





Q1 1A2: Replace existing south sidewalk with an 8' shared-use path from 5th Street to 8th Street and install shared-lane bike markings from River Drive to 5th Street.

Answered: 24 Skipped: 2

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	20.83% 5	8.33% 2	33.33% 8	16.67% 4	20.83% 5	24	3.08

Q2 1B: Install 5' sidewalk on north side between 2nd street and 6th Street.

Answered: 24 Skipped: 2

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	29.17% 7	4.17% 1	25.00% 6	8.33% 2	33.33% 8	24	3.13

Q3 1C: Close parking lot access points near 5th Street and 8th Street, and shift parking area near 7th Street.

Answered: 24 Skipped: 2

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	16.67% 4	8.33% 2	16.67% 4	8.33% 2	50.00% 12	24	3.67

Q4 1D: Install curb bump-outs at 6th Street and 7th Street.

Answered: 24 Skipped: 2

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	16.67% 4	12.50% 3	25.00% 6	4.17% 1	41.67% 10	24	3.42

Q5 1E1: Reassign eastbound lanes at 8th Street intersection with a shared left/thru and a designated right turn by shifting curbline.

Answered: 24 Skipped: 2

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	29.17% 7	4.17% 1	12.50% 3	16.67% 4	37.50% 9	24	3.29

Q6 1D2: Widen 12th Avenue to install designated eastbound right turn lane at 8th Street.

Answered: 24 Skipped: 2

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	41.67% 10	4.17% 1	12.50% 3	16.67% 4	25.00% 6	24	2.79

Q7 Additional Comments on Segment 1.

Answered: 11 Skipped: 15

#	RESPONSES	DATE
1	Turn lanes always impeded by college foot traffic. Sidewalk north side 12th Ave would keep peds off street. Bicyclists would ignore bike lanes.	4/17/2019 8:32 PM
2	Bump outs are not effective. Sidewalks are vital! DON'T remove sidewalk from 5th to 8th! Bikes go where they want and never obey traffic signs; DON'T give them a special lane. Remove parking from 12th Ave. so there is room to drive! I've driven on 12th Ave. for more than 30 years. The biggest problem has always been that the parking allowed on 12th squeezes the driving lanes down so half the year you can't go both directions (east and west) at the same time. You CAN'T remove the sidewalks that are already there. People need to be able to walk around the block! Pedestrian traffic is huge in our neighborhood. Don't mess that up!	4/10/2019 5:42 PM
3	I would oppose removal of trees from the river to Fifth St. S. on the north side of 12th Ave., particularly the Canadian Cherry Trees.	4/2/2019 7:47 PM
4	We need to keep street parking on at least one side of 12th. Ave. from Third Street to the river. Currently there is parking only on one side of Third St. If we lose parking on 12th. Ave., we will own a home that has zero Street parking.	3/29/2019 5:30 PM
5	I absolutely hate the idea of 1D2 and most of the ideas that would impact trees.	3/25/2019 9:54 AM
6	Leave pier as is	3/24/2019 2:09 PM
7	Eastbound traffic turning right at 8th St is always limited, mostly to certain times of day. Such traffic bound for I-94 can always continue S on 6th to 24th Av S, as an alternative. A small short turn lane is a good compromise. Curb bump-outs only intrude as an obstacle, especially for those making right turns, and they choke a lane used by both cars and bikes. Hitting one unexpectedly could be disastrous to either. Lastly, for all pedestrians at 8th & 12th Av, "No Right Turn On Red" should be STRONGLY enforced!	3/24/2019 1:54 PM
8	Less autocentric and more pedestrian friendly planning and engineering.	3/22/2019 10:12 PM
9	bad idea, need a dedicated left turn lane more since there's no right on red light, they can't turn on red anyway so more important to have dedicated left turn lane and right turns can share lane with straight ahead traffic	3/22/2019 3:55 PM
10	I applaud the interest in putting in bike lanes, but mixing them with pedestrians confuses bikes' status as having a right to use the road and is a hazard to the pedestrians. I'd rather see a bike lane on the road. I am satisfied with the current turn/ through lane configuration. My primary interest is in things that will improve pedestrian and bicycle safety, since vehicle congestion is not a major problem in that area.	3/22/2019 11:18 AM
11	I think widening 12th Ave to install a right-turn lane would be a bad idea even if the skyway pier was not there. By widening the street, you would make it less pedestrian friendly, and I don't think there's enough of a traffic problem to warrant it.	3/20/2019 3:48 PM

Q8 2A: Install 8' shared-use path on south side from 9th Street to 11th Street, staying north of the "Crazy Tree."

Answered: 24 Skipped: 2

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	20.83% 5	4.17% 1	16.67% 4	4.17% 1	54.17% 13	24	3.67

Q9 2D: Remove parking area on south side near 9th Street, remove driveway for north side parking lot, realign access.

Answered: 24 Skipped: 2

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	4.17% 1	16.67% 4	12.50% 3	20.83% 5	45.83% 11	24	3.88

Q10 2E: Realign 11th Street intersection to improve horizontal alignment.

Answered: 24 Skipped: 2

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	33.33% 8	8.33% 2	0.00% 0	20.83% 5	37.50% 9	24	3.21

Q11 2B2: Add 6' designated on-street bike lanes on each side of 12th Avenue from 11th Street to 19th Street.

Answered: 24 Skipped: 2

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	20.83% 5	0.00% 0	20.83% 5	0.00% 0	58.33% 14	24	3.75

Q12 2B3: Replace existing south sidewalk with an 8' shared-use path from 11th Street to 20th Street.

Answered: 24 Skipped: 2

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	41.67% 10	12.50% 3	12.50% 3	4.17% 1	29.17% 7	24	2.67

Q13 2C: Install crosswalk at 19 1/2 Street.

Answered: 24 Skipped: 2

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	12.50% 3	0.00% 0	41.67% 10	8.33% 2	37.50% 9	24	3.58

Q14 2F: Construct grade raise of 20th Street intersection to improve vertical profile with BNSF Railroad Tracks.

Answered: 24 Skipped: 2

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	20.83% 5	4.17% 1	8.33% 2	8.33% 2	58.33% 14	24	3.79

Q15 Additional Comments on Segment 2.

Answered: 11 Skipped: 15

#	RESPONSES	DATE
1	On street bike lanes are a hazard. Shared use path parallel to street is safer. Do we need a crosswalk at 19 1/2 St? Raising 20th St intersection too costly.	4/17/2019 8:32 PM
2	DON'T add on street bike lanes! The road is big enough for east/west traffic now. Continue to allow parking on this section of 12th Ave. It has never caused problems. Bikers do NOT follow traffic laws; DO NOT give them their own special lane.	4/10/2019 5:42 PM
3	Please do not take our trees. The reason I live in the this area is that it is well-established with grown trees. The idea of destroying our greenery to cater to cars makes me ill.	3/25/2019 9:54 AM
4	Protect "crazy tree" and other trees.	3/24/2019 2:09 PM
5	I prefer on-street bike lanes between 11th St and 19St. For those reluctant to bike in traffic, more curb cuts and approaches could be added along 20th St, making it easier to enter/exit parallel shared use bike/pedestrian path that already exists! That bike traffic could then find a more quiet, safer E/W route alternative. Hopping a curb is dangerous for those unaccustomed to such a tactic. Put these curb cuts at logical intersections with 20th St. Currently there's only one a full half mile N of 12th Av., and the 1st one to the South is at 20th Av (I think). The result could be less bike traffic on a busy stretch of 12th S, but a good, logical alternative HAS to be provided!	3/24/2019 1:54 PM
6	This corridor should be more pedestrian friendly and be turned into a multi-modal corridor emphasizing modes of travel other than the automobile with designated bike lanes.	3/22/2019 10:12 PM
7	"2F" is excellent idea, plus need to realign lanes across railroad tracks, the eastbound lane shifts to the right when you cross tracks (the street is wider on the east side of tracks than to the west)	3/22/2019 3:55 PM
8	the 19 1/2 crosswalk would only give pedestrians a false sense of security--drivers are probably already looking at the 20th street lights and won't comply with crosswalk markings. The value of realigning 11th street seems very low. It's not hard to navigate as is.	3/22/2019 11:18 AM
9	These improvements at best leave me with a yawn. How about black cast iron street lights? Bronze statue on boulevard of terminating vista? Install plastic poles along bike lanes to make them more comfortable? If we're going to do this thing let's do it right and get rid of the tight wad image of Moorhead. Let's make Moorhead exciting for once and do something really cool. For example a pilot project of a solar multi use path that melts snow in the winter to save on snow removal costs.	3/22/2019 11:13 AM
10	What's the possibility of making available parking to replace those spaces lost on 12th Avenue in the parking area of the school formerly located on the north side between 14th & 16th	3/21/2019 1:29 PM

11 I've long thought we needed a shared-use path by Concordia (between 8th and 11th). Any reason why it can't be ten feet wide, the recommended width? I think the on-street bike lanes are a great idea. I like that they are 6 feet instead of 5 feet. I've ridden on many of the 5-foot lanes that I feel are too narrow. I was at the public input meeting and heard the complaints from the guy worried about the loss of parking. It's a valid concern, but I'd like to see an analysis of how many cars are typically parked along 12th ave and what the capacity is on adjacent streets to take those cars. My suspicion is that not that many will be impacted, and that there are enough parking places in the neighborhood, even if you'll have to walk a bit. Sure, some people will be inconvenienced, but we need to stop prioritizing cars over everything else. Bicyclists, pedestrians, and transit users have long been inconvenienced by the way we have been designing cities. We need to design a multi-modal city that gives people the freedom to travel how they choose. This is the right move.

3/20/2019 3:48 PM

Q16 3A: Construct pedestrian/bicycle crossing on east side of 20th Street South at BNSF Railroad tracks.

Answered: 26 Skipped: 0

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	23.08% 6	0.00% 0	7.69% 2	7.69% 2	61.54% 16	26	3.85

Q17 3B: Add new 10' shared-use path on south side (remove existing on-street bike lanes, shift south curb line 10' north to accommodate off-street path), install curb ramp and concrete waiting area at 25th Street South bus stop.

Answered: 26 Skipped: 0

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	7.69% 2	3.85% 1	19.23% 5	11.54% 3	57.69% 15	26	4.08

Q18 3D: Shift private business driveway east of the BNSF Railroad tracks, close driveways.

Answered: 26 Skipped: 0

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	11.54% 3	7.69% 2	19.23% 5	7.69% 2	53.85% 14	26	3.85

Q19 Additional Comments on Segment 3.

Answered: 10 Skipped: 16

#	RESPONSES	DATE
1	Leave private drives alone.	4/17/2019 8:32 PM

2	The major problem with this section of the road is the intersection of 12th ave. and 20th St. The east side has no room because of the railroad tracks. There is no room for vehicles on the west side of the tracks. I don't know of any way to fix this.	4/10/2019 5:42 PM
3	I think this road needs to be reconstructed so it doesn't fall apart all the time from the truck traffic.	4/1/2019 11:28 AM
4	Protect trees.	3/24/2019 2:09 PM
5	20th St S reconstruction squandered opportunities to improve grade changes in regard to railroad tracks at 12th Av S intersection. What were you thinking! 20th St could have been raised to minimize grade change, OR..... it could be LOWERED to intersect with the NEW (are you sitting down?) UNDERPASS, or grade separation in regards to those pesky RR tracks! If one new underpass is good, then even more would be better! Just dreaming. This last segment needs street lighting. What's there now is totally inadequate, especially for pedestrians and bike traffic. I believe this is considered an alternate route for such traffic during the ongoing SE Main/21st S grade separation project. What a joke! Broken pavement near the curbs, always littered with gravel debris, and dark to boot! This stretch of 12th Av S could have/should have had a mill and overlay 10 years ago! AND, some better lighting.	3/24/2019 1:54 PM
6	Keep bike lanes on the road. Drivers in Fargo-Moorhead don't understand and are not the friendliest when it comes to bikes. Removing bike lanes from the road to a shared use path emphasizes cars and space for cars are more important than bikes and pedestrians. It also gives more staunch critics another reason to say bikes have no right to be on the road.	3/22/2019 10:12 PM
7	glad to see sidewalk in this stretch since now there's one west of 20th and east of se main ave but nothing between. i've seen lots of people walking in the street there, it's not safe	3/22/2019 3:55 PM
8	This is a dangerous segment from 20th Street to Main Ave SE. current traffic has little regard for bikes and pedestrians. To add to the danger are the fuel trucks using this segment to go to/from the terminal.	3/22/2019 12:18 PM
9	I'm okay with a shared-use path from 20th St. to Main because it gets significant bike use and less pedestrian use. It would be seen as a continuation of the paths running on the east side of 20th St. and the south side of 12th Ave. from Main to Horizon. The purported bike line on this stretch is impassable and hazardously narrow; a wise cyclist would avoid it entirely and use the regular traffic lane. Anything would be an improvement.	3/22/2019 11:18 AM
10	All should be completed as they would greatly increase pedestrian and bicycle safety!!	3/20/2019 8:53 PM

Q20 4: Corridor-wide streetscaping improvements

Answered: 25 Skipped: 1

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	12.00%	8.00%	20.00%	24.00%	36.00%		
	3	2	5	6	9	25	3.64

Q21 Additional Comments on Corridor-wide Considerations.

Answered: 6 Skipped: 20

#	RESPONSES	DATE
1	Winter wrecks most of this. Why spend the money?	4/17/2019 8:32 PM
2	Bump outs are totally ineffective. They narrow down the turning room for vehicles and make it more difficult to make turns without moving into opposing traffic. DON'T install bump outs!	4/10/2019 5:42 PM

3	Do NOT make summer drainage and winter drifting any worse between 20th St S & SE Main than it already is. Lastly, I sometimes think consultants and traffic engineers have never been on foot or on a bike for any reason other than a leisurely walk around their own respective neighborhoods. Have you EVER commuted to your job on a bike? Do you walk along and cross busy streets after dark on a regular basis. Have you ever tried to get around in a wheelchair, for the rest of your life? Sometimes small inexpensive changes can result in huge benefits for.....the little people. Would YOU want YOUR elderly grandmother navigating these mean streets, sidewalks, and intersections, with "Walk" lights that abruptly switch to "Don't Walk" when you've only made it to the MIDDLE of the intersection?!? Little things like that. If you can't do it right, then you're only pandering.	3/24/2019 1:54 PM
4	Why aren't there any improvements proposed between 11th and 20th Streets? Don't use that red stamped concrete; it's not durable and looks terrible after just a couple of years.	3/22/2019 11:18 AM
5	I have a problem with the city paying for landscaping on the land owned by Concordia as well as creating new entrances to the campus by elaborate paving work placed in the street	3/21/2019 1:29 PM
6	Lots of great ideas!	3/20/2019 3:48 PM