

# MAIN AVENUE REDEVELOPMENT SURVEY

## DOWNTOWN FARGO, NORTH DAKOTA

### BACKGROUND INFORMATION

My name is Matt Ellingson and I am a fifth year Landscape Architecture student at North Dakota State University. As a fifth year, we are tasked with creating a thesis project that relates to our interest; I chose to focus on the redesign of Main Avenue in downtown Fargo to make it suitable for all modes of transportation. I chose this project for numerous reasons: Main Avenue is the busiest corridor in the downtown Fargo neighborhood, there are no plans as of now to redevelop it, NP Avenue and 1st Avenue are in the process of being redesigned to better suit traffic needs, and there is a growing demand for bicycle and mass transit infrastructure in the Fargo area. This survey is designed to gauge your thoughts on this hypothetical project so as to best fit the community's needs and wants. Thank you for participating.

- 1) What is your age range?
  - Under 18
  - 18-25
  - 26-35
  - 36-50
  - 51-65
  - 66 or older
- 2) What is your race/ethnicity?
  - African American
  - Asian
  - Hispanic/Latino
  - Native American
  - Pacific Islander
  - White/Caucasian
- 3) What is your gender?
  - Female
  - Male
  - Transgender
- 4) Do you bicycle?
  - Yes
  - No
- 5) Do you ride MAT Bus?
  - Yes
  - No
- 6) How often do you visit downtown Fargo?
  - At least once per day
  - At least once per week
  - At least once a month
  - Never
- 7) Why do you visit downtown Fargo? (Select all that apply)
  - Shopping
  - Work
  - Place of residence
  - Entertainment
  - Dining



8) Please rank the streets you walk the most in downtown Fargo: 1 is the most traveled, 5 is least traveled.

- Broadway
- First Avenue North
- Main Avenue
- NP Avenue North
- Second Avenue North

9) Would you be more willing to walk on Main Avenue if automobile traffic speeds were reduced?

- Yes
- No

10) How familiar are you with the concepts of "Complete Streets"?

- Very Familiar
- Somewhat Familiar
- Not Familiar

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Creating complete streets means transportation agencies must change their orientation toward building primarily for cars. Instituting a complete streets policy ensures that transportation agencies routinely design and operate the entire right of way to enable safe access for all users. Places with complete streets policies are making sure that their streets and roads work for drivers, transit users, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities.

Source: [Completestreets.org](http://Completestreets.org)

11) How important do you feel the following concepts are in a "Complete Street"?

	Very Important	Somewhat Important	Not Important
Bike Lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New Road or Sidewalk Reconstruction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Slower Traffic Speeds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vegetation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Road Reconstruction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

12) Rank the following in the order in which you feel is most important: 1 is most important, 5 is least important.

- Increased Safety
- Increased Health Benefits
- Reduction in Transportation Costs
- Growth and Revitalization
- Increased Mobility for Special Populations

13) Would you be willing to sacrifice driving lanes to increase sidewalk width?

- Yes
- No

14) Would you be willing to sacrifice driving lanes to provide bicycle infrastructure?

- Yes
- No

15) Would you be willing to sacrifice driving lanes to allow for more vegetation?

- Yes
- No

16) Would you be open to the relocation of the bus terminal to Main Avenue?

- Yes
- No

17) Which of the following bus station images do you find the most visually appealing?



Optional: Why?

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18) Which season do you ride MAT Bus the most?

- Spring
- Summer
- Fall
- Winter
- I don't ride MAT Bus

19) Would you be more willing to visit the MAT Bus Ground Transportation Center if retail and restaurants existed?

- Yes
- No

20) What times of day do you ride MAT Bus the most?

- 6:00 AM - 9:00 AM
- 9:00 AM - 12:00 PM
- 12:00 PM - 4:00 PM
- 4:00 PM - 7:00 PM
- 7:00 PM - 11:15 PM
- I don't ride Mat Bus

21) How familiar are you protected bike lanes?

- Very familiar
- Somewhat familiar
- Not familiar

Protected bike lanes are a simple concept: they're like sidewalks for bikes. Because they use planters, curbs, parked cars or posts to separate bike and auto traffic on busy streets, protected lanes are essential to building a full network of bike-friendly routes.  
 Source: Peopleforbikes.org

22) Which season do you bicycle the most?

- Spring
- Summer
- Fall
- Winter
- I don't bicycle

23) What is your reason for bicycling?

- Exercise
- Leisure/Fun
- Commuting/Mode of Transportation
- I don't bicycle

24) Do you utilize on-street biking facilities where available?

- Yes
- No

24a) If you answered no, please explain why you do not use them.

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24b) If you answered yes, do you feel safe while cycling on street?

- Yes
- No
- Depends on the location

25) Which of the following images do you perceive as the safest for cyclists?



Optional: Why?

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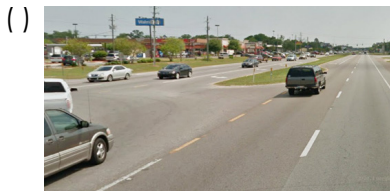


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26) Which of the following images is most visually appealing to you?



Optional: Why?

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27) Which of the following images do you find as the most visually appealing?

