


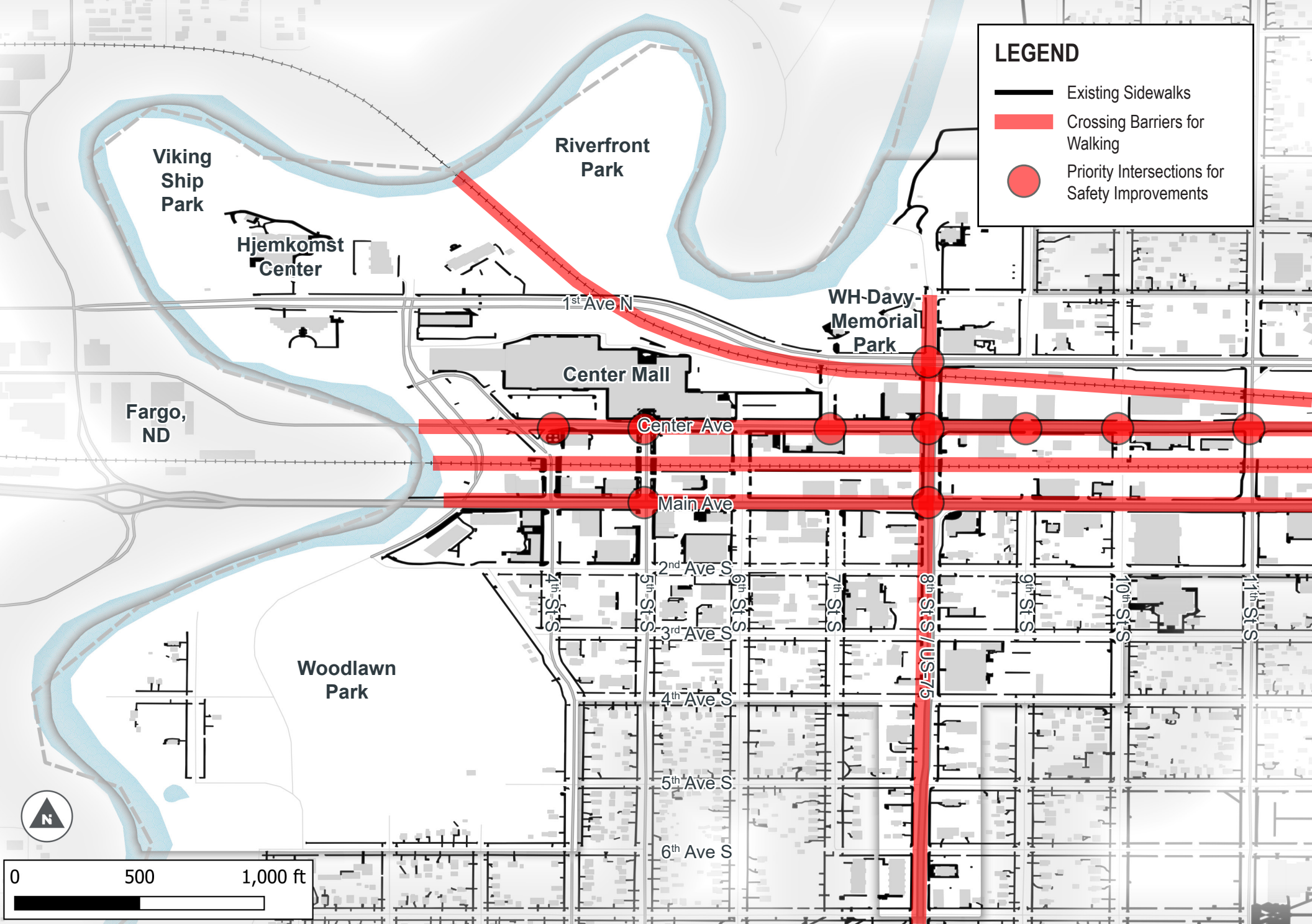


LEGEND

-  Existing Sidewalks
-  Crossing Barriers for Walking
-  Priority Intersections for Safety Improvements



Viking Ship Park

Riverfront Park

Hjemkomst Center

WH-Davy-Memorial Park

Center Mall

Fargo, ND

Center Ave

Main Ave

Woodlawn Park

1st Ave N

2nd Ave S

3rd Ave S

4th Ave S

5th Ave S

6th Ave S

4th St S

5th St S

6th St S

7th St S

8th St S / US-75

9th St S

10th St S

11th St S



0 500 1,000 ft



4th St & Center Ave

4th St

Realign 4th St to be perpendicular to Center Ave. Restripe crosswalk markings.

Center Ave

Consider eliminating free-right turn lane to lower vehicle turning speeds and shorten pedestrian crossing distances; convert to green space

Add a curb bumpout and add on-street parking to shorten the crossing distance and improve visibility for pedestrians



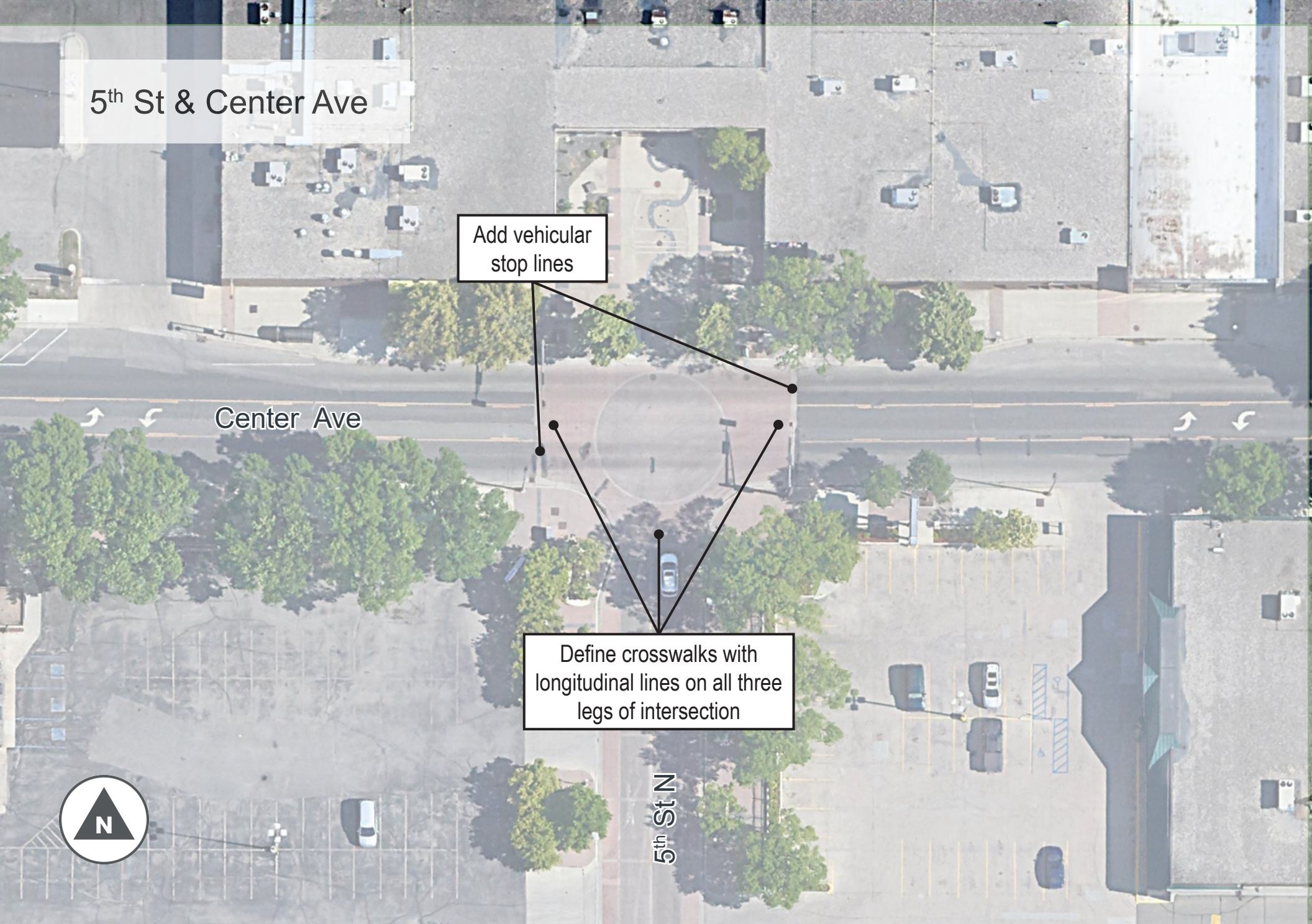
5th St & Center Ave

Add vehicular stop lines

Center Ave

Define crosswalks with longitudinal lines on all three legs of intersection

5th St N



7th St & Center Ave

Add curb extension to shorten crossing distance and increase pedestrian visibility

Travel lanes will be reduced in 2022; opportunity to introduce new curbside use (e.g., on-street parking, landscaping, bike lane, etc.) to buffer the sidewalk from motor vehicles

7th St

Center Ave

Add high visibility marked crosswalks on all three legs of intersection, plus "state law" signage (modified R1-6) plus side/median mounted yield signs and advanced yield lines



8th St & Center Ave

Improve sidewalk on east side of block to better define the accessible pedestrian path and parking lot access; opportunity to obtain sidewalk easement and mitigate parking loss by providing on-street parking by reducing travel lanes or shifting sidewalk location closer to the building and providing a parking bay where the sidewalk is currently located

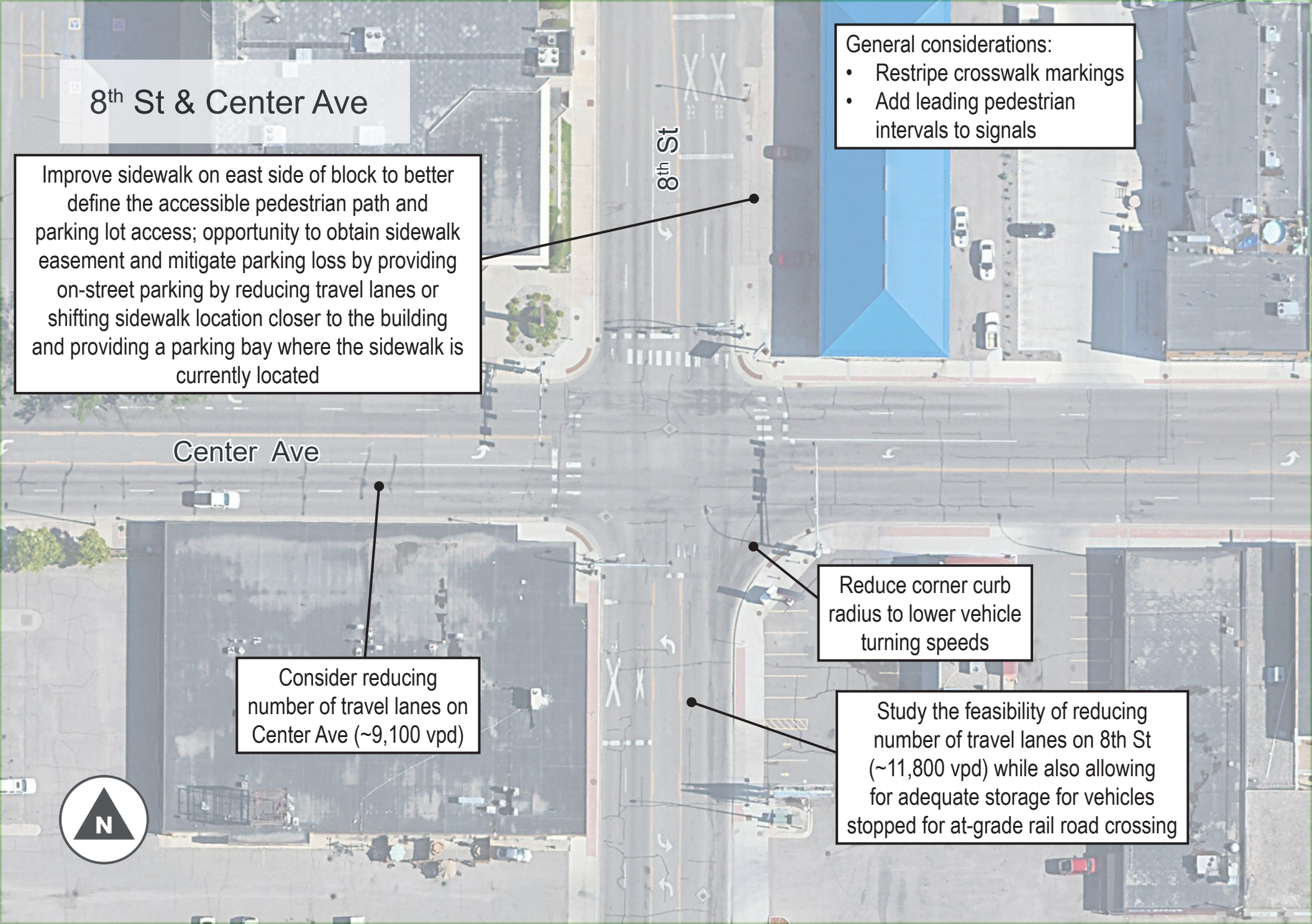
- General considerations:
- Restripe crosswalk markings
 - Add leading pedestrian intervals to signals

Center Ave

Consider reducing number of travel lanes on Center Ave (~9,100 vpd)

Reduce corner curb radius to lower vehicle turning speeds

Study the feasibility of reducing number of travel lanes on 8th St (~11,800 vpd) while also allowing for adequate storage for vehicles stopped for at-grade rail road crossing



9th St & Center Ave

Convert perpendicular parking to angled parking or parallel parking, creating more space to add green infrastructure including street trees, landscaping, and/or rain gardens

- General considerations:
- Reduce travel lanes on Center Ave from five lanes to three lanes (~9,100 vpd)
 - Consider a shared street design on 9th Street, which would improve pedestrian access to businesses and create more flexible spaces for events or activities
 - Add street trees wherever space allows

Center Ave

9th St

Add two-way separated bike lane, on-street parallel parking, and curb extensions on north side of street

Consider eliminating some or all parking on 9th Street to reduce non-permeable surfaces (existing parking is provided at adjacent businesses); convert underutilized parking space to green infrastructure including street trees, landscaping, and/or rain gardens



10th St & Center Ave

General considerations:

- Reduce travel lanes on Center Ave from five lanes to three lanes (~9,100 vpd)
- Add street trees wherever space allows

Add two-way separated bike lane, on-street parallel parking, and curb extensions on north side of street

10th St

Center Ave

Add curb extensions to shorten pedestrian crossing distance and increase visibility

Consider closing unnecessary driveway access



11th St & Center Ave

Add sidewalk on east side of 11th St between Center Ave and 1st Ave N

General considerations:

- Add crosswalks on all legs of intersection including markings, curb ramps, and pedestrian push buttons
- Add leading pedestrian intervals to signals
- Consider reducing travel lanes on Center Ave (~9,100 vpd) and 11st St (~3,300 - 4,600 vpd) from five lanes to three lanes
- Add street trees wherever space allows

Eliminate driveway access near intersection

Center Ave

Add two-way separated bike lane (ending at 11th Street), on-street parallel parking, and curb extensions on north side of street

Reduce corner curb radius to lower vehicle turning speeds

Add shared use path on north side between 11th St and 14th St



5th St S & Main Ave

Add curb extension to shorten crossing distance and increase pedestrian visibility

- General considerations:
- Restripe crosswalk markings
 - Add leading pedestrian intervals to signals

Add landscaped median and pedestrian crossing island

Main Ave

Study the feasibility of reducing number of travel lanes on Main Ave (~15,300 vpd)

Consider reducing number of travel lanes on 5th St S (3,500 vpd) and/or converting it to two-way motor vehicle traffic



5th St S

8th St & Main Ave

8th St S

Main Ave

Reduce corner curb radii to lower vehicle turning speeds

General considerations:

- Restripe crosswalk markings
- Add leading pedestrian intervals to signals

Study the feasibility of reducing number of travel lanes on 8th St (~11,800 vpd) and Main Ave (~10,600 vpd)



8th St N & 1st Ave

Reduce corner curb radii to lower vehicle turning speeds

1st Ave

Reduce travel lane widths to provide space to create a wider pedestrian crossing island.

Widen sidewalk to provide adequate space around signal poles

Consider reducing number of travel lanes on 8th St (~4,700 vpd) and 1st Ave (~9,800 vpd)

Reduce travel lane widths to provide space to create a wider pedestrian crossing island.

Study the feasibility of reducing number of travel lanes on 8th St (~11,800 vpd)

