

# FARGO-MOORHEAD METROPOLITAN AREA, ND & MN



TOTAL POPULATION

202,509

TOTAL AREA (sq. miles)

86.37

POPULATION DENSITY

2345

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

2

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

1

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

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

## CATEGORY SCORES

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

## KEY OUTCOMES

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



## KEY STEPS TO SILVER



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

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

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