

Bicycle and Pedestrian Plan Update – Phase I Engagement Summary

The Fargo-Moorhead MetroCOG Bicycle and Pedestrian Plan Update features two phases of engagement. Phase I started in July 2021 and concluded in November 2021 to align with the existing conditions analyses; Phase II is anticipated to begin in February 2022 to align with the development of recommendations and last through plan adoption next summer. Phase I employed a combination of strategies, including passive online activities and active in-person and hybrid virtual meetings, and all events, efforts, findings, and feedback collected are compiled in this summary. Raw data may be found in the appendix of this document.

Themes

The following themes have emerged through this first phase of engagement:

- **Trails, separate biking and walking paths, protected bikeways, and active transportation facilities setback from the roadway** are all preferred improvements. Of particular interest is a continuous river trail on both sides of the Red River connecting the northern and southern extents of Fargo, as well as more continuous east-west connections from Moorhead to West Fargo.
- **Regular upkeep and winter maintenance of facilities** remain a challenge from the perception of engaged participants, although there is potential for streamlining snow removal policies and treatments coordinated at the regional level to reduce confusion of users traveling between municipalities and neighborhoods.
- **Flooding, winter weather, lack of lighting and signage, and poor trail conditions** all negatively impact recreational walking and biking, yet people engaged most often cited parks and river-adjacent areas as being desired destinations and routes for improvement with immense potential to provide a regionally significant amenity.
- **River crossings** remain challenging, especially where existing bridges and facilities do not provide enough passing room for bicyclists and pedestrians either on-street or behind the curb.
- More **education** is needed around the rules of the road, especially for people driving aggressively around people walking and biking and/or parking in such a way to block sidewalks, accessibility ramps and curb cuts, and trailhead access points. Educational campaigns for cyclists, particularly e-bike users, and pedestrians, particularly people walking dogs, may be needed to ease relations between active transportation users sharing paths.
- Reviving **resources** such as Community Bike Workshop and coordinated **partnerships** with university students groups and/or Black Indigenous People of Color (BIPOC) organizations are desired to increase education and encourage more people to walk and bike.

High-level Engagement Findings

Many patterns emerged from the analysis of each engagement activity that mutually reinforce one another, highlighting where certain perspectives are overrepresented and where there may be gaps in who has been reached during this phase of engagement; these findings will inform Phase II engagement strategies and targeted populations to reach to better balance needs and desires of residents, workers, and students in the study area:

- The survey participants are not demographically representative of the study area and skew toward higher income white males and participants who are more confident and enthusiastic recreational cyclists; voices missing from the survey include youth and college aged students. People of color and people living in households earning less than the study area median income are underrepresented compared to the study area. Other voices that may be missing could be from people who primarily bike, walk, or use transit since most participants have access to a vehicle and don't rely on active transportation for commuting. Phase II engagement should consider targeted transit users and zero-vehicle households to better understand mobility justice needs and desires.
- The interactive map participants skew towards biking-specific recommendations. Few walking-only locations and routes were identified, although several "biking and walking" locations and routes were identified, particularly for off-street connections. The geographic placement of suggestions on the map align with the percentage of survey participants' zip codes from the City of Fargo as most comments with the most votes are within the Red River corridor. Fewer comments on the map in West Fargo may indicate a gap between public awareness and knowledge of newer paths and routes more recently implemented.
- The Fargo-Moorhead area has pent up demand for walking and biking as suggested by survey responses and open-ended comments supplied by participants across all passive and active engagement platforms. According to the survey, there are more Interested But Concerned and Enthused and Confident cyclists compared to a national survey of the 50 largest US metropolitan areas.

Identified Stakeholders

Stakeholders include student and senior groups, non-profit and advocacy organizations, and community-oriented service providers.

TABLE 1. IDENTIFIED STAKEHOLDERS (UPDATED)

Organization	Organization Description	Contact Person
River Keepers	Advocates of Red River and Red River greenway	Christine Holland
ND Active Transportation Alliance	Advocacy for active transportation in North Dakota	Justin Kristan
Bicycle Alliance of Minnesota	Bicycle advocacy and education in Minnesota	Natalie Gille
AARP North Dakota	Organization, advocacy, and empowerment of retired persons	Josh Askvig
AARP Minnesota	Organization, advocacy, and empowerment of retired persons	Jay Haapala, ASD
Freedom Resource Center	Improving livelihoods for people with disabilities	Jerry Christianson
MATBUS	Fargo-Moorhead Area fixed route & paratransit transit service	Julie Bommelman
Churches United	Provides shelter, housing, and food to the homeless	Pastor Sue Koesterman
Great Rides	Organizes bike-related events and operates local bikeshare	*See note below
NDSU Student Affairs		-
The Running Club	Club for students interested in running, jogging, and walking	Colin Geyer
Environmental Sustainability Club	Club advocating for environmental sustainability	Eric Christophersen
MSUM Student Union & Activities	This department includes activities as well as organizations	Layne Anderson
Sustainable Students Association	Group promoting a more sustainable future both on & off campus	Jordan Witherill
Concordia Sustainability	Promotes campus sustainability	Gabrielle Lommel
Lake Agassiz Pacers	Oldest running club in FM	-
FM Trail Builders	Promotes/develops recreational trails for hiking and biking	-
FM Triathlon Club	Club for current and future triathletes	Mark Hagen

***NO STAFF CURRENTLY OPERATING GREAT RIDES. HOWEVER GREAT RIDES IS OVERSEEN BY GREAT NORTHERN BIKE SHOP.**

Passive Online Activities

Passive online activities are defined as standalone activities hosted via the project webpage that any member of the public could access at anytime according to their convenience from the August launch date until mid-October. These types of activities are important for reaching a broad array of internet citizens from across the metropolitan region's 1,073 square miles, which include two states, two counties, and dozens of cities and townships of varying sizes and development types and remove barriers to participation related to transportation options and are not typically weather dependent. Passive activities also allow opportunities for people to share their experiences, ideas, and preferences on their own time at any time of day, which is important for capturing individuals and families with non-traditional lifestyles and work schedules. The added benefit of online activities is that feedback can be collected in a variety of formats, from written text, short answer, or symbols and lines drawn on maps. The three passive online activities employed through Phase I included a survey, interactive map, and social media posts.

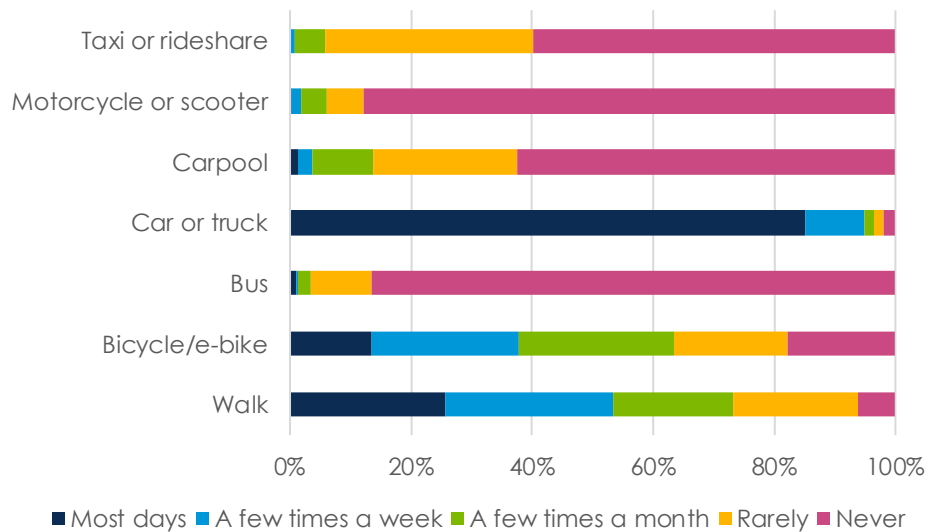
Online Survey

An online survey was developed and hosted on Metro COG's project webpage from August through October 2021. This survey link was shared by partner organizations on social media and directly through email updates sent to identified project stakeholders. The purpose of the survey was to better understand the public's desires and needs for active transportation infrastructure types and connections and to better understand the demographics and geography of who is interacting and participating with the project.

More three-hundred (347) responses were received through the survey, which was hosted through SurveyMonkey and included 18 questions. Questions one through five asked participants about their travel behaviors and motivations, while questions six and seven asked participants what would change their active transportation decisions. Questions eight and nine asked participants about their funding and improvement priorities. The remaining questions (10-17) were related to demographic characteristics with the last question (18) asking participants for any additional typed commented related to the study.

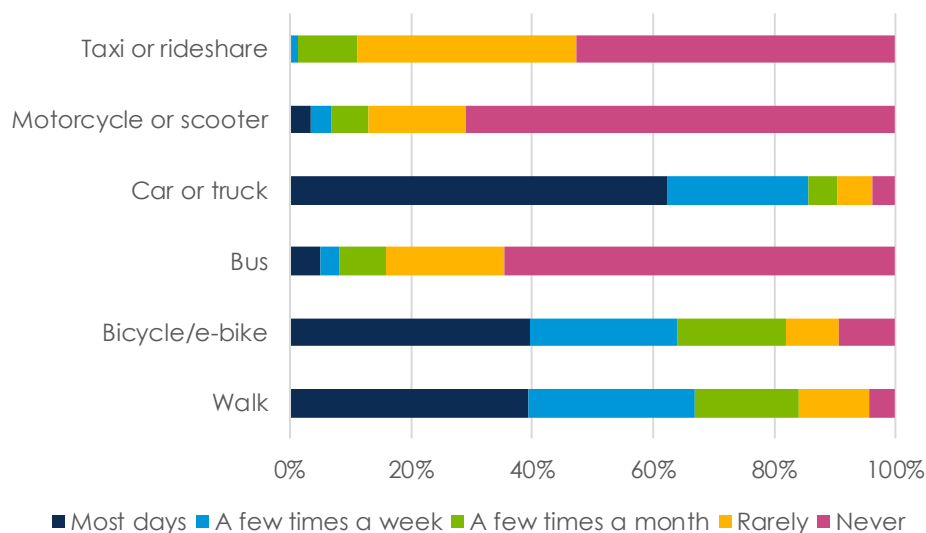
Most survey respondents drive most days (85%) while about one-quarter of respondents (26%) walk most days and only 14% of respondents bike most days; less than 1% of respondents take transit, carpool, ride a motorcycle or scooter, or use rideshare each daily. Conversely, less than 2% and 6% of people never drive or walk, respectively, while most respondents indicate that they never ride a motorcycle or scooter (88%), never take transit (86%), never carpool (62%) or never use rideshare (60%). Only 18% of respondents indicate that they never bike to get around the community. These findings suggest that while most people drive a personal vehicle most days, there may be pent up demand for walking and biking as a mode choice.

Q1. HOW FREQUENTLY DO YOU TYPICALLY USE THE FOLLOWING TRANSPORTATION OPTIONS TO GET AROUND YOUR COMMUNITY?



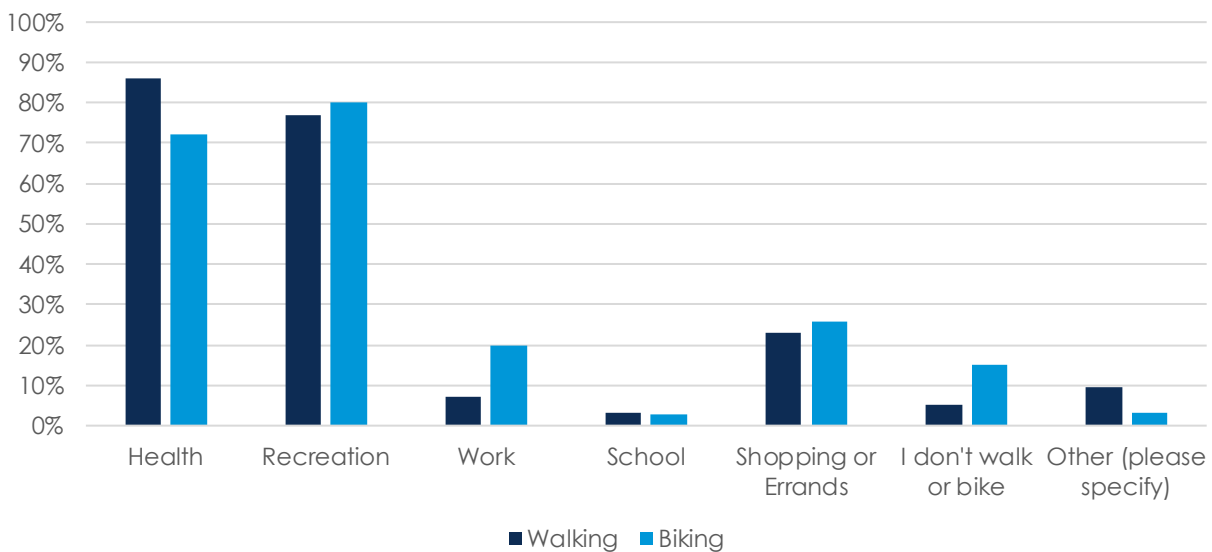
The results from question two asking participants how they would prefer to get around most days confirm that there is pent up demand for walking (39%) and biking (40%) as one-quarter of respondents currently walk and more than twice as many people who currently bike most days would prefer to bike more. Although fewer people (62%) would prefer to drive most days, most people would still prefer to drive most days compared to all other modes. Few people indicated that they would prefer to take rideshare most days (0%), ride a motorcycle or scooter most days (3%), or take transit most days (5%).

Q2. HOW FREQUENTLY DO YOU WANT USE THE FOLLOWING TRANSPORTATION OPTIONS TO GET AROUND YOUR COMMUNITY?



Questions three and four ask participations why they walk and bike, respectively. Overall, people generally walk and bike for the same reasons, primarily for health and recreation. Fewer people walk or bike to run errands or commute to work, and even fewer people walk or bike to school, although these results may reflect demographic bias since no school aged children under the age of 19 and few people of average college age took the survey. People are more likely to walk for health, but more likely to bike for recreation or commuting compared to walking. For walking, 31 “other” responses were supplied, with 18 or 58% of these respondents choosing to walk because they have dogs; six people walk for family, particularly youth; and other reasons including leisure, social activity, preference for running or skateboarding, and because they have no other modal options. For biking, 11 “other” responses were supplied, with three people biking for kids and family, two for the environment, two for social reasons, and other reasons including mental wellness, scenic views, genuine love of biking, and because biking along with bussing fulfills all their transportation needs.

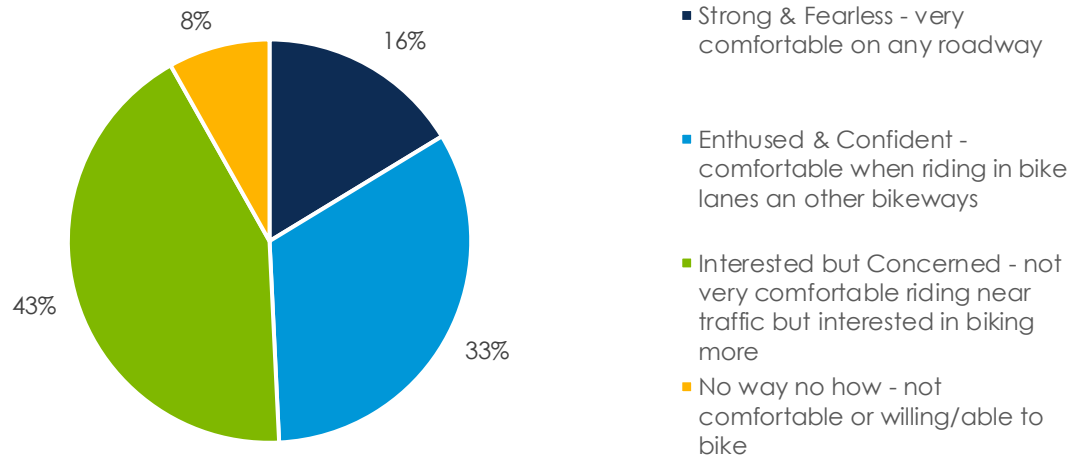
Q3-4. WHY DO YOU WALK OR BIKE IN YOUR COMMUNITY?



Question five asked people how they identify as cyclists, using four typologies established by Robert Geller, a city transportation planner. Strong & Fearless riders are very comfortable riding on any roadway and represent less than 7% of the U.S. population.¹ Enthused & Confident cyclists (5%) are comfortable when riding in bike lanes and other bikeways. Interested but Concerned cyclists (51%) are not very comfortable riding near traffic but are interested. No Way No How (37%) are individuals who are either not comfortable or willing or able to bike. In Fargo-Moorhead, many identify as Interested but Concerned (43%), Enthused & Confident 33%), and Strong & Fearless (16%). Only 8% of respondents classified themselves as No Way No How.

¹ National Survey of 50 Largest Metros, Jennifer Dill, Ph.D., <https://jenniferdill.net/types-of-cyclists/>

Q5 – WHAT TYPE OF BICYCLIST WOULD YOU CONSIDER YOURSELF?

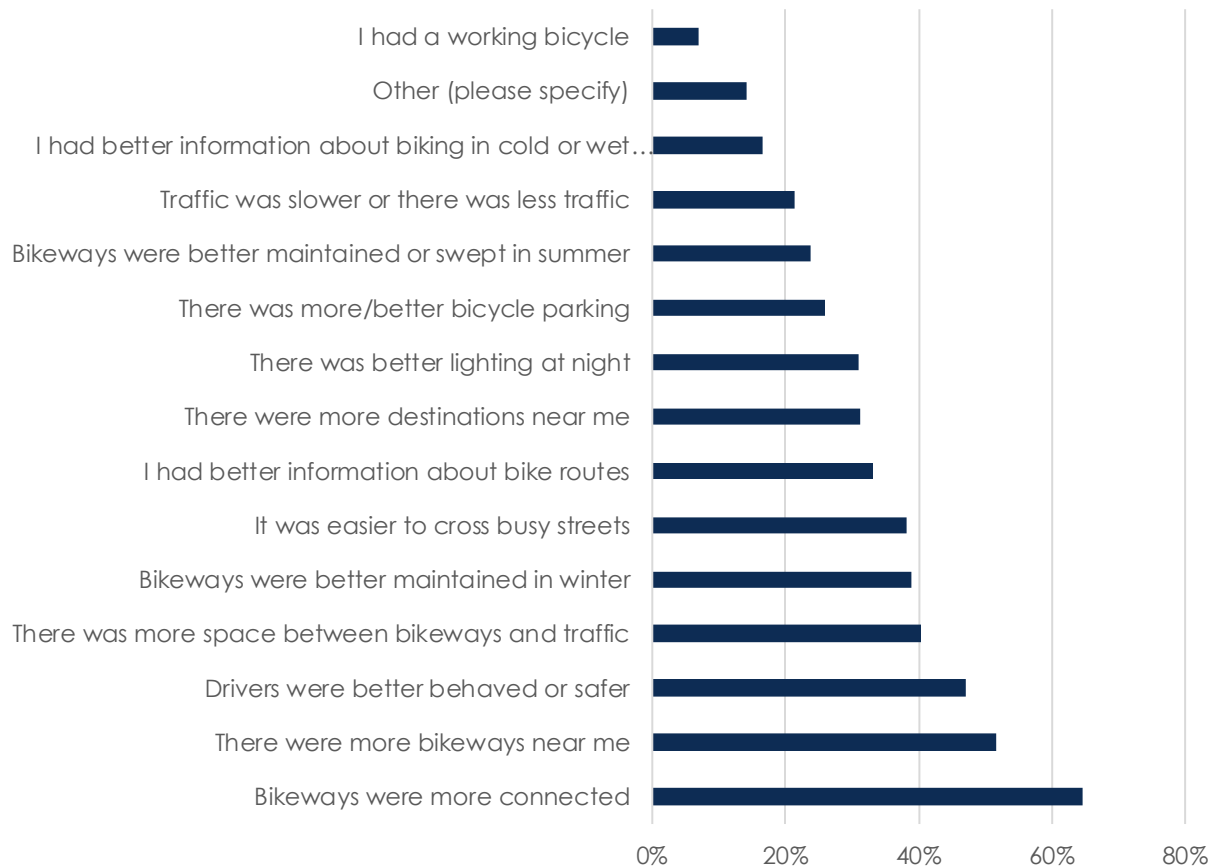


Questions six and seven ask people what would get them walking and biking more. The top three choices for walking include better winter maintenance (54%), better lighting (40%), and a tie between more sidewalks and path and more nearby destinations (39% each). The three fewest reported strategies include more space between sidewalks and traffic (17%), "Other" (14%), and more benches and places to rest (11%). The 45 "Other" reasons respondents reported include weather (4), people parking on sidewalks (3), maintenance of sidewalks and vegetation (4), issues with aggressive dogs and/or inconsiderate dog owners (3), lack of time (3), risky drivers, lack of trees and natural landscapes including water features, lack of sidewalk amenities, and lack of lighting. Nine respondents either wouldn't walk more or don't think any changes are necessary.

Q6. I WOULD WALK MORE IF...



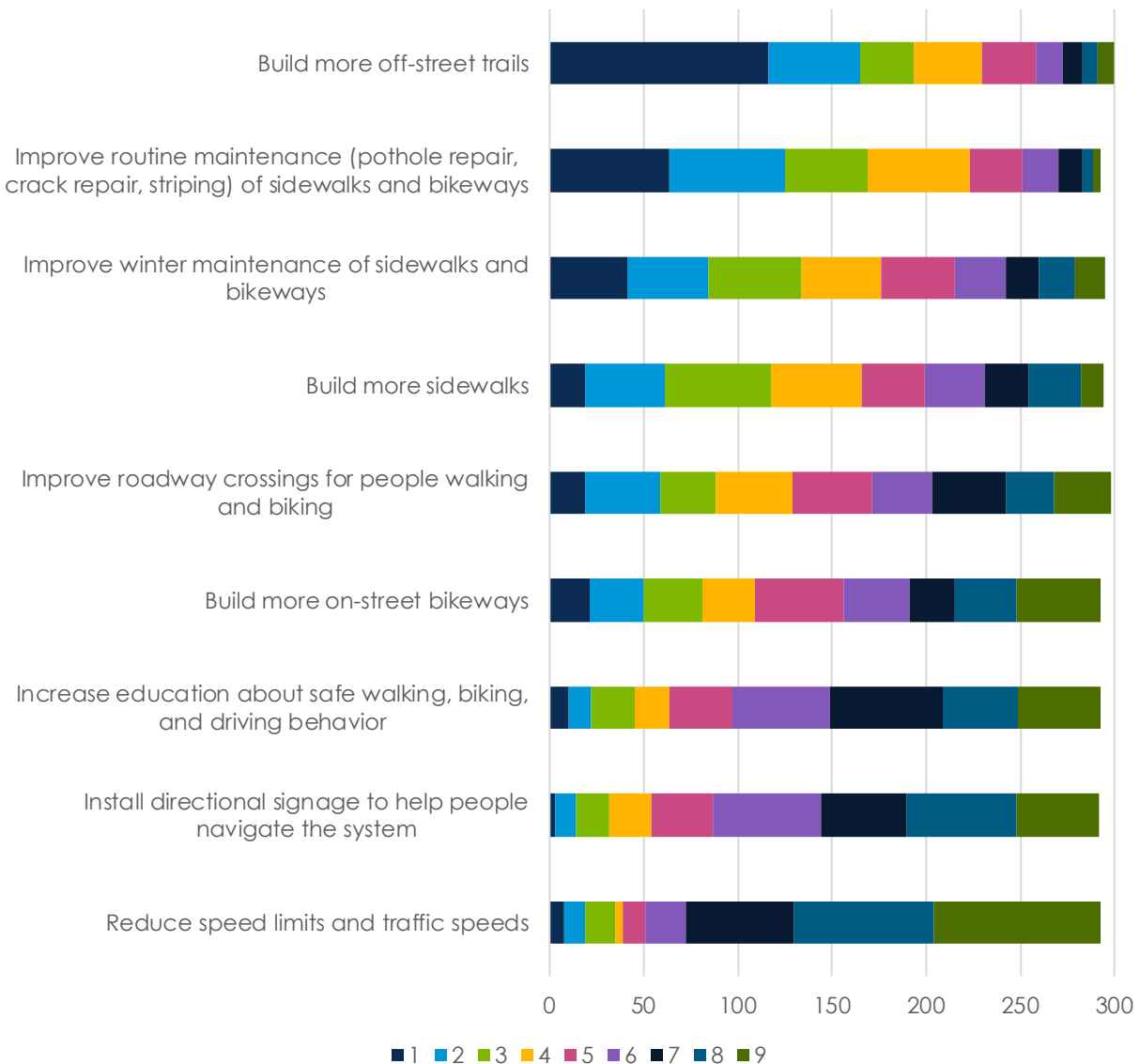
Q6. I WOULD BIKE MORE IF...



The top three choices for biking include bikeways that are more connected (64%), more nearby bikeways (52%), and better behaved or safer drivers (47%). The three least popular strategies to get people biking more include better knowledge about biking in cold or wet weather (17%), “other” (14%), and access to a working bicycle (7%). The 46 “Other” reasons respondents reported include winter weather (7), people parking in paths (2), unsafe drivers (2), people walking on bike paths, more bike repair stations, fewer vehicles on street, better lighting and signage, and less harassment by law enforcement for using scooters on sidewalks. Seven respondents are either afraid of driving near people biking on streets or don’t think that people biking should have rights to the road. Twelve respondents either wouldn’t bike more or don’t think any changes are necessary.

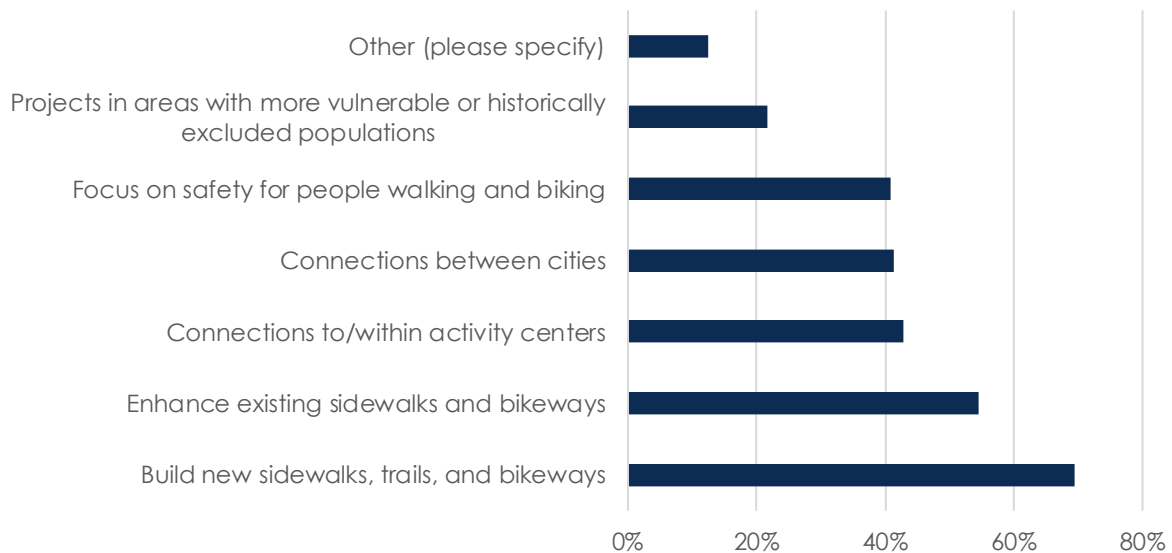
Question eight asked respondents to rank their preferences for funding different pedestrians and bicycle projects. The top three priorities are building more off-street trails, improve routine maintenance, and improve winter maintenance of sidewalks and bikeways. The three lowest priorities are reduced speed limits and traffic speeds, install directional signage, and increase education about safe walking, biking, and driving behavior.

Q8. IF YOU WERE IN CHARGE OF THE CITY/COUNTY BUDGET, HOW WOULD YOU DISTRIBUTE FUNDING AMONG THE FOLLOWING TYPES OF BICYCLE & PEDESTRIAN PROJECTS? PUT THE PROJECTS IN ORDER FROM MOST FUNDING TO LEAST FUNDING.



Lastly, question nine asked people to rank their top three priorities. The top three priorities are building new sidewalks, trails, and bikeways; enhancing existing sidewalks and bikeways, and making connections to/within activity centers. For “Other,” respondents shared 38 other priorities, including more accessible path surfacing materials like asphalt, more east-west connections, more on-street and protected bikeways, bike racks, and better connections to businesses and destinations. Ten respondents don’t feel like this plan or any bicycle or pedestrian projects should be a priority, with further detailed added that some want on-street bike lanes removed or bicyclists banned completely from streets.

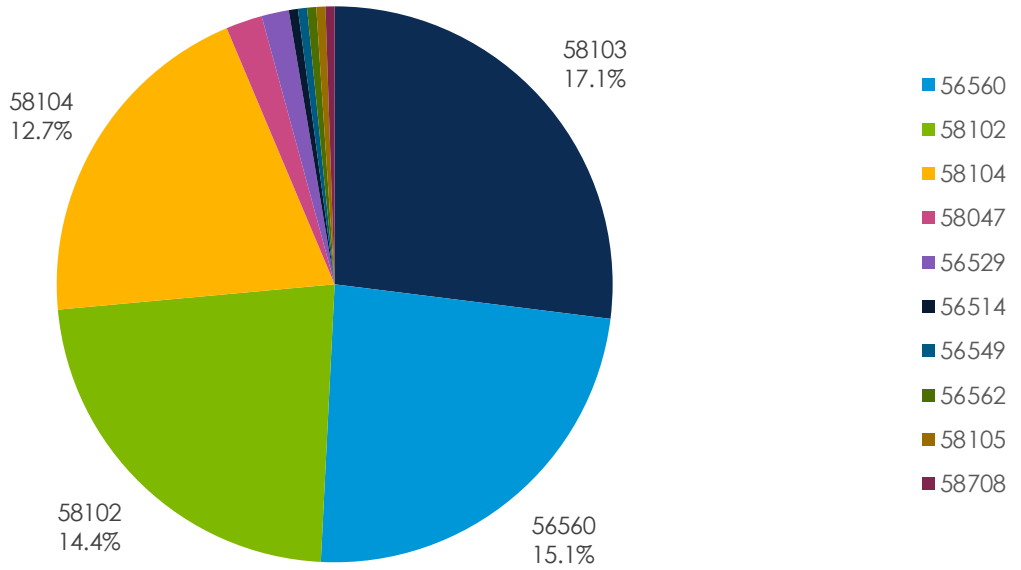
Q9. HOW SHOULD METRO COG AND AGENCY PARTNERS PRIORITIZE PEDESTRIAN AND BICYCLE IMPROVEMENTS?



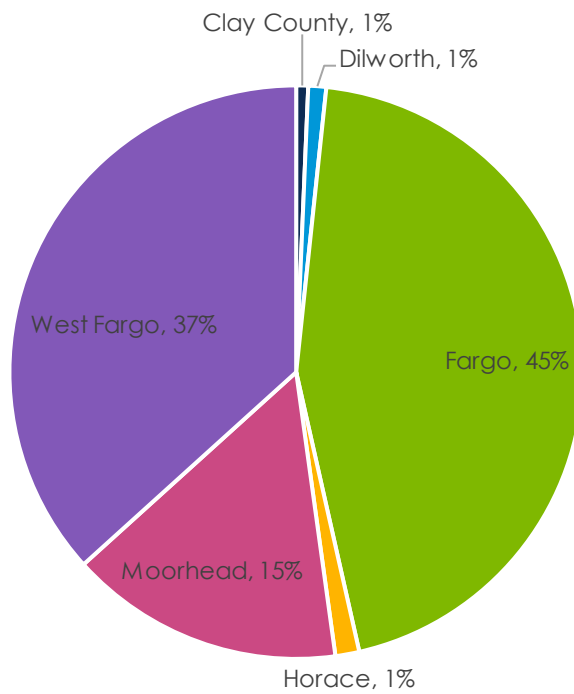
Participants were asked their demographic characteristics to better understand who interacted with the survey from a geographic perspective and if the participants are generally representative of the larger Fargo-Moorhead area population. A sizable number of survey respondents (12%) declined to answer any demographic questions; statistics are provided for the percentage of people who submitted responses and may not capture the full demographic picture of all survey respondents. Geographically, survey respondents live across 11 zip codes, with zip code 58078 in West Fargo represented the most (36%). Fargo zip codes 58102, 58103, 58104, and 58105 represented 44% of respondents while Moorhead zip codes 56560 and 56562 represented 15% of respondents. Less than 5% of respondents are from the remaining zip codes combined.

Men are overrepresented among the respondents at 55% of participants and women are underrepresented; 5% of people declined to share their gender. The majority (62%) of participants are between the ages of 30 to 49 years of age. Youth under the age of 18 (0%) and people under the age of 30 (9%) are underrepresented in the survey respondents while middle aged adults are overrepresented. When asked about race and income, 12% of people skipped these questions while 12% and 16% preferred not to share their race and income, respectively. Of the remaining responses, 84% of respondents are white with less than 2% each of any other racial identity. Households earning less than \$50,000 annually are underrepresented (12%) compared to the Fargo-Moorhead area (39%), while households earning over \$100,000 (40%) are overrepresented compared to the area population (27%). Most respondents own a vehicle (96%) and do not have a disability (86%). Approximately 2% or fewer are deaf or heard of hearing (DHH), visually impaired, or have a mobility, physical, cognitive, or learning disability.

Q10. WHAT IS YOUR ZIP CODE?



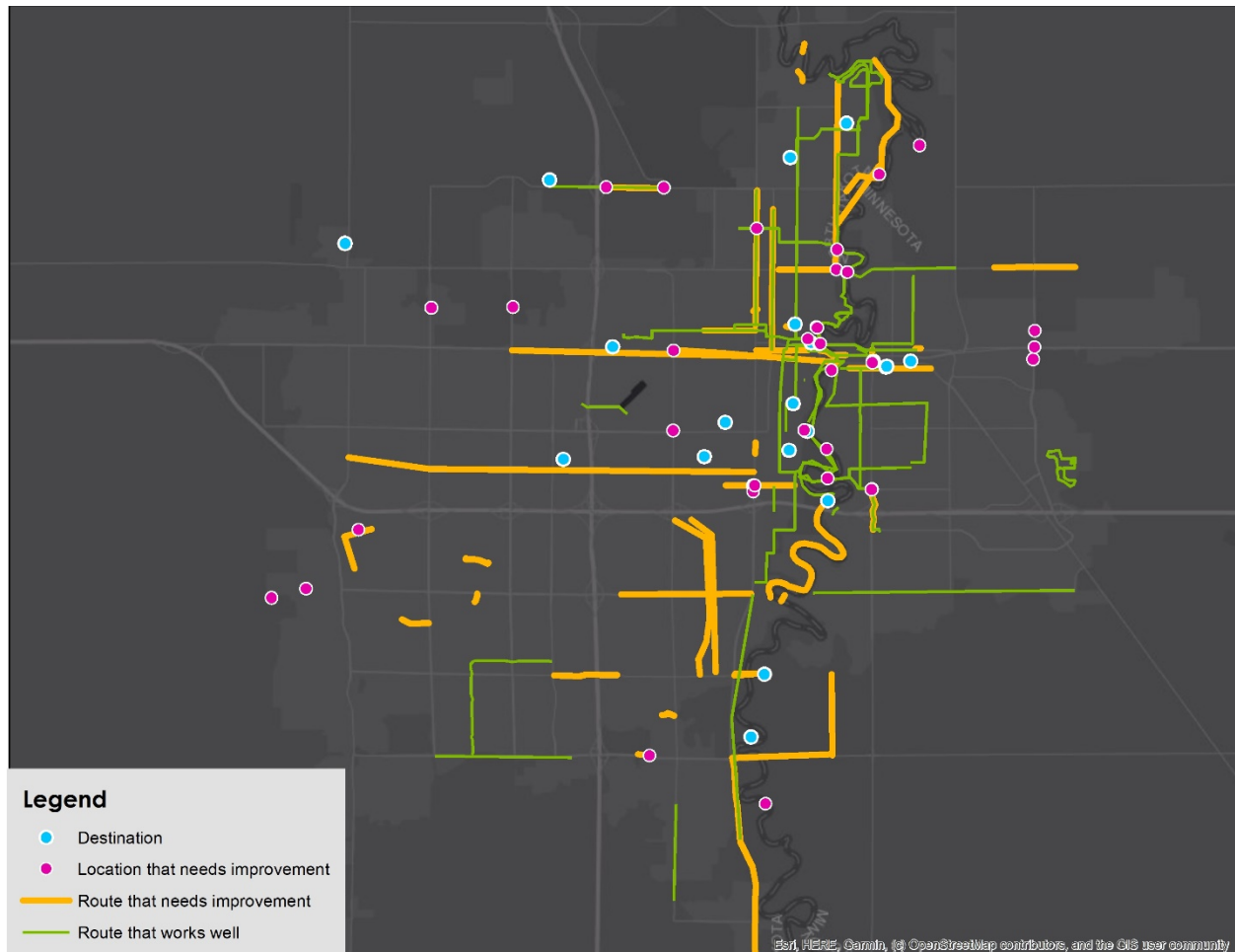
Q10 – ZIPCODES BY JURISDICTION



Interactive Mapping

The interactive map has two phases: the first phase gathered information about existing and desired walking and biking routes, barriers and destinations; the second phase will invite feedback on draft network recommendations to assist with network refinement and prioritization. Phase I gathered 256 interactions with the map, including 56 comments related to location suggestions, 84 comments related to route suggestions, 19 general comments, and 97 votes for suggestions placed on the map.

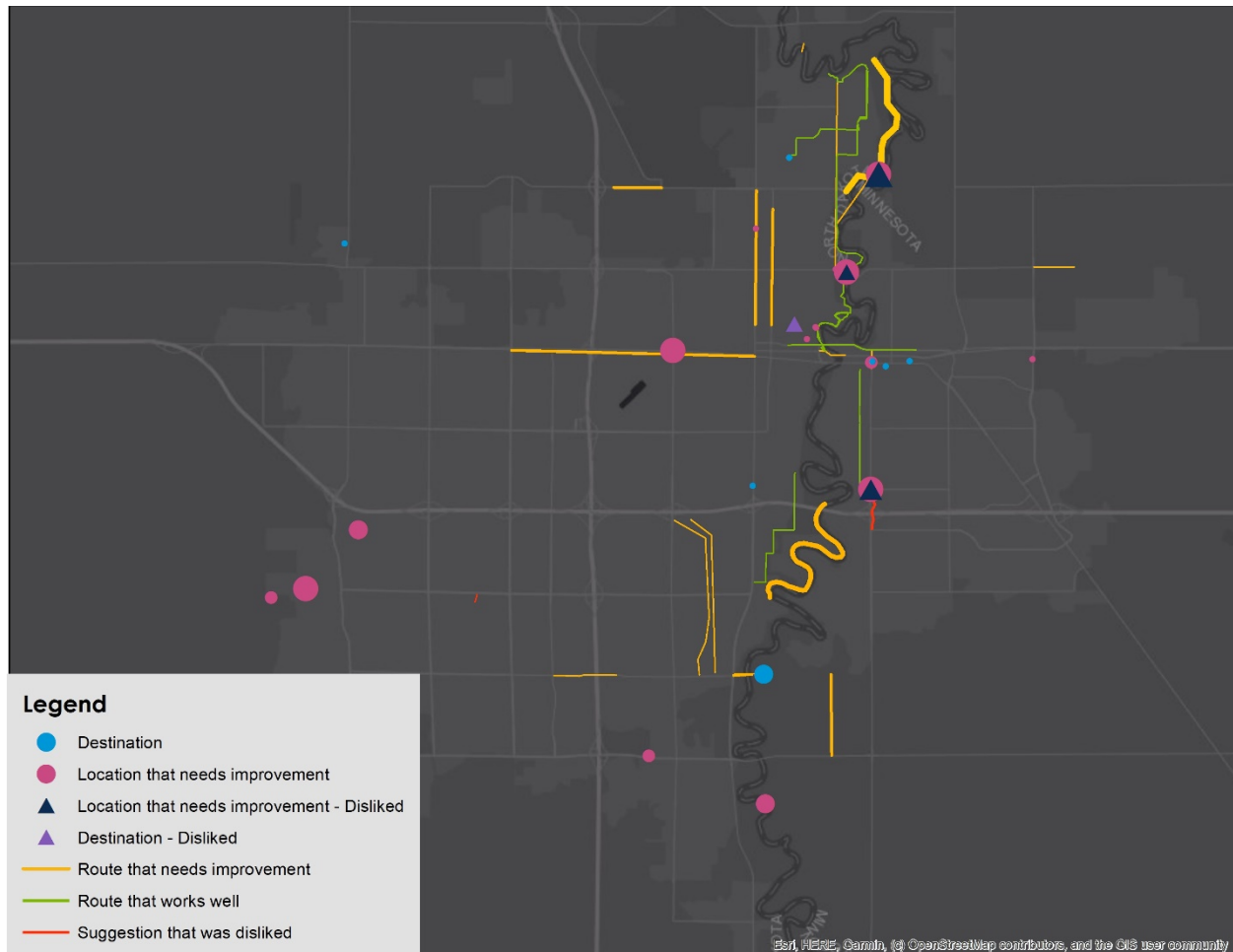
MAP 1. INTERACTIVE MAP ROUTE AND LOCATION SUGGESTIONS



Comments related to locations either identify a destination (21 comments) or a location that needs improvement (35 comments). For identified destinations, nine were related to biking, one was related to walking, and the remaining 11 comments related to both walking and biking destinations. For routes, 44 were identified as needing improvement while 40 routes were identified as working well; some routes identified as working well were also identified by other participants as needing improvement, which include segments of University Drive North, 10th Street North, Elm Street North, and North Pacific Avenue North in Fargo and segments of North 1st Avenue, South 2nd Avenue, and the 8th Street trail under the I-94 and HWY 52 interchange in Moorhead. For routes needing

improvement, 23 were biking specific, 3 were walking specific, and the remaining 18 were for both modes. For routes that were identified as working well, 25 were biking specific, six were walking specific, and the remaining six were for both modes. Overall, the responses show that bike-related destinations, locations, and routes are more represented among participants' interests.

MAP 2. MOST RANKED ROUTE AND LOCATION SUGGESTIONS



Participants also had the ability to vote for location and route suggestions; 97 votes liking (86), or disliking (11) others' comments added to the map were received. The voting exercise paints a clearer picture of participant priorities for improvements based on the responses received. The most highly ranked locations for improvement include the 24th Avenue South crossing of 8th Street South in Moorhead; VA Hospital Park and the 25th Street South crossing of I-94 in Fargo; the 15th Avenue North Bridge, and the 32nd Avenue West crossing of 9th Street West in West Fargo. Three of these locational suggestions were also disliked by other participants, particularly in Fargo and Moorhead. The most highly ranked routes for improvement are trail connections between North Dakota State University (NDSU) and Edgewood Golf Course and between Lindenwood Park and Lemke Park on the west side of the Red River in Fargo.

Disliked routes include the 8th Street trail under the I-94 and HWY 52 interchange in Moorhead, which is identified both as a route that works well and a route that needs improvement; the comment regarding this route is that the elevation change as bicyclists and pedestrians travel through tunnels under the on- and off-ramps and then at grade along 8th Street South over the interstate is challenging and uncomfortable.

Social Media Strategy

The social media strategy was developed in conjunction with Metro COG and included asking partner agencies such as Cities of Fargo, Moorhead, West Fargo, Horace, and Dilworth to reshare social media messages and graphics on their social media platforms including Facebook, Twitter, and Instagram.

TABLE 2. PARTNER AGENCY SOCIAL MEDIA ACCOUNTS

Agency	Facebook	Twitter	Instagram
Metro COG	@fmmetrocog	N/A	N/A
City of Fargo	@cityoffargo	@cityoffargo	@cityoffargo
City of Moorhead	@cityofmoorhead	@cityofmoorhead	N/A
City of West Fargo	@CityofWestFargo	@CityofWestFargo	N/A
City of Horace	@cityofhorace	N/A	N/A
City of Dilworth	@cityofdilworth	@cityofdilworth	@cityofdilworth

TABLE 3. EXAMPLE SOCIAL MEDIA POST FROM STRATEGY SPREADSHEET

Date	Facebook
09/01/2021	Metro COG and its partners are excited to announce the FM Metro Bicycle & Pedestrian Plan Update. This plan will look at the bicycle & pedestrian needs throughout the Fargo-Moorhead Metro Area and will develop a framework on how to improve our community for all users. We are just getting started and we'd like your input! To take a survey, provide comments, and learn more, head to www.fmmetrocog.org/BikePedPlan21 . The survey and comment period will be open through the month of September.

Active In-Person + Hybrid Virtual Meetings

A combination of active, in-person activities onsite in the study area and hybrid virtual meetings were hosted on specific dates and specific time of day to bring a wide range of stakeholders, staff, and members of the public together to learn, discuss, and share preferences verbally and in writing as a group. Active activities allow opportunities for people to share their experience, ideas, and preferences in depth as well as clarify their comments as needed. Hybrid meetings featured a combination of people meeting in person and joining a virtual meeting with other members joining remotely. The activities employed through Phase I included a public workshop, SRC meetings, focus groups, and site visits.

Virtual Public Workshops

The virtual public workshop was hosted via Zoom on Tuesday, October 12, 2021 in two sessions: a lunchtime session from 12:00 – 1:00 p.m. and as an evening session from 6:00 – 7:00 p.m. Approximately 30 participants joined either session. Each session included a presentation about the project with an activity facilitated through Google Jamboard, an interactive online platform. Activities asked participants to tell us more about how they get around and why, challenges and opportunities to walking and biking, and their priorities for bicycle and pedestrian projects.

Session #1

- Participants are fair weather cyclists but also walk, drive, and sometimes use a scooter
- They prefer to bike for fun, to save money, for exercise/fitness/physical health, to commute to work, and to protect the environment, which aligns with survey responses
- They walk for exercise, social activity, to enjoy fresh air and nature, and avoid driving or areas with vehicular traffic
- Some participants consider themselves confident cyclists, while the rest prefer paved trails separate from vehicles; one participant shared that they do not bike and another does not have a bike
- Participants would bike more if there were more facilities including protected bike lanes, paved trails, off-road bike paths, and longer continuous, maintained trails connecting existing routes. Other reasons include speed control on trails and the volume motorized bicycles, highlighting some growing pains between path users. Participants indicated they would walk more if there were more pedestrian bridges over the river.
- Challenges for walking and biking include urban sprawl and long distances to traverse, lack of connections between off-road trails, user conflicts on trails between pedestrians and cyclists, user conflicts on streets between cyclists and drivers, lack of bike or scooter share and other bike amenities like secure racks, and winter maintenance.
- Opportunities for walking and biking include greater awareness of unpaved river trails, connecting river trails and adding bridge connections, educating about health and mobility benefits, implementing east-west bikeways, increasing wayfinding signage, and lowering traffic speed limits.
- Participants indicated that connections between cities should be the top priority, followed by building new sidewalks, trails, and bikeways. Pedestrian and bicyclist safety is important, followed by activity center connections and enhancing existing connections. One person ranked projects in areas with more vulnerable or historically excluded populations as top priority with a focus on snow management.

Session #2

- Participants primarily drive for most of their needs but bike and walk for fun and exercise.
- They prefer to bike for fun, exercise, and to protect the environment; one person bikes for commuting in addition to the previously mentioned reasons.
- They walk for exercise and enjoy fresh air and nature; one participant does not have a vehicle.
- Some participants consider themselves confident, all weather cyclists, while the rest are casual fair-weather cyclists who prefer paved trails and surfaces.
- Participants would bike more if there were more facilities including protected bike lanes and longer continuous river trails with better destinations. Other reasons include better maps and more direct biking and walking routes.
- Challenges for walking and biking include aggressive driver behavior and vehicle traffic, distance to destinations, and maintenance issues including routine maintenance and winter maintenance.
- Opportunities for walking and biking include more protected bike lanes, more protected crossings, more bike racks, and narrow streets with more trees and wider sidewalks to lower the speed of traffic.
- Participants indicated that enhancing connections should be the top priority, followed by safety and building new sidewalks, trails, and bikeways. Activity center connections fell in the middle of priorities, although one person indicated that they did not rank this priority higher because they feel that connections within activity centers is already good. Connections between cities and projects in areas with more vulnerable or historically excluded populations were ranked last.

The preferences shared by participants in both virtual public workshop sessions mirror the findings highlighted in the survey as recreational cyclists with preferences for enhanced and new trails and off-street connections. While some participants in the evening session shared that they were more confident riders in a variety of weather conditions and facility types compared to the lunchtime session, participants in the evening session highlighted driver behavior and vehicular traffic as challenges more than the lunchtime participants did, potentially suggesting that the evening session participants are more recreationally focused riders.

Study Review Committee

Two (2) Study Review Committee (SRC) meetings were held during this first phase of engagement. The meeting minutes as well as interactive visioning Jamboard activity are included as appendices to this document.

Focus Groups

Four (4) focus groups were facilitated to better understand how desires and needs for active transportation infrastructure may differ between groups of people based on identify and social location. Each focus group meeting was scheduled for one hour via

Zoom and meetings were not recorded, although the chats were saved after all meetings. Participants were asked to introduce themselves and received a 15 minute overview presentation before participating in an interactive Jamboard with questions specific to their particular focus group. Focus groups included:

- Recreational bicyclists
- University and college students
- People with disabilities
- Seniors

Recreational Cyclists and Active Transportation Advocates

Invitees included Justin Kristan, Executive Director, ND Active Transportation Alliance; Natalie Gille, Greater MN Program Manager, Bicycle Alliance of Minnesota; and the FM Trail Builders, who were unable to join the discussion. Participants shared that their biggest barriers to biking or walking as a recreational activity in the FM area are right-of-way on existing bridges and lack of space for safe passing and interaction between bicyclists, pedestrians, and drivers. Another challenge is lighting along recreational trails, both at night and during the daytime where trail underpasses are shared by auto infrastructure. Lastly, seasonal flooding and lack of snow plowing on trails and shared use paths creates barriers for bicyclists and pedestrians.

Participants would like to see the Community Bike Workshop resource revived, along with hosting regional bicycle rallies and government-led bike rides and walks with the mayor and other elected officials to increase awareness and encourage biking and walking. In terms of what could be pursued to get people biking and walking more, participants shared that education, engagement, and equity are their top priorities. Specifically, education includes Traffic Skills 101 with the Green Dragons a MSUM, bike rodeo events at Streets Alive, and equity efforts through coalition building with Black Indigenous People of Color (BIPOC) organizations.

Following the meeting, Justin Kristan sent several high-level thoughts, including:

1. Connecting from residential areas to commercial areas to reduce amount of motor vehicle trips
2. More frequent maintenance of bicycling and walking facilities
3. Continued Gap Analyses
4. Formation of a Greenway in the Fargo-Moorhead Area
5. Referencing ND Moves statewide active and public transportation plan
6. Referencing Transportation Connection update to ND Statewide Long-range Transportation Plan
7. Considering changes to development polices
8. Providing better underpass drainage

These thoughts, as well as the Jamboard activity responses, are included in the appendices.

University and College Students

Invitees included Carl Ludewig, NDSU Student Body President; Layne Anderson, Director of MSUM Student Union & Activities; Jordan Witherill, MSUM Sustainable Students Association; and Gabrielle Lommel, Sustainability Coordinator, Concordia Sustainability; Jordan and Layne were not available for the discussion. Carl and Gabrielle shared student and staff perspectives, respectively, about their institutions. Both NDSU and Concordia are very bikeable, with many students either living on campus or within a 5 minute commute. Both institutions remove their bike racks in late fall to allow for snow plowing, which means that students are left without secure bike parking as early as October every fall. Students' biggest barriers to biking or walking to campus are lack of bike lanes, winter seasonal weather, and people living close enough to campus to prioritize walking over biking. While parking passes are available for a fee at NDSU, parking is free on the Concordia campus. Both Gabrielle and Carl felt that increasing the quality and quantity of bike racks and secure parking may increase students' willingness to bike. At Concordia, more awareness and greater access to their campus bikeshare program is one strategy while at NDSU, offer incentives like reduce fees related to parking could motivate students to bike and walk more.

Following the meeting, Gabrielle Lommel sent a student resident survey about biking and walking. According to this survey, only 5% of respondents brought a bicycle to campus; the 95% of students who did not bring a bike cited lack of ownership (30%) and choosing to drive (56%), while some students left bicycles at home due to distance, weather, concerns related to bicycle theft. Some students do not know how to ride a bicycle. A majority of students are aware of the Concordia bikeshare program, but have concerns about using the program and more education and encouragement may be needed to motivation students to utilize the program, especially students who chose to leave their bicycles at home. The full survey responses are included in the appendices.

Those with Disabilities

Invitees included Hollie Wanner, Social Services Clay County; Cass County Social Services; Jerry Christianson, Freedom Resource Center; Melissa Snyder, Regional Coordinator, ND Vision Services/School for the Blind; and Fraiser LTD. Hollie and Jerry shared that some of the biggest barriers to biking and walking for people with disabilities are relate to infrastructure design and maintenance, including lack of curb cuts, narrow walking paths, and gaps in pavement as well as inconsistent snow removal policies between municipalities. Some of their clients are encouraged to bike on the sidewalk for safety concerns from family members instead of utilizing bike lanes and trails or lack understanding of how drivers and bicyclists should interact with one another in the context of on-street facilities. Suggestions for improving access include better snow removal and maintenance, installing curb ramps in older residential areas, and building paths and placing benches for rest along main bus routes. Jerry shared

that the overuse of truncated domes where they are not needed, particularly in parking ramps, creates unnecessary discomfort for people using mobility devices.

Seniors

Invitees included Josh Askvig, State Director, AARP North Dakota Jay Haapala, Community Outreach, AARP Minnesota; Brian Arett, President, Valley Senior Service; Tanya Ferber, Owner, Senior Helpers; Grant Richardson, Community Relations, Bethany Retirement Living; Carrie Carney, VP of Marketing and Communications, Eventide Senior Living Communities; and Mitch Peters, Executive Director, Edgewood Vista Healthcare. Jay, Grant, and Jimmy Whelther, filling in for Mitch at Edgewood Vista, shared that generally their clients and members still drive for daily needs, including grocery shopping and for healthcare services. Members at facilities who do not have vehicles are often picked up by younger family members and/or utilized local ride services and transit to reach clinics and other health related facilities. Seniors are more likely to enjoy walking for exercise and social activity, although speed limits on streets adjacent many senior homes and care facilities are likely to be higher as these services tend to be cited along larger thoroughfares and corridors; proximity to multiple thoroughfares discourages seniors from crossing streets and separate walking paths setback from roadways are preferred. Service providers would like to see more parking loading and unloading zones for their clients, as well as increased sidewalk maintenance.

Biking and Walking Site Tours

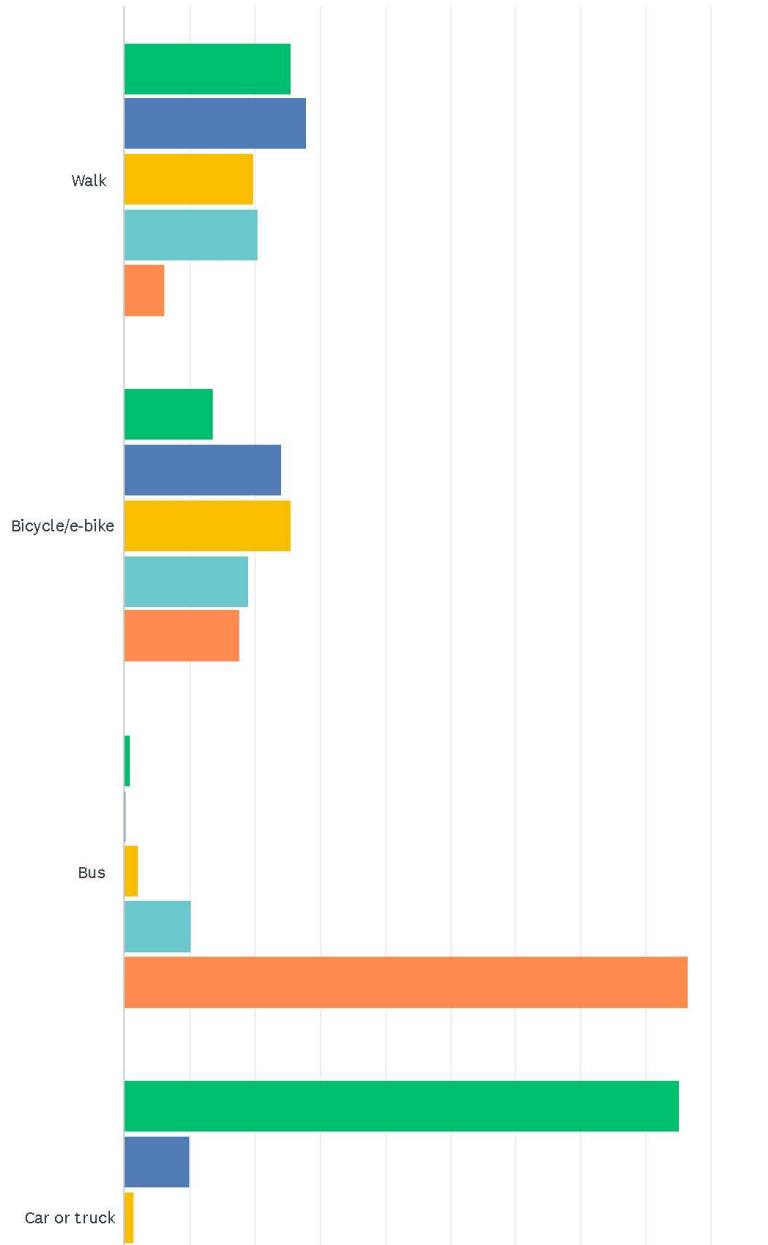
Consultant staff joined planning staff from three municipalities for guided biking and walking tours in Fargo, Moorhead, and West Fargo. Staff covered more than 25 miles of bike lanes, boulevards, paths, streets, sidewalks, and trails via biking and walking during the two-day visit in early October 2021. Detailed site visit notes will be shared in another document.

Appendix A: Survey Results (Raw Results)

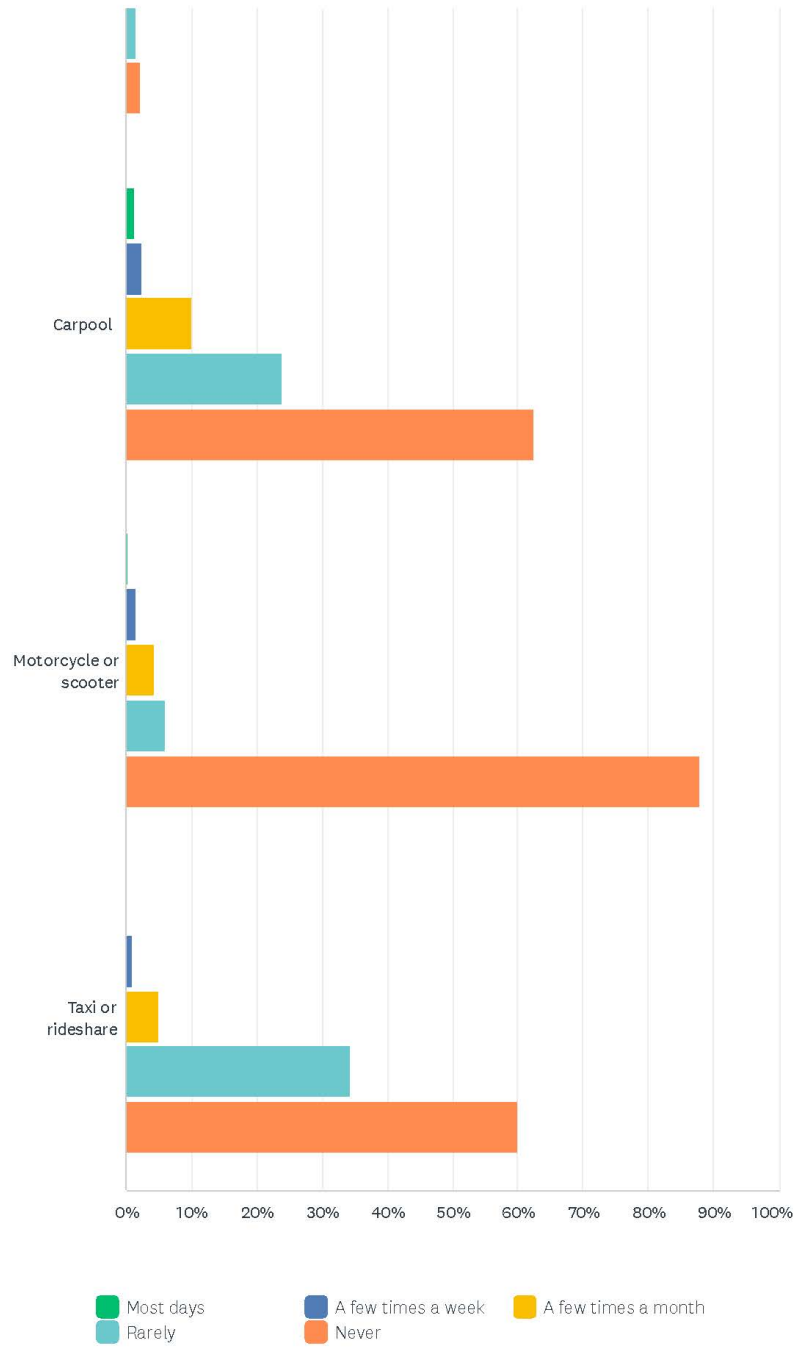
Fargo Moorhead Metropolitan Bike Ped Plan

Q1 How frequently do you typically use the following transportation options to get around your community?

Answered: 344 Skipped: 3



Fargo Moorhead Metropolitan Bike Ped Plan



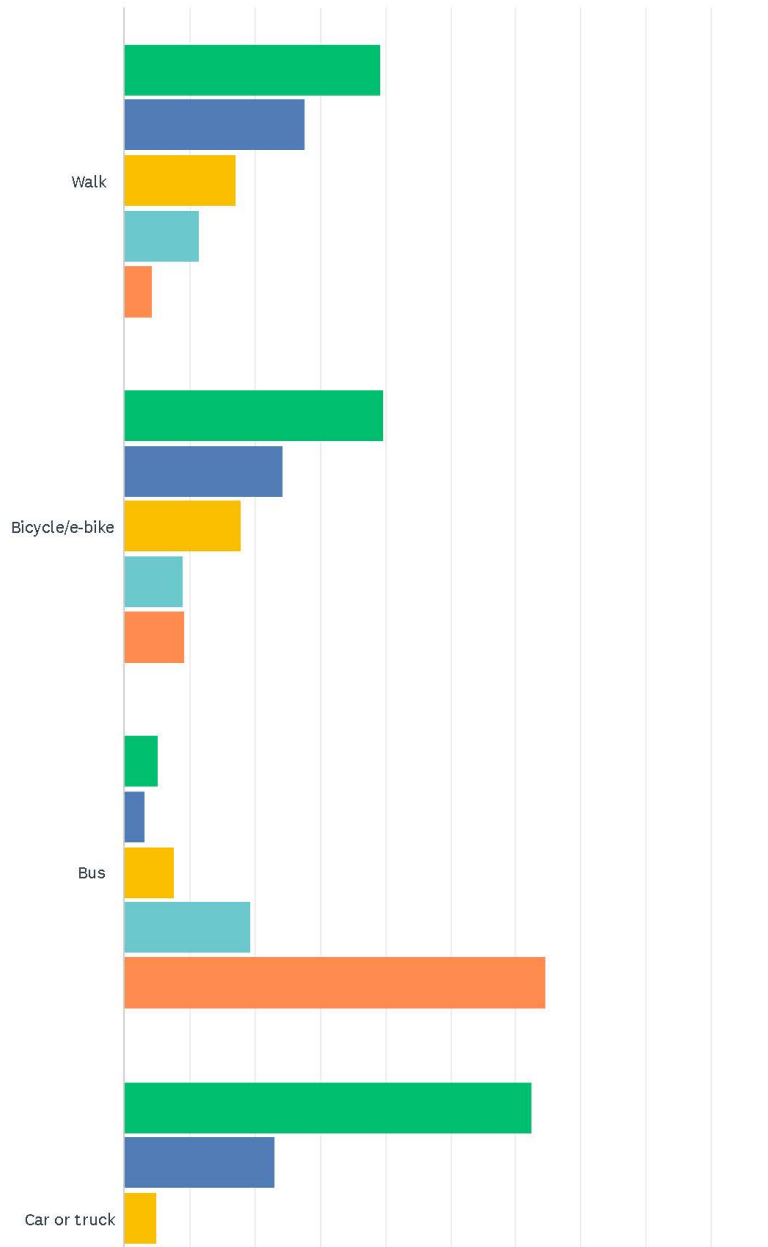
Fargo Moorhead Metropolitan Bike Ped Plan

	MOST DAYS	A FEW TIMES A WEEK	A FEW TIMES A MONTH	RARELY	NEVER	TOTAL
Walk	25.52% 86	27.89% 94	19.88% 67	20.47% 69	6.23% 21	337
Bicycle/e-bike	13.57% 46	24.19% 82	25.66% 87	18.88% 64	17.70% 60	339
Bus	0.93% 3	0.31% 1	2.16% 7	10.19% 33	86.42% 280	324
Car or truck	85.00% 289	10.00% 34	1.47% 5	1.47% 5	2.06% 7	340
Carpool	1.22% 4	2.45% 8	10.09% 33	23.85% 78	62.39% 204	327
Motorcycle or scooter	0.30% 1	1.52% 5	4.24% 14	6.06% 20	87.88% 290	330
Taxi or rideshare	0.00% 0	0.90% 3	4.82% 16	34.34% 114	59.94% 199	332

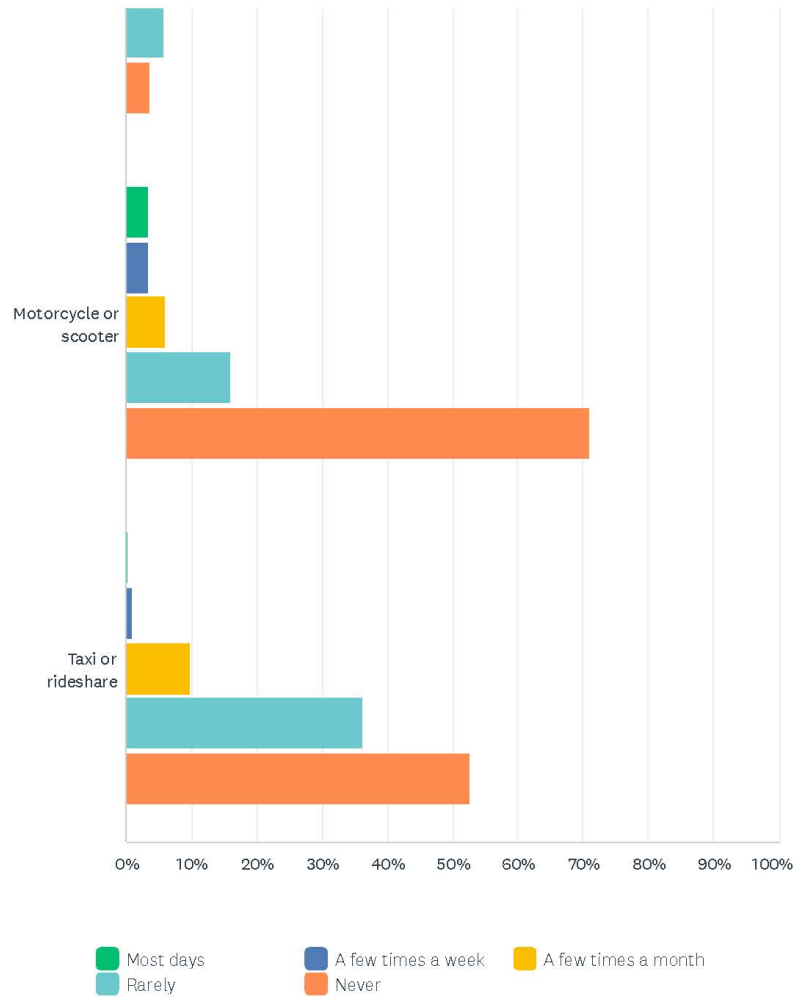
Fargo Moorhead Metropolitan Bike Ped Plan

Q2 How frequently do you want to use the following transportation options to travel around your community?

Answered: 329 Skipped: 18



Fargo Moorhead Metropolitan Bike Ped Plan

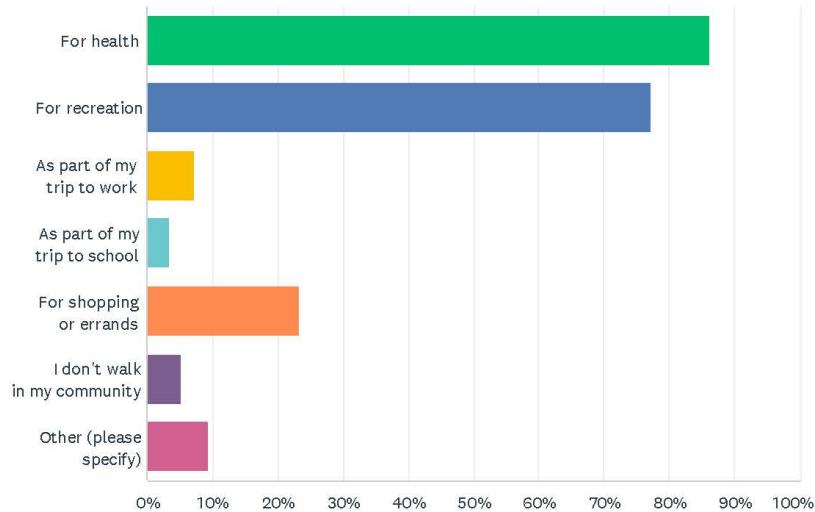


	MOST DAYS	A FEW TIMES A WEEK	A FEW TIMES A MONTH	RARELY	NEVER	TOTAL
Walk	39.25% 126	27.73% 89	17.13% 55	11.53% 37	4.36% 14	321
Bicycle/e-bike	39.69% 129	24.31% 79	17.85% 58	8.92% 29	9.23% 30	325
Bus	5.10% 16	3.18% 10	7.64% 24	19.43% 61	64.65% 203	314
Car or truck	62.46% 203	23.08% 75	4.92% 16	5.85% 19	3.69% 12	325
Motorcycle or scooter	3.47% 11	3.47% 11	5.99% 19	16.09% 51	70.98% 225	317
Taxi or rideshare	0.32% 1	0.95% 3	9.78% 31	36.28% 115	52.68% 167	317

Fargo Moorhead Metropolitan Bike Ped Plan

Q3 Why do you walk in your community? Check all that apply.

Answered: 332 Skipped: 15



ANSWER CHOICES	RESPONSES
For health	86.14% 286
For recreation	77.11% 256
As part of my trip to work	7.23% 24
As part of my trip to school	3.31% 11
For shopping or errands	23.19% 77
I don't walk in my community	5.12% 17
Other (please specify)	9.34% 31
Total Respondents: 332	

#	OTHER (PLEASE SPECIFY)	DATE
1	Running is my favorite hobby	10/22/2021 10:22 AM
2	Kids walk to places in town	10/21/2021 5:13 PM
3	At 58 I still use a skate board mostly to go to local breweries in Moorhead as I won't put others at risk when coming home.	10/21/2021 3:30 PM
4	We go for walks as a family	10/21/2021 10:58 AM
5	Pet exercise	10/21/2021 10:28 AM
6	Generally running - not walking - would love some paths easier on the joints - crushed limestone, asphalt, etc.	10/21/2021 9:43 AM

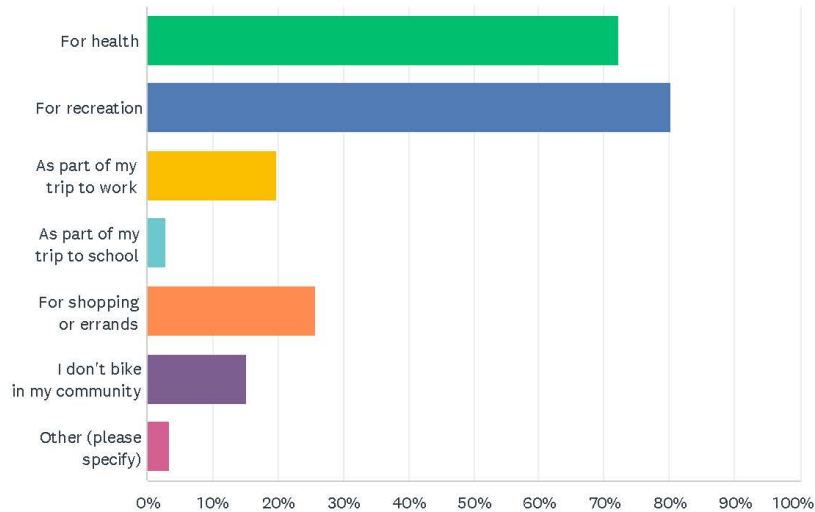
Fargo Moorhead Metropolitan Bike Ped Plan

7	With pets	10/21/2021 9:14 AM
8	Walking my dog	10/19/2021 4:31 PM
9	Walking dog	10/14/2021 12:49 PM
10	Walking Dogs	10/13/2021 4:50 PM
11	Walking the dog	10/13/2021 12:46 PM
12	Get my children fresh air	10/13/2021 11:07 AM
13	Environment	10/13/2021 10:50 AM
14	Walk the dogs	10/13/2021 9:04 AM
15	Walk the pets	10/13/2021 7:24 AM
16	To walk dog	10/13/2021 5:52 AM
17	Exercise the dog	10/13/2021 3:13 AM
18	Because I have to, to get to where i need to go	10/13/2021 2:16 AM
19	Leisure	10/12/2021 4:17 PM
20	walk the dog	10/12/2021 8:43 AM
21	To go to friends and family that live nearby	10/12/2021 6:10 AM
22	Family time	10/11/2021 4:58 PM
23	Dog (no fenced yard)	10/11/2021 2:20 PM
24	Dog	10/11/2021 11:49 AM
25	Walk he dog	10/10/2021 8:50 AM
26	walking kids to school	10/8/2021 10:06 PM
27	Exercise my dogs	10/7/2021 4:43 PM
28	Walk Dog	10/7/2021 10:07 AM
29	Walk dog	9/20/2021 8:18 AM
30	Walking my dogs	9/3/2021 3:06 PM
31	social activity	9/3/2021 9:08 AM

Fargo Moorhead Metropolitan Bike Ped Plan

Q4 Why do you bike in your community? Check all that apply.

Answered: 332 Skipped: 15



ANSWER CHOICES	RESPONSES
For health	72.29% 240
For recreation	80.12% 266
As part of my trip to work	19.88% 66
As part of my trip to school	2.71% 9
For shopping or errands	25.90% 86
I don't bike in my community	15.06% 50
Other (please specify)	3.31% 11
Total Respondents: 332	

#	OTHER (PLEASE SPECIFY)	DATE
1	Views	10/22/2021 1:07 PM
2	Kids need to bike to places that are to far to walk	10/21/2021 5:14 PM
3	Bikes along with the bus can get me anywhere in the metro.	10/21/2021 3:31 PM
4	We bike as a family	10/21/2021 10:58 AM
5	Bike w/ my kids	10/21/2021 9:43 AM
6	Environment	10/13/2021 10:51 AM
7	Environment and economically friendly	10/12/2021 6:10 AM
8	Mental Wellness	10/10/2021 8:51 AM

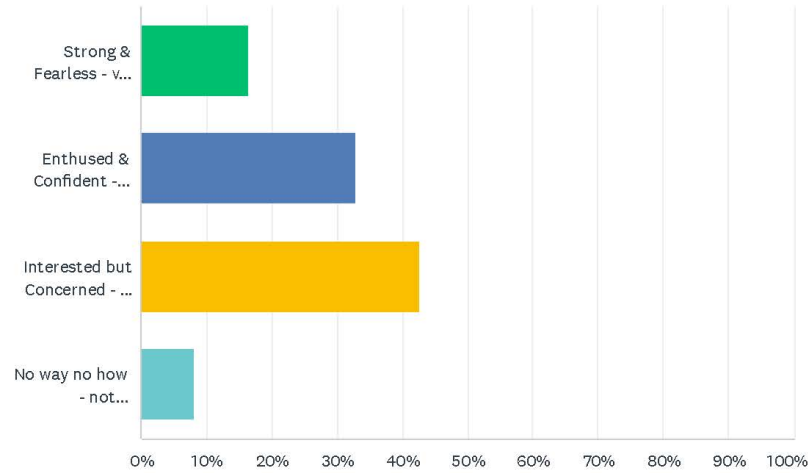
Fargo Moorhead Metropolitan Bike Ped Plan

9	visiting friends, social events	10/8/2021 10:06 PM
10	social meetups	10/8/2021 3:38 PM
11	It's my passion.	10/7/2021 2:33 PM

Fargo Moorhead Metropolitan Bike Ped Plan

Q5 What type of bicyclist would you consider yourself?

Answered: 331 Skipped: 16

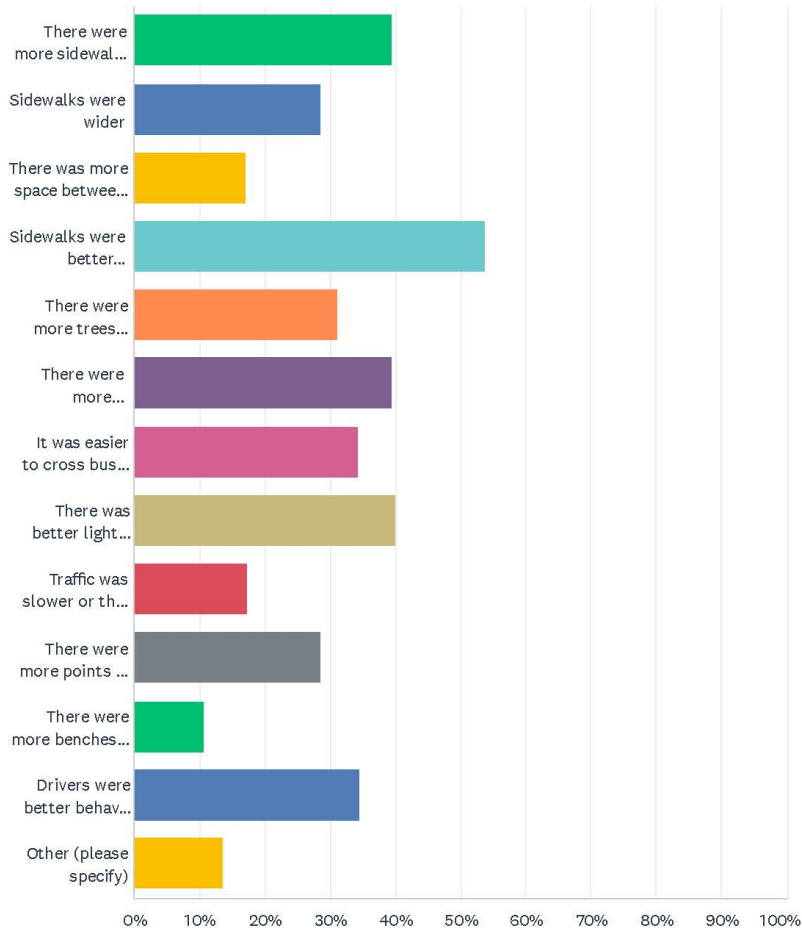


ANSWER CHOICES	RESPONSES	
Strong & Fearless - very comfortable on any roadway	16.31%	54
Enthused & Confident - comfortable when riding in bike lanes an other bikeways	32.93%	109
Interested but Concerned - not very comfortable riding near traffic but interested in biking more	42.60%	141
No way no how - not comfortable or willing/able to bike	8.16%	27
TOTAL		331

Fargo Moorhead Metropolitan Bike Ped Plan

Q6 I would walk more if... Check all that apply.

Answered: 330 Skipped: 17



Fargo Moorhead Metropolitan Bike Ped Plan

ANSWER CHOICES	RESPONSES	
There were more sidewalks or paths	39.39%	130
Sidewalks were wider	28.48%	94
There was more space between sidewalks and traffic	16.97%	56
Sidewalks were better maintained in winter	53.64%	177
There were more trees along my route	31.21%	103
There were more destinations near me	39.39%	130
It was easier to cross busy streets	34.24%	113
There was better lighting when it is dark out	40.00%	132
Traffic was slower or there was less traffic	17.27%	57
There were more points of interest	28.48%	94
There were more benches and places to rest	10.61%	35
Drivers were better behaved or safer	34.55%	114
Other (please specify)	13.64%	45
Total Respondents: 330		

#	OTHER (PLEASE SPECIFY)	DATE
1	If I had more time.	10/24/2021 8:47 PM
2	There were actually bike trails with no streets or traffic and trees to block the wind	10/22/2021 9:43 AM
3	If police enforced loud muffler laws. i lost hearing due to one loud muffler.	10/21/2021 7:46 PM
4	It's all fine the way it is already developed.	10/21/2021 4:13 PM
5	Where we live we only have a short bike path and our neighborhood without having to go against traffic and no sidewalks/bike paths etc	10/21/2021 3:12 PM
6	it wasn't cold 6 moths out fo the year	10/21/2021 1:58 PM
7	I wouldn't	10/21/2021 1:42 PM
8	Trash cans available	10/21/2021 1:23 PM
9	i wouldnt	10/21/2021 11:29 AM
10	Uncontrolled dogs on sidewalks, people with retractable leashes, where dogs are 20 feet in front of them	10/21/2021 10:59 AM
11	None of the above	10/21/2021 10:33 AM
12	People picked up dog poop, more trash cans for poop	10/21/2021 10:30 AM
13	Better walking trails or better marketed. Just recently came across the parks in South Fargo near the river. More dedicated "nature" walks	10/21/2021 10:10 AM
14	well maintained side walks are a key	10/21/2021 9:35 AM
15	There are no sidewalks in my immediate area (W to E Beaton Dr)	10/21/2021 9:15 AM
16	No improvement needed. This is leading. How about some property tax refunds rather than wasting our tax dollars on unwanted and unnecessary projects	10/21/2021 9:09 AM
17	Traffic signals need to be maintained.	10/21/2021 9:06 AM

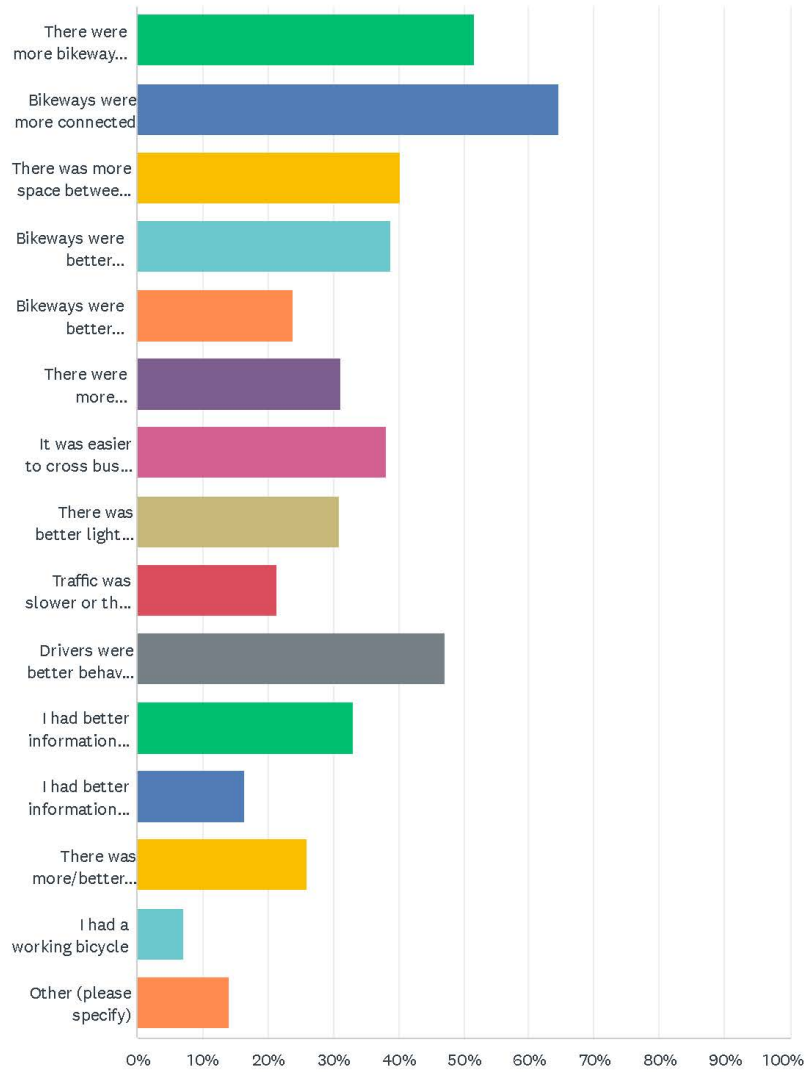
Fargo Moorhead Metropolitan Bike Ped Plan

18	If winter was cancelled and it was warm year round - #climatechangend	10/18/2021 12:43 PM
19	People parking in the sidewalk	10/15/2021 4:11 PM
20	Closed off or gated alleys and public easements restrict access to businesses, forcing long walks for us elderly folks	10/15/2021 9:43 AM
21	If I had time	10/15/2021 5:42 AM
22	Need larger shade trees not landscape trees	10/13/2021 9:04 PM
23	People quit parking on sidewalks/blocking sidewalks.	10/13/2021 6:36 PM
24	The condition of existing sidewalks are better	10/13/2021 5:32 PM
25	No changes needed	10/13/2021 12:23 PM
26	If I had more time	10/13/2021 11:09 AM
27	If people would stop at stop lights and stop signs. Never seen a community where so many drivers completely blow red lights or stop signs. Bigger fines are necessary	10/13/2021 10:15 AM
28	we have winter here, you know	10/13/2021 8:15 AM
29	If it was safe to do so. Right now it's not safe to walk.	10/13/2021 7:26 AM
30	People were more considerate about NOT blocking sidewalks with vehicles and the ordinances for blocking sidewalks were more aggressively enforced.	10/13/2021 7:10 AM
31	Weather	10/13/2021 6:55 AM
32	Sidewalks were flat and smooth, maintained	10/13/2021 2:36 AM
33	Water fountains	10/12/2021 9:54 PM
34	walking paths around ponds and parks is much more enjoyable than walking along high traffic areas. The Horizon Preserve and ponds area is excellent, we need more areas like this.	10/12/2021 9:47 PM
35	Things to look at while walking around: gardens, murals, sculptures	10/12/2021 4:18 PM
36	happy with what i currently use and do	10/12/2021 8:45 AM
37	I felt safer at night	10/12/2021 6:12 AM
38	I'll walk anytime	10/11/2021 6:09 PM
39	Trees and shrubs were cut back so I don't have to walk in the grass to avoid them.	10/11/2021 3:49 PM
40	no reason	10/11/2021 3:33 PM
41	Flourescent paint for guidelines so at night it's easier to see paths	10/7/2021 2:36 PM
42	People leashed their dogs!! And, if I felt safer.	9/7/2021 10:58 AM
43	No sidewalks in my neighborhood	9/3/2021 8:23 PM
44	None of these are necessary	9/3/2021 7:20 PM
45	"No Right On Red" lights. Not signs!	9/3/2021 3:21 PM

Fargo Moorhead Metropolitan Bike Ped Plan

Q7 I would bike more if... Check all that apply.

Answered: 327 Skipped: 20



Fargo Moorhead Metropolitan Bike Ped Plan

ANSWER CHOICES	RESPONSES	
There were more bikeways near me	51.68%	169
Bikeways were more connected	64.53%	211
There was more space between bikeways and traffic	40.37%	132
Bikeways were better maintained in winter	38.84%	127
Bikeways were better maintained or swept in summer	23.85%	78
There were more destinations near me	31.19%	102
It was easier to cross busy streets	38.23%	125
There was better lighting at night	30.89%	101
Traffic was slower or there was less traffic	21.41%	70
Drivers were better behaved or safer	47.09%	154
I had better information about bike routes	33.03%	108
I had better information about biking in cold or wet weather	16.51%	54
There was more/better bicycle parking	25.99%	85
I had a working bicycle	7.03%	23
Other (please specify)	14.07%	46
Total Respondents: 327		

#	OTHER (PLEASE SPECIFY)	DATE
1	More trees & vegetation along bike routes	10/25/2021 1:09 PM
2	If I had more time.	10/24/2021 8:47 PM
3	I enjoy riding for distance and speed. A bicycle path with a stop sign every block, to cross a street, is not conducive for that type of riding.	10/22/2021 5:19 PM
4	Don't bike	10/21/2021 9:36 PM
5	Route along main to connect west Fargo to DT.	10/21/2021 5:01 PM
6	Don't do any biking	10/21/2021 4:13 PM
7	I'm a year round bike commuter. I have several bikes including a fat tire with studs for riding when it's icy.	10/21/2021 3:35 PM
8	Don't bike	10/21/2021 3:11 PM
9	we didn't have harsh winters	10/21/2021 2:55 PM
10	wasnt ice 6 months out of the year	10/21/2021 1:58 PM
11	I wouldn't	10/21/2021 1:42 PM
12	i wouldnt	10/21/2021 11:29 AM
13	I have either been grazed or nearly hit by drivers more times than I can count when I ride my bike in the road or crossing streets.	10/21/2021 11:04 AM
14	It wasn't winter 6 months of the year	10/21/2021 10:59 AM
15	None of above	10/21/2021 10:33 AM
16	N/A	10/21/2021 9:37 AM

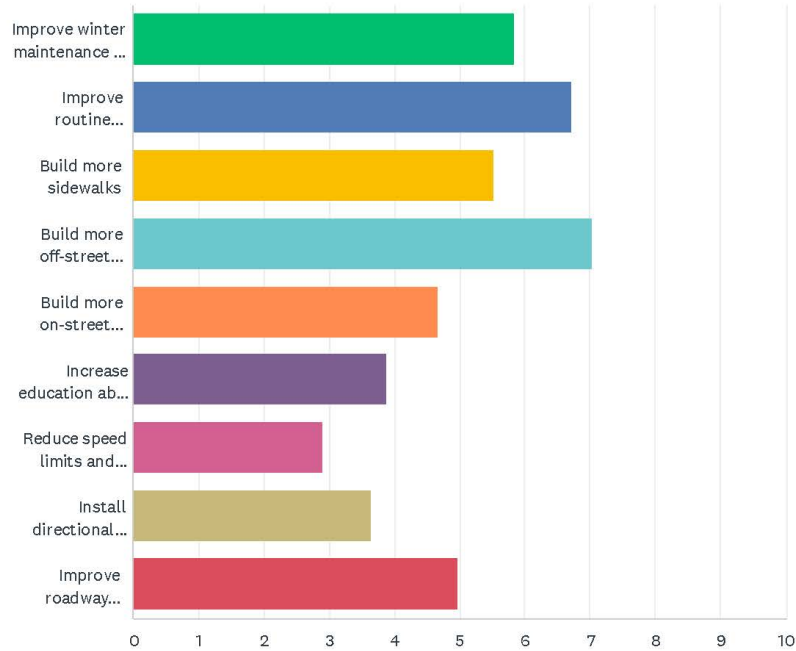
Fargo Moorhead Metropolitan Bike Ped Plan

17	You take your life in your hands with the traffic	10/21/2021 9:10 AM
18	Another leading question. How about we lower the property taxes. They are extortionate.	10/21/2021 9:09 AM
19	Cancel Winter	10/18/2021 12:43 PM
20	People park in the sidewalk	10/15/2021 4:12 PM
21	It was legal to use electric mobility scooters on sidewalks and streets, without being hassled by cops	10/15/2021 9:46 AM
22	If I had time	10/15/2021 5:42 AM
23	Bikers would stop at stoplight	10/15/2021 1:02 AM
24	not interested in additional biking	10/13/2021 9:06 PM
25	People quit parking on paths.	10/13/2021 6:37 PM
26	There were showers available for commute trips	10/13/2021 12:41 PM
27	Bikes do not belong on very busy streets. Bikes routes should be on bike paths and less busy roadways	10/13/2021 12:25 PM
28	People walking dogs on bike paths, they don't watch for bikes.	10/13/2021 12:08 PM
29	There were more bicycle repair stations around town	10/13/2021 10:15 AM
30	I don't think Fargo weather is conducive for biking, especially in the winter- only okay for a few months of the year	10/13/2021 9:54 AM
31	N/A	10/13/2021 9:14 AM
32	If the bikers were more considerate of others including those in vehicles. According to the DOT handbook bikes are supposed to follow all vehicle laws and rules and exceptions should not be permitted. Bikers have been proving that they are a huge hazard to all on the streets and on shared use paths. Continuing to allow them full range when there are laws and rules in place is not conducive to what has been already set.	10/13/2021 9:09 AM
33	buses had more bike capacity	10/13/2021 8:33 AM
34	bike lanes were separate from traffic/roads - here's an example from Finland: https://www.euronews.com/2021/01/22/meet-the-bike-loving-finnish-city-that-keeps-peddalling-even-in-the-snow	10/13/2021 8:23 AM
35	we have winter, you know.	10/13/2021 8:16 AM
36	I don't want bike lanes in vehicle lanes at all, they often don't obey traffic signs, signals.	10/13/2021 7:27 AM
37	Biking partner	10/13/2021 6:56 AM
38	Fewer cars on streets. Protected or elevated bike lanes on streets which are major thoroughfares	10/12/2021 4:19 PM
39	Make a bike path along the river from 15 Ave north to the north. Keep bike paths away from major roads. Those roads should be used to get cars around and drivers shouldn't have to worry about inconsiderate and dangerous bikers.	10/11/2021 3:52 PM
40	Traffic Signals could/would detect bicycles	10/8/2021 3:25 PM
41	Flourescent paint for guidelines to better see paths in dark.	10/7/2021 2:37 PM
42	Please add water fountains	10/7/2021 12:03 PM
43	Do not own a bike.	9/7/2021 10:58 AM
44	I feel safest biking on sidewalks. Sidewalks aren't busy and are safe. As a driver I am scared of bike riders on streets in winter for fear they will fall while I'm behind them.	9/3/2021 7:24 PM
45	"No Right On Red" lights on busy intersections. Not signs!	9/3/2021 3:21 PM
46	I won't	9/3/2021 9:10 AM

Fargo Moorhead Metropolitan Bike Ped Plan

Q8 If you were in charge of the city/county budget, how would you distribute funding among the following types of bicycle & pedestrian projects? Put the projects in order from most funding to least funding.

Answered: 305 Skipped: 42



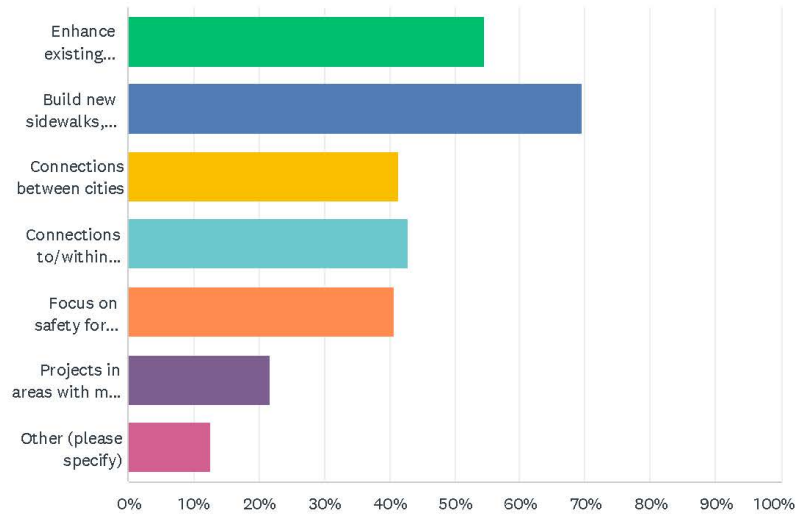
Fargo Moorhead Metropolitan Bike Ped Plan

	1	2	3	4	5	6	7	8	9	TOTAL	SCORE
Improve winter maintenance of sidewalks and bikeways	13.90% 41	14.58% 43	16.95% 50	14.24% 42	13.22% 39	9.15% 27	6.10% 18	6.44% 19	5.42% 16	295	5.85
Improve routine maintenance (pothole repair, crack repair, striping) of sidewalks and bikeways	21.84% 64	20.82% 61	15.02% 44	18.43% 54	9.56% 28	6.48% 19	4.44% 13	2.05% 6	1.37% 4	293	6.71
Build more sidewalks	6.46% 19	14.29% 42	19.39% 57	16.33% 48	11.22% 33	10.88% 32	7.82% 23	9.52% 28	4.08% 12	294	5.52
Build more off-street trails	38.67% 116	16.33% 49	9.67% 29	12.00% 36	9.33% 28	5.00% 15	3.33% 10	2.67% 8	3.00% 9	300	7.03
Build more on-street bikeways	7.17% 21	9.90% 29	10.58% 31	9.56% 28	16.04% 47	11.95% 35	8.19% 24	11.26% 33	15.36% 45	293	4.66
Increase education about safe walking, biking, and driving behavior	3.41% 10	4.10% 12	7.85% 23	6.48% 19	11.26% 33	17.75% 52	20.48% 60	13.65% 40	15.02% 44	293	3.88
Reduce speed limits and traffic speeds	2.73% 8	3.75% 11	5.46% 16	1.37% 4	4.10% 12	7.17% 21	19.80% 58	25.26% 74	30.38% 89	293	2.90
Install directional signage to help people navigate the system	1.03% 3	3.77% 11	6.16% 18	7.53% 22	11.30% 33	19.52% 57	15.75% 46	19.86% 58	15.07% 44	292	3.64
Improve roadway crossings for people walking and biking	6.38% 19	13.42% 40	9.73% 29	13.76% 41	14.09% 42	10.74% 32	13.09% 39	8.72% 26	10.07% 30	298	4.96

Fargo Moorhead Metropolitan Bike Ped Plan

Q9 How should Metro COG and agency partners prioritize pedestrian and bicycle improvements? Choose up to three.

Answered: 304 Skipped: 43



ANSWER CHOICES	RESPONSES
Enhance existing sidewalks and bikeways	54.61% 166
Build new sidewalks, trails, and bikeways	69.41% 211
Connections between cities	41.45% 126
Connections to/within activity centers	42.76% 130
Focus on safety for people walking and biking	40.79% 124
Projects in areas with more vulnerable or historically excluded populations	21.71% 66
Other (please specify)	12.50% 38
Total Respondents: 304	

#	OTHER (PLEASE SPECIFY)	DATE
1	Need paths near trees and areas where you don't feel like you're just biking by the street.	10/25/2021 1:11 PM
2	More blacktop trails vs concrete so I don't have to run on streets as I avoid all concrete	10/22/2021 6:42 PM
3	No paths in Goldenwood to West Fargo	10/21/2021 8:13 PM
4	protect pedestrians & bicylists from loud mufflers that damage hearing	10/21/2021 7:55 PM
5	Leave it the way it is taxes are expensive enough without reckless spending like this.	10/21/2021 4:16 PM
6	do not take away car lanes for bikes, keep them off the road. most i witness do not follow the rules of the road and cause problems	10/21/2021 2:03 PM

Fargo Moorhead Metropolitan Bike Ped Plan

7	Dont	10/21/2021 11:31 AM
8	Not prioritize this. If this is a focus you are charging too much tax. Take care of existing roads. IMPROVE what we have. Dont add to it so we have to pay even MORE taxes than we are right now.	10/21/2021 9:13 AM
9	There should be other priorities rather than spending more money	10/21/2021 9:12 AM
10	Education for walkers and bikers to be safe. We dont need additional resources. There is plenty of sidewalks and controlled intersections around town that people can use. Anything else, you the ones in charge of these questions can pay for your wants on your own.	10/15/2021 9:55 PM
11	Open up blocked accesses to businesses	10/15/2021 9:53 AM
12	Connecting bridges in south Fargo to get to Moorhead. Linden wood park and main avenue being the only bridges? There's something wrong with most of the population south of main avenue	10/14/2021 8:05 PM
13	bike lanes should be used only on roads that are not busy streets like 10th st north and university . This causes the vehicles to be to close together slowing down traffic needlessly as well as unsafe for bike riders.	10/13/2021 9:17 PM
14	Enforce current biking safety, such as people actually biking on the designated street lanes and going the correct direction. 10th street between 4th and 6th is bad as is downtown.	10/13/2021 6:42 PM
15	Traffic calming	10/13/2021 5:34 PM
16	Clearly visible bike lanes painted on roads	10/13/2021 4:58 PM
17	Make trails handicap friendly. Easier to cross safer	10/13/2021 4:39 PM
18	Teach them to obey traffic laws and to not just go wherever and whenever they want in traffic	10/13/2021 11:14 AM
19	Maintained trails for inline skating.	10/13/2021 9:21 AM
20	there are almost no East/West bike routes	10/13/2021 9:14 AM
21	Create a "rules of the road" program for bicyclists/peds	10/13/2021 8:52 AM
22	collaborate with MATBus for bike rails	10/13/2021 8:34 AM
23	More dedicated bike/ped ways separate from roads/traffic	10/13/2021 8:27 AM
24	Stop reducing traffic flow and crowding streets by adding bikeways on roads. Maintain park paths and sidewalks, and make connections between parks wherever possible.	10/13/2021 8:08 AM
25	Remove bikeways from city streets	10/13/2021 7:30 AM
26	Water fountains	10/12/2021 9:57 PM
27	Build paths away from car traffic to reduce incidences of accidents. And focus on allowing car traffic to flow through the city without disruption from bikes and pedestrians.	10/11/2021 3:56 PM
28	ban bicycles from using regular car lanes	10/11/2021 3:35 PM
29	Safety, as in personal safety from creepy people	10/11/2021 11:53 AM
30	need to be able to commute to work/grocery store - please improve on-street bike paths, quit wasting money on routes along the river that are often unusable due to flooding, snow, mud, branches, broken pavement etc	10/11/2021 10:33 AM
31	Make sure that arterials have shoulders for bicyclists	10/11/2021 9:47 AM
32	Bike racks near business and event destinations	10/8/2021 3:28 PM
33	Bike paths and walking paths in new neighborhoods	9/7/2021 11:14 AM
34	I don't know	9/7/2021 11:00 AM
35	Routes that have fun stops or destinations along the way	9/3/2021 9:22 PM
36	Build bike path to MB Johnson	9/3/2021 7:28 PM
37	"No Turn On Red" lights on all the busy roadways	9/3/2021 3:31 PM

Fargo Moorhead Metropolitan Bike Ped Plan

38	Longer uninterrupted paved biking trails	9/2/2021 12:50 PM
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Fargo Moorhead Metropolitan Bike Ped Plan

Q10 What is your zip code?

Answered: 299 Skipped: 48

#	RESPONSES	DATE
1	58102	10/26/2021 1:52 PM
2	58102	10/25/2021 3:21 PM
3	58078	10/25/2021 1:11 PM
4	58078	10/25/2021 12:54 PM
5	58078	10/25/2021 9:55 AM
6	58078	10/25/2021 9:51 AM
7	58078	10/24/2021 8:52 PM
8	58078	10/24/2021 7:45 PM
9	58078	10/24/2021 9:45 AM
10	58078	10/23/2021 9:20 PM
11	58078	10/23/2021 6:25 PM
12	58078	10/23/2021 3:17 PM
13	58078	10/23/2021 12:03 PM
14	58103	10/23/2021 11:04 AM
15	58078	10/23/2021 12:17 AM
16	56560	10/22/2021 8:25 PM
17	58078	10/22/2021 7:10 PM
18	58078	10/22/2021 6:46 PM
19	58047	10/22/2021 6:42 PM
20	58103	10/22/2021 5:46 PM
21	58103	10/22/2021 5:26 PM
22	58078	10/22/2021 5:23 PM
23	56560	10/22/2021 4:17 PM
24	56560	10/22/2021 4:16 PM
25	58103	10/22/2021 3:36 PM
26	58103	10/22/2021 3:21 PM
27	58078	10/22/2021 1:51 PM
28	58104	10/22/2021 1:09 PM
29	58078	10/22/2021 12:41 PM
30	58104	10/22/2021 12:23 PM
31	56560	10/22/2021 11:24 AM
32	58102	10/22/2021 11:13 AM
33	58102	10/22/2021 10:28 AM

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34	56560	10/22/2021 10:27 AM
35	58103	10/22/2021 10:19 AM
36	58104	10/22/2021 10:11 AM
37	58103	10/22/2021 10:00 AM
38	58104	10/22/2021 9:59 AM
39	58104	10/22/2021 9:58 AM
40	56560	10/22/2021 9:57 AM
41	56560	10/22/2021 9:56 AM
42	56560	10/22/2021 9:55 AM
43	58078	10/22/2021 9:55 AM
44	58078	10/22/2021 7:53 AM
45	58078	10/22/2021 4:52 AM
46	58078	10/21/2021 11:46 PM
47	58078	10/21/2021 11:11 PM
48	58078	10/21/2021 9:44 PM
49	58078	10/21/2021 8:13 PM
50	58078	10/21/2021 8:07 PM
51	58078	10/21/2021 7:57 PM
52	58103	10/21/2021 7:55 PM
53	58078	10/21/2021 7:31 PM
54	58078	10/21/2021 5:42 PM
55	58078	10/21/2021 5:31 PM
56	58078	10/21/2021 5:20 PM
57	58078	10/21/2021 5:18 PM
58	58078	10/21/2021 5:08 PM
59	58078	10/21/2021 5:02 PM
60	58078	10/21/2021 4:50 PM
61	58078	10/21/2021 4:17 PM
62	58078	10/21/2021 4:04 PM
63	56560	10/21/2021 3:38 PM
64	58078	10/21/2021 3:37 PM
65	58078	10/21/2021 3:16 PM
66	58078	10/21/2021 3:13 PM
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68	58078	10/21/2021 2:59 PM
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70	58078	10/21/2021 2:56 PM
71	58078	10/21/2021 2:41 PM

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72	58078	10/21/2021 2:20 PM
73	58078	10/21/2021 2:09 PM
74	58078	10/21/2021 2:03 PM
75	58078	10/21/2021 1:46 PM
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77	58078	10/21/2021 1:03 PM
78	58078	10/21/2021 1:02 PM
79	58078	10/21/2021 12:40 PM
80	58078	10/21/2021 12:28 PM
81	58078	10/21/2021 12:21 PM
82	58078	10/21/2021 12:09 PM
83	58078	10/21/2021 11:47 AM
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85	58078	10/21/2021 11:31 AM
86	58078	10/21/2021 11:22 AM
87	58104	10/21/2021 11:08 AM
88	58078	10/21/2021 11:05 AM
89	58078	10/21/2021 11:02 AM
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91	58078	10/21/2021 11:01 AM
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98	58078	10/21/2021 10:24 AM
99	58078	10/21/2021 10:16 AM
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101	58047	10/21/2021 10:04 AM
102	58078	10/21/2021 10:03 AM
103	58078	10/21/2021 10:00 AM
104	58078	10/21/2021 9:59 AM
105	58078	10/21/2021 9:46 AM
106	58078	10/21/2021 9:42 AM
107	58047	10/21/2021 9:39 AM
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109	58078	10/21/2021 9:35 AM

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113	58078	10/21/2021 9:24 AM
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117	58078	10/21/2021 9:18 AM
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126	58078	10/21/2021 9:10 AM
127	58078	10/21/2021 9:10 AM
128	58078	10/21/2021 9:09 AM
129	58078	10/21/2021 9:09 AM
130	58078	10/21/2021 9:07 AM
131	58078	10/21/2021 8:58 AM
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144	56560	10/14/2021 4:44 PM
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148	56529	10/14/2021 12:54 PM
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175	56560	10/13/2021 10:49 AM
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180	58104	10/13/2021 10:00 AM
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182	58103	10/13/2021 9:45 AM
183	56560	10/13/2021 9:44 AM
184	56560	10/13/2021 9:41 AM
185	56560	10/13/2021 9:28 AM

Fargo Moorhead Metropolitan Bike Ped Plan

186	56560	10/13/2021 9:22 AM
187	58102	10/13/2021 9:19 AM
188	58102	10/13/2021 9:14 AM
189	58102	10/13/2021 9:14 AM
190	58103	10/13/2021 9:13 AM
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193	58102	10/13/2021 8:40 AM
194	58103	10/13/2021 8:34 AM
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196	58103	10/13/2021 8:27 AM
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201	58103	10/13/2021 7:41 AM
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204	58102	10/13/2021 7:17 AM
205	58102	10/13/2021 7:14 AM
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217	56560	10/12/2021 9:51 PM
218	58078	10/12/2021 9:50 PM
219	58104	10/12/2021 4:21 PM
220	58103	10/12/2021 1:23 PM
221	58104	10/12/2021 9:04 AM
222	58102	10/12/2021 8:48 AM
223	58103	10/12/2021 8:46 AM

Fargo Moorhead Metropolitan Bike Ped Plan

224	58104	10/12/2021 8:29 AM
225	58103	10/12/2021 7:06 AM
226	56560	10/12/2021 6:26 AM
227	58104	10/12/2021 5:22 AM
228	58104	10/12/2021 1:00 AM
229	58047	10/11/2021 10:55 PM
230	59102	10/11/2021 10:35 PM
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241	58104	10/11/2021 3:35 PM
242	58103	10/11/2021 3:17 PM
243	58103	10/11/2021 2:32 PM
244	58078	10/11/2021 1:39 PM
245	58104	10/11/2021 12:25 PM
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248	58104	10/11/2021 11:53 AM
249	58103	10/11/2021 11:43 AM
250	58104	10/11/2021 11:27 AM
251	58102	10/11/2021 10:33 AM
252	56560	10/11/2021 9:53 AM
253	58104	10/11/2021 9:47 AM
254	56560	10/11/2021 8:31 AM
255	58103	10/10/2021 9:32 AM
256	58102	10/9/2021 8:35 PM
257	56560	10/9/2021 3:28 PM
258	58104	10/9/2021 3:43 AM
259	58103	10/8/2021 10:11 PM
260	58103	10/8/2021 4:50 PM
261	56560	10/8/2021 3:43 PM

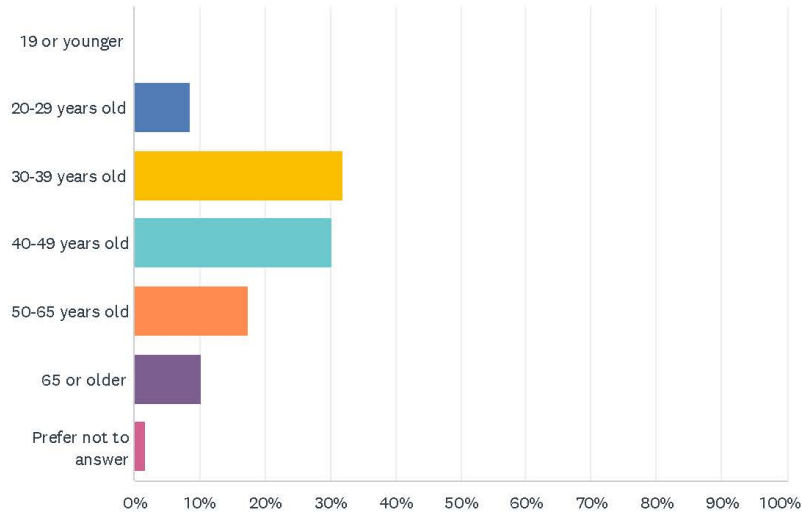
Fargo Moorhead Metropolitan Bike Ped Plan

262	58102	10/8/2021 3:28 PM
263	58104	10/8/2021 2:25 PM
264	56560	10/8/2021 1:48 PM
265	56560	10/7/2021 9:37 PM
266	56560	10/7/2021 4:48 PM
267	56560	10/7/2021 2:48 PM
268	58104	10/7/2021 12:40 PM
269	58103	10/7/2021 12:04 PM
270	58102	10/7/2021 11:37 AM
271	58078	10/7/2021 10:29 AM
272	58102	10/7/2021 10:10 AM
273	58102	10/7/2021 10:06 AM
274	58103	10/5/2021 3:48 PM
275	58102	10/5/2021 2:11 PM
276	58104	9/23/2021 2:52 AM
277	58103	9/20/2021 1:40 PM
278	58078	9/20/2021 8:24 AM
279	58102	9/17/2021 10:52 AM
280	56560	9/9/2021 7:48 PM
281	56562	9/8/2021 2:22 PM
282	56529	9/8/2021 9:17 AM
283	58104	9/7/2021 11:15 AM
284	58078	9/7/2021 11:00 AM
285	56560	9/7/2021 10:15 AM
286	56560	9/3/2021 10:00 PM
287	56560	9/3/2021 9:22 PM
288	56560	9/3/2021 8:32 PM
289	56560	9/3/2021 8:28 PM
290	56560	9/3/2021 7:28 PM
291	56560	9/3/2021 6:54 PM
292	56560	9/3/2021 3:32 PM
293	56560	9/3/2021 2:17 PM
294	58104	9/3/2021 9:14 AM
295	58078	9/2/2021 3:28 PM
296	58104	9/2/2021 1:33 PM
297	58104	9/2/2021 12:50 PM
298	58103	9/2/2021 12:49 PM
299	58103	8/30/2021 11:23 AM

Fargo Moorhead Metropolitan Bike Ped Plan

Q11 What is your age?

Answered: 304 Skipped: 43

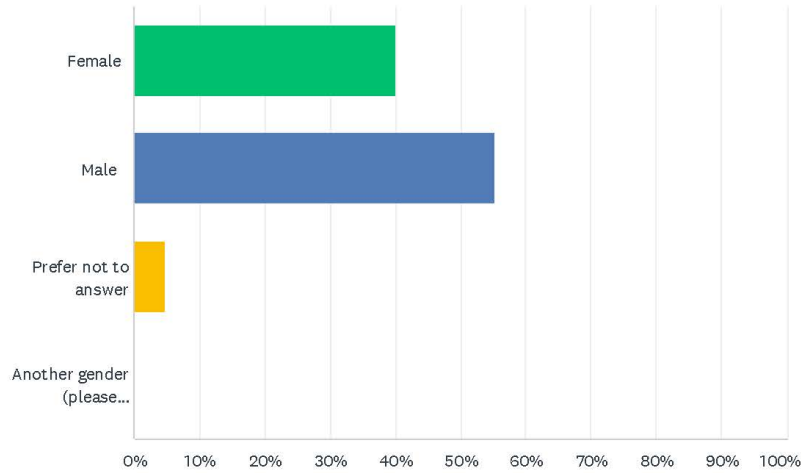


ANSWER CHOICES	RESPONSES	
19 or younger	0.00%	0
20-29 years old	8.55%	26
30-39 years old	31.91%	97
40-49 years old	30.26%	92
50-65 years old	17.43%	53
65 or older	10.20%	31
Prefer not to answer	1.64%	5
TOTAL		304

Fargo Moorhead Metropolitan Bike Ped Plan

Q12 What is your gender?

Answered: 304 Skipped: 43



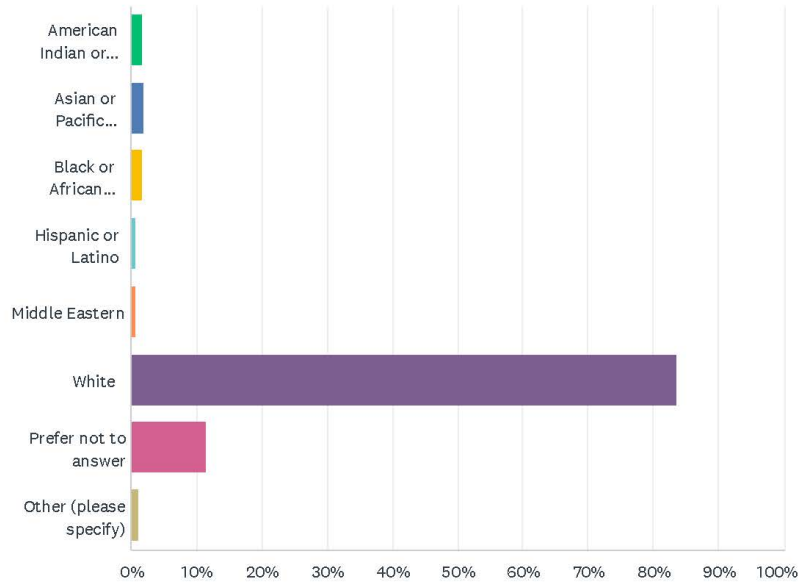
ANSWER CHOICES	RESPONSES
Female	40.13% 122
Male	55.26% 168
Prefer not to answer	4.61% 14
Another gender (please specify)	0.00% 0
TOTAL	304

#	ANOTHER GENDER (PLEASE SPECIFY)	DATE
	There are no responses.	

Fargo Moorhead Metropolitan Bike Ped Plan

Q13 What is your race or ethnicity? Check all that apply.

Answered: 304 Skipped: 43



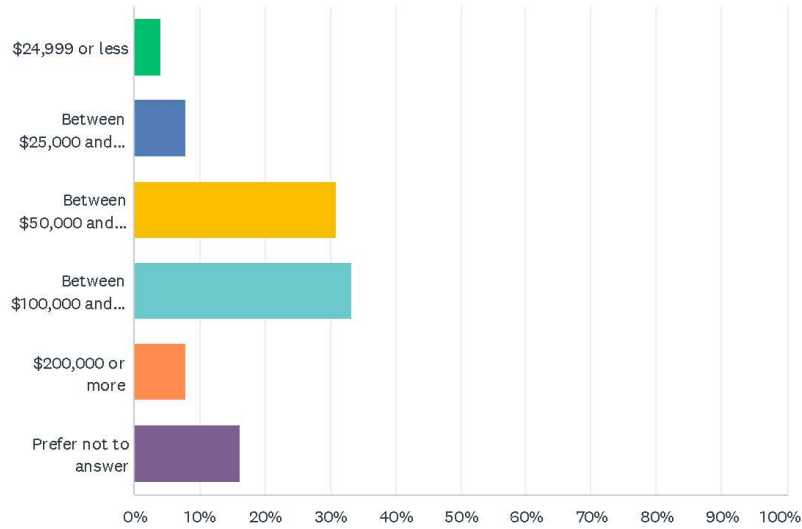
ANSWER CHOICES	RESPONSES
American Indian or Alaska Native	1.64% 5
Asian or Pacific Islander	1.97% 6
Black or African American	1.64% 5
Hispanic or Latino	0.66% 2
Middle Eastern	0.66% 2
White	83.55% 254
Prefer not to answer	11.51% 35
Other (please specify)	0.99% 3
Total Respondents: 304	

#	OTHER (PLEASE SPECIFY)	DATE
1	American	10/18/2021 12:44 PM
2	I am offended by this.....this shouldnt matter....it only divides our country	10/12/2021 8:50 AM
3	European American	10/11/2021 3:57 PM

Fargo Moorhead Metropolitan Bike Ped Plan

Q14 What was your approximate household income last year?

Answered: 304 Skipped: 43

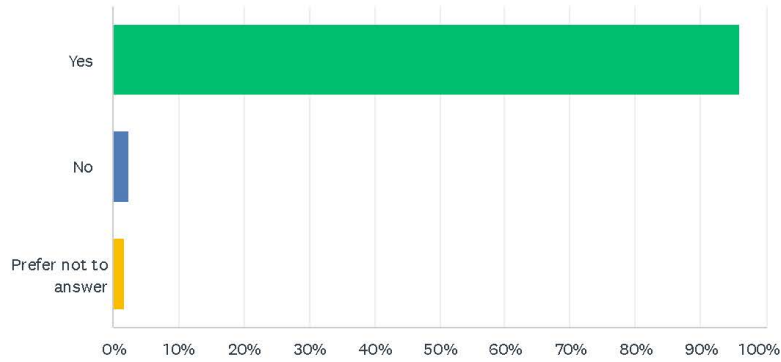


ANSWER CHOICES	RESPONSES	
\$24,999 or less	3.95%	12
Between \$25,000 and \$49,999	7.89%	24
Between \$50,000 and \$99,999	30.92%	94
Between \$100,000 and \$199,999	33.22%	101
\$200,000 or more	7.89%	24
Prefer not to answer	16.12%	49
TOTAL		304

Fargo Moorhead Metropolitan Bike Ped Plan

Q15 Does your family own a car or truck?

Answered: 304 Skipped: 43

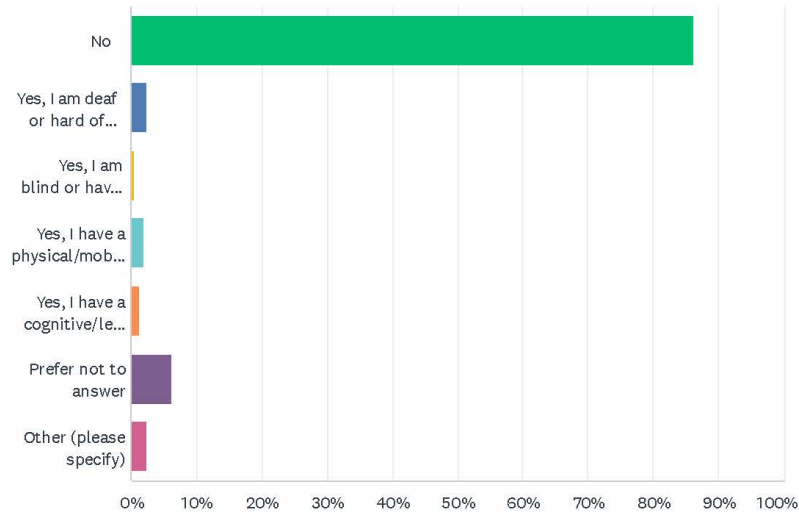


ANSWER CHOICES	RESPONSES	
Yes	96.05%	292
No	2.30%	7
Prefer not to answer	1.64%	5
TOTAL		304

Fargo Moorhead Metropolitan Bike Ped Plan

Q16 Do you have a disability? Select all that apply

Answered: 304 Skipped: 43



ANSWER CHOICES	RESPONSES	
No	86.18%	262
Yes, I am deaf or hard of hearing	2.30%	7
Yes, I am blind or have difficulty seeing	0.33%	1
Yes, I have a physical/mobility disability	1.97%	6
Yes, I have a cognitive/learning disability	1.32%	4
Prefer not to answer	6.25%	19
Other (please specify)	2.30%	7
Total Respondents: 304		

#	OTHER (PLEASE SPECIFY)	DATE
1	Old and Slow	10/25/2021 9:53 AM
2	Type 1 Diabetes	10/22/2021 9:57 AM
3	Family members	10/21/2021 8:14 PM
4	mental health and osteoarthritis	10/21/2021 7:57 PM
5	Bi Polar	10/21/2021 3:40 PM
6	yes, im married with children... its a disability these days	10/18/2021 12:45 PM
7	Epilepsy	10/13/2021 4:44 AM

Fargo Moorhead Metropolitan Bike Ped Plan

Q17 Please provide your email address if you'd like to receive project updates.

Answered: 111 Skipped: 236

ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	111
Phone Number	0.00%	0

Please note that email addresses are not included for privacy.

Fargo Moorhead Metropolitan Bike Ped Plan

Q18 Any other ideas or comments about the future of active transportation in the Fargo-Moorhead Metropolitan Area? Let us know!

Answered: 131 Skipped: 216

#	RESPONSES	DATE
1	I love running, but all of the walking/running paths are concrete, which is pretty much the worst surface you can run off. I wish there were more gravel/asphalt paths rather than concrete.	10/25/2021 3:22 PM
2	I included walk and bike trails on property we developed back in the 1970's and think they are important to have. Connecting all of us.	10/25/2021 9:55 AM
3	The FM area is a great environment for using bikes all year round. Would be great to invest in this activity with in the city. Also better public transportation that doesn't take so long to get to your destination.	10/23/2021 11:06 AM
4	Please add blacktop trails vs concrete, nobody wants to run or walk on concrete plus they are more affordable to put in	10/22/2021 6:45 PM
5	A metro-wide plan that strengthens connections between cities is the best approach. Thank you.	10/22/2021 4:20 PM
6	I run in the morning through residential areas, and the lighting of sidewalks isn't always great. Increase bus access outside of the city center.	10/22/2021 4:18 PM
7	More natural biking hiking trails, such as gooseberry mb johnson	10/22/2021 3:23 PM
8	Would love to see bike/walking trails by the river to make it down to 52 and beyond. With bridges to cross over to Moorhead with hopefully trails on MN side too. How biking and running is growing in the area those paths would be used a lot I feel.	10/22/2021 12:28 PM
9	Would love if paths were connected, north to south and east to west. El Zagel to Edgewood/Trollwood bike trail would be awesome.	10/22/2021 11:16 AM
10	More bathrooms or portapotties would be great too as well as access to water. It's not always convenient to go into a gas station	10/22/2021 10:13 AM
11	Everytime I travel and see what other cities have for bike trails, I think "why can't Fargo (metro) do this?"...it's time... connect the trails and make easier crossing. The time of putting in a short stretch of bike path or side walk that leads no where won't improve the health of residents. I'd love to see a 10+ mile LOOP that is non-stop, not a single stop to cross a street, maybe connecting parks.	10/22/2021 10:03 AM
12	Education of drivers needs to be a priority. Too many people holding their cell phones and distracted driving. Too many drivers do not stop for people walking in a crosswalk.	10/22/2021 9:59 AM
13	Make your flashing left turn signals protected and adjust the waiting time for pedestrians at stop lights with cross walk button's	10/21/2021 11:49 PM
14	Just more wide sidewalks/bike trails along main traffic arteries.	10/21/2021 11:15 PM
15	I would take the bus every day to work if I could arrive at any point in the city within 30 minutes. It takes over an hour to connect residential homes in West Fargo to downtown or points south like Sanford or Essentia or the Wellness Center. More routes and express routes would be great. I would also like to see bike paths to Horace and Harwood and a wide bike path that would take you around the perimeter of West Fargo, Fargo and Moorhead. There would have to be crosswalks or bridges over the two inter-states. It would be a major undertaking but there's no where to bike for a long distance without stopping for lights. The trail along the Red River is nice but how do you get there from West Fargo without taking your vehicle? I am looking for bike friendly places to explore where I can go on longer rides. 20-30+ miles. Mankato, MN has some good trails there. Fargo is a small community and I think it needs to focus on alternatives to vehicles. Bike and walking trails is one of them. A bike path around the entire city would perhaps be the first of its kind in ND. We need to promote more	10/21/2021 8:43 PM

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outdoor activities. How about a bike path between West Fargo to Casselton? Or even a bike trail to Grand Forks? They have nice bike trails along the Red too. Could we extend the trails into Canada? They have a bike trail from the east coast to the west coast. Detroit Lakes has some trails too and I believe the state of Minnesota wants to continue bike paths from Walker down to the Fergus Falls area. We have plenty of space in the area but it seems to be taken up by developers for properties. We need more green space! I would love to help if you are looking for volunteers to maintain bike and walking trails. I use them every week. Love this city and I am looking for a bike friendly community to retire in. Hope it can be West Fargo or surrounding areas.

16	There needs to be safe paths from Goldenwood to 9th and Center	10/21/2021 8:15 PM
17	When I walk and bike I want to be as far away from traffic as possible due to the loud mufflers that have damaged my hearing, and cause anxiety, as well as the danger of being hit. We need corridor parks everywhere with trails in the interior that connect the whole city so that pedestrians and bicyclists can get away from traffic. Traffic is hostile, intimidating, pollution emitting and dangerous.	10/21/2021 8:01 PM
18	I would LOVE safer bike paths for my 14-year-old, who is too young to drive but wants to be out and about in our community - especially when riding to and from school.	10/21/2021 5:09 PM
19	Wide sidewalk/bikeway connecting WF to DT Fargo. Maybe something along Main Ave RR	10/21/2021 5:04 PM
20	Stop the wreckless spending of our tax money on dumb stuff like this stuff. Maybe think about using it towards lowering property tax for the citizens or paying the money towards the special assessment so we're not being taxed to death. You people are going to run everyone outta town cause we can't afford the taxes anymore.	10/21/2021 4:22 PM
21	I think we are doing great.	10/21/2021 3:41 PM
22	Make sidewalks from 12th Ave N to main Ave so people living in Goldenwood can bike/walk into WF safer.	10/21/2021 3:00 PM
23	I think focusing on better/more bike paths throughout the FM/WF area is a great idea and would be beneficial to new Americans as well.	10/21/2021 2:23 PM
24	bike lanes take away form tax paying drivers! if you want bike lanes make the people on bikes pay for a license and help maintain the road. also please try to enforce traffic rules on bikers. I would rather make bike only paths then take away roadways for cars. this is North Dakota, most people don't bike from November to march, why spend tax money on this. the only thing I see doing is spend money on fixing side walks more people walk year round.	10/21/2021 2:09 PM
25	Older West Fargo doesn't have nice walking or bike paths. Between sheyenne and veterans north of 13th.	10/21/2021 12:43 PM
26	Fix the cross walk buttons. Lot of them do not work.	10/21/2021 12:24 PM
27	As a resident on West Beaton Dr, it would be very nice to have a sidewalk between Bobcat and Hombachers along Beaton Rd.	10/21/2021 11:46 AM
28	Although I don't ride the bus, I might change my mind if bus service was more accessible.	10/21/2021 11:07 AM
29	Shelters and benches for bus stops need a high priority over any improvements. I live on a highly utilized bus route and there is no shelter for riders. More shelters might encourage riders as well. Also in winter there is no cleared area for riders from bus stop to getting on the bus. The snow banks are very different to get over for riders and bus stop and crosswalk where it's plowed doesn't always line up.	10/21/2021 10:37 AM
30	More dedicated nature trails please!	10/21/2021 10:25 AM
31	Nothing to add.	10/21/2021 9:19 AM
32	Don't waste your money. Provide rebates and refunds to all tax payers instead. Give us a CHOICE about how and where to spend money. Don't send out questionnaire which are leading like this one. I don't think this is a productive way to spend OUR tax dollars when many are facing unprecedented levels of inflation. Most will not use cycle lanes for most of the year. Its too cold and icy.	10/21/2021 9:16 AM
33	I'd love to be able to take the bus or bike to work. Bus service in West Fargo is too sparse. Biking from WF to downtown Fargo involves too many high volume traffic areas.	10/21/2021 9:14 AM

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34	Just wasting money..	10/21/2021 9:13 AM
35	If you get rid of winter you can bike and walk year round!	10/18/2021 12:46 PM
36	I am a runner. Concrete is tough to run on...gravel trails alongside sidewalk trails would be great. Trees along trails are helpful and we need more port a potties or restrooms. I run for miles and in the route I run there is one place to go to the bathroom and since it is not on a roadway, there are no gas stations. If I were to rank, restrooms, then gravel for trails. Look at larger cities for what they do. Gravel works for bikers, walkers, and runners. Trees provide shade and beauty	10/17/2021 9:16 AM
37	More bike lanes on city streets!	10/16/2021 9:58 PM
38	Look into car-less streets/areas that promote more biking and walking	10/16/2021 5:50 PM
39	Should focus on the basic needs like street maintenance. The millions spent on such projects isnt worthy of tax dollars in any form. There is plenty of access with sidewalks and controlled intersections around town. Your focus should be on educating people how to ride and walk around town. A person would have to be blind to miss the miles of sidewalks that already exist. The community need more ethical spending with resources.	10/15/2021 9:59 PM
40	I would like more long distance paths like the one along the river or the one that goes through brunsdale parkI like to rollerblade and I nice long smooth flat clean paths that go for miles are great	10/15/2021 4:17 PM
41	City bus should be free	10/15/2021 9:56 AM
42	There should be another connecting bridge in south Fargo besides I94 and 52nd Avenue South. You wasting a lot of people's time going north and south to get to Moorhead via these two routes. Poor foresight	10/14/2021 8:09 PM
43	Thank you for asking for community input!	10/14/2021 3:13 PM
44	I would like to see more crushed stone/soft surface trails built around the FM community. I would also like to see a park pace designed and built with the intention of being used for racing cross country and cross country skiing.	10/14/2021 2:35 PM
45	It would be helpful to have more signs that inform people not to ride bike on the sidewalk. We have a few of these signs downtown but they should be everywhere an on street bike path is created. It's not safe for bicyclists or pedestrians to have bikes on the sidewalk but there is a lot of confusion on this matter by most motorists	10/14/2021 1:50 PM
46	have bike paths that go over bridges and then continue, some stop along busy streets	10/14/2021 11:41 AM
47	I like the idea of more bike lanes, more consistent winter maintenance on bike trails, and improved education for motorists. Thank you very much!	10/14/2021 10:40 AM
48	Bike lanes are definitely welcome if placed not in the middle of busy traffic. Great to provide safe place for kids to ride, but as an adult having lived here my whole life I believe personal responsibility is what is needed to keep ourselves safe and reduces the need for additional funding.	10/13/2021 9:24 PM
49	Bike paths that go near the park playground equipment are wonderful as are park benches in a vicinity where parents are able to watch their children play in multiple areas. Riverwood park is a wonderful example! (The only problem with Riverwood is the lack of people picking up their dogs' doo doo.) Walking/biking connections to well utilized areas is very important. Please improve or move the sidewalk across from the sewer treatment plant on N. Broadway.	10/13/2021 6:48 PM
50	Some areas in downtown Fargo can be improved for pedestrian safety. For a few examples: *A protected midblock cross on 1st Avenue North between Broadway and Roberts Street * A midblock crossing on NP Avenue right by the entrance to the NP parking lot * A better protection for pedestrians crossing 1st Ave South when walking into Island Park as well as the Fercho YMCA.	10/13/2021 5:42 PM
51	Some bikeways need more "flow" nice trail one side of street then have to cross over to continue on. Makes it hard for disabled or handicapped to cross and enjoy.	10/13/2021 4:45 PM
52	Do not build more streets with designed 30 MPH+ speeds (like 45th street, 13th Ave S, etc.), these corridors are a huge barrier to walking or biking. Also, Moorhead should add bike lanes to its downtown streets, this seems like low-hanging fruit to add appeal to the downtown area.	10/13/2021 1:59 PM

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53	More protected bus stops to keep people out of rain/snow and maps to show people where each bus stop can take them from where they're at.	10/13/2021 1:44 PM
54	Keep bicycles off the streets.	10/13/2021 12:51 PM
55	Moorhead should look at installing bike share and bike infrastructure between high school and new career center school building and then evaluate cost savings and health benefits of students cycling between both schools to get to and from class. Also, bus stop on 12 Ave s and 20th street in Moorhead is the most used bus stop in the metro area. How could bike and walking infrastructure connections be improved to access this stop?	10/13/2021 12:47 PM
56	The new bike path on north University Drive from 32nd to Riverwood area is nice, the type of thing we need more of. Thanks!	10/13/2021 12:16 PM
57	Allowing bikes to be in the roadway makes it unsafe because they don't follow traffic laws. They do what they want when they want. I'm unable to drive around them while they do as they want. They cross when they want, even when I have the right of way, they slow down traffic, etc. Keep bikes off the street and on the sidewalks	10/13/2021 11:18 AM
58	I would love to see more bike lanes like the new one on NP Ave from University Dr to 10th Street	10/13/2021 11:03 AM
59	Let's make our streets like the ones in Holland. Fargo is too car oriented and needs better public transportation and biking paths.	10/13/2021 10:57 AM
60	I am an avid cyclist and often ride bike to work, 20 miles round trip. Fargo is getting better, but it is not a very bike or pedestrian friendly town considering it has 3 universities and other types of schools. Some drivers are outright dangerous and rude. I've had numerous encounters where drivers will deliberately cut you off, harrass you and basically ignorant about the rules and/or hostile to pedestrians and especially cyclists. No matter whis is at fault in the event of an accident, the cyclist or pedestrian loses, often with their lives.	10/13/2021 10:25 AM
61	Having periodic rest stops and/or more destinations along the bikeways would be great. FM is heading into an era of, relatively, rapid growth and establishing proper bike routes and walking paths now will save a lot of headache in the future.	10/13/2021 10:20 AM
62	These so called bikers are becoming more and more of a road hazard, most sidewalks along the main busy streets are conducive for them to be off the street and safe since they do not go the same speed as traffic. Pushing that they are to be on the road and then claiming that they are pedestrians is counter intuitive. I believe that those that want to ride on the streets should also be required to carry insurance for accidents like automobiles do as they have been found at fault for crashes and injuries. This push that is not needed for our area as we are not like the eastern or western coastal cities.	10/13/2021 10:13 AM
63	The drivers need to be educated about the bike lanes as I ALWAYS see a car driving in that lane and use it for a turning lane. I don't think any bikes should be driving on streets, only sidewalks for their safety!	10/13/2021 10:02 AM
64	More bike paths, especially in oakport/north moorhead	10/13/2021 9:45 AM
65	River crossing at bluestem or change the bridge just south of there	10/13/2021 9:30 AM
66	More bus stop signs closer to low income homes for people who are less fortunate.	10/13/2021 9:25 AM
67	Improved trails for distance in-line skating. It is very difficult to skate on asphalt trails and trails with tar patches. Increased width of sidewalks similar to Fargo/West Fargo.	10/13/2021 9:24 AM
68	There is no enforcement of traffic laws in Fargo. Cars routinely pass within a foot. Many roads with multiple lanes do not have the traffic volume to require those lanes and they could be turned into physically separated bike lanes. This might also end the street racing that seems to happen in Fargo. There are no good East/West bicycle routes that I am aware of. Many of the "bike lanes" on streets run for a few blocks then end. Overall FM has some nice multi use paths along the river and not much else.	10/13/2021 9:21 AM
69	Quick little 20 - 30 second commercials about traffic safety and cycle edict would be helpful. Nice to see on TV more often to help normalize bicycles as a main mode of transportation to the public.	10/13/2021 9:17 AM
70	Take the bike paths off of N University and 10th street or put on right side of road ,this goes	10/13/2021 8:44 AM

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against all have been thought about traffic and bikes ,and most bikes have mirrors on left side of bike or trike

71	FM area can learn from Scandinavian countries bike use - especially how to make it feasible during winter months (dedicated bikeways separate from traffic, strategic snow clearing to prevent slippery bikeways/sidewalks). Here is an example from a Finnish community https://www.euronews.com/2021/01/22/meet-the-bike-loving-finnish-city-that-keeps-peddalling-even-in-the-snow	10/13/2021 8:30 AM
72	I resent bike paths on busy streets. how many use the bike path on university. I drive that street daily and never see a bike on the path. its a hinderance to drivers on this street and many others.	10/13/2021 8:25 AM
73	I love biking. But there is no connectivity of bikeways in town. Almost all of the bike lanes and paths are centered around the city's main attractions like downtown or Scheels Arena. There aren't paths in residential areas. So there's no way to get from home to somewhere else without biking in the road with traffic. And let's face it motorists in this city hate cyclists and tailgate, cuss at, and pass at full speed inches away from us. It makes it impossible to safely get anywhere.	10/13/2021 8:21 AM
74	Marked bikeways on streets are not used frequently enough to justify adding more. People will bike where they want to bike.	10/13/2021 8:10 AM
75	I believe if bikes are to be ridden on roadways or bike lanes, the traffic laws should be observed by cyclists . Likewise if they are to be riding on bike lanes in the road way bikes should be licensed just like vehicles to help pay for regular maintenance.	10/13/2021 7:37 AM
76	Pedestrian bridge between north Fargo and MB Johnson park in Moorhead. More bike lanes in north Fargo. Connect the bike path with other bike paths/lanes. If you take the river bike path from north Fargo to downtown there is no clear, safe, or easy connection into downtown for bike riders.	10/13/2021 7:23 AM
77	Every single person involved with the design process and in budgetary decisions should ACTUALLY USE THE INFRASTRUCTURE THEY ARE AFFECTING to see firsthand it's shortcomings. The disgraceful situation with the "temporary" transit hub at West Acres during 2020 is the perfect example of why this is absolutely positively necessary. Fargo is FAR from bike friendly, just a cute advertising shtick coined by someone who has NEVER ridden a bike here. The scope of this survey falls short of what COG needs to know from the community. Set up a well advertised public meeting at a bike shop like Great Northern if you REALLY want to get valuable input.	10/13/2021 7:23 AM
78	More convenient bus stops and faster route	10/13/2021 3:44 AM
79	"Health path", a complete loop around the city with minimal street crossings, connecting parks with water fountains and public bathrooms. Well maintained, wide, and smooth concrete surfaces for joggers, rollerblading, and bikes.	10/13/2021 2:48 AM
80	Please install a crosswalk (either stop sign or flashing light with button for pedestrians) at 5th Ave South and 18th St... A lot of children walking to and from Jefferson cross there and even though it's labelled a crosswalk many don't pay attention	10/12/2021 10:20 PM
81	Education for walkers and bikers in historically not usefull. If a walker is hit by a car and truck, the vehicle is going to do irreparable damage. If you want to increase walking and biking, prioritize walkers and bikers over the Pauls and Karens with their 8,000 lbs Yukon Denalis	10/12/2021 4:23 PM
82	We love how bike friendly this community is!	10/12/2021 8:47 AM
83	I strongly believe connecting Fargo to the central lakes trail (in Fergus falls mn) would connect Fargo to surrounding communities and provide safe biking running walking. Wider and more maintained shoulders on highways would also be appreciated. Thanks!	10/12/2021 8:32 AM
84	The bus routes need a revamp. An 11 minute car ride to work takes up to 2hrs because of having to arrive early at unprotected bus stop exposed to elements, wait at gtc , transfer and then walk and I'm lucky. My last place of work was 2 bus changes in Moorhead 1 in fargo and several dangerous blocks to walk to 12ave north industrial park. I get that busses need to be paid for either by taxes, schools or businesses, but maybe some encouragement or sponsorship by local businesses should be looked at. Possible tax deduction for them and or less congestion of their parking lots at least and possibly more workers or options for current workers to have for transportation. Increasing busses to slow down delays in getting from point	10/12/2021 6:49 AM

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a to b would be awesome. We need a better public transportation system. I had to stop using it because I was too exhausted waiting after work for a bus to be available as they start too late after my shift gets done and my sister starts too early. My friends have lost job opportunities because public transportation was not an option to get there. I would love to know what will be done as I really love having options of transportation

85	Would love for Horace to be safely connected to the larger metro area for walking/running/biking.	10/11/2021 10:58 PM
86	There are a lot of off the roadway bike paths in South Fargo and while North Fargo is pretty built out, maybe a bike trail around the entirety of the airport and guard base would be nice.	10/11/2021 10:38 PM
87	Please build a path along the Sheyenne diversion and also plant trees.	10/11/2021 9:18 PM
88	Expand bike paths to popular locations/through out city that are off main roadways.	10/11/2021 8:18 PM
89	Change downtown back to one-ways on NP and 1st Ave.	10/11/2021 6:26 PM
90	Would love some more trails made to promote healthier lifestyle living in the fm area	10/11/2021 5:30 PM
91	Open up the major thoroughfares to vehicles and move bikes and pedestrians to secondary or more minor roadways and separate paths.	10/11/2021 4:00 PM
92	Bicycles should NOT be using lanes intended for cars. I use South University every day (between 58th Avenue South and 40th Avenue South), and I see bicyclists riding in the right lane frequently. They slow down traffic, and sometimes take up not just the right lane, but partially into the left lane as well (especially south-bound), which blocks ALL traffic in that direction. Somebody's going to get killed down there, and of course the car driver will get the blame. We have plenty of bicyclists who obey the laws, but unfortunately, there's a group that uses that roadway who seem to think that they can act with impunity (including not stopping for red lights). I'm sure that my suggestion won't get acted on, since planning types seem to think that it's somehow a sign of moral superiority to be a bicyclist rather than a motorist, but this is dangerous to the public (including the bicyclists).	10/11/2021 3:41 PM
93	Please improve the bike path in Fargo along South University Drive!	10/11/2021 3:21 PM
94	Bike lanes that congest intersections or the road way make it unsafe for both the bicycle traffic and cars. If the width of the road cannot be maintained with parked traffic the roadway should be precluded from bike lanes	10/11/2021 11:46 AM
95	Work more with Fargo Public Schools. All kids should be able to bike to school!	10/11/2021 11:29 AM
96	I have biked down to County 14 and Oxbow for the last 15 years. I Like the shoulder on University/81 and hope for safety's sake that a shoulder/buffer is included in any development in and to the south of Fargo/West Fargo.	10/11/2021 10:00 AM
97	Get bikes off pedestrian sidewalks. Too many bicyclists ride like maniacs and endanger people.	10/9/2021 8:37 PM
98	The plan is a great idea but you need to put in place a procedure to implement it. Local Government is more about status quo rather than spending money on promoting walkability and bikes.	10/9/2021 3:30 PM
99	We need better separation between bike lanes and motor vehicle traffic.	10/8/2021 10:55 PM
100	Consider a fitness/recreation biking loop around the city, like Souix Falls or Minneapolis. This can be the main biking highway that connects other points of interest, like schools and parks. Biking on dedicated paths is amazing for the speed of commutes and relaxing for exercise.	10/8/2021 10:15 PM
101	Unless full time bike lanes are provided, bikes routes should not be directed to busy streets. My kids are very bike savvy and we still have frequent incidents with texting/uninformed/impatient/etc drivers. Additionally my son would love to bike to Ben Franklin next year, but there is no safe route from Clara Barton neighborhood.	10/8/2021 4:55 PM
102	The Expansion of the bike/ped system in the past 8 years has been great, but filling in gaps needs to remain a priority. All of the paths in the new developments aren't worth much if users can't connect to what's already here.	10/8/2021 3:46 PM
103	There needs to be a bike/ped connection between Dakota Drive and I-29 on 19th Ave. N. I think City staff would be surprised at bike/ped usage of the corridor.	10/8/2021 3:31 PM

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104	On-road bikeways (that travel with the direction of traffic) would be a huge improvement in safety due to the visibility it would allow. I prefer riding in bike lanes and sharrows -- on a shared use path, I'm always leery of getting T-boned by an inattentive driver in intersections due to being so far removed from the typical flow of traffic that drivers normally look out for.	10/8/2021 2:28 PM
105	Cars can't be trusted to not run into bikers. lanes or trails need to be separated. Better yet, convert some roadways to bikers/walkers only. You will be surprised how many new people will start if they feel safe. Downtown should be car free. Look at what Ithaca NY did.	10/8/2021 1:52 PM
106	The trail system along the river is great, and I hope that continues to expand. On-street bike lanes are also great, but we need to try to provide more separation between bikes and cars and better quality bike lanes, such as separated or buffered lanes. I've ridden on bike lanes that are five feet wide only if you count the gutter (which you shouldn't!) with lots of cars passing close by. This is better than nothing, but it won't attract the "interested but concerned" riders, who likely make up the majority. I generally prefer to ride on quiet residential streets, but the key is making sure there are safe ways to cross busier streets and that there are safe connections to activity centers.	10/7/2021 10:01 PM
107	I'm on the trails nearly every day during the warmer months. I ride an e-assist trike. I'm a little concerned about the number of fast e-bikes on the trails. I don't see them as being bikes but rather mopeds or scooters. I'm referring to the ones that don't require the person to pedal. My trike has a governor on it and I can't exceed 20 mph.	10/7/2021 5:01 PM
108	I'm excited to have longer distance trails. Being able to ride 30 to 60 miles on a trail that's here would be AMAZING!!!	10/7/2021 2:51 PM
109	25th Street South needs a sidewalk on BOTH sides for safe navigation. High schoolers drive unsafely and it is hard to cross 25th St S.	10/7/2021 12:42 PM
110	Add water fountains on paths	10/7/2021 12:05 PM
111	I keep a log of all the dangerous/ negligent driver incidents I encounter on my daily commute to work. Mostly drivers running red lights and stop signs. Note: the construction work near NDSU campus has created a dangerously unsafe 'bottleneck' along 11th Ave and 12 st to 12 Ave. In this area, construction has gouged out streets making it impossible for traffic to keep in respective lanes and so cars are always (I see it daily) running the stop light at 11th Ave. and University.	10/7/2021 11:47 AM
112	Biggest challenge for me, in biking around town is the "barriers" of interstates. Especially I94. From West Fargo there really are only two places to get over I94. 45th and 9th/Veterans. Traffic coming off the west-bound lanes of I94 is rarely looking for someone crossing and it is sketchy. I will never understand why they made an Underpass on half of the 9th/Veterans crossing but not the other. Engineers that don't understand biking I guess.	10/7/2021 10:33 AM
113	I would love to see the bike lanes in the streets have some sort of separation besides just painted lines. Cars DO NOT see cyclists in Fargo-Moorhead and many of them do not like us. Many bigger cities I've been to and biked in have curbs separating bike lanes and driving lanes, and some have simple plastic rods bolted to the pavement every 10 feet that prevent cars from driving/swerving into bike lanes. We need these!!	10/7/2021 10:26 AM
114	Need to secure trails in North Fargo from the VA to EdgeWood	10/7/2021 10:11 AM
115	Fargo and Moorhead do a great job building sidewalks in new growth areas. They are a little narrow, but overall, the network is great, and I wouldn't want future policies and regulations to change the fact that they're built. They are our most heavily used public health feature and are part of our neighborhood fabric. There are some opportunities for trail extensions that have been studied in the past but haven't been implemented, such as trails along the river, that would be such a huge asset, and I hope policy makers will take this on in the not-too-distant future.	10/5/2021 2:15 PM
116	bike buttons for stop lights and boxes. Increased awareness for drivers.	9/23/2021 2:54 AM
117	More East to West bike routes	9/20/2021 1:41 PM
118	Connect nearby small towns, connections across red river south of i 94,	9/20/2021 8:29 AM
119	In my daily travels around the FM area I am consistently put into dangerous/uncomfortable situations when on a bike or walking. There are sections that are wonderful, but many areas that are not. For more people to ditch the car/truck and walk/bike the experience needs to be	9/17/2021 10:56 AM

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largely comfortable, vs the patchwork pattern of transport infrastructure that we have today. Please start prioritizing human scale transport and human safety, and not the speed and efficiency of moving individual cars & trucks.

120	Your plan for 17th St N in Moorhead is stupid and a waste of money.	9/9/2021 7:50 PM
121	I have recently started biking more in the area and the biggest issue I see with myself and other bikers is lack of knowledge about how to behave on the roads and where we can bike on the sidewalk versus expected to bike on the road. The only street in the FM area that I've seen biker appropriately bike on is the shopping stretch of Broadway in downtown Fargo. I think this is because the sidewalks tell you to bike on the street and for some reason all the bikers that do bike on the street there know that they should be obeying all traffic laws like stop lights and signs and such.	9/8/2021 2:26 PM
122	Please include Dilworth in your plans!!! I often walk the gravel road north of town and was disappointed by the lack of shoulder on the newly paved but very narrow road north of Walmart (15th Ave)...if anything, it should have included a bike lane all the way to the Moorhead baseball and softball fields.	9/8/2021 9:21 AM
123	Drivers and speeding in the metro are atrocious!! Fines need to be raised considerably. Also, driving lanes need to be 12 feet in width. Do not decrease lane size! Drivers are so distracted by phones and dashboards these days that they cannot stay in a lane!	9/7/2021 11:05 AM
124	I would love to see a off street bike trail from just north of El Zagal golf course out to Edgewood golf course. I use the bike path from linden wood park to the path across from the El Zagal golf course. That's why I would love to see it continue more north. With people using their cell phones now in their cars, I don't feel safe riding my bike on the street not knowing who is actually paying attention to their driving.	9/3/2021 10:06 PM
125	Connecting the whole River Corridor Trail in Moorhead would be amazing!	9/3/2021 8:33 PM
126	Love the blue goose trail, use the off road portions multiple times a week. If it could go all the way to Woodlawn, that would be the best.	9/3/2021 8:32 PM
127	I like the walking/biking trails along the river. I see biking as recreation, not transportation, especially in the winter,I do not feel it is a safe or preferred method method of transportation.	9/3/2021 7:32 PM
128	Dedicated bike lanes separated from traffic via concrete or grass. Painted bicycle gutters are useless. Look at "Not Just Bikes" on YouTube and copy the Netherlands.	9/3/2021 6:57 PM
129	Would love more off street trails/paths. Would be great to have some that aren't concrete as well. Asphalt would be great for rollerblading/rollerskiing (understanding I'm one of few that would rollerski), crushed limestone & woodchip (easier on body & feels more in line with nature). I hope at least the diversion project will include alternative path surfaces beyond concrete.	9/2/2021 3:31 PM
130	I have more concerns about distracted drivers and am less comfortable sharing roadways with cars.	9/2/2021 1:38 PM
131	Having a multi-use trail like the Sakatah Trail would be amazing and a project I would wholeheartedly support. Biking in town doesn't feel safe, shoulders on rural roads are not wide enough and have too much gravel. Bike paths in town are nice but very interrupted with road crossings. https://www.dnr.state.mn.us/state_trails/sakatah/index.html	9/2/2021 12:58 PM

Appendix B: Interactive Map Suggestions (Raw Comments)

Destinations	
Biking	Place of work. It is challenging to get to. My colleague takes 19th Ave. I illegally cross the tracks and take the ditch. I occasionally use the trail along 45th but that has many unsafe crossing with truck traffic and is not maintained properly in the winter. It is also significantly out of the way.
Biking	This is were I purchase most of my groceries. With the exception of crossing 8th street it is a pleasant ride.
Biking	Children bike to school. There is not a great way to get here. Parents and students in a hurry make 15th avenue hostel.
Biking	Children used to ride bike to school. No issues ever came up.
Biking	I avoid this entire area. I am not aware of any desirable cycling route for me to take. Interstate and the long East/West high speed/high volume traffic issues keep me from even considering this entire area. As an example I will go to movies at Century/eat in that area but never here.
Biking	Purchased a dog trailing to bring him here. Unable to ride here. The route/roads are reasonable to get here since I can avoid main (main needs help) but to the North and South the drivers have proven to be extremely unaccommodating. I now feel I have to drive here. Looking for alternatives but they are worse to get to.
Biking	Iwen Park
Biking	I consider the trails along the Red River to be the best place to experience nature in F-M. I regularly bike here for exercise and nature bathing. I see squirrels, bunnies, deer, beavers, deer and other fauna and flora.
Biking	Should add bike button light does not trip for cyclists. Think about adding a bike box out towards the center. Great crossing to get to Lindenwood so this addition would be beneficial. I frequently cross this intersection while commuting to work.
Walking	Neighborhood bar - getting to be a more popular walking destination from nearby apartments and neighborhood.
Walking & Biking	Playground at Longfellow School
Walking & Biking	School. Have not had issues getting to/from school on 12 Ave S.
Walking & Biking	Children used to walk and bike to school here. No issues ever came up.
Walking & Biking	People who use the Lindenwood Campground love to walk and bike the area.
Walking & Biking	Fargo Public Library -- I bike or walk there, rather than drive, sometimes in order to get exercise.
Walking & Biking	Many people walk or bike to Northport and Hornbacher's Grocery store due to the very walkable neighborhood surrounding it.
Walking & Biking	Neighborhood grocery store - getting to be a more popular walking or biking destination due to the proximity of nearby apartments.
Walking & Biking	This Dairy Queen is a very fun destination for families out walking or biking, but it isn't easy to approach the site unless you're driving. It's a huge pedestrian destination.
Walking & Biking	Goldenwood division of West Fargo does not have a safe path, heading south, on Center Street or either of the 9th Streets. We have a ton of kids out here that would definitely benefit from a safe walking/biking path "into town".
Walking & Biking	Not many direct routes to get to this destination. A bridge enabling cycling/walking to the school would be nice.
Walking & Biking	Anywhere along Broadway between Main and 7th Ave N.
Location that needs improvement	
Biking	I mislabeled it and it is more a point of concern. Thank you.
Biking	Mislabeled it a location more a concern. Thank you. Should add a bike button so the light will trip. Great path for commuters to Lindenwood.
Biking	In the winter I take the long way to work since University and 10th bike paths are not usable. It is a challenge to exit this area and cross Elm. I have taken this route in the

	summer and it is easier without 4 foot snow berms. Probably not work much effort but a route I like to take with this significant challenge.
Biking	Bike service station has had many of its tools go missing. It would be greatly appreciated to inspect the repair stand and replace/repair it
Biking	There should be a bike box added to 4th Avenue for bikers to be able to get in front of vehicle traffic to be able to cross 2nd and enter into the Greenway path.
Biking	The four-way stop on 12 Ave. N and Elm Street in Fargo can be a bit tricky when going to or coming from the river trails. There is sometimes a lot of traffic. It would be nice to have a less congested entrance to the trails like a trail from 11th Ave N and Elm St down to the low levees and onto the trail or a gradual bike crossing of the dike at Mickelson Park.
Biking	There is not an elegant way to navigate across 8th Street here. We stick to Riverside to get around this area but we will not visit the businesses to the NE of interstate here.
Biking	This light does not sense the presence of a bike on 15th Ave. Knowing this I just cross when there is a clearing. It does not bother me but motorists get very agitated when I "skip" the queue for the light.
Biking	At the end of the bike lane on 4th street bikers are forced to cross in front of vehicle traffic to reach the approach to the bike paths on the other side of the intersection.
Walking	This intersection is unfriendly for pedestrians.
Walking	The fake pedestrian cross button (like all the other ones in town) leaves you waiting for a long time to cross after pushing it. This encourages pedestrians to cross against the "Do Not Walk" signal when they see a gap in traffic.
Walking	Here we have a beautiful new gateway/archway Spirit of the Sandbaggers piece where almost no pedestrians walk. There is no real destination here. I understand that future plans include some type of plan for a park to cross over to the river with a pedestrian bridge over 2nd St, but the gateway piece fronts a hostile to pedestrians intersection.
Walking	It takes way too long for the traffic signal to turn green in the east/west direction. Pedestrians often cross against the light due to the long north/south phase even when a person presses the walk button.
Walking	Pedestrian path over the bridge is too narrow and the chainlink fence has some sharp exposed edges along the bottom that can catch ankles and pets. I'm not sure if it is practical to remove the concrete barrier and re-do it a couple of feet further in, but there would be plenty of room for it now that the toll booth is gone. At the least, the fence needs some maintenance
Walking & Biking	Crossing 34th St is not very easy here. There's no pedestrian infrastructure and lots of traffic. There's a transit stop on the east side of the street, which is hard to access from the west side. Further, there are shared use paths on 34th St and 4th Ave that are disconnected due to the lack of a crossing.
Walking & Biking	Hopefully one or more pedestrian tunnels can be added when Highway 10 is rebuilt. There is no other way to make this highway bike/ped friendly.
Walking & Biking	Cars making a right on red present a hazard. Very high speeds.
Walking & Biking	Those Walking and biking at this intersection are forced to be in a vulnerable position in order to activate to press to walk button. Especially traveling to the West on the South side of the road.
Walking & Biking	This is a significant access point to the river trail system. At certain times of the day it is difficult to navigate across the street. The traffic speeds coming around the corner of 13th and the trail access is not friendly to vulnerable road users. It also startles automobile drivers when bikes come off the river trail and enter the bike path on 4ths St.
Walking & Biking	I use this route for cycling and walking. I am also very supportive of e-bikes. However the conflicts between pedestrians, cyclists riding >15mph, and e-bikes enabling inexperienced people to travel greater than ~15 mph is driving me away from this area for walking.

Walking & Biking	Those Walking and biking at this intersection are forced to be in a vulnerable position in order to activate the press to walk button. Especially traveling to the West on the South side of the road.
Walking & Biking	At the Dakota Drive and 19 Avenue N intersection the traffic light does not turn green for a bicycle crossing 19th Avenue. A bicyclist must wait for a car on Dakota Drive. I would like a walk sign there that can be activated by a walker or bicyclist.
Walking & Biking	Asphalt trail surface is significantly degraded limiting access to river front on Moorhead side of red river. Especially challenging for anyone in a wheelchair as the trail has several faults and large cracks in it.
Walking & Biking	Unleashed dogs on the pedestrian and mountain bike trails at MB Johnson park are a nuisance and can be dangerous for both dogs and humans. Enlarging the current "dogs must be leashed" sign and adding signage along the trails could help dog owners be more aware.
Walking & Biking	Add a railing to the 34th St bridge. Crossing this bridge is not a pleasant time. There is lots of high-speed traffic close by with no separation other than the curb. Also, there is often debris on the sidewalk, including usually broken glass. A railing along the edge of the sidewalk that separates bike/ped traffic from cars would make a huge difference.
Walking & Biking	Someone is going to get run over at this intersection. The path is so far away from 52nd avenue that the drivers coming out of the gas station haven't even bothered to look up from their phones yet. Not to mention this is one of the few path intersections in town that comes BEFORE the stop sign for the ensuing road intersection. Oh -- and it's not a painted crosswalk.
Walking & Biking	This is generally an unpleasant place for anyone not in a car. Downtown Moorhead needs wider sidewalks and fewer lanes of traffic. What Fargo did to Main Ave is a huge improvement, and we need to do the same in Moorhead. Converting Main Ave, Center Ave (all the way to 11th), and 8th St north of Main to 3-lane streets would make downtown much more pleasant for walking and biking, while also encouraging economic development.
Walking & Biking	Would be great to have a crushed limestone trail along the top of the levee. Keep it more natural and one of the few places without hard concrete paths which are hard on joints when running/walking. Would be nice to have one place in the SW with more natural paths/trails!
Walking & Biking	Such a waste to have this beautiful area along the river and not have it utilized. Would be great to have it connect to the Rivers Bend paths!
Walking & Biking	Extend trail along the Red River!
Walking & Biking	Trying to use this intersection when not in a car is not an enjoyable experience. Lots of high speed traffic right next to sidewalks and walkers/bikers are forced to stop at multiple pedestrian islands in order to get across while dealing with many slip lanes where drivers are not looking for people... very dangerous
Walking & Biking	This intersection has become a high pedestrian crossing location that needs to have some sort of control device to allow pedestrians to cross safely. Whether this is a full on stop light or a pedestrian crossing light (similar to the one used on 19th Ave. N near the Fargodome), something needs to be done!
Walking & Biking	A bridge with sidewalks on both sides and room for both a pedestrian and a bicyclist to cross at the same time would be great.
Walking & Biking	Intersection feels extremely unsafe on a bike or walking. All of the nice trails in gooseberry mound spit you out near this intersection if you want to cross the interstate here. Multiple turning lanes of traffic ensure you will have multiple close calls with cars turning while trying to cross.
Walking & Biking	Trail along river on Fargo side needs to be added between 15th Ave N and Riverwood.
Route that needs improvement	
Biking route	Nice protected bike lanes, with no where to go. Completely useless connected to other biking infrastructure. Bike lanes on university and 10th do not start/end until 4th Ave

Biking route	Bike lane disappears here... causes some confusion between drivers and bikers at times
Biking route	Stop light does not trip for cyclists trying to cross University here. I bike this route frequently and the light will not change for bikes. Should consider a button bikes can hit. Great street for riding to Lindenwood. I have seen other cyclists use this route as well.
Biking route	This bikeway connection is seriously lacking. South of here are some great paths, but they're useless (and dangerous) because of the existing dead ends.
Biking route	The asphalt needs redone here. It's been cracked and broken for years, and it's especially bad now. (Disclaimer: It's been a couple months since I've been out here - - if it's been repaved in 2021 then disregard me)
Biking route	Someone is going to get run over at this intersection. The path is so far away from 52nd avenue that the drivers coming out of the gas station haven't even bothered to look up from their phones yet. Not to mention this is one of the few path intersections in town that comes BEFORE the stop sign for the ensuing road intersection. Oh -- and it's not a painted crosswalk.
Biking route	These bike lanes are fairly narrow. They can't be five feet unless you count the gutter, which is not rideable. The actual rideable width seems closer to three feet, meaning you have to ride pretty close to traffic. I feel comfortable enough to ride on these lanes, but they would not attract many new riders. This is on my regular commute route, but I usually prefer to ride 13th or 14th instead, because of less traffic, and the lanes don't connect to NDSU anyway.
Biking route	The two block stretch of bikes lanes on NP Avenue area great...BUT they lead to literally nothing and are completely disconnected with the rest of the biking infrastructure. Why does the bike lane on University have to end at 4th? Why does it not connect to NP to this bike lane?
Biking route	17th Ave. is not currently built for bikes. There are portions that have double-wide sidewalks but they are sporadic and not connected. There is no good way to get East/West across Fargo and West Fargo. 32nd Ave. is too busy and cars are never looking for pedestrians at intersections. I would never take my family on either 17th Ave. or 32nd Ave.
Biking route	32nd Ave. is not a viable bike route even for seasoned cyclists. The intersections are way too dangerous. Riding in the road is not an option either. There are other ways to get up to the 32nd Ave./I-29 bridge that are relatively safe but are not designated bike routes. How is anyone expected to bike safely from Fargo to West Fargo if you're north of 52nd Ave?
Biking route	There needs to be a better dedicated East/West route parallel to Main Ave. in Moorhead as Main, 1st Ave. and Center Ave. are not bike-friendly. Would be great to safely access businesses on Main without having to come from the north side of 1st. Ave. and cross 3 busy roadways. It could connect with the river path as well as any shared lanes coming from MSUM and Concordia.
Biking route	This is the only place that I ever ride bike on the sidewalk. Getting to the markets in this area is a challenge due to trying to find a protected crossing and avoid riding in high speed high volume traffic.
Biking route	Great potential for bike boulevard or bike lanes. That way the path adjacent doesn't have fast cyclists on it. Might consider a bike button at 32nd ave. light so it trips.
Biking route	Bridge needs to be fixed
Biking route	What I would do if I could get this bikeway connection... oh man. Game changer!
Biking route	Getting North-South through Downtown Moorhead is always a little hairy without going all the way to the river. 8th is the only street that connects 1st Ave N and Main directly. I feel confident enough to ride on-road from 1 Ave N to 2 Ave South, but I know that is not a comfortable option for most people. Maybe 8th St can't be

	improved, but a safe designated route through downtown that's not the river trail should be considered.
Biking route	Despite Elm St being a share-the-road route, it is dangerous for cyclists. Motorists frequently crowd cyclists to pass between them & oncoming traffic. Motorists don't seem to be changing their driving habits, even after years of Elm being a share-the-road route. Cycling safety on Elm St. would be best improved by full bike lanes from Trollwood park to at least 12th Ave N.
Biking route	Bike lane on 10th St N feels unsafe. There are multiple lanes of one way traffic next to the bike lane with no physical separation. Drivers frequently drive into the bike lane without watching for bikers. Riding next to high speed (30 mph+) traffic on a bike is never enjoyable. Bike lanes are not maintained in winter
Biking route	Unprotected bike lane next to high speed traffic. Feels unsafe and drivers often drift into bike lane. Bike lane is often full of gravel and sand which make it unsafe and in winter is not plowed consistently. Bike lane ends abruptly at 4th Ave N, with no safe way to continue south...
Biking route	A sorely missing connection.
Biking route	It would be nice to have a paved trail from bluestem to 60th. Either here or along the river.
Biking route	This bike path needs to be developed and neighborhood concerns should be included and addressed.
Biking route	This path dead-ends at a sidewalk. Either remove the path, provide a "dead end" sign at the fork, or widen the sidewalk that it dead-ends into.
Walking and biking route	Many people use this road to get to the new life center from downtown. Do not have option to drive and must walk or bike even though no bike infrastructure and sidewalks are narrow.
Walking and biking route	No bike infrastructure and sidewalks and often cracked, potholed and way to narrow. Curb cuts often spit you into main instead of a side street. I do not recommend anyone try to walk or bike down main, but some have to. Unfortunate that it is such a dangerous place to be as a human.
Walking and biking route	I confess I haven't been here lately but the path along N. Broadway across from the Sewage Treatment Plant has been sliding away and was very narrow.
Walking and biking route	Problem: The Old Milwaukee Trail and the Timberline Trails are two large off-road trail systems and they are missing a small bridge to connect them. Benefit: Once these two trails systems are linked then an off-road bike trail would run from I94 to 64th Ave, better connecting South Fargo.
Walking and biking route	52nd Ave/60th Ave needs a bike/pedestrian path, especially as an alternate route to Blue Stem.
Walking and biking route	Problem 1: Currently a gap of 3.5 miles between Lindenwood bridge & 52nd Ave road bridge, so S. Fargo & S. Moorhead lack river crossings that promote interaction, recreation, & commerce. Problem 2: 52nd Ave S/60th Ave S isn't an option for bikes or pedestrians: 55mph zone and dirt "minimal maintenance" road from 60th Ave S to 50th Ave S or busy highway 75. Solution: Add a bridge between Lemke & River Oaks. Bluestem option not central between existing river crossings & south of population base
Walking and biking route	Would be awesome if these trails connected
Walking and biking route	This existing route does not receive snow removal in the winter. This eliminates park access for half the year, eliminates a walking route for children to go to school or catch the bus, and forces residents to maintain public paths using their own equipment and time. The decision to not remove snow on this path seems an arbitrary one, and it never should have been put in place to begin with if budget was not in place to maintain it.

Walking and biking route	Least car trafficked route across the river from downtown. Unfortunately no bike infrastructure and walking path is very narrow making it hard to walk past other pedestrians. No real sidewalks once you get to Moorhead
Walking and biking route	Should think about getting rid of stop signs at pathway intersections with cross traffic does not stop signs. Drivers are confused at the parkways with peds and cyclists trying to cross. Maybe think about lighting on this stretch as well. I have seen runners running W/O lights in the morning. Would help for everyone.
Walking and biking route	This road was better and safer when it was gravel. When they paved it they provided no shoulder of any kind. Now there is more traffic at a higher speed with no shoulder to ride or walk/run on. It's disappointing considering the other improvements on 15th Ave. Please add paved shoulders when paving these types of roads (or even at least a gravel shoulder).
Walking and biking route	Even though there are bike lanes here, it would be nice to have a separated shared use path. Traffic is 40 mph+ here. A separated shared use path would provide a nice (and safer) connection between the existing paths on 34th St, 28th St, and 15th Ave.
Walking and biking route	It would be great to have a path along the river from 15th Ave and Elm St N in Fargo to at least Woodcrest Drive S along the river. Another alternative would be wide shared path all the way along Elm St.
Walking and biking route	We need a bridge over the Red River around 40th Ave S in Fargo to Blue Stem Amphitheater and Trollwood Performing Arts in Moorhead, and good trail connections to the bridge.
Walking and biking route	Terrible stretch of town. Sidewalks are narrow and in bad shape. Bad stretch as well for trying to get across the railroad tracks. Should consider a ped bridge for crossing the tracks between S University drive and 25th street south. Intersection of Main and 25th is bad for both peds and cyclists. Great grid system to the south and could see more commuters if ped bridge was put in.
Walking and biking route	Let's get a walking/biking bridge to Bluestem! One way in/out from the East Side creates a huge bottleneck. We should be able to walk or bike from the Fargo side - increase foot/bike traffic and reduce car traffic coming in and out of bluestem.
Walking and biking route	Would like to see a Trail added here
Walking and biking route	Interstate pedestrian path forces you to walk underneath the on ramps and then over the interstate. A lot of elevation change which is a lot more difficult on a bike or walking. Should prioritize people if you want people to use it, make the cars take a backseat so people can more quickly and safely get where they need to
Walking route	Fun walking route between Fargo Brewing Company in the SW corner of the intersection and the new restaurant in the NW corner of the intersection.
Walking route	Lots of walking across 5th Street between parking area and Junkyard Brewing.
Walking route	This traffic artery is hostile to pedestrians. Older buildings are built close to the street, leaving little room for a safe separation between traffic and pedestrians, but why have new buildings been allowed to be built so close to the street, e.g. at old Frying Pan location?
Route that works well	
Biking route	Daily Commute to work. No bike infrastructure along the way, and the roads are very rough with many potholes that make biking dangerous. This section of 3rd Ave from downtown to 20th St is a frequent walking and biking route for many people going to the New Life center. Sadly many are forced to ride on the sidewalk because it feels unsafe on the road.
Biking route	Bike route to Moorhead. Stop lights do not recognize bikes and can make for long waits or biking through red lights. The Center/NP Ave bridge is a preferred bike route as it is less busy than 1st Ave N or Main Ave, but there are no bike lanes and must walk in the protected sidewalk. Once in Moorhead, no bike infrastructure and roads and sidewalks and extremely bumpy and unsafe for bikers.
Biking route	Bike to church. Bike down 8th St is nice with relatively slow car traffic and good shade which makes being outside pleasant. No real bike infrastructure on 17th Ave S, but nice off road bike ways in lindenwood to gooseberry. In order to cross I-94, must cross

	8th St S which is an extremely wide dangerous road to cross on a bike or walking. Bikers/walkers should be prioritized for interstate crossings.. much harder to walk/bike up and down hills vs driving a car. Give peds the direct route!
Biking route	Some of the best bikeway in town.
Biking route	Masterpiece!
Biking route	Commute to/from Work.
Biking route	This is designated as a biking corridor, and the road is riddled with potholes, making it terrible to ride.
Biking route	Connect NP Avenue bike lanes with added bike lanes on 10th Street to complete the bike lane that goes to 17th Avenue North.
Biking route	I have started to hope the railroad tracks and ride by the NDSU sheep barns to avoid 19th Ave. 19th and interstate is a hazardous intersection. Then a dead end bike lane can be picked up.
Biking route	Use this route often. In the winter it is not cleared though.
Biking route	I frequent this bike route. It is not maintained in the winter though. After it rains I also avoid since it is so dirty.
Biking route	I use this route to get to the dentist, hardware store, and garden shop along University. Not part of my daily activities but I appreciate its presence.
Biking route	I occasionally use this route for road racing fitness rides and to go to Bluestem. The path is not in great shape and it is disconnected from the rest of my common trails I use.
Biking route	Small segment of a route I used from Downtown Fargo to Bluestem. I have not ridden since the trail expansions in this area due to Covid but I was wishing for better connectivity to Bluestem.
Biking route	I use the routes in this area when I have errands or people to meet with. It is not too often but I like the connectivity of Westrac, Fiechner. Traversing under interstate could be improved.
Biking route	I use this route to travel outside of the area when I bikepack. I appreciate this protected way out of town as I am usually heavily burdened and traveling slow on my bike.
Biking route	Very pleasant ride with the exception of crossing 8th Street.
Biking route	This is a nice route to take when I leave town for fitness rides. Traffic speeds and volumes are reasonable. Cars can pass with 3 feet of clearance but do not always wait for the oncoming care to clear first. I have never had any issues cycling across the bridge with traffic.
Biking route	Nice winter route to avoid 10th and University snow blocked bike lanes.
Biking route	Broadway is pretty bikeable but actual bike lanes would be nice. Currently the white lane line appears to be for car parking. A little paint and pictures of bicycles would be a low cost way to get our automobile driving friends to share the road.
Biking route	One of the best nature biking routes, rich in river fauna and flora. I'm away from vehicles and feel like I'm in the country.
Biking route	This is a route I take to/from work. My preference would be to ride along the river, but I am unable to do that north of 15th Ave N, because the river trail does not exist there. Also, I preferred riding along Elm Street when the sharrow were painted on the pavement. Since the pavement project this summer, the sharrow no longer exist.
Biking route	A wonderful example of a safe, useful bikeway. I love this sharrow!
Biking route	Not an officially designated bike route, but this is my preferred North-South route through Moorhead.
Biking route	There are countless people that bike to Junkyard Brewing from Downtown Fargo, yet 1st Avenue in Moorhead is designed like a highway. The amount of traffic on that street does not call for 4 lanes, and it could use some traffic calming. A bike lane that connected this area of Moorhead to the rest of Downtown Fargo is necessary before someone gets hit by a speeding car while biking on 1st.

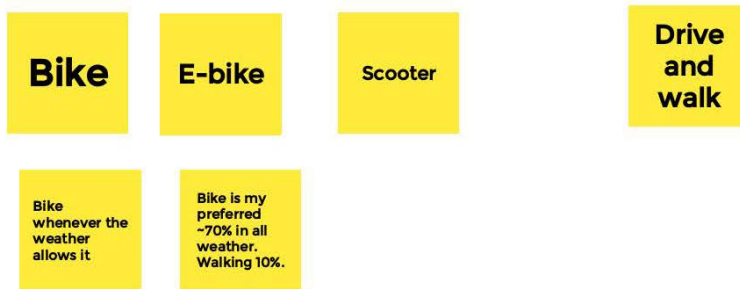
Walking and biking route	I used the river paths from Lindenwood to the VA frequently. I do wish the path was connected all the way to Trollwood to the North and the bike path along University to the South. I use the bridge at the downtown dike and Trollwood often. The bridge at the dike enable me to do my grocery shopping in Moorhead.
Walking and biking route	Primarily a walking route for me and the family. Almost all of our entertainment activities are downtown and we use this route to get there without driving.
Walking and biking route	This crossing is fantastic now that the crossing signal has been added!
Walking and biking route	To bike or walk to the library I take park trails as far away from traffic as possible. I lost hearing in one ear due to exhaust noise. Allowing vehicle owners to drive with damaged or purposely noisy exhaust is one more reason that vehicles are incompatible with biking and pedestrians.
Walking and biking route	I like to ride bike to the grocery store, and I try to take the quietest residential streets rather than having to ride on Elm or Broadway.
Walking and biking route	Route to playground at Trollwood Park.
Walking route	Daily walk with dog in the morning. Sidewalks are in fine condition, but university crossing could be improved. Crosswalk is not very visible and time to cross is short if you move at anything slower than a brisk walk.
Walking route	Walking route to lunch destination along Broadway. This route varies from block to block depending on signal phases and wind conditions.
Walking route	Nichole's Fine Pastry is a popular walking destination at lunchtime.
Walking route	Two mile walking loop.
Walking route	There is a path on either side of the street, however this road is designed like a highway. When the future 'Lake Fargo' is built, how are any of these pedestrians from these neighborhoods supposed to cross the road without walking over a mile to the next intersection? This feels like it has a walk score of 0.
Walking route	This is now a fantastic crossing with the crosswalk signal.
Walking route	Love this route, need more like this in FM
Walking route	Nice route. I love the nature trails and would love more non-concrete/asphalt trails.
Walking route	Lunch time walk while at work. I like to use this year-round, but it sometimes gets icy. Last year I slipped on ice and injured my wrist while walking on this trail.
Comment	
The mini stop signs on paths have always confused me as a walker, cyclist, and motorist. Do those signs imply the pedestrian no longer has the right-of-way naturally afforded to pedestrians? It almost seems like pre-emptive victim blaming to me.	
I would also like to see lighting added to this path. It can get rather dark in some sections of this path. Lights would make it more inviting, especially in the winter when it gets dark so early.	
All the cross buttons in the city are fake. They are designed to do nothing. Traffic flow is prioritized.	
This stretch is NOT needed. I bike daily in N. Fargo from 32nd Ave. down to Main. The current trail N. ends at El Zegal and connects nicely to brand new asphalt on Elm for a few blocks then quiet residential neighborhoods around LongFellow area all the way up to Edgeqwood golf course. Clear cutting trees and pouring asphalt is a horrible idea when there is already nice bikeable residential street 100 yards away. Best to use on-street existing asphalt similar to area around Oak Grove school	
Look at the trail by El Zegal or around Trollwood Park and then north - unusable most of the year due to winter snows and then spring floods -and then broken pavement caused by freeze/thaw in unstable ground. Pouring funds into trails along the Red River is a bad idea - might as well just throw the money directly into the river.	

<p>Most of the current river trails are very poorly maintained and worthless for biking. Please allocate funds for maintaining the existing paths before wasting money on trails that are mostly under snow or mud from floods a great majority of the year.</p>
<p>The river trails are heavily used by runners, walkers, and bikers, and this would provide a great connection.</p>
<p>Elm St is poor for biking. It's a barrier. Also, these trails aren't just used by bike commuters. I routinely run on the trails between Trefoil and Lindenwood (and often ride through Trefoil on my commute), and they are heavily used for many purposes. And these trails are maintained as well as any street in town. The newer trails are made of concrete and located high enough to avoid flooding in all but extreme circumstances.</p>
<p>This trail along the river is pretty dumb unless you own stock in Dakota Fence as all the homeowners need to build to keep folks out of their back yard. Elm street just got new asphalt and is a low traffic road with SMOOTH pedalling (not the broken asphalt/concrete from trails that are underwater for the most of every spring). Please spend the money on PAINT for bike lanes on ELM St. instead of this stretch.</p>
<p>Walk buttons are designed to not work in this city; traffic flow is prioritized. You are made a fool by pressing the walk button and waiting.</p>
<p>Building trails along the river is a total waste of money - helping people commute by bike and leave their car in the garage is the correct choice. Broadway is pretty bikeable already from 7th Ave N. up to about Hornbachers. Improving the bikability between Hornbachers and 32nd ave N. would allow commuting to the grocery store in a safe manner for folks in N. Fargo.</p>
<p>I don't mind if the vehicular bridge is removed here, because of the CR 20 bridge located nearby, but I would like to see the ability for bicycle and pedestrian traffic to cross the river retained in some way (maybe another lift bridge).</p>
<p>(When it's clean)</p>
<p>I put this in the wrong place... There are so many intersections here, you must forgive me!</p>
<p>I usually stop at the top of the hill in Moorhead and try to see if anyone is coming across the bridge on the sidewalk as there is barely room to pass.</p>
<p>I entered this location. It is supposed to be on 45th St N and 7 Ave N.</p>
<p>What about marking lanes for biking and walking? I note that other bikers are not using lights, and are hard to see at dusk.</p>
<p>I absolutely agree with this. It's such a beautiful and high traffic destination. A bike/ped connection would be heavily used at this location and would ease traffic congestion to/from the site, and make it more feasible for youth to attend Trollwood Performing Arts programs without having to be driven from South Fargo.</p>
<p>Condition exists from approximately 2nd Ave south to 6th Ave south on trail.</p>

Appendix C: Virtual Public Workshop Jamboards (Raw Comments)

Metro COG Bicycle and Pedestrian Plan Virtual Public Open House 12:00 p.m. - 1:00 p.m.

How do you get around?



Why do you bike?



Why do you walk?



What kind of bicyclist do you consider yourself?



What would make you walk and bike more?



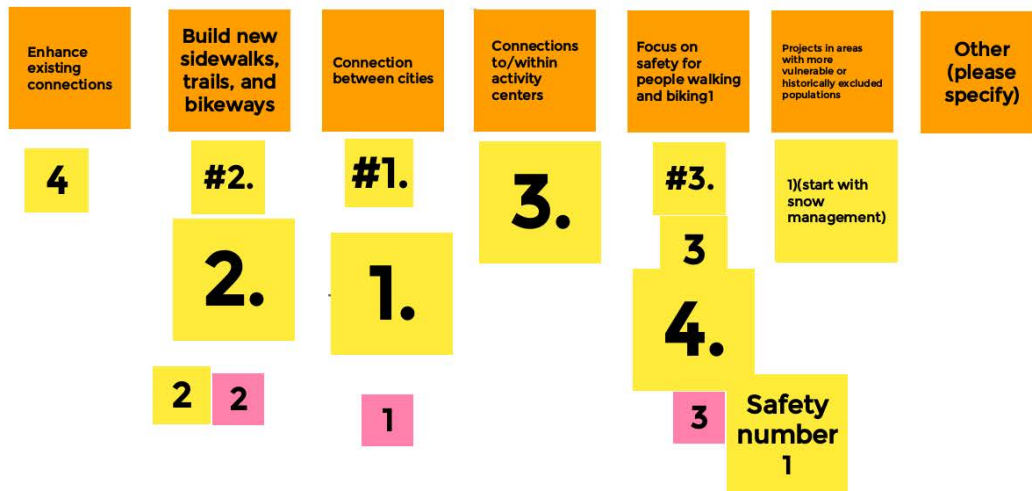
What are challenges for walking and biking today?



What are opportunities for walking and biking today?



How should bicycle and pedestrian projects be prioritized?



Metro COG Bicycle and Pedestrian Plan Virtual Public Open House 6:00 p.m. - 7:00 p.m.

More designated trails through town. Eg along 2nd st.

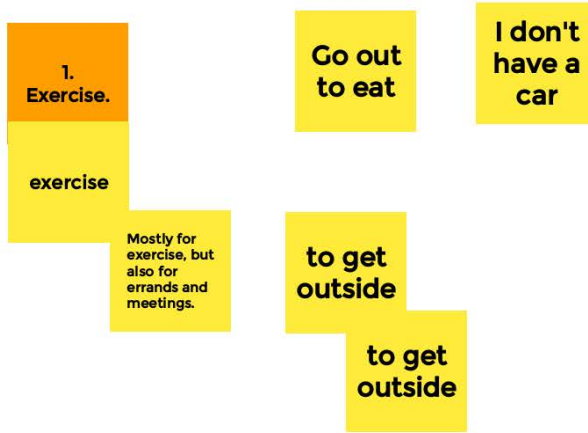
How do you get around?



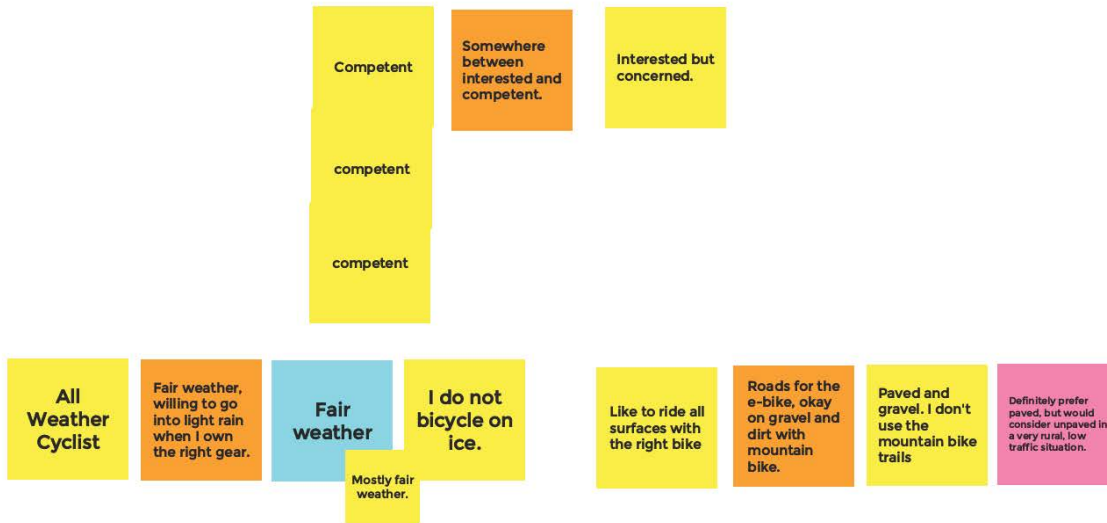
Why do you bike?



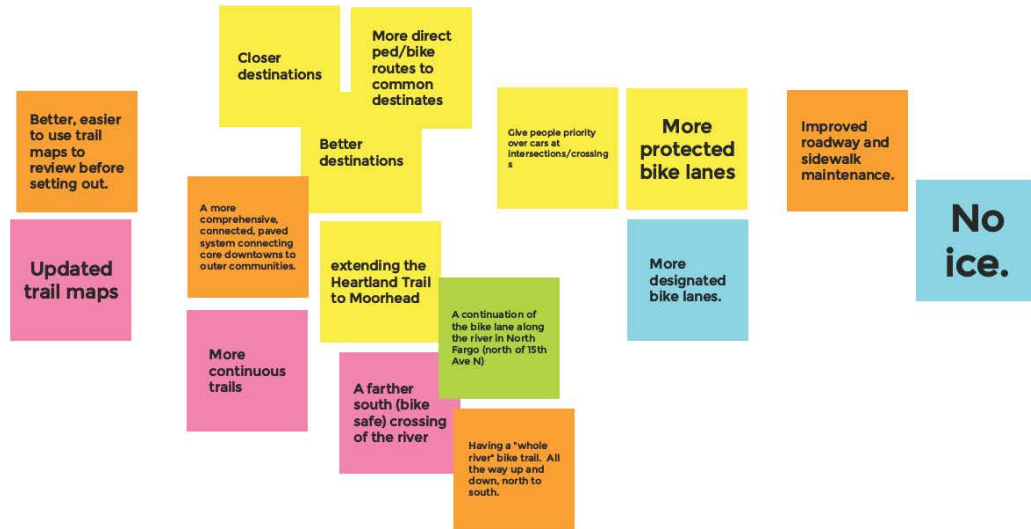
Why do you walk?



What kind of bicyclist do you consider yourself?



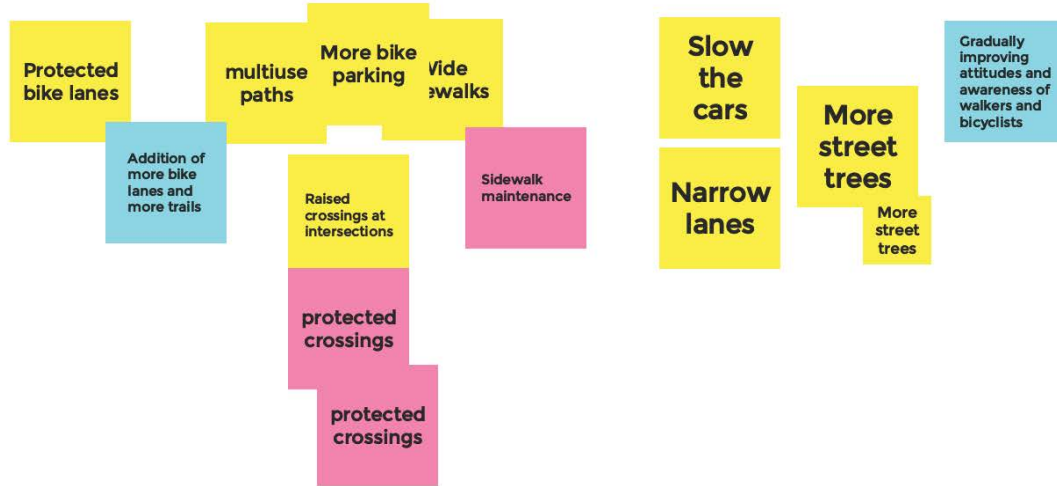
What would make you walk and bike more?



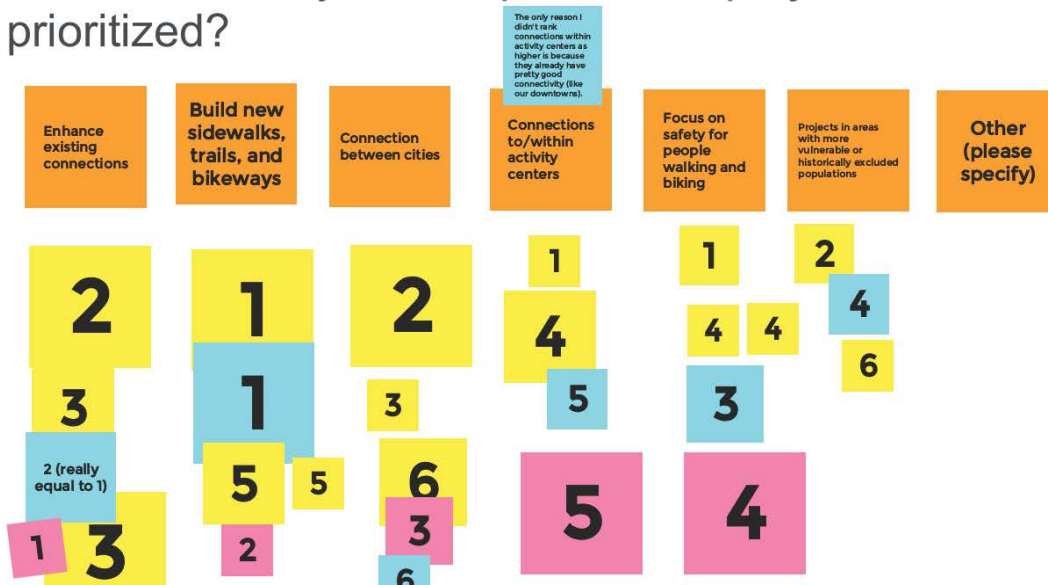
What are challenges for walking and biking today?



What are opportunities for walking and biking today?



How should bicycle and pedestrian projects be prioritized?



Appendix C: SRC Meeting Minutes

Study Review Committee Meeting #1

Date & Time: Wednesday, July 21, 2021 from 3-4:30 pm

Location: Hybrid – Metro COG Office & Zoom

Present: Sierra Saunders, Alta Planning + Design; Maria Wardoku, Alta Planning + Design; Mike McGarvey, SRF; Kadence Novak, Asakura Robinson; Andrew Wrucke, City of West Fargo; Barrett Voigt, City of Horace; Dan Farnsworth, Metro COG; Grace Puppe, Cass County; Jane Butzer, MnDOT District 4; Jeremy Gorden, City of Fargo; Kim Citrowske, City of Moorhead; Kylie Bagley, City of Fargo; Patrick Hollister, PartnerShip 4 Health; Tyler Kirchner, Fargo Park District; Jonathan Atkins, City of Moorhead; Matt Jacobson, Clay County; Cheryl Stetz, Cass County Public Health (proxy for Kim Lipetzky); Cindy Gray, Metro COG; Peyton Mastera, City of Dilworth; Christine Holland, Riverkeepers; Bob Walton, NDDOT Fargo District; Chris Garty, Citizen; Aaron Nelson, City of Fargo

Meeting Summary

Welcome & Introductions

- SRC members shared interest in the plan:
 - Improve connectivity and access to destinations
 - Improve safety
 - Meet resident needs for walking and biking
 - Promote Bronze Bicycle Friendly Community status and strive for Silver
 - Connect with Heartland Trail alignment, Moorhead River Corridor trail, and riverfront connections

Project Overview

- Rationale for developing the plan
- Plan content
- Fargo-Moorhead region context and issues

SRC Roles & Responsibilities

- Provide input on vision, goals, guiding principles, public engagement strategies, decision making criteria, draft plan, etc.
- Review analyses, recommendations and draft plan
- Listen to and represent broader community
- Meet up to four times and review draft plan document
- Follow principles of effective participation

Community Engagement

- Public Engagement Plan (PEP) outlines engagement and outreach activities, schedule, stakeholders, and options for approaches
- Identified stakeholders:
 - River Keepers
 - ND Active Transportation Alliance
 - Bicycle Alliance of Minnesota
 - AARP North Dakota
 - AARP Minnesota
 - Freedom Resource Center
 - MATBUS
 - Churches United
 - Great Rides
 - NDSU Student Affairs
 - The Running Club, NDSU
 - Environmental Sustainability Club, NDSU
 - MSUM Student Union & Activities
 - Sustainable Students Association, MSUM
 - Concordia Sustainability
- SRC members identified additional stakeholders to consider adding to this list:
 - Lake Agassiz Pacers
 - Beyond Running run club- downtown
 - FM Trail Builders
 - FM triathlon club
 - Businesses (to be engaged through focus groups):
 - Great Northern Cycles
 - Paramount Cycles
 - Nature of the North
 - School Districts (to be engaged through focus groups)
 - Park Districts- these are separate from city government and are already represented on the SRC
 - Disability services/advocacy
 - Immigrant services organizations
 - Seniors- nursing/assisted living
- Online activities
 - Project webpage: <http://www.fmmetrocog.org/projects-rfps/BikePedPlan2021>
 - Interactive online map in development
 - SRC members discussed pulling data from Strava
- Meetings and workshops
- Anytime activities

Vision, Goals, & Guiding Principles Brainstorm

- Strengths – SRC members shared ideas in the Zoom chat box
 - Existing infrastructure (Milwaukee Trail, Timberline Trail, trail systems in newer neighborhoods, trails on both sides of the river)
 - Snow removal on existing trails
 - Wide trails
 - Future 11th St underpass
 - Lindenwood Lift Bridge
 - TA awards in Horace for trails and walkable streets
- Challenges – SRC members shared ideas in the Zoom chat box
 - Funding and competing costs/priorities
 - River as a barrier
 - Older neighborhoods that don't have facilities
 - Political pushback
 - On-street facilities uncomfortable for many bicyclists
- Opportunities – SRC members shared ideas in the Zoom chat box
 - Improve maintenance of river trails
 - River crossings
 - Provide infrastructure in core parts of metro that lack it and industrial areas
 - Connecting and completing existing trails
 - Connecting to eastern parts of Moorhead and Dilworth
 - Amenities- bike racks, showers, transit facilities
 - Bike share
- Values – SRC members shared ideas and identified themes
 - Safety
 - Livability (equity, economy, tourism)
 - Health and Wellness
 - Community Connectivity
 - Sustainability and Resilience
- Vision – SRC members shared ideas and identified themes
 - Implementable/practical
 - Connected locally and regionally
 - Safe
 - Maintained year round
 - Mode shift
 - Equity
 - Culture change to normalize walking/biking and support investment
- Goals & Guiding Principles – SRC members shared ideas and identified themes
 - Best practices
 - Supported
 - Connected
 - Efficient
 - Funded

- The project team will draft a vision statement, goals, and guiding principles based on SRC ideas and themes
- Draft materials will be shared with the SRC at the next meeting

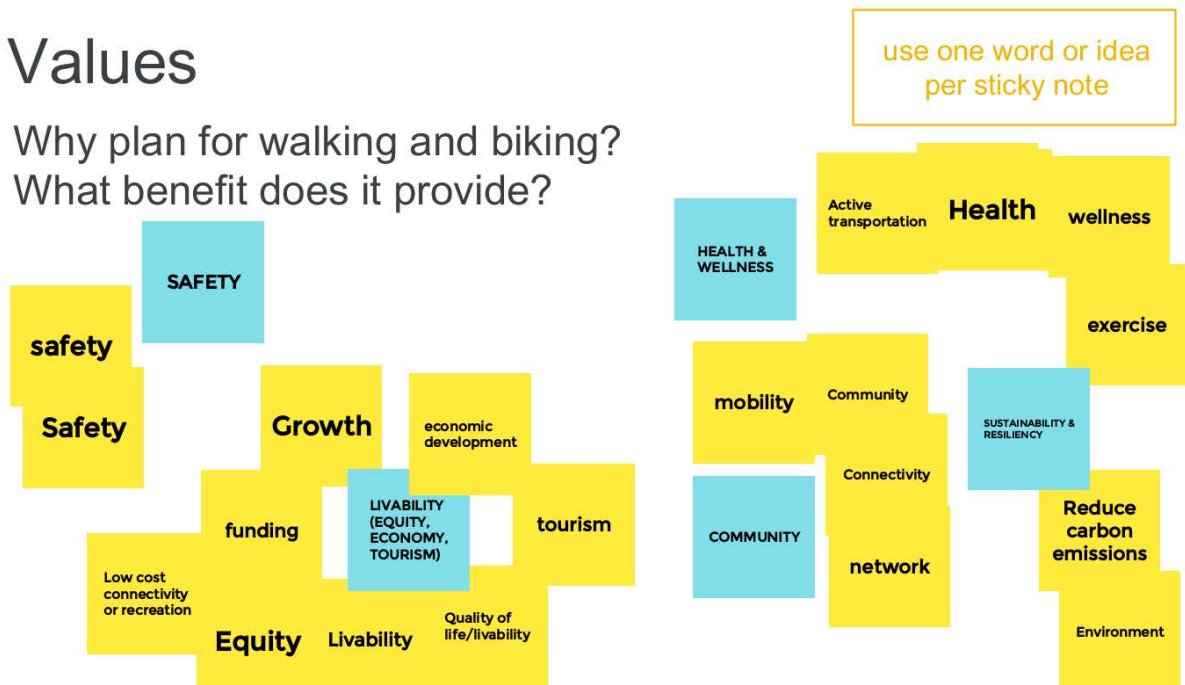
Next Steps & Schedules

- Summer 2021 - Fall 2021
 - Vision, goals, and objectives
 - Data collection and existing conditions
 - Public involvement - Phase I
 - SRC Meeting #2 in late Sept/early Oct
- Fall 2021 - Winter 2021-2022
 - Draft recommendations
 - Public involvement - Phase II
 - Implementation action plan
- Spring 2022 - Summer 2022
 - Draft and final plan

Adjourn

Values

Why plan for walking and biking?
What benefit does it provide?



Vision

What is the desired future for walking and biking in the region?

IMPLEMENTABLE / PRACTICAL

CONNECTED (LOCAL AND REGIONAL)

SAFE

use one word or idea per sticky note

Connected

Safe

increased bike mode share

Not subject of debate

Equity in access to trails

Required for development

Year-round

Regionalism

Inclusive, works for all

MAINTAINED / YEAR ROUND

CONNECTED

Multimodal

increased walking mode share

inviting & safe

High priority

Convenience

INCREASED MODE SHARE

Heartland Trail extension

Thorough complete coverage, connectivity

increased mode share

Part of culture, year-round

EDUCATION/PROMOTION

Let's get Silver Bicycle-Friendly Community Award next time!

Maintenance

EQUITY

connected

CULTURE / NORMALIZING WALKING/BIKING. INVESTMENTS ARE UNDERSTOOD/SUPPORTED

Goals & Guiding Principles

How will we work towards the vision?
How should we prioritize projects?

use one word or idea per sticky note

Community voting

Public Input & use of plans into CIP/Budgeting process

Steering group discussion

capitalize on road projects

Identify high priority projects and get Commission/Council buy in

transparency in project development process

apply for grants

BEST PRACTICE

SUPPORTED

Community voting on themes in addition to projects e.g. "More south Fargo river crossings" vs "Bluestem bridge"

Add more bike/ped projects to CIP

Outreach

collaboration

Complete Coverage

accessible

Best Practices

CONNECTED

education

needs based

Identify areas where different types of bike/ped facilities are missing

best practices

impactful

infill

gaps

EFFICIENT

FUNDED

Study Review Committee Meeting #2

Date & Time: Wednesday, November 3, 2021 from 3-4:45 pm

Location: Hybrid – Metro COG Office & Zoom

Present: Colin Harris, Alta Planning + Design; Maria Wardoku, Alta Planning + Design; Kalle Hakala, Alta Planning + Design, Mike McGarvey, SRF; David Sweeney, SRF; Kadence Novak, Asakura Robinson; Dan Farnsworth, Metro COG; Grace Puppe, Cass County; Peyton Mastera, City of Dilworth; Tyler Kirchner, Fargo Park District; Jeremy Gorden, City of Fargo; Joe Anderson, Fargo Police Department; Kim Citrowske, City of Moorhead; Andrew Wrucke, City of West Fargo; Patrick Hollister, PartnerShip 4 Health; Michael Maddox, Metro COG; Matt Jacobson, Clay County; Jane Butzer, MnDOT District 4; Christine Holland, Riverkeepers; Luke Champa, Metro COG; Maegin Elshaug, City of Fargo; Malachi Petersen, City of West Fargo

Meeting Summary

Welcome & Introductions

Project Overview and Updates

- Plan contents
 - Vision, goals, objectives, and performance measures
 - Existing conditions and process analysis
 - Design guidelines and principles
 - Network recommendations
 - Process improvement recommendations
 - Program and policy recommendations
 - Planning-level cost estimates
 - Project prioritization and phasing

Recap of SRC #1 – Vision, Goals, and Guiding Principles

- Values
 - Safety
 - Livability
 - Health & Wellness
 - Community Connectivity
 - Sustainability & Resilience
- Vision
 - Implementable
 - Connected locally and regionally
 - Safe
 - Maintained year round
 - Mode shift
 - Equity
 - Cultural change

- Goals/Guiding Principles
 - Best practices
 - Supported
 - Connected
 - Efficient
 - Funded

Community Engagement Summary

- Combination of strategies
 - Passive Online Activities
 - Active In-Person + Hybrid Virtual Meetings
- Themes of Comments
 - Specific route connection recommendations
 - Policy + program recommendations and ideas
- An SRC member asked a question about emerging themes
 - Each city has slightly different policies re: snow removal
 - Signage, parking regulation inconsistencies b/w cities

Process Interviews Key Points and Intended Use of Plan

- Key takeaways from process interviews
 - Funding
 - Plan should be a clear guide for which opportunities to pursue
 - Plan should indicate State level funding differences
 - Opportunities for new infrastructure
 - Flood diversion project
 - Clarification of roles of each discipline
 - Interdisciplinary coordination between departments/organizations
 - Internal policies about choosing priority projects
- SRC members shared thoughts on the intended use of plan
 - Use it as a way of receiving funding for projects
 - Use it to make progress on achieving Silver Bicycle Friendly Community award
 - Use it as a way to make the case to local jurisdictions for improvements
 - Highlight realistic gap-filler projects and areas with high need
 - Show developers where potential bike/walk linkages should be
 - Promote continuity in the network across jurisdictions
 - Align with in-progress Fargo transportation plan and Red River Greenway plan

Existing Conditions and Travel Patterns Map Discussion

- Policy and Programs
 - Will complete a qualitative analysis of five programs and of relevant policy documents by mid-November

- Review of analyses conducted:
 - Priority equity areas
 - Pedestrian Level of Traffic Stress
 - Bicycle Level of Traffic Stress
 - Connectivity analysis
 - Collision analysis
 - Travel patterns map
- Comments/Questions from SRC members:
 - What are the 5 programs you're evaluating?
 - Walk! Bike! Fun!
 - I Got Caught!
 - BIKE FM
 - Bicycle Alliance of MN
 - Folkways
- Connectivity map might help justify crossings over major barriers
- Where does the data come from for the Flow Map?
 - Replica, which uses census data and de-identified mobile phone data as inputs in a model which is calibrated with observed counts of trips
- How does the flow map compare to public input on the webmap? Can we use both?
 - Yes, we can use the flow map in combination with public input to get an understanding of where people would travel by active modes if the infrastructure was available

Weighting for Priority Investment Areas Analysis

- SRC members shared ideas for weighting the analyses to generate priority investment areas
 - Dan provided some context: This map may not be the final word on project prioritization, but one key input along with public input, projects that have been long planned, etc.
 - General agreement that seeing two maps, one equally weighted and one weighted to align with the vision/goals, would be helpful

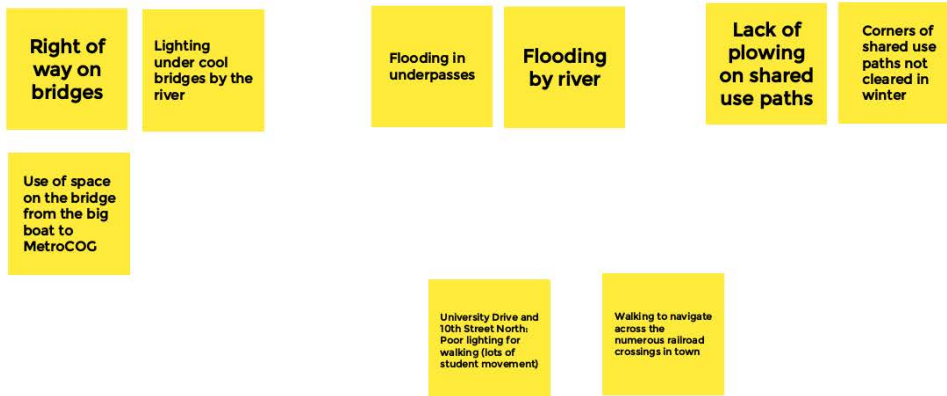
Next Steps and Schedule

- Design guidelines and principles
- Network recommendations
- Process improvement recommendations
- Program & policy recommendations
- Completion in July 2022

Appendix D: Focus Group Notes + Jamboards (Raw Comments)

Metro COG Bicycle and Pedestrian Plan
Focus Group: Recreational Cyclists &
Active Transportation Advocates
October 28, 2021 @ 10 a.m. - 11 a.m.

What is your biggest barrier to accessing biking or walking as a recreational activity in the FM area, and why?



What kinds of opportunities would you like to see for expanding biking and other active transportation options in the FM area?



What is the #1 strategy in terms of the 6E's that could be done to get you biking and/or walking more in the FM area, and why?



From: [Justin Kristan](#)
To: [Kadence Noyak](#)
Cc: [Kalle Hakala](#); [Justin Kristan](#)
Subject: Thoughts: FM Bike/Ped Plan Update
Date: Thursday, October 28, 2021 11:55:56 AM

Kadence:

Some high-level thoughts and resources for the update.

1. **Connections from residential areas to commercial areas to reduce amount of motor vehicle trips.** West Fargo put in a shared use path between 19th Avenue West and 7th Street West. The walk from my townhome to Hornbacher's grocery store is about three minutes. The path was put on an existing city of West Fargo right of way. I wonder how many of these connectivity gems exist but are not being utilized to reduce the number of motor vehicle trips? A recommendation to review these underutilized rights of way could be very enlightening. Small cost for big return. Anecdotally, the connection to Hornbacher's is well used in the milder months (May through October) by kids, families and residents of the neighborhood. May sound goofy, but I love seeing people use this path to and from Hornbacher's!
2. **Maintenance of Bicycling and Walking Facilities:**
 - a. On-road bicycle facility markings: Recommendation to increase the frequency of stencil replacement. Winter is tough on roadway stencils.
 - b. Stronger enforcement policy for clearing of snow and ice in the winter off residential sidewalks or development of Snow Angel program using high school and university students.
3. **Continue Gap Analyses:**
 - a. On-road and off-road
4. **Formation of a Greenway in the FM Area.** Grand Forks has put together an organized effort to promote activity in their formally recognized greenway. Fargo and Moorhead seem reticent to develop such an entity. There may be details I'm not aware of that prevent the development of such an entity. If this is more apathy than anything then the formation of a formal greenway and managing body should be revisited.
5. **ND Moves statewide active and public transportation plan:** May provide general information that supports certain aspects of the update. [NDDOT - ND Moves Active Public Transportation & Transit Plan](#)
6. **Transportation Connection:** Update to N.D. Statewide Long-Range Transportation Plan.

See 2020 Walking and Bicycling Survey Results. [Microsoft Word - Appendix-BikeWalkSurvey_Results_2021_0309_v3.docx](#)

7. **Change in Development Policy:** An example: Fargo Parks and Recreation Department begins to build a 28-field softball complex north of Hector International Airport on Old Highway 81 which parallels Interstate 29. The segment of Old Highway 81 from Cass County Road 20 to the softball complex is a two-lane county road with no paved shoulder. The evident traffic pattern for the arrival of softball players is to get off at Cass County Highway 20 exit of Interstate 29 North, turn right (east) on County 20 and turn left (north) onto Old Highway 81. The timing of games during the week is very concentrated thus fairly heavy northbound traffic flow in a short timeframe. It is hard to imagine that if the City of Fargo and/or Cass County reviewed the impact of this facility on this two-lane shoulder less county road that the safety implications for motorists and bicyclists would not be evident. Yet, no changes have been made to this section of Old Highway 81 (e.g. adding paved shoulders). A policy to prevent such large facilities from being built without the roadway improvements done beforehand should not be allowed. This is not safe or organized roadway planning.
8. **Drainage of underpasses:** Some of the underpasses in the FM area are under water much of the fall and spring due to no drainage or poor drainage.

This is an initial set of thoughts. If I come up with more thoughts, I will try to get them to you in the very near future.

Justin Kristan, Founder, Executive Director, **North Dakota Active Transportation Alliance**
M.A. Urban and Regional Planning
Specialization in Bicyclist and Pedestrian Planning
Fargo-Moorhead Regional Bicyclist and Pedestrian Coordinator 2006 - 2011
League Cycling Instructor, #1147
701-866-2765

Metro COG Bicycle and Pedestrian Plan Focus Group: College & University Students October 28, 2021 @ 11 a.m. - 12 p.m.

How do students typically get to campus and why?

Most of our students at Concordia live on campus, and those that don't live within walking/biking distance

Walking or biking in the warmer months, mostly walking and driving during the winter. This is due to most students living near campus!

What are students' biggest barrier to biking or walking to campus, and why?

I would say for biking the biggest barrier is the fact that we don't have bike lanes on our streets do to the fact that they are so narrow.

Mainly the cold winter weather, and I don't think a lot of our students feel the need to bike to classes, since campus is so small.

Concordia also provides free parking passes, so saving that money isn't an incentive for students to walk or bike

What is the #1 thing that would get students biking and/or walking to campus?

I would say increasing the amount of bike racks and the quality of them. As well as providing space for bikes when it rains/snows

Some sort of incentive (like saving \$ on parking fees), more events to raise awareness around biking

Student Survey sent by Gabrielle Lommel, Concordia University:

Sustainability

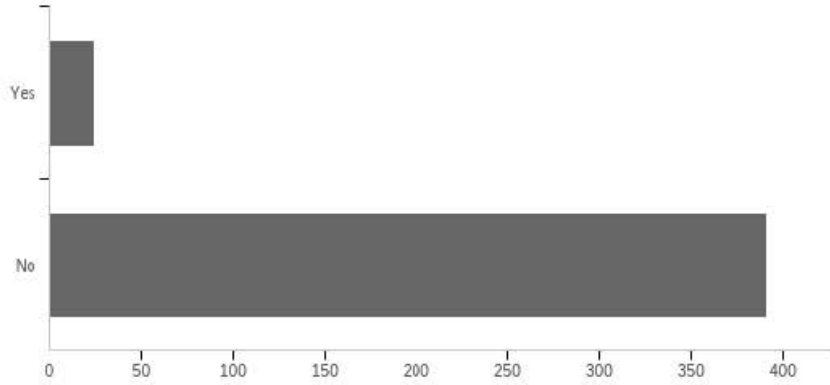
Resident Feedback Surveys 2021

October 27th 2021, 11:04 am CDT

Q4 - I am classified as a ... (pick the one that best fits you)

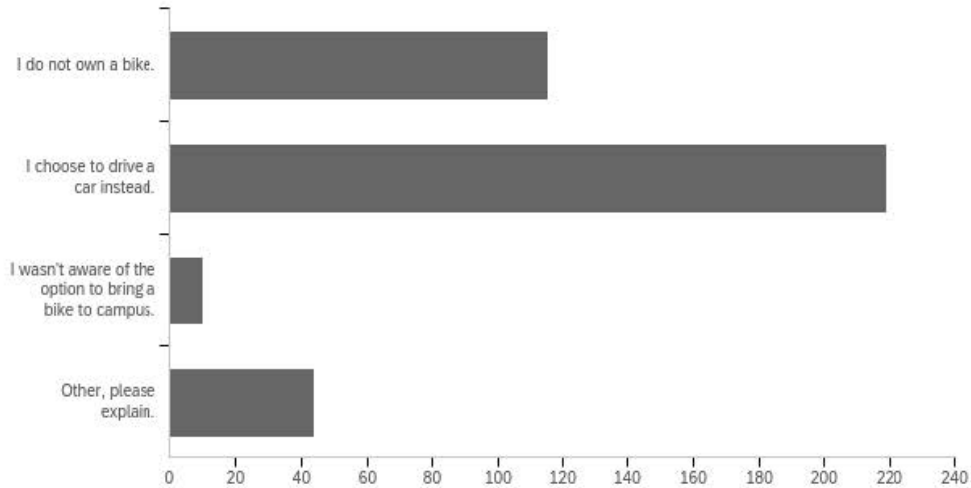
Answer	Count
First Year Student	228
Second Year Student	139
Third Year Student	40
Fourth (or more) Year Student	35
Total	442

Q129 - Did you bring a bike with your to campus?



#	Answer	%	Count
1	Yes	5.78%	24
2	No	94.22%	391
	Total	100%	415

Q130 - Please share why you chose not to bring a bike to campus.



#	Answer	%	Count
1	I do not own a bike.	29.82%	116
3	I choose to drive a car instead.	56.30%	219
4	I wasn't aware of the option to bring a bike to campus.	2.57%	10
5	Other, please explain.	11.31%	44
	Total	100%	389

Q130_5_TEXT - Other, please explain.

Other, please explain. - Text

Don't want to, prefer walking.

I live very far away and driving a car works better

I was afraid of it getting stoled

Worried about it being stolen

can only use for a couple months

I was unable to bring my bike to campus

I had my bike stolen here last year

I just didn't think of it

I don't own a bike and I can't ride a bike

It's too expensive to leave outside

I live abroad

I drive a car, but I did not bring a bike because I am afraid it would be stolen possibly. It also gets very cold in the winter.

I left my bike at my hometown, also because....winter

Didn't feel like I needed one

I know that there is an option to rent bikes on campus, and I figured that would be a better option than trying to bring my own bike and having the potential for it to be stolen.

could not fit it in my car

I didn't feel the need to bring a bike

Didnt want to

I have a car, as well as walk and rollerblade a lot.

I prefer walking

I don't often bike places. I'd prefer to walk through campus and it's hard to transport to campus.

I don't go anywhere except within walking distance.

Campus is small so don't need one

I live 20 hours away.

It was a little bit of a hassle for me, I also didn't know how long I would use it for.

Many many stolen bikes

I didn't know where I would store it without it getting stolen or getting in the way of my tiny living space

I don't like riding bikes

don't want to worry about it in the winter or transport it

it takes up space, is difficult to store, and would only be able to use it for a few weeks before it gets too cold

unnecessary

I didn't bring my bike with me from Kansas. I can walk.

I didn't want to bring a bike or car. I live 3 hours away.

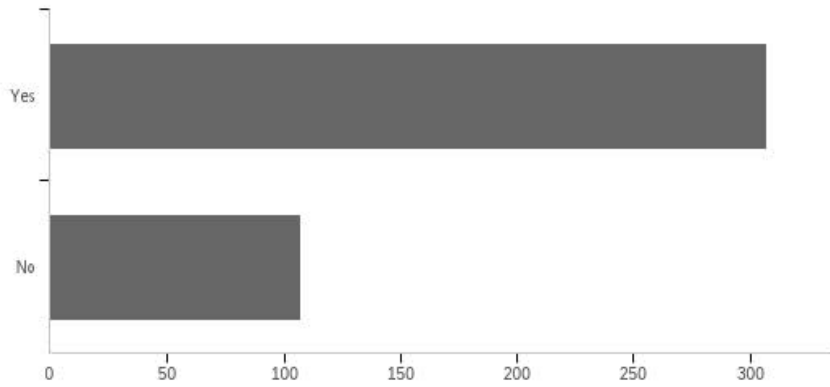
Skateboard

Theft issues

I am an international student

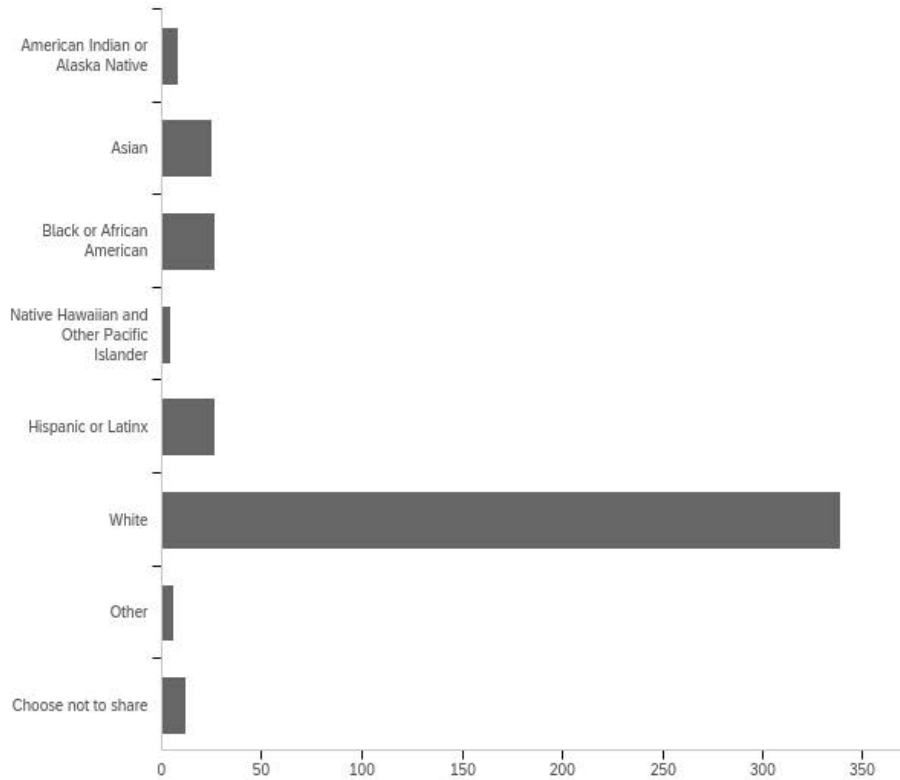
- _____ I walk on campus, my work is too far away, and there will be snow in a month
- _____ Didn't have any room
- _____ I didn't want to
- _____ my sister here has a bike
- _____ I do not own a bike, however I do own a car.
- _____ I didn't want to
- _____ I didn't think I would want it
- _____ I had one last year and it was stolen.

Q131 - Are you aware of the Cobbikes, Concordia's bike share program?



#	Answer	%	Count
1	Yes	74.15%	307
2	No	25.85%	107
	Total	100%	414

Q75 - Final question - Demographics (to allow us to better serve all students) How would you describe yourself? Check all that apply - because people are complicated! :)



#	Answer	%	Count
1	American Indian or Alaska Native	1.79%	8
2	Asian	5.61%	25
3	Black or African American	5.83%	26
4	Native Hawaiian and Other Pacific Islander	0.90%	4
5	Hispanic or Latinx	5.83%	26
6	White	76.01%	339
7	Other	1.35%	6
8	Choose not to share	2.69%	12
	Total	100%	446

Metro COG Bicycle and Pedestrian Plan Focus Group: Those with Disabilities October 28, 2021 @ 1p.m. - 2 p.m.

What are the disabled community's biggest barrier to biking and walking in the FM area?



What is the #1 strategy that could be pursued to make biking and walking accessible to those with disabilities?



Are there any design elements that are particularly challenging for traversing that you would like for the engineering team to know about?



Metro COG Bicycle and Pedestrian Plan Focus Group: Seniors October 28, 2021 @ 2 p.m. - 3 p.m.

How do seniors you work with primarily travel around the FM area and what are their primary destinations?

Generally car for needs, bikes and walking for fun.

Car and transport service. Groceries, restaurants, med appts (clinics & hospital)

vehicle, family members, local ride services.
Destinations: grocery store, medical appointments.
Several residence are walkers and use the sidewalks surrounding our facilities for exercise

On behalf of the seniors you work with, what expanded options would you like to see for traveling in and around the FM area for walking (including mobility devices)?

If there's an appetite, lower speed limits on some city owned-streets at least on the MN side.

When walking, our residents tend to stay pretty close to home. Our campus on 42nd Street limits walking to the east due to the traffic flow on 42nd.

And, Bethany on University abuts University Dr so that limits the direction they can walk as well

Open spaces. Easy parking/drop off spaces.

ID some crosswalks where there could be physical improvements.

MN state pedestrian survey found a strong preference for walking and biking trails separate from the roadway.

If uneven sidewalks need to be fixed, fix 'em. I know that continues to be an issue in Rochester. Not always prioritized.

What are their biggest barriers to walking (including mobility devices) within the FM area?

Winter probably. I wonder if FM has some shoveling chore services and/or fine forgiveness programs for people who can't keep up.

I've already commented on some walking challenges for our residents. Personally, I'd like the path along the drain in Osgood extended. I walk and bike that area often.

That and an AARP survey (again not FM focused) said something over 50% of older people feel unsafe crossing the street in front of their house.

**Rough
or icy
paths**