



CITY OF FARGO

# SAFE ROUTES to SCHOOL PLAN

*A plan to make walking and biking  
to school a safe, fun activity*

**February 2020**

**METROCOG**

# Resolutions

## RESOLUTION OF ADOPTION

### For the City of Fargo Safe Routes to School Plan

**WHEREAS**, The Fargo-Moorhead Metropolitan Council of Governments (Metro COG), is the Metropolitan Planning Organization designated by the Governors of North Dakota and Minnesota to maintain the metropolitan area's transportation planning process in accordance with federal regulations; and

**WHEREAS**, The 2015 federal transportation bill, the *Fixing America's Surface Transportation Act* (FAST Act) created a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA) funds, which include small-scale transportation improvement projects, such as safe routes to school projects; and

**WHEREAS**, Metro COG received approval from its Transportation Technical Committee and Policy Board to pursue a Safe Routes to School (SRTS) Plan for the City of Fargo in 2018 for the sake of maximizing the health and safety of school children in the City of Fargo; and

**WHEREAS**, Metro COG formed a study review committee consisting of representation from the Fargo Public School District, the City of Fargo, the Fargo Police Department, West Fargo Public School District, Fargo Park District, as well as Oak Grove Lutheran Schools, Saint John Paul II Catholic School Network and Grace Lutheran School to oversee the SRTS Plan development; and

**WHEREAS**, The City of Fargo SRTS Plan developed infrastructure and non-infrastructure opportunities for improvement to assist and guide the School Districts and City in its pursuit of enhancing and increasing opportunities to safely and regularly walk and bicycle to elementary and middle schools in the city limits of Fargo; and

**WHEREAS**, The City of Fargo SRTS Plan establishes a foundation for the pursuit of Federal grant monies through the North Dakota Department of Transportation as well as for future coordinated SRTS planning efforts in the City of Fargo; and

**WHEREAS**, The adopted City of Fargo SRTS Plan will satisfy, enhance, and serve as a basis for justifying the application for any funding requests by eligible agencies to move forward with coordinated SRTS activities or programs; and

**WHEREAS**, The approved City of Fargo SRTS Plan may be considered a minimum qualification for inclusion of Federal funding aimed at implementation of activities outlined in the Plan for inclusion in the Metropolitan Transportation Improvement Program (TIP); and

**NOW, THEREFORE, BE IT RESOLVED**, That the Fargo City Commission does hereby adopt the City of Fargo SRTS Plan, and agrees to use it as a tool to implement its recommendations to enhance the health and safety of Fargo's school children and complement the overall development of the metropolitan transportation system.

Mayor 

Date: 2/10/20

Witness 

Date: 2/10/2020

**RESOLUTION OF ADOPTION – 2020-R005**

**City of Fargo Safe Routes to School Plan**

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Metro COG Policy Board Chair



Date: 2-20-2020

Metro COG Executive Director



Date: 2/20/2020

# Federal Disclaimer

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the North Dakota Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided through local contributions from the City of Fargo. The United States Government and the State of North Dakota assume no liability for the contents or use thereof.

This document does not constitute a standard, specification, or regulation. The United States Government, the State of North Dakota, and the Fargo-Moorhead Metropolitan Council of Governments do not endorse products or manufacturers. Trade or manufacturers' names may appear herein only because they are considered essential to the objective of this document.

The contents of this document reflect the views of the authors, who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the policies of the state and federal Departments of Transportation.

# Acknowledgments

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# Executive Summary

The City of Fargo, Metro COG, Fargo Public Schools, West Fargo Public Schools, and the private schools know how important it is to give students and families the opportunity to walk, bike, and roll to school.

This planning document identifies the challenges students currently face and provides suggestions to improve conditions and encourage families to try walking and biking.

The information gathered and discussed in this plan would not have been possible without the input from students and families in Fargo, as well as school, city, and Metro COG staff.



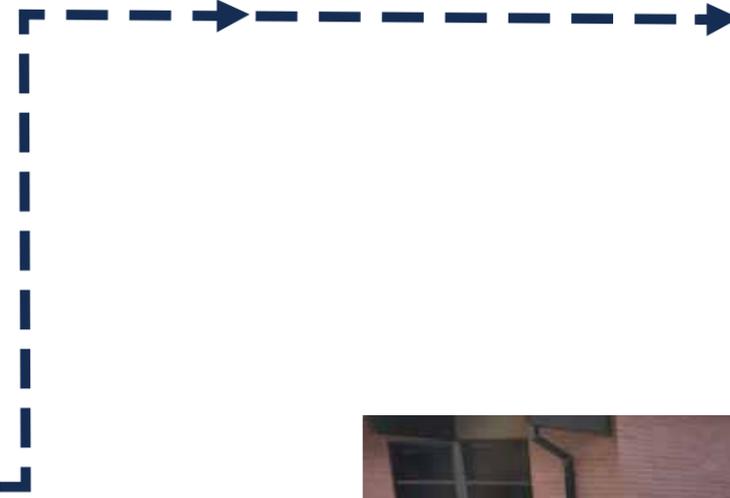
## Community engagement

Students, families, and community members helped to identify the reasons why students currently do or do not walk and bike to school.

## School visits and field observations

Performing field investigations of the neighborhoods surrounding the schools, in addition to observing arrival and dismissal at schools, helped to confirm and understand existing assets and barriers to comfortable walking and biking.





### *Next step: implement!*

This plan is a resource for staff, families, elected officials, and other stakeholders in Fargo.

**Use it to create active and healthy communities!**

See how you can use this plan ▶▶▶ p. 8

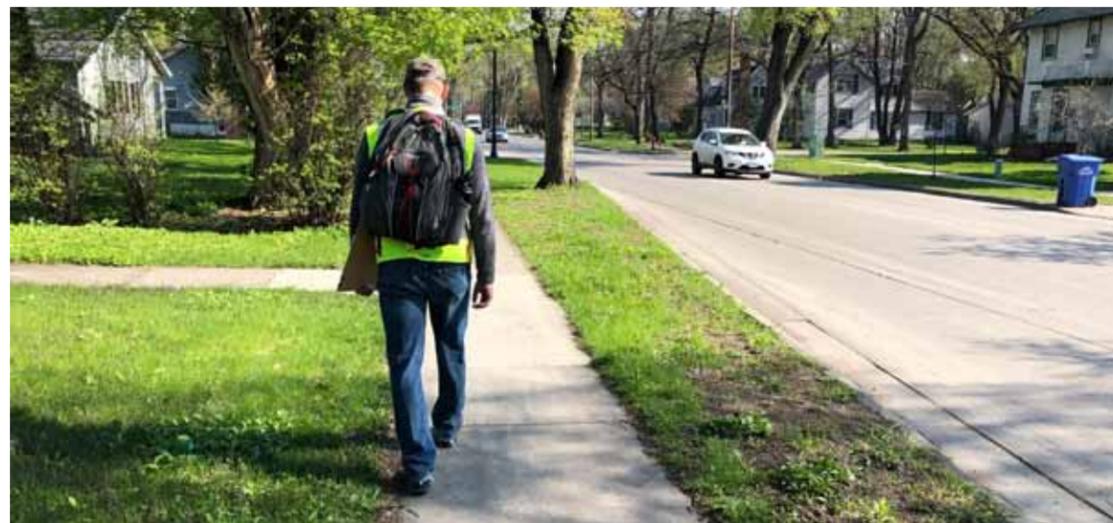
### *Opportunities for improvement*

Since everything cannot be done at once, infrastructure improvements are prioritized into high, medium, and low categories at each school to achieve the greatest impact and increase the number of students who walk and bike.

Individual school recommendations and suggested route maps ▶▶▶ p. 20

Citywide high impact, policy, and process recommendations ▶▶▶ p. 282

Program recommendations to encourage and educate ▶▶▶ p. 298





## Using This Plan

This plan provides an overview of Safe Routes to School (SRTS) with specific recommendations for a comprehensive approach to improve the safety, health, and wellness of students. The specific recommendations in this plan are intended to support improvements and programs over the next five-ten years. These recommendations include both long- and short-term infrastructure improvements, as well as programmatic recommendations.

It should be noted that not all of these projects and programs need to be implemented right away to improve the environment for walking and bicycling to school. The recommended projects and programs listed in this plan should be reviewed as part of the overall and ongoing Safe Routes to School strategy. Some projects will require more time, support, and funding than others. It is important to achieve near-term successes while laying the groundwork for progress toward some of the larger and more complex projects.

At the heart of every successful Safe Routes to School comprehensive program is a coordinated effort by parent volunteers, school staff, local agency staff, law enforcement, public health, and community advocates. Each partner has a key role to play in contributing to this plan's success.

## How to Use This Plan...

### ***I am a parent***

Parents can use this plan to understand the conditions at their children's school and to become familiar with the ways a SRTS program can work to make walking and bicycling safer. Concerned parents or city residents have a very important role in the Safe Routes to School process. Parent groups, both formal and informal, have the ability and the responsibility to help implement many of the educational and encouragement programs suggested in this plan. Parent groups can also be key to ongoing success by helping with fundraising for smaller projects and programs.

### ***I am a community member***

Community residents, even if they don't currently have children enrolled in school, can play an important role in supporting implementation of the plan. They can use this plan to better understand where there may be opportunities to participate in programming initiatives and infrastructure improvements. Community members, including seniors or retirees who may have more flexible schedules than parents with school-aged children, may volunteer in established programs or work with school staff or community partners to start new programs recommended in this plan.

### ***I work for a School District***

School district staff can use this plan to prioritize improvements identified on District property and develop programs that educate and encourage students and parents to seek alternatives to single family commutes to school.

District administrators are perhaps the most stable of the stakeholders for a Safe Routes to School program and are in the best position to keep the program

active over time. District staff can work with multiple schools, sharing information and bringing efficiencies to programs at each school working on Safe Routes.

### ***I am a School Administrator***

School administrators have an important role in implementing the recommendations contained within this SRTS plan. For a plan to succeed, the impetus for change and improvement must be supported by the leadership of the school.

School administrators can help with making policy and procedural changes to projects that are within school grounds and by distributing informational materials to parents within school publications.

### ***I am a teacher or school staff member***

Other than parents, teachers might interact with students the most. Teachers can include bicycle and pedestrian safety in lesson plans. Sharing books in the classroom that promote walking and biking is a good way to get kids interested at an early age. Teachers can also arrange for field trips within walking distance of school and incorporate informal lessons about safety along the way. In general, being positive and encouraging about walking and biking is a great way to start.

### ***I work for the City of Fargo or Park District***

City planners and engineers along with Park District staff can use this report to identify citywide issues and opportunities related to walking and bicycling and to prioritize infrastructure improvements. Staff can also use this report to support Safe Routes to School funding and support opportunities such as grants and other funding opportunities.

For all infrastructure recommendations, a traffic study and more detailed engineering may be necessary to evaluate project feasibility. Additional public outreach should be conducted before final design and construction. For recommendations within the public right-of-way, the responsible agency will determine how (and if) to incorporate suggestions into local improvement plans and prioritize funding to best meet the needs of each school community.

### ***I work for the Police Department***

Police department staff can use this report to understand issues related to walking and bicycling to school and to plan for and prioritize enforcement activities that may make it easier and safer for students to walk and bike to school. The Police Department will be instrumental to the success of the enforcement programs and policies recommended in this plan. The Police Department will also have a key role in working with school administrations in providing officers and assistance to some of the proposed education and encouragement programs.

### ***I work in Public Health***

Public health staff can use this report to identify specific opportunities to collaborate with schools and local governments to support safety improvements and encourage healthy behaviors in school children and their families.

### ***I am a student***

Students are perhaps the most influential when it comes to advocating for change at their schools and in their neighborhoods. Student leaders have the capacity to organize programs in their schools to continue momentum of this planning effort.



# Introduction & Context

## **WHAT IS SAFE ROUTES TO SCHOOL:**

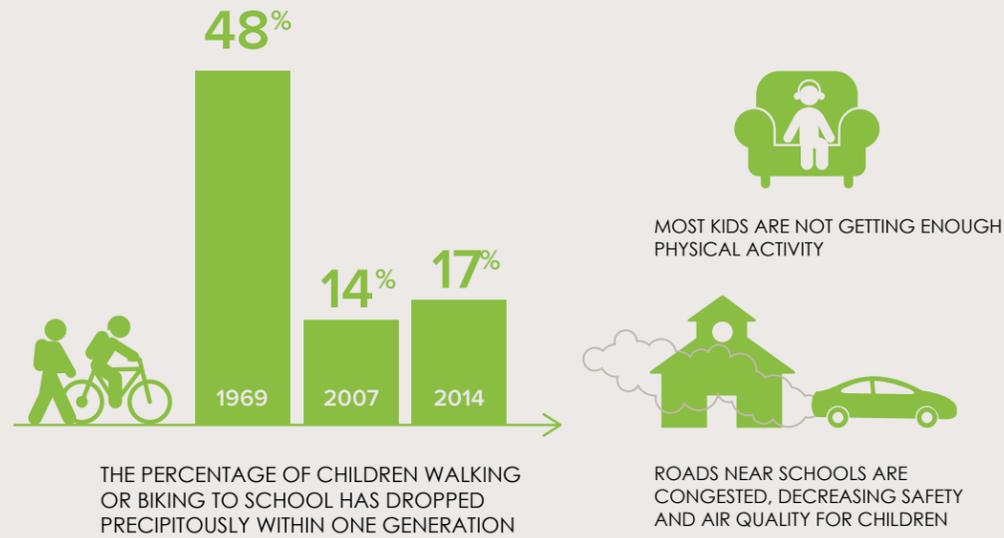
Safe Routes to School programs are sustained efforts by parents, schools, community leaders, and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school, during the school day, and around their communities.

## **VISION:**

Safe Routes to School is an initiative that works to make it safe, convenient, and fun for children to walk and bicycle to and from schools. The City of Fargo, Fargo Public Schools, and West Fargo Public Schools share a vision to get more children walking and bicycling to school, improve kids' safety, and increase health and physical activity.

The schools will work together with Metro COG, the City of Fargo, Fargo Park District, and the Police Department in efforts to make needed improvements to make it safer and easier for students to walk and bike to school.

# Why Safe Routes to School?



## KIDS WHO WALK OR BIKE TO SCHOOL:

- Arrive alert and able to focus on school
- Are more likely to be a healthy body weight
- Are less likely to suffer from depression and anxiety
- Get most of the recommended 60 minutes of daily physical activity during the trip to and from school
- Demonstrate improved test scores and better school performance\*

## THE VICIOUS CYCLE OF INCREASED TRAFFIC LEADING TO REDUCED WALKING AND BICYCLING:



\*More information, including primary sources, can be found at <http://guide.saferoutesinfo.org>

## THE SIX ES:

Safe Routes to School programs use a variety of strategies to make it easy, fun, and safe for youth to walk and bike to school and in their communities. These strategies are often called the "Six Es."

### EQUITY

Equity is an overarching concept that applies to all of the Es. Equity in SRTS means that the SRTS program is inclusive, celebrates the diversity of students, allocates resources to overcome inequities, and supports a community where walking and biking is safe, comfortable, and convenient for every student.



### EDUCATION

Programs designed to teach children about traffic safety, bicycle and pedestrian skills, and traffic decision-making.



### ENCOURAGEMENT

Programs that make it fun for students to walk and bike, including incentive programs, regular events or classroom activities.



### ENGINEERING

Physical projects that are built to improve walking and bicycling conditions.



### ENFORCEMENT

Law enforcement strategies aimed at improving driver behavior near schools and ensuring safe roads for all users.



### EVALUATION

Strategies to help understand program effectiveness, identify improvements, and ensure program sustainability.



### **OVERVIEW WITH GOALS:**

The last Fargo Safe Routes to School Plan was adopted in December 2009. After nearly a decade, the Fargo Safe Routes to School Plan needed an update. This plan updates the previous plan by including newly constructed schools and identifying areas of improvement surrounding each school throughout the City of Fargo. This plan also provides guidance on new installations, improvements, and suggested routes to each school.

#### ***Plan Objectives (Outcomes/Goals)***

- Increase the health and physical activity of students in the City of Fargo
- Provide educational resources for students, staff, parents, and guardians
- Increase the safety of students in the City of Fargo
- Increase the percent of students that walk and/or bicycle to school

#### ***Plan Objectives (Methods/Deliverables)***

- Establish identifiable safe routes to school for the schools identified in the 2020 Fargo Safe Routes to School Plan
- Establish a prioritized list of projects, policies, and educational programs that can be implemented at individual schools
- Establish a prioritized list of projects, policies, and educational programs that can be implemented across the City of Fargo
- Establish a strategy for integrating SRTS into decision-making processes for the selection of new school locations and school expansions

**COLLABORATION:**

Strong collaboration is instrumental to the success of SRTS planning, infrastructure development, and programs. The Study Review Committee (SRC) for this plan is a collaboration between Metro COG, City of Fargo, Fargo Park District, Fargo Public Schools, Fargo Police Department, West Fargo Public Schools, the North Dakota Department of Transportation (NDDOT), the Federal Highway Administration (FHWA) and the private schools (Oak Grove Lutheran Schools, St. John Paul II Catholic Schools, and Grace Lutheran Schools). The SRC, through the development of this plan, has strengthened relationships with the goal of expanding SRTS activities.

This plan aims to build upon the existing collaboration between the City and the schools to result in expanded SRTS successes.





# Planning Process

## Project Context

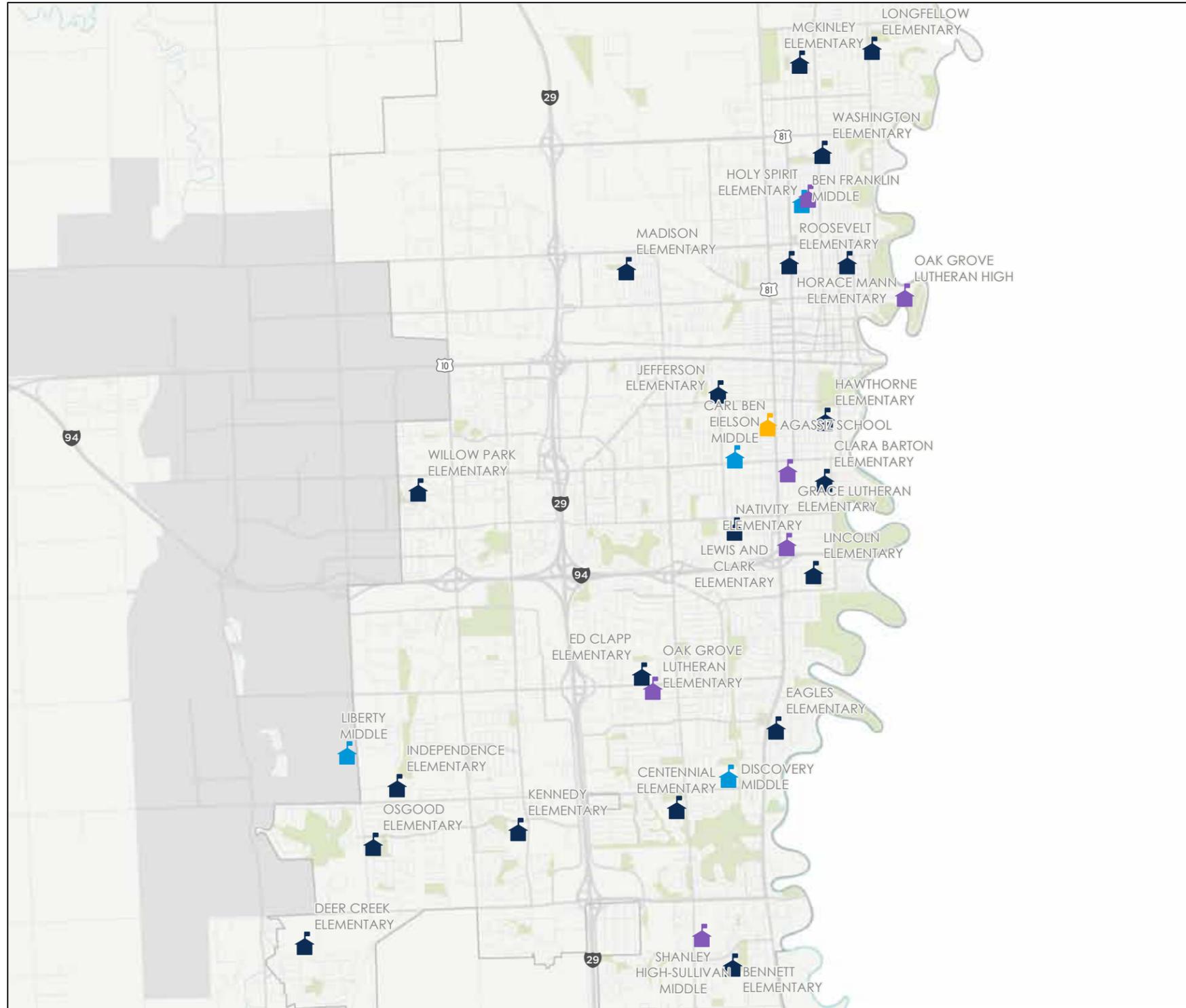
### **PLANNING FOR INDIVIDUAL SCHOOLS**

This Safe Routes to School plan considers public and private elementary and middle schools in the City of Fargo. This includes schools in Fargo Public School District, West Fargo Public School District, Oak Grove Lutheran Schools, the St. John Paul Catholic School Network, and Grace Lutheran Schools. Agassiz Alternative School was also included, along with Liberty Middle School, which is located in the City of West Fargo but serves many students and families who reside in the City of Fargo. The map on the next page shows the 31 schools that are included in the Fargo SRTS Plan.

### **A CITYWIDE APPROACH**

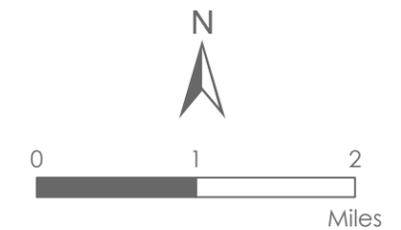
In addition to understanding the challenges and providing recommendations at each of the 31 schools, this plan considers citywide recommendations to improve safety and comfort for students walking and biking throughout the study area. Citywide recommendations can happen outside of standalone projects at the schools, and can provide consistency across all school areas.

The following chapters include recommendations for each school, as well as at the city level.



## Schools in the City of Fargo

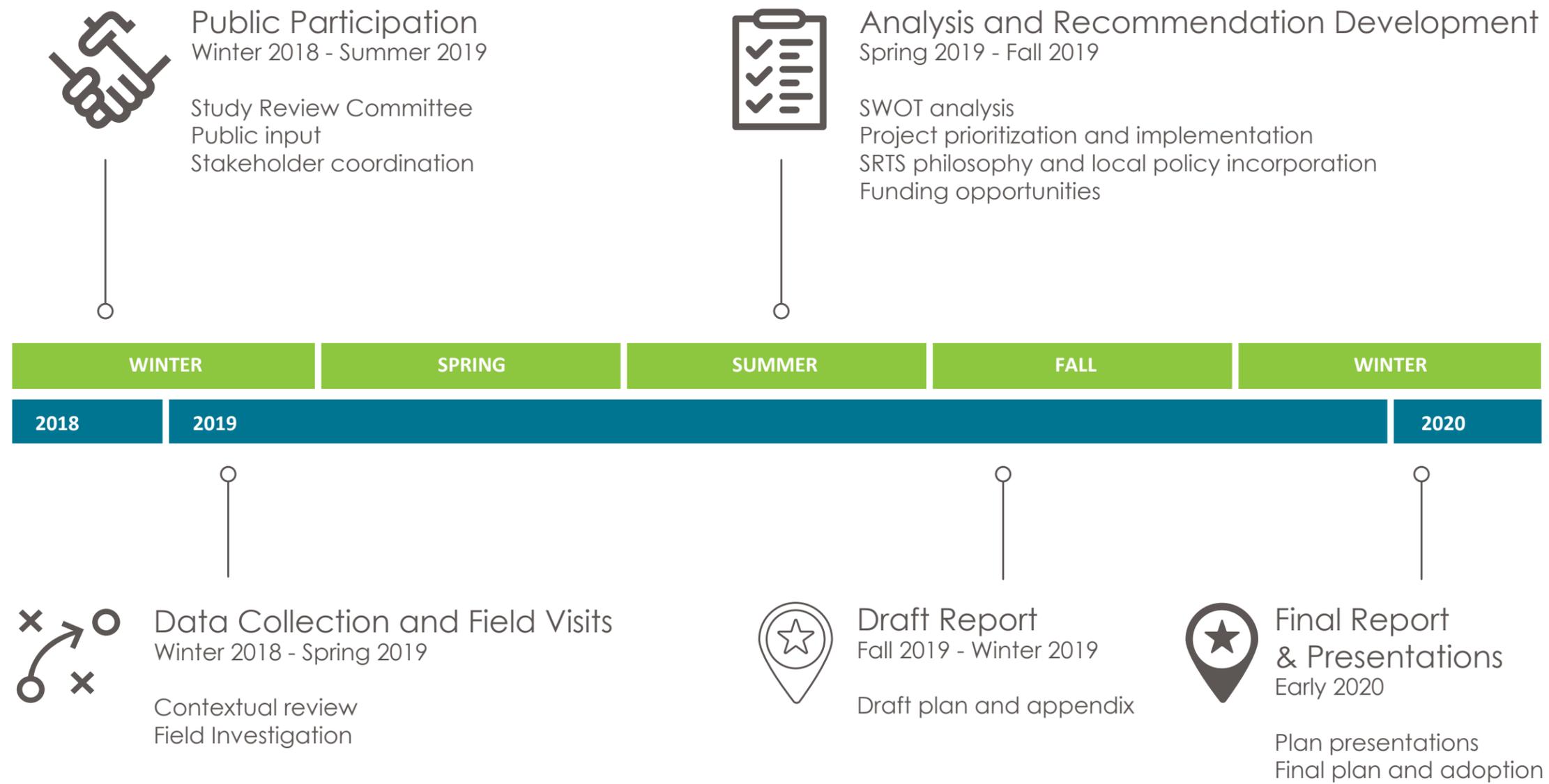
-  Elementary
-  Middle School
-  Alternative School
-  Private School
-  Fargo
-  West Fargo
-  Parks



**METROCOG**

## Project Timeline

The planning process for the Fargo Safe Routes to School plan took place from late 2018 to early 2020. In spring of 2019, the project team conducted field investigations, which included observation of arrival and dismissal at each school along with campus and neighborhood walk audits. The Study Review Committee convened four times over the course of the project to provide input and guidance on stakeholder engagement, existing conditions, program and infrastructure opportunities for improvement, and project prioritization. Study Review Committee meeting summaries are compiled in **Appendix A**.



## Public Input

The Fargo Safe Routes to School plan relied on in-depth, field-tested information to develop the best possible routes to each of the schools within Fargo's city limits. To do this, a strong public and stakeholder engagement process was implemented. This process included field assessments, student travel tallies, parent/caregiver surveys, administrator surveys, and public meetings. Additionally, there was a social media campaign that was coordinated with the school districts, City of Fargo, and Metro COG. As part of the process, four public meetings were held to gather information from the public and key stakeholders. Below is a summary of key elements for the public meeting process.

### STAKEHOLDERS

To ensure the public engagement plan was successful, a variety of stakeholders were targeted through a series of different outreach tools. Below is the list of stakeholders and interested parties the Fargo Safe Routes to School plan engaged:

- North Dakota Department of Transportation (NDDOT):
- ND Department of Health
- City of Fargo
- Fargo Cass Public Health
- Fargo Public Schools
- West Fargo Public Schools
- Fargo Council Parent Teacher Association (PTA)
- Individual school PTAs

- Alliance for Neighborhood Schools
- Neighborhood Associations
- Fargo Police Department
- Fargo Park District
- Private school administration
- Parents, teachers, and students of elementary and middle schools
- Metro COG's Bicycle and Pedestrian Committee
- Student leadership

The following marketing tools were used to attract a wide cross-section of the stakeholders and the public directly into the public involvement process for the Safe Routes to School Plan:

- Press release and box ad – Formal public notice of public involvement meetings was run a minimum of 7 days prior to the meeting in the Fargo Forum and other media outlets pursuant to Metro COG's Public Participation Plan.
- District newsletters – Information was placed in digital newsletters released by the Fargo and West Fargo Public School Districts
- Social media posts – Information was posted to Metro COG's Facebook page. The content was "shared" by both the Fargo and West Fargo School Districts as well as several PTA and neighborhood associations, thus increasing the reach of meeting notices and alerts.
- Project website – Information was posted to the project website hosted by Metro COG.



## MEETINGS

Public input meetings included four open houses targeted at specific geographic elements of the study area. Each session was scheduled at each of the four middle schools within the project study area. Each meeting lasted two hours and gathered direct input on existing conditions and assisted in gathering input on key issues, barriers, and gaps to walking and biking to school locations in the study area. Meetings were held at the following four locations:

- Carl Ben Eielson Middle School (April 29, 2019)
- Ben Franklin Middle School (April 30, 2019)
- Liberty Middle School (May 6, 2019)
- Discovery Middle School (May 8, 2019)

Meeting materials were prepared to inform the public, gather comments, and interact with the community, including:

- Welcome board
- Frequently asked questions
- Existing conditions maps with aerial of each school site
- Crash and context maps for each geographic area
- Comment cards

## SURVEYS AND TRAVEL TALLIES

In addition to the in-person engagement, the project team administered parent/caregiver surveys and student travel tallies using the National Center for Safe Routes to School Data Collection System.

The schools completed 495 classroom travel tallies, which accounted for over 25,000 morning trips and over 25,000 afternoon trips. According to the tally results, approximately 7-11 percent of students walk to or from school, 4-5 percent bike, 29-37 percent take the bus, and 38-54 percent are dropped off in a family vehicle.

The schools received 1,421 responses to the parent/caregiver survey. The top five issues that affect the decision to not allow a student to walk and bike are:

- Safety of intersections and crossings
- Amount of traffic along route
- Speed of traffic along route
- Weather
- Distance

See **Appendix C** for detailed travel tally results and **Appendix D** for detailed caregiver survey results.



## Project Evaluation Process

### SCHOOL AREA EVALUATION

Based on input from the SRC and the public engagement process, school-based opportunities for improvement have been evaluated based on (in order):

- Safety (gaps in infrastructure, high traffic volumes, high traffic speeds)
- The area was identified as a barrier or challenge during field observations, caregiver surveys, and engagement
- Proximity to school
- Relative density of students surrounding the school

### DO NOW, DO WHEN, DO IF

School-based opportunities for improvement are identified as high, medium, or low relative impact at each school. The levels of impact generally correspond with a “do now, do when, do if” framework.

- High: These are the top projects to “do now.” In other words, these projects will have a high impact and should be pursued in the near term
- Medium: These are medium impact projects to “do when” high impact projects are completed, or when there is an opportunity to implement them as part of a road resurfacing or reconstruction project
- Low: These are projects to “do if” all the high and medium projects are completed, if the budget is increased for maintenance or ped/ bike projects, or if the city receives a grant

### CITYWIDE AND DISTRICT IMPLEMENTATION PHASING

Based on discussion with the SRC, citywide and district evaluation should consider global processes and practices in combination with school area evaluation.

Generally, high impact projects should be pursued before medium and low impact projects, and projects at schools with a higher need (e.g. higher percent of students who qualify for free or reduced lunch) should be pursued before projects at schools with less need.

More information about project implementation phasing is provided in the Citywide Opportunities section.





## Schools

Each of the schools included in the study area has a detailed assessment of existing conditions, observed challenges, and opportunities for improvement. The schools are grouped by Fargo Public Schools, West Fargo Public Schools, and Private Schools. To ease with navigation, each grouping of schools has a color-coded tab: Fargo Public Schools are green, West Fargo Public Schools are yellow, and Private Schools are magenta. See the table of contents on the following page.

## Fargo Public Schools

<b>Alternative Schools</b>	
Agassiz	27
<b>Elementary Schools</b>	
Bennett	35
Centennial	43
Clara Barton	51
Eagles	59
Ed Clapp	67
Hawthorne	75
Horace Mann	83
Jefferson	91
Kennedy	99
Lewis and Clark	107
Lincoln	115
Longfellow	123
Madison	131
McKinley	139
Roosevelt	147
Washington	155
<b>Middle Schools</b>	
Ben Franklin	163
Carl Ben Eielson	171
Discovery	179

## West Fargo Public Schools

<b>Elementary Schools</b>	
Deer Creek	191
Independence	199
Osgood	207
Willow Park	215
<b>Middle Schools</b>	
Liberty Middle	223

## Private Schools

<b>Grace Lutheran School</b>	235
<b>St. John Paul II Catholic Schools</b>	
Holy Spirit Elementary	243
Nativity Elementary	251
Sullivan Middle	257
<b>Oak Grove Lutheran Schools</b>	
Elementary Campus	267
Middle/High School Campus	275

# Fargo Public Schools

**EXISTING CONDITIONS**

Fargo Public Schools campuses are generally well-connected with sidewalks and located in areas close to where people live. There are frequent installations of curb ramps and high-visibility crosswalks throughout the district. Additionally, there are many existing school speed zones and enhanced crosswalks.

**AVERAGE ENROLLMENT**

**11,200**

**PROJECTED ENROLLMENT (2024-2025)**

**12,000**

**Alternative Schools**

Agassiz 27

**Elementary Schools**

Bennett 35

Centennial 43

Clara Barton 51

Eagles 59

Ed Clapp 67

Hawthorne 75

Horace Mann 83

Jefferson 91

Kennedy 99

Lewis and Clark 107

Lincoln 115

Longfellow 123

Madison 131

McKinley 139

Roosevelt 147

Washington 155

**Middle Schools**

Ben Franklin 163

Carl Ben Eielson 171

Discovery 179



## OBSERVED CHALLENGES

The existing network of low-stress, low-traffic streets is interrupted with high-speed, high-traffic streets such as University Drive S. These types of streets create islands of connectivity, and act as barriers between schools and where people live. Other challenges include general maintenance on curb ramps, sidewalks, and crosswalks.

While schools have bike parking, it is typically a comb rack style, which is not intuitive to use and can damage bike wheels. Additionally, there were general inconsistencies observed with the application of school speed zones throughout the city.



**OPPORTUNITIES FOR IMPROVEMENT**

The opportunities for improvement for Fargo Public Schools vary by the location and context of each school within the district. All schools have prioritized opportunities for improvement within close proximity of the schools in an effort to influence as many potential students as possible. Other opportunities for improvement are related infrastructure maintenance and crossing barriers, such as wide roadways with multiple lanes of traffic.

See **Appendix H** for a list of infrastructure opportunities where Fargo Public Schools is identified as the lead or co-lead.

**FUNDING OPPORTUNITIES**

- Transportation Alternatives (TA) Program / Safe Routes to School
- PeopleForBikes Community Grant Program
- Dedicated City funding for pedestrian, bicycle, and SRTS projects
- Roadway construction, repair, and upgrade projects

Refer to the funding opportunities section for more details.

**SUGGESTED ROUTES**

Suggested route maps consider existing walking and biking routes as well as available infrastructure including sidewalks, marked crosswalks, school speed zones, and enhanced/controlled crossing locations. Suggested route maps should be reviewed annually and updated as appropriate, for example if a sidewalk gap is filled or intersection improvement is made.

**SRTS PHILOSOPHY AND LOCAL POLICY**

Reaching the main entrance across parking lots can be a challenge for students and families. Students were observed cutting across parking lots and sharing space with drivers. Direct and separated pedestrian connections should be installed on campus at all schools.

Additionally, the surrounding street network should be considered when siting new schools. Consider siting schools on low traffic neighborhood streets and avoiding major arterial roads. If arterials are difficult to avoid when siting a new school, it will be important to improve crossings and slow nearby traffic. The SRTS Philosophy and Local Policy section of this plan discusses opportunities for improvement in greater detail.

Consider the characteristics that make a school, such as Hawthorne Elementary School, walkable: entrances near the streets, located in a residential area, not located near a collector or arterial street. In contrast would be a school such as Centennial, which is located on the corner of two higher-traffic and higher-speed streets, with limited entrances, and offset significantly from the street.



# Agassiz School

1305 9th Avenue S, Fargo, ND 58103

## DISTRICT

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## Fargo Public School District #1

## GRADES

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This school provides a variety of services including Alternative High School programs and the Fargo Adult Learning Center, Early Childhood Special Education, Middle School Alternative Education Day Program (EDP), Project InVEST (post high school, life skill, transition SpEd program) and EvenStart pre-school, and the offices of several District programs and community partners.

## AVERAGE ENROLLMENT

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**Varies by program.**

## ARRIVAL

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**Varies by program.**

Students arrive between 8:00 and 9:00 am for morning classes, then again around 11:30 am.

## DISMISSAL

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**Varies by program.**

Students depart between 2:30 and 3:45 pm

## Existing Conditions

The Agassiz School serves a range of students through its special services and programs, such as early childhood special education classes. Additionally, the Agassiz building is home to the Woodrow Wilson Alternative High School, which relocated to the site in 2012.

The Agassiz School is located approximately one mile southwest of Downtown Fargo in the city's Carl Ben Eielson neighborhood. The neighborhood consists primarily of residential single-family homes. The campus is bound by 14th Street S to the west, 8th Avenue S to the north, University Drive to the east, and 9th Avenue S to the south. University Drive is a high traffic volume arterial with observed traffic speeds exceeding the posted speed limit of 30 mph. This creates a barrier for students walking and biking. The University

Drive and 8th Avenue S intersection is controlled with a traffic signal providing a protected crossing for pedestrians who need to cross University Drive east-west. There are sidewalks throughout most of the study area.

On campus, the bike rack is placed on the west side of the school near a trash dumpster with low visibility from the street. It is a comb style rack that does not allow for locking of the frame and can result in wheel damage.

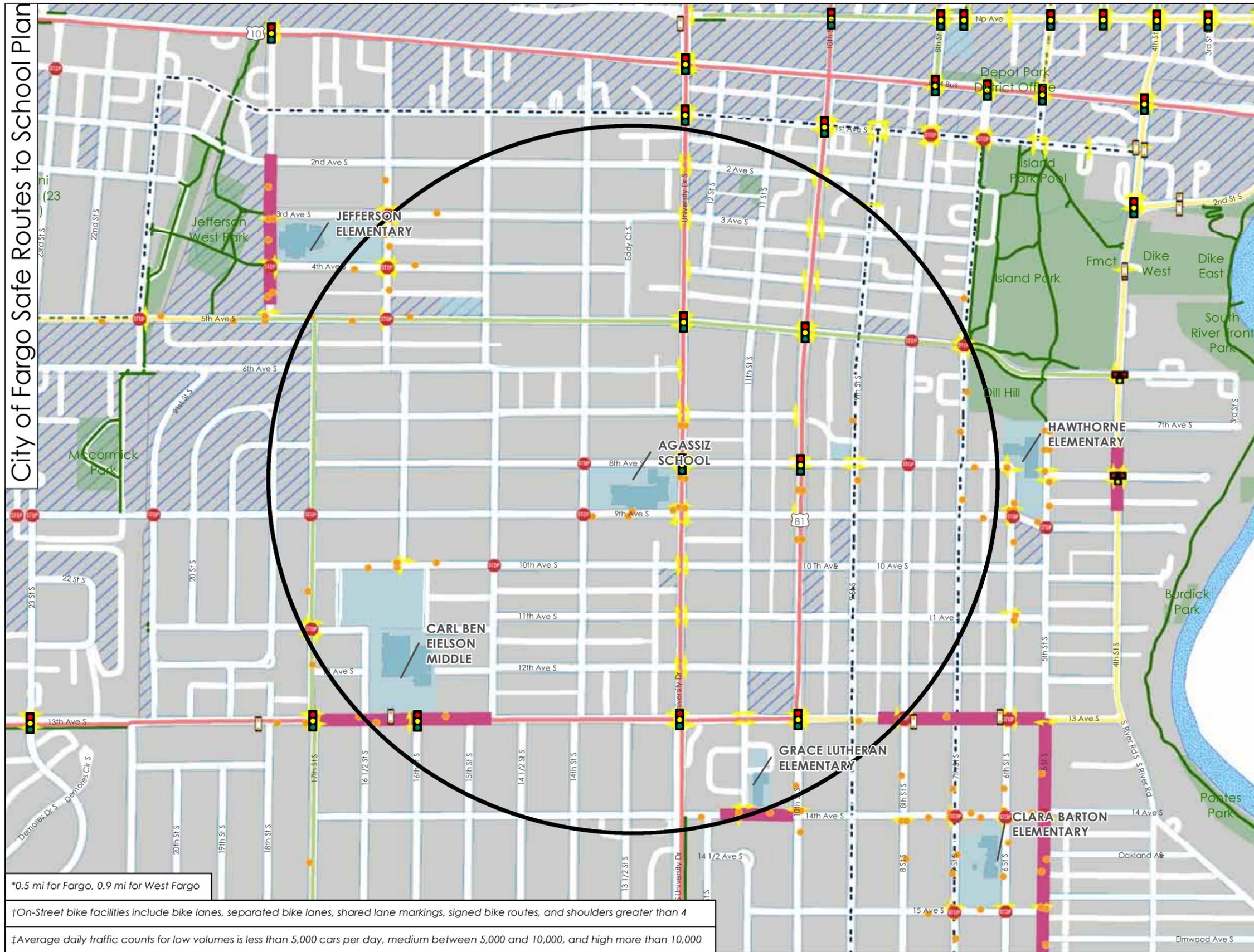
Because of the unique citywide and adult programming at Agassiz, many students travel to and from school using Fargo MATBUS. Routes 14, 15 and 18. Routes 15 and 18 stop immediately outside Agassiz on the northwest corner of University Dr and 8th Avenue S. Route 14 stops south of school at the northwest and southeast corners of University Dr and 14th Avenue S.



▲ Intersections with University Drive have wide curb radii and faded pavement markings.



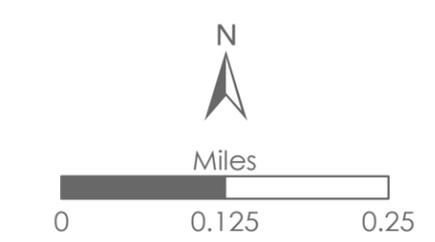
▲ Parked vehicles encroach onto the sidewalk.



### Existing Conditions Agassiz School

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High

Note: there is no walk zone for Agassiz School



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

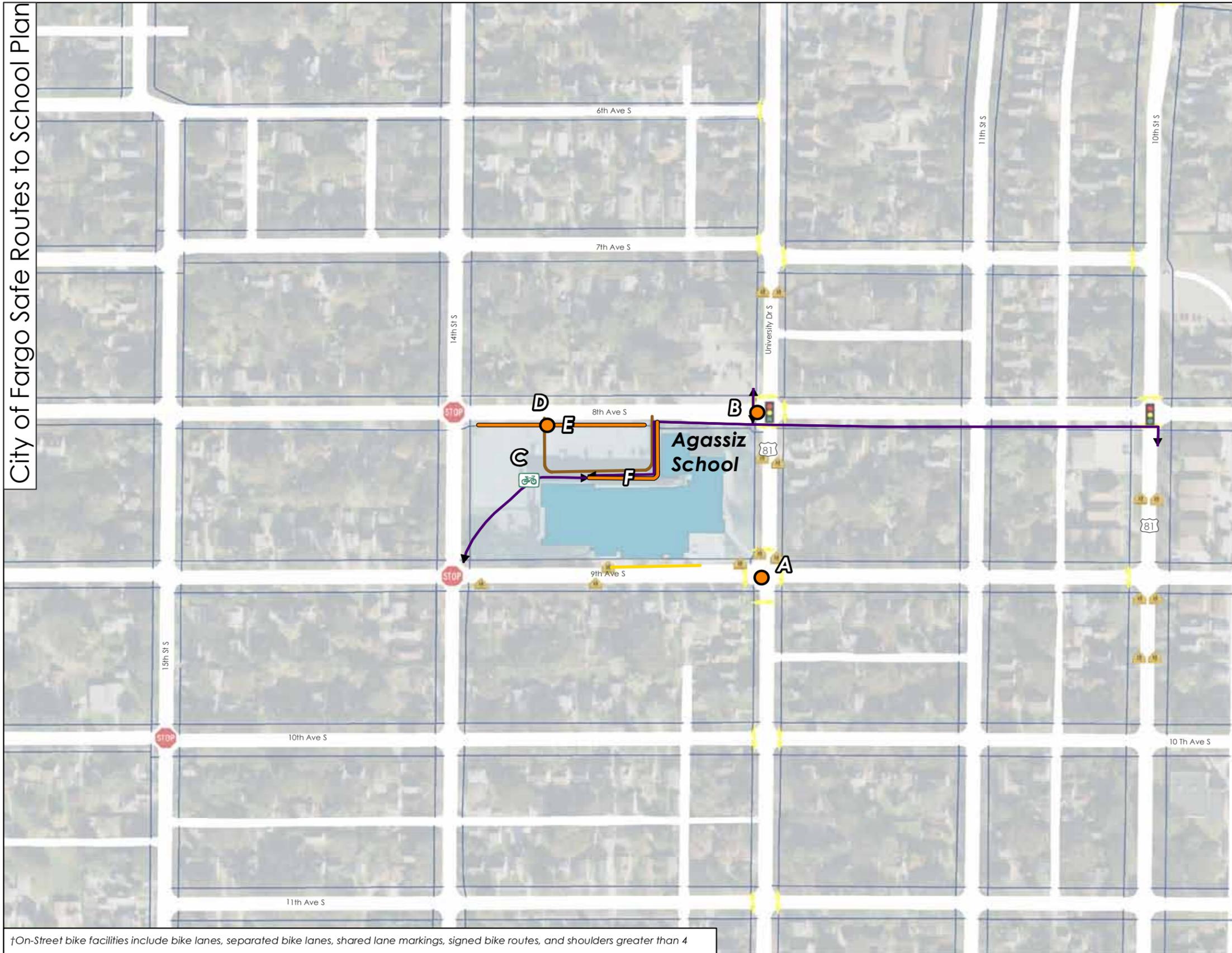
### Circulation Challenges

University Drive is a major barrier for students walking and biking to Agassiz School. The 8th Avenue S and 9th Avenue S intersections along University Drive have wide curb radii, which encourages high vehicle turning speeds and decreases pedestrian crossing safety and comfort. These crossings are long and the pavement markings are deteriorating. The 8th Avenue S intersection is controlled with a traffic signal, but it does not include a leading pedestrian interval.

The parking lot on the north side of the campus often includes vehicles encroaching on the sidewalk space. Vehicles parking in stalls immediately adjacent to the driveway access obscure visibility of pedestrians crossing the driveway. Students traveling from the east from their home or from the MATBUS stop enter through the north side of the building and must walk through the parking lot to reach the door. The parking lot lacks dedicated pedestrian circulation space. Instead, people walking must hug the side of the building through the parking lot. Because of shadows and other facility and building obstructions, people walking through the parking lot are difficult to see by drivers.

### AGASSIZ SCHOOL CHALLENGES

LOCATION	CHALLENGE
<b>A</b> 9th Ave S / University Drive	Wide curb radii encourage high vehicle turning speeds ..... Long crossing distances ..... Marked crosswalks faded
<b>B</b> 8th Ave S / University Drive	Wide curb radii encourage high vehicle turning speeds ..... No leading pedestrian interval ..... Long pedestrian crossing ..... Marked crosswalks faded
<b>C</b> West Side of School	Bike rack is placed out of sight near trash dumpster ..... Comb style rack does not allow locking of frame and can lead to wheel damage
<b>D</b> 8th Ave S / Parking Lot driveways	Parking stalls immediately adjacent to crossing of driveway makes it difficult to see people walking when the stalls are occupied
<b>E</b> 8th Ave S along parking lot	Parked cars encroach on sidewalk space
<b>F</b> Space along building from 8th Ave S to main entrance	No comfortable space for people walking ..... People must share space with vehicles ..... Low visibility of people walking



## Observed Circulation & Challenges Agassiz School

### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- ↔ Observed Walking and Biking Routes
- 🚲 Bike Rack
- Challenge

### Existing Infrastructure\*

- + Building Footprints
- + School Grounds
- School Speed Zones
- On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- ↔ Crosswalk Marking
- 🚦 Signalized Intersection
- 🚦 HAWK Signal
- 🚦 Other Flashing Sign
- 🚶 Pedestrian Crossing Sign
- STOP 4-Way Stop Sign



**METROCOG**

\*Legend Common to All Maps -  
Not all Features Present on All Maps

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

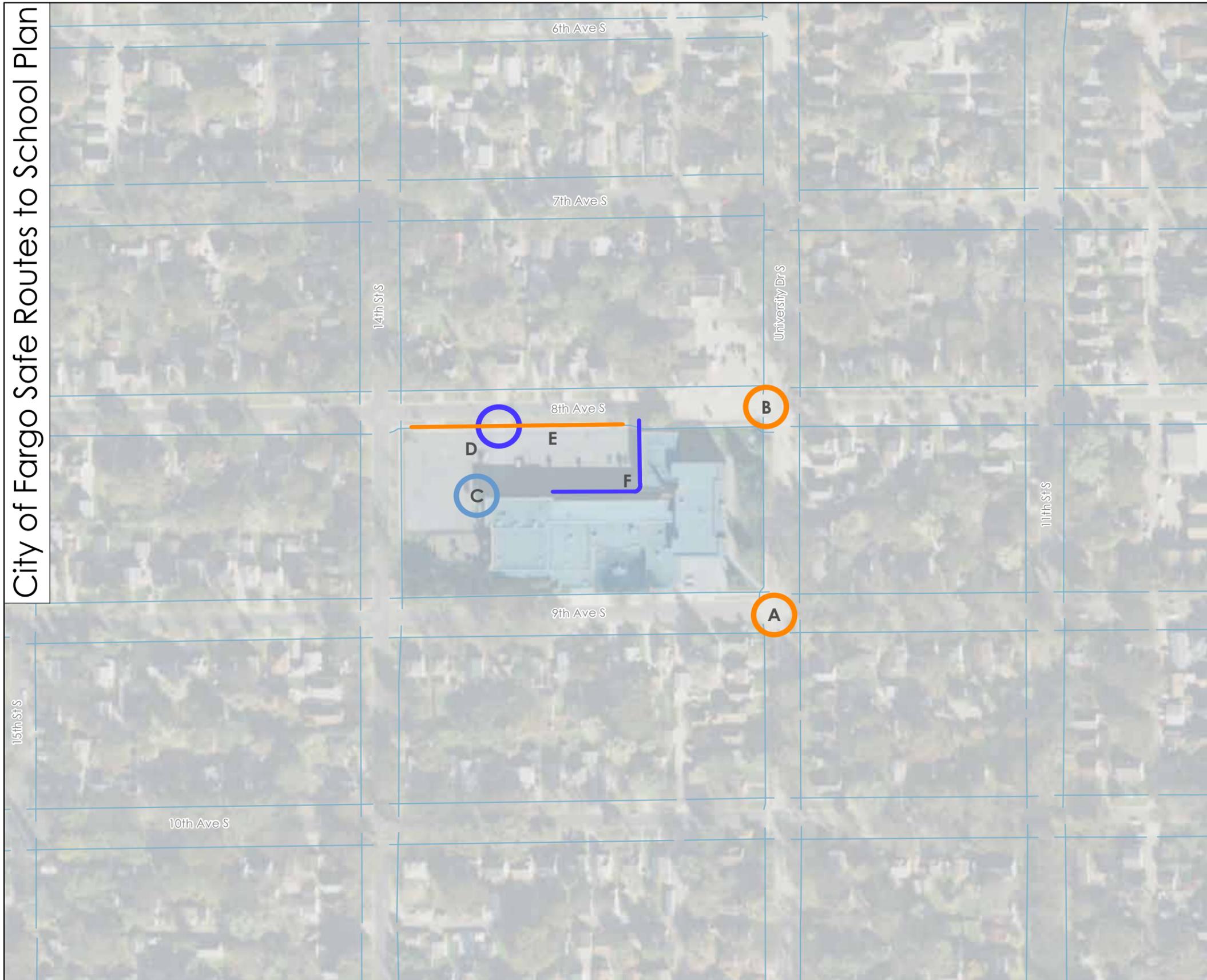
## Opportunities for improvement

Opportunities for improvement to improve conditions for people walking and biking to campus are primarily focused on improving the crossings across University Drive S. Wide curb radii encourage higher speeds for drivers turning on or off of University Drive S. These higher turning speeds make crossing at 8th Avenue S and 9th Avenue S a challenge for people walking and biking, especially those traveling to nearby bus routes. At the signalized intersection of 8th Avenue S and University Drive S, a leading pedestrian interval could improve visibility of people walking east and west.

Once on campus, students walking must reach Door 1 through the north parking lot. A separated and raised curb and sidewalk space through the parking lot would provide a more comfortable route. In addition, removing parking stalls adjacent to the parking lot driveways would improve visibility of students walking on the south side of 8th Avenue S. Finally, installing parking stops in stalls along the same sidewalk would limit vehicles encroaching on the pedestrian space.

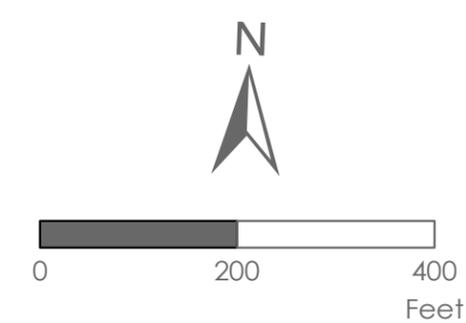
### AGASSIZ SCHOOL OPPORTUNITIES FOR IMPROVEMENT

LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b> 9th Ave S / University Dr S	Install curb extensions on all four corners to decrease curb radii; install high visibility crosswalks; install forward stop bar	NDDOT; City of Fargo	Medium
<b>B</b> 8th Ave S / University Dr S	Install curb extensions on all four corners to decrease curb radii; consider leading pedestrian interval; install high visibility crosswalks; install forward stop bar; consider removing right turn lane from 8th Ave S	NDDOT; City of Fargo	Medium
<b>C</b> West Side of School	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); locate parking in a visible and convenient location on campus	Fargo Public Schools	Low
<b>D</b> 8th Ave S / parking lot driveways	Prohibit parking in stalls adjacent to driveway aprons	City of Fargo	High
<b>E</b> 8th Ave S along parking lot	Install parking stops in parking stalls adjacent to sidewalk to prohibit encroachment	City of Fargo	Medium
<b>F</b> Space along building from 8th Ave S to main entrance	Install separated and raised curb/sidewalk space along building to connect sidewalk network to main entrance	Fargo Public Schools	High

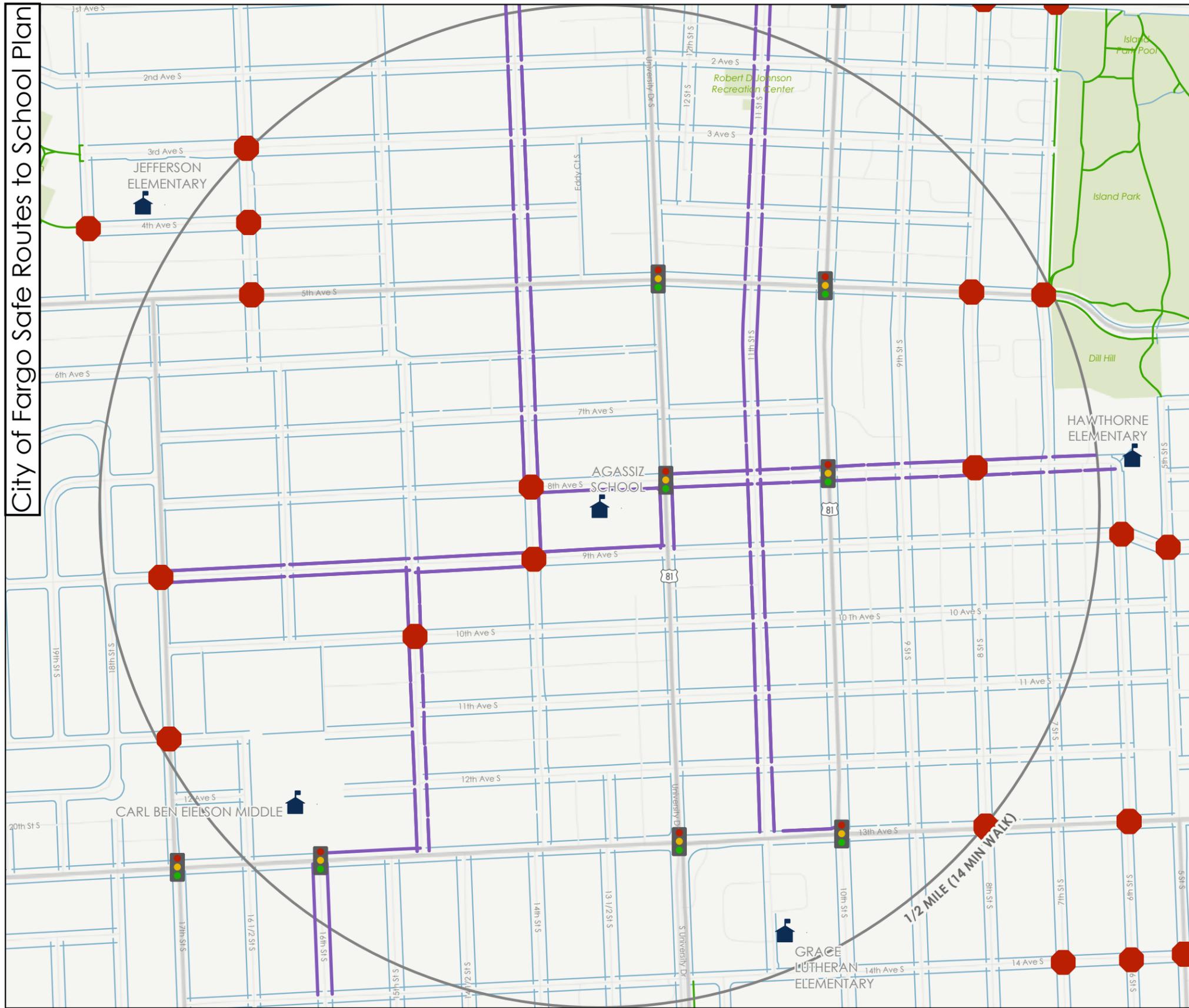


### Infrastructure Opportunities Agassiz School

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds

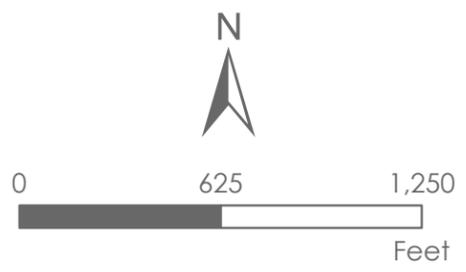


City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Agassiz School

- Suggested routes
- Sidewalks
- Shared Use Path
- All-way stops
- Traffic signal
- Pedestrian crossing signal





# Bennett Elementary

2000 58th Avenue S, Fargo, ND 58104

## DISTRICT

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Fargo Public School  
District #1

## GRADES

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K-5

## AVERAGE ENROLLMENT

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536

## ARRIVAL

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8:20 a.m.

## DISMISSAL

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2:42 p.m.

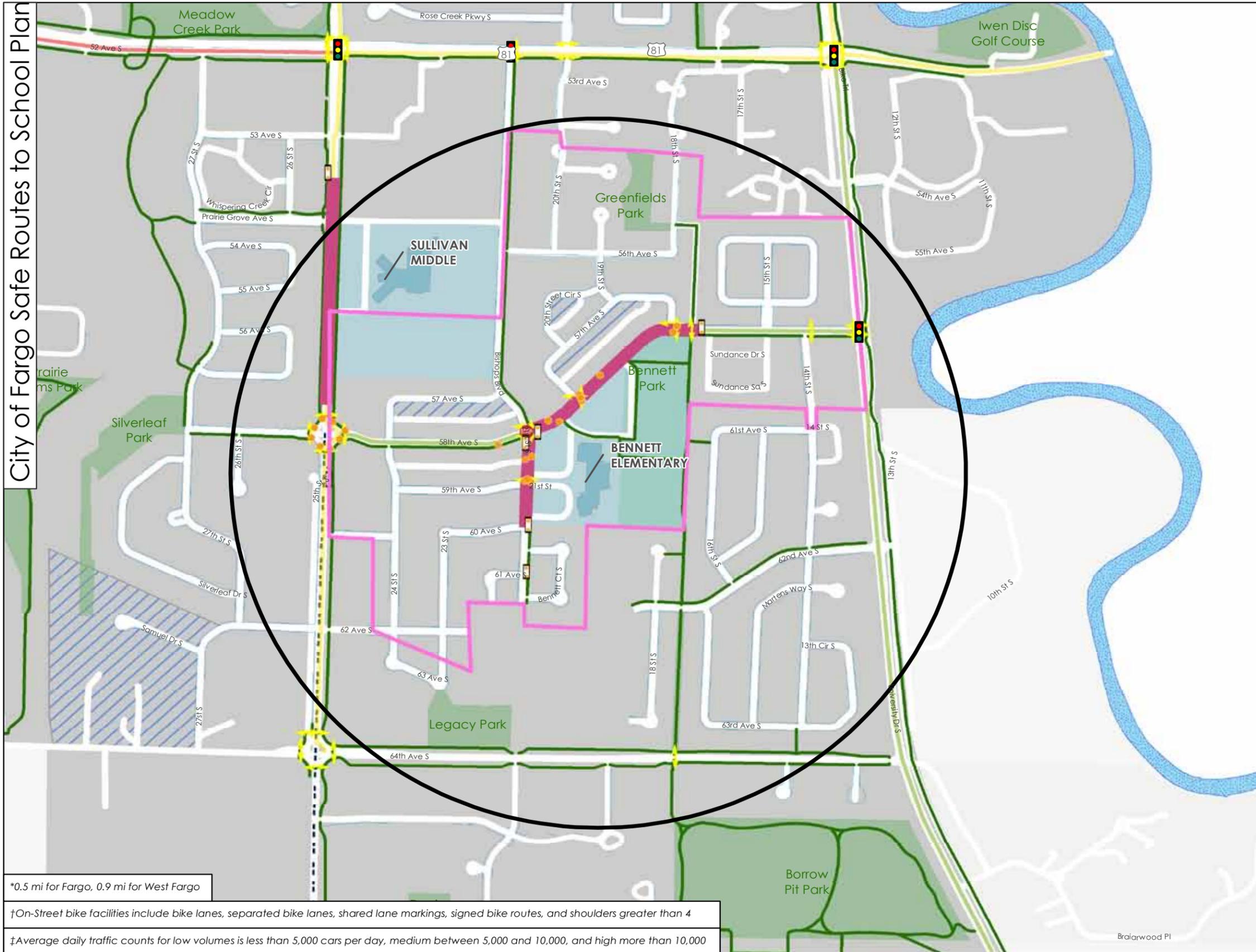
## Existing Conditions

Bennett Elementary is a kindergarten through 5th grade school in the Fargo Public School District. It is located approximately six miles south of Downtown Fargo in the city's Bennett neighborhood. The neighborhood consists primarily of residential single-family homes. Within the Bennett boundaries, per capita income and household income are much higher than the district average. Seventeen percent of Bennett students are eligible for free and reduced lunch programs. Around three percent of students participate in English Language Learners programs.

The Bennett school facility was constructed in 2000. The campus is bound by 21st Street S to the west, 58th Avenue S to the north, approximately 16th Street S and Sundance Square S to the east, and 60th Avenue S to the south. The surrounding roads are generally low traffic roadways serving the residential developments. However, some speeding was observed during the field review. School speed zones are designated along 58th Avenue S from Bishops Boulevard / 21st Street S to east of Bennett Park, and along 21st Street S from 58th Avenue S to 60th Avenue S. Within the walk zone, there are some sidewalk gaps, mostly associated with undeveloped parcels.



- ▲ Along 58th Avenue, speed is observed to be an issue. There are many unprotected crosswalks along this segment.



Existing Conditions  
Bennett Elementary

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000



## Circulation Challenges

58th Avenue S, north of the campus, is perceived by caregivers as a barrier to walking and biking. There are sidewalk gaps, observed high speed traffic, and poor yielding compliance. The field review indicated the intersection with 20th Street S has low pedestrian visibility. Drivers along the corridor do not expect to see pedestrians crossing at this location.

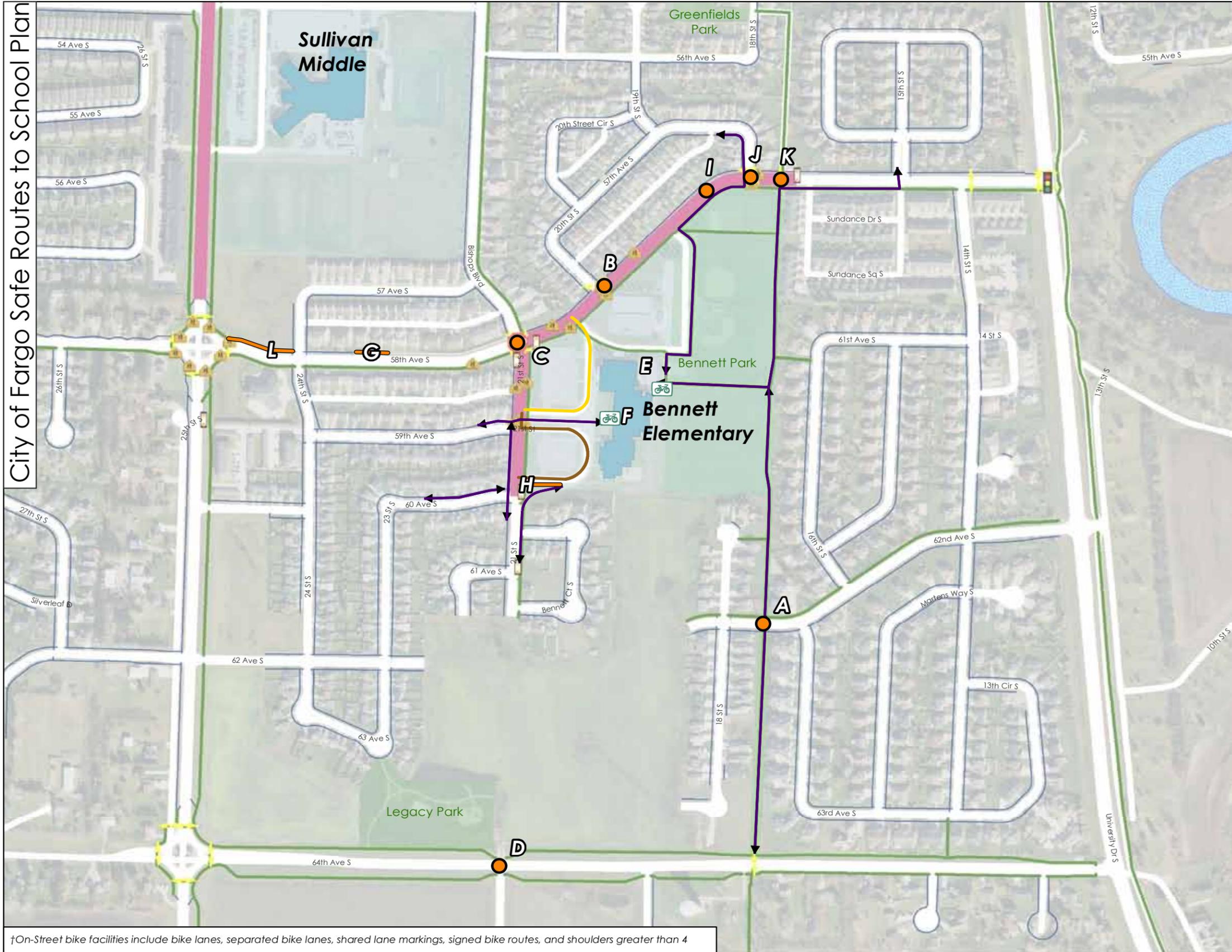
64th Avenue S is outside of the school's current walk zone but was identified as a potential barrier due to the wide lanes and observed high speed traffic.

The shared use path along the eastern edge of the property is a primary north-south circulation route for students walking and biking to school. This trail crosses 58th Avenue S and 62nd Avenue S. There is a flashing beacon at the 58th Avenue S crossing and a bicycle crossing sign at the 62nd Avenue S crossing. During the field review, it was observed that drivers were not anticipating trail users to cross at these locations.

On the west side of the property, incomplete sidewalk networks encourage students to cut across the green space to get to the building.

### BENNETT ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> 62nd Ave S / trail east of 18th St S	Drivers not expecting trail users to cross
<b>B</b> 58th Ave S / 20th St S	Poor driving yielding and stopping compliance ..... Pedestrian visibility is low
<b>C</b> 58th Ave S / 21st St S	Long crossing distances
<b>D</b> 64th Ave S / 21st St S	Wide roadway planned to connect Bennett to future development
<b>E</b> Back of school	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>F</b> Front of school	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>G</b> 58th Ave S between 24th St S and Bishops Blvd	No sidewalk or space for people walking
<b>H</b> Front of school	No sidewalk along shortest path of travel ..... Students cut across green space as shortcut
<b>I</b> 58th Ave S west of 18th St S	Vehicle speeds observed to be high around curve in road
<b>J</b> 58th Ave S / 18th St S	Long crossing distances
<b>K</b> 58th Ave S / trail crossing	Drivers not expecting trail users to cross
<b>L</b> 58th Ave S between 24th St S and 25th St S	No sidewalk or space for people walking



†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

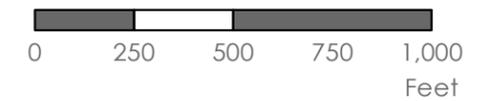
## Observed Circulation & Challenges Bennett Elementary

### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- ↔ Observed Walking and Biking Routes
- Bike Rack
- Challenge

### Existing Infrastructure\*

- Building Footprints
- School Grounds
- School Speed Zones
- - - On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- ↔ Crosswalk Marking
- Signalized Intersection
- HAWK Signal
- Other Flashing Sign
- Pedestrian Crossing Sign
- 4-Way Stop Sign



**METROCOG**

\*Legend Common to All Maps -  
Not all Features Present on All Maps

## Opportunities for improvement

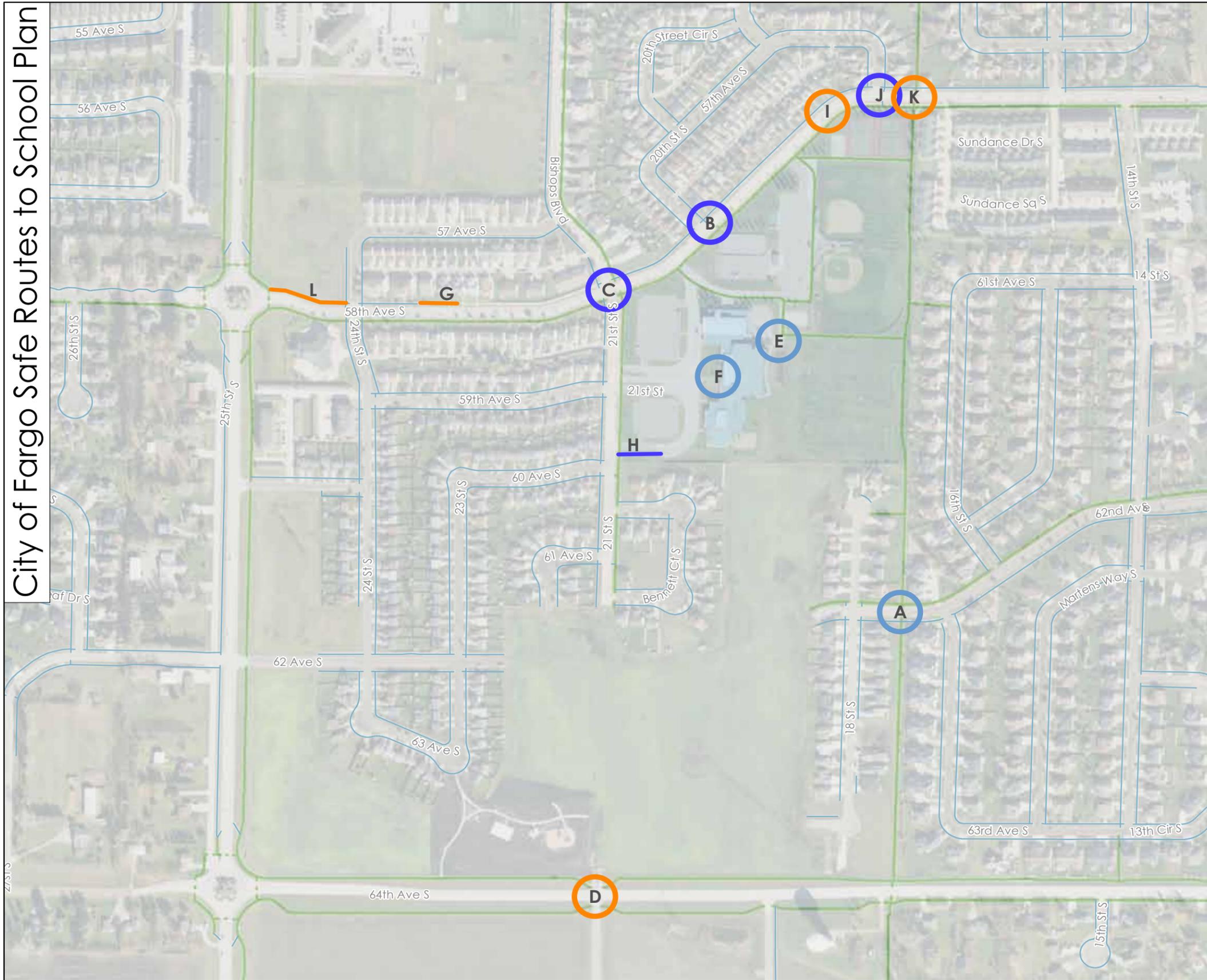
Due to the identified challenges crossing 58th Avenue S, high impact opportunities for improvement were focused along and across this street in order to make crossings more comfortable for students and families walking to Bennett Elementary. By improving visibility, shortening crossing distances and making it clearer and more obvious where drivers should expect to see people crossing, challenges will likely decrease along 58th Avenue S.

As this area of Fargo grows to the south of school, it will be important to provide comfortable and low stress connections for students and families. In particular, the crossing of 64th Avenue S at 21st Street S should be considered for improvement as more families begin living south of school.

Sidewalks should be installed to connect the existing sidewalk on campus to 21st Street S because many students use and will use 21st Street S to access school.

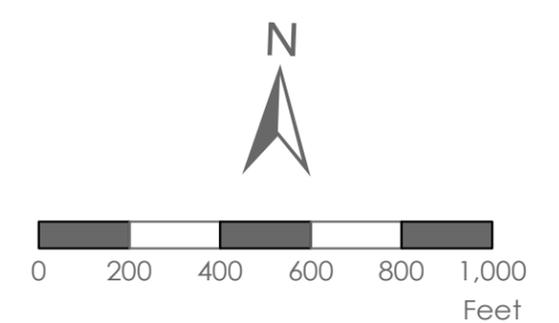
### BENNETT ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT

LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b> 62nd Ave S / trail crossing	Install high visibility crosswalk; consider installing curb extensions and/or raised crosswalk	City of Fargo	Low
<b>B</b> 58th Ave S / 20th St S	Straighten crossing and extend median safety island; install RRFB	City of Fargo	High
<b>C</b> 58th Ave S / 21st St S	Evaluate the need for left turn lanes; install curb extensions	City of Fargo	High
<b>D</b> 64th Ave S / 21st St S	Provide enhanced pedestrian and bicycle crossing of 64th Ave S with future development	City of Fargo	Medium
<b>E</b> Back of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
<b>F</b> Front of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
<b>G</b> 58th Ave S between 24th St S and Bishops Blvd	Install sidewalk to fill gap	City of Fargo	Medium
<b>H</b> Front of school	Install sidewalk from 21st along south side of driveway	Fargo Public Schools	High
<b>I</b> 58th Ave S west of 18th St S	Evaluate the need for left turn lane; consider extending median from Location J to this point	City of Fargo	Medium
<b>J</b> 58th Ave S / 18th St S	Install traffic calming including median safety island	City of Fargo	High
<b>K</b> 58th Ave S / trail crossing	Install RRFB; install traffic calming including median safety island	City of Fargo	Medium
<b>L</b> 58th Ave S between 24th St S and 25th St S	Install sidewalk to fill gap	City of Fargo	Medium

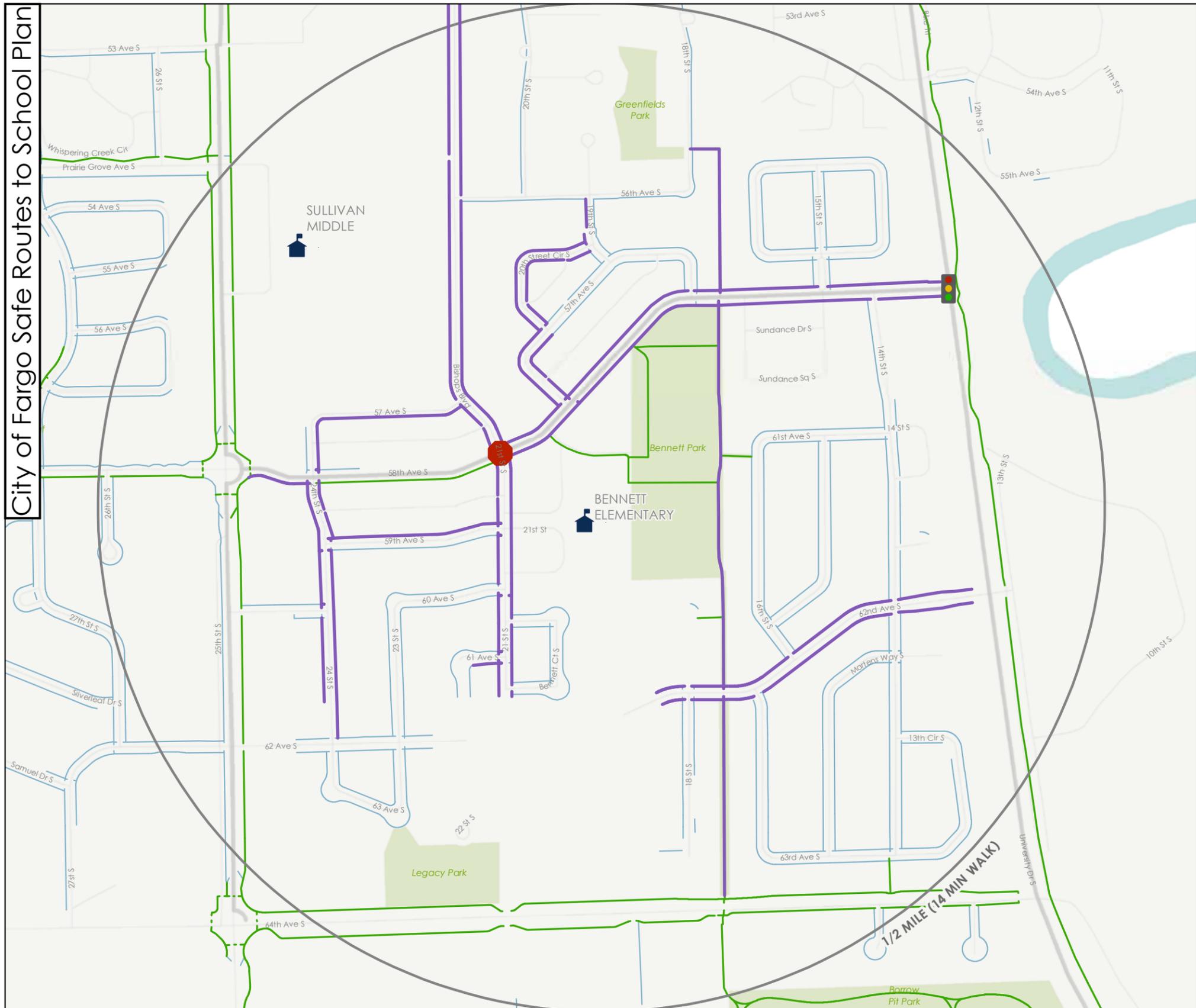


### Infrastructure Opportunities Bennett Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds

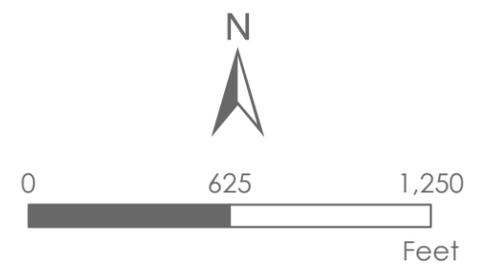


City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Bennett Elementary

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal





# Centennial Elementary

4201 25th Street S, Fargo, ND 58104

## DISTRICT

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Fargo Public School  
District #1

## GRADES

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K-5

## AVERAGE ENROLLMENT

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572

## ARRIVAL

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8:20 a.m.

## DISMISSAL

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2:42 p.m.

## Existing Conditions

Centennial Elementary is a kindergarten through 5th grade school in the Fargo Public School District. It is located approximately 4.5 miles southeast of Downtown Fargo in the city's Centennial Neighborhood. The neighborhood consists primarily of residential single-family homes. Within the Centennial boundaries, per capita income and household income are much higher than the district average. Seventeen percent of Centennial students are eligible for free and reduced lunch programs. Around five percent of students participate in English Language Learners programs.

The Centennial school facility was constructed in 1989. The campus is bound by Copperfield Court to the west, 40th Avenue S to the north, 25th Street S to the east, and Oak Creek Drive SW to the south. There are school speed zones designated along 40th Avenue S from west of 28th Street S to east of 25th Street S and along 25th Street S from north of 40th Avenue S to 44th Avenue S. Both 25th Street S and 40th Avenue S have high traffic volumes with high observed traffic speeds. Both roadways

are significant barriers to walking and biking to Centennial Elementary. Currently, Fargo Public School District considers these roadways as barriers to walking and biking to school, so all students who live north and south of these roadways are bussed. There is a HAWK signal at the 40th Avenue S and 28th Street S intersection to facilitate safe pedestrian crossings of 40th Avenue S. At the 40th Avenue S and 25th Street S intersection, poor driver yielding behavior creates unsafe crossings. Long pedestrian wait times also encourage poor pedestrian and cyclists behavior.

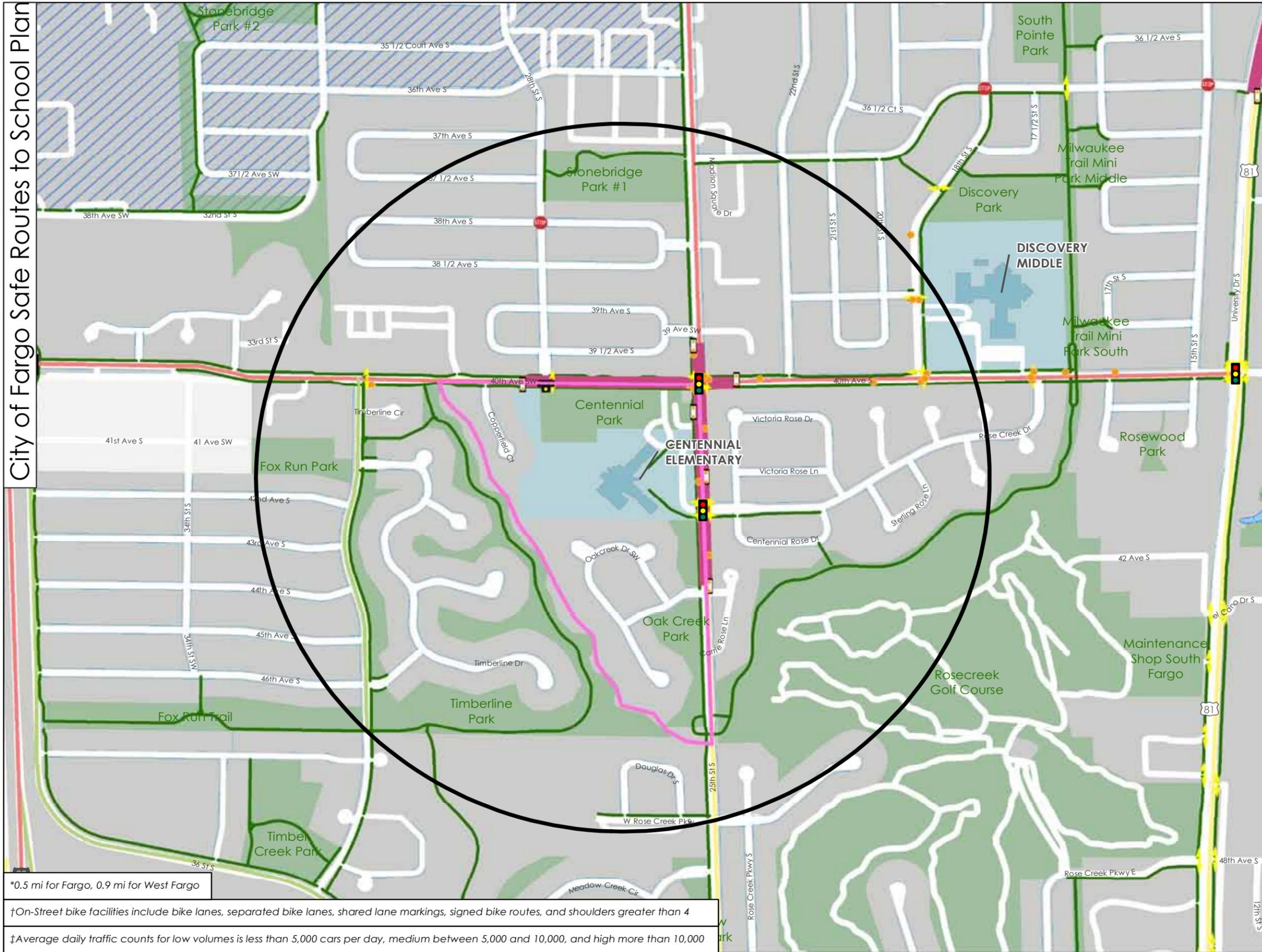
On campus, there are two comb style racks located near the front door of the school. The comb style rack does not allow for locking of the frame and can result in wheel damage. The school also uses an adult crossing guard during drop-off and pick-up in the parking lot.



▲ The 40th Avenue S and 25th Street S intersection is very wide and sees poor driving yielding behavior when turning.



▲ From 25th Street S, there is a double right-turn. The driveway is very wide with no marked crosswalk.



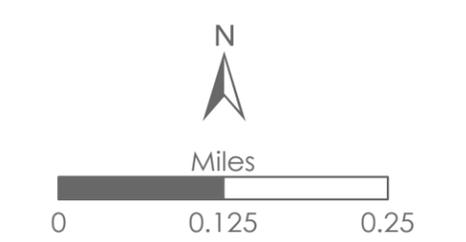
\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Centennial Elementary

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High



## Circulation Challenges

The intersection of 40th Avenue S and 25th Street S (both minor arterial roadways) is adjacent to the Centennial Elementary campus. This intersection was observed with poor driver yielding behavior and long delays for pedestrians and cyclists. The 25th Street S and Rose Creek Drive intersection also presents a crossing challenge, where pedestrians and cyclists have long delays waiting for a walk signal. Neither intersection has a leading pedestrian interval, which could improve pedestrian visibility and safety.

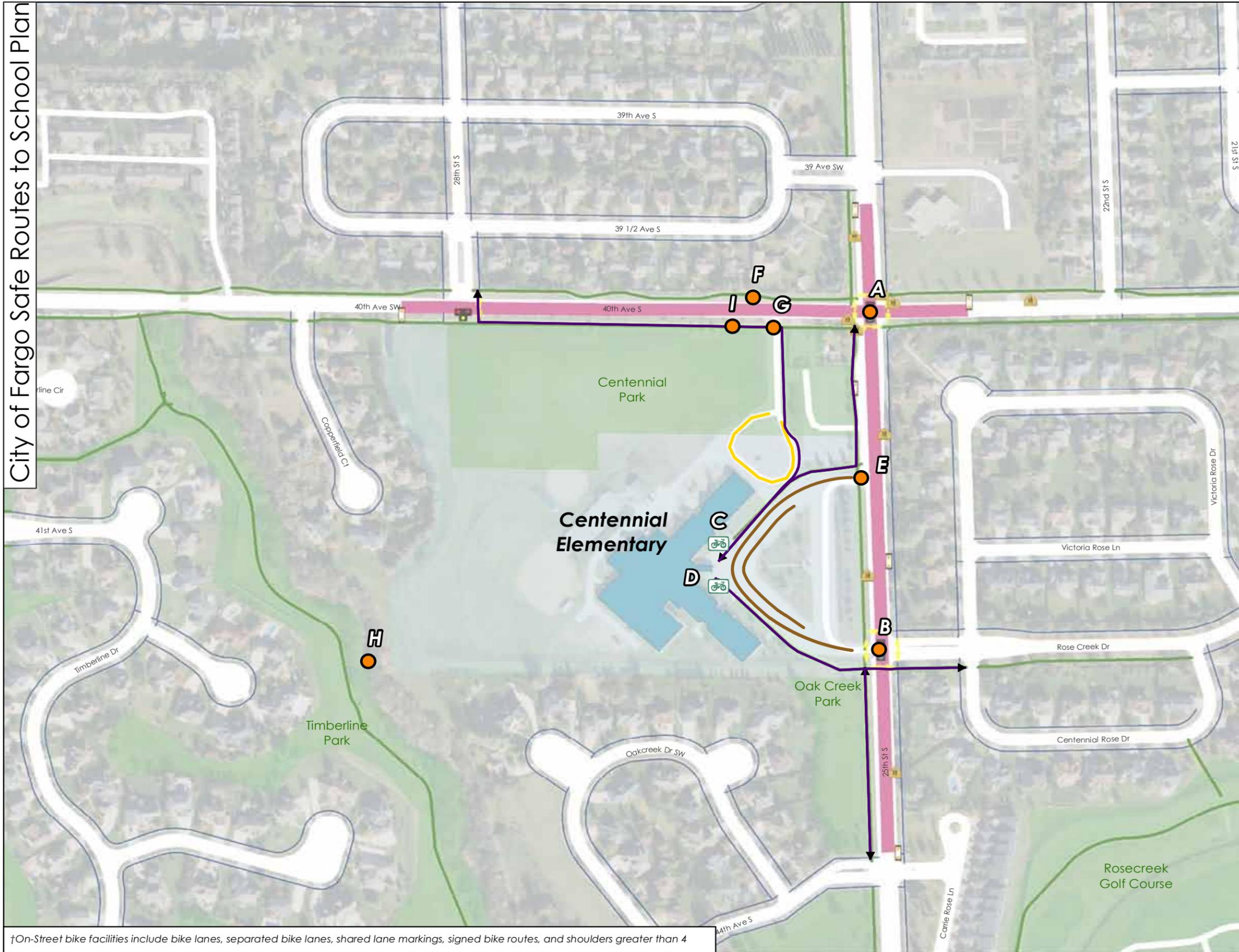
The 25th Street S entrance to the drop-off loop features a long pedestrian crossing with a double right turn for southbound 25th Street S traffic. This is a potential safety challenge. Drivers were also observed speeding in the 25th Street S speed zone during school arrival and dismissal observations.

There are multiple comb style bike racks at Centennial Elementary that are well used and placed at the front of the building, encouraging use.

West of the campus is a drain that creates a barrier to the housing developments west of the drain from the school. There is also a shared-use path that runs along the west side of the drain. A connection over the drain could make walking and biking easier for more students and provide an alternative to busing for these students.

### CENTENNIAL ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> 40th Ave S / 25th St S	Long crossing distances ..... Poor driver yielding behavior of turning traffic ..... Long wait for pedestrian crossing signal ..... No leading pedestrian interval ..... Damaged truncated domes
<b>B</b> Rose Creek Dr / 25th St S	Signal requires push button for walk sign ..... Faded crosswalk markings ..... No leading pedestrian interval
<b>C</b> Front of School	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>D</b> Front of School	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>E</b> 25th St S at entrance driveway	Double right turn from street ..... Long crossing distances and exposure in apron ..... No marked crosswalk across driveway
<b>F</b> 40th Ave S between 25th and 28th St S	No lights present on sign that says speed zone "when flashing"
<b>G</b> 40th Ave S / bus loop entrance	Unmarked crosswalk of major driveway on popular route to / from school
<b>H</b> West of school	No connection from trail to campus
<b>I</b> 40th Ave S between 25th and 28th St S	Absent school zone sign on south side of the street, even though this is in the speed zone



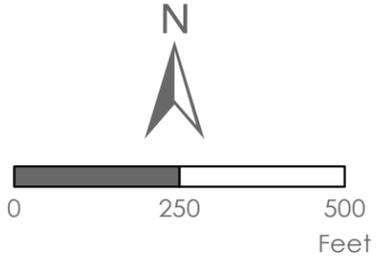
### Observed Circulation & Challenges Centennial Elementary

#### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- ↔ Observed Walking and Biking Routes
- Bike Rack
- Challenge

#### Existing Infrastructure\*

- Building Footprints
- School Grounds
- School Speed Zones
- - - On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- ⚡ Crosswalk Marking
- Signalized Intersection
- HAWK Signal
- Other Flashing Sign
- Pedestrian Crossing Sign
- 4-Way Stop Sign



**METROCOG**

\*Legend Common to All Maps - Not all Features Present on All Maps

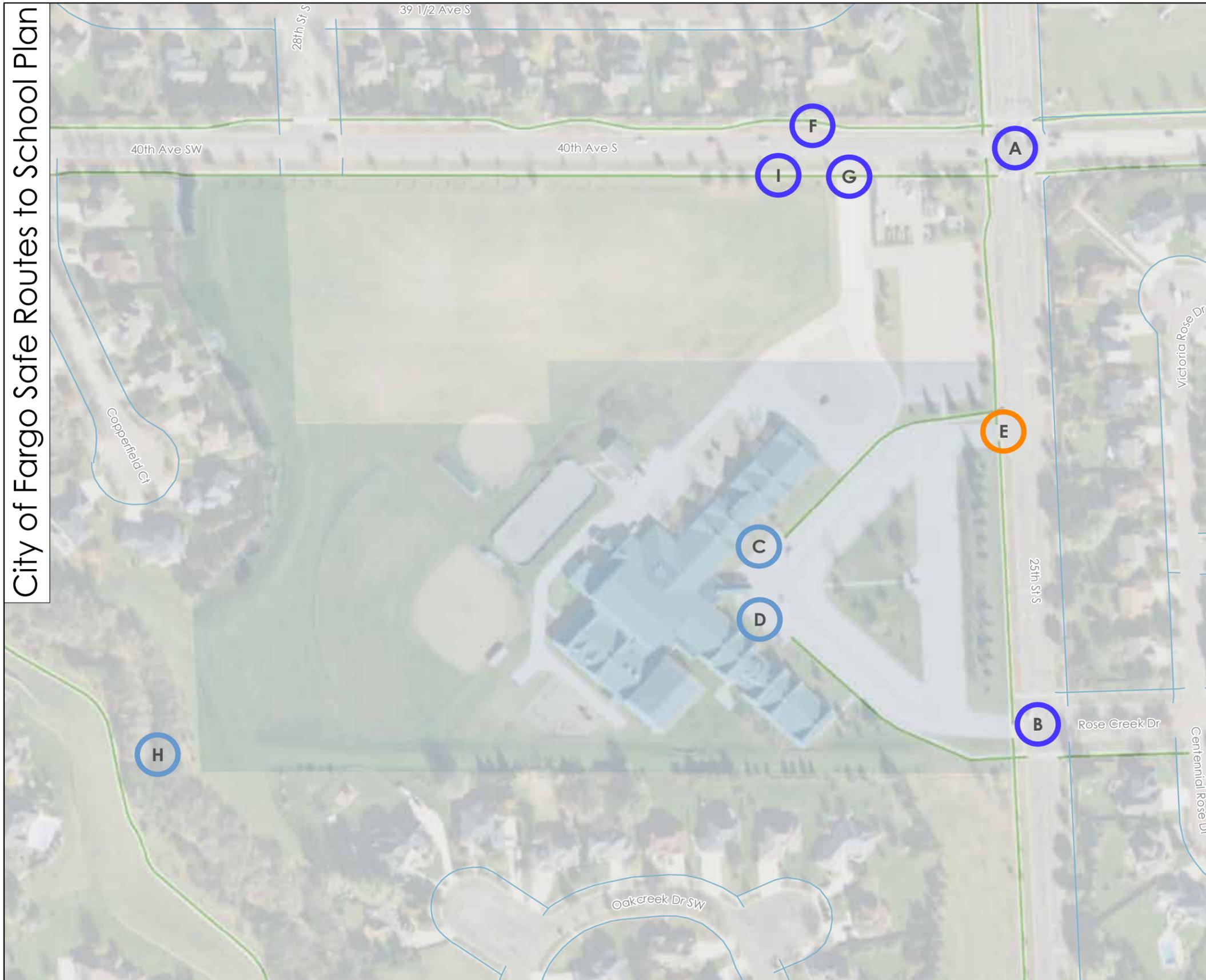
†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

## Opportunities for improvement

Since both 40th Avenue S and 25th Street S are minor arterial roadways and present barriers for safe and comfortable walking and biking to school, the majority of the opportunities for improvement relate to these two streets. At the intersections of 40th Avenue S and 25th Street S and 25th Street S and Rose Creek Drive, there is an opportunity to utilize the existing traffic signals to incorporate leading pedestrian intervals (LPI), which can increase the visibility of people walking through this intersection and improve driver yielding rates. Installing a NO RIGHT TURN ON RED sign at 25th Street S and Rose Creek Drive is recommended in combination with the installation of the LPI. Other opportunities for improvement include providing consistency with the application of school speed zones, including posting signs on both sides of the street and including flashing lights indicating when the school speed zone is in effect. Where possible, lanes should be reduced along 25th Street S to reduce multiple-threat collision opportunities.

On campus, there are opportunities to improve connections from the sidewalk to the school entrance, including marking high-visibility crosswalks at the school driveways.

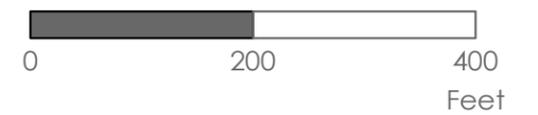
CENTENNIAL ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT			
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b> 40th Ave S / 25th St S	Install leading pedestrian interval; reduce lane widths on 40th Ave S; replace damaged truncated domes (SW quadrant)	City of Fargo	High
<b>B</b> Rose Creek Dr / 25th St S	Install no right turn on red during school hours; install leading pedestrian interval; replace faded crosswalk markings	City of Fargo	High
<b>C</b> Front of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional capacity	Fargo Public Schools	Low
<b>D</b> Front of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional capacity	Fargo Public Schools	Low
<b>E</b> 25th St S at entrance driveway	Install high visibility crosswalk across driveway; eliminate southbound right turn from middle lane to remove multiple threat crash opportunity and reduce crossing distance of driveway	City of Fargo; Fargo Public Schools	Medium
<b>F</b> 40th Ave S between 25th and 28th St S	Install flashing lights to provide indication to motorists of when the school speed limit is active (make consistent with other signs near the school)	City of Fargo	High
<b>G</b> 40th Ave S / bus loop entrance	Install high visibility crosswalk across driveway to connect to sidewalk on the east side of the driveway	City of Fargo; Fargo Public Schools	High
<b>H</b> West of school	Consider bridge connection from school campus to Timberline Park and residential area to the west	City of Fargo; Fargo Public Schools	Low
<b>I</b> 40th Ave S between 25th and 28th St S	Install school zone sign with lights to alert motorists that they are in school speed zone	City of Fargo	High



## Infrastructure Opportunities

### Centennial Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds



**METROCOG**





# Clara Barton Elementary

1417 6th St S, Fargo, ND 58103

## DISTRICT

---

**Fargo Public School District #1**

## GRADES

---

**3-5**

## AVERAGE ENROLLMENT

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**400 (with Hawthorne)**

## ARRIVAL

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**8:10 a.m.**

## DISMISSAL

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**2:32 p.m.**

## Existing Conditions

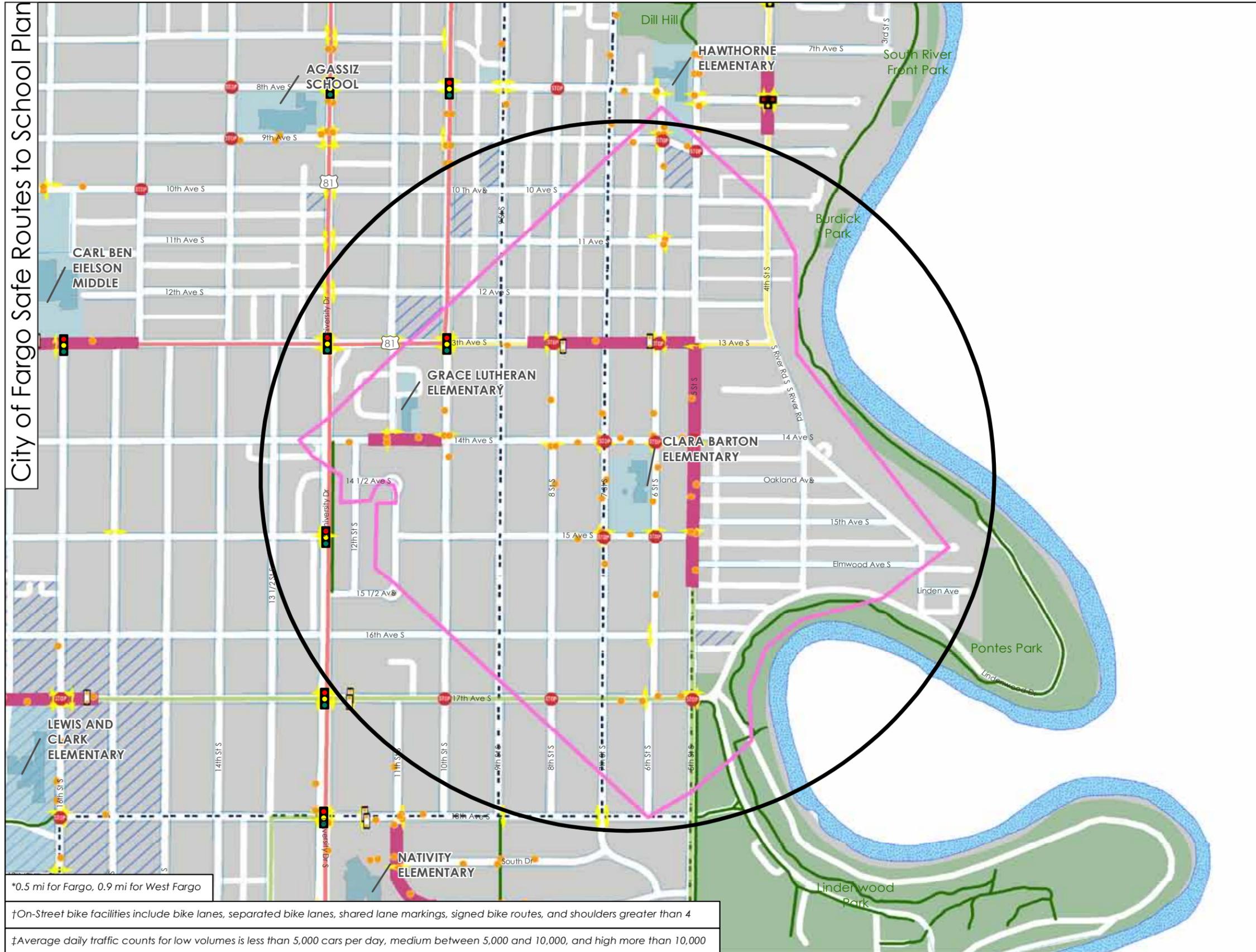
Clara Barton Elementary is a 3rd through 5th grade school in the Fargo Public School District. It is located approximately 1.5 miles south of Downtown Fargo in the city's Clara Barton Neighborhood. The neighborhood consists primarily of residential single-family homes. Within the Clara Barton boundaries, per capita income is slightly higher than the district average, but median household income is slightly less. Nearly one-quarter of Clara Barton's students are eligible for free and reduced lunch programs. Less than one percent of students participate in English Language Learners programs.

The Clara Barton school facility was constructed in 1927. In 2003, Clara Barton Elementary and Hawthorne Elementary schools were joined together with kindergarten through grade 2 housed at the Hawthorne campus, while grades 3 through 5 attend Clara Barton Elementary. Prior to 2003, both schools included kindergarten through 5th grade.

The Clara Barton campus is bound by 7th Street S to the west, 14th Avenue S to the north, 6th Street S to the east, and 15th Avenue S to the south. The roads surrounding the building consist of local roads with low traffic volumes. There are sidewalks on both sides of the roadway throughout most of the walk zone. Many parents drop their students off on the east side of 6th Street S, which creates visibility challenges for students crossing the street.



▲ Many intersections along 6th Street S are very wide. The 17th Avenue S and 6th Street S intersection is offset and skewed.



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Clara Barton Elementary

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High

\*Clara Barton serves grades 3-5



## Circulation Challenges

The Clara Barton neighborhood is highly walkable and few significant barriers were identified for safe bicycle and pedestrian access to the school. The existing major corridors, like 5th Street S and 13th Avenue S have adequate infrastructure in place, including school speed zones, flashing beacons, and pedestrian crossing signs.

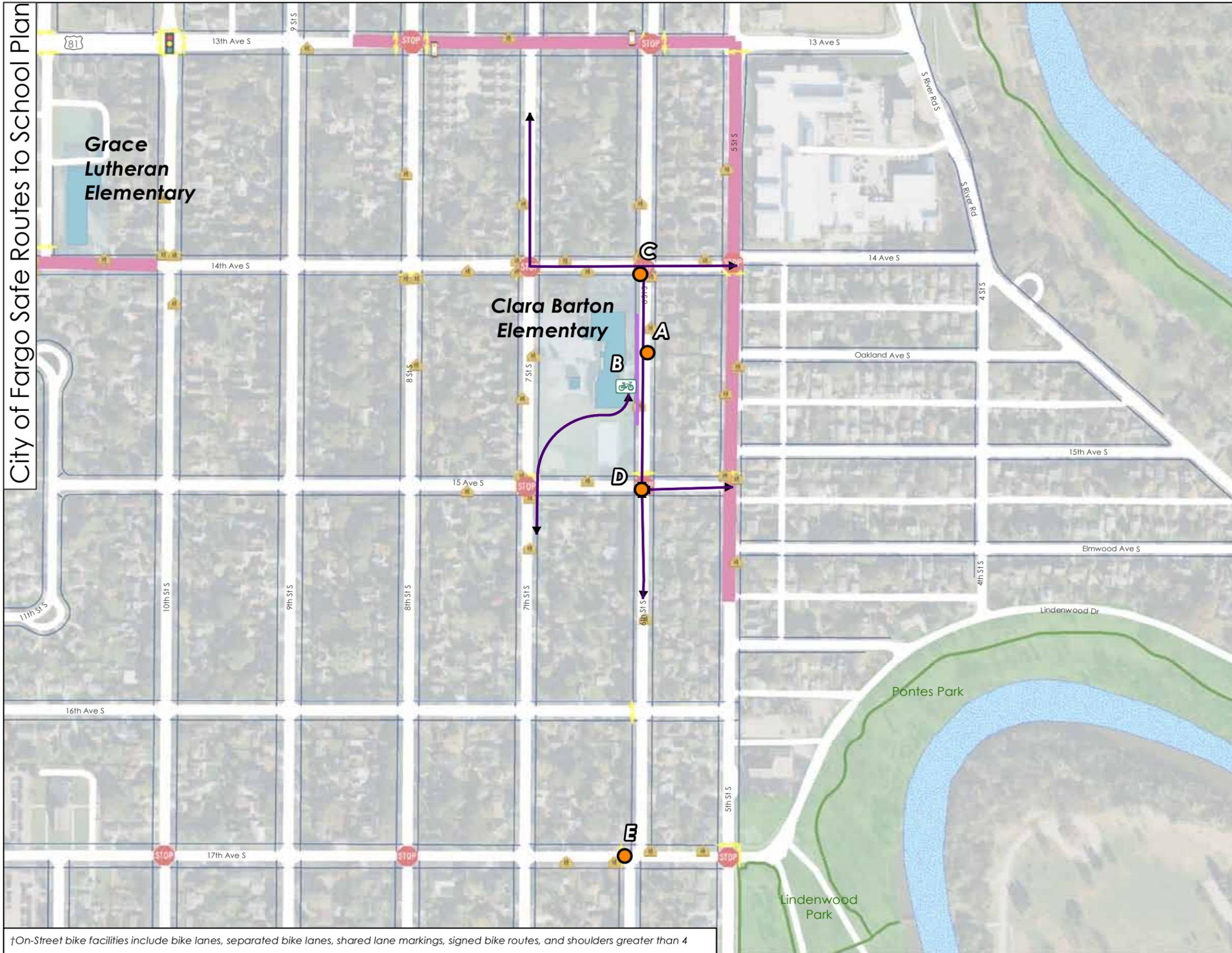
The 6th Street S corridor is a primary north-south circulation route around Clara Barton Elementary and was the location for many of the identified barriers. Along this route, there are many opportunities to improve the biking and walking environment and safety.

Parents dropping students off on the east side of 6th Street S create congestion. Students cross midblock across vehicle travel lanes without any pedestrian facilities. This creates potential safety challenges.

Many intersections along 6th Street S are very wide, which is uncomfortable for students to cross. The intersections at 14th Avenue S and 15th Avenue S are missing crosswalk markings. The intersection with 17th Avenue S is offset resulting in a skewed crosswalk, further increasing the crossing distance for bicyclists and pedestrians.

### CLARA BARTON ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> 6th St S midblock	Parents dropping on east side of 6th Street S ..... Students must cross midblock across vehicle and bus travel lanes
<b>B</b> East entrance	Comb style rack does not allow locking of frame and can lead to wheel damage ..... Highly utilized bike parking nearing capacity
<b>C</b> 14th Ave S / 6th St S	Long crossing distances ..... Inconsistent crosswalk markings
<b>D</b> 15th Ave S / 6th St S	Long crossing distances ..... Inconsistent crosswalk markings
<b>E</b> 17th Ave S / 6th St S	Offset crossing and skewed intersection



†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

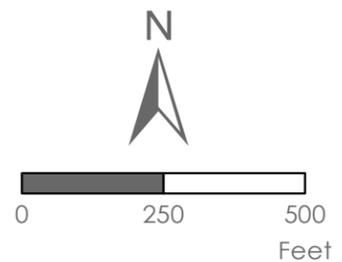
## Observed Circulation & Challenges Clara Barton Elementary

### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- Observed Walking and Biking Routes
- Bike Rack
- Challenge

### Existing Infrastructure\*

- Building Footprints
- School Grounds
- School Speed Zones
- On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- Crosswalk Marking
- Signalized Intersection
- HAWK Signal
- Other Flashing Sign
- Pedestrian Crossing Sign
- 4-Way Stop Sign

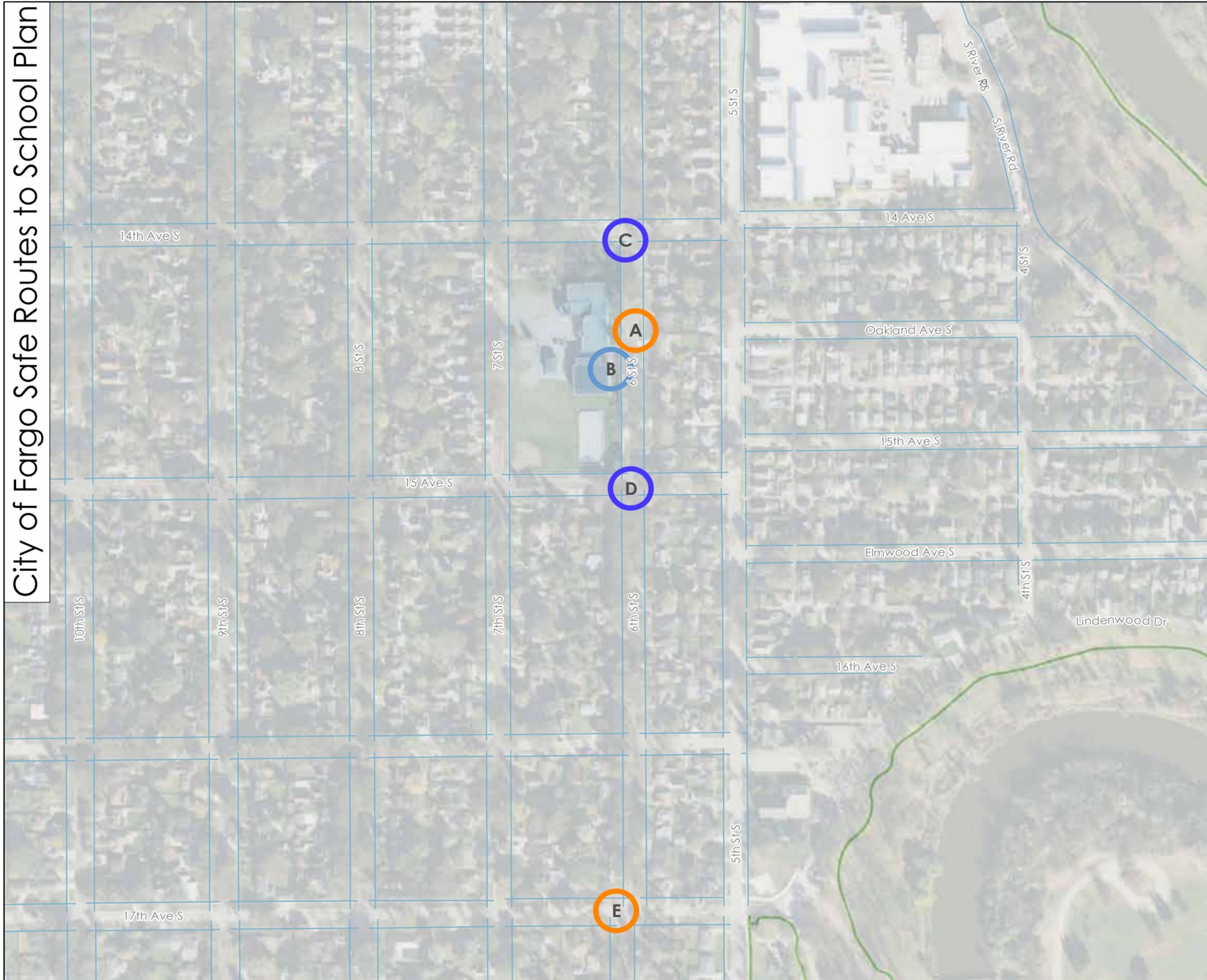


\*Legend Common to All Maps - Not all Features Present on All Maps

## Opportunities for Improvement

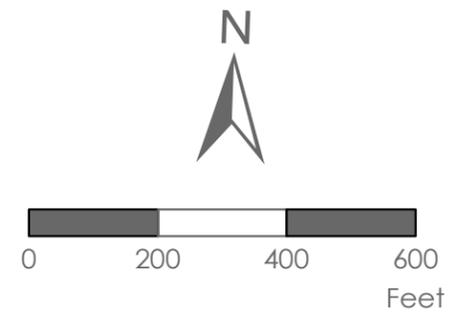
Because Clara Barton Elementary is joined with Hawthorne Elementary and students are split by grades between the two campuses, enhancing the walking and biking connections to Hawthorne to the north should be considered and prioritized. At 14th Avenue S and 6th Street S, curb extensions and high visibility crosswalks would improve visibility and create a gateway to the main entrance of school (along with a similar treatment a block to the south at 15th Avenue S). In addition, a raised crosswalk midblock on 6th Street S would calm traffic traveling past the school and provide a more visible crossing for students being dropped off at the main entrance on 6th Street S.

CLARA BARTON ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT			
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b> 6th St S midblock	Install raised crosswalk	City of Fargo	Medium
<b>B</b> East entrance	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional capacity	Fargo Public Schools	Low
<b>C</b> 14th Ave S / 6th St S	Consider curb extensions on west and south crossings of intersection; install high visibility crosswalks; install forward stop bars	City of Fargo	High
<b>D</b> 15th Ave S / 6th St S	Consider curb extensions on west and north crossings of intersection; install high visibility crosswalks; install forward stop bars	City of Fargo	High
<b>E</b> 17th Ave S / 6th St S	Consider curb extensions on west crossing of intersection; install high visibility crosswalks; install forward stop bars	City of Fargo	Medium

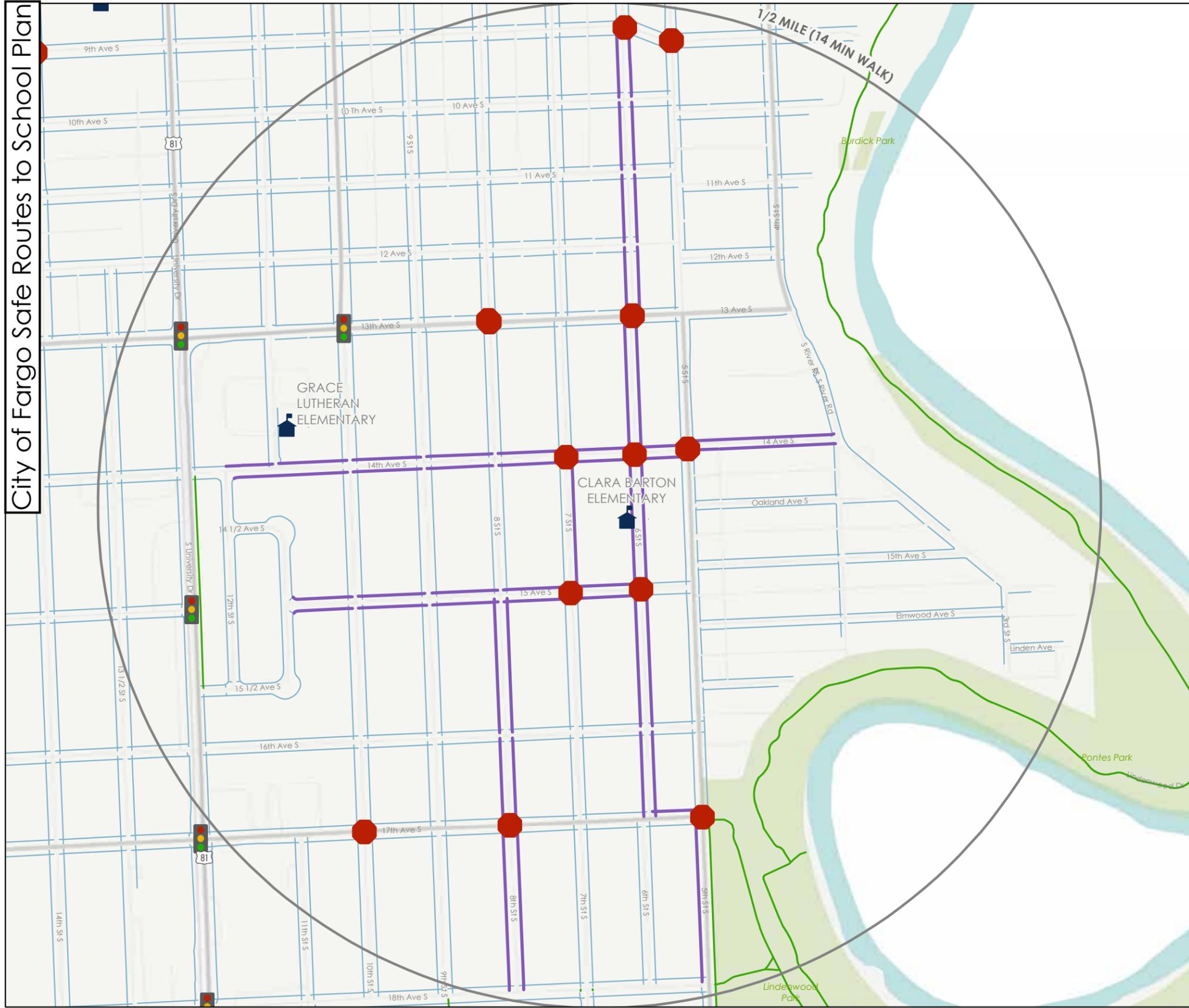


Infrastructure Opportunities  
Clara Barton Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds

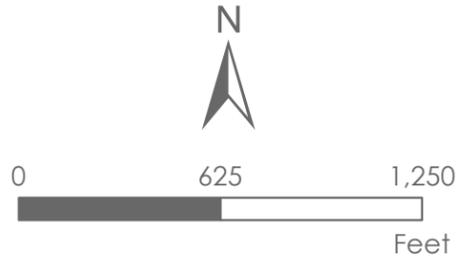


City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Clara Barton Elementary

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal





# Eagles Elementary

3502 S University Drive, Fargo, ND 58104

## DISTRICT

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Fargo Public School  
District #1

## GRADES

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K-5

## AVERAGE ENROLLMENT

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354

## ARRIVAL

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8:20 a.m.

## DISMISSAL

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2:42 p.m.

## Existing Conditions

Eagles Elementary is a kindergarten through 5th grade school in the Fargo Public School District. It is located approximately 3.5 miles southeast of Downtown Fargo in the city's River Drive neighborhood. The neighborhood contains a mix of residential single- and multifamily, and commercial land uses. Within the Eagles boundaries, the per capita incomes and median household incomes are higher than the district average. More than 37 percent of students are eligible for free and reduced lunch programs. Nearly eight percent of students participate in English Language Learners programs.

The Eagles school facility was constructed in 2016. The campus is bound by University Drive S to the west, 35th Avenue S to the north, Eagle Park Drive to the east, and Elim Rehab and Care Center to the south. Eagles students and families who currently walk and bike to school face challenges when crossing University Drive S due to it being a

major arterial street with high traffic volumes and high speeds. In addition, 35th Avenue S is another high traffic street as it is a collector roadway for the neighborhoods to the east. To the west and south, the school is surrounded by residential and commercial buildings. There is a designated school speed zone along University Drive S from north of 35th Avenue S to north of 37th Avenue S. The University Drive S and 35th Avenue S intersection is controlled with a traffic signal, providing a protected pedestrian crossing. There are limited sidewalk connections between the campus and the multifamily housing to the east and southeast.

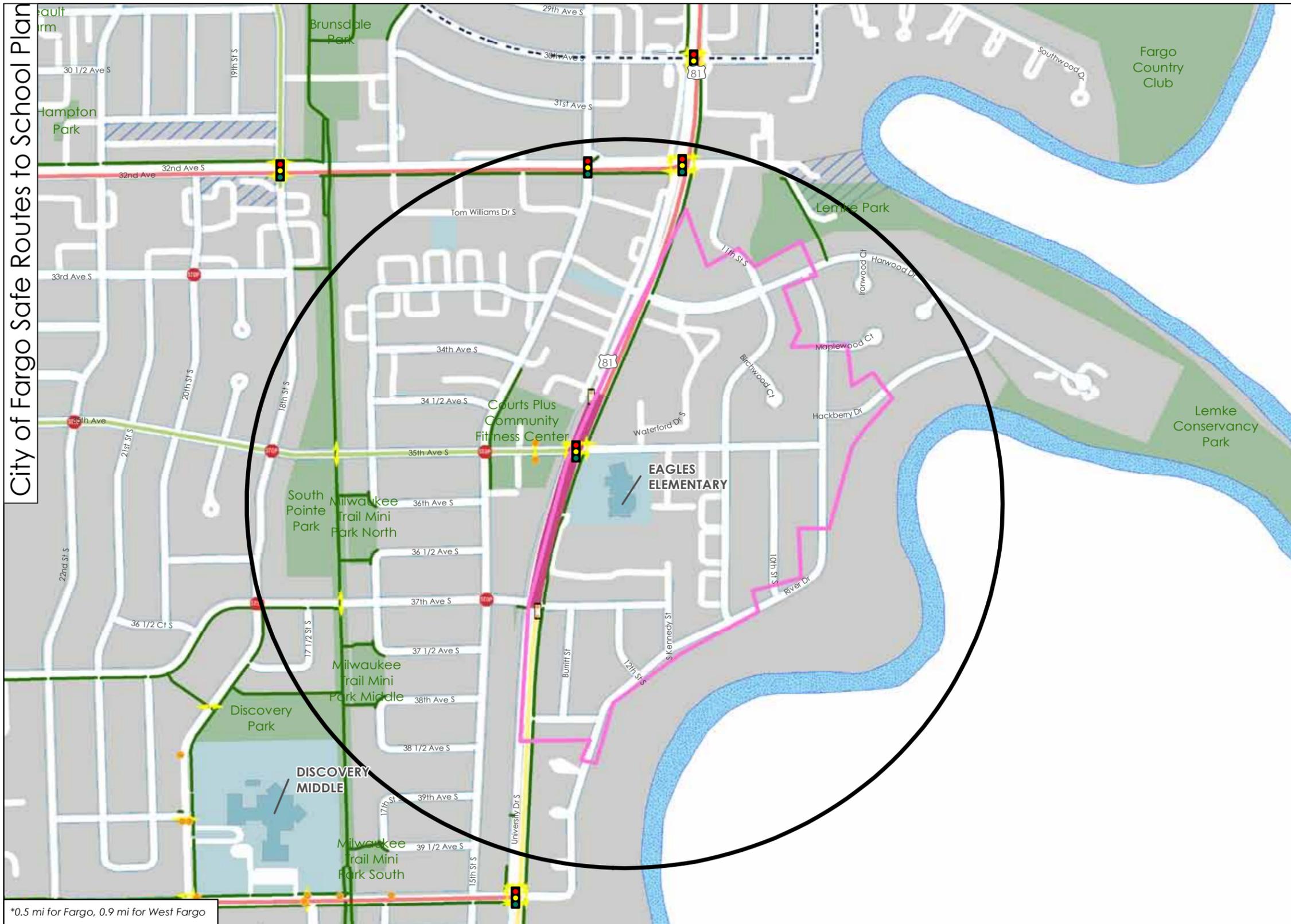
On campus, limited separation between pedestrian facilities and parking spaces obscures pedestrian visibility and vehicles often encroach into the pedestrian spaces. During arrival and dismissal, school staff help facilitate student crossings of the parent drive aisle.



▲ During drop-off and pick-up, there is significant congestion in the circulation loop with few protections for pedestrians.



▲ The 35th Avenue S and University Drive S intersection is a high traffic volume intersection with long crossing distances. The median is not wide enough to accommodate all students walking and biking.



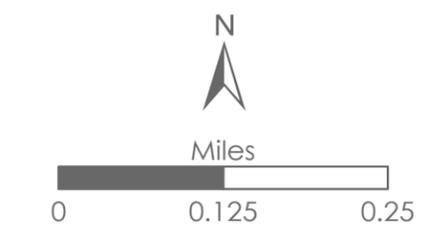
\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Eagles Elementary

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High



## Circulation Challenges

University Drive S is a major barrier to students walking and biking to school and any student west of the road is eligible for busing. However, many students walk or bike along 35th Avenue S to get to school and cross University Drive S. Along 35th Avenue S, west of University Drive S, the road is wide with a Courts Plus parking lot located on the south side of the road. This parking lot does not have parking barriers, so vehicles encroach on the sidewalk when parked along it. Additionally, the parking lot driveway access has reduced visibility due to parking spots directly adjacent to the sidewalk and access driveway. These blind spots create conflict points for students walking and biking on the sidewalk.

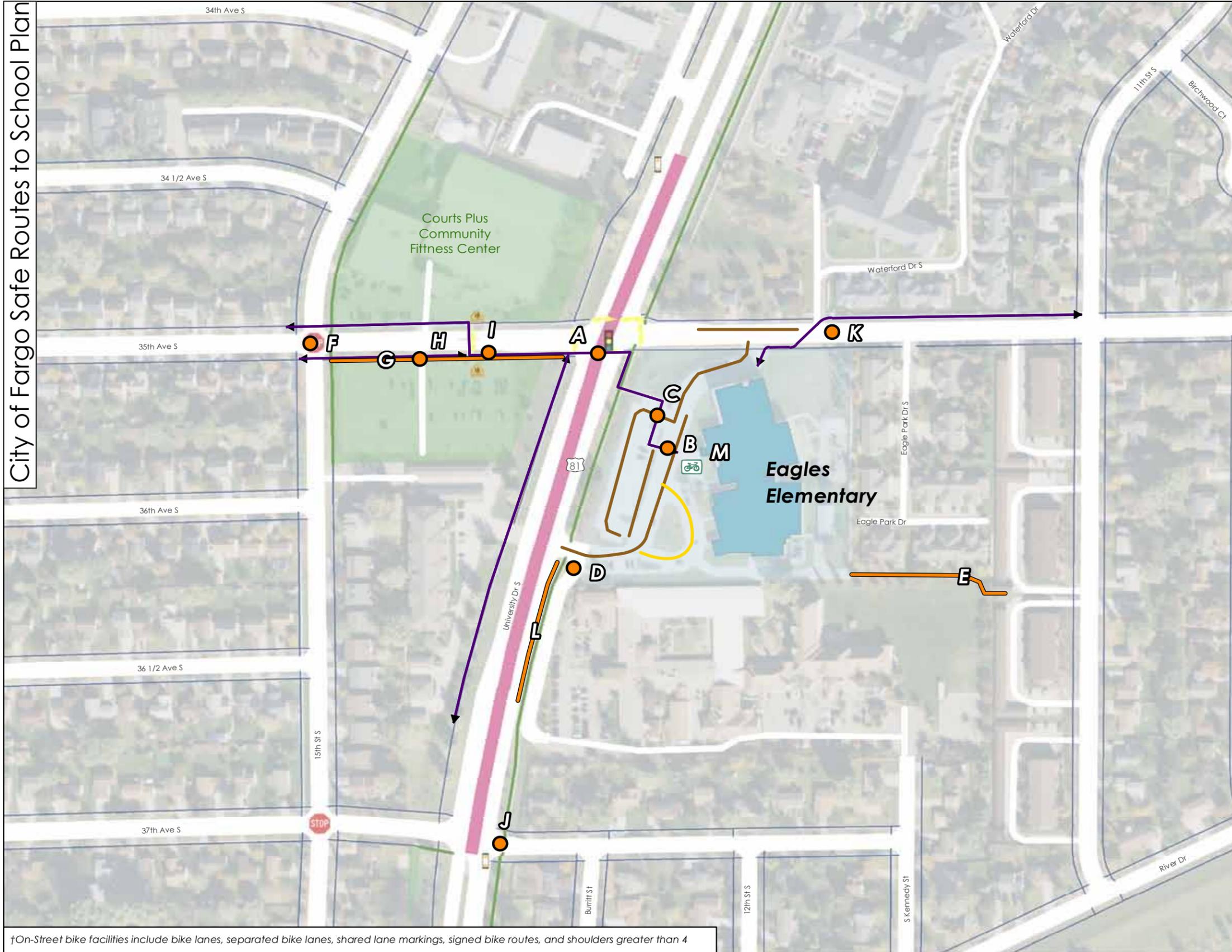
At the intersection of University Drive S and 35th Avenue S, vehicles are not prohibited from making right turns on red during arrival and dismissal. The 37th Avenue S and University Drive S intersection is large with wide turning radii that allow cars to make fast turning movements, which may conflict with people walking and biking.

Students often cross 35th Avenue S on bicycle at 35th Avenue S and Waterford Drive S, but there is no curb ramp on either side of 35th Avenue S. Instead, students enter the street from Waterford Drive S, then enter the school via the driveway along 35th Avenue S. Note that Waterford Drive S is a private street.

A fence on the east side of campus prevents students from walking or biking directly to and from adjacent properties.

### EAGLES ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> University Dr S / 35th Ave S	High traffic volumes ..... Long crossing distances ..... Median not wide enough to comfortably accommodate people walking ..... No leading pedestrian interval
<b>B</b> In front of main entrance	Long crossing of parking lot and drop off lane
<b>C</b> Main parking lot	Long crossing of parking lot entrance/exit ..... No crosswalk marking
<b>D</b> University Dr S / school access lane	Long crossing distances ..... No crosswalk marking
<b>E</b> Behind Pioneer House	No clear route between school and neighborhoods to south east
<b>F</b> 35th Ave S / 15th St S	Long crossing distances
<b>G</b> Parking lot along 35th Ave S	Parked cars encroach on sidewalk space
<b>H</b> Parking lot along 35th Ave S	Parking stalls immediately adjacent to crossing of driveway makes it difficult to see people walking when the stalls are occupied
<b>I</b> Parking lot along 35th Ave S	Parking stalls immediately adjacent to crossing of driveway makes it difficult to see people walking when the stalls are occupied
<b>J</b> 37th Ave S / University Dr S	Long crossing distances ..... Large curb radii encourages high vehicle turning speeds
<b>K</b> 35th Ave S / Waterford Dr S	Students riding bicycles often cross here, but no curb ramp on south side to allow students access to sidewalk along south side of street
<b>L</b> University Dr S, midblock between 37th Ave S and Eagles parking lot	No planted buffer or barrier between road and sidewalk
<b>M</b> Main entrance	Comb style rack does not allow locking of frame and can lead to wheel damage



†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

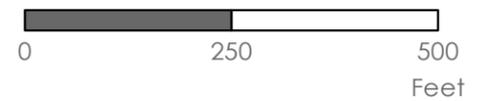
### Observed Circulation & Challenges Eagles Elementary

#### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- ↔ Observed Walking and Biking Routes
- 🚲 Bike Rack
- Challenge

#### Existing Infrastructure\*

- + Building Footprints
- + School Grounds
- School Speed Zones
- - - On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- ⚡ Crosswalk Marking
- 🚦 Signalized Intersection
- 🚦 HAWK Signal
- 🚦 Other Flashing Sign
- 🚶 Pedestrian Crossing Sign
- STOP 4-Way Stop Sign



**METROCOG**

\*Legend Common to All Maps - Not all Features Present on All Maps

## Opportunities for Improvement

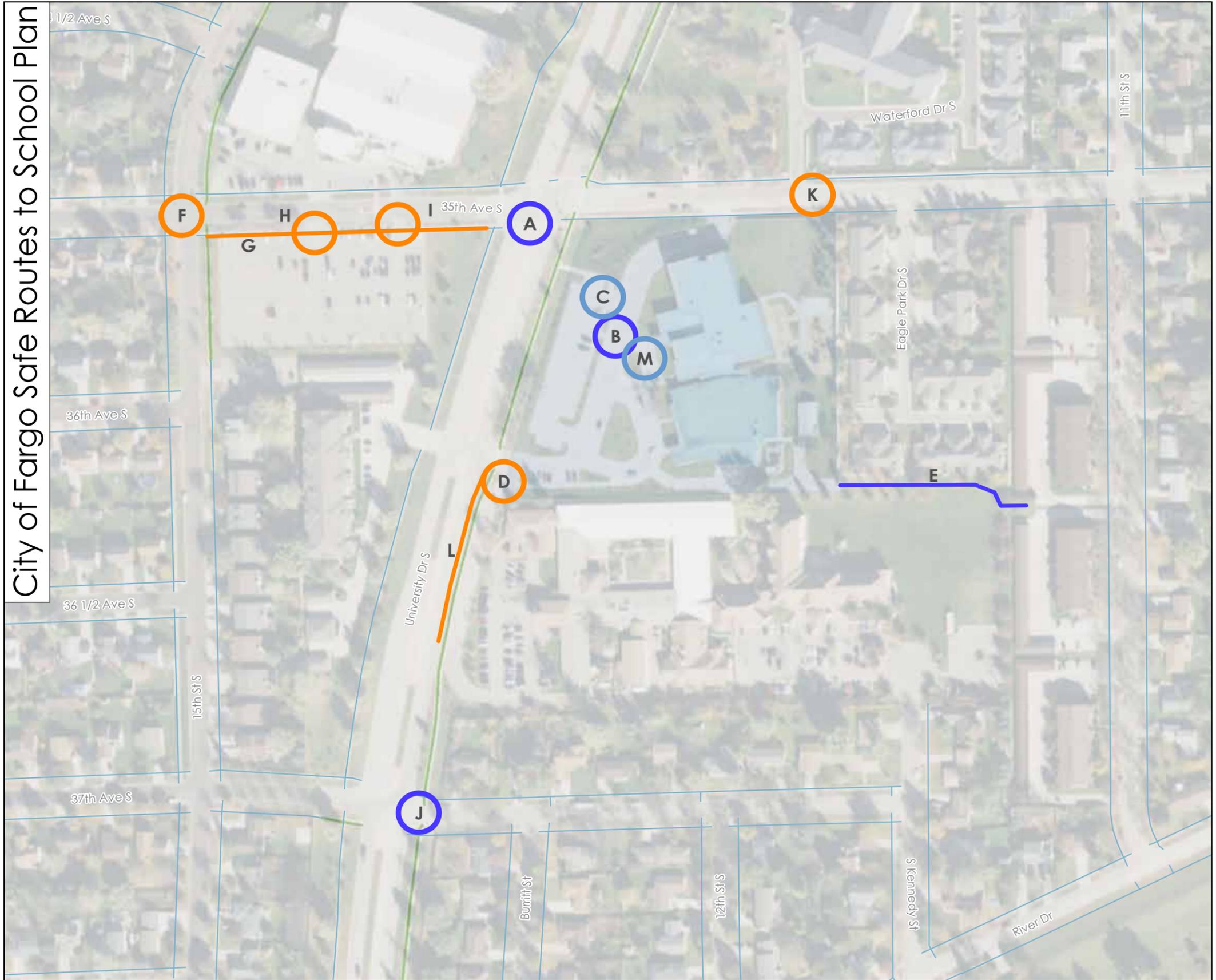
University Drive S presents the biggest challenge for people walking and biking to Eagles Elementary. While narrowing of the roadway should be considered in the future, changes to the curb radius in the near term (especially on the corner nearest to the school) would help slow turning traffic and increase the visibility and queuing space for students waiting to cross. Adding a leading pedestrian interval and no right turn on red would also increase comfort and visibility for students and families traveling across University Drive S. In order to reach this crossing, several students were observed traveling to and from the west. The parking lot at Courts Plus should be modified to improve visibility and limit vehicle encroachment on the pedestrian space. Additionally, improvements could be made at 35th Avenue S and 15th Street S to shorten the crossing distance, calm traffic, and improve visibility.

Neighborhood connections to the east and south of school should be installed and improved to increase comfort for people walking and biking.

Finally, the route for people walking between University Drive S and 35th Avenue S through and across the parking lot and to the front door should be improved by installing paint and separated or raised spaces.

EAGLES ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT			
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b> University Dr S / 35th Ave S	Consider installing curb extensions on the south east corner to decrease curb radius; install no right turn on red during school hours; install leading pedestrian interval	NDDOT; City of Fargo	High
<b>B</b> In front of main entrance	Install curb extensions for one car length in front of crosswalk	Fargo Public Schools	High
<b>C</b> Main parking lot	Install curb extensions to shorten crossing of drive lane; install high visibility crosswalk; consider installing raised crosswalk	Fargo Public Schools	Low
<b>D</b> University Dr S / school access lane	Install curb extensions or a median safety island to shorten crossing of driveway; install high visibility crosswalk	NDDOT; City of Fargo	Medium
<b>E</b> Behind Pioneer House	Install sidewalk or shared use path to connect neighborhoods to the southeast	City of Fargo	High
<b>F</b> 35th Ave S / 15th St S	Install curb extensions or median safety island to shorten crossings (prioritize south and west crossings); install high visibility crosswalks; install forward stop bars	City of Fargo	Medium
<b>G</b> Parking lot along 35th Ave S	Install parking stops in parking stalls adjacent to sidewalk to prohibit encroachment	City of Fargo	Medium
<b>H</b> Parking lot along 35th Ave S	Prohibit parking in stalls adjacent to driveway aprons	City of Fargo	Medium
<b>I</b> Parking lot along 35th Ave S	Prohibit parking in stalls adjacent to driveway aprons	City of Fargo	Medium
<b>J</b> 37th Ave S / University Dr S	Install curb extensions to shorten crossing of 37th Ave S (east crossing); investigate signal; install extension of existing median to comfortably accommodate pedestrians; install forward stop bars; install enhanced crosswalk treatments	NDDOT; City of Fargo	High
<b>K</b> 35th Ave S / Waterford Dr S	Install ADA compliant pedestrian ramp on 35th Ave S, east of Waterford Dr S; install high visibility crosswalk; consider installing raised crosswalk	City of Fargo	Medium
<b>L</b> University Dr S midblock between 37th Ave S and Eagles parking lot	Create separation between sidewalk and travel lane by either installing guard rail or moving pedestrian space eastward and planting the expanded buffer between road and pedestrian space	NDDOT; City of Fargo	Medium
<b>M</b> Main entrance	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low

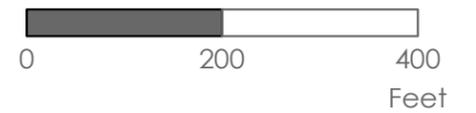
City of Fargo Safe Routes to School Plan



Infrastructure Opportunities

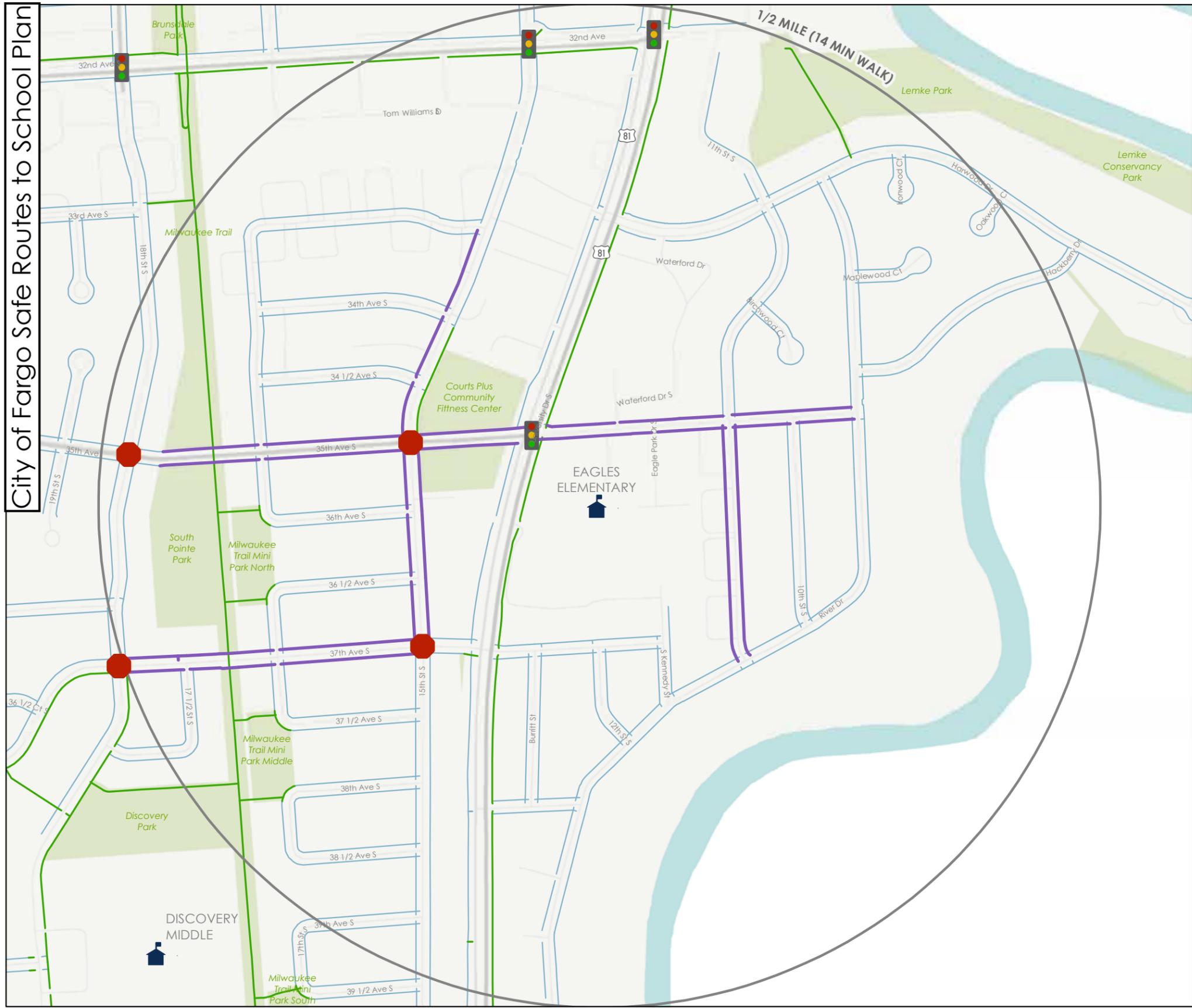
Eagles Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds



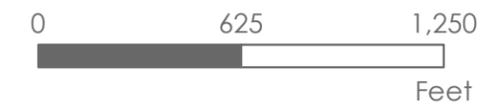
**METROCOG**

City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Eagles Elementary

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal





# Ed Clapp Elementary

3131 28th Street SW, Fargo, ND 58103

## DISTRICT

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Fargo Public School  
District #1

## GRADES

---

K-5

## AVERAGE ENROLLMENT

---

485

## ARRIVAL

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8:20 a.m.

## DISMISSAL

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2:42 p.m.

## Existing Conditions

Ed Clapp is a kindergarten through 5th grade school in the Fargo Public School District. It is located approximately 3.5 miles south of Downtown Fargo in the city's Bluemont Lakes neighborhood. The neighborhood is a mix of residential single-family and multifamily and commercial land uses. Within the Ed Clapp boundaries, the per capita and median household incomes are slightly higher than the district average. More than 58 percent of students are eligible for free and reduced lunch programs. Nearly 16 percent of students participate in English Language Learners programs.

The Ed Clapp school facility was constructed in 2015. The campus is bound by 32nd Street SW to the west, 30th Avenue S to the north, 28th Street SW to the east, and the Dr. James Carlson Public Library to the south. There is a flashing beacon and raised crosswalk across 28th Street S east of the school.

Ed Clapp students and families who currently walk and bike to school face challenges when crossing 32nd Avenue S, as cars travel along it at faster speeds to access the interstate to the west. 32nd Avenue S is considered a barrier to biking and walking to school currently, so students that live south of 32nd Avenue S are bussed to school. There are multiple

traffic signal controlled crossings along 32nd Avenue S and 25th Street S; however, these intersections are large and uncomfortable to cross. Additionally, 25th Street S and 32nd Avenue S are considered barriers/boundaries for busing students to/from school.

Currently, there are students whose backyards abut the school property who are eligible to receive busing because the half-mile walk zones are determined by roadway miles.

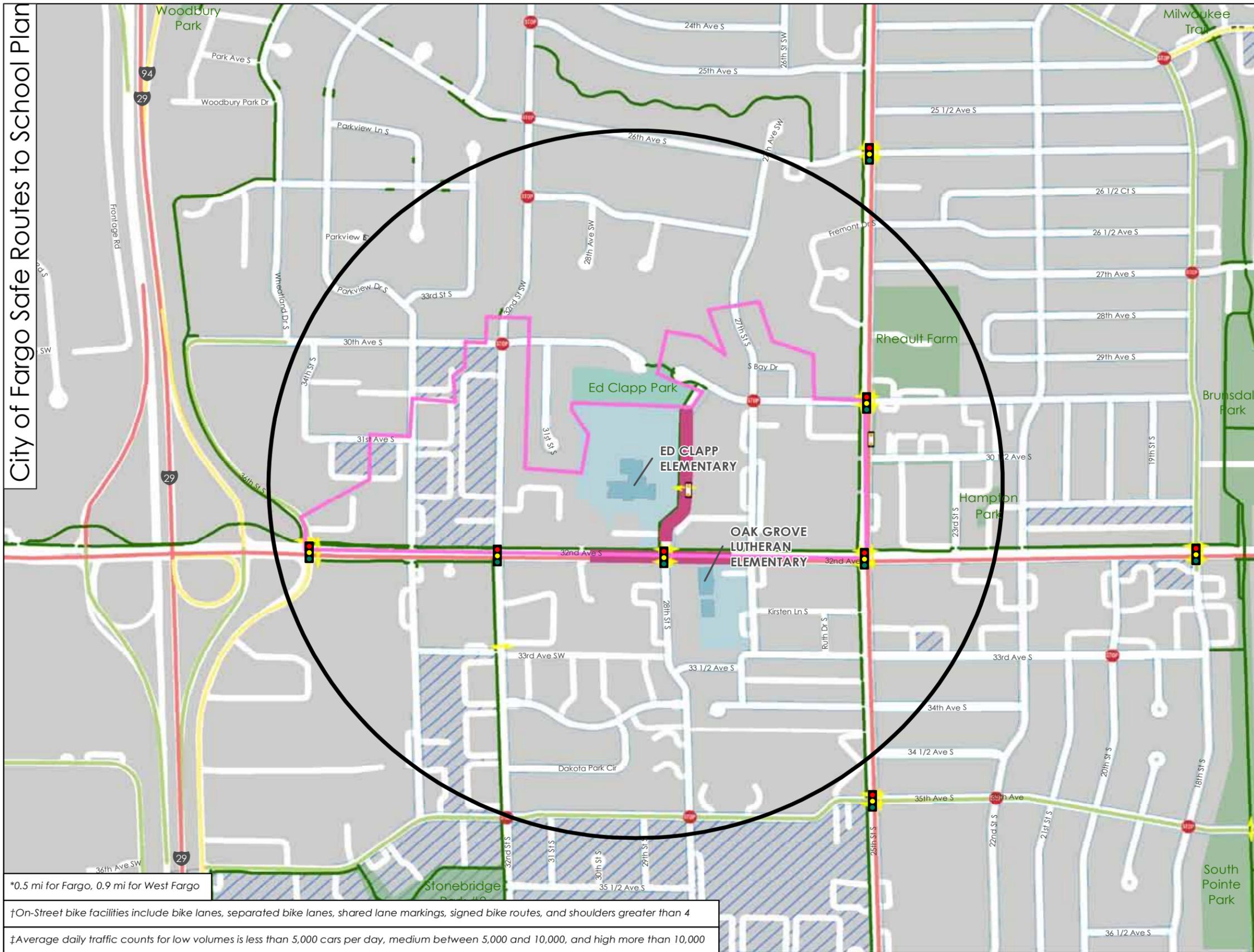
On campus, there is one bike rack located at the back of the school. This location is inconvenient and unwelcoming because students have to travel out of their way to access it and bike through the school's service areas. The rack is a comb style rack that does not allow locking of the frame and can lead to wheel damage.



▲ Drivers do not stop or slow down when exiting driveway/turning across crosswalk. There is no signage or pavement markings.



▲ No connecting pedestrian routes between west side of campus and higher-density residential areas to the west.



Existing Conditions  
Ed Clapp Elementary

- School Study Areas\*
- Walk Zones
- Building Footprints
- School Grounds
- Park
- Environmental Justice Areas
- School Speed Zone
- Shared Use Path
- On-Street Bike Facility†
- Sidewalk
- Crosswalk
- Pedestrian Crossing Sign
- 4-Way Stop Sign
- HAWK Signal
- Other Flashing Sign
- Signalized Intersection

Traffic Volumes‡

- Low
- Medium
- High



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

## Circulation Challenges

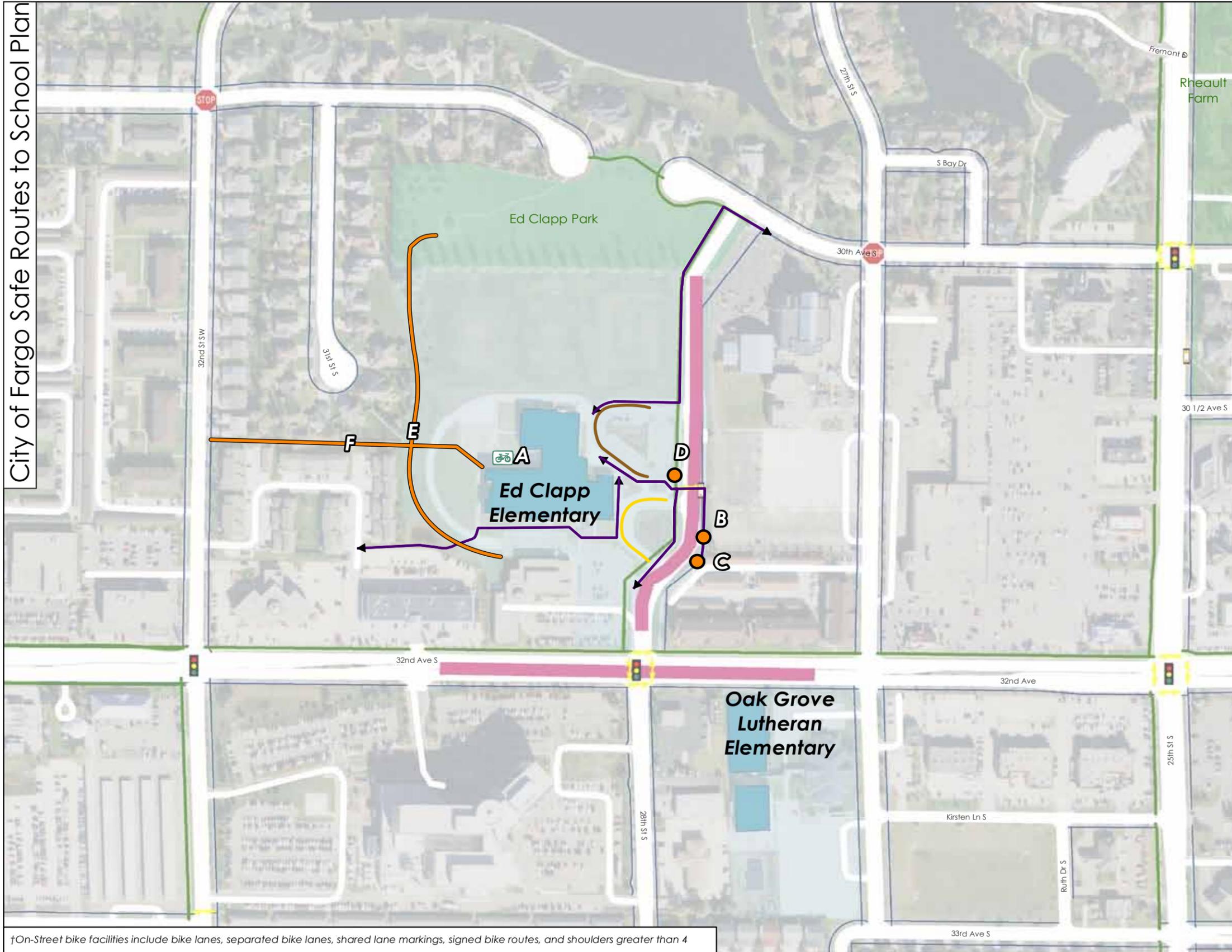
Ed Clapp Elementary is surrounded by suburban style development and lacks safe or direct connections to the housing developments to the east and west, which results in students either not walking or biking to school, or cutting through the grass. Specifically, at the Park Place Apartments, east of campus, students were observed walking between garages to get to school (reference location C on the map).

Bike parking is inconvenient and away from the entrance of the school, located in the back of the school. This may also deter students from biking to school because they may not know it exists.

The school district pays to maintain the Bethel Church parking lot east of the school. Many parents and caregivers were observed dropping and picking students up in this lot, although this is not encouraged by the District. The Bethel Church parking lot driveway lacks markings and signage to alert drivers of potential pedestrian crossings, which causes vehicles to abruptly stop in the driveway and multiple near-misses were observed. Additionally, drivers were observed not stopping or slowing down when exiting Ed Clapp's drop-off loop. Vehicles were also observed blocking the crosswalk, when preparing to turn out along 28th Street SW and when along 28th Street SW.

### ED CLAPP ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> Back of School	Comb style rack does not allow locking of frame and can lead to wheel damage ..... Inconvenient/unwelcoming bike rack location in back of school
<b>B</b> 28th St SW / Bethel Church parking lot	People driving not expecting to see people walking ..... Wide driveway apron ..... No crosswalk markings
<b>C</b> 28th St SW / Park Place Apartments	No maintained/paved surface for connecting the higher density housing with the sidewalk ..... Students walking in mud next to dumpsters to access sidewalk
<b>D</b> 28th St SW / Front of School driveway exit	Poor driver stopping and yielding behavior exiting driveway/turning across crosswalk ..... No pavement markings or sign to stop or yield
<b>E</b> West edge of school campus	No connecting routes between west side of campus, higher density housing to the west, and park
<b>F</b> West edge of school campus to 32nd St SW	No connecting routes between campus and higher density housing



†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

## Observed Circulation & Challenges Ed Clapp Elementary

- Key\***
- Bus Circulation
  - Challenge
  - Shared Bus and Vehicle Lane
  - Vehicle Drop-off and Pick-up
  - ↔ Observed Walking and Biking Routes
  - 🚲 Bike Rack
  - Challenge
- Existing Infrastructure\***
- + Building Footprints
  - + School Grounds
  - School Speed Zones
  - On-Street Bike Facility†
  - Sidewalk
  - Shared Use Path
  - ⚡ Crosswalk Marking
  - 🚦 Signalized Intersection
  - 🚦 HAWK Signal
  - 🚦 Other Flashing Sign
  - 🚦 Pedestrian Crossing Sign
  - 🛑 4-Way Stop Sign



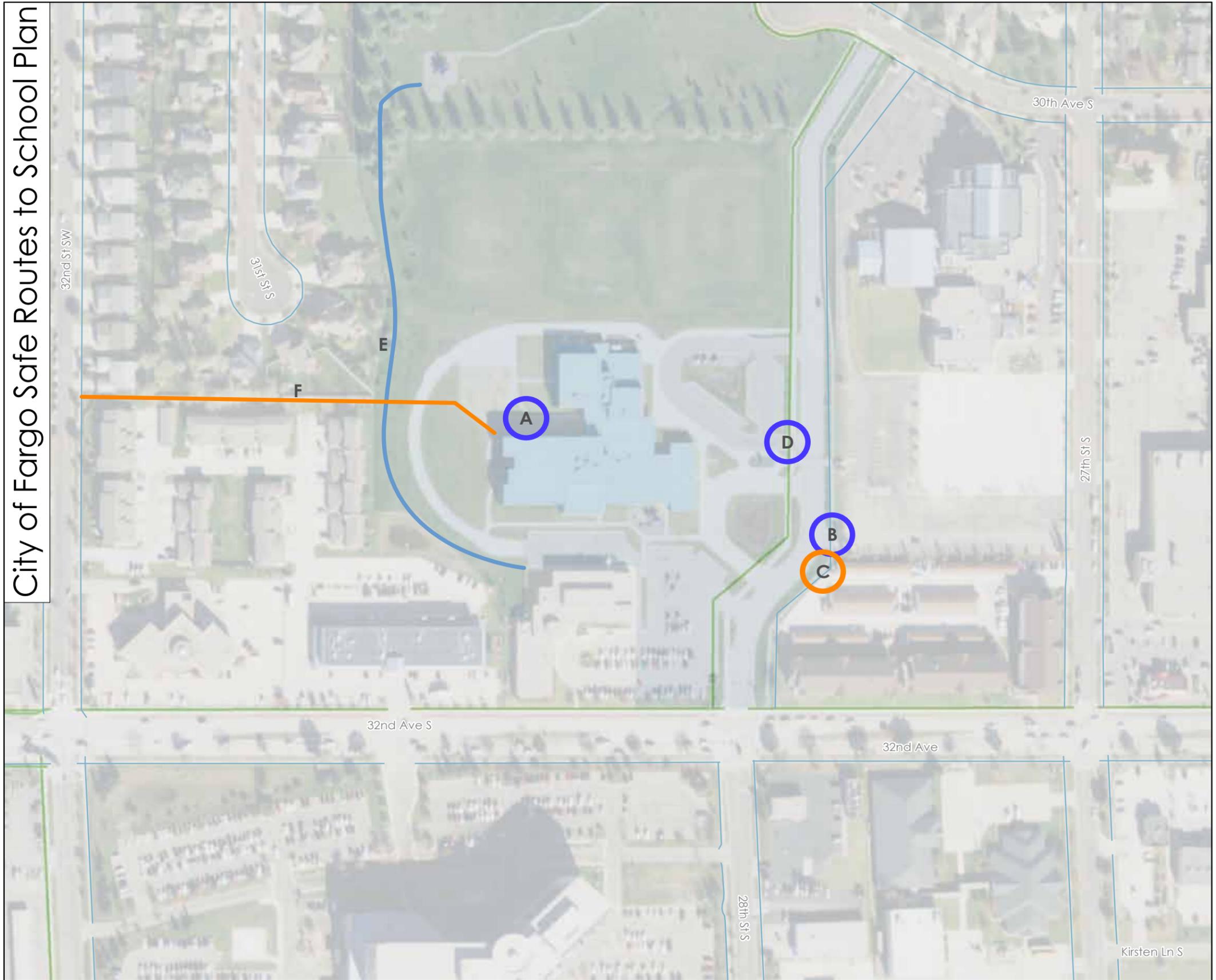
\*Legend Common to All Maps - Not all Features Present on All Maps

## Opportunities for Improvement

Ed Clapp has several assets to safe and comfortable walking and biking to school, including a high-visibility raised crosswalk and flashing beacon directly connecting the school campus with 28th Street SW. Opportunities for improvement include improving connections to this crosswalk by enhancing the crossing of the Bethel Church parking lot driveway and providing more convenient access to the Park Place Apartments. Additionally, adding traffic control devices and signage to the exit driveway would promote higher rates of driver yielding at the crosswalk.

Longer term opportunities for improvement include making efforts to better connect residential areas to the west. There is an opportunity to create a connection directly to the west of the school to connect to 32nd Street SW. This is an area currently disconnected from the campus; currently students must take a circuitous walk south to 32nd Ave S to access the school via 28th Street SW. There is also an opportunity to further connect the campus to the north by installing a trail to Ed Clapp Park.

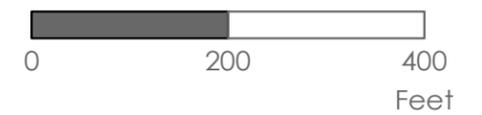
ED CLAPP ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT				
	LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b>	Back of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); relocate parking in a visible and convenient location on campus near the front door	Fargo Public Schools	High
<b>B</b>	28th St SW / Bethel Church parking lot	Install high visibility crosswalk across driveway; provide curb extension across driveway to reduce to one lane	City of Fargo	High
<b>C</b>	28th St SW / Park Place Apartments	Coordinate with housing manager to provide direct formal access from property to sidewalk	City of Fargo	Medium
<b>D</b>	28th St SW / Front of school driveway exit	Install high visibility crosswalk across driveway; install stop sign at driveway exit with stop bar	City of Fargo; Fargo Public Schools	High
<b>E</b>	West edge of school campus	Install sidewalk from fire road to Ed Clapp Park	City of Fargo; Fargo Public Schools; Fargo Park District	Low
<b>F</b>	West edge of school campus to 32nd St SW	Coordinate with housing development to the west to explore an easement across the north of the housing development to provide walking and biking access from 32nd St SW to the school campus; coordinate with Location E	City of Fargo; Fargo Public Schools	Medium



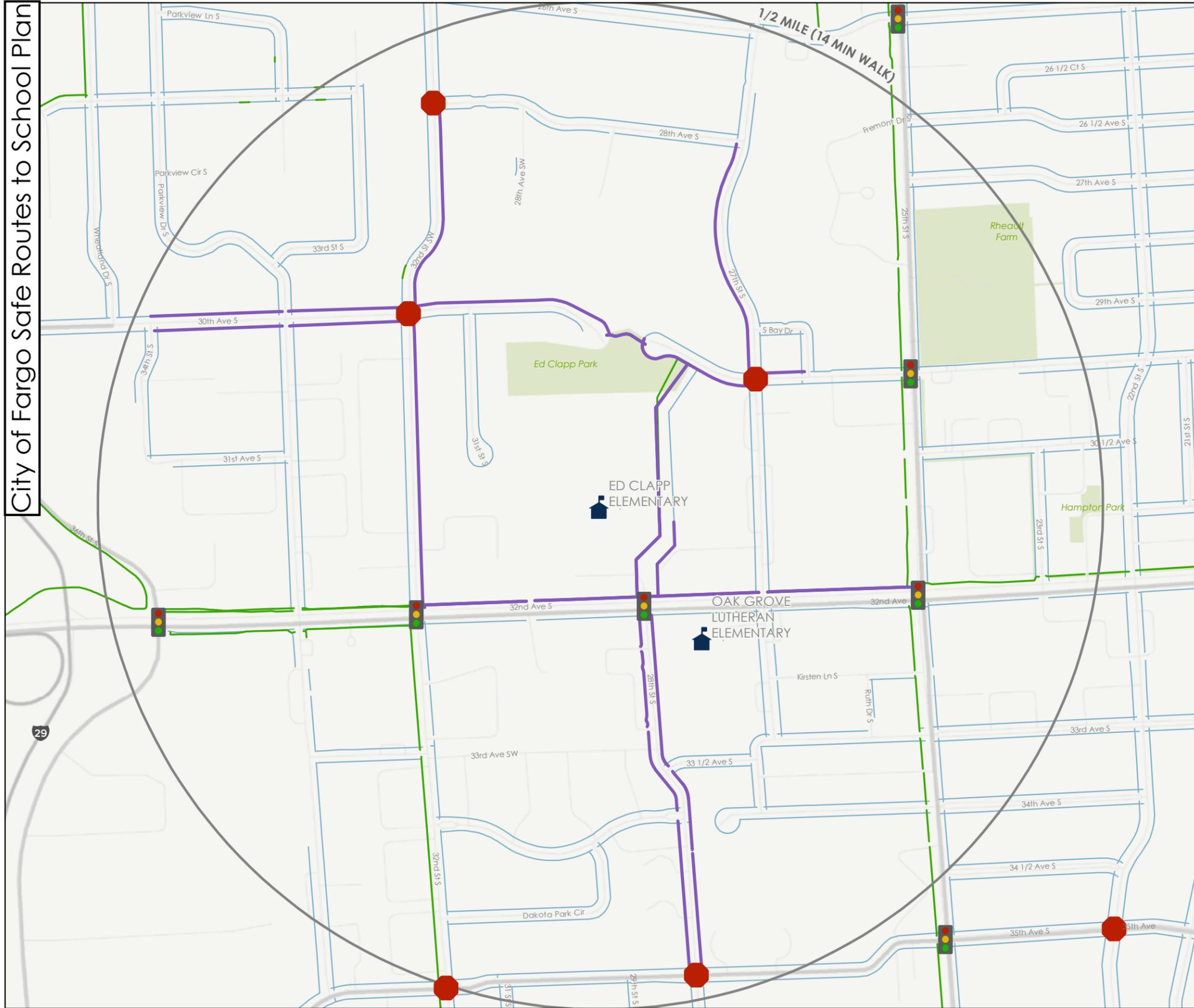
### Infrastructure Opportunities

#### Ed Clapp Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds

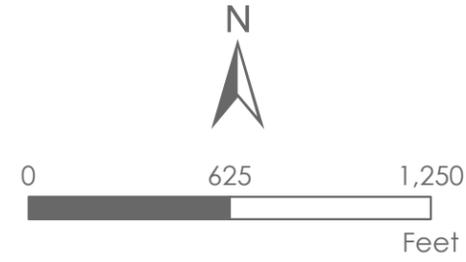


City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Ed Clapp Elementary

- Suggested routes
- Sidewalks
- Shared Use Path
- All-way stops
- Traffic signal
- Pedestrian crossing signal





# Hawthorne Elementary

555 8th Avenue S, Fargo, ND 58103

## DISTRICT

---

Fargo Public School  
District #1

## GRADES

---

K-2

## AVERAGE ENROLLMENT

---

400 (with Clara Barton)

## ARRIVAL

---

8:20 a.m.

## DISMISSAL

---

2:42 p.m.

### Existing Conditions

Hawthorne Elementary is a kindergarten through 2nd grade school in the Fargo Public School District. It is located just under one mile south of Downtown Fargo in the city's Hawthorne Neighborhood. The neighborhood consists primarily of residential land uses. Within the Hawthorne boundaries, per capita income is slightly higher than the district average, but median household income is slightly less. Nearly one-quarter of Hawthorne's students are eligible for free and reduced lunch programs. Less than one percent of students participate in English Language Learners programs.

The Hawthorne school facility was constructed in 1958. In 2003, Clara Barton Elementary and Hawthorne Elementary schools were joined together with kindergarten through 2nd grades housed at the Hawthorne campus, while grades 3 through 5 attend Clara Barton Elementary. Prior to 2003, both schools included kindergarten through 5th grade.

The Hawthorne campus is bound by 7th Street S to the west, 6th Avenue S to the north, 5th Street S to the east, and 9th Avenue S to the south. The roads surrounding the building

consist of local roads with primarily localized traffic patterns. There are sidewalks on both sides of the roadway throughout most of the walk zone. Existing major corridors such as 4th Street S and 13th Avenue S have adequate infrastructure in place to account for safe walking corridors to the school site, including a school speed zone on 4th Street S. A pedestrian hybrid beacon (HAWK) signal at the intersection of 4th Street S and 8th Avenue S provides an improved crossing for people coming from neighborhoods east of 4th Street S.

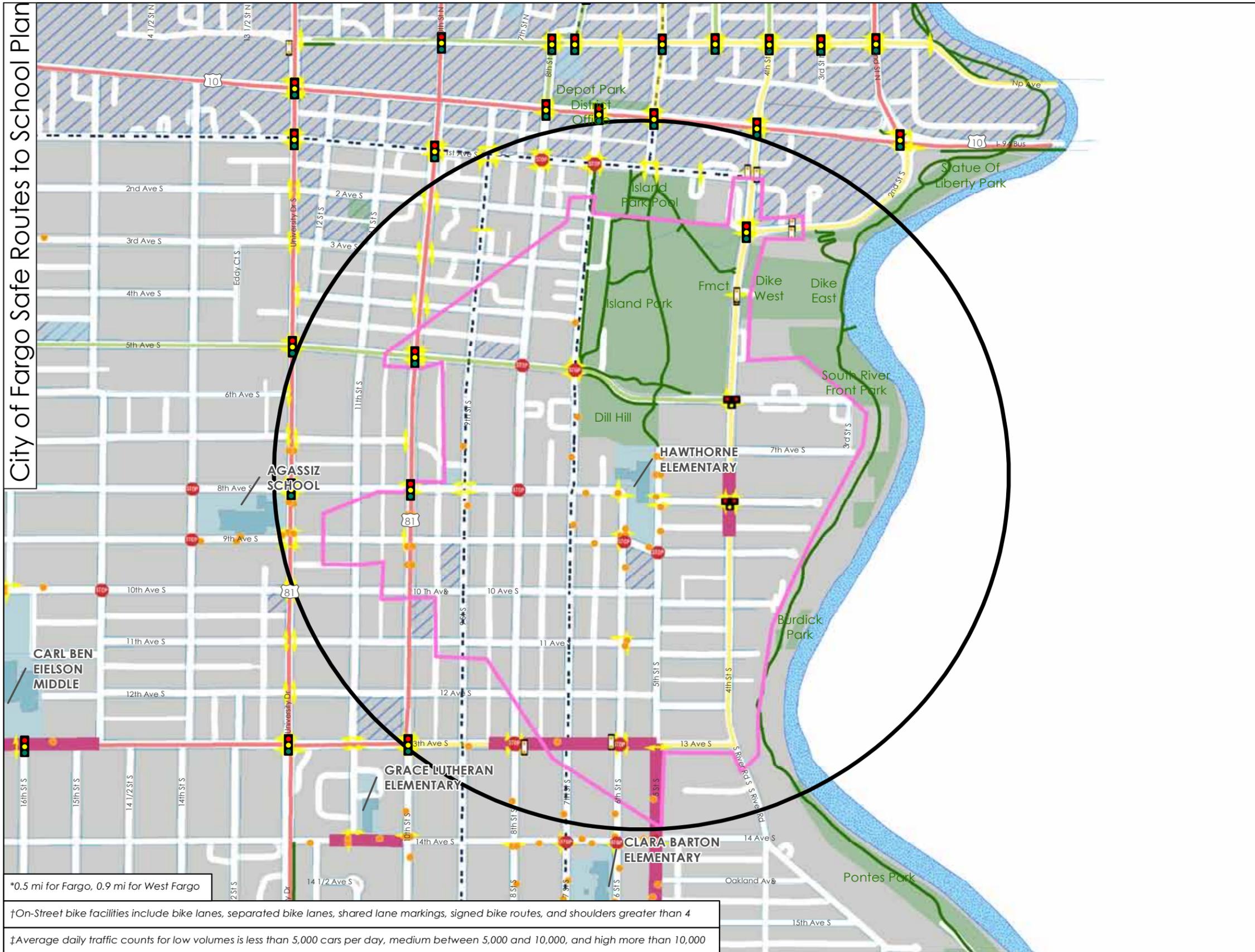
Currently, 13th Avenue S has a school speed zone between 5th Street S and 9th Street S and a four-way controlled stop with a marked pedestrian crossing at 6th Street S. Another school speed zone exists along 4th Street S between 7th Avenue S and 9th Avenue S. The conditions on the south end of the study area ensure good connectivity throughout the Hawthorne area, and provide safe pedestrian and bike mobility between the paired campuses.



▲ Parents park along 6th Street S during arrival and dismissal, resulting in visibility issues for students who use the crosswalk to 8th Avenue S.



▲ The 8th Avenue S and 10th Street S intersection was observed having high speeds and high traffic volumes. Pavement markings have faded and the intersection does not include lead pedestrian interval.



\*0.5 mi for Fargo, 0.9 mi for West Fargo

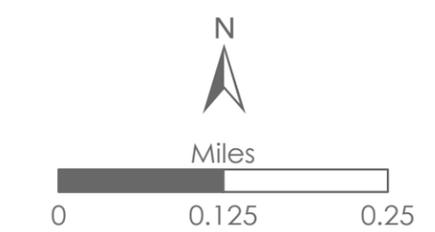
†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Hawthorne Elementary

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High

\*Hawthorne serves grades K-2



### Circulation Challenges

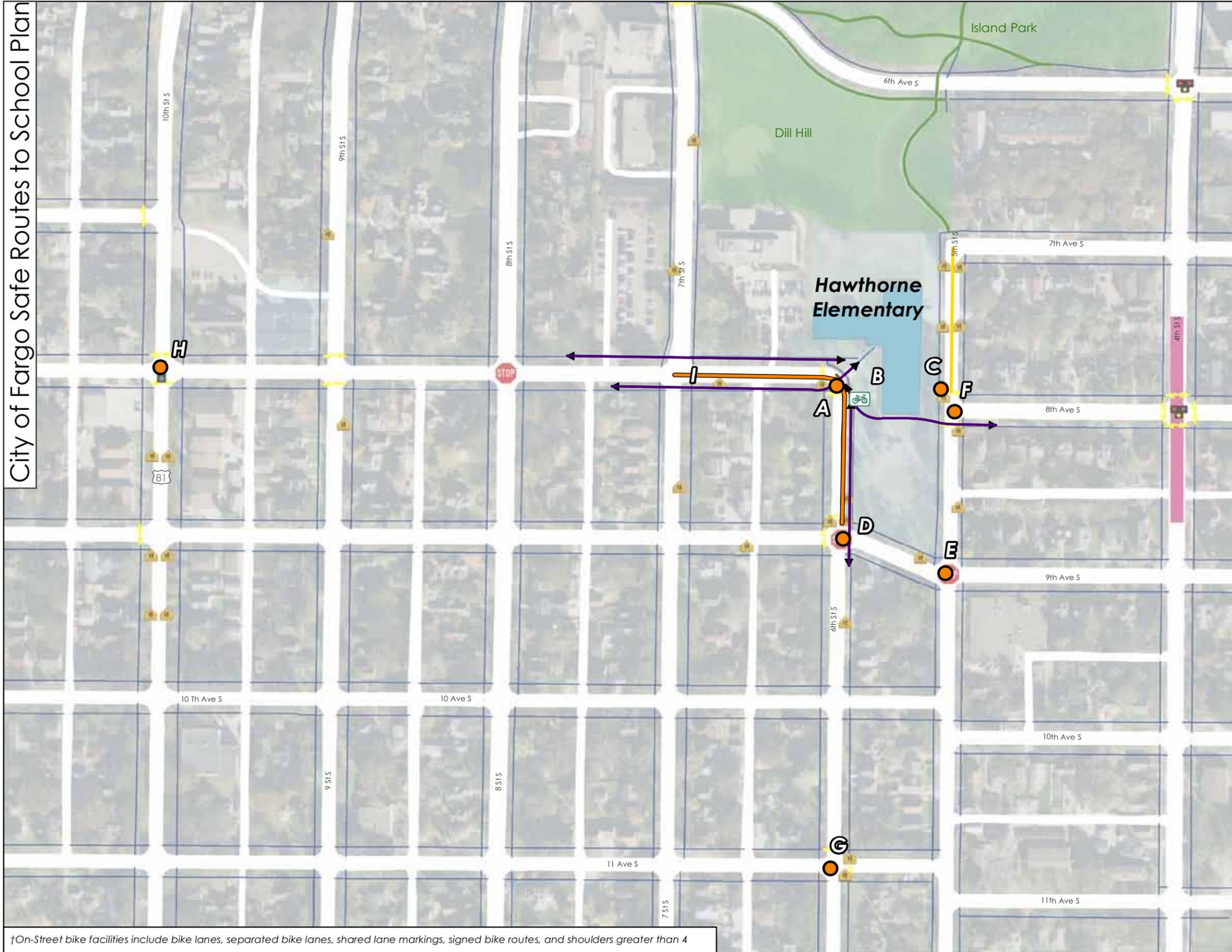
Given its location in a walkable neighborhood, Hawthorne students and families cross relatively low traffic and low speed roads. Field observations indicated a large share of students biking and walking to the school site, many with an accompanying parent.

The 6th Street S corridor is viewed as a primary north-south circulation route to the campus, also providing a link to Hawthorne's paired school of Clara Barton Elementary. The 9th Avenue S intersection is skewed and multiple intersections have inconsistent crosswalk markings.

Parents and caregivers dropping students off and picking them up creates congestion surrounding the school grounds. Parked vehicles encroach on the crosswalk space along 6th Street S and school buses encroach on the crosswalk space on 5th Street S. This creates potential safety challenges for students crossing 6th Street S and 5th Street S. Enhancing the walking and biking connections to Clara Barton Elementary should be considered and prioritized.

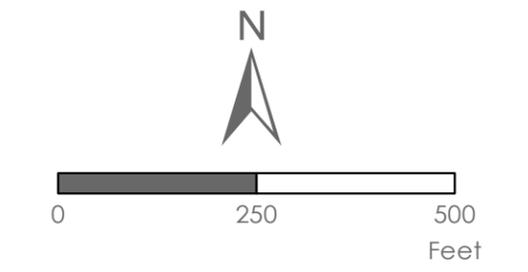
### HAWTHORNE ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> 6th St S / 8th Ave S	Congestion during arrival and dismissal ..... Parked vehicles encroach on the crosswalk space ..... Faded crosswalk markings ..... People walking must go out of their desired path to cross 6th and 8th ..... Accessible parking is poorly marked
<b>B</b> Main entrance	Comb style bike rack does not allow locking of frame and can lead to wheel damage
<b>C</b> Bus Drop	Vehicle encroachment into crosswalks
<b>D</b> 9th Ave S / 6th St S	Long crossing distances at skewed intersection
<b>E</b> 9th Ave S / 5th St S	Long crossing distances at skewed intersection
<b>F</b> 8th Ave S / 5th St S	No signal or stop signs
<b>G</b> 11th Ave S / 6th St S	No crosswalk marking
<b>H</b> 8th Ave S / 10th St S	Long crossing distances ..... No leading pedestrian interval ..... Faded crosswalk markings
<b>I</b> 6th St S & 8th Ave S	Poor visibility of people walking outside school ..... General confusion and illegibility for road users



### Observed Circulation & Challenges Hawthorne Elementary

- Key\***
- Bus Circulation
  - Challenge
  - Shared Bus and Vehicle Lane
  - Vehicle Drop-off and Pick-up
  - ↔ Observed Walking and Biking Routes
  - Bike Rack
  - Challenge
- Existing Infrastructure\***
- Building Footprints
  - School Grounds
  - School Speed Zones
  - On-Street Bike Facility†
  - Sidewalk
  - Shared Use Path
  - ↔ Crosswalk Marking
  - Signalized Intersection
  - HAWK Signal
  - Other Flashing Sign
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign



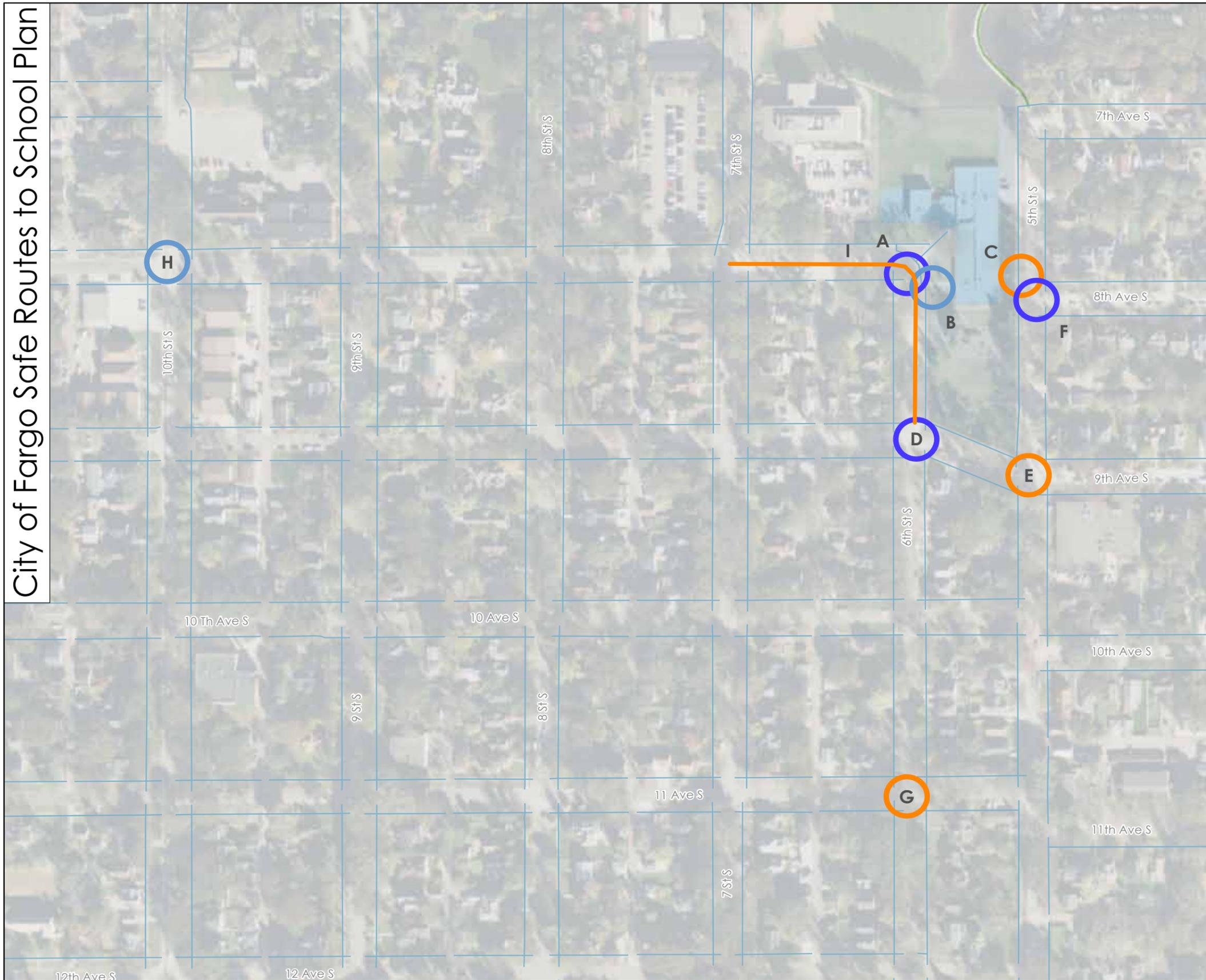
**METROCOG**  
 \*Legend Common to All Maps -  
 Not all Features Present on All Maps

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

## Opportunities for Improvement

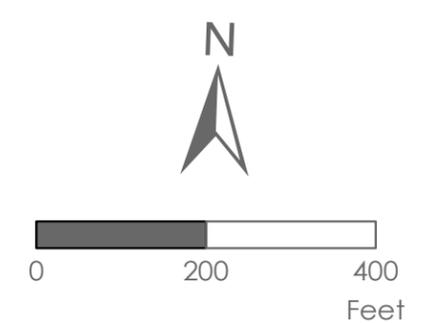
The major challenge students and families face while walking and biking to Hawthorne is the area immediately outside school on 6th Street S/8th Avenue S. The congestion and general lack of delineated space makes the area confusing and uncomfortable for anyone in the area. By installing a raised crosswalk diagonally across the intersection from the school site to the west corner, the city would provide a clear path for people walking to and from the west of school. A raised crossing would formalize and prioritize the space for people walking and visibility would improve. To further decrease confusion in this area, the city could consider limiting access only to traffic traveling north and west bound by restricting access at the intersection of 9th Avenue S and 6th Street S, effectively making this L-shaped street into a one-way north and west bound. The Hawthorne principal mentioned that the two streets were temporarily turned into a one way during a recent road construction project, and during that time, comfort for people walking and biking was improved.

HAWTHORNE ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT			
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b> 6th St S / 8th Ave S	Install raised crosswalk that crosses diagonally from school property to northwest corner of intersection; install curb extensions on diagonal; consider installing a raised intersection; repaint and maintain accessible parking	City of Fargo	High
<b>B</b> Main entrance	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
<b>C</b> Bus drop	Consider curb extensions on north crossing of 5th St S	City of Fargo; Fargo Public Schools	Medium
<b>D</b> 9th Ave S / 6th St S	Consider limiting access to northbound traffic on 6th St by installing curb extension into current southbound lane; install forward stop bars; install curb extension or median safety island on east crossing of intersection and install marked crosswalk	City of Fargo	High
<b>E</b> 9th Ave S / 5th St S	Install curb extensions or median safety island to shorten crossings (prioritize west and north crossings); install forward stop bars	City of Fargo	Medium
<b>F</b> 8th Ave S / 5th St S	Install stop sign to control traffic on 8th Ave	City of Fargo	High
<b>G</b> 11th Ave S / 6th St S	Install high visibility crosswalk where missing	City of Fargo	Medium
<b>H</b> 8th Ave S / 10th St S	Consider curb extensions on south and east crossings to shorten crossings and decrease curb radii; install high visibility crosswalks where missing; install leading pedestrian interval	City of Fargo	Low
<b>I</b> 6th St S & 8th Ave S	Consider installing diverters to make this a one way north and west bound; coordinate with Locations A, B, & D	City of Fargo; Fargo Public Schools	Medium



Infrastructure Opportunities  
Hawthorne Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds

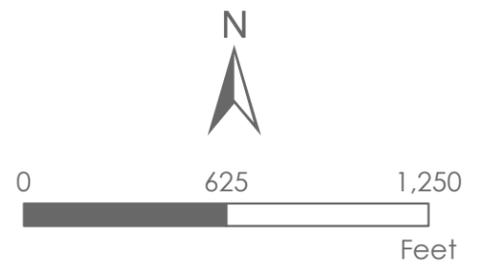


City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Hawthorne Elementary

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal





# Horace Mann Elementary

1025 3rd Street N, Fargo, ND 58102

## DISTRICT

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Fargo Public School District #1

## GRADES

---

K-2

## AVERAGE ENROLLMENT

---

355 (with Roosevelt)

## ARRIVAL

---

8:40 a.m.

## DISMISSAL

---

3:02 p.m.

## Existing Conditions

Horace Mann Elementary is a kindergarten through 2nd grade school in the Fargo Public School District. It is located less than one mile north of Downtown Fargo in the city's Horace Mann Neighborhood. The neighborhood consists primarily of single-family residential land uses. Within the Horace Mann boundaries, per capita incomes and median household incomes are significantly lower than the district average. More than 41 percent of students are eligible for free and reduced lunch programs. Less than four percent of students participate in English Language Learners programs.

The Horace Mann school facility was constructed in 1915. In 2008, Horace Mann Elementary and Roosevelt Elementary schools were joined together with kindergarten through 2nd grades housed at the Horace Mann campus, while grades 3 through 5 attend Roosevelt Elementary. Prior to 2008, both schools included kindergarten through 5th grade.

The Horace Mann campus is bound by 3rd Street N to the west, 11th Avenue N to the north, 2nd Street N to the east, and 10th Avenue N to the south. The roads surrounding the campus consist of local roads with primarily localized traffic patterns. There are sidewalks on both sides of the roadway throughout the walk zone. There are designated school speed zones on 2nd Street N between 11th Avenue N and 10th Avenue N and along Broadway between 12th Avenue N and 11th Avenue N.

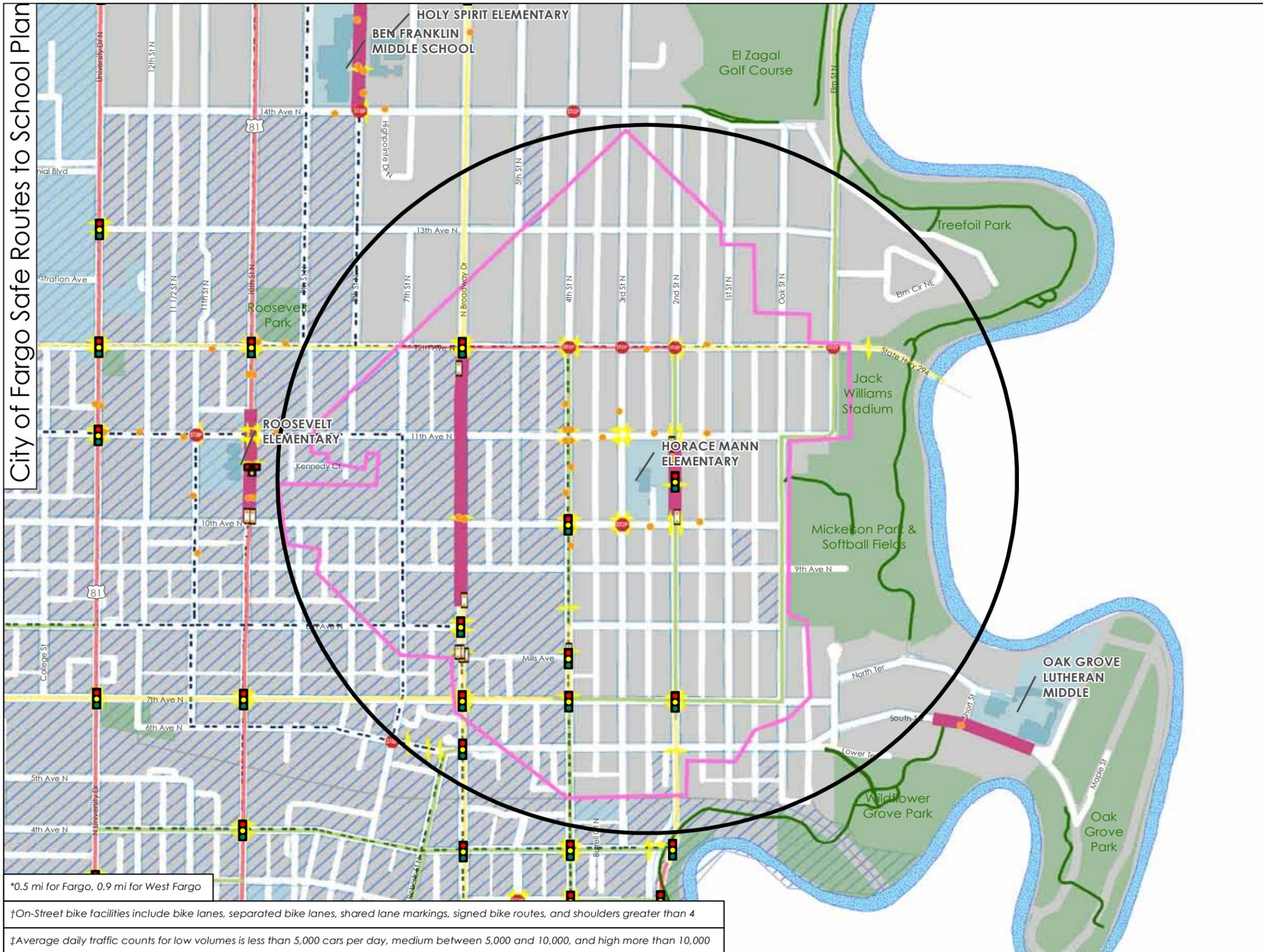
Parents and caregivers dropping off and picking up use the parking lot on the east, but occasionally drop students off in the same loop as buses on the west, creating potential conflicts between users. Along the western edge of the parking lot driveway, there are no pedestrian facilities, which limits access to the school building from 10th Avenue N.



▲ Intersections along 2nd Street N have inconsistent pavement markings and long crossing



▲ There is no pedestrian space along the western edge of the parking lot, connecting 10th Avenue N to the school building.



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Horace Mann Elementary

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High

\*Horace Mann serves grades K-2

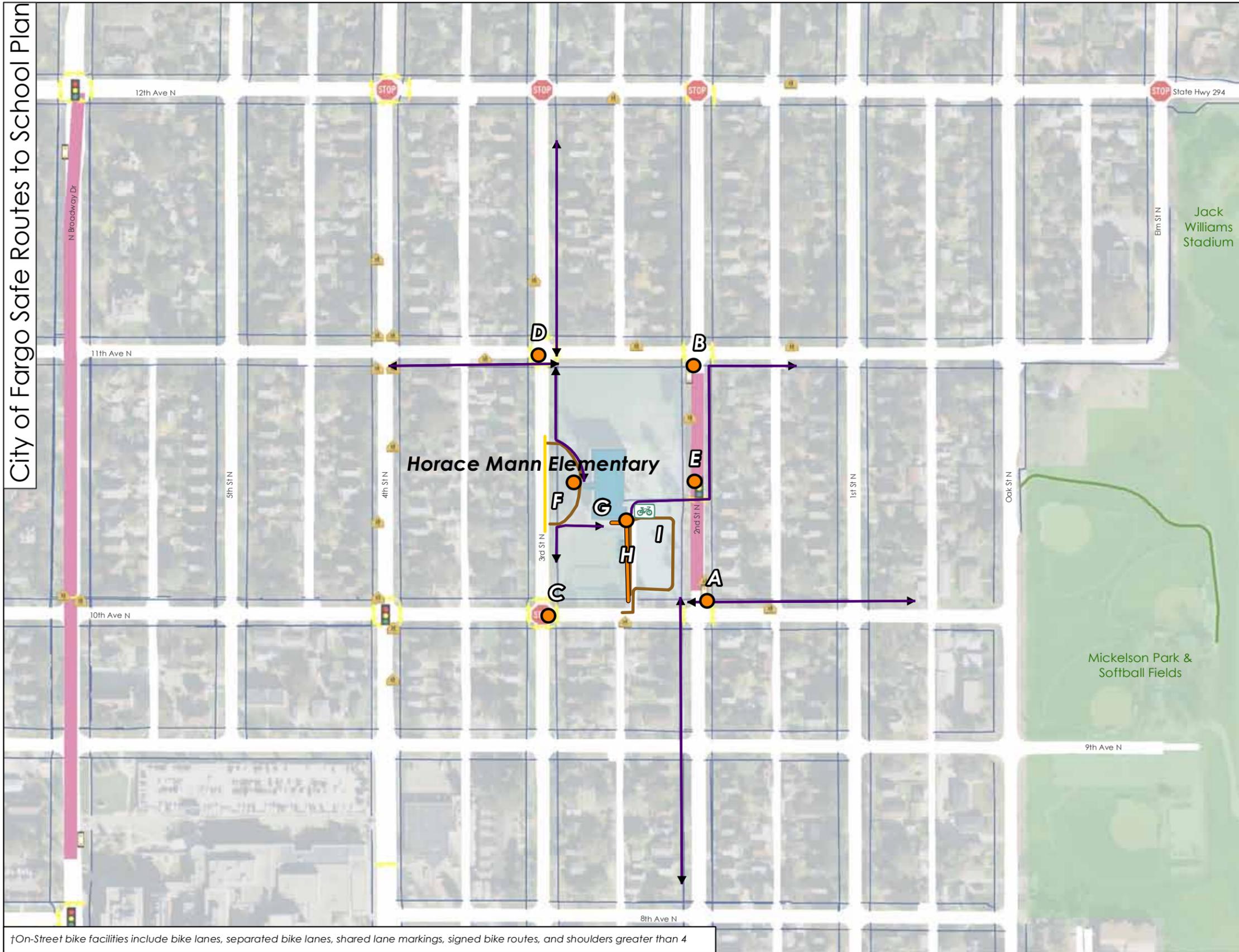


### Circulation Challenges

The Horace Mann campus is a traditional neighborhood school, with a smaller campus and fewer vehicle spaces than some of the newer schools, often resulting in unique congestion and potential conflicts. On the west side, the loop is used by both parents and caregivers and buses, creating conflict and congestion.

On 2nd Street N and 3rd Street N, there are multiple locations that would benefit from improved crossings and pavement markings. There is a mid-block traffic signal on 2nd Street N that may need to be re-timed to be more responsive to the pedestrian activation. In multiple field observations, the time between activation and walk signal varied from eight seconds to 40 seconds.

HORACE MANN ELEMENTARY CHALLENGES		
LOCATION	CHALLENGE	
<b>A</b> 2nd St N / 10th Ave N	Inconsistent crosswalk marking ..... Long crossing distances	
<b>B</b> 2nd St N / 11th Ave N	Inconsistent crosswalk marking ..... Long crossing	
<b>C</b> 3rd St N / 10th Ave N	Driver yielding compliance is low	
<b>D</b> 3rd St N / 11th Ave N	Long crossing distances	
<b>E</b> 2nd St N midblock	Phasing and timing of pedestrian crossing varies	
<b>F</b> Bus / parent Drop	Private vehicles use the loop to drop students off while students from bus also use it to walk into school ..... Potential conflicts between users	
<b>G</b> South side of Building	Lack of separation from driveway and pedestrian areas	
<b>H</b> Access to building between 10th Ave N and south entrance	Lack of separation from driveway and pedestrian areas	
<b>I</b> Eastside of building near playground	Comb style rack does not allow locking of frame and can lead to wheel damage	



### Observed Circulation & Challenges Horace Mann Elementary

- Key\***
- Bus Circulation
  - Challenge
  - Shared Bus and Vehicle Lane
  - Vehicle Drop-off and Pick-up
  - Observed Walking and Biking Routes
  - Bike Rack
  - Challenge

- Existing Infrastructure\***
- Building Footprints
  - School Grounds
  - School Speed Zones
  - On-Street Bike Facility†
  - Sidewalk
  - Shared Use Path
  - Crosswalk Marking
  - Signalized Intersection
  - HAWK Signal
  - Other Flashing Sign
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

N

0 250 500 Feet

**METROCOG**

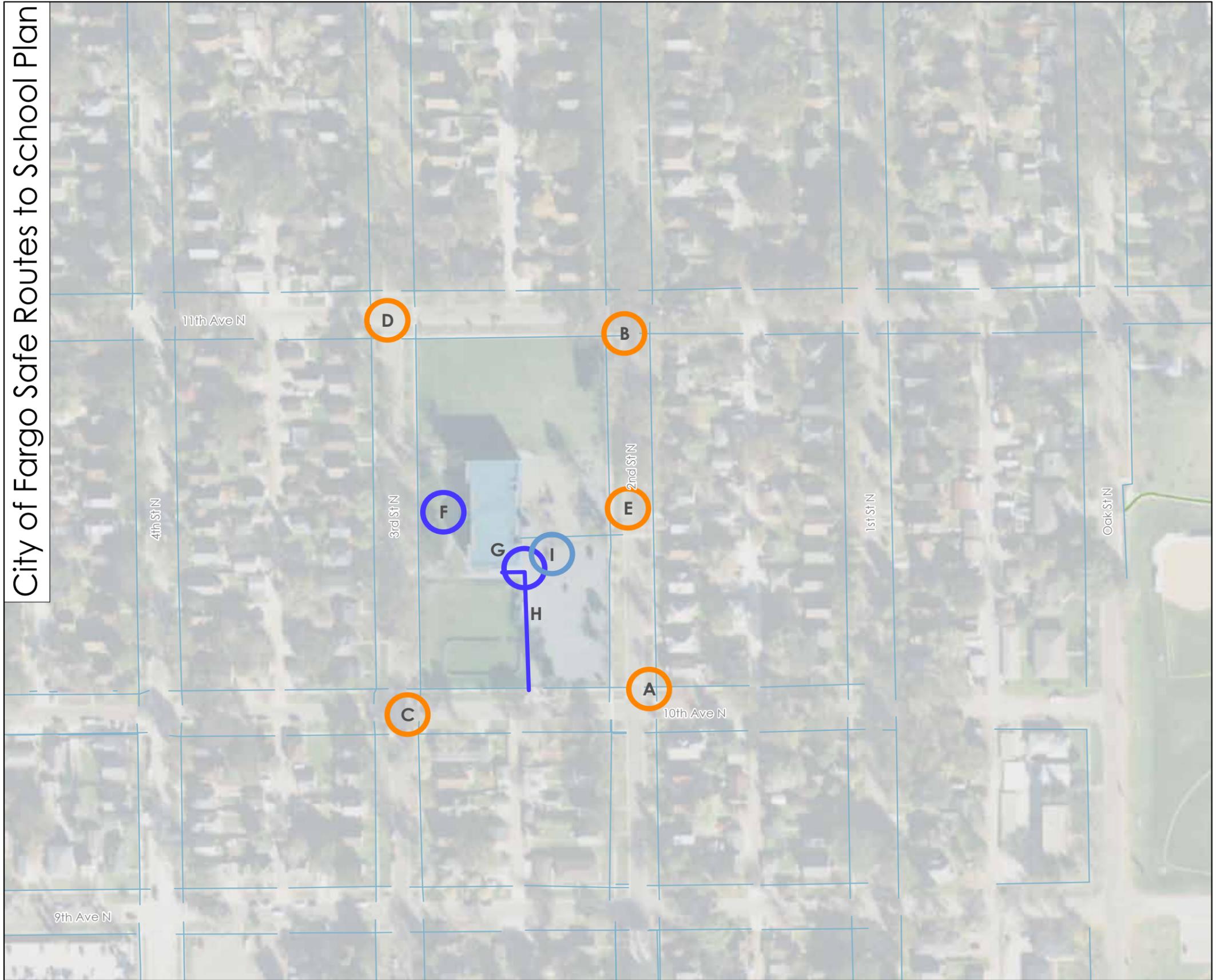
\*Legend Common to All Maps - Not all Features Present on All Maps

## Opportunities for improvement

Because the streets surrounding Horace Mann have relatively low traffic volumes and speeds, the highest impact opportunities for improvement are located on school grounds. In particular, installing a separated and raised space for people walking to the south door would likely increase comfort for students and families and decrease the chances for conflict between drivers and people walking. Additionally, the bus loop on the west side of school should be closed to parents and caregivers dropping and pick up students – this would limit potential conflicts.

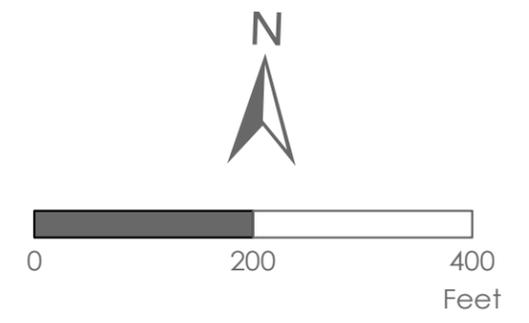
Curb extensions on the four corners of campus to shorten crossings, increase visibility, and calm traffic are of lower impact because of existing traffic volumes and speeds, but should be considered to increase comfort for students and families.

HORACE MANN ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT				
	LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b>	2nd St N / 10th Ave N	Consider curb extensions on north and west crossings or median safety island on 10th Ave; install forward stop bars	City of Fargo	Medium
<b>B</b>	2nd St N / 11th Ave N	Consider curb extensions on south and west crossings or median safety island on 10th Ave; install forward stop bars	City of Fargo	Medium
<b>C</b>	3rd St N / 10th Ave N	Install curb extensions (prioritize north and east crossings); install forward stop bars	City of Fargo	Medium
<b>D</b>	3rd St N / 11th Ave N	Install curb extensions (prioritize south and east crossings); install forward stop bars	City of Fargo	Medium
<b>E</b>	2nd St N midblock	Evaluate signal timing and phasing for consistency	City of Fargo	Medium
<b>F</b>	Bus / parent drop	Close loop to personal vehicle traffic; install bus loop and one-way signage	Fargo Public Schools	High
<b>G</b>	South side of building	Install raised and separated curb space; install ADA compliant curb ramp	Fargo Public Schools	High
<b>H</b>	Access to building between 10th Ave N and south entrance	Install raised curb space with separation from vehicle drop-off lane; connect to existing sidewalk network	Fargo Public Schools	High
<b>I</b>	East side of building near playground	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low

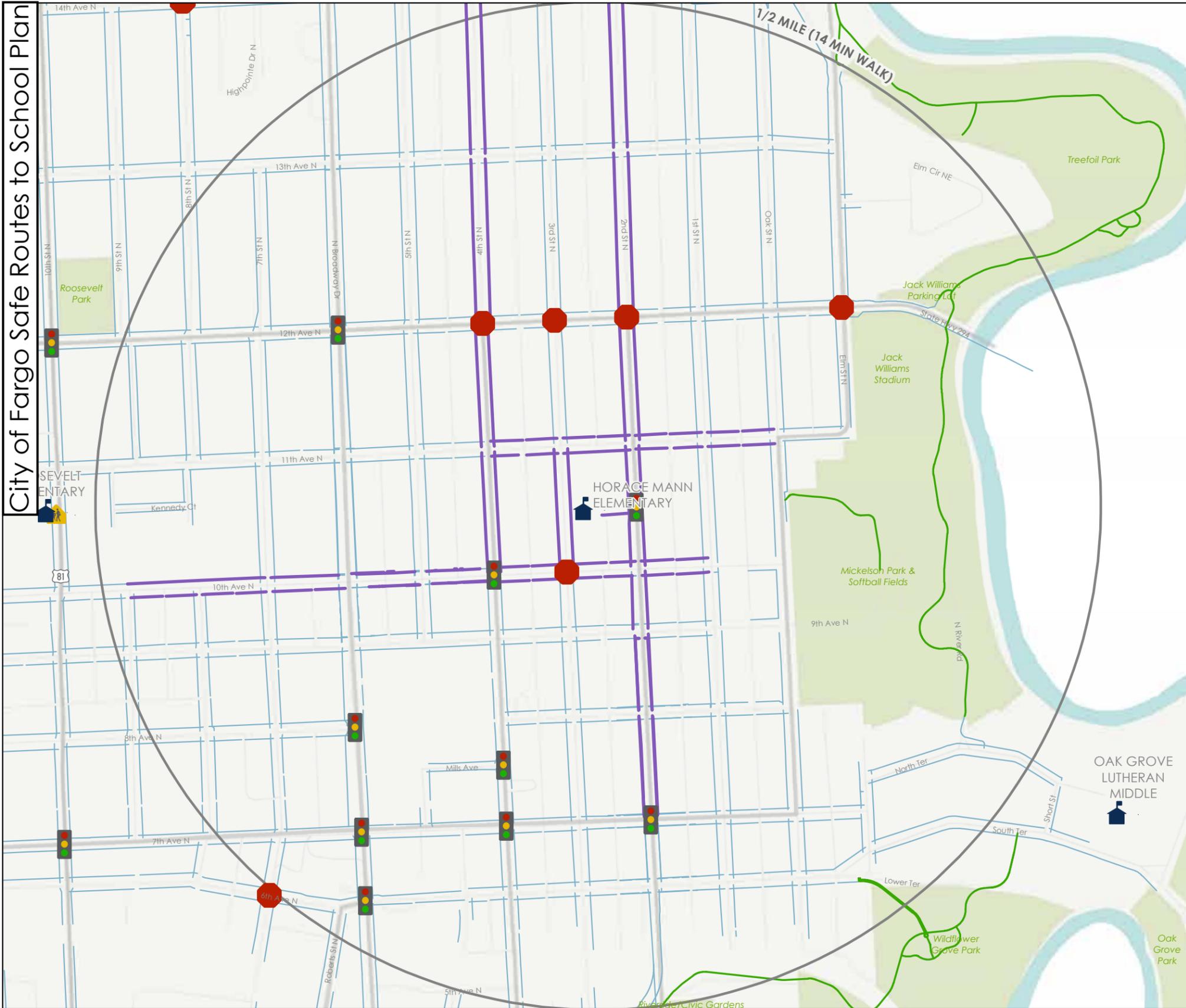


### Infrastructure Opportunities Horace Mann Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds

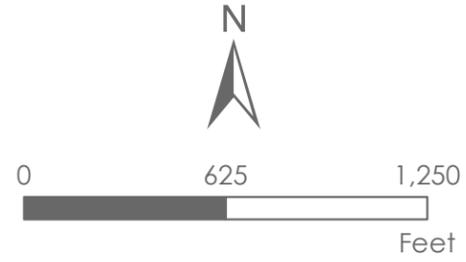


City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Horace Mann Elementary

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal





# Jefferson Elementary

1701 4th Avenue S, Fargo, ND 58103

## DISTRICT

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Fargo Public School District #1

## GRADES

---

K-5

## AVERAGE ENROLLMENT

---

302

## ARRIVAL

---

8:20 a.m.

## DISMISSAL

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2:42 p.m.

### Existing Conditions

Jefferson Elementary is a kindergarten through 5th grade school in the Fargo Public School District. It is located approximately one mile southeast of Downtown Fargo in the city's Jefferson/Carl Ben Eielson Neighborhood. The neighborhood consists primarily of residential single-family and multifamily, as well as commercial and light industrial land uses. Within the Jefferson boundaries, the per capita income is the second lowest in the district and median household income is the fourth lowest in the district. More than 75 percent of students are eligible for free and reduced lunch programs. Nearly 20 percent of students participate in English Language Learners programs.

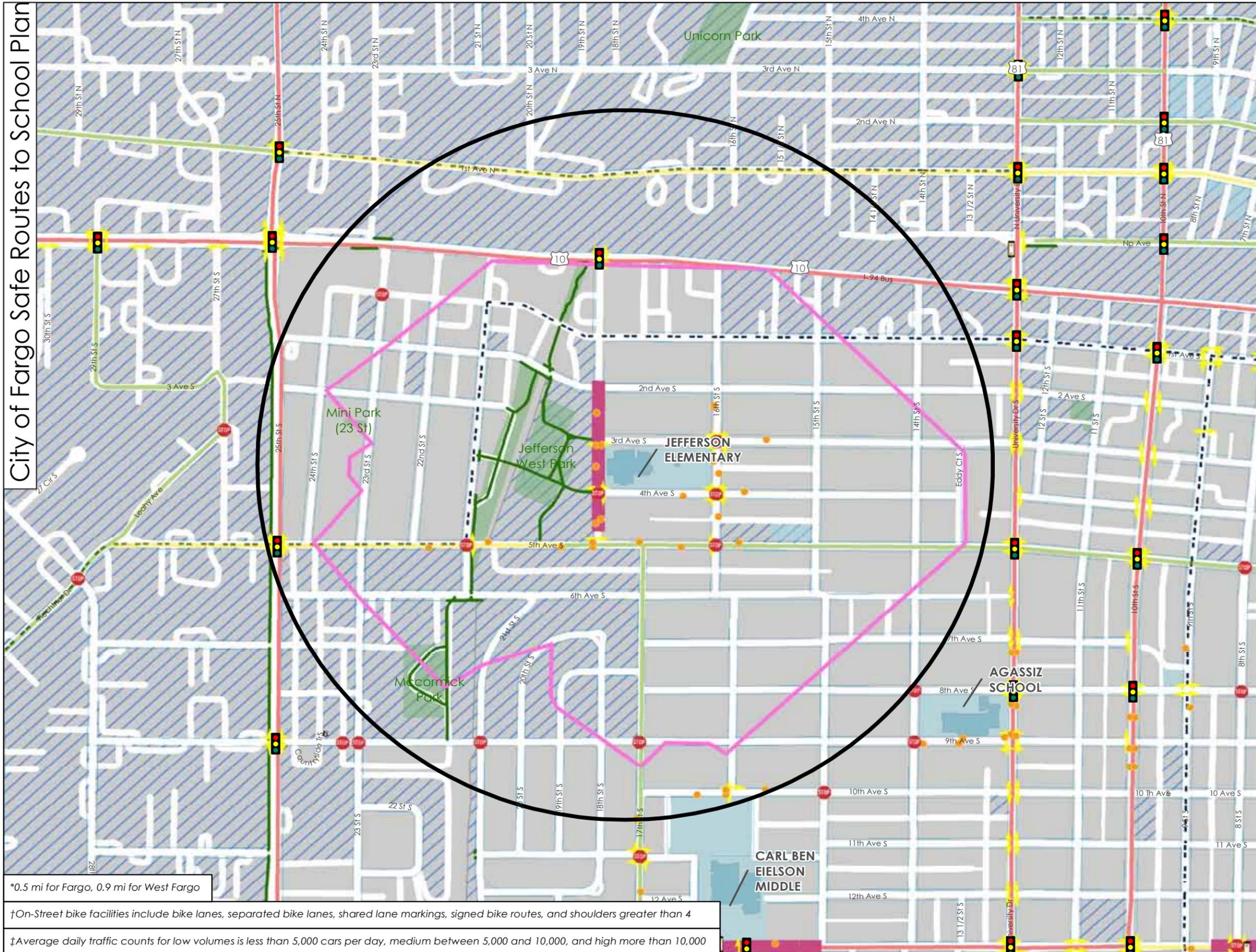
The Jefferson Elementary facility was constructed in 1921. In 2007, it underwent a major renovation and expansion to accommodate the closing of Carl Ben Eielson Elementary. The Jefferson campus is bound by 18th Street S to the west, 3rd Avenue S to

the north, 16th Street S to the east, and 4th Avenue S to the south. The roads surrounding the building consist of low traffic volume local roads with access to Jefferson West Park to the west of the elementary. There is a designated school speed zone on 18th Street S west of the school between 2nd Avenue S and 5th Avenue S. There are multiple sidewalk gaps along 18th Street S as noted by challenges G and H.

On campus, there is a bike rack located at the northern entrance. It is a comb style rack that does not allow for locking of the frame and can result in wheel damage. The north doors remain locked during student arrival.



▲ At the 5th Avenue S and 18th Street S intersection, high traffic speeds, volumes, and poor driver yielding behavior suggests an opportunity for improved crossing facilities.



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Jefferson Elementary

- School Study Areas\*
- Walk Zones
- Building Footprints
- School Grounds
- Park
- Environmental Justice Areas
- School Speed Zone
- Shared Use Path
- On-Street Bike Facility†
- Sidewalk
- Crosswalk
- Pedestrian Crossing Sign
- 4-Way Stop Sign
- HAWK Signal
- Other Flashing Sign
- Signalized Intersection

#### Traffic Volumes‡

- Low
- Medium
- High



## Circulation Challenges

The neighborhood context of the Jefferson Elementary school supports kids walking and biking to school. Many students, and caregivers of students, that do walk and bike to school identified 5th Avenue S as a barrier, with multiple challenging crossing locations due to observed high traffic speeds and long crossing distances. Some of these intersections are at 16th Street S, 17th Street S, 18th Street S, and 21st Street S. Despite the posted speed limit of 25 miles per hour, the field observation identified poor driver yielding behavior and speeding across the corridor.

There were also multiple locations with missing sidewalks including 18th Street S between 2nd Avenue S and 3rd Avenue S and between 4th Avenue S and 5th Avenue S. Additional sidewalk gaps were identified along 15th Street S between 1st Avenue S and 2nd Avenue S. Deteriorating/heaving sidewalks were identified along the west side of 18th Street S between 4th Avenue S and 5th Avenue S which limits mobility for users of all abilities.

Some students were observed crossing 18th Street S midblock between 5th Avenue S and 4th Avenue S. No parking signs are posted on the north side of the street. Student teachers park on the south side of 4th Avenue S adjacent to Jefferson. Parents were observed dropping students off on the north side of 4th Avenue S in the morning and queuing along the north side of 4th Avenue S in the afternoon for pickup. This caused some visibility issues for people crossing to vehicles on the south side of the street, but also calmed traffic on the street by narrowing available driving space.

Parents and caregivers also voiced concern about safety and crime.

### JEFFERSON ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> 5th Ave S / 18th St S	Long crossing distances ..... Poor driver yielding behavior
<b>B</b> North side of school	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>C</b> 5th Ave S / 16th St S	Long crossing distances ..... Poor driver yielding behavior
<b>D</b> 6th Ave S / 21st St S	Primary crossing for students accessing mobile homes and public housing to the southwest
<b>E</b> 5th Ave S between 18th St S and 17th St S	Roadway widens to include right turn lanes for one block Long crossing distances
<b>F</b> 21st St S / 5th Ave S	Primary crossing for students accessing mobile homes and public housing to the southwest ..... Long crossing distances
<b>G</b> 18th St S between 4th Ave S and 5th Ave S, east side	Sidewalk gap
<b>H</b> 18th St S between 2nd Ave S and 3rd Ave S	Sidewalk gap
<b>I</b> 15th St S between 1st Ave S and 2nd Ave S	Sidewalk gap
<b>J</b> 3rd Ave S / 18th St S	Long crossing distances ..... Poor driver yielding behavior
<b>K</b> 18th St S between 4th Ave S and 5th Ave S, west side	Sidewalk pavement heaves and creates tripping hazard



### Observed Circulation & Challenges Jefferson Elementary

#### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- ↔ Observed Walking and Biking Routes
- Bike Rack
- Challenge

#### Existing Infrastructure\*

- Building Footprints
- School Grounds
- School Speed Zones
- On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- Crosswalk Marking
- Signalized Intersection
- HAWK Signal
- Other Flashing Sign
- Pedestrian Crossing Sign
- 4-Way Stop Sign



**METROCOG**

\*Legend Common to All Maps -  
Not all Features Present on All Maps

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

## Opportunities for Improvement

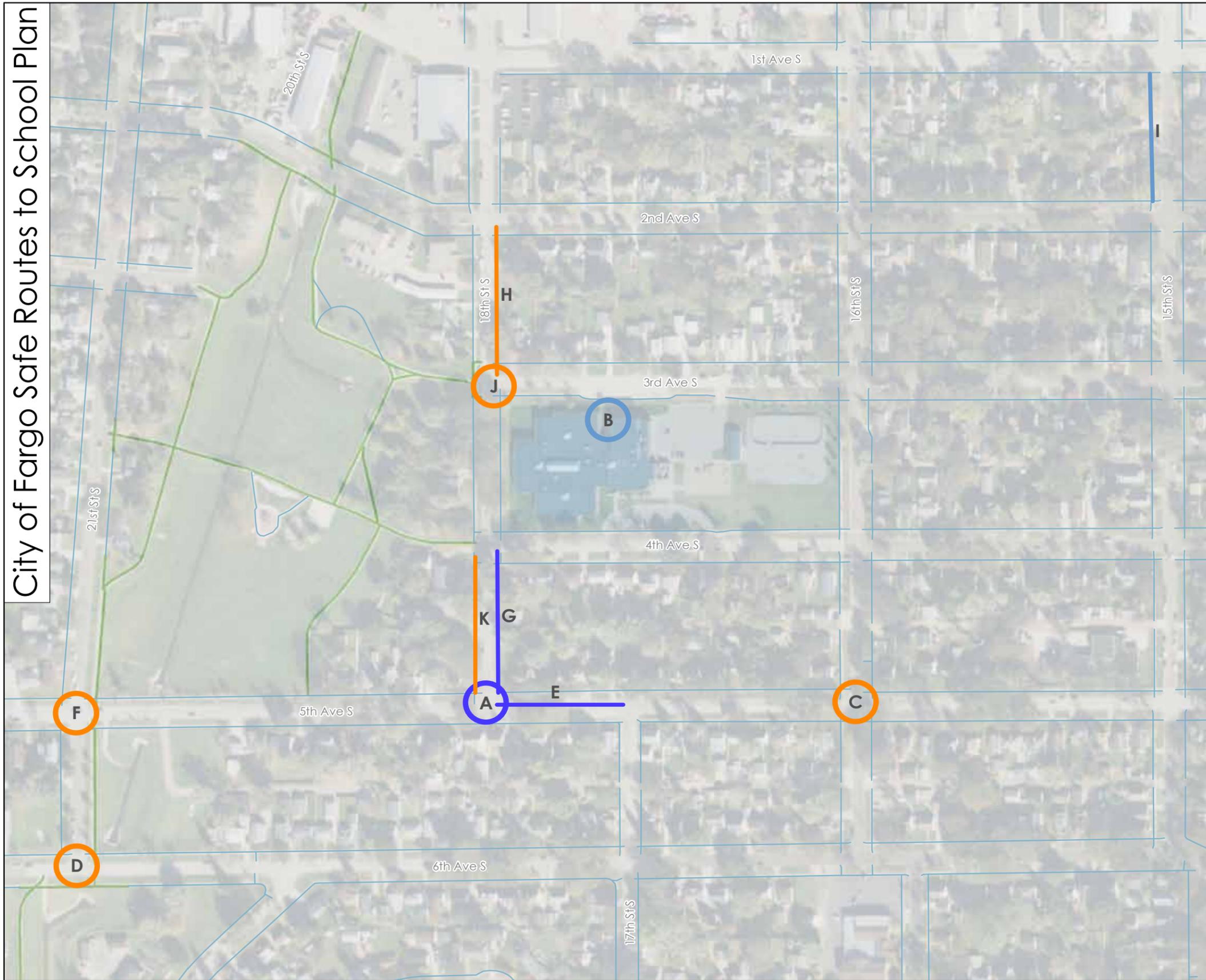
Key infrastructure opportunities for improvement near Jefferson Elementary include filling sidewalk gaps along 18th Street S and improving intersections for pedestrians along 5th Avenue S. Sidewalk gap projects and crossing improvements at uncontrolled intersections along 5th Avenue S were prioritized due to the proximity to school, traffic safety risk, and number of students served.

When the sidewalk gap on 18th Street S between 5th Avenue S and 4th Avenue S is filled, there will be an opportunity to relocate the marked pedestrian crossing at 5th Avenue S and 18th Avenue S to align with the new sidewalk, provide a more direct connection to Jefferson, and eliminate the need for students traveling from the south to cross 18th Street S.

Intersection improvements are also recommended at 21st Street S and 6th Avenue S where an existing trail crosses 6th Avenue S. Crossing improvements at this location will better serve students who live in the mobile home park and multifamily housing southwest of Jefferson Elementary.

Opportunities for improvement for bicycle parking include upgrading existing racks on the north side of the building and installing additional bike parking on the south side to increase convenience for the majority of students who live south of Jefferson Elementary.

JEFFERSON ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT			
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b> 5th Ave S / 18th St S	Consider geometric improvements such as curb extensions or a median safety island (prioritize 5th Ave S crossings); consider removing westbound to northbound right turn lane; install an RRFB; coordinate with G	City of Fargo	High
<b>B</b> North side of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional bicycle parking on south side of school	Fargo Public Schools	Low
<b>C</b> 5th Ave S / 16th St S	Install high visibility crosswalks; install forward stop bars; consider curb extensions (prioritize 5th Ave S crossings)	City of Fargo	Medium
<b>D</b> 6th Ave S / 21st St S	Install high visibility crosswalks; install forward stop bars; consider curb extensions or raised crosswalk (prioritize east crossing)	City of Fargo	Medium
<b>E</b> 5th Ave S between 18th St S and 17th St S	Consider removing eastbound to southbound and westbound to northbound right turn lanes; install geometric improvements such as curb extensions or a median safety island; install high visibility crosswalks	City of Fargo	High
<b>F</b> 21st St S / 5th Ave S	Install high visibility crosswalks; install forward stop bars; consider curb extensions or raised crosswalk (prioritize east crossing)	City of Fargo	Medium
<b>G</b> 18th St S between 4th Ave S and 5th Ave S, east side	Install sidewalk to fill existing gap on east side	City of Fargo	High
<b>H</b> 18th St S between 2nd Ave S and 3rd Ave S	Install sidewalk to fill existing gap on east side	City of Fargo	Medium
<b>I</b> 15th St S between 1st Ave S and 2nd Ave S	Install sidewalk to fill existing gap on west side	City of Fargo	Low
<b>J</b> 3rd Ave S / 18th St S	Install high visibility crosswalks	City of Fargo	Medium
<b>K</b> 18th St S between 4th Ave S and 5th Ave S, west side	Repair or replace heaving sidewalk pavement	City of Fargo	Medium



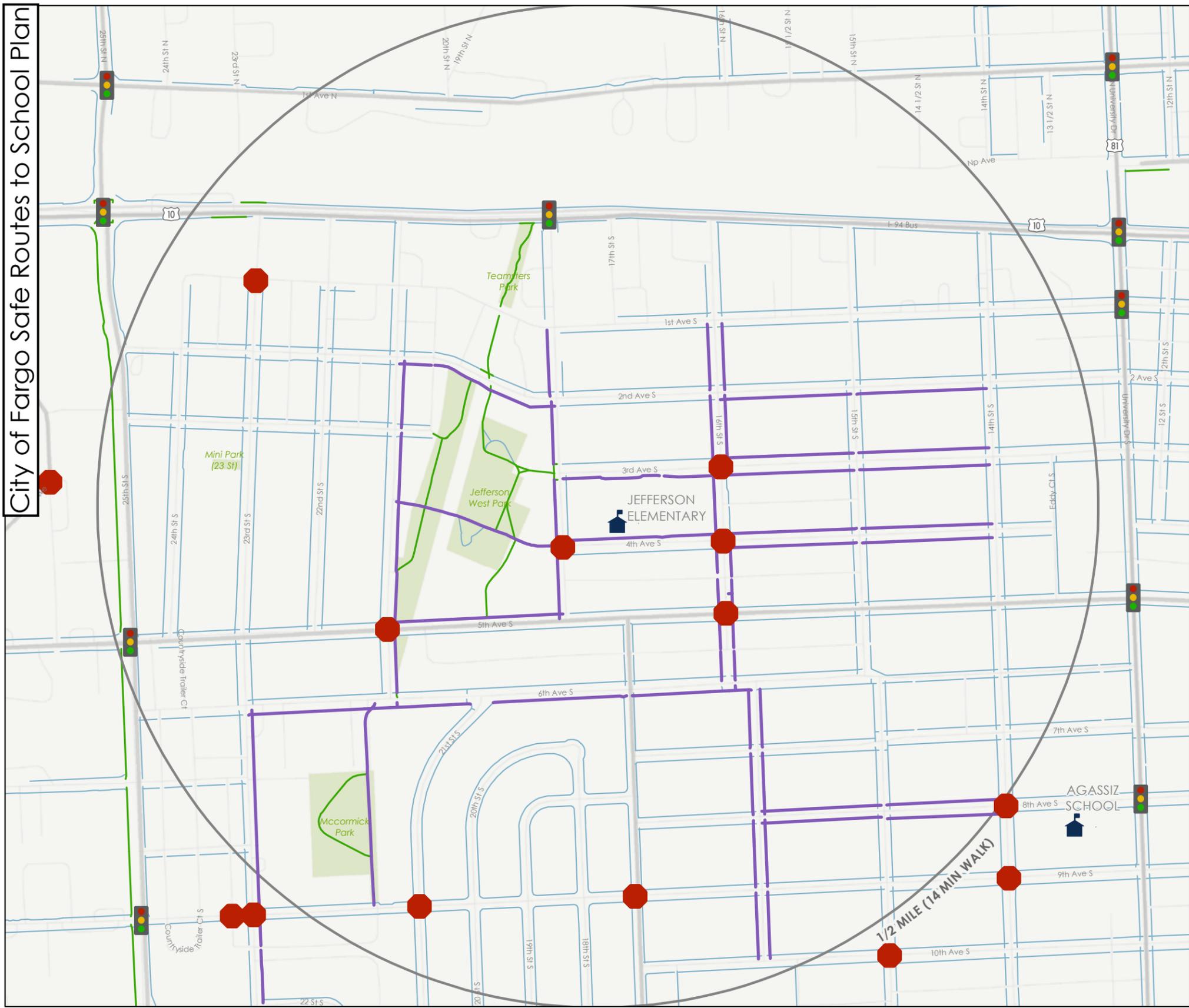
### Infrastructure Opportunities

#### Jefferson Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds

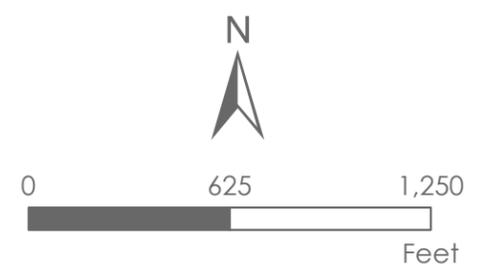


City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Jefferson Elementary

- Suggested routes
- Sidewalks
- Shared Use Path
- All-way stops
- Traffic signal
- Pedestrian crossing signal





# Kennedy Elementary

4401 42nd Street S, Fargo, ND 58104

## DISTRICT

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Fargo Public School  
District #1

## GRADES

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K-5

## AVERAGE ENROLLMENT

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493

## ARRIVAL

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8:10 a.m.

## DISMISSAL

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2:32 p.m.

## Existing Conditions

Kennedy Elementary is a kindergarten through 5th grade school in the Fargo Public School District. It is located approximately five miles southwest of Downtown Fargo in the city's Woodhaven Neighborhood. The neighborhood consists primarily of residential single-family and commercial land uses. Within the Kennedy boundaries, the per capita income is slightly higher than the district average and the median household income is the third highest in the district. Nearly 24 percent of students are eligible for free and reduced lunch programs. More than 11 percent of students participate in English Language Learners programs.

The Kennedy school facility was constructed in 2006. In 2011, eight additional classrooms were constructed. The campus is bound by Woodhaven North Park to the west, 44th Avenue S to the north, 42nd Street S to the east and a drain just north of 47th Avenue S to the south. 42nd Street S is a medium traffic volume roadway with observed speeding through the

school zone. The Fargo Public School District identifies 42nd Street S as a barrier for students walking or biking to Kennedy Elementary. 44th Avenue S and Woodhaven Drive S are low traffic volume local roadways with observed speeds higher than the posted speed limit of 25 miles per hour. A designated school speed zone is located on 42nd Street S between 44th Avenue S/Great Plains Drive and the southern edge of the campus. Along 44th Avenue S between Woodhaven North Park and 42nd Street S there is also a school speed zone. There are sidewalks on both sides of the roadways throughout most of the walk zones.

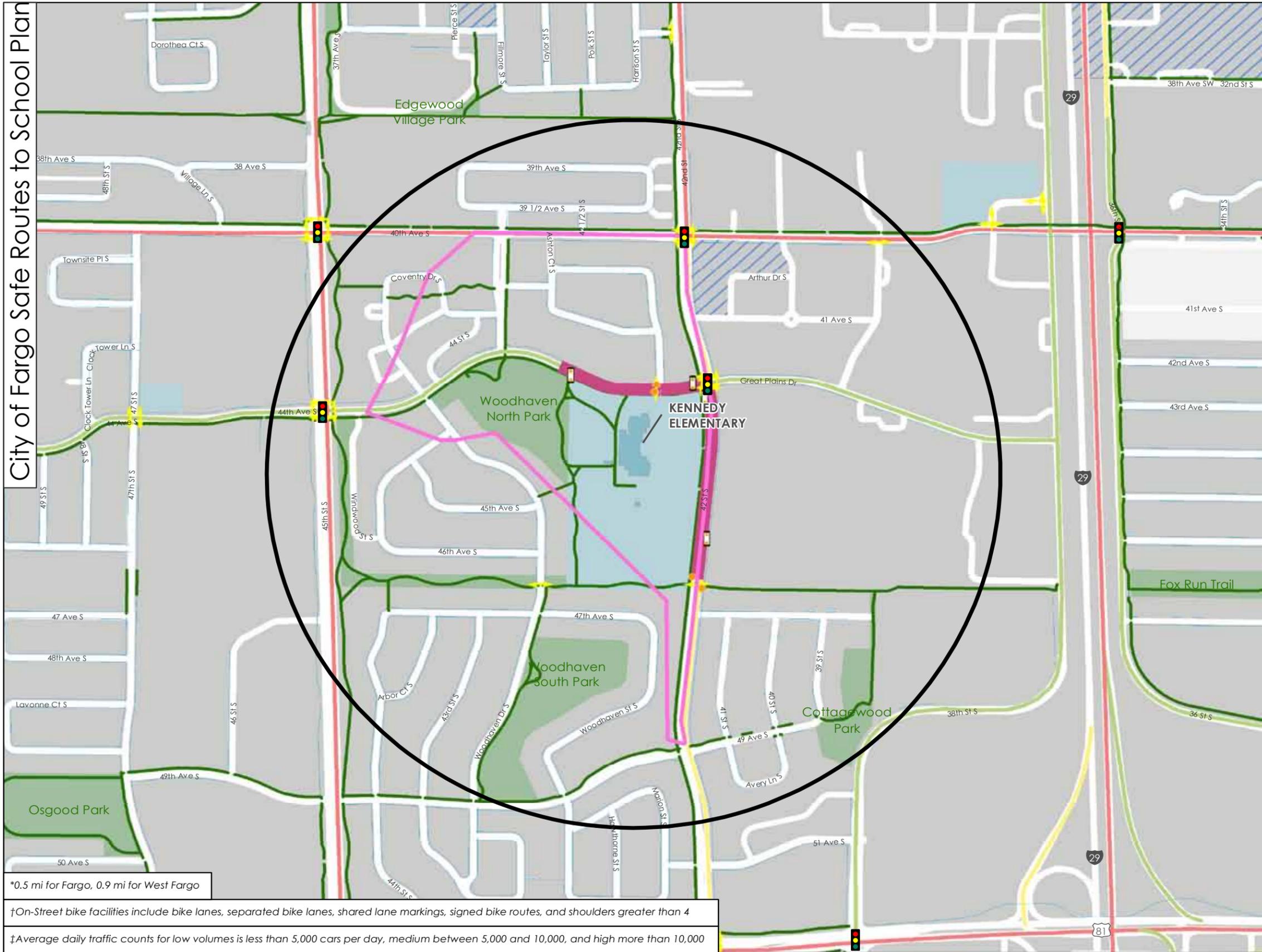
On campus, there is a bike rack located at the main entrance between the bus and parent drop-off aisles. It is a comb style rack that does not allow for locking of the frame and can result in wheel damage.



▲ The crosswalk in the front of the school is the primary route to access the school and could feature improvements to crossing safety.



▲ Along the 42nd Street S corridor, poor yielding compliance during turning creates potential conflicts with pedestrians and bicyclists.



Existing Conditions  
Kennedy Elementary

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000



## Circulation Challenges

The streets surrounding Kennedy Elementary present multiple traffic and crossing challenges, specifically along 44th Avenue S and 42nd Street S.

Along 44th Avenue S, there are long crossings, high turning speeds, and poor driver yielding behaviors. Poor yielding behavior at the intersection of Woodhaven Street S was reported and observed. Additionally, many parents park along the south side of 44th Avenue S to drop off and pick up students, which contributes to poor sight lines at the Woodhaven Street S crosswalk. At the 44th Avenue S and 42nd Street S intersections, the field observations noted speeding traffic and poor yielding behavior by turning motorists for pedestrians and bicyclists.

Along 42nd Street S, free flow right turns into the drop-off loop could conflict with bicyclists crossing the driveway from the south to access the bike racks. At the vehicle drop-off and pick-up loop exit at 42nd Street S, drivers consistently blocked the crosswalk and were observed having poor yielding behavior to pedestrians and bicyclists.

Just north of the 47th Avenue S intersection with 42nd Street S, consider upgrading the flashing beacon to a rectangular rapid flashing beacon (RRFB) to improve visibility at the trail crossing. The 40th Avenue S and 44th Avenue S intersections with 42nd Street S include long crossing distances and poor yielding behavior by turning motorists, which make it uncomfortable for crossing pedestrians.

A number of trails connect students who live northwest, west, and south of Kennedy from the neighborhoods to campus; however, there is not a direct or continuous route from the trails to Kennedy's main entrance. Younger students have an especially challenging time traversing curbs and navigating parent traffic on the south side of Kennedy Elementary.

### KENNEDY ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> Front of school	Long crossing distance at primary pedestrian crossing during arrival
<b>B</b> Front of school	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>C</b> Parking lot exit	People walking/biking must cross driveway to access bike racks/main entrance ..... Long crossing distances ..... Motorists block crosswalk ..... Poor driver yielding behavior
<b>D</b> Parking lot entrance	People walking/biking must cross driveway to access bike racks/main entrance ..... Long crossing distances ..... Motorists block crosswalk ..... Poor driver yielding behavior
<b>E</b> South school parking lot	Key access point for students who walk/bike from west ..... No curb cut
<b>F</b> South side of school	Key access point for students who walk/bike from west ..... No curb cut ..... Difficult to traverse for younger students ..... Conflicts with motorists exiting parent loop
<b>G</b> 44th Ave S / Woodhaven St S	Long crossing distance ..... Poor driver yielding behavior ..... Poor visibility when parents drop along 44th Ave S
<b>H</b> 42nd St S / trail crossing	Existing flashing beacon is slow and does not alert drivers well
<b>I</b> 44th Ave S / 43rd Ave S	Long crossing distance ..... Poor driver yielding behavior
<b>J</b> 44th Ave S / 42nd St S	Long crossing distance ..... Poor yielding behavior by turning motorists
<b>K</b> 40th Ave S / 42nd Ave S	Long crossing distance ..... Poor yielding behavior by turning motorists
<b>L</b> 49th Ave S / Woodhaven Dr S	Long crossing distance ..... Poor driver yielding behavior ..... Poor visibility around SE corner due to fence



†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

## Observed Circulation & Challenges Kennedy Elementary

### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- Observed Walking and Biking Routes
- Bike Rack
- Challenge

### Existing Infrastructure\*

- Building Footprints
- School Grounds
- School Speed Zones
- On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- Crosswalk Marking
- Signalized Intersection
- HAWK Signal
- Other Flashing Sign
- Pedestrian Crossing Sign
- 4-Way Stop Sign



**METROCOG**

\*Legend Common to All Maps -  
Not all Features Present on All Maps

## Opportunities for Improvement

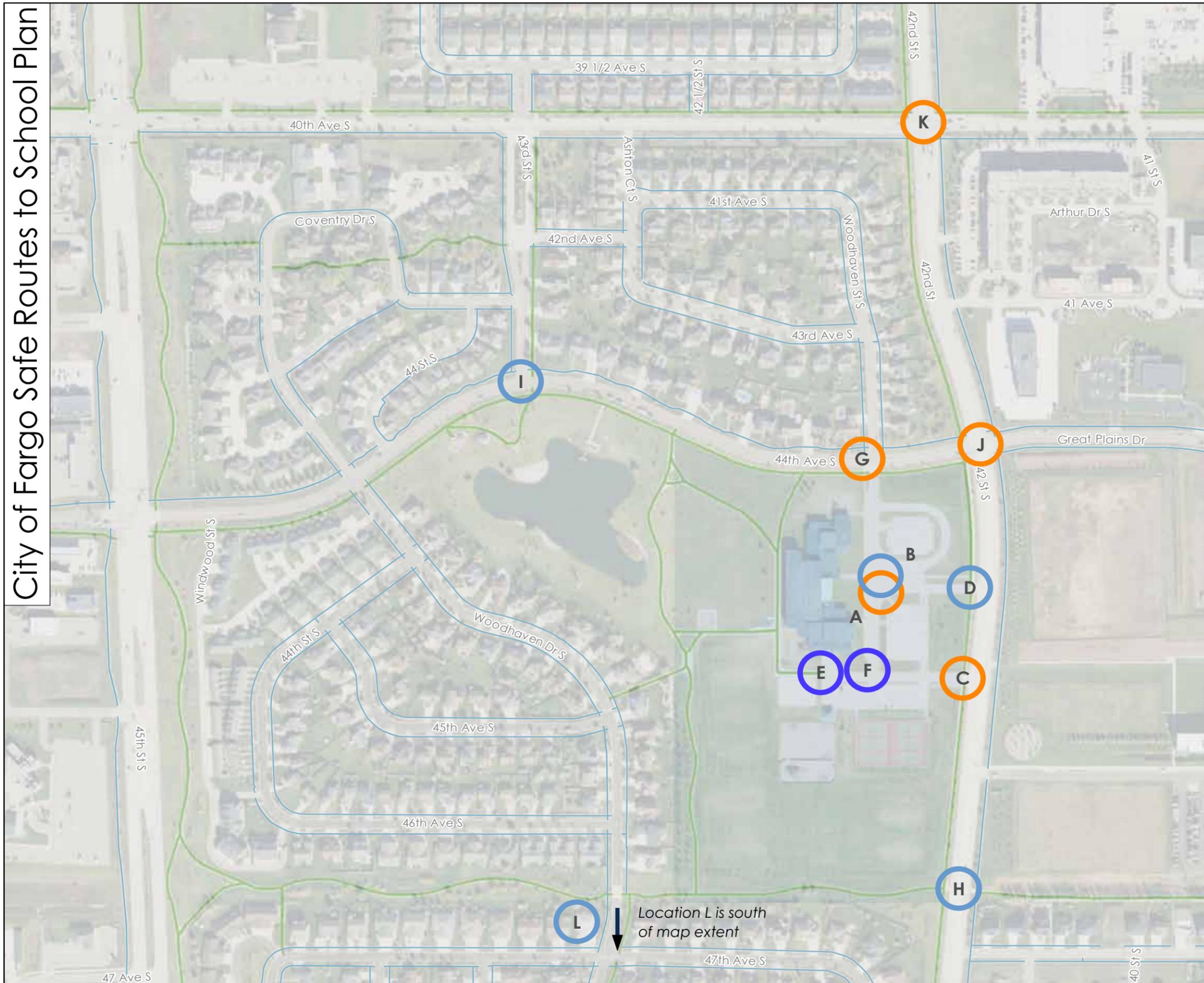
High impact opportunities for improvement at Kennedy Elementary are located on campus. There are great trail connections to Kennedy from the neighborhood west and south of the school, but the connection the main entrance poses the greatest challenge to students, especially the youngest bicyclists.

Curb ramps and a continuous separated route from the trail to the sidewalk in the parent loop will allow students to stay on their bikes and avoid conflicts with parents exiting the loop.

Other opportunities for improvement include pedestrian and bicycle crossings at parking lot driveways including reducing crossing distances, installing high visibility crosswalk markings, and raising crosswalks to elevate trail users and discourage motorists from blocking the crosswalk.

Curb extensions or a median safety island and consideration for an RRFB are recommended at Woodhaven Street S and 44th Avenue S to mitigate challenges including poor visibility and driver yielding behavior.

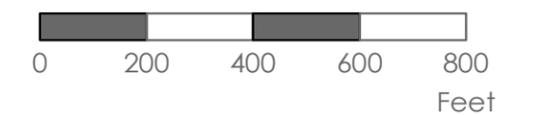
KENNEDY ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT			
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b> Front of school	Reduce driveway width to allow for curbside lane and bypass lane only; install raised crossing; install high visibility crosswalk	City of Fargo; Fargo Public Schools	Medium
<b>B</b> Front of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
<b>C</b> Parking lot exit	Reduce driveway width; install high visibility crosswalk; install forward stop bar; consider raised crosswalk	City of Fargo; Fargo Public Schools	Medium
<b>D</b> Parking lot entrance	Reduce driveway width; install high visibility crosswalk; consider raised crosswalk	City of Fargo; Fargo Public Schools	Low
<b>E</b> South school parking lot	Install ADA compliant curb ramp	Fargo Public Schools	High
<b>F</b> South side of school	Install ADA compliant curb ramp	Fargo Public Schools	High
<b>G</b> 44th Ave S / Woodhaven St S	Install curb extensions or median safety island on 44th Ave S; consider RRFB	City of Fargo	Medium
<b>H</b> 42nd St S / trail crossing	Upgrade existing beacon to HAWK	City of Fargo	Low
<b>I</b> 44th Ave S / 43rd Ave S	Install curb extensions on 44th Ave S and 43rd Ave S, install median island on 44th Ave S, and/or reduce curb radii to reduce crossing distances and calm turning speeds; install high visibility crosswalk markings	City of Fargo	Low
<b>J</b> 44th Ave S / 42nd St S	Install leading pedestrian interval; replace parallel line crosswalks with high visibility crosswalks	City of Fargo	Medium
<b>K</b> 40th Ave S / 42nd Ave S	Install leading pedestrian interval; replace parallel line crosswalks with high visibility crosswalks	City of Fargo	Medium
<b>L</b> 49th Ave S / Woodhaven Dr S	Consider curb extensions, raised crosswalk, or median safety island	City of Fargo	Low



### Infrastructure Opportunities

#### Kennedy Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds



**METROCOG**





# Lewis and Clark Elementary

1729 16th Street S, Fargo, ND 58103

## DISTRICT

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Fargo Public School District #1

## GRADES

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K-5

## AVERAGE ENROLLMENT

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456

## ARRIVAL

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8:20 a.m.

## DISMISSAL

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2:42 p.m.

### Existing Conditions

Lewis and Clark Elementary is a kindergarten through 5th grade school in the Fargo Public School District. It is located approximately 2 miles southwest of downtown Fargo in the city's Lewis and Clark neighborhood and was constructed in 1954. The neighborhood consists primarily of residential land uses. Within the Lewis and Clark boundaries, per capita income is slightly lower than the district average, as well as the median household income. Forty-three percent of Lewis and Clark students are eligible for free and reduced lunch programs. Approximately eight percent of students participate in English Language Learners programs.

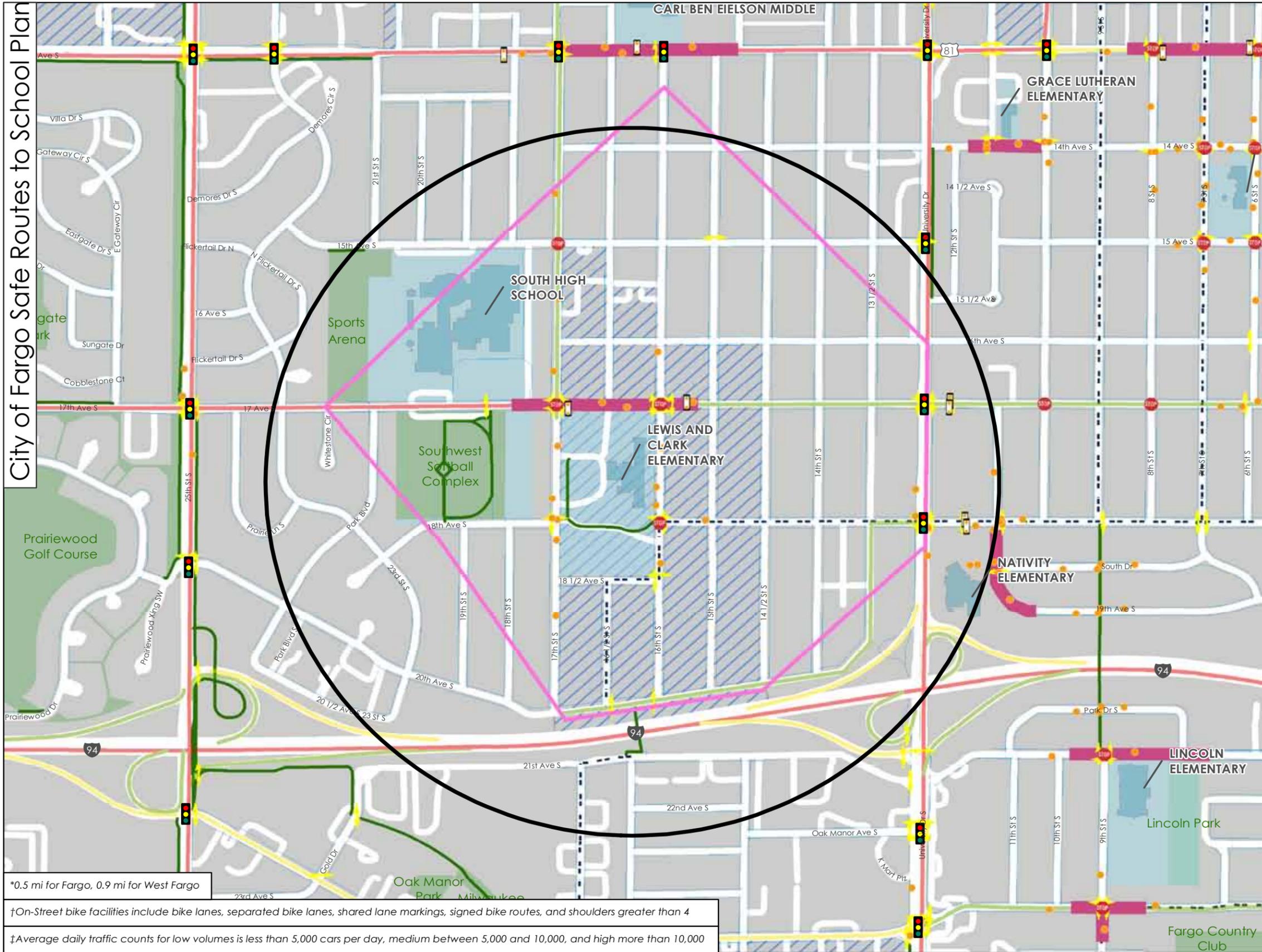
The Lewis and Clark campus is bound by 17th Street S to the west, 17th Avenue S to the north, 16th Street S to the east and 16th Avenue S to the south. The roads surrounding the building consist of local roadways with low traffic volumes and speeds. The exception is 17th Avenue S, which serves vehicular traffic connecting to Interstate 94 at University Drive S and 25th Street S. The traffic volumes and speeds are higher on 17th Avenue S.



▲ At the 17th Avenue S and 16 ½ Street S intersection, drivers do not expect pedestrians, leading to low yielding compliance.



▲ From the western edge of campus, there is no pedestrian space to access the building, unless following the perimeter of the driveway in the grass.



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Lewis and Clark Elementary

- School Study Areas\*
- Walk Zones
- Building Footprints
- School Grounds
- Park
- Environmental Justice Areas
- School Speed Zone
- Shared Use Path
- On-Street Bike Facility†
- Sidewalk
- Crosswalk
- Pedestrian Crossing Sign
- 4-Way Stop Sign
- HAWK Signal
- Other Flashing Sign
- Signalized Intersection

- #### Traffic Volumes‡
- Low
  - Medium
  - High



### Circulation Challenges

The Lewis and Clark neighborhood is walkable and few barriers were identified for safe bicycle and pedestrian access to the school.

17th Avenue S is the primary east-west circulation route for pedestrians, bicyclists, and drivers. It is a wide roadway which creates multiple north-south crossing challenges. Students were observed crossing at the intersection of 16 1/2 Street S and 17th Avenue S, but because 16 1/2 Street S does not continue south of 17th Avenue S, drivers do not expect to see students. One student was observed waiting several minutes to cross from south to north at this location until vehicles finally stopped. The pedestrian connection from this location onto campus is inadequate, as students must walk along the existing driveway to access the school.

16th Street S is the primary north-south circulation route along the west side and the vehicle drop-off and pick-up location for parents and caregivers. On 16th Street S between 17th Avenue S and 18th Avenue S, sidewalk heaving was noted during observations.

There is no sidewalk from the school along the bus loop exit to 17th Street S. Students must walk in the bus and vehicle drive aisles along the north and west side of the campus to reach sidewalks along the perimeter of campus.

Drivers have been observed driving between the bus loop and the west parking lot through the narrow space connecting the two. Students often play in this area during and after school. This vehicle movement could be in conflict with people using the area.

### LEWIS AND CLARK ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> 17th Ave S / 16 1/2 St S	Low driver yielding compliance ..... Drivers not expecting to see people crossing ..... Unmarked crosswalks ..... Long crossing distances
<b>B</b> 17th Ave S / 16th St S	Long crossing distances
<b>C</b> East side of school	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>D</b> East to north side of building perimeter	No pedestrian connection around the building
<b>E</b> 17th Ave S / 17th St S	Unmarked crosswalks
<b>F</b> 18th Ave S / 17th St S	Unmarked crosswalks
<b>G</b> 18th Ave S / 16th St S	Unmarked crosswalks
<b>H</b> Connection on campus between 17th Ave S and 17th St S	No pedestrian connection between 17th Ave S and 17th St S
<b>I</b> North side of school	No existing bicycle parking available
<b>J</b> West side of school	No existing bicycle parking available
<b>K</b> West side of school	Vehicles observed using this space as a cut through
<b>L</b> 16th St S between 17th Ave S and 18th Ave S	Sidewalk pavement heaves and creates tripping hazard



### Observed Circulation & Challenges

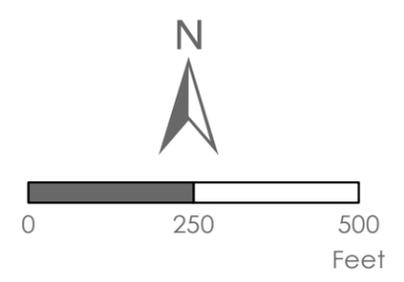
Lewis and Clark Elementary

#### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- ↔ Observed Walking and Biking Routes
- Bike Rack
- Challenge

#### Existing Infrastructure\*

- Building Footprints
- School Grounds
- School Speed Zones
- - - On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- Crosswalk Marking
- Signalized Intersection
- HAWK Signal
- Other Flashing Sign
- Pedestrian Crossing Sign
- 4-Way Stop Sign



**METROCOG**

\*Legend Common to All Maps - Not all Features Present on All Maps

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

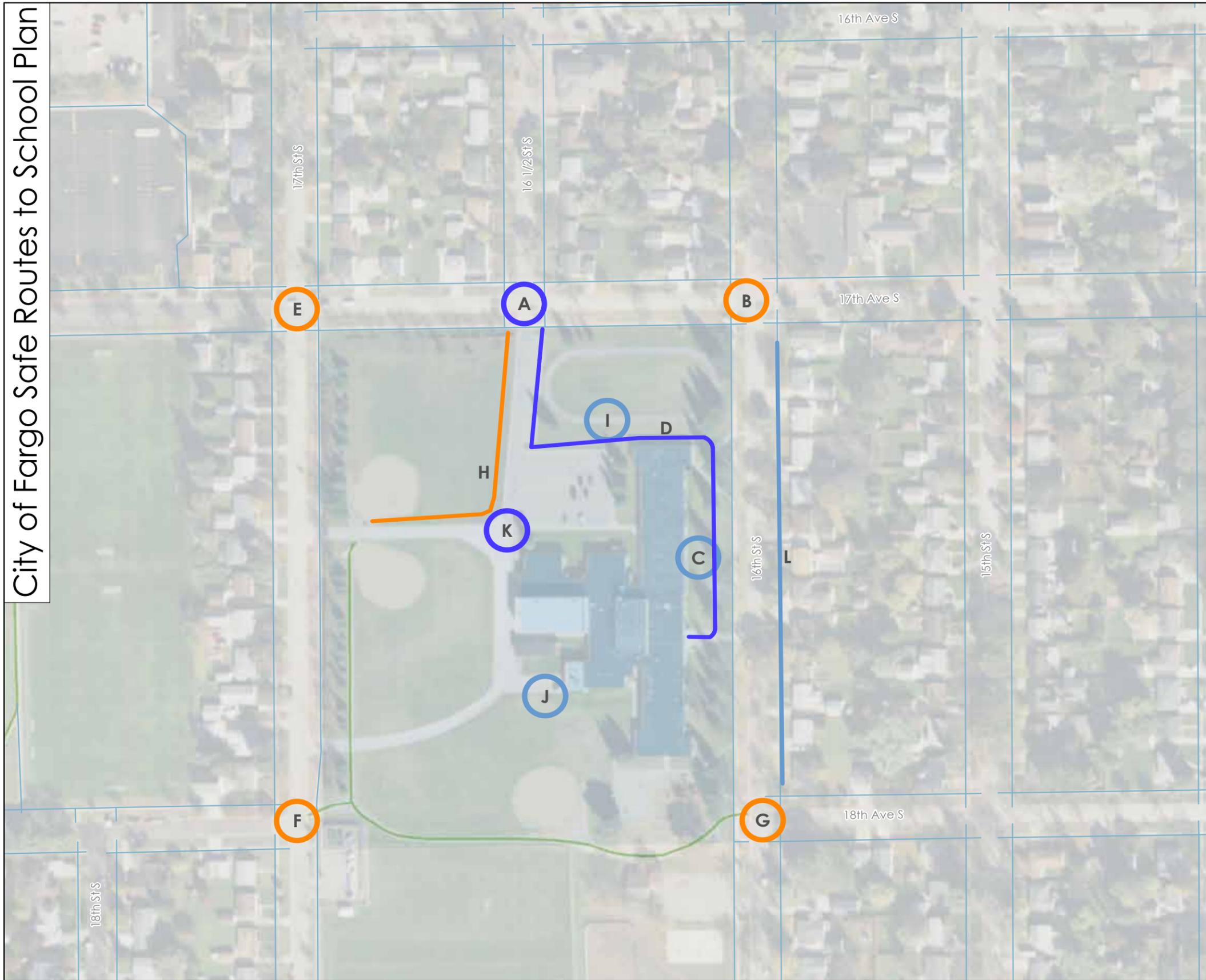
## Opportunities for Improvement

The surrounding roads are relatively calm, so improvements should be focused on improving crossings of 17th Avenue S by shortening the crossing distances, improving visibility, and calming traffic speeds. Improvements should be prioritized at 16 ½ Street S, due to the low yielding compliance observed by drivers in the area. It isn't obvious to drivers that people may be crossing here, and anything to highlight this crossing would likely improve visibility and clarity.

On campus, it is important to provide separated space for students walking to the crossing of 16 ½ Street S and 17th Avenue S. A separated space should be installed parallel to the driveway to the north, and also along the driveway to the west side of campus. Any intersections of these circulation routes and bus or vehicle travel lanes should be highlighted using signage and/or paint. Additionally, jersey barriers should be installed to restrict access between the bus loop and the west parking lot.

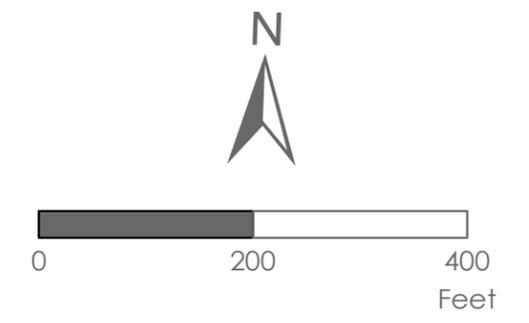
### LEWIS AND CLARK ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT

LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b> 17th Ave S / 16 1/2 St S	Install high visibility crosswalks and associated signage; consider curb extensions; coordinate with Locations D and H	City of Fargo	High
<b>B</b> 17th Ave S / 16th St S	Consider curb extensions to shorten the west and south crossings, or median safety island on 17th Ave S	City of Fargo	Medium
<b>C</b> East side of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
<b>D</b> East to north side of building perimeter	Install sidewalk or shared-use path around north perimeter of school and along the east edge of parking lot connecting to the crossing of 17th Ave	Fargo Public Schools	High
<b>E</b> 17th Ave S / 17th St S	Consider curb extensions to shorten the south and east crossings or median safety island on 17th Ave S; install high visibility crosswalks; install forward stop bar	City of Fargo	Medium
<b>F</b> 18th Ave S / 17th St S	Consider curb extensions or median safety island to shorten the north crossing; install high visibility crosswalks; install forward stop bar	City of Fargo	Medium
<b>G</b> 18th Ave S / 16th St S	Consider curb extensions to shorten the north and east crossings or median safety island on 16th St S; install high visibility crosswalks; install forward stop bar	City of Fargo	Medium
<b>H</b> Connection on campus between 17th Ave S and 17th St S	Install sidewalk or shared-use path along west side of driveway and north side of bus loop	Fargo Public Schools	Medium
<b>I</b> North side of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
<b>J</b> West side of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
<b>K</b> West side of school	Move existing jersey barriers or install additional jersey barriers to restrict vehicle access between the west parking lot and the bus loop	Fargo Public Schools	High
<b>L</b> 16th St S between 17th Ave S and 18th Ave S	Repair or replace heaving sidewalk pavement	City of Fargo	Low

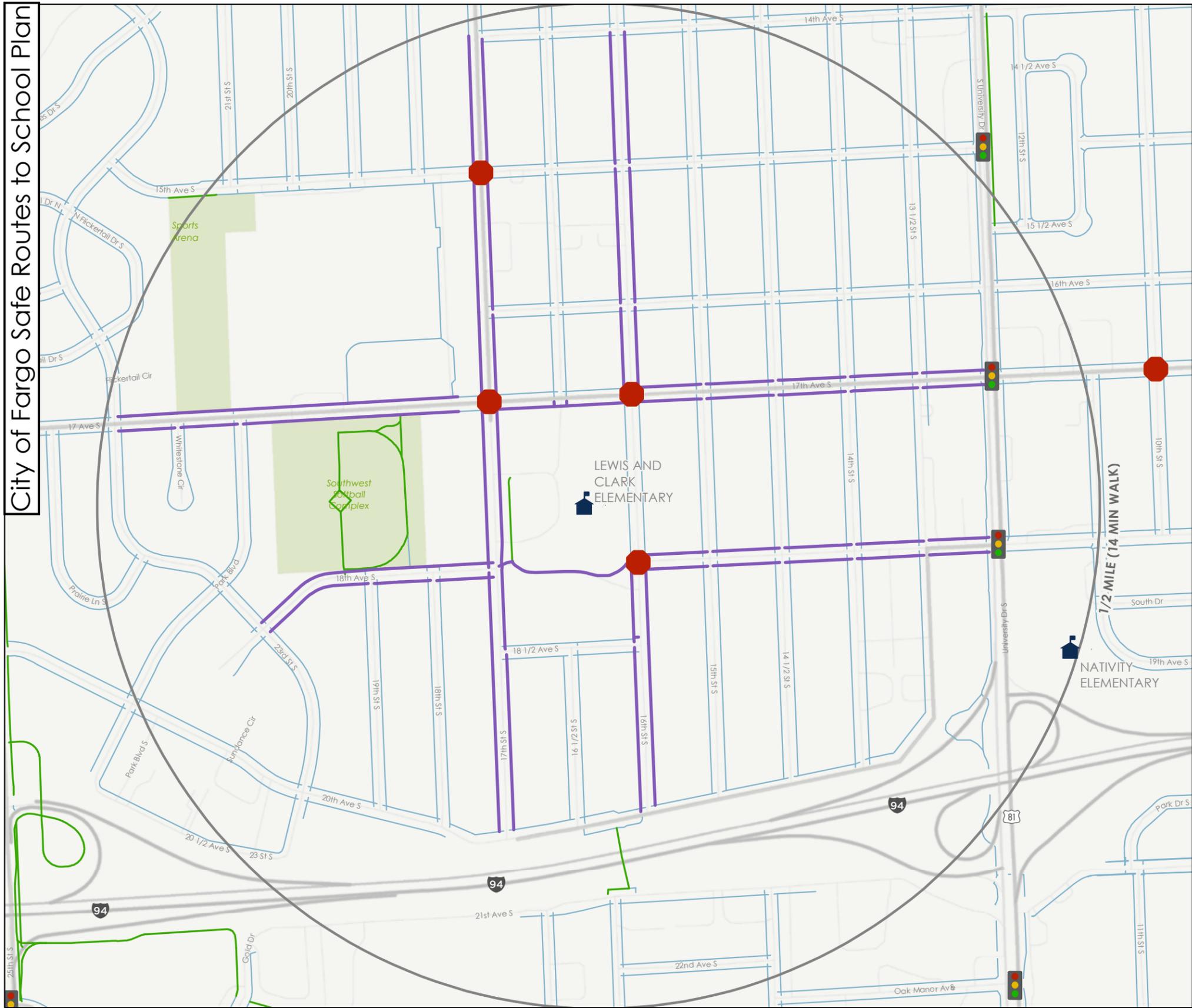


Infrastructure Opportunities  
Lewis and Clark Elementary

- Opportunities for Improvement Locations
- High Impact
- Medium Impact
- Low Impact
- Opportunities for Improvement Segments
- High Impact
- Medium Impact
- Low Impact
- Shared Use Path
- Sidewalk
- Building footprint
- School grounds

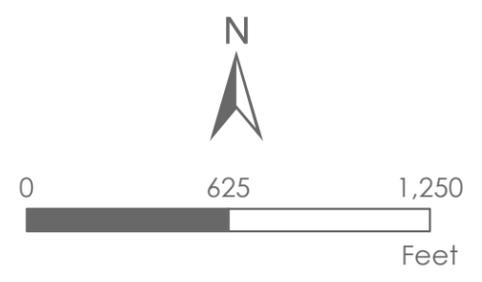


City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Lewis and Clark Elementary

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal





# Lincoln Elementary

2120 9th Street S, Fargo, ND 58103

## DISTRICT

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Fargo Public School  
District #1

## GRADES

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K-5

## AVERAGE ENROLLMENT

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404

## ARRIVAL

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8:20 a.m.

## DISMISSAL

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2:42 p.m.

## Existing Conditions

Lincoln Elementary is a Kindergarten through 5th grade school. It is located approximately two miles south of Downtown Fargo in the city's Lincoln Neighborhood with many high-density homes located nearby. Within the Lincoln boundaries, per capita and median household income is slightly lower than the district average. Over half of Lincoln's students are eligible for free and reduced lunch programs. Eleven percent of students participate in English Language Learners programs.

The Lincoln school facility was constructed in 1962. The campus is bound by 9th Street S to the west, 21st Avenue S to the north, Lincoln Park to the east, and 24th Avenue S to the south. University Drive S to the west of the school is a high speed, high traffic volume, major arterial roadway that creates a barrier to walking and biking. East of University Drive S, the roads are low speed with low traffic volumes, with limited connectivity due to the looping nature of the roadway network.

The only sidewalk gaps located east of University Drive S are along the north side of 21st Avenue S west of 11th Street S. School speed zones are present on 21st Avenue S from 10th Street S to the eastern edge of the Lincoln campus, as well as along 24th Avenue S from 10th Street S to approximately 300 feet east of 9th Street S. Directly in front of Lincoln Elementary, 9th Street S is not designated as a school speed zone, although it may be implied due to the location of the other school speed zones.

On campus, there are two bike racks located on the west side of the school. One bike rack is located by the entrance to the school and the other is located near

the south parking lot. Both are comb style racks that do not allow for locking of the frame and can result in wheel damage.

A recycling facility is also located on campus at the southeast corner of the north parking lot and bus circulation area. Residents were observed accessing the recycling facilities during school hours.

## Circulation Challenges

The University Drive S corridor is the primary barrier for students walking and biking to Lincoln Elementary. At the intersection with 21st Avenue, there are no crossing facilities, despite being the primary connection from the school to housing west of University Drive S. For students to cross to the west side of University Drive S at this intersection, they must walk north to the light, wait for the light, cross 6 lanes, and wait for second light to cross south. Then there are no sidewalk facilities along 21st Avenue S, so students need to continue south to Oak Manor Avenue S to access the neighborhoods to the west of University Drive S. The Oak Manor Avenue S intersection does include a marked, but faded, crosswalk. This is a primary connection from the school to housing west of University Drive S, but the intersection is very uncomfortable for students to cross. University Drive S is considered a barrier for students walking and biking to school by the Fargo Public School District, so students who live west of University Drive S receive busing. At the 25th Avenue S intersection, the crosswalk is marked, but the long crossing and observed high-speed traffic makes crossing uncomfortable, including multiple free flow right turn lanes.



▲ The sidewalk along 9th Street S is narrow for students walking.



▲ The 24th Avenue S and 9th Street S intersection is heavily used with people walking in all directions. Improvements to crossing facilities may be warranted.



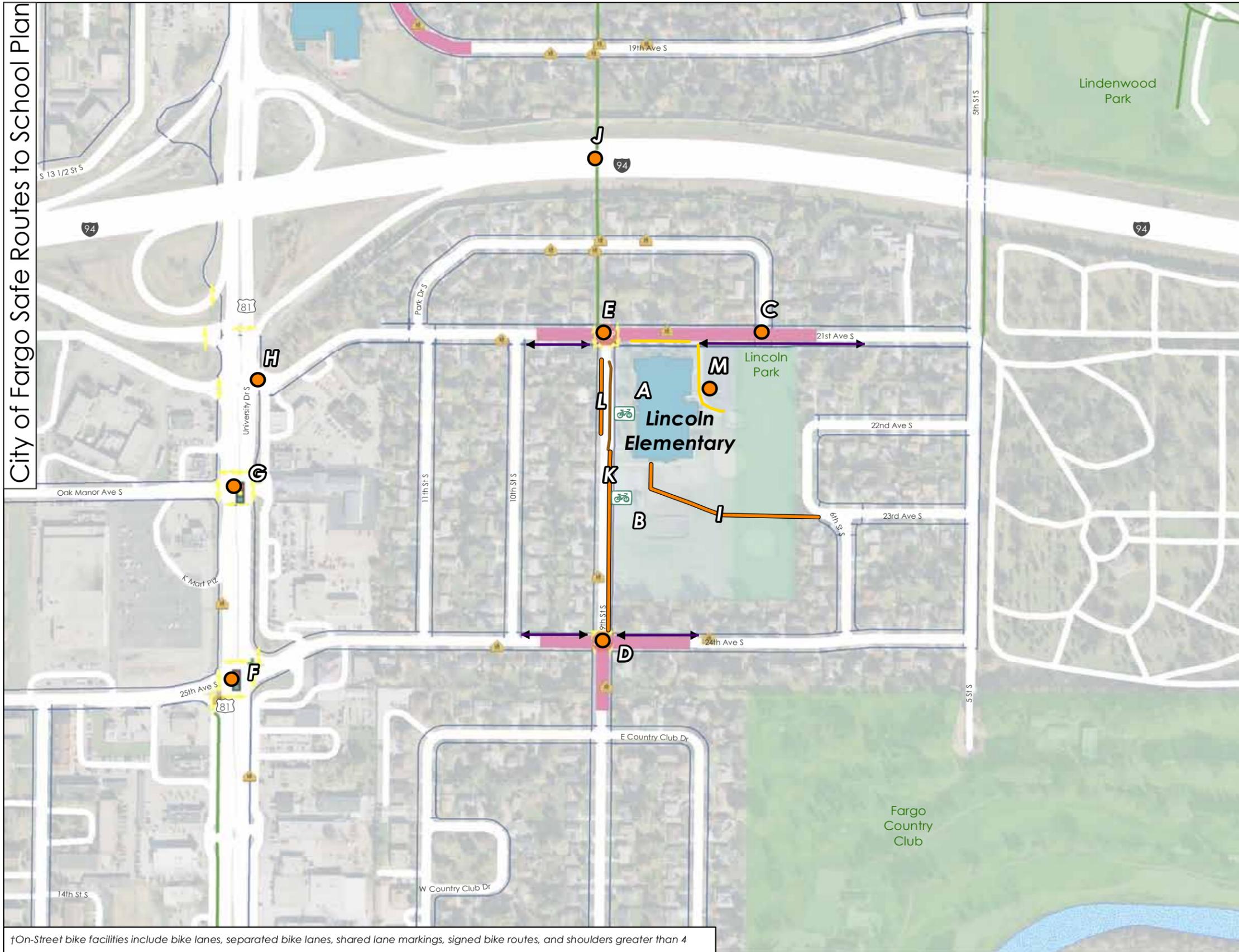
Multiple opportunities for improvements were identified along 21st Avenue S as well. 21st Avenue S is a wide roadway, making crossings long and uncomfortable for pedestrians and bicyclists. At both Park Drive S intersections, there are no marked crosswalks and drivers are not anticipating students crossing. The 9th Street S intersection is heavily used by people walking. During field reviews drivers were observed rolling through the stop signs at this intersection, which is illegal and creates safety concerns for students crossing at these intersections.

The 9th Street S corridor is the primary north-south circulation route for students walking and biking to school. It is also the designated drop-off / pick-up location, with school administrators requesting vehicles to circulate in from the south from 24th Avenue S / 9th Street S drop-off / pick-up along the east side of 9th Street S, and exit 9th Street S at 21st Avenue S. This encourages students to enter/exit vehicles along the curb and not cross traffic. To further encourage this movement, this segment of roadway could be converted into a one-way.

The intersection with 24th Avenue S and 9th Street S has long crossings and is missing a crosswalk on the south leg of the intersection. There are sidewalks along both sides of 9th Street S, but they are only 5-feet wide, which causes people to walk or bike in the grass adjacent to the sidewalk. Widening the sidewalk along the east side of 9th Street S would create a more comfortable circulation route.

**LINCOLN ELEMENTARY CHALLENGES**

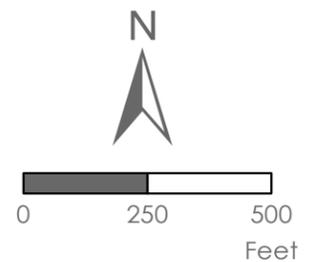
LOCATION	CHALLENGE
<b>A</b> West Side of School	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>B</b> Near south parking lot	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>C</b> 21st Ave S / Park Dr S	Drivers not expecting to see students crossing ..... No marked crosswalk
<b>D</b> 24th Ave S / 9th St S	Long crossing distances ..... Heavily used crossing with people walking in all directions ..... No marked crosswalk on south leg
<b>E</b> 21st Ave S / 9th St S	Long crossing distances ..... Heavily used crossing with people walking in all directions ..... Observed rolling stops by people driving through here
<b>F</b> 25th Ave S / University Dr S	Marked as school crossing but uncomfortable; long crossing distance ..... No leading pedestrian interval
<b>G</b> Oak Manor Ave S / University Dr S	Long crossing distances ..... Faded crosswalk markings ..... Primary connection from school to housing west of Univ. Dr. ..... No leading pedestrian interval
<b>H</b> 21st Ave S / University Dr S	No crossing across University ..... Primary connection from school to housing west of Univ. Dr.
<b>I</b> East side of school	No connection to the school from the east at 6th St
<b>J</b> Tunnel under I-94	Tunnel is dark with standing water/moisture on ground
<b>K</b> 9th St S	Sidewalk is narrow for the volume of students walking this direction (grass worn along edges of sidewalk)
<b>L</b> 9th St S south of 21st Ave S	Parents dropping off and picking up on westside of 9th St ..... Drivers not expecting to see students crossing
<b>M</b> North parking lot	Public recycling facility



## Observed Circulation & Challenges Lincoln Elementary

- Key\***
- Bus Circulation
  - Challenge
  - Shared Bus and Vehicle Lane
  - Vehicle Drop-off and Pick-up
  - ↔ Observed Walking and Biking Routes
  - Bike Rack
  - Challenge

- Existing Infrastructure\***
- Building Footprints
  - School Grounds
  - School Speed Zones
  - - - On-Street Bike Facility†
  - Sidewalk
  - Shared Use Path
  - ↔ Crosswalk Marking
  - Signalized Intersection
  - HAWK Signal
  - Other Flashing Sign
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign



**METROCOG**  
\*Legend Common to All Maps - Not all Features Present on All Maps

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

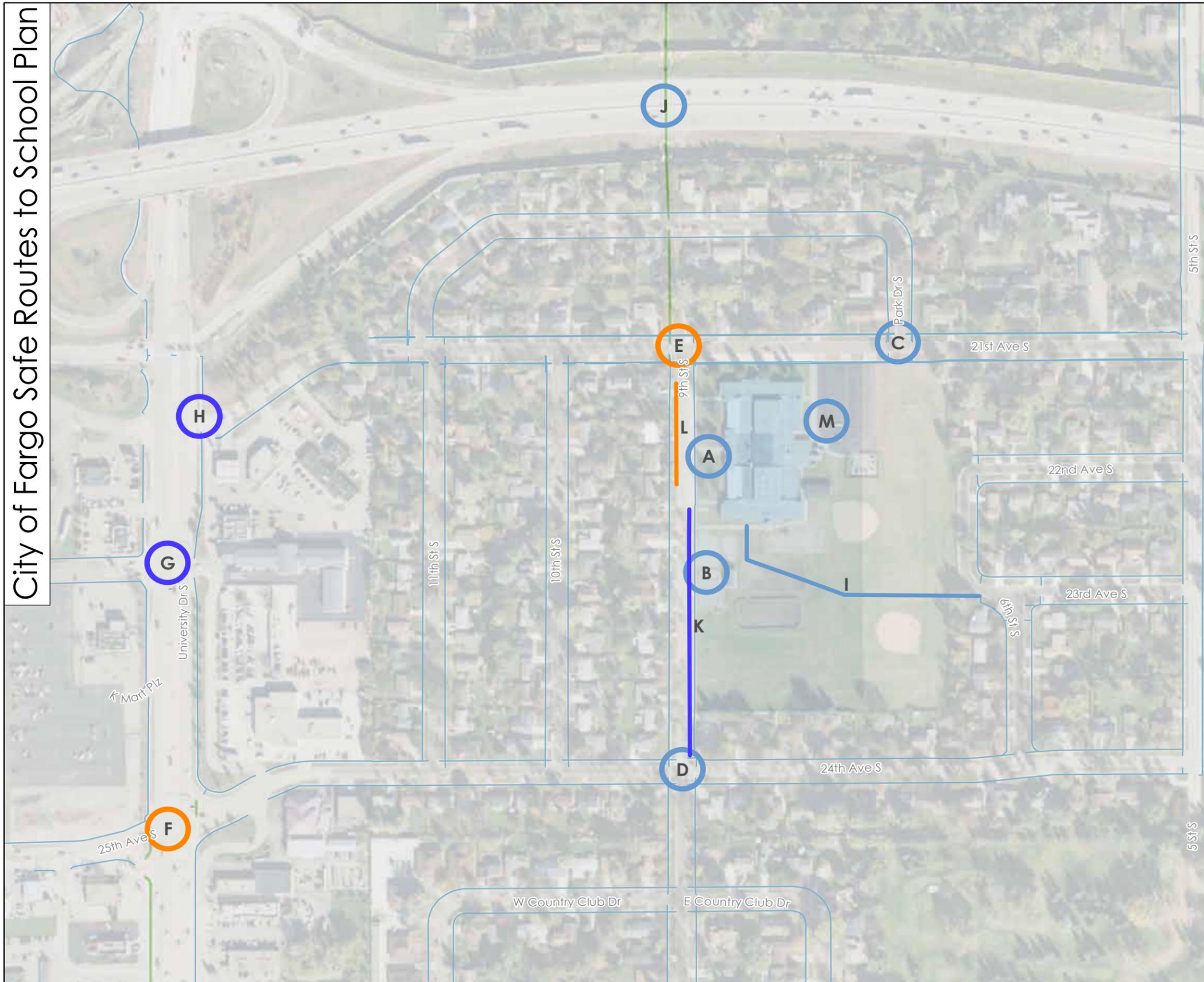
## Opportunities for Improvement

Since most students live on the west side of University Drive S, many opportunities for improvement address ways to improve safety and comfort crossing this corridor. Because there is no longer a crossing at 21st Avenue S, students must cross at Oak Manor Avenue S or 25th Avenue South. Opportunities for improvement for these two intersections include installing leading pedestrian intervals, upgrades to high-visibility crosswalks, and opportunities to reduce the crossing distance.

On the east side of University Drive S, there are opportunities closer to campus to improve conditions for walking and biking. Widening the sidewalk (or building a sidepath) along the east side of 9th Street S would create an inviting and comfortable route from the intersection of 9th Street S and 24th Avenue S. There are opportunities to improve the intersections of 9th Street S/24th Avenue S and 9th Street S/21st Avenue S by exploring ways to reduce the crossing distance with curb extensions. Note that curb extensions could be created and evaluated using inexpensive materials such as flex posts and paint. See the demonstration project section of this document for more information. Crosswalks on primary walking routes to school should use high-visibility materials.

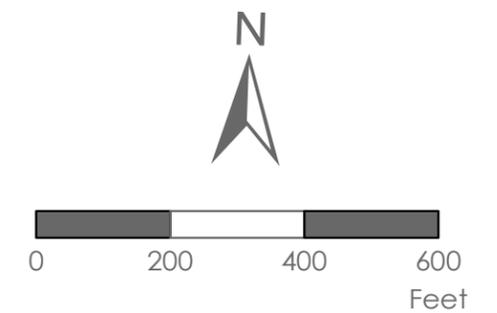
While the area north of I-94 is not currently within the school enrollment boundary, there is an existing tunnel under the freeway that provides direct access to residential areas to the north. If this becomes part of the enrollment area, efforts can be made to improve the comfort of people walking and biking through the tunnel by increasing lighting, reducing drainage/ice concerns, and providing placemaking opportunities.

LINCOLN ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT				
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT	
<b>A</b> West side of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low	
<b>B</b> Near south parking lot	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low	
<b>C</b> 21st Ave S / Park Dr S	Install high visibility crosswalks	City of Fargo	Low	
<b>D</b> 24th Ave S / 9th St S	Install high visibility crosswalk on south leg; explore opportunities to shorten intersection crossings with curb extensions	City of Fargo	Low	
<b>E</b> 21st Ave S / 9th St S	Install stop bars; explore opportunities to shorten intersection crossings with curb extensions	City of Fargo	Medium	
<b>F</b> 25th Ave S / University Dr S	Install leading pedestrian interval; upgrade east and west crosswalks to high visibility crosswalks	NDDOT; City of Fargo	Medium	
<b>G</b> Oak Manor S / University Dr S	Install leading pedestrian interval; upgrade north, south, and east crosswalks to high visibility crosswalks; explore opportunities to reduce crossing distances by extending curbs	NDDOT; City of Fargo	High	
<b>H</b> 21st Ave S / University Dr S	Provide wayfinding to encourage students to cross University Dr S at Oak Manor Ave S or at 25th Ave S / 24th Ave S; coordinate with Location G	NDDOT; City of Fargo	High	
<b>I</b> East side of school	Explore opportunity to install maintained path from school building to 6th Ave S	Fargo Public Schools; Fargo Park District	Low	
<b>J</b> Tunnel under I-94	Explore opportunities to increase tunnel lighting and improve drainage and winter maintenance; introduce opportunities for student placemaking	NDDOT; City of Fargo	Low	
<b>K</b> 9th St S	Replace sidewalk with shared-use path on east side of street	City of Fargo	High	
<b>L</b> 9th St S south of 21st Ave S	Install no student drop-off/pick-up signs on west side of street; coordinate with school to reinforce messaging to parents to not pick up or drop off on west side of street; consider converting 9th St S to a northbound one-way from 21st Ave S to 24th Ave S	City of Fargo	Medium	
<b>M</b> North parking lot	Provide additional signage to drivers accessing recycling drop-off area that this is a school area; provide marked crosswalks at driveways	Fargo Public Schools	Low	



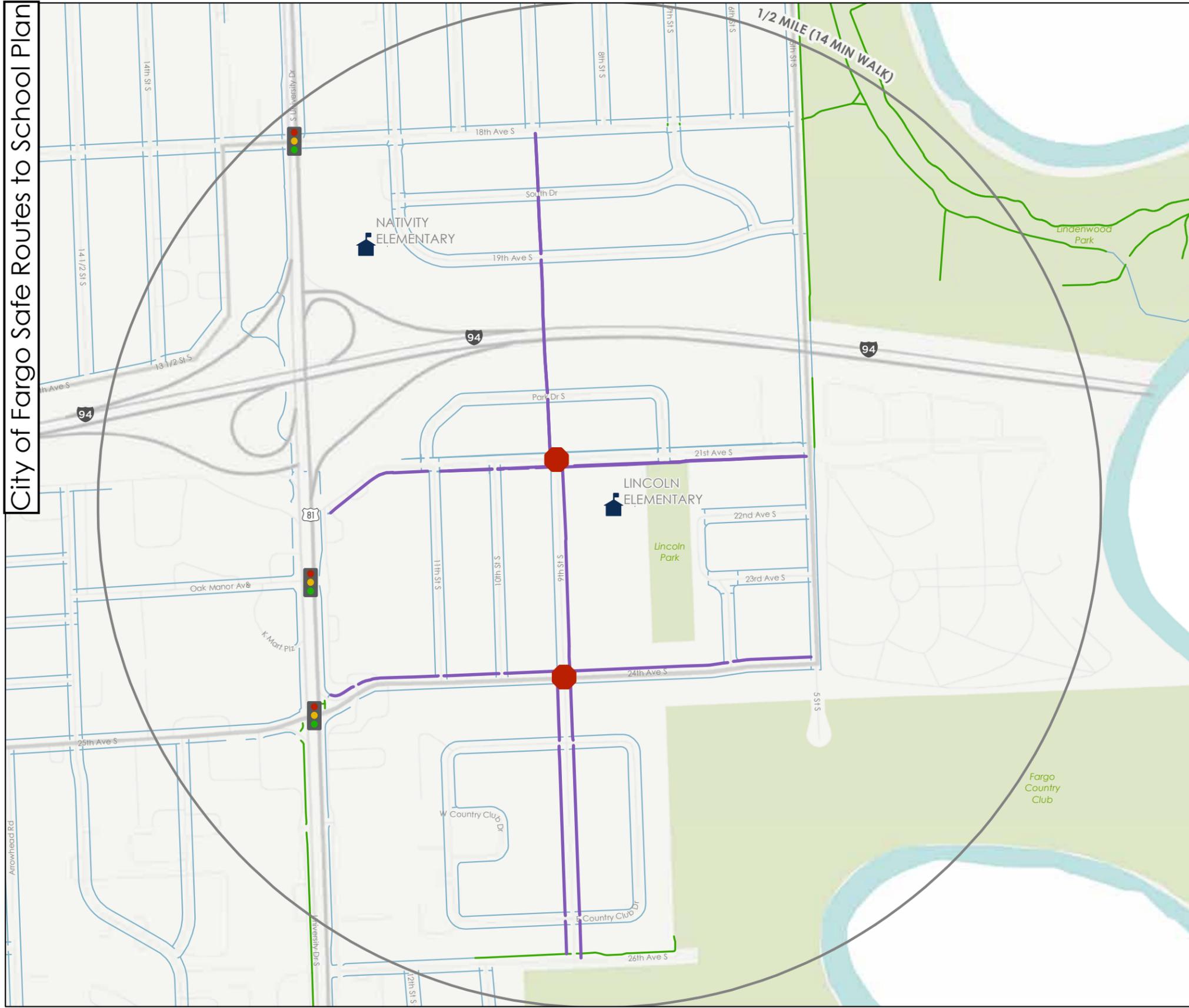
### Infrastructure Opportunities Lincoln Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds



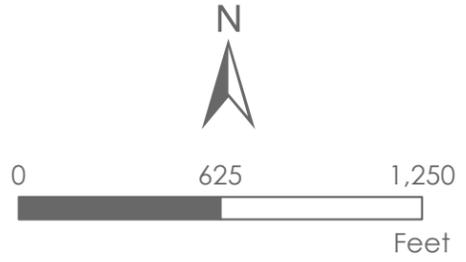
**METROCOG**

City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Lincoln Elementary

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal





# Longfellow Elementary

20 29th Avenue NE, Fargo, ND 58102

## DISTRICT

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Fargo Public School  
District #1

## GRADES

---

K-5

## AVERAGE ENROLLMENT

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366

## ARRIVAL

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8:30 a.m.

## DISMISSAL

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2:52 p.m.

## Existing Conditions

Longfellow Elementary is a Kindergarten through 5th grade school in the Fargo Public School District. It is located approximately 5 miles northeast of downtown Fargo in the city's Longfellow Neighborhood. The neighborhood consists primarily of residential land uses. Within the Longfellow boundaries, per capita income is greater than the district average, as well as, the median household income. Less than eight percent of Longfellow's students are eligible for free and reduced lunch programs. Less than two percent of students participate in English Language Learners programs.

The Longfellow school facility was constructed in 1962. The campus is bound by Elm Street N to the west, 32nd Avenue NE to the north, Maple Street N and Hickory Street N to the east, and 29th Avenue NE to the south. Elm Street N is a collector roadway and pulls traffic from the adjacent local roadways. The remaining roads surrounding campus are local roads with primarily localized traffic patterns.

There are sidewalks on both sides of the roadways throughout most of the walk zone. Multiple crosswalks are available to students crossing roadways adjacent to the Longfellow campus. A school speed zone is also present on Elm Street N between Forest Avenue N and 28th Avenue NE.

## Circulation Challenges

On the Longfellow campus, a variety of challenges and opportunities were identified to improve walking and biking to school.

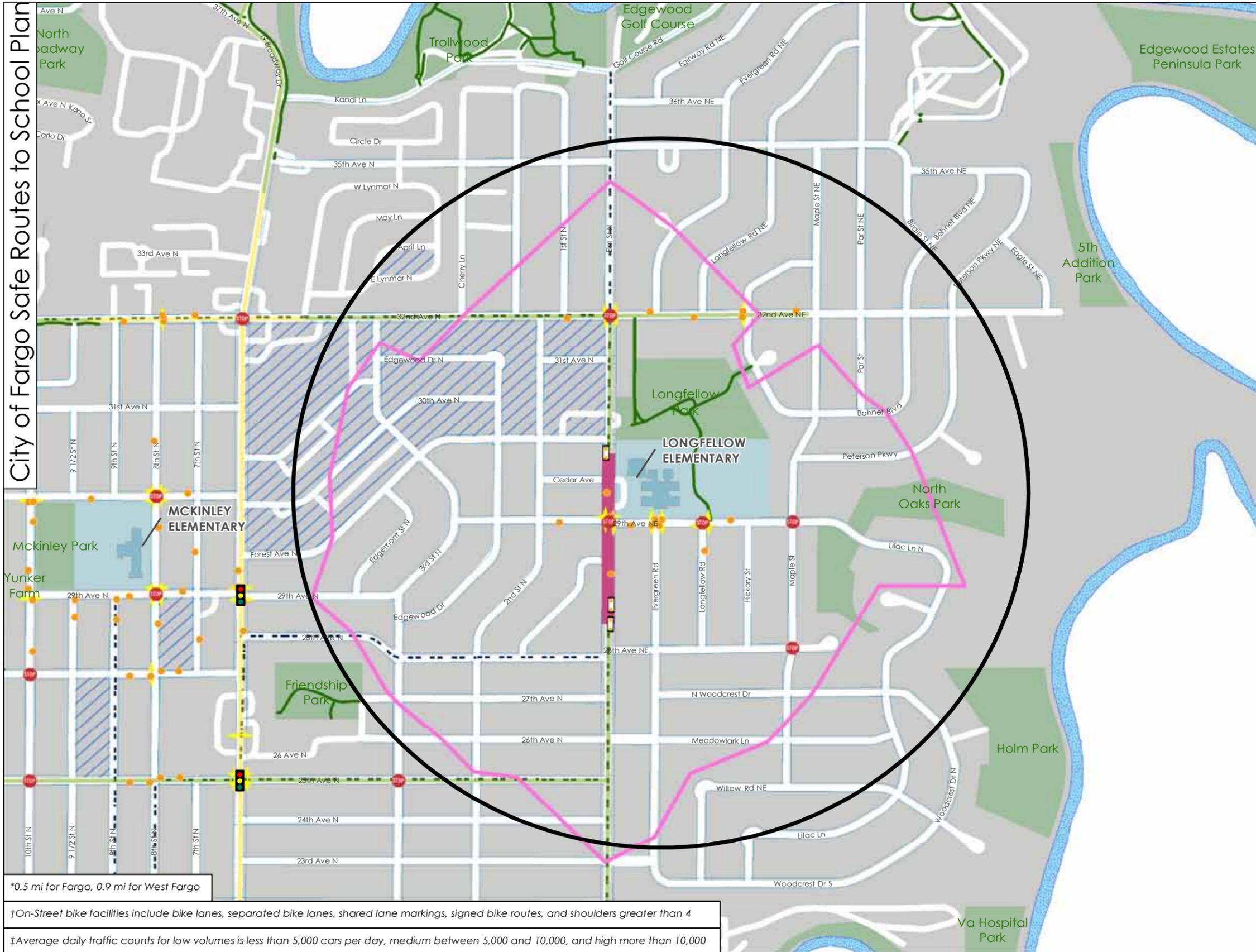
29th Avenue NE was observed as the primary east-west circulation route for students walking and biking to school. There is a vehicle pull off area on the north side of 29th Avenue NE along the south edge of campus that results in longer crossings at Evergreen Road, and conflict points with students and vehicles. At the skewed intersection of 29th Avenue N and Elm Street N, cars were observed encroaching on the crosswalks. Many students were observed crossing 29th Avenue NE at the Longfellow Road N intersection, an all-way stop. Traffic volumes were observed to be higher at this location during arrival and dismissal, compared to the relatively low volumes of traffic throughout the rest of the day.



▲ The 32nd Avenue N and Elm Street N intersection has long crosswalks. East of this intersection is a trail where drivers often are not expecting to see bicyclists and pedestrians.



▲ There is no vertical separation between vehicle and pedestrian space, which results in drivers encroaching onto the sidewalk.



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Longfellow Elementary

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High

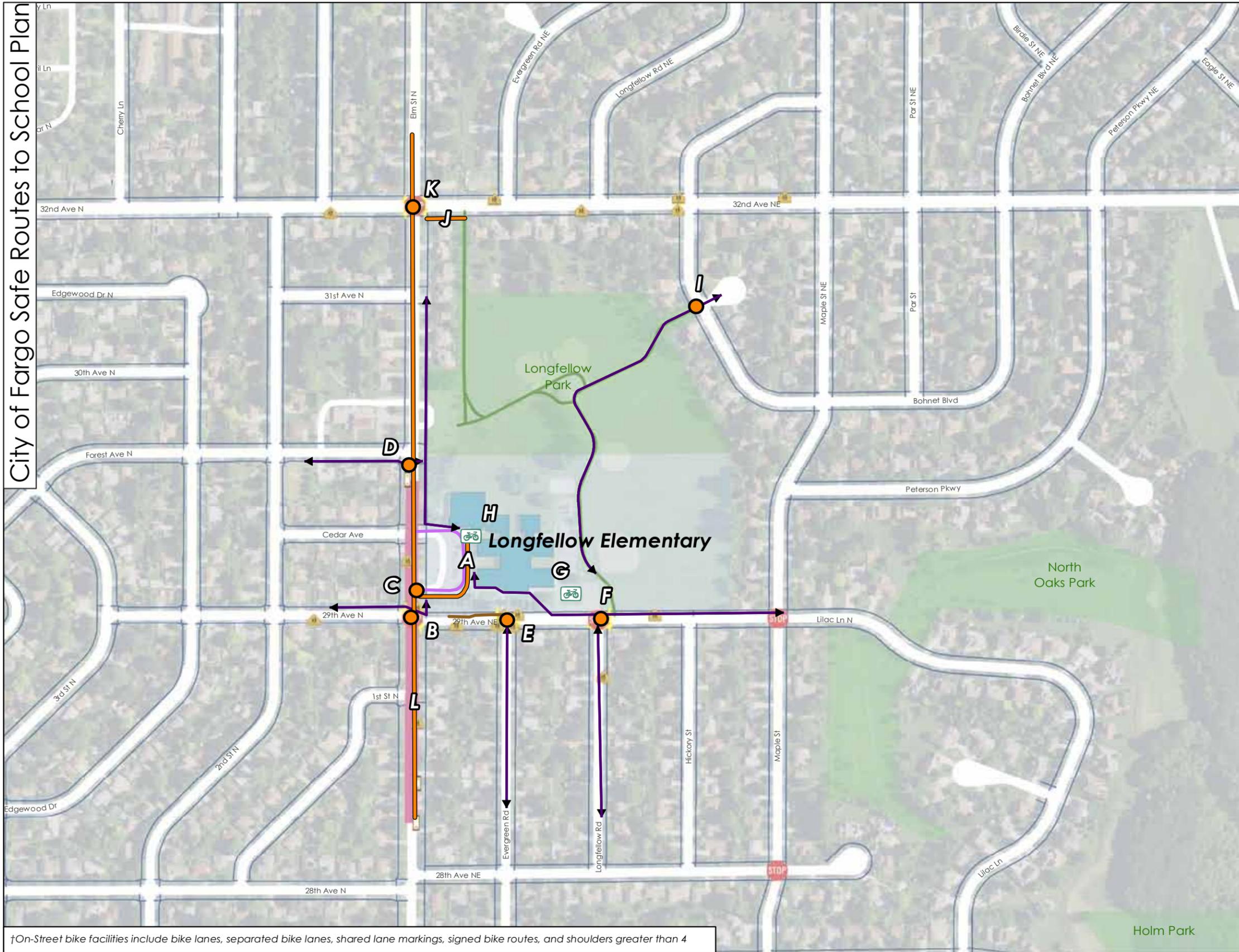


On Elm Street N, the school speed limit zone starts just one block north of the campus, which could be extended to the north to ensure plenty of time to decelerate. The bicycle shared lane markings on Elm Street N are poorly situated along the gutter and are often covered by parked cars along the east side of the street. Vehicles picking up or dropping off use a one-way vehicle and bus loop accessed from Elm Street N. There are two driveways near one another that are redundant and very wide, making it uncomfortable for crossing pedestrians. Many of the crossing locations along Elm Street N are wide, lack painted crosswalks and signage, and are therefore uncomfortable for young children to cross.

North of the campus is Longfellow Park with two trails. One goes north to 32nd Avenue NE and the other goes northeast to Hickory Street N. During the field observations, it was noted that drivers did not expect to see trail users crossing at either location. Neither location has a marked crosswalk or signage signaling the possibility of entering or exiting trail users.

In the front of the school, there is no curb separating the sidewalk along the building from the parking lot and drive aisle. This allows drivers to encroach on the pedestrian space and creates visibility and safety issues for students walking and biking, especially during winter months.

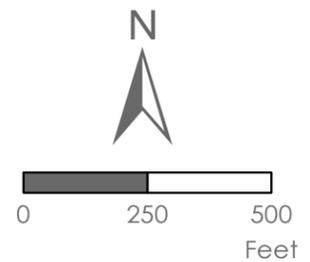
LONGFELLOW ELEMENTARY CHALLENGES		
LOCATION	CHALLENGE	
<b>A</b>	Front of school	No curb separating sidewalk along building and parking lot drop off loop ..... Drivers encroaching on space
<b>B</b>	29th Ave NE / Elm St N	Long crossing distances ..... Skewed intersection ..... No landing on south east corner
<b>C</b>	Elm St N / west parking lot entrance	Two driveway accesses pose two conflict points ..... One way driveways are wider than necessary
<b>D</b>	Elm St N / Forest Ave N	Long crossing distances ..... No marked crosswalk
<b>E</b>	29th Ave NE / Evergreen Rd	Long crossing distances ..... High traffic volumes during arrival and dismissal
<b>F</b>	29th Ave NE / Longfellow Rd N	Long crossing distances ..... High traffic volumes during arrival and dismissal
<b>G</b>	Back of school	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>H</b>	Front of school	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>I</b>	Hickory St N / pedestrian trail	Drivers not expecting to see trail users ..... No marked crosswalk
<b>J</b>	32nd Ave N east of Elm St N	Drivers not expecting to see trail users ..... No separated space for trail users to reach Elm St N
<b>K</b>	32nd Ave N / Elm St N	Long crossing distances
<b>L</b>	Elm St N	School speed zone begins/ends while still on school property ..... Sharrows are painted on Elm in the gutter and covered by parked cars, do not indicate safe riding space to people biking



### Observed Circulation & Challenges Longfellow Elementary

- Key\***
- Bus Circulation
  - Challenge
  - Shared Bus and Vehicle Lane
  - Vehicle Drop-off and Pick-up
  - ↔ Observed Walking and Biking Routes
  - Bike Rack
  - Challenge

- Existing Infrastructure\***
- Building Footprints
  - School Grounds
  - School Speed Zones
  - On-Street Bike Facility†
  - Sidewalk
  - Shared Use Path
  - ↔ Crosswalk Marking
  - Signalized Intersection
  - HAWK Signal
  - Other Flashing Sign
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign



**METROCOG**  
\*Legend Common to All Maps - Not all Features Present on All Maps

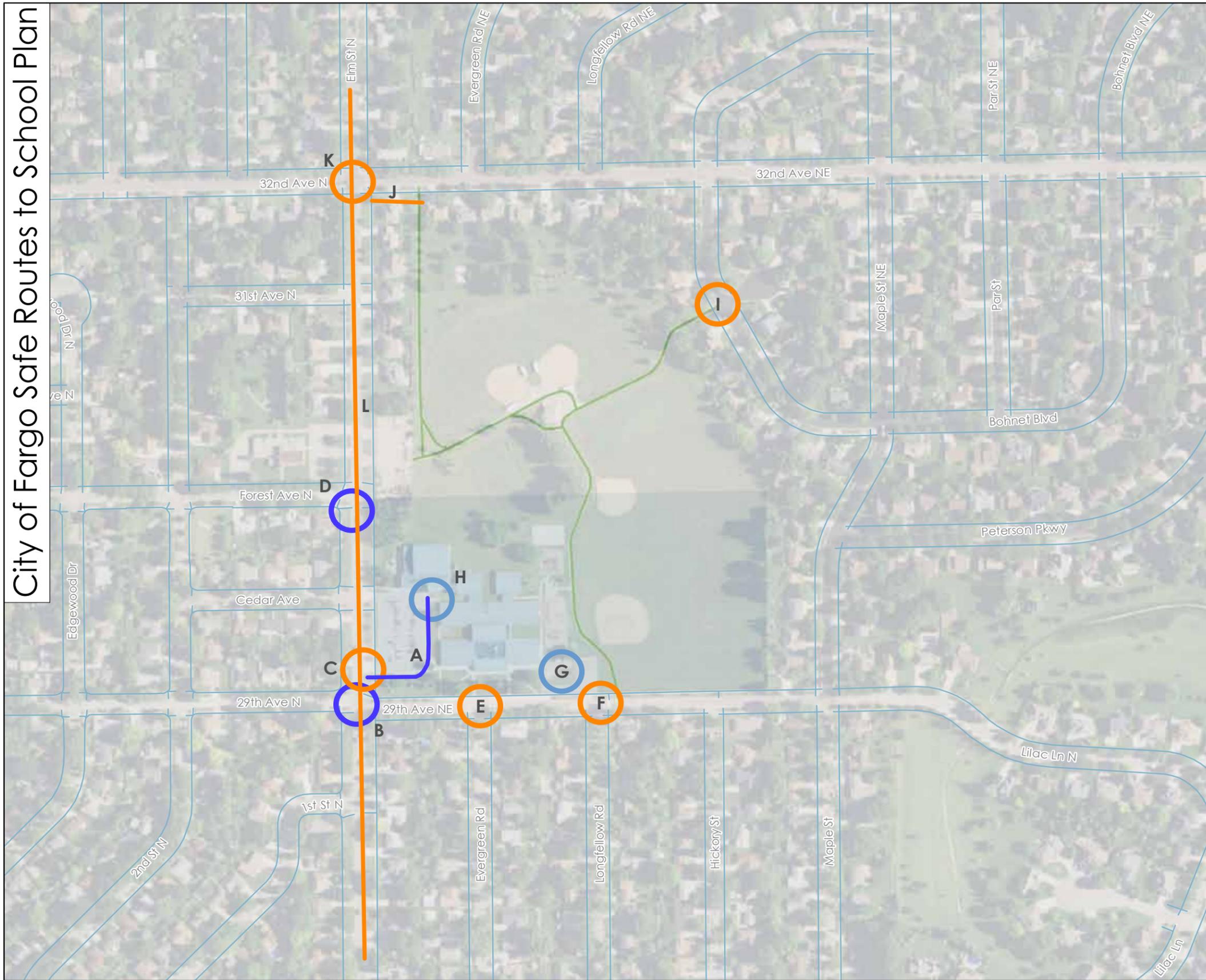
†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

## Opportunities for Improvement

For students and families walking and biking to Longfellow, Elm Street N presents the biggest challenge to safe and comfortable travel to school. Of the surrounding streets, it carries the highest traffic volumes and cars travel at the highest speeds. Because of this, improvements to crossings of Elm Street N should be prioritized. The opportunities for improvement at Elm Street N and 29th Ave NE and Forest Ave N shorten the crossing distance, help to highlight the crossing, and decrease speeds as a result of narrower right of way. In general, Elm Street N could be considered for traffic calming along the entire corridor. Many opportunities for improvement described along Elm Street N would help to calm traffic.

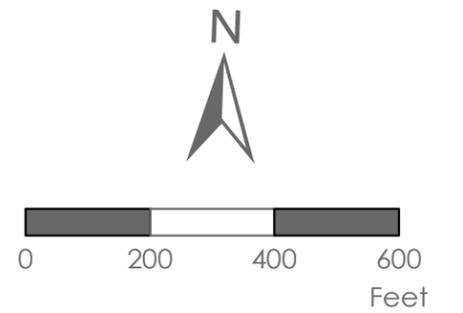
A number of improvements are recommended on campus, too. Providing a raised space along the drop off loop that is distinct from vehicle space is a high impact opportunity. This would help to delineate the space in which vehicles should drive and would provide a physical barrier to drivers encroaching on the pedestrian and bicycle space. Additionally, it is recommended to eliminate the middle parking lot driveway off Elm Street N. It causes confusion for drivers and adds another potential conflict point between drivers and people using the sidewalk.

LONGFELLOW ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT				
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT	
<b>A</b> Front of school	Install raised curb space for pedestrians	Fargo Public Schools	High	
<b>B</b> 29th Ave NE / Elm St N	Consider installing curb extensions to shorten the east crossing; install forward stop bars; adjust sidewalks and curb ramps to better align crosswalk and decrease crossing distance	City of Fargo	High	
<b>C</b> Elm St N / west parking lot entrance	Eliminate the middle driveway access; narrow the remaining two driveways	City of Fargo; Fargo Public Schools	Medium	
<b>D</b> Elm St N / Forest Ave N	Consider installing curb extensions to shorten the west crossing; install high visibility crosswalks; install forward stop bars; install RRFB	City of Fargo	High	
<b>E</b> 29th Ave NE / Evergreen Rd	Extend curb space on north side of 29th Ave NE to narrow crossing; install RRFB; install ADA compliant curb ramp and straighten skewed crossing; install raised crosswalk; coordinate with Location F	City of Fargo	Medium	
<b>F</b> 29th Ave NE / Longfellow Rd	Extend curb space on north side of 29th Ave NE to narrow crossing; install ADA compliant curb ramp; install RRFB; install raised crosswalk; install forward stop bar; coordinate with Location E	City of Fargo	Medium	
<b>G</b> Back of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional capacity	Fargo Public Schools	Low	
<b>H</b> Front of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional capacity	Fargo Public Schools	Low	
<b>I</b> Hickory St N / pedestrian trail	Install trail crossing signage; install pavement markings to alert drivers of upcoming trail crossing; install ADA compliant curb ramps on north and south side of Hickory St N	City of Fargo	Medium	
<b>J</b> 32nd Ave N east of Elm St N	Install off street shared use path on south side of 32nd Ave N between trail access and Elm St N	City of Fargo	Medium	
<b>K</b> 32nd Ave N / Elm St N	Install median safety island to shorten crossing of 32nd Ave N; install forward stop bars	City of Fargo	Medium	
<b>L</b> Elm St N	Relocate school speed zone signage to begin and end further from start of campus; relocate shared lane markings at a minimum of 11 feet from curb	City of Fargo	Medium	

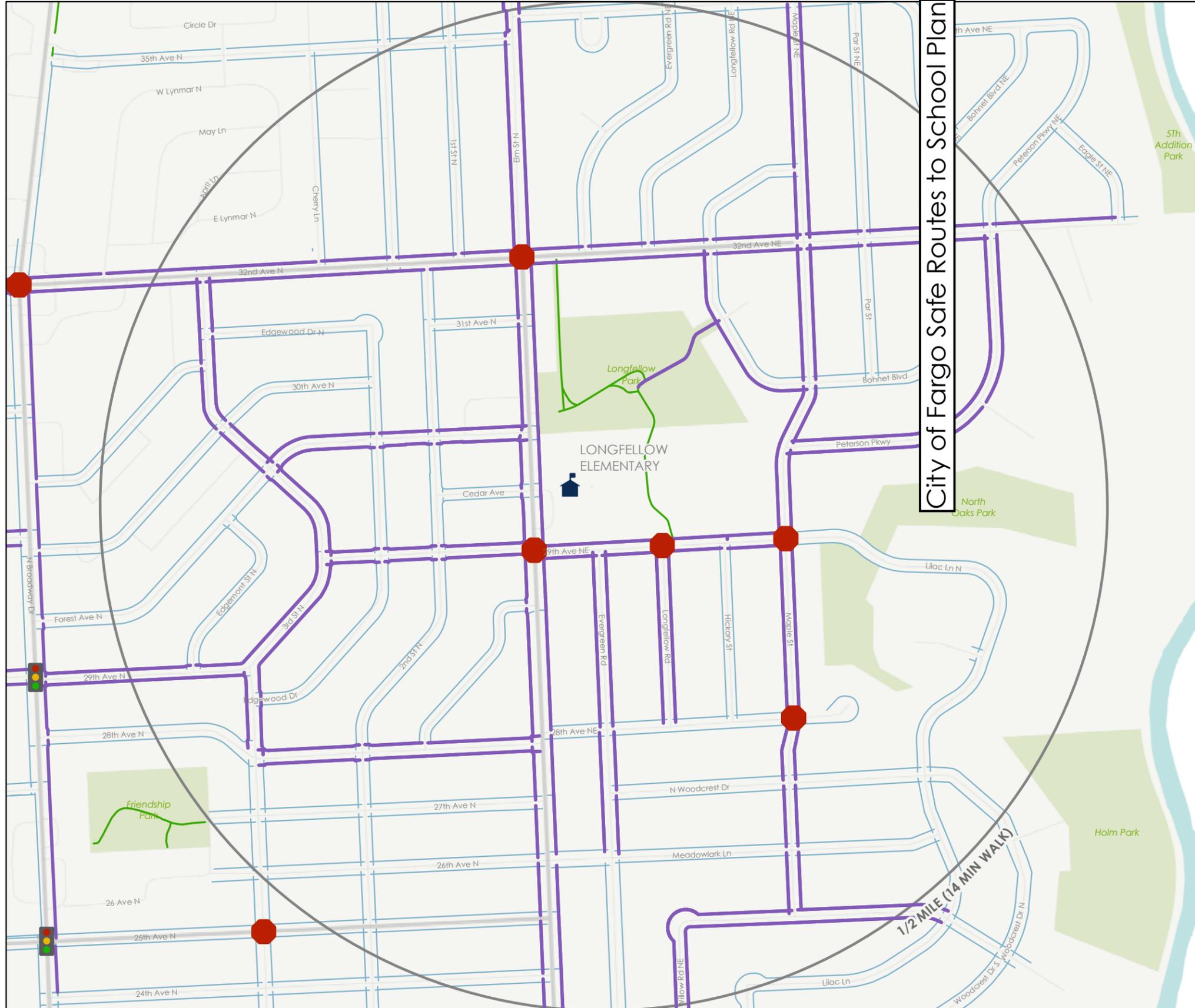


Infrastructure Opportunities  
Longfellow Elementary

- Opportunities for Improvement Locations
- High Impact
- Medium Impact
- Low Impact
- Opportunities for Improvement Segments
- High Impact
- Medium Impact
- Low Impact
- Shared Use Path
- Sidewalk
- Building footprint
- School grounds

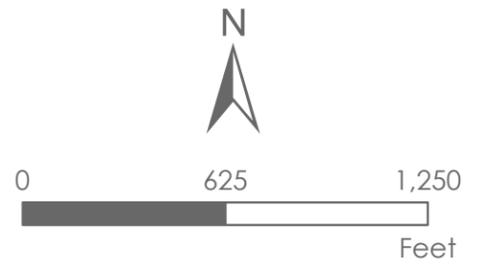


**METROCOG**



Suggested Routes to School  
Longfellow Elementary

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal



1/2 MILE (14 MIN WALK)



# Madison Elementary

1040 29th Street N, Fargo, ND 58102

## DISTRICT

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Fargo Public School District #1

## GRADES

---

K-5

## AVERAGE ENROLLMENT

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135

## ARRIVAL

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8:40 a.m.

## DISMISSAL

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3:02 p.m.

## Existing Conditions

Madison Elementary is a Kindergarten through 5th grade school in the Fargo Public School District. It is located approximately two miles northwest of Downtown Fargo in the city's Madison/Unicorn Park Neighborhood. The neighborhood primarily consists of industrial and residential land uses. Within the Madison boundaries, per capita income is significantly less than the district average, as well as, the median household income. Over three-quarters of Madison's students are eligible for free and reduced lunch program. Approximately 17 percent of students participate in English Language Learners programs.

The Madison school facility was constructed in 1957. The Madison campus is bound by a drainage channel to the west, 11th Avenue N to the north, 29th Street N to the east, and 10th Avenue N to the south. The school is near some medium and high traffic volume roadways; however, most students do not need to cross these streets to get to school.

Within the neighborhood, sidewalks are present on both sides of most streets. Sidewalk gaps include the west side and south sides of 11th Avenue N between 12th Avenue N and 29th Street N. This includes a sidewalk gap along the north side of the school property. High visibility crosswalk markings are located on 29th Street N at 10th Avenue N and 11th Avenue N. A school speed zone is located on 29th Street N from Madison Avenue N to south of 10th Avenue N.

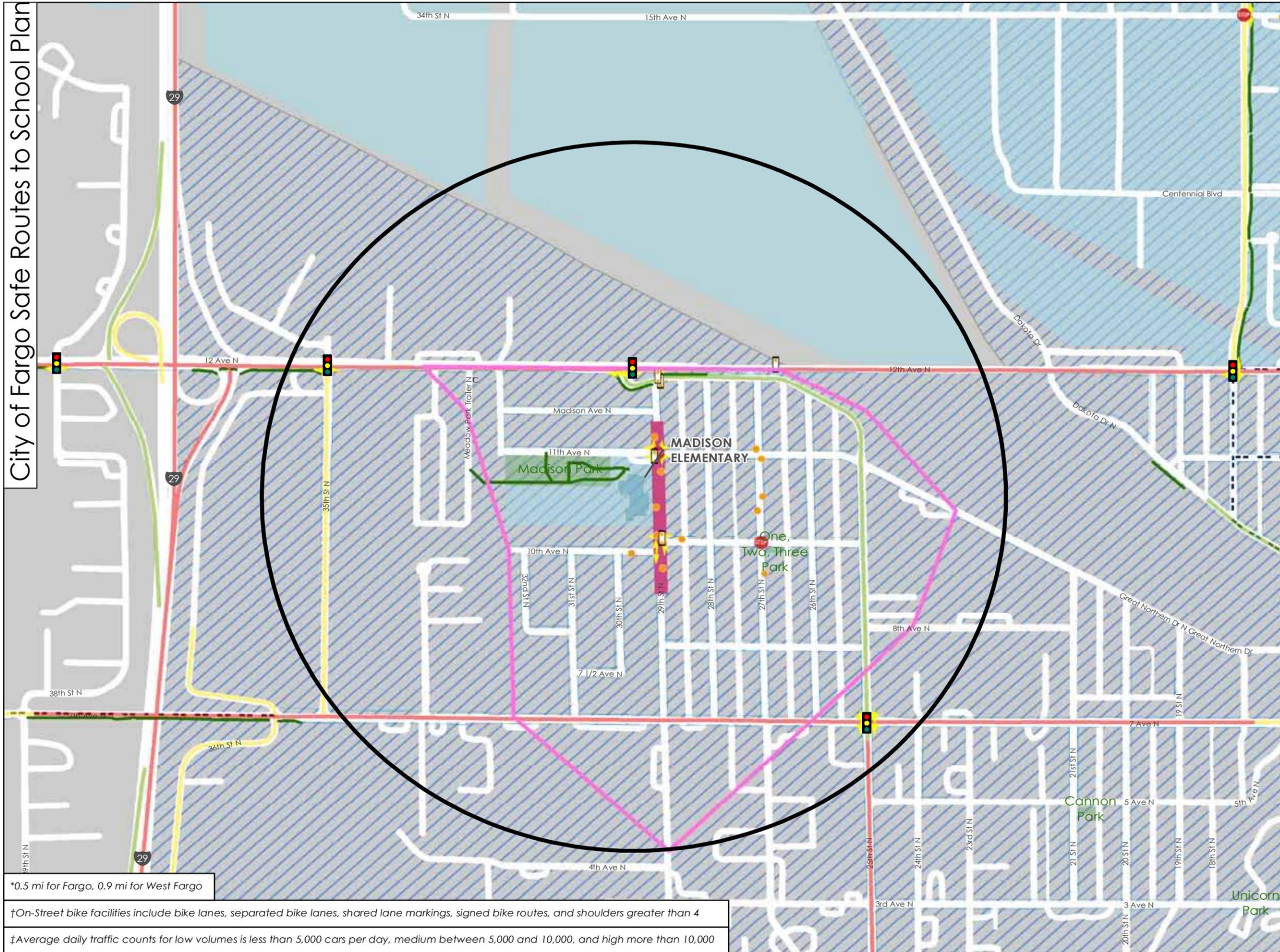
On the north side of school, there is no curb separating the sidewalk along the building from the parking lot and drive aisle. This allows drivers to encroach on the pedestrian space and creates visibility and safety issues for students walking and biking, especially during winter months.



▲ 29th Street N is a wide local roadway that would benefit from crossing improvements like curb extensions.



▲ Many conflicts were identified between caregiver circulation, school buses, and pedestrians.



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Madison Elementary

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High



## Circulation Challenges

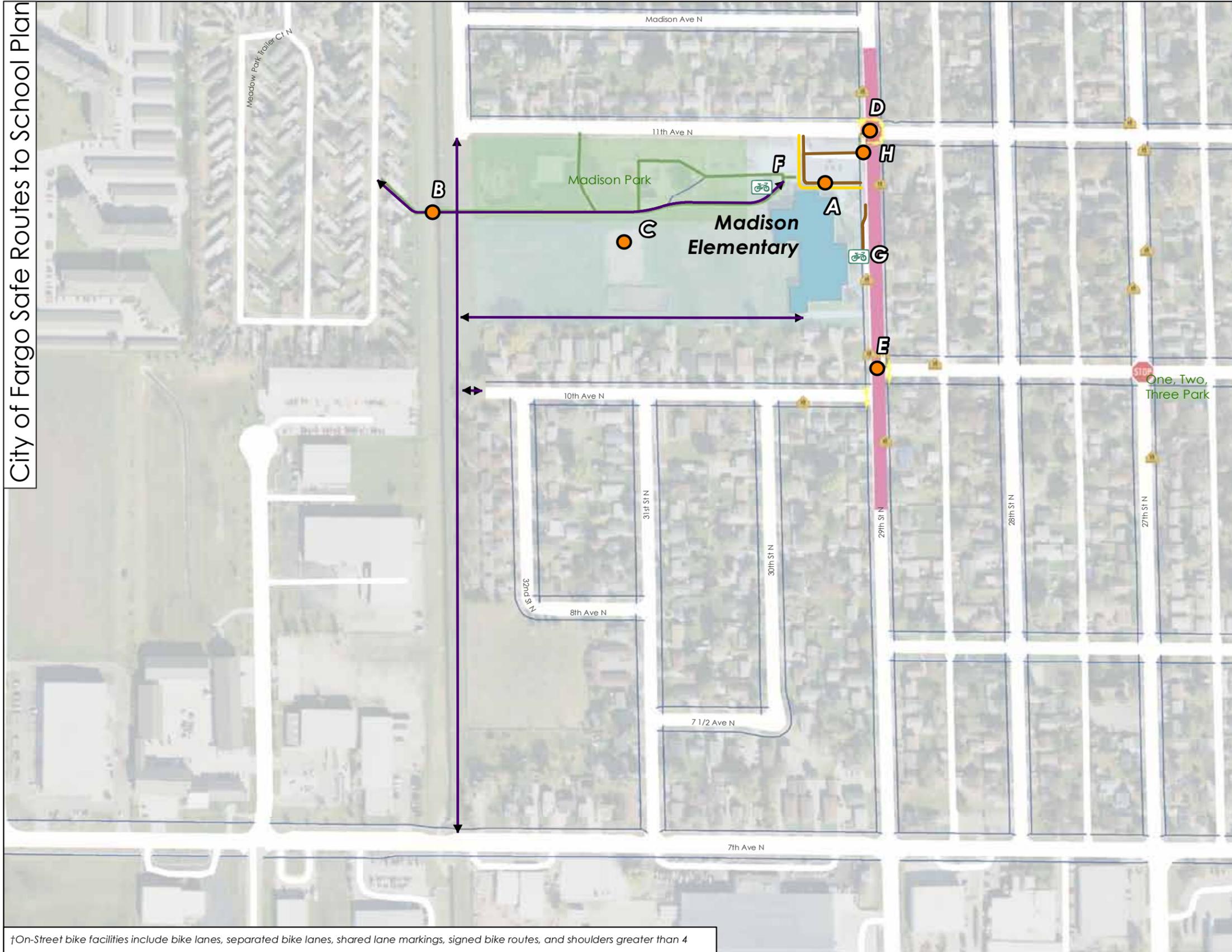
The Madison Elementary campus includes a parking lot that is used by parents, caregivers, and buses. There is no clear delineation between where each type of user can or should be, which creates conflicts. The pedestrian route along the west and south side of the parking lot is not separated by a vertical curb, further creating conflict points for pedestrians and drivers.

There are opportunities for curb extensions at the intersection of 29th Street N/11th Avenue N and 29th Street N/10th Avenue N intersections to reduce crossing distances and encourage slower driving speeds.

West of the school, Madison Park includes a bicycle playground. This may be an opportunity to create a traffic garden to teach students how to safely ride their bikes. Additional lighting along the path through Madison Park could improve pedestrian safety and comfort for path users, especially during fall, winter, and spring when daylight hours are limited.

Reliable winter maintenance where the pedestrian bridge connects to the mobile home park was reported as a challenge by caregivers and school staff. The direct connection from the mobile home park to campus is sometimes inaccessible in winter months due to snow and ice.

MADISON ELEMENTARY CHALLENGES		
LOCATION	CHALLENGE	
<b>A</b> Parking Lot	Conflicts between school buses and parent circulation ..... No vertical separation between pedestrians and motorists	
<b>B</b> Pedestrian bridge over drain	Existing bridge is narrow and future is uncertain ..... Access to the bridge from the mobile home park can be a challenge in winter due to poor snow removal	
<b>C</b> Park west of school	No lighting along existing path ..... Existing open space currently under utilized	
<b>D</b> 11th Ave N / 29th St N	Long crossing distance	
<b>E</b> 10th Ave N / 29th St N	Long crossing distances	
<b>F</b> Back of school	Comb style rack does not allow locking of frame and can lead to wheel damage	
<b>G</b> Front of school	Comb style rack does not allow locking of frame and can lead to wheel damage	
<b>H</b> 29th St N driveways	Multiple driveways / potential conflict points	



†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

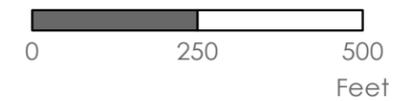
## Observed Circulation & Challenges Madison Elementary

### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- ↔ Observed Walking and Biking Routes
- 🚲 Bike Rack
- Challenge

### Existing Infrastructure\*

- + Building Footprints
- + School Grounds
- █ School Speed Zones
- On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- ⚡ Crosswalk Marking
- 🚦 Signalized Intersection
- 🚦 HAWK Signal
- 🚦 Other Flashing Sign
- 🚶 Pedestrian Crossing Sign
- STOP 4-Way Stop Sign



**METROCOG**

\*Legend Common to All Maps -  
Not all Features Present on All Maps

## Opportunities for Improvement

The pedestrian bridge to the mobile home park east of Madison Elementary is a great asset for walking and biking. That connection should be preserved and upgraded to make walking and biking to Madison from the west more comfortable and inviting. Widening the bridge may also help address snow clearance challenges by making it possible for winter maintenance vehicles to traverse the bridge. A coordinated effort and discussion between the City of Fargo, Fargo Park District, and Fargo Public Schools should occur to ensure safe student bicycling and walking conditions to and from school, west of the drain during all seasons.

The other high impact opportunity at Madison Elementary is to better delineate space for pedestrians, private vehicle traffic, and bus traffic in the school parking lot. Improvements may include installing a raised sidewalk for pedestrians and modifying school transportation procedures to separate parent traffic from bus traffic. Buses, for example, may be redirected to the pull-out on 29th Street N.

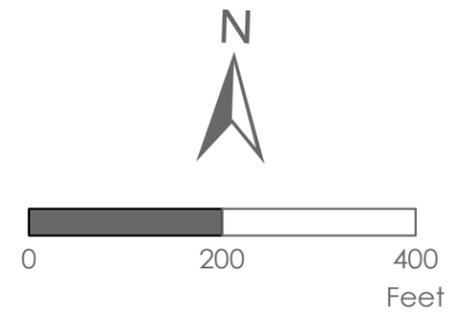
MADISON ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT			
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b> Parking lot	Install raised sidewalk; designate separate areas for bus and family circulation	Fargo Public Schools	High
<b>B</b> Pedestrian bridge over drain	Upgrade existing bridge with wider pedestrian bridge; explore winter maintenance agreement to ensure access from mobile home park	City of Fargo; Fargo Park District	High
<b>C</b> Park west of school	Install pedestrian lighting along existing path; consider constructing bicycle traffic garden for skills training	City of Fargo; Fargo Public Schools; Fargo Park District	Medium
<b>D</b> 11th Ave N / 29th St N	Install curb extensions on all corners	City of Fargo	Medium
<b>E</b> 10th Ave N / 29th St N	Install curb extensions (prioritize east and north crossings)	City of Fargo	Medium
<b>F</b> Back of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
<b>G</b> East side of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
<b>H</b> 29th St N driveways	Consolidate driveways and/or reduce driveway widths	City of Fargo; Fargo Public Schools	Medium



Infrastructure Opportunities

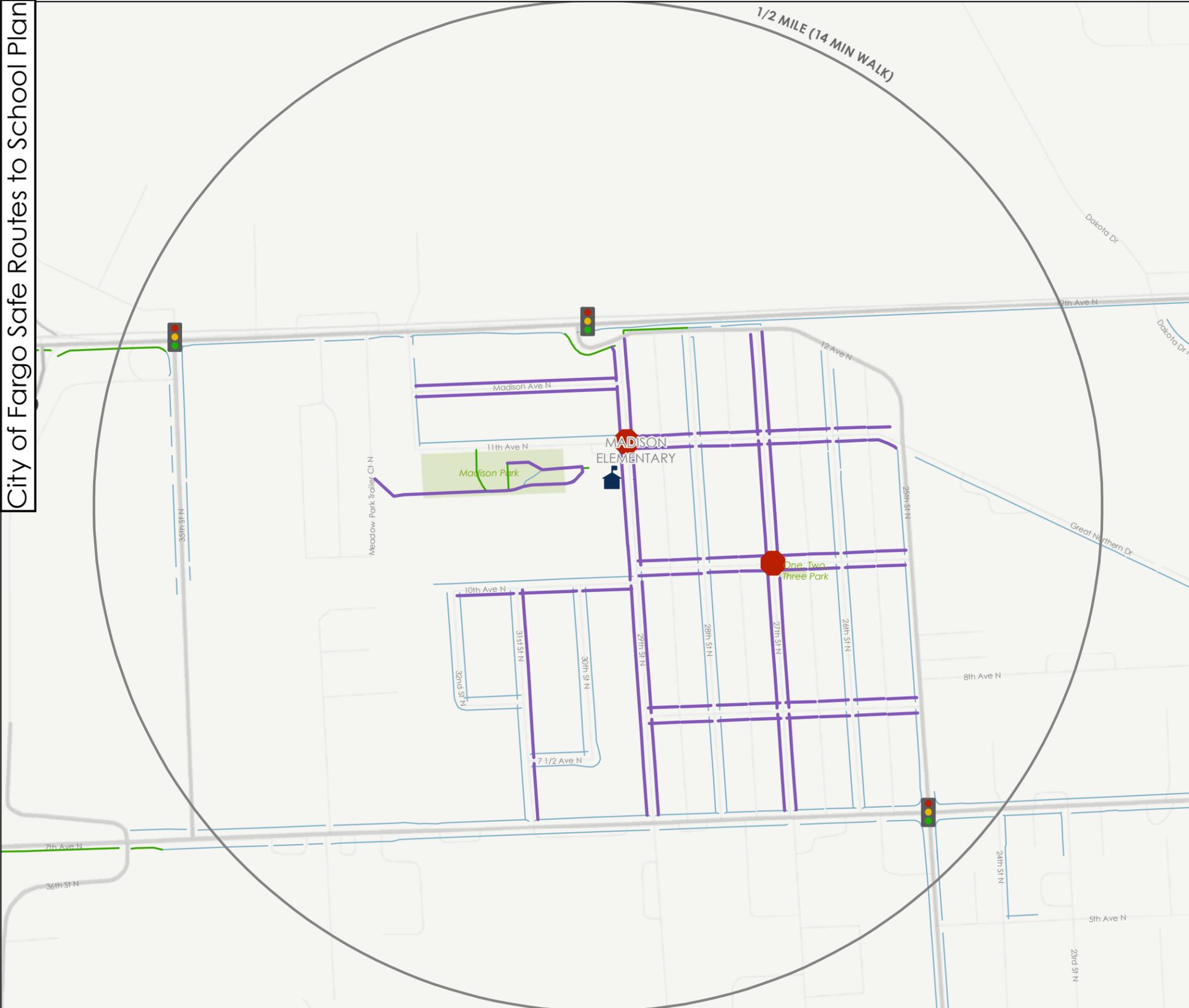
Madison Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds



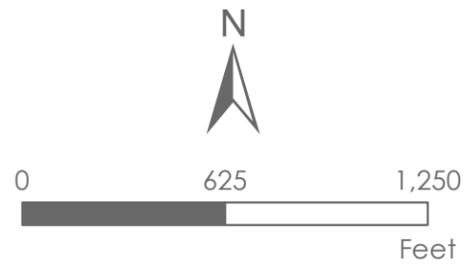
**METROCOG**

City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Madison Elementary

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal





# McKinley Elementary

2930 8th Street N, Fargo, ND 58102

## DISTRICT

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Fargo Public School District #1

## GRADES

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K-5

## AVERAGE ENROLLMENT

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167

## ARRIVAL

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8:30 a.m.

## DISMISSAL

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2:52 p.m.

## Existing Conditions

McKinley Elementary is a Kindergarten through 5th grade school in the Fargo Public School District. It is located approximately 2.5 miles north of downtown Fargo in the city's Northport Neighborhood. The neighborhood consists of primarily residential land uses and commercial retail. Within the McKinley boundaries, per capita income is slightly less than the district average, as well as, the median household income. Over half of McKinley's students are eligible for free and reduced lunch programs. Less than four percent of students participate in English Language Learners programs.

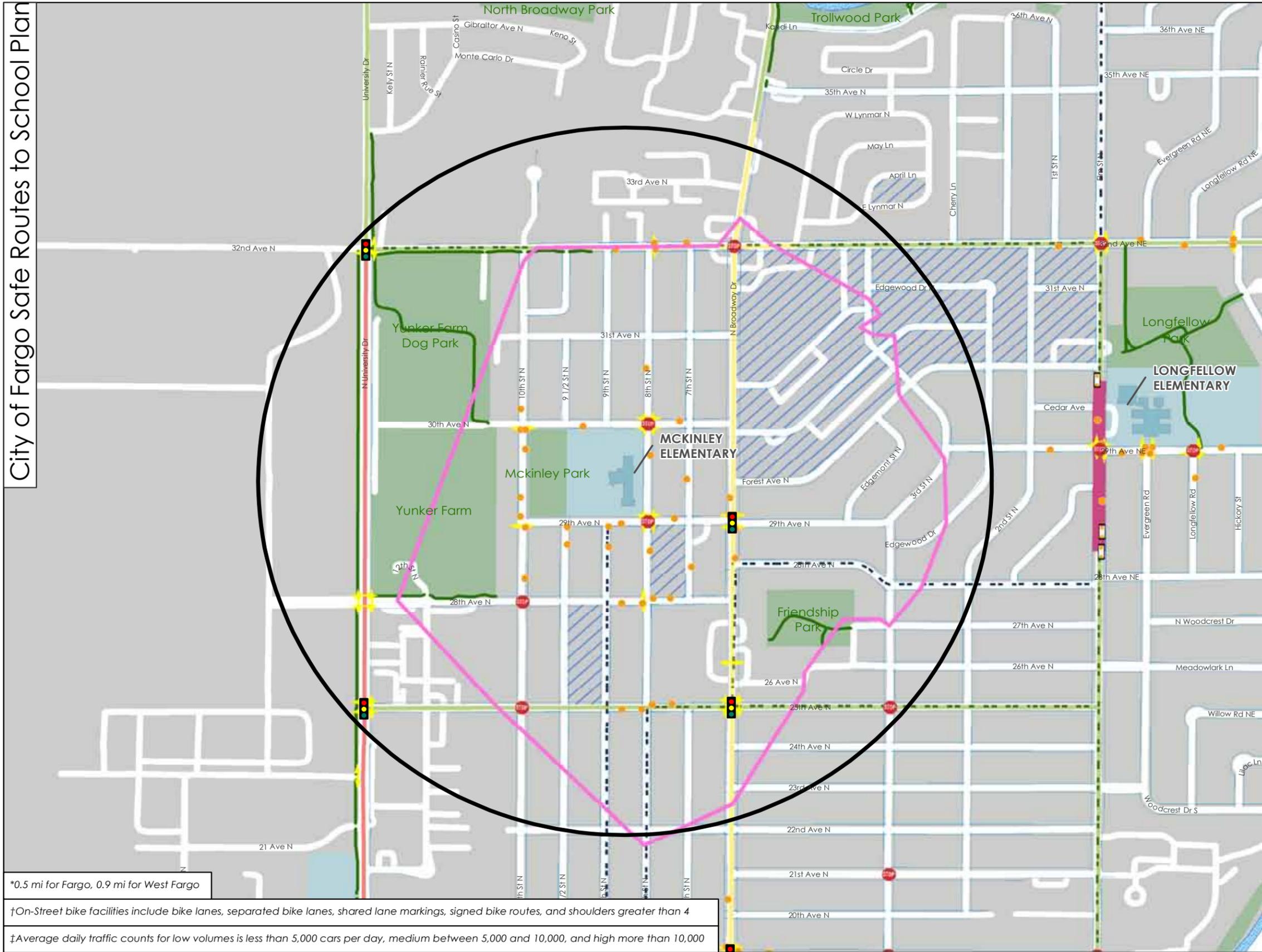
The McKinley school facility was constructed in 1958. The McKinley campus is bound by 10th Street N to the west, 30th Avenue N to the north, 8th Street N to the east, and 29th Avenue N to the south. Higher traffic volume roadways near McKinley Elementary include University Drive N to the west, 32nd Avenue N to the north, Broadway to the east, and 28th Avenue N to the south. There are sidewalks on both sides of the roadway throughout most of the walk zone. Existing major corridors have sidewalks and some pedestrian crossing signage in place to account for safe walking corridors for access to this school site, however, there are no school speed zones for McKinley Elementary.



▲ The crosswalk at the front of the school has with faded crosswalk markings. There is an opportunity to create an improved mid-block crossing.



▲ Intersection is high-speed and high traffic volumes. The crosswalk markings have faded and drivers have low yielding compliance.



Existing Conditions  
McKinley Elementary

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000



## Circulation Challenges

Challenges and opportunities near McKinley Elementary are primarily focused on high traffic volume roadways near the school.

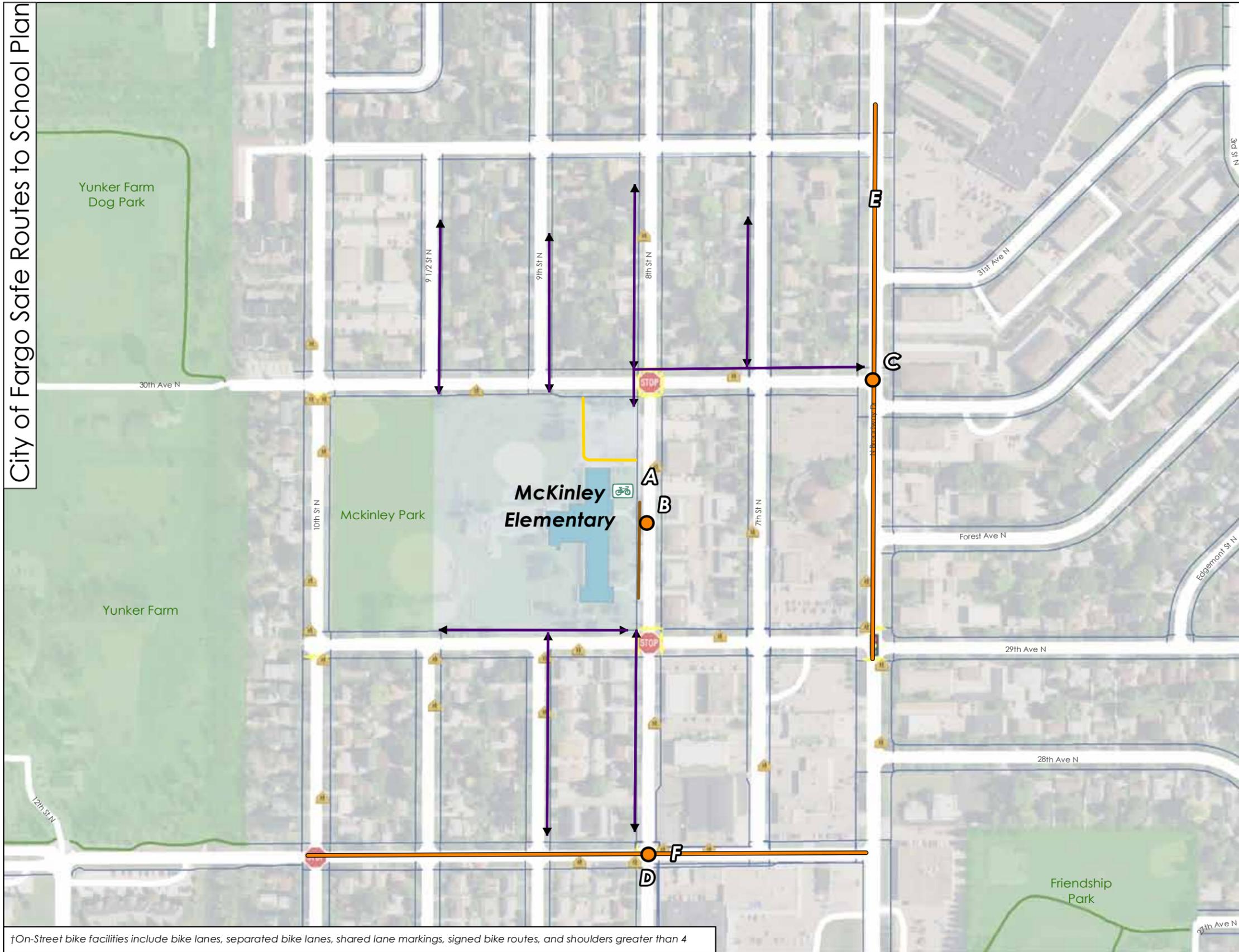
Broadway was identified as a barrier for students walking and biking to school by school administrators and caregivers. It's a medium-volume corridor with long crossing distances, observed speeding, and very few enhanced crossing locations. Many students live in a multifamily housing development on the east side of Broadway. This housing development also qualifies as an Environmental Justice Area. 30th Avenue N and Broadway is an uncontrolled intersection with no pedestrian crossing amenities. The only protected pedestrian crossing is a traffic signal at 29th Avenue N, which is not direct or convenient for students who live north of 30th Avenue N.

Many students were observed crossing 28th Avenue N at 8th Street N and 9th Street N. The intersection of 28th Avenue N and 8th Street N was specifically identified as a barrier in the caregiver survey due to traffic speeds and poor driver yielding behavior. There is a faded marked crosswalk on the west leg of the 28th Avenue N/8th Street N intersection, and pedestrian crossing signage. Similar conditions exist at all intersections along 28th Avenue N, which creates further barriers for students who walk or bike to and from school.

There is no school speed zone for McKinley Elementary, so drivers may not be aware of the school's presence or when students are likely to be traveling to/from school.

### MCKINLEY ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> Back of School	Comb style rack does not allow locking of frame and can lead to wheel damage ..... Bike rack placed out of site behind wall near dumpsters
<b>B</b> 8th St N midblock	Popular crossing location near higher density housing ..... Faded crosswalk markings ..... Drivers block midblock pedestrian ramp
<b>C</b> 30th Ave N / Broadway	Long crossing distance ..... No crosswalk marking ..... Offset intersection
<b>D</b> 28th Ave N / 8th St N	Faded crosswalk markings ..... Poor driver yielding behavior
<b>E</b> Broadway between 32nd Ave N and 29th Ave N	Long distances between marked and/or controlled crossings ..... Poor driver yielding behavior
<b>F</b> 28th Ave N between 10th St N and Broadway	Observed high vehicle travel speeds

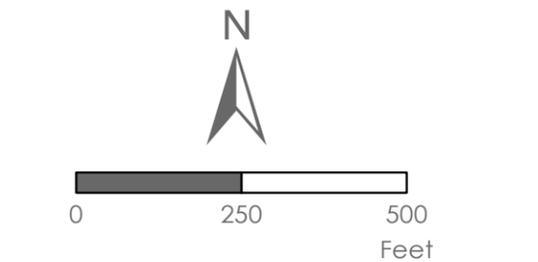


†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

### Observed Circulation & Challenges McKinley Elementary

- Key\***
- Bus Circulation
  - Challenge
  - Shared Bus and Vehicle Lane
  - Vehicle Drop-off and Pick-up
  - ↔ Observed Walking and Biking Routes
  - Bike Rack
  - Challenge

- Existing Infrastructure\***
- Building Footprints
  - School Grounds
  - School Speed Zones
  - - - On-Street Bike Facility†
  - Sidewalk
  - Shared Use Path
  - ⚡ Crosswalk Marking
  - Signalized Intersection
  - HAWK Signal
  - Other Flashing Sign
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign



**METROCOG**  
\*Legend Common to All Maps -  
Not all Features Present on All Maps

## Opportunities for Improvement

At McKinley, the high impact opportunity is to improve pedestrian crossings at the intersection of Broadway and 30th Avenue N. Despite living only two blocks east of McKinley, many students who live in the multifamily apartment buildings east of Broadway do not walk to school due to the challenges at this intersection. Potential improvements are focused on reducing pedestrian crossing distances, increasing visibility of pedestrians, and improving driver yielding behavior. This plan also recommends taking a more corridor-wide view of Broadway to identify strategies to calm traffic and improve conditions for people walking and biking on a broader scale.

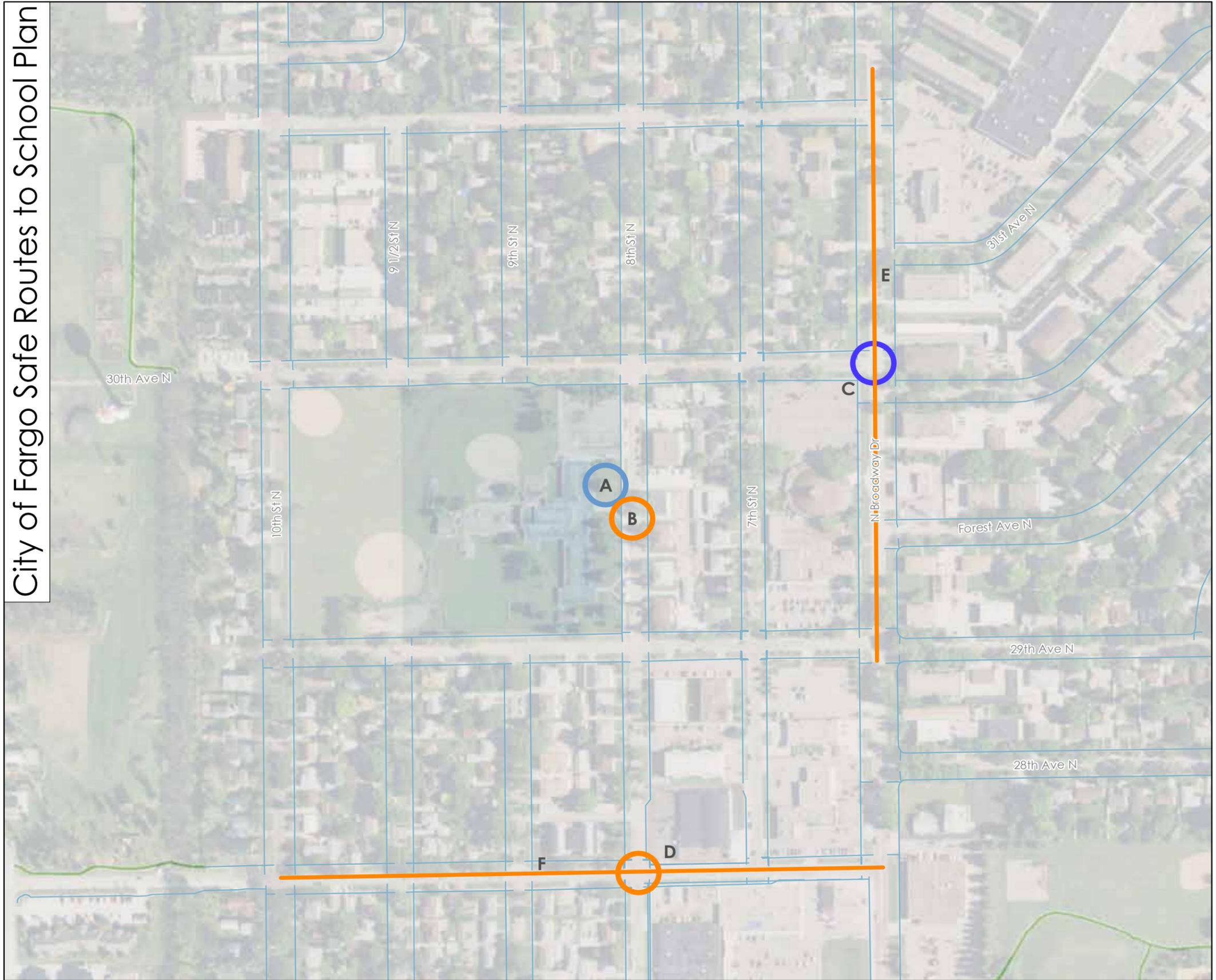
Additional opportunities for improvement for McKinley Elementary school include relocating and upgrading bicycle parking to a more convenient and prominent location, exploring opportunities for a mid-block crossing to the school's main entrance, and enhancing the pedestrian crossing at 28th Avenue N and 8th Street N.

As development continues to intensify to the north, additional improvements may be needed to better connect new residents to McKinley Elementary from north of 32nd Avenue N.

Additionally, establish a school speed zone with light that flashes during arrival and dismissal to increase awareness and encourage slower traffic speeds when students are likely to be walking or biking to and from school.

### MCKINLEY ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT

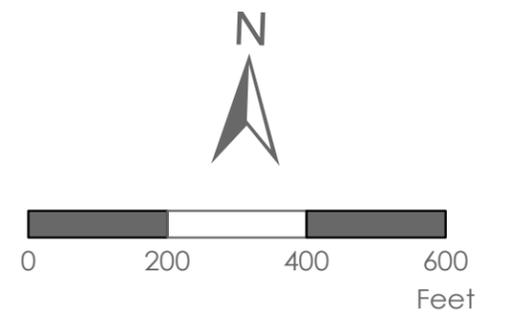
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b> Front of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); locate parking in a visible and convenient location on campus	Fargo Public Schools	Low
<b>B</b> 8th St N midblock	Install designated midblock crossing including high visibility crosswalk markings, school crossing signage, and geometric improvements including curb extensions or a median safety island	City of Fargo	Medium
<b>C</b> 30th Ave N / Broadway	Install median safety island or curb extensions on Broadway; install high visibility crosswalk; consider RRFB and school crossing signage	City of Fargo	High
<b>D</b> 28th Ave N / 8th St N	Consider curb extensions on all corners; install high visibility crosswalks	City of Fargo	Medium
<b>E</b> Broadway between 32nd Ave N and 29th Ave N	Study opportunities to calm traffic and improve pedestrian crossings of Broadway including a school speed zone, curb extensions, median safety islands, RRFBs, and other treatments	City of Fargo	Medium
<b>F</b> 28th Ave N between 10th St N and Broadway	Study opportunities to calm traffic including a school speed zone, curb extensions, speed bumps, chicanes, and other treatments	City of Fargo	Medium



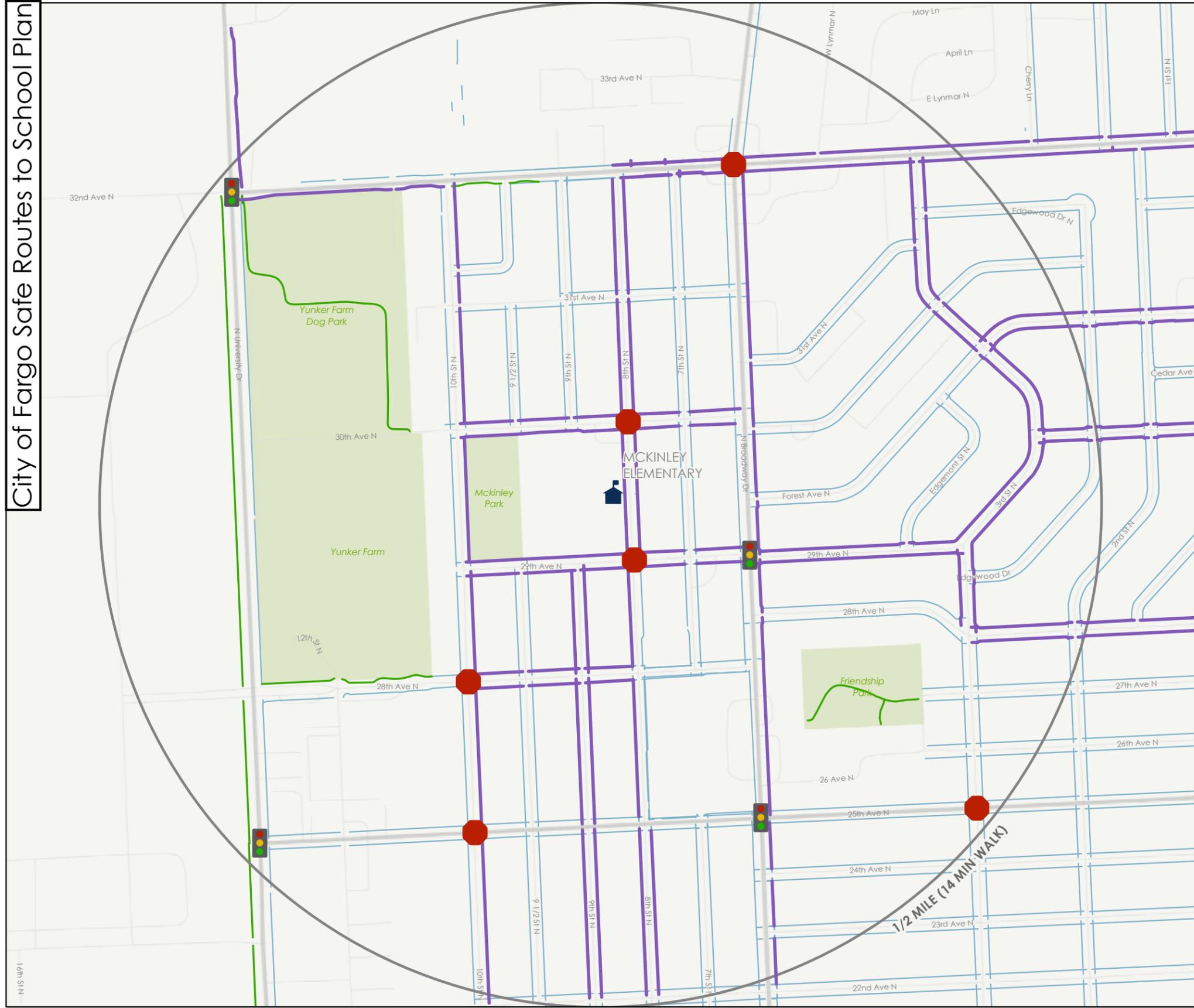
Infrastructure Opportunities

McKinley Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds

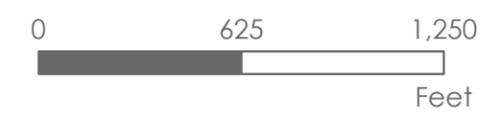


City of Fargo Safe Routes to School Plan



Suggested Routes to School  
McKinley Elementary

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal





# Roosevelt Elementary

1026 10th Street N, Fargo, ND 58102

## DISTRICT

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Fargo Public School  
District #1

## GRADES

---

3-5

## AVERAGE ENROLLMENT

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355 (with Horace Mann)

## ARRIVAL

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8:30 a.m.

## DISMISSAL

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2:52 p.m.

## Existing Conditions

Roosevelt Elementary is a 3rd through 5th grade school in the Fargo Public School District. The neighborhood consists primarily of single-family residential land uses. Within the Roosevelt boundaries, per capita incomes and median household incomes are significantly lower than the district average. More than 41 percent of students are eligible for free and reduced lunch programs. Less than four percent of students participate in English Language Learners programs.

Roosevelt was constructed in 1922. In 2008, Horace Mann Elementary and Roosevelt Elementary schools were joined together with kindergarten through 2nd grades housed at the Horace Mann campus, and grades 3 through 5 housed at Roosevelt Elementary. Prior to 2008, both schools included kindergarten through 5th grade.

The Roosevelt campus is bound by 11th Street N to the west, 11th Avenue N to the north, 10th Street N to the east, and 10th Avenue N to the south. Roosevelt is located directly on 10th Street N, a high traffic volume roadway, with other roads primarily serving local traffic with lower volumes. 10th Street N is a one-way road with higher speeds than the adjacent local roadways.

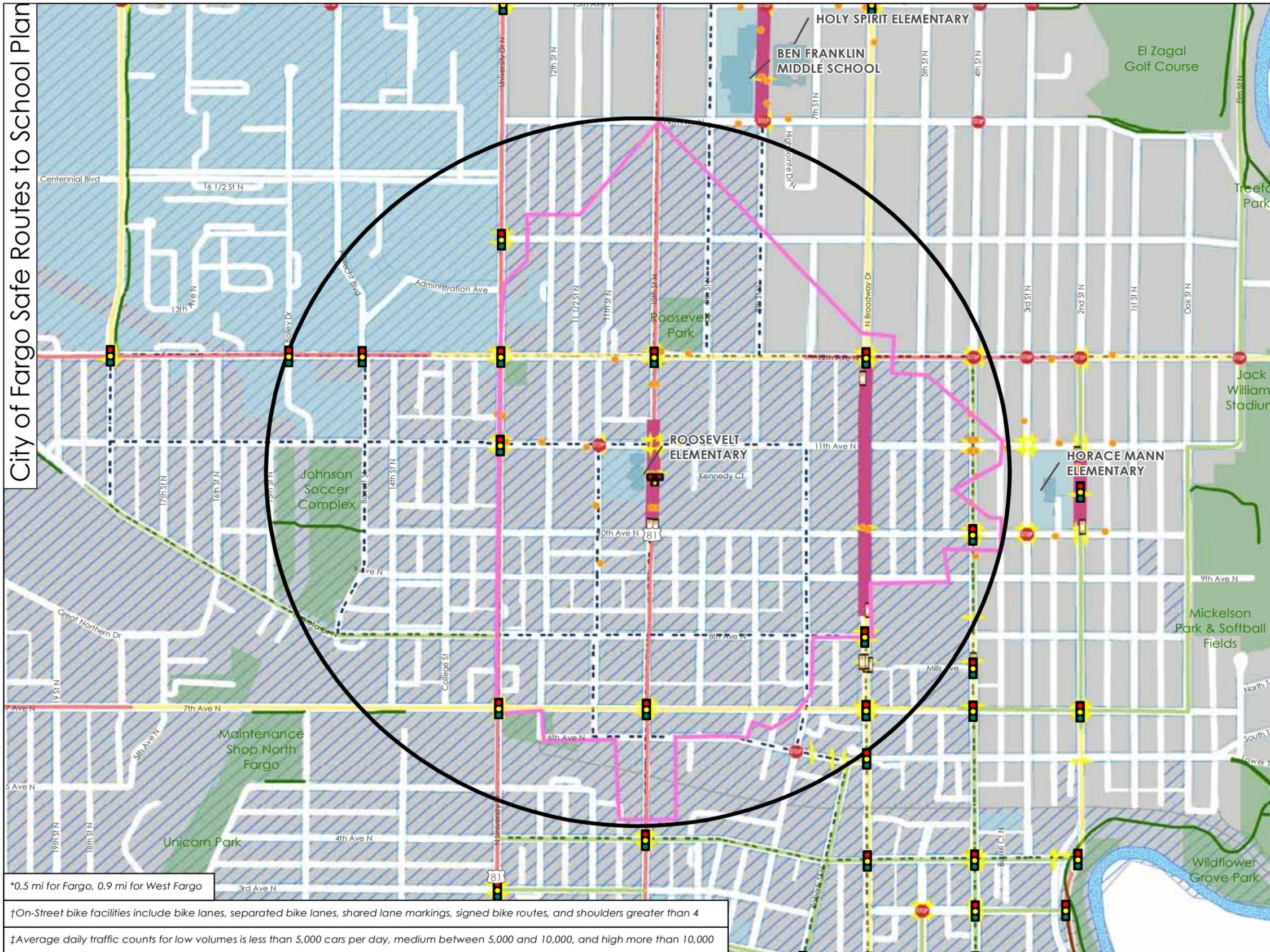
Existing major corridors have adequate infrastructure in place for safe walking corridors to the school site, including a school speed zone on 10th Street N. Additionally, a pedestrian hybrid beacon (HAWK signal) on 10th Street N protects pedestrian and bicycle crossings along the primary east to west movement to the campus to and from neighborhoods east of the 10th Street N.



▲ The 12th Avenue N and 10th Street N intersection is very wide and lacks improved pedestrian crossing facilities, like lead pedestrian interval.



▲ Midblock HAWK signal



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Roosevelt Elementary

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High

\*Roosevelt serves grades 3-5



## Circulation Challenges

Roosevelt Elementary is located in a highly walkable neighborhood, but is adjacent to 10th Street N, a high traffic volume roadway that reduces comfort and safety for students who walk and bike.

11th Avenue N is a primary east-west circulation route for students walking or biking to school. There are bicycle shared lane markings on 11th Avenue N, but they are painted in the gutter and often covered by parked cars. This is not indicative of safe riding space for people biking, especially young children. 11th Avenue N is a wide roadway with long pedestrian crossing distances. The intersection of 11th Avenue N and Broadway is a barrier on the route between Horace Mann Elementary and Roosevelt Elementary due to the long crossing distances.

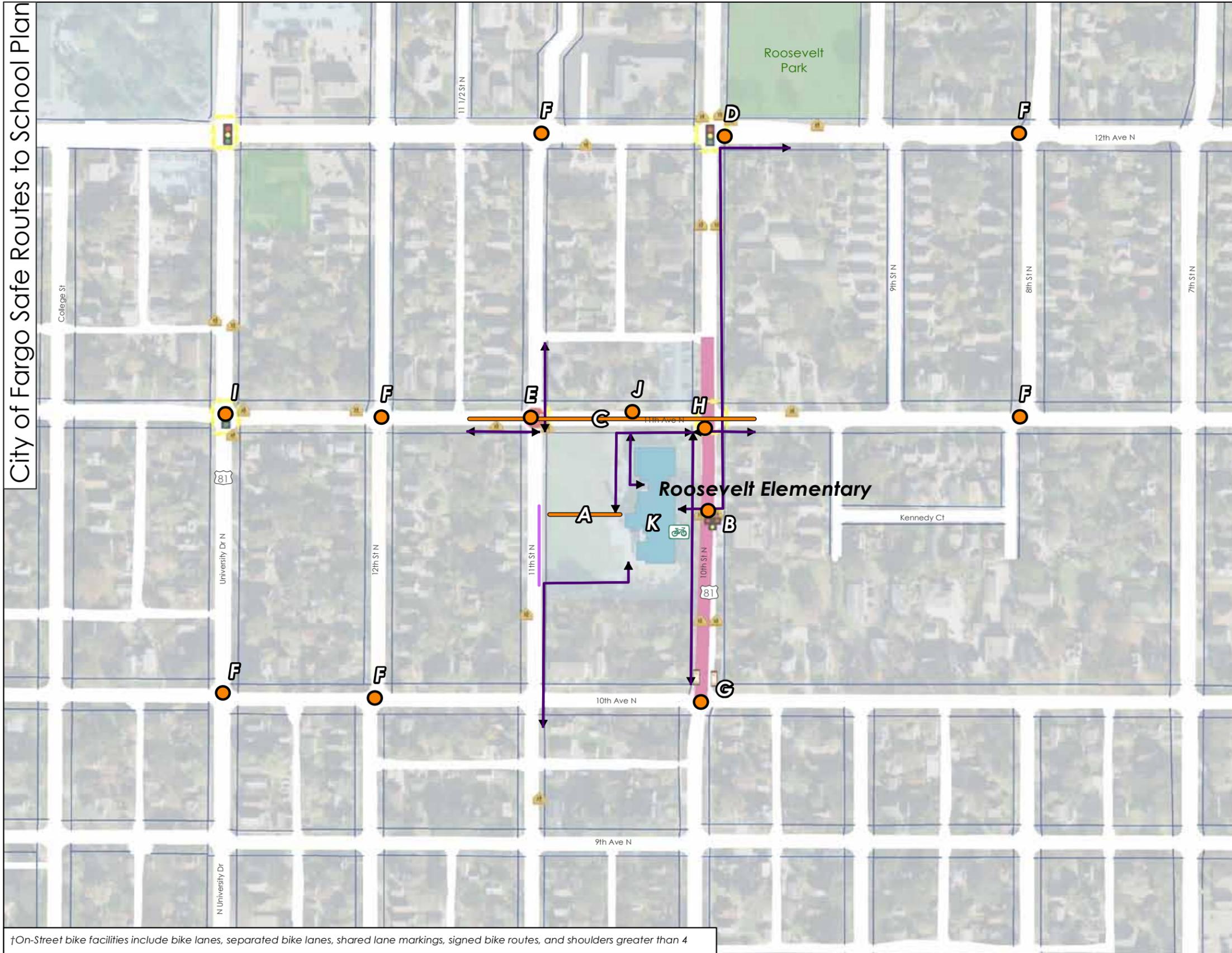
It is also common for parents/caregivers to drop-off and pick-up north of the school along 11th Avenue N, leading to students crossing 11th Avenue N midblock without any crossing amenities.

12th Avenue N is also a barrier for students biking and walking from the north. Along 12th Avenue N, there are multiple skewed and/or offset intersections, which increase crossing distances for pedestrians and bicyclists. The intersection of 12th Avenue N and 10th Street N is wide with high traffic volumes and observed speeding. There is a traffic signal, but it does not include a leading pedestrian interval.

There is a midblock crossing on 10th Street N in front of the school, but it has a long crossing distance that reduces pedestrian comfort.

### ROOSEVELT ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> West side of school building	No pedestrian connection through the field to buses and neighborhoods to the west
<b>B</b> 10th St N midblock	Long crossing distances
<b>C</b> 11th Ave N	Sharrows are painted on 11th Ave in the gutter and covered by parked cars, do not indicate safe riding space to people biking
<b>D</b> 12th Ave N / 10th St N	Long crossing distances ..... No leading pedestrian interval
<b>E</b> 11th Ave N / 11th St N	Long crossing distances
<b>F</b> Multiple	Skewed intersections along 12th Ave N
<b>G</b> 10th Ave N / 10th St N	Long crossing distances
<b>H</b> 11th Ave N / 10th St N	Long crossing distances
<b>I</b> 11th Ave N /University Dr N	Long crossing distances
<b>J</b> 11th Ave N, midblock near school	Parents drop off on north side of 11th Avenue, students cross mid-block, drivers not expecting to see students
<b>K</b> South end of campus	Comb style bike rack does not allow locking of frame and can lead to wheel damage



## Observed Circulation & Challenges Roosevelt Elementary

### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- Observed Walking and Biking Routes
- Bike Rack
- Challenge

### Existing Infrastructure\*

- Building Footprints
- School Grounds
- School Speed Zones
- On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- Crosswalk Marking
- Signalized Intersection
- HAWK Signal
- Other Flashing Sign
- Pedestrian Crossing Sign
- 4-Way Stop Sign



**METROCOG**

\*Legend Common to All Maps -  
Not all Features Present on All Maps

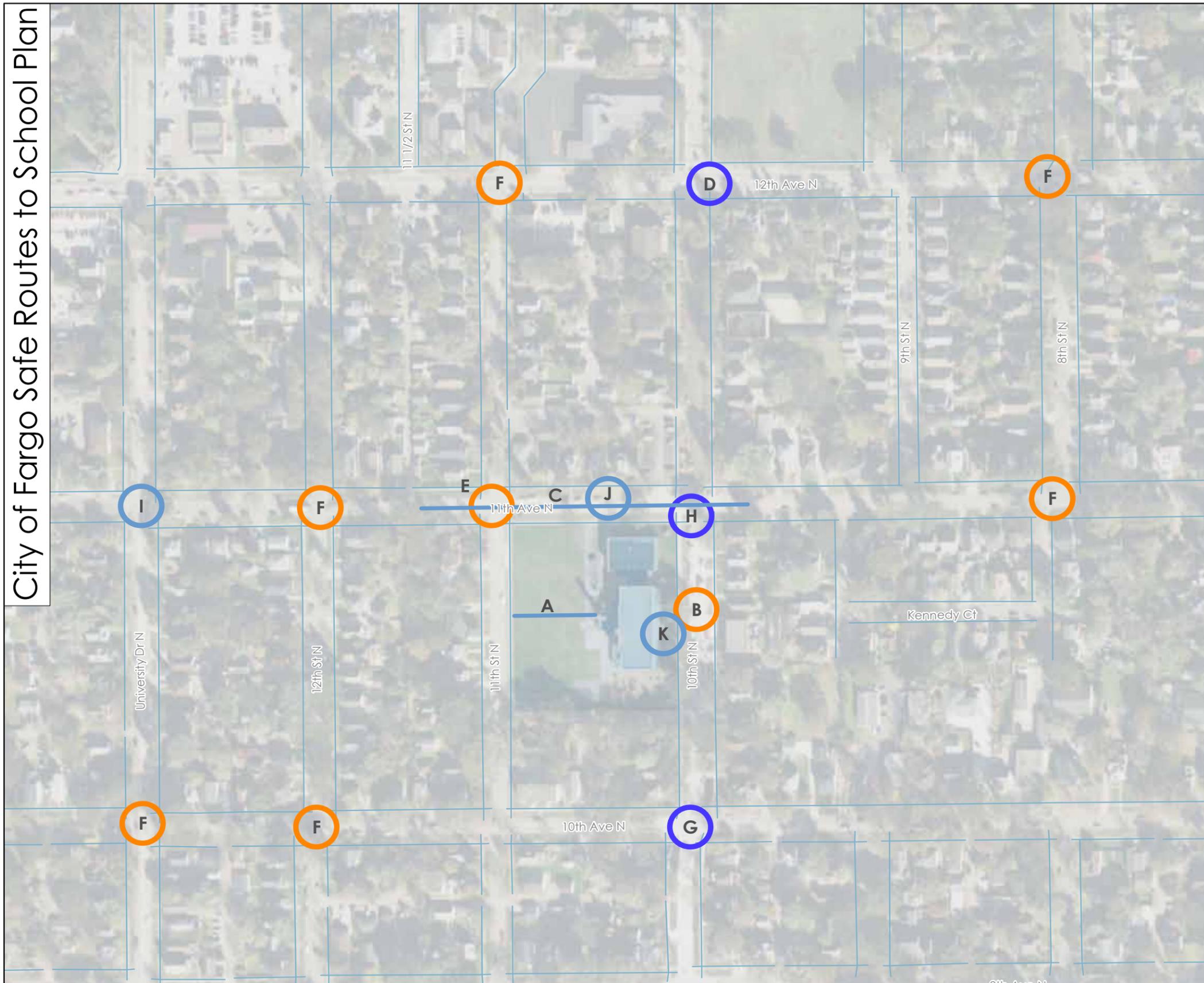
†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

## Opportunities for Improvement

Several students were observed using the intersection of 12th Avenue N and 10th Street N at dismissal. The north/south crosswalk along the east side of the intersection could be shortened by installing a median pedestrian island in the excess roadway space

While a high quality and signalized crossing exists midblock directly outside school, students were not observed and were unlikely to use it to cross 10th Street N if their destination is to the north. Therefore, the crossings of 10th Street N north of the school must be improved at both 12th Avenue N and 11th Avenue N. Improvements at 11th Avenue N should highlight the crossing to improve visibility and bring awareness to the school area.

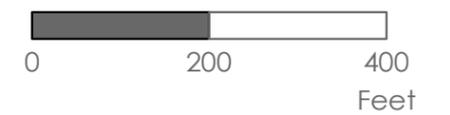
ROOSEVELT ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT				
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT	
<b>A</b> West side of school building	Install sidewalk or shared-use path through open space and connecting to the existing sidewalk	Fargo Public Schools	Low	
<b>B</b> 10th St N midblock	Maintain high visibility crosswalk and forward stop bar	NDDOT; City of Fargo	Medium	
<b>C</b> 11th Ave N	Relocate shared lane markings at a minimum of 11 feet from curb	City of Fargo	Low	
<b>D</b> 12th Ave N / 10th St N	Install median safety island on east crossing of 12th Ave; install leading pedestrian interval; consider installing no right turn on red during school arrival and dismissal hours	NDDOT; City of Fargo	High	
<b>E</b> 11th Ave N / 11th St N	Consider curb extensions to shorten east and south crossings; install high visibility crosswalks on all four crossings; install forward stop bars	City of Fargo	Medium	
<b>F</b> Multiple	Align crosswalks and curb ramps to decrease crossing distances and improve visibility at skewed/offset intersections	NDDOT; City of Fargo	Medium	
<b>G</b> 10th Ave N / 10th St N	Install high visibility crosswalk on north and west crossings; install forward stop bar; align sidewalk approaches and curb ramps to decrease the crossing distances	NDDOT; City of Fargo	High	
<b>H</b> 11th Ave N / 10th St N	Enhance existing crosswalks; install high visibility crosswalks on west and south crossings; install forward stop bars on 11th Ave	NDDOT; City of Fargo	High	
<b>I</b> 11th Ave N / University Dr N	Consider curb extensions to decrease turning radii; install high visibility crosswalks	NDDOT; City of Fargo	Low	
<b>J</b> 11th Ave N midblock near school	Consider installing raised crosswalk	City of Fargo	Low	
<b>K</b> South end of campus	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low	



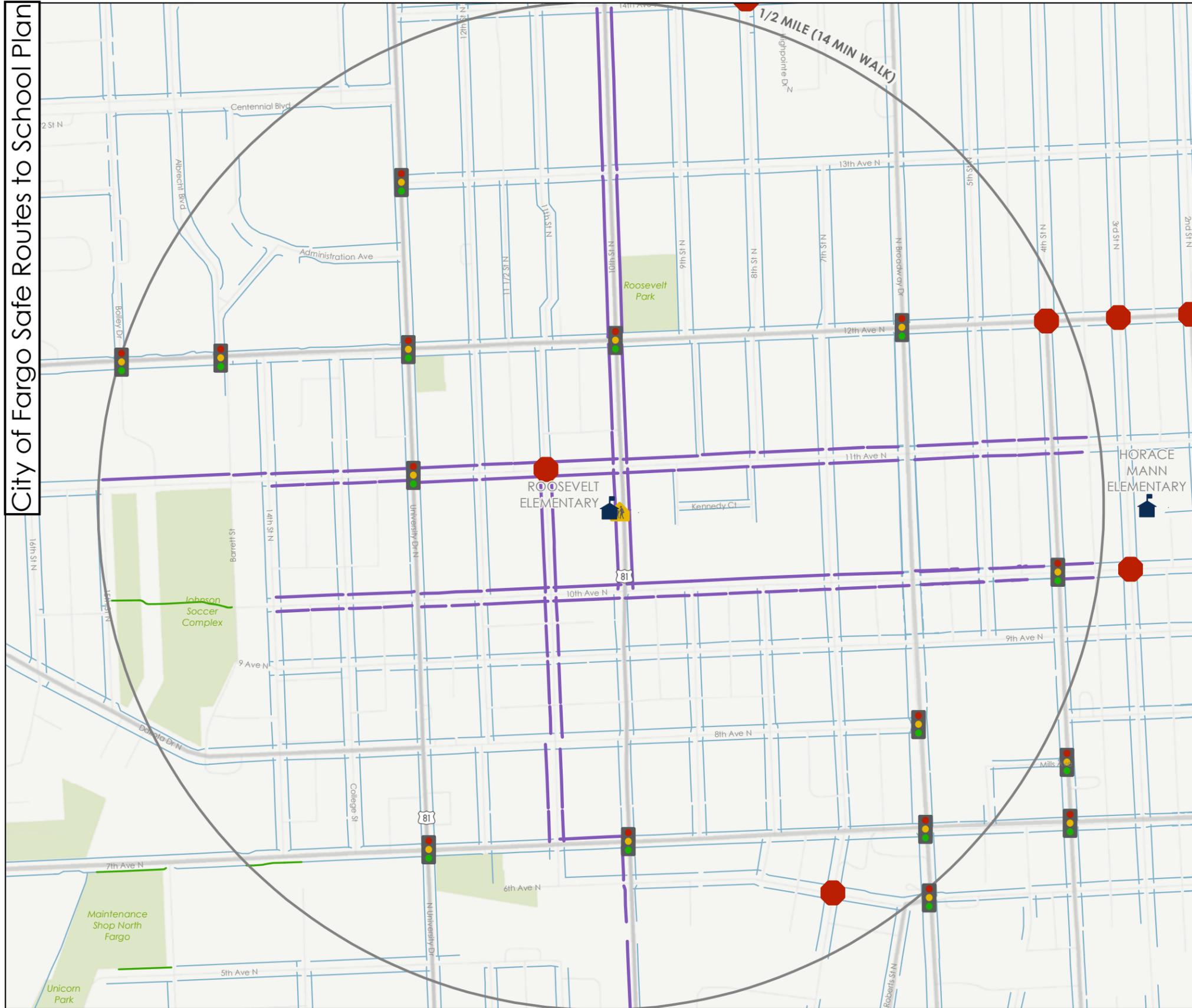
Infrastructure Opportunities

Roosevelt Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds

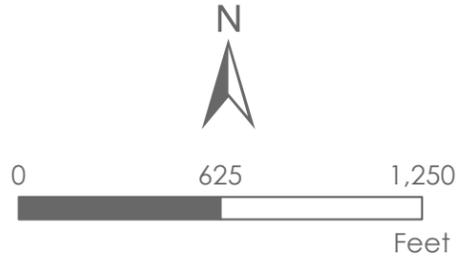


City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Roosevelt Elementary

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal





# Washington Elementary

1725 Broadway, Fargo, ND 58102

## DISTRICT

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Fargo Public School  
District #1

## GRADES

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K-5

## AVERAGE ENROLLMENT

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348

## ARRIVAL

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8:40 a.m.

## DISMISSAL

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3:02 p.m.

## Existing Conditions

Washington Elementary is a Kindergarten through 5th grade school in the Fargo Public School District. The school is located approximately 1.5 miles north of downtown Fargo in the city's Washington Neighborhood. The neighborhood consists primarily of residential land uses. Within the Washington boundaries, per capita income is slightly lower than the district average, but the median household income is slightly higher. Nearly one-quarter of Washington's students are eligible for free and reduced lunch programs. Seven percent of students participate in English Language Learners programs.

The Washington school facility was built in 1953. The Washington Elementary campus is bound by Broadway to the west, 18th Avenue N to the north, an alleyway to the west, and 17th Avenue N to the south. The campus is directly adjacent to North High School to the west. The roads surrounding the campus are predominantly local roadways, but the school is located directly adjacent to Broadway, a medium traffic volume roadway. The parent pick-up/drop-off location is located along Broadway.

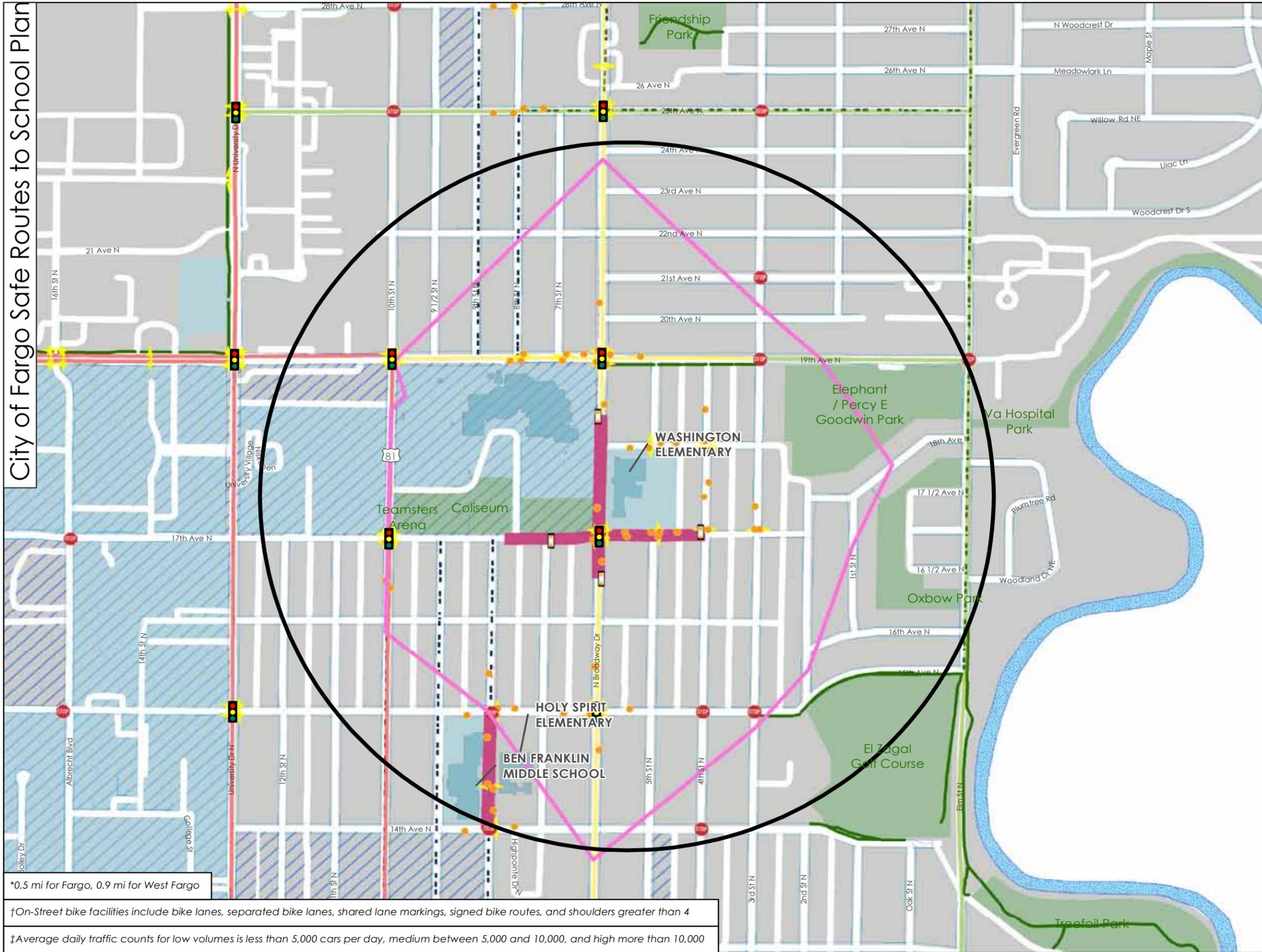
There are sidewalks on at least one side of the roadway throughout most of the walk zone. Existing major corridors, such as Broadway and 19th Avenue N have adequate infrastructure in place to account for safe walking corridors for access to this school site, including a school speed zone on 17th Avenue N and Broadway.



▲ The 17th Avenue N and 5th Street N intersection experiences poor yielding compliance by drivers.



▲ The 17th Avenue N and Broadway intersection is a popular crossing location but experiences low yielding compliance and would benefit from additional crossing safety features.



Existing Conditions  
Washington Elementary

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000



## Circulation Challenges

There were many barriers identified surrounding the Washington Elementary campus.

Along 19th Avenue N, crossings at 4th Street N and 5th Street N lack ADA compliant facilities, including curb ramps. The intersection with 4th Street N was identified as a barrier by the principal.

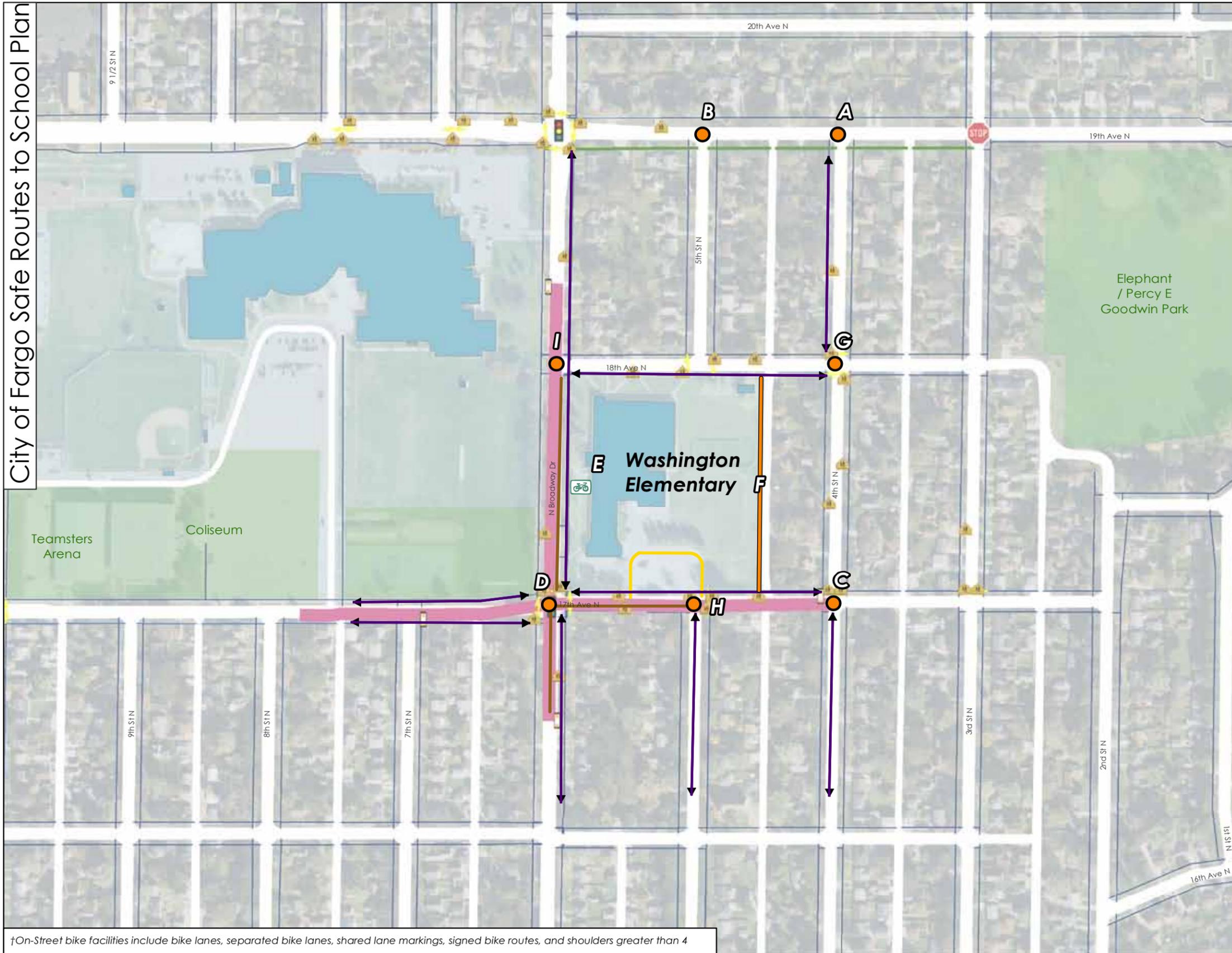
17th Avenue N is the primary east-west circulation route for students walking and biking to school. The intersections of Broadway and 4th Street N were identified as barriers by parents and caregivers. At the Broadway intersection, drivers were observed blocking the crosswalk, creating potential conflicts for students walking or biking to school. At the 4th Street intersection, there is a 2-way (east-west) stop with poor yielding behavior for crossing pedestrians. Additionally, there is only one marked crosswalk on the north crossing at 4th Street N and 17th Avenue N.

Many parents/caregivers were observed parking on 17th Avenue N and on Broadway south of 17th Avenue N and walking to the entrance to meet students.

The primary bus drop-off is in the parking lot on the south side of the school off of 17th Avenue N. Special education buses use 18th Avenue N, on the north side of the school. During engagement, parents/caregivers noted that it can be difficult for buses to take the left turn from 17th Avenue N into the parking lot which results in congestion issues and challenges for students crossing 17th Avenue N to and from the school. Some parents were observed using the parking lot and bus circulation area for private vehicle drop-off.

### WASHINGTON ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> 19th Ave N / 4th St N	Long crossing distance ..... No curb ramps on north side of intersection
<b>B</b> 19th Ave N / 5th St N	Long crossing distance ..... no curb ramps on north side of intersection
<b>C</b> 17th Ave N / 4th St N	Poor yielding behavior by drivers traveling along 17th Ave N
<b>D</b> 17th Ave N / Broadway	Drivers block crosswalk ..... Poor yielding by turning motorists ..... No leading pedestrian interval
<b>E</b> Front of School	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>F</b> Alley east of School	Parents observed picking up in alley, though not a designated circulation area
<b>G</b> 4th St N / 18th Ave N	Poor yielding behavior by drivers traveling on 18th Ave
<b>H</b> 5th St N / 17th Ave N	Poor yielding behavior by drivers traveling on 17th Ave N
<b>I</b> 18th Ave N / Broadway	Poor yielding behavior by drivers traveling on Broadway



†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

### Observed Circulation & Challenges Washington Elementary

- Key\***
- Bus Circulation
  - Challenge
  - Shared Bus and Vehicle Lane
  - Vehicle Drop-off and Pick-up
  - ↔ Observed Walking and Biking Routes
  - Bike Rack
  - Challenge
- Existing Infrastructure\***
- Building Footprints
  - School Grounds
  - School Speed Zones
  - On-Street Bike Facility†
  - Sidewalk
  - Shared Use Path
  - ↔ Crosswalk Marking
  - Signalized Intersection
  - HAWK Signal
  - Other Flashing Sign
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign

N

0      250      500  
Feet

METROCOG

\*Legend Common to All Maps -  
Not all Features Present on All Maps

## Opportunities for Improvement

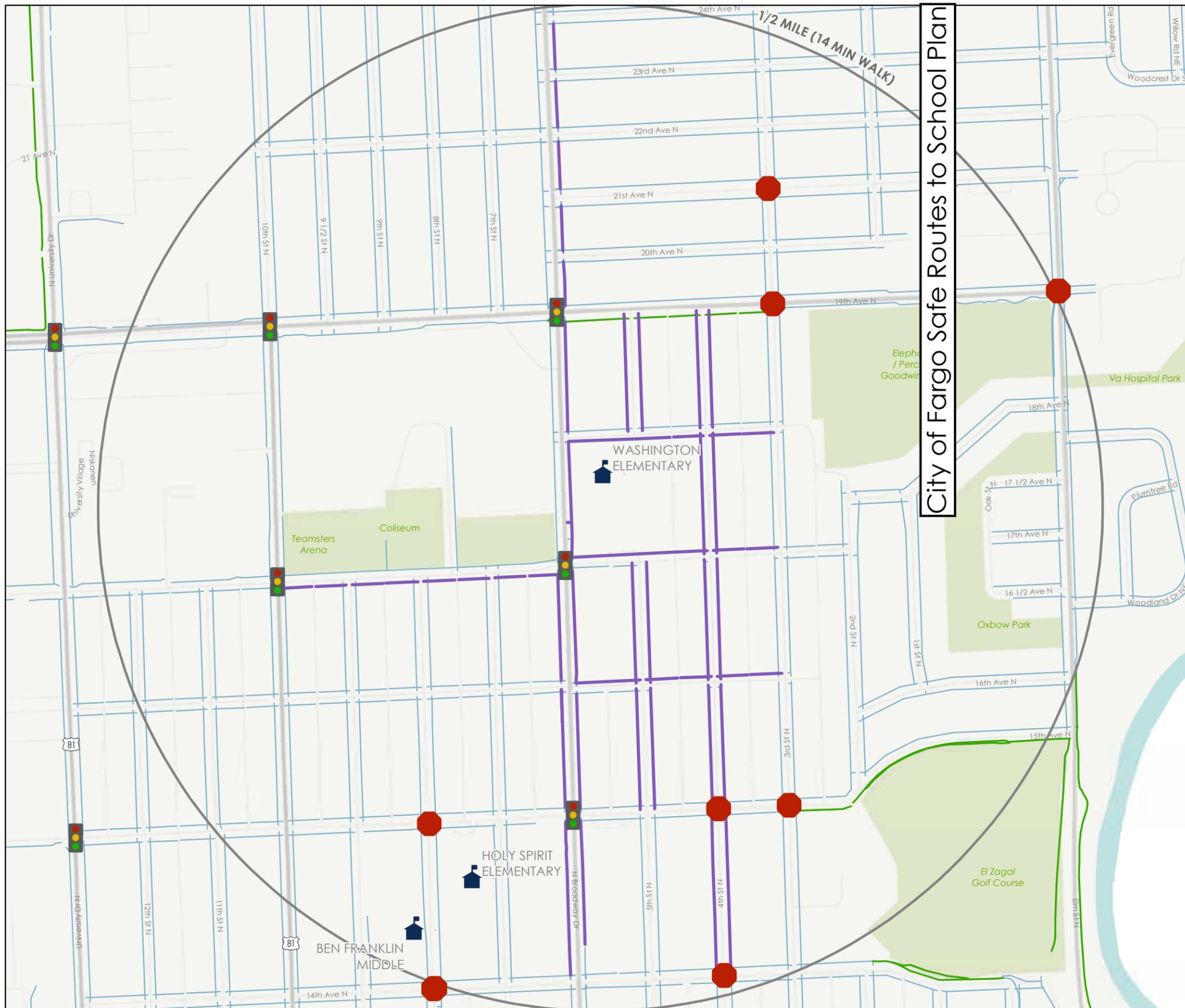
The intersections of 4th Street N at 18th Avenue N and 17th Avenue N are both identified as high impact opportunities for improvement. Potential improvements include converting both intersections to 4-way stops, installing high visibility crosswalk markings on all sides, and adding curb extensions to reduce pedestrian crossing distances and increase visibility. A leading pedestrian interval is recommended at the intersection of Broadway and 17th Avenue N to give pedestrians a head start when crossing the street ahead of turning motorists.

Existing bicycle parking by the main entrance is well-located, but could be upgraded to a more secure style.

Programmatic strategies including remote drop-off/pick-up locations or drop-and-walk events may also help alleviate congestion related to parent pick-up and drop-off near school while also creating opportunities for more students to build walking into their day.

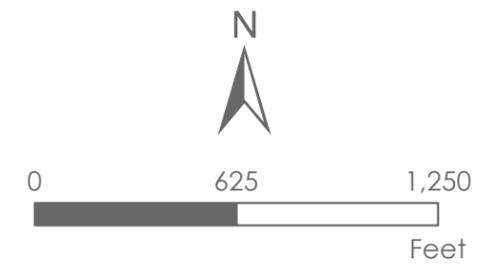
WASHINGTON ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT				
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT	
<b>A</b> 19th Ave N / 4th St N	Install ADA compliant curb ramps and high visibility crosswalks	City of Fargo	Low	
<b>B</b> 19th Ave N / 5th St N	Install ADA compliant curb ramps and high visibility crosswalks	City of Fargo	Low	
<b>C</b> 17th Ave N / 4th St N	Install 4-way stop; consider curb extensions (prioritize north and south crossings); install high visibility crosswalks on all sides	City of Fargo	High	
<b>D</b> 17th Ave N / Broadway	Install leading pedestrian interval	City of Fargo	High	
<b>E</b> Front of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low	
<b>F</b> Alley east of school	Consider paving route adjacent to alley for designated bus or parent circulation; explore opportunities for creative placemaking	Fargo Public Schools	Medium	
<b>G</b> 4th St N / 18th Ave N	Install 4-way stop; consider curb extensions (prioritize north and south crossings); install high visibility crosswalks on all sides	City of Fargo	High	
<b>H</b> 5th St N / 17th Ave N	Consider curb extensions (prioritize west and east crossings); install high visibility crosswalk on south side of 17th Ave N	City of Fargo	Medium	
<b>I</b> 18th Ave N / Broadway	Install high visibility crosswalk markings in addition to other treatments including an RRFB, median safety refuge, and/or curb extensions	City of Fargo	Low	





### Suggested Routes to School Washington Elementary

- Suggested routes
- Sidewalks
- Shared Use Path
- All-way stops
- Traffic signal
- Pedestrian crossing signal





# Ben Franklin Middle

1420 8th Street N, Fargo, ND 58102

## DISTRICT

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Fargo Public School District #1

## GRADES

---

6-8

## AVERAGE ENROLLMENT

---

844

## ARRIVAL

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8:50 a.m.

## DISMISSAL

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3:35 p.m.

## Existing Conditions

Ben Franklin Middle is a 6th through 8th grade school in the Fargo Public School District. It is located approximately one mile north of downtown Fargo in the city's Washington neighborhood. The neighborhood consists of primarily residential land uses with some light commercial along Broadway. Within the Ben Franklin boundaries, per capita income is below the district average, as well as, median household income. 32 percent of students are eligible for free and reduced lunch programs. Less than two percent of students participate in English Language Learners programs.

The Ben Franklin school facility was constructed in 1951 and had an extensive remodel in 2003. The campus is bound by 9th Street N to the west, 14th Avenue N to the South, 8th Street N to the east, and 15th Avenue N to the north. The roads surrounding the campus consist of local roadways with close proximity to medium and high traffic volumes along University Drive, 10th Street N, and Broadway. There are sidewalks on both sides of the roadway throughout most of the walk zone. Existing major corridors, such as University Drive, 10th Street N, and Broadway have adequate infrastructure in place to account for safe pedestrian crossing locations for access to this school site. A school speed zone is also located on 8th Street N between 15th Avenue N and 14th Avenue N.

Bicycle parking is located on the east and west sides of Ben Franklin Middle near the main entrances. The racks are comb style and do not allow for locking of the frame and can result in wheel damage. Students who ride mopeds to school park them on the east side of the building near the bicycle racks.



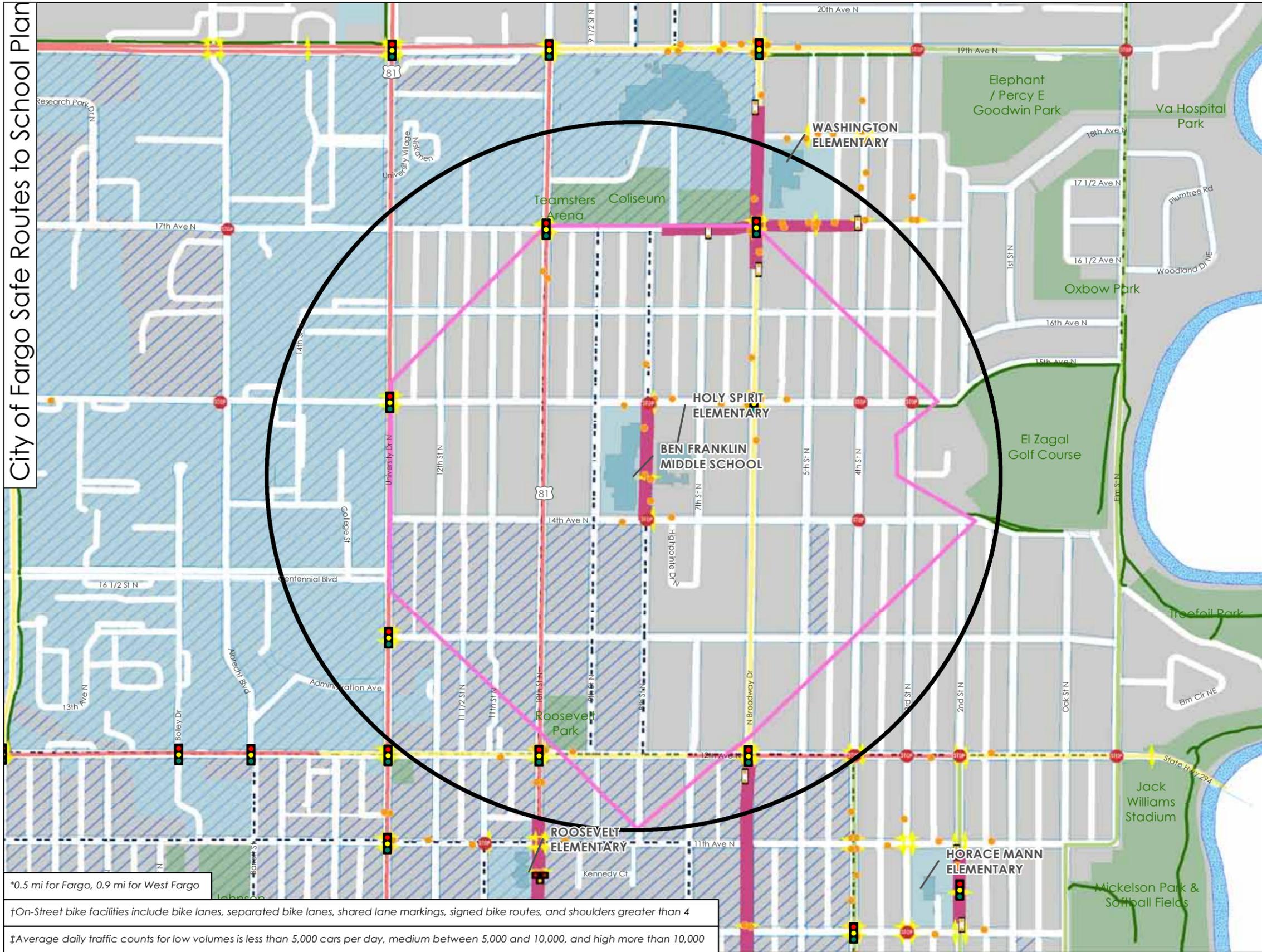
▲ At the 14th Avenue N and 9th Street N intersection, drivers do not expect to see students crossing and there are no pavement markings on the west side of the intersection.



▲ The 15th Avenue N and 10th Street N intersection is challenging for students due to high-speeds and high traffic volumes.



▲ During drop-off and pick-up vehicles park along 8th Street N and drivers park in the crosswalk.



### Existing Conditions Ben Franklin Middle

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

## Circulation Challenges

The neighborhood surrounding Ben Franklin Middle is highly walkable. However, the compact nature of the campus and older infrastructure create some challenges for students walking and biking to school.

The 15th Avenue N corridor north of Ben Franklin Middle presents a variety of crossing challenges to students who walk and bike. The whole corridor is extremely wide for it only being a 2 lane roadway. At 10th Street N, 8th Street N, and 7th Street N there is a lack of crosswalk markings, and long crossing distances with parked cars blocking the visibility of crossing students. The intersection of 15th Avenue N and 10th Street N has high volumes of traffic with minimal drivers obeying the posted speed limit of 30 MPH. Drivers do not anticipate pedestrians crossing at this location.

On 14th Avenue N at the intersections of 10th Street N and 9th Street N, drivers do not anticipate pedestrians crossing due to the lack of marked crosswalks and signage.

On the western edge of the Ben Franklin campus, there is a missing sidewalk on the east side of 9th St S from the school building to 21st Ave S, which limits pedestrian access to the school.

Many parents and caregivers pick up students on 8th Street N, often blocking the mid-block crosswalk. A curb extension or raised median would improve pedestrian visibility and safety, simultaneously discouraging poor parking behavior.

### BEN FRANKLIN MIDDLE CHALLENGES

LOCATION	CHALLENGE
<b>A</b> 8th St N midblock	Drivers parking/stopping cars on crosswalk, blocking crosswalk
<b>B</b> Front of school	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>C</b> Back of school	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>D</b> 15th Ave N / 8th St N	Long crossing distances ..... Inconsistent crosswalk markings ..... Drivers not expecting to see students crossing
<b>E</b> 14th Ave N / 9th St N	Drivers not expecting to see students crossing ..... No marked crosswalks at intersection adjacent to school
<b>F</b> Front of school	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>G</b> 14th Ave N / 10th St N	Drivers not expecting to see students crossing at 14th
<b>H</b> 15th Ave N / 10th St N	Drivers not expecting to see students crossing at 15th
<b>I</b> 15th Ave N / 7th St N	Inconsistent crosswalk markings ..... Drivers not expecting to see students crossing ..... Long crossing distances
<b>J</b> 15th Ave N / Broadway	Inconsistent crosswalk markings ..... No leading pedestrian interval
<b>K</b> 9th St N south of 15th Ave N	Sidewalk gap on east side of street



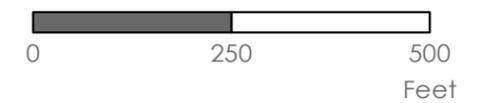
### Observed Circulation & Challenges Ben Franklin Middle

#### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- Observed Walking and Biking Routes
- Bike Rack
- Challenge

#### Existing Infrastructure\*

- Building Footprints
- School Grounds
- School Speed Zones
- On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- Crosswalk Marking
- Signalized Intersection
- HAWK Signal
- Other Flashing Sign
- Pedestrian Crossing Sign
- 4-Way Stop Sign



**METROCOG**

\*Legend Common to All Maps -  
Not all Features Present on All Maps

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

## Opportunities for Improvement

There is an opportunity to enhance the crossing of 15th Avenue N at 8th Street N by installing curb extensions (the impact is on the west leg of the intersection – this is where most students were observed crossing 15th Avenue N). Additional infrastructure enhancements at the midblock crosswalk on 8th Street N in front of the school would further prioritize this as the primary school entrance. Specific opportunities for improvement here would include a raised crosswalk and a corresponding curb extension on the east side of the street.

On the west side of the school, there is an existing courtesy strip adjacent to the roadway on the east side of 9th St S from the school building to 21st Ave S, but it is not wide enough to function as a comfortable sidewalk. The recommendation here is to install a standard sidewalk to fill in this gap in the sidewalk network and allow more students to walk to the entrance on the west side of the building.

Although most students live to the east side of the campus, opportunities for improvement include enhancing the crossing of 10th Street N at 15th Avenue N and at 14th Avenue N. To the east of campus, efforts should be made to coordinate with Holy Spirit to improve street crossings along 15th Avenue N.

Another note: there is an existing underutilized paved track on the northwest corner of the school property. This may be an opportunity to resurface and install a traffic garden for teaching bicycle skills classes. This could be a community asset and not just for use by students at Ben Franklin.

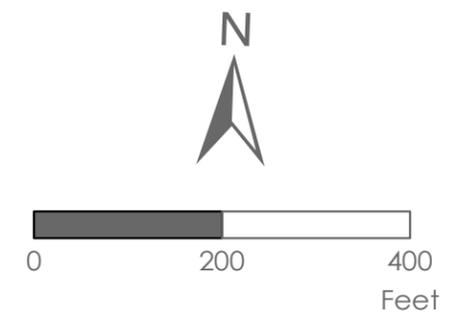
BEN FRANKLIN MIDDLE OPPORTUNITIES FOR IMPROVEMENT				
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT	
<b>A</b> 8th St N midblock	Install raised crosswalk; consider curb extension on east side of street; widen high-visibility crosswalk	City of Fargo	High	
<b>B</b> Front of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low	
<b>C</b> Back of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider providing dedicated moped parking area	Fargo Public Schools	Low	
<b>D</b> 15th Ave N / 8th St N	Install high visibility crosswalks on west, north, and south sides of intersection; install curb extensions to reduce crossing distances	City of Fargo	High	
<b>E</b> 14th Ave N / 9th St N	Install high visibility crosswalks on north and west sides of intersection, at a minimum	City of Fargo	High	
<b>F</b> Front of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low	
<b>G</b> 14th Ave N / 10th St N	Install high visibility crosswalk and school crossing sign at north crossing	NDDOT; City of Fargo	Medium	
<b>H</b> 15th Ave N / 10th St N	Install high visibility crosswalk and school crossing sign at south crossing	NDDOT; City of Fargo	Medium	
<b>I</b> 15th Ave N / 7th St N	Install high visibility crosswalks; install curb extensions, with impact on the west and south sides of the intersection	City of Fargo	Medium	
<b>J</b> 15th Ave N / Broadway	Upgrade north crosswalk to be high visibility; consider leading pedestrian interval	City of Fargo	Medium	
<b>K</b> 9th St N south of 15th Ave N	Install sidewalk to fill gap	City of Fargo	High	



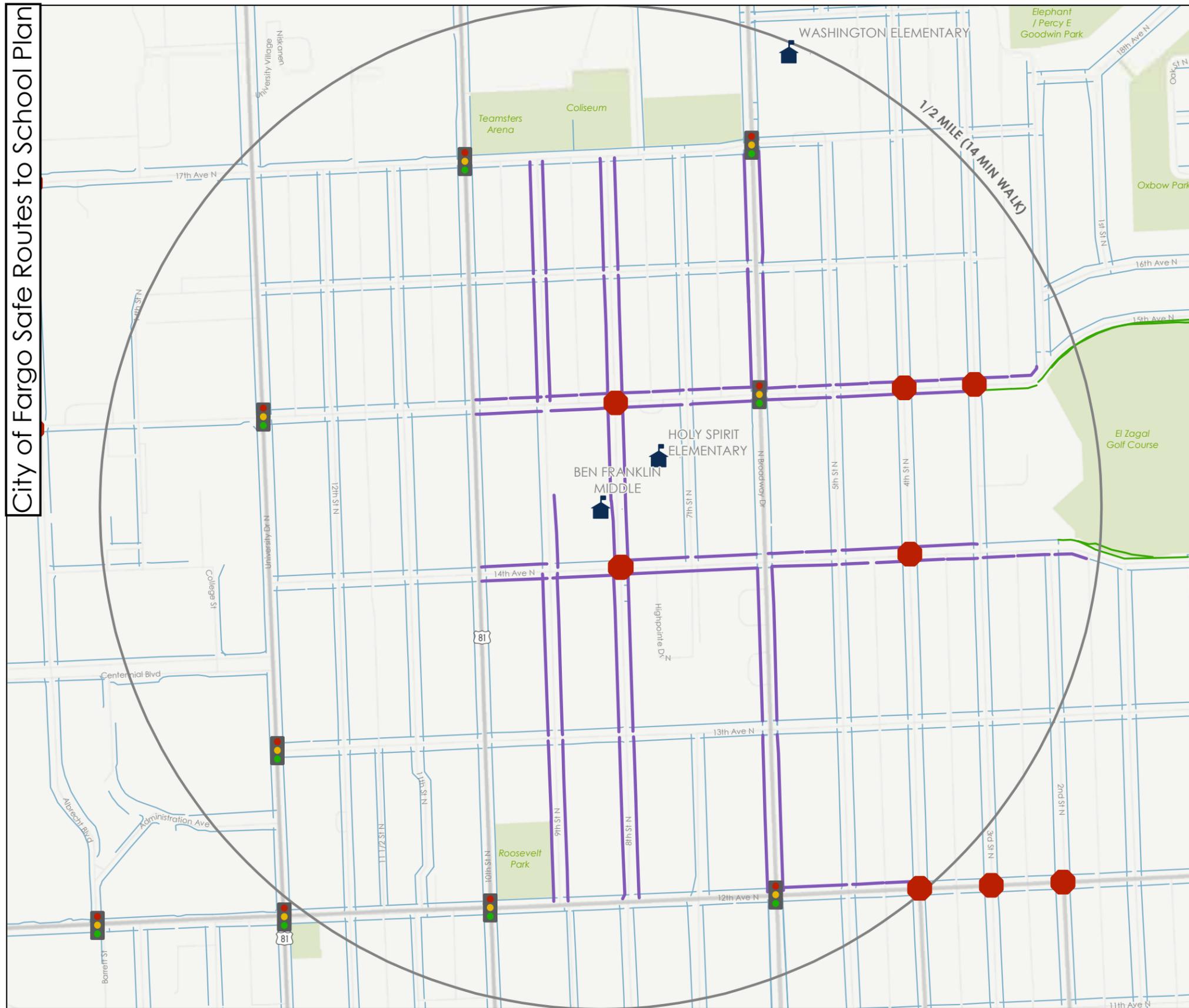
### Infrastructure Opportunities

#### Ben Franklin Middle

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds



City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Ben Franklin Middle

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal





# Carl Ben Eielson Middle

1601 13th Avenue S, Fargo, ND 58103

## DISTRICT

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**Fargo Public School District #1**

## GRADES

---

**6-8**

## AVERAGE ENROLLMENT

---

**768**

## ARRIVAL

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**8:40 a.m.**

## DISMISSAL

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**3:25 p.m.**

## Existing Conditions

Carl Ben Eielson Middle is a 6th through 8th grade school in the Fargo Public School District. It is located approximately 1.3 miles southwest of Downtown Fargo in the city's Jefferson/Carl Ben Eielson neighborhood. These neighborhoods consist primarily of residential land uses. Within the Carl Ben Eielson boundaries, per capita income and median household income is slightly below the district average. Nearly 42 percent of students are eligible for free and reduced lunch programs. Less than nine percent of students participate in English Language Learners programs.

The Carl Ben Eielson school was constructed in 2006. The campus is bound by 16 1/2 Street S to the west, 13th Avenue S to the south, residential to the east, and 10th Avenue S to the north. The roads surrounding the building consist of local roads with primarily localized traffic patterns, except 13th Avenue S, which has high traffic volumes. There are sidewalks on both sides of the roadway throughout most of the walk zone.



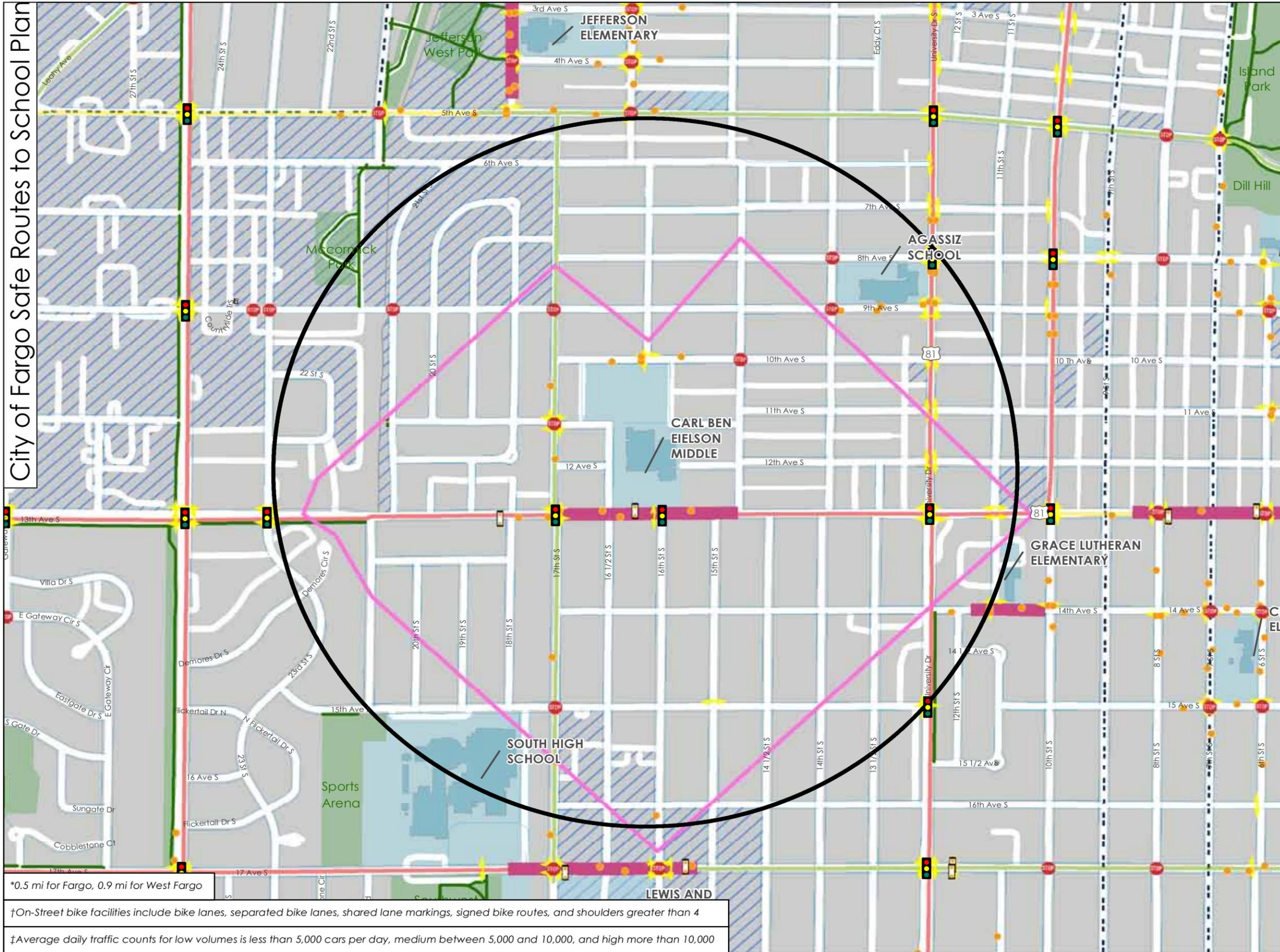
▲ The offset intersection at 11th Avenue S and 17th Street S makes crossing confusing and challenging.



▲ Midblock HAWK signal



▲ The 13th Avenue S and 16 1/2 Street S intersection has long crossing distances and high traffic volumes, but students coming from and going to the east prefer to cross here.



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Carl Ben Eielson Middle

- School Study Areas\*
- Walk Zones
- Building Footprints
- School Grounds
- Park
- Environmental Justice Areas
- School Speed Zone
- Shared Use Path
- On-Street Bike Facility†
- Sidewalk
- Crosswalk
- Pedestrian Crossing Sign
- 4-Way Stop Sign
- HAWK Signal
- Other Flashing Sign
- Signalized Intersection

- #### Traffic Volumes‡
- Low
  - Medium
  - High



## Circulation Challenges

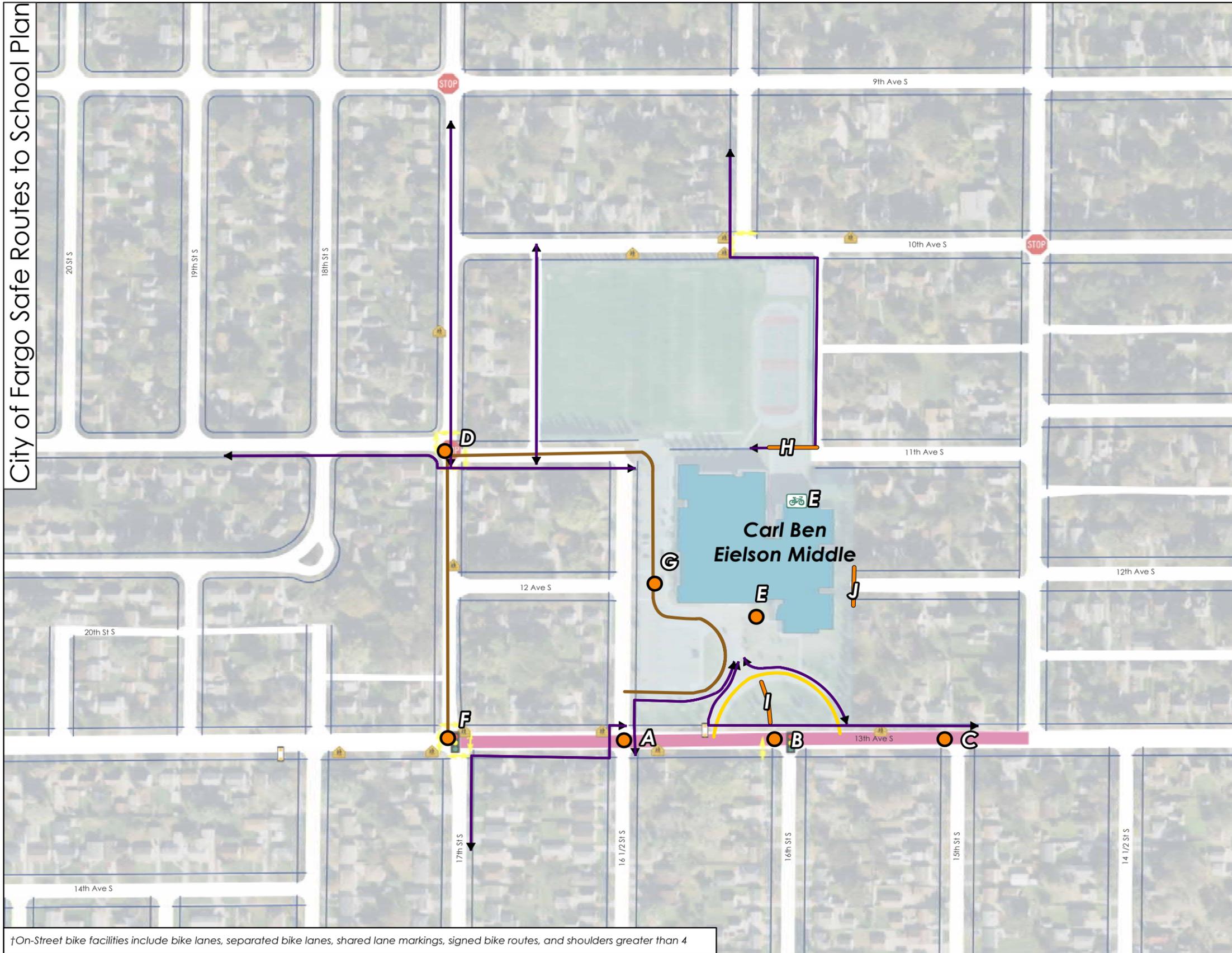
The 13th Avenue S corridor is a primary barrier for students walking and biking to school due to the high traffic volumes. The intersection of 17th Street S and 13th Avenue S is skewed and students reported that drivers do not give them enough space at the crosswalks. Students noted that to avoid the 17th Street S intersection, they prefer to cross at 16 ½ Street S, but it was observed that drivers do not expect pedestrians at this intersection.

There is a pedestrian hybrid beacon (HAWK signal) on the west side of the 16th Street S intersection that is used during student arrival and dismissal. Students do not always activate the signal and drivers have reported being confused about how to interact with the signal. A raised median would further improve pedestrian visibility and crossing safety at this location.

Multiple constraints were identified along the primary circulation loop for parents and caregivers dropping off and picking up. In particular, on the west side of the school, there is poor visibility and sight lines on the marked crosswalks because of parked cars. The intersection of 11th Avenue S and 17th Street S is offset, which leads to uncertainty for both drivers and pedestrians. The offset leads to long crossing distances and poor visibility.

### CARL BEN EIELSON MIDDLE CHALLENGES

LOCATION	CHALLENGE
<b>A</b> 13th Ave S / 16 1/2 St S	Long crossing distances ..... Drivers not expecting to see students crossing
<b>B</b> 13th Ave S /16th St S	Drivers confused by HAWK procedure ..... Long crossing distances
<b>C</b> 13th Ave S / 15th St S	Offset intersection leads to poorly defined crossing ..... Missing curb ramps and/or ramp is shared with private driveway
<b>D</b> 11th Ave S / 17th St S	Conflict point between people walking and drivers exiting school grounds ..... Offset intersection makes crossing confusing/difficult
<b>E</b> Back and front of school	Comb style rack does not allow locking of frame and can lead to wheel damage ..... Rack near capacity
<b>F</b> 13th Ave S / 17th St S	Offset intersection makes for non-direct crossing angles which leads to students not using crosswalk ..... Adjacent driveway conflicts ..... No leading pedestrian interval
<b>G</b> Parking lot	Poor visibility and sight lines on pedestrian crossing through parking lot
<b>H</b> Back of school	Gaps in pedestrian connections from off campus to rear entrance through parking lots
<b>I</b> Front lawn within bus loop between HAWK on 13th and main entrance	No sidewalk or pedestrian space
<b>J</b> Access to the east	Fence restricts easy access from 12th Ave S



### Observed Circulation & Challenges Carl Ben Eielson Middle

- Key\***
- Bus Circulation
  - Challenge
  - Shared Bus and Vehicle Lane
  - Vehicle Drop-off and Pick-up
  - ↔ Observed Walking and Biking Routes
  - Bike Rack
  - Challenge
- Existing Infrastructure\***
- Building Footprints
  - School Grounds
  - School Speed Zones
  - On-Street Bike Facility†
  - Sidewalk
  - Shared Use Path
  - Crosswalk Marking
  - Signalized Intersection
  - HAWK Signal
  - Other Flashing Sign
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

N

0      250      500  
Feet

**METROCOG**

\*Legend Common to All Maps -  
Not all Features Present on All Maps

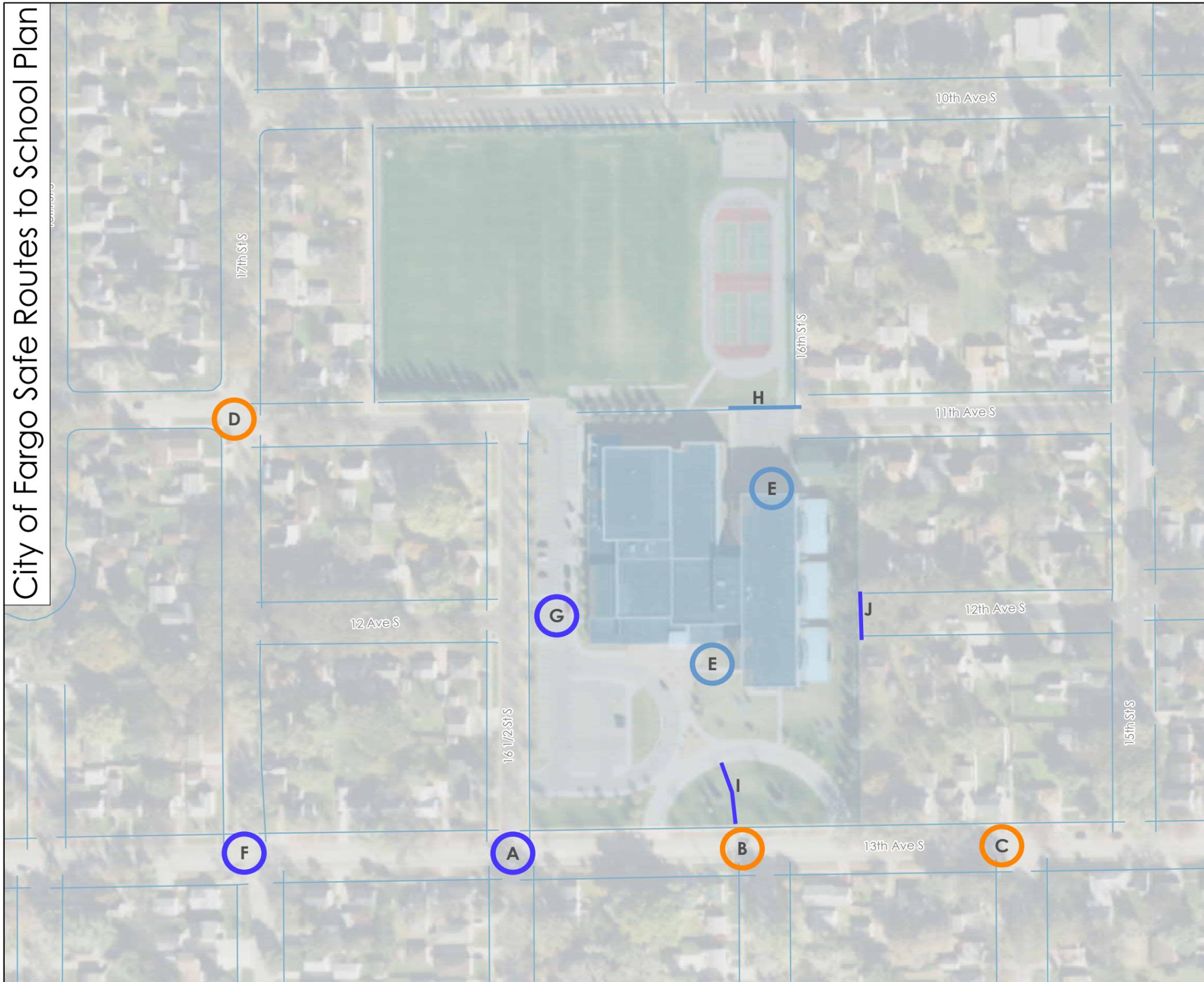
## Opportunities for Improvement

The biggest challenge for students walking and biking to Carl Ben Eielson Middle is 13th Avenue S. While a HAWK signal is present, students coming from the west and east were observed crossing 13th Avenue S before reaching the HAWK. Because of this, improvements should be made along the stretch of 13th Avenue S in front of school in order to slow traffic, shorten crossing distances, and improve visibility. This could be done by installing curb extensions or a median safety island(s) along the corridor, especially where vehicle turning movements are minimal. Several people mentioned the HAWK signal is confusing for drivers. Signs are posted on the boulevard along 13th Avenue S that describe how to interact with the signal as a driver, but the instructions are posted in small lettering unreadable to drivers, and the signs are easy to overlook.

On campus, parking stalls should be removed adjacent to where people are walking, including along the west and north sides of school. Additionally, removing the fence on the east side of school would improve connections for students and families to the east.

### CARL BEN EIELSON MIDDLE OPPORTUNITIES FOR IMPROVEMENT

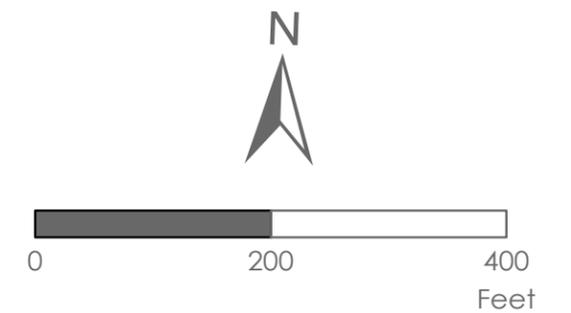
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b> 13th Ave S / 16 1/2 St S	Consider a median safety island on 13th Ave S the length of campus to shorten the crossing of 13th Ave; install high visibility crosswalks; install crosswalk signage; coordinate with Locations B, C, & F	City of Fargo	High
<b>B</b> 13th Ave S / 16th St S	Consider a median safety island on 13th Ave S the length of campus to shorten the crossing of 13th Ave; install high visibility crosswalks; install a more noticable and legible sign with instructions how to use HAWK signal; coordinate with Locations A, C, & F	City of Fargo	Medium
<b>C</b> 13th Ave S / 15th St S	Consider a median safety island on 13th Ave S the length of campus to shorten the crossing of 13th Ave; install high visibility crosswalk; install curb ramp separate from private driveway; coordinate with Locations A, B, & F	City of Fargo	Medium
<b>D</b> 11th Ave S / 17th St S	Install curb extensions to shorten crossings (prioritize south and west crossings); realign curb ramps to shorten crossing distance	City of Fargo	Medium
<b>E</b> Back and front of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional capacity	Fargo Public Schools	Low
<b>F</b> 13th Ave S / 17th St S	Consider a median safety island on 13th Ave S the length of campus to shorten the crossing distance of 13th Ave; install and realign crosswalk and curb ramps to decrease crossing distance; install leading pedestrian interval; coordinate with Locations A, B, & C	City of Fargo	High
<b>G</b> Parking lot	Remove parking spaces nearest pedestrian crossing; install high visibility crosswalk; install crossing signage	Fargo Public Schools	High
<b>H</b> Back of school	Remove parking spaces and install sidewalk to fill gap	Fargo Public Schools	Low
<b>I</b> Front lawn within bus loop between HAWK on 13th Ave S and main entrance	Install sidewalk through lawn area; install high visibility crosswalk and curb ramps across bus lane	Fargo Public Schools	High
<b>J</b> Access to the east	Remove or modify fence to allow connection to 12th Avenue S sidewalk	City of Fargo; Fargo Public Schools	High



### Infrastructure Opportunities

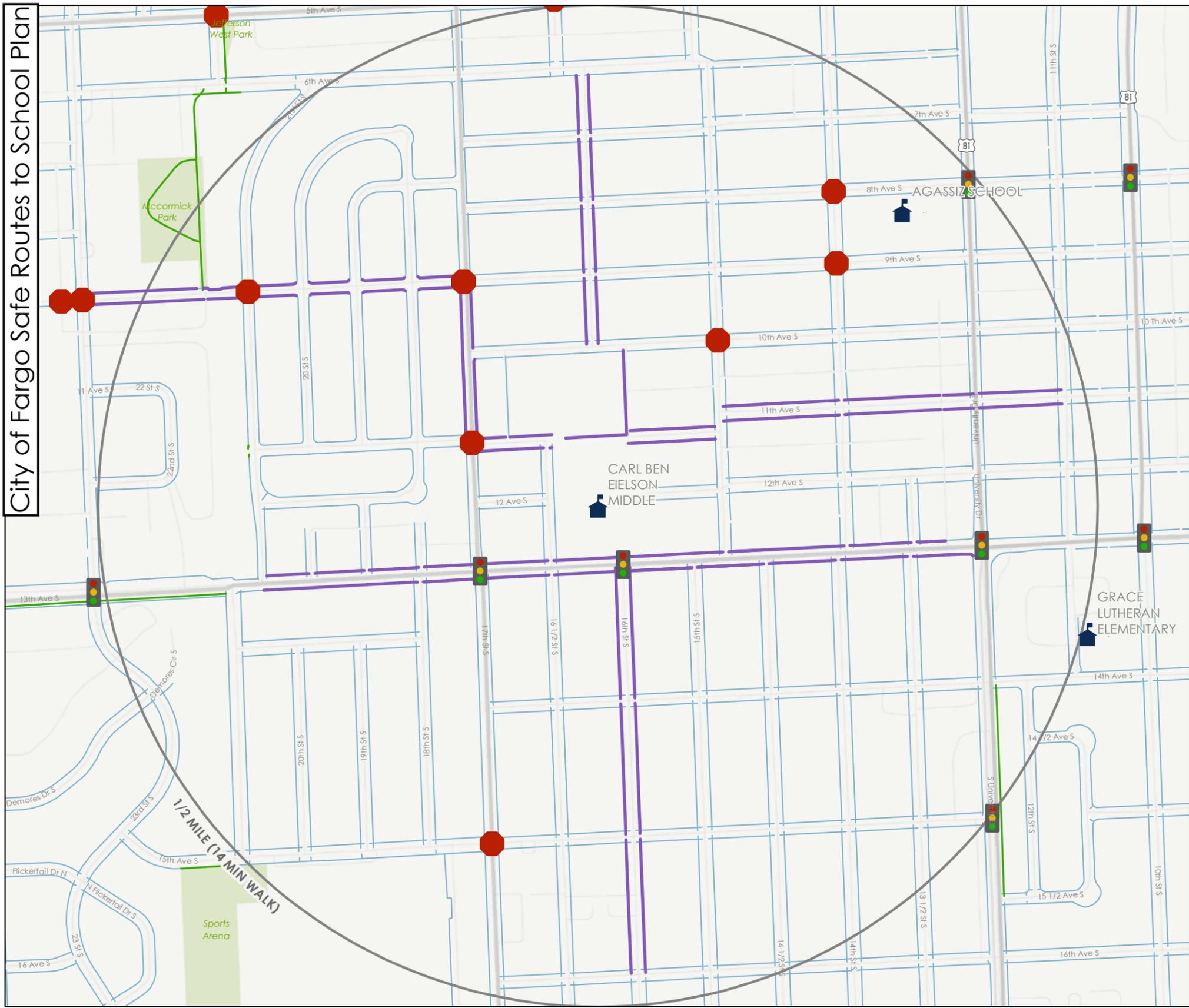
#### Carl Ben Eielson Middle

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds



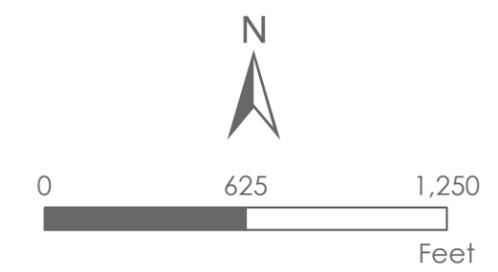
**METROCOG**

City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Carl Ben Eielson Middle

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal





# Discovery Middle

1717 40th Avenue S, Fargo, ND 58104

## DISTRICT

Fargo Public School District #1

## GRADES

6-8

## AVERAGE ENROLLMENT

1,102

## ARRIVAL

8:40 a.m.

## DISMISSAL

3:25 p.m.

## Existing Conditions

Discovery Middle is a 6th through 8th grade school in the Fargo Public School District. It is located approximately 4 miles south of downtown Fargo in the city's Southpointe neighborhood. The neighborhood consists primarily of residential land uses. Within the Discovery boundaries, per capita income is greater than the district average, as well as, the median household income. Nearly one-quarter of Discovery's students are eligible for free and reduced lunch programs. Less than six percent of students participate in English Language Learners programs.

The Discovery school facility was constructed in 1994 and renovated in 2018. The campus is bound by 18th Street S to the west, 40th Avenue S to the south, the Milwaukee Trail shared use path to the east, and Discovery Park to the north. 40th Avenue S is a high traffic volume roadway.

## Circulation Challenges

40th Avenue S is a primary east-west bicycle and pedestrian circulation route for Discovery Middle students. It is also the primary barrier for students walking and biking to Discovery Middle. There is no school speed zone defined along 40th Avenue S. In fact, the posted speed limit increases approaching Discovery from both the west and east along 40th Avenue S.

There is a pedestrian activated flashing school crossing sign and marked crosswalk at the 18th Street S and 40th Avenue S intersection. There were motorists, including bus drivers, who failed to yield to pedestrians and bicyclists at this location. It was observed that a student waited ten minutes to cross at 40th Avenue S at 18th Street S.

Additionally, there is a marked and signed crosswalk on the west side of 40th Avenue S and Rose Creek Drive. At the driveways to the parking lot off 40th Avenue S, drivers were observed blocking the crosswalk and failing to yield to students crossing.

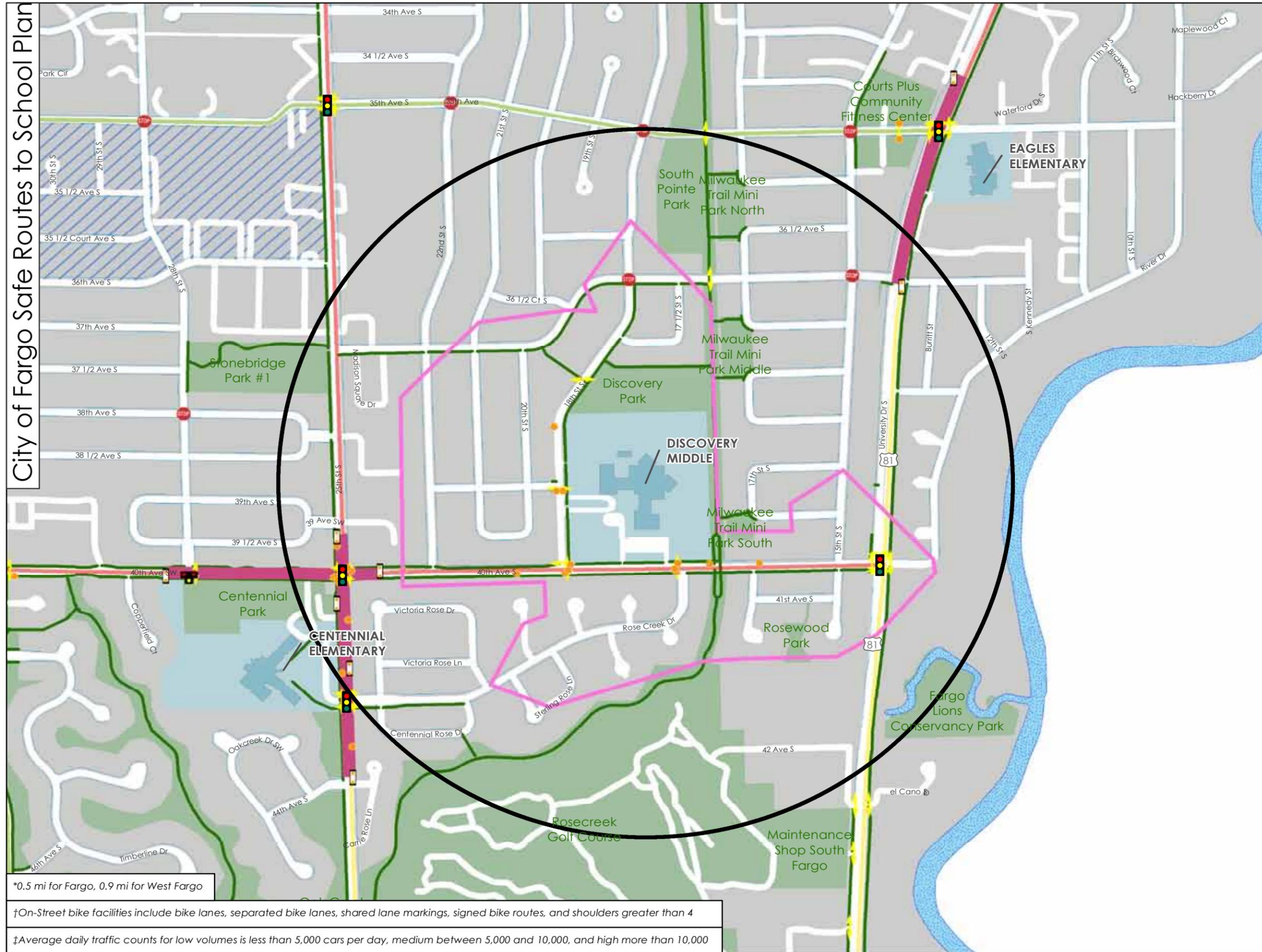
18th Street S is the primary north-south circulation route. The west side of 18th Street S lacks a sidewalk connection. During arrival and dismissal, parents park in the travel lanes, forcing through traffic to drive in the center turn lane. This also creates visibility challenges at the crosswalk.



▲ Parents park in 18th Street S travel lanes during arrival and dismissal, forcing through traffic to drive in the center turn lane and creating visibility issues at the crosswalk.

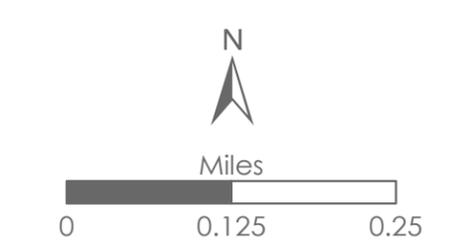


▲ Drivers blocking crosswalk; sidewalk gap along driveway; poor driving yielding and stopping compliance.



### Existing Conditions Discovery Middle

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

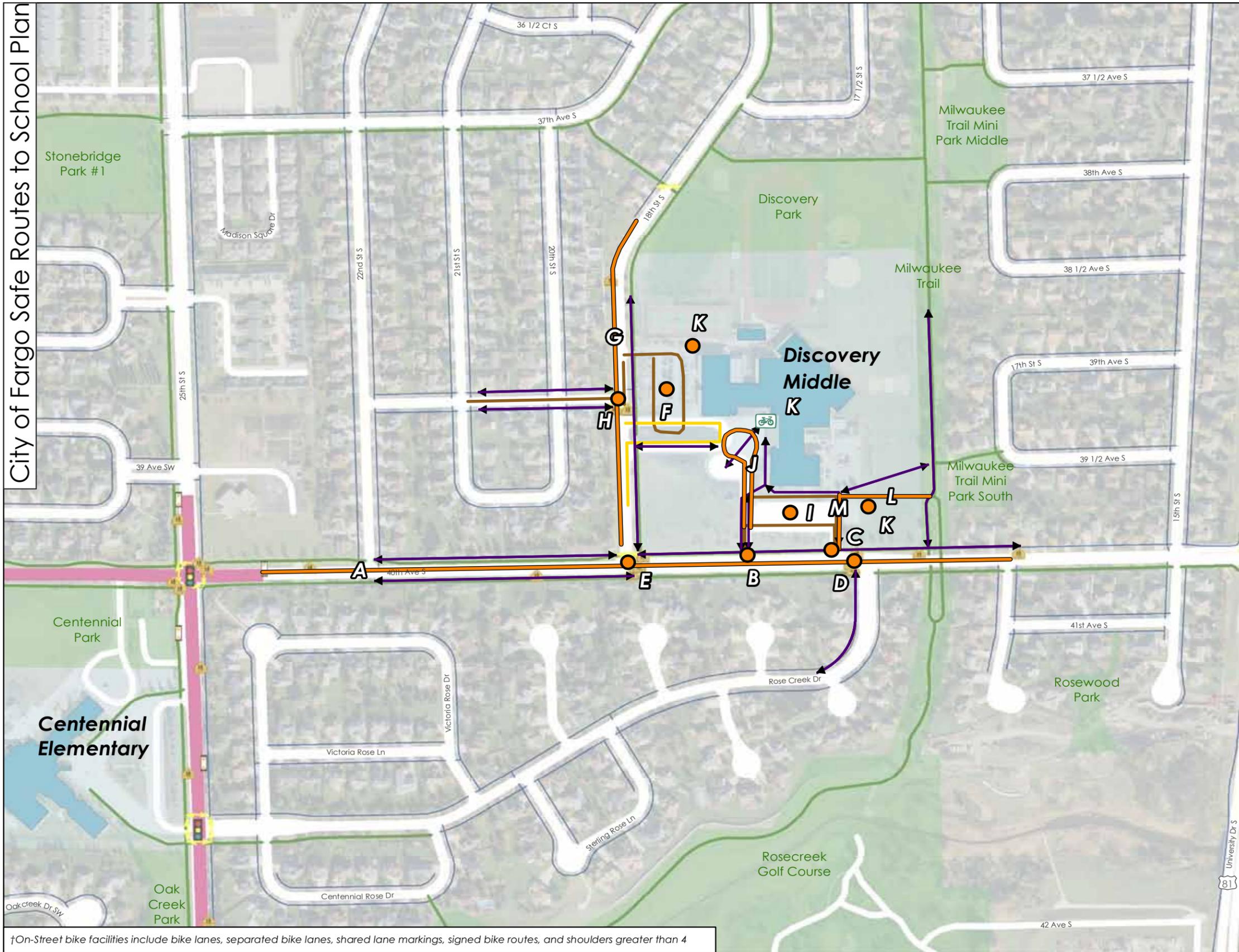


During the field observations, there were barricades in place in the parking lot to prevent parents and caregivers from dropping-off/picking-up in the loop; however, some drivers disregarded these barricades, driving around them to park in the loop. There may be opportunities to improve the vehicle circulation throughout the campus.

Though there are multiple doors on the east side of the building that would provide a more direct route to the existing Milwaukee Trail, students are not permitted to use them. There is additionally no designated route between the Milwaukee Trail and Discovery that allows students to avoid vehicle conflict areas.

**DISCOVERY MIDDLE CHALLENGES**

LOCATION	CHALLENGE
<b>A</b> 40th Ave S between 22nd St S and S University Dr	No school zone present Speed limit increases approaching campus
<b>B</b> 40th Ave S / Parent loop exit	Conflicts between students walking and biking and motorists exiting driveway Poor driver yielding behavior
<b>C</b> 40th Ave S / Parking lot entrance	Sidewalk gap along driveway Drivers block crosswalk Poor driver yielding behavior
<b>D</b> 40th Ave S / Rose Creek Dr	Long crossing distances Poor driver yielding behavior
<b>E</b> 40th Ave S / 18th St S	Long crossing distances Poor driver yielding behavior Difficult to see flashing beacons especially during bright conditions
<b>F</b> Western parking lot	Parking lot to be used for additional parent circulation following reconstruction Design has same challenges as existing parking lot
<b>G</b> 18th St S north of 40th Ave S	Sidewalk gap
<b>H</b> 18th St S / 39th Ave S	Parents park in 18th St travel lanes during arrival and dismissal, forcing thru traffic to share center turn lane and causing sight line challenges at 18th St crosswalk
<b>I</b> Southern Parking Lot	Students must cross multiple lanes of travel and parked cars to access sidewalk Conflicts between students walking/biking and one way parent traffic
<b>J</b> Southern Loop	Existing loop that is currently barricaded during arrival and dismissal Parents observed ignoring barriers to pick up and drop off closer to main entrance
<b>K</b> Multiple	No existing bicycle parking available near recreational facilities Comb style rack does not allow locking of frame and can lead to wheel damage
<b>L</b> Connection between building and Milwaukee Trail	No direct connection between school and biking and walking trail
<b>M</b> Southern parking lot	No separated pedestrian space between school and 40th Ave S



†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

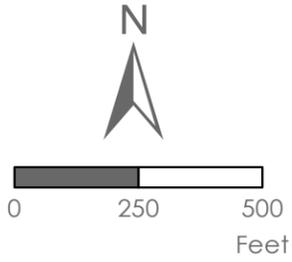
### Observed Circulation & Challenges Discovery Middle

#### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- ↔ Observed Walking and Biking Routes
- Bike Rack
- Challenge

#### Existing Infrastructure\*

- Building Footprints
- School Grounds
- School Speed Zones
- On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- Crosswalk Marking
- Signalized Intersection
- HAWK Signal
- Other Flashing Sign
- Pedestrian Crossing Sign
- 4-Way Stop Sign



**METROCOG**

\*Legend Common to All Maps - Not all Features Present on All Maps

## Opportunities for Improvement

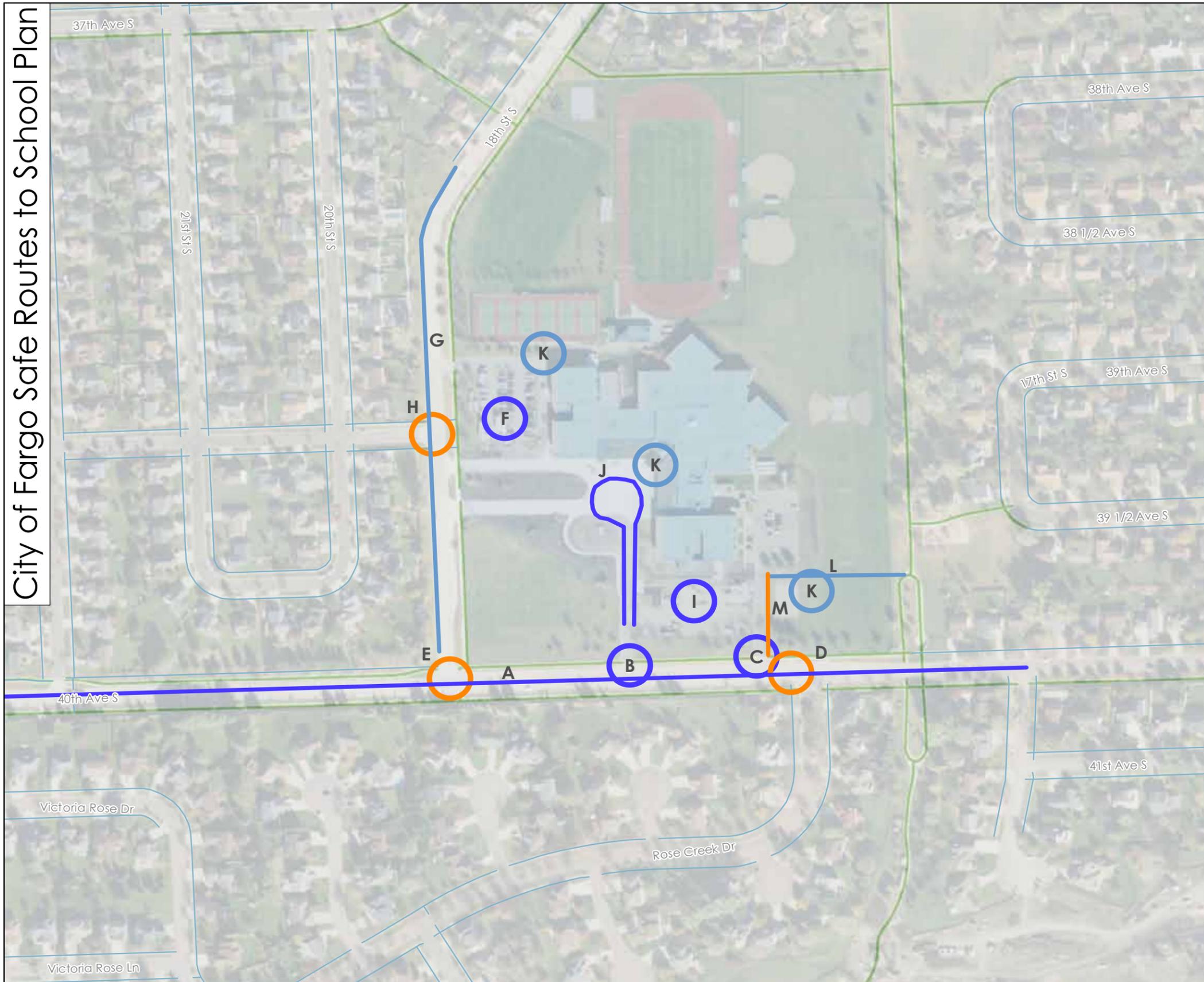
The biggest challenges for pedestrian and bicycle comfort and safety at Discovery Middle are 40th Avenue S, 18th Street S, and on-campus conflicts between students walking and biking and parent/caregiver traffic. As such, opportunities for improvement are concentrated along 40th Avenue S, 18th Street S, and on campus, with a impact on improving conditions on campus and along 40th Avenue S.

On campus, opportunities for improvement include shifting parent pick-up and drop-off from the parking lot to the existing loop with vehicular off 40th Avenue S. This will allow parents to drop students at the main entrance and reduce pedestrian/vehicle conflicts in the parking lot area. Trail/sidewalk infill projects are recommended along the east side of the south parking lot and to the Milwaukee Trail to give south and eastbound students a walking route that avoids vehicular conflicts on campus.

Along 40th Avenue S, opportunities for improvement for pedestrian and bicycle circulation and crossing improvements are located at the school driveways and at the intersections of 18th Street S and Rose Creek Drive. A school speed zone is also recommended along 40th Avenue S south of Discovery Middle.

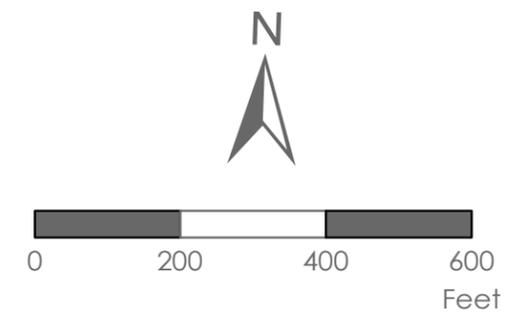
A sidewalk infill project is recommended along the west side of 18th Street S as well as pedestrian crossing improvements at the intersection of 18th Street S and 39th Avenue S.

DISCOVERY MIDDLE OPPORTUNITIES FOR IMPROVEMENT				
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT	
<b>A</b>	40th Ave S between 22nd St S and S University Dr	Install school speed zone	City of Fargo	High
<b>B</b>	40th Ave S / Parent loop exit	Install high visibility crosswalk; install forward stop bar; consider raised crosswalk; adjust vehicular circulation to use existing loop (see J)	City of Fargo; Fargo Public Schools	High
<b>C</b>	40th Ave S / Parking lot entrance	Install high visibility crosswalk; consider raised crosswalk; adjust vehicular circulation to use existing loop (see J)	City of Fargo; Fargo Public Schools	High
<b>D</b>	40th Ave S / Rose Creek Dr	Extend median safety island; install RRFB; consider removing right turn lane	City of Fargo	Medium
<b>E</b>	40th Ave S / 18th St S	Extend median safety island; install RRFB; adjust flashing beacons closer to roadway for improved visibility; install forward stop bar on 18th St S	City of Fargo	Medium
<b>F</b>	Western parking lot	Adjust vehicular circulation to use existing loop (see J)	Fargo Public Schools	High
<b>G</b>	18th St S north of 40th Ave S	Install sidewalk to fill existing gap	City of Fargo	Low
<b>H</b>	18th St S / 39th Ave S	Prohibit parking and enforce parking restrictions	City of Fargo	Medium
<b>I</b>	Southern parking lot	Adjust vehicular circulation to use existing loop (see J); add high visibility crosswalks where primary student routes cross motor vehicle traffic	Fargo Public Schools	High
<b>J</b>	Southern loop	Relocate parent circulation to existing loop identified here	Fargo Public Schools	High
<b>K</b>	Multiple	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Fargo Public Schools	Low
<b>L</b>	Connection between building and Milwaukee Trail	Install sidewalk or shared-use path between the east side of Discovery and Milwaukee Trail. Further study is recommended to determine the preferred alignment.	Fargo Public Schools; City of Fargo; Fargo Park District	Low
<b>M</b>	Southern parking lot	Install sidewalk along eastern edge of driveway	Fargo Public Schools	Medium



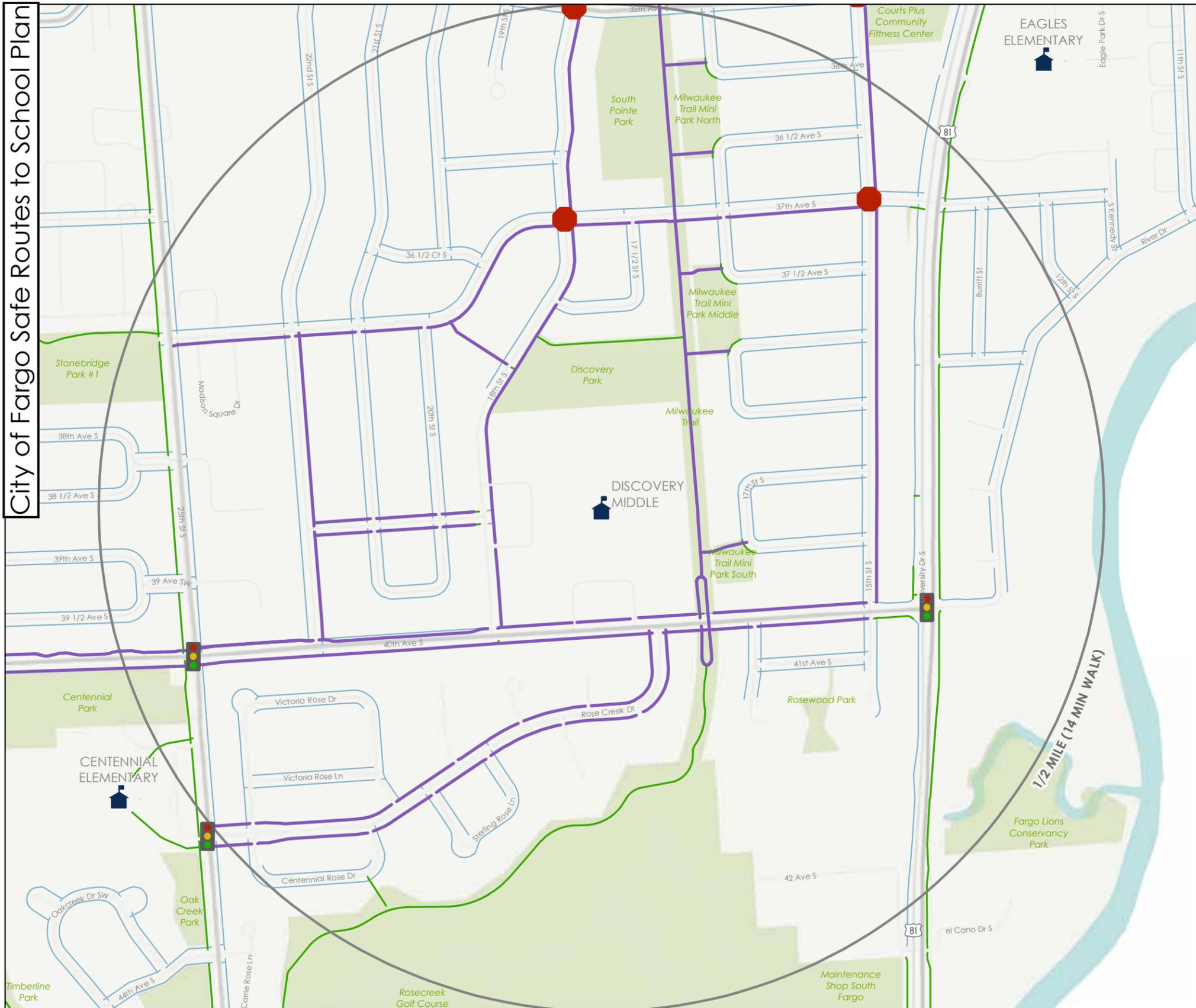
### Infrastructure Opportunities Discovery Middle

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds



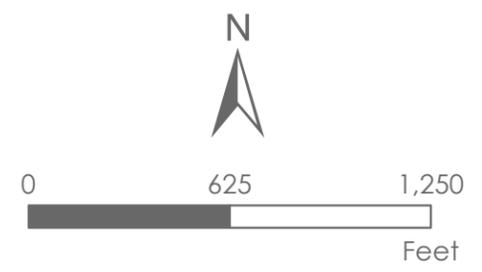
**METROCOG**

City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Discovery Middle

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal



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# West Fargo Public Schools

### EXISTING CONDITIONS

Schools in the West Fargo Public Schools district are generally newer and located in more car-oriented portions of the city. There is a well-connected network of sidewalks and trails. For new schools, such as Deer Creek Elementary, wide trails are installed to promote walking and biking to the campus.

Elementary Schools	
Deer Creek	191
Independence	199
Osgood	207
Willow Park	215
Middle Schools	
Liberty	223



### AVERAGE ENROLLMENT

11,475

### PROJECTED ENROLLMENT (2024-2025)

14,500



## OBSERVED CHALLENGES

Due to the car-oriented nature of this portion of the city, the comfortable network of sidewalks and trails becomes disconnected at many of the streets near the schools. Sidewalks are located in some areas surrounding the campus, but not all, due to the continued construction of subdivisions.

Several roads, such as Veterans Boulevard and 40th Avenue S, are major barriers for students walking and biking to school. These are high traffic volume corridors with high traffic speeds. Many of the school driveways are wide with sweeping curb radii, which encourage high speed turns in to and out of the parking lots. Additionally, signal phases and timing at some intersections do not provide adequate time to cross and wait times are long. See specific challenges at each school in the following sections.



### OPPORTUNITIES FOR IMPROVEMENT

The opportunities for improvement for West Fargo Public Schools vary by the location and context of each school within the district. All schools have prioritized opportunities for improvement within close proximity of the schools in an effort to influence as many potential students as possible. Other opportunities for improvement are related to maintenance of infrastructure, while others relate to crossing barriers, such as wide roadways with multiple lanes of traffic.

See **Appendix I** for a list of infrastructure opportunities where West Fargo Public Schools is identified as the lead or co-lead.

### FUNDING OPPORTUNITIES

- Transportation Alternatives (TA) Program / Safe Routes to School
- PeopleForBikes Community Grant Program
- Dedicated City funding for pedestrian, bicycle, and SRTS projects
- Roadway construction, repair, and upgrade projects

Refer to the funding opportunities section for more details.

### SUGGESTED ROUTES

Suggested route maps consider existing walking and biking routes as well as available infrastructure including sidewalks, marked crosswalks, school speed zones, and enhanced/controlled crossing locations. Suggested route maps should be reviewed annually and updated as appropriate, for example if a sidewalk gap is filled or intersection improvement is made.

### DESIGN PHILOSOPHY

Reaching the main entrance across parking lots can be a challenge for students and families. Students were observed cutting across parking lots and sharing space with drivers. Direct and separated pedestrian connections should be installed on campus at all schools.

Additionally, the surrounding street network should be considered when siting new schools. Consider siting schools on low traffic volume neighborhood streets and avoiding major arterial roads. If arterials are difficult to avoid when siting a new school, it will be important to improve crossings and slow nearby traffic. The Design Philosophy section of this plan discusses opportunities for improvement in greater detail.



# Deer Creek Elementary

6400 55th Ave S, Fargo, ND 58104

## DISTRICT

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West Fargo Public School District #6

## GRADES

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K-5

## AVERAGE ENROLLMENT

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233

## ARRIVAL

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8:00 a.m.

## DISMISSAL

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2:40 p.m.

### Existing Conditions

Deer Creek Elementary is a kindergarten through 5th grade school in the West Fargo Public School District. The school is located approximately five miles south of downtown West Fargo.

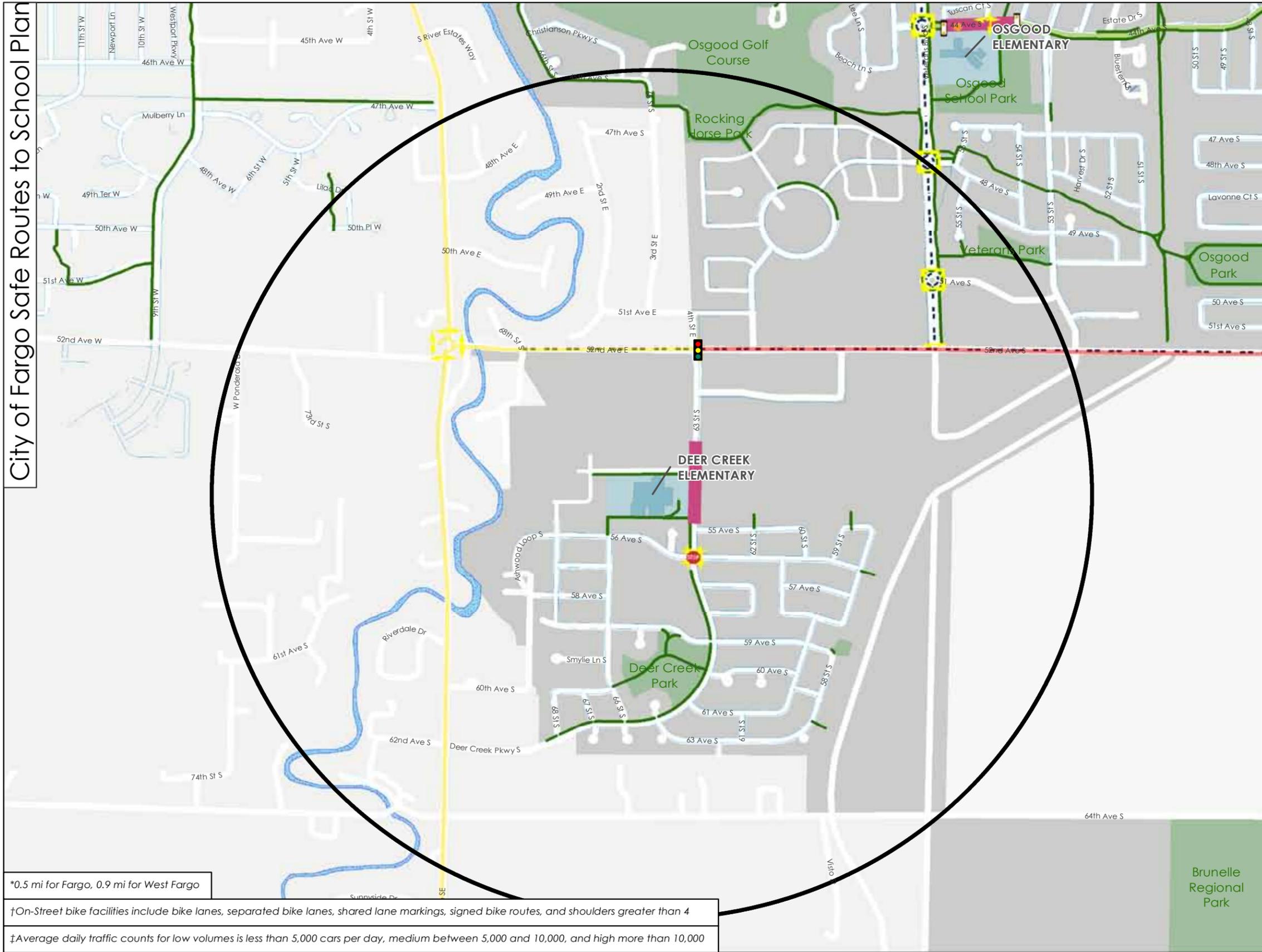
The new school finished construction in summer 2019 and was opened for the 2019-2020 school year. The school is bound by 54th Avenue S to the north, 63rd Street S to the east, residential housing to the south, and 67th Street S to the west. The roads surrounding the building are local roads with primarily localized traffic patterns. Sidewalks are located in some areas surrounding the campus, but not all, due to many of the housing developments still being constructed. A shared use path runs along the south side of campus and connects to the existing path off of 56th Avenue S and 66th Street S.



▲ 54th Avenue S and 63rd Street S intersection lacks pedestrian crossing facilities.



▲ Wide driveway aprons may encourage higher speed turning movements.



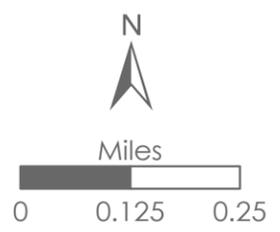
\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Deer Creek Elementary

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High



### Circulation Challenges

Deer Creek Elementary is newly constructed in a new suburban style development. On the east side of the campus is 63rd Street S, a very wide two-lane roadway creating long pedestrian crossings. The intersections with 55th Avenue S and 56th Avenue S do not have curb ramps, which limits accessibility for pedestrians and bicyclists. Throughout the school site, wide driveway aprons may encourage fast turning speeds for drivers entering and exiting the parking lots.

There is more to be learned about the circulation at Deer Creek Elementary as students develop circulation patterns and the school and surrounding neighborhood becomes more established.

#### DEER CREEK ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> 55th Ave S / 63rd St S	Long crossing distances ..... Curb ramps missing
<b>B</b> 56th Ave S / 63rd St S	Long crossing distances ..... Curb ramps missing
<b>C</b> Driveway (multiple)	Driveway aprons and crossings are wide
<b>D</b> Outside Door 9	No existing bicycle parking available
<b>E</b> 63rd St S / 54th Ave S	Long crossing distances
<b>F</b> 63rd St S north of 55th Ave S	Current location of speed limit sign is confusing to drivers



### Opportunities for Improvement

With increased planned growth in this area of Fargo, it will be important to provide high quality and comfortable crossings for people walking and biking in the area. 63rd Street S is currently the main north-south roadway for vehicles traveling towards 52nd Avenue S and other major connections in the area. Because of this, the crossings of 63rd Street S nearest campus are high impact opportunities for improvement.

On campus, it will be important to limit the number and width of vehicle accesses, as well as highlight those that exist using paint and signage. These driveways have the potential of being conflict points between drivers and students walking and biking to Deer Creek.

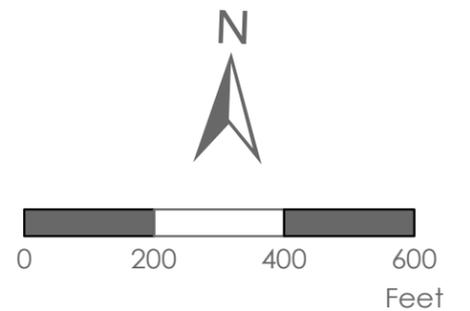
DEER CREEK ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT				
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT	
<b>A</b> 55th Ave S / 63rd St S	Install curb extensions (prioritize north crossings) or a median safety island to shorten crossing of 63rd St S; install ADA compliant curb ramps; consider a raised crosswalk; coordinate with Location B	City of Fargo	High	
<b>B</b> 56th Ave S / 63rd St S	Install curb extensions (prioritize west and north crossings) or a median safety island to shorten crossing of 63rd St S; install ADA compliant curb ramps; coordinate with Location A	City of Fargo	Medium	
<b>C</b> Driveway (multiple)	Install high visibility crosswalk across driveways	City of Fargo; West Fargo Public Schools	Medium	
<b>D</b> Outside Door 9	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional capacity	West Fargo Public Schools	Low	
<b>E</b> 63rd St S / 54th Ave S	Consider curb extensions to shorten west crossing; install high visibility crosswalks; install forward stop bars	City of Fargo	High	
<b>F</b> 63rd St S north of 55th Ave S	Relocate 25 mph speed sign	City of Fargo	Medium	



### Infrastructure Opportunities

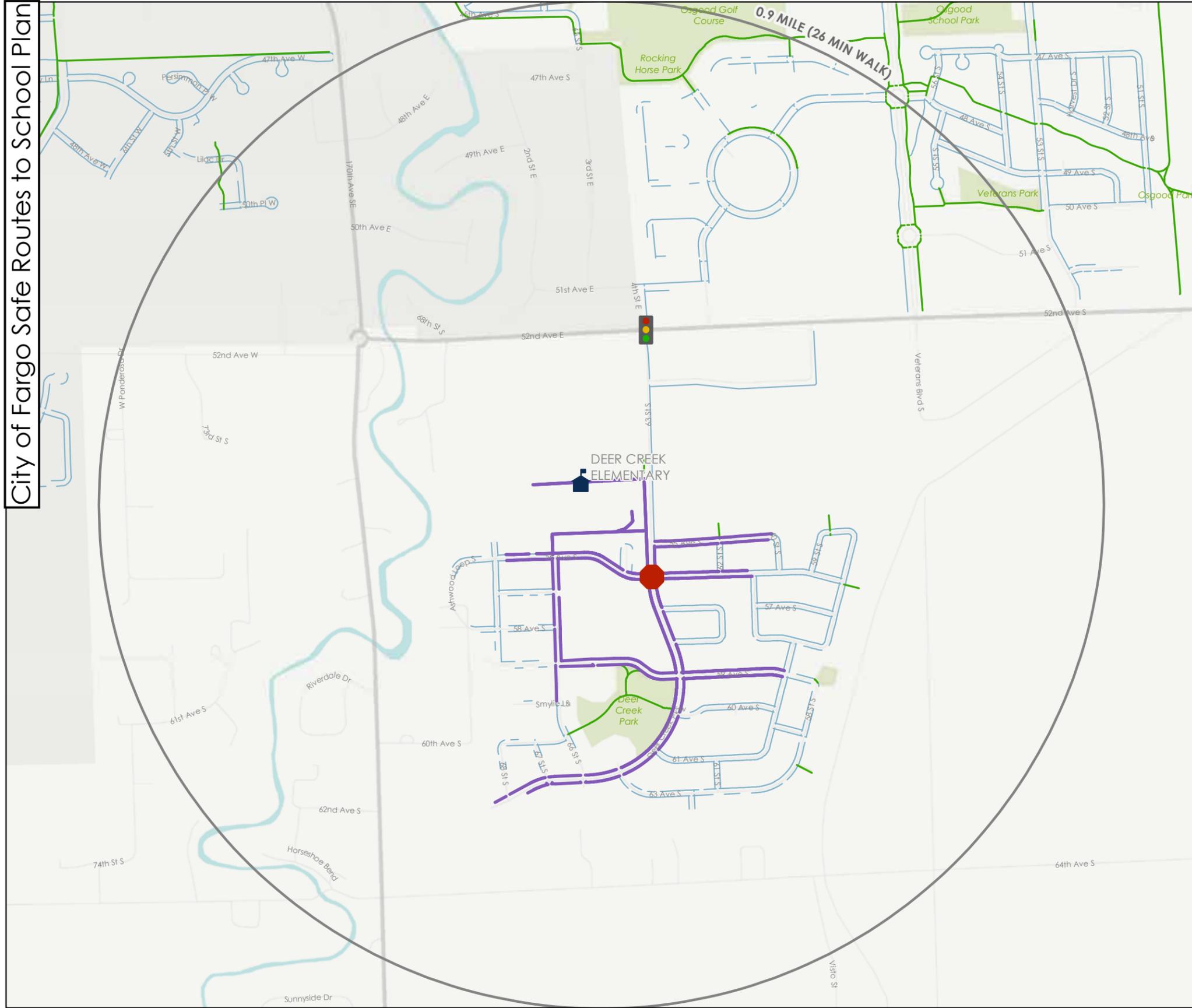
#### Deer Creek Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds



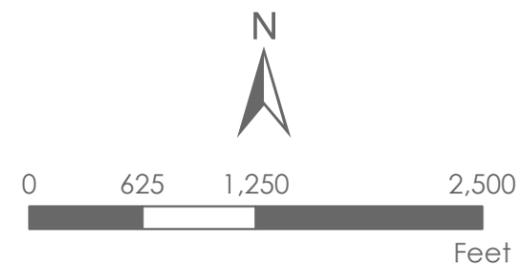
**METROCOG**

City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Deer Creek Elementary

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal





# Independence Elementary

3700 54th St S, Fargo, ND 58104

## DISTRICT

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West Fargo Public School District #6

## GRADES

---

K-5

## AVERAGE ENROLLMENT

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515

## ARRIVAL

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8:20 a.m.

## DISMISSAL

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2:40 p.m.

### Existing Conditions

Independence Elementary is a kindergarten through 5th grade school in the West Fargo Public School District. The school is located approximately 3 miles south of downtown West Fargo. Approximately 14 percent of students at Independence Elementary qualify for free and reduced meals and 6.4 percent are English language learners.

The school was constructed in 2014. The school is bound by Valley View Park to the north, 50th Street S to the east, 38th Avenue S to the south, and 54th Street S to the west. The roads surrounding the building consist of local roads with primarily localized traffic patterns. Sidewalks are located in some areas surrounding the campus, but not all, due to the continued construction of subdivisions. 40th Avenue S, one block south of the school, is a high traffic volume road with long crossing distances but adequate pedestrian space along it.

During dismissal, school staff help facilitate student crossings of the parent loop.

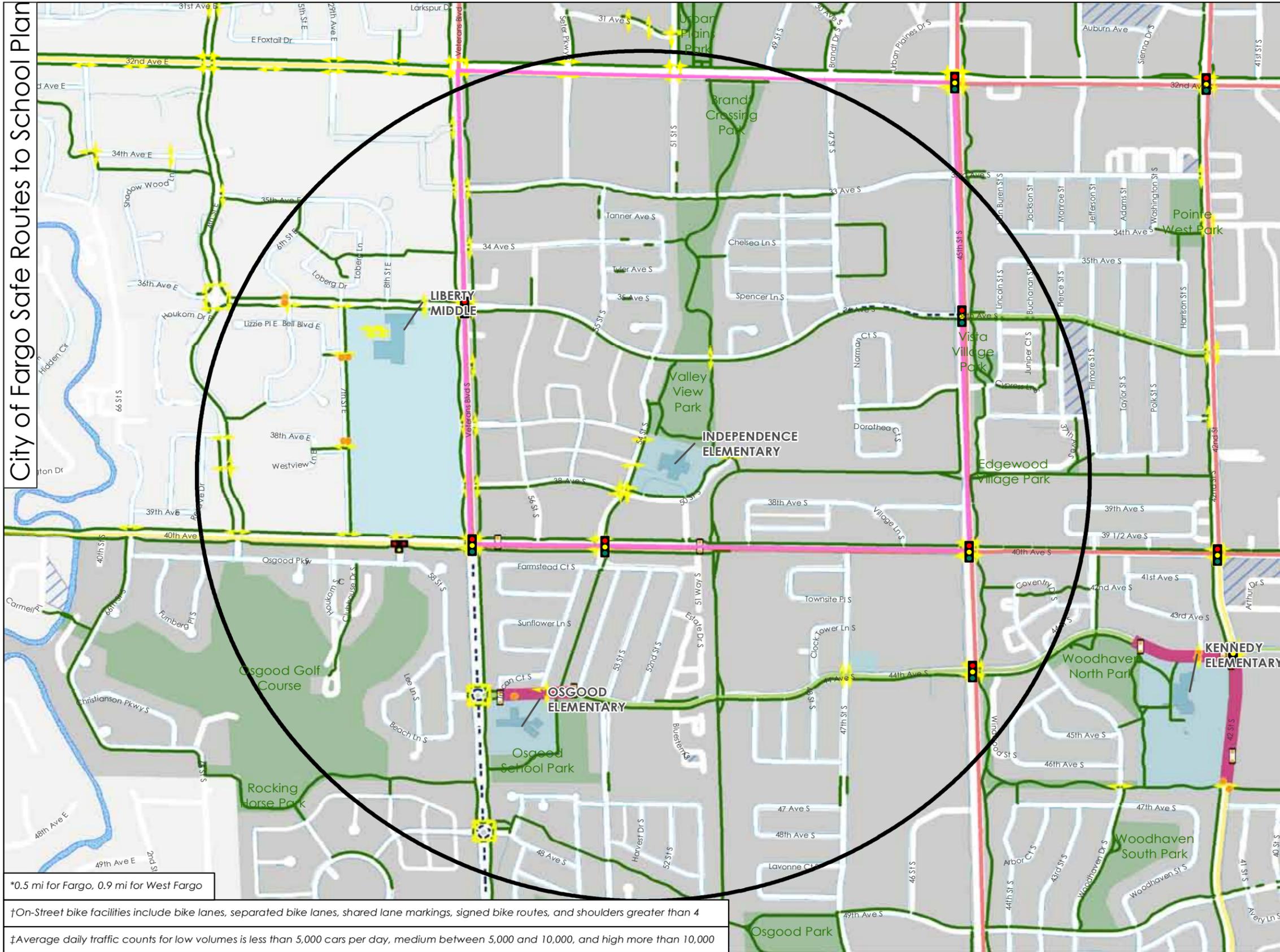


▲ The 54th Street S and 40th Avenue S intersection is very wide and lacks leading pedestrian interval to improve crossing safety.



▲ The 54th Avenue S corridor is a three-lane roadway. It is wide and uncomfortable to cross.

City of Fargo Safe Routes to School Plan



\*0.5 mi for Fargo, 0.9 mi for West Fargo

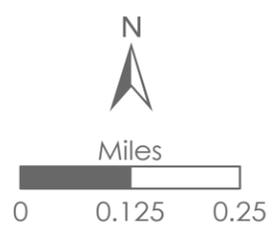
†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

Existing Conditions  
Independence  
Elementary

- School Study Areas\*
- Walk Zones
- Building Footprints
- School Grounds
- Park
- Environmental Justice Areas
- School Speed Zone
- Shared Use Path
- On-Street Bike Facility†
- Sidewalk
- Crosswalk
- Pedestrian Crossing Sign
- 4-Way Stop Sign
- HAWK Signal
- Other Flashing Sign
- Signalized Intersection

- Traffic Volumes‡**
- Low
  - Medium
  - High



### Circulation Challenges

The 54th Street S corridor is the primary north-south circulation route for students. It is relatively wide and can be a barrier to students and families walking and biking to school. Installing medians or curb extensions may improve pedestrian crossing comfort and safety. The intersection of 54th Street S and 40th Avenue S is very wide, with long crossing distances. It is controlled with a traffic signal. Incorporating a leading pedestrian interval could further improve pedestrian crossing safety.

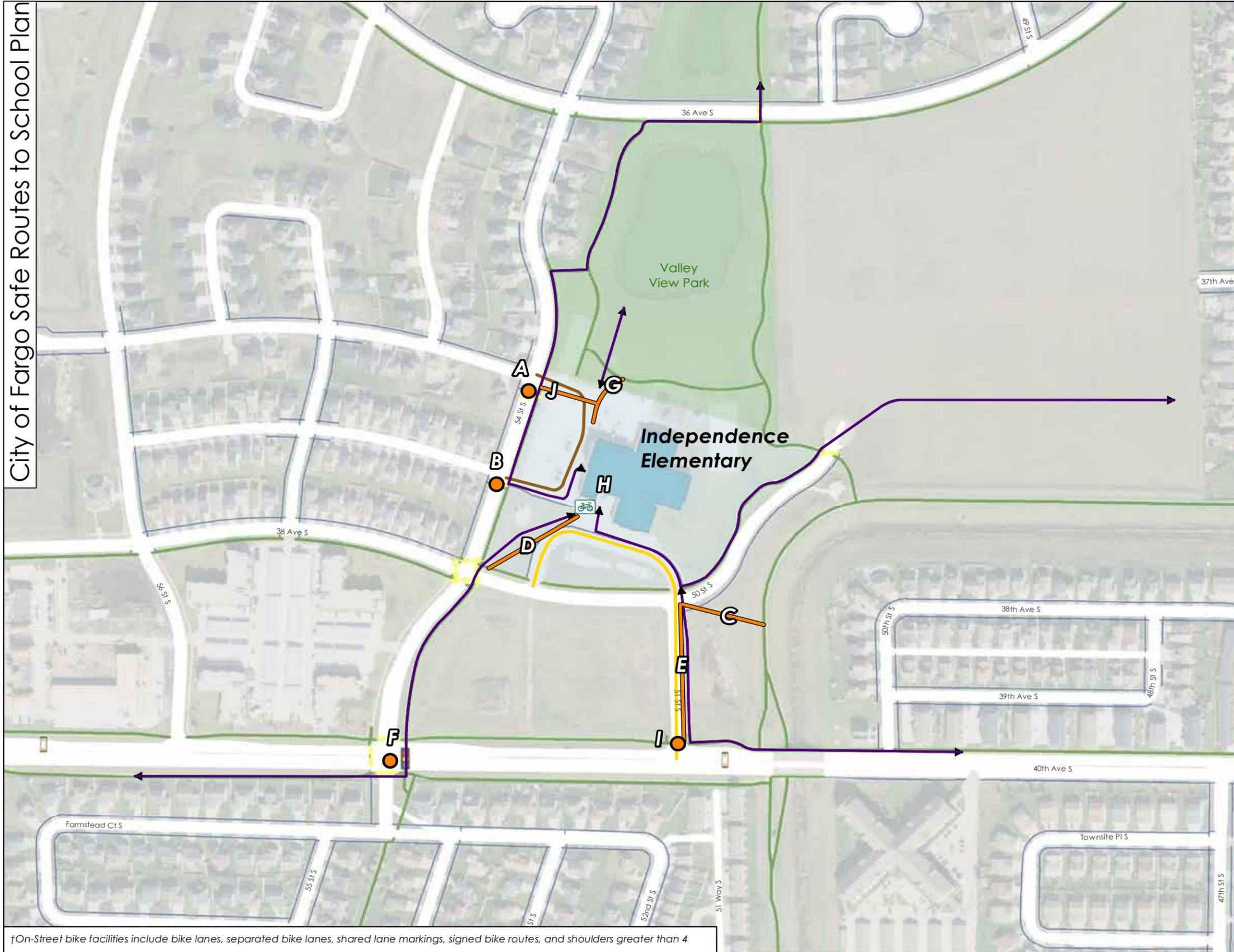
Between campus and housing to the east, there is a large drain that separates the two. There are no connections over the drain, except at 40th Avenue S, which requires students to take a circuitous route to get to the trail that runs behind the school building. Additional concerns were noted by parents and students in this area during the winter months, specific to snow and wind.

On campus, there is no separated pedestrian circulation routes along the bus loop towards 40th Street S. The campus also lacks a direct pedestrian and bicycle connection between the intersection of 38th Avenue S and 54th Street S and the front door. Students were observed cutting through the grass to access the school building.

A high-quality network of shared use paths exists in the area immediately to the north of the school and along 54th Street S, but connecting to them from the west side of school can be a challenge. Students were observed traveling through the parking lot to reach the shared use paths.

### INDEPENDENCE ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> 54th Ave S / 37th Ave S	Long crossing distances
<b>B</b> 54th Ave S / Justice Drive S	Long crossing distances
<b>C</b> Southeast side of school to trail network	No separated pedestrian space connecting on-campus sidewalk to trail along drain to trail network
<b>D</b> Green space connecting school to 54th St S and 38th Ave S	No pedestrian space along most direct route
<b>E</b> 51st St S between 40th Ave S and 38th Ave S / 50th St S	No separated pedestrian space along bus loop connecting to 40th Ave S
<b>F</b> 54th St S / 40th Ave S	Long crossing distances ..... No leading pedestrian interval
<b>G</b> Connection from main entrance to trails to the north	No pedestrian space along most direct route
<b>H</b> South entrance of school	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>I</b> 51st St S / 40th Ave S	Long crossing distances
<b>J</b> Connection from Location G to 54th St S	No designated pedestrian space for students crossing the parking lot to 54th St S



### Observed Circulation & Challenges

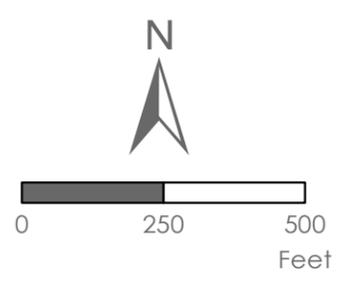
#### Independence Elementary

##### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- Observed Walking and Biking Routes
- Bike Rack
- Challenge

##### Existing Infrastructure\*

- Building Footprints
- School Grounds
- School Speed Zones
- On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- Crosswalk Marking
- Signalized Intersection
- HAWK Signal
- Other Flashing Sign
- Pedestrian Crossing Sign
- 4-Way Stop Sign



\*Legend Common to All Maps - Not all Features Present on All Maps

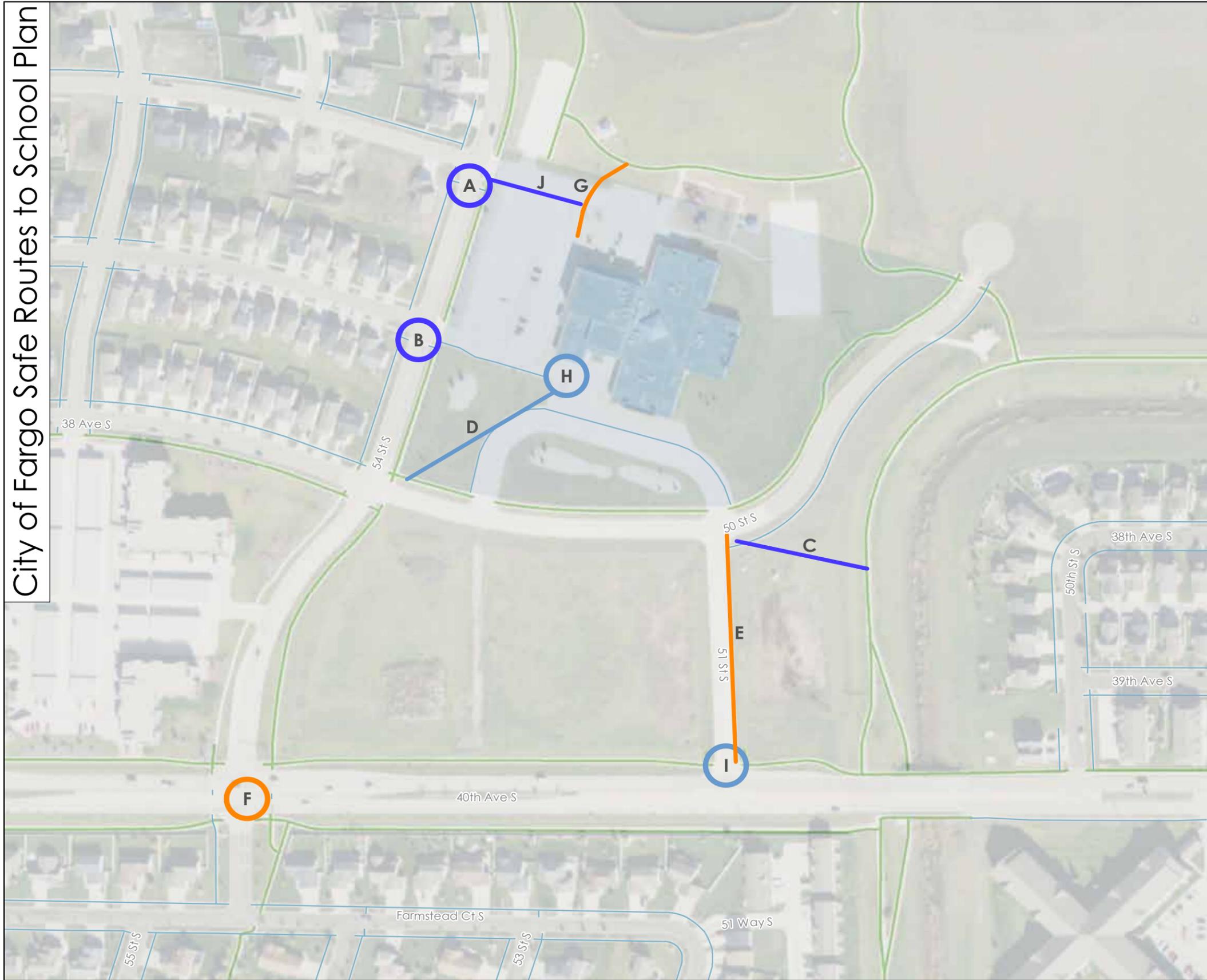
†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

### Opportunities for Improvement

Connections to the developing neighborhoods west of 54th Street S are high impact opportunities for improvement. Shortening the crossing distances and calming traffic along the segment of 54th Street S bordering the school would provide more comfortable routes for students and families walking and biking to school. There may be an opportunity to remove the existing center turn lane and use that space as a refuge island for people walking and biking, or to calm traffic.

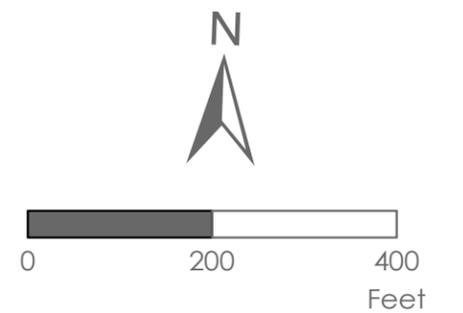
Additionally, the connections on campus to the surrounding neighborhoods could be improved by installing sidewalks and in particular, a pedestrian bridge over the existing drain to the east of school. Campus connections across parking lots and driving spaces to the existing shared use path network should also be prioritized.

INDEPENDENCE ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT				
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT	
<b>A</b> 54th Ave S / 37th Ave S	Consider removing center turn lane and installing median safety island or curb extensions to shorten crossing of 54th Ave S	City of Fargo	High	
<b>B</b> 54th Ave S / Justice Dr S	Consider removing center turn lane and installing median safety island or curb extensions to shorten crossing of 54th Ave S	City of Fargo	High	
<b>C</b> Southeast side of school to trail network	Install shared-use path along desire line connecting existing sidewalk to trail alongside drain	City of Fargo; West Fargo Public Schools	High	
<b>D</b> Green space connecting school to 54th St and 38th Ave	Install shared-use path connecting south school entrance to intersection of 54th St and 38th Ave	West Fargo Public Schools	Low	
<b>E</b> 51st St S between 40th Ave S and 38th Ave / 50th St	Install sidewalk or shared-use path	City of Fargo	Medium	
<b>F</b> 54th St S / 40th Ave S	Install curb extensions to decrease curb radii; consider leading pedestrian interval; install high visibility crosswalks	City of Fargo	Medium	
<b>G</b> Connection from main entrance to trails to the north	Install sidewalk or shared-use path to fill gap between existing on-campus sidewalk and shared-use path	West Fargo Public Schools	Medium	
<b>H</b> South entrance of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional bicycle parking on west side of school	West Fargo Public Schools	Low	
<b>I</b> 51st St S / 40th Ave S	Install curb extensions or median safety island on the north crossing; install high visibility crosswalk; install forward stop bar	City of Fargo	Low	
<b>J</b> Connection from Location G to 54th St S	Install raised pedestrian space and consider raised crosswalk where vehicle space crosses pedestrian space; install high visibility crosswalks	West Fargo Public Schools	High	



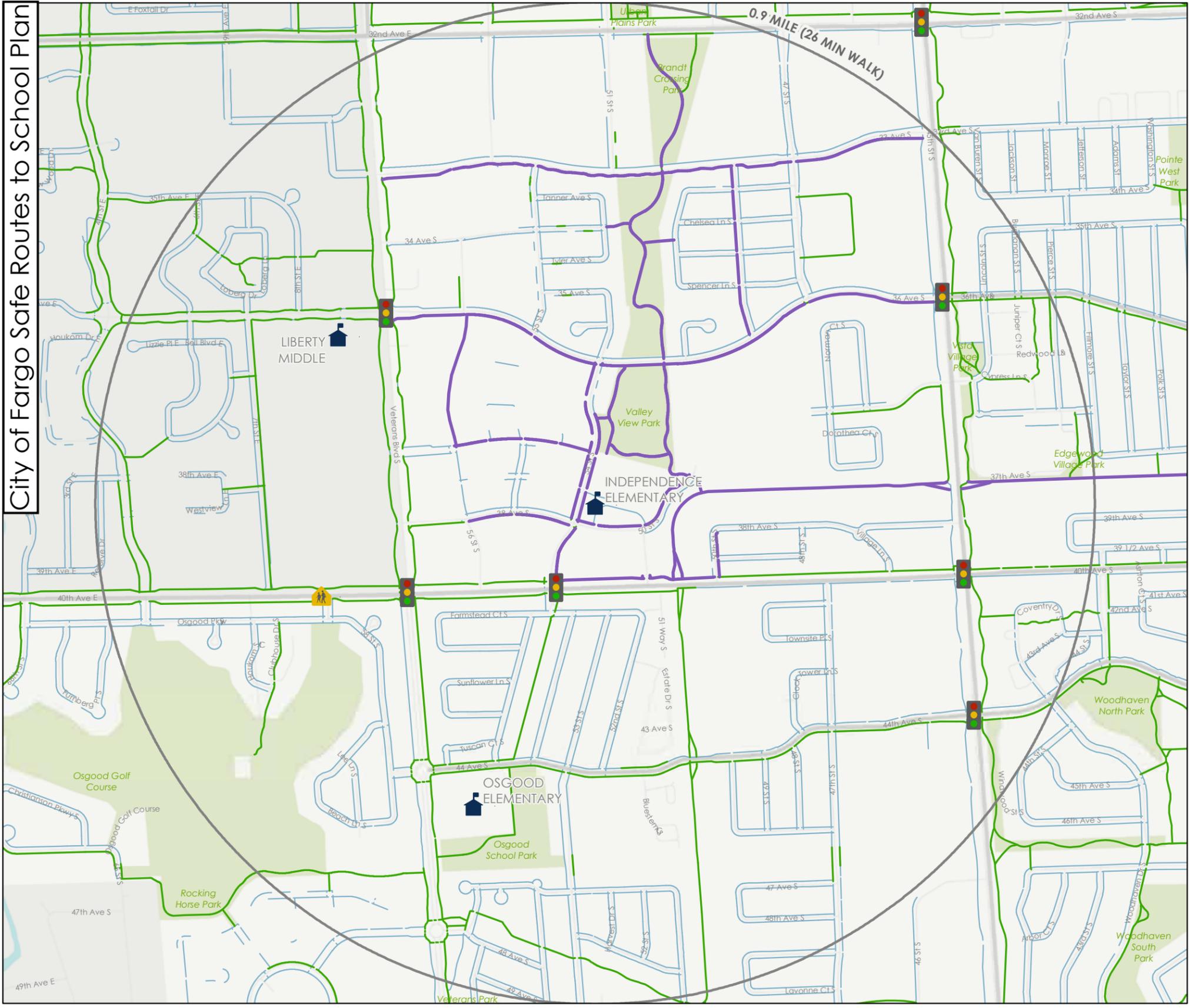
### Infrastructure Opportunities Independence Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds



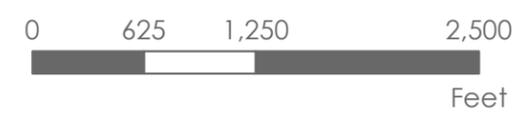
**METROCOG**

City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Independence Elementary

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal





# Osgood Elementary

5550 44th Avenue S, Fargo, ND 58104

## DISTRICT

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West Fargo Public School District #6

## GRADES

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K-5

## AVERAGE ENROLLMENT

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413

## ARRIVAL

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8:00 a.m.

## DISMISSAL

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2:40 p.m.

### Existing Conditions

Osgood Elementary is a kindergarten through 5th grade school in the West Fargo Public School District. The school is located approximately 4 miles south of downtown West Fargo. Approximately 31 percent of Osgood Elementary students qualify for free and reduced meals and 7.4 percent are English language learners.

The school was constructed in 2009 and since then has gone through additions in 2012 and 2013. The school is bound by Veterans Boulevard to the west, 44th Avenue S to the north, and Osgood School Park to the south and east. Surrounding land uses are primarily medium to lower density residential. Sheyenne High School is located approximately a quarter mile north of Osgood Elementary.

Veterans Boulevard is a high traffic volume roadway that is uncomfortable to cross, but has adequate infrastructure in place for safe walking parallel to it.

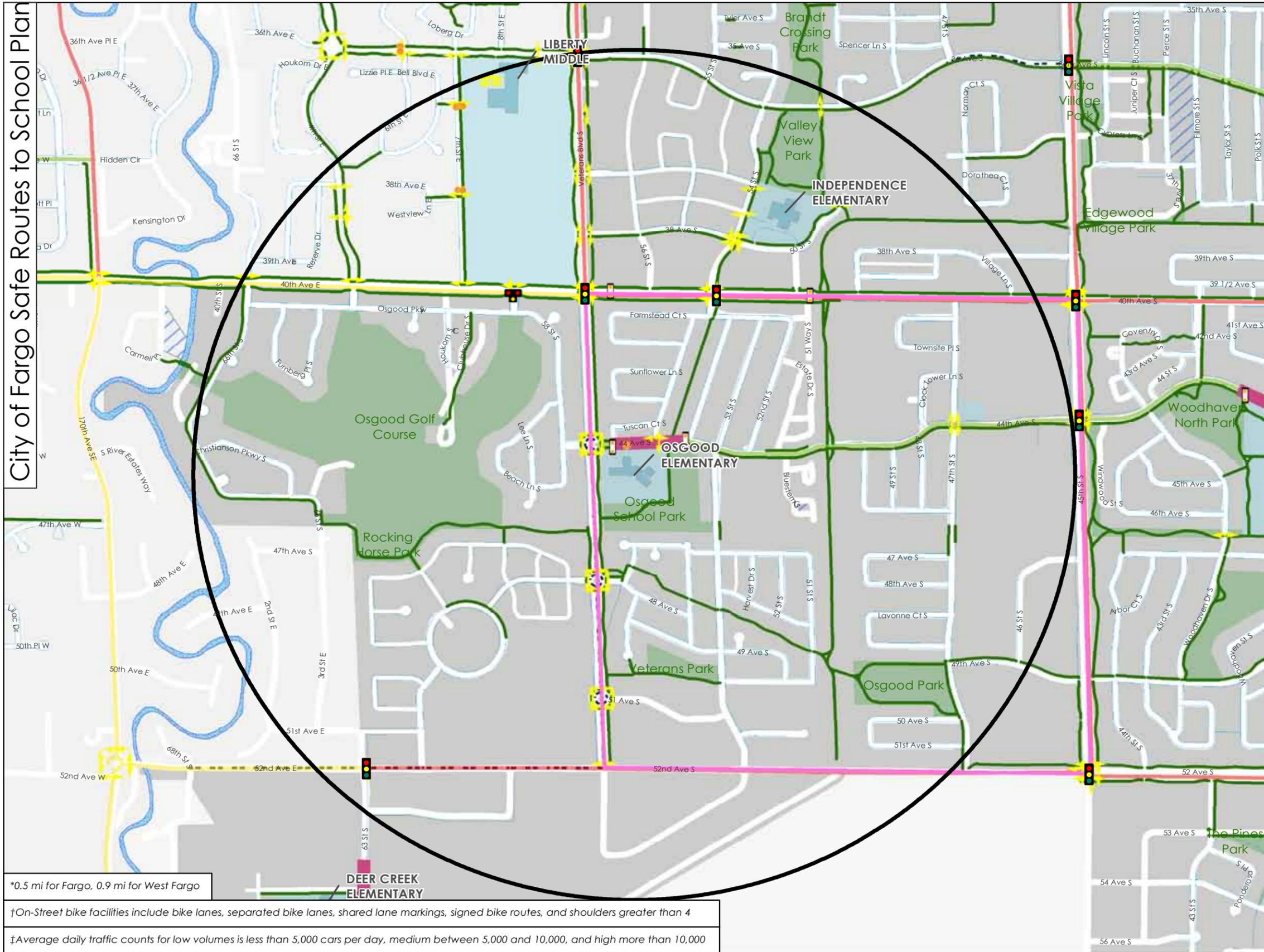
Shared use paths exist along Veterans Boulevard, 44th Avenue S, and through Osgood School Park. Most surrounding residential streets have sidewalks on both sides of the street. However, sidewalks are missing in the developments east of 53rd Street S.



▲ There is a lack of pedestrian space around the school building and parking lots.



▲ There is limited visibility of people crossing at the 44th Avenue S and 55th Street S intersection, especially during the winter.



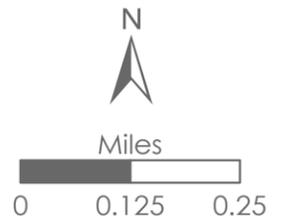
\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Osgood Elementary

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High



## Circulation Challenges

Osgood Elementary is located in a suburban style development with limited connectivity across housing developments. There are multiple sidewalk gaps surrounding the Osgood Elementary campus, specifically connecting existing sidewalks around the school building and to trails on the property’s perimeter. There is no pedestrian circulation route along the south parking lot connecting to Veterans Boulevard, or along the north parking lot around the school.

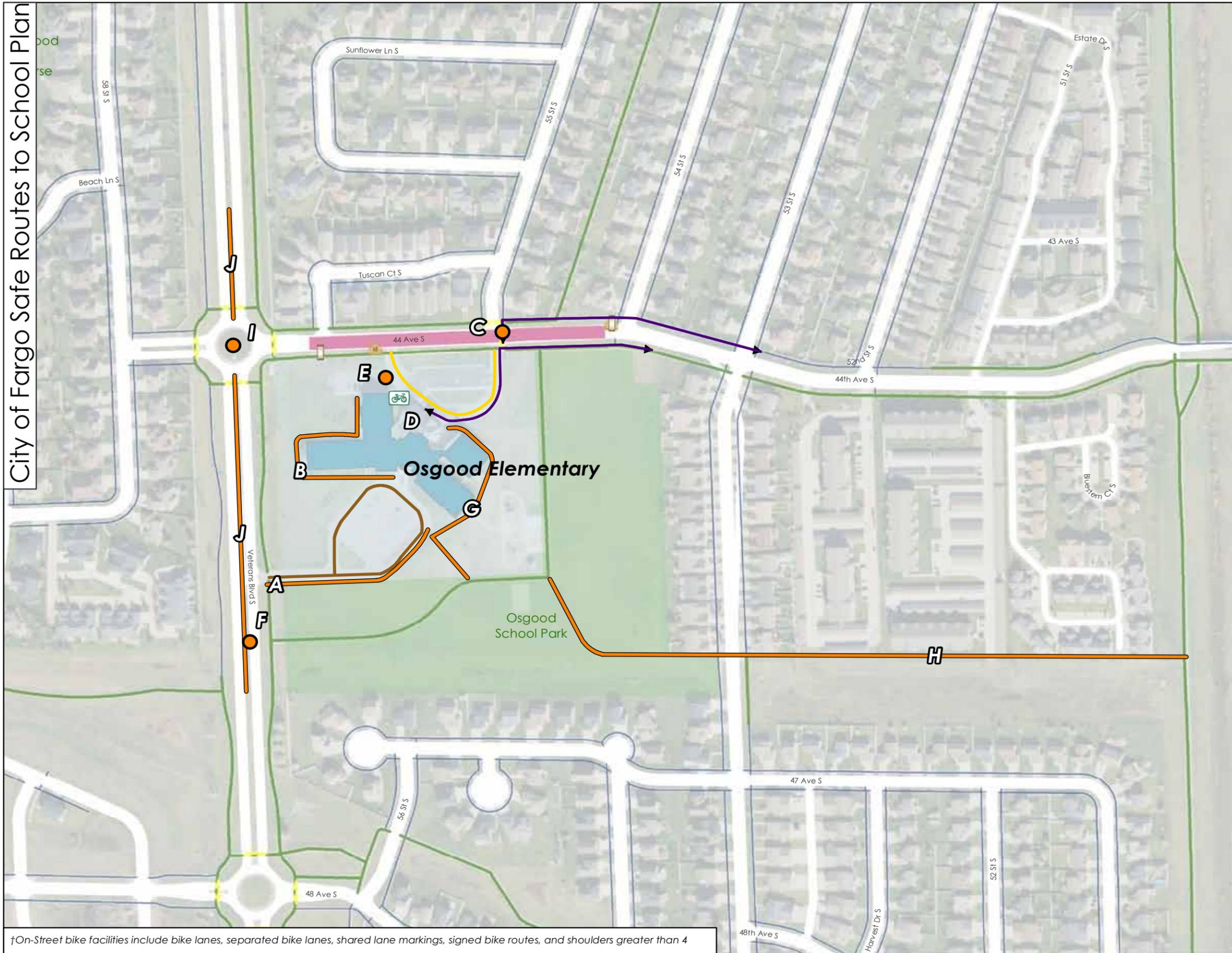
44th Avenue S is the primary east-west circulation route for students walking and biking to school. There is limited visibility of crossing pedestrians at the 55th Street S intersection, especially in the winter.

Veterans Boulevard is a major barrier for students walking and biking to school. It is a high traffic volume corridor, with observed high-speed traffic and many observed distracted drivers at the round-a-bout at 44th Avenue S. The south school access does not include protected pedestrian crossing infrastructure. The driveway is wide with large curb radii that encourages high speed turns in to and out of the parking lot.

A school speed zone exists on 44th Avenue S along the school property. However, no school speed zone is installed on any portion of Veterans Boulevard along Osgood.

### OSGOOD ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> South parking lot entrance	No pedestrian space along driveway to Veterans Blvd
<b>B</b> West side of school	No pedestrian space around school
<b>C</b> 44th Ave S / 55th St S	Limited visibility of people crossing, especially in the winter
<b>D</b> North side of school	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>E</b> North parking lot	Conflict between parking lot entrance/exit and sidewalk
<b>F</b> Veterans Blvd / trail crossing south of school	Long crossing distances ..... No crosswalk marking ..... Observed high traffic volumes
<b>G</b> East side of school	No pedestrian space around the school connecting doors to playground
<b>H</b> Green space / park to the south east of school to trail along drain	No pedestrian space connecting school to adjacent neighborhoods
<b>I</b> Veterans Blvd / 44th Ave S roundabout	Distracted drivers with low yield behavior
<b>J</b> Veterans Blvd adjacent to school and north of 44th Ave S	No school speed zone



†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

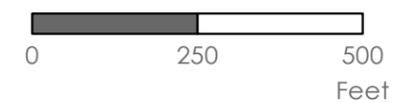
## Observed Circulation & Challenges Osgood Elementary

### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- ↔ Observed Walking and Biking Routes
- Bike Rack
- Challenge

### Existing Infrastructure\*

- Building Footprints
- School Grounds
- School Speed Zones
- On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- Crosswalk Marking
- Signalized Intersection
- HAWK Signal
- Other Flashing Sign
- Pedestrian Crossing Sign
- 4-Way Stop Sign



**METROCOG**

\*Legend Common to All Maps -  
Not all Features Present on All Maps

### Opportunities for Improvement

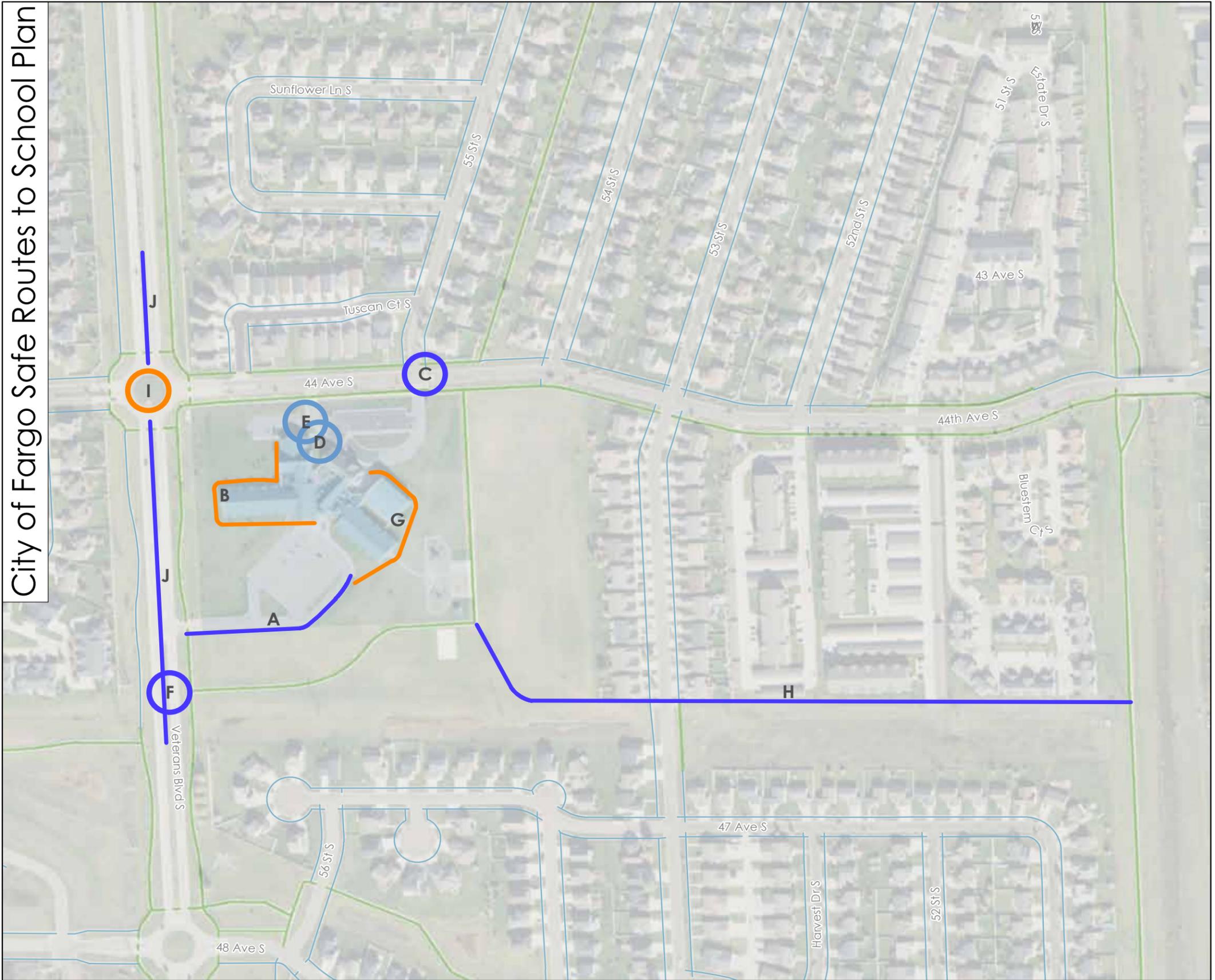
With no pedestrian space existing to connect students and families from Veterans Boulevard to the school, installing a sidewalk or shared use path along the entrance loop should be a high impact. Students were also observed walking to the southeast of school through the open field. Installing a shared use path or sidewalk here would connect these neighborhoods to Osgood.

Off campus, a median safety island and RRFB exists at the crossing at 55th Street S and 44th Avenue S. However, families mentioned that students are difficult to see in the dark and when snow is stored at the crossing.

On Veterans Boulevard, improvements should be made where the existing shared use path intersects south of campus. Shortening the crossing distance and using the existing median would provide students and families with a more comfortable crossing of this high traffic volume street. In addition, installing flashing school speed zone signs on Veterans Boulevard would help bring awareness to the school area and pedestrians.

OSGOOD ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT				
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT	
<b>A</b> South parking lot entrance	Install sidewalk or shared-use path along driveway connecting to existing sidewalk	West Fargo Public Schools	High	
<b>B</b> West side of school	Install sidewalk or shared-use path around the perimeter of school; coordinate with Location G & H	West Fargo Public Schools	Medium	
<b>C</b> 44th Ave S / 55th St S	Install pedestrian scale lighting on the north side of 44th Ave S and on the median safety island; change snow storage practices to improve sightlines in winter	City of Fargo	High	
<b>D</b> North side of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	West Fargo Public Schools	Low	
<b>E</b> North parking lot	Install curb extensions to narrow crossing and decrease curb radii in entrance/exit of parking lot; install high visibility crosswalk	West Fargo Public Schools	Low	
<b>F</b> Veterans Blvd / trail crossing south of school	Install extension of boulevard or curb space to existing fog line; install RRFB; install high visibility crosswalks; install space for pedestrians in median; install forward stop bar	City of Fargo	High	
<b>G</b> East side of school	Install sidewalk or shared-use path around perimeter of building; coordinate with Locations B & H	West Fargo Public Schools	Medium	
<b>H</b> Green space / park to the south east of school to trail along drain	Install sidewalk or shared-use path connecting existing trail to sidewalk on 53rd St S; coordinate with Location G	City of Fargo; West Fargo Public Schools; Fargo Park District	High	
<b>I</b> Veterans Blvd / 44th Ave S roundabout	Install forward stop bars; install RRFB on all crossings	City of Fargo	Medium	
<b>J</b> Veterans Blvd adjacent to school and north of 44th Ave S	Install school speed zone signage consistent with similar signs in Fargo	City of Fargo	High	

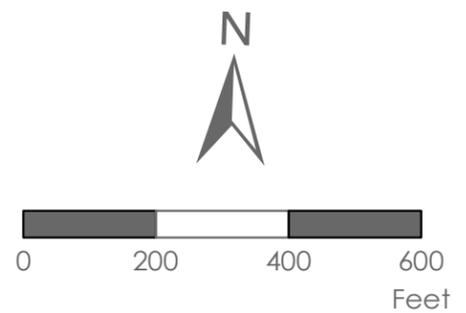
City of Fargo Safe Routes to School Plan



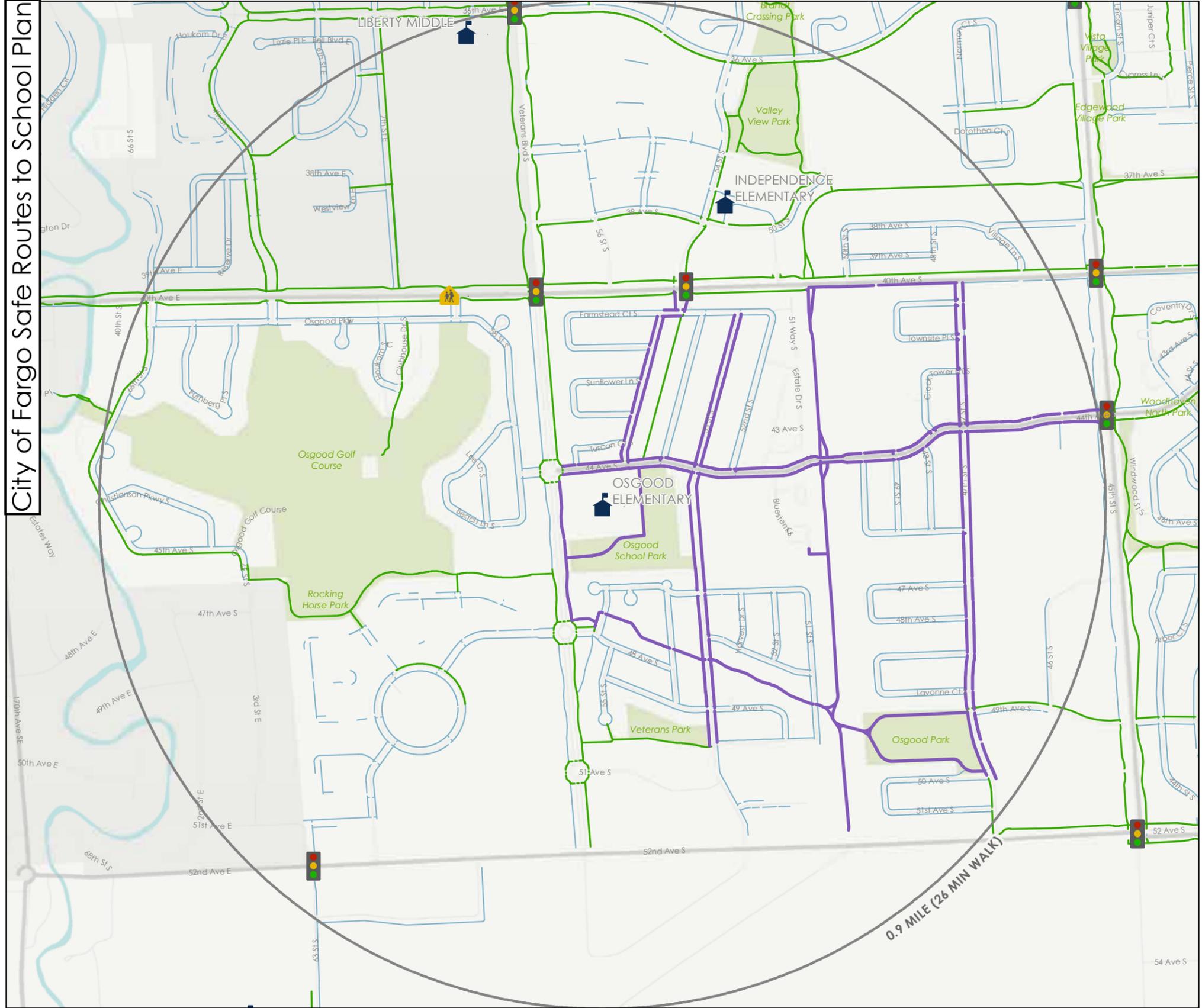
Infrastructure Opportunities

Osgood Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds

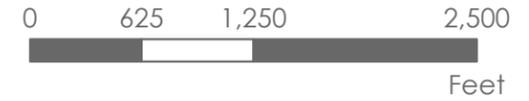


City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Osgood Elementary

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal





# Willow Park Elementary

4901 15th Avenue S, Fargo, ND 58103

## DISTRICT

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West Fargo Public School District #6

## GRADES

---

K-5

## AVERAGE ENROLLMENT

---

532

## ARRIVAL

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8:10 a.m.

## DISMISSAL

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2:40 p.m.

### Existing Conditions

Willow Park Elementary is a Kindergarten through 5th grade school in the West Fargo Public School District. The school is located approximately one mile north of Interstate 94 and 45th Street Interchange on the western edge of West Fargo's commercial center. Approximately 67 percent of Willow Park Elementary students qualify for free and reduced meals and 37.1 percent are English language learners.

The school was constructed in 2018 to meet the needs of the growing community. The school is bound by 14th Avenue S to the north, 48th Street S to the east, 15th Avenue S to the south, and 50th Street SW to the west. 13th Avenue S and 45th Street S are high traffic volume roadways with high traffic speeds and long crossing distances. These roads are considered hazardous roads that students are not expected to walk or bike across. The adjacent roadways surrounding Willow Park Elementary are local roadways serving residential and commercial uses.

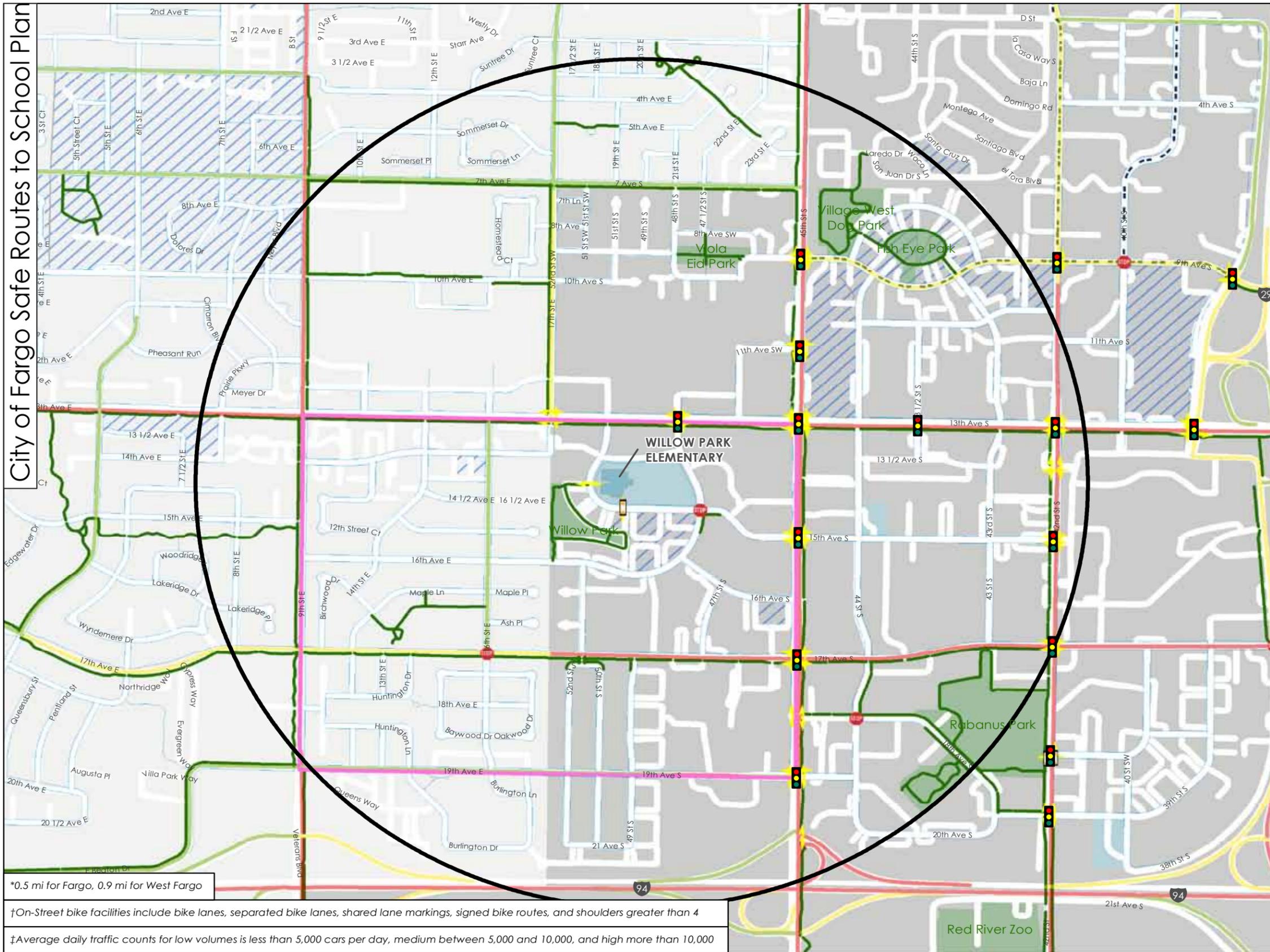
The adjacent properties are primarily multifamily residential and commercial on large, irregularly shaped blocks. Sidewalk connectivity is limited through these areas, which encourages students to cut through apartment complexes and commercial parking lots.



▲ Students cross at the south parking lot driveway, despite no crosswalk improvements.



▲ The 17th Avenue and 51st Street intersection is wide and uncontrolled making it uncomfortable for pedestrians and bicyclists.



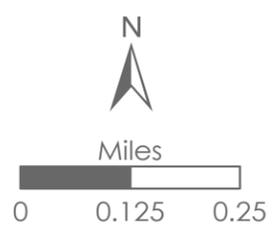
\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

Existing Conditions  
Willow Park Elementary

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High



### Circulation Challenges

Willow Park Elementary is located in a commercial and multifamily neighborhood, which creates unique challenges for students walking and biking to school. There is no designated school zone speed limit.

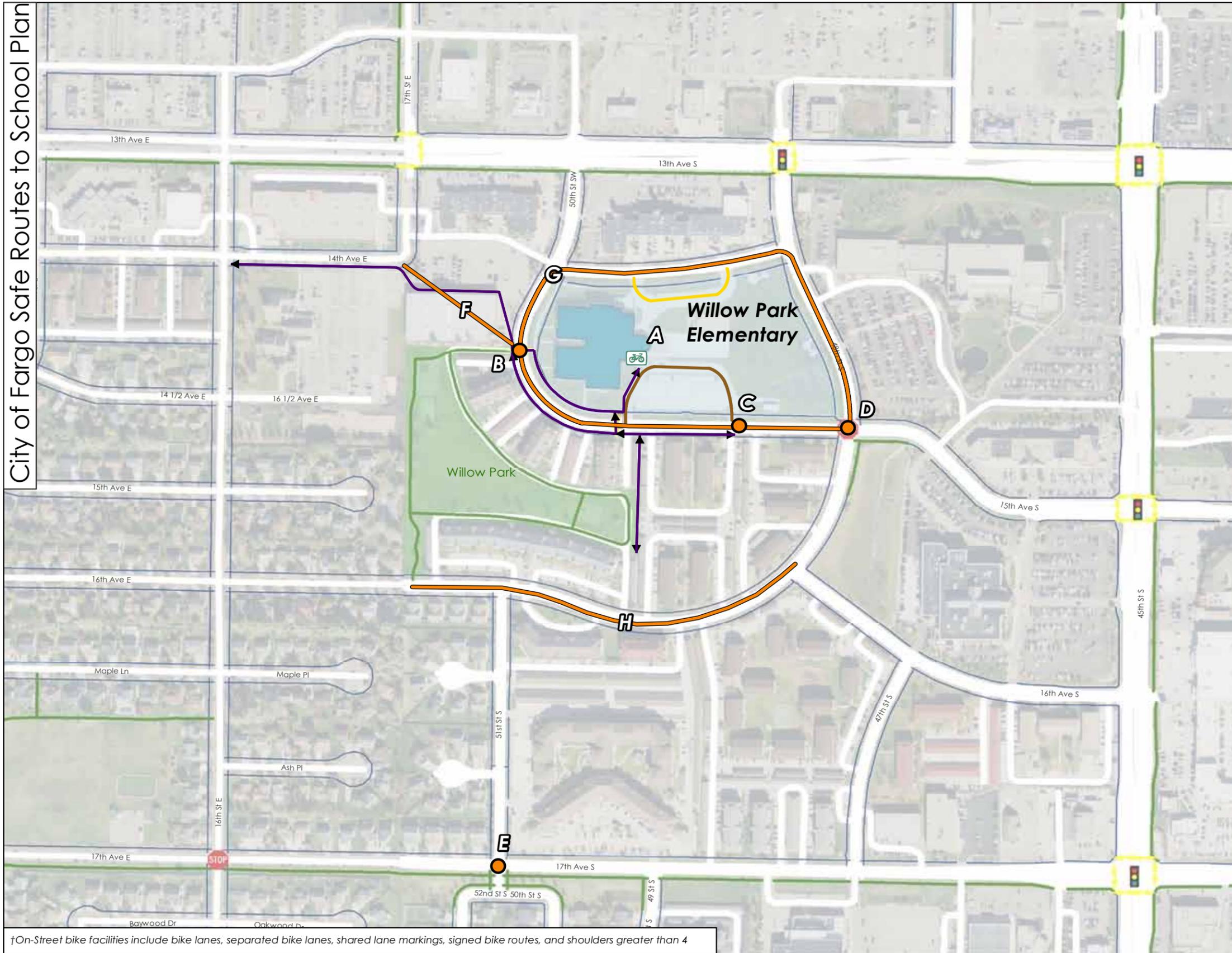
Along 15th Avenue S, a marked, raised, signed crosswalk with flashing beacon is located at the west driveway of the parking lot. It is a common crossing and has good yielding behavior by motorists. Several students were also observed crossing at the east driveway, which does not have ramps or a marked crosswalk. The intersection of 15th Avenue S and 48th Street S is a 4-way stop with long pedestrian crossing distances. Observed driver yielding behavior was good during field visits.

West of the school along 50th Street SW, the curvature of the road and parked vehicles make visibility challenging during dismissal. There is no direct pedestrian route west of 50th Street SW to the multifamily residential area.

17th Avenue S, south of Willow Park, is a wide roadway with high traffic volumes. As noted on the Observed Circulation and Challenges Map, challenge E is an unmarked and uncontrolled pedestrian crossing with no additional signage or crossing enhancements. This is a barrier for students walking and biking from the south.

### WILLOW PARK ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> Front of School	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>B</b> 15th Ave S / trail west of school	Poor visibility between motorists and pedestrians due to parking and curve
<b>C</b> 15th Ave S / south parking lot	Observed crossing location ..... Sidewalk gap ..... No marked crossing
<b>D</b> 48th St S / 15th Ave S	Long crossing distance
<b>E</b> 17th Ave E / 51st St S	Long crossing distance ..... No crosswalk markings
<b>F</b> Between 15th Ave S and 17th St E near Gordmans	No designated walking route between 15th Ave S and higher density housing to the west
<b>G</b> Adjacent Roadways	No school zone signage
<b>H</b> 16th Ave S between west of 51st St S and 16th Ave S	No comfortable crossings on a road with observed high traffic volumes



†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

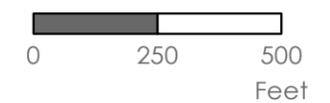
## Observed Circulation & Challenges Willow Park Elementary

### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- Observed Walking and Biking Routes
- Bike Rack
- Challenge

### Existing Infrastructure\*

- Building Footprints
- School Grounds
- School Speed Zones
- On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- Crosswalk Marking
- Signalized Intersection
- HAWK Signal
- Other Flashing Sign
- Pedestrian Crossing Sign
- 4-Way Stop Sign



**METROCOG**

\*Legend Common to All Maps -  
Not all Features Present on All Maps

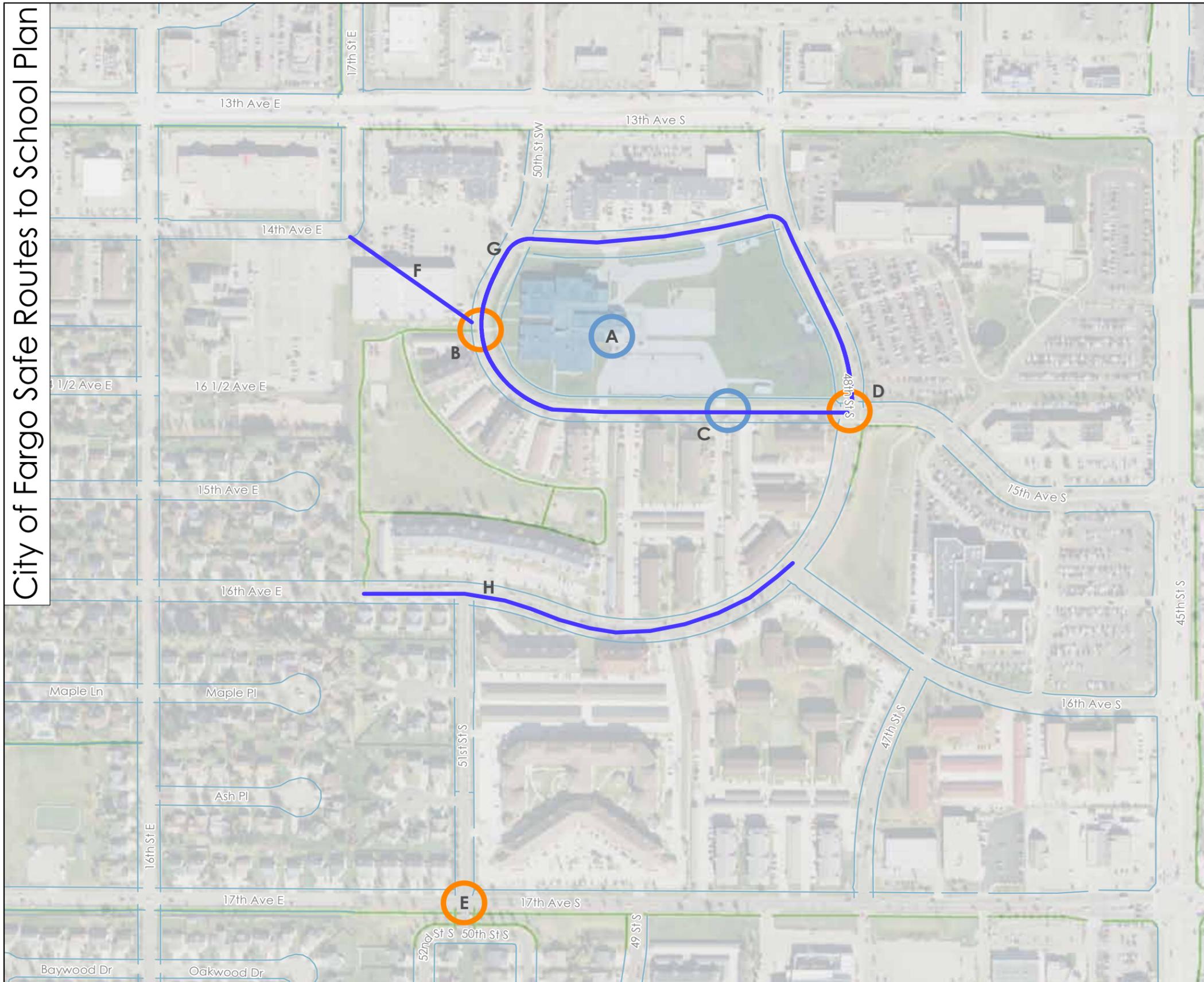
## Opportunities for Improvement

Opportunities for improvement at Willow Park Elementary include the installation of a school speed zone surrounding campus, pedestrian crossing and connectivity improvements, and bicycle parking upgrades.

Two high impact opportunities for improvement require further study. One is a pedestrian connection between 15th Avenue S and 17th Street E (see opportunity F). Currently, students must navigate through a commercial loading area and parking lot to reach multifamily housing along 14th Avenue E. The other is a crossing improvement on 16th Avenue S between an existing trail and 48th Street S to determine the appropriate location for crossing enhancements (see opportunity H).

Crossing opportunities for improvement at 15th Avenue S on the east side of Willow Park Elementary include high visibility crosswalk markings and curb extensions. Curb extensions or a median safety island along with high visibility crosswalk markings, signage, an RRFB are recommended for consideration at the intersection of 17th Avenue S and 51st Street S.

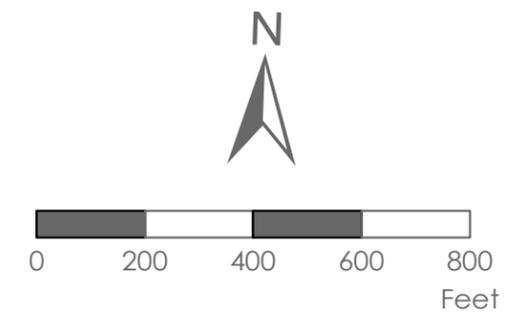
WILLOW PARK ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT				
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT	
<b>A</b> Front of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	West Fargo Public Schools	Low	
<b>B</b> 15th Ave S / trail west of school	Consider curb extensions, raised crosswalk, or median safety island	City of Fargo	Medium	
<b>C</b> 15th Ave S / south parking lot	Install sidewalk to curb; install ADA compliant curb ramps; install raised crosswalk; install flashing beacon	City of Fargo	Low	
<b>D</b> 48th St S / 15th Ave S	Consider eliminating left turn lanes to install curb extensions and reduce crossing distances on all legs (prioritize west and south crossings)	City of Fargo	Medium	
<b>E</b> 17th Ave S / 51st St S	Install ADA compliant curb ramps along north side; install geometric improvements to reduce crossing distances on 17th Ave S including curb extensions or median safety islands; install high visibility crosswalks; consider RRFB	City of Fargo	Medium	
<b>F</b> Between 15th Ave S and 17th St E near Gordmans	Install a sidewalk to fill existing gap; study potential alignments to provide a direct pedestrian route between 15th Ave S and 17th St E and Further study is recommended to determine the preferred alignment.	City of Fargo	High	
<b>G</b> Adjacent roadways	Install school speed zone	City of Fargo	High	
<b>H</b> 16th Ave S between west of 51st St S and 16th Ave S	Conduct additional study to identify key pedestrian crossing locations for improvements. Treatments may include high visibility crosswalks, school crossing signage, curb extensions, median safety islands, and others.	City of Fargo	High	



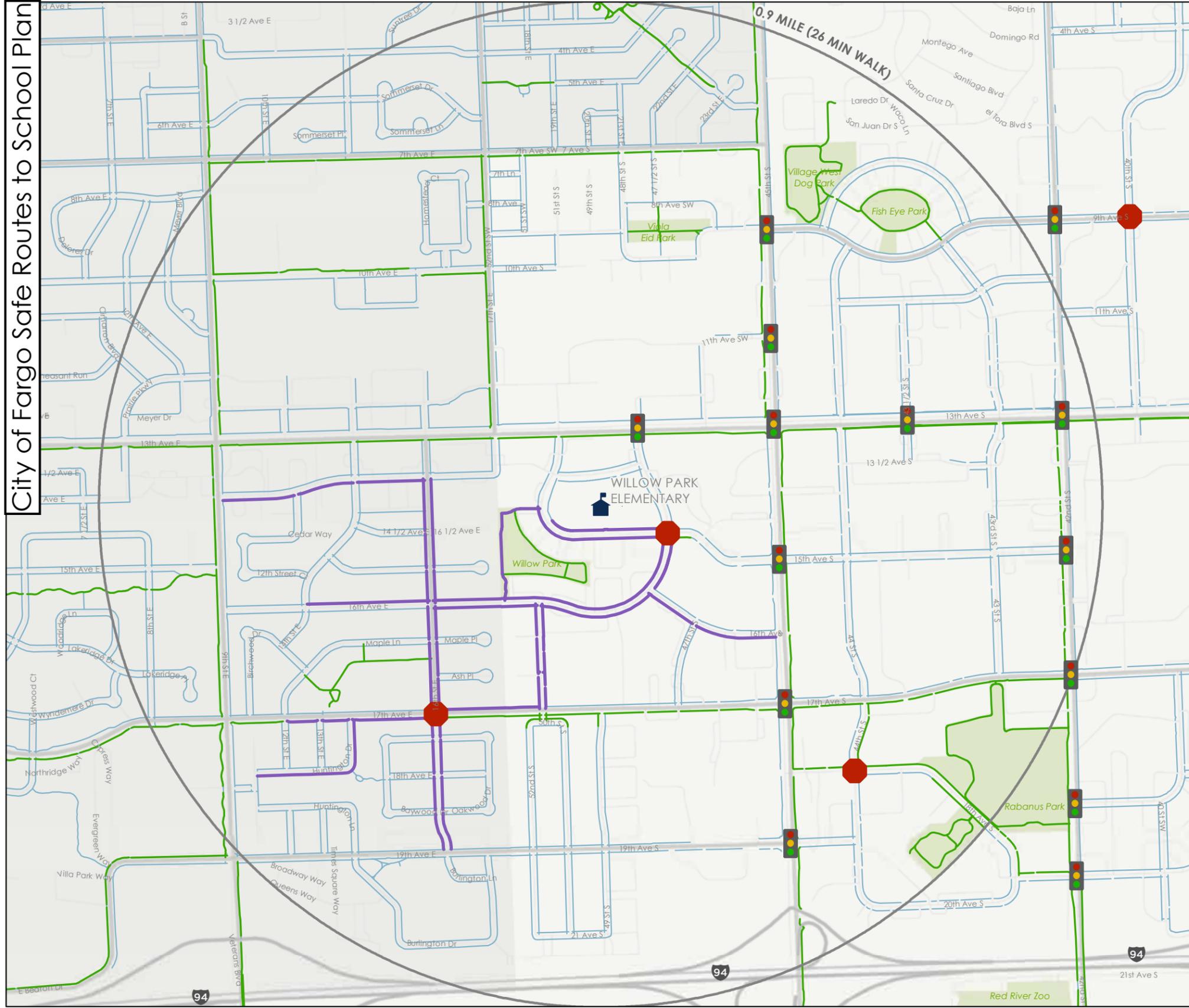
### Infrastructure Opportunities

#### Willow Park Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds

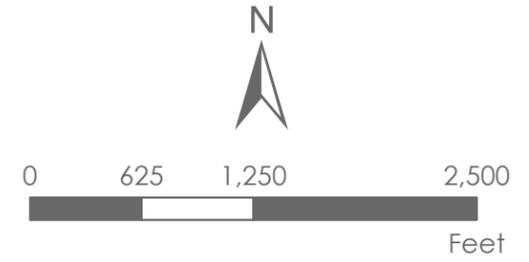


City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Willow Park Elementary

- Suggested routes
- Sidewalks
- Shared Use Path
- ◐ All-way stops
- Traffic signal
- Pedestrian crossing signal





# Liberty Middle

801 36th Ave E, West Fargo, ND 58078

## DISTRICT

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**West Fargo Public  
School District #6**

## GRADES

---

**6-8**

## AVERAGE ENROLLMENT

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**1,200**

## ARRIVAL

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**8:25 a.m.**

## DISMISSAL

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**3:25 p.m.**

### Existing Conditions

Liberty Middle is a 6th through 8th grade school in the West Fargo School District. It is located approximately three miles south of downtown West Fargo and just west of Independence Elementary. Approximately 23 percent Liberty Middle students qualify for free and reduced meals, and 3.6 percent are English language learners.

The school was constructed in 2013. The school is bound by Veterans Boulevard to the east, 36th Avenue E to the north, 7th Street E to the west, and Sheyenne High on the south. The roads to the north and west consist of local roadways. Existing major corridors, such as Veterans Boulevard and 40th Avenue S are difficult to cross because of high traffic volumes and high travel speeds. These roads are considered hazardous roadways to students walking and biking to school, so students are not expected to cross them, but many still do. Crossings only occur at signal and HAWK-controlled intersections. However, adequate pedestrian and bicycle spaces exist along both corridors to provide connections to and from school grounds.

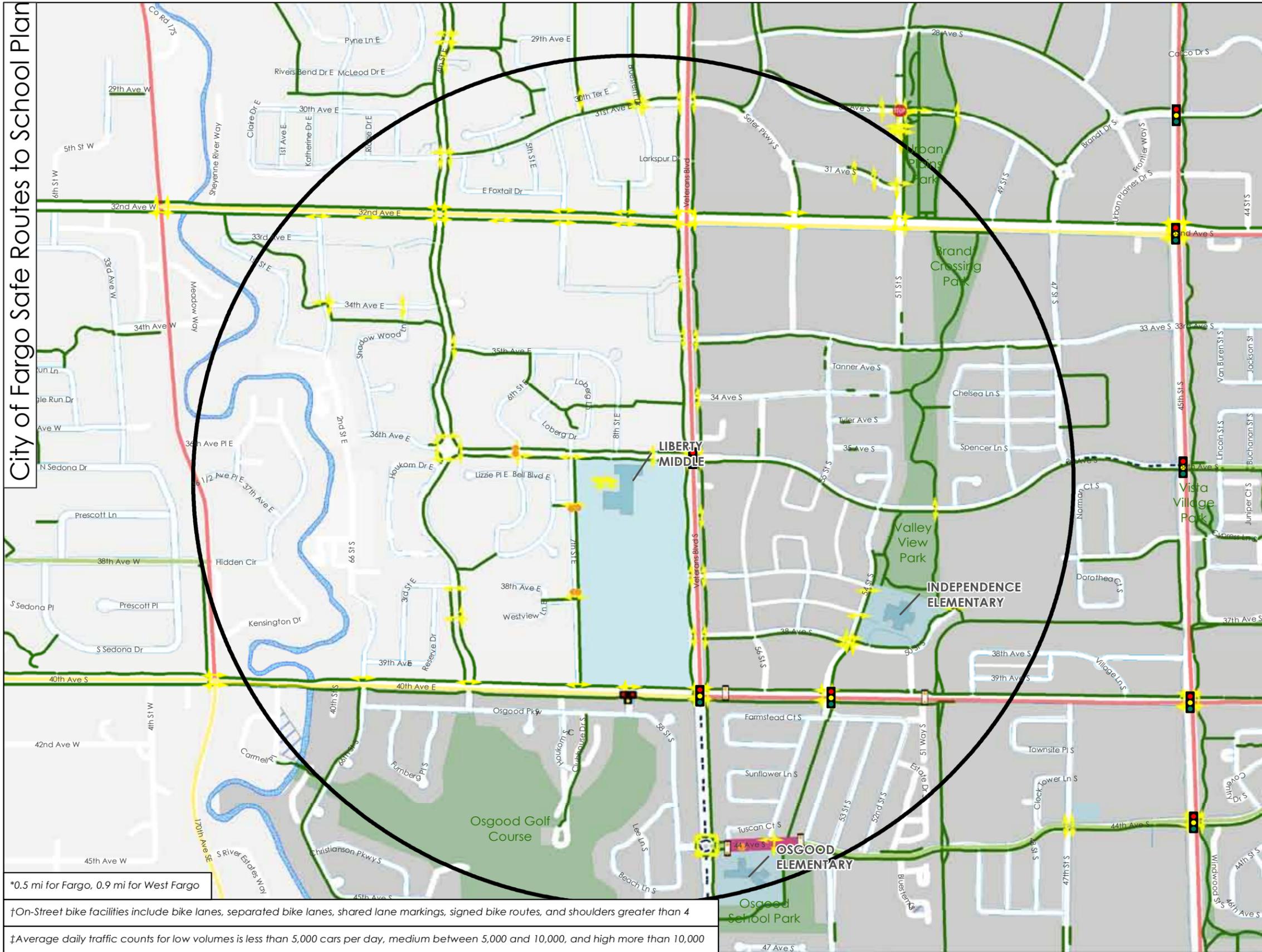
During pick-up and drop-off, parent vehicles are instructed to enter the parking lot from 36th Avenue E and exit onto 7th Street E in a one-way loop. This circulation route sends vehicles through the Liberty Middle and Sheyenne High campus where many students cross to access the buses at Liberty Middle. This often results in conflicts between students walking on campus to and from school.



▲ The intersection of 8th Street E and 36th Avenue E directly north of Liberty Middle is designed to discourage pedestrian crossings.



▲ Long queues during drop-off and pick-up result in vehicles blocking the crosswalk.



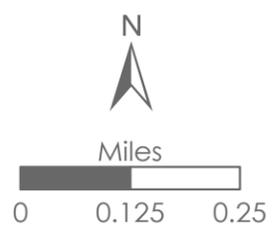
\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Liberty Middle

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High



### Circulation Challenges

Liberty Middle is directly north of Sheyenne High. The two schools make up one large school campus that is one-half mile, north to south, and lacks many permanent internal pedestrian circulation routes.

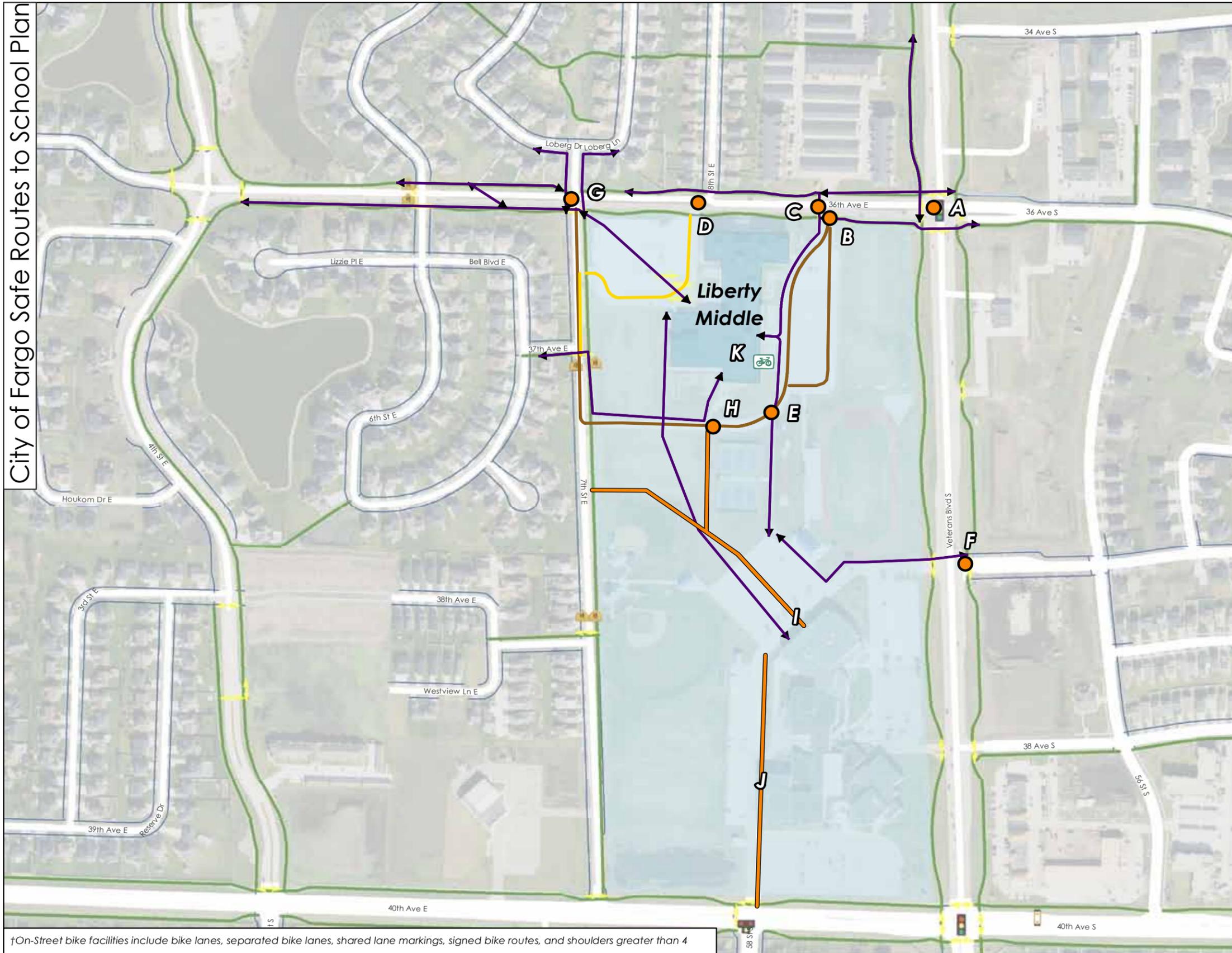
To the east is Veterans Boulevard, a high traffic volume corridor with high observed travel speeds and no protected crossings between 36th Avenue E and 40th Avenue E (0.5 miles). This makes access from the east challenging and requires a long circuitous route to get to school. The intersection of 36th Avenue E and Veterans Boulevard is a major concern for the school, which reported multiple car and pedestrian crashes. Additionally, it was reported by students and the school that signal phases and timing at this intersection does not provide adequate time to cross and wait times are long.

36th Avenue E is a primary east-west circulation route for students walking and biking to school. Along 36th Avenue E, a lack of pedestrian crossing facilities creates challenges for students walking and biking to school, specifically at 7th Street E, 8th Street E, and the school parking lot. The intersection of 7th Street E and 36th Avenue E has long crossings and no crosswalks or median refuge islands. The north visitor parking lot driveway is very wide and unmarked, and crossing 36th Avenue E often has challenging visibility. This location has had multiple pedestrian or bicycle involved crashes.

There are concerns regarding speeding along the one-way circulation loop just south of the school building. This area lacks crosswalk markings, and many students were observed walking from Sheyenne High to get on the bus at Liberty Middle.

### LIBERTY MIDDLE CHALLENGES

LOCATION	CHALLENGE
<b>A</b> 36th Ave E / Veterans Blvd	Long crossing distances No leading pedestrian interval
<b>B</b> 36th Ave E / east parking lot entrance	Wide driveway curb radii encourages high vehicle speeds Drivers waiting to pick up students spill onto 36th Ave and block crossing of parking lot
<b>C</b> Crossing of 36th Ave E at east parking lot entrance	Long crossing distances Observed conflicts between people walking and biking and driving
<b>D</b> 36th Ave E / 8th St E	No direct and comfortable crossing of 36th Ave E to reach neighborhood directly north
<b>E</b> School access lane	Crossing sign posted but no crosswalk Inconsistent curb cuts
<b>F</b> Veterans Blvd / 37th Ave S	Long and uncomfortable crossing at main access to residential area
<b>G</b> 36th Ave E / 7th St E	Long crossing distances Missing crosswalks
<b>H</b> School access lane	Vehicle speeds perceived to be high on campus as drivers travel towards 7th St E
<b>I</b> Pedestrian circulation between Liberty and Sheyenne High School	No pedestrian space through soccer fields
<b>J</b> Pedestrian circulation between Liberty and Sheyenne High School	No pedestrian space along the west side of Sheyenne connecting to 40th Ave
<b>K</b> Main entrance	Comb style rack does not allow locking of frame and can lead to wheel damage



†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

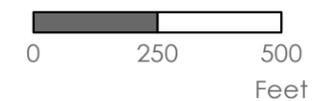
## Observed Circulation & Challenges Liberty Middle

### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- Observed Walking and Biking Routes
- Bike Rack
- Challenge

### Existing Infrastructure\*

- Building Footprints
- School Grounds
- School Speed Zones
- On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- Crosswalk Marking
- Signalized Intersection
- HAWK Signal
- Other Flashing Sign
- Pedestrian Crossing Sign
- 4-Way Stop Sign



**METROCOG**

\*Legend Common to All Maps -  
Not all Features Present on All Maps

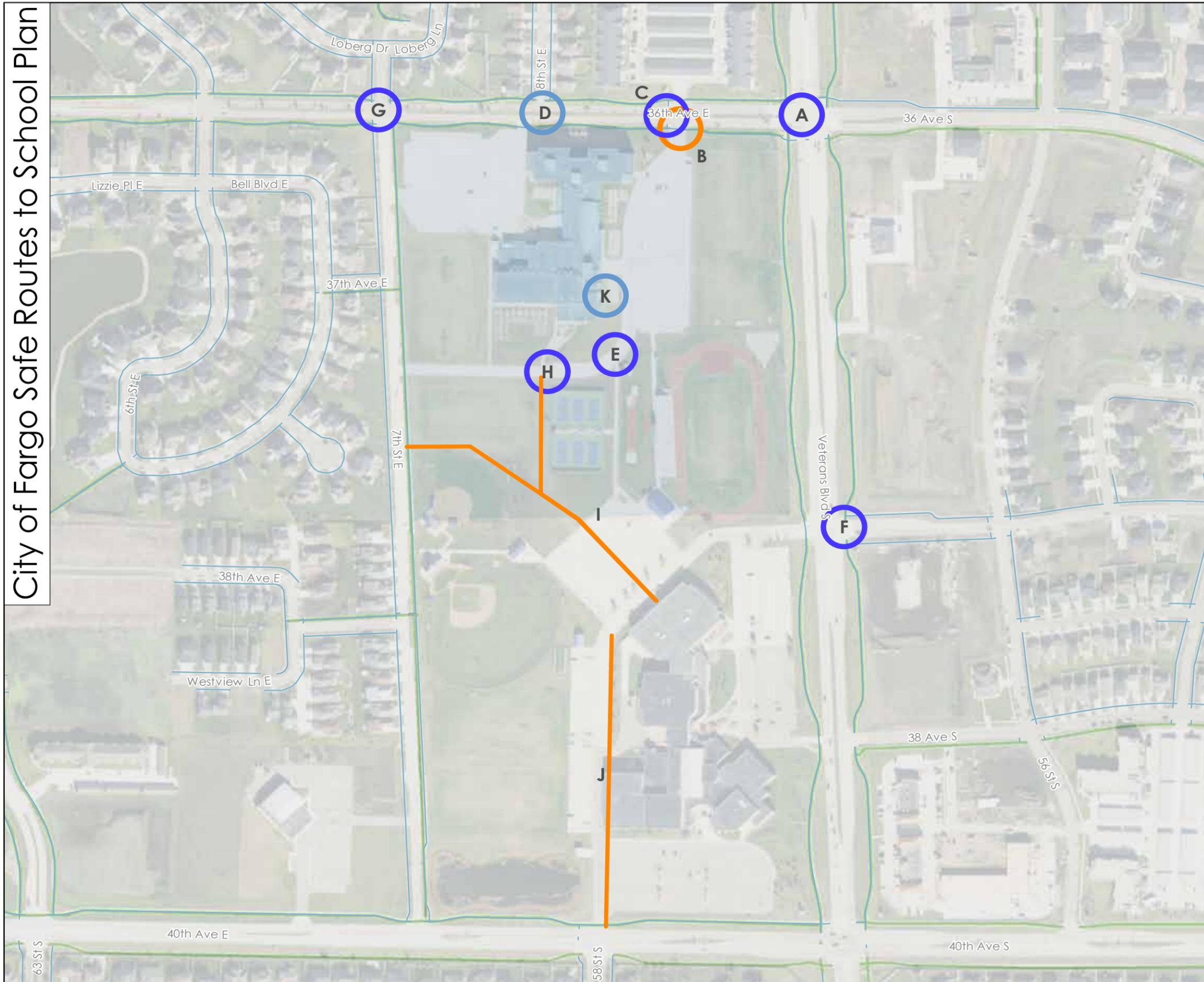
## Opportunities for Improvement

Crossings of 36th Avenue E are uncomfortable for students traveling to Liberty Middle and are considered high impact for improvement. In particular, signal timing and phasing changes should be considered at Veterans Boulevard, as well as providing additional space to improve visibility. Just west of Veterans Boulevard at the north school parking lot access, the median space should be extended to break the crossing of 36th Avenue E into two steps, calm traffic, and improve visibility.

Students often use the intersection of 36th Avenue E and 7th Street E while traveling to and from school. This intersection could be improved to shorten crossing distances and improve visibility.

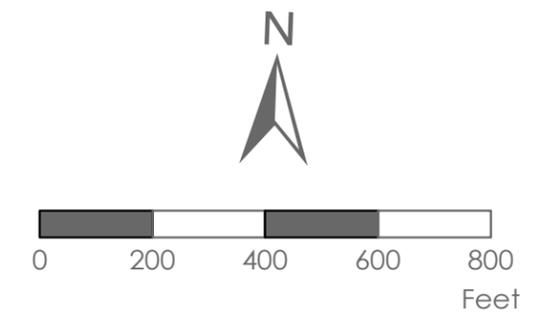
On campus comfort and safety should be improved by calming vehicle traffic along the one-way circulation loop, just south of the school building. Additionally, separated and direct pedestrian routes to travel to, from, and within the Liberty Middle and Sheyenne High shared campus will improve on-campus pedestrian and bicycle circulation.

LIBERTY MIDDLE OPPORTUNITIES FOR IMPROVEMENT				
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT	
<b>A</b> 36th Ave E / Veterans Blvd	Install extension of existing medians on 36th Ave E to provide space for pedestrians to wait and cross; consider leading pedestrian interval; install no right turn on red during school hours	City of Fargo	High	
<b>B</b> 36th Ave E / east parking lot entrance	Install curb extensions to decrease curb radii and crossing distance to a single lane; install high visibility crosswalk	City of Fargo; West Fargo Public Schools	Medium	
<b>C</b> Crossing of 36th Ave E at east parking lot entrance	Install extension of existing median on 36th Ave E to provide space for pedestrians to wait; install RRFB; install forward stop bar	City of Fargo	High	
<b>D</b> 36th Ave E / 8th St E	Investigate geometric changes to this crossing to provide comfortable and direct crossing of 36th Ave E for pedestrians using the west access of Liberty. Coordinate with Locations C and G.	City of Fargo	Low	
<b>E</b> School access lane	Install raised crossing; install ADA compliant curb ramps; install school crossing signs	West Fargo Public Schools	High	
<b>F</b> Veterans Blvd / 37th Ave S	Install HAWK signal or study whether traffic signal is warranted; install median safety island; install high visibility crosswalks; install forwards stop bars	City of Fargo	High	
<b>G</b> 36th Ave E / 7th St E	Install high visibility crosswalks; install forward stop bars; extend median on 36th Ave S to provide safety refuge	City of Fargo	High	
<b>H</b> School access lane	Install raised crossing; install ADA compliant curb ramps; install school crossing signs	West Fargo Public Schools	High	
<b>I</b> Pedestrian circulation between Liberty and Sheyenne High School	Install paved shared-use path that connects to existing sidewalk network; install high visibility crosswalk to connect to raised walkway in parking lot	West Fargo Public Schools	Medium	
<b>J</b> Pedestrian circulation between Liberty and Sheyenne High School	Install separated and raised curb/sidewalk space that connects to existing sidewalk network	West Fargo Public Schools	Medium	
<b>K</b> Main entrance	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); consider installing additional bike parking on west side of school	West Fargo Public Schools	Low	



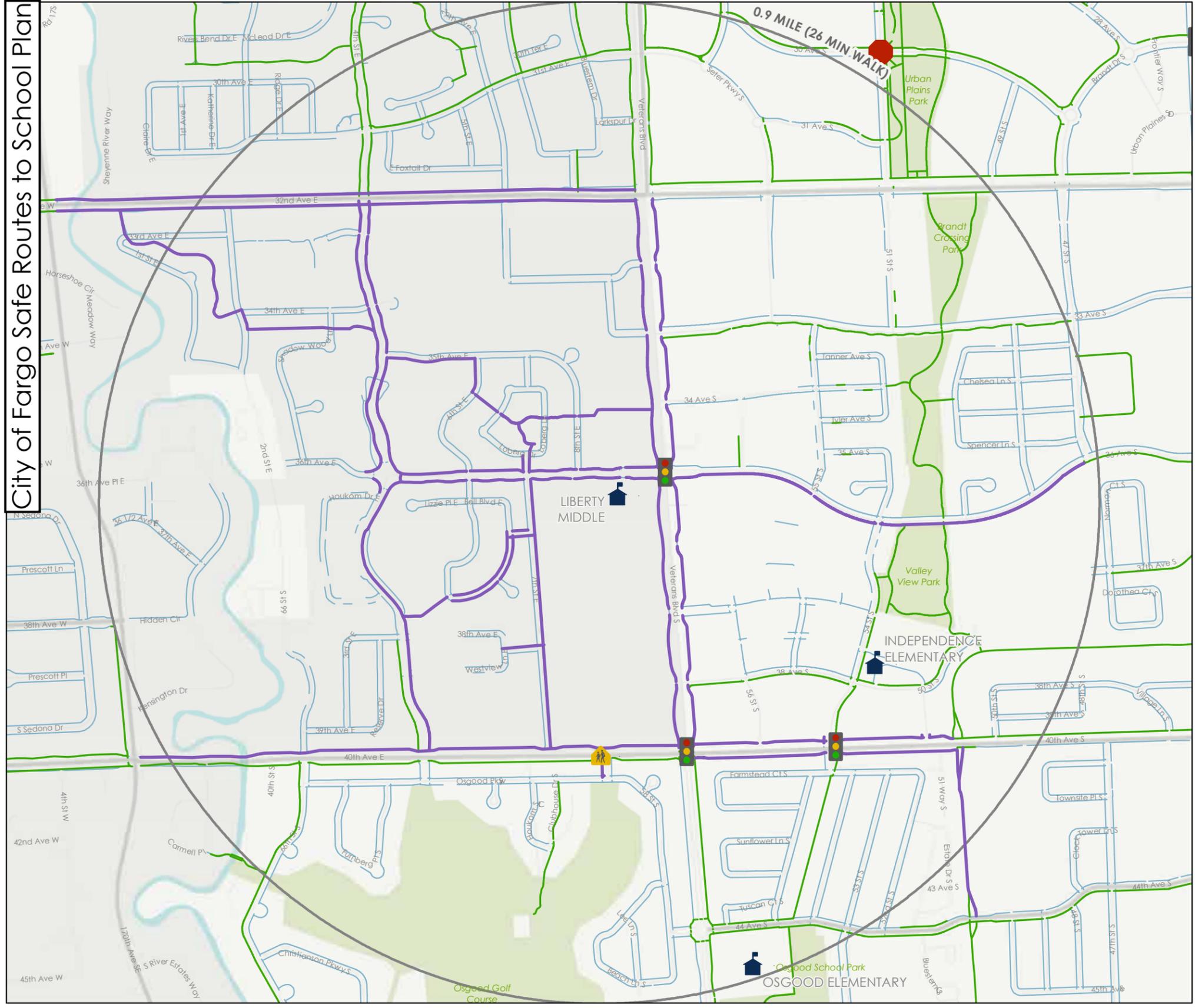
### Infrastructure Opportunities Liberty Middle

- Opportunities for Improvement Locations
  - High Impact
  - Medium Impact
  - Low Impact
- Opportunities for Improvement Segments
  - High Impact
  - Medium Impact
  - Low Impact
- Shared Use Path
- Sidewalk
- Building footprint
- School grounds



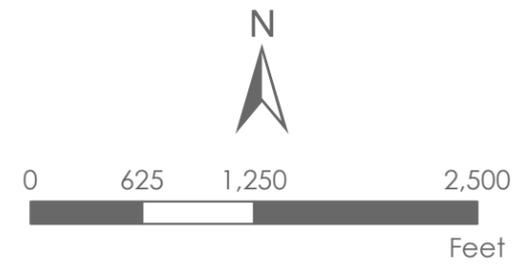
**METROCOG**

City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Liberty Middle

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal



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# Private Schools

### EXISTING CONDITIONS

The private schools that are a part of this plan are within the City of Fargo. They have a variety of surrounding land use contexts and do not necessarily draw many students from the surrounding neighborhoods. Consequently, very few students currently walk or bike to school.

<b>Grace Lutheran School</b>	235
<b>St. John Paul II Catholic Schools</b>	
Holy Spirit Elementary	243
Nativity Elementary	251
Sullivan Middle	257
<b>Oak Grove Lutheran Schools</b>	
Elementary Campus	267
Middle/High School Campus	275



### **OBSERVED CHALLENGES**

Currently, the private schools do not have many students who walk or bike because the student populations come from all over the region. However, many of the schools are situated nearby residential areas and, in some cases, are near high-density housing. Therefore, there is a significant possibility that the schools will attract people who live nearby. Unfortunately, there are many instances where there is a high traffic volume and high speed street directly adjacent to the school, which acts as a barrier for people to walk or bike to the school. For example, Oak Grove Lutheran Elementary is separated from apartment homes to the north by 32nd Avenue S.



### OPPORTUNITIES FOR IMPROVEMENT

The opportunities for improvement for the Private Schools vary by the location and context of each school. All schools have prioritized opportunities for improvement within close proximity of the schools in an effort to influence as many potential students as possible. Other opportunities for improvement are related to maintenance of infrastructure, while others relate to crossing barriers, such as wide roadways with multiple lanes of traffic.

### FUNDING OPPORTUNITIES

- Transportation Alternatives (TA) Program / Safe Routes to School
- PeopleForBikes Community Grant Program
- Dedicated City funding for pedestrian, bicycle, and SRTS projects
- Roadway construction, repair, and upgrade projects

Refer to the funding opportunities section for more details.

### SUGGESTED ROUTES

Suggested route maps consider existing walking and biking routes as well as available infrastructure including sidewalks, marked crosswalks, school speed zones, and enhanced/controlled crossing locations. Suggested route maps should be reviewed annually and updated as appropriate, for example if a sidewalk gap is filled or intersection improvement is made.

### DESIGN PHILOSOPHY

Reaching the main entrance across parking lots can be a challenge for students and families. Students were observed cutting across parking lots and sharing space with drivers. Direct and separated pedestrian connections should be installed on campus at all schools.

Additionally, the surrounding street network should be considered when siting new schools. Consider siting schools on low traffic volume neighborhood streets and avoiding major arterial roads. If arterials are difficult to avoid when siting a new school, it will be important to improve crossings and slow nearby traffic. The Design Philosophy section of this plan discusses opportunities for improvement in greater detail.



# Grace Lutheran

1025 14th Ave S, Fargo, ND 58103

## DISTRICT

---

n/a

## GRADES

---

Pre-K–8

## AVERAGE ENROLLMENT

---

55

## ARRIVAL

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8:30 a.m.

## DISMISSAL

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Pre-K–4: 3:10 p.m.  
5–8: 3:20 p.m.

## Existing Conditions

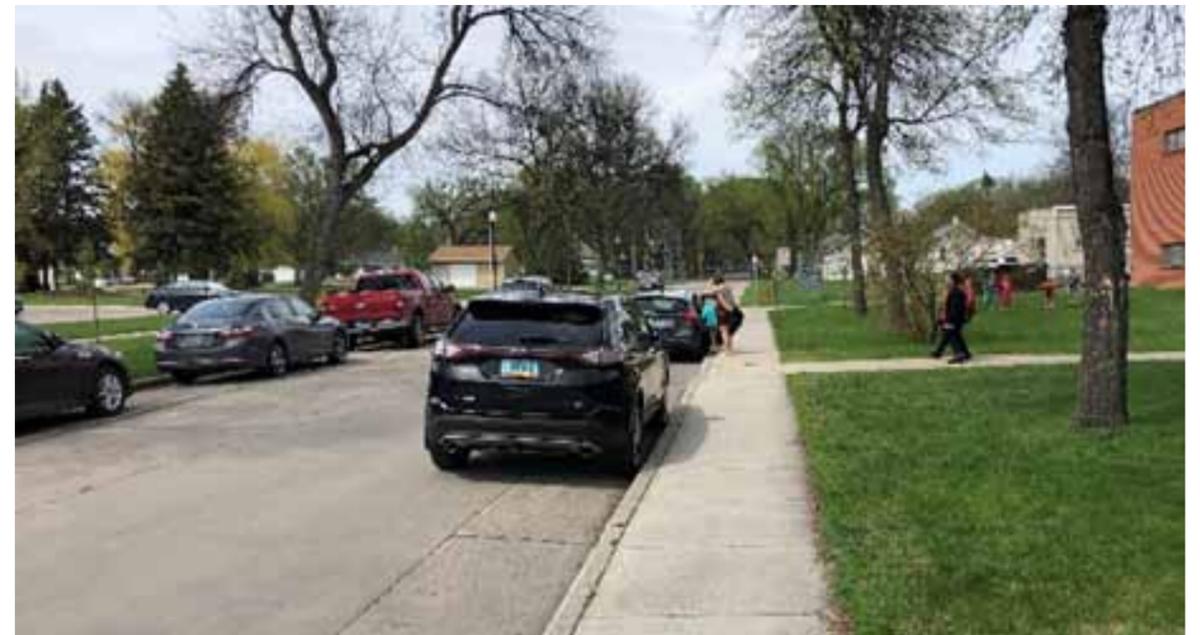
Grace Lutheran School is a private protestant school for Pre-K through 8th grade. It is located approximately 1.3 miles south of downtown Fargo in the city's Clara Barton Neighborhood. The school is located in a mostly residential and established neighborhood of Fargo and sidewalks are present throughout the school area.

The school was constructed in 1951. The campus is bound by 14th Avenue S to the south, 11th Street S to the west, and residential housing to the east and north. University Drive one block to the west and 13th Avenue S a half block to the north are high traffic volume roadways. There is a school speed zone located on 14th Avenue S along with some pedestrian infrastructure adjacent to the school on the south side.

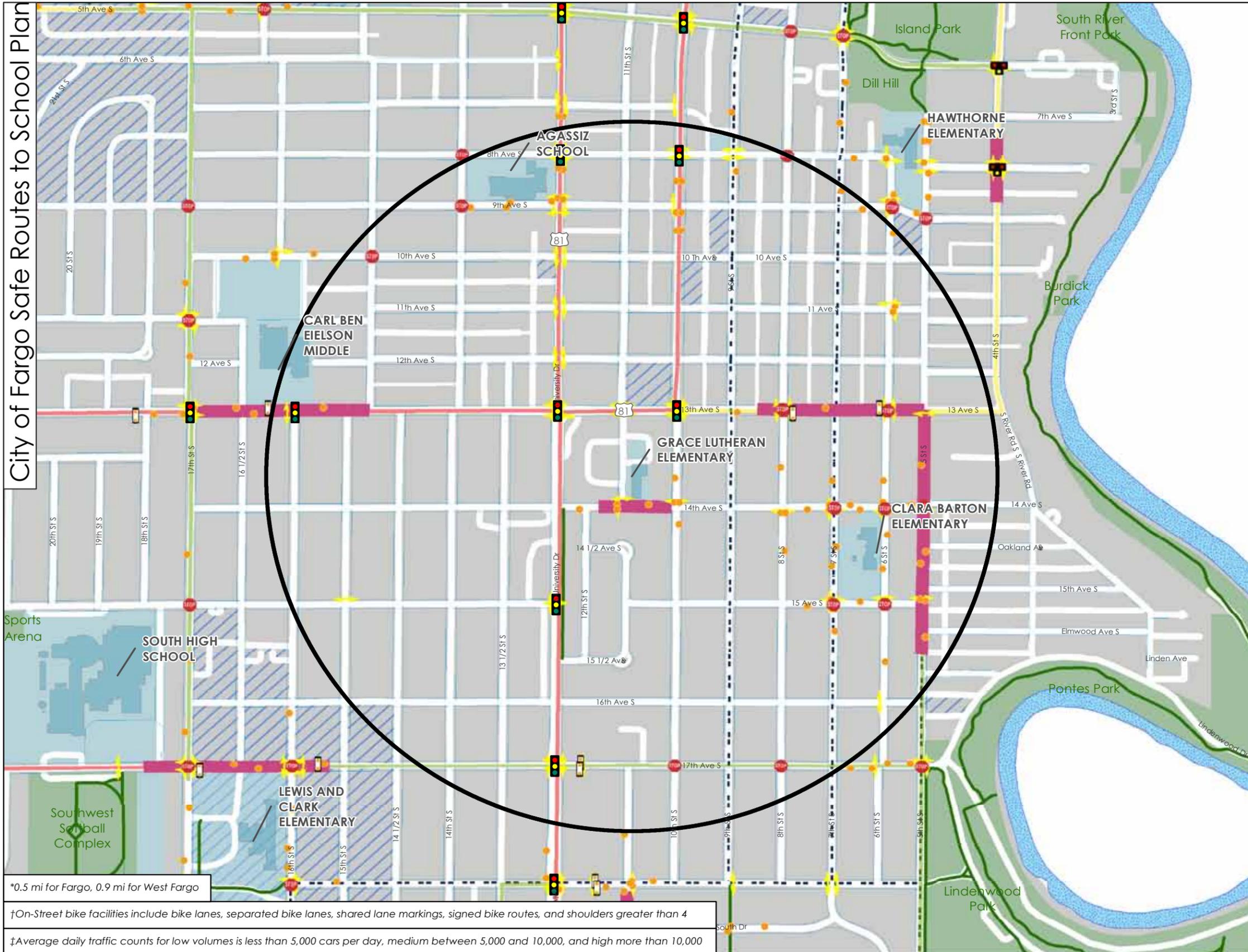
Currently, no students walk or bike to school.



▲ The 14th Avenue S and 11th Street S intersection lacks curb cuts and pavement markings on the east side of the intersection.



▲ The midblock crossing on 11th Street S lacks curb cuts and pavement markings.



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Grace Lutheran Elementary

- School Study Areas\*
- Walk Zones
- Building Footprints
- School Grounds
- Park
- Environmental Justice Areas
- School Speed Zone
- Shared Use Path
- On-Street Bike Facility†
- Sidewalk
- Crosswalk
- Pedestrian Crossing Sign
- 4-Way Stop Sign
- HAWK Signal
- Other Flashing Sign
- Signalized Intersection

#### Traffic Volumes‡

- Low
- Medium
- High

\*Grace Lutheran has students from throughout the metro and has no walk zone



Miles



**METROCOG**

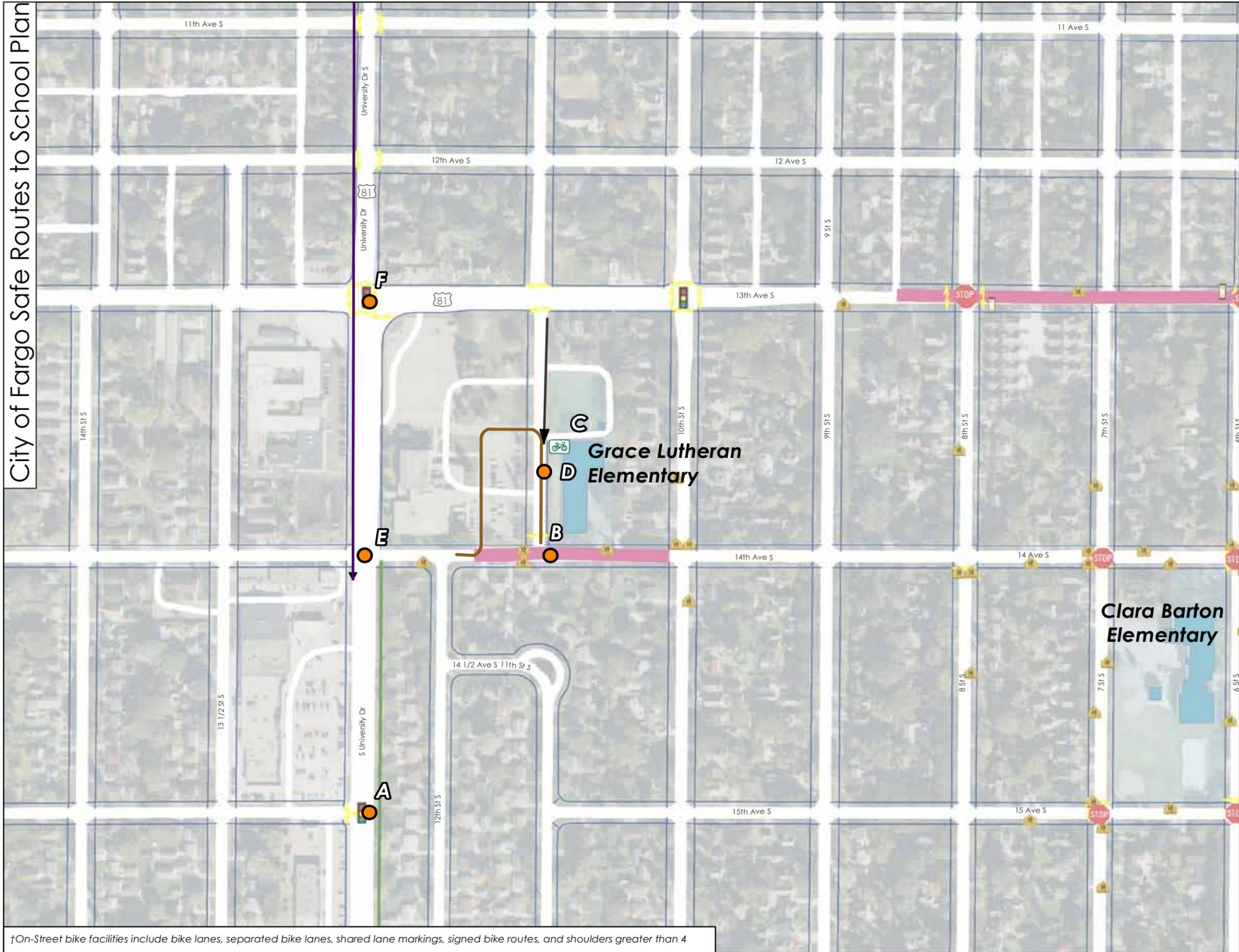
### Circulation Challenges

There were a variety of ADA deficiencies noted along the roadway network surrounding Grace Lutheran. The midblock crossing at 11th Street S between the school and the parking lot lacks a curb cut and other crosswalk features.

The intersection of 14th Avenue S and University Drive is uncontrolled with no crossing improvements. This is the only intersection between 13th Avenue S and 15th Avenue S, but is not controlled by a signal. To the north is 13th Avenue S, and is one of the more difficult intersections in Fargo for people walking and biking due to the high traffic volumes coming from and going to Interstate 94. To the south is 15th Avenue S, which is a T intersection and does not connect to neighborhoods to the east. Therefore, the intersection of 14th Avenue S and University Drive was described by the community as a popular crossing option but nearly impossible to do so comfortably.

### GRACE LUTHERAN ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> 15th Ave S / University Dr S	Long crossing distances ..... No leading pedestrian interval ..... Only signalized crossing between 13th Ave S and 17th Ave S, though it does not go through to neighborhoods
<b>B</b> 14th Ave S / 11th St S	Missing curb ramps on north and south sides of street
<b>C</b> North side of Building	Bike parking located near dumpsters ..... Comb style rack does not allow locking of frame and can lead to wheel damage
<b>D</b> West entrance midblock	Improve for midblock crossing (west entrance door)
<b>E</b> 14th Ave S / University Dr S	Long crossing distances
<b>F</b> 13th Ave S / University Dr S	Long crossing distances ..... No leading pedestrian interval
<b>G</b> 11th St S, east side of street	No separated sidewalk space from north of building to 13th Ave S



### Observed Circulation & Challenges

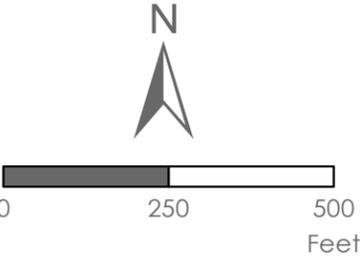
#### Grace Lutheran Elementary

#### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- ↔ Observed Walking and Biking Routes
- Bike Rack
- Challenge

#### Existing Infrastructure\*

- Building Footprints
- School Grounds
- School Speed Zones
- - - On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- ⚡ Crosswalk Marking
- Signalized Intersection
- HAWK Signal
- Other Flashing Sign
- Pedestrian Crossing Sign
- 4-Way Stop Sign



\*Legend Common to All Maps - Not all Features Present on All Maps

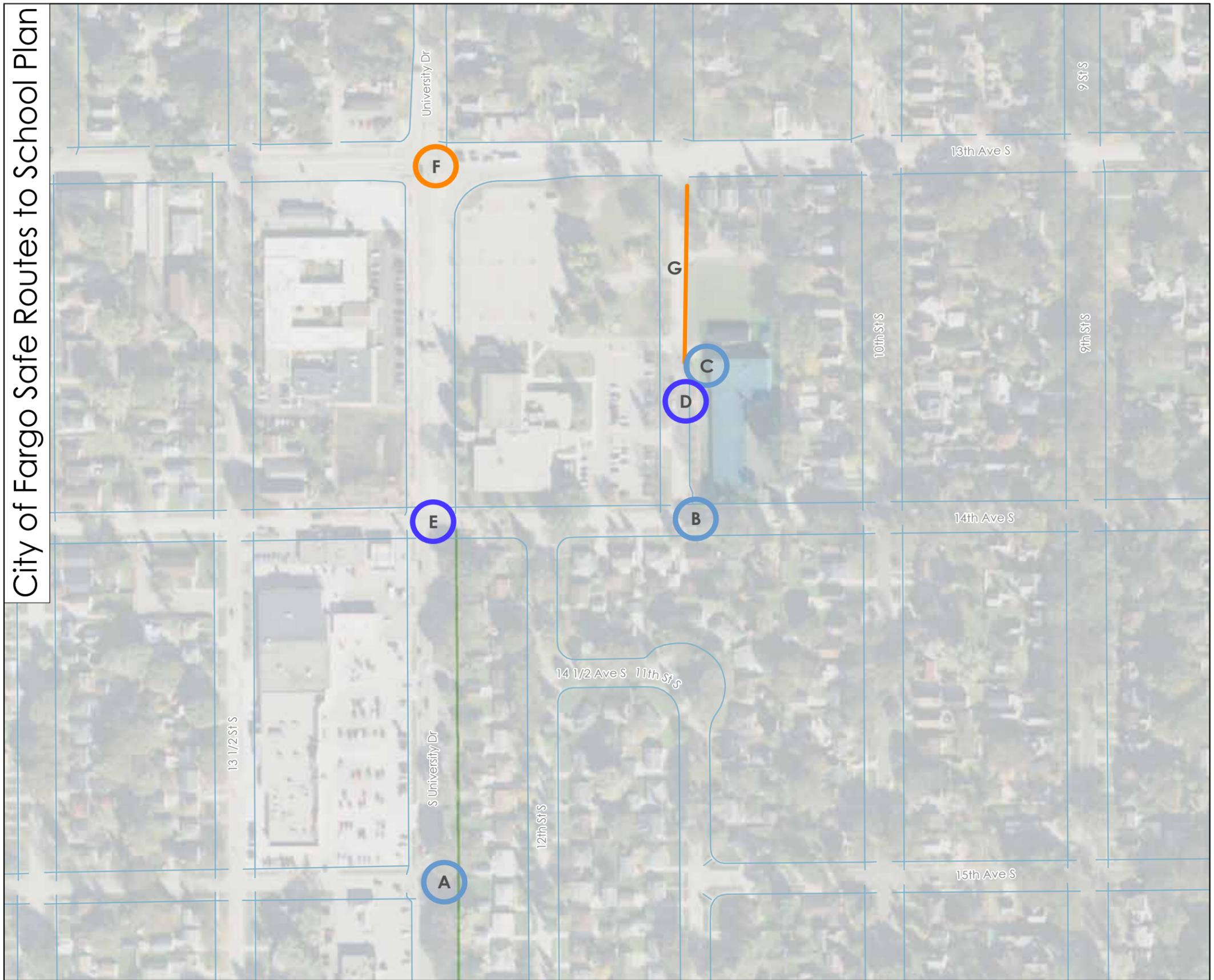
†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

### Opportunities for Improvement

Several curb ramps in the area of Grace Lutheran were noted as not ADA compliant. In particular, the main entry sidewalk has no curb ramp where it meets the curb on 11th Street S. This should be updated to provide access to people using strollers or mobility devices.

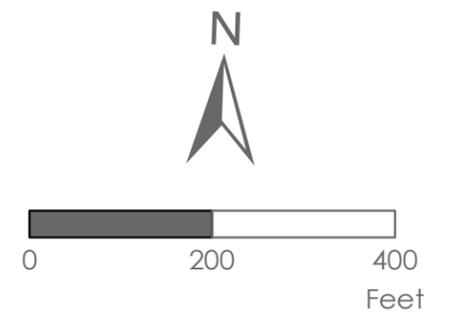
The intersection of University Drive and 14th Avenue S is uncomfortable and was cited as a challenge by families and students at multiple schools in this area of Fargo. In order to cross University Drive with a signal, people walking in the area must use 13th Avenue S or 15th Avenue S. Considering 15th Avenue S does not connect to the east, the demand is likely lower at this crossing. Looking further south where the street network and connections may lead to greater demand, the 15th 1/2 Avenue S crossing is unsignalized, as is the 16th Avenue S crossing. Given demand and connections due to the street network, and because traffic volumes and speeds are high, an improved crossing of University Drive should be prioritized at 14th Avenue S.

GRACE LUTHERAN OPPORTUNITIES FOR IMPROVEMENT				
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT	
<b>A</b> 15th Ave S / University Dr S	Consider leading pedestrian interval; consider curb extensions to decrease curb radii; install high visibility crosswalks; consider future pedestrian connections to neighborhoods to the east	NDDOT; City of Fargo	Low	
<b>B</b> 14th Ave S / 11th St S	Install ADA compliant curb ramps separate from private driveways	City of Fargo	Low	
<b>C</b> North side of building	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack); locate parking in a visible and convenient location on campus	Grace Lutheran School	Low	
<b>D</b> West entrance midblock	Install ADA compliant curb ramp; install high visibility crosswalk and school crossing signage	City of Fargo	High	
<b>E</b> 14th Ave S / University Dr S	Consider further study to determine safe and comfortable crossing at this location and in the area	NDDOT; City of Fargo	High	
<b>F</b> 13th Ave S / University Dr S	Consider leading pedestrian interval; increase pedestrian space to shorten crossings and decrease curb radii; install high visibility crosswalks	NDDOT; City of Fargo	Medium	
<b>G</b> 11th St S, east side of street	Install sidewalk	City of Fargo	Medium	

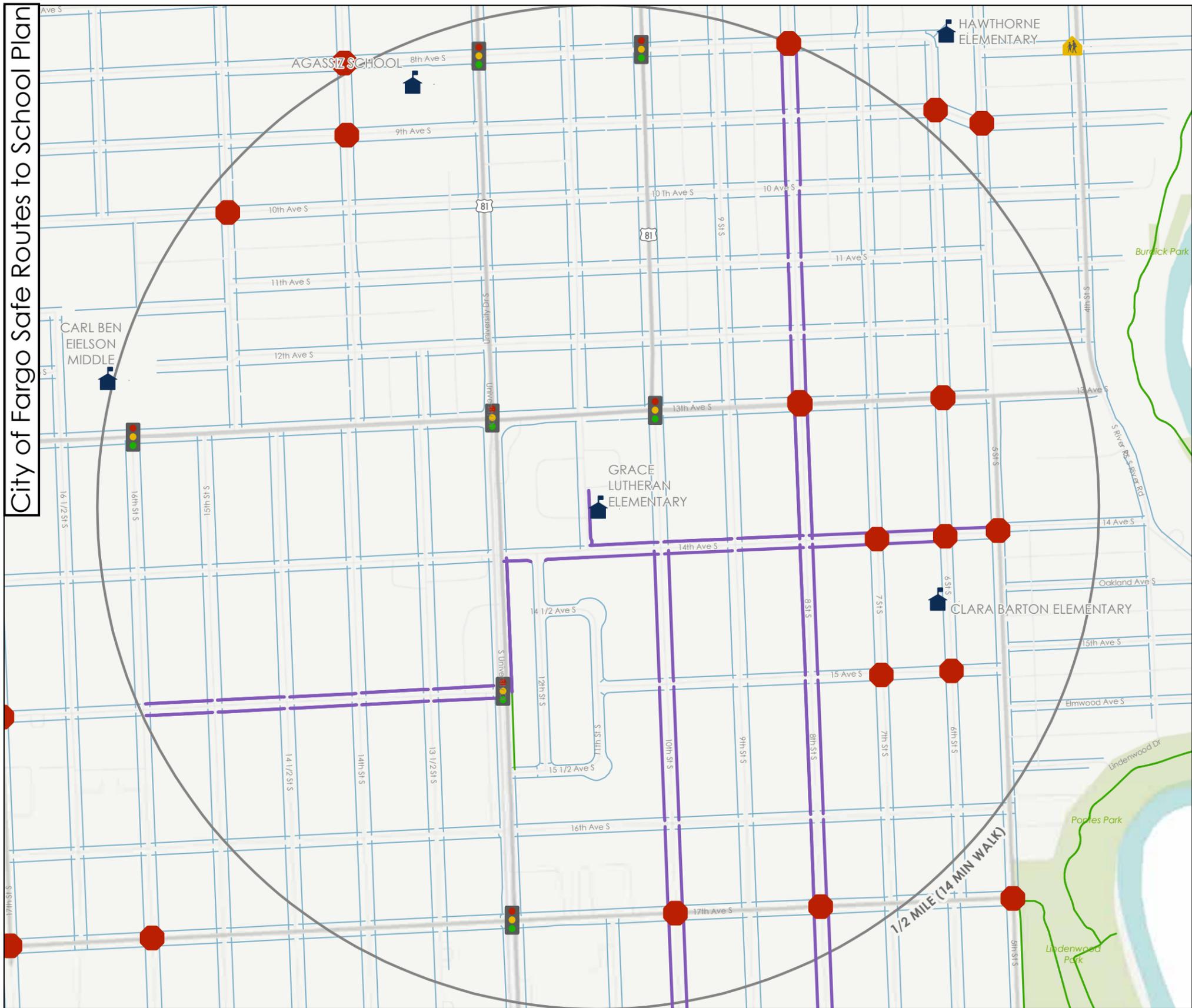


### Infrastructure Opportunities Grace Lutheran Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds

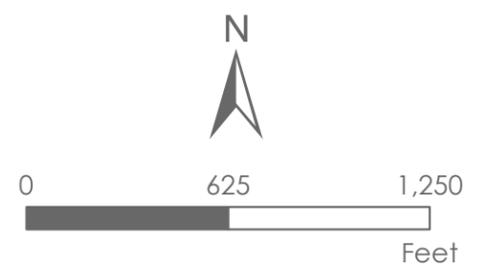


City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Grace Lutheran Elementary

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal





# Holy Spirit Elementary

1441 8th Street N, Fargo, ND 58102

## DISTRICT

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**St. John Paul II Catholic Schools Network**

## GRADES

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**Pre-K–5**

## AVERAGE ENROLLMENT

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**120**

## ARRIVAL

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**8:00 a.m.**

## DISMISSAL

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**M, T, Th, F: 3:15 p.m.  
W: 2:30 p.m.**

### Existing Conditions

Holy Spirit Elementary is a Pre-K through 5th grade private Catholic school and part of St. John Paul II (JPII) Catholic Schools Network. The school is in the city's Washington neighborhood located approximately one mile north of downtown Fargo and across the street from Ben Franklin Middle.

Parents were observed entering the Holy Spirit parking lot from 15th Avenue N, parking, and walking into the school to meet students. Very few students were observed exiting the building without an adult. The office assistant confirmed this is standard practice.

There is one bus that circulates from Holy Spirit Elementary to Shanley High to drop students off and pick students up to bring back to Holy Spirit Elementary. This is a route the district offers parents/caregivers. At Holy Spirit, the bus picks up and drops off students directly in front of the door along the drive aisle.

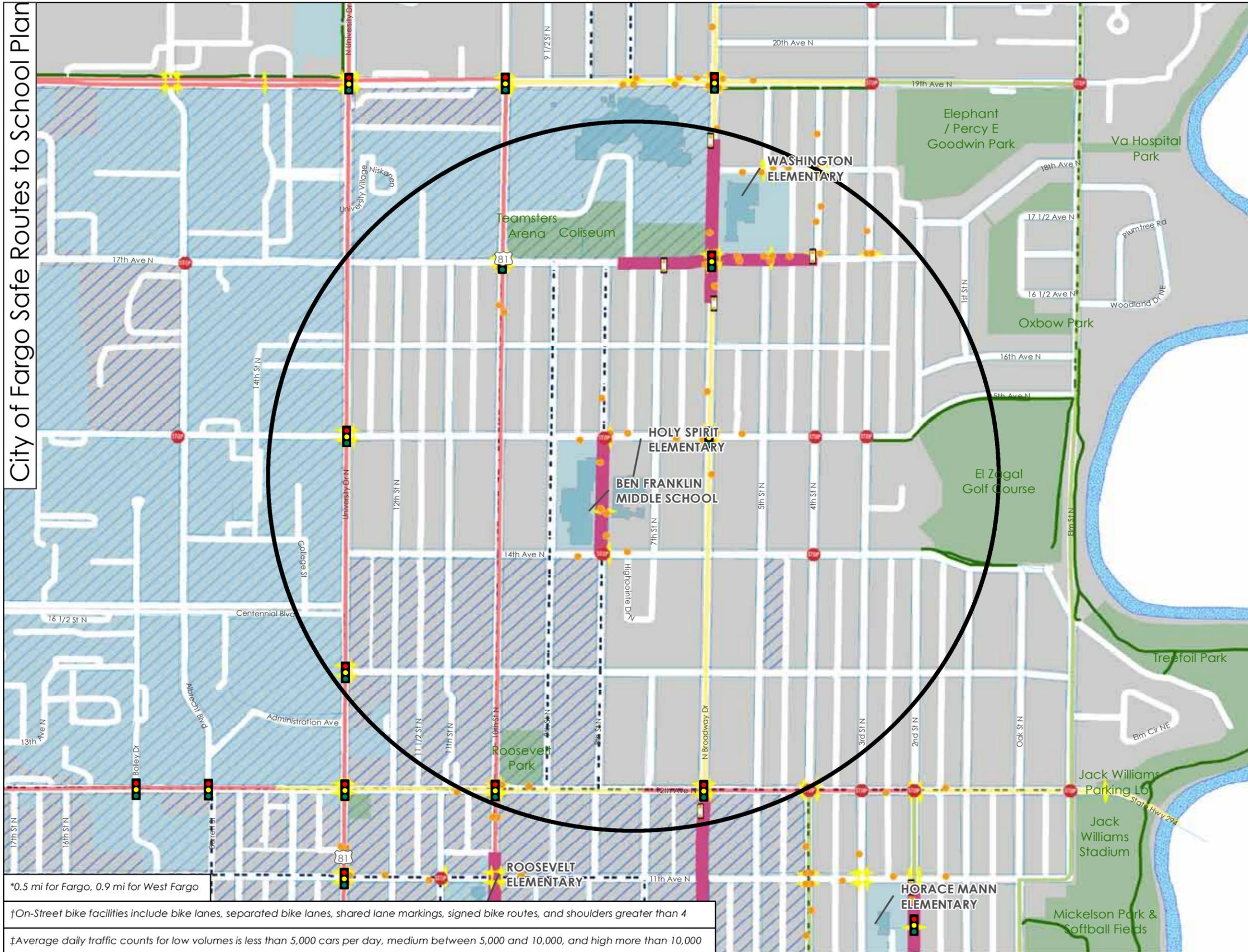
There is no school speed zone specific to Holy Spirit Elementary. The school speed zone for Ben Franklin Middle is along 8th Street N between the two schools.



▲ A post and chain block the western driveway as well as the only sidewalk access from 8th Avenue N to the main entrance.



▲ Holy Spirit parents' queue around the parking lot while waiting for their students creating potential conflicts due to reduced visibility.



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Holy Spirit Elementary

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High

\*Holy Spirit provides a shuttle service and has no walk zone.



### Circulation Challenges

Many of the challenges and opportunities at Holy Spirit Elementary occur during drop-off and pick-up when drivers queue to wait for students.

The challenges are exacerbated by the proximity to Ben Franklin Middle. To minimize the number of Ben Franklin parents and caregivers using their parking lot, Holy Spirit Elementary has permanently blocked the western driveway with chains. Cones are placed in the Holy Spirit Elementary parking lot along the western edge to discourage Ben Franklin Middle parents/caregivers from using the Holy Spirit parking lot to drop off or pick up students.

There are bike racks at this school near the main entrance on the north side of the building and near the play area on the south side of the building. They are a comb style racks that are not as secure as other models and can lead to wheel damage.

#### HOLY SPIRIT ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> Parking lot	Poor driver parking compliance ..... Ben Franklin parents have historically tried to use Holy Spirit parking lot for pickup
<b>B</b> North side of building	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>C</b> Southwest side of building	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>D</b> Western driveway	Driveway barricade also blocks sidewalk access

**Note:** See Ben Franklin Middle challenges for additional challenges in this vicinity.



## Observed Circulation & Challenges Holy Spirit Elementary

### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- Observed Walking and Biking Routes
- Bike Rack
- Challenge

### Existing Infrastructure\*

- Building Footprints
- School Grounds
- School Speed Zones
- On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- Crosswalk Marking
- Signalized Intersection
- HAWK Signal
- Other Flashing Sign
- Pedestrian Crossing Sign
- 4-Way Stop Sign



**METROCOG**

\*Legend Common to All Maps -  
Not all Features Present on All Maps

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

### Opportunities for Improvement

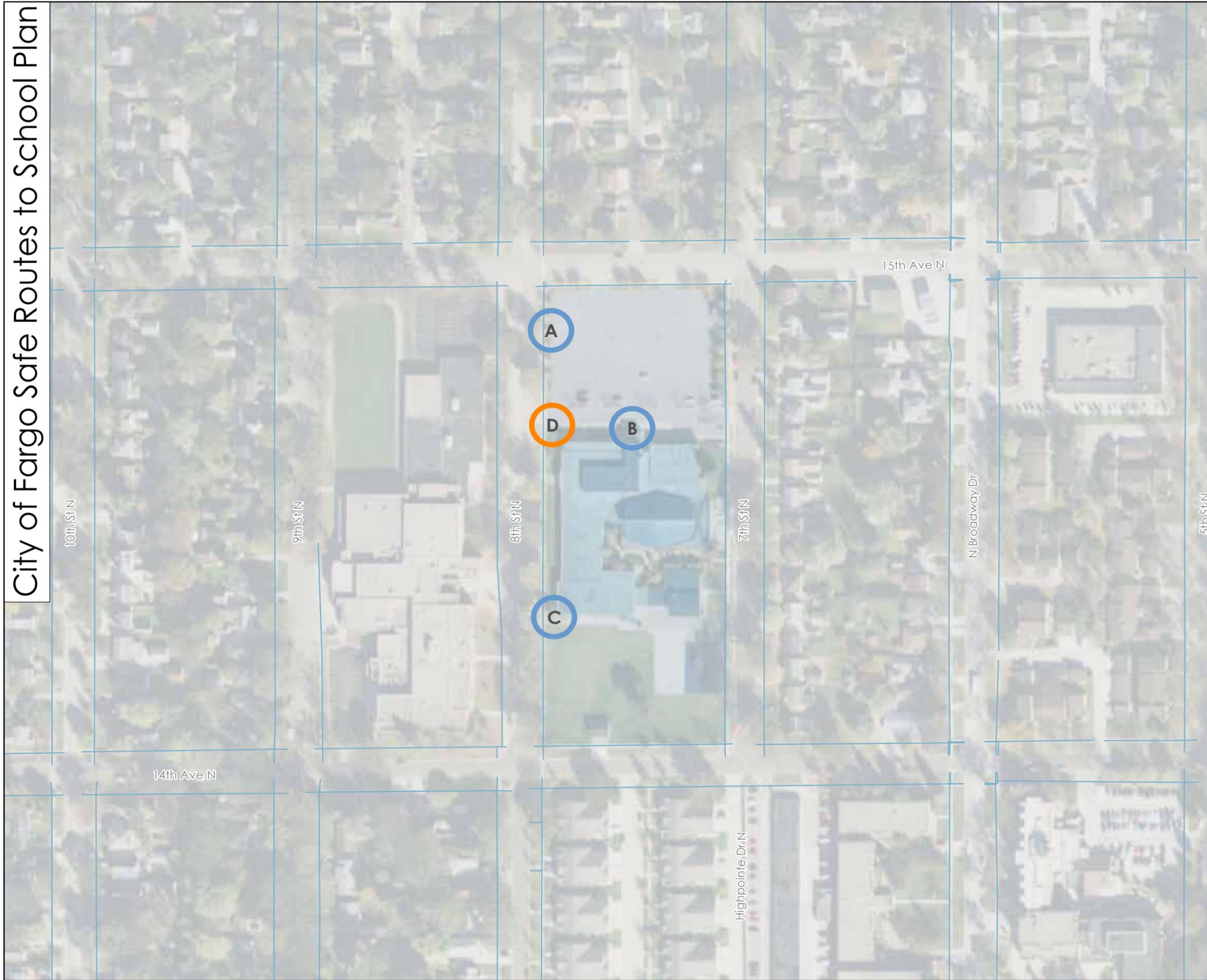
Pedestrian and bicycle opportunities for improvement at Holy Spirit include adjusting the barricade across the western driveway so pedestrians may access the sidewalk to the main entrance from 8th Street N, upgrading bicycle parking, and coordinating with Ben Franklin administration to develop a policy and communication materials regarding Ben Franklin parents' use of the Holy Spirit parking lot.

See the Ben Franklin Middle section for additional opportunities for improvement in this area.

HOLY SPIRIT ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT			
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b> Parking lot	Coordinate with Ben Franklin administration to develop a policy and educational materials regarding Ben Franklin parents' use of the Holy Spirit parking lot	JPII Catholic Schools; Fargo Public Schools	Low
<b>B</b> North side of building	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	JPII Catholic Schools	Low
<b>C</b> Southwest side of building	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	JPII Catholic Schools	Low
<b>D</b> Western driveway	Adjust existing driveway barricade to allow pedestrian access to sidewalk; eliminate driveway while maintaining sidewalk access	City of Fargo; JPII Catholic Schools	Medium

**Note:** See Ben Franklin Middle recommendations for additional recommendations in this vicinity.

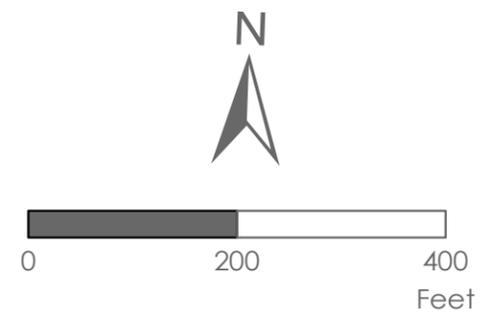
City of Fargo Safe Routes to School Plan



Infrastructure Opportunities

Holy Spirit Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds



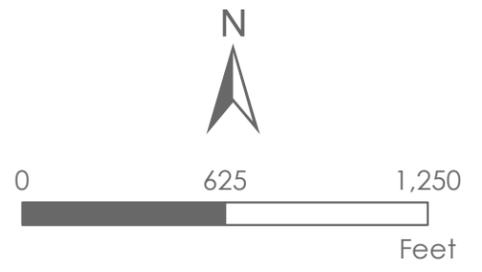
**METROCOG**

City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Holy Spirit Elementary

- Suggested routes
- Sidewalks
- Shared Use Path
- All-way stops
- Traffic signal
- Pedestrian crossing signal





# Nativity Elementary

1825 11th Street S, Fargo, ND 58103

## DISTRICT

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**St. John Paul II Catholic Schools Network**

## GRADES

---

**Pre-K–5**

## AVERAGE ENROLLMENT

---

**210**

## ARRIVAL

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**8:15 a.m.**

## DISMISSAL

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**M, T, Th, F: 3:15 p.m.**  
**W: 2:30 p.m.**

## Existing Conditions

Nativity Elementary is a Pre-K through 5th grade private Catholic school and part of St. John Paul II (JPII) Catholic Schools Network. The school was established in 1961. It is located approximately two miles south of downtown Fargo in the city's Clara Barton neighborhood.

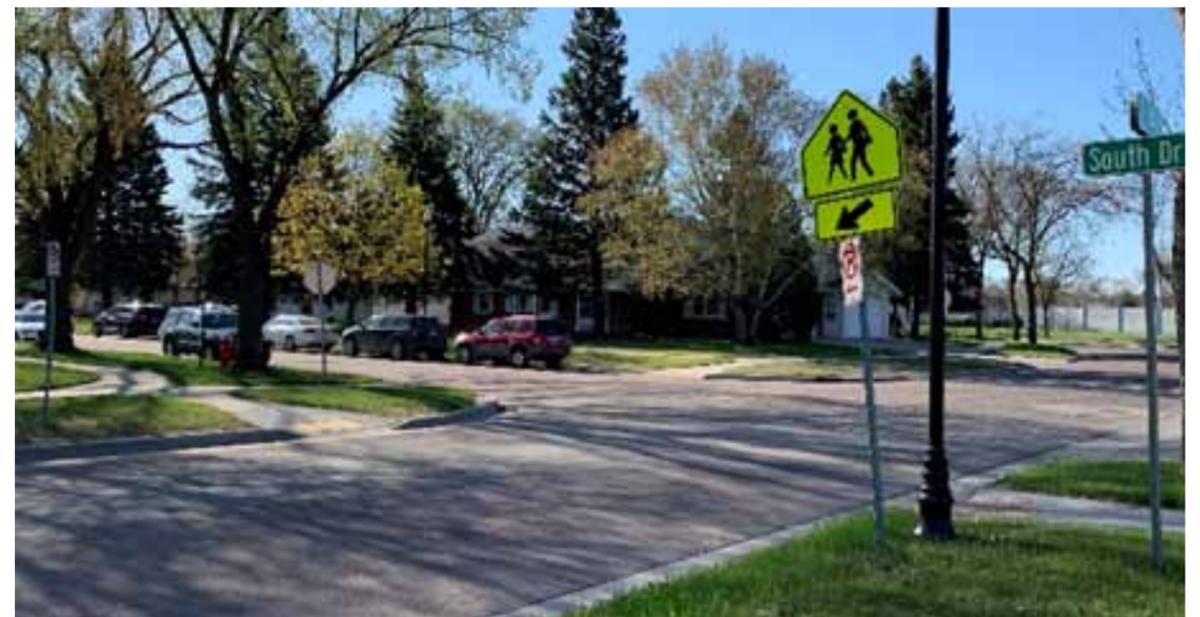
Nativity Elementary's campus is bound by University Drive to the west, 18th Avenue S to the north, 11th Street to the east, and Interstate 94 to the south.

11th Street S is a local roadway, but drivers were observed speeding around the corner from 19th Avenue S. Many parents voiced concerns about driver behavior in this location. University Drive and Interstate 94 are high traffic volume roadways that are uncomfortable to cross. 18th Avenue S is a local roadway, with increased pedestrian crossings and median refuge islands due to the proximity to Sanford South University Clinic.

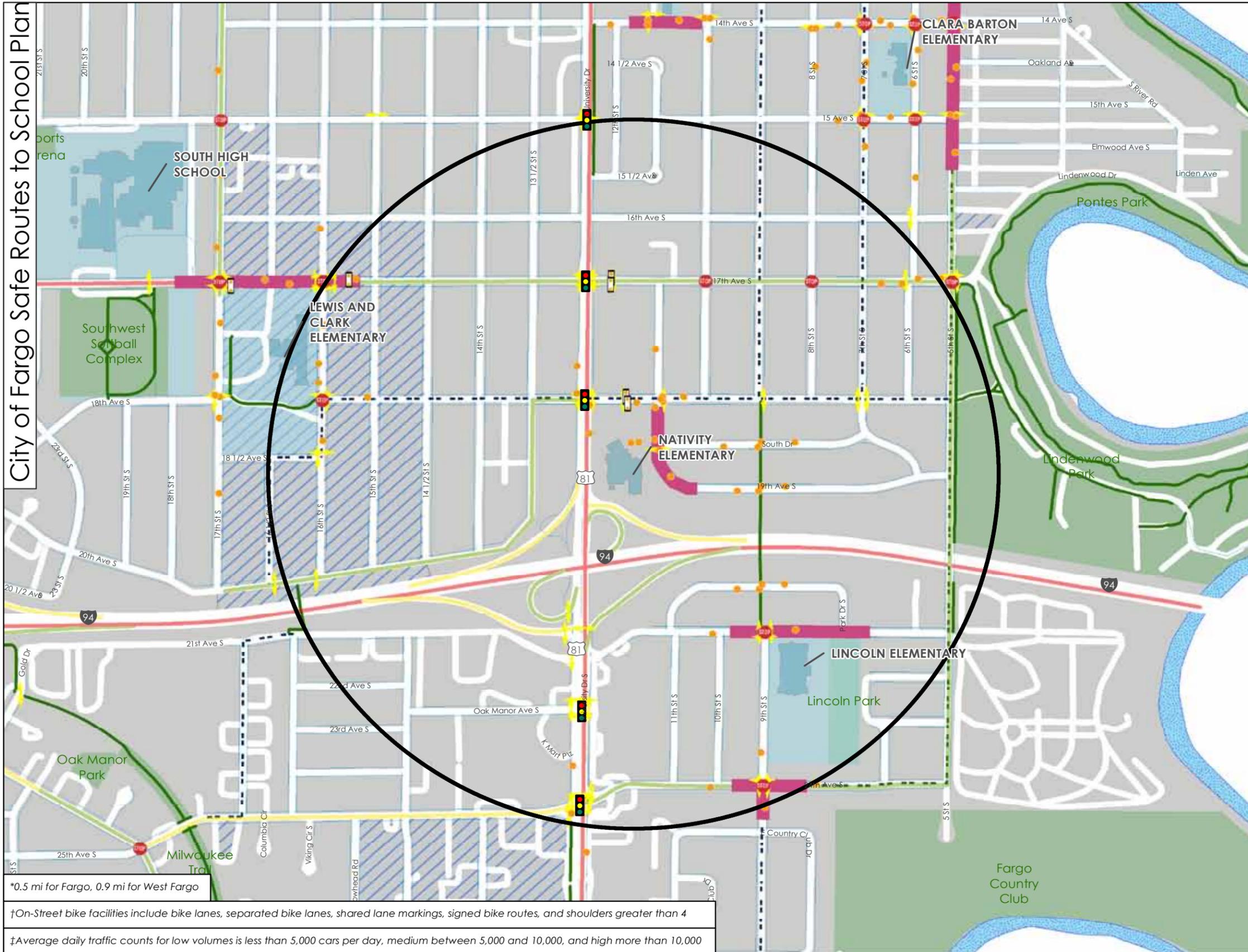
A school speed zone is present along 11th Street S and 19th Avenue S.



▲ The University Drive and 18th Avenue S intersection is uncomfortable for students walking and biking to school.



▲ The 19th Avenue and South Drive S intersection is long and often experiences poor driver yielding behavior.



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

## Existing Conditions Nativity Elementary

- School Study Areas\*
- Walk Zones
- Building Footprints
- School Grounds
- Park
- Environmental Justice Areas
- School Speed Zone
- Shared Use Path
- On-Street Bike Facility†
- Sidewalk
- Crosswalk
- Pedestrian Crossing Sign
- 4-Way Stop Sign
- HAWK Signal
- Other Flashing Sign
- Signalized Intersection

### Traffic Volumes‡

- Low
- Medium
- High

\*Nativity provides a shuttle service and has no walk zone.



**METROCOG**

### Circulation Challenges

Bus and caregiver vehicles enter the Nativity parking lot from 18th Avenue S and exit onto 11th Street S in a one-way loop. A single bus picks up and drops off students along the curb adjacent to the main entrance. Parents park in the lot and walk students into the building, or drop off along a median in the parking lot. Parents who drop off along the median are instructed to stay in their vehicles, but many park and walk their students across the bus driveway into the school, resulting in some congestion issues and concerns with driver yielding behavior.

There are many opportunities to update pavement markings within the Nativity campus and the surrounding neighborhood. In the parking lot, pedestrian crossings could be consolidated and improved to better identify pedestrian routes to the front door.

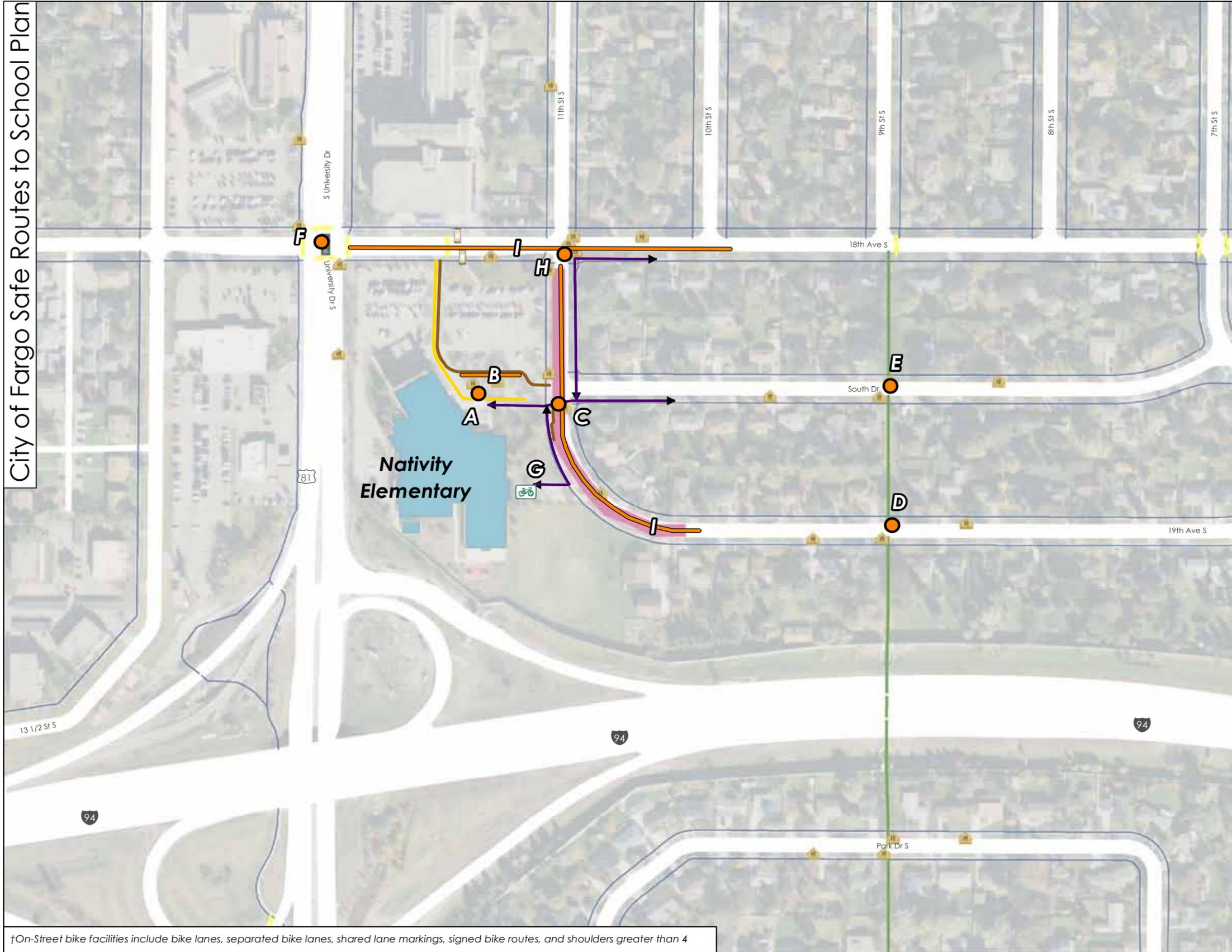
Bicycle parking is located on the east side of the school and is not easily accessible or visible from the main entrance.

The intersection of 18th Avenue S and University Drive has marked crosswalks and is signalized, but due to the long crossing distances, high traffic volumes, and poor yielding behavior by turning motorists, it is not welcoming to pedestrians.

The most direct pedestrian crossing to Nativity Elementary was at 11th Street S/19th Avenue S and South Drive S. The north and south crossings at this location are signed, but only the south crossing is marked. Motorists were observed parking on the crosswalk and speeding in the school zone.

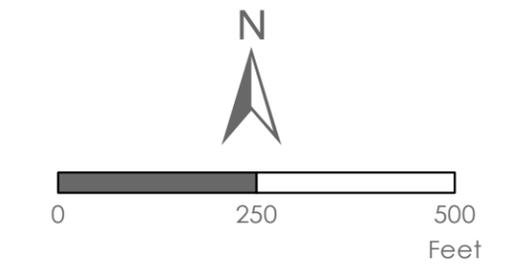
### NATIVITY ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> Parking lot	Faded crosswalk markings between parent median and main entrance
<b>B</b> Parking lot	No sidewalk or ramps along parent circulation median
<b>C</b> 19th Ave S / South Dr	Long pedestrian crossing distance ..... Poor driver yielding behavior ..... Drivers stop in the crosswalk while waiting to pick up and drop off, blocking the ramp and crossing
<b>D</b> 19th Ave S / trail crossing	Inconsistent crosswalk markings
<b>E</b> South Dr / trail crossing	Inconsistent crosswalk markings
<b>F</b> 18th Ave S / University Drive S	Long crossing distance ..... Poor yielding behavior by turning motorists ..... No leading pedestrian interval
<b>G</b> East side of school	Comb style rack does not allow locking of frame and can lead to wheel damage ..... Bike rack is placed on the side of the school and not conveniently accessible or visible from main entrance
<b>H</b> 18th Ave S / 11th St S	Inconsistent signage
<b>I</b> 18th Ave S, 11th St S, 19th Ave S	Observed high traffic speeds



### Observed Circulation & Challenges Nativity Elementary

- Key\***
- Bus Circulation
  - Challenge
  - Shared Bus and Vehicle Lane
  - Vehicle Drop-off and Pick-up
  - ↔ Observed Walking and Biking Routes
  - 🚲 Bike Rack
  - Challenge
- Existing Infrastructure\***
- + Building Footprints
  - + School Grounds
  - School Speed Zones
  - - - On-Street Bike Facility†
  - Sidewalk
  - Shared Use Path
  - ⚡ Crosswalk Marking
  - 🚦 Signalized Intersection
  - 🚦 HAWK Signal
  - 🚦 Other Flashing Sign
  - 🚶 Pedestrian Crossing Sign
  - STOP 4-Way Stop Sign



**METROCOG**  
 \*Legend Common to All Maps -  
 Not all Features Present on All Maps

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

## Opportunities for Improvement

Opportunities for improvement at Nativity include pedestrian crossing improvements, traffic calming, and bike parking upgrades. High impact opportunities for improvement are summarized below.

On campus, high visibility crosswalk markings are recommended between the caregiver drop-off area and main entrance. A sidewalk along the north side of the pick-up/drop-off median is also recommended, along with ADA compliant curb ramps in alignment with designated crossing locations.

Curb extensions are recommended at the intersection of South Drive S and 19th Avenue S to reduce pedestrian crossing distances and improve pedestrian visibility. Traffic calming is recommended throughout the corridor to help reduce motor vehicle speeds.

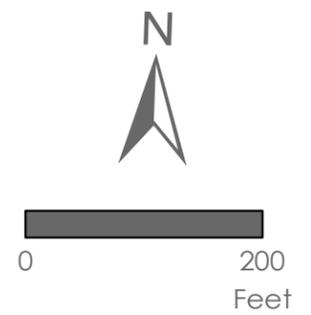
At the University Drive S/18th Avenue S intersection, crosswalk upgrades, a leading pedestrian interval, and a no turn on red restriction are recommended to increase pedestrian visibility and reduce conflicts between pedestrians and motorists.

NATIVITY ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT				
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT	
<b>A</b> Parking lot	Install high visibility crosswalks	JPII Catholic Schools	High	
<b>B</b> Parking lot	Install sidewalk along north side of median where curbside pick-up and drop-off occurs; install ADA compliant curb ramps in alignment with designated crossing locations	JPII Catholic Schools	High	
<b>C</b> 19th Ave S / South Dr	Consider curb extensions on 19th Ave S; align curb ramps and straighten high visibility crosswalk	City of Fargo	High	
<b>D</b> 19th Ave S / trail crossing	Install high visibility crosswalks	City of Fargo	Low	
<b>E</b> South Dr / trail crossing	Install high visibility crosswalks	City of Fargo	Low	
<b>F</b> 18th Ave S / University Dr S	Consider pedestrian leading interval; install high visibility crosswalks on all sides; consider installing no right turn on red during school arrival and dismissal hours	NDDOT; City of Fargo	High	
<b>G</b> East side of school	Locate bike parking in a visible and convenient location on campus; install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	JPII Catholic Schools	Low	
<b>H</b> 18th Ave S / 11th St S	Install school crossing signage	City of Fargo	Low	
<b>I</b> 18th Ave S, 11th St S, 19th Ave S	Consider traffic calming opportunities including curb extensions, speed bumps, median safety islands, chicanes, and other treatments	City of Fargo	High	

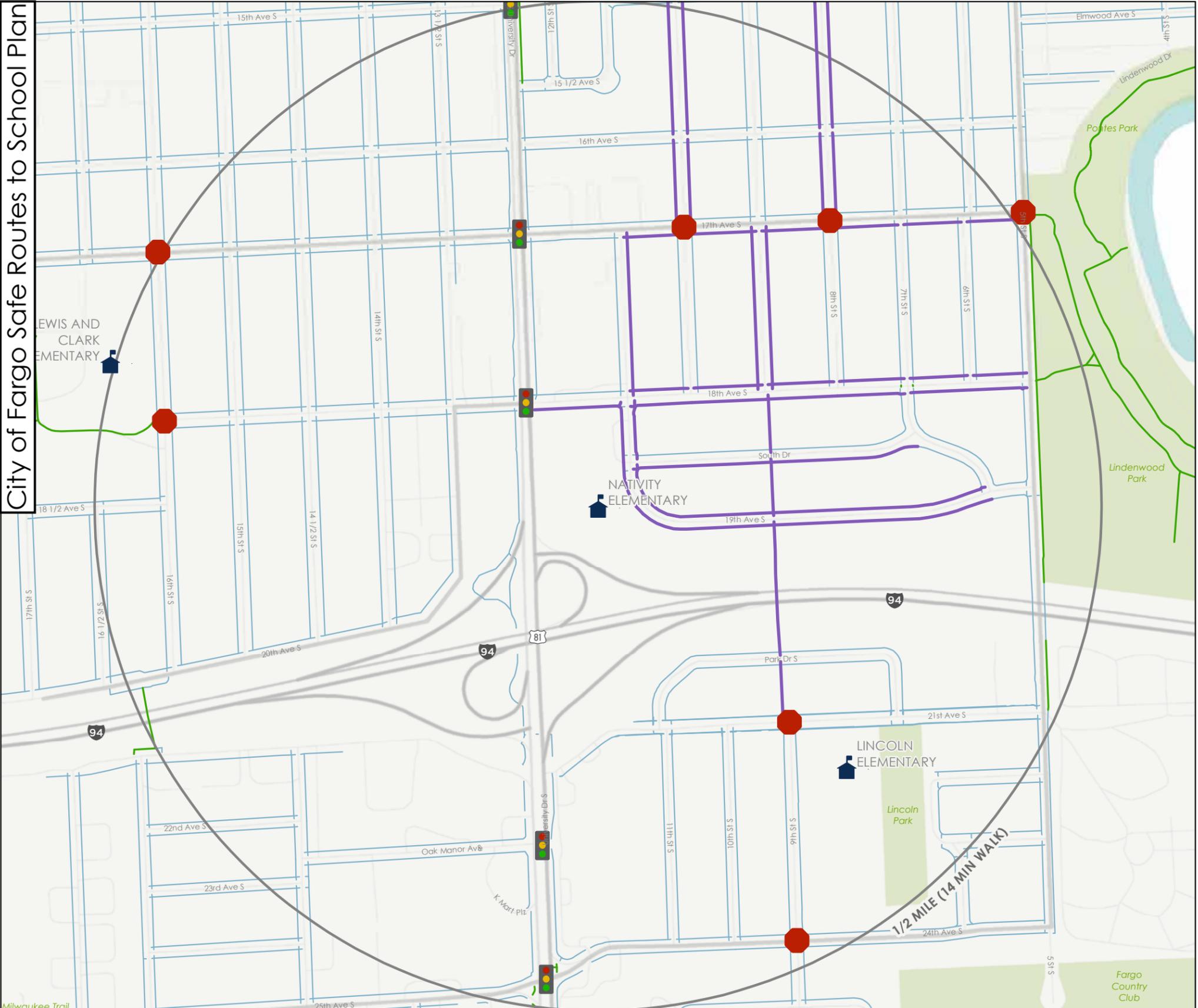


### Infrastructure Opportunities Nativity Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds

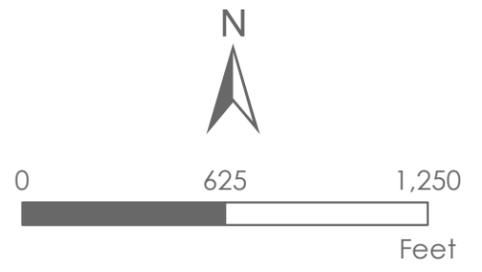


City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Nativity Elementary

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal





# Sullivan Middle

5600 25th Street S, Fargo, ND 58104

## DISTRICT

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## St. John Paul II Catholic Schools Network

## GRADES

---

6-8

## AVERAGE ENROLLMENT

---

280

## ARRIVAL

---

8:00 a.m.

## DISMISSAL

---

M, T, Th, F: 3:32 p.m.  
W: 2:45 p.m.

## Existing Conditions

Sullivan Middle is a 6th through 8th grade private Catholic school and part of St. John Paul II (JPII) Catholic Schools Network. It is located approximately 5.5 miles south of downtown Fargo in the city's Bennett neighborhood.

The school was constructed in 2002. The Sullivan Middle campus is bound by Deacon Drive to the north, 25th Street S to the west, 57th Avenue S to the south, and Bishop Boulevard to the east.

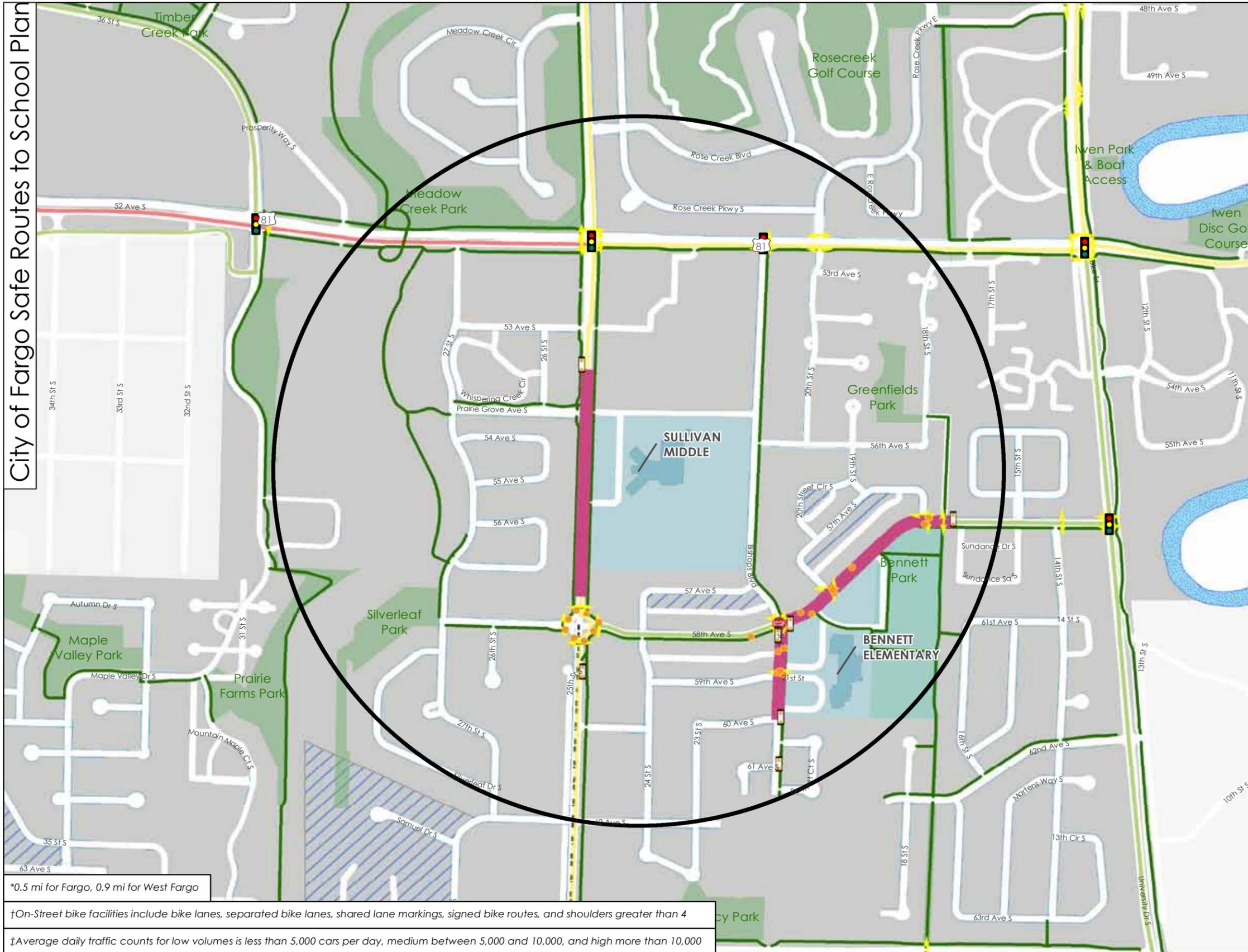
25th Street S and 52nd Avenue S are both medium- and high-volume traffic roadways. School speed zone signage is present on 25th Street S approaching Sullivan Middle's campus.



▲ The 52nd Avenue S and 25th Street S intersection is a major barrier and causes long wait times for students walking and biking.



▲ Missing sidewalks along the parking lot and circulation loops.



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Sullivan Middle

- School Study Areas\*
- Walk Zones
- Building Footprints
- School Grounds
- Park
- Environmental Justice Areas
- School Speed Zone
- Shared Use Path
- On-Street Bike Facility†
- Sidewalk
- Crosswalk
- Pedestrian Crossing Sign
- 4-Way Stop Sign
- HAWK Signal
- Other Flashing Sign
- Signalized Intersection

### Traffic Volumes‡

- Low
- Medium
- High

\*Shanley provides a shuttle service and has no walk zone.



### Circulation Challenges

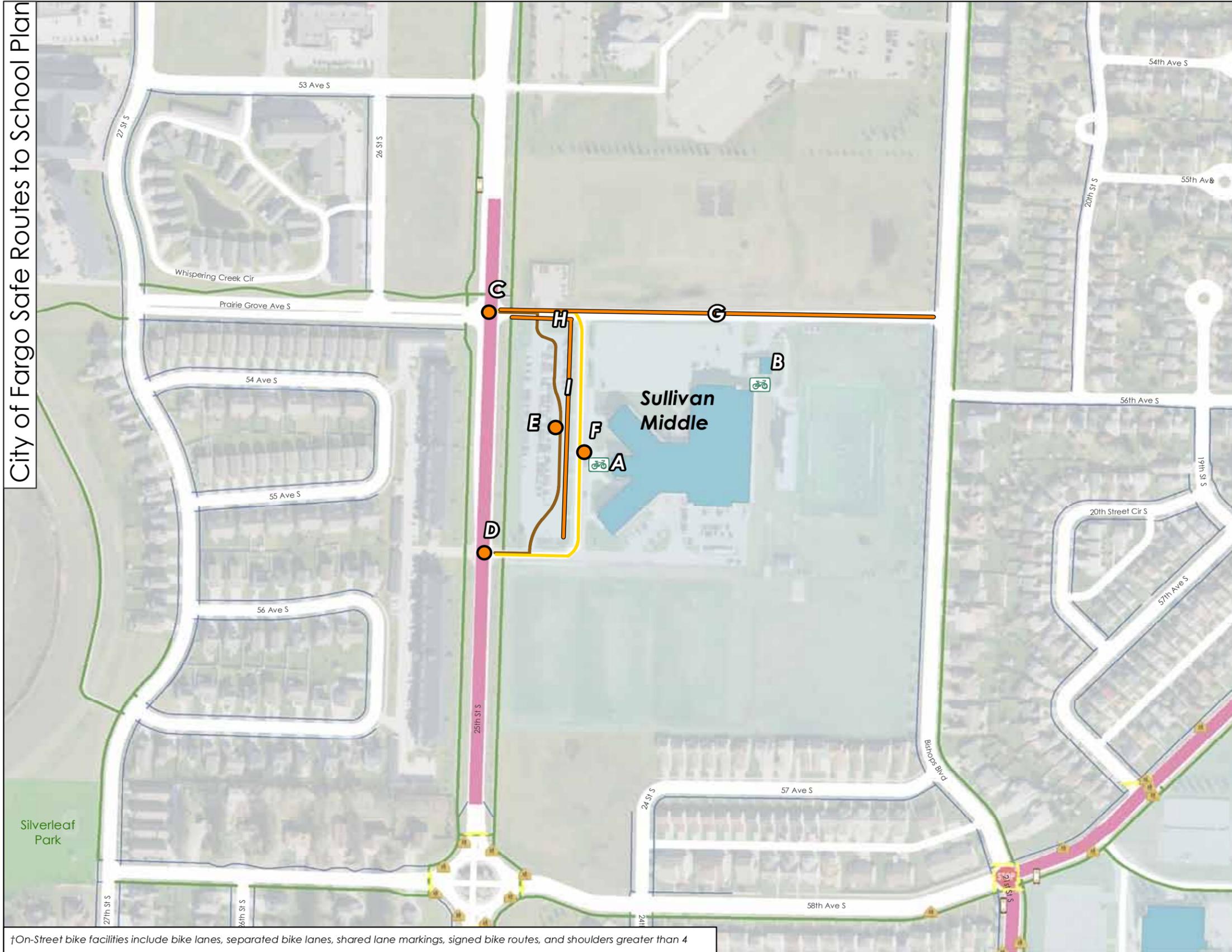
Two intersections along 25th Street S were identified as barriers in the caregiver survey.

The intersection at 25th Street S and Deacon Drive/Prairie Grove Avenue does not have any pavement marking or crosswalk signs. The 25th Street S and south driveway access to Sullivan Middle has no pedestrian crossing markings, but does include ADA compliant receiving ramps.

There are opportunities along the perimeter of campus to improve pedestrian circulation, including providing a sidewalk along Deacon Drive. There are also opportunities to improve vehicular circulation to improve safety for students walking and biking, and being picked up by parents/caregivers.

### SULLIVAN MIDDLE CHALLENGES

LOCATION	CHALLENGE
<b>A</b> Front of school	Comb style rack does not allow locking of frame and can lead to wheel damage
<b>B</b> Back of school	Comb style rack does not allow locking of frame and can lead to wheel damage ..... Bike rack placed out of site behind storage and too close to fence
<b>C</b> 25th St S / Prairie Grove Ave S	No pedestrian crossing to higher density housing
<b>D</b> 25th St S / south school access	No pedestrian crossing to higher density housing
<b>E</b> Parent loop	Wide, undefined parent circulation area ..... Drivers double park
<b>F</b> Bus loop	Long crossing distances
<b>G</b> Deacon Dr	Sidewalk gap
<b>H</b> Western parking lot and driveway	No sidewalk or clear walking route between Sullivan Middle School and 25th Street to the north
<b>I</b> Parent loop	Sidewalk gap along parent circulation area



†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

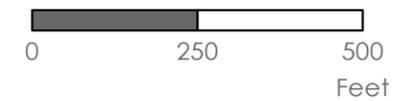
## Observed Circulation & Challenges Sullivan Middle

### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- ↔ Observed Walking and Biking Routes
- Bike Rack
- Challenge

### Existing Infrastructure\*

- Building Footprints
- School Grounds
- School Speed Zones
- On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- ⚡ Crosswalk Marking
- Signalized Intersection
- HAWK Signal
- Other Flashing Sign
- Pedestrian Crossing Sign
- 4-Way Stop Sign



**METROCOG**

\*Legend Common to All Maps -  
Not all Features Present on All Maps

## Opportunities for Improvement

Many of the recommendations at Sullivan Middle are on campus with a focus on improving pedestrian safety and connectivity between the school's main entrance and 25th Street S. Proposed improvements include narrowing the bus pick-up and drop-off area to include a curbside lane and bypass lane, installing a sidewalk along the median between the parking lot and the bus lane, and better delineating the caregiver pick-up and drop-off areas within the western parking lot.

Additional recommendations include installing a sidewalk along Deacon Drive between 25th Street S and Bishops Boulevard, upgrading and relocating bicycle parking to more prominent locations, and installing pedestrian crossing improvements across 25th Street S directly west of campus.

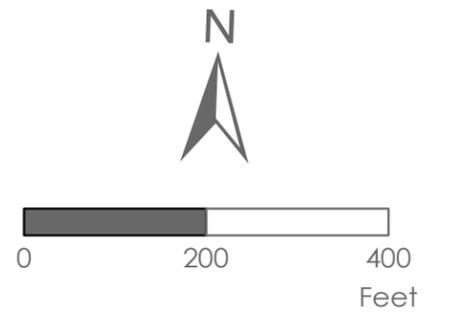
### SULLIVAN MIDDLE OPPORTUNITIES FOR IMPROVEMENT

LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b> Front of school	Install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	JPII Catholic Schools	Low
<b>B</b> Back of school	Locate bike parking in a visible and convenient location on campus; install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	JPII Catholic Schools	Low
<b>C</b> 25th St S / Prairie Grove Ave S	Install geometric improvements to simplify pedestrian crossing such as a median safety island; install high visibility crosswalk; consider RRFB or HAWK	City of Fargo	Medium
<b>D</b> 25th St S / south school access	Install ADA compliant curb ramps; install median safety island on south crossing; install high visibility crosswalk; consider RRFB	City of Fargo	Medium
<b>E</b> Parent loop	Separate vehicle drop-off and pick-up from general parking; install curb, sidewalk, signage, and other hardscape and striping treatments to define vehicle circulation area	JPII Catholic Schools	Medium
<b>F</b> Bus loop	Reduce width of bus circulation area to include one loading/unloading lane and one bypass lane; install high visibility crosswalks from front door to sidewalk/parking area	JPII Catholic Schools	Medium
<b>G</b> Deacon Dr	Install sidewalk or shared-use path to fill existing gap	JPII Catholic Schools	High
<b>H</b> Western parking lot and driveway	Install sidewalk or shared-use path to connect students from Sullivan to Prairie Grove Ave S	JPII Catholic Schools	High
<b>I</b> Parent loop	Install sidewalk along west side of median where curbside pick-up and drop-off occurs	JPII Catholic Schools	High



### Infrastructure Opportunities Sullivan Middle

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds



**METROCOG**





# Oak Grove Lutheran Elementary

2720 32nd Ave S, Fargo, ND 58103

DISTRICT

Oak Grove Lutheran

GRADES

Pre-K–5

AVERAGE ENROLLMENT

235

ARRIVAL

8:25 a.m.

DISMISSAL

Pre-K–1: 2:55 p.m.  
2-5: 3:05 p.m.

## Existing Conditions

Oak Grove Lutheran Schools is a private Lutheran school district with two locations. The Elementary (southern) location serves Pre-K through 5th grade. It is located approximately 3.5 miles southeast of downtown Fargo in the city's Stonebridge Neighborhood.

The Oak Grove Lutheran school system was established in 1906. The Elementary is bound by 32nd Avenue S to the north, 27th Street S to the east, residential to the south, and 28th Street S to the west. The school is located in a commercial corridor adjacent to Essentia Hospital.

32nd Avenue S is a high traffic volume roadway with observed high speed traffic. The other roads surrounding Oak Grove Lutheran Elementary are local roadways.

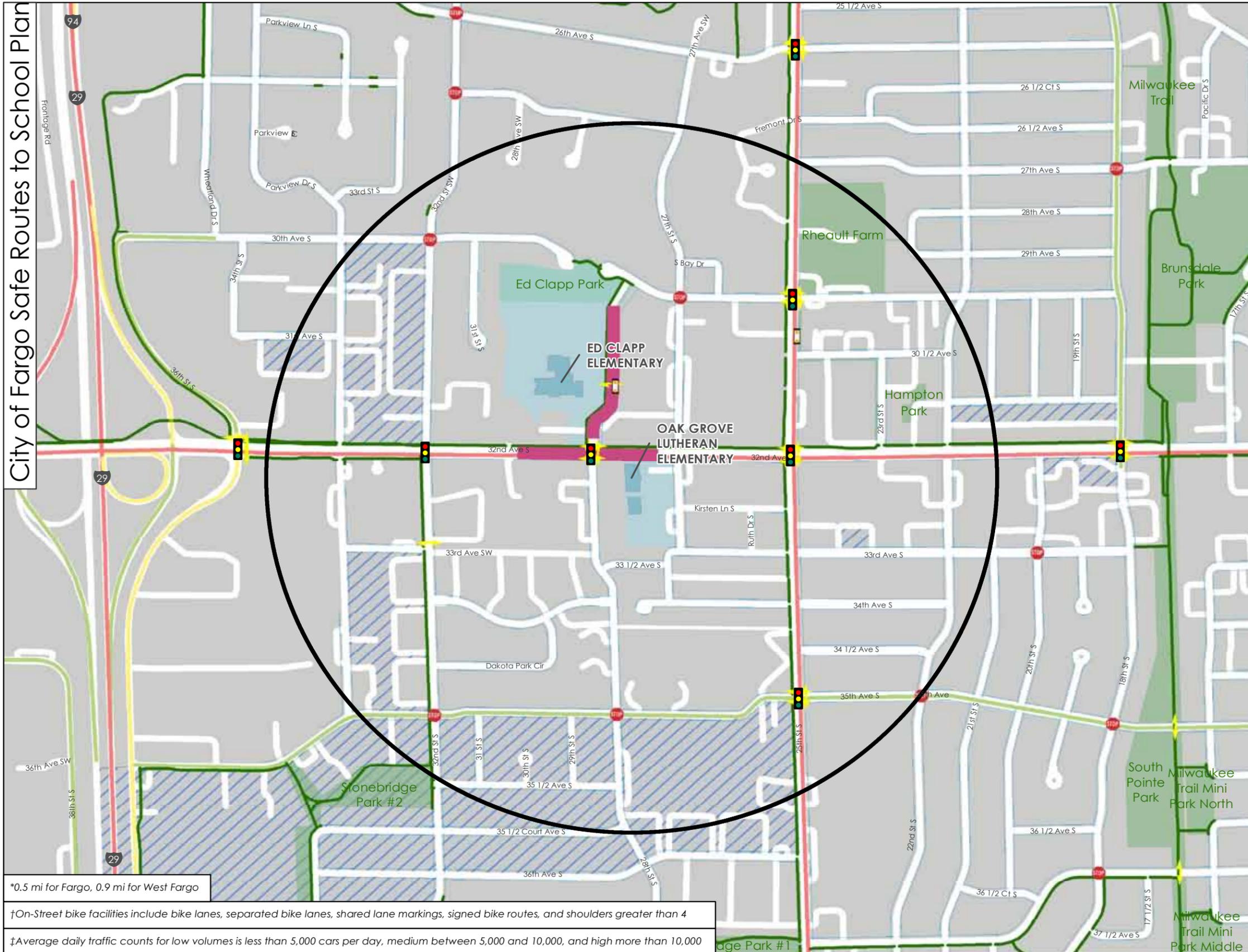
32nd Avenue S has a school speed zone for Ed Clapp Elementary, but the speed zone ends just east of the Oak Grove Lutheran Elementary campus building.



▲ The 32nd Avenue S and 27th Street S intersection is wide and lacks safe crossing facilities.



▲ There are no pedestrian spaces in the parking lot. Cones are used to delineate crosswalks.



\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Oak Grove Lutheran Elementary

- School Study Areas\*
- Walk Zones
- Building Footprints
- School Grounds
- Park
- Environmental Justice Areas
- School Speed Zone
- Shared Use Path
- On-Street Bike Facility†
- Sidewalk
- Crosswalk
- Pedestrian Crossing Sign
- 4-Way Stop Sign
- HAWK Signal
- Other Flashing Sign
- Signalized Intersection

#### Traffic Volumes‡

- Low
- Medium
- High

\*Oak Grove provides shuttle service between its elementary and high schools, as such there is no walk zone.



### Circulation Challenges

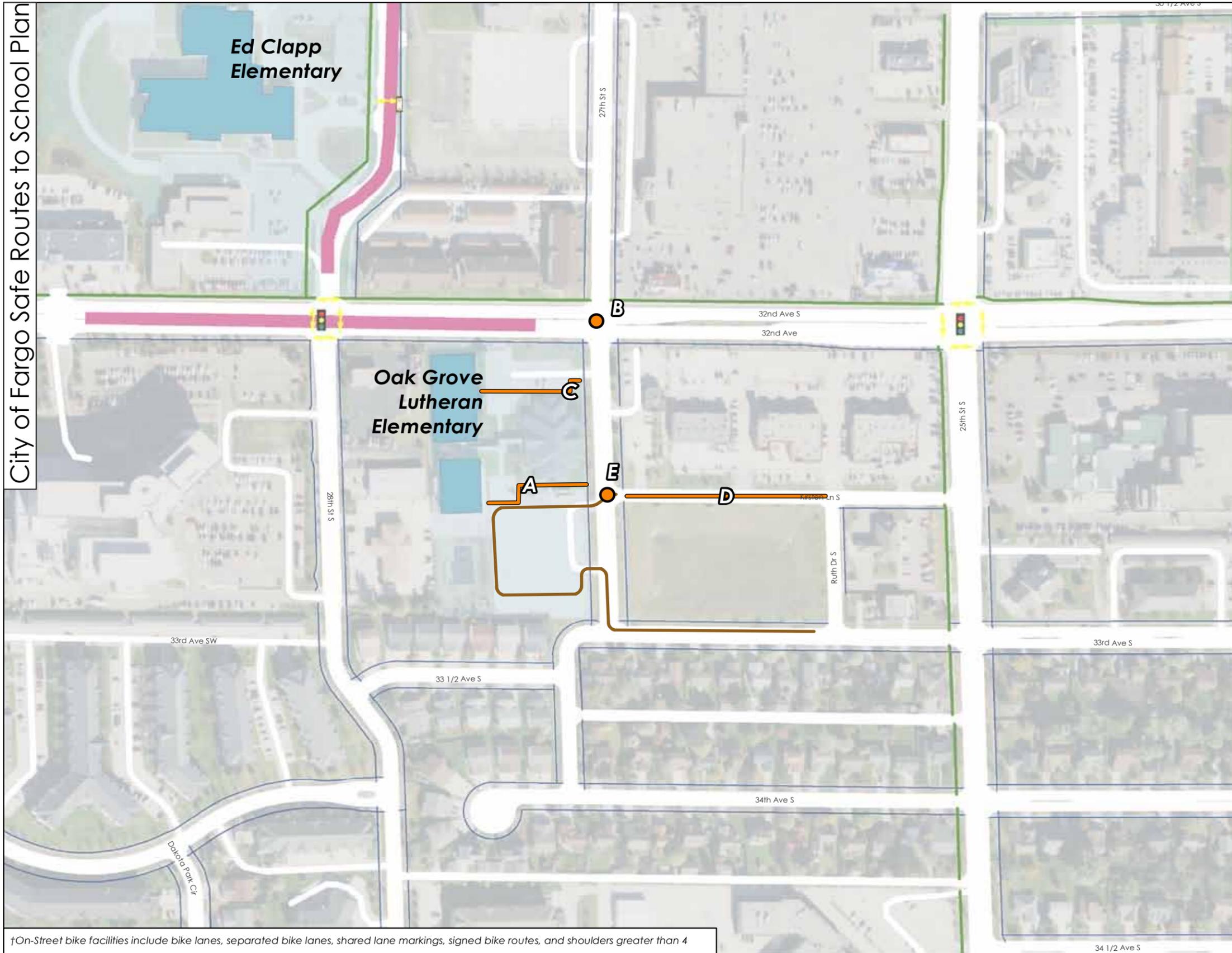
The Oak Grove Lutheran Elementary campus is very small and lacks bike parking and multiple sidewalk connections. In particular, separated and raised spaces for pedestrians are missing in both the north and south parking lots. Staff provides traffic control in the south parking lot during drop-off and pick-up to allow students and families to cross the driving loop.

The intersection of 32nd Avenue S and 27th Street S is wide with high traffic volumes and drivers were observed speeding along the corridor. The median is not wide enough to act as a pedestrian safety island. Additionally, the crossing is not marked by signage, nor crosswalk markings.

Kirsten Lane, which leads to the school from the east lacks sidewalks on both sides of the roadway.

### OAK GROVE LUTHERAN ELEMENTARY CHALLENGES

LOCATION	CHALLENGE
<b>A</b> South side of campus	No formal crosswalk marking or pedestrian space in parking lot during pick up and drop off - cones are currently used
<b>B</b> 32nd Ave S / 27th St S	Long crossing distances ..... Median refuge island is not wide enough to comfortably accommodate some one crossing
<b>C</b> North side of campus	No pedestrian space across parking lot
<b>D</b> Kristen Ln S between 27th St S and Ruth Dr S	No sidewalk on either side of Kristen Ln
<b>E</b> 27th St S / Kristen Ln S	Long crossing distances



†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

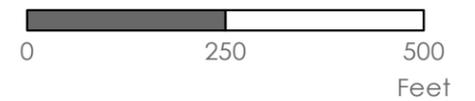
### Observed Circulation & Challenges

#### Oak Grove Lutheran Elementary

- Key\***
- Bus Circulation
  - Challenge
  - Shared Bus and Vehicle Lane
  - Vehicle Drop-off and Pick-up
  - ↔ Observed Walking and Biking Routes
  - 🚲 Bike Rack
  - Challenge

#### Existing Infrastructure\*

- + Building Footprints
- + School Grounds
- School Speed Zones
- - - On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- ⚡ Crosswalk Marking
- 🚦 Signalized Intersection
- 🚦 HAWK Signal
- 🚦 Other Flashing Sign
- 🚶 Pedestrian Crossing Sign
- STOP 4-Way Stop Sign



**METROCOG**

\*Legend Common to All Maps - Not all Features Present on All Maps

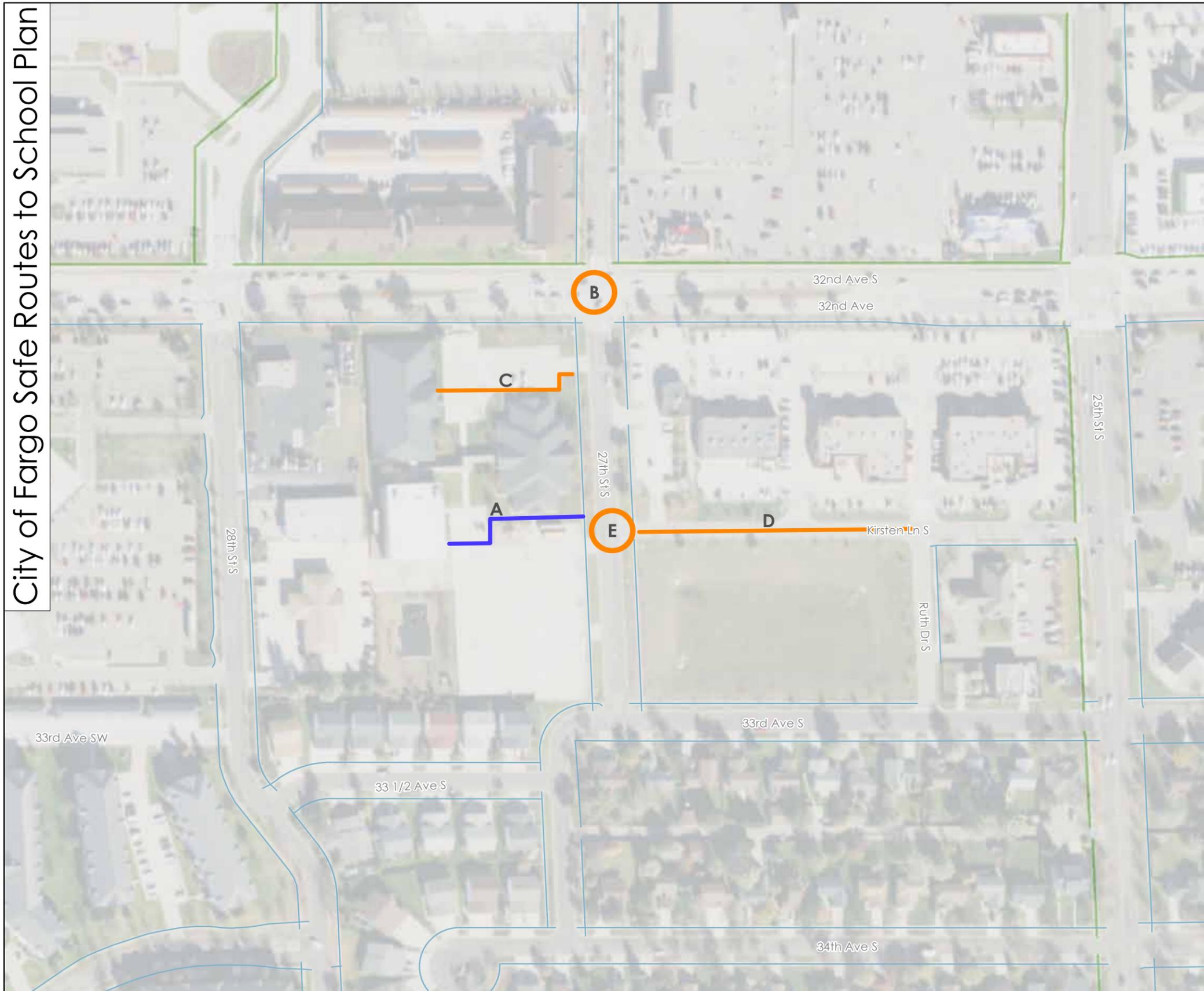
## Opportunities for Improvement

Though few students were observed walking and biking to Oak Grove Lutheran Elementary, it is important to provide comfortable spaces for people to do so if they wish. Making connections across the two parking lots is a high impact opportunity, as well as creating shorter crossings and more visibility across 27th Street S.

Improving the crossing of 32nd Avenue S at 27th Street S should be explored as more students and families consider the possibility of walking and biking to Oak Grove Lutheran Elementary.

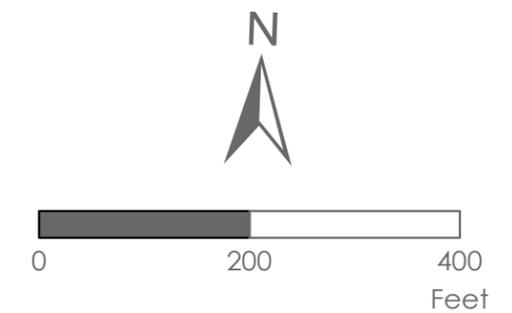
### OAK GROVE LUTHERAN ELEMENTARY OPPORTUNITIES FOR IMPROVEMENT

LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b> South side of campus	Install raised and separated curb space; install ADA compliant curb ramps; install high visibility crosswalk	Oak Grove Lutheran School	High
<b>B</b> 32nd Ave S / 27th St S	Explore opportunities to enhance the existing crosswalk; coordinate with the existing school zone designated in this area along 32nd Ave S	City of Fargo	Medium
<b>C</b> North side of campus	Install sidewalk to connect front door to existing sidewalk network through parking lot; install high visibility crosswalk	Oak Grove Lutheran School	Medium
<b>D</b> Kristen Ln S between 27th St S and Ruth Dr S	Install sidewalk along Kristen Ln	City of Fargo	Medium
<b>E</b> 27th St S / Kirsten Ln S	Consider curb extensions to shorten crossing of 27th St S; install high visibility crosswalks	City of Fargo	Medium

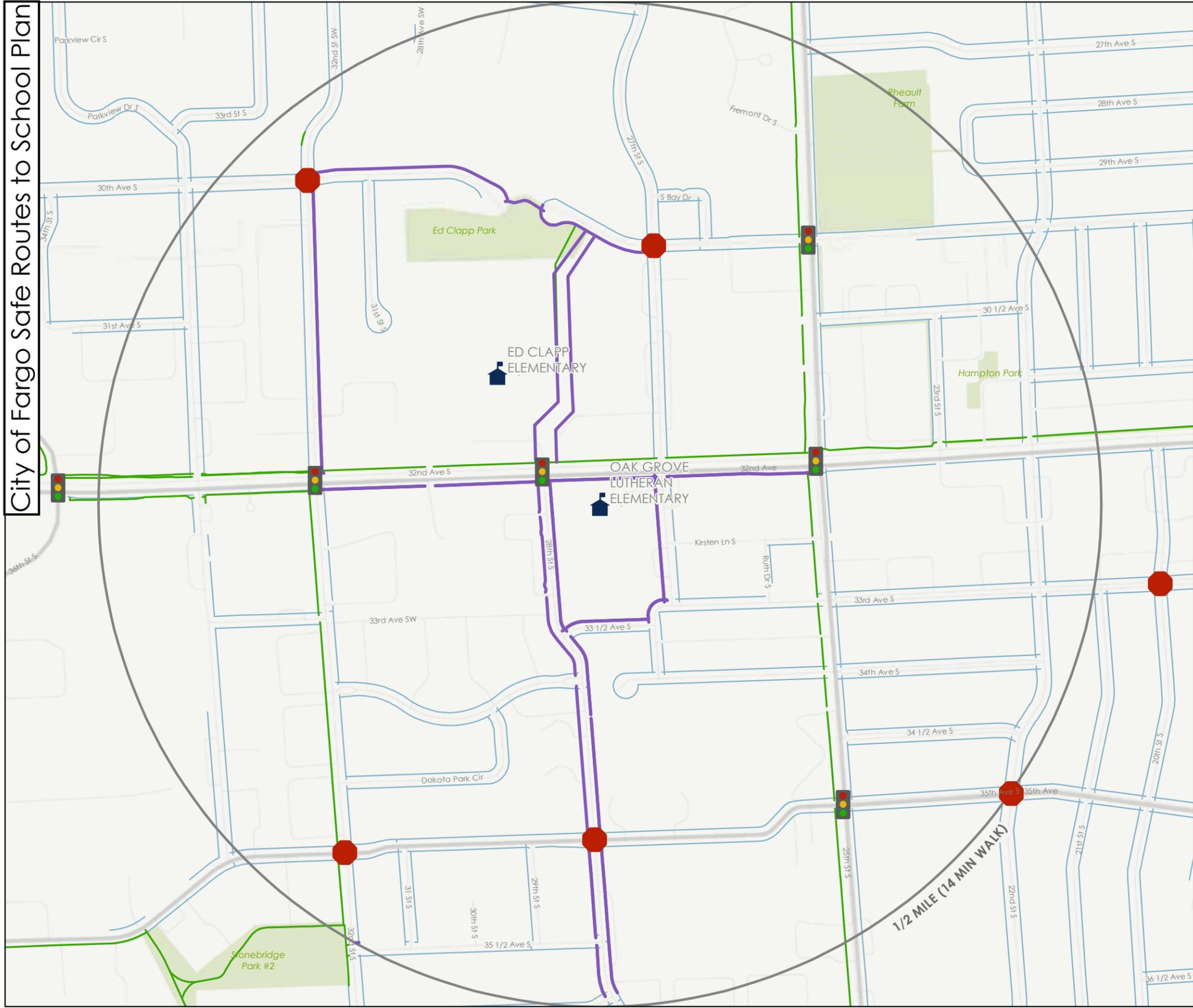


### Infrastructure Opportunities Oak Grove Lutheran Elementary

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds



City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Oak Grove Lutheran Elementary

- Suggested routes
- Sidewalks
- Shared Use Path
- All-way stops
- Traffic signal
- Pedestrian crossing signal



**METROCOG**



# Oak Grove Lutheran Middle

124 N Terrace N, Fargo, ND 58102

## DISTRICT

**Oak Grove Lutheran**

## GRADES

**6-8**

## AVERAGE ENROLLMENT

**140**

## ARRIVAL

**8:25 a.m.**

## DISMISSAL

**3:30 p.m.**

*Note: Oak Grove Lutheran Middle shares a campus with Oak Grove Lutheran High. This plan focuses on improvements for the middle school.*

## Existing Conditions

Oak Grove Lutheran Schools is a private Lutheran school district with two locations. The Middle School (northern) campus serves grades 6 through 12 and is located approximately one-mile northeast of downtown Fargo in the city's Horace Mann Neighborhood.

The north campus was established in 1906 and is bound by South Terrace N to the south, Short Street to the west, and Oak Grove Park to the north and east. Oak Grove Park provides a shared-use path that connects to Moorhead via a pedestrian bridge. The roads surrounding the campus are primarily local roadways with localized traffic.



▲ Missing sidewalk along South Terrace N where bus drop-off occurs.



▲ At South Terrace N and Short Street, there is an opportunity to relocate signage and mark the crosswalk on the east leg where ramps are present.



City of Fargo Safe Routes to School Plan

\*0.5 mi for Fargo, 0.9 mi for West Fargo

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

‡Average daily traffic counts for low volumes is less than 5,000 cars per day, medium between 5,000 and 10,000, and high more than 10,000

### Existing Conditions Oak Grove Lutheran Middle

- School Study Areas\*
  - Walk Zones
  - Building Footprints
  - School Grounds
  - Park
  - Environmental Justice Areas
  - School Speed Zone
  - Shared Use Path
  - On-Street Bike Facility†
  - Sidewalk
  - Crosswalk
  - Pedestrian Crossing Sign
  - 4-Way Stop Sign
  - HAWK Signal
  - Other Flashing Sign
  - Signalized Intersection
- Traffic Volumes‡**
- Low
  - Medium
  - High

\*Oak Grove provides shuttle service between its elementary and high schools, as such there is no walk zone.



**METROCOG**

### Circulation Challenges

The Oak Grove Lutheran Middle campus has great connections to the area's multi-use trail system, but there are still many opportunities to improve conditions for people walking and biking to campus.

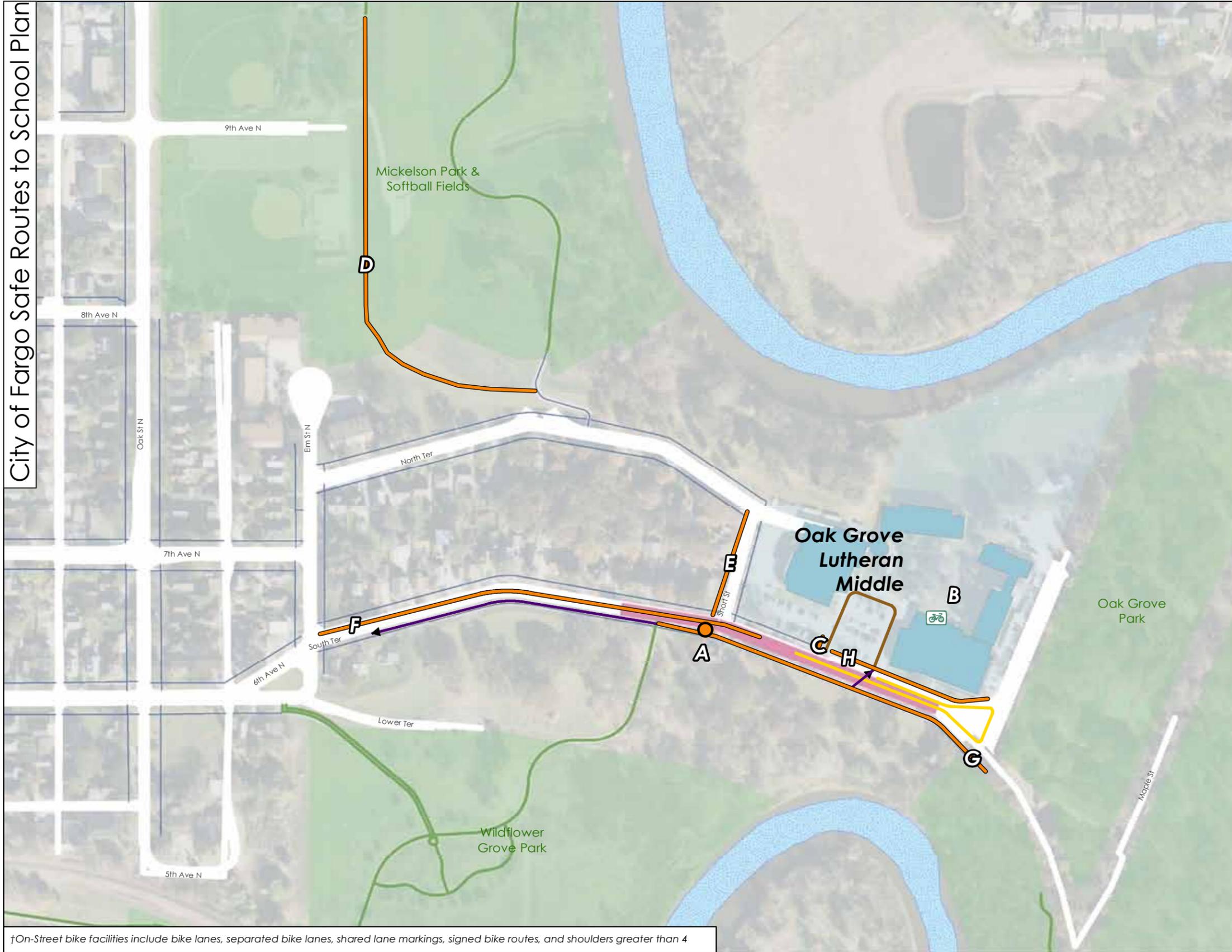
Sidewalks are present on both sides of most streets in the surrounding neighborhood. Gaps in the sidewalk network include the west side of Short Street and along the north side of South Terrace N along the school property.

The Fargo Mickelson/Tricorn Bike Path and pedestrian lift bridge are great community assets that provide connections to many Fargo neighborhoods and Moorhead; however, both were flooded and not accessible during field observations due to heavy rain events.

Students and adult drivers were observed to be speeding along South Terrace N, which is signed as a school speed zone.

### OAK GROVE LUTHERAN MIDDLE CHALLENGES

LOCATION	CHALLENGE
<b>A</b> South Terrace N / Short St	School crossing signage not aligned with existing ramps and marked crosswalk
<b>B</b> On Campus	Comb style rack does not allow locking of frame and can lead to wheel damage ..... Bike rack placed out of site along wall
<b>C</b> South Terrace N / parking lot	Sidewalk gap along South Terrace N and on west side of western driveway in parent loop
<b>D</b> Mickelson Field Area	Flooding in Mickelson Park prevents use of trails
<b>E</b> Short St between North Terrace N and South Terrace N	Sidewalk gap on west side of Short St
<b>F</b> South Terrace N west of Oak Grove Middle	Vehicle speeds perceived to be high
<b>G</b> South Terrace N between trail access and Oak Grove Park	Trail gap ..... Trail narrows to sidewalk between approximately Short Street and Ash Street
<b>H</b> South Terrace N between school driveway and Ash St	Sidewalk gap on north side of street east of western driveway



### Observed Circulation & Challenges

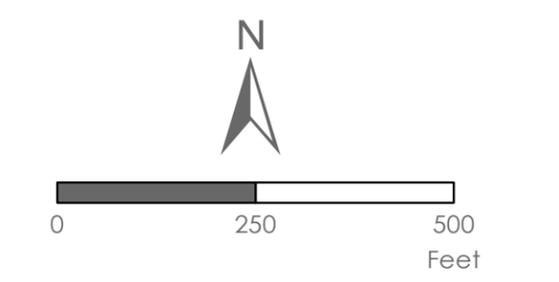
#### Oak Grove Lutheran Middle

##### Key\*

- Bus Circulation
- Challenge
- Shared Bus and Vehicle Lane
- Vehicle Drop-off and Pick-up
- ↔ Observed Walking and Biking Routes
- Bike Rack
- Challenge

##### Existing Infrastructure\*

- Building Footprints
- School Grounds
- School Speed Zones
- On-Street Bike Facility†
- Sidewalk
- Shared Use Path
- ⚡ Crosswalk Marking
- Signalized Intersection
- HAWK Signal
- Other Flashing Sign
- Pedestrian Crossing Sign
- 4-Way Stop Sign



\*Legend Common to All Maps - Not all Features Present on All Maps

†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

### Opportunities for Improvement

Traffic calming elements such as curb extensions, chicanes, speed bumps, and other treatments are recommended along South Terrace N to discourage motorists from exceeding the posted speed limit.

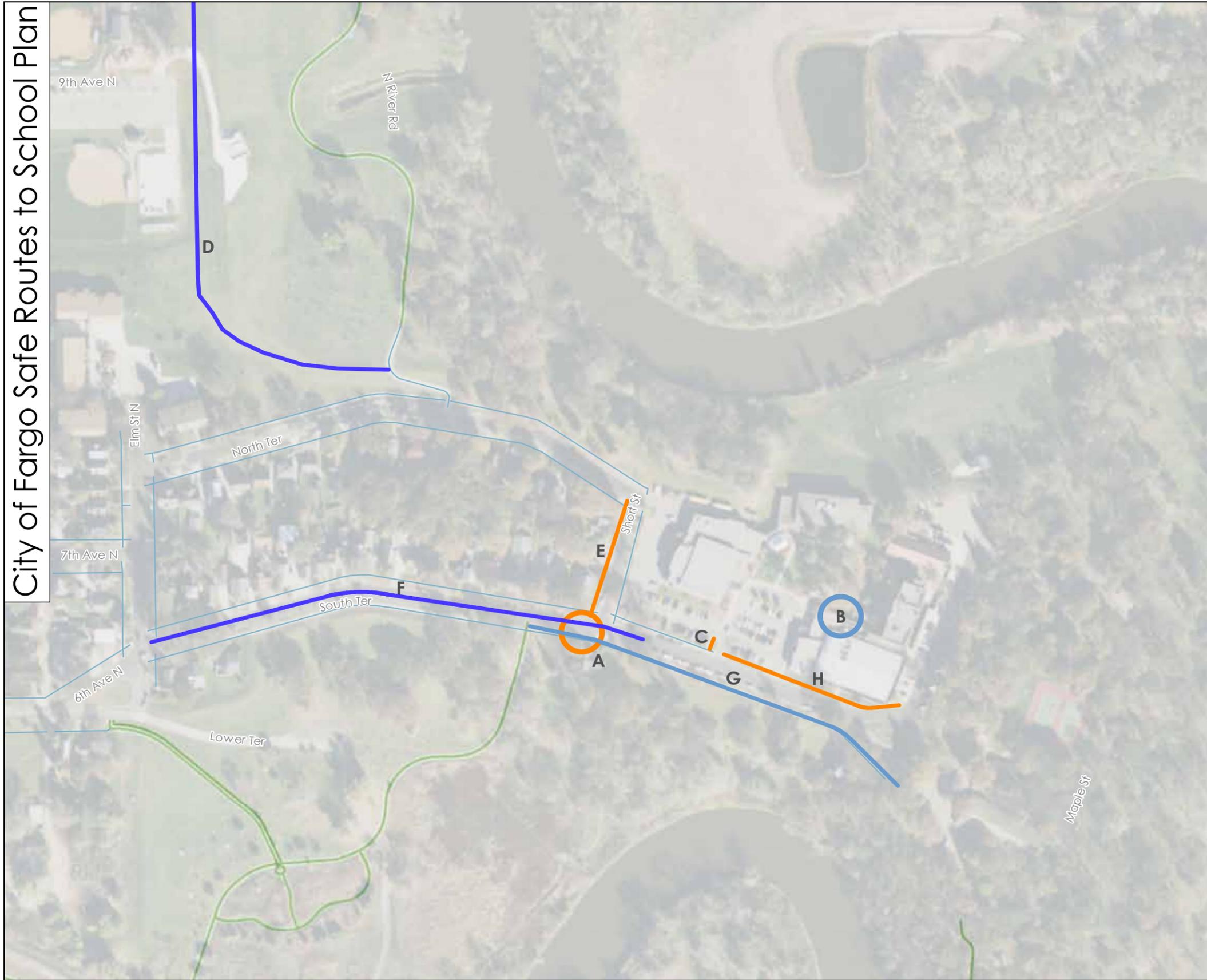
Sidewalk infill projects are recommended along Short Street and on South Terrace N adjacent to Oak Grove Lutheran Middle. A new trail at a higher elevation is recommended through the Mickelson Field area. The existing trail is a wonderful asset but is not usable for much of the fair-weather school year due to flooding. A new trail could include connections to 11th Avenue N and the baseball diamonds on the west side of the park.

High visibility crosswalks and adjustments to school crossing signage are recommended at the intersection of South Terrace N and Short Street.

Bicycle parking should also be upgraded and relocated to a more prominent and visible location.

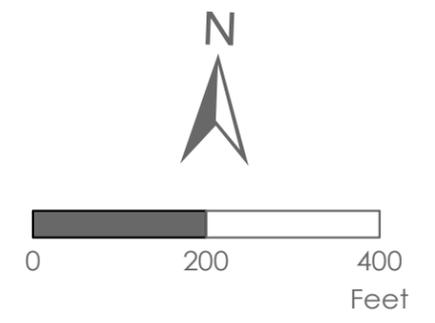
### OAK GROVE LUTHERAN MIDDLE OPPORTUNITIES FOR IMPROVEMENT

LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
<b>A</b> South Terrace N / Short St	Install high visibility crosswalk; relocate school crossing sign to east side; install school crossing sign for westbound traffic	City of Fargo	Medium
<b>B</b> On campus	Locate bike parking in a visible and convenient location on campus; install bike parking to provide two points of contact with bicycle frame (e.g., Inverted U or Post and Ring style rack)	Oak Grove Lutheran School	Low
<b>C</b> South Terrace N / parking lot	Install sidewalk to fill existing gap	Oak Grove Lutheran School	Medium
<b>D</b> Mickelson Field Area	Install trail along berm to maintain access/use during flood events. Further study is recommended to determine the preferred alignment.	Fargo Park District	High
<b>E</b> Short St between North Terrace N and South Terrace N	Install sidewalk to fill existing gap	City of Fargo	Medium
<b>F</b> South Terrace N west of Oak Grove Middle	Install traffic calming elements such as curb extensions, chicanes, speed bumps, or other treatments; upgrade existing school zone signage	City of Fargo	High
<b>G</b> South Terrace N between trail access and Oak Grove Park	Replace sidewalk with shared-use path	City of Fargo	Low
<b>H</b> South Terrace N between school driveway and Ash St	Install sidewalk to fill existing gap	City of Fargo	Medium



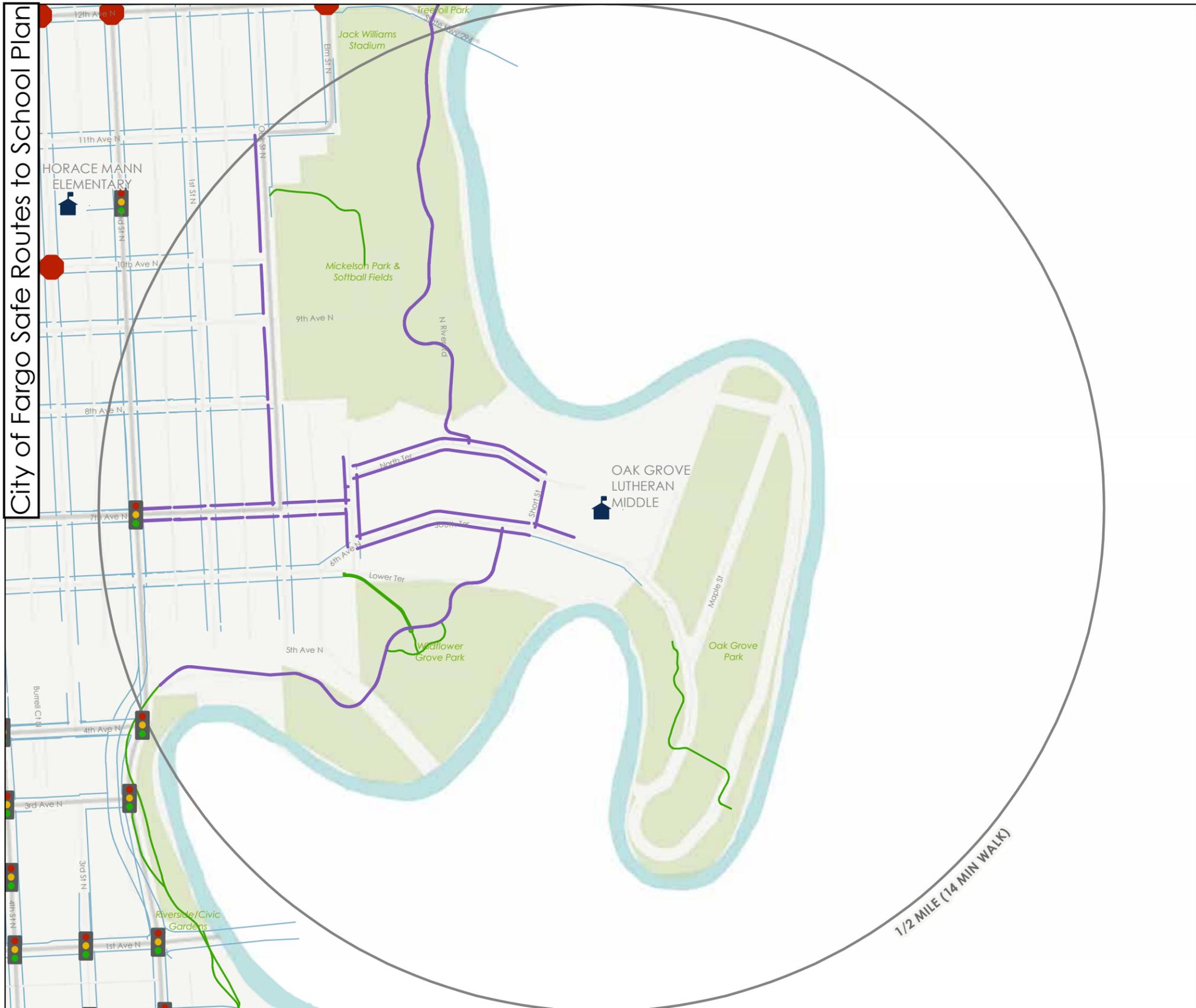
Infrastructure Opportunities  
Oak Grove Lutheran Middle

-  Opportunities for Improvement Locations
-  High Impact
-  Medium Impact
-  Low Impact
-  Opportunities for Improvement Segments
-  High Impact
-  Medium Impact
-  Low Impact
-  Shared Use Path
-  Sidewalk
-  Building footprint
-  School grounds



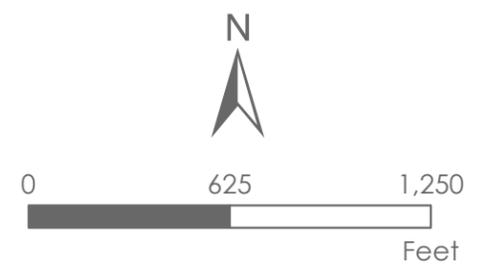
**METROCOG**

City of Fargo Safe Routes to School Plan



Suggested Routes to School  
Oak Grove Lutheran Middle

-  Suggested routes
-  Sidewalks
-  Shared Use Path
-  All-way stops
-  Traffic signal
-  Pedestrian crossing signal



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## Citywide Opportunities

The City of Fargo's plans and policies for transportation affect families and schools throughout the school district. This section describes opportunities to address challenges that were faced universally by students and families across the city. Some are more related to policies and processes in the City, while others are related to needed road improvements also discussed in the individual school sections.

See **Appendix G** for a list of high impact infrastructure opportunities where the City of Fargo is identified as the lead or co-lead.

## Citywide Opportunities for Improvement

### **IMPLEMENT PEDESTRIAN AND BICYCLE FRIENDLY DESIGN**

The top three issues reported by caregivers that affect their decision to not allow their students to walk or bike to school included safety of intersections and crossings, amount of traffic along the route, and speed of traffic along the route. The way that streets are designed significantly impacts whether or not it is feasible, safe, comfortable, and inviting for students and other users to travel on foot or by bicycle. One of the simplest ways to encourage slower driver speeds, reduce pedestrian crossing distances, and create space for sidewalks, bikeways, snow storage, and other amenities is to minimize the number and width of vehicle travel lanes.

Pedestrian scale lighting is recommended along school routes including trails and local, collector, and arterial roadways. Pedestrian scale lighting may accompany street lighting on higher traffic roadways to better light sidewalks and pedestrian crossings.

More recommendations for pedestrian and bicycle friendly street and intersection design are included in the SRTS Philosophy and Local Policy section.

### **DEVELOP AND IMPLEMENT AN ADA TRANSITION PLAN**

The presence of ADA compliant pedestrian curb ramps and pedestrian signals varies between neighborhoods in Fargo. With a few exceptions, this plan does not include specific recommendations for ADA improvements as part of the school sections; however, that does not mean that ADA updates are not needed. Curb ramps, detectable warning strips, countdown timers, pedestrian push buttons, and audible countdown timers are critical infrastructure for students, families, residents, and visitors with disabilities including mobility limitations and visual impairments.

The City of Fargo should develop an ADA Transition Plan that specifically addresses city policies, programs, and steps needed to ensure that facilities within the public right-of-way are ADA compliant and accessible to all individuals. Consider using environmental justice areas and proximity to schools as prioritization criteria for upgrades.



### INCREASE CONNECTIONS BETWEEN SCHOOLS AND NEIGHBORHOODS

Curvilinear local streets and cul-du-sacs are prominent in Fargo's rapidly growing southern neighborhoods. During stakeholder engagement, people who live in southern Fargo noted that even when students lived relatively close to school, their walking routes were often long and circuitous due to the existing street and sidewalk network. In one notable case, students whose backyards are adjacent to campus are eligible for busing because when measured in road miles, they live more than a half-mile from school.

As the City of Fargo continues to grow and develop, it is important to understand the impacts that street networks have on providing convenient and direct walking and biking routes. When possible, consider establishing sidewalk or trail easements to increase connectivity between residential areas and school grounds when the street network does provide the same level of connectivity.

More recommendations for pedestrian and bicycle connectivity are included in the SRTS Philosophy and Local Policy section.

### UPDATE SCHOOL SPEED ZONE SIGNAGE

Most schools in the City of Fargo have a designated school speed zone adjacent to school; however, there is some inconsistency in how school speed zones are located and signed. Several school speed limit signs in the city include a flashing beacon and signage that clearly states that the school speed limit is in effect "WHEN FLASHING." This signage/flashing beacon combination is recommended as it is easy for motorists to understand and easy for police to enforce. A comprehensive school speed zone inventory and systematic citywide update is recommended to increase consistency and enforceability of school speed zones in Fargo.

Specific recommendations for additional school speed zones are included in the school sections. Combining school speed zones with traffic calming treatments and driver education campaigns will help encourage slower driving speeds throughout the day, including when students are not present.



### REVIEW PEDESTRIAN SIGNAL TIMING

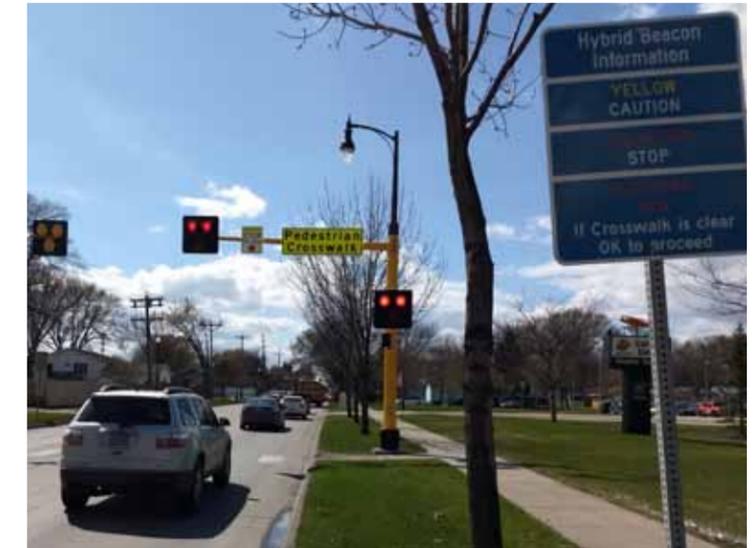
Short walk times and general unpredictability of pedestrian signals were identified as challenges during field observations and stakeholder engagement. Families expressed frustration that walk signals did not provide enough time for students to cross the street, and that wait times after pressing the walk button seem to vary. Young students, especially when walking in groups, require more time to cross the street than a typical adult. In addition, young students may not be as visible to motorists due to their size.

Consider increasing walk times at signalized intersections near schools and installing leading pedestrian intervals (LPI) to give students a head start when crossing the street. Many modern signals can be programmed to allow for LPIs at no additional cost. Note that right turns on red should be prohibited when LPIs are implemented.

### INCREASE EDUCATION REGARDING NEW TREATMENTS

Pedestrian Hybrid Beacons (HAWKs) are used at a number of locations in Fargo where students and families must cross streets with higher traffic volumes and speeds. Students were observed using the HAWK signals during field observations; however, parents and other community stakeholders noted there is some confusion about how to interact with the signals while driving.

New treatments, such as HAWKs, protected bikeways, or other facilities, should be accompanied by a public education and awareness campaign. This may include short videos, posters and brochures, public service announcements, traditional and social media messaging, and on-site signage that can be easily read and understood by passersby.



## REVIEW WINTER MAINTENANCE AND SNOW STORAGE PRACTICES

Fargo is a winter city. From November through April, winter maintenance and snow storage practices can create a barrier for students walking and biking to school when sidewalks and bikeways are not properly cleared and piles of snow obstruct sightlines between young students and motorists at intersections.

Consider the following strategies to improve winter maintenance near schools:

- Develop a maintenance responsibility schedule for sidewalks and trails near schools
- Install boulevards when possible to accommodate snow storage in winter months
- Prioritize enforcement of snow clearing and deicing near schools
- Avoid storing snow near corners and pedestrian crossings
- Establish a buddy program to assist homeowners who may be physically unable to maintain walks in front of their homes
- Conduct a Winter Maintenance Study to review existing practices and identify potential improvements in greater detail

## SCHOOL SITING AND CAMPUS DESIGN

Sometimes the greatest challenges for students walking and biking to school were located on or adjacent to campus. Compared to older schools which were typically located in the middle of neighborhoods and surrounded by local streets, newer schools were more likely to be located on higher traffic arterials on the edge of neighborhoods. Newer schools also typically have much larger campuses with playfields and parking lots that present their own challenges for walking and biking to school. During field observations and stakeholder engagement, school driveways, congested parking lots, and disjointed on-campus sidewalk networks were often identified as barriers to walking and biking to school. There are also opportunities to improve bicycle parking including the location and rack type to increase security, visibility, accessibility, and convenience.

Detailed considerations and recommendations for school siting and campus design are included in the SRTS Philosophy and Local Policy section. More information about bicycle parking at schools is located in **Appendix J**.



## Project Evaluation and Implementation Phasing

### SCHOOL AREA EVALUATION

Based on input from the SRC and the public engagement process, school-based opportunities for improvement have been evaluated based on (in order):

- Safety (gaps in infrastructure, high traffic volumes, high traffic speeds)
- The area was identified as a barrier or challenge during field observations, caregiver surveys, and engagement
- Proximity to school
- Relative density of students surrounding the school

### DO NOW, DO WHEN, DO IF

School-based opportunities for improvement are identified as high, medium, or low relative impact at each school. The levels of impact generally correspond with a “do now, do when, do if” framework.

- High: These are the top projects to “do now.” In other words, these projects will have a high impact and should be pursued in the near term
- Medium: These are medium impact projects to “do when” high impact projects are completed, or when there is an opportunity to implement them as part of a road resurfacing or reconstruction project
- Low: These are projects to “do if” all the high and medium projects are completed, if the budget is increased for maintenance or ped/bike projects, or if the city receives a grant

### CITYWIDE AND DISTRICT IMPLEMENTATION PHASING

Based on discussion with the SRC, citywide and district evaluation should consider global processes and practices in combination with school area evaluation.

Generally, high impact projects should be pursued before medium and low impact projects, and projects at schools with a higher need (e.g. higher percent of students who qualify for free or reduced lunch) should be pursued before projects at schools with less need.

To improve efficiency of implementation, projects may also be integrated into city and district capital improvement programs and implemented in coordination with routine maintenance or based on feasibility and ease of implementation.

### Signing and Striping

High visibility crosswalk markings, forward stop bars, school crossing signage, and other striping and signing treatments can generally be installed in the short term at a relatively low cost. Striping projects can also be integrated into seasonal restriping efforts or repaving projects for further cost efficiency.

### Streets and Curbs

This includes treatments such as curb extensions, median safety islands, traffic circles, speed bumps, and other traffic calming measures. These projects may be implemented as standalone spot improvements or when nearby

development or an overlapping project creates an opportunity for implementation. These types of projects are often good candidates for demonstration projects.

### Signals, Beacons, and Electronic Signs

Traffic signals and signs that include electronic components such as school speed zones, speed feedback signs, RRFBs, and other pedestrian activated crossing beacons, may be updated and implemented on a citywide scale to ensure consistency across schools and neighborhoods. This includes installing Leading Pedestrian Intervals at traffic signals. Prior to developing an upgrade/implementation plan, an initial inventory of existing signals and electronic signs should be conducted.

### Sidewalks and Trails

Sidewalk and trail projects may be small infill projects, standalone sidewalk or trail projects, or be integrated into nearby development or construction efforts. Additional study, analysis, and funding may be necessary. Sidewalk and trail connections should be incorporated into future developments as construction occurs to minimize the need for infill projects later on.

## Demonstration Projects

Demonstration projects are short term, low-cost, temporary roadway projects that allow communities to pilot and evaluate potential infrastructure improvements before investing in long-term changes. Projects may include curb extensions, median safety islands, bike lanes, crosswalk markings, and more.

Benefits of using a demonstration project approach include:

- Test aspects of improvements before making further investments
- Inspire action and build support for project implementation
- Develop further public awareness of potential issues and conceptual options
- Increase public engagement and understanding of active transportation needs
- Encourage people to work together in new ways and increase collaboration between stakeholders
- Gather data from real-world use of public streets to support informed decision-making

Demonstration projects could be implemented on school campuses or city streets to improve walking and biking to school in the near term.

### Resources:

- <http://www.dot.state.mn.us/saferoutes/documents/mndot-demonstration-project-implementation-guide-final.pdf>
- <http://tacticalurbanismguide.com/>



## Design Philosophy

Fargo is one of the fastest growing cities in the Midwest. This growth is most evident in the southern part of the city, which is developing rapidly with new streets, homes, schools, and more. Land use, street design, school siting, and campus design have direct and significant impacts on whether or not it is feasible, safe, comfortable, and inviting for students to walk or bike to school. The land use and infrastructure decisions that the City of Fargo, Fargo School District, and West Fargo School District make today will impact the way families and students live and travel for generations.

The SRTS Philosophy and Local Policy section includes school siting and design guidance to encourage future development that supports active and healthy communities.

## Funding Opportunities

A variety of options exist to further plan, design, and implement Safe Routes to School projects including infrastructure and programs. The Funding and Project Implementation Strategies sections of this plan provides information on potential funding sources at the local, state, and national level.





## Programs

Increasing the number of students who can safely walk and bike to school requires a combination of infrastructure improvements and programmatic strategies.

This section includes recommendations for education, encouragement, and enforcement strategies to increase awareness, understanding, and excitement for walking and biking to school.

Program recommendations include:

- Bike Fleet
- Bike Rodeo
- Crossing Guard / Student Safety Patrol
- Drop & Walk / Remote Drop-Off
- Safety Campaign
- School Communication
- Traffic Garden
- Walk/Bike Safety Education
- Walk/Bike to School Day



### BIKE FLEET

A bike fleet is a set of bicycles purchased for a school or school district to be used for student events. Bike fleets are used by students to promote healthy and active living, teach skills in bicycle safety, and encourage biking to school. Bike fleets can be used for a variety of activities and events including in-class biking instruction, class bike rides and field trips, bike clubs, bike rodeos, and more.

#### Resources:

- <https://www.bikemn.org/education/bicycle-fleet-guide>



### BIKE RODEO

Bike rodeos are fun events that provide students with a basic understanding of safe and effective bicycling. Bike rodeos often have multiple stations that teach bicycle handling skills and educate participants about bike safety and rules of the road. Bike rodeos can be held as part of a larger event or on their own, and may be integrated into the school day or held outside of school hours. Bicycle rodeos are often administered through local police or fire departments with help from adult volunteers.

Bike rodeos can also include a family biking component to educate parents and caregivers about biking with children and conducting safety checks and routine maintenance.

#### Resources:

- <https://www.minnesotasafetycouncil.org/bicycle/programs/rodeo/station1.cfm>



### CROSSING GUARD / STUDENT PATROL

Crossing guards are trained adults, paid or volunteer, who are legally empowered to stop traffic to assist students with crossing the street. Students can also be trained as members of a school safety patrol to help enhance enforcement of pick-up and drop-off procedures and facilitate pedestrian crossings on and adjacent to campus.

#### Resources:

- <https://exchange.aaa.com/safety/school-safety-patrol/#.XdRie1dKiUk>
- [http://guide.saferoutesinfo.org/enforcement/safety\\_patrol.cfm](http://guide.saferoutesinfo.org/enforcement/safety_patrol.cfm)
- <https://www.dot.state.mn.us/mnsaferoutes/training/student-safety-patrol.html>
- <https://www.dot.state.mn.us/mnsaferoutes/training/crossing-guard.html>



### Why Walk or Bike to School?

**It's healthy!**  
Walking and biking are great ways to get more physical activity.

**It's good for learning!**  
Kids who are active arrive at school focused and ready to learn.

**It's good for the community!**  
Walking and biking are activities that get people outside and talking with their neighbors.

**It's good for the environment!**  
Walking and biking don't produce air pollution and are sustainable modes of transportation.

**It's fun!**  
Walking and biking are fun for the whole family!

### School Bus Safety Tips

**Be alert around school buses and look for children.**  
Children are often unpredictable and more likely to take risks, ignore hazards, or fail to look both ways when crossing the street.

**It is illegal to pass a school bus that is stopped to load or unload children.**

**Motor vehicles travelling in both directions are required to stop on undivided roadways when students are entering or exiting a school bus.**

**Never pass a school bus on the right.**

**If the yellow or red lights on a school bus are flashing and the stop arm is extended, traffic must stop.**

  
www.mnsaferoutestoschool.org


## SAFE ROUTES -to- SCHOOL

Safe Routes to School programs make walking and biking to school easier and safer. Follow these tips to make it safer for students and for everyone!

CITY OF ROGERS, MINNESOTA

### DROP & WALK / REMOTE DROP-OFF

During a drop and walk or remote drop-off event, buses and parent drivers drop students at a designated off-campus location and students walk the rest of the way to school. Remote drop-off events can help reduce congestion near campus and provide an opportunity for students who live further from school to walk.

#### Resources:

- [http://guide.saferoutesinfo.org/encouragement/park\\_and\\_walk.cfm](http://guide.saferoutesinfo.org/encouragement/park_and_walk.cfm)
- <http://www.dot.state.mn.us/mnsaferoutes/training/bus-stop-and-walk/index.html>

### SAFETY CAMPAIGN

A safety campaign is an effective way to build awareness around students walking and biking to school and encourage safe driver behavior among student drivers, parents, and other motorists. A campaign can use media at or near schools including posters, business window stickers, yard signs, and/or street banners to remind drivers to slow down and use caution near schools. This type of campaign can also address specific behaviors such as walking or bicycling to school, school bus safety, and/or parent drop-off and pick-up behavior.

#### Resources:

- <http://guide.saferoutesinfo.org/media/index.cfm>

### SCHOOL COMMUNICATION

Schools already communicate with families to notify them of event, procedures, and other news and updates. Safe Routes to School messaging can be integrating into existing school communication channels to elevate walking and biking as a transportation option, educate families about the benefits of SRTS, and promote upcoming events and programs. Messaging may include tips on dressing appropriately for the weather and resources for safe walking and biking routes and habits.

#### Resources:

- <http://guide.saferoutesinfo.org/education/parents.cfm>



### TRAFFIC GARDEN

Traffic gardens provide parents and bicycling instructors with a safe place to teach children and adults the basics of riding a bicycle. Also called bicycle playgrounds or safety towns, traffic gardens include miniature street patterns designed to provide a riding circuit that demonstrates a variety of roadway scenarios. Instructors can build from basic learn-to-ride skills through bike handling and braking practice, familiarity with roadway markings and signing, and skills related to operating a bicycle in and adjacent to traffic.

#### Resources:

- <https://www.saferoutespartnership.org/blog/traffic-gardens-teach-and-inspire-kids>



### WALK/BIKE SAFETY EDUCATION

The ability to walk and bicycle safely is an important life skill that must be taught. Ideally, the responsibility of teaching students how to safely navigate traffic while walking and biking is a shared responsibility between caregivers and schools. Investing in ongoing trainings for children and young adults prepares them for a lifetime of safe walking and biking and lays the foundation for a general understanding of traffic safety. Walk/bike education can be implemented through a variety of programs including in-class safety curriculum, group bicycle rides, and driver's education.

#### Resources:

- <https://www.bikemn.org/education/walk-bike-fun>
- <https://www.saferoutespartnership.org/state/bestpractices/curriculum>



### WALK/BIKE TO SCHOOL DAY

Walk and Bike to School Days build support and enthusiasm for walking and bicycling to school, and provide structure and reassurance to parents whose children are participating. National events take place one day each year: Walk to School Day takes place in early October, and Bike to School Day takes place in early May. These events give school officials, parents, and students a taste of what it's like to walk or bike to school and can help staff identify parents and staff who may be interested in doing more. Many schools and communities hold more frequent walk/bike to school day events such as Walking Wednesdays or monthly walk/bike to school days.

#### Resources:

- <http://www.walkbiketoschool.org/>



## SRTS Philosophy and Local Policy

School locations, community development, and transportation are inextricably linked.

This section includes guidance for school siting, campus design, and considerations for local streets in order to make walking and biking to school easier, safer, and more enjoyable for students in the City of Fargo.

*The school district will assess and make needed improvements to make it safer and easier for students to walk and bike to school.*

*- Fargo Public Schools Wellness Policy*

## Existing SRTS Philosophy and Local Policy Foundation

### **ESTABLISHED SCHOOL WELLNESS POLICIES**

School wellness policies guide school district efforts to establish a school environment that promotes student health, well-being, and ability to learn by supporting healthy eating and physical activity. Fargo Public Schools and West Fargo Public Schools both have wellness policies that establish goals for nutrition, physical activity, and other school-based activities that promote student and staff wellness.

### **Fargo Public Schools**

Fargo Public Schools' Wellness Policy specifically addresses Safe Routes to School and includes a variety of additional goals and strategies that may be strengthened and mutually reinforced through Safe Routes to School initiatives. In regards to Safe Routes to School, Fargo Public School's Wellness Policy states:

*The school district will assess and make needed improvements to make it safer and easier for students to walk and bike to school.*

*The district will work together with local public works, public safety, and/or police departments in those efforts. The school district will encourage students to use public transportation. The school will support the efforts in the development and implementation of walking or biking to school.*

The Wellness Policy additionally outlines physical activity goals for elementary, middle, and high school students. This includes building partnerships with the community to create environments where students are able to safely walk or bike as part of their commute to and from school. An added

benefit is that it encourages the integration of physical activity into classroom settings.

### **West Fargo Public Schools**

The West Fargo Public Schools Wellness Policy is more general in its approach to physical activity and does not specifically mention Safe Routes to School or student commuting. There is an opportunity to update the policy to formally recognize Safe Routes to School as a strategy to increase physical activity and support student health.

### **EXISTING SCHOOL SITING AND CAMPUS DESIGN PROCESSES**

#### **Fargo Public Schools**

Fargo Public Schools generally makes siting decisions based on where land is available and affordable. The district does not have hard acreage requirements, although middle and high schools are generally understood to require more land than elementary schools. There are no requirements for siting schools on or within a specified distance of arterial roadways.

The district works with an architect to develop the site design. Typically, plans begin with a general understanding of parking requirements and vehicular circulation needs.

#### **West Fargo Public Schools**

When West Fargo Public Schools constructs a new school, they rely on architects and engineers to design the school site, building layout, and overall campus circulation. The district itself does not have guidelines or requirements for site design or circulation.

### **City of Fargo**

#### **2007 Growth Plan**

The 2007 Growth Plan notes that each neighborhood should have a park or a school at its center and neighborhood commercial near one of its edges. This vision for neighborhood-based schools is expanded upon and further strengthened in Fargo's Comprehensive Plan Go2030.

#### **Fargo Comprehensive Plan Go2030**

The Fargo Go2030 Plan establishes a vision that by 2030, the City of Fargo will be a vibrant and sustainable city with a high quality of life, robust economy, and welcoming community atmosphere. The Go2030 Plan includes a series of guiding principles that outline a more specific direction based on the vision and provide guidance for specific initiatives. The guiding principles include: transforming the transportation system to encourage walking, biking, and transit; coordinating infrastructure investments and land use policy in a supportive and synergistic way; and supporting neighborhoods where children can walk to school. The plan draws important connections between walkable communities, Safe Routes to School, health and wellness, student success, and community vitality.

## School Siting Recommendations

School districts and local governments depend on each other. A growing community places greater demands on the school system, which creates a need for new and expanded schools that often stimulate traffic and residential development. The decisions that each agency makes affects the other. Thus, it is important for Fargo Public Schools, West Fargo Public Schools, and the City of Fargo to work together to site schools in a proactive and coordinated manner in order to support long-term goals of creating healthy communities and increasing opportunities for students to walk and bike to school.

The guiding principles of school siting include:

- School siting decisions take a city-wide approach
- Site takes advantage of existing resources
- School is easily and safely accessible by walking and biking
- School as a neighborhood focal point

### **INCREASE INTER-AGENCY COORDINATION FOR SCHOOL SITING DECISIONS**

Through a city-wide approach to planning school site locations, it is imperative that there is coordination between school districts, local governments, and community members. These site decisions should advance the long-term livability goals supported by the City of Fargo and its residents as identified in the Go2030 plan: vibrant communities, good schools, and transportation choices. Well-coordinated school site planning and comprehensive community planning increases the likelihood that:

- Taxpayer dollars will be used efficiently
- School facility and community planning will support each other
- Community facilities can be jointly purchased, developed, maintained, and used

To do this effectively each school district in coordination with the City of Fargo should:

- Develop a school facilities plan for the City of Fargo.
- Include school districts in comprehensive land use plans to develop and agree upon criteria for siting new schools on undeveloped and previously developed sites.
- Streamline the permitting process and encourage clear communication to proactively identify issues and encourage creative solutions.
- Involve the community.

When school siting decisions are not coordinated amongst school districts, local governments, and community members, unforeseen impacts occur. Just a few of these impacts can be in the form of additional costs for connecting and/or expanding infrastructure to the new site location, additional special assessments to property owners, and additional busing costs due to increase trip lengths and quantities.

### **USE EXISTING RESOURCES**

School sites close to existing infrastructure reduce the need for new facilities to be constructed. By making good use of existing resources, schools can reduce their physical and financial impact on the community. Integrating well-designed schools into existing and planned neighborhoods makes efficient use of streets, sidewalks, and other public infrastructure. Preserving historic school buildings helps maintain neighborhood identity and community landmarks. School sites located near existing play fields or open space provides students with opportunities for physical activity and access to natural resources.

To do this effectively each school district in coordination with the City of Fargo should:

- Renovate and expand existing schools.
- Select sites that can be served by existing infrastructure.
- Establish mechanisms for cooperative agreements between school districts, the City of Fargo, Fargo Park District, and other organizations.

### **PRIORITIZE ACTIVE TRANSPORTATION OPTIONS**

An important aspect of livable communities is having transportation options. A well-sited school benefits students, the school, the school district, and the broader community in a number of ways.

To do this effectively each school district in coordination with the City of Fargo should:

- Locate schools close to students
- Develop pedestrian and bicycle facilities on the school site
- Create a well-connected multimodal street network surrounding schools
- Avoid locating school campuses within ¼ mile of arterial roadways

### **INTEGRATE SCHOOLS INTO NEIGHBORHOODS**

Through good siting decisions, schools can serve as community focal points and neighborhood anchors. They become places for community members to gather and recreate outside of school hours, creating opportunities for neighborhood interaction. A school that is easy to access also enhances participation by residents in school activities, which strengthens the neighborhood's sense of ownership toward the school and its willingness to support it.

To do this effectively each school district in coordination with the City of Fargo should:

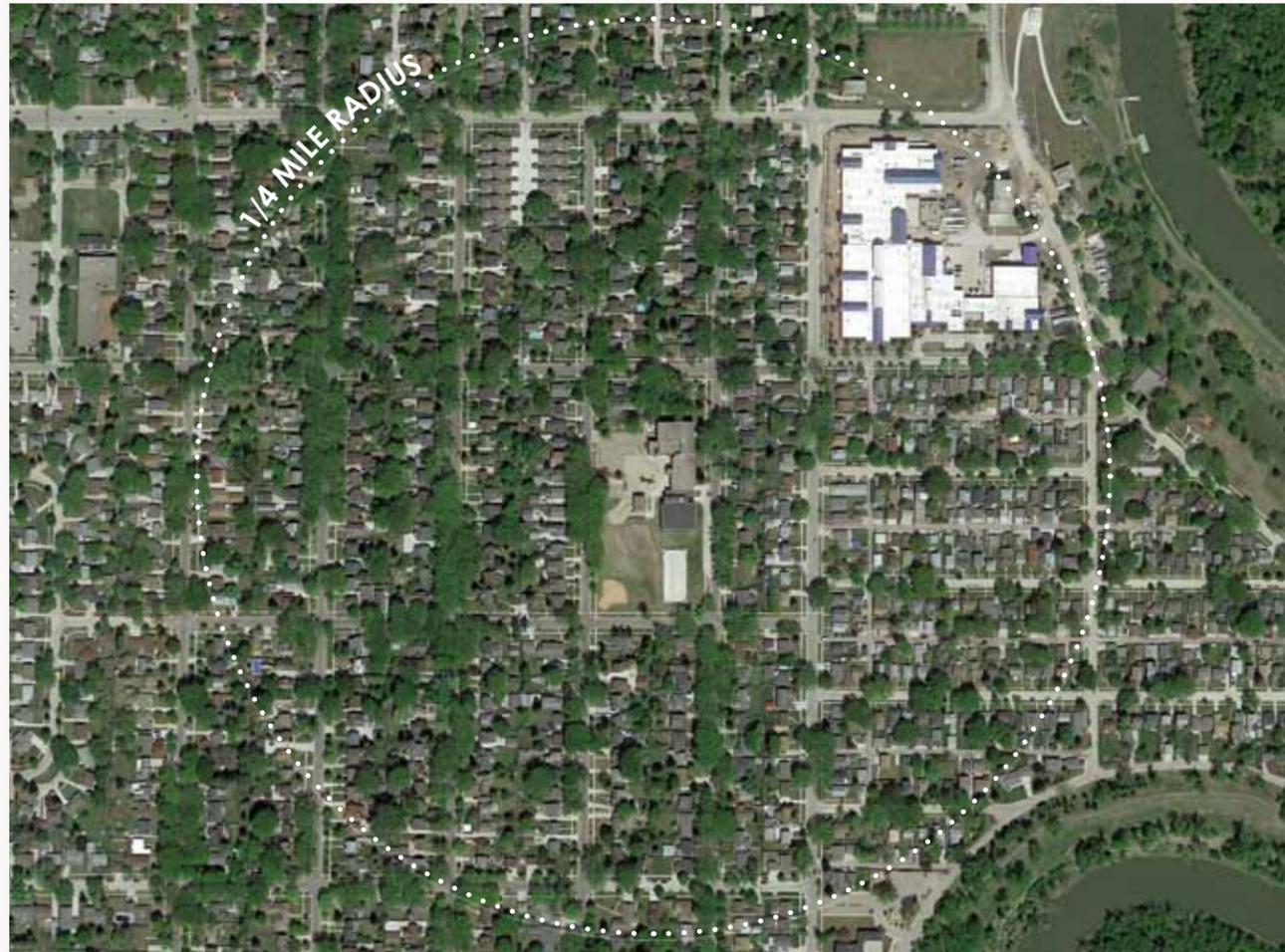
- Consider small sites and multi-level schools
- Involve the architect early in the process
- Integrate schools into the neighborhood
- Identify future school campus sites in coordination with the City of Fargo Planning Department
- Establish design and site standards for school campuses per the 'Desirable School Site Characteristics' and 'Safe Routes to School Campus and Street Design' sections.

## DESIRABLE SCHOOL SITE CHARACTERISTICS

The location of a school in relation to student residences, busy roads, and the overall pedestrian, bicycle, and street transportation network has a significant impact on whether it is safe, comfortable, or even feasible for the majority of students to walk or bike to school.

DESIRABLE SCHOOL SITE CHARACTERISTICS		
FEATURE	DISTANCE	RECOMMENDATION
<b>ATTENDANCE BOUNDARY</b> Area in which most students live	0.5 mile to 2 miles	Locate school so that a large portion of the student body lives within 0.5 mile (elementary), 1 mile (middle), or 2 miles (high school)
<b>ACREAGE</b> Size of the school campus	School site	Locate schools on smaller sites to better integrate schools into surrounding neighborhoods and make schools more accessible and inviting for walking and biking
<b>PEDESTRIAN AND BICYCLE CONNECTIVITY</b> Presence of sidewalks, trails, bike lanes, crosswalks, etc.	School site to 1 mile	Ensure that convenient, safe, and comfortable walking and biking routes are available for students
<b>ACCESS AND STREET CONNECTIVITY</b> Connection between campus and adjacent transportation network	School site to 1/2 mile	Locate school so that there is access from three or more sides of the building for people walking, biking, and driving
<b>VEHICULAR CIRCULATION &amp; PARKING</b> Minimizing the amount of space dedicated to vehicular parking and circulation	School site	Minimize the amount of space dedicated to vehicular parking on campus, and carefully design access points to minimize conflicts with people walking and biking
<b>COMMUNITY FACILITIES</b> Near parks, community facilities, libraries, public pools, etc.	1/2 mile	Locate school so that neighborhood resources are within walking/biking distance of schools and/or joint use is available on site
<b>HAZARDOUS ROADS</b> Away from roads that are barriers for walking/biking	1/4 mile	Avoid locating school campuses within a 1/4 mile of arterial roadways, which can be barriers for students walking and bike to school

## School Case Study Comparison



### Clara Barton Elementary School

*According to the spring 2019 student travel tally, approximately 35 percent of students walk or bike to/from school*

**Attendance boundary:** Most students live within one mile of school

**Acreage:** Approximately 4.5 acres

**Pedestrian and bicycle connectivity:** Sidewalks are present on both sides of streets. Three streets within a quarter mile are designated bike boulevards/bike routes.

**Access and street connectivity:** The school site may be accessed from four sides

**Vehicular circulation & parking:** School has one driveway and a small parking lot

**Community facilities:** The school site includes a community park

**Hazardous roads:** The closest high volume arterial is approximately a quarter-mile away



### Centennial Elementary School

*According to the spring 2019 student travel tally, approximately 9 percent of students walk or bike to/from school*

**Attendance boundary:** Most students live within one and a half miles of school

**Acreage:** Approximately 25 acres

**Pedestrian and bicycle connectivity:** Sidewalks or trails are present on both sides of streets. There is no direct access between campus and the trail west of school.

**Access and street connectivity:** The school site may be accessed from two sides

**Vehicular circulation & parking:** School has multiple driveways and large parking lots

**Community facilities:** The school site includes a community park

**Hazardous roads:** The site is located at the intersection of two high-volume arterials

## Campus and Street Design

The following Safe Routes to School campus and street design principles provide guidance on prioritizing conditions for students walking and biking to school as they approach campus and navigate to the front door. Ideally, students walking to school arrive on campus and reach the main entrance on a route that is clearly defined, continuous, and physically separated from motorized traffic and parking lots.

The guiding principles of campus and street design are organized as follows:

1. Streets
2. Crossings
3. Drop-off zones
4. Parking lots
5. Front doors
6. Bicycle parking
7. Outdoor spaces

This guidance may be used to:

- Provide guidance when soliciting school building designs, including requirements for respondents to address SRTS in their proposals.
- Foster discussion between decision makers and project teams early in the school design process.
- Guide designers including architects, landscape architects, and civil engineers as they develop and evaluate design concepts.
- Inform parents, advocates, and other community members about campus and street design decisions.

Checklists for campus and street design review and evaluation are available in **Appendix K**.



## 1. STREETS

It is important to coordinate school building projects with other city planning efforts and to establish partnerships between Fargo Public Schools, West Fargo Public Schools, and the City of Fargo to proactively coordinate and fund walking and bicycling projects on public streets when school building projects occur so that students and families can safely walk and bike to school. The City of Fargo should consider the following treatments around new and existing schools to improve walking and biking:

- Provide a connected sidewalk and bikeway network.
  - » Provide continuous sidewalks on both sides of the street that connect the school to residential areas and nearby destinations.
  - » If a significant number of students attend an after-school program nearby, evaluate the pedestrian link between the school and the after-school destination.
- Build sidewalks wide enough to accommodate groups.
  - » A typical minimum sidewalk width is 5-feet. Where high numbers of walkers or young bicyclists are anticipated, a sidewalk width of 8 to 10-feet is recommended to allow students and parents to walk side by side.
  - » A buffer zone (boulevard) wide enough to accommodate shade trees is recommended between the sidewalk and roadway to provide further separation between students and motorists and to provide snow storage in winter months. The minimum recommended width for a planted boulevard is 5-feet.
- Provide lighting of sidewalks that connect the school to nearby residential areas.
  - » For a significant portion of the school year, students must travel to and from school in the dark. Street lighting should be provided along sidewalks and at crosswalks. Pedestrian scale lighting is preferred.
  - » Consider lighting any shared use paths that connect to the school.
- Maintain sidewalks year-round.
  - » Clear sidewalks and curb ramps of snow and ice and ensure crosswalks are visible during winter months. A buddy program may be developed to assist homeowners who are physically unable to maintain walks in front of their home.
  - » Trim foliage, collect fallen leaves and branches, and sweep sidewalks of sand and debris after snow has melted.
  - » Develop a maintenance responsibility schedule for sidewalks and trails surrounding schools in coordination with the Fargo School District, West Fargo School District, and the City of Fargo.
- Consider traffic calming strategies along heavily used walking routes.
  - » Curb extensions or median safety islands reduce crossing distances and visually narrow the roadway.
  - » Raised crossings improve pedestrian visibility and comfort, and reduce driver speeds.
  - » Speed bumps, chicanes, and neighborhood traffic circles can calm driver speeds.
- Implement school speed zones.
  - » In North Dakota, the posted speed limit in school zones is 20 miles per hour.
  - » School speed zones should be implemented on all roads adjacent to elementary, middle, and high school campuses.
  - » School speed zone signs should be supplemented with flashing beacon, along with signs specifying when the school speed limit is in effect, including specific dates and times or “when flashing.”

## 2. CROSSINGS

In addition to providing a connected and continuous sidewalk and bikeway network from neighborhood streets to school campuses, street crossings must have adequate crosswalk markings, functioning pedestrian signals, and curb ramps to make crossings accessible for all. To do this effectively each school district in coordination with the City of Fargo needs to:

- Make all crosswalks leading to the school safe and child-friendly.
  - » Provide pedestrian countdown signals and leading pedestrian intervals at signalized intersections.
  - » Shorten crossing distances by narrowing travel lanes and installing curb extensions or median safety islands and minimizing corner turning radii.
  - » Maintain clear lines of site (e.g., trim vegetation).
  - » Install school crossing signage or flashing beacons to highlight crossing locations.
- Prohibit parking near intersections or crosswalks to ensure visibility.
  - » In Fargo, drivers are not allowed to park within 10 feet of a crosswalk at an intersection or within 15 feet of a stop sign or traffic signal. Expanding parking restrictions to prohibit parking within 20 feet of a school crossing will help improve visibility of students crossing the street.
- Minimize the need for students to cross campus driveways to access the front door.
  - » Minimize the number and width of campus driveways.
    - » Provide on-campus sidewalk connections that enable students to avoid crossing campus driveways altogether.
- Provide continuous sidewalks across campus driveways.
  - » Retain sidewalk paving material and maintain gentle cross-slope to maintain level walking path.
  - » Consider installing raised crossings at driveways to prioritize pedestrian travel, reduce driver speeds, and signal that pedestrians have the right of way.
- Ensure well-marked street crossings.
  - » Use high visibility crosswalk markings as they are more visible to approaching motorists than parallel line markings.
  - » Combine crosswalk markings with curb extensions, median safety islands, raised crosswalks, and/or flashing beacons to improve pedestrian safety and comfort, increase driver yielding behavior, and calm traffic speeds.
  - » Provide high-visibility crosswalk markings at intersections within a half-mile of school and/or along student routes to school.
  - » Consider mid-block crosswalks where they provide the most direct route to a point of interest (such as the school's main entrance), or when neighborhood blocks are long.
  - » Re-paint crosswalks near schools annually to ensure visibility. If using thermoplastic paint, reapply on the manufacturer's recommended timeline.



### 3. DROP-OFF ZONES

Prioritizing student safety during arrival and dismissal is especially important due to the increased vehicular traffic and potential for conflicts between walkers, bikers, cars, and school buses. Students walking and biking are particularly vulnerable during these peak travel times. The following strategies can be used to increase safety during arrival and dismissal:

- Separate primary walking and biking routes from bus and vehicle traffic.
- Install signs to define areas in the drop-off and pick-up areas and their proper use.
- Consider converting existing two-way streets adjacent to drop-off / pick-up areas to one-way streets in coordination with the City of Fargo.

#### A. Parent/Caregiver Drop-off

- Design a simple approach that leaves little room for driver interpretation.
  - » Use curb striping and pavement markings.
  - » Install signs indicating drop-off and pick-up locations and appropriate behavior.
  - » Establish a one-way traffic pattern to ensure students are dropped off along the curb.
- Separate the car drop-off area from the primary walking, biking, and bus circulation areas, and guide students dropped off by parents to the primary walking path.
- Locate the student loading and unloading area at the far end of the car drop-off lane to maximize the number of vehicles at the curb at a time.

- Prevent students from walking between vehicles in the car drop-off lane. Consider a crossing guard if needed.
- Do not encourage more parents to drive students to school; increase safety by reducing potential conflicts between walkers and drivers.

#### B. Bus Drop-Off

- Designate “bus only” lanes or driveways separate from car drop-off.
  - » Signs, gates, pavement markings, or cones may be used.
  - » Education and enforcement may also be needed.
- Design the bus drop-off area so students do not need to walk between buses.
- Locate the bus-loading zone so that it does not conflict with pedestrian crossings.

### 4. PARKING LOTS

Parking lots are often designed to maximize the number of available parking spaces, often at the expense of sidewalks, crossing areas, planted medians, and logical driving lanes. When thinking about the location and design of parking lots, consider:

- Locate parking lots and driveways away from walking routes.
- Eliminate parking spaces near driveways and crossings to maintain good visibility.
- Avoid locating driveways that encourage vehicular shortcuts through parking lots.
- Reduce the number of parking spaces or share parking with neighboring uses.
  - » Plan parking for daily needs, not major events.
  - » Evaluate whether school staff may park on neighborhood streets during school hours to reduce the need for a large, on-site parking lot.
  - » Consider other off-site parking lots that may not be heavily used during school hours, such as churches or other community facilities.
- Mark walkways through parking lots and implement traffic calming strategies such as raised crosswalks to reduce driving speeds.

## 5. FRONT DOORS

A well-designed front door is one that can be reached along a continuous route without crossing parking lots, driveways, or drop-off areas. A welcoming front door is obvious, recognizable, and given a prominent and inviting location that is easy and convenient to access from neighborhood walkways and bikeways.

- Locate building entrances along obvious pedestrian desire lines and easily identifiable from the street.
- Design the facade to be welcoming to walkers and bikers.
- Post a sign with the school's name.
- Use pedestrian paths, the location of the school's main entrance, and the placement of outdoor recreational facilities to receive and welcome students approaching from all directions.
- Connect the main entrance to the street.
  - » Design entrance to be located as close to the street/sidewalk as feasible.
  - » Where possible, create a welcoming plaza that is well-lit and furnished with benches, planters, and conveniently located bicycle parking.

## 6. BICYCLE PARKING

Bicycle parking at schools does more than just provide space for bike storage during the school day. Depending on design, bicycle parking can actually encourage students and staff to choose to ride their bikes to school.

- Aim to provide enough bicycle parking for 25 percent of the maximum student capacity at the school. Provide additional parking to encourage staff and faculty to bike to school.
- Locate bicycle parking in an area that is visible and convenient to access. Well-located bicycle parking will be:
  - » Visible to students, staff, and visitors
  - » Near the main doors
  - » Easily accessed without dismounting
  - » Clear of obstructions that might limit the circulation of users and their bikes
  - » Easy to access without crossing driveways, parking lots, and drop-off areas
  - » Installed on a hard, stable surface that is unaffected by weather
- To provide extra comfort and security, install bike parking shelters and lockers. Consider partnering with shop classes to fabricate custom shelters.
- Use bike racks that provide two points of contact with the bicycle, accommodate varying styles of bike, allow for at least one wheel and frame to be U-locked, and are intuitive to use.
  - » Inverted-U and post & ring style bike racks are recommended.
  - » Comb (common at schools), wave, and spiral racks are not recommended, as they do not provide support at two places, can damage wheels, do not provide adequate security, and are not intuitive to use.
- Provide adequate space between and around racks to maintain access and allow proper positioning of bikes.

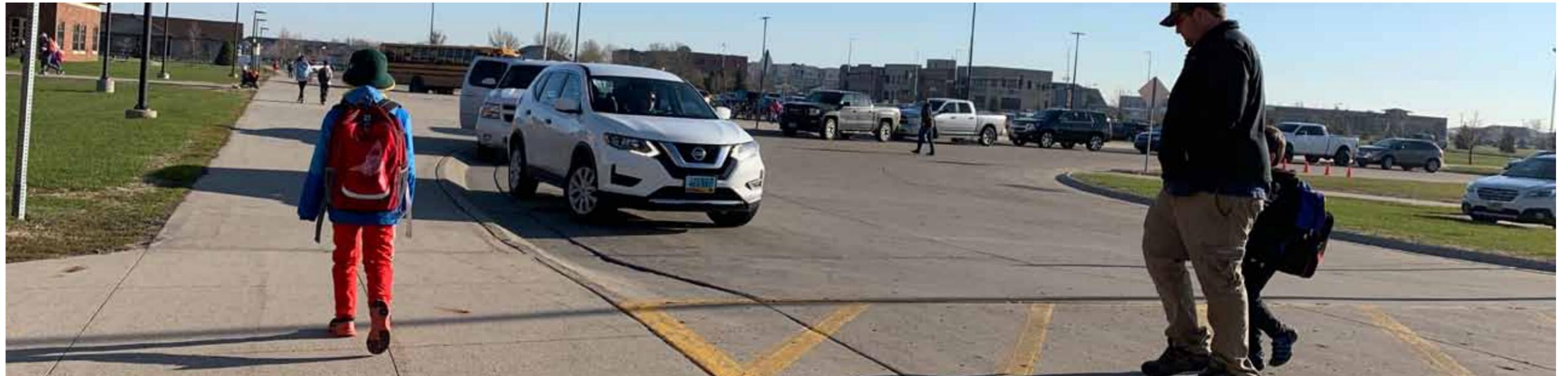
## 7. OUTDOOR SPACES

Outdoor spaces include playgrounds, play fields, outdoor classrooms, and campus walkways or trails that connect to these spaces from the school and neighborhood streets.

- Use design principles that promote eyes on the street.
  - » Locate walkways and gathering spaces in areas that are visible and central to school activity.
  - » If the school grounds are fenced in, ensure that gate locations correspond to pedestrian paths and are unlocked during arrival and dismissal.
- Install lighting along walkways, trails, parking lots, building entrances, and play fields.
- Locate outdoor play spaces where children can reach them without crossing active driveways or parking lots.
- Reclaim spaces previously dedicated to cars for outdoor education and play.

## FOR MORE INFORMATION:

- Essentials of Bicycle Parking: Selecting and Installing Bicycle Parking That Works, Association of Pedestrian and Bicycle Professionals. 2015.
- Model School Siting Policies for School Districts, ChangeLab Solutions. 2015.
- School Siting Guidelines, United States Environmental Protection Agency. 2011.
- The Smart School Siting Tool User Guide, United States Environmental Protection Agency, Office of Sustainable Communities Smart Growth Program. 2015.





## Funding Opportunities

A variety of options exist to further plan, design, and implement Safe Routes to School (SRTS) projects including infrastructure and programs. This section provides information on potential funding sources and implementation strategies to support agency and community efforts to improve conditions for students walking and biking to school.

## Competitive Grant Programs

### **HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**

HSIP is a data-driven funding program, and eligible projects must be identified through analysis of crash experience, crash potential, crash rate, or other similar metrics. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan.

More information: <https://safety.fhwa.dot.gov/hsip/>

### **SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)**

The STBG is a federal-aid transportation program administered by the Federal Highway Administration. It provides flexible funding that may be used by States and localities for transportation improvement projects including pedestrian and bicycle infrastructure, bridge and tunnel projects on any public road, transit capital projects, and projects on any Federal-aid highway.

More information: <https://www.fhwa.dot.gov/specialfunding/stp/>

### **TRANSPORTATION ALTERNATIVES (TA) PROGRAM / SAFE ROUTES TO SCHOOL**

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

More information: [www.dot.nd.gov/division/localgov/TA.htm](http://www.dot.nd.gov/division/localgov/TA.htm)

### **RECREATIONAL TRAILS PROGRAM (RTP)**

The RTP provides funds to States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Each State administers its own RTP program and may set its own project eligibility requirements. North Dakota Parks and Recreation Department administers this grant within North Dakota.

More information: <https://www.parkrec.nd.gov/business/grants>

### **STATE AND COMMUNITY HIGHWAY SAFETY GRANT PROGRAM (NHTSA 402)**

The State and Community Highway Safety Grant Program, commonly referred to as Section 402, provides grants to states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. Funds may be spent in accordance with national guidelines for programs to reduce speeding, improve pedestrian and bicycle safety, improve enforcement of traffic safety laws, support school-based driver's education classes and teen driver programs, and more.

More information: <https://safety.fhwa.dot.gov/legislationandpolicy/policy/section402/>

### **NATIONAL IMPACT SAFETY PROGRAMS (NHTSA 405)**

Under the FAST Act, Section 405 is the National Impact Safety Program, which provides grant funding to address selected national priorities to reduce highway deaths and injuries. There are multiple program tiers within Section 405, each with its own eligibility criteria. The programs include: occupant protection, state traffic safety information system improvements, impaired driving countermeasures, distracted driving, motorcyclist safety, state graduated driver licensing laws, and non-motorized safety.

More information: <https://www.nhtsa.gov/highway-safety-grants-program>

### **BLUE CROSS AND BLUE SHIELD OF NORTH DAKOTA CARING FOUNDATION**

Blue Cross Blue Shield of North Dakota Caring Foundation (BCBSND Caring Foundation) is a charitable organization with a mission to help positively transform the health and well-being of North Dakotans and their communities. BCBSND Caring Foundation offers three grant funding programs to qualified organizations including:

- CaringforKids – Support initiatives aimed at preventing childhood obesity and encouraging healthy lifestyles at an early age
- CaringforCommunities – Support initiatives to develop and maintain lifelong healthy lifestyles through community collaboration and sustainability and citizen engagement
- Rural Health Provider Partnership Grants – Provide funding for projects that demonstrate collaborative efforts involving rural healthcare providers and local partnerships

More information: <https://www.bcbsnd.com/caring-foundation/impact-areas/grant-programs>

### **PEOPLEFORBIKES COMMUNITY GRANT PROGRAM**

PeopleForBikes is a coalition of bicycle suppliers and retailers that has awarded \$3.5 million in community grants and leveraged an additional \$775 million since its inception in 1999. The community grant program funds bicycle paths and rail trails, as well as mountain bicycle trails, bicycle parks, BMX facilities, and large-scale bicycle advocacy initiatives. Spring 2019 grant awards ranged between \$3,500 and \$10,000 and contributed to trail construction and improvements as well as various bicycle related programs.

More information: [www.peopleforbikes.org/pages/community-grants](http://www.peopleforbikes.org/pages/community-grants)

### **AMERICA WALKS COMMUNITY CHANGE GRANT PROGRAM**

The America Walks Community Change grant program provides support to the growing network of advocates, agencies, and organizations using innovative, engaging, and inclusive projects and projects to create change at the community level. Projects should increase physical activity and active transportation in a specific community, work to engage people and organizations new to the efforts of walking and walkability, and demonstrate a culture of inclusive health.

More information: <https://americawalks.org/community-change-grants/>

### **THE WALMART FOUNDATION LOCAL COMMUNITY GRANTS**

The Walmart Foundation offers a Local, State, and National Giving Program. The Local Giving Program awards grants of \$250 to \$5,000 through local Walmart and Sam's Club Stores. Application opportunities are announced annually in February with a final deadline for applications in December. The State Giving Program provides grants of \$25,000 to \$250,000 to 501c3 nonprofits working within one of five focus areas: Hunger Relief & Nutrition, Education, Environmental Sustainability, Women's Economic Empowerment, or Workforce Development. The program has two application cycles per year: January through March and June through August. The Walmart Foundation's National Giving Program awards grants of \$250,000 and more, but does not accept unsolicited applications.

More information: <http://foundation.walmart.com/apply-for-grants>

**COMPETITIVE GRANT PROGRAM ELIGIBILITY**

<b>FUNDING SOURCE</b>	<b>SIDEWALKS</b>	<b>ON-STREET BIKEWAYS</b>	<b>TRAILS</b>	<b>TRAFFIC CALMING</b>	<b>CROSSINGS/INTERSECTIONS</b>	<b>PROGRAMS</b>
Highway Safety Improvement Program (HSIP)	•	•	•	•	•	
Surface Transportation Block Grants Program (STBG)	•	•	•	•	•	•
Transportation Alternatives (TA) Program / Safe Routes to School	•	•	•	•	•	
Recreational Trails Program (RTP)			•			
State and Community Highway Safety Grant Program (NHTSA 402)						•
National Impact Safety Programs (NHTSA 405)						•
Blue Cross and Blue Shield of North Dakota Caring Foundation						•
PeopleForBikes Community Grant Program		•	•			•
AmericaWalks Community Change Grant Program						•
The Walmart Foundation Local Community Grants						•

## Other Funding & Implementation Strategies

### **DEDICATED CITY FUNDING FOR PEDESTRIAN, BICYCLE, AND SRTS PROJECTS**

General funds can be used to develop and maintain pedestrian, bicycle, and SRTS projects. Agencies may also establish a dedicated funding stream within their annual Capital Improvement Program budget specifically for the development and implementation of projects that improve connectivity, comfort, and safety of people walking and biking.

### **ROADWAY CONSTRUCTION, REPAIR, AND UPGRADE PROJECTS**

Planned reconstruction, resurfacing, and road diets / lane reconfigurations are all ways to combine motor vehicle, transit, bicycle, and pedestrian projects into single multimodal construction projects. To ensure that planned roadway construction projects consider ways to combine multiple transportation modes, it is important to adopt a complete streets policy that includes a review of all facility types during each phase of the project.

### **SPECIAL ASSESSMENTS**

Special assessments are a charge that government entities can assess against real estate parcels for certain public projects. Special assessments have historically been used by the City of Fargo to help fund infrastructure projects, including with a bicycle or pedestrian element. These charges are assessed to the properties located within a certain vicinity of the project.

### **UTILITY PROJECTS**

By monitoring the capital improvement plans of local utility companies, it may be possible to coordinate upcoming utility projects with the installation of motor vehicle, transit, bicycle, and pedestrian infrastructure within the same area or corridor. Often times, utility companies will mobilize the same type of equipment required to construct transportation projects, resulting in the potential for a significant cost savings. These types of joint projects require a significant coordination, a careful delineation of scope items, and some type of agreement or memorandum of understanding, which may need to be approved by multiple governing bodies.

### **CABLE INSTALLATION PROJECTS**

Cable television and telephone companies sometimes need new cable routes within public right-of-way. Recently, this has most commonly occurred during expansion of fiber optic networks. Since these projects require a significant amount of advance planning and disruption of travel lanes, it may be possible to request reimbursement for affected bicycle and pedestrian facilities to mitigate construction impacts. In cases where cable routes cross undeveloped areas, it may be possible to provide for new transportation facilities following completion of the cable trenching.

### **LOCAL BOND MEASURES**

Local bond measures, or levies, are usually initiated by voter-approved general obligation bonds for specific projects. Bond measures are typically limited by time, based on the debt load of the local government or the project under focus. Funding from bond measures can be used for right-of-way acquisition, engineering, design, and construction of pedestrian and bicycle facilities. Bond measures are often used by cities for local match in grant applications. Transportation-specific bond measures featuring a significant bicycle/pedestrian facility element have passed in other communities.

### **CORPORATE DONATIONS**

Corporate donations are often received in the form of liquid investments (e.g., cash, stock, or bonds) and in the form of land. Employers recognize that creating places to bicycle and walk is one way to build community and attract a quality work force. Bicycling and outdoor recreation businesses often support local projects and programs. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

## **SPONSORSHIP**

Local businesses, agencies, and organizations like to make a difference in their communities. Consider involving partners who may be able to sponsor SRTS events and provide participants with incentives. Business sponsors can also help promote SRTS initiatives by hanging signs in their stores.

## **PUBLIC-PRIVATE PARTNERSHIPS**

A public-private partnership involves an agreement between a public agency and a private party, in which the private party delivers a public service or project to the public agency. Projects can be funded solely by the private party or through a collection of private monies and taxpayer dollars.

## **VOLUNTEER PROGRAMS AND OTHER SOURCES**

Volunteer programs may be developed to substantially reduce the cost of implementing some routes, particularly shared-use paths. For example, a local college design class may use such a shared-use route as a student project, working with a local landscape architectural or engineering firm. Work parties could be formed to help clear the right of way for the route. A local construction company may donate or discount services beyond what the volunteers can do. A challenge grant program with local businesses may be a good source of local funding, in which the businesses (or residents) can “adopt” a route or segment of one to help construct and maintain it.





## Implementation

Through this planning process, Metro COG, the City of Fargo and school district partners have identified challenges and made recommendations for street improvements and programs across the city. While not all of the recommendations can be made immediately, this plan should be referenced when the city and school districts plan for capital improvements and program investments.

### **ESTABLISH A SRTS WORKING GROUP**

One of the best ways to track success and continue the momentum built from this plan is to create and sustain a Safe Routes to School working group that meets on a regular basis (quarterly, for example). This group can discuss progress related to recommendations, program implementation, coordinate on any upcoming needs, and generally, stay connected. SRTS working groups are most successful when one person takes the lead to organize meetings and set agendas.

### **THINK ABOUT EQUITY**

Some students and families experience more barriers than others to walking and biking to school. When thinking about improvements and programs, make sure to consider this and prioritize investments and resources to give the most vulnerable students a safe and comfortable walk and roll to school.

### **TALK ABOUT SRTS**

A lot of people don't know about SRTS. Continue talking about it and telling people why it's important.

### **TRACK PROGRESS**

Continue to track trips and survey parents and students about their experiences walking and biking to school in Fargo. Conducting regular evaluation will help SRTS implementers understand what works and what doesn't work and allocate resources accordingly. Consider developing an annual progress report to track and share progress.

### **BUILD PARTNERSHIPS**

Look for opportunities to strengthen existing partnerships and build new ones. Reach out to parents, community members, local agency partners and community organizations, and other stakeholders to expand capacity and build support for SRTS initiatives.

### **PLAN UPDATES**

Develop a comprehensive Fargo SRTS Plan Update on a regular basis, for example once every five years. This is an opportunity to revise recommendations based on implementation progress, interest, and available resources.

### **CELEBRATE SUCCESS**

Whether it's changing travel habits, implementing an infrastructure improvement, launching a new program, or hosting a successful event, take time to celebrate accomplishments and recognize local champions, supporters, and participants.



