

**Metropolitan Bicycle and Pedestrian Committee**  
**Wednesday, April 17<sup>th</sup>, 2019 – 3:00 p.m.**  
**Metro COG Conference Room**  
**AGENDA**

1. Welcome and introductions
2. Approve minutes from December 5<sup>th</sup>, 2018 meeting - **Attachment**                      Action Item
3. Approve minutes from January 23<sup>rd</sup>, 2019 meeting - **Attachment**                      Action Item
4. Public input opportunity    Public Input
5. Status of FM bikeways mobile map app    Information Item
6. Bicycle Friendly Community report card & survey results – **Attach.**                      Discussion Item
7. 2045 FM Metro Transportation Plan – Bike/Ped Project Prioritization -  
**Attachment**    Discussion Item
8. \* Update on Fargo Safe Routes to School Plan - **Attachment**                      Information Item
9. \* Update on FM Bikeways Gap Analysis - **Attachment**                      Information Item
10. \* ND Moves – Final Plan - **Attachment**                      Information Item
11. \* MnDOT District 4 Bicycle Plan - **Attachment**                      Information Item
12. Other business

*\* These agenda items will only be discussed if time permits. If unable to discuss items at the meeting, the attachments will provide necessary information.*

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

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**104<sup>th</sup> Metropolitan Bicycle and Pedestrian Committee Meeting  
December 5<sup>th</sup>, 2018 – 3:00pm  
Metro COG Conference Room**

**Members Present**

Dan Farnsworth, Chair, Metro COG  
Jason Gates, Citizen representative  
Tyler Kirchner, Fargo Parks  
Dylan Ramstad Skoyles, Great Rides  
Patrick Hollister, PartnerSHIP 4 Health  
Kim Citrowske, City of Moorhead Planning  
Robin Huston, City of Moorhead Planning  
Jonathan Atkins, City of Moorhead Engineering  
Maegin Elshaug, City of Fargo Planning  
Christine Holland, River Keepers  
Kim Lipetzky, Fargo Cass Public Health  
Tim Solberg, City of West Fargo  
Erik Hove, Clay County  
Jane Butzer, MnDOT

**Others Present:**

Cindy Gray, Metro COG  
Anna Pierce, Metro COG

**1. Welcome and Introductions**

The meeting began at 3:00 pm. Attendees introduced themselves.

**2. Approve minutes from October 17<sup>th</sup>, 2018 meeting**

A motion to approve the October 17<sup>th</sup> minutes was made by M. Elshaug and seconded by K. Lipetzky. The minutes were passed unanimously with no edits.

**3. Public input opportunity**

An opportunity was given for any members of the public to provide any comments or input. No public was represented at the meeting.

**4. Update on dockless bicycle/electric scooter ordinance research**

D. Farnsworth provided the Committee with an update on the research Metro COG has been doing regarding dockless bicycle/electric scooter ordinances. Farnsworth mentioned that Metro COG has researched three applicable cities across the US to see how they have

dealt with dockless bicycles and electric scooters. Metro COG will plan to present this information to the Committee at the next meeting in January.

## **5. Bicycle map mobile app**

Metro COG has been in discussions with My City Bikes, an app developer who develops mobile apps geared to serve communities with bicycle-related information. Metro COG has been asked several times over the years about if/when Metro COG can provide a mobile-friendly bicycle map app.

Metro COG provided information about this app to see if the Committee would be in favor of Metro COG pursuing it. It was mentioned that the app would cost roughly \$3,700 to develop with an annual maintenance fee of \$1,085. The maintenance fee would not apply to the first year. It was mentioned that wayfinding capabilities are available but would be an additional \$5,000 start-up fee.

The Committee was in favor of pursuing this app and thought it would be beneficial to the FM area. It was suggested that Metro COG also include parks in the map along with the trails. It was also suggested that after a few years, perhaps we could include the wayfinding capabilities.

A motion to pursue the bicycle map app with My City Bikes was made by T. Kirchner and seconded by D. Ramstad Skoyles.

## **6. Bicycle Friendly Communities Designation**

D. Farnsworth and P. Hollister announced that the results were in from Fargo-Moorhead's recent Bicycle Friendly Communities application. The Fargo-Moorhead area received Bronze designation, which is the same designation as was awarded in 2014. This new Bronze designation will be valid until 2022.

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

Metro COG started by suggesting revisions to the TA scoring criteria. D. Farnsworth stated that Goal 4 of the criteria currently favors projects with high trip densities. Therefore projects located near the core of the city receive points for this criteria. It was discussed whether or not this was fair and Metro COG proposed other criteria for Goal 4. After a thorough discussion, it was decided that we use the existing criteria since that criteria was developed as part of the Metro COG's current Long Range Transportation Plan (Metro COG's guiding plan). It was noted that the criteria can be revised next year after the completion of Metro COG's next Long Range Transportation Plan.

The Committee scored the MN TA projects however when it was time to score the ND projects, a quorum was no longer present and time didn't permit. It was then decided that

Metro COG score the ND projects and email the scoring to the Bicycle & Pedestrian Committee for review and comments.

For future TA scoring meetings, it was suggested that perhaps the Committee score the ND projects at the meeting but Metro COG could score the MN projects separately and email the MN scoring to the Committee for review and comments. The reason for this is because there is often not enough time to score both MN and ND projects at the meeting. Also, ND projects are higher priority in terms of scoring since NDDOT uses these scores/ranks to directly rank the projects in the Fargo/West Fargo area, while MnDOT only references Metro COG's scoring.

#### **8. Other business**

No other business was discussed.

Meeting adjourned 4:30pm.

**105<sup>th</sup> Metropolitan Bicycle and Pedestrian Committee Meeting**  
**January 23<sup>rd</sup>, 2019 – 3:00pm**  
**Metro COG Conference Room**

**Members Present**

Dan Farnsworth, Chair, Metro COG  
Jason Gates, Citizen representative  
Peyton Mastera, City of Dilworth  
Tyler Kirchner, Fargo Park District  
Bob Walton, NDDOT Fargo District  
Christine Holland, River Keepers  
Barrett Voigt, Cass County  
Patrick Hollister, PartnerSHIP 4 Health  
Kim Lipetzky, Fargo Cass Public Health  
Jonathan Atkins, City of Moorhead Engineering  
Maegin Elshaug, City of Fargo Planning

**Others Present:**

Luke Champa, Metro COG  
Jason Carbee, HDR (via phone)  
Mandi Johnson, Fargo Cass Public Health  
Wade Kline, KLJ  
Scott Schwandt, MN Green Corps

**1. Welcome and Introductions**

The meeting began at 3:00 pm. Attendees introduced themselves.

**2. Minutes from December 5<sup>th</sup>, 2018 meeting**

No quorum was present so the December 5<sup>th</sup> minutes were not approved. Approval will need to occur at the next meeting.

**3. ND Moves (statewide active & transportation Plan) update**

W. Kline presented information regarding the ND Moves (statewide active & transportation Plan). ND Moves is the first Plan conducted by the NDDOT addressing specifically bicycle & pedestrian needs since the 1990s. The Plan is in its final stages and should be finalized in the near future. ND Moves will provide guidance for NDDOT as they implement projects across the state by considering bicycle, pedestrian, and transit as they program and design projects.

**4. Public input opportunity**

An opportunity was given for any members of the public to provide any comments or input. No public was represented aside from two individuals representing their consulting firms. No public input was given.

## **5. 2045 FM Metro Transportation Plan discussion**

J. Carbee presented draft goals, objectives, and prioritization for the 2045 Fargo-Moorhead Metro Transportation Plan. Objectives pertaining to bicycle & pedestrian projects were presented. There was then presentation and discussion of proposed project scoring criteria. J. Carbee also presented maps developed to show the walkability of neighborhoods around the FM area. The maps were based on street connectivity, access to employment, and access to services.

It was discussed that future correspondence with the Bicycle & Pedestrian Committee would occur to better refine the goals, objectives and prioritization of projects. It was requested that Metro COG email the presentation to the Committee as time did not permit the presentation to be presented in its entirety.

J. Carbee notified the Committee that there will be a public open house for the Plan on February 8<sup>th</sup> at the Stone Building (613 1<sup>st</sup> Ave N, Fargo) from 11:00 am – 7:00 pm.

P. Hollister provided a comment that he would like to see Fargo-Moorhead's Bicycle Friendly Community logo shown somewhere on the 2045 Metro Transportation Plan, preferably on the cover if possible.

## **6. Bicycle/electric scooter ordinance presentation**

D. Farnsworth and L. Champa presented their findings of case studies of other cities as well as findings of local ordinances regarding electric scooters and dockless bikeshare bicycles. Case studies were presented on electric foot scooters for the cities of Meridian, ID, Boise, ID, and Minneapolis, MN. Case studies were then presented on dockless bikeshare bicycles for the cities of Minneapolis, MN and Green Bay, WI. Following the case studies, existing local ordinances regarding electric scooters and dockless bikeshare bicycles were presented. The current local ordinances are not favorable for a successful implementation of electric scooters, so if electric scooters were to have a presence in the Fargo-Moorhead area, either the ordinances would need to be updated or the scooters would more-or-less be operating against the existing ordinances.

It was discussed that it would be wise for the Fargo-Moorhead area to prepare for the possible introduction of electric foot scooters and dockless bikeshare bicycles in the near future. While changing ordinances at this time would not be the best idea, it was the will of the Committee to make top city staff aware of the possible introduction of these transportation devices, the impact they might have, and the need for possible revisions to

city ordinances. The Committee suggested developing a summary of the case studies, the impacts to cities, and example ordinances which could be provided to top city staff.

## **7. Other business**

P. Hollister mentioned that a project has been proposed next to Madison Elementary School in Fargo which could involve a donation of numerous trees along with a walking path.

Meeting adjourned 4:50pm.

# FARGO-MOORHEAD METROPOLITAN AREA, ND & MN Agenda Item 6, Att 1



**TOTAL POPULATION**  
202,509

**TOTAL AREA (sq. miles)**  
86.37

**POPULATION DENSITY**  
2345

**# OF LOCAL BICYCLE FRIENDLY BUSINESSES** 2

**# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES** 1

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Fargo-Moorhead
High Speed Roads with Bike Facilities	35%	6%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	29%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	NEEDS IMPROVEMENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS QUARTLERLY
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 58K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	3.5/10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	3.4/10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	2.2/10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	3.6/10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	3.2/10

## KEY OUTCOMES

	Average Silver	Fargo-Moorhead
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.7%	0.69%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	537	373
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	6.3	0



## KEY STEPS TO SILVER



- » Congratulations on adopting the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan. This plan will be a blueprint for improvements and has many great recommendations for a more connected network of safe and comfortable bicycle facilities.
- » Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked.
- » Continue to expand the bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient, APBP-compliant bike parking available.
- » Expand bicycle education opportunities for adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns.

- » Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools. In particular, middle and high school education efforts could be improved. These efforts are particularly important as older students learn to drive and share the road.
- » Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community.
- » Develop a community-wide trip reduction ordinance/program, incentive program, and/or a Guaranteed Ride Home program to encourage and support bike commuters in the region.
- » Work with local employers to create a Bike to Work Day event.
- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.



**Agenda Item 6, Attachment 2**

Q1 First, let's identify the community you are reviewing. In what State is this community located?

Answered: 50 Skipped: 0

ANSWER CHOICES	RESPONSES	
North Dakota	100.00%	50
TOTAL		50

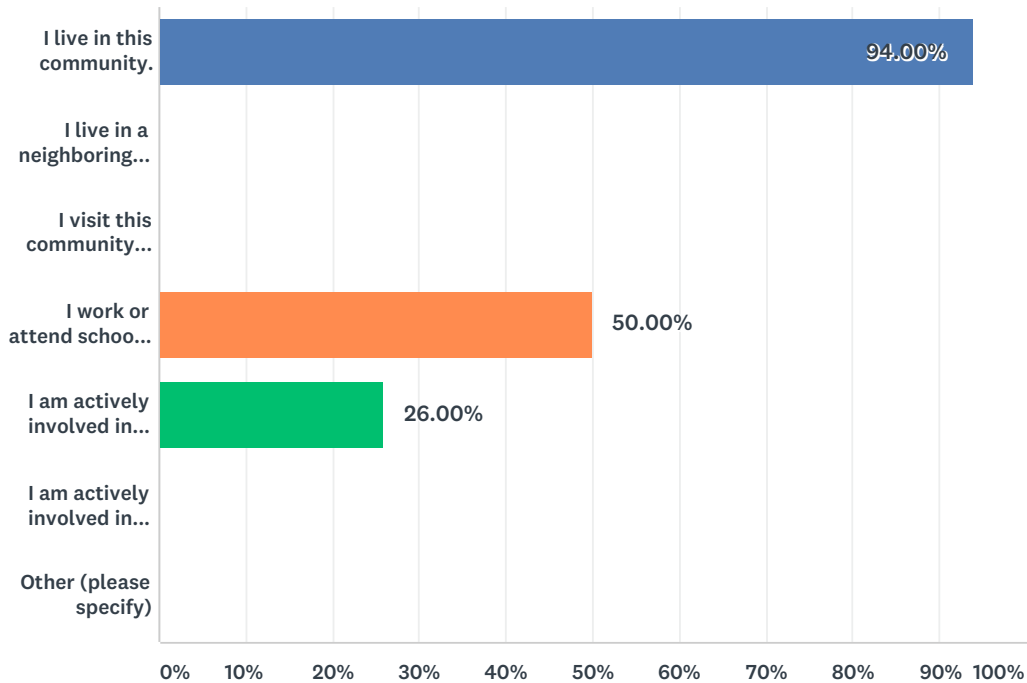
## Q26 Please confirm the community you are reviewing.

Answered: 50 Skipped: 0

ANSWER CHOICES	RESPONSES	
Fargo-Moorhead Metropolitan Area, ND & MN	100.00%	50
TOTAL		50

### Q39 Which of the following options best describe your connection to this community? (Select all that apply.)

Answered: 50 Skipped: 0

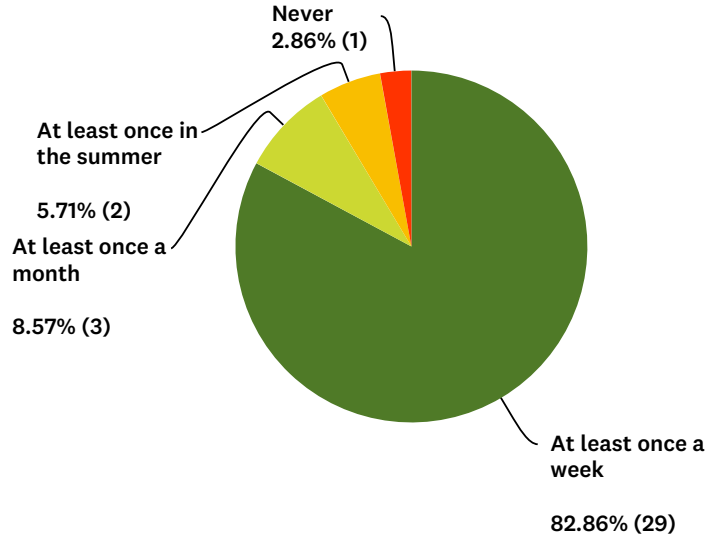


ANSWER CHOICES	RESPONSES	
I live in this community.	94.00%	47
I live in a neighboring community.	0.00%	0
I visit this community often, but do not live there.	0.00%	0
I work or attend school in this community.	50.00%	25
I am actively involved in local bike advocacy within this community.	26.00%	13
I am actively involved in bike advocacy in the state or region where this community is located.	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 50		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

## Q40 On average during the summer months, how often do you use a bicycle?

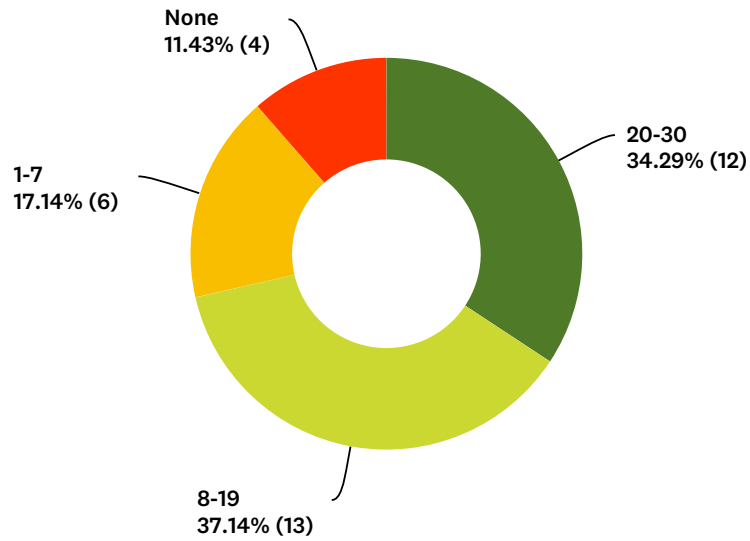
Answered: 35 Skipped: 15



ANSWER CHOICES	RESPONSES	
At least once a week	82.86%	29
At least once a month	8.57%	3
At least once in the summer	5.71%	2
Never	2.86%	1
<b>TOTAL</b>		<b>35</b>

## Q41 Thinking about the past 30 days, about how many of those days did you ride a bicycle?

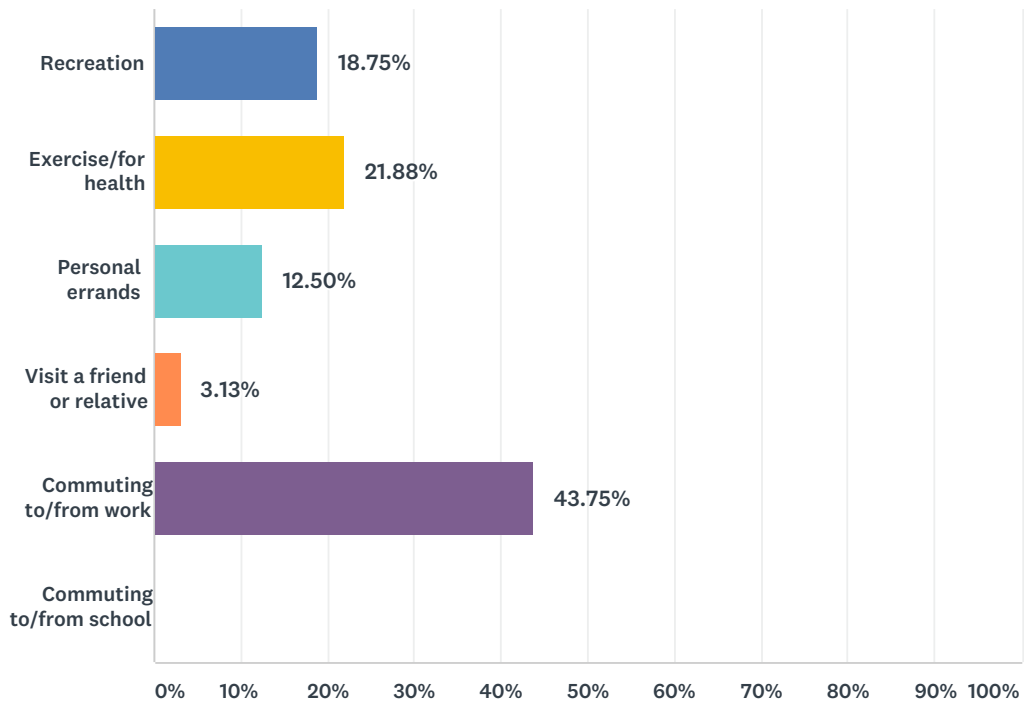
Answered: 35 Skipped: 15



ANSWER CHOICES	RESPONSES	
20-30	34.29%	12
8-19	37.14%	13
1-7	17.14%	6
None	11.43%	4
TOTAL		35

### Q42 If you rode a bicycle at least once in the past 30 days, what was the main purpose of the last trip you took on a bicycle?

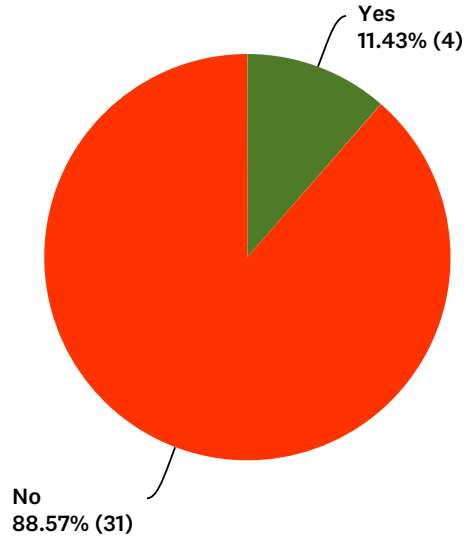
Answered: 32 Skipped: 18



ANSWER CHOICES	RESPONSES	
Recreation	18.75%	6
Exercise/for health	21.88%	7
Personal errands	12.50%	4
Visit a friend or relative	3.13%	1
Commuting to/from work	43.75%	14
Commuting to/from school	0.00%	0
<b>TOTAL</b>		<b>32</b>

### Q43 In the past five years, have you received any training in bicycling safety in this community?

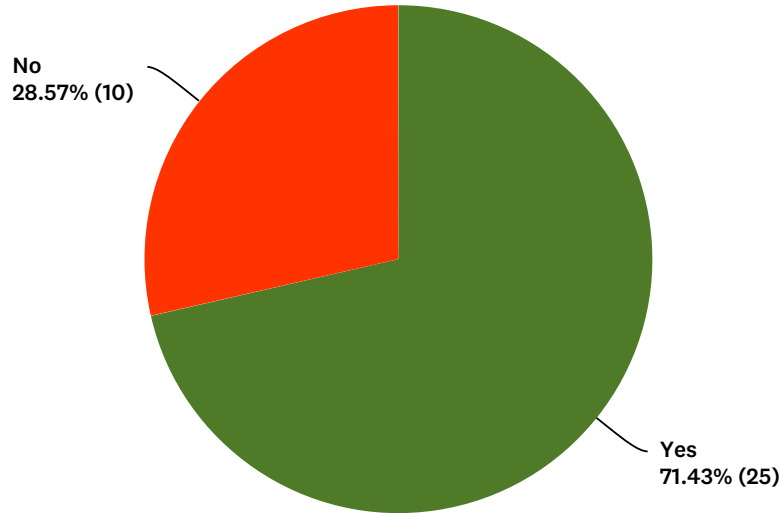
Answered: 35 Skipped: 15



ANSWER CHOICES	RESPONSES	
Yes	11.43%	4
No	88.57%	31
TOTAL		35

### Q44 Are bike paths (that is, paths away from the road on which bikes can travel) available within a quarter mile of where you live?

Answered: 35 Skipped: 15

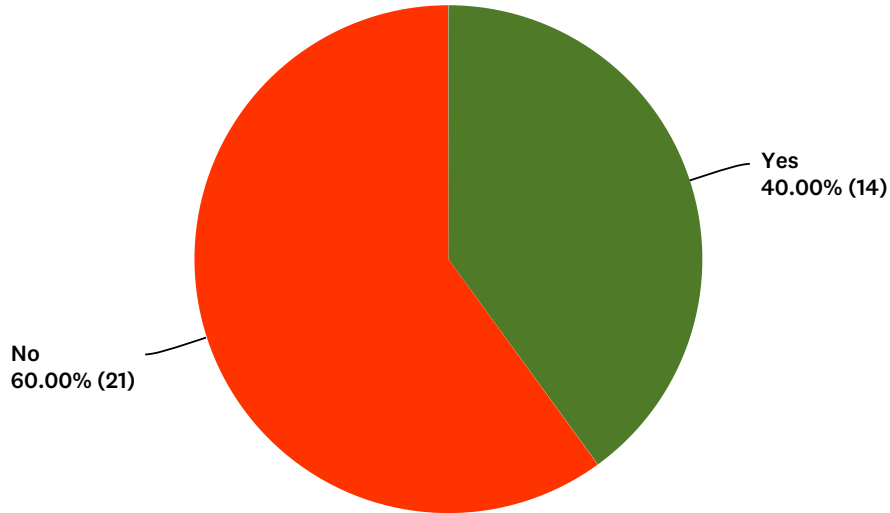


ANSWER CHOICES	RESPONSES	
Yes	71.43%	25
No	28.57%	10
NA, I do not live in this community	0.00%	0
TOTAL		35



### Q45 Are bike lanes (that is, marked lanes on a public road reserved for bikes to travel) available within a quarter mile of where you live?

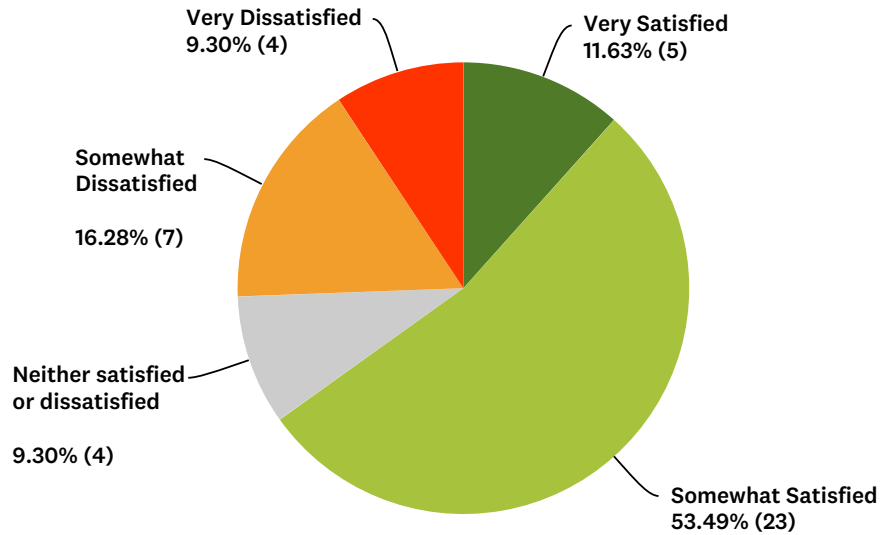
Answered: 35 Skipped: 15



ANSWER CHOICES	RESPONSES	
Yes	40.00%	14
No	60.00%	21
NA, I do not live in this community	0.00%	0
TOTAL		35

## Q46 How satisfied are you with how this community is designed for making bike riding safe?

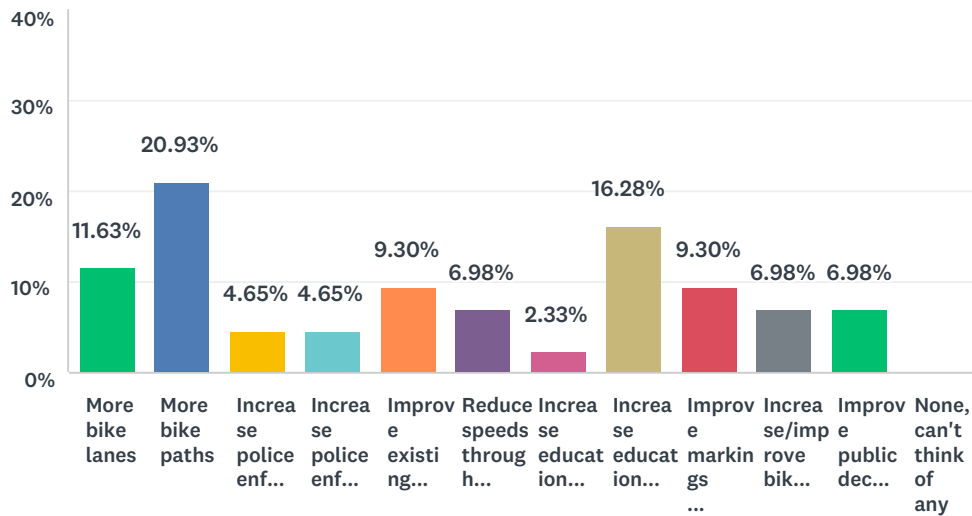
Answered: 43 Skipped: 7



ANSWER CHOICES	RESPONSES	
Very Satisfied	11.63%	5
Somewhat Satisfied	53.49%	23
Neither satisfied or dissatisfied	9.30%	4
Somewhat Dissatisfied	16.28%	7
Very Dissatisfied	9.30%	4
TOTAL		43

## Q47 What is the number one change you would most like to see the local government make in this community for bicyclists?

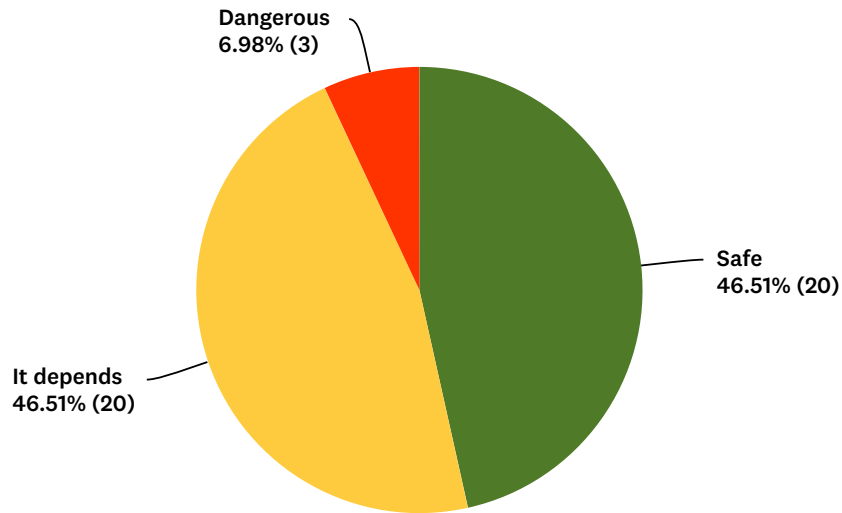
Answered: 43 Skipped: 7



ANSWER CHOICES	RESPONSES	
More bike lanes	11.63%	5
More bike paths	20.93%	9
Increase police enforcement of traffic laws for drivers	4.65%	2
Increase police enforcement of traffic laws for bicyclists	4.65%	2
Improve existing bike lanes to protected bike lanes	9.30%	4
Reduce speeds through traffic calming and/or road diets	6.98%	3
Increase education for bicyclists	2.33%	1
Increase education for drivers	16.28%	7
Improve markings and signage that direct people to safe bike routes	9.30%	4
Increase/improve bike parking	6.98%	3
Improve public decision-making processes for transportation improvements, including bicycling improvements	6.98%	3
None, can't think of any	0.00%	0
<b>TOTAL</b>		<b>43</b>

## Q48 Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend?

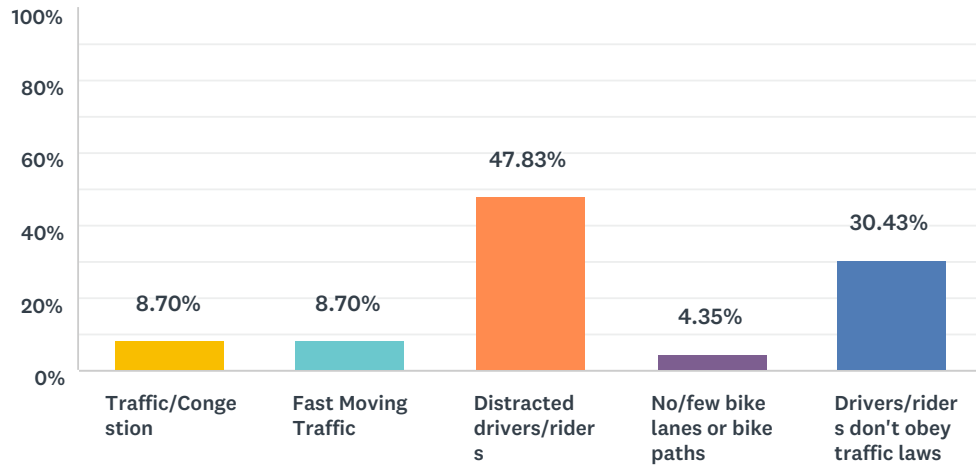
Answered: 43 Skipped: 7



ANSWER CHOICES	RESPONSES	
Safe	46.51%	20
It depends	46.51%	20
Dangerous	6.98%	3
TOTAL		43

### Q49 If you answered "dangerous" or "it depends" above, what is the TOP reason you feel it is dangerous to ride a bicycle in your neighborhood?

Answered: 23 Skipped: 27



ANSWER CHOICES	RESPONSES	
Traffic/Congestion	8.70%	2
Fast Moving Traffic	8.70%	2
Distracted drivers/riders	47.83%	11
No/few bike lanes or bike paths	4.35%	1
Drivers/riders don't obey traffic laws	30.43%	7
<b>TOTAL</b>		<b>23</b>

## Q50 What specifically should the community do to become more bicycle-friendly? Please share your top 1-3 recommendations for the community to improve.

Answered: 28 Skipped: 22

#	RESPONSES	DATE
1	1) Continue removing driving lanes and adding bike lanes to streets in the downtown area and surrounding neighborhoods 2) Stop building high speed roads with 5+ lanes in the new parts of town 3) Promote mixed use development to lessen the number of vehicle trips that are necessary	10/17/2018 8:05 AM
2	Network of protected bike lanes.	9/24/2018 6:42 PM
3	Put a bike path system in place and get rid of the bike lanes. Drivers become aggressive with people in the bike lanes so a designated bike path would be safer.	9/11/2018 4:17 PM
4	1. Increase bike racks downtown & other destinations. 2. Widen bike path on 12th/15th Ave North bridge. 3. Provide one comprehensive online location listing all bike path and lane closures and detours.	8/28/2018 1:28 PM
5	Educate drivers and cyclists, more bike lanes/trails, enforce bike/traffic laws	8/27/2018 12:50 PM
6	education for drivers education for bikers continue to add bike lanes (protected if possible)	8/27/2018 11:31 AM
7	Do not allow cars to park on the shared bike lanes, this requires bikers to go out into the lane of traffic (especially close to downtown area's)	8/21/2018 10:08 PM
8	My major danger is from drivers on their cell phones who are not looking carefully in all directions, especially when they; are turning.	8/21/2018 5:41 PM
9	1 More bike lanes 2 Enforce distracted driving 3 Better support from local govt	8/20/2018 1:48 PM
10	Construct more bicycle friendly infrastructure such as bike lanes, bike paths, and bike racks.	8/20/2018 1:03 PM
11	Add a pedestrian/bicycle bridge connecting Fargo to the BlueStem area. Biking to a concert would be great, and it would be much preferred to taking my chances on 52nd Ave S.	8/20/2018 12:53 PM
12	Median announcements - television, radio, etc. to inform drivers of bicyclist rights to ride on the roadway and that cyclists are ok on the shared use paths but aren't meant to ride on sidewalks. These messages should come with explanations as to why cyclists and pedestrians shouldn't share the sidewalk. Also, driver education on how to properly interact with bicyclists both riding on the roadway and at intersections where there are shared use paths.	8/20/2018 12:28 PM
13	Add bike lanes, especially protected bike lanes, to make useful bike travel through the city safer and more comfortable. Consider all modes of transportation when implementing changes in the built environment.	8/20/2018 10:35 AM
14	We need protected bike routes (not just paint on the street) that go places. They need to be useful for commuting - the nearest one to me is one block long, and it's just paint. They need to be connected to each other so we can go places on them.	8/20/2018 10:22 AM
15	Create more bicycles lanes. Educate drivers. Institute 'Idaho Stop' law.	8/20/2018 10:15 AM
16	Mark all roads as a Sharrow.	8/20/2018 10:14 AM
17	1. More conversation between community and decisionmakers 2. More bike paths 3. More bike lanes	8/20/2018 9:50 AM
18	Build more bike paths/lanes in Moorhead, as there are not enough.	8/20/2018 9:44 AM

## Fall 2018 Bicycle Friendly Community Survey

19	Increase the use of on-road bike lanes as opposed to separated paths in order to improve visibility of bikes to drivers to avoid turning crosswalk crashes. Improve the signage and discoverability of existing recreational/exercise paths (I just recently discovered that there's a path from Lindenwood all the way to Trollwood). Have someone in charge of planning path construction better -- make a map of all of the paths and make sure you're not creating islands of impassability, and then make sure there is good detour signage to steer bike traffic around the closure using safe bike infrastructure (the construction along 40th Ave, on the Burnsdale trail, the Rose Creek trail, and University made it very difficult to get to the good bike infrastructure when starting in the Southwest (52nd Ave West of I-29)	8/20/2018 9:40 AM
20	Enforce laws for bicyclists.	8/19/2018 8:56 AM
21	Change the way they do land use planning so there are more destinations in biking/walking distance. Increase integration of bicycle facilities into transportation planning efforts. Education and enforcement campaigns to improve visibility of biking/walking.	8/17/2018 1:24 PM
22	More commuter type bike lanes rather than recreational. ie, lane or facility paralleling Main Ave. Consider yield to stop laws for cyclists so they are not stopping at every stop sign. They cannot usually take signalized roads as they are not striped for B lanes so they usually take sidestreet and encounter many stop signs. make it easier to cross large signalized intersctions such as 25th St., University Dr. and get rid of the labyrinth crossing at Main Ave. on 2nd St. where the cyclist needs to negotiate many ADA ramps and take a 90 degree turn just to get onto a 4' sidewalk on the west side. Get Moorhead involved and tell them not to have their signal controller cabinets in the middle of the sidewalk near blind corners and ADA ramps.	8/17/2018 8:20 AM
23	Better bike lanes, such as wider lanes, buffered lanes, or protected lanes. Reduce traffic speeds through traffic calming efforts or road diets wherever possible.	8/17/2018 8:20 AM
24	Create more safe bike linkages for riding and educate and bring more bike awareness to the citizens.	8/15/2018 8:55 AM
25	More bicycle education on the rules of the road. More bicycle friendly roads including putting bike lanes and shared lanes in.	8/14/2018 4:03 PM
26	connected trails more bicycle lanes driver and bicyclist education	8/14/2018 3:32 PM
27	More community engagement, awareness, and education	8/14/2018 3:32 PM
28	Increase education/awareness, increase facilities/close gaps, improve maintenance plan to be proactive	8/14/2018 3:29 PM

**Q51 Please share the top 1-3 specific hazards or barriers to cycling that you are aware of that should be addressed immediately. e.g. an unsafe road/ intersection, lack of secure bike parking at a specific popular destination, and harsh enforcement practices, etc.**

Answered: 26 Skipped: 24

#	RESPONSES	DATE
1	In the new parts of town kids and the elderly are not comfortable crossing the busy 5 to 7 lane roads the city has built.	10/17/2018 8:05 AM
2	Too many roads that are only wide enough for vehicle traffic, lack of secure bike parking at a specific popular destination, bike lanes on roads that actually go some place usefull	9/24/2018 6:42 PM
3	roads are too narrow for bike lanes. need bike paths need public education on the rights of the road	9/11/2018 4:17 PM
4	Cars driving too fast, distracted driving	8/27/2018 12:50 PM
5	safety fears (real as well as perceived) still have some gaps in our bike system	8/27/2018 11:31 AM
6	Lack of secure bike parking at grocery stores and other businesses	8/21/2018 10:08 PM
7	Downtown Fargo can be challenging for bike riders, especially because of the diagonal parking.	8/21/2018 5:41 PM
8	Lack of signage in both directions when a hazard exists on a bike trail or route.	8/20/2018 4:57 PM
9	1 Distracted driving 2 Drivers that are in a rush - "bikes are in their way" 3 Road construction	8/20/2018 1:48 PM
10	unsafe road / intersection	8/20/2018 1:03 PM
11	Texting + driving freaks me out in a big way & is THE single biggest challenge preventing me from buying & riding a road bike.	8/20/2018 12:53 PM
12	1. Motor vehicle drivers not understanding how to interact with cyclists riding on the roadway. 2. Bicyclists not following the rules of the roadway when riding in the roadway. 3. Education about the "right hook" crash and information going out to both motor vehicle drivers and cyclists on watching out for one another. 4. Bike lanes or facilities adjacent to parking should have a door swing zone as a barrier between the parking and bike lanes.	8/20/2018 12:28 PM
13	Add bike lanes to as many streets as possible - no need for anything expensive like varying elevations, just a lane on each side of the road, between parked cars and the curb to add protection.	8/20/2018 10:35 AM
14	1. What scares me the most is aggressive drivers (e.g. punish passing and shouting "get on the sidewalk") 2. Potholes and rough roads everywhere 3. When there are bike lanes, they don't have any protection at all at intersections	8/20/2018 10:22 AM
15	Clueless drivers, lack of bicycles lanes, lack of connectivity among trails and paths.	8/20/2018 10:15 AM
16	Potholes, distracted drivers, distracted bicycle riders and most roads don't have a center line.	8/20/2018 10:14 AM
17	1. Bicyclists ride on the sidewalk in congested downtown areas such as Broadway and there seems to be no enforcement. There is a bike lane on Broadway but many casual bikers do not use it. I've about been taken out by cyclists on the Broadway sidewalk. 2. More bike parking at destinations like the FargoDome, grocery stores, concert/event venues, schools, colleges. 3. Expand the bicycle share program into Moorhead (just across the river from Fargo) and into more of Fargo - it mostly serves downtown and NDSU.	8/20/2018 9:50 AM
18	Nothing in particular.	8/20/2018 9:44 AM



## Fall 2018 Bicycle Friendly Community Survey

19	Cleaning/sweeping of paths and bike lanes would be very helpful; I've done my best to clean up the broken beer bottles along the path I ride after I got a flat, but there's a lot of trash and debris that gathers on the paths and lanes that discourage me from using them (specific locations include the path along 40th Ave under the interstate and the bike lanes along 70th Ave). Allowing construction crews to build their little dirt mounds for accessing a site over bike infrastructure should be strongly discouraged with sharp fines/fees in order to allow it to happen. Those are valuable resources that are completely unusable when their covered with mounds of dirt and debris. General requirements of construction vehicles to get cleaned off before exiting a construction site would go a long way toward improving the cleanliness and usability of our roads for everyone (automobiles included!)	8/20/2018 9:40 AM
20	Difficult climate to depend on bicycle transportation	8/19/2018 8:56 AM
21	Roads are designed for cars to go fast. Often too much capacity for most of the day.	8/17/2018 1:24 PM
22	Main Ave: Light poles and other objects within the sidewalk. Parked cars at dealerships who's hoods project out onto the sidewalk by a few feet. Unswept bike lanes where debris including wire tire cords puncture bike tires. Enforce sidewalk snow removal. Make sure the sidewalk "cafes" aren't leaving only 2 ft of sidewalk necessitating the need to jump the curb because of bystanders or slow moving ped traffic.	8/17/2018 8:20 AM
23	There is a great shortage in secure bike parking.	8/15/2018 8:55 AM
24	We have 3 small kids and take our trailer many places, but it's hard to find parking places with enough room to lock it all up.	8/14/2018 7:09 PM
25	Jerk drivers who hate bikes for some reason.	8/14/2018 3:32 PM
26	Gaps in system, condition of facility (maintenance)	8/14/2018 3:29 PM

## Q52 Please share up to 3 current community efforts that are deserving of praise.

Answered: 27 Skipped: 23

#	RESPONSES	DATE
1	Many streets have added bicycle lanes, the number of driving lanes has been reduced on many streets, our bike share program is very successful	10/17/2018 8:05 AM
2	Mayors's Blue Ribbon Commission First Link Jail Chaplain's	9/11/2018 4:17 PM
3	1. New bridge being finished in Oak Grove Park. 2. Bike maintenance stations on popular trails. 3. Replacements/upgrades of paths such as the Milwaukee trails.	8/28/2018 1:28 PM
4	Good bike routes through center of city, slow and steady improvements to bike infrastructure	8/27/2018 12:50 PM
5	-the bike share program -the creative bike racks that have been put up recently -a biking community that supports and implements many "pro biking" promotions and activities such as StreetsAlive	8/27/2018 11:31 AM
6	More dedicated bike lanes in the downtown area Reasonable priced bike helmets are available at the Safety Shoppe	8/21/2018 10:08 PM
7	The bike sharing program from NDSU and Great Northern Bikes	8/21/2018 5:41 PM
8	Numerous bike trails are being upgrade from asphalt to concrete.	8/20/2018 4:57 PM
9	Current bike lanes and notifications on roadways although they are now fading and wearing down.	8/20/2018 1:48 PM
10	Bike education campaign,	8/20/2018 1:03 PM
11	FM trail builders do great work.	8/20/2018 12:53 PM
12	1. Streets Alive event. 2. Connecting major gaps in the bike/ped system 3. On-going efforts of the Metro Bike-Ped Committee	8/20/2018 12:28 PM
13	Bike share has been extremely successful, and the partnership with NDSU has become a national case study.	8/20/2018 10:35 AM
14	New bike lanes have been happening! I don't believe they're quite what we need, but I've been excited to see efforts being made at protection (there's a little curb on one of them. Cars still park up it sometimes, but it's better). There really are a lot of leisure-style paths. A lot of people drive to them and then ride around, and then drive home.	8/20/2018 10:22 AM
15	Some bicycles lanes have been added, Streets Alive creates community awareness, bicycle share program	8/20/2018 10:15 AM
16	Group rides.	8/20/2018 10:14 AM
17	1. Bicycle share program (Great Rides) 2. Bicycle clubs and rides at Great Northern Bicycle. 3. Education programs during Streets Alive.	8/20/2018 9:50 AM
18	GNBC community rides -- while I can't fit their rides into my schedule, it's really encouraging to see how many people participate in their group rides.	8/20/2018 9:40 AM
19	Fargo Moorhead Trailbuilders	8/19/2018 8:56 AM
20	17th Avenue corridor connection could be significant to bike mobility. Downtown improvements in dedicated bike lanes and accommodations is great.	8/17/2018 1:24 PM
21	C.O.F.'s traffic Engineer who took a stand for cyclists. COG's cycling committee, streets alive.	8/17/2018 8:20 AM
22	The YMCA puts on a bicycle educational seminar every year for youth; streets alive; and our great rides bike share.	8/15/2018 8:55 AM
23	We have so many wonderful bike paths/lanes close to our house.	8/14/2018 7:09 PM
24	The community has really taken advantage of the bike share program. The city has started painting the bike lanes green.	8/14/2018 4:03 PM

## Fall 2018 Bicycle Friendly Community Survey

25	FMbike.org Metro Bike Ped Committee Bikeshare program	8/14/2018 3:32 PM
26	Installation and inclusion of bike lanes on area streets.	8/14/2018 3:32 PM
27	Streets Alive, bike share program, bike friendly businesses and campuses.	8/14/2018 3:29 PM

**Q53 If you have other comments or feedback that you would like the community to receive regarding their Bicycle Friendly Community status, please describe below.**

Answered: 11 Skipped: 39

#	RESPONSES	DATE
1	Fargo is doing well regarding its improvements for bicycling friendliness, but we are still a car-dependent city and need to continue educating the public on the benefits of cycling and continue improving our bicycling facilities	10/17/2018 8:05 AM
2	I loved to ride my bike to work, and would if I could feel even a little bit safe doing it.	9/24/2018 6:42 PM
3	Get rid of the bike lanes.	9/11/2018 4:17 PM
4	Fargo is NOT a bicycle friendly community. I have ridden year round for over 25 years, it is a constant battle.	8/20/2018 1:48 PM
5	Adding more single track would be great. Integrating/connecting single track via private property would be very nice. It is done in other communities (saw an example in Whitefish, MT) so I don't know what's stopping it from happening in FM.	8/20/2018 12:53 PM
6	I think that riding bicycles on sidewalks is dangerous for pedestrians. Bicycles should be on the street, but the streets need to be safe.	8/20/2018 10:15 AM
7	It's getting better to ride a bicycle.	8/20/2018 10:14 AM
8	I've definitely noticed improvements in the overall state of bike infrastructure in the area over the last year or so. Another thing to keep in mind is that bike paths on only one side of the road are kind of useless and dangerous. There rarely crossings at a high enough frequency to get places off of paths that don't require riding on the road (without a bike lane) or on the skinny sidewalk (which is technically illegal). Just one example of the difficulty this poses is if someone wanted to bike-commute to Microsoft, they either have to ride on 42nd St S or down the really skinny sidewalk on the East side of the road for about 1/2 a mile.	8/20/2018 9:40 AM
9	The FM community is on the "Northern Tier" cross country cycling route and hundreds of cross country cyclists come though here each year. We really should have a better cycling reputation than we do.	8/17/2018 8:20 AM
10	I think it would be fun to have bike races like a 10 mile, 25 mile, 50 mile event to sponsor in the area.	8/15/2018 8:55 AM
11	They do a wonderful job making bike paths safe and available!	8/14/2018 7:09 PM

**Agenda Item 6, Attachment 3**

Q1 First, let's identify the community you are reviewing. In what State is this community located?

Answered: 21 Skipped: 0

ANSWER CHOICES	RESPONSES	
Minnesota	100.00%	21
TOTAL		21

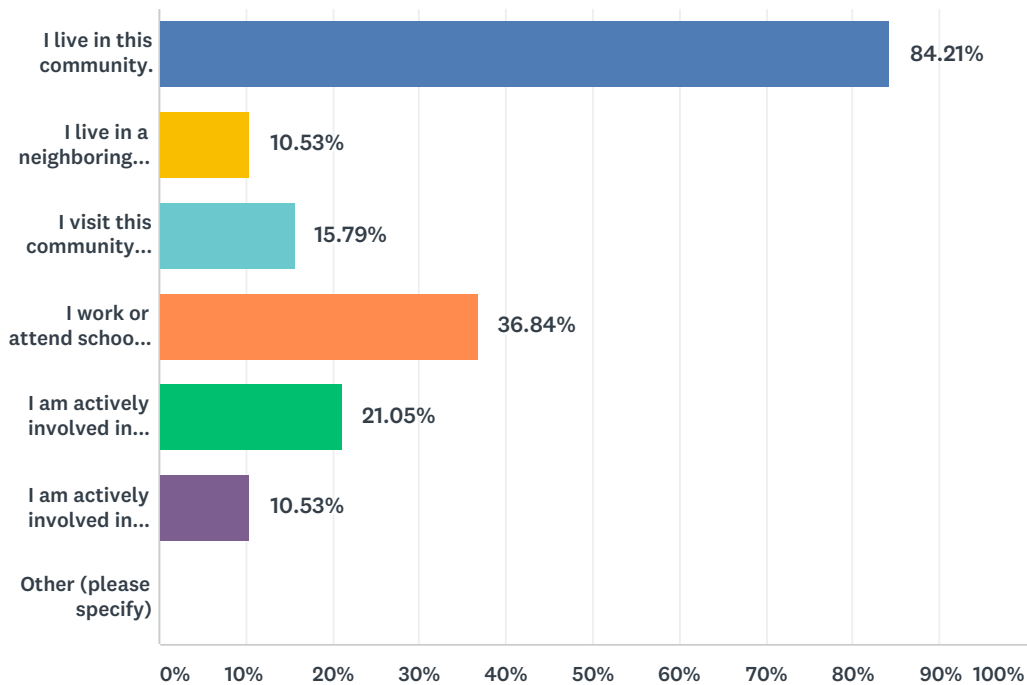
## Q21 Please indicate the community you are reviewing.

Answered: 21 Skipped: 0

ANSWER CHOICES	RESPONSES	
Fargo-Moorhead Metropolitan Area, ND & MN	100.00%	21
TOTAL		21

### Q39 Which of the following options best describe your connection to this community? (Select all that apply.)

Answered: 19 Skipped: 2

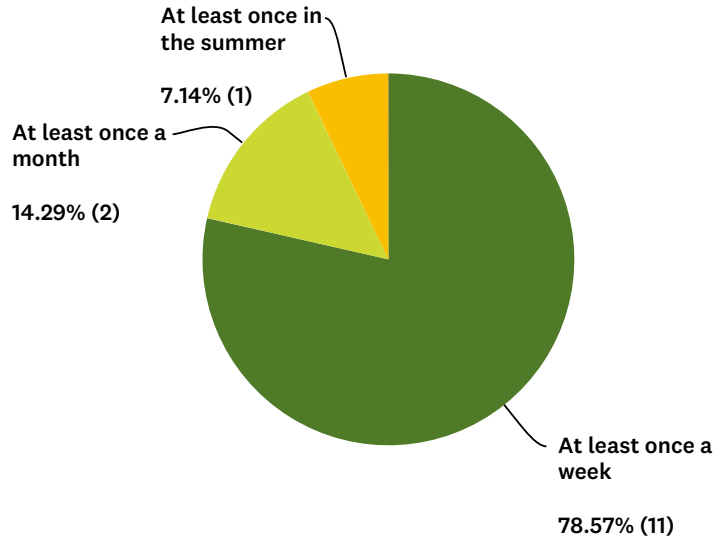


ANSWER CHOICES	RESPONSES	
I live in this community.	84.21%	16
I live in a neighboring community.	10.53%	2
I visit this community often, but do not live there.	15.79%	3
I work or attend school in this community.	36.84%	7
I am actively involved in local bike advocacy within this community.	21.05%	4
I am actively involved in bike advocacy in the state or region where this community is located.	10.53%	2
Other (please specify)	0.00%	0
Total Respondents: 19		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

## Q40 On average during the summer months, how often do you use a bicycle?

Answered: 14 Skipped: 7

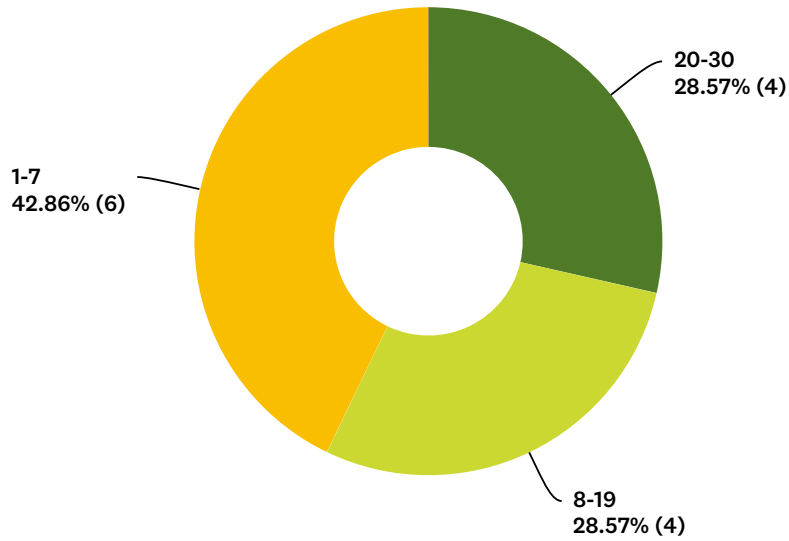


ANSWER CHOICES	RESPONSES	
At least once a week	78.57%	11
At least once a month	14.29%	2
At least once in the summer	7.14%	1
Never	0.00%	0
<b>TOTAL</b>		<b>14</b>



## Q41 Thinking about the past 30 days, about how many of those days did you ride a bicycle?

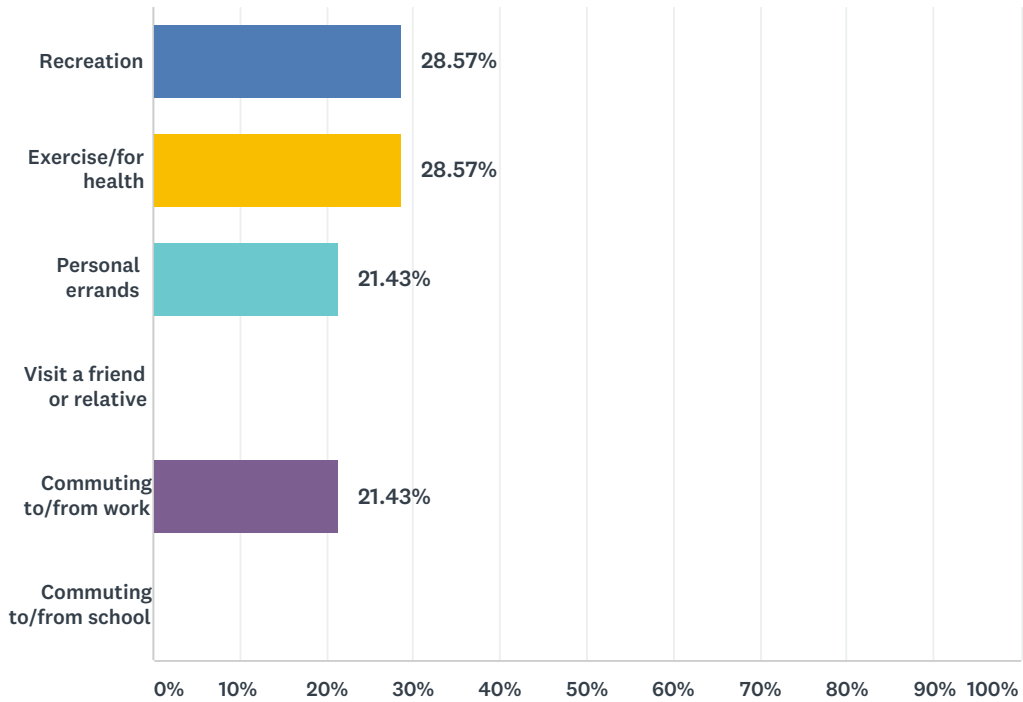
Answered: 14 Skipped: 7



ANSWER CHOICES	RESPONSES	
20-30	28.57%	4
8-19	28.57%	4
1-7	42.86%	6
None	0.00%	0
<b>TOTAL</b>		<b>14</b>

### Q42 If you rode a bicycle at least once in the past 30 days, what was the main purpose of the last trip you took on a bicycle?

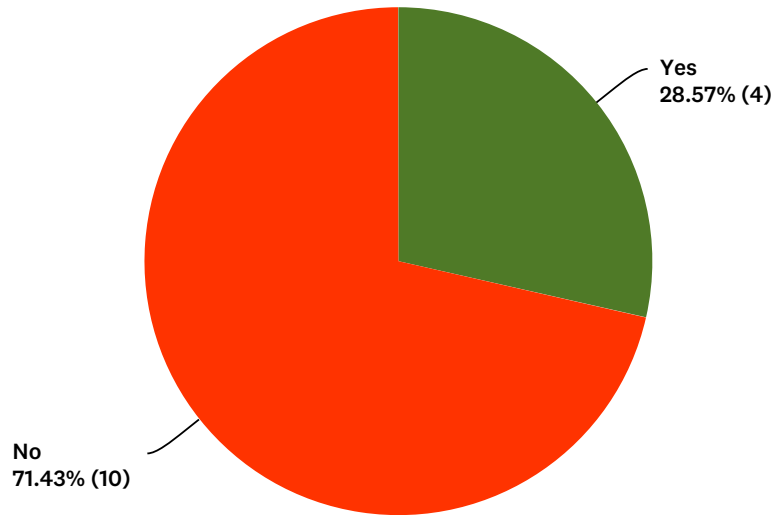
Answered: 14 Skipped: 7



ANSWER CHOICES	RESPONSES	
Recreation	28.57%	4
Exercise/for health	28.57%	4
Personal errands	21.43%	3
Visit a friend or relative	0.00%	0
Commuting to/from work	21.43%	3
Commuting to/from school	0.00%	0
<b>TOTAL</b>		<b>14</b>

### Q43 In the past five years, have you received any training in bicycling safety in this community?

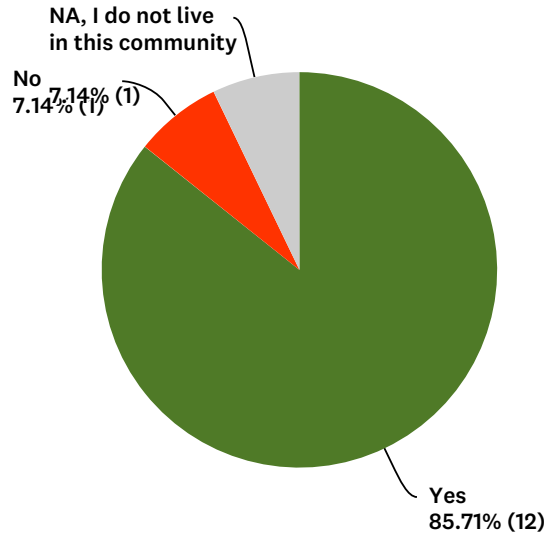
Answered: 14 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	28.57%	4
No	71.43%	10
TOTAL		14

### Q44 Are bike paths (that is, paths away from the road on which bikes can travel) available within a quarter mile of where you live?

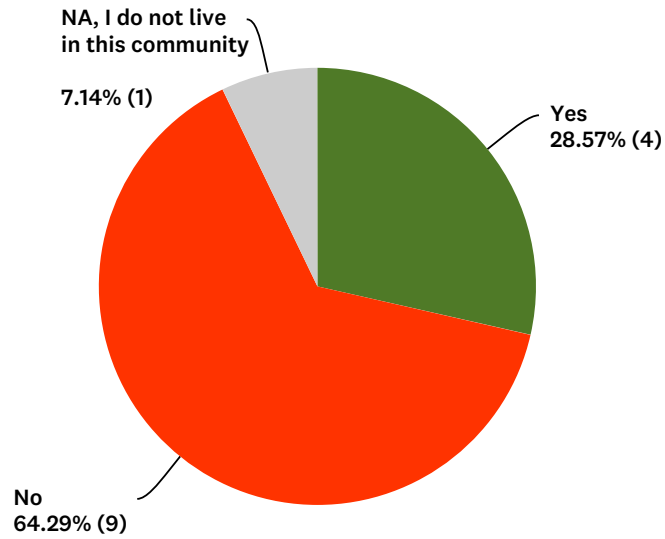
Answered: 14 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	85.71%	12
No	7.14%	1
NA, I do not live in this community	7.14%	1
<b>TOTAL</b>		<b>14</b>

### Q45 Are bike lanes (that is, marked lanes on a public road reserved for bikes to travel) available within a quarter mile of where you live?

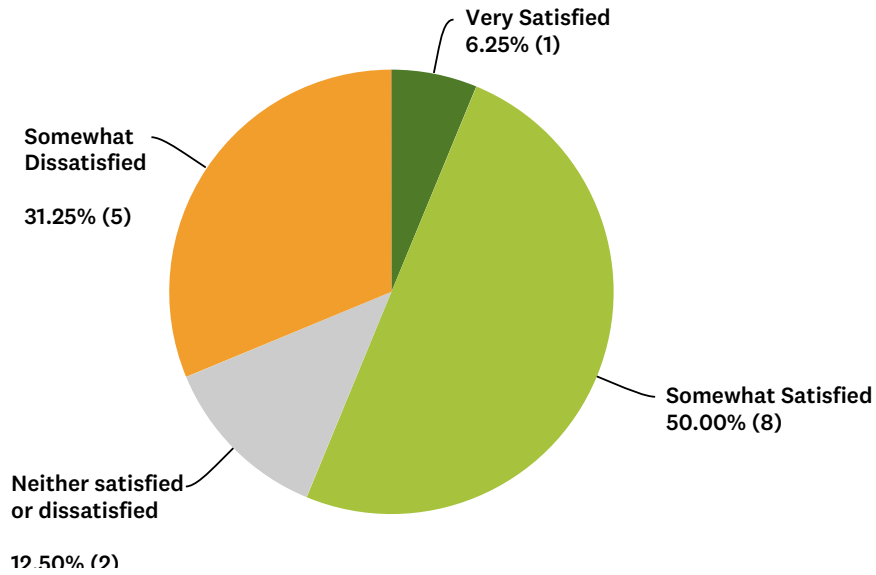
Answered: 14 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	28.57%	4
No	64.29%	9
NA, I do not live in this community	7.14%	1
<b>TOTAL</b>		<b>14</b>

## Q46 How satisfied are you with how this community is designed for making bike riding safe?

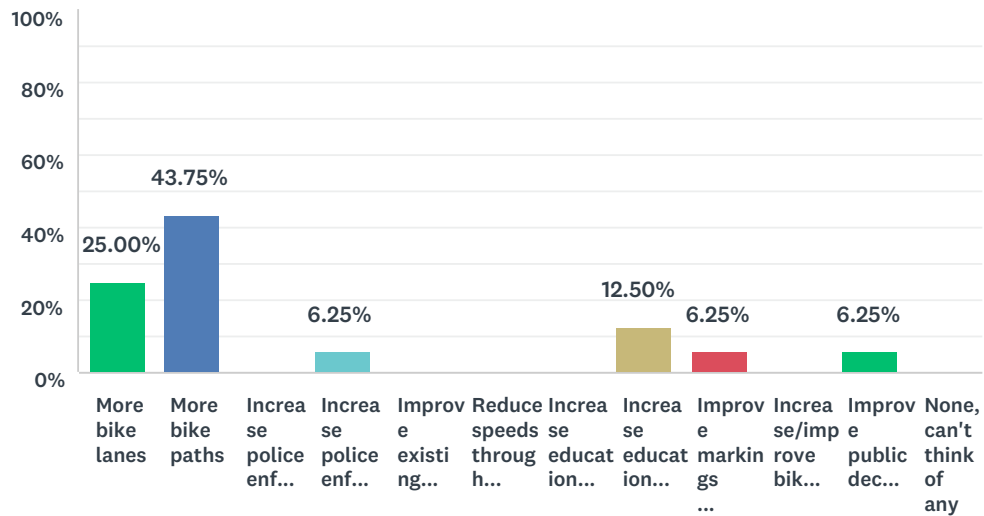
Answered: 16 Skipped: 5



ANSWER CHOICES	RESPONSES	
Very Satisfied	6.25%	1
Somewhat Satisfied	50.00%	8
Neither satisfied or dissatisfied	12.50%	2
Somewhat Dissatisfied	31.25%	5
Very Dissatisfied	0.00%	0
<b>TOTAL</b>		<b>16</b>

## Q47 What is the number one change you would most like to see the local government make in this community for bicyclists?

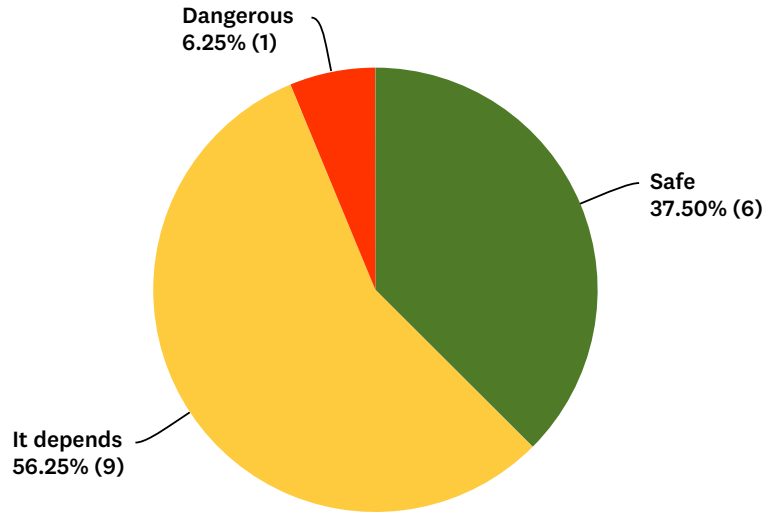
Answered: 16 Skipped: 5



ANSWER CHOICES	RESPONSES
More bike lanes	25.00% 4
More bike paths	43.75% 7
Increase police enforcement of traffic laws for drivers	0.00% 0
Increase police enforcement of traffic laws for bicyclists	6.25% 1
Improve existing bike lanes to protected bike lanes	0.00% 0
Reduce speeds through traffic calming and/or road diets	0.00% 0
Increase education for bicyclists	0.00% 0
Increase education for drivers	12.50% 2
Improve markings and signage that direct people to safe bike routes	6.25% 1
Increase/improve bike parking	0.00% 0
Improve public decision-making processes for transportation improvements, including bicycling improvements	6.25% 1
None, can't think of any	0.00% 0
<b>TOTAL</b>	<b>16</b>

### Q48 Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend?

Answered: 16 Skipped: 5

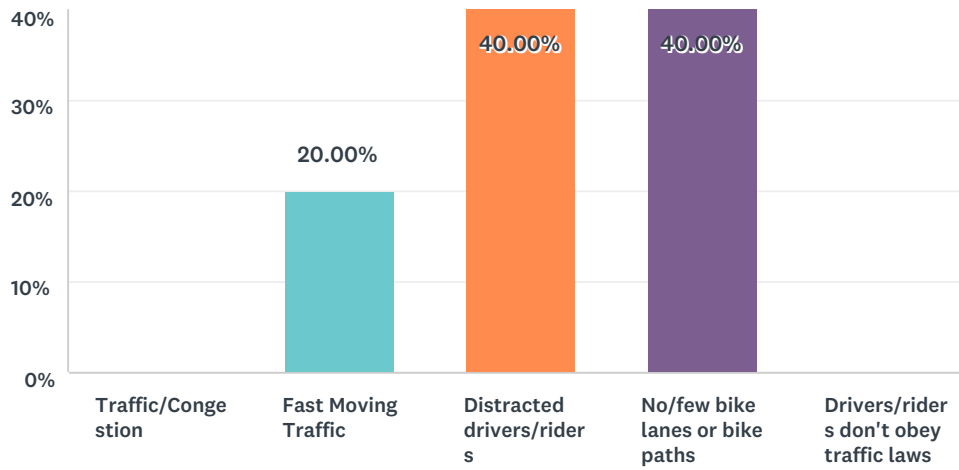


ANSWER CHOICES	RESPONSES	
Safe	37.50%	6
It depends	56.25%	9
Dangerous	6.25%	1
TOTAL		16



### Q49 If you answered "dangerous" or "it depends" above, what is the TOP reason you feel it is dangerous to ride a bicycle in your neighborhood?

Answered: 10 Skipped: 11



ANSWER CHOICES	RESPONSES	
Traffic/Congestion	0.00%	0
Fast Moving Traffic	20.00%	2
Distracted drivers/riders	40.00%	4
No/few bike lanes or bike paths	40.00%	4
Drivers/riders don't obey traffic laws	0.00%	0
<b>TOTAL</b>		<b>10</b>

**Q50 What specifically should the community do to become more bicycle-friendly? Please share your top 1-3 recommendations for the community to improve.**

Answered: 13 Skipped: 8

#	RESPONSES	DATE
1	More bike lanes if they are proven to increase safety. More bike paths. Media campaign about biking/driving etiquette and rules.	9/13/2018 4:47 PM
2	1. complete the Blue Goose Trail system 2. maintain existing bike paths (good riding condition) 3. encourage bike racks (parking) throughout the community	9/12/2018 9:12 AM
3	maintain the bike lanes--the pavement tends to be in bad shape, requiring riders to ride in traffic lanes, which also frustrates and confuses car drivers.	8/29/2018 1:29 PM
4	Expand the Great Rides automated bike share system into Moorhead.	8/24/2018 4:01 PM
5	More designated bike paths/lanes. More education about them to drivers and riders.	8/21/2018 9:44 PM
6	Crack down hard on distracted driving. Add bike lanes on less busy through streets for commuting (bike paths are often winding and indirect). Add emphasis on cycling awareness in drivers' ed. and license testing	8/21/2018 7:01 AM
7	Increase connectivity of bike network.	8/21/2018 3:36 AM
8	more places to cross the Red River from Fargo to Moorhead (south of I94)	8/20/2018 12:21 PM
9	1. Increase the number of bike lanes. 2. Improve current bike lanes and make them more visible. 3. Focus a little more attention on people using bikes to commute. I love our bike trails but we seem to give more attention to recreation. We need to think about both.	8/20/2018 9:57 AM
10	1 better job sweeping shoulders 2 continue adding bike paths and connect them 3 stop rocking every smooth street	8/20/2018 9:52 AM
11	Better ways to cross busy streets. Walk buttons don't always work.	8/18/2018 7:21 PM
12	Bike lanes in town, no bikers in car lanes	8/18/2018 2:32 PM
13	1. Keep one side of the roadway clear of parking on major streets such as 11th and 14th in south Moorhead. 2. Find climate appropriate surface materials for bike paths along the river. Too much heaving. 3. Do more to allow for bus/bike transit opportunities.	8/17/2018 8:31 AM

**Q51 Please share the top 1-3 specific hazards or barriers to cycling that you are aware of that should be addressed immediately. e.g. an unsafe road/ intersection, lack of secure bike parking at a specific popular destination, and harsh enforcement practices, etc.**

Answered: 11 Skipped: 10

#	RESPONSES	DATE
1	Broadway, I like that bikes are encouraged to ride in the street, but I worry about a parked car not seeing me when they are biking out of a parking spot. I wish there was better bike path along the river on the Moorhead side. Hazard...I have been harassed by cars. A couple times a year I have a car pass me with the window down and them do something to scare me...like just yell "aaarrgh" really loud as they pass, and it is very scary and has almost caused me to crash. Intersection of University and 13th Ave S is tough for pedestrians and bikers. I worry about kids passing there, especially since schools like Carl Ben are near by. I teach my daughter to not cross there. It is also difficult to bike South on University from there with all the commercial driveways.	9/13/2018 4:47 PM
2	1. bike path underpass under I-94 at Brooks Drive where bikes cross traffic lanes 2.add bike lane markings on downtown streets and southwest area streets	9/12/2018 9:12 AM
3	More bike lanes!	8/24/2018 4:01 PM
4	Distracted driving is an epidemic, with very little visible enforcement. City of Moorhead bike racks are getting worn out, and are unusable with a u lock due to the 'city of moorhead' panels on the ends blocking most of the space. Junkyard Brewing needs a better bike parking solution.	8/21/2018 7:01 AM
5	Streets built for cars, not all forms of movement Gaps in bike network Bike riders salmoning in low volume traffic areas.	8/21/2018 3:36 AM
6	Drivers (and cyclists!) texting while driving (I have seen many younger (under age 16) bicycle riders texting on their phones while riding bicycles.	8/20/2018 12:21 PM
7	Some of our main routes downtown are not bike friendly, making it difficult to commute. Drivers also seem to pay little attention to cyclists. Many cyclists do not follow basic rules of driving which I think also leads to confusion, as automobile drivers don't know what to expect when they see a cyclist.	8/20/2018 9:57 AM
8	1 some bike lanes have very unsafe/uneven pavement	8/20/2018 9:52 AM
9	More bike racks, condition of marked lanes (potholes, uneven pavement,) driver awareness.	8/18/2018 7:21 PM
10	The bikers that ride near Rollag should obey the road rules. I can't believe nobody has been hit. Don't ride where there is no shoulder. The idiots ride on hwy 32 in the hills and act like they own the road.	8/18/2018 2:32 PM
11	1. Unsafe roads due to concentration of rental related parking.	8/17/2018 8:31 AM

## Q52 Please share up to 3 current community efforts that are deserving of praise.

Answered: 10 Skipped: 11

#	RESPONSES	DATE
1	green lanes in downtown fargo great recreation dirt trails in gooseberry park my kids got helmets at the zoo give-away.	9/13/2018 4:47 PM
2	1. the addition of bike maintenance equipment stations along the riverside bike paths in Fargo (2nd street dam area) and Moorhead (gooseberry park).	9/12/2018 9:12 AM
3	Dan Farnsworth of FM Metro COG leads or BIKE FM education group, and he does a great job!	8/24/2018 4:01 PM
4	Love the increased bike racks around town!	8/21/2018 9:44 PM
5	Center Ave Road Diet, new Oak Grove pedestrian bridge, F-M trailbuilders efforts on building/maintaining MTB trails	8/21/2018 7:01 AM
6	SteetsAlive Increased rec paths under costruon along river cooridor Art bike racks on the corner of Broadway and 2nd	8/21/2018 3:36 AM
7	Expanding trail system in Moorhead	8/20/2018 9:57 AM
8	1 new bike bridges over the Red River 2 great rides bike share 3 bike under/over passes at busy streets/RR crossings	8/20/2018 9:52 AM
9	Bike rentals, Streets Alive!, bike clubs.	8/18/2018 7:21 PM
10	1. Metro COG has been doing great work. Better communications than any of the cities or transit agencies in FM.	8/17/2018 8:31 AM

**Q53 If you have other comments or feedback that you would like the community to receive regarding their Bicycle Friendly Community status, please describe below.**

Answered: 3 Skipped: 18

#	RESPONSES	DATE
1	encourage bike helmets for all riders	9/12/2018 9:12 AM
2	Overall the community is doing a good job increasing safe bike areas. Keep up the good work.	8/20/2018 9:52 AM
3	Ride in the designated spots.	8/18/2018 2:32 PM

# Agenda Item 7

**To:** Metropolitan Bicycle and Pedestrian Committee  
**From:** Dan Farnsworth, Metro COG  
**Date:** April 11, 2019  
**Subject:** **2045 FM Metro Transportation Plan – Bike/Ped Project Prioritization**

Metro COG is in the process of updating their Metropolitan Transportation Plan titled, *Metro Grow*. This plan is updated every five years and looks at future needs of all modes of transportation in the Fargo-Moorhead Area.

The Plan's consultant in cooperation with Metro COG has developed a draft scoring matrix for bicycle & pedestrian-related projects for purposes of ranking projects in the Metropolitan Transportation Plan. The idea is that this same scoring method can be applied to the ranking of future Transportation Alternatives projects. The Committee will be discussing the prioritization process at the meeting.

Please see **attachments** showing the prioritization, the project ranking, and the associated maps showing the projects.

# Agenda Item 7, Attachment

Figure 6.1 – Proposed Project Map – Urban

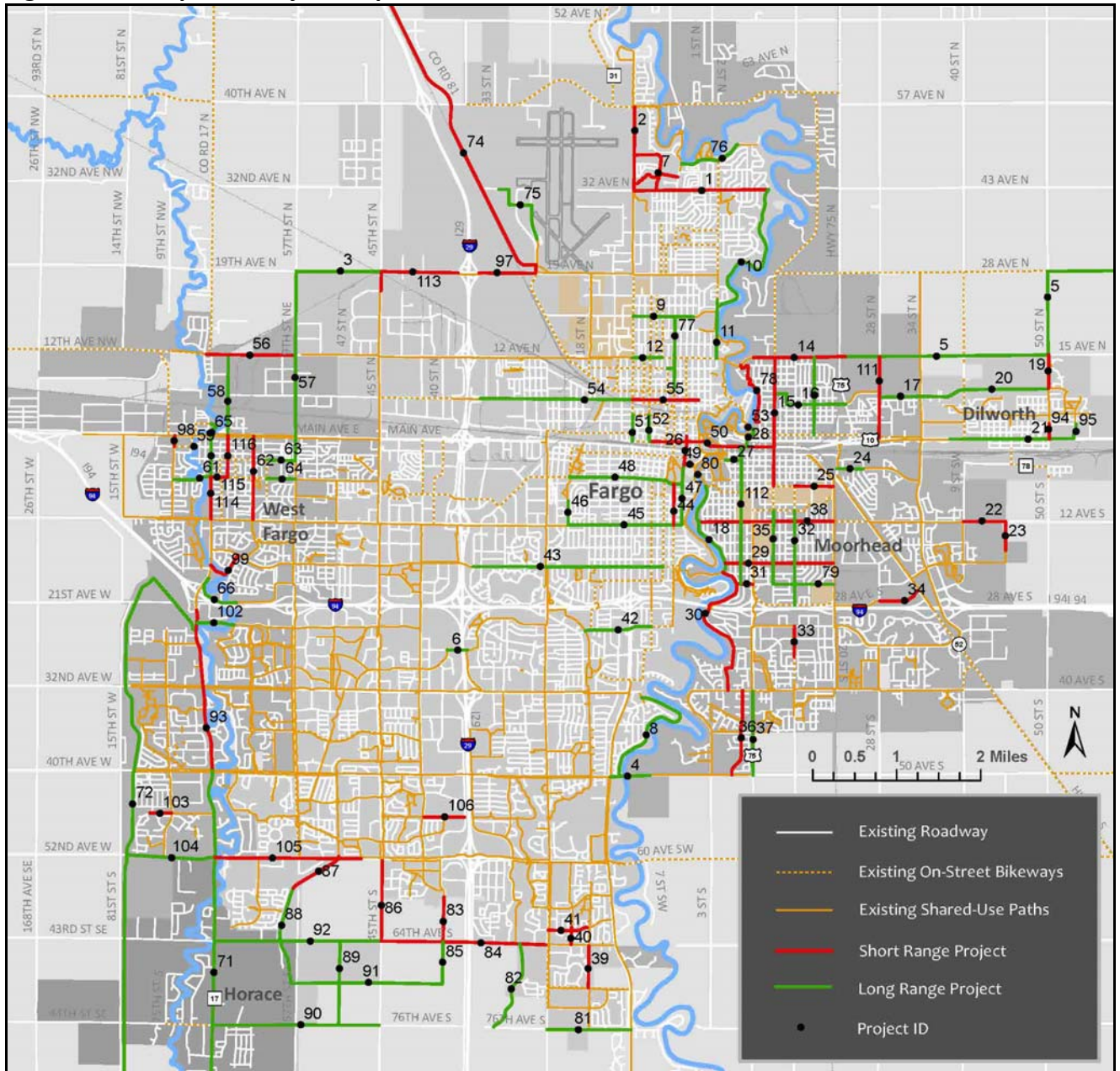
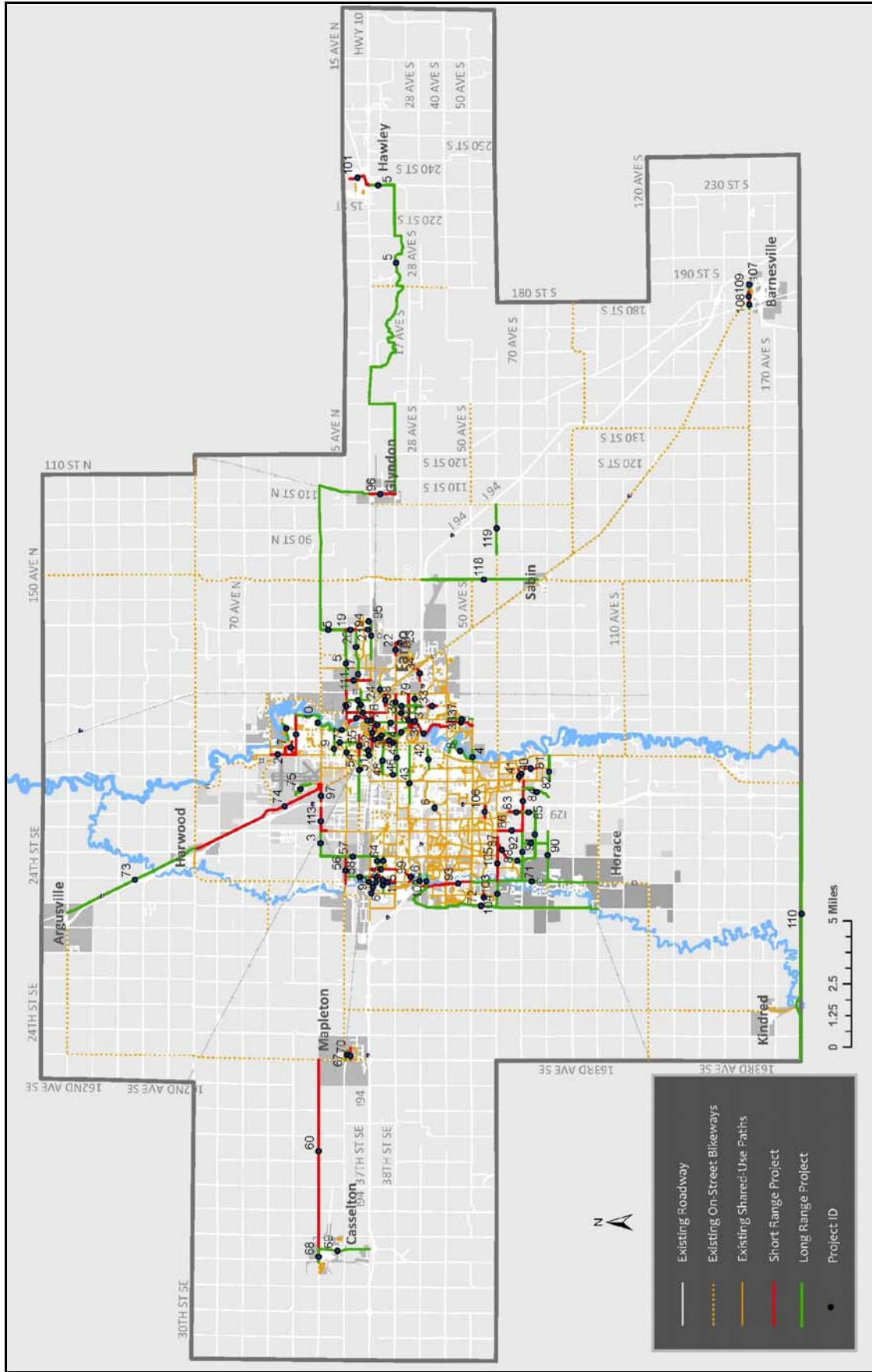


Figure 6.2 – Proposed Project Map - Rural





## Bicycle and Pedestrian Project Prioritization Criteria

Goal	Objective	Prioritization Approach	Project Scoring Criteria				Project Types Scored	Scoring approach / Comment
			+2	+1	0	-2		
System Safety Goal	Reduce the number of bicycle and pedestrian crashes.	Project has potential to improve pedestrian safety in corridor with bicycle and pedestrian crash history.	Project improves bicycle and pedestrian safety in a corridor with identified bicycle and/or pedestrian crash issues.	Project improves bicycle and/or pedestrian safety in a corridor with limited bicycle and pedestrian crash issues.	Project would have limited impact of bicycle and/or pedestrian safety.	Project has potential to reduce bicycle and/or pedestrian safety.	Bicycle and Pedestrian, Street and Roadway Capacity, Safety	Use bicycle and pedestrian high crash intersections identified in existing system performance.
		Based on 1/2 mile radius of any K-8 public school	Project would improve the safety of bicycling or walking within 1/2 mile radius of a K-8 public school.		Project would have limited impact on cycling or walking safety for schools.	Project has potential to reduce the safety of bicycling or walking within 1/2 mile radius of a K-8 public school.	Bicycle and Pedestrian, Street and Roadway Capacity, Safety	GIS file derived from National Center for Education Statistics and Google API.
Travel Efficiency and Reliability Goal	Improve the connectivity of the street network and promote a grid street pattern.	Project would complete a street system connection where one does not currently exist, has the potential to reduce out-of-direction travel, and is context sensitive.	Project that would connect two bicycle and / or pedestrian corridors through new sidewalk or parth.	Project that would introduce a new bicycle corridor through new sidewalk or parth.	Project does not improve walking and biking connections via a new street connection.	Project has potential to reduce bicycle and pedestrian connectivity through removed street.	Bicycle and Pedestrian, Street and Roadway Capacity	Review connections to other bike / pedestrian facilities
Walking and Bicycling Goal	Improve walking and biking connections and reduce network gaps.	Review network connectivity measures (intersection density, walk scores) to determine project impact on connectivity.	Improves bicycle and / or pedestrian corridors in a zone which currently has low or moderate levels on walkability index.	Improves bicycle and / or pedestrian corridors in a zone which currently has high levels on walkability index.	Project would have limited impact of bicycle and pedestrian connectivity.	Project has potential to remove bicycle and pedestrian connections.	Bicycle and Pedestrian	Updated walkability index that combines access to jobs and access to services.
	Promote active, mixed use developments that mix residential, work, and entertainment uses.	Related qualitative assessment of project elements that promote improved walking and biking.	Project would be a significant new bicycle and pedestrian facility in an area / corridor with current or planned mixed land uses; or is consistent with recommendation of a corridor, comprehensive, or other planning study.	Project would be an enhancement to existing bicycle and pedestrian facilities in an area / corridor with current or planned mixed land uses.	Project would not enhance walking and biking.	Project has potential to negatively impact walking and biking.	Bicycle and Pedestrian, Street and Roadway Capacity	Note - this objective was amended to include other plans by Metro COG in February. So all of these projects are from Bicycle and Pedestrian plan.
	Identify transportation projects that promote environments conducive to walking and biking.		Project would connect residential area to commercial or industrial center.		Project does not connect residential and commercial / industrial centers.		Bicycle and Pedestrian	Review aerial mapping to see if project connects residences and commercial.
	Increase mode share for travel that is not single-occupant vehicle (SOV).	Project would increase non-SOV travel. Examples include: bike / ped projects, transit improvements, travel demand management program and strategies. Policy-based objective, too.	Project will provide new bicycle or pedestrian connections for areas with high levels of trip density (50 or more trips per acre)	Project will provide new bicycle or pedestrian connections for areas with high levels of trip density (25 to 50 trips per acre)	Project does not improve walking and biking connections via a new street connection.	Project would increase SOV mode share by impacting transit operations or remove major bike / pedestrian connection.	Bicycle and Pedestrian, Street and Roadway Capacity	Use trip density categories of high (50+ trips / acre), moderate (25-50 trips / acre), and low (0-25 trips / acre)
Economic Development and Transportation Decisions	Project would improve "first mile / last mile" access	Project would improve bicycle, pedestrian, or other modal connection between a large generator (higher-density residential, commercial, or industrial) and a MATBUS transit stop.	Project would connect to existing MATBUS routes.		Project does not impact bicycle and pedestrian access to transit route.	Project has potential to reduce bicycle and pedestrian access to transit route.	Bicycle and Pedestrian, Transit	Review to see if bike / ped project is adjacent to MATBUS route
	Promote complete streets improvements in corridors that would see economic benefits.	Project improves walking or biking conditions in a defined Mixed Use Arterial, Mixed Use Collector, or Mixed Use Neighborhood corridor (based on Parking & Access study, apply to Moorhead).	Bicycle and pedestrian project is located in a designated mixed use corridor.		Project is not located in designated mixed use corridor.		Bicycle and Pedestrian	Use updated mixed use corridors file, based on Parking and Access study
Transit Access Goal	Improve pedestrian and bicycle connections to transit corridors.	Bicycle and Pedestrian projects that improve safety or provide new connections to existing bus route corridors.	Bicycle and pedestrian project would provide direct connection to existing transit route.	Bicycle and pedestrian project would provide better connection to existing transit route.	Project does not impact bicycle and pedestrian access to transit route.	Project has potential to reduce bicycle and pedestrian access to transit route.	Bicycle and Pedestrian, Transit	Don't score this - redundant with first mile / last mile

West Fargo												
Criteria			Project ID									
			62		65		99		102		58	
Goal	Objective	Prioritization Approach	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning
System Safety Goal	Reduce the number of bicycle and pedestrian crashes.	Project has potential to improve pedestrian safety in corridor with bicycle and pedestrian crash history.	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location
		Based on 1/2 mile radius of any K-8 public school	2	2 schools located directly next to project	2	1-2 schools located within 1/2 mile	0	Project is further than 1/2 mile away from school	2	2 schools within 1/2 mile	2	south end of project is located near school
Travel Efficiency and Reliability Goal	Improve the connectivity of the street network and promote a grid street pattern.	Project would complete a street system connection where one does not currently exist, has the potential to reduce out-of-direction travel, and is context sensitive.	2	Connects shared use paths on north and south ends	2	connects shared use path and bikeway	2	connects shared use paths	2	connects shared use paths	1	connects to 1 shared use path
Walking and Bicycling Goal	Improve walking and biking connections and reduce network gaps.	Review network connectivity measures (intersection density, walk scores) to determine project impact on connectivity.	2	Low walkability index	2	Low walkability index	2	Low walkability index	2	Low walkability index	2	Low walkability index
	Identify transportation projects that promote environments conducive to walking and biking.	Related qualitative assessment of project elements that promote improved walking and biking.	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan
			2	Connects residential and commercial / industrial	2	Connects residential to commercial	2	Connects residential with commercial center (NW quadrant of interchange)	2	connects residential to commercial	2	mostly industrial w/ residential on each end
	Increase mode share for travel that is not single-occupant vehicle (SOV).	Project would increase non-SOV travel. Examples include: bike / ped projects, transit improvements, travel demand management program and strategies. Policy-based objective, too.	1	moderate trip density (25-50)	0	low trip density (0-25)	1	moderate trip density (25-50)	0	low trip density (0-25)	0	low trip density (0-25)
Economic Development and Transportation Decisions	Project would improve "first mile / last mile" access	Project would improve bicycle, pedestrian, or other modal connection between a large generator (higher-density residential, commercial, or industrial) and a MATBUS transit stop.	2	project connects to 2 transit routes	0	Not adjacent to any transit routes	0	Not adjacent to any transit routes	0	Not adjacent to any transit routes	0	Not adjacent to any transit routes
	Promote complete streets improvements in corridors that would see economic benefits.	Project improves walking or biking conditions in a defined Mixed Use Arterial, Mixed Use Collector, or Mixed Use Neighborhood corridor (based on Parking & Access study, apply to Moorhead).	0	not in mixed use corridor	0	not in mixed use corridor	0	not in mixed use corridor	0	not in mixed use corridor	2	In a mixed use corridor
<b>Score</b>			<b>14</b>		<b>11</b>		<b>10</b>		<b>11</b>		<b>12</b>	

Fargo																												
Criteria			Project ID																									
			50		43		10		74		4		87/88		55		8		77		45		42		6			
Goal	Objective	Prioritization Approach	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning		
System Safety Goal	Reduce the number of bicycle and pedestrian crashes.	Project has potential to improve pedestrian safety in corridor with bicycle and pedestrian crash history.	2	one intersection identified as top crash location located along corridor	2	one intersection identified as top crash location located along corridor	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location	2	Top intersection crashes located just west of project	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location		
		Based on 1/2 mile radius of any K-8 public school	0	Project is further than 1/2 mile away from school	2	2 schools located north and south of project	0	path along river, not directly located near school	1	1 school located near north end of project - somewhat separated	0	state line crossing doesn't help kids get to school	0	No schools located within 1/2 mile	2	2 schools located north and south of project	2	2 Schools located west of project	2	7 schools within 1/2 mile	2	4 schools located within 1/2 mile	2	1 school adjacent to project	0	No schools located within 1/2 mile		
Travel Efficiency and Reliability Goal	Improve the connectivity of the street network and promote a grid street pattern.	Project would complete a street system connection where one does not currently exist, has the potential to reduce out-of-direction travel, and is context sensitive.	2	connects multiple shared use paths and bikeways	2	connects shared use path and bikeway	2	connects shared use path	2	connects shared use path	2	connects shared use path	2	connects shared use path	2	connects shared use path	2	connects two facilities	2	connects shared use path	2	connects to multiple shared use and bike paths	2	connects shared use paths	2	Connects 2 facilities	2	connects shared use path
Walking and Bicycling Goal	Improve walking and biking connections and reduce network gaps.	Review network connectivity measures (intersection density, walk scores) to determine project impact on connectivity.	1	High walkability index	2	Low walkability index	2	Low walkability index	2	Low walkability index	2	Low walkability index	2	Low walkability index	1	High walkability index	2	Low walkability index	2	Low walkability index	2	Low walkability index	2	Low walkability index	2	Low walkability index	2	Low walkability index
	Identify transportation projects that promote environments conducive to walking and biking.	Related qualitative assessment of project elements that promote improved walking and biking.	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan
			2	connects mixed use areas	2	residential with commercial on west end	0	No commercial or residential in vicinity	2	rural, some residential and industrial	0	No commercial or industrial in vicinity	2	connects residential to commercial	2	mix of residential and commercial	0	only residential	2	connects residential to commercial	2	connects residential to commercial on west end	2	mix of residential and commercial	2	connects residential to commercial /industrial		
Increase mode share for travel that is not single-occupant vehicle (SOV).	Project would increase non-SOV travel. Examples include: bike / ped projects, transit improvements, travel demand management program and strategies. Policy-based objective, too.	2	high trip density (50+)	2	high trip density (50+)	1	moderate trip density (25-50)	0	low trip density (0-25)	1	moderate trip density (25-50)	0	low trip density (0-25)	2	high trip density (50+)	1	moderate trip density (25-50)	2	high trip density (50+)	1	moderate trip density (25-50)	2	high trip density (50+)	1	moderate trip levels (25-50)			
Economic Development and Transportation Decisions	Project would improve "first mile / last mile" access	Project would improve bicycle, pedestrian, or other modal connection between a large generator (higher-density residential, commercial, or industrial) and a MATBUS transit stop.	2	adjacent to multiple transit routes	2	adjacent to multiple transit routes	0	Not adjacent to any transit routes	0	Not adjacent to any transit routes	0	Not adjacent to any transit routes	0	Not adjacent to any transit routes	2	intersects multiple transit routes	0	Not adjacent to any transit routes	2	adjacent to transit routes	2	adjacent to multiple transit routes	2	adjacent to multiple transit routes	0	Not adjacent to any transit routes		
	Promote complete streets improvements in corridors that would see economic benefits.	Project improves walking or biking conditions in a defined Mixed Use Arterial, Mixed Use Collector, or Mixed Use Neighborhood corridor (based on Parking & Access study, apply to Moorhead).	2	In a mixed use corridor	0	not in mixed use corridor	0	not in mixed use corridor	0	not in mixed use corridor	0	not in mixed use corridor	0	not in mixed use corridor	0	not in mixed use corridor	0	not in mixed use corridor	0	not in mixed use corridor	2	Part is in a mixed use corridor	2	In a mixed use corridor	2	In a mixed use corridor	0	not in mixed use corridor
Score			15		16		8		10		8		9		14		10		17		17		17		10			

Moorhead												
Criteria			Project ID									
			4		112		34		M-State Connection		Harvest Trail	
Goal	Objective	Prioritization Approach	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning
System Safety Goal	Reduce the number of bicycle and pedestrian crashes.	Project has potential to improve pedestrian safety in corridor with bicycle and pedestrian crash history.	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location
		Based on 1/2 mile radius of any K-8 public school	0	not with in 1/2 of a school	0	no schools adjacent	0	not with in 1/2 of a school	2	elementary school within 1/2 mile	0	no nearby schools
Travel Efficiency and Reliability Goal	Improve the connectivity of the street network and promote a grid street pattern.	Project would complete a street system connection where one does not currently exist, has the potential to reduce out-of-direction travel, and is context sensitive.	2	Connects 2 paths with a new path	2	connects to 1 shared use path and planned on-street facility	2	Connects 2 paths with a new path	2	Connects 2 paths with a new path	2	connects shared path
Walking and Bicycling Goal	Improve walking and biking connections and reduce network gaps.	Review network connectivity measures (intersection density, walk scores) to determine project impact on connectivity.	2	Low walkability index	2	Low walkability index	2	Low walkability index	2	Low walkability index	2	Low walkability
	Identify transportation projects that promote environments conducive to walking and biking.	Related qualitative assessment of project elements that promote improved walking and biking.	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan	0	Not in Bike / Ped Plan	2	In Bike / Ped Plan
			0	No commercial or industrial in vicinity	2	Connects Commercial and Residential	2	Connects through commercial area, trail used by residential area	0	No commercial or industrial	0	No commercial or industrial in vicinity
	Increase mode share for travel that is not single-occupant vehicle (SOV).	Project would increase non-SOV travel. Examples include: bike / ped projects, transit improvements, travel demand management program and strategies. Policy-based objective, too.	0	low trip density (0-25)	2	high trip density (50+)	0	low trip density (0-25)	1	moderate trip levels (25-50)	0	low trip density (0-25)
Economic Development and Transportation Decisions	Project would improve "first mile / last mile" access	Project would improve bicycle, pedestrian, or other modal connection between a large generator (higher-density residential, commercial, or industrial) and a MATBUS transit stop.	0	no transit route	2	adjacent to transit route	2	Adjacent to transit route	2	adjacent to transit route	0	no transit route
	Promote complete streets improvements in corridors that would see economic benefits.	Project improves walking or biking conditions in a defined Mixed Use Arterial, Mixed Use Collector, or Mixed Use Neighborhood corridor (based on Parking & Access study, apply to Moorhead).	0	not in mixed use corridor	2	Connects to Mixed Use Corridors	0	not in mixed use corridor	2	Connects to Mixed Use Corridors	0	not in mixed use corridor
<b>Score</b>			<b>7</b>		<b>15</b>		<b>11</b>		<b>12</b>		<b>7</b>	

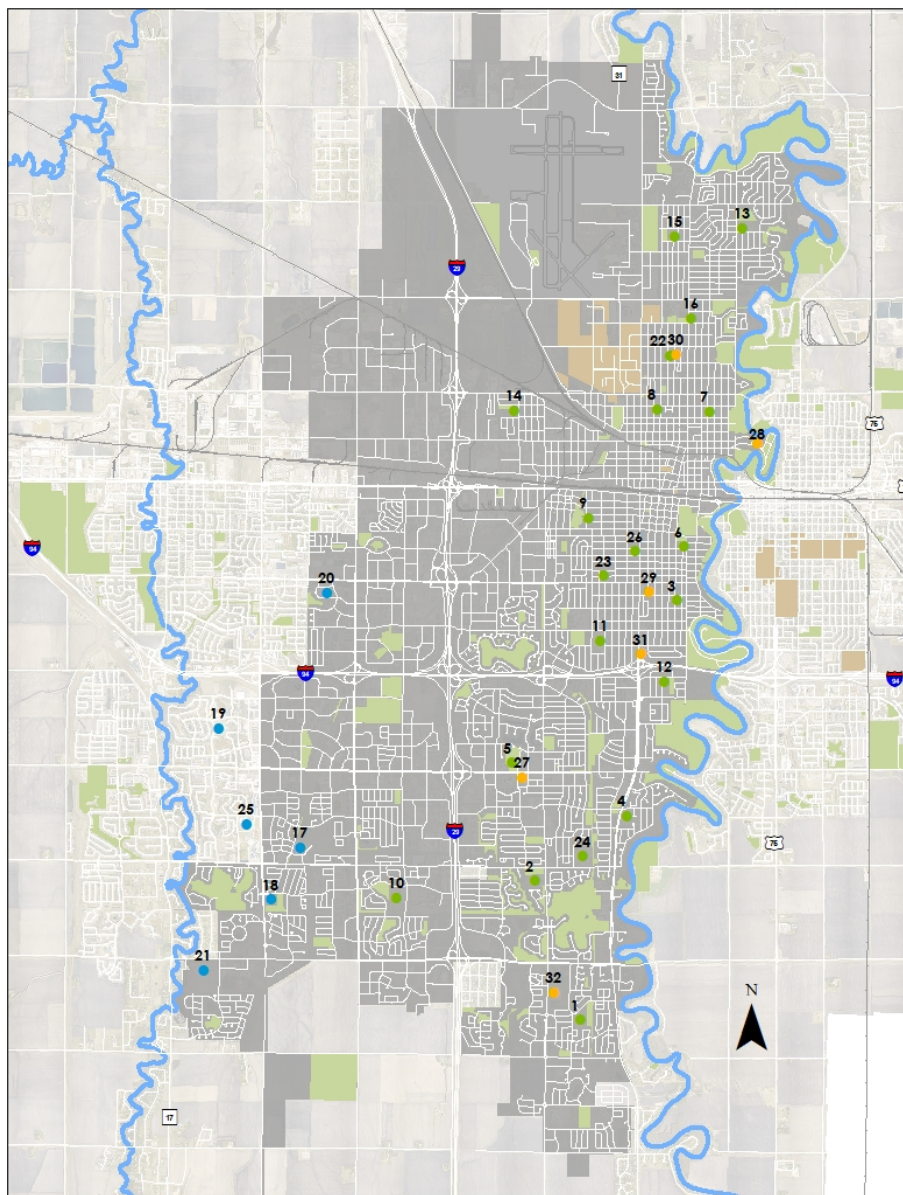
**Dilworth / Horace / Rural Cass Co / Rural Clay Co**

Criteria			Project ID									
			19 Dilworth		110 Rural Cass Co.		5 Rural Clay Co.		60 Rural Cass Co.		71 Horace	
Goal	Objective	Prioritization Approach	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning	SCORE	Reasoning
System Safety Goal	Reduce the number of bicycle and pedestrian crashes.	Project has potential to improve pedestrian safety in corridor with bicycle and pedestrian crash history.	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location	1	Improves safety, not in identified crash location
		Based on 1/2 mile radius of any K-8 public school	0	not with in 1/2 miles of a school	0	not within 1/2 mile of a school	0	rural area	2	within 1/2 mile of a school	2	is within 1/2 miles of a school
Travel Efficiency and Reliability Goal	Improve the connectivity of the street network and promote a grid street pattern.	Project would complete a street system connection where one does not currently existing, has the potential to reduce out-of-direction travel, and is context sensitive.	2	Connects two facilities	2	Connects 2 facilities	2	Would connect a an existing bike lane to a road where the bikes are on the shoulder	1	connects existing facility to future facility	2	Connects two facilities
Walking and Bicycling Goal	Improve walking and biking connections and reduce network gaps.	Review network connectivity measures (intersection density, walk scores) to determine project impact on connectivity.	2	Low walkability index	2	Low walkability index	2	Low walkability index	0	paved shoulders, not increasing walkability	2	Low walkability index
	Identify transportation projects that promote environments conducive to walking and biking.	Related qualitative assessment of project elements that promote improved walking and biking.	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan	2	In Bike / Ped Plan
			0	area is rural/farm land and residential	0	rural area	0	rural area	0	rural area	0	Limited commercial or industrial in vicinity
	Increase mode share for travel that is not single-occupant vehicle (SOV).	Project would increase non-SOV travel. Examples include: bike / ped projects, transit improvements, travel demand management program and strategies. Policy-based objective, too.	0	low trip density (0-25)	0	low trip density (0-25)	0	low trip density (0-25)	0	low trip density (0-25)	0	low trip density (0-25)
Economic Development and Transportation Decisions	Project would improve "first mile / last mile" access	Project would improve bicycle, pedestrian, or other modal connection between a large generator (higher-density residential, commercial, or industrial) and a MATBUS transit stop.	0	no transit	0	no transit	0	no transit	0	not adjacent to transit routes	0	no transit
	Promote complete streets improvements in corridors that would see economic benefits.	Project improves walking or biking conditions in a defined Mixed Use Arterial, Mixed Use Collector, or Mixed Use Neighborhood corridor (based on Parking & Access study, apply to Moorhead).	0	not in mixed use corridor	0	not in mixed use corridor	0	not in mixed use corridor	0	not in mixed use corridor	2	North part In a mixed use corridor
<b>Score</b>			<b>7</b>		<b>7</b>		<b>7</b>		<b>6</b>		<b>11</b>	

# Agenda Item 8

**To:** Metropolitan Bicycle and Pedestrian Committee  
**From:** Dan Farnsworth, Metro COG  
**Date:** April 11, 2019  
**Subject:** Update on Fargo Safe Routes to School Plan

Metro COG is working with the City of Fargo, Fargo & West Fargo Public Schools, and private schools in developing the Fargo Safe Routes to School Plan. The last safe routes to school plan for Fargo was completed in 2009. This plan is looking at methods of improving walking and biking for all public and private elementary & middle school within the City of Fargo. Below is a map showing the 31 schools included in this plan.



The consulting firms Alta and KLJ are conducting the study. Below is a timeline for the study:

- December 2018 – Project kickoff; Begin map development
- February 2019 – Study Review Committee (SRC) meeting; Begin public outreach
- April & May 2019 – **Public open houses**; parent caregiver surveys; teacher/student surveys; on-site field investigations
- June 2019 – SRC meeting; Begin project prioritization
- August 2019 – SRC meeting; Begin draft plan
- September/October 2019 – SRC meeting
- December 2019 – Final plan

**Please see attached flyer for upcoming public involvement opportunities!**

# CITY OF FARGO SAFE ROUTES to SCHOOL



## COMMUNITY MEETINGS

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) in coordination with the City of Fargo, the Fargo and West Fargo Public School Districts, and private schools is conducting a Safe Routes to School Plan to make it safer, easier, and more fun for students to walk and bike to school in the City of Fargo.

### JOIN NEIGHBORS AND MEMBERS OF THE PROJECT TEAM TO:

- ✔ Find out more about the study
- ✔ Brainstorm issues and opportunities related to walking and biking to school
- ✔ Help make walking and biking to school safer and more comfortable for City of Fargo residents

## JOIN ONE OF OUR OPEN HOUSES

### Carl Ben Eilson Middle School

Monday, April 29  
6:00-7:30pm

### Ben Franklin Middle School

Tuesday, April 30  
6:00-7:30pm

### Discovery Middle School

Monday, May 6  
6:00-7:30pm

### Liberty Middle School

Wednesday, May 8  
6:00-7:30pm

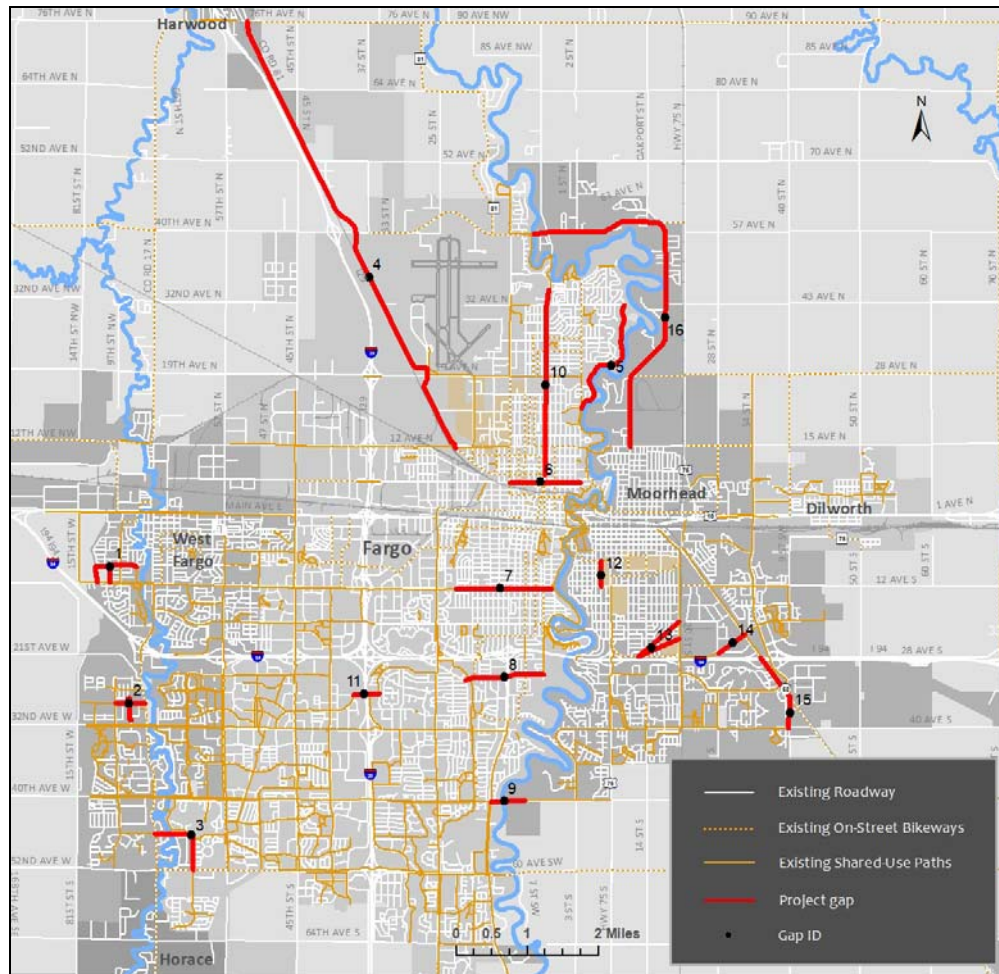
For more information, visit: [www.fmmetrocog.org/projects-rfps/fargo-safe-routes-school-plan](http://www.fmmetrocog.org/projects-rfps/fargo-safe-routes-school-plan)



# Agenda Item 9

**To:** Metropolitan Bicycle and Pedestrian Committee  
**From:** Dan Farnsworth, Metro COG  
**Date:** April 11, 2019  
**Subject:** Update on FM Bikeways Gap Analysis

Metro COG in cooperation with local jurisdictions kicked off the FM Bikeways Gap Analysis in January 2019. The study analyzes 16 key gaps in the FM bikeway network. These gaps can be seen in the map below.



The consulting firms Toole Design and Bolton & Menk are conducting the study. Below is a timeline for the study:

- January 2019 – Project kickoff; Begin base maps development
- March 2019 – Study Review Committee (SRC) meeting; Begin alternative development
- July 2019 – **Public open house**; SRC meeting; Begin alternatives analysis
- September 2019 – SRC meeting; Begin draft report
- November 2019 – SRC meeting
- End of December 2019 – Final report

**How to get involved:**

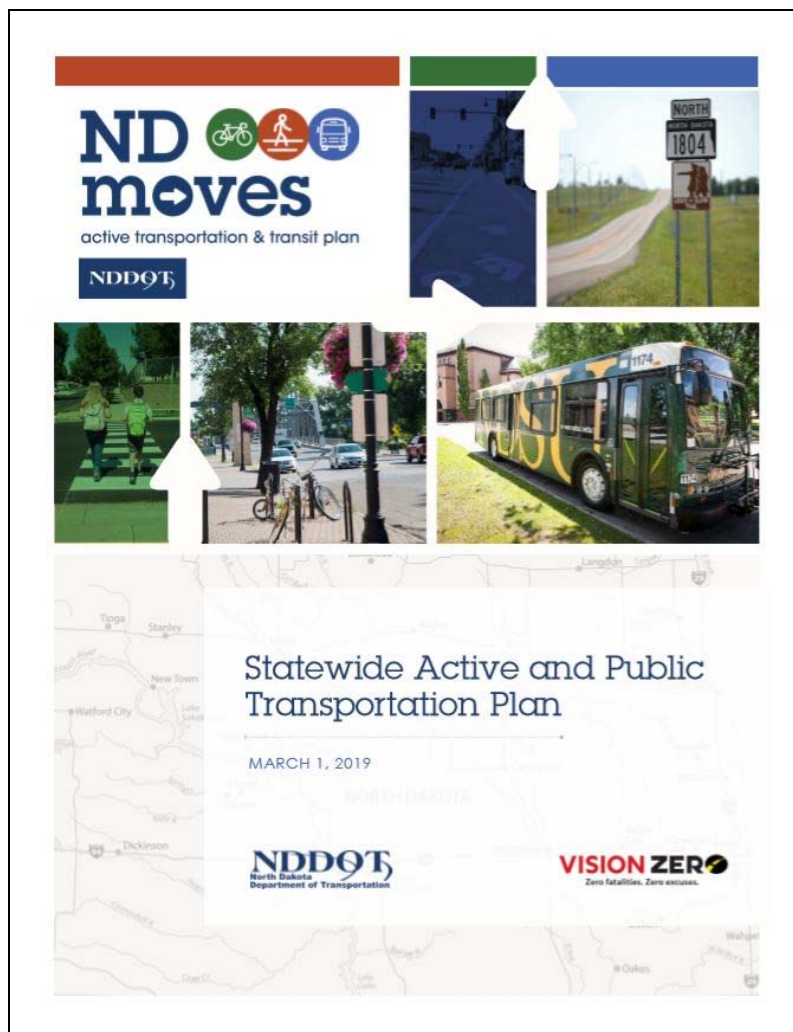
- An online comment map is available on the project's webpage. Check out the following link and click on 'share your input'. <http://www.fmmetrocog.org/projects-rfps/FM-bike-gap>
- Participate in the upcoming public open house. A public open house is anticipated to occur in July. Metro COG and the consulting team will be reaching out to the public using the following means: Facebook (Metro COG's Facebook page and possibly other jurisdictions'), Bicycle & Pedestrian Committee and interested persons email list, posting on Metro COG's website, media release, direct notifications to adjacent property owners, newspaper ad.
- Look for comment boxes along key trails in the F-M area this summer

# Agenda Item 10

**To:** Metropolitan Bicycle and Pedestrian Committee  
**From:** Dan Farnsworth, Metro COG  
**Date:** April 11, 2019  
**Subject:** ND Moves – Final Plan

The North Dakota Department of Transportation (NDDOT) is in the process of completing their statewide active and public transportation plan named *ND Moves*. This plan looks at both the bicycle and pedestrian network as well as transit statewide. This is the first bicycle & pedestrian-related plan NDDOT has completed since the 1990s.

The final public comment period for the draft plan closed on March 29<sup>th</sup> so it is anticipated that a final plan will be available in the near future. For the time being, the draft plan can be found at the following web link: <https://www.dot.nd.gov/plans/statewide/index.html>. It is assumed that once the final plan is ready, it will be available at the same web link.



# Agenda Item 11

**To:** Metropolitan Bicycle and Pedestrian Committee  
**From:** Dan Farnsworth, Metro COG  
**Date:** April 11, 2019  
**Subject:** MnDOT District 4 Bicycle Plan

The Minnesota Department of Transportation (MnDOT) has just completed a series of bicycle plans for each of their eight districts. District 4, which includes Moorhead, Dilworth, and Clay County, now has a bicycle plan which was finalized in March 2019. Participation from the public was key in developing this plan. In addition, numerous agencies were involved in the development of this plan including Metro COG.

We encourage you to take a look at this plan and use it as a guide in local bicycle infrastructure development. This plan compliments Metro COG's 2016 Bicycle & Pedestrian Plan.

MnDOT's District 4 plan can be found at the following web link:

<https://www.dot.state.mn.us/bike/system-plan/district-bicycle-plans.html>

