

# ENGAGEMENT STRATEGY

The Red River Greenway is a regional amenity that extends beyond any one neighborhood or part of Fargo. Therefore, the engagement strategy for this master plan was designed to capture a wide audience across the Fargo-Moorhead region. Stakeholder interviews were held in one-on-one or small group sessions to encourage candid, in-depth feedback into the various issues and opportunities facing the greenway study area. A series of pop-up event booths were held at community events throughout Fargo to help capture input where people spend their recreation and leisure time. Lastly, an interactive engagement website was created to encourage specific comments directly on a map of the greenway study area. In combination, the feedback received from the engagement strategy is used to identify the most pressing local issues, opportunities, and preferences for the Red River Greenway.

The engagement strategy included the following elements:



Stakeholder Interviews



Pop-Up Events



Interactive Engagement Site









# POP-UP EVENT BOOTHS

To help capture diverse feedback, special pop-up event booths were set up at a series of community events and locations throughout Fargo. Bringing engagement opportunities to where people are or where they spend time helps to capture the input of those residents that may not typically attend an in-person public meeting. Often this can include younger residents or busy parents, both of which represent important active or potential users for a greenway system. The pop-up event booths help to spread awareness of a project and can be designed to receive feedback through quick engagement activities on the spot.

## Pop-Up Events

Special pop-up events were held at several community events and locations throughout Fargo in the late spring and early summer 2022. The purpose of the pop-up events was to capture input from residents who may not have had the time, resources, awareness, or interest to participate with the online public engagement. Booths were set up at the following events/locations:

- Birding Festival / Saturday, May 14, 2022
- North Trollwood Park / Tuesday, June 14, 2022
- Lindenwood Park / Tuesday, June 21, 2022
- Night Bazaar / Thursday, June 23, 2022

Each event had representatives from the Consultant Team and Metro COG staff present to answer questions about the project. Participants were informed of and encouraged to participate in the interactive engagement website and to complete three short exercises at the booth.

The first exercise was a dot image voting exercise for different amenities that could be included along the trail or greenway. Participants were asked to place dots on the images that depicted amenities they most want to see in the greenway now and in the future.

The second exercise was a trail surface type rating exercise. Five different trail surface types were depicted along with a bar showing a rating from 1 to 5, with 1 meaning the surface type is definitely not appropriate for the greenway and 5 meaning the surface type definitely is appropriate for the greenway. Participants were given a blue sticker and asked to place it where they fell along the spectrum of 1-5.

The third and final exercise was a mapping activity. A map of the greenway was provided and participants were asked to write directly onto the map any ideas or comments for the entire study area.

The following pages summarize the input received from the four events.



# POP-UP EVENT BOOTHS

## Image Voting - Trail Amenities

Figure X.X shows the estimated number of dots received for each trail amenity image over the four pop-up events. The most popular images are highlighted in red dots. This includes images of public art (100 votes), permanent restroom facilities (97 votes), wildlife observation areas (94 votes), drinking fountain (77 votes), bike fix-it stations (76 votes), and trash receptacles (70 votes).

The least popular images included certain bench seating, shelters, picnic areas, and river access points.



Figure X.X / Trail Amenities Pop-Up Event Booths Results Summary





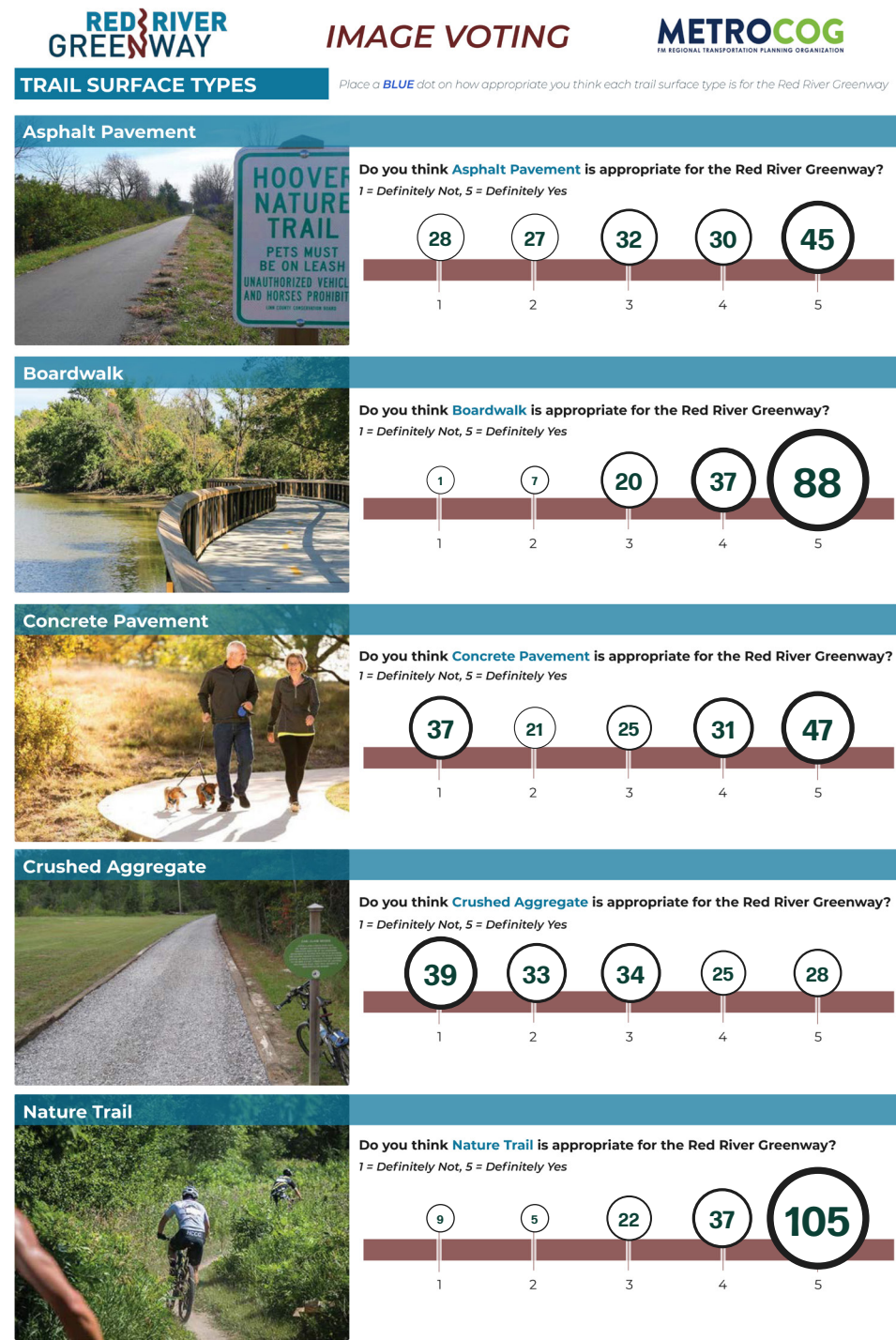
# POP-UP EVENT BOOTHS

## Trail Surface Types Rating

The second engagement activity at the pop-up event booths asked participants to identify how appropriate they felt different trail surface types were for the Red River Greenway using a blue dot. Each trail surface type had a bar showing 1 through 5, with 1 being definitely not appropriate and 5 meaning definitely is appropriate.

The two trail surface types with the highest number of 5s were Boardwalk and Nature Trail. Crushed aggregate and concrete pavement received the most not appropriate 1 ratings.

Figure X.X / Trail Surface Types Pop-Up Event Booths Results Summary





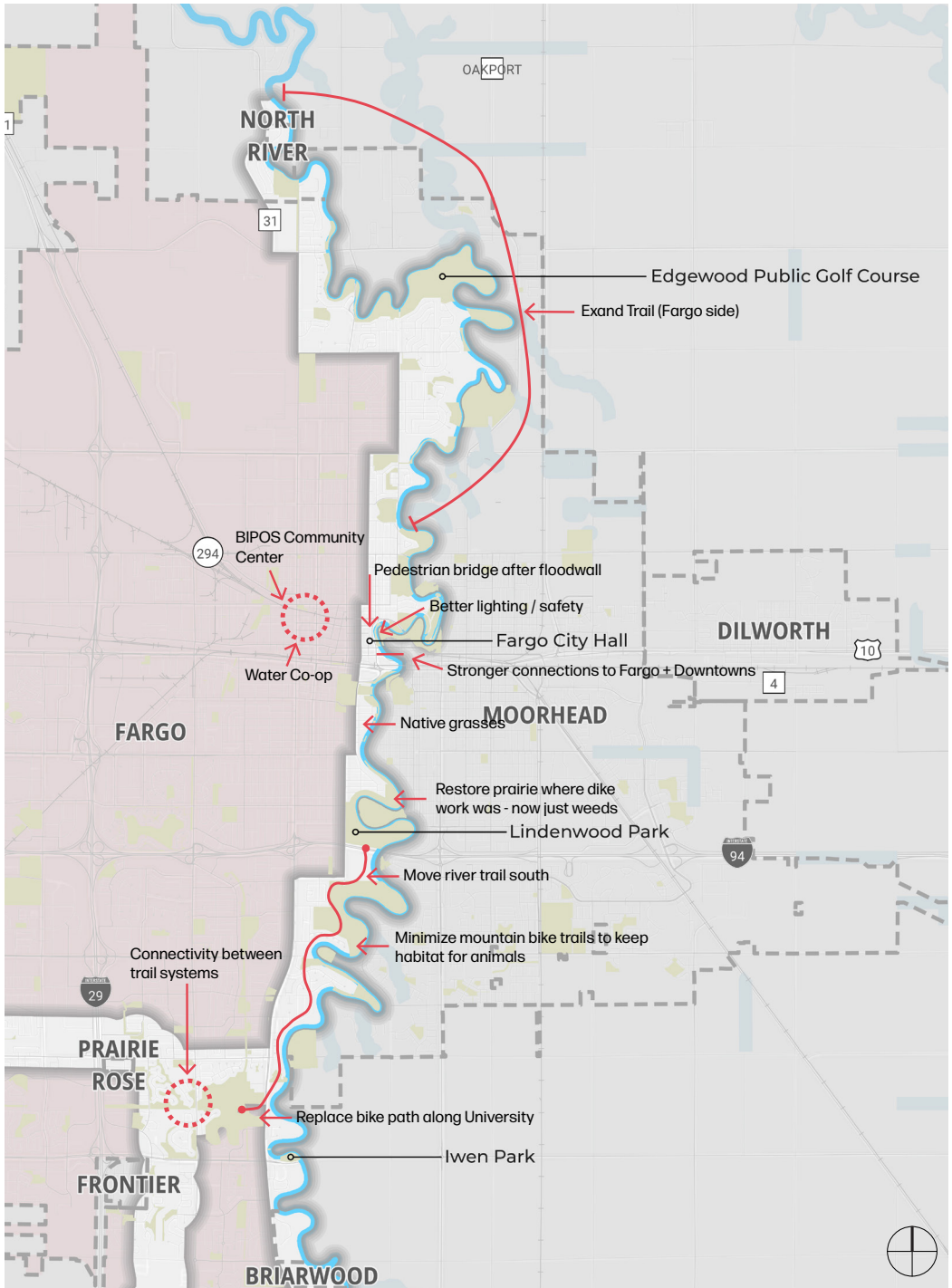
# POP-UP EVENT BOOTHS

## Mapping Activity

The final engagement activity available at the pop-up event booths was a mapping activity. Participants were asked to write directly onto a base map of the Red River Greenway study area. The handwritten notes were digitized and included in Figure X.X below. This was the engagement activity with the least amount of participation.

Comments included recommendations related to pedestrian bridges / connections, areas that need better lighting or safety features, areas where native grasses or prairie restoration should occur, and specific trail recommendation areas along the Red River system.

Figure X.X / Mapping Activity Pop-Up Event Booths Results Summary

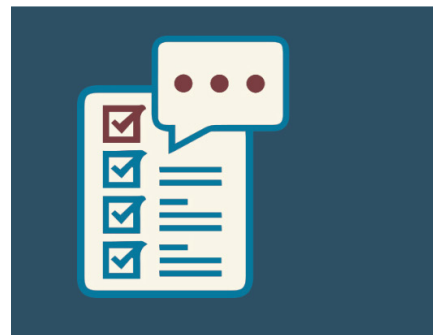




# INTERACTIVE WEBSITE

To help reach a wider audience than any one public meeting could accommodate, an interactive engagement website was created using the Social Pinpoint platform. The website was designed to mimic the types of in-person activities that may occur at a traditional in-person workshop - all while people were in the comfort of their own homes and on their own timeline. The website was designed in a joint effort between the Consultant Team and Metro COG staff and was launched to the public in late April 2022. The website was closed for comments as of June 30, 2022.

## Step 1 - Tell us about yourself



### Tell us about yourself

Take this short survey to help us understand your preferences for the future of the Red River Greenway.

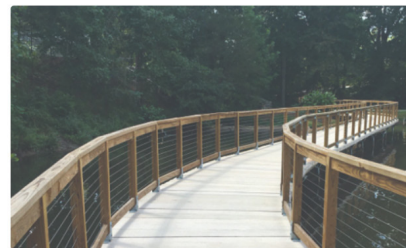
Please don't forget to push submit once you have entered your responses!

Take the Short Survey

## Take the Title VI Survey (Optional)

## Step 2 - Image Voting Exercise

Follow the prompts below to help us understand your visual preferences for the future of the Red River Greenway! **Please don't forget to push submit once you have entered your responses!**



### Trail Surface Types

Tell us what **trail surface types** you think are appropriate for the Red River Greenway. **Please don't forget to push submit once you have entered your responses!**

Vote on Images



### Amenities

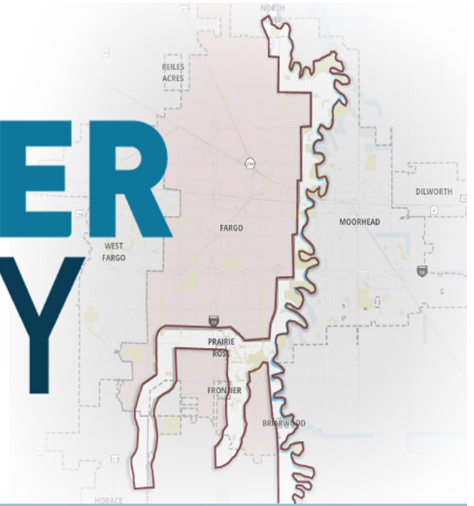
Tell us what **10 amenities** you most want to see along the greenway. **Please don't forget to push submit once you have entered your responses!**

**PLEASE NOTE, you will need to scroll back up to the top of the image list to press submit on your selected 10 amenities.**

Vote on Images



# RED RIVER GREENWAY



## Welcome!

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is updating the Red River Greenway Study and needs your help! This project builds upon the Moorhead River Corridor Master Plan (2014) and focuses on the **North Dakota or Fargo-side of the Red River**. The current greenway is comprised of undeveloped, flood-prone, public, and private lands along the Red River.

With momentum building in the FM area for public trails and recreation, there has never been a more exciting time to get involved in the planning of the regional greenway system. **Metro COG is seeking input from the public through mid-June 2022.**

Drag to  
comment



Idea!



Draw a trail  
or path



New Trail  
Amenity



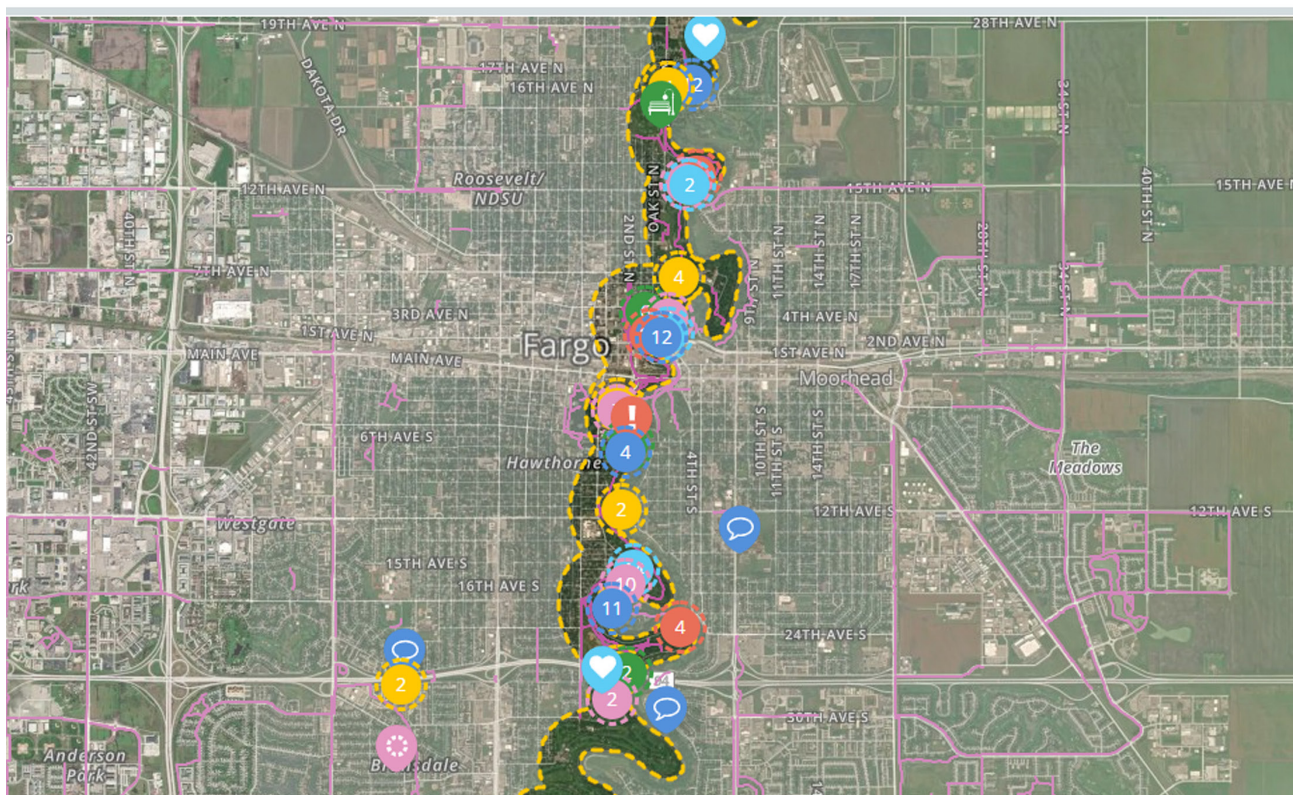
I don't feel  
safe here



Favorite  
Place



I access the  
greenway  
here





# INTERACTIVE WEBSITE

## Interactive Engagement Website

To assist in reaching a wide, diverse audience for engagement on the community preferences for the Red River Greenway Master Plan, an Interactive engagement website was created using the Social Pinpoint platform. The Consultant Team worked with Metro COG staff to design a series of engagement exercises that would result in feedback useful to the master planning effort.

Engagement was divided into four main steps as outlined in Figure X.X. Step 1 included a short survey to help understand participant backgrounds, use of the greenway today, and desires for the future. Step 2 involved two types of image voting exercises: one for trail surface types and another for general amenities desired for the greenway. Step 3 asked participants to rank a series of different possible greenway outcomes / priorities. Finally, step 4 was an Interactive mapping activity that allowed participants to comment directly onto a map of the greenway with different ideas or comments about the greenway.

Participation on the website was excellent. Overall, there were nearly 500 unique stakeholders that participated on the site. Just over 900 different people viewed the site at some point. There were nearly 280 mapping comments. Figure X.X summarizes the input received by step. The website launched to the general public in late April 2022 and remained open through June 30, 2022.

Figure X.X / Interactive Website Steps Summary

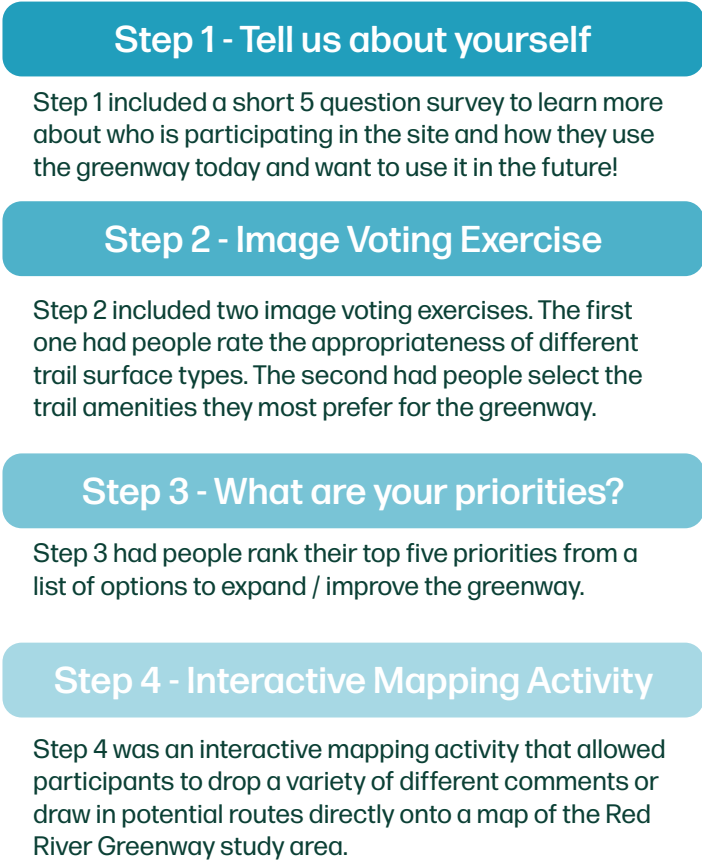


Figure X.X / Interactive Website Participation Summary Statistics



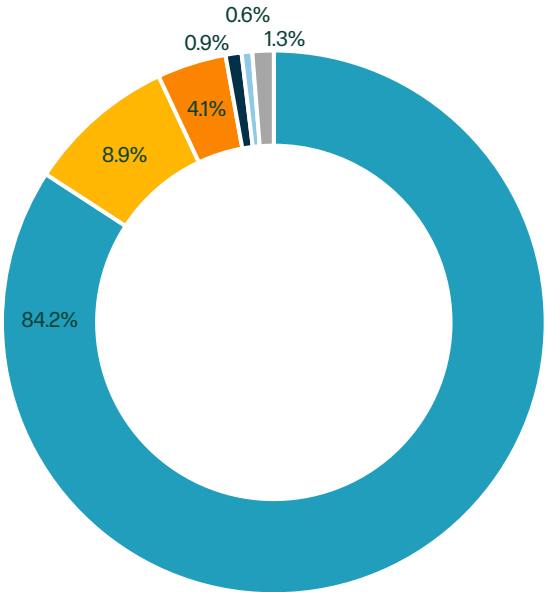


# INTERACTIVE WEBSITE

## Step 1 - Tell Us About Yourself

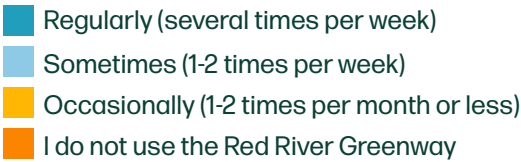
### 1. Where do you live?

The vast majority (84.2%) of respondents selected Fargo as their place of residence. This is an appropriate mix given that this project focuses on the Fargo side of the Red River Greenway. However, feedback from non-Fargo residents is also important because this is a regionally significant project.

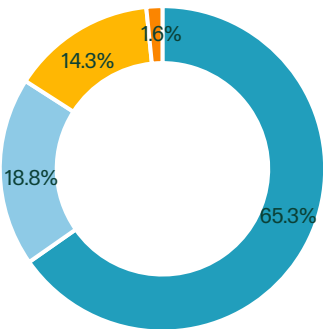


### 2. How often do you use the Red River Greenway during each season?

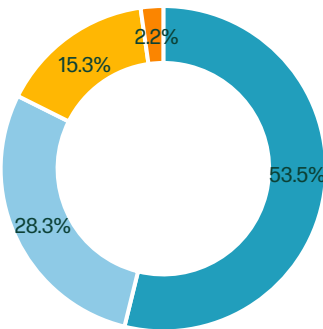
Perhaps unsurprisingly, use of the greenway varies significantly from season to season according to survey results. Summer brings the most consistent stated use of the greenway for survey respondents, with over 84% indicating they use the greenway regularly or sometimes during this time. Winter months saw a dramatic decrease in usage with the most common response being occasional use of between 1-2 times per month or less. Spring and Fall participation levels were similar with Fall having slightly more regular use - this slight variance may be related to seasonal flooding that occurs in the Spring months.



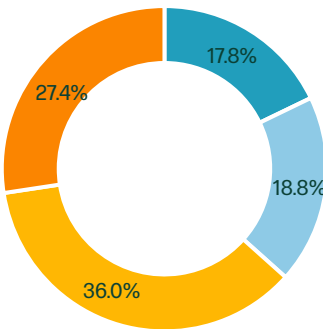
Summer



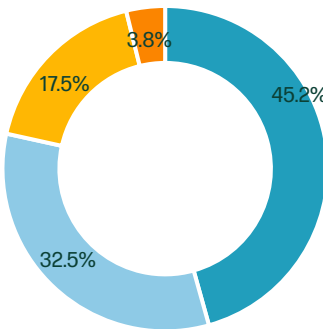
Fall



Winter



Spring









# INTERACTIVE WEBSITE

## Step 2 - Trail Surface Types

Step 2 included an activity that had participants rate how appropriate different trail surface types were on a scale from 1 to 5 with 1 being definitely not appropriate and 5 being definitely appropriate. Respondents were then given an opportunity to further explain why they did or did not think each surface type was appropriate. There were overall 246 responses to this activity.

The trail surface types included: Asphalt Pavement, Boardwalk, Concrete Pavement, Crushed Aggregate, and Natural Trails. There was a representative photo for each type along with a write-in response box.

Figure X.X summarizes the responses by trail surface type. Overall, crushed aggregate trails were the least preferred trail surface type, with over half rating them a 1 or 2 on the scale. Most felt this trail surface type was not as accessible to as many users from both a mode and ability level. For example, road bikes would not perform well here nor would

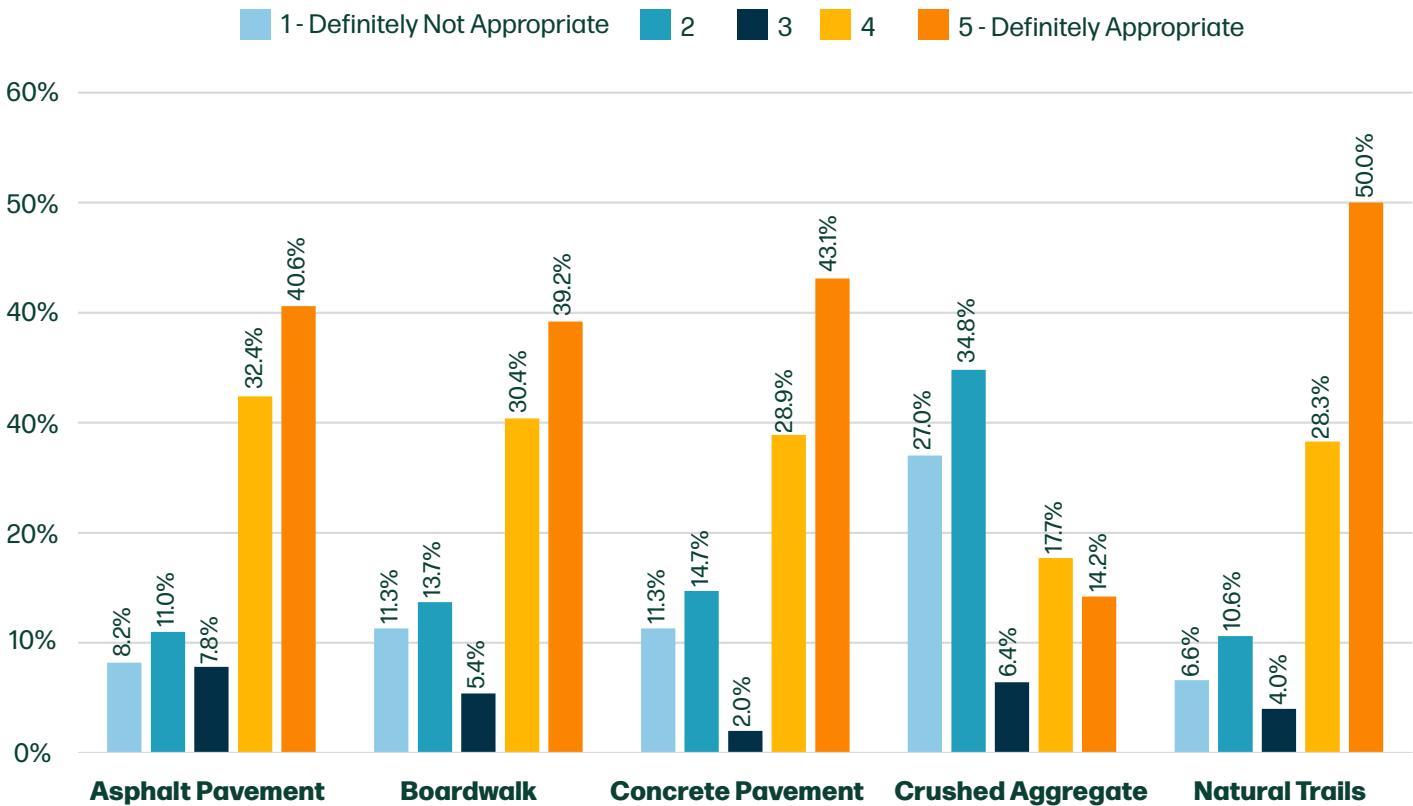
strollers. Additionally, many felt those in wheelchairs or with other ableness issues would not be as successful on this trail surface type.

Respondents were very drawn to the natural trails, but the write-in responses indicated that these would be more preferred as off-shoot spur trails rather than the main corridor surface type.

Boardwalk trails were also popular, but the write-in response indicated a desire for limited placement of these in special locations throughout different parts of the corridor or within open space along the river.

Asphalt or Concrete pavement were generally viewed as the most overall appropriate main trail surface type options from an access, durability, and maintenance perspective. Each had various pros and cons as are listed in the following pages.

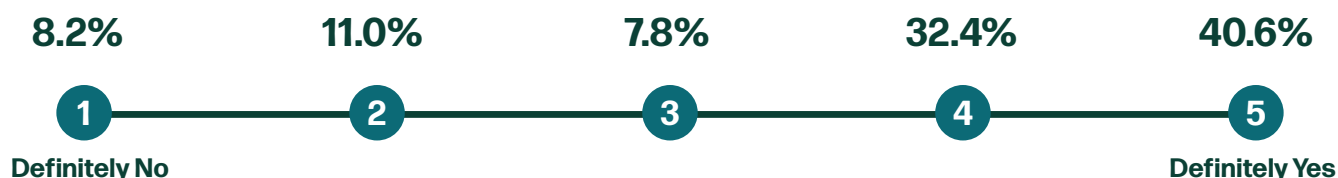
Figure X.X / Trail Surface Types Rating Summary



# INTERACTIVE WEBSITE



Do you think Asphalt Pavement trails are appropriate for the Red River Greenway?



## Additional Comments on Asphalt Pavement Trails:

- Asphalt is rough, and it hurts to fall on it with a bike
- Asphalt provides the best all-around surface for trails. It is well suited to all wheeled sports, walking/running, etc. It is aesthetically more pleasing than concrete and is easier on joints for walking and running. Also, it is the only trail material suitable for rollerskiing.
- Biking and walking
- Cement where it floods
- Clean without holes
- Concrete and asphalt are equivalent in my opinion. I'd lean towards which is cheaper / requires less maintenance
- Construction of the asphalt trail along the entire length could ruin what's currently growing on the trail
- Easier to clean, but they do get cracked and broken along the edges
- Generally fine, cost effective
- Great for pedestrians and bicycles
- Hopefully not going to be affected by river slump/ flooding.
- I am not sure whether asphalt or concrete holds up better in our weather, but I would be concerned over maintenance
- I don't like running on sloped asphalt, but it is better than concrete

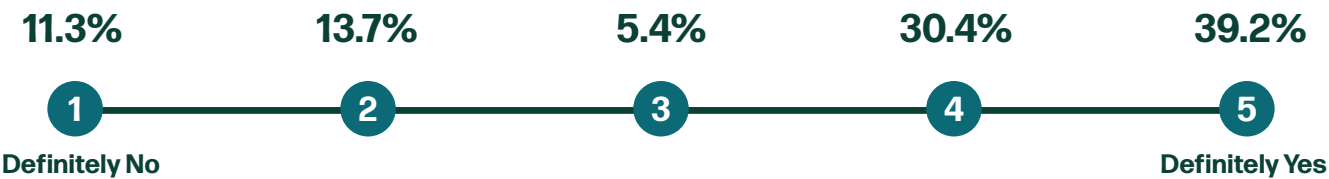
- I like how asphalt makes trails available to people with disabilities but also doesn't allow you to connect with nature
- I need it in North Fargo where we live. It would take too much taxpayer money to maintain
- It helps navigate through the area and to know I am not on someones land, plus it helps bobcats keep trails open during winter, etc.
- It's far more accessible than gravel
- Looks the best, more natural
- Ok if cracks are well maintained but this doesn't happen
- Softer under foot than concrete, and easily cleared of snow
- Surface type is not important to me as long as it is not slippery mud
- The environmental impact of asphalt is too severe
- There are better ways but black top is often more affordable at good for long flats
- These are fine up on the dikes, away from the shoreline
- They are usable by most/all forms of movement
- This would be great surface for most of the path
- Use asphalt or concrete depending on cost and maintenance concerns. Otherwise no preference between the two



# INTERACTIVE WEBSITE



## Do you think Boardwalk trails are appropriate for the Red River Greenway?



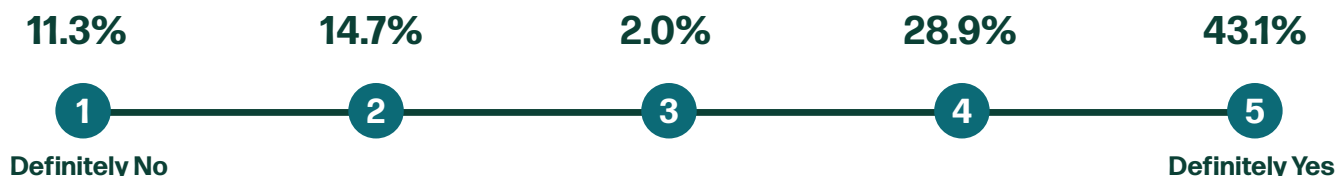
### Additional Comments on Boardwalk Trails:

- Appropriate where it makes sense
- Beautiful! Impacts the entire area!
- Biking and walking
- Boardwalk may be suitable in limited locations where muddy surfaces or soil instability makes other surfaces less workable
- Boardwalks are good for the elderly, but other trail types work just as well in areas except close to the water. They should still be used sparingly so that the waterfront isn't too obstructed.
- Boardwalks would be great but high maintenance from flooding.
- Boardwalks would be nice in slow-to-dry/boggy areas
- Cool for short segments
- Flooding to obviously be considered; likely not a place for dogs so alternative routes would be good to allow others to pass
- I am concerned how the floods will impact boardwalks
- I like the look but not sure how it would hold up if the river floods
- Like, but know my friends in wheelchairs can't use them as well
- In some places, this would be a nice approach, but only where an asphalt or concrete trail doesn't work well for some reason
- I think it would be nice. Flooding would make maintenance very difficult each spring
- I would love to see boardwalks, but I am unsure on how maintenance will be with flooding
- Don't like to see wood used in areas subject to frequent flooding
- Love being as close to the river as possible
- More natural feel and hopefully keeps feet from getting wet in spring
- Natural and aesthetically pleasing. Could be build up, away from soil washout
- Not for bike access
- Not sure about durability or ease of snow removal
- Opportunity to experience the river up close
- Pleasing to the eye
- Short segments only
- Tend to rot over time
- Could provide some nice vantage points. I wouldn't want the entire system to be boardwalk, but sections. This surface type could also help with accessibility for wheelchairs, etc.
- This would be really neat in certain scenic sections, but does not need to be everywhere
- This would make some areas more accessible in the spring time when the water is high and the trails are too muddy
- Usable by most/all forms of movement and adds variety and interest to the space.
- Very appealing in wetland areas. Costly.
- While it may be nice to have this along areas of the Red River, it takes up a lot of room that isn't really available everywhere
- Would be beautiful!

# INTERACTIVE WEBSITE



Do you think Concrete Pavement trails are appropriate for the Red River Greenway?



## Additional Comments on Concrete Pavement Trails:

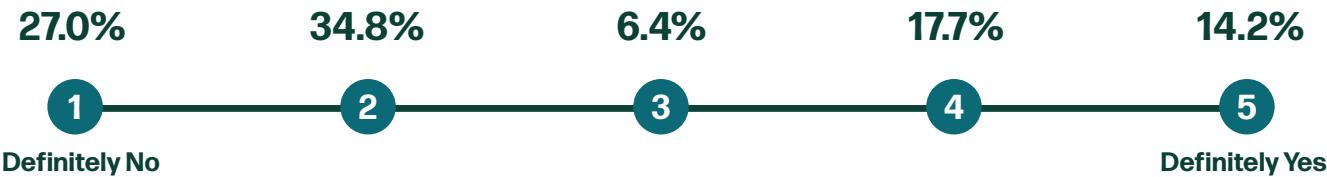
- Asphalt seems like it would be easier to repair than concrete
- Best for rollerblading
- Better for more suburban areas but a little too polished along the Red River
- Biking and walking
- Concrete and asphalt are equivalent in my opinion. I'd lean towards which is cheaper / requires less maintenance
- Concrete has limitations including cracks and expansion joints that are not ideal for many wheel activities such as skateboarding, scooters, and rollerskiing. Also, concrete is hard on the joints for walking and running. I also don't find it aesthetically pleasing in a park setting compared to asphalt
- Concrete is smooth and looks great and holds up well. It isn't the best for wilder, more forested areas
- Concrete is the best kind of trail
- Concrete or asphalt for bikers and runners
- Easiest to keep clean and holds up best along the edges.
- I am not sure whether asphalt or concrete holds up better in our weather, but I would be concerned over maintenance
- Hard to reach areas for concrete trucks.
- I don't care which kind of pavement, but there needs to be some kind of surface that can be cleared of snow for safe walking.
- If a budget isn't in place for chipping/ cracks in time it could look rough and be difficult to use
- If maintainable at best minimal cost
- I know it can be expensive but it lasts longer/stays cooler than blacktop
- I'm thinking this is the hardest surface of the options and isn't nice for the joints of walkers/bikers or dogs. Long lasting, not so hot on dog feet in the summer
- Usable by most/all forms of movement and does not heave like asphalt
- Use asphalt or concrete depending on cost and maintenance concerns. Otherwise no preference between the two.
- Very durable and easy snow removal



# INTERACTIVE WEBSITE



Do you think Crushed Aggregate trails are appropriate for the Red River Greenway?



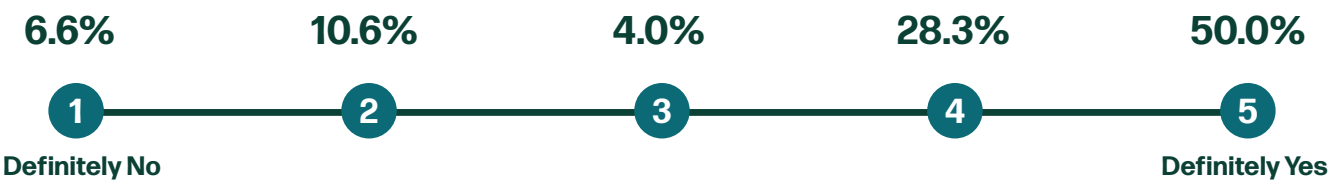
**Additional Comments on Crushed Aggregate Trails:**

- Could be okay if done like orchard glen park as a side trail
- Acceptable for bikes only, not suitable for strollers / rollerblades
- Would limit a number of wheeled activity sports. Also, I'm not sure how durable this would be
- Good for certain parts of the greenway closer to the river and which are used less by commuters
- Great for an ATV, feels more natural than concrete pavement
- Harder to maintain
- Hard for young kids on bikes and can't rollerblade on it
- Horrible for kids / hard to use a stroller
- Looks dangerous for bikes and potentially for wildlife as well
- Without budget to maintain it could start to look/ be rough quickly
- I have a son in a wheelchair, so this would not be an ideal surface
- I know it is easier to maintain, but it is tough on road bikes
- Nice option for biking/foot traffic while resulting in less run off
- It's just not as accessible for everyone
- Worry crushed bits would get washed away during flooding
- Low travel out of town. Pre-developed trails would have this
- Maybe in some places
- More natural but also more annoying to walk on
- Not as nice for biking, but ok for hiking
- Not comfortable or visually appealing
- Not for bike access
- Ok, but not preferred. Would rather see rubber track material
- Ok when dry; prone to developing ruts and puddles; snow removal?
- Only because they make great cross country ski trails in winter
- They suck to bike on
- Only in areas not prone to flooding
- Perhaps certain places
- So limited in it's use
- This may be more appropriate in more rural areas
- This might be fine for walking, but in any area where the river might overtop the trail during floods, this would be a beast
- Strongly dislike the raised edges - dangerous for bicyclists
- Through the woods perhaps
- Unsteady for some people
- Wasteful - would be washed away
- This would be really neat in certain scenic sections, but does not need to be everywhere.
- This would make some areas more accessible in the spring time when the water is high and the trails are too muddy
- Adds variety and interest to the space
- Very appealing in wetland areas.
- Costly
- Takes up a lot of room
- Would be beautiful!
- Would it be for fishing?

# INTERACTIVE WEBSITE



Do you think Natural trails are appropriate for the Red River Greenway?



**Additional Comments on Natural Trails:**

- More natural but also less relaxing, have to worry about bugs and animals more. Feels unofficial
- I love natural trails the best but a paved trail would be used by the most people and I assume easier to keep free of snow
- As long as they are wide and well maintained, easy to identify, this is simple and great
- Difficult unless one way traffic
- Would be awesome for mountain bikers and trail runners
- I'd love to have these branching off to explore but not necessarily a part of the main corridor
- I don't know where this could possibly work well within this project
- I don't like seeing more and more of our planet paved, but at the same time, I love bicycling on paved paths
- If accessibility weren't an issue this would be my preference
- I find benefits to natural trails, but as off shoots
- If walkable, yes, but need separation from mountain bikers
- I have mixed feelings on this. I love nature trails but am concerned about the need for wildlife / riparian woodlands
- Worry about how impractical they are during the wet months
- I like these, but they're often muddy and unusable. If available in addition to a more weather-friendly path, I'd be all for it!
- I LOVE the area like this by the Main Ave bridge. Please keep!
- In some areas - maybe next to another option?
- I would guess flooding would ruin natural trails
- I would love to see more nature trails in the the FM area
- I would love to see more 'rustic' paths where you really feel in nature. Hiking trails that dip off the paved path would be a fun
- Less man made feel, maybe feel more in nature with this option.
- Love that this connects you to nature
- Maybe; great fun when dry; when wet, RRV mud is awful!
- Maybe use for short-term connections until paved paths funded
- Meh, We have enough. We need a continuous bike path
- More connected pedestrian and biking trails would be helpful
- Would be fantastic for leisure, tourism, and commuting
- Very appealing if through wooded area
- Natural trails lead to people thinking they can make their own trails and going places where they will disturb wildlife
- Natural trails nice as long as well-maintained and accessible
- Nature trails are hard to find around here, would be a fun addition
- Nature trails are nice, but with the muddy soil, can be somewhat limited during any wet weather
- nature trails would be great as a spur which veers off from the main trail. it would also be useful as a parallel path for runners
- Nice addition for paths off the main paths
- They're fun. Great mini adventures for little kids
- Unable to road bike. Harder to maintain
- Very limited to mountain bikers and too narrow for bikers + hikers
- Wide grass trails that can be groomed for cross country skiing should also be considered
- Yes!!! We need to be able to connect the southern parks (Iwen) to the northern parks (MB Johnson) with nature trails



# INTERACTIVE WEBSITE

## Step 2 - Amenity Image Voting

The second activity in Step 2 asked participants to select the top 10 amenities most suitable for the Red River Greenway. Respondents were given the option of nearly 30 different amenity types ranging from benches to trailheads to public art. Figure X.X shows the number of votes received per amenity out of 178 total respondents.

The most popular amenities included:

- Trash Receptacles
- Restrooms
- Benches
- Trail Signage
- Trail Lighting
- Historic / Cultural Interpretive Signage
- Drinking Fountain
- Playground

The following page shows the images used to depict each of the most preferred amenities.

Least preferred amenities include certain options for benches, restrooms, and boat access.

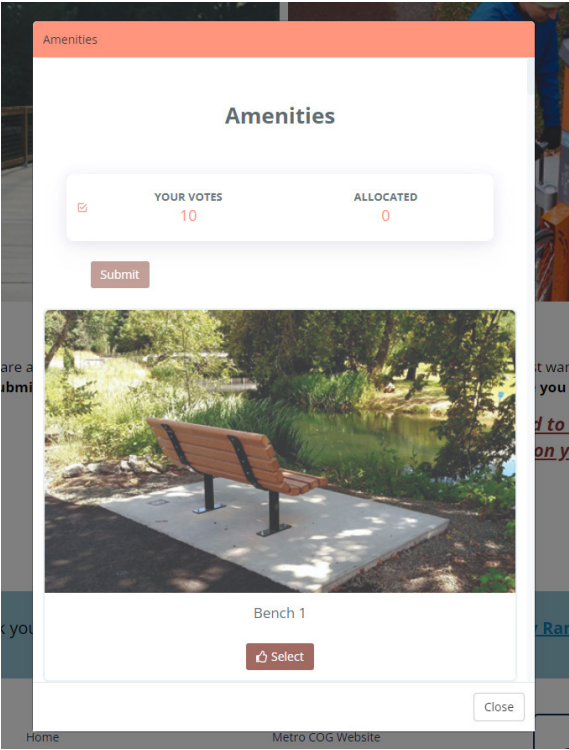
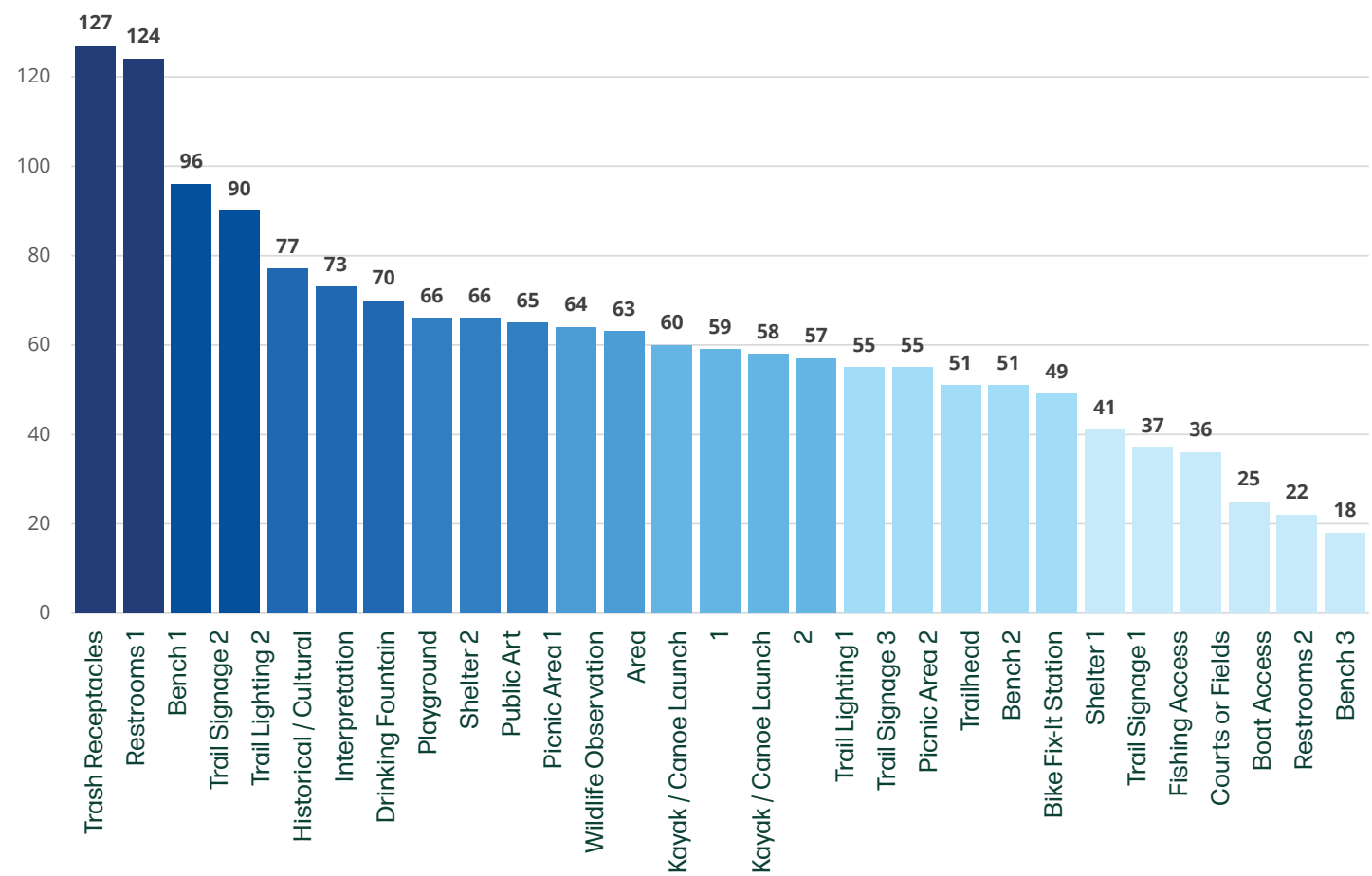


Figure X.X / Amenity Image Voting Response Summary





# INTERACTIVE WEBSITE

## Most Preferred Amenity Images by Total Number of Votes





# INTERACTIVE WEBSITE

## Step 3 - Priority Ranking Exercise

Step 3 asked the 155 respondents to rank the top five priorities for the Red River Greenway Master Plan to consider from a list of eleven. Figure X.X summarizes the rankings.

The most consistently highest ranked priority was Trail Expansion for paved, natural, boardwalk and asphalt trails. Trail Amenities and Native Habitat Restoration were the close second and third highest ranked priorities. Under Trail Amenities, this included all amenities that would be found along trails such as benches, lighting, drinking fountains, bike racks, or small shelters.

At the lower end of the spectrum was Historic + Cultural Interpretive Signage, Recreational Play Equipment, and Recreational Sports Infrastructure, however, Water Amenities, Wayfinding and Signage, and Water Amenities were all ranked similarly low.

### Top Three Priorities

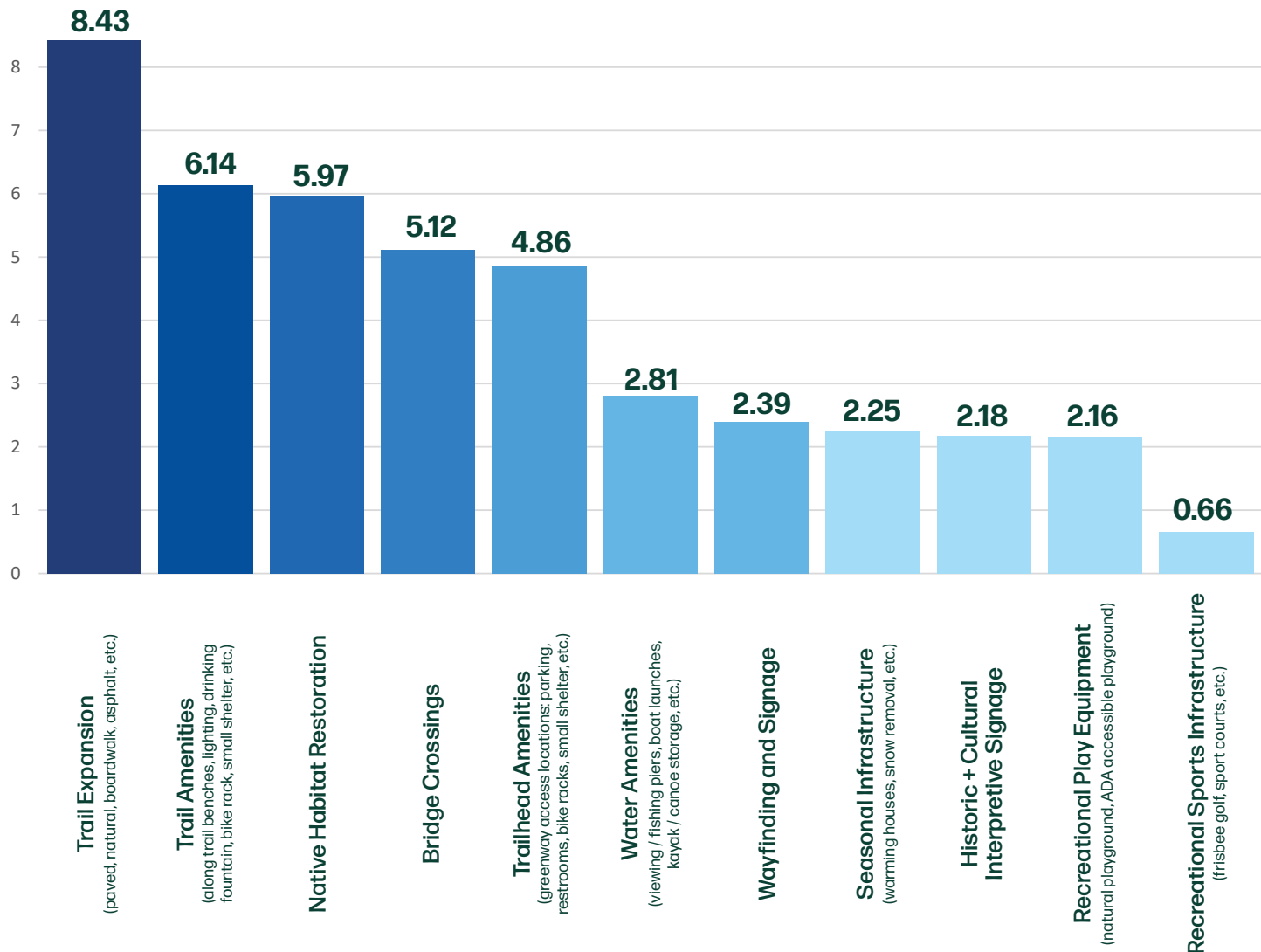
- 1

**Trail Expansion**  
Paved, natural, boardwalk, asphalt, etc.
- 2

**Trail Amenities**  
Along trail benches, lighting, drinking fountain, bike rack, small shelter, etc.
- 3

**Native Habitat Restoration**

Figure X.X / Priority Ranking Results Summary



# INTERACTIVE WEBSITE

## Step 4 - Mapping Activity

Step 4 was an interactive mapping activity that encouraged participants to drop comments directly onto a map of the Red River Greenway study area. There were five drag and drop comment types and one route drawing tool, which allows participants to sketch in a line / route showing a possible new path or trail connection. Overall the map had 279 comments.

The most commonly selected comment was Idea! with 24.7% of all comments. The route drawing tool for Draw a trail or path was also popular with 21% of all comment types. A summary of each comment type is included on the following pages.

Comment Types

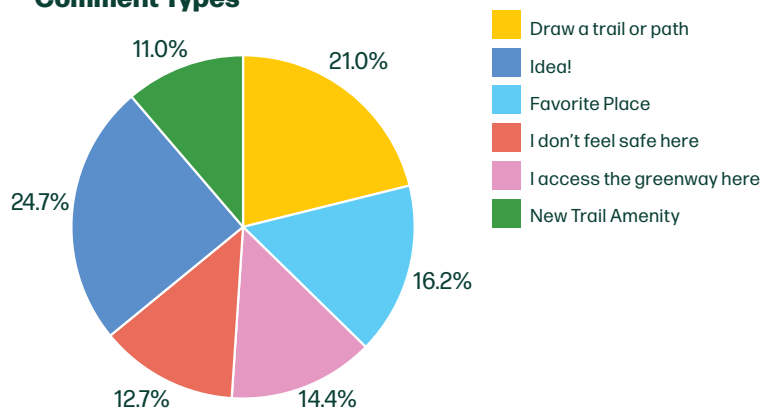
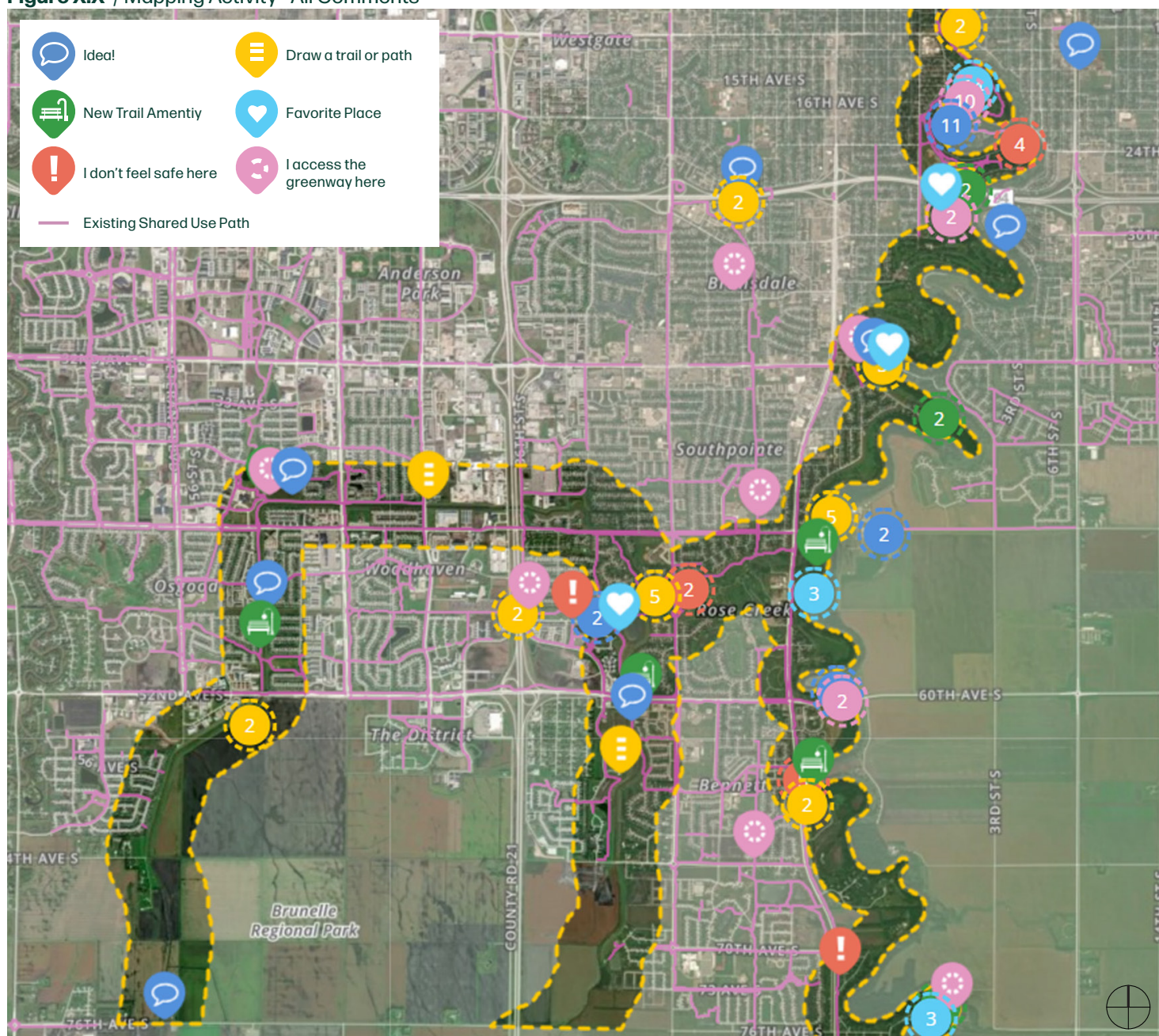


Figure X.X / Mapping Activity - All Comments





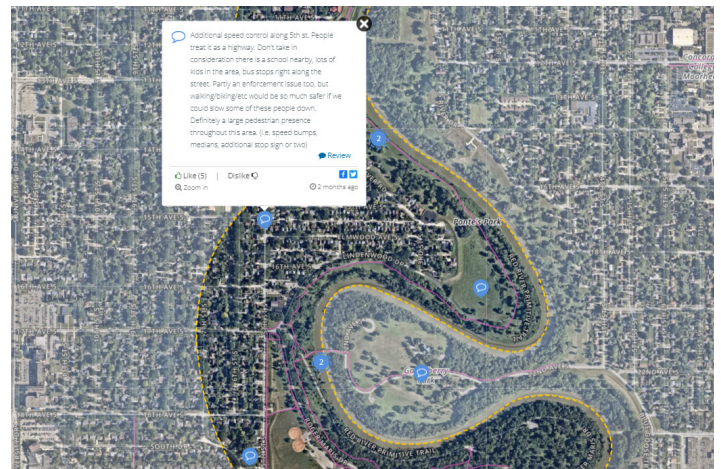
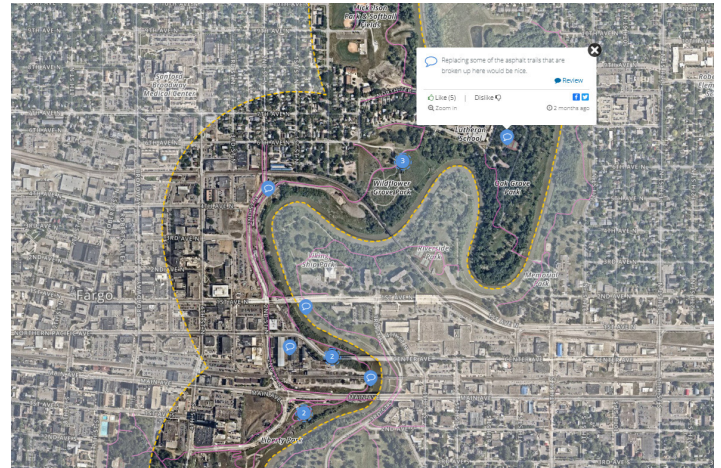
# INTERACTIVE WEBSITE

## Mapping Activity - Idea Comments

- Connect to the Diversion Trail to form a full enclosed loop around the FM area
- Need to discourage people from climbing the riverbanks and entering private yards
- Don't add a trail near the Edgewood Golf Course if it will remove trees - already lost enough due to golf course
- Pedestrian bridge at terminus of 32nd Avenue NE
- Make a park at the open space south of 32nd Avenue NE
- Some don't want more parks or foot traffic in north Fargo
- Island south of 32nd Avenue NE - could be a good park, campsite, bike trail etc.
- Dead end street on Woodcrest Drive is the perfect location for trail access for a ped bridge between Fargo and MB Johnson Park
- Lack of trail by VA Hospital makes connectivity difficult
- Putting paths into places that flood every year (north of El Zagal) doesn't make sense
- Trefoil Park could use a water fountain, should still have a bathroom available
- Replace some asphalt trails near Oak Grove Park
- Wildflower Grove Park - lighting should be solar powered and motion activated, pave parking lot
- More habitat restoration along the greenway
- Public art and lighting along trail near downtown
- Former Mid-America Steel Site could be used for restrooms, boat launch or outdoor concert space
- Liberty Park - has zero use today - could be a pollinator garden or small outdoor concert venue
- Some comments about safe needle exchange / receptacles with mixed reviews
- Bat houses
- Burdick Park - Idea for unique playground, area usually very muddy or under water - boardwalk?
- Ponte's Park - Super under-utilized park - could be a cool sculpture park, or picnic area with amphitheater
- Pedestrian Bridge to Gooseberry Park - bridge is nice but area not usable for several months every year making it annoying or impossible to enter the Moorhead Greenway
- Lindenwood Park - splash pad, safety gates around playground



## Idea! Comment Summary



- Think of Moorhead and Fargo's greenways as partners not competitors
- Signage about trash pick-up etc.
- Want to be able to cross the river at Bluestem Center for the Arts / at 40th Ave S
- Iwen Park could use a dog park, area south of park could use a larger boat landing and parking lot
- Open space near river south of 52nd Ave S - Could be used as a park with dog park, nature playground
- Combine Orchard Glen Park and Forest River Park into one large regional park
- Forest River Park - Needs better lighting and established path to the kayak launch
- Restore native prairie / grasses near detention ponds and new trails
- Drain trails overall could be made more lively with plants, native grasses, trees and amenities
- Utilize Drain 27 ROW for trail - could provide regional connectivity



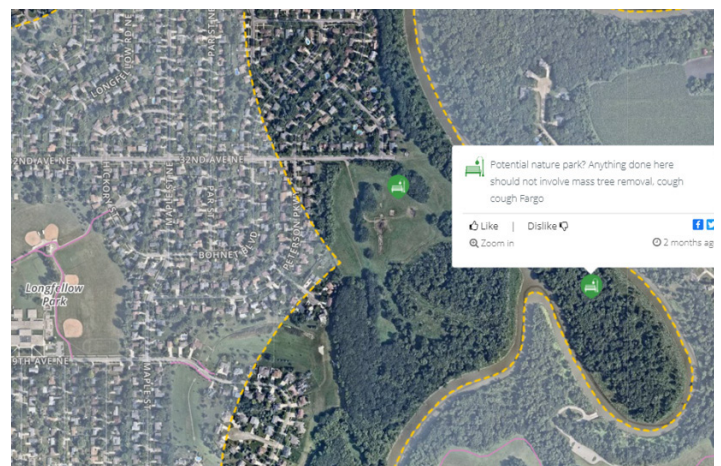
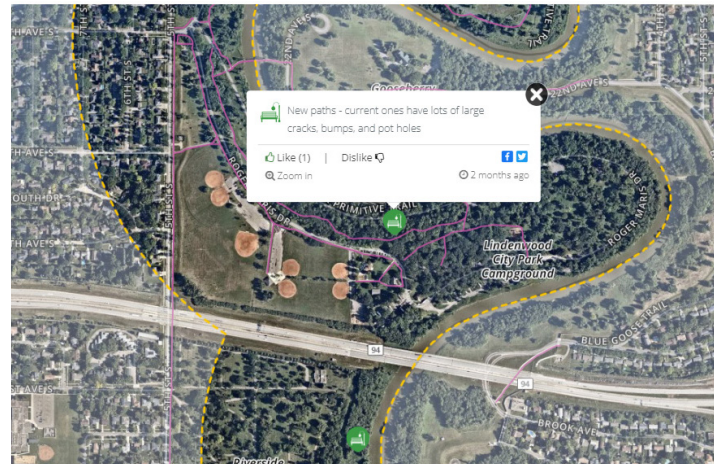
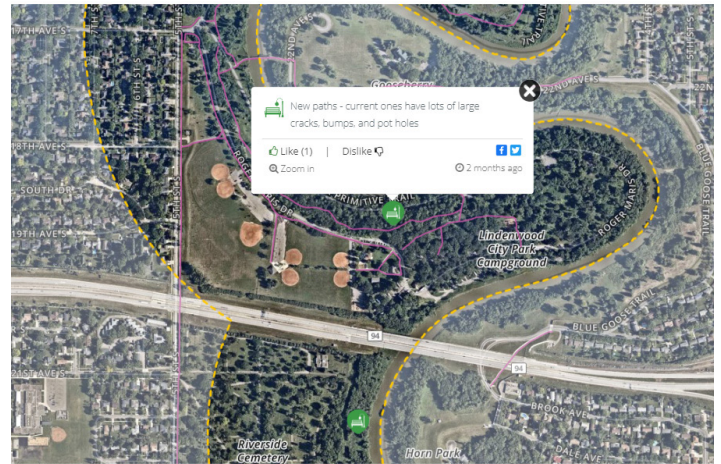
# INTERACTIVE WEBSITE

## Mapping Activity - New Trail or Amenity Comments

- Northern edge of greenway planning boundary needs a trailhead of some sort to start off the whole system, with small parking area etc.
- Riverwood Park needs a water fountain & public restroom
- Trollwood Park should have year-round bathroom facilities
- Bridge to connect Fargo side to Probstfield Farm
- Open space at terminus of 32nd Ave NE & Eagle St NE could become a floodable park with amenities
- Tree filled area north of MB Johnson Park on Fargo side could be a good nature park
- El Zagal Golf Course Parking lot should be a trailhead for new trail from El Zagal to Edgewood Park
- Wildflower Grove Park needs recreational amenities or community gardens / fruit trees
- Curved area north of Viking Ship Park near 4th Ave N could be a great spot for a shade or gazebo structure
- Trail near Downtown is a good place for public art
- Liberty Park needs to post instructions on how to appropriately use the greenway / trail. Could become a calisthenics park.
- Dike East Park / Dam Area should contain gathering space, areas for picnic tables, benches, playground, or historical information
- Dike East Dog Park needs a drinking fountain for humans and dogs
- Burdick Park could use a bathroom facility
- Lindenwood Park needs new paths, current ones have large cracks, bumps and pot holes
- Bridge needed near River Oaks Park at Harwood Drive
- Fargo Lions Conservancy Park needs restroom facilities
- Dog Park near 13 St S / University Dr & 59th Ave
- Orchard Glen Park could use a water fountain / porta potty
- Forest River Park is a wonderful park, but bathrooms would make it even better
- Trail south of 52nd Ave S needs garbage cans
- Wayfinding Signage along ditch trail north of 52nd Ave S near 50th Ave S



## New Trail Amenity Comment Summary





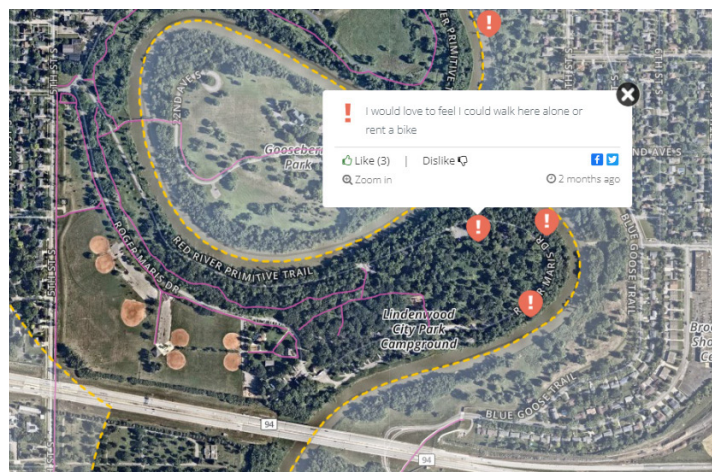
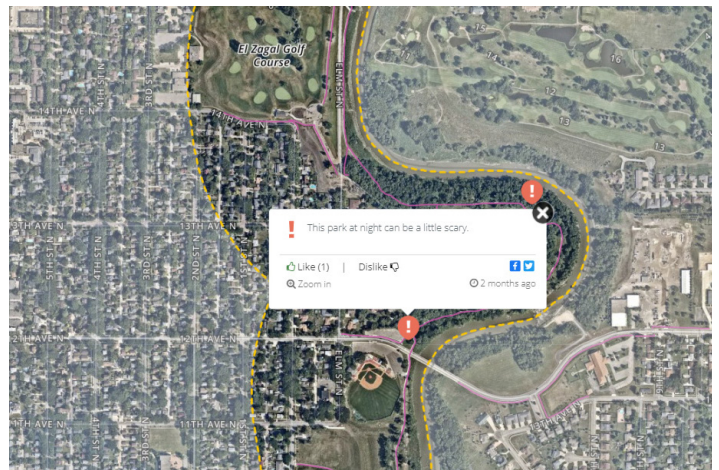
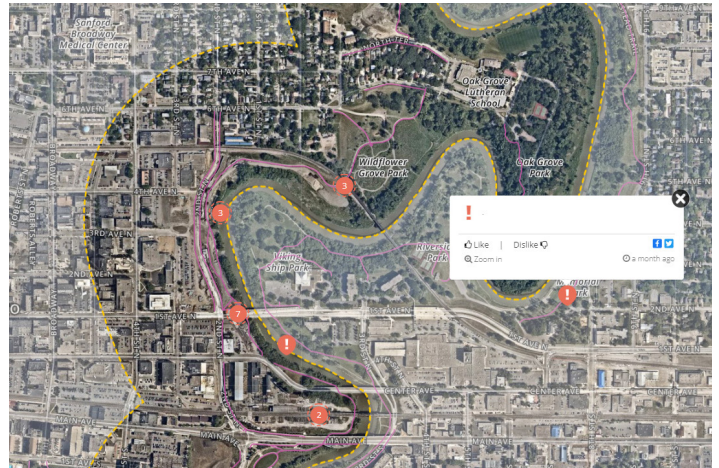
# INTERACTIVE WEBSITE

## Mapping Activity - I Don't Feel Safe Here Comments

- Broken sections of trail between Trollwood Park and Sewage Treatment Plant
- Trefoil Park – constant mud from flooding makes trail unsafe and area can be a little scary at night
- Railway trail overpass near Wildflower Grove Park - there are often people and debris under the bridge, which makes users feel unsafe. Bridge condition is questionable as well.
- Trail access at 4th Ave & 2nd St N - traffic on nearby roadway is too fast, trail access point for loiterers / “camping”
- Trail access at 1st Ave N & 2nd St N - homeless camps under the bridge and need better crosswalks on the nearby streets. Poor lighting makes the area feel sketchy
- Steel Yard Area - need better lighting, someone felt they were once followed there
- Dike East Park / Dog Park - people loitering / not in right state of mind, have found syringes nearby
- Lindenwood Park - multiple comments about not feeling safe at night here
- Trail north of Rose Creek Golf Course
- Trail curve south of Centennial Park - bikes need a speed limit / to slow down here
- Trail in Fox Run south of 46th Street - trail in poor condition so people end up on the street
- South end of greenway system is overall older and bumpier with lots of potholes
- Trail along 13th St S / University Dr - trail is too close to the road based on nearby car speeds, in desperate need for replacement
- Trail along S University Dr & 70th Ave S is bumpy and damaged



## I Don't Feel Safe Here Comment Summary





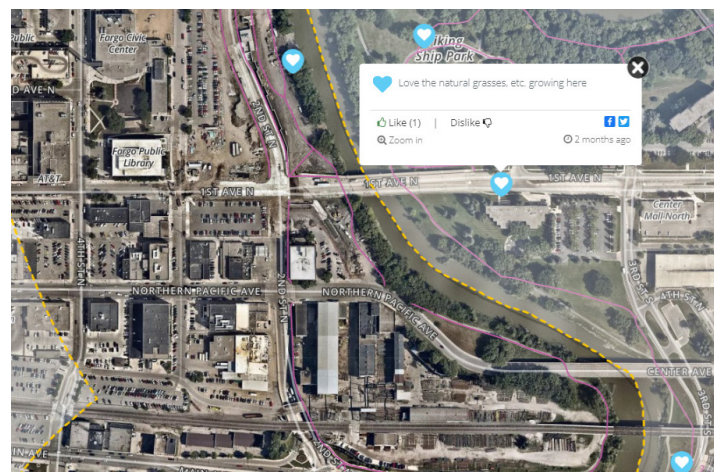
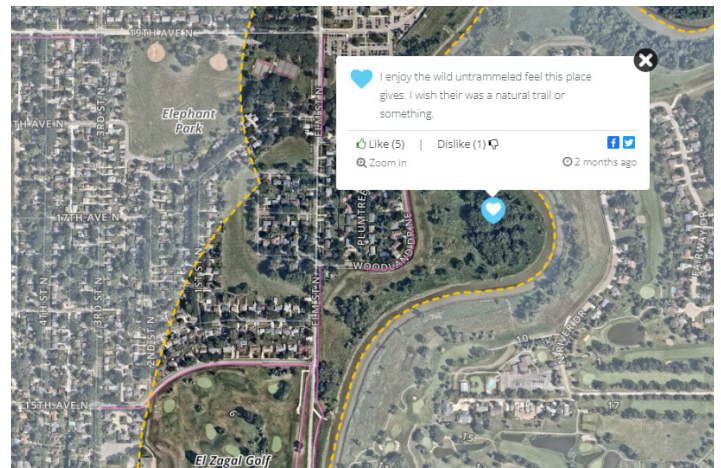
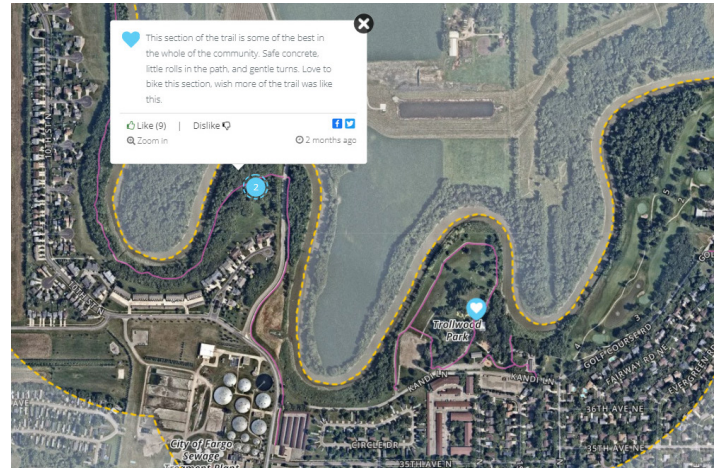
# INTERACTIVE WEBSITE

## Mapping Activity - Favorite Place Comments

- Ponte's Park (6)
- Lindenwood Park (3)
- Orchard Glen Park (3)
- Forest River Park (3)
- Area near Trollwood Park (2)
- Oak Grove Park (2)
- N 40th Ave / Wall Street Ave N (great birding and wildlife watching)
- MB Johnson Park
- Area between Elephant Park and El Zagal Golf Course - tree area
- Trefoil Park
- Mickelson Park & Softball Fields
- Wildflower Park
- Area across from Viking Ship Park
- Dike East Dog Park
- Cross-country skiing trails near southside of Dike East Park
- Riverside Cemetery
- Fargo Lions Conservancy Park
- Iwen Park
- Heritage Hills Park
- Centennial Park / trail to the south



## Favorite Place Comment Summary



Note, number in parentheses indicates the number of times this area or comment was mentioned



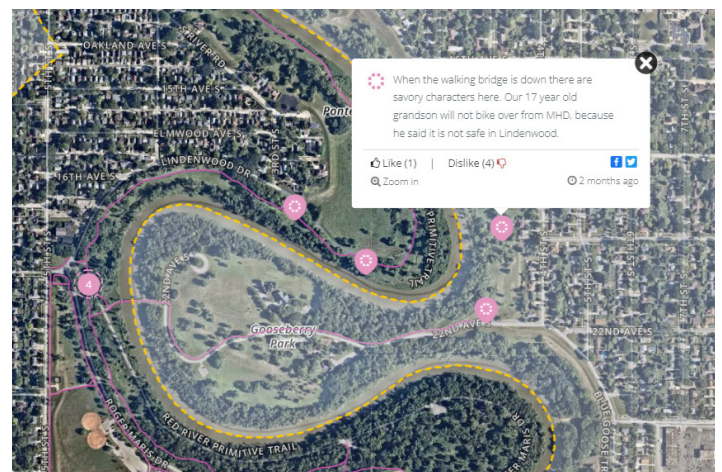
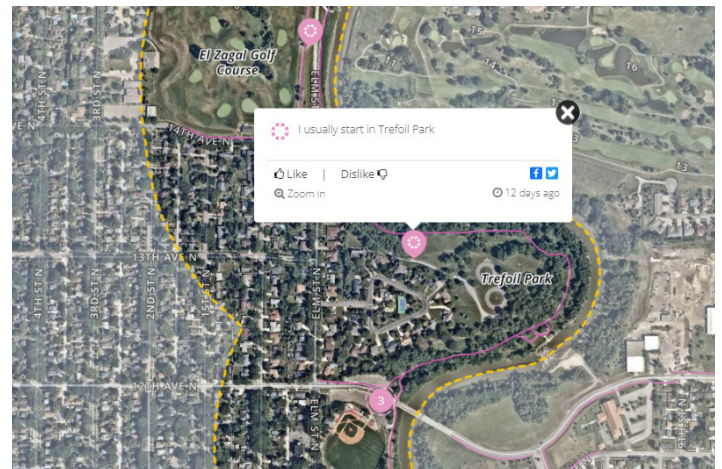
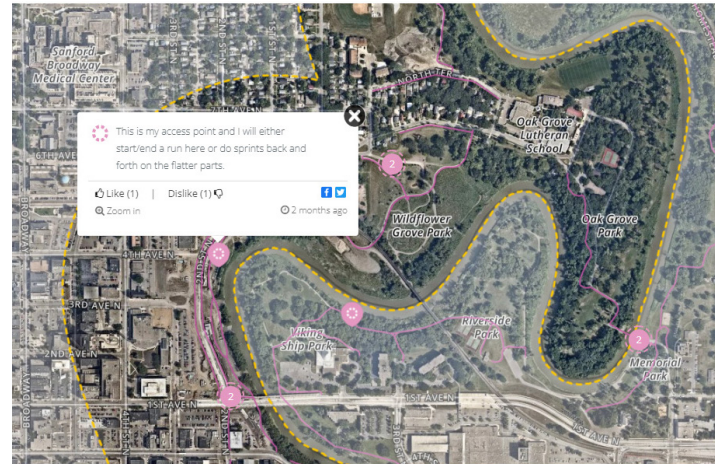
# INTERACTIVE WEBSITE

## Mapping Activity - I Access the Greenway Here Here Comments

- Dike East Park (5)
- Lindenwood Park (5)
- 12th Ave N / 15th Ave Bridge / Trailhead (3)
- Downtown (3)
- Wildflower Grove Park (2)
- Trefoil Park
- Liberty Park
- Island Park
- 13th Ave S & 4th St S Trailhead
- 32nd Ave near S University Drive
- Milwaukee Trail South Park trailhead
- 64th Ave S
- Brandt Crossing Park / Independence Elementary School area



## I Access the Greenway Here Comment Summary



Note, number in parentheses indicates the number of times this area or comment was mentioned

# INTERACTIVE WEBSITE




## Mapping Activity - Draw a Trail or Path Comments

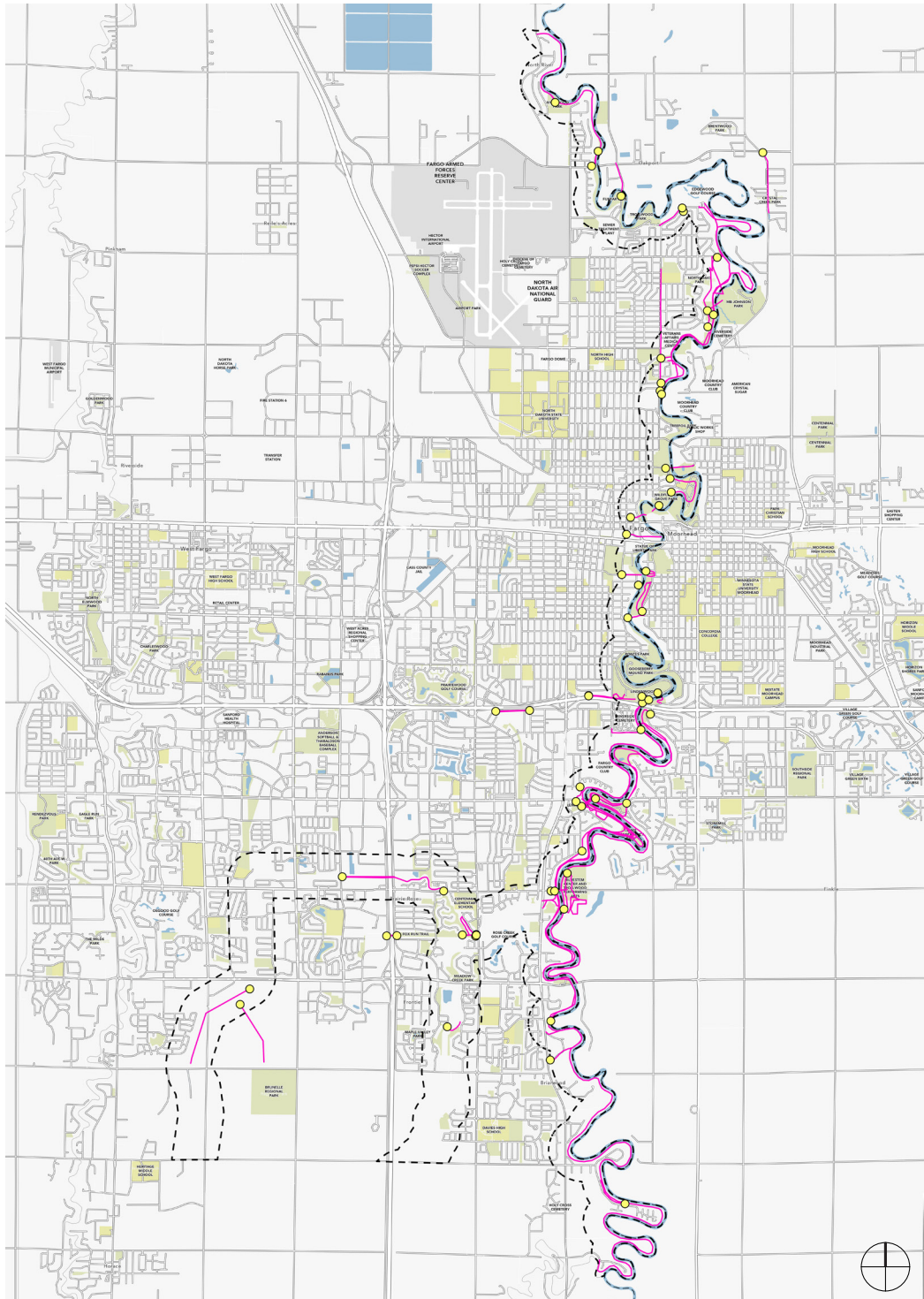
Figure X.X shows where different trail or path extension routes were drawn along the interactive map. Several places had multiple overlapping paths, such as between Riverside Cemetery and Trollwood Park or between the VA Hospital and Edgewood Golf Course.



### Draw a Trail or Path Comment Summary

**Figure X.X / Mapping Activity - Draw a Trail or Path Comments**

-  Draw a Trail or Path Route
-  Draw a Trail or Path Comment
-  Study Area Boundary





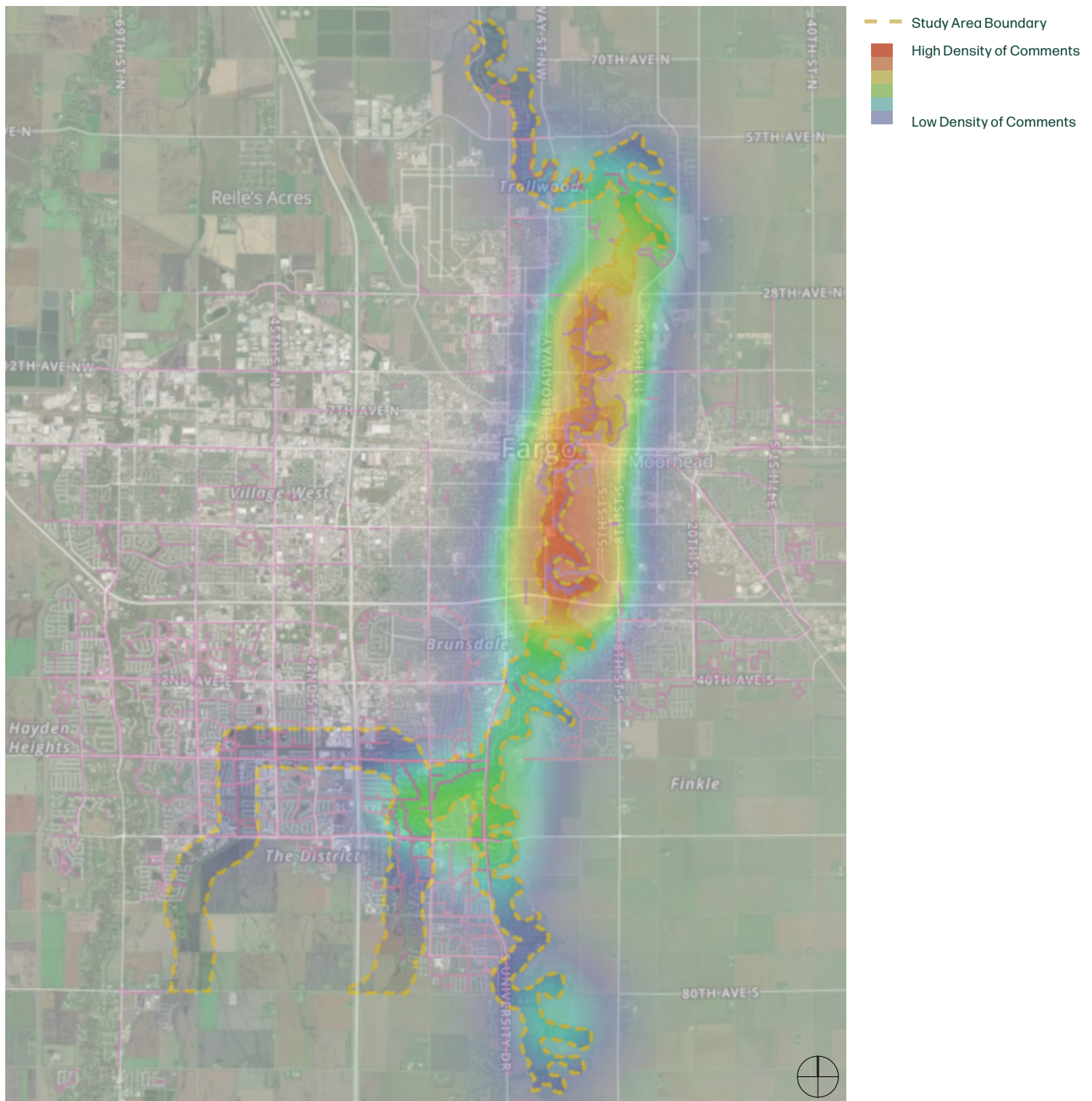
# INTERACTIVE WEBSITE

## All Comments - Heat Map

Figure X.X is a heat map created based on the clustering of all comments received from the interactive mapping activity. The red and orange areas have the most comments, and the light blues and purples have the least. The area near Downtown and the urban residential core received the most

clustered and concentrated comment activity. The far north extent received the fewest comments along with parts of the drains.

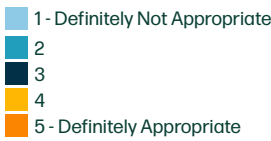
**Figure X.X** / Mapping Activity - Heat Map, All Comment Types



# COMBINED PUBLIC INPUT

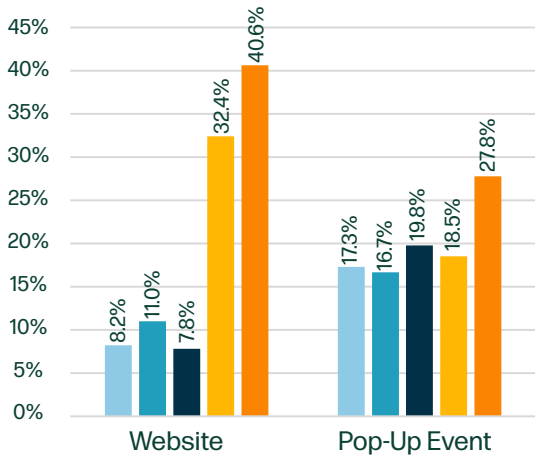
## Trail Surface Types Image Voting - Combined Results

Figure X.X shows how the website results for trail surface types compared to the pop-up event results.



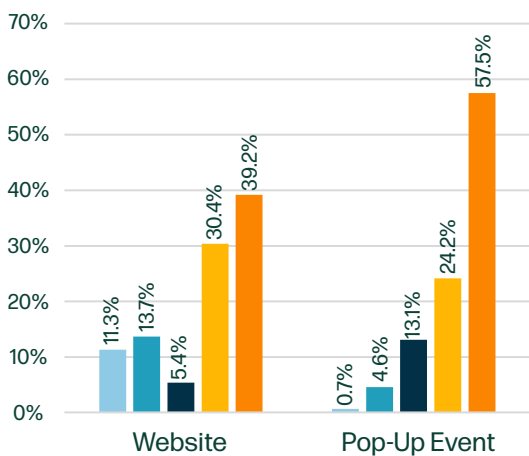
**Asphalt Pavement** - website participants were generally more favorable to asphalt pavement than pop-up event booth respondents; however, the overall views on level of appropriateness is comparable.

### Asphalt Pavement Combined Results



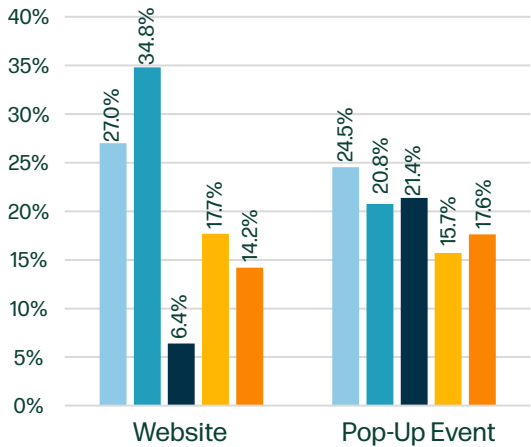
**Boardwalk** - pop-up event participants were more favorable towards boardwalk trails, however, both groups generally viewed them as appropriate options.

### Boardwalk Combined Results



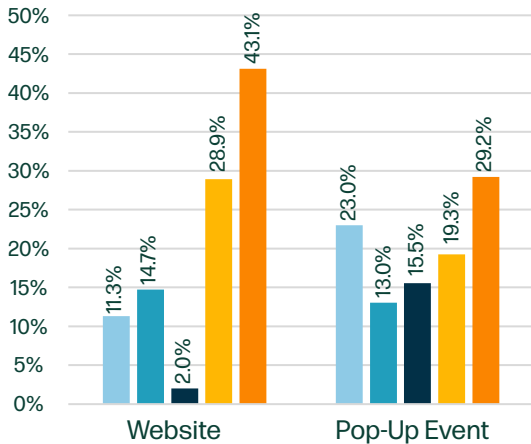
**Crushed Aggregate** - website respondents had stronger negative views of crushed aggregate, however, both groups negatively viewed the trail surface type as an option. Pop-up event participants had more people with positive views.

## Crushed Aggregate Combined Results



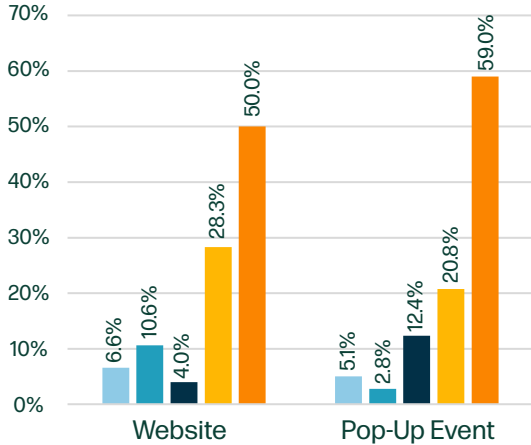
**Concrete Pavement** - both groups had the most votes against the use of concrete pavement. However, pop-up event participants had more solid support overall for the surface type.

## Concrete Pavement Combined Results



**Natural Trails** - both groups showed strong support in favor of natural trails and the overall breakdown of results were similar.

## Natural Trails Combined Results





# COMBINED PUBLIC INPUT

## Amenity Image Voting - Combined Results

Figure X.X shows how amenity image voting compared between the Interactive engagement website versus the in-person pop-up event booths. Dark blue shows the website and light blue shows the pop-up events.

Overall, there was consistency in the feedback heard across the engagement activity methods with a few exceptions.

The website far exceeded the pop-up event for Bench 1 and 2, Picnic Area 1 and 2, Playground, Shelter 2, Trail Lighting 2, and Trash Receptacles.

The pop-up event booth exceeded the website for Bike Fix-It Stations, Drinking Fountain, Historic/Cultural Interpretation, Public Art, Trail Lighting 1, and Wildlife Observation Area.

**Figure X.X** / Combined Amenity Image Voting Results

