

To:	Kristie Leshovsky Tom Trowbridge City of Moorhead	From:	Peggy Harter, PE Stantec Consulting Services
File:	193803913 – Center Avenue Planning and Preliminary Engineering Study	Date:	July 19, 2017

Reference: Public Input Meeting Summary June 27, 2017 – Center Avenue

Overview

The City of Moorhead hosted the first public input meeting to discuss the future of Center Avenue from the Red River to 8th Street on June 27, 2017. The meeting was held from 5:00-7:00 pm at the Hjemkomst Center. Approximately 70 people attended to be introduced to the project, learn the results of the existing and forecast conditions analysis, and give their input on the corridor.

Participants represented a mixture of Moorhead residents, property owners adjacent to the corridor, employees of businesses adjacent to the corridor, members of the Downtown Moorhead group, local appointed or elected officials and other various stakeholders and interested parties.

Moorhead staff advertised the meeting through the following channels:

- Mayor and City Council, Planning Commission, Moorhead Public Service Commission, Economic Development Authority, Arts Commission, Mass Transit, Clay County, Moorhead Business Association, City of Fargo, PartnerSHIP 4 Health, and Parks Board
- Media/News release through e-notification
- Display ad in The Extra June 22, 2017 (see Figure 2)
- City Calendar
- Project Website
- Project Steering Committee and Focus Group members
- Direct invite to all adjacent landowners
- Email to MnDot Jeremiah Moerke
- Facebook post on the City of Moorhead's page
- Flyers available at MetroCOG Booth for Streets Alive Event on June 25, 2017



Figure 1 - Meeting participants primarily lived in Moorhead, MN

Figure 2 - Display Ad in The Extra (June 22,2017)

Public Input Meeting for Moorhead Center Avenue

Where:
Hjemkomst Center Auditorium
202 1st Avenue North
Moorhead, MN 56560

When:
Tuesday, June 27, 2017
5:00 PM - 7:00 PM
(presentation at 5:30)

ABOUT CENTER AVENUE

The City of Moorhead recently initiated a planning and preliminary engineering study of the Center Ave Corridor from the Red River to 8th St. The City has a mill & overlay project programmed for this corridor in 2019.

www.cityofmoorhead.com/departments/engineering/current-projects/center-ave-project

SHARE YOUR IDEAS

This public information meeting will introduce the project and allow for the public to engage, share their ideas about the project, and learn more about the project. Your input will help to guide the study and development of roadway alternatives.

Submitted Advertisement for the Extra newspaper.

Copy of Advertisement as displayed in the Extra on June 22, 2017.

The Extra
June 22, 2017



Moorhead High students who received the Distinguished Leader Award at the 2017 Destination Imagination Minnesota Affiliate Tournament were recognized by the Moorhead School Board last month. The award recognizes the students' leadership and performance in service of Minnesota's Destination Imagination program.

Moorhead team competes at DI Global Finals

A Moorhead Destination Imagination team advanced to Global Finals in May after qualifying at the 2017 Minnesota Affiliate Tournament held April 22. The team qualified to advance to Global Finals on May 24-27 in Knoxville, Tenn., where they placed 18th out of about 35 teams.

Sirocino Woblar team members are Maren Twitt, Emma Craig, Rachel Craig and Lylla Tappalob. Team manager is Heidi Twerdt.

Additionally, the four Moorhead students received the Distinguished Leader Award at the 2017 Minnesota tournament. The Distinguished Leader Award recognizes exceptional accomplishments, dedication, innovation, leadership and performance in service of Minnesota's Destination Imagination program.

Moorhead High business teacher one of nine employees to retire this year

Lynne Barway, Reporter for Moorhead High's The Spud info@moorheadschools.org

Without teachers and education, life would be complicated. Mary Fleberg is proud to be a Moorhead High School teacher and has taught more than 17,000 students. She was named the 2016 Moorhead teacher of the year for her dedication to the school and her students.

Fleberg decided to retire this year after 35 years of teaching at Moorhead. "I have been in Moorhead schools my entire life — from attending to teaching in this district," she said. "This is the community I grew up in and the people here are very supportive of education."

Fleberg had always known that she loved to teach as she started off teaching music and really learned to love it. After four years in the business world she decided she was ready to begin her teaching career. She taught more than 10 classes, such as Personal Law, Personal Finance, Sports & Entertainment Marketing, Small Business Management & Entrepreneurship, College Prep and Career Readiness, among others. One of Fleberg's favorites was Personal Law, which is a class that makes you really think of the law and how you have to protect yourself.

Fleberg is interested in all areas of business. She earned her bachelor's degree in business at Concordia College and her master's degree in business at Minnesota State University Moorhead.

As Fleberg retires, she keeps in mind the things in her life, such as traveling the world, learning to paint and play more instruments, and spending more time with her family. "I will always love teaching. I haven't done yet," Fleberg said.

As Fleberg retires, she leaves on a high and proud note. She leaves satisfied that she taught the students what they need to know to be successful in life.

"I enjoy teaching about life more than topics," Fleberg said. "If you're truly interested and passionate about teaching students, then students will automatically show interest in any subject."

Teaching in this community has always been a privilege to Fleberg. "I am extremely thankful for the people in the community who were willing to share their experiences with my students, such as the judges and others who work at the City County Courthouse, those in law enforcement and banking, and everyone who made my teaching experience amazing," Fleberg said.

She will miss those connections, everyone she works with and most of all her students.

Besides Fleberg, the other retiring Moorhead Schools staff members who were recognized at the May 22 retirement reception hosted by the School Board were Ron Drechsel, Moorhead High School; Katie Eldred, Robert A. J. Elementary; Paula Frazer-Sperling, Ellen Hopkins Elementary; Pamela Hancock, Proffitts Center for Education; Karen Knoblach, Moorhead High School; Nancy Oster, S.G. Reinertsen Elementary; Ruth Supper, Community Education; and Palma Wright, Horizon Middle School.

Public Input Meeting for Moorhead Center Avenue

Where:
Hjemkomst Center Auditorium
202 1st Avenue North
Moorhead, MN 56560

When:
Tuesday, June 27, 2017
5:00 PM - 7:00 PM
(presentation at 5:30)

ABOUT CENTER AVENUE

The City of Moorhead recently initiated a planning and preliminary engineering study of the Center Ave Corridor from the Red River to 8th St. The City has a mill & overlay project programmed for this corridor in 2019.

www.cityofmoorhead.com/departments/engineering/current-projects/center-ave-project

SHARE YOUR IDEAS

This public information meeting will introduce the project and allow for the public to engage, share their ideas about the project, and learn more about the project. Your input will help to guide the study and development of roadway alternatives.

TWIN CITY GARAGE DOOR
TEED
COLLECTOR AND DOWN

The Complete Overhead and Rolling Steel Door Company

Jeff Swenson
BORN: (701) 261-4788 • FAX: (701) 261-4662
1-800-728-6028

324 Main Ave. East • West Fargo, North Dakota 58078

RIVER ARTS
Tuesday, June 27
5:30 - 8:00 pm
Memorial Park
210 S Street N

Featuring a performance from
FM KICKS Jazz Band

with:
Gooseberry Park Players and Pony Rides!

plus:
Arts and Crafts Vendors, Inflatable Games,
Home-Decorative Carriage Rides, Food, and musical

Concert begins at 6:00 pm.
Admission subject to change
moorheadparks.com

The meeting included four activities:

- A presentation from project manager Peggy Harter describing the project purpose and existing and forecasted conditions findings
- Informative boards partnered with “Dotmocracy” voting to gauge participants’ support for specific alternatives
- Comment forms for individuals to express comments and/or ideas about the corridor
- A table with three printed draft copies of the existing and forecasted conditions technical memorandum to read and provide comments on

A detailed description of each of these activities and a summary of input gained through each is provided below.

Formal Presentation

Peggy Harter of Stantec presented an overview of the project to meeting participants. Harter discussed the project location and background, project schedule, existing roadway sections, volumes and capacity, crash analysis, existing pavement condition, existing utilities, existing access and intersections, parking considerations, bicycle and pedestrian considerations, existing transit routes, and corridor vision statements heard to date. At the end of the presentation the room was opened back up to an open house format. This allowed participants to view the information on the boards and have one-on-one conversations with the project team.

Informative Boards with “Dotmocracy” Voting

Meeting participants viewed boards with varying information related to specific alternatives being considered as part of the project. Participants placed dots showing to what extent they agree with the statements below:

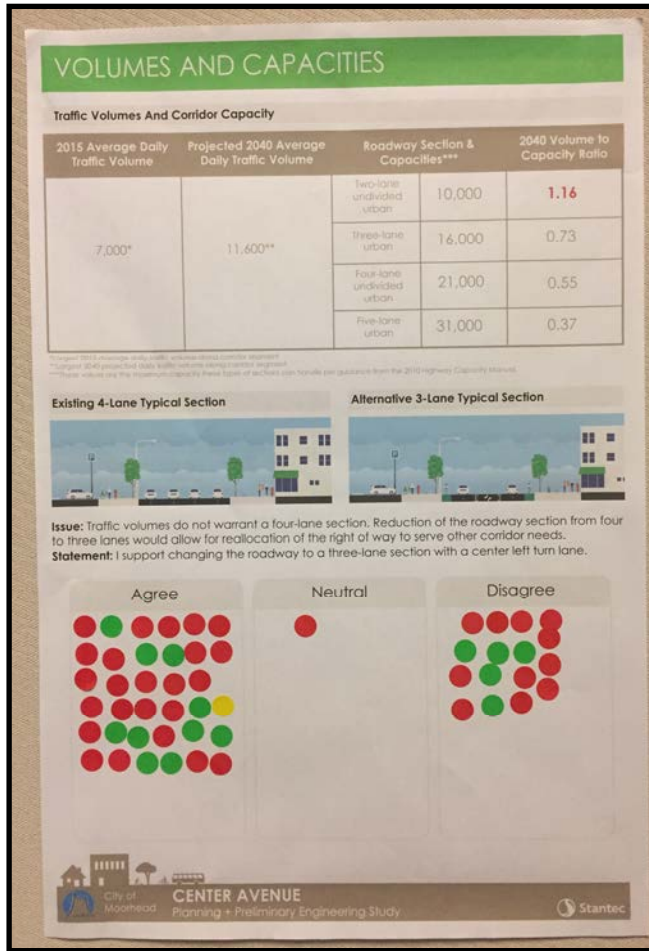
- I support changing the roadway to a three-lane section with a center left turn lane.
- I support closing this access into the Moorhead Center Mall at the mall access.
- I support closing this access into United Sugars at the United Sugars access; secondary access exists at the east of the existing parking lot on 7th Street.
- I support re-aligning 4th Street to remove the skew from the intersection and improve visibility at the intersection.
- I support the removal of the traffic signal at the 7th Street intersection.
- I support adding bike lanes along the corridor.
- I support adding on street parking to portions of the project corridor as existing right of way allows.
- If the roadway is re-striped as a 3-lane section, do you support on-street bike lanes or on-street parking?

Besides the above statement boards, two more boards were available for public input. One was a general project location board asking the questions of “What are some existing issues with the corridor?”, “What do you like about the corridor?”, “What is your future vision of the corridor?” and “Additional Comments.” The second, was a board showing different streetscape amenities such as trees, landscaping, seating, and lighting. Participants were asked to place a dot next to the amenities they would like to see.

Comments written on the Project Location Board are re-written verbatim below. See Figure 3 for all above mentioned boards and their corresponding dotmocracy results.

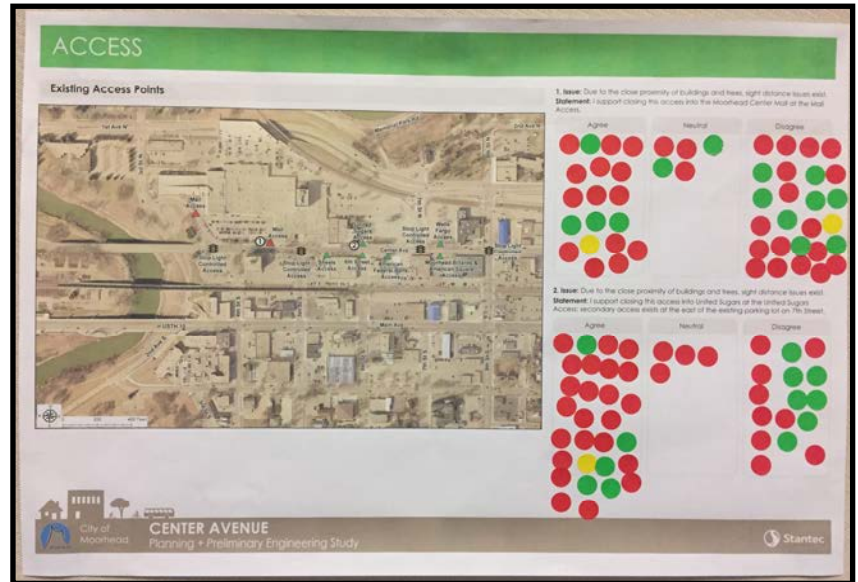
- What are some existing issues with the corridor?
 - Too many semi-trucks – why not connect with Highway 10 at 14th Street = Main to 14th left to Highway 10
 - Signals need to be coordinated
 - Underdeveloped real estate
 - Currently there seems to be an excess of parking lot spaces. But if more business & residents move in, we don't want the other extreme of not enough
 - Too many blank building facades
 - Not enough activities to bring me to this area – need more community events
- What do you like about the corridor?
 - Nothing its ugly
 - A lot of space to build! Lets add an outdoor amphitheater, outdoor ice rink in winter, more walking space
 - Connection with Highway 10
 - The possibilities
- What is your future vision of the corridor?
 - Mixed use zoning (coordinated look & plan)
 - Part of an east-west bicycle thru-way linking University Drive (Food Co-op) to 11th Street (Hornbacher's) with GTC station in the middle, safe transit!
 - Mixed use of buildings, sidewalk café, walkability
 - Not use a way to get thru the city – but creates inviting corridor for people to stop and explore the downtown
 - More active street & sidewalk use
 - More green space
 - More seating with tables for gathering places
- Additional Comments.
 - I don't feel that the types of business along the corridor lend themselves to on street parking. Store fronts are not that dense and almost everyone has a private parking lot. Current on street parking on 5th south of the tracks is rarely used.
 - Traffic flow
 - Keep lanes as is
 - Streetscape
 - Work with colleges – preserve downtown

Statement Boards



Statement: I support changing the roadway to a three-lane section with a center left turn lane.

Result: Agree

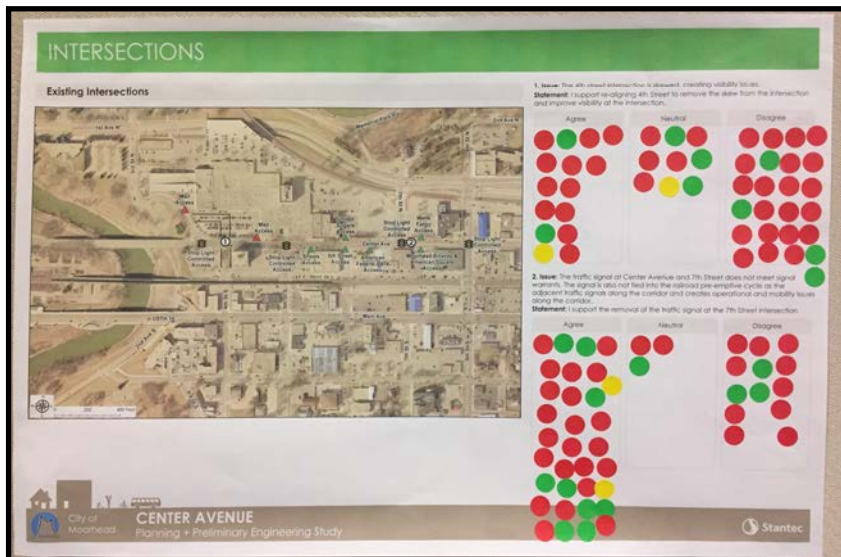


Statement: I support closing the access into the Moorhead Center Mall at the mall access.

Result: Disagree

Statement: I support closing this access into United Sugars at the United Sugars access; secondary access exists at the east of the existing parking lot on 7th Street.

Result: Agree



Statement: I support re-aligning 4th Street to remove the skew from the intersection and improve visibility at the intersection.

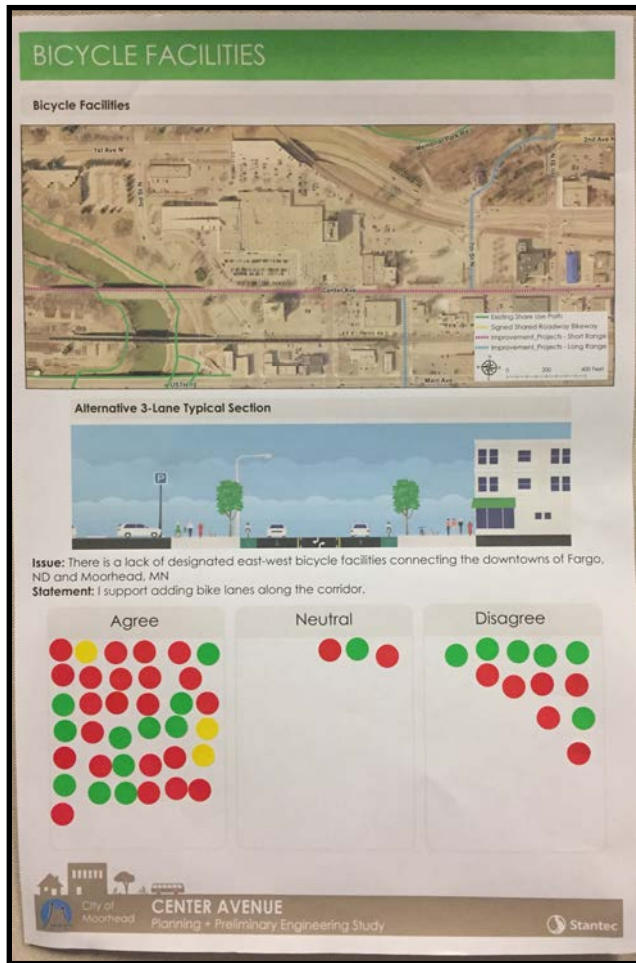
Result: Disagree

Statement: I support the removal of the traffic signal at the 7th Street intersection.

Result: Agree

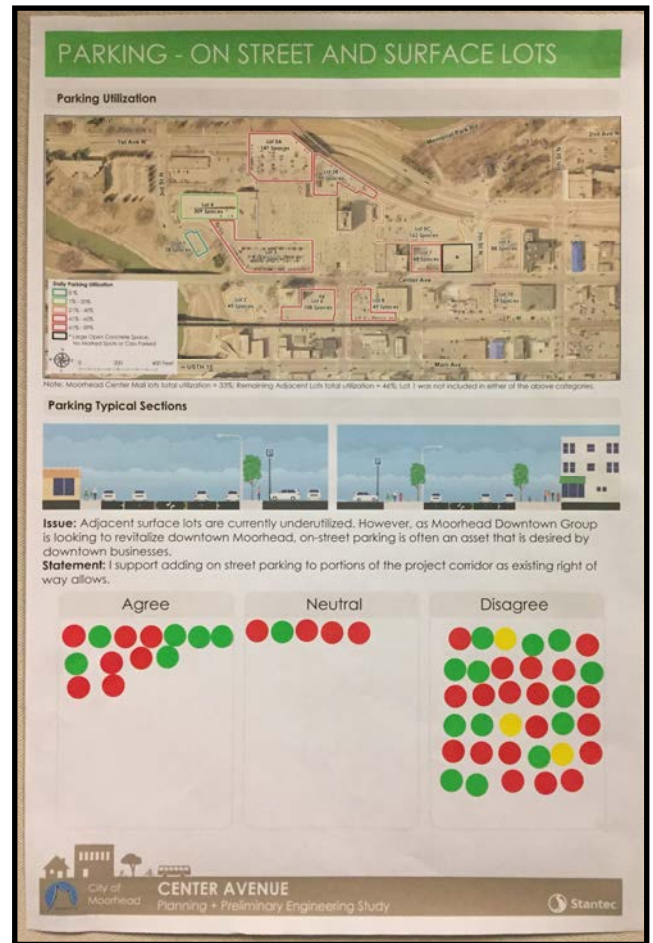
Figure 3 - Meeting Boards and Results

Statement Boards



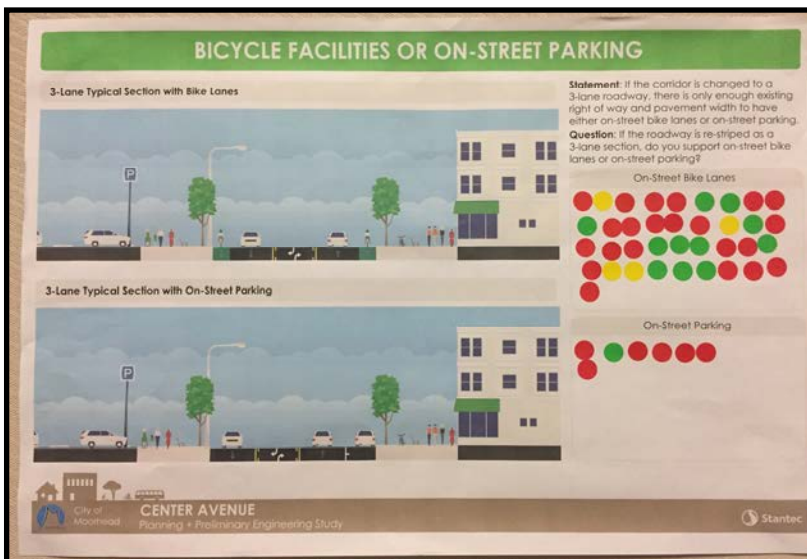
Statement: I support adding bike lanes along the corridor.

Result: Agree



Statement: I support adding on street parking to portions of the project corridor as existing right of way allows

Result: Disagree



Statement: If the roadway is re-striped as a 3-lane section, do you support on-street bike lanes or on-street parking?


Result: Bike Lanes

Figure 3 - Meeting Boards and Results

Additional Boards

PROJECT LOCATION

Project Location



What are some existing issues with the corridor?

The main issue is the lack of a dedicated bike lane. It's a narrow, shared space with cars and bikes. There are also some parking issues and a lack of green space.

What do you like about the corridor?

North of the intersection, it's a nice, open area. It's a good space for a park or a playground. There are also some nice views of the city.

What is your future vision of the corridor?

Mixed use zoning (residential, retail, office). It should be a place where people can live, work, and play. There should be a mix of housing types and a mix of commercial uses. It should be a place where people can walk, bike, and drive.


Additional Comments

I don't think there's a need for a dedicated bike lane. It's a narrow, shared space with cars and bikes. There are also some parking issues and a lack of green space.

City of Moonhead
CENTER AVENUE
Planning + Preliminary Engineering Study
Stantec

PROJECT LOCATION

Project Location



What are some existing issues with the corridor?

Underdeveloped road corridor. It's a narrow, shared space with cars and bikes. There are also some parking issues and a lack of green space.

What do you like about the corridor?

Connection of Hwy 10. It's a good space for a park or a playground. There are also some nice views of the city.

What is your future vision of the corridor?

Mixed use zoning (residential, retail, office). It should be a place where people can live, work, and play. There should be a mix of housing types and a mix of commercial uses. It should be a place where people can walk, bike, and drive.

Additional Comments

I don't think there's a need for a dedicated bike lane. It's a narrow, shared space with cars and bikes. There are also some parking issues and a lack of green space.

City of Moonhead
CENTER AVENUE
Planning + Preliminary Engineering Study
Stantec

Participants comments are re-written in the text of the Public Meeting Summary

STREETSCAPE

Place a dot on the kinds of streetscape you would like to see.

TREES	shade	canopy	colorful	sculptural	grates
LANDSCAPING	hanging baskets	planter	raised planter	planter box	planting strip
SEATING	bench with technology	traditional	parklet	contemporary	seat wall
LIGHTING	LED	bollards	contemporary	traditional	decorative

City of Moonhead
CENTER AVENUE
Planning + Preliminary Engineering Study
Stantec

Supported Streetscape Amenities
(in order of popularity)

- LED Lighting
- Shade Trees
- Canopy Trees
- Raised Planter
- Parklet
- Bench with Technology
- Hanging Baskets
- Colorful Trees
- Planting Strip
- Traditional Bench
- Decorative Lighting

Figure 3 - Meeting Boards and Results

General Comment Forms & Draft Existing and Forecast Conditions Analysis Memorandum

A table and chairs with three copies of the draft existing and forecast conditions analysis memorandum was available to review. Comment forms were available for participants to take home and submit later or leave in the comment box provided at the meeting. The public was given until July 11, 2017 (two weeks) to submit comments by mail, email, or phone. All comments received are included in Appendix A.

Stantec Consulting Ltd.

A handwritten signature in black ink, appearing to read "Peggy Harter". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Peggy Harter
Project Manager
Phone: 701.566.6020
Peggy.harter@stantec.com

c. Project File
Angie Bolstad – Stantec

Appendix A – Public Input Comments

1.

Comments:

Center Ave can accommodate bike lanes.
Existing sidewalk infrastructure is good: nice concrete treatments, nice ~~best~~ trees, planters, etc. The problem to as someone who regularly walks this area with my two young kids is that there are few places we want to go to. There needs to be more stores & destinations that actually front Center Ave. There's not much fun walking along a series of empty parking lots. Moathead Center Mall has SO MUCH potential. I used to live in Grand Forks and East Grand has created a wonderful little entertainment area with good restaurants and a successful movie theater. This could be done here. More bikes, more peds, more places to go!

2.

Comments:

I would like to voice strong support to building in a pedestrian/cycling focused portion to the Center Ave Plan.

I believe that there is an invigorating affect when all forms of transportation are considered - i.e. bike lanes - widened walkways for peds - it creates a space people want to live, play & work in - not just drive through.

*Also I believe that ^{promoting} biking & walking is great for business - it shows that this community is ready to embrace this culture shift toward healthier transport -

3.

I don't feel biking should even be considered in this project. We have roughly 6 months of winter & don't feel it's a factor.

4.

Comments:

Reduce to 3 lanes from the river to 8th street. The excess car capacity is unproductive. Center Avenue offers the best hope for creating a more vibrant downtown, and the best way to encourage that is to make the street more pedestrian and bicycle friendly. A three-lane street with improved bike/ped facilities ~~will make~~ could encourage development and make the street a place people want to be.

5.

Comments:

Center Ave is a perfect candidate for a ^{safe} bike/pedestrian link to Fargo, and could encourage Fargo to extend their facilities to the river (especially w/ Fargo Steel Co. ~~new~~ site redevelopment).

Current sidewalks are dangerous, and lack of on-street facilities encourages hostilities from drivers.

6.

Comments:

I am hopeful you will consider including dedicated bicycle lanes as part of the 2019 Center Ave. reconstruction. I pedal on Center Ave as part of my commute daily for 8 months out of the year. I am a confident bicyclist. Many who are not as confident will be more inclined to use it if dedicated. They would feel and be safer too.

In addition, it is important to continue the bike lanes that have been started in Fargo.

I work for Clay County in a position serving both Clay and Cass.

7.

Comments:


Thank you for the chance to provide input. I strongly support narrowing/reducing this section to 3 lanes plus bike lanes. I feel Center Ave should be the most bike/pedestrian friendly of the three parallel East/West corridors downtown. The future needs these updates to remain vibrant and competitive as a place people choose to live, work, and most importantly play.

8.

Comments:

Love idea of work done, planning. But, the vision must be for the future. If you want people you must target who will be that customer, & what they want & who has the \$\$\$ The thinking must be what the Millennials want. My thinking is there is virtually 0 for them to come to downtown Moorhead. The Mall Center Mall has no appeal. Suggestion is to get rid of Mall, turn City Hall into a hotel / convention center & build shops, restaurants, night clubs. With the focus on Millennials as well as other generations you could create a night atmosphere that with careful thought use both Fargo & Moorhead downtowns to create a place people would come for. Use the river corridor to make a setting like they do in bigger cities to attract that college student. Maybe a boardwalk of shops, bars, w/ bands just like they do in Savannah, Austin TX. Need to get people down there then develop structures. put these before the art!

of plan on how to get



City of Moorhead

CENTER AVENUE
Planning + Preliminary Engineering Study

Stantec
06.27.2017 #193803913

9.

Peggy and Tom,

I read in the newspaper about this and wanted to voice my frustration with the existing traffic signals, primarily.

I think the signal at 5th Street & Center Ave, the T-intersection, should be studied for removal.

The signals at Center Mall Avenue & Center Ave as well as 4th Street & Center Ave should be replaced and they need to be vehicle actuated instead of pre-timed phasing.

It would be nice to eliminate the roadway alignment shift between 6th street and just west of 5th street, adjacent to the Mall. Not sure if its practical but it would be great.

Two lanes in each direction and the TWLTL between 6th and 8th should be maintained; you could consider studying narrower through lanes as well as a narrower TWLTL lane to increase the adjacent sidewalk width. Compliant sidewalk width is going to be a concern on the corridor due to the mature trees, utilities, and street lighting.

Thank you,

10.

Subject: Center Ave in Moorhead - PIM #1 Comment
Date: Wednesday, June 28, 2017 8:59:22 AM

wanted to share my thoughts on the matter. One thing that i'd like to see fixed is to get rid of that bump out on east bound center next to the us bank building. I've come close to getting clipped by cars several times that don't realize the lanes move left then back right again, it should be better lined up straight and not zig zag around like they do. A similar problem is on the westbound lanes at 6th st. Several times i'm in the right lane and when you have to move left, the car in the left lane just goes straight and enters my lane instead of moving over and almost sideswipes you. I would support reducing it to 3 lanes in that area, that way it would give it a left turn lane, which would be very nice as left turns can get tricky at several intersections now

Thank you

11.

Subject: Comments on Center Avenue project - PIM #1 Comment
Date: Wednesday, June 28, 2017 10:32:02 AM

Good morning!

As a metro area resident, I would like to provide my input regarding the Center Avenue project. I strongly support the inclusion of facilities that provide safe and welcome environments for all forms of transportation.

One common complaint I hear with new local road projects is that bicycle and pedestrian accommodation is unnecessary due to the low number of users. However, this is the classic "catch-22" problem: if the existing facilities are not safe for pedestrians or cyclists, they naturally will not use them. This is the case in downtown Moorhead.

I regularly drive, bicycle, and walk throughout the metro area, and can say with absolute certainty that the differences in pedestrian and bicycle use between downtown Moorhead and downtown Fargo are affected by the infrastructure. To be frank, downtown Moorhead is neither pedestrian nor bicycle friendly. By contrast, efforts to keep downtown Fargo safe for all modes of transportation have allowed for huge economic and social impact, and you can regularly see people walking and cycling there. Moorhead deserves and needs this level of vibrancy!

Safety is paramount, and the multitude of studies on the inclusion of safe bicycling and pedestrian infrastructure consistently show that adding bicycle lanes and sidewalks (with proper marking and signaling) reduces accidents among all vehicle types. That's right... there are even fewer accidents between automobiles due to the presence of bicycle lanes! Separating bicycle traffic and providing predictable and marked locations for cyclists makes sense, with years of data to prove it.

Throughout this process, it's important to keep in mind the goal of a downtown street. It is not, and should not, be solely about moving the greatest number of cars through the area as fast as possible. This has negative economic and social impact, and increases accident rates. Further, it does not scale. Plenty of evidence in many types of cities shows that adding more automobile lanes does not reduce overall traffic levels or congestion; in fact, it increases them. We should focus on making our downtowns places where people want to be, not simply congested routes to pass through.

I encourage the city to use the available data and studies on bicycle and pedestrian infrastructure to make a smart and informed decision about this project. I, and many other residents and visitors, want to see streets that are built for people, regardless of how they choose to get around. Increasingly, people choose where to live, work, and play based on amenities and quality of life, not how quick their commute is. Smart infrastructure improves safety, is a net gain to the economy, and makes downtown a place where people want to be.

12.

4. Message:

Hi Sara,

I hope you are enjoying your summer! I didn't attend the meeting on Center Ave but my thoughts are that the biggest priorities should be to reduce traffic speeds and allow for some on-street parking. The traffic lanes should be reduced to 1 lane each way with center left hand turn lanes. The removed vehicle lanes should allow room for bike lanes which are probably preferred over on-street parking where the street narrows at the mall and there is not room for both.

13.

Sent: Friday, July 07, 2017 9:28 AM
To: Harter, Peggy <Peggy.Harter@stantec.com>
Subject: Moorhead Center Ave Project

Hi Peggy,

A coworker had mentioned that they are taking public input on the Moorhead Center Ave Project. I'm a bike commuter to work and live in Village Green. I have been biking up to 2nd Street North and taking the bike route over the Oak Grove bridge into Fargo. This is not the best road to be traveling at 4:30 am. The traffic is light but the road presents some hazards. I would prefer to have a better route that has dedicated bike lanes similar to 12th Ave North in Fargo. These lanes help me feel safer riding a well traveled road on my bike at 4:30 in the morning as well as 2:30 in the afternoon. I'm hoping this project will dedicate bike lanes for travel to and from Fargo. Let me know if you have any other questions or concerns for me.

Thank you,

14.

Sent: Tuesday, July 11, 2017 11:47 AM
To: Bolstad, Angela
Subject: Center Avenue input

Angela-

I wanted to weigh in on the Center Avenue Project.

1.Reducing lanes for auto traffic.

This cooridor is clearly overbuilt for current traffic volumes (and future)

A road diiet to 2 lanes or 2 lanes plus left turn lane are performed

2. Reduce traffic speeds.

for 2 reasons:

1. reduced speed for safety and increased viisibility for future economic development

2. increase comfort for othe modes of movement:walking, wheeling, biking, etc.

3. Feature people!

Accomadate auto traffic, but feature people.

Bike lanes, sidewalks pretty please

Access to tie into recreational trails along the river

Current 4th and Center intersection is very diifficult to navigate on foot, limited cut aways

ADA compliant!

4. Connect with NP Avenue infrastructure.

Having complimentary and succinct infrastructure with this cooridor across the river would make for a fluid and inviting street.

5. Parking. I am neutral on on street parking. I think it would strongly help future economic development to offer on street parking, but having a lot of unused parking lot space may negate that. preferably I would like to see the density of buildings increase.

15.

Sent: Monday, July 10, 2017 10:57 PM
To: Harter, Peggy <Peggy.Harter@stantec.com>
Subject: Public Input for Center Avenue Study

Dear Ms. Harter:

I am offering public input for the 2018 Center Avenue (Moorhead, MN) re-paving project.

It is my feeling that there is immense value in providing bicycling facilities on or adjacent to Center Avenue.

The existing landscaping and density of store fronts offers a modest opportunity to invite bicyclists and pedestrians to this part of Center Avenue by establishing some sort of bicycling facility or facilities.

Taking the four-lane configuration to a three-lane configuration and adding striped bicycle lanes or buffered bicycle lanes would begin to create the valuable connection to NP Avenue to the west and may drive further interest in continuing bicycle facilities to the east on Center Avenue.

Active transportation connections from downtown Fargo to downtown Moorhead will offer a more human scale connection between the two downtowns possibly encouraging greater use of bicycles to travel between the two downtowns.

Presently, I use First Avenue as a key gateway to Moorhead. Center Avenue has much to offer but with no on-road bicycle facility and four narrow lanes on Center Avenue just east of the Center Avenue Bridge I'm much less inclined to use Center Avenue to access downtown Moorhead.

It is clear that Main Avenue and First Avenue are all about motor vehicle through-put. There should be at least one roadway that leans much more heavily toward bicyclist and pedestrian through-put. Center Avenue should be that roadway.

Thank you for the opportunity to voice my support for bicycling facilities on or adjacent to Center Avenue in Moorhead.

From: [Andy Maus](#)
To: [Harter, Peggy](#)
Subject: Bike Lane on Center Ave
Date: Tuesday, June 27, 2017 1:04:58 PM
Attachments: [image001.jpg](#)

Hello Peggy,

I am the Director/CEO of Plains Art Museum and a Moorhead resident. Patrick Hollister invited me to an event at the Hjemkomst this evening regarding the potential for a bike lane on the reconstruction of Center Avenue. I am unable to make it to the event, however, I would like to voice my support for a bike lane. My support is three-fold:

1. As someone who commutes with a car on that street and sees many people biking on that street putting their safety at risk given the narrow lanes
2. As a recreational cyclist myself
3. As director of a museum on the Fargo side adjacent to NP Avenue

This third point brings me to an idea that emerged from the task force that provided feedback in the creation of Fargo's Public Art Master Plan. That is, I would love to see a creative, artist-designed bike line that connects Moorhead and Fargo. Other cities have done this with success and it would make the bike lane something beyond simply useful. If this idea is intriguing to Moorhead, I am sure that the Museum can be an advisor and advocate for the project. Either way, however, a proper bike lane is not only something I support, but something I see as necessary in that space.

Andy at Plains Art Museum

Andrew J. Maus

Director/CEO
704 First Avenue North
Fargo, North Dakota 58102
701.551.6123 • direct
701.551.6100 • museum
www.plainsart.org

[Invest in Your Community. Support Your Museum.](#)



From: [Patrick Hollister](#)
To: [Harter, Peggy](#)
Cc: [Del Rae Williams](#); [Sara Watson Curry](#); [Joel Paulsen](#); ["Tom Trowbridge"](#); [Jonathan Atkins](#) (jonathan.atkins@cityofmoorhead.com); [Jeremy Gorden](#); [Austin Hauf](#); [Daniel Farnsworth](#); [Gina Nolte](#); [Jason Bergstrand](#); [Bolstad, Angela](#)
Subject: PartnerSHIP 4 Health's Written Comments on Moorhead Center Avenue Project - PIM #1 Comment
Date: Thursday, June 29, 2017 12:43:49 PM
Attachments: [PS4H Letter in Support of Center Avenue Bike Lanes \(June 29 2017\).pdf](#)
[Great Rides Moorhead Expansion Study June 2016.pdf](#)

Hello Peggy,

Great job Tuesday evening at Hjemkomst!

PartnerSHIP 4 Health supports bike lanes on Center Avenue! We hereby submit the following two documents attached to this e-mail as part of the comment period which ends on July 11, 2017:

1. A letter dated June 29, 2017 from myself on behalf of PartnerSHIP 4 Health in support of bike lanes on Center Avenue.
2. The Great Rides Moorhead Expansion Study, completed in June 2016. This document is intended as an attachment to the aforementioned letter.

I would be happy to testify in favor of bike lanes on Center Avenue if such an opportunity arose. You are welcome to contact me anytime!

Thanks!

Patrick Hollister
Active Living Planner
PartnerSHIP 4 Health
218-329-1809

Note: The Great Rides Moorhead Expansion Study is not attached to this meeting summary; however, is available upon request.

Charting a course for good health

Becker • Clay • Otter Tail • Wilkin



June 29, 2017

Peggy Harter
Stantec
3453 Interstate Boulevard South
Fargo, ND 58103-2213

Dear Ms. Harter,

I am the Active Living Planner for PartnerSHIP 4 Health. PartnerSHIP 4 Health is a collaboration of organizations in Clay, Becker, Wilkin, and Otter Tail Counties dedicated to improving the health of residents of our four counties. Our geographical area of concern includes the City of Moorhead. In addition, I represent Clay County Public Health on the Fargo-Moorhead Metropolitan Council of Governments' Bicycle and Pedestrian Advisory Committee.

I attended the June 27 Moorhead Center Avenue Public Input Meeting, and I was very impressed with the data collection and analysis that you have conducted thus far, as well as the public input process for this project. Regarding the 2019 Center Avenue project, PartnerSHIP 4 Health would like to go on record in support of the following:

1. Of the geometric options for Center Avenue that you presented on June 27, we prefer a road diet from the current motor vehicle lane configuration to a three-lane configuration consisting of one motor vehicle travel lane in each direction and a continuous center left-turn lane. Your own analysis clearly shows that this reduction in the number of lanes would still provide more than enough capacity for projected motor vehicle traffic in 2040.
2. During your presentation on June 27, you also cited data indicating that Center Avenue suffers from higher-than-average frequency and severity of crashes for a corridor of its type. You said that this was based on data that was about ten years old and that improvements to the intersection of Center Avenue and 8th Street since then may have improved the situation. You suggested that the City monitor crash data over the next several years to determine whether those intersection improvements had the desired effect. We suggest that an additional point that you could make during future presentations is that there is evidence that road diets such as five-to-three conversions or four-to-three conversions also reduce crash frequency and severity.

3. You indicated during your June 27 presentation that the 2019 Center Avenue project was primarily a mill-and-overlay, and that there would be few, if any, changes to the curb line. Therefore, assuming that the City does implement a road diet and reduces the number of motor vehicle lanes to two travel lanes and a center left-turn lane, we request that the City use the additional space provided by the road diet to add bike lanes to Center Avenue. Given its width and low traffic volume, Center Avenue in Moorhead and NP Avenue in Fargo represent the best opportunity for a seamless bicycle connection between the two cities.
4. I am sure you are aware that the City of Fargo is contemplating bike lanes on NP Avenue. If you have not already done so, we recommend that you consult with Jeremy Gorden and others at the City of Fargo about this and discuss how bicycles could be accommodated on the bridge connecting Center Avenue and NP Avenue. My understanding is that the bridge will not be replaced for many years, but in the meantime, there is a possibility of striping bike lanes on the bridge. (When the bridge is eventually replaced, both cities should consider some type of separated bike and pedestrian facilities on the new bridge.)
5. Thanks to the tremendous success of the Great Rides bike share system, Fargo is now home to the most successful automated bike share system in the United States. Minnesota GreenCorps Member Austin Hauf and Dan Farnsworth of FM Metro COG have written the attached Expansion Study on behalf of the Moorhead Great Rides Expansion Committee. Our Committee has identified the NP Avenue-Center Avenue link as a critical connection not only for bicycles in general, but also for Great Rides in particular. Bike lanes on Center and NP would benefit both cities when Great Rides is expanded into Moorhead.

Sincerely,



Patrick C. Hollister

PartnerSHIP 4 Health

218-329-1809

patrick.hollister@co.clay.mn.us

cc: Mayor Del Rae Williams, City of Moorhead
Councilmembers Sara Watson Curry and Joel Paulsen, City of Moorhead
Tom Trowbridge and Jonathan Atkins, City of Moorhead
Jeremy Gorden, City of Fargo
Austin Hauf and Dan Farnsworth, Moorhead GR Expansion Committee
Gina Nolte and Jason Bergstrand, PartnerSHIP 4 Health
Angie Bolstad, Stantec

Attachment: Great Rides Moorhead Expansion Study, June 2016

Bolstad, Angela

From: Alyssa Johnson <alyssa@greatridesfargo.com>
Sent: Friday, June 30, 2017 2:10 PM
To: Bolstad, Angela
Subject: Center Ave Input - PIM #1 Comment

Hi Angie,

Thank you for your work on the Center Ave project in Moorhead.

I direct the nonprofit Great Rides, the advocacy branch of Great Northern Bicycle Company in downtown Fargo. Great Rides is dedicated to improving individual and community health by encouraging the use of bicycles for lifestyle, sport, and recreation. We lead the annual StreetsAlive events, manage Great Rides Bike Share, and play a role in other bicycle-related events, services, and advocacy efforts.

Bicycles and bicycle infrastructure contribute to a vibrant, healthy community. We know that the bicycle is underutilized as the most efficient form of human transportation, and there are many health and economic benefits to increased cycling. We aspire to change the status quo and accelerate culture change where trips taken under two miles are not taken in a personal vehicle. We dream of the day when biking or walking to work or play is made the default choice.

Great Rides and Great Northern Bicycle Co. are thrilled about and encouraged by our community's growing population of pedal-ers. Key decision makers in our metro community have responded to this growth by making strides to become more bike-friendly. We hope that the Center Ave project will continue this progress and that those involved may see the greater value of creating vibrant spaces for people, over cars.

We strongly support the plans that include bicycle lanes on either side of traffic. Considering the existing amount of parking available in the downtown Moorhead area, we believe bicycle lanes and wider sidewalks would be a much better use of that space. Bike paths on Center Avenue in Moorhead would also supplement the bike lanes that will likely be placed on NP Avenue in Fargo, creating a seamless east/west bike connection between the two cities.

Lastly, if in the reconstruction of Center Avenue there is an opportunity to connect on-street bicycle lanes to the bike paths along the river, that would create an even greater experience of connectivity.

Keep pedaling forward!

Thank you,

--

Alyssa Johnson
Director of Operations, Great Rides
alyssa@greatridesfargo.com
701.280.1202

Great Rides is a non-profit organization in Fargo dedicated to building individual and community health by encouraging the use of bicycles for lifestyle, sport and recreation.