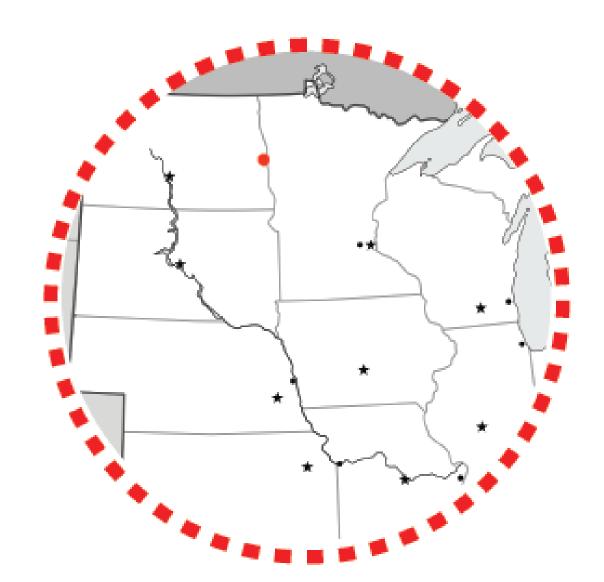


Great Escapeway

A Greenway Connecting NDSU to Downtown Fargo

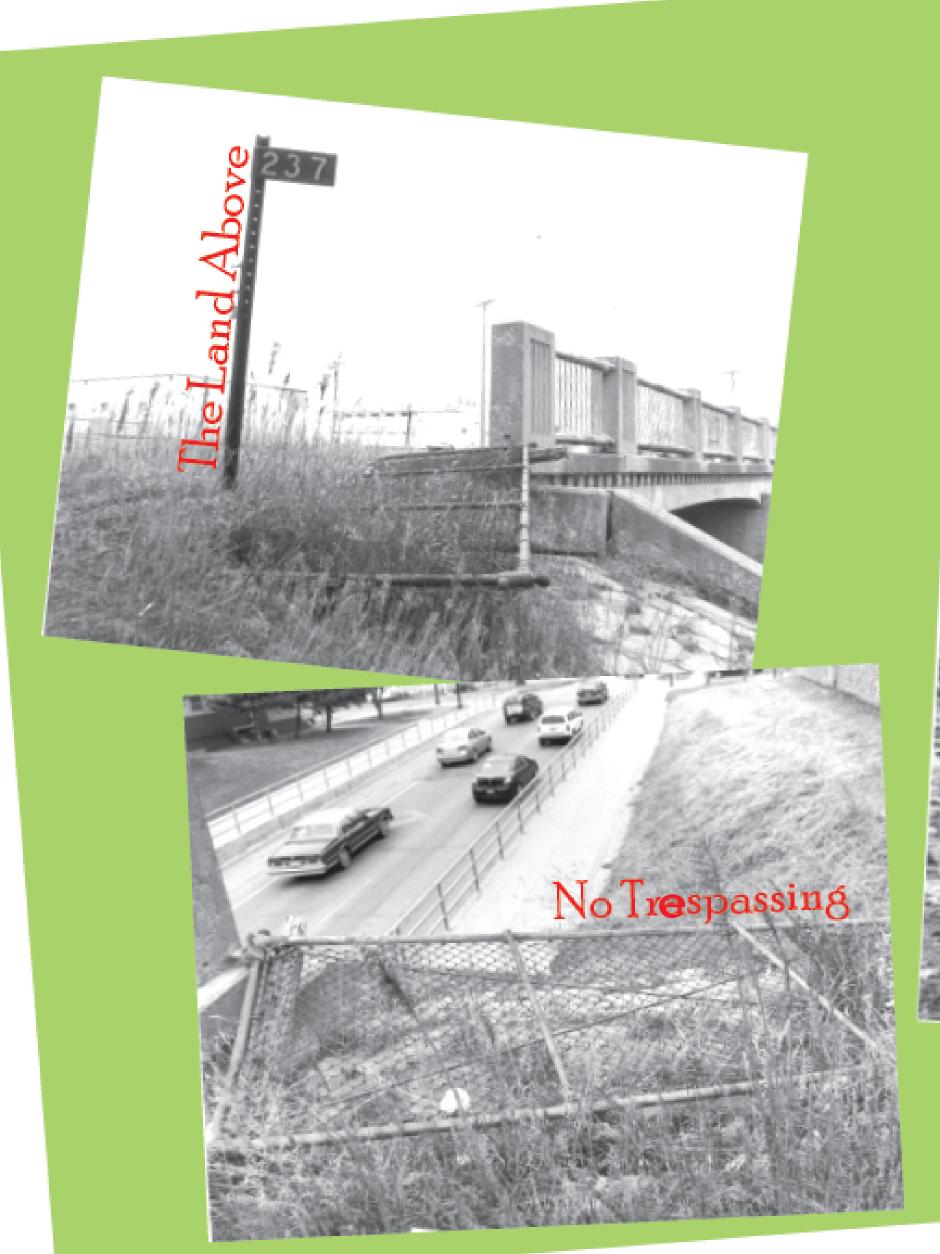
Robert M. Latham

Landscape Architecture Spring 2015 Primary Thesis Advisor: Jason Kost Secondary Thesis Advisor: Kathleen Pepple



Fargo, North Dakota











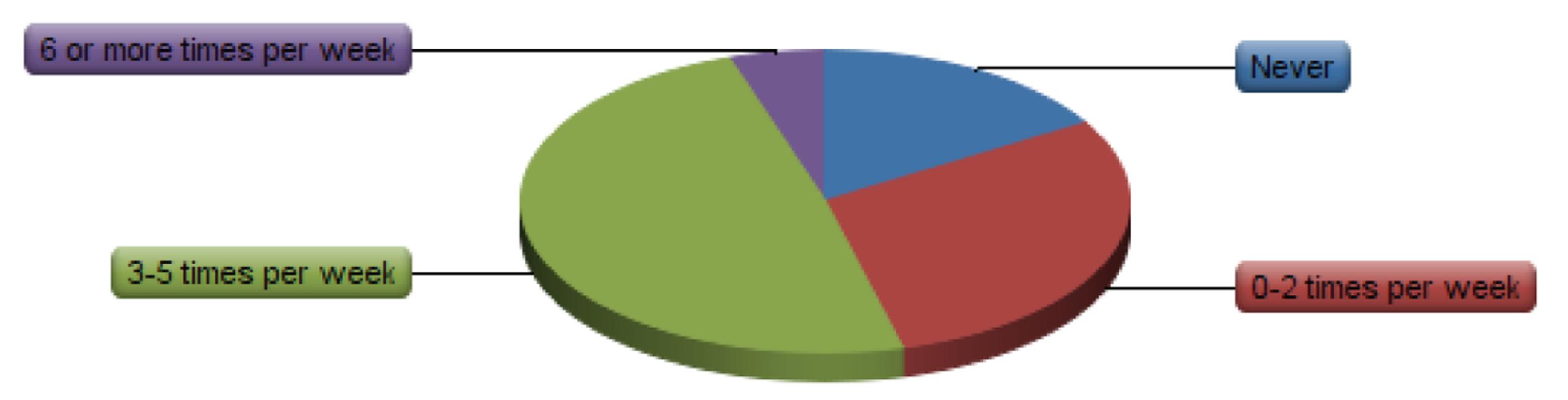




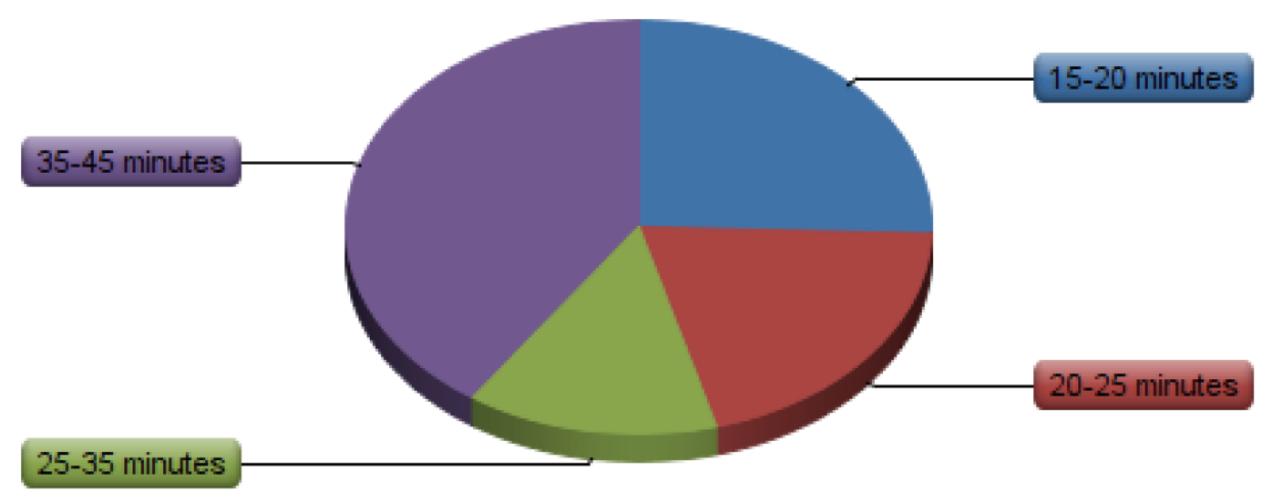
Survey consists of responses to 14 guestions from 102 respondents. Results have been used to gain a better understanding of runner preferences.

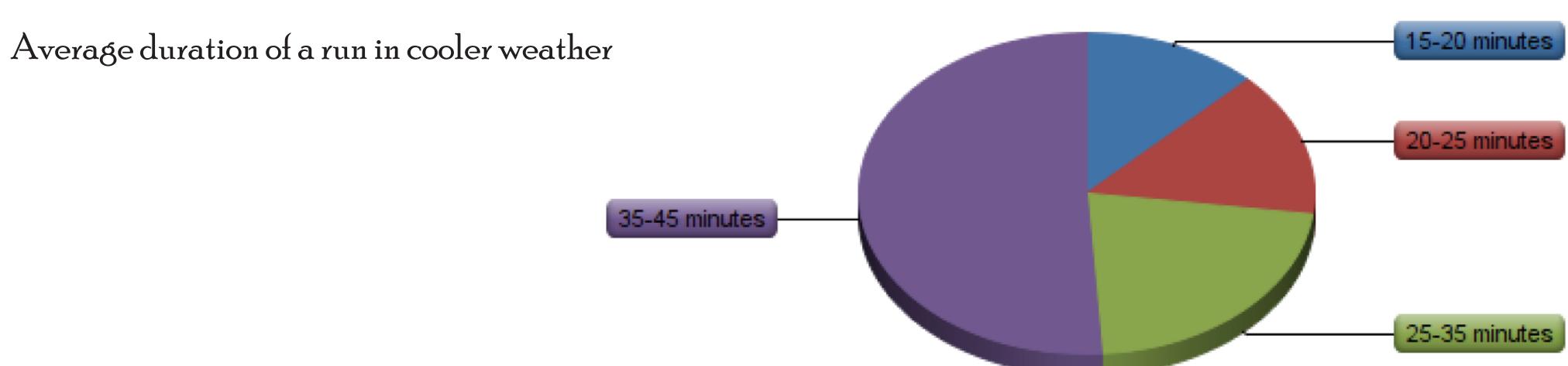
Age of Survey Respondents

Gender of Survey Respondents



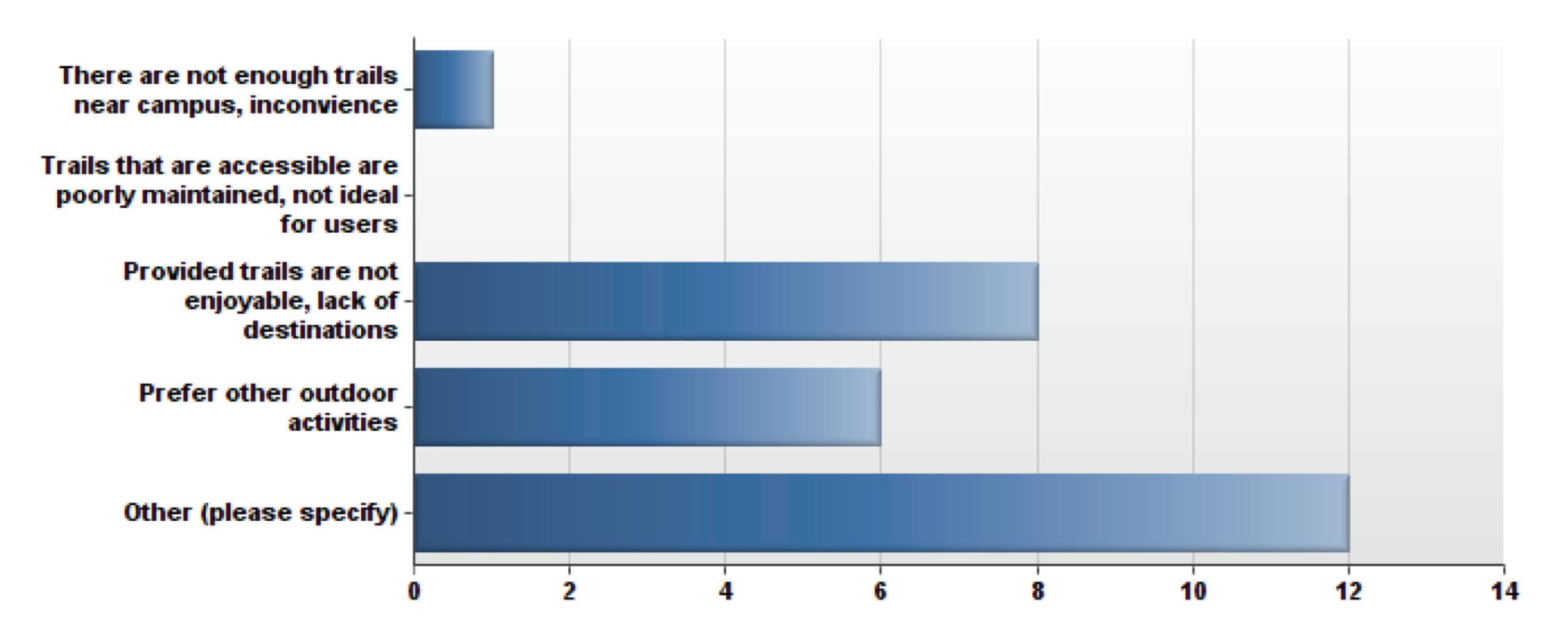
Number of times per week that people run.



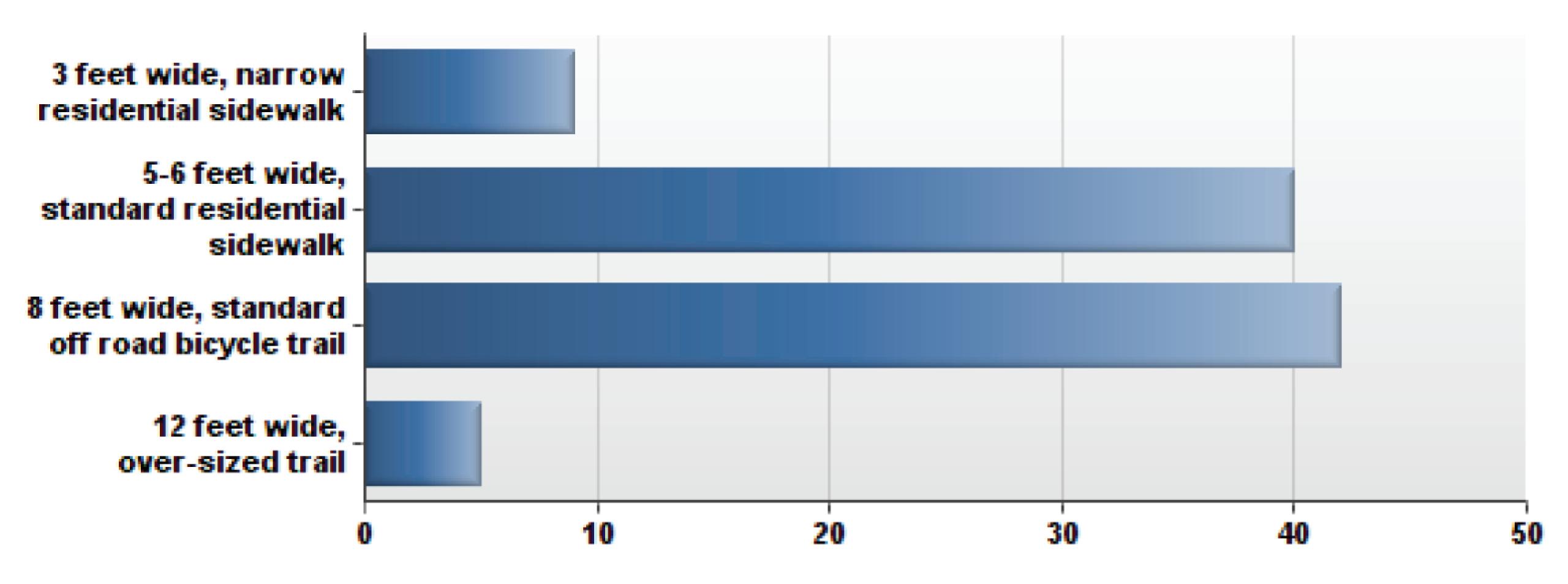


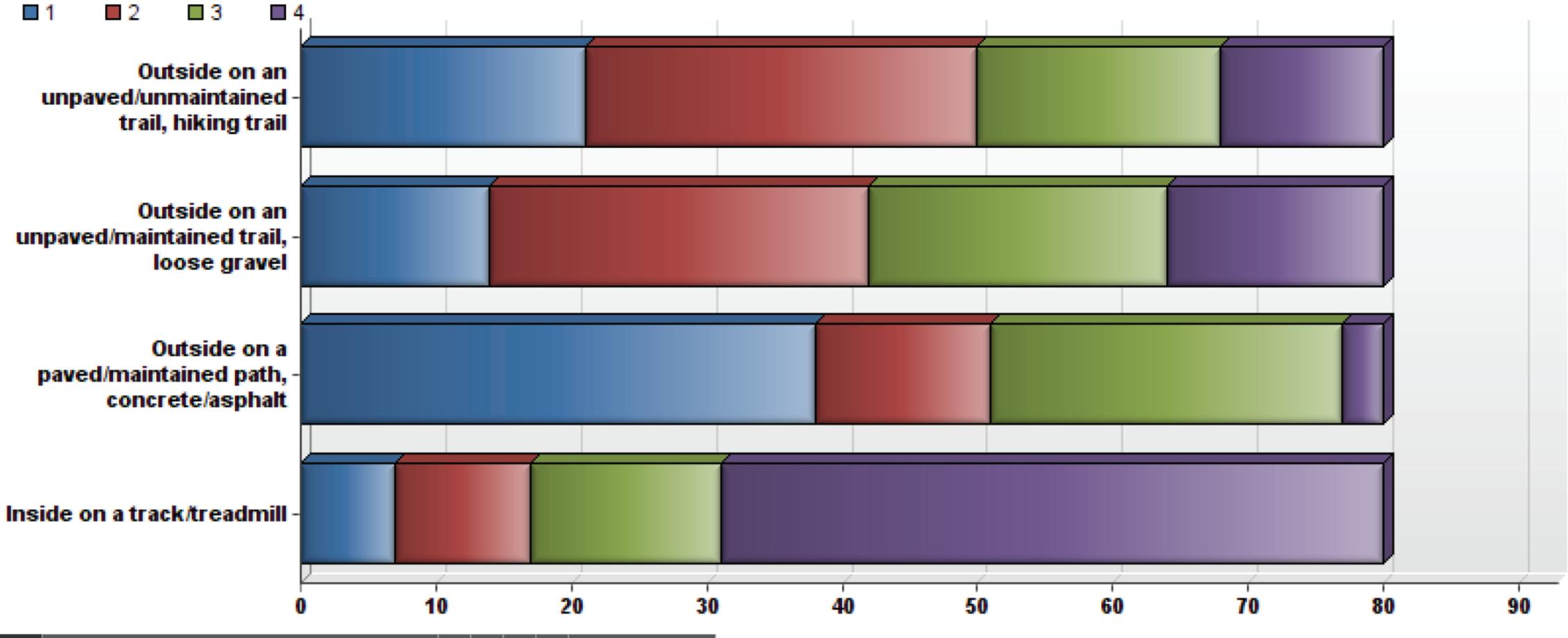
Average duration of a run in warmer weather

Reasons For Not Running



Preferred Trail Width According to Respondents

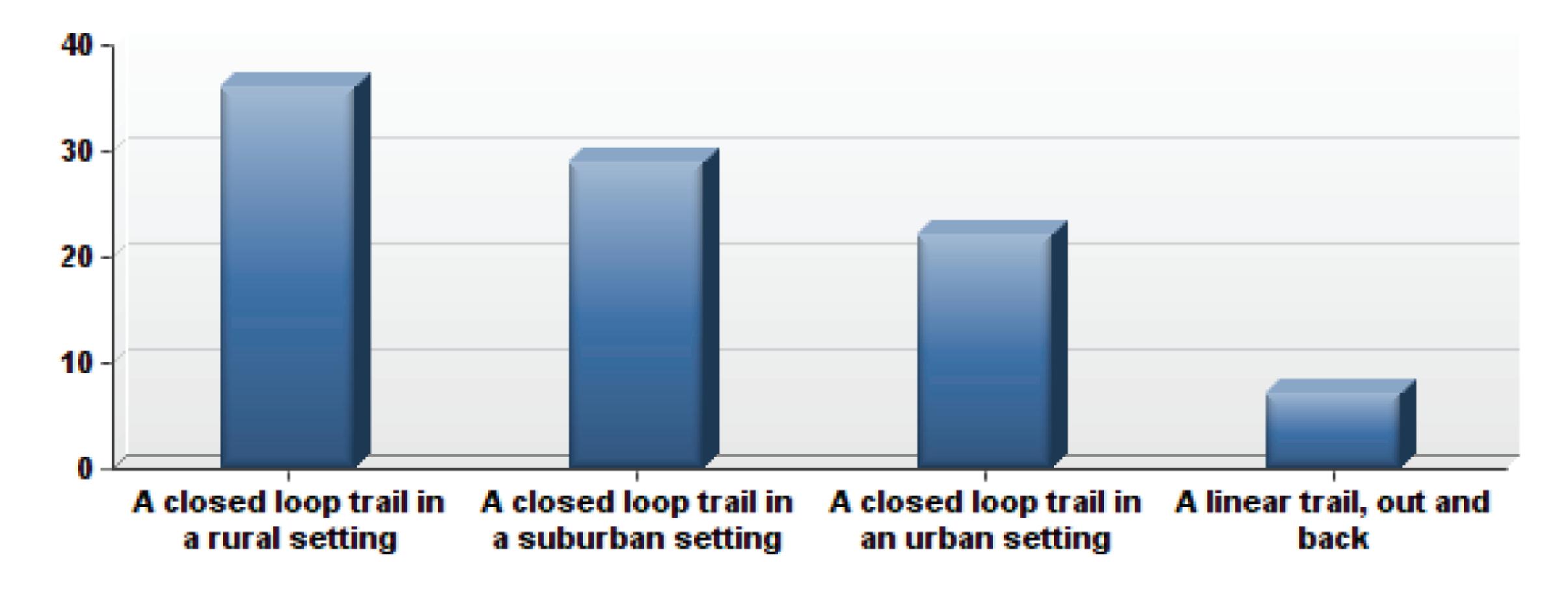




# 🕶	Answer	1	2	3	4	Total Responses
1	Outside on an unpaved/unmaintained trail, hiking trail	<u>21</u>	<u>29</u>	<u>18</u>	<u>12</u>	80
2	Outside on an unpaved/maintained trail, loose gravel	<u>14</u>	<u>28</u>	<u>22</u>	<u>16</u>	80
3	Outside on a paved/maintained path, concrete/asphalt	38	<u>13</u>	<u>26</u>	<u>3</u>	80
4	Inside on a track/treadmill	7	<u>10</u>	<u>14</u>	<u>49</u>	80
	Total	80	80	80	80	-

Respondents preferred running on outside on an unpaved, unmaintained trail the most over running on a paved trail or running inside.

Type of route that respondents preferred to run.



Who will maintain the greenway after its completion? See Midtown Greenway Coalition Who will propose and advocate for improvements to the greenway in the foreseeable future?

What design techniques can be used to minimize conflict between different trail users? (cyclists, runners, pedestrians, etc.) Buffers/Trail Separation

Who will use the site? Who will gain the most from it? College Students

Client/User Description

Runners, Cyclists, Pedestrians

Commuters

Students, Faculty, and Fargo Residents

How will North Dakota State University's proposed bicycle-share program be integrated into a greenway in North Fargo? Nodal Points

How a greenway is made effective during the winter months? Microclimates

How will this project be beneficial to both students of North Dakota State University as well as residents of the Fargo-Moorhead community? Public Greenspace

Case Study



Project: Midtown Greenway

Location: Beginning at the Intersection of West 31st Street South and ending at the Mississippi River in Minneapolis, Minnesota.

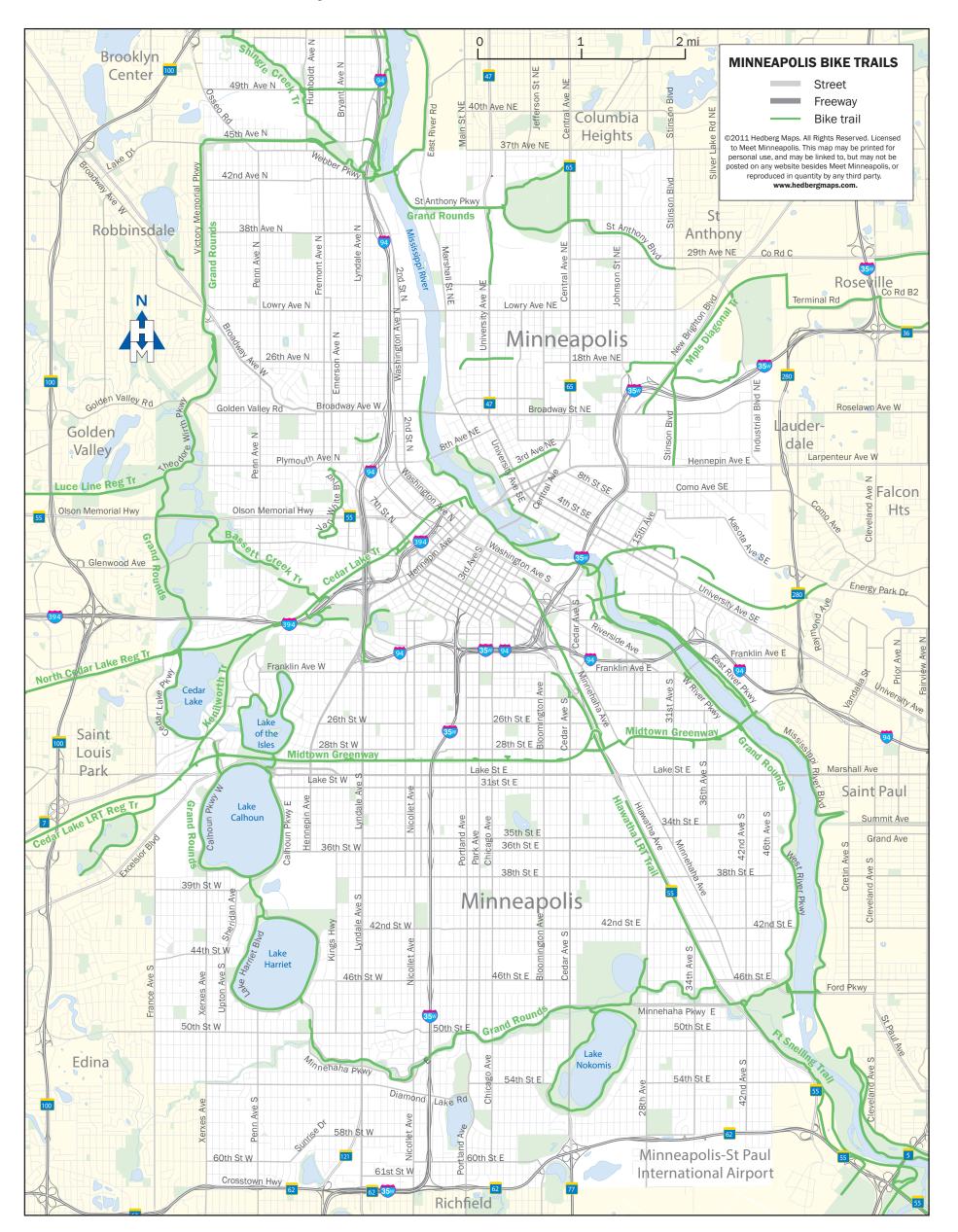
Year Built: 1912

Architects: Loweth, Charles Frederick / Lothholz, H.C.

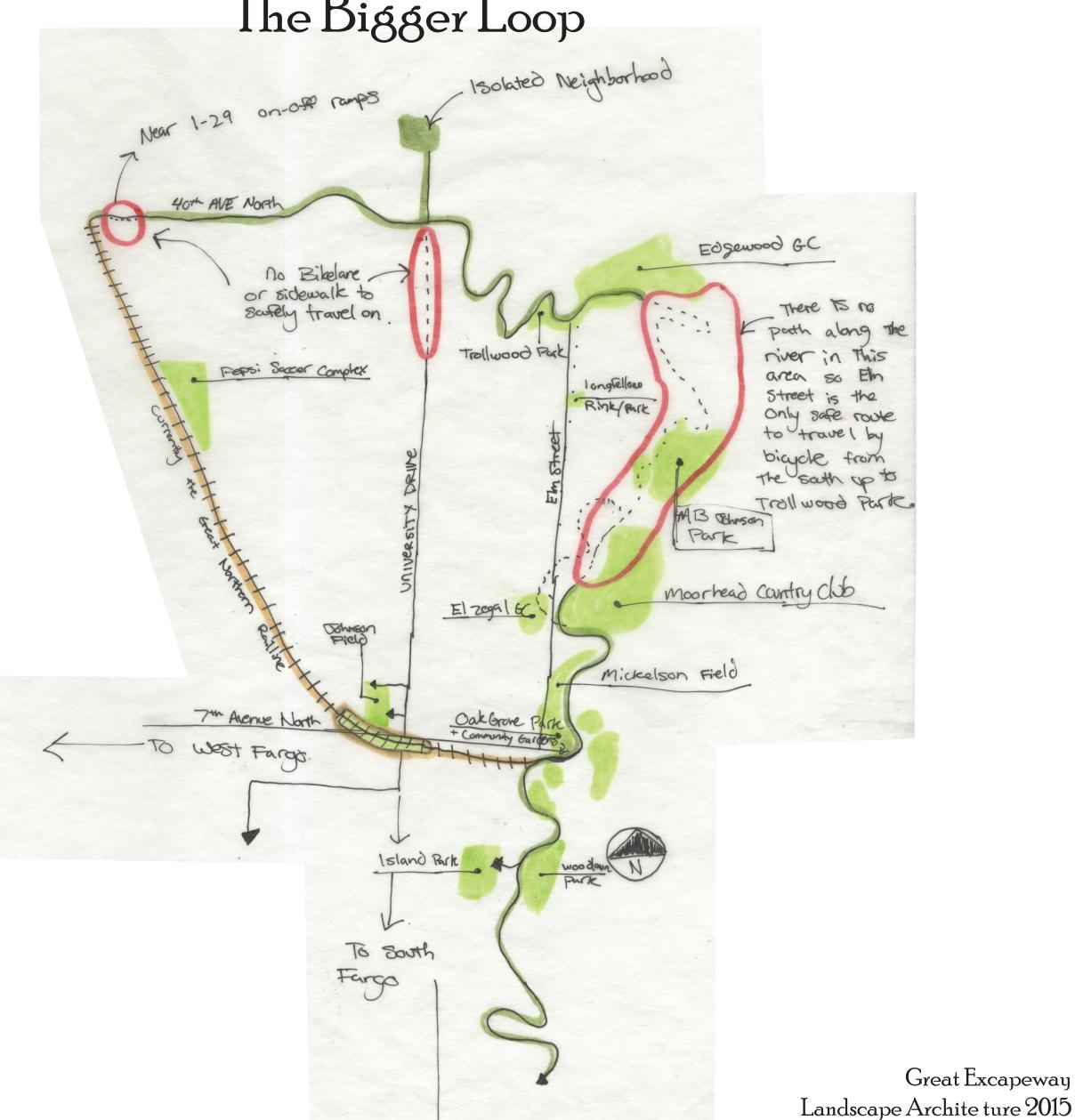
Consultant/Designer: Jim Graebner

The Midtown Greenway is a 5.5-mile long former railroad corridor in South Minneapolis with bicycling and walking trails. The Greenway consists of two one-way bike lanes and one two-way walking path, though they are combined in some places with space constrictions.

Minneapolis Grand Rounds



Fargo, North Dakota "The Bigger Loop"



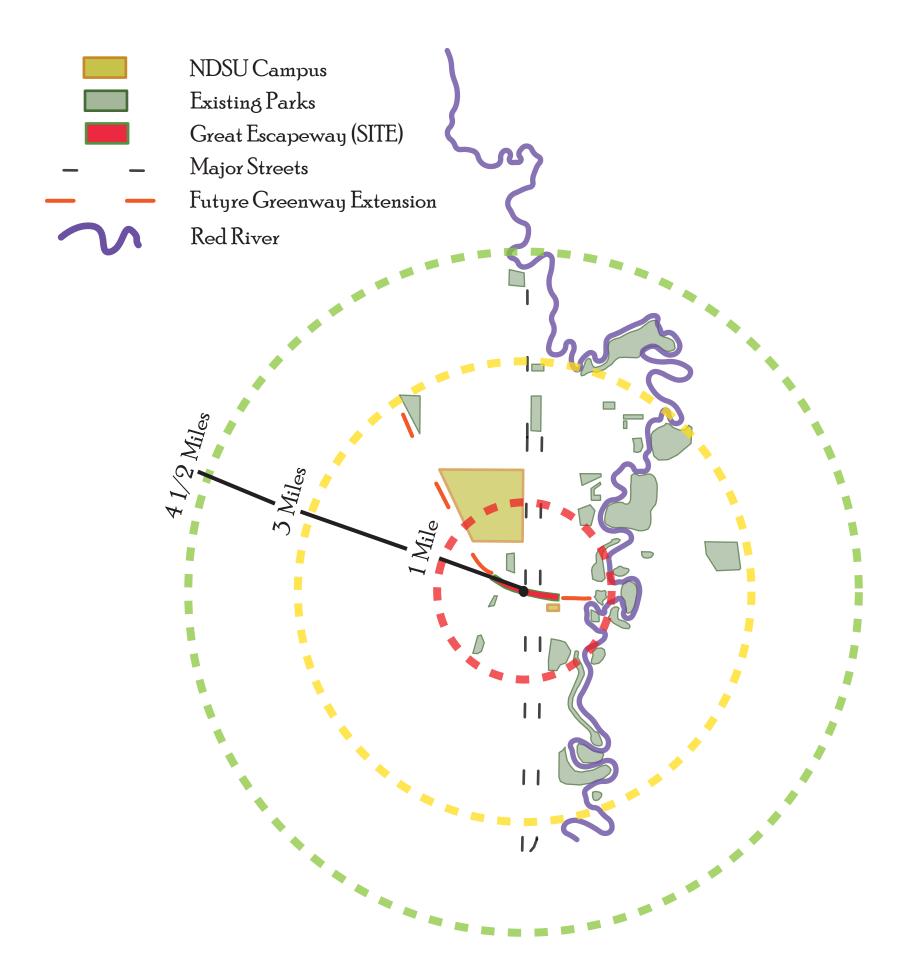
Statement of Intent

Based on the knowledge that the City of Fargo may reroute the Great Northern Railway, I propose to repurpose the former railway as a multifunctional greenway. By creating a greenway masterpan and then illustrating details of the plan, I will demonstrate the potential benefits of a greenway to Fargo and North Dakota State University. Among these benefits is a safe passageway for students and citizens of Fargo and a year-round recreational facility offering, in addition to cycling and walking, cross-country skiing, running, ice skating, and picnicking.

Design Goals

- Create a safe, multifunctional greenway that provides first-class linear recreation and increases mobility.
- · Create more comfortable microclimates along the greenway through the use of shelterbelts.
- Create an inviting, connected, memorable nature-based corridor for recreation and commuting.
- ·Connect, enhance and interpret surrounding neighborhoods to bring people together.
- · Provide a safe and interesting passageway for runners, pedestrians, and cyclists to utilize.
- Form a visual connection between North Dakota State University's main and downtown campuses. Create a sense of place by designing custom details that are consistent throughout the entire site.
- ·Create spaces that promote public art and cultural events (i.e. skating, 5k starting line, etc.).

Proximity to Parks in the F-M Area



Neighborhood Zones



Masterplan



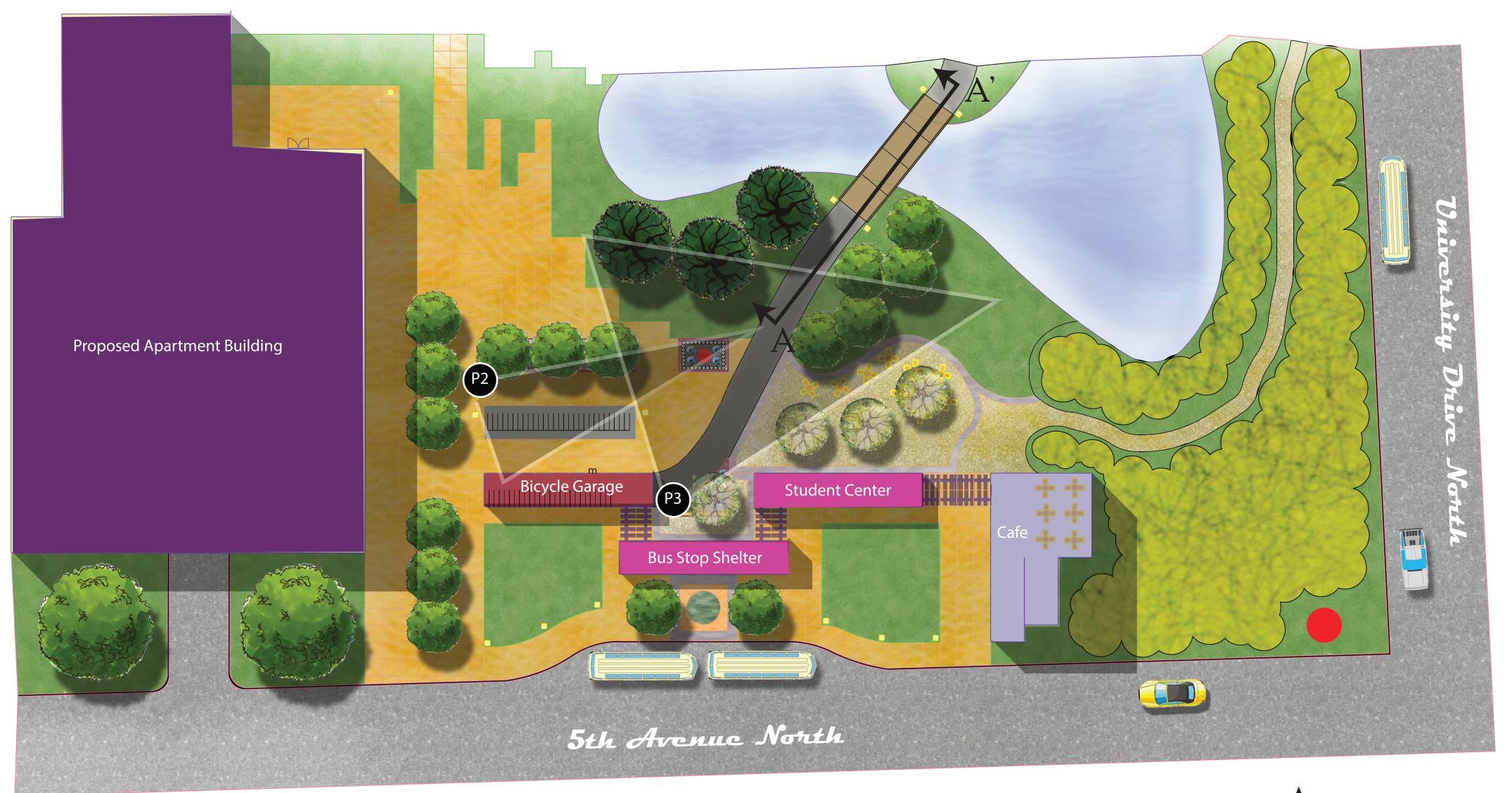




P2

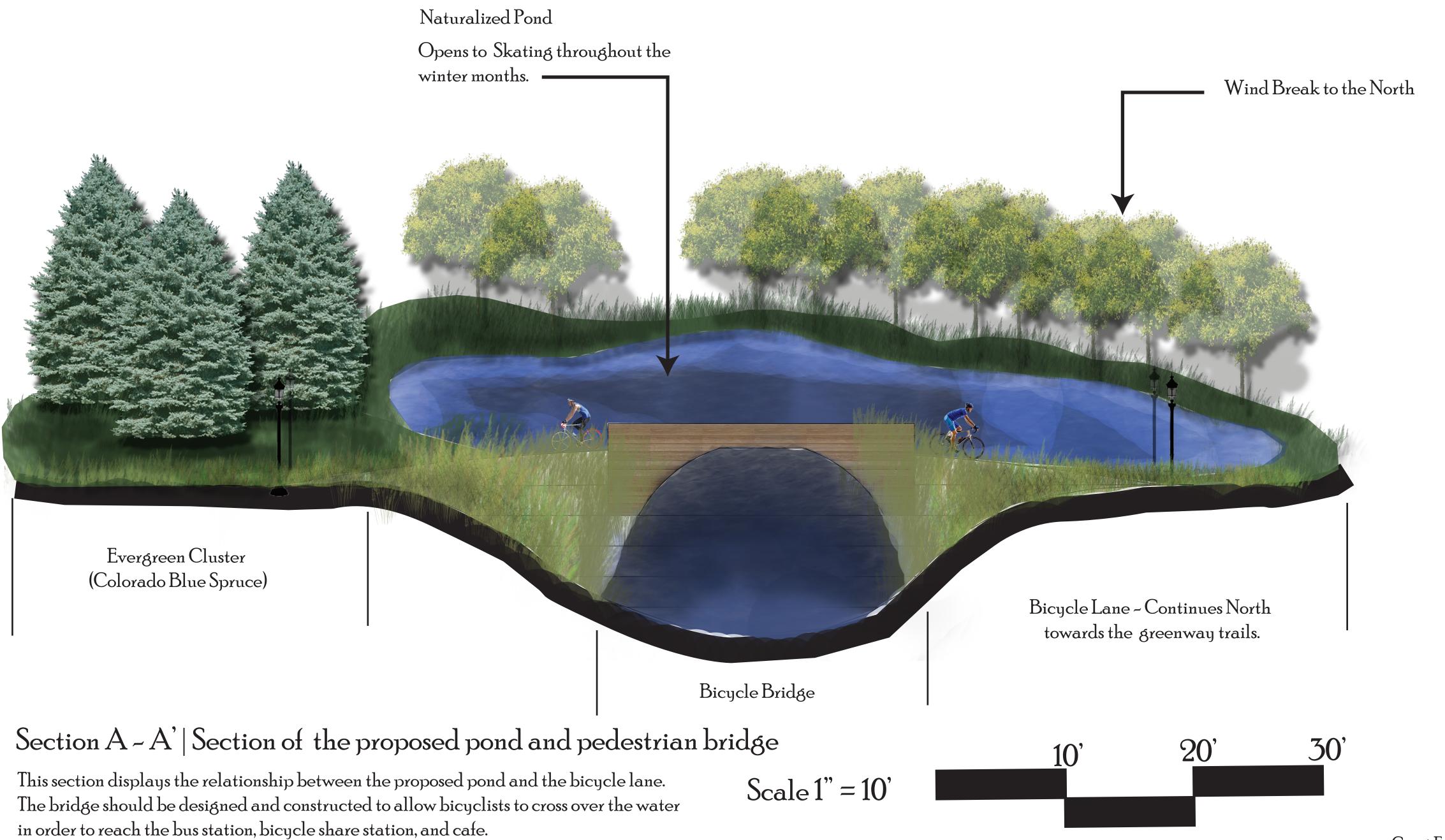
The bikeshare in an urban plaza located on the greenway node along University Drive and 5th Avenue.



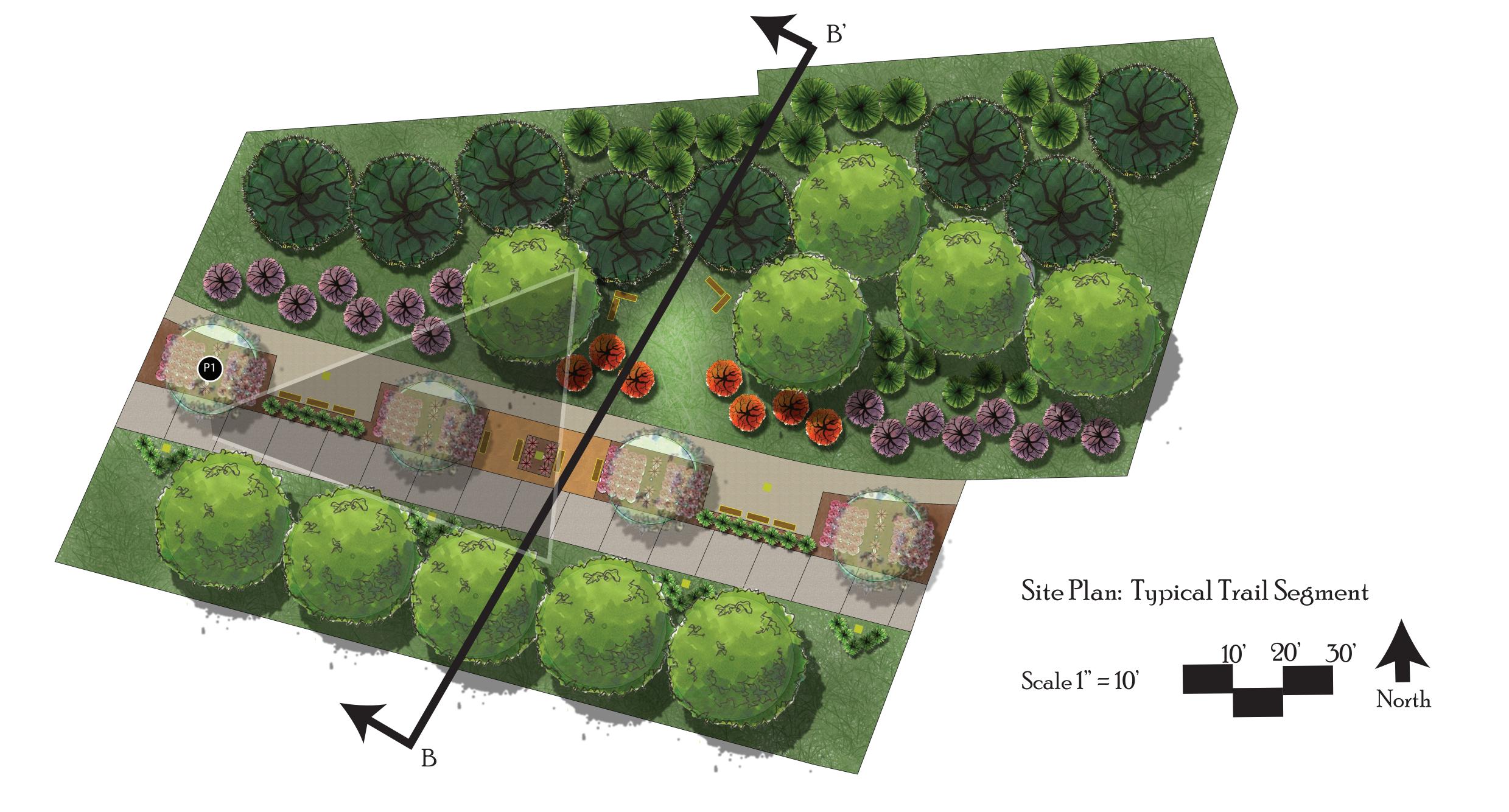


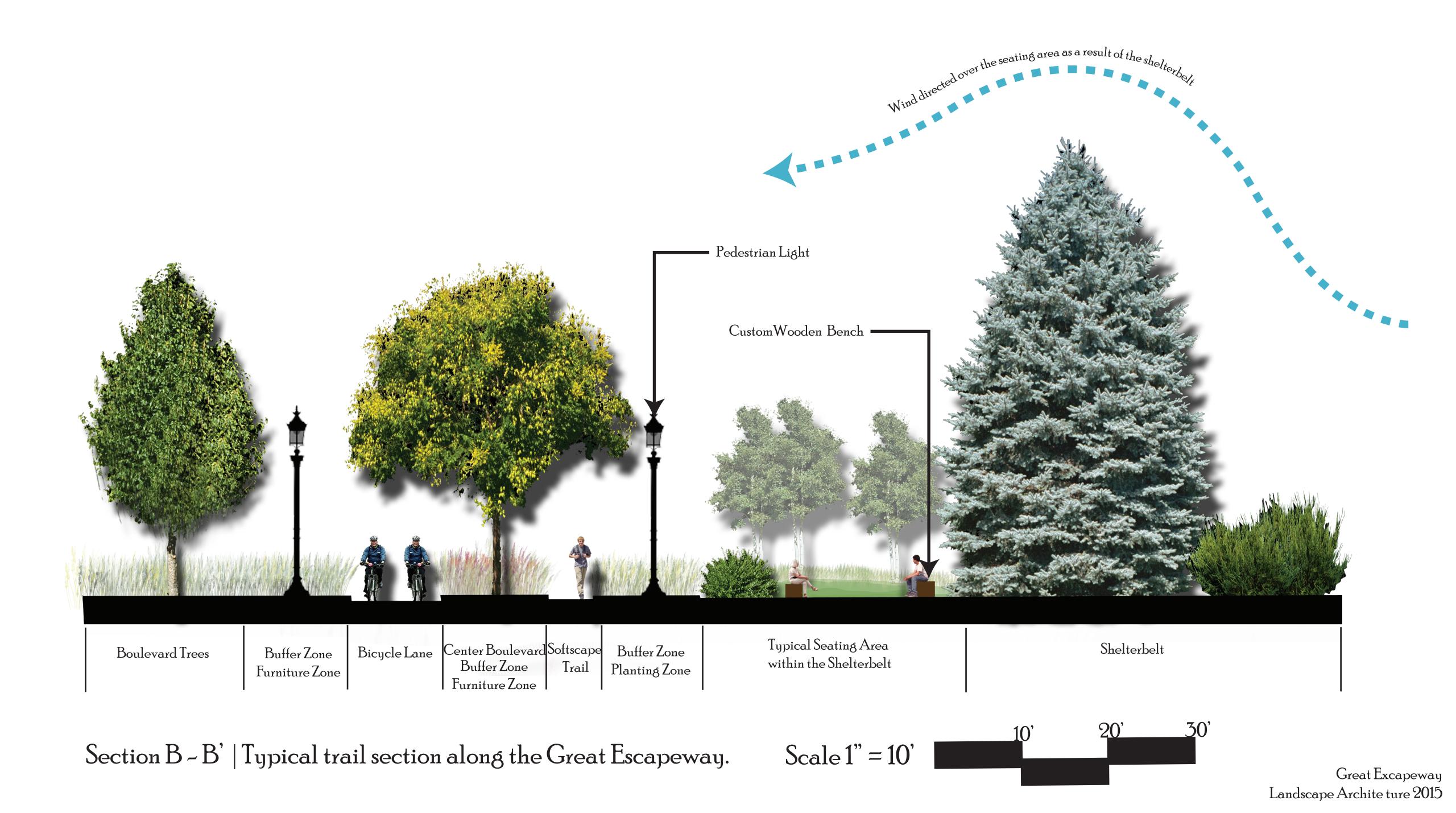
Site Plan: Urban Node (Transportation Hub) Scale 1" = 20'





Great Excapeway Landscape Archite ture 2015





Drought Tolerant Bunchgrasses



Hard (Festuca brevipilia) – fescue



Agropyron desertorum 'Nordon' – crested wheatgrass



Koeleria macrantha (ledeb.) schult. - prairie junegrass



Panicum virgatum 'Heavy Metal' – switchgrass



Tilia americana 'boulevard' - Boulevard Linden



Gymnocladus dioicus - Kentucky Coffeetree



Malus x 'Spring Snow' - Crabapple

Drought Tolerant Sod-forming grass



Buchloe dactyloides - Buffalograss

Ornamental Grasses



Calmagrostis x acutiflora 'Karl Foerster' - Feather Read grass



Festuca glauca 'Elijah Blue' - Blue Fescue



Schizachyrium scoparium 'The Blues' – Little Bluestem

Boulevard/Plaza Trees





Shelter Belt Plants (Shrubs and Trees)



Physocarpus opulifolious - Ninebark



Syringa meyeri 'Palibin' – Lilac



Syringa vulgaris – Common Lilac



Cornus stolonifera - Redosier Dogwood



Populus deltoides - Cottonwood



Populus tremuloides - Quaking Aspen



Paper Birch - Betula Papyrifera



Acer saccharinum - Silver Maple



Quercus macrocarpa - Bur Oak



Ulmus americana 'Minneapolis Park' - American Elm



Tamarack Larix laricin - American Larch



Picea pungens - Colorado (Blue) Spruce

Plant List

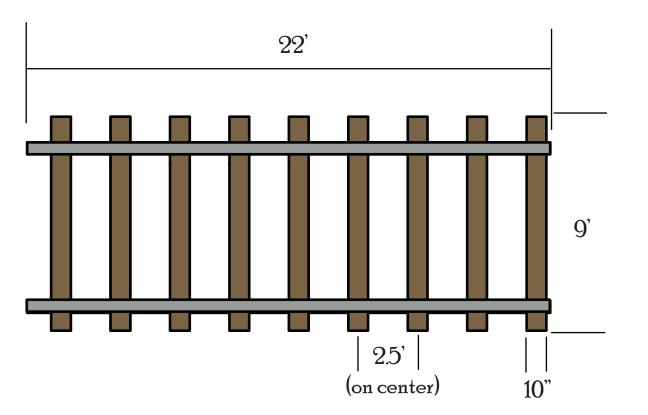
Palimpsest.

Wooden timbers and steel beams can be used in the construction of site furniture and sculptural elements to remind visitors of the railroad that previously ran through the site. The dimensions of the newly constructed planters should reflect those of the typical railroad dimensions.

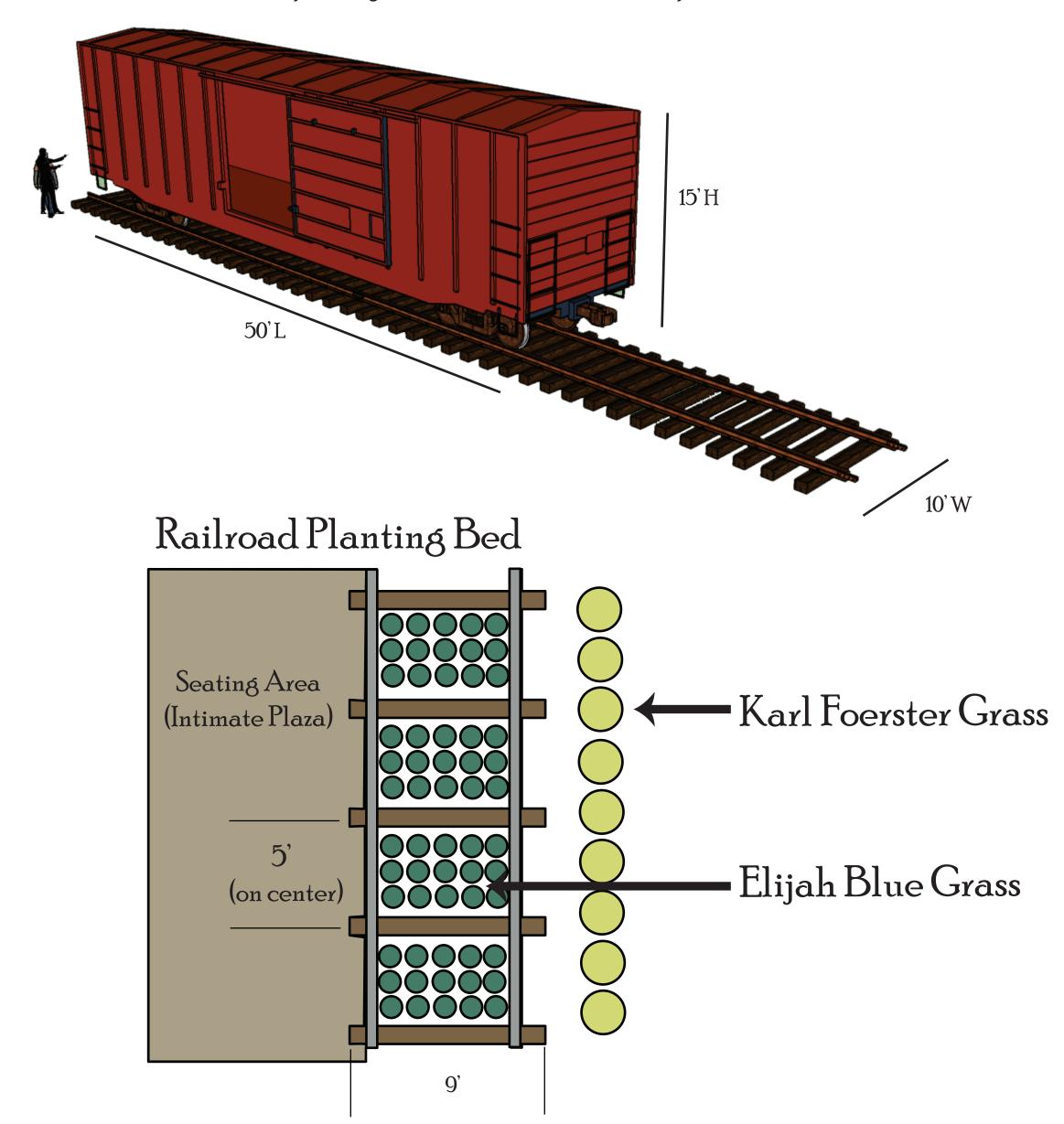
It is worth considering that creosote

~ a mixture of chemicals used to treat railroad timbers and utility poles in order to prevent them from rotting ~ is toxic to both people and various plants. Meaning it is not feasible to reuse the exact same timbers that are currently on the railroad.

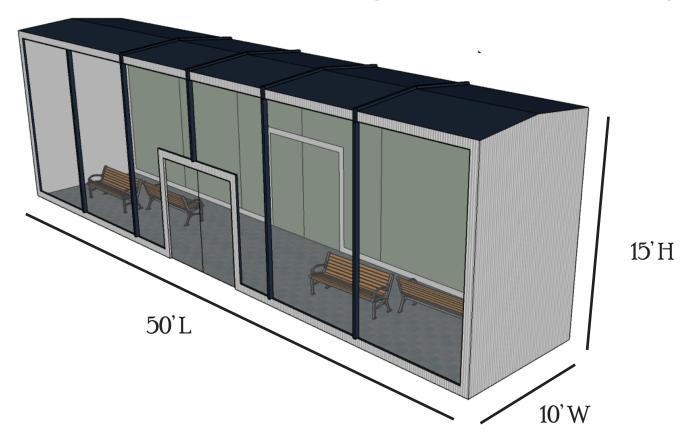
All materials must be creosote free.



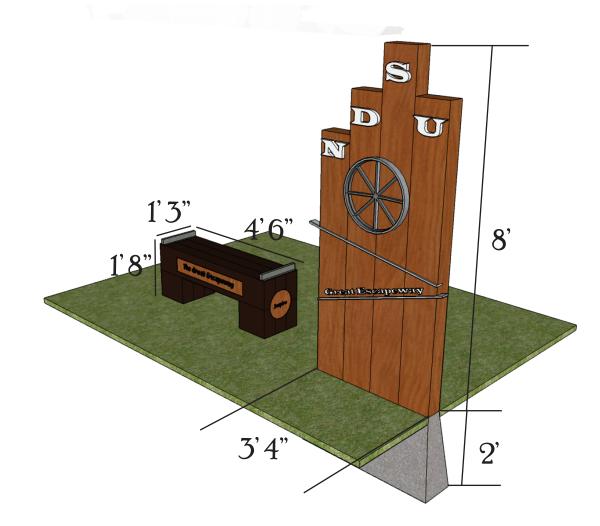
The boxcar is a simple form that provides rythm in the landscape by means of linear repetition.



The railroad boxcar is the primary inspiration for the design of the buildings.



Custum benches and signage are constructed using material with similar dimensions to railroad timbers.



Thank you for your time!





Questions?