



MAIN AVENUE RECONSTRUCTION, FARGO

MAIN AVENUE IN FARGO FROM THE RED RIVER TO UNIVERSITY DRIVE

Purpose of the Project

- To create an opportunity for an active and comfortable environment for pedestrians and mitigate system deficiencies with respect to ADA.
- To provide an efficient transportation corridor that will support regional and local vehicular travel needs.
- To replace worn out infrastructure.
- To contribute to an environment that encourages business activity, investment, and redevelopment that is fully integrated into the urban fabric of Downtown as envisioned by local plans.
- To continue to serve as 1 of 3 downtown corridors that provide a vital linkage to Moorhead.

Need for Project

- The need has been established through a number of studies and planning efforts beginning in 2013.
- Corridor study identified system deficiencies, such as narrow sidewalks, very limited on-street parking, and undeveloped/under-utilized properties.
- The Fargo Downtown Master Plan, **InFocus**, recommends a significant transformation of the Main Ave corridor, including an improved pedestrian environment, a concept for a reduced lane scenario, and the redevelopment of many properties along the corridor. This is supported by an origin/destination analysis that demonstrated that the majority of traffic on Main Ave is local and not regional through traffic.

Commission Goals and Priorities

Items to consider today:

Roadway Characteristic	What does that mean?
Vehicular Mobility	Speed, Level of Congestion
Pedestrian Environment	Walkability, Safety, Aesthetics
Placemaking and Economics	Infill, Redevelopment, Adaptive Reuse, Gateway & Community Aesthetics, Property Value

Project Build Alternatives

Name of Alternative		Through Lanes	Turn Lanes	On-Street Parking
5-Lane		2 lanes westbound 2 lanes eastbound	Center TWLTL*	Same as existing
4-Lane (2+1)		1 lane westbound 2 lanes eastbound	Center TWLTL*	One side
3-Lane		1 lane westbound 1 lane eastbound	Center TWLTL*	Both sides
5-4-3 Hybrid	5-Lane (University to 11 th St)	2 lanes westbound 2 lanes eastbound	Center TWLTL*	None
	4-Lane (9th St to 11th St)	2 lanes eastbound 1 lane westbound	Eastbound right turn lane at 9th Street Center TWLTL*	North side only
	3-Lane (2 nd St to 9 th St)	1 lanes westbound 1 lanes eastbound	Center TWLTL*	Both Sides

Summary of Findings

Roadway Characteristic	No Build	5-Lane	4-Lane	3-Lane	5-4-3 Hybrid
Vehicular Mobility	Yellow	Green	Green	Red	Yellow
Pedestrian Environment	Red	Yellow	Yellow	Green	Green
Placemaking and Economics	Red	Red	Yellow	Green	Green

Optimal

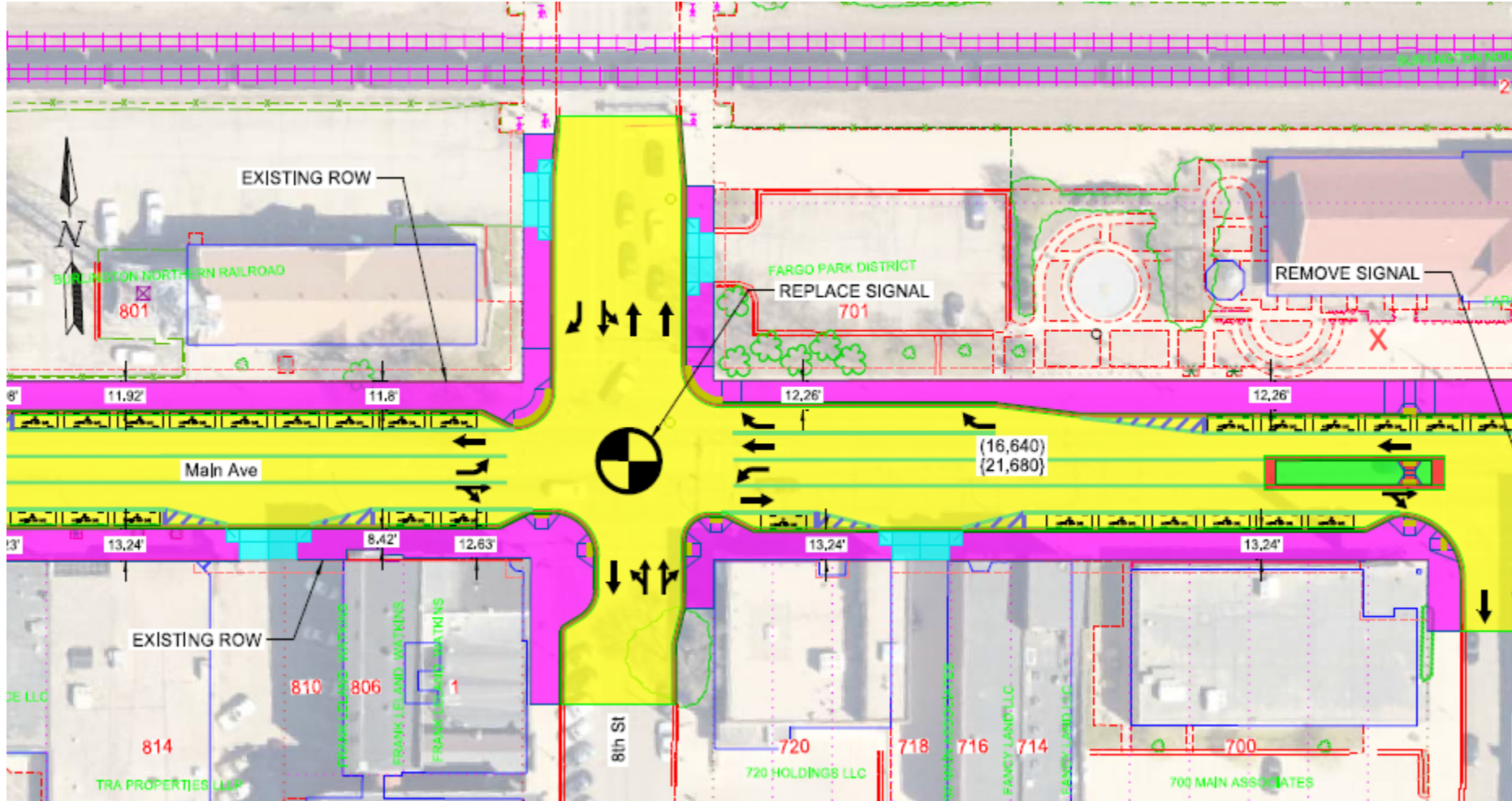
Moderate

Poor

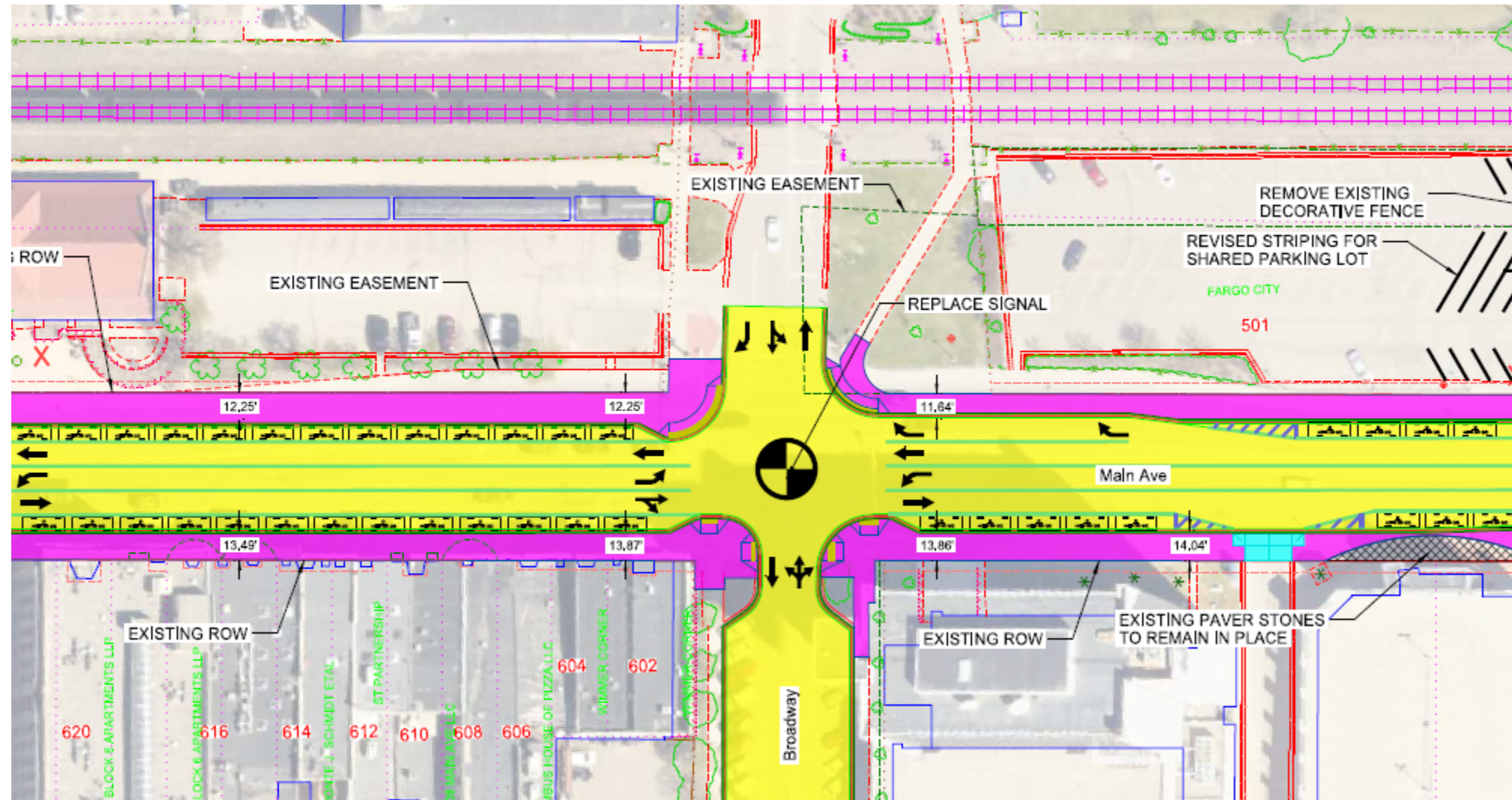
Recommendation from Public Works Committee

- **5-4-3 Hybrid Alternative the preferred alternative**
 - **Show 3D animation**
- **Sub-Alternatives**
 - SA 2 – 8th Street Westbound Right Turn Lane (limited to 100' max length)
 - SA 3 – Broadway Westbound Right Turn Lane (limited to 100' max length)
 - SA 4 – 2nd Street Drop Lane
- **Options**
 - Option 1 – Mid-block crossing east of 10th Street
 - Option 2 – Pedestrian crossing west of 7th Street
 - Option 4 – Roundabout at 2nd Street (with landscaping in the center of it)
 - Option 5 – University Drive Counterflow
 - Option 6A – 2nd Pan, Tilt, Zoom Traffic Camera
 - Option 6B – 2nd Dynamic Messaging Sign

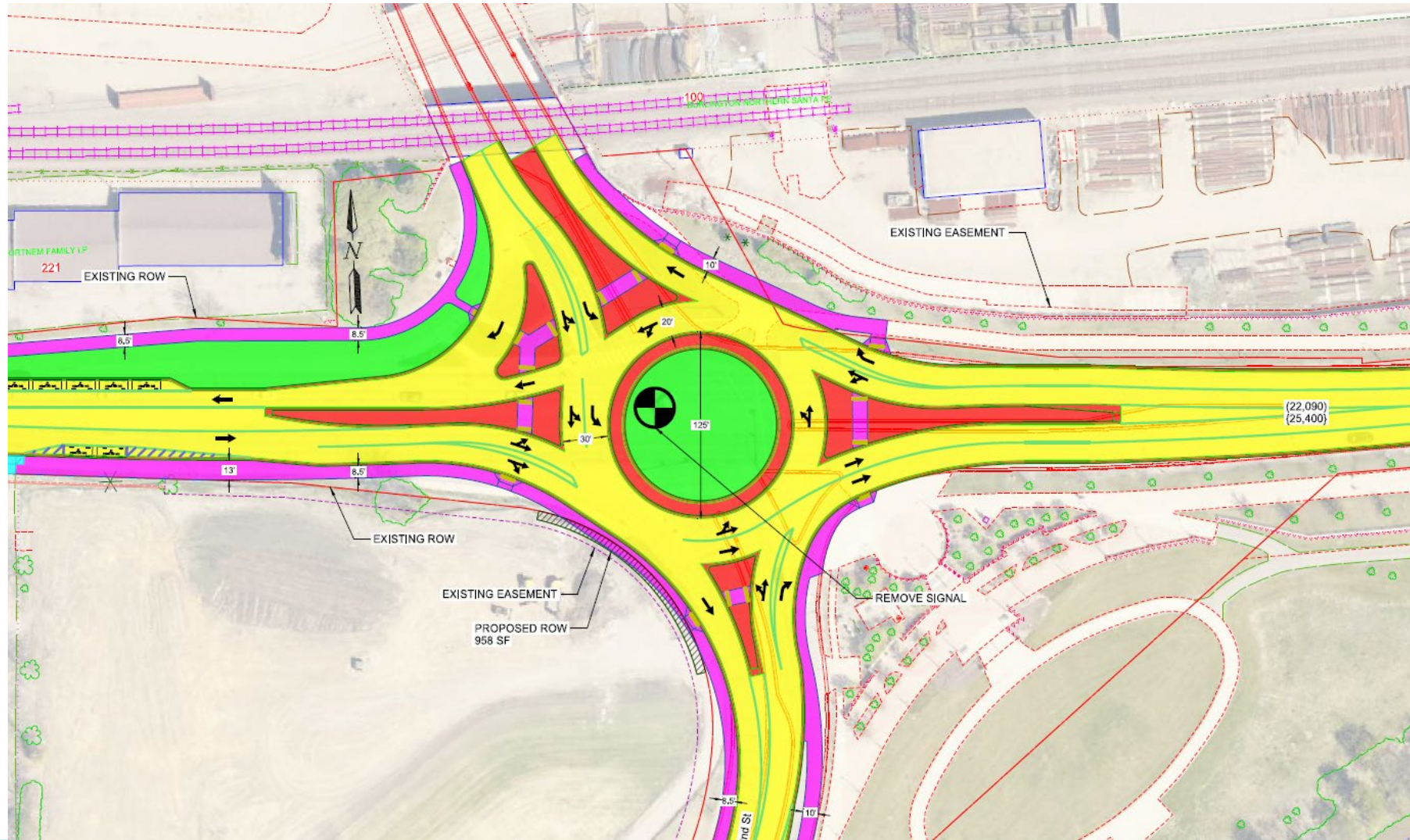
Sub-Alternative 2 – WB right turn lane at 8th St



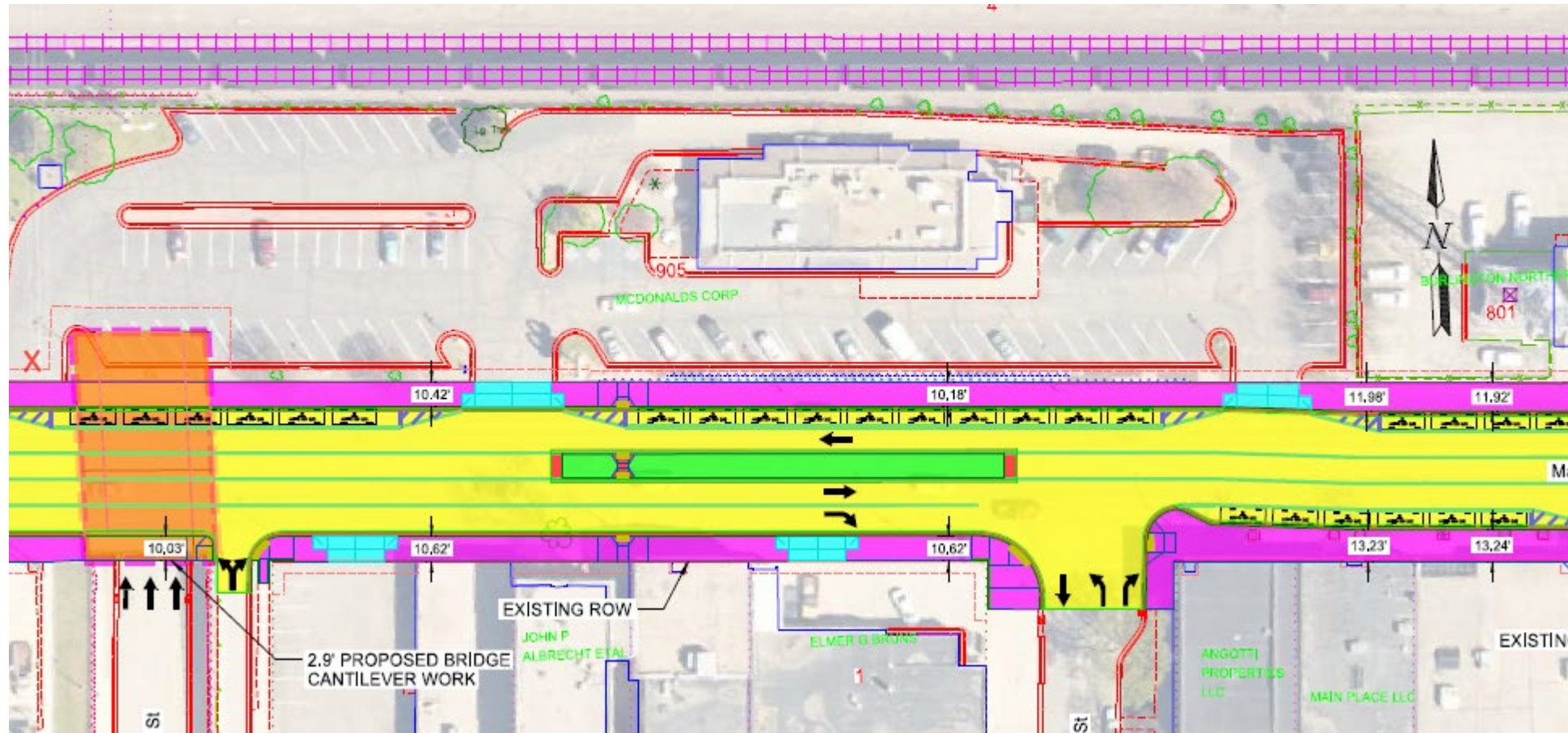
Sub-Alternative 3-WB Right Turn Lane at Broadway

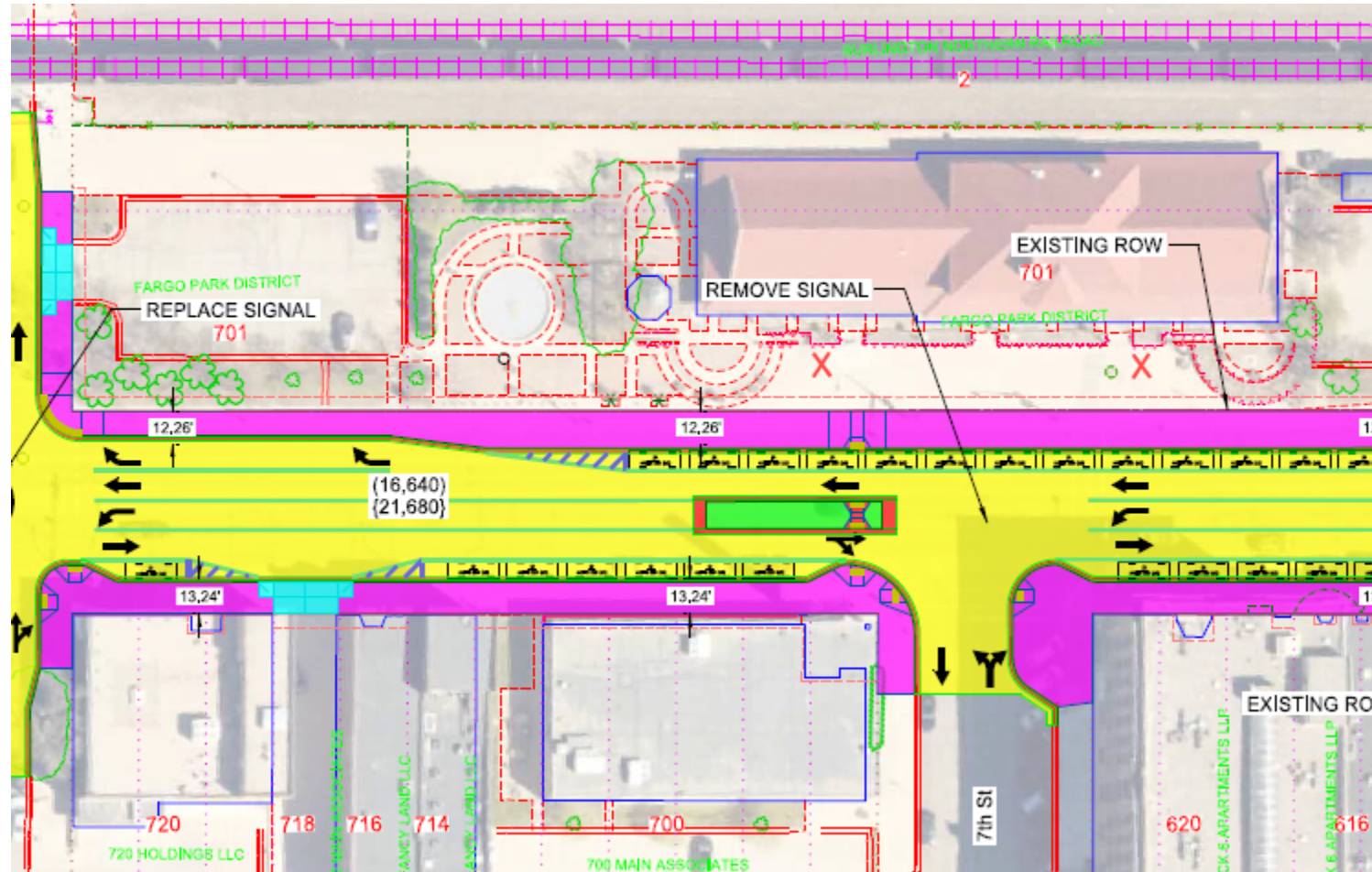


Sub-Alternative 4 & Option 4-Roundabout at 2nd St

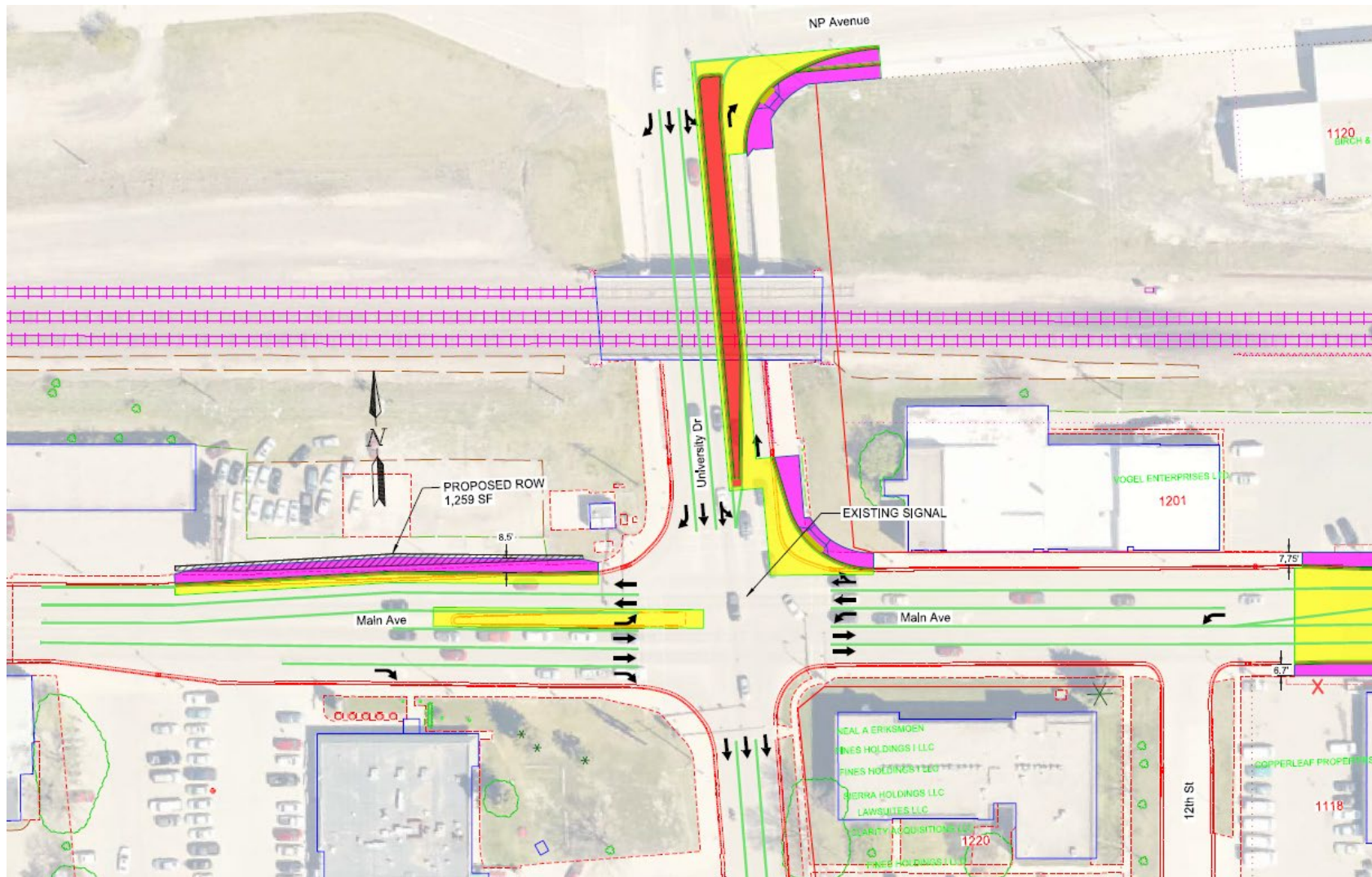


Options 1, 2 & 3 Ped Crossings/Landscaped Medians





Option 5 – University Drive Counterflow



Option 6A & 6B

- Traffic Surveillance Camera System – Upgrade the three existing cameras
- Dynamic Messaging Signs – Install two new signs with the project

Questions?

- SRF Consulting Group is present to answer any questions.

Recommended Motion:

- To select Alternative E, the 5-4-3 Hybrid, as the preferred alternative to construct, with Sub-Alternatives 2, 3 and 4, and Options 1, 2, 4, 5, 6A, 6B and a modified Option 3, which is including raised landscaped medians as part of Options 1 & 2, but not closing off the intersection at 7th Street.

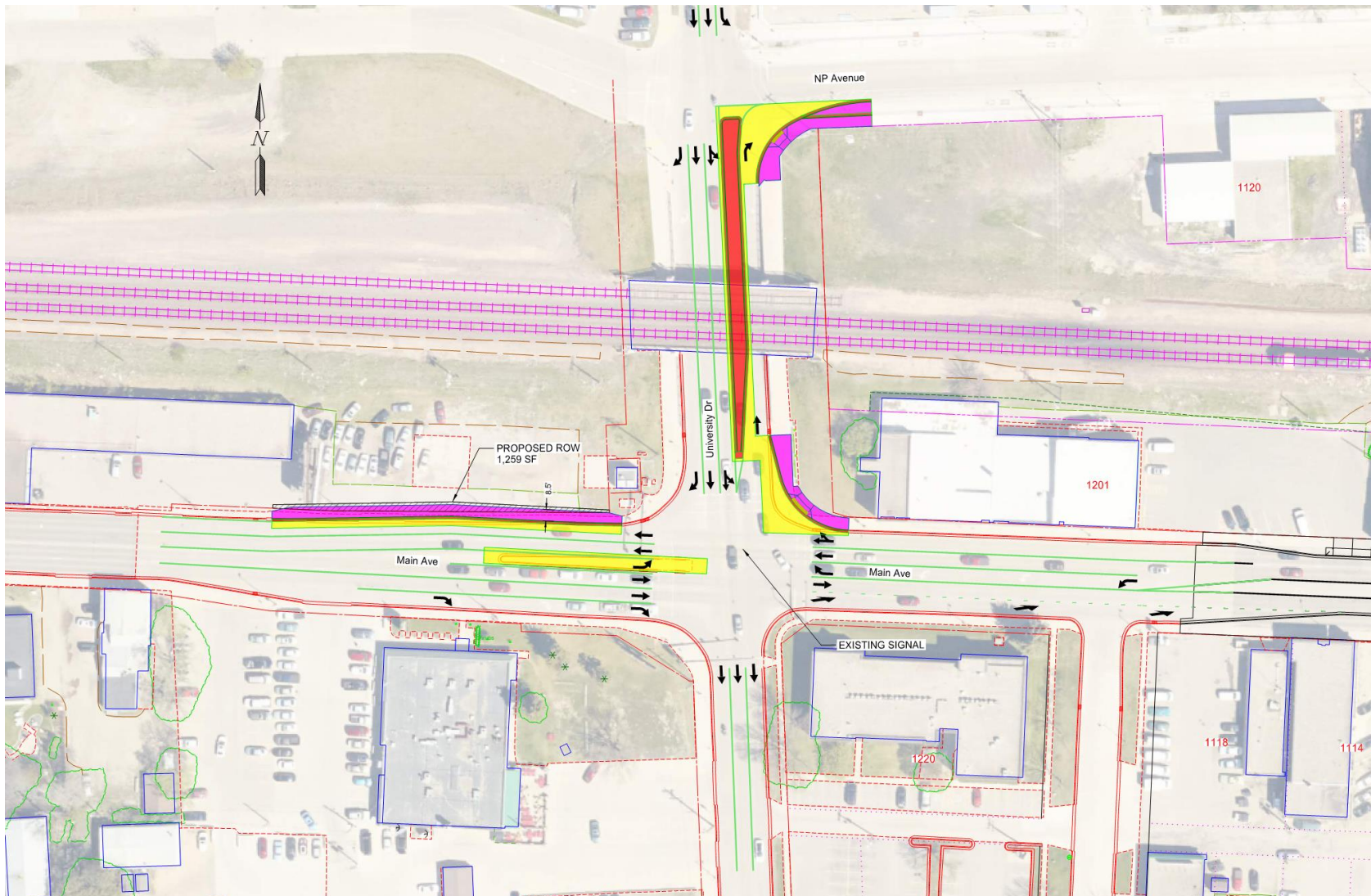
END

Vehicular Mobility

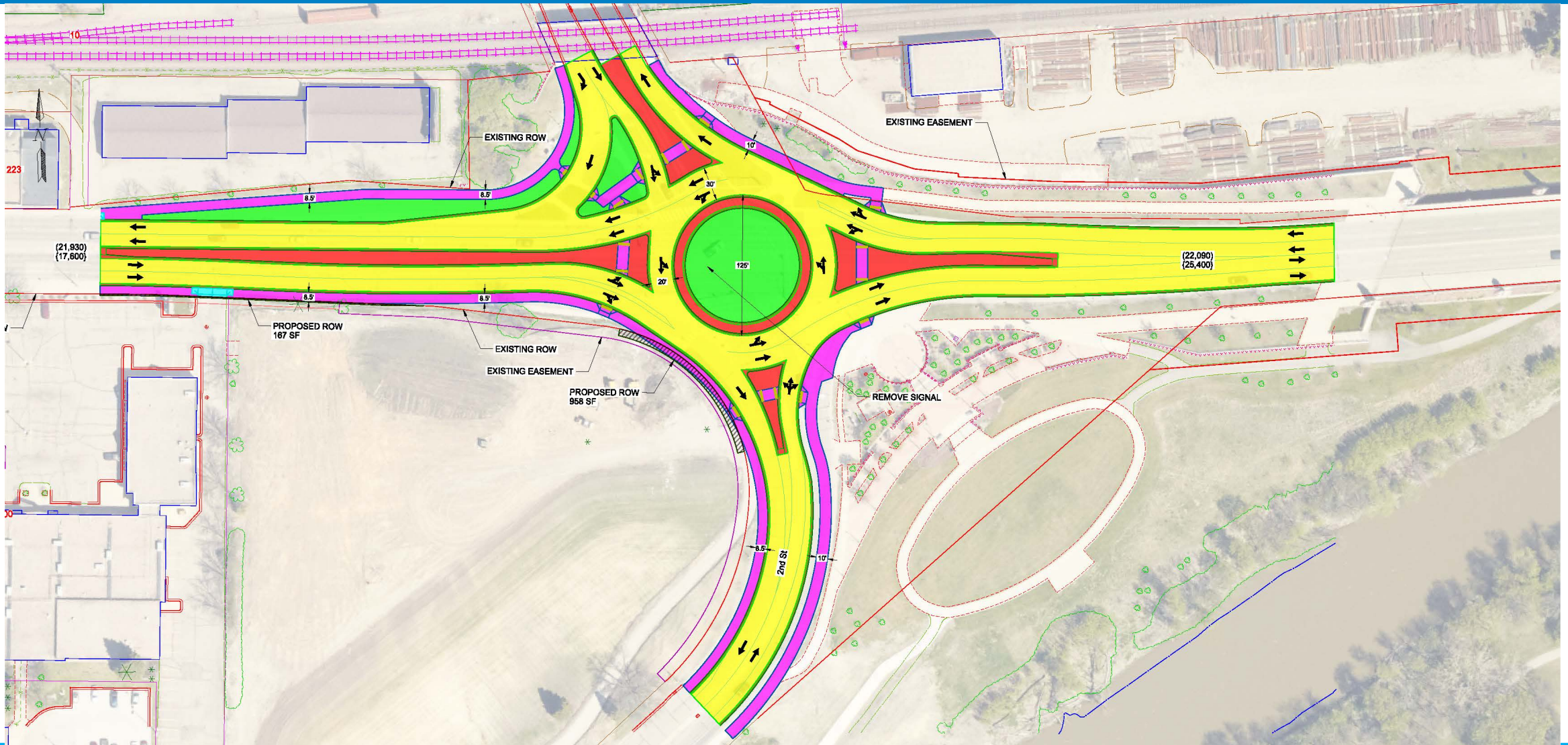
2040 Vehicular Mobility

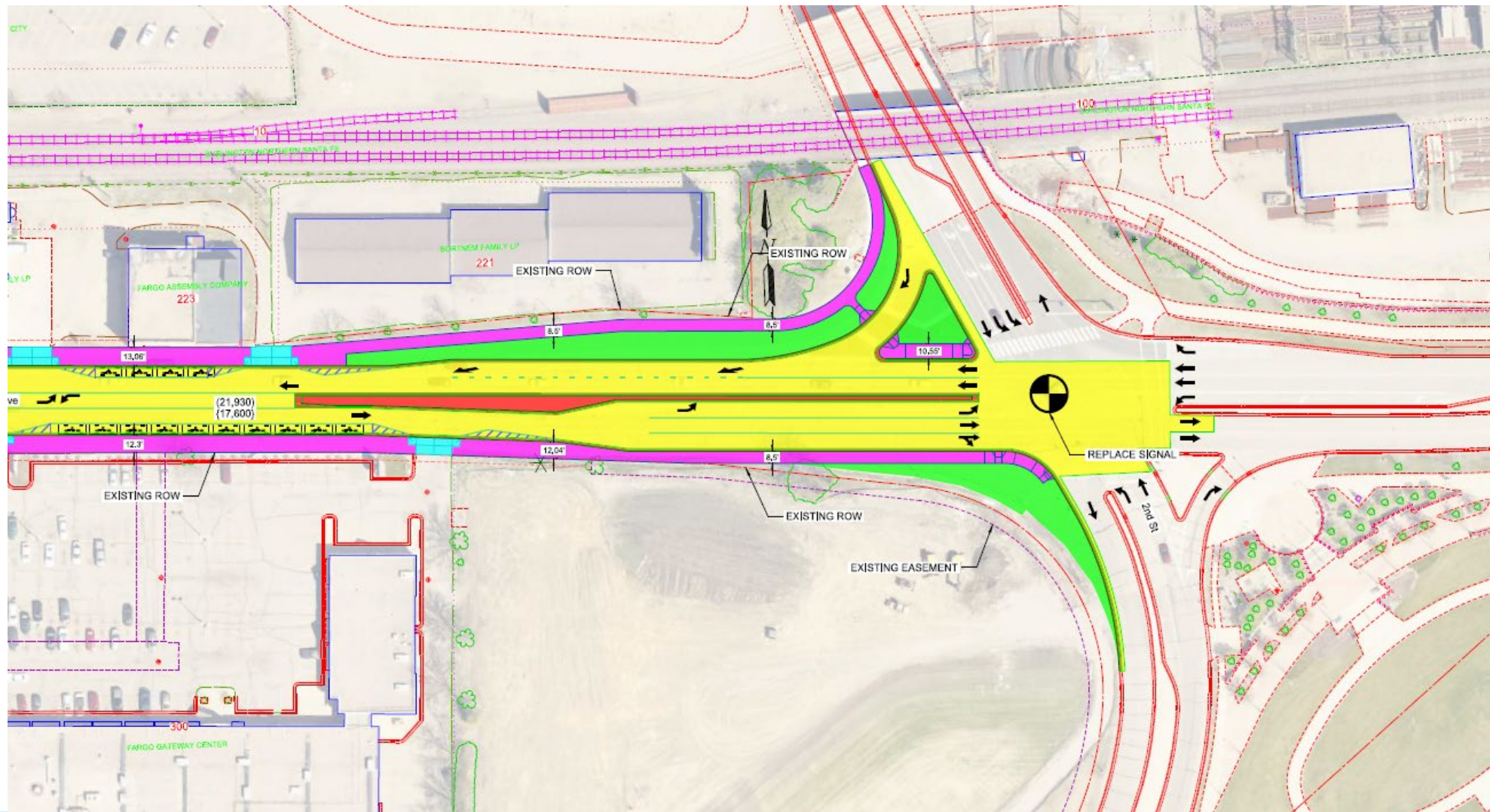
- The 5-lane and 2+1 with TWLTL alternatives are expected to provide sufficient peak hour capacity to meet the long-term needs for the entire corridor.
- The 3-Lane is expected to result in congestion during peak hours and beyond, particularly west of 9th Street.
- The 5-4-3 Hybrid is expected to operate better than the 3-Lane due to more capacity west of 9th Street.
- Additional considerations and enhancements could be incorporated to improve operations along Main Avenue.

Counter-Flow Lane at University Drive



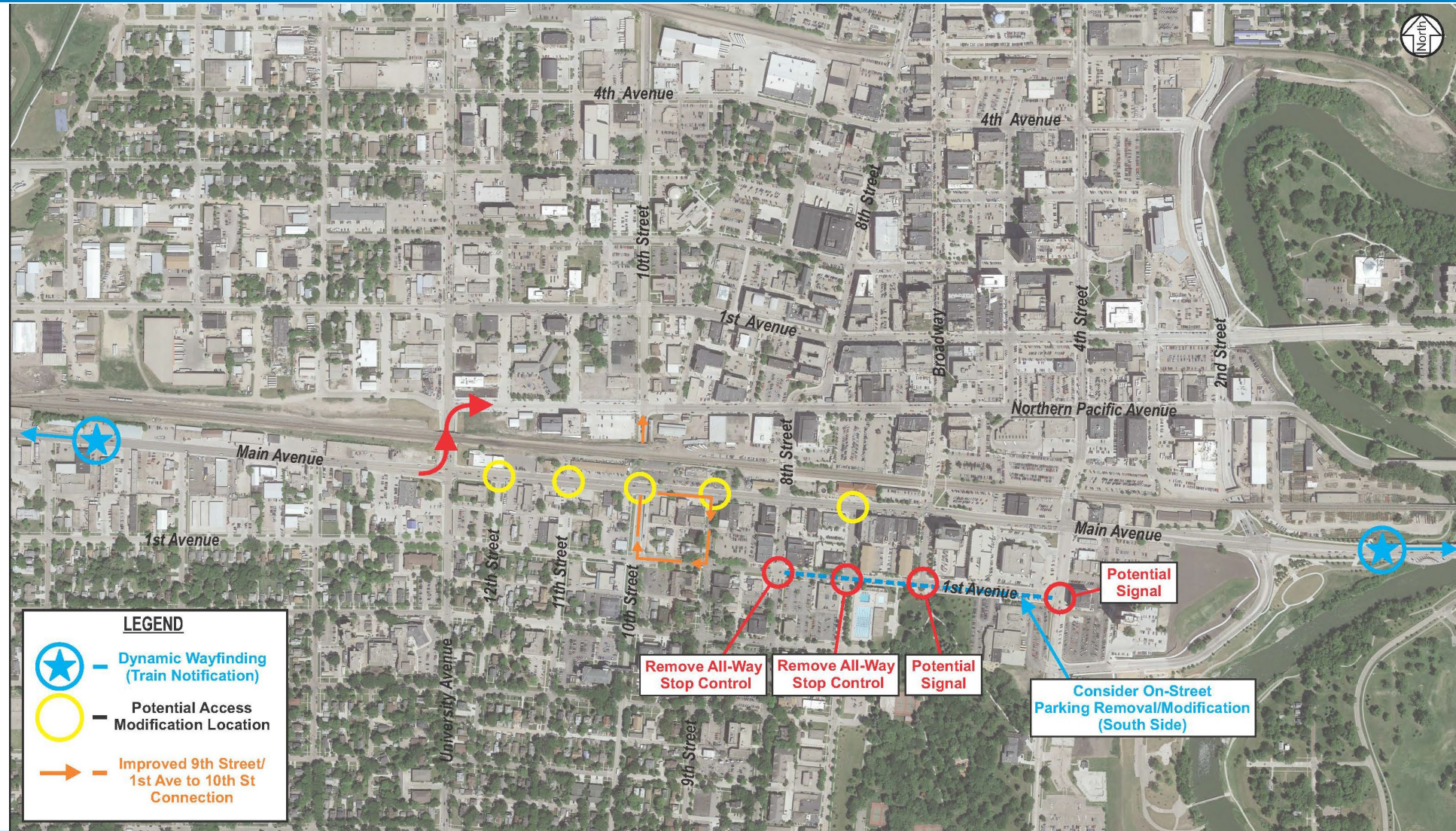
Roundabout at 2nd Street





Related Improvements

- Parallel Corridor Improvements
- Access Management
- Improved signage
- Parking Restrictions
- Dynamic Wayfinding

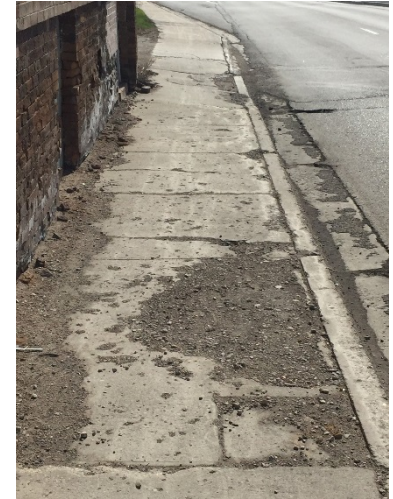


Pedestrian Environment

Sidewalk Widths

Alternative	Range of Width		Parking Buffer?
	North Side	South Side	
Existing (No Build)	4.2' to 7.2'	4.0' to 14.5'	1.5 Blocks
5-Lane	8.5' to 9.0'	6.5' to 11.3'	1.5 Blocks
4-Lane*	8.5' to 11.2'	6.5' to 11.5'	One side (varies)
3-Lane*	8.5' to 13.4'	7.0' to 19.6'	Yes, both sides
5-4-3 Hybrid* (east of 9 th St)	8.6' to 13.4'	8.4' to 14.0'	Yes, both sides
5-4-3 Hybrid (west of 9 th St)	8.7' to 10.9'	7.3' to 10.7'	Yes, north side from 9 th to 11 th St.

* with Broadway & 8th St RT turn lanes

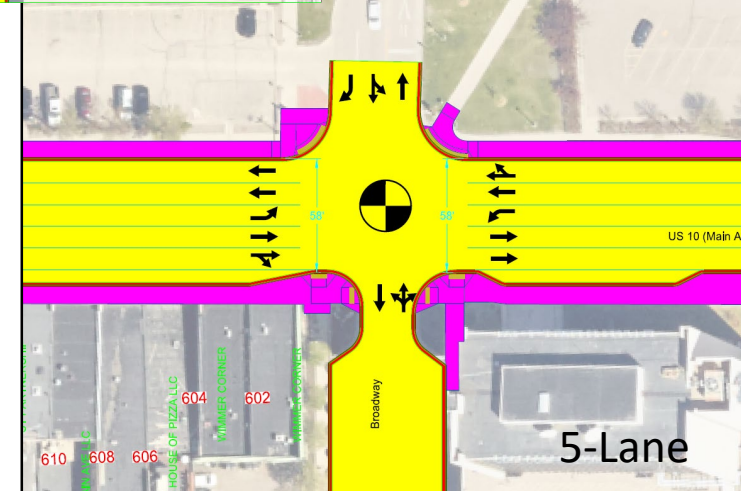
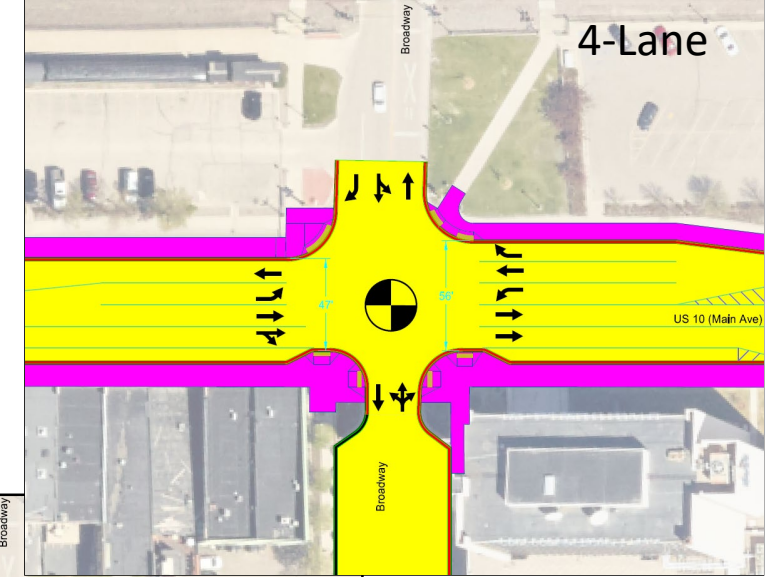
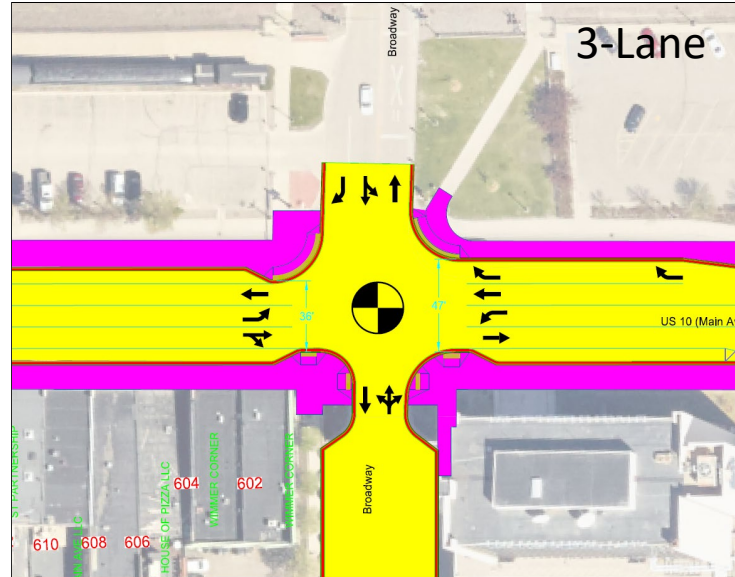


Crossing Distance

Alternative	Crossing Distance in Crosswalk
Existing (No Build)	55' to 74'*
5-Lane	58' to 68'*
4-Lane	47' to 68'*
3-Lane	36' to 68'*
5-4-3 Hybrid (east of 9 th St)	36' to 68'*
5-4-3 Hybrid (west of 9 th St)	N/A

*2nd St intersection:

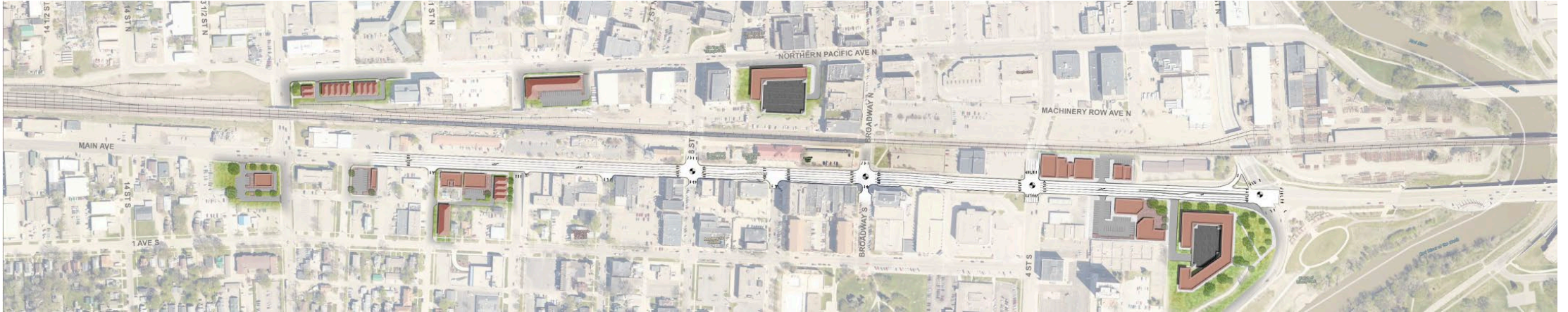
- Three lanes EB
- Raised median
- Two lanes WB



Placemaking & Economics

Development and Redevelopment Scenarios

- 5-Lane Scenario



- 3-Lane Scenario



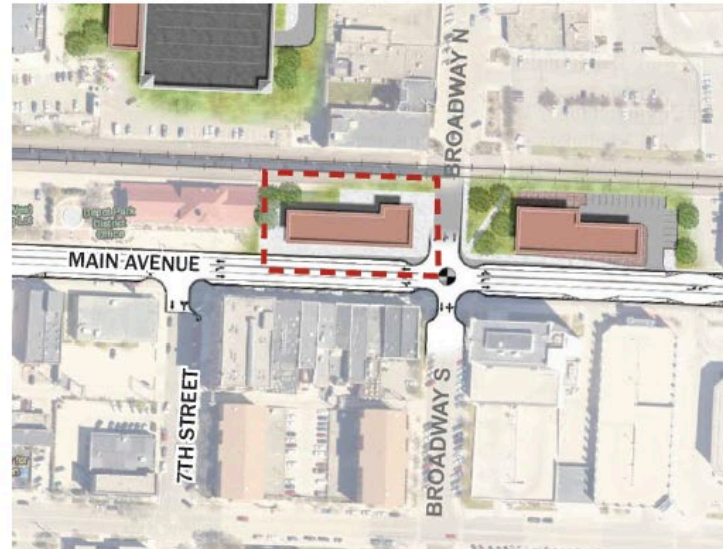
Development and Redevelopment Scenarios

Block-by-Block Analysis

BLOCK I

- **Three Lane Scenario:** Similar to *Downtown InFocus* plan with mixed-use residential building that activates corner of Main/Broadway. Includes more pedestrian-friendly amenities and sidewalk improvements
- **Five-Lane Scenario:** Remain as it is today

3 LANE SCENARIO



USE	SQUARE FEET (SF)
Retail	10,200
Multifamily (MF)	30,600

5 LANE SCENARIO



USE	SQUARE FEET (SF)
No Change	

Main Avenue Vision from InFocus Plan



Economic Impact Analysis

Net Present Value of Tax Revenue

- 20-Year Horizon
 - 3 Lane - \$29,382,583
 - 5 Lane - \$7,904,034
- 30-Year Horizon
 - 3 Lane - \$46,728,945
 - 5 Lane - \$14,319,910

TOPIC	20-YEAR HORIZON		30-YEAR HORIZON	
	Three-Lane	Five-Lane	Three-Lane	Five-Lane
Base Year Value (2018 Values)	\$91,753,600		\$91,753,600	
Net New SF Residential Construction Property Value	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000
Net New Commercial Construction Property Value	\$84,168,000	\$59,916,500	\$84,168,000	\$59,916,500
Net New Adaptive Reuse Property Value	\$3,578,700	\$3,578,700	\$3,578,700	\$3,578,700
Estimated Inflation Property Value	\$29,018,192	\$21,586,020	\$55,311,733	\$40,941,014
Total Net New Property Value	\$213,681,279	\$181,997,608	\$239,956,292	\$201,334,074
Present Value of Property	\$56,889,276	\$25,080,045	\$60,176,071	\$25,958,220
Net New Ad Valorem (Property Tax) Revenue	\$33,885,240	\$28,128,445	\$58,771,929	\$47,963,875
Present Value of Ad Valorem (Property Tax) Revenue	\$21,518,239	\$12,779,889	\$30,715,949	\$16,728,740
Net New Retail Sales Value	\$379,625,000	\$256,420,000	\$615,125,000	\$403,570,000
Net New Retail Tax Revenue	\$28,471,875	\$19,231,500	\$46,134,375	\$30,267,750
Present Value of Sales Tax Revenue	\$17,879,297	\$6,469,713	\$24,417,537	\$8,444,770
Net New Food and Alcohol Sales Value	\$72,600,000	\$39,636,563	\$132,600,000	\$69,260,938
Net New Food and Alcohol Sales Tax Revenue	\$5,263,500	\$2,869,461	\$9,613,500	\$5,007,227
Present Value of Food and Alcohol Sales Tax Revenue	\$3,034,325	\$1,279,261	\$4,644,568	\$1,771,229
Total Present Value of Tax Revenue	\$42,431,961	\$20,528,862	\$59,778,053	\$26,944,738
Cost of Project	\$13,049,108	\$12,624,828	\$13,049,108	\$12,624,828
Net Present Value of Tax Revenue	\$29,382,853	\$7,904,034	\$46,728,945	\$14,319,910
Return on Investment	225%	63%	358%	113%

Economic Impact Analysis

30-Year Job and Population Creation

Job Creation Table

LAND USE	THREE-LANE TOTAL	FIVE-LANE TOTAL
Retail	60	29
Restaurant	39	22
AR/Retail	15	15
Total	113	66

Population Creation Table

LAND USE	THREE-LANE TOTAL	FIVE-LANE TOTAL
Townhouse	32	32
Multi-Family	929	547
AR/MF	45	45
Total	1006	624

Parking, ROW, & Cost Comparison of Alternatives

Alternative Description		Total Approximate Project Cost
B	5 Lane Section	\$12,624,828
C	3 Lane Section	\$13,049,109
D	4 Lane Section, 2+1 with TWLTL	\$13,246,087
E	5-4-3 Hybrid Concept	\$13,230,373

Commission Goals and Priorities

Thoughts on Priorities and Goals:

Roadway Characteristic	What does that mean?	No Build	5-Lane	4-Lane	3-Lane	5-4-3 Hybrid
Vehicular Mobility	Speed, Level of Congestion					
Pedestrian Environment	Walkability, Safety, Aesthetics					
Placemaking and Economics	Infill, Redevelopment, Adaptive Reuse, Gateway & Community Aesthetics, Property Value					

Next Steps

- Public Input Meeting
Tuesday, May 8, 4-6 PM
- Completion of Draft and Final Environmental Document
- Recommendation from City Commission in Early June
- NDDOT Decision Document will be reviewed and signed.



FARGO MAIN AVENUE RECONSTRUCTION FROM UNIVERSITY DRIVE TO 2ND STREET

YOU ARE INVITED TO ATTEND A PUBLIC INPUT MEETING

OPEN HOUSE CONDUCTED BY NDDOT, THE CITY OF FARGO AND SRF CONSULTING GROUP, INC.

This meeting is designed to allow for public input which is required for compliance with the National Environmental Policy Act of 1970 and National Historic Preservation Act of 1966.

Representatives from the NDDOT, City of Fargo and SRF Consulting Group, Inc will be on hand to answer your questions and discuss your concerns.

WRITTEN STATEMENTS or comments about this project must be mailed by Wednesday, May 23, 2018 to Jacob Nordick, PE, 1 North Second Street, Suite 226, Fargo, ND 58102

Email: jnordick@srfconsulting.com

Note "Public Input Meeting" in email subject heading.

WHEN?

Tuesday, May 8, 2018

Formal Presentation 4:00 p.m.

Open House: 4:00 p.m. to 6:00 p.m.

WHERE?

City Commission Room, Fargo City Hall
200 3rd St. N

Fargo, ND 58102

WHY?

To discuss proposed improvements to Main Avenue from University Drive to Second Street in Fargo. The project consists of reconstruction of the Main Avenue corridor to include replacement of water and sewer lines and reconstruction of the roadway and sidewalks.

The North Dakota Department of Transportation (NDDOT) will consider every request for reasonable accommodation to provide:

- an accessible meeting facility or other accommodation for people with disabilities,
- language interpretation for people with limited English proficiency (LEP), and
- translations of written material necessary to access NDDOT programs and information.

Appropriate provisions will be considered when the Department is notified at least 10 days prior to the meeting date or the date the written material translation is needed.

To request accommodations, contact Paula Messmer, Civil Rights Division, NDDOT at (701-328-2978) or civilrights@nd.gov. TTY users may use Relay North Dakota at 711 or 1-800-366-6868.