



Public Information Meeting

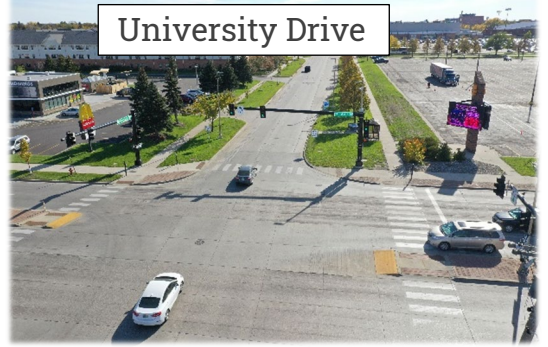
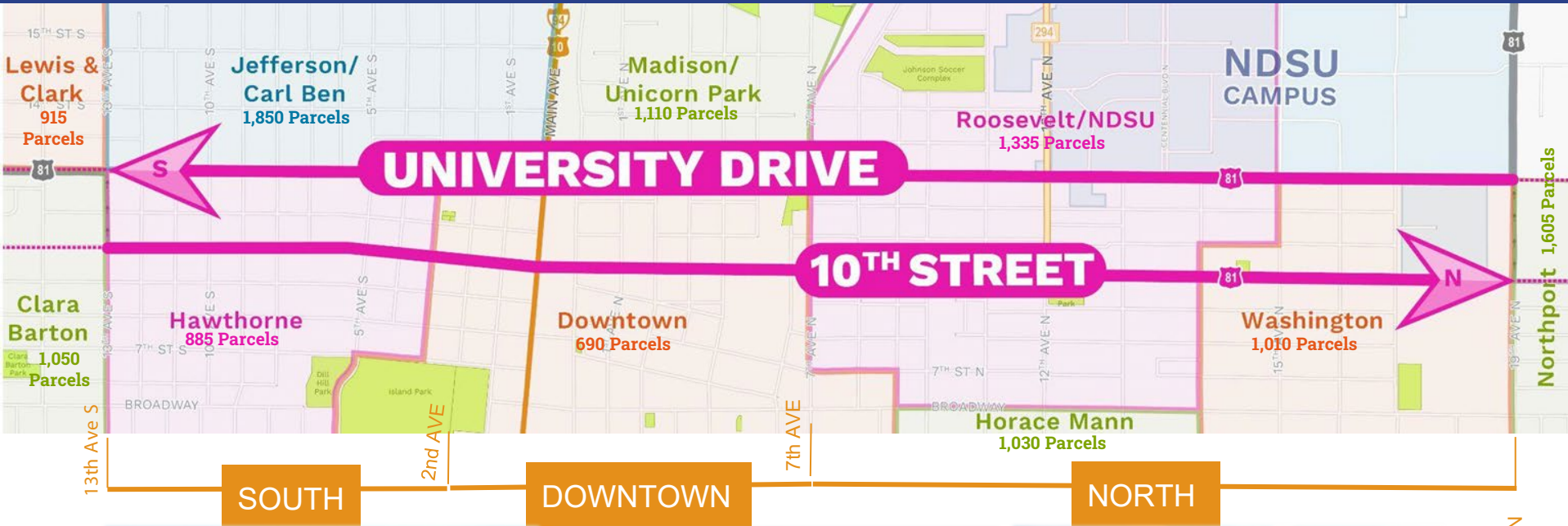
October 12, 2023



Agenda

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

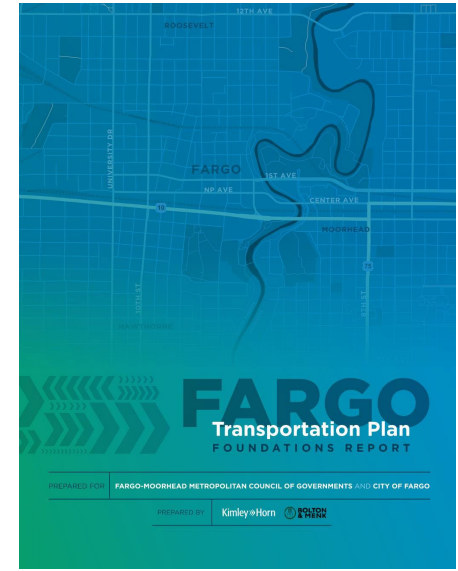
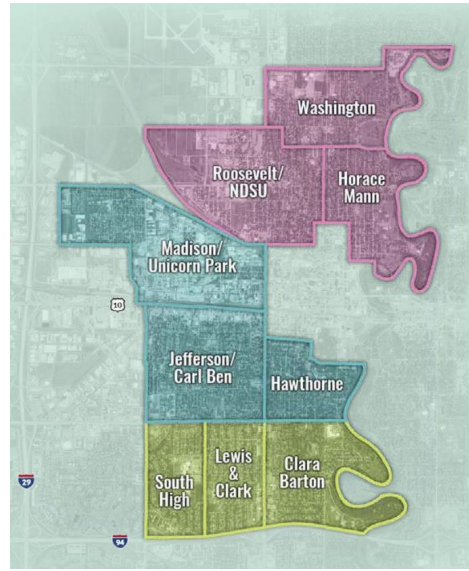
STUDY AREA



19th Ave N

Family of Plans

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



STUDY PROCESS



Phase I: Establish Corridor Vision

What We've Completed to Date

Phase II: Alternatives and Implementation

Where We're Headed Next



Needs, Opportunities, and Barriers

Multimodal Activity



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

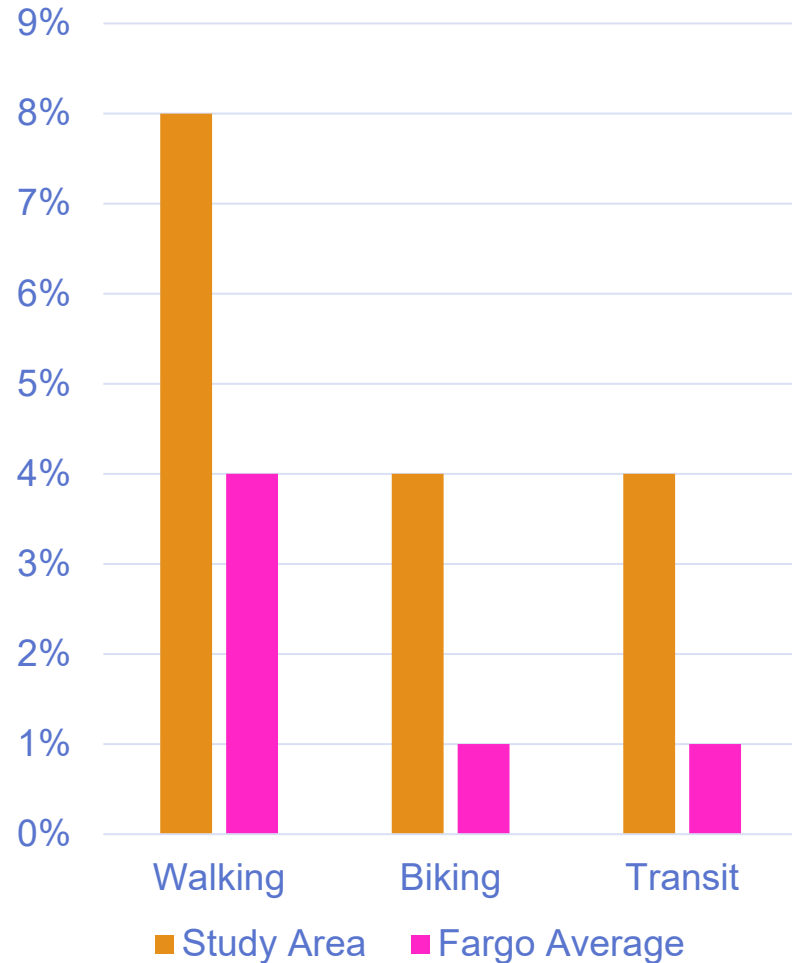


At any given time, more than 1,800 bikes on NDSU campus



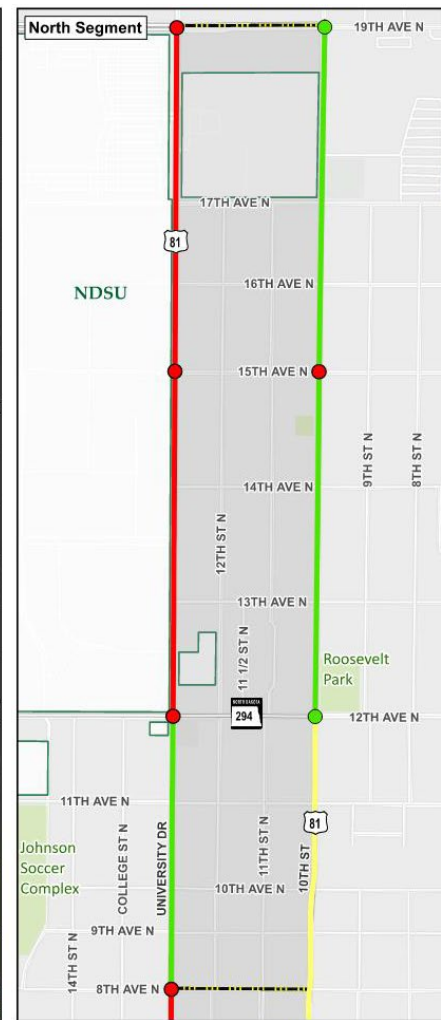
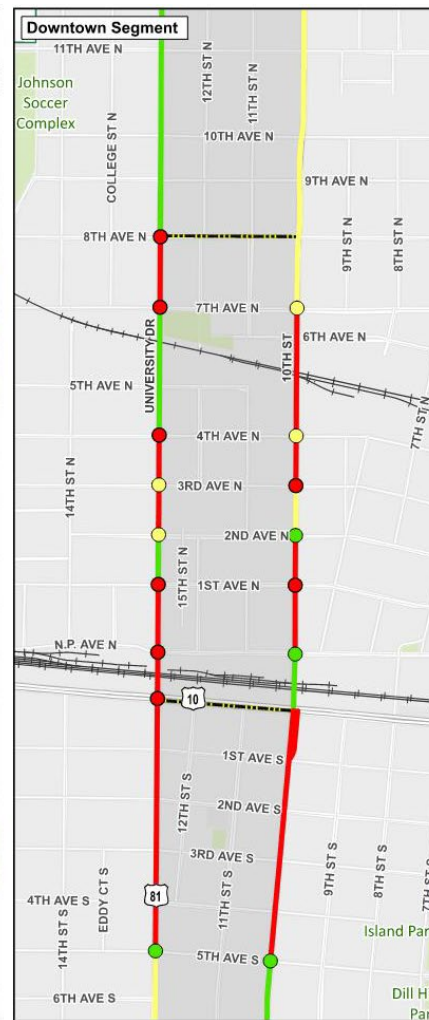
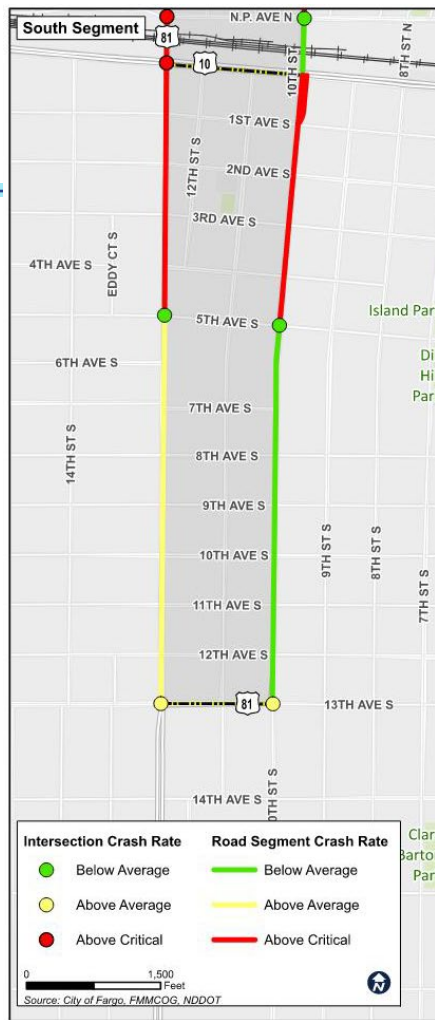
By 2025, segments of University Drive will see 19 buses an hour, the highest of any corridor in the metro

Mode Share

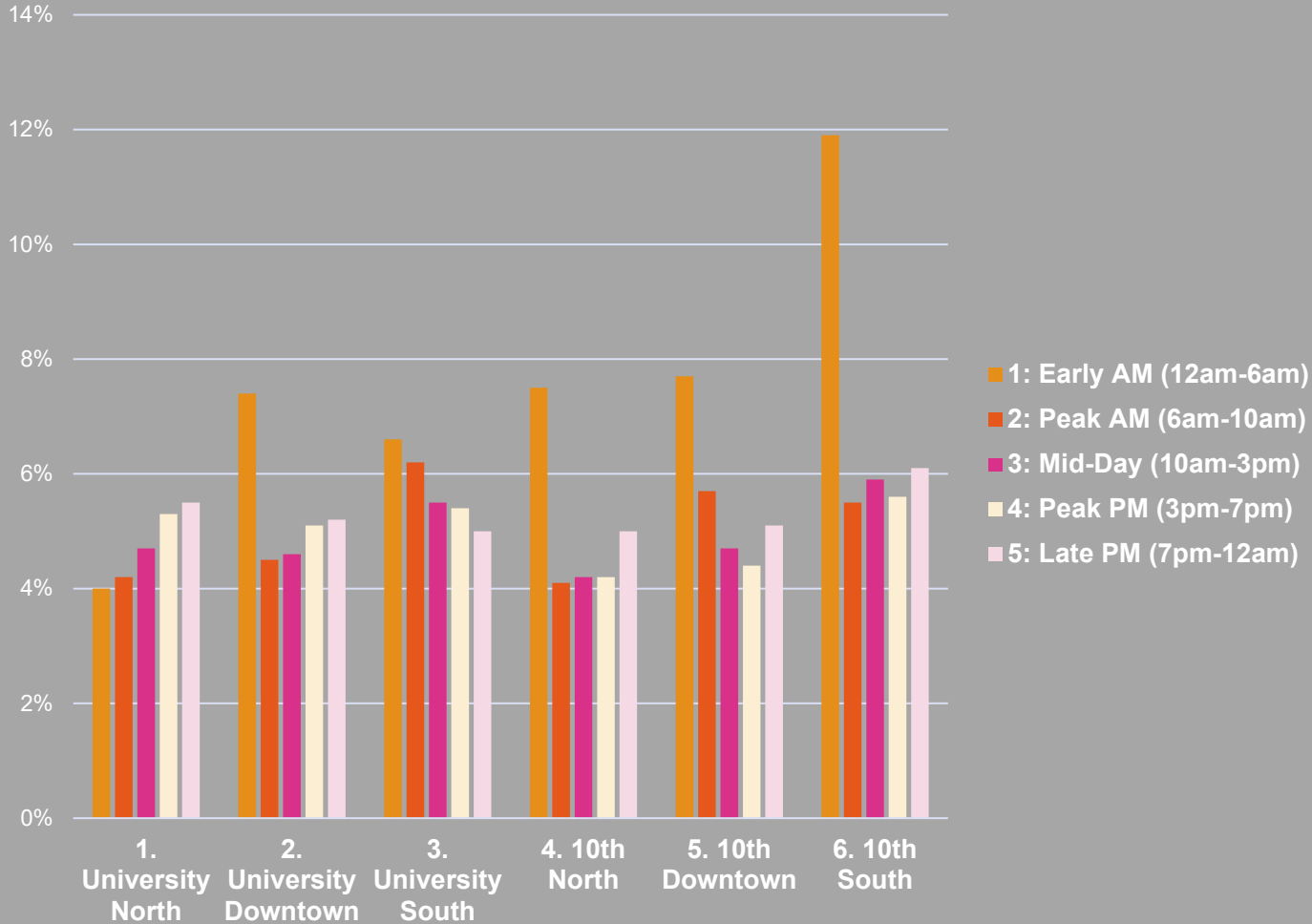


Vehicular Safety

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



Percentage of Traffic Over 40 mph



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

Access Density



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



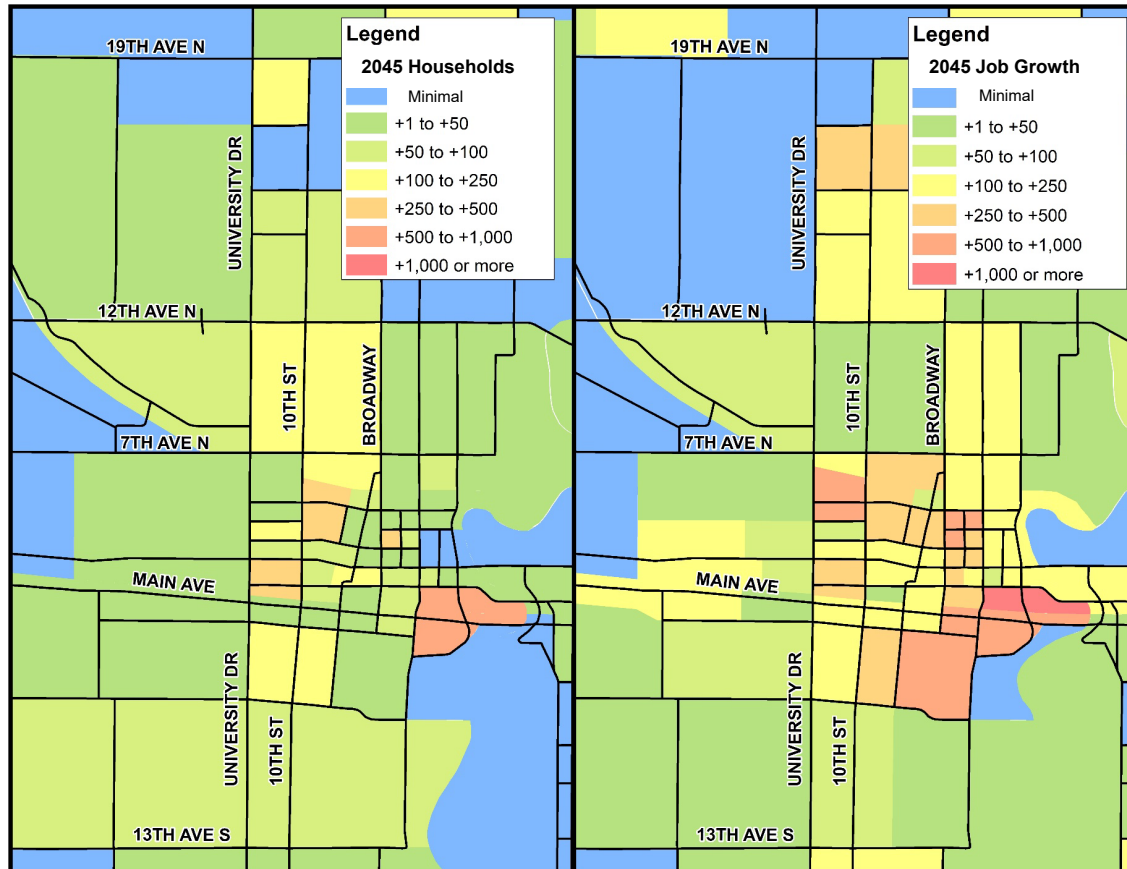
At 30 MPH, Sight Distance for side street traffic is **335'** per Standards

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

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



Estimated Growth by 2045



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



Visioning and Engagement

ENGAGEMENT SUMMARY

IN PERSON

~600

RESIDENTIAL
PROPERTIES VISITED

60

CONVERSATIONS
WITH RESIDENTS

~60

BUSINESSES
VISITED

20

CONVERSATIONS
WITH EMPLOYEES &
OWNERS

6,435

POSTCARDS
MAILED

PROJECT INFO

The study includes University Drive and 10th Street between 19th Ave N and 13th Ave S.

The project will explore elements including new street design and safety improvements for each corridor that will make them better places to live, work, conduct business and commute.

UNIVERSITY DRIVE

10TH STREET

University
IMPROVING CRITICAL CORRIDORS

10th

SHARE YOUR IDEAS TO IMPROVE UNIVERSITY & 10TH STREET!

FM MetroCOG, NDDOT and The City of Fargo are partnering to improve these critical corridors. We need your input to shape this project!

Use the QR codes to the right to learn more and share your ideas, comments and concerns.

<http://fmmetrocog.org/Unit10thCorridors>

METROCOG
A REGIONAL TRANSITION PLANNING & COORDINATION

Fargo **Dakota**
THE CITY OF FARGO, ND
PARTNERSHIP FOR PROGRESS

PARTICIPATE IN OUR SURVEY!

ADD TO OUR INTERACTIVE MAP AND MORE ON OUR PROJECT WEBSITE!

ENGAGEMENT SUMMARY

VIRTUAL

100+

COLLABORATIVE
MAP COMMENTS

31

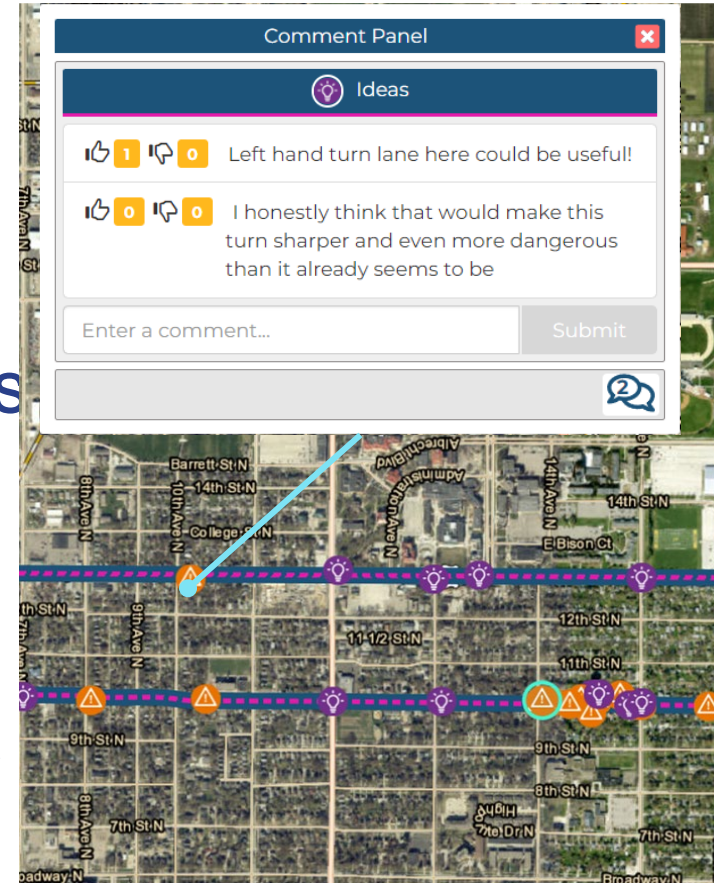
FOCUS GROUPS
RSVPs

395

SURVEY RESPONSES
91% Completion Rate

7

STAKEHOLDER
INTERVIEWS



Survey Results Priorities

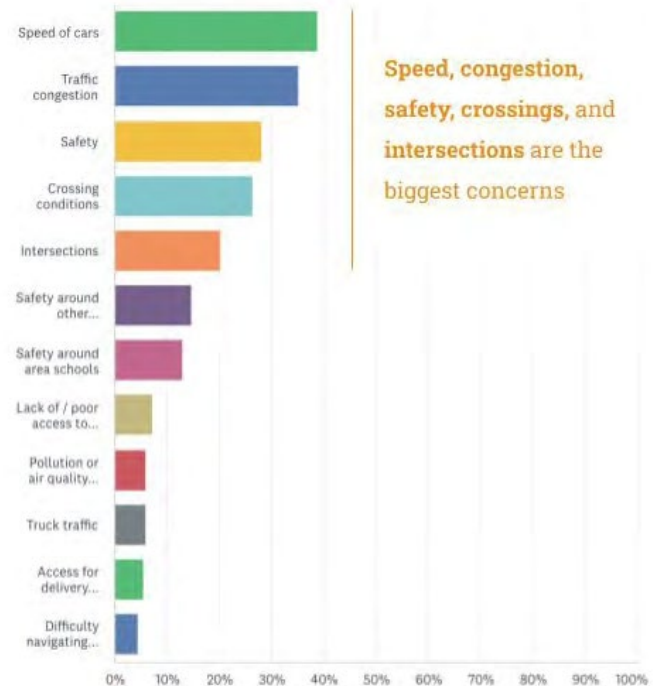
Top Priorities according to all survey responses:

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

CONCERNS

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

[select up to 3]



NORTH - URBAN DESIGN & USER EXPERIENCE



AUTO-ORIENTED

AUTO-ORIENTED

Fargodome

EVENT TRAFFIC
DISPERSES USING
UNIVERSITY &
CROSS STREETS

NDSU STUDENTS
OFTEN CROSS
MIDBLOCK

SINGLE-FAMILY HOMES
ARE INCREASINGLY
RENTED TO STUDENTS

19TH AVE N

10TH STREET

DRAG RACING & SPEEDING
CREATE NOISE, POLLUTION,
& CHALLENGE CROSSINGS

CENTRAL - URBAN DESIGN & USER EXPERIENCE

DIVERSITY OF USES IN A SMALL AREA

LACK OF TREES IN THE BOULEVARD

BUS STOP FEELS EXPOSED

CROSSINGS FEEL LONG & POORLY MAINTAINED

BIKE LANE IS INTIMIDATING TO MANY RIDERS
MOST AVOID THE UNDERPASS BY TAKING THE SIDEWALK

TOO MANY CURB CUTS BREAKING UP THE SIDEWALK

EXPANSIVE PAVEMENT



CENTRAL - URBAN DESIGN & USER EXPERIENCE

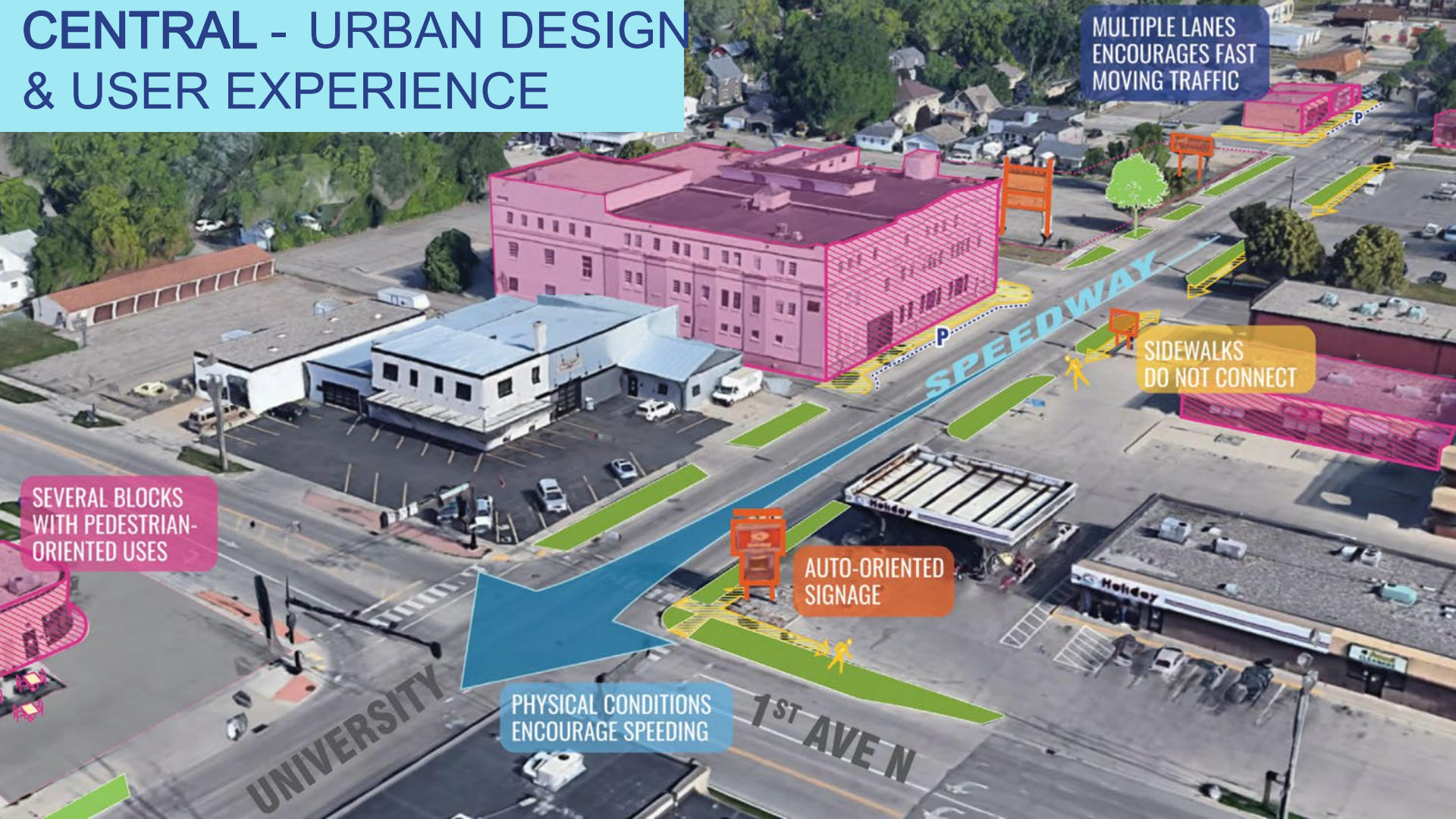
MULTIPLE LANES ENCOURAGES FAST MOVING TRAFFIC

SIDEWALKS DO NOT CONNECT

AUTO-ORIENTED SIGNAGE

PHYSICAL CONDITIONS ENCOURAGE SPEEDING

SEVERAL BLOCKS WITH PEDESTRIAN-ORIENTED USES



SOUTH - URBAN DESIGN & USER EXPERIENCE

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

- Survey Respondent



SOUTH - URBAN DESIGN & USER EXPERIENCE



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

- Survey Respondent

One word to describe the Uni|10 Corridor today?

Quick Speeding Ok way Functional one ways

Fast Loud Fine Narrow Busy cars

Efficient Potholes Good Easy

Convenient noisy Great Leave alone

Perfect Essential Adequate Useful Dangerous



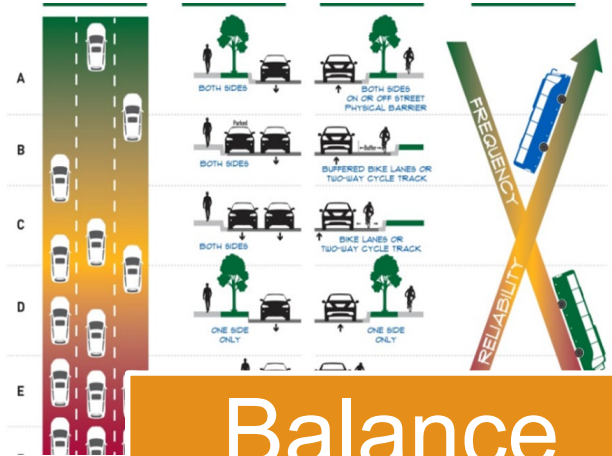
Conversion Feasibility Assessment



Mobility



Safety



Balance



Impacts

Alternatives



Can it Function?

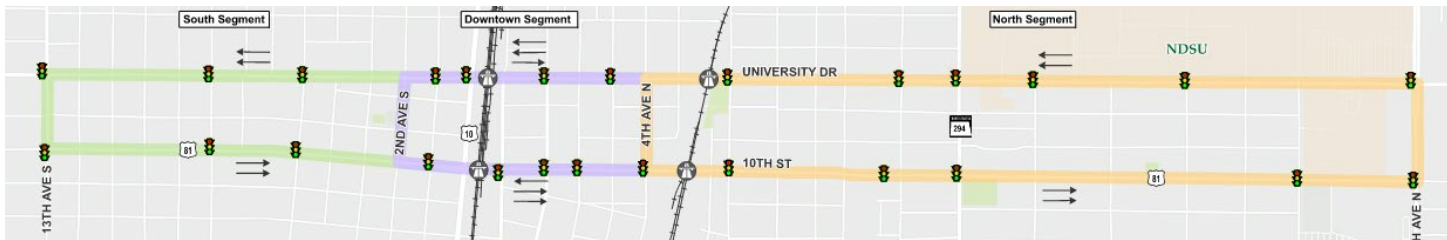
Can we live with the Impacts?

Can we Compromise?

Minimum Impact Conversion

Maximum Benefit Conversion

Downtown Only Conversion



5 Other Configurations Discarded During Fatal Flaw Analysis

Concept 1: Minimum Impact Conversion

SCORECARD - MINIMUM IMPACT CONVERSION



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

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

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

UNIVERSITY DRIVE



10TH STREET



Layout View



— WATERMAIN

— STORM SEWER

— SANITARY SEWER

— ELECTRICAL

● TREES

Concept 2: Maximum Benefit Conversion

SCORECARD - MAXIMUM BENEFIT CONVERSION



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

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

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

UNIVERSITY DRIVE



10TH STREET



Layout View



--- WATERMAIN

--- STORM SEWER

--- SANITARY SEWER

--- ELECTRICAL

● TREES

Concept 3: Downtown Only Conversion

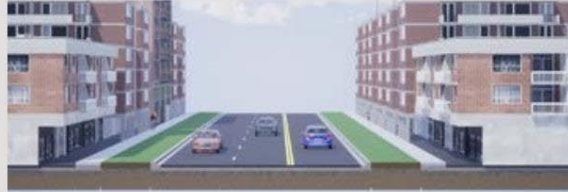
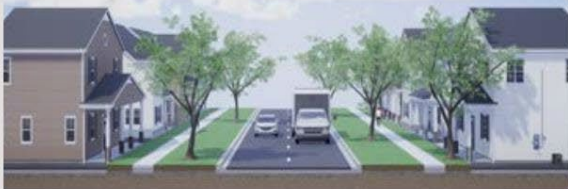


South >> 13th Ave S to 2nd Ave S

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

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

UNIVERSITY DRIVE



10TH STREET



Layout View



--- WATERMAIN

--- STORM SEWER

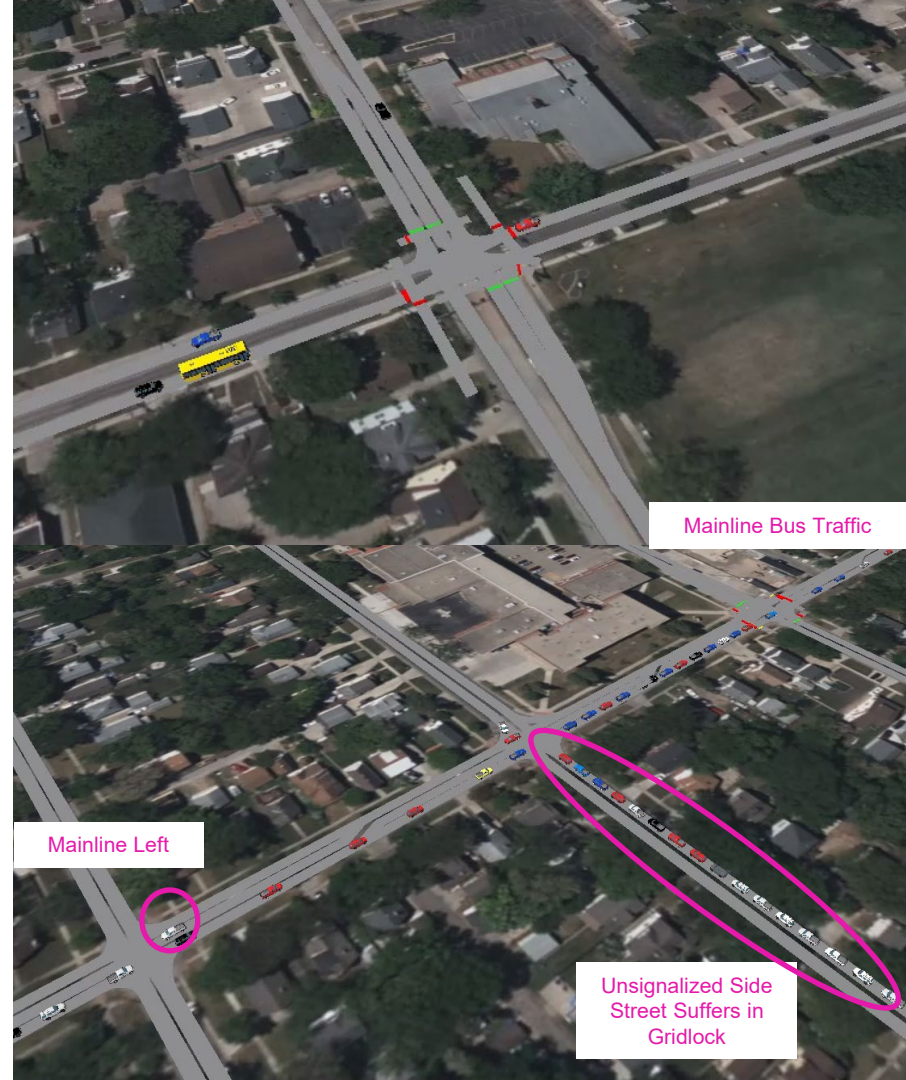
--- SANITARY SEWER

--- ELECTRICAL

● TREES

Mobility

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



Mobility



South

Downtown

North

1. Min Impact

Travel Time Added 



Peak: +10



Mid: +2



Event: +2

Travel Time Added 




Peak: +5



Mid: +3



Event: +4

Travel Time Added 



Peak: +5



Mid: +3



Event: +4

2. Max Benefit

Travel Time Added 



Peak: +4



Mid: +1



Event: +1

Travel Time Added 



Peak: +3



Mid: +2



Event: +2

Travel Time Added 



Peak: +1



Mid: +0



Event: +1

3. Downtown

Travel Time Added 



Peak: +0



Mid: +0



Event: +0

Travel Time Added 



Peak: +2



Mid: +1



Event: +1

Travel Time Added 



Peak: +0



Mid: +0



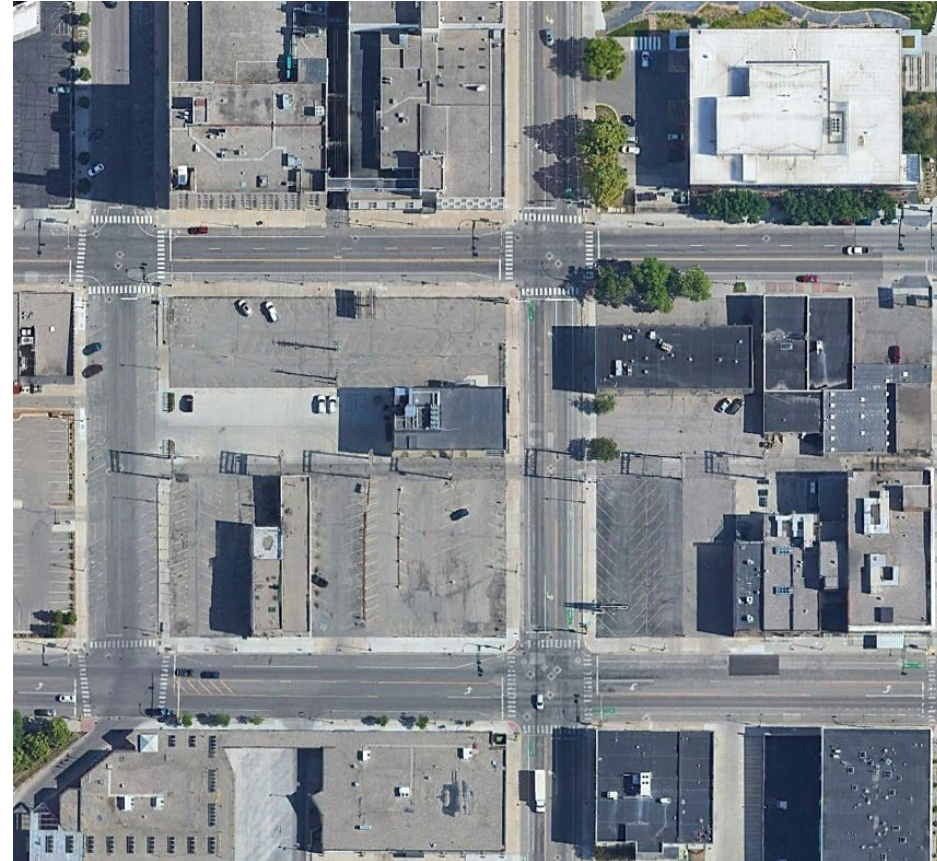
Event: +1

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

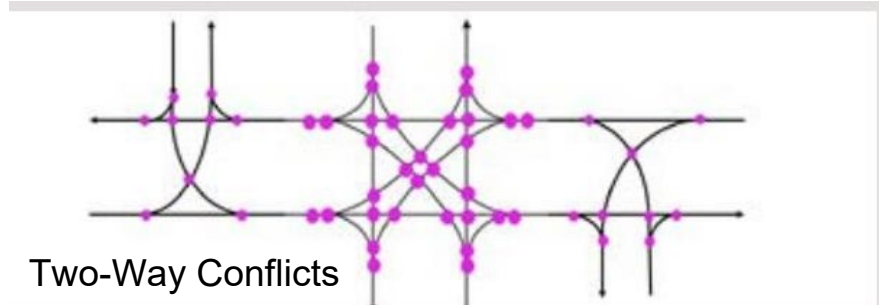
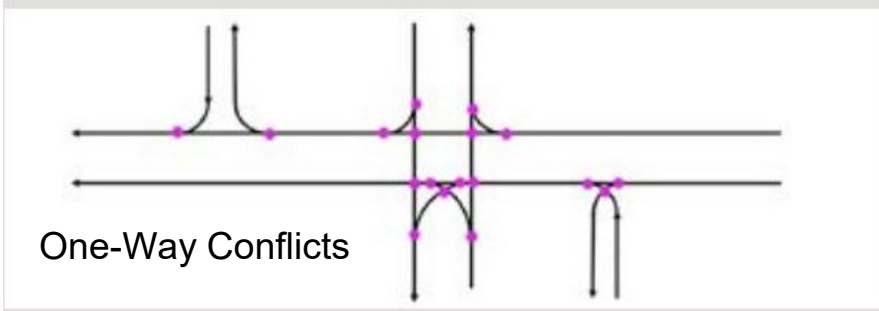


NP and 1st Avenue Comparison

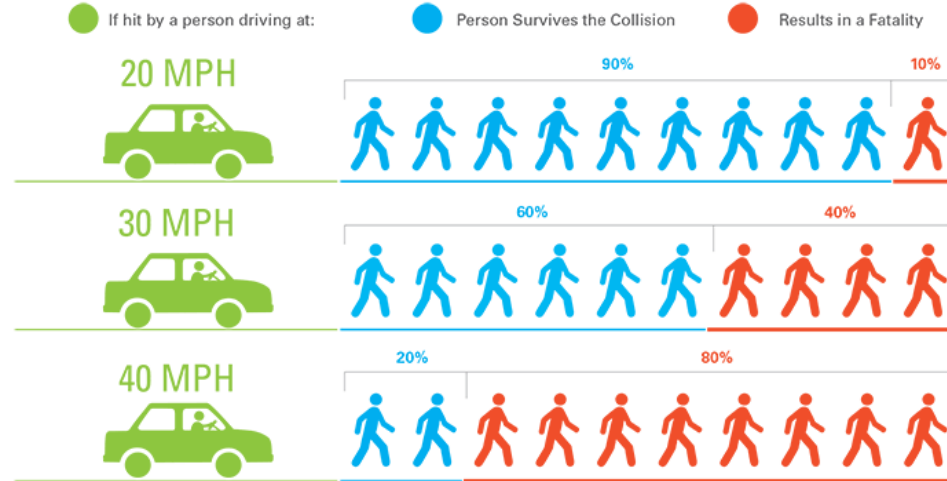
Criteria	NP/1 st Avenue	University/ 10 th Street
Peak Traffic Volumes	9,605	27,300
Length	1 Mile	3 Miles
Land Use	Downtown/ Fringe	NDSU/Dome, Downtown, Core Neighborhoods
Minimum Roadway Width	50 Feet	30 Feet



Conflict and Exposure Potential



Crash Severity



Safety

Shown Here: (2) Maximum Benefit in South Segment

Crash Potential



Before



After



385%
Increase

Severity



Before



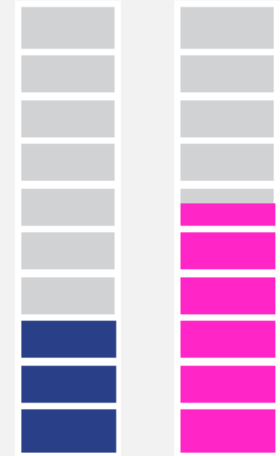
60-75%

After



98%

Exposure



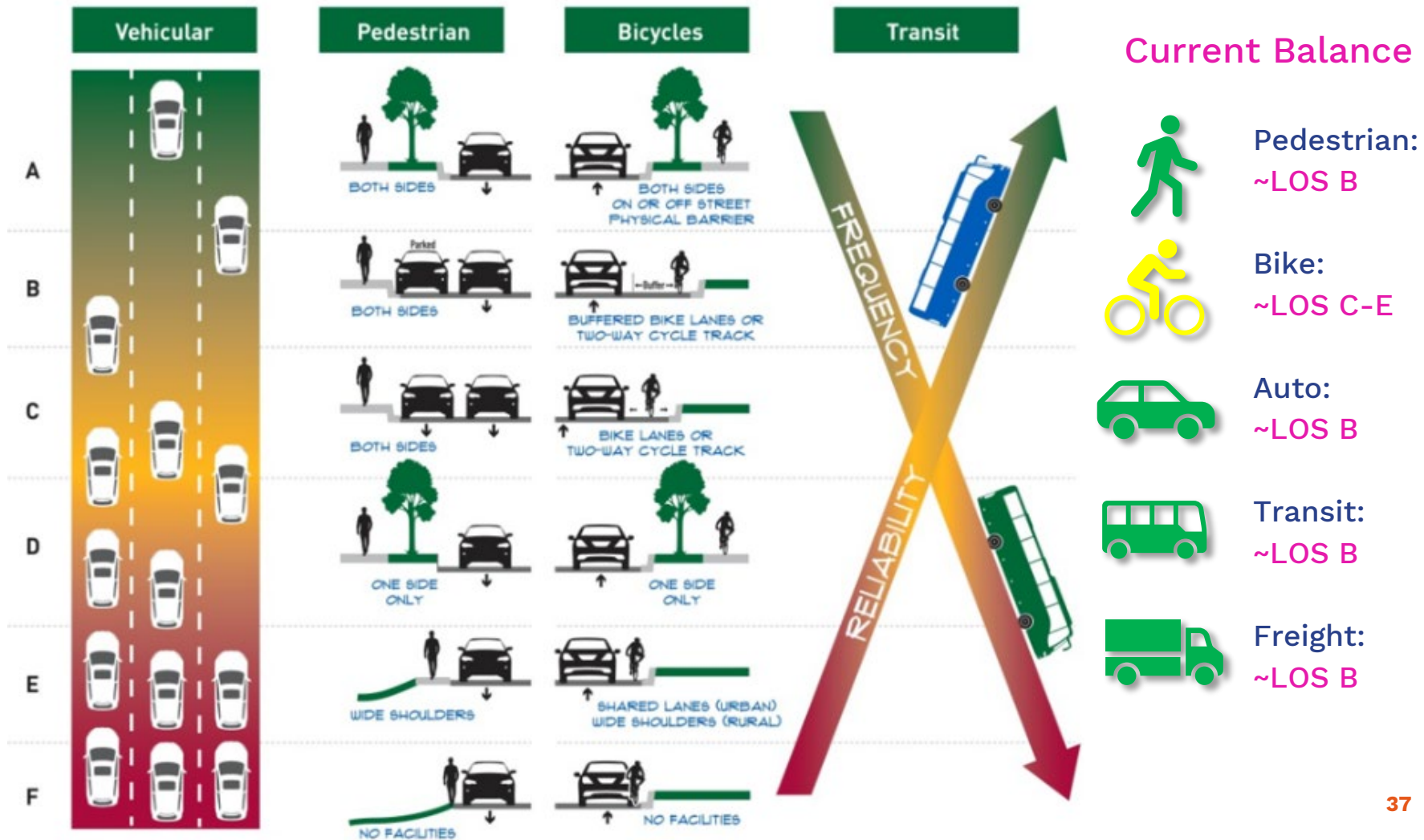
Before

After



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

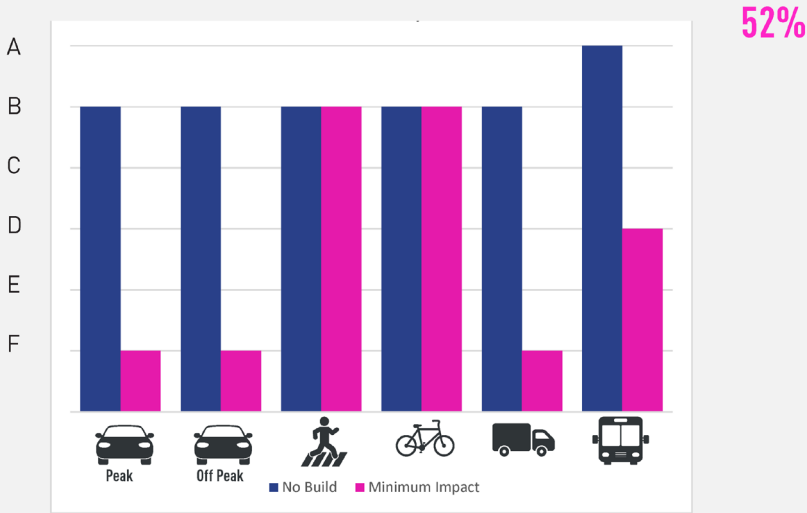
SAFETY

Balance





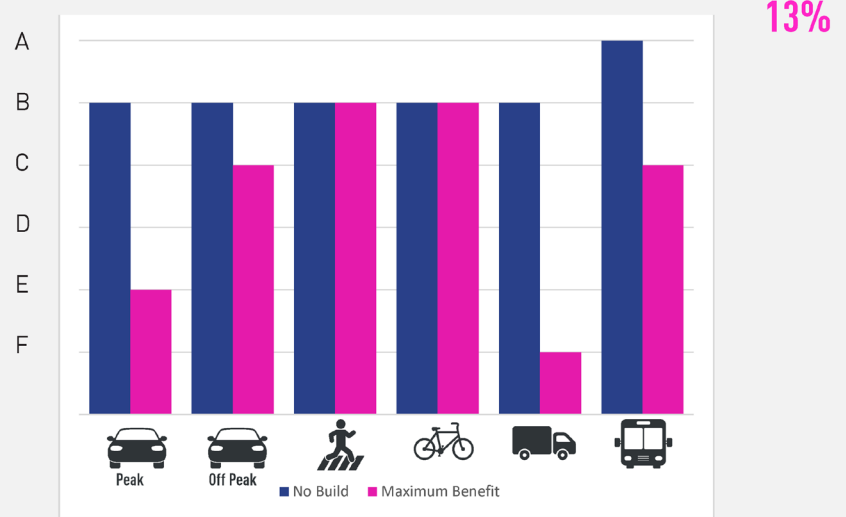
(1) Minimum Impacts in North Segment

Level of Service  Latent Demand 



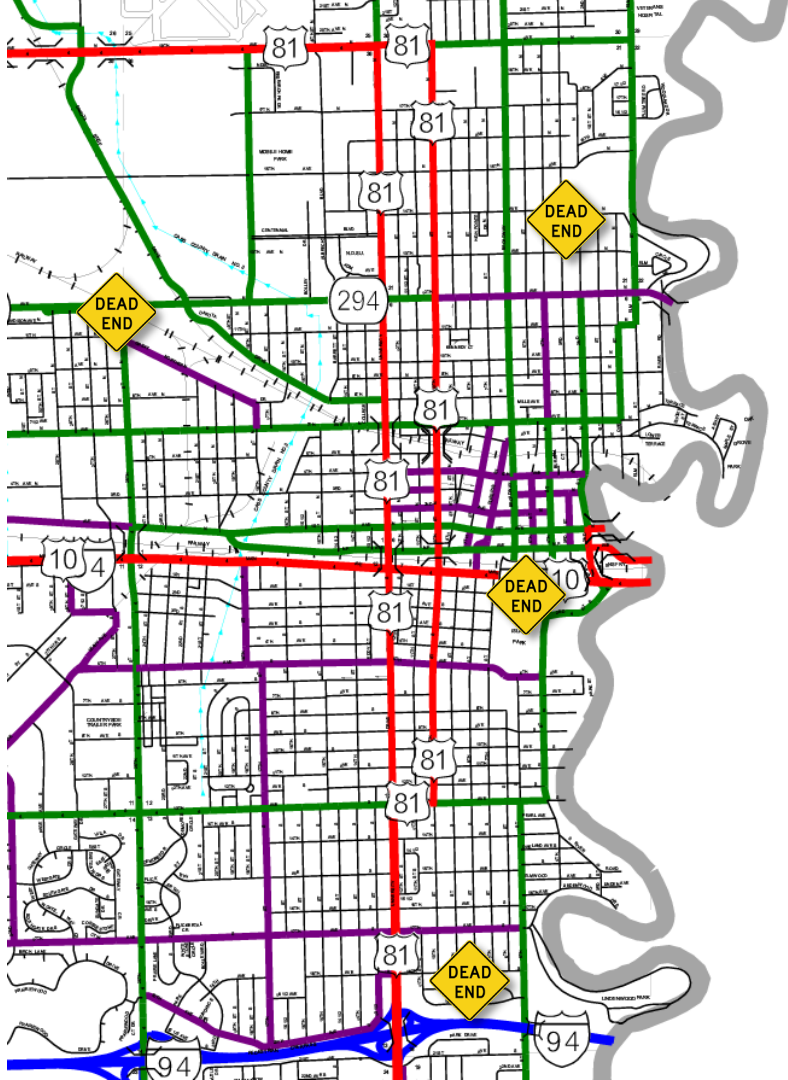
(2) Maximum Benefits in North Segment

Level of Service  Latent Demand 

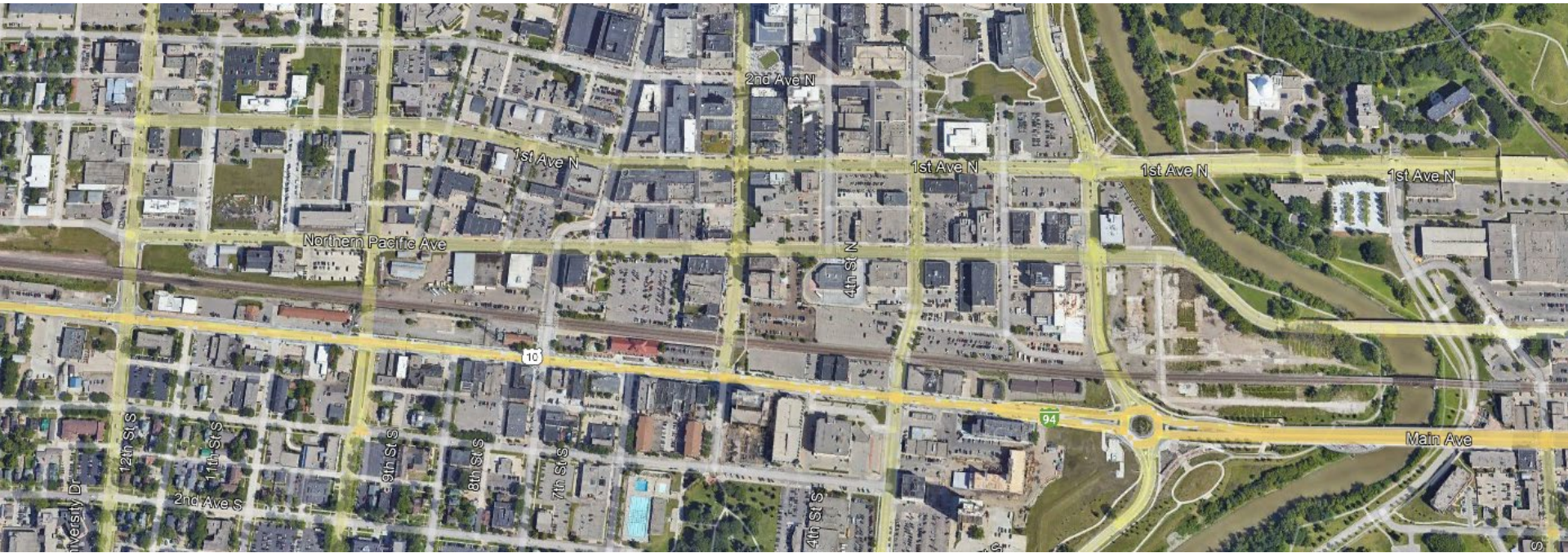


Up to 50% of Traffic Needs to Find Alternative Routes in Min Impact Scenario

Trip Redistribution

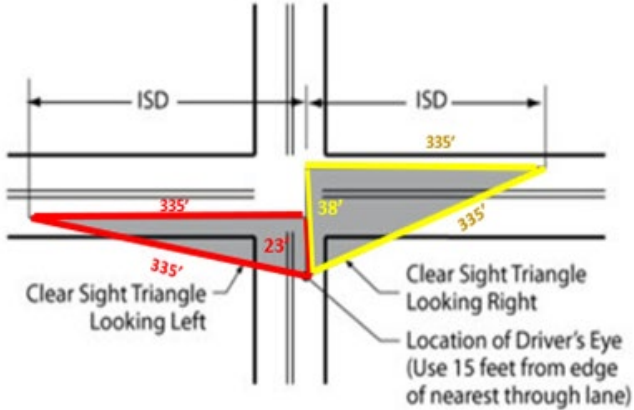


Comparison to Main Avenue



Main Avenue Has Multiple Parallel Routes with Excess Capacity

Impacts



Planning level cost estimates include impacts to:

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

Costs do not include widening of underpasses



Do Nothing



1. Minimum Impact Conversion

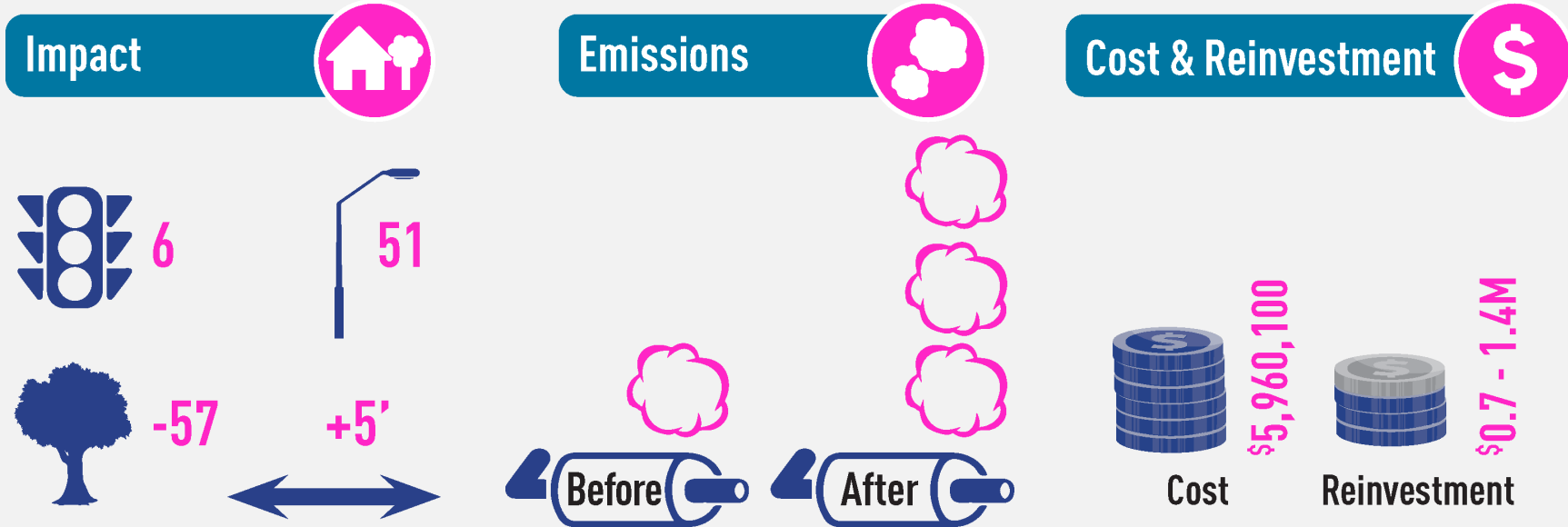


2. Maximum Benefit Conversion

Impacts

(2) Maximum Benefits in South Segment

IMPACTS



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

Alternatives Comparison

IMPACTS						
		SAFETY	MODAL BALANCE	EFFICIENCY	IMPACTS AND COSTS	KEY TAKEAWAYS
	Do Nothing					Functions well aside from safety
NORTH	Minimum Impact Conversion					Worse in all regards when compared to No Build
	Maximum Benefit Conversion					Worse in all regards when compared to No Build
DOWNTOWN	Minimum Impact Conversion					Worse in all regards when compared to No Build
	Maximum Benefit Conversion					Worse in all regards when compared to No Build
	Downtown Only Conversion					<ul style="list-style-type: none"> • Advantage of slower speeds in high crossing areas • Better Circulation • Disadvantage of increased conflicts and deficient peak hours of traffic operations
SOUTH	Minimum Impact Conversion					Worse in all regards when compared to No Build
	Maximum Benefit Conversion					Worse in all regards when compared to No Build

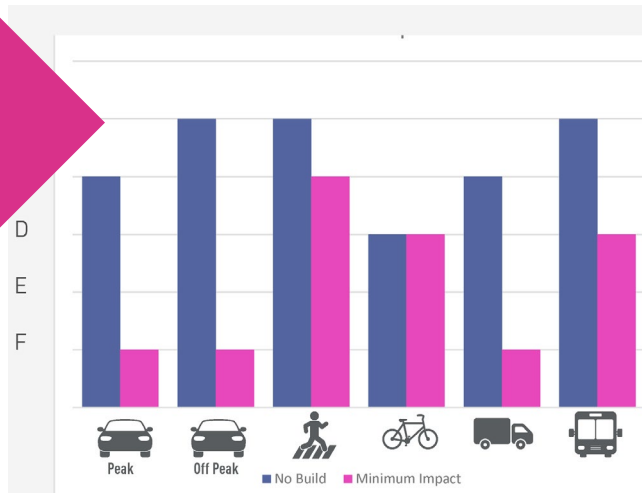


Qualitative Findings

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

Quantitative Findings

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





Next Steps

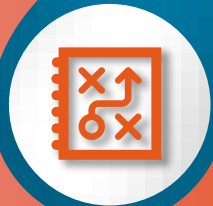
Alternatives Development

Winter 2023.



Public Engagement Events

Spring 2024



Presentation to Commission

Public Update on Progress

Fall 2023

Alternatives Assessment

Winter 2024

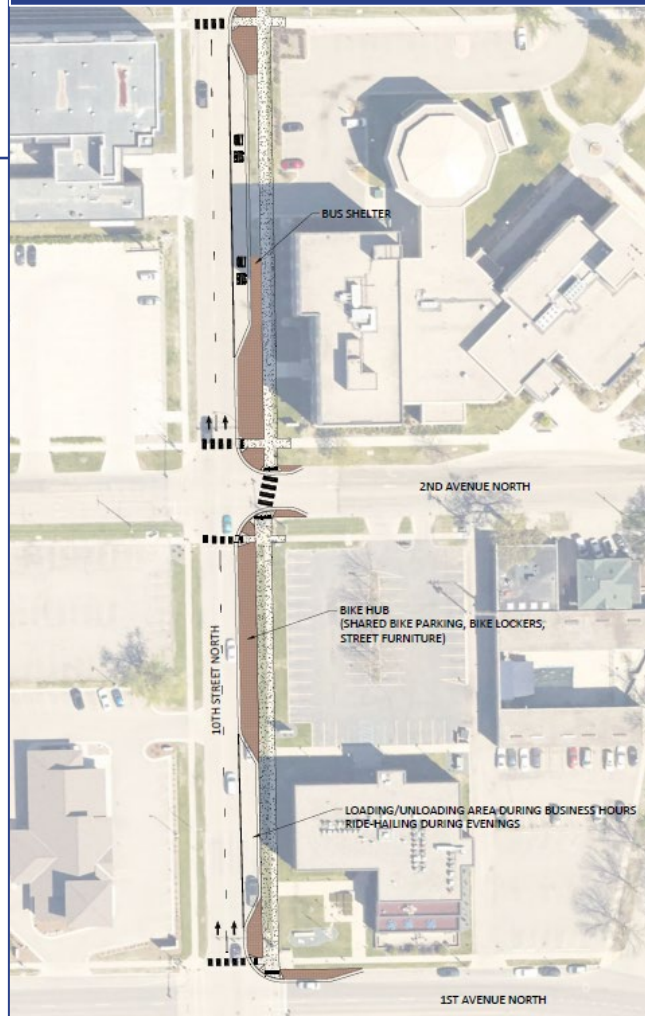
Implementation Plan

Summer 2024

Traffic Calming

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

Road Diet with Multi-Uses

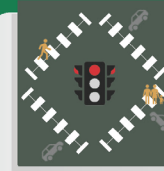


Shared Bus/Bike Lane



Pedestrian Crossing Enhancements

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



LEADING PEDESTRIAN INTERVAL

- Allows 3-7 Seconds for pedestrians only
- Reduces Vehicle-Pedestrian Crash Potential up to 60%



PEDESTRIAN OMIT ON FLASHING YELLOW ARROW (POOFYA)

- Omits permissive left turns when pedestrian call is placed
- Reduces Vehicle-Pedestrian Crash Potential up to 28%



RESTRICTED RIGHT TURN

- Restricts right turning movements during walk phase
- 60%+ reduction in Vehicle-Pedestrian Crashes



Other Opportunities

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





QUESTIONS