



Carl Ben Eielson Middle

1601 13th Avenue S, Fargo, ND 58103

DISTRICT

Fargo Public School District #1

GRADES

6-8

AVERAGE ENROLLMENT

768

ARRIVAL

8:40 a.m.

DISMISSAL

3:25 p.m.

Existing Conditions

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

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



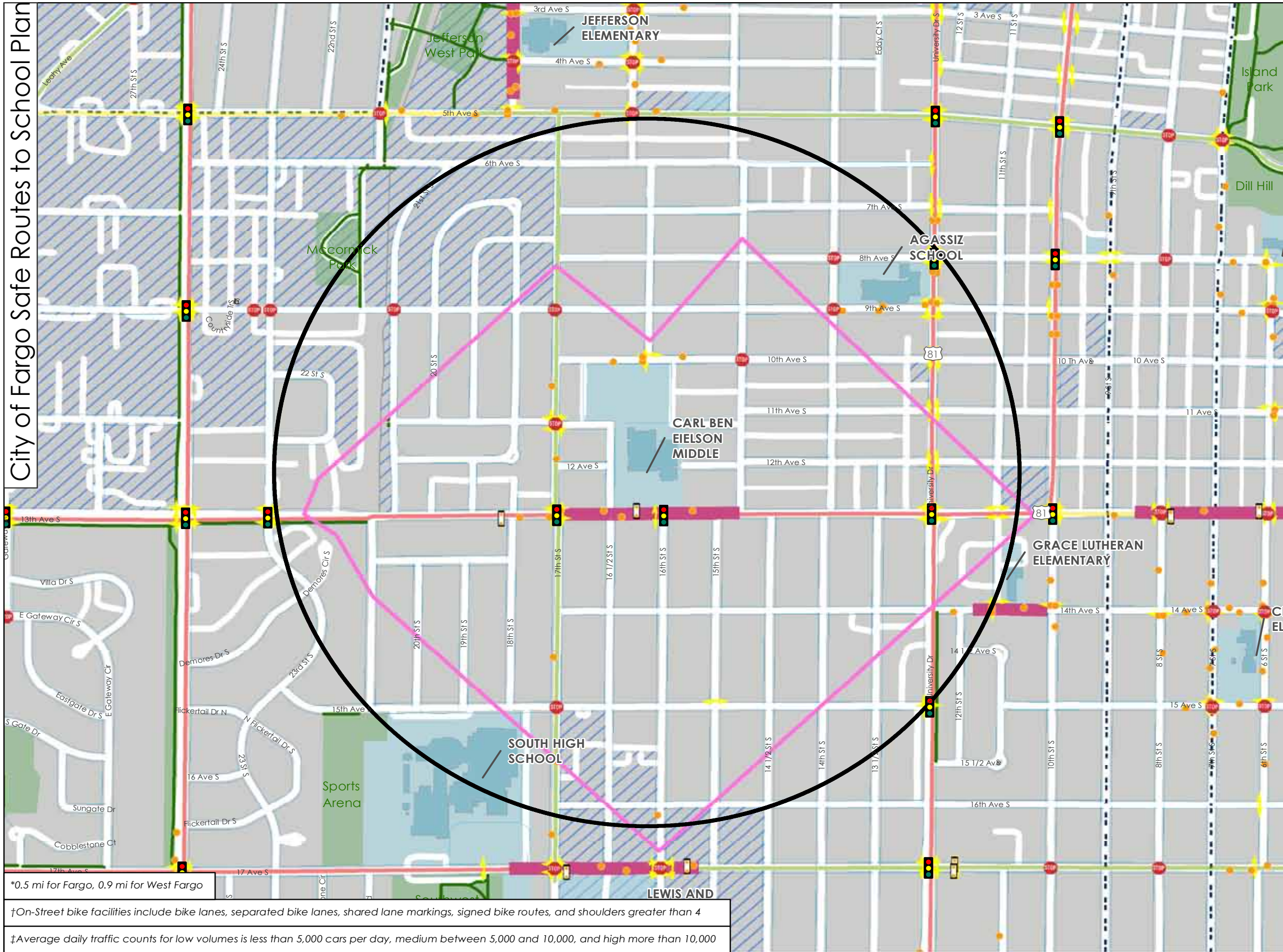
▲ The offset intersection at 11th Avenue S and 17th Street S makes crossing confusing and challenging.



▲ Midblock HAWK signal



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



*0.5 mi for Fargo, 0.9 mi for West Fargo

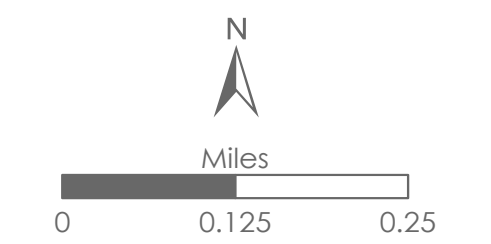
†On-Street bike facilities include bike lanes, separated bike lanes, shared lane markings, signed bike routes, and shoulders greater than 4

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

Existing Conditions Carl Ben Eielson Middle

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

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



Circulation Challenges

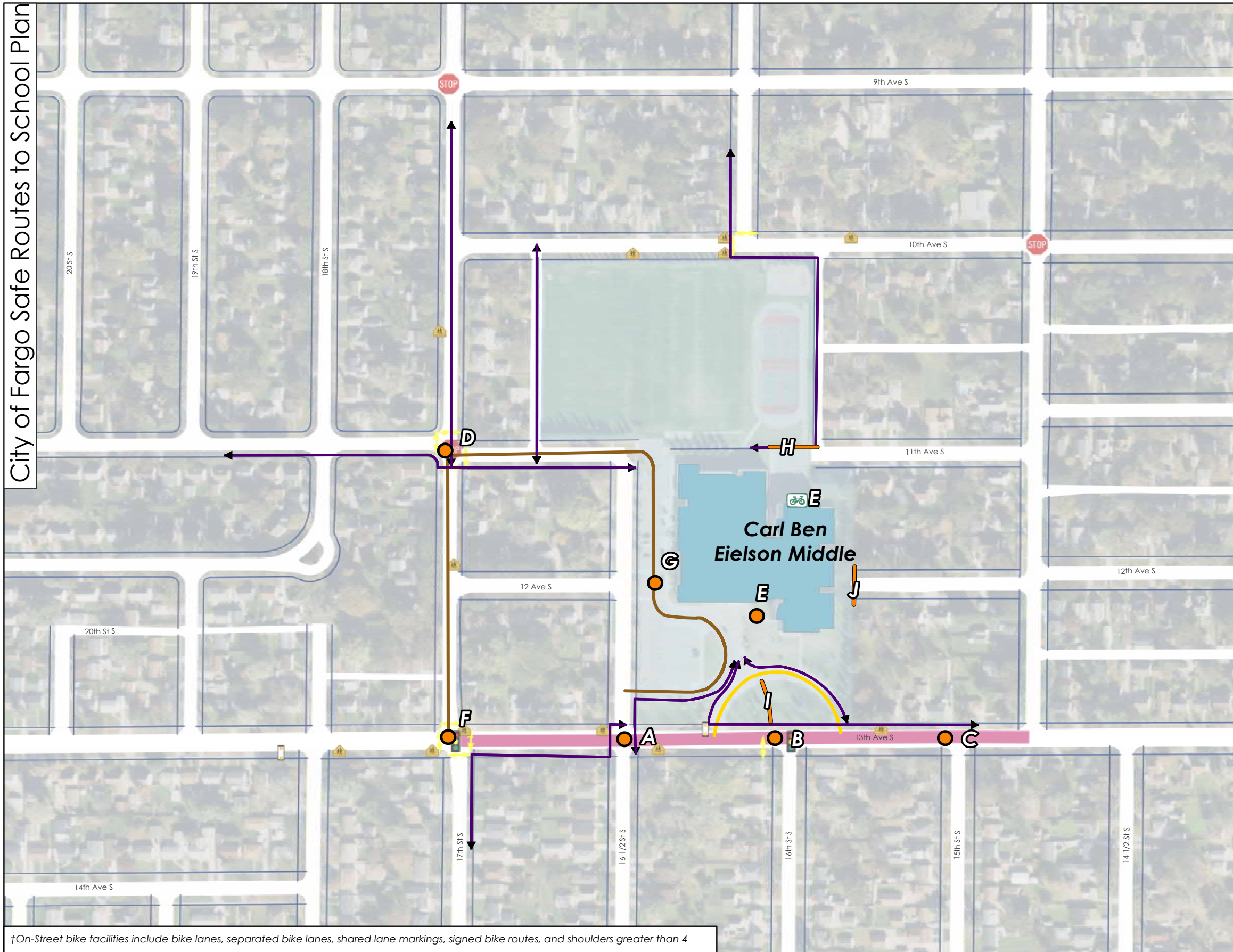
The 13th Avenue S corridor is a primary barrier for students walking and biking to school due to the high traffic volumes. The intersection of 17th Street S and 13th Avenue S is skewed and students reported that drivers do not give them enough space at the crosswalks. Students noted that to avoid the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

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

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

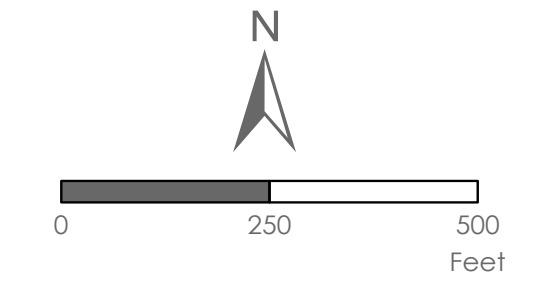
CARL BEN EIELSON MIDDLE CHALLENGES

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



Observed Circulation & Challenges Carl Ben Eielson Middle

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



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

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

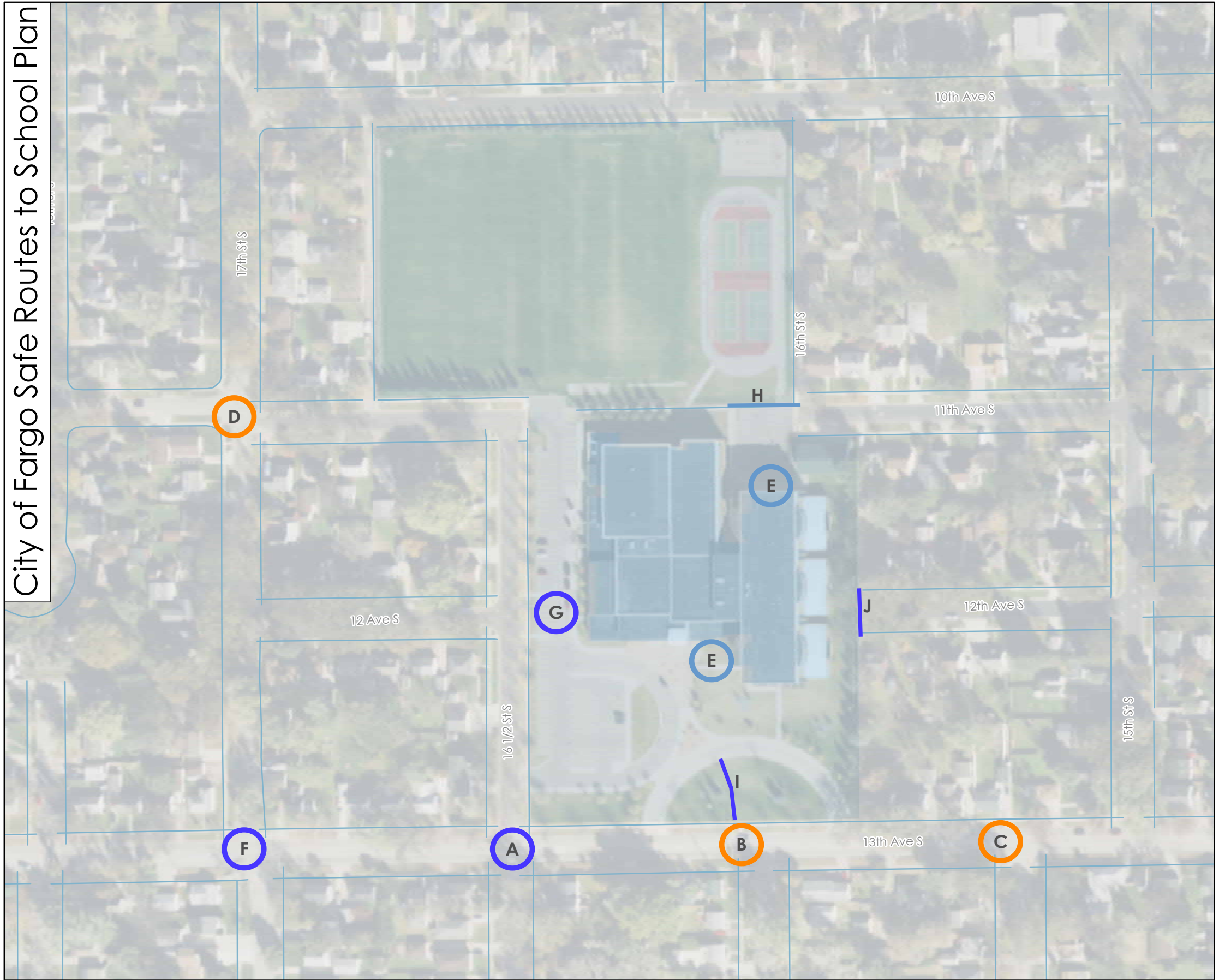
Opportunities for Improvement

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

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













CARL BEN EIELSON MIDDLE OPPORTUNITIES FOR IMPROVEMENT

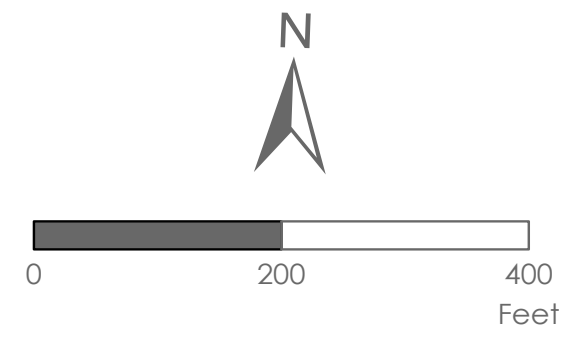
LOCATION	POTENTIAL SOLUTION	LEAD AGENCY	IMPACT
A 13th Ave S / 16 1/2 St S	Consider a median safety island on 13th Ave S the length of campus to shorten the crossing of 13th Ave; install high visibility crosswalks; install crosswalk signage; coordinate with Locations B, C, & F	City of Fargo	High
B 13th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



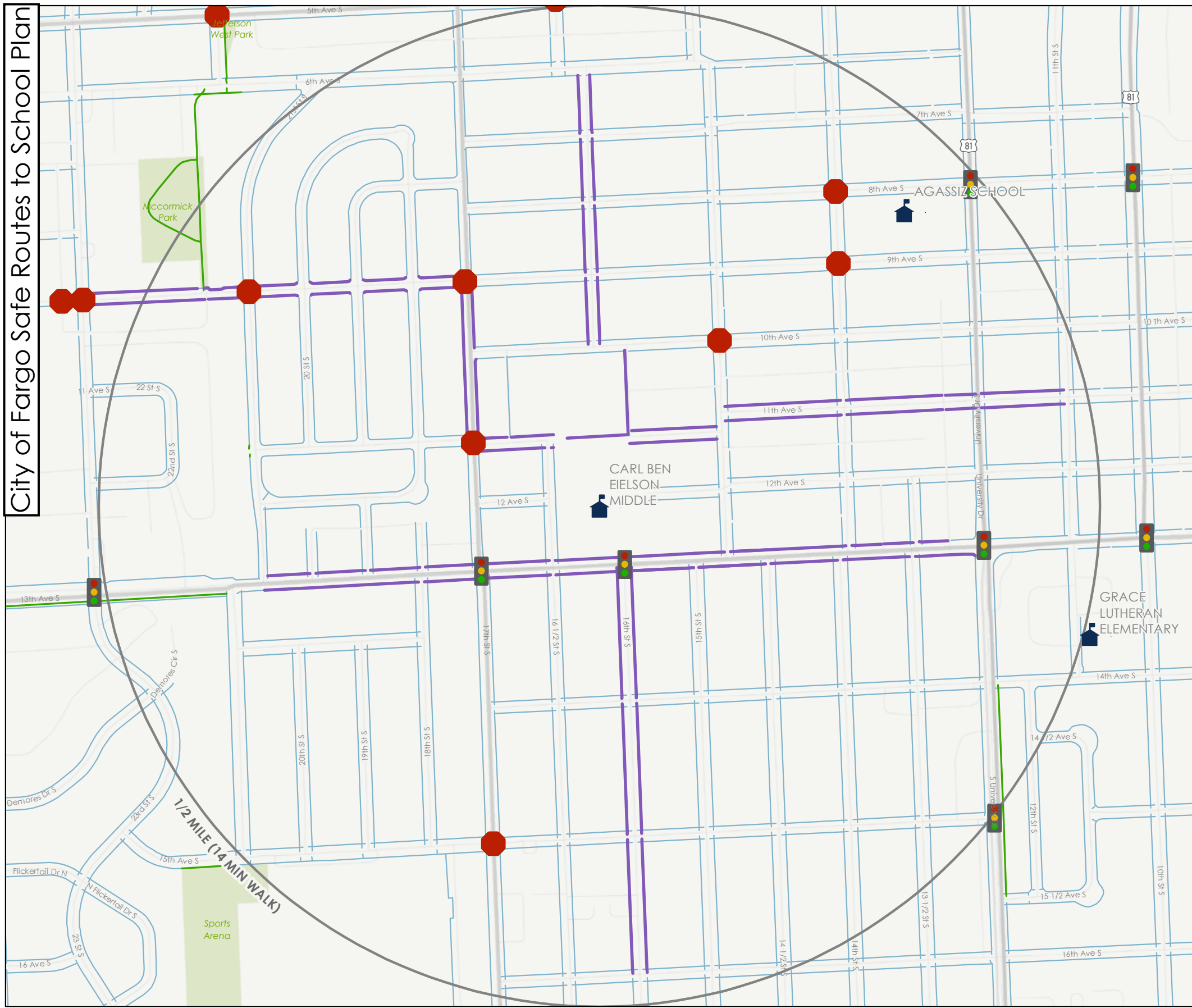
Infrastructure Opportunities

Carl Ben Eielson Middle







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



City of Fargo Safe Routes to School Plan



Suggested Routes to School
Carl Ben Eielson Middle

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

