



West Fargo Planning and Zoning Meeting
West Fargo City Hall Commission Chambers
800 4th Ave E, West Fargo, 58078
Tuesday, December 14, 2021 5:30 PM

1. Call to order
2. Approval of Minutes - November 9, 2021
3. FM Metro COG West Fargo Traffic Calming Study Final Report Presentation – Champa
4. Non-agenda - Planning and Zoning elections for Chair and Vice-Chair will be held in January
5. Non-Agenda - Request for information & comment regarding potential environmental impacts along proposed project route
6. Adjournment



*Lisa Sankey, Planner
Malachi Petersen, Planner
Chanda Erickson, Office Manager*

West Fargo Planning & Zoning Commission
Tuesday, November 9, 2021 at 5:30pm
West Fargo City Hall

Members Present: David Gust, Shane Lebahn, April Walker, Lana Rakow, Eric Dodds, Mike Thorstad

Members Absent: Brady Woodard, Joe Kolb

Others Present: Tim Solberg, John Shockley, Chanda Erickson, Malachi Petersen

Minutes Submitted by: Chanda Erickson, Office Manager

Meeting was called to order by Chair Dodds at 5:30pm.

Commissioner Walker moved and Commissioner Thorstad seconded to approve the October 12, 2021 meeting minutes with a correction to A21-20, that item was denied. No opposition, Motion carried.

Commissioner Dodds opened a Public Hearing - A21-39 River's Bend at the Preserve 8th Addition, Replat Lots 11-13, Block 1 of Rivers Bend 4th Addition, City of West Fargo, North Dakota. There was no public comment. The Public Hearing was closed. After continued discussion, Commissioner Gust moved and Commissioner Rakow seconded to approve the application with the five conditions listed in the staff report. No opposition. Motion carried.

Commissioner Dodds opened a Public Hearing - A21-40 Rezoning from R-1: One and Two Family Dwellings to C: Light Commercial and Conditional Use Permit for Apartments above commercial establishments at 120 1st Street (Lot 9, Block 7 of Sukuts Estates Subdivision), City of West Fargo, North Dakota - Mastrud.

Austin Montgomery of 102 2nd Avenue West, had questions regarding the hours of operation signage and the parking.

Nathan and Jennifer Masterud, the applicants, were available for questions. Hours of operation would be Monday through Saturday from 10am to 6pm.

John Shockley, city attorney, explained the definition of spot zoning.

The Public Hearing was closed. After discussion, Commissioner Walker moved and Commissioner Thorstad seconded to approve the application with the condition listed in the staff report. Commissioner Rakow opposed. Motion carried.



Commissioner Dodds opened a Public Hearing - A21-41 Conditional Use Permit for oversized accessory building at 2016 Ann St (Lot 4, Block 2 of Woodland Estates Subdivision), Cass County, North Dakota - Knoke.

Matthew Kirkwood of 2120 Ann Street, opposed the accessory building. He felt the site plan provided was not accurate. He also thought the building would be used for commercial and it would affect the street parking in the area.

Gene Doeling, 2112 Ann Street, supported the building of the accessory building. He thought it would bring value to the neighborhood.

Keith Knoke, applicant, was available for questions.

The Public Hearing was closed. After discussion, Commissioner Walker moved and Commissioner Gust seconded to approve the application with four conditions listed in the staff report. Commissioner Rakow opposed. Motion carried.

Commissioner Dodds opened a Public Hearing - A21-42 Gensler Subdivision and Conditional Use Permit for a non-farm single family residential dwelling on a parcel located in the S ½ of Section 26, T139N, R50W, Cass County, North Dakota - Selberg.

The Public Hearing was closed. After discussion, Commissioner Rakow moved and Commissioner Walker seconded to deny the application. Commissioner Lebahn opposed. Motion carried.

Commissioner Dodds opened a Public Hearing - A21-43 Zoning Ordinance Amendment to 4-200 Definitions, 4-441 General Fencing and Screening Requirements and 4-442 Accessory Building and Use Provisions regarding Swimming pools. The Public Hearing was closed. After discussion, Commissioner Gust moved and Commissioner Lebahn seconded to approve the application with the conditions listed in the staff report. No opposition. Motion carried.

Withdrawn – A21-36 Conditional Use Permit for indoor personal training/coaching (volleyball) facility in an M: Heavy Industrial Zoning District at 630 9th Street NW (Lot 1, Block 1 of West Fargo 5th Addition), City of West Fargo, North Dakota – J&S Development

There were no non agenda items.

Commissioner Gust moved and Commissioner Lebahn seconded to adjourn. No opposition. Meeting adjourned.

Planning and Zoning Commission meetings are published on YouTube City of West Fargo Channel; and are also included in our video archive at <https://www.westfargond.gov/AgendaCenter/Planning-Zoning-Commission-4>.

People with disabilities who plan to attend the meeting and need special accommodations should contact the Planning Office at 701.515.5370. Please contact us at least 48 hours before the meeting to give our staff adequate time to make arrangements.

Minutes are available on the City of West Fargo Web site at www.westfargond.gov/Planning-Zoning-Commission-4.

To: West Fargo Planning and Zoning Commission
From: Luke Champa, Associate Transportation Planner
Date: December 7, 2021
Re: **West Fargo Traffic Calming Study Final Draft Report**

In March 2021, Metro COG, in cooperation with the City of West Fargo, kicked-off the West Fargo Traffic Calming Study. Metro COG conducted the Study internally, with continuous cooperation and direction from West Fargo professional and technical staff.

This study takes a look at traffic calming on residential local and collector roadways in West Fargo. The identification of issues and subsequent traffic calming analysis is derived from (6) priority traffic calming locations in the community. The priority locations were identified by City departmental staff based upon residents' concern about excessive speeds and unsafe conditions on specific residential streets in West Fargo.

The purpose of this study is to establish a traffic calming toolbox and strategies to address speeding and safety on residential (local or collector) West Fargo streets by strategically engaging residents, reviewing the existing conditions and traffic conditions, and developing an implementation strategy for the community (West Fargo residents included) to address traffic calming. In addition, evaluation and prioritization, specific traffic calming implementation scenarios or alternatives, and associated planning-level cost estimates have been developed for each of the six (6) priority locations, which may be found in **Appendix A**. The Study was guided by a 9-member Study Review Committee (SRC) and successful public feedback received from residents impacted by speeding on residential neighborhood streets.

In addition, the West Fargo Traffic Calming Study will forward the goals, objectives and policy direction related to safety, livability, and a multi-modal transportation system as outlined in *West Fargo 2.0*, the City's Comprehensive Plan and *Metro Grow*, the long-range Metropolitan Transportation Plan.

The West Fargo Traffic Calming Study Final Draft Report may be found here:

http://fmmetrocog.org/application/files/9616/3889/7021/12.07.2021_Final_Draft_Report_digital.pdf

Or you may also visit the project webpage: <http://fmmetrocog.org/WF-Traffic-Study>

Metro COG is currently sharing the Study and collecting feedback on the final draft with the general public. People will be given the opportunity to provide feedback on the Study until final action occurs on January 3, 2021.

Requested Action:

Pending public comment, recommend approval of the West Fargo Traffic Calming Study to the City Commission.



West Fargo Traffic Calming Study

West Fargo, North Dakota | December 2021

Acknowledgements

A sincere thank you to the following for their involvement in guiding this Study and contributing to the pursuit of safety and traffic calming for neighborhoods throughout the City of West Fargo.

City of West Fargo Staff

Andrew Wrucke

Denis Otterness

Malachi Petersen

Scott Tiffany

Tim Solberg

Metro COG Staff

Ari Del Rosario

Cindy Gray

Dan Farnsworth

Luke Champa



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Prepared for: City of West Fargo

RESOLUTION OF APPROVAL FOR THE WEST FARGO TRAFFIC CALMING STUDY

WHEREAS, the City of West Fargo City Commission is the duly elected governing body for West Fargo, North Dakota and is responsible for the planning and development of a safe and functional transportation system; and

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, Metro COG has undertaken the task of conducting the West Fargo Traffic Calming Study which is essential to mitigate negative transportation system impacts and increase safety, livability, and quality of life in West Fargo; and

WHEREAS, the traffic calming study process was guided by the Study Review Committee and the general public; and

WHEREAS, the West Fargo Traffic Calming Study provides a vision and policy direction for traffic calming in West Fargo; and

WHEREAS, Metro COG has conducted this study in a comprehensive, coordinated, and continuing fashion that will improve the urban transportation system as well as quality of life in West Fargo; and

WHEREAS, the West Fargo Traffic Calming Study forwards goals, objectives, and policy direction of the West Fargo Comprehensive Plan, *West Fargo 2.0* and the long-range Metropolitan Transportation Plan, *Metro Grow*;

NOW, THEREFORE, be it resolved by the City Commission of the City of West Fargo, North Dakota that the City of West Fargo does hereby approve the West Fargo Traffic Calming Study and agrees to use it as a tool to implement traffic calming improvements on residential streets with a federal functional classification of local or collector.

APPROVED:

BY:

President of the Board of City
Commissioners

ATTEST:

Tina Fisk, City Administrator

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1 | Introduction

The West Fargo Traffic Calming Study addresses concerns received from residents of West Fargo about excessive traffic speeds on neighborhood streets. The City of West Fargo continuously improves city streets in order to address safety. This Study will help the City develop a targeted implementation strategy for traffic calming measures which, when appropriately applied can have a positive impact on travel speeds, traffic volumes, and safety of roadways in neighborhoods of West Fargo.

The purpose of this study is to provide an overview of what traffic calming is, research and understand the traffic calming issue at specific priority locations in West Fargo, identify potential traffic calming measures that can be applied to streets where frequent complaints about traffic speeds are occurring, provide public information to engage residents on existing issues and potential traffic calming interventions, provide planning-level cost estimates for traffic calming measures, identify funding sources or strategies for implementation, and summarize findings of the research, analysis, and public input to create a user-friendly report that can be utilized by West Fargo staff and residents alike.

What is traffic calming?

Traffic calming is the implementation of physical roadway features for the purpose of slowing motor vehicle speeds and altering driver behavior. These features can be installed on a street to help reduce the speed at which vehicles travel, discourage through traffic, improve traffic safety, and improve the comfort level for non-motorized users.

Why use traffic calming?

Traffic calming can improve the quality of life for residents on streets where traffic calming measures are applied, slowing vehicle speeds, and increasing safety for non-motorized users of the street. Although this Study was prompted by six (6) priority West Fargo locations, traffic calming interventions should be looked as a community-wide strategy to ensure that volume and speed concerns are not transferred to adjacent streets.

Where can traffic calming measures be applied?

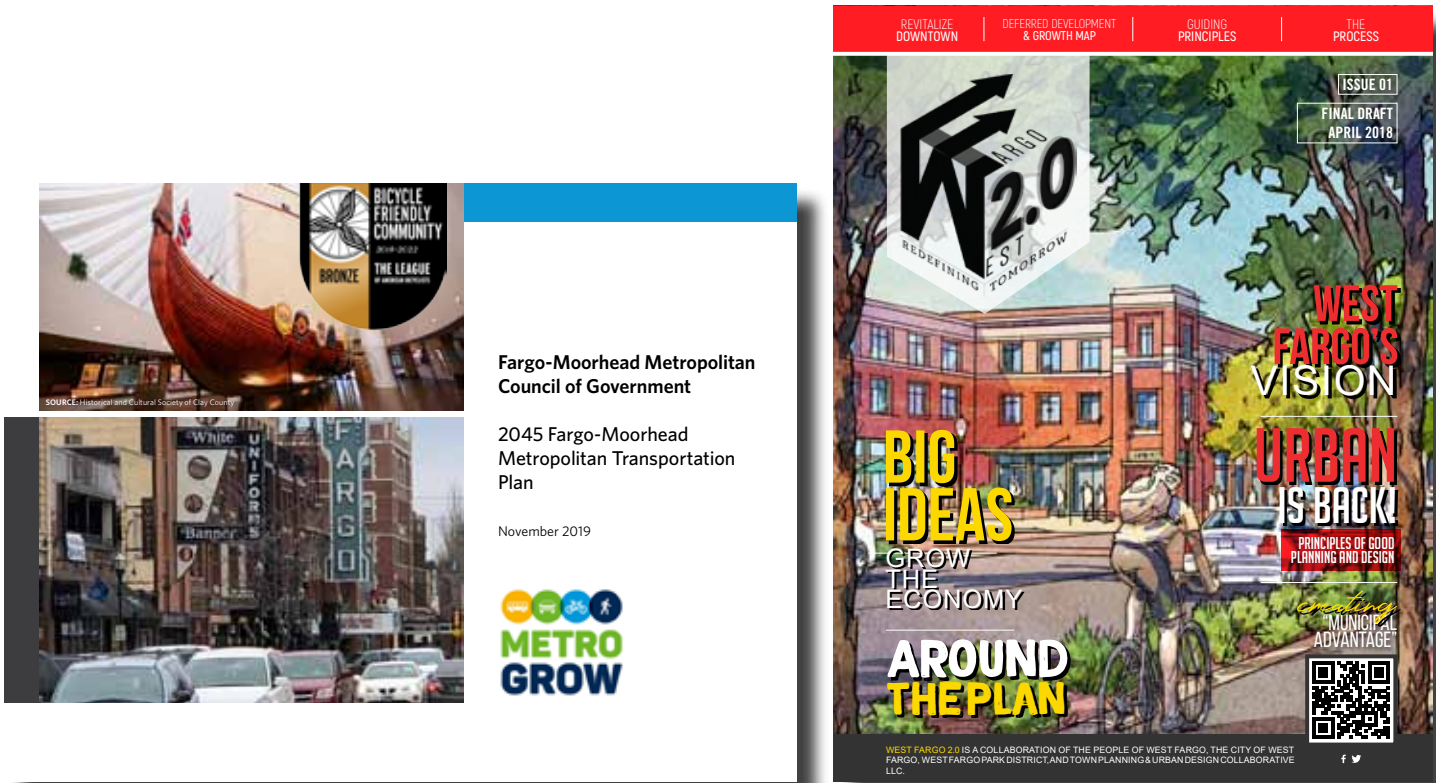
Why is it important?

Physical traffic calming measures should only be applied to residential West Fargo roadways and those with a road classification of local or collector. It should be noted that West Fargo does not allow heavy trucks on most local and collector roadways in the City and roadways are signed as such.

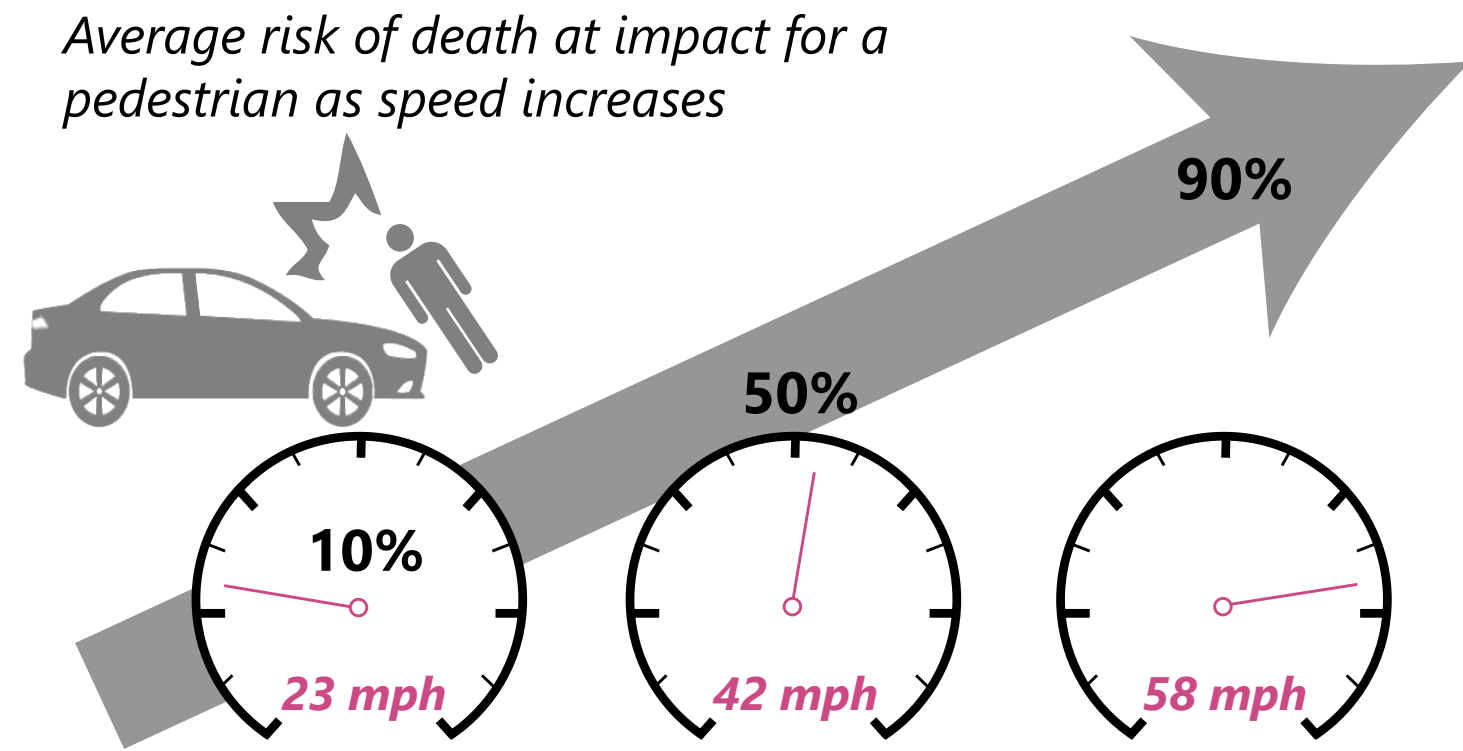
Traffic calming is important, especially in residential areas of West Fargo. The City’s Comprehensive Plan, *West Fargo 2.0* sets a policy direction for walkability that balances many modes of transportation in the built environment. *West Fargo 2.0* also emphasizes Metro COG’s complete streets policy as a critical component toward reaching the goals and objectives of enhancing the livability and character of West Fargo:

Complete Streets is an on-going and comprehensive planning, design, construction, and operations process, with a long-range perspective, aimed at improving safety, usability, and quality of life. By embracing Complete Streets, Metro COG seeks to plan and program public rights of way that fully integrate and balance the needs of all street users, including bicyclists, pedestrians, transit users, commercial vehicles, emergency services, vehicles, and passenger vehicles. Users of all ages and abilities will be considered.

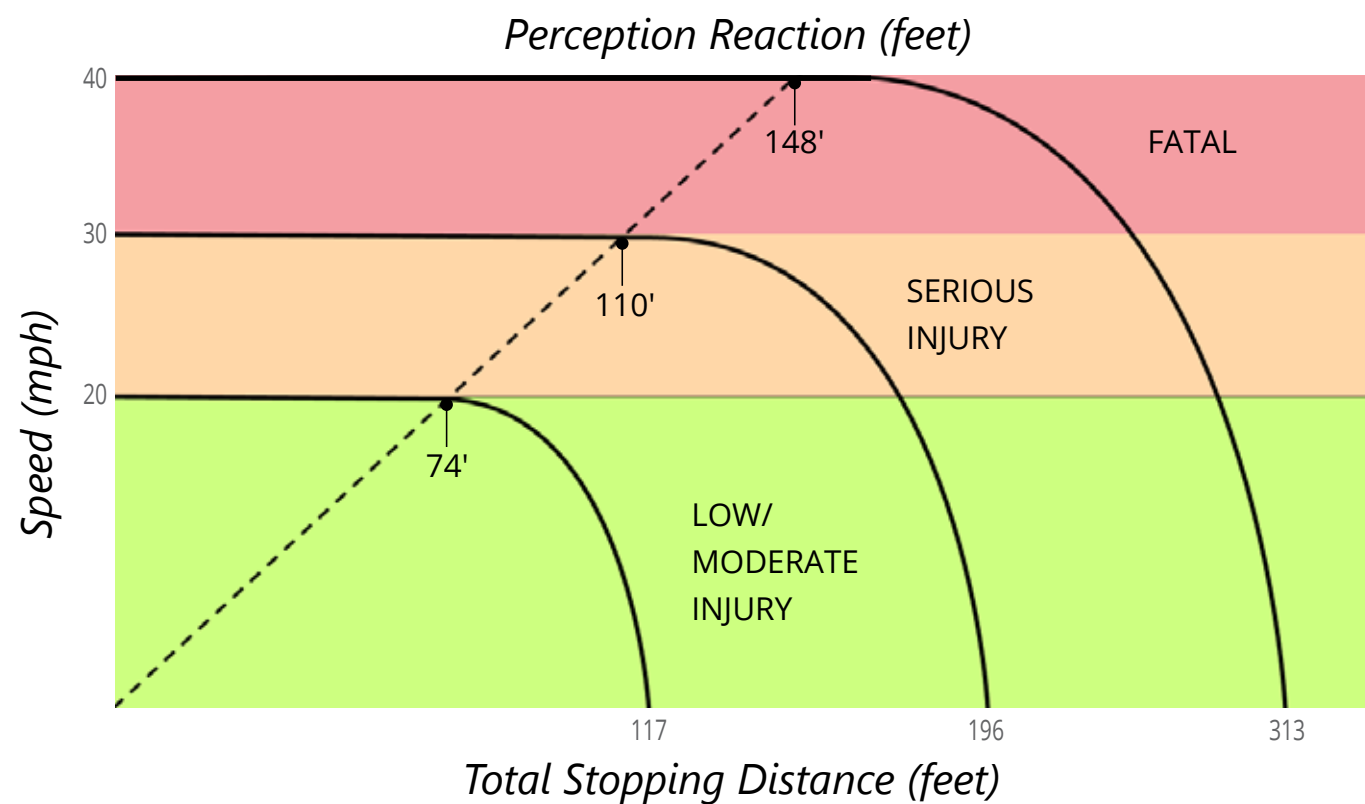
In addition to the West Fargo Comprehensive Plan, Metro COG’s Metropolitan Transportation Plan, *Metro Grow*, sets the policy direction for transportation across the Fargo-Moorhead Area (FM Area). *Metro Grow* also provides strong direction for a safer transportation system for all users and increased walking and biking as a viable mode of travel. Both of these plans have guided the City of West Fargo to pursue traffic calming as a way to forward the goals and objectives of both of these important planning documents.



^ Figure 1 | Core transportation planning documents for the City of West Fargo



^ Figure 2 | Pedestrian fatalities increase exponentially as vehicle speed increases (FHWA)



^ Figure 3 | Reaction time and stopping distance increase with speed (National Complete Streets Coalition)

The figures on the left-side of this page represent how speeding vehicles create exponentially more dangerous environments for pedestrians, therefore making traffic calming an essential tool for enhancing safety, walkability, and livability of West Fargo neighborhoods.

What is NOT traffic calming?

It is important to clarify potential options that are not considered traffic calming measures. Through the public engagement efforts, several commonly requested options arose including stop sign installation requests, dynamic radar speed signs, and increased speed enforcement from police. Stop signs and other traffic control devices such as signs are traffic operations management techniques and should not be considered traffic calming measures because they are not self-enforcing. Self-enforcing measures are physical treatments that are engineered to change motorist behavior to change vehicle speed or direction of travel. Stop signs and other traffic control signs signal to motorists to change behavior and reduce speed however, enforcement is required from authorities in order to be effective rather than the motorists' voluntary behavior modification. Enforcement can and should occur at given times where speeding may be prevalent along certain corridors; however, the West Fargo Police Department has indicated that continual enforcement of problematic areas is not sustainable or efficient for Police Officers. The Police Department will continue to use a targeted enforcement approach and plans to utilize data from the traffic analysis portion of this Study to focus enforcement in areas where and at times when speeding may be more prevalent.

Temporary traffic calming devices such as signage or roadway striping may be considered in portions of West Fargo where urban development has not yet occurred and should be considered temporary solutions. Self-enforcing traffic calming measures should be considered at the time of development and/or urbanization of the roadway if temporary traffic calming devices were installed prior to urbanization.

2 | Study Process

Priority Locations

Alternate Locations

Through the Study process and West Fargo’s efforts to respond to speeding on residential streets, six (6) priority and four (4) alternate locations were identified to be studied as part of this report. The Study is aimed at the identification of traffic calming problems as they exist today and to develop a toolbox that can be used to address traffic calming issues across the entire community.

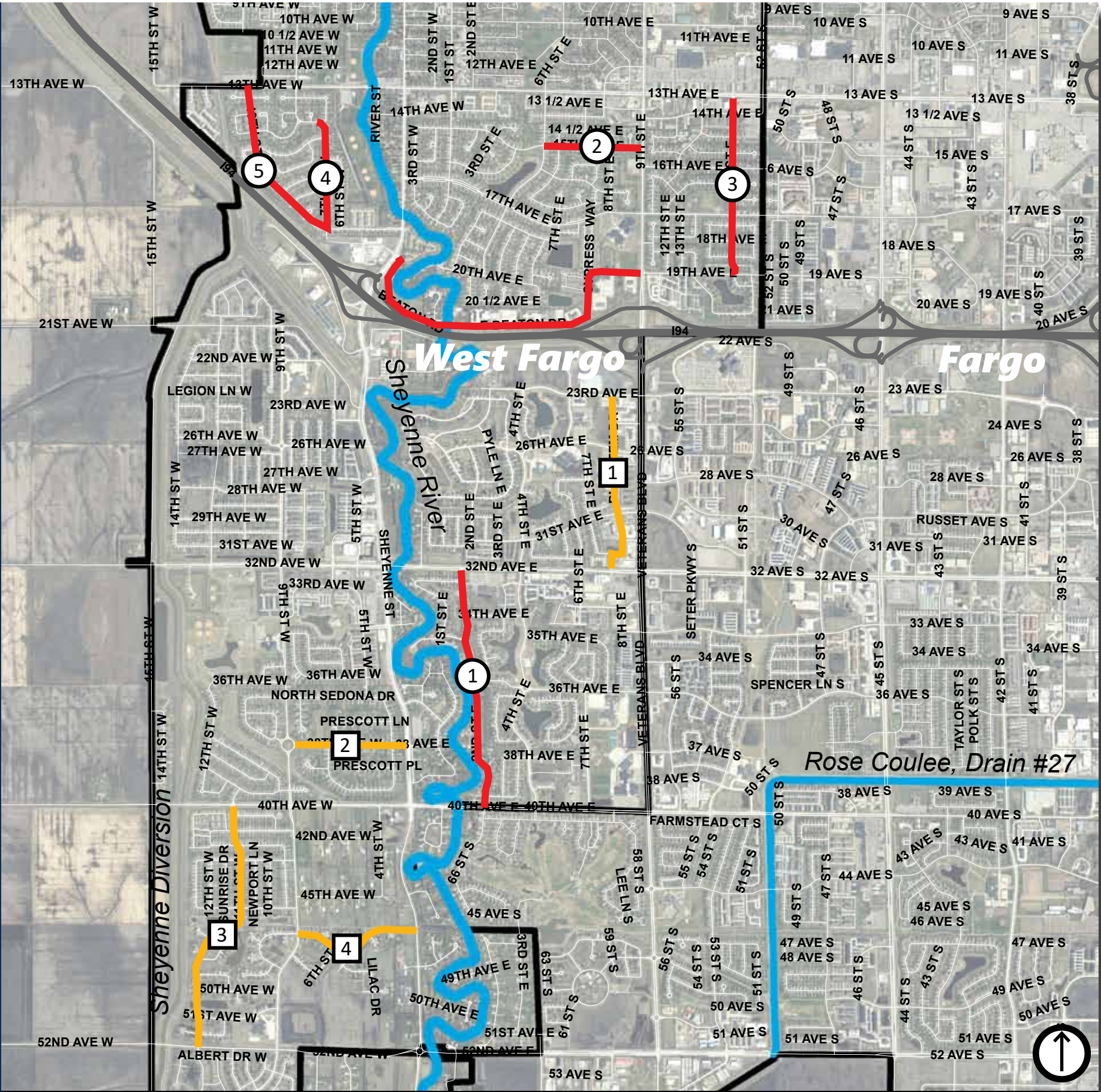
The locations listed below are based on numerous resident complaints that have been received by various City departments over the past ten (10) years including Engineering, Planning, Public Works, and Police Departments.

While the Study provides general introduction, analysis, and implementation recommendations for traffic calming across West Fargo, this effort also stems from very specific complaints at the following locations which were used to identify and understand the root of the traffic calming issue in West Fargo, engage and educate the public about traffic calming, and develop planning-level cost estimates. Through this process, the City and Metro COG developed a city-wide traffic calming toolbox and implementation strategy to address speeding and safety concerns that may arise in the future.

- ① 2nd Street East, south of 32nd Ave E
- ② 15th Avenue East, between 6th and 9th St E
- ③ 16th Street East, south of 13th Ave E
- ④ 7th Street West, between 15th and 19th Ave W
- ⑤ 10th Street West, south of 13th Ave W
- ⑥ Beaton Drive, between Sheyenne St and 9th St E

- ❶ Bluestem Drive, between 23rd and 32nd Ave E
- ❷ 38th Avenue West, between 9th St W and Sheyenne St
- ❸ 11th Street West, between 40th and 52nd Ave W
- ❹ 47th Avenue West, between 9th St W and Sheyenne St

Study Area Map



^ Figure 4 | Priority and Alternate Study Locations

Public Engagement

Existing Conditions

During the West Fargo Traffic Calming Study, public engagement occurred at two (2) critical stages: (1) during the information gathering stage to understand the traffic calming issues including speeding, cut-through traffic, safety concerns, among other things and (2) during the development of the traffic calming measure toolbox to gauge the level of public support for the various infrastructure options that may be used to calm traffic in West Fargo.

Data was collected at the six (6) priority locations to create existing conditions and to analyze whether there were components of the built environment that may be contributing to a traffic calming problem. Existing conditions information includes roadway width, driving-lane width, parking-lane width if applicable, land use and nearby destinations, and other key features including but not limited to bicycle and pedestrian infrastructure, signage, striping, boulevard trees, and driveway access. Site-specific existing conditions can be found in **Appendix A**.

In many cases, the existing conditions revealed that local and collector classified neighborhood roadways in West Fargo are built much wider than the recommended minimums for an urban neighborhood setting. With existing driving-lanes ranging anywhere from 12 to 20-feet wide, the wider driving-lanes may be contributing to excessive vehicular speeds on residential streets across West Fargo. Under-utilized parking lanes also contribute to speeding, as on-street parking lanes can make the driving lanes appear wider than they actually are, exacerbating the tendency to speed.

Access driveways from residential properties along the street may also contribute to traffic calming challenges because the spacing of said driveways contributes to on-street parking underutilization. In some cases, there is not

Traffic Conditions

enough space to park a vehicle on-street between access driveways, again causing the driving-lanes to appear wider than they actually are.

Boulevard trees may also be a factor. Mature boulevard trees help to visually narrow a roadway which can help decrease speeds; however, a majority of neighborhoods in West Fargo have been recently developed, leaving little time for boulevard trees to mature. In some cases, in these newer developments, boulevard trees have not yet been planted, leaving open sightlines for drivers to comfortably travel at higher rates of speeds.

The existing conditions analysis also indicates that a big factor in traffic calming in West Fargo may lie in the urban design of neighborhoods and how the configuration of neighborhoods has often times created a single roadway spine of connectivity that causes speeding due to roadway circuitry. Roadway circuitry is the ratio of network to Euclidian distances (as the crow flies) and describes the directness of trips and the efficiency of the transportation network. An inefficient network can lead to speeding, as people travel round-about or indirect routes to get to most destinations. For example, a traditional grid street network is much more efficient (lower circuitry ratio) than a street network with limited connectivity or frequent curves, circles, and, or dead-ends.

The existing conditions analysis highlights certain components of the built environment that may be contributing to higher vehicular speeds on residential streets in West Fargo. Some of the obvious issues such as driving-lane width, on-street parking, boulevard trees, and access drive spacing may be proactively addressed by revising the West Fargo Development Code with traffic calming in mind.

Traffic data was collected through portable pneumatic tube counters that were strategically deployed along the six (6) priority locations. The counters were deployed for a minimum of 48 hours during weekdays to collect traffic

speed and volume. An adjustment factor was applied to the collected traffic volume based upon the time of year and day of the week in which the traffic data was collected, which provides an Annualized Average Daily Traffic (AADT) estimate which is a standard traffic volume measurement. Standard traffic speed measurements such as median speed and 85th-percentile speed were also collected.

Metro COG also used StreetLight Data to calculate cut-through traffic by percentage of volume for each of the six (6) priority locations. Streetlight Data uses Location Based Services (LBS) data sets obtained from cellular data and GPS data to calculate origin-destination and estimated traffic volumes.

The cut-through percentage was estimated by first, defining a neighborhood geometry or boundary adjacent to the street being studied and then, calculated trips with an external origin and external destination from said boundary. The cut-through percentages help identify how streets may be functioning. For example, a high percentage of cut-through traffic on a local classified roadway may indicate that the roadway is functioning more as a collector. Cut-through traffic can also exacerbate the speeding problem associated with some residential streets in West Fargo and is one of the major secondary concerns the public had in relation to traffic calming aside from speeding. The traffic data collected through this study helped to identify and validate speeding or cut-through concerns identified by the West Fargo community.

Planning-Level Cost Estimates

General estimated costs based on national traffic calming resources were developed for each traffic calming measure and can be found in **Chapter 4**. Rather than specific numbers, a graphical scale indicates the level of investment the City of West Fargo may expect when implementing different options.

Planning-level cost estimates were developed for each traffic calming alternative scenario at the six (6) priority locations. The cost estimates include costs for implementing the recommended traffic calming measures and any incidentals that may be required. Cost estimates are only intended to be used at a planning level and should be refined with future project development. Site-specific cost estimates were developed for the six (6) priority locations based upon each location's preliminary traffic calming policy evaluation. Site-specific cost estimates may be found in **Appendix A**.

The cost estimates are based on West Fargo average bid prices and were developed by identifying major pay items and estimating rough quantities for implementation. Cost estimates do not include engineering, easement or right-of-way acquisition, permitting, inspection, construction management, surveying, geotechnical investigation, environmental documentation, site remediation, escalation, operations and maintenance, or unforeseen project-specific cost items. The cost estimate includes a 25% contingency that may account for some of the aforementioned costs. Cost estimates have been rounded up to to the nearest \$5,000 and should be considered fiscal year 2021 dollars. Estimates may need to be inflated for the year in which a project is programmed.

Construction costs will vary based on project scope, site conditions and constraints, schedule, and the economic conditions at the time of construction.

Study Review Committee

Metro COG and the project team worked with a Study Review Committee (SRC) comprised of professional staff from various City of West Fargo departments. The SRC was involved through the entire duration of the Study and oversaw the study process, provided expert and technical advice, and guided key components of the project. The project team hosted three (3) SRC meetings throughout the process, covering the following topics:

Meeting 1

SRC meeting #1 was the kickoff meeting for the project and established the project process and ensured that all study participants or SRC members and the project team (Metro COG) shared a common understanding of the project goals and desired outcomes. There was a high-level overview of the six (6) priority locations including conversations about existing traffic calming issues and what complaints have been received by various departments. The meeting also introduced the methods used for traffic data collection and traffic calming resources being used to develop a traffic calming “menu”. Consensus was established from the group for the public engagement approach to gather early input from residents living in the vicinity of streets being studied as part of the project.

Meeting 2

SRC meeting #2 occurred after the first round of public engagement occurred. Public feedback was discussed and themes of residents’ concerns were established. Existing conditions and existing traffic conditions including initial traffic data were summarized. The focus of the meeting was on the preliminary traffic calming options and robust discussion was had about each specific option and the feasibility of implementation for each within the City. The SRC wanted to ensure that any traffic calming option shown to the public was within the realm of possibility for the City to build, operate, and maintain. Pros and cons for each option were established. The public engagement strategy to get residents’ feedback on the options was discussed and solidified.

Meeting 3

SRC meeting #3 occurred after the second round of public engagement occurred. Discussion included public feedback, traffic calming alternative matrix, site-specific alternatives, and traffic calming policy. The focus of the meeting was on the site-specific alternatives and traffic calming policy. The SRC wanted to ensure that an objective, technical evaluation process was established to identify traffic calming projects. Based upon the discussion it was determined that the six (6) priority locations provided a baseline understanding of traffic calming issues occurring throughout West Fargo and would be used to craft the traffic calming policy. With the traffic calming policy and preliminary technical evaluation criteria established, the six (6) locations would then be evaluated for a traffic calming project in an appendix, Appendix A.

Study Review Committee Members

Andrew Wrucke, West Fargo Engineering

Ari Del Rosario, Metro COG

Cindy Gray, Metro COG

Dan Farnsworth, Metro COG

Denis Otterness, West Fargo Police

Luke Champa, Metro COG

Malachi Petersen, West Fargo Planning

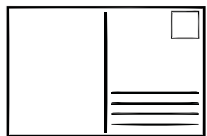
Scott Tiffany, West Fargo Public Works

Tim Solberg, West Fargo Administration

3| Community Engagement Overview

Community engagement occurred between May and August of 2021. There were **386 surveys** taken by residents. Two (2) surveys were used during the public engagement for the Study including the first survey, which was used to identify specific traffic calming concerns along the priority locations and the second survey, which was used to understand the level of support for potential traffic calming measures. Metro COG and the City of West Fargo also hosted three (3) separate pop-up meetings which were in-person events used to chat with interested residents face to face and receive feedback regarding the different traffic calming options. Over 12 people attended the pop-up events. For detailed public engagement results, see **Appendix B**.

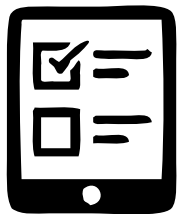
With the continued and evolving landscape of the COVID-19 public health crisis, the project team chose to approach public engagement with a focus on virtual or online opportunities however, in-person outdoor options were also offered for those more interested in providing feedback in a traditional setting. The following outreach methods were used to engage with the West Fargo community during the project, including:



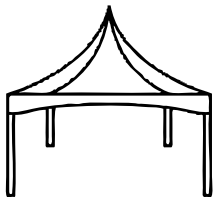
Postcards



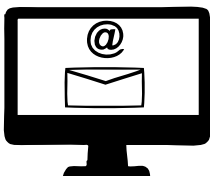
Social Media (Facebook)



Surveys



Pop-up Events



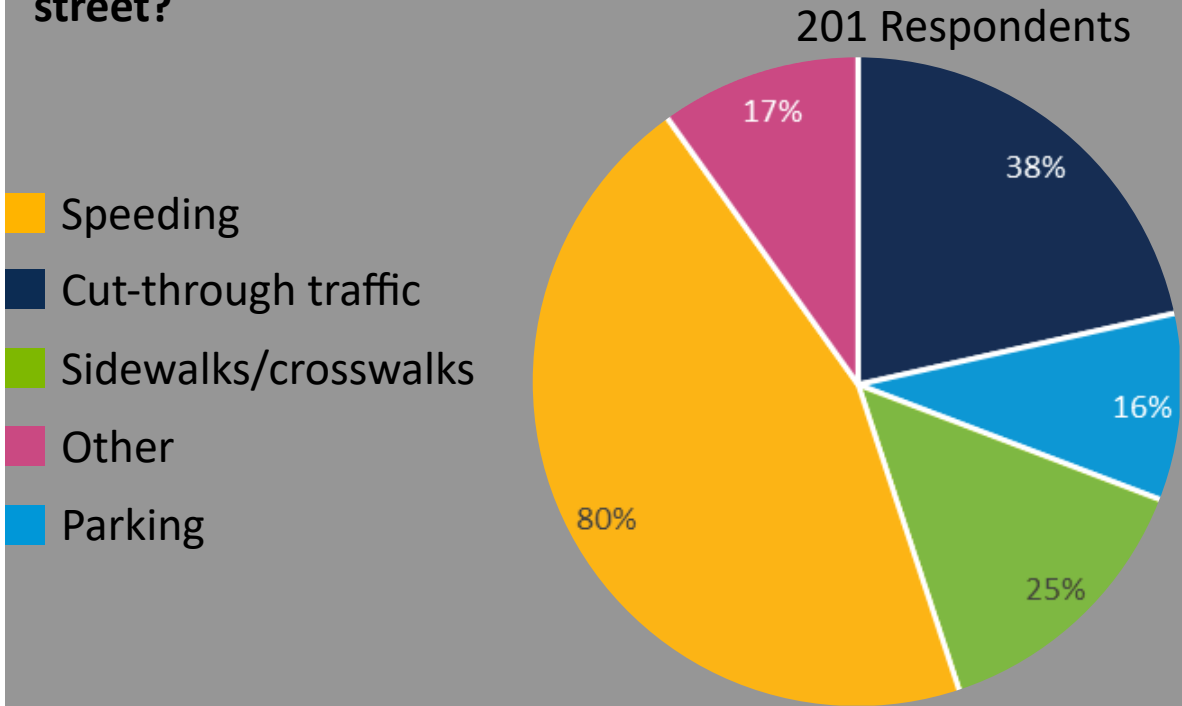
Emails



Webpage Updates

Interesting Survey Results

What major concerns do you have in regards to traffic calming along the street?



^ Figure 5 | What major concerns do you have in regards to traffic calming along the street? (priority locations)

One of the survey questions asked respondents if they personally speed along one of the streets being studied; interestingly a vast majority of survey respondents did not admit to speeding very often. However, of the 135 respondents that admitted to driving above the speed limit at times, they believed not paying attention (31%) and street design (29%) were the top reasons causing them to speed.

Most respondents (89% of respondents) perceived more speeding between 3:00 p.m and 5:59 p.m. than any other time of day.

Respondents indicated their primary mode of travel along the priority locations is driving or riding in a vehicle with walking or running happening less and bicycling or other similar mode trips occurring least of all. Interestingly, respondents indicated feeling more safe in a vehicle, less safe walking or running, and least safe biking or other similar mode.



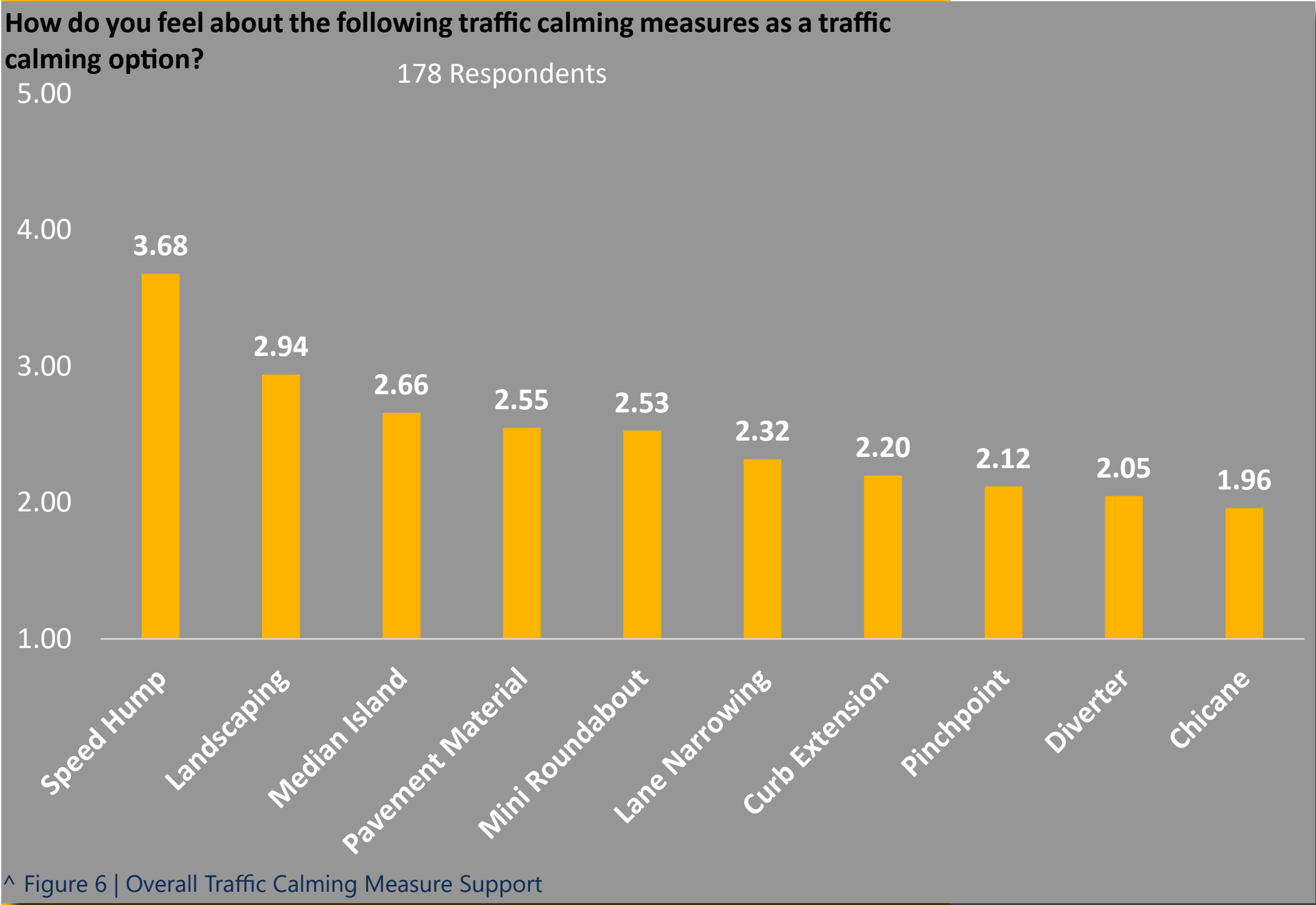
Pop-up engagement event held at Elmwood Park August 9, 2021



Pop-up engagement event held at Shadow Wood Park and Splash Pad August 10, 2021.

Overall Traffic Calming Measure Support

The second survey included graphics and text explaining each traffic calming measure. For each traffic calming measure, community members were asked “How do you feel about [insert traffic calming measure] as a traffic calming option?” The chart on this page reflects the overall results of the online survey and the in-person survey activity from the pop-up events. Ratings are on a 1 to 5 scale, with 5 = strongly support.



^ Figure 6 | Overall Traffic Calming Measure Support

4 | Traffic Calming Measures

The project team developed a complete set of potential implementable traffic calming solutions based upon national literature. The primary resources to develop a comprehensive list of options included reports published by the Institute of Transportation Engineers (ITE) and the National Association of City Transportation Officials (NACTO). The project team, with major contribution from the SRC, then narrowed down the list to realistic and feasible traffic calming solutions for the City of West Fargo to implement. By focusing on budget feasibility, effectiveness, maintenance, and other criteria such as emergency services or vehicular impacts, an implementable list of traffic calming measures was derived. The team also looked for examples that have been implemented successfully in the FM Area or broader region where similar weather, roadway operations, and maintenance occurs. The list of traffic calming measures is as follows:

Lane Narrowing

Curb Extension

Pinchpoint

Chicane

Median Island

Mini Roundabout

Speed Hump

Pavement Material

Diverter

Landscaping

This section lists each traffic calming option and includes information about cost, maintenance, and effectiveness or potential speed reduction for each.

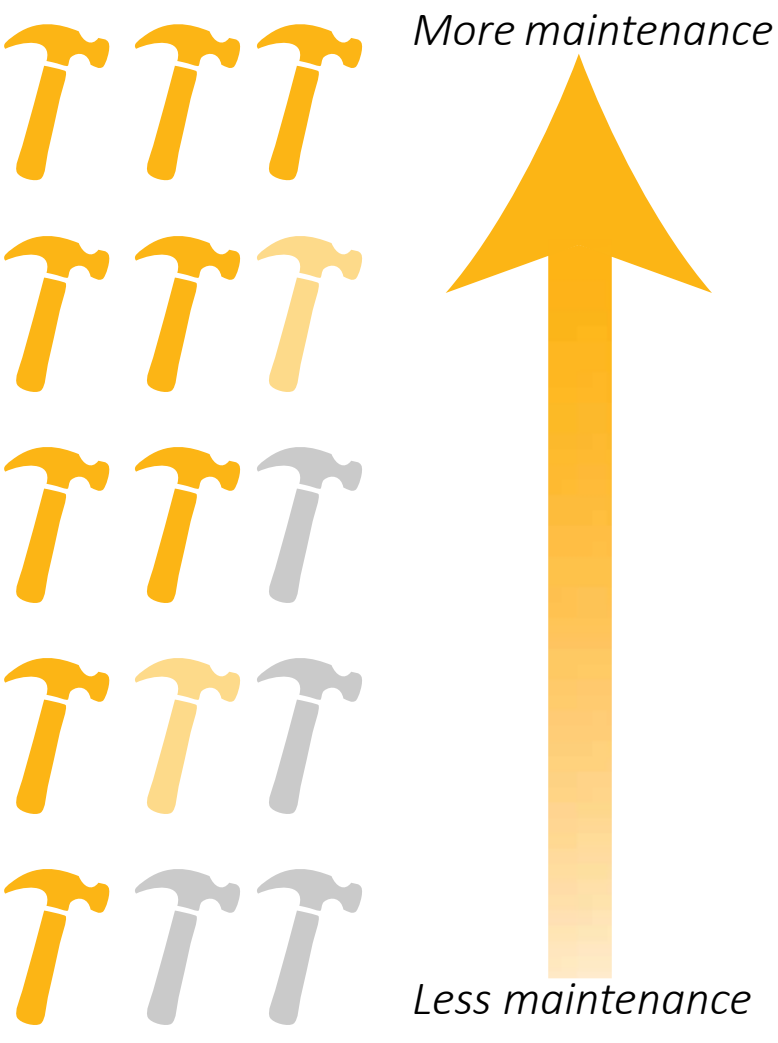
Cost

The scale below is given for traffic calming measures to represent the estimated cost of construction based upon City of West Fargo Engineering Department estimates.



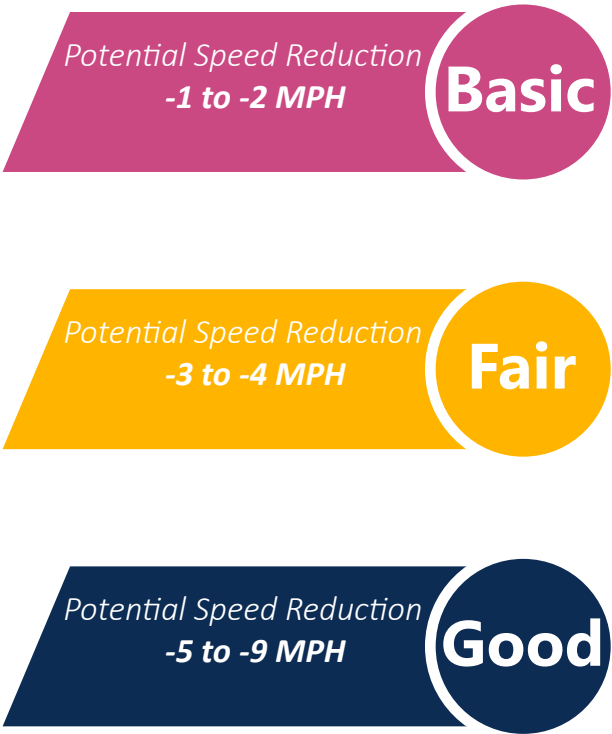
Maintenance

The scale below is given for traffic calming measures to represent the long-term operations and maintenance effort based upon City of West Fargo Streets Department estimates.



Effectiveness

The following ribbons indicate speed reduction potential of each traffic calming measure that may be expected after implementation and is based upon FHWA and ITE literature and research on traffic calming effectiveness.

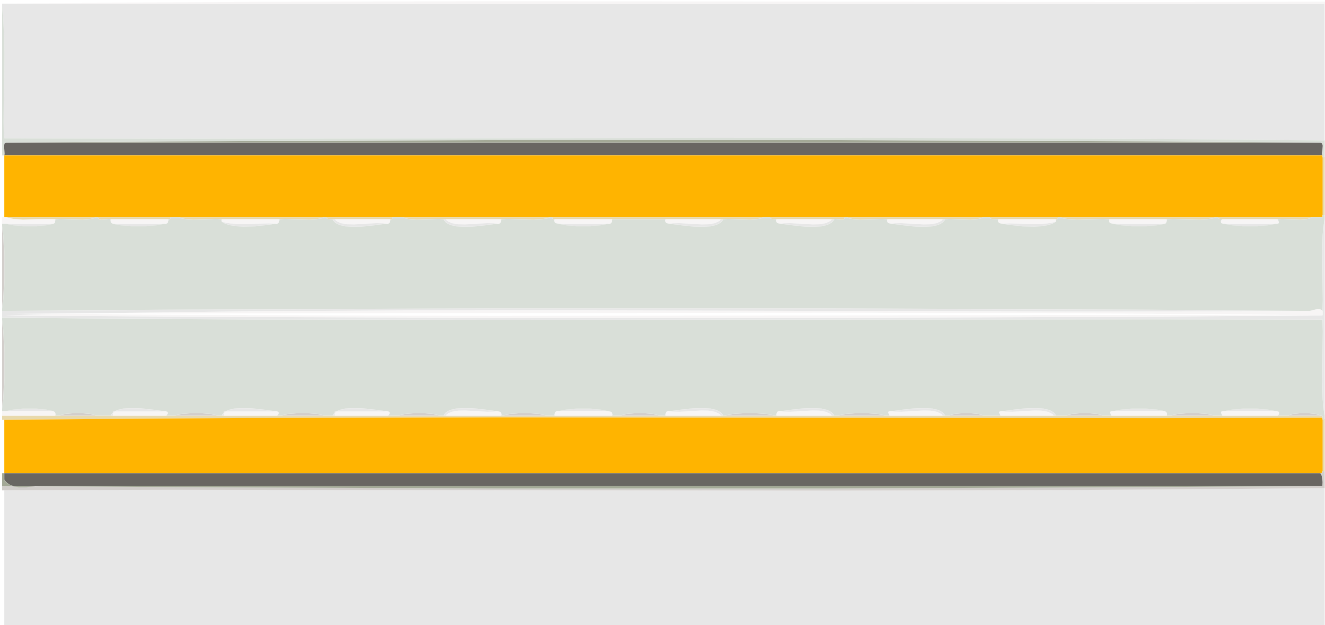


Lane Narrowing

(Road Diet, On-Street Parking, Pavement Striping)

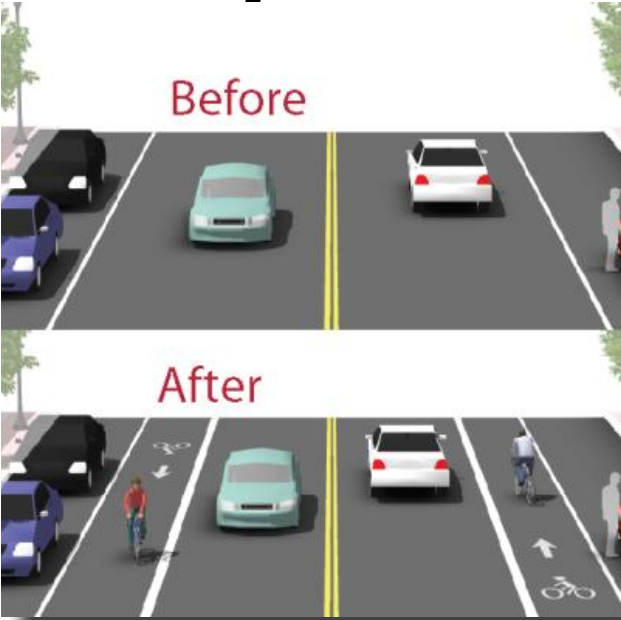
Potential Speed Reduction
-1 to -2 MPH

Basic



^ Figure 7 | Plan View Graphic, Lane Narrowing (NACTO)

Examples



Braintree, MA neighborhood traffic calming visualization.



Roland, IA shoulder markings used to narrow travel lanes.

Description

Narrow lanes are well known to reduce speed and keep drivers more alert on the street. Lane narrowing, also known as a road diet, can be achieved through pavement striping or reduction of pavement however, due to the estimated cost of reducing pavement, that option for lane narrowing is much less likely to be implemented in West Fargo. Reduced travel lane widths allow for other roadway features that may add to livability including extended curbs, bike lanes, or on-street parking.

Cost & Maintenance



Dependent on roadway length. Costs increase exponentially if pavement reduction is pursued which moves or adds curb and gutter.

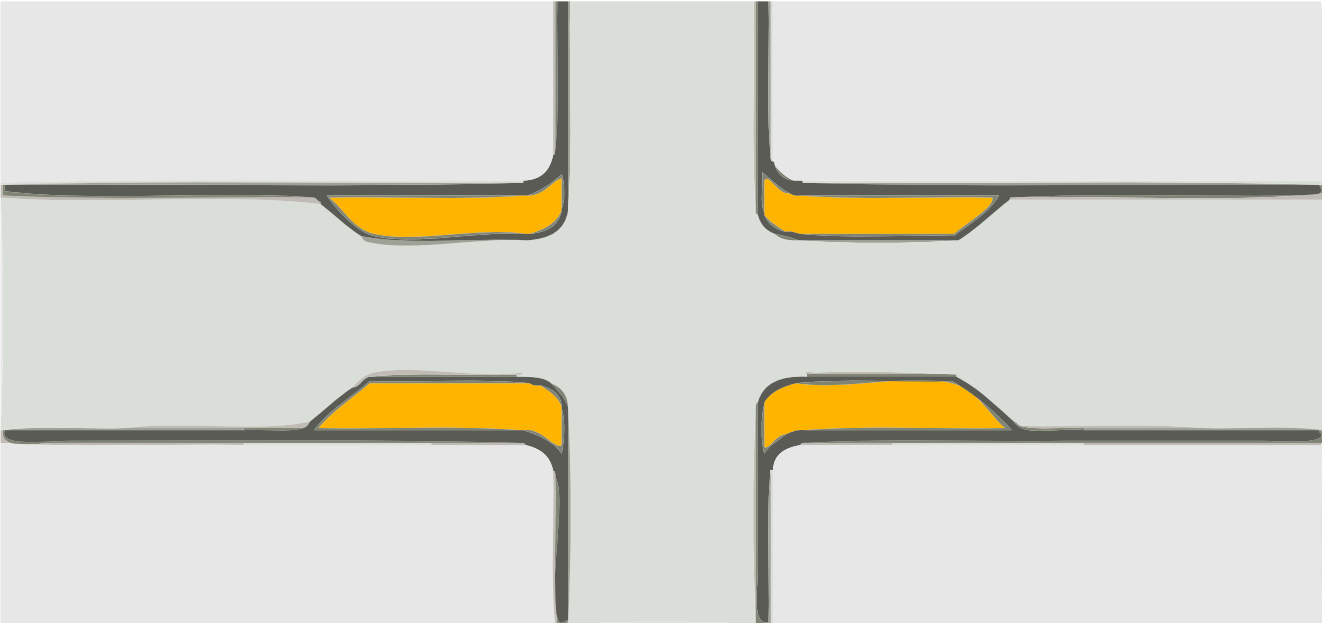
Pros	Cons
+ May allow for bike lanes, additional parking, or other roadway features that enhance livability	- May not be effective if lanes are not significantly narrowed
+ Low cost solution	

Curb Extension

(Corner Extension, Corner Radii, Bulb-Out)

Potential Speed Reduction
-3 to -4 MPH

Fair



^ Figure 8 | Plan View Graphic, Curb Extensions (NACTO)

Examples



Yellow-painted curb extension narrows the roadway along 30th Ave E in West Fargo, ND



Curb extension narrows crossing of 1st St E near South Elementary School in West Fargo, ND

Description

Extensions of the sidewalk and curb can narrow the street at strategic intersections. Curb extensions can improve safety by slowing vehicle turning speeds, reducing pedestrian crossing distances, and increasing pedestrian visibility. Curb extensions can increase the livability of neighborhoods by enhancing pedestrian friendliness and safety. Historically, West Fargo has used curb extensions to delineate on-street parking or to improve pedestrian safety at high pedestrian traffic locations.

Cost & Maintenance



Dependent on length and width of extension. Winter maintenance is the biggest concern with curb extensions.

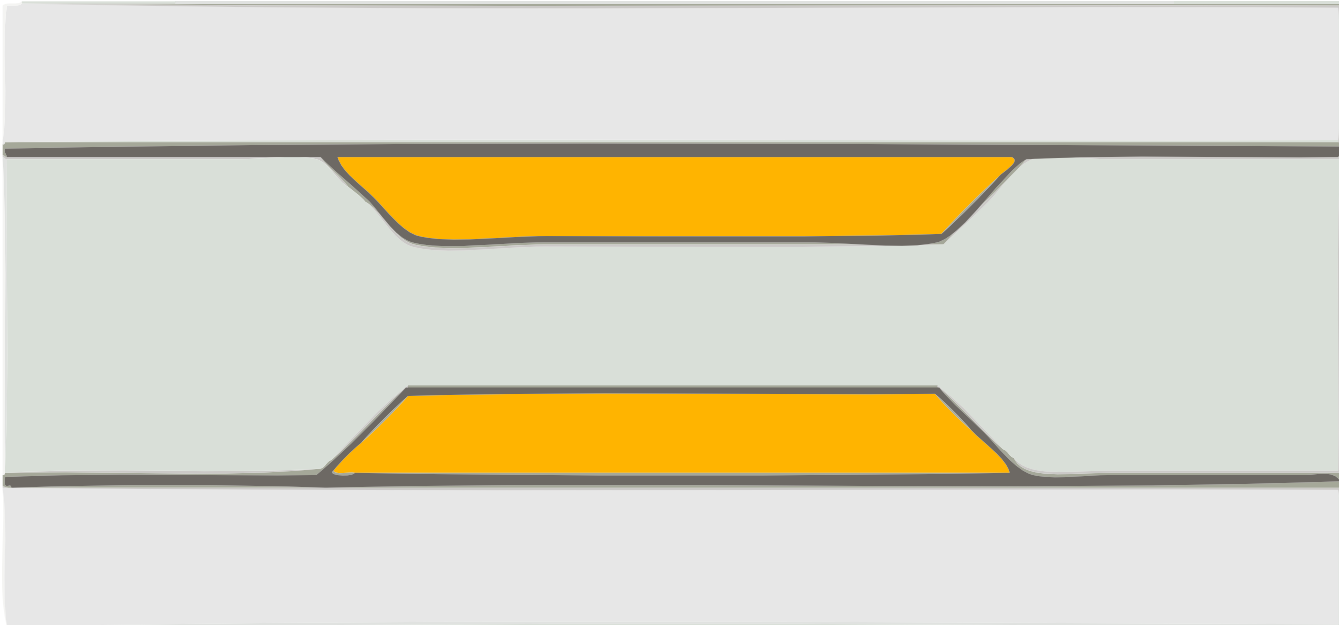
Pros	Cons
+ Slows vehicular turning and through movements	- Buses and heavy trucks including some emergency vehicles may have difficulty making turns
+ Improves pedestrian visibility and safety	- Realigned drainage may increase costs and maintenance
	- Snow removal impacts

Pinchpoint

(Choker)

Potential Speed Reduction
-3 to -4 MPH

Fair



^ Figure 9 | Plan View Graphic, Pinchpoint (NACTO)

Examples



Choker narrows the roadway in St. Louis Park, MN



Traffic island narrows a roadway in Toronto, ON

Description

Pinchpoints narrow the roadway at a strategic mid-block point which helps lower vehicular speeds. The pinchpoint can narrow travel lanes at strategic locations and provides a visual constriction of the roadway to influence driver behavior. A more dramatic example, the one-lane choker, can force two-way traffic to take turns entering through the pinchpoint, reducing vehicular speeds and keeping drivers alert.

Cost & Maintenance

\$\$\$

TTT

Dependent on roadway length. Costs increase exponentially if pavement reduction is pursued which moves or adds curb and gutter.

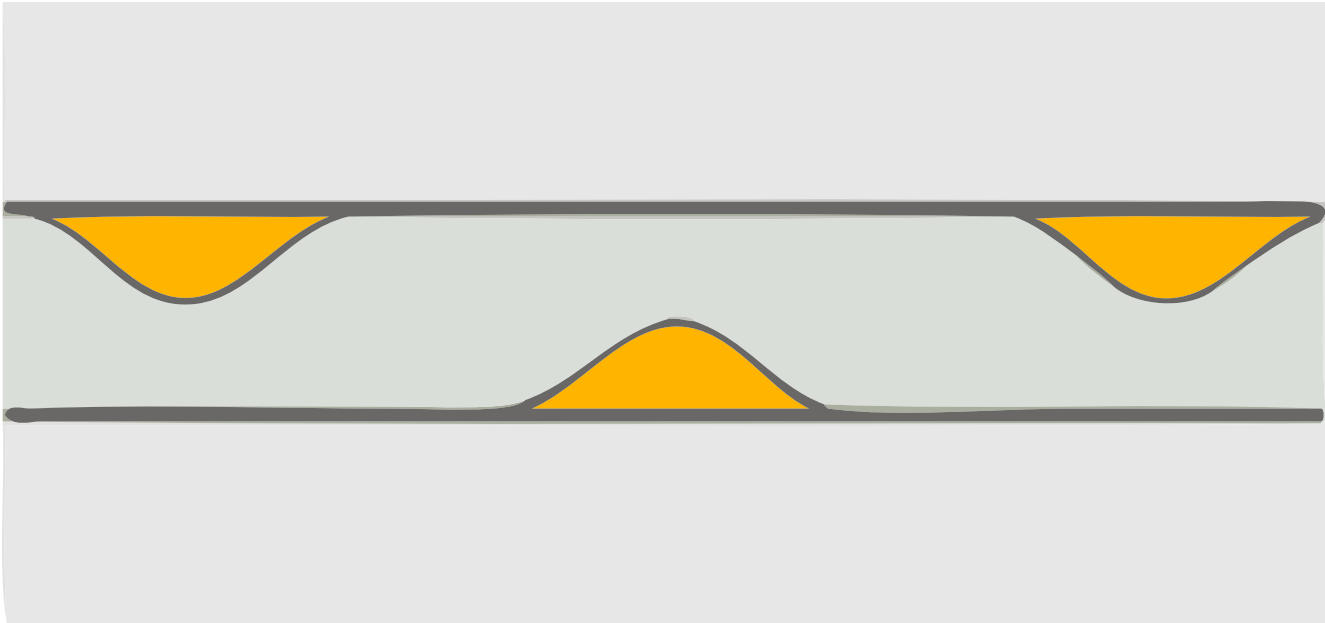
Pros	Cons
+ Slows traffic at mid-block locations	- May require on-street parking removal
+ Keeps drivers alert	- Uncomfortable for bicyclists whom may be sharing the travel lane
	- Snow removal impacts

Chicane

(Lane Shift, Lateral Shift, Realigned Intersection)

Potential Speed Reduction
-6 to -9 MPH

Good



^ Figure 10 | Plan View Graphic, Chicane (NACTO)

Examples



Chicane with added landscaping in Seattle, WA



Chicane shifts traffic on a one-way street in Toronto, ON

Description

Chicanes slow vehicular traffic by alternating curves or lane shifts, creating an S-shaped travel path. Chicanes are strategically created by placing parking, curb extensions, or edge islands along the roadway to force motorists to steer back and forth. This method can greatly impact driver behavior through visual and physical roadway design cues, causing vehicular traffic to slow down.

Cost & Maintenance

\$\$\$

TTT

Dependent on length and width of chicane. Winter maintenance, drainage, and street-sweeping are the biggest concerns with chicanes.

Pros	Cons
+ Significantly slows vehicular traffic	- Buses and heavy trucks including some emergency vehicles may have difficulty moving through chicanes
+ Typically does not require utility relocation	- Realigned drainage may increase costs and maintenance
	- Snow removal impacts
	- Street-sweeping impacts

Median Island

(Median, Refuge Island, Median Island Intersection, Median Island Midblock)

Potential Speed Reduction
-3 to -6 MPH

Fair



^ Figure 11 | Plan View Graphic, Median Island (NACTO)

Description

Raised median islands in the center of the roadway can slow vehicular traffic by narrowing travel lanes and creating a visual constriction of the roadway. Medians, when designed properly can also be used as a pedestrian refuge, increasing pedestrian safety at strategic crossing locations. Historically, West Fargo has implemented medians on busier roadways across the City to increase safety and aesthetics.

Cost & Maintenance



Dependent on roadway length. Costs increase exponentially if pavement reduction is pursued which moves or adds curb and gutter.

Examples



Median island on 13th Ave W in West Fargo, ND



Median refuge island on 18th Ave W in Fargo, ND

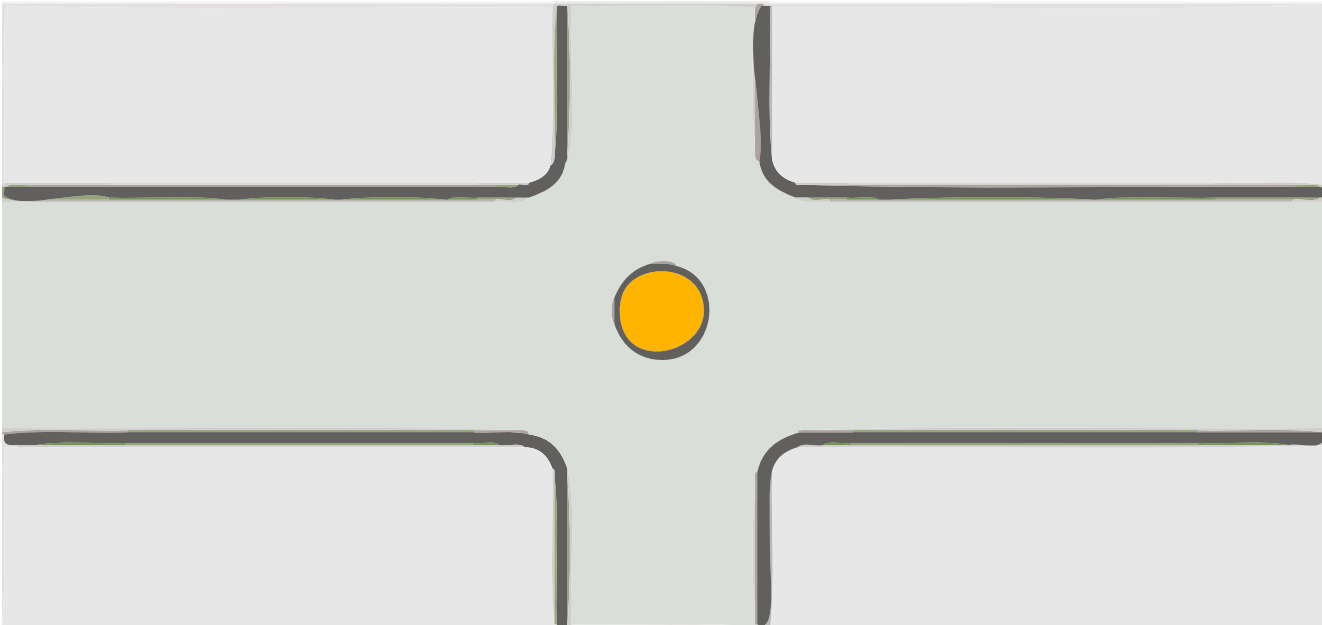
Pros	Cons
+ Slows traffic by narrowing travel lanes	- May restrict turning access into or out of driveways
+ Can shorten pedestrian crossing distances and enhance safety	- May require removal of on-street parking

Mini Roundabout

(Traffic Circle)

Potential Speed Reduction
-4 MPH

Fair



^ Figure 12 | Plan View Graphic, Mini Roundabout (NACTO)

Examples



Mini roundabout on 19th Ave W in West Fargo, ND



Mini roundabout in Athens, OH

Description

Roundabouts can help slow and organize vehicular traffic at intersections. Roundabouts keep drivers alert, requiring vehicles to move with caution and yield to other vehicles. West Fargo has implemented roundabouts across the City however, admits the design and implementation of mini roundabouts has not been a straightforward success.

Cost & Maintenance

\$\$\$

TTT

Depends upon the design and dimensions of the roundabout which may impact right-of-way (ROW) acquisition.

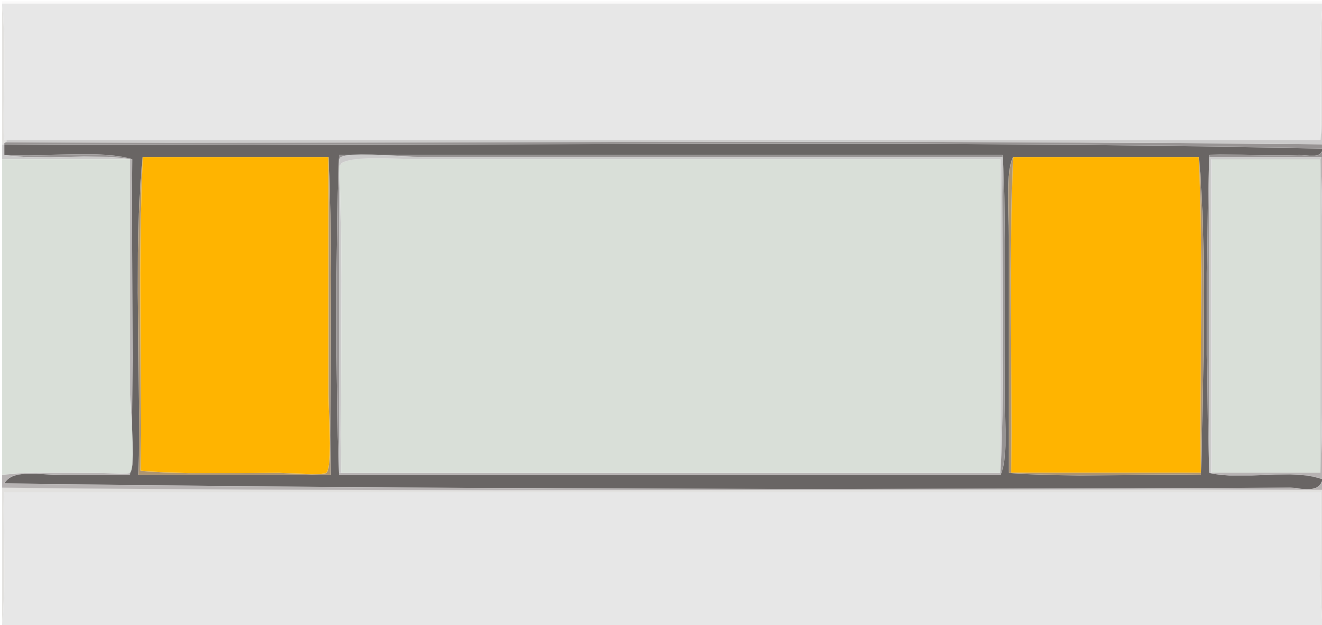
Pros	Cons
+ Slows vehicular traffic at intersections	- Buses and heavy trucks including some emergency vehicles may have difficulty moving through roundabouts
+ Can reduce crash severity	- Uncomfortable for bicyclists whom may be sharing the travel lane

Speed Hump

(Speed Cushion, Speed Table, Raised Intersection, Raised Crosswalk)

Potential Speed Reduction
-6 to -8 MPH

Good



^ Figure 13 | Plan View Graphic, Speed Hump (NACTO)

Description

Speed humps, speed cushions, or speed tables use a vertical offset to slow vehicles at strategic locations. Raised intersections are similar to speed tables however, the entire intersection is raised. By forcing part or all of a vehicle’s wheelbase upward, drivers must slow down in order to travel over speed humps comfortably. West Fargo has recently implemented more speed humps on lower traffic volume streets or other strategic parts of the City to slow down traffic and increase safety.

Cost & Maintenance

\$ \$ \$

🔨 🔨 🔨

Dependent on design and pavement material choice.

Examples



Raised crosswalk on 19th Ave W in West Fargo, ND



Speed bump on Golf Course Road in Fargo, ND

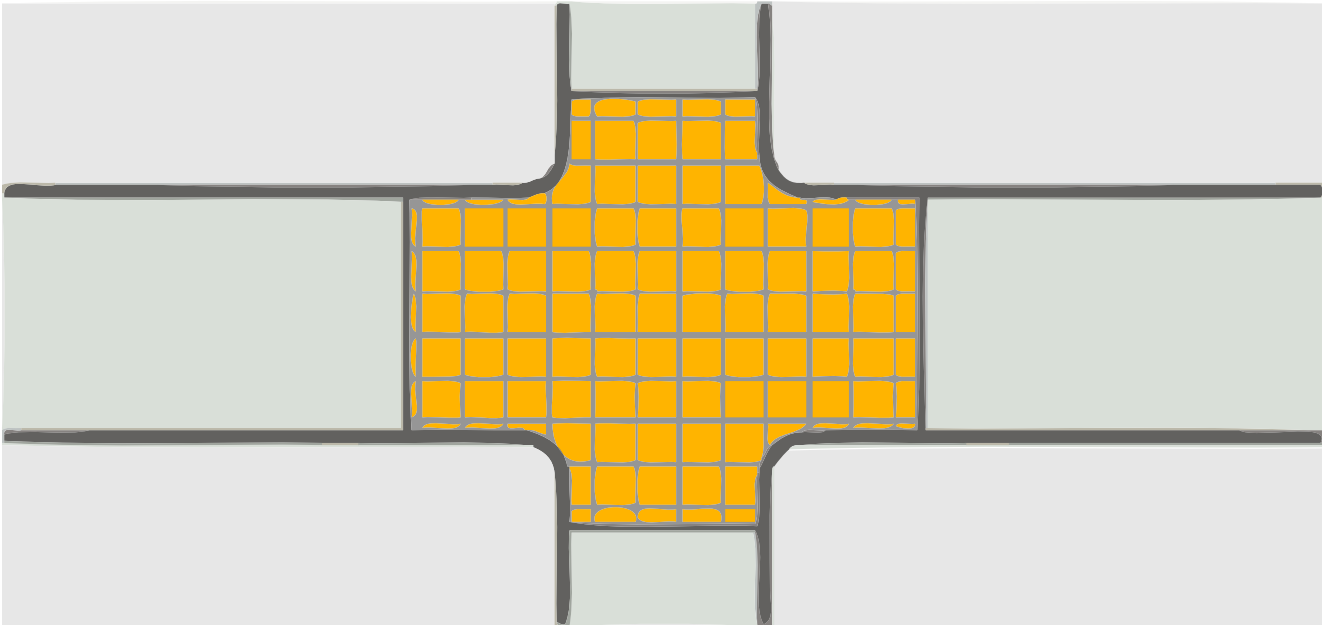
Pros	Cons
+ Forces a significant speed reduction	- Speeds may increase after or between speed humps
+ Can be an effective yet low-cost solution	- Speed humps force emergency vehicles to slow down

Pavement Material

(Pavement Markings)

Potential Speed Reduction
-1 to -2 MPH

Basic



^ Figure 14 | Plan View Graphic, Pavement Material (NACTO)

Examples



Raised, stamped, and stained intersection near Freedom Elementary in West Fargo, ND



Intersection pavement material in downtown Fargo, ND

Description

Pavement appearance can be uniquely altered through treatments that add visual interest, such as colored or pattern-stamped asphalt, concrete, or brickwork. Pavement material is typically used to alert drivers, particularly at strategic crossings or intersections. Aside from the visual appearance, certain pavement textures may also physically vibrate vehicles, causing drivers to feel and hear the difference in driving surface which can slow travel speed and increase awareness on the roadway.

Cost & Maintenance

\$\$\$

TTT

Depends upon the quantity and type of paving material or if paired with a raised intersection.

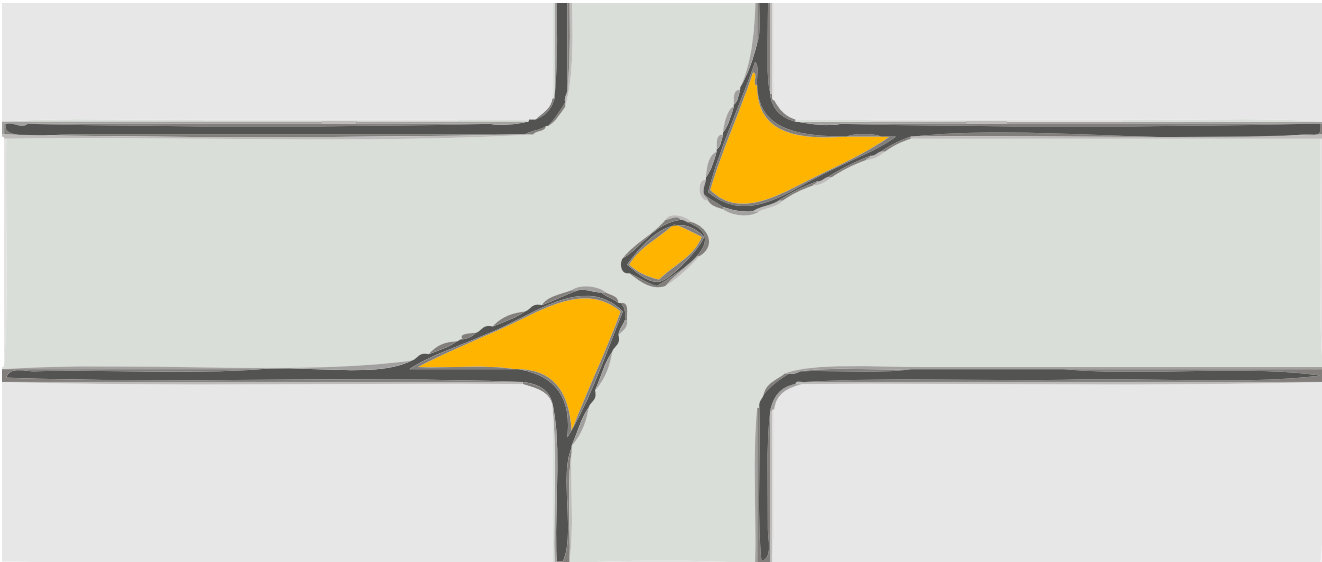
Pros	Cons
+ Can be low-cost depending on material used	- Minimal speed reduction
+ No impact on drainage or access	- Pavement may require more long-term maintenance especially if brickwork is used

Diverter

(Closure, Partial Closure, Diagonal Diverter, Median Barrier, Forced Turn Island, Forced Turn Island, Bicycle Boulevard, Semi-Diverter)

Potential Speed Reduction
NA
Traffic is Diverted

Fair



^ Figure 15 | Plan View Graphic, Diverter (NACTO)

Description

Diverter and other traffic volume management strategies restrict movement along a roadway while maintaining access for bicyclists and pedestrians. Diverter move traffic to other parallel streets. West Fargo has not utilized diverter in the past and given the non-traditional development patterns of the project study area, the only feasible locations for application are in older West Fargo neighborhoods, where a traditional development pattern with gridded street network exists.

Cost & Maintenance

\$\$\$

TTT

Costs increase with more complex designs and full closures.

Examples



Diverter in residential area of Minneapolis, MN

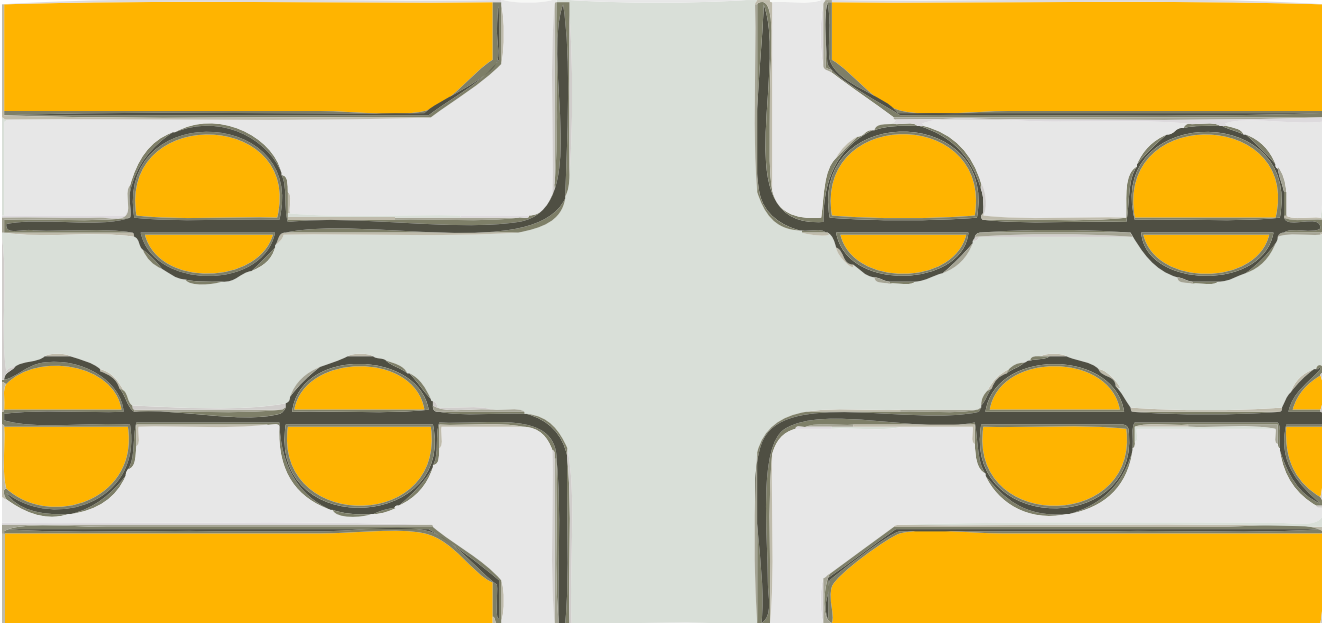


Bicycle boulevard diverts vehicular traffic in Rochester, NY

Pros	Cons
+ Reduces traffic volumes and speeds along the corridor	- May increase traffic on nearby streets
+ Improves pedestrian and bicycle safety	- May impact ease of access to properties

Landscaping

(Building Lines, Street Trees)



^ Figure 16 | Plan View Graphic, Landscaping (NACTO)

Examples



Very mature street trees providing canopy coverage of 4th St N in Fargo, ND



Large street trees maturing in the Charleswood neighborhood of West Fargo, ND

Potential Speed Reduction
 NA
 Depends on Context

Basic

Description

A denser built environment with street trees or no significant building setbacks can narrow a driver’s visual field. This can help keep drivers more alert and aware of neighborhood surroundings and can create a visual constriction of the roadway to influence driver behavior.

Cost & Maintenance



Depends upon landscaping size and quantity. Operations and maintenance efforts may increase in some areas and decrease in others.

Pros	Cons
+ Does not alter roadway use of space or access	- May not be as effective unless tree coverage is significant or building setbacks are reduced to zero
+ Increases roadway aesthetics and livability	- May take decades for boulevard trees to fully mature

Local Traffic Calming Examples

The study team, with help from the SRC, identified numerous local examples of existing traffic calming infrastructure that has been implemented in West Fargo and Fargo. Although the effectiveness of local traffic calming infrastructure was not studied through this report, there is precedent that traffic calming infrastructure can be implemented successfully and maintained through the oftentimes harsh climate and weather events experienced in this region.

Median Island



13th Ave W in West Fargo, ND



18th Ave W in Fargo, ND

Curb Extensions



30th Ave E in West Fargo, ND



1st St E near South Elementary School in West Fargo, ND

Mini Roundabout



19th Ave W in West Fargo, ND

Speed Hump



19th Ave W in West Fargo, ND



Golf Course Road in Fargo, ND

Pavement Material



Freedom Elementary in West Fargo, ND



Downtown Fargo, ND

Landscaping



4th St N in Fargo, ND



Charleswood neighborhood of West Fargo, ND

Evaluation Matrix - Traffic Calming Measures

<i>Traffic Calming Measure</i>	<i>Estimated Cost</i>	<i>Maintenance</i>	<i>Potential Speed Reduction</i>	<i>Public Support Score</i>	<i>Technical Support Score¹</i>	<i>Access Friendly</i>	<i>Parking Friendly</i>	<i>Neighborhood Enhancement²</i>
Lane Narrowing	\$\$\$	TTT	-1 to -2 MPH	2.32	4.00	✓	✓	✗
Curb Extension	\$\$\$	TTT	-3 to -4 MPH	2.20	4.17	✓	✗	✓
Pinchpoint	\$\$\$	TTT	-3 to -4 MPH	2.12	3.50	✗ ³	✗	✓
Chicane	\$\$\$	TTT	-6 to -9 MPH	1.96	2.67	✗ ³	✗	✓
Median Island	\$\$\$	TTT	-3 to -6 MPH	2.66	4.00	✗	✗	✓
Mini Roundabout	\$\$\$	TTT	-4 MPH	2.53	3.17	✓	✓	✓
Speed Hump	\$\$\$	TTT	-6 to -8 MPH	3.68	3.33	✗ ³	✗ ³	✗
Pavement Material	\$\$\$	TTT	-1 to -2 MPH	2.55	3.50	✓	✓	✓
Diverter	\$\$\$	TTT	NA	2.05	2.33	✗	✓	✓
Landscaping	\$\$\$	TTT	NA	2.94	4.67	✓	✓	✓

The alternative evaluation matrix may be used by the City of West Fargo during future traffic calming project development to weigh different options side-by-side based upon the existing conditions and various factors of the street being evaluated.

³Pinchpoints, chicanes, and speed humps may be harder to fit in certain areas with access driveways on both sides of the street. Speed humps also may not impact on-street parking depending on the design.

¹Similar to the public support score, the technical support score is derived from SRC-specific survey responses regarding support of the traffic calming options.

²Neighborhood enhancement options are those which may enhance the character of West Fargo by adding greenspace or other elements of detailed aesthetic. These measures may also be considered a neighborhood enhancement project that may be programmed outside of a traffic calming specific project.

5 | Traffic Calming Recommendations

Step 1 | Traffic Calming Policy Highest Priority

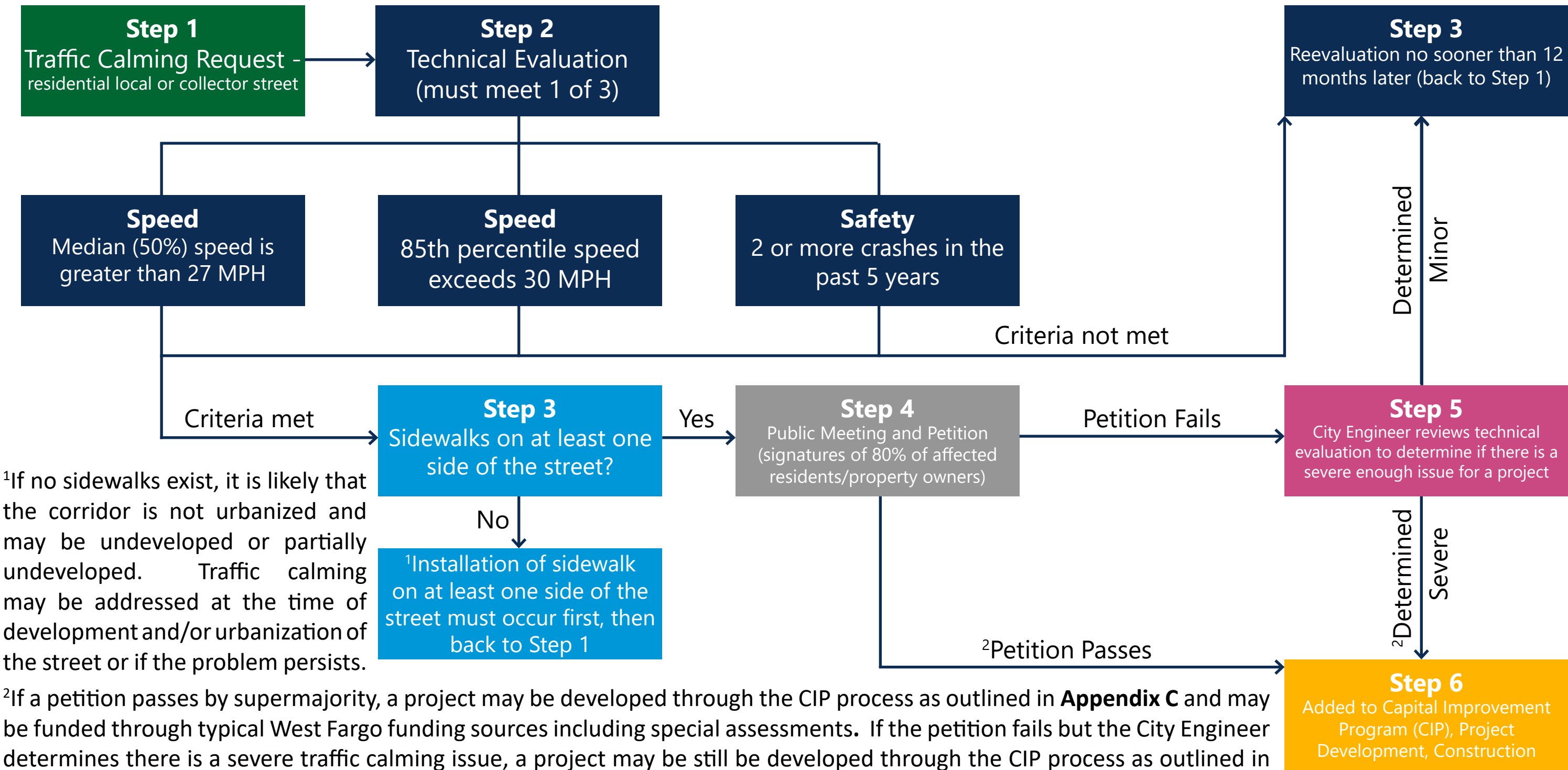
Chapter 5 provides community-wide prioritized recommendations for the City of West Fargo to address traffic calming concerns. The recommendations are based upon analysis of the root issues identified at the six (6) priority locations defined in Chapter 2 of this report. The recommendations found in this Chapter (Chapter 5) should be considered the priority recommendations to address traffic calming issues across the City of West Fargo.

This Study lays out a preliminary traffic calming policy flow-chart that establishes objective technical criteria that would warrant a traffic calming project. Traffic calming projects should only be considered on roadways with a federal functional classification of local or collector.

The City of West Fargo should *develop* and *adopt* a Traffic Calming Policy based upon objective technical criteria. The policy should only be a few pages long and clearly describe the process and technical evaluation criteria that all traffic calming project requests will go through in West Fargo.

Draft Traffic Calming Policy Flowchart

One of the highest priority recommendations of the West Fargo Traffic Calming Study is for the City Commission to establish and approve a traffic calming warrant policy. The warrant policy will be used by Engineering Department staff to evaluate whether requests for traffic calming are warranted based upon technical criteria. The traffic calming policy will provide transparent and clear guidance to the public, and help ensure objectivity when programming traffic calming projects. The City Engineer will conduct the review of all traffic calming requests. The flowchart below, details the request



¹If no sidewalks exist, it is likely that the corridor is not urbanized and may be undeveloped or partially undeveloped. Traffic calming may be addressed at the time of development and/or urbanization of the street or if the problem persists.

²If a petition passes by supermajority, a project may be developed through the CIP process as outlined in **Appendix C** and may be funded through typical West Fargo funding sources including special assessments. If the petition fails but the City Engineer determines there is a severe traffic calming issue, a project may be still be developed through the CIP process as outlined in **Appendix C** however, special assessments may not be used to fund the project and alternate sources will be pursued.

Step 2 | Priority Locations

The evaluation of the six (6) priority locations against the preliminary traffic calming policy indicates that the following locations meet the criteria to be eligible for a traffic calming project. See **Appendix A** for site-specific evaluation and prioritization details. Locations below are listed in order of priority based upon technical evaluation and should be considered for project programming through the Traffic Calming Policy process:

1st | 16th St E, south of 13th Ave E

2nd | 15th Ave E, between 6th and 9th St E

3rd | Beaton Dr, between Sheyenne St and 9th St E

4th | 10th St W, south of 13th Ave W

5th | 7th St W, between 15th and 19th Ave W

6th | 2nd St E, between 32nd and 40th Ave E

See **Appendix A** for site-specific existing conditions, traffic conditions, planning-level cost estimates, and preliminary technical evaluation matrix.

Step 3 | Alternate Locations

The City should collect existing conditions and traffic data at the four (4) alternative locations identified in this Study. These locations should be next on the list for formal traffic calming policy evaluation based upon complaints received by City departments over the last several years.

Step 5 | Development Code

This Study also identifies areas within the City's development code that should be revised to proactively address root traffic calming issues caused by development across the City including the following:

Boulevard Trees | Chapter 4, Title IV, Section 4-449-A

West Fargo should consider strengthening the boulevard tree standard to require minimum spacing of boulevard trees by classification of the roadway and timing of boulevard tree planting after development. Clarification for the responsibility of boulevard tree planting on double-fronting lots should also be considered.

Based on the existing conditions analysis of priority corridors, consistency of boulevard tree planting could also be improved in West Fargo. One way to accomplish this would be to make the planting boulevard trees the sole responsibility of the City, funded through an adjustment to forestry department fees. An alternative could be more strict enforcement of landscaping standards to ensure consistent planting and establishment of boulevard trees.

Driveway Spacing | Title II, Chapter 2, Section 2-0119

The City should consider increased driveway spacing in certain contexts where on-street parking may also be present. Factors to consider when determining proper driveway spacing should include land use such as whether or not twin homes or town homes abut the street and if parking will be allowed on both sides. Existing conditions analysis of priority corridors indicates that on-street parking is underutilized under certain conditions, effectively creating wider travel-lanes that contribute to higher vehicular speeds. Driveway spacing can negatively impact on-street parking utilization and boulevard tree spacing.

On-Street Parking | Title IV, Chapter 4, Section 4-434.4

West Fargo should consider establishing more robust on-street parking

regulations on local and collector roadways. Encouraging on-street parking in applicable areas where utilization may be high, can visually narrow the roadway, making higher vehicular speeds less comfortable for drivers and provides a buffer between traveling vehicles on the street and pedestrians along the sidewalk.

Road/Lane Width | Title IV, Chapter 4, Section 4-0406.3

West Fargo may consider revising ordinance language in regards to local and collector street widths to have a maximum width or not to exceed width (rather than a minimum width) based upon the number of travel- and on-street parking lanes. An 11-foot maximum travel lane and 8-foot maximum parking lane is encouraged however, different standards could be modified within reason based upon land use. Narrowing roadway pavement is one of the most effective ways to proactively discourage speeding, enhance safety, and is much more financially sustainable in the long-term task of roadway operations and maintenance.

Road Network Circuity | Title IV, Chapter 4, Section 4-04

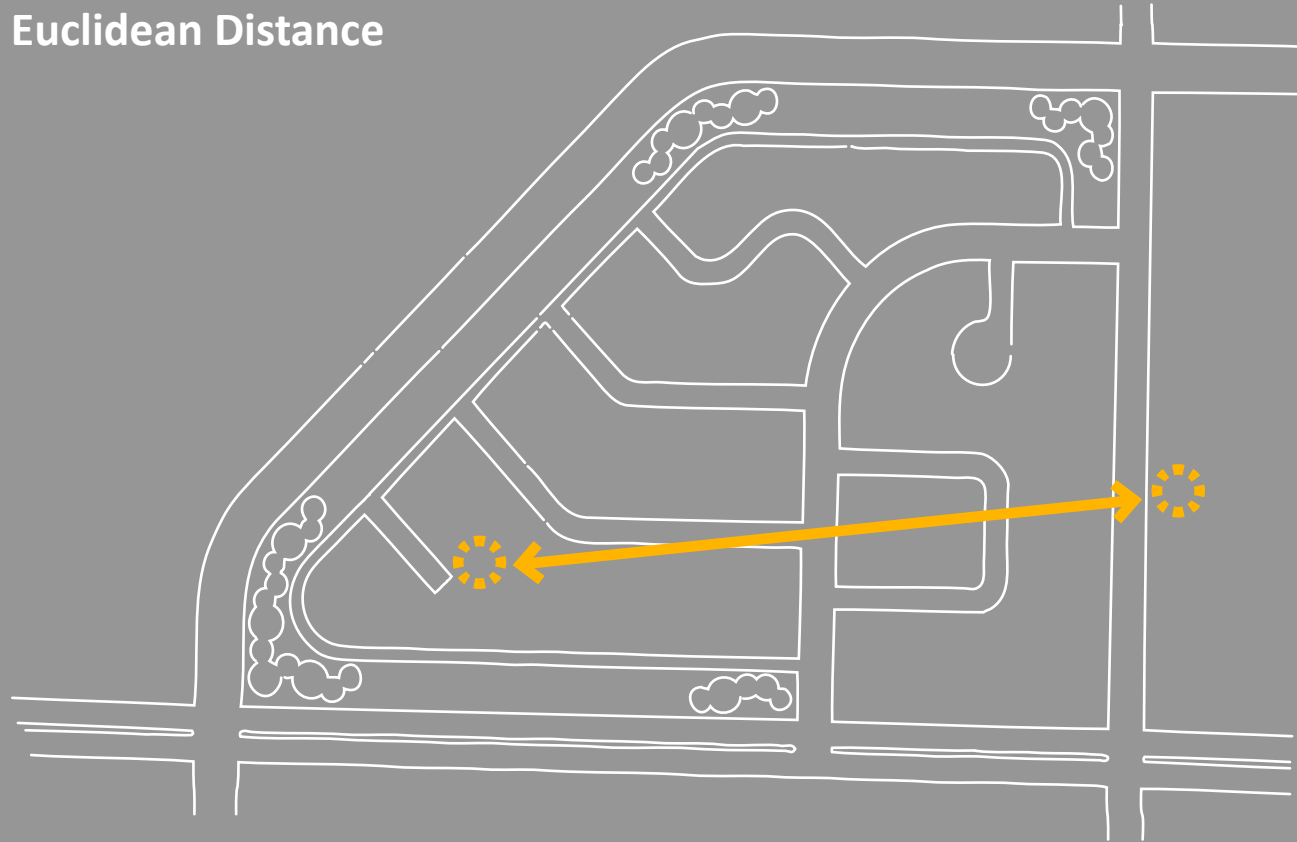
The City should add language regarding roadway network circuity or network efficiency to the Subdivision Regulations. Even as a simple concept, encouraging network efficiency will help improve traffic operations and safety on City of West Fargo streets, proactively calming traffic by increasing directness of vehicular travel.

See below regarding how Road Network Circuity can be calculated. The figure on the following page shows the basic concept of network circuity and how connectivity increases directness of vehicular travel.

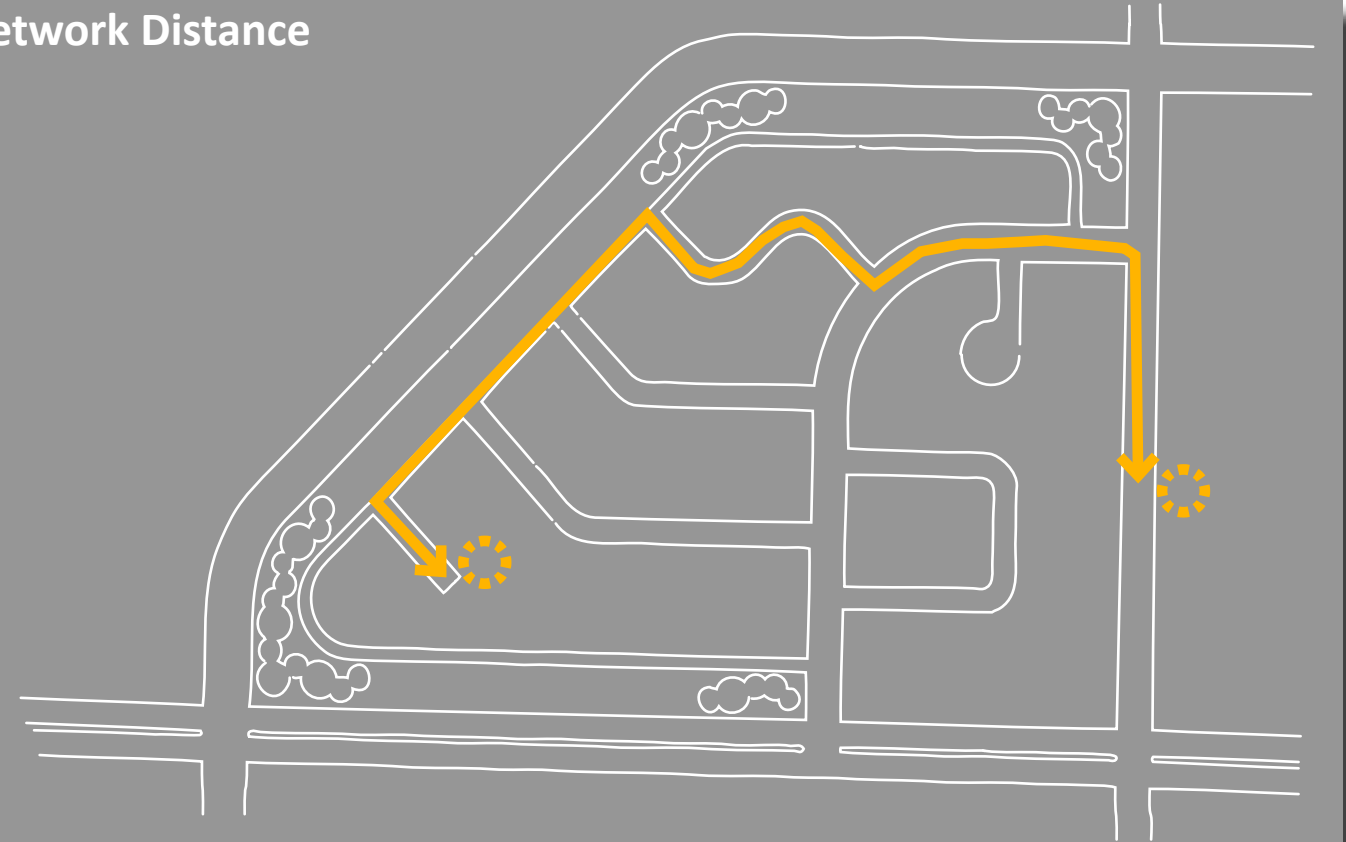
Road Network Circuity Ratio = $\frac{\text{Network Distance}}{\text{Euclidian Distance}}$

The lower the calculated ratio, the higher the connectivity and directness of travel.

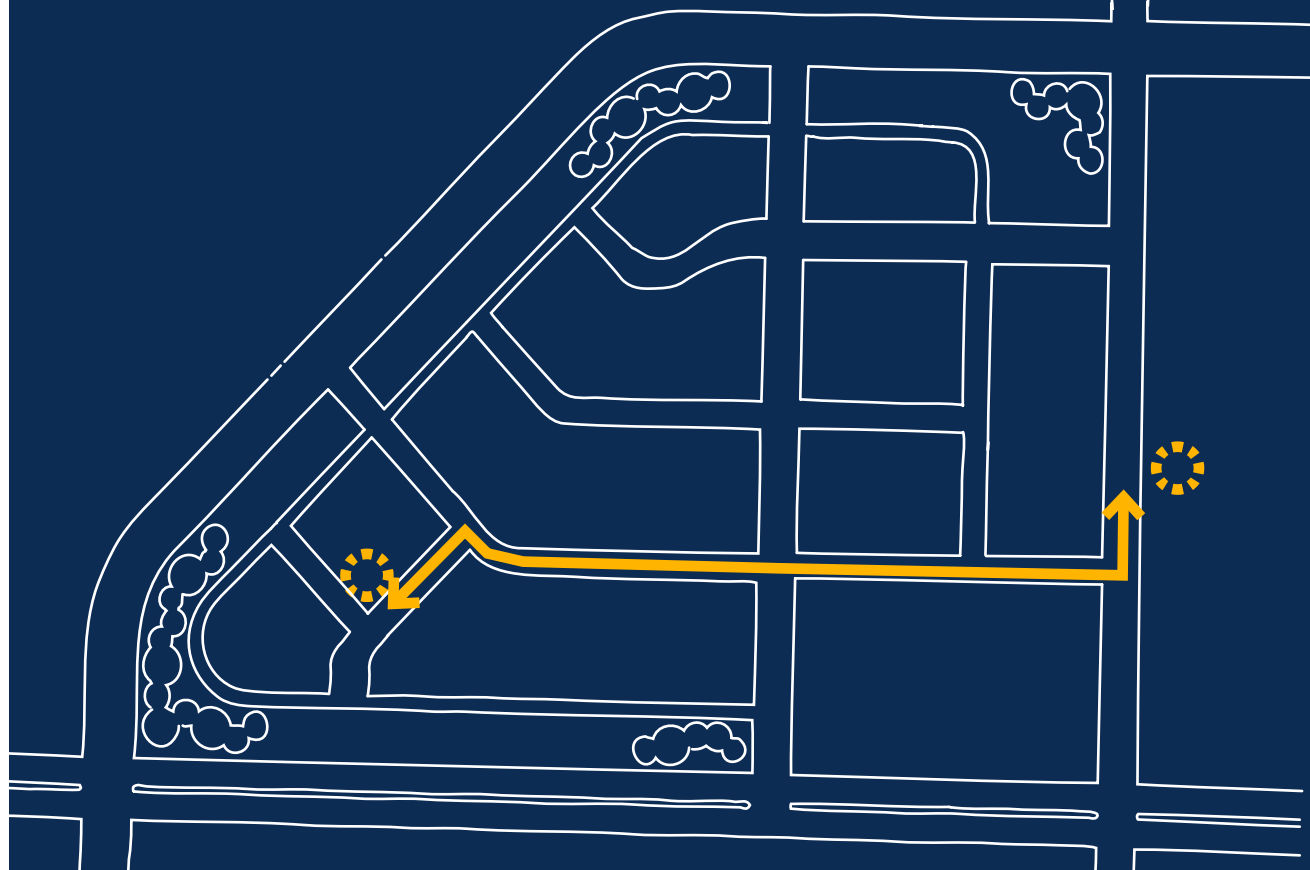
Euclidean Distance



Network Distance



Network Distance with higher connectivity (lower circuitry ratio)



< ^ Figure 17 | Road Network Circuitry Concept

Step 6 | Refinement

West Fargo should refine and update the Traffic Calming Policy and this Study to reflect what is working and what is not. For example, if every project evaluated through the Traffic Calming Policy meets the criteria, the City may want to adjust the technical evaluation criteria to weed out roadways with less of a traffic calming problem. This will help ensure that major traffic calming issues are being programmed and that budget is being prioritized for locations with the worst problems. The Traffic Calming Study itself may also need updating to reflect best practices, effectiveness, and/or public support for various traffic calming measures identified within.

Step 6 | Traffic Calming Program

The City should have in place a clear and transparent Traffic Calming Program that residents, City staff, and policy-makers can easily understand. The Traffic Calming Program is the City's Traffic Calming Policy in action and will ultimately help meet the goals and objectives of West Fargo's Comprehensive Plan, *West Fargo 2.0* and to uphold the City's reputation as a wonderful place to live.

6 | Traffic Calming Program Funding

Highway Safety Improvement Program (HSIP)

The traffic calming program should be funded by the typical funding sources West Fargo uses to pay for capital improvements. Funding sources may include:

Capital Sales Tax

Utility Fees

Outside Funds

- Local & State Agencies - Cost Shares
- State and Federal Grants

Special Assessments

General and/or other Bonds

Other City Funds

- Special use funds (TIF, Economic Development)

The North Dakota Department of Transportation (NDDOT) Highway Safety Improvement Program (HSIP) provides discretionary or competitive federal funding for projects to achieve significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related safety improvements which would include traffic calming measures. If there are high instances of crashes at a given location being evaluated through the Traffic Calming Policy, a traffic calming project or portions thereof, may be eligible for HSIP funds. HSIP program funds can provide up to 90% federal cost participation for eligible projects and should be pursued for applicable traffic calming projects in West Fargo to help offset the costs associated with implementing traffic calming.

7 | Resources



U.S. Department
of Transportation
**Federal Highway
Administration**



A Community of Transportation Professionals



National Association of
City Transportation Officials

In the West Fargo Traffic Calming Study, there are numerous references to national standards for traffic calming and roadway design engineering from the following sources:

-Federal Highway Administration (FHWA) Office of Safety. Traffic Calming ePrimer. Available: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm Accessed June 2021. Last Modified: February 15, 2017.

-Institute of Transportation Engineers (ITE). Traffic Calming Measures Guide. Available: <https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/> Accessed June 2021. Last Modified:

-National Association of City Transportation Officials (NACTO). Urban Street Design Guide. <https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/speed-reduction-mechanisms/> Accessed June 2021. Last Modified: September, 2013.

-Federal Highway Administration (FHWA). Manual on Uniform Traffic Control Devices (MUTCD). Available: <https://mutcd.fhwa.dot.gov/> Accessed June 2021. Last Modified: June 21, 2021.

West Fargo Traffic Calming Program Contact

Dustin Scott, PE

City Engineer



Contact Form (link)



(701) 515-5000

Appendix A | Traffic Calming Analysis, Evaluation, & Concept Recommendations

Appendix A provides individual subsections for each of the six (6) priority locations identified by the City of West Fargo and the impetus for the West Fargo Traffic Calming Study. Each location subsection contains detailed technical information and analysis including the following information:

- Preliminary Traffic Calming Policy Evaluation & Prioritization
- Recommended Traffic Calming Alternatives
- Planning-Level Cost Estimates
- Existing Conditions
- Traffic Conditions

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10th Street West	25
7th Street West	32
2nd Street East	39

Overview

Existing Conditions

The existing conditions analysis provides a detailed analysis of the current conditions of the six (6) priority traffic calming locations identified by the City of West Fargo. This subsection identifies information about the existing roadway, adjacent land uses, nearby destinations, and other key features (roadway condition, access points, street trees, signage, etc.). The existing conditions analysis also features a map that highlights the location of the priority traffic calming location, identifies existing facilities, points of interest, and additional notes related to the specific location. Also included in the subsection are existing plan view and typical cross section.

Traffic Conditions

The traffic analysis provides existing traffic data collected by Metro COG at the six (6) priority traffic calming locations. This subsection quantifies the amount of speeding and cut-through traffic along the roadway including traffic volume (ADT). Metro COG utilized tube counters to collect traffic direction, speed, and volume data at strategic locations along the priority locations. StreetLight Data, which uses Location Based Services (LBS) traffic data to assign origin-destination information, was utilized to calculate an estimate of cut-through traffic or those trips which start and end outside of the adjacent study area.

Recommended Traffic Calming Concepts

After analyzing public feedback, existing conditions, and traffic conditions, the Study team, with help from the SRC developed recommended traffic calming concepts for the six (6) priority locations. The recommended traffic calming concepts for each location were based on several factors including public support and feedback, existing conditions analysis, traffic analysis, SRC input, and technical review from the project team. The project team considered a number of factors when developing recommendations including implementation feasibility, effectiveness, cost, traffic volumes and speeds, on-street parking, access driveways, transit, right-of-way, and safety.

Planning-Level Cost Estimates

Planning-level cost estimates were developed for each recommended concept. The cost estimates include costs for implementing the recommended traffic calming measures along the various roadways and any incedentals that may be required. Cost estimates are only intended to be used at a planning-level and should be refined with future project development.

The cost estimates are based on West Fargo average bid prices and were developed by identifying major pay items and estimating rough quantities for implementation. Cost estimates do not include engineering, easement or right-of-way acquisition, permitting, inspection, construction management, surveying, geotechnical investigation, environmental documentation, site remediation, escalation, operations and maintenance, or unforeseen project-specific cost items. The cost estimate includes a 25% contingency that may account for some of the aforementioned costs. Cost estimates have been rounded up to to the nearest \$5,000 and should be considered fiscal year 2021 dollars. Estimates may need to be inflated for the year in which a project is programmed.

Construction costs will vary based on project scope, site conditions and constraints, schedule, and the economic conditions at the time of construction.

Preliminary Technical Evaluation Criteria

Each location was evaluated based upon the preliminary Traffic Calming Policy found in **Chapter 5** of the main body of the report. It was determined that 1 of 3 criteria would need to be met in order move on to the next step of the process towards programming a traffic calming project. The technical criteria include the following:

- Median speed greater than 27 MPH
- 85th-percentile speed greater than 30 MPH
- 2 or more crashes (in the study area)

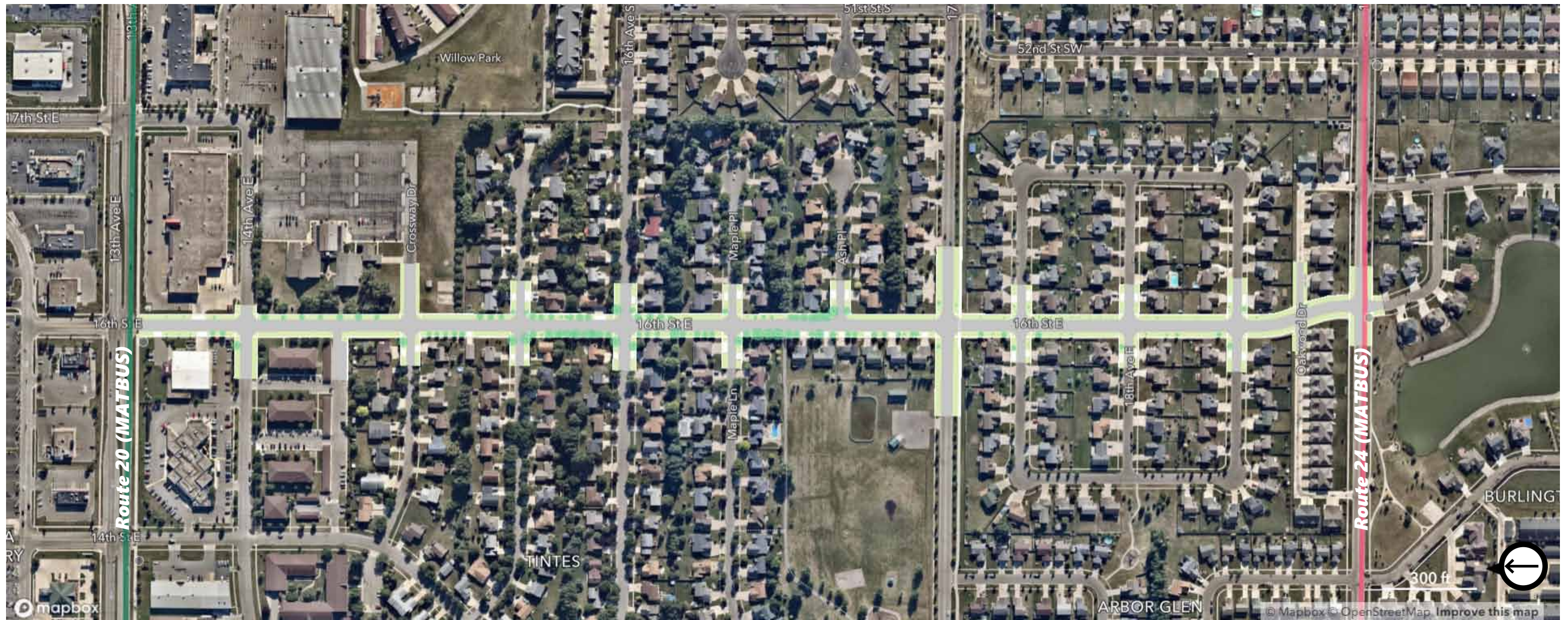
The table below summarized the data obtained from the pneumatic counters and crash data obtained by NDDOT for the 5-year period of 2016-2020.

Technical Evaluation															
Street	Counter Location	Volume	Median Speed	85th Percentile Speed	5 yr (2015-2020) Crash Severity & Type					CRITERIA MET?			Sidewalks (min 1 side)	Project Eligible?	Priority
					Fatal	Possible Injury/non-incapacitating injury	PDO	Bike/Ped	TOTAL Crashes	Median Speed	85th Percentile Speed	Safety			
2nd Street	3300 block	649	24.1	29.1	0	0	5	0	5	N	N	Y	Y	Y	6
	3400 block	415	22.2	26.7						N	N		Y		
	3600 block	208	26.4	34.1						N	Y		N		
	3800 block	282	21.0	26.8						N	N		Y		
15th Ave E	700 block	903	27.4	32.4	0	5	8	0	13	Y	Y	Y	Y	Y	2
16th St E	1400 block	2777	30.4	37.2	0	13	38	1	52	Y	Y	Y	Y	Y	1
	1600 block	2995	28.6	33.5						Y	Y		Y		
	1700 block	1492	28.0	33.1						Y	Y		Y		
7th St W	1600 block	1423	25.2	29.6	0	0	5	0	5	N	N	Y	Y	Y	5
	1800 block	1421	25.7	29.6						N	N		Y		
10th St W	1500 block	1058	26.2	31.3	1	0	7	0	8	N	Y	Y	Y	Y	4
	1600 block	1082	26.9	32.1						N	Y		Y		
	1800 block	1215	28.3	33.4						Y	Y		Y		
Beaton Dr	700' w of Sheyenne River	846	35.3	40.7	0	0	17	0	17	Y	Y	Y	N	Y	3
	400' e of Sheyenne River	865	32.5	38.3						Y	Y		N		
	Titan Machinery	1226	35.6	41.7						Y	Y		Y		
	S of Biolife Entrance	1455	30.8	35.1						Y	Y		Y		

16th Street East - *between 13th and 19th Avenue E*

Scenario 1 - Existing/Do Nothing

\$0



16th Street East - *between 13th and 19th Avenue E*

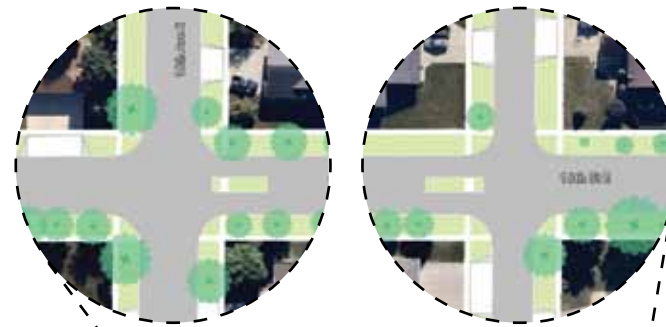
Scenario 2 - Mini Roundabouts & Median Islands

\$910,000

Mini Roundabout @ 14th Ave E



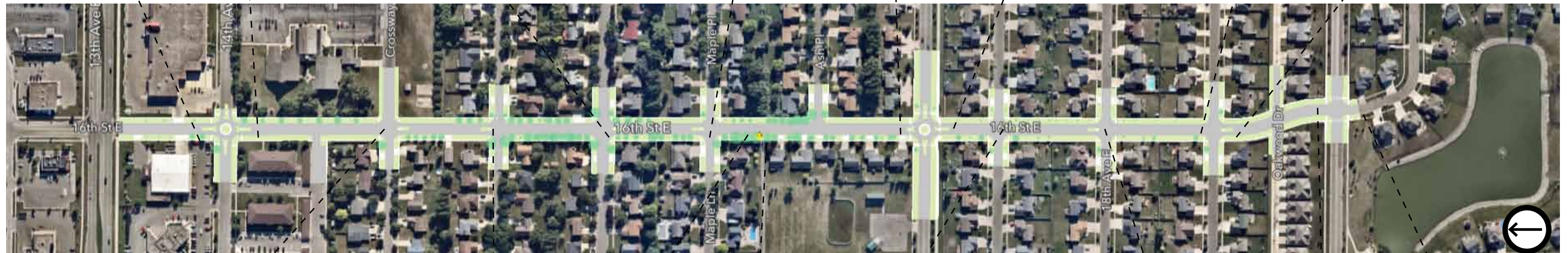
Median Refuge Islands - 1600 Block



Mini Roundabout @ 17th Ave E



Median Refuge Island - 1800 Block



Median Refuge Islands - 1400 Block



Signage @ Maple Wood Park
Shared Use Path Connection



Median Refuge Islands - 1700 Block



Curb Extensions and Crossing
Improvements @ 19th Ave E

16th Street East - *between 13th and 19th Avenue E*

Existing Conditions

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:

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

Land Use & Neaby 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.

Context Photos

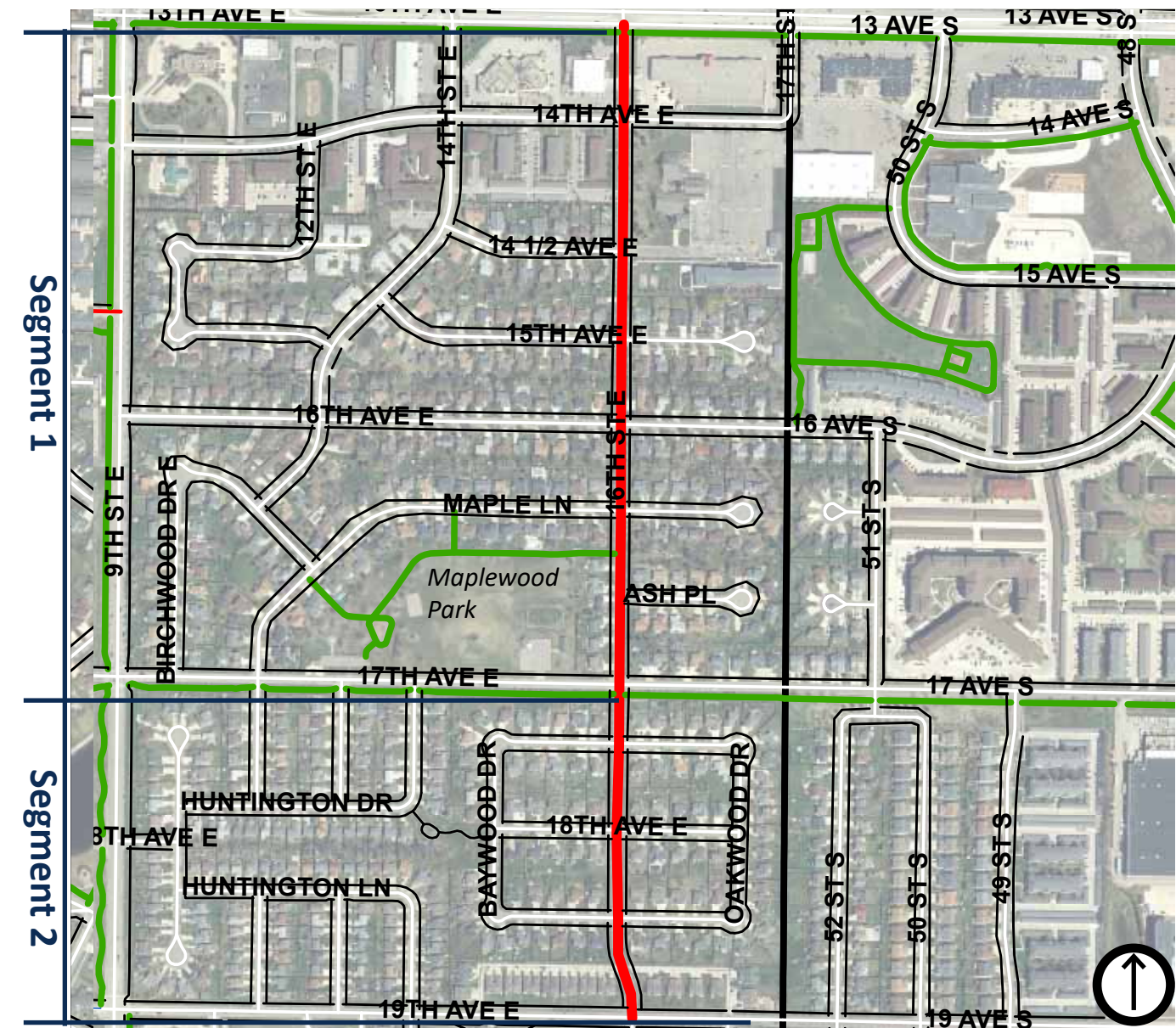


16th Street E looking south



16th Street E looking south near 17th Ave E

Map



Existing Typical Cross Section (mary vary depending on location)



Map Key

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

Corridor Features

16 th Street E	Width	Speed limit (mph)	On-Street Parking? ¹	Right-of-way	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.”

Traffic Conditions

Data was collected at three (3) locations, location 1, location 2, and location 3, for a total of 72 hours between Tuesday, May 11, 2021 and Thursday, May 13, 2021.

Corridor Traffic & Speed Data

16 th Avenue E	Average Daily Traffic	Above 25 mph			Above 30 mph
		NB	SB	Total	
location 1	2777	96%	73%	84%	52%
location 2	2995	81%	87%	84%	37%
location 3	1492	77%	78%	78%	32%

Traffic Analysis

The City of West Fargo has received frequent complaints about speeding vehicles on 16th Street E and the traffic data suggests that speeding along the corridor is very prevalent. At least (1) of every three (3) vehicles is traveling along the corridor in excess of 30 mph. Collector location 1 on the 1400 block of 16th St E has the most speeding, with over half of vehicles traveling over 30 mph. There is also a wider disparity in the northbound (NB) versus southbound (SB) traffic traveling above the speed limit. Metro COG believes that a few factors may play into the traffic data obtained in location 1 including, very wide driving lanes (16-foot), straight roadway segment, limited access driveways,

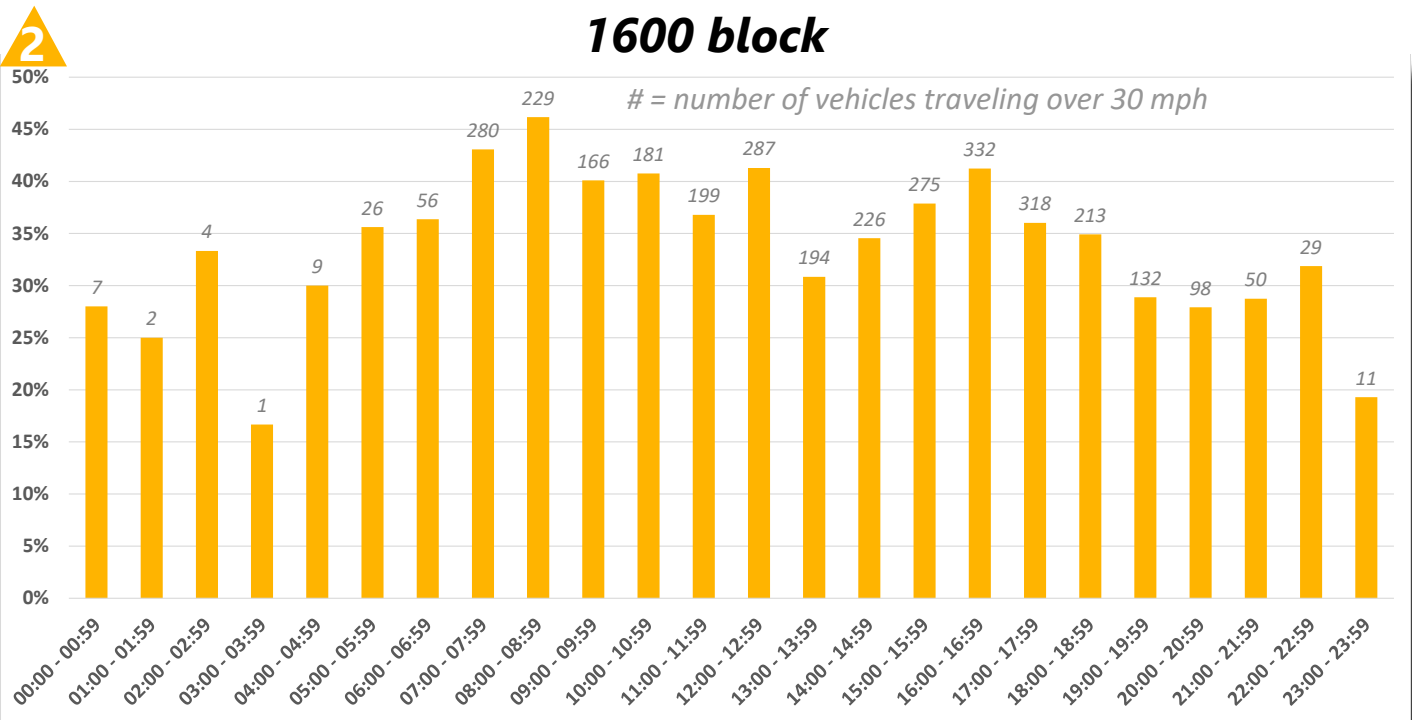
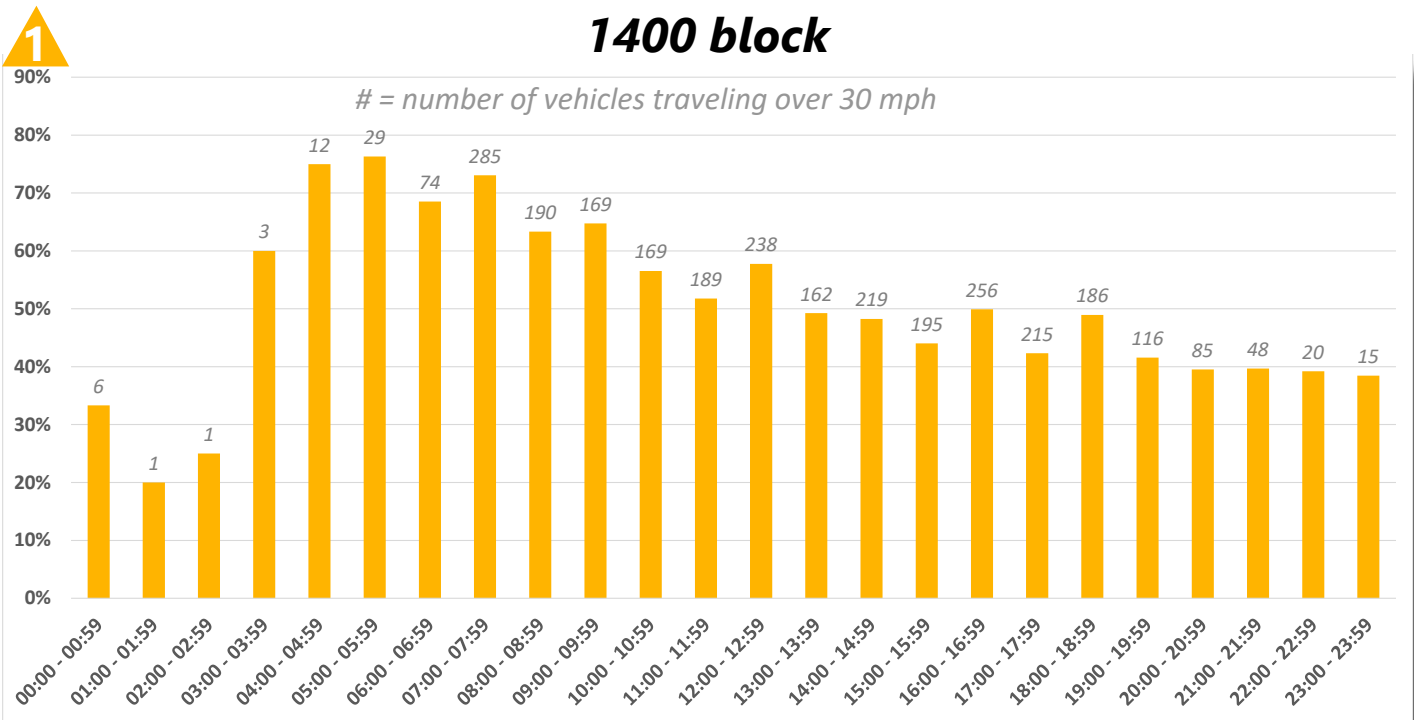
Map



and street parking. What is interesting about the on-street parking in the 1400 block is that based on site visit observations, on-street parking is well utilized in front of the apartment buildings on the west side of the street, which may be causing the disparity between NB and SB speeding.

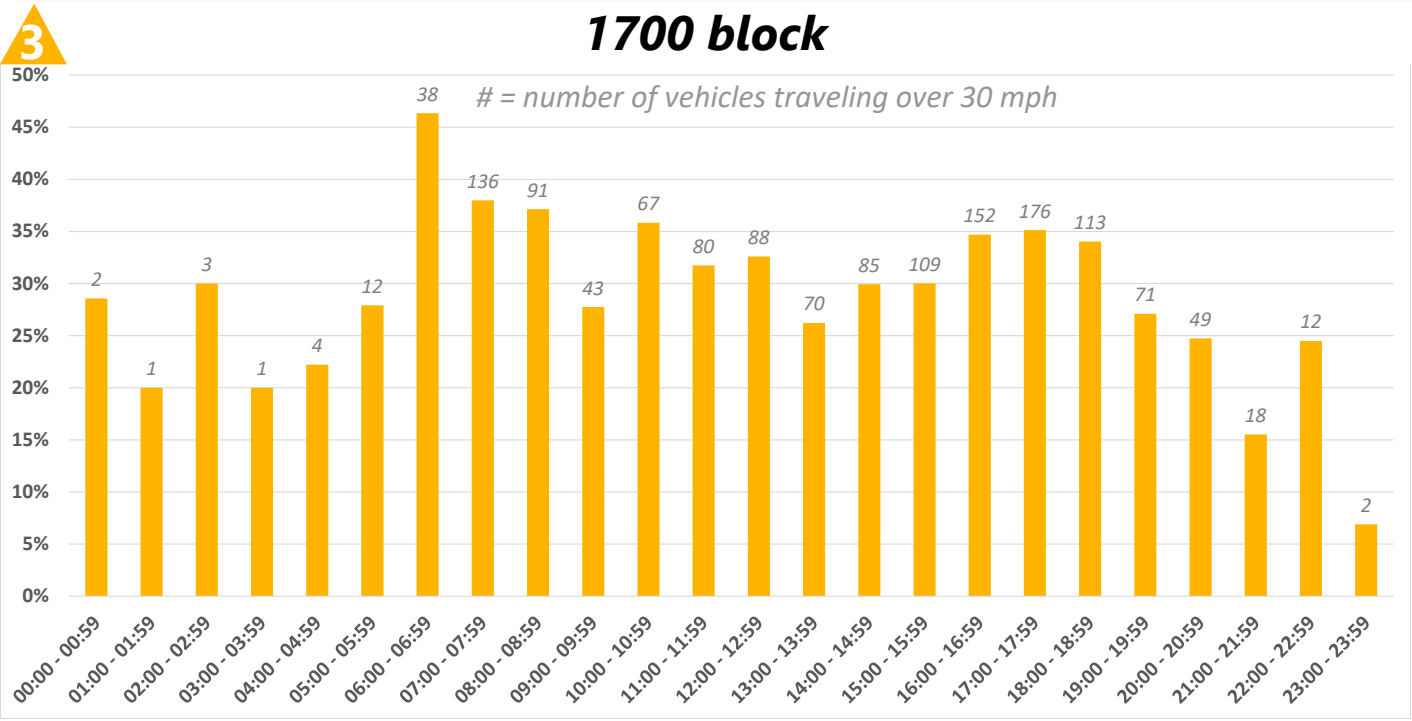
Location 2 in the 1600 block and location 3 in the 1700 block show similar traffic data however speeding in these locations is more prevalent in the SB direction. One interesting characteristic about 16th St E is that the corridor has very few access driveways or homes that front onto the corridor. This

Percent of vehicles traveling above 30 mph by location



may lead to underutilized on-street parking, which essentially makes the roadway feel like two (2) 20-foot driving lanes which would accomodate higher speeds.

Over 3/4 of the traffic (85.5%) is considered cut-through traffic, which indicates that 16th St E may be functioning well as a collector roadway, which is the current functional classification. The street network in this area of West Fargo offers few alternative parrallel routes, with few streets running continuously between 13th Ave E and 19th Ave E. 16th St E is obviously serving more than

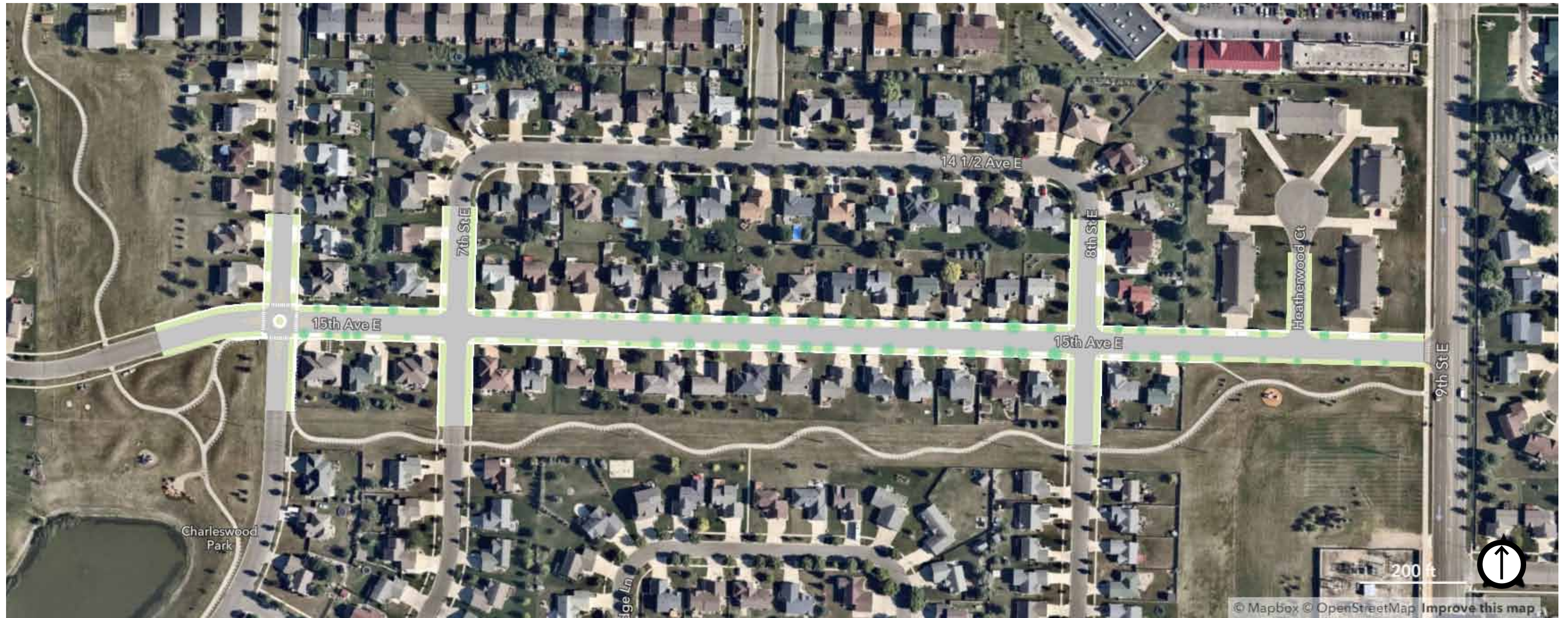


just local trips from adjacent property owners and may be a critical route for the entire neighborhood to travel between major roadways including, 13th Ave E on the north, 45th St S on the east, and 9th St E on the west. The classification of 16th St E is collector except between 16th and 19th Ave E where it is classified as a local roadway.

15th Avenue East - *between 6th and 9th Street E*

Scenario 1 - Existing/Do Nothing

\$0



15th Avenue East - *between 6th and 9th Street E*

Scenario 2 - Three Speed Tables

\$150,000

Speed Table

Change Yields to Stop Signs

Optional
Median/Neighborhood Gateway



Change Yields To Stop Signs

Speed Table

Speed Table

15th Avenue East - *between 6th and 9th Street E*

Scenario 3 - Two Speed Tables

\$130,000

Speed Table

Change Yields to Stop Signs

Optional
Median/Neighborhood Gateway



Change Yields To Stop Signs

Speed Table

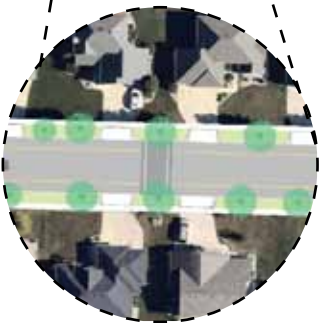
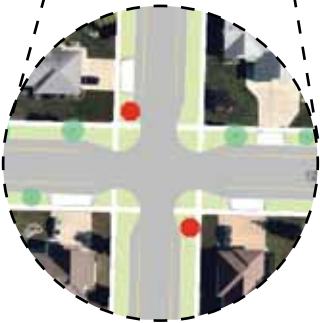
15th Avenue East - *between 6th and 9th Street E*

Scenario 4 - One Speed Hump & Curb Extensions

\$140,000

Curb Extensions & Change Yields to Stop Signs

Optional
Median/Neighborhood Gateway



Curb Extensions & Change Yields to Stop Signs

Speed Table

15th Avenue East - *between 6th and 9th Street E*

Existing Conditions

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 & Neaby 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 intergchange 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.

Context Photos

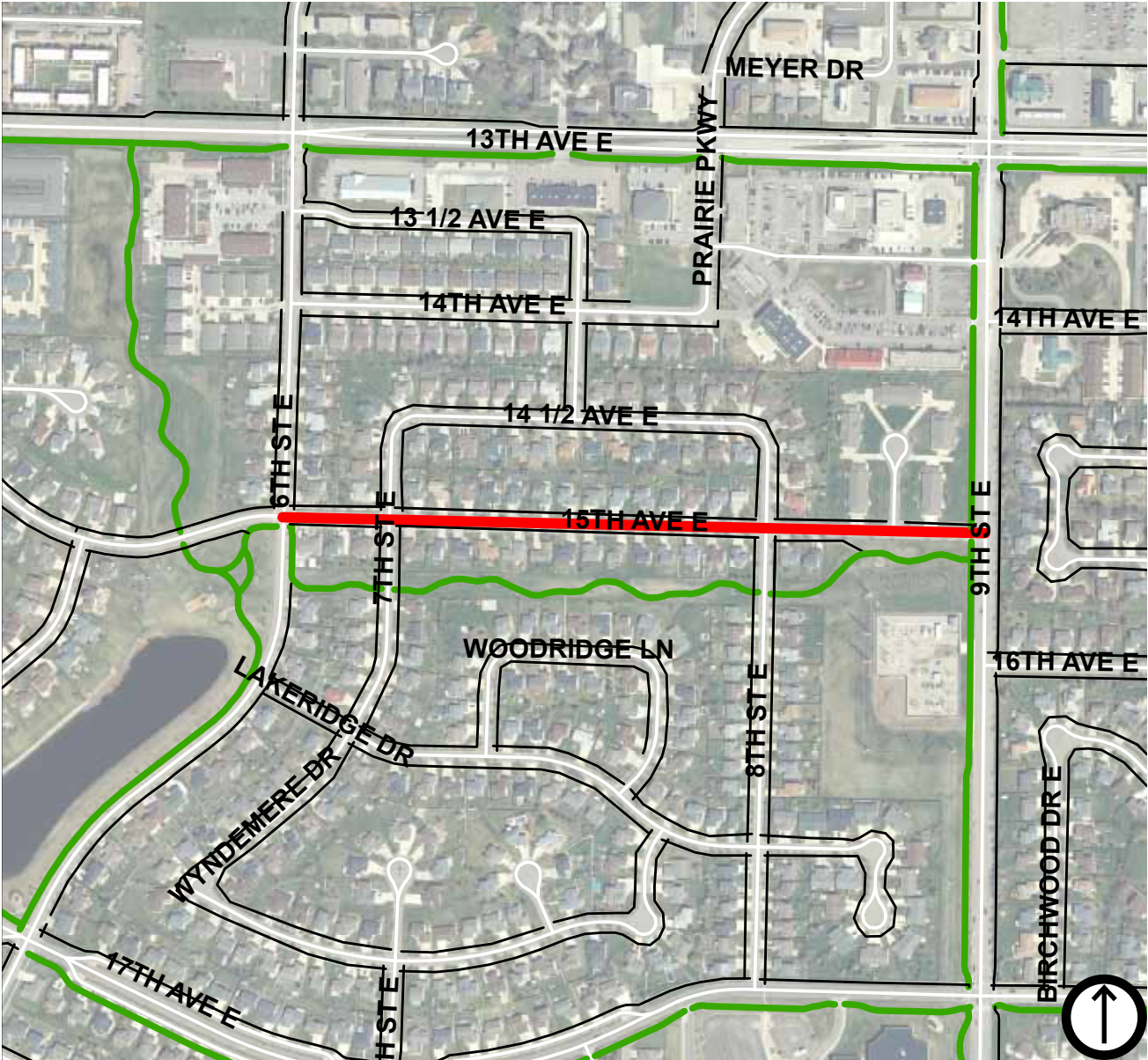


15th Avenue E looking west



15th Avenue E looking east

Map



Existing Typical Cross Section (mary vary depending on location)



Map Key

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

Corridor Features

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

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

Traffic Conditions

Data was collected at two (2) locations, location 1 and 2, for a total of 72 hours between Monday, August 19, 2021 and Wednesday, August 21, 2019. Metro COG and the City of West Fargo used recently collected data in place of collecting new data because traffic patterns have not substantially changed.

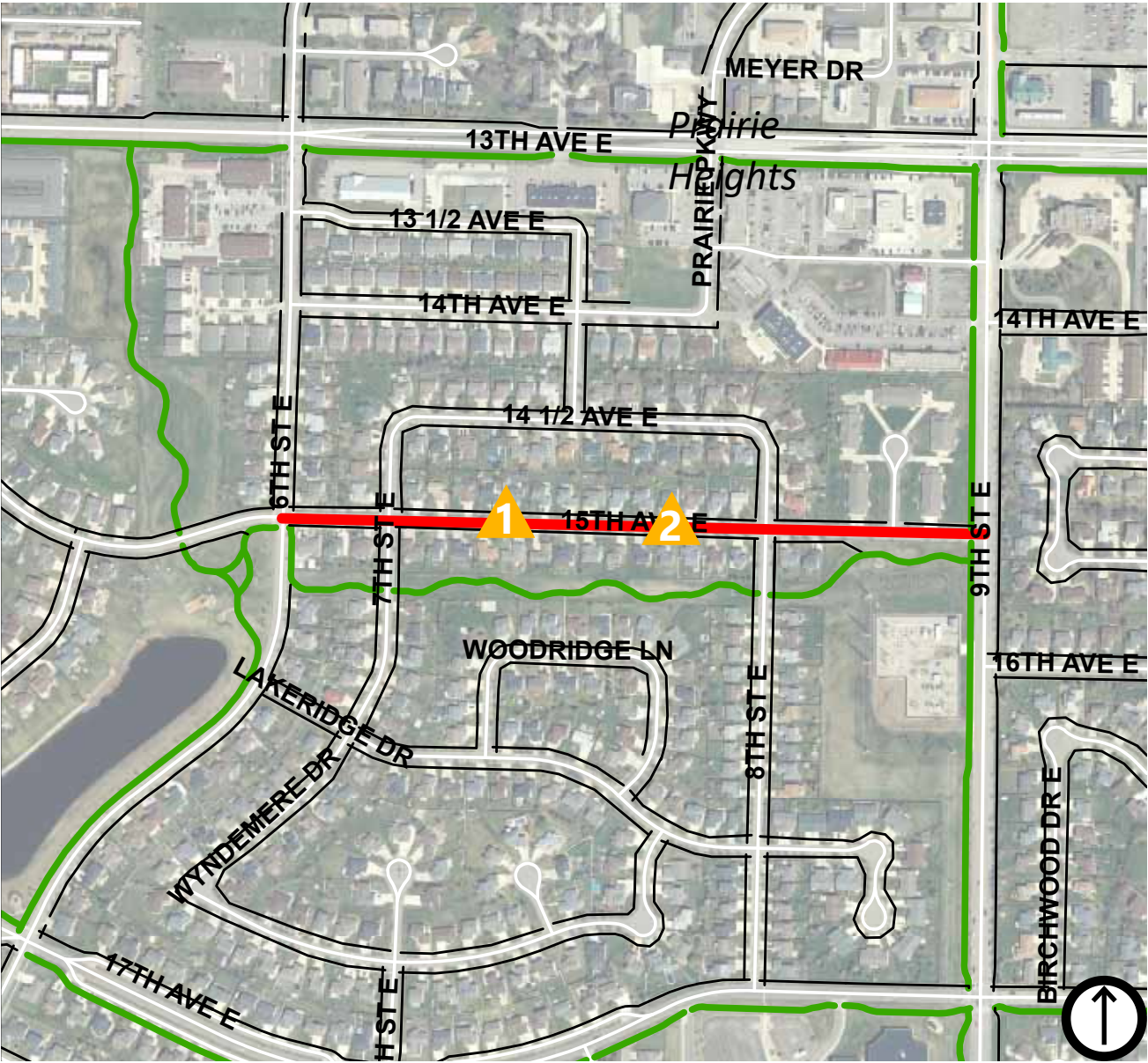
Corridor Traffic & Speed Data

2nd Street E	Average Daily Traffic	Above 25 mph			Above 30 mph
		WB	EB	Total	
location 1	904	71%	71%	71%	24%
location 2	881	74%	78%	76%	29%

Traffic Analysis

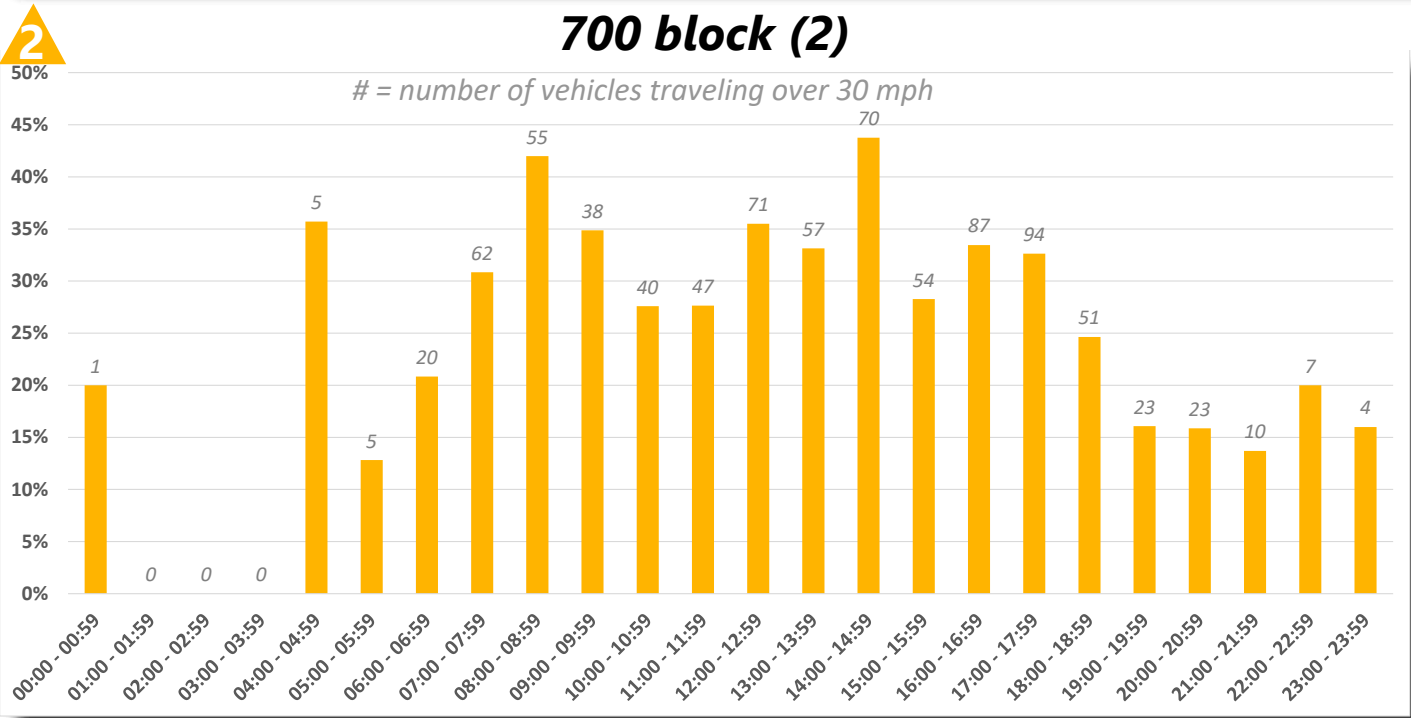
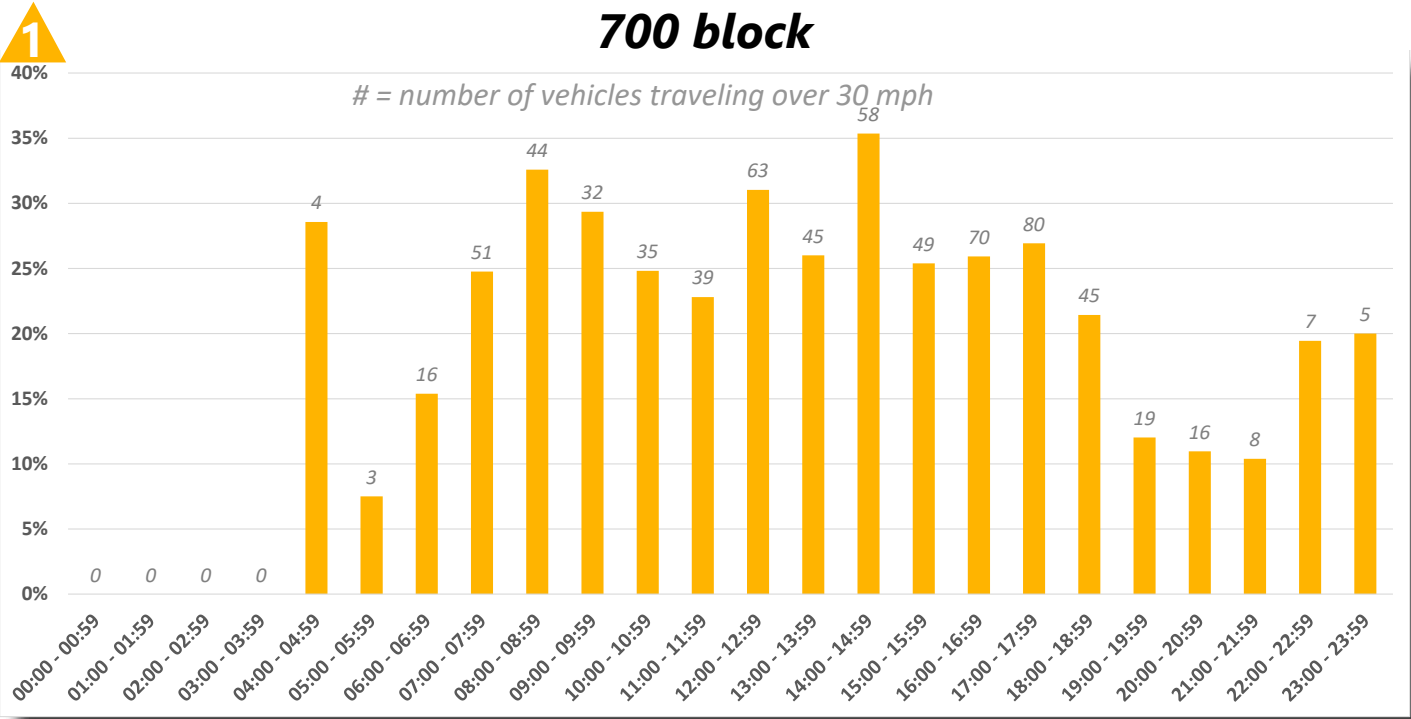
The City of West Fargo has received frequent complaints about speeding vehicles on 15th Avenue E and the traffic data suggests that speeding along the corridor is prevalent. One (1) of every four (4) vehicles is traveling along the corridor in excess of 30 mph. Collector locations 1 and 2, on the 700 block appear to have similar results. Metro COG believe that multiple factors may play into speeding at this location including, relatively wide driving lanes (12-foot), straight roadway segment, street network, and underutilized on-street parking. Over half of the traffic (64.5%) is considered cut-through traffic, which indicates that 15th Ave E may be functioning more as a collector than a local

Map



roadway. The street network in this area of West Fargo offers few alternative parrallel routes, with few streets running continuously between Sheyenne Street and 9th St E. 15th Avenue appears to be serving more than just local trips from adjacent property owners and may be a critical route for the entire neighborhood to travel between other major roadways including, 13th Ave E on the north, 9th St E on the east, and Sheyenne St on the west however, 15th Ave E does not have a direct connection with Sheyenne but ultimately connects to 3rd St W and 17th Ave W which has an intersection with Sheyenne.

Percent of vehicles traveling above 30 mph by location



Beaton Drive - *between Sheyenne and 9th Street E*

Scenario 1 - Existing/Do Nothing

\$0



Beaton Drive - *between Sheyenne and 9th Street E*

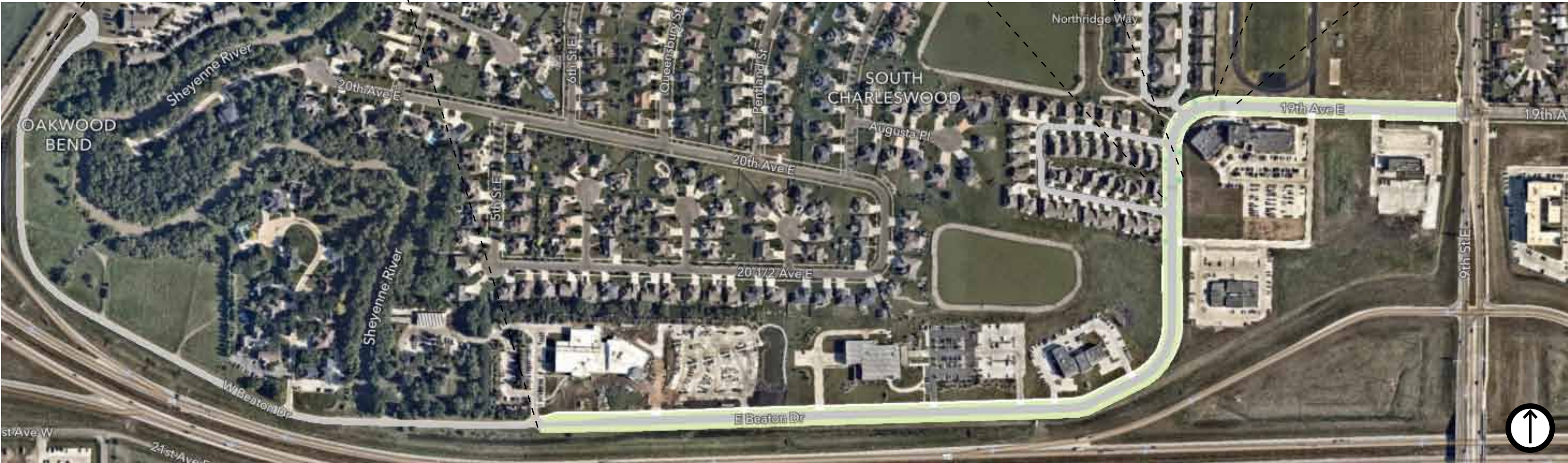
Scenario 2 - Two Speed Tables & Temporary Solutions

\$95,000

5' Bicycle/Pedestrian Zone & Other Signage/Striping*

Speed Table

Speed Table



*These are considered temporary traffic calming solutions. Traffic calming should be considered at time of redevelopment and/or urbanization of this segment.

Beaton Drive - *between Sheyenne and 9th Street E*

Existing Conditions

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 & Neaby 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

Beaton Drive 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.

Context Photos

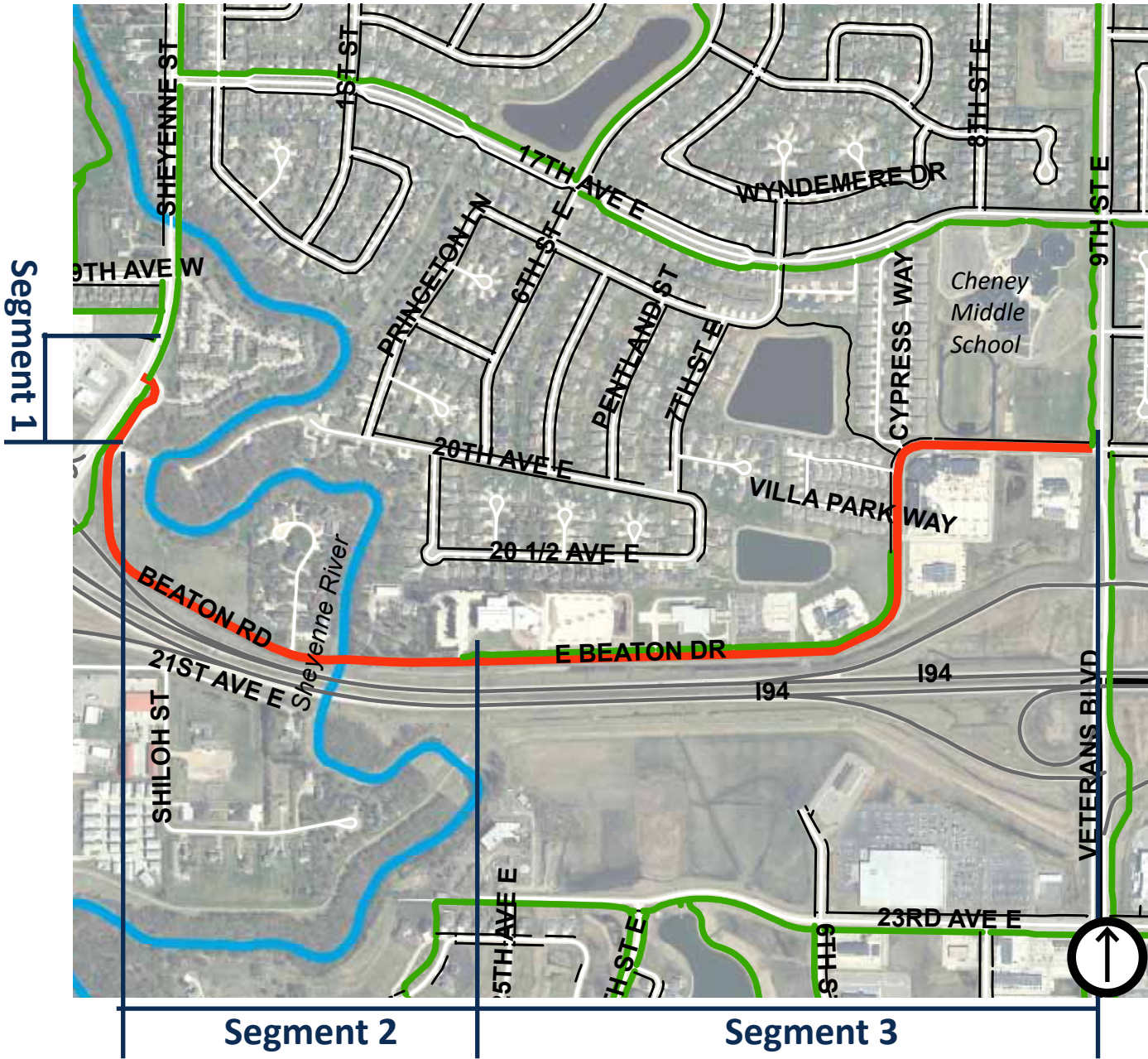


Beaton Drive looking south
-segment 2



200 block of Beaton Drive
looking east

Map



Existing Typical Cross Section (mary vary depending on location)



Map Key

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

Corridor Features

Beaton Drive	Width	Speed limit (mph) ¹	On-Street Parking? ²	Right-of-way	Traffic Volume	% Above 30 mph	% Cut-through
segment 1	30'	25	None	80'	846 - 865	70% - 86%	60.7%
segment 2	27'	25	None	70-80'			
segment 3	36'	25	None	70-80'		57% - 86%	

Traffic Conditions

Data was collected at four (4) locations, location 1, location 2, location 3, and location 4, for a total of 72 hours between Tuesday, April 27, 2021 and Thursday, April 29, 2021.

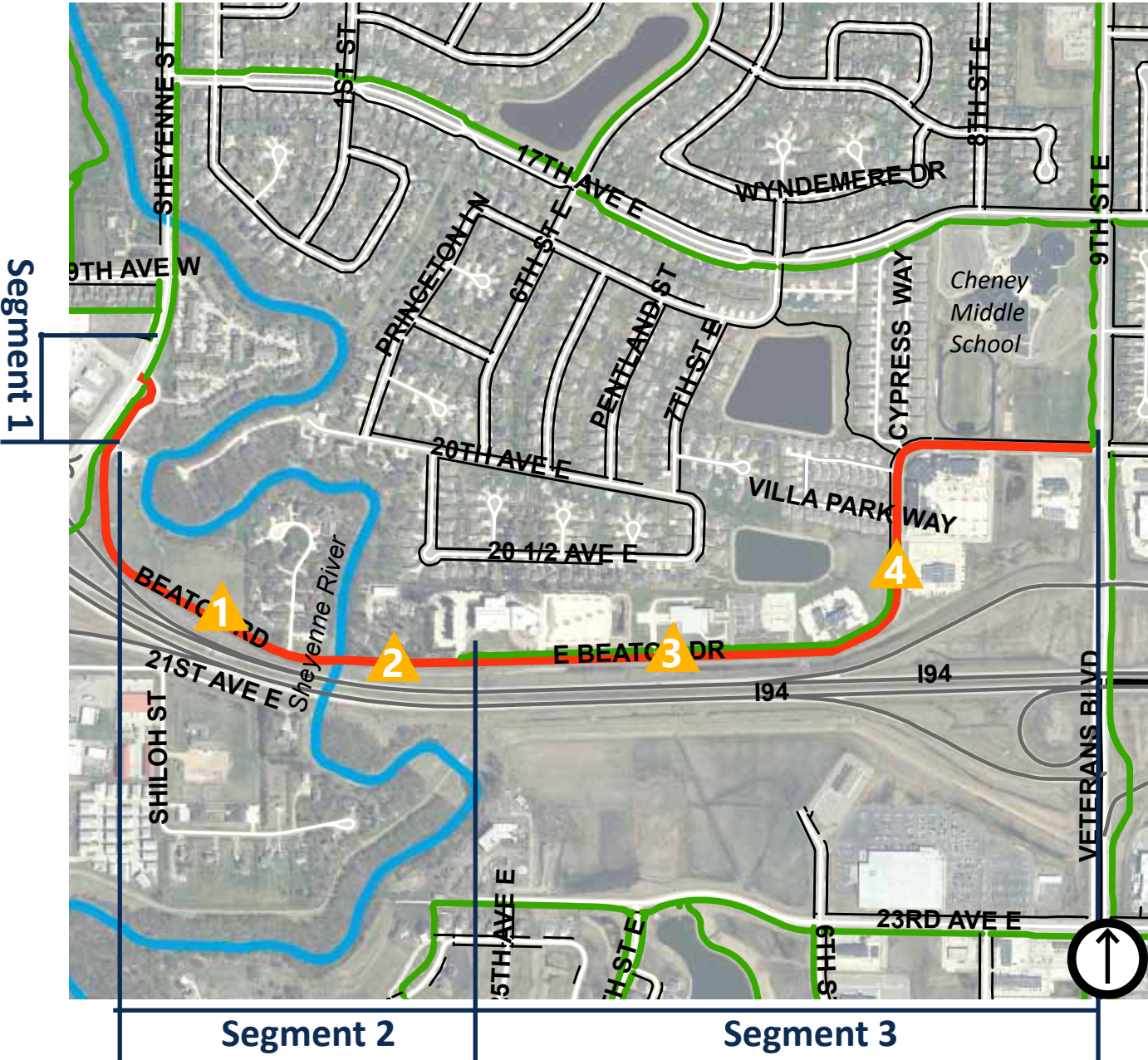
Corridor Traffic & Speed Data

10 th Street W	Average Daily Traffic	Above 25 mph			Above 30 mph
		NB	SB	Total	
location 1	846	98%	98%	98%	86%
location 2	865	93%	95%	94%	70%
location 3	1226	96%	98%	97%	86%
location 4	1455	83%	84%	84%	57%

Traffic Analysis

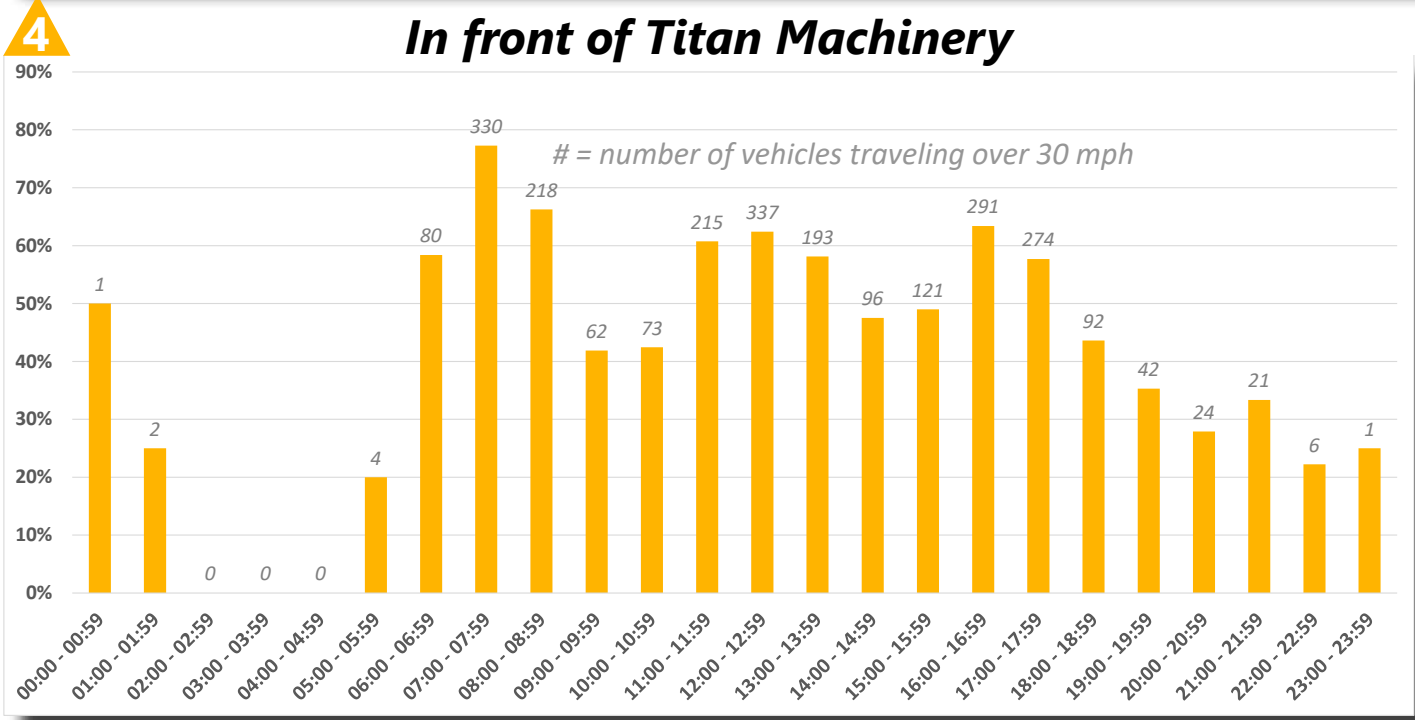
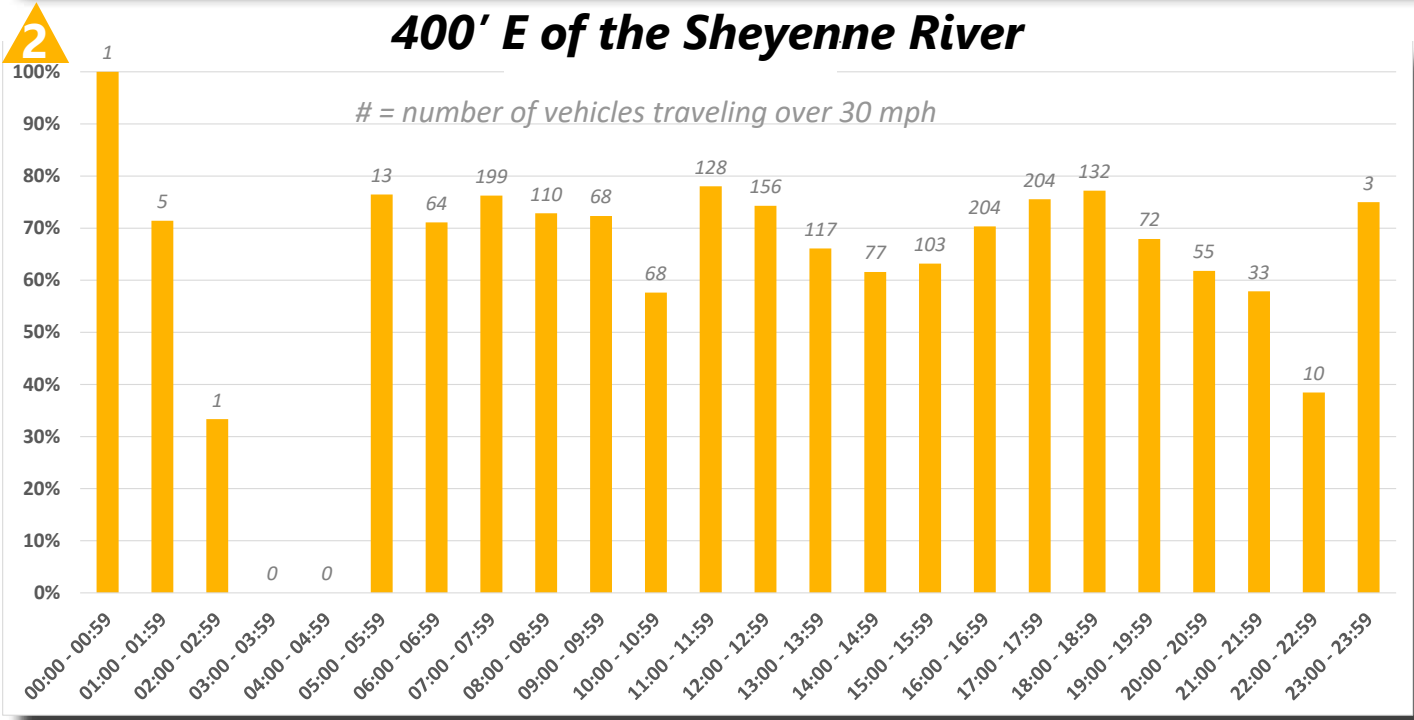
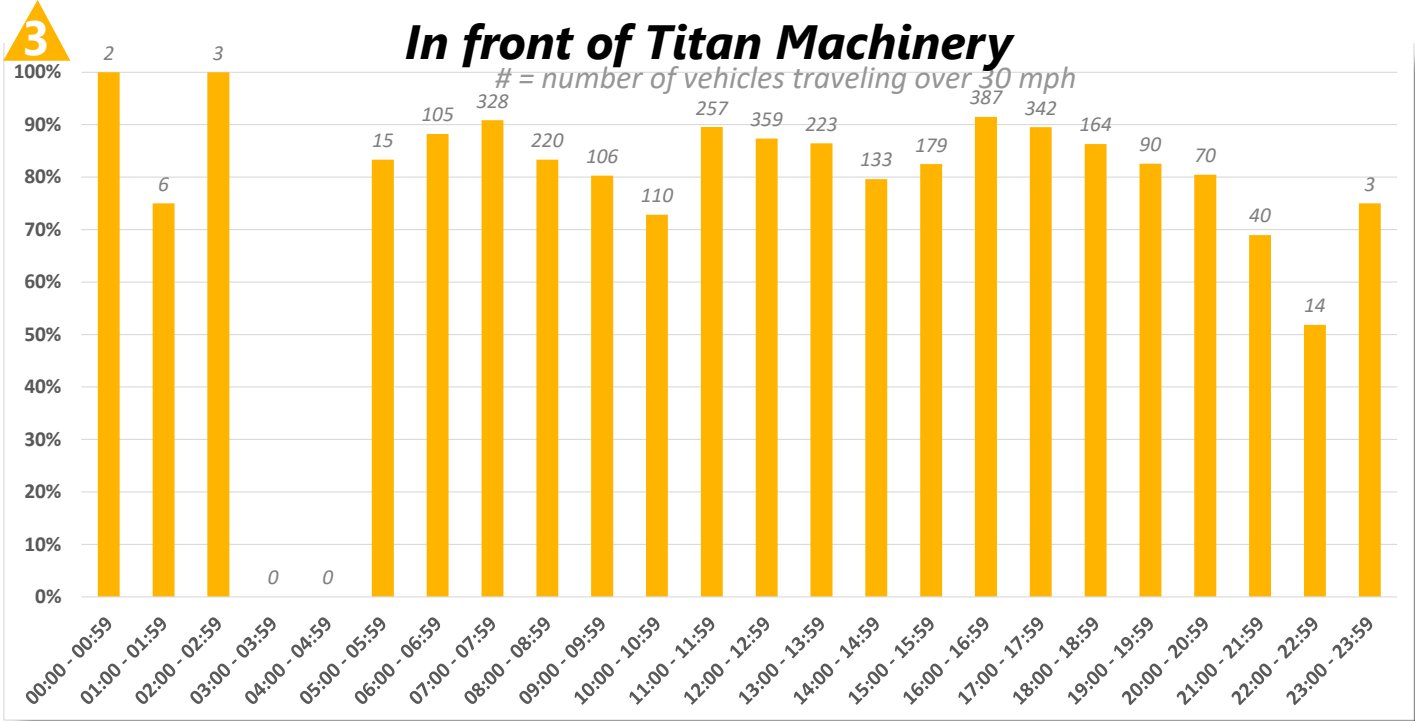
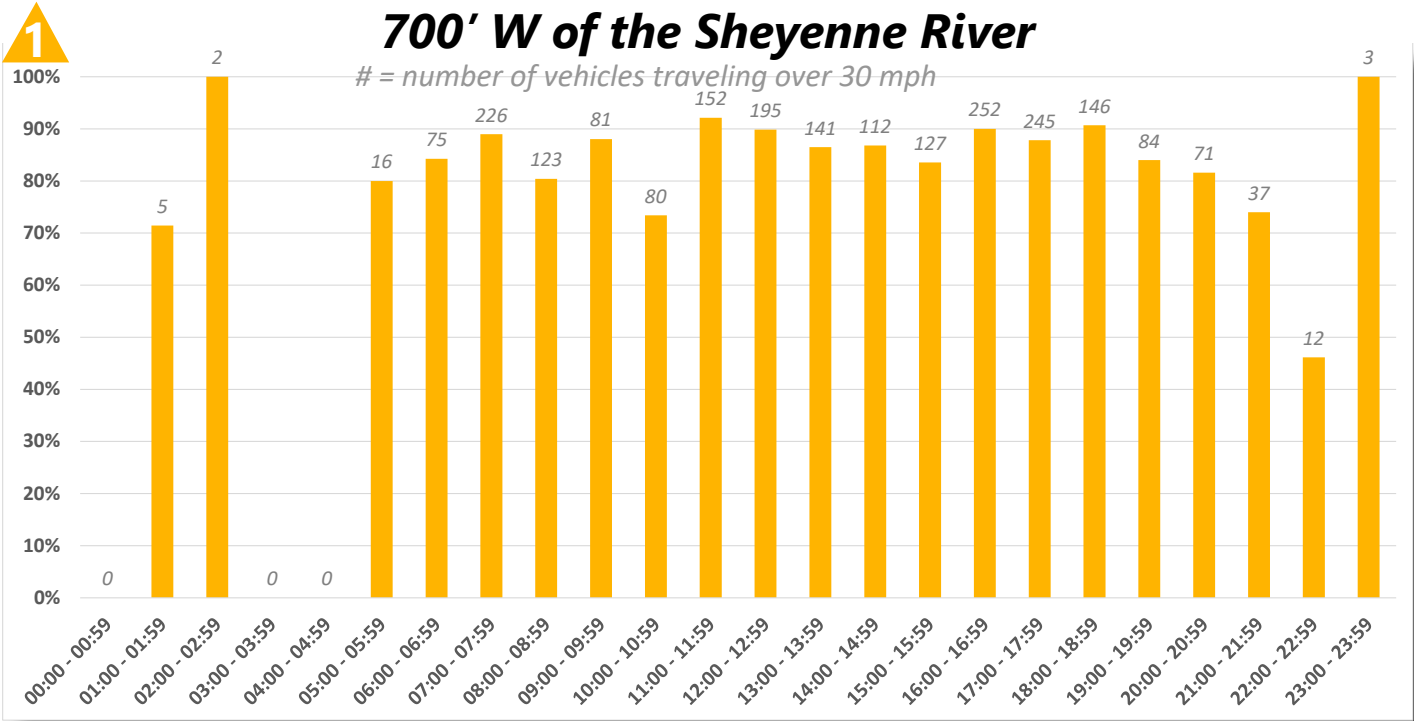
The City of West Fargo has received frequent complaints about speeding vehicles on Beaton Drive and the traffic data indicates a strong prevalence of speeding. Every location showed a vast majority of speeding and at least one (1) of every two (2) vehicles traveling above 30 mph. Metro COG believes that a few factors may play into the traffic data obtained at the four (4) locations including, very wide driving lanes (ranging from 13.5-foot to 18-foot), straight roadway segment, wide sight lines, limited access driveways, and no on-street parking.

Map



West of the Sheyenne River, there is no development which gives the corridor a rural character with wide open sight lines. Except for the eastern side of segment 3, the southern side of Beaton Drive is adjacent to I-94 and there is virtually no development or access points on the south. This limited access and character of development along Beaton Drive may be certainly contributing to the prevalence of speeding. The wide travel lanes throughout and open sight lines are obviously contributing to a comfort level of drivers that is above the posted speed limit and certainly above the critical 30 mph mark. This is also concerning for bicyclists and pedestrians

Percent of vehicles traveling above 30 mph by location



whom have to share the roadway with vehicles in segments 1 and 2, which contributes to an unsafe environment for people using alternative modes of transportation.

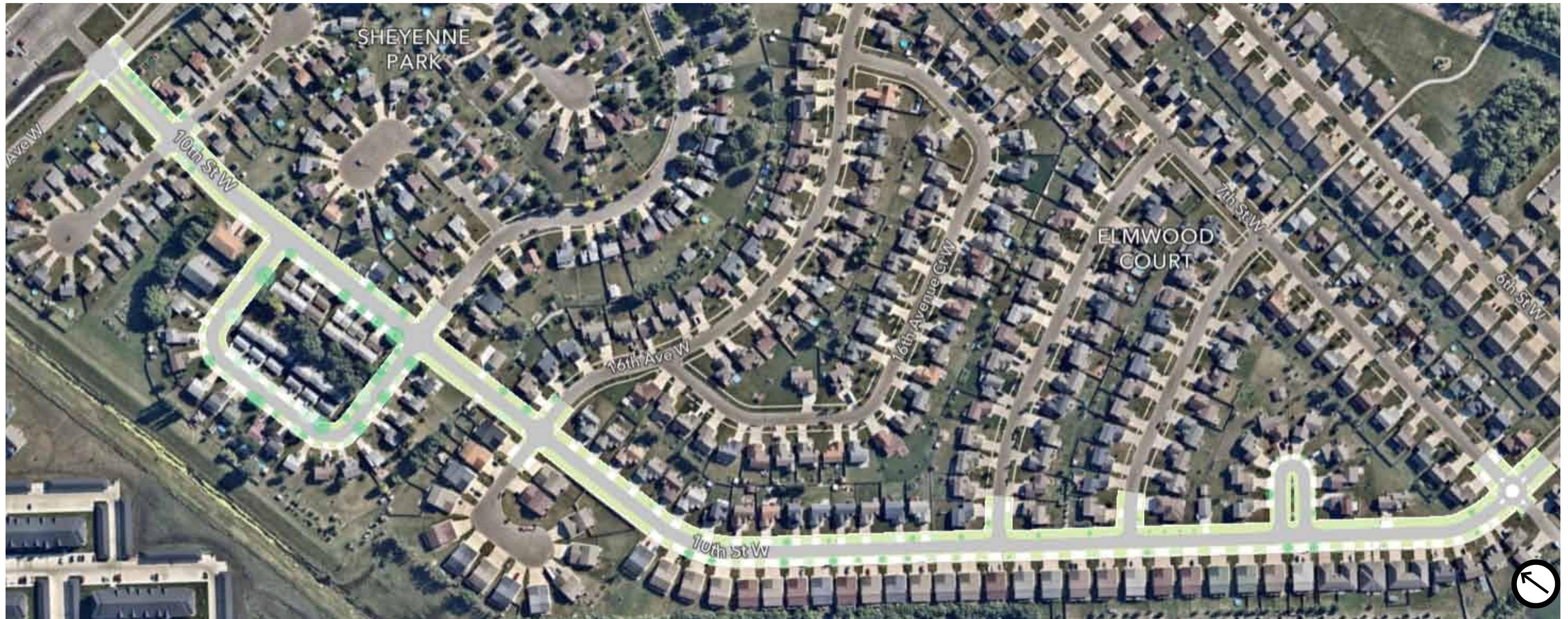
Over 1/2 of the traffic (60.7%) is considered cut-through traffic, which indicates

that Beaton Drive may be operating well as a collector roadway. Beaton Drive appears is likely serving as an alternate east/west route between Sheyenne St on the West and 9th St E on the east, both of which have interchanges with I-94 just south of the corridor however, the speeding is definitely an issue on the corridor.

10th Street West - *between 13th and 19th Avenue W*

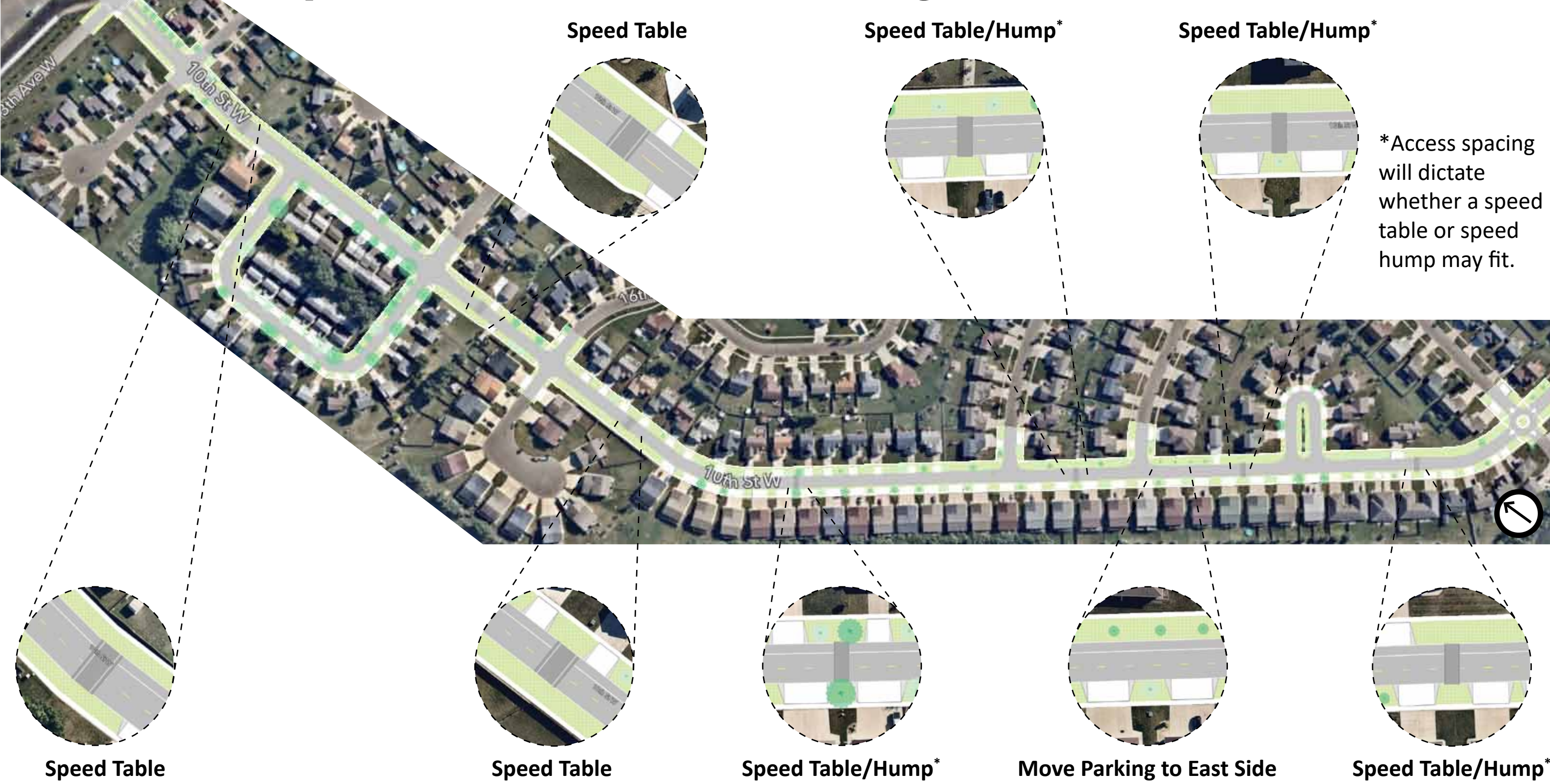
Scenario 1 - Existing/Do Nothing

\$0



10th Street West - *between 13th and 19th Avenue W*

Scenario 2 - Speed Tables & Move Parking to East-side **\$235,000**



10th Street West - *between 13th and 19th Avenue W*

Scenario 3 - Curb Extensions & Move Parking to East-side \$150,000



10th Street West - *between 13th and 19th Avenue W*

Existing Conditions

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:

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

Land Use & Neaby 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.

Context Photos

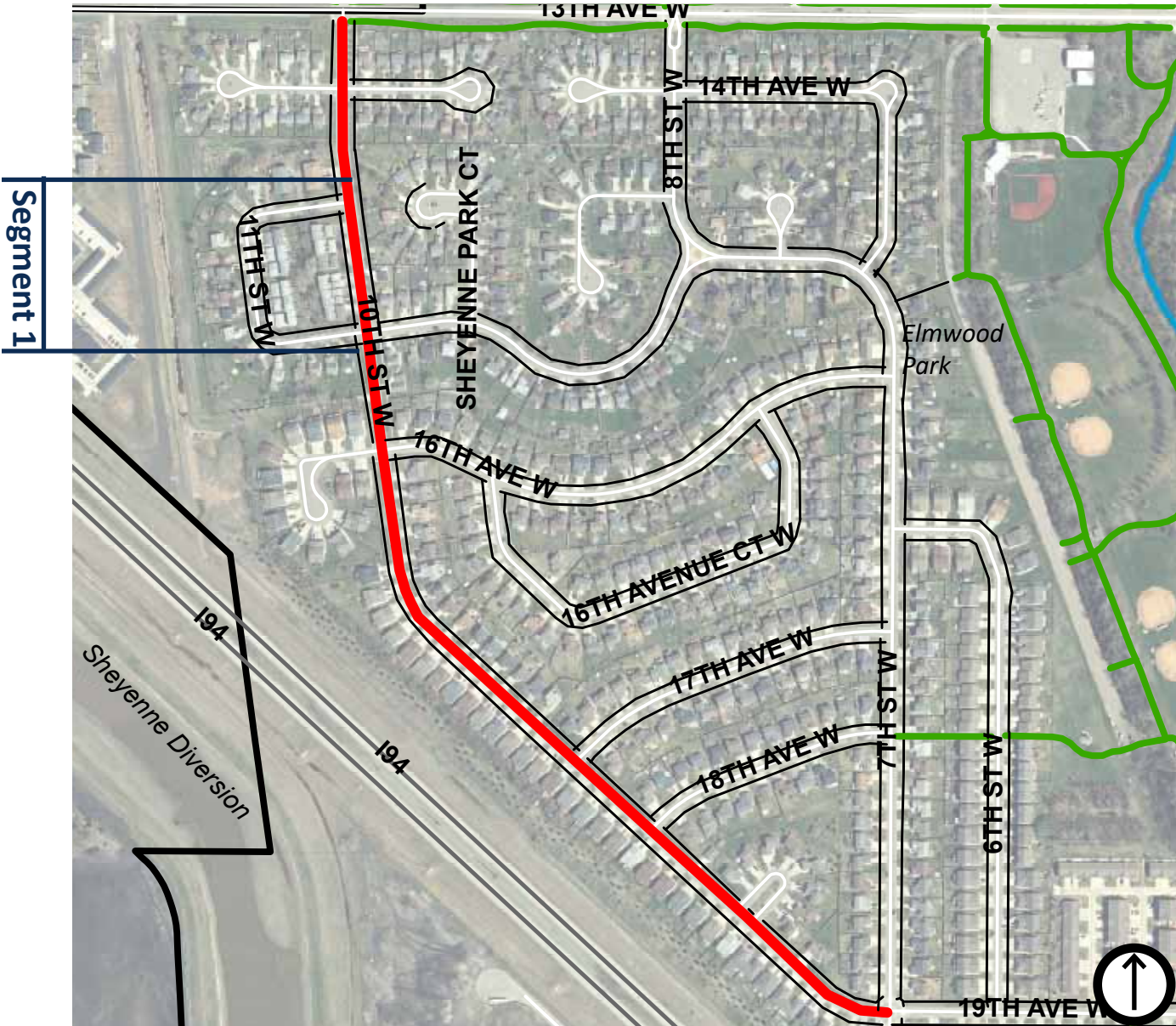


10th Street W looking southeast

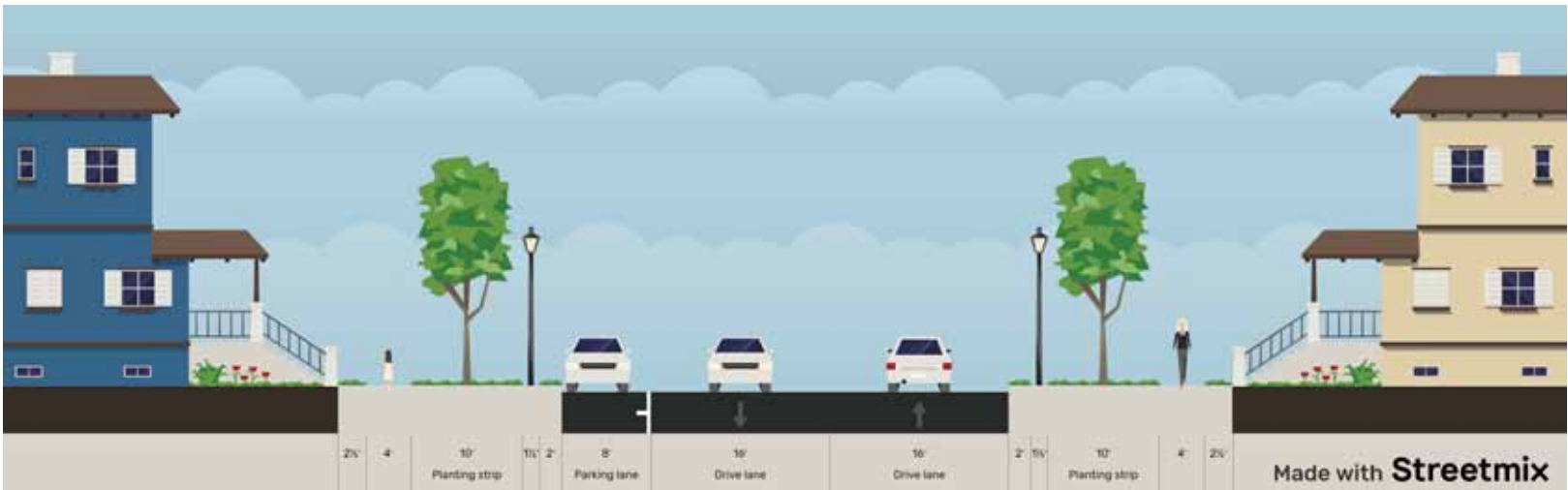


1400 block of 10th Ave W looking south

Map



Existing Typical Cross Section (mary vary depending on location)



Map Key

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

Corridor Features

	Width	Speed limit (mph) ¹	On-Street Parking? ²	Right-of-way	Traffic Volume	% Above 30 mph	% Cut-through
10 th Street W	40'	25	West side only	80'	1058 - 1215	19% - 35%	69.8%
segment 1	40'	25	Both sides	80'			

¹No posted speed limit along study area

²Signs were posted on the side where parking is allowed stating “No Parking Wednesdays 8 a.m - 5 p.m.”

Traffic Conditions

Data was collected at three (3) locations, location 1, location 2, and location 3, for a total of 72 hours between Tuesday, May 18, 2021 and Thursday, May 20, 2021.

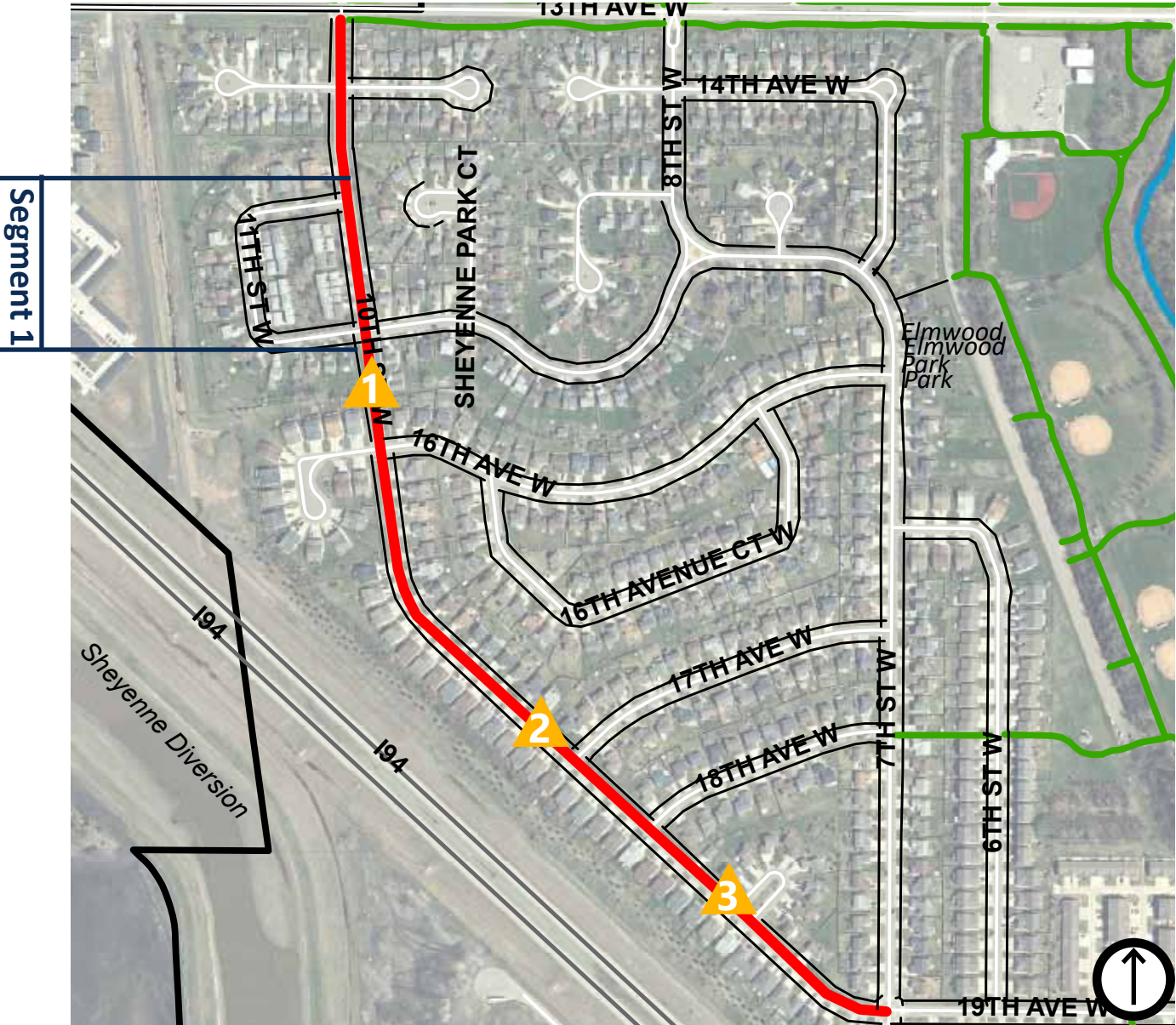
Corridor Traffic & Speed Data

10 th Street W	Average Daily Traffic	Above 25 mph			Above 30 mph
		NB	SB	Total	
location 1	1058	64%	56%	59%	19%
location 2	1082	74%	60%	66%	23%
location 3	1215	78%	80%	79%	35%

Traffic Analysis

The City of West Fargo has received frequent complaints about speeding vehicles on 10th Street W and the traffic data suggests that although speeding is prevalent along the corridor, critical speeds above 30 mph are not quite as prevalent. Not all collection locations along 10th St W are the same however, the data suggests that the further south along the corridor, the more speeding that occurs. Metro COG believes that a few factors may play into the traffic data obtained at the three (3) locations including, relatively wide driving lanes (12-foot and 16-foot), straight roadway segment, wide sight lines, and on-street parking utilization.

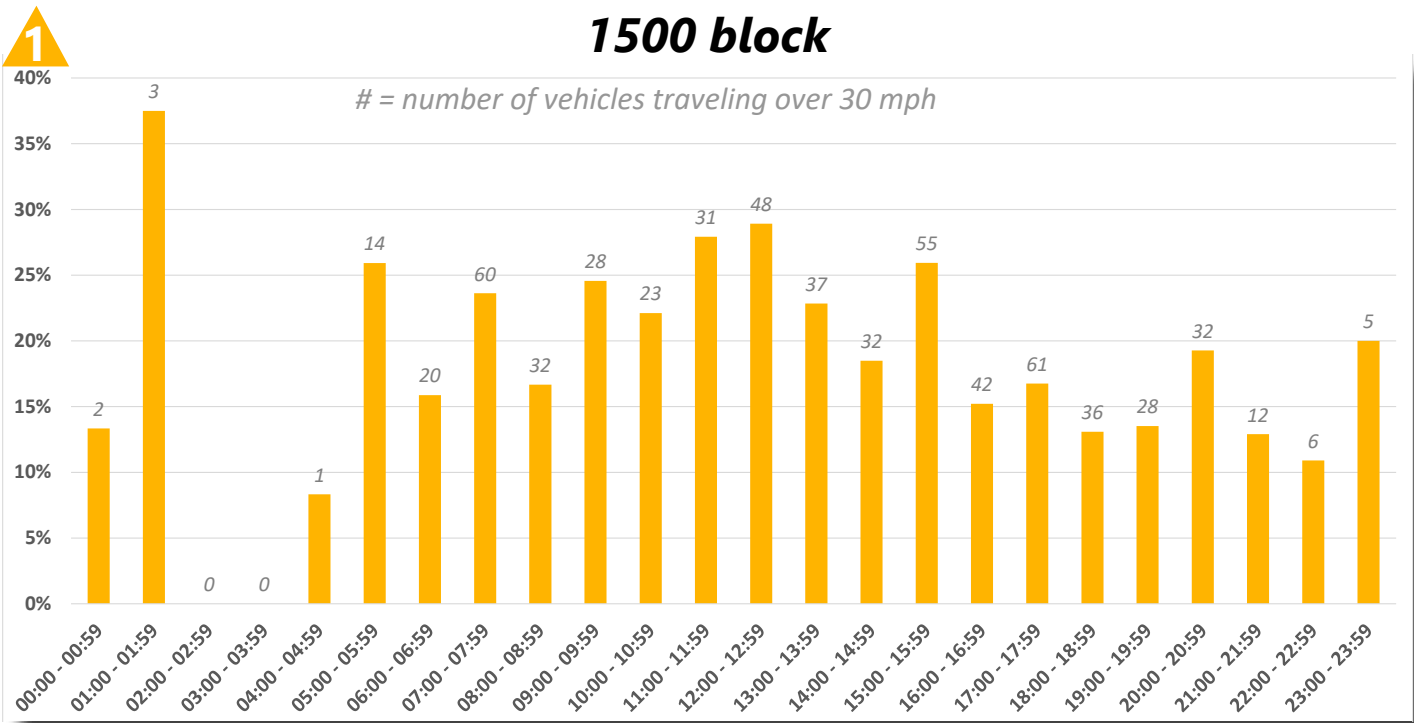
Map



What is interesting about location 1 is that this location is adjacent to a dynamic speed sign which displays how fast people are going and indicates to a vehicle if it is traveling above the speed limit. The sign faces southbound traffic and the data suggests that it is having some impact, as the southbound traffic at location 1 had the least amount of speeding of the 10th St W study area.

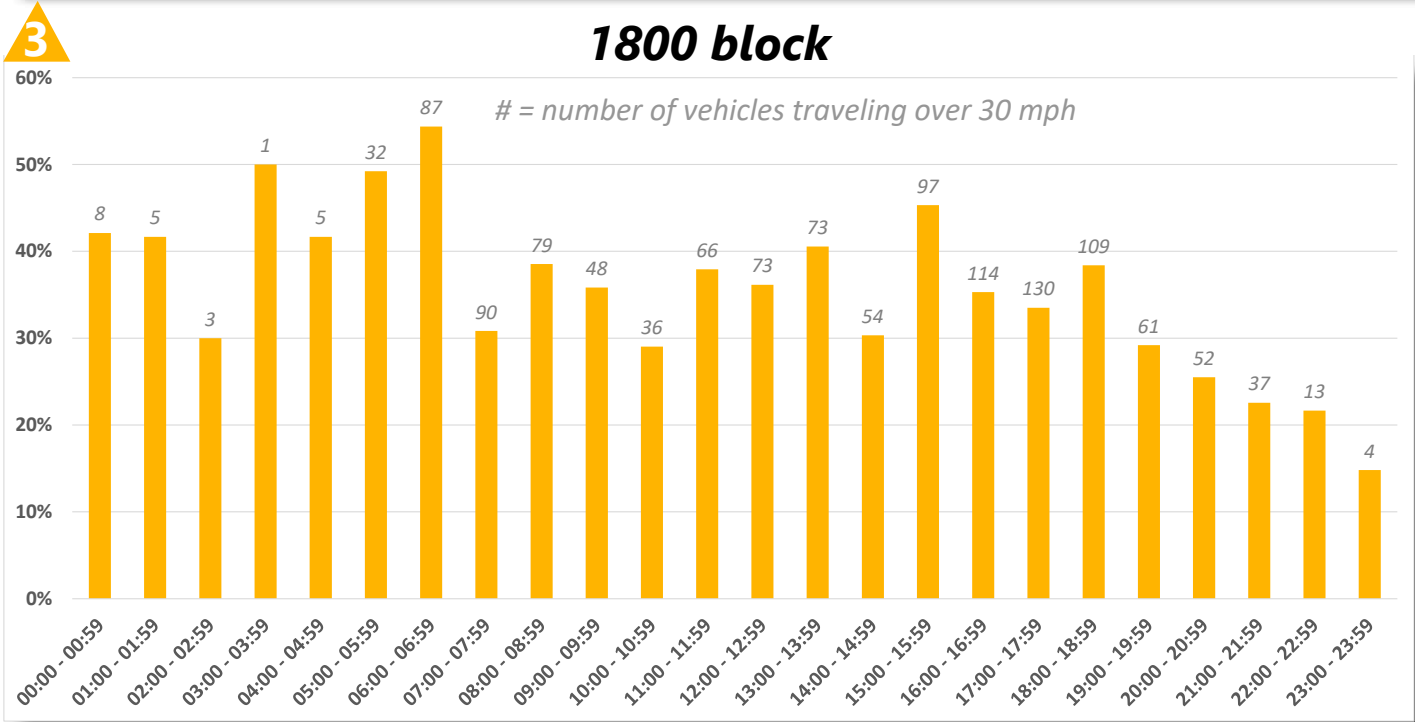
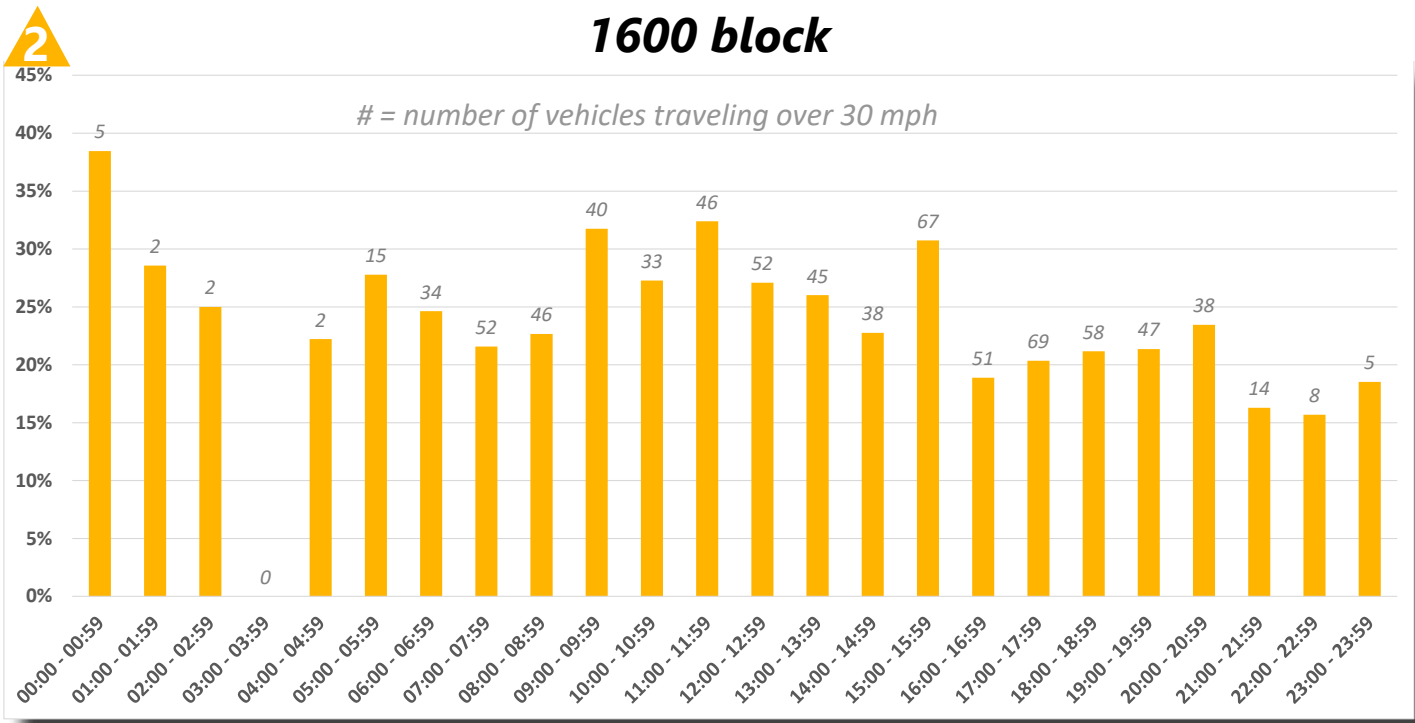
Location 3, in the 1800 block of 10th St W has the highest prevalence of speeding with more than one (1) out of every three (3) vehicles traveling

Percent of vehicles traveling above 30 mph by location



over 30 mph. This may be in part because this area of the corridor is very straight and there are numerous driveway access points that not only make on-street parking sparse and underutilized but also the boulevard trees along 10th St W in this location are inconsistent, providing for straight and wide sight lines which can contribute to higher speeds. The travel lanes at location 3 are 16-feet wide which is considered a very wide for a local roadway and may also be contributing to higher speeds.

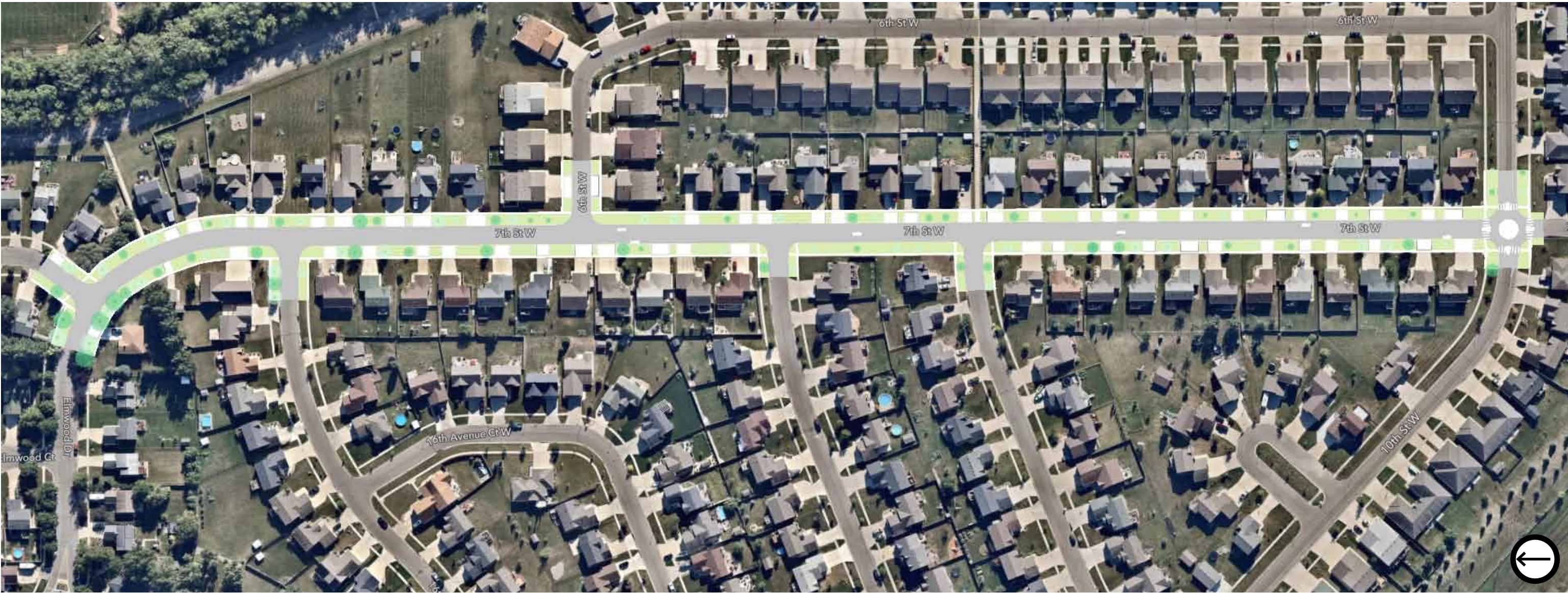
Over 2/3 of the traffic (69.8%) is considered cut-through traffic, which indicates



that 10th St W may also have a cut-through traffic problem in addition to a speeding problem. Because of the connection to the Gateway West Shopping Center to the south of this corridor and the limited north south parallel routes, cut-through traffic may be contributing to complaints from adjacent residents, similarly to 7th St W, a parallel corridor just to the east.

7th Street West - *between 15th and 19th Avenue W*

Scenario 1 - Existing/Do Nothing **\$0**

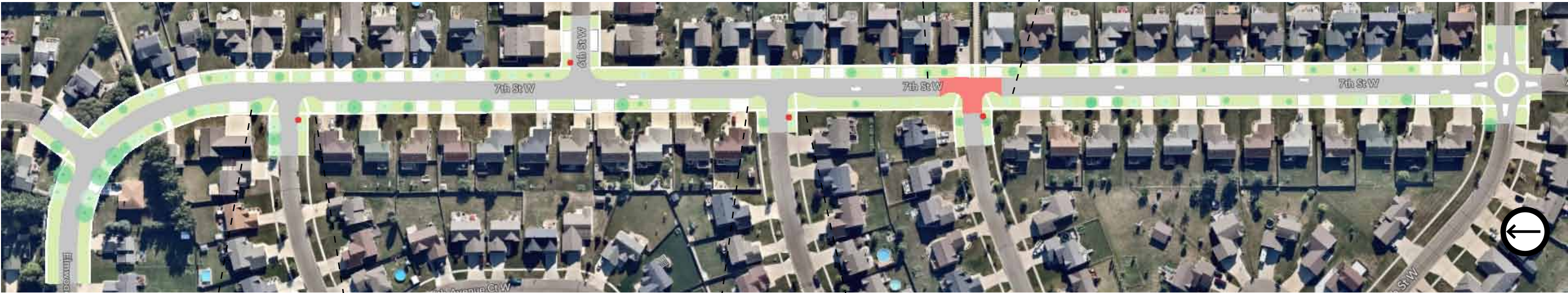
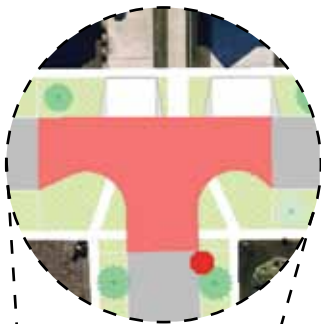


7th Street West - *between 15th and 19th Avenue W*

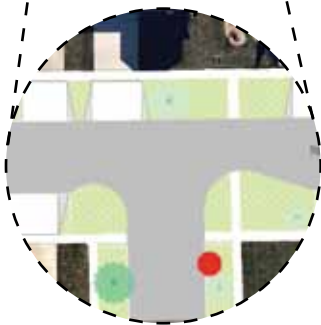
Scenario 2 - Curb Extensions

\$150,000

Curb Extensions & Pavement Material



Curb Extenstions & Connection Improvements



Curb Extensions

7th Street West - *between 15th and 19th Avenue W*

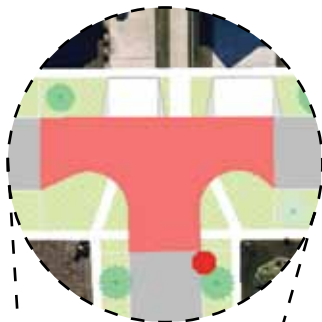
Scenario 3 - Speed Tables

\$270,000

Speed Table



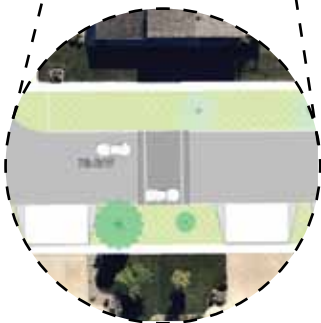
Optional
Curb Extensions & Pavement Material



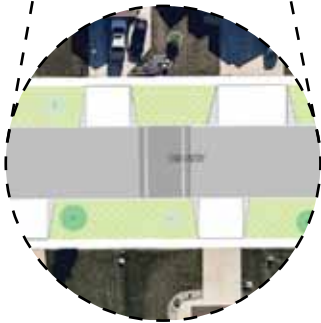
Speed Table



Speed Table



Speed Table



7th Street West - *between 15th and 19th Avenue W*

Existing Conditions

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 & Neaby 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, a regional park, is located just east of the 7th St W corridor, with neighborhood path connections in two locations along 7th St W. 7th St W provides a direct connection to a large newly developed grocery store and commercial center, the Gateway West Shopping Center, south of 19th Ave W.

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.

Context Photos

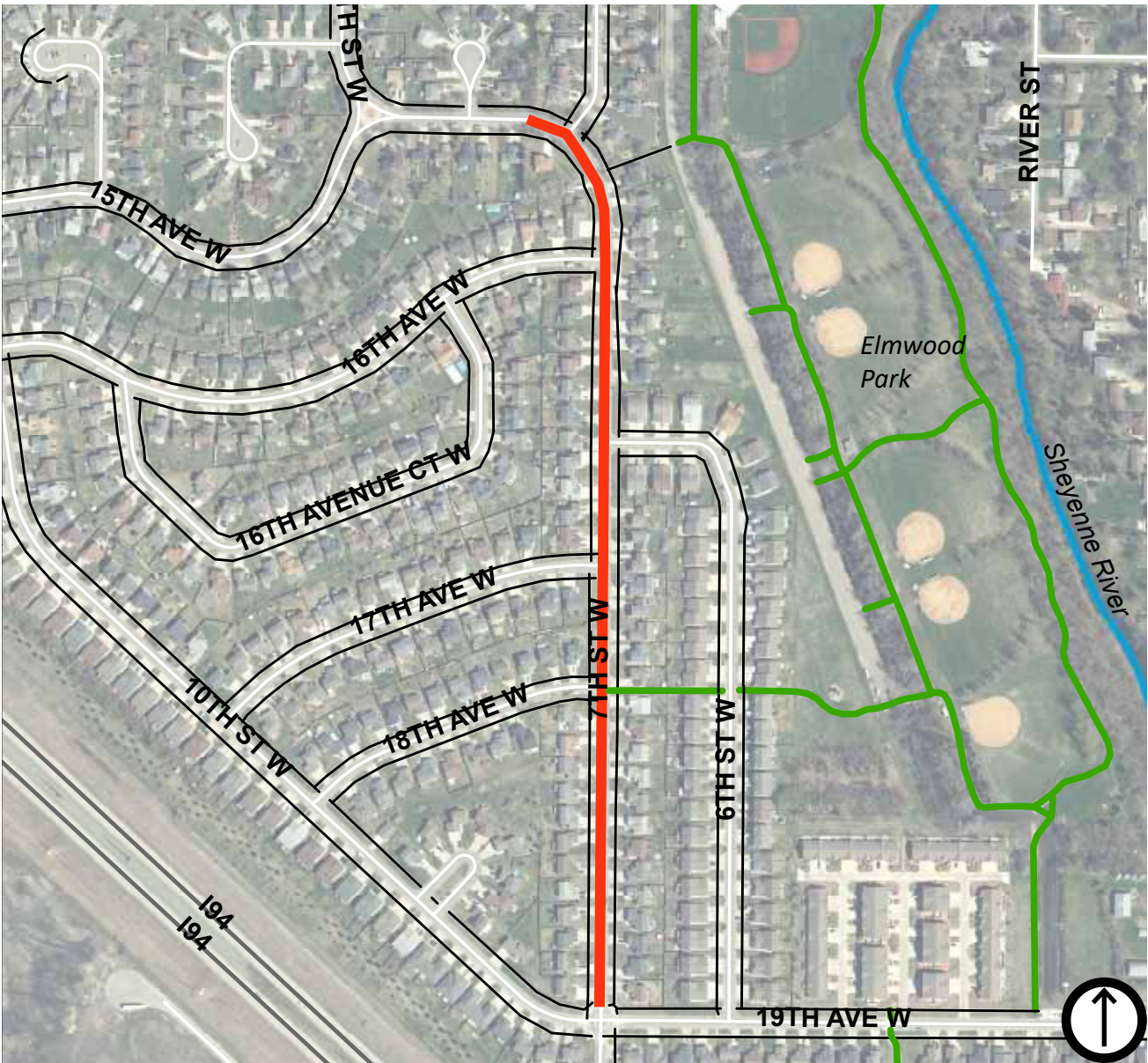


7th Street W looking south



7th Street W looking south at 16th Ave W

Map



Existing Typical Cross Section (mary vary depending on location)



Map Key

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

Corridor Features

	Width	Speed limit (mph)	On-Street Parking? ¹	Right-of-way	Traffic Volume	% Above 30 mph	% Cut-through
7 th Street 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.”

Traffic Conditions

Data was collected at two (2) locations, location 1 and location 2, for a total of 48 hours between Wednesday, April 21, 2021 and Thursday, April 22, 2021.

Corridor Traffic & Speed Data

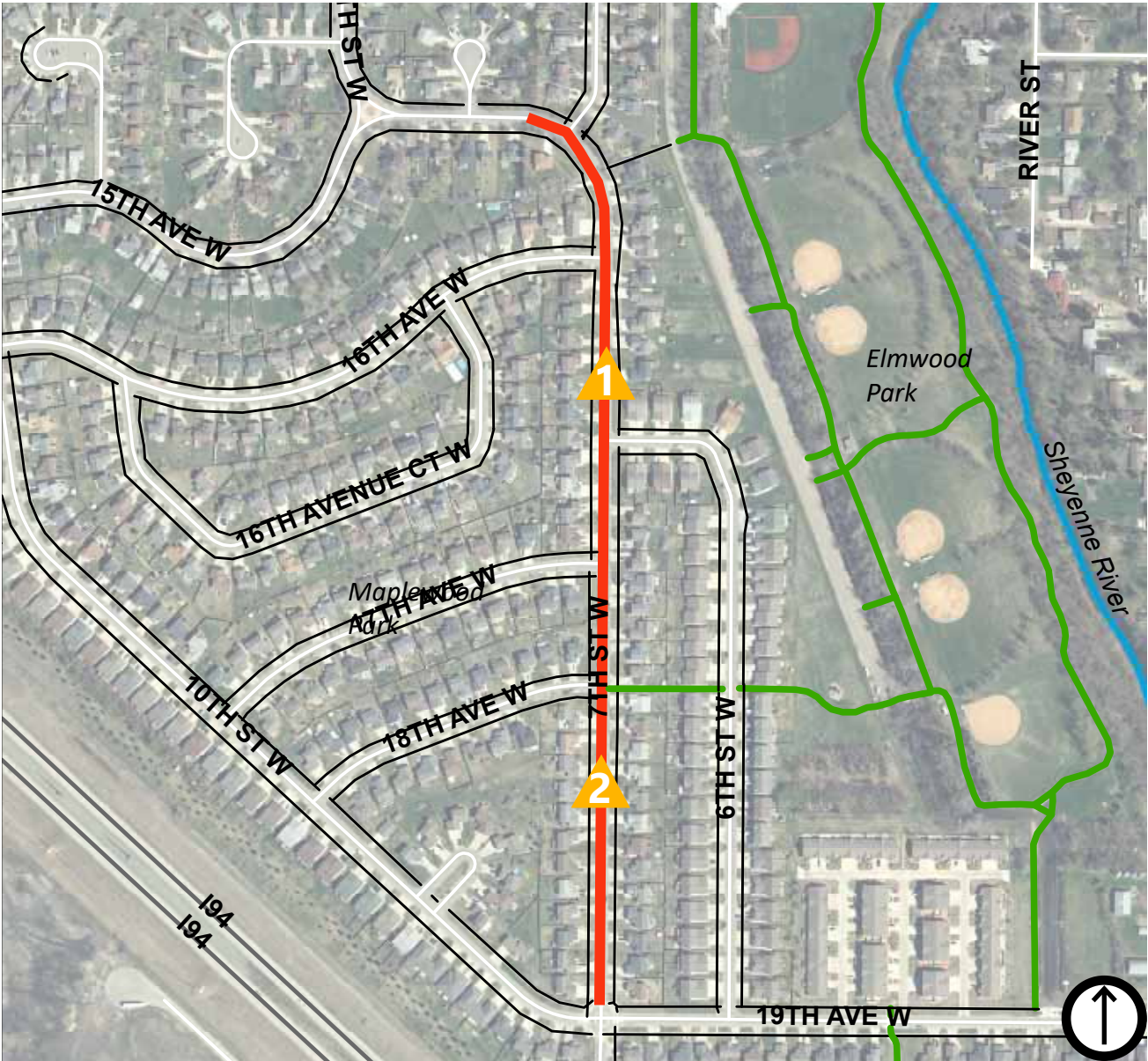
7 th Street W	Average Daily Traffic	Above 25 mph			Above 30 mph
		NB	SB	Total	
location 1	1423	58%	44%	51%	12%
location 2	1421	53%	58%	56%	11%

Traffic Analysis

The City of West Fargo has received frequent complaints about speeding vehicles on 7th Street W and the traffic data suggests that although speeding is prevalent along the corridor, critical speeds or those over 30 mph are only about one (1) of every 10 vehicles. Both collection locations along 7th St W provide similar results. Metro COG believes that a few factors may play into the traffic data obtained in both locations including, relatively wide driving lanes (12-foot), straight roadway segment, and on-street parking utilization.

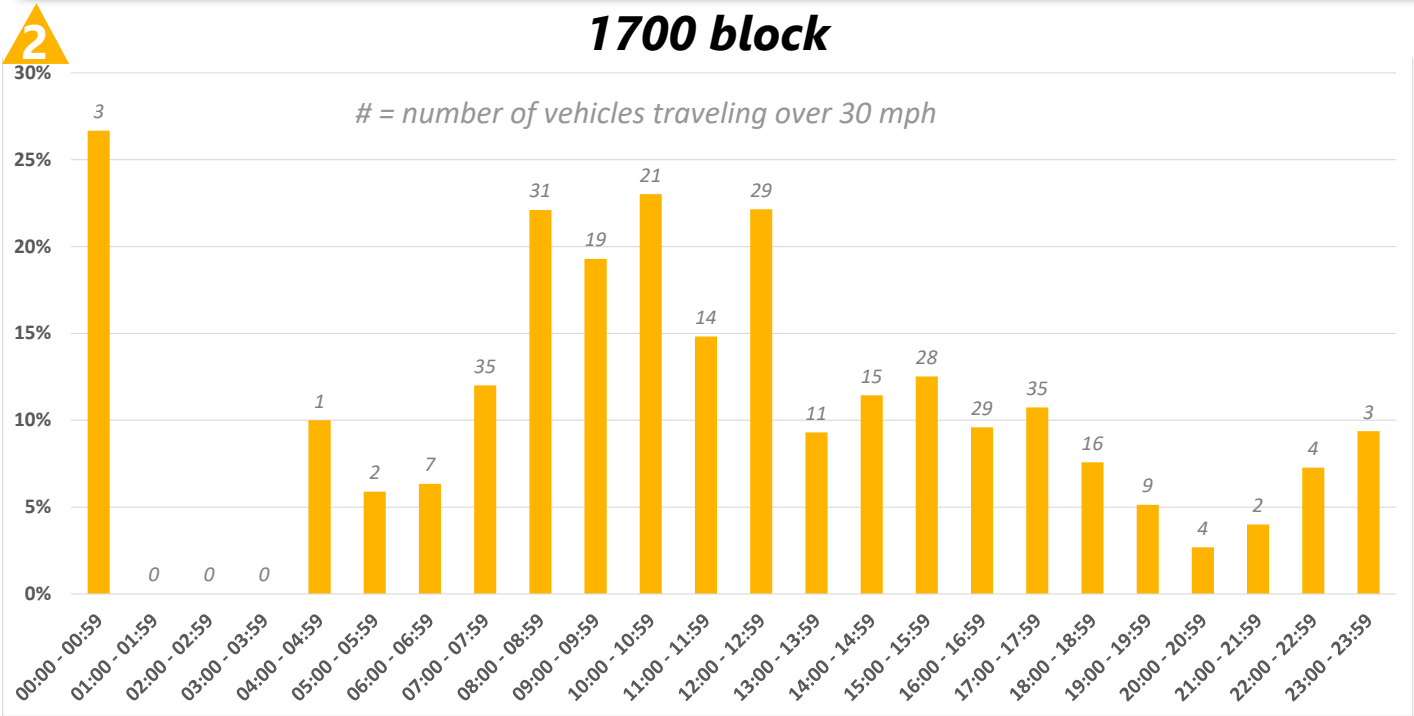
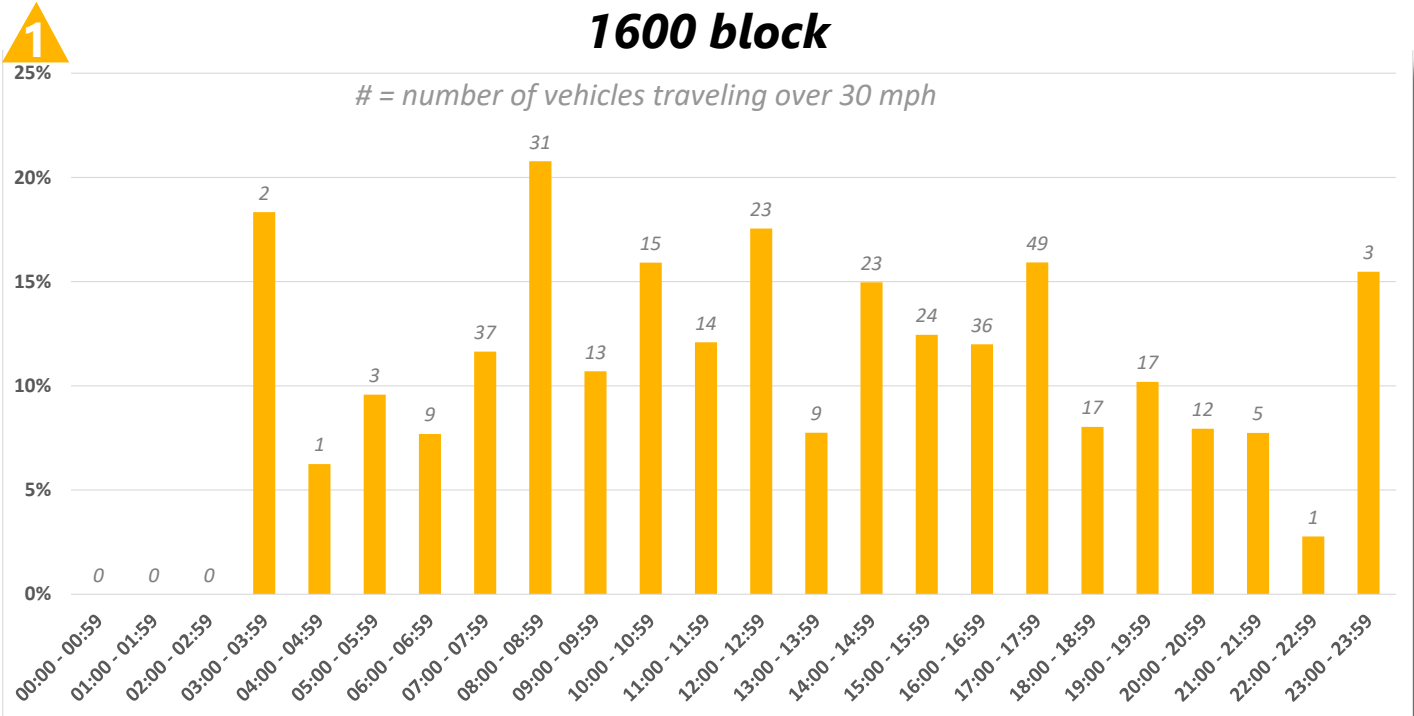
Nearly 3/4 of the traffic (73.2%) is considered cut-through traffic, which

Map



indicates that 7th St W may have more of a cut-through traffic problem than a speeding problem. Because of the direct connection to the Gateway West Shopping Center to the south of this corridor and the limited north south parallel routes, cut-through traffic is obviously occurring. 7th St W may be a route that people take living north of 13th Ave W which may be contributing to the complaints from adjacent property owners in the study area. The street network in this area of West Fargo offers few alternative parallel routes, with few streets running continuously between 13th Ave W and 19th Ave W. 7th Ave W is obviously serving more than just local trips

Percent of vehicles traveling above 30 mph by location



from adjacent property owners and may be a popular route for neighborhoods north of 13th Ave W to travel to and from the Gateway West Shopping Center or even as an ultimate north/south connection to and from Sheyenne St.

2nd Street East - *between 32nd and 40th Avenue E*

Scenario 1 - Existing/Do Nothing **\$0**



2nd Street East - *between 32nd and 40th Avenue E*

Scenario 2 - Speed Tables

\$300,000
Optional
Median Island

Pavement Material & Crossing Improvements



Pavement Material



Median Island
Optional



Pavement Material

2nd Street East - *between 32nd and 40th Avenue E*

Scenario 3 - Signage/Striping* **\$5,000**

Signage/Striping



Signage/Striping

*These are considered temporary traffic calming solutions. Traffic calming should be considered at time of redevelopment and/or urbanization of this segment.

2nd Street East - *between 32nd and 40th Avenue E*

Existing Conditions

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:

1. between 32nd and 35th Ave E
 - two 12-foot driving lanes, one 8-foot parking lane on the west side of the street
2. between 35th Ave E & the 3800 block, which is gravel pavement section
 - two 12-foot driving lanes
3. 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 & Neaby 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.

Context Photos

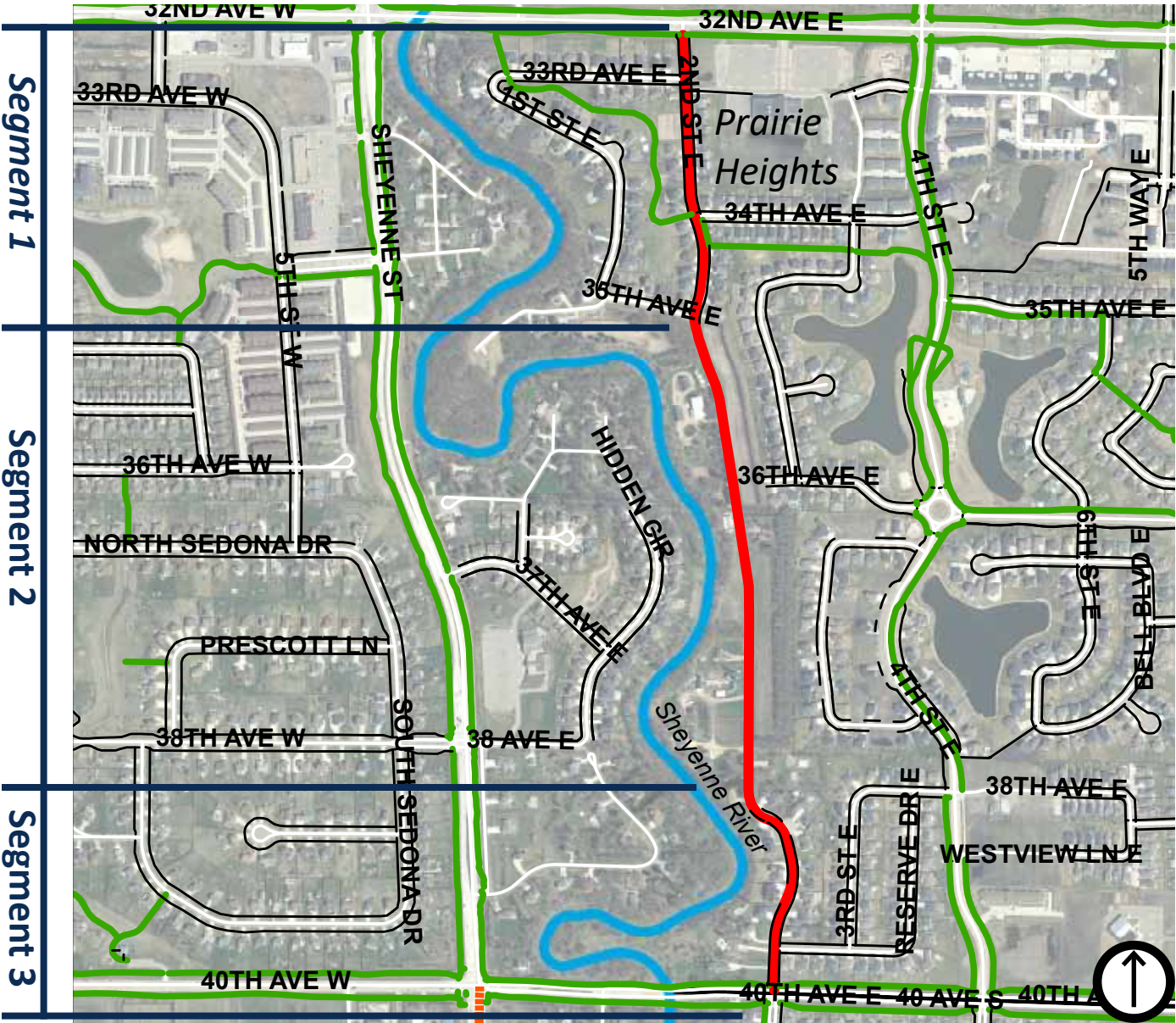


2nd Street E looking south at 32nd Avenue E



2nd Street E looking east at 34th Avenue E

Map



Existing Typical Cross Section (may vary depending on location)



Map Key

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

Corridor Features

2nd Street E	Width	Speed limit (mph) ¹	On-Street Parking? ²	Right-of-way	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%	

¹No posted speed limit along study area

²Signs were posted on the side where parking is allowed stating “No Parking Fridays 8 a.m - 5 p.m.”

Traffic Conditions

Data was collected at four (4) locations, with locations 1 and 2 being collected for a total of 48 hours on Wednesday, April 21, 2021 and Thursday, April 22, 2021. Locations 3 and 4 were collected for a total of 72 hours between Tuesday, May 25, 2021 and Thursday, May 27, 2021.

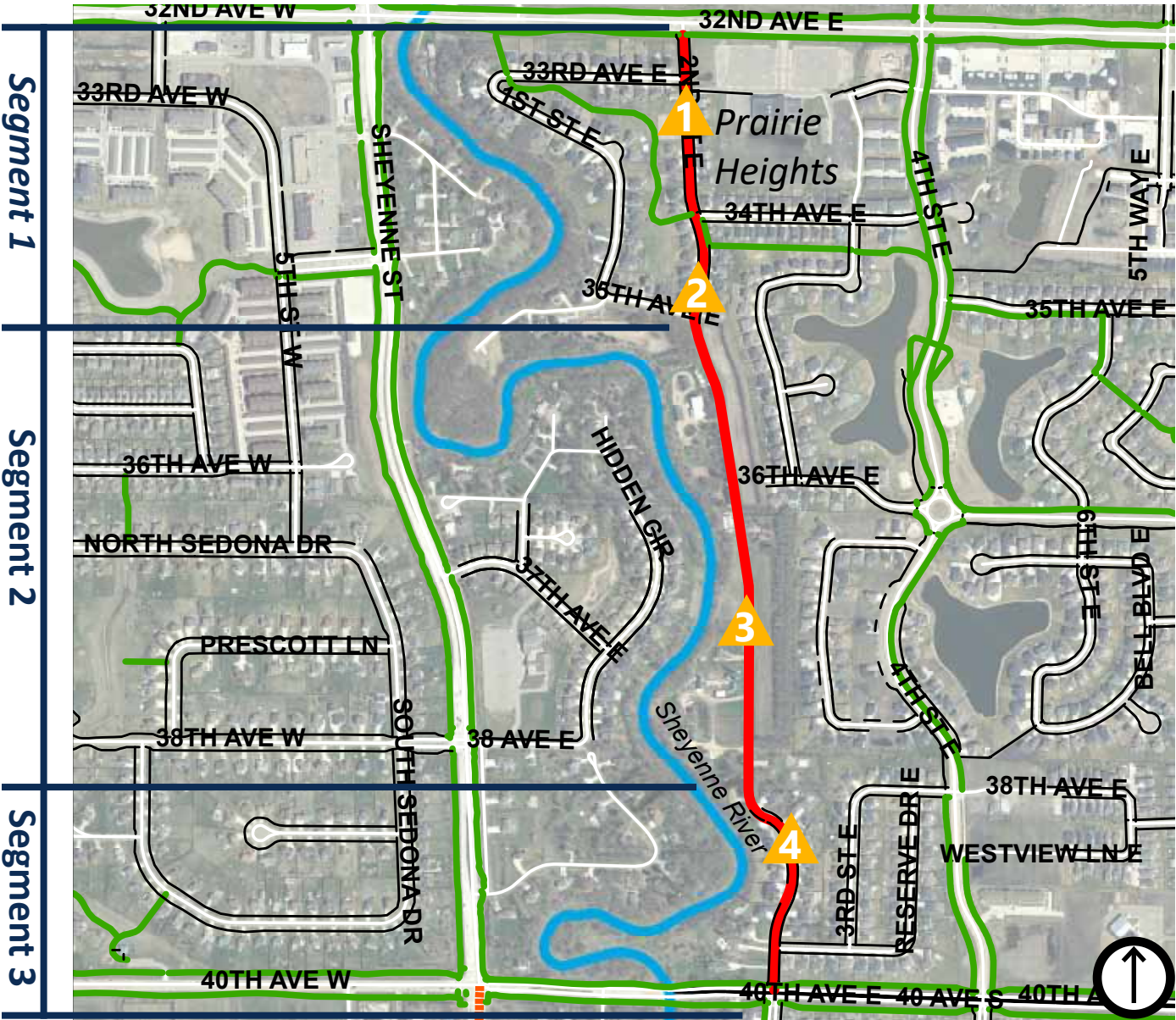
Corridor Traffic & Speed Data

2nd Street E	Average Daily Traffic	Above 25 mph			Above 30 mph
		NB	SB	Total	
location 1	649	48%	39%	43%	9%
location 2	419	27%	18%	22%	2%
location 3	208	54%	64%	59%	31%
location 4	282	26%	16%	21%	4%

Traffic Analysis

Although the City of West Fargo has received frequent complaints about speeding vehicles on 2nd Street E, the traffic data suggests that speeding along the corridor is not a widespread issue. Collector location 1, on the 3300 block and location 3, on the 3600 block or gravel roadway section appear to have the most speeding along 2nd St E. This may be due in part to less driveway access near location 1 and 3 which allows drivers to confidently drive above the speed limit without having to watch for any conflicting movements from vehicles entering or exiting driveways. Location 1 however, only has slightly fewer access points compared to other paved portions of 2nd St which leads

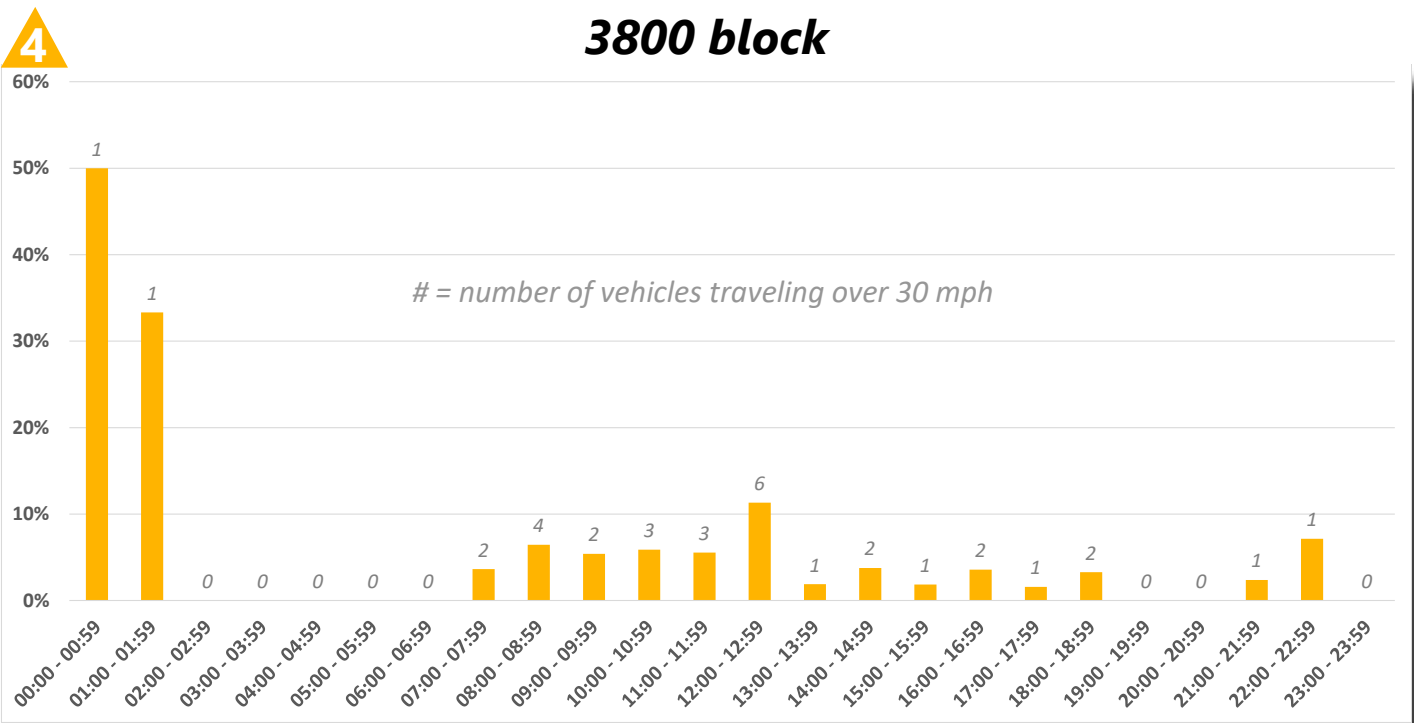
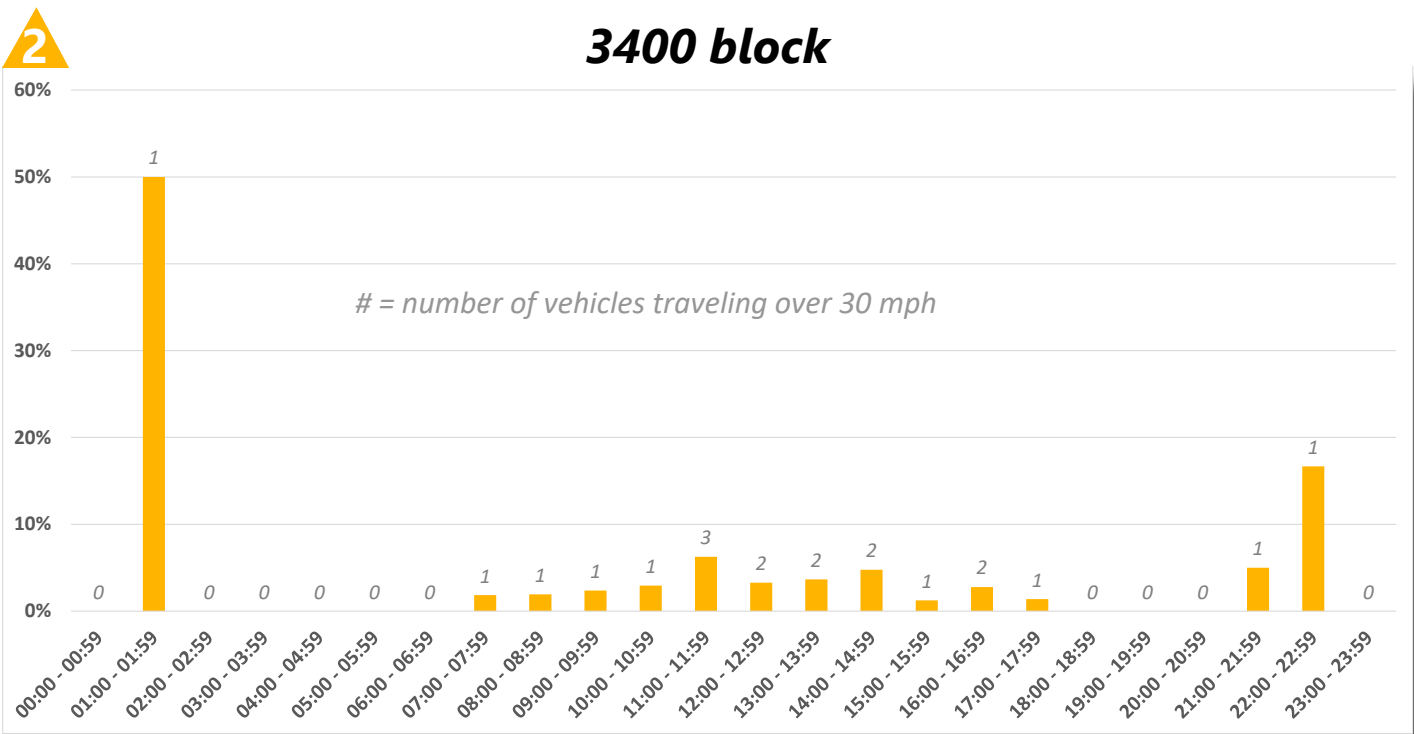
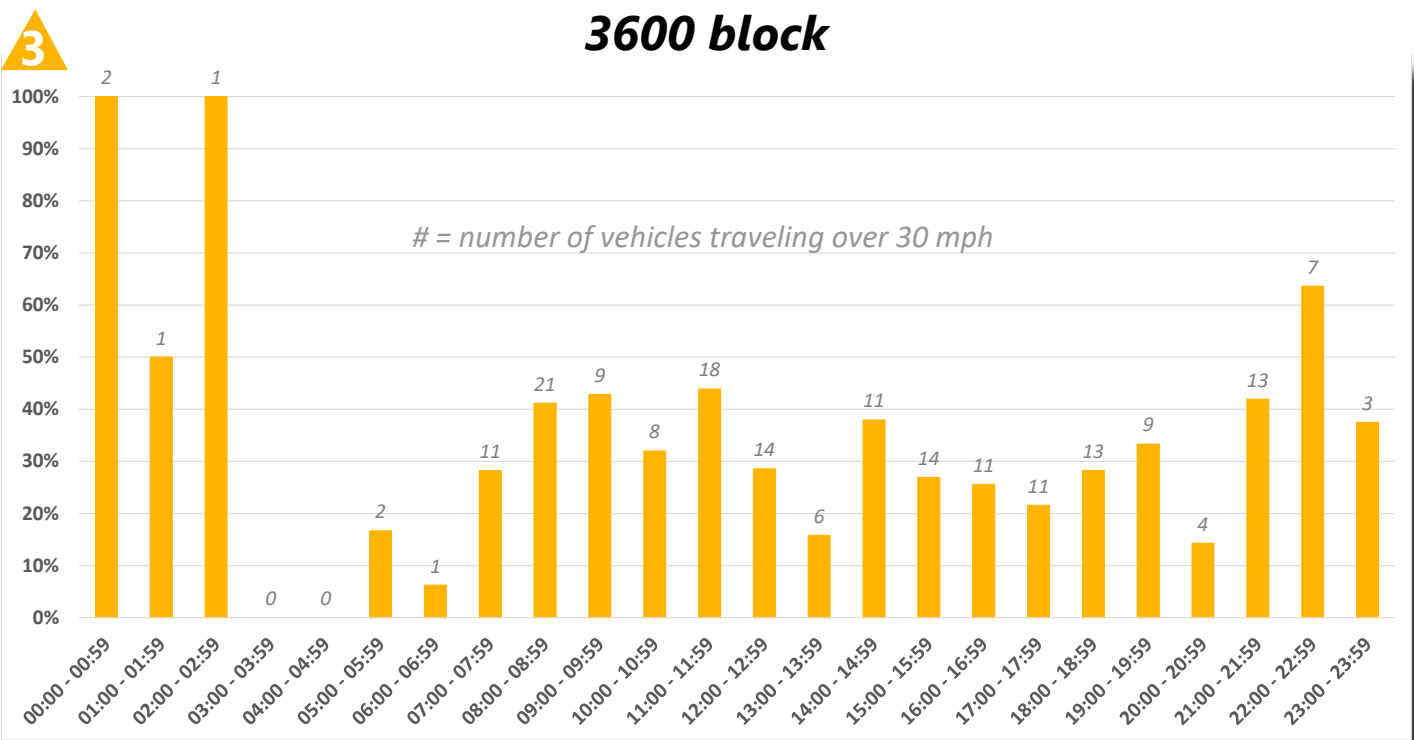
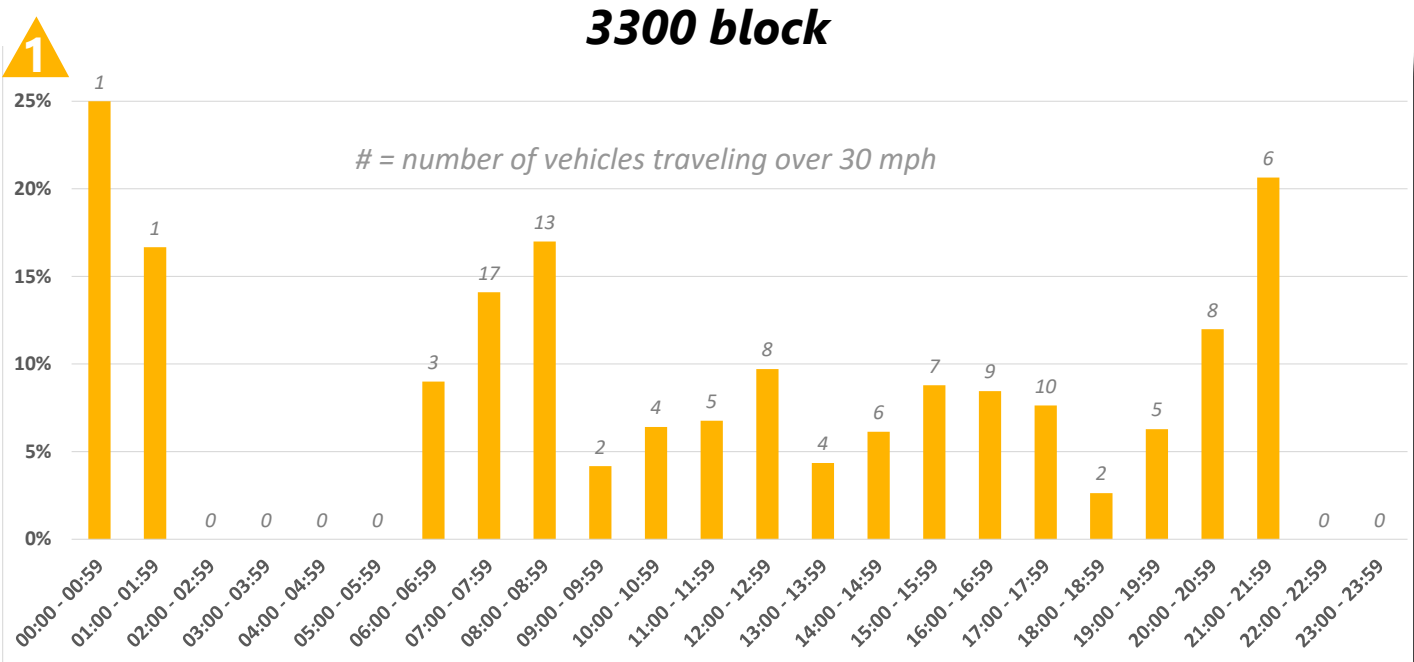
Map



Metro COG to believe that multiple factors may play into speeding at this location including, relatively wide driving lanes (12-foot), straight roadway segment, and underutilized on-street parking.

Location 3, located on segment 2 of 2nd Street E or the gravel portion of the corridor, has the highest prevalence of speeding. This corresponds with numerous comments from residents about vehicles traveling too fast on the gravel roadway section. People often noted the transition from pavement to gravel or vice versa as being the problem areas however these

Percent of vehicles traveling above 30 mph by location



transition areas are the most visible sections of the gravel roadway, leading to more complaints. It is obvious why speeding may occur on the gravel segment as there are only a handful of driveway access points along the 1/2 mile long segment. Other factors may play into why speeding is more prevalent on segment 2 including, rural character, relatively wide driving lanes (12-foot), no

on-street parking, and straight sight-lines.

It should also be noted that there is no posted speed limit along the entire portion of the study area of 2nd St E.

Appendix B | Public Engagement Summary

Appendix B provides a summary of public engagement. Two (2) surveys were conducted and 386 surveys were taken by interested residents in West Fargo.

The first survey corresponded with the first round of public engagement in May and June of 2021. There were 208 total responses to the survey which helped identify traffic calming concerns at the six (6) priority study locations.

The second survey corresponded with the second round of public engagement in July and August of 2021. There were 178 total responses to the survey which retrieved feedback about the 10 traffic calming options proposed for implementation on West Fargo streets with a traffic calming issue. During the second round of public engagement, the City held three (3) pop-up meetings to talk with residents about the Study and the proposed traffic calming options. West Fargo received 12 surveys and multiple comments at the three pop-up meetings. Pop-up meetings were held at the following times and locations:

- Monday, August 9, 2021, 4:30 - 6:00 PM, South Elmwood Park, 501 13th Ave W, West Fargo
- Tuesday, August 10, 2021, 6:30 - 8:00 PM, Shadow Wood Park and Splash Pad, 3545 4th St E, West Fargo
- Thursday, August 12, 2021, 12:00 - 1:30 PM, Cheney Middle School, 825 17th Ave E, West Fargo

The project webpage was hosted on Metro COG's website and included public engagement information, public comment form, email subscription form, project background, project objective, project resources, and applicable updates regarding project progress.

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Engagement Round 2 Photos.....33

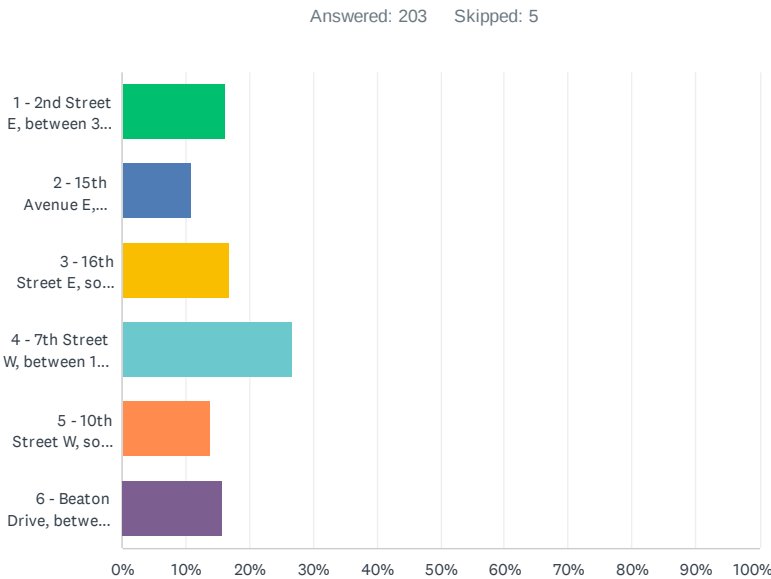
Engagement Round 2 Comments.....34

Other Comments Received.....36

Round 1 Survey Results

Traffic Calming Concerns Survey

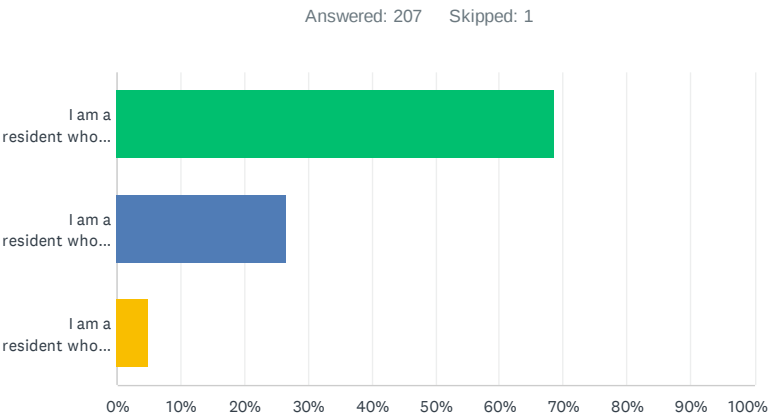
Q1 Which location, 1 through 6, are you most concerned about?*



ANSWER CHOICES	RESPONSES	
1 - 2nd Street E, between 32nd and 40th Ave E	16.26%	33
2 - 15th Avenue E, between 6th and 9th St E	10.84%	22
3 - 16th Street E, south of 13th Ave E	16.75%	34
4 - 7th Street W, between 15th and 19th Ave W	26.60%	54
5 - 10th Street W, south of 13th Ave W	13.79%	28
6 - Beaton Drive, between Sheyenne and 9th St E	15.76%	32
TOTAL		203

Traffic Calming Concerns Survey

Q2 Which answer best describes you?



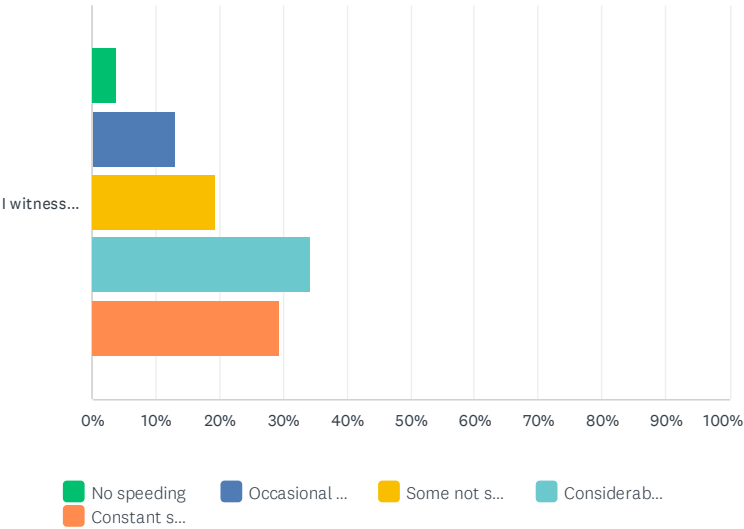
ANSWER CHOICES	RESPONSES	
I am a resident who lives directly along one of the corridors described above.	68.60%	142
I am a resident who does not live directly along but regularly use, or has children who use one of the corridors described above.	26.57%	55
I am a resident who does not live directly along or does not regularly use one of the corridors but is interested in traffic calming in West Fargo.	4.83%	10
TOTAL		207

Round 1 Survey Results

Traffic Calming Concerns Survey

Q3 How often do you see vehicles speeding along the street?

Answered: 207 Skipped: 1

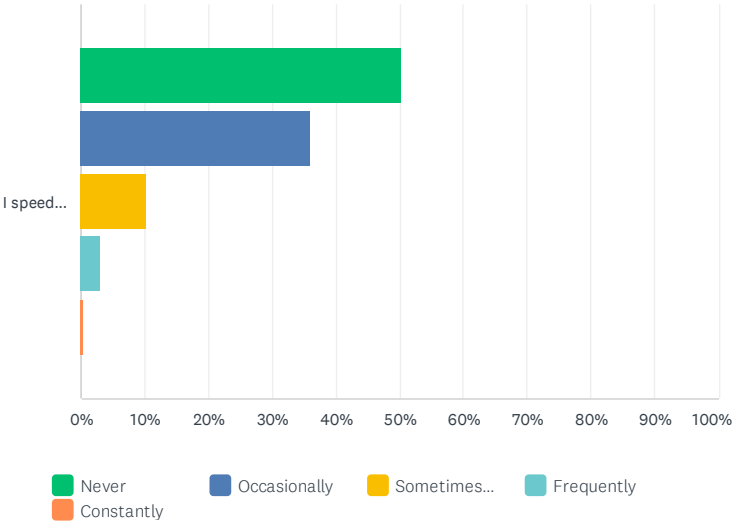


	NO SPEEDING	OCCASIONAL SPEEDING	SOME NOT SPEEDING SOME SPEEDING	CONSIDERABLE SPEEDING	CONSTANT SPEEDING	TOTAL	WEIGHT AVERAG
I witness...	3.86% 8	13.04% 27	19.32% 40	34.30% 71	29.47% 61	207	3

Traffic Calming Concerns Survey

Q5 When you are driving, how often do YOU personally speed (drive above the posted limit) along the street?

Answered: 205 Skipped: 3

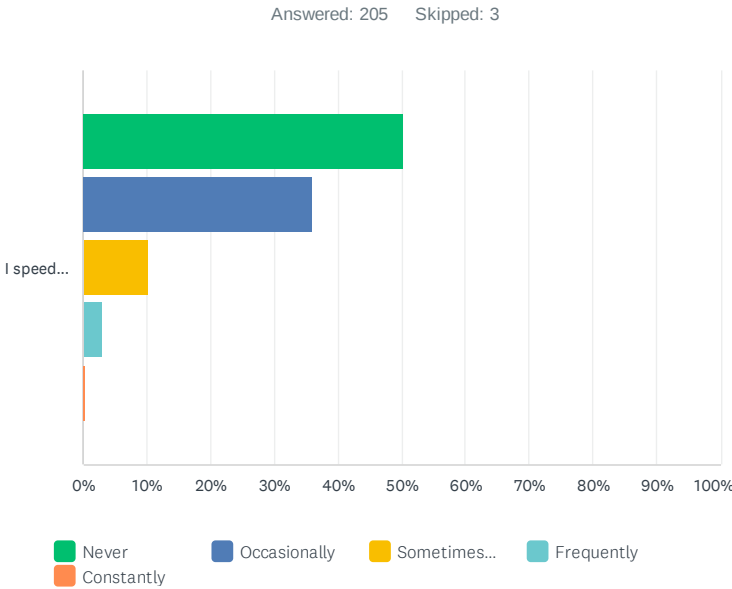


	NEVER	OCCASIONALLY	SOMETIMES YES AND SOMETIMES NO	FREQUENTLY	CONSTANTLY	TOTAL	WEIGHTED AVERAGE
I speed...	50.24% 103	36.10% 74	10.24% 21	2.93% 6	0.49% 1	205	1.67

Round 1 Survey Results

Traffic Calming Concerns Survey

Q5 When you are driving, how often do YOU personally speed (drive above the posted limit) along the street?



	NEVER	OCCASIONALLY	SOMETIMES YES AND SOMETIMES NO	FREQUENTLY	CONSTANTLY	TOTAL	WEIGHTED AVERAGE
I speed...	50.24% 103	36.10% 74	10.24% 21	2.93% 6	0.49% 1	205	1.67

Traffic Calming Concerns Survey

Q6 If you do find yourself driving above the speed limit, please explain why you think that happens:

Answered: 135 Skipped: 73

#	RESPONSES	DATE
1	Rush to get home	6/28/2021 3:16 PM
2	1) Pressure from other drivers on the road, 2) Inattentiveness on my part, 3) Feeling I need to rush	6/23/2021 2:43 PM
3	Keeping up with the traffic	6/17/2021 9:44 AM
4	Beaton drive in from High Point Networks to Doosan is a wide concrete street and is straight. This section is conducive to higher speeds.	6/12/2021 3:55 PM
5	Keep up with the traffic	6/11/2021 9:50 AM
6	Zero other traffic	6/9/2021 4:28 PM
7	Not being aware.	6/8/2021 4:24 PM
8	In a hurry to get home or just keeping up with traffic	6/2/2021 10:54 PM
9	Speed limit is lower than it should be for a main through street	6/2/2021 5:20 PM
10	roads are designed (over-engineered) to be "safe" at a higher speed, therefore the feeling to drive faster is there.	6/1/2021 1:25 PM
11	Lack of attention to actual speed. Usually between 25 and 30 mph.	5/29/2021 6:07 PM
12	I don't	5/27/2021 2:52 PM
13	In a hurry	5/27/2021 12:29 PM
14	no traffic and a straight away	5/27/2021 11:34 AM
15	posted speed limit is 25 drive around 30 mph	5/27/2021 10:06 AM
16	The street is straight and wide from 32nd Avenue to 34th Avenue.	5/25/2021 6:48 PM
17	In a hurry. This is a residential street. People using it either live on or near the street, deliver vehicles, or are contractors going to work on a residents home	5/25/2021 8:14 AM
18	I do not.	5/24/2021 12:10 PM
19	it's too easy, the street is straight and not busy and you don't realize you're doing it. speed humps would remedy the problem	5/23/2021 8:25 PM
20	As I've started to accelerate after turning the corner, I forget to stop and end up hitting 30 before I notice I've gone too fast.	5/23/2021 12:29 PM
21	I may have not noticed immediately that I was a few MPH over the speed limit and I adjust.	5/23/2021 12:51 AM
22	There are very few speed limit signs and it is a straight shot. A cut thru for many people. There are also several accidents or near misses at the stop sign on 16th st and 17 th ave. People just blow thru the stop sign as they are flying down 17th again a good straight shot. Speed limit in any residential area especially near schools and parks should be 25 not 30.	5/22/2021 10:24 PM
23	A lot of time coming from a higher speed road to a lower speed. And when I say I speed, it's 30 in 25.	5/22/2021 9:13 PM
24	Unsure	5/22/2021 11:04 AM
25	Little to no traffic around to slow me down	5/21/2021 10:04 PM
26	Not knowing speed limit	5/20/2021 9:08 PM
27	Na	5/20/2021 6:25 PM
28	Driving with the rest of the traffic	5/20/2021 3:45 PM

Round 1 Survey Results

Traffic Calming Concerns Survey		
29	Na	5/20/2021 1:07 PM
30	Unaware of speed limit.	5/20/2021 12:14 PM
31	I forget I turned onto a residential road	5/20/2021 10:42 AM
32	N/A	5/20/2021 10:32 AM
33	To long of stretch of road	5/20/2021 9:53 AM
34	Not paying attention	5/20/2021 9:39 AM
35	When I find myself speeding on 16th St, it is just because my speed crept up to 30 or so. The limit is 25mph. The speeding I witness is usually around 40 and intentional	5/20/2021 8:59 AM
36	I don't speed on this street. There are many kids, families, pets to be in a rush.	5/20/2021 8:00 AM
37	I do not. I constantly stress about the kids and pets in this neighborhood. People are constantly driving 30-45 mph on this road. I live at 1809 7th St. W and see it all hours of the day. It's frustrating that we rarely see police patrolling the neighborhood.	5/20/2021 7:57 AM
38	Cars around me are speeding so it seems like that is the flow or I'm tuned out listening to music	5/20/2021 7:41 AM
39	I do not go over the speed limit as a large section of the road has no shoulder and there are people and kids walking or riding their bikes on it.	5/19/2021 8:35 PM
40	Not able to use cruise control	5/19/2021 7:05 PM
41	Usually late for an appointment.	5/19/2021 1:43 PM
42	It is a long stretch with nothing to slow down for.	5/19/2021 12:51 PM
43	Length of road	5/19/2021 12:49 PM
44	Some the speeders are going bio life plasma center. A lot of motorcycles love to start speeding right after the first curve heading west on Beaton drive all the way past Bobcat	5/19/2021 11:30 AM
45	Not paying attention.	5/19/2021 10:31 AM
46	Large road	5/19/2021 10:16 AM
47	not sure of the speed limit 25 or 35 mph	5/19/2021 10:12 AM
48	GOING TO PICKUP KIDS AT SCHOOL AND RUNNING LATE UNFORTUNATELY - BUT IT IS VERY RARELY	5/19/2021 9:26 AM
49	Not paying attention to speed change or lack of signs	5/19/2021 9:18 AM
50	There are no speed limit signs along the street to remind me to slow down.	5/19/2021 8:18 AM
51	Didn't know i was?	5/19/2021 6:28 AM
52	N/A	5/19/2021 12:07 AM
53	In a hurry	5/18/2021 11:25 PM
54	NA	5/18/2021 10:56 PM
55	Don't because it's our neighborhood	5/18/2021 10:33 PM
56	I drive slower usually since there are kids in the neighborhood	5/18/2021 10:16 PM
57	Running late	5/18/2021 9:25 PM
58	I don't speed	5/18/2021 9:20 PM
59	Probably in a hurry	5/18/2021 8:51 PM
60	Long stretch without a break in the traffic flow	5/18/2021 8:50 PM
61	I don't	5/18/2021 8:29 PM
62	The road just naturally seems to encourage faster speeds	5/18/2021 8:26 PM
63	Wide, flat mile long stretch. Spread limit should be 50.	5/18/2021 7:58 PM
64	Flow of traffic	5/18/2021 7:39 PM
65	I don't as I know there are a lot of kids along the street	5/18/2021 7:06 PM

Traffic Calming Concerns Survey		
66	Going with the flow of traffic	5/18/2021 6:56 PM
67	Not paying attention	5/18/2021 6:18 PM
68	We have to pull out onto Beaton Drive from our residence so we are never speeding.	5/18/2021 6:08 PM
69	I don't speed on this road	5/18/2021 6:06 PM
70	No traffic and no one in the area	5/18/2021 5:45 PM
71	Sometimes just get distracted and go a few miles per hour over	5/18/2021 5:38 PM
72	I have forgotten what the limit is and didn't realize I was driving that fast.	5/18/2021 5:36 PM
73	I don't speed to many kids in the neighborhood	5/18/2021 5:29 PM
74	It is an off the road, basically non residential area	5/18/2021 4:31 PM
75	Not watching the speedometer	5/18/2021 4:11 PM
76	Speed limit not always easy to see.	5/18/2021 4:10 PM
77	Open road, few intersections and a through street, no stop signs.	5/18/2021 4:08 PM
78	I go with the flow of traffic due to not wanting to be rear ended if you catch a red light.	5/18/2021 3:12 PM
79	The rest of the traffic is flowing like that	5/18/2021 2:57 PM
80	In a rush to arrive somewhere	5/18/2021 2:43 PM
81	It's straight-through not much parking on that street and homes seem further set back so it seems sort of non-residential/wider.	5/18/2021 2:27 PM
82	I never did until the speed limit was lowered to 25. That's too slow. 35 is appropriate but a sidewalk is needed for walkers.	5/18/2021 1:28 PM
83	I don't there are too many kids around. The biggest issue I've seen also involves city trucks speeding by bus stops in the morning!	5/18/2021 1:27 PM
84	If I'm going above the speed limit it is on the interstate, but I'm within a 1-3 MPH variable. It's never intentional like what happens on this particular street.	5/18/2021 1:26 PM
85	No	5/18/2021 1:23 PM
86	na	5/18/2021 1:18 PM
87	Oblivious to how fast I'm going	5/18/2021 1:13 PM
88	No traffic	5/18/2021 1:13 PM
89	Just a bit over limit if no children/pedestrians in the area	5/18/2021 1:05 PM
90	In a rush	5/18/2021 12:50 PM
91	Just not paying attention	5/18/2021 12:50 PM
92	Typically if I speed it's mostly because someone is in a hurry & riding my bumper so I try to get out of the way	5/18/2021 12:48 PM
93	The road is quiet	5/18/2021 12:44 PM
94	In a hurry to get home once I hit my street and it's a long, straight road to gain speed	5/18/2021 12:37 PM
95	Not paying attention	5/18/2021 12:36 PM
96	An oops, but I slow down right away because it's residential.	5/18/2021 12:35 PM
97	Don't realize I'm going too fast	5/18/2021 12:33 PM
98	Don't realize it	5/18/2021 12:27 PM
99	Long street with no stops	5/18/2021 12:25 PM
100	I just get a heavy foot. I have 3 small children so try to be very cognizant of my speed.	5/18/2021 12:24 PM
101	Lose track of speed	5/18/2021 12:23 PM
102	Na	5/18/2021 12:21 PM
103	Having to keep up with traffic to merge and keep traffic flowing.	5/18/2021 12:06 PM

Round 1 Survey Results

Traffic Calming Concerns Survey		
104	I don't speed. I live here and I know there are little kids in the neighborhood. Also, the morning rush hour with kids waiting for the bus, walking to school, not a good time for folks to be speeding through.	5/18/2021 11:53 AM
105	Speed limits are set too low	5/18/2021 11:46 AM
106	We are trying to adapt to the new speed limit of 25 MPH. I use my cruise control now to help me. :)	5/18/2021 10:47 AM
107	Not paying attention to my speed. Speeding is less that 5 mph	5/18/2021 10:38 AM
108	speed limit was recently decreased to 25 mph, there are no markings on the road, no shoulder or curb.	5/18/2021 8:29 AM
109	25 mph from Bobcat to 9th going east is way too slow. This is where I tend to exceed speed limits. There are adequate sidewalks for both cyclists and walkers/joggers. From Bobcat to Sheyenne going west - 25 is appropriate because there are no sidewalks. Would love to see a sidewalk all the way to Sheyenne.	5/18/2021 8:29 AM
110	Carelessness	5/18/2021 7:55 AM
111	No stop stop sign or stop light present	5/17/2021 10:03 PM
112	N/a	5/17/2021 9:14 PM
113	Sometimes I just look at my down at my speedometer and then notice that I'm going two or three miles per hour over the speed limit.	5/17/2021 8:47 PM
114	In a hurry, running late	5/17/2021 7:01 PM
115	Not paying attention	5/17/2021 6:46 PM
116	unaware of the posted speed limit, very careful due to the amount of speeding in our neighborhood.	5/17/2021 6:38 PM
117	I don't. I'm very cautious on this and adjacent streets	5/17/2021 6:11 PM
118	Not paying attention	5/17/2021 5:50 PM
119	Another car behind me wants me to go faster and rides me close	5/17/2021 5:43 PM
120	30 mph is common. It is standard in Minnesota. So, the slow limit can be easy to exceed. Older people with more life experience are probably more likely to remember the risks to pedestrians and other obstacles.	5/17/2021 5:13 PM
121	Street is to wide and straight	5/17/2021 4:46 PM
122	Likely due to running late	5/17/2021 4:28 PM
123	In a rush	5/17/2021 3:10 PM
124	Following a car that is speeding without paying attention to my speed	5/17/2021 2:13 PM
125	It doesn't happen, I don't speed	5/17/2021 1:57 PM
126	I believe this area is a straight away with little residential mixed in with commercial businesses. I also believe if there was a sidewalk connecting the entire area not just a portion of this road it would be safer. Residents north of the interstate use this area to walk, run and ride bike. Vehicles and pedestrians are fine for a portion of the road where they are protected on the sidewalk and separate from car traffic. The area where there are no sidewalks, line striping, edge of the road, etc is where the speed concern is huge. The speed limit was just reduced to 25mph which is interesting for a mostly commercial area. I feel a sidewalk, painted lines to separate lanes and an edge to the road would help drastically even if vehicles are not obeying the speed limit.	5/17/2021 1:24 PM
127	Not paying attention to speed	5/17/2021 11:53 AM
128	n/a	5/17/2021 10:18 AM
129	the street is straight without any 4-way intersections	5/17/2021 7:58 AM
130	Not paying attention	5/16/2021 9:01 PM
131	N/a	5/15/2021 9:53 PM
132	Long stretch of road with no yield or stop signs	5/15/2021 5:34 PM
133	On a wide, straight street it's easier to misjudge my speed	5/15/2021 4:59 PM

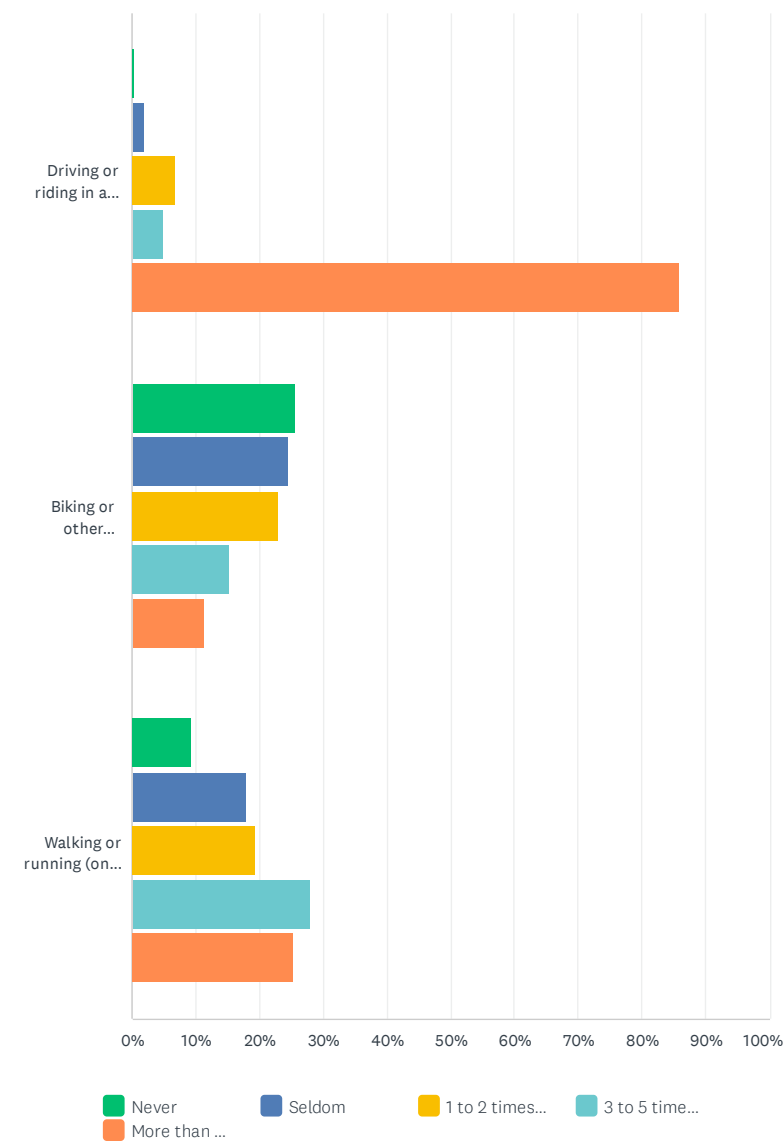
Traffic Calming Concerns Survey		
134	It's a major corridor and the speed limit is too slow.	5/15/2021 2:01 PM
135	No one is on the road, usually 5 over at most	5/15/2021 1:37 PM

Round 1 Survey Results

Traffic Calming Concerns Survey

Q7 How often do you travel along the street in these ways?

Answered: 207 Skipped: 1



Traffic Calming Concerns Survey

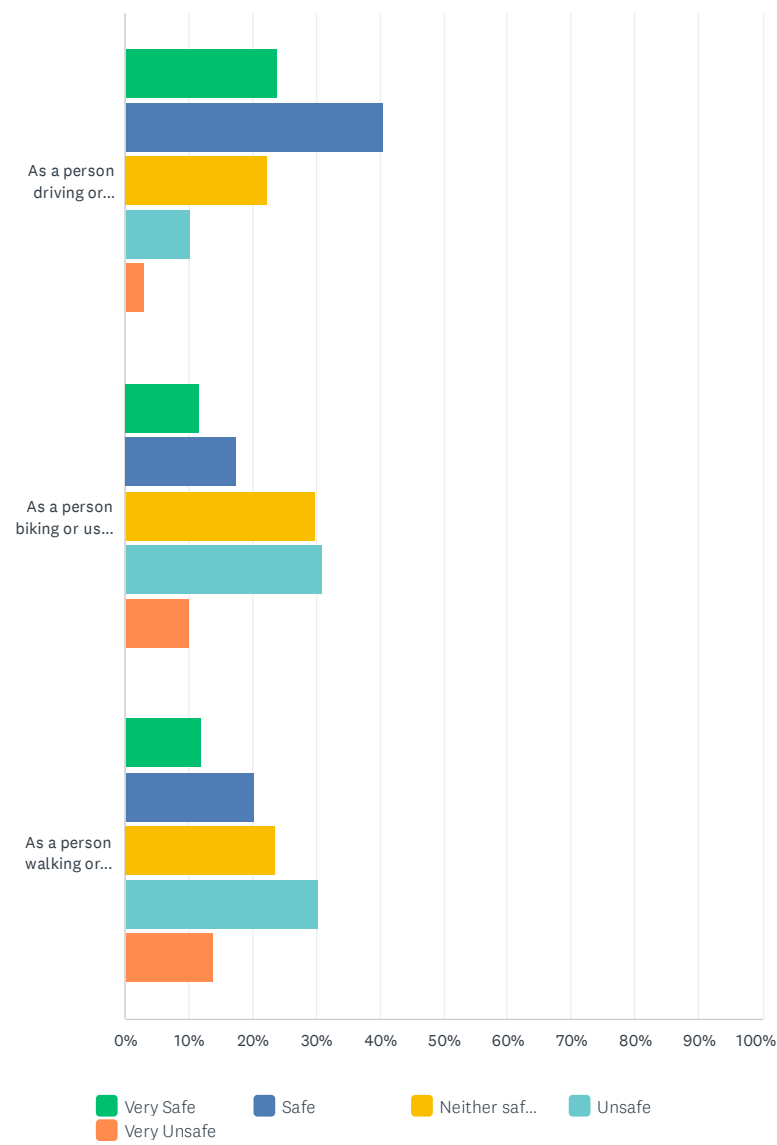
	NEVER	SELDOM	1 TO 2 TIMES A WEEK	3 TO 5 TIMES A WEEK	MORE THAN 5 TIMES A WEEK	TOTAL	WEIGHTED AVERAGE
Driving or riding in a vehicle (car, truck, motorcycle, etc.)	0.49% 1	1.95% 4	6.83% 14	4.88% 10	85.85% 176	205	4.74
Biking or other human-powered device with wheels	25.64% 50	24.62% 48	23.08% 45	15.38% 30	11.28% 22	195	2.62
Walking or running (on foot)	9.45% 19	17.91% 36	19.40% 39	27.86% 56	25.37% 51	201	3.42

Round 1 Survey Results

Traffic Calming Concerns Survey

Q8 How safe do you feel when traveling along the street under the following circumstances?

Answered: 207 Skipped: 1



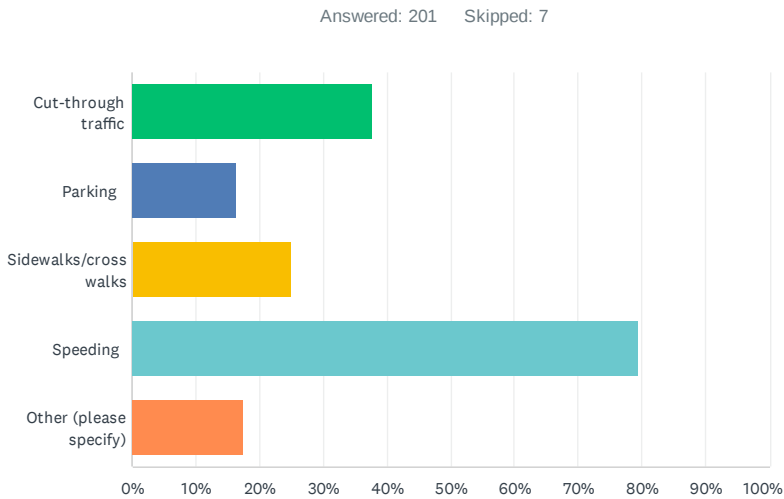
Traffic Calming Concerns Survey

	VERY SAFE	SAFE	NEITHER SAFE NOR UNSAFE	UNSAFE	VERY UNSAFE	TOTAL	WEIGHTED AVERAGE
As a person driving or riding in a vehicle	23.90% 49	40.49% 83	22.44% 46	10.24% 21	2.93% 6	205	2.28
As a person biking or using other device	11.70% 22	17.55% 33	29.79% 56	30.85% 58	10.11% 19	188	3.10
As a person walking or running (on foot)	11.88% 24	20.30% 41	23.76% 48	30.20% 61	13.86% 28	202	3.14

Round 1 Survey Results

Traffic Calming Concerns Survey

Q9 What major concerns do you have in regards to traffic calming along the street? (check all that apply)



ANSWER CHOICES	RESPONSES
Cut-through traffic	37.81%76
Parking	16.42%33
Sidewalks/crosswalks	24.88%50
Speeding	79.60%160
Other (please specify)	17.41%35
Total Respondents: 201	

#	OTHER (PLEASE SPECIFY)	DATE
1	Reducing speeds at the curve by Villa Park Way	6/12/2021 3:55 PM
2	NO MAJOR CONCERNS	6/12/2021 1:30 PM
3	I would estimate that 85-90% of driver's are going over the 25MPH posted speed limit.	6/8/2021 4:24 PM
4	cost	6/1/2021 1:25 PM
5	Children playing in driveways	5/25/2021 8:14 AM
6	The entire section of Beaton does not have sidewalks.	5/24/2021 12:10 PM
7	Noise	5/23/2021 6:08 PM
8	Sirens blaring. Helicopter noise making my house shake	5/23/2021 6:04 PM
9	Loud vehicles (that are often speeding)	5/23/2021 12:51 AM
10	I have seen someone at least once a week go through the 4 way stop on 16th st and 17th Ave S	5/22/2021 9:13 PM
11	People ALWAYS park in both sides of the street where it is clearly labeled no parking	5/22/2021 11:04 AM
12	Speeding and racing	5/20/2021 9:08 PM

Traffic Calming Concerns Survey

13	People especially not watching for little kids and they dont stop to let kids or adults cross the street	5/20/2021 10:42 AM
14	see below please	5/20/2021 8:59 AM
15	Speeding in the roundabout	5/19/2021 8:17 PM
16	Loud vehicles	5/19/2021 10:31 AM
17	People don't obey the round a bout & the yield sign on 8th st	5/18/2021 8:29 PM
18	The median on 19th Ave is ridiculous. Take it out.	5/18/2021 5:36 PM
19	Loud vehicles especially pickup trucks and motorcycles	5/18/2021 4:24 PM
20	Pine tree branch on corner of 10th St and 14th Ave blocks visibility turning onto 10th St. north bound.	5/18/2021 4:08 PM
21	Bus Stops	5/18/2021 1:27 PM
22	Litter. The increase of traffic with Holiday and Hornbachers has constant litter blowing in the yards, but myself and several neighbors find cigarette butts and garbage on the street side quite often.	5/18/2021 1:26 PM
23	No concerns	5/18/2021 12:06 PM
24	People not paying attention	5/18/2021 12:06 PM
25	People don't stop at stop signs	5/18/2021 10:26 AM
26	Concentration of children (12 on our block alone)on our street makes the speeding more dangerous	5/18/2021 8:35 AM
27	Wide continuous sidewalks from 9th to Sheyenne solves the issue.	5/18/2021 8:29 AM
28	Lots of kids on our street!	5/18/2021 7:55 AM
29	Road turns just north of 19th Ave intersection. This makes it hard to pull out safely from Oakwood due to blocked sight lines and speeding vehicles.	5/18/2021 7:27 AM
30	Limited visibility when using the roundabout between 7th st West and 19th Av	5/17/2021 10:03 PM
31	Drivers not stopping at STOP signs.	5/17/2021 6:38 PM
32	Excessive vehicle noise	5/17/2021 5:43 PM
33	the curve on East Beaton, dangerous in the winter months	5/17/2021 4:55 PM
34	Needing sidewalks for residents. It is a a loop where there is a lot of foot traffic from residents north of the interstate.	5/17/2021 1:24 PM
35	9th street + 15th avenue needs a traffic light. Very tough to turn left on 9th from 15th. Speeding on 9th street is constant.	5/15/2021 4:30 PM

Round 1 Survey Results

Traffic Calming Concerns Survey

Q10 Please specify locations of concerns (include street, cross street, intersection, or address):

Answered: 162 Skipped: 46

#	RESPONSES	DATE
1	Near the church. People dont realize cup de sac is not a through street. No cross walks at church area.	6/28/2021 3:16 PM
2	The intersection of 8 St. W, Elmwood Drive, and 15 ave. W	6/23/2021 2:43 PM
3	The fact that there is no sidewalk between Bobcat Hornbachers and requires people to walk/bike on the road and the road narrows in that location. Completing the sidewalk and putting a stop sign at Titan Machinery main entrance would make it safer for walkers and bikers and make the traffic stop and speed up.	6/17/2021 9:44 AM
4	15th Ave E, mostly worry about kids playing outside if people are speeding	6/13/2021 10:17 AM
5	Drivers do not always realize how sharp the curve is by Evergreen Court and Villa Park Way. Drivers have lost control on this curve (especially in winter) and damage property along Villa Park Way	6/12/2021 3:55 PM
6	17th Ave W	6/11/2021 9:50 AM
7	East Beaton Dr. and West Beaton Dr.	6/10/2021 1:37 PM
8	No sidewalk west of Bobcat, this is a very popular route for bikers and runners.	6/9/2021 4:28 PM
9	Beaton Drive	6/9/2021 8:01 AM
10	Kids racing and/or seeing how fast they can drive on the gravel part of 2nd street. I have video of two separate cars hitting the tree across the street from my house.	6/6/2021 10:31 PM
11	semi's delivering to the hotel parking on the street, and it's at a blind spot when traveling east on Beaton drive.	6/2/2021 10:54 PM
12	N/a	6/2/2021 5:20 PM
13	nothing specific to this location	6/1/2021 1:25 PM
14	16th Street East from 13th Avenue to 17th Avenue	5/29/2021 6:07 PM
15	13th Avenue W from 10th street W to 13th street W is terrible for people speeding and they think it is a drag strip	5/27/2021 2:52 PM
16	NA	5/27/2021 12:29 PM
17	-	5/27/2021 11:34 AM
18	16th St and 17th Ave...multiple people running stop sign	5/27/2021 10:06 AM
19	Between 32nd Avenue and 34th Avenue	5/25/2021 6:48 PM
20	16th str and 17th Ave, after 17th all the side streets to 13th Ave.	5/25/2021 3:12 PM
21	The entire length of 16th st e from 13th Ave s to 17th Ave s, especially approaching the intersection 4 way stop at 16th st e and 17th Ave s	5/24/2021 5:43 PM
22	Beaton does not have sidewalks along the entire route.	5/24/2021 12:10 PM
23	all of 2nd St E between 32nd and 40th	5/23/2021 8:25 PM
24	The sidewalk is blocked daily by vehicles on 7th street west, especially at the north end.	5/23/2021 6:49 PM
25	15th ave	5/23/2021 6:08 PM
26	16th Ave E, Veterans Boulevard	5/23/2021 6:04 PM
27	The corner before the roundabout (on 8th). The section between 18th and 16th.	5/23/2021 12:29 PM
28	Going down 7th St W, past 6th St W.	5/23/2021 12:51 AM

Traffic Calming Concerns Survey

29	16th street and 17th ave are terrible for speeding and people forget they are in a residential area so they tailgate you if you are driving the speed limit. Stop sign also needs to be more identified as along with no one pays attention to crosswalks.	5/22/2021 10:24 PM
30	4 way stop at 16th St E and 17th Ave S.	5/22/2021 9:13 PM
31	1st st e and 35th av s	5/22/2021 11:04 AM
32	1867 10th st W.	5/21/2021 10:04 PM
33	16th st E and baywood dr	5/20/2021 9:08 PM
34	16th Ave and 7th St Folks zip thru 7th like it's the Indy Speedway	5/20/2021 6:25 PM
35	1818 7th street west	5/20/2021 2:24 PM
36	1800 block of 7 Street west	5/20/2021 1:07 PM
37	7th st west. Full of kids with lots of careless speeders.	5/20/2021 12:14 PM
38	19th ave and 7th st w. The roundabout that people come flying off of	5/20/2021 10:42 AM
39	Traffic along 7th Street West is absolutely outrageous. We have a neighborhood full of children. Having children myself, I am fearful to even let them play in the front yard. Drivers use this as a cut-through street and traffic has only increased (and also increased in speed) since development of the Hornbachers area. It also doesn't help that this road is a straight shot, there are no disruptions (stop signs, speed bumps or traffic lights) to drivers, to get them to the gas station, grocery store or access to the Interstate. I am disappointed there has been nothing implemented to reduce traffic/speed as this has been happening for years and will continue to only get worse if nothing is done.	5/20/2021 10:32 AM
40	7th st 19th Ave The round about is a joke too	5/20/2021 9:53 AM
41	speeding	5/20/2021 9:39 AM
42	The 4 way stop at 16th St and 17th Ave is bad for a number of reasons. I can sit on my deck and routinely see people run the stop. Most of this happens from E/W traffic on 17th. Makes me wonder if the signs need to be more visible. Also, NOISE is a huge factor due to the 4 way stop. People accelerate and can easily be doing 35mph or better by the time they pass my house on the corner of Ash place. Basically in about 100 yards they are flying by. So..noise and speed are my main concerns at all hours of day. One comment...there used to be a fairly regular police presence. An officer would park on one of the side streets and monitor 16th St. I never see that anymore. The city could collect a lot of \$\$ on this street if police would get out there and write tickets. Keep in mind, I'm talking about people in excess of 40mph in a 25.	5/20/2021 8:59 AM
43	7th Street W from Elmwood Dr. to 19th Ave. S	5/20/2021 8:00 AM
44	7th Street from Elmwood Drive to 19th Ave.	5/20/2021 7:57 AM
45	We need a sidewalk to continue from Bobcat West to Sheyenne St.	5/19/2021 8:35 PM
46	crosswalk at 15th Ave. and 8th St., crosswalk at 15th Ave. and 6th St., crosswalk at 6th St. and 17th Ave., and the roundabout at 6th St. and 15th Ave.	5/19/2021 8:17 PM
47	Beaton Drive	5/19/2021 7:05 PM
48	Once vehicles hit the gravel they go even faster.	5/19/2021 4:47 PM
49	19 Ave west	5/19/2021 2:32 PM
50	Entrance of Villa Parkway just off Beacon Drive. Speeding traffic has plowed into and destroyed our entrance sign and landscaping and also city trees along sidewalk.	5/19/2021 1:43 PM
51	The corner of 10th Street and 15th Ave. A lot of young children live by this intersection.	5/19/2021 12:51 PM
52	15th Ave from Veterans Blvd to 6th St	5/19/2021 12:49 PM
53	9th street East to sheyenne Street	5/19/2021 11:30 AM
54	Where the road narrows by Bobcat. Around the curve by motels.	5/19/2021 10:31 AM
55	None	5/19/2021 10:12 AM
56	No bike/ sidewalk all the way on Beaton to Sheyenne st.	5/19/2021 9:18 AM
57	The round about on 19th would work properly if it was bigger. It is very hard to get around and I feel bad for the people that live there and always have tracks on their lawn. Not sure what the solution is for that area.	5/19/2021 8:18 AM

Round 1 Survey Results

Traffic Calming Concerns Survey

58	19th Ave W. Specifically. Why is there a median?	5/19/2021 6:28 AM
59	The end of the street near 19th ave	5/19/2021 12:07 AM
60	NA	5/18/2021 10:56 PM
61	Between 32nd Ave S and 40th Ave S	5/18/2021 10:33 PM
62	7st street	5/18/2021 10:16 PM
63	Speed table (many don't yield to pedestrians), and roundabout (so many people don't understand how it works, who yields to who, or use it as a four way stop).	5/18/2021 9:52 PM
64	On Sundays in particular the church driveway on 2nd has a lot of traffic. Did you count traffic on Sundays? My children play in my yard and second street traffic is a concern, particularly when cars are speeding. From my observation it's often the same people that live in the neighborhood and always speed.	5/18/2021 9:51 PM
65	309 19th Ave West West Fargo also have a special needs son that we have to watch for vehicles when crossing the road	5/18/2021 9:25 PM
66	All of 15th Ave E is a speed lane	5/18/2021 9:20 PM
67	3439 2nd St E	5/18/2021 9:18 PM
68	17th Ave and 7th st 17th Ave and 10th st	5/18/2021 8:51 PM
69	1st street between 13th Ave & 7th Ave.; 1st street between 6th Ave & Main Ave	5/18/2021 8:50 PM
70	15th Ave & 8th st yields not being used. People go straight across no stopping all the time. 6th st & 15th Ave round a bout	5/18/2021 8:29 PM
71	NA	5/18/2021 7:39 PM
72	After the rounds about going towards 13th Ave, once cars get through the roundabout they take off	5/18/2021 7:06 PM
73	19th Ave W off of Sheyenne St	5/18/2021 6:18 PM
74	19th Ave roundabout. 7th st west And 10th st west	5/18/2021 6:11 PM
75	We live in Evergreen Estates & when we leave our home to get onto Beaton Drive - you have to be very careful - speeders are always present especially in the morning going to work hours and end of day - people headed home from work.	5/18/2021 6:08 PM
76	2nd Steet E/32nd-35th Ave	5/18/2021 6:06 PM
77	16th Ave W	5/18/2021 5:45 PM
78	North part of 7th street when the sidewalk is blocked(always) you can't see what is coming around the curve of the road	5/18/2021 5:38 PM
79	19th Ave W. People start speeding the minute they turn off from street light going West or speed after the speed bump going East. The cross walk is unsafe.	5/18/2021 5:36 PM
80	Na	5/18/2021 5:29 PM
81	10th st w from 13th Ave to the roundabout.	5/18/2021 5:08 PM
82	7th street west	5/18/2021 5:04 PM
83	We need a walking/biking path. Many, many WF residents use this road to walk and bike and it is unsafe.	5/18/2021 4:31 PM
84	16th Street from 13th Ave to 17th Ave. Also 9th st from 13th Ave to 17th Ave. And 16th Avenue from 9th St to 16th St	5/18/2021 4:24 PM
85	7th Street round about	5/18/2021 4:21 PM
86	16th st between 13th Ave and 17th ave	5/18/2021 4:11 PM
87	anywhere along the street	5/18/2021 4:10 PM
88	10th St and 14th Ave	5/18/2021 4:08 PM
89	10th St W, from 13th Ave W all of the way south to 7th St W needs some kind of speed reducing measures in place. 19th Ave W, west of Sheyenne St, received this treatment several years ago, and it's past time to extend it to the majority of 10th St W as well.	5/18/2021 3:59 PM

Traffic Calming Concerns Survey

90	I live on the 1800 block of 7th St W (Elmwood) there are tons of kids in the neighborhood and cars speed at all times of the day.	5/18/2021 3:24 PM
91	Shyanne st	5/18/2021 3:12 PM
92	All of 16th st south of 13th	5/18/2021 2:43 PM
93	Closer to the church - seems like there's always cars coming into that intersection to the north of the Lutheran church and they don't necessarily make a full stop or look for cross-traffic.	5/18/2021 2:27 PM
94	Hidden driveways along the big curve heading towards the hotel	5/18/2021 2:06 PM
95	The section of Beaton without a sidewalk forces people to walk on the street. This is not safe. Many area and business people use this road as well.	5/18/2021 1:28 PM
96	From 13th ave down Elmwood dr to the new hornbachers	5/18/2021 1:27 PM
97	Concern 1. 19th Ave W and the new park road. Concern 2. Sheyenne St and 19th Ave W.	5/18/2021 1:26 PM
98	There needs to be side walks all along Beaton Drive. So many people bike, walk run on this that it is unsafe for them as they have to go into the grass to feel safe and are hard to see.	5/18/2021 1:23 PM
99	Center street, ridiculously un patrolled	5/18/2021 1:18 PM
100	16TH ST E AND 17TH AVE E SPEEDING	5/18/2021 1:18 PM
101	Around the north corner end of 7th st west	5/18/2021 1:13 PM
102	All of 7th street	5/18/2021 1:08 PM
103	There isn't a safe place for kids/adults to bike if they cannot be on sidewalks. It really is the connection between bike paths so a wider sidewalk would be helpful. I have also nearly been hit multiple times over the year getting mail by distracted drivers. This is likely people who live in the neighborhood too, which is sad	5/18/2021 1:05 PM
104	16th St between 17th Ave and 19th Ave	5/18/2021 12:50 PM
105	19th Ave between sheyenne and 10th street, then beyond that to 13th ave	5/18/2021 12:50 PM
106	10th st W & 14th Ave W	5/18/2021 12:48 PM
107	7th street west is the worst followed by 19th ave	5/18/2021 12:44 PM
108	7th st W has has very hard visibility because people park their vehicles in the street. When kids or myself need to look across the street we have to walk at least 5 steps out to look for traffic. A lot of time there are vehicles or delivery trucks speeding down the road. Speeding delivery trucks are really bad on this road.	5/18/2021 12:37 PM
109	10th st & 16th ave	5/18/2021 12:36 PM
110	The parking on the northernmost curve is the worst as it thins the lanes down too far. Same car all the time.	5/18/2021 12:35 PM
111	Roundabout at end	5/18/2021 12:33 PM
112	Anywhere along 7th.	5/18/2021 12:27 PM
113	7th st w and 17th Ave w	5/18/2021 12:25 PM
114	Too many cars parked along the street. Too narrow.	5/18/2021 12:24 PM
115	1845 7th street west	5/18/2021 12:23 PM
116	Intersection if 9th St E and 10th Ave E is impossible to cross but people try and almost get hit. Since right by high school there really should be a light there.	5/18/2021 12:22 PM
117	16th Street between 19th Ave and 17th Ave.	5/18/2021 12:21 PM
118	16th st. In between 17th ave and 19th	5/18/2021 12:08 PM
119	The whole corridor from 19th ave up to 13th ave	5/18/2021 12:06 PM
120	7th st w between 13th ave and 19th ave S	5/18/2021 11:58 AM
121	16th St and 18th Ave, the Arbor Glen area. Lots of cut through traffic.	5/18/2021 11:53 AM
122	Not enough access for neighborhoods west of 10th st off of 13th Ave. Haven to access sheyenne, cut down 10th instead of taking 13th	5/18/2021 11:46 AM

Round 1 Survey Results

Traffic Calming Concerns Survey

123	The unsafe location is where the sidewalk ends at Bobcat and it continues ALL the way to Sheyenne street.	5/18/2021 10:47 AM
124	Intersection of 17th Ave & 16th Street; so many people run those stop signs	5/18/2021 10:26 AM
125	3400 block	5/18/2021 8:35 AM
126	The area from Bobcat's east driveway, west side of building to the new lift station is a problem area. The road could be lowered to allow for ample width and a bike path with lighting.	5/18/2021 8:29 AM
127	From Sheyenne St to Bobcat is a walkers / cyclist nightmare - build a sidewalk and keep pedestrians away from the vehicles.	5/18/2021 8:29 AM
128	1854 7 street west	5/18/2021 7:55 AM
129	People basically drive on the wrong side of the road while heading North from 19th Ave on 16th Street due to the bend in the road.	5/18/2021 7:27 AM
130	roundabout location and narrow passage of roundabout at 7th st west and 19th av	5/17/2021 10:03 PM
131	I've observed random, very high speeds along 16th St. it is not the norm, but people are capable of really driving fast with only one stop sign or rain gutter between 13 an 19th Ave	5/17/2021 9:14 PM
132	From the intersection of 15th Ave E and 7th Street E rounding to 14-1/2 Ave E to 7-1/2 Street E can get to be a major racetrack. This is a major cut-through traffic path and speeding area. The teenage kids are the largest violators. We live at 711 14-1/2 Ave E.	5/17/2021 9:09 PM
133	The fact that no one STOPS AT THE STOP SIGN!! At 16th St and 17th Ave. Or the fact that none of these people driving through this intersection knows the concept of a four way stop and giving people the right away!! But I definitely DO NOT want to see a stop light out there!!!	5/17/2021 8:47 PM
134	The whole section	5/17/2021 7:01 PM
135	34 Ave to Gravel on 2nd St	5/17/2021 6:46 PM
136	16th St E from 13th Ave S to 19th Ave S 17th ave S from Sheyenne St to 42nd St S	5/17/2021 6:38 PM
137	All of 7th St W. I live directly on 7th St, and I have a 7-year-old son and 15-year-old daughter, and I'm constantly worried that they will cross the street and get hit. There's not only the consistent and extreme speeding, but also the heavy traffic since all residents north of 13th Ave use 7th St to get to Hornbachers.	5/17/2021 6:35 PM
138	35th Ave E and 2nd St E, especially where the gravel and paved road meet.	5/17/2021 6:28 PM
139	7th st w north of 19th ave	5/17/2021 6:11 PM
140	10th st w and 13th ave	5/17/2021 5:50 PM
141	10th Ave W & 16th Street	5/17/2021 5:43 PM
142	Any lengthy stretches with no forced turns.	5/17/2021 5:13 PM
143	drivers trying to sneak thru Evergreen Estates finally had to gate it on one end. Speed and noise of vehicles. Noise from vehicles, motorcycles congregating by the hotel dumpster.	5/17/2021 4:55 PM
144	Our entire street is a race track. It's wide, straight, and used as a cut through for people trying to avoid traffic lights and stop signs on 13th and 15th Avenue	5/17/2021 4:46 PM
145	narrow roadway on 15th ave	5/17/2021 4:28 PM
146	2nd street east, gravel road. Recently moved in and my kids ride their bikes. They aren't always seen by cars.	5/17/2021 3:10 PM
147	Gated community entering onto Beaton Dr, entering Beaton Dr off of Villa Park Way	5/17/2021 2:13 PM
148	Pretty much all of 10th Street W, south of 13th ave to the new round-about and Beaton Drive to Sheyenne street	5/17/2021 1:57 PM
149	From West Beaton Drive to Sheyenne.	5/17/2021 1:24 PM
150	15th Ave E, children crossing streets or playing in driveways	5/17/2021 11:53 AM
151	15th Ave E between 6th and 9th St	5/17/2021 10:18 AM
152	2nd St East between 32nd and 40th. Excessive speeding on gravel road and continues to pavement and down 2nd street towards 32nd Ave. Also the speeding is all through the morning, day, evening hours.	5/17/2021 7:31 AM

Traffic Calming Concerns Survey

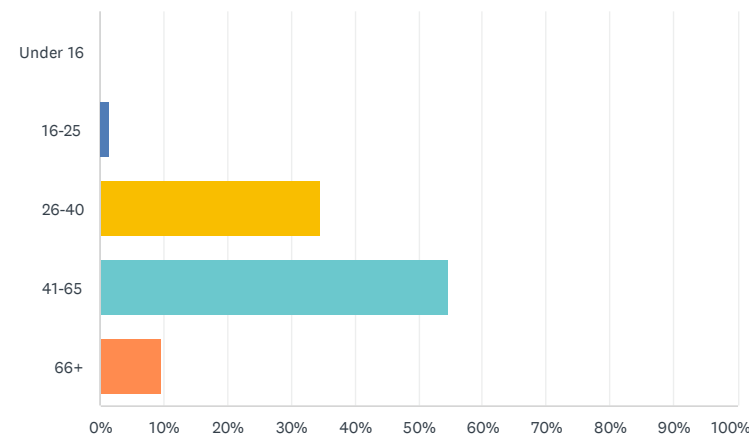
153	2nd St E. Coming off the gravel road onto the pavement cars speed constantly until they hit 32nd. Complained last summer to the city but they didn't seem to take the complaint seriously and made it seem as though they thought we were overreacting. We have had conversations with our neighbors about this issue and they have the same concerns.	5/16/2021 9:03 PM
154	People come off of the gravel road extremely fast. They are a ton of kids that live on 2nd st e- a kid will end of getting hit if something isn't done. People to do not adhere to the sooes or oay attention to the cross walk	5/16/2021 9:01 PM
155	N/a	5/15/2021 9:53 PM
156	From 17th ave. to 13 Ave	5/15/2021 5:34 PM
157	I feel like we need a stop light at 15th and 9th. It's a very dangerous intersection to turn left onto and is extremely congested throughout the day.	5/15/2021 5:09 PM
158	2nd St between 32nd and 34th Ave E needs something to limit speeds.	5/15/2021 4:59 PM
159	The residential section of 9th street from I94 to 13th avenue is a 5 lane, high volume race track. The speed warning signs by Cheney School do not impact traffic speed. Tough to turn north from 15th avenue onto 9th street. A traffic light at the intersection of 15th and 9th would help solve both troubles.	5/15/2021 4:30 PM
160	15th Ave between 7th st e an 9th st e	5/15/2021 4:25 PM
161	2nd St. E Dirt road area, people think there's no speed limit that applies to that stretch of roadway.	5/15/2021 1:37 PM
162	15th Ave E between 6th st and 9th st	5/15/2021 12:41 PM

Round 1 Survey Results

Traffic Calming Concerns Survey

Q11 What is your age group? (Optional)

Answered: 200 Skipped: 8

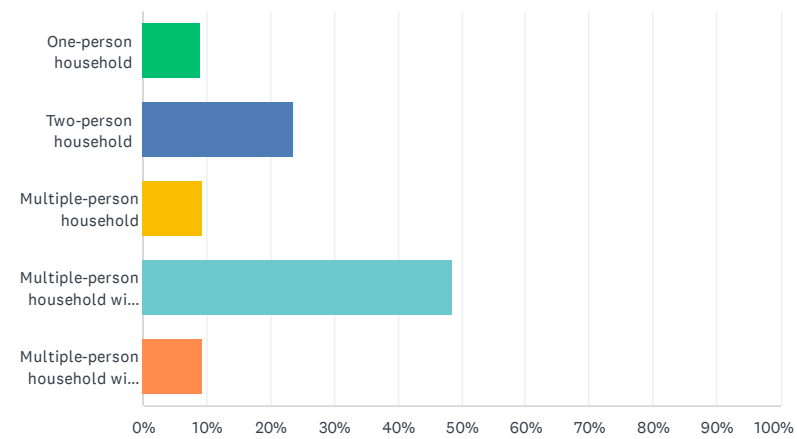


ANSWER CHOICES	RESPONSES	
Under 16	0.00%	0
16-25	1.50%	3
26-40	34.50%	69
41-65	54.50%	109
66+	9.50%	19
TOTAL		200

Traffic Calming Concerns Survey

Q12 Which of the following best describes your household? (Optional)

Answered: 202 Skipped: 6

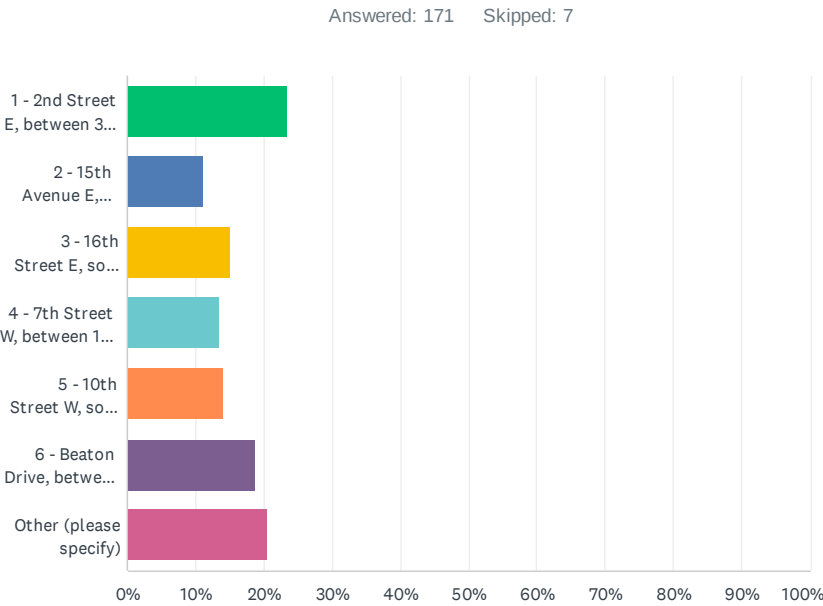


ANSWER CHOICES	RESPONSES	
One-person household	8.91%	18
Two-person household	23.76%	48
Multiple-person household	9.41%	19
Multiple-person household with dependents 0-15 years of age	48.51%	98
Multiple-person household with dependents 16+ years of age	9.41%	19
TOTAL		202

Round 2 Survey Results

Traffic Calming Options Survey

Q1 Which location(s), 1 through 6, are you most concerned about?



ANSWER CHOICES	RESPONSES	
1 - 2nd Street E, between 32nd and 40th Ave E	23.39%	40
2 - 15th Avenue E, between 6th and 9th St E	11.11%	19
3 - 16th Street E, south of 13th Ave E	15.20%	26
4 - 7th Street W, between 15th and 19th Ave W	13.45%	23
5 - 10th Street W, south of 13th Ave W	14.04%	24
6 - Beaton Drive, between Sheyenne and 9th St E	18.71%	32
Other (please specify)	20.47%	35
Total Respondents: 171		

#	OTHER (PLEASE SPECIFY)	DATE
1	9th street between 13th and I-94	8/28/2021 9:08 PM
2	32nd Ave and Sheyenne St intersection	8/28/2021 2:58 PM
3	None	8/27/2021 9:58 PM
4	None	8/27/2021 9:55 PM
5	Center street and main.	8/27/2021 3:18 PM
6	7th ave east from Sheyenne to 45 th St	8/24/2021 7:49 AM
7	Literally none	8/20/2021 3:42 PM

Traffic Calming Options Survey

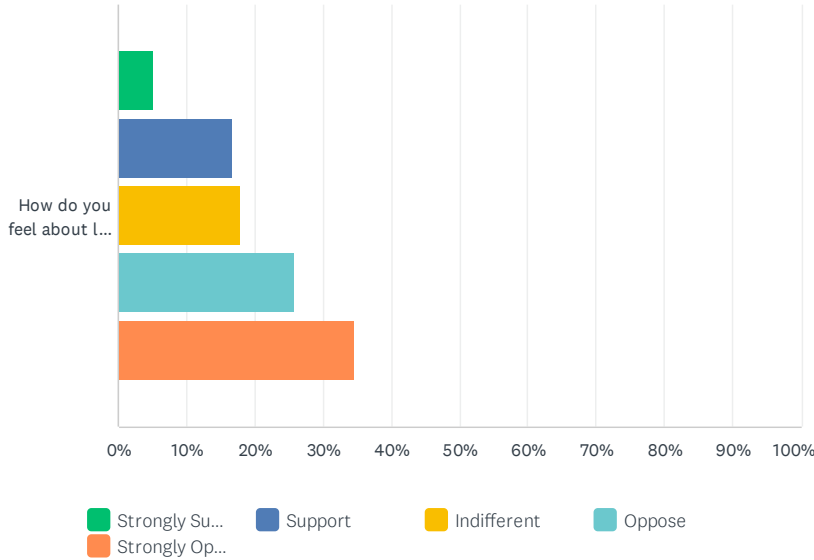
8	17th Ave. and Charleswood Estates Drive	8/20/2021 8:59 AM
9	Any place you think adding additional barriers and concrete to slow traffic concerns me.	8/18/2021 10:42 AM
10	Around Westside elementary on the west for kids walking to school	8/18/2021 9:17 AM
11	13 between sheyenne and 8th st w. at the ball fields, and the intersection9th Ave w and 11th St W. for kids to cross to the school. Both areas need extra stop signs to slow traffic.	8/18/2021 9:00 AM
12	40th Ave from Sheyenne St to diversion	8/17/2021 10:18 PM
13	None of them	8/17/2021 8:06 PM
14	1st street from 13th Ave to Main Ave	8/17/2021 4:13 PM
15	None of the above	8/17/2021 3:50 PM
16	6th st w	8/17/2021 3:10 PM
17	9th st between 32nd and Highland Acres	8/17/2021 3:10 PM
18	9th street west, south of I-94	8/17/2021 1:13 PM
19	13th Ave in Goldenwood edition	8/17/2021 12:37 PM
20	None apply to me	8/17/2021 12:34 PM
21	Veterans Drive...needs turn lanes....should've been designed with them. Not an afterthought.	8/17/2021 11:48 AM
22	2nd St. E and 13th Ave.	8/17/2021 11:12 AM
23	2nd Ave E between 45th St and 17th St E	8/17/2021 10:59 AM
24	7th Street behind Liberty Middle School and Sheyenne HS	8/10/2021 2:25 PM
25	7th Street E - Behind high school and middle school	8/10/2021 10:18 AM
26	36th Ave. E, West of Veterans	8/10/2021 9:55 AM
27	1st Street between 13th Ave & Main Ave	8/9/2021 9:31 PM
28	38th Ave W	8/9/2021 7:02 PM
29	8th St W between 13th and Main	8/9/2021 3:31 PM
30	17th ave between 9th and sheyenne street	8/9/2021 3:22 PM
31	1st Street between 7th Ave south and 13th Ave south	8/9/2021 2:24 PM
32	I have no concerns. We don't need more unnecessary roudabouts.	8/6/2021 9:11 AM
33	LO	8/5/2021 9:36 PM
34	19th Ave W	8/5/2021 8:38 PM
35	Sheyenne St from 13th Ave S all the way to 40th Ave S	8/5/2021 2:44 PM

Round 2 Survey Results

Traffic Calming Options Survey

Q2 Lane Narrowing

Answered: 174 Skipped: 4



	STRONGLY SUPPORT	SUPPORT	INDIFFERENT	OPPOSE	STRONGLY OPPOSE	TOTAL	WEIGHTED AVERAGE
How do you feel about lane narrowing as a traffic calming option?	5.17% 9	16.67% 29	17.82% 31	25.86% 45	34.48% 60	174	2.32

Traffic Calming Options Survey

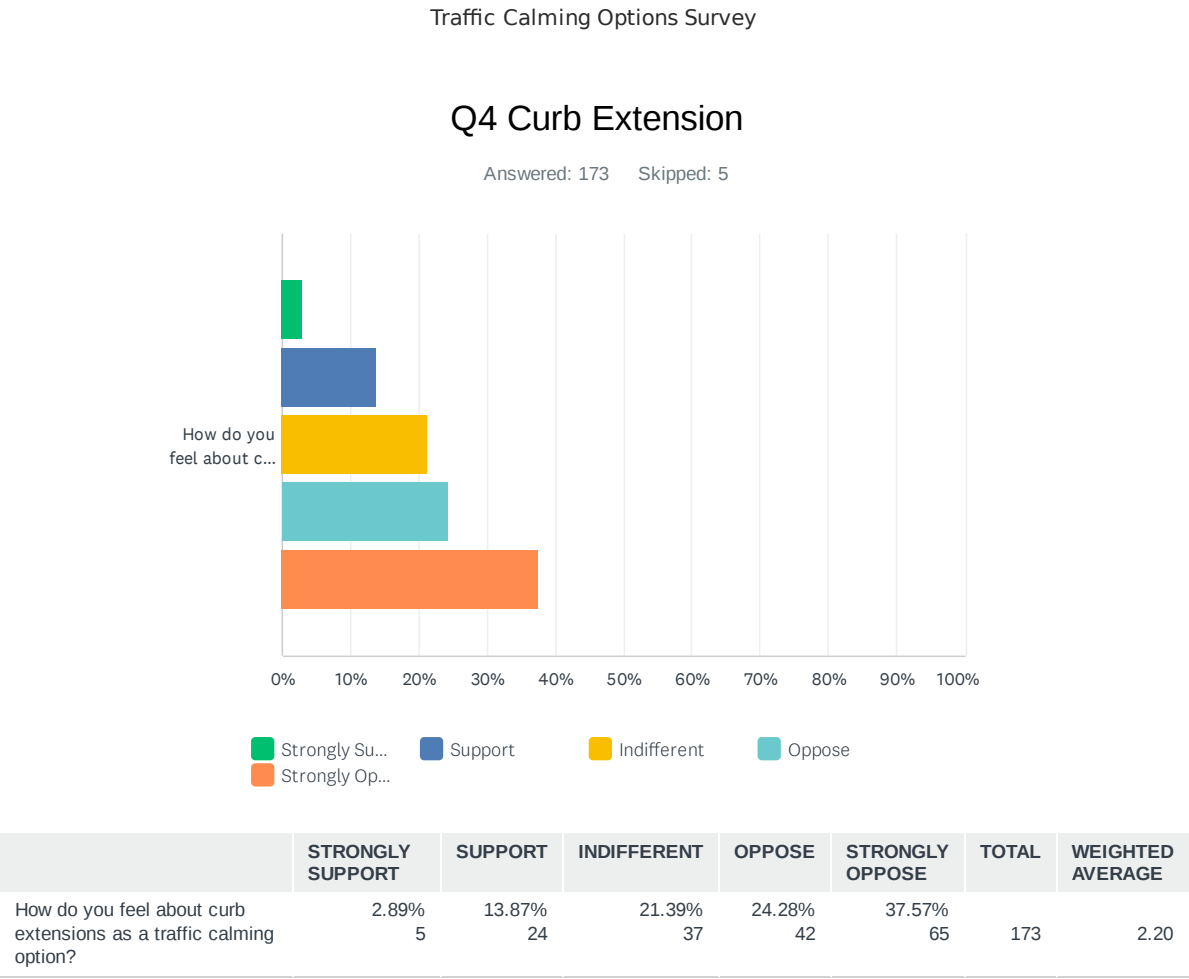
Q3 Lane Narrowing Comments (Optional)

Answered: 43 Skipped: 135

#	RESPONSES	DATE
1	No need for parking in all of those areas	8/28/2021 3:09 PM
2	Too many large vehicles on the road these days and would make snow removal that much more difficult.	8/27/2021 4:01 PM
3	I worry about winter - lanes are narrowed by snow so how do you ensure enough room is left to plow out snow and not totally inhibit proper traffic flow.	8/27/2021 3:30 PM
4	Enforcement and some citations from wfpd. They totally ignore traffic speeding.	8/27/2021 3:18 PM
5	Having bike lanes right next to traffic is dangerous. Also, parked cars create a situation of having to exit and enter car in the bike lane which is another way to create an accident. Have you thought about enforcing speed limits and giving citations to loud vehicles. There are a lot of cars that are being souped up to be noisy. And people racing cars. Revving engines.	8/26/2021 5:32 PM
6	Would support bike lanes being part of it but very skeptical it will reduce speeds on 16th St E	8/25/2021 1:37 PM
7	Its a Gravel road!	8/25/2021 10:12 AM
8	I feel it makes the street more dangerous.	8/24/2021 10:21 AM
9	Stop	8/20/2021 3:42 PM
10	Beaton from Bobcat to Sheyenne (travelling west) is too narrow already.	8/19/2021 12:53 PM
11	Just put stop signs	8/18/2021 9:17 AM
12	It would be nice to have bike lane, coming from the cities this would be a nice addition, but could also make people more uncomfortable driving with the higher anxiety of vehicles being so close.	8/18/2021 9:00 AM
13	Please add bike lanes	8/17/2021 10:18 PM
14	I don't see that this would slow people down very much in front of the schools	8/17/2021 1:13 PM
15	Narrowing a lane doesn't help people still wait until the last min to get in or out of the lane. Just create a whole lane	8/17/2021 12:34 PM
16	Streets are bad enough. Dont need narrowing streets causing traffic backups or limiting street use.	8/17/2021 11:48 AM
17	Good way for kids to sneak out between cars and get hit	8/17/2021 11:05 AM
18	Not the proper choice for 15th Ave E	8/16/2021 12:41 PM
19	Efficient snow removal would be compromised because of parking on the street. I don't feel a narrower road would help speed on this street.	8/14/2021 10:43 AM
20	Parking is permitted on the west side. When cars are parked on the street, there's just enough room for emergency vehicles. If the road was narrowed, their wouldn't be enough room for emergency vehicles.	8/12/2021 4:26 PM
21	On street	8/12/2021 1:37 PM
22	Emergency vehicles can barely get through the way it is now.	8/11/2021 9:53 PM
23	If this section of road was pavement the kids wouldn't think it is as much fun to drive fast on. Problem solve!!	8/11/2021 9:12 AM
24	Roadway is already to narrow	8/10/2021 5:31 PM
25	If narrowing to provide a bike lane then strongly against it. Bikes don't use them anyway	8/10/2021 2:25 PM

Round 2 Survey Results

Traffic Calming Options Survey		
26	Not enough impact.	8/10/2021 10:18 AM
27	Streets are already narrow and it goes into a gravel road	8/10/2021 10:10 AM
28	Many residential streets are already narrow - cause blind spots when vehicles park on the streets.	8/10/2021 9:55 AM
29	Our street was already narrowed & it hasn't made much of a difference	8/9/2021 9:31 PM
30	17th ave is so fast and when my kids or I are out crossing I prefer distance from the car.	8/9/2021 3:22 PM
31	It can work but needs to be used realistically.	8/9/2021 2:24 PM
32	I don't think narrowing our road is an effective way to curb speeding	8/6/2021 7:12 PM
33	Would love to see bike route added to connect to other route/wider side walks in area	8/6/2021 9:41 AM
34	Lower the speed limit. Put up a sign.	8/6/2021 9:11 AM
35	Our street is narrow enough already.	8/6/2021 7:34 AM
36	since the east side of road is no parking, maybe a designated bicycle lane marked out could work	8/6/2021 7:12 AM
37	Sounds like a good low cost solution. We already have parking on only one side of the road. (It would be really great if our road was wide enough for parking on both sides, out of the scope of this survey) 25 mph labels on the road, centerline labels, and maybe a bike lane label on the side opposite of the parking could probably be useful.	8/5/2021 9:47 PM
38	Doesn't work, you tried that on 8th st between main and 13ave and It just makes it seem likes you are going to run into opposing traffic .	8/5/2021 5:57 PM
39	People get used to the narrow lanes and still speed.	8/5/2021 5:51 PM
40	only support if a bike lane was added	8/5/2021 5:06 PM
41	People already have enough trouble staying in a lane; making them narrower would be awful. Plus, it won't slow anyone down.	8/5/2021 2:44 PM
42	People still park on the street and it is dangerous. Especially during snow months	8/5/2021 1:54 PM
43	There is parking allowed on the West side of our street so there is enough narrowing.	8/5/2021 1:52 PM



Round 2 Survey Results

Traffic Calming Options Survey

Q5 Curb Extension Comments (Optional)

Answered: 39 Skipped: 139

#	RESPONSES	DATE
1	Similar concern with snow removal. It often seems that the plowed width narrows at intersections, so again does this allow snowplows to plow out a minimum acceptable width in the winter.	8/27/2021 3:30 PM
2	Once again, police enforcement. This city needs a traffic division strictly enforcing violations.	8/27/2021 3:18 PM
3	I think it would make more sense to have signage or street lights. Making it difficult for vehicles to maneuver is a non solution.	8/26/2021 5:32 PM
4	Not applicable in my opinion to 16th St E	8/25/2021 1:37 PM
5	Gravel Road NA	8/25/2021 10:12 AM
6	It makes it easier for a shorter person to see around the corners	8/24/2021 10:21 AM
7	Needs to be consistent in a town and take into consideration where the traffic will go if buses and trucks find it difficult.... like now the trucks are using 7th ave East from sheyeene to 9th St as a truckroute and they drive fast on it and that area is lined with schools, parks, activites, homes etc....	8/24/2021 7:49 AM
8	Trying	8/20/2021 3:42 PM
9	Doesn't seem possible.	8/19/2021 12:53 PM
10	Just put stop signs	8/18/2021 9:17 AM
11	I don't feel anything that makes snow removal more difficult is a good idea in our area.	8/18/2021 9:00 AM
12	Waste of money. Plows take them out by our place every year and leave concrete chucks all over the road. They also tear up our yard because they don't realize the curb pops out.	8/17/2021 10:32 PM
13	26 ave and 30 walking the path I see more diffance at the round about then at the raise road at school.	8/17/2021 4:18 PM
14	They cause a bug loss of roadway, especially during the winter months of the year (which is over half our year). I live on a corner and have had nothing but issues with people driving on the bump out.	8/17/2021 3:50 PM
15	Dont need additional road obstacles, especially in the winter time.	8/17/2021 11:48 AM
16	Retired school bus driver	8/17/2021 11:12 AM
17	Not the proper choice for 15th Ave E	8/16/2021 12:41 PM
18	I don't this would work unless the gravel section of 2nd St E became paved. When speaking to the City engineer, he's not aware of any plans to pave that in the near future.	8/12/2021 4:26 PM
19	We have a gravel road section so may not work	8/12/2021 1:37 PM
20	The issue isn't primarily around intersections.	8/11/2021 9:53 PM
21	This just causes an obstacle for even good drivers and snow plows to hit.	8/11/2021 9:12 AM
22	There are very few intersections for this to be an impact	8/10/2021 5:31 PM
23	My house is on the corner and there is already a curb into my driveway	8/10/2021 10:10 AM
24	Already a concern in our neighborhood with roundabouts, etc.	8/10/2021 9:55 AM
25	They haven't made a difference on Sheyenne. They did make it harder to see if a vehicle is coming from the right or left if you want to safely make a right or left onto Sheyenne.	8/9/2021 9:31 PM

Traffic Calming Options Survey

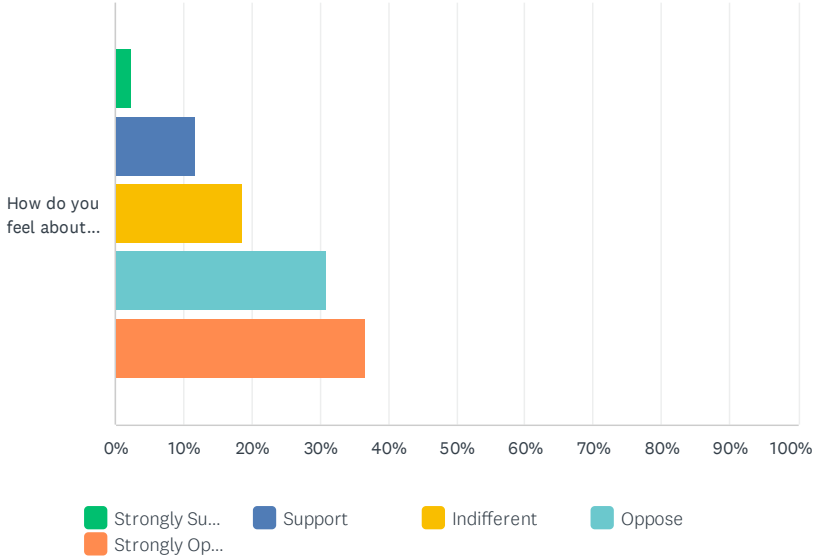
26	When there is parking next to these bumpouts you cannot see anything. Sure, it oooks good on paper but it doesn't execute well (5th Ave & Sheyenne, west side of Sheyenne as an example)	8/9/2021 2:24 PM
27	It's already tough to see around corners when snow gets piled high. For those of us with a short car, I worry this would make it more difficult.	8/9/2021 1:32 PM
28	Too much turning traffic at intersections and more difficult snow removal, too much traffic overall	8/6/2021 9:41 AM
29	Put up a Pedestrian crossing sign.	8/6/2021 9:11 AM
30	No intersection to use it on aside from the already messed up roundabout on the south end of 7th St W. Also, we already have too little parking everywhere. Curb extensions would make that worse.	8/5/2021 9:47 PM
31	We already have these	8/5/2021 8:57 PM
32	Making a curb AND a SIDEWALK from 9th to Cheyenne on E Beaton Dr is the first and foremost way to increase safety for the many walkers and bicyclists that use that road daily.	8/5/2021 8:57 PM
33	Already have this on 2nd Street East, not effective.	8/5/2021 8:57 PM
34	Delivery trucks, landscapers, etc. will have issues with turning.	8/5/2021 5:57 PM
35	Very dangerous for snow plow operations. If there is ice build up or something kicks the plow or maintainer over... It could be head on with a vehicle in the narrow portion of this design. It also takes longer to clear snow effectively on these designs.	8/5/2021 5:51 PM
36	I don't think this is helpful in this case	8/5/2021 5:23 PM
37	a couple of these already exist on 2nd St E and they do nothing	8/5/2021 5:06 PM
38	It only slows people down right at an intersection & not on the rest of the roadway.	8/5/2021 2:44 PM
39	Where you are considering putting these would have no effect on the SPEEDING on 7th St. W.	8/5/2021 1:52 PM

Round 2 Survey Results

Traffic Calming Options Survey

Q6 Pinchpoint

Answered: 172 Skipped: 6



	STRONGLY SUPPORT	SUPPORT	INDIFFERENT	OPPOSE	STRONGLY OPPOSE	TOTAL	WEIGHTED AVERAGE
How do you feel about pinchpoints as a traffic calming option?	2.33% 4	11.63% 20	18.60% 32	30.81% 53	36.63% 63	172	2.12

Traffic Calming Options Survey

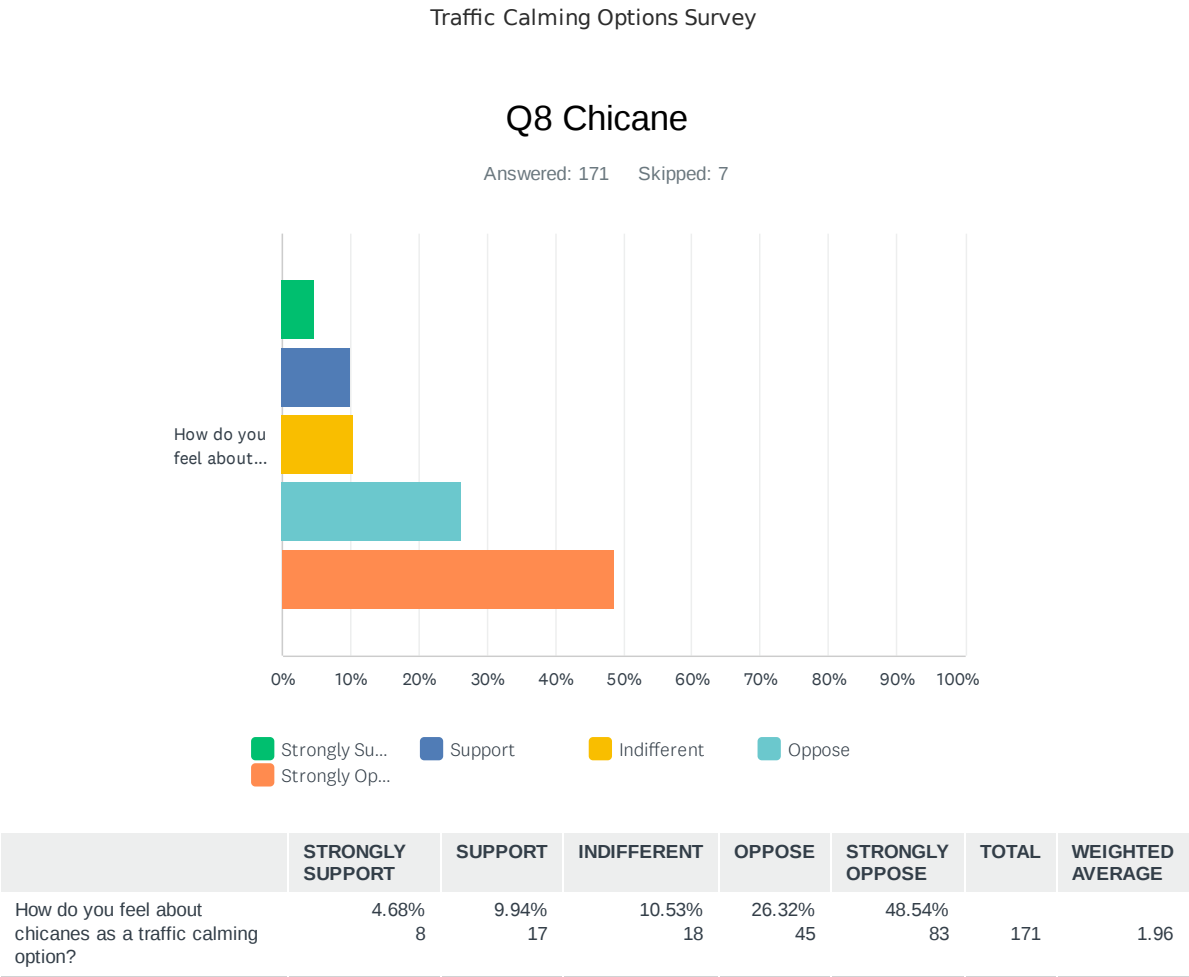
Q7 Pinchpoint Comments (Optional)

Answered: 31 Skipped: 147

#	RESPONSES	DATE
1	Seems like it would impact snow plowing less than previous options.	8/27/2021 3:30 PM
2	If wrpd would start writing some tickets problem would be solved	8/27/2021 3:18 PM
3	That seems like a snow plow nightmare. It snows here. Are you just looking at solutions from warm weather areas? Enforce the speed limits. That should bring in revenue via fines.	8/26/2021 5:32 PM
4	Disaster for cyclists in my opinion	8/25/2021 1:37 PM
5	Makes street too narrow	8/24/2021 10:21 AM
6	they propose doing this on 7th ave e in West Fargo and I agree not safe for the bikers having to use the street and esp when the new multi purpose path will have bikers exting and entering and the decrease in street parking will lead to more cars/trucks parked closer to interesections and blocking visiblity for peds, bikers and cars. It also gives cars backing out of driveways a longer wait times close to these unexpected narrowing,...plus the steeping on the gas right after going through defeats purpose	8/24/2021 7:49 AM
7	To	8/20/2021 3:42 PM
8	Doesn't seem possible.	8/19/2021 12:53 PM
9	Just put stop signs	8/18/2021 9:17 AM
10	Again, during the winter, this could make the roadway too narrow.	8/18/2021 9:00 AM
11	Not safe for bicyclists	8/17/2021 10:32 PM
12	More unnecessary ideas and spending. Along with maintenance	8/17/2021 11:48 AM
13	Snow removal issues	8/17/2021 11:05 AM
14	Not the proper choice for 15th Ave E	8/16/2021 12:41 PM
15	Again, another option where the gravel road would need to be paved.	8/12/2021 4:26 PM
16	Again- very narrow road way	8/10/2021 5:31 PM
17	Doesn't really slow traffic very much	8/10/2021 2:25 PM
18	Parking is already limited.	8/10/2021 10:10 AM
19	Since I'm focusing on 15th Avenue, I'm not sure how this would help slow traffic as it's a straight line.	8/9/2021 1:32 PM
20	only effective if 2 cars coming at the same time.	8/6/2021 3:19 PM
21	I oppose anything that will take street parking away.	8/6/2021 3:00 PM
22	Would make traffic backup quickly for turning vehicles.	8/6/2021 9:41 AM
23	Lower the speed limit. Put up a sign.	8/6/2021 9:11 AM
24	Removes street parking. That would be awful.	8/5/2021 9:47 PM
25	Would cause more problems than it would solve	8/5/2021 5:57 PM
26	No.	8/5/2021 5:51 PM
27	Not the issue with our space	8/5/2021 5:23 PM
28	people will still speed between the pinch points	8/5/2021 5:06 PM

Round 2 Survey Results

Traffic Calming Options Survey		
29	There is a pedestrian crosswalk on 19th Ave W, and it is not slowing down anybody.	8/5/2021 2:44 PM
30	This would be horrible, causing one side to stop while the other goes through. We are an emergency route, and this would only cause more major problems than we already have.	8/5/2021 2:41 PM
31	It will make snow removal difficult and therefore cars will park halfway in the street	8/5/2021 1:54 PM



Round 2 Survey Results

Traffic Calming Options Survey

Q9 Chicane Comments (Optional)

Answered: 31 Skipped: 147

#	RESPONSES	DATE
1	I don't think people will uphold the concept of "taking turns"	8/28/2021 3:09 PM
2	All this city needs is enforcement and write some citations.	8/27/2021 3:18 PM
3	We live in North Dakota. It's flat land. One benefit of that should be not having to maneuver through winding roads. Which present their own accident issues. Enforce speed limits and enjoy revenue from tickets. But this just seems like creating revenue for some hand shake pet companies.	8/26/2021 5:32 PM
4	Would snow and snow removal be a nightmare???	8/25/2021 1:37 PM
5	It is too much trouble to see and drive	8/24/2021 10:21 AM
6	In north Dakota (esp when roads have the street markings covered in snow) it is hard for drivers to know what to do in all of these special cases.	8/24/2021 7:49 AM
7	Take	8/20/2021 3:42 PM
8	Doesn't seem possible.	8/19/2021 12:53 PM
9	Just put stop signs	8/18/2021 9:17 AM
10	I think this is unnecessary and extra stop signs would be adequate.	8/18/2021 9:00 AM
11	Would rather see a wondering road or individual lane like 17 ave between 9th east and Sheyenne.	8/17/2021 4:18 PM
12	Dont need additional wear and tear on vehicles either. Unnecessary spending	8/17/2021 11:48 AM
13	Seems like a waste	8/17/2021 11:05 AM
14	I like it, start in front of my house.	8/16/2021 12:41 PM
15	I am not sure how this would work for school buses. This road has high speeds because it's the only straight route between 45th street in Fargo and 9th street in West Fargo.	8/14/2021 10:43 AM
16	Would turn the street into a video game	8/10/2021 2:25 PM
17	Parking is already limited	8/10/2021 10:10 AM
18	I'll support if you can get me a formula one car	8/9/2021 2:24 PM
19	This seems like a good option, however, I'm not sure how snow removal would work and 15th Avenue is a main emergency route. Would a chicane impact either of those?	8/9/2021 1:32 PM
20	We have a lot of kids in our neighborhood and bus traffic is needed.	8/6/2021 7:12 PM
21	Doesn't make sense unless for a one way road	8/6/2021 3:00 PM
22	Snow removal may be slower, too much traffic overall	8/6/2021 9:41 AM
23	Rediculous. Lower the speed. Put up a sign.	8/6/2021 9:11 AM
24	Lose a lot parking. Very bad idea for this street.	8/5/2021 9:47 PM
25	Sounds over complicated	8/5/2021 5:57 PM
26	No.	8/5/2021 5:51 PM
27	Not a good idea	8/5/2021 5:23 PM
28	looks bad, 2nd St is a school bus route and snow removal will be difficult making it more difficult for residents getting in and out	8/5/2021 5:06 PM

Traffic Calming Options Survey

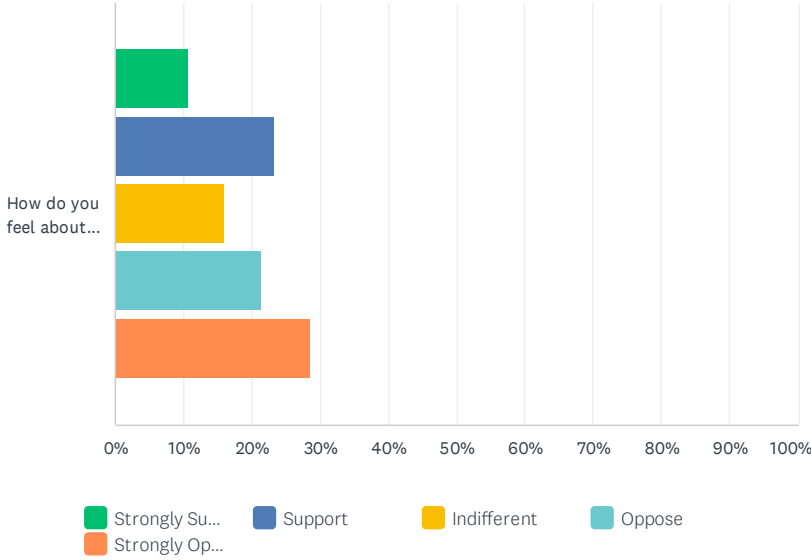
29	It's not the locals racing through the area! I don't want to drive through this everyday.	8/5/2021 3:26 PM
30	Too expensive; not good for snow removal which can be more than half the year.	8/5/2021 2:44 PM
31	Just plain dumb.	8/5/2021 1:52 PM

Round 2 Survey Results

Traffic Calming Options Survey

Q10 Median Island

Answered: 168 Skipped: 10



	STRONGLY SUPPORT	SUPPORT	INDIFFERENT	OPPOSE	STRONGLY OPPOSE	TOTAL	WEIGHTED AVERAGE
How do you feel about median islands as a traffic calming option?	10.71% 18	23.21% 39	16.07% 27	21.43% 36	28.57% 48	168	2.66

Traffic Calming Options Survey

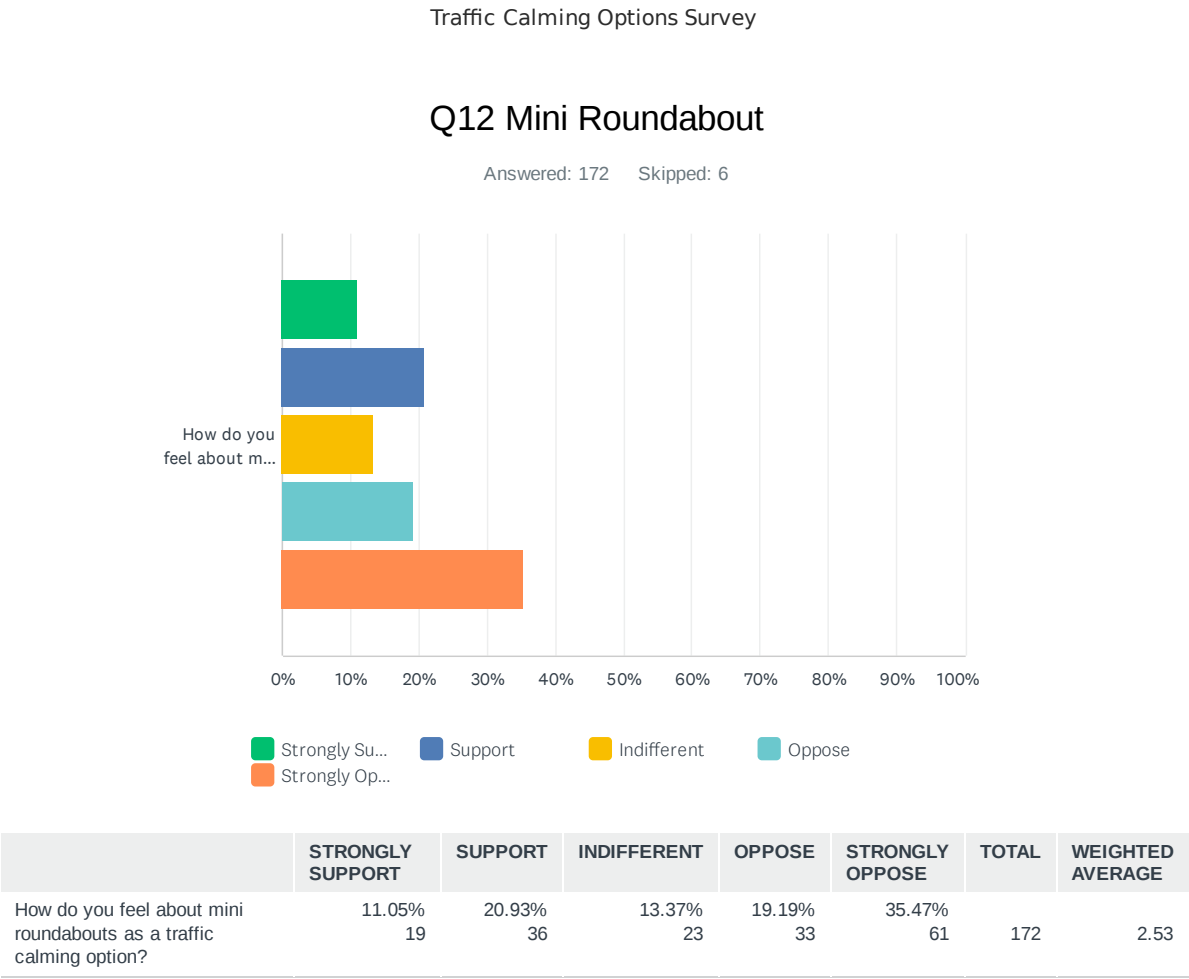
Q11 Median Island Comments (Optional)

Answered: 33 Skipped: 145

#	RESPONSES	DATE
1	Not good options in residential areas where the road is already not wide enough for parking & two way traffic	8/27/2021 4:01 PM
2	Why spend all this money on crap that the wfpd can solve.	8/27/2021 3:18 PM
3	This is a good option to allow a pedestrian a midpoint to determine if crossing is safe. Utilize stop signs and street lights and good cross walk signage and stripes on the street. For years the stripes at 10th St and 13th Ave were worn off and City of WF drive by it every day. It's not like you need a memo to know it needs to be done.	8/26/2021 5:32 PM
4	It will help if in the right location	8/24/2021 10:21 AM
5	these need to have maintained street markings that are very bright AND abouve ground posts so people can see them	8/24/2021 7:49 AM
6	Our	8/20/2021 3:42 PM
7	Doesn't seem possible.	8/19/2021 12:53 PM
8	Just put stop signs	8/18/2021 9:17 AM
9	I don't like the idea of removing on street parking or blocking off driveways.	8/18/2021 9:00 AM
10	Void between oncoming traffic, barrier and error correction	8/17/2021 4:18 PM
11	If all intersections are still usable to make left turns then medians work fine. But a lot of times you can only turn right and that turns into more issues other than speeding traffic that no one likes to deal with	8/17/2021 4:13 PM
12	Street access and parking is more important	8/17/2021 11:48 AM
13	Maybe this could slow traffic down through there, but would require taking parking away from both sides, as currently allowed. Which is fine.	8/16/2021 12:41 PM
14	I don't live directly on the street but if I did I wouldn't like this idea for the fact of access to get into my driveway.	8/14/2021 10:43 AM
15	Same as above- to narrow	8/10/2021 5:31 PM
16	These actually make the traffic drive faster in our neighborhood on 4th street, same general area as 2nd in this study.	8/10/2021 10:31 AM
17	Streets are already narrow	8/10/2021 10:10 AM
18	driveway access.	8/6/2021 3:19 PM
19	Oppose taking away street parking	8/6/2021 3:00 PM
20	Very few driveways actually face 16th st, would allow for snow removal to center of street, not residential property edges	8/6/2021 9:41 AM
21	Not enough room on the road, with parking we shouldn't give up, to pit a physical structure in the middle of the road.	8/5/2021 9:47 PM
22	Instead of using extra space for median islands, a full sidewalk on E Beaton Dr from 9th to Cheyenne is necessary for safety.	8/5/2021 8:57 PM
23	This would be the cream of the crop for 19th Ave W. to reduce traffic speed. How 19th Ave W didn't make it on your survey blows my mind. People fly by at 30-35mph and I see it daily. It makes me raise an eyebrow beings there is the looming land sale at Beaton Farms. It's	8/5/2021 8:38 PM

Round 2 Survey Results

Traffic Calming Options Survey		
	almost, or what appears to be, blatant disregard for that and the traffic problems it will be causing.	
24	If done right could work, if done poorly will cause problems	8/5/2021 5:57 PM
25	To tight of corners for large City vehicles in using emergency vehicles. Example 13th avenue and 8th street west.	8/5/2021 5:51 PM
26	Unnecessary	8/5/2021 5:23 PM
27	2nd St E is already narrow, I'm pretty sure a plow couldn't even get through if it was split	8/5/2021 5:06 PM
28	This is an emergency route. WE don't need more obstructions. We have a camper and I cannot put it in my own drive way with these things.	8/5/2021 3:26 PM
29	We don't need to narrow the area	8/5/2021 3:14 PM
30	Would support this, especially since it is only 1 lane of traffic in each direction. Then, lane width is not as critical.	8/5/2021 2:44 PM
31	Nightmare for snow removal, especially on a snow emergency route	8/5/2021 2:41 PM
32	They are rarely maintained and end up looking bad	8/5/2021 1:54 PM
33	No room on 7th St. W.	8/5/2021 1:52 PM



Round 2 Survey Results

Traffic Calming Options Survey

Q13 Mini Roundabout Comments (Optional)

Answered: 41 Skipped: 137

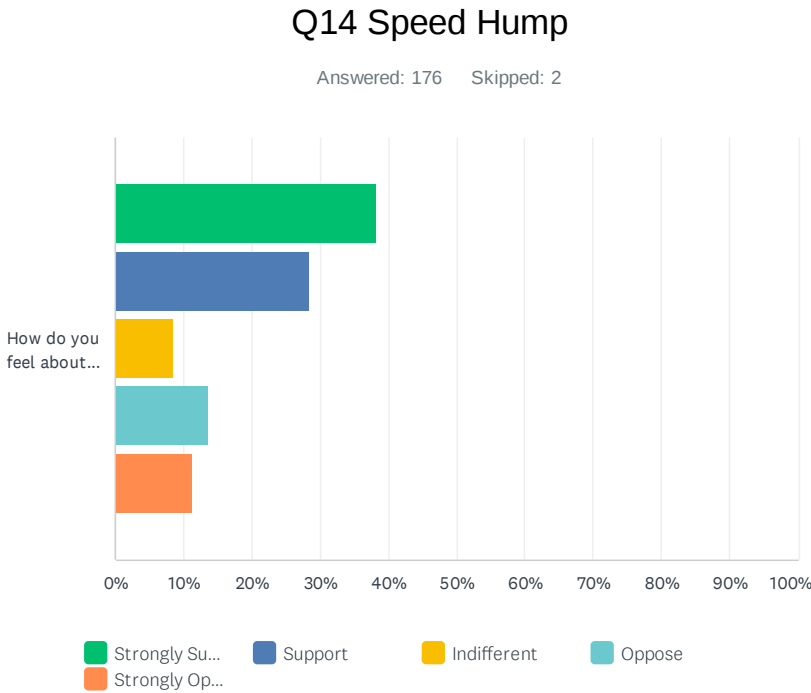
#	RESPONSES	DATE
1	Please no!	8/27/2021 5:56 PM
2	People are still not smart enough to use roundabouts. They just make it difficult to pull trailers & recreational equipment in the neighborhood.	8/27/2021 4:01 PM
3	Won't help	8/27/2021 3:18 PM
4	We get FEET of snow in the winter. It's a nightmare for snow and snow plows. Also, people here just don't "get it" how a round about works. And the rocks dumped in the middle of the round about on 10th St West where it turns into another street is a HAZARD. Covered in snow someone could run right into those jagged rocks City of WF dumped in that round about and DIE. You put that there as a punishment to the neighborhood. Other round abouts were tastefully landscaped. That is ridiculous and should be addressed. What a travesty!	8/26/2021 5:32 PM
5	These do control traffic as long as drivers obey the rules	8/24/2021 10:21 AM
6	Money	8/20/2021 3:42 PM
7	Too narrow already.	8/19/2021 12:53 PM
8	Just put stop signs	8/18/2021 9:17 AM
9	I find these to be more of a hassle and that could be fixed with stop signs.	8/18/2021 9:00 AM
10	Nuisance, drivers don't understand. Cause fender benders as first driver stops and doesn't understand the flow	8/17/2021 10:32 PM
11	Keeps those who oppose stops happy and speed down for those who want more care required	8/17/2021 4:18 PM
12	Roundabouts in our part of the country don't work! It doesn't allow for efficient snow removal and no one knows how to use them. The only people who like them are engineers because they look good on paper.	8/17/2021 4:13 PM
13	Most don't know how to use them now, no point in making them.	8/17/2021 12:34 PM
14	More wasteful spending. Keep to basics. 4 way works fine.	8/17/2021 11:48 AM
15	Any location with 5 months of snow should not have roundabouts.	8/17/2021 11:12 AM
16	The 6th St roundabout is an abomination, and no one here has still figured out whom has right of way.	8/16/2021 12:41 PM
17	OMG Please do not do this! They are a waste of money and such a pain for everyone beside cars!	8/16/2021 9:55 AM
18	Not sure this would be feasible in this area.	8/14/2021 10:43 AM
19	This may work if the gravel section was paved around the intersection of 35th Ave and 2 St E	8/12/2021 4:26 PM
20	2nd street is a straight raceway- round abouts won't help	8/10/2021 5:31 PM
21	Unless you educate people on the proper entrance and exit these never work. When I lived in the UK there were several PSA's to educate the public	8/10/2021 2:25 PM
22	These only slow down traffic for one small area, and take up a lot of land.	8/10/2021 10:31 AM
23	Notice several vehicles speeding up FOR the roundabouts (can assume teen drivers).	8/10/2021 9:55 AM
24	Those are horrible! I try to avoid these as much as possible!	8/9/2021 9:31 PM
25	Horrible in winter, and people don't generally know how to navigate.	8/9/2021 2:24 PM

Traffic Calming Options Survey

26	This works at intersections, but seems like it wouldn't work on a straight-away where traffic really speeds up.	8/9/2021 1:32 PM
27	-10	8/6/2021 3:19 PM
28	The round about pictured above on 7th and 19th is a complete eyesore. A bunch of jagged landscaping rock was dumped in the middle of this to keep people from driving through the middle of it, with no regard for how it would look. There are constant tire tracks on the boulevard surrounding this as the roadway was so narrow and tight and bigger vehicles have difficulty maneuvering through it including snow plows. I do believe the roundabout slowed the fire department's ability to get a water truck to our house fire in a timely manner. I'm not opposed to roundabouts, however this one is oversized for the area and all future ones should be built more the size of the one on 6th and 15th in existing residential neighborhoods.	8/6/2021 3:00 PM
29	Would reduce backup at stop sign at 16th and 17th and 16th and 19th, proven to slow traffic	8/6/2021 9:41 AM
30	The whole neighborhood is upset about the roundabout put in our area. It actually increased the risk of accidents and makes it difficult for school buses. Fire department can't get through it nor can delivery trucks. Just a waste of money. A stop sign would have been a cheap solution for all of these. Seems like the city is just trying to fund a construction firm.	8/6/2021 9:11 AM
31	There are no intersections on 7th St.	8/5/2021 9:47 PM
32	Roundabouts don't work in neighborhoods like mine that don't have enough room around them	8/5/2021 5:57 PM
33	Support if: they are big enough. Examples:charleswood, 9th st./12th Ave NE, Sheyenne Street and 52nd Ave. DO NOT SUPPORT: 19TH AVE and 7th st. West. Alternate routes have to be taken in large trucks due to this round about being too small. This includes emergency vehicles. It needs to be demolished and a 4 way stop needs to be installed.	8/5/2021 5:51 PM
34	although roundabouts seem to be effective, our narrow street may not be able to accommodate with our major construction	8/5/2021 5:06 PM
35	Difficult for emergency vehicles to navigate	8/5/2021 3:39 PM
36	Already have one of those ugly rock piles in the area. The one there should be torn out. It's way to large for the area. People speed around it to try to beat out others. I'm really surprised the eye sore hasn't had more accidents! I think one of these should go in the engineer's and commissioners home areas so they can enjoy a rock eyesore.	8/5/2021 3:26 PM
37	These are the worst ideas ever! 19th and seventh round about is a huge mistake we can't get a fire truck through it. And they had the grand idea to put big rocks on the thing!	8/5/2021 3:14 PM
38	Love roundabouts. If only people could learn how to use them. Suggest posting more info on how to navigate through one; most people do not seem to know.	8/5/2021 2:44 PM
39	The roundabout we already have is a pain in the ass because it's way too small. It also looks horrible. Just compare roundabouts in the upper class Charleswood neighborhood to our middle class Elmwood neighborhood rocktropolis. Sure shows who the city cares about more.	8/5/2021 2:41 PM
40	As long as it is MINI. The round about in elm wood is ridiculous and dangerous during the winter. Makes no sense that the center diameter couldn't be smaller	8/5/2021 1:54 PM
41	Worst idea yet. They are the dumbest	8/5/2021 1:52 PM

Round 2 Survey Results

Traffic Calming Options Survey



	STRONGLY SUPPORT	SUPPORT	INDIFFERENT	OPPOSE	STRONGLY OPPOSE	TOTAL	WEIGHTED AVERAGE
How do you feel about speed humps as a traffic calming option?	38.07% 67	28.41% 50	8.52% 15	13.64% 24	11.36% 20	176	3.68

Traffic Calming Options Survey

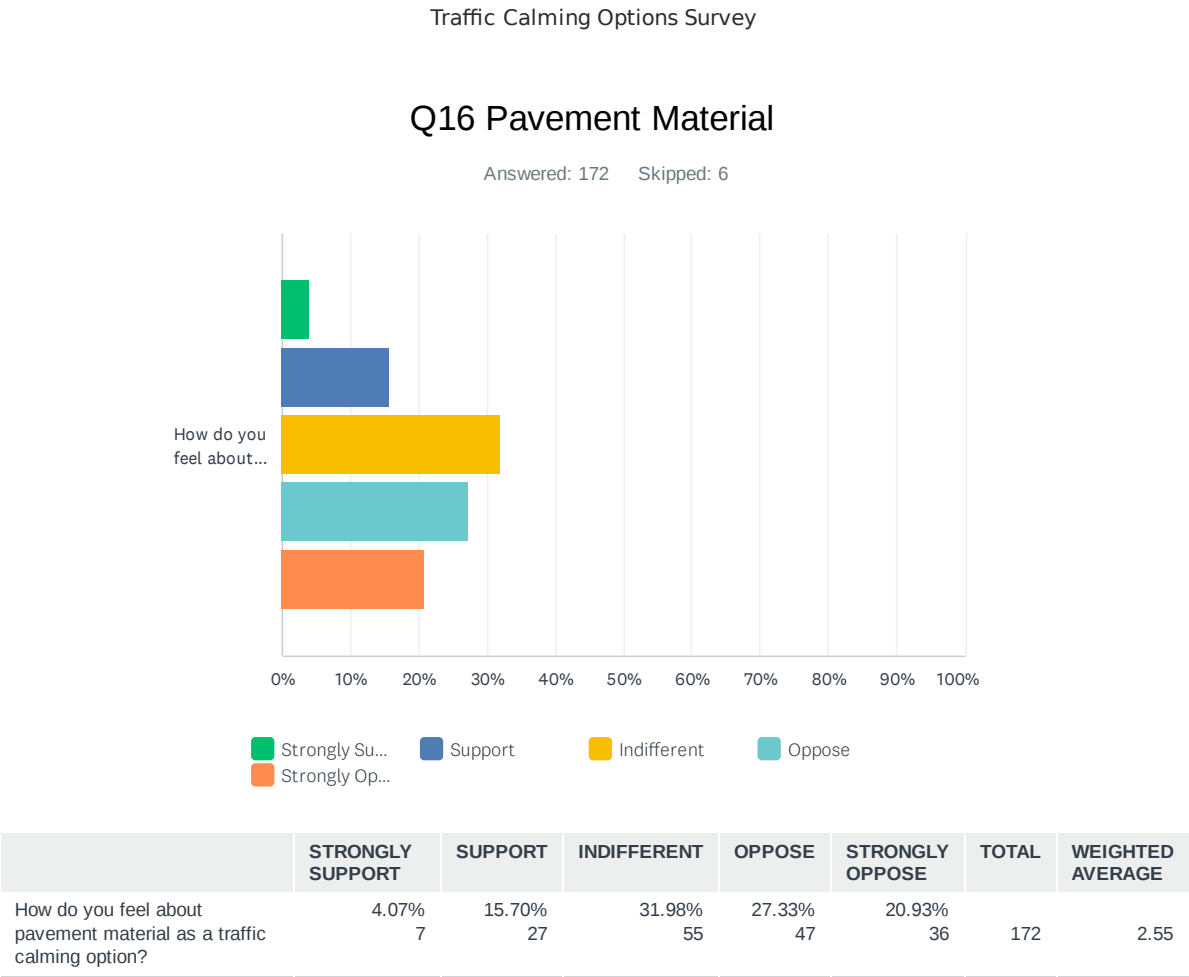
Q15 Speed Hump Comments (Optional)

Answered: 42 Skipped: 136

#	RESPONSES	DATE
1	Don't do any good unless there is a whole lot of them on a single road.	8/27/2021 4:01 PM
2	Been wanting some on Center street for years but ignored by city.	8/27/2021 3:18 PM
3	Enforce the speed limits and make revenue giving tickets and people will get the idea that speeding is not tolerated. There are repeat offenders. Same people in the neighborhood doing it time and again.	8/26/2021 5:32 PM
4	These damage a car underneath	8/24/2021 10:21 AM
5	careful placement is needed and yes several on a street are needed.	8/24/2021 7:49 AM
6	Use	8/20/2021 3:42 PM
7	Seems logical.	8/19/2021 12:53 PM
8	I think it's a good option if there are enough, but can see how that would delay emergency vehicles so again, may not be ideal.	8/18/2021 9:00 AM
9	I would hope this would force people to down.	8/17/2021 7:22 PM
10	Although hard for lowered vehicles, creates speed deterrent for those who care for own auto.	8/17/2021 4:18 PM
11	This is the one that is more likely to cause drivers to slow down as it could cause damage to vehicles at a greater speed. Also this identifies and makes it clearer for safe street crossings at schools and other school bus stop areas.	8/17/2021 1:13 PM
12	Still doesn't slow people down.	8/17/2021 12:34 PM
13	Again, start in front of my house! This is the absolute correct solution for 15th Ave E, and as a fire engine driver I'm still perfectly fine with that. We are rarely running emergent on 15th.	8/16/2021 12:41 PM
14	I think this would be a good option, but only if multiple speed bumps were in place. It would make the road less desirable to take.	8/14/2021 10:43 AM
15	A good option for now until the BIKE PATH is built to close the loop!	8/14/2021 8:34 AM
16	A raised cross walk would be an excellent option at 34th St and 2nd Ave, where the crosswalk already exists. We would like to see another speed bump installed where the gravel meets pavement near 35th Ave E.	8/12/2021 4:26 PM
17	Raised crosswalk at 34th Ave and at 35th ave	8/11/2021 9:53 PM
18	Best solution mid blocks	8/10/2021 5:31 PM
19	There needs to be at least 2 of them on 7th street behind Liberty Middle and Sheyenne HS. This road is a race track. I live next to the digital speed indicator sign. It is just a game for people to see how fast they can go. I have witnessed several over 70 mph on this stretch and over 50 during school hours.	8/10/2021 2:25 PM
20	Had asked for these a few years ago and were denied by your old director	8/10/2021 1:32 PM
21	Speed bumps help. they need to be large enough to do damage to a car if they choose to speed over them.	8/10/2021 10:31 AM
22	This option is used near several schools in the West Fargo area and does slow traffic.	8/10/2021 10:18 AM
23	Add more to longer streets to stop the increase in speed after the speed table.	8/9/2021 9:31 PM
24	Especially needed going around curves just after passing the hotel going west and before taking curves going west by BioLife. Also coming upon curves going east or west around curves that lead to Beaton/Sheyenne intersection. Also on Beaton between Cheney School	8/9/2021 8:45 PM

Round 2 Survey Results

Traffic Calming Options Survey		
	and hotel starting just after entrance to hotel. Actually could use two going around the first curve going west to remind cars this is not a speedway to work or quick through street to Sheyenne St. This is residential homes. The Villa Parkway entrances need slower traffic. We have already replaced multiple trees from multiple cars skipping over the curb onto grass areas. The community had to eat the costs of re landscaping that curved area multiple times.	
25	Somewhere other than the intersection that already has a stop sign: 16th st and 17th ave	8/6/2021 4:38 PM
26	10 out 10 cost-effective	8/6/2021 3:19 PM
27	Don't think the one on 19th ave has had much of an impact	8/6/2021 3:00 PM
28	Proven to slow traffic	8/6/2021 9:41 AM
29	Lower the speed limit. Put up a sign.	8/6/2021 9:11 AM
30	A raised crosswalk needs to be installed along 2nd St E near 34th Ave E where the current east/west crosswalk exists.	8/5/2021 11:03 PM
31	Might be the answer. I'd like to know more about what people near them would have to say.	8/5/2021 9:47 PM
32	Already a speed hump on 19th Ave. W.	8/5/2021 8:38 PM
33	People just speed up over them, I have watched this happen hundreds of times in my neighborhood	8/5/2021 5:57 PM
34	Great option.	8/5/2021 5:51 PM
35	hands down the best calming measure, a hump that if you don't slow down could potentially harm your vehicle, EVERYONE would slow down and also because you physically have to	8/5/2021 5:06 PM
36	Speed tables are acceptable, speed bumps damage vehicle suspensions	8/5/2021 3:39 PM
37	I'm not totally opposed to these. As long as its not anywhere near my house/driveway.	8/5/2021 3:26 PM
38	Slow people down put a few up	8/5/2021 3:14 PM
39	I am almost rear-ended when I slow down for these.	8/5/2021 2:44 PM
40	the one already in place doesn't slow anyone down	8/5/2021 2:41 PM
41	I don't personally think they work but indifferent to the idea of someone thinks they work	8/5/2021 1:54 PM
42	Rather than a speed hump I would rather see a speed bump.	8/5/2021 1:52 PM



Round 2 Survey Results

Traffic Calming Options Survey

Q17 Pavement Material Comments (Optional)

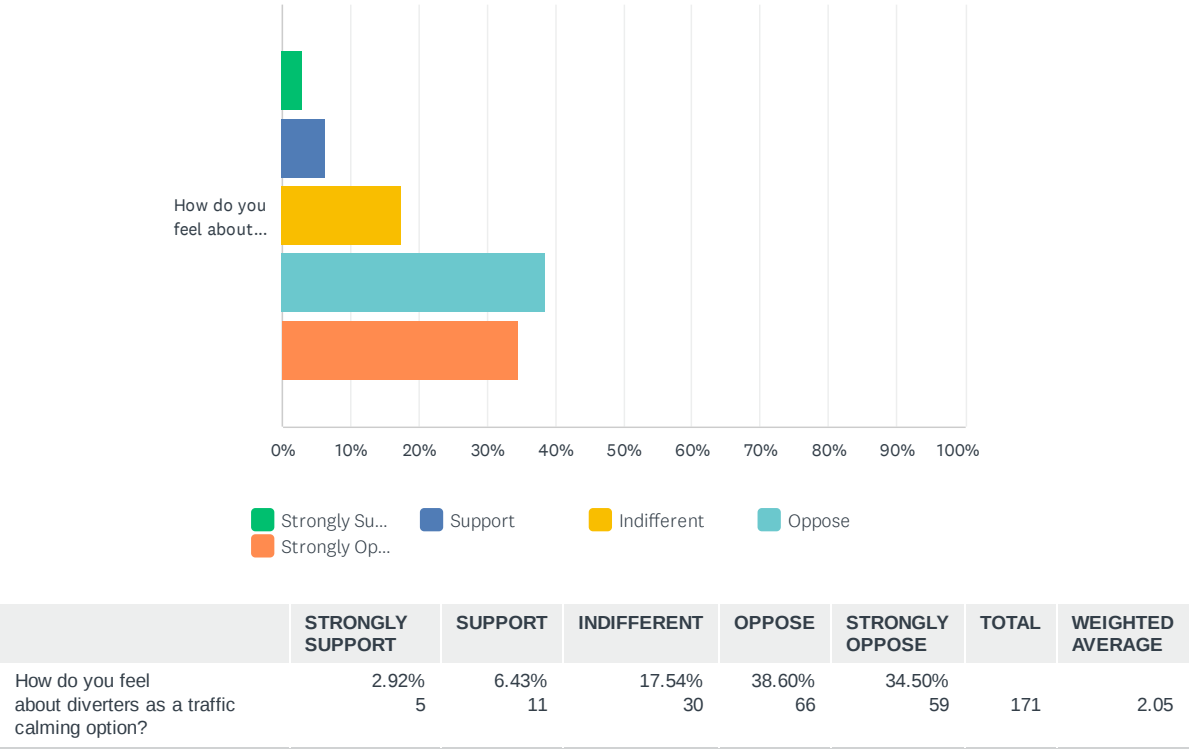
Answered: 24 Skipped: 154

#	RESPONSES	DATE
1	I picture it being high maintenance	8/28/2021 3:09 PM
2	That is a decorative project at best. I am not opposed to decorating the intersection to beautify the city but for real effectiveness try more signage.	8/26/2021 5:32 PM
3	Drivers do not pay attention to what is painted on the streets	8/24/2021 10:21 AM
4	may be snow covered in winter months	8/24/2021 7:49 AM
5	Taxes	8/20/2021 3:42 PM
6	Depending upon material usedppp	8/18/2021 9:17 AM
7	If not using brick to save on cost of could be beneficial.	8/18/2021 9:00 AM
8	No reason to use a fad of material. Will soon be looked at as a silly alternative.	8/17/2021 3:50 PM
9	A waste of money.	8/17/2021 12:34 PM
10	Pure waste	8/17/2021 11:48 AM
11	I go over the one at Freedom regularly and it works - slows me down every time.	8/10/2021 2:25 PM
12	Expensive and not cost effective	8/10/2021 10:18 AM
13	Would this even do anything?	8/9/2021 2:24 PM
14	not cost-effective	8/6/2021 3:19 PM
15	Unlikely to change traffic patterns unless combined with other options such as roundabout or median	8/6/2021 9:41 AM
16	Lower the speed limit. Put up a sign.	8/6/2021 9:11 AM
17	Different material doesn't seem like it would require much slowing. I'd need to know more.	8/5/2021 9:47 PM
18	A Sidewalk all along E Beaton from 9th to Cheyenne is needed for safety of walkers and bicyclists.	8/5/2021 8:57 PM
19	Pavement markings reading "SLOW" or "REDUCE SPEED" would be helpful.	8/5/2021 8:38 PM
20	NA	8/5/2021 5:57 PM
21	Not going to change the people speeds that are just passing through.	8/5/2021 3:26 PM
22	Unnecessary expense; no ROI	8/5/2021 2:44 PM
23	Waste of tax payers money	8/5/2021 1:54 PM
24	Serves no useful purpose.	8/5/2021 1:52 PM

Traffic Calming Options Survey

Q18 Diverter

Answered: 171 Skipped: 7



Round 2 Survey Results

Traffic Calming Options Survey

Q19 Diverter Comments (Optional)

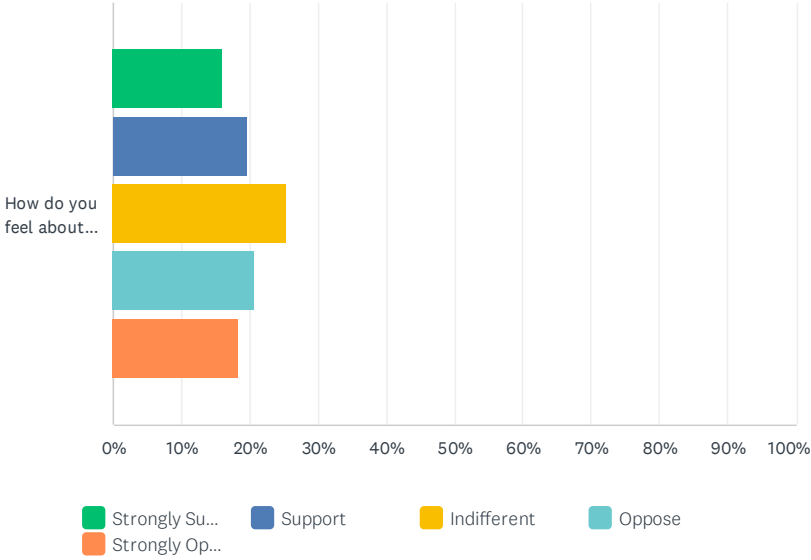
Answered: 16 Skipped: 162

#	RESPONSES	DATE
1	Again, a snow removal nightmare.	8/26/2021 5:32 PM
2	Too much trouble for a driver	8/24/2021 10:21 AM
3	To	8/20/2021 3:42 PM
4	Just put stop signs	8/18/2021 9:17 AM
5	I don't think adding traffic to any side streets is a good idea.	8/18/2021 9:00 AM
6	The examples are not clear. This seems more for a residential road	8/17/2021 1:13 PM
7	Cost too much	8/17/2021 11:48 AM
8	Love it for 15th Ave	8/16/2021 12:41 PM
9	Again, focusing on 15th Avenue, traffic could be diverted to 14 1/2 Avenue (which is where I live). This has become a quick drive through route from 13th Avenue to streets south of us. We already have speeders in the area & this would increase that.	8/9/2021 1:32 PM
10	Not a logical option for this roadway	8/6/2021 9:41 AM
11	Lower the speed limit. Put up a sign.	8/6/2021 9:11 AM
12	Doesn't seem applicable on our road. Too disruptive.	8/5/2021 9:47 PM
13	NA	8/5/2021 5:57 PM
14	Garbage. Again this is a snow emergency route. I don't want or shouldn't have to divert.	8/5/2021 3:26 PM
15	Fire trucks and other emergency vehicles already have trouble traveling down the road because of the horrible round about.	8/5/2021 2:41 PM
16	No	8/5/2021 1:52 PM

Traffic Calming Options Survey

Q20 Landscaping

Answered: 174 Skipped: 4



	STRONGLY SUPPORT	SUPPORT	INDIFFERENT	OPPOSE	STRONGLY OPPOSE	TOTAL	WEIGHTED AVERAGE
How do you feel about landscaping as a traffic calming option?	16.09% 28	19.54% 34	25.29% 44	20.69% 36	18.39% 32	174	2.94

Round 2 Survey Results

Traffic Calming Options Survey

Q21 Landscaping Comments (Optional)

Answered: 39 Skipped: 139

#	RESPONSES	DATE
1	Too pricey and requires too much upkeep	8/28/2021 3:09 PM
2	More obstacles to worry about with snow removal & upkeep.	8/27/2021 4:01 PM
3	As noted it takes years to develop/mature; while trees are maturing branches often block visibility at intersections.	8/27/2021 3:30 PM
4	No need to be spending money on crap when the wfpd can solve the problems	8/27/2021 3:18 PM
5	I support anything that is green and makes a block or street prettier. Trees help keep the sound of traffic muted as well. But it is no substitute for enforcing the speed limits.	8/26/2021 5:32 PM
6	It makes it harder for a short person to see around the corners.	8/24/2021 10:21 AM
7	Help	8/20/2021 3:42 PM
8	Very strongly support this option	8/19/2021 12:39 PM
9	Looks nice	8/18/2021 9:17 AM
10	Nice for looks, but don't see how it slows traffic.	8/18/2021 9:00 AM
11	A lot of times this blocks line of sight and then causes more issues.	8/17/2021 4:13 PM
12	I support the planting of trees, other landscaping is wasteful if not upkeeping these projects.	8/17/2021 3:50 PM
13	Always good to have more trees in the city especially if they are properly places, planted and cared for.	8/17/2021 1:13 PM
14	City doesn't keep up with maintaining them and shouldn't be left up to the homeowners to do it.	8/17/2021 12:34 PM
15	Should be trees covering blvds. But we dont need 3 or more people planting a single tree. It doesnt take \$100 or more to plant a tree either. Time to get spending under control and pay realistic prices.	8/17/2021 11:48 AM
16	Trees are great for the environment anyways	8/17/2021 11:05 AM
17	Our street is covered in mature trees, and all that does is decrease vision when backing out of your driveway. It has had no effect on speeding.	8/16/2021 12:41 PM
18	Already hard to enter 16th street due to boulevard trees obstructing view. I don't think this would be an effective way to slow speed on the actual street.	8/14/2021 10:43 AM
19	More trees in front of Magnum Electric's land would be AWESOME!!!	8/14/2021 8:34 AM
20	Removes sight line making it unsafe for kids	8/10/2021 5:31 PM
21	Takes too long in our climate to get large enough to make a difference	8/10/2021 2:25 PM
22	This option is expensive and is time consuming for both maintenance and the example provided for 4th Street certainly took years to attain.	8/10/2021 10:18 AM
23	I worry they will still speed and not see kids	8/10/2021 10:10 AM
24	Signs.... Lot of Signs.....No one even knows their are curves!!!!!! We need people in the city that think rather then spend....	8/9/2021 7:37 PM
25	Trees are some of the best way to slow a street down	8/9/2021 2:24 PM
26	Coming off of 8th street to turn or go straight at 15th Avenue, it is already difficult to see oncoming traffic from the west because of cars in the road. Adding landscaping would increase the difficulty of seeing on-coming traffic.	8/9/2021 1:32 PM

Traffic Calming Options Survey

27	does this work? some shrubs instead of trees.	8/6/2021 3:19 PM
28	Trees already planned along roadway, risk of disease or poor growth, high resident involvement, savage from storms and snow	8/6/2021 9:41 AM
29	This looks like more chances for an accident. These suggestions are ridiculous.	8/6/2021 9:11 AM
30	Decades seems a bit too long. But might be a good addition to other ideas.	8/5/2021 9:47 PM
31	We need a sidewalk on the west portion of E Beaton near Cheyenne.	8/5/2021 8:57 PM
32	More trees = a better way of life.	8/5/2021 8:38 PM
33	Good option and looks the best	8/5/2021 5:57 PM
34	Line of vision issues.	8/5/2021 5:51 PM
35	would love the trees but won't be effective anytime soon	8/5/2021 5:06 PM
36	There are numerous owners without trees. Yes, I support this. It would solve a few things!	8/5/2021 3:26 PM
37	Not good for fire trucks.	8/5/2021 3:14 PM
38	Looks nice but has no effect on speeders. Drivers here don't seem to care whether or not they can see--they just drive, regardless.	8/5/2021 2:44 PM
39	Landscaping is great, if you can get people to do it and take care of it	8/5/2021 2:41 PM

Round 2 Survey Results

Traffic Calming Options Survey

Q22 Do you have any other thoughts regarding traffic calming in the City of West Fargo? (Optional)

Answered: 61 Skipped: 117

#	RESPONSES	DATE
1	I suggest people stop complaining so much and start adapting to the growing city.	8/28/2021 3:09 PM
2	16th is busy and a lot of speeding maybe a combo of speed humps and center median with extended curb corners.	8/28/2021 1:10 PM
3	Increa a e enforcement of the speed limits.	8/27/2021 9:55 PM
4	The speed limit on I-94. It changes right before and after Sheyenne Street. That needs to be pushed West to where Main Ave Exit is. The accelerating/decelerating and ENGINE BREAKS with Semis is SO NOISY. I hear interstate noise in my front yard. Which is North Facing and the interstate is to the South of my home. It's ridiculous.	8/26/2021 5:32 PM
5	All of the road blocking optiona are absolutely ridiculous. People have trailers. People need emergency vehicle access. Leave the roads alone and start giving tickets.	8/25/2021 6:22 PM
6	Mini round abouts and speed humps best choices. I mentioned this in first survey but the major issue for us on 16th St E is no more police spending time there with radar. We have lived here since '95 and we always used to see police parked on a side street with radar. People knew if you sped on this street you had a high probability of a ticket. A roundabout is DEFINITELY needed at 17th Ave and 16th St E. So many people run these stop signs it is amazing. Thank you.	8/25/2021 1:37 PM
7	The City needs to ENFORCE THE SPEED LIMIT on Beaton Drive, not install a bunch of new "features" for which the residents will be further assessed.	8/25/2021 12:56 PM
8	Yes, put 4-way stop signs on 7th and 8th Street - and one or two speed bumps on 15th Ave between 7th and 8th Street	8/25/2021 10:42 AM
9	Speed Cameras	8/25/2021 10:12 AM
10	Limit the width of ROW through these Residential areas.	8/25/2021 7:14 AM
11	respect and time and patience.....are needed for drivers... continued education on new street innovations and why they are there... close monitoring and enforcing by police... educate people.....	8/24/2021 7:49 AM
12	People.	8/20/2021 3:42 PM
13	Road is fine but desperately needs a bike path or side walk for pedestrian safety.	8/19/2021 4:55 PM
14	In regard to Beaton from 9th/Veterans to Sheyenne - the speed limit (25) is not realistic from Veterans to Bobcat - there is a double wide sidewalk there and foot traffic utilizes it. From just beyond Bobcat, where the road narrows, 25 mph is adequate if people would obey the law. Very few do. Foot traffic is forced to use the road to walk and it's very dangerous. I've witnessed cars doing at least 50 mph in that area and it's frustrating. I would say patrolling the area with radar for 10 solid days during morning and afternoon rush hours would yield all the data you need. I'd bet you could write 200 tickets in 10 days easy.	8/19/2021 12:53 PM
15	Drivers are more and more distracted. Placing more objects in the way of drivers is dangerous and expensive. Hire more patrol officers with the money you want to spend on this garbage and set up speed traps. People will slow down when faced with ticketing. The city can make money on offenders to help pay for the officers.	8/18/2021 10:42 AM
16	Just put stop signs	8/18/2021 9:17 AM
17	I feel that more stop signs would be beneficial and save more money that putting extra money into the roads that will ultimately make snow removal more difficult.	8/18/2021 9:00 AM

Traffic Calming Options Survey

18	Put up stop signs and don't waste our money on strategies that will need constant money devoted to upkeep	8/17/2021 10:32 PM
19	Why is every option about spending more money on construction projects. How about patrolling these areas and writing tickets to curb these juveniles from speeding.	8/17/2021 8:02 PM
20	1st street is so bad! My kids cannot safely play in their own driveway because cars are CONSTANTLY speeding.	8/17/2021 4:13 PM
21	These projects should not be covered by special assessments.	8/17/2021 3:50 PM
22	We need some speed humps on 6th st w as people are speeding constantly.	8/17/2021 3:10 PM
23	Please have police enforce speed limits and especially look at drivers who run red lights	8/17/2021 1:14 PM
24	Add more stop signs. At least with those people will slow down and roll through which is way better then driving 45-50mph in residential area	8/17/2021 12:37 PM
25	Proper signal controland traffic enforcement. Watched a cop at a light watch someone blow a light without engagement. Raise fines for speeding to 3 times the amount and actually effect them	8/17/2021 11:48 AM
26	Speed signs help too. Cost effective, minimal impact. Also, many neighborhoods don't have posted speed limits. Could help.	8/17/2021 11:05 AM
27	1)Would BOBCAT be willing to put in a sidewalk on their property? It would benefit their employees as well! 2)Can we please increase the speed limit back to 30 until the road narrows along Bobcat's property to Sheyenne Street? *Please push for a safe way for people to exercise along BEATON road. CLOSE UP THE LOOP! This cannot be an option! Someone will get hurt if not remedied. *Please make a request to the powers that be that we would also like a noise blocking wall along the interstate. Interstate noise is an issue, especially in the Winter!	8/14/2021 8:34 AM
28	Our biggest concern is the north end of the gravel road where pavement and gravel meet. There's a significant amount of speeding because drivers associate gravel with country speeds. This isn't the country. It's residential. The intersection of 35th Ave and 2nd St E could benefit from a 3 way stop. At the very least a stop sign at 35th and 33rd Ave would be appropriate along with a speed bump on the north end of the gravel road.	8/12/2021 4:26 PM
29	Where gravel meets pavement there are many speeders, spin tires and crazy driving	8/12/2021 1:37 PM
30	Something needs to be done on 2nd st e	8/11/2021 4:47 PM
31	In our neighborhood the city either needs to put no parking signs on every light pole or remove them all together. A large gathering two weeks ago had our street (Bell Boulevard East) literally blocked to the point no emergency vehicle was going to get into the neighborhood. I called the WF Police and they came through the neighborhood - no tickets - no discussion - no action. If you are not going to enforce the laws then take down the signs. People park between the signs and/or ignore them.	8/10/2021 2:25 PM
32	Add stop signs, increase law enforcement, increase penalties for youth drivers speeding in residential areas. Add crossing guards by schools	8/10/2021 10:31 AM
33	I can see the speed sign on 7th street behind the middle school from my backyard. I frequently see drivers going in excess of 50 mph. There are many children in our neighborhood; kids in school and individuals attending ball games on that street. There are ZERO deterrents to speeding on that stretch of road. Several drivers on motorcycles have been going >80 mph on that stretch of road.	8/10/2021 10:18 AM
34	We asked many times for curve and speed limit signs on Beaton. City said NO. Would be Cheaper and a good place to start. Why does West Fargo always feel they have to spend major money instead of common sense !!!	8/9/2021 7:37 PM
35	How about putting up cameras and catching the speeders and mail them their tickets.	8/9/2021 4:49 PM
36	I encourage you to vigor with putting a stop sign up in the corner of 17th ave and 7th. At times I can wait a few minutes to cross then I have to run because of the speed. My daughter was almost hit by the drunk driver that was speeding and crashed on 16th, my dog was hit and it is just getting so fast near the school.	8/9/2021 3:22 PM
37	Increase speeding fines, unmarked cars for radar speed control.	8/9/2021 3:09 PM

Round 2 Survey Results

Traffic Calming Options Survey

38	Not only do we need to slow traffic down in areas, but also make it safer for pedestrians	8/9/2021 2:24 PM
39	A lot of our traffic speeders along 14 1/2 Avenue East seem to be high schoolers traveling between WF High & home. I don't know if there's effectiveness in increased communication with them or setting up an occasional speed trap during lunches or when school gets out?? I don't want them to get in trouble, just learn that none of us want an accident and there are ways like slowing down & getting off their phones to prevent it.	8/9/2021 1:32 PM
40	None of these options are acceptable or effective. There needs to be stop signs at the intersections of 7th St. W and 16th Ave, 17th Ave, and 18th Ave. Paired with active police/radar presence and temporary speed bumps that can be removed in the winter for snow removal.	8/9/2021 11:30 AM
41	We need more police presence and ticketing. The roundabout has done nothing to help traffic flow. There are many young drivers in our community that have a huge disregard for kids and people walking animals. They almost never follow the speed limit and are reckless.	8/6/2021 7:12 PM
42	Higher amount of police presence for speeding and excessive engine noise	8/6/2021 9:41 AM
43	I live in one of these areas and I have absolutely no problem with the traffic in our area. Speeding is very uncommon. You've already but a roundabout in, instead of a low cost stop sign. Everyone in our neighborhood hate the roundabout and it causes more accidents. It REALLY seems like the city is just trying to find ways to spend money.	8/6/2021 9:11 AM
44	The solution is stop signs at 7th Street West and 18th Ave, 17th Ave, and 16th Ave paired with speed bumps. They can be temporary speed bumps that can be removed during the winter for snow removal. Your survey shows that most people are concerned about this area and more than 50% of traffic is speeding. How much more money are we going to spend to 'study' this issue before a child dies?	8/6/2021 8:58 AM
45	Speed Limit signs would be more helpful, I believe, along with occasional police presence. We asked for speed limit signs and were told the city didn't want to do it, yet last week, signs were put up along the gravel portion of 2nd St. While this may have helped along that specific portion, it has done nothing for the paved portion, where the vast majority of people live, and all the kids are present. I'm dumbfounded that was what the city decided to do, rather than place one sign as drivers enter 2nd St from 32nd Ave and the other as they enter from 40th.	8/6/2021 7:34 AM
46	A 3 way stop needs to be installed on the corner of 2nd St E and 35th Ave E. A single stop sign also needs to be installed on the south corner of 33rd Ave E where it intersects with 2nd St E.	8/5/2021 11:03 PM
47	Hopefully once the decision has been narrowed down, residents could be informed and again asked for feedback. (Even just a number to call and a week or two for feedback/objections). We would get by with nothing being done also. Could radar guns, or better yet, remote ticking... With a big flashing sign warning people of this be available? Maybe not applicable, but those ideas seem like they may have merit.	8/5/2021 9:47 PM
48	Sidewalk along the west part of E Beaton Dr closer to Cheyenne is needed for safety of walkers and bicycles.	8/5/2021 8:57 PM
49	I do. 19th Ave W is storm after ball games and during rush hour. People cannot navigate in or out of their homes when they need to. There needs to be some plan of action to get people to keep it slow on that street. If needed, I would be happy to gain the signatures of my neighbors to look into something to slow people down.	8/5/2021 8:38 PM
50	My property is on 7th Ave W. But the east side of it borders the road that goes through south elm wood park. There is a lot of speeders coming through the park at all hours and at high speeds(40-50mph). It has become a problem since the road was continued to 19th Ave.	8/5/2021 5:57 PM
51	Listen to the public that lives in the area. **The roundabout on 19th and 7th was not wanted.	8/5/2021 5:51 PM
52	What about a blinking sign with speed listed? Many of these options create too much maintenance for city workers. Please consider what this will do to our street. This is a residential street, not 13th Ave.	8/5/2021 5:35 PM
53	These options don't really address the issue with this road. I don't think the main issue is speeding cars, but rather a lack of proper sidewalks for people to use in many of the areas. I live along this road, and it's not the cars, it's the people that I worry about. Simply slowing	8/5/2021 5:23 PM

Traffic Calming Options Survey

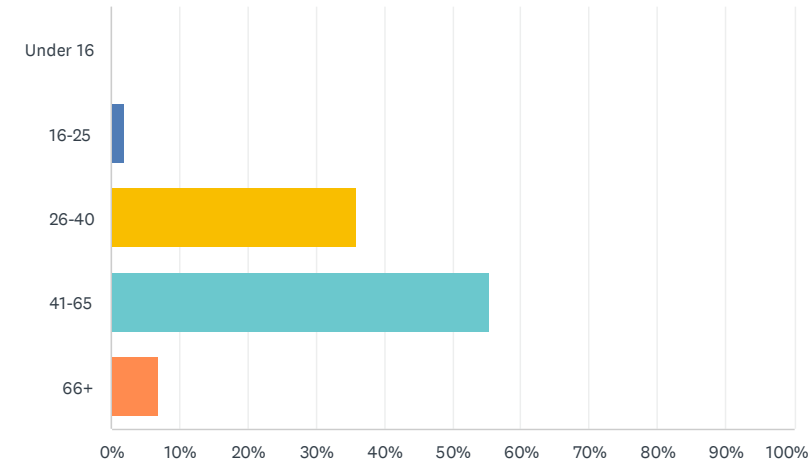
	down the cars, and keeping the people walking on the roadway, is not the answer. Either add sidewalks or leave the road as is.	
54	Lower beaton drive from bobcat to sheyene, add walk/ bike path on north side, pave or por the road to assimilate other city streets in wfgo	8/5/2021 5:20 PM
55	Put up radar speed signs that show your speed and flash when your going over the speed limit like they have by the schools	8/5/2021 4:21 PM
56	I am more concerned about noise from loud mufflers and semi tractor trailers using residential streets.	8/5/2021 4:02 PM
57	The commission made a huge mistake when the decided to put in the round about because one ex commissioners family lived on 19th. We have kids on 7th and people drive like assholes. It's like a drag strip on our road just put 3 or 4 stop signs and call it good.	8/5/2021 3:14 PM
58	Fines need to be enough to make people think twice about speeding. Make them at least \$100 or more!!	8/5/2021 2:44 PM
59	Really, schools should not be built on main roads as those naturally have more traffic and traffic still needs to flow. I also wish right turning LANES were used more to increase the flow of traffic for efficient flow	8/5/2021 1:54 PM
60	All we need on 7th St. W. are SPEED BUMPS to slow traffic down!!	8/5/2021 1:52 PM
61	Would love to see something at between 1600 and 1700 block of 7th st w	8/5/2021 1:34 PM

Round 2 Survey Results

Traffic Calming Options Survey

Q23 What is your age group? (Optional)

Answered: 159 Skipped: 19

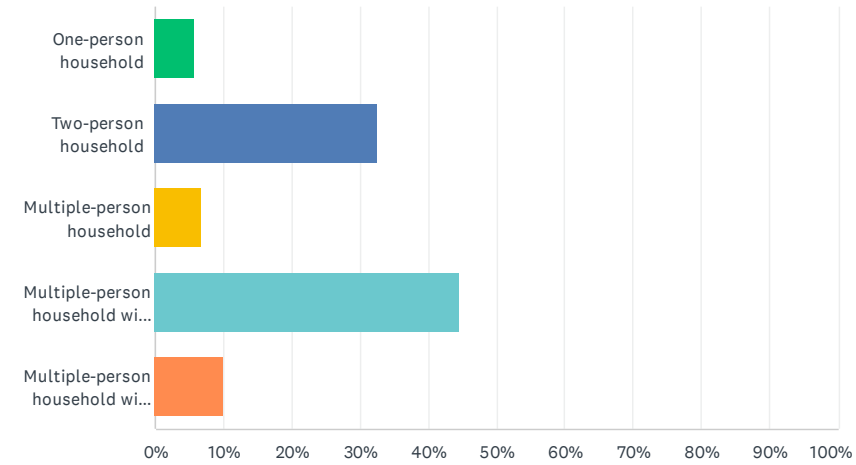


ANSWER CHOICES	RESPONSES	
Under 16	0.00%	0
16-25	1.89%	3
26-40	35.85%	57
41-65	55.35%	88
66+	6.92%	11
TOTAL		159

Traffic Calming Options Survey

Q24 Which of the following best describes your household? (Optional)

Answered: 159 Skipped: 19



ANSWER CHOICES	RESPONSES	
One-person household	5.66%	9
Two-person household	32.70%	52
Multiple-person household	6.92%	11
Multiple-person household with dependents 0-15 years of age	44.65%	71
Multiple-person household with dependents 16+ years of age	10.06%	16
TOTAL		159

Round 2 Pop-Up Photos

Monday, August 9, 2021



Tuesday, August 10, 2021



Thursday, August 12, 2021



Round 2 Comments

ALL NEIGHBORS SHOULD BE INVOLVED. THE ISSUES ARE TRAFFIC NOISE, PROPERTY DAMAGE, BUT ESPECIALLY SAFETY.

THERE HAVE BEEN THREE TREES TAKEN OUT ON THE BOULEVARD, AND ONE TREE ON VILLAS PROPERTY FOR WHICH WE WERE NEVER REIMBURSED.

LOTS OF WALKERS, MANY WITH DOGS, WALK ON THE SIDEWALKS BUT ALSO SOME WALK IN THE STREET.

WHO WILL PAY FOR THE INSTALLATION?

WHO MAKES THE FINAL DECISION ON THE TYPE INSTALLED?

I TALKED TO A NUMBER OF RESIDENTS AND EITHER SPEED BUMPS OR
TABLE BUMPS IS THE ONLY OPTION WHICH WILL REALLY SLOW TRAFFIC.

METROCOG
THE REGIONAL TRANSPORTATION PLANNING ORGANIZATION

POP-UP
West Fargo Traffic Calming Study
COMMENT FORM

The flow-through traffic along
15th Ave, b/w 9th St E and
6th St E, mostly westbound,
is maybe the most dangerous
spot due to it being a purely
residential street that's used
as a thru-route.

Thank you for your input

6

METROCOG
THE REGIONAL TRANSPORTATION PLANNING ORGANIZATION

POP-UP
West Fargo Traffic Calming Study
COMMENT FORM

Truck Traffic on
19th Ave. this
is Not a Truck
Route.

Thank you for your input

METROCOG
10 REGIONAL TRANSPORTATION PLANNING ORGANIZATION

POP-UP
West Fargo Traffic Calming Study
COMMENT FORM

2ND SITE

- STOPS 33RD AVE & 35TH AVE
- CUT THROUGH TRAFFIC IS CAUSING 35TH IT SEEMS DRIVE LIKE ITS RURAL GRAVEL
- 3-WAY @ 35TH AVE STOP
- LOTS OF KIDS IN NEIGHBORHOOD -
- GRAVEL IS THE PROBLEM
- S.U.P. IS HEAVILY USED
- SPEED TABLE @ CROSSWALK

Thank you for your input

Round 2 Comments

Thank you for your input

Thank you for your input

Thank you for your input

Other Comments Received

Luke Champa

From: [REDACTED]
Sent: Friday, August 6, 2021 9:07 AM
To: Luke Champa
Subject: TRAFFIC CALMING

Follow Up Flag: Follow up
Flag Status: Completed

Luke,

Good morning. I am unable to make it to next Monday's discussion about the traffic calming study. I do have input, though.

I live at [REDACTED] 7th Street West. Dead center of this study. I can tell you that people FREQUENTLY travel at speeds well above the speed limit. Your study showed as much.

The options presented are barely solutions. The intersections of 18th, 17th, and 16th avenues need stop signs. Period. This road isn't meant to be a thoroughfare. Sheyenne is. I realize the city is opposed to speed bumps - but they'd certainly help. Even if they were temporary ones put out in the summer and removed in winter for snow removal.

Narrowing the lanes or adding landscaping will not solve this. It's a long straight stretch of road that people increase their speeds on. Stop signs are necessary to break up the increase in speed.

I've spoken with dozens of people in the neighborhood about this. We're frustrated. How much more will we spend on studies before we implement actual change?

Stop Signs. Speed Bumps. Increased Police radar. Do them all. Please don't wait until a child dies on this road.

[REDACTED]

Luke Champa

From: developers@hutman.net
Sent: Thursday, August 5, 2021 11:17 AM
To: Luke Champa
Subject: Website Form Submission – West Fargo Traffic Calming Study

Follow Up Flag: Follow up
Flag Status: Completed

There has been a submission of the form West Fargo Traffic Calming Study through your concrete5 website.

Name:
[REDACTED]

Email:
[REDACTED]

Comments/Questions :
In regards to the traffic concern on Beaton Drive. I find that the no sidewalks on the west side of Bobcat Headquarters and no dividing line to be the biggest concern. Due to no sidewalks, pedestrians are continuously walking on the road. There's no center line so cars tend to drive in the middle of the road. The curve at the intersection of I94 and Sheyenne St is very sharp and dangerous when there is no center line. As for the posted speed limit, I feel like not many people who live and work on this road really pay attention to what is posted anyways. I'm assuming the complaints are coming from the walkers who have to transition to walking on the road due to no sidewalk on the west section.

Other Comments Received

Luke Champa

From: developers@hutman.net
Sent: Tuesday, May 18, 2021 6:58 PM
To: Luke Champa
Subject: Website Form Submission – West Fargo Traffic Calming Study

Follow Up Flag: Follow up
Flag Status: Completed

There has been a submission of the form West Fargo Traffic Calming Study through your concrete5 website.

Name:
[REDACTED]

Email:
[REDACTED]

Comments/Questions :
I don't see my streets of concern on the map.
1. The school zone on 40th Ave between Veterans blvd and about 4 blocks east. Some drive 20, some 25, some 30, others 40 if there is no one blocking their lane. I drive this way to work every day. The length of the slow school zone is excessive. By the time people get to the act intersection, they are sick of going slow. Because of the school boundaries there are very few kids crossing the street here. Either the zone needs to be enforced properly or it needs to be changed.
2. 9th street west in front of Aurora elementary is terrible for speeders and they don't stop for people going to school or the park. Also 9th street west, intersection with North Sedona drive and Parkway Drive. Lots of kids cross here but there is no crosswalk light button. Drivers are not aware at school start and end hours but otherwise 35 is the normal speed for most vehicles.

Luke Champa

From: developers@hutman.net
Sent: Tuesday, May 18, 2021 5:44 PM
To: Luke Champa
Subject: Website Form Submission – West Fargo Traffic Calming Study

Follow Up Flag: Follow up
Flag Status: Completed

There has been a submission of the form West Fargo Traffic Calming Study through your concrete5 website.

Name:
[REDACTED]

Email:
[REDACTED]

Comments/Questions :
Speeding along 7th street west has increased a lot since making it a through street and connecting to the hornbachers area. It's not just young drivers, but all ages and all times of the day. Speed bumps are ineffective, dips in the road would cause more drivers to slow down. Also since making the south elm wood park road (runs behind my property) the amount of speeding has also increased and with the amount of kids back there for baseball. Please look into this issue as well.

Other Comments Received

Luke Champa

From: developers@hutman.net
Sent: Tuesday, May 18, 2021 3:31 PM
To: Luke Champa
Subject: Website Form Submission – West Fargo Traffic Calming Study

Follow Up Flag: Follow up
Flag Status: Completed

There has been a submission of the form West Fargo Traffic Calming Study through your concrete5 website.

Name:
[REDACTED]

Email:
[REDACTED]

Comments/Questions :
I live at [REDACTED] 7th St West. The street traffic has been an issue for years. People drive well over the speed limit at all times of the day. There are a lot of young kids in the neighborhood and I worry about their safety. This has been a major concern/issue for a majority of my neighbors as well. I hope something can be done before someone is injured. I’m not sure how/or why this street has become such a utilized roadway? It’s gotten worse since Hornbachers was built.

[REDACTED] – 8/10/2021

[REDACTED] beaton drive

Have lived there 7.5 years

Two close calls 10 yr old son and oldest daughter have also had close calls

Where shared use path ends to their neighborhood it is very uncomfortable – wanted slower speeds 30 to 25 MPH. Distracted driving. Speed bumps would love to have speed bumps but doesn’t know the cost or maintenance of them. Afraid someone is going to get seriously injured before any action takes place. [REDACTED] and husband had an online survey a few years back with 300 signatures and created a design for Beaton Drive that they thought would slow down traffic.

Other Comments Received

████ – Phone call 8/6/2021

████ 15th Ave E – █████ side of street

1998 crazy traffic since then

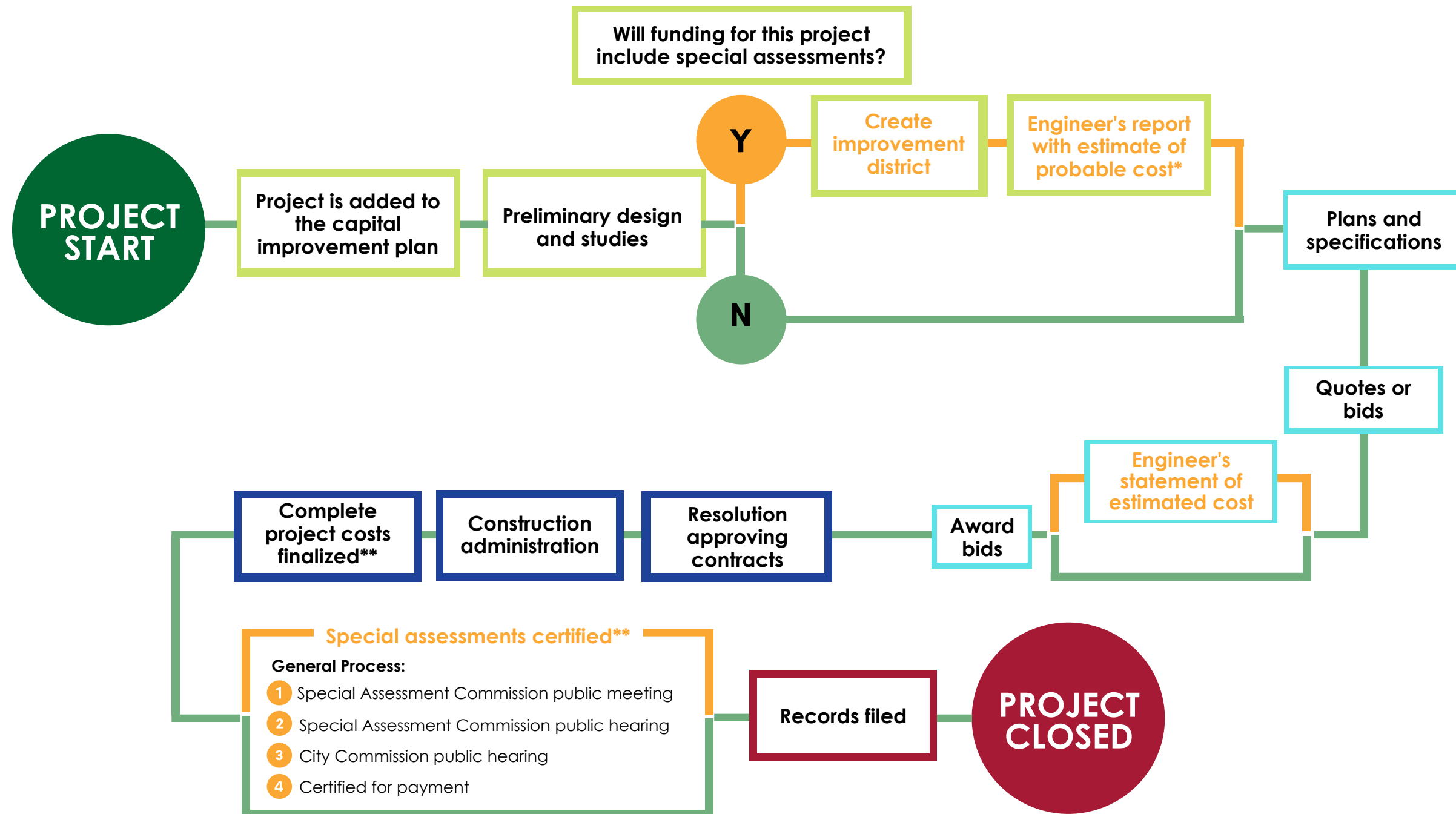
Roundabout was a waste of money doesn’t slow people down. Would like speed bumps, tried parking on both sides didn’t slow down. Studies...sick of studies. 7th st and 8th should have 4-way stops. Wants speed bumps bad almost bought one online for 1,000 bucks. Neighbors against bump outs. 4-way stops at 7th and 8th and speed humps.

Appendix C | West Fargo's Capital Improvement Process

Appendix C is a resource showing the City of West Fargo's process for programming a project in the Capital Improvement Program (CIP). The following information is provided by the Engineering Department as of December, 2021 and may be updated from time to time. Please check the City website or contact the West Fargo Engineering Department for more information.

Process for Contracts and Improvements

Improvement Process Overview



*The City of West Fargo creates an engineer's report and estimate of probable cost for most projects, but is legally required to do so for projects using special assessment funding.

**The special assessment certification process allocates the cost of the project after the complete cost of the project is final. The Special Assessment Commission does not discuss project costs.

1 December 2021



Tim Solberg
Assistant City Administrator
West Fargo Planning and Community Development Department
800 Fourth Ave. E, Suite 1
West Fargo, ND 58078

Subject: WBI Energy Transmission, Inc. Proposed Wahpeton Expansion Project
Request for Information on Projects in the Vicinity

Dear Mr. Solberg,

WBI Energy Transmission, Inc. (WBI Energy) operates an interstate natural gas transmission pipeline system in the Northern Plains and is proposing to expand its system in southeastern North Dakota. The proposed Wahpeton Expansion Project (Project) will involve constructing approximately 60 miles of 12-inch diameter natural gas pipeline from WBI Energy's existing Mapleton Compressor Station near Mapleton, North Dakota, to a new delivery station near Wahpeton, North Dakota. The Project will also include minor modifications at the Mapleton Compressor Station and two new delivery stations, one near Kindred, North Dakota and (as previously mentioned) one near Wahpeton. The enclosed map shows the preliminary proposed pipeline route and locations of project facilities.

The Federal Energy Regulatory Commission (FERC) is the lead federal agency responsible for the review of the Project. ERM-West, Inc. (ERM) is assisting WBI Energy with assessing the potential environmental impacts of the Project for the FERC application. This assessment will include a discussion of cumulative impacts, which requires us to identify and analyze other past, present, and future projects in the vicinity of the Project.

We are requesting your assistance in identifying recently completed, current, or proposed/planned projects within the vicinity of the Wahpeton Expansion Project that should be considered in our assessment. The types of projects that are typically considered include road, bridge, flood control, airport, and highway projects; industrial, commercial, recreational facilities, and residential developments; and pipeline and electrical transmission lines; however, information on any type of nearby project would be helpful. Information regarding the timing of these projects and maps or other locational information that would allow us to graphically display the locations of these projects relative to the Wahpeton Expansion Project would also be appreciated.

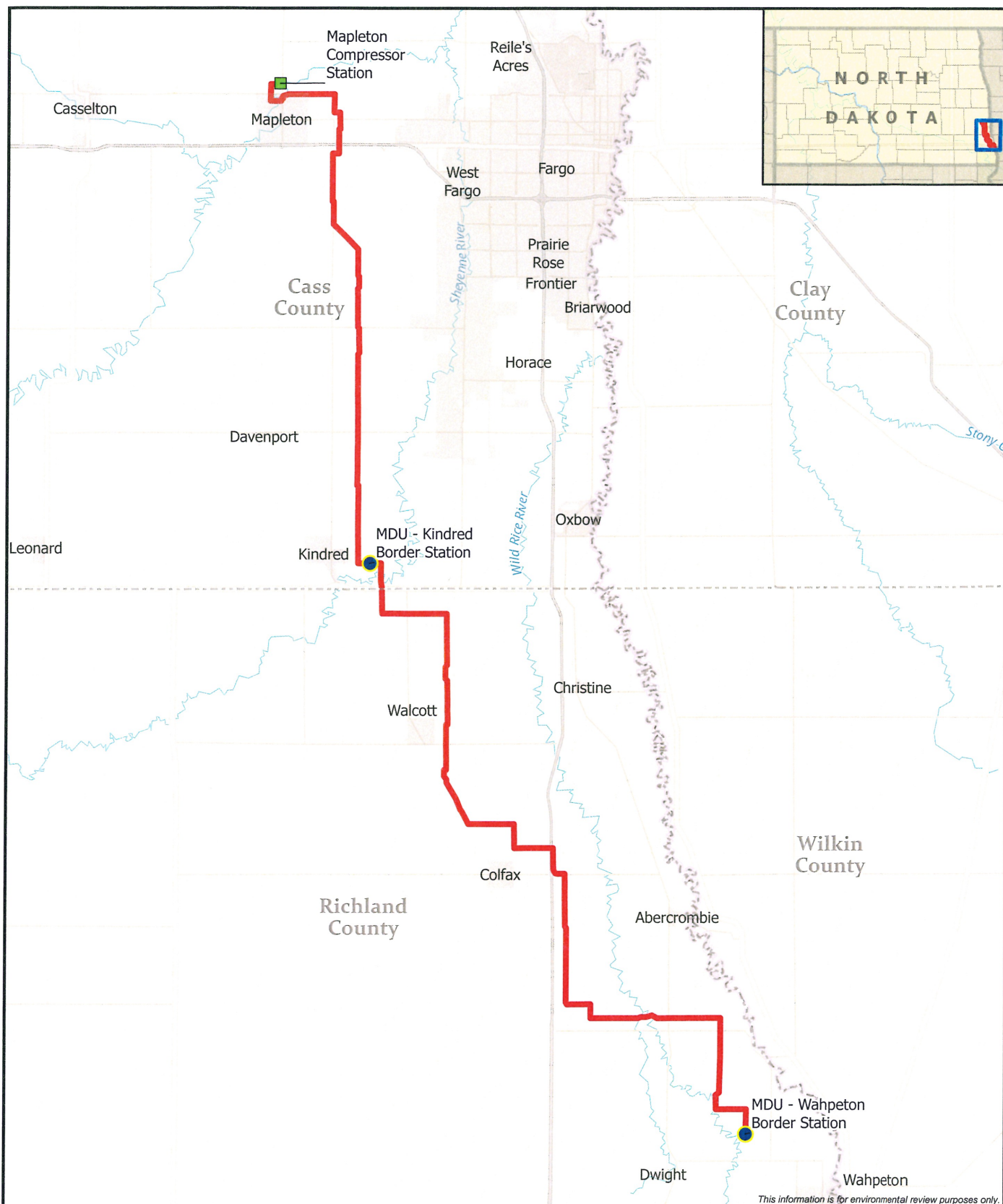
Thank you for your assistance with this matter. Receiving your responses within 30 days or by December 31, 2021 will allow WBI Energy to maintain the project schedule. If you have questions, I can be reached at (832) 786-5942 or by email at reina.foster@erm.com.

Sincerely,



Reina Foster
ERM

Attachment – Project Overview Map



This information is for environmental review purposes only.

Compressor Station Delivery Point Proposed Route 1:331,048 0 2.5 5 Miles	Project Overview Wahpeton Expansion Project WBI Energy Transmission, Inc. Cass and Richland County, North Dakota
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MPLS M:\Clients\W-X\WBI\Mapleton_to_Wahpeton\ArcGIS\M2W_FERC_Filing_Report\M2W_FERC_Filing_Report.aprx | REVISED: 12/01/2021 | SCALE: 1:331,048

DRAWN BY: RJC