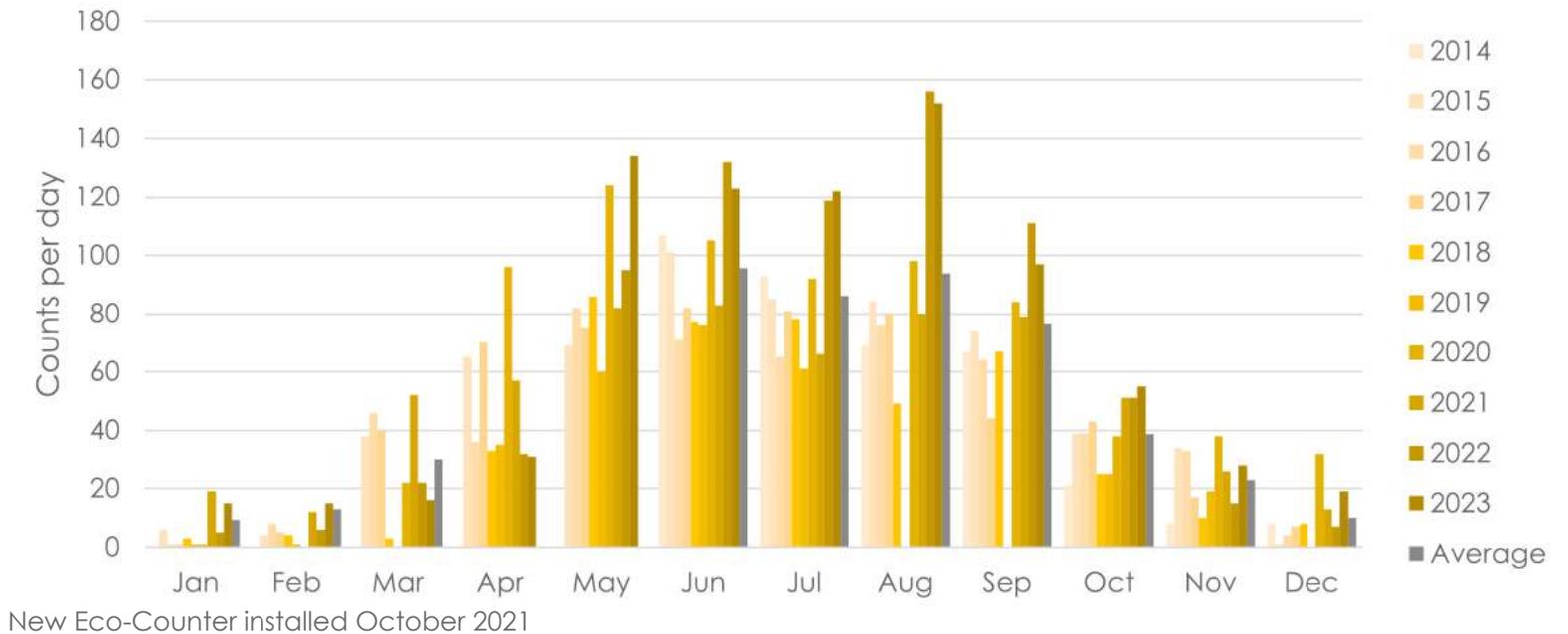
DATA SUMMARY

2014 - 2023

Rose Coulee



Eagle Run Trail

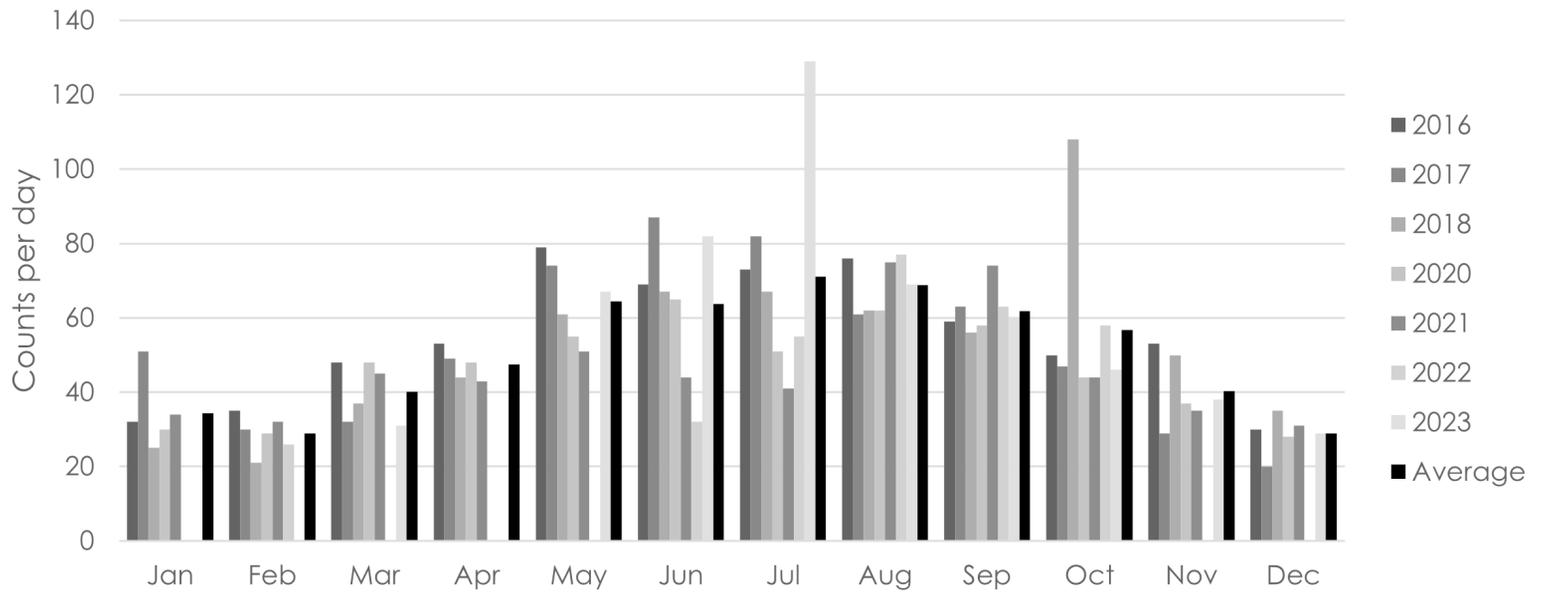


AUTOMATED COUNTERS

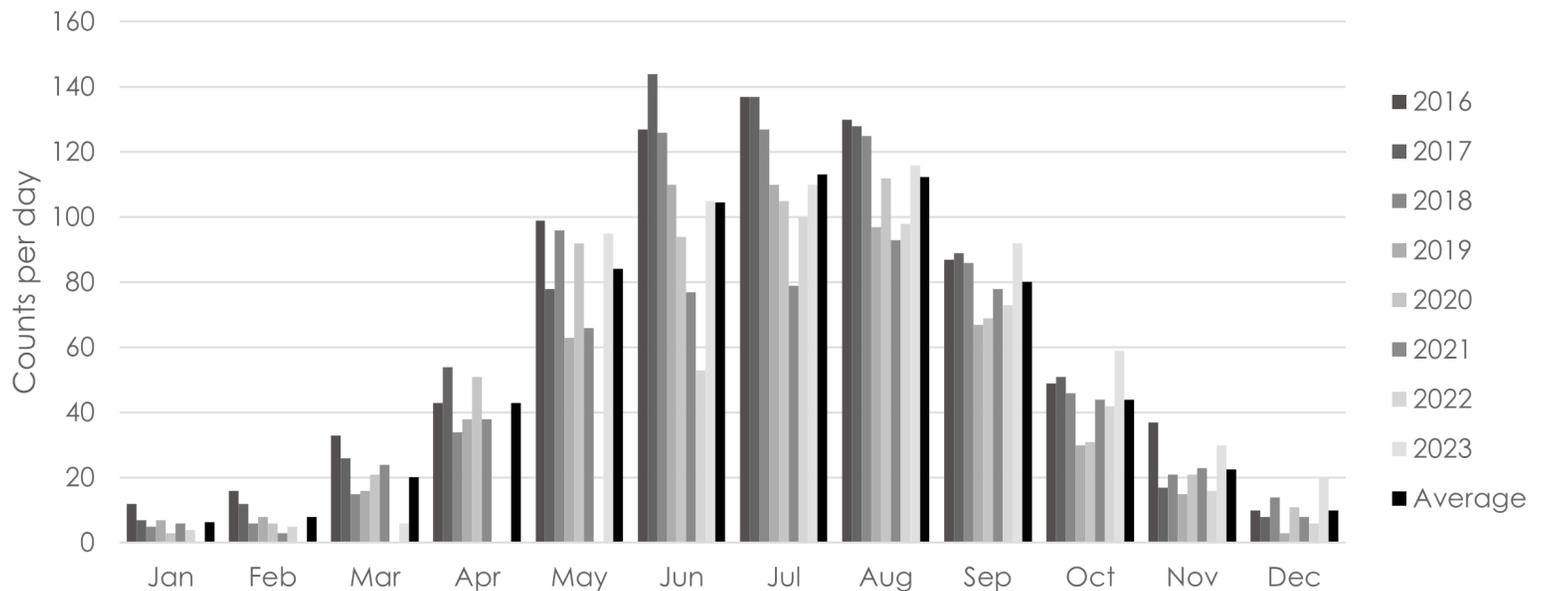
DATA SUMMARY

2016 - 2023

Moorhead 8th St Trail crossing I-94 - Pedestrians



Moorhead 8th St Trail crossing I-94 - Bicycles

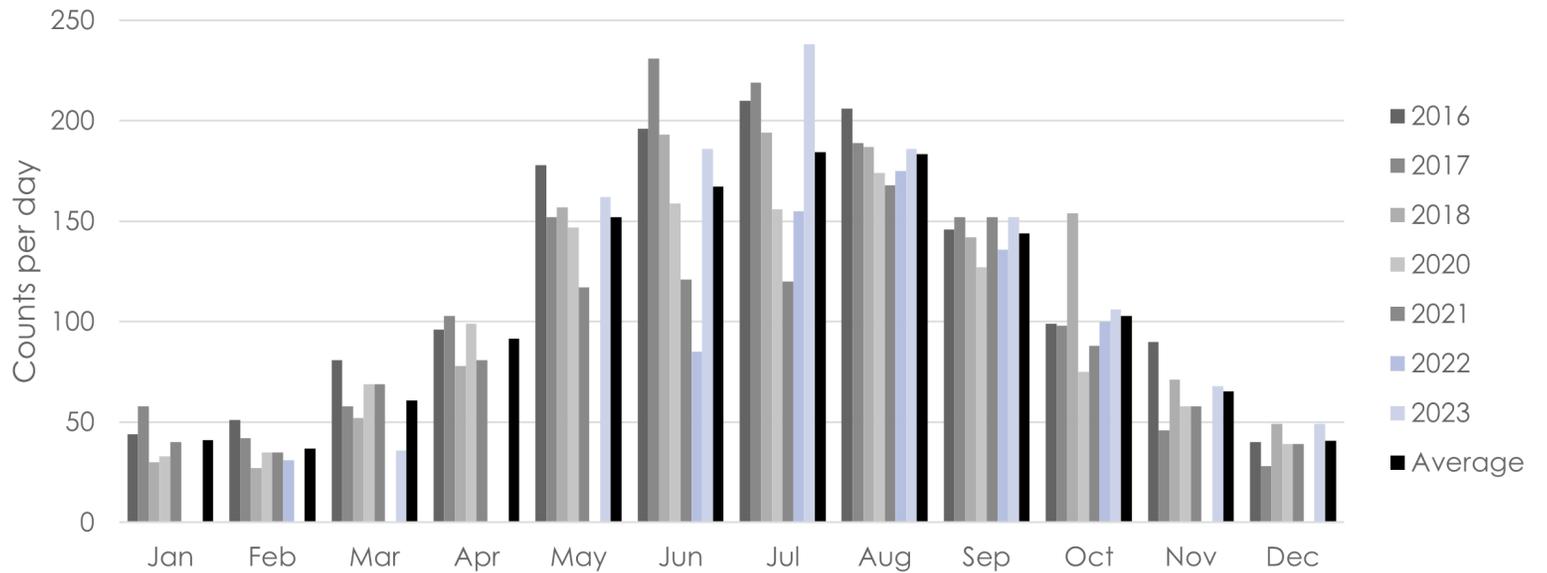


AUTOMATED COUNTERS

DATA SUMMARY

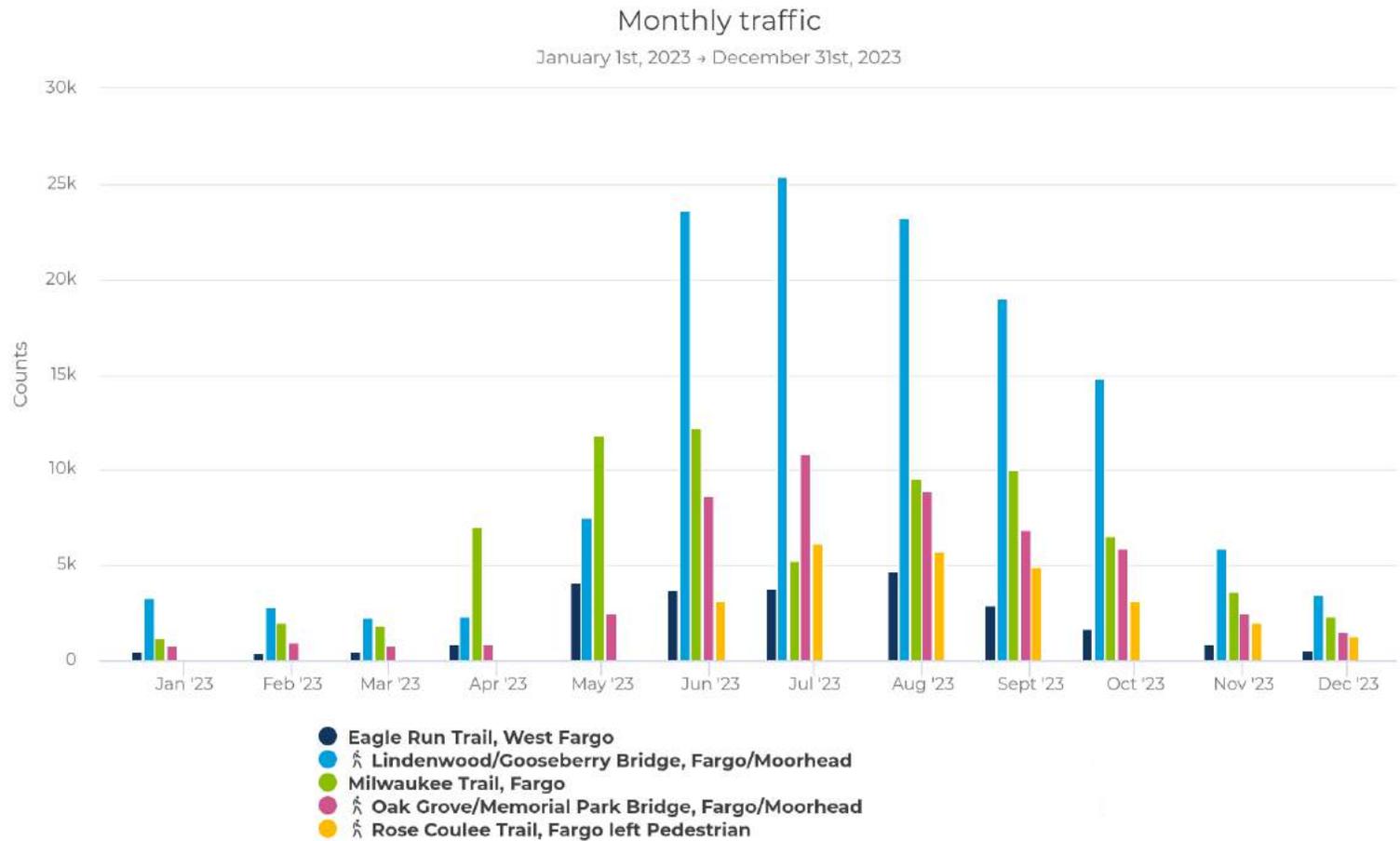
2016 - 2023

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

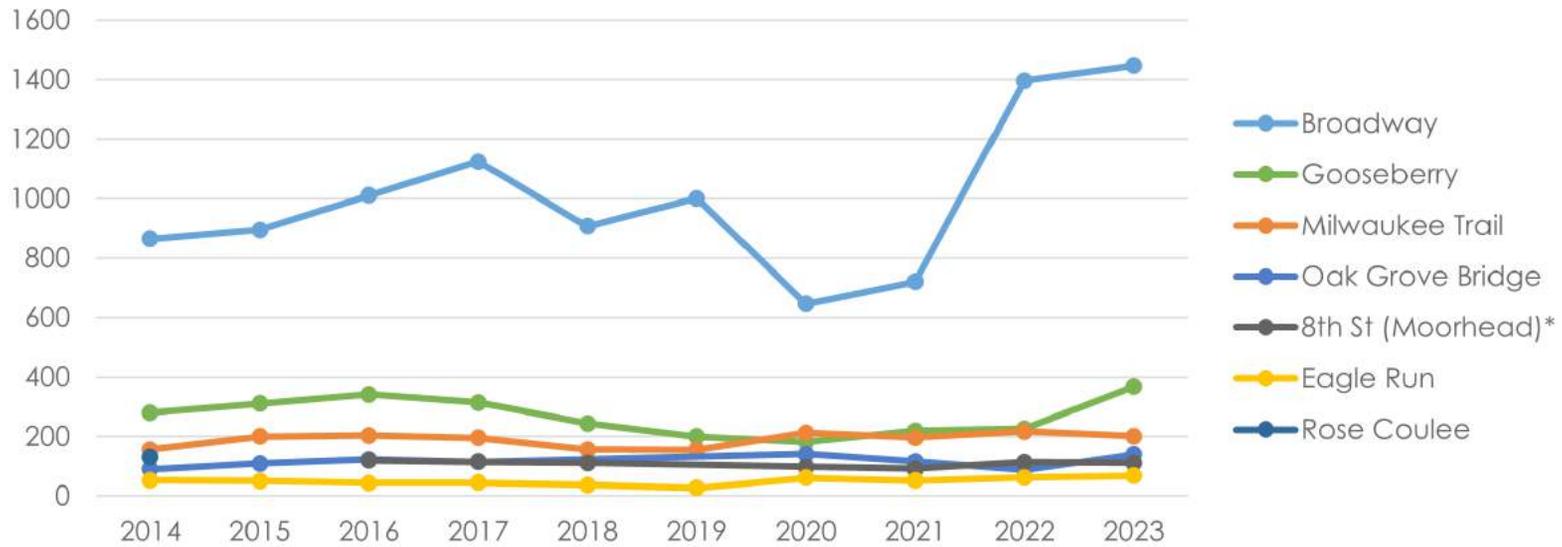


AUTOMATED COUNTERS

2023 COUNTER-TO-COUNTER COMPARISONS

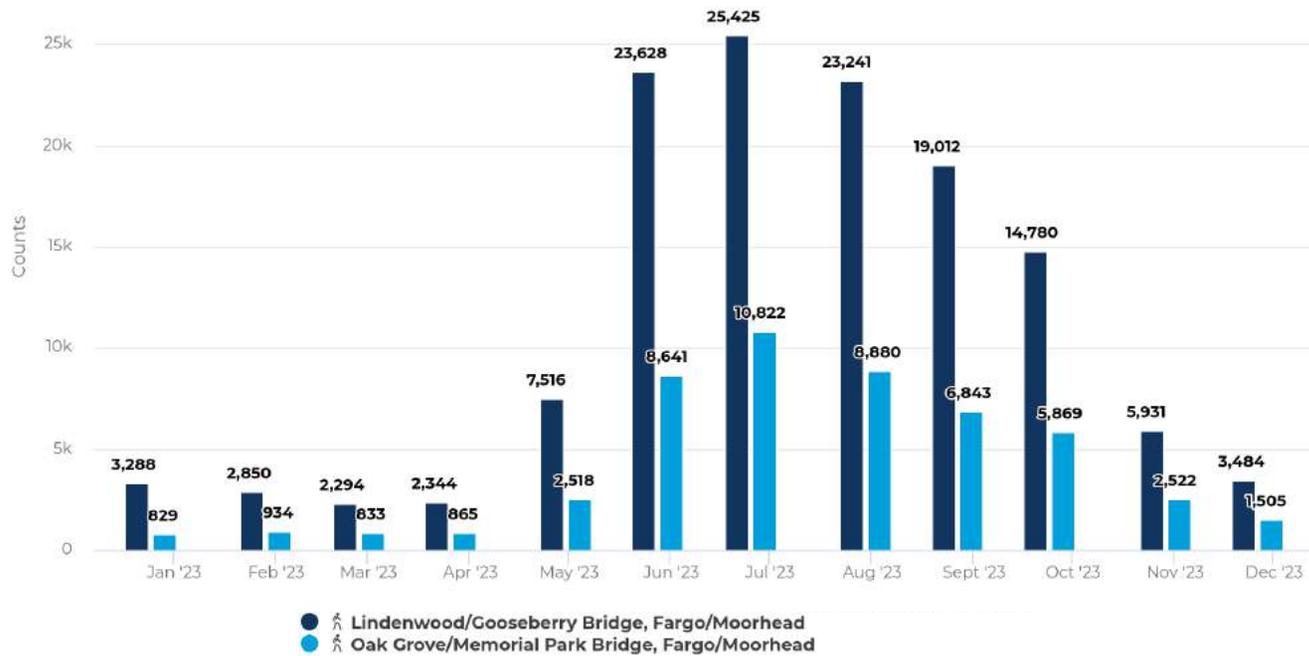


Average Annual Daily Counts



New Eco-Counters were installed in 2021/2022, which is reflected in the uptick of counts.

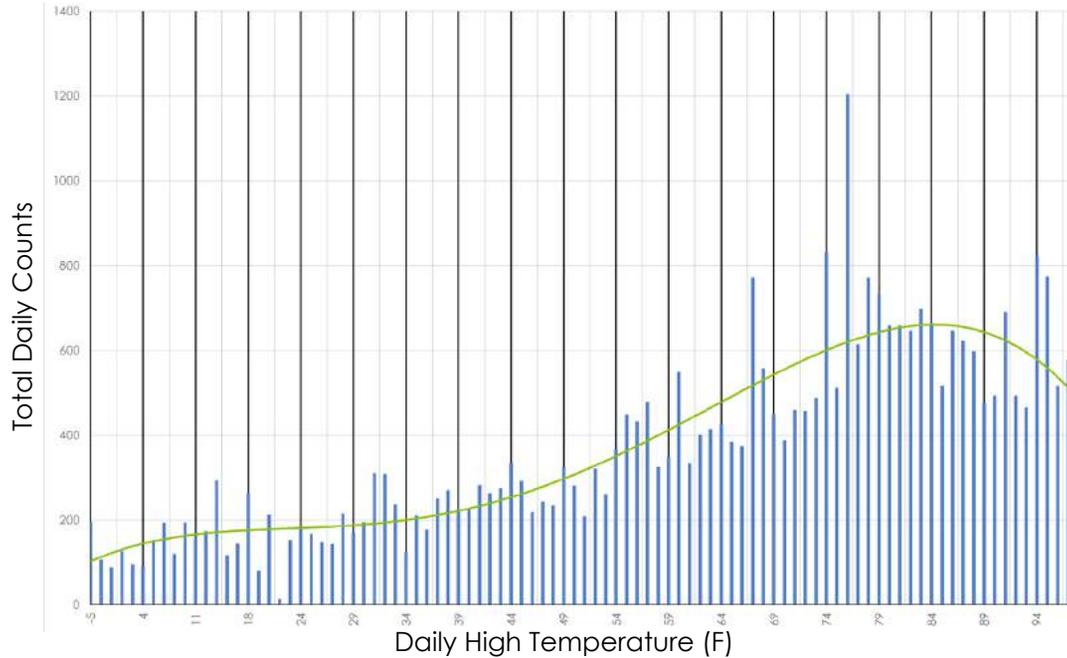
Bridge Comparison - Month to Month



AUTOMATED COUNTERS

2023 WEATHER ANALYSIS

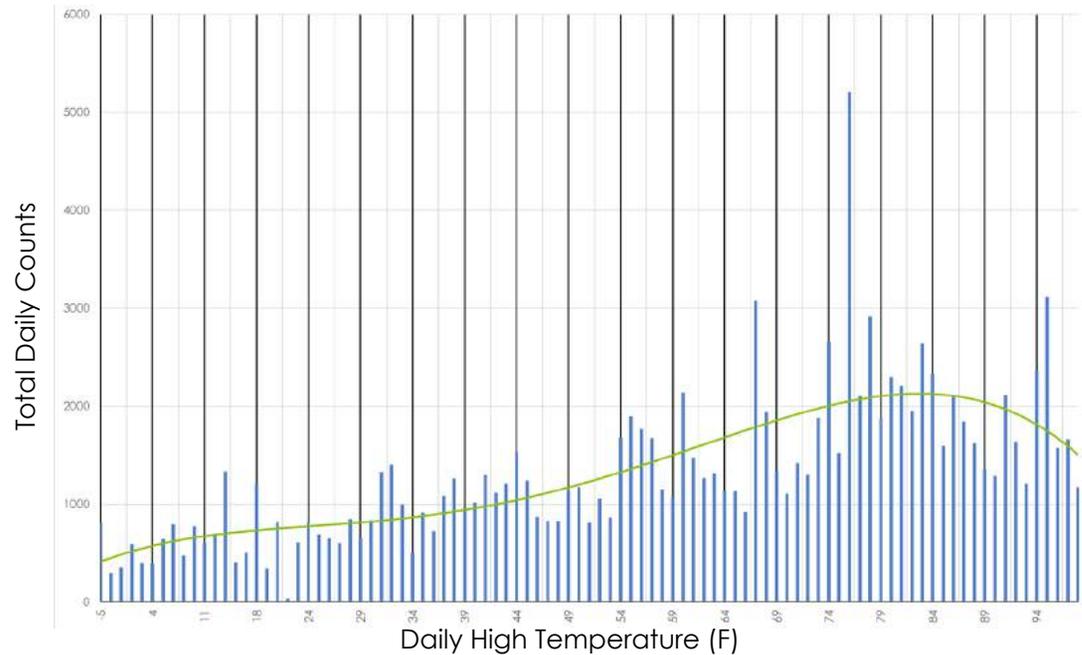
All Locations: Counts vs. Temperature



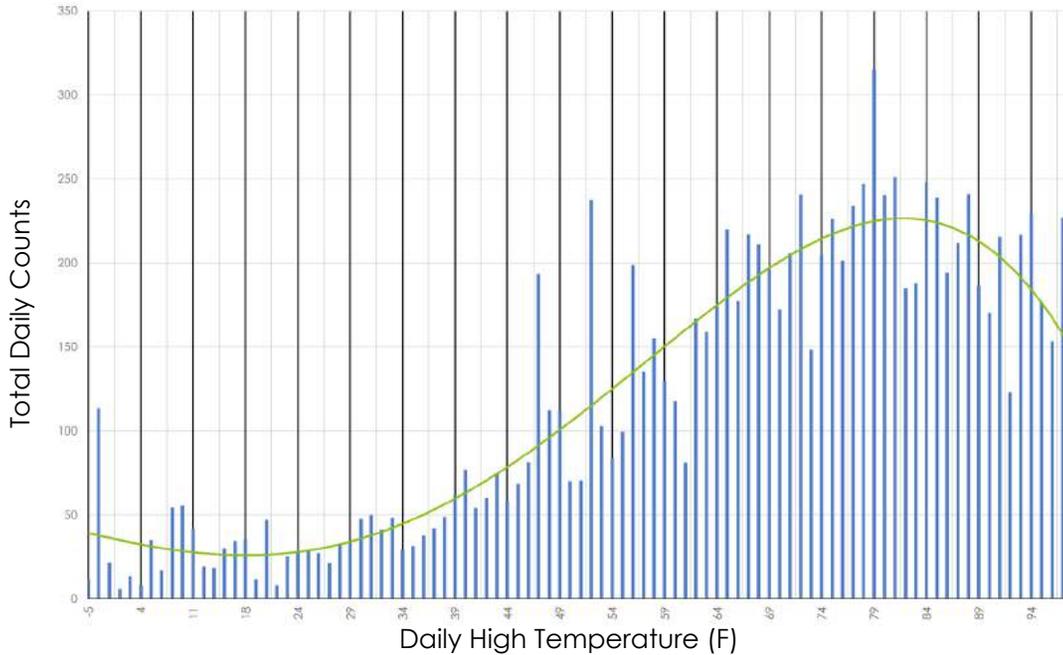
The following graphs compare the total daily count to the daily high temperature taken from the National Centers for Environmental Information National Oceanic and Atmospheric Administration NCEI NOAA historical weather data from the station at Fargo Hector International Airport, ND US (USW00014914). The graph to the left shows the trendline for all combined locations with a peak of 84°F.

Broadway: Counts vs. Temperature

The Broadway data has a less pronounced peak. This may be a result of the density of commercial land uses adjacent to this counter. People appear more likely to visit this location even if the temperature is significantly warmer or colder than they would desire. The temperature which results in the highest trendline of counts at the Broadway location is 83°F.



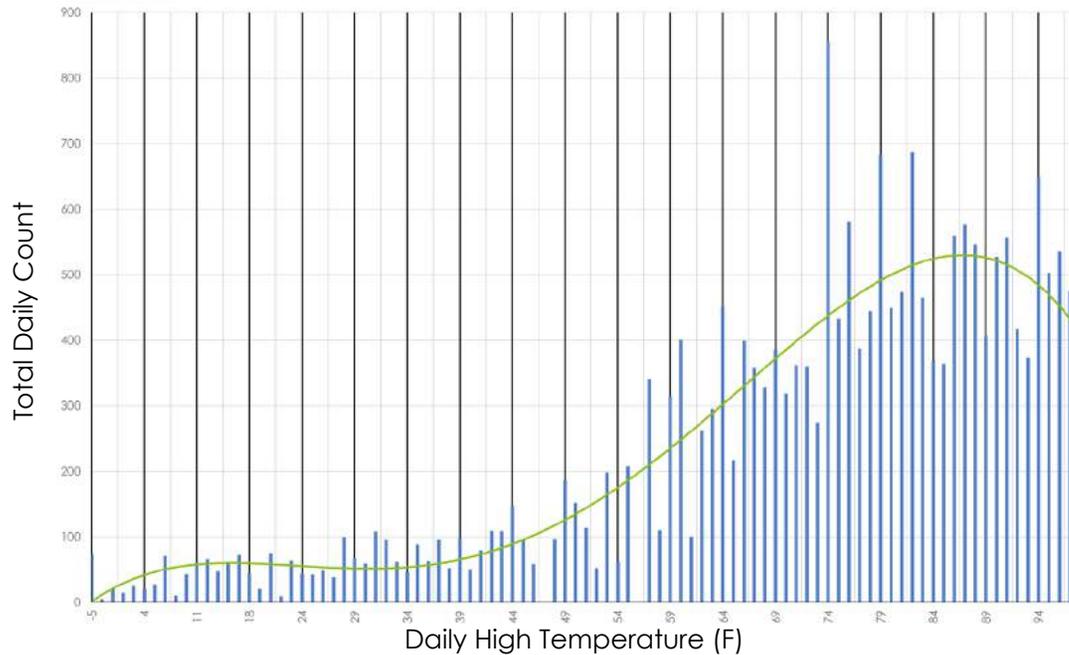
Milwaukee Trail, Eagle Run Trail, and Rose Coulee Trail: Counts vs. Temperature



The Milwaukee Trail, Eagle Run Trail, and Rose Coulee Trail data is shown to the left. The peak is very pronounced at 81.5°F. This implies that the volume of pedestrians and bicyclists at these locations is very dependent on the temperature.

Lindenwood/Gooseberry and Oak Grove/Memorial Park: Counts vs. Temperature

The Lindenwood/Gooseberry Bridge and Oak Grove/Memorial Park Bridge data also has a very pronounced peak, 86.5°F. It is interesting to note the difference in peak between this graph and the previous one. The 5°F change is potentially from the heavy tree canopy at the river trails compared to the other locations.





BW

BROADWAY SOUTH OF 2ND AVE N WEST SIDEWALK

2023 ANALYSIS

**PEAK DAY:
FRIDAY**

**PEAK DATE:
7/15/2023**

**PEAK TOTAL:
8898**

**DAILY AVERAGE:
1448**

**WEEKEND AVERAGE:
2133**

**WEEKDAY AVERAGE:
1171**

Located in the heart of Fargo's downtown, the Broadway counter records the highest volume of people compared to the other automated counters. Unlike some counters, this counter cannot differentiate between bicycles and pedestrians. The data collected showcases several trends and events that impact the Broadway sidewalk in the core of downtown Fargo.

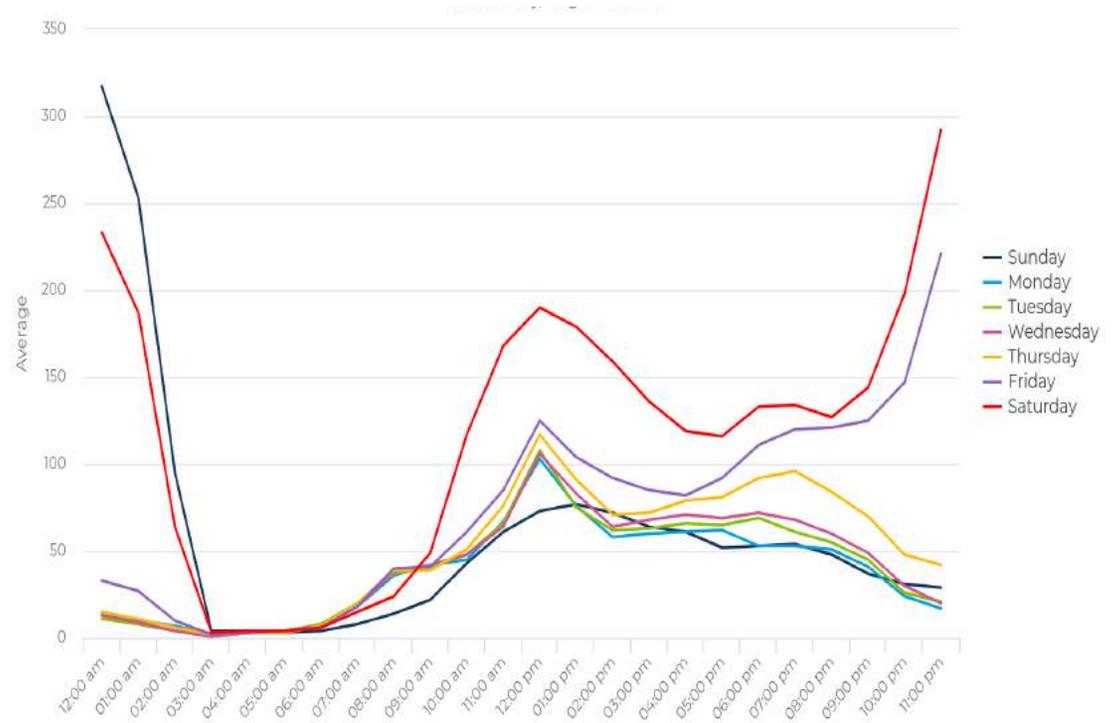


Figure BW.1

The above graph separates the 2023 data into the seven days of the week, showcasing the average data recorded every hour for every day of the week. Several trends emerge within the data when displayed this way.

First, a comparison of weekend nights vs. weekday nights. Friday nights and Saturday nights find Broadway much busier than average, with totals on Saturday tripling average weekday peaks. For both Friday and Saturday nights, the busiest time is around midnight, with a steep drop in volume by 3AM when foot traffic is at its lowest.

A second trend that emerges is a common lunchtime peak across all weekdays of around 100 people an hour, then a drop as lunchtime ends. Saturday has a much larger lunchtime peak around the same time, and data from Sundays show a smaller lunchtime peak that occurs later in the day.

When the data is separated into daily counts over the course of 2023 specific peaks corresponding to holidays and events are identified. The magnitude of these peaks provides good insight into the volume of traffic that these events create. The consistent smaller peaks represent the Friday and Saturday night crowds.

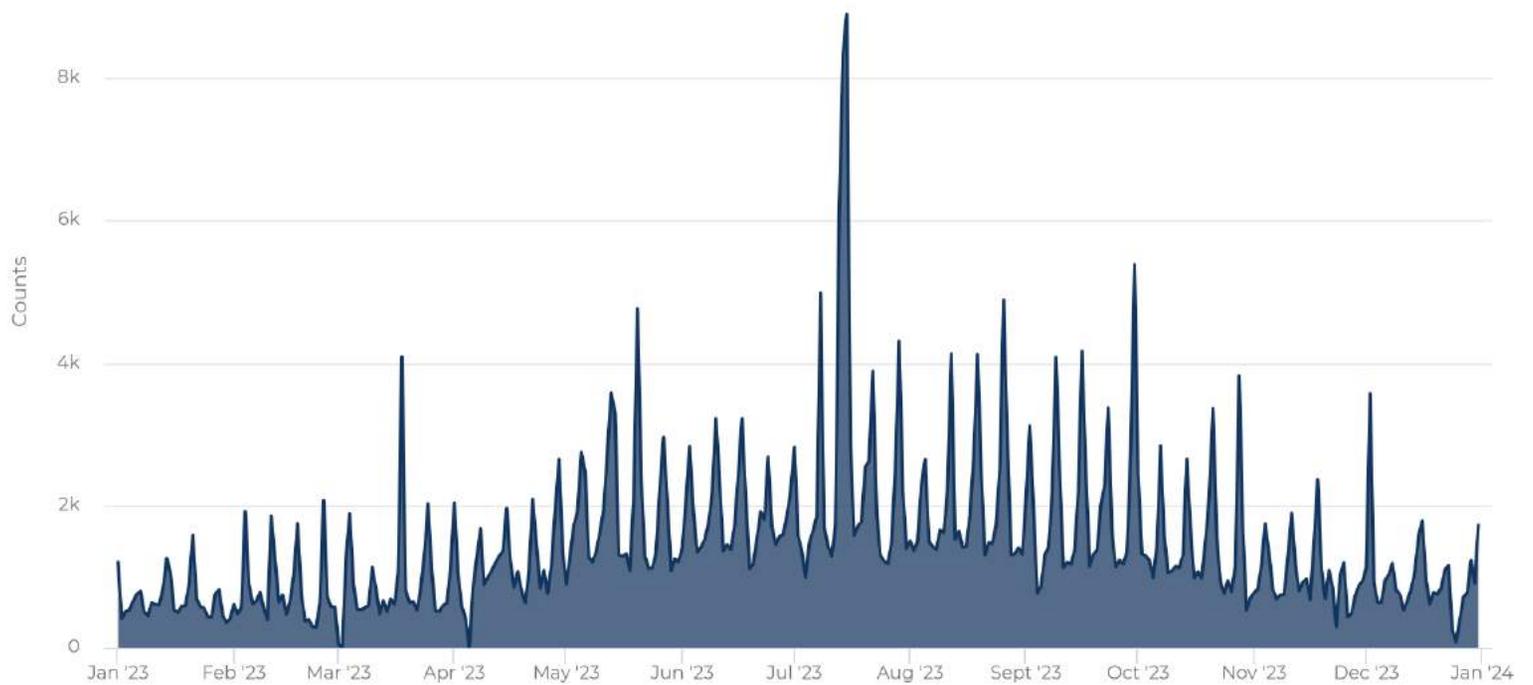


Figure BW.2

Counting people by month showcases the difference between winter and summer pedestrian traffic on Broadway and speaks to larger trends within the FM area. During January 2023, slightly more than 20,000 people were recorded by this counter versus over 80,000 people recorded during July 2023. The lower counts in the winter could be for a host of reasons, such as people opting to drive downtown, fewer people frequenting downtown businesses due to the weather, and/or a reduced number of events.

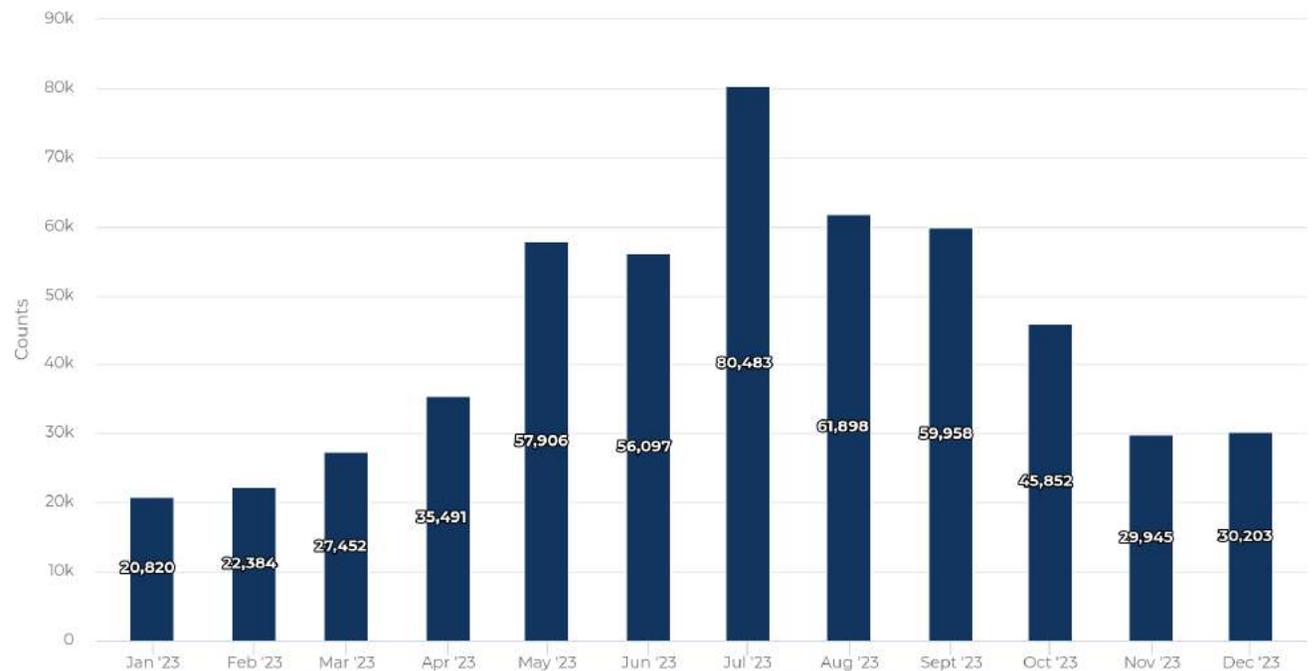


Figure BW.3



BW

BROADWAY SOUTH OF 2ND AVE N WEST SIDEWALK

2022-2023 ANALYSIS

Weekly comparison by year

January 1st, 2022 + December 30th, 2023
Broadway, Fargo Pedestrian

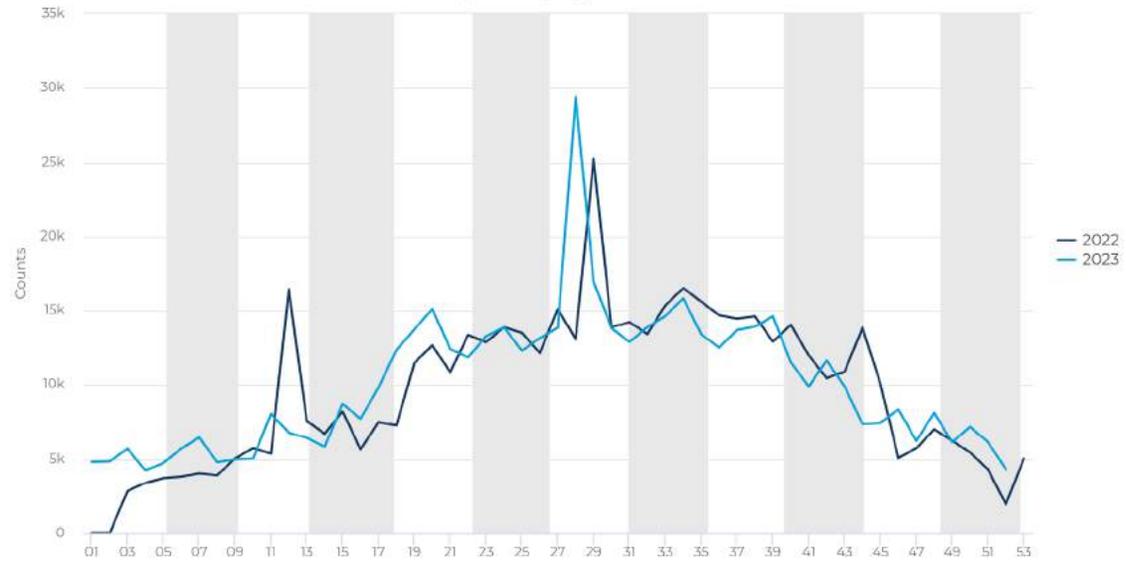


Figure BW.4

Daily traffic

January 1st, 2022 + December 31st, 2023

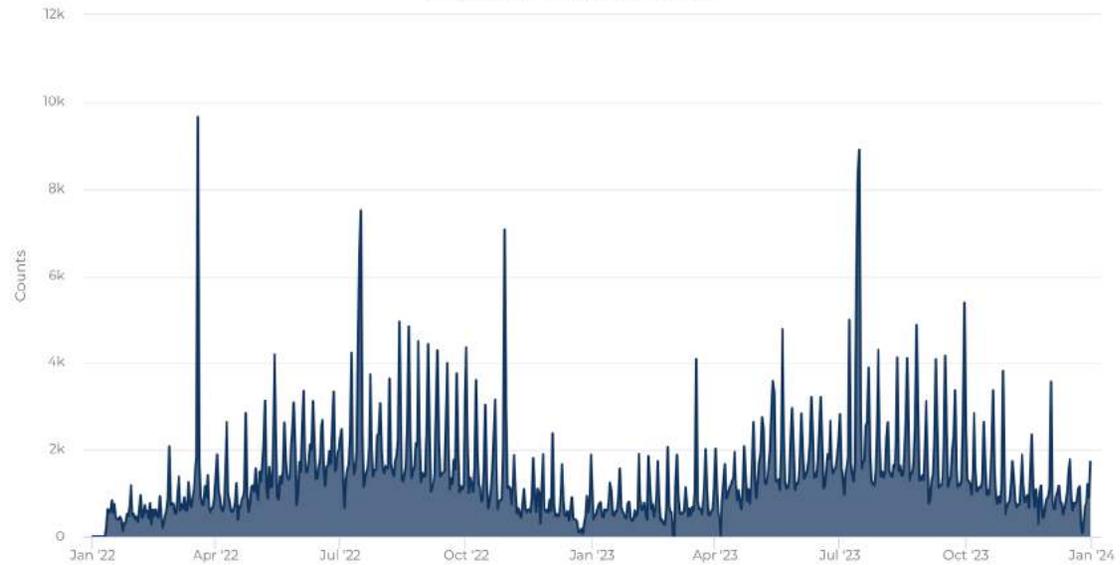


Figure BW.5

● Broadway, Fargo Pedestrian

Monthly comparison by year

January 1st, 2022 → December 30th, 2023

🚶 Broadway, Fargo Pedestrian

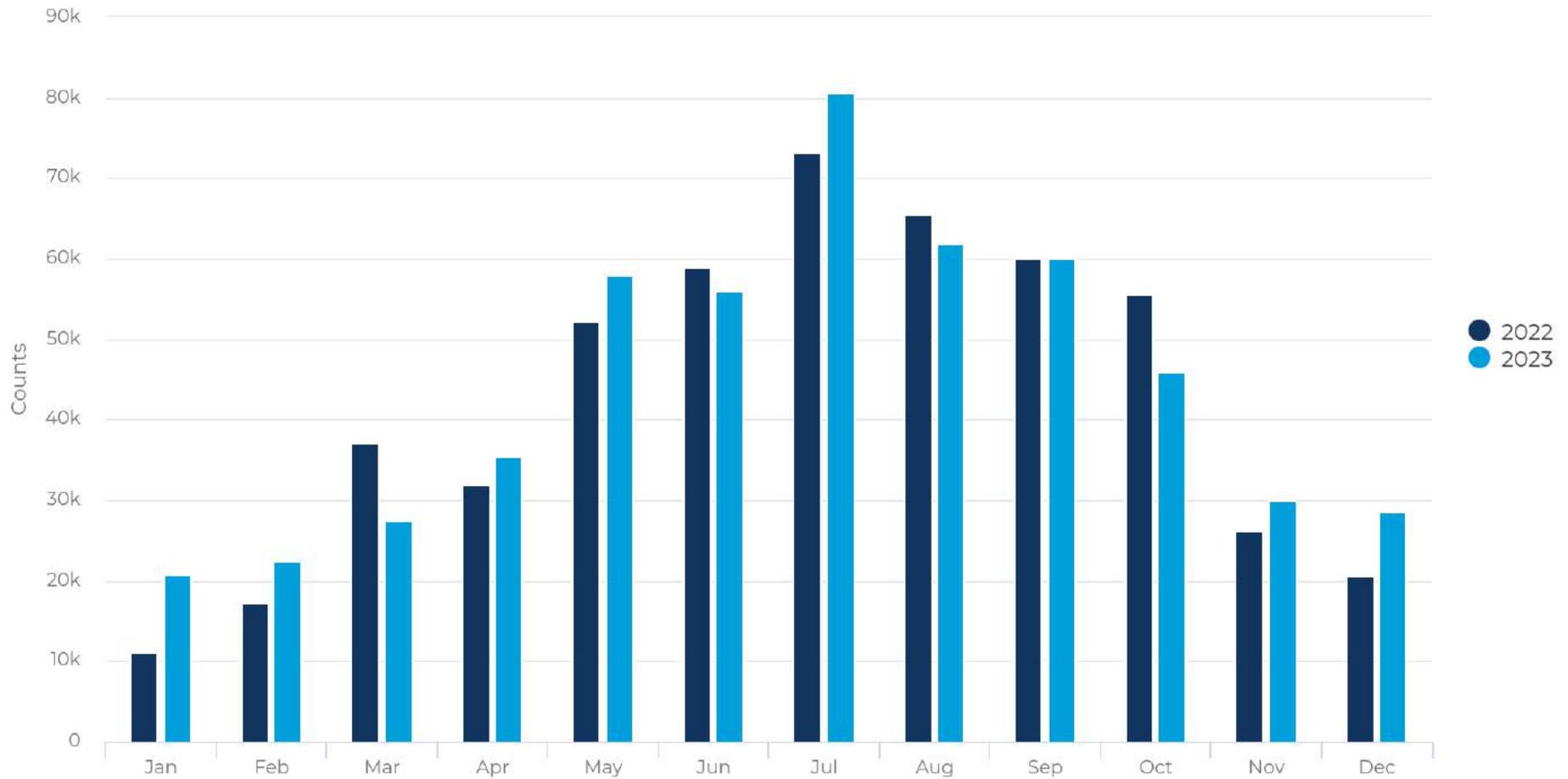


Figure BW.6



LG

LINDENWOOD/ GOOSEBERRY BRIDGE

2023 ANALYSIS

**PEAK DAY:
SUNDAY**

**PEAK DATE:
6/11/2023**

**PEAK TOTAL:
2113**

**DAILY AVERAGE:
367**

**WEEKEND AVERAGE:
495**

**WEEKDAY AVERAGE:
315**

Located on the Lindenwood-Gooseberry Pedestrian Bridge, the LG counter was installed in November 2022 and replaced the Traf-X counter. The counter does not discern between bicycles and pedestrians. The LG counter does not count during floods, when the bridge is lifted.

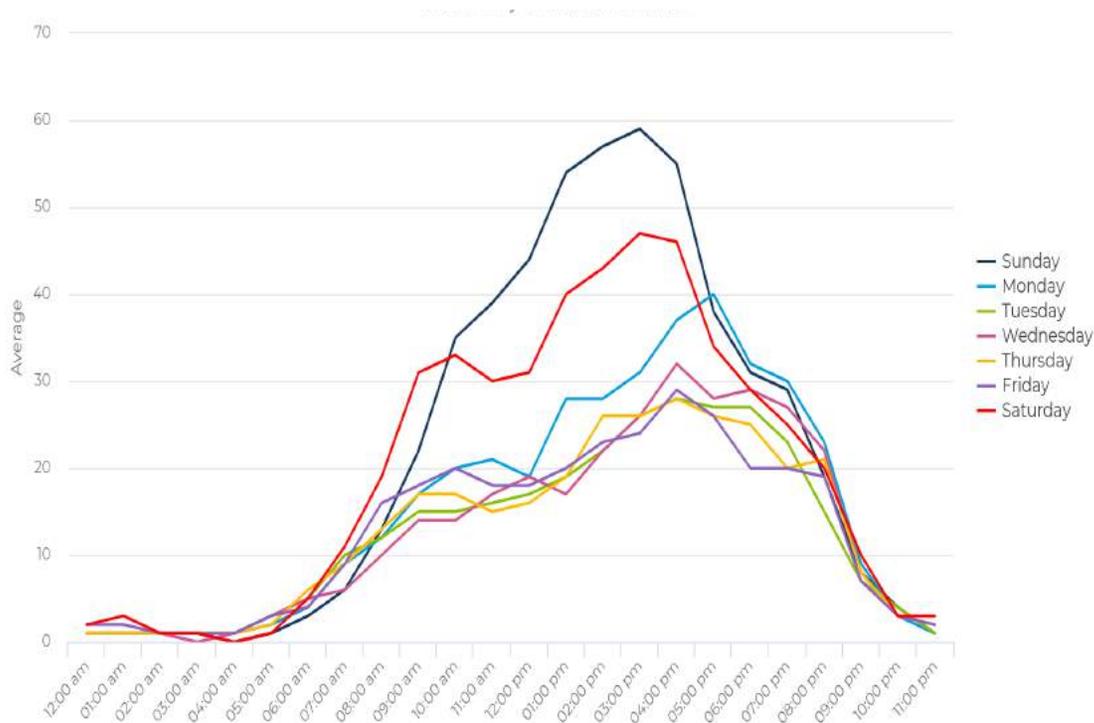


Figure LG.1

Figure LG.1 separates the 2023 counter data by day. Weekday traffic is relatively consistent, with steady increases throughout the day until the evening, where most days plateau before falling as nightfall sets in. Monday features higher volumes than other weekdays, and features a more pronounced peak at 5:00 PM.

The Lindenwood-Gooseberry bridge is significantly busier on the weekends than the weekdays. Sundays peak at nearly 60 people/hr, while Saturdays peak at around 47 people/hr. Weekend peaks are also generally earlier than weekdays, with both Saturday and Sunday peaking at around 3-4:00PM.

The LG counter is the 2nd busiest count location, aside from the Broadway automated counter. With a daily average of 367 people, the bridge experiences frequent traffic from people crossing the Red River from Fargo into Moorhead or vice versa. Weekends average 180 more people than weekdays, with an average of 495 people crossing the bridge a weekend day.

Figure LG.2 represents the total counts each day of 2023. During the winter, counts remain low. The noticeable absence of counts in April and May represent a spring flood of the Red River. After the flood, counts significantly increase and remain consistent throughout the summer, before declining in the fall. The several peaks represent weekends throughout the summer.

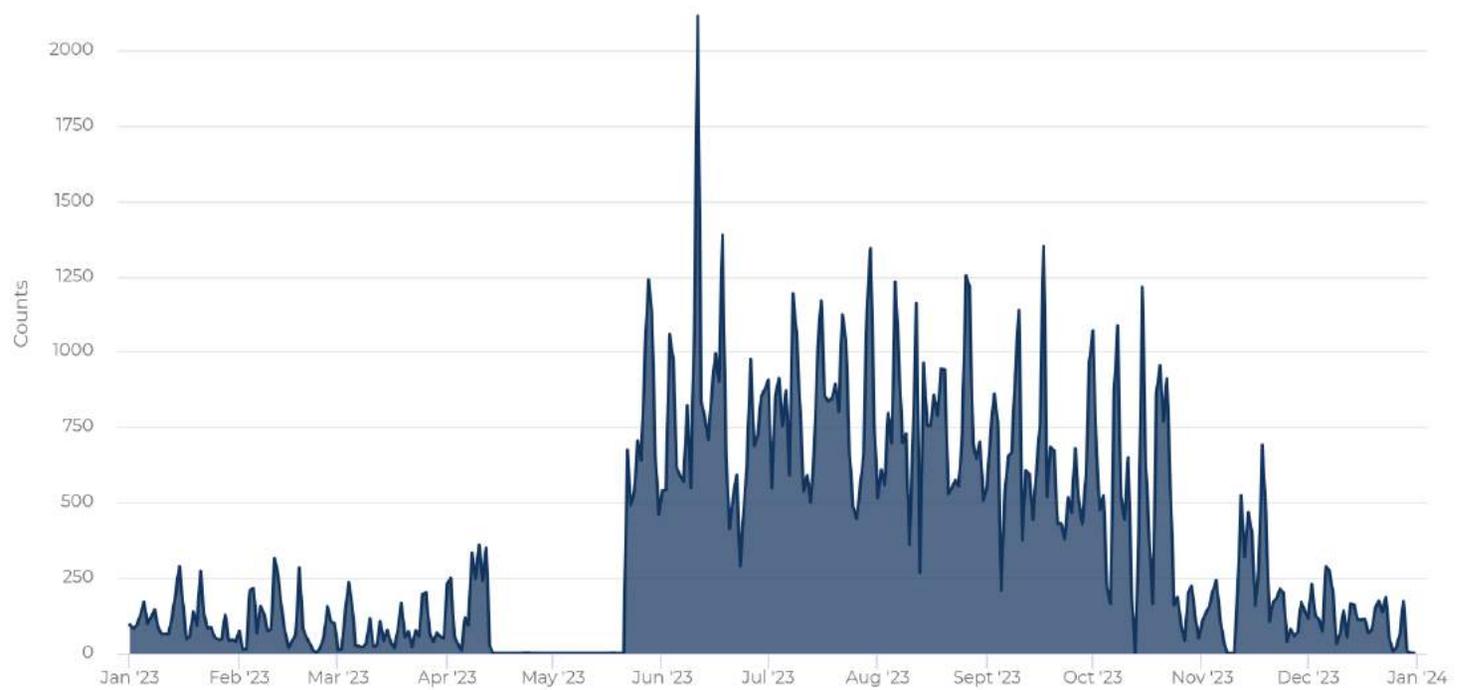


Figure LG.2

Figure LG.3 showcases each month of 2023 with the total counts for each month. In July, 25,425 people crossed the Lindenwood-Gooseberry bridge, over 22,000 more than the total people who crossed the bridge in January. The seasons greatly affect multi-modal travel in the Fargo-Moorhead area, but the Lindenwood-Gooseberry bridge still receives significant traffic in the winter, equating to slightly less than summer monthly totals for the Eagle Run Trail counter (LG - 3,288 people in January; ER - 3,694 people in June).

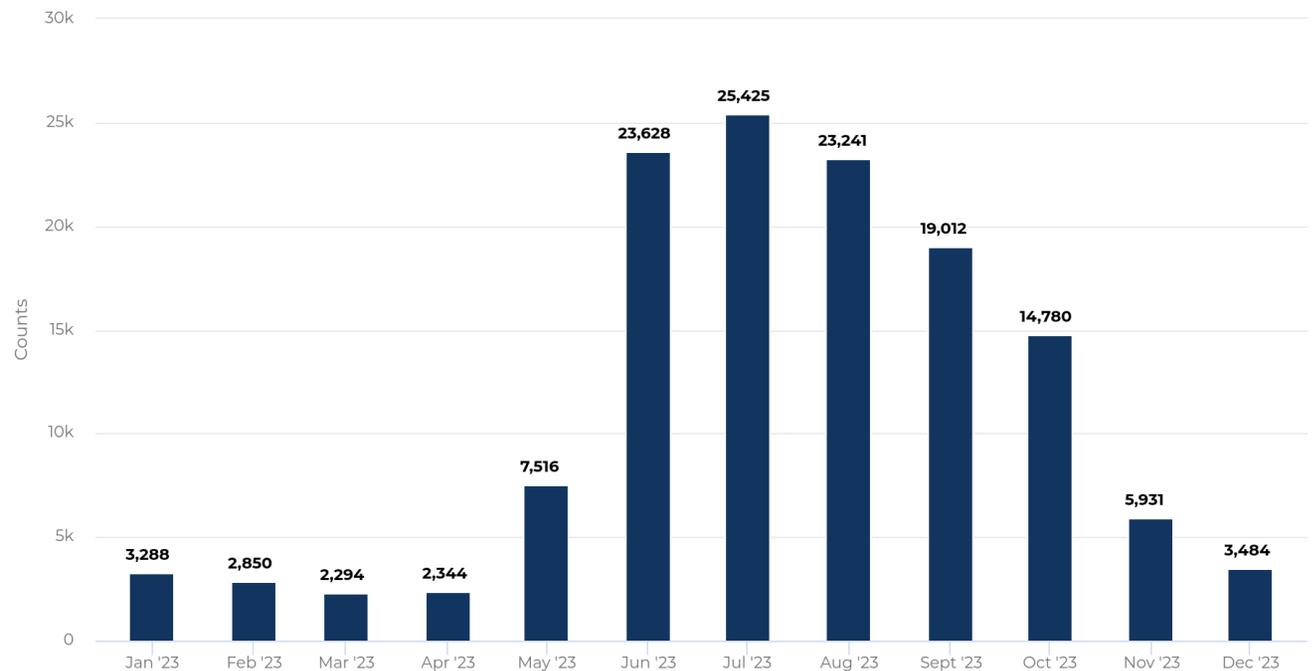


Figure LG.3



MT

MILWAUKEE TRAIL

2023 ANALYSIS

**PEAK DAY:
TUESDAY**

**PEAK DATE:
4/26/2023**

**PEAK TOTAL:
823**

**DAILY AVERAGE:
202**

**WEEKEND AVERAGE:
201**

**WEEKDAY AVERAGE:
202**

The Milwaukee Trail is one of the longest trail systems in the City of Fargo, spanning 3 miles from I-94 southward to the Rose Creek trail just south of 40th Ave S, with plans to connect the trail to other trail networks once a crossing of Rose Creek Coulee is complete. The counter, located near Mini Park 1 and 36th Ave S, can differentiate between bicycles and pedestrians. While the area in the immediate vicinity of the counter contains low density housing, the areas surrounding the Milwaukee Trail contain a range of high and low density housing.

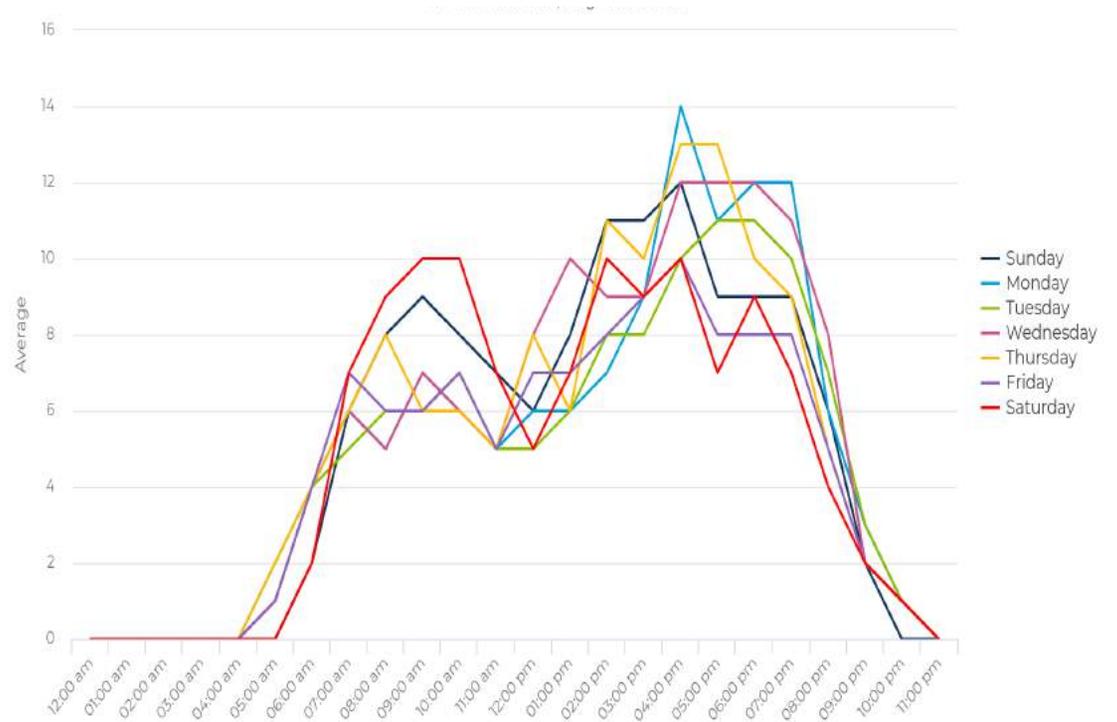


Figure MT.1

Figure MT.1 separates the 2023 data into the seven days of the week, showcasing the average data recorded every hour of the day for every day of the week. The most notable aspect of the graph are the two main peaks that appear: an evening peak and a smaller morning peak. Weekdays and weekends are consistent in use, with a weekend average of 201 and a weekday average of 202. The Milwaukee Trail experiences frequent use regardless of day, though Saturdays and Sundays experience higher morning peaks and lower evening peaks than weekdays do.

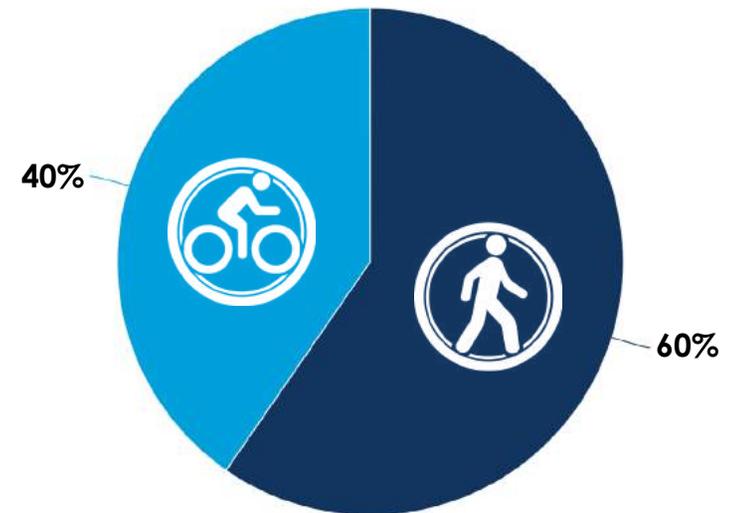


Figure MT.2

Figure MT.3

showcases the use of the Milwaukee Trail throughout 2023. The counter malfunctioned from mid-July through early August; therefore no counts were recorded. The Milwaukee Trail is far more utilized in the summer than winter, with a peak in the early summer before a steady decline to winter.

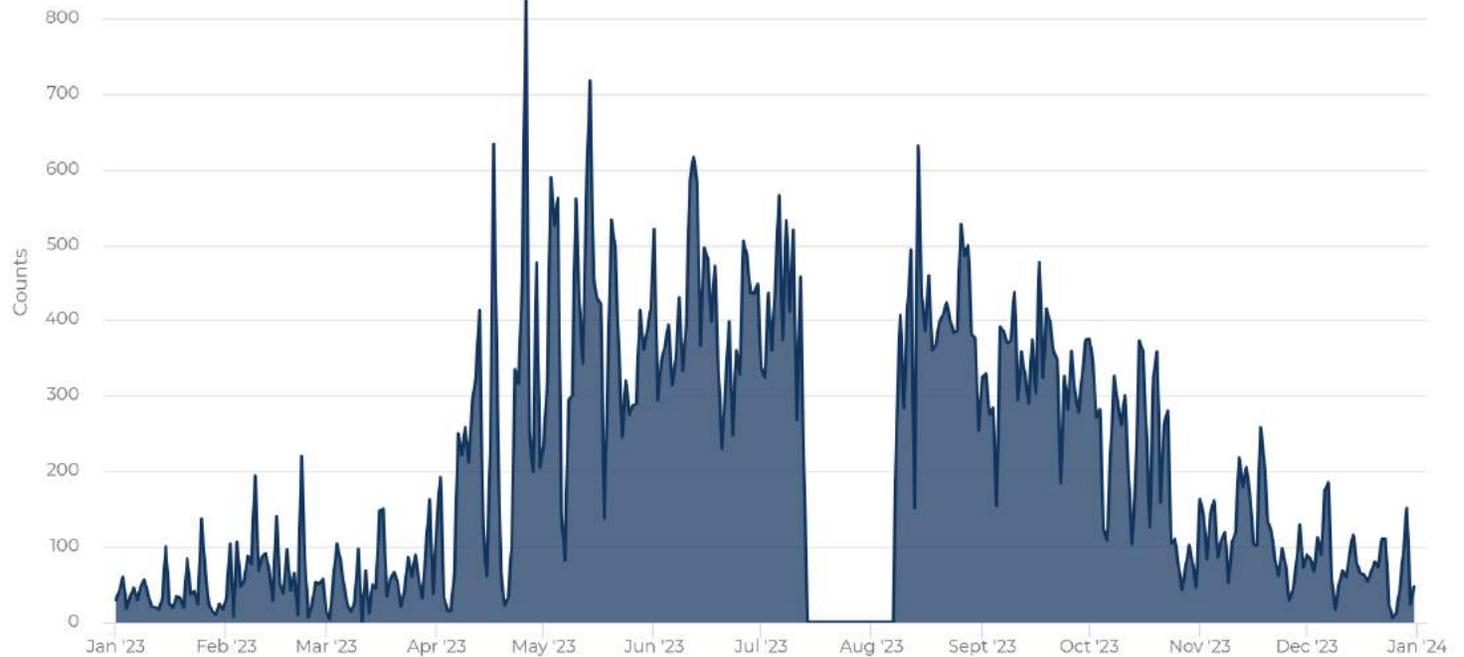


Figure MT.3

Figure MT.4 represents the total pedestrian traffic vs. the total bicycle traffic for each month of the year. The data helps show which modes use the Milwaukee Trail. During the summer, the ratio of bicyclists to pedestrians is consistently almost 1:1. Throughout the entire year, 40% of users are cyclists, while 60% are pedestrians. The Milwaukee Trail features high volumes of multi-modal traffic, which peaks in the summer and significantly declines in the winter, though not to the extent of the other trail counters.

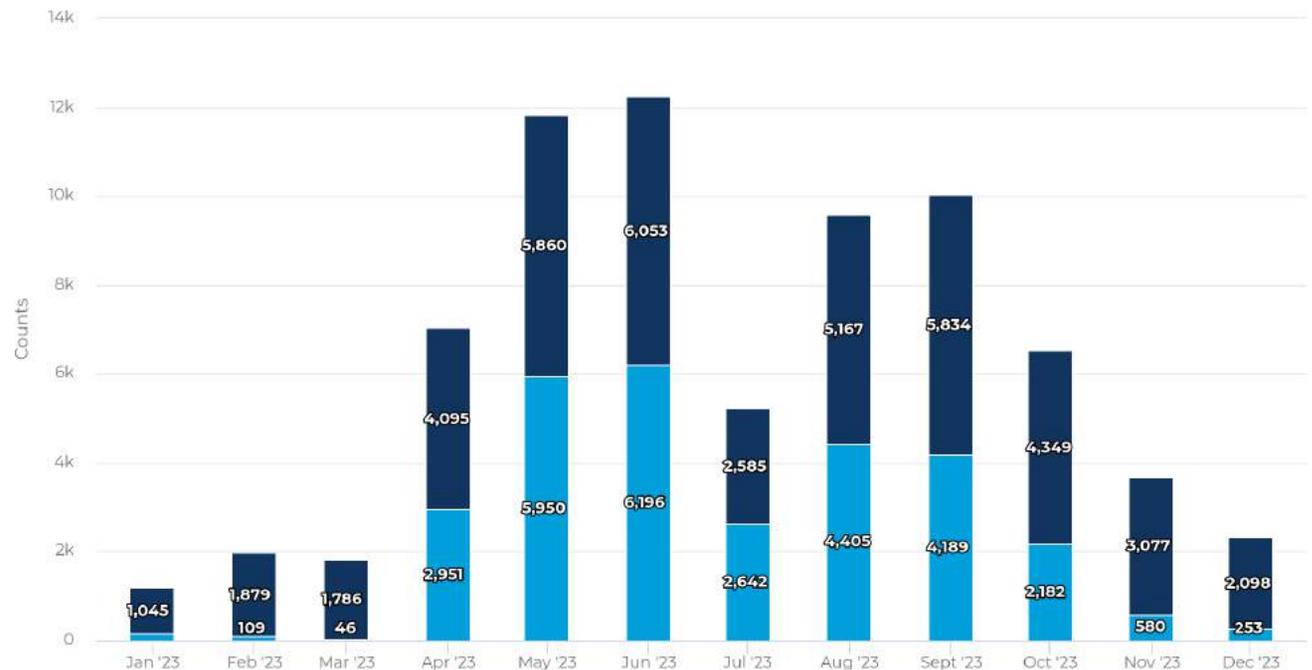


Figure MT.4



OM

OAK GROVE/ MEMORIAL PARK BRIDGE

2023 ANALYSIS

PEAK DAY:
SATURDAY

PEAK DATE:
4/26/2023

PEAK TOTAL:
548

DAILY AVERAGE:
140

WEEKEND AVERAGE:
172

WEEKDAY AVERAGE:
127

Located on the Oak Grove - Memorial Park bridge just north of Downtown Fargo/ Moorhead, the OM counter was installed in November 2022 and replaced the Traf-X counter. This counter does not discern between bicycles and pedestrians. The OM counter does not count during floods, when the bridge is lifted.

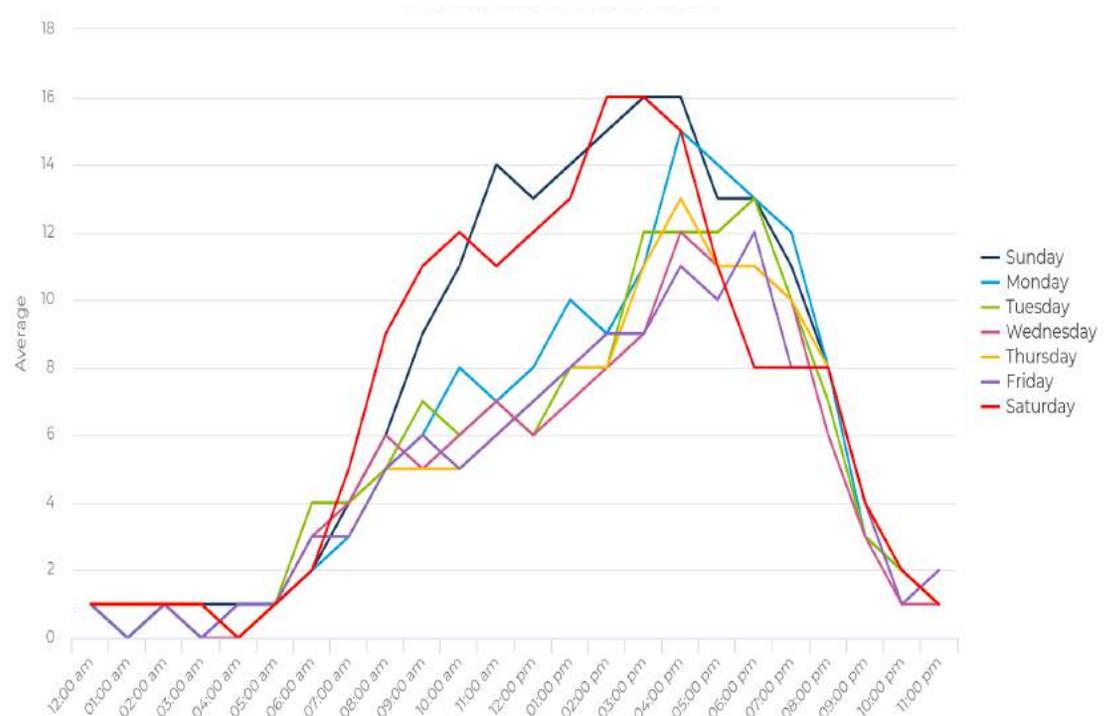


Figure OM.1

Figure OM.1 separates the 2023 counter data by day. Weekday traffic is relatively consistent, with steady increases throughout the day until the evening, where most days plateau before falling as nightfall sets in. Monday features slightly higher volumes than other weekdays, and features a more pronounced peak at 4-5:00 PM.

The Lindenwood-Gooseberry bridge is significantly busier on the weekends than the weekdays, particularly in the morning. Saturdays and Sundays peak at 16 people/hr. Weekend peaks are also generally earlier than weekdays, with both Saturday and Sunday peaking at around 3:00PM.

Counts collected by the OM counter are about 1/3 of the counts collected by the LG counter, which is reflected in the daily averages both on weekdays and weekends. While both are bridges connecting pedestrians to North Dakota and Minnesota, the OM bridge is used significantly less than the LG bridge.

Figure OM.2 represents the total counts each day of 2023. During the winter, counts remain low. The noticeable absence of counts in April and May represent a spring flood of the Red River. After the flood, counts significantly increase and remain consistent throughout the summer, before declining in the fall. The several peaks represent weekends throughout the summer.

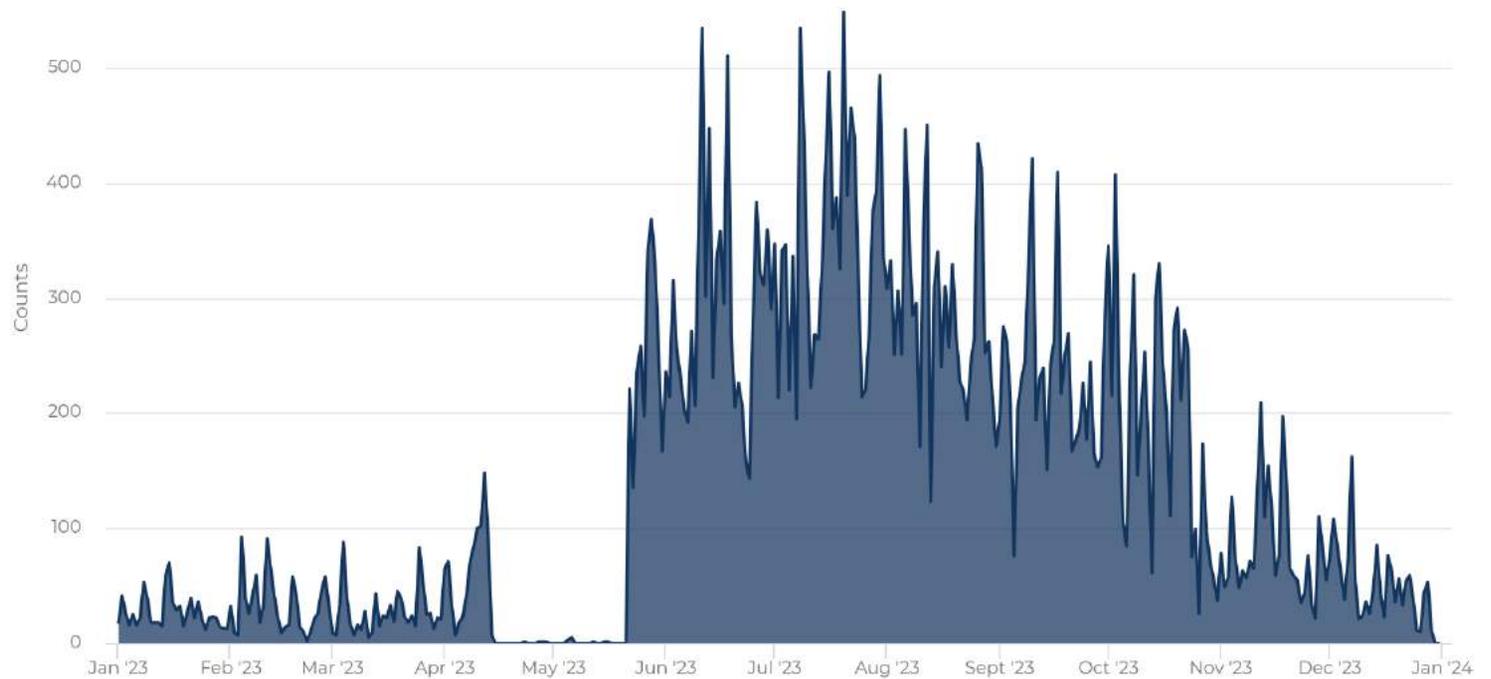


Figure OM.2

Figure OM.3 showcases each month of 2023 with the total counts for each month. In July, the counter recorded 10,822 people crossing the Lindenwood-Gooseberry bridge. This is almost exactly 10,000 more than the total number of people that crossed the bridge in January. The July total at OM is about 15,000 fewer than the July total at the Lindenwood-Gooseberry Bridge. However, the OM bridge follows the same trends as the LG bridge, with strong summer totals declining as temperatures decrease.

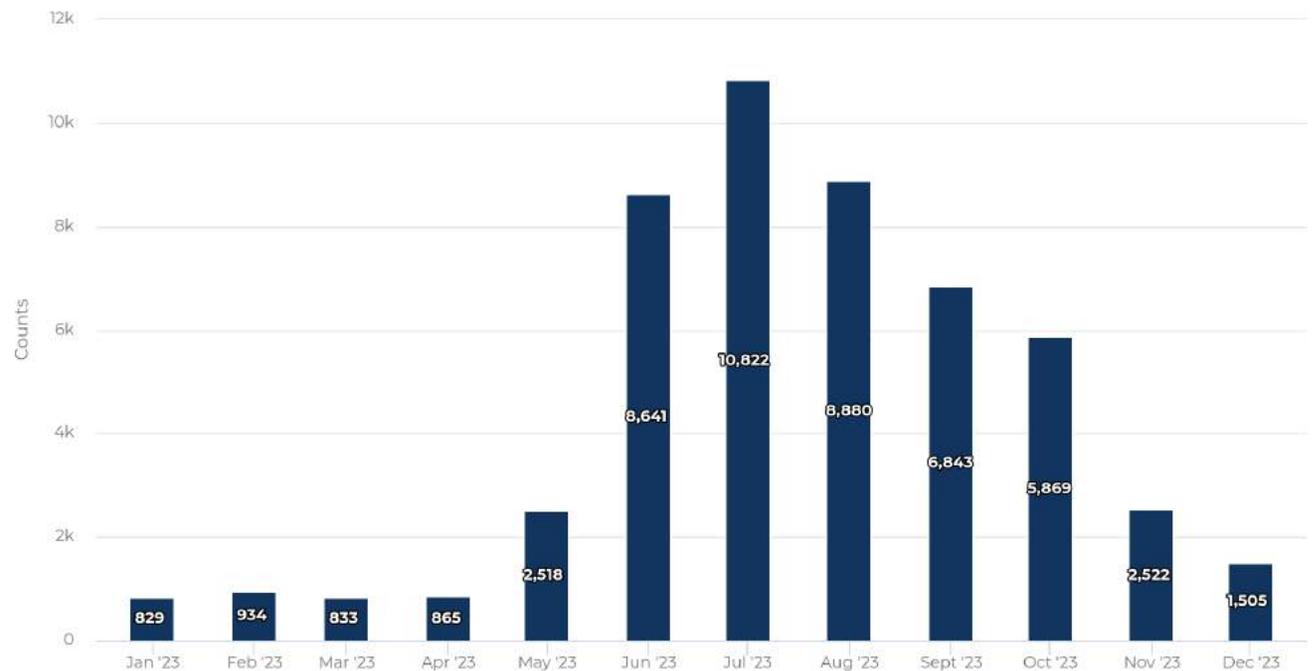


Figure OM.3



RC

ROSE CREEK COULEE

2023 ANALYSIS

**PEAK DAY:
SUNDAY**

**PEAK DATE:
6/29/2023**

**PEAK TOTAL:
350**

**DAILY AVERAGE:
132**

**WEEKEND AVERAGE:
134**

**WEEKDAY AVERAGE:
132**

The RC counter was installed in June 2023, so a full year of data has not yet been counted. All analysis will focus on the data that had been collected from mid-June to the end of 2023. The counter is located along the Rose Coulee trail north of the Timber Creek neighborhood. A project in 2025 will connect the Rose Coulee trail to the Milwaukee Trail, which has the potential to significantly increase counts in this area.

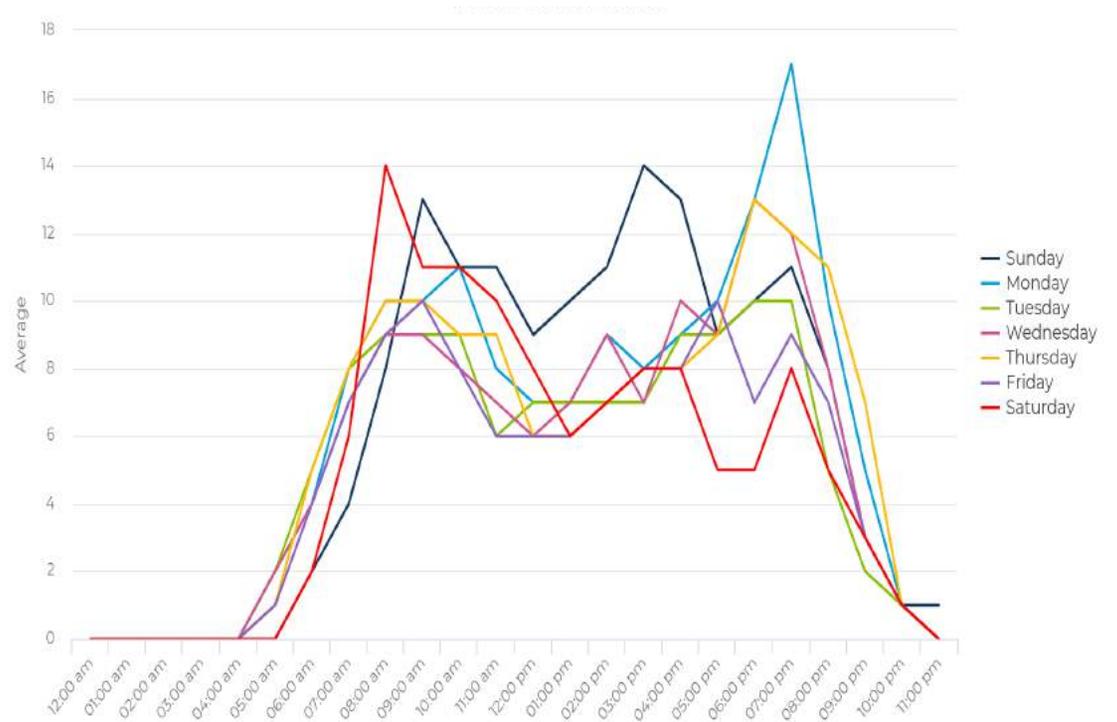


Figure RC.1

Figure RC.1 separates the 2023 data by day. Two distinct peaks emerge from this dataset: a morning peak and less-pronounced evening peak. All weekdays feature a peak from 8-10:00AM, with around 9-10 people counted per hour. A second peak appears around 6-7:00PM, after the typical dinnertime. Mondays feature the highest peak, of 17 people/hr.

Weekend traffic peaks in the mornings, but Saturday and Sunday diverge after about 10:00AM. Saturday traffic falls to around 6 people/hr and does not have an evening peak. Sunday traffic falls to 9 people/hr, then climbs to a late afternoon peak of 14 people/hr.

Over the entire year, weekends and weekdays are, on average, consistent. The overall daily average is 132, with weekends averaging 134 people/day and weekdays averaging 132 people/day. No events or outliers seem to affect the RC counter, but with only half the year analyzed, conclusions cannot yet be made.

Figure RC.2 showcases the counts each day throughout all of 2023. Because the RC counter was installed in June, a full year of data does not yet exist and conclusive analysis cannot be done. However, the decline from summer to fall appears to be relatively linear.



Figure RC.2

Figure RC.3 represents the total counts collected per month of 2023. In July 2023, 6,126 people were counted, an average of 198 people/day. This is about half of the July total for the Milwaukee Trail counter, and about 2,500 more than the July total for the Eagle Run Trail counter. In December 2023, 1,300 people were counted. This is 4,826 people fewer than were counted in July, which is a 471% drop in use from July to December.

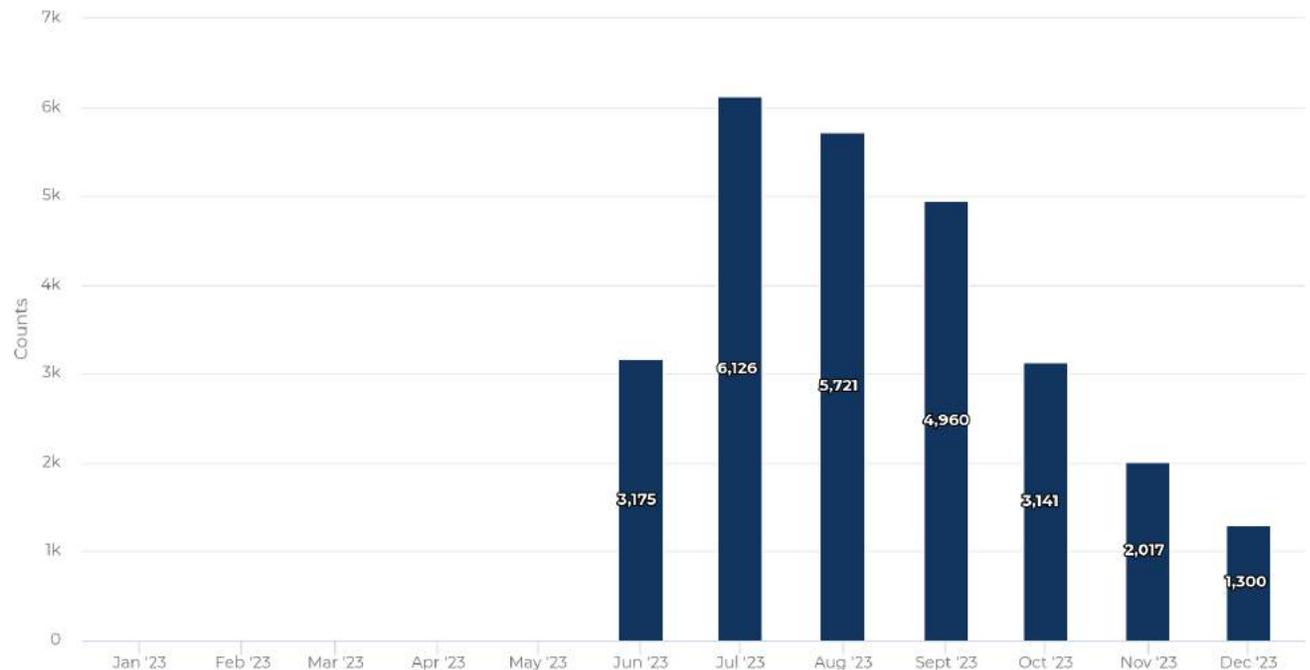


Figure RC.3



ER

EAGLE RUN TRAIL

2023 ANALYSIS

**PEAK DAY:
SUNDAY**

**PEAK DATE:
9/1/2023**

**PEAK TOTAL:
320**

**DAILY AVERAGE:
68**

**WEEKEND AVERAGE:
67**

**WEEKDAY AVERAGE:
68**

Located in southern West Fargo, the Eagle Run Trail automated counter collects data from a shared use path along a drainage corridor near Rendezvous Park. Like the Milwaukee Trail counter, the Eagle Run Trail counter has the ability to differentiate between bicycles and pedestrians.

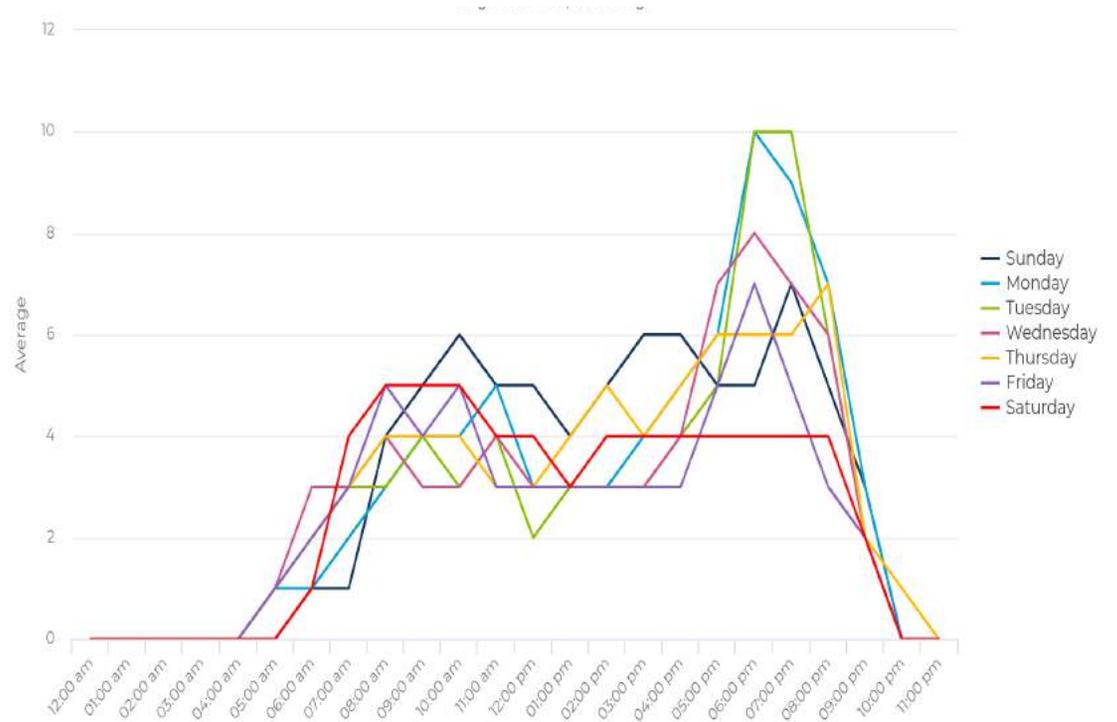


Figure ER.1

Figure ER.1 separates the 2023 data into the seven days of the week, showcasing the average data recorded every hour for every day of the week. Due to lower counts, the hourly data appears more sporadic and can be more impacted by outliers, but distinct trends still emerge. Specifically, weekday volume is at its highest in the evening, presumably after people return home from work and embark on an evening walk, run, or bike ride. Particularly, Mondays and Tuesdays appear to have the highest volume of evening use.

Weekend traffic is more constant, lacking a large evening spike which weekdays contain, though Saturday still features a lunchtime spike and Sunday contains a peak during the afternoon carrying over into the evening.

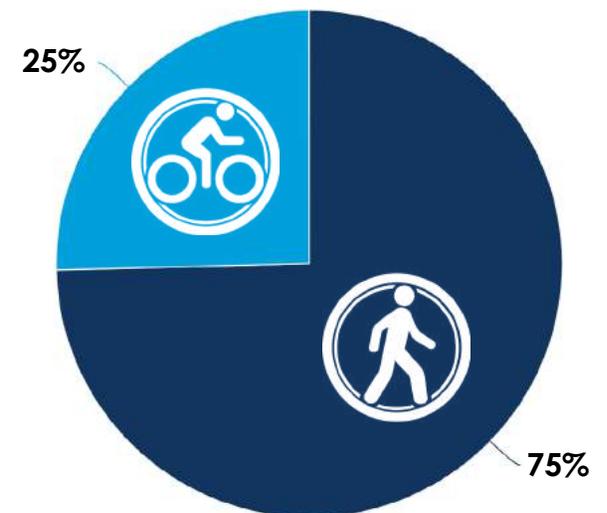


Figure ER.2

Figure ER.3

showcases counts per day over the course of 2023. Winter volumes are notably low, but volume begins to increase in May. Two peaks can be seen: a late Spring peak and an early Fall peak. Summer volumes remains generally consistent.

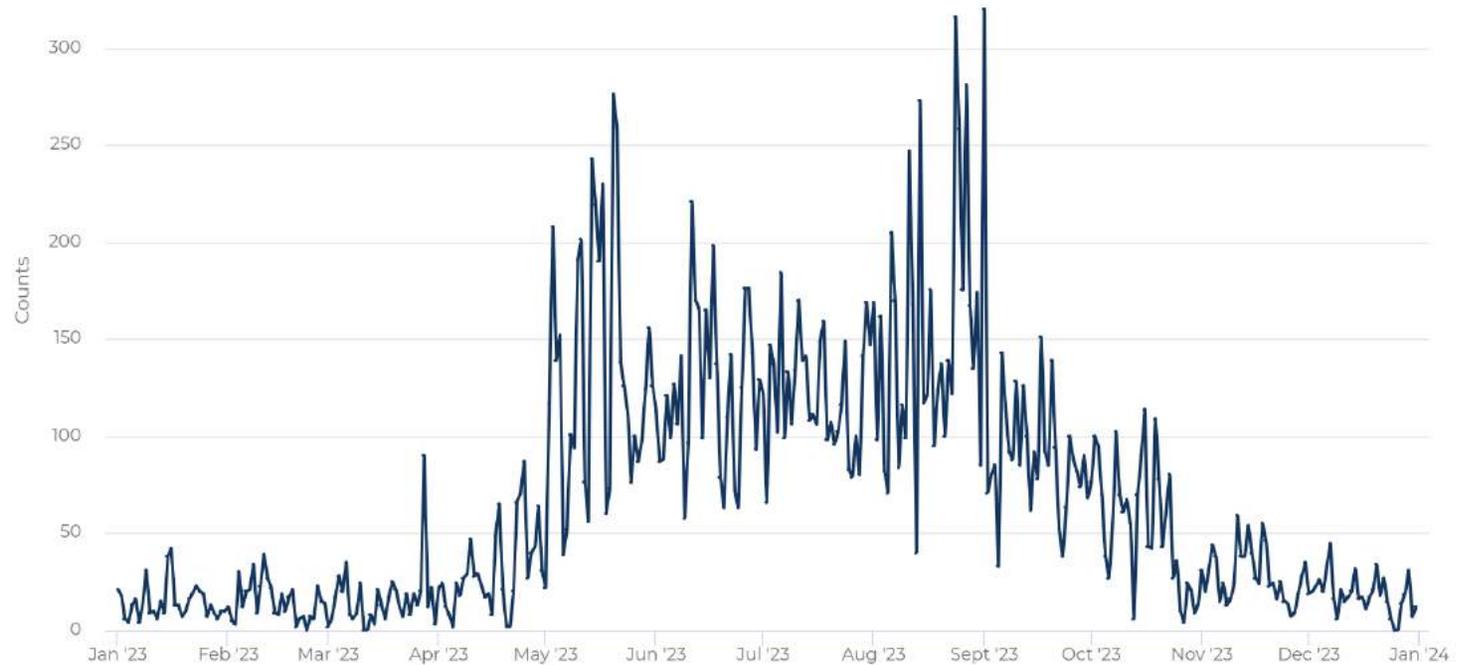


Figure ER.3

Figure ER.4 represents the total pedestrian traffic vs. the total bicycle traffic for each month of the year. The data reflected in the graphs shows similar trends to the Milwaukee Trail counter, though at a much smaller scale. Volumes over the course of the year follows a slightly different pattern than the Milwaukee Trail. During most of the spring, summer, and early fall, the ratio between pedestrians and bicyclists is roughly 2:1. Fewer people are using the Eagle Run trail, and the trail is mostly used in the summer, with noticeably less use in the winter.

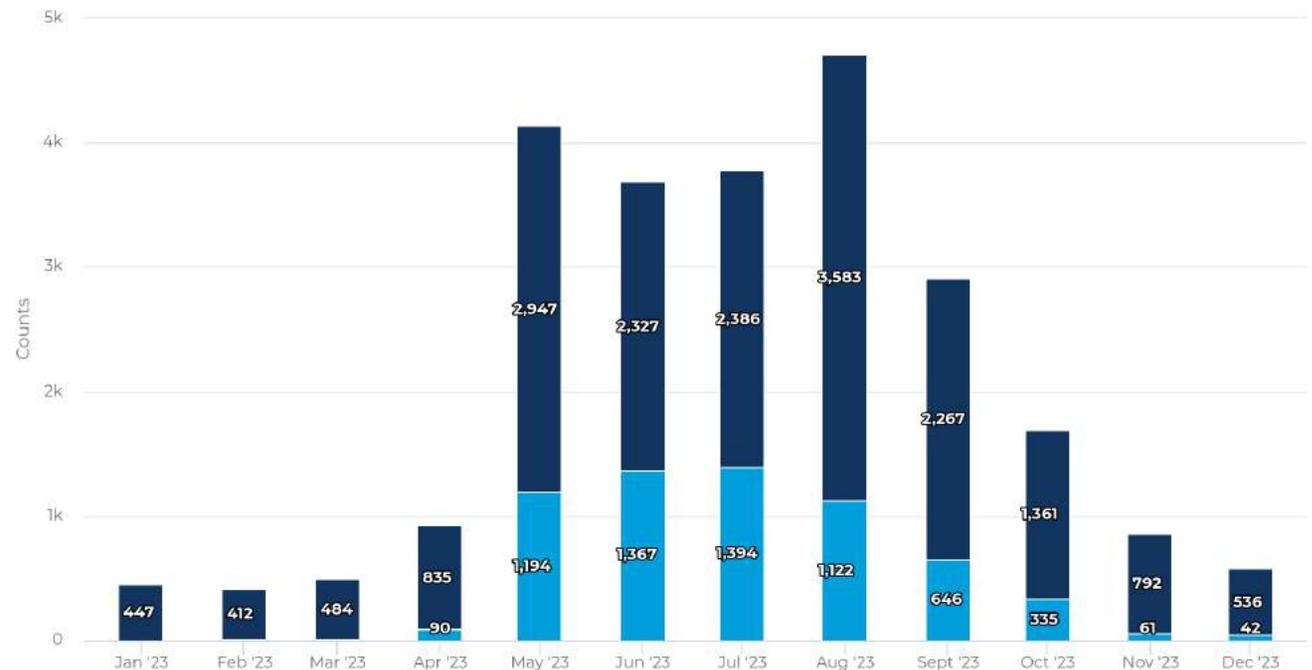


Figure ER.4



MH

MOORHEAD 8TH ST @ I-94

2023 ANALYSIS

**PEAK DAY:
MONDAY**

**PEAK DATE:
7/29/2023**

**PEAK TOTAL:
703**

**DAILY AVERAGE:
127**

**WEEKEND AVERAGE:
122**

**WEEKDAY AVERAGE:
129**

Owned and operated by MnDOT, the Moorhead 8th St counter records multi-modal traffic at the interchange of I-94 and 8th St/Highway 75. The counter has the ability to differentiate between bicycles and pedestrians. The counter has faced several periods of major malfunctioning, so most outliers were omitted for the purpose of this report.

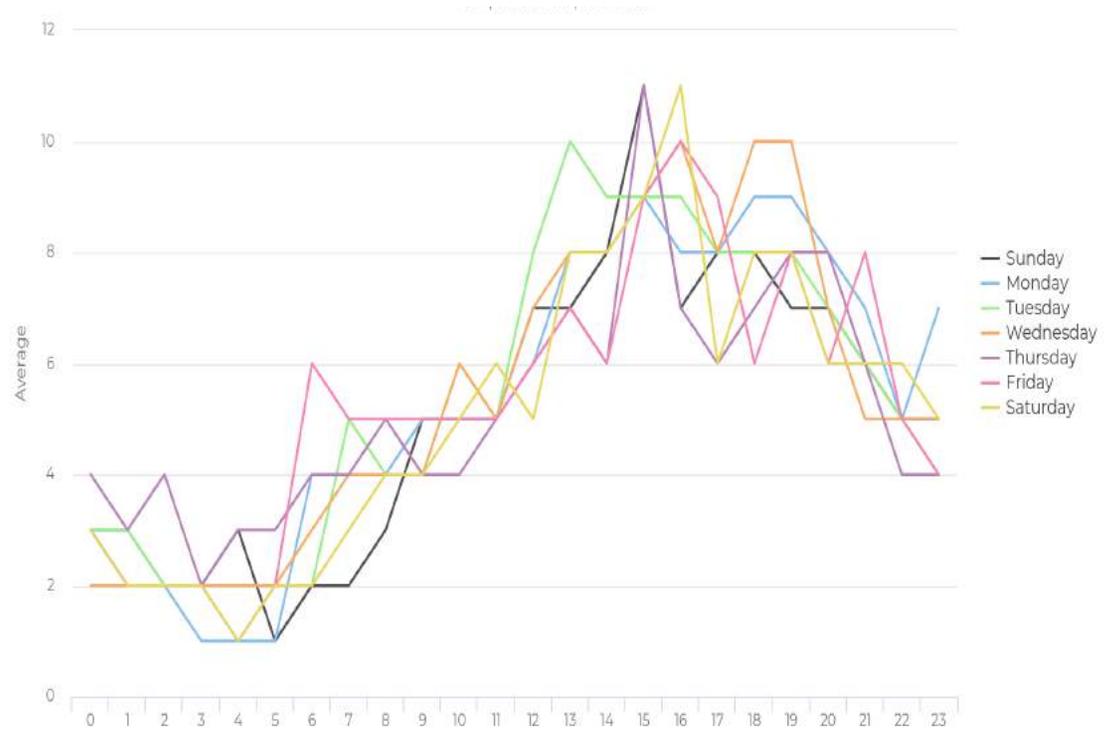


Figure MH.1

Figure MH.1 separates the 2023 data into the seven days of the week, showcasing the average data recorded every hour for every day of the week. Due to lower counts, the hourly data appears more sporadic and can be more impacted by outliers, but distinct trends still emerge. Specifically, weekday volume is at its highest in the evening. Nights generally have more counts than the other trail counters.

Figure MH.2 shows the ratio of bicyclists to pedestrians. The MH counter recorded a higher percentage of bicyclists vs. pedestrians throughout 2023, though for much of the year the ratio is near 1:1, aside from the late summer.

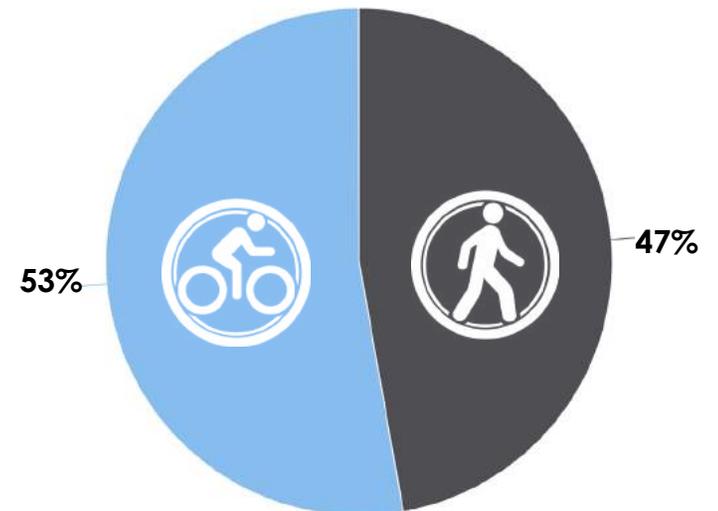


Figure MH.2

Figure MH.3 showcases counts per day over the course of 2023. Several periods of data have been omitted due to the counter malfunctioning. Overall, the data shows higher summer volumes and lower winter volumes, with a peak in late-July. Conclusions cannot be made in regard to this peak, though it may be the counter recording higher-than-actual totals.



Figure MH.3

Figure MH.4 represents the total pedestrian traffic vs. the total bicycle traffic for each month of the year. The data reflected in the graphs shows similar trends to the Milwaukee Trail and Eagle Run Trail counters. Overall counts reflect the seasonal shift in multi-modal traffic in the Fargo-Moorhead area. People are less likely to bike or walk in the winter months, but quickly begin to do so once the temperatures increase in the late spring. This data also shows that in late summer more people are bicycling rather than walking.

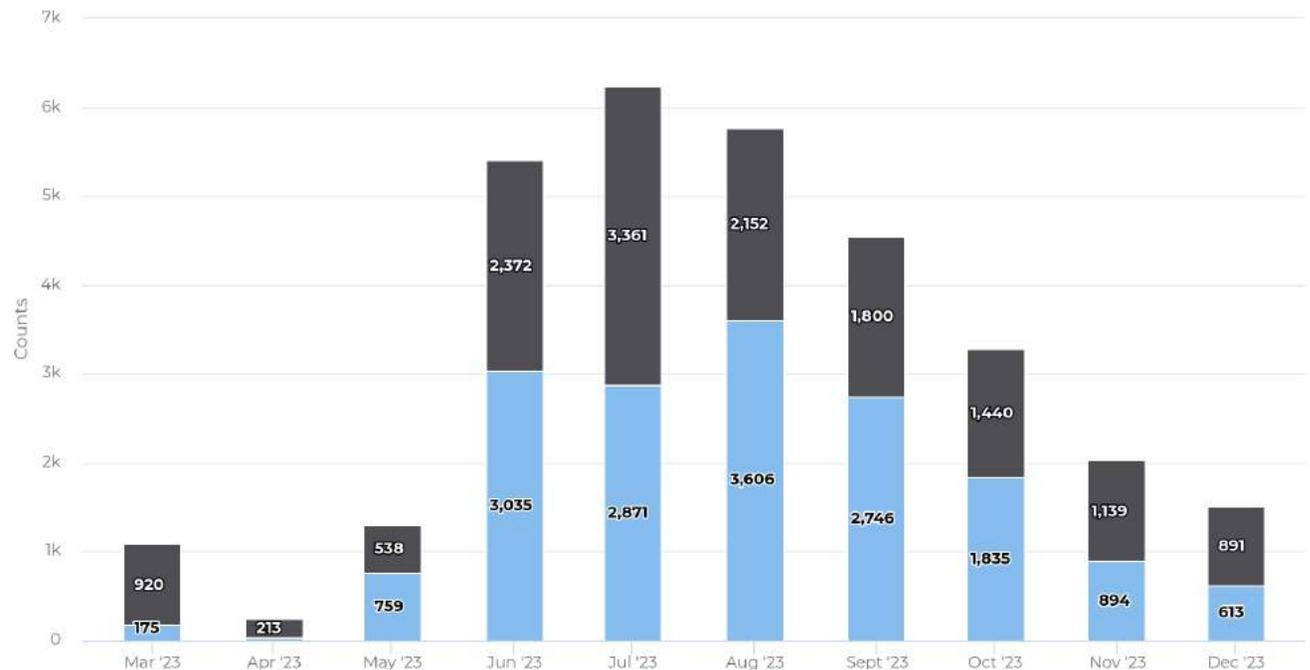


Figure MH.4

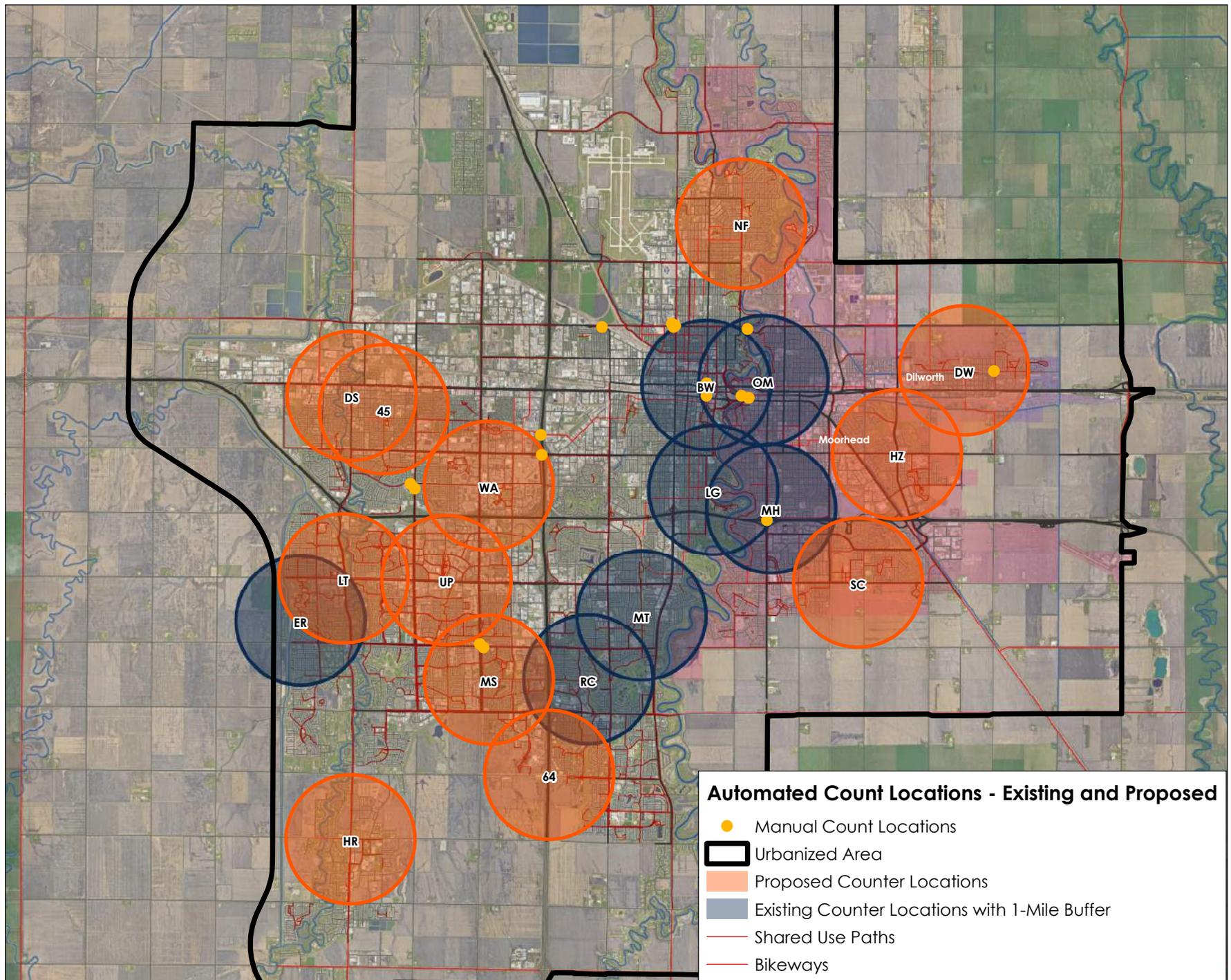
AUTOMATED COUNTERS

PROPOSED LOCATIONS

Metro COG staff drafted a list of potential locations for new bicycle-pedestrian counters. The list was ranked by the Bicycle-Pedestrian Committee on August 16, 2023, and the results are listed below. Metro COG staff intends to install new counters utilizing this prioritization list.

PRIORITIZATION

1. 45 - West Fargo, Drain 45
2. NF - Fargo, along VA Hospital trail
3. DW - Dilworth, along Heartland Trail
4. MS - Fargo, near Microsoft Office Complex
- 5 tied WA - Fargo, West Acres neighborhood
- 5 tied UP - Fargo, Urban Plains neighborhood
7. 64 - Fargo, along 64th Ave near Sports Complex
8. DS - West Fargo, Downtown
9. HR - Horace, along CR 17
10. LT - West Fargo, 32nd Ave near The Lights
11. HZ - Moorhead, near Horizon Middle School
12. SC - Moorhead Soccer Complex



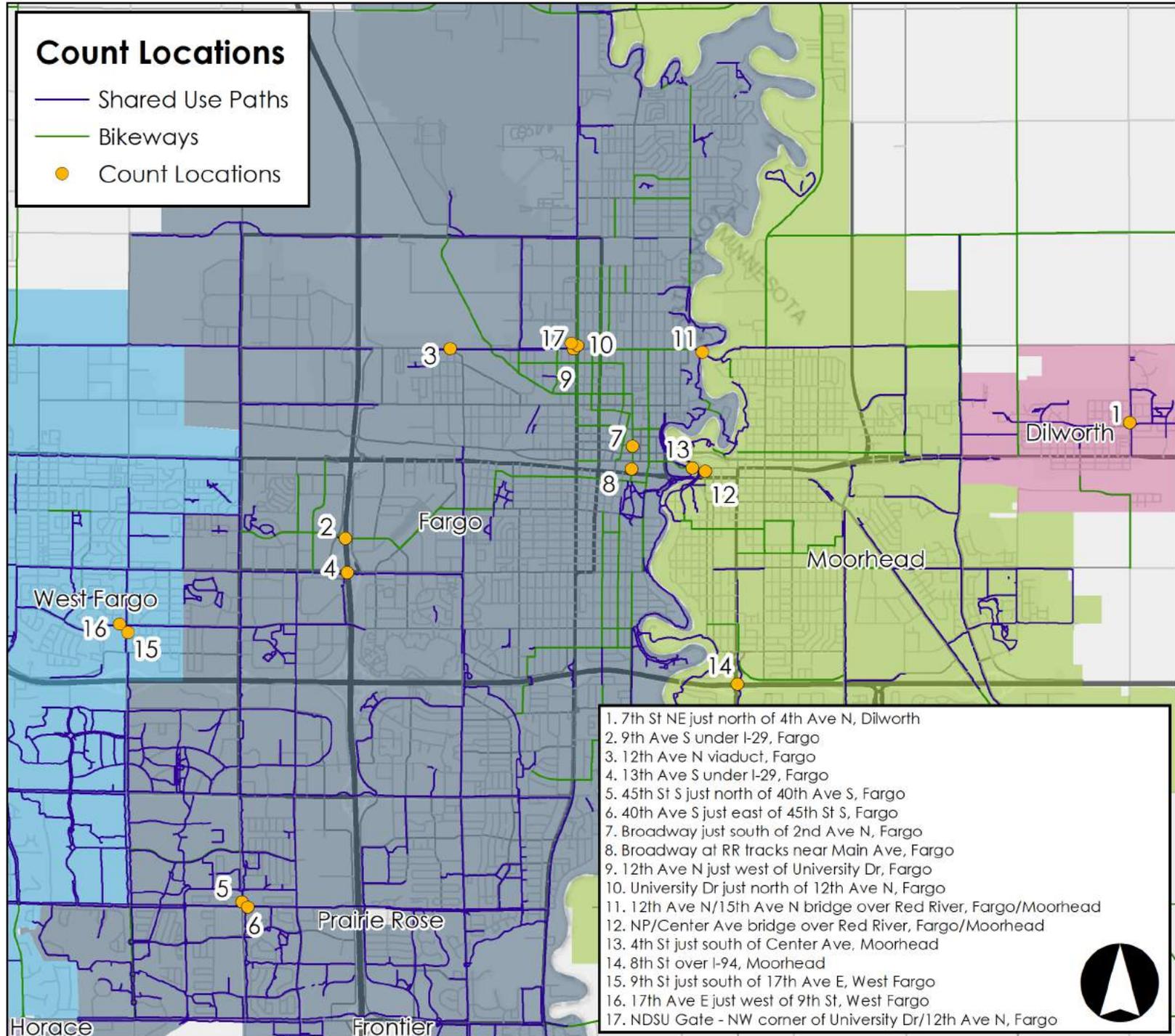


MANUAL COUNTS

2013 - 2023

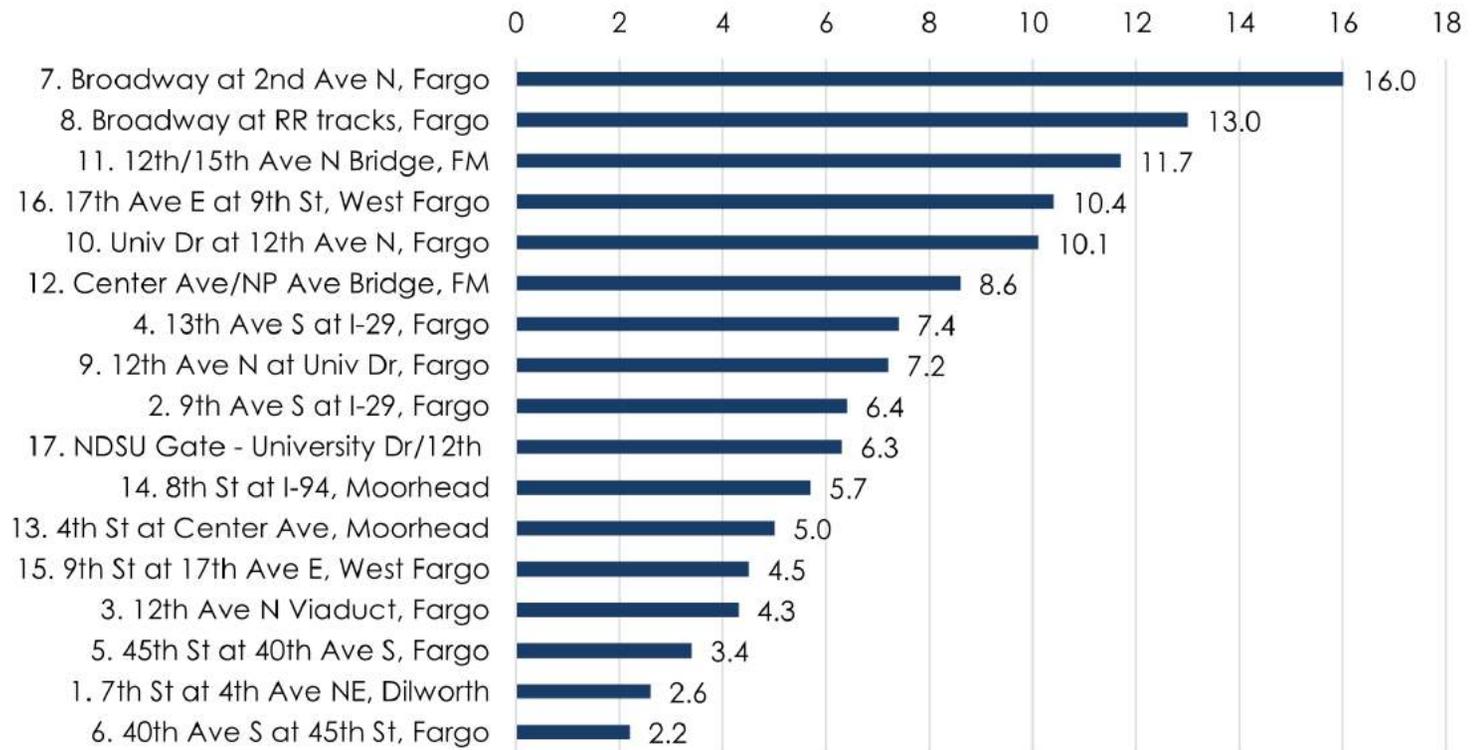
Manual counts are conducted once a year for a four-hour period on a typical weekday in September (Note: locations near NDSU campus are counted for a five-hour period). Based on availability of staff and resources some locations are counted for two consecutive weekdays to increase accuracy. The counts are taken at 17 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 pedestrians from year to year.

The count data shown in this section of the report includes years 2013 through 2023, however some locations may not include all years due to previous counting mythology, construction, or equipment failure. On the next page is a map showing the location of each manual count:

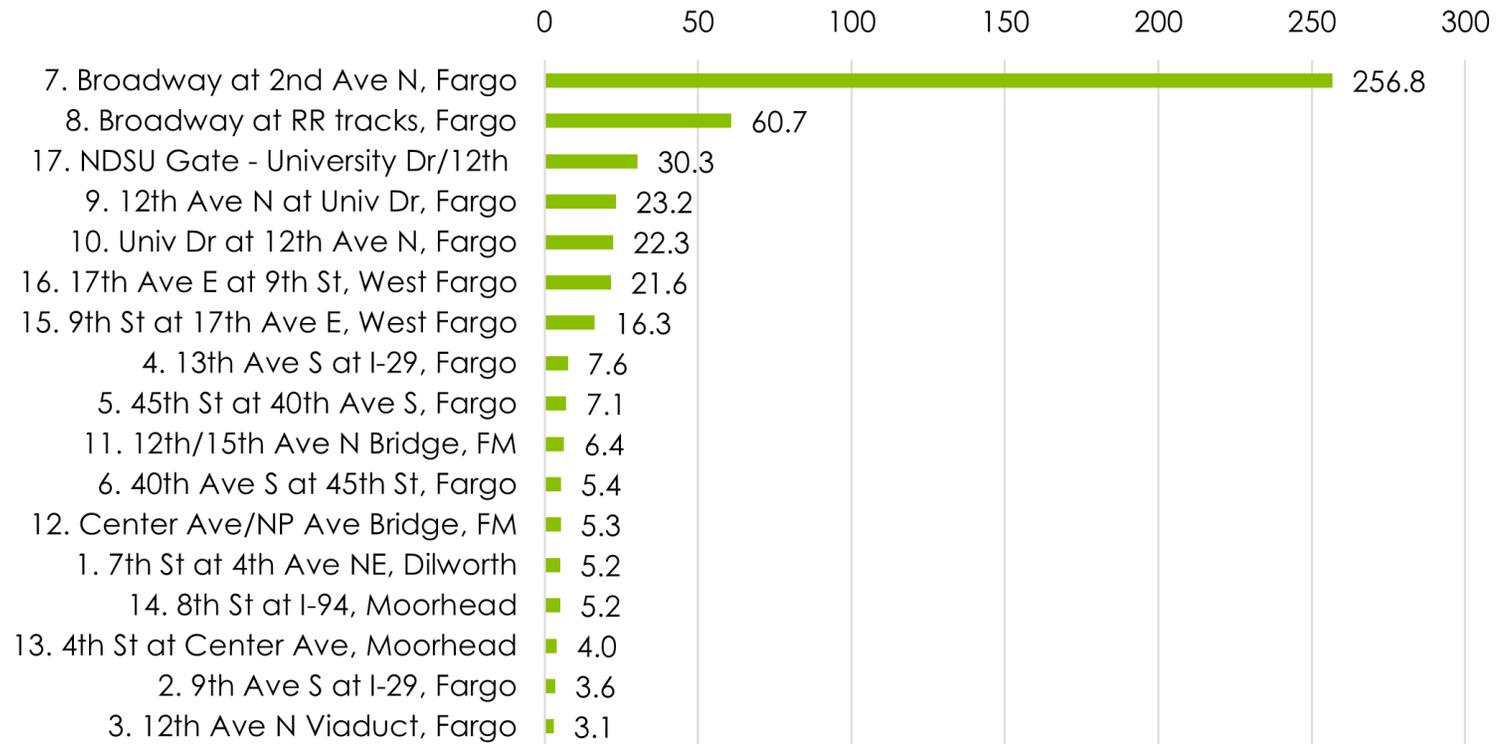


HOURLY AVERAGES

Bicycles per hour (Average of years 2013 - 2023)

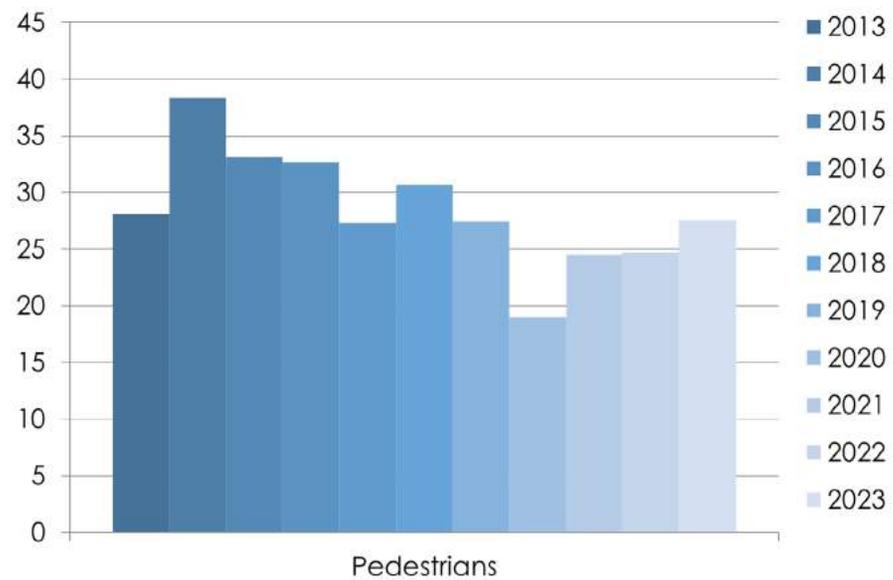


Pedestrians per hour (Average of years 2013 - 2023)

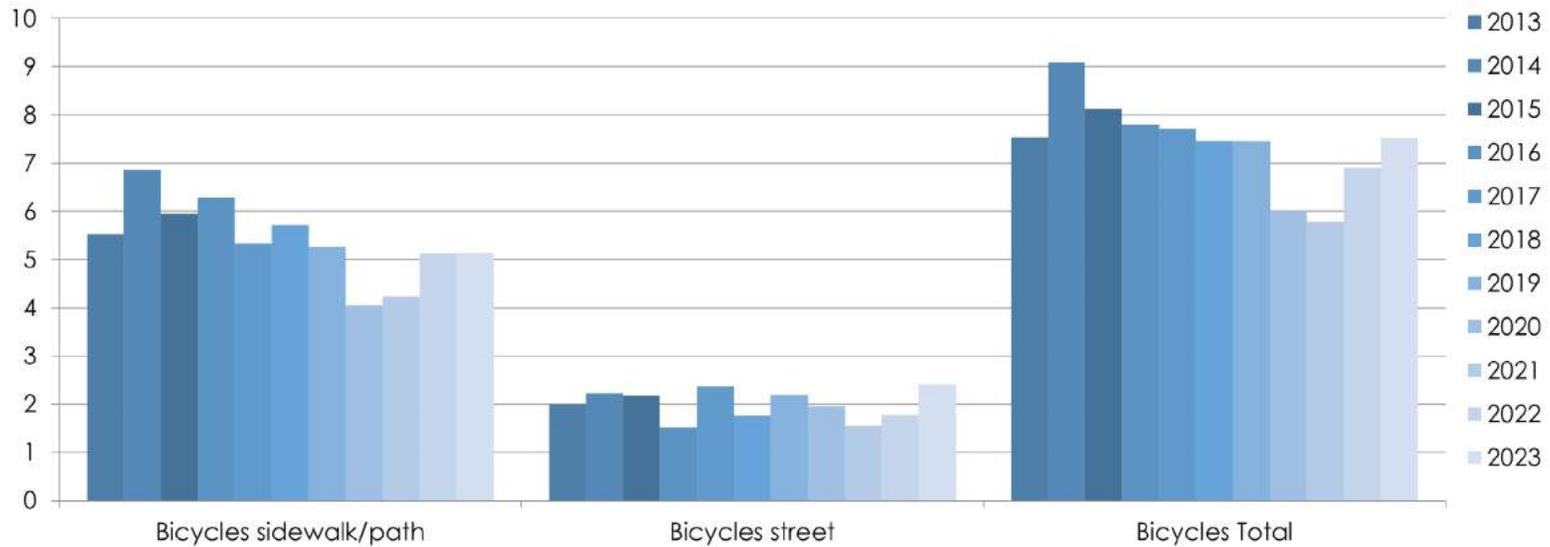


**QUICK
ANALYSIS**

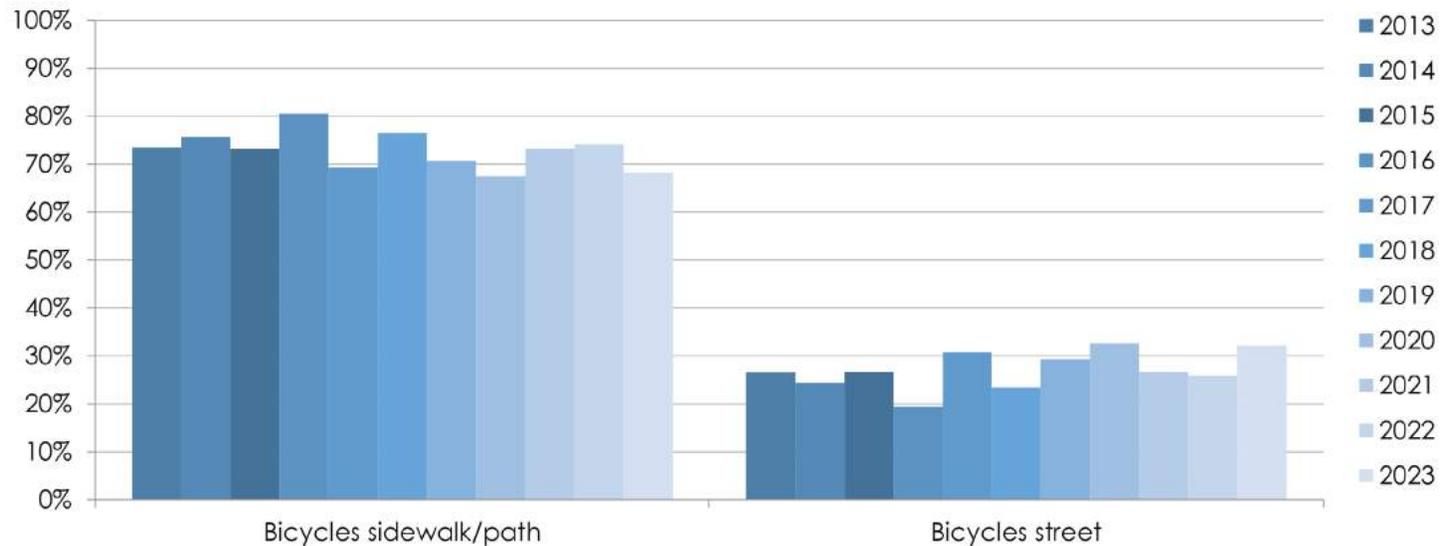
Pedestrian counts per hour by year (average of all locations)



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



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



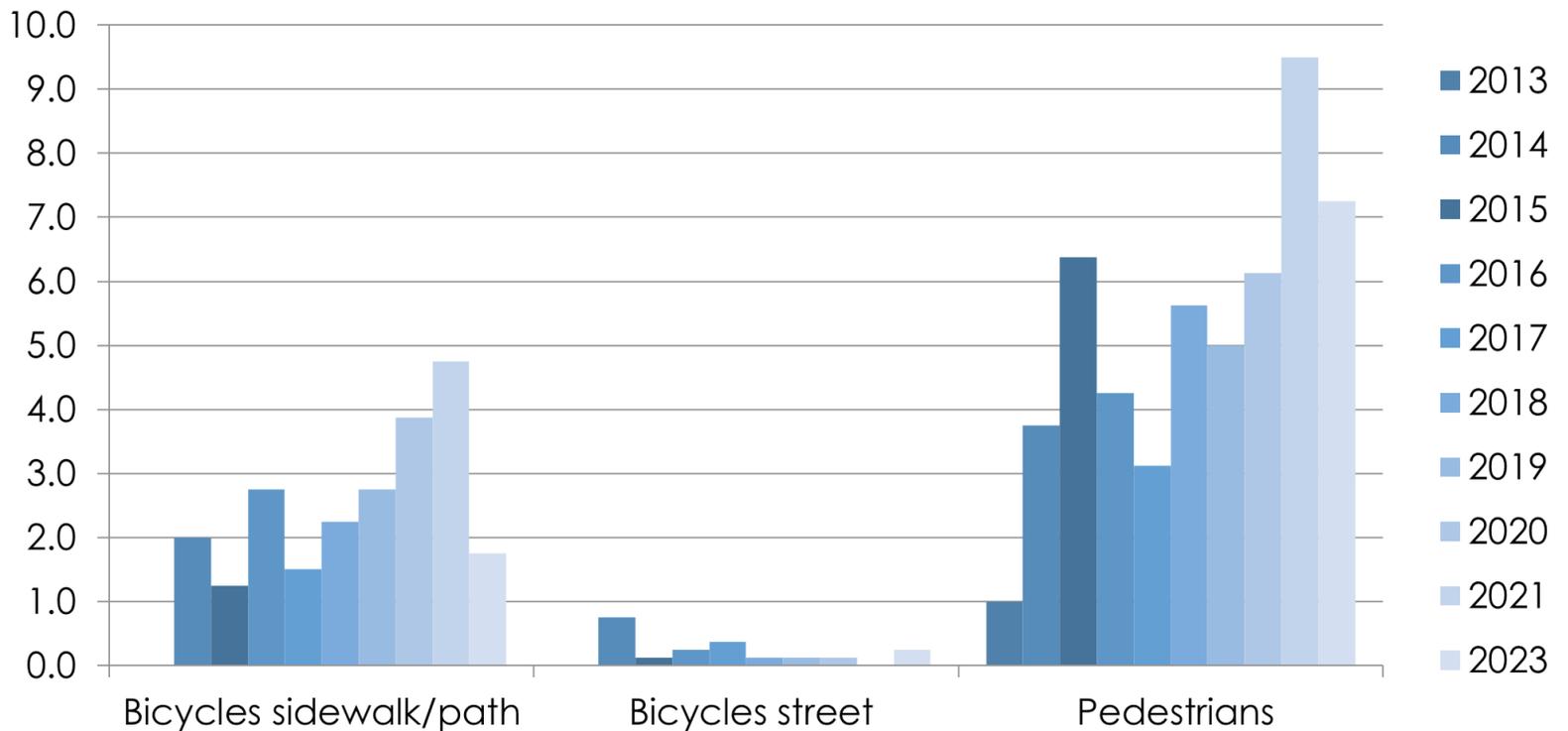


1



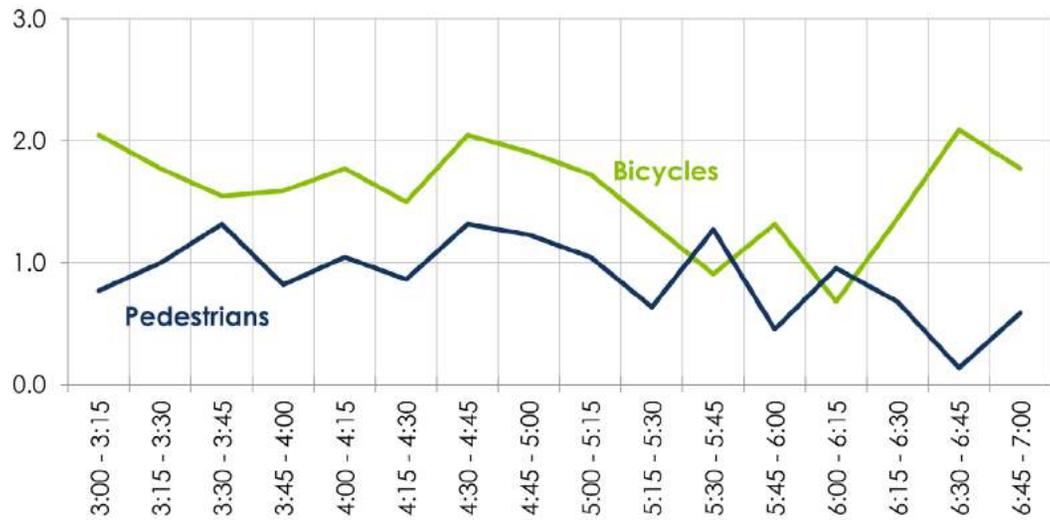
The above graphs are calculated using an average of counts from 2013-2023

DILWORTH 4TH AVE NE & 7TH ST NE 2023 ANALYSIS



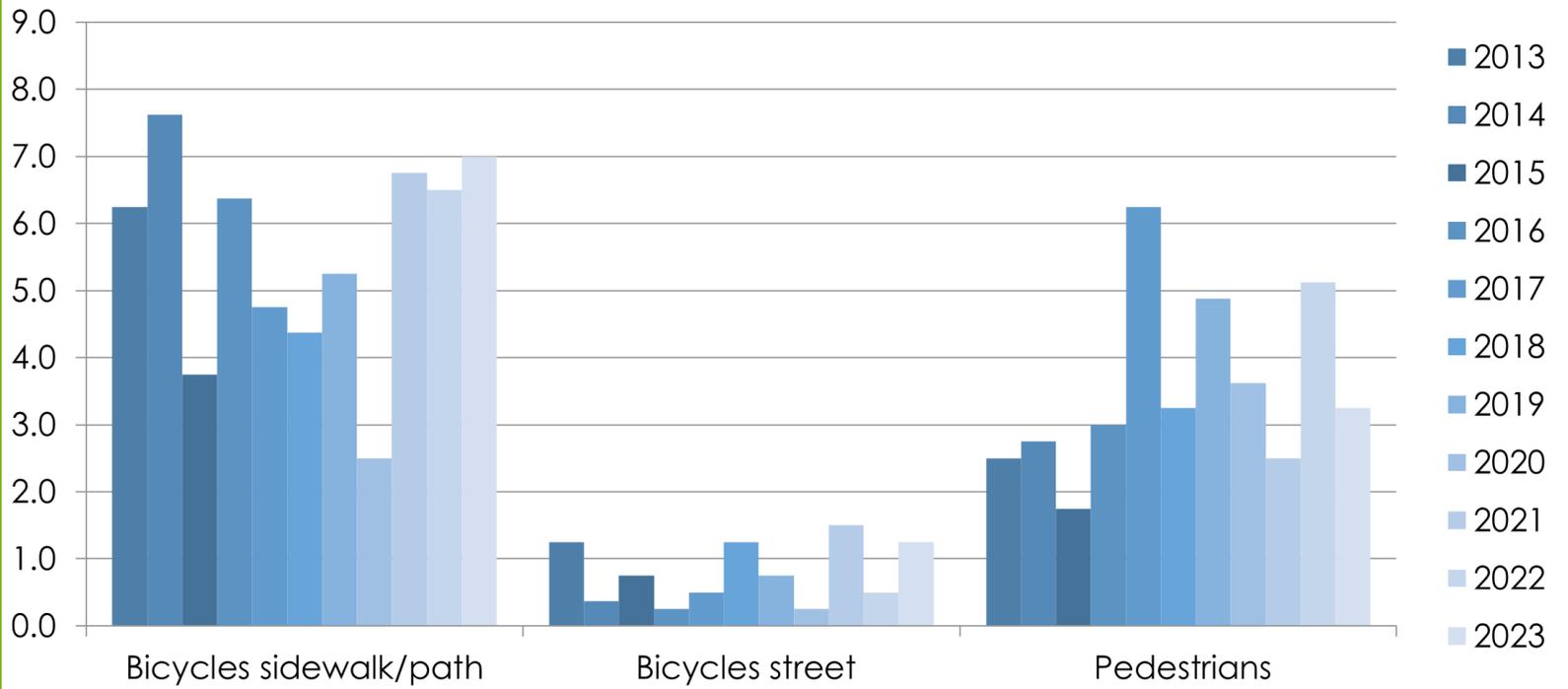


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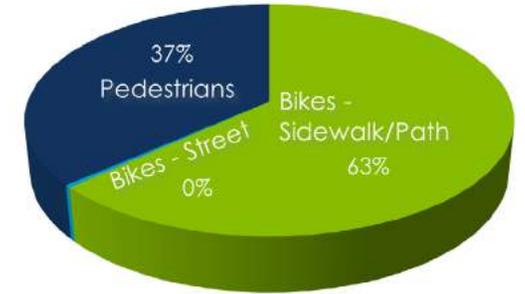
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FARGO 9TH AVE S UNDER I-29 2023 ANALYSIS



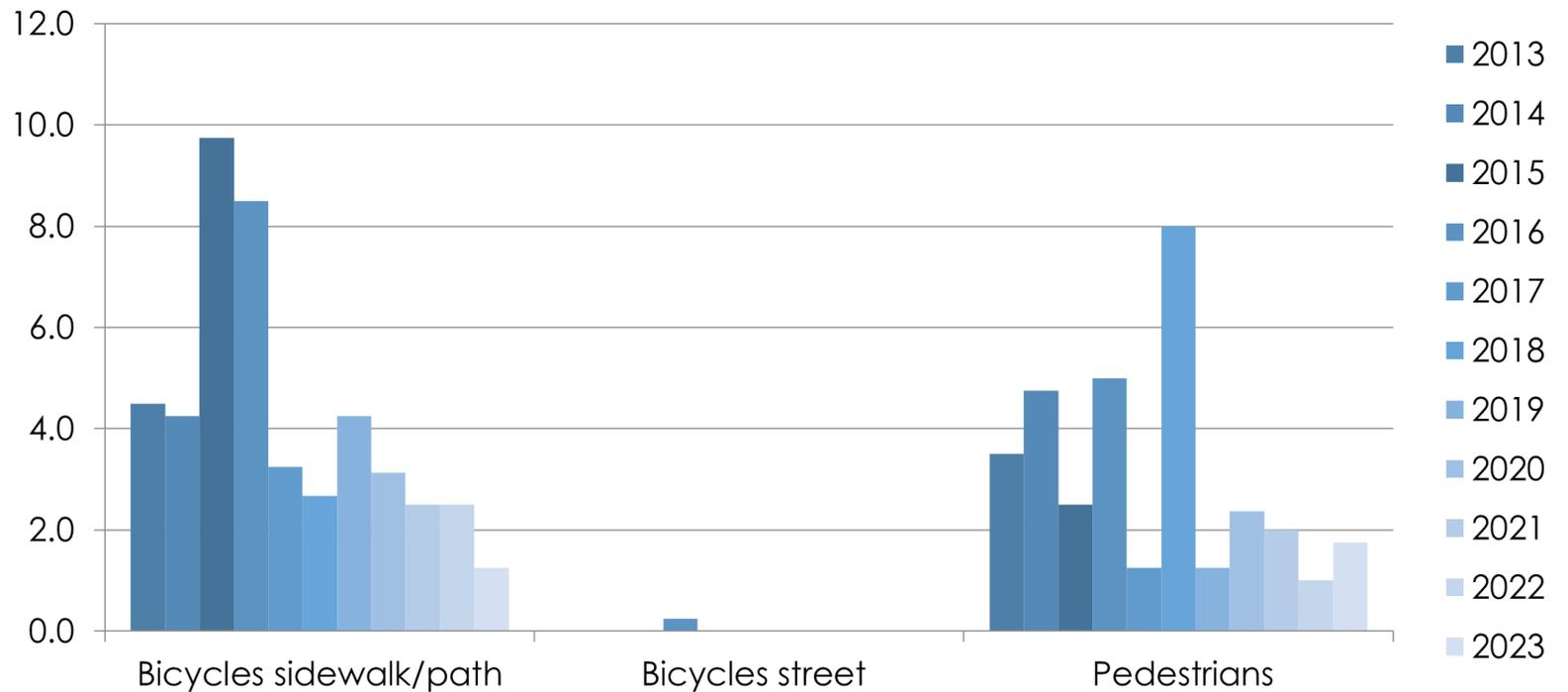


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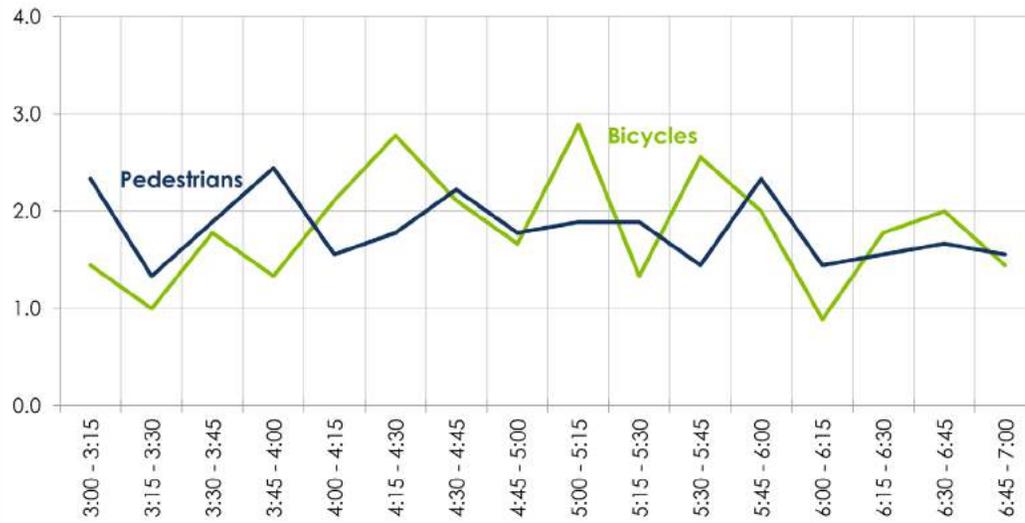
The above graphs are calculated using an average of counts from 2013-2023

FARGO
12TH AVE N VIADUCT
2023 ANALYSIS



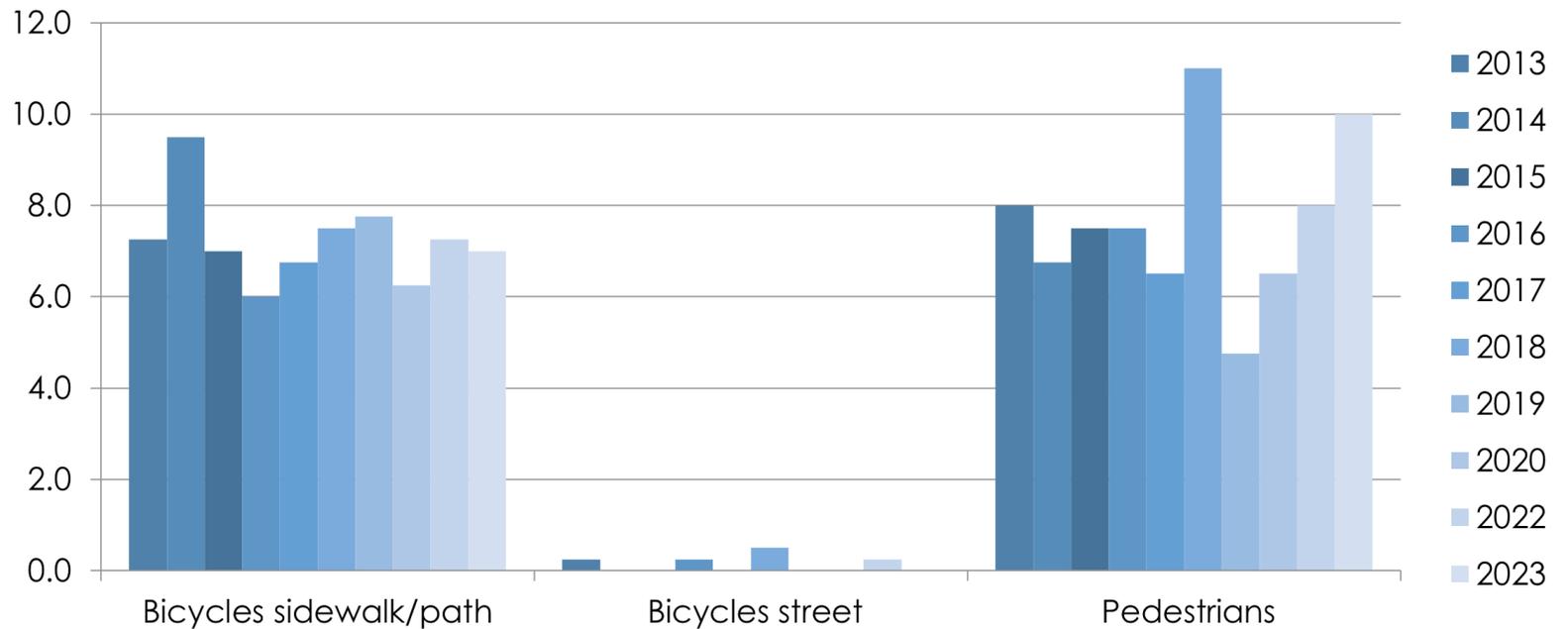


4



The above graphs are calculated using an average of counts from 2013-2023

FARGO
13TH AVE S UNDER I-29
2023 ANALYSIS



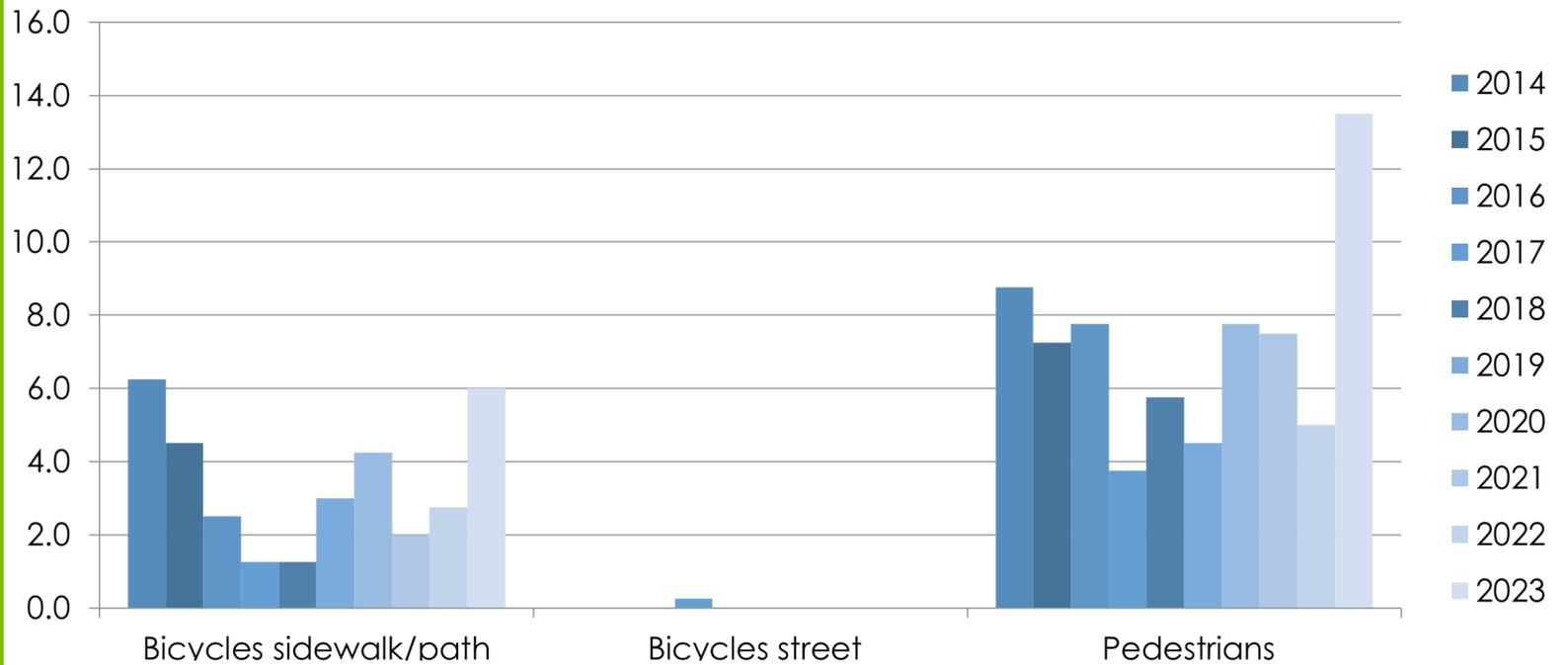


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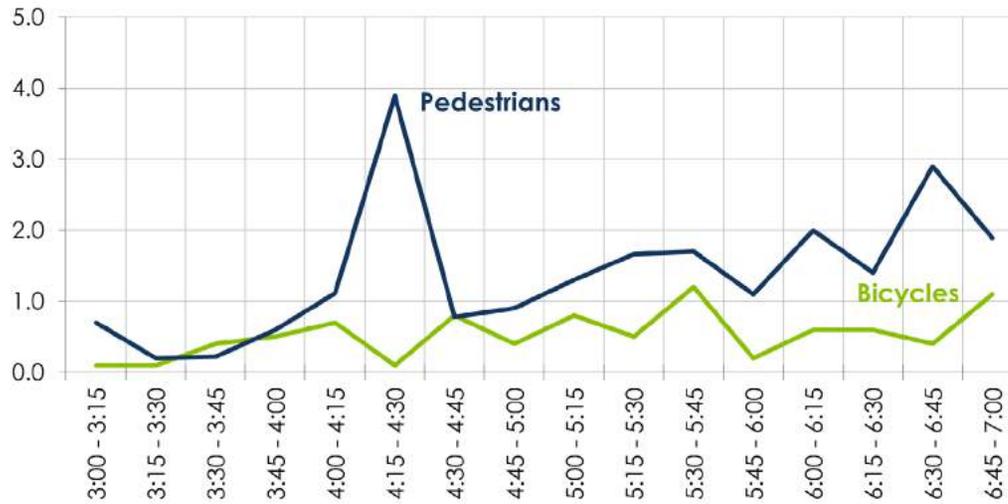
The above graphs are calculated using an average of counts from 2013-2023

FARGO
45TH ST S @ 40TH AVE S
2023 ANALYSIS



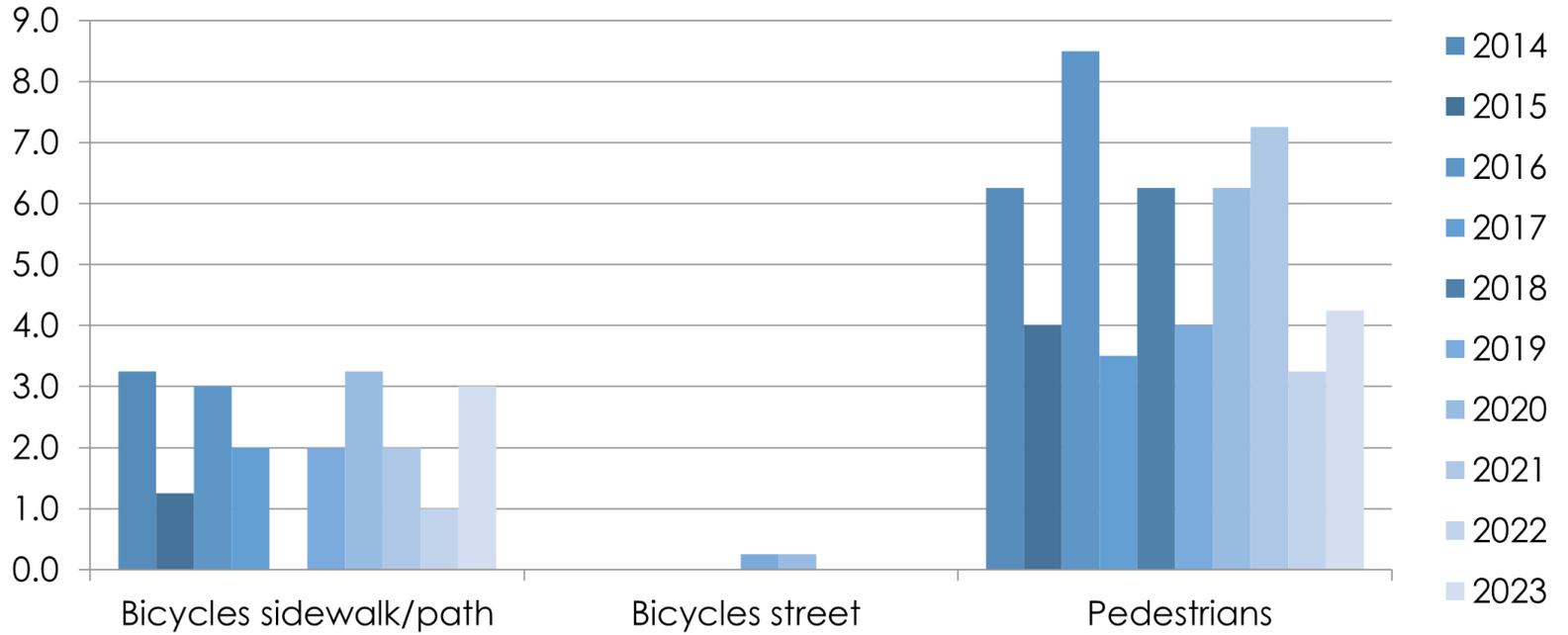


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The above graphs are calculated using an average of counts from 2013-2023

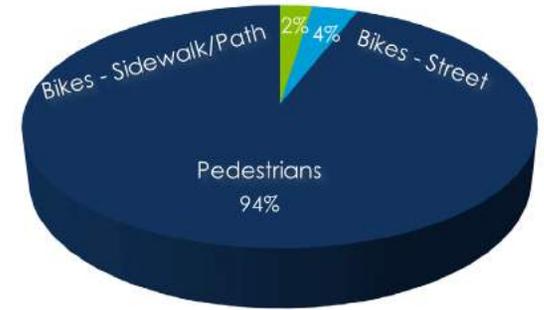
FARGO
40TH AVE S @ 45TH ST S
2023 ANALYSIS



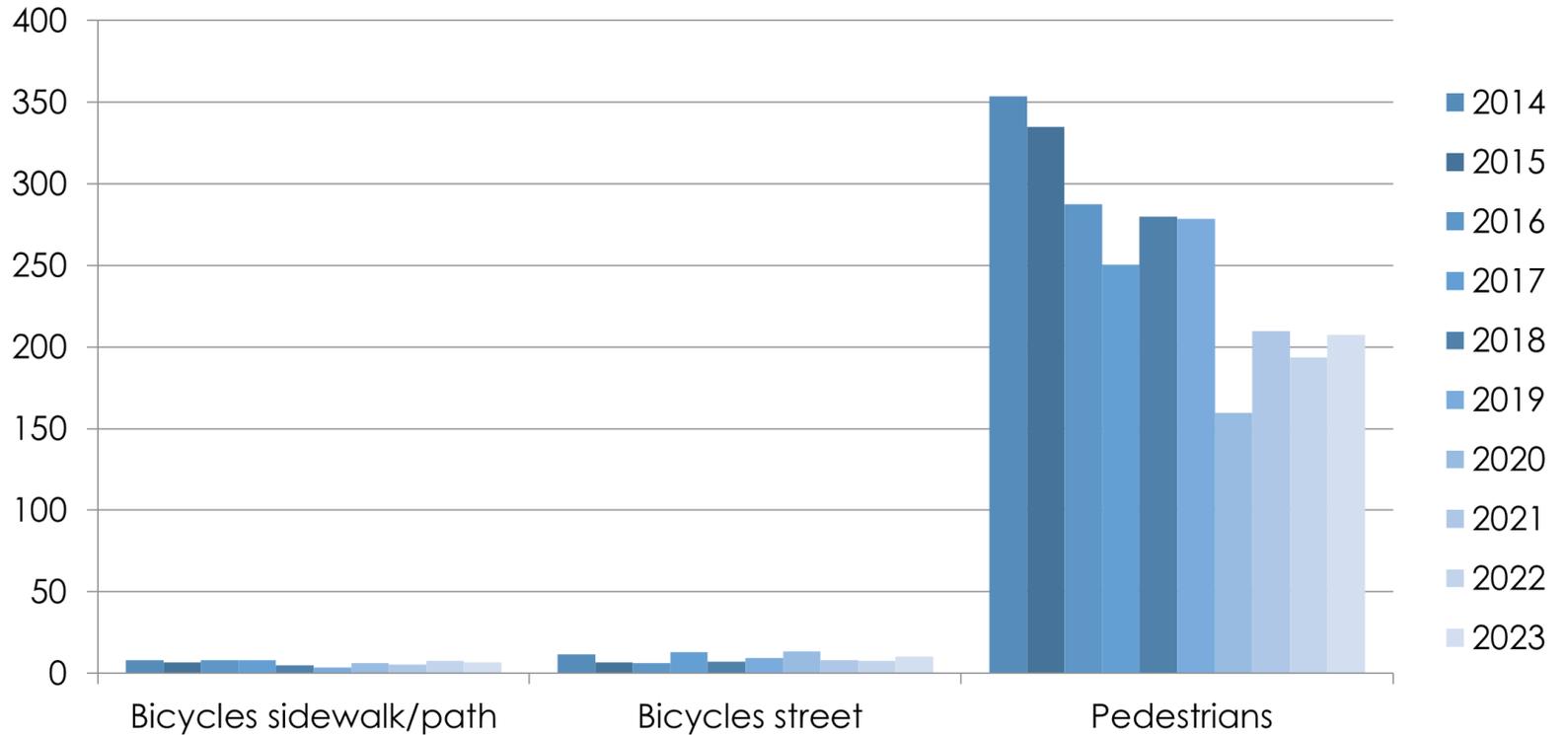


7

FARGO BROADWAY & 2ND AVE 2023 ANALYSIS

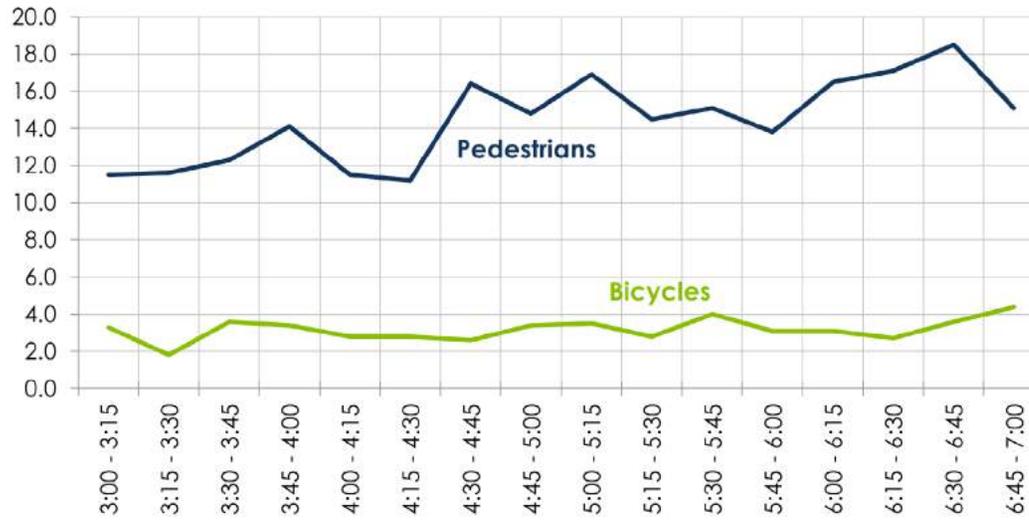


The above graphs are calculated using an average of counts from 2013-2023



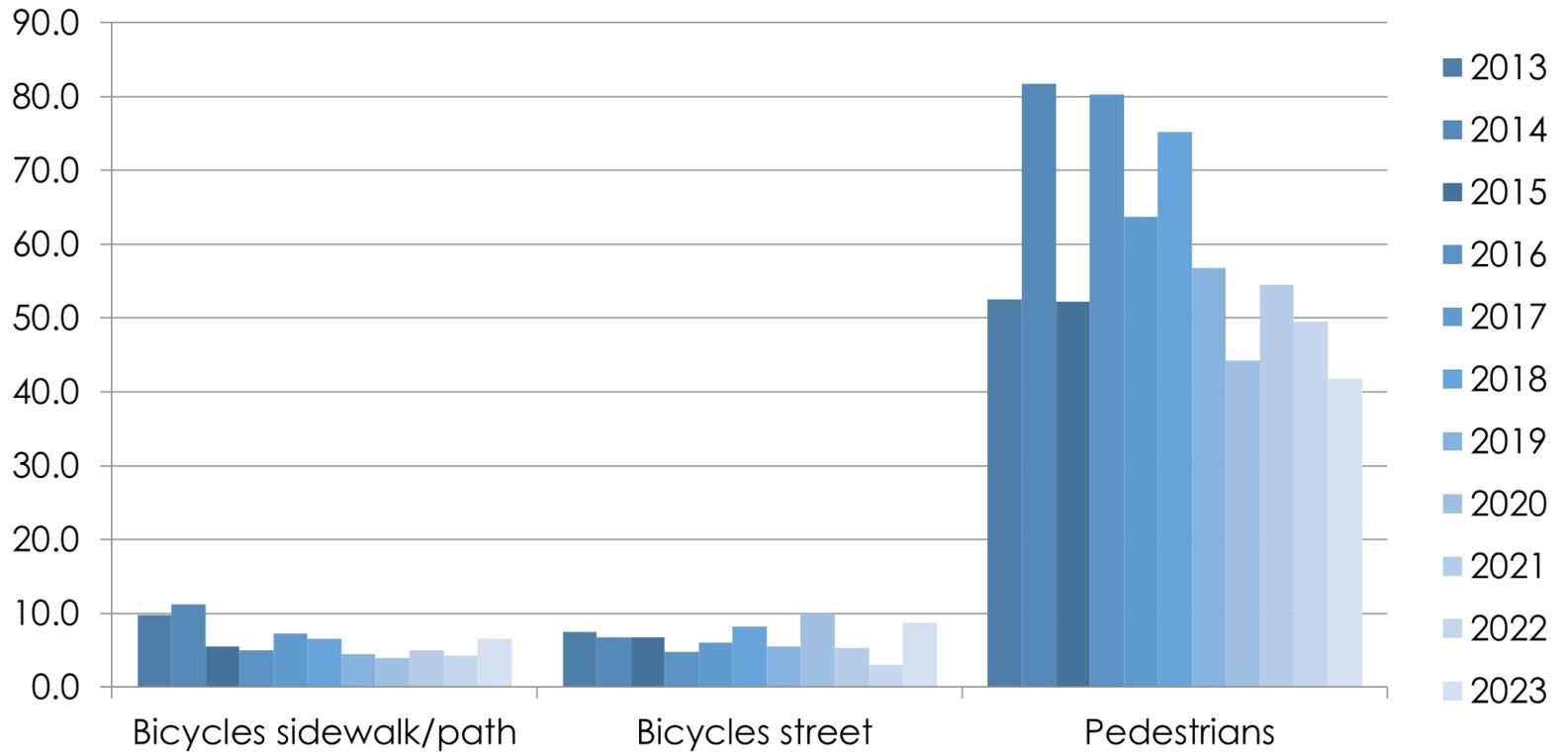


8



The above graphs are calculated using an average of counts from 2013-2023

FARGO
 BROADWAY @
 RAILROAD TRACKS
 NEAR MAIN AVE
 2023 ANALYSIS

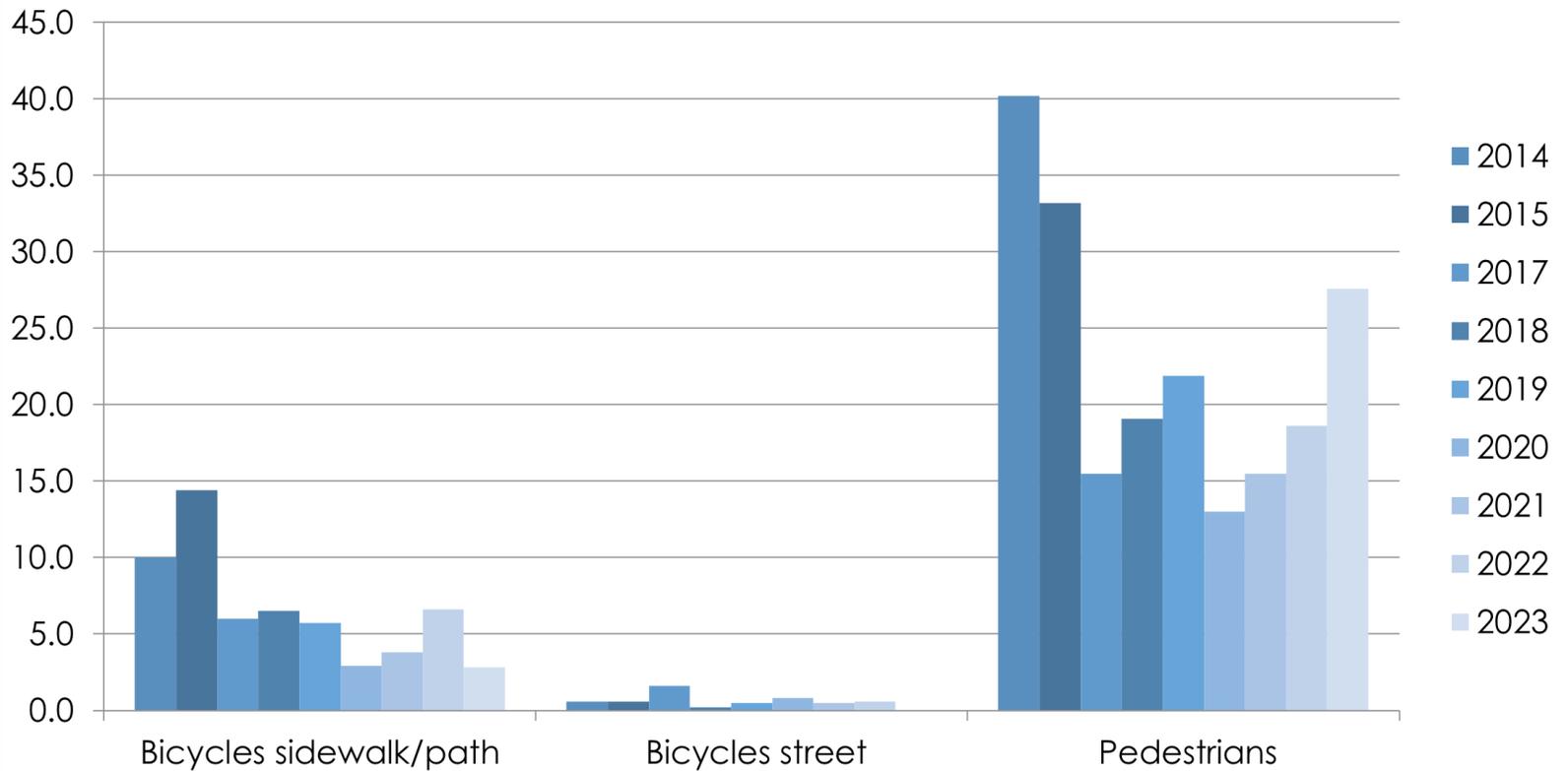




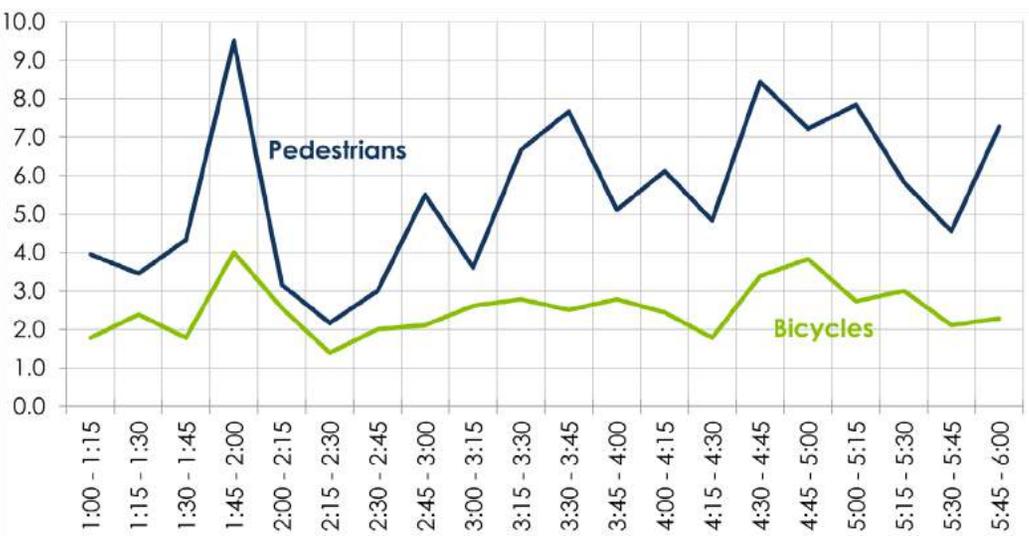
FARGO
 12TH AVE N @
 UNIVERSITY DR N
 2023 ANALYSIS



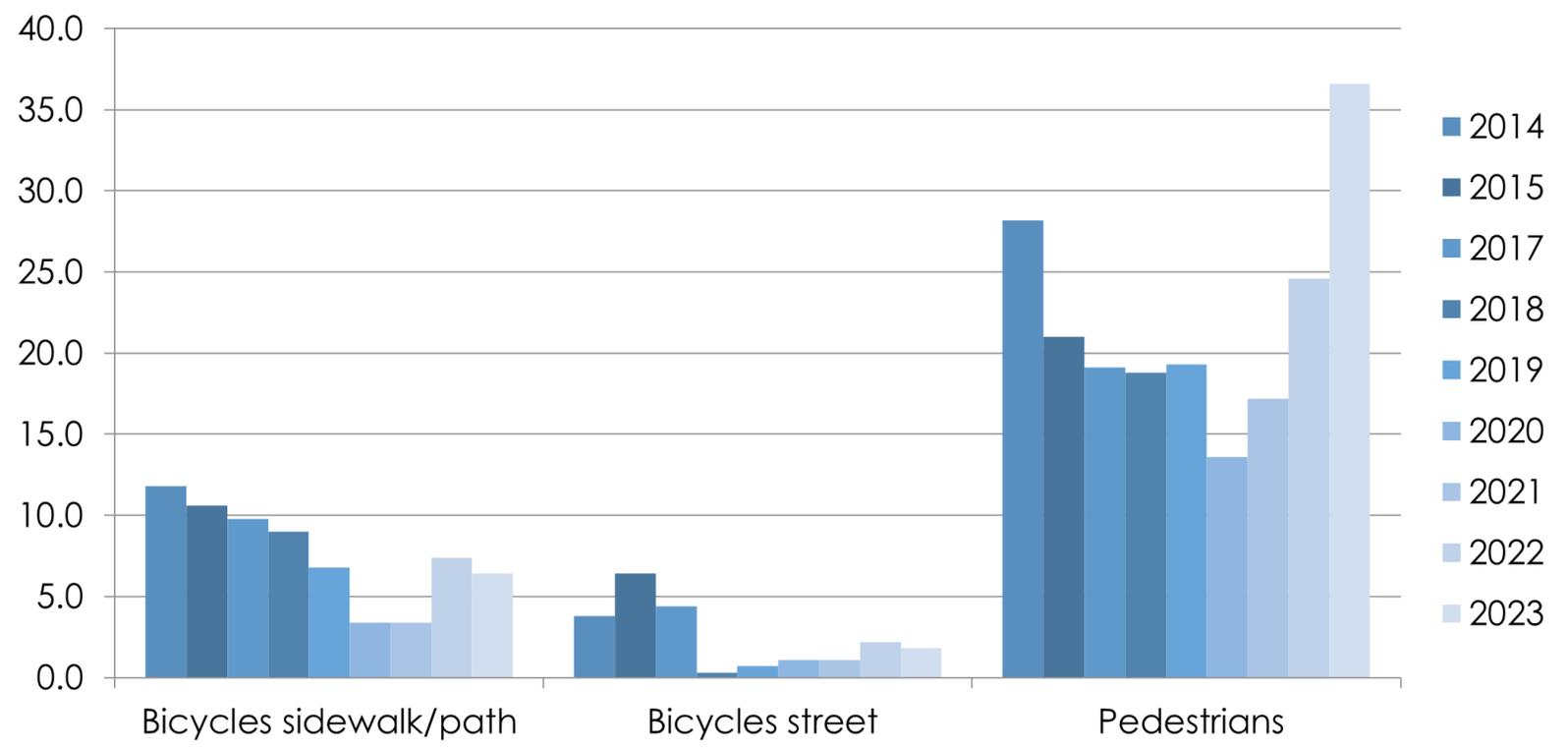
The above graphs are calculated using an average of counts from 2013-2023



10



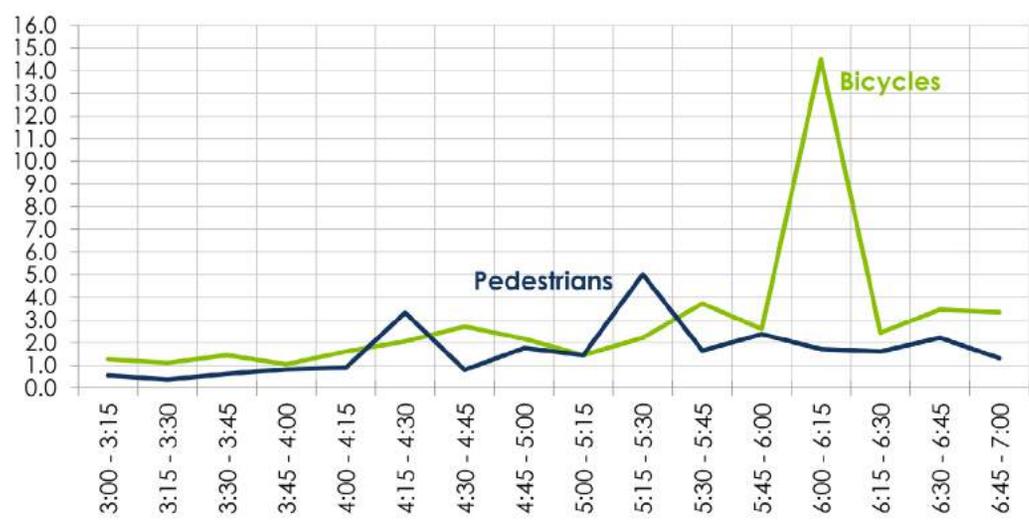
The above graphs are calculated using an average of counts from 2013-2023



FARGO
 UNIVERSITY DR N @
 12TH AVE N
 2023 ANALYSIS

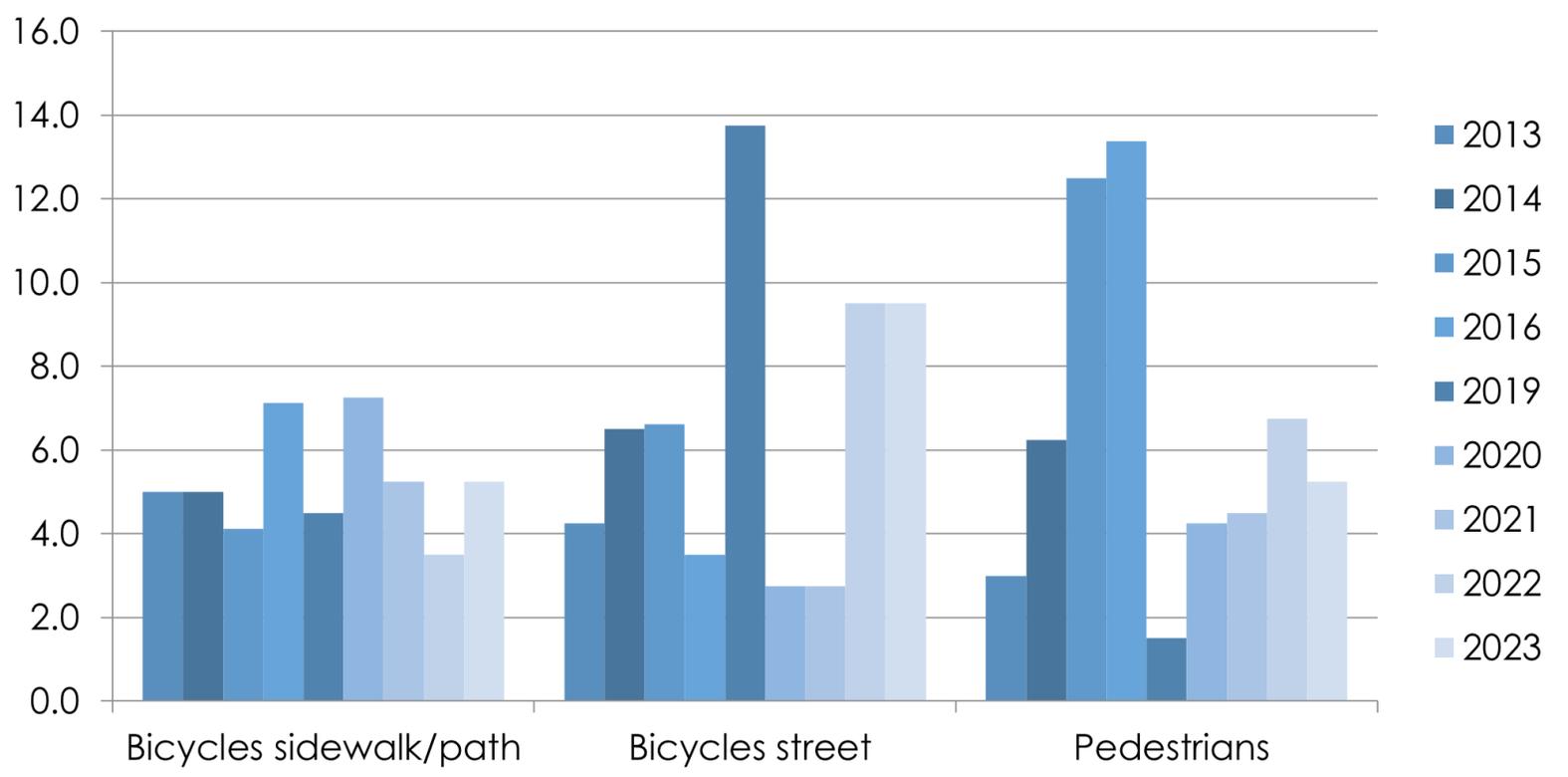


11



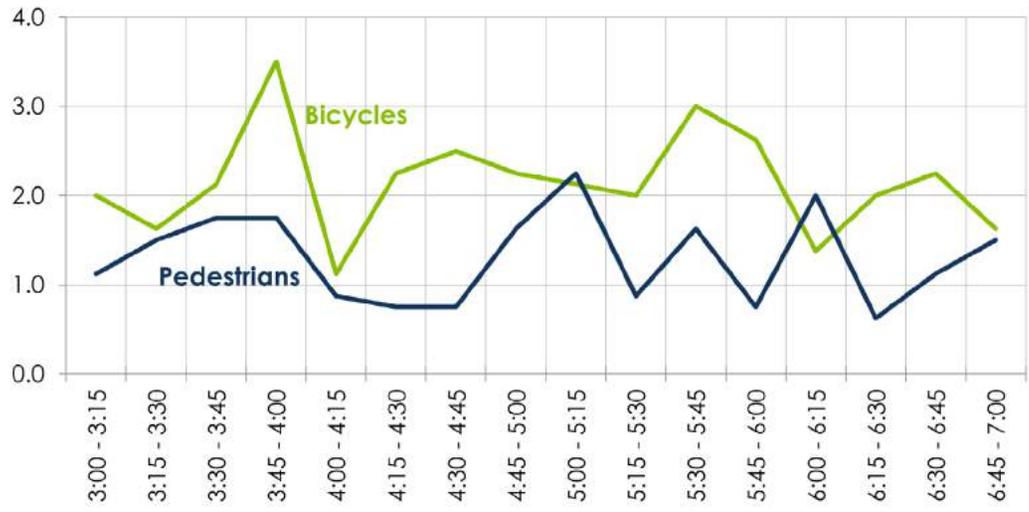
The above graphs are calculated using an average of counts from 2013-2023

**FARGO/
MOORHEAD**
12TH AVE N/15TH AVE N
BRIDGE
2023 ANALYSIS

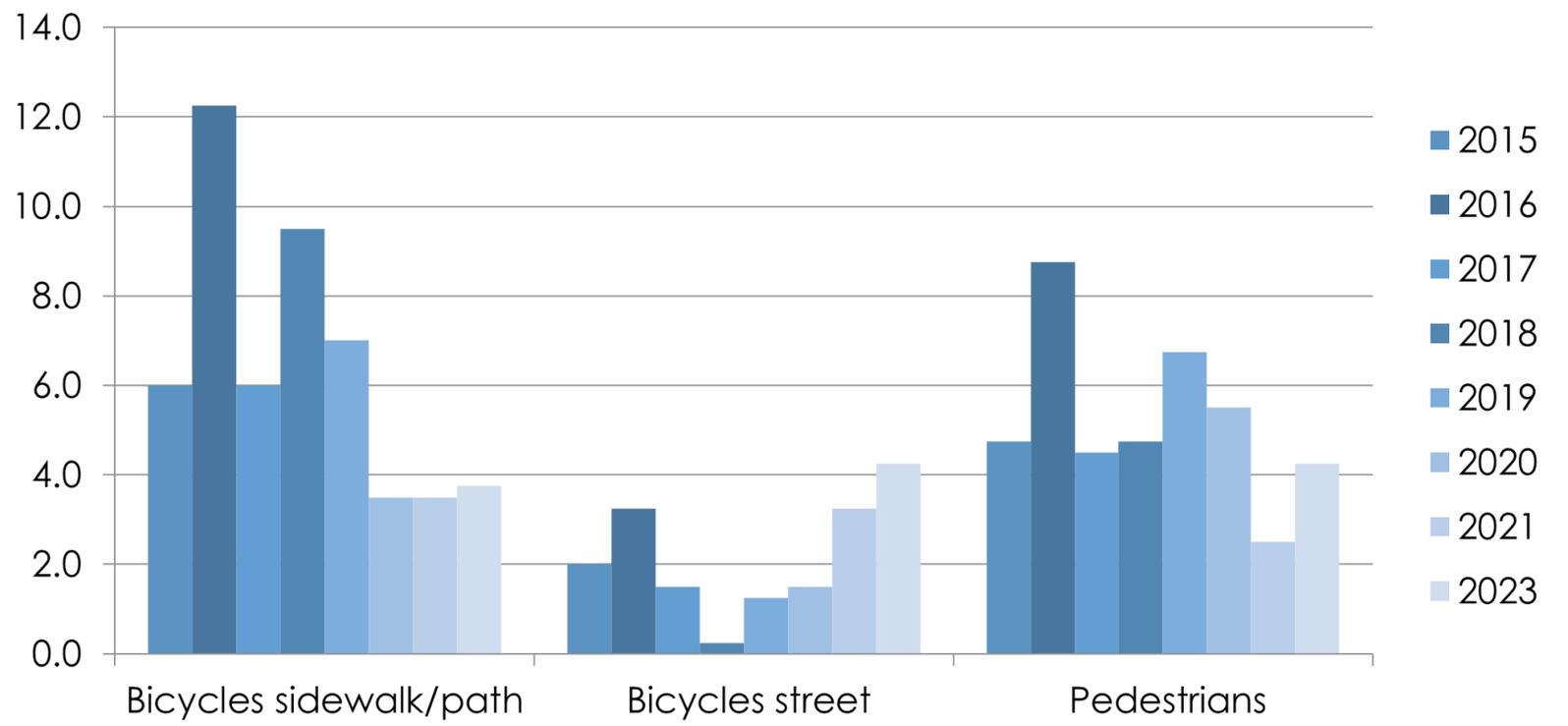




12

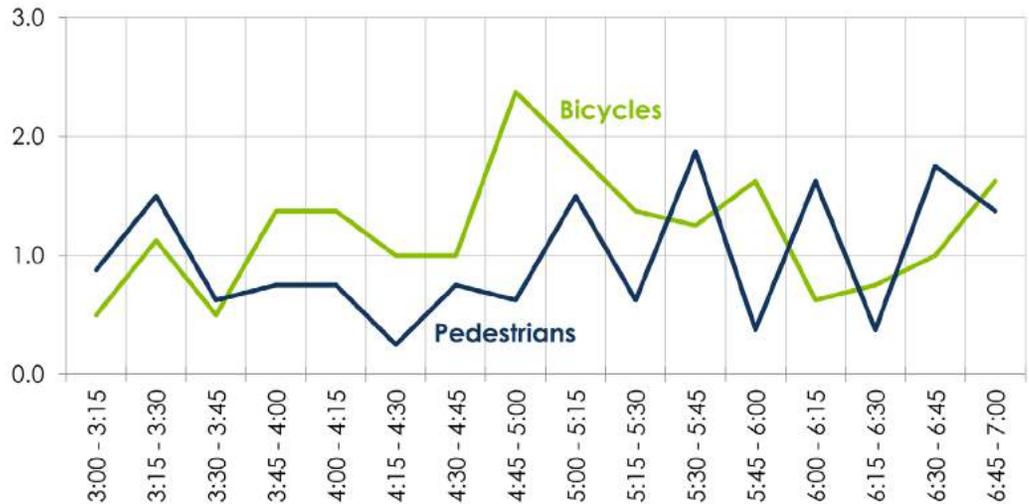


The above graphs are calculated using an average of counts from 2013-2023



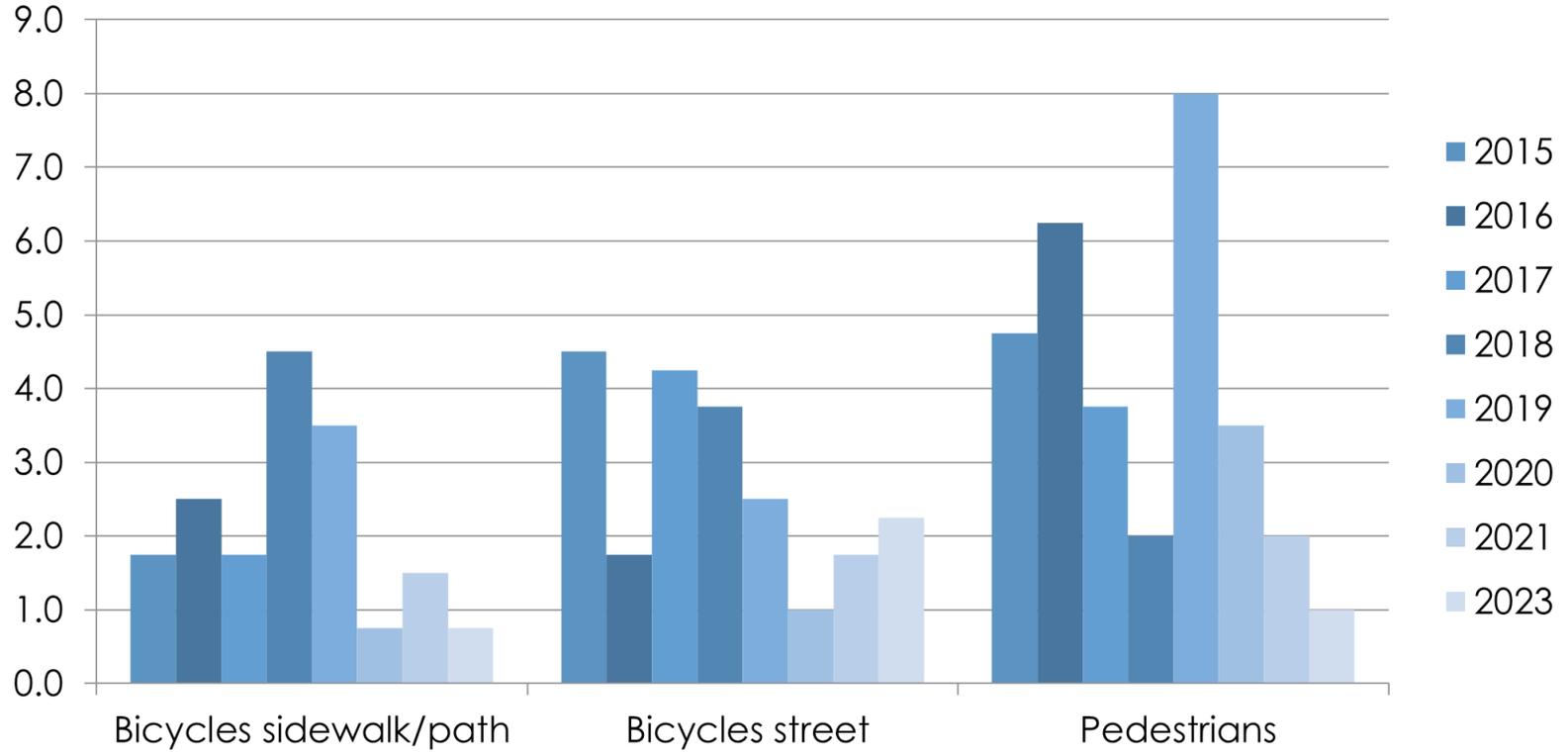
**FARGO/
MOORHEAD
NP/CENTER AVE
BRIDGE**

2023 ANALYSIS



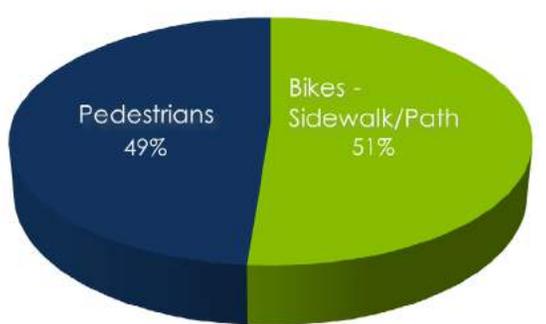
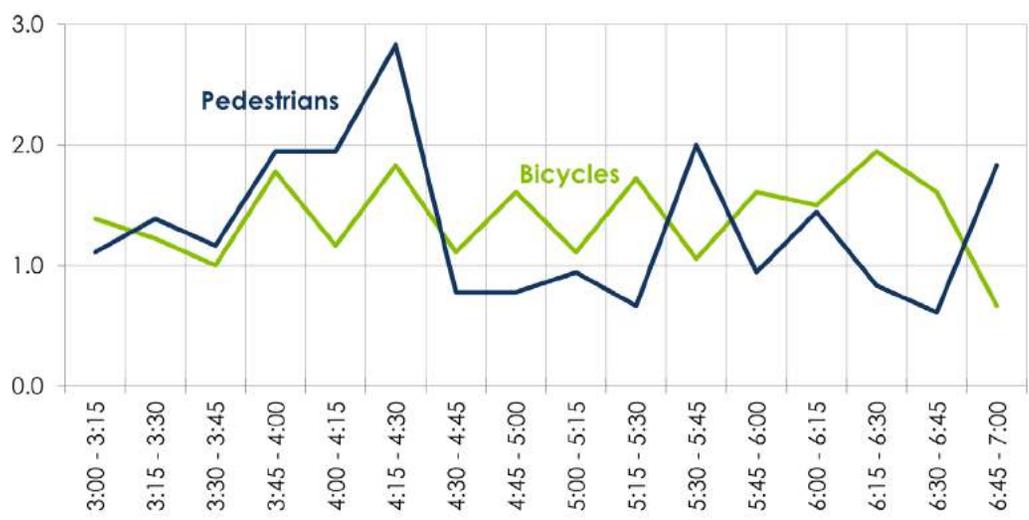
The above graphs are calculated using an average of counts from 2013-2023

MOORHEAD
4TH ST @ CENTER AVE
2023 ANALYSIS

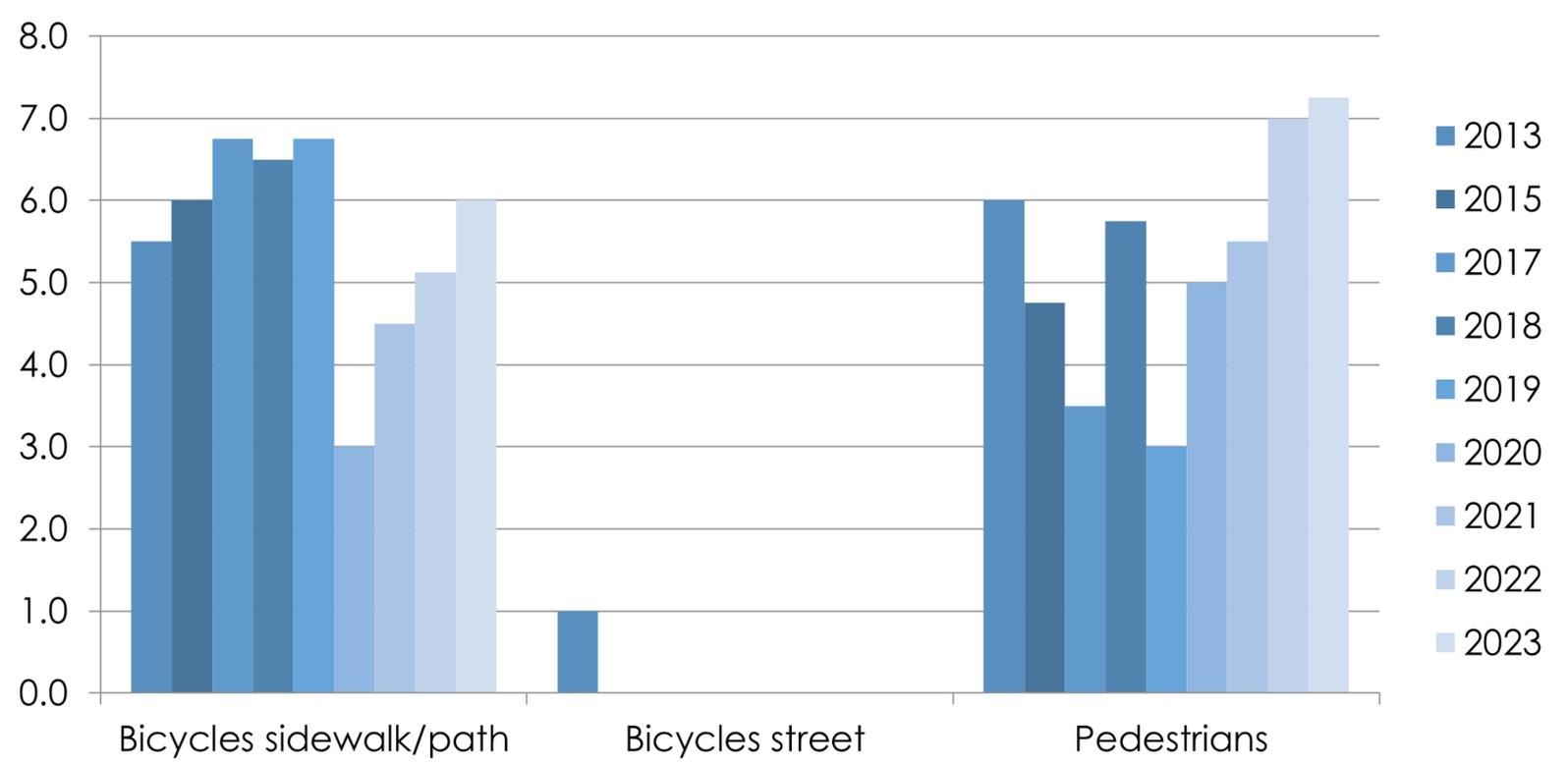




14



The above graphs are calculated using an average of counts from 2013-2023

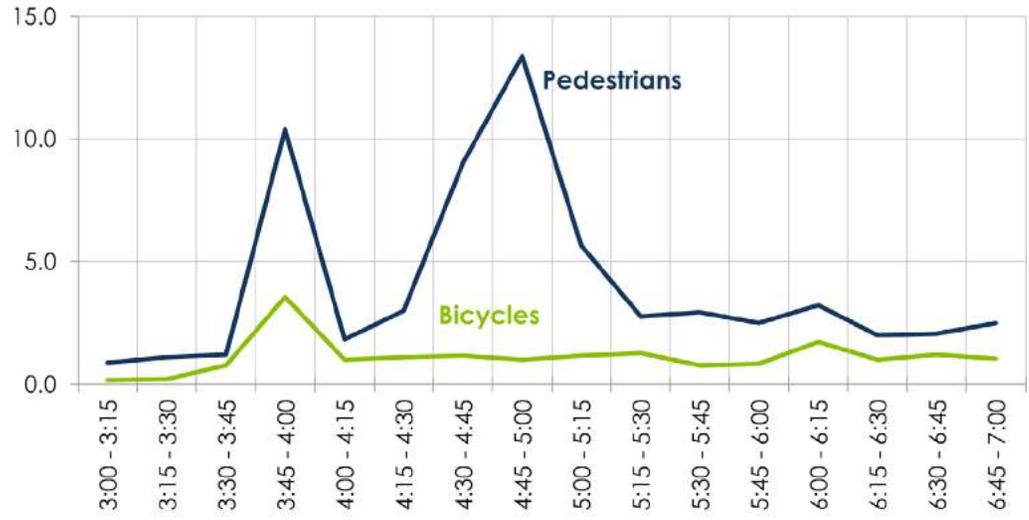


MOORHEAD 8TH ST S OVER I-94

2023 ANALYSIS



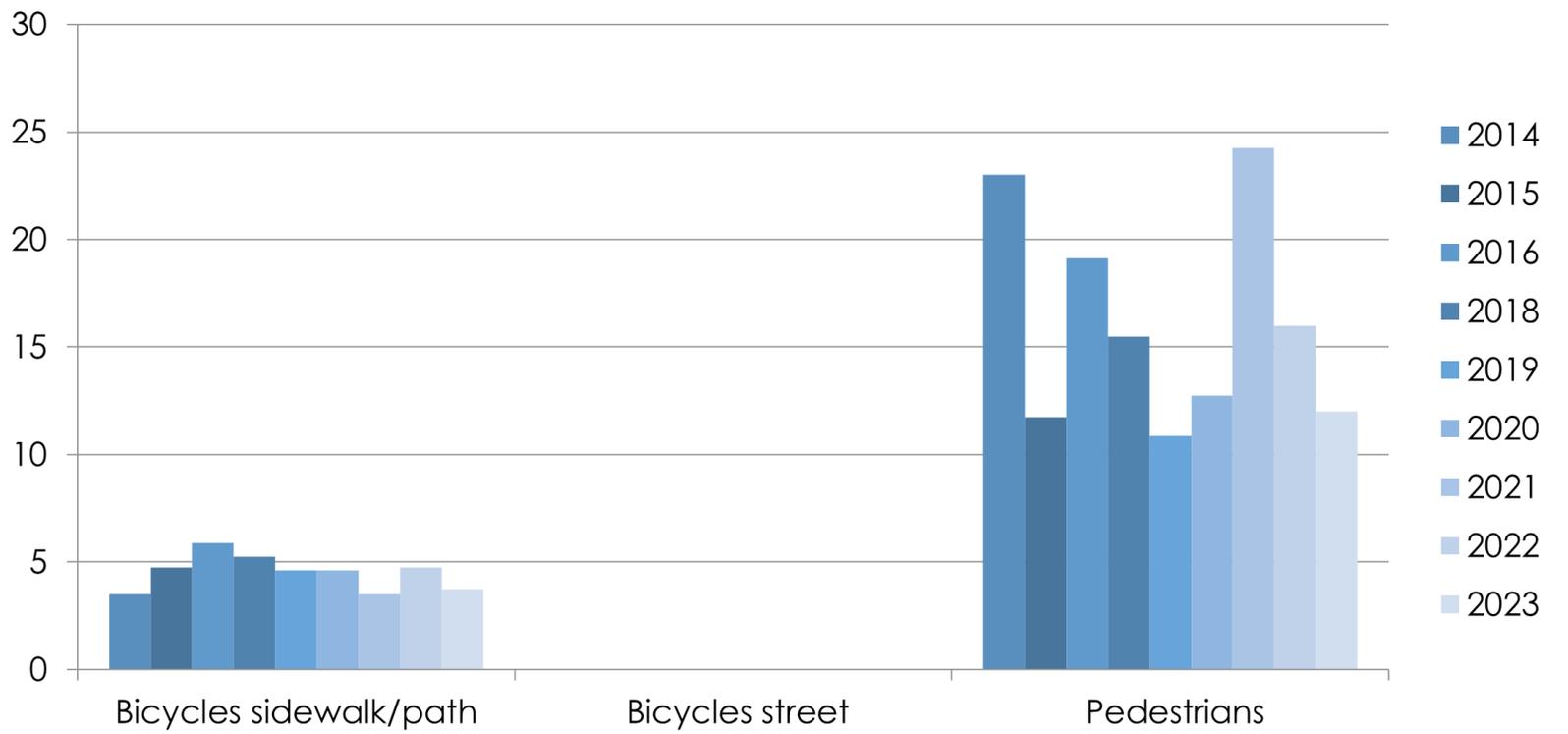
15

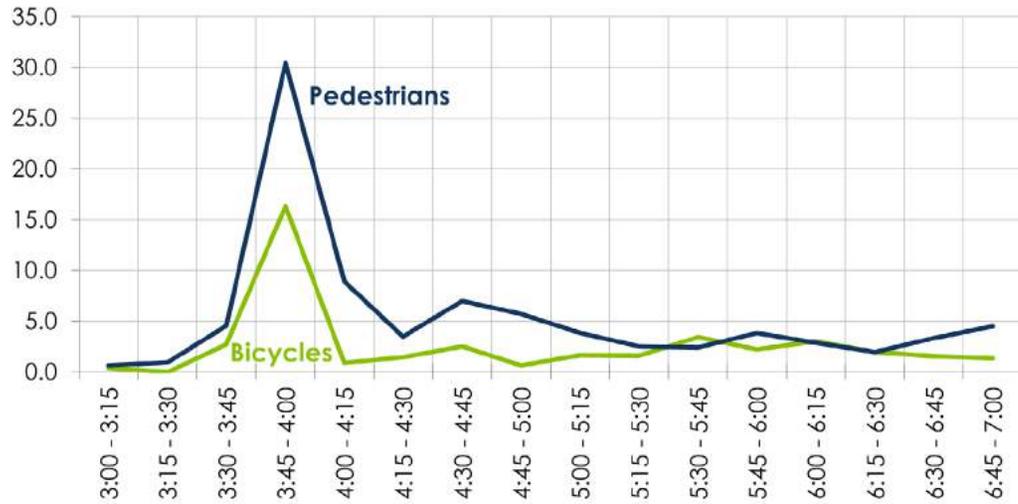


The above graphs are calculated using an average of counts from 2013-2023

WEST FARGO 9TH ST @ 17TH AVE E

2023 ANALYSIS

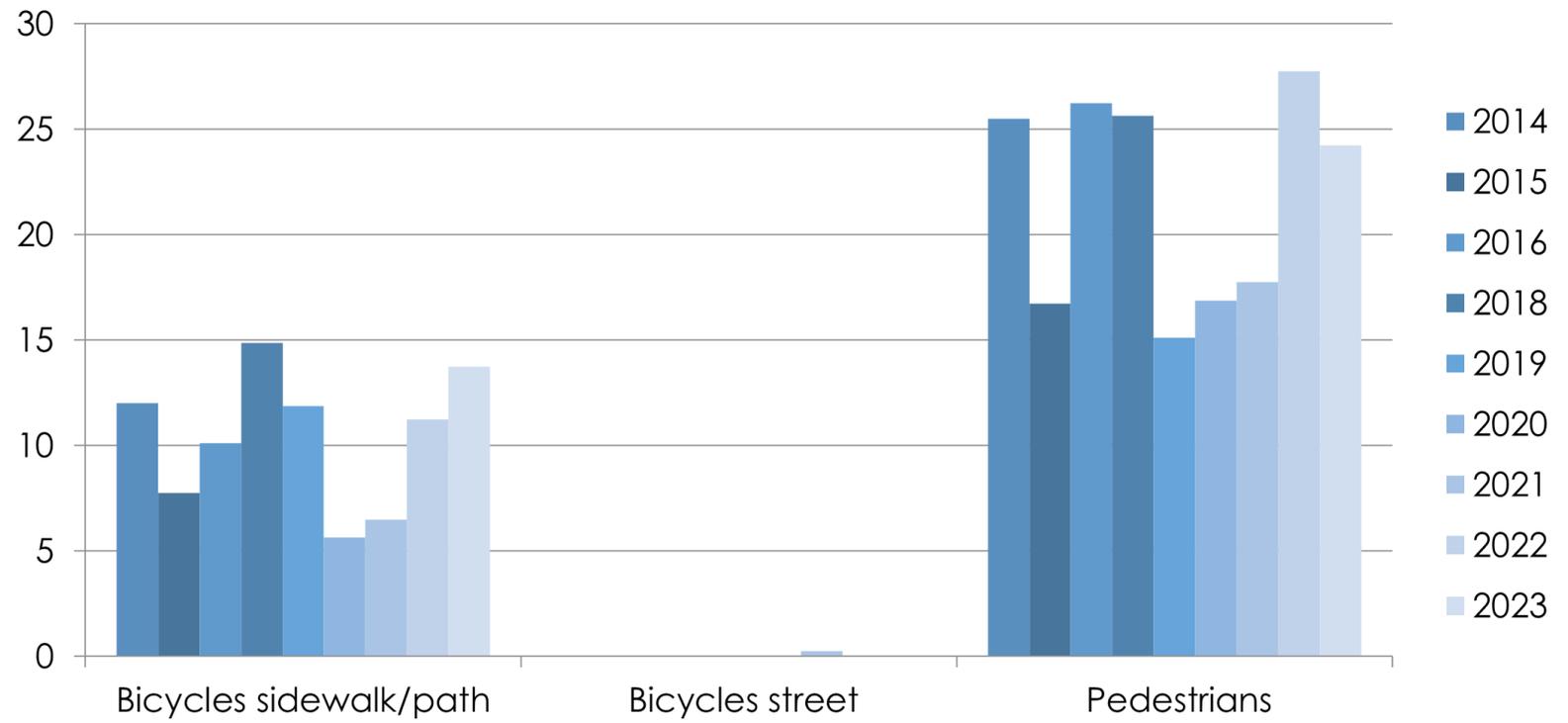




The above graphs are calculated using an average of counts from 2013-2023

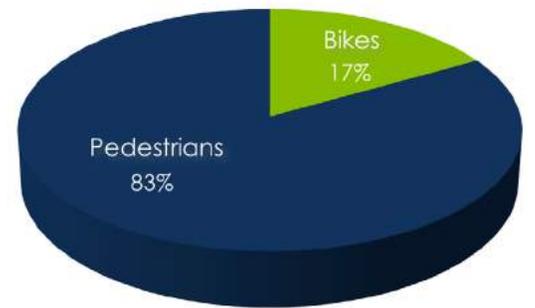
WEST FARGO 17TH AVE E @ 9TH ST

2023 ANALYSIS





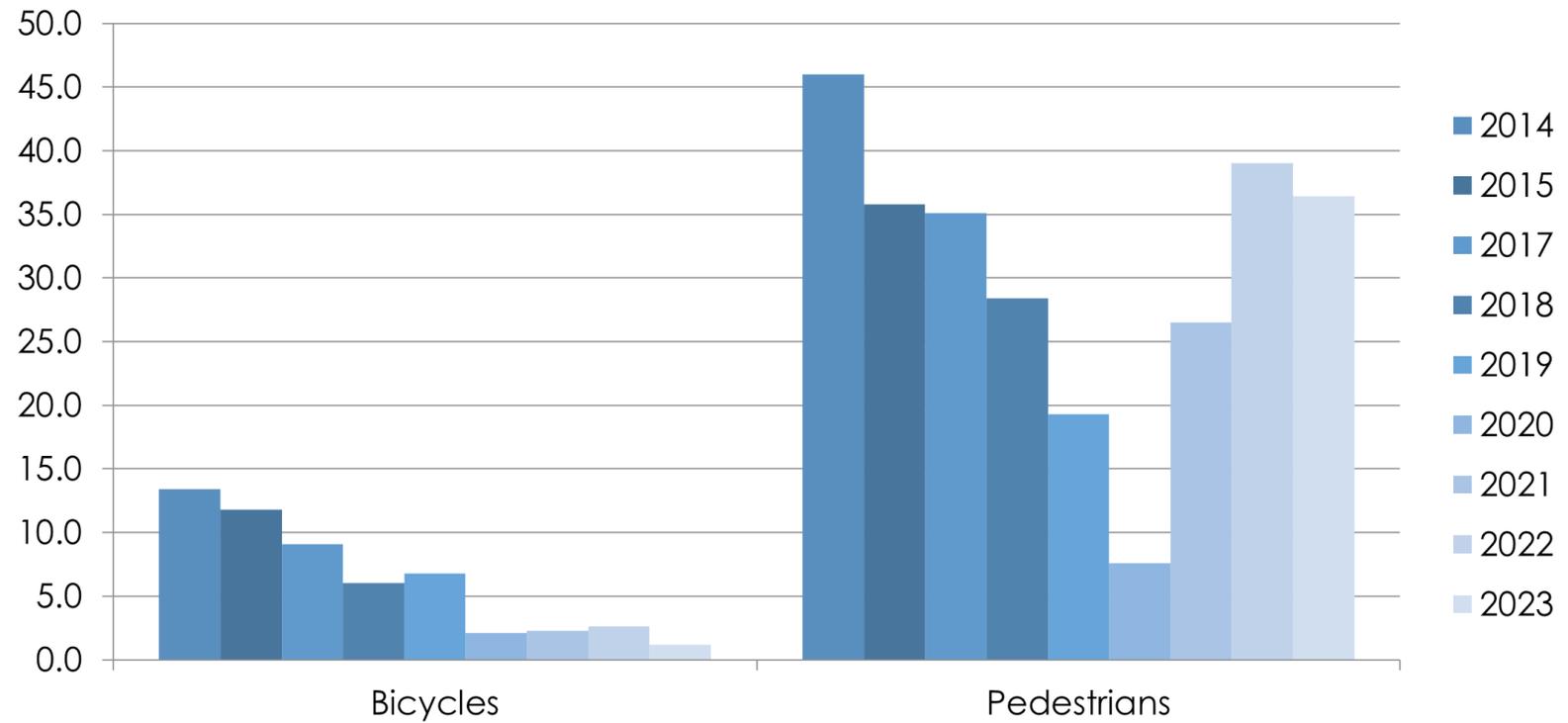
17



The above graphs are calculated using an average of counts from 2013-2023

FARGO NDSU GATE - 12TH AVE & UNIVERSITY DR N

2023 ANALYSIS







To: Bicycle Pedestrian Committee
From: Paul Bervik
Date: March 15, 2024
Re: **Future Automated Bike/Ped Counter Locations**

Metro COG plans to purchase two bicycle/pedestrian counters in 2024. Metro COG has been utilizing the data collected to inform funding decisions. Increasing the number of these bicycle/pedestrian counters will be valuable going forward to analyze the efficacy of funding decisions and to help inform future funding decisions.

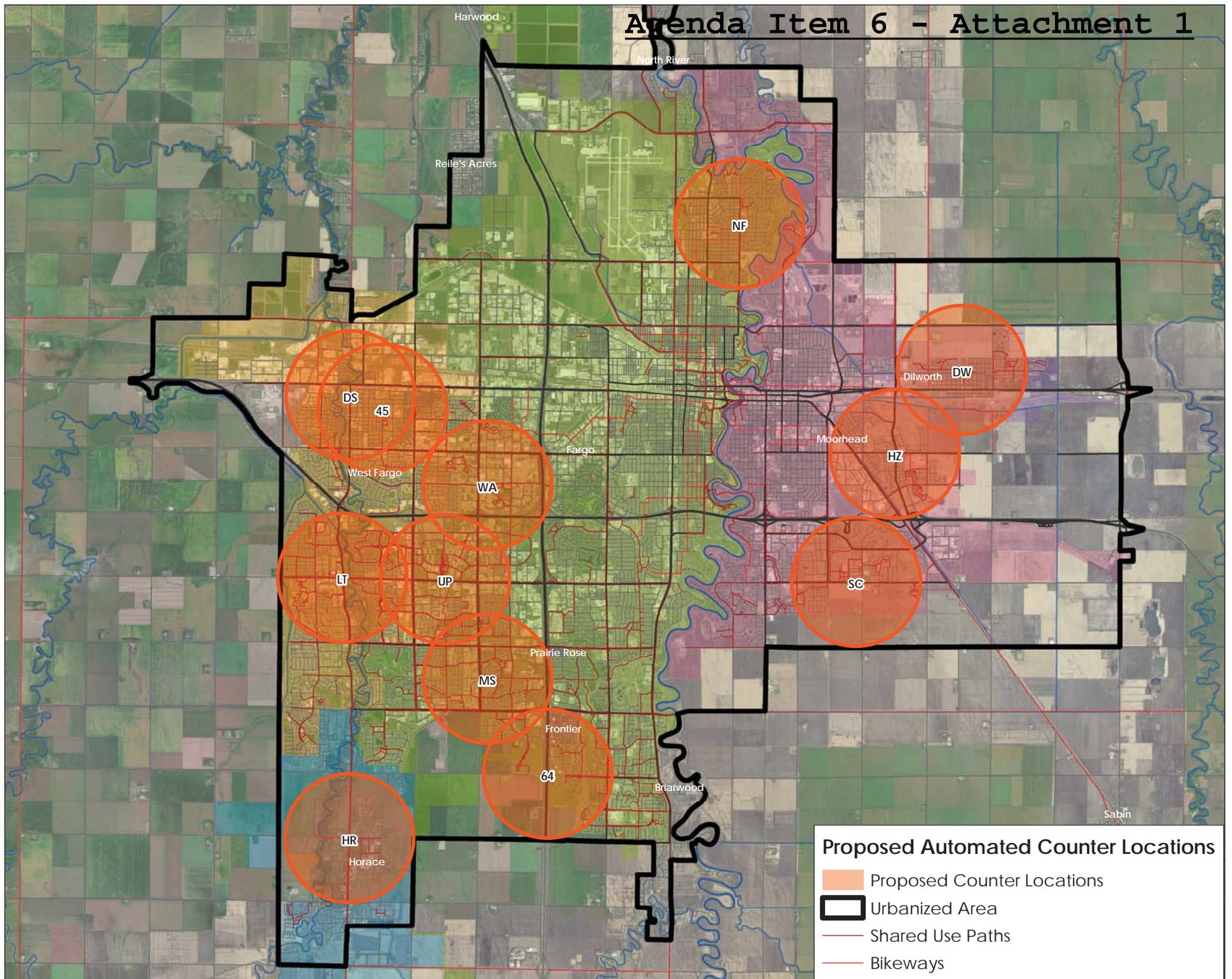
After the August 16, 2023 Bicycle and Pedestrian Committee meeting the Committee prioritized potential future pedestrian counter locations, as seen below.

1. 45 - West Fargo, Drain 45
2. NF - Fargo, along VA Hospital trail
3. DW - Dilworth, along Heartland Trail
4. MS - Fargo, near Microsoft Office Complex
- 5 tied WA - Fargo, West Acres neighborhood
- 5 tied UP - Fargo, Urban Plains neighborhood
7. 64 - Fargo, along 64th Ave near Sports Complex
8. DS - West Fargo, Downtown
9. HR - Horace, along CR 17
10. LT - West Fargo, 32nd Ave near The Lights
11. HZ - Moorhead, near Horizon Middle School
12. SC - Moorhead Soccer Complex

See **Attachment 1** for a map of the above proposed counter locations.

Requested Action: Approve prioritized list of potential future pedestrian counter locations.

Agenda Item 6 - Attachment 1



To: Bicycle & Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: March 15, 2024
Re: **Discuss & revise criteria for TA grant scoring**

Criteria – Maintenance/Rehab

The Transportation Alternatives projects were scored at the December 13th, 2023 Bicycle & Pedestrian Committee meeting. One of the proposed projects was a reconstruction project of a shared use path. Upon scoring that project it became apparent that Metro COG's TA scoring criteria doesn't account for reconstruction projects. It was recommended that the scoring criteria properly accommodate reconstruction projects.

Therefore, Metro COG has revised the TA scoring criteria to include a new criterion for maintenance and rehabilitation. This criteria goal matches one of the goals from Metro COG's adopted 2045 Metropolitan Transportation Plan – *Maintain Transportation Infrastructure*.

Please see **attachment** for proposed revision to the TA scoring criteria sheet. The added criteria is highlighted in yellow.

Criteria – Environmental Justice (EJ)

In addition, it was noted when scoring TA projects on December 13th that a wealthy neighborhood was categorized as an Environmental Justice (EJ) area and thus was receiving EJ points. This wealthy area was categorized as an EJ area because greater than 25% of the population was minority (non-white).

The Committee was confused as to why an affluent neighborhood would trigger EJ points for a project since the intent of the EJ criteria is meant to provide services to disadvantaged neighborhoods. Therefore, it was suggested that the EJ criteria and/or map be revised to better align with the intent of the EJ criteria.

Metro COG has developed a new EJ map which shows two categories of low-income populations, while still showing the 25%+ minority/non-white populations. The idea behind this map is to better understand and emphasize the low-income areas when scoring the EJ criteria. The Bicycle & Pedestrian Committee can discuss how best to award points for the EJ criteria.

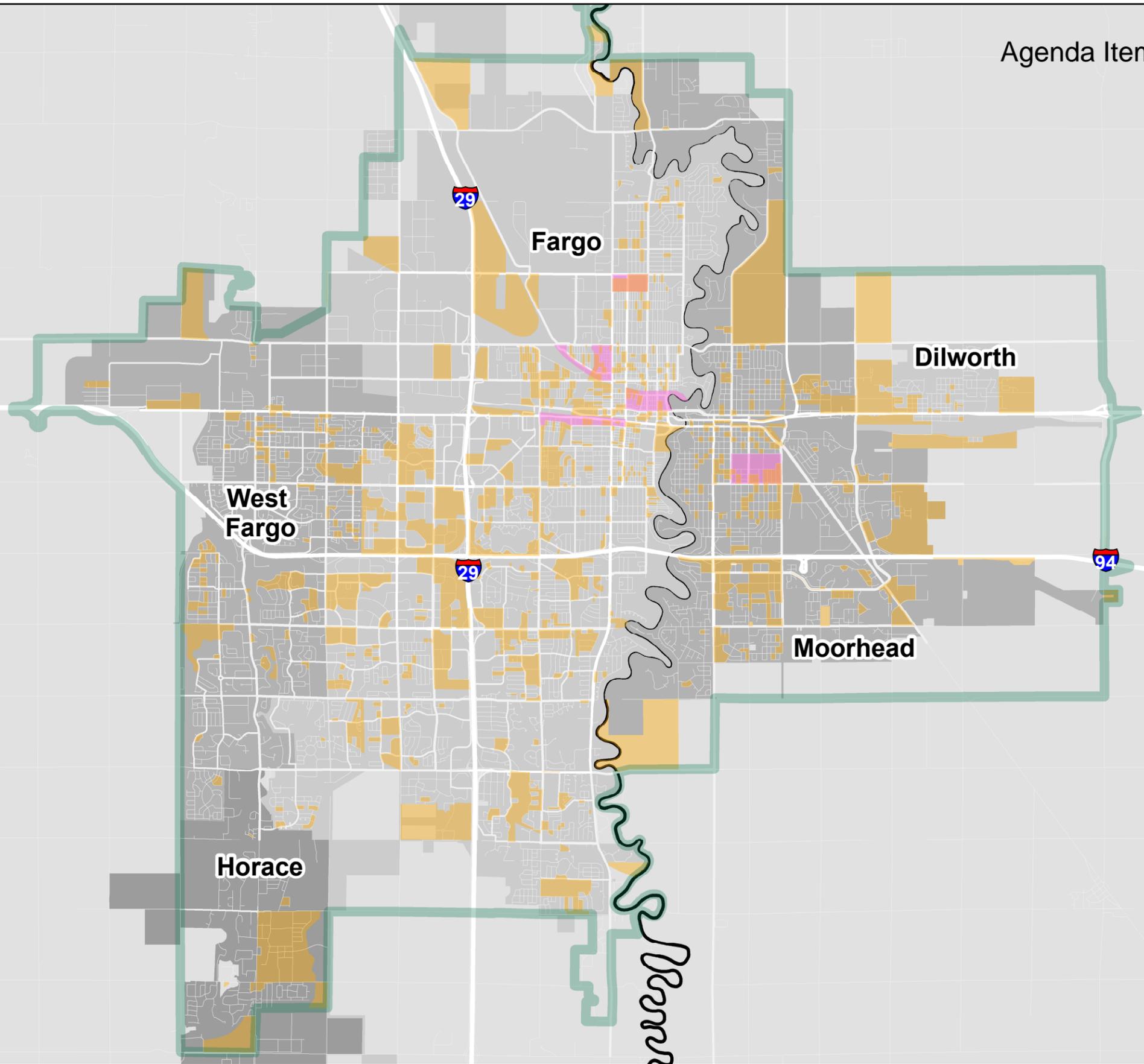
Attached are both the currently-used EJ map as well as the newly-developed EJ map.

Requested Action:

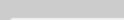
Approve revised Transportation Alternatives scoring criteria.

TA Project Evaluation - Urban

2045 MTP Goal	TA Evaluation Criteria				North Dakota		Minnesota	
	Question	Evaluation instructions	Source of criteria	Points	Jurisdiction	Jurisdiction	Jurisdiction	Jurisdiction
System Safety	Is the project located where a crash involving a motor vehicle and a bicyclist or pedestrian have occurred within the past 5 years?	Refer to most recent bicycle/pedestrian crash maps. Saved in TA folder.	2045 MTP	10				
	Is the project located within 1/2 mile radius of a K-8 public school?	Measure from outermost perimeter of school building.	2045 MTP	10				
Travel Efficiency and Reliability	Is the project within a 1/4 mile of existing commercial AND multi-dwelling residential (3-plexes or greater) land uses?	Per jurisdiction's zoning maps	(2045 MTP)	10				
	Is the project part of a multi-jurisdictional planning effort/initiative?	This criteria is designed to be a project partnership between two separate jurisdictions such as City of Fargo and City of Moorhead. This criteria is not intended to be for partnerships between a city or school district, city and park district, or any agency sponsoring another agency.	-	5				
Walking and Bicycling	Is the project located in a zone which currently has low or moderate levels of walkability on the 2045 MTP's walkability index?	Refer to Figure 4.24 in the 2045 MTP Plan. Low and moderate shown in blue and yellow. If project is in two zones, chose the zone in which the majority of the project is	2045 MTP	10				
	Is the project consistent with recommendations of a completed corridor, comprehensive, or other planning study?	These would be studies or plans that would be approved by a governing body, and would ideally have obtained public input as part of the study or plan.	2045 MTP	10				
	Is the project located in an area with high or medium levels of vehicle trip density?	High trip density = 50+ trips/acre Medium trip density 25 to 50 trips/acre Refer to maps developed for F-M area. Saved in TA folder. If project is in two zones, choose the zone in which the majority of the project is located.	2045 MTP	High trip density: 10 points Med trip density: 5 points				
	Does the project make a systematic effort to conserve natural resources	Per FHWA TA eligibility, this criteria would include: vegetation management, environmental mitigation related to stormwater, and habitat connectivity. Any of these items would need to be identified in the application/letter of intent in order to receive points.	(2045 MTP)	3				
Maintain Transportation Infrastructure	Does the project maintain/rehabilitate an existing facility?	Full points are intended for projects with the majority of the work entailing rehab/maintenance. For projects with rehab/maintenance as a smaller component of the overall project, partial points can be considered.	2045 MTP	10				
Economic Development and Transportation Decisions	Is the project within 1/4 mile of a MATBUS route corridor?	This is measured from any portion of the project.	(2045 MTP)	5				
	Is the project located within one of Metro COG's environmental justice (EJ) areas?	Use latest Metro COG environmental justice map. Project is within or directly adjacent to EJ area	2045 MTP	5				
					Total Points			



Legend

-  Urbanized Boundary
-  Minority Populations
-  Low Income Areas
-  Roadways

Environmental Justice Locations

User Name: farnsworth Date Exported: 2/10/2023 2:25:29 PM Date Saved: 2/10/2023 2:24:00 PM
Units: Meter Coordinate System: World Mercator
Document Path: Z:\Projects\Studies\Bike-Ped\2023\TA Evaluation\EJ Map - No Buffer.mxd



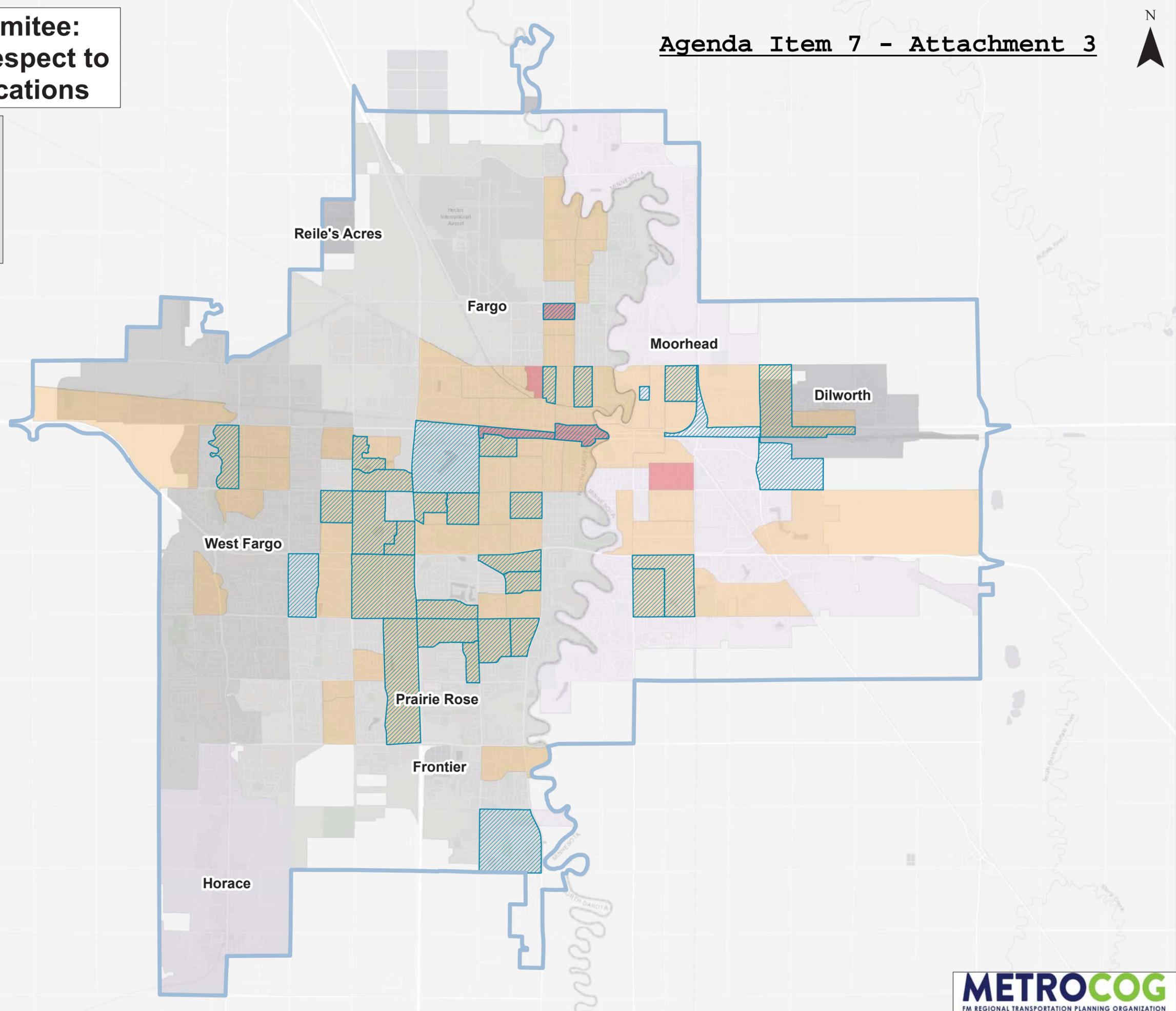
Bicycle & Pedestrian Committee: Project Evaluation with Respect to Environmental Justice Locations



Legend

-  Urbanized Boundary, 2013
-  Minority Populations by Block Group, 2022
-  Below Environmental Justice Parameters, 2022
-  Below Median Household Income, 2022

Disclaimer: The use of smaller geographies will result in wider margins of error when determining Environmental Justice parameters.



BFC Questions to be discussed at the Bike-Ped Committee

B3. Has your community adopted a design manual or guidelines that establish minimum standards for the design of safe, comfortable, and accessible bicycle facilities?

- Yes*
- No

B4. Does your community currently have any of the following land use or development 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 (Fargo Growth Plan?)
- Form-based/design-based codes
- Connectivity policy or standards
- Affordable Housing policy or plan
- Infill development incentives
- Urban Growth Boundary or similar (Fargo Growth Plan?)
- Other*
- None of the above

B5. Does your community currently have any of the following policies or ordinances in place related to motor vehicle parking or traffic?

- Maximum car parking standards
- No minimum car parking standards
- Car parking minimums have been reduced in last 5 years
- Paid public car parking
- Shared-parking allowances
- Congestion charges
- Engine Anti-Idling law
- Other*
- None of the above

B11. Does your community have any of the following end-of-trip facilities that are available to the general public? Check all that apply. Note: "Public" may include facilities that are free and open to all as well as fee or subscription-based facilities that are open to any customer. **Please do not include** private facilities that are limited to the employees or members of a company or exclusive association.

- Public bicycle repair or fix-it stations
- Public bicycle air pumps
- Bicycle Station or Hub that provides lockers and/or showers for commuters
- Public uncovered bike racks
- Public covered bike racks
- Public bicycle lockers or similar individual secure bike parking spaces
- Public secure bike cages, rooms, or pods for communal secure bike parking spaces (e.g. [Oonee Pods](#))
- On-street bike corrals
- Other*
- None of the above

B20. How has your community worked to calm traffic and slow down motor vehicles to increase safety for all roadway users?

Check all that apply.

- Lowered speed limit on a local road in the last 4 years
- Designed new roads with slow speeds, complete streets, and/or Safe System Approach principles
- Physically altered the road layout or appearance of existing roads to lower their design speeds for motor vehicles (e.g. road diet, installing chicanes or curb bump-outs)
- Narrowing motor vehicle traffic lane widths (lane diet)
- Converted one-way streets to two-way traffic
- Car-free/Car-restricted zones
- One or more road has been permanently closed to cars in the last 4 years (NDSU on W. side of Union. Potentially POW MIA Plaza in downtown WF)
- Temporary "pop-up" bike infrastructure or traffic calming /tactical urbanism
- [Shared Space/Home Zone/Living Street/Woonerf](#)
- Designated "Slow Streets"
- Speed feedback signs/cameras
- Automated (e.g. camera or video) speed enforcement for motor vehicles
- Other*
- None of the above

B21. In what other ways has your community improved connectivity and riding conditions for bicyclists?

Check all that apply.

- "Cut-throughs" that improve connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs)
- Roundabouts that accommodate bicycles
- [Contra-flow bike lanes](#) (e.g. a one-way bike lane installed heading the opposite direction of the adjacent one-way street)
- Conflict zones are marked with colored bike lanes
- [Colored bike lanes](#) outside of conflict zones
- Bicycle left turn lanes
- Shared bicycle/bus lanes
- Removal of on-street car parking
- Reverse angle parking
- Bicycle-friendly storm sewer grates
- Signed bike routes directing bicycle traffic to low-stress facilities
- [On-street wayfinding signage](#) with easily visible distance and/or riding time information for bicyclists
- Off-street wayfinding signage with easily visible distance and/or riding time information for bicyclists
- Parallel but separated paths for bicyclists and pedestrians
- Signage or markings to designate right-of-way on shared-use paths
- Other*
- None of the above

***B23a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?**

- Leading Pedestrian Intervals
- [Video or microwave detection](#) for demand-activated signals
- Demand activated signals with loop detector (and marking)
- Push-buttons that are accessible from the road or trail/side path
- Push-buttons are designed and located at an accessible height for a variety of users
- 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”)
- Automated (e.g. camera or video) red light enforcement for motor vehicles
- Right-on-red restrictions in certain signalized intersections
- Right-on-red restrictions in all signalized intersections
- Other*
- None of the above

B26. Does your community have any of the following policies, standards, or mechanisms to ensure the ongoing maintenance of bike facilities?

Check all that apply.

- Established funding or capital budget line item for routine maintenance of bike facilities, such as repainting bike lanes
- Policy or set schedule for routine maintenance of on-street bike facilities (e.g. sweeping or repainting bike lanes)*
- Policy or set schedule for routine maintenance of off-street bike facilities (e.g. repaving or vegetation maintenance)**
- Policy or standards for clearing snow and ice from on- and/or off-street bikes facilities***
- Policy or set schedule for repaving roads****
- Other*****
- None of the above

If “Policy or set schedule for routine maintenance of on-street bike facilities (e.g. sweeping or repainting bike lanes)” is checked:

***B26a. How often do the following maintenance practices occur for on-street bicycle facilities (including shoulders)?**

B26a1. Sweeping

- Before other travel lanes
- Same time as other travel lanes
- After other travel lanes
- Never

B26a2. Pothole maintenance/ surface repair

- Within 24 hours of complaint
- Within 48 hours of complaint
- Within one week of complaint
- Within one month of complaint or longer
- Never

B26a3. Restriping/ repainting markings

- Quarterly or more frequently
- Annually
- As needed
- Never

If “Policy or set schedule for routine maintenance of off-street bike facilities (e.g. repaving or vegetation maintenance)” is checked:

****B26b. How often do the following maintenance practices occur for off-street bicycle facilities (including shared use paths and trails)?**

B26b1. Sweeping

- Quarterly or more frequently
- Annually
- As needed
- Never

B26b2. Vegetation maintenance

- Quarterly or more frequently
- Annually
- As needed
- Never

B26b3. Surface repair

- Within 24 hours of complaint
- Within one week of complaint
- Within one month of complaint or longer
- Never

B26b4. Restriping/ repainting markings

- Quarterly or more frequently
- Annually
- As needed
- Never

If “Policy or standards for clearing snow and ice from on- and/or off-street bikes facilities” checked:

*****B26c. How often does snow and ice clearance occur from bike facilities in your community?**

B26c1. On-street bicycle facilities

- N/A - No snow or ice
- N/A - No on-street bicycle facilities
- Before other travel lanes
- Same time as other travel lanes

- After other travel lanes
- Never

B26c2. Off-street bicycle or shared use facilities

- N/A - No snow or ice
- N/A - No off-street bicycle facilities
- Before roadways
- Same time as roadways
- After roadways
- Never

If "Policy or set schedule for repaving roads" is checked:

******B26d. What is your community's road repaving schedule or how often are roads routinely repaved in your community?**

- Annually
- Every 2-3 years
- Every 4-5 years
- Every 6-7 years
- Every 8-9 years
- Every 10-12 years
- Every 12-15 years
- More than every 15 years

B29. Which of the following permanent recreational or educational bicycling facilities are available within your community boundaries?

Check all that apply

- BMX track
- Velodrome
- Indoor cyclist training facility
- Cyclocross course
- Mountain bike park
- Gravel riding park
- Pump tracks
- Bicycle-accessible skate park
- Snow/Fat tire bike trails
- [Signed loop route\(s\)](#) around the community
- Permanent Safety Town or Traffic Garden
- Other*
- None of the above

B33. 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. (500 word limit)

Use this space to expand on answers checked above, or to describe additional facilities or physical amenities provided that have not yet been covered.

Please note this question has been updated in 2024 to clarify that we are looking for groups **beyond bicycling and transportation-specific clubs, organizations, or agencies that independently or collaboratively promote bicycling to their respective members, partners, or stakeholders.**

- Chamber of Commerce
- Downtown Business Association/Business District
- Tourism Board
- Civic association(s)** (e.g. Rotary, Lion's Club, Kiwanis, etc.)
- Local AARP office or similar
- [Center for Independent Living](#)
- Public Health Agency**
- Law Enforcement or Public Safety Agency
- Public School District(s)
- Major local employer(s) – Ask Chris if Microsoft promotes bicycling**
- Other public agency such as housing, employment services, etc.
- Other non-biking group, agency, or institution(s) (please describe below)
- None of the above

D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories? – Ask Justin Kristan

Check all that apply.

- Helmet giveaways or subsidy program**
- Bike light giveaways or subsidy program
- Reflector giveaways or subsidy program
- Lock giveaways or subsidy program
- Bicycle giveaways or subsidy program
- E-bike giveaways or subsidy program
- Low-cost or no-cost bicycle tune-up/maintenance program
- Mobile bike repair services are available in the community**
- Other bicycle-related giveaway or subsidy programs*

- None of the above

E4. Does your local government provide or cover the cost of 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
- Bicycle-related FHWA/National Highway Institute Training Course
- Portland State University Initiative for Bicycle and Pedestrian Innovation Training Course
- Other in-depth bicycle-related trainings or courses
- Peer-learning educational tours or exchanges
- Regularly attend bicycle-related webinars
- Regularly attend bicycle-related conferences*
- Present at bicycle-related webinars, trainings, or conferences
- Racial Equity or Anti-racism training**
- [Gender/LGBTQIA+ Equity](#) or cultural competency training**
- Age-related Equity or Anti-ageism training**
- [Disability-related Equity or Anti-ableism training](#)**
- General cultural competency or anti-bias training**
- [Finance/funding for transportation-related training](#)
- Other***
- None of the above

E29. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve bicycling?

Check all that apply.

- CDC [Active People, Healthy Nation](#) SM/[Activity-Friendly Routes and Everyday Destinations](#)
- USGBC [LEED® for Neighborhood Development](#)
- NACTO [Cities for Cycling](#)
- [NACTO Member City or Affiliate Member City](#)
- [Walk Friendly Communities](#)
- [America Walks - Walking College](#)
- AARP Age-Friendly Cities
- [Local and Regional Government Alliance on Race & Equity \(GARE\)](#) Network Member
- Other*
- None of the above