

# Appendix

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# 2+1 Freight and Delivery

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As part the NP Avenue and 1<sup>st</sup> Avenue North Corridor Study, the question of how to handle freight and delivery continues come up. Alfred Benesch & Company held a Freight Workshop on May 25, 2010. The attendance to the workshop was disappointing. Only two business owners/managers attended. To obtain additional information Benesch met with several of the downtown businesses individually to present the project, obtain information about their deliveries and propose options. The companies that were met with individually are listed below:

1. National Muffler
2. United Automotive
3. City Scapes Center
4. Stella's
5. Barbara's First and Deli
6. Fargo Forum
7. Fort Noks
8. Sports Bar
9. Fargo Fire Department
10. Nestor Tavern
11. Culligan
12. Drunken Noodle (Was contacted but never returned our call to schedule a time to meet with them)
13. Hotel Donaldson (Was contacted but never returned

The above mentioned businesses were identified as a business that receives freight on a regular basis. Each of the businesses received an invite to the Freight Workshop and were contacted to meet with them individually. JL Beers, CI Sports, and Old Broadway were represented by Randy Thorson.

## City Ordinance

Working with City staff, Benesch has reviewed the City Ordinance. City of Fargo Ordinance, Chapter 8, Article 8-10, Section 8-1005, beginning on Page 8-49 states that

8-1005. Loading and unloading regulations for trucks.--A vehicle may be allowed to double-park for the purpose of loading or discharging passengers or for unloading freight when there is no alley for such purpose and no other parking space available and the freight to be unloaded is of a heavy or bulky nature, but only for such length of time as is absolutely necessary for such loading and unloading, except that no merchandise or freight pickups or deliveries whatsoever shall be made from double-parked vehicles between the hours of 4:00 p.m. and 6:00 p.m. on any day except Sundays and legal holidays and no vehicle shall double-park for such purposes between such hours.

It shall be unlawful for any person, firm or corporation to load or unload freight or merchandise from a semi-trailer between the hours of 7:00 a.m. and 9:00 a.m., or between the hours of 4:00 p.m. or 6:00 p.m. All loading or unloading of freight or merchandise from a semi-trailer shall be prohibited on all principal and minor arterial roadways.

Any person owning, driving, operating, or having under his control any vehicle shall not permit the same to stand or be parked in any alley except while loading or unloading freight or merchandise. If any vehicle is left parked or standing in any alley during such loading or unloading operations, it shall be located so that it does not block the alley and as close to the edge of the alley as possible. If the alley is so narrow that it will be blocked even though the vehicle engaged in the loading or unloading operation is parked as close to the edge of the alley as possible, then and in that event, such vehicle shall not be left unattended at any time.

It shall be unlawful to load or unload automobile transport trailers or vehicles on any street, alley, boulevard, or public property of the city, except as herein provided and subject to all of the other terms of this section. An automobile transport vehicle, when parked in the immediate vicinity of the automobile dealership where the vehicles are to be loaded or unloaded, is permissible provided the said automobile transport vehicle must stand parallel and adjacent to the curb and be headed in the direction of the traffic, and further provided that a “flag person” is required to direct or slow traffic should the automobile transport vehicle impede traffic in any manner while loading and unloading. If the automobile transport vehicle is to utilize a no-parking zone, it will be necessary to notify the Fargo police department of the location and provide the duty officer with an estimate of the time required to load and unload vehicles from the transport trailer. It is further provided that in no event shall the parking of an automobile transport trailer leave available less than 20 feet of the width of the roadway for free movement of vehicular traffic.

It shall be unlawful to park or permit any vehicle to stand so that it is backed against the curb except when actually loading or unloading freight or merchandise, and if the vehicle is a semi-trailer or trailer combination, the motor vehicle or tractor unit thereof must stand parallel to the curb and be headed in the direction of the traffic. No vehicle shall stand so backed up that it interferes with or interrupts the passage of traffic.

In any case it shall be unlawful to load or unload freight or merchandise from a semi-trailer backed into the curb unless the owner or operator of the unit involved shall have first secured a written permit from the chief of police; such a written permit must also be secured before any semi-trailer unit may be driven across the center line of the street in order to back the same into a loading stall. Such permit may be issued for reasonable periods of time, not to exceed one year.

It shall be unlawful for any person, firm or corporation to drive or permit to be driven any semi-trailer or truck of more than one-ton capacity by backing the same into a curb unless such person, firm or corporation shall provide a person or arrange with some person, in addition to the driver, to act as flagman during all operations, and said flagman shall station himself in such a position so that he can warn both pedestrians and moving traffic and so that the driver can back the vehicle in a safe manner. It shall be lawful for a police officer to act as such flagman if it does not interfere with his duties as a police officer.

Source: 1965 Rev. Ord. 8-1005, 1825 (1977), 3016 (1999).

### ***Applicability to NP and 1<sup>st</sup>***

The following is a paragraph-by-paragraph discussion of how the ordinances apply to freight and delivery operations on NP Avenue and 1st Avenue North.

Paragraph 1: It is okay to double-park to make deliveries when no parking is available parking or there are no alleys. Double-parking is allowed except between 4 PM and 6 PM, Monday through Saturday.

Paragraph 2: No loading/unloading of semis 7 AM to 9 AM and 4 PM to 6 PM. No loading/unloading from semis on principal and minor arterials. NP Avenue and 1st Avenue North are classified as minor arterials, therefore, there should be no loading/unloading of semis on either street at any time of day. Consider modifying the ordinance to exclude NP Avenue and 1<sup>st</sup> Avenue North.

Paragraph 3: Vehicles should not be parked in alleys unless loading/unloading. If the vehicle blocks the alley at all, it should never be left unattended.

Paragraph 4 does not apply to NP Avenue and 1<sup>st</sup> Avenue North.

Paragraph 5: Trucks should not be backed up to the curb unless loading/unloading. Semis must be parked parallel to the curb, in the direction of traffic. Delivery vehicles should not interfere with passing traffic.

Paragraph 6: A written permit from the chief of police is needed if a semi needs to cross the centerline of traffic to back into a loading stall. This paragraph should be amended for the 2+1 configuration because semis will routinely cross the centerline to back into loading stalls.

Paragraph 7: Semis and trucks of more than one-ton capacity shall provide a flagger for trucks to back into a curb.

### **Recommendation**

Existing freight and deliveries can be accommodated with the conversion of the NP Avenue and 1st Avenue North corridors to the 2+1 alternative. The following recommendations should be implemented to help minimize traffic impacts during the peak commuter periods.

1. Enforcement of the existing ordinance will be required to help minimize disruption to the traffic during peak commuter periods.
2. Deliveries can occur in the single lane direction of both NP Avenue and 1st Avenue North only if there is a parking space available for the delivery vehicle to park in to make the delivery. City will need to modify the City Ordinance to restrict double parking in the single lane direction on both NP Avenue and 1<sup>st</sup> Avenue North
3. Loading zones should not be developed at time of conversion, but could be implemented as needed, if requested from the business owners adjacent to the requested area. Any loading zone created should be available during the hours of 7 am to 10 am.

# Summary of Public Comment – Public Meeting 1

## NP and 1st Avenue North Corridor Development Plan

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### Public Meeting 1: September 29, 2009

68 Attendees, not including SRC and study team.

Public sentiment represented a cross-section of opinion. Bike lanes were well-received but there were some questions on parking. There was concern regarding freight and delivery as well as the possibility of needing a new river crossing if conversion to two-way causes backups on NP Ave and 1<sup>st</sup> Ave N.

Sign-in sheets and comments are attached.

An item included on the comment for was ranking of 16 evaluation criteria from 1 to 16, with 1 being most important. **Table PC-1** displays the ranked the criteria.

**Table PC-1. Evaluation Criteria Ranking**

Criterion	Rank
Safety	2.53
Bicycle Access	4.16
Ped Access/ Walkability	4.58
Neighborhood Benefit	5.47
Economic Impacts	5.53
Business Impacts	6.21
Redevelopment Potential	7.16
Transit Access	7.47
Property Access	7.89
Traffic Flow (stops)	7.95
Visual Impacts	8
Cost	8.68
Traffic Disruption	9.11
Indirect Travel	10.74
Congestion Relief	11
Construction Issues	12

In addition to Public Meeting 1 itself, a Transit Open House was held at the Ground Transportation Center. Visitors to the booth said it was great to know that the City cares what the public thinks about the project.

NP 1st Corridor Development Plan  
Public Meeting 1 Sign-in

#	Last Name	First Name	Organization	Address	Email
1	Adams	John			<a href="mailto:john@adamsdevelopment.com">john@adamsdevelopment.com</a>
2	Allmendinger	Mike	Kilbourne Group	PO Box 9561	
3	Ball	Mike			
4	Beaton	Mike	property owner	723 NP Ave	<a href="mailto:mfbeaton@aol.com">mfbeaton@aol.com</a>
5	Beil	Rory	Dakota Medical		<a href="mailto:rorybeil@dakmed.org">rorybeil@dakmed.org</a>
6	Berndt	Keith	Cass Co. Government	6173 16th St S	<a href="mailto:berndtk@casscountynnd.gov">berndtk@casscountynnd.gov</a>
7	Bortnem	James	Bornem Family L.P.		
8	Buck	Chandra	FMCBW	107 8th Ave S, Moorhead, MN	
9	Bushaw	Andrew	FMCBW	1418 1st Ave N Ste 1	<a href="mailto:andrew@fmbikeworkshop.org">andrew@fmbikeworkshop.org</a>
10	Carlson	Blake	Quantum Development	1957 58th Ave S	<a href="mailto:bccarlson@hotmail.com">bccarlson@hotmail.com</a>
11	Cewe	Deb		1122 1st Ave N	<a href="mailto:deborahkaul@gmail.com">deborahkaul@gmail.com</a>
12	Chambers	Matthew			<a href="mailto:matthew.robert@gmail.com">matthew.robert@gmail.com</a>
13	Craddock	Kevin	Radisson	201 5th St N	<a href="mailto:kcraddock@radissonfargo.com">kcraddock@radissonfargo.com</a>
14	Crutchfield	Nicole	City of Fargo	200 N 3rd St	<a href="mailto:nrcrutchfield@cityoffargo.com">nrcrutchfield@cityoffargo.com</a>
15	Curry	Joe	FMCBW		<a href="mailto:mentalenviro@gmail.com">mentalenviro@gmail.com</a>
16	Dcerk	Doane	Doris Co Washer	PO Box 1997	
17	Dehne	Jeff	Liftig Family Partnership	Bismarck	
18	Did not sign in				
19	Did not sign in				
20	Did not sign in				
21	Did not sign in				
22	Did not sign in				
23	Did not sign in				
24	Did not sign in				
25	Did not sign in				
26	Dynes	Jane	Serkland Firm	10 Roberts St	
27	Enhyar	Rick		52 Broadway	<a href="mailto:Rick@time2plan.com">Rick@time2plan.com</a>
28	Gray	Cindy	SRF	1 2nd St N	<a href="mailto:cgray@srfconsulting.com">cgray@srfconsulting.com</a>
29	Gunderson	Rick		36 Prairiewood Dr	
30	Haugen	Scott	citizen	26 Roberts St N #501	
31	Hinderaker	Jim	City of Fargo		<a href="mailto:jhinderaker@cityoffargo.com">jhinderaker@cityoffargo.com</a>
32	Jankowski	Kurt		308 1st Ave N	<a href="mailto:kjankowski@unitedauto.com">kjankowski@unitedauto.com</a>
33	Kegel	Paul	Paul's Model	1200 1st Ave N	<a href="mailto:paulsmod@aol.com">paulsmod@aol.com</a>
34	Kemmer	Kim		1834 Rose Creek Dr	<a href="mailto:kim.kemmer@flintcom.com">kim.kemmer@flintcom.com</a>
35	Kuelbs	Peter	NDSU	24 8th St N	<a href="mailto:peter.kuelbs@ndsu.edu">peter.kuelbs@ndsu.edu</a>
36	Lane	Rick	SRF	1 2nd St N	<a href="mailto:rlane@srfconsulting.com">rlane@srfconsulting.com</a>
37	Lenthe	Dirk	Stamart	1718 E Main Ave, West Fargo	
38	Lipetzky	Kim	Fargo Cass Public Health	401 3rd Ave N	<a href="mailto:klipetzky@cityoffargo.com">klipetzky@cityoffargo.com</a>
39	Meyer	Erik	bicyclist	12 1/2 Roberst St N #204	<a href="mailto:speedral281@yahoo.com">speedral281@yahoo.com</a>
40	Motuba	Diomo		902 33rd Ave N #103	<a href="mailto:diomo.motuba@ndsu.edu">diomo.motuba@ndsu.edu</a>
41	Nelson	Jay		PO Box 3223	
42	Nolte	Gina	Clay Cty Public Health	715 11th St N, Moorhead	<a href="mailto:ginanolte@co.clay.mn">ginanolte@co.clay.mn</a>
43	Olson	Matthew	student	1027 College St	<a href="mailto:matthew.n.olson@ndsu.edu">matthew.n.olson@ndsu.edu</a>
44	Posteman	Beth	Fargo P.L.	902 s 7th St	
45	Preston	Arlette		505 N Broadway #300	<a href="mailto:arlette.preston@homeinstead.com">arlette.preston@homeinstead.com</a>
46	Preston	Richard		505 Broadway	
47	Ramsay	R.H.L.M.		715 3rd Ave N	<a href="mailto:plains.architecture@gmail.com">plains.architecture@gmail.com</a>
48	Robinson	Norm		300 NP Ave #308	<a href="mailto:norm@advertisingmarketing.com">norm@advertisingmarketing.com</a>
49	Rodriguez	Gerardo	FMCBW	1418 1st Ave N Ste 1	<a href="mailto:rodriguez@mnstate.edu">rodriguez@mnstate.edu</a>
50	Scheby	Danielle	Dakota Medical		
51	Scher	Dave	Drunken Noodle	623 NP	<a href="mailto:dave_58103@msn.com">dave_58103@msn.com</a>
52	Schildberger	Gregg	City of Fargo - Transit	650 23rd St N	<a href="mailto:gschildberger@cityoffargo.com">gschildberger@cityoffargo.com</a>
53	Sombrine	Melissa		1517 11st St S	
54	Sternhagen	Nicholas	FMCBW		<a href="mailto:nsternhagen@gmail.com">nsternhagen@gmail.com</a>
55	Stewart	Jan		154 S Woodcrest Dr	
56	Stoner	Steve	Park Co.	28 N 10th	<a href="mailto:stevestoner@parkcompany.com">stevestoner@parkcompany.com</a>
57	Strege	Steve		3243 37th Ave S	
58	Struchynsici	John		2806 33rd St S	<a href="mailto:jstruchy@hotmail.com">jstruchy@hotmail.com</a>
59	Thompson	Tom		828 NP	
60	Timian	James		PO Box 1145	
61	Todd	Dave	Fargo PD	222 4th St N	<a href="mailto:dtodd@cityoffargo.com">dtodd@cityoffargo.com</a>
62	Toliver	Travis	Radisson	201 N 5th St	<a href="mailto:ttoliver@radissonfargo.com">ttoliver@radissonfargo.com</a>
63	Walla	Jen	FMCBW	12 1/2 Roberst St N #204	<a href="mailto:fargohomegirl@yahoo.com">fargohomegirl@yahoo.com</a>
64	Watson-Curry	Sara	FMCBW	1418 1st Ave N Ste 1	<a href="mailto:neutralsaga@gmail.com">neutralsaga@gmail.com</a>

NP 1st Corridor Development Plan  
Public Meeting 1 Sign-in

65	Weiler	Mark	Fargo Downtowner	216 Broadway	<a href="mailto:fargodowntowner@gmail.com">fargodowntowner@gmail.com</a>
66	Wenzel	Steve			
67	Wimmer	Brad	City of Fargo	385 7th Ave S	
68	Zaylskie	R.		Fargo	
SRC	Anderson	Dave	DCP	203 4th Ave N	<a href="mailto:dave@fmdowntown.com">dave@fmdowntown.com</a>
SRC	Bittner	Mark	City of Fargo		
SRC	Bommelman	Julie	City of Fargo		
SRC	Citrowske	Kim	Fargo Planning		
SRC	Gibson	Brian	Metro COG		
SRC	Gorden	Jeremy	City of Fargo	City Hall	
SRC	Kristan	Justin	Metro COG		
SRC	Lynch	Rob	NDSU		<a href="mailto:rob.lynch@ndsu.edu">rob.lynch@ndsu.edu</a>
SRC	Stein	Bob	City of Fargo		
SRC	Thorson	Randy	OB		
SRC	Walton	Bob	NDDOT	503 38th St S	<a href="mailto:bwalton@nd.gov">bwalton@nd.gov</a>
SRC	Zimmerman	Bob	City of Moorhead	PO Box 779, Moorhead, MN	<a href="mailto:bob.zimmerman@ci.moorhead.mn.us">bob.zimmerman@ci.moorhead.mn.us</a>
Study Team	Bopp	Andrea	HWS		<a href="mailto:abopp@hws.com">abopp@hws.com</a>
Study Team	Caplan	Rich	RCA		
Study Team	Donahue	Corinne	WSA		
Study Team	Fischer	Dominic	LA Group		
Study Team	Gorman	Mike	HWS		
Study Team	Yates	Austin	HWS		

City of Fargo

# NP AND 1ST AVENUE NORTH CORRIDOR DEVELOPMENT PLAN

Welcome - Please Sign In!

September 29th | Public Meeting

Name	Org.	Address	City	Phone	Email
James Bartnem	Bartnem Family L.P.				<del>lisab@mtstates</del>
Andrea Bopp	HWS				abopp@hws.com
RICK ENGEL	52 Broadway	52 Broadway			RICK@tmedPLAN.com
Randy Thorsen	OB	Broadway			
Julie Bommelmijn	City of Fargo				
Bob Walton	NDDOT	503 38th St S	Fargo		bwalton@nd.gov
Tom Thompson		828 NP	FARGO		
Steve Streye		3243 37th Ave S	Fargo		
DAVE TODD	FARGO P.D.	222 4th St. N.	FARGO		Dtodd@cityoffargo.com
Mrs Bell					
KIM C MUSKI	Fargo Planning	11 N 8th St - mail to			
Mike Beaton	property owner	723 NP Ave	Fargo		mfbeaton@aol.com
Matthew Olson	Student	1027 College St	Fargo		matthew.n.olson@ndsu.edu
Jeremy Gordon	City of Fargo	City Hall			
R.H.L.M. Ramsay		715 3rd AVE. N.	Fargo		plains.architecture@gmail.com
KIM KEMMER		1824 POSE CREEK DR	FARGO		KIM.KEMMER@FLINTGM.COM
Diomo Motuba		902 3rd Ave N #103	Fargo		diomo.motuba@ndsu.edu
BRIAN GIBSON		METRO COG			
JB Curry		FARGO ND F.M.C.B.U.			Muntalenvira@gmail.com
David Scher	Drunken Needle	423 NP			dave_58103@msu.com

HT didn't sign in

Welcome - Please Sign In!

September 29th | Public Meeting

Name	Org.	Address	City	State	Zip	Email
Steve Stone	Park Co	28 W. 10 <sup>th</sup>				stevestone@park.com.nd.gov
Donna Decker	Donna Decker	P.O. Box 1997	Fargo	ND	58107	
Scott Edward Hanger	Citizen	26 Roberts St. N. Apt. 501	Fargo	ND	58102	
Gregg Schildberger	City of Fargo - Transit	630 23 <sup>rd</sup> St N.	Fargo	ND	58102	gschildberger@cityoffargo.com
Brad Wimmer	City of Fargo	385 7 Ave S	Fargo	ND	58103	
Nicole Crutchfield	City of Fargo	200 N 3rd St	FARGO	ND		ncrutchfield@cityoffargo.com
Kurt T. Jankowski	City of Fargo	308 1st Ave N.	Fargo	ND	58102	kjankowski@unitedautotech.com
Rory Beil	Dakota Medical		Fargo	ND		rorybeil@dakmed.org
Danielle Scholz	Dakota Medical		Fargo	ND		
Peter Kuelbs	NDSU	24 8 <sup>th</sup> St. N	Fargo	ND	58102	peter.kuelbs@ndsu.edu
Kim Lipetzky	Fargo Case Public Health	401 3 <sup>rd</sup> Ave N	Fargo	ND	58102	klipetzky@cityoffargo.com
Sara Watson Curry	FM Comm. Bicycle Workshop	1418 1st Ave N suite 1	Fargo	ND	58102	neutralsag2@gmail.com
Travis Toliver	Radisson	201 N. 3 <sup>rd</sup> St	Fargo	ND	58102	ttoliver@radissonfargo.com
Rick Lane	SUF Consulting	Once 2 <sup>nd</sup> St. N.	FARGO	ND	58102	rlane@sufconsulting.com
Andrew Busha	FM Com. Bikework	1418 1st Ave N. s.1	FARGO	ND	58102	andrew@fmbikeworkshop.org
Blake Carlson	Quantum Development	1957 58 <sup>th</sup> Ave S	Fargo	ND	58104	bccarlsn@hotmail.com
Gina Nolte	Clay Co Public Health	715 11 <sup>th</sup> St. N	Mossmile, MN	ND	58100	gina.nolte@co.clay.mn.us
Gerardo Rodriguez	FM Comm Bicycle Shop	4116 1610 1st St N 1418 1st Ave N	Fargo ND	ND	58102	rodriguez@minstate.edu
Richard Jresto		505 Broadway	FARGO	ND	58102	

Welcome - Please Sign In!

September 29th | Public Meeting

Name	Org.	Address	City	Email
Matt Chambers				matthew.robert@gmail.com
Bob Stein	City of Fargo			
Jim Hinderaker	City of Fargo			jhinderaker@CityofFargo.com
PAUL KEGEL	PAUL'S MODEL	1200 1 AVE N		PAULSMOD@AOL.COM
Rick Gunderson		36 Prairiewood Drive	Fargo	
Beth Roskema	Fargo P.L	902 S 7th St	Fargo	
NICOLAUS STETINKEN	FAR COMMUNITY BIKING WORKSHOP		FARGO	NSTETINKEN@GMAIL
Keith Berndt	Cass Co. Government	6173 16th ST S	Fargo	berndtk@casscountyrnd.gov
Dave Anderson	Downtown C.P.	203 4th Ave N	"	dave@findowntown.com
ROB LYNCH	NDSU		Fargo	rob.lynch@ndsu.edu
Jane Dymos	Sukland Firm	10 Roberts St.	Fargo	
JAN USTEWART	—	154 S. Woodcrest Dr	Fgo	—
John Adams			Fargo	John@Adamsdevelopment.com
JOHN STRUCHA NSCI	—	2806 3RD ST S	FARGO	JSTRUCHA4@HOTMAIL.COM
Cindy Gray	SRF Consulting Grp.	One N 2nd St. Ste 226	Fargo	cgray@srfconsulting.com
Deborah Kaul	1122 1st Ave N	2413 Jamez Dr	Minot	deborahkaul@gmail.com
Melissa Ambrose	1517 11st S		Fargo	
Mark Bittner	City of Fargo			

Welcome - Please Sign In!

Name	Org.	Address	City	Phone	Email
Jeff Dehne	Liffrig Family Partnership	Bismarck			
R. Zylskie	n/a	Fargo			
Mike Allmendinger	Kilkourne Group	PO BOX 9561 Fargo ND 58106			
Erik Meyer	bicyclist	12 1/2 Roberts St N #204			speedrail28@yahoo.com
Jen Walla	bicyclist/FMCRW	12 1/2 Roberts St. #204			fargohomegirl@yahoo.com
MARK LENTHE	STAMART	1718 E MAIN AVE WEST FARGO 58028			
Kevin Craddock	Radisson	201 5th St W			Kccaddock@RadissonFargo.com
JAY NELSON		P.O. Box 3223 Fargo ND 58108-3223			
Bob Zimmerman	City of Moorhead	PO Box 719 Moorhead MN 56561			bob.zimmerman@ci.moorhead.mn.us
MARK WELER	FARGO DOWNTOWNER	216 Broadway Fargo 58102			fargodowntowner@gmail.com
Chandra Park	FMCRW	107 8th Ave S Moorhead MN 56560			
Julette Preston		505 N Broadway #300 Fargo ND			arlette.preston@homeinstood.com
Steve Wenzel					
Justin Kristan	FM Metro COG				
Mike Gorman	HWS				
Austin Yates	HWS				
Corinne Donahue	WSA				
Rich Caplan	RCA				
Dominic Fischer	LA Group				



Jeanne Anderson, Catherine's Collectibles, 609 N.P. Ave. , Fargo, ND 58102,  
[haroldjeanne@invisimax.com](mailto:haroldjeanne@invisimax.com)

“We see see cars going the wrong way on N.P. almost daily. N.P. during rush hour is a crowded and dangerous race track. Delivery trucks for bars are a huge problem. Return to 2-ways. Will provide easier access to my shop.” (comment submitted via email)

Rory Beil, Dakota Medical, 3430 28th Avenue S, Fargo, ND 58103, rorybeil@dakmed.org

“We have major national public issues with obesity. There are several models nationally of communities installing bike/ped facilities followed by large numbers of people (new users) coming out to use them.”

# NP and 1st Avenue North Development Plan Comment Sheet

Name/Organization Rory Beil  
Address 3430 28th Ave. S.  
Fargo, ND 58103  
E-mail rorybeil@jakmed.org

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan?  YES / NO If not, how can the study team do better?

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2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered?  YES / NO  
If no, please offer your ideas:

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3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                          |                               |                                              |
|------------------------------------------|-------------------------------|----------------------------------------------|
| <u>3</u> Safety                          | <u>7</u> Business impacts     | <u>12</u> Congestion relief                  |
| <u>11</u> Traffic flow (stops)           | <u>4</u> Neighborhood benefit | <u>16</u> Construction issues                |
| <u>15</u> Transit access                 | <u>13</u> Indirect travel     | <u>X</u> <u>reduced environmental impact</u> |
| <u>2</u> Pedestrian access / walkability | <u>9</u> Cost                 | <u>w/ more bike/peo use.</u>                 |
| <u>1</u> Bicycle access                  | <u>14</u> Traffic Disruption  | <u>X</u> <u>air quality improved w/ more</u> |
| <u>8</u> Redevelopment potential         | <u>10</u> Property access     | <u>bike/peo use.</u>                         |
| <u>5</u> Economic impacts                | <u>6</u> Visual impacts       |                                              |

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

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5) Please leave any additional comments here.

we have a major national public issue with obesity. There are several  
models nationally of communities installing bike/peo facilities  
followed by large numbers of people (new users) coming out to use  
them.  
Please leave your comment at the open house, email your comments to abopp@hws.com, or mail it to the address on the reverse.

Chandra Buck, Fargo-Moorhead Community Bike Workshop, 107 8th Avenue S , Moorhead, MN 56560  
chandramaebuck@gmail.com

“Very necessary for bikers to feel and be safe. Only more bikers to come!”

# NP and 1st Avenue North Development Plan

## Comment Sheet

Name/Organization Charidra Buck FM Community Bike Workshop

Address 107 5th Ave S  
Moorhead MN, 56560

E-mail Chandra.mae.buck@gmail.com

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan? YES/NO If not, how can the study team do better?

2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- necessary → 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered? YES/NO  
If no, please offer your ideas:

3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                          |                               |                               |
|------------------------------------------|-------------------------------|-------------------------------|
| <u>1</u> Safety                          | <u>12</u> Business impacts    | <u>10</u> Congestion relief   |
| <u>6</u> Traffic flow (stops)            | <u>7</u> Neighborhood benefit | <u>15</u> Construction issues |
| <u>4</u> Transit access                  | <u>8</u> Indirect travel      | _____                         |
| <u>3</u> Pedestrian access / walkability | <u>13</u> Cost                | _____                         |
| <u>2</u> Bicycle access                  | <u>5</u> Traffic Disruption   | _____                         |
| <u>16</u> Redevelopment potential        | <u>9</u> Property access      | _____                         |
| <u>11</u> Economic impacts               | <u>14</u> Visual impacts      | _____                         |

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

5) Please leave any additional comments here.

Very necessary for Bikers to feel and  
BE safe. Only more bikers to come!

Thank you for your input!

Please leave your comment at the open house, email your comments to [abopp@hws.com](mailto:abopp@hws.com), or mail it to the address on the reverse.

Andrew Bushaw, FM Community Bicycle Workshop, 1418 1st Avenue N, Suite 1, Fargo, ND 58102  
[andrew@fmbikeworkshop.org](mailto:andrew@fmbikeworkshop.org)

“Bike lanes!”

# NP and 1st Avenue North Development Plan

## Comment Sheet

Name/Organization Andrew Bushaw / FM Community Bicycle Workshop

Address 1418 1st Ave N. Fargo ND 58102

E-mail andrew@fmbikeworkshop.org

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan? YES / NO If not, how can the study team do better?

2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered? YES / NO  
If no, please offer your ideas:

3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                          |                               |                               |
|------------------------------------------|-------------------------------|-------------------------------|
| <u>5</u> Safety                          | <u>9</u> Business impacts     | <u>14</u> Congestion relief   |
| <u>8</u> Traffic flow (stops)            | <u>4</u> Neighborhood benefit | <u>15</u> Construction issues |
| <u>3</u> Transit access                  | <u>12</u> Indirect travel     | _____                         |
| <u>2</u> Pedestrian access / walkability | <u>16</u> Cost                | _____                         |
| <u>1</u> Bicycle access                  | <u>13</u> Traffic Disruption  | _____                         |
| <u>10</u> Redevelopment potential        | <u>11</u> Property access     | _____                         |
| <u>7</u> Economic impacts                | <u>6</u> Visual impacts       | _____                         |

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

5) Please leave any additional comments here.

Bike Lanes!

Thank you for your input!

Please leave your comment at the open house, email your comments to [abopp@hws.com](mailto:abopp@hws.com), or mail it to the address on the reverse.

Peter Glimsdal, 601 N.P. Ave, yayubtca@outdrs.net

“Why are email addys of commissioners hidden 3 pages down? Why was there no early notification of this hearing? I have 5 windows overlooking NP Ave @ Broadway. If you change to two-way, where will traffic move when delivery trucks block N.P.?”(comment submitted via email)

Cindy Gray, SRF Consulting, One 2nd Street N, Suite 226 Fargo, ND 58102, cgray@srfconsulting.com

“With exception of traffic analysis and level of detail needed to consider changes to parking access, alley access, etc. Lots of detail to consider. Need to consider trucks and delivery vehicles. Need to consider the way alleys and parking currently load and unload and alleys and parking currently load and unload and potential conflicts caused by changes. Downtown is not a place for free right turn lanes (i.e., EB 1st Ave N @ 2nd Street N, SB 2nd Street N at Main). Not pedestrian friendly or safe for peds. However, need to keep in mind heavy traffic flow from 2st Ave N in Mdh to NB 2nd Street en route to V.A., Hospital, NDSU, Meritcare, etc. Aesthetics and general cleanup of infrastructure is important. it looks old and uncared for now. Trashy. Improve upon failed planter design on Broadway.”

# NP and 1st Avenue North Development Plan

## Comment Sheet

Name/Organization Cindy Gray  
 Address One N. 1<sup>st</sup> St Ste 226  
Fargo ND 58102  
 E-mail cgray@srfconsulting.com

Successful combination of these three elements, traffic needs to flow, but not at the pace it currently does.

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan?  YES / NO If not, how can the study team do better?

With exception of traffic analysis & level of detail needed to consider changes to ~~parking~~ parking access, alley access, etc. Lots of detail to consider.

2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered?  YES / NO  
 If no, please offer your ideas:

Need to consider trucks & delivery vehicles. Need to consider the way alleys + parking currently load + unload + potential conflicts caused by changes, ~~if any~~

3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                                  |                                                                   |                       |
|--------------------------------------------------|-------------------------------------------------------------------|-----------------------|
| 1 Safety                                         | 3 Business impacts                                                | 8 Congestion relief   |
| 1 Traffic flow (stops)                           | 3 Neighborhood benefit                                            | 5 Construction issues |
| 4 Transit access                                 | 3 Indirect travel - Relates to property access & business impacts |                       |
| 1 Pedestrian access / walkability                | 6 Cost                                                            |                       |
| 2 Bicycle access (should behave as traffic does) | 7 Traffic Disruption                                              |                       |
| 3 Redevelopment potential                        | 3 Property access - Relates to all the other # 3 items            |                       |
| 3 Economic impacts                               | 3 Visual impacts - Aesthetics                                     |                       |
- Avoid congestion, but don't expect free flow 30+ mph like we currently have.

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

See above - #1

5) Please leave any additional comments here.

Downtown is not a place for free right turn lanes (ie. EB 1<sup>st</sup> Ave N @ 2<sup>nd</sup> St. N, SB 2<sup>nd</sup> St. N at Main). Not pedestrian friendly or safe for peds. However, need to keep in mind heavy traffic flow from 1<sup>st</sup> Ave N in Mhd to NB 2<sup>nd</sup> St en route to V.A. Hospital, NDSU, Meritcare, etc. Thank you for your input!  
 Please leave your comment at the open house, email your comments to abopp@hws.com, or mail it to the address on the reverse.  
 Aesthetics & general clean-up of infrastructure is important. It looks old + uncared for now. Trashy. Improve upon ~~the~~ failed planter design on Broadway.

Scott Haugen, 26 Roberts Street N, Apt 501, Fargo, ND 58102, scottedwardhaugen@gmail.com

“What would be the impact for downtown residents? I have lived on 1st Avenue North for over nine years and I'm wondering what the impact would potentially be for residents.”

# NP and 1st Avenue North Development Plan

## Comment Sheet

Name/Organization Scott Edward Haugen downtown resident  
Address 26 Roberts Street North Apt. 301  
Fargo, ND 58102  
E-mail scottedwardhaugen@gmail.com

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan? YES / NO If not, how can the study team do better?

2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered? YES / NO  
If no, please offer your ideas:

3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                           |                               |                               |
|-------------------------------------------|-------------------------------|-------------------------------|
| <u>1</u> Safety                           | <u>4</u> Business impacts     | <u>12</u> Congestion relief   |
| <u>6</u> Traffic flow (stops)             | <u>2</u> Neighborhood benefit | <u>16</u> Construction issues |
| <u>11</u> Transit access                  | <u>13</u> Indirect travel     | _____                         |
| <u>10</u> Pedestrian access / walkability | <u>7</u> Cost                 | _____                         |
| <u>9</u> Bicycle access                   | <u>15</u> Traffic Disruption  | _____                         |
| <u>5</u> Redevelopment potential          | <u>8</u> Property access      | _____                         |
| <u>3</u> Economic impacts                 | <u>14</u> Visual impacts      | _____                         |

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

What would be the impact for downtown residents?  
I have lived on 1st Avenue North for over nine  
years and I'm wondering what the impact could  
potentially be for residents

5) Please leave any additional comments here.

Thank you for your input!

Please leave your comment at the open house, email your comments to [abopp@hws.com](mailto:abopp@hws.com), or mail it to the address on the reverse.

Paul Kegel, Paul's Model, 1200 1st Avenue N, Fargo, ND , [paulsmod@aol.com](mailto:paulsmod@aol.com)

“How would this differ from Broadway - most people avoid. Healthy street images should include cars. Diverting people away from oneways will require another river crossing.”

# NP and 1st Avenue North Development Plan Comment Sheet

Name/Organization PAUL'S MODEL SUPPLY  
Address 1200 1AVE N STE A  
FARGO, ND 58102  
E-mail PAULSMOD@AOL.COM

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan?  YES / NO If not, how can the study team do better?

HOW WOULD THIS DIFFER FROM BROADWAY WHERE MOST PEOPLE I TALK WITH AVOID, UNLESS THEY HAVE TO GO THERE.

2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered?  YES / NO  
If no, please offer your ideas:

3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                           |                                |                               |
|-------------------------------------------|--------------------------------|-------------------------------|
| <u>7</u> Safety                           | <u>2</u> Business impacts      | <u>3</u> Congestion relief    |
| <u>6</u> Traffic flow (stops)             | <u>16</u> Neighborhood benefit | <u>10</u> Construction issues |
| <u>5</u> Transit access                   | <u>14</u> Indirect travel      | _____                         |
| <u>11</u> Pedestrian access / walkability | <u>9</u> Cost                  | _____                         |
| <u>13</u> Bicycle access                  | <u>4</u> Traffic Disruption    | _____                         |
| <u>12</u> Redevelopment potential         | <u>1</u> Property access       | _____                         |
| <u>8</u> Economic impacts                 | <u>15</u> Visual impacts       | _____                         |

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

WHY IS YOUR PICTURE OF A HEALTHY STREET A DESERTED STREET? IT SHOULD HAVE LOTS OF PEOPLE & LOTS OF CARS.

5) Please leave any additional comments here.

WE HAVE 3 DOWNTOWN BRIDGES THAT ARE WELL USED. IF WE DIVERT PEOPLE AWAY FROM THE ONE WAYS WE WILL NEED ANOTHER RIVER CROSSING

Thank you for your input!

Please leave your comment at the open house, email your comments to [abopp@hws.com](mailto:abopp@hws.com), or mail it to the address on the reverse.

Rick Lane, 1808 26 1/2 Avenue S, Fargo, ND 58103

“Composit alt. convert 1st ave from one way to two way from 4th street. Coupled with 2 lane one ways on NP & 1st Ave. 2 lane one ways will provide more rom for ped/bike improvements. Full conversion will require a center left lane so added space will be available for ped improvements. In the past diagonal park could not be implemented due to restrictions as part of past funding agreements with NDDOT.”

# NP and 1st Avenue North Development Plan

## Comment Sheet

Name/Organization Rick Lane  
 Address 1808 26 1/2 AVE. S.  
FARGO, ND 58103  
 E-mail rlane@srfconsulting.com

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan? YES / NO If not, how can the study team do better?

Yes: ~~but~~ No sure how other agencies i.e. -  
ND DOT - FHWA ETC.

2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered? YES / NO

If no, please offer your ideas:

Composit Alt. CONVERT 1<sup>ST</sup> AVE From ONE-way to  
TWO-way from 4<sup>th</sup> St. to 2<sup>ND</sup> St. Coupled w/ 2-lane  
one-way's on NP & 1<sup>ST</sup> Ave. - 2-lane one-ways will  
Provide more room for Ped/Bike improvements: Full conversion will

3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                          |                               |                               |
|------------------------------------------|-------------------------------|-------------------------------|
| <u>1</u> Safety                          | <u>5</u> Business impacts     | <u>15</u>                     |
| <u>7</u> Traffic flow (stops)            | <u>9</u> Neighborhood benefit | <u>10</u> Congestion relief   |
| <u>8</u> Transit access                  | <u>12</u> Indirect travel     | <u>16</u> Construction issues |
| <u>2</u> Pedestrian access / walkability | <u>13</u> Cost                | _____                         |
| <u>6</u> Bicycle access                  | <u>3</u> Traffic Disruption   | _____                         |
| <u>10</u> Redevelopment potential        | <u>4</u> Property access      | _____                         |
| <u>11</u> Economic impacts               | <u>14</u> Visual impacts      | _____                         |

require  
a center  
left lane  
so ~~added~~ space will  
be available  
for Ped  
improvements

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

5) Please leave any additional comments here.

In the PAST Diagonal park could not be implemented  
due to restrictions AS part of PAST Funding agreements

Thank you for your input! w/ ND DOT.

Erik Meyer, 12 1/2 Roberts Street N, #204, Fargo, ND 58102, speedro1281@yahoo.com

“Please include bike lanes. There's a lot of space. Please include bike lanes. There s a lot of space downtown to help make Fargo bike/ped friendly and make it unique, which is a huge draw for students and engaged, forward-thinking folks.”

# NP and 1st Avenue North Development Plan

## Comment Sheet

Name/Organization Erik Meyer, Bicyclist  
Address 12 1/2 Kopetz St N, #204  
Fargo, ND 58102  
E-mail speed101281@yahoo.com

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan? YES / NO If not, how can the study team do better?

2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered? YES / NO  
If no, please offer your ideas:

And please include bike lanes.

3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                                                     |                                                          |                                              |
|---------------------------------------------------------------------|----------------------------------------------------------|----------------------------------------------|
| <input checked="" type="checkbox"/> Safety                          | <input type="checkbox"/> Business impacts                | <input type="checkbox"/> Congestion relief   |
| <input checked="" type="checkbox"/> Traffic flow (stops)            | <input checked="" type="checkbox"/> Neighborhood benefit | <input type="checkbox"/> Construction issues |
| <input type="checkbox"/> Transit access                             | <input type="checkbox"/> Indirect travel                 | <input type="checkbox"/> _____               |
| <input checked="" type="checkbox"/> Pedestrian access / walkability | <input type="checkbox"/> Cost                            | <input type="checkbox"/> _____               |
| <input checked="" type="checkbox"/> Bicycle access                  | <input checked="" type="checkbox"/> Traffic Disruption   | <input type="checkbox"/> _____               |
| <input type="checkbox"/> Redevelopment potential                    | <input type="checkbox"/> Property access                 | <input type="checkbox"/> _____               |
| <input type="checkbox"/> Economic impacts                           | <input type="checkbox"/> Visual impacts                  |                                              |

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

5) Please leave any additional comments here.

There's a lot of space downtown to help make Fargo bicycle/pedestrian friendly and make it unique, which is a huge draw for students and engaged, forward-thinking folks.

Thank you for your input!

Please leave your comment at the open house, email your comments to [abopp@hws.com](mailto:abopp@hws.com), or mail it to the address on the reverse.

Enson Mitulla

“Concerned about pedestrian safety at 100 2nd Street N (Case Plaza area) and on Roberts Street and 1st Ave.”

# NP and 1st Avenue North Development Plan

## Comment Sheet

Name/Organization ENSAW MITULLA

Address \_\_\_\_\_

E-mail \_\_\_\_\_

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan? YES / NO If not, how can the study team do better?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered? YES / NO  
If no, please offer your ideas:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                                                     |                                               |                                              |
|---------------------------------------------------------------------|-----------------------------------------------|----------------------------------------------|
| <input type="checkbox"/> Safety                                     | <input type="checkbox"/> Business impacts     | <input type="checkbox"/> Congestion relief   |
| <input type="checkbox"/> Traffic flow (stops)                       | <input type="checkbox"/> Neighborhood benefit | <input type="checkbox"/> Construction issues |
| <input type="checkbox"/> Transit access                             | <input type="checkbox"/> Indirect travel      | _____                                        |
| <input checked="" type="checkbox"/> Pedestrian access / walkability | <input type="checkbox"/> Cost                 | _____                                        |
| <input type="checkbox"/> Bicycle access                             | <input type="checkbox"/> Traffic Disruption   | _____                                        |
| <input type="checkbox"/> Redevelopment potential                    | <input type="checkbox"/> Property access      | _____                                        |
| <input type="checkbox"/> Economic impacts                           | <input type="checkbox"/> Visual impacts       | _____                                        |

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5) Please leave any additional comments here.

Concerned about pedestrian safety at 100 2nd St. N (Case Plaza area) & on Roberts St. & 1st Ave.

Thank you for your input!

Please leave your comment at the open house, email your comments to [abopp@hws.com](mailto:abopp@hws.com), or mail it to the address on the reverse.

Gina Nolte, 1610 10th Street N, Fargo, ND 58102, [gina.nolte@co.clay.mn.us](mailto:gina.nolte@co.clay.mn.us)

“Appreciate your knowledge of health physical activity. Complete streets.”

# NP and 1st Avenue North Development Plan

## Comment Sheet

Name/Organization Gina Nolte

Address 1610 12th St N  
Farm No

E-mail wnk-gina-nolte@co-clay-mn.us

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan? YES / NO If not, how can the study team do better?

2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered? YES / NO  
If no, please offer your ideas:

3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                          |                               |                               |
|------------------------------------------|-------------------------------|-------------------------------|
| <u>1</u> Safety                          | <u>6</u> Business impacts     | <u>14</u> Congestion relief   |
| <u>11</u> Traffic flow (stops)           | <u>8</u> Neighborhood benefit | <u>14</u> Construction issues |
| <u>10</u> Transit access                 | <u>12</u> Indirect travel     | _____                         |
| <u>3</u> Pedestrian access / walkability | <u>13</u> Cost                | _____                         |
| <u>4</u> Bicycle access                  | <u>15</u> Traffic Disruption  | _____                         |
| <u>5</u> Redevelopment potential         | <u>11</u> Property access     | _____                         |
| <u>2</u> Economic impacts                | <u>7</u> Visual impacts       | _____                         |

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

5) Please leave any additional comments here.

*Great appreciate your knowledge of the health program being complete street*

Thank you for your input!

Please leave your comment at the open house, email your comments to [abopp@hws.com](mailto:abopp@hws.com), or mail it to the address on the reverse.

Matthew Olson, 1027 College Street, 1027 College Street, Fargo, ND 58102, matthew.n.olson@ndsu.edu

“Agree that we need slightly reduced speeds. Why not 2-lane w/ added bike lanes & widened sidewalks with green in between? Just because we can change traffic direction doesn't mean we should. How much wider with the sidewalks be? How many trees will be added? Leaving streets as one-way would be best -less confusion, stoplight waits. Let's not do something because it's a trend. We should have more green.”

# NP and 1st Avenue North Development Plan

## Comment Sheet

Name/Organization Matt Olson

Address 1027 College St

Fargo, ND 58102

E-mail matthew.n.olson@ndsu.edu

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan?  YES  NO If not, how can the study team do better?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered?  YES  NO

If no, please offer your ideas:

I agree that we do need a slightly reduced speed on 1st + NP why not 2 lane with added bike lanes + widened sidewalks with green inbetween? Just because we can change the traffic direction doesn't mean we should.

3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                                             |                                                          |                                                 |
|-------------------------------------------------------------|----------------------------------------------------------|-------------------------------------------------|
| <input checked="" type="checkbox"/> Safety                  | <input type="checkbox"/> Business impacts                | <input type="checkbox"/> Congestion relief      |
| <input type="checkbox"/> Traffic flow (stops)               | <input checked="" type="checkbox"/> Neighborhood benefit | <input type="checkbox"/> Construction issues    |
| <input type="checkbox"/> Transit access                     | <input type="checkbox"/> Indirect travel                 | <input checked="" type="checkbox"/> TREES/GREEN |
| <input type="checkbox"/> Pedestrian access / walkability    | <input type="checkbox"/> Cost                            | _____                                           |
| <input type="checkbox"/> Bicycle access                     | <input type="checkbox"/> Traffic Disruption              | _____                                           |
| <input checked="" type="checkbox"/> Redevelopment potential | <input type="checkbox"/> Property access                 | _____                                           |
| <input type="checkbox"/> Economic impacts                   | <input checked="" type="checkbox"/> Visual impacts       | _____                                           |

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

HOW MUCH WIDER WILL THE SIDEWALKS BECOME  
HOW MANY TREES WILL BE ADDED

5) Please leave any additional comments here.

LEAVING the streets as a one way would be best.  
less driver confusion, less stoplight waiting time.  
lets not do something because its a trend, lets do it because we should.

Thank you for your input!

Please leave your comment at the open house, email your comments to abopp@hws.com, or mail it to the address on the reverse.

And we should have more green on these streets

Arlette Preston, 505 N Broadway, #300, Fargo, ND 58102, arlette.preston@homeinstead.com

“Allowing for outdoor seating on sidewalks (for restaurants).”

# NP and 1st Avenue North Development Plan

## Comment Sheet

Name/Organization: Arlette Preston  
Address: 505 N Broadway # 300  
Fargo ND 58102  
E-mail: arlette.preston@homeinstead.com

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan?  YES / NO If not, how can the study team do better?

2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered?  YES / NO  
If no, please offer your ideas:

i

3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                          |                               |                               |
|------------------------------------------|-------------------------------|-------------------------------|
| <u>1</u> Safety                          | <u>5</u> Business impacts     | <u>15</u> Congestion relief   |
| <u>12</u> Traffic flow (stops)           | <u>1</u> Neighborhood benefit | <u>14</u> Construction issues |
| <u>10</u> Transit access                 | <u>13</u> Indirect travel     | _____                         |
| <u>2</u> Pedestrian access / walkability | <u>9</u> Cost                 | _____                         |
| <u>3</u> Bicycle access                  | <u>8</u> Traffic Disruption   | _____                         |
| <u>11</u> Redevelopment potential        | <u>14</u> Property access     | _____                         |
| <u>6</u> Economic impacts                | <u>4</u> Visual impacts       | _____                         |

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

5) Please leave any additional comments here.

Allowing for outdoor seating on sidewalks (for restaurants)

Thank you for your input!

Please leave your comment at the open house, email your comments to [abopp@hws.com](mailto:abopp@hws.com), or mail it to the address on the reverse.

Richard Preston , 505 Broadway, #300, Fargo, ND , [richardp@seventhavenueauto.com](mailto:richardp@seventhavenueauto.com)

“Please go back to 2-way with good parking space for tables by restaurants.”

# NP and 1st Avenue North Development Plan

## Comment Sheet

Name/Organization Richard Presto  
Address 505 Broadway Unit 300  
Ft. Lauderdale  
E-mail Richard.presto@1stavenuenorth.com

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan?  YES  NO If not, how can the study team do better?

2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered?  YES  NO  
If no, please offer your ideas:

Please go back to 2 way with good parking  
space for tables by restaurants

3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                                                     |                                                          |                                              |
|---------------------------------------------------------------------|----------------------------------------------------------|----------------------------------------------|
| <input checked="" type="checkbox"/> Safety                          | <input type="checkbox"/> Business impacts                | <input type="checkbox"/> Congestion relief   |
| <input checked="" type="checkbox"/> Traffic flow (stops)            | <input checked="" type="checkbox"/> Neighborhood benefit | <input type="checkbox"/> Construction issues |
| <input type="checkbox"/> Transit access                             | <input type="checkbox"/> Indirect travel                 | <input type="checkbox"/> _____               |
| <input checked="" type="checkbox"/> Pedestrian access / walkability | <input type="checkbox"/> Cost                            | <input type="checkbox"/> _____               |
| <input checked="" type="checkbox"/> Bicycle access                  | <input type="checkbox"/> Traffic Disruption              | <input type="checkbox"/> _____               |
| <input type="checkbox"/> Redevelopment potential                    | <input type="checkbox"/> Property access                 | <input type="checkbox"/> _____               |
| <input type="checkbox"/> Economic impacts                           | <input type="checkbox"/> Visual impacts                  |                                              |

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

5) Please leave any additional comments here.

Thank you for your input!

Please leave your comment at the open house, email your comments to [abopp@hws.com](mailto:abopp@hws.com), or mail it to the address on the reverse.

# NP and 1st Avenue North Development Plan

## Comment Sheet

Name/Organization Danielle Schoeler  
Address 1507 9th St S  
Fargo, ND 58102  
E-mail danielleschoeler@gmail.com

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan? YES / NO If not, how can the study team do better?

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2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered? YES / NO  
If no, please offer your ideas:

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3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                          |                               |                               |
|------------------------------------------|-------------------------------|-------------------------------|
| <u>1</u> Safety                          | <u>8</u> Business impacts     | <u>16</u> Congestion relief   |
| <u>12</u> Traffic flow (stops)           | <u>7</u> Neighborhood benefit | <u>14</u> Construction issues |
| <u>13</u> Transit access                 | <u>15</u> Indirect travel     | _____                         |
| <u>3</u> Pedestrian access / walkability | <u>5</u> Cost                 | _____                         |
| <u>6</u> Bicycle access                  | <u>11</u> Traffic Disruption  | _____                         |
| <u>2</u> Redevelopment potential         | <u>9</u> Property access      | _____                         |
| <u>4</u> Economic impacts                | <u>10</u> Visual impacts      | _____                         |

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

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5) Please leave any additional comments here.

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Thank you for your input!

Please leave your comment at the open house, email your comments to [abopp@hws.com](mailto:abopp@hws.com), or mail it to the address on the reverse.

Nicholas Sternhagen, FM Community Bicycle Workshop , 1418 1st Avenue N, Suite 1, Fargo, ND 58102,  
[nsternhagen@gmail.com](mailto:nsternhagen@gmail.com)

“Physically separated bicycle lanes. Provide bike lanes into and out of Downtown. 3 bridges have no provision for bicycles (sidewalks don't count!)”

# NP and 1st Avenue North Development Plan Comment Sheet

Name/Organization NICHOLAS STERNHAGEN, FM COMMUNITY BIKE WORKSHOP

Address 37 N 7th ST # B2, FARGO

E-mail NSTERNHAGEN@GMAIL.COM

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan? YES / NO If not, how can the study team do better?

2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered? YES / NO  
If no, please offer your ideas:

I THINK YOUR CHOICES ARE ADEQUATE, BUT I WOULD ALSO LIKE TO SUGGEST PHYSICALLY SEPERATED BICYCLE LANES.

3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                           |                               |                               |
|-------------------------------------------|-------------------------------|-------------------------------|
| <u>2</u> Safety                           | <u>5</u> Business impacts     | <u>14</u> Congestion relief   |
| <u>15</u> Traffic flow (stops)            | <u>3</u> Neighborhood benefit | <u>11</u> Construction issues |
| <u>12</u> Transit access                  | <u>10</u> Indirect travel     | _____                         |
| <u>13</u> Pedestrian access / walkability | <u>6</u> Cost                 | _____                         |
| <u>1</u> Bicycle access                   | <u>16</u> Traffic Disruption  | _____                         |
| <u>8</u> Redevelopment potential          | <u>14</u> Property access     | _____                         |
| <u>4</u> Economic impacts                 | <u>9</u> Visual impacts       | _____                         |

2 14's  
BUT YOU  
GET THE  
IDEA.

I DON'T  
KNOW WHAT  
THIS MEANS?

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

5) Please leave any additional comments here.

I FEEL THAT IT'S CRITICAL TO PROVIDE SOME BIKE LANES INTO/OUT OF DOWNTOWN. RIGHT NOW WE HAVE 3 BRIDGES AND NO PROVISION FOR BICYCLES ON ANY OF THEM (SIDEWALKS DON'T COUNT!)

Thank you for your input!

Please leave your comment at the open house, email your comments to [abopp@hws.com](mailto:abopp@hws.com), or mail it to the address on the reverse.

# NP and 1st Avenue North Development Plan

## Comment Sheet

Name/Organization JOHN STRUCHYNSKI  
Address 2806 33RD ST S  
FARGO ND 58103  
E-mail JSTRUCHY@HOTMAIL.COM

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan? YES/NO If not, how can the study team do better?

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2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered? YES / NO  
If no, please offer your ideas:

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3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                          |                               |                               |
|------------------------------------------|-------------------------------|-------------------------------|
| <u>4</u> Safety                          | <u>7</u> Business impacts     | <u>15</u> Congestion relief   |
| <u>16</u> Traffic flow (stops)           | <u>8</u> Neighborhood benefit | <u>14</u> Construction issues |
| <u>5</u> Transit access                  | <u>12</u> Indirect travel     | _____                         |
| <u>6</u> Pedestrian access / walkability | <u>9</u> Cost                 | _____                         |
| <u>3</u> Bicycle access                  | <u>10</u> Traffic Disruption  | _____                         |
| <u>2</u> Redevelopment potential         | <u>11</u> Property access     | _____                         |
| <u>1</u> Economic impacts                | <u>13</u> Visual impacts      |                               |

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

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5) Please leave any additional comments here.

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Thank you for your input!

Please leave your comment at the open house, email your comments to [abopp@hws.com](mailto:abopp@hws.com), or mail it to the address on the reverse.

Jen Walla, F.M.D.B.W., 12 1/2 Roberts Street N, #204, Fargo, ND 58102, fargohomegirl@yahoo.com

“Bike lanes would be greatly appreciated. I like the idea of more trees along the roads. I think safety for bicyclists, pedestrians & drivers is paramount, between layout & public info and education about changes.”

# NP and 1st Avenue North Development Plan Comment Sheet

Name/Organization Jen Walker/cyclist/FM Community Bike Workshop

Address 12 1/2 Roberts St #204, Fargo, ND 58102

E-mail fargohomegirl@yahoo.com

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan? YES NO If not, how can the study team do better?

2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered? YES NO  
If no, please offer your ideas:

Bike lanes would be greatly appreciated.

3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                          |                               |                               |
|------------------------------------------|-------------------------------|-------------------------------|
| <u>1</u> Safety                          | <u>13</u> Business impacts    | <u>15</u> Congestion relief   |
| <u>12</u> Traffic flow (stops)           | <u>3</u> Neighborhood benefit | <u>14</u> Construction issues |
| <u>6</u> Transit access                  | <u>16</u> Indirect travel     | _____                         |
| <u>4</u> Pedestrian access / walkability | <u>9</u> Cost                 | _____                         |
| <u>5</u> Bicycle access                  | <u>10</u> Traffic Disruption  | _____                         |
| <u>11</u> Redevelopment potential        | <u>2</u> Property access      | _____                         |
| <u>7</u> Economic impacts                | <u>8</u> Visual impacts       | _____                         |

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

5) Please leave any additional comments here.

I like the idea of more trees along the roads. I think safety for bicyclists, pedestrians, + drivers is paramount, between layout + public info + education about changes.

Thank you for your input!  
Please leave your comment at the open house, email your comments to [abopp@hws.com](mailto:abopp@hws.com), or mail it to the address on the reverse.

Sara Watson Curry, FM Community Bicycle Workshop, 1418 1st Avenue N, Suite 1, Fargo, ND 58102, neutralsaga@gmail.com

“I appreciate the considerations made for all traffic: pedestrians, cyclists, cars, public transit, etc. All these various modes of transit should have equal value. It is important to not cater to one mode of transit as financial/economic, personal choices and more dictate why people choose a particular one. I am interested in waying in in a workshop regarding biking, pedestrians and visual impacts.”

# NP and 1st Avenue North Development Plan

## Comment Sheet

Name/Organization Sara Watson Curry (FM Community Bicycle Workshop) <sup>member of</sup>

Address 300 8th St S #9  
Fargo, ND 58103

E-mail neutralsaga@gmail.com

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan? YES/NO If not, how can the study team do better?

2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- 2 Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered? YES / NO

If no, please offer your ideas:

I appreciate the considerations made for all traffic: pedestrians, cyclists, cars, transit etc.

All these various modes of transit should have equal value. It is important to not cater to one mode of transit as financial/economic, personal choices and more dictate why people choose a particular one.

3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                             |                               |                               |
|---------------------------------------------|-------------------------------|-------------------------------|
| <u>2</u> Safety                             | <u>5</u> Business impacts     | <u>12</u> Congestion relief   |
| <u>10</u> <del>7</del> Traffic flow (stops) | <u>4</u> Neighborhood benefit | <u>13</u> Construction issues |
| <u>7</u> Transit access                     | <u>15</u> Indirect travel     | _____                         |
| <u>3</u> Pedestrian access / walkability    | <u>9</u> Cost                 | _____                         |
| <u>1</u> Bicycle access                     | <u>16</u> Traffic Disruption  | _____                         |
| <u>11</u> Redevelopment potential           | <u>14</u> Property access     | _____                         |
| <u>8</u> Economic impacts                   | <u>4</u> Visual impacts       | _____                         |

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

no.

5) Please leave any additional comments here.

I am interested in waging in on a workshop regarding biking, pedestrians and visual impacts.

Thank you for your input!

Please leave your comment at the open house, email your comments to [abopp@hws.com](mailto:abopp@hws.com), or mail it to the address on the reverse.

Serkland Law Firm, 10 Roberts Street, Fargo, ND, [rminch@serklandlaw.com](mailto:rminch@serklandlaw.com)

“What were the reasons that led to the one ways in the first place? Speed traffic flow? I prefer to leave it as is with general \_\_\_\_\_ or change to one-way operation reduced to 2 lanes. Hope the Ole Targan? (Roberts & 8th) Park can remain in same form.”

# NP and 1st Avenue North Development Plan Comment Sheet

Name/Organization Serkland Law Firm

Address 10 Roberts Street

E-mail Rminch@serklandlaw.com RMINCH@SERKLANDLAW.COM 232-8957

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan? YES/ NO If not, how can the study team do better?  
\_\_\_\_\_  
\_\_\_\_\_

2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered? YES/ NO  
If no, please offer your ideas:  
\_\_\_\_\_  
\_\_\_\_\_

3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

<input type="checkbox"/> Safety	<input checked="" type="checkbox"/> Business impacts	<input checked="" type="checkbox"/> Congestion relief
<input checked="" type="checkbox"/> Traffic flow (stops)	<input type="checkbox"/> Neighborhood benefit	<input checked="" type="checkbox"/> Construction issues
<input type="checkbox"/> Transit access	<input type="checkbox"/> Indirect travel	_____
<input type="checkbox"/> Pedestrian access / walkability	<input type="checkbox"/> Cost	_____
<input type="checkbox"/> Bicycle access	<input type="checkbox"/> Traffic Disruption	_____
<input checked="" type="checkbox"/> Redevelopment potential	<input type="checkbox"/> Property access	_____
<input checked="" type="checkbox"/> Economic impacts	<input type="checkbox"/> Visual impacts	

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?  
What were the reasons that led to the one way in the first place? Was it not to speed traffic flow?

5) Please leave any additional comments here.  
I prefer to leave it as is with general improvements over changing to one-way operation reduced to 2 lanes

# NP and 1st Avenue North Development Plan

## Comment Sheet

Name/Organization Serkland Law Firm

Address 10 Roberts Street  
Fargo N.D.

E-mail \_\_\_\_\_

1) Do you feel that you have gained an understanding of the general process for the NP and 1st Avenue North Development Plan? YES / NO If not, how can the study team do better?

2) The Study Team anticipates evaluating the following alternatives, with some variations:

- No-Build
- One-Way Operation Reduced to 2-Lanes
- 2-Way With 2-Way Left Turn Lane
- 2-Way With 2-Lane in One Direction, One in the Other
- Possibly adding on-street bicycle facilities on either/both corridor

Do you feel this adequately captures the range of alternatives that should be considered? YES / NO  
If no, please offer your ideas:

3) Please rank from 1-16 in order of importance the below evaluation criteria. Add others that you feel should be included.

- |                                          |                                |                                   |
|------------------------------------------|--------------------------------|-----------------------------------|
| <u>3</u> Safety                          | <u>5</u> Business impacts      | <u>13</u> Congestion relief       |
| <u>1</u> Traffic flow (stops)            | <u>12</u> Neighborhood benefit | <u>16</u> Construction issues     |
| <u>8</u> Transit access                  | <u>15</u> Indirect travel      | _____                             |
| <u>9</u> Pedestrian access / walkability | <u>11</u> Cost                 | _____ <u>Subject to change</u>    |
| <u>10</u> Bicycle access                 | <u>6</u> Traffic Disruption    | _____ <u>depending on the day</u> |
| <u>2</u> Redevelopment potential         | <u>14</u> Property access      | _____                             |
| <u>4</u> Economic impacts                | <u>7</u> Visual impacts        | _____                             |

4) Do you have any questions that were not answered tonight (by the displays, handouts and Study Team)?

5) Please leave any additional comments here.

Roberts 1st & 1st  
Hope the Ole Tanager Park can remain in some form.

Thank you for your input!

Please leave your comment at the open house, email your comments to [abopp@hws.com](mailto:abopp@hws.com), or mail it to the address on the reverse.

## Summary of Public Comment – Public Meeting 2

### NP and 1st Avenue North Corridor Development Plan

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#### Public Meeting 2: March 2, 2010

37 attendees, not including the SRC and study team.

There was overwhelming public support to have a separate, striped bike lane as opposed to a shared lane; this sentiment was shared by drivers as well as cyclists. There were concerns of how snow removal would be handled on the 2+1 alternative.

Sign-in sheets and comments are attached.

In addition to Public Meeting 2 itself, four small group workshops were held:

#### *Stakeholder Meeting #1: Transit, Bicycles, Pedestrians, and NDSU*

March 1, 2010; 5:00 p.m. to 7:00 p.m.

4 Attendees, not including the SRC and study team.

#### Comments:

- Concerns about lack of bike lanes.
- Concerns about behavior of drivers towards bicycles.
- Discussion about ways to help educate drivers about bike lanes and safety.
- Some discussion comparing the shared lane options with the designated bike lane options.
- Concerns about diagonal parking next to bike lanes.
- Discussion about ways to improve bike safety (i.e. bike boxes for turning)
- Concerns about entering the corridor from 10th Street or University on a bicycle.
- Safety concerns at 2nd Street and 1st Avenue intersection for pedestrians and bicyclists.

#### Questions:

- What are the differences between a shared lane and a designated bike lane?
- Will the sidewalks be wide enough to ride bike on?

### ***Stakeholder Meeting #2: Downtown Businesses: University to Broadway***

March 2, 2010; 9:30 a.m. to 11:00 a.m.

9 Attendees, not including the SRC and study team.

#### **Comments:**

- Some concerns about traffic slowing, causing frustration and diverting traffic.
- People are hearing that they won't use this corridor anymore
- Some discussion comparing the alternative to the changes that occurred on Broadway.
- According to one meeting participant, alternative 3 is the worst option.
- Some expressed concerns about diagonal parking.
- These corridors take a lot of traffic as thru-streets.
- Jeremy Gordon said we do not want this to operate like Broadway.
- Randy Thorson said there is not excess capacity on these roads, providing no room for trucks. Freight has to use these corridors as there is no other thru alternative. How will these improvements make servicing stops work better? Mike Gorman said all deliveries are going to stop traffic. He then discussed freight loading zones.
- One participant suggested businesses might have to consider moving businesses out of downtown because of delivery issues.
- One participant expressed that there hasn't been enough done to study what will happen to the current businesses if an alternative is recommended.
- Is the plan to make this corridor more "urban"? If so, then need to move businesses out that are more manufacturing based.
- Alternative #1 seems most acceptable.

#### **Questions:**

- Why are we slowing down traffic? What's the advantage of slowing down traffic? Is it going to be a nightmare like slowing down Broadway?
- Does this study show where the traffic might go instead of on NP and 1<sup>st</sup>?
- Did business owners start complaining? "Sounds like a solution looking for a problem."
- Do consultants see any positives to slowing traffic?
- How long will the street be out of service for construction and utilities?

### ***Stakeholder Meeting #3: Downtown Businesses: Broadway to 2<sup>nd</sup>***

March 2, 2010; 11:00 a.m. to 12:30 p.m.

9 Attendees, not including the SRC and study team.

#### **Questions:**

- Are the sidewalk widths changing? The typical sections don't add up to the same width.
- What will develop between the river and 5<sup>th</sup> Street? How could things change? Current buildings are not set up for redevelopment.

### ***Stakeholder Meeting #4: Downtown Community Partnership***

March 2, 2010; 2:00 to 3:30 p.m.

4 Attendees, not including the SRC and study team.

#### **Comments:**

- “For bus traffic on NP, the center turn lane could be conflicting. How do you see that operating?”
- “The 2+1 alternative makes a lot of sense for what the DCP is trying to achieve.”
- “The 2+1 alternative allows for more opportunities for freight than the center turn lanes.”
- “Maybe the traffic on Broadway will be minimized a little because of the switch.”
- “Could get a little more right of way where there are one-owner properties.” (e.g. the cold storage area)

#### **Questions:**

- Will there be reconstruction of any of the streets? The NP block west of Broadway is very dangerous.
- For pedestrian safety, which is safer: one ways or what is proposed?
- If you only have one lane, won't traffic stack up behind the busses that are turning?
- Can some funds be put toward some nice landscaping for beautification? The parking lots look terrible. Can there be an enhancement project that goes along with this study?
- Will bike lanes really only go one direction?
- Will traffic lighting change? (“We seem to struggle with our timings.”)
- For the 2+1 alternative, is it all protected left turns for the single lane?
- You show the same configuration on the entire length of the corridor. Is changing the design in different segments an issue or a possibility?
- Will Main Street see significant increase in traffic?
- Is there a reason to not stripe the bike lane?

NP 1st Corridor Development Plan  
Public Meeting 2 Sign-in

#	Last Name	First Name	Organization	Address	City	Phone	Email
1	Allmendinger	Mike	Kilbourne Group		Fargo		
2	Amiot	Alex	NDSU	66 University Village	Fargo	218-280-7410	<a href="mailto:alex.amiot@ndsu.edu">alex.amiot@ndsu.edu</a>
3	Barnicks		Bills Parking Lots	NP Ave	Fargo	282-6753	
4	Beaton	Mike	owner	11 N 8th St	Fargo	232-7211	<a href="mailto:mfbeaton@aol.com">mfbeaton@aol.com</a>
5	Berryhill	Martha	Roosevelt Neigh	1354 12th St N	Fargo	235-9165	
6	Bo??	James		219 NP	Fargo	701-238-2661	
7	Carlson	Blake		1957 58th Ave S	Fargo		
8	Eskildsen	Oliver		705 12th St N	Moorhead	218-227-5068	<a href="mailto:youstolemyidentity@hotmail.com">youstolemyidentity@hotmail.com</a>
9	Florence	Matt		1001 College St #4	Fargo	235-5806	<a href="mailto:math@rock.com">math@rock.com</a>
10	Gibson	Brian	Metro COG				
11	Gunderson	Rick		36 Prairiewood Dr	Fargo	232-8483	
12	Hinderaker	James		200 3rd St N	Fargo	241-1473	<a href="mailto:jhinderaker@cityoffargo.com">jhinderaker@cityoffargo.com</a>
13	Holbrook	Sandra		1018 15th St N	Fargo	232-1667	<a href="mailto:slholbrook@cableone.net">slholbrook@cableone.net</a>
14	Lane	Richard	SRF	1 2nd St N #226	Fargo	701-237-0010	<a href="mailto:rlane@srfconsulting.com">rlane@srfconsulting.com</a>
15	Lansink	Jeff		3924 3rd St S	Moorhead		
16	Mahalingam	Ganapathy		650 NP Ave	Fargo	231-8615	<a href="mailto:ganapathy.mahalingam@ndsu.edu">ganapathy.mahalingam@ndsu.edu</a>
17	McNair	Mike			Fargo	237-6251	
18	McNair	Skyy			Fargo	237-6251	
19	Miller	Steve		721 1st Ave N	Fargo	237-3311	
20	Moats	Rob	Serkland Law	10 Roberts St	Fargo	232-8957	
21	Nelson	Nikki	CityScapes Dev	474 45th St S	Fargo	280-5911	
22	Nichelson	Vance	Nichelson Oil Inc	1902 7 Ave N	Fargo	232-9215	
23	Ockhardt	Dirk	private	822 Oak St N #9	Fargo	612-245-4941	
24	O'Keefe	Kelsie		1409 9th Ave S	Moorhead		<a href="mailto:okeeke@mnstate.edu">okeeke@mnstate.edu</a>
25	Palms	Peggy		1329 7th St S	Fargo	239-0202	
26	Patron	Patricia	FHC	306 4th St N	Fargo	239-2283	<a href="mailto:ppatron@famhealthcare.org">ppatron@famhealthcare.org</a>
27	Penser	Kerry	Michael Burns Arch	824 Center Ave	Fargo	233-6620	<a href="mailto:kerry@mjbalt.com">kerry@mjbalt.com</a>
28	Peterson	Adam	Foss Architecture	816 1st Ave N	Fargo	289-5515	<a href="mailto:adam@fossarch.com">adam@fossarch.com</a>
29	Preston	Arlette		505 N Broad	Fargo		
30	Robinson	Norm		300 NP Ave #308	Fargo	280-2475	<a href="mailto:norm@advertisingmarketing.com">norm@advertisingmarketing.com</a>
31	Strege	Steve			Fargo	235-4184	
32	Walla	Jen	FM Bike Workshop	1418 1st Ave N	Fargo	306-5884	<a href="mailto:fargohomegirl@yahoo.com">fargohomegirl@yahoo.com</a>
33	Watkins	Lee		11 S 8th St	Fargo		
34	Wiley	Catherine	Fargo Planning Commission		Fargo		
35	Wimmer	Brad	Fargo City Commission		Fargo		
36	Wolvatre	Tracy	Josie's Corner	524 Broadway	Fargo	701-234-0664	
37		Chuck	MAT Bus				
SRC	Bommelman	Julie	MAT Bus				
SRC	Gorden	Jeremy	City	200 3rd St N	Fargo	241-1529	<a href="mailto:jgorden@cityoffargo.com">jgorden@cityoffargo.com</a>
SRC	Thorson	Randy		4202 Timberline Dr			
SRC	Walton	Bob		503 38th St S	Fargo	701-239-8900	<a href="mailto:bwalton@nd.gov">bwalton@nd.gov</a>
SRC	Williams	Mike		200 3rd St N	Fargo	793-3771	<a href="mailto:mjwilliams@cityoffargo.com">mjwilliams@cityoffargo.com</a>

March 2, 2010

Public Meeting

Welcome - Please Sign In!

Name	Org.	Address	City	Phone	Email
Bred Wimmer	City Commission		Fargo		
Mike Altmendinger	Hiltborne Group		Fargo		
Steve Strege			Fargo	235-4184	
Matt Florence		1001 College St #4	Fargo	235 5806	math@rock.com
Steve Johnson		4537 Adams Drive	River, Ariz	<del>766</del> 799-6659	
Mark B. Hing			Fargo		
Norm Robinson		300 N.P. Ave #308	Fargo	280-2475	norm@advertisingmarketing.com
Rick Grundersen		36 Princeton Dr.	Fargo	232-8483	
Rob Moats	Sinkland Law	10 Roberts St	Fargo	232-8957	
Nikki Nelson	Cityscape Dev.	474 45 <sup>th</sup> St. S.	Fgo	280-5911	
Dirk Ockhardt	private	822 Oak St. N #9	fargo	612-245-4941	
Richard Glone	SLF	ONE 2ND ST. N. #226	FARGO	701-237-0010	rlane@srfconsulting.com
Troy Walvare	Josie's Corner	524 Broadway	FPO	701-234-0664	
Charlie Preston		505 N Broad	Fgo		
Steve Miller		721 1 <sup>st</sup> Ave. N	Fargo	237-3311	



City of Fargo

# NP AND 1ST AVENUE NORTH CORRIDOR DEVELOPMENT PLAN

March 2, 2010

Public Meeting

Welcome - Please Sign In!

Name	Org.	Address	City	Phone	Email
Peggy Palmer		1329 TRUST S	Fargo	239-0202	
Sandra Holbrook		1018 15th St N	Fargo	232-1667	sholbrook@
Kelsie O'Keefe		1409 9th Ave S	Moorhead		okeefe@mustate.edu
Randy Thorsen		4202 Timberline Dr.			
James Barton		219 NP	Fargo	701-238-2661	
Blate Carlson		1957 58th Ave S	Fargo		
BRIAN GIBSON		METRO COG			
Catherine Wiley	Fargo Planning Commission		Fargo		
Oliver ESKildsen		705 12th St N	Moorhead, MN	218-227-5068	youstolemyidentity@hotmail.com
Jeff Lansink		3924 3 St S	Moorhead, MN		
Bob Walton		503 38th St S	Fargo	701-239-8900	bwalton@nd.gov
Jeremy Gordon	City	200 3rd St N	Fargo	241529	jgordone@cityoffargo.com
Mike Williams		200 3 St N	Fargo	793-3771	mjwilliams@cityoffargo.com
Ganapathy Mahalingam		650, NP AVE.	FARGO	231-8615	ganapathy.mahalingam@ndsu.edu
James Hurdal		200 3rd St N	Fargo	241-1473	jhinderaker@cityoffargo.com
Chuck (Transit)					
Julie (Transit)					
Mike Beaton	owner	11 N 8th St	Fargo	232-7211	mtbeaton@aol.com

NP 1st Corridor Development Plan  
Transit, Bike, Ped, and NDSU Workshop

#	Last Name	First Name	Organization	Address	City	Phone	Email
1	Crutchfield	Nicole	City of Fargo			701-297-7782	<a href="mailto:ncrutchfield@cityoffargo.com">ncrutchfield@cityoffargo.com</a>
2	Early	Nick		920 5th Ave S	Fargo		<a href="mailto:nearlylate@gmail.com">nearlylate@gmail.com</a>
3	Feist	Judith	FM Bike Workshop	1418 1st Ave N	Fargo	701-866-8619	<a href="mailto:judith.feist@gmail.com">judith.feist@gmail.com</a>
4	Walla	Jen	FM Bike Workshop	1419 1st Ave N	Fargo	701-306-5884	<a href="mailto:fargohomegirl@yahoo.com">fargohomegirl@yahoo.com</a>
SRC	Citrowske	Kim					
SRC	Kristan	Justin	Metro COG			701-232-3242 x36	<a href="mailto:jkristan@fmmetrocog.org">jkristan@fmmetrocog.org</a>
SRC	Stein	Bob	City of Fargo				<a href="mailto:rstein@cityoffargo.com">rstein@cityoffargo.com</a>
Study Team	Donahue	Corinne	WSA	19326 N St	Omaha	402-895-3300	<a href="mailto:cdonahue@wilbursmith.com">cdonahue@wilbursmith.com</a>
Study Team	Steffen	Dawn	HWS	825 J St	Lincoln	402-580-2981	<a href="mailto:dsteffen@hws.com">dsteffen@hws.com</a>





NP 1st Corridor Development Plan  
Downtown Businesses from University Dr to Broadway

#	Last Name	First Name	Organization	Address	City	Phone	Email
1	Ames	Bob	Foss Architecture	810 1st Ave N	Fargo	282-5055	<a href="mailto:robert@fossarch.com">robert@fossarch.com</a>
2	Doom	Brian	Nodak Mutual	1101 1st Ave N	Fargo	298-4205	<a href="mailto:bdoom@nodakmutual.com">bdoom@nodakmutual.com</a>
3	Erickson	Wade	Foss Architecture	810 1st Ave N	Fargo	282-5505	<a href="mailto:wade@fossarch.com">wade@fossarch.com</a>
4	Henze	Mark	Plains Art	1st Ave N	Fargo	232-3821	<a href="mailto:mhenze@gmail.com">mhenze@gmail.com</a>
5	Kegel	Linda	Paul's model Supply	1200 1st Ave N	Fargo	237-5814	
6	Kegel	Paul	Paul's model Supply	1201 1st Ave N	Fargo	237-5815	<a href="mailto:paulsmod@aol.com">paulsmod@aol.com</a>
7	Pedersen	Troy	CW Magazines	1200 1st Ave N	Fargo	280-9585	<a href="mailto:collectorsworld@cablene.net">collectorsworld@cablene.net</a>
8	Stephenson	Brad	B.D.S. Books	1200 1st Ave N	Fargo	232-4551	<a href="mailto:BDSBooks@rrt.net">BDSBooks@rrt.net</a>
9	Stroh	Terry	T.L. Stroh Architects	8 7th St N	Fargo	239-4198	<a href="mailto:terrys@tlstroh.com">terrys@tlstroh.com</a>
SRC	Frantz	Bruce	NDSU	1300 12th Ave	Fargo	231-7307	<a href="mailto:Bruce.Frantz@ndsu.edu">Bruce.Frantz@ndsu.edu</a>
SRC	Gorden	Jeremy	City of Fargo			241-1529	<a href="mailto:jgorden@cityoffargo.com">jgorden@cityoffargo.com</a>
SRC	Lynch	Rob	NDSU	PO Box 6050	Fargo	231-7960	<a href="mailto:rob.lynch@ndsu.edu">rob.lynch@ndsu.edu</a>
SRC	Thorson	Randy	OB	16 Broadway	Fargo	361-5151	





NP 1st Corridor Development Plan  
Downtown Businesses from Broadway to 2nd

#	Last Name	First Name	Organization	Address	City	Phone	Email
1	Bartram	Kevin	Sterling	505 N Broadway	Fargo, ND	701-235-5563	<a href="mailto:kbartram@mbapc.com">kbartram@mbapc.com</a>
2	Boberg	James	The Forum of Fargo-Moorhead	101 N 5th St	Fargo, ND	241-5408	<a href="mailto:iboberg@forumcomm.com">iboberg@forumcomm.com</a>
3	Christensen	Jeff	Kiefers	318 NP Ave	Fargo, ND	701-365-1000	
4	Dick	Marsha	SBT	51 Broadway	Fargo, ND	701-298-2252	
5	Hanson	Keith	Sterling	300 NP Ave	Fargo, ND	701-793-8407	
6	Salmon	Todd	Royal	73 Broadway	Fargo, ND	701-232-2431	
7	Saum	Jody	SBT	51 Broadway	Fargo, ND	701-298-2244	<a href="mailto:jsaum@statebanks.com">jsaum@statebanks.com</a>
8	Schere	Eric	Kiefers	318 NP Ave	Fargo, ND	701-365-1000	<a href="mailto:eric@kiefers.com">eric@kiefers.com</a>
9	Wise	Shari	1st & Deli	520 1st Ave N	Fargo, ND	701-364-0241	
Study Team	Willnerd	Sarah	HWS	2200 Sewell	Lincoln, NE	402-322-5555	<a href="mailto:swillnerd@hws.com">swillnerd@hws.com</a>





NP 1st Corridor Development Plan  
DCP Workshop

#	Last Name	First Name	Organization	Address	City	Phone	Email
1	Nisbet	Mark	Xcel Energy, DCP	2456 Lilac Ln	Fargo	241-8607	<a href="mailto:mark.nisbet@xcelenergy.com">mark.nisbet@xcelenergy.com</a>
2	Pahan	Jed	Downtown Community Partnership	203 4th Ave N	Fargo	701-364-9867	<a href="mailto:jed@fmdowntown.com">jed@fmdowntown.com</a>
3	Steele	Dalton	Downtown Community Partnership	203 4th Ave N	Fargo	701-364-9867	
4	Stoner	Steve	Downtown Community Partnership	1348 S R?? Rd	Fargo	237-5031	<a href="mailto:stevestoner@parkcompany.com">stevestoner@parkcompany.com</a>



Comment received from Peggy Palmes, 1329 7<sup>th</sup> St S, Fargo. 701-239-0202

“Favor Bike Lanes. Favor addl parking w/ diagonal on one way. Good sidewalks for walkability. Many delivery trucks take a lane on the one-ways. If these were 2 way traffic streets, backups would be common.”

# NP and 1st Avenue North Corridor Development Plan Comment Sheet

## Do you have any comments or questions about the NP and 1st Avenue North Corridor Development Plan?

If so, we would like to hear from you. Please write your comments in the space below and return this form to HWS. You can drop the form off in the box on your way out, or you may take it with you and mail it later.

We also welcome your phone calls and emails (see contact information)

Thank you for your participation!

**Dominic Fischer, RLA**  
The Leonard Atelier Group  
14 Roberts Street Ste. 400  
Fargo, ND 58102  
phone: 701.235.4761  
email: dfischer@lagroupfargo.com

\* Favor Bike lane

Favor add parking w/ diagonal on one way  
Good Sidewalks for walkability

\* many delivery trucks take a lane on the one ways  
if these were 2 way traffic streets - backups would  
be common.

(optional)

Name

Peggy Palmes

Address

1329 7th Street S

Telephone No.

Fargo ND 58103

701 239 0202

Comment received from Catherine

"I prefer the 2+1 2way - incremental reduction in service w/ great economic development. STRIPE the bike lane - I believe that cars will better respect the cycleists right to the road. 5' is a nice width. Parking - I rarely have trouble finding a pkg spot except by Renaissance Hall. add parking there where feasible, use parallel parking elsewhere. Walkability - I would like to see bump outs everywhere that you can make the surface drainage work. Use flush curbs if needed for snow plows. Much safer crossing for pedestrians; adds planting spots for trees (beautification)."

# NP and 1st Avenue North Corridor Development Plan Comment Sheet

## Do you have any comments or questions about the NP and 1st Avenue North Corridor Development Plan?

If so, we would like to hear from you. Please write your comments in the space below and return this form to HWS. You can drop the form off in the box on your way out, or you may take it with you and mail it later.

We also welcome your phone calls and emails (see contact information)  
Thank you for your participation!

Dominic Fischer, RLA  
The Leonard Atelier Group  
14 Roberts Street Ste. 400  
Fargo, ND 58102  
phone: 701.235.4761  
email: dfischer@lagroupfargo.com

I prefer the 2+1 2way - incremental reduction  
in service w/great economic  
development

STRIPES The bike lane - I believe that cars will  
better respect the cyclists  
right to the road. 5' is a  
nice width.

Parking - I rarely have trouble finding a pkg  
spot except by Renaissance Hall. So  
add parking there where feasible, use  
parallel parking elsewhere

Walkability - I would like to see bump outs every-  
where that you can make  
the drainage work.)  
Catherin  
surface

(optional)  
Name  
Address

Telephone No.

use of flush  
curbs (if needed for snow  
plows. Much safer crossing  
for pedestrians; adds planting  
spots for trees. (Beatification)

### Anonymous comment

“Have you considered the impact of snowstorms on traffic. 1. Sometimes the 3 lanes are reduced to two lanes as the snow plows up on the sides. 2. Even after the city removes snow, there is enough left to cause people to to park as close to the curb as they should - thus narrowing the driving lanes. I like the current one way system to speed traffic through town. Side streets can be used for cars to park for shopping (the North-South streets). I agree with the man who questioned diagonal parking on Broadway. It is frustrating to wait so long for someone to stop traffic to let you out.”

# NP and 1st Avenue North Corridor Development Plan Comment Sheet

## Do you have any comments or questions about the NP and 1st Avenue North Corridor Development Plan?

If so, we would like to hear from you. Please write your comments in the space below and return this form to HWS. You can drop the form off in the box on your way out, or you may take it with you and mail it later.

We also welcome your phone calls and emails (see contact information)  
Thank you for your participation!

**Dominic Fischer, RLA**  
The Leonard Atelier Group  
14 Roberts Street Ste. 400  
Fargo, ND 58102  
phone: 701.235.4761  
email: dfischer@lagroupfargo.com

- ① Have you considered the impact of snowstorms on traffic?  
1. Sometimes the 3 lanes are reduced to two lanes as the snow piles up on the sides  
2. Even after the city removes snow, there is enough left to cause people not to park as close to the curb as they should - thus narrowing the driving lanes.
- ② I like the current one way system to speed traffic through town. Side streets can be used for cars to park for shopping (the North-South streets)
- ③ I agree with the man who questioned diagonal parking on Broadway. It is frustrating to wait so long for someone to stop traffic to let you out.

(optional)

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone No. \_\_\_\_\_

Anonymous comment

"I do believe the service issues are huge!"



Comment received from Brad Stephenson, B.D.S. Books, 1200 1<sup>st</sup> Ave N. 232-4551

“Is it possible to get hard numbers, estimates, of number of vehicles travelling past any specific point given any of the alternatives and current configurations? Has the study looked at how much traffic would be funnelled to avenues to the north, specifically 3rd, 4th, 6th, and 7th? What problems could that cause? Has any study been done on the impact of slowing traffic? There is anecdotal evidence that some people will be more likely to avoid the area rather than get into slower traffic.”



# NP and 1st Avenue North Corridor Development Plan

## Comment Sheet

### Do you have any comments or questions about the NP and 1st Avenue North Corridor Development Plan?

If so, we would like to hear from you. Please write your comments in the space below and return this form to HWS. You can drop the form off in the box on your way out, or you may take it with you and mail it later.

We also welcome your phone calls and emails (see contact information)  
Thank you for your participation!

**Dominic Fischer, RLA**  
The Leonard Atelier Group  
14 Roberts Street Ste. 400  
Fargo, ND 58102  
phone: 701.235.4761

email: dfischer@lagroupfargo.com

Is it possible to get hard numbers, estimates, of number of vehicles travelling past any specific point given any of the alternatives and current configuration?

Has the study looked at how much traffic would be funnelled to avenues to the north, specifically 3rd, 4th, 6th & 7th? What problems could that cause?

Has any study been done on the impact of slowing traffic? There is anecdotal evidence that some people will be more likely to avoid the area rather than get into the slower traffic.

(optional)

Name

Brad Stephenson

Address

B.D.S. Books  
1200 1st Ave N

Telephone No.

232-4551

Comment from Martha Berryhill, 1354 12<sup>th</sup> St N, Fargo

“As a recreational biker, I'd feel much safer with designated bicycle lanes. Wider sidewalks and more streetscaping, esp. trees/shrubs would make walking more pleasant and might slow traffic/make business more visible.

# NP and 1st Avenue North Corridor Development Plan

## Comment Sheet

### Do you have any comments or questions about the NP and 1st Avenue North Corridor Development Plan?

If so, we would like to hear from you. Please write your comments in the space below and return this form to HWS. You can drop the form off in the box on your way out, or you may take it with you and mail it later.

We also welcome your phone calls and emails (see contact information)

Thank you for your participation!

**Dominic Fischer, RLA**  
The Leonard Atelier Group  
14 Roberts Street Ste. 400  
Fargo, ND 58102  
phone: 701.235.4761  
email: dfischer@lagroupfargo.com

As a recreational biker, I'd feel much safer with designated bicycle lanes.

Wider sidewalks and more streetscaping, esp. trees/shrubs would make walking more pleasant and might slow traffic/make businesses more visible.

Generally prefer 2+1 with marked bicycle lane but worried about service vehicle access/parking

(optional)

Name

Martha Berryhill

Address

1354-12 St N

Telephone No.

Fgo

In order to have a better understanding of your transit needs, please take a moment to fill out this survey and place it in the comment box when you are finished.

Thank you for your participation.

- 1.) Do you travel on NP and 1st Avenue downtown for entertainment or shopping (if yes, by what mode Bicycle/Transit/Walking/Car)?
- 2.) Do you need to travel on NP and 1st Avenue downtown for classes or work (if yes, by what mode Bicycle/Transit/Walking/Car)?
- 3.) Do you use the Metro Area Transit buses to transport your bicycle when making trips downtown? No
- 4.) Do you feel that certain intersections are dangerous for cyclists and/or pedestrians? (if yes, which intersections)? Peds: ~~4th St~~ & 2nd St & 1st Ave  
4th St by City Hall / Civic Centre & NP & 2nd St.
- 5.) Are there adequate bike racks and other facilities to support your biking needs along NP and 1st Avenue? (if no, which areas are bike racks etc. needed)?
- 6.) Would you prefer designated bike lanes traveling east and west through downtown to be along corridor other than NP and 1st Avenue? (if yes, which avenues)? prefer less traffic for arterial corridors.
- 7.) Would a designated bike lane versus a shared lane for bicycles and cars change your decision to use a bicycle for transportation along NP and 1st Avenue? (if yes, which would you prefer)?  
Yes, either would encourage me to use bike more. I like shared lane better as long as stencils are used.
- 8.) Other questions or concerns for bicycle, pedestrian, or bus travel along NP and 1st Avenue North? Traffic is too fast, not comfortable for on-road cycling or peds, simply due to speed. when I ride bike, I use sidewalk off peak times.

In order to have a better understanding of your transit needs, please take a moment to fill out this survey and place it in the comment box when you are finished.

Thank you for your participation.

1.) Do you travel on NP and 1st Avenue downtown for entertainment or shopping (if yes, by what mode Bicycle/Transit/Walking/Car)?

2.) Do you need to travel on NP and 1st Avenue downtown for classes or work (if yes, by what mode Bicycle/Transit/Walking/Car)?

*N/A*

3.) Do you use the Metro Area Transit buses to transport your bicycle when making trips downtown?

*No*

4.) Do you feel that certain intersections are dangerous for cyclists and/or pedestrians? (if yes, which intersections)? *As a pedestrian, most intersections that intersect the one-ways are very dangerous due to "right turn on red after stop".*

5.) Are there adequate bike racks and other facilities to support your biking needs along NP and 1st Avenue? (if no, which areas are bike racks etc. needed)?

*Scattered locations could use more facilities.*

6.) Would you prefer designated bike lanes traveling east and west through downtown to be along corridor other than NP and 1st Avenue? (if yes, which avenues)?

*No I prefer NP + 1st*

7.) Would a designated bike lane versus a shared lane for bicycles and cars change your decision to use a bicycle for transportation along NP and 1st Avenue? (if yes, which would you prefer)?

*It might make a difference... I think I like shared lane.*

8.) Other questions or concerns for bicycle, pedestrian, or bus travel along NP and 1st Avenue North?

# NP AND 1<sup>ST</sup> AVENUE NORTH CORRIDOR STUDY

In order to have a better understanding of your business needs, please take a moment to fill out this survey and place it in the comment box or mail it to the address below when you are finished.

Thank you for your participation.

Company Name Paul's Model Supply  
 Address 1200 1st Ave N, Fargo  
 Contact Person Paul Kegel  
 Contact Phone Number 237-5814

- 1.) Number of employees. 2
- 2.) Hours of operation. Noon - 8 pm
- 3.) Number of parking stalls needed for employees. 1-2
- 4.) Do employees and/or customers use on-street parking?  Yes/No
- 5.) Do you think there is adequate parking for employees and customers?  Yes/No
- 6.) How many freight deliveries per day? 1 During what time periods? 12 - 4 pm
- 7.) Size of delivery trucks (straight trucks, semi, etc.).
- 8.) Where do trucks park during deliveries (parking lot, alley, on street)?  
 What is the approximate location?  
12th St. N. Between NP & 1st Ave | or | 1st Ave N Between 12th St & University
- 9.) Does the current configuration of NP & 1<sup>st</sup> Ave North help or hinder the success of your business? Please explain. HELPS BECAUSE TRAFFIC ALLOWS EASY ACCESS
- 10.) Do you have a preference regarding improvement options? If so, which one?  
NO CHANGE

Please mail to: Dominic Fischer, 14 Roberts Street Ste. 400, Fargo, ND 58102

# NP AND 1<sup>ST</sup> AVENUE NORTH CORRIDOR STUDY

In order to have a better understanding of your business needs, please take a moment to fill out this survey and place it in the comment box or mail it to the address below when you are finished.

Thank you for your participation.

Company Name First e Deli  
 Address 520 1st Ave N.  
 Contact Person Shari wise  
 Contact Phone Number 364-0241

- 1.) Number of employees. 8
- 2.) Hours of operation. 8-4 m-5
- 3.) Number of parking stalls needed for employees. 5
- 4.) Do employees and/or customers use on-street parking?  Yes/No
- 5.) Do you think there is adequate parking for employees and customers?  Yes/No
- 6.) How many freight deliveries per day? 4/wk During what time periods? 7-10 am
- 7.) Size of delivery trucks (straight trucks, semi, etc.).  
2 Semi's & 2 reg trucks
- 8.) Where do trucks park during deliveries (parking lot, alley, on street)?  
What is the approximate location?  
on street @ 520 1st Ave N.

9.) Does the current configuration of NP & 1<sup>st</sup> Ave North help or hinder the success of your business? Please explain.

*we also have to have a freight tent*

*I believe one way traffic is hard for people unfamiliar with downtown to visit our businesses. I would love to see two way traffic.*

10.) Do you have a preference regarding improvement options? If so, which one?

*\* Two + one \**

Please mail to: Dominic Fischer, 14 Roberts Street Ste. 400, Fargo, ND 58102

# NP AND 1<sup>ST</sup> AVENUE NORTH CORRIDOR STUDY

In order to have a better understanding of your business needs, please take a moment to fill out this survey and place it in the comment box or mail it to the address below when you are finished.

Thank you for your participation.

Company Name CW MAGAZINES

Address 1200 1st Ave N

Contact Person TROY PEDERSEN

Contact Phone Number 701-280-9585 Cell 701-799-3493

- 1.) Number of employees. 1
- 2.) Hours of operation. 38/wk
- 3.) Number of parking stalls needed for employees. 1
- 4.) Do employees and/or customers use on-street parking? Yes/No
- 5.) Do you think there is adequate parking for employees and customers? No
- 6.) How many freight deliveries per day? 0 During what time periods? —
- 7.) Size of delivery trucks (straight trucks, semi, etc.).  
—
- 8.) Where do trucks park during deliveries (parking lot, alley, on street)?  
What is the approximate location?  
—
- 9.) Does the current configuration of NP & 1<sup>st</sup> Ave North help or hinder the success of your business? Please explain. NO
- 10.) Do you have a preference regarding improvement options? If so, which one?  
—

Please mail to: Dominic Fischer, 14 Roberts Street Ste. 400, Fargo, ND 58102

# NP AND 1<sup>ST</sup> AVENUE NORTH CORRIDOR STUDY

In order to have a better understanding of your business needs, please take a moment to fill out this survey and place it in the comment box or mail it to the address below when you are finished.

Thank you for your participation.

Company Name Plains Art Museum  
Address 1<sup>st</sup> Ave North  
Contact Person Mark Henze ; Colleen Shubby  
Contact Phone Number 701-232-3921

- 1.) Number of employees. 30
- 2.) Hours of operation. 7:30-10:00
- 3.) Number of parking stalls needed for employees. 15
- 4.) Do employees and/or customers use on-street parking? Yes/No
- 5.) Do you think there is adequate parking for employees and customers? Yes No
- 6.) How many freight deliveries per day? 1 During what time periods? 8-5
- 7.) Size of delivery trucks (straight trucks, semi, etc.).  
Truck or Semi
- 8.) Where do trucks park during deliveries (parking lot, alley, on street)?  
What is the approximate location? Alley
- 9.) Does the current configuration of NP & 1<sup>st</sup> Ave North help or hinder the success of your business? Please explain. Hinder
- 10.) Do you have a preference regarding improvement options? If so, which one?  
#2

Please mail to: Dominic Fischer, 14 Roberts Street Ste. 400, Fargo, ND 58102

# NP AND 1<sup>ST</sup> AVENUE NORTH CORRIDOR STUDY

In order to have a better understanding of your business needs, please take a moment to fill out this survey and place it in the comment box or mail it to the address below when you are finished.

Thank you for your participation.

Company Name T.L. STROH ARCHITECTS & Interiors  
Address 8 Seventh Street N.  
Contact Person Teray L. Stroh  
Contact Phone Number 701-239-4198

- 1.) Number of employees. 12
- 2.) Hours of operation. 8-5
- 3.) Number of parking stalls needed for employees. 12 -
- 4.) Do employees and/or customers use on-street parking?  Yes/ No
- 5.) Do you think there is adequate parking for employees and customers? Yes/ No
- 6.) How many freight deliveries per day? 2 During what time periods? 8-5
- 7.) Size of delivery trucks (straight trucks, semi, etc.). - Fedex - UPS
- 8.) Where do trucks park during deliveries (parking lot, alley,  on street)?  
What is the approximate location?  
NOT A big deal for my business
- 9.) Does the current configuration of NP & 1<sup>st</sup> Ave North help or hinder the success of your business? Please explain. Doesn't impact our business, but I believe for a successful downtown we need to do this!
- 10.) Do you have a preference regarding improvement options? If so, which one?  
I do understand Randy Thorsen's concerns!  
At #1 OR NO CHANGE

Please mail to: Dominic Fischer, 14 Roberts Street Ste. 400, Fargo, ND 58102

# NP AND 1<sup>ST</sup> AVENUE NORTH CORRIDOR STUDY

In order to have a better understanding of your business needs, please take a moment to fill out this survey and place it in the comment box or mail it to the address below when you are finished.

Thank you for your participation.

Company Name Sterling Companies / 300 NP Bldg (SW quadrant of 3rd Str. & NP)

Address 505 N. Broadway

Contact Person Kevin Borstrom

Contact Phone Number (701) 235-5563

300NP Building is a leaseable multi-tenant bldg - Sterling Cos. is the owner & property manager.  
1.) Number of employees. 10-15 employees + 20 residents in 10 condos

2.) Hours of operation. 8:00 - 5:00  
1 tenant is 24 hrs/day

3.) Number of parking stalls needed for employees. None - available already in public lot to south

4.) Do employees and/or customers use on-street parking?  Yes  No

5.) Do you think there is adequate parking for employees and customers? Yes  No

6.) How many freight deliveries per day? 0 on NP During what time periods? main entry is on 3rd Street - deliveries are on 3rd

7.) Size of delivery trucks (straight trucks, semi, etc.). N/A

8.) Where do trucks park during deliveries (parking lot, alley, on street)? N/A  
What is the approximate location? N/A

9.) Does the current configuration of NP & 1<sup>st</sup> Ave North help or hinder the success of your business? Please explain. It hinders - more parking on NP would help - switching from 2 way to 1 way @ NP & 4th Str is confusing

10.) Do you have a preference regarding improvement options? If so, which one? Prefer #2 & #3 equally.  
Alt. #3 with modifications between 4th str & 2nd str. on NP Ave or Alt. #2.

Please mail to: Dominic Fischer, 14 Roberts Street Ste. 400, Fargo, ND 58102

# NP AND 1<sup>ST</sup> AVENUE NORTH CORRIDOR STUDY

In order to have a better understanding of your business needs, please take a moment to fill out this survey and place it in the comment box or mail it to the address below when you are finished.

Thank you for your participation.

Company Name B.D.S. Books  
Address 1200 1st Ave N  
Contact Person Brad Stephenson  
Contact Phone Number 232-4551

- 1.) Number of employees. 1 (me)
- 2.) Hours of operation. wklys 10a. - 6p. ; Thurs to 8 p. ; Sat to 5 p.
- 3.) Number of parking stalls needed for employees. 0  
we have off-street spaces for all workers in the building.
- 4.) Do employees and/or customers use on-street parking?  Yes/No
- 5.) Do you think there is adequate parking for employees and customers?  Yes/No
- 6.) How many freight deliveries per day? 0 During what time periods? \_\_\_\_\_  
occasional, approx 2x per month
- 7.) Size of delivery trucks (straight trucks, semi, etc.).  
Standard UPS or FedEx Van
- 8.) Where do trucks park during deliveries (parking lot, alley,  on street)?  
What is the approximate location?
- 9.) Does the current configuration of NP & 1<sup>st</sup> Ave North help or hinder the success of your business? Please explain. From what I've seen so far, any of the proposed alternatives would NEGATIVELY affect my business. I have yet to see hard evidence that any change would help my business.
- 10.) Do you have a preference regarding improvement options? If so, which one?  
No change, until I can be shown another option will route more eyeballs past my store.  
Please mail to: Dominic Fischer, 14 Roberts Street Ste. 400, Fargo, ND 58102

# NP AND 1<sup>ST</sup> AVENUE NORTH CORRIDOR STUDY

In order to have a better understanding of your business needs, please take a moment to fill out this survey and place it in the comment box or mail it to the address below when you are finished.

Thank you for your participation.

Company Name State Bank & Trust  
Address 51 Broadway  
Contact Person Jody Aumen  
Contact Phone Number 298-2244

- 1.) Number of employees. 18
- 2.) Hours of operation. 7:30 am - 7:30 pm
- 3.) Number of parking stalls needed for employees. 18
- 4.) Do employees and/or customers use on-street parking?  Yes/No
- 5.) Do you think there is adequate parking for employees and customers? Yes/ No
- 6.) How many freight deliveries per day? 5-8 During what time periods? 8-5
- 7.) Size of delivery trucks (straight trucks, semi, etc.).

- 8.) Where do trucks park during deliveries (parking lot,  alley, on street)?  
What is the approximate location?

Behind our Bank - no effect on one way

- 9.) Does the current configuration of NP & 1<sup>st</sup> Ave North help or hinder the success of your business? Please explain.

Our drive up exits only to the one way going east - visibility is hindered.

- 10.) Do you have a preference regarding improvement options? If so, which one?

A1+2

Please mail to: Dominic Fischer, 14 Roberts Street Ste. 400, Fargo, ND 58102

# NP AND 1<sup>ST</sup> AVENUE NORTH CORRIDOR STUDY

In order to have a better understanding of your business needs, please take a moment to fill out this survey and place it in the comment box or mail it to the address below when you are finished.

Thank you for your participation.

Company Name Kiefers

Address 318 NP Avenue

Contact Person Kurt Kiefer

Contact Phone Number 701-365-1000

- 1.) Number of employees. 6
- 2.) Hours of operation. 10am to 5pm
- 3.) Number of parking stalls needed for employees. 0
- 4.) Do employees and/or customers use on-street parking?  Yes  No
- 5.) Do you think there is adequate parking for employees and customers?  Yes  No
- 6.) How many freight deliveries per day? 1 to 2 During what time periods? Varies
- 7.) Size of delivery trucks (straight trucks, semi, etc.).  
Straight Trucks & Semis
- 8.) Where do trucks park during deliveries (parking lot, alley, on street)?  
What is the approximate location?  
Parking lot behind building
- 9.) Does the current configuration of NP & 1<sup>st</sup> Ave North help or hinder the success of your business? Please explain.
- 10.) Do you have a preference regarding improvement options? If so, which one?

Please mail to: Dominic Fischer, 14 Roberts Street Ste. 400, Fargo, ND 58102

Do you have any comments or questions about the  
NP and 1st Avenue North Corridor Development Plan?

If so, we would like to hear from you. Please write your comments in the space below and return this form to HWS. You can drop the form off in the box on your way out, or you may take it with you and mail it later.

We also welcome your phone calls and emails (see contact information)

Thank you for your participation!

**Dominic Fischer, RLA**

The Leonard Atelier Group

14 Roberts Street Ste. 400

Fargo, ND 58102

phone: 701.235.4761

email: dfischer@lagroupfargo.com

attended the public meeting on March 2.  
precreated the presentation and individual  
versations about the options for NP + 1<sup>st</sup> Ave  
definitely favor changing the 2<sup>nd</sup> way to ~~two~~  
ways and would most likely favor ~~the~~ option  
1A although 2A has some merits as well.  
definitely favor a designated bike lane —  
this will be a new development in this  
munity's downtown a clearly designated zone  
ns more likely to assist in alerting drivers to  
~~the~~ traffic. But both bikers and drivers will  
ed education about their respective "roles"  
moving around the downtown area. Thanks for  
u hard work on this project.

Optional)

Name

Address

Telephone No.

Sandra Heltzer  
1018 15<sup>th</sup> St N.  
Fargo 58102  
701-232-1667

order to have a better understanding of your business needs, please take a moment to fill out this survey and place it in the comment box or mail it to the address below when you are finished.

Thank you for your participation.

Company Name FOSS ARCHITECTURE

Address 810 1ST AVE. N.

Contact Person ROBERT AMES

Contact Phone Number 282-5505

1) Number of employees. 11

2) Hours of operation. 8-5

3) Number of parking stalls needed for employees. 11 PRESENTLY, 18 MAX

4) Do employees and/or customers use on-street parking?  Yes/No

5) Do you think there is adequate parking for employees and customers?  Yes/No

6) How many freight deliveries per day? 2 During what time periods? 10-12, 4-5  
(UPS, SPEED-DEE, FEDEX)

7) Size of delivery trucks (straight trucks, semi, etc.).

COURIER TRUCKS + VANS

8) Where do trucks park during deliveries (parking lot, alley, on street)?

What is the approximate location?

CURBSIDE ON STREET

9) Does the current configuration of NP & 1<sup>st</sup> Ave North help or hinder the success of your business? Please explain.

WORKS FINE FOR US, AS WE DO NOT RELY ON  
DROP-IN BUSINESS.

10) Do you have a preference regarding improvement options? If so, which one?

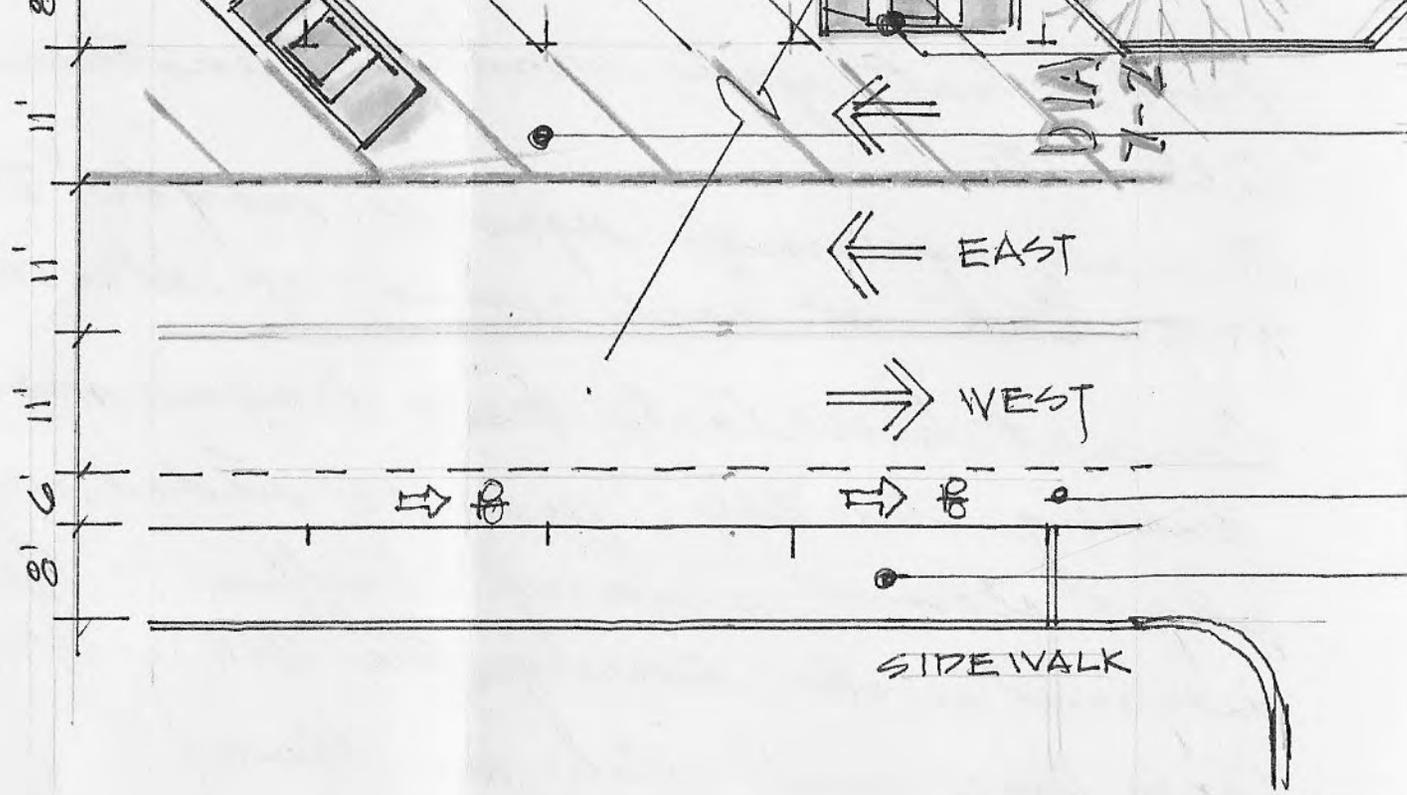
LEAVE ONE-WAY TRAFFIC AS IS, WITH IMPROVEMENTS IN  
SIDEWALKS, BIKE LANES AND STREET SCAPÉ.

Please mail to: Dominic Fischer, 14 Roberts Street Ste. 400, Fargo, ND 58102

many non-retail, non-foodservice professional service or government buildings with dedicated, off-street parking.

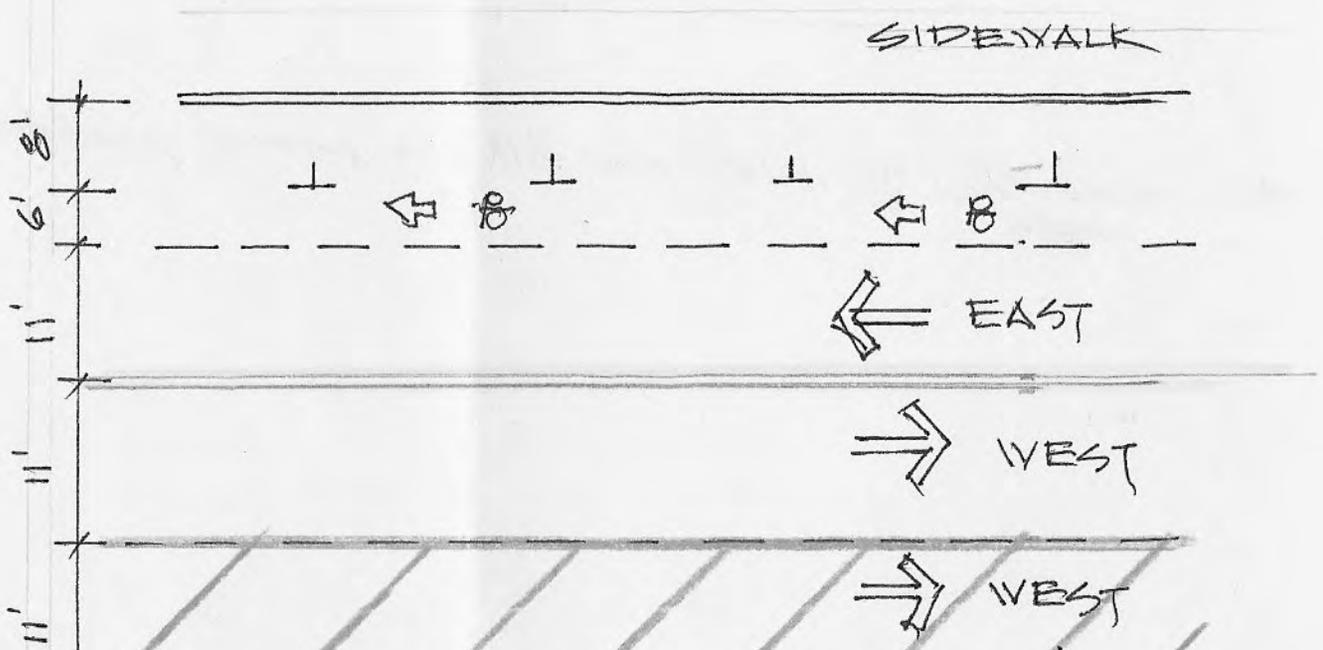
2. Having "excess capacity" on 1<sup>st</sup> Avenue and NP is a good thing for future growth. Why take this away? We need to maintain some good east-west traffic flow through downtown, particularly where the roads align with Moorhead arterials. There are many other streets and avenues well suited for slower, two-way traffic and commercial development.
3. If traffic flow were to change to two-way, two lanes of traffic should be provided in each direction. I don't believe the existing right-of-ways will accommodate this adequately. Each of the alternatives presented include one lane of traffic in one or both directions. This would create much congestion and frustration on the part of drivers.
4. Current configuration has the ability to adjust to major snow events and the resulting narrowing of streets and traffic lanes. The proposed alternatives would not be as accommodating.
5. Improved pedestrian traffic, bicycle lanes, and streetscape should definitely be considered regardless of traffic flow changes.
6. NP and 1<sup>st</sup> Avenue should be maintained as one-ways, with improvements made to streetscape
7. Provide additional, larger "No right turn" signage for north-bound traffic on 10<sup>th</sup> Street at 1<sup>st</sup> Avenue North. Many people miss seeing the single, small sign on the signal arm and turn onto 1<sup>st</sup> Avenue going the wrong direction.

Robert Ames  
Cross Architecture & Interiors  
110 and 802 1<sup>st</sup> Avenue North  
Fargo, ND 58102  
701-782-5505



PARALLEL PKG T  
 DIAGONAL PKG T  
 (FROM ROBERTS)

BYCLE LANE  
 PARALLEL PKG



FIRST AVE NO.  
 REVERSE OF N

CAUTION STRIP

Dominic,

Just what you wanted... another  
Alternate!

Obviously requiring signage. maybe "Do  
7 PM - 2\*AM" at each corner of intersect

Concept here is to keep traffic moving  
during the day; provide added mgmt  
pkg + slower moving traffic. Bro  
diagonal works during the AM... 10/11  
(only time you'll catch me there)!!

See

\* Guess the 7 needs an AM to avoid problem

## Summary of Public Comment – Freight Outreach

# NP and 1st Avenue North Corridor Development Plan

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### Freight and Delivery Workshop: May 25, 2010

2 attendees, not including the SRC and study team.

- Trucks take parking spaces now.
- What will happen when trucks double park?
- Students are currently parking from 8<sup>th</sup> to 10<sup>th</sup>.
- People are currently using alley by 7<sup>th</sup> Street to get past the intersection.
- The city does not have any freight load zones right now.
- Fab. Unlimited has 53 foot semi's loading.
- Concern was raised about how the roadways will operate if it snows. Will one lane be blocked and then how will freight be handled?
- Possibly look at putting in some freight/delivery zones today on a trial basis; to see if it can function.
- Concern about bikers not following the laws of traffic; education & enforcement will be needed.
- Cars coming out of parking lot will stop traffic. Maybe consider right outs only.
- Pedestrians from Joseph's Hair Design College need a crosswalk

Due to only 2 business owners attending the workshop, Jim Jussel (Benesch) and Dominic Fischer (LA Group) met in person with business owners identified by the City of Fargo to receive freight on 1<sup>st</sup> Avenue North or NP Avenue.

### Business Owner Interviews: June 9, 2010

#### *Businesses on 1<sup>st</sup> Ave N*

##### **National Muffler**

72 2<sup>nd</sup> St N, Terry

- UPS parks on 3<sup>rd</sup> St
- Semis use alley, enter from 2<sup>nd</sup> St, exit to 3<sup>rd</sup> St

##### **United Automotive**

308 1<sup>st</sup> Ave N, Kurt Jankowski

- Parking concerns with new clinic going in directly behind
- Concerned that diagonal parking on 3<sup>rd</sup> St will cause crashes

NP Avenue and 1<sup>st</sup> Avenue North Corridor Development Plan  
Summary of Public Comment – Freight Outreach

- Conversion to two-way operation will not affect their operations
- Concerned about alley
- Timing with clinic opening and conversion to two-way
- Concerned with clinic parking, especially employees
- Get semis every other day, unload in alley
- UPS parks on 1<sup>st</sup> Ave
- Industrial coatings in back, with forklift

**CityScapes Center**

630 1st Ave N, Paul Johnson (office 474 45th St S)

- Parking is primary concern, would prefer diagonal
- One-way operations are just fine
- Use alley for deliveries
- Loading zones – marked

**Stella's**

608 1st Ave N, Anthony Guerrien

- Beer deliveries every one to two weeks
- Sysco deliveries Monday AM and Thursday PM

**Barbara's First and Deli**

502 1st Ave N, Sherri

3 trucks a week

- Deliveries are typically Sysco. The driver currently uses the alley across 1<sup>st</sup> Ave, next to the HoDo.
- Concerned with JL Beer trucks constantly blocking the parking in front of her store.
- No loading zone needed for her deliveries. JL Beers would need one but she would prefer that the loading zone be located west of her restaurant.

**JL Beers**

- Four different beer vendors.
- Deliveries occur in the street of 1<sup>st</sup> Avenue.
- First and Deli has concern when truck block the parking spaces in front of their store.

**Fargo Forum**

101 5th St N, James Boberg

- Building basement extends to curb
- Out-of-town pick up of papers 0300-0400
- All deliveries on 5<sup>th</sup> St midblock
- 53ft trucks, used to pull into bank across 5<sup>th</sup> St to back up to dock, bank since installed bollards
  - *Forum* would've happily paid to beef up bank's drive
- Trucks turn right onto 1<sup>st</sup> Ave to exit
- Rare deliveries in alley between 4<sup>th</sup> St and 5<sup>th</sup> St; have scissor-lift back there
- 18 to 20 is a busy day

NP Avenue and 1<sup>st</sup> Avenue North Corridor Development Plan  
Summary of Public Comment – Freight Outreach

- Employees parking in two *Forum*-owned lots
  - South side of 1<sup>st</sup> Ave between 4<sup>th</sup> St and 5<sup>th</sup> St (across 1<sup>st</sup> Ave from *Forum*)
  - NE corner of NP Ave & 4<sup>th</sup> St
- Employees enter building in three locations
  - On 1<sup>st</sup> Ave in SE corner of building
  - On 5<sup>th</sup> St near SW corner of building
  - On 5<sup>th</sup> St midblock, just south of loading dock

## Businesses on NP Ave

### Fort Noks

52 Broadway N, Anthony

- Will need to coordinate with distributors for issues like loading zones
- Prefers no bike lane, as there will be no enforcement
- No parking enforcement
- Concerned with assessments
- MAT bus drivers need to be talked to
- One-way operations offer continuous traffic flow with safe loading
- Offered camera on roof to view operations on NP Ave
- Deliveries at 1300 and 1530, mostly on Mondays and Tuesdays, trucks park on NP obscuring parking

### Sports Bar

619 NP Ave, Ryan

- Owns the alley, would like to install patio seating
- Deliveries 1400-1600 at least three times a day
- OK with loading zone

### Fargo Fire Dept

637 NP Ave, Bruce Hoover

- Parking for vehicles on Roberts
- Park trucks on NP to wash/practice maneuvering aerial

### Nestor Tavern

1001 NP Ave, Doug

- Deliveries in alley

### Culligan

1120 NP Ave, Kerry

- Semis stop in front of building, obscuring parking
- Unloaded from both sides by forklift
- Grass lots around building prevent off-street loading
- Bottle trucks every 10 days, 45 minutes to unload
- Salt trucks every 2-3 weeks
- Time of day of deliveries vary, coming from Minneapolis

## Summary of Public Comment – Public Meeting 3

# NP and 1st Avenue North Corridor Development Plan

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### **Public Meeting 3: September 30, 2010**

51 attendees, not including the SRC and study team.

Most of the public's comments focused on traffic operations, safety, and parking. Some questions were raised regarding the economic projections. Generally speaking, the comments against the recommended alternative were based on fears of traffic operations grinding to a halt. Comments in support of the recommended alternative praised the inclusion of transportation users other than automobiles as well as relieving indirect travel caused by one-way streets.

Sign-in sheets and comments are attached.

NP 1st Corridor Development Plan  
Public Meeting 1 Sign-in

#	Last Name	First Name	Organization	Address	Phone	Email
1	Allmendinger	Mike	Kilbourne Group	102 Broadway	367-5552	
2	Anstett	Joe	Mathison's	1213 NP Ave	365-4344	<a href="mailto:joe@mathisons.com">joe@mathisons.com</a>
3	Anstett	Marilyn	Mathison's	1213 NP Ave	365-4344	<a href="mailto:marilyn@mathisons.com">marilyn@mathisons.com</a>
4	Aubol	Rick		1127 University Dr	763-571-5893	<a href="mailto:rick.aubol@ndsu.edu">rick.aubol@ndsu.edu</a>
5	Berryhill	Martha	Roosevelt Neigh	1354 12th St N	235-9165	
6	Brould	Bruce		201 11th St N #405	478-0918	<a href="mailto:bruce.fen@702com.net">bruce.fen@702com.net</a>
7	Bushaw	Andrew	FMCBW	1006 12th St S, Moorhead	701-793-4125	<a href="mailto:andrew@fmbikeworkshop.org">andrew@fmbikeworkshop.org</a>
8	Ceryell	Jake	student	37 7th St N		
9	Clark	Shane		616 7th St N #201	701-260-9137	<a href="mailto:shane.clark@hotmail.com">shane.clark@hotmail.com</a>
10	Curry	Joe	FMCBW/Red Raven	300 S 8th St		<a href="mailto:mentalenviro@gmail.com">mentalenviro@gmail.com</a>
11	Dehie	Mary		3425 N 1st St	298-3563	
12	Eskildsen	Oliver		705 12th St N, Moorhead	218-227-5068	<a href="mailto:youstolemyidentity@hotmail.com">youstolemyidentity@hotmail.com</a>
13	Flackbarth	Rick	Cityscapes Development	474 45th Ave N	701-280-5885	<a href="mailto:rickf@cityscapesdevelopment.com">rickf@cityscapesdevelopment.com</a>
14	Gronhoud	John	student	300 7th St N	763-245-7812	
15	Grotenhice	JG		1502 16th St S	293-8944	
16	Halverson	Barb		1344 E Gateway	237-6910	
17	Hillmer	Annika	Renier Optometric	912 9th St N	701-730-3206	
18	Hillmer	Jed	Renier Optometric	101 10th St N, Ste 120	239-9771	<a href="mailto:jed.hillmer@gmail.com">jed.hillmer@gmail.com</a>
19	Hollister	Patrick	SHIP	1000 Western Ave, Fergus Falls	218-329-1809	<a href="mailto:patrick.hollister@co.clay.mn.us">patrick.hollister@co.clay.mn.us</a>
20	Ihry	Keely	CCPH	715 11th St N, Ste 303, Moorhead	218-299-7180	<a href="mailto:keely.ihry@co.clay.mn.us">keely.ihry@co.clay.mn.us</a>
21	Jankowski	Kurt	United Automotive	308 1st Ave N	237-0200	<a href="mailto:kjankowski@unitedauto.com">kjankowski@unitedauto.com</a>
22	Johnson	Mark	Fam Healthcare	404 4th Ave N	271-6377	<a href="mailto:majohnson@famhealthcare.org">majohnson@famhealthcare.org</a>
23	Kaul	Deb	Liffig Family Investment	422 1st Ave N	218-790-1218	<a href="mailto:deborahkaul@gmail.com">deborahkaul@gmail.com</a>
24	Kegel	Paul	Paul's Model	1200 1st Ave N	237-5814	<a href="mailto:paulsmod@aol.com">paulsmod@aol.com</a>
25	Kost	Jay	NDSU	108 7th Ave N		<a href="mailto:jaykost@hotmail.com">jaykost@hotmail.com</a>
26	Larson	Steve	United Automotive	308 1st Ave N		<a href="mailto:slarson@unitedautotech.com">slarson@unitedautotech.com</a>
27	Moats	Rob	Serkland Law	10 Roberts St	232-8957	
28	Morrissey	Tim	Fargo Public Schools	415 N 4th St	701-446-1011	<a href="mailto:morrist@fargo.k12.nd.us">morrist@fargo.k12.nd.us</a>
29	Moser	John		1830 15th St So	235-4566	
30	Nelson	Jay		524 14th St S	280-1606	
31	Nichelson	Vance	Nichelson Oil Inc	1902 7 Ave N	232-9215	<a href="mailto:nichelson@nichelsonoil.com">nichelson@nichelsonoil.com</a>
32	Otten	Alison	HoDo	1101 2nd Ave S	388-3165	
33	Potter	Chris	Fargo PD	222 4th St N	701-730-8863	<a href="mailto:cpotter@cityoffargo.com">cpotter@cityoffargo.com</a>
34	Radhe	Rudy		1449 N 5th St	232-8638	
35	Robinson	Norm		300 NP Ave #204	701-280-2475	
36	Runsvold	Jordan		1030 Oak St N	298-2995	<a href="mailto:jrunsvold@gmail.com">jrunsvold@gmail.com</a>
37	Schneider	Tom	Intelligent Insites	102 Broadway	701-893-2000	<a href="mailto:tom.schneider@intelligentinsites.com">tom.schneider@intelligentinsites.com</a>
38	Shaffer	Heidi	The Forum		241-5511	
39	Sperling	Luke	MSUM	2007 36 1/2 Ct S		<a href="mailto:sperlilu@mnsstate.edu">sperlilu@mnsstate.edu</a>
40	Stahl	Matt	FMCBW	1114 4th St N	730-5806	<a href="mailto:emptystall@hotmail.com">emptystall@hotmail.com</a>
41	Stanton	Jena	student	1245 11th St N		
42	Stephenson	Brad	B.D.S. Books	1200 1st Ave N	701-232-4551	<a href="mailto:BDSBooks@rrt.net">BDSBooks@rrt.net</a>
43	Stoker	Karen	HoDo	3714 River Dr	701-371-5163	
44	Stoner	Steve		1348 S River Rd		<a href="mailto:stevestoner@parkcompany.com">stevestoner@parkcompany.com</a>
45	Strege	Steve		3243 37th Ave S	237-2295	
46	Thompson	Cory	Fabricators Unlim	828 NP Ave	235-1185	
47	Veit	Robert		810 19th Ave S	237-0254	
48	Walla	Jen	FMCBW	387 8th Ave S #3	306-5884	<a href="mailto:fargohomegirl@gmail.com">fargohomegirl@gmail.com</a>
49	Watson-Curry	Sara	FMCBW	209 NP Ave	478-4021	<a href="mailto:sara@fmbikeworkshop.org">sara@fmbikeworkshop.org</a>
50	Weiler	Mark	Fargo Downtowner	216 Broadway	701-298-3223	
51	Wimmer	Randy	Wimmer's Diamonds	602 Main Ave	232-2008	<a href="mailto:randy@wimmersdiamonds.com">randy@wimmersdiamonds.com</a>
SRC	Bittner	Mark	City of Fargo	200 N 3rd St	241-1572	<a href="mailto:mbittner@cityoffargo.com">mbittner@cityoffargo.com</a>
SRC	Bommelman	Julie	City of Fargo	650 23rd St N	701-476-6737	<a href="mailto:jbommelman@cityoffargo.com">jbommelman@cityoffargo.com</a>
SRC	Hahn	Mike	DCP	203 4th Ave N	200-3741	<a href="mailto:mike.hahn@fmdowntown.com">mike.hahn@fmdowntown.com</a>
SRC	Harter	Peggy	Metro COG		232-3242	<a href="mailto:harter@fmmetrocog.org">harter@fmmetrocog.org</a>
SRC	Kristan	Justin	Metro COG			
SRC	Lynch	Rob	NDSU	PO Box 6050	799-6984	<a href="mailto:rob.lynch@ndsu.edu">rob.lynch@ndsu.edu</a>
SRC	Stein	RC	City of Fargo	City Hall	701-476-6688	
SRC	Walton	Bob	NDDOT	503 38th St S	239-8903	<a href="mailto:bwalton@nd.gov">bwalton@nd.gov</a>
SRC	Williams	Mike	200 3rd St N	Fargo	793-3771	<a href="mailto:mjwilliams@cityoffargo.com">mjwilliams@cityoffargo.com</a>
SRC	Zimmerman	Bob	City of Moorhead	500 Center Ave, Moorhead		<a href="mailto:bob.zimmerman@ci.moorhead.mn.us">bob.zimmerman@ci.moorhead.mn.us</a>

September 30, 2010

Welcome - Please Sign In!

Public Meeting

Name	Org.	Address	City	Phone	Email
Bruce D. Brould		201 11th S N # 405	Fargo	478-0918	bruceifon@702.com.net
STEVE LARSON	United Automotive	308 1st AVEN	Fgo		Slarson@unitedautotech.com
Kurt Jankowski	/	/	/	237-0200	kjankowski@unitedautotech.com
John Maggi		830-15th St. So.	Fargo	235-4566	NONE
Rudy Radtke		1449 N 5th St	Fargo	232-0638	
Peggy Harter	Metro COG			232-3242	harter@metro.cog.org
Justin Kristan	Metro COG				
Robert Veit		810 19th Ave So	Fargo	237-0254	
MATT STAHL	FMCBW	1114 4th St N	Fgo	730-5806	empty.stall@hotmail.com
Randy Wimmer	Wimmer's Diamonds	602 MAIN Ave	Fgo	232-2008	randy@wimmersdiamonds.com
JORDAN RUNSVOLD		1030 OAK ST. N	Fargo	298-2995	jrunsvold@gmail.com
Mike Allmendinger	Kilbuck Group	102 BROADWAY	Fargo	367-5552	
Jena Stanton	Student	1245 11th St N	Fargo		
Jake Cervell	Student	37 7th St. N	Fargo		
John Gronhord	Student	300 7th St. N.	FARGO	703-245-7802	
Keely Ihry	CCPH	715 11th St N, Ste 303	Mhd	218-299-7180	keely.ihry@ccph.org cc:Clay.mh.us
Luke Sperling	M SUM	2007 3 1/2 Ct. S	Fargo		sperliku@mnsfate.edu
Sara Watson	Curry FMCBW	209 NP Ave	Fargo 58102	478-4021	Sara@fmbikeworks.com
Bob Walton	NDDOT	503 38th St S	Fargo 58103	239-8903	bwalton@nd.gov
SHANE CLARK		616 7th St N #201	FARGO, 58102	701-260-9137	shane.clark@hotmail.com

September 30, 2010

Welcome - Please Sign In!

Public Meeting

Name	Org.	Address	City	Phone	Email
Tom Schneider	Intelligent Insights	102 Broadway	Fargo	701-893-2000 ND	tom.schneider@intelligentinsights.com
RC Stein	City of Fargo	City Hall	"	701-476-6688	-
Patrick C. Hollister	SHIP	1000 Western Avenue	Fergus Falls	218-379-1909	Patrick.Hollister@cocks.com
Brad Stephenson	BDS Books	1200 1st Ave N	Fgo	701-232-4551	BDSBooks@rrt.net
Rick Flacksbart	Cityscapes Devp	474 45th Ave N.	Fgo	701-280-5885	rickf@cityscapesdevelopment.com
Oliver Eskildsen	Fin Community Bike Shop	705 12th St N	MHD	218-227-5668	youstoremyidentity@hotmail.com
Deb Kaul	Keffig Family Investment	1122 1st Ave N	Fgo	218.790.1218	deborahkaul@gmail.com
Julie Bommelmann	CITY OF FARGO	650 23rd St. N	Fgo	701-476-6737	jbommelmann@cityoffargo.com
Robert Moats	Senkland Law Firm	10 Roberts St N	Fgo	701-232-8997	-
PAUL KEGEL	PAUL'S Model	1200 Ave N STE A	Fgo	237-5814	PAULSMOD@AOL.COM
Tim Morrissey	Fargo Public Schools	415 N. Fourth St.	Fargo	701-446-1011	morrisset@fargo.k12.nd.us
Jed Hillmer	Renier Optometric	101 10th St N Ste 120	Fargo	239-9771	jed-hillmer@gmail.com
Bob Zimmerman	City of Moorhead	500 Center Ave	Moorhead	299-5390	bobzimmerman@ci.moorhead.mn.us
Vance Nickelson	Nichelson Oil	1902 7 ave N	Fargo	232-9215	nichelson@nichelsonoil.com
Mark Bittner	City of Fargo	200 N 3rd St	Fargo	241-1572	mbittner@cityoffargo.com
Barb Halverson		1544 E Gateway	Fargo	237-6910	-
Rich Protobue		1502 16 St S	Fargo	793-8944	-
Rick Aubel		1124 University Dr.	Fargo	763 507 5893	richard.aubel@ndsu.edu
Mary Dehne		3425 N. 1st St	Fargo	21835703	-

September 30, 2010

Public Meeting

Welcome - Please Sign In!

Name	Org.	Address	City	Phone	Email
Steve Stacey		3243 37th Ave S	Fargo	237-2295	
Cory Thompson	FABRICATORS Union	828 N.P. Ave	FARGO	235-1185	
Heidi Shaffer	The Forum			241-5511	
Jen Walla	Volunteer @ FM Community Bike Workshop	387 8th Ave S #3	Fargo	306-5884	fargohomegirl@gmail.com
Rob Lynch	NDSU	PO BOX 6050	Fargo	799-6984	rob.lynch@ndsu.edu
Mike Williams		200 N 3rd S	Fargo	793-3771	mjwilliams@cityoffargo
Joe Curry	FMCBW/RED RAVEN	300 58th	F. town		mentaleviro@hotmail.com
Mark Johnson	FAM HEALTHCARE	404 4th Av N	FARGO	271-6377	MAJOHNSON@FAMHEALTHCARE.ORG
Steve Stoner		1348 So. River Rd	Fargo	232-5031	stevestoner@outcompany.com
Mike Hahn		207 4th Ave N.	Fargo	200-3941	mike.hahn@fandab.com
Jay Kost	NDSU	108 7th Avenue North	FARGO	-	jkost@uwmn.com
MARILYN ANSTETT	MATHISON'S	1213 NP AVE	Fargo	365-4344	marilyn@mathisons.com
JOE ANSTETT	"	"	"	365-4337	joe@mathisons.com
Martha Barryhill	Roosevelt Neigh.	1354-12 St N	Fargo	235-9165	
Alan Olsen	Holds	1101 2nd Ave S.	fargo, ND	388-3163	<del>alolson</del>
JAY NELSON		524 14th St. So.	FARGO	280-7606	
Andrew Busha	FMCBW	1006 12th St S.	Moorhead, MN	201-793-4125	andrew@fmbikeworkshop.org
Chris Potter	Fargo Police Dept	222 4th St N	FARGO ND	701-730-8863	cpotter@cityoffargo.com
MARK WELLEN	Downtown	216 BOWY	FARGO	701-298-3223	



9/17/2010  
Rob Moats  
7012328957

Question about upcoming public meeting, wanting to know which alternative is going to be recommended.

9/20/2010  
Dawn Steffen returned his call and told him a little bit about the project and what will be presented. He wants to keep the one ways because he is a commuter and lives in Minnesota.

David Campbell  
701-520-1338

Owns an apartment complex between NP & 1<sup>st</sup> Street. He has never been to a public meeting. This is the first time he has heard about this project because he received a mailer. He will be attending this public meeting (Sept 30th). Below are a few of his questions/concerns.

- Who pays for this project? Will there be a special assessment? Dawn Steffen told him the city staff would be at the public meeting to answer those questions.
- Will there be a median in the road? Dawn Steffen told him no, but that there will be that level of detail at the public meeting.
- Why aren't we making Broadway a 4-lane instead of a 2-lane? Dawn Steffen told him the project doesn't include Broadway but that again he can talk to city staff at the meeting.

Comment from Rick Flacksbarth, Cityscapes Development, 701-280-5885

“Our main concern and issue remains parking. As commercial realtors we have talked to hundreds of business about locating downtown and their #1 concern is parking. Everyone of your plans shows parking as being slightly worse. This would not excite anyone to locate downtown. Our suggestion is to find ways to increase parking, not reduce it. Diagonal parking similar to Broadway, would help a lot. We also need to find answers to the loading zones. Your plans are very vague at best.”

## NP and 1st Avenue North Corridor Development Plan Comment Sheet

### Do you have any comments or questions about the NP and 1st Avenue North Corridor Development Plan?

If so, we would like to hear from you. Please write your comments in the space below and return this form to HWS. You can drop the form off in the box on your way out, or you may take it with you and mail it later.

We also welcome your phone calls and emails (see contact information)  
Thank you for your participation!

Jim Jussel, PE, PTOE  
HWS Consulting Group  
14748 W Center Road, Ste. 200  
Omaha, NE 68144  
phone: 402.333.5792 or 877.807.9478  
email: communications@hws.com

Our main concern and issue remains parking. As commercial realtors we have talked to hundreds of businesses about locating downtown and their #1 concern is parking. Everyone of your plans shows parking as being slightly worse. This would not excite anyone to locate downtown. Our suggestion is to find ways to increase parking, not reduce it. Diagonal parking similar to Broadway, would help a lot. We also need to find answers to the loading zones. Your plans are very vague at best.

(optional)

Name

Rick Flacksbarth

Address

Cityscapes Development

Telephone No.

701-280-5885

Comment from Jed Hillmer, 101 10th St N, Ste 120, Fargo, ND 58102. 701-239-9771

“Very interesting...can see advantages/disadvantages from all options. Concerns: 1. left turns/loss of parking. 2. bike safety regardless of option. 3. Used to live in Portland, OR - which I believe sets the standard in urban development. One-ways seemed very efficient - fostered a "nice" business climate - safe biking - pedestrian friendly. Thanks for the presentation”

# NP and 1st Avenue North Corridor Development Plan Comment Sheet

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Concerns: ① left turns / loss of parking  
② bike safety regardless of option  
③ Used to live in Portland, OR - which I believe sets the standard in urban development. One-way seemed very efficient - fostered a "nice" business climate - safe biking - pedestrian friendly

Thanks for the presentation

(optional)

Name

Jed Hillmer

Address

101 10th - St N

Ste 120 Farm RD 58602

Telephone No.

701-239-9771

Anonymous comment

"I appreciate all of the aesthetic opportunities your option provides however as being a wife of a business owner which is located on the 1st Ave corridor, my biggest concern is the traffic turning left from the only lane available - turn left will undoubtedly cause loads of congestion - especially onto Broadway. I had the pleasure of living in Portland, OR - where biking and pedestrian traffic is easy. I worked and lived downtown where two one way streets kept things moving. however, i think what fargo needs is visual improvements - a "broadway" style makeover along these corridors perhaps - what will really help businesses is the addition of diagonal parking along parts of these streets - by having parallel parking - that will take up more time and cause more congestion."

# NP and 1st Avenue North Corridor Development Plan

## Comment Sheet

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HWS Consulting Group  
14748 W Center Road, Ste. 200  
Omaha, NE 68144  
phone: 402.333.5792 or 877.807.9478  
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(optional)

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone No. \_\_\_\_\_

#### Anonymous comment

"I understand that these changes are an attempt to slow traffic through the city core but I wonder what is being done about the results of such action: IE, since these streets are used to get across town quickly a reduction in speed will cause a lot of traffic to use other streets (Main Ave, 7 Ave N come to mind) increasing wear and tear on these streets. Also traffic congestion (which is already bad) will cause driver frustration and road rage incidents. reduced speed in the downtown will also impact Bus "ontime" issue which are an ongoing problem and probably will result in changes to bus routes and scheduling, not to mention rider dissatisfaction."

# NP and 1st Avenue North Corridor Development Plan

## Comment Sheet

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If so, we would like to hear from you. Please write your comments in the space below and return this form to HWS. You can drop the form off in the box on your way out, or you may take it with you and mail it later.

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Jim Jussel, PE, PTOE  
HWS Consulting Group  
14748 W Center Road, Ste. 200  
Omaha, NE 68144  
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(optional)

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone No. \_\_\_\_\_

# 15th Ave / NP Corridor Study

## Fargo

- metropolitan area spread out rather than up
- has limited points of access across the river for commuting traffic between two cities
- needs thoroughfare(s) to rapidly transverse east and west

## Proposal :

### Possible results

- slowed down traffic & increased congestion likely to lead to avoidance of downtown
- redirected travel on roads even less suited to heavy traffic patterns (eg 7<sup>th</sup> Ave N by hospital)
- Impeded freight deliveries may result in relocation of business to still developing areas of city where safer, more convenient and less hassled options can implemented

### Fails to address

- Still no where to park to access downtown business
- Fairly unique 'seasonal' population of young, inexperienced, impatient, distracted and aggressive drivers widely dispersed but increasing directed into downtown (ie NDSU downtown and new student dedicated apartment complex)
  - Parallel history of 11<sup>th</sup> St. Moorhead by Hornbachers modified to 2-1 from main to 2<sup>nd</sup> Ave S
    - a quadruple yellow line fails to prevent side-by-side north bound traffic lanes
    - worse in winter months when drivers "can't see" pavement marking

## Suggest:

- If Broadway is working, expand its success east and west by focusing on adjacent streets and **on the** avenues north and south of the limited number of Fargo-to-Moorhead roadways.
- Address need for complete streets on periphery avenues where traffic can be slower.
- Focus first on the lack of parking in the downtown to help businesses increase their clientele

## Jeremy Gorden

---

**From:** Sharon Odegaard  
**Sent:** Wednesday, September 29, 2010 3:35 PM  
**To:** Commissioners; Jeremy Gorden  
**Subject:** FW: "Improvements" to NP/1ST Avenues.

-----Original Message-----

**From:** Fred LaVenuta [mailto:fredlave@cableone.net]  
**Sent:** Wednesday, September 29, 2010 1:55 PM  
**To:** Commission E-mail  
**Subject:** "Improvements" to NP/1ST Avenues.

My wife and I are strongly against any change in the traffic flow on NP Avenue and 1st Avenue North. We have lived in Fargo for nearly forty years and have watched various attempts to "improve" Downtown, especially by altering Broadway. These attempts have been failures and have wasted thousands of taxpayer dollars and reduced shopper foot traffic until the area was like a ghost town. Right now Downtown Fargo is enjoying a revitalization. Changing the traffic flow on NP and 1st Avenues will decrease access, result in gridlock and motorist frustration and reduce, not enhance, foot traffic because very few people live in the area and the rest must get there by car. Also, our very long, cold winters and snowfall limit the number of months that bicycles and strolling are safe or comfortable (Question: how will the proposed "improvements" effect snow removal, garbage collection, fire truck and emergency vehicle access?) The fundamental problem with Downtown is parking not traffic flow. That is why shopping has mostly moved out of Downtown. Traffic flow choke points in Fargo are in a north-south direction, not east-west. If east-west routes are slowed as well Downtown's rebirth will be brought to a halt.

Fred LaVenuta  
1214 Oak Street N.  
Fargo, ND 58102

## Jeremy Gorden

---

**From:** Dave Johnson  
**Sent:** Thursday, September 30, 2010 5:49 PM  
**To:** Jeremy Gorden  
**Subject:** Conversion of downtown one way pair

Mr. Gordon:

As a resident who has to drive in the downtown area to get to work, I am opposed to changing NP and 1<sup>st</sup> Ave N from their current one way configuration. My feeling is that conversion back to two way streets will increase congestion, provide problems with deliveries to local businesses, make left turns difficult or impossible at certain times, and will ultimately provide incentive for avoiding the downtown area.

Dave

## Jeremy Gorden

---

**From:** aggtrainer@aol.com  
**Sent:** Friday, October 01, 2010 9:46 AM  
**To:** Mark Bittner; Jeremy Gorden  
**Subject:** 1st and NP

Hello,

I was unable to attend last night's meeting due to a work schedule but I wanted to express my opinion on the possible changing of 1st and NP to 2 way traffic.

We, as a city, have done so much to help our downtown thrive. Updated building, new stores, restaurants and bars. We are on the right track to make the downtown area a fun and safe place for people to go. However, when traffic is going 35 to 40 mph down a one way street this will not happen. We have become a society of go-go-go, don't stop and smell the roses anymore. The few minutes it will (possibly) slow down commuting traffic is very low priority, in my opinion, to the benefits of having 2 way traffic on these streets. It will make it more accessible for people to get to stores, safer for cyclists and pedestrians, and hopefully safer to try and park.

I think making those 2 streets a 2 way will help our downtown area grow and make it safer by slowing down the traffic in that area.

Thank you for your time!

Sincerely,  
Brenda Potter

## Jeremy Gorden

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**From:** Bev Martinson on behalf of FENG - Fargo Engineering Mailbox  
**Sent:** Monday, October 04, 2010 11:22 AM  
**To:** Jeremy Gorden  
**Subject:** FW: City of Fargo Web Site Feedback Form

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**From:** Shelly Ernest  
**Sent:** Monday, October 04, 2010 10:42 AM  
**To:** FENG - Fargo Engineering Mailbox  
**Subject:** FW: City of Fargo Web Site Feedback Form

FYI

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**From:** fool4wheelin@hotmail.com [mailto:fool4wheelin@hotmail.com]  
**Sent:** Monday, October 04, 2010 10:17 AM  
**To:** Website Feedback  
**Subject:** City of Fargo Web Site Feedback Form

**This feedback form was submitted on 10/4/2010 10:16:52 AM.**

The submitter has requested that no reply is necessary.

Comments:	Hello, I would like to voice my opinion about the proposal to convert the downtown streets from 1-Way to 2-Way. I am strongly opposed to this proposal. I work close to 25th street and 7th Ave N. I frequently visit the Downtown area for lunch and other business. One of the reasons is the efficiency of the one-way streets, I am able to quickly travel to the resaurant/business I'm going to and get back to work on time during my lunch break. During these trips I avoid Broadway as much as possible due to the congestion. I feel that converting 1st Ave & NP to 2-way streets would seriously impede traffic flow and increase congestion. I would then seek out alternative businesses in the 13th Ave or 45th Street areas. Thank you for your consideration.
Name:	Matthew Meyer
Mailing address:	
Email:	<a href="mailto:fool4wheelin@hotmail.com">fool4wheelin@hotmail.com</a>
Phone:	
I am a:	
Age group:	
The best thing:	
Needs improvement:	
Features or information:	

## Jeremy Gorden

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**From:** Kember Anderson  
**Sent:** Tuesday, October 05, 2010 2:20 PM  
**To:** Jeremy Gorden  
**Subject:** FW: City of Fargo Web Site Feedback Form

Kember Anderson  
Commission Office  
City of Fargo  
701-241-8572

*"Courage is what it takes to stand up and speak; courage is also what it takes to sit down and listen." Winston Churchill*

---

**From:** zhanna@cableone.net [mailto:zhanna@cableone.net]  
**Sent:** Tuesday, October 05, 2010 2:31 PM  
**To:** Website Feedback  
**Subject:** City of Fargo Web Site Feedback Form

**This feedback form was submitted on 10/5/2010 2:30:47 PM.**

The submitter has requested that no reply is necessary.

Comments:	Re: 2+1 Downtown Traffic Proposal I have worked in downtown Fargo for more than 25 years. I rarely return downtown in my off hours because traffic is generally congested, especially on north-south streets. If the two east- and west-bound one-ways through downtown are converted as proposed, I can't imagine the chaos that will ensue. CONGESTION WILL NOT BRING PEOPLE TO DOWNTOWN FARGO. As for it being better for bikers or pedestrians, I rather doubt that. With drivers likely only to get to drive maybe half a block between traffic signal changes, they will become irate and run more red lights than they already do. Bikers and pedestrians, instead of having to contend with looking for traffic coming only from one direction will now have twice the directions to be concerned with. I work and park off a one-way street and have visions of having to wait several minutes before being able to get onto the roadway at the end of the business day -- and I sure won't want to stay downtown any longer than I have to under those circumstances -- and then I will have to basically crawl through the blocks of downtown to get home. If bike lanes are a priority, there is no reason they can't be put in along with the one-way traffic streets as they are. Unless construction will dramatically widen the streets from sidewalk to sidewalk, there will be no benefit to the 2+1 plan for bikers. To sum it up: Why change a good thing? Keep to the status quo.
Name:	Zue Zan Hanna
Mailing address:	
Email:	<a href="mailto:zhanna@cableone.net">zhanna@cableone.net</a>
Phone:	
I am a:	
Age group:	
The best thing:	
Needs improvement:	
Features or information:	

## Jeremy Gorden

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**From:** Steve Strege [sstrege@ndgda.org]  
**Sent:** Wednesday, October 06, 2010 6:50 AM  
**To:** Mike Williams; Michael Williams; Jeremy Gorden  
**Subject:** One way conversion cost and results of Forum poll

Mike and Jeremy,

At the Sep 30 meeting it was said the cost of the 2+1 alternative is a shade under \$2 million. Should this project move ahead, where is the money coming from? Who will be paying?

On Monday Sep 25 The Forum had a lengthy story about this one-way to two-way conversion. Almost all of it, including quotes, was pro-conversion. With that article was an online poll asking: "Should Fargo keep its downtown one-way streets?" There were 1107 votes and the result was 63% Yes, 30% No, 7% Don't Know. I'd call that a landslide. Had the cost and other concerns raised at the Sep 30 meeting been in the Sep 25 article the result would likely have been even more in favor of leaving the one-ways as they are.

To assess the interest level compared to other polls I checked the number of votes in these polls since Sep 16. The results are below. Sep 22 was slightly higher. Only the Sep 23 poll produced significantly more votes. The voters are watching and they do not want this change. Most property owners who spoke at the meeting are opposed. I sometime wonder who is listening.

I was very disappointed in the consultant's responses to the questions on freight deliveries. Much of it was "We hope...", "We think..." and "We've discussed..." They don't have a clue how this is going to work and I get the impression they don't care much. The real slap in the face was when Mr. Gorman said if businesses need deliveries and truckers are in the business of delivering, they'll find a way. My interpretation: We can screw things up and you'll have to deal with it.

# of Poll  
Votes Date

868 Oct 4

No results reported for Oct 3.

443 Oct 2

384 Oct 1

912 Sep 30

847 Sep 29

602 Sep 28

942 Sep 27

1107 Sep 26 - Should Fargo keep its downtown one-way streets? 63%Y, 30%N

372 Sep 25

636 Sep 24  
1586 Sep 23 - Should 93 year-old driver get jail time is she's convicted?  
1143 Sep 22 - Would you buy genetically engineered salmon?  
  
840 Sep 21  
561 Sep 20 - Should Fargo establish a tree preservation policy? 72%Y, 21%N  
825 Sep 19  
.....  
366 Sep 18  
330 Sep 17  
786 Sep 16

I made special note of the Sep 20 poll because I know this is of interest to Mike. This is off the subject of one-ways, but FYI installation of that shared use path along 36th St resulted in one of the five trees in front of DakTech Computers being yanked out. I don't know if any along 35th Ave S are in danger.

I hope you are enjoying our Indian Summer. The wind is a little much, but it is drying out fields so combines can get in for the soybeans and corn.

Steve

## Jeremy Gorden

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**From:** Sharon Odegaard  
**Sent:** Wednesday, October 06, 2010 10:36 AM  
**To:** Commissioners; Jeremy Gorden  
**Subject:** FW: Downtown one-way streets.

---

**From:** james hagen [mailto:johagen71@hotmail.com]  
**Sent:** Wednesday, October 06, 2010 10:32 AM  
**To:** Commission E-mail  
**Subject:** Downtown one-way streets.

I've lived in Fargo for 25-plus years, all the while working in the commercial construction field. At no time, anyplace/anytime, have I heard the words "We should change the one-ways to two-way streets". It's apparent the revitalization of Downtown has been and continues to be - successful. The one detriment has always been parking, but that is improving as well. Pedestrian traffic is easily accomplished. Bicycle travel is also relatively simple, if and when the rider(s) and driver(s) obey the rules.

The question that begs answering is "what would anyone think a study result completed by a firm from Minneapolis recommend?" Might they endorse their City of Fargo check for the study and recommend everything stay status quo? I think not.

Comparisons are made to Charleston, SC; Lubbock, TX; Kitchner, ON; San Fransisco, CA; Edmonton, AB; and Albuquerque, NM to name a few. We have as much in common with those cities as lutefisk and lobster - we're all cities in the USA and they are both fish. One of the quotes within their document states verbatim: *There is a strong historical record of one-way to two-way conversions being associated with an improved business environment in other North American cities. This may be true for Fargo as well.*

...may be true for Fargo as well? What would the conversion cost us? At what point do we assess our list of actual needs that also cost immense amounts of money and actually provide guaranteed results? My first recommendation would be to replace 1st Avenue North from University to 25th. There are literally thousands of progressive-minded citizens in this city, and as mentioned previously, I've not heard one state "We should change the one-ways downtown to two-way".

Honestly, the actual investment the City of Fargo has made into this study is totally unknown to me. I would guess we're North of \$200,000.00 at this point with likely more to come.

Must we search for things to change simply for the sake of change?

Respectfully,

Jim Hagen  
327 - 10th Avenue South  
Fargo

## Jeremy Gorden

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**From:** Bev Martinson on behalf of FENG - Fargo Engineering Mailbox  
**Sent:** Wednesday, October 06, 2010 12:53 PM  
**To:** Jeremy Gorden  
**Subject:** FW: 1st Ave and NP changes

---

**From:** Robert Blome [mailto:Robert.Blome@sanfordhealth.org]  
**Sent:** Wednesday, October 06, 2010 12:36 PM  
**To:** FENG - Fargo Engineering Mailbox  
**Subject:** 1st Ave and NP changes

I hope I'm sending my comment to the right person. I would like to speak about the planned changes making these streets 2 way and adding bike lanes. I commute from Moorhead to Fargo by bike just about daily as long as the roads are free of snow. I make most of my trips from home to downtown Fargo by bike unless I need to haul a lot of people or do a lot of shopping. I am biking on the city streets a lot.

Right now I think the city is very easy to get around. I know there are a variety of opinions out there and a lot of cities have tried different things. Personally, I would rather not see dedicated bike lanes created, especially if they are adjacent to parked cars. Sharing the road as is works better for me. That door-zone is deadly. I see that in New York City they have some areas where the bike lane is between the curb and the parked cars, that would be OK, but I don't think that is on the table here.

I would have to think that making these streets two-way is going to create some increase in accidents, especially with left turns. I think the severity of accidents would be worse on a two-way street than on a one-way as well.

I do not think there is any real benefit to anyone in the proposed changes. Slowing up the traffic and making the roads less safe are not going to make me spend more time and money downtown.

Thank you.

Bob

Bob Blome RN  
Neurosurgery Clinic

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**Downtown Fargo -NP and 1<sup>st</sup> Avenue N Corridor Development Plan**

October 6, 2010

To: *Developers*

*DCP*

*Planning Commission*

*City Commission*

*City Staff*

*Interested Parties*

From:

*Randy Wimmer – Co-Owner, Wimmer’s Diamonds located at Main and Broadway, Downtown Fargo*

Our business has been located within a half block of this address since 1919. I am a former Downtown Association President and board member. I have served 3 terms on the Parking Commission. I have a number of concerns regarding this project.

**FUNDING-** I am opposed to higher sales tax especially with the pending flood diversion sales tax.

I would oppose an assessment unless it is city wide.

**Parking, or loss of parking-** I am opposed to losing any of the on street parking places. They are critical to our businesses. Please do not convert customer parking to loading zones.

Especially in the winter, the city may try to remove snow expeditiously, but the parking is lost for 3-7 days as we wait our turn to have the snow cleared.

**Bike Paths-** Perhaps, I need further clarification... but where are the connections in and out of downtown? Will they be like our skyway “system” that hopes someday to connect and go somewhere. Will the street markings be visible in the winter ? Rather, in the winter *who cares?* I guess we just lose that corridor.

**Winter** –I wish the consultants would **show some streetscapes** under snow and ice conditions. Especially with the snow curbside and no where to go with it. *Delivery*, in winter, is not the same as other times of year – this should be admitted up front and dealt with.

**Trains, and other bottle necks**- Oftentimes, it is not just ONE thing you can point at and attempt to fix. Rather, it is the combination of 3” of fresh snow, icy streets beneath the snow and delivery vehicles vying with customers for a place to park their vehicle. Projects get done, but the business tenants and residents are left with the annoying details that never get addressed. On a warm summer day it’s nice to get stalled, walking down Broadway....but in winter it is brutal, and it happens ( you tell me) 30 times a day?

**Bring ‘em Downtown**- Great idea. But when they get here treat them well. Give them convenient parking. Give them clean streets and sidewalks. Make them want to return, and not avoid coming back.

We’re in the midst of a political campaign season. After elections we’re going to discover-occasionally “they” fibbed to us. Likewise, let’s not brag ...**downtown, baby!** And then let the public down.

## Jeremy Gorden

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**From:** Jeremy Gorden  
**Sent:** Wednesday, October 06, 2010 4:51 PM  
**To:** Jussel, Jim  
**Subject:** FW: City of Fargo Web Site Feedback Form

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**From:** Bev Martinson **On Behalf Of** FENG - Fargo Engineering Mailbox  
**Sent:** Monday, October 04, 2010 11:22 AM  
**To:** Jeremy Gorden  
**Subject:** FW: City of Fargo Web Site Feedback Form

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**From:** Shelly Ernest  
**Sent:** Monday, October 04, 2010 10:42 AM  
**To:** FENG - Fargo Engineering Mailbox  
**Subject:** FW: City of Fargo Web Site Feedback Form

FYI

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**From:** fool4wheelin@hotmail.com [mailto:fool4wheelin@hotmail.com]  
**Sent:** Monday, October 04, 2010 10:17 AM  
**To:** Website Feedback  
**Subject:** City of Fargo Web Site Feedback Form

**This feedback form was submitted on 10/4/2010 10:16:52 AM.**

The submitter has requested that no reply is necessary.

Comments:	Hello, I would like to voice my opinion about the proposal to convert the downtown streets from 1-Way to 2-Way. I am strongly opposed to this proposal. I work close to 25th street and 7th Ave N. I frequently visit the Downtown area for lunch and other business. One of the reasons is the efficiency of the one-way streets, I am able to quickly travel to the resaurant/business I'm going to and get back to work on time during my lunch break. During these trips I avoid Broadway as much as possible due to the congestion. I feel that converting 1st Ave & NP to 2-way streets would seriously impede traffic flow and increase congestion. I would then seek out alternative businesses in the 13th Ave or 45th Street areas. Thank you for your consideration.
Name:	Matthew Meyer
Mailing address:	
Email:	<a href="mailto:fool4wheelin@hotmail.com">fool4wheelin@hotmail.com</a>
Phone:	
I am a:	
Age group:	
The best thing:	
Needs improvement:	
Features or information:	

## Jeremy Gorden

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**From:** Jeremy Gorden  
**Sent:** Wednesday, October 06, 2010 4:56 PM  
**To:** Jussel, Jim  
**Subject:** FW: City of Fargo Web Site Feedback Form

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**From:** Kember Anderson  
**Sent:** Tuesday, October 05, 2010 2:20 PM  
**To:** Jeremy Gorden  
**Subject:** FW: City of Fargo Web Site Feedback Form

Kember Anderson  
Commission Office  
City of Fargo  
701-241-8572

*"Courage is what it takes to stand up and speak; courage is also what it takes to sit down and listen." Winston Churchill*

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**From:** zhanna@cableone.net [mailto:zhanna@cableone.net]  
**Sent:** Tuesday, October 05, 2010 2:31 PM  
**To:** Website Feedback  
**Subject:** City of Fargo Web Site Feedback Form

**This feedback form was submitted on 10/5/2010 2:30:47 PM.**

The submitter has requested that no reply is necessary.

Comments:	Re: 2+1 Downtown Traffic Proposal I have worked in downtown Fargo for more than 25 years. I rarely return downtown in my off hours because traffic is generally congested, especially on north-south streets. If the two east- and west-bound one-ways through downtown are converted as proposed, I can't imagine the chaos that will ensue. CONGESTION WILL NOT BRING PEOPLE TO DOWNTOWN FARGO. As for it being better for bikers or pedestrians, I rather doubt that. With drivers likely only to get to drive maybe half a block between traffic signal changes, they will become irate and run more red lights than they already do. Bikers and pedestrians, instead of having to contend with looking for traffic coming only from one direction will now have twice the directions to be concerned with. I work and park off a one-way street and have visions of having to wait several minutes before being able to get onto the roadway at the end of the business day -- and I sure won't want to stay downtown any longer than I have to under those circumstances -- and then I will have to basically crawl through the blocks of downtown to get home. If bike lanes are a priority, there is no reason they can't be put in along with the one-way traffic streets as they are. Unless construction will dramatically widen the streets from sidewalk to sidewalk, there will be no benefit to the 2+1 plan for bikers. To sum it up: Why change a good thing? Keep to the status quo.
Name:	Zue Zan Hanna
Mailing address:	
Email:	<a href="mailto:zhanna@cableone.net">zhanna@cableone.net</a>
Phone:	

I am a:
Age group:
The best thing:
Needs improvement:
Features or information:

## Jeremy Gorden

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**From:** Steve Strege [sstrege@ndgda.org]  
**Sent:** Thursday, October 07, 2010 5:23 AM  
**To:** Jeremy Gorden  
**Subject:** Re: One way conversion cost and results of Forum poll

Thanks Jeremy. Would you please answer my questions.....Should this 2+1 project move ahead, where is the money coming from? Who will be paying?

Do all comments become part of the Corridor Study's Appendix?

Steve

Jeremy Gorden wrote:

Steve – Thanks for your message. Your comments are noted and will be added to the Corridor Study's Appendix for the record.

Sincerely,  
Jeremy

**Jeremy M. Gorden, P.E.**

*Senior Engineer - Transportation*  
City of Fargo Traffic Engineering  
200 3rd St N, Fargo, ND 58102  
W:(701)241-1529/O:241-1545/F:241-8101  
[jgorden@cityoffargo.com](mailto:jgorden@cityoffargo.com)  
[www.cityoffargo.com/CityInfo/Departments/Engineering/TrafficEngineering](http://www.cityoffargo.com/CityInfo/Departments/Engineering/TrafficEngineering)

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**From:** Steve Strege [mailto:sstrege@ndgda.org]  
**Sent:** Wednesday, October 06, 2010 6:50 AM  
**To:** Mike Williams; Michael Williams; Jeremy Gorden  
**Subject:** One way conversion cost and results of Forum poll

Mike and Jeremy,

At the Sep 30 meeting it was said the cost of the 2+1 alternative is a shade under \$2 million. Should this project move ahead, where is the money coming from? Who will be paying?

On Monday Sep 25 The Forum had a lengthy story about this one-way to two-way conversion. Almost all of it, including quotes, was pro-conversion. With that article was an online poll asking: "Should Fargo keep its downtown one-way streets?" There were 1107 votes and the result was 63% Yes, 30% No, 7% Don't Know. I'd call that a landslide. Had the cost and other concerns raised at the Sep 30 meeting been in the Sep 25 article the result would likely have been even more in favor of leaving the one-ways as they are.

To assess the interest level compared to other polls I checked the number of votes in these polls since Sep 16. The results are below. Sep 22 was slightly higher. Only the Sep 23 poll produced

significantly more votes. The voters are watching and they do not want this change. Most property owners who spoke at the meeting are opposed. I sometime wonder who is listening.

I was very disappointed in the consultant's responses to the questions on freight deliveries. Much of it was "We hope...", "We think..." and "We've discussed..." They don't have a clue how this is going to work and I get the impression they don't care much. The real slap in the face was when Mr. Gorman said if businesses need deliveries and truckers are in the business of delivering, they'll find a way. My interpretation: We can screw things up and you'll have to deal with it.

# of Poll  
Votes Date

868 Oct 4

No results reported for Oct 3.

443 Oct 2

384 Oct 1

912 Sep 30

847 Sep 29

602 Sep 28

942 Sep 27

1107 Sep 26 - Should Fargo keep its downtown one-way streets? 63%Y, 30%N

372 Sep 25

636 Sep 24

1586 Sep 23 - Should 93 year-old driver get jail time is she's convicted?

1143 Sep 22 - Would you buy genetically engineered salmon?

840 Sep 21

561 Sep 20 - Should Fargo establish a tree preservation policy? 72%Y, 21%N

825 Sep 19

366 Sep 18

330 Sep 17

786 Sep 16

I made special note of the Sep 20 poll because I know this is of interest to Mike. This is off the subject of one-ways, but FYI installation of that shared use path along 36th St resulted in one of the five trees in front of DakTech Computers being yanked out. I don't know if any along 35th Ave S are in danger.

I hope you are enjoying our Indian Summer. The wind is a little much, but it is drying out fields so combines can get in for the soybeans and corn.

Steve

### **Rediscovering the place of Fargo's center:**

A conversion to healthy downtown neighborhoods for Northern Pacific Avenue and First Avenue.

Downtown Fargo is a uniquely urban space. It is the historical, cultural, political, and social axis of the largest city in the state of North Dakota. If we do not follow the grain of our city and do the best by downtown we risk doing harm both here, and by example to other small cities with enormous potential, following our lead.

This is not the first time the city has solicited plans and recommendations to incorporate all users of the street. In 2004, Dan Burden, 'walkability' expert rated Fargo as poor. 2006, Michael Ronkin, a national bicycle and pedestrian expert was invited to speak and answer related questions. 2009, Mark Fenton, another 'walkability' expert was hired to evaluate our city. This is important, if only we are listening; if pedestrians are not welcome throughout downtown then we are destined to repeat old trends. The entire corridor is zoned downtown mixed-use, and its nascent growth has been delayed by more than the economy.

The population within walking distance of the corridor (i.e. people living within ½ mile radius of NP Avenue and 1<sup>st</sup> Avenue) is approximately 4,000 people over twice the density of the rest of Fargo. If you look at this from a simple standpoint of taxes and services, these residents require only half the street services (i.e. snow removal, storm water treatment, sidewalk, lighting, water, and postal service) and given proximity to downtown services return money more directly into the local economy. This same neighborhood also services the bulk of our public works simultaneously. Now contrast this with a single-family single-use home requiring twofold or more of the same street services, often times these homes are filled with remainders of existing households in the city thereby increasing the serviceable area of our city without increasing the tax base. Note the exponential growth of our city's serviceable limits and the marginal growth of its population. We should be encouraging and emulating the existing development downtown as it is both livable and economically and ecologically sensible.

While I do not agree with everything purported at the public meetings I think the changes are a necessary beginning for an increase in overall vitality throughout downtown. A vote in favor of the conversion says, at very least, our city leaders and citizens value the pedestrian as equal to a motorized vehicle. Furthermore it says that the rest of the city might improve with similar inclusive qualities over time as well. Currently most cars along the corridor travel at 35mph (see Forum comments – or go see for yourself) it would be imprudent to maintain the status quo, given recent and past fatalities on roads with similar speed limits within the city.

The plan seems to meet the needs of all users, and although the pedestrian still seems to be making the largest concessions, is moving in a positive direction. The amount of vehicular traffic today will be accommodated (according to the traffic engineers paid handsomely to model this scenario) and the amount of non-motorized traffic will be greatly improved. While I understand some complaints of a bicycle lane, I argue the need for the most vulnerable bicyclists to have a place for transportation downtown. As a right to the city, it should be possible for a resident downtown to traverse the corridor

safely without a car; any exception to this could and should be considered spatial discrimination. This heart of our city contains the city hall, public library, ground transportation center, Amtrak train station, university buildings, clinics and hospital buildings, dentists, drug stores, the fire and police departments as well as critically located commercial businesses in food and other industries for residents of its neighborhoods and beyond.

These are the things of a healthy street, without them we lose our center and our identity. Downtown is not and should not become a Disneyfied shopping center/district; other cities have tried this approach and failed. With such aseptic visions our downtown would become wholly a part of the car monoculture with the wealthiest citizens collecting novelty condominiums between parking lots and boutiques. In order to be a successful place we must do right by the downtown. It is not that there isn't anything to do or see in Fargo, as recent successes have show, but many things are diluted by low-density and segregated land uses. Fargo's land mass has swelled to over 42 square miles of annexed property, nearly double the size of Manhattan, population 1.7 million. I'm not advocating for a similar density, but question if we have bent the scale in an unsustainable direction.

Commissioner Williams, Mayor Walaker, and many other local politicians have spoken at length of the city's dedication to health, to smart growth, environmental stewardship, and bicycle and pedestrian safety. Many local groups have formed to support these very same ideas for bicycles and pedestrians: Streets Alive, Safe Routes to School, and the Healthy Community Initiative to name just a few.

Downtown is currently trifurcated with Broadway being the most (if only) visible district, and both neighborhoods West and East of Broadway are currently underutilized (much to the comfort of Broadway's kingpins). These districts are ripe for a significant conversion, possibly one that could be the nexus for our future and strengthen the place of our city's center.

Holly W.  
Fargo, ND

## Jeremy Gorden

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**From:** Brad Sletten [bradsletten@hotmail.com]  
**Sent:** Wednesday, October 13, 2010 8:19 PM  
**To:** Jeremy Gorden  
**Subject:** KEEP UPTOWN ONE WAYS

I would like to take this opportunity to say that i am in favor of keeping the one-ways uptown.

i have heard the opposition say that it takes traffic away from uptown. for the same arguement i would say that they also bring traffic to the uptown.

the one-way streets in fargo are total blessings for getting to and from different parts of town. i donate blood quite often on s university and i can drive from where i live to that area nonstop with the coordinated traffic lights and the one ways. actually if the oneways where not uptown i would probably avoid the area completely.

another advantage of oneways is that cross traffic gets across the one ways easier and saver. you really only have to look in the direction the traffic is coming. you don't have to look both ways (smart people do). trying to cross a two-way street can be almost impossible because if traffic is not coming from one way it is coming from the other way.

i use the oneways extensively in this town. maybe if the alternative was a choice between one street or another then yes, get rid of a oneway. but when the choice is one or none i would say keep the oneway.

thank you. brad

## Jeremy Gorden

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**From:** fischer.dominic@gmail.com on behalf of Dominic Fischer [dfischer@lagroupfargo.com]  
**Sent:** Thursday, October 14, 2010 11:08 AM  
**To:** Yates, Austin; Hobelman, Alissa; Jim Fink; Jeremy Gorden  
**Subject:** Fwd: NP Avenue and First Avenue North

----- Forwarded message -----

**From:** Roger Sedlmayr <rsedl613@qwest.net>  
**Date:** Thu, Oct 14, 2010 at 10:53 AM  
**Subject:** NP Avenue and First Avenue North  
**To:** [dfischer@lagroupfargo.com](mailto:dfischer@lagroupfargo.com)

As a resident of Fargo, I am not in favor of the lane change being proposed for downtown Fargo streets NP Ave and 1st Avenue North. I appreciate the two one way streets. Currently, I stay away from Broadway in the downtown area because it is too congested. If the lane change is implemented on NP and 1st Avenue North and the streets become more congested, I will avoid those streets and more of my shopping will move to other parts of the city.

At this time, we do not need to spend 2 million dollars on this change. This is bad fiscal management.

Roger M. Sedlmayr  
90 Cedar Avenue North  
Fargo, North Dakota 58102

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Dominic L. Fischer RLA, ASLA  
*The Leonard Atelier Group, LLC*  
[www.lagroupfargo.com](http://www.lagroupfargo.com)  
915 2nd Avenue S. Suite 6  
Fargo, ND 58103  
Ph.701.799.3732

## Jeremy Gorden

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**From:** Jeremy Gorden  
**Sent:** Thursday, October 14, 2010 1:19 PM  
**To:** Jussel, Jim  
**Subject:** FW: KEEP UPTOWN ONE WAYS

For the record.  
JG

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**From:** Brad Sletten [mailto:bradsletten@hotmail.com]  
**Sent:** Wednesday, October 13, 2010 8:19 PM  
**To:** Jeremy Gorden  
**Subject:** KEEP UPTOWN ONE WAYS

I would like to take this opportunity to say that i am in favor of keeping the one-ways uptown.

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i use the oneways extensively in this town. maybe if the alternative was a choice between one street or another then yes, get rid of a oneway. but when the choice is one or none i would say keep the oneway.

thank you. brad

## Jeremy Gorden

---

**From:** fischer.dominic@gmail.com on behalf of Dominic Fischer [dfischer@lagroupfargo.com]  
**Sent:** Thursday, October 14, 2010 5:12 PM  
**To:** Yates, Austin; Jussel, Jim; Hobelman, Alissa; Jeremy Gorden; Mike Gorman  
**Subject:** Fwd: One-Ways Comments

----- Forwarded message -----

**From:** o108 LEAPALDT <[FARGOED@msn.com](mailto:FARGOED@msn.com)>  
**Date:** Thu, Oct 14, 2010 at 12:31 PM  
**Subject:** One-Ways  
**To:** [dfischer@lagroupfargo.com](mailto:dfischer@lagroupfargo.com)  
**Cc:** Steve Strege <[sstrege@ndgda.org](mailto:ssstrege@ndgda.org)>

I am totally against changing these two streets to two way traffic. The plan for change is for parking on both sides of the street with 3 lanes of traffic plus a bike path. As this is parallel parking, I can only imagine what it would be like for a "shopper" to try to back up into an empty space, How much traffic would be backed up when that parker makes just a minor miscue and has to pull out and try again. This problem is in addition to the others that I have heard mention plus the total cost seems to be "water down a hole". My name is Ed Leapaldt and my phone is 235-4352.

--  
Dominic L. Fischer RLA, ASLA  
*The Leonard Atelier Group, LLC*  
[www.lagroupfargo.com](http://www.lagroupfargo.com)  
915 2nd Avenue S. Suite 6  
Fargo, ND 58103  
Ph.701.799.3732

## Jeremy Gorden

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**From:** Mike Williams [gofargond@yahoo.com]  
**Sent:** Thursday, October 14, 2010 9:03 PM  
**To:** Jeremy Gorden; Robert Stein; Justin Kristan; Mark Bittner; Kim Citrowske; mhohn@dcp.com  
**Subject:** Downtown One Ways

FYI. Jeremy, have you forwarded the letters to the committee? I haven't seen any yet. Thanks for your help and good work on this study. Mike

----- Forwarded Message -----

**From:** Lee's Roofing & Sheet Metal <lees.roofing@hotmail.com>  
**To:** Brad Wimmer <bwimmer@cityoffargo.com>; Dave Piepkorn <dpiepkorn@cityoffargo.com>; Dennis Walaker <dwalaker@cityoffargo.com>; Mike Williams <mjwilliams@cityoffargo.com>; Tim Mahoney <tmahoney@cityoffargo.com>  
**Sent:** Thu, October 14, 2010 5:24:30 PM  
**Subject:** Downtown One Ways

I attended the last meeting regarding changing the NP Avenue and 1<sup>st</sup> Avenue North one ways to two + one with a bike lane or other configurations. I wish to register my **strong opposition** to any change the study group may recommend. First, it isn't broke so don't fiddle with it. I avoid Main Avenue from 4<sup>th</sup> Street to University Drive as much as possible because of the time it takes to travel with the two way traffic or because of the congestion with that two way traffic. I feel changing the two one ways will cause serious congestion downtown much worse than that already on Main Avenue. The consultants admitted the congestion would be worse than current traffic but gave no figures what it might deteriorate to. It didn't sound like they studied the affects of the train traffic downtown either. The consultants estimate there will be approximately \$93 million of economic growth OVER 25 YEARS by changing the one ways and only about \$33 million over that time period if left as is. I feel these are numbers pulled out of thin air with no way to substantiate them. The consultants talked about cities that had changed one ways and how well they were working. You should ask them how many or if there are any cities that followed their recommendations and it didn't work and how many cities total over the last 15 years they have made recommendations to. These one ways are not always used as travel to a downtown destination. Many times people use them as a convenient route to get through downtown. There is some risk that by changing the one ways could seriously hinder the downtown area. Remember the past fixes to Broadway. How about the cost; \$260,000 for the study already. They estimate \$2 million for the changes. Could that escalate to \$4 million? I suggest we leave things as they are with the one ways.

### Lee's Roofing & Sheet Metal

Robert Veit  
22 N 14-1/2 Street  
Fargo, ND 58102  
Ph: 701-235-9036  
Cell: 701-793-9893

## Jeremy Gorden

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**From:** fischer.dominic@gmail.com on behalf of Dominic Fischer [dfischer@lagroupfargo.com]  
**Sent:** Thursday, October 14, 2010 10:09 PM  
**To:** Hobelman, Alissa; Yates, Austin; Jussel, Jim; Jeremy Gorden  
**Subject:** Fwd: Street Traffic Changes

----- Forwarded message -----

**From:** CLINT LOWE <[avsafe58102@msn.com](mailto:avsafe58102@msn.com)>  
**Date:** Thu, Oct 14, 2010 at 10:33 PM  
**Subject:** Street Traffic Changes  
**To:** [dfischer@lagroupfargo.com](mailto:dfischer@lagroupfargo.com)

To those who are accepting comments:

I'm having trouble with the changing of the vehicle lanes within the downtown areas. While I understand some of the motives, I wonder if much thought has been given to the safety aspect of the movement of bicycles among heavy traffic, whether it's all running one way, two ways, or otherwise. Whoever came up with the concept of the bicycle lane on a busy street must hail from Mars. Let me explain.

Just north of where I live is 9th Ave South, which I frequently use to commute to work daily as well as for other trips around town. Last summer a bicycle lane was added to the street in both directions, effectively shrinking the roadway by several feet on both sides. In the few months since the addition (we do like the newly paved roadway and stop light at 42nd Street, though) of the lane, I've had many opportunities to drive the road and have the following comments:

- 1) I've seen very, very few bicycles on the lane. Probably because of the next point.
- 2) Using the bicycle lane, even in the 25 mph zone, is an invitation for injury or death. See next point.
- 3) Clearance between motor vehicles and the bicycle lane is nil, separated by only a inches-wide strip of paint. Clearance between the bicycle lane and the parking lane is minimal. It's not hard to imagine the scene of a bicyclist getting bumped (or rammed) by an errant driver, perhaps blinded by the setting sun or busy talking on the cell phone, into one of the parked vehicles. Likewise, an inattentive driver trying to whip through a gap in traffic to an apartment parking lot may be equally hazardous to a bicyclist. A 25 mph "bump" will cause serious injury--or worse--to even a bicyclist with safety gear on. Without safety gear, like a helmet, trauma will doubtless result.
- 4) It is presumed the proposed bicycle lanes in downtown will have equal hazards, in an area plagued with even more traffic than 9th Ave S, in areas with still more business/parking lot entrances, and far more drivers trying to make a schedule...and are tardy because they're already late due to the new traffic flow situation.

I feel, from a safety standpoint, this green-inspired bicycle lane business is literally an accident waiting to happen; designers who've developed this system appear to have simply ignored basic physics and good safety discipline. Bicycles are far better off, and less of a hazard to themselves and other traffic, if allowed to navigate areas with less traffic flow, not trying to inter mingle defenseless bicyclists with 1500-lb. automobiles. You'd be far better off, and potential injury reduced, if bicycles were encouraged to stay in certain portions of wide sidewalks and at a reduced speed rather than having them mix it up with steel-reinforced vehicles at 30 mph. Any engineer worth his/her salt would know these things; your expensive consultant is apparently not very well versed in non-green issues and is completely unaware of bicyclists who brave snow and ice...and occasionally fall in doing so (and now can fall in front of a 30 mph

Subaru). The city will certainly feel the exponentially-expensive wrath of an attorney should a fatality or crippling injury occur using these short-sighted bicycle paths and we'll all be paying for it; after all, the bicycle markings will most certainly be cited as a city government-endorsed and approved means of safely conducting bicycle traffic through downtown. It won't help to throw your hands in the air and say, "We were only trying to make things better..."

Further, it would behoove those managing the city to remember bicycles are virtually useless in Fargo for 1/2 the year, meaning the bicycle lane cost doubles over what it costs in warmer climates. The green benefits of accelerating bicycle usage here is overwhelmed by the lack of safety and practicality; with the safety issues involved, about the only green benefit we'll see is the money changing hands in lawsuits and grass growing up on freshly-closed graves.

Clint Lowe  
4227 10th Ave S Apt 205  
Fargo ND 58103

--

Dominic L. Fischer RLA, ASLA  
*The Leonard Atelier Group, LLC*  
[www.lagroupfargo.com](http://www.lagroupfargo.com)  
915 2nd Avenue S. Suite 6  
Fargo, ND 58103  
Ph.701.799.3732

## Jeremy Gorden

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**From:** Jeremy Gorden  
**Sent:** Friday, October 15, 2010 8:51 AM  
**To:** Jussel, Jim  
**Subject:** FW: One-Ways Comments

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**From:** fischer.dominic@gmail.com [mailto:fischer.dominic@gmail.com] **On Behalf Of** Dominic Fischer  
**Sent:** Thursday, October 14, 2010 5:12 PM  
**To:** Yates, Austin; Jussel, Jim; Hobelman, Alissa; Jeremy Gorden; Mike Gorman  
**Subject:** Fwd: One-Ways Comments

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**Date:** Thu, Oct 14, 2010 at 12:31 PM  
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**To:** [dfischer@lagroupfargo.com](mailto:dfischer@lagroupfargo.com)  
**Cc:** Steve Strege <[sstrege@ndgda.org](mailto:ssstrege@ndgda.org)>

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--

Dominic L. Fischer RLA, ASLA  
***The Leonard Atelier Group, LLC***  
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915 2nd Avenue S. Suite 6  
Fargo, ND 58103  
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## Jeremy Gorden

---

**From:** Jeremy Gorden  
**Sent:** Friday, October 15, 2010 8:52 AM  
**To:** Jussel, Jim  
**Subject:** FW: Street Traffic Changes

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**From:** fischer.dominic@gmail.com [mailto:fischer.dominic@gmail.com] **On Behalf Of** Dominic Fischer  
**Sent:** Thursday, October 14, 2010 10:09 PM  
**To:** Hobelman, Alissa; Yates, Austin; Jussel, Jim; Jeremy Gorden  
**Subject:** Fwd: Street Traffic Changes

----- Forwarded message -----

**From:** CLINT LOWE <avsafe58102@msn.com>  
**Date:** Thu, Oct 14, 2010 at 10:33 PM  
**Subject:** Street Traffic Changes  
**To:** [dfischer@lagroupfargo.com](mailto:dfischer@lagroupfargo.com)

To those who are accepting comments:

I'm having trouble with the changing of the vehicle lanes within the downtown areas. While I understand some of the motives, I wonder if much thought has been given to the safety aspect of the movement of bicycles among heavy traffic, whether it's all running one way, two ways, or otherwise. Whoever came up with the concept of the bicycle lane on a busy street must hail from Mars. Let me explain.

Just north of where I live is 9th Ave South, which I frequently use to commute to work daily as well as for other trips around town. Last summer a bicycle lane was added to the street in both directions, effectively shrinking the roadway by several feet on both sides. In the few months since the addition (we do like the newly paved roadway and stop light at 42nd Street, though) of the lane, I've had many opportunities to drive the road and have the following comments:

- 1) I've seen very, very few bicycles on the lane. Probably because of the next point.
- 2) Using the bicycle lane, even in the 25 mph zone, is an invitation for injury or death. See next point.
- 3) Clearance between motor vehicles and the bicycle lane is nil, separated by only a inches-wide strip of paint. Clearance between the bicycle lane and the parking lane is minimal. It's not hard to imagine the scene of a bicyclist getting bumped (or rammed) by an errant driver, perhaps blinded by the setting sun or busy talking on the cell phone, into one of the parked vehicles. Likewise, an inattentive driver trying to whip through a gap in traffic to an apartment parking lot may be equally hazardous to a bicyclist. A 25 mph "bump" will cause serious injury--or worse--to even a bicyclist with safety gear on. Without safety gear, like a helmet, trauma will doubtless result.
- 4) It is presumed the proposed bicycle lanes in downtown will have equal hazards, in an area plagued with even more traffic than 9th Ave S, in areas with still more business/parking lot entrances, and far more drivers trying to make a schedule...and are tardy because they're already late due to the new traffic flow situation.

I feel, from a safety standpoint, this green-inspired bicycle lane business is literally an accident waiting to happen; designers who've developed this system appear to have simply ignored basic physics and good safety discipline. Bicycles are far better off, and less of a hazard to themselves and other traffic, if allowed to navigate areas with less traffic flow, not trying to inter mingle defenseless bicyclists with 1500-

lb. automobiles. You'd be far better off, and potential injury reduced, if bicycles were encouraged to stay in certain portions of wide sidewalks and at a reduced speed rather than having them mix it up with steel-reinforced vehicles at 30 mph. Any engineer worth his/her salt would know these things; your expensive consultant is apparently not very well versed in non-green issues and is completely unaware of bicyclists who brave snow and ice...and occasionally fall in doing so (and now can fall in front of a 30 mph Subaru). The city will certainly feel the exponentially-expensive wrath of an attorney should a fatality or crippling injury occur using these short-sighted bicycle paths and we'll all be paying for it; after all, the bicycle markings will most certainly be cited as a city government-endorsed and approved means of safely conducting bicycle traffic through downtown. It won't help to throw your hands in the air and say, "We were only trying to make things better..."

Further, it would behoove those managing the city to remember bicycles are virtually useless in Fargo for 1/2 the year, meaning the bicycle lane cost doubles over what it costs in warmer climates. The green benefits of accelerating bicycle usage here is overwhelmed by the lack of safety and practicality; with the safety issues involved, about the only green benefit we'll see is the money changing hands in lawsuits and grass growing up on freshly-closed graves.

Clint Lowe  
4227 10th Ave S Apt 205  
Fargo ND 58103

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Dominic L. Fischer RLA, ASLA  
***The Leonard Atelier Group, LLC***  
**[www.lagroupfargo.com](http://www.lagroupfargo.com)**  
915 2nd Avenue S. Suite 6  
Fargo, ND 58103  
Ph.701.799.3732

## Jeremy Gorden

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**From:** Shelly Ernest  
**Sent:** Monday, September 27, 2010 8:20 AM  
**To:** Jeremy Gorden  
**Subject:** FW: City of Fargo Web Site Feedback Form

FYI

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**From:** webmaster@cityoffargo.com [mailto:webmaster@cityoffargo.com]  
**Sent:** Monday, September 27, 2010 8:06 AM  
**To:** Website Feedback  
**Subject:** City of Fargo Web Site Feedback Form

**This feedback form was submitted on 9/27/2010 8:06:10 AM.**

Comments:	I think the idea of converting Fargo's downtown one-way streets to two-way traffic is a ridiculous waste of money. I have worked downtown for about 15 years and the congestion and traffic gridlock is already bad - why make it worse.
Name:	Mark Osman
Mailing address:	1519 39th Ave S
Email:	<a href="mailto:mkosman@juno.com">mkosman@juno.com</a>
Phone:	701-232-7931
I am a:	
Age group:	
The best thing:	
Needs improvement:	
Features or information:	

## Jeremy Gorden

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**From:** Mike Allmendinger [mike@landelements.com]  
**Sent:** Monday, September 27, 2010 10:39 AM  
**To:** Jeremy Gorden  
**Subject:** One Way to Two Way  
**Attachments:** image001.jpg

The Kilbourne Group would like to offer our written support of the one ways to be changed to two ways. As we all see the transformation of Broadway and know there are multiple changes in the past 10 years to make this transition, we know that there are many impacts the "street" have on influencing buildings use in DT Fargo.

The "street qualities" can significantly impact the desire for retail, office and residential uses of the buildings. The pedestrian friendliness of sidewalk and streets have an impact on the desire of a business to open in these existing buildings. Slow traffic speeds, street amenities, trees, signage opportunities and other design features to make the street more human scale are all characteristics for a successful Downtown.

We believe it is important to change the current one-ways to two-ways design to accomplish the characteristics described above and expand the development of DT Fargo.



**Mike Allmendinger** / *General Manager* ■ [kilbournegroup.com](http://kilbournegroup.com)  
p: 701.237.2279 ■ f: 701.237.2273 ■ PO Box 9561 – Fargo, ND 58106

**Respect** for the Past ■ **Gratitude** for the Present ■ **Inspiration** for the Future

## Jeremy Gorden

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**From:** Zac Echola [zac.echola@gmail.com]  
**Sent:** Monday, September 27, 2010 4:22 PM  
**To:** Jeremy Gorden  
**Cc:** fargodowntown@gmail.com; Mike Hahn; jkristan@fmmetrocog.org; communications@hws.com  
**Subject:** Two-way conversion on NP and 1st

Jeremy, et. al

I won't be able to attend the public meeting this Thursday, but I have some things to say regarding the proposal (from the perspective of a person who lives, works and bikes downtown and has for years).

That proposed bike lane set up stinks. It may look good on paper to non-cyclists or cyclists who haven't spent a lot of time riding in heavy traffic, but it is impractical. I won't use it and will continue to control the motor lane on my bike when I need to take those roads.

- Visibility becomes an issue in bike lanes--for bikers and for motorists looking for cyclists. For example, reaction time is reduced for cyclists when pedestrians jay walk between parked cars or move to enter their vehicle.
- It's going to lead to a few bikers getting doored as parked drivers swing their car doors open or the cyclists will swerve from the bike lane into the motor lane. The bike lane reinforces and sometimes necessitates erratic cycling.
- Drivers must cross the bike lane to enter or exit a parking space, creating another obstacle for cyclists.
- Right-turning drivers are unlikely to look into the bike lane at intersections, causing a hazard for bicyclists who wish to continue forward through a green light. Cyclists essentially become invisible in this scenario as they come into a drivers blind spot while the driver is focused on the crosswalk or the center line of the road they're turning onto. It's the same reason cyclists on the sidewalk should walk their bikes through intersections.
- Drivers wishing to make right turns who actually wait for forward moving cyclists can back up motor traffic in the single lane, whereas a cyclist taking the full lane would simply wait behind the turning vehicle or move to the vehicle's left side; Or when the cyclist makes a left turn, would move to the left of the lane, creating a "lane" for right turning or forward moving vehicles; or would simply move forward through the intersection normally. This can be solved somewhat through traffic spiting (ending the parking and bike lane with adequate room before the intersection), but this puts turning traffic directly in the path of cyclists, who must then slow down or stop and wait. If you've ridden a bike, you know that the more you pedal, the easier and more efficient it gets.
- Having only one-way bike lanes on NP or 1st is going to lead to bike salmon\* riding the wrong way down the bike lane, I assure you. Bikers (and a few drivers) are already pretty obnoxious for driving down the wrong way on the one ways as-is. Please don't tempt crappy cyclists. Make them think before acting.

It's a mess from my perspective.

I should be clear, I'm **for** slowing traffic and making parking in those corridors easier, even if it means switching to "2+1" roads.

Vehicles circling the blocks around one ways to get to businesses on these corridors add needless north/south bound traffic. Fewer vehicles making turns means safer intersections for pedestrians.

When cyclists act like more like motorists, drivers tend to react to us like motorists, rather than reacting to unfamiliar objects on the road. I realize cyclists will still continue to do dumb things on the road, but a bike lane won't solve stupidity any more than a wide vehicle lane or a wide curb lane. Why not just make the single lane sides of the roads multi-use lanes for bikes and motor traffic? It works fine on Broadway, even with the stupid diagonal parking there, because traffic is slow enough to react to someone blindly exiting a parking space.

I would much rather see the 11 ft single lane and the 5ft bike lane combined into a 16ft single extra wide lane for clearly marked for multi-use. Bikers can create mini lanes by moving to the right or left as necessary to allow motorists to overtake within the lane whenever practical and it gives trucks extra breathing room for right turns. This type of riding already works great on 1st Ave N west of 10th and east of University St where there are fewer parked cars and traffic speeds through quickly.

Legally, according to the ND Century Code Section 39, a biker "upon a roadway is granted all of the rights and is subject to all of the duties applicable to the driver of a vehicle by this title, except as to special regulations in this title and except as to those provisions of this title which by their nature can have no application." Section 8-14 of the city's Municipal Code reinforces this with a few clarifications.

Bicyclists moving slower than traffic speed should move the right and allow motorists to overtake, if practicable.

With traffic moving across the bike lane to park or exit, so too must bikers move to avoid obstacles--and they're likely to end up back in the motor lane. That's not something I'd call safe or practical. Furthermore, a cyclist in the bike lane wishing to make a left turn at an intersection will need to merge into the full lane *anyway*. If the overall purpose is truly to slow traffic down, 25 MPH traffic is reasonably managed by most bikers and the speed differential shouldn't be too high between bikers and autos under this proposal.

I think designating a bike lane, however, creates problems. The lanes in place 4th Ave N are a good example of what not to do; They aren't very useful (too short of a distance and are easily crowded by trucks on the left and parked cars on the right, making turns difficult). I make a point to avoid that stretch, which is the opposite of the intention of the lanes.

Anyway, that's my piece on the bike lanes.

With or without them, the real question to ask is will this proposal actually encourage more profitable and popular businesses along the corridors and increase the tax base? I'm a born skeptic but would like to hear more about that angle.

\***Bike Salmon:** <http://bikesnobnyc.blogspot.com/2009/05/smoked-salmon-lock-your-bike-dont-lox.html>

Thanks for your time,

Zac Echola

## Jeremy Gorden

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**From:** Aaland, Karla (FARGO, ND) [karla\_aaland@ml.com]  
**Sent:** Tuesday, September 28, 2010 6:01 PM  
**To:** Jeremy Gorden; Mark Bittner  
**Subject:** NP Ave. & 1st Ave. Corridor Study Meeting  
**Attachments:** Picture (Device Independent Bitmap).bmp

Unfortunately my schedule will prevent me from attending the final public meeting on Thursday night so I felt compelled to try to capture my thoughts in an email.

Quite simply -- the end of one way traffic in downtown Fargo cannot come soon enough! As a person who lives and works in the area, I thoroughly enjoy the richness of downtown and can only see benefits on the horizon resulting from slower traffic flows and less confusion.

Let's change the flow of traffic by eliminating the one ways -- for the safety and enjoyment of all.

Regards,

*Karla Aaland*

Karla Aaland, CAP® CRPC®

Financial Advisor

**Hummel Aaland & Associates**

[http://fa.ml.com/Hummel Aaland](http://fa.ml.com/HummelAaland)

**Merrill Lynch**

51 A Broadway North

PO Box 2445

Fargo, ND 58102-2445

Direct 701-241-1217

Toll Free 800-937-0614

Fax 701-205-4276



## Jeremy Gorden

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**From:** Karen Stoker [karen@hoteldonaldson.com]  
**Sent:** Wednesday, September 29, 2010 12:40 PM  
**To:** Mark Bittner; Jeremy Gorden  
**Subject:** NP and 1st Avenue North

Dear Mr. Bittner and Mr. Gorden,

As a long time Fargo resident and a downtown business owner, I'm very interested in the developments regarding NP and 1<sup>st</sup> Avenue North. My comments are tardy due to the fact that during my 5 year tenure on the Downtown Community Partnership board, we approved the expenditure for a \$15,000 study to evaluate NP and 1<sup>st</sup> Ave. The study determined the flow of traffic did not warrant one way traffic.

The above mentioned study, along with additional objective research and the desire to have downtown be a place to go to vs. pass through, demonstrates a strong case to change NP and 1<sup>st</sup> Avenue North to 2 way traffic. Numerous citizens and business owners, myself included, believe that data and logic outweigh the minority "squeaky wheel". This assumption deterred earlier involvement and perhaps incorrectly reflected the importance of this issue.

It's my sincere hope that NP and 1<sup>st</sup> Avenue North become 2 way avenues.

Thank you for your consideration.

Sincerely,

Karen Stoker

## Jeremy Gorden

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**From:** fischer.dominic@gmail.com on behalf of Dominic Fischer [dfischer@lagroupfargo.com]  
**Sent:** Monday, October 18, 2010 8:59 AM  
**To:** Hobelman, Alissa; Yates, Austin; Jussel, Jim; Mike Gorman; Jeremy Gorden  
**Subject:** Fwd: ONE WAYS

----- Forwarded message -----

**From:** Aaron Bjerke <aaronb1414@yahoo.com>  
**Date:** Mon, Oct 18, 2010 at 9:36 AM  
**Subject:** ONE WAYS  
**To:** [dfischer@lagroupfargo.com](mailto:dfischer@lagroupfargo.com)

Im sending you this note in support of those who oppose the changing of the 1 ways in fargo. I think this city should start conserving resources and quit wasteful spending such as this. Its not possible to use the bikepaths for 6 months a year plus I drive through there each day. If you change it, Ill avoid downtown and probably find alterative routes! Its a terrible Idea!!!!!!!!!!!!!!!!!!!!!!!!!!!! I cant believe the city of fargo would pay these chumps 260k to study this?

Thank you,

Aaron Bjerke  
3218 35 1/2 Ct Ave S  
Fargo, ND 58104  
361-1374

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Dominic L. Fischer RLA, ASLA  
*The Leonard Atelier Group, LLC*  
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915 2nd Avenue S. Suite 6  
Fargo, ND 58103  
Ph.701.799.3732

## Jeremy Gorden

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**From:** fischer.dominic@gmail.com on behalf of Dominic Fischer [dfischer@lagroupfargo.com]  
**Sent:** Friday, October 15, 2010 4:15 PM  
**To:** Yates, Austin; Hobelman, Alissa; Jeremy Gorden; Jussel, Jim; Mike Gorman  
**Subject:** Fwd: Opposition to changing one-ways to two-ways  
**Attachments:** supposedly healthy street.pdf

----- Forwarded message -----

**From:** Steve Strege <sstrege@ndgda.org>  
**Date:** Fri, Oct 15, 2010 at 5:06 PM  
**Subject:** Opposition to changing one-ways to two-ways  
**To:** [dfischer@lagroupfargo.com](mailto:dfischer@lagroupfargo.com)

This email is in OPPOSITION to changing NP Ave and 1st Ave N. to two-way streets. The consultant admits it will create more congestion. We already have gridlock on Broadway at times. That will get worse and spread to NP and 1st Ave N with this proposed change. Now we have two lanes to move over into if traffic is backed up at an intersection. That will be reduced to one or none with this change.

The theory that slowing traffic and creating congestion will enhance business is bizzare. No one goes out of their way to get to a congested area. Instead we avoid it. Economists and consultants can grab all kinds of figures from the air and blow lots of smoke in an attempt to justify something. I've worked downtown in the Black Building on Broadway for 34 years. The same boasting was likely made about the expensive Broadway mall with its concrete pillars and sidewalk canopies that are long since gone. More recent is the red brick project that is falling apart in places.

The problem with this project begins with the Mission Statement of the study: "This study will recommend a plan that accommodates all travelers: pedestrians, bicyclists, transit users and drivers. The plan's design and safety features will improve the physical health of individuals, the environmental quality of the community and further increase opportunities for development." Drivers are dead last on the list of travelers and moving traffic isn't even among the goals. Using streets to accomplish some of these goals is a square peg in a round hole. Fitness centers around town are designed to improve physical health, not move traffic. The purpose of streets is to move traffic, not improve physical health. Creating traffic congestion and more stop and go driving and idling instead of efficient traffic movement will NOT enhance environmental quality. On the contrary, it will mean more fuel usage and more emissions. And what business wants to open on a street that is so congested its potential customers have problems getting there? These alleged benefits fly in the face of reason, but yet they are touted as gospel by a consultant being paid \$260,000 by this city. As a longtime resident of Fargo I am offended by this waste of money and city personnel resources and all the wheel spinning.

Attached is a page from the consultant's handout at the March 2, 2010 public meeting. In the upper right is what someone thinks is an "Example of a healthy street". A bicyclist is prominent. Motor

vehicles are off in the distance. This parallels the preference of bicyclists over motorists in the mission statement. If this is a healthy street, is one with vehicles on it UNhealthy? This picture and its caption are downright silly. Is this really what we pay a consultant \$260,000 to tell us?

Putting bicyclists on busy streets, even if in a bike lane, is a recipe for disaster. Better to widen the sidewalk, tell cyclists to ride near the curb, and then enforce a speed limit. After a couple years of the "walk your bike on Broadway sidewalks" rule I still encounter some riding on the sidewalk at breakneck speeds. They might break their own necks and mine. *By the way, the recent addition of bike lanes to other streets around town is not being received well by motorists. It often means one less lane for motorists to make room for seldom-used bike lanes that are functional only seven months in a year.*

The public is not in favor of this conversion of one-ways to two-ways. At the Sep 30 meeting Mr. Gorman talked about having visited with 20 businesses. Several business people there spoke up against the project and said they had NOT been contacted. The idea of scheduled deliveries in designated loading zones is a nightmare. At the Sep 30 meeting Mr. Gorman said if businesses need deliveries and truckers want to make deliveries they'll work things out. What an arrogant statement! My interpretation is: "We'll do what we want and you'll have to deal with the consequences." Did anyone talk to trucking companies? Are UPS and other delivery services going to change their routes and schedule to accommodate this? I doubt it. And they shouldn't even be asked to. Leave well enough alone.

I sent in some comments this past summer that included comments submitted to [inforum.com](http://inforum.com) after the 2nd public meeting back in March. They ran eight to one opposed. On September 27 The Forum published an article about this possible change. The online poll was 63% opposed and 30% in favor. The number of votes was in the top 10% cast in such polls ten days before and after. The public does not like this. They don't like the idea of more congestion nor paying the \$260,000 for the consultant nor the \$2 million estimated cost of conversion.

The consultant says the cross-town commute from 2nd St to University Drive or vice versa will be delayed "only a minute" by this change. His lack of respect for my time is appalling. When trapped behind a slow moving and frequently stopping bus, unable to get around to pass, the minutes will go by quickly. But let's do the math on a one minute delay with 1.5 passengers per vehicle. The daily vehicle count is around 7500 on each avenue.  $15,000 \times 1.5 = 22,500$  additional passenger minutes per day sitting in traffic. That's about 5550 days per year. The consultant goes back to Omaha while Fargo drivers waste another 5550 days per year as a result of his recommendations.

The company I work for has been in the Black Building since June 1940. We are by far the senior tenant there and there are probably few businesses that have been in the downtown area for 70 consecutive years. I personally have a solution to the extra gridlock and congestion this project will create. I will move my office out of downtown and at the moment I can't think of a reason to come there again. That's around \$20,000 of spending gone. That can hardly be good for other downtown businesses.

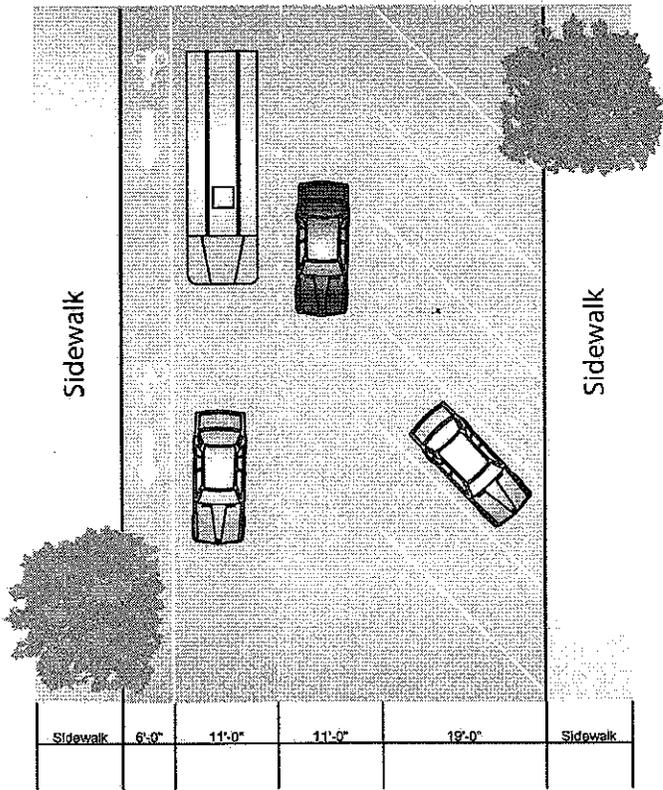
This thing should be shut down before any additional funds or city personnel time are spent on it.

Steve Strege  
3243 37th Ave S  
Fargo, ND 58104

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Dominic L. Fischer RLA, ASLA  
***The Leonard Atelier Group, LLC***  
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**ALTERNATIVE 3: TWO LANE ONE-WAY**



**NON-VEHICULAR TRANSPORTATION:**

**Pedestrian and Bicycle Facilities:**

A healthy city requires complete streets that accommodate all modes of transportation. Each of the three alternatives proposed have accommodated and upgraded bicycle and pedestrian facilities and safety.

We welcome your feedback, especially in identifying current problem areas within the corridor. Do you use NP and 1st Avenue as a bicyclist or pedestrian?

*Please fill out a bicycle and pedestrian survey available at the bicycle and pedestrian station after the presentation.*



*Example of a healthy street.*



**FACTORS INFLUENCING CORRIDOR ECONOMIC ACTIVITY:**

- 1. Maximizing on street parking.** How does the number of parking spaces per block compare to between the various alternatives and the existing configuration?
- 2. Maximizing bike lane use.** Does a separate bike lane versus a shared bike lane influence the number of bicyclists that would use a bike lane? What is Fargo's experience with the two types of bike lane configurations? The higher bike lane utilization the more traffic, the more favorable to Downtown retailers. Alternatives should also consider the number and location of any new bike racks along the corridor
- 3. Reducing vehicle speed** is preferable for business visibility. Do the alternatives result in any difference in average vehicle speed? Overall, the slower the speed the enhanced visibility of the local businesses.

**TRANSIT:**

The HWS team developed three alternatives for NP and 1st Avenue North corridor. The impact to MAT services is considered for each of the alternatives. These include speeds along the corridor, pedestrian access and safety, bus access to/from the GTC, bus stop locations and amenities, and traffic signal preemption. MAT currently has 15 fixed-routes traveling to/from the Ground Transportation Center, located at 502 NP Avenue. During morning and evening peak hour, MAT has 42 buses travel within the study corridor. Seven designated bus stops are located on NP Ave and 1st Avenue North, in addition to the GTC.



# NP and 1st Avenue North Corridor Development Plan Comment Sheet

## Do you have any comments or questions about the NP and 1st Avenue North Corridor Development Plan?

If so, we would like to hear from you. Please write your comments in the space below and return this form to HWS. You can drop the form off in the box on your way out, or you may take it with you and mail it later.

We also welcome your phone calls and emails (see contact information)

Thank you for your participation!

Jim Jussel, PE, PTOE  
HWS Consulting Group  
14748 W Center Road, Ste. 200  
Omaha, NE 68144  
phone: 402.333.5792 or 877.807.9478  
email: communications@hws.com

I would prefer the streets remain as they are. However, you do not give us that choice so I guess I'll choose alternative #3. You openly admit there will be more congestion & less parking with the new plans. You don't ever ask the question, "Off off Would you prefer 2-way traffic if there was more congestion & less parking?" Main Ave is already congested & that's why we need a good corridor to work on. I disagree with bike traffic being better. Cyclists weave thru traffic, sidewalks, & streets. They are a law unto themselves & seem to love their freedom from automobiles & the rules that go with them. Pedestrians are supposed to use sidewalk crossings but many times they cross in the "dead zones" of traffic in the one-way in the middle of the block. With 2-way traffic this is even more dangerous to them. I suppose the end result of this will be more downtown development. There is no guarantee of this. I am sick & tired of the millions of dollars we have already spent

~~cont~~ (cont)

(optional)

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone No. \_\_\_\_\_

# NP and 1st Avenue North Corridor Development Plan Comment Sheet

## Do you have any comments or questions about the NP and 1st Avenue North Corridor Development Plan?

If so, we would like to hear from you. Please write your comments in the space below and return this form to HWS. You can drop the form off in the box on your way out, or you may take it with you and mail it later.

We also welcome your phone calls and emails (see contact information)

Thank you for your participation!

Jim Jussel, PE, PTOE  
HWS Consulting Group  
14748 W Center Road, Ste. 200  
Omaha, NE 68144  
phone: 402.333.5792 or 877.807.9478  
email: communications@hws.com

*on downtown. It's all over here, why not  
let all the Fargo residents vote on this in  
NOV?*

(optional)

Name

*Phil Grotenhuis*

Address

*1502 16 St. S.*

Telephone No.

*Fargo  
293-8944*



Family  
HealthCare  
Center

July 13, 2010

City of Fargo  
Department of Planning & Development  
Attn: Bob Stein  
200 N 3<sup>rd</sup> St  
Fargo, ND 58102

RE: Corridor Study – Downtown Fargo

Dear Bob—

FHC has reviewed the information presented to date regarding the ongoing NP and 1<sup>st</sup> Avenue North Corridor Development Plan. Our relocation plans will place our clinic in between the two corridors represented in the study, by late 2011. We wish to express our support of the options to change both corridors to two-way streets.

To us, this change will be beneficial for our patients and visitors to navigate to our location much easier. The change should also, hopefully, create streets that are a bit slower, thereby creating a safer environment around our area and throughout downtown Fargo.

We will continue to watch as these plans are developed further, which will allow us to support one of the two-way options.

Sincerely,

A handwritten signature in blue ink that reads "Patricia Patron".

Patricia Patron, Executive Director