

# 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan



Adopted  
February 16, 2017



Prepared by the Fargo-Moorhead Metropolitan Council of Governments





# **2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan**

**Prepared by:**

**The Fargo-Moorhead Metropolitan Council of Governments**

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## Fargo-Moorhead Metropolitan Council of Governments

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### Resolution of Adoption of the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan

WHEREAS, the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is responsible for the planning and development of safe and functional transportation systems including bicycle and pedestrian facilities;

WHEREAS, Metro COG, as the metropolitan planning organization, is designated by the Governors of North Dakota and Minnesota to maintain the metropolitan area's transportation planning process in accordance with federal regulations;

WHEREAS, Metro COG has undertaken the task of developing the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan, which is a vital element of the planning process, and which makes transportation-related bicycle and pedestrian needs eligible for future federal funding;

WHEREAS, the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan was directed by the Metropolitan Bicycle and Pedestrian Committee comprised of a wide cross section of bicycle and pedestrian interest groups including park district representatives, law enforcement, technical city, county and state staff, citizens, and other applicable agencies/organizations;

WHEREAS, the public was invited, encouraged, and involved in this Plan's preparation in full compliance with Metro COG's Public Participation Plan;

WHEREAS, the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan seeks to enhance the Fargo-Moorhead Metropolitan Area's bicycle and pedestrian environment so as to increase mobility, health, safety, equity, and the quality of life for all citizens;

NOW, THEREFORE BE IT RESOLVED, that Metro COG does hereby adopt the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan and agrees to use it as a tool to implement area bicycle and pedestrian goals and objectives which will complement the overall development of the Area's transportation system.

Approved and adopted this 16<sup>th</sup> day of February, 2017.

Handwritten signature of Brenda Elmer in black ink.

Brenda Elmer  
Metro COG Policy Board Chair

Handwritten signature of William Christian in black ink.

William Christian  
Metro COG Executive Director

**Resolution in Support of the  
2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan**

WHEREAS, the West Fargo City Commission is the duly elected governing body responsible for the planning and development of safe and functional transportation systems including bicycle and pedestrian facilities.

WHEREAS, the Fargo-Moorhead Metropolitan Council of Governments, as the metropolitan planning organization designated by the Governors of North Dakota and Minnesota to maintain the metropolitan area's transportation planning process in accordance with federal regulations;

WHEREAS, the Fargo-Moorhead Metropolitan Council of Governments has undertaken the task of developing the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan, which is a vital element of the planning process, and which makes transportation-related bicycle and pedestrian needs eligible for future federal funding.

WHEREAS, the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan was directed by the Metropolitan Bicycle and Pedestrian Committee comprised of a wide cross section of bicycle and pedestrian interest groups including park district representatives, law enforcement, technical city, county and state staff, citizens, and other applicable agencies/organizations;

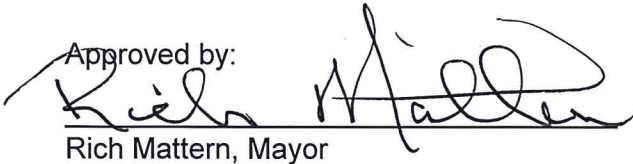
WHEREAS, the public was invited, encouraged, and involved in this Plan's preparation in full compliance with Metro COG's Public Participation Plan;

WHEREAS, the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan seeks to enhance the Fargo-Moorhead Metropolitan Area's bicycle and pedestrian environment so as to increase mobility, health, safety, equity, and the quality of life for all citizens;

NOW, THEREFORE BE IT RESOLVED, that the City of West Fargo does hereby adopt the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan and agrees to use it as a tool to implement area bicycle and pedestrian goals and objectives which will complement the overall development of the Area's transportation system.

Approved and adopted this 16 day of Jan., 2017

Approved by:

  
Rich Mattern, Mayor

Attest:

  
Tina Fisk, City Administrator

**Resolution in Support of the  
2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan**

WHEREAS, The Fargo City Commission is the duly elected governing body responsible for the planning and development of safe and functional transportation systems including bicycle and pedestrian facilities; and

WHEREAS, The Fargo-Moorhead Metropolitan Council of Governments, as the metropolitan planning organization designated by the Governors of North Dakota and Minnesota to maintain the metropolitan area's transportation planning process in accordance with federal regulations; and

WHEREAS, The Fargo-Moorhead Metropolitan Council of Governments has undertaken the task of developing the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan, which is a vital element of the planning process, and which makes transportation-related bicycle and pedestrian needs eligible for future federal funding; and

WHEREAS, The 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan was directed by the Metropolitan Bicycle and Pedestrian Committee comprised of a wide cross section of bicycle and pedestrian interest groups including park district representatives, law enforcement, technical city, county and state staff, citizens and other applicable agencies/organizations; and


WHEREAS, The public was invited, encouraged and involved in this Plan's preparation in full compliance with Metro COG's Public Participation Plan; and

WHEREAS, The 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan seeks to enhance the Fargo-Moorhead Metropolitan Area's bicycle and pedestrian environment so as to increase mobility, health, safety, equity and the quality of life for all citizens.

NOW, THEREFORE, BE IT RESOLVED, That the Board of City Commissioners does hereby adopt the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan and agrees to use it as a tool to implement area bicycle and pedestrian goals and objectives which will complement the overall development of the Area's transportation system.

Approved and adopted this 30th day of January, 2017

Approved by:

  
\_\_\_\_\_  
Dr. Timothy J. Mahoney, Mayor

Attest:

  
\_\_\_\_\_  
Steve Sprague, City Auditor

**RESOLUTION 2017-0313-P**

**Resolution to Support 2016 Fargo-Moorhead Metropolitan Bicycle & Pedestrian Plan**

WHEREAS, the Moorhead City Council is the duly elected governing body responsible for the planning and development of safe and functional transportation systems including bicycle and pedestrian facilities.

WHEREAS, the Fargo-Moorhead Metropolitan Council of Governments, as the metropolitan planning organization designated by the Governors of North Dakota and Minnesota to maintain the metropolitan area's transportation planning process in accordance with federal regulations;

WHEREAS, the Fargo-Moorhead Metropolitan Council of Governments has undertaken the task of developing the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan, which is a vital element of the planning process, and which makes transportation-related bicycle and pedestrian needs eligible for future federal funding.

WHEREAS, the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan was directed by the Metropolitan Bicycle and Pedestrian Committee comprised of a wide cross section of bicycle and pedestrian interest groups including park district representatives, law enforcement, technical city, county and state staff, citizens, and other applicable agencies/organizations;


WHEREAS, the public was invited, encouraged, and involved in this Plan's preparation in full compliance with Metro COG's Public Participation Plan;

WHEREAS, the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan seeks to enhance the Fargo-Moorhead Metropolitan Area's bicycle and pedestrian environment so as to increase mobility, health, safety, equity, and the quality of life for all citizens;

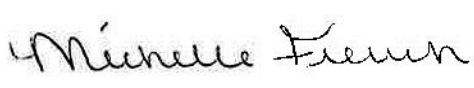
NOW, THEREFORE BE IT RESOLVED, that the Moorhead City Council does hereby adopt the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan and agrees to use it as a tool to implement area bicycle and pedestrian goals and objectives which will complement the overall development of the Area's transportation system.

PASSED: March 13, 2017 by the City Council of the City of Moorhead.

APPROVED BY:

  
\_\_\_\_\_  
DEL RAE WILLIAMS, Mayor

ATTEST:

  
\_\_\_\_\_  
MICHELLE FRENCH, City Clerk



**RESOLUTION 17-05**

**RESOLUTION IN SUPPORT OF THE 2016 FARGO-MOORHEAD METROPOLITAN  
BICYCLE AND PEDESTRIAN PLAN**

**WHEREAS**, the Dilworth City Council is the duly elected governing body responsible for the planning and development of safe and functional transportation systems including bicycle and pedestrian facilities; and

**WHEREAS**, the Fargo-Moorhead Metropolitan Council of Governments, as the metropolitan planning organization designated by the Governors of North Dakota and Minnesota to maintain the metropolitan area's transportation planning process in accordance with federal regulations; and

**WHEREAS**, the Fargo-Moorhead Metropolitan Council of Governments has undertaken the task of developing the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan, which is a vital element of the planning process, and which makes transportation-related bicycle and pedestrian needs eligible for future federal funding;

**WHEREAS**, the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan was directed by the Metropolitan Bicycle and Pedestrian Committee comprised of a wide cross section of bicycle and pedestrian interest groups including park district representatives, law enforcement, technical city, county and state staff, citizens, and other applicable agencies/organizations; and

**WHEREAS**, the public was invited, encouraged, and involved in this Plan's preparation in full compliance with Metro COG's Public Participation Plan; and

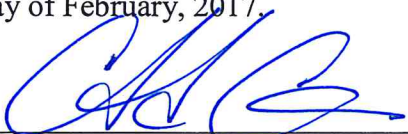
**WHEREAS**, the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan seeks to enhance the Fargo-Moorhead Metropolitan Area's bicycle and pedestrian environment so as to increase mobility, health, safety, equity, and the quality of life for all citizens; and

**WHEREAS**, the Dilworth Planning Commission has reviewed the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan and unanimously recommended to the Dilworth City Council on February 1, 2017 to pass a resolution in support of the plan.

**NOW THEREFORE, BE IT RESOLVED**, by the City Council of Dilworth Minnesota, does hereby adopt the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan and agrees to use it as a tool to implement area bicycle and pedestrian goals and objectives which will complement the overall development of the Area's transportation system.

**ADOPTED** by the City of Dilworth the 13th day of February, 2017.

MAYOR:

  
\_\_\_\_\_  
Chad Olson

ATTEST:

  
\_\_\_\_\_  
L. Peyton Mastera, City Administrator

**RESOLUTION #2017-2**  
**2016 FARGO-MOORHEAD METROPOLITAN**  
**BICYCLE AND PEDESTRIAN PLAN**

WHEREAS, the Cass County Commission is the duly elected governing body responsible for the planning and development of safe and functional transportation systems including bicycle and pedestrian facilities.

WHEREAS, the Fargo-Moorhead Metropolitan Council of Governments, as the metropolitan planning organization designated by the Governors of North Dakota and Minnesota to maintain the metropolitan area's transportation planning process in accordance with federal regulations;

WHEREAS, the Fargo-Moorhead Metropolitan Council of Governments has undertaken the task of developing the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan, which is a vital element of the planning process, and which makes transportation-related bicycle and pedestrian needs eligible for future federal funding.

WHEREAS, the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan was directed by the Metropolitan Bicycle and Pedestrian Committee comprised of a wide cross section of bicycle and pedestrian interest groups including park district representatives, law enforcement, technical city, county and state staff, citizens, and other applicable agencies/organizations;

WHEREAS, the public was invited, encouraged, and involved in this Plan's preparation in full compliance with Metro COG's Public Participation Plan;

WHEREAS, the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan seeks to enhance the Fargo-Moorhead Metropolitan Area's bicycle and pedestrian environment so as to increase mobility, health, safety, equity, and the quality of life for all citizens;

NOW, THEREFORE BE IT RESOLVED, that the Cass County Commission does hereby adopt the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan and agrees to use it as a tool to implement area bicycle and pedestrian goals and objectives which will complement the overall development of the Area's transportation system.

Approved and adopted this 17<sup>th</sup> day of January, 2017.

APPROVED BY:



Chad M. Peterson, Chair  
Cass County Commission

ATTEST:



Michael Montplaisir, County Auditor

**RESOLUTION 2017-08**

**Resolution in Support of the  
2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan**

WHEREAS, the Clay County Board of Commissioners is the duly elected governing body responsible for the planning and development of safe and functional transportation systems including bicycle and pedestrian facilities.

WHEREAS, the Fargo-Moorhead Metropolitan Council of Governments, as the metropolitan planning organization designated by the Governors of North Dakota and Minnesota to maintain the metropolitan area's transportation planning process in accordance with federal regulations;

WHEREAS, the Fargo-Moorhead Metropolitan Council of Governments has undertaken the task of developing the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan, which is a vital element of the planning process, and which makes transportation-related bicycle and pedestrian needs eligible for future federal funding.

WHEREAS, the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan was directed by the Metropolitan Bicycle and Pedestrian Committee comprised of a wide cross section of bicycle and pedestrian interest groups including park district representatives, law enforcement, technical city, county and state staff, citizens, and other applicable agencies/organizations;

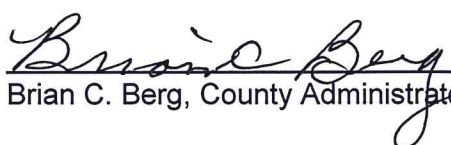
WHEREAS, the public was invited, encouraged, and involved in this Plan's preparation in full compliance with Metro COG's Public Participation Plan;

WHEREAS, the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan seeks to enhance the Fargo-Moorhead Metropolitan Area's bicycle and pedestrian environment so as to increase mobility, health, safety, equity, and the quality of life for all citizens;

NOW, THEREFORE BE IT RESOLVED, that the Clay County Board of Commissioners does hereby adopt the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan and agrees to use it as a tool to implement area bicycle and pedestrian goals and objectives which will complement the overall development of the Area's transportation system.

Approved and adopted this 24<sup>th</sup> day of January, 2017

Approved by:  
  
\_\_\_\_\_  
Kevin Campbell, Chair  
Clay County Board of Commissioners

Attest:  
  
\_\_\_\_\_  
Brian C. Berg, County Administrator

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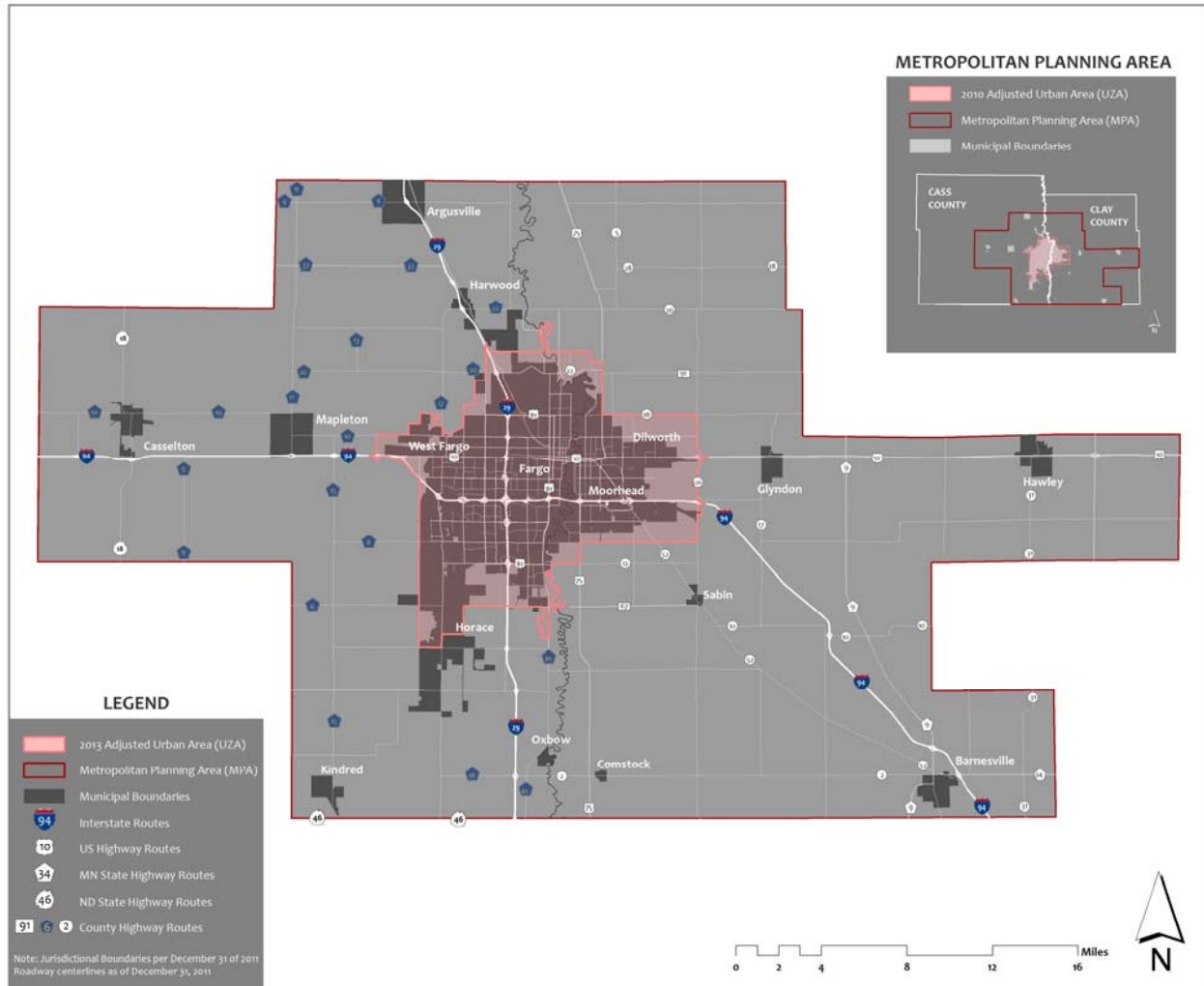


# Chapter 1: Introduction

## 1.1 Metro COG Overview

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is the designated Metropolitan Planning Organization (MPO) for the Fargo-Moorhead Metropolitan area. Figure 1.1 shows Metro COG's planning area. Characteristics of the Fargo-Moorhead area can be found in *Chapter 2 – Existing Conditions*.

Figure 1.1 – Metro COG Planning Area



## 1.2 Plan Purpose & Need

Metro COG is responsible for maintaining a comprehensive, coordinated, and continuous transportation planning process for all modes of transportation in the region. This update of the Bicycle and Pedestrian Plan is a sub-element of Metro COG's Long Range Transportation Plan which is updated every five years. As such, the Bicycle and Pedestrian Plan is also updated every five years. The Bicycle and Pedestrian Plan has a twenty year planning horizon.

The Plan looks at all types of bicycle and pedestrian facilities that have a transportation element. Therefore facilities that are strictly recreational are not considered on in this Plan. For example, single-track mountain bike trails or hiking trails are not considered in this Plan.

Purpose & Need Statement:

*“The purpose of the Plan is to identify current issues and needs as they relate to bicycling and pedestrian movements in the area; develop goals, objectives, and recommendations to enhance bicycle and pedestrian accommodations and safety for all types of users regardless of age, gender, race, social status, or mobility needs.”*

### **1.3 Benefits of Bicycle/Pedestrian Transportation**

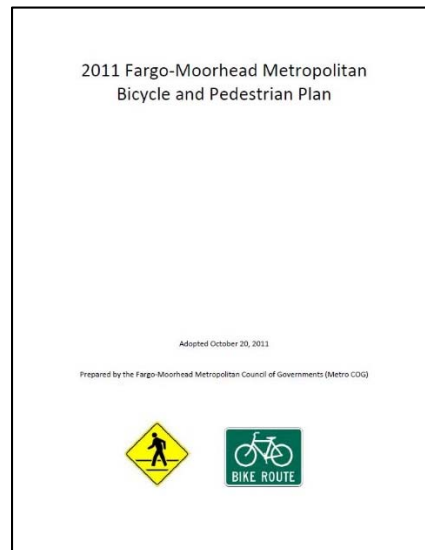
Bicycle and pedestrian transportation provide many societal benefits. Below are three key benefits attributed with bicycling and pedestrian modes of transportation.

- **Health** – bicycle and pedestrian modes of transportation improve our society’s health
  - A Transportation Research Board (TRB) report (Report 282) notes that, “walking briskly for 30 minutes on 5 or more days per week reduces the risk of premature mortality and the development of numerous chronic diseases, improves psychological well-being, and helps prevent weight gain and obesity.” The same can be attributed to bicycling.
- **Environment** – bicycle and pedestrian modes of transportation have substantial environmental benefits when compared to conventional (automobile) transportation.
  - The average vehicle in the United States uses over 500 of gallons of fuel a year and creates 4.7 metro tons of CO2 a year according to research done by the US Environmental Protection Agency (EPA). Bicycle and pedestrian modes of travel require no fuel and create no emissions.
- **Affordability** – bicycle and pedestrian modes of transportation are considerably cheaper than automotive transportation.
  - An annual study by the American Automobile Association (AAA) finds that the average cost of owning and operating a vehicle in 2015 was \$8,698. Meanwhile the average annual cost to own and operate a bicycle can be estimated at less than \$350 according to various sources. The annual cost of pedestrian travel is negligible.

*This area left intentionally blank*

#### 1.4 2011 Fargo-Moorhead Metropolitan Bicycle & Pedestrian Plan

The previous bicycle and pedestrian plan completed for the Fargo-Moorhead area was completed in 2011 and was completed by Metro COG with a consultant component. Metro COG updates the bicycle and pedestrian plan every five years.



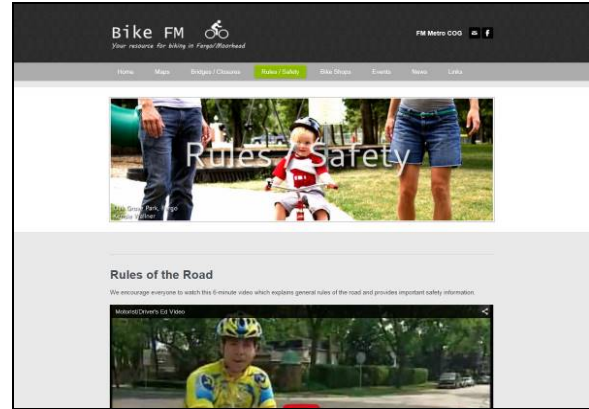
The 2011 Plan was well utilized after completion with many of the recommendations implemented after adoption of the Plan. The recommendations that were implemented include the following:

- **5 Year Bicycle/Pedestrian Projects** – The 2011 Plan provided a list of 79 recommended 5-year projects proposed for completion between 2012 – 2016. By the end of 2016 at least 47 of the 79 projects had been completed or partially completed, that’s 59% of the projects.
- **Bicycle Safety Education** – In 2012 Metro COG in cooperation with the Bicycle & Pedestrian Committee created the Valley Bicycle Summit which provides education and safety information/activities to the public. The Summit has continued each year since 2012. Also, Metro COG created a local bicycle website ([bikefm.org](http://bikefm.org)) in 2013 which provides a host local bicycle rider information and tools and, most importantly, provides safety information and rules of the road to the public.
- **Red River Greenway** – In 2014 Metro COG in cooperation with the City of Moorhead completed the Moorhead River Corridor Master Plan.
- **Active Living** – Per the recommendation of the 2011 Plan, Metro COG has been involved with local public health agencies and has been involved with Streets Alive each year since 2013.
- **Safe Routes to School (SRTS)** – In 2016 Metro COG began updating SRTS plans for both Moorhead and West Fargo Public Schools. In addition, Metro COG has been involved with providing Fargo Public Schools with SRTS maps whenever a new school opens.
- **Bicycle and Pedestrian Connections to Transit** – In 2013 Metro COG provided MATBUS with a technical memorandum which provided recommendations on how to better connect bicycle users and pedestrians to existing bus shelters.
- **Maintenance and Safety Improvements Recommendations** – The aforementioned bicycle website ([bikefm.org](http://bikefm.org)) provides a comment box which allows the public to provide any comments or report any issues with the local bicycle network. Metro COG then relays the comments/concerns to the appropriate jurisdiction.

- **Performance Measures (bike/ped counts)** – Metro COG initiated a new bicycle/pedestrian count program in 2013 which annually counts bikes/peds at 17 locations annually. Per the recommendation of the 2011 Plan, some counts are located at locations where known future roadway improvements will occur. In addition, Metro COG installed six ‘low cost’ automated counters which count bike/ped traffic year-round - this was also a recommendation of the 2011 Plan.
- **Signage of Bicycle Facilities** – In January 2016 Metro COG completed the Bicycle Wayfinding Signage Study which provided corridors and locations through the Fargo-Moorhead area for bicycle guide signage. Also, the study provided recommended kiosk sign locations.



Valley Bicycle Summit, 2013



Bikefm.org website

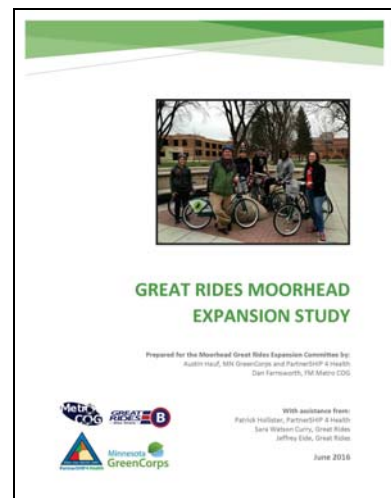
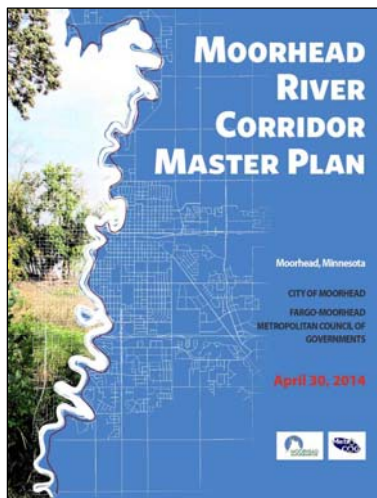
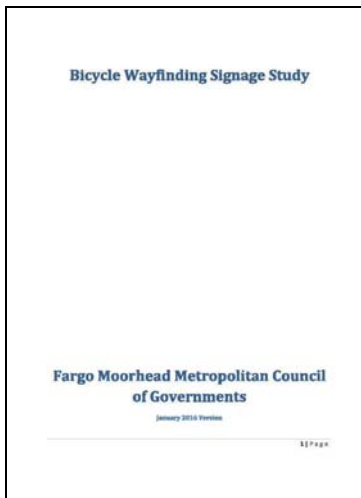
## 1.5 Related Plans/Studies

In addition to the Fargo-Moorhead Metropolitan Bicycle & Pedestrian Plan which is updated every five years, numerous other plans or studies have been completed that have major bicycle / pedestrian components. Below are relevant plans that have been completed within the past five years:

- **Moorhead River Corridor Master Plan (2014)** – With the number of home buy-outs due to recent flood protection efforts, the land adjacent to the Red River in Moorhead has opened up green space which provides various recreation opportunities. This study looks at the recreational and environmental opportunities along the Moorhead river corridor which includes paved shared use paths.
- **Bicycle Wayfinding Signage Study (2016)** – Initially began in 2013, the Bicycle Wayfinding Signage Study addressed a need for bicycle wayfinding signage in the Fargo-Moorhead Area. This study looks at corridors and locations for bicycle guide signs and also proposes location for sign kiosks maps.
- **Great Rides Moorhead Expansion Study (2016)** – With the success of the Great Rides bike share which launched in 2015, there has been a desire to expand the program into Moorhead. Initiated by PartnerSHIP 4 Health, a study was developed to evaluate and prioritize locations in Moorhead for future bike share stations.
- **MN Statewide Bicycle System Plan (2016)** – In August 2016 MnDOT completed a comprehensive statewide bicycle system plan. This plan presents MnDOT’s vision and goals for bicycle transportation, implementation strategies, and associated performance measures.
- **MN Walks (2016)** – In December 2016 MnDOT in cooperation with the MN Department of Health completed a comprehensive statewide pedestrian plan named *MN Walks*. This plan guides

planning, decision-making and collaboration for agencies, organizations, policy-makers, and public and private entities across Minnesota.

- **Roadway Corridor Studies** – Since the 2011 Bicycle & Pedestrian Plan, Metro COG has been involved with various roadway corridor studies. Most studies involve a bicycle and pedestrian component. Corridor studies completed by Metro COG since 2011 include but are not limited to: 9<sup>th</sup> St/Veterans Blvd Corridor Study (2012), Main Ave (Fargo) Corridor Study (2013), US10/US75/Center Ave Corridor Studies (2013), and Sheyenne St Corridor Study (2016).



Other plans that are ongoing that are of interest to bicycle & pedestrian efforts include the following:

- **Downtown Fargo Master Plan** – This plan began in 2016 and is expected to be completed in mid-2017. The plan is evaluating everything from housing to livability to transportation. An important component of the plan is bicycle and pedestrian improvements.
- **West Fargo Comprehensive Plan** – This plan began in late 2016 and is expected for completing around the end of 2017. As part of the plan, bicycle and pedestrian improvements will be a component.
- **West Fargo Safe Routes to School Study** – In 2016 Metro COG began the West Fargo Safe Routes to School Study. The study is expected to be completed around the end of 2016. The previous safe routes to school study for West Fargo was completed in 2011.
- **Moorhead Safe Routes to School Study** – In 2016 Metro COG began the Moorhead Safe Routes to School Study. The study is expected to be completed around the end of 2016. The previous safe routes to school study for Moorhead was completed in 2009.

## 1.6 Heartland Trail Planning Efforts

The Heartland Trail is a paved shared use path that currently extends 49 miles from Park Rapids, MN to Cass Lake, MN. In 2006 the Minnesota State Legislature approved the extension of the trail from Park Rapids to Moorhead. In 2014 Metro COG took the initiative to lead Heartland Trail planning efforts in Clay County. The Clay County Heartland Trail Task Force was created at that time to help guide the planning effort. Currently Metro COG and stakeholders are focusing on planning of the Trail between Buffalo River State Park and Hawley. This effort is still in the planning stages with trail alignments still preliminary.

## 1.7 Bicycle Friendly Community Designation






In 2014 Metro COG applied for Bicycle Friendly Community designation for the Fargo-Moorhead Metropolitan Area. In this application was included the cities of West Fargo, Fargo, Moorhead, and Dilworth. In November of 2014 Fargo-Moorhead Metropolitan Area was awarded Bronze Bicycle Friendly Community by the League of American Bicyclists. The designation is current until 2018 at which time a community will need to re-apply. There are bicycle-friendly tiers given by the League of American Bicyclists: Bronze, Silver, Gold, Platinum, and Diamond. As of






2016 there were three communities in ND with a Bicycle Friendly Community designation and eighteen communities in MN with the designation.

## 1.8 Description of Bicycle and Pedestrian Facilities

Various types of facilities comprise Fargo-Moorhead’s bicycle and pedestrian network. The table below describes the array of facilities.

**Table 1.1 – Description of Bicycle & Pedestrian Facilities**

Facility Type	Description	Photo
<b>Bicycle Facilities</b>		
Bike Lanes	Typically 5 to 7 feet wide, bike lanes are a designated space for people bicycling. Vehicles are not allowed to drive in the bike lanes unless for parking or turning purposes.	 <p style="text-align: center;"><i>15<sup>th</sup> Ave N, Moorhead</i></p>
Buffered Bike Lanes	Similar to standard bike lanes, buffered bike lanes provide additional protective space between the bicycle travel-way and vehicle travel-way.	 <p style="text-align: center;"><i>N University Dr, Fargo</i></p>
Protected Bike Lanes	New to the Fargo-Moorhead area as of 2015, protected bike lanes provide extra protection from vehicle traffic by separating the bike lane from vehicle lanes with a parking lane.	 <p style="text-align: center;"><i>NP Ave, Fargo</i></p>

<p>Shared Lane Markings (Sharrows)</p>	<p>Shared lane markings are on-street pavement markings encouraging vehicle drivers to share to roadway with people bicycling. Shared lane markings are located on corridors with prominent bicycle use or corridors where people on bicycles are encouraged to utilize.</p>	 <p>24<sup>th</sup> Ave S, Fargo</p>
<p>Sign-Shared Roadways</p>	<p>Sign-shared roadways are corridors with low vehicle traffic that are recommended routes for bicycle travel. No pavement markings exist on these routes however signs are placed along the corridors identifying the route. Sign displays may vary from guide signs (green) to warning signs (yellow).</p>	 <p>9<sup>th</sup> St N, Fargo</p>
<p>Paved Shoulders</p>	<p>Paved roadway shoulders are recognized as bicycle facilities as long as they are 4 feet in width or greater. These are typically found along rural highways.</p>	 <p>CR 20, Cass County</p>
<b>Bicycle/Pedestrian Facilities</b>		
<p>Shared-Use Path</p>	<p>Shared-use paths are paved pathways for use by both pedestrians and people bicycling. Shared-use paths are between 8 and 12 feet in width and are either concrete or asphalt. They can be found along roadways, within greenways, or within parks.</p>	 <p>Red River Trail, Moorhead</p>
<b>Pedestrian Facilities</b>		
<p>Sidewalks</p>	<p>Sidewalks are designed for pedestrian use. However, people on bicycles are not prohibited from riding on sidewalks in many parts of the Fargo-Moorhead area. Sidewalks are concrete and are typically between 4.5 and 6 feet in width.</p>	 <p>1<sup>st</sup> St E, West Fargo</p>





## Chapter 2: EXISTING SYSTEM CONDITIONS

### 2.1 Natural Characteristics

The Fargo-Moorhead Metropolitan Area is located in the Red River Valley which is characteristic of significantly flat terrain. This flat terrain can make for ease of bicycling and walking. The only notable topographic features are found near the Red River where minor elevation changes are found. The Red River, along with some of its tributaries and drains, run through the Fargo-Moorhead area making pathway connections within the community a challenge at times. The Red River can be susceptible to extreme springtime and summer flooding as a result of snow melt and heavy rainfalls. These floods often inundate nearby trails and make bridge crossings impossible.

Weather in the Fargo-Moorhead area varies considerably from cold winters to warm summers. January, the coldest month of the year, averages a high of 16 F and a low of -2 F while July, the warmest month of the year, has an average high temperature of 83 F and an average low of 59 F. The area receives moderate amounts of precipitation with 21 inches of rain and 38 inches of snow per year. In comparison, the average US city receives 37 inches of rain and 25 inches of snow a year. With annual average wind speeds of 12 mph in the Fargo-Moorhead area, wind can be a real factor for the desirability of bicycle and pedestrian travel.



Red River; Source: FMCVB

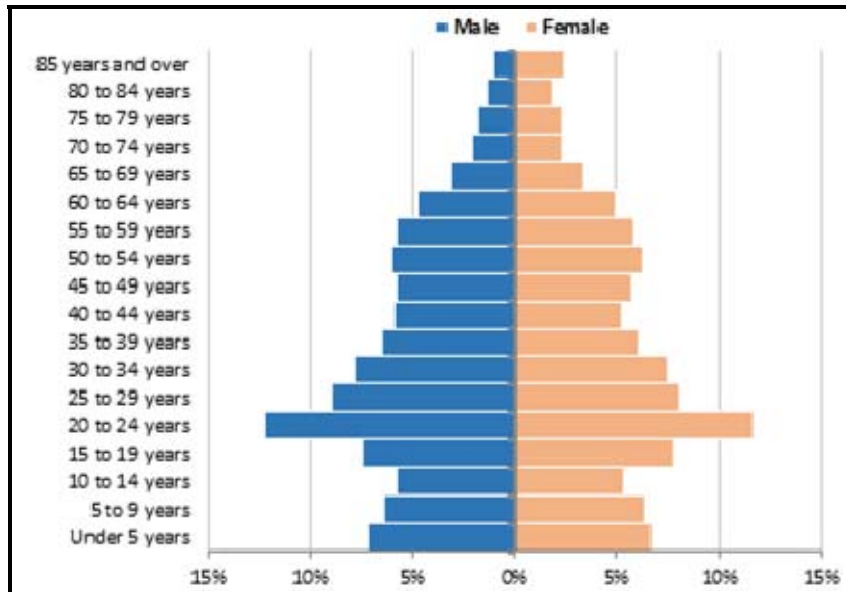


Downtown Fargo; Source: Fast Horse

### 2.2 Population Characteristics

The population of the Fargo-Moorhead Metropolitan Statistical area (Cass Co. plus Clay Co.) was estimated at 233,836 in 2015. This is a 12% increase since the 2010 census population of 208,777. The Fargo-Moorhead area has a fairly young population with a median age of 31.8 whereas the national median age is 36.8. This can be attributed to the many universities and colleges in the community along with the number of young families. The figure below shows the area's age distribution.

**Figure 2.1 – Age / Gender Composition**



Source: ACS Data, 2010 - 2014

The table below shows the Fargo-Moorhead area’s commuting trends as gathered by the US Census Bureau’s annual American Community Survey (ACS):

**Table 2.1 – Means of Transportation to Work**

Transportation Means	2005 – 2009	2010 – 2014
Drive alone	81.8%	82.0%
Carpool	8.6%	7.9%
Public Transit	0.7%	1.1%
Walk	3.8%	3.7%
Bike	0.8%	0.6%
Work from home	3.5%	3.7%
Other	0.8%	1.0%

*Note: Data for MSA (Cass Co. + Clay Co.)*

Source: US Census ACS data

### 2.3 Existing Land Use and Urban Design

Land use and urban design can have a significant effect on the practicality and desirability of bicycle and pedestrian travel. The Fargo-Moorhead Area has a variety of land uses and urban design styles. The core of the Area (i.e. Downtown Fargo) has higher densities, a mix of land uses, and has urban design elements that encourage bicycle and especially pedestrian travel. The newer and more outlying parts of the Metro Area have land use and urban design elements where automobile use tends to be the controlling design factor. Below are two examples of commercial corridors in the area and the relationship the land use/urban design has on pedestrian travel.

**Table 2.2 – Land Use / Urban Design Comparison – Pedestrian Travel**

<p><b>13<sup>th</sup> Ave S commercial corridor, Fargo</b></p>  <p><i>Source: Bing Maps</i></p>	<p>Average September Pedestrian Count*: 8 / hr</p> <p>The 13<sup>th</sup> Ave S corridor near the West Acres Mall provides standard pedestrian facilities such as a shared-use path, crosswalks and pedestrian signalization at intersections. However, the spacing between businesses, the distance between the path and businesses, roadway speeds, roadway noise, block spacing, aesthetics, and more all play a role in the practicality and desirability of pedestrian travel.</p> <p>*Counts were taken on weekdays in September between 4 pm – 7 pm. Years 2013 – 2015.</p>
<p><b>Broadway commercial corridor, Downtown Fargo</b></p> 	<p>Average September Pedestrian Count*: 344 / hr</p> <p>The Broadway corridor in downtown Fargo provides ample pedestrian accommodations. In addition, the spacing between business entrances, the building uses, the separation between sidewalk and roadway, the low roadway speeds, aesthetics, and more all play a role in the practicality and desirability of pedestrian travel.</p> <p>*Counts were taken on weekdays in September between 4 pm – 7 pm. Years 2014, 2015.</p>

**2.4 Bicycle and Pedestrian Network**

The Fargo-Moorhead area’s bicycle and pedestrian network consists of a variety of facilities intended to provide connectivity throughout the area. As the community grows, the networks follows suit. The area has added a number of facilities that were nonexistent just a few years ago. Table 2.3 displays the total mileage of the urban bicycle and pedestrian facilities in both 2010 and 2016 while Figure 2.2 shows the locations of the existing bicycle and pedestrian facilities.

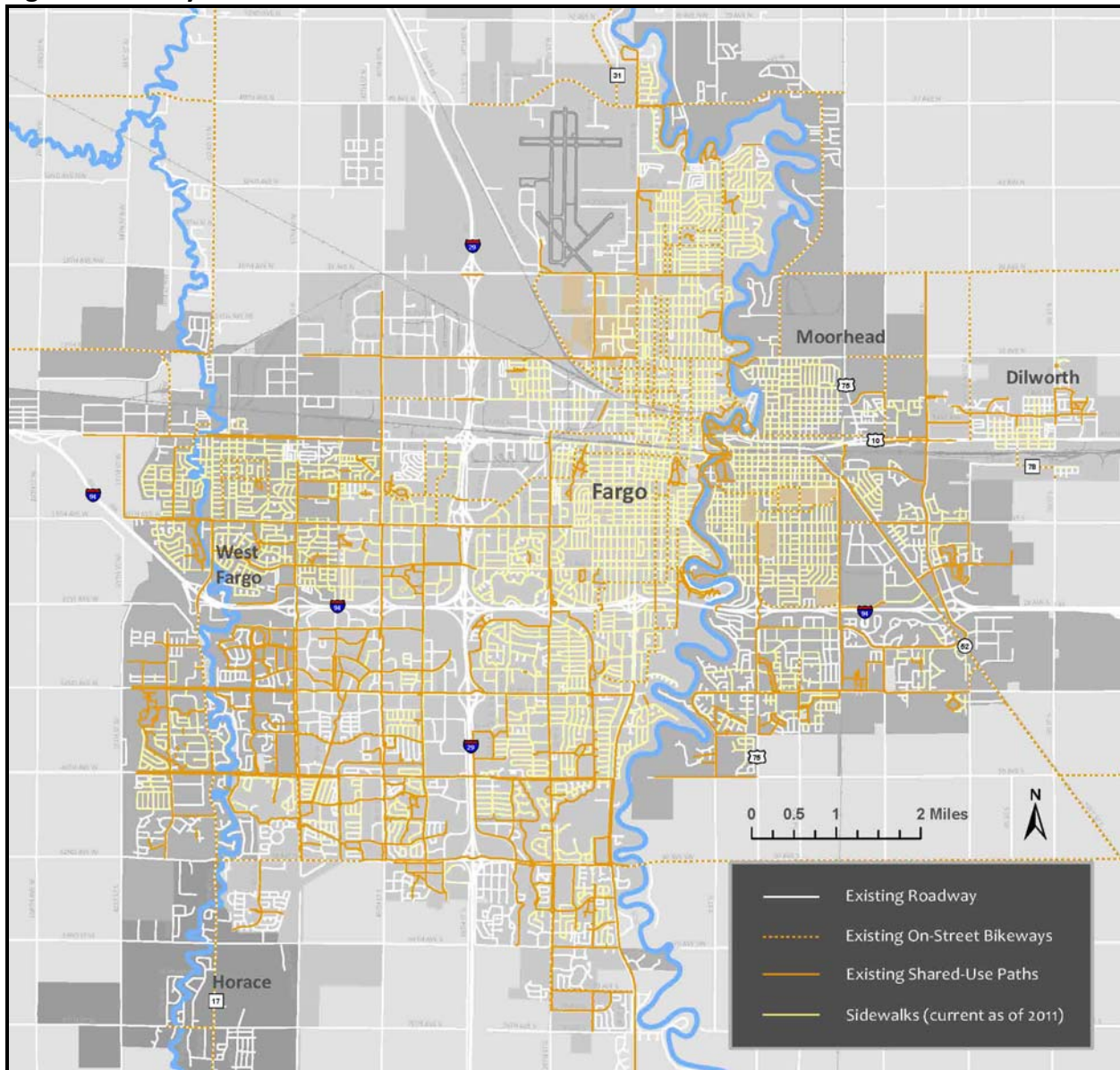
**Table 2.3 – Mileage of Urban Bicycle/Pedestrian Facilities (2010, 2016)**

Facility	West Fargo		Fargo		Moorhead		Dilworth		Total	
	2010	2016	2010	2016	2010	2016	2010	2016	2010	2016
Bike Lane*^	0	0	2.7	10.2	1.3	5.7	0	0	4.0	15.9
Shared Lane Marking (Sharrows)*	0	0	2.5	8.5	0	0.3	0	0	2.5	8.8
Sign-Shared Roadway*	6.3	3.1	13.9	12.5	2.9	3.3	0	0	23.1	18.9
Shared-Use Path	33.6	52.4	106	130	35.7	41.1	4.0	5.3	179	229
Sidewalk** “	121	N/A	480	N/A	157	N/A	10.4	N/A	768	N/A

\* Shown as centerline miles of roadway  
 \*\* Includes sidewalks on both sides of roadway  
 ^ Includes bike lanes, buffered bike lanes, and separated bike lanes  
 “ Sidewalk data from 2011

Source: 2011 FM Metro Bicycle & Pedestrian Plan, Metro COG GIS database

**Figure 2.2 – Bicycle and Pedestrian Network**



Sidewalks provide a designated space for pedestrian travel. The vast majority of roadways in the Fargo-Moorhead area provide sidewalks alongside the roadway. Various ordinances exist explaining when and where sidewalks shall to be installed. The table below summarizes sidewalk ordinances for the local jurisdictions.

**Table 2.4 – Current Sidewalk Ordinances per Jurisdiction**

Jurisdiction	Ordinance No.	Ordinance Summary
Fargo	18-0201 18-0215	Sidewalks shall be constructed along the street or avenue whenever a new building is constructed unless the owner chooses to petition the sidewalk in which case the petition is considered by the board of city commissioners. All sidewalks constructed or reconstructed shall be at least 4.5 feet in width.
Moorhead	11-5-8	All new subdivisions within the City shall provide sidewalks on both sides of all arterial, collector, local and cul-de-sac streets. A sidewalk plan may be submitted by the developer which illustrates the placement of sidewalks on one side of a street or areas with no sidewalks.
West Fargo	2-0102	Sidewalks shall be constructed along both sides of all streets and within cul-de-sac unless instructed otherwise by the City Commission.
Dilworth	6.080	All new subdivisions within the City shall provide sidewalks on both sides of all arterial, collector, local and cul-de-sac streets. A sidewalk may plan may be submitted by the developer which illustrates the placement of sidewalks on one side of a street or areas with no sidewalks.
Horace	2-0102	Sidewalks shall be constructed along both sides of all streets and within cul-de-sac unless instructed otherwise by the City Council.

**2.5 Maintenance of Bicycle and Pedestrian Network**

Proper maintenance is crucial to the function and safety of bicycle and pedestrian network. Maintenance can involve sweeping, snow/ice removal, surface improvements, and more. Many partners are involved in keeping our bicycle/pedestrian network in operating-order including, municipalities, park districts and property owners.



Debris in bike lane, Moorhead



Snow on sidewalk; Source: Forum

Table 2.5 summarizes the existing snow removal policies and ordinances along with existing sweeping policies.

**Table 2.5 – Existing Snow Removal and Sweeping Policies**

<b>City of West Fargo</b>		
Sidewalk (snow)	Owner	No snow or ice shall not be allowed to remain on sidewalks. If neglected after 48 hours, the owner will be subject to penalties. (Ord. 2-0121)
Shared use paths (snow)	City	The City of West Fargo clears snow from all shared use paths within City roadway right-of-way. Shared use paths located on City park property are not cleared of snow in the winter.
Streets (snow)	City	The City of West Fargo plows Snow Emergency Routes first followed by the remainder of the streets.
Sweeping	City	The City of West Fargo contracts-out a city-wide sweeping effort twice a year (spring and fall). Also, the City uses its two sweepers to sweep roadways throughout the summer (typically collector and arterial roadways)
<b>City of Fargo</b>		
Sidewalk (snow)	Owner	Snow and ice must be cleared by 9:00 pm of each day or snow/ice will be removed by the city and the owner will be billed. (Ord. 18-0301)
Shared use paths (snow)	City	The City of Fargo clears snow from all shared use paths within City roadway right-of-way. Shared use paths located on City park property are cleared by Fargo Parks.
Streets (snow)	City	The City of Fargo plows primary then secondary snow routes before conducting city-wide plowing. The goal of the City is to have all streets cleared within 24 hours after a snowfall.
Sweeping	City	The City of Fargo sweeps streets on a continuous basis throughout spring, summer and fall. The arterial roadways take priority followed by the rest of the city streets. Downtown and the core neighborhoods (where large trees are present) also get swept more often.
<b>City of Moorhead</b>		
Sidewalk (snow)	Owner	Snow and ice must be cleared by 9:00 pm of each day or snow/ice may be removed by the city and the owner will be billed. (Ord. 3-3-10)
Shared use paths (snow)	City	The City of Moorhead Maintenance crews remove snow from all city and park shared use paths preferably within 24 hours of a snowfall event.
Streets (snow)	City	Snow emergency primary and secondary routes and main thoroughfares are plowed first, followed by residential streets. First pass is made 1 – 2 feet from curb. Second pass (made next scheduled day) is made as close to the curb as possible.
Sweeping	City	The City of Moorhead has three street sweepers which operate throughout the spring, summer, and fall. The intent is to have all streets swept every two or three weeks.
<b>City of Dilworth</b>		
Sidewalk (snow)	Citizens	The City of Dilworth does not have an ordinance detailing snow removal, however in 2014, the City of Dilworth, in cooperation with PartnerSHIP 4 Health, launched the “Shovel Dilworth” initiative. Residents are encouraged to clear snow off their sidewalks, help neighbors shovel theirs or adopt a section of sidewalk, bus stop, or fire hydrant. The program has seen community participation and continues to this day.
Shared use paths (snow)	City	All shared use paths are cleared by the City. Shared use paths located in-front of residences are often voluntarily cleared by residents.
Streets (snow)	City	The City of Dilworth Maintenance Department is responsible for street snow plowing.

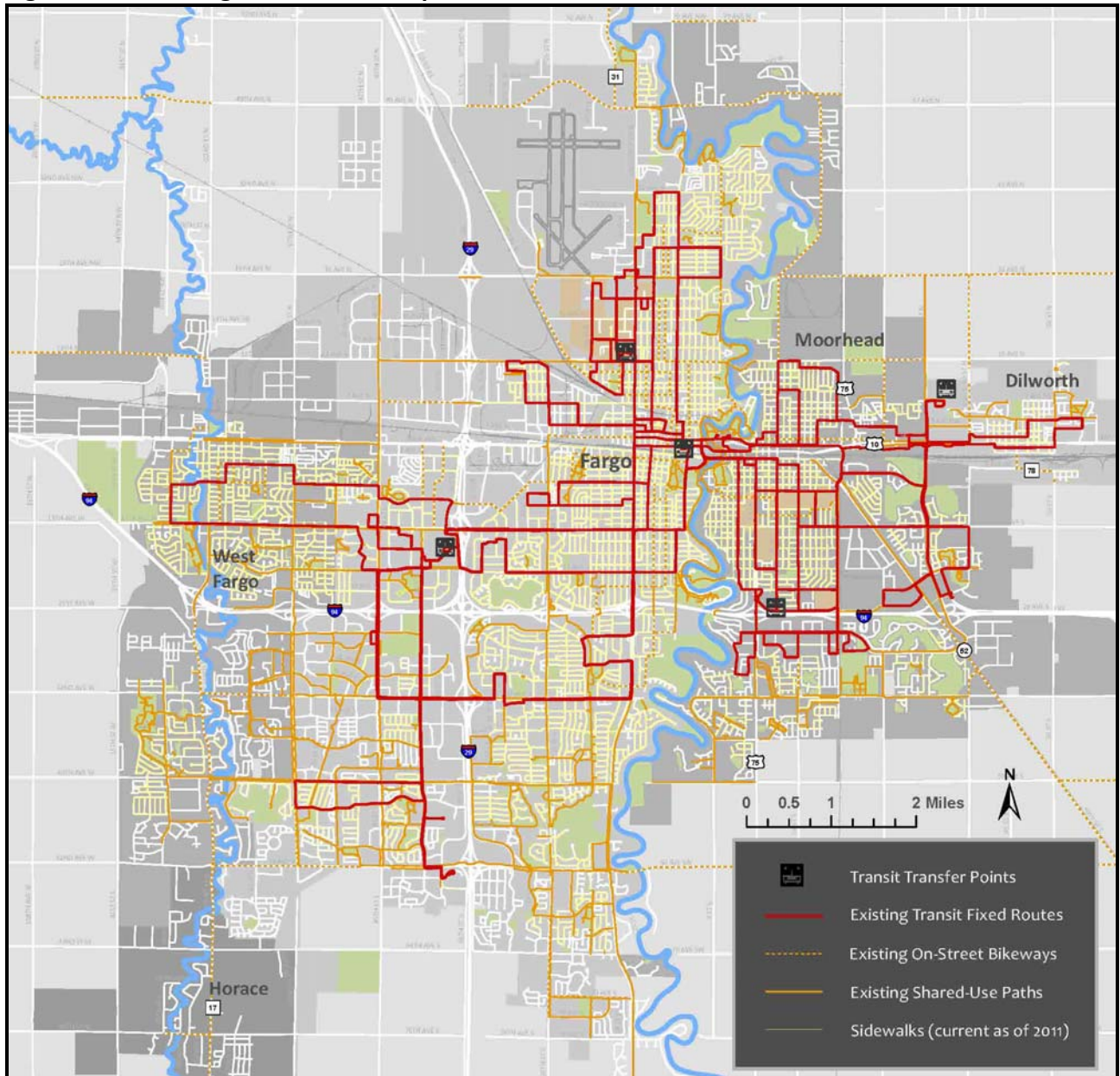
Sweeping	City	The City of Dilworth contract street sweeping which occurs approximately two or three times per year. All streets are swept.
<b>Cass County</b>		
Shared use paths (snow)	County	Cass County removes snow on their shared use paths which are not located within municipalities. County-owned paths located within municipalities are plowed by that municipality.
Roadways (snow)	County	The Cass County Maintenance Division removes snow on roadways on a priority basis. The priorities are as follows: (1) Key Commuter Routes, (2) Secondary Commuter Routes, (3) Other County Hard Surfaced Routes, (4) Gravel Surfaced County Routes.
Sweeping	County	Cass County currently sweeps roadways (shoulders) on an as-needed basis, typically when major debris/mud is on roadway/shoulder.
<b>Clay County</b>		
Shared use paths (snow)	Owner	Clay County does not own any shared use paths.
Roadways (snow)	County	Clay County plows snow on roadways on a priority basis. The priorities are as follows: (1) high volume paved highways, (2) low volume paved highways, (3) high volume gravel roadways and subdivisions, (4) low volume gravel roadways.
Sweeping	County	Clay County sweeps roadways upon request.

## 2.6 Transit

Transit is an integral part of bicycle and pedestrian planning as most transit users begin and end their trips as pedestrians or bicycle users. The area’s transit system consists of fixed-route and paratransit bus service which is operated by Metro Area Transit (MATBUS). The fixed route system includes 25 routes that provide coverage within the cities of West Fargo, Fargo, Moorhead, and Dilworth. Please see Figure 2.3 for locations of the existing fixed-routes. In 2010 MATBUS ridership surpassed 2 million rides. Since 2010 ridership has remained just over 2 million rides per year.

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Figure 2.3 – Existing Fixed-Route Maps



With the development of the U-Pass, MATBUS has seen a large increase in student riders. The U-Pass allows unlimited trips to students of NDSU, MSUM, Concordia, and M-State. Approximately 50% of MATBUS ridership is from college students. All buses are ADA (Americans with Disabilities Act) compliant and are equipped with external bike racks able to hold two bikes. Currently the fleet is in the process with replacing their two-bike racks with three-bike racks.

Table 2.6 shows recent MATBUS ridership along with bicycle boarding information.



**Table 2.6 – Historic Fixed Route Transit Ridership and Bicycle Boardings**

Total Fixed and Circular Route Ridership		Total Bicycle Boardings		Total Bicycle Boardings	As a Percent of Total Boardings
Year	Trips	Fargo	Moorhead		
2005	1,138,466	5,442	1,945	7,387	0.65%
2006	1,248,800	7,188	3,072	10,260	0.82%
2007	1,318,762	12,262	4,854	17,116	1.30%
2008	1,626,909	12,974	6,309	19,283	1.19%
2009	1,872,630	10,031	4,277	14,308	0.76%
2010	2,001,334	9,009	4,291	13,300	0.66%
2011	2,100,705	10,378	4,054	14,432	0.69%
2012	2,044,932	12,504	4,451	16,955	0.83%
2013	2,134,891	11,586	4,139	15,725	0.74%
2014	2,223,701	13,448	5,109	18,557	0.83%
2015	2,061,126	14,968	6,105	21,073	1.02%

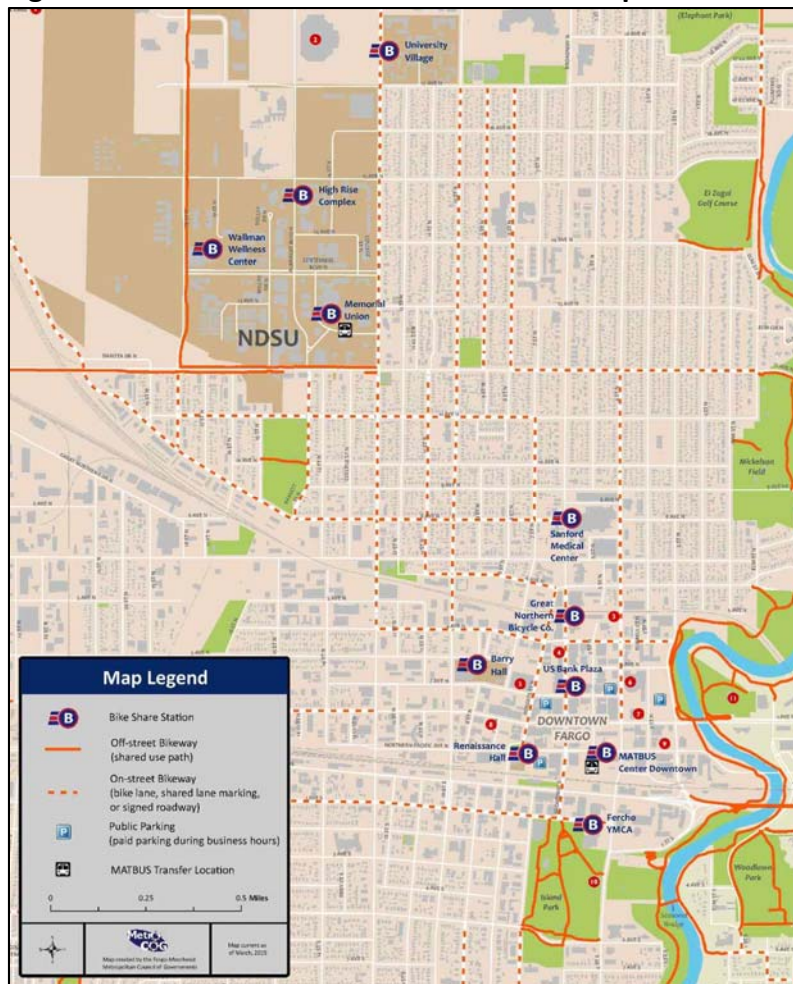
Source: MATBUS

## 2.7 Bike Share

In March 2015 the Great Rides Bike Share program was launched, the first bike share system of its kind to be created in the area. The program consists of 101 bikes and 11 stations. Of those stations, four are located at NDSU’s main campus while the other seven are located in downtown Fargo. Below is a map of the station locations.

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**Figure 2.4 – Great Rides Bike Share Station Map**



Source: Emerging Prairie

Great Rides bike share operates seasonally with bikes available March/April through the end of October. The system is designed for use by everyone. The public can use the system for a small cost while NDSU students can use bikes for free for the first 30 minutes. Great Rides bike share is easily integrated with the NDSU student ID cards so that students wishing to use the system can simply register and ride for free (under 30 minutes). Table 2.7 displays 2015 rider information.

**Table 2.7 – 2015 Bike Share Season Rider Information**

Membership	Riders	Trips
NDSU Students	8,103	136,475
Single-day Guests	1,756	4,700
Annual or monthly Members	114	2,178
<b>Total</b>	<b>9,973</b>	<b>145,353</b>

Source: Great Rides

This cooperation between Great Rides and NDSU proved widely popular among NDSU students and made the first season of Great Rides bike share a greater-than-anticipated success. Upon completion of the first

season (March 2015 – October 2015), Great Rides boasted over 145,000 rides and set national records for bicycle and station usage. Below is a table showing bike checkouts per station.

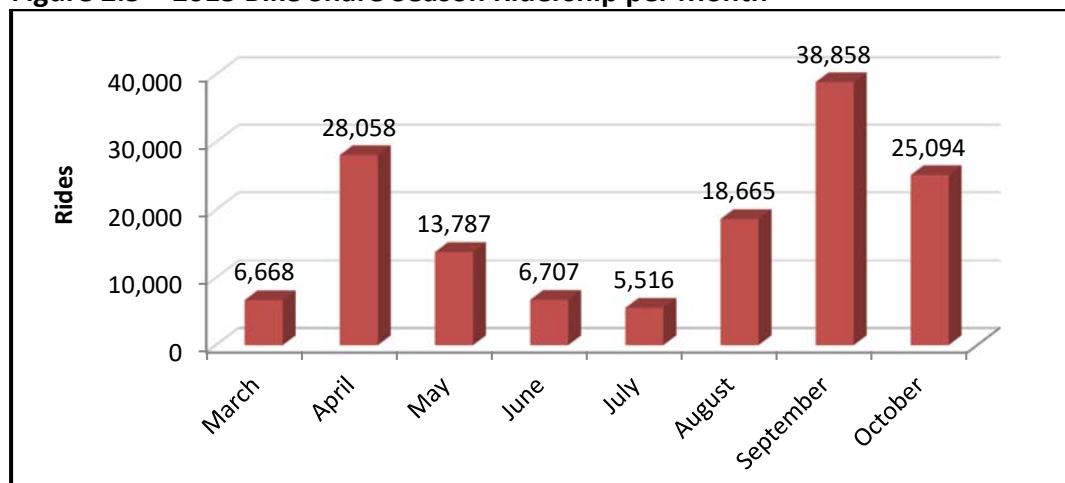
**Table 2.8 – 2015 Bike Share Season Station Activity**

Station	No. of docks	Checkouts	Returns	Total
NDSU High Rises	22	47,678	47,679	95,357
NDSU Memorial Union	30	23,947	23,892	47,839
NDSU University Village	22	22,503	22,671	45,174
NDSU Wellness Center	11	19,015	19,027	38,042
US Bank Plaza	17	3,608	3,610	7,218
Barry Hall	18	3,105	3,079	6,184
Renaissance Hall	14	1,950	1,903	3,853
Great Northern Bicycle Co.	11	1,878	1,823	3,701
Sanford Medical Center	11	1,707	1,694	3,401
Fercho YMCA	14	1,332	1,333	2,665
MATBUS Center Downtown	9	904	910	1,814

Source: Great Rides

The 2015 season showed that the greatest ridership occurred in September with July actually having the lowest number of users. This can be seen in Figure 2.5. Trends seen in this figure can be attributed largely to the NDSU school schedule.

**Figure 2.5 – 2015 Bike Share Season Ridership per Month**



## 2.8 Bicycle and Pedestrian Counts

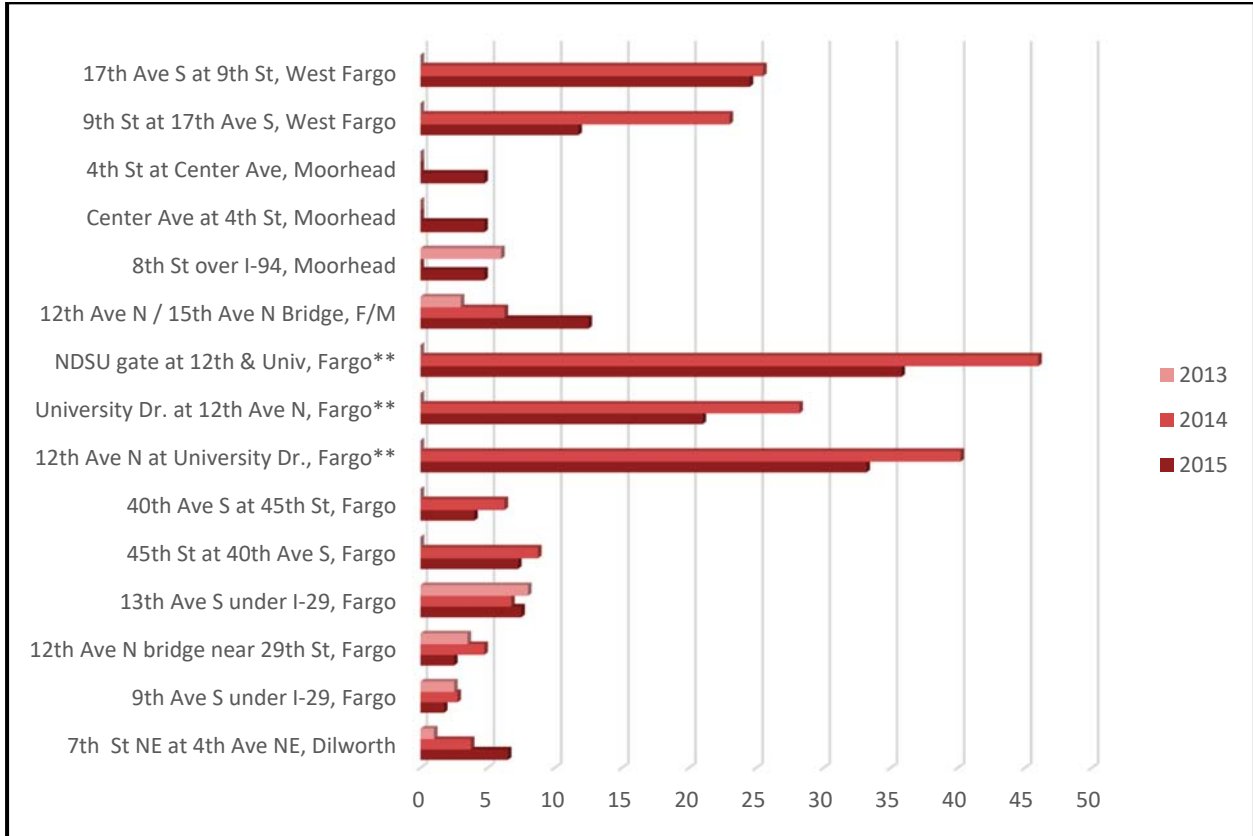
Metro COG has been performing bicycle and pedestrian counts from as far back as 1993.

### Manual Counts

In 2013 Metro COG launched a new bicycle and pedestrian count program which implements manual counts at over a dozen locations in the Fargo-Moorhead area. In 2013 manual counts were performed at 34 locations, and in 2014 and 2015 manual counts were scaled-back to 14 locations. Metro COG developed a report of the 2013 counts which can be found on Metro COG’s website.

Count locations remain the same since 2013 and all counts are taken on a weekday in September typically between the hours of 3:00 pm – 7:00 pm. Some locations are counted over two days and an average is derived. The counts were taken on days with weather that was considered ‘fair’ or ‘favorable’. Below are the results of the manual bicycle and pedestrian counts since 2013.

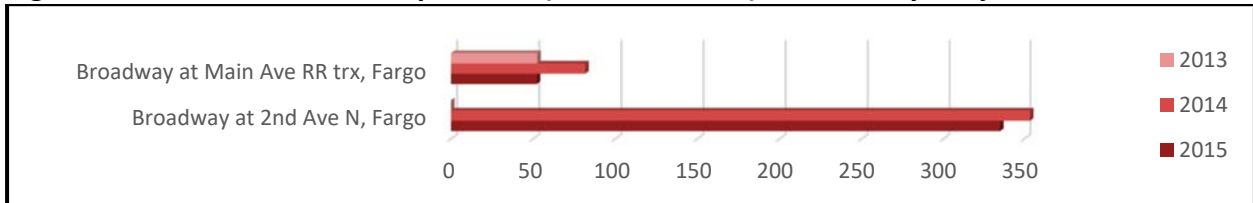
**Figure 2.6 – Pedestrian Counts per Hour (manual counts)**



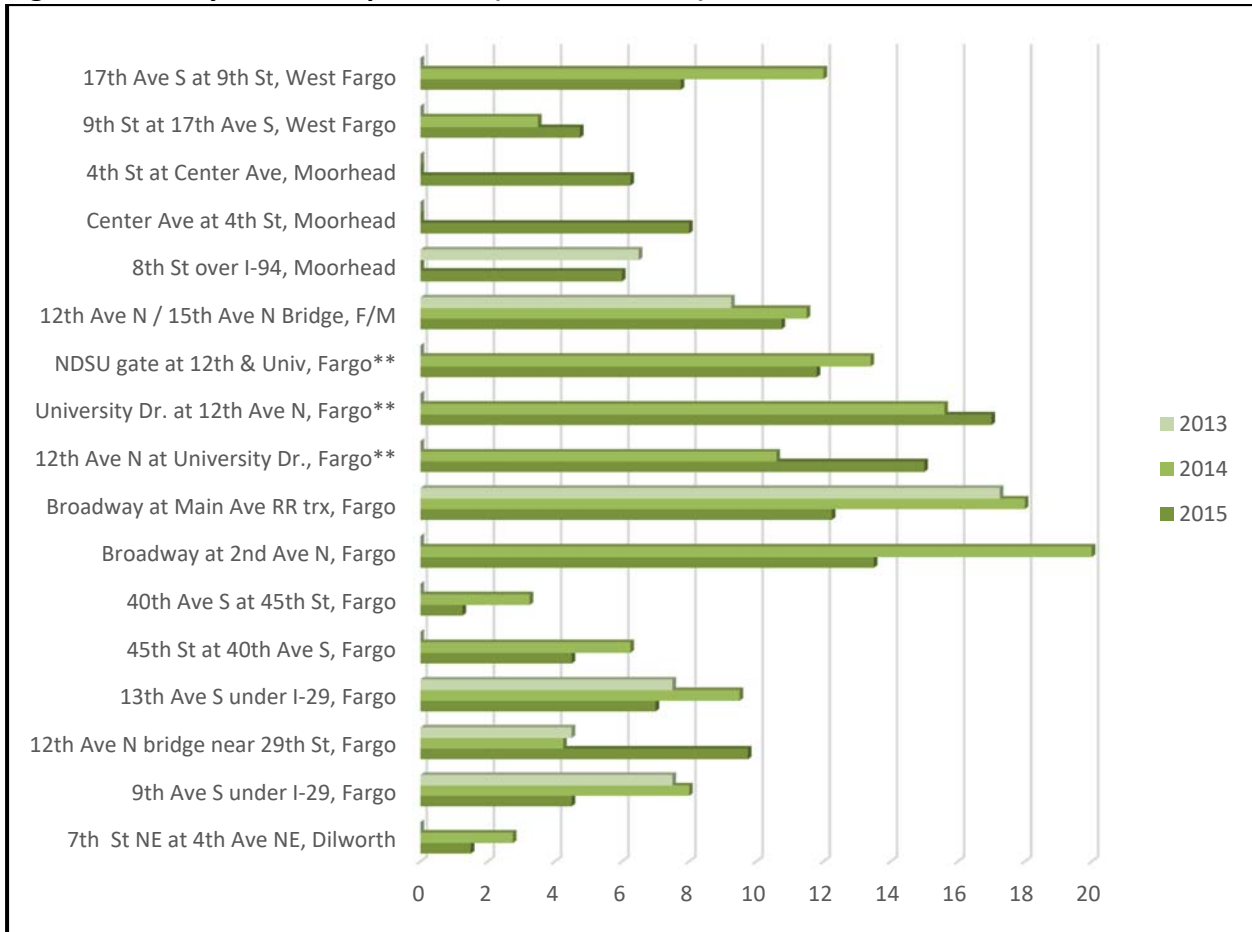
\*\*Counted between 1:00 pm – 6:00 pm

Note: The Broadway data not shown in above chart since numbers are significantly higher than other locations. Broadway data shown in chart below.

**Figure 2.7 – Pedestrian Counts per Hour (manual counts) – Broadway Only**



**Figure 2.8 – Bicycle Counts per Hour (manual counts)**



\*\*Counted between 1:00 pm – 6:00 pm

When analyzing the manual counts, it can be seen that variations occur from year-to-year. This can be attributed to the fact that these counts are only taken one to two days per year and thus are only a sampling of actual bicycle/pedestrian activity. While the counts were taken in ‘fair’ or ‘favorable’ weather conditions, various weather factors can still play a role in the number of bicycle and pedestrian trips.

### Automated Counts

In 2014 Metro COG deployed six automated counters used to count passing people bicycling and walking. These counters count bicycle/pedestrian traffic 24 hours a day, 7 days a week and 365 days a year. Below is a list of the six automated counter locations:

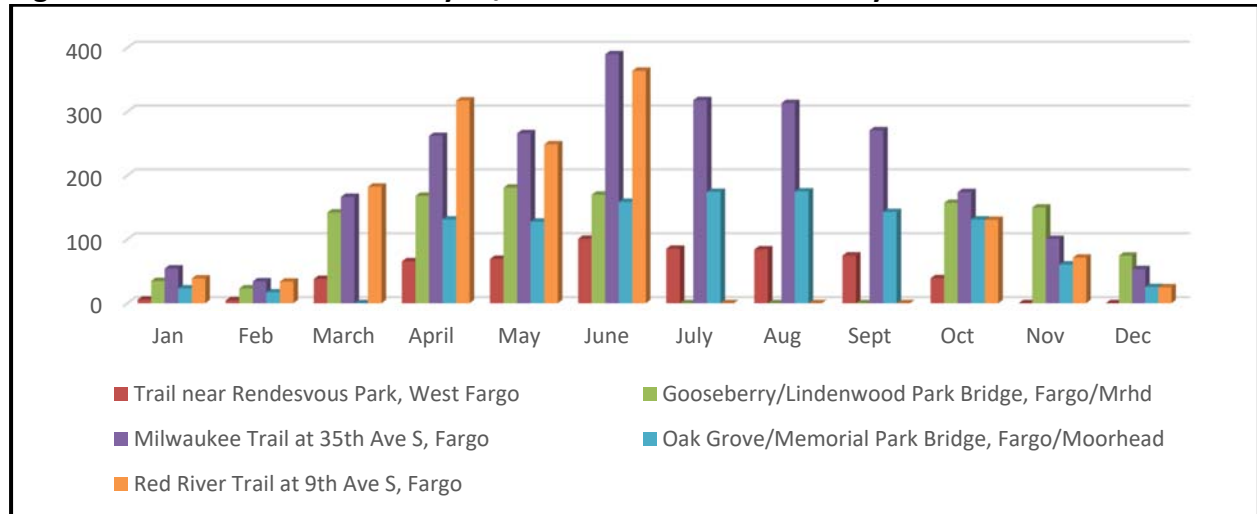
- Trail south of Rendesvous Park, West Fargo
- Milwaukee Trail near 35<sup>th</sup> Ave S, Fargo
- Red River Trail near 9<sup>th</sup> Ave S, Fargo
- Gooseberry/Lindenwood Park Bridge, Fargo/Moorhead
- Oak Grove/Memorial Park Bridge, Fargo/Moorhead
- West sidewalk of Broadway just south of 2<sup>nd</sup> Ave N, downtown Fargo

While these counters provide continuous hourly data, they do have limitations. For example, if two or more people are traveling side-by-side they are likely counted as one. Also the counters are not immune

to vandalism, obstructions or various technical difficulties. Metro COG has experienced all these issues at some point with the automated counters, making the data unreliable at times. It is estimated that some counts could be double what the counter is actually collecting. Nevertheless, the counts provide continuous data and trends that would not be achievable with manual counts.

Below shows the available 2015 data taken from the six automated bicycle/pedestrian counters. Please note that the counters do not differentiate between bicycles and pedestrians.

**Figure 2.9 – 2015 Automated Bicycle/Pedestrian Counter Monthly Data**

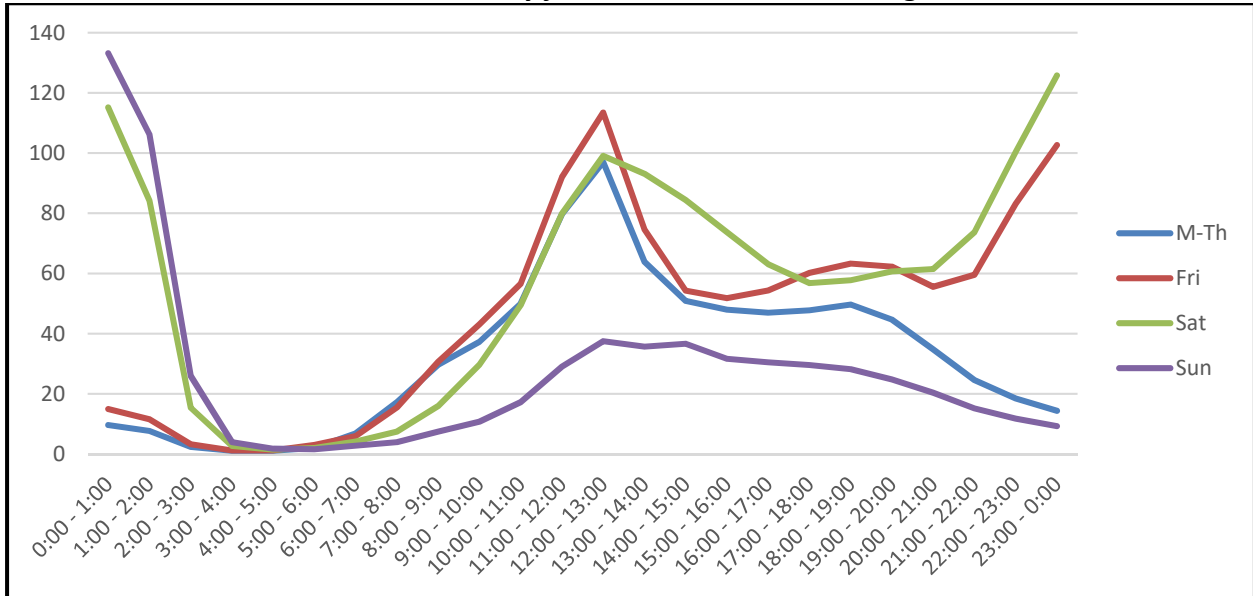


*Note: The Broadway counter data not shown in chart since numbers are significantly higher than other locations. Also, Broadway missing reliable data between May – Aug.*

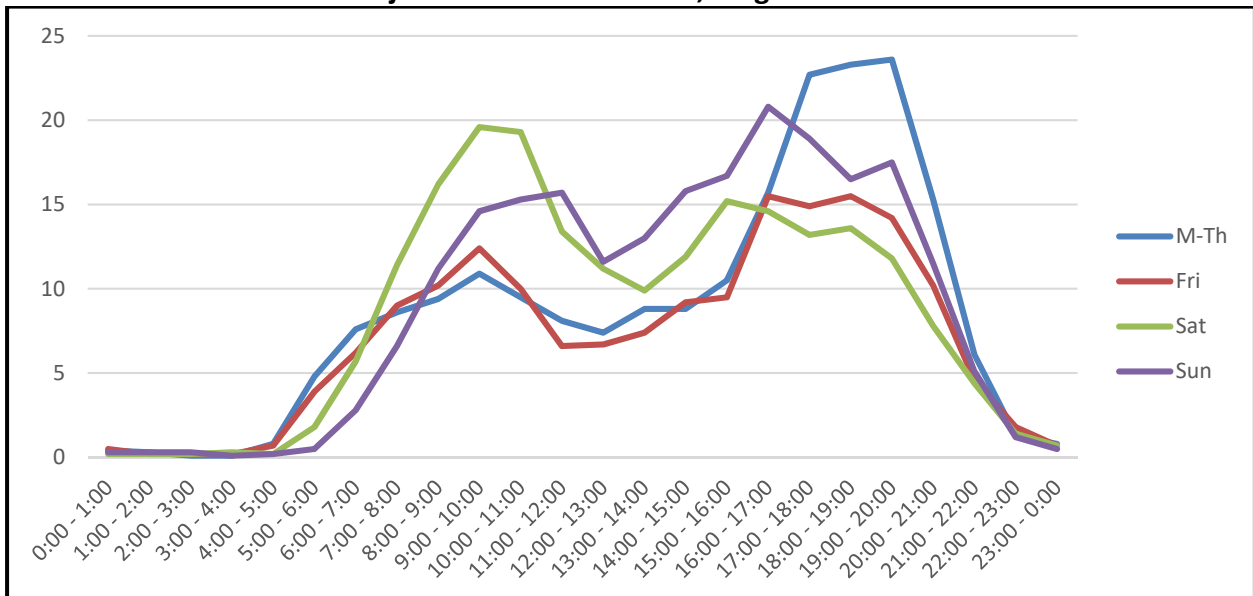
To see hourly trends of bicycle/pedestrian traffic in the area, graphs were developed using data from two of the area’s automated counters. Below shows the hourly trends from the counter located on the west sidewalk of Broadway in Fargo and the counter located along the Milwaukee Trail in Fargo. Data shown is an average of 2015.

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**Figure 2.10 – 2015 Hourly Automated Bicycle/Pedestrian Counter Data  
West sidewalk of Broadway just South of 2<sup>nd</sup> Ave N, Fargo**



**Figure 2.11 – 2015 Hourly Automated Bicycle/Pedestrian Counter Data  
Milwaukee Trail just South of 35<sup>th</sup> Ave S, Fargo**



## 2.9 Bicycle and Pedestrian Crashes

Bicycling and walking are generally considered safe modes of transportation. However, the results of bicycle and pedestrian crashes with motor vehicles can be serious incidents which often result in injuries. As a part of this plan, bicycle and pedestrian crash data were obtained from both NDDOT and MnDOT for a 5-year period (January 1, 2011 – December 31, 2015). A total of 101 pedestrian crashes and 145 bicycle-related crashes occurred within the Fargo-Moorhead area during this time period.

### *Pedestrian Crashes*

Statistics from the 5-years of pedestrian crash data are summarized in Table 2.9.

**Table 2.9 – Pedestrian Crash Data (2011 – 2015)**

Crash Characteristic	Cass County*		Clay County**	
	No. of Crashes	%	No. of Crashes	%
<b>Crash Severity</b>				
No Injury	0	0%	2	7%
Possible Injury	33	46%	12	41%
Injury	37	52%	15	52%
Fatality	2	3%	0	0%
<b>Year</b>				
2011	21	29%	5	17%
2012	10	14%	3	10%
2013	13	18%	6	21%
2014	15	21%	4	14%
2015	13	18%	11	38%
<b>Junction</b>				
Intersection	35	49%	16	64%
Non-intersection	37	51%	9	36%
<b>Time of Day</b>				
Day	43	60%	15	52%
Night	21	29%	12	41%
Dawn	0	0%	2	7%
Dusk	8	11%	0	0%
* Cass Co data only includes crashes within jurisdictions of Fargo, West Fargo, and Horace				
** Clay Co data includes all crashes within Metro COG's planning boundary				

Source: NDDOT, MnDOT

After reviewing Table 2.9 we can see that most crashes involving pedestrians occurred during daytime hours. It is also important to note that the vast majority of crashes involving pedestrians resulted in some form of injury. Two pedestrian crashes involving fatalities were recorded between 2011 and 2015. One crash occurred in 2011 during the day while the other occurred in 2012 at night.

Another table, Table 2.10 shows a comparison of pedestrian crash injury rates between the two counties and national statistics.



**Table 2.10 – Pedestrian Crash Injury Rate Comparison**

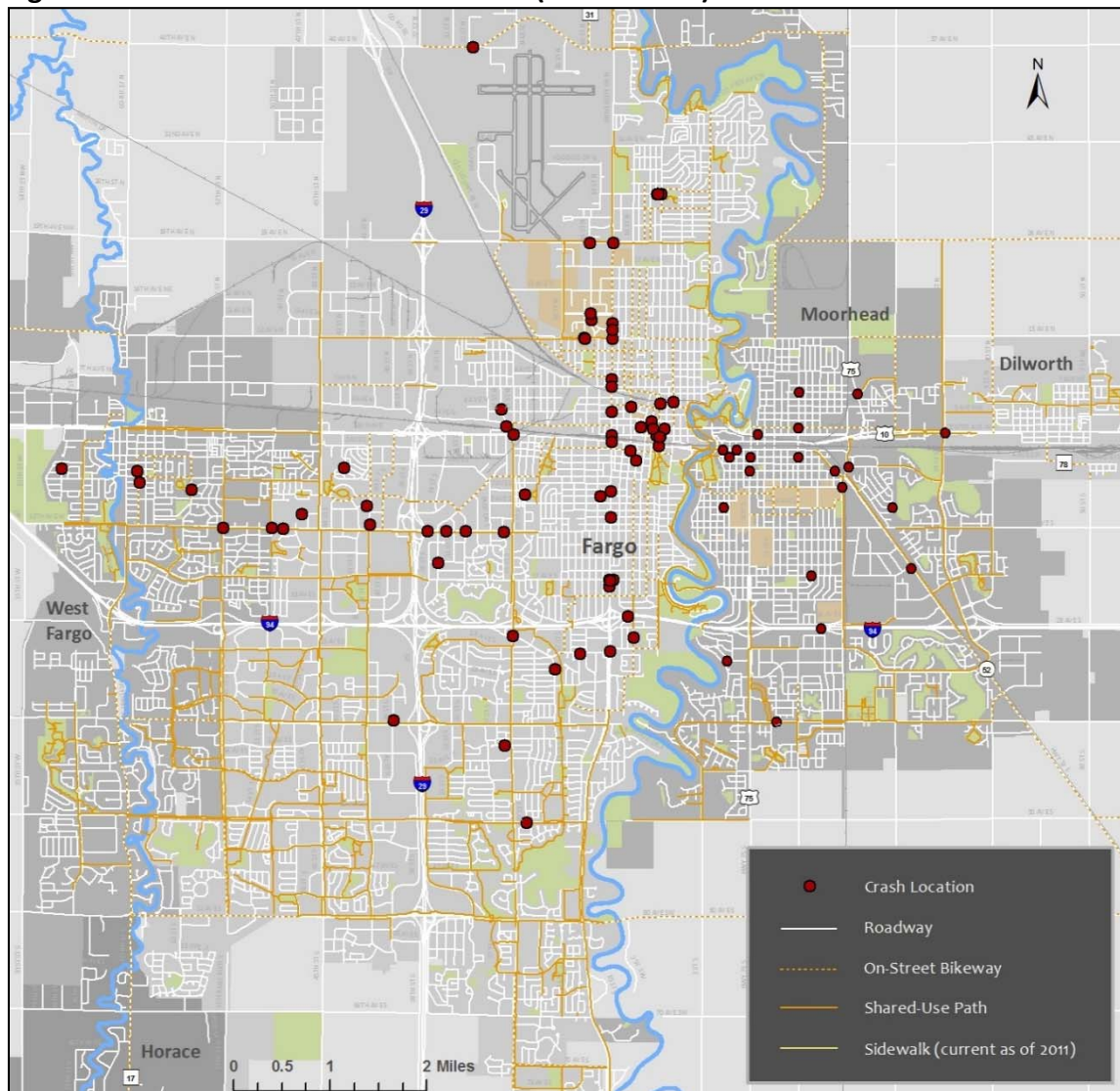
Study Area	Injury Rate*
Cass County average yearly injury rate (2011-2015)	10
Clay County average yearly injury rate (2011-2015)	9
National yearly injury rate (2013)	21
*Per 100,000 population	

Source: NDDOT, MnDOT, NHTSA Report No. DOT HS 812 124

After reviewing the above table, it can be seen that the pedestrian injury rates are comparable between Cass and Clay Counties. However, the local crash rates are shown to be only half the national average. It is unknown the reason for the difference in injury rate between local crashes and the national average.

The map below displays the locations of the pedestrian crashes.

**Figure 2.12 – Pedestrian Crash Locations (2011 – 2015)**



When looking at the map above, crash areas can be seen. It is important to note that areas with higher number of pedestrians often result in higher number of crashes. For example, downtowns, school areas, and college campuses tend to have a higher number of pedestrians so crash numbers tend to be higher at these locations. However, this plan makes note of locations with a history of crashes to ensure that safety improvements are not overlooked.

Below is a list of locations that this plan has identified as having multiple crashes between 2011 and 2015:

- **Intersection of 17<sup>th</sup> Ave S & University Dr, Fargo** – two pedestrian crashes were reported at the intersection of 17<sup>th</sup> Ave S & University Dr. Both crashes occurred in daylight under normal weather and surface conditions. However, alcohol was reported as a factor in one of the crashes. In addition to these two crashes one crash was reported just east of the intersection which occurred during the daytime with possible icy conditions as a factor.
- **600 block of 28<sup>th</sup> Ave N, Fargo** – Three crashes involving pedestrians were reported on the 600 block of 28<sup>th</sup> Ave N in Fargo. Of the crashes, two occurred under dark conditions. Also, alcohol may have been a contributing factor in one of the crashes and weather may have been a contributing factor in two of the crashes.
- **Intersection of 12<sup>th</sup> Ave N & Bolley Dr (NDSU)** – two pedestrian crashes were reported at the intersection of 12<sup>th</sup> Ave N & Bolley Dr located on the NDSU campus. One crash occurred under dark conditions while the other occurred in the daytime. Weather may have been a contributing factor in both crashes.
- **University Dr between 13<sup>th</sup> Ave N & 12<sup>th</sup> Ave N, Fargo** – a total of four pedestrian crashes were reported on University Dr between 13<sup>th</sup> Ave N & 12<sup>th</sup> Ave N. All crashes were intersection-related with two of the crashes located at the intersection of University Dr. & 12<sup>th</sup> Ave N. Three of the four crashes occurred under daylight conditions and two of the crashes may have been weather-related. Alcohol was not a factor in any of the crashes.
- **Downtown Fargo** – A total of 18 crashes involving pedestrians occurred in the defined downtown neighborhood of Fargo. Of these crashes, six were reported as alcohol-related. Also, of these crashes, two locations had multiple crashes. These locations are the following:
  - **NP Ave & Broadway** – This intersection reported two crashes. Both occurred during dark conditions. One crash involved alcohol and weather could have been a factor in the other crash.
  - **University Dr & Main Ave** – This intersection reported two crashes. Both occurred during the daytime and weather could have been a contributing factor in one of the crashes.
- **Downtown Moorhead** – A total of eight crashes occurred in the downtown Moorhead area. Of these crashes alcohol was not reported as a factor in only one of the crashes. Also, of these crashes, one location had multiple crashes. The intersection of
  - **Main Ave & 4<sup>th</sup> St** – This intersection reported two crashes. Both occurred during daylight hours under normal weather/surface conditions.
  - **Main Ave & 6<sup>th</sup> St** – This intersection reported two crashes. One occurred under dark conditions and was reported to include alcohol. The other crash occurred during daylight hours under normal weather/surface conditions.
  - **2<sup>rd</sup> Ave S & 8<sup>th</sup> St** – This intersection reported two crashes. Both occurred during daylight hours under normal weather/surface conditions.
- **Intersection of US 10 & 34<sup>th</sup> St, Moorhead/Dilworth** – this intersection reported two crashes. Both occurred during daylight hours under normal weather/surface conditions.

## Bicycle Crashes

Statistics from the 5-years of bicycle crash data are summarized in Table 2.11.

**Table 2.11 – Bicycle Crash Data (2011 – 2015)**

Crash Characteristic	Cass County*		Clay County**	
	No. of Crashes	%	No. of Crashes	%
<b>Crash Severity</b>				
No Injury	2	2%	2	7%
Possible Injury	57	49%	21	70%
Injury	56	49%	7	23%
Fatality	0	0%	0	0%
<b>Year</b>				
2011	23	20%	10	33%
2012	28	24%	4	13%
2013	18	16%	4	13%
2014	25	22%	5	17%
2015	21	18%	7	24%
<b>Junction</b>				
Intersection	93	81%	23	88%
Non-intersection	22	19%	3	12%
<b>Time of Day</b>				
Day	96	84%	27	91%
Night	14	12%	1	3%
Dawn	4	3%	1	3%
Dusk	1	1%	1	3%
* Cass Co data only includes crashes within jurisdictions of Fargo, West Fargo, and Horace				
** Clay Co data includes all crashes within Metro COG's planning boundary				

Source: NDDOT, MnDOT

After reviewing Table 2.11, we can see that the vast majority of crashes involving people on bicycles occurred during daytime hours. Also, as with the pedestrian crashes, the vast majority of crashes involving people bicycling resulted in some form of injury.

Another table, Table 2.12 shows a comparison of bicycle crash injury rates between the two counties and national statistics.

**Table 2.12 – Bicycle Crash Injury Rate Comparison**

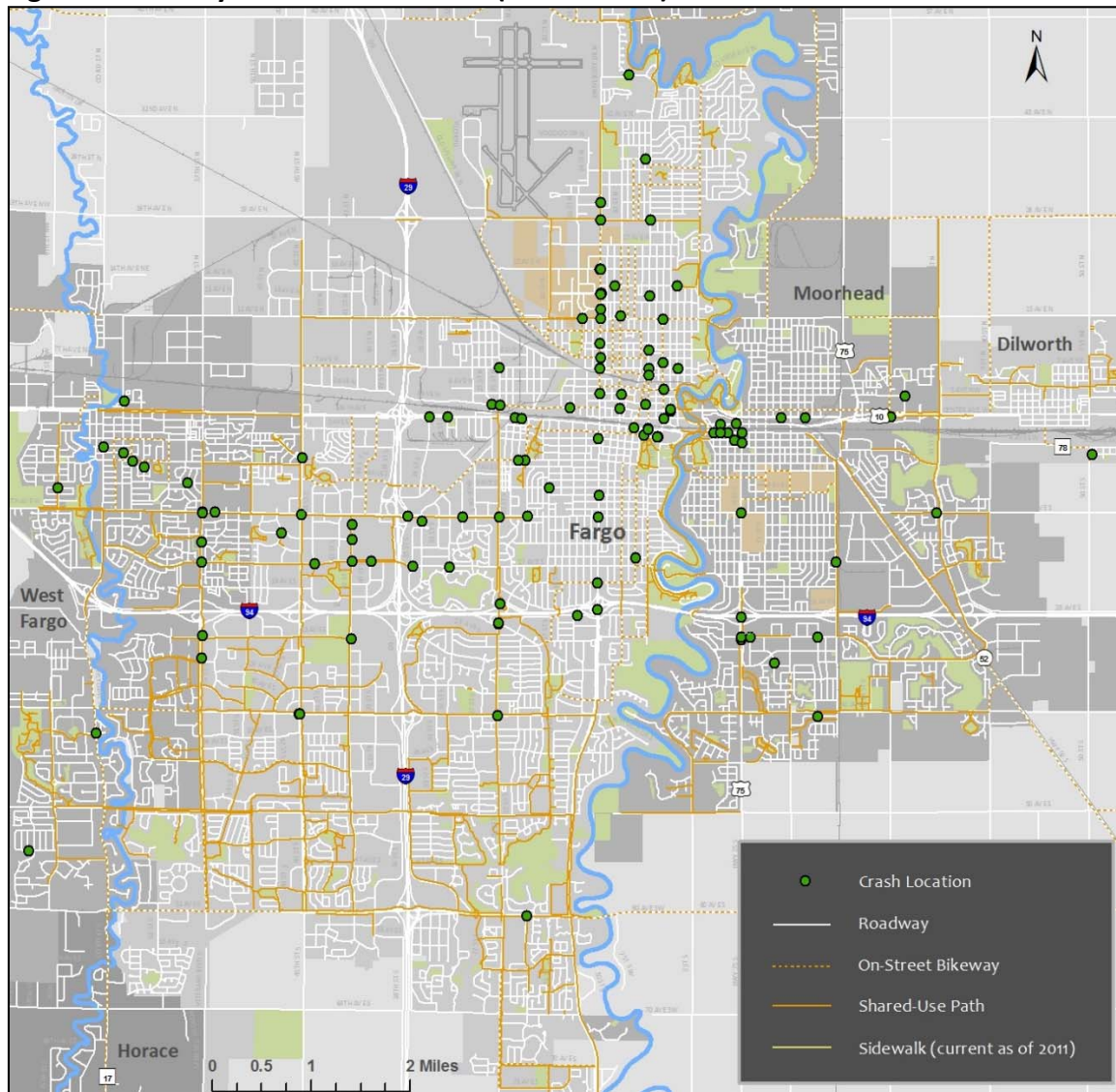
Study Area	Injury Rate*
Cass County average yearly injury rate (2011-2015)	157
Clay County average yearly injury rate (2011-2015)	96
National yearly injury rate (2013)	152
*Per 1,000,000 population	

Source: NDDOT, MnDOT, NHTSA Report No. DOT HS 812 151

After reviewing the above table, it can be seen that the bicycle injury rates were noticeably higher in Cass County versus Clay County. Table 2.11 shows that 7% of reported crashes in Clay County resulted in non-injuries while only 2% of crashes in Cass County resulted in non-injuries. This would account for some of the injury rate difference between the counties however there are likely other reasons for the noticeable difference in injury rates. Clay County injury rates were found to be noticeably lower than the nation average while the Cass County injury rates were found to be slightly higher than the nation average of 152.

The map below displays the locations of the bicyclist crashes.

**Figure 2.13 – Bicyclist Crash Locations (2011 – 2015)**



When looking at the map above, crash areas can be seen. It is important to note that areas with higher number of bicycle users may result in higher number of crashes. However, this plan makes note of locations with a history of crashes to ensure that safety improvements are not overlooked.

Below is a list of locations that this Plan has identified as having multiple crashes between 2011 and 2015:




- **Intersection of 9<sup>th</sup> St E & 13<sup>th</sup> Ave E, West Fargo** – three crashes were recorded at the intersection of 9<sup>th</sup> St E & 13<sup>th</sup> Ave E. After reviewing the crash data, not enough detail is provided to make any conclusions into the cause of the crashes.
- **Intersection of 15<sup>th</sup> Ave N & University Dr, Fargo** – This intersection on the east end of the NDSU campus recorded three crashes involving people bicycling. All crashed occurred during daylight hours. Weather may have been a factor in two of the crashes.
- **Intersection of Centennial Blvd & University Dr, Fargo** – This intersection on the east end of the NDSU campus recorded a total of four bicycle crashes. All crashed occurred during daylight hours. Weather could have been a factor in two of the crashes.
- **N University Dr, Fargo** – A total of 12 bicycle crashes were reported on N University Dr. between 15<sup>th</sup> Ave N and 7<sup>th</sup> Ave N. 11 of the 12 crashes occurred during daylight hours and four crashes could have been weather-related.
- **Downtown Fargo** – A total of 21 crashes occurred in the defined downtown neighborhood of Fargo. Of these crashes, two crashes were alcohol-related. Also, of these crashes, four locations had multiple crashes. These locations are the following:
  - **1<sup>st</sup> Ave N & 2<sup>nd</sup> St** – This intersection reported two crashes. Both occurred during the daytime and were not weather-related.
  - **NP Ave & 4<sup>th</sup> St** – This intersection reported two crashes. Both occurred during the daytime and were not weather-related. One crash was alcohol-related.
  - **Main Ave & Broadway** – This intersection reported two crashes. Both occurred during the daytime and were not weather-related.
  - **1<sup>st</sup> Ave S near YMCA** – This location reported two crashes. Both occurred during the daytime and were not weather-related.
- **Downtown Moorhead** – A total of 11 crashes occurred in the downtown Moorhead area. Of these crashes alcohol was reported as a factor in one of the crashes. Also, of these crashes, three locations had multiple crashes. These locations were the following:
  - **Main Ave & 4<sup>th</sup> St** - This intersection reported two crashes. One occurred during the daytime and the other when it was dark. Also, one crash occurred with wet roadway conditions.
  - **Main Ave & 6<sup>th</sup> St** - This intersection reported two crashes. One occurred during the daytime and the other when it was dark. Alcohol was a factor in one of the crashes.
  - **Main Ave & 8<sup>th</sup> St** - This intersection reported two crashes. One occurred during the daytime and the other when it was dark. Also, one crash occurred with slushy roadway conditions.
- **Intersection of 8<sup>th</sup> St & 30<sup>th</sup> Ave S, Moorhead** – This intersection recorded two bicycle crashes. Both crashes took place during daylight hours and alcohol was not a factor in either crash. One crash occurred under normal surface conditions while the other reported possible icy conditions.

## 2.10 Bicycle and Pedestrian Signage

### *Existing Signage*

Bicycle and pedestrian signage is rather limited in the Fargo-Moorhead area. Signage currently consists of downtown map displays, bicycle route signs, and share the road signs. Below is a description of bicycle and pedestrian signage in the area.

**Table 2.13 – Bicycle & Pedestrian Signage**

Signage Type	Photo	Location	Description
<b>Pedestrian Signage</b>			
Downtown Map Displays		Downtown Fargo	The City of Fargo has several downtown map displays for pedestrian wayfinding along Broadway in downtown Fargo.
<b>Bicycle Signage</b>			
Bicycle Route Signs		Fargo, Moorhead, West Fargo	Bicycle route signage is currently installed along signed shared roadways (Fargo, Moorhead, West Fargo), shared lane marking corridors (Fargo), and bike lane corridors (Fargo).
Share the Road Signs		Fargo, Moorhead	The City of Fargo uses Share The Road signs on some of its corridors with shared lane markings.  Another way the City of Moorhead marks its signed shared roadways is by using Share The Road signs instead of bicycle route signs.

**2016 Bicycle Wayfinding Signage Study**

In early 2016 Metro COG completed the Bicycle Wayfinding Signage Study. The study identified routes for bicycle wayfinding along with locations for wayfinding kiosk maps. The study also identified locations for the wayfinding signs along the routes and provides recommended displays for the signs. The signs would provide direction arrows and distances to destinations. The study is available to view on Metro COG’s website.

As of November 2016 no signage from the study had been implemented. However, the City of Fargo has expressed interest in installing signs in the near future.

### Metro Trails Signage



In 2008, Metro COG in cooperation with the Metropolitan Bicycle and Pedestrian Committee, adopted a bikeway logo for the Fargo-Moorhead area. The purpose of the logo was to guide users along principle bikeways that offer circular continuity so that users never follow the logo to a dead end. In the past years there has been minimal discussion about implementing the Metro Trails signage.

### 2.11 Bicycle Parking

Bicycle parking is available throughout the Fargo-Moorhead area and is provided by both public and private entities. There are no known standards or regulations to bicycle parking in the area and parking is provided as deemed necessary by participating entities. The League of American Bicyclists encourages businesses and municipalities to install bicycle parking in accordance to guidelines set by the Association of Pedestrian and Bicycle Professionals (APBP).

In 2014, as part of the Bicycle Friendly Communities application, Metro COG completed an inventory of all visible bicycle parking in the Fargo-Moorhead area. Below is a table showing the inventory results.

**Table 2.14 – 2014 Bicycle Parking Inventory**

City	Total No. of Parking Spaces	Spaces that conform to APBP guidelines (%)
Fargo	4,720*	215* (5%)
Moorhead	3,330	1907 (57%)
West Fargo	485	0 (0%)
Dilworth	120	0 (0%)
<b>Total</b>	<b>8,655</b>	<b>2,122 (25%)</b>

\*Of these spaces, 16 are bike lockers and 20 are on-street bicycle corrals, all located in downtown Fargo



*Bike lockers, downtown Fargo*



*Bike corrals, downtown Fargo*

## 2.12 Enforcement / Ordinances

Various ordinances are in-place to ensure the safety of bicycle users, pedestrians and drivers as they share the transportation network together. Enforcement is also an important component to ensure the ordinances are within compliance. Currently enforcement of bicycle or pedestrian-related ordinances are often of low priority as other infractions tend to take precedence.

While there are a host of ordinances regarding bicycle operations, the ordinances regarding 'where to ride' are commonly of interest to the public. It should be known that people on bicycles have the legal right to use any roadway, however riding on Interstate Highways is illegal in most states. In Minnesota it is illegal to ride on the interstate, however in ND there are no ordinances prohibiting bicycling on the Interstate.

Regarding sidewalks, it is discouraged to ride a bike on the sidewalk however it is not prohibited on many local sidewalks. The table below summarizes the sidewalk bicycling ordinances for the local jurisdictions.

**Table 2.15 – Sidewalk Biking Ordinances per Jurisdiction**

Jurisdiction	Ordinance Summary
West Fargo	People bicycling are not allowed to ride on any sidewalk unless under the age of 12, supervising a rider under 12, or delivering newspapers. Also, people bicycling are not allowed to ride on the sidewalk of a business district or on a sidewalk if it is part of an underpass regardless of age (Ord. 13-1818)
Fargo	People bicycling are allowed to ride on sidewalks except for the sidewalks of Broadway between NP Ave and 6 <sup>th</sup> Ave N in downtown Fargo (Ord. 8-1418-C)
Moorhead	People bicycling are allowed to ride on the sidewalk except when riding within a business district (MN Statute 169.222 subd. 4(d))
Dilworth	People bicycling are allowed to ride on the sidewalk except when riding within a business district (MN Statute 169.222 subd. 4(d))



## Chapter 3: Plan Participation

### 3.1 Participation Overview

Development of the 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan was guided by a study review committee and included comprehensive public participation.

### 3.2 Study Review Committee

The purpose of the study review committee (SRC) was to guide the development of the Bicycle and Pedestrian Plan. With the expertise of the SRC members, the SRC was able to identify local bicycle/pedestrian needs and provide Plan recommendations.

The SRC included all members from the Fargo-Moorhead Metropolitan Bicycle & Pedestrian Committee and one additional member from the public. Below is a list of the SRC members.

**Table 3.1 – Study Review Committee**

Name	Representing	Member of Metro Bicycle & Pedestrian Committee
Tim Solberg	City of West Fargo	Yes
Jeremy Gorden	City of Fargo Engineering	Yes
Maegin Elshaug	City of Fargo Planning	Yes
Vic Pellerano	Fargo Parks	Yes
Jonathan Atkins	City of Moorhead Engineering	Yes
Kristie Leshovsky	City of Moorhead Planning	Yes
Stan Thurlow	City of Dilworth	Yes
Hali Durand	Cass County	Yes
Erik Hove	Clay County	Yes
Bob Walton	NDDOT – Fargo District	Yes
Jane Butzer	MnDOT – District 4	Yes
Dep Chief Joe Anderson	Fargo Police	Yes
Kim Lipetzky	Cass County Public Health	Yes
Patrick Hollister	Clay County Public Health	Yes
Christine Holland	River Keepers	Yes
Brit Stevens	NDSU	Yes
Sara Watson Curry	Great Rides	Yes
Margaret Mowery	Citizen	Yes
Ruth Danuser	Citizen	Yes
Justin Kristan	ND Active Transportation Alliance	No

The SRC met four times during the development of the Plan. The SRC meetings were held on the following dates:

- March 30<sup>th</sup>, 2016
- July 20<sup>th</sup>, 2016
- October 31<sup>st</sup>, 2016
- December 7<sup>th</sup>, 2016 - held in conjunction with regular Bicycle & Pedestrian Committee meeting

### 3.3 Public Participation

During the early stages of the Plan's development, a series of public participation opportunities were provided. The goal of these opportunities were to reach out to as many members of the public as possible and reach out to as many demographic groups as possible. Therefore, public open houses were provided at a variety of locations at various times of day and other forms of public input was also available such as online surveys.



Flyer used to advertise public input opportunities

#### *Public Open Houses / Booth Setups*

Two public open houses and two booth setups were held the week of April 25 – 29, 2016. Below is a description of the events:

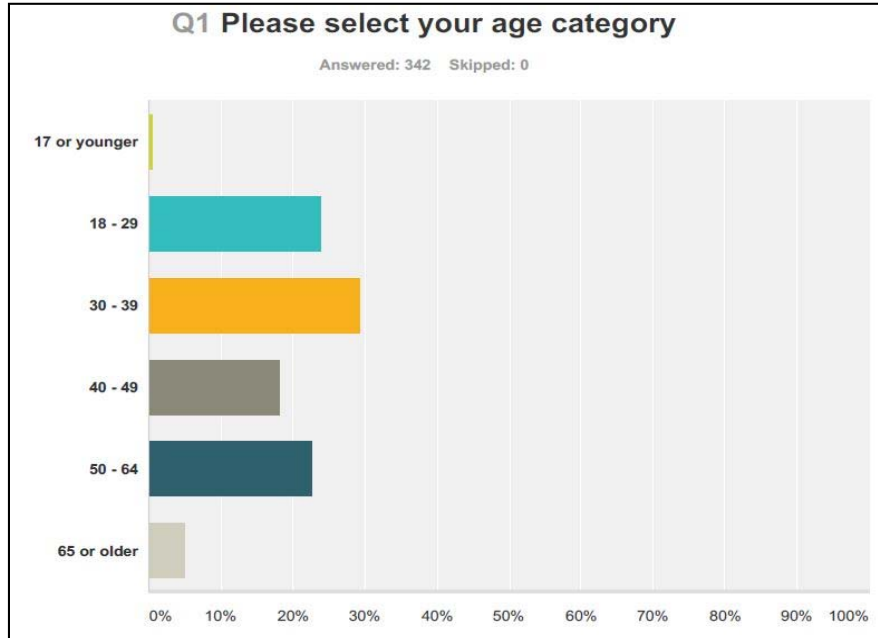
- **Public Open House – April 26<sup>th</sup>, 5:30 pm – 7:30 pm; Family Wellness Center, Fargo**  
The open house included informational posts, a public input map, 'gaps' map, handouts, and survey forms. This meeting was attended by over nine individuals
- **Public Open House – April 29<sup>th</sup>, 11:30 am – 1:30 pm; Downtown Fargo Public Library**  
The open house included informational posts, a public input map, 'gaps' map, handouts, and survey forms. This meeting was attended by over 27 individuals
- **Booth Setup – April 26<sup>th</sup>, 11:30 am – 1:30 pm; MSUM Comstock Memorial Student Union, Moorhead**  
A table was set up near a busy corridor of the MSUM Comstock Memorial Student Union. A few students and faculty that stopped by to discuss bicycle/pedestrian issues in the area and some surveys were completed. Survey cards were also handed-out to passing students encouraging them to take the online survey.
- **Booth Setup – April 27<sup>th</sup>, noon – 2:00 pm; NDSU Memorial Student Union, Fargo**  
A table was set up along a busy corridor at the NDSU Memorial Student Union. Over 70 survey cards were handed-out to passing students along with Metro COG's bikeways maps. Opportunities were available to discuss issues with interested students and some opted to take the survey at the table.

## Surveys

Surveys were developed to gain an understanding of the public's habits, usage and preferences of the area's bicycle and pedestrian network. The surveys consisted of 19 questions with opportunity for comments at the end. Both paper surveys and online surveys were provided. In total 24 paper surveys were completed and 318 online surveys were submitted.

To get a better understanding of the demographic of survey participants, please refer to the graphs below. The results below combine both paper and online surveys.

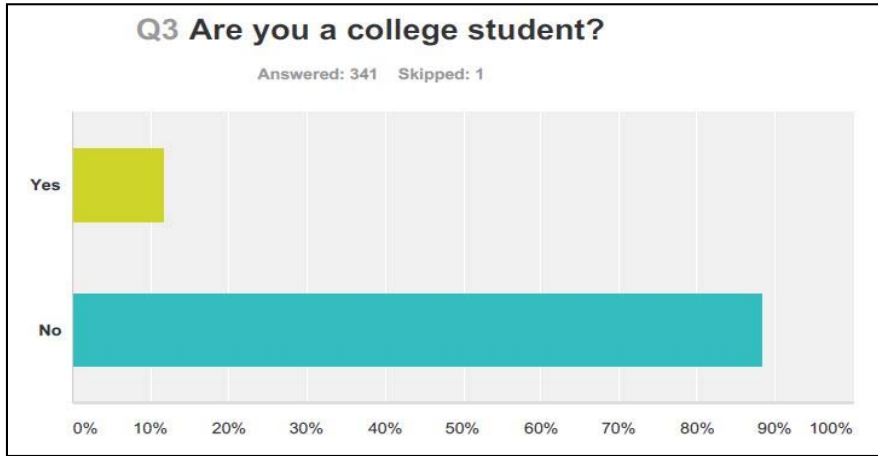
**Figure 3.1 – Survey Results - Age**



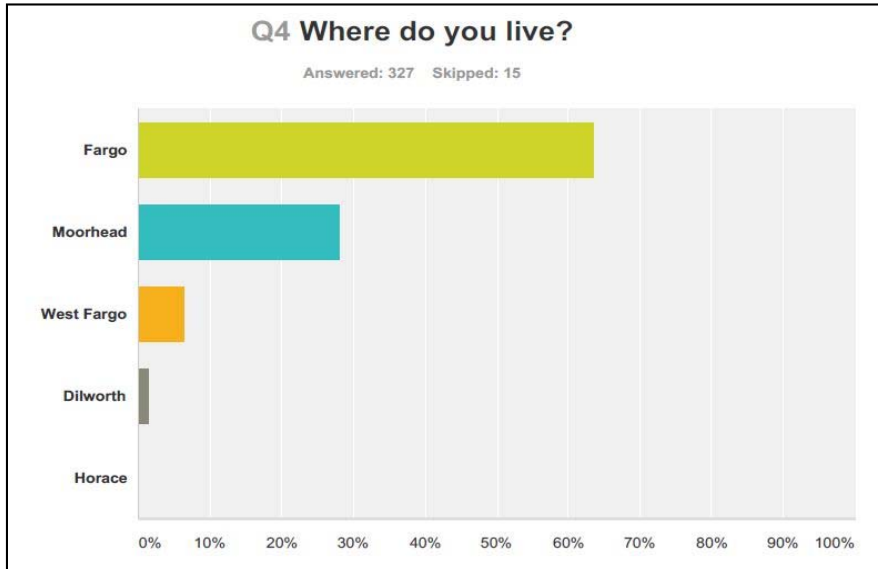
**Figure 3.2 – Survey Results - Gender**



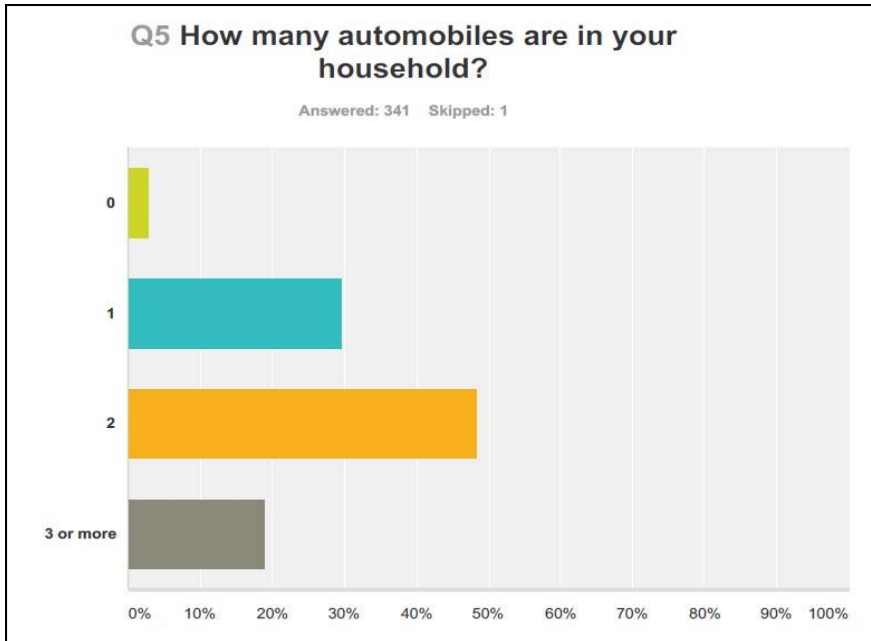
**Figure 3.3 – Survey Results – Student Status**



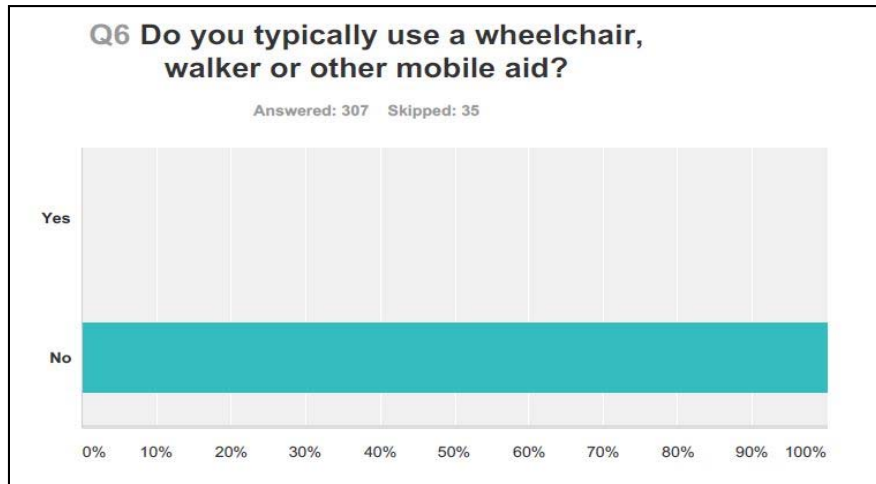
**Figure 3.4 – Survey Results – City of Residence**



**Figure 3.5 – Survey Results – Auto Ownership**



**Figure 3.6 – Survey Results – Mobility**



**Senior and Disabled Population**

After collecting the initial survey data, Metro COG found that few elderly and disabled individuals completed surveys. In an effort to gain more data from the senior and disabled population, Metro COG delivered cards to various retirement facilities in the area. The survey cards provided an online link for seniors to take the survey. It became apparent that few seniors chose to take the online survey, so Metro COG then delivered paper surveys to a retirement facility in Fargo, Touchmark Living Center. Metro COG collected the surveys eleven days later. Two surveys and one comment form were completed.

More results of the surveys are discussed in *Chapter 4 – Identification of Issues*. Also, full results, including all comments can be viewed in *Appendix A* of this report.



## Chapter 4: Identification of Issues

### 4.1 Identification of Issues Overview

Issues with existing bicycle and pedestrian-related matters were identified under a two-phase approach. First input was gathered from the general public as described in *Chapter 3*, and next the study review committee weighed-in and provided their expertise regarding issues that affect bicycle and pedestrian travel in the Fargo-Moorhead area.



Puddle on path, south Fargo



Sidewalk without curb cut, Moorhead

### 4.2 Public Identification of Issues

With ample participation from the public, we were able to gauge which issues are of importance to the public.

#### *Public Comments*

A total of 166 comments were received from the public as part of this Plan’s public participation efforts. A wide variety of issues were identified with this open-ended comment process. After analyzing all 166 comments, trends/themes could be identified. Below is a list of the most common comment topics that were identified.

**Table 4.1 – Public Comment Topics**

Rank	Issue	No. of Comments
1	Better driver education / driver awareness	31
2	Better connectivity	17
3	Better cyclist education	16
4	More bike lanes	14
5	More river trails	10
6	Improved pavement conditions (shared use paths)	9
7	Improved pavement conditions (roadways / bike lanes)	9
8	Better sweeping (roadways / bike lanes)	8
9	Distracted driving concerns	8
10	Improved signage / new signage	7
11	Intersection improvements	7
12	Sidewalk issues	6
13	More east-west routes	6

14	Better walkability / better urban design	6
15	A continuous trail (in-town)	5
16	Better enforcement – vehicles stopping improperly	5
17	Improved sidewalk conditions	4
18	More shared use paths	4
19	New Red River crossing(s)	4
20	More maps / better maps	4
21	New / revised laws	4

Several of the comments were specific to certain locations / jurisdictions. Below is a table showing the comments for each jurisdiction. It is not feasible to display each comment in the body of this report, however a number is provided which corresponds to each comment. Please refer to *Appendix A* to view the full comments.

**Table 4.2 – Jurisdiction-Specific Comments**

Jurisdiction	No. of Comments	Comment ID Numbers*
City of Fargo	24	6,8,11,13,22,30,32,34,35,40,41,59,73,94,98,101,103,110,126,136,144,164,165,166
City of Moorhead	18	10,12,17,31,32,44,45,46,72,74,80,83,89,116,136,139,165,166
City of West Fargo	6	6,7,25,30,49,110,

*\*Please refer to Appendix (Survey - Q21) to view full comments*

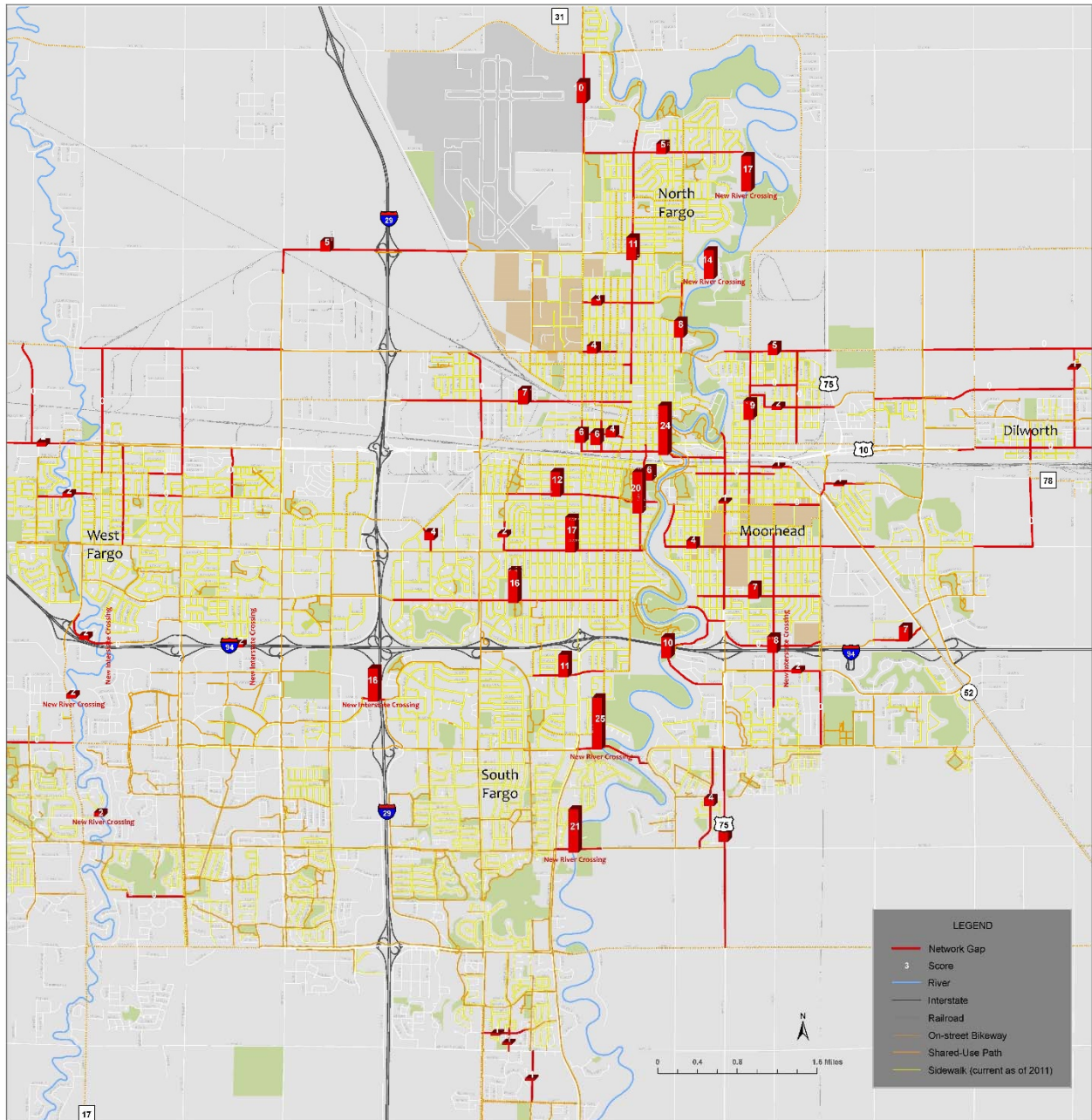
*Bicycle Network Gaps Exercise*

At the public open houses, attendees were presented with an exercise which identified the current gaps in the bicycle network and were asked to note which gaps they felt were of high importance and medium importance for completion. The gaps were determined based on the 2011 Bicycle & Pedestrian Plan, Moorhead River Corridor Study, and this plan’s Study Review Committee. A total of 21 individuals participated in this exercise. Locations of ‘high importance’ were given two points while locations of ‘medium importance’ were give one point. A cumulative score for each location was then developed. Below is a map showing the score per location. Also a table is provided below describing the top ten locations as scored.

*This area left intentionally blank*



**Figure 4.1 – Bicycle Network Gaps Exercise Results**



**Table 4.3 – Bicycle Network Gap Exercise - Top Ten Locations**

Rank	Location	Jurisdiction	Score
1	Red River Crossing at 32 <sup>nd</sup> Ave S/River Oaks Park	Fargo/Moorhead	25
2	NP Avenue / Center Avenue between University Dr & Hwy 75	Fargo/Moorhead	24
3	Red River Crossing at 40 <sup>th</sup> Ave S/Bluestem Park	Fargo/Moorhead	21
4	4 <sup>th</sup> St between 1 <sup>st</sup> Ave N & 13 <sup>th</sup> Ave S	Fargo	20
5	Red River Crossing at North Fargo/MB Johnson Park	Fargo/Moorhead	17
5	13 <sup>th</sup> Ave S between 21 <sup>st</sup> St & Red River	Fargo	17
7	I-29 Crossing at 28 <sup>th</sup> Ave S	Fargo	16
7	17 <sup>th</sup> Ave S between 35 <sup>th</sup> St & Lindenwood Park	Fargo	16
9	Red River Crossing at North Fargo/Moorhead Country Club	Fargo/Moorhead	14
10	5 <sup>th</sup> Ave S between 21 <sup>st</sup> St & Red River	Fargo	12

For more detailed results from the public participation process, please refer to *Appendices A & B*.

## Chapter 5: Goals and Objectives

The goals within this plan are broad-based and non-specific and they respond to identified issues from *Chapter 4*. Specific strategy recommendations to help achieve the goals and objectives are identified in *Chapter 7*. The goals and objectives should also be used as a guidance tool when reviewing bicycle and pedestrian studies and projects within the Fargo-Moorhead area.

The goals and objectives described below have been organized to follow the six E's of planning. The six E's are the following:

- Engineering and Planning
- Education
- Encouragement
- Enforcement
- Evaluation
- Equity

### 5.1 Engineering and Planning

#### Goal 1 – Improve connectivity of the regional bicycle and pedestrian network

- **Objective A** – Implement 50% or more of the proposed short range projects as identified in *Chapter 7*.
- **Objective B** – Implement additional bike lanes and/or separated bike lanes.
- **Objective C** – Implement additional miles of trails along the Red River.
- **Objective D** – Provide a network of bikeway guide signs per Metro COG's 2016 Bicycle Wayfinding Signage Study.
- **Objective E** – Provide map kiosks at key locations around the region per Metro COG's 2016 Bicycle Wayfinding Signage Study.
- **Objective F** – Implement recommendations from local plans (i.e. Moorhead River Corridor Study, Great Rides Moorhead Expansion Study, Bicycle Wayfinding Signage Study).
- **Objective G** – Continue to pursue efforts on Heartland Trail planning through Clay County via the Clay County Heartland Trail Task Force.
- **Objective H** – Ensure that local ordinances require the installation of sidewalks along all new streets. Encourage local jurisdictions to install sidewalks along existing streets where sidewalks are missing.

#### Goal 2 – Continue / increase maintenance efforts on regional bicycle and pedestrian network

- **Objective A** – Decrease the number of paths in 'poor' surface condition.
- **Objective B** – Increase frequency of street/bike lane sweeping.

#### Goal 3 – Improve safety of the regional bicycle and pedestrian network

- **Objective A** – Reduce the number of bicycle and pedestrian-related crashes by 10%.
- **Objective B** – Implement traffic calming measures at locations where pedestrian use is common or where high pedestrian use is anticipated.

## 5.2 Education

### Goal 4 – Educate motorists, pedestrians, and bicycle users regarding rules of the road, and safety

- **Objective A** – Implement a bicycle safety education campaign and associated committee immediately after completion of this plan.
- **Objective B** – Continue to provide safety information in FM Bikeways Maps and increase number of distribution locations by 25% by 2020.
- **Objective C** – Maintain bikefm website and keep safety / rules of the road information effective, relevant, and up-to-date.
- **Objective D** – Continue the use of the Valley Bicycle Summit and ensure that the Summit occurs a minimum of two times per year.
- **Objective E** – Work with NDDOT and MnDOT in providing and promoting bicycle / pedestrian safety and rules of the road information. This can include information in driver education manuals, increased social media efforts, safety campaigns, and more.
- **Objective F** – Provide support and materials to any public safety agencies, advocacy groups or members of the public as it relates to bicycle / pedestrian safety and rules of the road information.
- **Objective G** – Work with local schools in assisting with bicycle education. Assist and promote safe routes to school activities and planning.

## 5.3 Encouragement

### Goal 5 – Promote bicycle and pedestrian modes of travel for both recreation and transportation purposes

- **Objective A** – Continue to produce FM Bikeways Maps and increase number of distribution locations by 25% by 2020. Increase distribution of pdf FM Bikeways Maps to more agencies throughout the region. Implement a regional online map that could be used by the public's smartphones.
- **Objective B** – As designated by the League of American Bicyclists, apply for Bicycle Friendly Community status before current status expires. Increase Bicycle Friendly Community status from Bronze to Silver (or higher). Increase number of Bicycle Friendly Businesses and Universities.
- **Objective C** – Work with the state of North Dakota in developing a statewide bicycle and pedestrian plan.
- **Objective D** – Adopt standards for bicycle parking that conform to APBP guidelines. Increase the number of APBP-compliant parking spaces. Encourage bicycle parking in lieu of on-street parking.
- **Objective E** – Promote Bike Month and other events that promote bicycling and walking as modes of transportation (i.e. Streets Alive).

### Goal 6 – Improve bikeability/walkability within region

- **Objective A** – Evaluate the need for Complete Streets on all roadway reconstruction projects per the Fargo-Moorhead Metropolitan Area Complete Streets Policy Statement.
- **Objective B** – Promote infill, increase density, and enhance urban design in order to encourage livability and more bicycle and pedestrian use.
- **Objective C** – Ensure that local ordinances require planting of boulevard trees along all new roadways to provide a desirable environment for pedestrians.

## 5.4 Enforcement

### Goal 7 – Encourage on-going enforcement of motorists, bicycle users and pedestrian laws so as to create a safer transportation network

- **Objective A** – Encourage regular enforcement of school zone speed limits and crosswalk compliance.
- **Objective B** – Encourage regular enforcement of motor vehicle, bicycle and pedestrian laws.
- **Objective C** – Encourage increased enforcement of distracted driving violations.

### Goal 8 – Promote safety throughout the region’s bicycle and pedestrian network

- **Objective A** – Encourage use of law enforcement on bicycles to promote safety throughout the bicycle and pedestrian network and to act as an example of safe and legal riding etiquette.
- **Objective B** – Increase more law enforcement presence.
- **Objective C** – Encourage reporting of bicycle and pedestrian crashes.

### Goal 9 – Provide support for existing and proposed laws

- **Objective A** – Provide support for existing laws as they pertain to bicycle and pedestrian safety.

## 5.5 Evaluation

### Goal 10 – Evaluate usage of regional bicycle and pedestrian network

- **Objective A** – Continue to manually count bicycle and pedestrian traffic annually consistent with the Metro COG count program initiated in 2013.
- **Objective B** – Continue to count bicycle and pedestrian traffic with at least 6 automated counters which are capable of counting 24/7, 365 days a year. Implement more accurate counters in the future.
- **Objective C** – Continue to maintain bicycle/pedestrian crash information and evaluate crash trends as part of the 5-year Bicycle & Pedestrian Plan and address trends accordingly. Identify intersections and corridors with high crash rates and provide safety recommendations.

## 5.6 Equity

### Goal 11 – Ensure equal bicycle and pedestrian opportunities for all

- **Objective A** – Ensure a network where equal bicycle and pedestrian accommodations are provided to all regardless of age, gender, race, social status, or mobility needs per Metro COG’s Title VI policies.



## Chapter 6: Recommendations

Recommendations for this plan are based on both the issues identified as part of the public participation process and the goals and objectives of this plan which were developed by the Plan's Study Review Committee. The recommendations are prioritized based on determined need. The prioritized recommendations are as follows:

### 6.1 Priority 1 - Bicycle and Motorist Education

The identification of issues in this plan's public input process found that bicycle and motorist education was of paramount concern to the public. To address these concerns, recommended action items are as follows:

- **Bicycle Safety Education** - Implement a bicycle safety education campaign and associated committee immediately after completion of this plan. The focus of the campaign should be to provide bicycle safety education to as much of the cycling and driving public as possible. In November 2016, PartnerSHIP 4 Health in cooperation with Bike MN began a Local and Regional Education Network (LREN) in the Fargo-Moorhead Area. Metro COG and local jurisdictions are advised to become involved with this network and provide necessary support for these efforts. If the LREN program fails to continue in the future, Metro COG or another applicable agency should continue such a network/campaign.
- **FM Bikeways Maps** - Metro COG should continue to provide safety information in the FM Bikeways Maps and increase the number of distribution locations by 25%.
- **Bikefm.org website** - Metro COG should maintain bikefm.org website and keep safety / rules of the road information effective, relevant, and up-to-date. This website should be used to leverage any other safety and education-related information or events.
- **NDDOT Coordination** – Metro COG and local agencies should continue working with NDDOT in seeing if there are any opportunities to provide more educational materials in the NDDOT Driver's License Manual.

### 6.2 Priority 2 - Safety

Safety goes hand-in-hand with bicycle and motorist education. The need for improved safety is always of importance to both the public, Metro COG, and local jurisdictions. Below are the recommendations to help address bicycle and pedestrian safety:

- **Intersection Safety Improvements** – With over 50% of pedestrian crashes and over 80% of bicycle crashes occurring at intersections, local jurisdictions should consider feasible safety improvements at intersections which have a history of bicycle and pedestrian crashes (see Section 2.9 for detailed crash history information).
- **Law Enforcement** – Local jurisdictions should maintain and even increase enforcement efforts as they relate to school zone speed limits, crosswalk compliance, bicyclist infractions, and distracted driving.
- **State DOT Coordination** – Metro COG and local agencies should work with both MnDOT and NDDOT in the update of future bicycle and pedestrian plans. NDDOT is considering developing a new bicycle/pedestrian plan to update the most current plan completed in the mid-1990s.

### 6.3 Priority 3 - Bicycle and Pedestrian Network Improvements

The need for various improvements to the bicycle and pedestrian network were identified in many aspects as part of the public involvement process. These improvements ranged from better connectivity to more river trails, to more bike lanes.

Below is a list and corresponding maps of short-range and long-range network improvement projects. These project were prioritized based on public comments from the public input meetings. Please note that not all project were prioritized by the public so projects prioritized as 'N/A' do not indicate any lesser importance than any other project. It is also important to note that these projects are not fiscally-constrained.

**Table 6.1 – Proposed Projects – West Fargo**

ID	Jurisdiction	Project Location	Project Range	Public Votes	Project Description
56	West Fargo	12th Ave NE - CR 17 to 9th St	Short Range	0	Construct shared use path
62	West Fargo	Path over Drain 45 - Main Ave to 13th Ave	Short Range	0	Construct shared use path
93	West Fargo	Sheyenne St - Christianson Dr to 52nd Ave	Short Range	N/A	Construct shared use path (per Sheyenne St Corridor Study)
98	West Fargo	8th St W - 2nd Ave W to Main Ave	Short Range	N/A	Construct shared use path
99	West Fargo	17th Ave E to Sheyenne St (Charleswood Area)	Short Range	N/A	Construct shared use path & river bridge
103	West Fargo	9th St W to 11th St W (Wilds Area)	Short Range	N/A	Construct shared use path & river bridge
105	Fargo/West Fargo	52nd Ave S - Sheyenne St to 47th St	Short Range	N/A	Construct shared use path
114	West Fargo	Sheyenne St – 13 <sup>th</sup> Ave to 7 <sup>th</sup> Ave	Short Range	N/A	Construct separated bike lanes (per Sheyenne St Corridor Study)
115	West Fargo	7 <sup>th</sup> Ave E – Sheyenne St to 1 <sup>st</sup> St	Short Range	N/A	Install sharrows (per Sheyenne St Corridor Study)
116	West Fargo	Sheyenne St – 7 <sup>th</sup> Ave to Main Ave	Short Range	N/A	Install bike lane (7 <sup>th</sup> Ave to 6 <sup>th</sup> Ave) Install sharrows (6 <sup>th</sup> Ave to 1 <sup>st</sup> Ave) Construct shared use path (1 <sup>st</sup> Ave to Main Ave) (per Sheyenne St Corridor Study)
61	West Fargo	7th Ave - 8th St W to Sukuts St	Long Range	2	Shared use path, bike lanes, sharrows or signed roadway
66	West Fargo	Beaton Dr - Sheyenne St to 0.6 mi East	Long Range	2	Construct shared use path
57	West Fargo/Fargo	9th St NE - 19th Ave N to 4th Ave E	Long Range	0	Construct shared use path
58	West Fargo	Center St - 12th Ave NE to Main Ave	Long Range	0	Construct shared use path
63	West Fargo	4th Ave E - 6th St to 9th St	Long Range	0	Bike lanes, sharrows, or signed roadway
64	West Fargo	7th Ave E - 6th St to 9th St	Long Range	0	Bike lanes, sharrows, or signed roadway
59	West Fargo	2nd Ave W at Sheyenne River	Long Range	N/A	Construct bridge over Sheyenne River
65	West Fargo	Sheyenne St to Armour Park	Long Range	N/A	Construct bridge over Sheyenne River
71	West Fargo/Horace/Cass County	CR 17 - 40th Ave S to 100th Ave S	Long Range	N/A	Construct shared use path
72	West Fargo/Horace/Cass County	Horace Diversion - 21st Ave W/Sheyenne St to 100th Ave S	Long Range	N/A	Construct shared use path



102	West Fargo	23 <sup>rd</sup> Ave E to Sheyenne St	Long Range	N/A	Construct shared use path & river bridge
104	West Fargo	52nd Ave W - Horace Diversion to Sheyenne St	Long Range	N/A	Construct shared use path
117	West Fargo	Sheyenne St – 7 <sup>th</sup> Ave to Main Ave	Long Range	N/A	Construct separated bike lanes (per Sheyenne St Corridor Study)

**Table 6.2 – Proposed Projects - Fargo**

ID	Jurisdiction	Project Location	Project Range	Public Votes	Project Description
50	Fargo/Moorhead	NP Ave - 10th St to Red River Center Ave - Red River to 11th St	Short Range	24	Separated bike lanes or bike lanes
26	Fargo	4th St - 2nd St S to 1st Ave N	Short Range	20	Bike lanes
2	Fargo	University Dr - CR 20 to 32nd Ave N	Short Range	10	Construct shared use path
55	Fargo	7th Ave N - University Dr to 2nd St	Short Range	7	Bike lanes, sharrows, or signed roadway
49	Fargo	2nd St - Island Park to Dike East Park	Short Range	6	Construct shared use path
1	Fargo	32nd Ave N - University Dr to Eagle St	Short Range	5	Signed roadway
113	Fargo	19th Ave N - 45th St to I-29 45th St - 19th Ave N to 16th Ave N	Short Range	5	Construct shared use path
97	Fargo	19th Ave N - I-29 to Dakota Dr	Short Range	5	Construct shared use path
39	Fargo	Path - 64th Ave S to 70th Ave S	Short Range	1	Construct shared use path
40	Fargo	21st St S - 58th Ave S to 64th Ave S	Short Range	1	Construct shared use path
41	Fargo	62nd Ave S - 25th St to 18th St	Short Range	1	Construct shared use path
74	Fargo/Cass County	CR 81 - 19th Ave N to Harwood	Short Range	N/A	Share-the-road signs
7	Fargo	Path - Broadway to University Dr Path - around new (Ponyland) development	Short Range	N/A	Construct shared use paths
44	Fargo	5th St - 13th Ave S to Island Park	Short Range	N/A	Sharrows - 13th Ave to 7th Ave S Construct shared use path - 7th Ave S to Island Park
83	Fargo	38th St - 56th Ave S to 64th Ave S	Short Range	N/A	Construct shared use path
84	Fargo	64th Ave - 25th St to 45th St	Short Range	N/A	Construct shared use path and/or bike lanes
86	Fargo	45th St - 52nd Ave S to 64th Ave S	Short Range	N/A	Construct shared use path
87	Fargo	Path along Drain - 52nd Ave S to 55th Ave S	Short Range	N/A	Construct shared use path
53	Fargo/Moorhead	Oak Grove/Memorial Park Bike/Ped Bridge	Short Range	N/A	Replace existing lift bridge with new automated lift bridge
105	Fargo/West Fargo	52nd Ave S - Sheyenne St to 47th St	Short Range	N/A	Construct shared use path
106	Fargo	Path - 42nd St to 38th St	Short Range	N/A	Construct shared use path
4	Fargo/Moorhead	Red River at 40th Ave S	Long Range	21	Construct new bike/ped bridge
47	Fargo	4th St - 2nd St S to 13th Ave S	Long Range	20	Bike lanes or sharrows
45	Fargo	13th Ave S - 21st St to 4th St	Long Range	17	Shared use path, bike lanes, sharrows or signed roadway
6	Fargo	28th Ave S at I-29	Long Range	16	Construct underpass/overpass. Construct shared use path
43	Fargo	17th Ave S - 35th St to 5th St	Long Range	16	Shared use path, bike lanes, sharrows or signed roadway

48	Fargo	5th Ave S - 21st St to 4th St	Long Range	12	Bike lanes, sharrows, or signed roadway
42	Fargo	24th Ave S - Milwaukee Trail to 9th St	Long Range	11	Sharrows
77	Fargo	Broadway - 15th Ave N to 8th Ave N	Long Range	11	Bike lanes, sharrows, or signed roadway
11	Fargo	Elm St - 12th Ave N to Woodlawn Dr	Long Range	8	Sharrows
54	Fargo	7th Ave N - 36th St to University Dr	Long Range	7	Bike lanes, sharrows, or signed roadway
51	Fargo	University Dr - 4th Ave N to NP Ave	Long Range	6	Bike lanes
52	Fargo	10th St - 4th Ave N to NP Ave	Long Range	6	Bike lanes
12	Fargo	12th Ave N - University Dr to 8th St	Long Range	4	Construct shared use path
9	Fargo	15th Ave N - University Dr to 3rd St	Long Range	3	Bike lanes, sharrows, or signed roadway
46	Fargo	Path - 9th Ave S to 13th Ave S	Long Range	2	Construct shared use path
57	Fargo/West Fargo	9th St - 19th Ave N to 4th Ave E	Long Range	0	Construct shared use path
3	Fargo	19th Ave N - 9th St to 45th St	Long Range	N/A	Construct shared use path
8	Fargo	River Path - Lemke Park to 40th Ave S	Long Range	N/A	Construct shared use path
10	Fargo	River Path - 32nd Ave N to 16th Ave N	Long Range	N/A	Construct shared use path
74	Fargo/Cass County	CR 81 - 19th Ave N to Harwood	Long Range	N/A	Construct paved shoulders (4ft +)
75	Fargo	Path - Airport Park to Pepsi Soccer Complex	Long Range	N/A	Construct shared use path
76	Fargo	Path - Broadway to Edgewood Golf Course	Long Range	N/A	Construct shared use path
81	Fargo	76th Ave S - 25th St to Univeristy Dr	Long Range	N/A	Construct shared use path
82	Fargo	Path along Drain - 64th Ave S to 76th Ave S	Long Range	N/A	Construct shared use path
85	Fargo	38th St - 64th Ave S to 70th Ave S	Long Range	N/A	Construct shared use path
89	Fargo	Path - 64th Ave S to 76th Ave S	Long Range	N/A	Construct shared use path
88	Fargo/Horace	Path along Drain - 55th Ave S to 70th Ave S	Long Range	N/A	Construct shared use path
90	Fargo/Horace	76th Ave S - CR 17 to 45th St	Long Range	N/A	Construct shared use path
91	Fargo/Horace	70th Ave S - Drain to 38th St	Long Range	N/A	Construct shared use path
92	Fargo/Horace	64th Ave S - CR 17 to 45th St	Long Range	N/A	Construct shared use path
80	Fargo/Moorhead	Red River - midtown floating bridge	Long Range	N/A	Replace existing floating bridge with more permanent bridge
57	Fargo/West Fargo	9th St - 19th Ave N to 4th Ave E	Long Range	0	Construct shared use path

**Table 6.3 – Proposed Projects - Moorhead**

ID	Jurisdiction	Project Location	Project Range	Public Votes	Project Description
50	Fargo/Moorhead	NP Ave - 10th St to Red River Center Ave - Red River to 11th St	Short Range	24	Separated bike lanes or bike lanes
30	Moorhead	River Path - Gooseberry Park to 32nd Ave S Rivershore Dr/4th St - 32nd Ave S to 40th Ave S	Short Range	10	Construct shared use path Bike lanes, sharrows or signed roadway
15	Moorhead / Clay County	11th St - 6th Ave S to 15th Ave N	Short Range	9	Bike lanes, sharrows, or signed roadway
29	Moorhead	20th Ave S - Red River to 20th St	Short Range	7	Bike lanes, sharrows, or signed roadway
34	Moorhead	27th Ave S - 26th St to SE Main Ave	Short Range	7	Bike lanes, sharrows, or signed roadway
14	Moorhead/ MnDOT	15th Ave N - 9th St to 700 ft east of US 75 Intersection US 75 & 15th Ave N	Short Range	5	Shared use path, bike lanes, sharrows or signed roadway New signal, crosswalk/trail crossing
36	Moorhead	6th St - 40th Ave S to 50th Ave S	Short Range	4	Sharrows, or signed roadway
38	Moorhead	12th Ave S - Red River to 20th St	Short Range	4	Bike lanes, sharrows, or signed roadway
28	Moorhead	7th St - Red River to Center Ave	Short Range	1	Bike lanes - Red River to 1st Ave N Sharrows - 1st Ave N to Center Ave
25	Moorhead	6th Ave S - 14th St to 20th St	Short Range	0	Bike lanes, sharrows, or signed roadway
23	Moorhead	45th St - 4th Ave S to 0.4 mi S of 12th Ave S	Short Range	0	Construct shared use path
78	Moorhead	River path - 4th Ave N to 11th Ave N Residential streets - 11th Ave N to 15th Ave N	Short Range	N/A	Construct shared use path Sharrows or signed roadway
31	Moorhead	24th Ave S - Rivershore Dr to 8th St	Short Range	N/A	Bike lanes, sharrows or signed roadway
33	Moorhead	14th St - 30th Ave S to 35th Ave S	Short Range	N/A	Bike lanes
22	Moorhead	12th Ave S - 40th St to 45th St	Short Range	N/A	Construct shared use path
111	Moorhead	28th St - US 10 to 15th Ave N	Short Range	N/A	Shared use path or bike lanes
53	Fargo/Moorhead	Oak Grove/Memorial Park Bike/Ped Bridge	Short Range	N/A	Replace existing lift bridge with new automated lift bridge
4	Fargo/Moorhead	Red River at 50th Ave S	Long Range	21	Construct new bike/ped bridge
37	Moorhead	US 75 - 40th Ave S to 50th Ave S	Long Range	7	Construct shared use path
16	Moorhead	8 1/2 Ave N / 7th Ave N - 11th St to US 75	Long Range	2	Bike lanes, sharrows, or signed roadway
24	Moorhead	4th Ave S - 21st St to Rensvold Blvd	Long Range	1	Construct shared use path
13	Moorhead	17th St - 2nd Ave N to 15th Ave N	Long Range	0	Protected bike lanes, bike lanes, sharrows or signed roadway
23	Moorhead	45th St - 4th Ave S to 0.4 mi S of 12th Ave S	Long Range	0	Construct shared use path
27	Moorhead	2nd Ave S - Woodlawn Park to 6th St	Long Range	0	Bike lanes, sharrows, or signed roadway
17	Moorhead	8th Ave N - 28th St to 34th St	Long Range	0	Construct shared use path
15	Moorhead / MnDOT	11th St - 1st Ave N to Main Ave	Long Range	N/A	Underpass under RR Tracks (Prosper Line and KO Line)
18	Moorhead	River Path - 6th Ave S to Gooseberry Park	Long Range	N/A	Construct shared use path

32	Moorhead	14th St - 10th Ave S to 28th Ave S	Long Range	N/A	Bike lanes, sharrows, or signed roadway
35	Moorhead	11th St - 10th Ave S to 24th Ave S	Long Range	N/A	Bike lanes, sharrows, or signed roadway
79	Moorhead	24 <sup>th</sup> Ave S – 11 <sup>th</sup> St to 20 <sup>th</sup> St	Long Range	N/A	Bike lanes, sharrows, or signed roadway
112	Moorhead	6 <sup>th</sup> St – 24 <sup>th</sup> Ave S to Center Ave (through Concordia campus)	Long Range	N/A	Bike lanes, sharrows, or signed roadway. Shared use path through campus
80	Fargo/Moorhead	Red River – midtown floating bridge	Long Range	N/A	Replace existing floating bridge with more permanent bridge

**Table 6.4 – Proposed Projects - Dilworth**

ID	Jurisdiction	Project Location	Project Range	Public Votes	Project Description
19	Dilworth	7th St NE - 8th Ave NE to 15th Ave NE	Short Range	1	Construct shared use path
94	Dilworth	7th St NE - US 10 to 3rd Ave NE	Short Range	1	Construct shared use path
20	Dilworth	Path - 34th St N to 7th St NE	Long Range	0	Construct shared use path
21	Dilworth	US 10 - W of 40th St to 12th St NE	Long Range	0	Construct shared use path
95	Dilworth	12th St NE - US 10 to 3rd Ave NE	Long Range	N/A	Construct shared use path

**Table 6.5 – Proposed Projects – Cass County**

ID	Jurisdiction	Project Location	Project Range	Public Votes	Project Description
60	Cass County	CR 10 - ND Hwy 18 to CR 11	Short Range	N/A	Construct paved shoulders (4ft +)
70	Mapleton	1st St - CR 11 to ball diamond	Short Range	N/A	Construct shared use path
74	Fargo/Cass County	CR 81 - 19th Ave N to Harwood	Short Range	N/A	Share-the-road signs
74	Fargo/Cass County	CR 81 - 19th Ave N to Harwood	Long Range	N/A	Construct paved shoulders (4ft +)
73	Cass County	CR 81 - Harwood to Argusville	Long Range	N/A	Construct paved shoulders (4ft +)
68	Casselton	Tinta Tawa Park to Langer Ave	Long Range	N/A	Construct shared use path
69	Casselton/NDDOT	Langer Ave (Hwy 18) - 3rd Ave NW to 37th St SE	Long Range	N/A	Construct shared use path
71	West Fargo/Horace/Cass County	CR 17 - 40th Ave S to 100th Ave S	Long Range	N/A	Construct shared use path
67	Mapleton	Intersection of Main St/CR 11 to ball diamond	Long Range	N/A	Construct shared use path
72	West Fargo/Horace/Cass County	Horace Diversion - 21st Ave W/Sheyenne St to 100th Ave S	Long Range	N/A	Construct shared use path
88	Fargo/Horace	Path along Drain - 55th Ave S to 70th Ave S	Long Range	N/A	Construct shared use path
90	Fargo/Horace	76th Ave S - CR 17 to 45th St	Long Range	N/A	Construct shared use path
91	Fargo/Horace	70th Ave S - Drain to 38th St	Long Range	N/A	Construct shared use path
92	Fargo/Horace	64th Ave S - CR 17 to 45th St	Long Range	N/A	Construct shared use path

**Table 6.6 – Proposed Projects – Clay County**

ID	Jurisdiction	Project Location	Project Range	Public Votes	Project Description
109	Barnesville	Hwy 34 - Front St to Blue Eagle Park	Short Range	N/A	Construct shared use path
96	Glyndon	Parke Ave - US 10 to 12th Ave S	Short Range	N/A	Construct shared use path
101	Hawley	Future Heartland Trail – US 10 to just N of Reno St.	Short Range	N/A	Construct shared use path (MN state trail)
107	Barnesville	Hwy 34 - Campground to Blue Eagle Park	Long Range	N/A	Construct shared use path
108	Barnesville	160th Ave S - 5th St NW to Front St	Long Range	N/A	Construct shared use path
5	Clay County	Future Heartland Trail – Moorhead to Hawley	Long Range	N/A	Construct shared use path (MN state trail)
118	Clay County	70 <sup>th</sup> St S (Hwy 11) – I-94 to Sabin	Long Range	N/A	Construct paved shoulders (4ft +)
119	Clay County	60 <sup>th</sup> Ave S (Hwy 12) – 80 <sup>th</sup> St S to Hwy 17	Long Range	N/A	Pave roadway and include 4ft + paved shoulders

**Table 6.7 – Proposed Projects – NDDOT**

ID	Jurisdiction	Project Location	Project Range	Public Votes	Project Description
110	NDDOT	ND Hwy 46 - 163rd Ave SE to CR 81	Long Range	N/A	Construct paved shoulders (4ft +)
69	Casselton/NDDOT	Langer Ave (Hwy 18) - 3rd Ave NW to 37th St SE	Long Range	N/A	Construct shared use path

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Figure 6.1 – Proposed Project Map – Urban

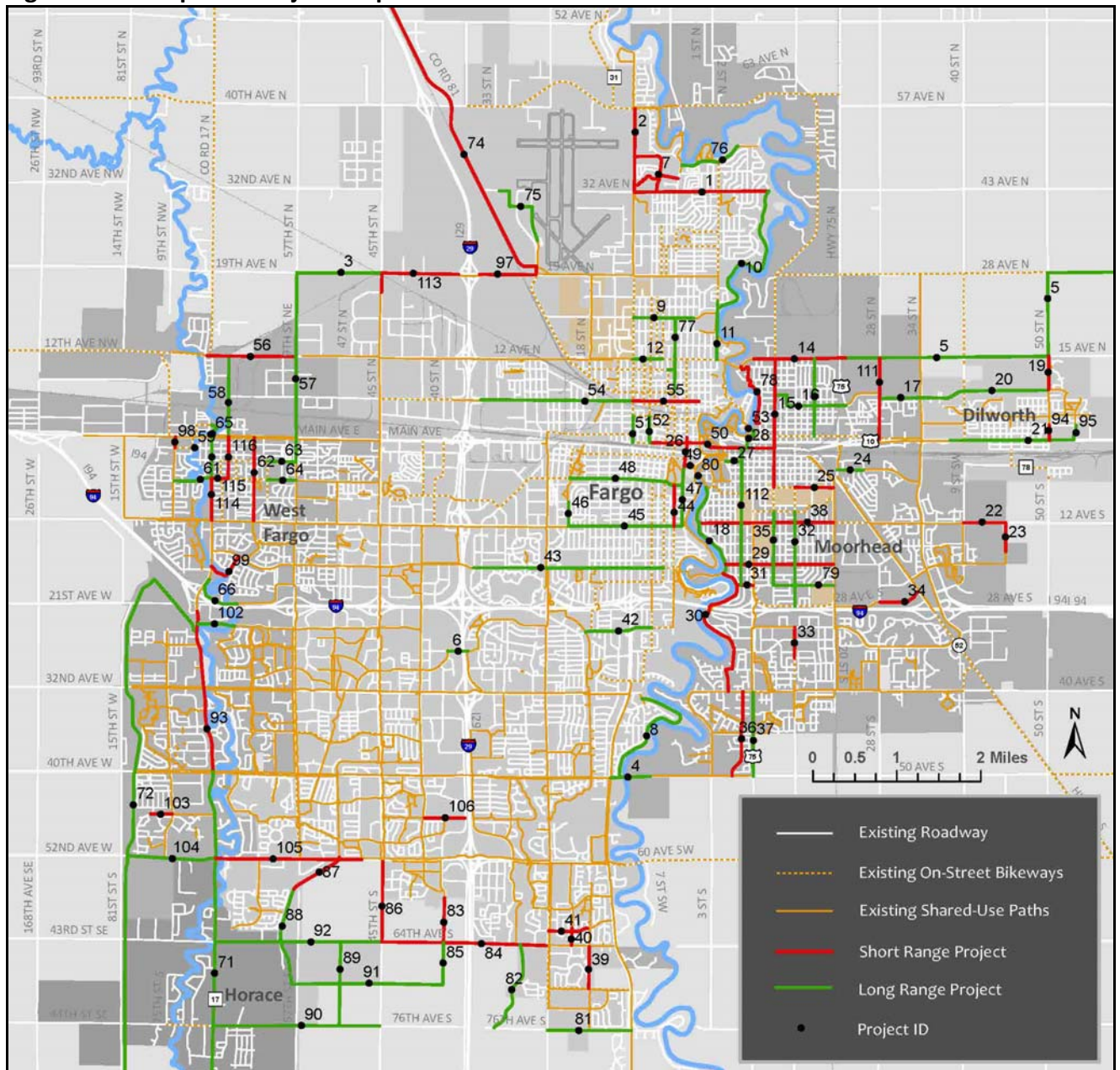
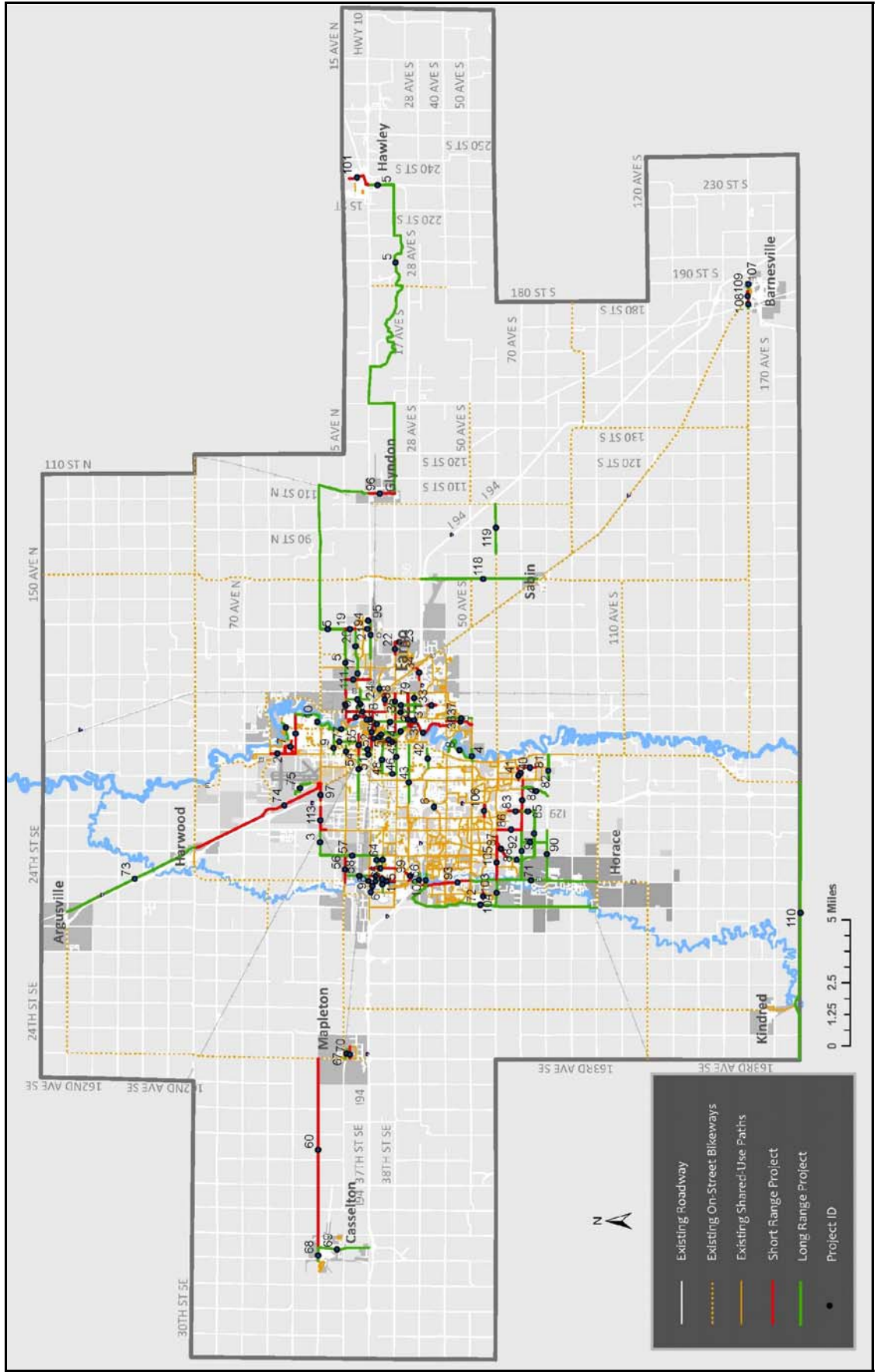
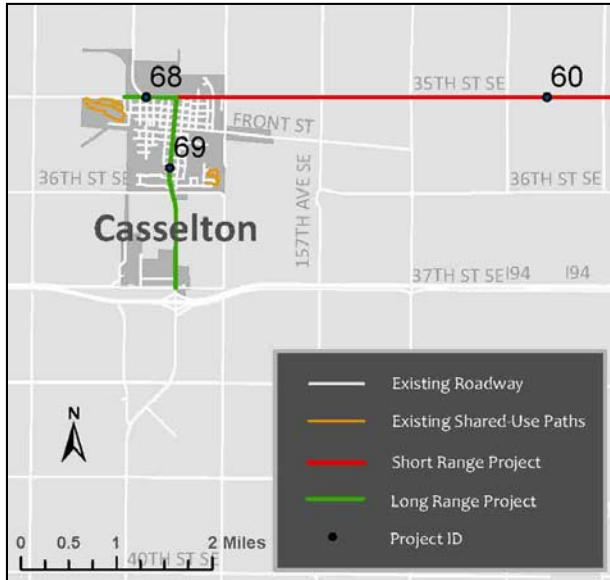


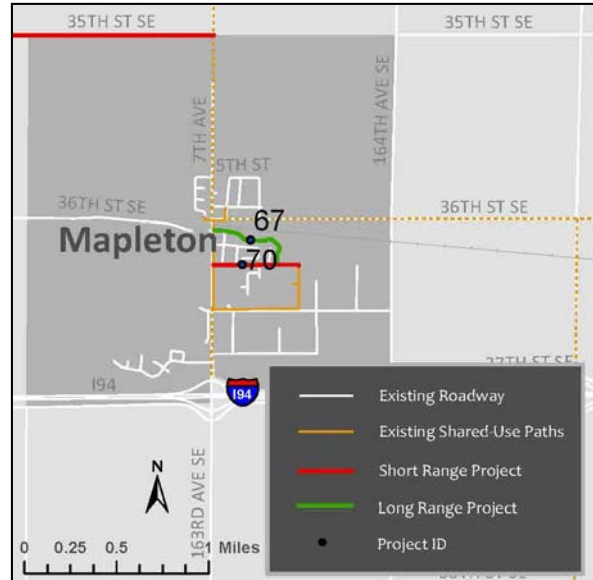
Figure 6.2 – Proposed Project Map - Rural



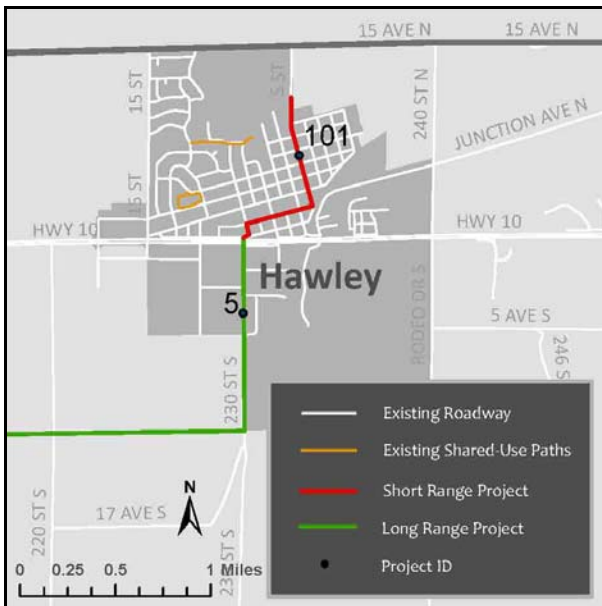
**Figure 6.3 – Proposed Project Map – Casselton**



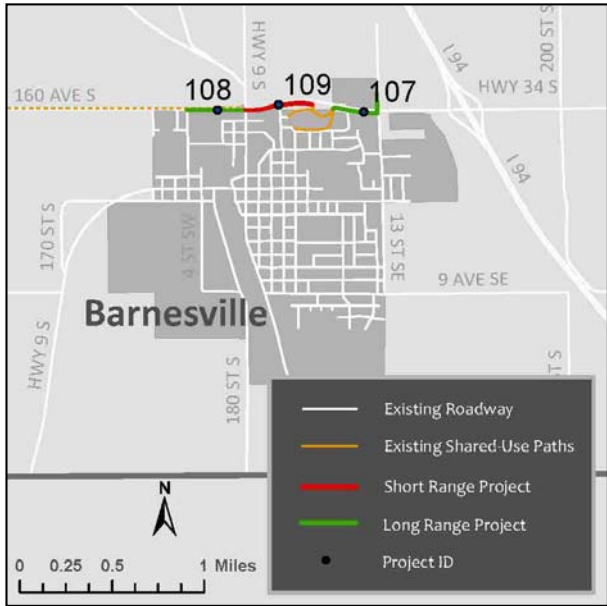
**Figure 6.4 – Proposed Project Map – Mapleton**



**Figure 6.5 – Proposed Project Map – Hawley**



**Figure 6.6 – Proposed Project Map – Barnesville**





- **Sidewalks** – If an ordinance does not already exist, local jurisdictions should adopt an ordinance requiring the installation of sidewalks on both sides of all new streets including col-de-sacs. Local jurisdictions should also make reasonable efforts to install sidewalks along existing streets where sidewalks are missing.
- **Implementation of Plans/Studies** – Local jurisdictions should implement recommendations from recent plans / studies. These plans include but are not limited to:
  - Moorhead River Corridor Master Plan (2014)
  - Bicycle Wayfinding Signage Study (2016)
  - Great Rides Moorhead Expansion Study (2016)
  - Any future plans / studies

#### 6.4 Priority 4 - Improved Maintenance

The public identified the need for improved maintenance efforts on existing facilities. These facilities include roadways, bike lanes, shared use paths, and sidewalks. The following recommendations are provided to address these concerns:

- **Path Surface Conditions** – Local jurisdictions should perform regular maintenance and occasionally reconstruct shared use paths so that pavement conditions are never considered in ‘poor’ condition.
- **Street Sweeping** – Local jurisdictions should consider increasing sweeping efforts in order to minimize debris in bike lanes and on local streets.
- **Snow Removal** – Local jurisdictions should make all feasible efforts to keep bike lanes and shared use paths cleared of snow in the winter with the exception of any paths that are used for winter recreation activities such as cross-country skiing.

#### 6.5 Priority 5 – Encouragement

Encouraging the use of the existing bicycle and pedestrian network can increase the number of users. With more of the population choosing to walk or bike, this can provide several benefits such as health, safety (safety in numbers), and decreased vehicle use. Below are recommendations that could help encourage more bicycle and pedestrian use:

- **Urban Design/Planning** –
  - Local jurisdictions should revisit current planning standards to allow and encourage more density, mixed use developments, infill, and complete streets in order to encourage livability and encourage more bicycle and pedestrian use.
  - Local school districts in cooperation with local jurisdictions should revise school siting policies so that distances between residential areas and schools are walkable for more students.
  - If an ordinance does not already exist, local jurisdictions should adopt an ordinance adopt an ordinance requiring the planting of boulevard trees along all new local, collector and arterial roadways so as to provide a desirable environment for pedestrians.
  - Local jurisdictions should implement standards such that city-provided bicycle parking conforms to APBP bicycle parking guidelines.
- **Bicycle Friendly Community** – Fargo-Moorhead’s existing Bronze Bicycle Friendly Community status will expire in 2018. Metro COG should re-apply prior to 2018 and endeavor for Silver status.
- **FM Bikeways Maps** - Metro COG should continue to provide the public with the FM Bikeways Maps and increase the number of distribution locations by 25%. Metro COG should also

implement a mobile app that would display all bicycle facilities in the FM Area along with user location capability.

- **Public Notifications** – Metro COG in cooperation with local jurisdictions should provide information to the public via websites, social media, and other means in order to inform the public of bicycle/pedestrian-related events such as StreetsAlive, Bike to School Day/Week, Bike to Work Day/Month, etc.

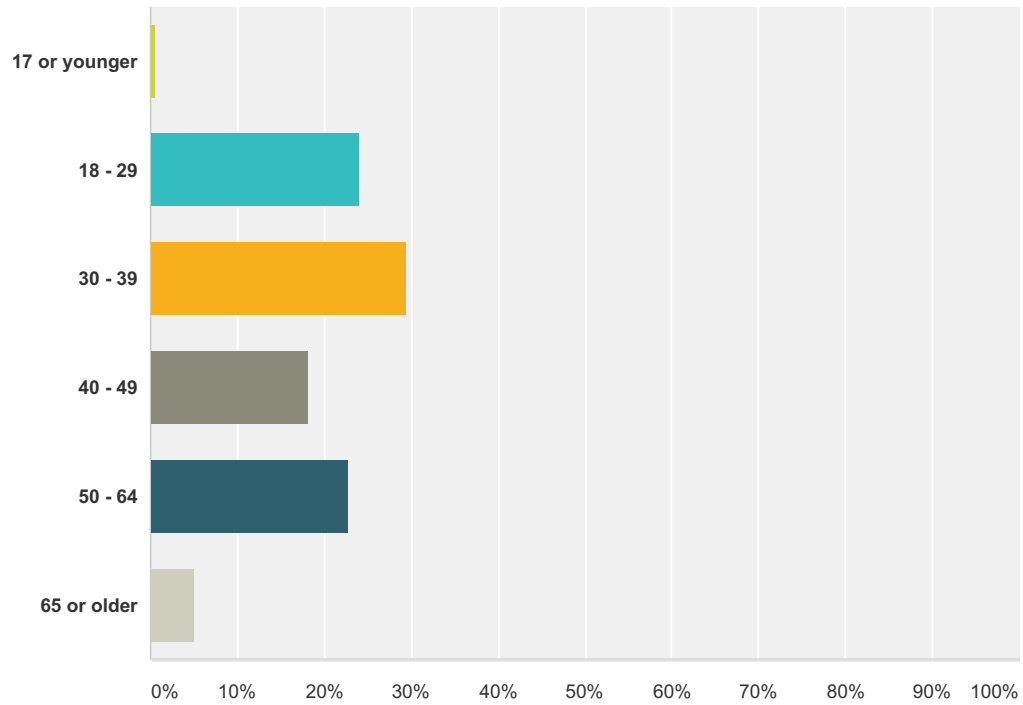
# **Appendix A**

Public Survey Results / Public Comments



### Q1 Please select your age category

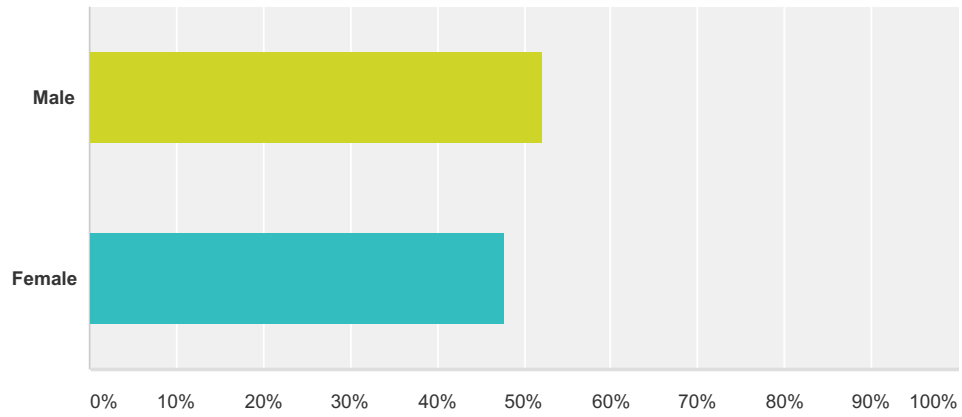
Answered: 342 Skipped: 0



Answer Choices	Responses
17 or younger	0.58% 2
18 - 29	23.98% 82
30 - 39	29.53% 101
40 - 49	18.13% 62
50 - 64	22.81% 78
65 or older	4.97% 17
<b>Total</b>	<b>342</b>

## Q2 Please select your gender

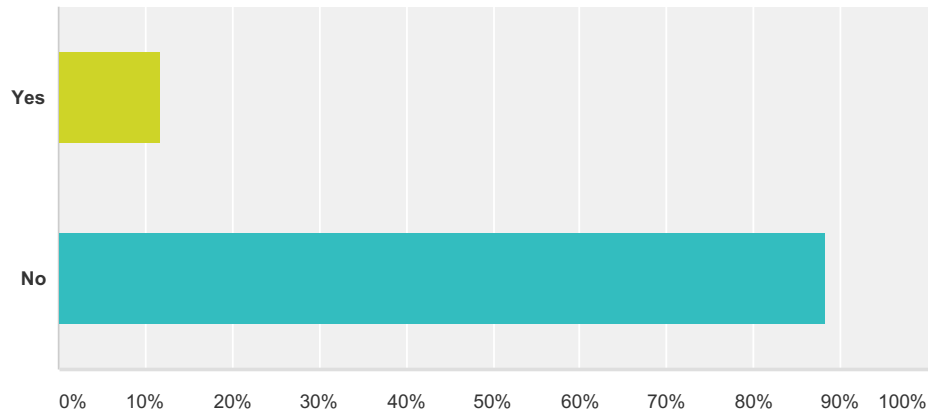
Answered: 339 Skipped: 3



Answer Choices	Responses
Male	52.21% 177
Female	47.79% 162
<b>Total</b>	<b>339</b>

### Q3 Are you a college student?

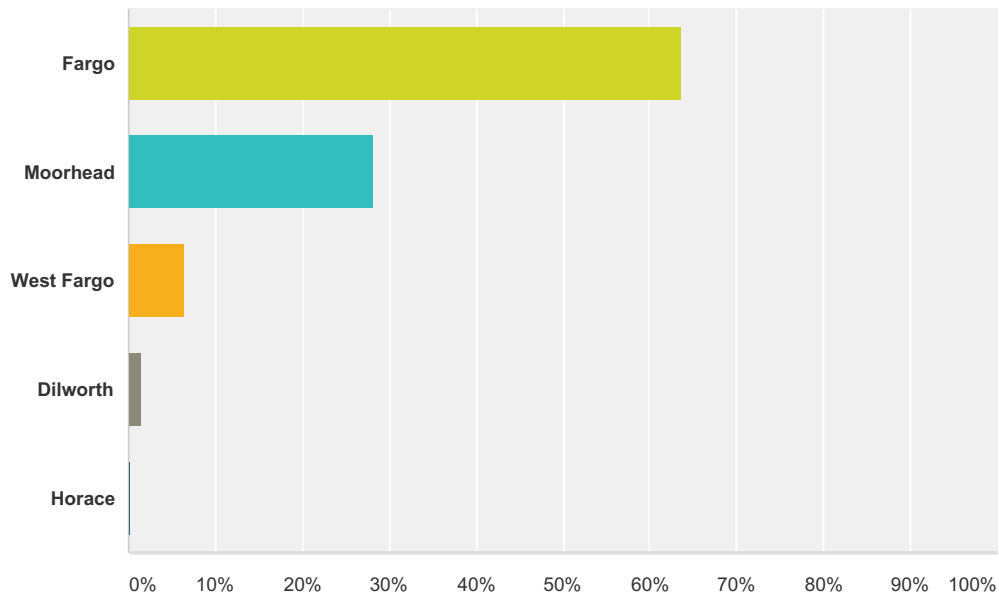
Answered: 341 Skipped: 1



Answer Choices	Responses
Yes	11.73% 40
No	88.27% 301
<b>Total</b>	<b>341</b>

### Q4 Where do you live?

Answered: 327 Skipped: 15



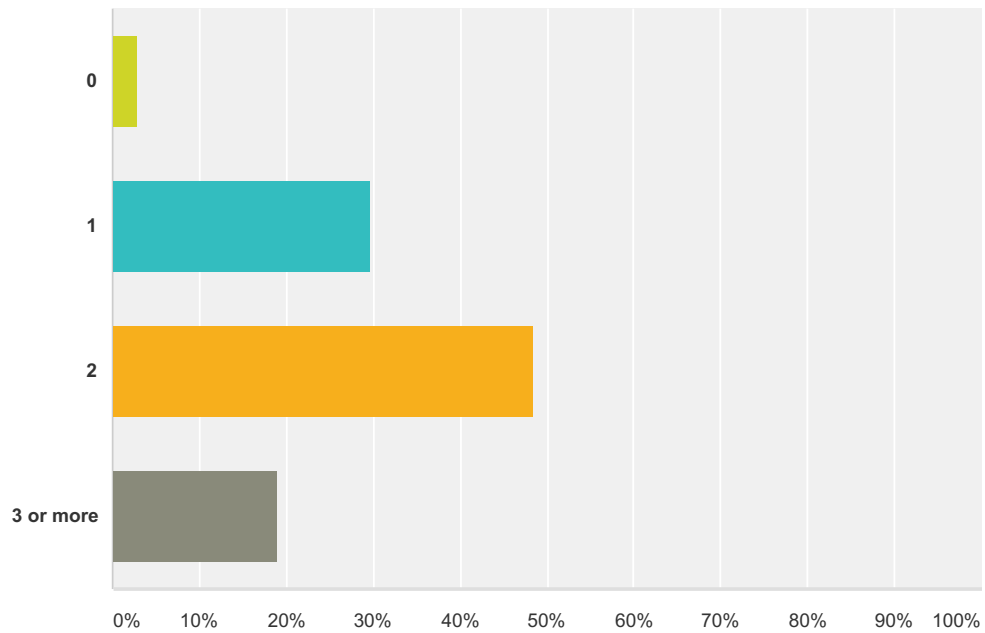
Answer Choices	Responses
Fargo	63.61% 208
Moorhead	28.13% 92
West Fargo	6.42% 21
Dilworth	1.53% 5
Horace	0.31% 1
<b>Total</b>	<b>327</b>

#	Other (please specify)	Date
1	Kindred	6/10/2016 1:35 PM
2	Sabin	5/10/2016 3:33 PM
3	Sabin	4/28/2016 9:21 AM
4	Extraterritorial Fargo	4/27/2016 8:47 AM
5	Bemidji	4/26/2016 3:11 PM
6	Harwood	4/24/2016 6:27 PM
7	Marion	4/20/2016 1:01 PM
8	Glyndon	4/20/2016 8:33 AM
9	Hawley	4/19/2016 4:11 PM



### Q5 How many automobiles are in your household?

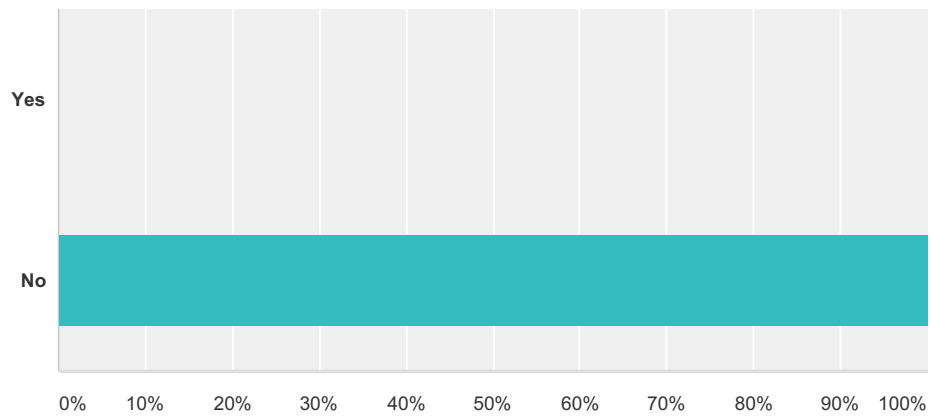
Answered: 341 Skipped: 1



Answer Choices	Responses
0	2.93% 10
1	29.62% 101
2	48.39% 165
3 or more	19.06% 65
<b>Total</b>	<b>341</b>

### Q6 Do you typically use a wheelchair, walker or other mobile aid?

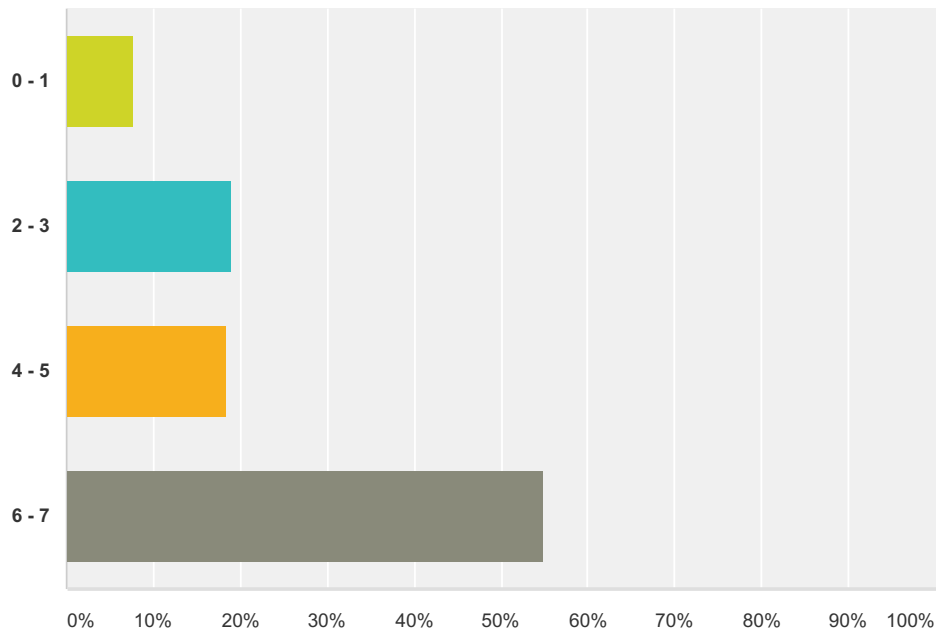
Answered: 307 Skipped: 35



Answer Choices	Responses
Yes	0.00% 0
No	100.00% 307
<b>Total</b>	<b>307</b>

### Q7 On a typical week, how many days do you walk more than one block?

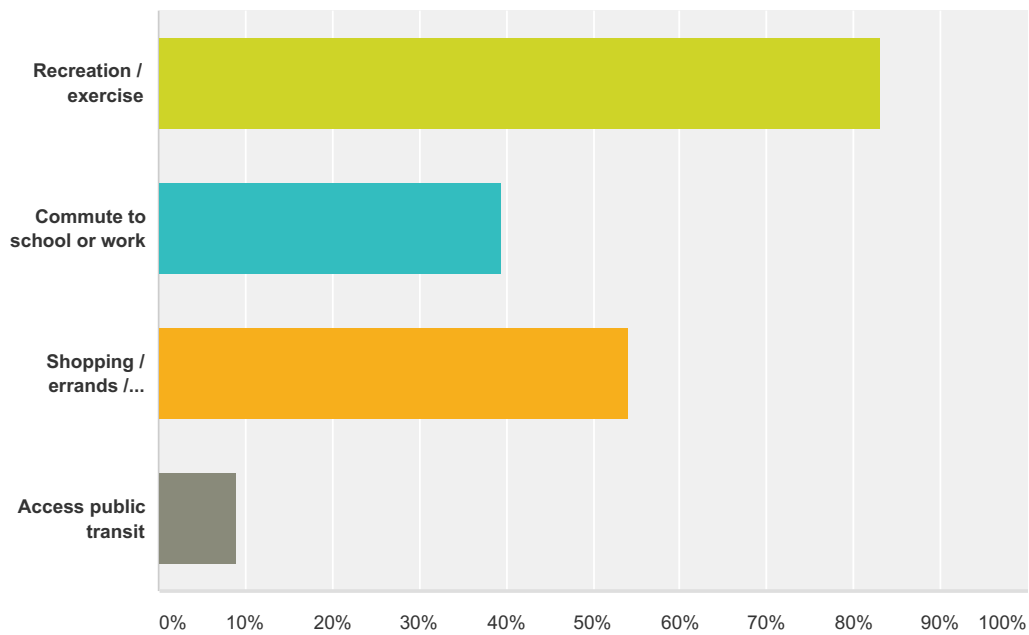
Answered: 311 Skipped: 31



Answer Choices	Responses
0 - 1	7.72% 24
2 - 3	18.97% 59
4 - 5	18.33% 57
6 - 7	54.98% 171
<b>Total</b>	<b>311</b>

### Q8 For what reasons do you typically walk more than one block? (check all that apply)

Answered: 301 Skipped: 41



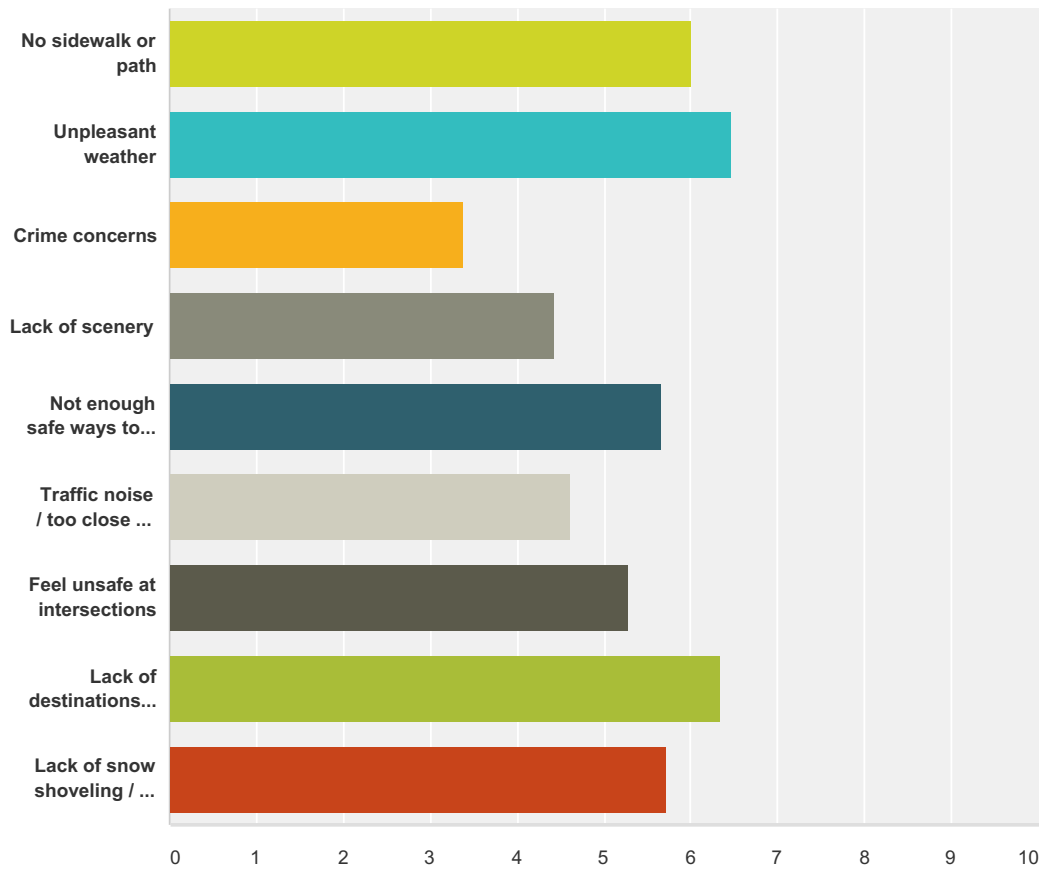
Answer Choices	Responses
Recreation / exercise	83.06% 250
Commute to school or work	39.53% 119
Shopping / errands / dining	54.15% 163
Access public transit	8.97% 27
<b>Total Respondents: 301</b>	

#	Other (please specify)	Date
1	dogwalking	6/10/2016 1:47 PM
2	walk dog	6/10/2016 1:44 PM
3	Dog walking	6/10/2016 11:12 AM
4	walk my dog	5/7/2016 3:31 PM
5	walking the dog	4/30/2016 11:36 AM
6	walk the dog	4/29/2016 5:30 PM
7	Walking my dog	4/28/2016 10:49 PM
8	Walk a lot during work	4/27/2016 5:53 PM
9	walk dog	4/27/2016 12:51 PM
10	dog	4/27/2016 10:28 AM
11	walking around work campus	4/27/2016 10:20 AM
12	Work-take a kid on a walk to talk about problems they are having.	4/26/2016 7:42 PM

13	I try to walk whenever possible	4/26/2016 6:45 PM
14	walking around facilities at work	4/24/2016 6:28 PM
15	Walk the dog	4/22/2016 12:54 PM
16	At work	4/22/2016 9:43 AM
17	Work	4/21/2016 6:59 PM
18	walk dog	4/21/2016 2:14 PM
19	Usually "last mile" connection to get to my destination	4/21/2016 7:41 AM
20	At work	4/20/2016 11:14 PM
21	do not own a car	4/20/2016 7:17 PM
22	walking our dog	4/20/2016 9:38 AM
23	work	4/20/2016 7:08 AM
24	I have an app on my phone that tracks steps, I try to get 10000 a day.	4/20/2016 5:21 AM
25	Because of a Child	4/19/2016 4:28 PM
26	walk dog	4/19/2016 3:32 PM
27	work around the house, yard work ,gardening	4/19/2016 11:53 AM
28	I'm more of a runner than a recreational walker	4/18/2016 4:48 PM
29	walking the dog!	4/18/2016 4:12 PM

### Q9 What are the biggest issues that keep you from walking more?

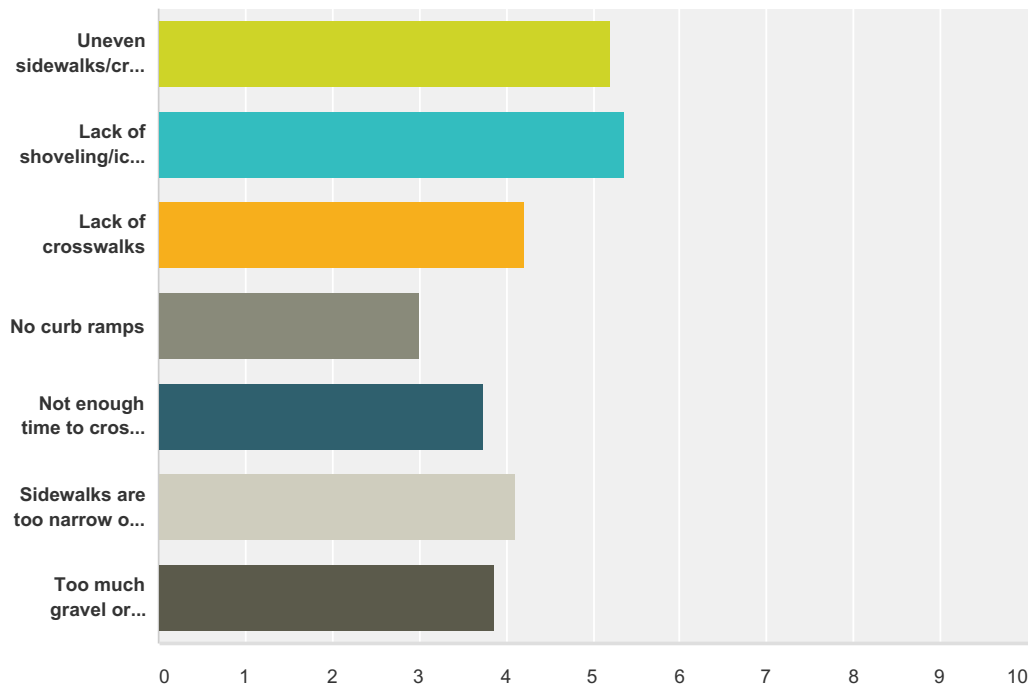
Answered: 275 Skipped: 67



	1	2	3	4	5	6	7	8	9	Total	Score
No sidewalk or path	23.26% 40	17.44% 30	9.30% 16	8.72% 15	10.47% 18	9.88% 17	7.56% 13	6.98% 12	6.40% 11	172	6.01
Unpleasant weather	35.71% 80	17.86% 40	8.93% 20	6.25% 14	3.57% 8	5.36% 12	6.25% 14	8.48% 19	7.59% 17	224	6.47
Crime concerns	9.59% 14	4.79% 7	6.85% 10	2.74% 4	2.74% 4	6.85% 10	14.38% 21	13.01% 19	39.04% 57	146	3.38
Lack of scenery	7.64% 12	8.92% 14	10.19% 16	9.55% 15	10.19% 16	10.19% 16	12.10% 19	15.29% 24	15.92% 25	157	4.43
Not enough safe ways to cross busy streets	11.04% 18	12.88% 21	17.79% 29	13.50% 22	11.04% 18	14.72% 24	8.59% 14	6.75% 11	3.68% 6	163	5.65
Traffic noise / too close to traffic	3.33% 5	7.33% 11	12.67% 19	10.67% 16	14.67% 22	18.00% 27	14.00% 21	12.67% 19	6.67% 10	150	4.61
Feel unsafe at intersections	5.03% 8	13.84% 22	9.43% 15	21.38% 34	16.35% 26	10.06% 16	11.95% 19	8.81% 14	3.14% 5	159	5.29
Lack of destinations within walking distance	25.93% 49	16.40% 31	15.34% 29	10.05% 19	8.99% 17	4.76% 9	7.94% 15	4.76% 9	5.82% 11	189	6.35
Lack of snow shoveling / ice concerns	10.26% 20	17.95% 35	17.95% 35	12.82% 25	12.82% 25	7.69% 15	4.62% 9	9.74% 19	6.15% 12	195	5.73

### Q10 What are the biggest issues you encounter when using the sidewalks/paths

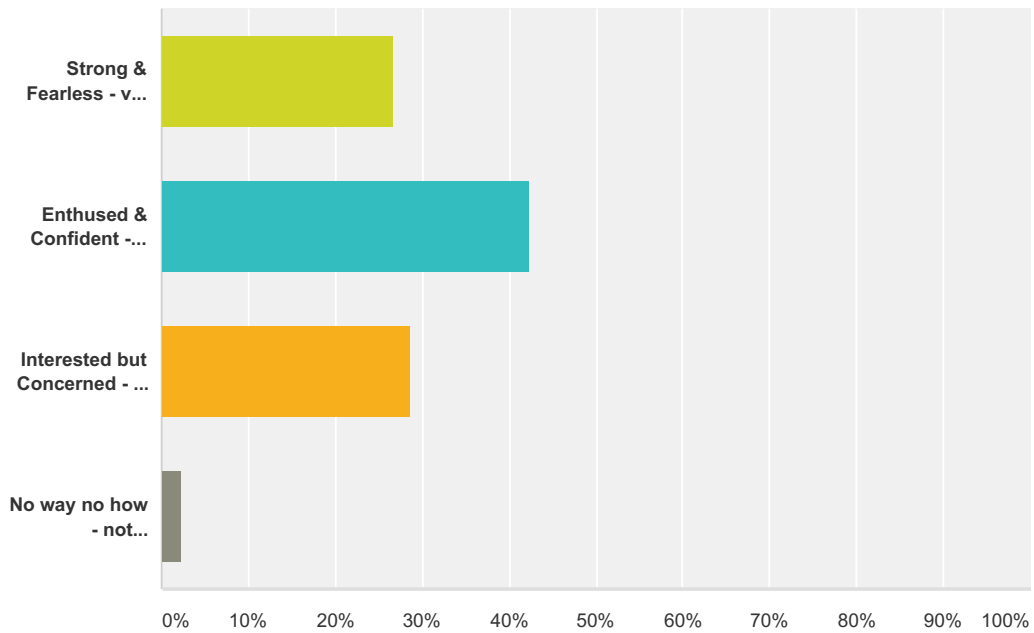
Answered: 247 Skipped: 95



	1	2	3	4	5	6	7	Total	Score
Uneven sidewalks/cracks	31.96% 62	26.29% 51	11.86% 23	9.28% 18	7.73% 15	5.15% 10	7.73% 15	194	5.19
Lack of shoveling/ice concerns	40.50% 81	21.00% 42	10.00% 20	8.50% 17	8.50% 17	5.00% 10	6.50% 13	200	5.36
Lack of crosswalks	14.10% 22	17.95% 28	14.10% 22	15.38% 24	14.74% 23	16.03% 25	7.69% 12	156	4.22
No curb ramps	5.07% 7	11.59% 16	5.07% 7	13.77% 19	15.22% 21	20.29% 28	28.99% 40	138	3.01
Not enough time to cross intersections	9.87% 15	8.55% 13	17.76% 27	18.42% 28	14.47% 22	17.11% 26	13.82% 21	152	3.74
Sidewalks are too narrow or obstructions in sidewalks (i.e. street lights, signs)	8.70% 14	13.04% 21	26.09% 42	14.91% 24	16.15% 26	11.80% 19	9.32% 15	161	4.11
Too much gravel or debris on sidewalk	13.58% 22	13.58% 22	14.20% 23	13.58% 22	12.96% 21	14.20% 23	17.90% 29	162	3.87

### Q11 What type of cyclist would you classify yourself as?

Answered: 307 Skipped: 35

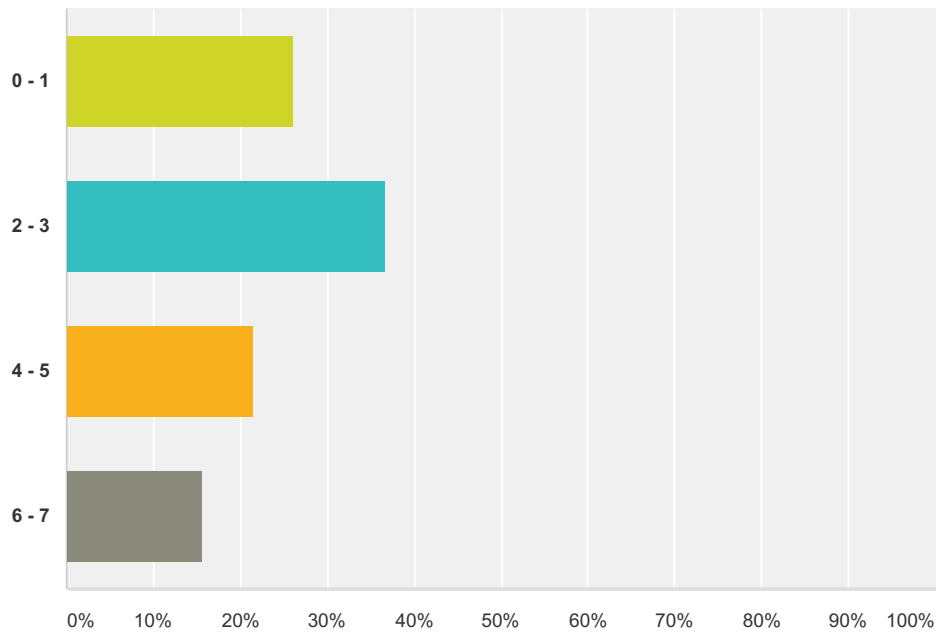


Answer Choices	Responses	
Strong & Fearless - very comfortable on any roadway	26.71%	82
Enthused & Confident - comfortable when riding in bike lanes or other bike facilities	42.35%	130
Interested but Concerned - not very comfortable riding near traffic but interested in biking more	28.66%	88
No way no how - not comfortable or willing/able to bike	2.28%	7
<b>Total</b>		<b>307</b>



### Q12 On a typical week, how many days do you bike?

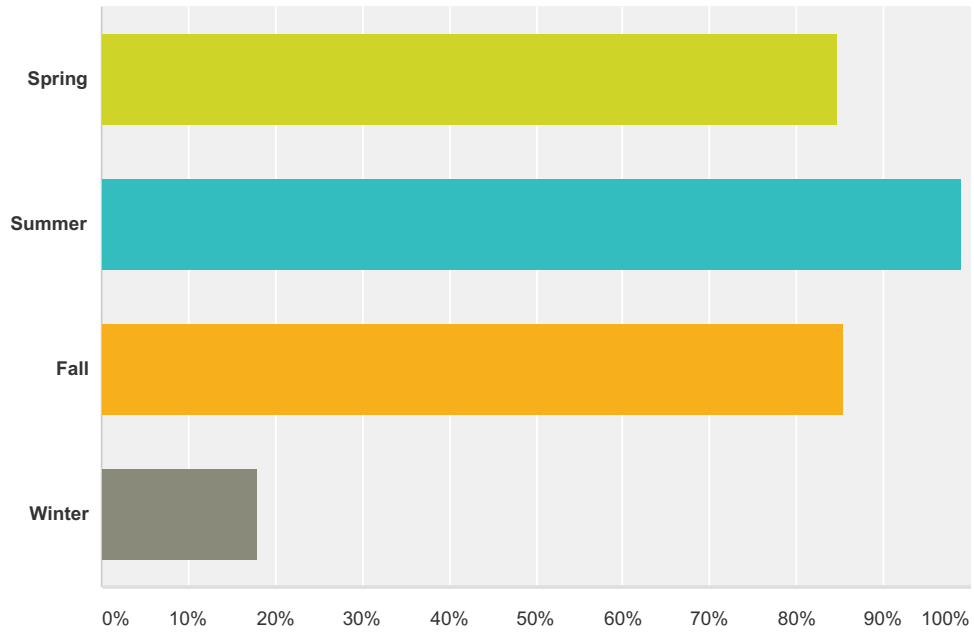
Answered: 307 Skipped: 35



Answer Choices	Responses
0 - 1	26.06% 80
2 - 3	36.81% 113
4 - 5	21.50% 66
6 - 7	15.64% 48
<b>Total</b>	<b>307</b>

### Q13 In what season(s) do you typically bike? (check all that apply)

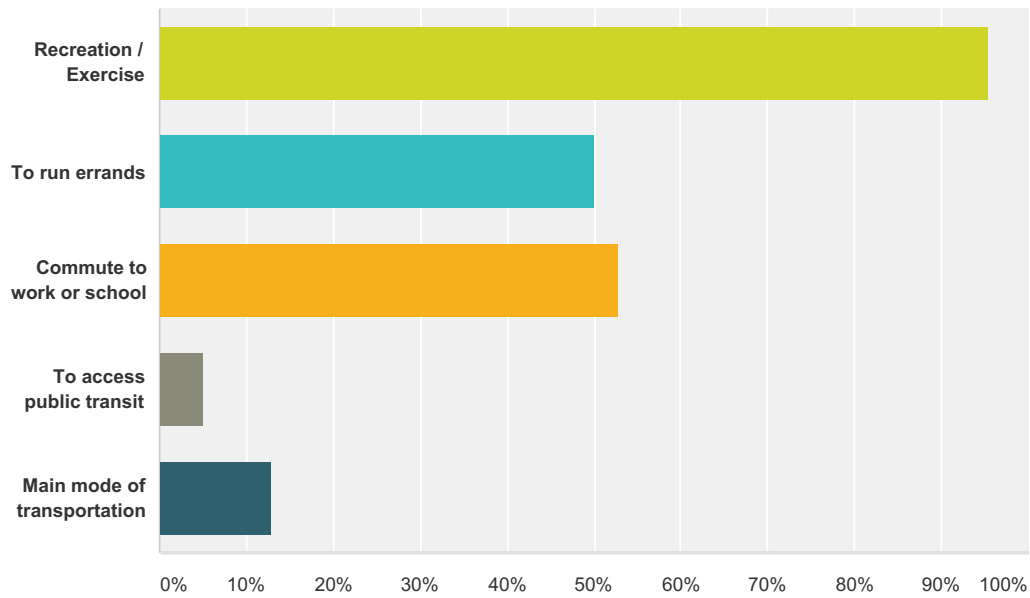
Answered: 300 Skipped: 42



Answer Choices	Responses	
Spring	84.67%	254
Summer	99.00%	297
Fall	85.33%	256
Winter	18.00%	54
<b>Total Respondents: 300</b>		

### Q14 Do you ride your bike for \_\_\_\_\_? (check all that apply)

Answered: 299 Skipped: 43

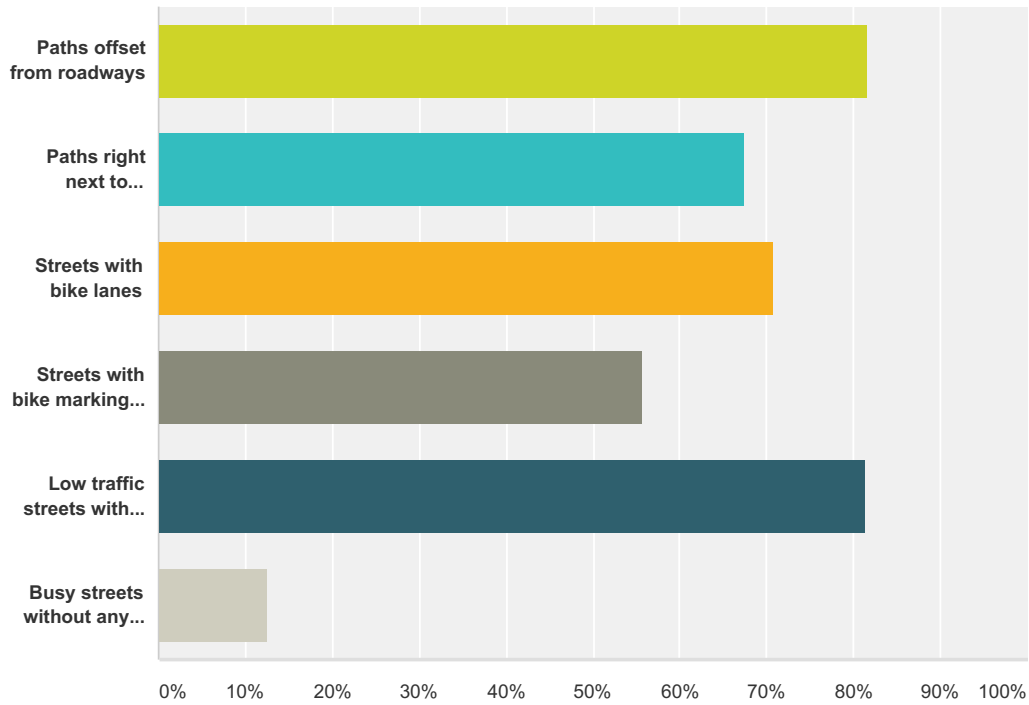


Answer Choices	Responses
Recreation / Exercise	95.32% 285
To run errands	50.17% 150
Commute to work or school	52.84% 158
To access public transit	5.02% 15
Main mode of transportation	13.04% 39
<b>Total Respondents: 299</b>	

#	Other (please specify)	Date
1	Environmental / marketing	6/10/2016 11:48 AM
2	I try to commute, but am skittish downtown without bike lanes.	5/11/2016 12:17 PM
3	Racing	5/2/2016 10:32 PM
4	Polo	4/27/2016 10:30 AM
5	To and from restaurants.	4/26/2016 7:32 PM
6	Within Fargo/Moorhead, Car for longer travels	4/21/2016 3:27 PM
7	but really, to get away from cars. listen, i want to be able to stop and look at that bunny/flower/mushroom/weird looking stick. or adjust my dress. i don't want to speed demon my way on the road. i'm grateful this conversation includes the "cycling is adorable" mindset, too.	4/21/2016 3:14 PM
8	do not currently ride bike	4/20/2016 7:18 PM
9	To visit library, restaurants	4/20/2016 9:05 AM
10	Pulling children/cart	4/19/2016 9:31 AM

### Q15 When provided, which do you choose to ride on? (check all that apply)

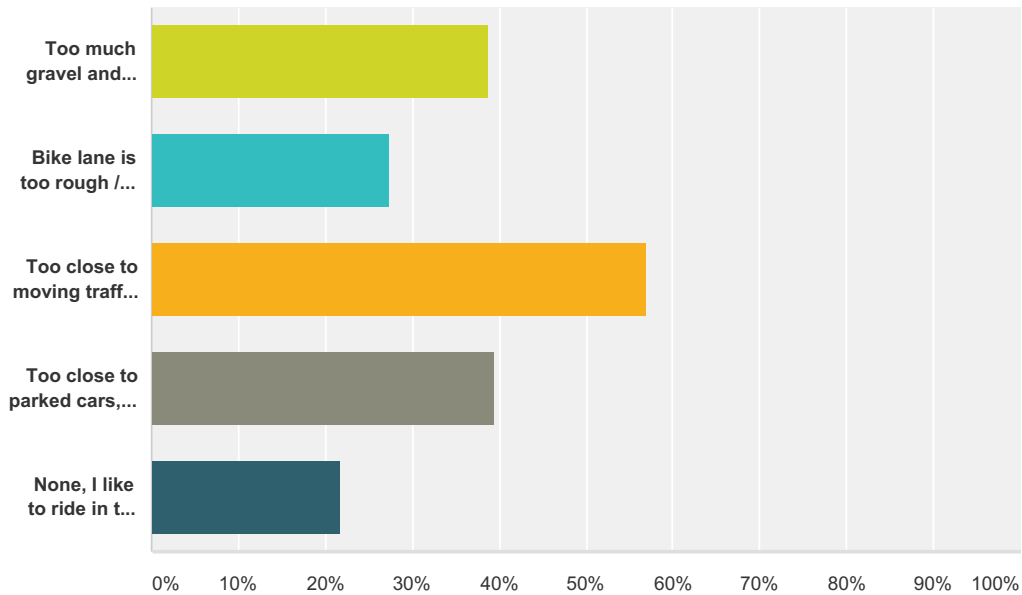
Answered: 301 Skipped: 41



Answer Choices	Responses
Paths offset from roadways	81.73% 246
Paths right next to roadways	67.44% 203
Streets with bike lanes	70.76% 213
Streets with bike markings (sharrows)	55.81% 168
Low traffic streets without any bike markings or bike lanes	81.40% 245
Busy streets without any bike markings or bike lanes	12.62% 38
<b>Total Respondents: 301</b>	

### Q16 What are the reasons you choose not to ride in the bike lanes? (check all that apply)

Answered: 286 Skipped: 56



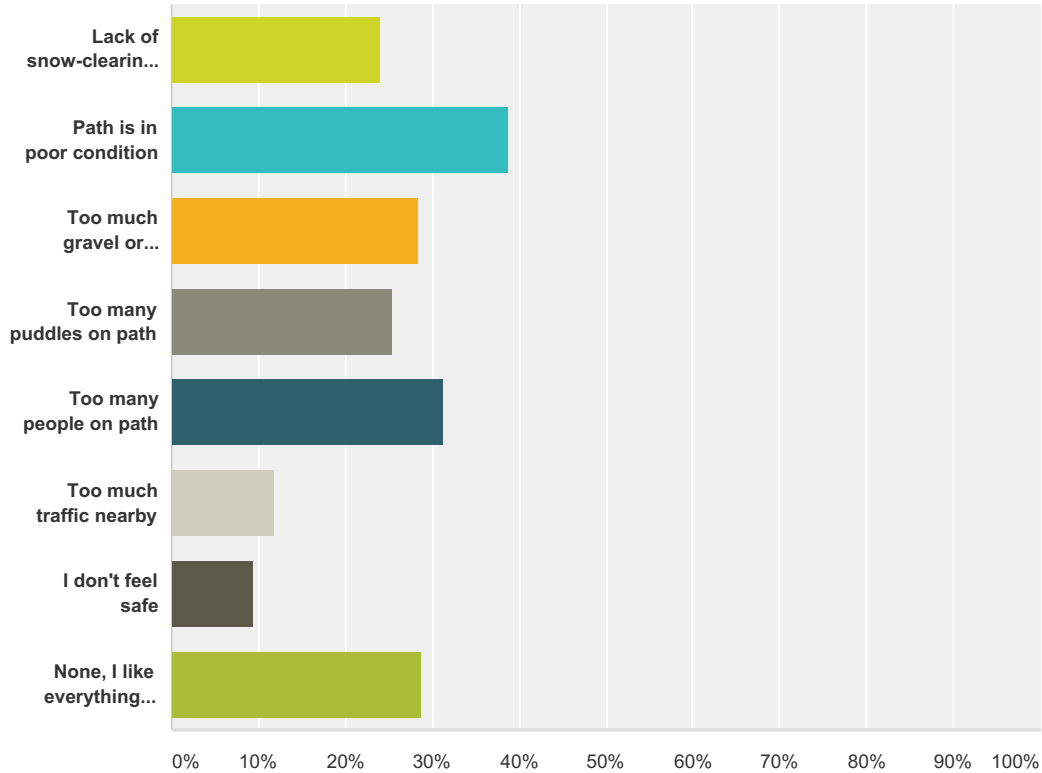
Answer Choices	Responses
Too much gravel and debris in bike lane	38.81% 111
Bike lane is too rough / bumpy	27.27% 78
Too close to moving traffic, afraid of getting hit by car	56.99% 163
Too close to parked cars, afraid of opening car doors	39.51% 113
None, I like to ride in the bike lanes	21.68% 62
<b>Total Respondents: 286</b>	

#	Other (please specify)	Date
1	Not well marked - drivers not educated on bike safety	6/10/2016 1:37 PM
2	Traffic moving too swiftly. The bike lane on 10th St N feels more dangerous than I prefer.	6/10/2016 1:27 PM
3	Dangerous at intersections. Too many multi-use users	6/10/2016 11:48 AM
4	I'll use them when I can, but I move into traffic when they are not safe. Many are in terrible condition and lead to an unrealistic belief that they are safer than the road.	5/10/2016 10:53 AM
5	I usually prefer bike lanes, but if it is less safe I will ride on the sidewalk	5/3/2016 1:30 AM
6	When a car is about to turn in front of me, I get out of the bike lane usually	5/2/2016 10:32 PM
7	I do ride in the bike lanes where they exist, but it seems that they get less attention by city than the road way and are often filled with debris	5/2/2016 7:45 PM
8	Not comfortable around any traffic and stay in residential areas only	4/30/2016 10:23 PM
9	It depends on the amount of car traffic; when busy, I opt for the sidewalk... too many drivers are unaware of cyclists.	4/29/2016 2:25 PM
10	Lack of maintenance- potholes and broken pavement.	4/29/2016 2:02 PM

11	usually in the worst part of the road	4/28/2016 1:08 PM
12	Not well marked ie.Paint the lines 2xper year!	4/28/2016 8:42 AM
13	I like bike lanes they are great!! That being said there are many bike lanes that are not surfaced properly for biking and not cleaned often enough.	4/27/2016 1:49 PM
14	Traffic is too fast and inattentive on the University and 10th street lanes.	4/27/2016 1:12 PM
15	Lack of awareness of bikers by drivers	4/27/2016 12:23 PM
16	People do not respect bike lanes	4/27/2016 12:22 PM
17	Not always on my route	4/27/2016 12:01 PM
18	Bike lanes on wrong side of road, bike lanes end abruptly, with no continuation	4/26/2016 8:10 PM
19	too dangerous need to stop at all intersections	4/26/2016 7:49 PM
20	No bike lines or not enough of them where I live.	4/26/2016 7:45 PM
21	I usually ride with my children and the cars are no respectful. It's too scary!!	4/26/2016 6:54 PM
22	Scared of drivers not being aware of how to share street	4/26/2016 6:46 PM
23	I'm not aware of which streets have bike lanes, and though I rode every street / every day in San Francisco for 15 years, I am afraid to ride in Fargo because of the disrespect / lack of education of motorists.	4/26/2016 6:56 AM
24	The Bikelanes in Fargo area not treated second to the roads- the lanes on 10th and uni are often dirty and cars are going very fast, not comfortable to bike on when I am biking with women and children	4/24/2016 1:46 PM
25	no bike lanes on my preferred route	4/22/2016 1:42 PM
26	Discontinuous routes	4/22/2016 9:46 AM
27	EVERYONE uses the bike lane as a turning lane, especially on University. I refuse to use those lanes.	4/21/2016 3:55 PM
28	Ice and water during winter	4/21/2016 3:27 PM
29	i'm not afraid of the cars, i just don't want to be near them.	4/21/2016 3:14 PM
30	Not accessable or discontinued	4/21/2016 1:18 PM
31	No separation/barrier from auto traffic	4/21/2016 7:43 AM
32	no direct route to my destination	4/20/2016 2:34 PM
33	Not safe for children.	4/20/2016 12:57 PM
34	not in convenient areas of town, I dont want to go far out of my way just to access a bike route.	4/20/2016 12:37 PM
35	My 7-year-old daughter rides with me and I worry that drivers won't see her.	4/20/2016 9:05 AM
36	There are not many in the City of Moorhead.	4/20/2016 7:25 AM
37	I sometimes avoid the lanes, but not always,	4/20/2016 5:49 AM
38	I usually have my kids with me and prefer low traffic streets with them.	4/19/2016 8:57 PM
39	Also, most bike lanes in Fargo have no provision for getting across intersections	4/19/2016 5:23 PM
40	Streets are for cars not bikes	4/19/2016 4:23 PM
41	pavement joint with concrete gutter is unsafe	4/19/2016 3:37 PM
42	bike lanes arent going to save me time	4/19/2016 8:24 AM
43	I like the bike lanes and use them when available, but do feel nervous when riding near traffic traveling at 30MPH or greater.	4/18/2016 4:30 PM
44	Lanes are built along gutters, leaving gaps parallel to the direction of travel. Super dangerous and poor engineering.	4/18/2016 4:28 PM

**Q17 What issues do you experience when riding on shared-use paths? (check all that apply) Note: Shared-use paths are paved trails typically in parks, along rivers, or along roadways)**

Answered: 275 Skipped: 67



Answer Choices	Responses
Lack of snow-clearing or too icy	24.00% 66
Path is in poor condition	38.91% 107
Too much gravel or debris on path	28.36% 78
Too many puddles on path	25.45% 70
Too many people on path	31.27% 86
Too much traffic nearby	12.00% 33
I don't feel safe	9.45% 26
None, I like everything about the shared-use paths	28.73% 79
<b>Total Respondents: 275</b>	

#	Other (please specify)	Date
1	Not enough bike paths	6/10/2016 1:37 PM
2	poor etiquette, lack of awareness, dogs off leash	6/10/2016 11:29 AM

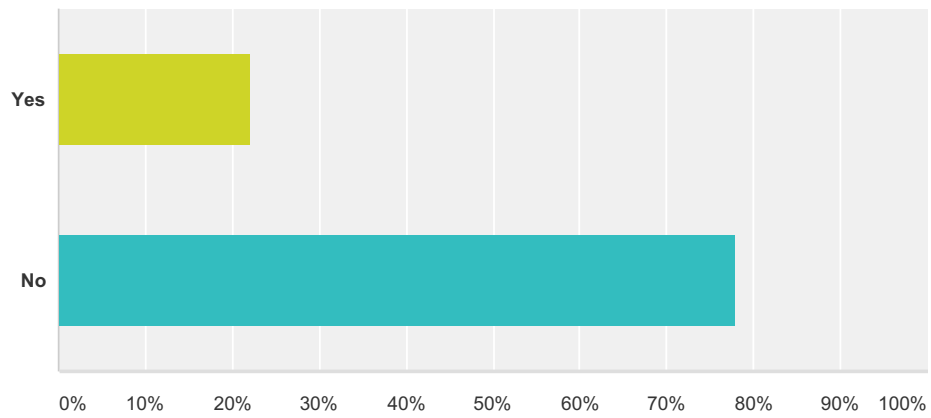
3	Some walkers don't stick to right side of path - amble along with little concern for bikers	5/11/2016 8:36 PM
4	I generally like the paths, but there are areas in disrepair.	5/11/2016 12:17 PM
5	I like the paths, but there are problems in many areas. Some paths need repair/replacement and maintenance vehicles/mowers often leave them a mess. Overall they are great and we could use more!	5/10/2016 10:53 AM
6	Shared paths are only good for walking,running & slow (5-8mph) bicycling	5/5/2016 2:01 PM
7	shared walk and bikeways are fine for casual riding, but it would be nice if walking and biking were separated, if not physically at least by lane markers	5/2/2016 7:45 PM
8	I very rarely use such paths.	5/2/2016 9:48 AM
9	I use shared-use paths frequently; I don't mind many of the above issues	4/29/2016 4:01 PM
10	Other than lack of prompt clearing of snow, I love shared-use paths.... so much safer feeling than cycling in so-called "bike lanes" on the actual road.	4/29/2016 2:25 PM
11	people unaware that bikes are around and using the paths	4/29/2016 11:07 AM
12	People with pets let their pets stretch the lease across the whole paths or no on lease.	4/28/2016 1:08 PM
13	Dogs on long leashes:(	4/28/2016 8:42 AM
14	Shared bike paths in Fargo tend to be too curvy and narrow for the speed at which bicycles travel.	4/27/2016 1:49 PM
15	Only use when the children are with and have no issues.	4/27/2016 1:12 PM
16	Hard to ride a bike with pedestrians on the same path.	4/27/2016 12:41 PM
17	The paths usually take you a long way out of the way	4/27/2016 12:22 PM
18	New oil surface on Fargo river path is slippery	4/27/2016 12:01 PM
19	Pets---they have numerous dog parks people!	4/26/2016 9:30 PM
20	Haven't used any	4/26/2016 8:45 PM
21	I think the shared use paths are designed for low speed travel 10-12 mph	4/26/2016 7:49 PM
22	There aren't enough bike paths to use.	4/26/2016 7:32 PM
23	I'd rather ride on the street in Mhd. The sidewalks suck for biking to many cracks and to uneven The sidewalk in front of my apt doesn't even go all the way to the end of the block!	4/26/2016 7:18 PM
24	most likely issue is a walker or other slower-moving cyclist right in the middle of the path. Particularly if they have headphones.	4/26/2016 12:30 PM
25	people blocking full width of path, so you can't get by	4/26/2016 8:59 AM
26	the paths are too short and often come to a dead end	4/25/2016 12:01 PM
27	shared-use paths are great for recreations, but to mean do not add to the day-to-day bikeability of our community	4/24/2016 1:46 PM
28	Since I ride primarily to accomplish the tasks in my life, I rarely ride on shared-use paths. They don't take me most directly where I'm going.	4/22/2016 7:48 PM
29	walkers in the middle of the paths wearing head phones who do not hear me when i yell, "Pardon me, bicycle passing on your left" and do not move over when i pass them, then get startled when i do pass and yell at me for not warning them.	4/22/2016 1:42 PM
30	Traffic is not looking for cyclists about to enter the intersection; too many "stop" signs requiring the pedestrians/cyclists to yield to traffic	4/22/2016 9:46 AM
31	Sometimes too narrow or in very bad condition.	4/22/2016 9:11 AM
32	too much mud on Moorhead paths after rain	4/21/2016 3:29 PM
33	those closest to the river tend to be full of clay for quite some time in the spring/after a flood event.	4/21/2016 3:14 PM
34	Shared-use paths do not easily connect north to south in downtown Fargo and could go farther north	4/20/2016 1:04 PM
35	Not Convenient location, We need more Usuable routes that actually connect parts of town that are conveyent to get to.	4/20/2016 12:37 PM



36	Walkers who walk side by side and don't seem to think bikes should be passing them, and when you do nicely pass them and warn them 'passing on the left' they sometimes act like jerks. Also sometimes whole groups are walking and if they see you coming tend to move but then trying to pass them is annoying. I ride bike early in the year and late, and sometimes in winter and then all of a sudden there's a crowd and they act like they own it. Bikers can be jerks too sometimes, so I get that. Civility costs nothing!	4/20/2016 11:03 AM
37	Infrequent connections to street grid	4/20/2016 9:56 AM
38	I typically am a commuter biker, not a recreational.	4/20/2016 8:36 AM
39	Dogs without leashes!	4/20/2016 5:24 AM
40	Lindenwood and the other paths going north along the river towards NDSU on both sides are awesome!	4/19/2016 11:09 PM
41	Many shared-use paths have VERY harsh curbs. This makes a huge difference and causes pain for me (for example, the intersection of the 40th Ave S multi-use path with 36th St	4/19/2016 5:23 PM
42	As a dog walker, it is disturbing to see bicyclists not yield when they ride on a sidewalk - when they should be in the (low traffic) street.	4/19/2016 5:20 PM
43	dogs on leashes across the path, and 2-3 people side-by-side taking the entire width	4/19/2016 3:37 PM
44	I esp like seeing other people walking, biking, strollers, wheelchairs, rollerblading etc	4/19/2016 11:56 AM
45	Path etiquette: people YACKING and oblivious to their surroundings -- ie, stay on the right side of path, or, at a minimum, be aware of the possibility that you are not the only person using a public trail.	4/19/2016 10:33 AM
46	Paths in Moorhead along river are especially in bad shape.	4/18/2016 5:45 PM
47	Often times there are walkers who don't respect the "shared" part of "shared use path"	4/18/2016 4:52 PM
48	Slippery when wet!	4/18/2016 4:29 PM
49	Typically lots of mud after rain or floods	4/18/2016 4:28 PM

### Q18 Have you ever checked-out a bike from Fargo's Great Rides Bike Share?

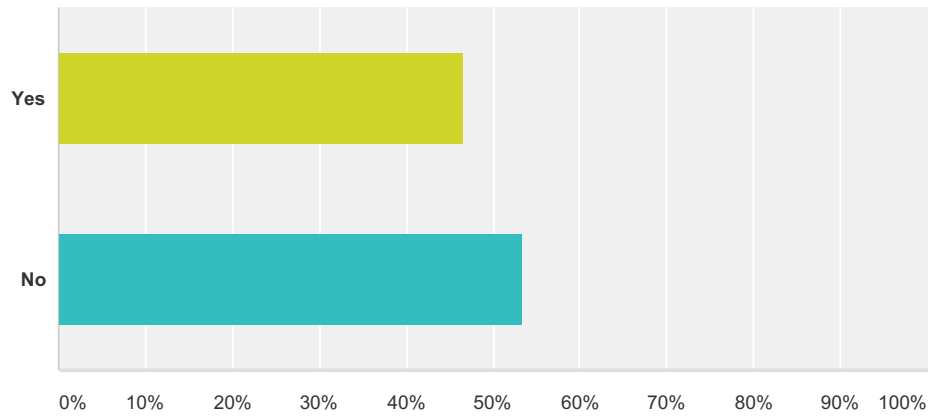
Answered: 304 Skipped: 38



Answer Choices	Responses
Yes	22.04% 67
No	77.96% 237
<b>Total</b>	<b>304</b>

### Q19 Would you like to be part of our Metropolitan Bicycle & Pedestrian Committee email list?

Answered: 281 Skipped: 61



Answer Choices	Responses	
Yes	46.62%	131
No	53.38%	150
<b>Total</b>		<b>281</b>

**Q21 Please provide any comments that you have on bicycle / pedestrian issues you see in the Fargo-Moorhead area:**

Answered: 166 Skipped: 176

#	Responses	Date
1	Consistent bike lanes and paths downtown!	6/22/2016 10:05 AM
2	Updating all current shared trails. No one like to used trashed trails.	6/10/2016 1:28 PM
3	Most of the interstate crossings only go in one direction. The reverse direction usually make the path unusable. A lot of transitions are pretty poor for a bike at 12-13 mph. Transitions - from road to path, etc. Signage is poor in general. I had no idea bikes were legal on most sidewalks. Most cities are not like that (like WF). There should be some consistency.	6/10/2016 1:27 PM
4	It was a big to cyclists when the rail road crossing by the former downtown Hardees was closed. It was a nice place to cross the tracks. I wish the crossing could be reopened. But there have been improvements. The bike lanes on 10th and University, but they need to be swept often, especially in spring.	6/10/2016 1:19 PM
5	17th Ave S needs crosswalk south of the movie theater.	6/10/2016 11:48 AM
6	From 40th Ave S Fargo bike path along CR 17 to West Fargo Bike trail along 13th Ave by West Acres (fix) Bike trail from Mhd to Buffalo River State Park Bike trail south of I-94 (by Goldmark) need to be fixed to 40th Ave S.	6/10/2016 11:43 AM
7	From 40th Ave S Fargo bike path along CR 17 to West Fargo	6/10/2016 11:41 AM
8	1. A year round river crossing in the south metro is crucial. It is frustrating and prohibitive to travel north to Main Ave to cross the river during the winter months if you're trying to traverse the south metro. 2. It is maybe a little off topic, but the lack of public transportation on Sundays is a prohibitive factor in adopting a year-round bicycle/pedestrian/public transit lifestyle. Sometimes a person is sick, the weather is crappy, etc. and you just need to get a ride somewhere. 3. For the most part, Fargo has good north/south thoroughfares. Traveling east/west is not nearly as convenient, safe or easy to navigate. Gaps 43, 48, 54, etc. would help address this.	6/10/2016 11:17 AM
9	When there are bike lanes on the road I see a a lot of people using them as turn lanes, which makes it difficult to ride in the bike lane. I also notice that cars do not always allow for bikers to cross intersections.	5/13/2016 10:21 AM
10	Please increase bike pathways. I would consider biking in the winter but there is absolutely no safe pathways to do so in the Moorhead Community.	5/13/2016 10:06 AM
11	5th st s in Fargo continues to see excessive speeds, and although a new crosswalk light has helped considerably for children crossing for school and for other pedestrians, many drivers are too self absorbed to yield. They seem to think it is their own personal highway. I would be afraid to bike on it although many do. Speed limit is 25, 20 nearer to the school when children are present, and I see people flying by. Another concern would be cyclists not following the rules of the road. I have nearly hit several bikers as they zip out across university drive (north of 13th) without stopping at the intersection first. Scary. I have spoken with others about this and apparently it's very common.	5/12/2016 10:16 AM
12	As a nearly forever resident of Minnesota and a 4-year resident of Moorhead, I LOVE the fact that I live FEET from a bike path. However, I am perplexed at how much better a bike-path system Fargo has than Moorhead! I often will cross one of the ped. bridges to ride mostly in Fargo. Even the repairs that were made last summer on the path between Main Ave. and the Oak Grove bridge were rather mediocre - although an improvement. I want to take my grandsons biking with me when they visit, but because of the "warps", bumps, etc. I fear they would not be safe. And at 68, I, too, am very cautious in several areas.... I know this takes money. But I sure hope for improvements. I do have to ride back home from Gooseberry Park on streets unless I retrace my Fargo route back up to Main Ave.	5/11/2016 8:47 PM

13	<p>Please, please, please do not waste any more money on bike paths or encouraging riding on sidewalks. The bike paths are usually flooded out, cracked up, full of mud, full of walkers. Overall just plain dangerous and you can't get anywhere fast. We need more bike lanes ON THE EXISTING ROADWAYS so people can leave their cars at home and commute to work. I live in North Fargo and work in S. Fargo. I use 32nd ave N (no bike lanes but wide and not much traffic), University (nice bike lane from 19th ave N to 3rd Ave N - not sure why the lane suddenly stops - this lane should be completed further to the south to hook up with the bike line on 1st ave south), and the bike lane on 1st ave S between University and 20th ST. I read in the paper today about possibly using the sidewalk along NP. This is just plain stupid. We need to have bike lanes ON THE ROAD so you can get somewhere without running into pedestrians. Have clearly marked lanes on through streets so the cars and bikes don't have to stop at every intersection. You don't need bike lanes on every street. Just enough North/South bike lanes and East/West bike lanes so you can commute on a bike without going more than a few blocks out of your way. Fargo is getting better. My son went to Univ of Mn for 4 years and I visited him often. They have nice bike lanes on many of the roads that share with the cars. Many, many bike riders there. Fargo can get to that level also if we keep adding on-road bike paths and educating the fossil burning car drivers. In particularly troublesome spots, MPLS just paints the road green to alert drivers to watch for cyclists. Please don't get sidetracked with recreational things like riding on the sidewalk and off-road bike paths. Please help people leave their polluting auto's in the garage and instead get heathly by commuting to work.</p>	5/11/2016 7:56 PM
14	<p>As someone who works downtown, I really hope the city creates a handful of dedicated bike lanes. I think NP avenue is a great start, though I hope you consider placing parked cars between the street traffic and the bike lane rather than having the bike lane between the parked cars and traffic. I would suggest you also consider a dedicated North/South route. My commute along 8th street is nice, even with the traffic, but it gets a bit tight as you cross main and have to ride next to all of the parked cars/doors who aren't paying attention.</p>	5/11/2016 12:21 PM
15	<p>I like the concept of continuous bike trails on both sides of the river. With the removal of so many homes along the river, possibilities exist today that were unthinkable just a few years ago. While I have had some contact with city/park staff about trail conditions, there are so many jurisdictions that it is difficult to know who to contact about maintenance items. A central location such as through MetroCog might be helpful. Overall, we have a great system that should be continued, maintained and enhanced. Thanks</p>	5/10/2016 11:22 AM
16	<p>When walking the dog I have to constantly move over to the sidewalk because a bicyclist is using the sidewalk. The streets by me are NOT that busy, and sometimes the bike lane is on the street right next to the sidewalk he is riding on.....bicyclists should use the bike path on the street or at least move over for a pedestrian. This is especially difficult during winter. (My dog will jump on a bicyclists.)</p>	5/7/2016 3:35 PM
17	<p>need more bike paths on the Moorhead side of the river in the downtown area. would like to see a path from Wall Street to Gooseberry and beyond. city or park board does a terrible job of keeping ALL the bike paths clear of snow. in the winter like to walk dogs at woodlawn park because people don't shovel their sidewalks or clear the ice but the south end of the path never gets cleared. and when it rains there are two low spots on the south end that are always full of water and mud.</p>	5/6/2016 8:52 PM
18	<p>Would really like to see more off road trails like those in gooseberry park.</p>	5/6/2016 8:00 PM
19	<p>Lack of educational opportunities for operating bicycles legally and appropriately. Lack of enforcement/weak policies around snow and ice removal. Lack of speedy response to requests for sidewalk improvements related to subsidence of panels, cracking etc. Sidewalks and paths need to be repaired outside of scheduled road reconstruction projects. Yes, it costs more but I suspect we are going to see a public that is more sensitive to surface issues as the community grows in awareness and as seniors move into the urbanized area. It is not too far of a stretch to imagine more lawsuits and payouts to injury victims because of poorly maintained sidewalks.</p>	5/5/2016 4:17 PM
20	<p>Many drivers don't pay attention to people crossing at marked/unmarked intersections. It would be great to see curb extensions to reduce the amount of time pedestrians need to be in the roadway. Traffic signals should also be re-timed to grant people the time needed to walk across roads safely without feeling the need to be rushed.</p>	5/5/2016 4:16 PM
21	<p>I do not like shared paths because it is dangerous for both the pedestrian and cyclist. Biking is too fast to share with walkers. I do ride the paths with a commuter bike, but even then it is only in a high vehicle traffic area where it is safer to go over or under a freeway.</p>	5/5/2016 2:07 PM
22	<p>I ride/commute Fargo on a daily basis, year round. My main concern is the drivers texting. I'm also concerned about other cyclists that do not adhere to the rules, making me look bad (I stick to the rules). Fargo, is not a friendly bike commuter town. There simply are not enough commuters which minimizes exposure. Unfortunately, the people in charge of the city are not cyclists and seem to push back when commuter plans are trying to be incorporated. The road maintenance crews (mainly in the winter) are not familiar with what it takes to make commuting beneficial. Fargo tries to recognize the plentiful bike trails along the river. Bike trails are all good if you are out for a cruise, but they don't take you anywhere. I'm going to continue commuting full time, crossing my fingers every time I click in, using all my skills and senses to do what I can to minimize the risk.</p>	5/5/2016 11:18 AM

23	Bike lanes need to continue straight further. For example, the bike lanes on a couple of the "one ways" will end or have the option of turning off when the desire is to still go straight. You are then right in the midst of traffic again. I don't mind it too bad, but some people would shy away from going straight.	5/2/2016 10:36 PM
24	Paths along river need renovation. We need non-slippery and smooth concrete paths in the area. I don't care how cheap oil paths are, they're shoddy. There are too many tar filled cracks on the path that can be dangerous for riders with thin wheels. A bit of heat and the tar is soft which can catch wheels in the crack causing accidents. Just today, I saw a rollerblader wipe out twice. This was due rough pavement and a tar crack. The latter was a worse wipeout. These tarred up cracks are dangerous.	5/2/2016 10:30 PM
25	There are still many West Fargo intersections where the signals don't always work and several sidewalks that end unexpectedly. I push a stroller and pull a child in a bike cart, so that's an unpleasant surprise. I'm also completely unsure/afraid of how to actually ride in traffic, especially with a bike cart.	5/2/2016 2:45 PM
26	My biggest concern that deters me from biking more places is having a safe way to cross busy streets.	5/2/2016 9:49 AM
27	I would love to have a bike trail near by or close to the FM area that I could ride for a long period of time without stop lights or worrying about cars. I'm more worried about my kids riding on the trails. The Milwaukee Trail isn't long enough and trails through lindenwood are good but not very long when you are biking.	5/2/2016 8:41 AM
28	Because our household is aging, we are less concerned about bicycle/pedestrian issues for our household but more so how they impact the general population. Our concerns are more about the safety of the sidewalks regarding cracks, debris, etc. for walking to prevent falls and also keeping them clear of ice for the same reason.	4/30/2016 10:26 PM
29	I've been biking as my main mode of transportation since the early 1980's and I am happy to say I've experienced a huge improvement in the past 5-10 years. Drivers are more aware as are bikers that we can both share the road and respect each other on roadways.	4/30/2016 5:50 PM
30	Progress has been made in the last 20 years. More options needed to navigate between 25th Street (Fargo) and West Fargo.	4/30/2016 11:40 AM
31	If you're driving a car, Moorhead's Woodlawn Park underpass is wonderful to avoid trains and traffic. If you're walking or biking and the bike path to the west isn't accessible (which is often due to snow, heavy mud or water) the underpass is downright dangerous and I don't consider it an option. If the sidewalk/path on the east side of the underpass could be extended and kept clear, the underpass would be a fabulous option for pedestrians all year.	4/30/2016 11:16 AM
32	Paths in moorhead need upgrade. Paths near dike need upgrade. Sometimes it's necessary to use sidewalks, the sidewalks along 4th in Fargo are dangerous and bumpy. Paths need to be smooth. Tar in cracks is a hazard when they align with the wheels and the wheels get stuck and make it difficult to steer straight.	4/30/2016 1:35 AM
33	We would bike more in spring/summer when kids are off from school if there were more continuous paths. The paths are nice when they are there but in between it can be tricky to find a safe route - especially with kids.	4/29/2016 6:25 PM
34	Cycling is still great in Fargo, partly due to the fact that there are few other cyclists or pedestrians that make use of the path that are available. If you were successful in getting more people to walk/bike congestion issues would soon appear. After the Wildflower Grove (by Oak Grove) bike path was established I was actually run over by an inexperienced cyclist accelerating down the hill without seeing my and my (then) young son. Inexperienced cyclists are probably the biggest danger to bike commuters, worse than inattentive cars, which have been less of a problem than one might imagine. I also switched from a road bike to a mountain bike, which is much more compatible with the state of the cycling paths that are available in Fargo (and Moorhead is much worse). The new cycle path that are part of the road has made cycling much more difficult since cars don't look out for cyclists as well, since they feel that they will be fine as long as they stay on the right side of the line. This has made them less cautious. Also the quality of the cycle path is often atrocious, with the curb trying to catch the tires, and much sand and other dirt making the cycle path unsafe. (This is worst just after the snow melts, and often lasts for weeks).	4/29/2016 5:01 PM
35	I enjoy how walkable downtown is getting and I walk 2-3 miles each day. Other areas, like near the mall or other areas of South Fargo could be improved. I used to live by West Acres and it was difficult to walk due to traffic.	4/29/2016 4:26 PM
36	I strongly support more bike paths and bike-friendly improvements in F-M!!! Many summers I almost never use my car unless I need to go out of town. But I do stay mostly to low-traffic streets and bike paths to access down town, NDSU and my neighborhood in Oak Grove. Thank you for working on this!!	4/29/2016 4:04 PM
37	I believe Fargo-Moorhead needs to educate the public more about the wonders of bike riding and walking. In particular, to look out for cyclists as well as teaching cyclists to wear helmets and on which side of the road to bike! The last of these is a mistake I often see-- cyclists facing the car traffic instead of going with them. Thank you for all that you are doing!	4/29/2016 2:28 PM

38	-Many streets in the core neighborhoods of Fargo and Moorhead are already very bikeable due to low traffic and low speeds, however I still encounter speeding drivers who pass me too close when I am riding in the lane. -There are many good North-South routes, but a lack of East-West routes -There are many good on-street routes that experienced cyclists take advantage of, but increasing the number of regular cyclists will require dedicated bike facilities to make most people feel safer. -The single largest problem I encounter while biking each day is drivers who speed and pass me too close. I would like to see a metro-wide Share the Road safety campaign that would encourage safe cycling and drivers' awareness of cyclists.	4/29/2016 2:21 PM
39	I often feel unsafe while walking downtown alone at night. Fridays and Saturdays aren't as bad because there are more people around, however on weekdays, especially in the summer, it's not uncommon for me to be followed, harassed, or otherwise (I was once cornered and threatened until I gave up some money). I try to avoid walking alone at night, but when I work downtown and am not usually able to park right outside my workplace, it ends up being a worried walk to my car (or to a nearby bar or friend's apartment). I'm moving closer to downtown in a couple days, and I'd like to be able to walk to work, but I just don't think I'd feel comfortable walking home at night. I know many of my female friends feel the same way. I'm not sure what should or could be done to fix this issue; obviously street harassment and general feelings of danger are ongoing problems for women worldwide. NDSU has emergency police poles placed around campus (I think there is one in front of Barry Hall, too), where you can hit a button to notify police of an unsafe situation. I am not sure how efficient they are, but at a minimum they create an illusion of safety at night. Otherwise, making the streets better lit, or having more businesses open later, would aid in creating a safer environment.	4/29/2016 1:07 PM
40	I walked from east Moorhead all the way to downtown Fargo today. The biggest thing I noticed was how much worse it was to walk in downtown Fargo compared to most of Moorhead. DT Fargo is of course more developed than Moorhead and there's so much less tree coverage as a result. The temperature difference was significant as well, after I crossed the bridge it felt like a 10-15 increase. tldr Fargo is already highly walkable/bikeable, we need to work on making that walk and bikeability more pleasant.	4/29/2016 12:59 PM
41	There are bigger issues in Fargo. Taking lanes of traffic away/making them narrower for the very small number of people using bike lanes makes no sense.	4/29/2016 12:17 PM
42	I think a huge issue with bike lanes and bike safety is education on how a biker and driver is to behave in the street. I find when riding bike that a lot of cars don't know how to drive around bikers. I think a safety bike education course would be helpful for both drivers and bikers.	4/29/2016 12:17 PM
43	There needs to be more education on proper and safe biking as well as driving safely with bicyclists for both cyclists and motorists. There is a lot of misinformation on what is expected as a bicyclists or a motorist.	4/29/2016 12:09 PM
44	Not enough paths in the Moorhead side away from the river.	4/29/2016 11:35 AM
45	I never bike in Moorhead. Unsafe from standpoint of traffic speed and conditions of the sidewalks. Fargo is doing much better, but I avoid biking into Moorhead at all costs.	4/29/2016 11:33 AM
46	I would like to see more unpaved options for walking and riding. Pavement is really hard on joints. Walking/jogging on dirt paths is so much more enjoyable than pounding pavement. Best walking in Fargo Moorhead is in MBJohnson park.	4/29/2016 11:32 AM
47	It might be my age, but I worry about distracted drivers more than ever before--texting/phone usage is a real problem in this community. I see it all the time when I am at intersections waiting to cross. This is my fear when riding in bike lanes among traffic. I admit to riding on sidewalks, even though I am not supposed to do this. I am very mindful of pedestrians and get out of their way, but am more worried about getting hit by a car.	4/29/2016 11:10 AM
48	I live near 25th St. and 13th Ave., and commute to school at NDSU. I have biked to school a few times, but am generally discouraged from doing so, unless I am heading downtown after school (I prefer to bike downtown to avoid parking time limits). I would like to bike more, except I find that many of paths I take, though they are not marked as "gaps" in the map, are very difficult to bike on. Many of the sidewalks have large cracks and breaks that make me worry that I am going to cause serious damage to my bike. I find this to be especially true on 25th and 13th.	4/28/2016 10:30 PM
49	Overall, it's a bike-friendly area. A disconnect along my usual route is the lack of a trail along 52nd Ave south between the West Fargo border and the roundabout at Sheyenne St. Expect this would involve widening /reconstruction of the bridge just east of the roundabout, and it's all West Fargo. I trust it will get done someday, can't come soon enough! Mixed use trails that connect city parks have so much pedestrian traffic (great!) that they don't really function as bike trails, use streets .	4/28/2016 2:28 PM
50	North of the Broadway bridge to wallstreet needs to be fixed and a shoulder added. That is a High Bicycle traffic area and road conditions are bad. rough and no shoulder. Have people in industrial park area clean the sidewalks so that don't have to move to the street or walk through deep snow to bicycle during the winter.	4/28/2016 1:18 PM

51	When I ride on the street, I ride on the left side instead of the right side as the law states I should. I feel much safer when I can see the traffic coming at me. If a distracted or careless driver approaches me from the rear, I could be hit and seriously injured without even knowing what hit me. When I ride facing traffic, at least I have an opportunity to get out of the way. If my friend, Dave Hawkinson from Fargo, would have been doing this he might be alive today.	4/28/2016 9:24 AM
52	Better maps. Often the trails seem to be disconnected.	4/28/2016 9:08 AM
53	Need better lane markings on all traffic lanes, can't expect vehicles to know where traffic lanes are much less bike lanes if not painted often enough to see. Better enforcement of vehicle driver errors such as not stopping at stop signs or before cross walk. Pedestrians are fearful to cross at intersections because drivers do not seem to respect walkers rights. Its the ND way that needs to be changed such as the state law which should read "stop for pedestrians at cross walks" versus Stop for pedestrians in cross walks"	4/28/2016 8:48 AM
54	Love the bike paths by the river and the pedestrian bridges.	4/27/2016 7:19 PM
55	We need better lighting on bike paths. Also signs that indicate stay to the right.	4/27/2016 6:11 PM
56	Lack of driver awareness of pedestrians at intersections is a huge problem in Fargo-Moorhead. We are making great progress in moving away from being a "car only" city, but there's still a car only mindset among a lot of drivers out there. More mindfulness is definitely needed.	4/27/2016 5:30 PM
57	I would like like to see many more biking trails. Non protected Bike lanes are worthless. Walking paths are not an issue in Fargo Moorhead. We are lacking a way to bike from West Fargo to East Dilworth without dodging traffic. We lack a path that goes in continuity along the river, and we lack a path that goes around the perimeter of our community. We have bits and pieces of bike paths, but need a "superhighway" so that we can bike without having to dodge traffic. If I had this, I would like start biking to work, and I hear this from many of my colleagues that work down town. Additionally, building more mountain bike trails in the parks along the river would be an extremely fun addition to the Fargo-Moorhead Community.	4/27/2016 5:28 PM
58	Auto traffic not sharing the road with bikers and pedestrian traffic.	4/27/2016 4:57 PM
59	Biking has numerous health benefits and has the ability to connect people to a larger social group to network with. One way to reap these benefits is by biking to work and meeting local cyclists. However, when it comes to biking to and from your work there are a few obstacles. 1. You sweat while you bike, 2. You get helmet hair, 3. Your clothes can get dirty from the bike kicking up water or dirt from the streets, 4. You need a place to park your bike where it won't get stolen. My guess is that most employers don't want their employees showing up to work dirty, sweaty, and looking like they just got out of bed. So I had an idea. When the city of Fargo is renovating the downtown area, they should look to build an indoor bicycle garage somewhere on Broadway. People who want to bike to work would be able to securely lock up their bike in an inside garage that would protect the bike form the outside elements and from being stolen. The bike garage would also have showers and a restroom for cyclists to freshen up before work and lockers to store their clothes and cycling goods. I was also thinking that the bicycle garage would have a lounge, where people could meet other fellow cyclists and network with one another, and have a small coffee shop so they could get their morning pick-me-up. There would also probably be a few bike repair stands in case someone's bicycle needed to have it's tires pumped, brake pads adjusted, etc. If Fargo implemented a bicycle garage I think it would allow the city's bicycle culture to flourish even more.	4/27/2016 4:22 PM
60	Please continue to add bike lanes and sharrows. Please start to maintain bike lanes better than you currently do. Remember a crack, hole, or debris on a street or bike lane is much more noticeable and dangerous to a cyclist than a car. Shared bike paths should be fairly straight and wider than many of the paths that currently exist. Most cyclist travel between 10-15mph and many of the current paths are not safe at these speeds.	4/27/2016 1:58 PM
61	I wish Fargo Moorhead had more bike paths that connected without having to cross over busy streets and that would run a longer distance	4/27/2016 1:53 PM
62	The ped bridge between Oak Grove and Moorhead is slippery when wet.	4/27/2016 1:29 PM
63	I wish there were more bike paths (wide bike paths)	4/27/2016 1:25 PM
64	Unwillingness of autos to share the road even on low volume, low speed neighborhood streets.	4/27/2016 1:13 PM
65	Keep working on bike lanes. Create them in more areas and make the disparate lanes connect. There is some randomness. Also, it would be helpful for law enforcement in the area to understand and advocate on behalf of cyclists both in town and out in rural areas. To hear from them that cyclists have a right to the road may reduce the honking and yelling and other rage behavior from motorists. Thanks	4/27/2016 12:39 PM
66	Continue your good work on educating public on sharing the road.	4/27/2016 12:39 PM
67	Would love to have more clean bike lanes for commuting around town.	4/27/2016 12:24 PM



68	I'm an avid biker and can easily ride 50+ miles per week. I love our bike paths and other bike friendly accommodations. I have no complaints. I would enthusiastically support extending the bike paths from Goodeberry park all the way down to Bluestem/Trollwood. My wife and I would use that several times per week.	4/27/2016 12:22 PM
69	Drivers are just rude and dangerous!	4/27/2016 12:20 PM
70	There are multiple dangerous cracks and raised areas on the Lindenwood bike bath that need attention. The road through the park has many dangerous cracks and potholes. And we need the dike route to continue so we can get to path under main Abe bridge for longer rides. How long will this be closed?	4/27/2016 11:20 AM
71	It would be nice to connect existing shared use bike paths to make longer connected routes. Extension of bike paths along the river so one could bike along the river from, say, Wall Street to Bluestem, would be really great. River routes are some of the most scenic parts of our cities, so we should make the most of them!	4/27/2016 10:29 AM
72	The primary problem I encounter is bike lanes or paths in poor condition or full of debris. The lanes marked as part of a regular road are often missing chunks of pavement or full of sand and gravel. 14th St. S. in Moorhead near MSUM is a good example, and one I encounter regularly.	4/27/2016 10:21 AM
73	I feel a very easy thing to do to improve the riding experience in Fargo would be to make a concerted effort to clean the bike paths, bike lanes and road sides of sand and gravel that accumulates during the winter. We use street sweepers to clean the roads, but without fail they do not make an effort to clean the edges where bike traffic is concentrated and debris collects. This does two things: causes bike accidents (120 psi tires don't play well with pebbles/gravel) and it causes bikers to ride farther from the edge of the road and more in the auto traffic lanes.	4/27/2016 9:24 AM
74	Please add crosswalks in Moorhead!	4/27/2016 8:58 AM
75	In new subdivisions there should be a requirement for sidewalks on both sides of the streets not just one side or none at all.	4/27/2016 8:12 AM
76	Drivers who don't believe bikers belong on the road. I've been screamed at to "get of the #####ing road" and in other more or less offensive manners often. I use the road and follow all the same traffic rules as the cars (using the lights to stop & go, using turning lanes when I required, and so on). We also wear our helmets because we believe in being as safe as possible. One time I even had to call the police because I was screamed at, and then this driver swerved around me in an angry fashion, and came inches from clipping me while giving me the finger. I was with my husband who had our then 3 year old daughter in a bike seat on his bike. We could have been seriously injured. We've lived in Minneapolis, and Madison, WI, which are both (esp. Madison) HUGE bike cities. All year long in Madison there would be bike commuters everywhere. Never did I experience the hateful, rude comments as I have here. I have seen some education letting people know that bikers have the right to the road as much as a person driving a car, but there needs to be way more.	4/27/2016 7:01 AM
77	It doesn't seem to matter if we push the "button" in the crosswalk to cross the street. It doesn't seem to make a difference. It seems to be just for "mental" show. Do they actually work and if they do, what are they suppose to do?	4/27/2016 12:31 AM
78	Keep making FM bike friendly. Good job	4/26/2016 10:41 PM
79	I see shared walks for riding, but I don't know where to park my car while riding. I bring my bike to town to ride instead of riding on the gravel and washboard-dirt where I live. Also, although there is a leash law where I live, but there are still occasional loose dogs.	4/26/2016 10:16 PM
80	I'd like to see more separated bike lanes like what was recently added along a section of NP Ave. It's great that bike lanes have been added, but some (like on 4th Ave N) are not in good shape or too narrow. Extending the NP Ave bike lanes through downtown and into Moorhead on Center Ave would be nice. Center Ave could easily go on a road diet.	4/26/2016 9:54 PM
81	I feel the number one problem in the area is not enough bike lanes/bike lanes not usable because of disrepair.	4/26/2016 9:31 PM
82	I was hit by a driver of a car while I was crossing the intersection (I had the right of way) on the Fargo sidewalk/bike path on 13th. I see a big issue in riding my bike is that drivers don't see us on our bikes on roads or paths. In addition to fixing the bumpy segments of paths, education/awareness campaigns would be nice.	4/26/2016 9:19 PM
83	pedestrian, bike crossing at 8th Street and 4th ave South in Moorhead. --extremely dangerous	4/26/2016 9:12 PM
84	Maps ... where you currently are, where and how to get to locations and distances. Lights at night on walking / bike paths would be great. (Is solar powered an option? )	4/26/2016 9:02 PM
85	Many drivers are unaware of the rules of the road regarding bicycles, bicycle lanes and share the road lanes. This needs to be widely publicized. When riding a bicycle in traffic, the extent of the distracted driver problem is in plain sight. This poses a serious danger to cyclists and pedestrians. How to manage this? (A) enforcement of the smart/cell phone laws. (B) education of the driving public via the driver's license testing system. (C) wider bike lanes with physical dividers separating them from motor vehicle traffic. (D) Eliminate share the road lanes and replace them with full bike lanes. The argument that roads are not wide enough for bike lanes simply does not hold up, as automobile parking is allowed on most streets and they take more space than a bike lane.	4/26/2016 8:57 PM

86	Tough to ride with family/kids where no pays exist. Love riding on the paths. Thank you.	4/26/2016 8:40 PM
87	Bicycles and pedestrians I believe are 2 different subjects and should not be combined in one organization. Pedestrians should be on sidewalks or walk paths. Bicycles should be on roads with cars and trucks or bicycle paths. Sidewalks are a dangerous places for a bicyclist.	4/26/2016 8:20 PM
88	The first time I saw something on this, it used only Fargo's name... I asked if it related to Moorhead too but didn't get a response. With two states with different funding sources, it makes sense to name things FM or Metro to imply something other than one city. Thanks.	4/26/2016 7:46 PM
89	Our family lives to road bike as well as mountain bike. We love the trails at Gooseberry, Horn, and MB Johnson Parks. We would live to see bike trails continue from one end of Moorhead to the other along the Red River.	4/26/2016 7:34 PM
90	See question 17. I live on Brookdale Rd and the sidewalks are slim to none around here..	4/26/2016 7:19 PM
91	Cars do not stop at intersections with stop signs. They won't even stop for children trying to get to their bus stop!!! I have literally stood in the road to let children cross the street in the morning!! We need a thinking shift about people walking and riding bikes in our community.	4/26/2016 6:57 PM
92	I feel like general education among the community could be improved. I grew up outside the metro so I'm not aware of what education is like within the school system, but I learned the rules of the road through bike education programs in grade school. I have seen bike riders travel against traffic, I have seen a bicyclist ride onto the interstate, and several other concerning behaviors. I know this is not representative of the majority of cyclists, and some people don't care about the rules, but whenever i see this rule breaking behavior I always wonder, "do they even know the rules of the road?" so I don't know what the best way to educate the community would be, but I feel that the more education there is, the better and that education in younger demographics should be prioritized if there are not already programs in place.	4/26/2016 4:07 PM
93	I wish bike lanes would be cleaned more often. There's often so much gravel in them that I feel safer in the car lane than risking a fall in the bike lane. I feel that bike paths have been planned somewhat poorly in that they often lead no where and very commonly switch from one side of the street to another and back again. This FORCES the biker to cross traffic even on a straightaway. Although bike paths are ideal, I recognize the need for cost efficiency and am fine with using a bike lane on a street. I will probably get more nervous about that option when my child is old enough to go for a ride with me.	4/26/2016 12:34 PM
94	I believe most drivers are not properly educated on how to share the roadways with bicycles. I also know a lot of cyclists with a sense of entitlement who create potentially dangerous situations... It's a two way street. I personally prefer riding on low traffic roads, and I wish there were some residential routes with bike lanes. Bike lanes on busy streets like 10th, just aren't fun for me to ride. I grew up in Fargo, so I know a lot of alternate routes. I don't take the same route to work on my bike compared to the route I drive my truck. Some education along better routes would be great. Bicycle safety & maintenance classes through the park district would be fun. Maybe they already exist. When we build or redevelop parking lots, it would be great to have cameras pointed on bike racks and posted rules for the amount of time you can leave a bike locked up on the street. I would be willing to pay a fee for secure storage downtown.	4/26/2016 11:22 AM
95	I'd like to see more bike lanes/sharrows. I feel like there is pretty good coverage around downtown and NDSU now, but not nearly enough around West Acres. I can ride out there on nice streets with bike lanes from the downtown area (5th Ave S, Feichner, 9th Ave S), but once I'm there I'm forced on the sidewalk or busy streets.	4/26/2016 10:33 AM
96	We have a dual problem - cars not respecting bikes, and bikes not obeying traffic signs. Walking is fairly good when in a walkable area. The FM metro is so spread out, that walking is prohibitive in many areas.	4/26/2016 9:03 AM
97	Poor upkeep of the bike/walking/running paths by Gold Drive and its extended pavement. Poor upkeep of trails along south university drive. many bike/walking/running paved trails that "end nowhere".....we need more recreational paved paths for biking, blading, walking, running. Poor trails through beautiful Lindenwood park.	4/26/2016 8:58 AM
98	FM drivers feel entitled and are uneducated about sharing the streets. For 15 years I lived in downtown Oakland and worked in the financial dist of SF- rode every day and was not afraid to ride the way I am in Fargo.	4/26/2016 6:59 AM
99	I would like to see mailers sent out annually reminding licensed drivers of the rules regarding cyclists/motorized vehicles on roadways.	4/25/2016 6:13 PM
100	Would love to see more "river crossings" between Fargo and Moorhead for Bike/Pedestrian traffic. For example, a pedestrian bridge at 40th Ave S. across the Red River to Bluestem would be fantastic!	4/25/2016 4:30 PM
101	this winter was the first winter that I tried to walk to work on many days. once we had snow, there were several issues with sidewalks that were impassable. These were not just residential--for several days Fargo North High didn't clear the sidewalk on the south side of their parking lot on 17th st and neither did the ice rinks next door. I've thought about reporting the uncleared sidewalks, but I don't want some little old lady to have to pay to have the city clear her sidewalk.	4/25/2016 12:09 PM

102	I'm a frequent pedestrian, but walking in Fargo has recently become quite scary because of all the cyclists using the sidewalks. This committee needs to do a better job educating our community that bicycles do not belong on sidewalks. I've been riding a bicycle for exercise and primary transportation for 35 years. I understand that some people, particularly those new to cycling, may feel that riding alongside traffic is scary or dangerous. But cycling on sidewalks endangers pedestrians. Cyclists need to understand this and get over their fears about riding on streets.	4/25/2016 11:06 AM
103	I'd like to see Metro COG develop a connectivity score for our bike infrastructure. We have many many miles of bike lanes and trails in Fargo, but over all our connections are not good. We have bike lanes (10th/Uni, 4th ST at 1st ave) where the bike lanes end without any notices. It is critical that individuals are able to bike between all major hubs and attractions in our community.	4/24/2016 1:49 PM
104	I'd like to see public bathrooms in parks accessible year-round. We like to walk as a family all year, but it's difficult when we need a restroom a long way from home and none are open. We use the floating bridge between Moorhead and Fargo a lot, so the longer that stays usable, the better! We love all the trails and sidewalks and parks and chose our home because of a walkable, bike able location. Thanks to FM for providing such nice facilities. We've been very comfortable in bike lanes, but now with a baby in a trailer we are more concerned about very close fast moving traffic, and are excited about the separated bike lane on NP Ave!	4/22/2016 6:19 PM
105	There seems to be a dangerous lack of common courtesy shown to cyclists by drivers. Drivers also do not seem to know the law regarding bicycles on streets.	4/22/2016 1:44 PM
106	Consider asking questions about families' perceptions of walking and biking to school.	4/22/2016 12:56 PM
107	The number one thing that I see we need in this area is more public awareness of cyclists being able to share the road. I would like to see the "Idaho Stop" implemented for cyclists as motorists tend to crowd cyclists at intersections. I ride depending on the bike I use between 15 and 22 mph and staying on the sidewalk is not a solution.	4/22/2016 11:41 AM
108	My main riding is for training purposes and riding in town is not very appealing. Drivers don't observe bike lanes trails are not ideal for riding at high speeds. Heading out of town is ok, but ND is one of the only states that I have been to that doesn't have paved shoulders. On top of that they put rumble strips on the white line which is where I try to stay as drivers don't have a clue what the rules of the roads are when it comes to cyclists. Scariest place to bike is in my home state! I often times make trips to Fergus Falls to ride the rail trail. That's what we need here! 20 mile+ of a nice trail to stretch out on.	4/22/2016 11:18 AM
109	Fargo Moorhead should invest into building a better greenway that connects the city. Many times while biking, I will get to the end of a "bike route" and it suddenly stops at a busy intersection. That's a terrible end to a "bike route". Pedestrians should not be left "stranded" to try to figure out how to cross a busy intersection without a sidewalk. There should be easy riding routes from WF to NDSU to Downtown to West Acres to Moorhead to Davies. A complete route to go all around town. Bismarck uses maps to show where all the bike routes/trails are around town. This would be helpful to show to newer riders who are looking for preferred routes. I like using the bike lanes and I would like to see more in use. I appreciate the lanes that are close to NDSU and Downtown, but there needs to be more lanes further from downtown. It is in the city's best interest to make it easy for pedestrians from all around the city to bike/walk into downtown. With less cars and traffic in the downtown area, it creates a better atmosphere for everyone.	4/22/2016 10:35 AM
110	The current bike route out of West Fargo along main avenue to North Fargo via 45th st. is absolutely horrible. Besides lacking any aesthetic appeal, the route is underdeveloped, particularly along 12th avenue north, and the proximity to the land fill (and the land fill vents) is another hurdle to using the path as the smell can be overwhelming. I have many concerns with off traveled bike routes near the city limits. Specifically, highway 81 North is a frequented road by sport cyclists. With the newly established soft ball park and housing growth in north Harwood, I am concerned that additional traffic will pose a real threat to cyclists due to the high speeds of motor vehicles, the lack of any "share the road" signage, and the lack of a shoulder on that road.	4/22/2016 9:54 AM
111	We should strive for wider paths near the river with a clear distinction between walking and biking. The paths aren't set up safely for multi-use. The green way in Minneapolis was a great way to commute to work. My commute is five miles and I would like to be able to get to work quickly. The bike lanes are awesome and we should continue expanding those in areas where roads connect to river paths. Elm really could use one.	4/22/2016 9:14 AM
112	Drivers need to be more aware of cyclists and pedestrians. Would recommend doing a TV commercial campaign.	4/21/2016 5:47 PM
113	The laws not to ride on sidewalks should be repealed. In my opinion, it is safer to ride on the sidewalk than it is to ride on the road in traffic. Post signs to remind bicyclist of the safety rules (audio when passing someone) etc.	4/21/2016 4:20 PM
114	Bismarck. Look at Bismarck's trail system.	4/21/2016 3:57 PM
115	Open the bike paths by the river East of the Civic Center, More bike paths or trails near the river. Let the vegetation grow more along the river, more wildlife would thrive there and make for better walking and biking.	4/21/2016 3:28 PM
116	thanks for you concern and dedication! also, it's impossible to find a good bike path from my house (north moorhead, on the river) to the high school. very tough when daughter is going to and from swimming. the sidewalks are in horrendous shape and stop abruptly. there	4/21/2016 3:15 PM

117	there are too many bike paths that just end or don't match up at intersections	4/21/2016 2:14 PM
118	There needs to be more awareness of bikers and pedestrians by drivers. I have almost been hit by a car several times by drivers turning right on a red light without looking.	4/21/2016 2:09 PM
119	Bike lanes could be more clearly marked for bicyclists and cars on the street	4/21/2016 2:00 PM
120	I don't know if 1 was high or low	4/21/2016 1:18 PM
121	Most drivers make themselves aware of bicyclists, which is appreciated. Some are simply not awake yet or need to make themselves more aware (morning riding and rush hour riding conditions need improvement). Some Fargo-Moorhead residents are aggressive against bicyclists, taking it upon themselves to enforce traffic laws that they perceive bicyclists as breaking. It would be beneficial to increase the amount and frequency of distribution of educational materials for drivers, bicyclists/increased efforts to make people aware of such materials. I've also seen careless bikers who pose a threat to pedestrians.	4/21/2016 1:02 PM
122	The bicycle lanes on 14th Street near MSU are in super tough shape. I ride this road often and would REALLY like some repairs.	4/21/2016 11:38 AM
123	<p>Pedestrian: 1. 32nd Ave S and 25th St - The number one issue to walking is that the parking lots are too big in front of buildings along 32nd Ave. The driveway accesses are too wide and make my family nervous to cross. The blocks are also too long and don't offer many options to cross the street. 2. Wayfinding signage at transit stops - I've decided not to use transit because the pedestrian wayfinding signage at transit stops is really poor. Usually the sign consists of a metal placard indicating that it is a bus stop. I'm not going to get on a bus where I don't know where it is going, when, and for how much. It's considered too high risk and the lack of information is a barrier. I would recommend signage that shows all the routes on the stop, hours of operation, the fare, icons listed above/next to stop names to show areas of interest (hospital, school, park, etc), and estimated headway time. This does not have to be expensive. The wayfinding signage can be provided on cheap material enclosed in a locked outdoor display case. Whenever changes to transit information is made, the wayfinding signage of cheap material can be swapped out and replaced with one of current information. There are many examples of this type of pedestrian transit wayfinding signage all over the world. If these improvements are made, I might start to consider using transit along with walking. 3. I feel that there is a lack of "enclosure" architecture on streets with sidewalks. There are limited tree canopies, awnings, murals, etc. 4. There is a lack of interesting things to look at as I walk down the road. I prefer store fronts, parks, tree canopies, mural walls with interesting art or poetry. Large parking lots are really boring and uninteresting. In regards to quantitative info, the FM area has 4 colleges. Since 2009, large numbers of Chinese students are attending American schools and contributing to the economies of these communities. Most Chinese students are accustomed to living in areas with mixed-use towers with great ped and transit options. Most Chinese students that I have talked to say that they feel that access to transit services (wayfinding signage and headways) and pedestrian options (long blocks, lack of street activity, long walks to grocery store) are inferior to their expectations and very confusing. With my own past experiences, I have been told by Chinese college students that walkability and the quality of transit options plays a major role in their decision making on where to go to college in the U.S. If the FM area is to be competitive with other colleges around the country, I would suggest that the FM area try to make these improvements to get more students to attend their colleges. Bike: 1. The lights at University Ave and 18th Ave S are weighted and do not detect bikes. I no longer use this intersection. 2. I feel uncomfortable crossing University Ave S anywhere from the downtown area down to 32nd Ave S. 3. I feel more comfortable using on-road bike infrastructure when a separation is provided between auto and bike modes. For example, traffic spikes provide a psychological sense of safety. 4. The headwinds are terrible south of I-94. More tree plantings to cut down on the wind would be greatly appreciated. Or solar panel installations doubling as a "roof" or wind barrier over a shared use path would be greatly appreciated as well. 5. Lack of shower facilities. I'm not going to go to work pouring in sweat. American culture demands a high level of hygiene. The lack of shower facilities to shower after biking to work is a barrier to using biking modes as a commute option. If the YMCA was not near my place of employment, I would start driving a car to work. I don't see why it would not be possible to provide for public shower facilities around the cities. 6. Because I use a bike mode to commute to work, I am reducing my healthcare costs, reducing the amount of money that I spend on oil and gas that would go to the middle east, and I'm spending the money from my cost saving locally. I would like to implore why more funding is not spent to reduce the barriers and risks to using other modes of transportation?</p>	4/21/2016 8:12 AM
124	Need more sidewalks	4/21/2016 6:06 AM
125	Cross walk lights at every major intersection I use do not provide enough time to cross. I'm young and able bodied and I've never made it more than 1/4 of the way across before the light starts flashing.	4/20/2016 7:20 PM
126	The streets are often cleaner (snow - debris), drier, and in better condition than the roadway, so we walk or ride bike on the road. If there were more east west bike routes across downtown that would be helpful. 7th and 9th St. in Fargo could use better on the road markings, but they still get used a lot!	4/20/2016 2:36 PM
127	I would like to see new developments/new schools included in shared pathways connected to the older communities/interests	4/20/2016 1:58 PM

128	Too many drivers are too busy with their cell phones. I try to see if they are texting or talking. Also there are lots of drivers who do roll through stop signs.	4/20/2016 1:06 PM
129	The more shared use paths, the better. Also, it would be helpful if you make sure that paths connect to one another instead of starting and ending without any connection points.	4/20/2016 1:00 PM
130	I think progress has been made. I love when a bike route or path correlates with my desired route, but I think there are not enough close to main arterial roads. I also think that a shared road is not viable for some riders, being next to cars can be intimidating especially if bike lanes are disregarded by traffic, or if someone is not a strong rider. If we want biking to increase in Fargo Moorhead we have to provide convenient protected routes so riders of all levels in all parts of town will utilize them.	4/20/2016 12:40 PM
131	Sometimes bikers act like jerks, but walkers need to be aware of cyclists too. I am not one of those super speedy whiz by you bicyclists who never tell you they are passing, like when you're walking your dog or just sort of putzing along on your bike. Ring a bell, or sometime 'Lance'. Share the path! Cars though, don't seem to respect bikes either, bike lanes don't feel safe, especially with people using their phones when driving. I also think some of the paths, especially ones that go under the interstates, etc, tend to be wet dank dark and nasty. Thanks!	4/20/2016 11:06 AM
132	There are so many intelligently-designed examples of bicycle and pedestrian infrastructure out there - very excited to see how Fargo adapts moving forward. Ideas that come to mind are protected bike lanes, curb bumpouts, heated sidewalks in more dense areas, parklets and mixed-use zoning to allow for more useful walking and biking.	4/20/2016 10:00 AM
133	Our issue has been with drivers of cars who, if they stop at stop signs at all do so at the edge of automobile traffic, well past even marked cross-walks. Also drivers who ignore school crossing signs, specifically, the one at 4th St N and 11th Ave. Honestly, this crossing should either be enforced or eliminated. Automobile drivers on 4th Street do not even slow down for pedestrians.	4/20/2016 9:48 AM
134	I'd like to see more bike lanes.	4/20/2016 9:18 AM
135	Cars don't respect bike lanes and therefore people bike on the sidewalk, which is bad for pedestrians. Also, some of the roads where bikes should take the lane (like downtown) are not safe because of cars backing out of parking spaces.	4/20/2016 9:07 AM
136	What is the number 1 though 9 mean on the questionnaire? Is 1 the main concern or is 9? You should have provided guidance. There is NO good East-West bicycle commuter route from Moorhead to West Fargo, Crossing the Main Ave. Bridge on either side is a nightmare. The Moorhead side has very uneven sidewalk-bike path with utility pull boxes not graded with the sidewalk correctly, and a blind corner that obstructs a traffic signal cabinet and pedestrians going into the restaurant. The Fargo side needs a cyclist to negotiate several medians, with narrow ADA ramps and tight turns followed by a very narrow sidewalk with light poles in the way. It's actually easier and safer to stay in a through lane when crossing this bridge. But in this area, they should narrow the through lanes in Moorhead and give the difference to the mixed use sidewalk. I applaud COG for trying to do something about it. My preference would be to concentrate on commuter cycling rather than recreational bike paths along the river or within parks.	4/20/2016 8:46 AM
137	In general, Fargo drivers could use more education on sharing roads with cyclists. I often felt safer biking the seats of Washington DC than I do on Broadway. More bike lanes would help as long as people don't park in them as happens too often. Some level of enforcement to keep bike lanes clear would also help keep us safer and encourage less confident riders to try it out.	4/20/2016 8:28 AM
138	This survey was unclear in many places! Were those ranking questions? No explanation on my smart phone. And offset versus whatever the 2nd choice was...unclear. Pull the survey and rewrite it for better data.	4/20/2016 7:31 AM
139	Moorhead lacks bike paths/lanes. Moorhead now has all of this area next to the river that would be perfect for new bike paths/walking paths.	4/20/2016 7:27 AM
140	some of the bike lanes on the road are in poor shape and are uneven	4/20/2016 7:11 AM
141	I would like to see bike walking paths developed from Edgewood Golf course to the south toward the VA, also it would be great to have a river crossing bridge to Moorheads paths and Johnson Park area.	4/20/2016 6:21 AM
142	PLEASE continue to improve this city for bikes! It's gotten better over the years but is still the worst place I've ever lived for bike commutes. Also: the general public needs to be educated about biker's rights! I get yelled at by drivers when I'm perfectly within my rights and riding responsibly.	4/20/2016 5:52 AM
143	It would just be nice if drivers knew that bikes are allowed to use the roads as well because it seems as though many don't. So if there were greater awareness of that, it would be fantastic.	4/20/2016 12:04 AM
144	Please keep building dedicated paths and underpasses in new neighborhoods, and keep linking them! I know it's hard to do this last thing, given our short growing season, but wind breaks and trees for shade are almost a necessity here, and they are in SHORT supply down here in South Fargo near Kennedy/Osgood/Woodhaven.	4/19/2016 11:11 PM

145	I would like to see that many great trails in FM connected to create longer continuous paths. Am very excited about the Blue Goose! Given the increasing numbers of distracted drivers, it is critical that separate paths are created for cyclists.	4/19/2016 9:20 PM
146	The biggest concern I have is distracted drivers in the community that are not aware of people walking and biking. The bike lane on Elm St. (between 19th Ave N and 35th Ave N) is shared with the roadway. Also parking is allowed on Elm St. There is not enough room on the street for parked cars (on the east side), bikers, and cars. It would be nice if parking were not allowed on the street with the shared bike lanes. Also many parents are worried about letting their kids walk/bike to school by themselves. I feel Fargo is a very safe community and it would be nice if their were more kids walking/biking to school (as ours are and will be for several years).	4/19/2016 9:03 PM
147	The cars on the road do not look out for bikes. Everywhere I bike, the cars are always pulled ahead at stoplights over the crosswalk. If I am waiting at a do not cross, and it turns to walk, I still do not feel safe. Cars take rights all the time when it should be the walker/biker's turn to cross. I constantly see people texting and using their cellphones at stoplights not paying attention to what's going on around them, which is particularly scary for a pedestrian.	4/19/2016 7:03 PM
148	Again, signage isn't clear to bicyclists as they leave a bike trail in Mickelson Field and approach North Terrace St - so they stay on the regular sidewalk. They think it is still the bike lane, but it is the sidewalk. There is an egress ramp for them to leave the sidewalk to get onto the street, but it isn't obvious to them. Dog walkers and little kids can be surprised by cyclists as they zoom through the area. Another problem: People still drive their cars/pickups (joy riding?) through Wildflower Grove and up onto the sidewalk (often up to South Terrace) which is designated for pedestrians and cyclists only. Final Gripe: I get really tired seeing all the darn spray paint on the sidewalks from various races and events in the Oak Grove neighborhood and adjoining parks. The paint never disappears. Is there a better, more temporary, way to mark race routes?	4/19/2016 5:26 PM
149	I consider myself a dedicated cyclist. I bike because I want to, not just when it's made easy. But if I were less dedicated, I absolutely would not ride most of the time in Fargo because none of the bike paths or routes are protected at intersections and drivers do not look.	4/19/2016 5:25 PM
150	There is more than adequate places (sidewalks and bike paths) in place now. Please do not build any more.	4/19/2016 4:31 PM
151	It is only a matter of time before someone is killed on the bike lanes mistakenly put on major city thoroughfares.	4/19/2016 4:24 PM
152	Rural county roads are a mess with mud from farmers dragging it onto the road mostly during harvest. Rumble strips on shoulders are super hard to cross and still hang onto bike. Stop signs at driveways and accesses on paths make riding in traffic on the street better, faster, easier, but maybe not safer.	4/19/2016 3:44 PM
153	Shared use paths need ot be connected!!!!!!	4/19/2016 11:57 AM
154	Detours! Many are a surprise. I sometimes think path closure notification and minimization of closure duration are lower priority to roads but it is often more of an impact on riders/walkers as there are less options for detours and we may have the mbacktrack many blocks. It would be great if there were Facebook and Twitter feeds that would give updates more often than the Metrocog (?) Web page. Or maybe you will do that on email?	4/19/2016 11:39 AM
155	ADD MORE TRAILS, HEY! ADD MORE TRAILS, HEY! Along the river = YES. Connect more trails. YEAH	4/19/2016 10:34 AM
156	Could use nice bike trail signage on trails, with an occasional map of where trail goes. Keep working on connecting to clay and becker county and to lakes area. Keep up the good work , trails and marked trails work! Stay bike and pedestrian friendly.	4/19/2016 8:55 AM
157	The timing of traffic lights to accommodate motor vehicles, as on Main Ave right downtown, makes crossing streets very difficult for pedestrians. At some crossings, the pedestrian push-buttons to change the lights have no discernible effect: you'll wait the same amount of time whether you push the button or not. The streets that were blocked off to create the quiet zones around the railroad tracks often force pedestrians and bikers to go blocks out of their way. The change of downtown streets, such as NP, to 2-ways from 1-ways have made them more treacherous, since there are now cars coming from both directions, and turning multiple ways, most of them without looking for pedestrians. Where parking spaces have been changed to angled parking (8th St S, for one example, although there are others) makes those streets unbikeable, since we there's barely enough lane left for cars, much less bikes alongside, and there's a lot of danger from cars backing up. Streets that have widened turn lanes to accommodate traffic, as on Main and University, on the Mom's Kitchen side, are now so dangerous to pedestrians that I'll walk out of my way to avoid them. Because they're designed to make turning easier, cars turn faster, and pay less attention to pedestrian right-of-way. More businesses have blocked off access with fences, and new construction has cut off walk-ways; there are increasing numbers of businesses or services which can only be accessed from one direction, which takes pedestrians and bikers way out of their way: the GTC is a good example, since it used to be accessible from multiple directions, but now is much more difficult to access from the south as a pedestrian. Sidewalks are often inconsistent: for one example, most of the block that the Prairiewood Post Office is on has no sidewalks: it's designed for cars to pull in, which forces a pedestrian to walk through their busy turn-around. Some sidewalks literally just stop without connecting to a street. In winter, pedestrian railroad crossings, where the tracks go across the path of a sidewalk, are very rarely cleared, making access difficult.	4/19/2016 8:24 AM

158	The biggest issue is continuing to change the perception motorists have of bicyclists. Second biggest, is continuing the great bike lanes to create routes that are not only linear, but become loops. Stronger bike connection needed to West Acres with clear signage, regular snow removal, and enough space to deal with traffic.	4/18/2016 11:39 PM
159	None.	4/18/2016 5:55 PM
160	Fargo-Moorhead needs to spend time/money education area bicyclists and motorists on the rules of the road so that bicyclists ride safe, use the appropriate path/lane and that motorists and pedestrians know what to look for. I'm an avid biker, but notice too many that use downtown sidewalks or don't stop at intersections. For us to become a top bicycling city, the recreational bikers need to pull their weight.	4/18/2016 5:48 PM
161	I'm a confident cyclist scared of riding alone on country roads with no shoulder due to the vehicle impact deaths that have occurred...so I typically only ride in groups. I don't ride much in town either because many streets are not bike friendly or there is too much of an attitude that bikes don't belong on the street.	4/18/2016 4:55 PM
162	Overall our local governments have done a great job providing infrastructure for bicyclists and pedestrians. Our biggest deterrent from using them effectively is the way we are zoning and laying out our cities. Pedestrians or recreational cyclists need to feel safe and have something meaningful to walk or bike to. That means we need to avoid building 45 MPH 6 lane streets in our city and focus more on building clusters of mixed-use neighborhoods so people have close destinations to walk to and the need to make vehicle trips is reduced.	4/18/2016 4:49 PM
163	There are many gaps in the connectivity of our area, and a lack of public education on how to ride/drive properly. I would love to see the local media address the local laws on riding/driving on the roads. Safe passing distances, use of sidewalks, etc.	4/18/2016 4:31 PM
164	Connectivity of cycling infrastructure needs to be Fargo's next big project. We have so many lanes that abruptly end with no warnings, guides, or signs and throw cyclists right into traffic. It's dangerous and extremely off-putting to cyclists who can't rely on them for a continuous path between destinations.	4/18/2016 4:29 PM
165	Center and NP to become the premiere pedestrian and bike route connecting Fargo and Moorhead. Better markings of bike lanes in Moorhead near MSUM Walkability across tracks in Moorhead between River and Moorhead High School. poorly designed sidewalks.	4/18/2016 4:16 PM
166	Not enough bridges to get from Fargo to Moorhead and vice versa. Automobile drivers not paying attention and being rude/unsafe when you are on bike lanes in traffic. Sidewalks in Moorhead particularly bad - even for walking. Lack of awareness of bicyclists that ride on the downtown Fargo sidewalks and no enforcement that I can see. I've been about hit many times.	4/16/2016 3:47 PM

## Comment Form



What can we do to make our community more bicycle / pedestrian friendly?

Please provide any Comments / Suggestions:

Here are the couple of thoughts I brought.....

1. A year round river crossing in the south metro is crucial. It is frustrating and prohibitive to travel north to main ave to cross the river during the winter months if you're trying to traverse the south metro.

2. It is maybe a little off topic, but the lack of public transportation on sundays is a prohibitive factor in adopting a year-round bicycle/pedestrian/public transit lifestyle. Sometimes a person is sick, the weather is crappy, etc. and you just need to get a ride somewhere....

3. For the most part, Fargo has good north/south thoroughfares. Traveling east/west is not nearly as convenient, safe, or easy to navigate. Gaps 43, 48, 54, etc. would help address this.....



## Comment Form



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Most of the interstate crossings ~~have~~ only go in one direction. The reverse direction usually makes the path unusable.

A lot of transitions are pretty poor for a bike at 12-13 MPH. "Transitions" means from road to path, etc.

Signage is poor in general.

I had no idea bikes were legal on most sidewalks. Most cities are not like that (like WF). There should be some consistency.



# Comment Form



What can we do to make our community more bicycle / pedestrian friendly?

Please provide any Comments / Suggestions:

From 40<sup>th</sup> Ave<sup>So</sup> Fargo bike path along Ct Rd 17 to WF

Bike Trail along 13<sup>th</sup> Ave by West Acres (Fix)

Bike Trail from Mhd to Buffalo River State Park

Bike Trail south of Interstate 94 (by Goldmark) need to be fixed thru to 40<sup>th</sup> Ave So





# Comment Form



What can we do to make our community more bicycle / pedestrian friendly?

Please provide any Comments / Suggestions:

Updating all current Shared trails  
no one likes to use trashed  
trails.



## Comment Form

What can we do to make our community more bicycle / pedestrian friendly?



Please provide any Comments / Suggestions:

It was a big blow to cyclists when the rail road crossing by the former downtown Hardees was closed. It was a nice place to cross the tracks, I wish that crossing could be reopened.

But, there have been improvements, The bike lane on 10th + University, but they need to be swept often, especially in spring.

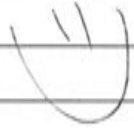
# Comment Form



What can we do to make our community more bicycle / pedestrian friendly?

Please provide any Comments / Suggestions:

consistent bike lanes & paths Downtown!



## **Appendix B**

### Public Input Map Results







# Bicycle & Pedestrian Network Input Rural Area

