

Existing Conditions

2nd Street East - between 32nd Avenue E & 40th Avenue E

Summary

2nd Street E is a local road just east of the Sheyenne River between 32nd Avenue E, a minor arterial on the north, and 40th Avenue E, a minor arterial on the south. There are three distinct segments of roadway with varying widths along the study area of 2nd Street E:

- between 32nd and 35th Ave E
 - two 12-foot driving lanes, one 8-foot parking lane on the west side of the street
- between 35th Ave E & the 3800 block, which is also a gravel pavement section
 - two 12-foot driving lanes
- between the start of the 3800 block and 40th Ave E
 - two 9.5-foot driving lanes and one 8-foot parking lane on the east side of the street

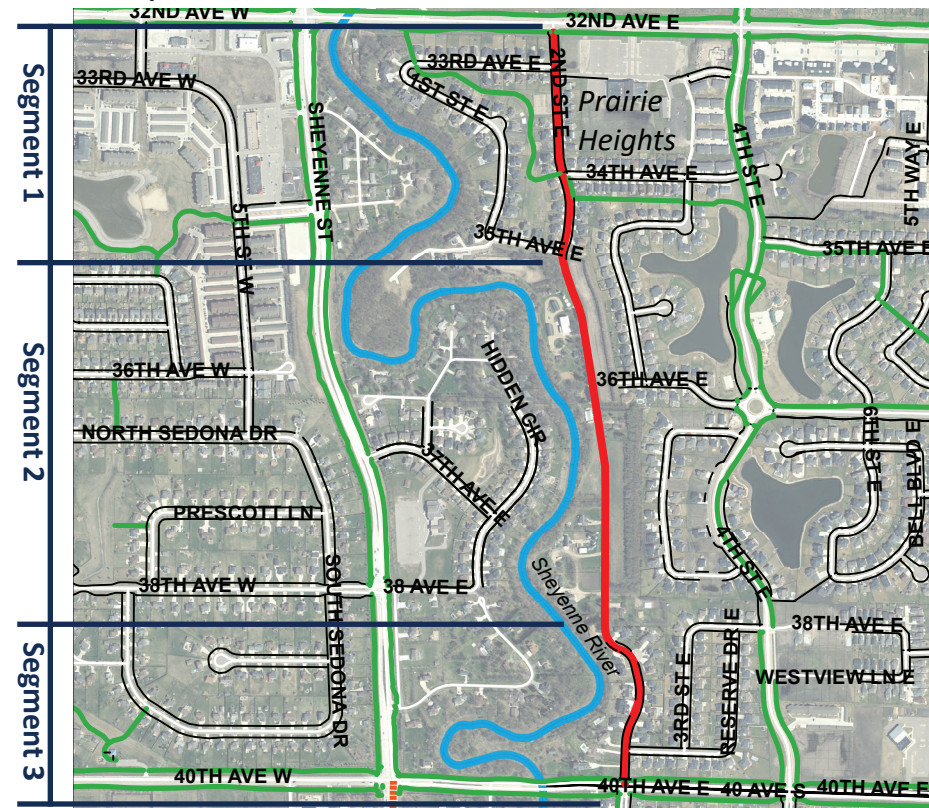
Land Use & Nearby Destinations

The corridor is primarily single-family residential land use. The gravel section has some commercial and agricultural land uses. There is a large religious institution, Prairie Heights Church, on the southeast corner of the intersection of 2nd St and 32nd Ave E. 2nd St E provides a north-south connection between 32nd Ave E and 40th Ave E, both of which are busy streets serving a variety of popular destinations in West Fargo and Fargo.

Other Key Features

2nd St E has virtually no existing roadway striping. There are striped crosswalks on 2nd St E at 32nd and 40th Ave E which are in good condition. The crosswalks striped at 34th Ave E are in poor condition. Yellow painted curbs exist at intersection bulb outs at 33rd, 34th, and 35th Ave E. Boulevard trees are young and not every property has planted trees in the boulevard. Driveway access points are numerous except along the gravel section of 2nd St E where access is much more limited. There are shared use paths along both 32nd and 40th Ave E including a path connection that goes through the neighborhood from 32nd Ave E to 4th St E, crossing 2nd St E at 34th Ave E.

Map



Key

- Study Area
- Sidewalk
- Shared Use Path
- On-street Bike Facility



Photos

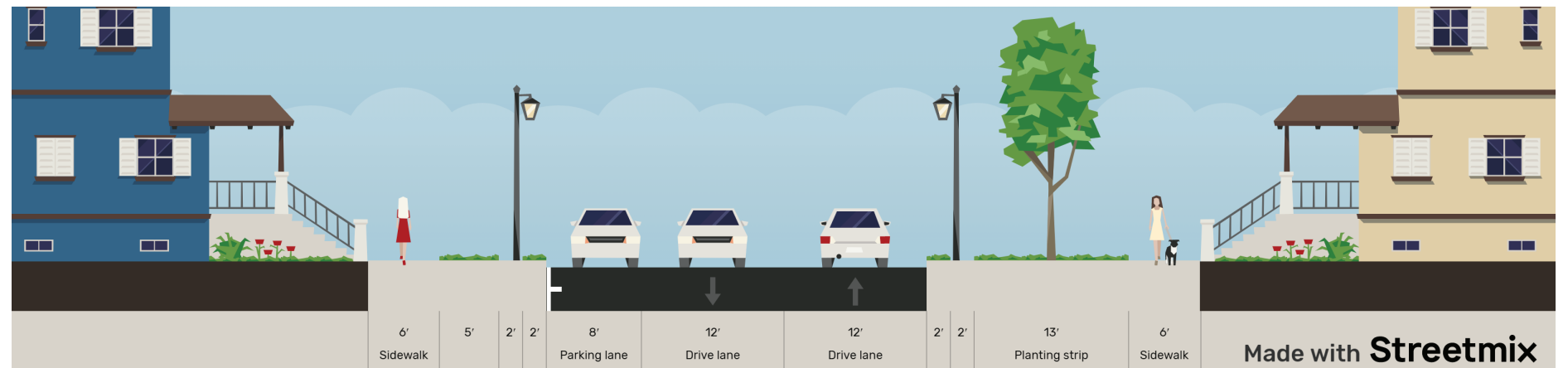


2nd St E looking south at 32nd Ave E



2nd St E looking east at 34th Ave E

Existing Typical Cross Section (may vary depending upon location)



Corridor Features

2nd Street E	Width	Speed limit (mph)	On-Street Parking ¹	ROW	Traffic Volume	% Above 30 mph	% Cut-through
segment 1	32'	25*	West side only	70'	415 - 649	2% - 9%	50.0%
segment 2	24'	25*	N/A	40'	208	31%	
segment 3	27'	25*	East side only	62'	282	4%	

*no posted speed limit along study area ¹Signs were posted on the side where parking is allowed stating "No Parking Fridays 8 a.m - 5 p.m."

Existing Conditions

15th Avenue East - between 6th Street E & 9th Street E

Summary

15th Ave E is a local road between 6th Street E, a collector on the west, and 9th Street E, a minor arterial on the east. The street is 40 feet wide with two 12-foot driving lanes and two 8-foot parking lanes.

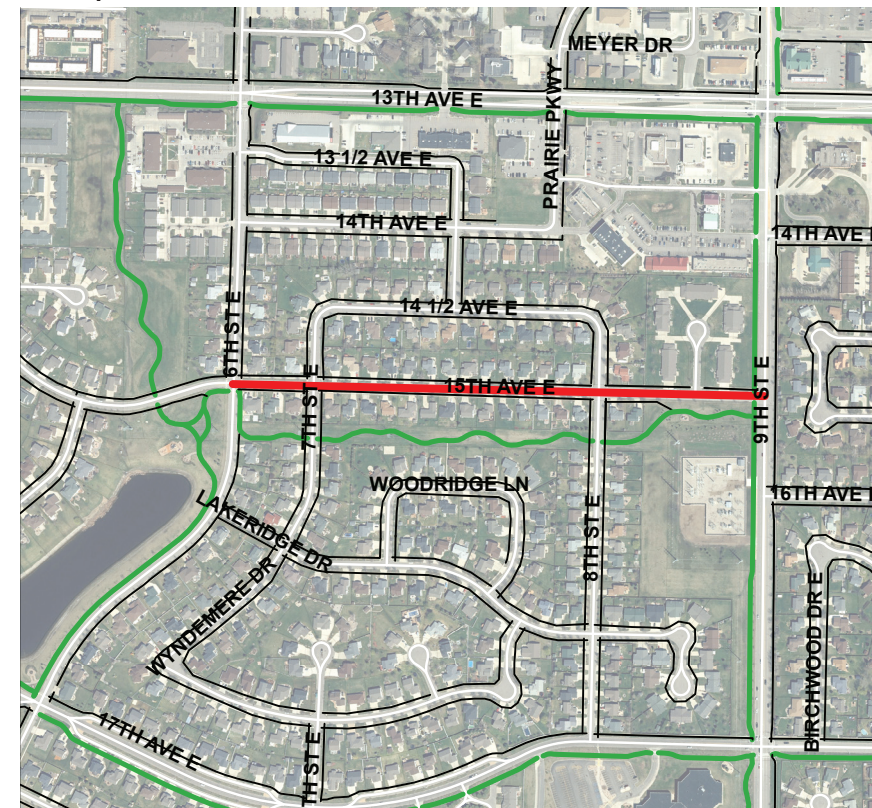
Land Use & Nearby Destinations

The corridor is primarily single-family residential land use however, there is a development of townhomes on the northwest corner of the intersection of 15th Ave E and 9th St E. The southwest corner of said intersection is a park and open space. The intersection of 6th St E has a roundabout and the intersection of 9th St E has a stop sign for eastbound 15th Ave E traffic; crosstraffic on 9th St E does not stop. Yield signs are provided for traffic coming off of 17th and 18th St E. 15th Ave E provides an east-west connection between 6th St E and 9th St E. 6th St E serves as a north-south residential collector roadway and 9th St E is a very busy street that provides connections to regional commercial, industrial, residential, and institutional destinations. 9th St E has an interchange with I-94 less than one-mile south of 15th Ave E.

Other Key Features

15th Ave E has virtually no existing roadway striping. There are striped crosswalks on 2nd St E at 6th and 9th St E which are in good condition. Boulevard trees are consistent and becoming larger in size. Driveway access points are numerous. There is a shared use path at 6th St E that connects to various parks and open spaces west of 6th St E and runs behind the southern properties along 15th Ave E, also providing a connection to the shared use path on 9th St E.

Map



Key

- Study Area
- Sidewalk
- Shared Use Path
- - - On-street Bike Facility



Photos

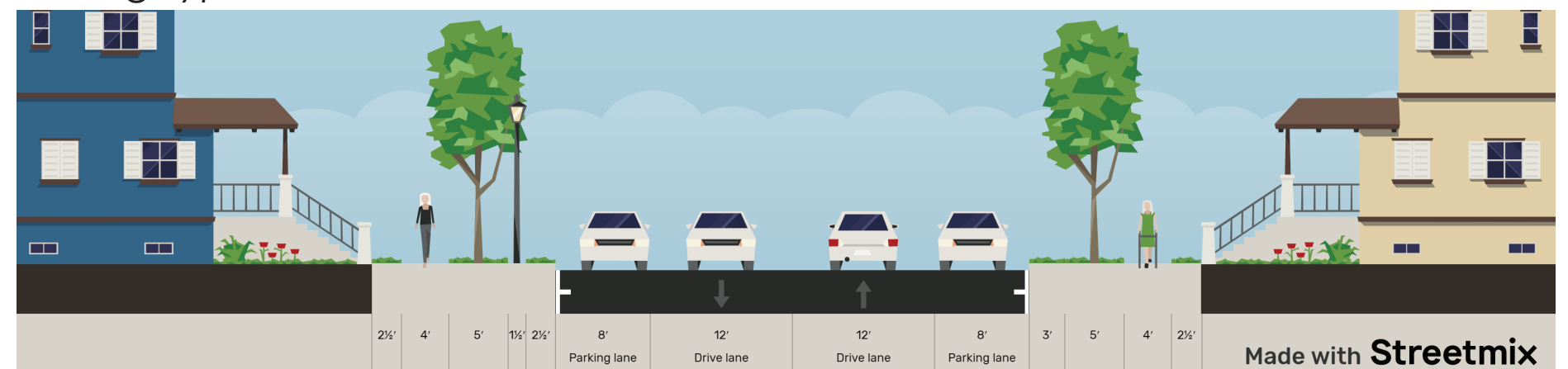


15th Ave E looking west



15th Ave E looking east

Existing Typical Cross Section



Corridor Features

	Width	Speed limit (mph)	On-Street Parking? ¹	ROW	Traffic Volume	% Above 30 mph	% Cut-through
15th Ave E	40'	25	Both Sides	70'	893 - 913	26%	64.5%

¹Signs were posted stating "No Parking Wednesdays 8 a.m - 5 p.m."

Existing Conditions

16th Street East - between 13th Avenue E & 19th Avenue E

Summary

The 16th Street E study area is from 13th Avenue E to 19th Avenue E. 16th Street E is classified as a collector road between 13th Avenue E, a minor arterial, and 17th Avenue E, a collector. 16th Street E is classified as a local road between 17th Avenue E to 19th Avenue E, both collectors. The street is 40 feet wide however, there are two distinct segments of roadway with varying lane widths along the study area of 16th Street E:

- between 13th and 17th Ave E
 - two 16-foot driving lanes, one 8-foot parking lane on the west side of the street
- between 17th and 19th Ave E
 - two 20-foot driving lanes

Land Use & Nearby Destinations

The corridor is primarily single-family residential land use including a twin home development near the 19th Ave E intersection. Other land uses include commercial and office land uses near the 13th Ave E intersection, multiple-family and institutional land uses near the 14th Ave E intersection. Lutheran Church of the Cross is located on the southeast corner of the intersection of 16th St E and 14th Ave E including a YWCA housing facility. Maplewood Park is located near the northwest corner of the intersection of 16th St E and 17th Ave E. The intersection of 16th St E and 17th Ave E is 4-way stop controlled. Stop signs are provided for traffic coming off of all adjacent perpendicular streets except for 13th and 19th Ave E. 16th St E provides a north-south connection between 13th Ave E and 19th Ave E. 13th Ave E is one of the busiest major commercial corridors in the region.

Other Key Features

16th St E has virtually no existing roadway striping. There is one visible crosswalk on 16th St E just south of 17th Ave E, there is some evidence other markings have faded or worn off. Boulevard trees are inconsistent and vary in size, some property owners have not yet planted trees in the boulevard. Driveway access points are limited. There is a shared use path connection from 16th St E to Maplewood Park and there are shared use paths that run along 13th and 17th Ave E. MATBUS route 24 runs along 19th Ave E.

Map



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Photos

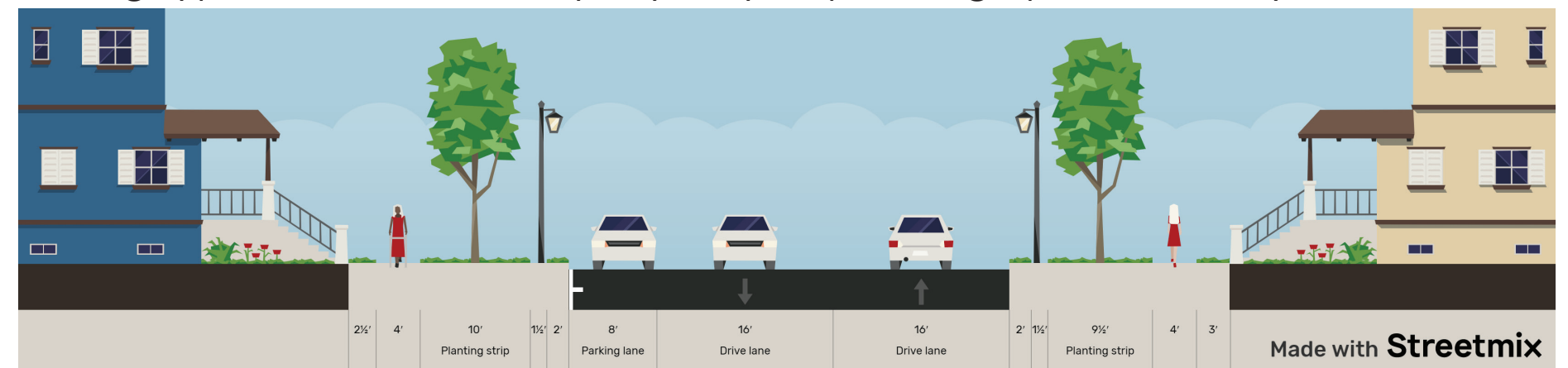


16th St E looking south



16th St E looking south near 17th Ave E

Existing Typical Cross Section (may vary depending upon location)



Made with Streetmix

Corridor Features

16th St E	Width	Speed limit (mph)	On-Street Parking ¹	ROW	Traffic Volume	% Above 30 mph	% Cut-through
Segment 1	40	25	West side only	80'	2777 - 2995	37% - 52%	85.5%
Segment 2	40	25	None	80'	1492	32%	

¹Signs were posted on the side where parking is allowed stating "No Parking Wednesdays 8 a.m - 5 p.m."

Existing Conditions

7th Street West - between 15th Avenue W & 19th Avenue W

Summary

7th St W is a local road between 15th Ave W (Elmwood Drive W), a local road on the north, and 19th Ave W, a local road on the south. Elmwood Dr W ultimately provides connection to 13th Ave W, a minor arterial to the north, 19th Ave W ultimately provides connection to Sheyenne Street, a minor arterial to the east. The street is 32 feet wide with two 12-foot driving lanes and one 8-foot parking lane.

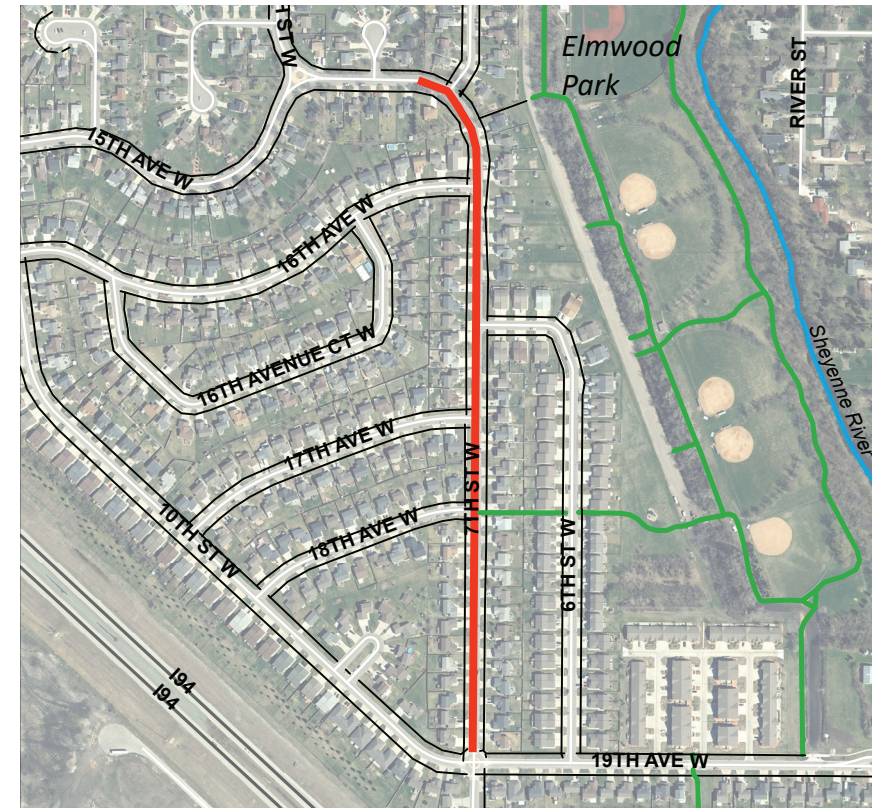
Land Use & Nearby Destinations

The corridor is primarily single-family residential land use including adjacent twin homes along 6th St W. The intersection of 19th Ave W has a roundabout however, no intersection control is provided at the intersections of 7th St W and 18th Ave W, 17th Ave W, or 16th Ave W. 7th St W provides a north-south connection between Elmwood Dr W and 19th Ave W. Elmwood Dr W is a local residential road that ultimately connects to 13th Ave W a busy street that provides connections to regional destinations. 19th Ave W is a local street that provides connection to Sheyenne St which also connects to regional destinations and has a nearby interchange with I-94. Elmwood Park is located just east of the 7th St W corridor, with path connections in two locations along 7th St W. A large

Other Key Features

7th St W has virtually no existing roadway striping. There is one striped crosswalk on 7th St W at 19th Ave W which is in good condition. Boulevard trees are inconsistent and it appears that some property owners have not yet planted trees in the boulevard while other properties have larger trees. Driveway access points are numerous. There are shared use path connections near the intersection of 7th St W and 18th Ave W and in the 1500 block of 7th St W, both of which connect east to Elmwood Park.

Map



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Photos

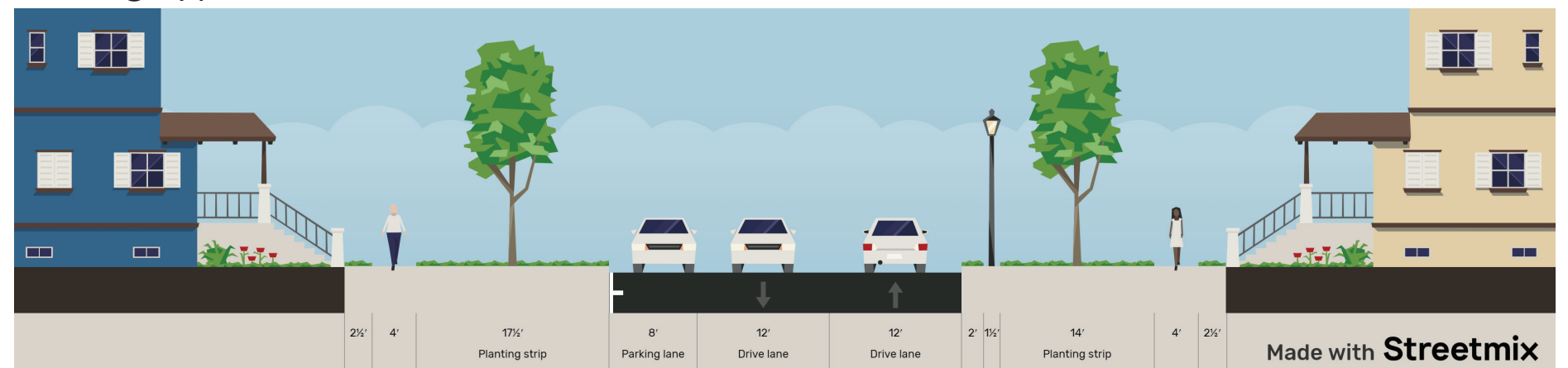


7th Ave W looking south



7th Ave W looking south at 16th Ave W

Existing Typical Cross Section



Corridor Features

	Width	Speed limit (mph)	On-Street Parking ¹	ROW	Traffic Volume	% Above 30 mph	% Cut-through
7th St W	32'	25	West side only	80'	1421 - 1423	11% - 12%	73.2%

¹Signs were posted on the side where parking is allowed stating "No Parking Wednesdays 8 a.m - 5 p.m."

Existing Conditions

10th Street West - between 13th Avenue W & 19th Avenue W

Summary

The 10th Street W study area is from 13th Ave W to 19th Ave W. 10th Street W is classified as a local road between 13th Avenue E, a minor arterial, and 19th Avenue W, a local road. The street is 40 feet wide however, there is one segment that differs from the rest of the corridor:

- between 14th and 15th Ave W
 - two 12-foot driving lanes, one 8-foot parking lanes on both sides of street

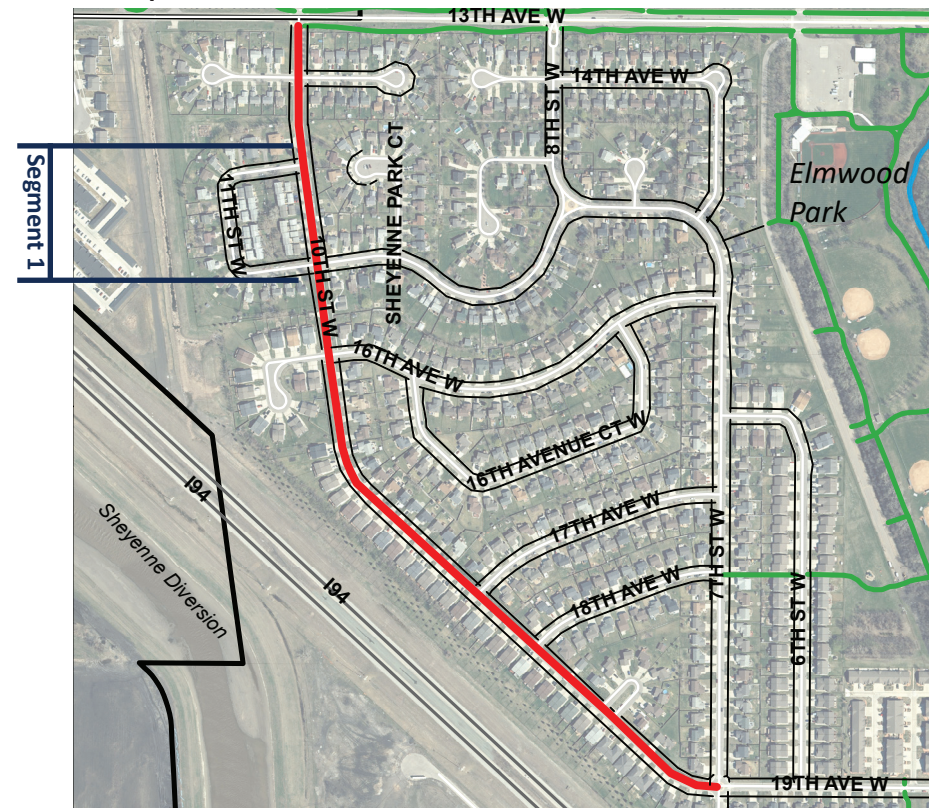
Land Use & Nearby Destinations

The corridor is primarily single-family residential land use including twin homes and townhomes along the west side of 10th St W between 14th Ave W and 19th Ave W. Scheel's Soccer Complex is located on the north side of the intersection of 10th St W and 13th Ave W. The Gateway West Shopping Center is located just south of the intersection of 10th St W and 19th Ave W. There is a stop sign for traffic coming onto 13th Ave W from 10th St W. There is a roundabout located at the intersection of 10th St W and 19th Ave W. There are no stop signs for traffic coming onto 10th St W along the corridor from cross streets except at 16th Ave W and the east side of 15th Ave W where there are stops. 10th St W provides a north-south connection between 13th Ave W and 19th Ave W. 13th Ave W provides connections to regional destinations and 19th Ave W ultimately provides connection to Sheyenne St which also connects to regional destinations and has a nearby interchange with I-94.

Other Key Features

10th St W has roadway striping. There is a striped crosswalk on 10th St W at the 13th Ave W intersection which is in poor condition and one at the 19th Ave W intersection which is in good condition. Boulevard trees are inconsistent and vary in size including some trees that resemble shrubs. Some property owners have not yet planted trees in the boulevard and some property owners have double-fronting lots where no boulevard trees are planted on the "back boulevard". Driveway access points are numerous. I-94 borders the western edge of the adjacent neighborhood so there are limited vehicle, bicycle, and pedestrian connections on the west side of 10th St W.

Map



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Photos

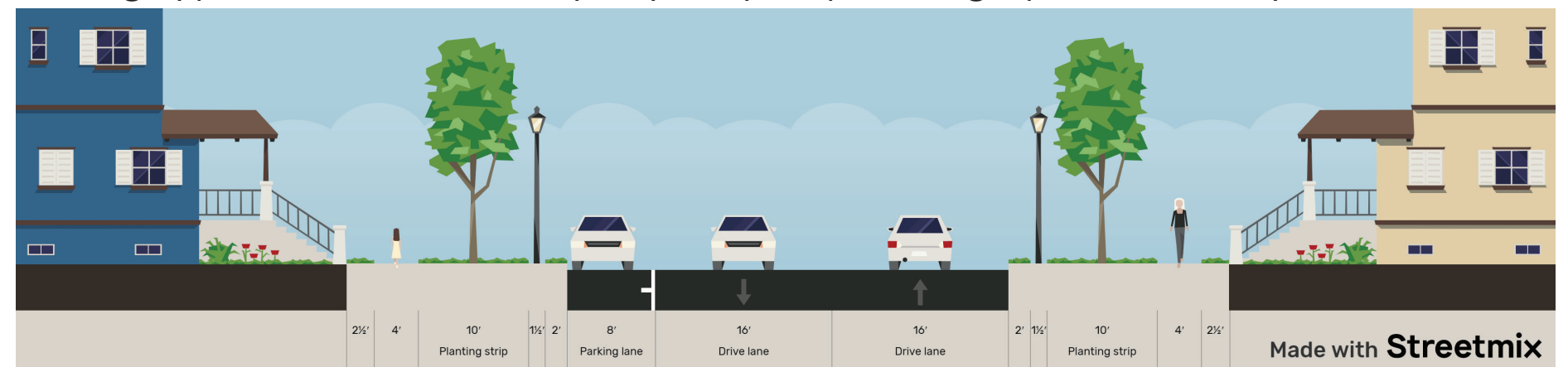


10th Ave W looking southeast



1400 block of 10th Ave W looking south

Existing Typical Cross Section (may vary depending upon location)



Corridor Features

	Width	Speed limit (mph)*	On-Street Parking? ¹	ROW	Traffic Volume	% Above 30 mph	% Cut-through
10th St W	40'	25	West side only	80'	1058 - 1215	19% - 35%	69.8%
Segment 1	40'	25	Both Sides	80'			

*no posted speed limit along study area¹Signs were posted on the side where parking is allowed stating "No Parking Wednesdays 8 a.m.-5 p.m."

Existing Conditions

Beaton Drive - between Sheyenne Street & 9th Street E

Summary

Beaton Dr is classified as a collector road between Sheyenne St, a minor arterial, and 9th St E, also a minor arterial. The street varies in width and there are three distinct segments of roadway along the study area of Beaton Dr:

1. between Sheyenne St and just south of the Pump Station
 - two 15-foot driving lanes, widens to include two turn lanes and two through lanes (4 lanes total) at Sheyenne St
2. between just south of the Pump Station to Bobcat Employee and Delivery Entrance
 - two 13.5-foot driving lanes
3. between Bobcat Employee and Delivery Entrance and 9th St E
 - two 18-foot driving lanes

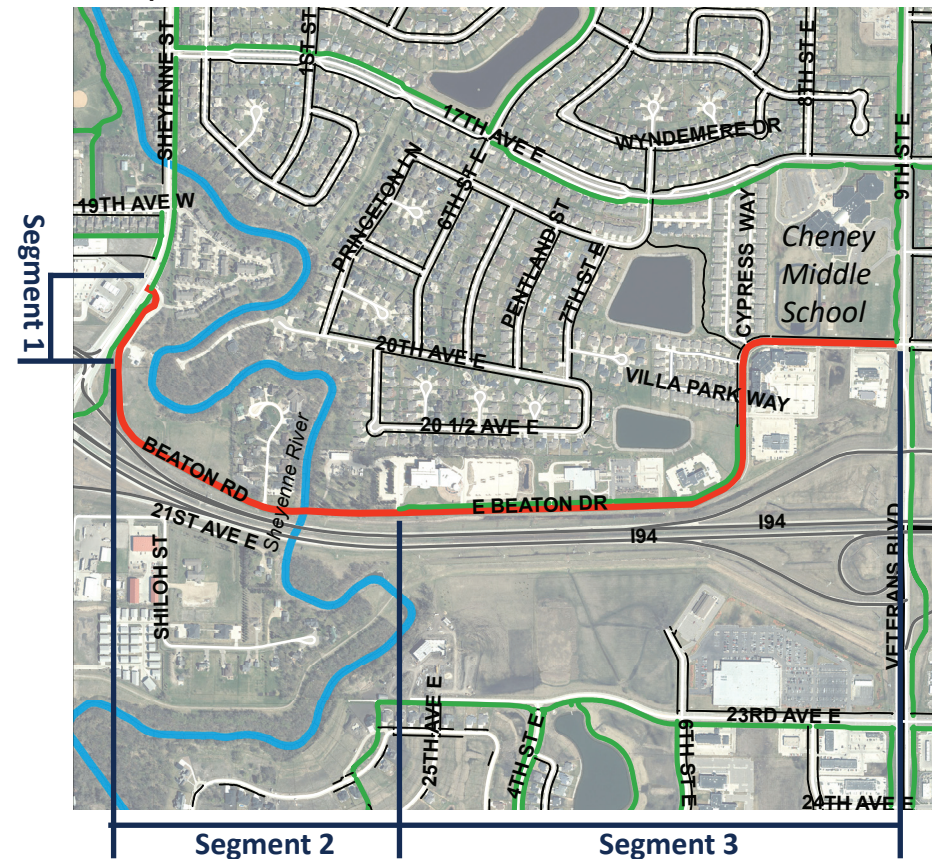
Land Use & Nearby Destinations

The corridor is primarily commercial land use but includes areas of single-family residences and townhomes. Cheney Middle School is located on the north side of Beaton Dr near the 9th St E intersection however, no access to the school property is provided from Beaton Dr. Numerous commercial headquarters and commercial offices are located along the north side and there is a plasma donation business, hotel and event center, and restaurant located on the southeast side where Beaton Drive jogs north of the interstate. There is vacant and undeveloped land west of the Sheyenne River. The intersections of Beaton Dr and Sheyenne St and Beaton Dr and 9th St E are stop light controlled. Stop signs are provided for traffic coming out of some but not all of the adjacent parking lots for commercial businesses. Beaton Dr provides an east-west connection between Sheyenne St and 9th St E, two of the busiest streets in West Fargo and both having nearby interchanges with I-94 just south of the study area.

Other Key Features

16th St E has virtually no existing roadway striping. Boulevard Trees are limited but more prevalent on the east side of Beaton Dr. Driveway access points are limited. There is a sidewalk that ends just south of BioLife Plasma and the shared use path ends at Bobcat creating a bicycle and pedestrian gap.

Map



Key

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Photos

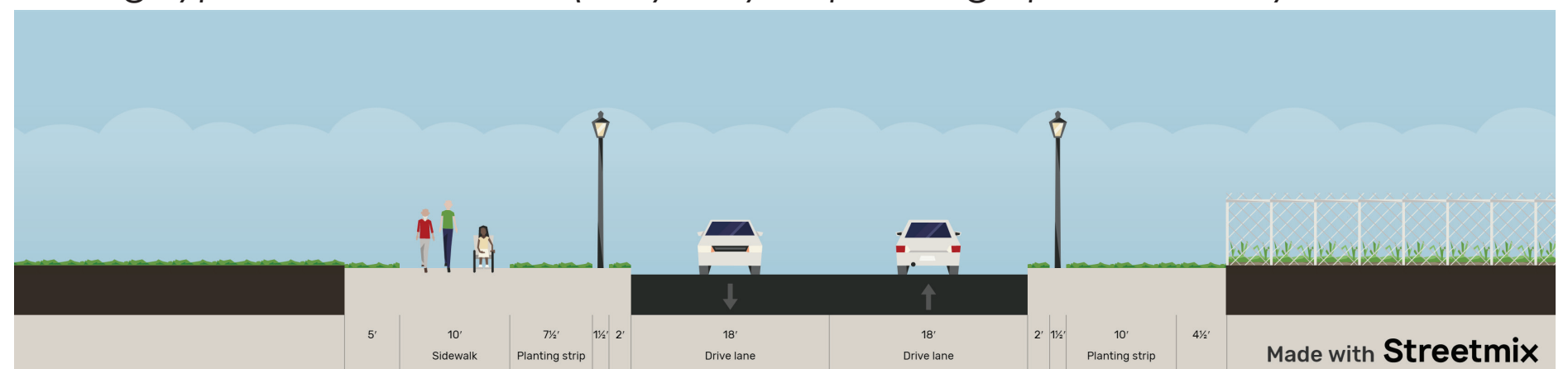


Beaton Dr looking south - segment 2



200 block of Beaton Dr looking east

Existing Typical Cross Section (may vary depending upon location)



Corridor Features

Beaton Dr	Width	Speed limit (mph)	On-Street Parking? ¹	ROW	Traffic Volume	% Above 30 mph	% Cut-through
Segment 1	30'	25	None	80'	846 - 865	70% - 86%	
Segment 2	27'	25	None	70-80'	846 - 865	70% - 86%	60.7%
Segment 3	36'	25	None	70-80'	1226 - 1455	57% - 86%	