

**Metropolitan Bicycle and Pedestrian Committee**  
**Wednesday, January 23<sup>rd</sup>, 2019 – 3:00 p.m.**  
**Metro COG Conference Room**  
**AGENDA**

1. Welcome and introductions
2. Approve minutes from December 5<sup>th</sup> meeting - **Attachment** Action Item
3. ND Moves (statewide active & transportation plan) update Information Item
4. Public input opportunity Public Input
5. 2045 FM Metro Transportation Plan discussion - **Attachment** Discussion Item
6. Bicycle/electric scooter ordinances presentation - **Attachment** Discussion Item
7. Other business

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

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

**Members Present**

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

**Others Present:**

Cindy Gray, Metro COG  
Anna Pierce, Metro COG

**1. Welcome and Introductions**

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

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

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

**3. Public input opportunity**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

No other business was discussed.

Meeting adjourned 4:30pm.

# Agenda Item 5

**To:** Metropolitan Bicycle and Pedestrian Committee  
**From:** Dan Farnsworth, Metro COG  
**Date:** January 17, 2019  
**Subject:** **2045 FM Metro Transportation Plan discussion**

Metro COG is in the progress of updating their Metropolitan Transportation Plan. Metro COG is required to update the Plan every five years as a way to comprehensively plan future transportation projects for the following decades. Titled *Metro Grow*, this Plan is scheduled for completion by the summer of 2019.

The Plan's consultant, HDR, will be working with the Bicycle & Pedestrian Committee to identify bicycle/pedestrian projects, identify scoring criteria, and establish goals, objectives, and priorities as they relate to Fargo-Moorhead's bicycle & pedestrian network. The Committee can expect discussion regarding the above topics at this meeting to help inform the Plan. **Attached** are the draft goals, objectives, and metrics for reference.

**Table. Revised Goals, Objectives, and Preliminary Project Metrics. 01.09.19**

Goal Area	Objective	Potential Prioritization Metric / Scoring Approach
<p><b>System Safety</b></p> <p>Provide a transportation system that is safer for all users by reducing the rate and severity of crashes.</p>	Reduce the number and rate of crashes.	Review crash modification factors to determine potential project impact on these individual safety categories.
	Reduce the number and rate of serious injury and fatal crashes.	
	Reduce the number of bicycle and pedestrian crashes.	
	Reduce the number of bus-involved crashes.	Project has potential to reduce bus-involved crashes along an existing bus route.
	<u>Policy Objective:</u> Collect better bicycle and pedestrian data for future planning efforts.	Policy objective. Could provide bonus points to projects that include bike and pedestrian counting technology.
	<u>Policy Objective:</u> Improve transit system security.	Policy objective, no project scoring
<p><b>Travel Efficiency and Reliability</b></p> <p>Improve regional mobility by promoting strategies that limit travel delays and provide more continuous vehicular flows on the National Highway System and arterial streets, emphasizing more efficient connections for longer-distance trips.</p>	Improve travel reliability on the National Highway System.	Project would improve safety or system management in a corridor with reliability issues. At a policy level, this would be part of the Congestion Management Plan and on-going system monitoring.
	Improve travel reliability on arterial roadways.	
	Limit recurring peak period delay on the National Highway System.	Project would improve traffic operations / improve forecasted level-of-service (use LOS E/F as deficiency). At a policy level, this would be part of the Congestion Management Plan and on-going system monitoring.
	Limit recurring peak period delay on arterial roadways.	
	Improve the connectivity of the street network and promote a grid street pattern.	Project would complete a street system connection where one does not currently exist, has the potential to reduce out-of-direction travel, and is context sensitive.
	Promote the development of high-speed corridors for alternative routes.	Project is a new corridor with potential to limit access levels, and provide high mobility without impacting urban neighborhoods.
	Promote consistent corridor traffic flow with reduced starting and stopping.	Project would reduce create less starting and stopping of traffic. Examples include: innovative intersections, minimize traffic signals, adaptive signals, freeway and arterial management technologies, and innovative street treatments (like multi-way boulevards).

**Table. Revised Goals, Objectives, and Preliminary Project Metrics. 01.09.19**

<p><b>Walking and Bicycling</b></p> <p>Implement projects that increase walking and biking as transportation, promote modal connections, and create enhanced walking and bicycling environments.</p>	<p>Improve walking and biking connections and reduce network gaps.</p>	<p>Review network connectivity measures (intersection density, walk scores) to determine project impact on connectivity.</p>
	<p>Promote active, mixed use developments that mix residential, work, and entertainment uses.</p>	<p>Related qualitative assessment of project elements that promote improved walking and biking.</p>
	<p>Identify transportation projects that promote environments conducive to walking and biking.</p>	
	<p>Increase mode share for travel that is not single-occupant vehicle (SOV).</p>	<p>Project would increase non-SOV travel. Examples include: bike / ped projects, transit improvements, travel demand management program and strategies. Policy-based objective, too.</p>
<p><u>Policy Objective:</u> Make bicycling more competitive with automobile travel in the region.</p>	<p>Policy objective, no project scoring.</p>	
<p><b>Transit Access</b></p> <p>Support the existing MATBUS system by providing enhanced access via walking and bicycling connections, transit amenities, and complete streets in transit corridors.</p>	<p>Improve pedestrian and bicycle connections to transit corridors.</p>	<p>Bicycle and Pedestrian projects that improve safety or provide new connections to existing bus route corridors.</p>
	<p>Implement streetscape elements that support transit.</p>	<p>Project provides amenities that make transit usage more attractive and accessible. Examples include: ADA curbs, bike share stations, sidewalk improvements, and permanent stations.</p>
	<p><u>Policy Objective:</u> Develop transit-intensive corridors with supportive infrastructure.</p>	<p>Policy objective, no project scoring. Potential to score transit projects.</p>
	<p><u>Policy Objective:</u> Develop designated transit stops.</p>	<p>Policy objective, no project scoring.</p>
<p><b>Maintain Transportation Infrastructure</b></p> <p>Provide a financial plan that supports maintaining transportation infrastructure in a state of good repair.</p>	<p><u>Policy Objective:</u> Continue to maintain NHS routes in good condition, and minimize NHS routes in poor condition.</p>	<p>Policy and system performance objectives, no project scoring in Plan. Use pavement and bridge investment models to estimate long term asset management investment needs. Maintenance projects will be included in MTP project list.</p>
	<p><u>Policy Objective:</u> Identify sufficient financial resources to maintain all Federal-Aid streets in fair or good condition.</p>	
	<p><u>Policy Objective:</u> Implement regional pavement management program.</p>	

**Table. Revised Goals, Objectives, and Preliminary Project Metrics. 01.09.19**

<p><b>Environmental Sustainability</b></p> <p>Provide a transportation system that provides access equitably and limits impacts to the natural and built environment.</p>	Limit transportation impacts to natural resources.	Project avoids any regionally-known natural resources such as wetlands and floodway.
	Provide transportation system that fits within its context.	Project assessed for how well it fits within its context - is it consistent with neighborhood, does it fit with adjacent land uses, modes present in corridor, etc.
	Improve transportation access for environmental justice and Title VI communities.	Reivew if project provides improved access (more service, improved connections) to EJ populations, and if services are consistent with Title VI.
	Reduce transportation system energy consumption.	Evaluate project-level VMT / VHT for potential reduced energy, and consider projects that promote transportation technology (ITS, system management, autonomous vehicles). Air Quality is a secondary benefit of this objective.
	<u>Policy Objective:</u> Ensure transportation system impacts are equally distributed, and do not disproportionately impact environmental justice and Title VI communities.	Evaluated at Plan level. Projects should not disproportionately impact EJ populations and services should not negatively impact Title VI communities.
	<u>Policy Objective:</u> Mitigate negative transportation system impacts.	Policy objective, no project scoring.
	<u>Policy Objective:</u> Promote stormwater management planning as a part of transportation decisions.	Policy objective, no project scoring.

**Table. Revised Goals, Objectives, and Preliminary Project Metrics. 01.09.19**

<p><b>Economic Development and Transportation Decisions</b></p> <p>Promote transportation projects that support regional economic goals, support freight movement, and promote projects that can be financially sustained for the long-term.</p>	Improve reliability on the Interstate System to support regional and national freight movement.	Project would improve freight safety or system management on Interstate system, per Federal performance measures.
	Enhance the regional economy.	Project is consistent with or directly supports regional economic development goals.
	Promote financially sustainable transportation investments.	Project reduces long-term operations and / or maintenance costs.
	Manage access in commercial corridors to promote mobility.	Project reduces number of access points along defined Commercial Arterial corridor (based on Parking & Access study, apply to Moorhead).
	Project would improve "first mile / last mile" access	Project would improve bicycle, pedestrian, or other modal connection between a large generator (higher-density residential, commercial, or industrial) and a MATBUS transit stop.
	Provide improvements to the truck freight system.	Project would increase corridor load limits, or provide an alternate route that could be used by heavy trucks.
	Promote complete streets improvements in corridors that would see economic benefits.	Project improves walking or biking conditions in a defined Mixed Use Arterial, Mixed Use Collector, or Mixed Use Neighborhood corridor (based on Parking & Access study, apply to Moorhead).
	<u>Policy Objective:</u> Improve reliability and reduce delay for freight operations.	Policy objective, no project scoring.
	<u>Policy Objective:</u> More closely coordinate regional land use and transportation investment decisions.	Policy objective, no project scoring.
<u>Policy Objective:</u> Create places people want to live, work, shop, and recreate.	Policy objective, no project scoring.	
<p><b>Emerging Transportation Trends</b></p> <p>Incorporate transportation trends and new technologies in regional transportation plans.</p>	<u>Policy Objective:</u> Identify projects and strategies that can accommodate emerging transportation technologies.	Does project improve system communications? Policy-based objective with MTP narrative.
	<u>Policy Objective:</u> Identify intelligent transportation system (ITS) and other system management technologies used in other regions that would promote other regional goals.	Policy objective, no project scoring in this goal area.
	<u>Policy Objective:</u> Investigate the potential for new transit technologies in Fargo-Moorhead area.	Policy objective, no project scoring.

# Agenda Item 6

**To:** Metropolitan Bicycle and Pedestrian Committee  
**From:** Dan Farnsworth, Metro COG  
**Date:** January 17, 2019  
**Subject:** **Bicycle/electric scooter ordinance presentation & discussion**

At the October 2018 Bicycle & Pedestrian Committee meeting Metro COG provided information about the emerging national trends of dockless bicycles and dockless electric scooters. With the exploding popularity of these bikes and scooters nationwide, Metro COG was asked by the Bicycle & Pedestrian Committee to conduct case studies and research local and out-of-state ordinances addressing dockless bicycles and dockless electric scooters.

**Attached** you will find a presentation Metro COG prepared laying out the case studies and ordinances. At this meeting, Metro COG will present the case studies and ordinances with discussion following the presentation.

# DOCKLESS ELECTRIC SCOOTER & BIKESHARE ORDINANCE RESEARCH

Wednesday, January 23, 2019  
Metro COG Conference Room  
Fargo, North Dakota

# Topics

- Dockless Electric Scooter Case Studies
- Dockless Bikeshare Case Studies
- Local Ordinances
- Definitions

# Dockless Electric Scooters



- Dockless application only
- Scooters only unlocked for a fee through mobile application
- Can be parked anywhere – up to the City to regulate
- Self-locking mechanism to end your ride
- Fully electric motor for speeds up to 15 miles per hour

# Case Studies

- Meridian, ID
- Boise, ID
- Minneapolis, MN

# Meridian, Idaho



- 10 miles west of Boise, Idaho
- Population: 99,926 (2017)

# Meridian, Idaho

## Dockless Electric Scooters

- Operator: Lime
- Number of scooters: 200
- Deployed: September 27<sup>th</sup>, 2018
- Agreement with City when deployed: Yes
- City asked Lime to terminate operations on October 2<sup>nd</sup>, 2018
- Reason for termination: City claimed Lime violated some conditions of their agreement (not fully educating public, not getting license agreements with all agencies/businesses). Agreement also needed some improvements from City's end.
- Future steps:
  - Feb 2019 – Revised agreement to be brought to City Council for consideration.
  - March 2019 – potential re-deployment of scooters

# Meridian, Idaho

## Proposed Electric Scooter Agreement/Ordinance

- Ordinance will dictate number of ride-share companies
- Fees associated with deploying and max number of scooters
- Possible mandatory geofences (geofences would lower speeds of scooters in certain areas of city (parks, etc.))



# Boise, Idaho



- Population: 226,570 (2017)

# Boise, Idaho

## Dockless Electric Scooters

- Operators: Lime, Bird (Spin applied and may start Feb 2019)
- Deployed: October, 2018
- Number of scooters:
  - 500 (250 Lime, 250 Bird)
  - On Jan 15, 2019, City voted to consider doubling number of scooters allowed
- Agreement with City when deployed: Yes
- As of Jan 15, 2019 - 114,254 rides taken and only 75 complaints



# Boise, Idaho

## Current Ordinance

- Passed Aug 21, 2018
- Limits total number of scooters
- Limits speeds

## Proposed Revisions to Ordinance

- Might be approved March 2019
- Might penalize companies for not addressing improperly placed scooters quickly enough
- Might require companies to take all scooters off city streets every night
- If snow is forecasted, scooters would not be put out as to not disrupt snow removal

# Minneapolis, Minnesota



- Population: 422,331 (2017)

# Minneapolis, Minnesota

## Shared Motorized Foot Scooter Pilot

- Operator: Bird & Lime
- Number of scooters:
  - 200 in the first two months
  - 400 in the final two months
- Deployed: July 10<sup>th</sup>, 2018 (Bird) and July 23<sup>rd</sup>, 2018 (Lime)
- Agreement with City when deployed: No
- City had a signed license agreement August 3<sup>rd</sup>, 2018
- Reason for pilot: City used a pilot program to analyze if the scooters are a viable mobility option or if they are a novelty
- Fees:
  - \$20 per scooter or \$8,000 total
  - Voluntary \$1 per scooter per day or \$36,000 total for infrastructure improvements within the right-of-way
- Future steps:
  - Assess impact the pilot program had on the right-of-way, equitable access, and mode choice
  - Refined permitting process and license agreement

# Minneapolis, Minnesota

## Takeaways

- Fees vs. voluntary fees to help pay for infrastructure
- Robust user data privacy and protection requirements
- Clear city ordinance regarding 'low power vehicles' including 'low power vehicle sharing operations'
- 2019 program will be more refined
- Lime reported 200,000 rides during the pilot program



Fargo-Moorhead Metropolitan Council of Governments

# Dockless Bikeshare



- Bicycles parked at designated locations OR bicycles parked anywhere
- Bicycles unlocked for a fee through mobile application
- Self-locking – simple button to lock and end your ride
- Can be 100% human powered or electric-assist

# Case Studies

- Minneapolis, MN
- Green Bay, WI

# Minneapolis, Minnesota



- Population: 422,331 (2017)

# Minneapolis, Minnesota

## Dockless Bicycle Sharing Pilot

- Operator: Nice Ride Minnesota (Motivate)
- Number of dockless bikes:
  - 1,500 in 2018
  - 1,500 additional bikes in 2019
  - 1,500 additional bikes in 2020 if usage targets are met
  - 1,500 additional bikes in 2021 if usage targets are met
- Deployed: September 18<sup>th</sup>, 2018
- Agreement with City when deployed: Yes
- Reason for pilot: Bike share market is moving in dockless direction
- Fees:
  - \$5 annual fee per dockless bicycle
  - Allows the Public Works Director to lower and or waive fee if bike primarily serve another ROW owner such as St. Paul or UMN

# Minneapolis, Minnesota

## Takeaways

- Geofenced virtual stations or 'hubs' designated on mobile app and website – approved by the Public Works Director – permitted virtual station will be identified in the field with signage, striping or other combination of such
- Promoted as more efficient, equitable, and flexible



# Green Bay, Wisconsin



- Population: 105,116 (2017)

# Green Bay, Wisconsin

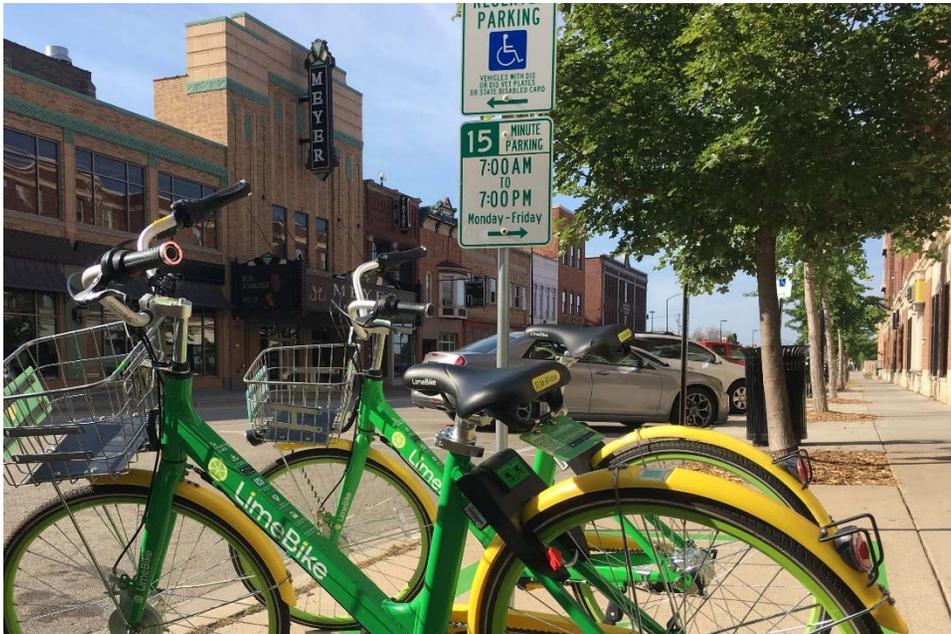
## Dockless Bicycle Sharing Program

- Operator: LimeBike
- Number of dockless bikes: 150
- Deployed: July 31<sup>st</sup>, 2018
- Agreement with City when deployed: Yes
- City had a signed license agreement May 15<sup>th</sup>, 2018
  - 3 year term
- No city ordinance regulating dockless bicycles
- Website has specific page for the bike share including:
  - How to ride and safety tips (including videos)
  - Where to park – even more clear than MOU
  - Dockless bike share parking map (interactive)
  - Quantitative ridership information
  - FAQs
- Seasonal Operation:
  - The dockless bikes were removed for the season on October 21<sup>st</sup>, 2018
  - Redeployed in the Spring, weather permitting

# Green Bay, Wisconsin

## Takeaways

- City has done a good job of educating and including helpful information on their website, including who to contact if there is an issue
- City has physically marked parking zones in their downtown
- Accessibility and affordability are highlighted on the City's Website



Fargo-Moorhead Metropolitan Council of Governments

# Current Ordinances: Electric Scooters

- Minnesota – Has ordinance
- Moorhead – No ordinance found
- North Dakota - Unclear
- City of Fargo – Has ordinance
- West Fargo – Has ordinance

# Minnesota

## State Operational Regulation

Per MN Statute 169.225

### 169.225 MOTORIZED FOOT SCOOTER

- May not operate on sidewalk, except to cross it
- May not be operated with a passenger
- No helmet required to ride unless under the age of 18 years
- No person under the age of 12 years may operate
- Must be equipped with a headlight and taillight if operated under conditions where lights are required by law
- May operate on bicycle path, lane, trail, or bikeway unless:
  - Reserved for exclusive use of nonmotorized traffic, or
  - Local authority or governing body prohibits operation by law

# City of Fargo

## Motorized Scooters

Article 8-20

### Motorized Scooters

- Can not be operated on any sidewalk in the central business district or any sidewalk posted to prohibit scooter operation
- Operators are required to wear a helmet if under age of 18
- Operators required to dismount and push scooter across street and within crosswalk area
- Cannot be operated on any public street
- Can be operated on sidewalks or paths
- Scooters can only be operated from sunrise to sunset
- Scooters may be impounded if found in violation of ordinance
- Must yield to pedestrians

# City of West Fargo

## Motorized Scooters

Article 13-2006

### Motorized Scooters

- Cannot operate on sidewalk, bikepath, or pedestrian trail
- Cannot operate on roadway with posted speed greater than 30 mph or four lane roadway
- Helmet must be worn if under age of 18
- No operation of scooter prior to sunrise or after sunset
- When operating on any street, scooter must be equipped with reflectors and shall have a florescent orange flag

# Current Ordinances: Dockless Bikeshare

- Minnesota – None
- Moorhead – None
- North Dakota – None
- City of Fargo – None
- West Fargo - None

# Scooter Definitions

- Minnesota
- North Dakota (none)
- West Fargo

# Minnesota

## Definition

Per MN Statute 169.011

### Subd. 46. Motorized Foot Scooter.

- Has handlebars
- Is sat or stood on by operator
- Powered by internal combustion engine or electric motor
- 2 wheels no larger than 12-inches in diameter
- Maximum speed of 15 MPH on a flat surface
- Does not include:
  - Electric personal assistive mobility device
  - Motorized bicycle or electric-assisted bicycle
  - motorcycle

# City of Fargo

## Definition

Article 8-2001

### **Motorized Foot Scooter.**

- Any wheeled, open device
- Powered by a motor
- Number of wheels not specified
- Not capable of traveling more than 15 mph

# City of West Fargo

## Definition

Article 13-2001

### **Motorized Foot Scooter.**

- Self propelled vehicle with at least two wheels
- Typically operated with gas or electric motor
- Operate at speeds no greater than 20 mph
- Contains seat for sitting or deck for deck for standing

# National Association of City Transportation Officials (NACTO)

## Guidelines for the Regulation and Management of Shared Active Transportation

“Document provides guidance for cities and public entities as they look to manage and regulate Shared Active Transportation Companies that are not otherwise managed through competitive procurement processes or contracts.”