# PROJECT INFO

FM MetroCOG, NDDOT and the City of Fargo are partnering to potentially improve University Drive and 10th Street between 19th Ave N and 13th Ave S.

The project explores elements including new street design and safety improvements for each corridor that will make them better places to live, work, conduct business, commute, go to school, or attend an event.

University 10th

IMPROVING CRITICAL CORRIDORS

# PROJECT UPDATE!

Review the **draft concepts** for University and 10th Streets!

## WE WANT YOUR INPUT!

Provide feedback on the design concepts by using the QR Code to the right or by attending a project update:

**OCT 17 5PM - 7PM***
**AT NDSU ALUMNI CENTER**

**OCT 19 9AM - 11AM**
**AT RED RIVER MARKET**

**OCT 19 1:30 PM - 3:30 PM**
**AT NDSU TAILGATE**

## FOR MORE INFORMATION

**VISIT OUR WEBSITE!**

fmmetrocog.org/Uni10thCorridors

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

THE CITY OF Fargo FAR MORE

NORTH Dakota | Transportation
Be Legendary.

# BRANDING GUIDE

# Uni | 10th

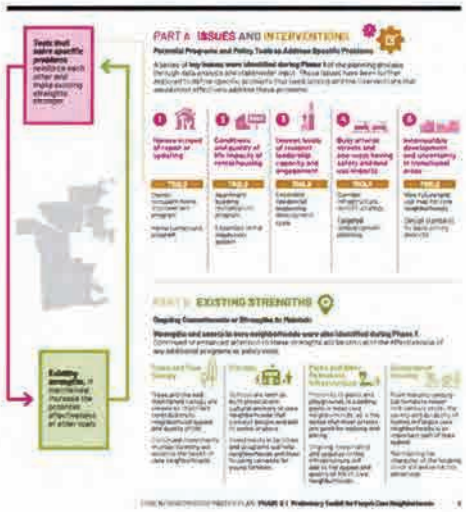
## IMPROVING CRITICAL CONNECTORS

(University & 10th Corridor Study)

DOWNTOWN
INFOCUS
A BLUEPRINT FOR FARGO'S CORE

Fargo
City of Fargo
CORE NEIGHBORHOODS
MASTER PLAN
2020

City of Fargo
CORE NEIGHBORHOODS MASTER PLAN
Development of the Core Neighborhoods Master Plan took place over three phases during 2020 and was coordinated by the City of Fargo's Department of Planning & Development and its consultant, czb. At the heart of the project, however, were four committees with over 80 community volunteers.
The Project Steering Committee provided a citywide perspective to the project while three Sub-Area committees—each comprised of three neighborhoods—provided more localized guidance. Sub-Area volunteers joined their committees through an open recruitment process at the beginning of 2020.
Steering Committee
Washington
Roosevelt NPO
Horace Mann
Madison Underpass Park
Jefferson Carl Ben
Hawthorne
South High
Lewis & Clark
Clara Barton
North Sub-Area Committee
Central Sub-Area Committee
South Sub-Area Committee
The voices of committee volunteers were supplemented by an online survey in April and an online open house in September that collectively added the perspectives of another 400 individuals to the project.


CORE NEIGHBORHOODS MASTER PLAN: PHASE 2
Preliminary Toolkit for Fargo's Core Neighborhoods
PART A: ISSUES AND INTERVENTIONS
PART B: EXISTING STRENGTHS

Assets to Build Upon
Issues to Address

START HERE
LET'S GET STARTED!
Start by clicking on Station 1 - Overview: What is the Core Neighborhoods Master Plan?
STATION #1 Overview
STATION #2 Key Issues and Trends
STATION #3 Assets and Building Blocks
STATION #4 Potential Strategies
STATION #1
Overview: What is the Core Neighborhoods Master Plan?
STATION #2
Key Issues and Trends
STATION #3
Assets and Building Blocks
STATION #4
Potential Strategies

# Rubik Bold

WORK SANS - MEDIUM

## WORK SANS - BOLD

Roboto Slab - Regular. There are many variations of passages of Lorem Ipsum available, but the majority have suffered alteration in some form, by injected humour, or randomised words which don't look even slightly believable. If you are going to use a passage of Lorem Ipsum, you need to be sure there isn't anything embarrassing hidden in the middle of text. All the Lorem Ipsum generators on the Internet tend to repeat predefined chunks as necessary, making this the first true generator on the Internet. It uses a dictionary of over 200 Latin words, combined with a handful of model sentence structures, to generate Lorem Ipsum which looks reasonable. The generated Lorem Ipsum is therefore always free from repetition, injected humour, or non-characteristic words etc.

ACCENTS, COMMENTS, AND ANNOTATION (MAIN)

MAIN COLORS

ACCENT

GRAYSCALE

University

IMPROVING CRITICAL CORRIDORS

10th

Uni 10th

Uni 10th

CRITICAL CORRIDORS

# MAP TITLE

15TH ST S
14TH ST S
13TH AVE S
10TH AVE S
5TH AVE S
1ST AVE S
MAIN AVE
1ST AVE N
7TH AVE N
CENTENNIAL BLVD N
NDSU
CAMPUS
81
S
UNIVERSITY DRIVE
10TH STREET
N
13TH AVE S
7TH ST S
10TH AVE S
5TH AVE S
1ST AVE N
7TH AVE N
7TH ST N
12TH AVE N
15TH AVE N
19TH AVE N
BROADWAY
BROADWAY

N

# ORDER CONFIRMATION

**CUSTOMER:**
BOLTON & MENK, INC
3168 41st St S
Fargo, ND 58104-7740

**DATE: 09/22/2023**

| | |
|---|---|
| **ACCOUNT NUMBER:** | STBMI |
| **ACCOUNT REPRESENTATIVE:** | Kris Adamson |
| **ACCOUNT REP PHONE:** | 7014515614 |
| **ACCOUNT REP EMAIL:** | kadamson@forumcomm.com |
| **PURCHASE ORDER NUMBER:** | |
| **COMPONENT-1** | |
| **AD ID:** | 262059-1 |
| **PUBLICATION DATES:** | The Forum of Fargo-Moorhead 09/30/2023<br>classifieds.forumcomm.com<br>9/30/2023-10/12/2023 |
| **TOTAL INSERTIONS:** | 14 |
| **CLASSIFICATION:** | Public Announcements/Notice |
| **TAGLINE:** | Public Input Meeting |
| **AD SIZE:** | 2 x 11.000" |
| **COMPONENT 1 COST:** | $694.99 |
| **TOTAL COST:** | $694.99 |
| **PAID:** | $0.00 |
| **AMOUNT DUE:** | $694.99 |
| **ORDERED BY:** | Blue |

Forum Communications Company

Payment made by calling 701-241-5465 or can be sent to:

Forum Communications Company
PO Box 2020
Fargo, ND 58107-2020

University

IMPROVING CRITICAL CORRIDORS

10th

# PUBLIC INPUT MEETING

## WHY?

To provide a mid-project update on the University Dr. and 10th St. Corridor Study. The project intent is to investigate the feasibility of transportation improvements to enhance livability, safety, and effectiveness of the roadway pair.

## WHEN?

Thursday October 12th 2023
Open House: 4:30 p.m. to 7:00 p.m. Central
Presentation: 5:30 p.m. Central

Virtual materials and other information will be available on project Website at fmmetrocog.org/Uni10thCorridors before the event date

## WHERE?

NDSU Memorial Union
Hidatsa Room
1401 Administration Ave., Fargo ND 58105

## OPEN HOUSE CONDUCTED BY

Fargo-Moorhead Metropolitan Council of Governments (Metro COG) and Bolton & Menk Inc.

The purpose of the Public Input Meeting is to discuss proposed improvements to the corridor of University Dr and 10th St. The Meeting will provide an opportunity for public input. Representatives from the Metro COG and Bolton & Menk will be on hand to answer your questions and discuss your concerns.

If unable to attend the Public Input Meeting, written statements or comments about this project must be postmarked or emailed by October 27th, 2023 to Blue Weber, COS, Bolton & Menk, 3168 41st St. S. #2, Fargo, North Dakota 58104 Email: blue.weber@bolton-menk.com with "Public Input Meeting – Uni10 Corridor" in the letter heading or email subject.

Metro COG and Bolton & Menk will consider every request for reasonable accommodation to provide:

- an accessible meeting facility or other accommodation for people with disabilities,
- language interpretation for people with limited English proficiency (LEP), and
- translations of written material necessary to access Metro COG programs and information.

Appropriate provisions will be considered when Metro COG is notified at least 10 days prior to the meeting date or the date the written material translation is needed.

To request accommodations, contact NDSU Title VI and ADA Coordinator, Canan Bilen-Green, at 701-231-7708. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

For more information:  Blue Weber, Bolton & Menk Inc.

Embargo until: Tuesday October 5th, 2023

## To provide a mid-project update on the University Dr. and 10th St. Corridor Study. The project intent is to investigate the feasibility of transportation improvements to enhance livability, safety, and effectiveness of the roadway pair.

An In-person public input meeting will be held from 4:30 p.m. to 7:00 p.m. Central on October 12th at the NDSU Memorial Union, Hidatsa Room, 1401 Administration Ave., Fargo, ND 58105. The Public Input Meeting will utilize an open house format with information available on hand and a presentation held at 5:30pm. Virtual materials and other information will be available on the project website at fmmetrocog.org/Uni10thCorridors before the event date.

The purpose of the Public Input Meeting is to discuss proposed improvements for University Dr. and 10th St. Corridor. The Meeting will provide an opportunity for public input. Representatives from the Fargo-Moorhead Metropolitan Council

of Governments and Bolton & Menk will be on hand to answer your questions and discuss the proposed alternatives.

If unable to attend the Public Input Meeting, written statements or comments about this project must be postmarked or emailed by October 25th, 2023 to Blue Weber, COS, Bolton & Menk, 3168 41st St. S. #2, Fargo, North Dakota 58104 Email: blue.weber@bolton-menk.com with “Public Input Meeting – Uni10 Corridor” in the letter heading or email subject.
Metro COG and Bolton & Menk will consider every request for reasonable accommodation to provide:

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**SIGN-IN SHEET**

North Dakota Department of Transportation, Civil Rights

SFN 59531 (5-2018)

Page ____ of ____

| Division/District/Consultant | | |
|---|---|---|
| Meeting Location<br>Memorial Union, Hidatsa Room, 1401 Administration Ave. | Meeting Type<br>Public Input | Meeting Date<br>10/12/2023 |
| Project Number | | PCN |
| Project Description<br>University Drive & 10th St. Corridor Studies | | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Heather Zinger | Fargo Neighborhood Coalition | | |
| Address<br>1829 15th St S | City<br>Fargo | State<br>ND | ZIP Code<br>58103 |
| Email Address<br>hzinger1@gmail.com | | Telephone Number<br>503-703-0305 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| David Schlossman | HNA | | |
| Address<br>921 8th St. S. | City<br>Fargo | State<br>ND | ZIP Code<br>58103 |
| Email Address<br>davida@horizonfargo.com | | Telephone Number<br>701-261-6161 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| BRET STEVENS | NDSU TRANSPORTATION MANAGER | | |
| Address<br>100 28th AVE NE | City<br>FARGO | State<br>ND | ZIP Code<br>58102 |
| Email Address<br>brit.stevens@ndsu.edu | | Telephone Number<br>701-261-5553 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Kristin Sridersky | HNA | | |
| Address<br>606 S University Dr | City<br>Fargo | State<br>ND | ZIP Code<br>58103 |
| Email Address<br>sridersky@yahoo.com | | Telephone Number<br>701-412-6171 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| JORDAN RUNSVOLD | HMANA | | |
| Address<br>1023 1st St N | City<br>FARGO | State<br>ND | ZIP Code<br>58102 |
| Email Address<br>jrunsvold@gmail.com hmana.fargo@gmail.com | | Telephone Number<br>701-799-7469 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Darren Watson | Heartland Labor | | |
| Address<br>813 University Dr N | City<br>Fargo | State<br>ND | ZIP Code<br>58102 |
| Email Address<br>darren@heartlandlabor.com | | Telephone Number<br>701-261-5161 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Jim Laschkewitsch | Roosevelt Neighborhood | | |
| Address<br>1016 College St | City<br>Fargo | State<br>ND | ZIP Code<br>58102 |
| Email Address<br>~~Jlaschke@~~ jlaschke@gmail.com | | Telephone Number | |

**SIGN-IN SHEET**
North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page ____ of ____

| Division/District/Consultant | | |
|---|---|---|
| Meeting Location: Memorial Union, Hidatsa Room, 1401 Administration Ave. | Meeting Type: Public Input | Meeting Date: 10/12/2023 |
| Project Number | | PCN |
| Project Description: University Drive & 10th St. Corridor Studies | | |

| Name (Please print) | Title/Representing | State | ZIP Code |
|---|---|---|---|
| HAROLD THOMPSEN | ROOSEVELT NEIGHBORHOOD MEMBER ASSOCIATION (RNA) | | |
| Address: 1309 N 9 ST | City: FARGO | ND | 58102 |
| Email Address: hthompsen@msn.com | | Telephone Number: 701-232-2068 | |

| Name (Please print) | Title/Representing | State | ZIP Code |
|---|---|---|---|
| JUDY THOMPSEN | ↑ R.N.A MEMBER | | |
| Address: 1309 N 9 St | City: FARGO | ND | 58102 |
| Email Address: thompsen2@msn.com | | Telephone Number: 701-232-2068 | |

| Name (Please print) | Title/Representing | State | ZIP Code |
|---|---|---|---|
| Michael Madox | Metro COG | | |
| Address: 1 2nd Street N Ste 232 | City: Fargo | ND | 58102 |
| Email Address: madox@fmmetrocog.org | | Telephone Number: 701-532-5104 | |

| Name (Please print) | Title/Representing | State | ZIP Code |
|---|---|---|---|
| Deni Paramarta | Resident | | |
| Address: 1315 10th St S | City: Fargo | ND | 58103 |
| Email Address: dienul.paramarta@gmail.com | | Telephone Number: 701 799 3666 | |

| Name (Please print) | Title/Representing | State | ZIP Code |
|---|---|---|---|
| Mitch Taragos | Resident | | |
| Address: 3226 2nd St N | City: Fargo | ND | 58102 |
| Email Address: Kasf34@hotmail.com | | Telephone Number: 701-793-1897 | |

| Name (Please print) | Title/Representing | State | ZIP Code |
|---|---|---|---|
| Michelle Roeszler | Resident | | |
| Address: 6260 University Dr. S. | City: Fargo | ND | 58103 |
| Email Address: mroeszler@gmail.com | | Telephone Number: 701-388-7441 | |

| Name (Please print) | Title/Representing | State | ZIP Code |
|---|---|---|---|
| LUKE CHAMPA | INTERESTED CITIZEN | | |
| Address | City | State | ZIP Code |
| Email Address: LALUKECHAMPA@GMAIL.COM | | Telephone Number: (262) 957-6467 | |

**SIGN-IN SHEET**
North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page ____ of ____

| | | |
|---|---|---|
| | Division/District/Consultant | |
| Meeting Location<br>Memorial Union, Hidatsa Room, 1401 Administration Ave. | Meeting Type<br>Public Input | Meeting Date<br>10/12/2023 |
| Project Number | | PCN |
| Project Description<br>University Drive & 10th St. Corridor Studies | | |

| | | | |
|---|---|---|---|
| Name (Please print)<br>Chris Roeszler | Title/Representing<br>Resident | | |
| Address<br>626 University Dr S | City<br>Fargo | State<br>ND | ZIP Code<br>58103 |
| Email Address<br>roeszler@gmail.com | | Telephone Number<br>(701) 388-1190 | |

| | | | |
|---|---|---|---|
| Name (Please print)<br>RICHARD & TRACEY MOORHEAD | Title/Representing | | |
| Address<br>408 9TH AVES | City<br>FARGO | State<br>ND | ZIP Code<br>58103 |
| Email Address<br>RICHARDMOORHEAD40@GMAIL.COM | | Telephone Number<br>701 237 3028 | |

| | | | |
|---|---|---|---|
| Name (Please print)<br>Heather Johnson | Title/Representing<br>Hawthorne Neighborhood Assoc | | |
| Address<br>1001 4th AveS | City<br>Fargo | State<br>ND | ZIP Code<br>58103 |
| Email Address<br>hfitterer1979@gmail.com | | Telephone Number<br>(701) 729-5935 | |

| | | | |
|---|---|---|---|
| Name (Please print) | Title/Representing | | |
| Address | City | State | ZIP Code |
| Email Address | | Telephone Number | |

| | | | |
|---|---|---|---|
| Name (Please print) | Title/Representing | | |
| Address | City | State | ZIP Code |
| Email Address | | Telephone Number | |

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|---|---|---|---|
| Name (Please print) | Title/Representing | | |
| Address | City | State | ZIP Code |
| Email Address | | Telephone Number | |

| | | | |
|---|---|---|---|
| Name (Please print) | Title/Representing | | |
| Address | City | State | ZIP Code |
| Email Address | | Telephone Number | |

# NDDOT TITLE VI PUBLIC PARTICIPATION SURVEY

North Dakota Department of Transportation, Civil Rights
SFN 60149 (3-2022)

**PLEASE USE DARK INK AND PRINT CLEARLY**

The Civil Rights Act of 1964 and related nondiscrimination authorities require the North Dakota Department of Transportation to ensure everyone has the opportunity to comment on the transportation programs and activities that may affect their community.

To help with that, we ask that you respond to the following questions. You are not required to disclose the information requested in order to participate. Any information provided to the NDDOT will be retained solely for the purpose of collecting statistical data to ensure inclusion of all segments of the population affected by transportation programs and activities.

**Sex:** ☐ Female ☒ Male ☐

**Disability:** ☐ Yes ☒ No

**Age:** ☐ Under 18 ☒ 18-40 ☐ 41-65 ☐ 65+

**Race:**

☒ White
☐ Asian
☐ Native Hawaiian/Other Pacific Islander
☐ American Indian/Alaskan Native
☐ Hispanic or Latino
☐ _____
☐ Black/African American

**Language Most Frequently Spoken in your Home:**

☐ Spanish
☐ Vietnamese
☐ Japanese
☐ German
☐ Arabic
☐ Other Slavic Language
☐ Other African Language
☐ Russian
☒ English
☐ Chinese
☐ Other India Language
☐ _____

**Do you receive public assistance?** ☐ Yes ☒ No

**How did you hear about this event?**

☒ Internet
☐ NDDOT Contact
☐ Television
☐ Radio
☐ Newspaper
☐ Advocacy Group
☐ Mailing
☐ Social Service Agency
☒ SOCIAL MEDIA

**For Office Use Only**

Event Date (MM/DD/YYYY): 1 0 / 1 2 / 2 0 2 3

City:

County:

Div/Dist Number:

PCN:

**MPO:**

☐ Bismarck-Mandan
☒ Fargo-Moorhead Metro COG
☐ Grand Forks-East Grand Forks

**ROW:**

☐ Negotiation
☐ Relocation

**Subrecipient:**

☐ Yes
☐ No

*After you have completed this form, please place it in the designated location.

# NDDOT TITLE VI PUBLIC PARTICIPATION SURVEY

North Dakota Department of Transportation, Civil Rights
SFN 60149 (3-2022)

**PLEASE USE DARK INK AND PRINT CLEARLY**

The Civil Rights Act of 1964 and related nondiscrimination authorities require the North Dakota Department of Transportation to ensure everyone has the opportunity to comment on the transportation programs and activities that may affect their community.

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**Disability:** ☐ Yes ☑ No

**Age:** ☐ Under 18 ☐ 18-40 ☑ 41-65 ☐ 65+

**Race:**

☑ White
☐ Asian
☐ Native Hawaiian/Other Pacific Islander
☐ American Indian/Alaskan Native
☐ Hispanic or Latino
☐ _____
☐ Black/African American

**Language Most Frequently Spoken in your Home:**

☐ Spanish
☐ Vietnamese
☐ Japanese
☐ German
☐ Arabic
☐ Other Slavic Language
☐ Other African Language
☐ Russian
☑ English
☐ Chinese
☐ Other India Language
☐ _____

**Do you receive public assistance?** ☐ Yes ☑ No

**How did you hear about this event?**

☑ Internet
☐ NDDOT Contact
☐ Television
☐ Radio
☐ Newspaper
☐ Advocacy Group
☐ Mailing
☐ Social Service Agency
☑ Flyer @ Frontstreet

**For Office Use Only**

| Event Date (MM/DD/YYYY) | City | County | Div/Dist Number | PCN |
|---|---|---|---|---|
| 10/12/2023 | | | | |

**MPO:**
☐ Bismarck-Mandan
☒ Fargo-Moorhead Metro COG
☐ Grand Forks-East Grand Forks

**ROW:**
☐ Negotiation
☐ Relocation

**Subrecipient:**
☐ Yes
☐ No

*After you have completed this form, please place it in the designated location.

# University Dr. and 10th St. Corridor Study

*We want to hear from you! Share your feedback below.*

Name and contact info (if desired):

HAROLD THOMPSEN. - RNA

Comment:

THANK YOU TO THE CITY FOR FINALLY GETTING THIS STUDY STARTED...
A LOT HAS CHANGED IN OUR NEIGHBORHOOD'S SINCE THE TIME WE FIRST ASKED.
THE CITY HAS DOUBLED IN SIZE.
THE 'DOWNTOWN' CONCEPT THAT IS THE LEADING ALTERNATIVE, APPEARS TO BE A SOLID SOLUTION FOR THE 'SHORT TERM'.
I'M INTERESTED IN SEEING A ~~SOLU~~ SOLUTION THAT ADDRESSES THE NEXT 50 YRS.
CAN WE IMPROVE UNIVERSITY TO THE ARTERIAL IS HAS ALWAYS INTENDED TO BE?
EXPAND & IMPROVE COMMERCIAL & MULTI-FAMILY ON THAT CORRIDOR AND ELIMINATE THE SINGLE-FAMILY. THEN 10th ST CAN BE RESTORED TO 2-WAY IN THE NEIGHBORHOODS. THE NEIGHBORHOODS WOULD NOT BE SUBDIVIDED BY 10th ST AND 10th ST CAN BE RETURNED TO THE NEIGHBORHOOD WITH SLOWER TRAFFIC, HIGHER SAFETY AND IMPROVED LIVEABILITY.

METROCOG — University 10th — BOLTON & MENK Real People. Real Solutions.

# University Dr. and 10th St. Corridor Study

*We want to hear from you! Share your feedback below.*

Name and contact info (if desired): Mitch Teragos Kasf34@hotmail.com

Comment:

- My Suggestion is to leave as is with better sign + Street markings

- If there is a Change, downtown only would be my Choice

METROCOG — University 10th — BOLTON & MENK Real People. Real Solutions.

# University Dr. and 10th St. Corridor Study

*We want to hear from you! Share your feedback below.*

Name and contact info (if desired): Deni Paramarta
dienul.paramarta@gmail.com

Comment:

- Make 13th Ave S between uni & 10th more pedstrian friendly
- Narrow some streets
- Install more traffic calming measures (box planter every block?)
- Protected bike lane.

METROCOG | University 10th IMPROVING CRITICAL CORRIDORS | BOLTON & MENK Real People. Real Solutions.

# University Dr. and 10th St. Corridor Study

*We want to hear from you! Share your feedback below.*

Name and contact info (if desired): Paul Mohror paulmohror@gmail.com

Comment:

The "no change" seems to meet needs downtown. I sometimes drive large trucks and there is not another easy corridor to go north/south.

The "downtown only" option works for "under the bridge. 10th is narrow.

METROCOG | University 10th IMPROVING CRITICAL CORRIDORS | BOLTON & MENK Real People. Real Solutions.

# University Dr. and 10th St. Corridor Study

*We want to hear from you! Share your feedback below.*

Name and contact info (if desired):

Heather Zinger - hzinger1@gmail.com

Comment:

I talked to Michael with Metrocog. He explained the results of the analysis + impacts to residents - if widen the corridor they'll have to cut down a lot of old trees (no thank you!) If they don't widen the corridor for the 2-way, it will add 20 min of commute time for all drivers, plus people who live along this section will not be able to back out. This could negatively →

METROCOG

University
IMPROVING CRITICAL CORRIDORS
10th

BOLTON & MENK
Real People. Real Solutions.

Impact their property value. However, leaving the corridor as a one way will have no impact on speeding along this route (a common occurrence). My vote is to keep the one way as is + then address the speeding/safety issues via other means/strategies/features.

Michael mentioned that a 2 way from 7th Ave N to 1st Ave might have benefits and could maybe include pedestrian friendly features. HOWEVER, more analysis is needed.

I look forward to hear more about this.

Thanks! Great work!

# University

IMPROVING CRITICAL CORRIDORS

10th

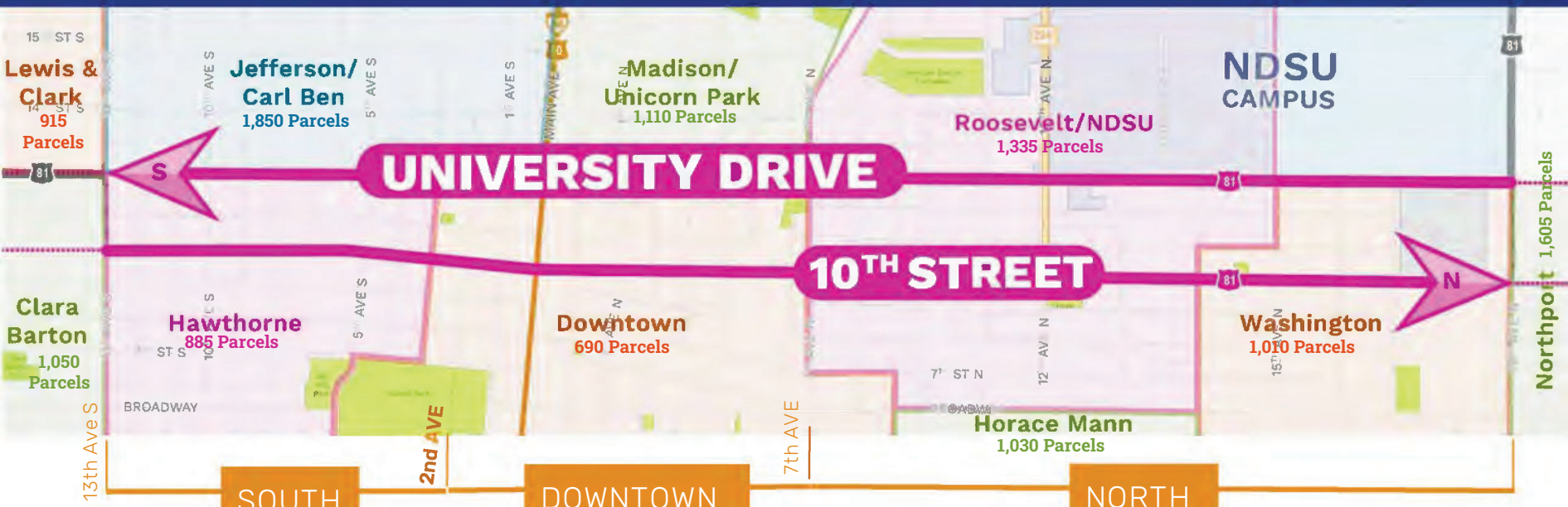
## Public Information Meeting

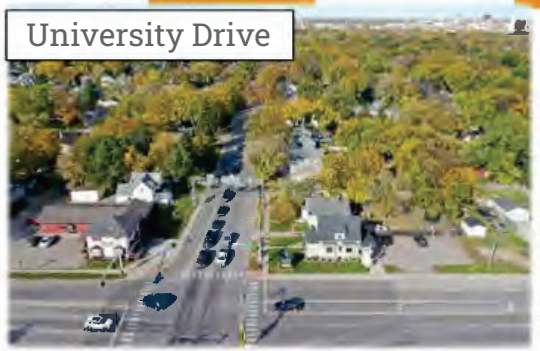
October 12, 2023

# Agenda

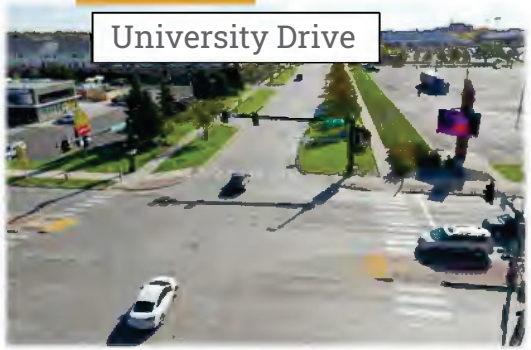
1. Study Purpose
2. Needs, Opportunities and Barriers
3. Visioning and Engagement
4. Conversion Feasibility Assessment
5. Next Steps

# STUDY AREA


N
0
0.25
0.5
Miles
Lewis & Clark
915 Parcels
Jefferson/ Carl Ben
1,850 Parcels
Madison/ Unicorn Park
1,110 Parcels
Roosevelt/NDSU
1,335 Parcels
NDSU CAMPUS
S
UNIVERSITY DRIVE
10TH STREET
N
Clara Barton
1,050 Parcels
Hawthorne
885 Parcels
Downtown
690 Parcels
Washington
1,010 Parcels
Horace Mann
1,030 Parcels
Northport
1,605 Parcels
BROADWAY
13th Ave S
2nd AVE
7th AVE
19th Ave N
SOUTH
DOWNTOWN
NORTH

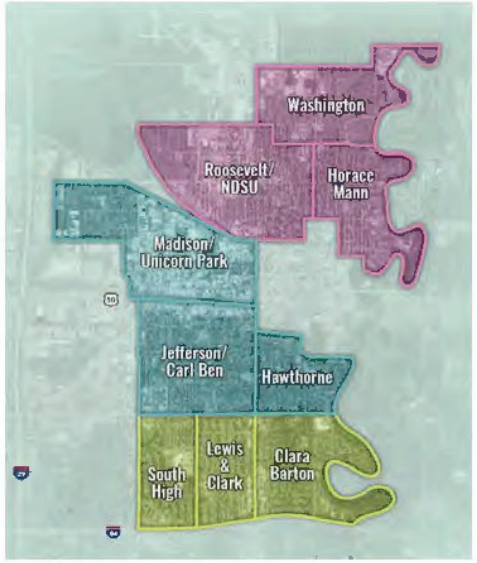

University Drive

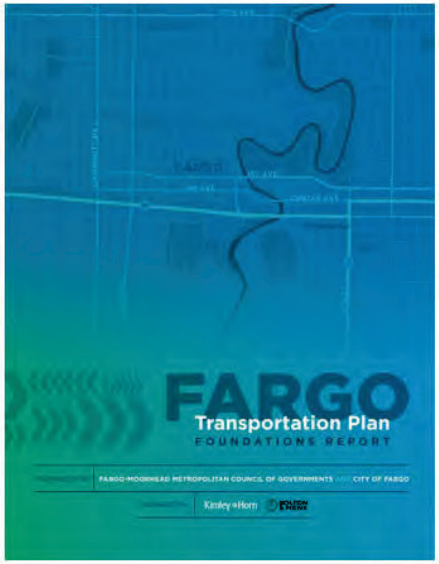
10th Street


University Drive

# Family of Plans

- Foundation Built On:
  - Core Neighborhoods Master Plan
  - Downtown InFocus Master Plan
  - Fargo Transportation Plan
- Informed by Metro COG Family of Plans



# STUDY PROCESS

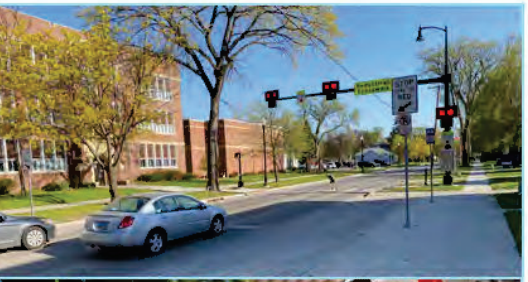
University

IMPROVING CRITICAL CORRIDORS

10th

# Needs, Opportunities, and Barriers

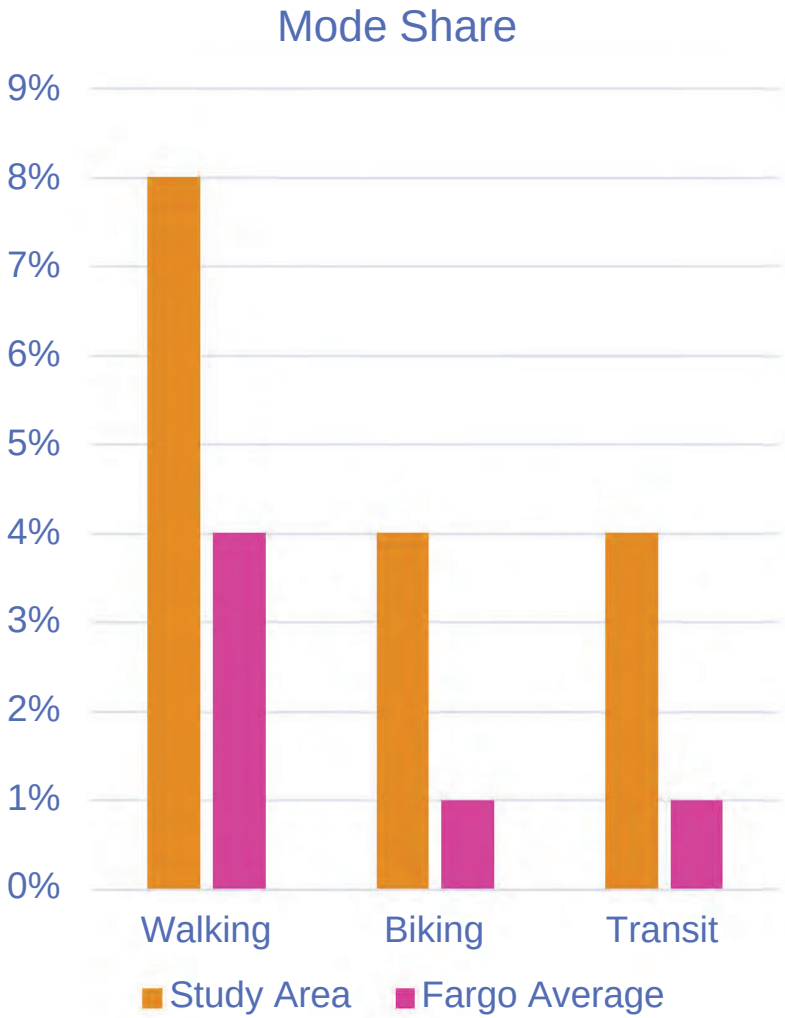
# Multimodal Activity



3,600 kids enrolled at 9 schools within ½ mile of study corridors

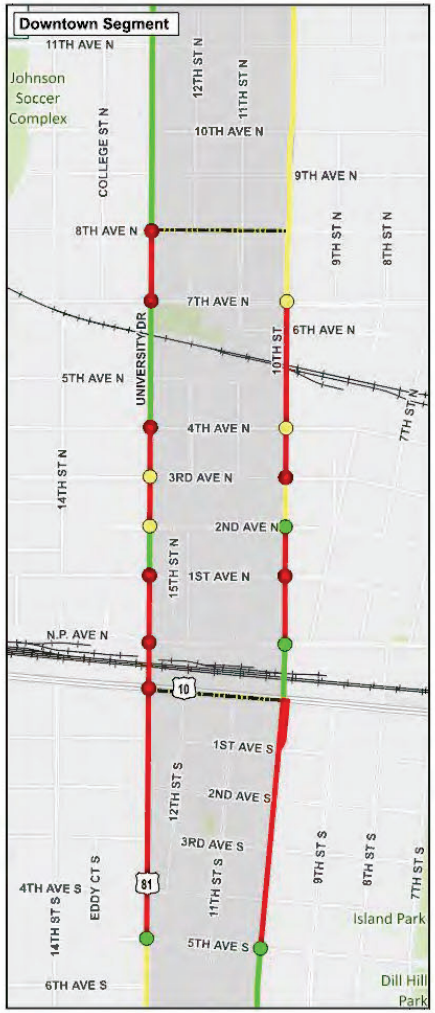
At any given time, more than 1,800 bikes on NDSU campus

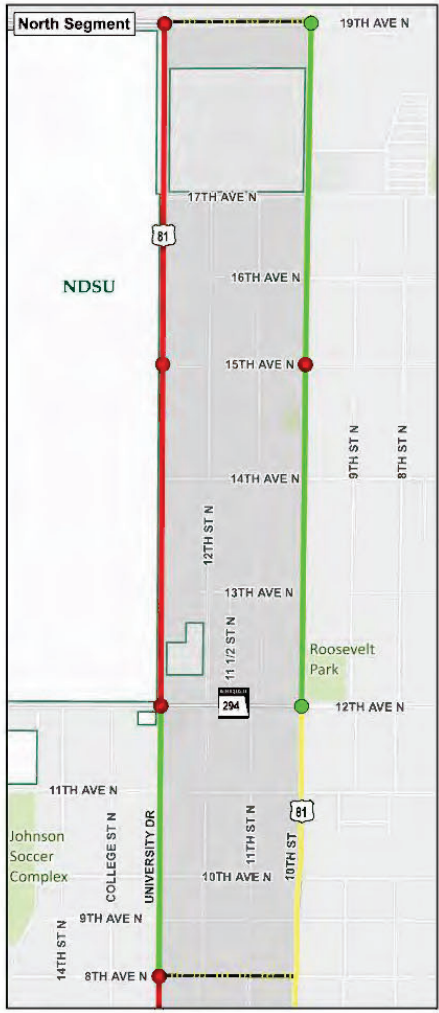
By 2025, segments of University Drive will see 19 buses an hour, the highest of any corridor in the metro



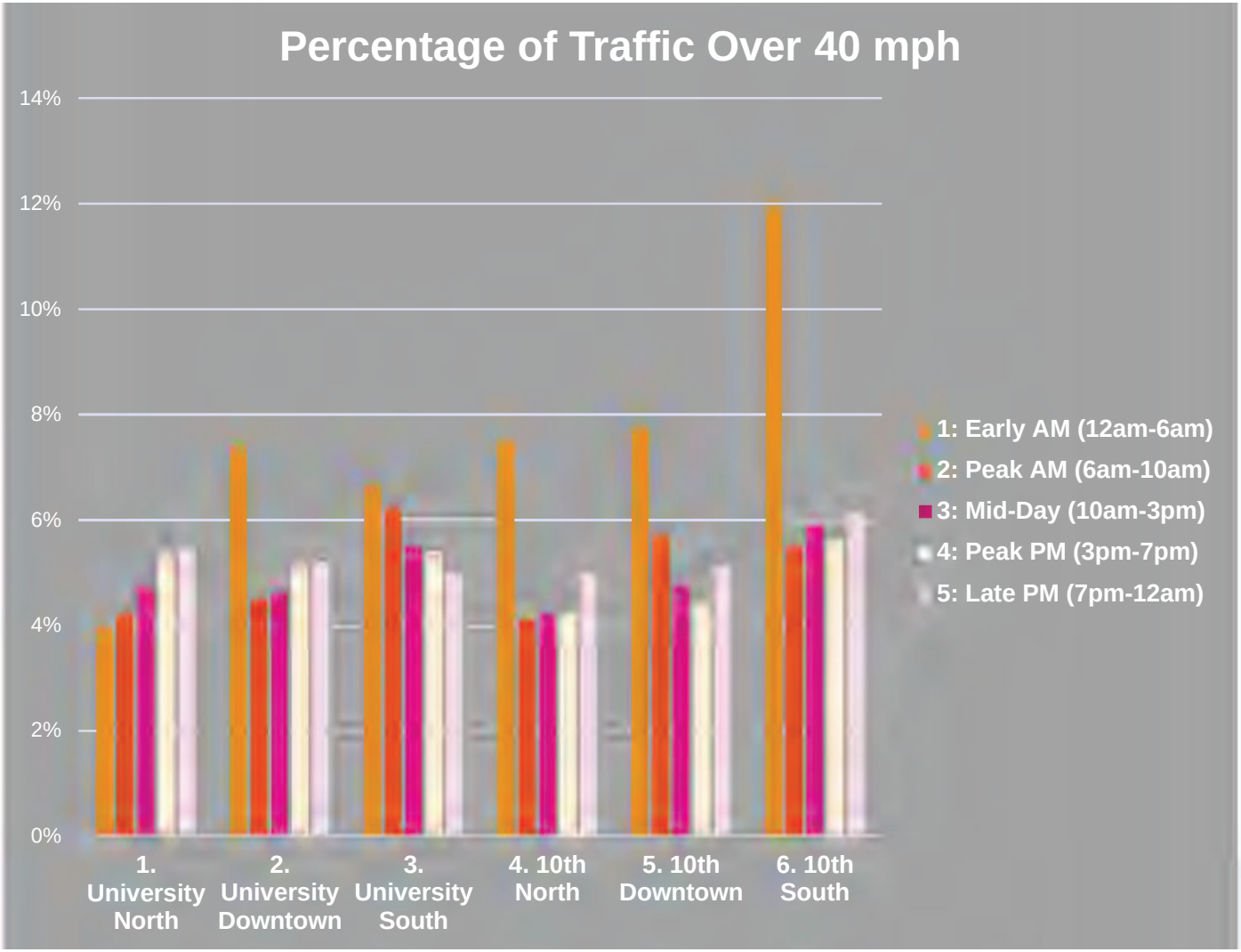
# Vehicular Safety

- 7 of the top 10 Crash Rate Intersections in Fargo
- 23% Higher Angled Crash Rate than Fargo Average leads to Increased Crash Severity Rates
- 45% of Corridor is above “Critical Crash Rate”



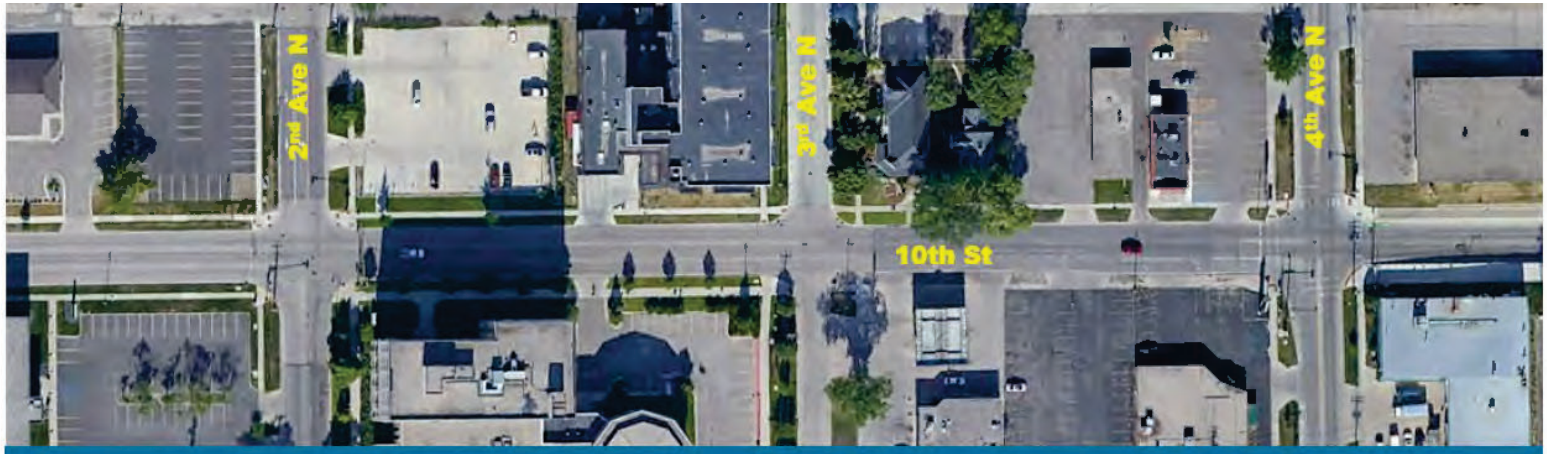



# Speeding by Time of Day

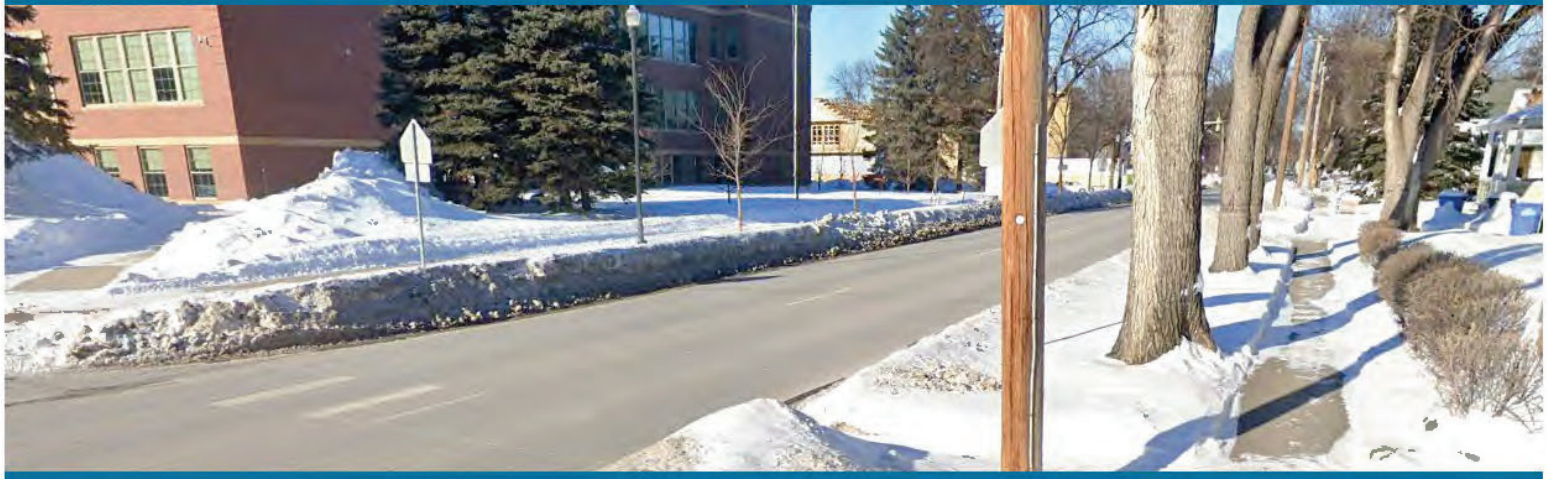



- 12% of City-Wide Ped/Bike Crashes
- Majority of Traffic is within 5 MPH of Speed Limit
- Some Outliers late at night

# Access Density



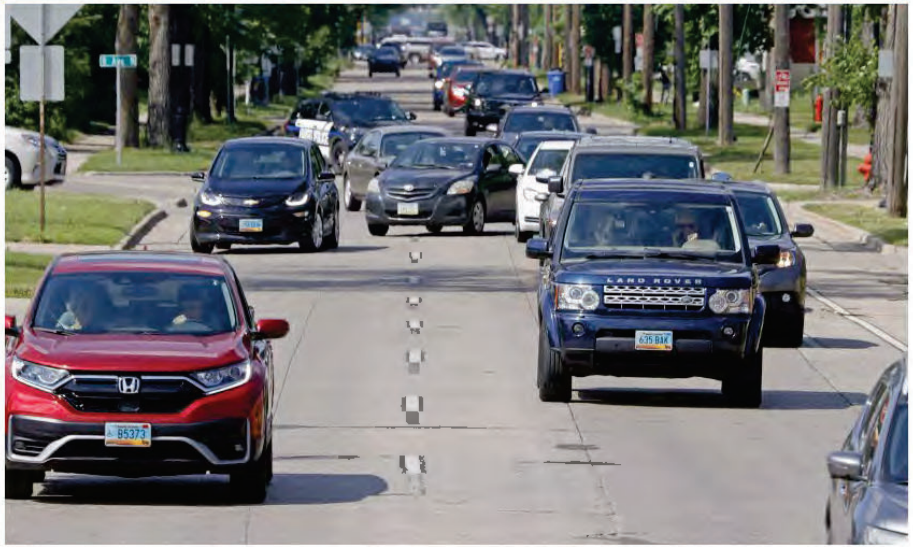

**Access Density is 2.5X to 6X Denser than NDDOT Standards**



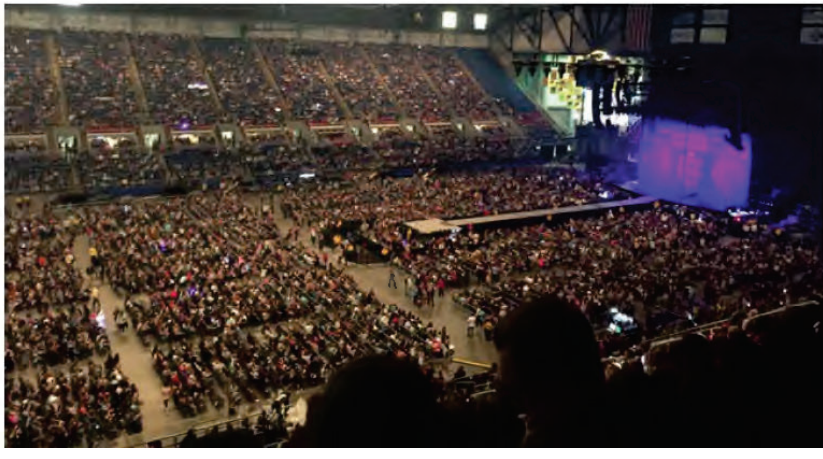
**At 30 MPH, Sight Distance for side street traffic is 335' per Standards**

Regional Utility

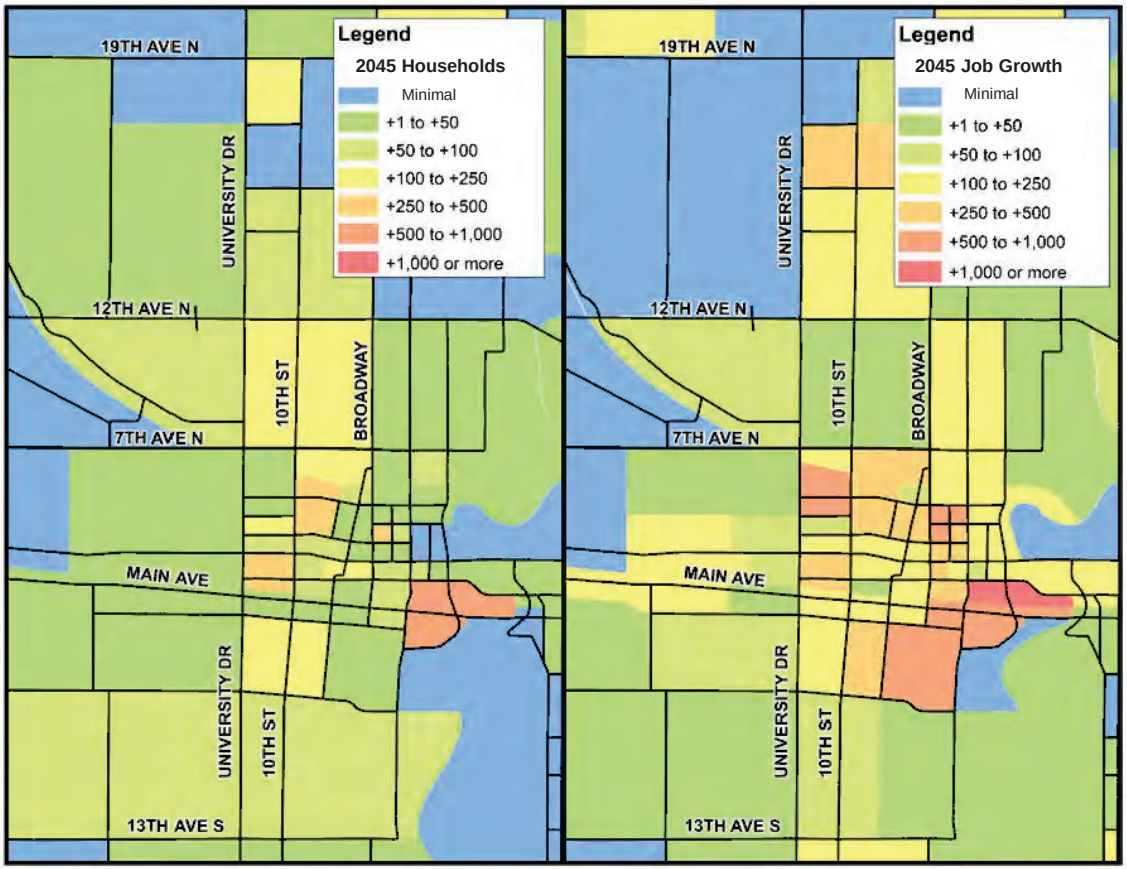
| Segment | University Drive | 10th Street | Combined |
|---|---|---|---|
| South | 15,500 | 11,800 | 27,300 |
| Downtown | 14,000 | 12,800 | 26,800 |
| North | 10,400 | 8,700 | 19,100 |



- US 81 is a State Truck Route
- Third Highest Trafficked Corridor When Viewed in Combination
- Events can Generate 40-140% More Traffic onto Corridors



# Estimated Growth by 2045




- Growth Expectations from Downtown InFocus and Core Neighborhoods Plan
- Within study area:
  - +12,000 jobs
  - +5,000 households
- 5-8% Traffic Growth

University

IMPROVING CRITICAL CORRIDORS

10th

# Visioning and Engagement

# ENGAGEMENT SUMMARY

## IN PERSON

**~600**
RESIDENTIAL PROPERTIES VISITED

**60**
CONVERSATIONS WITH RESIDENTS

**~60**
BUSINESSES VISITED

**20**
CONVERSATIONS WITH EMPLOYEES & OWNERS

**6,435**
POSTCARDS MAILED

# ENGAGEMENT SUMMARY

## VIRTUAL

**100+**

COLLABORATIVE MAP COMMENTS

**31**

FOCUS GROUPS RSVPs

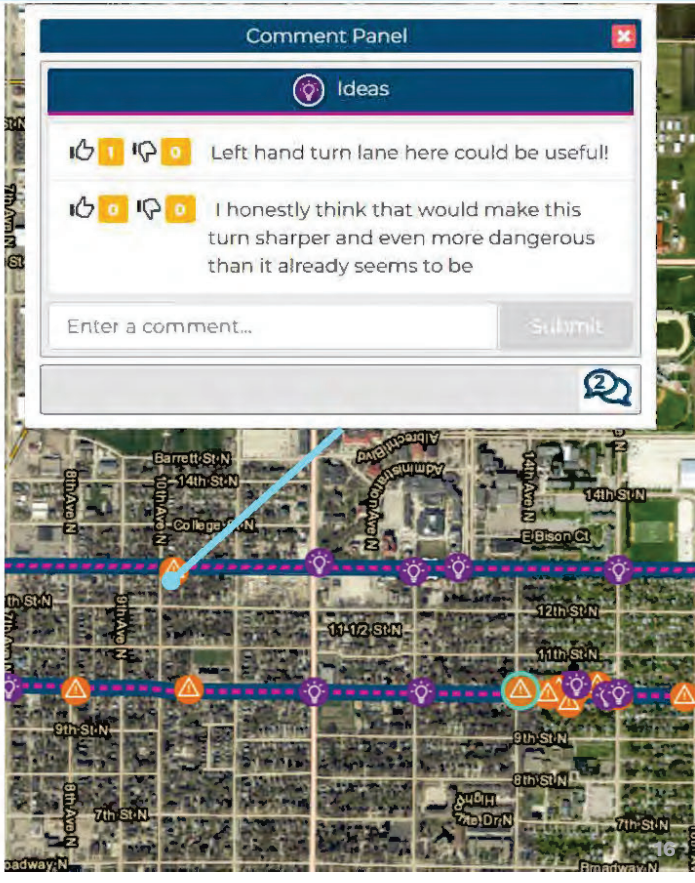
**395**

SURVEY RESPONSES

91% Completion Rate

**7**

STAKEHOLDER INTERVIEWS



# Survey Results Priorities

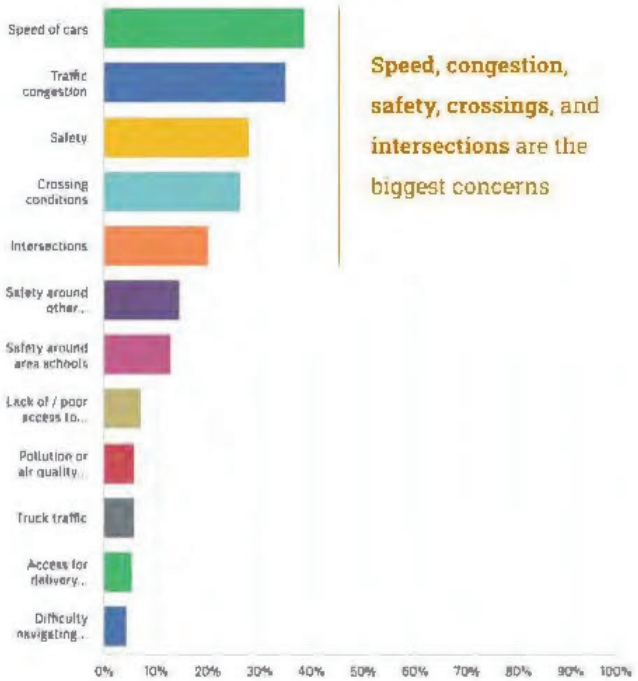
**Top Priorities** according to all survey responses:

1. **Efficient movement** of people and goods (cars and trucks)
2. **Minimizing** the potential of **severe crashes**
3. Making sure people of all abilities feel **safe walking** along or **crossing** the streets
4. Maintaining or increasing **tree cover and green space**

## CONCERNS

**Question: What are your biggest concerns about the street today?**

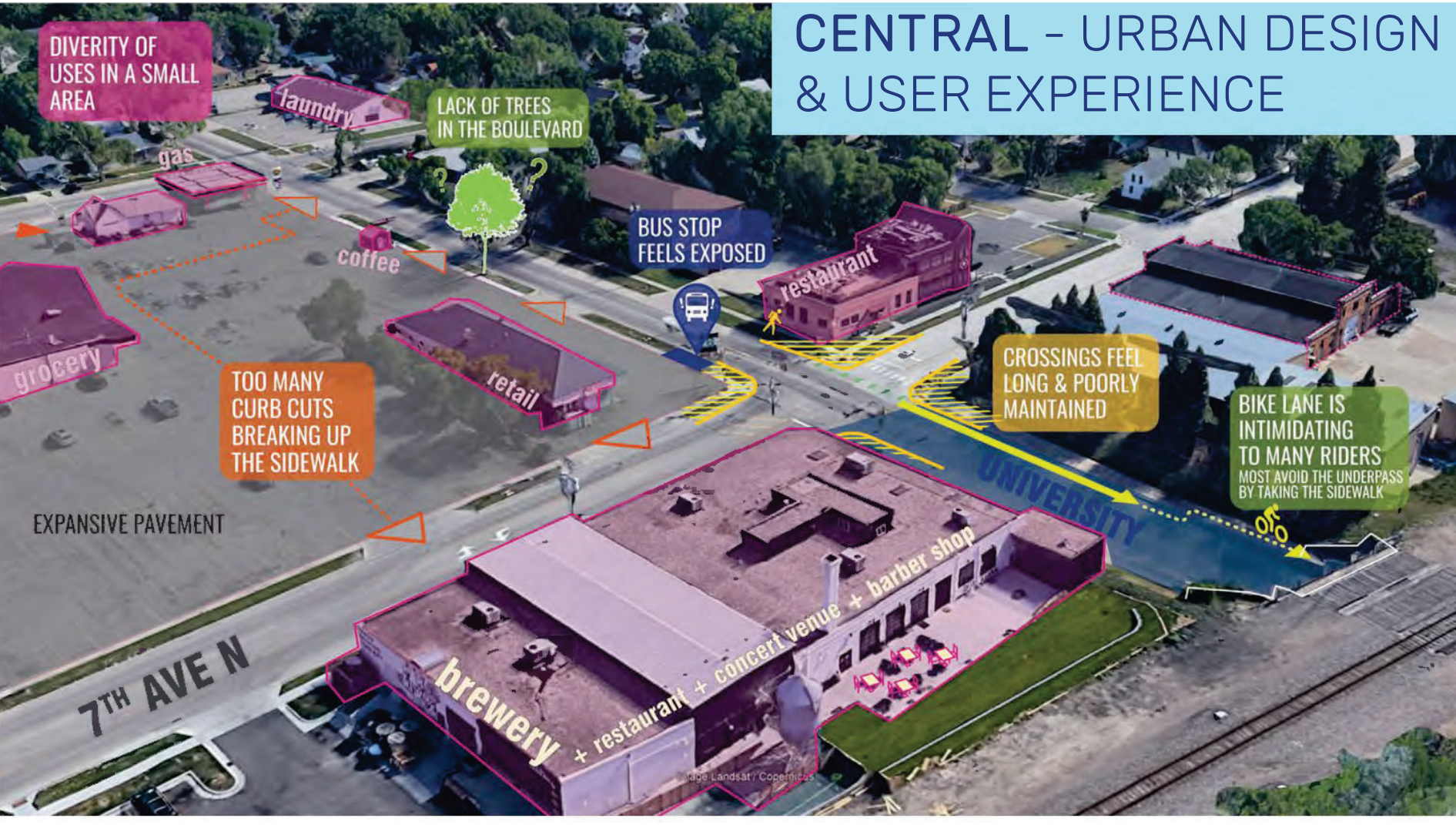
[select up to 3]



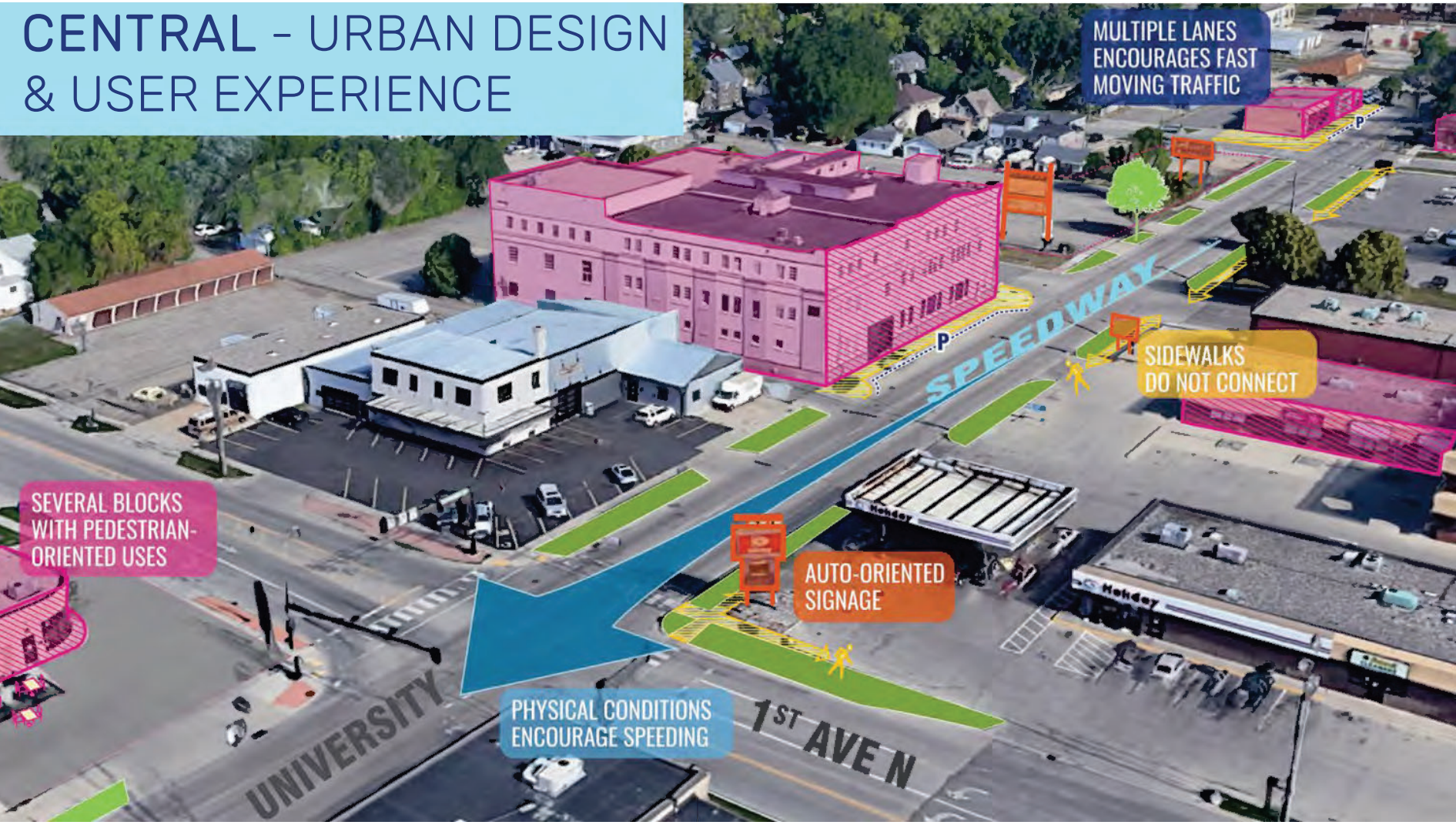

**Speed, congestion, safety, crossings, and intersections** are the biggest concerns

# NORTH - URBAN DESIGN & USER EXPERIENCE

# CENTRAL - URBAN DESIGN & USER EXPERIENCE



# CENTRAL - URBAN DESIGN & USER EXPERIENCE



# SOUTH - URBAN DESIGN & USER EXPERIENCE

*"Keeping the big beautiful trees that line those streets is very important. If we can just figure out a way to slow down the traffic and boost the curb appeal in some sections, that would make a huge difference."*
*- Survey Respondent*

# SOUTH - URBAN DESIGN & USER EXPERIENCE

*"During the winter, after [the streets] get plowed in the residential areas in North Fargo, you sometimes have nearly no visibility before crossing and you just kind of have to guess based on timing and hope you make it across."*
*- Survey Respondent*

## One word to describe the Uni|10 Corridor today?

# ONE WORD FOR TODAY

Quick Speeding Ok way Functional one ways
Fast Loud Fine Narrow Busy cars
Efficient Potholes Good Easy
Convenient noisy Great Leave alone
Perfect Essential Adequate Useful Dangerous

University

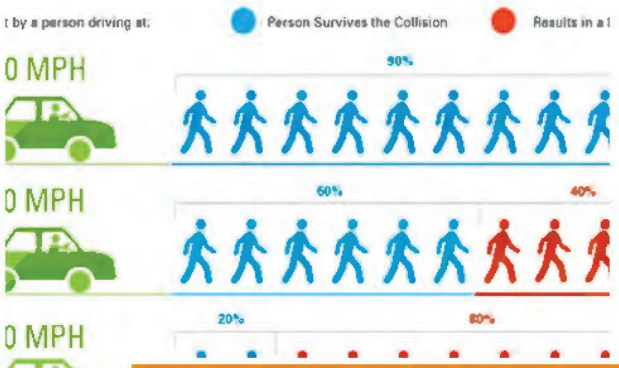
IMPROVING CRITICAL CORRIDORS

10th

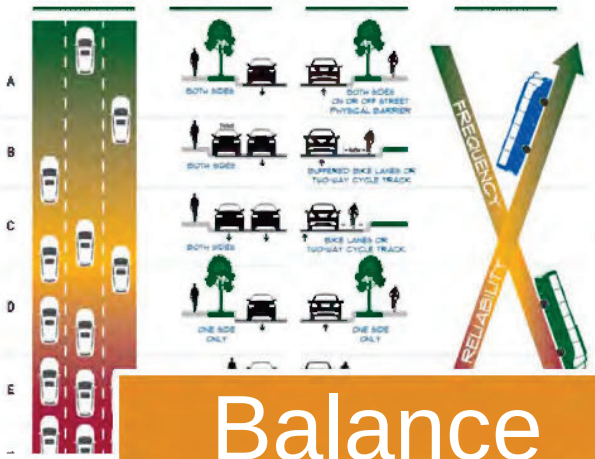
# Conversion Feasibility Assessment

# Evaluation Metrics

Mobility




Safety




Balance

Impacts

# Alternatives

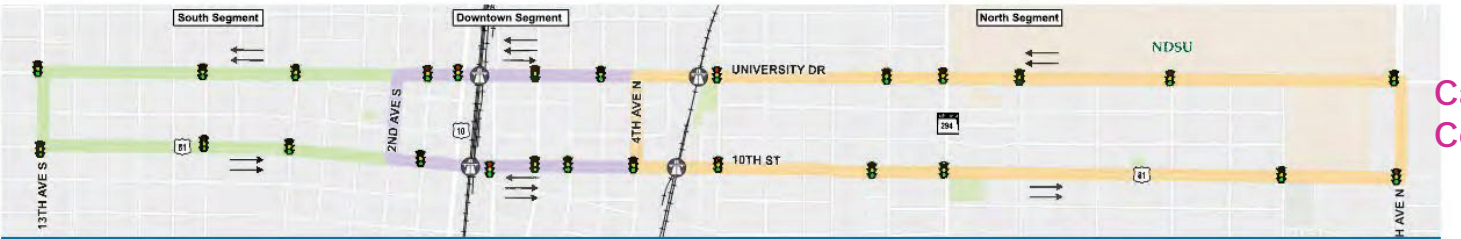
Minimum Impact Conversion

Can it Function?

Maximum Benefit Conversion

Can we live with the Impacts?

Downtown Only Conversion

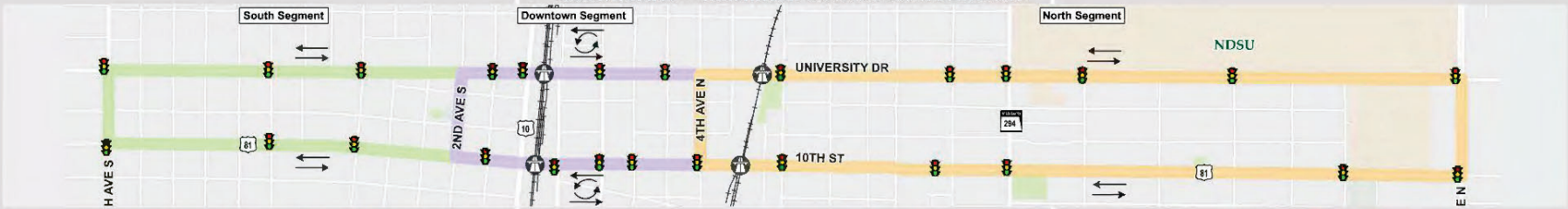



Can we Compromise?

**5 Other Configurations Discarded During Fatal Flaw Analysis**

# Concept 1: Minimum Impact Conversion

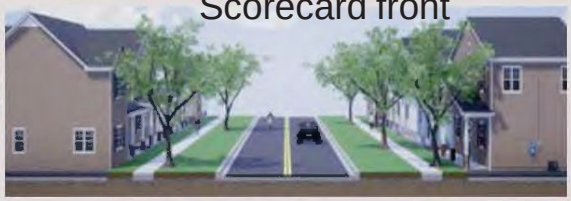
## SCORECARD - MINIMUM IMPACT CONVERSION




Scorecard front

**South >> 13th Ave S to 2nd Ave S**

UNIVERSITY DRIVE



10TH STREET

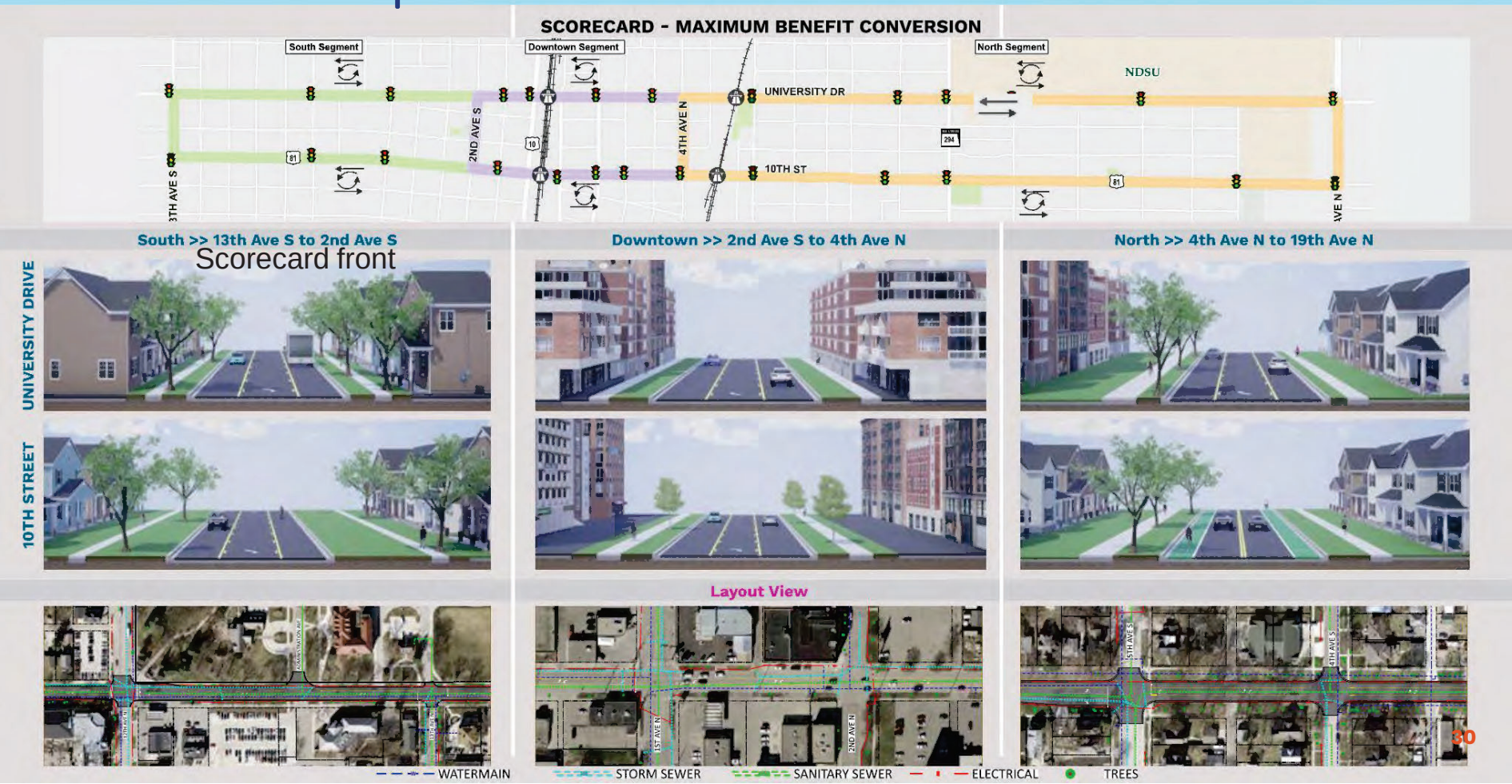
**Downtown >> 2nd Ave S to 4th Ave N**

**North >> 4th Ave N to 19th Ave N**

**Layout View**

WATERMAIN STORM SEWER SANITARY SEWER ELECTRICAL TREES

# Concept 2: Maximum Benefit Conversion




Scorecard front

# Concept 3: Downtown Only Conversion

## SCORECARD - DOWNTOWN ONLY CONVERSION

**South >> 13th Ave S to 2nd Ave S**

**Downtown >> 2nd Ave S to 4th Ave N**

**North >> 4th Ave N to 19th Ave N**

UNIVERSITY DRIVE

10TH STREET

**Layout View**

WATERMAIN STORM SEWER SANITARY SEWER ELECTRICAL TREES

# Mobility

- Two-Way Signal Progression is Less Efficient
- Lack of Left-Turns Gridlocks System
- Bus/Parcel/Garbage Truck Stops become more Impactful
- Difficult to Find Gaps in Traffic to Enter Traffic Stream
- More Direct Access for Emergency Vehicles

# Mobility

Uni 10th

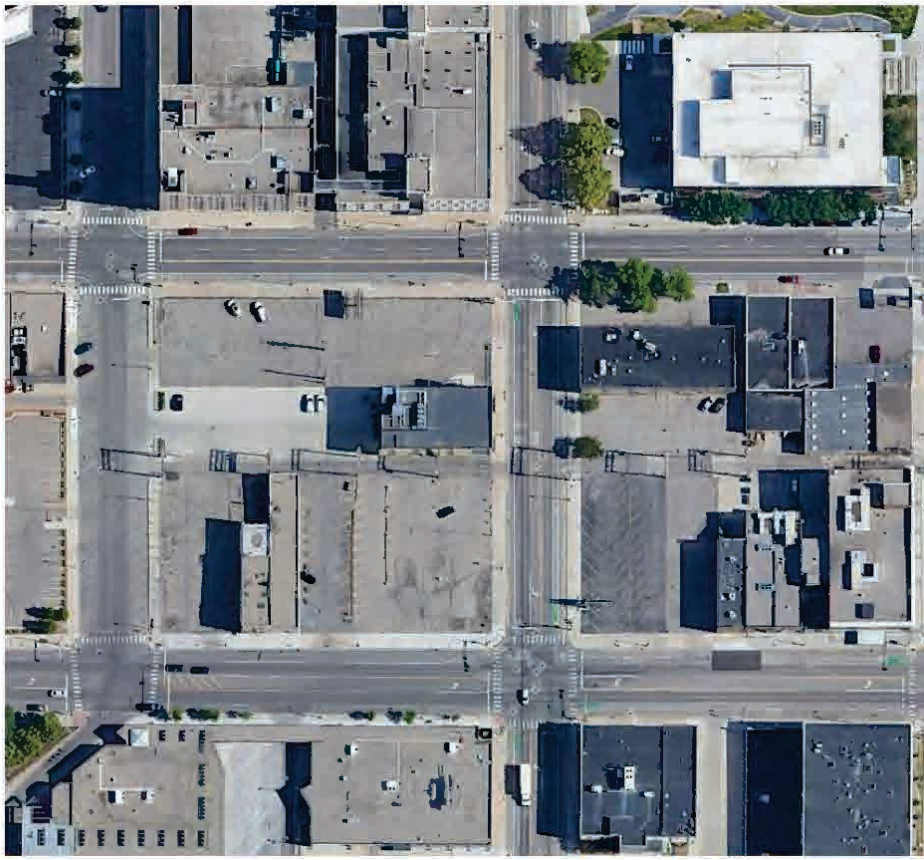
| | South | Downtown | North |
|---|---|---|---|
| 1. Min Impact | Travel Time Added<br>Peak: +10<br>Mid: +2<br>Event: +2 | Travel Time Added<br>Peak: +5<br>Mid: +3<br>Event: +4 | Travel Time Added<br>Peak: +5<br>Mid: +3<br>Event: +4 |
| 2. Max Benefit | Travel Time Added<br>Peak: +4<br>Mid: +1<br>Event: +1 | Travel Time Added<br>Peak: +3<br>Mid: +2<br>Event: +2 | Travel Time Added<br>Peak: +1<br>Mid: +0<br>Event: +1 |
| 3. Downtown | Travel Time Added<br>Peak: +0<br>Mid: +0<br>Event: +0 | Travel Time Added<br>Peak: +2<br>Mid: +1<br>Event: +1 | Travel Time Added<br>Peak: +0<br>Mid: +0<br>Event: +1 |



**Travel Times Along Corridor Increase by 8-20 Minutes for Full Conversions**

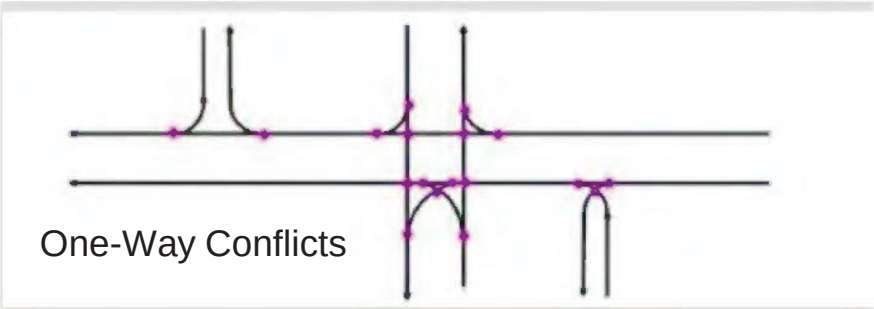
# NP and 1st Avenue Comparison

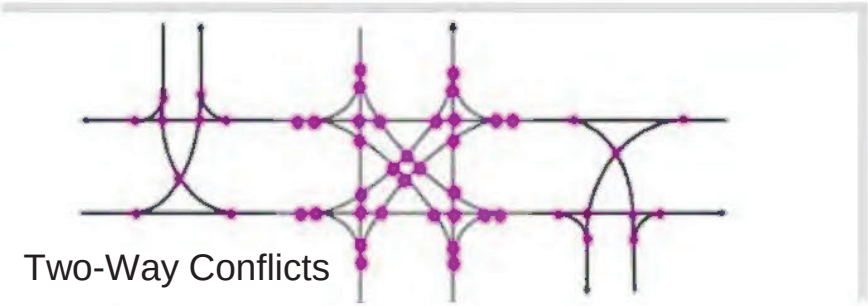
| Criteria | NP/1st Avenue | University/ 10th Street |
|---|---|---|
| Peak Traffic Volumes | 9,605 | 27,300 |
| Length | 1 Mile | 3 Miles |
| Land Use | Downtown/ Fringe | NDSU/Dome, Downtown, Core Neighborhoods |
| Minimum Roadway Width | 50 Feet | 30 Feet |



# Safety

## Conflict and Exposure Potential



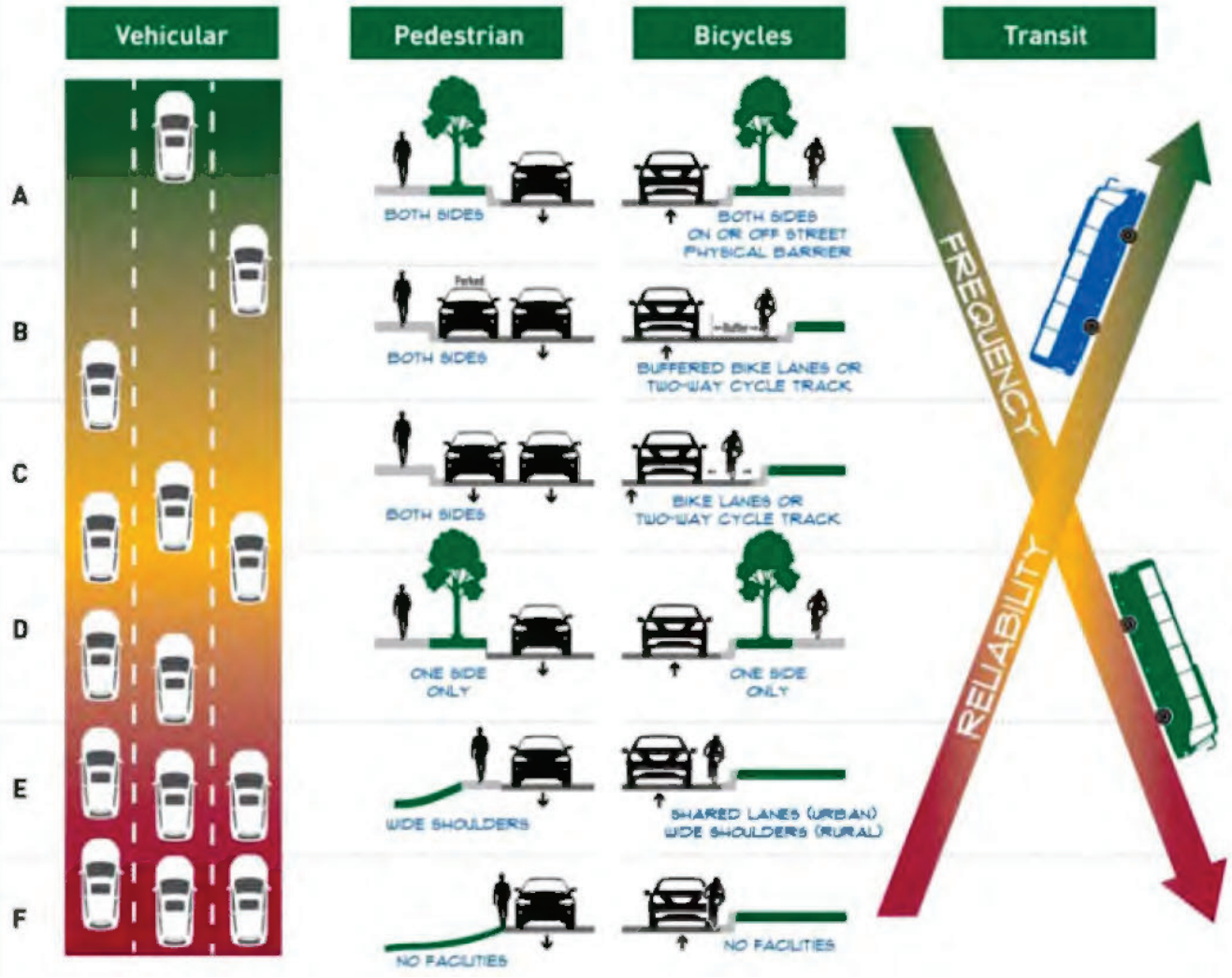

## Crash Severity

# Safety

Shown Here: (2) Maximum Benefit in South Segment

**Slow Speeds but More Conflict Points and Longer Crossings in Widened Scenarios**

# Balance




## Current Balance

**Pedestrian:**
~LOS B

**Bike:**
~LOS C-E

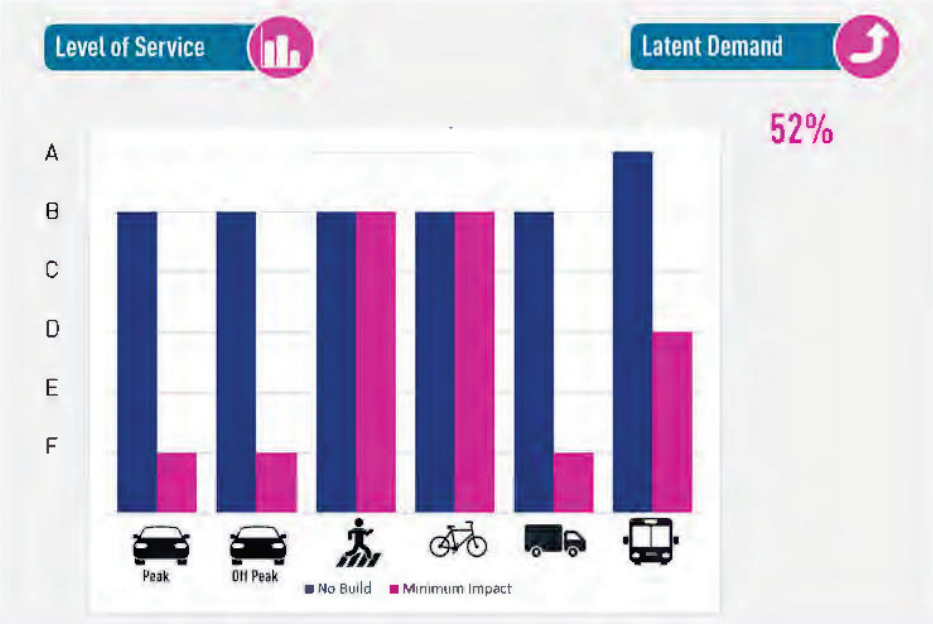
**Auto:**
~LOS B

**Transit:**
~LOS B

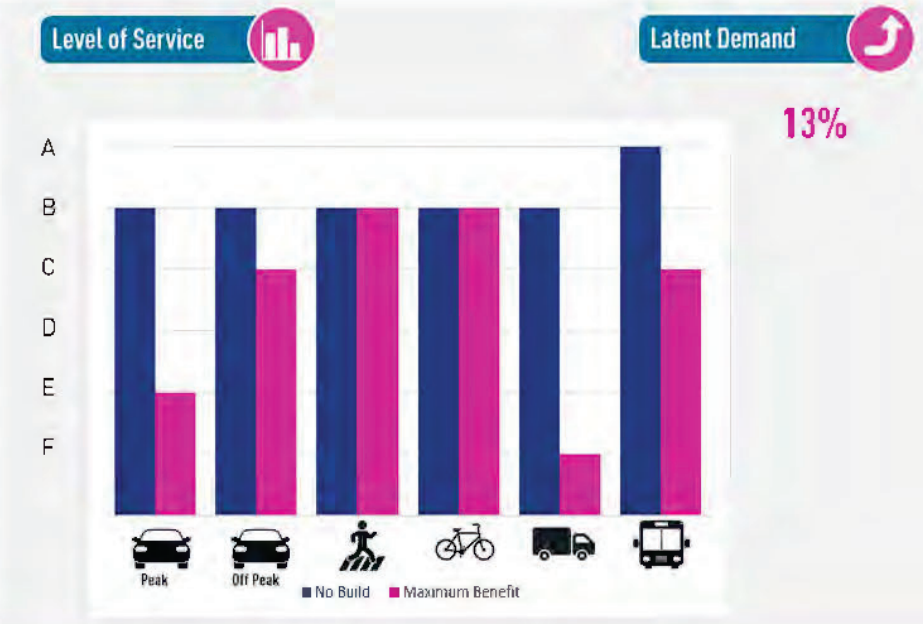
**Freight:**
~LOS B

# Balance

## (1) Minimum Impacts in North Segment

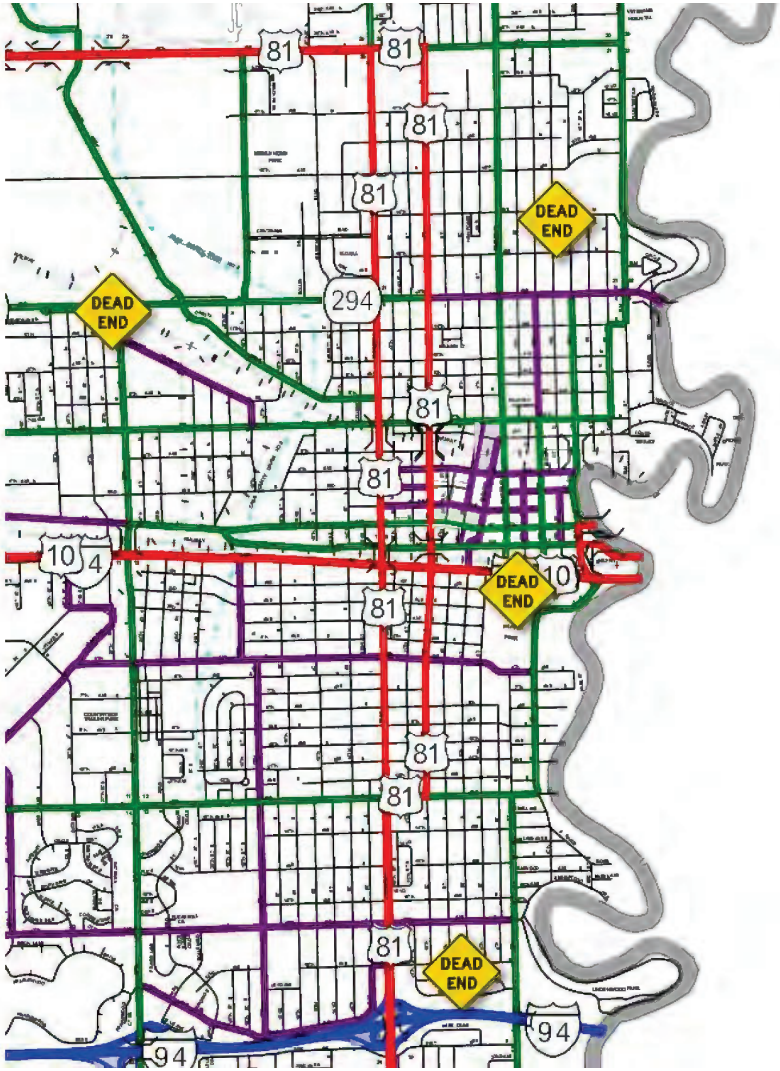



## (2) Maximum Benefits in North Segment

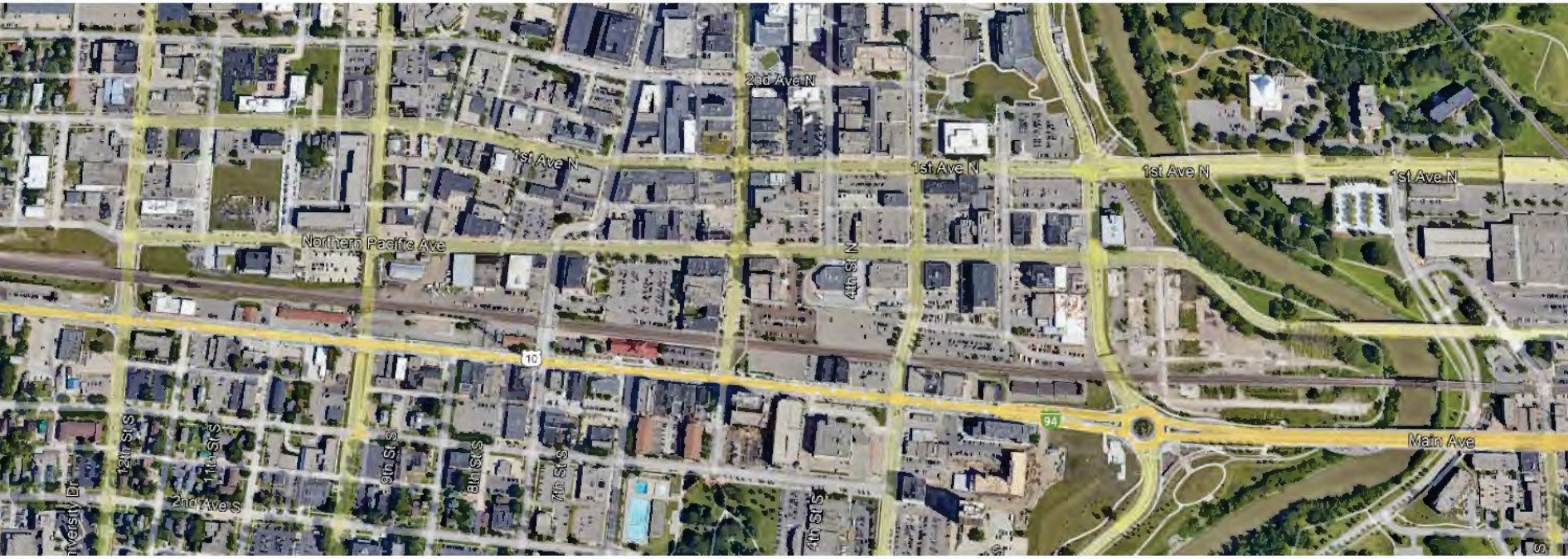



**Up to 50% of Traffic Needs to Find Alternative Routes in Min Impact Scenario**

# Trip Redistribution

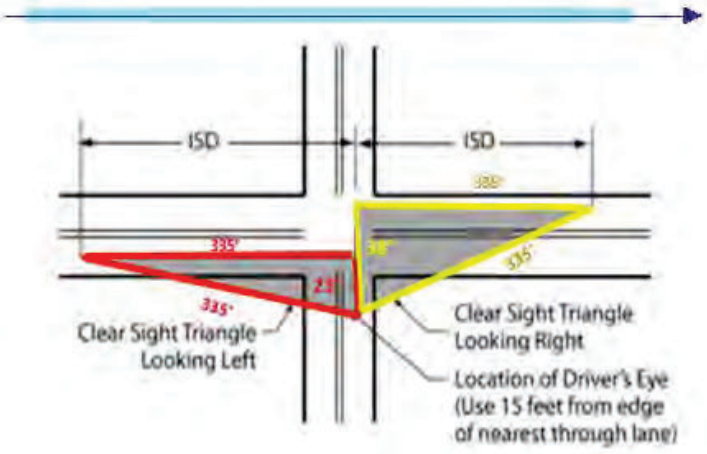


# Comparison to Main Avenue




**Main Avenue Has Multiple Parallel Routes with Excess Capacity**

# Impacts




Planning level cost estimates include impacts to:

- Trees
- Utilities
- Signage
- Striping
- Signals
- Sidewalk
- Widening needs

Costs do not include widening of underpasses

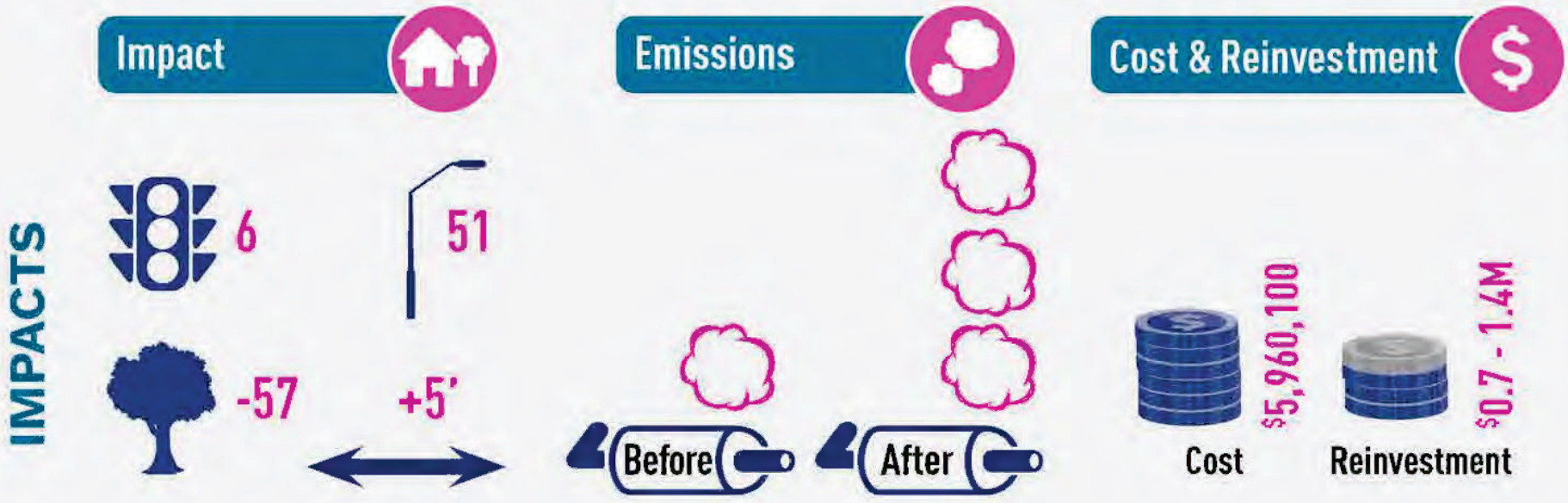
Do Nothing

1. Minimum Impact Conversion

2. Maximum Benefit Conversion

# Impacts

## (2) Maximum Benefits in South Segment




**Left-Turn Lanes Impacts 125 Trees and 175 Signal/Light Poles at $17M Cost**

# Alternatives Comparison

| IMPACTS | | | | | | |
|---|---|---|---|---|---|---|
| | | SAFETY | MODAL BALANCE | EFFICIENCY | IMPACTS AND COSTS | KEY TAKEAWAYS |
| | Do Nothing | | | | | Functions well aside from safety |
| NORTH | Minimum Impact Conversion | | | | | Worse in all regards when compared to No Build |
| | Maximum Benefit Conversion | | | | | Worse in all regards when compared to No Build |
| DOWNTOWN | Minimum Impact Conversion | | | | | Worse in all regards when compared to No Build |
| | Maximum Benefit Conversion | | | | | Worse in all regards when compared to No Build |
| | Downtown Only Conversion | | | | | • Advantage of slower speeds in high crossing areas<br>• Better Circulation<br>• Disadvantage of increased conflicts and deficient peak hours of traffic operations |
| SOUTH | Minimum Impact Conversion | | | | | Worse in all regards when compared to No Build |
| | Maximum Benefit Conversion | | | | | Worse in all regards when compared to No Build |

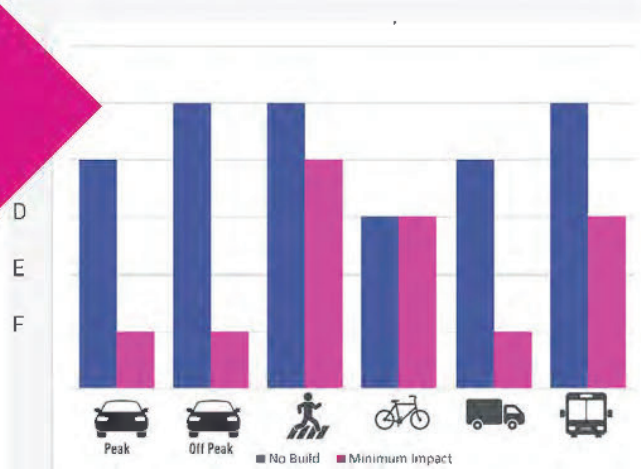
# Summary of Findings

## Qualitative Findings

- No profound sentiment toward major roadway reconfigurations
- Concern toward impact of trees
- Desire to reduce speeding

## Quantitative Findings

- Without widening does not function safely or effectively
- With widening impacted trees and lengthened crossings
- Downtown Only Option to be Studied Further

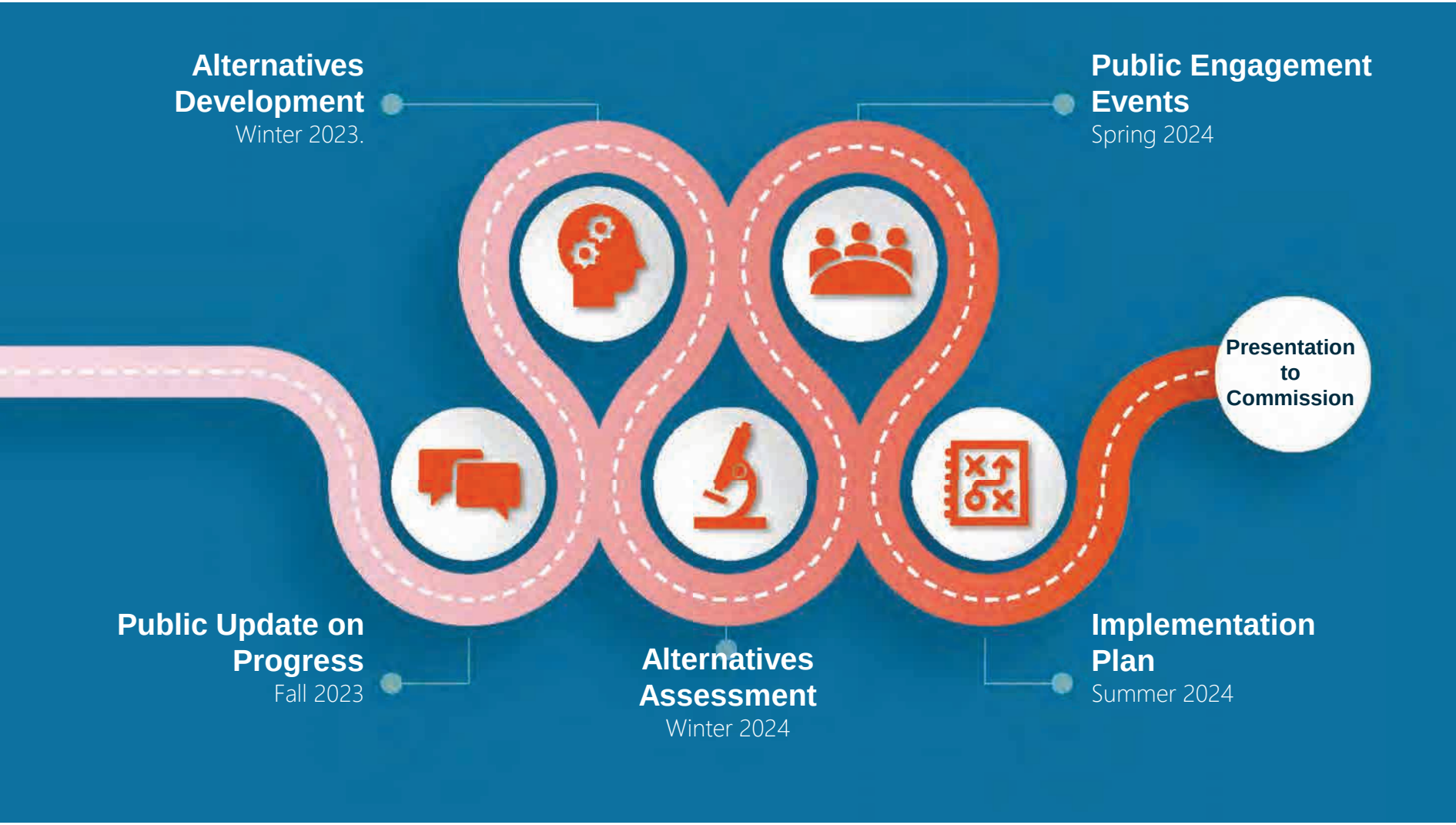


University

IMPROVING CRITICAL CORRIDORS

10th

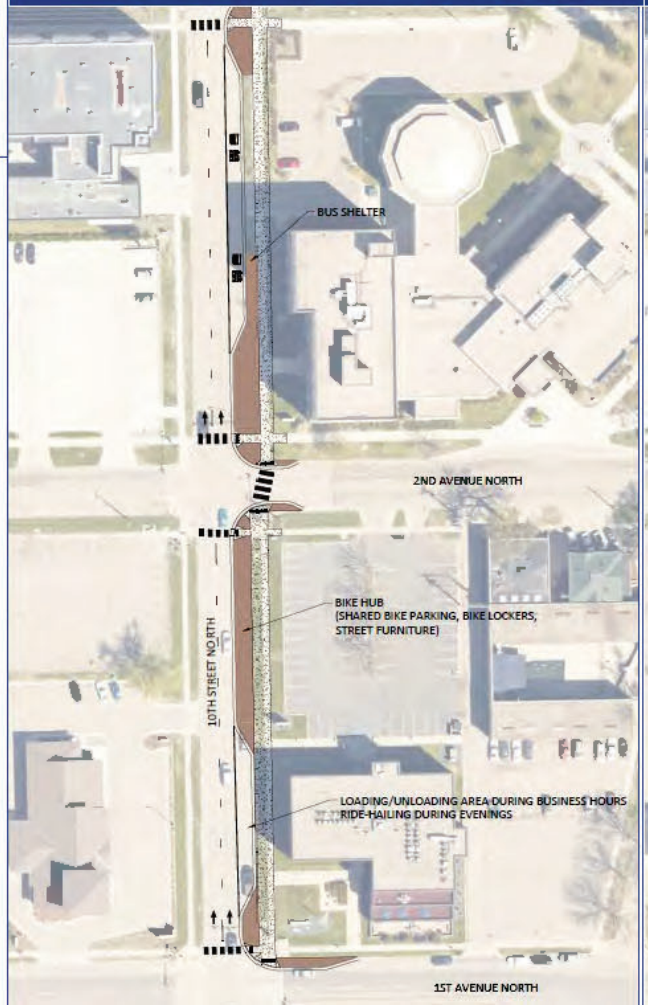
# Next Steps


Alternatives Development
Winter 2023.
Public Engagement Events
Spring 2024
Presentation to Commission
Public Update on Progress
Fall 2023
Alternatives Assessment
Winter 2024
Implementation Plan
Summer 2024

# Traffi c Calming

- Downtown Road Diet
- Spot Speed Reduction Measures
- Target Enforcement Insights

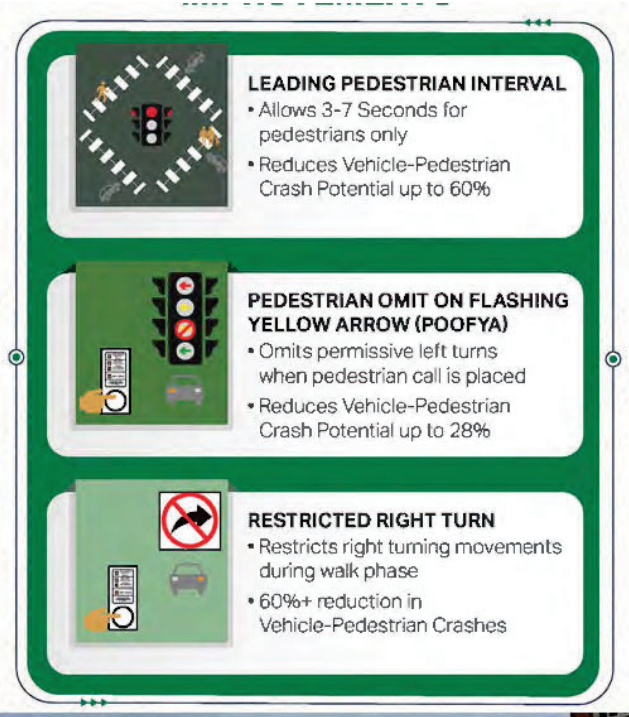
## Road Diet with Multi-Uses




## Shared Bus/Bike Lane

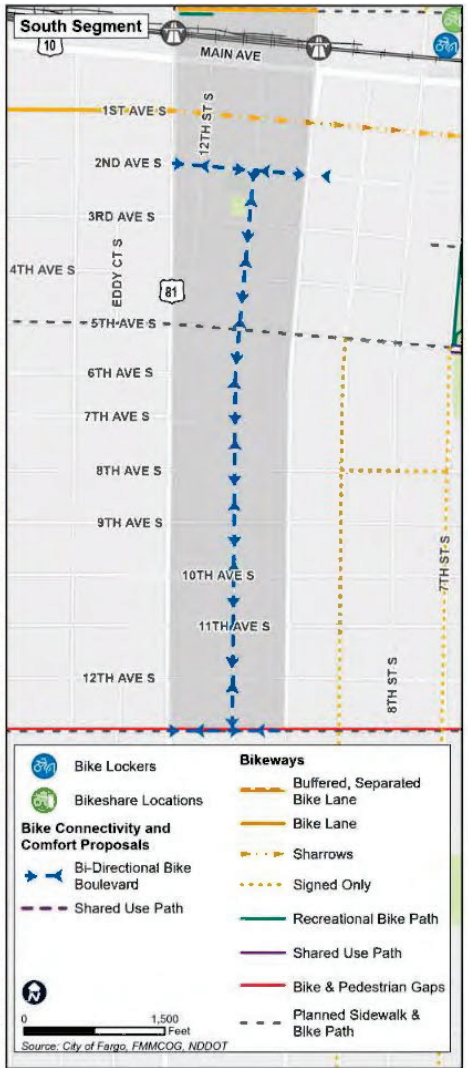
# Pedestrian Crossing Enhancements

- New Beacon Locations
- Improved Crossings at Signals
- Altered Signal Timing and Design



# Other Opportunities

- Off-System Bike Network
- Access Management
- Improved Sight Triangles
- Event Management Tools
- Transit Stop Improvements



# QUESTIONS

**SIGN-IN SHEET**

North Dakota Department of Transportation, Civil Rights

SFN 59531 (5-2018)

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| | | |
|---|---|---|
| | Division/District/Consultant | |
| Meeting Location: NDSU ALUMNI CTR | Meeting Type: OPEN HOUSE | Meeting Date: 10/17/24 |
| Project Number | | PCN |
| Project Description: UNIV DR + 10TH ST CORRIDOR STUDY | | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| JAKE HUGHES | | | |
| Address: 919 10TH ST S | City: FARGO | State: ND | ZIP Code: 58103 |
| Email Address: JAKE@GREATPLAINSHOSPITALITY.COM | | Telephone Number: 952-239-2123 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Rachael Disrud | | | |
| Address: 1106 N 14th St | City: Fargo | State | ZIP Code |
| Email Address: rachaeldisrud@gmail.com | | Telephone Number: 701-293-1505 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| James Sayler | | | |
| Address: 1625 10th Ave S | City: Fargo | State: ND | ZIP Code: 58103 |
| Email Address: jamesj.sayler@gmail.com | | Telephone Number: 701-781-0236 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| JORDAN RUNSVOLD | | | |
| Address: 1023 1ST ST N | City: FARGO | State: ND | ZIP Code: 58102 |
| Email Address: jrunsvold@gmail.com | | Telephone Number: 701-799-7469 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| John Anderson | | | |
| Address: 3420 Bohnet Blvd N | City: FARGO | State: ND | ZIP Code: 58102 |
| Email Address: janderson77961@gmail.com | | Telephone Number: 701.730.6491 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| | | | |
| Address | City | State | ZIP Code |
| Email Address | | Telephone Number | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| | | | |
| Address | City | State | ZIP Code |
| Email Address | | Telephone Number | |

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North Dakota Department of Transportation, Civil Rights
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|---|---|---|---|
| Division/District/Consultant | | | |
| Meeting Location: NDSU ALUMNI CTR | Meeting Type: OPEN HOUSE | | Meeting Date: 10/17/24 |
| Project Number | | | PCN |
| Project Description: UNIV. DRIVE & 10TH ST CORRIDOR STUDY | | | |

| | | | |
|---|---|---|---|
| Name (Please print): Dawn Morgan | Title/Representing: Fargo Neighborhood Associates | | |
| Address | City: Fargo | State: ND | ZIP Code |
| Email Address: Spacir@cleaone.net | | Telephone Number: 701-297-9379 | |

| | | | |
|---|---|---|---|
| Name (Please print) | Title/Representing | | |
| Address | City | State | ZIP Code |
| Email Address | | Telephone Number | |

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|---|---|---|---|
| Name (Please print) | Title/Representing | | |
| Address | City | State | ZIP Code |
| Email Address | | Telephone Number | |

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| Email Address | | Telephone Number | |

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| Email Address | | Telephone Number | |

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| Email Address | | Telephone Number | |

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| Name (Please print) | Title/Representing | | |
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| Email Address | | Telephone Number | |

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|---|---|---|
| Division/District/Consultant | | |
| Meeting Location: NDSU Alumni Ctr | Meeting Type: open house | Meeting Date: 10/17/24 |
| Project Number | | PCN |
| Project Description: Univ Dr + 10th St Corridor Study | | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Kim O'Neil | Self/Neighborhood | | |
| Address: 1706 - 2nd St N | City: Fargo | State: ND | ZIP Code: 58102 |
| Email Address: kimmoneil@msn.com | | Telephone Number: 701-232-8626 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Trend | Me | | |
| Address: yes | City: FARGO | State: ND | ZIP Code: 58103 |
| Email Address: yes | | Telephone Number: yes | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| MERLE D ANDERSON | CAPTAIN. | | |
| Address: 2410 N. 4TH ST. | City: FARGO | State | ZIP Code: 58102 |
| Email Address: FARGO, ND | | Telephone Number: 701-232-041 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| BRENDAN MOONEY | | | |
| Address: 1537 10th St N | City: FARGO | State: ND | ZIP Code: 58102 |
| Email Address: — | | Telephone Number: — | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| WARREN ACKLEY | OWNER/CONTRACTOR HEBERTS / VINYL TRICO | | |
| Address: 2832 28th AVE SOUTH | City: FARGO | State: ND | ZIP Code: 58103 |
| Email Address: WKA@GDFARGO.COM | | Telephone Number: 7013718959 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Jonathan Ackley | Owner NoBull | | |
| Address: 1669 66th Ave S | City: Fargo | State: ND | ZIP Code: 58104 |
| Email Address: jonathan.ackley101@gmail.com | | Telephone Number: 701 367 9591 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| PAUL JENSEN | OWNER | | |
| Address: 326 10TH AVE S #6 | City: FARGO | State: ND | ZIP Code: 58103 |
| Email Address: PAULNJENSEN@OUTLOOK.COM | | Telephone Number: 701 630 0538 | |

**SIGN-IN SHEET**
North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

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| | | |
|---|---|---|
| Division/District/Consultant | | |
| Meeting Location: ~~NDSU~~ NDSU Alumni CTR | Meeting Type: ~~Traffic~~ open house | Meeting Date: 10/17/24 |
| Project Number | | PCN |
| Project Description: UNIV DR + 10TH ST CORRIDOR STUDY | | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Richard Preston | | | |
| Address: 505 N Broadway | City: FARGO | State: ND | ZIP Code |
| Email Address: Richardps1193@gmail | | Telephone Number: 701 371 9846 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Theresa Anderson | | | |
| Address: 2410 N. 9th St FARGO ND 58102 | City | State | ZIP Code |
| Email Address | | Telephone Number: 701-232-0411 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Daniel Mosser | | | |
| Address: 1109 13th Ave South | City: FARGO | State: ND | ZIP Code: 58103 |
| Email Address: Mosser.daniel@gmail.com | | Telephone Number: 701-236-3112 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Steve Briggs | | | |
| Address: 1502 7th St S | City: Fargo | State: ND | ZIP Code: 58103 |
| Email Address: briggs.steve.j@gmail.com | | Telephone Number: 319-427-0514 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Betty Jo Tostenson | | | |
| Address: 2810 10 St N | City: Fargo | State: ND | ZIP Code: 58102 |
| Email Address: bjtostenl@gmail.com | | Telephone Number | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Nathan Boerboom | City of Fargo | | |
| Address: 225 4TH St. N | City: Fargo | State | ZIP Code |
| Email Address | | Telephone Number | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| John Underwood | | | |
| Address: 1105 4 AVE S | City: FARGO | State | ZIP Code |
| Email Address: jundersoo@gmail.com | | Telephone Number | |

**SIGN-IN SHEET**
North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

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|---|---|---|
| Division/District/Consultant | | |
| Meeting Location: NDSU ALUMNI CTR | Meeting Type: OPEN HOUSE | Meeting Date: 10/17/24 |
| Project Number | | PCN |
| Project Description: UNIVERSITY DR + 10TH ST CORRIDOR STUDY | | |

| Name (Please print) | Title/Representing | State | ZIP Code |
|---|---|---|---|
| Josh Hoper | Fargo PNA | | |
| Address: 1109 2nd Ave S | City: Fargo | ND | 58103 |
| Email Address: josh.hoper@gmail.com | | Telephone Number: 701 866 3349 | |

| Name (Please print) | Title/Representing | State | ZIP Code |
|---|---|---|---|
| Cathyn Christie | Roosevelt Neighborhood Assn | | |
| Address: 916 8th St N | City: Fargo | | |
| Email Address: cathynchristie@gmail.com | | Telephone Number: 701-541-4156 | |

| Name (Please print) | Title/Representing | State | ZIP Code |
|---|---|---|---|
| Kristin Sridersky | Hawthorne | | |
| Address: 606 S University Dr | City: Fargo | ND | 58103 |
| Email Address: sridersky@yahoo.com | | Telephone Number: 701 4126171 | |

| Name (Please print) | Title/Representing | State | ZIP Code |
|---|---|---|---|
| RICHARD MOORHEAD | | | |
| Address: 408 9TH AVE. S. | City: FARGO | ND | 58103 |
| Email Address: RICHARDMOORHEAD40@GMAIL.COM | | Telephone Number: 701.237.3028 | |

| Name (Please print) | Title/Representing | State | ZIP Code |
|---|---|---|---|
| PAUL GLEYG | | | |
| Address: 311 8TH ST. N. | City: FARGO | ND | 58102 |
| Email Address: YUBESHA@HOTMAIL.COM | | Telephone Number: 701-799-6181 | |

| Name (Please print) | Title/Representing | State | ZIP Code |
|---|---|---|---|
| JASON JACOBSON | | | |
| Address: 718 11 AVE N | City: FARGO | ND | 58102 |
| Email Address: jason.robert.jacobson@gmail.com | | Telephone Number: 701-373-1279 | |

| Name (Please print) | Title/Representing | State | ZIP Code |
|---|---|---|---|
| Jim Hammer | | | |
| Address: 4319 39 ½ Ave S | City: Fargo | ND | 58104 |
| Email Address: fargodiver@gmail.com | | Telephone Number: 701 261 7928 | |

**SIGN-IN SHEET**
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| Project Description: UNIV. DR + 10TH ST CORRIDOR STUDY | | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| DAN RUND | | | |
| Address: 1530 10th St. SO | City: Fargo | State: ND | ZIP Code: 58103 |
| Email Address | | Telephone Number | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| KENTON HELLAND | | | |
| Address: 1258 N. 9th St | City: FARGO | State: ND | ZIP Code: 58102 |
| Email Address | | Telephone Number | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| M. L. Klockmann | | | |
| Address: 1258 9th St N | City: Fargo | State | ZIP Code |
| Email Address | | Telephone Number | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Tim Mathern | Senator | | |
| Address: 433 16th Av. S | City: Fargo | State: ND | ZIP Code: 58103 |
| Email Address: tmathern@ndlegis.gov | | Telephone Number: 7018935016 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Daniel Richman | Self | | |
| Address: 1010 5th St N | City: Fargo | State: ND | ZIP Code: 58102 |
| Email Address: daniel.richman@gmail.com | | Telephone Number: 218-222-8256 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Kristi Halvarson | | | |
| Address: 2110 9th St N | City: Fargo | State: ND | ZIP Code: 58102 |
| Email Address: kristi.halvarson@gmail.com | | Telephone Number: 701-866-3212 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Anthony Wiese | | | |
| Address: 1633 12th St N | City: Fargo | State: ND | ZIP Code: 58102 |
| Email Address: anthonywiese@gmail.com | | Telephone Number: 701 610 0000 | |

**SIGN-IN SHEET**
North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

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|---|---|---|
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| Meeting Location: NDSU ALUMNI CTR | Meeting Type: OPEN HOUSE | Meeting Date: 10/17/24 |
| Project Number | | PCN |
| Project Description: UNIVERSITY DR. + 10TH ST CORRIDOR STUDY | | |

| | | | |
|---|---|---|---|
| Name (Please print): Arsen Mourtyshchuk | Title/Representing: Strong Towns | | |
| Address: arsen.mourtyshchuk@gmail.com | City: Fargo | State: ND | ZIP Code: 58102 |
| Email Address | | Telephone Number: 4236453504 | |

| | | | |
|---|---|---|---|
| Name (Please print): Zachary Taylor | Title/Representing: Strong Towns Fargo | | |
| Address: 1440 N. University Drive | City: Fargo | State: ND | ZIP Code: 58102 |
| Email Address: zpt008@gmail.com | | Telephone Number: 701-595-3044 | |

| | | | |
|---|---|---|---|
| Name (Please print): Roy Sobolik | Title/Representing: Fargodome | | |
| Address | City | State | ZIP Code |
| Email Address: rsobolik@fargodome.com | | Telephone Number: 701.219.0065 | |

| | | | |
|---|---|---|---|
| Name (Please print): ADAM ELZNIC | Title/Representing: Self | | |
| Address: 620 10th St S | City: FARGO | State: ND | ZIP Code: 58103 |
| Email Address: adamelznic@gmail.com | | Telephone Number: 701.331.3878 | |

| | | | |
|---|---|---|---|
| Name (Please print): Jeff Moss | Title/Representing: Self | | |
| Address: 919 10th St N | City: Fargo | State: ND | ZIP Code: 58102 |
| Email Address: bosox96@hotmail.com | | Telephone Number: 701-552-1860 | |

| | | | |
|---|---|---|---|
| Name (Please print): MICHAEL EHRESMANN | Title/Representing: SELF | | |
| Address: 1504 5th ST S | City: FARGO | State: ND | ZIP Code: 58103 |
| Email Address: mehresmann@gmail.com | | Telephone Number: 701-425-1577 | |

| | | | |
|---|---|---|---|
| Name (Please print) | Title/Representing | | |
| Address | City | State | ZIP Code |
| Email Address | | Telephone Number | |

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North Dakota Department of Transportation, Civil Rights
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| | | |
|---|---|---|
| | Division/District/Consultant | |
| Meeting Location: NDSU | Meeting Type: OPEN HOUSE | Meeting Date: 10/17/24 |
| Project Number | | PCN |
| Project Description: UNIVERSITY DRIVE - 10TH ST CORRIDOR STUDY | | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Deni Poramarta | Resident | | |
| Address: 1315 10th St S | City: Fargo | State: ND | ZIP Code: 58103 |
| Email Address: dicnu.poramarta@gmail.com | | Telephone Number: 701 799 3666 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Address | City | State | ZIP Code |
| Email Address | | Telephone Number | |

| Name (Please print) | Title/Representing | | |
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| Address | City | State | ZIP Code |
| Email Address | | Telephone Number | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Address | City | State | ZIP Code |
| Email Address | | Telephone Number | |

# University

IMPROVING CRITICAL CORRIDORS

10th

## Public Engagement Series

10.17.24 – 10.19.24

# Efforts Completed to Date

Existing and Future Conditions Assessment

Corridor Visioning and Listening Sessions

Conversion Feasibility Analysis

Conversion Public Engagement

Commissioner Presentations

Alternatives Brainstorming and Analysis

- Project Pause between Phase I (Visioning) and Phase II (Alternatives)

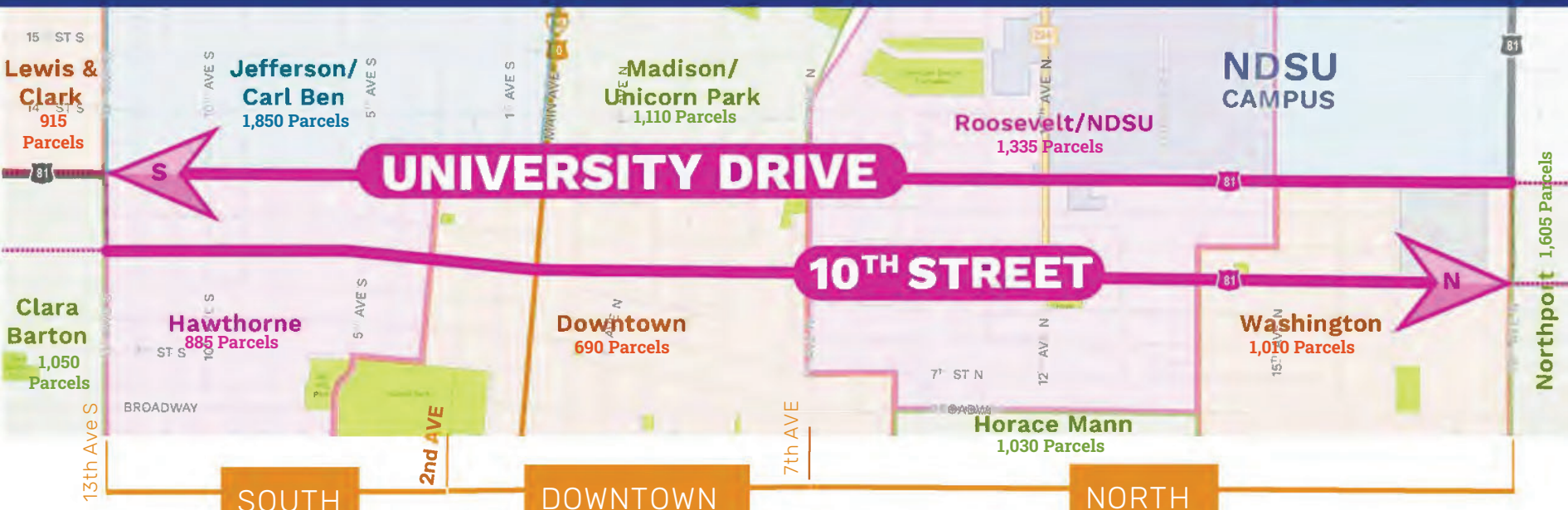
University

IMPROVING CRITICAL CORRIDORS

10th

# Background

# STUDY AREA


N
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Miles
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Jefferson/ Carl Ben
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Madison/ Unicorn Park
1,110 Parcels
Roosevelt/NDSU
1,335 Parcels
NDSU CAMPUS
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UNIVERSITY DRIVE
10TH STREET
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Clara Barton
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Hawthorne
885 Parcels
Downtown
690 Parcels
Washington
1,010 Parcels
Horace Mann
1,030 Parcels
Northport
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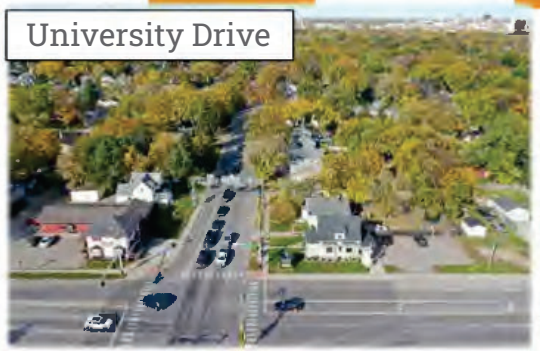
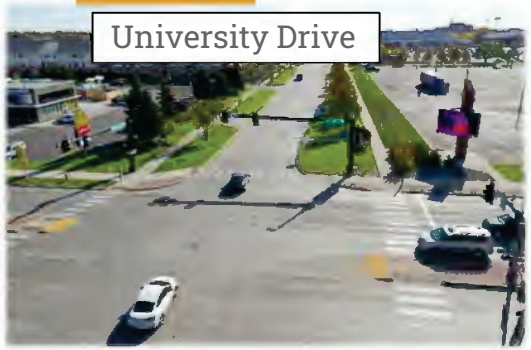
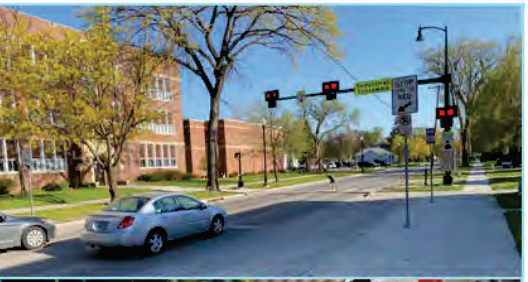
BROADWAY
13th Ave S
2nd AVE
7th AVE
19th Ave N
SOUTH
DOWNTOWN
NORTH


University Drive

10th Street


University Drive

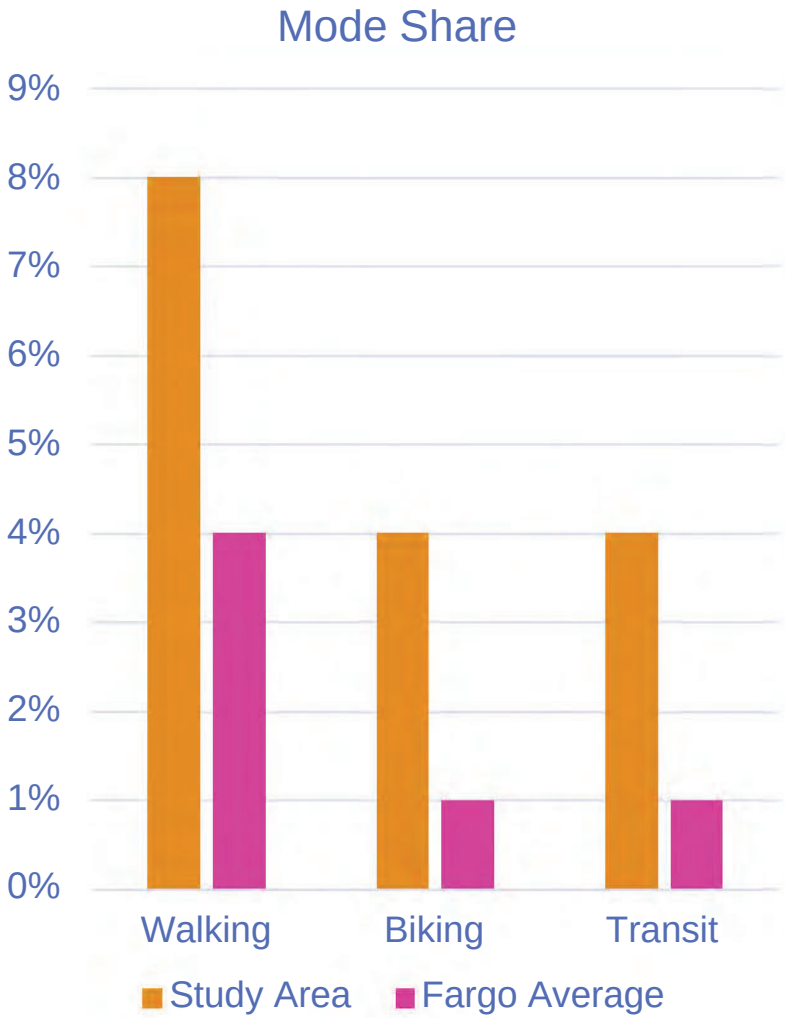
# Multimodal Activity



3,600 kids enrolled at 9 schools within ½ mile of study corridors

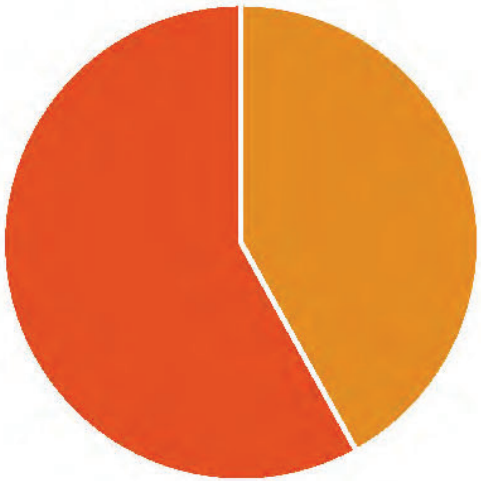
At any given time, more than 1,800 bikes on NDSU campus

By 2025, segments of University Drive will see 19 buses an hour, the highest of any corridor in the metro

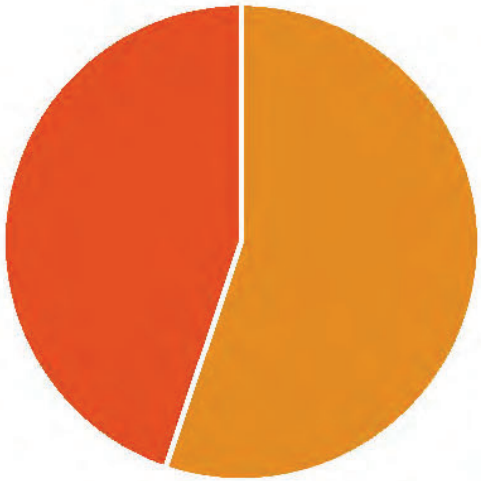


# Pedestrian and Bicycle Safety

Mode Choice

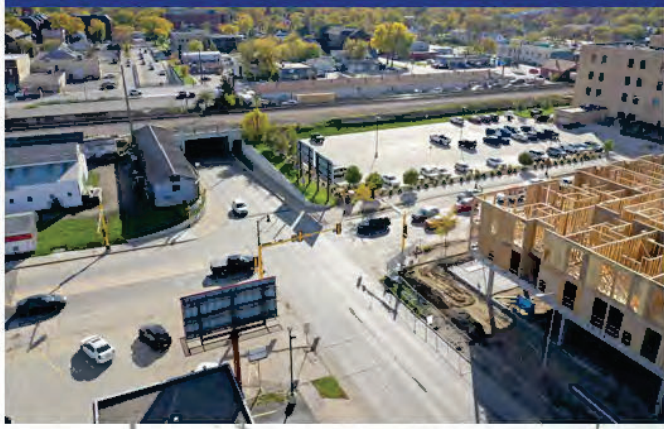


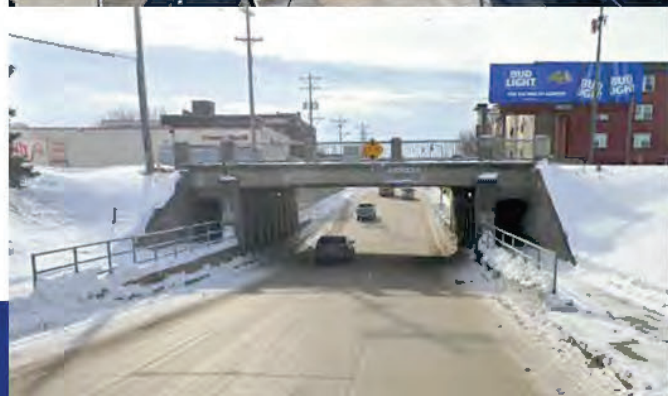

Traffic Control



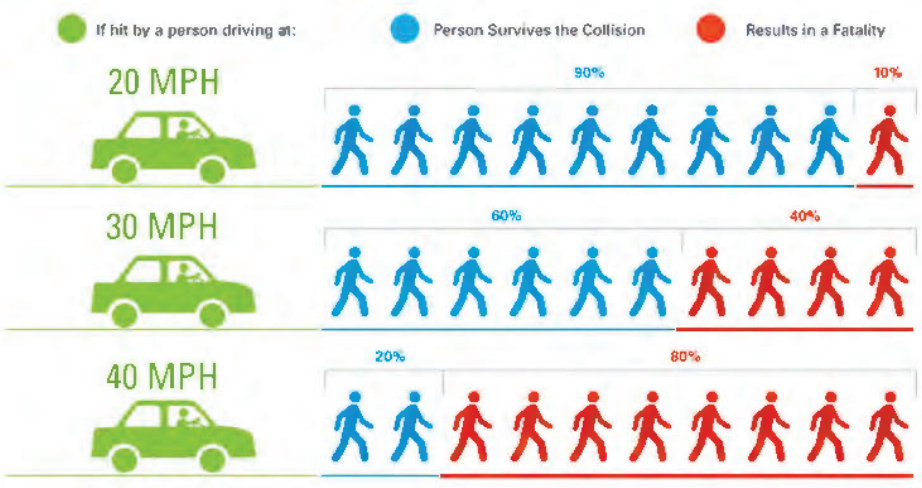

**~12% of Metro-Wide Ped/Bike Crashes**

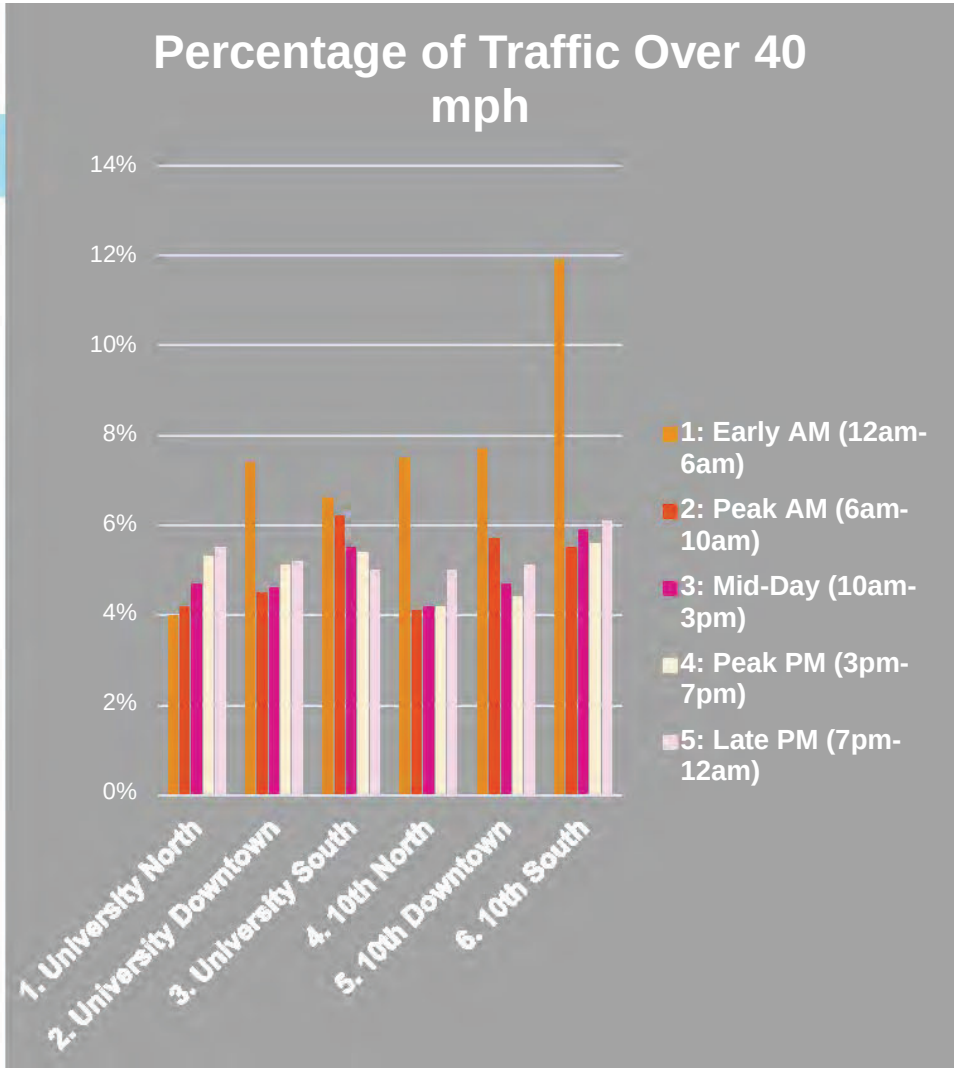
**Uncomfortable or Non-Existent Bike Amenities**





# Speeding



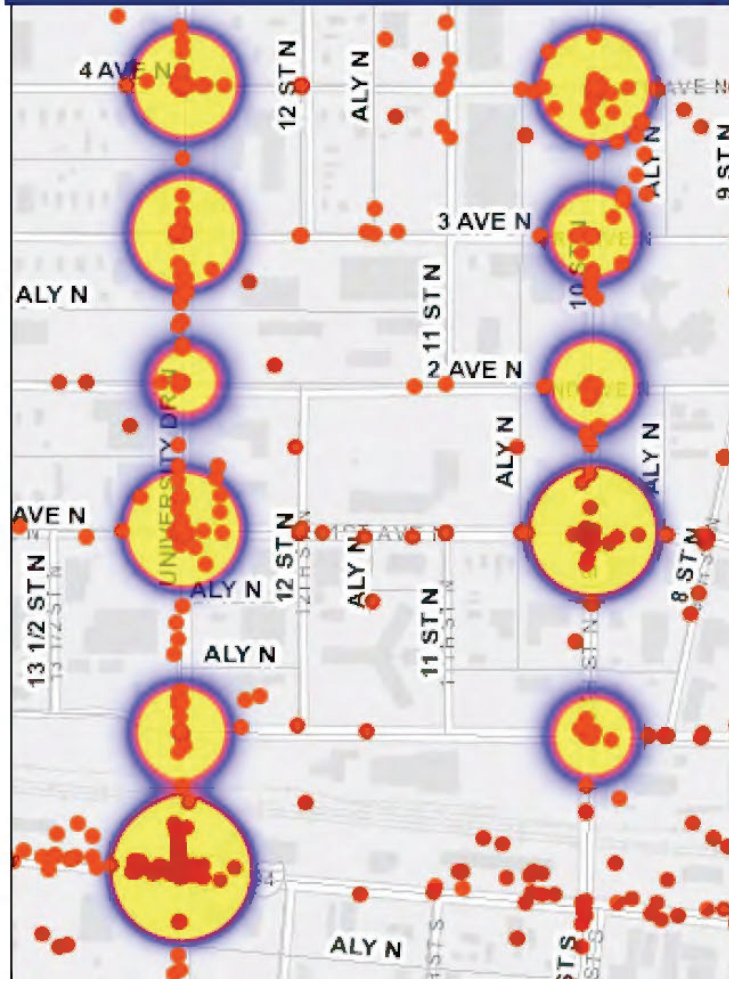




- Common Public Complaint
- Common Occurrence Outside Peak Periods

# Safety and Crash History

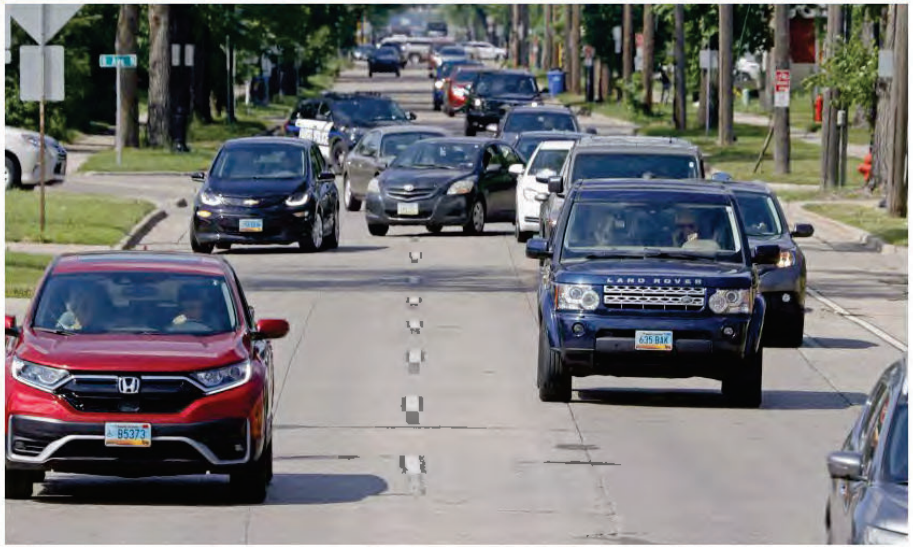
- 7 of the top 10 Crash Rate Intersections in Fargo
- 23% Higher Angled Crash Rate than Fargo Average leads to Increased Crash Severity Rates
- 42% of the Corridor is in the Upper Quartile of City-Wide Crash Rate

## Crash Heat Map

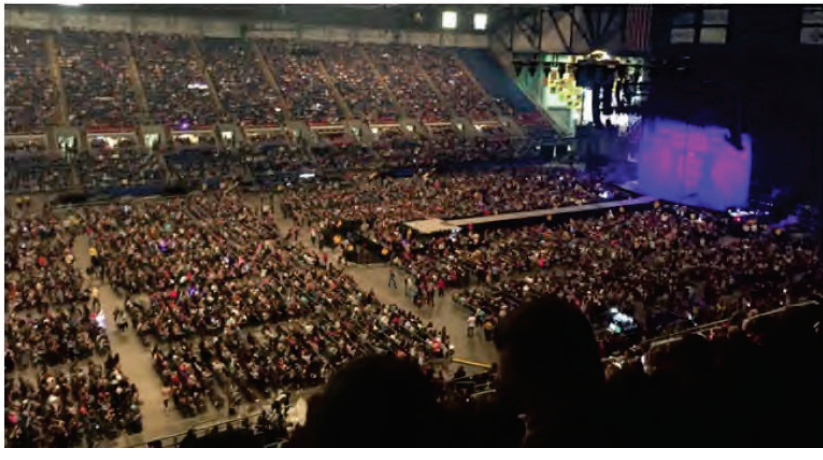


Regional Utility

| Segment | University Drive | 10th Street | Combined |
|---|---|---|---|
| South | 15,500 | 11,800 | 27,300 |
| Downtown | 14,000 | 12,800 | 26,800 |
| North | 10,400 | 8,700 | 19,100 |



- US 81 is a State Truck Route
- Third Highest Trafficked Corridor When Viewed in Combination
- Events can Generate 40-140% More Traffic onto Corridors
- Growth Expected to Increase Traffic by 5-8%



University

IMPROVING CRITICAL CORRIDORS

10th

# Visioning

# ENGAGEMENT EFFORTS

~600
RESIDENTIAL PROPERTIES VISITED

31
FOCUS GROUPS RSVPs

6,435
POSTCARDS MAILED

~60
BUSINESSES VISITED

7
STAKEHOLDER INTERVIEWS

500+
ONLINE COMMENTS

# Survey Results Priorities

**Top Priorities** according to all survey responses:

1. **Efficient movement** of people and goods (cars and trucks)
2. **Minimizing** the potential of severe **crashes and excessive speeding**
3. Making sure people of all abilities feel **safe walking** along or **crossing** the streets
4. Maintaining or increasing **tree cover and green space**

## One word to describe the Uni|10 Corridor today?

ONE WORD FOR TODAY

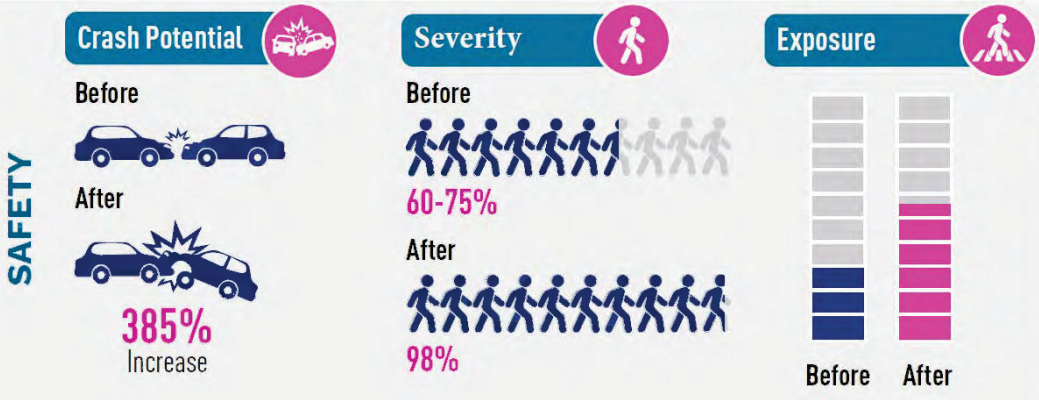
Quick Speeding Ok way Functional one ways
Fast Loud Fine Narrow Busy cars
Efficient Potholes Good Easy
Convenient noisy Great Leave alone
Perfect Essential Adequate Useful Dangerous

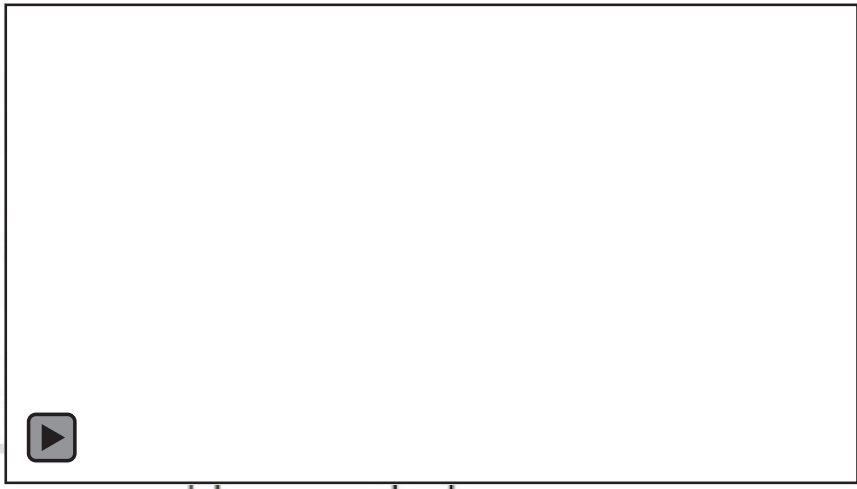
# Two-Way Conversion without Widening

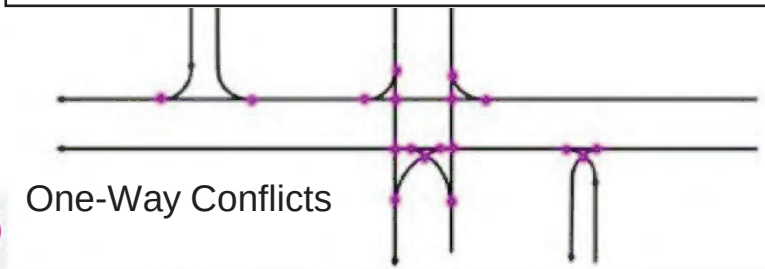
- Gridlock for Corridor during:
  - Peak Hours
  - Events
  - Left-Turn Movements
  - Bus Stops
  - Parcel Drop-Off, Garbage Pick-Up, Tree Trimming
- 8-20 Minutes Longer to Travel to Major Destinations
- >50% of Traffic Would Be Re-Distributed to Local or Collector Roads
- Difficult to Find Gaps in Traffic

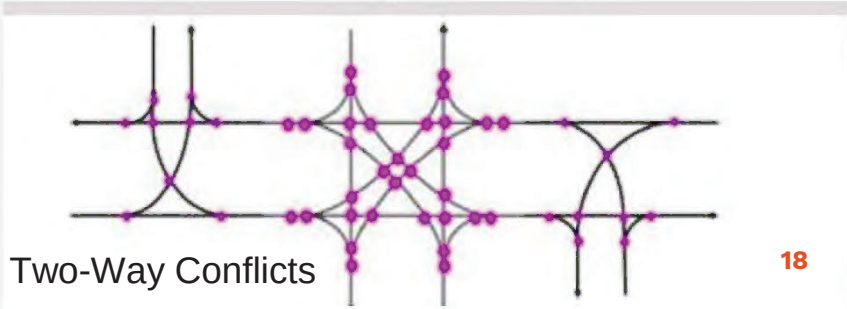
# Two-Way Conversion With Widening

- North and South of Downtown Require Widening
- 125 Trees Impacted
- 175 Signal/Light Poles
- $17M Total Cost
- Increases Crossing Distances and Conflict Points for Pedestrians





## A Downtown Only Conversion has the Potential to Improve Circulation with Reduced Impacts

# Improvement Packages

- Downtown Configuration
- Crossing Safety
- Bicycle Connectivity
- Traffic Calming
- Crash History
- Event Management

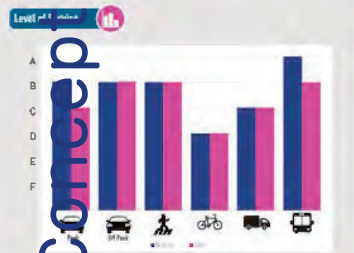
# Downtown Reconfiguration

# Visualizations

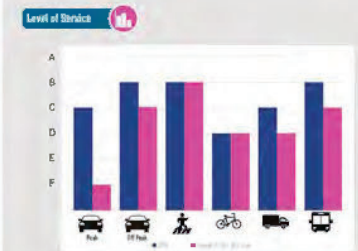
https://www.bolton-menk.com/interactive/FMCOGUniversity/

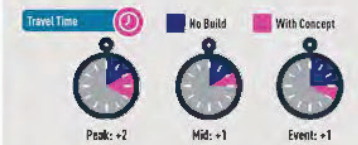
# Downtown Concepts

## EXISTING CONFIGURATION
### DOWNTOWN

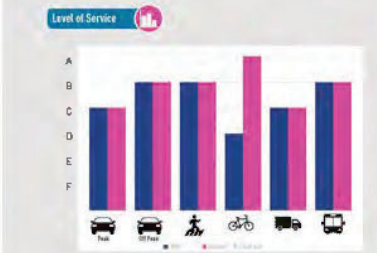


## DOWNTOWN ONLY CONVERSION
### DOWNTOWN

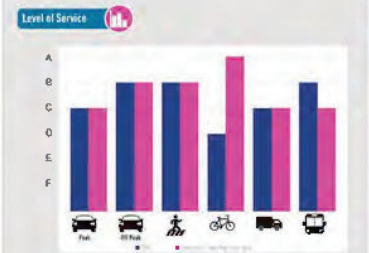


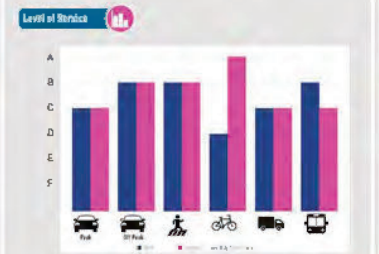
## SHARED USE PATH AND BUS TURNOUTS
### DOWNTOWN

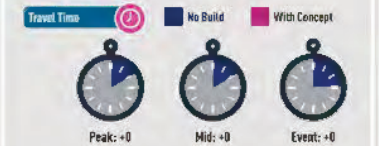


## RAISED TWO-WAY CYCLE TRACK
### DOWNTOWN



## RAISED ONE-WAY BIKE LANES
### DOWNTOWN



# Downtown Concepts

# Crossing Safety

# Signalized Improvements

- Each Intersections Receive 1-3 of the Following Safety Improvements
- Several Locations Reduced Wait Times

**LEADING PEDESTRIAN INTERVAL (LPI)**

Reduces vehicle-pedestrian crash potential up to 60%

**PEDESTRIAN OMIT ON FLASHING YELLOW ARROW (POOFYA)**

Reduces vehicle-pedestrian crash potential up to 28%

**NO RIGHT TURN ON RED (NO RTOR)**

60%+ Reduction in vehicle-pedestrian crashes

# New Crossing Locations

- Rectangular Rapid Flashing Beacons
- One-Way Design Increases the Ease of Deployment

**Safety Benefits:**

**RRFBs can reduce crashes up to:**

**47%**

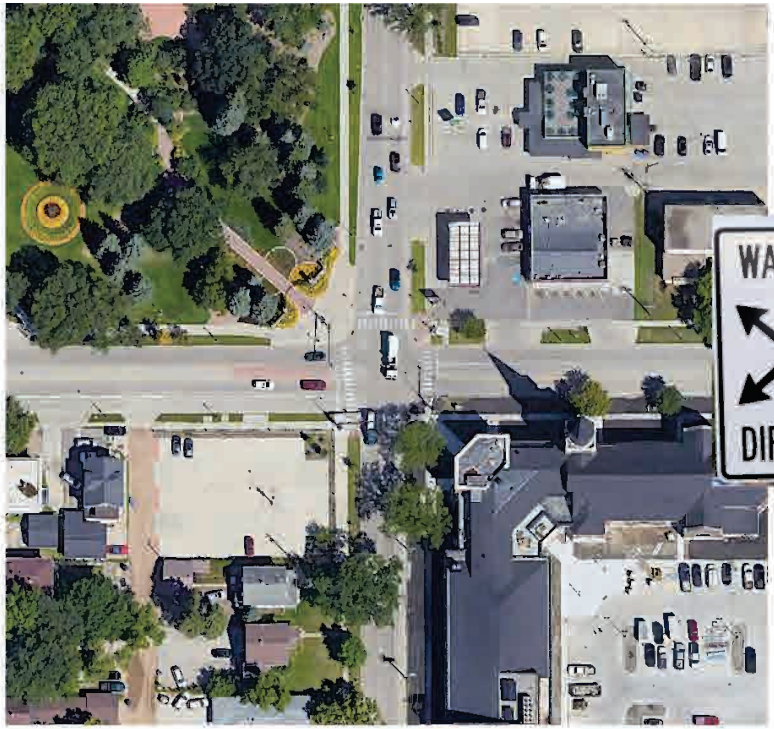
for pedestrian crashes.[4]

**RRFBs can increase motorist yielding rates up to:**

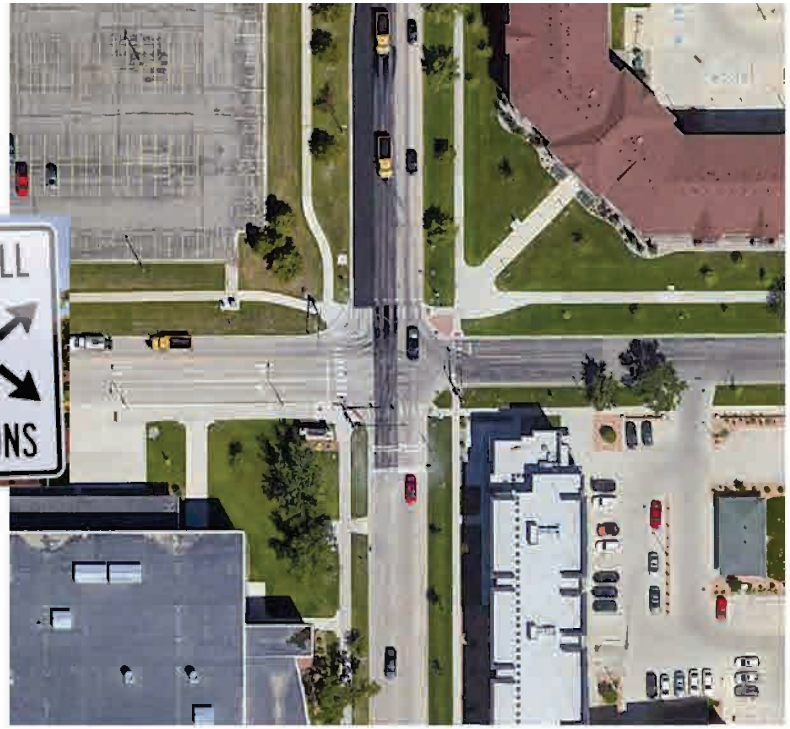
**98%**

(varies by speed limit, number of lanes, crossing distance, and time of day).[3]

# Future Opportunities



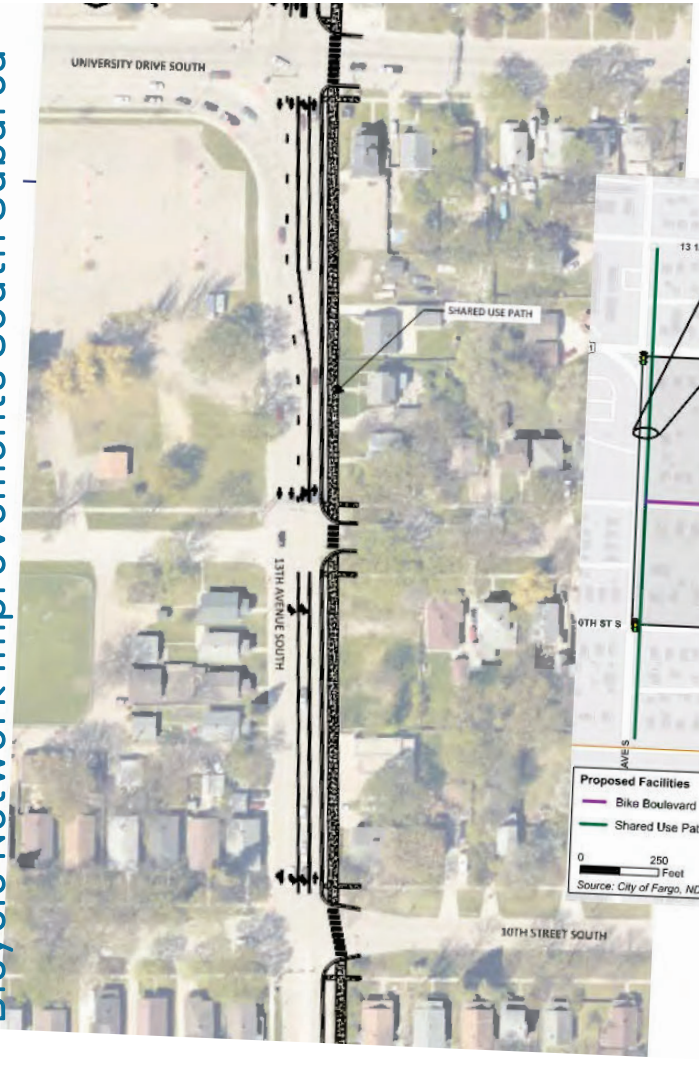

- University/12th Avenue
  - Land Use Conducive to Bi-Directional Crossings Common
  - >700 Pedestrian Crossings during Normal School Conditions
  - Enough Capacity to Support Drop in Vehicular Level of Service



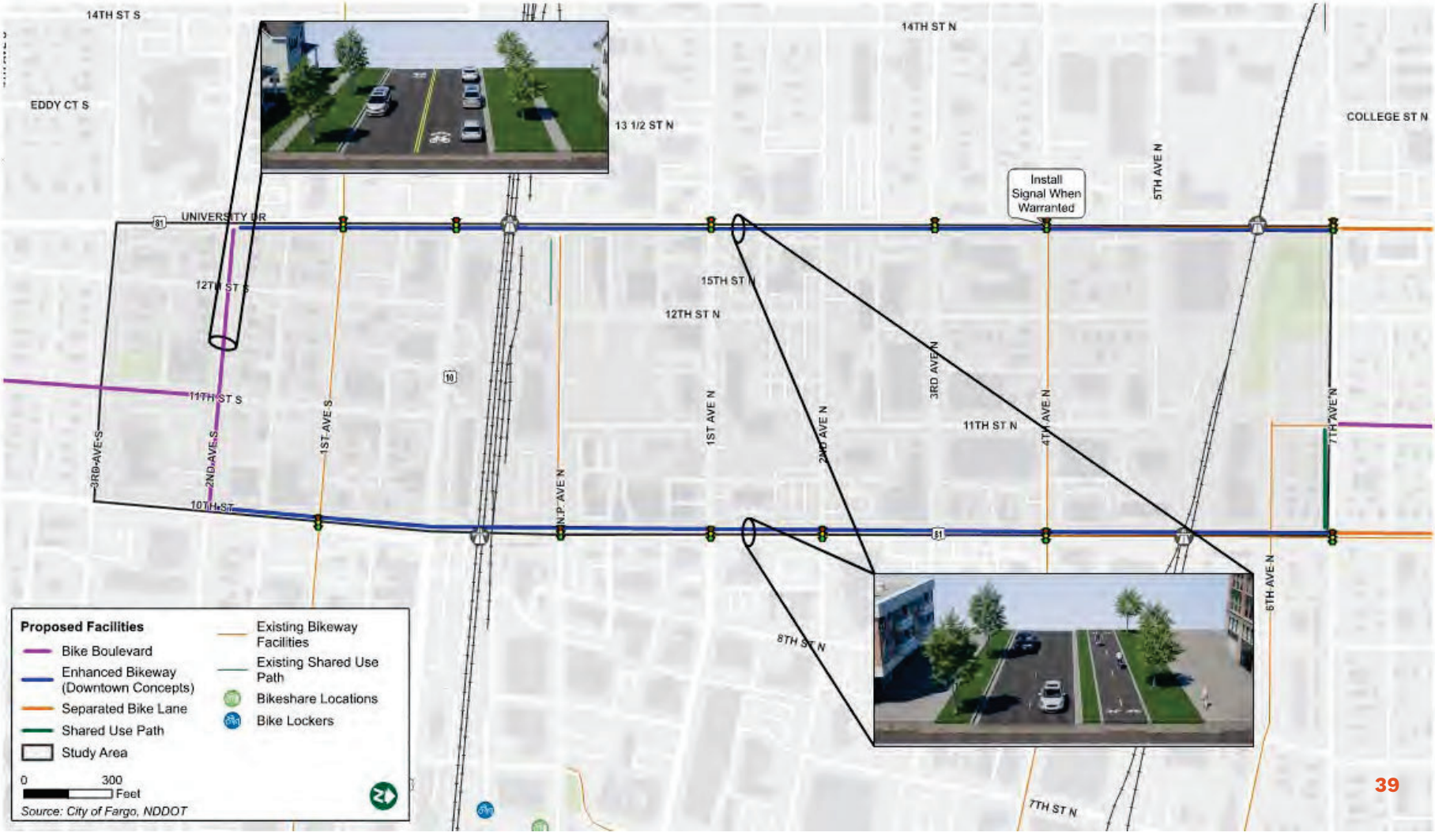
- University/17th Avenue
  - Land Use Conducive to Bi-Directional Crossings Common
  - ~5,000 Pedestrian Crossings During Peak Events
  - Enough Capacity to Support Drop in Vehicular Level of Service

# Bicycle Connectivity

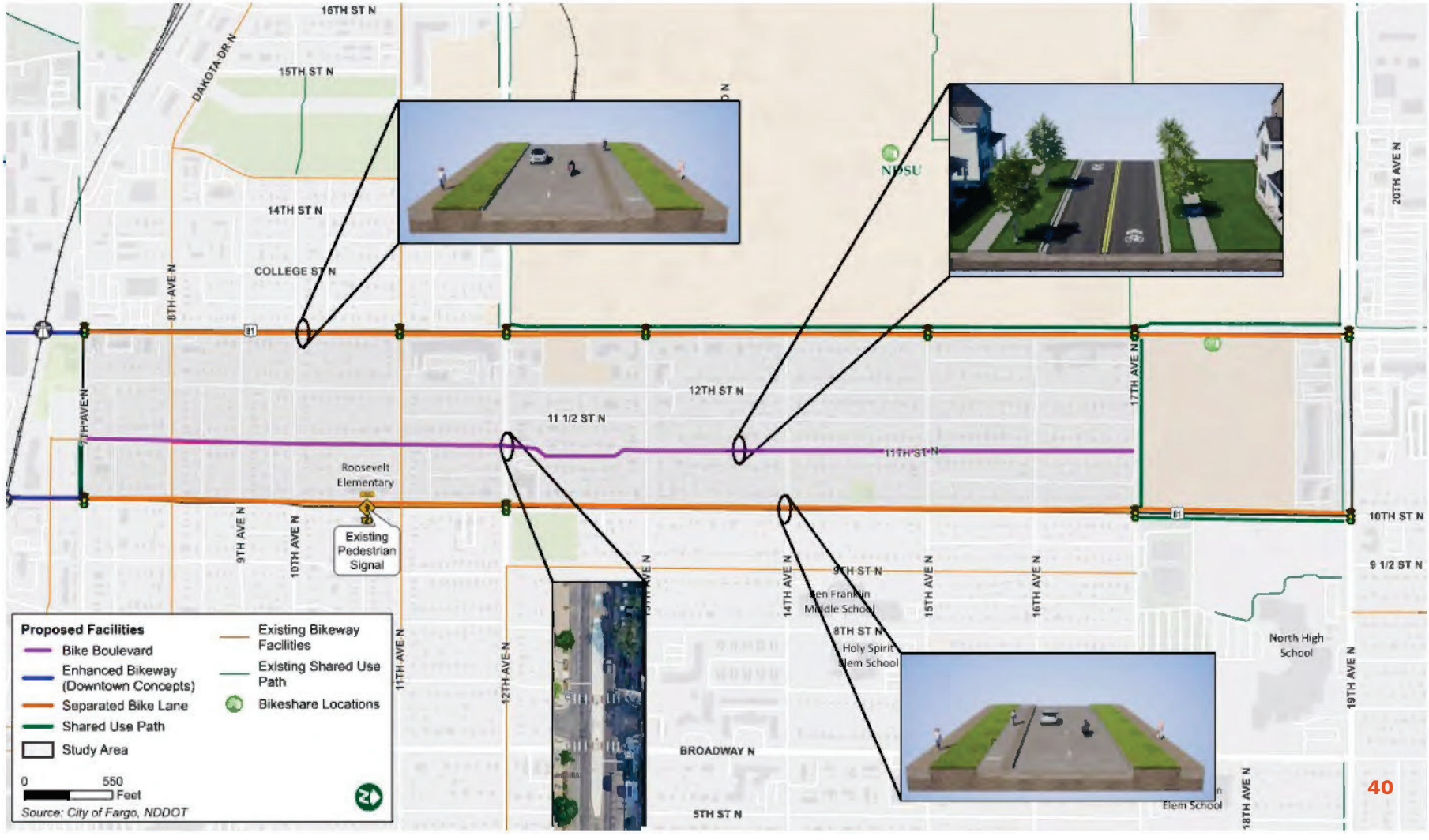
# Bicycle Network Improvements South Subarea



# Bicycle Network Improvements Downtown Subarea



# Bicycle Network Improvements North Subarea

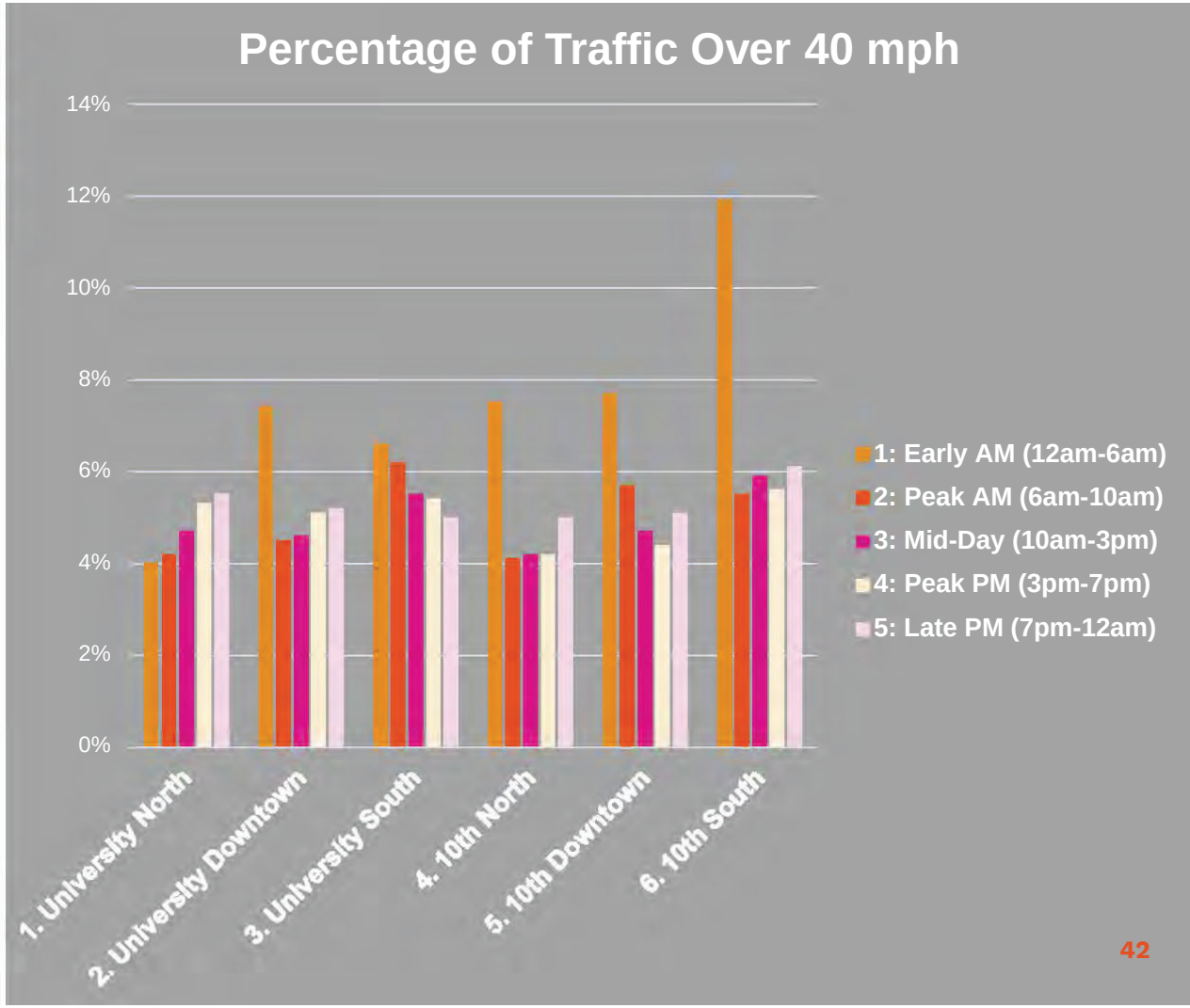


# Traffic Calming

# Enforcement

**Enforcement:**
Very effective when deployed but does not provide lasting benefits

Better/more data can help provide guidance for targeted enforcements



# Signage and Signal Timing

**Dynamic Speed Signs:**
Initially effective; 6-7 MPH Reduction

Research shows declining effectiveness over time and downstream

**Signal Timing:**
Coordination for specific speed + public education could discourage speeding

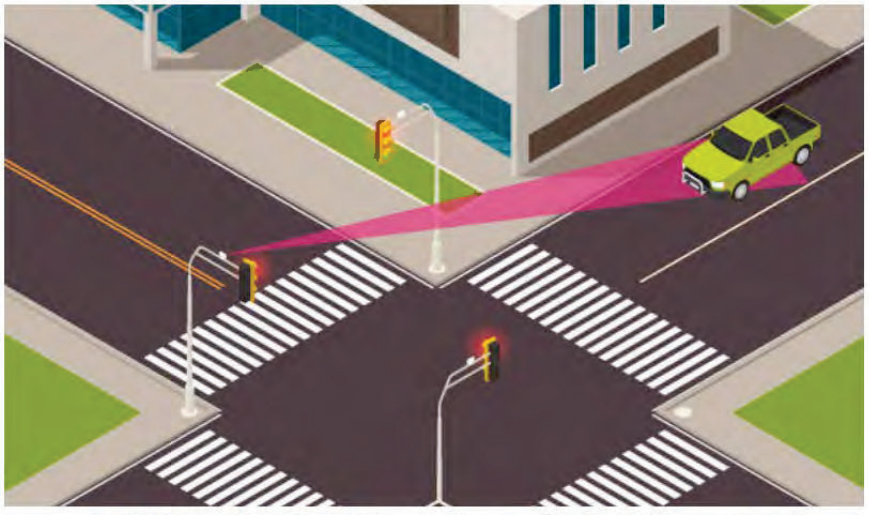
# Geometric Designs

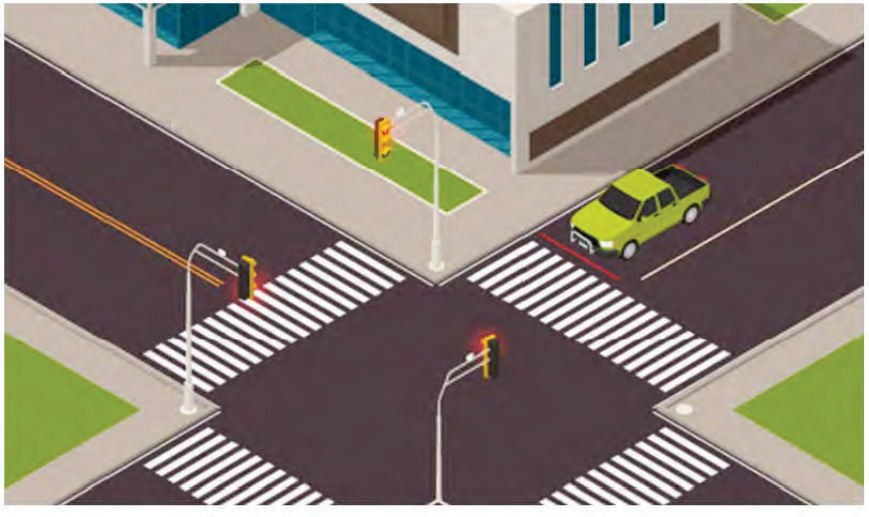
**Long-term Road Diet:**
~5 MPH Reduction

**Short-term Bulb-Outs:**
~4 MPH Reduction

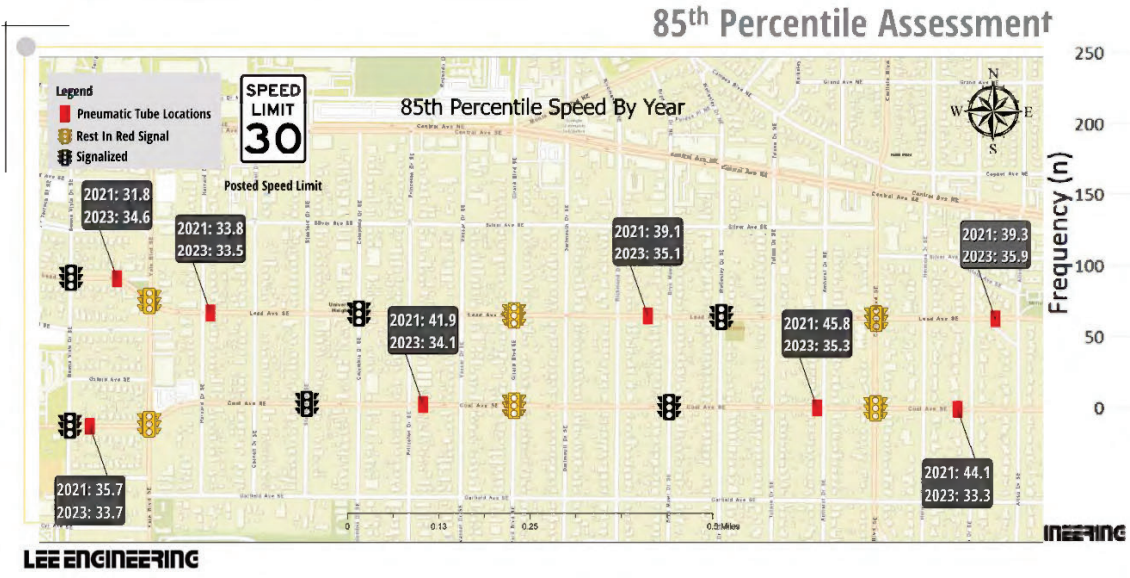
# Rest In Red Signal Revisions

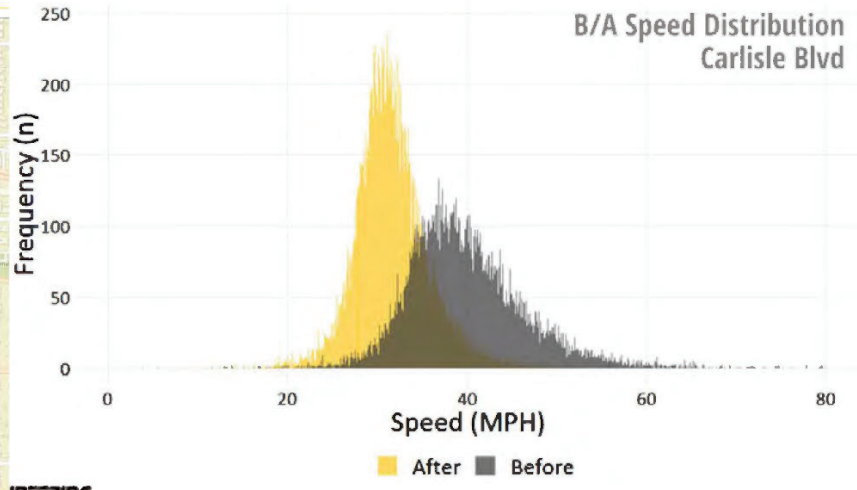
- Utilizes advanced detection to evaluate vehicle speeds
- Signal rests in red – only changes to green if vehicles are traveling slower than a specified speed
- Can incorporate removal of overnight flash – data suggests an intersection-specific 48% crash reduction with this change





# Rest In Red: Case Study



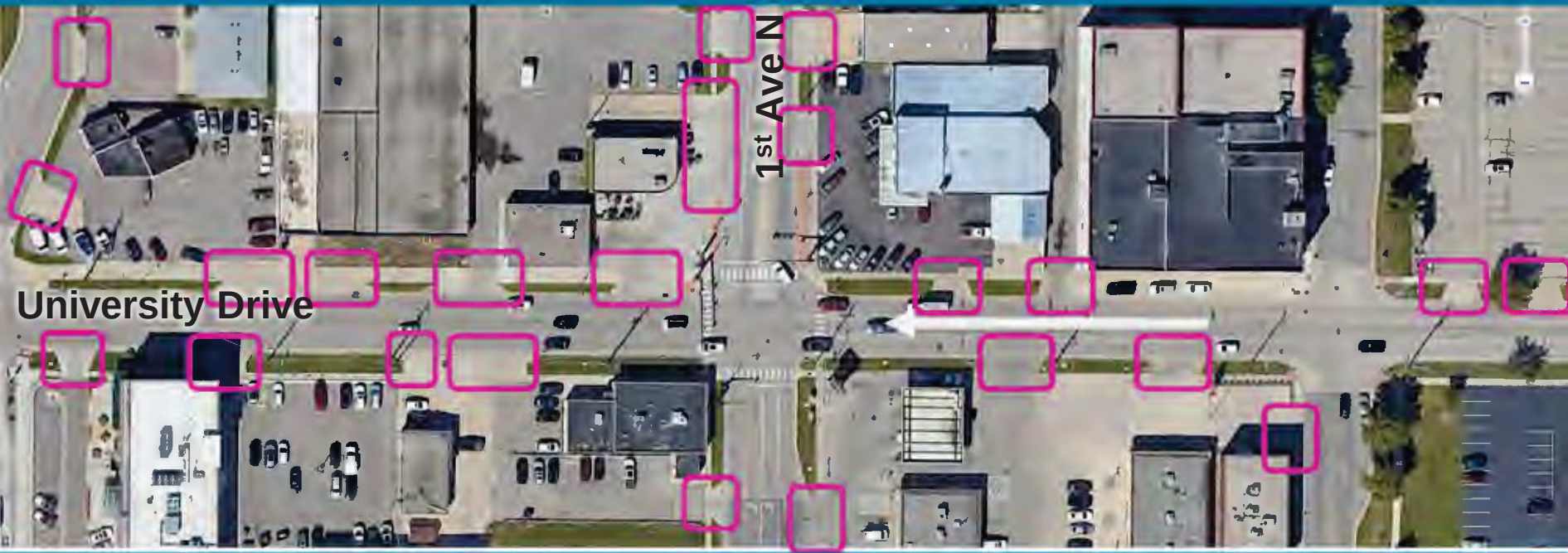




- Case study from Lead and Coal One-Way Pair in Albuquerque, NM
- Study shows vehicle speeds were reduced by around 5 mph after rest on red implementation
- Case study also showed crash reduction (limited crash data)

# Crash History

# Access Management

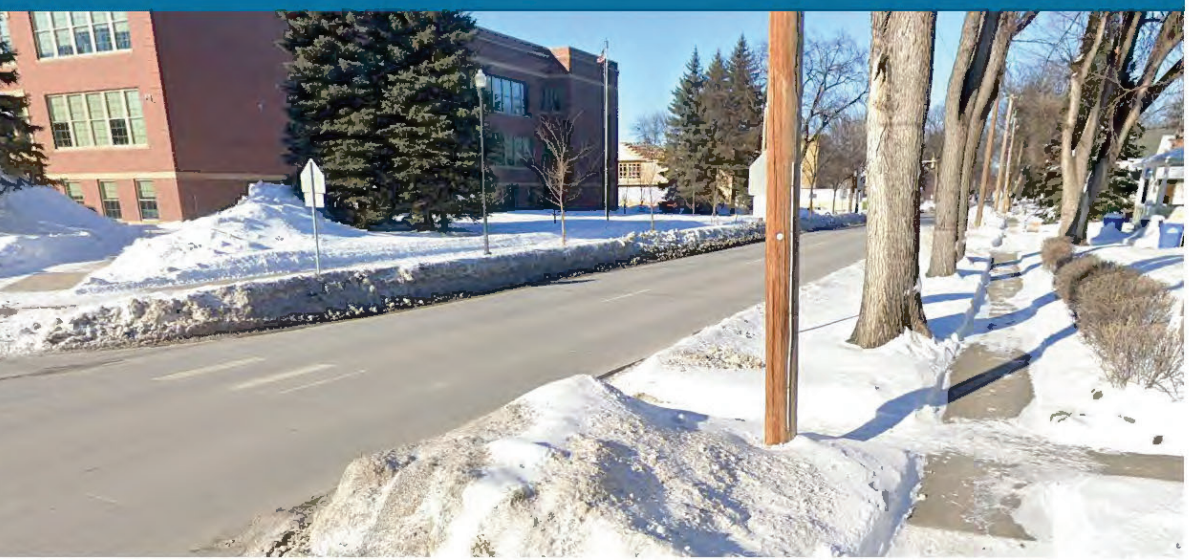
## Access Density is 2.5X to 6X Denser than NDDOT Standards




- Opportunities Exist for Improvements in Commercial Areas but Few Exist through Neighborhoods
- Challenging to Retrofit without Reconstruction Project or Business Reconfiguration

# Line of Sight Obstructions

**At 30 MPH, Sight Distance for side street traffic is 335' per Standards**



- City of Fargo Maintains a Street Tree Replacement Policy
  - Aimed at Reducing Visibility Constraints and Utility Conflicts
  - Diversifying Tree Types
- Do NOT Recommend Removal of Trees but Systematic Replacement with Narrower Trees or Not Replacing Trees in Difficult Locations

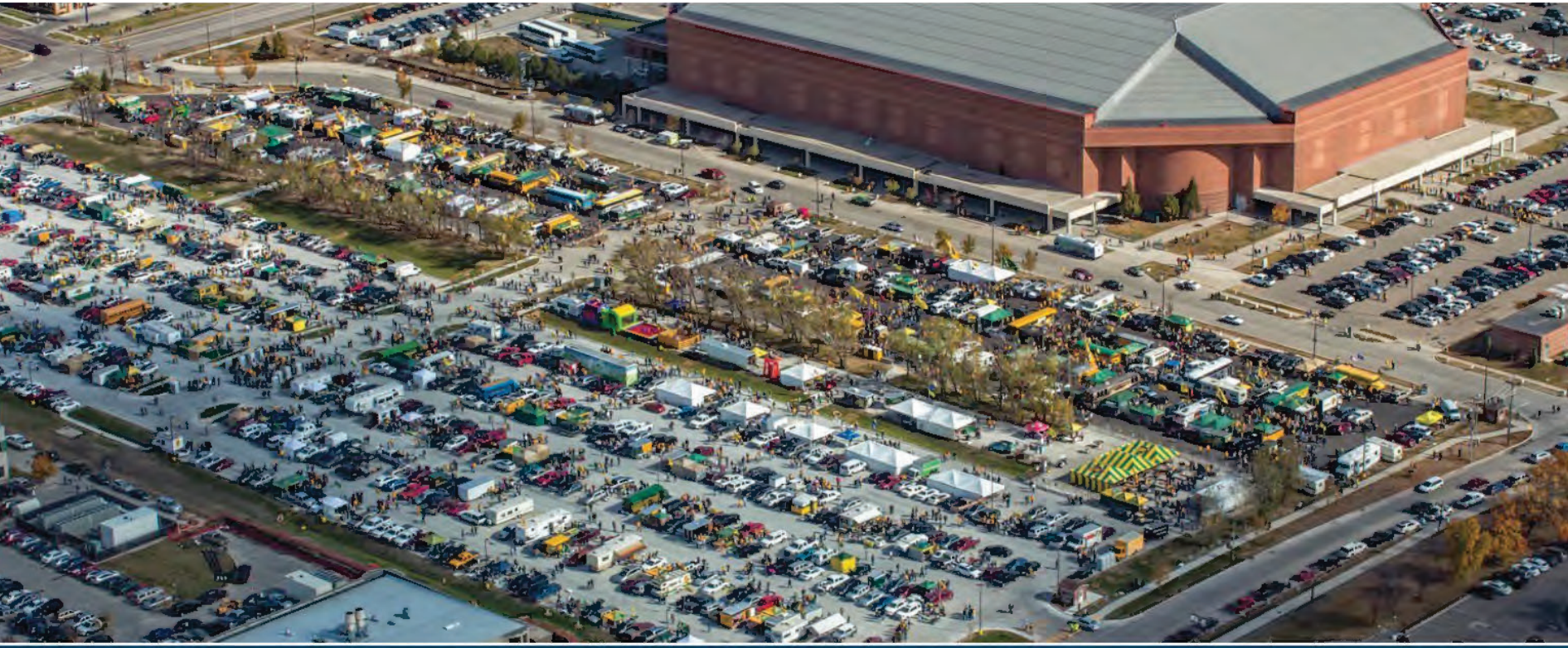
# Law-Enforcement Detection Lights

Connected to red signal indication → turn on when light is red

Not automated enforcement → Ineffective if not monitored and enforced

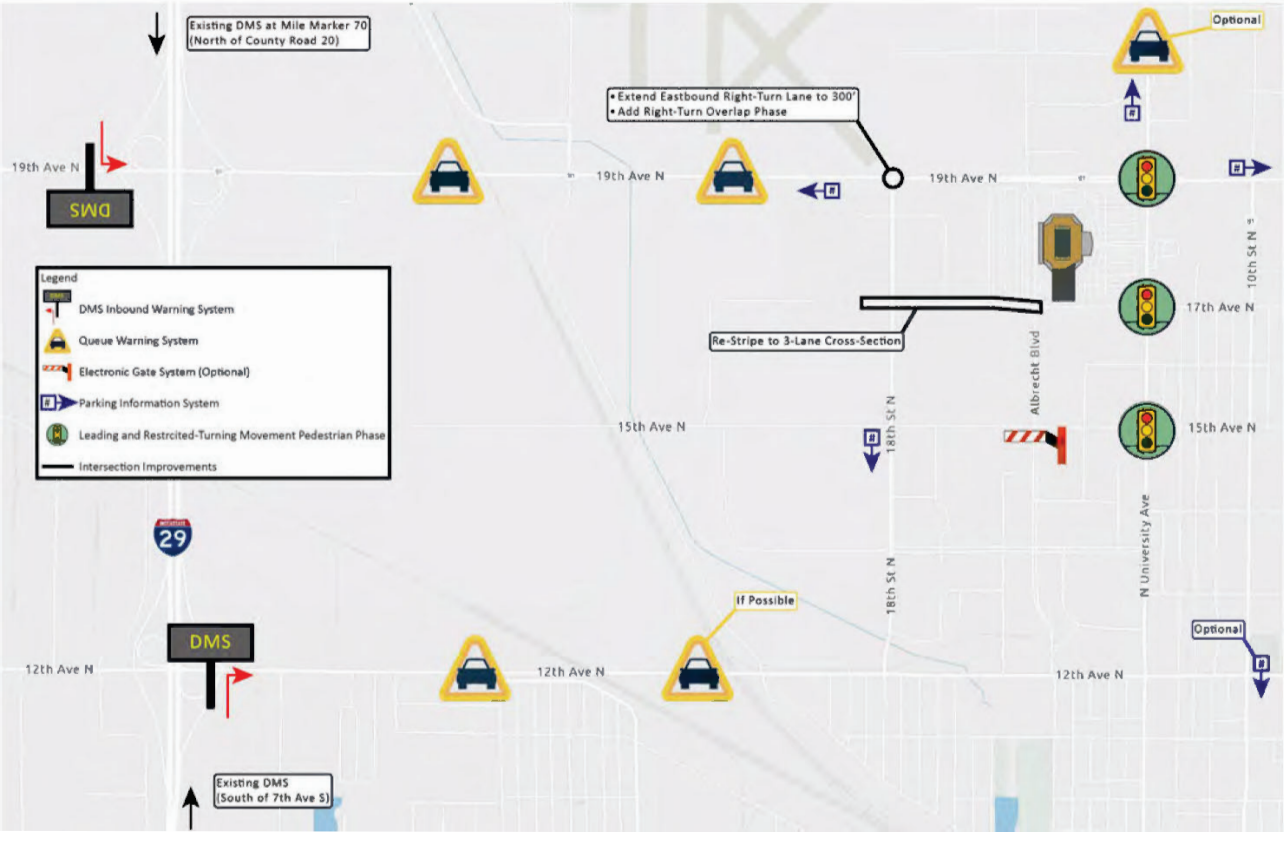
Crash Reduction:

- -40% to Left-Turn
- -11% to Angled
- -29% to Fatal



# Event Management

# Technology Solutions



University

IMPROVING CRITICAL CORRIDORS

10th

# Corridor-Wide Alternatives

# South Segment

## LEGEND

- Downtown Reconfiguration

### CROSSING SAFETY

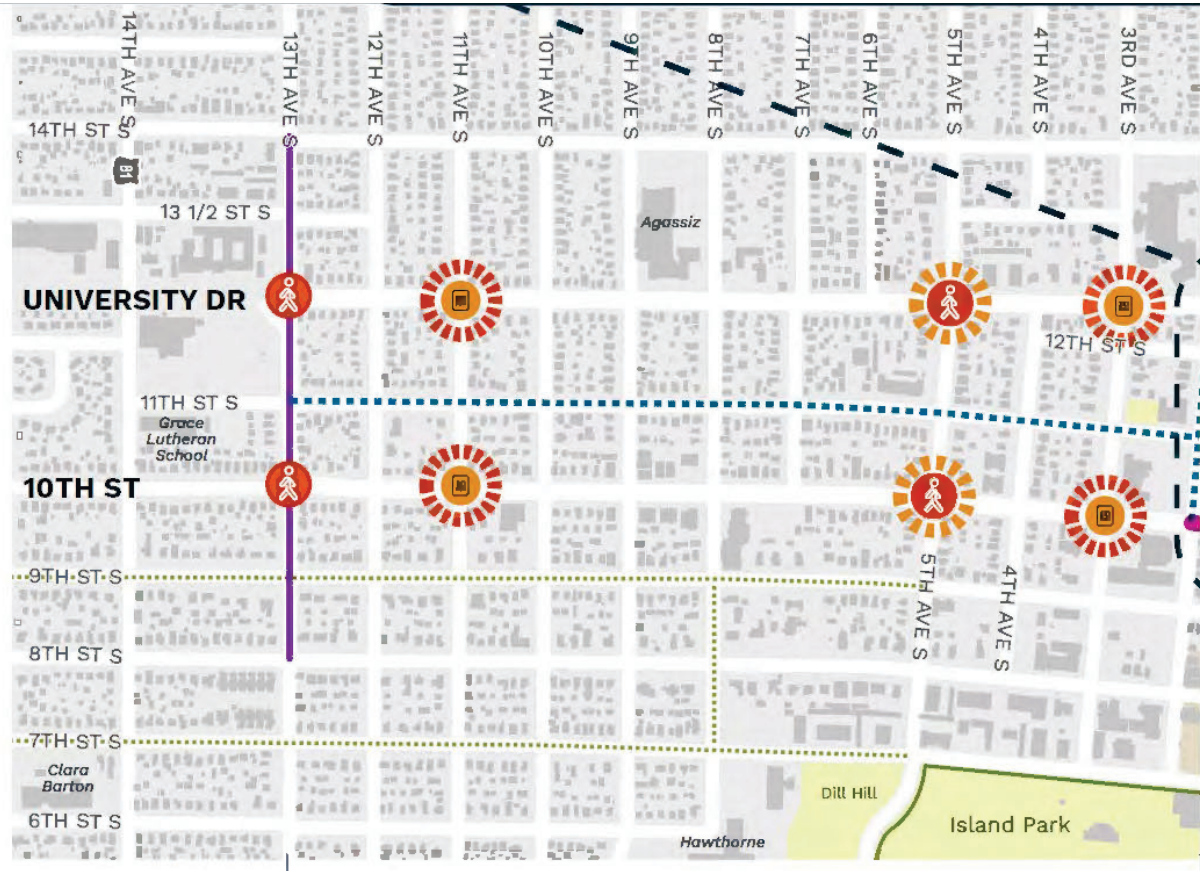
- Traffic Signal Improvements
- Pedestrian Crossing Beacon

### TRAFFIC CALMING

- Speed-Controlled Traffic Signal
- Dynamic Speed Limit Sign

### BICYCLE CONNECTIVITY

- Protected Bike Lane
- Bike Boulevard
- Shared Bike/Walk Path
- Road Diet
- Existing Bike Lane
- Existing Shared Bike/Walk Path




## SOUTH

- Maintain one way pair
- Add biking route on 11th St. S
- Improve traffic lights and pedestrian crossings

# Downtown Segment

## LEGEND

- Downtown Reconfiguration

**CROSSING SAFETY**

- Traffic Signal Improvements
- Pedestrian Crossing Beacon

**TRAFFIC CALMING**

- Speed-Controlled Traffic Signal
- Dynamic Speed Limit Sign

**BICYCLE CONNECTIVITY**

- Protected Bike Lane
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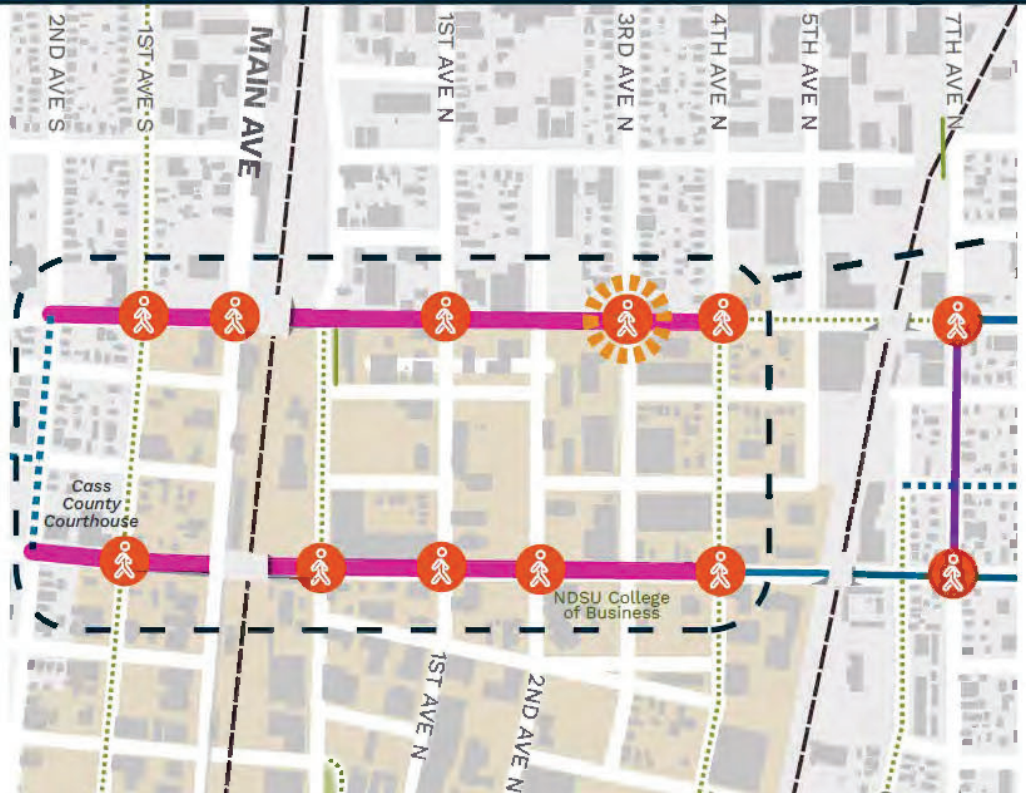
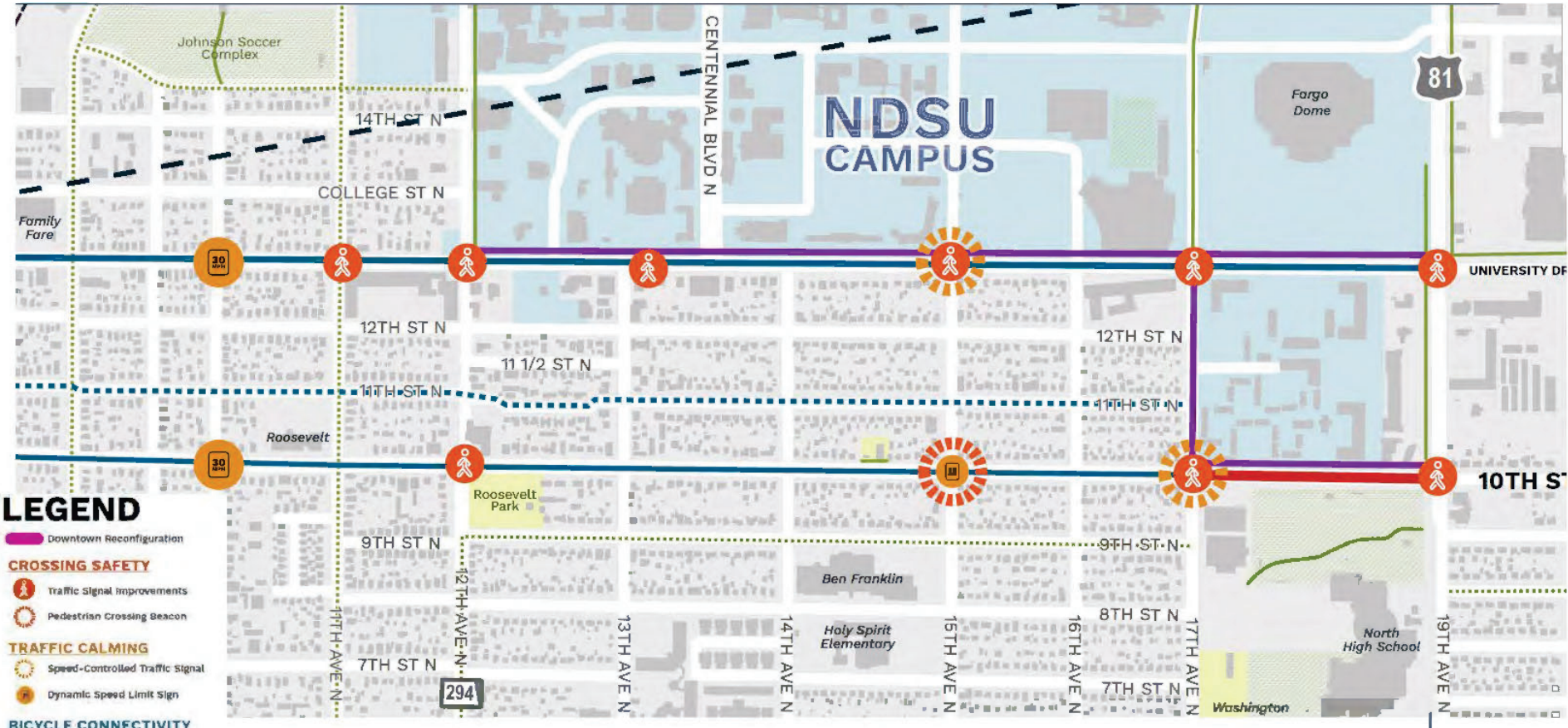





# LEGEND

Downtown Reconfiguration

**CROSSING SAFETY**

- Traffic Signal Improvements
- Pedestrian Crossing Beacon

**TRAFFIC CALMING**

- Speed-Controlled Traffic Signal
- Dynamic Speed Limit Sign

**BICYCLE CONNECTIVITY**

- Protected Bike Lane
- Bike Boulevard
- Shared Bike/Walk Path
- Road Diet
- Existing Bike Lane
- Existing Shared Bike/Walk Path

# NORTH

- Maintain one way pair
- Provide alternative biking route on 11th St. N
- Improve traffic lights, crossings, and pedestrian access to NDSU
- Improve event traffic flow

WANT TO PROVIDE FEEDBACK ONLINE?

VISIT: **bit.ly/Uni_10**

University

IMPROVING CRITICAL CORRIDORS

10th

# What Are Your Thoughts?

# How to Provide Comments

- We'll Record Comments from Meetings
- Visit the Website
- Pop-Up Meetings
- Presentation to City Commission in Spring

# NDDOT TITLE VI PUBLIC PARTICIPATION SURVEY

North Dakota Department of Transportation, Civil Rights
SFN 60149 (3-2022)

**PLEASE USE DARK INK AND PRINT CLEARLY**

The Civil Rights Act of 1964 and related nondiscrimination authorities require the North Dakota Department of Transportation to ensure everyone has the opportunity to comment on the transportation programs and activities that may affect their community.

To help with that, we ask that you respond to the following questions. You are not required to disclose the information requested in order to participate. Any information provided to the NDDOT will be retained solely for the purpose of collecting statistical data to ensure inclusion of all segments of the population affected by transportation programs and activities.

**Sex:** ☐ Female ☑ Male ☐

**Disability:** ☐ Yes ☐ No

**Age:** ☐ Under 18 ☐ 18-40 ☐ 41-65 ☑ 65+

**Race:**

☑ White
☐ Asian
☐ Native Hawaiian/Other Pacific Islander
☐ American Indian/Alaskan Native
☐ Hispanic or Latino
☐ _____
☐ Black/African American

**Language Most Frequently Spoken in your Home:**

☐ Spanish
☐ Vietnamese
☐ Japanese
☐ German
☐ Arabic
☐ Other Slavic Language
☐ Other African Language
☐ Russian
☑ English
☐ Chinese
☐ Other India Language
☐ _____

**Do you receive public assistance?** ☐ Yes ☑ No

**How did you hear about this event?**

☐ Internet
☐ NDDOT Contact
☐ Television
☐ Radio
☑ Newspaper
☐ Advocacy Group
☐ Mailing
☐ Social Service Agency
☐ _____

**For Office Use Only**

Event Date (MM/DD/YYYY): 10/17/2024

City:

County:

Div/Dist Number:

PCN:

**MPO:**
☐ Bismarck-Mandan
☐ Fargo-Moorhead Metro COG
☐ Grand Forks-East Grand Forks

**ROW:**
☐ Negotiation
☐ Relocation

**Subrecipient:**
☐ Yes
☐ No

*After you have completed this form, please place it in the designated location.

Hi Blue,

We received the email below on our General account.

Thanks!
Angela

**Angela Brumbaugh, Office Manager**
Fargo-Moorhead Metropolitan Council of Governments
1 - 2nd Street North
Case Plaza, Suite 232
Fargo, North Dakota 58102-4807
701-532-5100 (main)
701-532-5101 (direct)
701-232-5043 (fax)
brumbaugh@fmmetrocog.org

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

---

**From:** Michael Maddox <maddox@fmmetrocog.org>
**Sent:** Tuesday, October 22, 2024 10:41 AM
**To:** Angela Brumbaugh <brumbaugh@fmmetrocog.org>
**Subject:** RE: University 10th Corridor

Yes Please.

Michael Maddox, AICP
Senior Transportation Planner

Fargo-Moorhead Metropolitan Council of Governments
One 2nd Street North
Suite 232
Fargo, North Dakota 58102-4807
701-532-5104
701-232-5043 (fax)
maddox@fmmetrocog.org

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

---

**From:** Angela Brumbaugh <brumbaugh@fmmetrocog.org>
**Sent:** Tuesday, October 22, 2024 10:37 AM

**To:** Michael Maddox <maddox@fmmetrocog.org>
**Subject:** FW: University 10th Corridor

Michael,

Did you want me to forward this on to Blue at Bolton and Menk?

Thanks!

Angela

**Angela Brumbaugh, Office Manager**
Fargo-Moorhead Metropolitan Council of Governments
1 - 2nd Street North
Case Plaza, Suite 232
Fargo, North Dakota 58102-4807
701-532-5100 (main)
701-532-5101 (direct)
701-232-5043 (fax)
brumbaugh@fmmetrocog.org

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

---

**From:** Mathern, Tim <tmathern@ndlegis.gov>
**Sent:** Friday, October 18, 2024 6:56 AM
**To:** Metro Cog - General Acccount <metrocog@fmmetrocog.org>
**Subject:** University 10th Corridor

I attended the input session 10.17 at NDSU.

Thank you for the excellent online materials but I could not find access to the survey.

I suggest two action items.

1. Eliminate the designation of 81 on+ this corridor. Transfer it to I-29. I understand this would likely add considerably cost to maintaining this corridor to the city and eliminate the cost to the state.

2. Develope an effort to get ND legislators to introduce and pass a bill to permit Fargo to take over all fines and other traffic monitoring options in this corridor.

Thank you.

## Blue Weber

**From:** Michael Maddox <maddox@fmmetrocog.org>
**Sent:** Thursday, October 17, 2024 9:26 AM
**To:** Mike Bittner
**Subject:** FW: University and 10th street project

Mike,

Below please find a comment I received late yesterday from a person who lives along the corridor. Even though the comment is a bit crude, I believe we can distill the sentiment down for inclusion in the plan.

Thanks,

Michael Maddox, AICP
Senior Transportation Planner

Fargo-Moorhead Metropolitan Council of Governments
One 2nd Street North
Suite 232
Fargo, North Dakota 58102-4807
701-532-5104
701-232-5043 (fax)
maddox@fmmetrocog.org

**From:** Karen Cunningham <kmcunningham59@gmail.com>
**Sent:** Wednesday, October 16, 2024 9:31 PM
**To:** Michael Maddox <maddox@fmmetrocog.org>
**Subject:** University and 10th street project

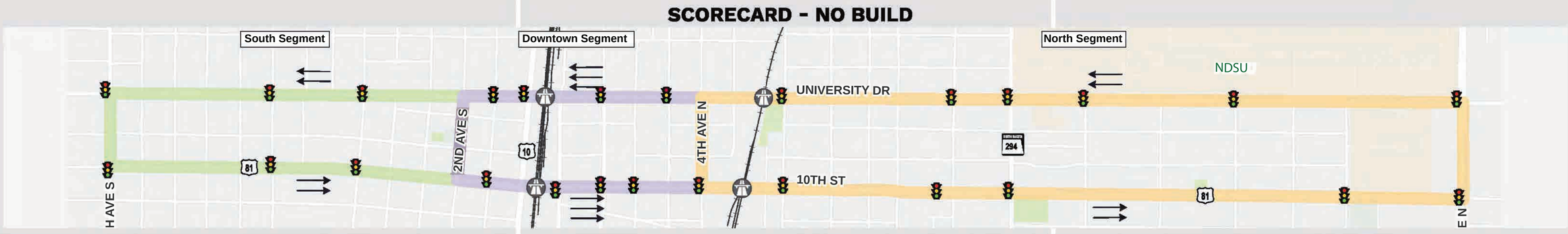
I live at 1103 South University and strongly oppose any changes that you propose in this area. Leave our one ways alone.
If you want to consider changes where businesses are located, that may be a possibility.
But in all honesty, I think you are wasting your time and our tax payers money.

Karen Cunningham

# SCORECARD METRICS EXPLANATION

| ITEM AND ICON | | METRIC EXPLANATION |
|---|---|---|
| **Cash Potential** | | Crash potential calculated based on the volume inflation in the segment crossed with changes/increases in conflict points of the general segment and intersections |
| **Survivability** | | Based on ITE diagram, survivability determined based on average speed throughout the day in that corridor |
| **Exposure** | | Based on the length of pedestrian crossings and whether a pedestrian faces conflicts from one or two directions of moving traffic |
| **Level Of Service** | | • Vehicle – Based on delays experienced at study intersections<br>• Ped – Function of pedestrian safety and comfort, based on sidewalk presence, degree of separation from moving traffic, number of traffic lanes, and amount of vehicle traffic<br>• Bike – Function of bike safety and comfort, based on bike facility presence, pavement quality, number of travel lanes, and the amount of speed of adjacent vehicle traffic<br>• Bus – Based on the number of hours of transit service, on-time performance likelihood, and the number of buses per hour<br>• Freight – Based on travel time reliability on a normal day, which compares peak hour travel times to free-flow (off-peak) travel times |
| **Latent Demand** | | The percentage of trips that would need to find an alternative path to get to their destination due to congestion. |
| **Travel time** | | Based on simulated travel times during peak and off-peak periods. Event-day travel times were adjusted based on a comparison of event-day traffic to typical traffic |
| **Impact** | | Traffic Signals: Number of signalized intersections that would require updates or replacements to accommodate conversion<br>Utilities: Number of utility poles (power, lighting, etc.) that would need to be removed or relocated to accommodate new road layout<br>Trees: Number of trees that would need to be removed or relocated to accommodate new road layout<br>Widening: The width the footprint of the roadway would need to expand if roadway/corridor changes |
| **Cost Impact and Reinvestment Potential** | | Cost Impact: Planning level cost estimates were developed for each alternative, considering both construction and engineering/administration costs. Where possible, it is assumed that changes are made through roadway striping revisions (Minimum Impact alternative and Downtown Only alternative) rather than roadway reconstruction (Maximum Benefits/Impacts alternative)<br>Reinvestment: An estimate of how study area property values may change with roadway improvements. This is based on the likelihood of a parcel redeveloping, current property values relative to comparison sites, estimated property value impacts from changes in traffic delays, and research-supported data connecting public investments to private investments. Where applicable, transparent coins represent the difference compared to no-build option. |

# SCORECARD - NO BUILD




## South >> 13th Ave S to 2nd Ave S

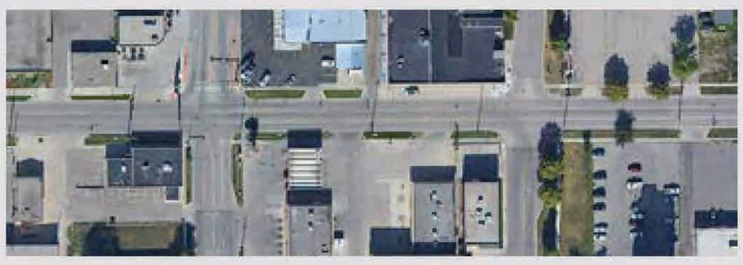
## Downtown >> 2nd Ave S to 4th Ave N

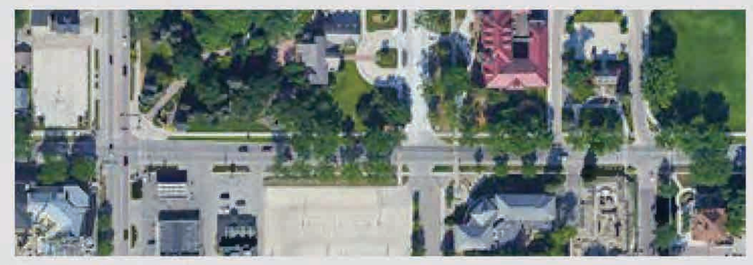
## North >> 4th Ave N to 19th Ave N

UNIVERSITY DRIVE

10TH STREET

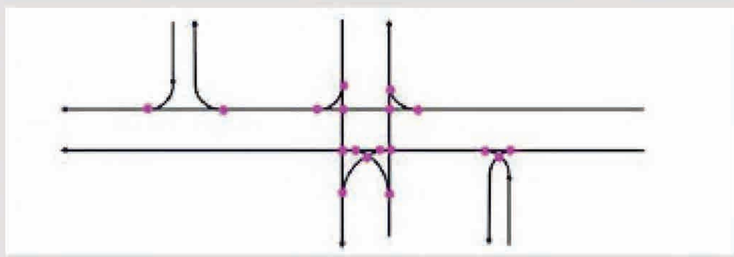
### Layout View

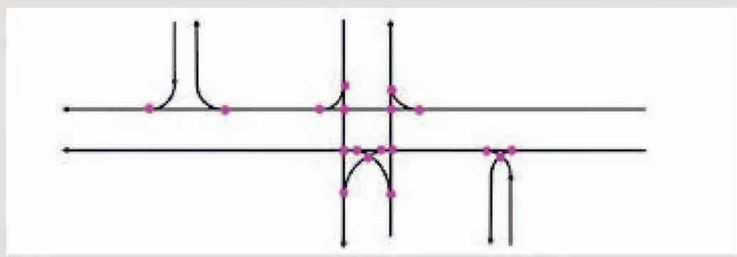


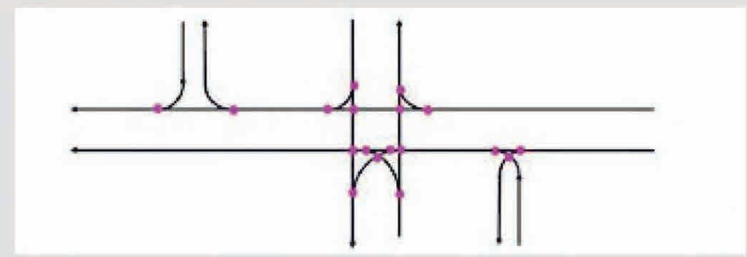


WATERMAIN STORM SEWER SANITARY SEWER ELECTRICAL TREES

### Conflict View







# SCORECARD - NO BUILD

## SAFETY

### SOUTH

Crash Potential
Before
After
21%
Increase from 2022

Survivability
60-75%

Exposure

### DOWNTOWN

Crash Potential
Before
After
22%
Increase from 2022

Survivability
60%

Exposure

### NORTH

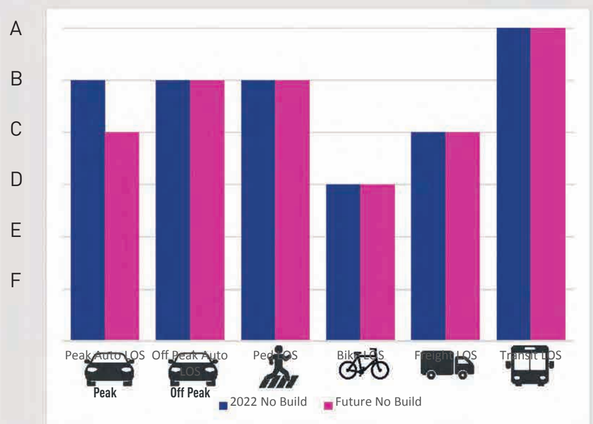
Crash Potential
Before
After
331%
Increase from 2022

Survivability
60-75%

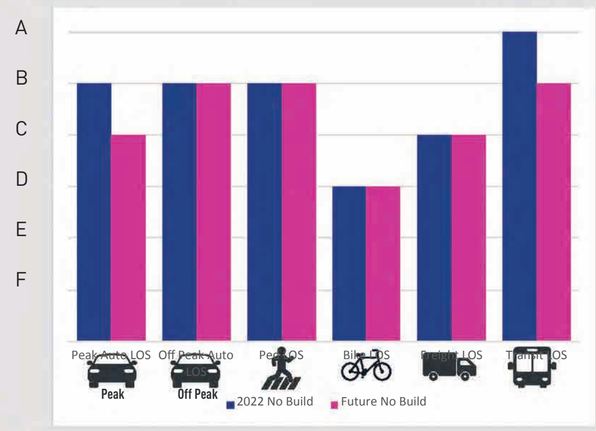
Exposure

## BALANCE

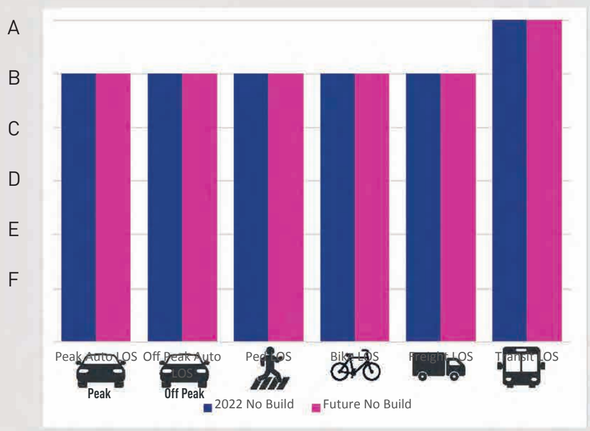
Level of Service




Level of Service




Level of Service




## MOBILITY

Travel Time

Peak: 4 Mid: 5 Event: 2

Travel Time

Peak: 2 Mid: 2 Event: 3

Travel Time

Peak: 2 Mid: 2 Event: 6

## IMPACTS

Impact
No Change
Emissions
No Change

Cost & Reinvestment
$0 Cost
$1.3 - 2.7M Reinvestment

Impact
No Change
Emissions
No Change

Cost & Reinvestment
$0 Cost
$9.4 - 18.4M Reinvestment

Impact
No Change
Emissions
No Change

Cost & Reinvestment
$0 Cost
$3.9 - 4.7M Reinvestment

# SCORECARD - DOWNTOWN ONLY CONVERSION

## South >> 13th Ave S to 2nd Ave S

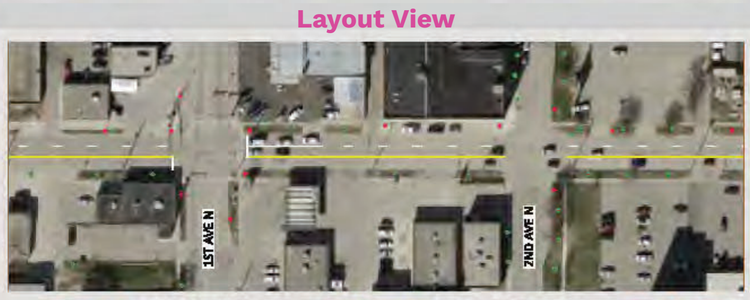
UNIVERSITY DRIVE

10TH STREET

## Downtown >> 2nd Ave S to 4th Ave N

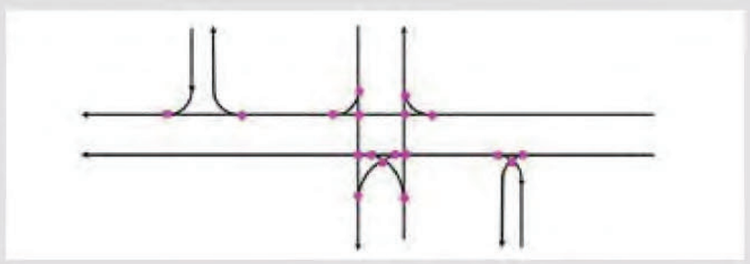
## North >> 4th Ave N to 19th Ave N

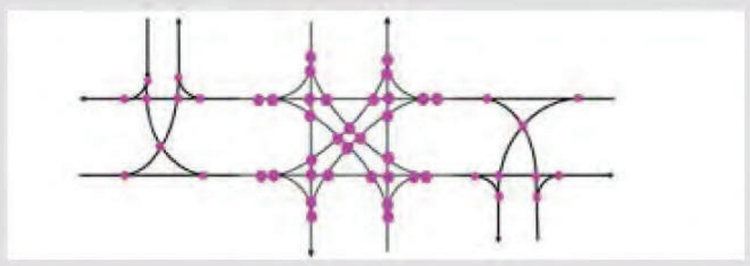
## Layout View

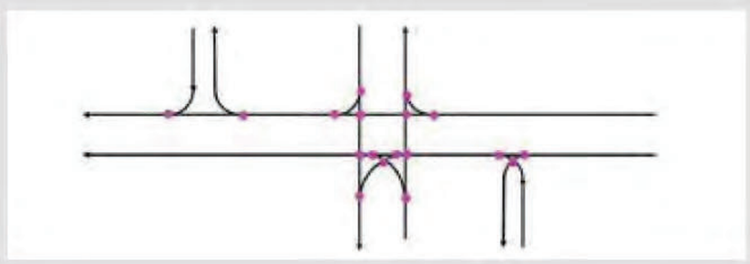


WATERMAIN STORM SEWER SANITARY SEWER ELECTRICAL TREES

## Conflict View







# SCORECARD - DOWNTOWN ONLY CONVERSION

## SAFETY

### SOUTH

Crash Potential
Before
After
0% Increase

Survivability
Before 60-75%
After 60-75%

Exposure
Before After

### DOWNTOWN

Crash Potential
Before
After
262% Increase

Survivability
Before 60%
After 90-98%

Exposure
Before After

### NORTH

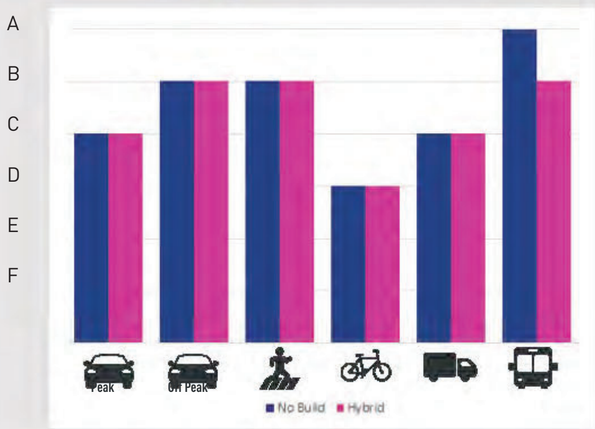
Crash Potential
Before
After
0% Increase

Survivability
Before 60-75%
After 60-75%

Exposure
Before After

## BALANCE

Level of Service




## MOBILITY

Travel Time Added

Peak: +0 Mid: +0 Event: +0

Peak: +2 Mid: +1 Event: +1

Peak: +0 Mid: +0 Event: +1

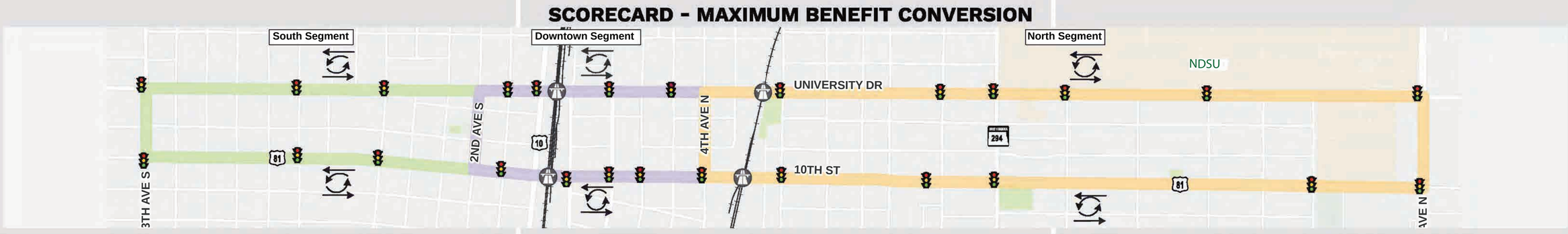
## IMPACTS

Impact
No Change
Emissions
Before After
Cost & Reinvestment
Cost $0
Reinvestment $1.3 - 2.7M

Impact
7 1 -4 0
Emissions
Before After
Cost & Reinvestment
Cost $887,700
Reinvestment $6.9 - 13.6M

Impact
No Change
Emissions
Before After
Cost & Reinvestment
Cost $0
Reinvestment $3.9 - 4.7M

# SCORECARD - MAXIMUM BENEFIT CONVERSION




## South >> 13th Ave S to 2nd Ave S

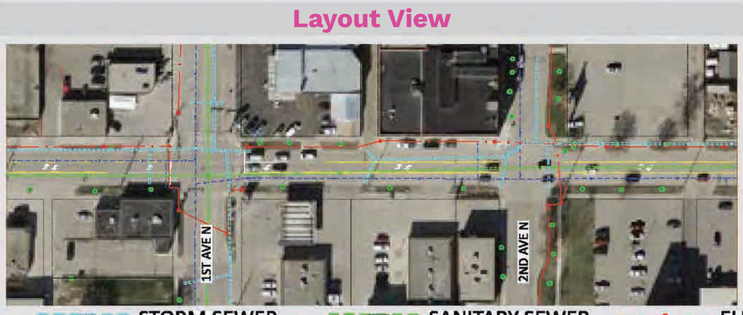
## Downtown >> 2nd Ave S to 4th Ave N

## North >> 4th Ave N to 19th Ave N

UNIVERSITY DRIVE

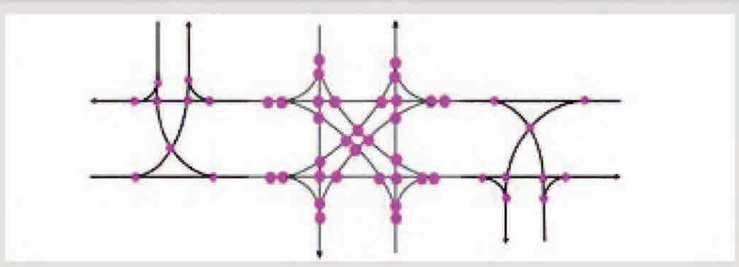
10TH STREET

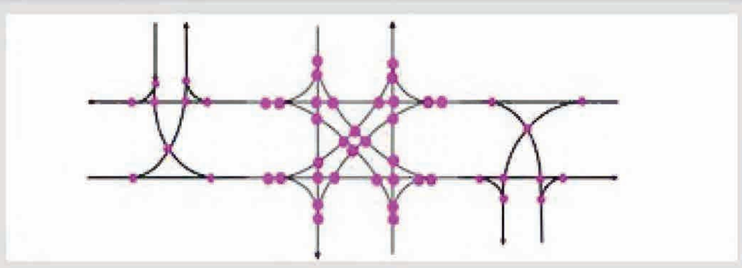
## Layout View

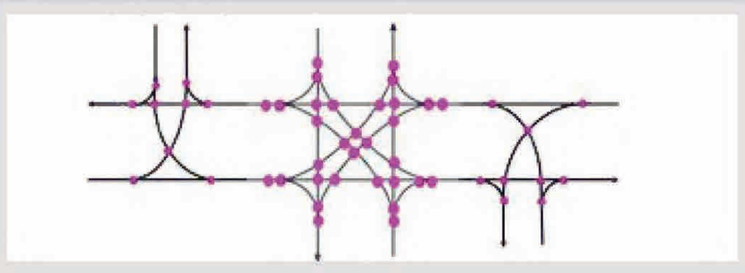


WATERMAIN STORM SEWER SANITARY SEWER ELECTRICAL TREES

## Conflict View







# SCORECARD - MAXIMUM BENEFIT CONVERSION

## SOUTH

### SAFETY

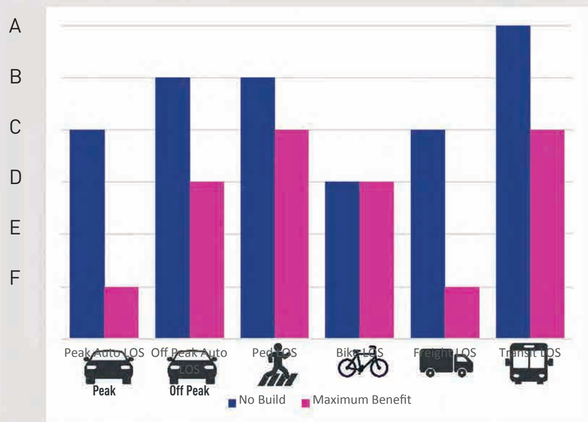
**Crash Potential**
Before
After
385% Increase

**Survivability**
Before 60-75%
After 90-98%

**Exposure**
Before After

### BALANCE

**Level of Service**




**Latent Demand** 14%

### MOBILITY

**Travel Time Added**
Peak: +4
Mid: +1
Event: +1

### IMPACTS

**Impact**
6
51
-57
+5'

**Emissions**
Before
After

**Cost & Reinvestment**
Cost $5,960,100
Reinvestment $0.7 - 1.4M

## DOWNTOWN

### SAFETY

**Crash Potential**
Before
After
281% Increase

**Survivability**
Before 60%
After 98%

**Exposure**
Before After

### BALANCE

**Level of Service**

**Latent Demand** 16%

### MOBILITY

**Travel Time Added**
Peak: +3
Mid: +2
Event: +2

### IMPACTS

**Impact**
7
1
-4
0

**Emissions**
Before
After

**Cost & Reinvestment**
Cost $887,700
Reinvestment $4.4 - 8.7M

## NORTH

### SAFETY

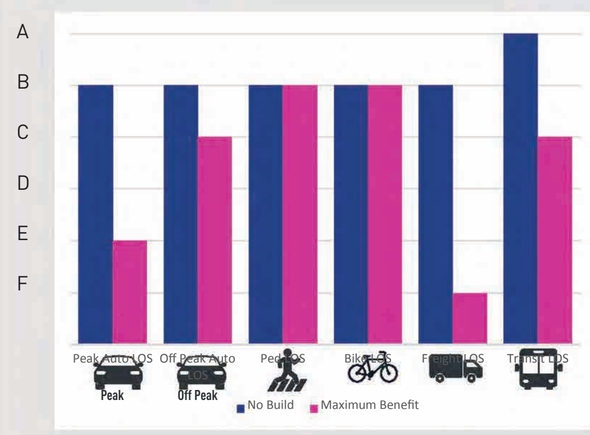
**Crash Potential**
Before
After
331% Increase

**Survivability**
Before 60-75%
After 98%

**Exposure**
Before After

### BALANCE

**Level of Service**




**Latent Demand** 13%

### MOBILITY

**Travel Time Added**
Peak: +1
Mid: +0
Event: +1

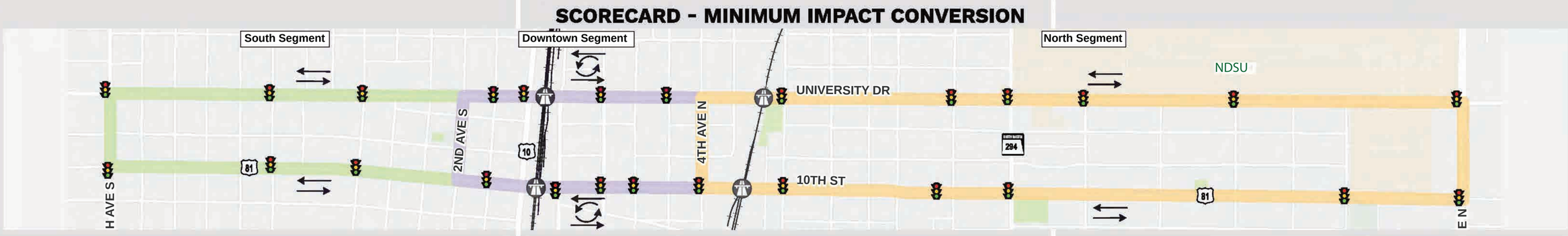
### IMPACTS

**Impact**
10
107
-64
+5'

**Emissions**
Before
After

**Cost & Reinvestment**
Cost $9,842,600
Reinvestment $2.8 - 3.3M

# SCORECARD - MINIMUM IMPACT CONVERSION




## South >> 13th Ave S to 2nd Ave S

## Downtown >> 2nd Ave S to 4th Ave N

## North >> 4th Ave N to 19th Ave N

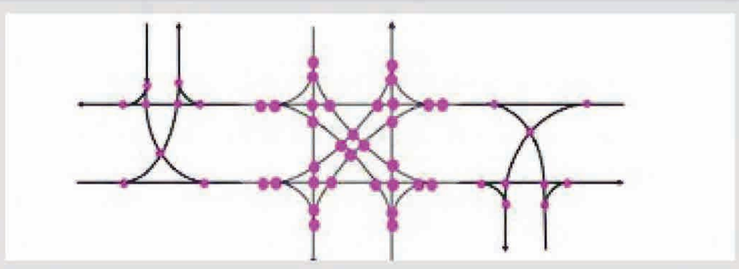
UNIVERSITY DRIVE

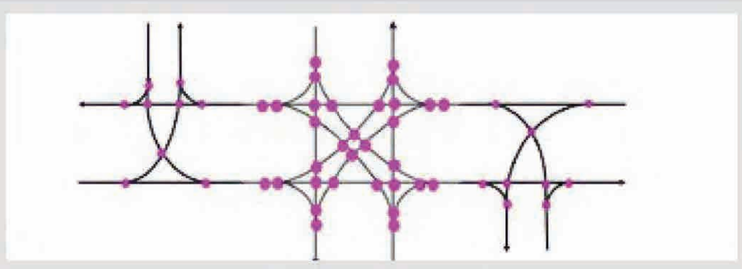
10TH STREET

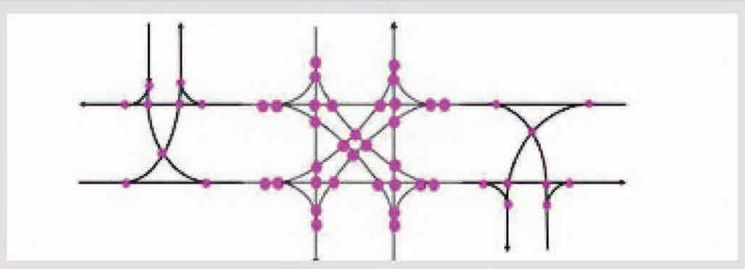
### Layout View

WATERMAIN STORM SEWER SANITARY SEWER ELECTRICAL TREES

### Conflict View







# SCORECARD - MINIMUM IMPACT CONVERSION

## SOUTH

### SAFETY

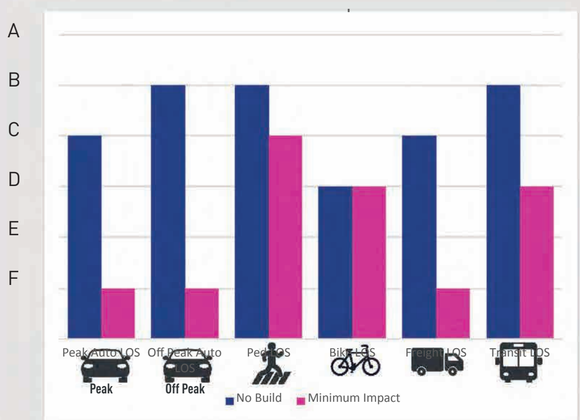
**Crash Potential**
Before
After
385% Increase

**Severity**
Before 60-75%
After 98%

**Exposure**
Before After

### BALANCE

**Level of Service**




**Latent Demand** 47%

### MOBILITY

**Travel Time Added**

Peak: +10 Mid: +2 Event: +2

### IMPACTS

**Impact**
6 9 -17 0

**Emissions**
Before After

**Cost & Reinvestment**
Cost $991,700
Reinvestment $0.4 - 0.8M

## DOWNTOWN

### SAFETY

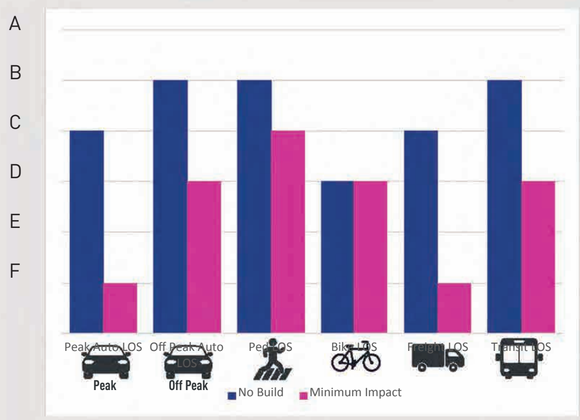
**Crash Potential**
Before
After
281% Increase

**Survivability**
Before 60%
After 98%

**Exposure**
Before After

### BALANCE

**Level of Service**




**Latent Demand** 52%

### MOBILITY

**Travel Time Added**

Peak: +5 Mid: +3 Event: +4

### IMPACTS

**Impact**
7 1 -4 0

**Emissions**
Before After

**Cost & Reinvestment**
Cost $887,700
Reinvestment $3.0 - 5.8M

## NORTH

### SAFETY

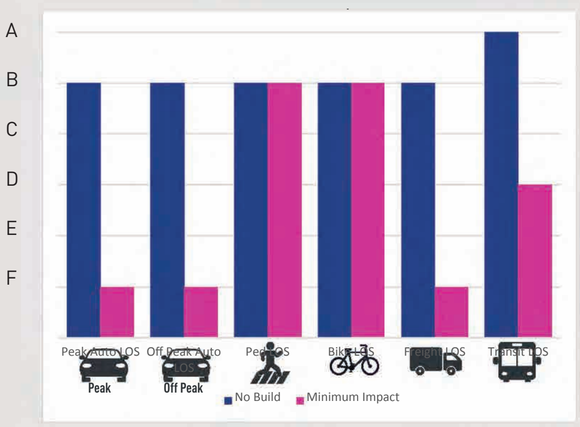
**Crash Potential**
Before
After
331% Increase

**Survivability**
Before 60-75%
After 90-98%

**Exposure**
Before After

### BALANCE

**Level of Service**




**Latent Demand** 52%

### MOBILITY

**Travel Time Added**

Peak: +5 Mid: +3 Event: + 4

### IMPACTS

**Impact**
10 17 -37 0

**Emissions**
Before After

**Cost & Reinvestment**
Cost $1,846,000
Reinvestment $1.4 - 1.7M

# University 10th

IMPROVING CRITICAL CORRIDORS

## PROJECT INFO

**The Fargo-Moorhead Metro Council of Governments, City of Fargo, and NDDOT have partnered to improve University Drive and 10th Street. The project will explore elements including new street design and safety improvements for each corridor that will make them better places to live, work, conduct business and commute.**

**The study began in May 2022 and includes University Drive and 10th Street between 19th Ave N and 13th Ave S. In recent months, the Uni10 team has been hard at work evaluating a series of corridor-wide roadway configurations against community priorities defined in our first phase of Community Visioning, as well as modeling traffic implications for each under current and future conditions.**

**TODAY:** Discuss Our Findings to Date

**FALL AND WINTER:** Analyze Location-Specific Transportation Solutions

**SPRING 2024:** Ask the Public for Feedback and Direction

**SUMMER 2024:** Develop Implementation Plan

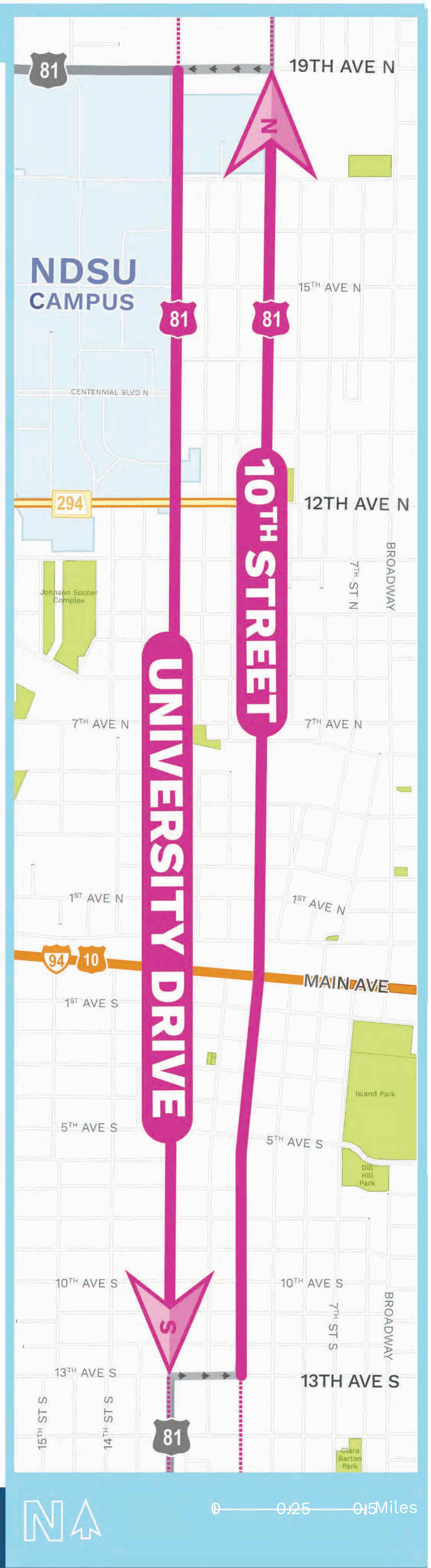
**FALL 2024:** Go to City Leadership and Public with Draft Plan

**http://fmmetrocog.org/Uni10thCorridors**

**VISIT THE PROJECT SITE TO LEARN MORE AND GET INVOLVED!**

## Welcome to the Public Input Meeting!

**Visit with the Bolton & Menk staff and check out the project website to learn more.**




METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

THE CITY OF Fargo FAR MORE

NORTH Dakota | Transportation Be Legendary.

**SIGN-IN SHEET**
North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page ____ of ____

| | | |
|---|---|---|
| | Division/District/Consultant | |
| Meeting Location: DCP Office | Meeting Type | Meeting Date: 10/18/2024 |
| Project Number: University & 10th | | PCN |
| Project Description: Business owners | | |

| | | | |
|---|---|---|---|
| Name (Please print): DAN KLUG | Title/Representing: United Way of Cass-Clay | | |
| Address | City: FARGO | State: ND | ZIP Code: 58103 |
| Email Address: dklug@unitedwaycassclay.org | | Telephone Number: 218.791.9579 | |

| | | | |
|---|---|---|---|
| Name (Please print): JADE NIELSEN | Title/Representing: JADE PRESENTS | | |
| Address: 1320 1st Ave N. | City: FARGO | State: ND | ZIP Code: 58102 |
| Email Address: JADE@JADEPRESENTS.com | | Telephone Number: 701 388 9147 | |

| | | | |
|---|---|---|---|
| Name (Please print): Deborah Fredericksm | Title/Representing: citizen | | |
| Address: 217-32nd Ave. N | City: Fargo | State: ND | ZIP Code: 58102 |
| Email Address: deborahfredericksm@outlook.com | | Telephone Number: 701-630-3379 | |

| | | | |
|---|---|---|---|
| Name (Please print): Arlette Preston | Title/Representing | | |
| Address: 505 Broadway #300 | City: Fargo | State: ND | ZIP Code: 58102 |
| Email Address: arlpres54@gmail.com | | Telephone Number: 701-261-0498 | |

| | | | |
|---|---|---|---|
| Name (Please print): Madison Stone | Title/Representing: — | | |
| Address | City | State | ZIP Code: 58560 |
| Email Address: mstone@emergingprairie.com | | Telephone Number | |

| | | | |
|---|---|---|---|
| Name (Please print): Larry Boulgen | Title/Representing: Boulgen F.T. | | |
| Address: 123-10th St S | City: Fargo | State: ND | ZIP Code: 58103 |
| Email Address: lboulgen@gmail.com | | Telephone Number: 701-238-1500 | |

| | | | |
|---|---|---|---|
| Name (Please print): Dan Hurder | Title/Representing: Owner Boiler Room/Mary's/Chef's Table Catering | | |
| Address: 1020 1st Ave N | City: Fargo | State: ND | ZIP Code: 58102 |
| Email Address: dan.hurder@greatplainshospitality.com | | Telephone Number: 701-3[illegible]-1080 | |

**SIGN-IN SHEET**
North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page ____ of ____

| | | |
|---|---|---|
| Division/District/Consultant | | |
| Meeting Location: Black Building (DCP Office) | Meeting Type | Meeting Date: 10/18/2024 |
| Project Number: University & 10th | | PCN |
| Project Description: Stakeholders | | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| SLOAN JOHNSON | JADE COMPANIES | | |
| Address: 1320 1ST AVE N | City: FARGO | State: ND | ZIP Code: 58102 |
| Email Address: sloan@jadecompanies.com | | Telephone Number: 701.298.0071 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Chris Wilson | NDSU | | |
| Address: 202 Old Main, NDSU | City: Fargo | State: ND | ZIP Code: 58108 |
| Email Address: christopher.s.wilson@ndsu.edu | | Telephone Number: 701-231-6408 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Joe Burgum | Folkways / Hawthorne | | |
| Address: 210 N Broadway #202 | City: Fargo | State: ND | ZIP Code: 58102 |
| Email Address: Joe@Folkway.org | | Telephone Number: 701-371-8208 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Michael Maddox | Metro COG | | |
| Address: 12nd Street N Ste 232 | City: Fargo | State: ND | ZIP Code: 58102 |
| Email Address: maddox@fmmetrocog.org | | Telephone Number: 701.532.5104 | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| Blue Weber | Bolton & Menk | | |
| Address | City | State | ZIP Code |
| Email Address | | Telephone Number | |

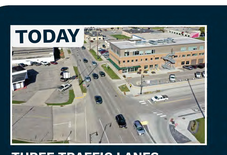
| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| | | | |
| Address | City | State | ZIP Code |
| Email Address | | Telephone Number | |

| Name (Please print) | Title/Representing | | |
|---|---|---|---|
| | | | |
| Address | City | State | ZIP Code |
| Email Address | | Telephone Number | |

## LEGEND

**RECOMMENDATIONS**
- Traffic Signal Improvements
- Speed-Controlled Traffic Signal
- Dynamic Speed Limit Sign
- Pedestrian Crossing Signal
- Possible Pedestrian Scramble
- Protected Bike Lane
- Bike Boulevard
- Shared Bike/Walk Path
- Road Diet

**EXISTING FACILITIES**
- Bike Lane
- Shared Bike/Walk Path



### TODAY

**THREE TRAFFIC LANES**
- Three lanes in each direction
- Wide and busy with fast-moving vehicle traffic
- Difficult to cross, walk on, and bike on

**RECOMMENDATION:**
- Reconfigure one travel lane to create a safer and better connected Downtown for all

### ALTERNATIVE 1

**DOWNTOWN-ONLY CONVERSION**
- Increases circulation and accessibility Downtown
- Slows traffic speeds, increasing pedestrian and bike safety
- Does not shorten pedestrian crossing distances
- Increases vehicle crash potential
- Estimated cost is $18.4 million

### ALTERNATIVE 2

**SHARED BIKE/WALK PATH AND TURNOUT LOADING AREAS**
- Improves bike safety, capacity, and speed
- Shortens pedestrian crossing distances
- No major driver or bus impacts
- Estimated cost is $19.2 million

### ALTERNATIVE 3

**RAISED 2-WAY BIKEWAY**
- Improves bike safety, capacity, and speed
- Does not shorten pedestrian crossing distances
- No major driver or bus impacts
- Estimated cost is $18 million

### ALTERNATIVE 4

**RAISED 1-WAY BIKEWAY**
- Improves bike safety, capacity, and speed
- Decreases bus speeds slightly
- Does not shorten pedestrian crossing distances
- No major driver impacts
- Estimated cost is $18.5 million

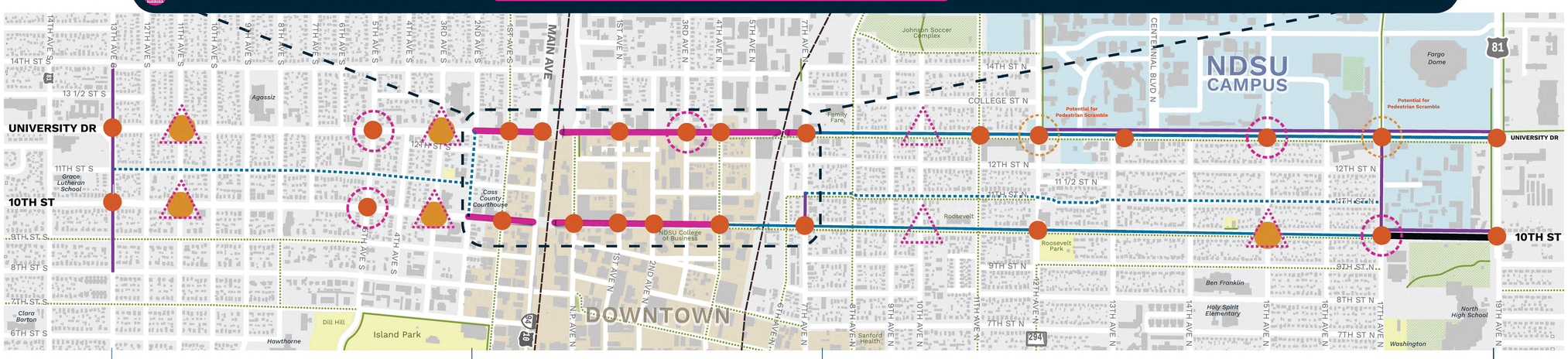
## DOWNTOWN RECONFIGURATION

**WHAT SHOULD WE DO WITH THE EXTRA LANE?** To create a **safer and better connected Downtown** for all, traffic experts recommend **two lanes Downtown.** There is an opportunity for Fargoans to decide how to use the extra space— so **let us know what you think!**

WANT TO GIVE **ADDITIONAL COMMENTS?**

**SCAN HERE** to complete a **short survey** and view the project website

http://fmmetrocog.org/UnitOfCorridors




### SOUTH
Maintain one way pair
Add biking route on 11th St. S
Improve traffic lights and pedestrian crossings

### DOWNTOWN
Maintain 2 lanes in current direction of travel
Reconfigure third lane as conversion, bike facility, or loading area
Improve traffic lights and pedestrian crossings

### NORTH
Maintain one way pair
Provide alternative biking route on 11th St. N
Improve traffic lights, crossings, and pedestrian access to NDSU

# WELCOME TO

University
IMPROVING CRITICAL CORRIDORS
10th

# TREATS FOR OUR STREETS!

## Improvements are coming to University Drive and 10th Street!

We heard your concerns, and now
we would love your input on the design concepts.

**VISIT THE PROJECT SITE TO LEARN MORE AND GET INVOLVED!**

http://fmmetrocog.org/Uni10thCorridors

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# PROJECT BACKGROUND

University
IMPROVING CRITICAL CORRIDORS
10th

## WHAT IS THIS PROJECT? WHERE IS IT? WHY?

This project began in May 2022 and focuses on University Drive and 10th Street between 19th Ave N and 13th Ave S. The Fargo-Moorhead Metro Council of Governments, City of Fargo, and NDDOT have partnered to improve University Drive and 10th Street. This corridor is important as a connector in the city, and is in need of safety improvements due to the high numbers of crashes. The project explores elements including new street design and safety improvements for each corridor that will make them better places to live, work, conduct business and commute.

## WHAT HAVE WE LEARNED SO FAR?

Residents, business owners, visitors, employees, students, and other groups all use the corridor and have different needs for traffic and safety. None of the scenarios mitigate every issue and meet every community priority. But, now we know what the pros and cons of different intercentions and how to make improvements the most impactful while still meeting community priorities.

## HAS THE COMMUNITY BEEN INVOLVED?

YES! A robust community visioning process included:

**6,435** POSTCARDS MAILED

**100+** COLLABORATIVE MAP COMMENTS

**395** SURVEY RESPONSES 91% Completion Rate

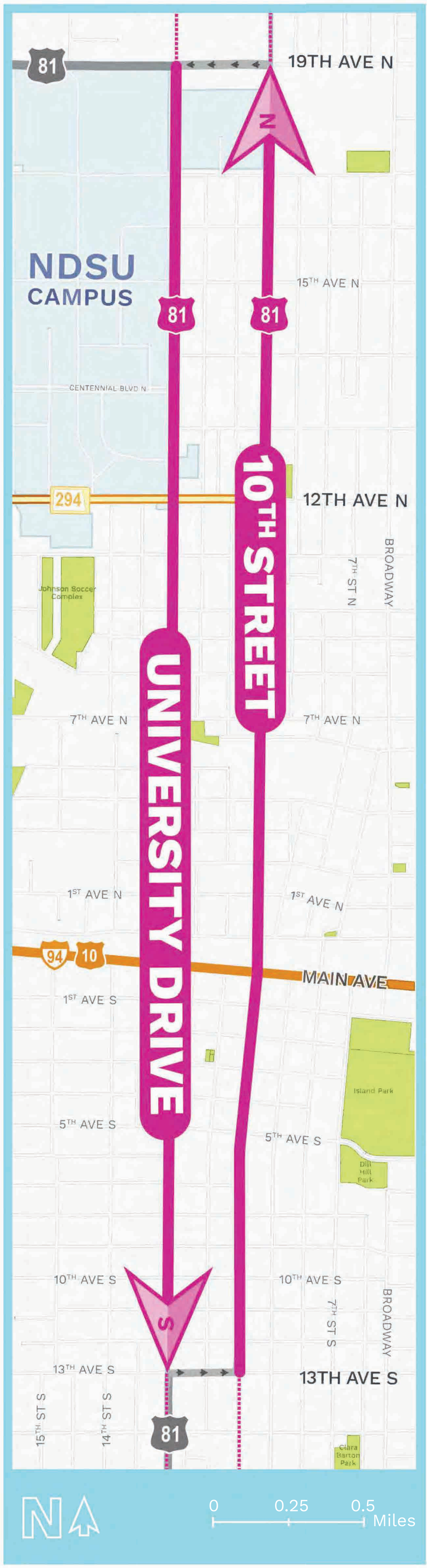
**600** RESIDENTIAL PROPERTIES VISITED

**60** CONVERSATIONS WITH RESIDENTS

**60** BUSINESSES VISITED

**20** CONVERSATIONS WITH EMPLOYEES & OWNERS

**1** PROJECT UPDATE VIDEO




# OUR PROCESS

**The study began in May 2022. This phase includes receiving feedback on the final design alternatives for both University Drive and 10th Street.**

1. **EXISTING CONDITIONS ANALYSIS**

   The consultant team looked at demographics, crash rates, destinations, and the ways people get around on the University Drive and 10th Street Corridor.

2. **PUBLIC VISIONING**

   Through surveys, conversations, and events like this, themes are found to create a unified vision for the corridor that considers all the different ways it is used.

3. **TWO WAY CONVERSION ANALYSIS**

   Long talked about in Fargo, this project also assess converting this one way pair to two ways and the impacts that would have on traffic and safety.

YOU ARE HERE!

4. **DESIGN CONCEPTS + RECOMMENDATIONS**

   To find out more about the configurations tested and evaluation process, check out the project update video and explore the project website:

5. **FINAL REPORT**

   The Final Report contains the information from all of the phases before it, and plots a route for the improvements to be made. This will be available on the MetroCOG website.

**WHAT'S NEXT?**

**IMPLEMENTATION**

MetroCOG, The City of Fargo, and NDDOT will work together to schedule, fund, and hire contractors to make the recommended improvements. Construction may begin around 2030.

**VISIT THE PROJECT SITE TO LEARN MORE AND GET INVOLVED!**

http://fmmetrocog.org/Uni10thCorridors

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# DESIGN CONCEPTS & RECOMMENDATIONS

University
IMPROVING CRITICAL CORRIDORS
10th

## DOWNTOWN RECONFIGURATION

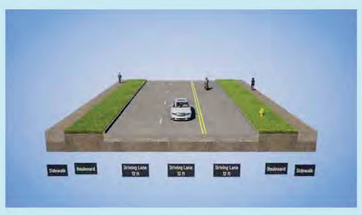
### KEY FINDINGS

- Downtown, where University and 10th each currently expand to 3 lanes, creates confusion and unpredictable driving.
- These areas can carry the same numbers of traffic with only 2 lanes.
- The remaining space can be reused in a variety of ways:
  - Downtown-Only Conversion to Two Way
  - Shared Bike/Walk Path and Turnout Loading Areas
  - Two-way Raised Bikeway
  - One-way Raised Bikeway

### LET US KNOW WHAT YOU THINK!

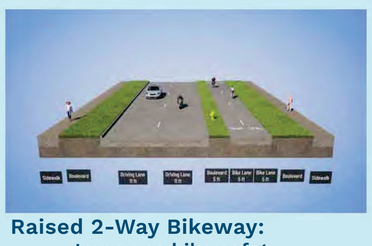
- Your input will shape which design moves forward and is constructed through the Downtown area of University Drive and 10th Street

### ALTERNATIVES

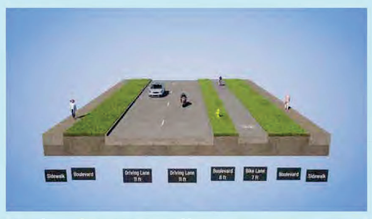


**Downtown-Only Conversion:**
- Increases Downtown circulation and accessibility
- Slows traffic, increasing pedestrian and bike safety
- Does not shorten pedestrian crossing distances
- Increases crash potential
- Estimated cost $18.4m

**Shared Bike/Walk Path and Turnout Loading Areas:**
- Improves bike safety, capacity, and speed
- Shortens pedestrian crossing distances
- No major driver or bus impacts
- Estimated cost $19.2m



**Raised 2-Way Bikeway:**
- Improves bike safety, capacity, and speed
- Does not shorten pedestrian crossing distances
- No major driver or bus impacts
- Estimated cost $18.5m



**Raised 1-Way Bikeway:**
- Improves bike safety, capacity, and speed
- Decreases bus speeds slightly
- Does not shorten pedestrian crossing distances
- No major driver impacts
- Estimated cost $18m

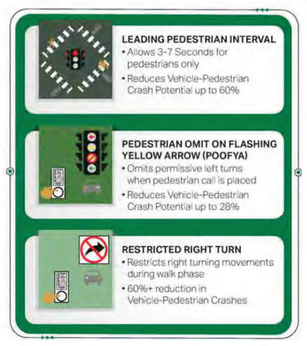
## CROSSING SAFETY

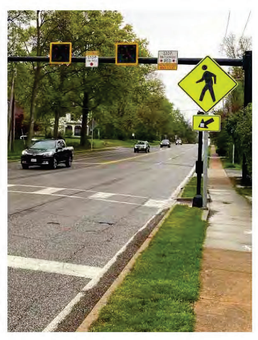
### KEY FINDINGS

- University and 10th are busy and difficult to cross
- 3,600 kids enrolled at 9 schools within ½ mile of the corridor
- More than 1,800 bikes are on NDSU campus
- By 2025, University Drive will see more buses an hour than any other corridor in the metro, and people need safe routes to and from bus stops

### RECOMMENDATIONS

- Improve crosswalk lights at existing stoplights, based on the amount of pedestrians, crash history, and daily traffic level





## BICYCLE CONNECTIVITY

### KEY FINDINGS

- Railroad underpasses create major barriers where the street narrows and bikes are forced into vehicle traffic
- Remove bicycle facilities from University and 10th in North and South areas; relocate to 11th Street
- Bike facilites Downtown will depend on the alternative selected, and should connect to 11th Street

### RECOMMENDATIONS

- Biking in the North and South project areas should be moved to 11th Street as a Bike Boulevard, with designs for slower car traffic and expectation of sharing the road
- Bike facilites Downtown should connect to 11th Street and other bike lanes and paths

## TRAFFIC CALMING

### KEY FINDINGS

- Most common public complaint is fast, unpredictable driving and night-time drag racing
- Majority of traffic is within 5 MPH of the speed limit

### RECOMMENDATIONS

- Time stoplights for 30 MPH speeds; faster traffic will not be able to travel continuously
- Time stoplights to turn green when traffic is slower than the limit and remain red if above the limit
- Narrow extra space on 10th Street North of 17th Ave N by installing curb extensions

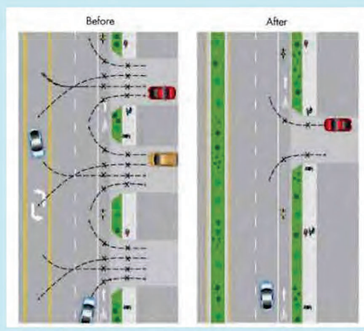
## CRASH HISTORY

### KEY FINDINGS

- 7 of the top 10 intersections with the most crashes in Fargo
- Corridor has 23% more "angled crashes" than the City average; these crashes tend to be more severe
- 45% of Corridor is above "Critical Crash Rate"

### RECOMMENDATIONS

- Target intersections with highest numbers of crashes to receive safety improvements
- Work with property owners to streamline driveways into one property entrance/exit
- Trim trees to improve driver sightlines, while preserving as many trees as possible. Any trees removed will be replaced.



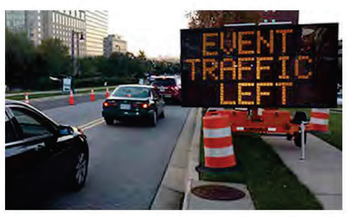

## EVENT MANAGEMENT

### KEY FINDINGS

- Events can be easily accommodated. Compared to everyday traffic operations:
  - The roads each have excess capacity
  - The area has excess parking
- Scheduling is coordination is critical for major events

### RECOMMENDATIONS

- Use digital signs to communicate traffic and parking information with visitors
- Run a shuttle service during events to distribute parking and traffic
- Coordinate major FargoDOME and Convention Center events for different days to reduce event-related congestion



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## Map ID Uncategorized — Ideas and Opportunities

Tommy Schmidt(Bike/Recreational User) - tschmidt1993@gmail.com — Concept 1

6 | 0

Designate NP Ave west of University Drive as a bike route to continue the bike facility along NP Ave to the east. This is low traffic, so a sharrow and signage would be sufficient. Bike route may continue to 14th St N, then continue west along 1st Ave N with a painted, new bike lane that takes cyclists safely to the Brewhalla area. — 10/9/2024

8 | 0

I agree with the Brewhalla comment. We should be thinking about bike routes that bring cyclists to where they want to go, not just converting corridors to bike-friendly in the hopes they will start to be used. — 10/17/2024

## Map ID Uncategorized — Concerns

Tommy Schmidt(Nearby Resident) - tschmidt1993@gmail.com — Concept 1

4 | 0

There is such little traffic that is making this left turn to warrant a dedicated left turn lane. It would make a lot more sense to reconfigure this intersection to remove this left turn lane and allocate that space back to the boulevard. This will reduce the crossing distance for pedestrians at this intersection. — 10/9/2024

## Map ID Uncategorized — Dislikes

Matthew Williams (Automobile User) - williams.maw@gmail.com — Concept 1

7 | 0

I am not a fan of converting the one ways to two ways. I find that it is already difficult to traverse N and A from North Fargo during peak hours and I would not support an option that could add 50% to travel times. — 10/16/2024

1 | 0

And, having 7 AVE as the crossover betwen 2-way traffic and one way is going to put a horrendous load on 7th AVE, one that is not addressed in this design. Thus the conversion from 1-way roadways to 2-way is incomplete unless 7 — 10/25/2024

0 | 0

cont'd from previous comment. ... unless 7th AVE is 3-4 lanes. But it is a residential street and nobody there will like it. Just leave them all as 1-way roads. — 10/25/2024

1 | 0

And, I'll remind you that when 1st and NP where converted to 2-way, we were told that the lights would still be optimized as if they were still 1-way. Sadly, that is no longer true and the efficiency of the traffic lights is horrendous on these avenues now. — 10/25/2024

Map ID Uncategorized Concerns

Mike Ehresmann(Automobile User) - mehresmann@gmail.com — Concept 2

1 0 — I'm very skeptical that a driving lane could be removed without causing "major driver or bus impacts". This area already backs up daily. I would like to see the study that backs up this statement. — 10/16/2024

2 0 — Being backed up for at most one hour total during peak times in a day is not a good excuse for having an extra lane that could be used for other purposes during the other 23 hours of the day. — 10/18/2024

0 1 — You're saying being backed up for at most one hour during peak times isn't an issue? Quite the opposite, peak times is when you want to avoid any amount of being backed up. I understand what you're saying, but during the highest peak travel time is simply not when you intentionally create a problem to justify better use for 23 hours of the day. Those 23 hours don't have an issue needing to be addressed now. — 10/18/2024

Map ID Uncategorized Concerns

Jon Ackley(Nearby Business) - jonathan.ackley101@gmail.com — Concept 2

2 0 — I am no expert, but tearing up the street and adding a bus lane for $19 million that provides "no major bus impacts" seems to be a poor investment. — 10/17/2024

3 0 — I'd like to think they mean "No major NEGATIVE impact", but who knows? Looking at the design, I suspect there is more impact than they realize or want to admit to. I don't see this Concept as feasible for Fargo. — 10/18/2024

Map ID Uncategorized Concerns

ss(Other) - u1@1.co — Concept 1

0 0 — this is the most idiotic crosswalk design - forcing bikes and wheelchairs 15 feet off the line of travel just to hit the crosswalk???? fargo engineers are just dumb. — 10/18/2024

1 0 — Propose a better solution, don't just complain. — 10/18/2024

Map ID Uncategorized Concerns

ss(Transit User) - u1@1.co — Concept 2

3 0 — one of the main reasons for the whole design concept is to improve traffic, but buses are going to be behind schedule because in heavy traffic the buses cannot merge back onto the street, and you just know other cars aren't going to be that nice.
there is no way that i would be happy if my bus was late or i was late due to the traffic not letting the bus back onto the street. — 10/18/2024

2 0 — I have to agree with this, it looks an awful lot like the buses will "constantly" being entering and exiting traffic lanes. I can say from experience the general population doesn't tend to give the bus the right of way. — 10/18/2024

## Map ID Uncategorized — Concerns

ss(Bike/Recreational User) - u1@1.co — Concept 1

2 | 0

the whole idea of using timed lights is archaic with all the technology available today.
the police just spend millions(?) on license plate readers
why can't the city go to real time based traffic signaling? also use camera vision systems to recognize bikes and wheelchairs and pedestrians - and even motorcycles - because the buttons fail all the time and motorcycles and bikes do not have enough of a signature to trigger the magnetic loops.
camera vision on an interconnected network with a good algorithm is readily availalbe and will make controlling traffic so easy

10/18/2024

## Map ID Uncategorized — Ideas and Opportunities

ss(Bike/Recreational User) - u1@1.co — Concept 1

0 | 2

the residents at every intersection on 10th st should get together and solve the problem, not rely on the city

some solutions: 1) use motion cameras to record the license plates of speeders and send the pictures and video to the police - ND law says that only POLICE can't use cameras.
2) at night use speed sensing technology to turn on 1million candle spot lights pointed at the oncoming drivers - do blind them as they approach, but driving recklessly into lights so bright that it blinds the drivers should make them rethink speeding. lights only come on at like 40mph, etc

3) find some 30mph speed bumps and put them out at night, along with a sign that says speed bumps in use. anyone going 30mph or slower is fine, but 40mph and up would be felt.

takes some work by the residents, but would it be worth it?

10/18/2024

1 | 1

You want to blind speeding drivers and risk them losing control so they can crash into your property, your neighbors property, or worse... citizens?

10/18/2024

0 | 0

Now now, let's seriously consider his proposal. What if the citizens along 10 street collectively pooled their money? Then they could afford better equipment for this, with enough funding maybe you could make it one person's full time job. We could buy them a car and give it a special color scheme (let's say White and Black) and attach the lights to the top. We could also add a red and blue one and have him constantly enforce the community rules.

10/23/2024

0 | 0

Ah darn, I just reinvented the police.

10/23/2024

Map ID Uncategorized Ideas and Opportunities

ss(Nearby Resident) - u1@1.co Concept 1

0 1

the residents at every intersection on 10th st should get together and solve the problem, not rely on the city some solutions: 1) use motion cameras to record the license plates of speeders and send the pictures and video to the police - ND law says that only POLICE can't use cameras. 2) at night use speed sensing technology to turn on 1million candle spot lights pointed at the oncoming drivers - do blind them as they approach, but driving recklessly into lights so bright that it blinds the drivers should make them rethink speeding. lights only come on at like 40mph, etc 3) find some 30mph speed bumps and put them out at night, along with a sign that says speed bumps in use. anyone going 30mph or slower is fine, but 40mph and up would be felt. takes some work by the residents, but would it be worth it? 10/18/2024

0 1

You want to blind speeding drivers and risk them losing control so they can crash into your property, your neighbors property, or worse... citizens? 10/18/2024

Map ID Uncategorized Ideas and Opportunities

ss(Bike/Recreational User) - u1@1.co Concept 1

3 0

i have not heard anyone mention raised pedestrian bridges for any of the safety measures. it would only take a few strategically located pedestrian overpassses to eliminate 70% of the ndsu student traffic across university. 10/18/2024

Map ID Uncategorized Concerns

ss(Bike/Recreational User) - u1@1.co Concept 1

0 0

this is why taking 12th ave n and trying to find an alternate route for university is impossible - there are no contiguous roads north to south other than university and 10th. 10/18/2024

Map ID Uncategorized Concerns

ss(Bike/Recreational User) - u1@1.co Concept 1

1 0

this is why it is impossible to build a contiguous road north and south that would take traffic away from university and 10th - the railroads take so much land right in the middle of the north - south corridor and can't be impeded on. the only corridors available are university and 10th, and doing anyting to slow, impede or change traffic is really not going to make people look for or take alternate routes because there are none. any changes will just make it a more miserable and frustrating experience for drivers. 10/18/2024

Map ID Uncategorized Concerns

ss(Bike/Recreational User) - u1@1.co Concept 1

0 0

stop sign for traffic going south. will bikers want to stop every single intersection??? 10/18/2024

0 0

Bikers don't have to stop at every intersection.https://www.valleynewslive.com/2021/07/28/new-bike-laws-will-soon-go-into-effect-north-dakota/ 10/18/2024

Map ID Uncategorized Concerns

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Map ID Uncategorized Concerns

ss(Bike/Recreational User) - u1@1.co — Concept 1

5 0 very hard to cross 13th ave here,. it would be nice to have more controlled access to safely cross — 10/18/2024

0 0 It's too wide and traffic is too fast here. — 10/28/2024

0 0 Consider walking one block East or West to the controlled intersection. If you have a controlled intersection here, you're going to significantly impact traffic flow under any plan. — 11/5/2024

Map ID Uncategorized Ideas and Opportunities

ss(Bike/Recreational User) - u1@1.co — Concept 1

0 0 this is the best alternate bike route to go south --- start at 7th st and 12th ave n and go down to 7th ave n, then cross over 7th and get on 6th ave n to roberts street all the way to NP where it becomes 8th st, and take 8th st all the way down to 13th and beyond to 18th ave S — 10/18/2024

Map ID Uncategorized Concerns

Dan Mosser(Nearby Resident) - mosser.daniel@gmail.com — Concept 1

3 0 the multiple turning lanes and the thru lane going East as well as the turning/ thru lane going west make this intersection dangerous for pedestrians to cross on the north side of 13th. I make my family cross to the south first before going east, but the 3 lanes of east bound traffic often cant see pedestrians until they are right in front of them. many of the drivers are carrying too much speed transitioning from university and will run these lights. traffic needs to not only be slowed, but reduced at this intersection! — 10/18/2024

0 0 Yes, slowed and reduced. It shouldn't feel like a highway is cutting through the middle of residential areas. — 10/28/2024

Map ID Uncategorized Concerns

Chris Roeszler(Other) - roeszler@gmail.com — Concept 3

1 0 I've already seen people trying to turn left onto NP, after using this silly lane to go north from Main to NP. The curb is already curved to encourage a right turn, signs exist stating it's right turn only, but this concept makes it look like we're getting rid of the curved curb... dangerous for cyclists and pedestrians. — 10/18/2024

Map ID Uncategorized — Concerns

Thomas Schmidt(Nearby Resident) - tschmidt1993@gmail.com — Concept 3

2 | 0

There is no need for a dedicated left turn lane at this intersection. Eliminate it and straighten the cycle track concept out here. Also, this will reduce the crossing distance at the intersection for pedestrians. — 10/18/2024

Map ID Uncategorized — Ideas and Opportunities

Arlette Preston(Nearby Resident) - arlpres54@gmail.com — Concept 4

0 | 0

I don't understand why the two way conversion options do not include a two lane (one lane each way( with a center turning lane. — 10/20/2024

Map ID Uncategorized — Concerns

Andrew Smith(Automobile User) - meestersmith1515@gmail.com — Concept 2

0 | 0

Tough to tell what is being proposed here. Is the diagonal cross walk from the muli-use path leading to the tiny median here. Also, how does pedestrian traffic cross main from here? — 10/22/2024

Map ID Uncategorized — Ideas and Opportunities

C(Nearby Resident) - — Concept 1

0 | 0

Would a roundabout be a good option here and at 13th/University to reduce speeds and increase pedestrian safety? — 10/28/2024

Map ID Uncategorized — Ideas and Opportunities

Sloan(Nearby Business) - sloan@jadecompanies.com — Concept 2

0 | 0

Since buses dont like to pull out of traffic, maybe these areas could be added as timed parking M-F 8-5. Add these along the entire cooridor. — 10/29/2024

Map ID Uncategorized — Ideas and Opportunities

Sloan(Nearby Business) - sloan@jadecompanies.com — Concept 3

0 | 0

Add Pedestrian Signal to stop traffic and allow safe crossing after underpass. — 10/29/2024

Map ID Uncategorized — Ideas and Opportunities

Sloan(Nearby Business) - sloan@jadecompanies.com — Concept 4

0 | 0

Add a crosswalk on the South side of 5th Ave N for bicycles and pedestrians — 10/29/2024

Map ID Uncategorized — Ideas and Opportunities

Sloan(Nearby Business) - sloan@jadecompanies.com — Concept 4

0 | 0

Add digital bulletin sign to inform vehicles of congestion or pedestrian crossings after underpass — 10/29/2024

Map ID Uncategorized — Ideas and Opportunities

Sloan(Nearby Business) - sloan@jadecompanies.com — Concept 2

1 0 — Add a pedestrian crossing light to allow people to cross safely stopping vehicles after the underpass — 10/29/2024

Map ID Uncategorized — Ideas and Opportunities

Sloan(Nearby Business) - sloan@jadecompanies.com — Concept 1

1 0 — Add a crosswalk on the south side of 5th Ave N to allow a safer crossing on University Dr. — 10/29/2024

Map ID Uncategorized — Ideas and Opportunities

Sloan(Nearby Business) - sloan@jadecompanies.com — Concept 1

0 0 — Add a digital bulletin sign to inform traffic of upcoming congestion or other events that can affect traffic. — 10/29/2024

Map ID Uncategorized — Other

Chris Roeszler(Nearby Resident) - roeszler@gmail.com — Concept 1

0 0 — In this area, there is currently construction (early Nov '24) which temporarily blocked University, then restricted it to 1 lane of traffic. Drivers are clearly irritated and make poor choices now, passing people going faster than the speed limit allows, nearly causing accidents as people further down the road think it's safe to pull out into their lane.

This sort of behavior is what I expect should any part of this project move forward. I already see the irritation on driver's faces after having changed 1st and NP to two-way roads, I can't understand why we'd want to make the same sort of mistake on any section of these roads.

If you do proceed, even if it's only "downtown", you are now adding new layers of confusion by having these roads go from 1-way to 2-way to 1-way to 2-way multiple times. People already don't pay attention to signage, why introduce another layer of confusion?

Leave them alone; the current option leaves drivers in a position to quickly move between North and South (or mid) Fargo. — 11/5/2024

Map ID Uncategorized Other

Chris Roeszler(Nearby Resident) - roeszler@gmail.com

Concept 3

0 0

In this area, there is currently construction (early Nov '24) which temporarily blocked University, then restricted it to 1 lane of traffic. Drivers are clearly irritated and make poor choices now, passing people going faster than the speed limit allows, nearly causing accidents as people further down the road think it's safe to pull out into their lane.

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11/5/2024

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11/5/2024

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Chris Roeszler(Nearby Resident) - roeszler@gmail.com Concept 2

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If you do proceed, even if it's only "downtown", you are now adding new layers of confusion by having these roads go from 1-way to 2-way to 1-way to 2-way multiple times. People already don't pay attention to signage, why introduce another layer of confusion?

Leave them alone; the current option leaves drivers in a position to quickly move between North and South (or mid) Fargo. 11/5/2024

Map ID Uncategorized Other

John Anderson(Automobile User) - janderson779601@gmail.com Concept 1

0 1

I believe University and 10th Street should stay the way they currently are. University is one of the longest (if not the longest) north-south roads in Fargo (45th St may have just eclipsed it since its now paved from 19th ave north to county road 20). University and 10th Street provide a relatively easy and quick commute from north Fargo to south Fargo and visa versa. It also provides emergency vehicles a fast route for emergency calls around the city. How much time would be added to the response times of the 1st responders? Even one extra minute added to the response time could be tragic.
Traffic gets backed up during certain times of the day due to heavy traffic, especially after Fargodome/NDSU events. How much more time would be added in traffic jams if the one ways were taken out?
If pedestrian and bicycle safety is of concern, the city could look at adding more lighting to intersections and maybe allowing more time to cross streets. The city could also look at other streets to focus on bike lanes. 11/1/2024

Map ID Uncategorized Ideas and Opportunities

Sloan(Nearby Business) - sloan@jadecompanies.com Concept 1

1 0

Add a pedestrian crossing signal light to stop traffic and allow a safe crossing 10/29/2024

Map ID Uncategorized Ideas and Opportunities

Sloan(Nearby Business) - sloan@jadecompanies.com Concept 2

0 0

Add a digital bulletin board to inform vehicles about upcoming congestion during events or other information similar to Main Ave. 10/29/2024

Map ID Uncategorized Likes

Sloan(Nearby Business) - Sloan@jadecompanies.com — Concept 2

0 0 Having this crosswalk combined with a crosswalk across 5th Ave N — 10/29/2024

Map ID Uncategorized Ideas and Opportunities

Sloan(Nearby Business) - sloan@jadecompanies.com — Concept 4

0 0 Add Pedestrian Crossing Light to stop traffic when pressed by a person to allow safe crossing. — 10/29/2024

Map ID Uncategorized Ideas and Opportunities

Sloan(Nearby Business) - sloan@jadecompanies.com — Concept 3

0 0 Add video/text billboard sign to inform vehicular traffic about upcoming traffic issues as they drive closer to downtown. This could also help if combined with a pedestrian crossing signal at 5th Ave N to inform vehicles of people crossing the road or congestion ahead. — 10/29/2024

Map ID Uncategorized Ideas and Opportunities

Sloan(Nearby Business) - sloan@jadecompanies.com — Concept 3

0 0 Add a pedestrian and bicycle crossing on the South side of 5th Ave N. Adding here allows some crossing points to University and this could become a good crossing point as the area to the West is developed. — 10/29/2024

Map ID Uncategorized Concerns

C(Nearby Resident) - — Concept 1

0 0 Narrowing the street to provide more space for pedestrians and bikes would be helpful for accessing businesses on University. — 10/28/2024

Map ID Uncategorized Likes

Brian Glaeske(Nearby Business) - brian@glaeske.name — Concept 3

2 0 Overall this is my favorite option. It covers a lot of the issues that the current design doesn't have and it doesn't go to a 2-way design. I don't believe that a dedicated bus pull out is needed in Fargo at this time since ridership is a bit low at times and the inconvenience to traffic is negligible. The 2-way bike traffic is good, BUT it will be obnoxious if bikes in the bike lane have to yield for crossing traffic. — 10/25/2024

Map ID Uncategorized Concerns

Sabrina Lojik(Nearby Resident) - SabrinaLojik@gmail.com — Concept 1

0 0 Dangerous area for pedestrians. Drivers making a left turn onto the one way don't typically look left as all traffic is coming from the right. There have been two close calls where I have almost been run over by someone not noticing me crossing before they try to make their turn onto University. Luckily nothing came of it and with any hope a dedicated bridge, light system or something else can protect pedestrians before anything happens. — 10/20/2024

Map ID Uncategorized Concerns

Thomas Schmidt(Nearby Resident) - tschmidt1993@gmail.com — Concept 3

0 0

If someone is cycling north here and wants to go on the protected bike lane going east on NP, do they have to pull into the crosswalk? Seems like this intersection could be better. — 10/18/2024

Map ID Uncategorized Concerns

Chris Roeszler(Other) - roeszler@gmail.com — Concept 4

0 0

I've already seen people trying to turn left onto NP, after using this silly lane to go north from Main to NP. The curb is already curved to encourage a right turn, signs exist stating it's right turn only, but this concept makes it look like we're getting rid of the curved curb... dangerous for cyclists and pedestrians. — 10/18/2024

Map ID Uncategorized Likes

Mark Lundberg(Bike/Recreational User) - mlundberg@yhr.com — Concept 3

2 0

I like the 2 way cycling path separated from the car traffic, The current University and 10th St painted bike lanes are scary to use. people driving 40 MPH close to a cyclist is no safe! — 10/18/2024

0 3

Similar to the comment on Concept 1, there's a good portion of the year you can't bike, or will at least see even less bike traffic than you see now, and there isn't much bike traffic now. It's a bit of a catch-22; you really need more bike traffic to justify this, but you need this to justify more people being willing to bike. Overall it's a huge cost for too little overall benefit. — 10/18/2024

0 0

Induced demand exists, make it easier to bike and more people will use their bikes. — 10/20/2024

Map ID Uncategorized Concerns

D Mosser(Nearby Resident) - mosser.daniel@gmail.com — Concept 1

3 0

The Shrubs on this corner extend half way into the walk way and block pedestrian views. — 10/18/2024

Map ID Uncategorized Concerns

ss(Bike/Recreational User) - u1@1.co — Concept 1

6 0

this is a terrible intersection for bike traffic. pretty much have to wait at two lights that do not support bike traffic well at all.
the better answer is to just go straight down university from main and cross at the single light on the west side. — 10/18/2024

Map ID Uncategorized Concerns

ss(Bike/Recreational User) - u1@1.co Concept 1

0 0 stop sign for traffic going south. will bikers want to stop every single intersection??? 10/18/2024

0 0 Bikers don't have to stop at every intersection.https://www.valleynewslive.com/2021/07/28/new-bike-laws-will-soon-go-into-effect-north-dakota/ 10/18/2024

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Map ID Uncategorized Concerns

ss(Bike/Recreational User) - u1@1.co Concept 1

0 0 this is why it is impossible to build a contiguous road north and south that would take traffic away from university and 10th - the railroads take so much land right in the middle of the north - south corridor and can't be impeded on.
the only corridors available are university and 10th, and doing anyting to slow, impede or change traffic is really not going to make people look for or take alternate routes because there are none. any changes will just make it a more miserable and frustrating experience for drivers. 10/18/2024

Map ID Uncategorized Concerns

ss(Bike/Recreational User) - u1@1.co Concept 1

0 0 this is why taking 19th ave n and trying to find an alternate route for university is impossible - there are no contiguous roads north to south other than university and 10th. 10/18/2024

0 0 a turn only lane would be nice here, heading north from 19th ave 10/21/2024

0 0 oops i thought this was the university, 19th avenue intersection. 10/21/2024

Map ID Uncategorized Concerns

ss(Bike/Recreational User) - u1@1.co Concept 1

3 0

Here is the biggest problem with trying to change Uni-10: the railroads.
fargo is bottled up at the railroad crossings and the only tunnels are at university and 10th, and at 2nd st to the east. nothing to the west
there is no convenient alternate path, and all smaller streets have to cross over the railroads and people don't like when a train cuts them off

10/18/2024

0 0

pedestiran bridge crossing 12th ave n would be so nice. The lanes get backed up everyday on university because people turning left and right have to wait for many pedestrians to cross.

10/21/2024

Map ID Uncategorized Ideas and Opportunities

ss(Nearby Resident) - u1@1.co Concept 1

0 2

the residents at every intersection on 10th st should get together and solve the problem, not rely on the city
some solutions: 1) use motion cameras to record the license plates of speeders and send the pictures and video to the police - ND law says that only POLICE can't use cameras. 2) at night use speed sensing technology to turn on 1million candle spot lights pointed at the oncoming drivers - do blind them as they approach, but driving recklessly into lights so bright that it blinds the drivers should make them rethink speeding. lights only come on at like 40mph, etc 3) find some 30mph speed bumps and put them out at night, along with a sign that says speed bumps in use. anyone going 30mph or slower is fine, but 40mph and up would be felt. takes some work by the residents, but would it be worth it?

10/18/2024

1 1

You want to blind speeding drivers and risk them losing control so they can crash into your property, your neighbors property, or worse... citizens?

10/18/2024

Map ID Uncategorized Ideas and Opportunities

ss(Bike/Recreational User) - u1@1.co Concept 1

1 0

at night these lights should stay red in all directions until a car has been stopped for 5 seconds.

using vision based traffic cameras instead of the stupid archaic timed lights would make this so easy, and with red lights the speeders would have to slow down.

however, something nobody has ever mentioned is that the racers are already speeding - what will make them obey a red light???

10/18/2024

Map ID Uncategorized Concerns

ss(Bike/Recreational User) - u1@1.co — Concept 4

3 0

how does a 1 way bike path work???? that is insane. I am not going to go all the way to 10th to go south and then back to university for my commute...
in the last 2 years i have biked this exact route down university over 50 times, maybe even 100 times, and have not seen any bike traffic at all, so where is the need for this? i use the sidewalk and go under the railroad tunnels and have maybe twice had to share the sidewalk. bikes are easy to stop, see and navigate around each other. make a shared path and be done. — 10/18/2024

Map ID Uncategorized Concerns

ss(Bike/Recreational User) - u1@1.co — Concept 1

1 1

the stupid countdown timer on this light is so out of touch, but so are the dumb fargo engineers. all the lights in fargo turn yellow at ZERO, except a few, and this is one the few. be consistent fargo engineers!!!!! — 10/18/2024

0 0

They're trying to make it so people can't use the countdown's as a way to race the lights. — 10/25/2024

Map ID Uncategorized Likes

Jon Ackley(Nearby Business) - jonathan.ackley101@gmail.com — Concept 1

0 0

In terms of stated outcomes, this is the only concept that provides greater accessibility for Emergency Vehicles and First Responders. I feel that is a strong enough argument alone for two-way conversion. — 10/17/2024

0 2

Unless the two way conversion includes some widening of the road or guarantee that you have 3 lanes (turn lane being #3), how do you guarantee emergency vehicles get through if both Univ and 10th are experiencing rush hour traffic? "All the lanes are full, we have to find an alternate route?" "Honk at the until they move, even though they have to break the law to get out of our way?" — 10/18/2024

## Map ID Uncategorized — Dislikes

Jon Ackley(Nearby Business) - jonathan.ackley101@gmail.com — Concept 4

0 | 1 — In the study for this, it was found that 1% of people in Fargo bike to work. While a nice idea, the reality of the situation needs to be accepted. This concept would be an $18 million plus investment that would directly benefit 1% of Fargo's population — 10/17/2024

- 1 | 0 — The number of people bike to work in the study area is close to 4%. That is despite the lack of safe bicycle infrastrucure. No, bike lane where cars can drive over or side sweep you is NOT a safe bike lane. — 10/18/2024
- 3 | 0 — People don't bike to work because historically car traffic has been overpioritized above anything else. It is more convenient to drive than anything else with the status quo. — 10/18/2024
- 2 | 1 — People don't bike to work because it is too cold and slick most of the year. — 10/18/2024
- 1 | 0 — 1% or 4% biking, similar to the comment on Concept 1, there's a good portion of the year you can't bike, or will at least see even less bike traffic than you see now, and there isn't much bike traffic now. As I said on Concept 3, it's a bit of a catch-22; you really need more bike traffic to justify this, but you need this to justify more people being willing to bike. Overall it's a huge cost for too little overall benefit. — 10/18/2024
- 0 | 0 — It's not just biking to work, either. I live between the corridors and would absolutely bike or walk downtown more instead of driving (even in the winter) if traffic wasn't so fast and the roads weren't so big to cross. I think this is about creating opportunities for community members that aren't there but should be. There are also many schools located near the corridors and I think the cost is worth creating safe routes to school. — 10/28/2024

## Map ID Uncategorized — Dislikes

Mike Ehresmann(Automobile User) - mehresmann@gmail.com — Concept 1

2 | 1 — Why would we even consider this as an option since it doubles crash potential and increases travel times by 50%? — 10/16/2024

- 1 | 1 — I don't see how travel times would increase by 50%, especially when all other plans also go down to two lanes of traffic just like this one — 10/17/2024

## Map ID Uncategorized — Likes

Matthew Williams(Automobile User) - Williams.maw@gmail.com — Concept 2

1 | 0 — I really like the bus pullouts. I believe this will really help traffic flow during peak hours. — 10/16/2024

- 0 | 0 — until all the buses are behind schedule because they can't merge into traffic — 10/18/2024

| Map ID Uncategorized | Ideas and Opportunities | |
|---|---|---|
| Tommy Schmidt(Bike/Recreational User) - tschmidt1993@gmail.com | | Concept 1 |
| 1 / 1 | Add a 'bike box' style intersection at 4th Ave on both sides of the street to give priority at the intersection to cyclists crossing 4th Ave N. | 10/9/2024 |
| 3 / 1 | Not enough cyclist demand. Given the winter months are the majority of the year, auto traffic will suffer | 10/16/2024 |
| 2 / 0 | Biking for commutes is at 1% for Fargo. The study done for this concept backs up the previous comment about lack of demand. | 10/17/2024 |
| 1 / 1 | Lack of demand likely has a direct result of poor biking infrastructure. More bike friendly infrastructure encourages that cycling. Hostile infrastructure does not. Madison, WI is a great example of a winter city much like Fargo that has invested heavily in cycling infrastructure for transportation, and that investment has seen cycling take off as a viable transportation mode there. Build it, and they will come. | 10/18/2024 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| Tommy Schmidt(Bike/Recreational User) - tschmidt1993@gmail.com | | Concept 1 |
| 3 / 1 | The bike lane going south on University Drive now just ends. Where are we telling cyclists to go now at this location? The City made a huge investment in a protected bike lane at NP Ave, but there is no way to get to it from University Drive safely. The cycling route needs to be addressed here. | 10/9/2024 |
| 1 / 0 | In general, the city plan for bike lanes is so project focused it is hard to see how any of it will ever fit together. And frankly the inconsistency drives bikers nuts. Either do and not do, don't give us 50% of a solution because that just sucks. | 10/25/2024 |

| Map ID Uncategorized | Ideas and Opportunities | |
|---|---|---|
| Tommy Schmidt(Bike/Recreational User) - tschmidt1993@gmail.com | | Concept 1 |
| 4 / 1 | When vehicles are entering the underpass, it is essentially a drag strip for many. It is without fail that at any time of day a vehicle will rev their engine so loudly and speed up so fast, and what happens is the noise is amplified by going under the bridge. It is very uncomfortable for people living nearby and for other drivers, pedestrians, and cyclists using this particular stretch. As a cyclist, I take this bike lane, but this is extremely unnerving with the speed of vehicles. One idea to alleviate this at this specific stretch would be to provide bollards or, ideally, a curb to separate the bike lane from the vehicle lanes. This would give a physical barrier to the cyclists and the vehicles, and would visually give drivers a cue to slow down. | 10/9/2024 |
| 1 / 1 | Snow removal with a separate curb would be a nightmare. | 10/18/2024 |

## Map ID Uncategorized — Concerns

| | | | |
|---|---|---|---|
| 11 | 0 | Safety Issue: The business on this corner has extremely bright LED signage. Speeds here can also get high. | Study Area 7/12/2022 |
| 7 | 0 | At night the LED is really really bright and very distracting | 7/13/2022 |

## Map ID Uncategorized — Ideas

| | | | |
|---|---|---|---|
| 5 | 1 | Pedestrian Bridge? | Study Area 7/12/2022 |
| 2 | 1 | I think that would be a great idea. Students in this area of campus often have to cross this street with heavy traffic flow present. | 7/13/2022 |
| 0 | 0 | Remove the bus stop at this corner. The congestion is from buses from east, turning s on univ, crossing illegally to the right lane in the intersection and then stopping in the right lane at the bus stop. Elminate buses on 17th Ave N and this bus stop. That will help pedestrians and vehicles flow better | 2/20/2023 |

## Map ID Uncategorized — Ideas

| | | | |
|---|---|---|---|
| 0 | 0 | Convert intersection to roundabout while keeping right turn movement from University North to 13th Ave S Eastbound | Legend 7/13/2022 |

## Map ID Uncategorized — Ideas

| | | | |
|---|---|---|---|
| 0 | 0 | Potential roundabout? Lack of 24 hr consistent traffic, so use to reduce travel times and keep speeds low at this busy pedestrian cross point. | Study Area 7/13/2022 |
| 0 | 0 | I can't quite tell where you mean to suggest a round about, but I caution against it. Consider how big the roundabout needs to be when Semi Trucks are using these roads. | 8/18/2022 |

## Map ID Uncategorized — Concerns

| | | | |
|---|---|---|---|
| 5 | 1 | These access points should be reconfigured to one single access. | Study Area 7/13/2022 |

Map ID Uncategorized Concerns

Study Area

6 0 Very narrow sidewalks on 13th Ave S between 10th St and University Dr. 7/13/2022

Map ID Uncategorized Concerns

Study Area

6 2 Unsafe unprotected bike lane with vehicles frequently travel beyond speed limit at 35-40 mph. 7/13/2022

5 3 I usually feel alright in the bike lane here, but I think that a protected bike lane (physical curbs or barriers) would be a great addition 7/13/2022

1 0 Bikes don't carry liability insurance and bicycle drivers can cause accidents. Keep bikes off the roads. We have nice wide sidwalks on both side of UNIV 2/20/2023

Map ID Uncategorized Ideas

Study Area

2 1 Upgrading the buffered bike lane to a protected bike lane would be nice but very tricky. Having the protection would make it difficult for the residents with driveway access only available on university and 10th. I think the prime spots for a protected bike lane would be on university between 16th and 19th avenues and 11th and 14th avenues since there are few access points there. It wouldn't be a lot but I think it would be a nice addition. 7/13/2022

0 0 We live in an area where weather deters most people from biking 6 months of the year. We should focus our roads to support what people need all 12 months of the year. 2/20/2023

Map ID Uncategorized Concerns

Study Area

2 1 How will changes to 10th and University impact the current bicycle lanes? They are one of the few reasonably well done bicycle infrastructure items in the area.
Changing both of these streets to bidirectional travel will have some impact on the bicycle lanes. Unless it is carefully thought out the impact will be negative. Fargo doesn't need any more chopped up little snips of bike lane that go from nowhere to nowhere. (see 4th Ave N. for an example of what to avoid) 7/17/2022

2 0 To piggyback off of bike comment, as a bike commuter to and from downtown, I would actually prefer to use the parallel streets to bike instead of biking with the majority of cars along 10th and University. If those parallel street can be enhanced for bikes (signage, bike arrows on street, etc.) I think that would make this a better bike corridor. 8/17/2022

Map ID Uncategorized Concerns

Legend

0 0 There is no bicycle lane between University and 10th on 19th Avenue. This needs to be corrected. 7/17/2022

| Map ID Uncategorized | Ideas | |
|---|---|---|
| | | Study Area |
| 2 / 1 | Add pedestrian crossing or pedestrian bridge - NDSU students cross here a lot to access thier cars in the dome lot and not having any marked crosswalks makes it dangerous. | 7/26/2022 |
| 0 / 0 | One could argue the students are jaywalking and should probably go to 17th or 19th Ave to cross the street. I agree that some sort of walkway above or below ground would be beneficial. | 8/18/2022 |
| 0 / 0 | NDSU needs to build more parking into their apartment and dorm designs. If NDSU included ample parking with these apartment buildings, the students wouldn't need to park at the dome and cross University Also need to include parking spots for guests. Many students get together and there are no guest parking options. | 2/20/2023 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| | | Study Area |
| 0 / 0 | Speed traps here DO NOT deter speeders and ADD to the noise on the block because drivers step on the gas when they see there isn't an officer present. | 7/27/2022 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| | | Study Area |
| 4 / 0 | Students from NDSU and Ben Franklin cross this intersection daily amidst a terrible speeding problem. | 7/27/2022 |
| 1 / 2 | Install traffic lights to control the flow of traffic, either here or at 15th. Probably at 15th to match Broadway and University. | 8/18/2022 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| | | Study Area |
| 0 / 0 | A group of drag racing motorcyclists got in a wreck at this intersection in 2020 that left blood on the pavement and a young driver traumatized. I can provide an actual date if you need it. | 7/27/2022 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| | | Study Area |
| 0 / 0 | This property owner doesn't maintain his property on a regular basis. | 7/27/2022 |
| 1 / 0 | Probably not the place to make a comment like this since, unless you can clarify how this affects traffic on 10th St and potential changes to the flow of traffic. | 8/18/2022 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| | | Study Area |
| 0 / 1 | These properties have become extremely blighted with refuse and garbage and toys and yard waste strewn everywhere. This property owner attracts rowdy tenants who harass others in the neighborhood. | 7/27/2022 |
| 1 / 0 | This isn't the place to complain about neighbors when we're discussing potential changes to traffic flow on University Dr. and 10th St. | 8/18/2022 |
| 0 / 0 | One way streets invite traffic and speeding; that lowers the attractiveness of rental property; that increases blight. So yes, traffic patterns very much impact blight. | 8/27/2022 |

| Map ID Uncategorized | Ideas | |
|---|---|---|
| | | Study Area |
| 5 / 3 | 10th St N should be changed back to a two way street to slow down traffic, shift the University traffic to the 25th St/12th Ave N entry and exit point, and let PEOPLE have our neighborhood back. | 7/27/2022 |
| 0 / 0 | You're OK with making this another neighborhood's problem? Quite neighborly of you. | 8/18/2022 |
| 1 / 0 | 10th and University are major corridors in and out of downtown. Let's control the speed a different way. | 8/26/2022 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| | | Study Area |
| 0 / 0 | Several years ago the Fargo PD did a traffic survey on this street in this block and found multiple instances of people driving faster than 70 mph in a 30 mph zone. Unsafe. | 7/27/2022 |
| 1 / 0 | Speed enforcement and higher speeding fines can curb some of the bad behavior. | 2/20/2023 |
| 0 / 0 | Enforcement can't solve the problem. This is a residential area. The road should have features added to slow traffic down to 25 MPH. The whole problem in this area is that there are too many vehicles travelling well over 30 MPH. | 10/17/2024 |

| Map ID Uncategorized | Ideas | |
|---|---|---|
| | | Study Area |
| 0 / 0 | The city should buy out two or three properties on each side of this water tower and develop the whole things as a pedestrian police substation... Cops on foot and mountain bikes, who practice community policing in North Fargo. | 7/27/2022 |

| Map ID Uncategorized | Ideas | |
|---|---|---|
| | | Study Area |
| 0 / 0 | Redevelop this "parking lot" driveway into an actual through-street. The lot develops potholes because of the volume of traffic it carries. | 7/28/2022 |

Map ID Uncategorized Ideas

Study Area

3 1 A roundabout here would help solve speeding issues. 3 blocks from the last intersection, a roundabout would prevent the racers from getting any actual speed, so they wouldn't do it anymore here. Plus, it would greatly reduce speeds along the corridor, helping residents. You can't speed through a roundabout. Efficient and plausible. 7/29/2022

2 1 I'm sorry to say, but with the right vehicle you can absolutely speed through a roundabout; you get a slingshot effect. I don't understand the fascination with roundabouts, they're too small for some vehicles or, if a semi truck needs to continue using this road somehow, the roundabout is far too big. Consider what has to be given up to put the roundabout in. 8/18/2022

Map ID Uncategorized Ideas

Study Area

4 2 Thin the road and add curb cutouts for pedestrian crossings - lots of NDSU students cross this road and it is dangerous with speeding. thinning the road and adding curb cutouts would force speeders to slow down and pay attention 7/29/2022

2 2 Thin the road... that implies to me that you suggest cars driving closer to each other. That also sounds like we have to give up the bike lane. I'm sure lots of Elementary, Middle School, and High School students cross the road as well. University students can learn to watch for traffic, although they should already know to watch for traffic if they've made it to University. 8/18/2022

Map ID Uncategorized Concerns

Study Area

3 2 Converting these streets to 2 way traffic will creater problems ust as with NP and 1st Ave. Nhaving traffic flowing from two direstions when trying to turn left. 8/3/2022

4 1 I'm not sure why everyone downvotes comments like these. Are those of you downvoting thinking beyond the change to two way traffic? What would this look like on University and 10th where there are only two lanes now? Do we remove boulevards to widen roads so you can have a left turn lane? Would you rather just stop the flow of traffic while someone "patiently waits" to turn left? Will Semi Trucks find it easier or more difficult to navigate the Business 81 loop? Please think beyond the speeding problems. 8/18/2022

## Map ID Uncategorized — Concerns

| | | | |
|---|---|---|---|
| 6 | 1 | Access points from Uni to any of these businesses is nice and easy, but it creates an unfriendly pedestrian area with all those access points to watch for incoming or outgoing traffic. With the increase in Fargo Brewing events and the obvious vehicle and pedestrian traffic, all the access points create opportunities for conflict after events, and at that during the dark. Also, many vehicles like to leave the gas station from Uni and diagonally cross NE to 8th Ave. the Wrong Way as a shortcut. The West side of this street is bare and ugly which does not help draw in new customers to the block. | Study Area<br>8/9/2022 |
| 0 | 1 | I'd have to agree; you could close up most if not all access points to these business from University and direct traffic in from 7th or 8th Ave without much issue. That will also stop people leaving the gas station and cheating their way across University to 8th Ave. | 8/18/2022 |
| 1 | 0 | The concerns about Fargo Brewing pedestrians all stem from Fargo Brewing not having ample parking for their guests. These issues come into play when business and apartments do not have enough parking included when they devlop the site.. | 2/20/2023 |
| 0 | 0 | Fargo Brewing site development did not include enough parking spaces to support the events. We could increate the required number of parking spaces when site planning. This is an issue not just for Fargo Brewing but with many other redeveloped sites around town. Seems the city gives a parking exceptions too often. | 5/8/2023 |

## Map ID Uncategorized — Ideas

| | | | |
|---|---|---|---|
| 0 | 0 | This block with Family Fare seems to be ripe for redevelopment, especially with the 701 restaurant and Fargo Brewing | Study Area<br>8/16/2022 |

## Map ID Uncategorized — Concerns

| | | | |
|---|---|---|---|
| 2 | 0 | The double left turn lanes from 1st onto University are terrible. No one stays in there lane when they turn and I have been almost side-swiped multiple times. | Study Area<br>8/17/2022 |
| 1 | 2 | I think this is more of a people issue and less of a design issue. Drivers need to watch the posted signs and follow the painted lines. | 8/18/2022 |
| 0 | 1 | Trying to cross on foot here is very stressful. To many cars trying to turn left and crossings are not very visible. Crossing 3 lanes of traffic is never enjoyable. | 8/19/2022 |

Map ID Uncategorized Concerns

Study Area

2 1 Bike lanes that go underneath the RR are not used very often. Feel very dangerous riding between a concrete wall and high speed traffic. Would be beneficial to add more protection to the bike lane or elevate it with the sidewalks through the tunnel. 8/19/2022

0 0 We have nice sidewalks here that are elevated. Using the sidewalk for bikes here works great. Remove bike lane and widen driving lanes to benefit everyone year round. 5/8/2023

Map ID Uncategorized Concerns

Study Area

1 0 RR tunnels encourage many people driving loud cars or motorcycles to rev them even louder. Is very annoying for anyone who lives nearby. 8/19/2022

0 0 I agree the behavior is annoying. Better enforcement of existing laws would help. As would legislature allowing stiffer penalties on vehicle noise and speed. 5/8/2023

Map ID Uncategorized Ideas

Study Area

2 1 The City should consider a two lane roundabout here, similar to the one on Main Ave and 2nd St. The majority of traffic heads east or north from this point so it would keep the flow of traffic in motion. 8/19/2022

0 0 I agree, but could this intersection handle northbound traffic at rush hour? I've seen this spot get backed up before heading eastboundrush hour le 8/22/2022

Map ID Uncategorized Concerns

Study Area

0 0 The best bike lanes in Fargo lead to nothing and connect to nothing. These three blocks on NP are a great example of comfortable bike infrastructure, but without connecting to other bike corridors that could be possible on 10th street and University. 8/22/2022

Map ID Uncategorized Concerns

Study Area

1 0 When vehicles take the access road to Main Ave. from 10th St., this intersection feels very uncomfortable for both vehicles AND pedestrians on the sidewalk on Main. The fence at main makes for a visual barrier for vehicles approaching main from 10th, and forces vehicles to encroach into the sidewalk to be able to see vehicles on Main. 9/1/2022

Map ID Uncategorized Concerns

Study Area

1 0 It feels like there should be a guardrail here from the sidewalk to the road on both sides of the street for the whole downhill portion of the underpass. 9/1/2022

Map ID Uncategorized Ideas

Study Area

0 1 Bump out corners so pedestrians don't have to cross so many lanes. 9/1/2022

Map ID Uncategorized Ideas

Study Area

0 0 Good example of historic building (is a home now, I believe) but the City should encourage mixed use developments along the entire 10th/University corridors. This is extremely common in major cities around the country. This little area feels like it could be re-purposed into a neighborhood coffeeshop or something similar. 9/1/2022

Map ID Uncategorized Concerns

Study Area

0 1 There is no reason this needs to be a four lane, one way section of road. Return some of that right of way to the public (bike lane, larger boulevard, etc.) 9/1/2022

1 0 The 4 lane is helpful for me getting to businesses here. 2/20/2023

Map ID Uncategorized Ideas

Study Area

0 1 Create a planted median with street trees to beautify this stretch of 19th Avenue. 9/1/2022

0 0 Planted medians make it more difficult to see oncoming traffic when crossing the road. Most noticable vehicles lower to ground. Also snow piles up in medians, complicating visibility. 5/8/2023

Map ID Uncategorized Ideas

Study Area

0 1 Upgrade bus stop. 9/1/2022

0 1 Elminate bus stops and the busses to allow traffic to flow better. Busses create traffic jams when they stop. 2/20/2023

Map ID Uncategorized Ideas

Study Area

0 1 Upgrade bus stop 9/1/2022

1 0 Please eliminate this bus shelter. It blocks the view of traffic coming off of 7th ave n 2/20/2023

Map ID Uncategorized Ideas

Study Area

0 2 This building has been renovated, but has yet to lease, and I think part of the reason is that University is too busy here. If this stretch was pedestrianized, I think it would be likely that businesses would follow. 9/1/2022

0 0 "Pedestrianized" sounds great for those nice months of the year and the days when the weather is nice. For me having parking directly next to the business encourages me to go there any time of the year even if it's snowing or raining. 5/8/2023

Map ID Uncategorized Ideas

Study Area

0 0 The Casey's and Northern buildings plus the massive parking lots that surround them are a poor use of land directly adjacent to NDSU's downtown campus and the edge of the core downtown. This should be redeveloped into a higher intensity use (mixed use). 9/1/2022

Map ID Uncategorized Concerns

Study Area

1 0 Vehicles move so fast from 8th avenue south to 13th avenue, which also causes extremely loud vehicles. This stretch needs to be calmed. 9/1/2022

1 0 We can hear the insane madmen driving up and down 10th Street and University Street all the way to the Red River! This is not a racetrack and the roads should have street cameras and noise measurememnts taken. 4/13/2023

Map ID Uncategorized Concerns

Study Area

2 0 Speeders and loud motorcycles loudly zipping by unsafely. 9/13/2022

1 0 The Fargo Police' tolerrance of excessive noise from motorcyclists must be addressed. The noise levels must come down and the childish middle aged men who drive the motorcycles should be held repoonsible for their noise emissions. 4/13/2023

Map ID Uncategorized Ideas

Study Area

0 1 Narrowing lanes & adding a separated bike path all along 10th St would help connect the road with the surrounding areas, while also slowing traffic. Biycicalists frequently travel North & South on nearby neighborhood roads to avoid hectic 10th st traffic. 9/14/2022

Map ID Uncategorized Concerns

Study Area

1 0 Drivers routinely drive through the crosswalk while children are in this crosswalk. 10/9/2024

Map ID Uncategorized Ideas

Study Area

0 0

Lots of people cross on this side of the intersection as it is closer to the parking lot. Add buttons for the crosswalk signals on the other side of the intersection so pedestrians can turn the signal to red.

10/9/2024

Map ID Uncategorized Concerns

Study Area

0 0

There is a lane shift problem here. Some drivers dangerously move from the far left to the center lane at the shift. Consider changing striping from broken white lines to solid white lines.

10/9/2024

Map ID Uncategorized Concerns

Study Area

0 1

The bike lane on this block is routinely ignored by drivers who treat it as a 3rd lane making it dangerous for anyone biking through here.

10/9/2024

Map ID Uncategorized Concerns

Study Area

0 0

I walk or bike to work every day and cross this intersection. It's mostly fine, but occasionally cars will stop and wave me across. However, this isn't a crosswalk and their actions are dangerous. Are there things we can do to reduce this danger? As an adult, I know to step back and wave them on, but kids might hop into the road, not realizing the other lanes of traffic may not stop.

10/9/2024

Map ID Uncategorized Concerns

Study Area

0 0

Crossing University (and 10th St) at the 8th Ave signals is often difficult - very long waits, if the sensor "sees" your vehicle at all. Motorcycles are entirely ignored by these signals.

10/16/2024

Map ID Uncategorized Concerns

Study Area

0 0

11th Street as a bicycle corridor: I like this idea, but in order for it to work there will need to be a stop sign on every intersection including 12th Ave N. Motor vehicles do not play nicely with other users of roads.

10/17/2024

Map ID Uncategorized Ideas

Study Area

0 0

2 lane one way roads with lights are perfect for drag racing. Return these roads to 2 way residential areas with roundabouts where cross traffic is needed. Etilize 4th street and main ave as feeder roads into downtown. Slowing traffic allows for safer bike lanes/traffic as well.

10/21/2024

| | | | |
|---|---|---|---|
| Map ID Uncategorized | Ideas | | |
| 0 | 0 | No bike lanes or get rid of existing bike lanes. They are dangerous and no one in their right mind would use them, while these two one ways are used as race tracks or just simply have too much traffic. There are plenty of parallel quiet side streets to take as alternatives. | Study Area<br>10/24/2024 |
| Map ID Uncategorized | Concerns | | |
| 0 | 0 | Dangerous merge from 3 to 2 lanes. Middle lane actually moves towards right while right lane that is supposed to merge just keeps going straight. Vehicles in right lane just keep going straight without yielding to middle lane. | Study Area<br>10/24/2024 |
| Map ID Uncategorized | Concerns | | |
| 0 | 0 | Almost none of the road sensors in Fargo properly detect bicycles. This needs to be fixed. | Study Area<br>10/17/2024 |
| Map ID Uncategorized | Concerns | | |
| 0 | 0 | Forcing bicycle traffic to cross University is a hazard. This needs to be fixed. | Study Area<br>10/17/2024 |
| Map ID Uncategorized | Concerns | | |
| 0 | 0 | As a pedestrian, this area is often icy and slippery in the winter. This is due, in part, to poor drainage and plowing. Are there any ways to mitigate this, so this is a safer crossing, year round? | Study Area<br>10/9/2024 |
| Map ID Uncategorized | Ideas | | |
| 0 | 0 | The NDSU corridor has more pedestrians than any other part of the city outside of downtown. To improve the safety of crosswalks at lights, add delays to green lights when the crosswalk buttons are pushed. This gives pedestrians a chance to enter the crosswalk and be seen by drivers before drivers start moving. Saw this in Minneapolis and seems to work better for pedestrians. | Study Area<br>10/9/2024 |
| Map ID Uncategorized | Ideas | | |
| 0 | 0 | Too many drivers ignore the school zone--even when kids are obviously present. 4th st S by Hawthorne is much calmer and safer for kids. Apply that street design to 10th as well. | Study Area<br>10/9/2024 |

Map ID Uncategorized Concerns

Study Area

0 0 This is a challenging location for a left turn from SB univ to EB 13th. Consider adding protected arrow? 10/9/2024

Map ID Uncategorized Concerns

Study Area

0 0 Most drivers fail to stop at the stopping line marked across the street--pulling up to the cross walk and menacing pedestrians. 10/9/2024

Map ID Uncategorized Concerns

Study Area

1 1 There's not a reasonable way for a biker to cross the train tracks in this area. I'd love to see smaller lanes (or a 2-way) causing slower traffic, and a divided or well marked bike lane extending from 4th Ave N at least under the tracks. Currently if I'm trying to go south here, I would ride/walk my bike on the sidewalk between 4th Ave N and 1st Ave S, where I can finally cut over to 12th or 11th street and feel safer biking. 5/3/2023

Map ID Uncategorized Ideas

Study Area

0 1 Adding a roundabout on 8th or 5th Ave would help slow traffic. With island park & Hawthorne school directly east, this is also a great access point. 9/14/2022

Map ID Uncategorized Ideas

Study Area

1 1 The bus stop here is used quite a bit, but there is no shelter. Upgrading this stop would help a lot of riders 9/1/2022

Map ID Uncategorized Ideas

Study Area

0 1 Bike lanes on 5th avenue south that connect from 4th street to 25th street would be great. 9/1/2022

0 1 Maybe we can encourage bikes to use the nice wide sidewalks on both sides of these roads. Then we wouldn't have to sacrifice lane width for the few bikes that use roads part of the year. 5/8/2023

0 0 Sidewalks are the most dangerous places for bicycles. Bicycle car collisions are mostly cars turning into bicycles. Many of the roads in Fargo predate 1910, which means that they were originally built for bicycles. But you are correct that there are almost no East/West bicycle lanes. 10/17/2024

Map ID Uncategorized Concerns

Study Area

0 0

This type of development is a perfect example of what development should NOT look like Downtown. This project has a suburban feel, with the teller drive through, being pushed away from the street, etc. 10th Street plays a part of that, because it is designed as a car-centric thoroughfare, and not conducive to pedestrian activity. The city should tweak the DMU zoning to make sure that buildings are to building to lot line, and not pushed back like it was located on 52nd Ave S.

9/1/2022

Map ID Uncategorized Ideas

Study Area

0 1

Upgrade this bus stop. In fact, 10th and University are probably the most used bus lines in the city, and the bus stops are either just a bench or a sad awning. NDSU does has great bus stops at the campus, and maybe if we upgraded the bus stops at already successful lines, then even more people would feel more comfortable using them too.

9/1/2022

Map ID Uncategorized Ideas

Study Area

1 0

This parking lot seems to be quite empty most of the time. I wonder if the owner would ever consider in-fill development

9/1/2022

0 0

I wish we had more designs with open parking lots. Parking ramps are creepy even with the best lighting.

5/8/2023

Map ID Uncategorized Ideas

Study Area

0 1

Encourage mixed use development (possibly with attached parking garage similar to Downtown Fargo Mercantile/Roberts Commons?) to encourage a more walkable, pedestrian friendly area entering NDSU. This is many people's gateway into downtown Fargo from the airport, and for 99% of the year, the Fargodome parking lot sits almost completely empty.

9/1/2022

0 0

Need parking enforcement when dome events are going onFargodome doesn't have enough parking, when parking fills up many folks violate parking laws during the duration of the event.

2/20/2023

Map ID Uncategorized Ideas

Study Area

0 1

Continue 10th Street bike lane to this point and have this 'alley' become the bikeway which connects back to University Drive.

9/1/2022

Map ID Uncategorized Ideas

Study Area

0 2

Enhance bus stop. This park is very underutilized, except in the winter with the rinks set up. A redesign of this park/masterplanning should be done to figure out how to activate this park to be a true neighborhood asset. It's probably not used as much because of how fast the traffic on 10th Street moves. Can there be a portion of this park dedicated as a dog park?

9/1/2022

Map ID Uncategorized Ideas

Study Area

0 0

Auto-oriented, drive-thru development here does not fit in with Downtown. Retrofitting the street to be a more local feeling street (think Main avenue reconstruction) would encourage redevelopment at underutilized sites like this.

9/1/2022

Map ID Uncategorized Ideas

Study Area

0 1

If bike lanes do not continue east on NP, then I would suggest a bike box at this intersection so that vehicles can see the bikes in the east bound bike lane and give them space as they cross 10th St.

9/1/2022

Map ID Uncategorized Concerns

Study Area

0 0

Pedestrian sidewalks here are very dark and don't feel safe.

9/1/2022

Map ID Uncategorized Ideas

Study Area

0 1

Adding plentiful street trees along the sections of University and 10th through the main downtown blocks will help beautify these corridors and this area tremendously. Visual obstacles along the side of the road (trees) will also help slow down vehicles. Plus, it will make for a better pedestrian experience.

8/22/2022

0 0

Mature tree trunks and bus shelters are diffucult to see around when trying to cross or pull out. (unless someone has a guy to hook me up with some some xray specs)

5/8/2023

Map ID Uncategorized Ideas

Study Area

3 0

A lighted pedestrian crosswalk, similar to those found on 4th street would be nice here. This road leads directly to Hawthorne school.

8/19/2022

Map ID Uncategorized Concerns

Study Area

1 1

More apartments are continuing to be built on the edges of downtown between 10th and University. Therefore more and more people are crossing on foot or by bike to go downtown throughout the week and especially on weeknights. These streets feel like barriers to anyone outside of a car. Making the streets easier to cross would greatly connect this area of downtown to the rest of it.

8/19/2022

Map ID Uncategorized Concerns

Study Area

1 1

Frequent stop lights along this section of 10th by downtown encourage street light racing from one to the next. Street would greatly benefit from eliminating the one way and changing the design to make it very uncomfortable to drive anything over the speed limit.

8/19/2022

0 0

I like the idea of eliminiating some of the stop lights. In some places it feels like there's a light ever block or every other block. Stop signs instead of lights work fine most of the day and night.

5/8/2023

Map ID Uncategorized Ideas

Study Area

2 1

Businesses that face university seem to struggle like in this location. The speed and traffic flows nearby dissuade people of ever taking the time to stop. Businesses could do better if the street felt like a more comfortable place to be outside a vehicle.

8/19/2022

Map ID Uncategorized Concerns

Study Area

0 1

This vacant lot has been an eyesore for a long time. It seems to be a good location for apartments.

8/16/2022

0 0

I think a business would be more appropriate here. I'd suggest a parking lot, but there seems to be enough parking in the area already.

8/18/2022

0 0

The idea bubble to the right just suggested there was a need for parking for those businesses

8/19/2022

Map ID Uncategorized Concerns

Study Area

2 0 While debris accumulating in the bike lanes is a problem up and down University and 10th, it seems to be particularly bad around NDSU. 8/16/2022

0 0 Agreed. This sounds like something a group of students (or anyone!) could gather for and clean, providing a community service. Yes, it could be a bit dangerous, yes the city should probably do a better job cleaning... but we're capable of cleaning too. If you do this, please be careful. Get orange safety gear so people see you. 8/18/2022

0 0 Elminate bike lanes. We have beautiful 4 foot or wider sidewalks on both sides of univ. 2/20/2023

Map ID Uncategorized Concerns

Study Area

6 0 Pedestrian underpass is ugly, dirty, "sketchy", minimally lit. With increased foot traffic between N and S of the RR tracks, this could be revamped to look inviting, safe, and clean to use rather than a "will someone mug me down there" area. 8/9/2022

Map ID Uncategorized Ideas

Study Area

1 0 There's already underlying architecture for building a skywalk from the SHAC to the housing across the street, isn't there? Foot traffic justifies it. 7/30/2022

Map ID Uncategorized Ideas

Study Area

3 1 Were 10th be converted back into a 2-way, this would be where to do it. Would help businesses like FBC and Family Fare get more traffic, and would stop speeding problems in North Fargo. 7/29/2022

1 0 I'm not sure what FBC is, but Family Fare is on the corner of University Dr. and 7th Ave.; both are fairly major roads. 10th going north can turn on to 7th easily. With all the other changes needed to reasonably make these two-way roads, I don't see how this benefit outweighs the other changes needed to keep traffic flowing properly. 8/18/2022

| Map ID Uncategorized | Concerns | |
|---|---|---|
| | | Study Area |
| 6 / 0 | 10th St can become a drag strip with motorcycles and some cars speeding away from 13th Ave and accelerating quickly so you can hear the engines rev and whine as they zip past the first few blocks going well over 30mph. It seems to be worse this year happening multiple times a hour some days. | 7/28/2022 |
| 8 / 0 | This is a particularly fast section of road with that feels like a runway. Posting lower speed limit signs won't change that either. The street design needs to be addressed to calm traffic. | 8/17/2022 |
| 0 / 0 | Legislation must be changed to allow for speeding cameras and noise measurement devices. so th eowners of the vehicles can be prosecuted for the irritant they are. | 4/13/2023 |

| Map ID Uncategorized | Ideas | |
|---|---|---|
| | | Study Area |
| 2 / 0 | The city should buy out two or three properties on each side of this water tower and develop the whole things as a pedestrian police substation... Cops on foot and mountain bikes, who practice community policing in North Fargo. | 7/27/2022 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| | | Study Area |
| 2 / 0 | The volume on vehicle exhausts particularly at night in this residential neighborhood is extremely loud. Noise pollution. | 7/27/2022 |
| 1 / 0 | We have laws about vehicle exhaust noise. If those laws were more actively enforced it could help. | 2/20/2023 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| | | Study Area |
| 0 / 0 | Frequent public drug deals have been witnessed out in the open by a business owner with cameras. | 7/27/2022 |
| 0 / 0 | Said business owner with cameras is noticing drug deals in a residential neighborhood? | 8/18/2022 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| | | Study Area |
| 1 / 0 | This corner is the site of frequent accidents and the century old elm tree on this corner will likely not survive because it's been hit by so many cars. Kids cross this street daily. I'm posting this on behalf of my neighbor who is not tech savvy. | 7/27/2022 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| 0 / 1 | This property owner has rented this home to a number of residents who had police calls domestics and other disturbances in the neighborhood. One of those renters then stalked us for calling the police when his girlfriend yelled for someone to call 911. Problem landlord. | Study Area 7/27/2022 |
| 1 / 0 | Probably not the place for comments unless you can clarify how this affects the flow of traffic and potential changes to 10th St. | 8/18/2022 |

| Map ID Uncategorized | Ideas | |
|---|---|---|
| 1 / 1 | If the city is going to take down the water tower they should also take down the old fire station and several of the surrounding properties so they have room for a new development on this block. | Study Area 7/27/2022 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| 0 / 0 | A delivery driver who had worked all night fell asleep at the wheel and hit the curb here in 2022. A biker in the bike lane would be dead. | Study Area 7/27/2022 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| 2 / 0 | Students from NDSU, Ben Franklin and the Catholic school cross this intersection daily amidst a terrible speeding problem. | Study Area 7/27/2022 |
| 0 / 1 | I suggest adding stop lights at this intersection to control traffic flow and provide a safer intersection for students of all ages to cross. | 8/18/2022 |
| 0 / 0 | Agree. Adding a stop light similar to that near HMR elementary on 2nd St or the one between Fargodome and BWW would be useful. | 10/18/2024 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| 1 / 0 | Turning left onto NP from University is dangerous as the people traveling north tend to fail to yield to people turning | Study Area 7/26/2022 |
| 0 / 0 | Agreed, this was a poor design choice. My son traveling South got hit by someone traveling North - because they thought they could turn left onto NP and go West!! | 8/18/2022 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| | | Study Area |
| 1 / 5 | I do not understand why you would change the one ways to 2 wayw. How would we quickly get from one part of town to th other?? | 7/18/2022 |
| 1 / 4 | It was very difficult back in the day with two way. The change to one way was very beneficial for travel from one end of town to the other. Without wider lanes for two way this will be a dangerous way to travel, again. | 7/26/2022 |
| 1 / 1 | I'm not sure why everyone downvotes comments like these. Are those of you downvoting thinking beyond the change to two way traffic? What would this look like on University and 10th where there are only two lanes now? Do we remove boulevards to widen roads so you can have a left turn lane? Would you rather just stop the flow of traffic while someone "patiently waits" to turn left? Will Semi Trucks find it easier or more difficult to navigate the Business 81 loop? Please think beyond the speeding problems. | 8/18/2022 |
| 0 / 0 | Most of the distance in these corridors is in residential neighborhoods. Leave them as one way, set the speed limit at 25, and add road features that reduce the speed to 25. Since I know that y'all are going 30 now, the switch to 25 would add 2 minutes to your drive. | 10/17/2024 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| | | Legend |
| 0 / 0 | The bicycle lane North of 19th Ave is on the West side of University. The bicycle lane South of 19th Ave is on the East side of University. This is a true hazard. Any major rework of University should move the bicycle lane to be continuous through this busy intersection. | 7/17/2022 |

| Map ID Uncategorized | Ideas | |
|---|---|---|
| | | Study Area |
| 0 / 5 | Reconfigure to remove access from 10th St to Main Ave, then properly sign access to Main | 7/14/2022 |
| 3 / 0 | I feel you'd be better off to enhance access to Main Ave. here; where two major streets intersect, there should be easy access to and from both. Main has no reasonable access to 10th St here. While I'm not sure how you would address this, it should be addressed. | 8/18/2022 |
| 1 / 0 | I agree, access to Main should be expanded here. Making a left turn onto Main from this point can be tricky, even worse when the snow piles up. | 8/19/2022 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| 9 / 1 | The bike lane just ends here and you either need to go left to 4th ave or hop onto the sidewalk. Extending the bike lane would be very nice for cyclists. | Study Area<br>7/13/2022 |
| 2 / 1 | Agreed - for sure extend it to NP where the other bike lane is. | 7/26/2022 |
| 1 / 1 | I'm not disagreeing, but consider the businesses located here and the potential danger to cyclists as cars try to turn in to where ever it is they're going between 4th and NP. | 8/18/2022 |
| 0 / 1 | I would also love a well marked bike lane here, extending at least past Main. I actually think it would be better for businesses, as it would force the lanes to be smaller causing traffic to slow down and the area to be more friendly to bikers/pedestrians. who might stop in those businesses. | 5/3/2023 |

| Map ID Uncategorized | Ideas | |
|---|---|---|
| 7 / 7 | WB 13th Ave S has 3 approach lanes on University Dr S intersection, while only 2 is needed. Reduce number of WB lanes by 1 and improve walking and/or biking infrastructure. | Study Area<br>7/13/2022 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| 5 / 0 | Eliminate this access point and keep southern one to reduce crash points for traffic entering and exiting University Drive. | Study Area<br>7/13/2022 |

| Map ID Uncategorized | Ideas | |
|---|---|---|
| 3 / 7 | Potential roundabout? Lack of 24 hr consistent traffic, so use to reduce travel times and keep speeds low at this busy pedestrian cross point. | Study Area<br>7/13/2022 |
| 1 / 5 | ewww no roundabouts we need it faster not slower. | 7/15/2022 |
| 1 / 0 | Too much bus traffic for roundabouts I would imagine, especially since there is a bus stop right at this intersection. | 7/26/2022 |
| 2 / 1 | We most definitely do not need it faster, with all the students that cross this road and all the speeding problems that are already prevalent. | 8/1/2022 |
| 1 / 0 | Agreed, you do not need a roundabout to solve every problem intersection. It certainly doesn't need to be faster, 30 mph is plenty fast enough. 15th Ave has a stoplight. Push the button and cross the street. | 8/18/2022 |

## Map ID Uncategorized Ideas

| | | | | |
|---|---|---|---|---|
| | | | | Study Area |
| 4 | 8 | Upgrade to roundabout. Lack of steady traffic 24 hours a day, could improve travel times. | | 7/13/2022 |
| 1 | 0 | Respectfully, those of us who live in the neighborhood want slower traffic, not faster. | | 7/27/2022 |
| 7 | 2 | At first I disagreed with the idea of a roundabout here, but the more I think about it I actually agree. A roundabout would solve all the major problems with this intersection. Street racers won't race off a roundabout, and it would greatly reduce speeds through the corridor. | | 7/29/2022 |
| 1 | 0 | Have you considered how big said roundabout needs to be to accommodate semi trucks? | | 8/18/2022 |

## Map ID Uncategorized Concerns

| | | | | |
|---|---|---|---|---|
| | | | | Study Area |
| 5 | 3 | People sometimes have trouble slowing down here when school is in session. Install Speed Camera? | | 7/12/2022 |
| 0 | 0 | Fairly certain speed cameras are illegal in North Dakota. | | 7/29/2022 |
| 2 | 0 | There's an opportunity to change legislation. If I knew I would be getting tickets in the mail, I'd be far more likely to watch my speed everywhere. | | 8/18/2022 |
| 0 | 0 | Legislation must be changed. | | 4/13/2023 |

## Map ID Uncategorized Ideas

| | | | | |
|---|---|---|---|---|
| | | | | Study Area |
| 1 | 1 | Left hand turn lane here could be useful! | | 7/12/2022 |
| 0 | 0 | I honestly think that would make this turn sharper and even more dangerous than it already seems to be | | 7/26/2022 |
| 2 | 2 | Drivers turning right onto 12th Ave from University tend to focus more on finding a gap in oncoming cars instead of pedestrians. Prohibiting right-turn on red for this intersection will improve the safety for an area with high number of pedestrians. | | 8/16/2022 |
| 0 | 0 | How do you propose to put in a left turn lane? There's already a left lane that allows both left turns and going straight, a lane that is only for going straight, and a right turn lane. Do people going straight all pile into the middle lane, the shift back to the left after they cross? Do you take away property from the gas station to add a left turn lane? | | 8/18/2022 |

| Map ID Uncategorized | Concerns | |
|---|---|---|
| | | Study Area |
| 8 / 0 | Eastbound traffic on 5th ave S often do not realize that the center lane goes straight and the right lane is a turn lane. Intersection could be revised. | 7/12/2022 |
| 0 / 0 | Better signage leading to the intersection would help people plan their lane choice. | 5/8/2023 |

| Map ID Uncategorized | Ideas | |
|---|---|---|
| | | Study Area |
| 7 / 0 | Pedestrian Foot Bridge Here for NDSU | 7/12/2022 |
| 1 / 0 | You already have a stop light here. Push the magic button so you can safely cross the road. Plan ahead so you get to class on time. | 8/18/2022 |
| 0 / 0 | If a bridge is added, the stop light could be elminated. | 2/20/2023 |
| 0 / 0 | The stoplight works well - and slows traffic through this area. Keep it! But maybe update the traffic crossing button - it is often unresponsive, and pedestrians wait for many minutes before getting to cross. Fine in the summer, terrible in the winter. | 10/9/2024 |

**Mike Bittner, PE, PTOE, PTP, RSP, PMP, IMSA II**
Cell: 701-306-1670

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**From:** Michael Maddox <maddox@fmmetrocog.org>
**Sent:** Wednesday, October 23, 2024 9:12 AM
**To:** Mike Bittner <Mike.Bittner@bolton-menk.com>
**Subject:** FW: 10th Street and University Drive Corridor Project

Michael Maddox, AICP
Senior Transportation Planner

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METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

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**From:** pamelaj@daktel.com <pamelaj@daktel.com>
**Sent:** Tuesday, October 22, 2024 6:48 PM
**To:** Michael Maddox <maddox@fmmetrocog.org>
**Subject:** 10th Street and University Drive Corridor Project

Michael Maddox,

I live at 1122 10th St S in Fargo. I moved here in 2019 and I'm so glad I did. I absolutely love the Hawthorne neighborhood – the established trees, beautiful homes and amazing neighbors.

I bought my home with a bit of a "wish list" intact. One of those items was a front porch, which my home has. However, due to the obnoxious racing and exhibition driving past my home, I can't use my front porch for socializing with others. It's not possible to have a conversation there when these drivers go by because it is so incredibly loud.

I saw on the news that beginning this summer, there would be an additional 5 police officers assigned to exhibition driving and noise along 10th Street and University Drive. That must not have happened as I have seen no change in the number of individuals racing past my home. I am guessing that this racing and noise has something to do with the proposed project to improve/change 10th Street and University Drive.

The individuals who race by my home aren't doing so because 10th Street is a one-way. <u>They are racing because they have experienced NO consequences.</u> After spending some time on the website that explains some of the proposed improvements, I saw that one idea is to add a bike lane to the street. This would be a mistake unless the racing/speeding is dealt with.

I am opposed to any plan to widen the street in front of/near my home. The established trees here in the Hawthorne neighborhood are valuable and sought after. I'm also opposed to improvements that would pass the bill on to the homeowners. Things are difficult financially right now for many people. My property taxes have increased every year since I moved here in 2019. My homeowners' insurance has more than doubled.

I am most in favor of your plan to leave 10th St and University Drive the same except for the downtown area. It seems to make the most sense and is probably the most financially sensible option. In the end, whichever option is chosen, something must be done about the racing and exhibition driving along the route of 13th Avenue S to 10th Street to 19th Avenue N to University Drive and back around again.

It seems like a simple solution to direct police officers to give extra attention to this activity. The word would get around once several of these individuals received a hefty traffic ticket. This activity needs additional attention for the safety of any individuals along this route, for the safety of the drivers themselves and for those homeowners along the route to be able to enjoy the home they've purchased.

Thank you for your time and attention to this matter.

Pamela Johnson
1122 10th St S, Fargo
701-269-4355

# University & 10th St 2-way Conversion Study

Strong Towns Fargo Position Statement

24.11.13

**Background**

University and 10th St go through seven residential neighborhoods. The traffic has been a concern of the residents who live along and around those two corridors. The concerns have centered on the volume and speed of traffic, causing excess noise, unsafe conditions for bicyclists and pedestrians and deterioration of the housing stock along these two corridors.

The Roosevelt Neighborhood Plan (2004) stated "create a plan to address speeding concerns". The Core Neighborhood Plan (2021) stated that homes along the two streets were 2.5 times more likely to have absentee owners (31%) compared to ownership more than 500 feet from the two corridors (12%). Absentee ownership tends to lead to neglect and deterioration in the housing stock which impacts the property values in the entire neighborhood.

Most of the complaints regarding sleep-disrupting noise occurs in the evening. A speed study was conducted by Strong Towns Fargo during evening hours (9:30pm – 11pm) on a recent Friday evening. The average speed measured 38 mph with 82% of the vehicles exceeding the 30mph speed limit. Three vehicles exceeded 50mph, with one traveling at 58mph.

**Current Study**

The improvements proposed in the current study try to address a few of the concerns. The report focuses on the average speed of the traffic on these corridors. The neighborhood is much more concerned about outliers on that corridor speed bell curve, which are the cause for concern with speeding and noise. The proposal to time the stoplights may provide some relief for speeding. However, that is the only improvement cited.

The proposed designs in this study fail to adequately enhance the safety and usability of bikeways.

Pedestrian safety improvements are managed at the intersections by no right turns on some and delayed green lights for traffic to allow pedestrians a head start.

There are no proposed improvements which will decrease traffic volume.

**Position Statement**

Strong Towns Fargo does not believe the improvements suggested in the options do enough. The improvements will have a minimal effect on safety for pedestrians and bicyclists and virtually no impact on residential property concerns.

We believe the only option to significantly improve the conditions on all counts is for a two-way conversion. The neighborhood is asking for a slower speed designed street. There needs to be a better balance between pedestrian/bicycle safety and traffic flow – especially in residential neighborhoods and where children are navigating to schools. Traffic flow has too often been the main driving force for street design. A stronger focus on bicycles and pedestrians needs to be incorporated. The neighborhood has concerns about the car-centric nature of the current streets which is not addressed adequately with the proposal.

Of the four options, only one considers a two-way conversion. We strongly suggest the consultants go back to developing additional two-way options.

# University

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# 10th

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