



TRANSIT OPEN HOUSE  
Tuesday, September 29, 2009  
Ground Transportation Center

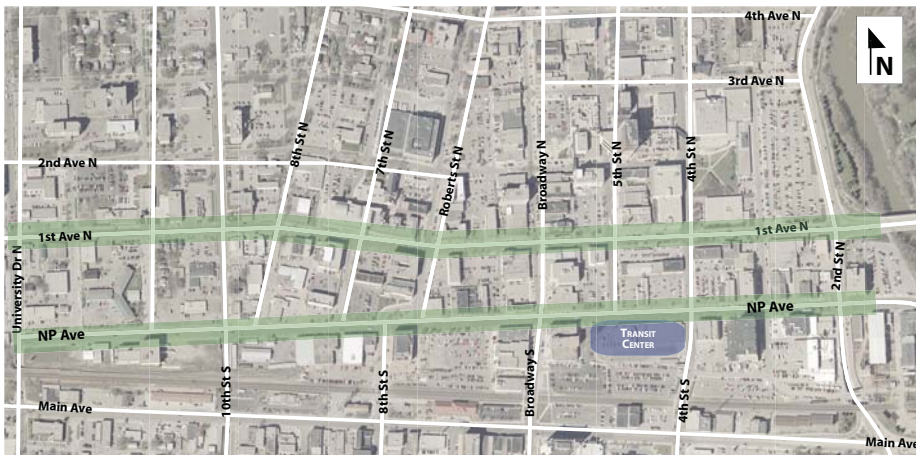
## NP AND 1ST AVENUE NORTH CORRIDOR DEVELOPMENT PLAN

### PROJECT OVERVIEW

The City of Fargo is conducting a study of 1st Avenue and NP Avenue North to determine the best strategies to encourage development and multimodal transportation on these important streets. The study, which will result in a Development Plan, will evaluate several options – including a one-way pair conversion – for feasibility and practicality, and will consider multi-modal impacts, economic impacts and traffic operations.

### STUDY AREA

The Study Area includes NP Avenue and 1st Avenue North between 2nd Street North and University Drive.



### 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.

### Study Elements

- Traffic Analysis
- Transit
- Engineering
- Streetscape
- Bicycles and Pedestrians
- Economic Analysis
- Public Involvement



### TRANSIT CONSIDERATIONS

The study team includes a transportation planner who specializes in transit and is working closely with Fargo-Moorhead Metro Area Transit to understand how the study alternatives will impact routes and find opportunities to minimize impacts and enhance service. At this stage, we are asking transit users these questions:

#### If the roadways are changed from one-way to two-way:

- Which MAT bus routes would be most affected and HOW?
- What changes would you suggest to bring routes to the GTC and why?
- Would passengers have better service with this change?
- How would a two-way street impact Downtown Fargo?

#### If the one-way pair remains:

- What improvements would you like to see to help MAT services?

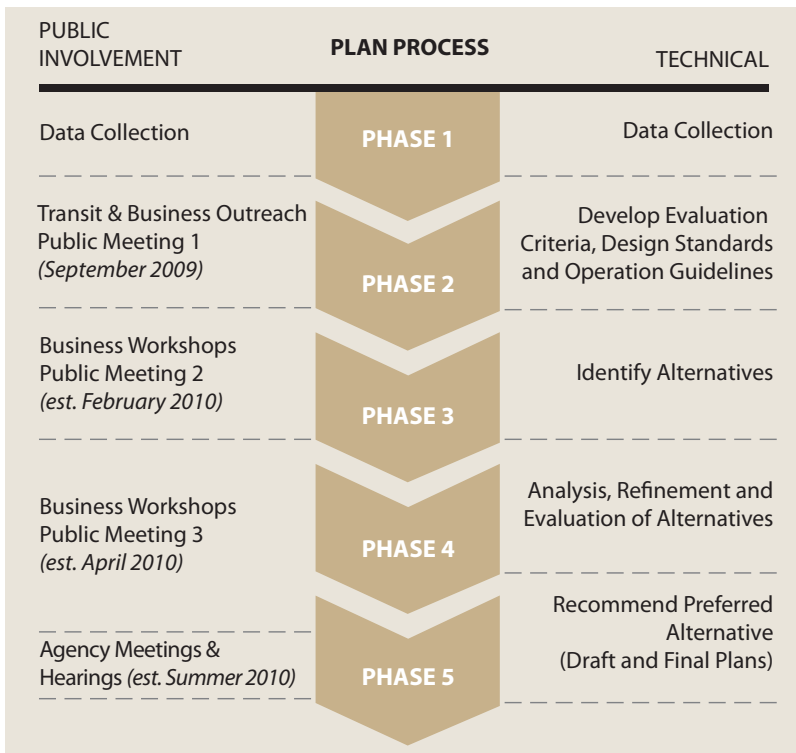


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**ALTERNATIVES**

The Study Team anticipates developing the following alternatives, with some variations, for consideration as the study progresses:

- No-build
- Maintaining one-way streets, with lane reductions
- Converting each one-way street to two-way, with a central, two-way left-turn lane
- Converting each one-way to two-way, with two lanes in one direction and one lane in the other direction
- Possibly adding on-street bicycle facilities on either/both corridors



**STUDY REVIEW COMMITTEE**

**City of Fargo:** Mike Williams, Mark Bittner, Jeremy Gorden, Bob Stein, Kim Citrowske, Julie Bommelman  
**Public:** Randy Thorson, Dave Anderson  
**Fargo-Moorhead Metropolitan Council of Governments:** Brian Gibson, Justin Kristan  
**NDDOT:** Bob Walton  
**NDSU:** Bruce Frantz  
**City of Moorhead:** Bob Zimmerman

**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)

**BACKGROUND**

The 2007 update to the "Fargo – Moorhead Downtown Framework Plan," served as the impetus for this study, by identifying the need to consider converting the one-way streets of NP and 1st Avenue North:

*"The one way pair operation of NP Avenue and 1st Ave N moves traffic efficiently, but there is more to consider than only traffic operations. Directness of travel, safety, bicycle and pedestrian movements and economic vitality are also part of the equation".*

Since the 1990s, cities throughout the nation have seen a trend of converting downtown one-way pairs (which were instituted in the 1950s) back to two-way operation. While one-way pairs have not necessarily suffered from poor operations or decreased traffic volumes, two-way streets are sometimes thought to increase an area's appeal. Conversions can lead to reduced speeds to better suit pedestrians and give the appearance of a livelier, more vibrant street. As a result, some jurisdictions noticed better retail sales, increased property values, improved business climates, and better neighborhoods in general.

**PROJECT CONTACTS**

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