

Q & A

QUESTIONS AND ANSWERS

How have the economic impacts been evaluated?

The consulting team includes a certified economic planner who conducted a thorough commercial market analysis to predict the future economic growth for downtown Fargo. The results of the study projected significant positive impact to Fargo's economy if a two-way alternative is selected. Almost 93 million dollars in new economic activity is expected over a 25 year period as compared to 34 million if the one-ways are retained and bike lanes are added.

How have the needs of bicyclists and pedestrians been incorporated?

The City and its partners are committed to ensuring bicycles and pedestrians are accommodated in the future of this corridor. The team conducted an inventory of existing facilities and right-of-way to understand the opportunities available and be able to develop concepts with the various alternatives. In all alternatives bike lanes are being considered, as well as improvements to the corridor to make pedestrian access more achievable.

How will freight be accommodated?

Freight will be accommodated by a combination of designating freight loading areas and working with business and delivery companies to minimize traffic obstructions during loading and unloading operations.

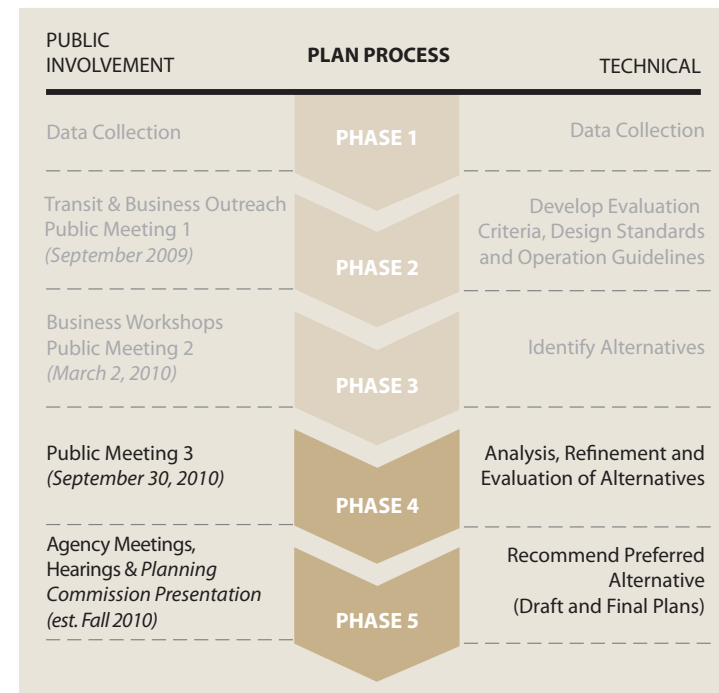
How soon could we see something built?

In the next few years, the City plans to replace the underground water and sewer mains in downtown Fargo, which will require some streets to be fully reconstructed. This means that, from building front to building front, the entire right-of-way will be redesigned and reconstructed. The final recommendations from this study will be coordinated with roadway and utility design projects. Construction is anticipated to begin on NP

Avenue at University Drive and proceed eastward, subject to project phasing. Conversion to two-way traffic could occur with modifications to signing, striping, and traffic signals and could occur within three years. These smaller projects may be completed in one construction season but would not likely modify any of the existing sidewalks or landscaping.

What's Next?

The City of Fargo and its consultants will collect comments from this meeting and take them into consideration as they finalize the study report. The recommended alternative will be presented to the Fargo Planning Commission for its review and resolution.



PROJECT CONTACTS

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City of Moorhead:
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CONSULTANT TEAM AND ROLES

HWS Consulting Group
(Project Management, Public
Involvement, Traffic Engineering,
Design Engineering)

The Leonard Atelier Group
(Streetscape Design, Bicycle/
Pedestrian Analysis)

Richard Caplan Associates
(Economic Impact Analysis)

Wilbur Smith Associates
(Transit Analysis)



City of Fargo NP AND 1ST AVENUE NORTH CORRIDOR DEVELOPMENT PLAN

September 30, 2010 | Public Meeting

WELCOME!

Welcome to the final public meeting for the NP Avenue and 1st Avenue North Corridor Development Plan. The purpose of tonight's meeting is to present the recommended alternative for the corridor.

Project Overview

The City of Fargo is conducting a study of NP Avenue and 1st Avenue North to determine the best strategies to encourage development and multi-modal transportation on these streets. The study will evaluate several options for feasibility and practicality and will consider multi-modal impacts, economic impacts and traffic operations. The outcome of this study will include a corridor development plan.

ALTERNATIVE ANALYSIS MATRIX

	Alternative 1 2+1	Alternative 2 Two-Way, 2-Lane	Alternative 3 One-Way, 2-Lane
Traffic Operations	Worse	Worse	Worse
Pedestrian Access	Slightly Better	Slightly Better	Better
Bicycle Access	Better	Slightly Better	Slightly Better
Freight	Slightly Better	Worse	Worse
Transit	No Change	No Change	No Change
Parking	Worse	Worse	Worse
Economic Impact	Better	Better	Slightly Better

Comparison to No Build

- Better
- ◐ Slightly Better
- No Change
- ◐ Slightly Worse
- Worse

Mission Statement

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.

Agenda

- 5:00-5:30 p.m. Open House / Station Viewing
- 5:30-6:00 p.m. Presentation
- 6:00-7:00 p.m. Open House / Station Viewing

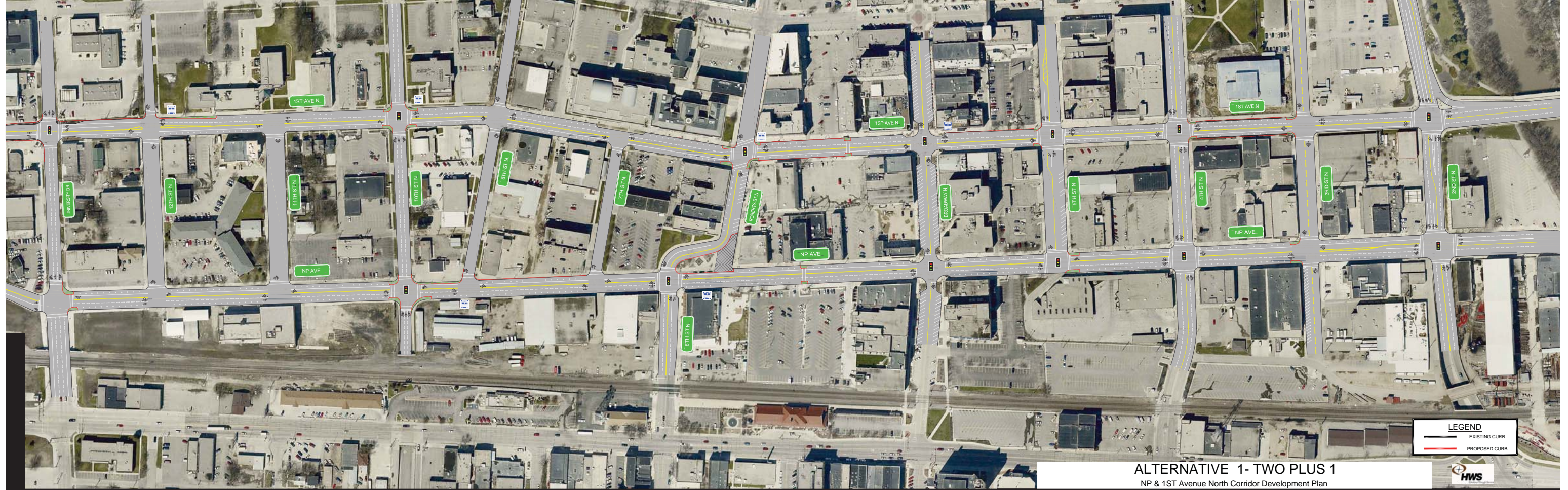
Stations

Please visit the stations to learn more about the study and discuss questions with team members.

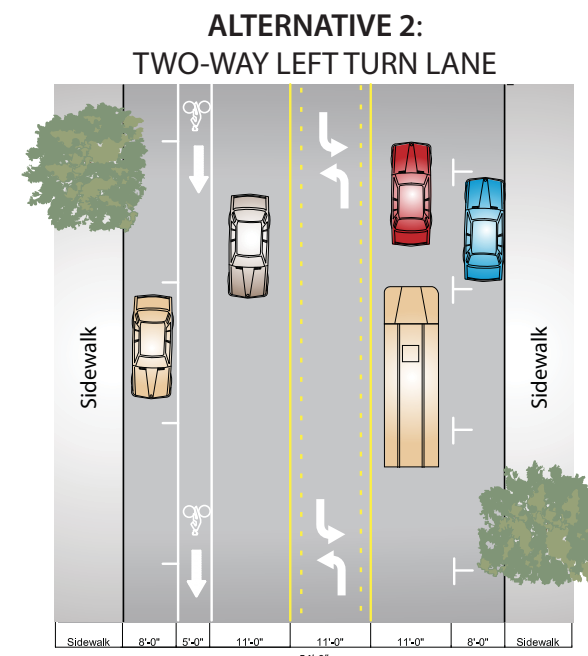
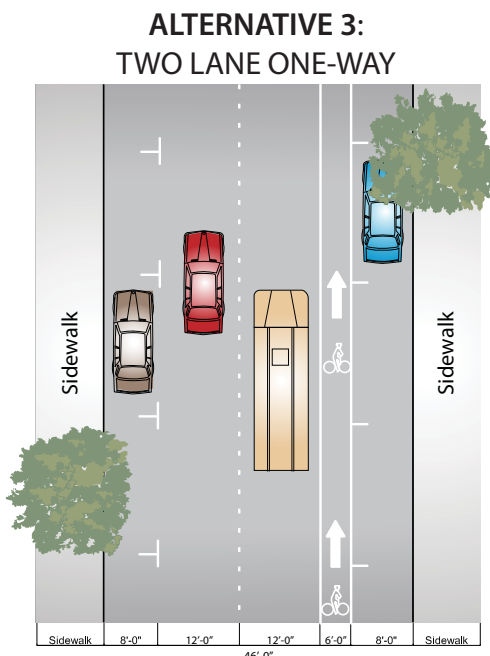
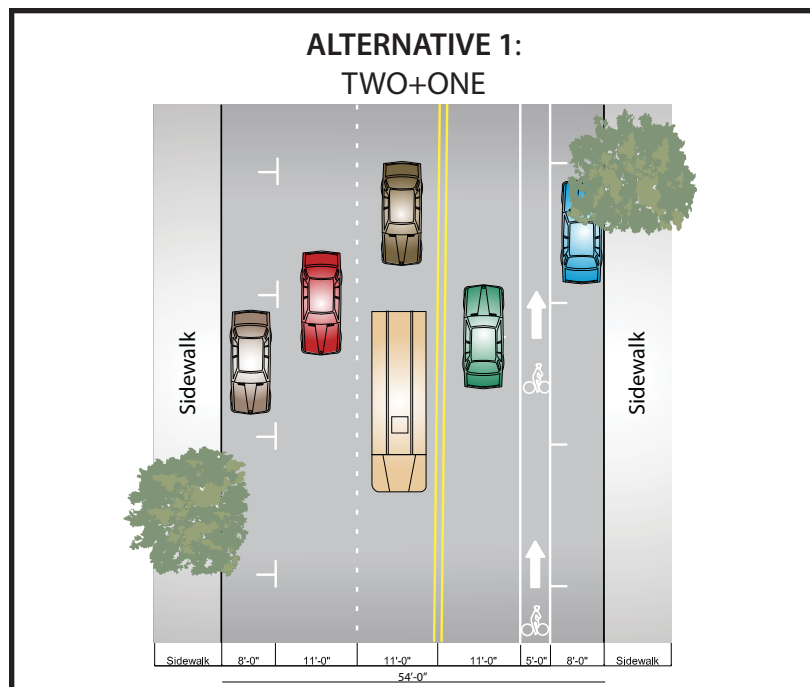
- Project Overview
- Alternative
- Traffic Analysis
- Transit
- Streetscape, Bicycles and Pedestrians
- Economic Analysis
- Comments

Don't forget to leave your comments!

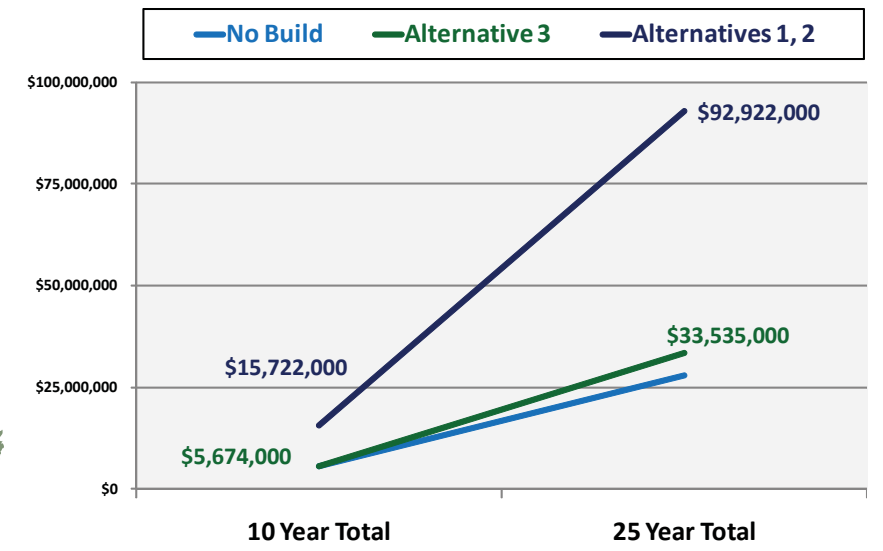
RECOMMENDED ALTERNATIVE 1 AERIAL



RECOMMENDED ALTERNATIVE



PROJECTED ECONOMIC IMPACT AT YEARS 10 & 25

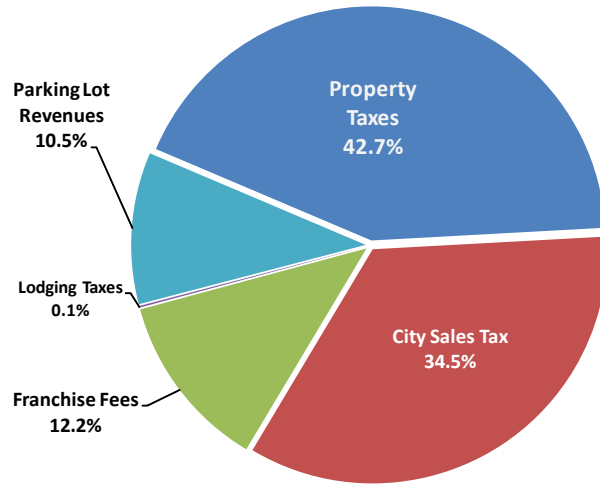


ECONOMIC ANALYSIS SUMMARY

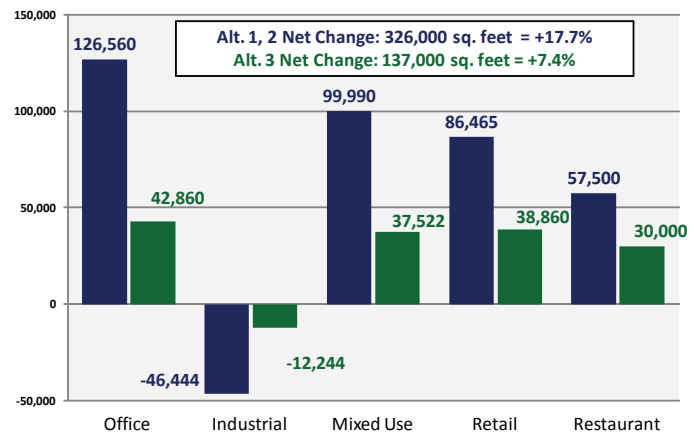
FACTORS INFLUENCING CORRIDOR ECONOMIC ACTIVITY:

- 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.

ALTERNATIVES #1 AND #2 NEW REVENUE SOURCES



NEW DEVELOPMENT IN SQUARE FEET



SUMMARY OF BENEFIT / COST BY ALTERNATIVE

	Alternative 1	Alternative 2	Alternative 3
Benefit:			
At Year 10	\$15,722,000	\$15,722,000	\$5,674,000
At Year 25	\$92,922,000	\$92,922,000	\$33,535,000
(Less Probable Costs)	(\$1,958,100)	(\$2,014,850)	(\$2,463,082)
Net Benefit:			
At Year 10	\$13,763,900	\$13,707,150	\$3,210,918
At Year 25	\$90,963,900	\$90,907,150	\$31,071,918

Note: Alternatives #1 and #2 include adjustment factors during construction of improvements.

OTHER DOWNTOWN TWO-WAY CONVERSION PROJECTS

Downtown	GOAL 1: Enhance Traffic and/or Transportation Systems	GOAL 2: Support Redevelopment / Stimulate New Development	Most Significant Economic Impact(s)
Des Moines, Iowa	Important	Significant Impact	1. New Offices 2. New Hotel
Fort Collins, Colorado	Very Important	Planned	1. New Retail (planned) 2. New Residential
Lafayette, Indiana	Very Important	Favorable Impact	1. New Retail
Vancouver, Washington	Important	Significant Impact	1. New Residential 2. New Offices 3. New Hotel
Austin, Texas	Somewhat Important	Favorable Impact	1. New Mixed Use 2. New Residential

PROJECTED EMPLOYMENT IMPACT BY YEAR 25

