

TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Kim Riepl, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 1_2024

There will be a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on **Wednesday, February 14, 2024 at 3:00pm - 4:00 pm**. The meeting will be held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance is an option

AGENDA

- 1. Welcome & Introductions**
- 2. Bike Ped Subcommittee Membership/Meetings**
- 3. League of American Bicyclists Bicycle Friendly Community**
 - Current Designation: Bronze
 - Silver Requirements
 - Application Deadline June 25, 2024
- 3. Walk Audit**
 - 2023 Walk Audit Reports
 - Mandan Audit Report Complete (attached)
 - Bismarck Audit Report in Progress
 - 2024 Walk Audits Brainstorming
 - Month / Time of Day (2 hour timeframe)
 - Locations (6-8 block maximum)
 - Bismarck
 - Mandan
 - Non-Subcommittee Participant List Ideas
- 4. May is Bike Month**
 - Past Events - Ideas for 2024
 - Mayors Proclamations
 - Community Ride
 - Bike Rodeos
 - Bike Bus
- 5. Member Activities / Open Discussion**
- 6. Adjourn**

MPO BIKE-PED SUBCOMMITTEE

Updated: 01/24/2024

Contact	Organization
Allen Thompson	ND Transportation Alliance
Ben Kubischta	Self/Interested Citizen
Ben Smith	Self / Interested Citizen
Cole Higlin	Mandan Parks District - Operations Director
Dave Mayer	Bismarck Parks and Rec - Operations Director
Jeff Solemsaas	Bismarck PD - Traffic Commander
Dustin Miller	Bismarck PD - Support Services
Andrew Stromme	City of Mandan Planner
Katie Johnke	Bismarck Burleigh Public Health/ Go! Coalititon
Mark Berg	Bismarck Engineering
Dave Leingang	NDDOT / Active Transportation
Kim Riepl	Bismarck-Mandan MPO
Will Hutchings	Self/Interested Citizen
Susan Dingle	AARP
Jason Doerr	Central Dakota Cyclists
Natalie Pierce	Morton County



MANDAN WALKABILITY ASSESSMENT 2023

Final Report

January 2024

Prepared for:
BMMPO Bicycle-Pedestrian Subcommittee

Prepared by:
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Bismarck-Mandan Metropolitan Planning Organization
Bismarck, ND

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INTRODUCTION

What is walkability? Walkability might be generally defined as the quality of walking conditions, including safety, comfort, and convenience. What, then, is a walkable community? The Federal Highway Administration provides this definition: *“A walkable community is one where it is easy and safe to walk to goods and services (i.e., grocery stores, post offices, health clinics, etc.). Walkable communities encourage pedestrian activity, expand transportation options, and have safe and inviting streets that serve people with different ranges of mobility.” (USDOT FHWA 2013).*

This report documents a walkability assessment of portions of Mandan, ND, completed in June 2023 by members of the Bismarck-Mandan MPO (BMMPO) Bicycle & Pedestrian Subcommittee and other community stakeholders. The goal of the assessment is to identify system improvements made since the initial assessment performed for this same route in 2017 and to determine any remaining or new deficiencies that may still need to be addressed.

SITE SELECTION

The route was originally selected in 2017 due to the context of the surrounding residential neighborhood and the relative proximity to the downtown business and commercial district. Comprised of primarily single- and multi-family residential on the northern portion, with a mix of office space and small retail, the route was chosen in 2023 for a reassessment because the



previous Mandan Junior High School building at 4th St NW and 3rd Ave NW has since been redeveloped into what is now low-income housing. It is likely that many residents living in this building would frequently travel this corridor.

Point of beginning for the walk audit

route was at the intersection of 1st Street NW and 3rd Avenue NW, near the Mandan City Hall building. The route included 10 block lengths of 3rd Avenue NW, 4th Street NW, 4th Avenue NW, and Main Street to assess, along with 10 separate intersections. (See map, above.)

ASSESSMENT TOOLS

An assessment tool was developed using materials from the previous walk audit performed in 2017 which were incorporated into the [Bismarck-Mandan MPO Bicycle & Pedestrian Plan](#), as well as materials obtained from AARP's [Walk Audit Tool Kit](#). Packets containing all walk audit materials were sent to potential participants in advance of the assessment date for review. (See Appendix A.) A brief training to review the audit materials, including the checklist and rating methodology, was held in the Veteran's Conference Room of Mandan City Hall prior to beginning the walkability assessment.

Elements to be considered throughout the assessment include:

- Sidewalk presence, condition, and width
- Accessibility
- Driveway slopes and design
- Bicycle facilities
- Lighting
- Medians
- Street Trees & Vegetation
- Transit Access

The elements were to be evaluated relative to the applicable areas of sidewalks, streets, mid-block crossings, and intersections along the route.

In addition to assessing the existing physical conditions along the route, participants were encouraged to consider who was using the route at the time of the assessment, how they were using it (walk, bike, roll) and for what reasons (work, fitness, school, etc.). This can further help identify gaps in the network which may prevent its use in one capacity or another or by specific user groups.

Assessment sheets were provided for the following segments of the route:

- 1st Street NW and 3rd Ave NW Intersection
- 3rd Avenue NW, west side of street, north to 4th Street NW (3 blocks)
- 4th Street NW, south side of street, west to 4th Avenue NW (1 block)
- 4th Avenue NW, east side of street, south to Main Street (4 blocks)
- Intersection of 4th Ave NW & Main (crossing west and south) and E Main, south side, to 3rd Ave Intersection

Auditors were asked to assess the route by segment, using this three-part methodology:

1. First, indicate whether certain elements exist at the sidewalk, the street, and pedestrian crossing signals with a simple yes or no checked for each element listed.
2. Secondly, at the completion of each route segment, assign a score to the overall condition of the sidewalks, the streets, and any pedestrian crossing signals in the segment. The scoring was suggested to be as follows:
 - a. Good (+3 points)

- b. Fair (+1 point)
 - c. N/A (0 points)
 - d. Poor/Gap in pedestrian infrastructure (-3 points)
3. Finally, indicate the overall “walkability” of the area based on the findings from the two previous steps as Great, Acceptable, Mixed, or Poor.

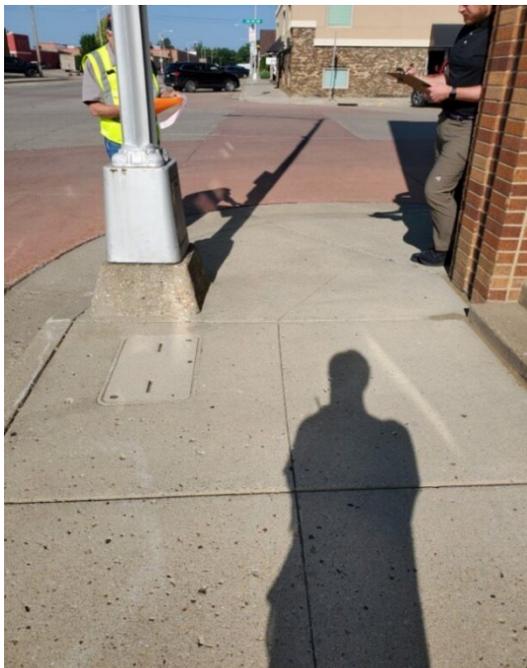
SITE VISIT ASSESSMENT

The assessment training, site visit, and assessment was completed on June 29, 2023. The checklists were completed as observations were made and discussed by the participants throughout the course of the walk audit. Participants also provided valuable written comments which covered issues identified both during the assessment, as well as those observed at other times by the participant. Participants varied in age, levels of fitness, and daily walking habits.

OBSERVATIONS

The walkability assessment began at 9:30 am in the business/commercial area of downtown Mandan, extending north through a residential area comprised of a mix of single and multi-family housing, and then circling back to Main Street in the downtown area. The weather was sunny, 78° and no wind. Each segment of the audit route varied from the others regarding land use, adjacent roadway width and speeds, and pedestrian facilities; therefore, observations will be provided for each of the individual route segments assessed.

1st Street NW & 3rd Ave NW Intersection (crossing east to west)



This intersection was found to be good overall, with some room for improvement. Roadways comprising this intersection are all two-way, two-lane with diagonal on street parking and absence of designated bicycle lanes or facilities. Posted speed limit of 25mph seemed to be somewhat obeyed by the drivers observed. Lighting at the intersection appeared to be adequate. East/west traffic on 1st St NW is free flowing while north/south traffic on 3rd Ave NW has stop control. Diagonal parking and placement of the stop sign on the sidewalk make it difficult for motorists to see. Sidewalk widths in this area were sufficient when taken from building edge to inside of curb. However, there were instances of sign or light pole placement which restricted the

accessible area of the sidewalk. The concrete sidewalk was found to be generally level and in overall good condition without substantial cracks or raised sections.



The intersection featured colored bulb outs and crossing area throughout. ADA ramps are present on all four legs of the intersection, and each have tactile ground surface indicators for pedestrians with visual impairments; however, there are no truncated domes. The bottom of the ramp opens to a diagonal crossing of the intersection rather than to the desired perpendicular crossing of the roadway. Visually impaired individuals following the direction of the ramp opening may find themselves in the middle of the four legs of the intersection traffic rather than crossing the street as intended.

Future improvements at this intersection, which has a wide crossing area of approximately 60-feet, should include enhancements like raised curb bulb outs, additional high visibility

crosswalk markings, or parking restrictions on crosswalk approach. There may be an option of placing stop signs and lighting in bulb outs to remove impediments from sidewalks and to increase visibility of stop signs.

The walkability of the area, based on the findings: Acceptable

3rd Avenue NW, west side, 3 blocks

This segment of the audit route begins in the business/commercial district and extends north through a residential area that includes a mix of single-family homes and multi-family units. The level of walkability is initially good but gets progressively more difficult traveling northward. The adjacent road is a two-way, two lane street with on street diagonal parking for the first block which then changes to parallel parking. There are no designated bicycle facilities or marked pedestrian crossings along this segment. The posted speed limit is 25mph which motorists seemed to observe.

Initially, the segment was quite walkable, with 72" concrete sidewalks which, once beyond the commercial area and walking through the residential area, were separated from the roadway with an approximate 18' grass covered boulevard. This boulevard provides sufficient area for shade trees. It is assumed it would also be used by property owners for snow storage in the winter months, assisting with maintaining clear sidewalks for walking. The sidewalks here were



in good condition, level and of a consistent material with no missing segments. Additionally, driveways intersecting with the sidewalks were predominantly level with the sidewalk. The photo (*left*) shows an area of pleasant walking conditions with excellent fence placement to foster a feeling of security for passing pedestrians without encroaching on the usable sidewalk area.

One assessor commented this is an example that could be used for any homeowner interested in making front yard enhancements.

The walkability level soon deteriorated and became more difficult. The surface condition of the sidewalk was predominantly poor, displaying an inconsistency in materials used and overall poor surface condition. There was cracking, pitting, flaking, and heaving observed, with vegetation growing up through the sidewalk. (*see photos, below*)



The intersections on this segment, as mentioned previously, have no marked pedestrian crossings. In addition, each crossing area posed difficult conditions, as shown. In addition to poor sidewalk conditions and lack of ADA accessibility, the adjacent roadway was typically of a higher elevation than the sidewalk. The original street surfacing in this older section of the city has been overlayed several times with asphalt as part of street improvements made over the course of time. While storm sewer inlets remain open, much of the asphalt overlay extends into the gutter area and in some instances meets the sidewalk, causing drain inefficiency and an incline from the sidewalk onto the street. The poor conditions resulting from this scenario are evident in the photos (*below*). City of Mandan personnel indicated there are plans to address not only the roadway, but also the underground utilities in this area of the city, likely providing the opportunity to upgrade the existing sidewalks as part of the project(s), as well.

While it is generally agreed that trees and other vegetation can create separation for the pedestrian from roadway traffic or the property use next to the sidewalk (i.e., a front yard), and thus a feeling of comfort and safety, it is not always so. In cases where the vegetation has been allowed to grow



unchecked (such as shrubs or bushes bordering a sidewalk) or without proper pruning (as with boulevard trees that overhang the sidewalk at a level too low for a person to pass underneath without tilting, bending, or stooping, creating a vertical clearance restriction) it has an opposite effect making passage not only difficult but intimidating or impassable. The photo on the right provides an example of vegetation on a homeowner's property along 3rd Ave that has been allowed to become overgrown and has restricted access to much of the sidewalk. The sidewalk width is 72" but has been restricted to 48" in this area. This provides an opportunity to involve the public works department in ordinance development and/or enactment to help prevent this situation with formal policy and enforcement.



The walkability of the area, based on the findings: Mixed to Poor

4th Street NW, 3rd Ave NW to 4th Ave NW, south side

This one-block portion of the audit route lies directly south of the former Mandan Junior High School building which was redeveloped into low to moderate income housing. It seems likely that many of these residents may have limited access to personal motor vehicle transportation and may rely on alternate means such as walking, bicycling, or public transportation.

The roadway is a two-way, two lane street with minimal options for on street curbside parallel parking. At most properties along this block, what would be a boulevard area between the sidewalk and street has been utilized for perpendicular parking which adjoins the sidewalk with no separation. There is a mid-block alley running north/south. There are no designated bicycle facilities or marked pedestrian crossings along this segment. The posted speed limit is 25mph. The level of walkability is challenging on this short stretch.

The photo to the right shows the intersection of 3rd Ave NW and 4th St NW, looking north toward the redeveloped Mandan Junior High School, which is now the Historic Apartments on Fourth. Efforts to improve this crossing have been made with the installation of a high visibility truncated dome pedestrian tile. This pad is ADA compliant and beneficial to visually impaired pedestrians. There is also evidence of some possible pavement markings in the crossing area, but they are so diminished that it is hard to determine whether they are the remnants of crosswalk markings or a stop bar, as there is a side street stop sign located here. (It is notable that the sidewalk facility on the north side of 4th Street has been entirely replaced and includes ADA compliant truncated dome tiles at the sidewalk where it meets the crossing area of the intersections as can be seen in the photo.) Also demonstrated in the photo is the rise of the road where it meets the sidewalk. This is due to the asphalt overlay situation previously described and results in the same issues of inefficient storm water and runoff drainage, erosion and vegetation growth, and a transition from sidewalk to roadway that contributes to collection of debris, making this area difficult to navigate.

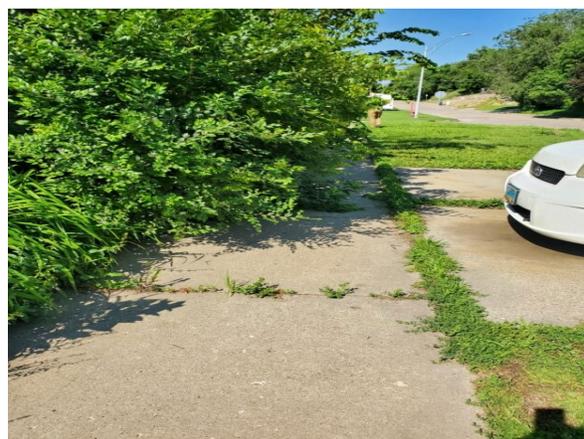


Many challenges to pedestrian accessibility, comfort, and safety were encountered. Shown here is the perpendicular parking of vehicles immediately adjacent to the sidewalk, common to this segment of the audit route. This type of parking lacks any barrier between the pedestrian and the moving vehicle, presenting a safety issue with vehicles pulling into park, whether driving forward or backing in as shown in the photo. Bollards or some form of barrier should be installed to prevent vehicles from parking on the sidewalk, which was also observed, and to protect sidewalk users. It may be possible for the City to codify regulations to address this issue as part of their parking ordinance.



Additionally, the sidewalk was in very poor condition, with heaving, cracking, and breaking throughout. Broken segments exposed the dirt underneath and scattered rock and debris, along with the uneven surface and vegetation cropping up in places, made walking very difficult.

The photos below show the mid-block ally (*below, left*) displaying the same asphalt overlay pavement issue as the streets in the area and overgrown vegetation (*below, right*) which has rendered the sidewalk impassable. Again, there may be opportunity to involve the public works department to help prevent the latter with formal policy development and enforcement.



The walkability of the area, based on the findings: Poor

4th Avenue NW, east side, 4 blocks

This segment of the audit route begins in the residential area and extends south to the business/commercial district. The level of walkability is improved from the previous audit segment on 4th Street NW. The adjacent road is a two-way, two lane street with on street curbside parallel parking in the residential area which switches to diagonal parking in the business/commercial district. There are no designated bicycle facilities along this segment. There are no marked pedestrian crossings in the residential areas, but there are in the commercial district. The posted speed limit is 25mph which motorists seemed to obey.

There are numerous driveways that intersect with the sidewalk along this stretch, and they are all level, with absence of any slope, which is highly desirable and lends to the walkability of the area. The boulevards are approximately 18-feet wide, providing an excellent buffer between the sidewalk and roadway, as well as providing an adequate area for sign or utilities placement, shade trees, and snow storage. It should be noted this residential area is one of Mandan's older neighborhoods and has recently seen an uptick in improvements made to homes and property. However, even if perceived as an improvement by the property owner, beautification elements (i.e., planters, etc.) should not be allowed to obstruct the public sidewalk, as shown in the photo (*right*). Additionally, fence placement should be located behind the sidewalk a minimum of 12 inches. Including such requirements in the City's ordinance if they do not already exist would assist with regulating and enforcing such best practices.



Once beyond the residential area we found that commercial buildings and parking lots were built to or nearly to the property line, a common practice. The sidewalk width was sufficient, consisted of uniform material (concrete) and was in mostly good condition but was found to have areas of scattered debris such as gravel, and obstructions. Pictured (*left*) is a tree which was allowed to grow in the middle of the sidewalk. While the relief offered by its shade was appreciated, its grate consumed most of the interior portion of the sidewalk, pushing users to the curbside, with no barrier from roadside vehicles. Also, the path the pedestrian is forced to use to avoid the tree is then obstructed by a No Parking sign, which from the road, is partially obstructed by overhanging tree branches.



Imagine yourself to be a motorist approaching the intersection in the photo, left, which you are unfamiliar with. You are less than 100 feet away. This road is two-way and has two driving lanes with diagonal parking on each side and the speed limit is 25 mph. It is immediately apparent there are no traffic signals at this intersection. Are you readily able to determine whether there is any stop control for motorists proceeding in the direction you are traveling?

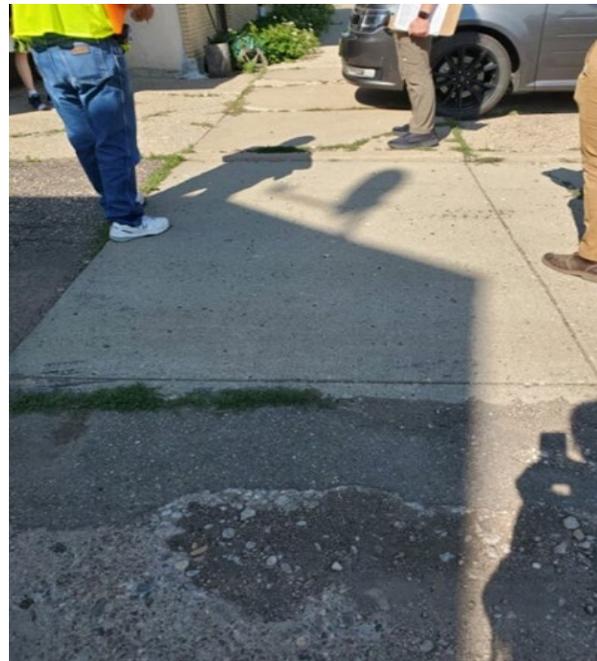
The photo below shows the stop sign placed well back from the roadway on the sidewalk, perhaps due to the diagonal parking. However, there have been pedestrian crossing improvements made to this intersection which include ADA ramps and colored pavement markings indicating bulb outs. Further improvements, such as raised curb bulb outs, would provide an area for stop sign placement within the bulb out which would increase motorist visibility of the stop sign and decrease the distance for pedestrians to cross the street.



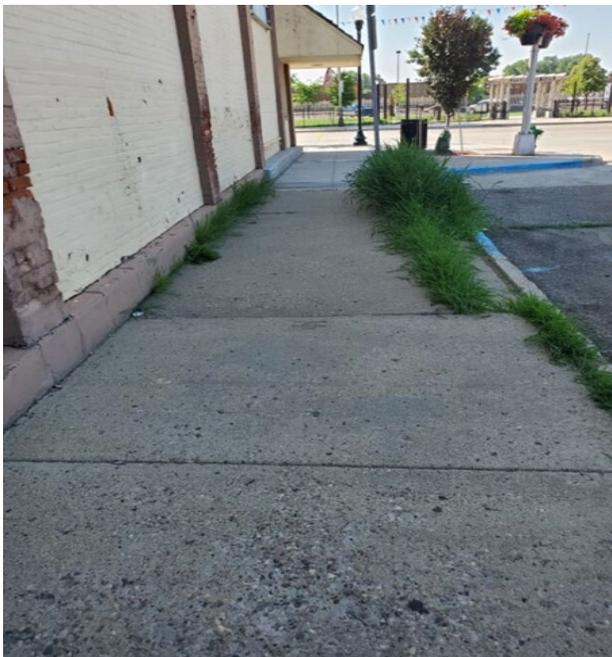


This photo (*left*) further illustrates the colored pavement crossing markings at the intersection of 4th Ave NW and 1st Street NW and the excellent condition of the sidewalk here. However, placement of a fire hydrant and traffic signs on the pedestrian sidewalk restrict use of its full width. Additionally, the Manual on Uniform Traffic Devices should be consulted to verify the height of this stop sign is not in violation.

A mid-block ally (*photo below, right*) shows pavement degradation that has interrupted the walkability of this part of the route.



Further on (*also photo, right*) we saw weeds growing out from the building and restricting passage on the sidewalk, pushing pedestrians out to the curb which has diagonal parking abutting it. There is no barrier to prevent the vehicle from entering the sidewalk area. This restricts access and creates a safety hazard for pedestrians by moving vehicles.



Another photo of the same building (*photo, left*) illustrates the weeds that have been allowed to overtake the curbside, completely obstructing access from the handicap accessible parking spaces adjacent to the sidewalk. (Note: City of Mandan stated they have received assurances from the property owner that all weeds will be removed.)

The walkability of the area, based on the findings: Mixed to Poor

Intersection of 4th Ave NW & Main Street

The sidewalk material at the corner of 4th Avenue NW and Main Street is consistent and in excellent condition, with no obstructions. (Photo, right) Garbage receptacles and pedestrian scaled lighting is located out of the primary transition areas for the pedestrian crossings.



Pedestrian crossing improvements have been made here to include raised curb bulb outs and ADA ramps with truncated dome pedestrian tiles at each crossing which is preferred over a central curb cutout shared by multiple direction crossings which face diagonally into the intersection. The raised curb bulb outs provide a sense of safety for the pedestrian against parking vehicles and reduce the distance required to cross the street. Additionally, the



crossings are well marked and include a Rectangular Rapid Flashing Beacon, or RRFB. (photo, left) RRFBs are pedestrian activated crossing signals that feature two beacons and flashing lights to alert motorists to crossing pedestrians. The audible signal provided by the RRFB at the crossing on the west side of 4th Avenue crossing south to Main Street is audible from several feet away from the speaker. And finally, as part of the RRFB, there is highly visible signage and flashing lights at the location of the crossing. The lights flashed long enough to easily complete the crossing. All these elements serve to make the pedestrian crossing experience non-threatening and accomplished with ease.

The walkability of the area, based on the findings: Great

Main Street, south side, and Main & 3rd Ave Intersection

Main Street has been the most highly improved area of the walk assessment since it was last conducted in 2017. This portion of Main Street was the subject of a lane reconfiguration that resulted in one westbound lane and one eastbound lane with a shared center turn lane and parallel curbside parking on both sides of the street. The posted speed limit is 25mph. The public space along the south side of Main which includes the Morton Mandan Public Library, the Depot, Dykshoorn Park, and Heritage Plaza was redeveloped to maximize its use as a public gathering space shortly thereafter. There is no dedicated bicycle lane although the sidewalk on the south side of the road is wide enough to constitute use as a multi-use path. Bis-Man Transit fixed route bus runs both west and east on this part of Main Street. Many place making and pedestrian oriented amenities were installed as part of the improvements making this a very pedestrian friendly and pleasant space to experience.

Signage alerts motorists well in advance of impending pedestrian crossings. (*below, left*) The



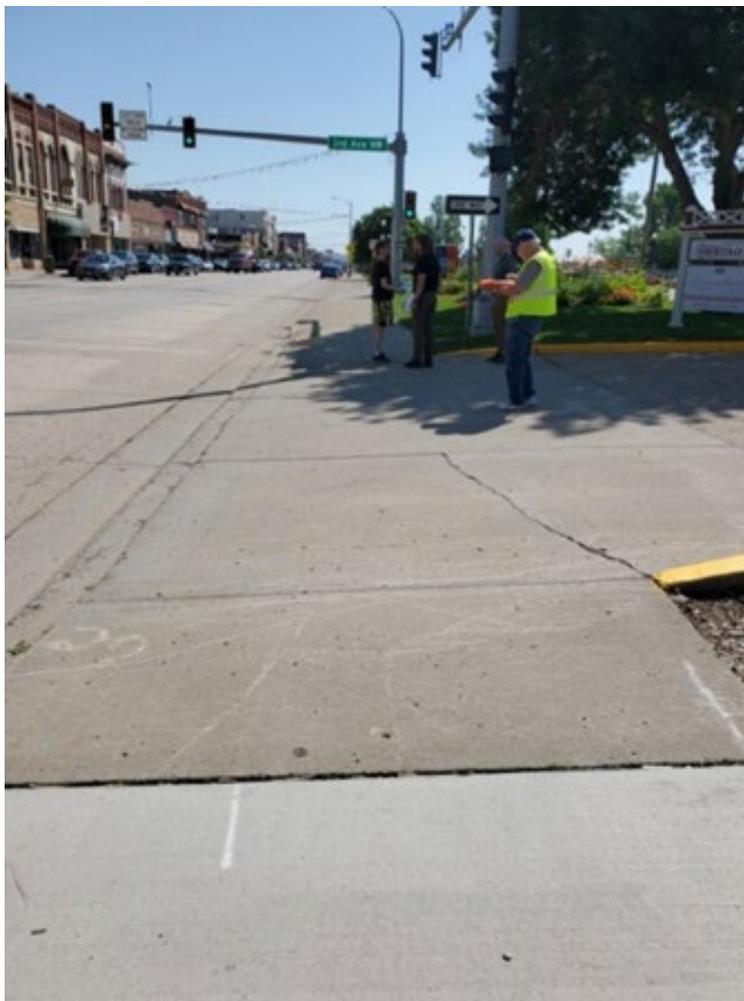
sidewalk, which is concrete throughout, is in very good to excellent condition, free of cracks, chips, or uneven slabs. At 8-feet, it is wide enough to be used as a multi-use path. It is separated from the interior public space by a fence, with shaded seating areas and utilities (i.e., fire hydrants) in recessed areas so they are set back from the sidewalk/multi use path. This offers a safe resting place, limiting potential conflict with those who may be walking or rolling on the sidewalk. The seating areas are shaded by trees planted inside the public space, away from the sidewalk, keeping the sidewalk free from obstructions and less susceptible to the heaving frequently caused to concrete by tree roots.

We found this to be a very pleasant and walkable area. In addition to benches, there are other enhancements such as pedestrian scaled lighting, graphic-wrapped utility boxes, decorative garbage receptacles, bike racks, planters and hanging baskets of flowers lining both the north and south sides of the street, all of which add to the aesthetic value of the area. This segment presents an excellent demonstration of best practices in creating walkable environments.



While Main Street represented the segment of the walk audit most improved since the 2017 assessment, there is still a challenge or two that remains. The driveway entrance to Heritage Plaza is located on the south side of the intersection of Main Street and 3rd Avenue NW.

(Photo, right) The concrete, although older, is still in good condition with the exception of the crack that extends the width of one side of the driveway. There is a slope to the driveway, rather than being level with the sidewalk. The width of the sidewalk and the fact that one side abuts the roadway, presents some challenges in achieving a no slope status to this driveway intersection. Additionally, this is a one-way driveway into the Plaza from either Main Street or 3rd Avenue NW, and intersection geometry, along with the location of the pedestrian crossing on the east edge of this driveway present safety concerns. City staff stated there have been conversations to convey this concern to the Plaza.



The intersection includes traffic lights and marked crosswalks with markings clearly visible to drivers and pedestrians. The pedestrian crossing signal at the intersection has a “push to cross” or pedestrian activated mechanism. The audible prompts at this signal crossing were loud enough to be clearly heard, there was plenty of time provided to cross, and all the lighted features were in working order. The landing to the north is another example of best practice improvements with raised curb bulb outs and ADA ramps with truncated dome pedestrian tiles at each crossing which is preferred over a central curb cutout shared by multiple direction crossings facing diagonally into the intersection. In addition, bike racks, benches, garbage receptacles and pedestrian scaled lighting is located out of the primary transition areas for the pedestrian crossings.

The walkability of the area, based on the findings: Great

SUMMARY & RECOMMENDATIONS

Walkability of the segments throughout the audit route varies greatly overall. There are areas that are quite acceptable but could be improved; there are areas that have been improved to a very high degree, offering a very walkable environment; and there are areas that contain a variety of unsound conditions, which make not only walkability challenging but even general navigation potentially hazardous.

Positive Observations, Route-Wide

- Sidewalk width is typically adequate throughout
- Sidewalks are predominantly of a consistent material and are continuous
- Driveway interruptions to sidewalks are typically free of slope at the sidewalk, maintaining a level walking surface
- The public transit bus route on Main Street is within walking distance of any location on this route (within 4 blocks)
- All pedestrian crossing signals that exist along this route are pedestrian actuated, have audible prompts, and are in good working order

Potential Hazards Observed, Route-Wide

- Poor Sidewalk Condition
 - Inconsistent materials creating uneven surfaces (trip hazards)
 - Cracked, Chipped, Pitted or Broken sections, often covered with debris from the breakage or weeds growing through the cracks/breaks
 - Heaving caused by tree roots
- Lack of tactile ground surface indicators to alert visually impaired users that the path is ending (primarily when approaching intersections)
- Lack of buffer between sidewalk and street or diagonal/perpendicular parking
- Obstructed Sidewalk
 - Overgrown shrubs that restrict sidewalk access
 - Tree branches hanging too low over the sidewalk
 - Street signs, fire hydrants, light and signal poles, beautification elements, etc., and one tree
- Inadequate Pedestrian Crossings at Intersections
 - Absence of ADA compliant pedestrian curb cut ramps
 - ADA ramps inappropriately oriented to the diagonal of the intersection
 - Elevation discrepancies between the landing of the sidewalk and the street at the pedestrian crossing (street is higher than the sidewalk) and debris deposits
 - Lack of signage to alert motorists of impending crossings (except Main St.)
- Low Visibility of Stop Signs (due to placement) or other signs due to obstruction
- Lack of Designated Bicycle Lane

Recommendations Route-Wide

- Systematic tracking of sidewalk conditions using a city-wide sidewalk inventory with a schedule for replacement of cracked, broken, heaved, or missing segments or sections of sidewalk comprised of inconsistent materials – many cities’ ADA Transition Plans help with this effort. NOTE: City of Mandan has indicated there are plans to reconstruct roadway and make infrastructure (storm sewer, utility) improvements in portions of the audit route as they become feasible. This may include opportunities for sidewalk improvements.
 - Associated sidewalk improvements should include replacement of existing sidewalks in poor condition with consistent material such as concrete; inclusion of appropriately placed ADA compliant curb cut ramps with tactile indicators/truncated dome pedestrian tiles; and ensure obstructions (traffic signs, light poles, etc.) are not installed on the sidewalk
- Buffer area between sidewalk and street should be considered in any area in which there is not an existing boulevard or buffer area of 2-feet or more between the sidewalk and the street. A buffer area provides space for locating traffic signs and street lights, etc. as well as for snow maintenance to help maintain a clear sidewalk
- Bollards or another means of physical separation should be installed in areas where diagonal or perpendicular vehicular parking abuts the sidewalk, to prevent vehicles from entering the sidewalk and offer protection to sidewalk users from moving vehicles.
- Vegetative sidewalk obstructions should be assessed regularly through a monitoring process established through City policy which contain action plans to ensure boulevard trees and trees and plant material located on private property are properly pruned so as not to restrict sidewalk access. Enforcement of such a policy could potentially be supported by City Ordinance.
- Pedestrian crossings should be included with any roadway improvement and inclusion of the following design elements should be considered for applicability:
 - Raised curb bulb outs
 - Colored concrete indicating the crossing and bulb out areas and/or painted crossing markings to make the crossing highly visible to motorists
 - ADA compliant curb cut ramps with tactile indicators/truncated dome pedestrian tiles, appropriately oriented within the intersection to facilitate perpendicular crossing paths
 - Parking restrictions at pedestrian crossings
 - Pedestrian scaled illumination
 - Adequate signage to alert motorists in advance of pedestrian crossings
 - Pedestrian actuated crossing signals, including Rectangular Rapid Flashing Beacon, with audible prompts

NOTE: City of Mandan has indicated there are plans to reconstruct roadway and make infrastructure (storm sewer, utility) improvements in portions of the audit route as they

become feasible. Any roadway improvements or reconstruction should include opportunities for sidewalk/pedestrian crossing improvements.

- Opportunities for the inclusion/installation of designated bicycle lanes should be assessed as part of any roadway or street improvement project that is undertaken in the audit area.

While assessing the walkability of the selected route, participating auditors made the following observations regarding who was using the sidewalks and for what suspected reasons, if obvious. The following was observed:

Several people were seen walking throughout the route but primarily in the downtown area. Of these, 1 appeared to be in their teens, 9 appeared to be adults between 20 and 50 years of age and 2 appeared to be over 50. It was obvious that 1 of the adults between 20 and 50 years old was walking for fitness. We met and visited with many residents who were out in their yards along 3rd Avenue NW who were enjoying the nice weather. However, they were not out using the sidewalks. Additionally, there were 2 elementary school aged children riding their bicycles for what appeared to be recreational purposes.

Pedestrian activity seemed to be central to the downtown area where the walkability was greatest. However, the group agreed it may be beneficial to conduct walk audits of the same route under different sets of circumstances, such as time of day and season of year. This may assist in evaluating snow removal and its impact, accommodation of storm water runoff, and pedestrian access.

In conclusion, it should be noted that the City of Mandan has transformed its downtown area from that which was observed in the 2017 walk audit. The Main Street portion of the audit area has been substantially improved through roadway reconfiguration, redevelopment of the public space on the south side of Main Street, and the addition/inclusion of many pedestrian friendly and place making amenities. This is a truly great example of the positive change a community can bring about to the benefit of its citizens, residents, and visitors.

PARTICIPANTS

Andew Stromme, Mandan Principal Planner

Ben Kubischta, Retired NDDOT

Jarek Wigness, Mandan City Engineer

Kim Riepl, Bismarck-Mandan MPO Transportation Planner

Natalie Pierce, Morton County Planner



MANDAN WALK AUDIT

June 29, 2023

The walk audit process:

Walk audits serve an important role in evaluating current pedestrian infrastructure order to raise awareness, identify gaps and evaluate potential project opportunities for municipalities and neighborhood groups. Many times, this activity serves as a measurable exercise to complete at the onset of a project, in response to public concerns, or in conjunction with other planning studies. The process of a walk audit can be led by city engineering or planning staff and includes the following:

- Gather with invited stakeholders (recommended size of 3 to 12 participants) to review the walking corridor and survey questions.
 - Review intersection evaluation criteria in response to these items:
 - Vehicle Speeds
 - Curb Returns/Corner Treatments
 - Visibility & Lighting
 - ADA Ramps
 - Crossing Controls
 - Traffic Signals
 - Review Mid-Block evaluation criteria to assess the following:
 - Sidewalk Presence
 - Sidewalk Width
 - Driveway Slopes & Design
 - Sidewalk Condition
 - Vehicle Speed
 - Street Trees & Vegetation
 - Place
 - Lighting
 - Median
 - Accessibility
 - Transit

- Complete the pre-determined walking route to review each intersection configuration and mid-block condition in accordance with the walk audit criteria. It is recommended that the group complete one set of evaluation questions for each intersection and mid-block area that is encountered along the route. Walk audit routes are recommended to be contiguous, but do not necessarily need to follow a direct linear path-- is expected that the evaluation corridors can turn and take detours as necessary.
- Once the group has completed the walking route, it is important to reconvene to review the existing conditions as observed during the exercise. This recap discussion provides an important opportunity to identify areas of most concern, record general observations, and facilitate group discussion of how potential improvements could be addressed. Some questions which should be included within this reflection time are:
 - What did you see?
 - As a person walking, did you feel like you were of importance to other road users?
 - What other feelings did you have while performing the audit?
 - What needs to change? (in the short, medium, long-term timeframe)
 - How did the roadway and intersection segments rank?

Walk audit evaluation criteria:

The primary value of a walk audit rests on the evaluation criteria. As part of this exercise an extensive list of questions has been developed to evaluate the pedestrian needs of a walking corridor for both roadway intersections as well as mid-block environments. Each of these criteria are to be scored on the following scale:

- **Good (+3 points)**
- **Fair (+1 point)**
- **N/A (0 points)**
- **Poor/Gap in pedestrian infrastructure (-3 points)**

It should be noted that the cumulative score of a walk audit is important, but not the ultimate indicator for how a corridor should be evaluated. In many instances, the scoring system provides an opportunity to specifically measure the efficacy of each element, rather than the overall performance of the walking route itself. At present time, there are no known industry scoring standards which have been developed to assess pedestrian elements. The scoring aspect of the walk audit process has been provided to help stakeholders prioritize areas of improvement along corridors where numerous challenges may exist.

The following list of walk-audit questions have been assembled. During the walk-audit exercise, each of these questions are evaluated on an individual basis (per the scale provided above) in order to set priorities and establish goals for improvement. The questions are divided into two categories: Intersections and Mid-Block, and are provided as follows:

Intersections

- **Vehicle Speed**
 - What is the operating speed of the roadway adjacent to the sidewalk?
 - What is the posted speed of the two intersecting roadways?
- **Curb Returns/Corner Treatments**
 - What are the corner treatments? (tight, large, channelized right turn, 'smart' right turn, curb extension)

- **Visibility & Lighting**
 - Are people walking visible to the people driving through the intersection?
 - Is lighting provided that illuminates the roadway when people are walking across the street?
 - Is lighting if illuminates the people waiting to cross the street on the sidewalk?
- **ADA Ramps**
 - Are ADA ramps existing at all corners of the intersections that have sidewalk connections?
 - Are the ramps shared at the corner or is there one ramp per direction?
- **Crossing Controls**
 - What pedestrian crossing controls are present?
 - Does the control type convey the importance of a crossing location?
- **Traffic Signals**
 - Is the signal designed to minimize the delay to people waiting to cross the intersection?
 - Is there adequate time for people of all ages and abilities to cross the street?
 - Is there information provided to indicate the amount of time remaining in crossing the street?
 - Are accessible signals provided?
 - Are tactile walking surface indicators used to navigate the intersections?

Mid-Block

- **Sidewalk Presence**
 - Are sidewalks existing on both sides of the street?
- **Sidewalk Width**
 - How wide is the sidewalk?
 - Is it conducive for two people in wheelchairs to wheel side-by-side while passing another person (8.5' clearance)?
 - Can two wheelchair users pass each other on the sidewalk without issue (6' clearance)?
 - Is the sidewalk clear of obstructions?
- **Driveway slopes & Design**
 - Describe the driveway treatments (if present)
 - Comment on the degree of side slope that exists for the driveway portion if walking or wheeling is expected to occur across it.
- **Sidewalk Condition**
 - What is the condition of the sidewalk?
 - Is it conducive to reliable wheelchair travel?
- **Vehicle Speed**
 - What is the operating speed of the roadway adjacent to the sidewalk?
 - What is the posted speed of the roadway adjacent to the sidewalk?
 - What is the distance from the edge of the sidewalk to the nearest travel lane?
- **Street Trees & Vegetation**
 - Is there a boulevard present?
 - Are trees or vegetation able to be viable and thrive in the boulevard?

- **Place**
 - Are there programming and design components that enhance the experience in the area?
- **Lighting**
 - Is lighting provided that illuminates the walkways in addition to the roadway?
 - Is lighting provided in a manner that does not create darker areas that feel less comfortable and secure?
- **Median**
 - Is there a median in the street? If yes, what is the width and what is it made of?
- **Accessibility**
 - Are tactile walking surface indicators used to navigate the street?
 - Is the street clear of obstacles that would be a barrier to access?
- **Transit Access**
 - Are transit stops easy to access and accessible for all users?
 - Are transit stops located outside of the clear walkway width, not impeding travel along the sidewalk?

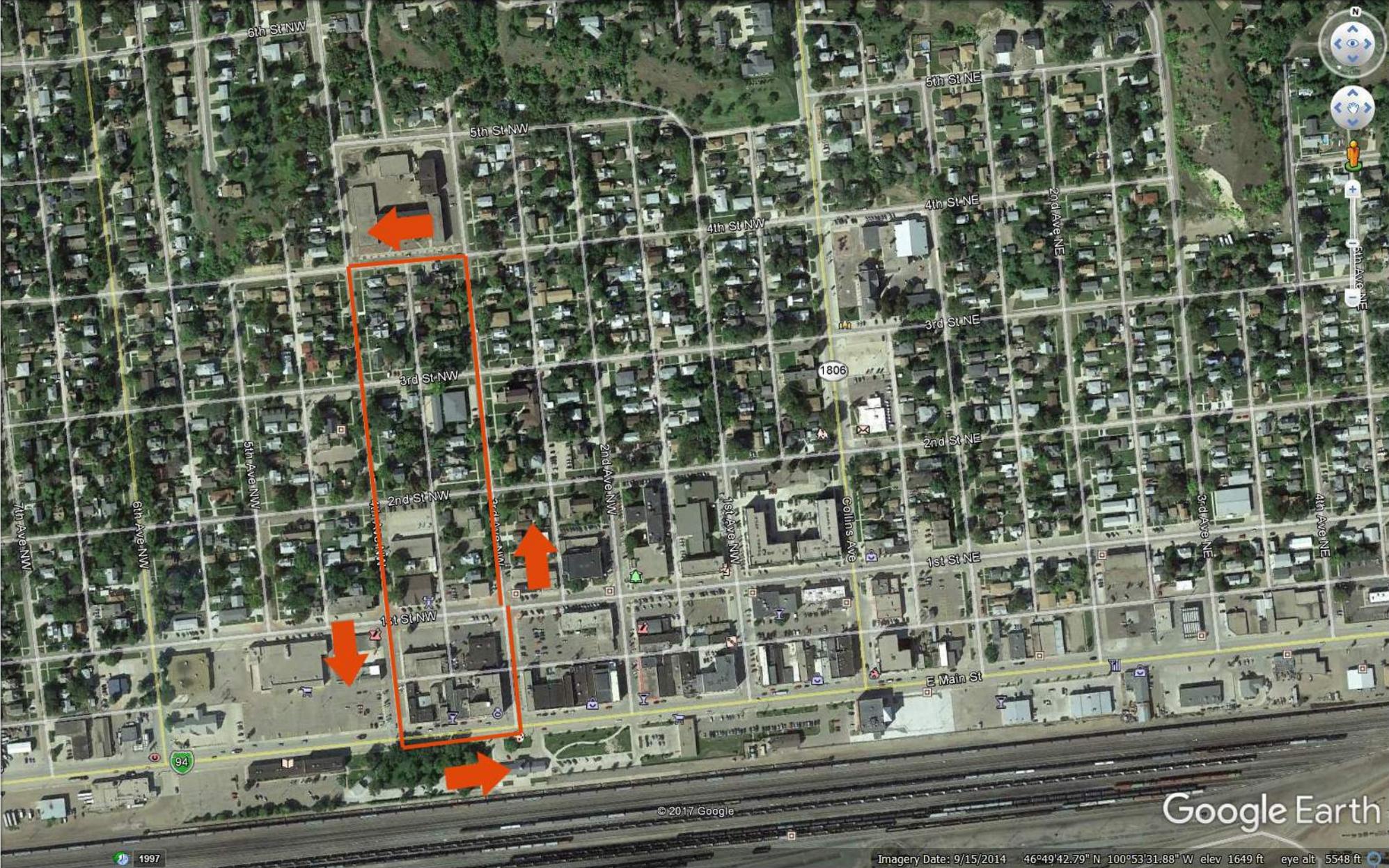
Summary of walk audit for the City of Mandan:

The Mandan walk audit will be held from 9am-11:30am on June 29, 2023. The audit group will meet in the Veterans' Conference Room, Mandan City Hall, 205 2nd Ave NW, Mandan, to audit the following route:

- Start at intersection of 1st St NW and 3rd Ave NW - Cross west to evaluate 3rd Ave/1st St intersection
- Walk north 3 blocks on 3rd Ave NW
 - Assess west side of 3rd Ave NW including 2 vehicular intersections
- Walk west at 4th St NW 1 block to east side of 4th Ave NW
- Walk south on 4th Ave NW 4 blocks to the intersection of E Main St and 4th Ave NW
- Cross E Main St to evaluate pedestrian crossings
 - Cross south
 - Walk east
 - Cross north
- Walk north on 3rd Ave NW 1 block to 1st St NW
- End walk audit at intersection of 1st St NW and 3rd Ave NW.

The above route was originally selected in 2017 due to the context of the surrounding neighborhood and the relative proximity to the downtown business and commercial district and is being revisited in 2023 for a reassessment. The previous Mandan Junior High building at 4th St NW and 3rd Ave NW has since been redeveloped into what is now low-income housing and it is expected this corridor will be frequently traveled by residents living in this building.

Mandan Walk Audit Route



Who's Using the Street – and Why?

Community Name: _____

Location/Street Name(s): _____

Audit date: _____ Start time: _____ AM | PM End time: _____ AM | PM

Use hash marks (###) for counting the number of people observed. (Yes, some will likely be counted more than once.)
 Use your best guess to determine each person's age range and reason for walking.

WHO'S WALKING?	NUMBER OF PEOPLE
Young children (e.g. elementary school students)	
Teens	
Adults	
Older Adults	
HOW:	
While pushing a baby stroller and/or walking with a child or children	
While using a mobility aid (i.e., a wheelchair, cane, walker)	
While riding a bicycle, scooter, skateboard or other mobility device	
POSSIBLE REASONS:	
Traveling to/from school	
Waiting for and/or heading to public transit	
Commuting to/from work	
Shopping and/or getting something to eat	
Walking/running for fitness	
Walking a dog	
Walking to a park or outdoor public space	
Just out for a walk	
Other/unknown	

ALSO, WHO'S NOT WALKING? Do the observed pedestrians represent the demographic composition of the neighborhood? If not, which segments of the population appear to be missing? Why might that be the case? (Use a notebook or the back of this worksheet to record these answers and observations.)

Sidewalks, Streets and Crossings

**SINGLE-LOCATION
AUDIT**

Community Name: Mandan

Location/Street Name(s): 1st St NW / 3d Ave NW Intersection

Audit date: 06/29/2023 Start time: _____ AM | PM End time: _____ AM | PM

Posted speed limit(s): _____ Do the motorists appear to be obeying the speed limit(s)? _____

Total number of vehicle lanes: _____ The street is: one-way | two-way

If more than one lane: Does the roadway have a median and/or a pedestrian island?

The street has: no sidewalk no sidewalk but needs one no sidewalk but needs two
 partial sidewalks a sidewalk on one side of the street sidewalks on both sides of the street

YES | NO | OTHER Skip any statements that don't apply

THE SIDEWALK:

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

THE STREET:

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

THE PEDESTRIAN CROSSING SIGNALS:

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: _____ minutes _____ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above: Great Acceptable Mixed Poor

Sidewalks, Streets and Crossings

**SINGLE-LOCATION
AUDIT**

Community Name: Mandan

Location/Street Name(s): 3rd Ave NW, east side, 300 s

Audit date: 06/29/2023 Start time: _____ AM | PM End time: _____ AM | PM

Posted speed limit(s): _____ Do the motorists appear to be obeying the speed limit(s)? _____

Total number of vehicle lanes: _____ The street is: one-way | two-way

If more than one lane: Does the roadway have a median and/or a pedestrian island?

The street has: no sidewalk no sidewalk but needs one no sidewalk but needs two
 partial sidewalks a sidewalk on one side of the street sidewalks on both sides of the street

YES | NO | OTHER Skip any statements that don't apply

THE SIDEWALK:

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., concrete or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
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THE STREET:

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- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
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- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
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- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above: Great Acceptable Mixed Poor

Sidewalks, Streets and Crossings

**SINGLE-LOCATION
AUDIT**

Community Name: Mandan

Location/Street Name(s): 4th Street NW (1 oc)

Audit date: 06/29/2023 Start time: _____ AM | PM End time: _____ AM | PM

Posted speed limit(s): _____ Do the motorists appear to be obeying the speed limit(s)? _____

Total number of vehicle lanes: _____ The street is: one-way | two-way

If more than one lane: Does the roadway have a median and/or a pedestrian island?

The street has: no sidewalk no sidewalk but needs one no sidewalk but needs two
 partial sidewalks a sidewalk on one side of the street sidewalks on both sides of the street

YES | NO | OTHER Skip any statements that don't apply

THE SIDEWALK:

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
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Walkability of the area, based on the findings above: Great Acceptable Mixed Poor

Sidewalks, Streets and Crossings

**SINGLE-LOCATION
AUDIT**

Community Name: Mandan

Location/Street Name(s): 4th Avenue NW, (4 oc s)

Audit date: 06/29/2023 Start time: _____ AM | PM End time: _____ AM | PM

Posted speed limit(s): _____ Do the motorists appear to be obeying the speed limit(s)? _____

Total number of vehicle lanes: _____ The street is: one-way | two-way

If more than one lane: Does the roadway have a median and/or a pedestrian island?

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 partial sidewalks a sidewalk on one side of the street sidewalks on both sides of the street

YES | NO | OTHER Skip any statements that don't apply

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Walkability of the area, based on the findings above: Great Acceptable Mixed Poor

Sidewalks, Streets and Crossings

**SINGLE-LOCATION
AUDIT**

Community Name: Mandan

Location/Street Name(s): Intersection of 4th Ave NW & Main (crossing south) and E Main, south side, to 3rd Ave Intersection

Audit date: 06/29/2023 Start time: _____ AM | PM End time: _____ AM | PM

Posted speed limit(s): _____ Do the motorists appear to be obeying the speed limit(s)? _____

Total number of vehicle lanes: _____ The street is: one-way | two-way

If more than one lane: Does the roadway have a median and/or a pedestrian island?

The street has: no sidewalk no sidewalk but needs one no sidewalk but needs two
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Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above: Great Acceptable Mixed Poor

Sidewalks, Streets and Crossings

**SINGLE-LOCATION
AUDIT**

Community Name: Mandan

Location/Street Name(s): E Main / 3rd Ave Intersection; 3rd Ave crossing n/o Main; 3rd Ave north to 1st St NW

Audit date: 06/29/2023 **Start time:** _____ **AM | PM** **End time:** _____ **AM | PM**

Posted speed limit(s): _____ **Do the motorists appear to be obeying the speed limit(s)?** _____

Total number of vehicle lanes: _____ **The street is:** one-way | two-way

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Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above: Great Acceptable Mixed Poor



TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Kim Riepl, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 2_2024

There will be a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on **Wednesday, April 17, 2024 at 2:00pm - 3:00 pm**. The meeting will be held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance is an option

AGENDA

1. Welcome & Introductions - **All**
2. League of American Bicyclists Bicycle Friendly Community Application - **Kim**
 - a. Status Update
 - b. [Bicycle Friendly Business Application](#) - encourage your local businesses to apply using this application and the information on the LAB [website](#)
 - i. Summer 2024 Open: March 2024
 - ii. Deadline: June 5, 2024
 - iii. Awards announced: September 2024
3. Walk Audit - **All**
 - a. 2023 Walk Assessment Reports [LINK](#)
 - b. 2024 Audit - minimum 2 in 2024 -possible post-meeting poll to determine
 - i. Audit Types - Walkability/Bikeability/Combined
 - ii. Audit Routes (6-8 blocks total) - need suggestions from members
 - iii. Season (summer, fall, winter)
 - iv. Time of Day (2-hour time frame per audit)
 - v. Participants to invite (outside of Subcommittee members)
4. Bike Month 2024 - **All**
 - a. National Dates
 - i. National Ride a Bike Day - May 5
 - ii. Walk Bike & Roll to School - May 8
 - iii. Bike to Work Week - May 13 thru 19
 - iv. Bike to Work Day - May 17
 - b. Local Events - **All**
 - i. Mayors Proclamations - who is submitting
 - ii. Community Ride or Bike Bus - any known ride or bike bus events

- iii. Bike Rodeos - any known rodeos (1 flyer attached)
 - iv. Competitive Riding - any known competitive biking events
 - v. Bike Share Promotion
5. Bike Month Dates for Future Planning
 - a. National Ride A Bike Day: the first Sunday in May
 - b. Bike to Work Day: the third Friday in May
 - c. Bike to Work Week: the seven days beginning on the Monday before Bike to Work Day
 6. Member Activities - All
 - a. Open Street Event - Katie
 - b. Bismarck Scooter Rental - Kim
 - c. Bismarck Sidewalk Tool [LINK](#) - Kim
 - d. Safe Routes to Services/Complete Streets Study - Kim
 - e. Other
 7. Future Agenda Items - please send all items/suggestions to Kim by June 12 for the June 19 meeting
 8. Other Business
 9. Adjourn



DATE: 2/21/2024
TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Kim Riepl, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 1_2024

There was a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on Wednesday, February 14, 2024 at 3:00pm - 4:00 pm. The meeting was held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance was also an option.

MEETING NOTES

1. Welcome & Introductions

Andrew Stromme, Mandan Planning Dept; Ben Smith, Citizen Advocate; Bennet Kubischta, Citizen Advocate; Cole Higlin, Mandan Parks & Rec; Dave Leingang, NDDOT; Dave Mayer, Bismarck Parks & Rec; Isak Johnson, Bismarck Planning Dept; Jason Doerr, Central Dakota Cyclists; Katie Johnke, Bismarck Public Health; Kim Riepl, Bismarck-Mandan MPO; Mark Berg, Bismarck Engineering Dept; and Susan Dingle, AARP.

2. Bike Ped Subcommittee Membership/Meetings

Membership

- Open to anyone interested in advancing active transportation in the community; there is no application requirement or selection process.
- Diverse group now, may be lacking representation from local bicycle advocacy groups or clubs
- NDDOT has cautioned against recruiting specific individuals or having a selection process for membership. The MPO will use the Active Transportation page of its website to post a general description of the Bike Ped Subcommittee and its goals and activities to alert the public to opportunities to get involved.

Meetings

- No minimum meeting requirements for members
- Currently 4 meetings/year held quarterly, walk audits comprising Q2 meeting
- Kim R proposes 6 regular meetings per year + walk audits in addition
 - Shorter, more frequent meetings may be more productive
 - 6 meeting frequency satisfies requirements for Silver Bicycle Friendly Community Application
 - Historically, most meetings have been on Wednesday, 2-3pm
 - Kim R proposed setting meeting dates for remainder of 2024
 - April 17, June 19, August 28 (TA Project Concepts), October 30 (TA Application Ranking), December 18
 - All meetings begin at 2pm, 1 hour
 - The 2 TA-related meetings may be longer than 1 hour

- All-Agreed by consensus to proposed dates and times. KR will send Outlook calendar invites to Subcommittee members.

3. League of American Bicyclists Bicycle Friendly Community

Current Status

- Bronze, awarded in 2020, effective 4 years. Must apply for renewal or upgraded status in 2024.
- Only one application window/year now (previously 2 times per year), application due June 25, 2024. Will submit with intent to attain Silver.

Silver Requirements

- 6 meetings per year of Bike Ped Subcommittee - we can satisfy this with new meeting schedule
- All requirements based on the 5 E's: Engineering, Education, Encouragement, Equity & Accessibility, and Evaluation & Planning - Equity & Accessibility most challenging area as the application calls for a lot of socio economic data to support
 - Susan D: Is Silver a stretch? KR-yes, but won't get Silver unless we try.
 - Andrew S: Are there any bicycle friendly businesses in the Metro area? KR-none on the map on the League website. AS- this would be helpful to our effort towards Silver. AS suggests outreach to local businesses by the group. AS & KR will discuss offline, check application specifics, bring back to group at April meeting.
- Kim R will lead the application effort but will be requesting assistance from Subcommittee members in each of their areas of expertise as the need arises. More information will be shared at the April Subcommittee meeting.

4. Walk Audits

2023 Walk Audit Reports

- Mandan report complete, Bismarck report in progress.
- Reports will be posted to Active Transportation/Bike Ped Subcommittee page of MPO website for public access.
- Assessments and the resulting reports are intended to be useful to the general public, elected officials, and hopefully to future applicants of TA funding.

2024 Walk Audits Brainstorming

- Lessons learned from 2023 audits
 - Maximum route less than 10 blocks, (6-8 preferred for 2-hour time)
 - Conduct assessment at different times of the year (different conditions)
 - Conduct assessment at different times of the day (to capitalize on various activities and traffic patterns that occur).
- How to determine location, ideally an assessment in each community (Bismarck and Mandan)
 - KR-Lincoln's needs? The Subcommittee has no members representing Lincoln which seems to be an oversight as they are part of the BMMPO and a growing community; could likely benefit from an assessment.
 - AS-purpose of audit is to inform and provide substantiation through findings for projects in TA and other grant program applications; suggests we gain ideas from potential applicants of future project locations and include those areas in audits.
- Non-Subcommittee Participant List Ideas-who can we include in the audit process outside of Subcommittee members? Elected officials, local government, businesses, community organizations?

- AS-suggested AARP provides resources regarding the inclusion of elected officials in the audit process.
 - Katie J-believes the program is called America Walks. She'll be working with a group, 8/80 Cities on something they're collaborating on for the summer.
 - Susan D-believes AARP has recently revised their selection of resources, she can check on this through AARP and follow up.
- Members asked to bring options for these audit criteria to April meeting.

5. May is Bike Month

Past Events, Ideas for 2024

- Mayors Proclamations, Bismarck and Mandan
- Community Ride
 - Ben K-Recalled Bismarck Larks organized a ride with 701Cycling & Sports, could contact them.
 - KJ-BJ Kramer GM and Mel Marquardt Mktg. Mgr. - 701 organizes mountain bike rides in the summer but also a couple of paved rides that are more community-based. 701 has also supported the bike buses, riding along, too. She suggests the Subcommittee reach out to them to get them on board with any community ride. Any community ride definitely needs to be a collaborative effort to be successful.
 - KJ-Burleigh County Bicycle Cult, Ian Easton & Tyler Huber helped coordinate the Winter Ride as part of Vinterfest at the Landing this year.
 - AS-FYI Burleigh County Bike Cult coordinating with Mandan Progress Organization for a Morton County ride on Lyons Road this year.
 - KR-will reach out to these groups and follow up in April.
 - AS-suggested involving real estate developers, developers of infill or who are constructing apartment buildings with bike racks, this is the mindset they are coming from, may be subset for marketing materials or promoting biking activities within their buildings
- Bike Rodeos
- Bike Bus
 - KJ-the bike bus last fall was part of walk to school day; intending to do it as part of Bike Month in May again with 3 elementary schools. It is engagement between the school nurses, Bismarck police officers and Sanford Safe Kids coordinator in hopes that the schools will pick it up and continue to do future bike buses on their own.
 - KR-MPO would like to share any promotional items for Bike Month activities through email distribution or website/social media postings.

6. Member Activities / Open Discussion

BK-has anyone ever used television to promote pedestrian/bicycle safety?

- KJ-has done several in-studio promotions with KFYZ and KXMB for bike/ped safety in October and May from a safe routes to school standpoint. Also with the kick-off of school to alert motorists to be aware of kids walking or riding to school.
- AS-(to Katie) did you bring the All Kids Bike program to the schools? KJ-No, this is a great program. AS-believes it is a state program, it would be good for this Subcommittee to check this program out for this area.
- Jason D-when trying to get the 3-Foot law passed through the legislature a few years ago, collaborated with NDDOT to do PSAs all summer long to create awareness about rules of the road for bicyclists, not sure if they would still do something like that.

- Dave L-contact the Traffic Safety Division of NDDOT or Vision Zero to see about safety videos.
- KJ-has about 20-30 bicycle helmets available at the office if anyone knows of a child who needs one.
- BK-are helmets eligible for TA funding KR will check FHWA funding list to see.
- KJ-lots of funding support for helmets; available through police department and the state, especially if tied to safety and prevention or as part of spend down scenarios.
- PHOTO SHARE, Ben K-Title: “Are They Ghosts or Are They Children?”
Picture of pedestrian underpass tunnel in Mandan built by the state highway department in late 1930’s. There came to be maintenance issues between the City and the Railroad and was finally closed down in late 70’s. This was located to the west of 1st Ave NW on the south side of Main Street.



- KR-looks clean and well-lit, would feel comfortable using this tunnel.
- Dave L-this must be an early photo, it didn’t stay that way. DL-Mandan needs something like this pedestrian underpass as there is no way to get from north to south in this area, only at the overpass to the east and to the west (nothing in the middle).

7. Adjourn

Meeting Adjourned at 4:04pm

Next Meeting: April 17, 2024, 2-3pm, David Blackstead Room, City/County Office Bldg.

Respectfully Submitted,

Kim Riepl



Bicycle Friendly Business[®]

APPLICATION PREVIEW

Updated February 22, 2024

TO APPLY

Applications are only accepted online. To submit an application, visit apply.bikeleague.org

Access additional resources at bikeleague.org/business

Email questions regarding the BFB application or process to bfa@bikeleague.org

PRICING

SIZE OF LOCATION	APPLICATION FEE
1-49 employees OR non-profit / government (of any size)	\$50
50-499 employees	\$100
500-999 employees	\$250
1,000+ employees	\$500

**Corporate Members of the League may apply for their primary location for free. Limit one free application per year. [Learn more about Corporate Membership.](#)*

***Discounts are available for previous Honorable Mention designees, scheduled (4-year) renewals, Women-owned businesses, and Minority-owned businesses. Email bfa@bikeleague.org for more information.*

UPCOMING APPLICATION CYCLES

Spring 2024

Open: November 2023
Deadline: **March 5, 2024**
Awards announced:
May 2024

Summer 2024

Open: March 2024
Deadline: **June 5, 2024**
Awards announced:
September 2024

Fall 2024

Open: June 2024
Deadline: **October 30, 2024**
Awards announced:
February 2025

See http://bikeleague.org/BFB_Fee_Deadline for most current deadline schedule.

APPLICATION TIPS

» *There is no one-size-fits-all equation for a Bicycle Friendly Business.* The conditions that make your business unique -- age, size, industry, location -- are important when determining how you can best encourage and support bicycling, and will be taken into consideration when we review your application. Be sure to help us fully understand your business by providing a thorough picture of who you are and what you do.

» *Your goal should not be to check every box on this application.* Instead, aim to check at least one box in every section. We've provided a comprehensive menu of all the ways your business can be bicycle-friendly, and some options are more valuable than others, but we don't expect any business to do everything on the list. In fact, some things are impossible for certain businesses (like customer discounts, if you're not a retail business), so don't sweat the items that don't apply to you.

» *Unless a question specifically asks about future plans, only check boxes for things you're currently doing.* Businesses who inflate their points by checking boxes for things they plan to do are doing themselves a disservice: if we can't get a clear sense of where you are now, our feedback won't cover all the things we'd recommend if we had the full picture. It also means that when you renew, if you didn't follow through on your plans, you might backslide and move down in award levels. No one wants that! If you're a new business and all you have are plans, consider waiting a year before you apply to the BFB program.

» *If you're doing something that isn't listed, or goes above and beyond any of the options, please tell us!* Use the bonus point questions at the end of each 'E' section and the 'Final Overview' section at the end of the application to give us more details. This not only helps us to better understand your business, it also helps improve the program by identifying new trends and best practices.

» *Don't be shy to tell us about your weaknesses.* This gives us a more accurate snapshot of your business, and displays that you are critically evaluating the business's internal efforts, which is an important component of the final 'E', Evaluation & Planning. We will encourage you to continue to improve no matter what, but we love to see you demonstrate that you already have an understanding of how the business can keep working toward bicycle-friendliness.

» *After the BFB application deadline passes,* the League will email you a survey link to distribute within your business, so that we can hear directly from employees (and, if appropriate, customers, guests, and/or the general public) about their bicycling experiences at your business. The League will also reach out directly to local bike advocates in your area for their input. Your submitted application, and this local input, will be reviewed by a national team of experts. Awards are normally announced 2-3 months after each deadline, and local survey input will be included anonymously in your feedback materials.

Please note this document is a preview only.

Applications must be submitted through the online form, available at apply.bikeleague.org.

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APPLICATION INTRO

Business Name: *(as you'd like it to appear on award materials)* _____

Has the business applied to the Bicycle Friendly Business program before?

- » Yes, for this location or branch*
- » Yes, but only for another location or branch**
- » No

*What year was your most recent BFB application submitted? _____

*What was the result of that application?

- » No Designation
- » Honorable Mention
- » Bronze
- » Silver
- » Gold
- » Platinum

Please note: If your last application was submitted in the **Summer of 2016** or later, you can now copy over your previous submission into the current online form. Find directions to duplicate your previous submission here: http://bit.ly/BFB_Renew

**Please list name and award level for all other branches or locations of the business that have previously applied for the BFB designation. _____

Web & Social Media Presence

If awarded, the following links will appear on your BEA Award Profile on the League's Connect Locally Map and used to promote your business through League social media channels.

Business Website: _____
Business Twitter URL: _____
Business Facebook URL: _____
Business Instagram URL: _____

Optional: Upload Business Logo (**Online application only.** Please upload a high-resolution image file of your company or organization's logo. We will only use the logo to promote your BFB award designation. **Accepted file types:** .jpg .png .eps .pdf)

Bicycle Friendly Business Application Fee

Which of the following best describes your business?

- » Tier 1 (1-49 employees, or nonprofit/government agency of any size) (\$50)
- » Tier 2 (50-499 employees) (\$100)
- » Tier 3 (500-999 employees) (\$250)
- » Tier 4 (1,000 or more employees) (\$500)

Discounts Available!
Visit bikeleague.org/BFB_Fee_Deadline
for more information.

APPLICANT PROFILE

A1. Contact First Name: _____
A2. Contact Last Name: _____
A3. Job Title/Position: _____
A4. Email Address: _____
A5. Phone: _____

A6. Mailing Address for Applicant:

A6a. Street Address: _____

A6b. City: _____

A6c. State: _____

A6d. Zip: _____

A7. Is the business located at the same physical address as the mailing address listed above?

» Yes

» No ^{*A7a-d}

If no:

A7a. Street Address: _____

A7b. City: _____

A7c. State: _____

A7d. Zip: _____

Please note: This question should refer to the specific location of the business for which you are applying on this application. Only one location may be considered per application (campuses of 2+ buildings can apply as a single location).

A8. Please provide the Google Maps link to your business location: _____

For example, <https://goo.gl/maps/eqP2ENJDDmAHx2cWA>. This location will be used to place your business on the League's Connect Locally Map, if awarded.

A9. If we want to ask for more photos or quotes to promote your BFB designation (if awarded), who should we contact at your business?

» Applicant

» Other contact ^{*A9a-e}

If other, please provide name and contact information.

A9a. First Name: _____

A9b. Last Name: _____

A9c. Title: _____

A9d. Email: _____

A9e. Phone Number: _____

Please note: Dependent questions will only appear in the online application when their corresponding answer option above is checked.

A10. Did anyone outside your business help you complete this application?

» Yes ^{*A10a-d}

» No

If yes, please provide name and contact information.

A10a. First Name: _____

A10b. Last Name: _____

A10c. Organization/Affiliation: _____

A10d. Email: _____

BUSINESS PROFILE

A11. Name of CEO or Director:

A12. Type of business/organization:

» Aerospace & Defense

» Architecture/Planning/Design

» Bicycle Industry

» Bicycle Shop

» Brewery

» Church/Place of Worship

» Construction/Utilities/Contracting

» Education

» Finance & Insurance

» Government Agency

» Hospitality/Food/Retail

» Legal

» Manufacturing/Research

» Medical/Health Services

» Non-profit

» Personal Services

» Professional Services

» Real Estate & Housing

» Technology & Information

» Telecommunications & Media

» Transportation

» Other ^{*A12a}

A12a. If other, please describe.

A13. Number of branches or locations:

- » 1 location » 2 or more locations ^{*A13a-b}

NOTE: Only one location may be considered per application (campuses of 2+ buildings in close proximity may apply as a single location).

A13a. Total number of branches or locations in the United States: _____

Please specify which location this application considers:

A13b. Branch/location name: _____

Please note: All answers should only refer to the specific location for which you are applying.

Please be sure that the physical address for this location is provided under either A6 or A7.

A14. How long has this location existed?

- » Less than one year
» 1-5 years
» 5-10 years
» 10-20 years
» 20 or more years

Note: If your business or location is less than one year old, please consider waiting a year before applying to the Bicycle Friendly Business program. Having at least one year's worth of events, programming, and data collection will make your application much stronger.

A15. Which of the following best describes the building(s) in which your business is located? *Check all that apply.*

****NOTE:** Residential/home offices are not eligible for the Bicycle Friendly Business program. Please email bfa@bikeleague.org with questions.

- » Leased space in larger shared building
» Entire building/majority of building
» Campus of 2+ buildings in close proximity^{*A15a}
» Retail/commercial space (includes restaurants)
» Mixed use property/building
» Outdoor area | *e.g. trail, park, etc.*

A15a. Please upload or link to a map of your business campus.

A16. Which of the following best describes the area in which your business is located?

- » Urban
» Suburban
» Rural

A17. Number of employees at applying location: (*Full-time equivalent*) _____

A17a. Total number of employees including all locations: (*If applicable*) _____

A18. Average daily number of guests at applying location: _____

Please include any customers, clients, visitors, contractors, volunteers, interns, tenants, or others who do not work directly for the business.

Please note: The term "guest" is used throughout the application, to refer to any non-employee.

***UPDATED: A19.** If your workplace allows remote or hybrid work, approximately what percentage of your employees commute to the workplace in-person on an average workday? | *Enter 100% or N/A if your workplace does not offer remote or hybrid work. If the answer is more nuanced, please use this space to describe.*

UPDATED NOVEMBER 2023. This question is not scored. Please use this space to provide reviewers with any important information or context about how the pandemic has impacted your workplace's commuting patterns, if at all.

ENGINEERING

Location & Accessibility

B1. Is your business located in a League-designated [Bicycle Friendly Community \(BFC\)](#)?

- » Yes
- » No

B2. Is your business located within 0.25 miles of the following facilities? *Check all that apply.*

- » Dedicated bike path or trail system
- » Protected or [buffered](#) bike lane or [cycletrack](#)
- » On-street [bike lane](#)
- » [Shared lane markings](#)
- » Low traffic, low speed street (25 mph or less)
- » Local bicycle retail shop or bike co-op
- » Public bike share station/docking location
- » Public dockless bike share available in community
- » Public car share parking location
- » Public transit | *e.g. bus stop, train station, light rail, trolley, etc.*
- » On-street vehicle parking
- » Physical or perceived barrier(s) to bicycling | *e.g. high speed, high traffic, bicycle ban, major highway, etc.*
- » None of the above

Advocacy for Better Access

B3. How are you working to improve conditions for bicyclists in your community? *Check all that apply.*

- » Business is a local government agency | *e.g. city, county, etc.*
- » Attend public meetings on behalf of bicyclists | *e.g. town hall meetings, committee meetings, community meetings, etc.*
- » Directly correspond with public officials on behalf of bicyclists
- » Release public statements in support of improved bicycling conditions | *e.g. letter to the editor, press release, open letter, etc.*
- » Encourage employees, guests, or the public to advocate for improved bicycling conditions
- » Organize volunteer opportunities to improve amenities | *e.g. trail maintenance, community bike counts, canvassing for bike advocacy, etc.*
- » Donate property/provide easements to improve the public trail network
- » Donate funding for the construction of bicycle amenities | *e.g. bike share stations, trail, velodrome, pump track, etc.*
- » Donate funding for development of bicycle amenities specifically in low-income / traditionally underserved communities
- » Encourage/assist community to apply for [Bicycle Friendly Community designation](#)
- » Business is represented on the community's Bicycle Advisory Committee or similar local government committee
- » Business is actively involved in local bike advocacy organization(s)
- » Business sends representative(s) to [National Bike Summit](#) to advocate to congressional lawmakers on behalf of bicyclists
- » None of the above

Bike Parking

B4. Do you offer secure, dedicated bike parking for employees and guests?

- » Yes^{*B4a-c}
- » No, but bikes are allowed in common spaces of businesses and/or at employee workspaces
- » No bike parking offered by the business

B4a. Describe your dedicated bike parking. *Check all that apply.*

- » Indoor racks or designated bike storage room
- » Secured area | *e.g. keycard access, video monitored, etc.*
- » Bicycle lockers
- » Covered/sheltered outdoor bike racks
- » Uncovered outdoor bike racks
- » On-street bike corral
- » Bike valet
- » Employees are also allowed to keep bikes in workspace
- » Bikes are also allowed inside business common area
- » Specialty bikes accommodated | *e.g. cargo bikes, trailers, recumbents, etc.*
- » Charging facilities for electric assist bicycles
- » None of the above

B4b. How many bicycles can be accommodated by your dedicated bike parking when at full capacity? _____

B4c. Does the majority (more than 50%) of your bike parking meet the following standards for quality, security, and convenience? *Check all that apply.*

- » Supports the bicycle in at least two places to prevent it from falling over
- » Allows locking of frame and at least one wheel with a U-lock
- » Is securely anchored to the ground or wall
- » Resists cutting, rusting, bending, or deformation
- » Spacing and rack types allow for larger and non-standard cycles | *e.g. adult tricycle, cargo bike, hand cycle, etc.*
- » Is visible from main entrance of business
- » Is well-lit at night
- » Available year-round
- » None of the above

End-of-Trip Facilities

B5. Does your business provide any of the following amenities for bicyclists? *Check all that apply.*

- » Automatic doors/gates for easy bike entry to campus or building(s)
- » Shower facility without charge
- » Changing room without charge
- » Storage lockers without charge
- » Shower and locker room included in an on-site gym at cost to employee
- » Subsidized off-site gym membership
- » Bicycle work stand
- » Maintenance supplies such as tools, air pump, and tubes
- » Air pump is available, but no other tools or supplies
- » Public bicycle repair station
- » Bike wash station
- » None of the above

Equity, Accessibility, & Inclusion through Engineering

B6. How do you ensure that your bicycle facilities and physical amenities are accessible & welcoming to diverse populations? | *e.g. inexperienced bicyclists, non-native English speakers, women, People of Color, ADA community, LGBTQ, youth, seniors, etc.*

Engineering Bonus Points

B7. What other innovative bicycle facilities or physical amenities does your business provide? | *Use this space to expand on answers checked above, or to describe additional facilities or physical amenities provided that have not yet been covered.*

ENCOURAGEMENT

Incentives/Benefits

C1. Which of the following bicycle-related incentives or benefits does your business offer? **Check all that apply.**

- » Free, personal bicycle given to each employee
- » Free bike parts, supplies, or gear available to each employee
- » Free on-site bike tune-up(s) available to each employee
- » Cash incentives for bike commuters, tied to mileage or days ridden
- » Non-cash incentives for bike commuters, tied to mileage or days ridden | *e.g. free gear, gift cards, food, paid time off, etc.*
- » Healthcare premium discounts for employees who bike to work
- » Reimbursement for bicycle-related commuting expenses for employees
- » Discount on bicycle-related goods or services for employees | *e.g. discounted tune-ups, gear, tools, accessories, etc.*
- » Drawings for cash or non-cash prizes for employees who bike to work
- » Reimbursement for race/ride entry fees
- » Discounts, prizes or other incentives for customers who arrive by bike
- » None of the above

C2. Which of the following other transportation incentives or benefits does your business offer? **Check all that apply.**

- » Commuter tax benefit for car parking
- » Free or subsidized car parking
- » Incentives/benefits for carpooling
- » Flexible parking passes
- » Access to company-owned cars
- » Free or subsidized access to public car sharing
- » Free shuttle service
- ^a Commuter tax benefit for transit
- ^a Free or subsidized access to transit
- ^a Incentives/benefits for walking
- ^a Guaranteed ride home program
- ^a Option to telecommute
- ^a Flexible scheduling
- ^a Casual dress code
- ^a None of the above

Access to Shared Bicycles

C3. Does the business provide any bike share related benefits or services? **Check all that apply.** (*e.g. Shared bike or fleet of bikes available for employee use, bike rentals, or bike share-related subsidies or benefits, etc.*)

- » Yes, the business provides shared bicycles to employees and/or guests^{*C3a-b}
- » Yes, the business provides free or subsidized access to public bike share system^{*C3c}
- » None of the above

C3a. Which of the following shared bicycle services does your business offer? **Check all that apply.**

- » Free access to business-owned bike(s) for employees
- » Free access to business-owned bike(s) for guests
- » Free access to shared bicycle accessories | *e.g. shared helmet, lights, lock*
- » Free access to cargo trailer, cargo bike, or other carriers
- » Business offers bike rentals for a charge to employees, customers, and/or the general public^{*C3a1-2}
- » Bike(s) that are available include e-bikes
- » Bike(s) that are available include adaptive cycles | *hand cycle, adult tricycle, recumbent, etc.*
- » None of the above

NOTE: New answer options for e-bikes and adaptive cycles added in November 2022.

C3b. How many business-owned bikes are available free-of-charge to employees and/or guests? _____

C3a1. If applicable, how many business-owned bikes are available at a cost to employees and/or guests? _____

C3a2. If applicable, what is the cost of the bike rentals offered? _____

C3c. Which of the following shared bicycle services does your business offer? *Check all that apply.*

- » Free access to public bikeshare for each employee
- » Discounted access to public bikeshare for each employee
- » Shared public bikeshare membership(s)/account(s) among employees
- » Business is a bike share company
- » Other^{*C3c1}
- » None of the above

C3c1. If other, please describe any other shared bicycle-related services offered by the business. _____

Bicycle Culture, Support, and Promotion

C4. How does the business foster a positive internal bicycle culture? *Check all that apply.*

- » Employee bike club or bicycle user group
- » Social/recreational bike rides for employees and/or guests
- » Company-wide bike mentor/buddy program (1:1)
- » Company-wide bike ambassador/champion program (1:many)
- » Bike-related listserv or online community for interested employees
- » Ongoing or repeating bike challenge throughout the year | e.g. [National Bike Challenge](#)
- » Bicycle events | e.g. *bike-themed happy hour, commuter breakfasts, appreciation celebrations, etc.*
- » Multiple car-free or bike-to-work days throughout the year | e.g. *Car-Free Fridays*
- » Recognition for bike commuters | e.g. *highlight new commuters, riders w/ most miles, etc. at staff meetings or on intranet, etc.*
- » Company-branded jerseys or other bike-related gear offered
- » Top management commutes by bike
- » None of the above

C5. Does the business celebrate Bike to Work Day (BTWD) every year?

- » Yes^{*C5a-d}
- » No
- » We are actively planning our first Bike to Work Day
- » We have celebrated Bike to Work Day, but do not consistently celebrate it every year

C5a. How long has the business celebrated Bike to Work Day?

- » Past 1-2 years
- » Past 3-5 years
- » Past 6-10 years
- » Past 10 or more consecutive years

C5b. How does the business celebrate Bike to Work Day? *Check all that apply.*

- » Host or help organize community-wide BTWD event(s)
- » Sponsor community-wide BTWD event(s) | e.g. *commuter pit stop*
- » Host internal BTWD event(s) for employees
- » Promote community-wide BTWD event(s) to employees & guests

- » Organize routes for commuters to travel together on BTWD
- » Offer free breakfast for bike commuters on BTWD
- » Offer prizes/awards/discounts to bike commuters on BTWD
- » Recognize bike commuters on BTWD
- » Host a BTWD-specific week-long or one-day commuter/bike challenge
- » Host a BTWD-specific bike ride
- » Top management participates in internal or external BTWD events or rides
- » Allow more casual dress code in honor of BTWD
- » Allow flexible scheduling in honor of BTWD
- » None of the above

C5c. Averaging the past three years, what percentage of employees commute by bike on Bike to Work Day?
 » 0% » 1 - 5% » 6 - 15% » 16 - 30% » 31 - 50% » 51 - 75% » 75 - 90% » 91 - 99% » 100%

C6. Does the business celebrate [National Bike Month](#) or a similar month-long bike initiative?

- » Yes*^{C6a}
- » No

C6a. How does the business celebrate [National Bike Month](#) or a similar month-long bike initiative? *Check all that apply.*

- » Sponsor, host, or help organize community bike month event(s)
- » Arrange bike commute buddies or bicycle commuter convoys throughout the month» Arrange social rides throughout the month
- » Host maintenance clinics throughout the month
- » Host a Bike Month-specific commuter/bike challenge
- » Offer awards or recognition throughout the month
- » Promote Bike Month on public outlets | *e.g. social media, window display, etc.*
- » Provide employees and guests with a guide or calendar of community Bike Month events
- » Other*^{C6a1}
- » None of the above

C6a1. If other, please describe.

C7. How does the business promote and support bicycling in the broader community? *Check all that apply.*

- » Sponsor community bike programs | *e.g. bikeshare system, bike map, safe routes to school, etc.*
- » Sponsor or host community bike events | *e.g. bike rodeos, open streets, bike-in movie night, etc.*
- » Sponsor or host bike conference, forum, or summit
- » Sponsor an external bike team or club
- » Sponsor individual riders for charity rides or races
- » Organize or promote bike-related volunteer opportunities | *e.g. bicycle donations, charity rides, etc.*
- » Organize rides for the community
- » Actively promote bicycling as transportation to customers, guests, or the general public
- » Include bicycles in business advertisements, branding, or promotional materials
- » Encourage or mentor other businesses to become more bicycle-friendly
- » Prioritize other Bicycle Friendly Businesses when selecting vendors or business partners
- » Use local bicycle couriers
- » Offer deliveries or other services by bicycle
- » None of the above

C8. Does the business sponsor or partner with any local bicycle advocacy, active transportation, or transportation equity

organizations in your community or region? | *e.g. Bike Pittsburgh, Walk/Bike Nashville, Sacramento Area Bicycle Advocates, etc.*

» Yes^{*C8a-b}

» No

C8a. Please list all organizations and a primary contact person for each. _____

C8b. How do you sponsor/partner with these organizations? *Check all that apply.*

- » Corporate/business member of the organization
- » Provide financial donations/sponsorship
- » Provide in-kind donations | *e.g. provide free space, goods, or services, offer discounts to organization's members, etc.*
- » Contract with the organization for services | *e.g. bike valet, classes, rides, etc.*
- » Encourage employees or guests to join as individual members
- » Subsidize employees' individual memberships
- » Employees serve on organization's board, steering committee, etc.
- » Employees attend meetings or events
- » Employees receive newsletter or other mailings
- » Other^{*C8b1}
- » None of the above

C8b1. If other, please describe.

C9. Does the business sponsor or partner with any statewide bicycle advocacy, active transportation, or transportation equity organizations in your state? | *e.g. Georgia Bikes!, Bicycle Alliance of Minnesota, Bicycle Colorado, etc.*

» Yes^{*C9a-b}

» No

C9a. Please list all organizations and a primary contact person for each. _____

C9b. How do you sponsor/partner with these organizations? *Check all that apply.*

- » Corporate/business member of the organization
- » Provide financial donations/sponsorship
- » Provide in-kind donations | *e.g. provide free space, goods, or services, offer discounts to organization's members, etc.*
- » Contract with the organization for services | *e.g. bike valet, classes, rides, etc.*
- » Encourage employees or guests to join as individual members
- » Subsidize employees' individual memberships
- » Employees serve on organization's board, steering committee, etc.
- » Employees attend meetings or events
- » Employees receive newsletter or other mailings
- » Other^{*C9b1}
- » None of the above

C9b1. If other, please describe.

C10. Does the business sponsor or partner with any national bicycle advocacy, active transportation, or transportation equity organizations? | *e.g. League of American Bicyclists, Adventure Cycling Association, International Mountain Bike Association, etc.*

» Yes^{*C10a-b}

» No

C10a. Please list all organizations and a primary contact person for each. _____

C10b. How do you sponsor/partner with these organizations? *Check all that apply.*

- » Corporate/business member of the organization
- » Provide financial donations/sponsorship
- » Provide in-kind donations | *e.g. provide free space, goods, or services, offer discounts to organization's members, etc.*
- » Contract with the organization for services | *e.g. bike valet, classes, rides, etc.*

Equity, Accessibility, & Inclusion through Encouragement

C11. How do you ensure that your bicycle encouragement efforts are inclusive and welcoming to diverse audiences? | *e.g. new and inexperienced bicyclists, non-native English speakers, women, People of Color, ADA community, LGBTQ, youth, seniors, etc.*

Encouragement Bonus Points

C12. What other innovative bicycle-related encouragement efforts does your business provide? | *Use this space to expand on answers checked above, or to describe additional encouragement efforts that have not yet been covered.*

EDUCATION

Classes

D1. Does the business host or offer classes, workshops, or information sessions related to bicycling?

» Yes ^{*D1a-e}

» No

D1a. What format do these classes take? *Check all that apply.*

- » On-bike classes
- » Classroom-based classes
- » Hands-on workshops
- » Information sessions | *e.g. informal lunch and learns*
- » Virtual sessions with live instructors/speakers
- » Self-guided online or app-based Learning Management System or interactive quiz

NOTE: "Virtual sessions with live instructors/speakers" and "Self-guided online or app-based Learning Management System or interactive quiz" answer options added in June 2021.

D1b. What topics are covered in these classes? *Check all that apply.*

- » Introduction to bicycling/Learn to ride/Bike handling basics
- » Safe riding skills/habits
- » Bicycle maintenance
- » Commuting basics
- » "Bicycle Friendly Driver" classes for professional drivers
- » Other ^{*D1b1}

D1b1. Other topics covered, if any: _____

D1c. Who teaches these classes? *Check all that apply.*

- » [League Cycling Instructor](#)
- » Knowledgeable staff member
- » Local bike shop employee
- » Local bicycle advocate
- » Local law enforcement officer

D1d. Who are the classes available to? *Check all that apply.*

- » Employees, free of charge
- » Employees, discounted
- » Employees, at full cost
- » Guests, free of charge
- » Guests, discounted
- » Guests, at full cost
- » General Public, free of charge
- » General Public, discounted
- » General Public, at full cost

D1e. On average, how often do you offer these classes?

- » More than once per month
- » Monthly
- » Quarterly
- » Semi-annually
- » Annually
- » Less than once per year

Educational Outlets

D2. Which of the following communications methods are used to share bicycle information with employees, customers, guests, or the general public? *Check all that apply.*

- » External classes are promoted to employees and guests
- » External classes are subsidized for employees
- » Educational group rides
- » Webinar, video, or online training
- » Company website or blog (public)
- » Social media
- » Intranet or other internal website for employees only
- » Public newsletter
- » Staff newsletter or emails to all staff
- » Opt-in distribution list or newsletter for interested staff
- » Handouts, pamphlets, or brochures in visible area of the business
- » Permanent signage, display, or information kiosk
- » Temporary flyers, posters, or rotating electronic displays
- » Company orientation program, employee manual, or new hire packet
- » Welcome packet for guests
- » Table or booth at fair/expo
- » Company vehicle safety guidelines/vehicle parking pass
- » Library or display of bike-related books/magazines
- » Staff meetings
- » Word-of-mouth
- » None of the above

Education Content

D3. What bicycle-related information is shared using the methods checked above? *Check all that apply.*

- » Introduction to bicycling/Learn to ride/Bike handling basics
- » Safe riding skills/habits
- » Bicycle maintenance
- » Commuting tips and resources

-
- » Traffic laws/ rules of the road
 - » Bike map or guide to local bike infrastructure | *e.g. recommended trails, bike routes, etc.*
 - » Sharing the road, trail, or path with vehicles or pedestrians
 - » Motorist education/share the road resources for drivers
 - » Bicycle purchase and fitting guidance
 - » Equipment, gear, and accessories
 - » Theft prevention | *e.g. how and where to lock your bike securely, local bike registration, etc.*
 - » Riding in inclement weather
 - » Family biking
 - » Sport or recreational riding | *e.g. riding with a group, endurance training, bicycle nutrition, mountain biking, cyclocross, etc.*
 - » Calendar to local bicycling events
 - » Information on multi-modal transportation options
 - » Information about bicycle incentives, programs, and amenities provided by the business
 - » Internal metrics and/or goals on ridership, etc. at the business
 - » None of the above

Professional Development

D4. Does your business provide any of the following professional development opportunities for employees who have bicycle-related responsibilities within your business? ***Check all that apply.***

- » [League Cycling Instructor \(LCI\)](#) certification
- » [Association of Pedestrian and Bicycle Professionals Membership](#)
- » Other professional memberships/accreditations related to bicycles
- » Attend bicycle-related webinars/trainings
- » Attend bicycle-related conferences
- » Present at bicycle-related webinars, trainings, or conferences
- » None of the above

Equity, Accessibility, & Inclusion through Education

D5. How do you ensure that your bicycle education efforts are inclusive and welcoming to diverse audiences? | *e.g. new and inexperienced bicyclists, non-native English speakers, women, People of Color, ADA community, LGBTQ, youth, seniors, etc.*

Education Bonus Points

D6. What other innovative educational programs or services do you offer? *Use this space to expand on answers checked above, or to describe additional educational programs or services that have not yet been covered.*

EVALUATION & PLANNING

Metrics & Goals

E1. What percentage of employees commute to work by bike more than twice a week during optimal riding season?
_____ (Enter 0.00 - 100%)

E2. Does the business collect any of the following internal bike-related data or metrics? **Check all that apply.**

- » Employee [mode share](#)
- » Number of bike commuters
- » Demographics of bike commuters | *e.g. gender, age, race, etc.*
- » Number of bike trips
- » Length/duration of bike trips | *e.g. miles, hours, etc.*
- » Number of customers/guests arriving by bike
- » Metrics around recreational riding by employees
- » Safety metrics | *e.g. number of crashes, etc.*
- » Environmental metrics | *e.g. emissions or gas saved, car trips avoided, etc.*
- » Health and wellness metrics | *e.g. sick days reduced, calories burned, weight lost, etc.*
- » Economic metrics | *e.g. savings on maintenance, parking, or other expenses; expenses on bicycling program/improvements, etc.*
- » Number of events/classes/programs offered
- » Participation in bicycle incentives, programs, classes, or events | *e.g. store discounts, tax benefit, cash prizes, employee bike club members, listserv, group rides, classes, BTWD, etc.*
- » Use of bike-related facilities/amenities | *e.g. bike racks occupancy, lockers/showers, repair station, bike fleet, etc.*
- » Hours logged toward advocacy/volunteering in support of bikes
- » Commuter satisfaction ratings
- » Reasons for commuting by bike
- » Barriers/obstacles to commuting by bike
- » Average employee home proximity to work
- » None of the above

E2a. Please upload most recent data collected for any categories checked above. (*File uploads only possible through online application form.*)

E3. How do you collect track this information? **Check all that apply.**

- » Survey(s)
- » Electronic/automatic counter(s)
- » Commuter logs
- » Employee interviews
- » National Bike Challenge or similar web-based tool
- » Strava or similar GPS/app-based tool
- » Point of Sale records or similar tool
- » Volunteer counters
- » Other^{*E3a}
- » N/A – no data collected
- » None of the above

E3a. If other, please describe

NOTE: "Strava or similar GPS/app-based tool" as well as "Other" and "If other, please describe" answer options added in June 2021.

E4. Has the business set measurable goals for ridership or other bicycle-related metrics?

- » Yes ^{*E4a}
- » No

E4a. If yes, please describe goals. _____

Dedicated Staff

E5. Is there a bike coordinator or primary point of contact for internal bicycling issues at your business?

- » There is a full-time, paid bike coordinator at the business whose primary role is helping the business become bicycle-friendly and encouraging ridership. ^{*E5a}
- » Promoting bicycling is a part of someone's official job description but they have other responsibilities as well. ^{*E5a}
e.g. transportation coordinator, sustainability coordinator, health & wellness coordinator, etc.
- » Helping the business become bicycle-friendly and encouraging ridership is a responsibility shared among multiple staff.
- » Promoting bicycling is not a part of anyone's official job description, but management has granted someone permission to help the business become bicycle-friendly during working hours. ^{*E5a}
- » One or more employee has stepped up to help the business become bicycle-friendly on their own time.
- » Currently, no one within the business is focused on encouraging ridership or helping the business become bicycle-friendly.

E5a. If someone is paid to work on biking issues for the business, what is their official title? Provide contact information if different from applicant. _____

E6. Is there an employee group involved with helping the business to assess and improve bicycle-friendliness of the workplace? *Check all that apply.*

- » Bicycle User Group
- » Workplace Bicycle or Transportation Advisory Committee
- » Other related workplace committee that includes bicycling topics | *e.g. wellness, sustainability, operations, etc.*
- » None of the above

Policies and Plans

E7. In what other ways does the business work to continually improve its bicycle services and amenities? *Check all that apply.*

- » Commuter or bicycle program survey conducted in last 2 years
- » Ongoing employee/customer feedback mechanism
- » Dedicated budget for internal bicycle-friendly improvements
- » Business-wide Bicycle or Transportation Action Plan
- » Other business-wide plan that includes bicycling (e.g. sustainability, corporate social responsibility, etc.)
- » Business-wide policies requiring minimum standards for biking amenities
- » Hired outside consultant to improve bicycle-friendliness of business
- » Partner with local bike advocate or similar group to improve bicycle-friendliness of business
- » Participate in other bike-related assessment program(s) besides BFB program
- » None of the above

E8. What has been your business's most significant investment in becoming bicycle-friendly?

E9. Please describe any concrete plans you have for the coming year to improve your company's bicycle-friendliness.

Equity, Accessibility, & Inclusion through Evaluation & Planning

E10. What feedback mechanisms or engagement methods do you use to learn about and address the bicycling needs of diverse populations? | *e.g. new and inexperienced bicyclists, non-native English speakers, women, People of Color, ADA community, LGBTQ, youth, seniors, etc.*

Evaluation & Planning Bonus Points

E11. What other innovative evaluation & planning efforts are underway at the business? *Use this space to expand on answers checked above, or to describe any additional evaluation & planning efforts that have not yet been covered.*

FINAL OVERVIEW

F1. What are the top three reasons your business has made bicycling a priority? *Please click only up to three.*

- » Bicycling *is* our business!
- » Company Values/Mission Statement
- » Employee morale
- » Corporate Social Responsibility plan
- » Employee productivity
- » Environmental issues/reduce carbon footprint
- » Health & wellness
- » Cost savings to the company
- » Employee recruitment/retention
- » Provide affordable transportation options
- » To attract customers
- » To reduce traffic/parking demand
- » Other ^{*F1a}

F1a. If other, please describe. _____

F2. What other unique or innovative things does your business do to promote or support bicycling that have not been covered in this application?

F3. Briefly describe the most positive outcome of your company's support for bicycling.

F4. If this is a renewal application, what are the biggest improvements since your last application?

Write "N/A" if this is your first application.

F5. List three reasons your business deserves to be recognized as a Bicycle Friendly Business.

1. _____
2. _____
3. _____

F6. List three aspects of the business that need to improve to become more bicycle-friendly.

1. _____
2. _____
3. _____

F7. We often get requests for model BFB applications from aspiring businesses. Would you be willing to share your application?

» Yes

» No

F8. How did you hear about the Bicycle Friendly Business program?

SUPPLEMENTARY MATERIALS

OPTIONAL: If you would like to share any supplemental materials to support your application, please upload up to 10 supplementary files at the end of your online application.

The League wants to showcase the places, organizations, and businesses working to build a Bicycle Friendly America for everyone. By sharing photos of your bicycling programs, community involvement, or staff biking to work, you'll help us highlight your business's commitment to making bicycling better.

By submitting photos, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

TO SUBMIT AN APPLICATION, VISIT [APPLY.BIKELEAGUE.ORG](https://apply.bikeleague.org).

Payment is required before you may submit an application. See the online application for payment screen.

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WHAT TO EXPECT AFTER YOU APPLY.....

After the BFB application deadline passes, the League will email you a survey link to distribute within your business, so that we can hear directly from employees (and, if appropriate, customers, guests, and/or the general public) about their bicycling experiences at your business. The employee survey is optional but highly encouraged. The League will also reach out directly to local bike advocates in your area for their input.

Your submitted BFB application, and this local input, will be reviewed by a national team of experts. Awards are normally announced 2-3 months after each deadline, and local survey input will be included in your feedback materials following the awards announcement.

Bismarck-Mandan Safety Council



15th Annual Bike Rodeo

Thursday, June 13 • 4pm-7pm

Location: Bismarck Scheels Parking Lot

Look for the White Tent and Bismarck Police Department Pickup!

Activities:

- Bike Safety Education
- Helmet Fitting
- Bike Inspection
- Bike Obstacle Course
- Ambulance Tours
- First Aid Tips
- FREE Bike Drawing
- FREE Bike Helmet Giveaways (limited)



Participants:

- Scheels
- Central Dakota Cyclists
- Safe Kids Bismarck-Mandan
- Bismarck Police Department
- Bismarck Burleigh Public Health
- Vision Zero
- ND Dept of Health and Human Services
- Metro Area Ambulance
- Bismarck Public Schools

Participants must bring their own bicycle, wear a bike helmet, and be accompanied by an adult.

Special thanks to our Sponsors:

SCHEELS®

SANFORD®
HEALTH



City of Bismarck
POLICE



**SAFE
KIDS**
BISMARCK-
MANDAN



Public Health
Prevent. Promote. Protect.
Bismarck-Burleigh Public Health



TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Kim Riepl, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 3_2024

There will be a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on **Wednesday, June 19, 2024 at 2:00pm - 3:00 pm**. The meeting will be held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance is an option

AGENDA

1. Welcome & Introductions - All
2. League of American Bicyclists Bicycle Friendly Community Application Status Update- **Kim Riepl**
 - a. Deadline: June 25, 2024
 - b. Awards announced: September 2024
 - c. Submittal Approvals
3. Sidewalk Gap Tool Update - **Chris DeLupo, City of Bismarck Engineering Dept.**
4. 2024 Walk/Bike Audits - **Kim Riepl**
 - a. Minimum of 2 in 2024 -survey to gather route suggestions in July
 - i. Consider Sidewalk Gap Tool results
 - ii. Consider potential areas for future grant applications
 - b. Poll to determine selection
 - i. Audit Types - Walkability/Bikeability/Combined
 - ii. Audit Routes (6-8 blocks total)
5. Potential Bike Lane Discussion - **Isak Johnson (attachment)**
6. Roadway Projects Discussion - **Ben Kubischta (attachment)**
7. Member Activities - All
8. Future Agenda Items - August 28: TA project concepts review meeting, 1.5 hours. Additional items may be added depending on how many TA projects there are to review. Please send all agenda item suggestions to Kim by August.
9. Other Business
10. Adjourn



DATE: 4/26/2024
TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Kim Riepl, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 2_2024

There was a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on Wednesday, April 17, 2024 at 3:00pm - 4:00 pm. The meeting was held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance was also an option.

MEETING NOTES

1. Welcome & Introductions

Andew Stromme, Mandan Planning Dept; Ben Smith, Citizen Advocate; Bennet Kubischta, Citizen Advocate/retired NDDOT; Chris Holzer, Bismarck Engineering Dept; Dave Leingang, NDDOT; Isak Johnson, Bismarck Planning Dept; Jason Doerr, Central Dakota Cyclists; Katie Johnke, Bismarck Public Health; Kim Riepl, Bismarck-Mandan MPO; Susan Dingle, Citizen Advocate/AARP; Will Hutchings, Citizen Advocate.

2. League of American Bicyclists Bicycle Friendly Community Application

- Status Update - Kim R. has begun this work and will contact members for assistance with data-related items and numbers for the region
- Will H - Since last app Bismarck revised parking ordinance to include required parking reduction if business offers bicycle parking and Bismarck GIS keeps bike rack location data; Kim R - bike rack locations identified in Bismarck & Mandan as part of Safe Routes to Services study
- Noticed difference between the way calculations for the MPO area were presented in the 2016 app v. the 2020 application, will have to determine if one way has benefits over the other
- [Bicycle Friendly Business Application](#) - Subcommittee members are encouraged to contact local businesses to apply to League of American Bicyclists to be recognized as a Bicycle Friendly Business within the community. The application looks long & a bit complicated which may deter them from applying; we could assist them with filling it out.
 - There is an application fee based on number of employees
 - Staggered application deadlines through the year - current opportunity deadline is June 5, 2024
 - All agreed having Bicycle Friendly Businesses in community would benefit our BFC application but we should pursue BFBs even if the deadline for our application submittal has passed
 - Potential businesses to contact; Ben K - who helped sponsor the bike share program? Ben S - Terry's Health Products, Bravera, Sanford, & Fort Abraham

Lincoln Foundation; Andrew S - his understanding is the BFB designation is dependent on what the business offers to its employees, (example: NISC built a locker room for their employees so they can shower after biking to work) and bicycle-related facilities and accommodations for customers

- Bicycle Friendly University recognition should be considered - Ben K. will contact Karel Sovak at University of Mary - Kim R will reach out to UTTC
- All Bicycle Friendly information is found on the League's [website](#)

3. Walk Audit

- Walk Audit Assessment Reports
 - All assessment reports for completed walk or bike audits will be available on [MPO Bike Ped Subcommittee webpage](#) for public access
 - Potential uses for audit reports include using for supporting purpose & need of proposed projects (i.e., sidewalks/trails, street improvements and total reconstructs, etc.) to get funding and implementation. Andrew S - forwarded Mandan audit report to consultant who is designing Mandan's downtown street project; will be useful to have the pedestrian walkability perspective from the audit as they design improvements to the corridor.
- 2024 Audits
 - The Subcommittee is committed to a minimum of 2 audits per year. Need members ideas for upcoming audits to include what type (walk, bike, or combined); possible routes (6-8 block maximum); season of year and time of day for each route, allowing 2-hour timeframe; and who to invite to attend
 - Audit details will be finalized at June 19th meeting. Suggestions now or email.
 - Will H - sidewalk gap audit (refer to Bismarck Sidewalk Tool, agenda item 6.c.)
 - Andrew S - "before" and "after" audits of a particular route; Will H - if there is a sidewalk gap infill project planned we can audit before and after
 - Andrew S - Incorporate "imagined" weather conditions into assessment tools; if weather is nice, assess under current conditions and also assess as if rain or snow was present and what impact that might have
 - Andrew S questioned whether we could audit facilities in private development (examples: Costco, Kirkwood Mall, esp. Target from 5th Street) which would pertain to critical first and last mile of trips
 - Kim R will check with local building official to see extent of authority given to them through ordinance/code for pedestrian access requirements on private property
 - Chris H - audit railroad crossings for pedestrian access; example E. Main & 26th and Eastdale Dr (n/o E Main between 26th and Expressway)

4. Bike Month 2024

- National Dates: Ride a Bike Day May 5; Walk Bike & Roll to School May 8; Bike to Work Week May 13-19; Bike to Work Day May 17
- Bike Month Mayor Proclamations - Kim R submitting to Bismarck and Lincoln; has template if anyone would like to use
- Bike Bus at Liberty Elementary 3 consecutive weeks on May 9, 16, & 23; also at Elkridge Elementary May 8 and Lincoln Elementary on May 10
 - Will H suggested promoting the bike buses through the MPO with video, etc.
- Bike Rodeo - Safety Council bike rodeo in Scheels parking lot June 13th 4-7pm (*flyer attached*)

- Community Rides - Kim R - Capitol City Crit, May 4 race and Ottercreek MTB race June 8 (info for both @ [701 Cyclery website](#)); Katie J - Missouri River Riders, a kid and family friendly local bike group, hosting several bike rides; first ride will be held at Sleepy Hollow Park on April 29
- Bike Share Promotion - unknown if BPRD is offering anything, but Kim R will contact and will suggest if no promotion for Bike Month this year, consider for 2025
- Will H stated their used to be a blue painted bicycle that Bis-Man Transit would put in their bike racks on the front of their fixed route buses during bike month. Kim R will check to see if they are still or might resume doing this
- Will H recalled a past “Mayors’ Ride” community bike ride that would be nice to bring back. Kim R suggested trying to plan something to this effect for 2025. Katie J noted her intent to invite the Bismarck Mayor to the Elkridge bike bus.

5. Bike Month Dates for Future Planning

- Certain events occur on the same cycle each year, can pre-plan for 2025
- 1st Sunday in May - National Ride a Bike Day
- 3rd Friday in May - Bike to Work Day
- Bike to Work Week - seven days beginning on the Monday before Bike to Work Day

6. Member Activities / Open Discussion

- Open Street Event
 - Katie J-collaborating with 8/80 Cities and AARP to host a neighborhood open street/park activation event the evening of July 30th. It will be on East Capitol Ave between 8th & 9th Streets by North Central Park.
 - Livability, neighborhood parks, safe crossings, etc. will be showcased along with featuring an art component and intergenerational component
 - Police/Fire will be encouraged to have personnel/trucks on site for public engagement
 - 8/80 will submit the request to the City of Bismarck and hold the insurance
 - Chris H is assisting with the street closure application details
 - Ultimate goal to provide “toolkit” for residents to use for future similar events in their neighborhoods
 - Suggestions for this event should be directed to Katie
- Bismarck Scooter Rental - Bismarck is renewing the annual MOU (Memorandum of Understanding) with Blue Jay Transit (Bird Scooters) which will allow Blue Jay to provide scooter rental in Bismarck throughout 2024
- Bismarck Sidewalk Tool
 - Bismarck Engineering has a sidewalk gap program where they assess the sidewalk network in the city annually. Areas lacking sidewalks are identified and a prioritized list is created to address the system gaps by constructing sidewalks
 - They have introduced a new online tool for use by residents that allows gaps in the sidewalk network to be identified using an interactive map and then submitted to Engineering (see [LINK](#))
 - In addition to areas lacking sidewalks, crossings can also be commented on as well as sidewalks that exist but need improvement
 - This sidewalk tool could help to inform the Subcommittee’s walk audit route development. If we wait a couple months for suggestions to be submitted, we could get info on “high comment” areas and could do a before and after audit.

- Chris H stated comments have been coming in already; he will monitor for trends and provide back to the Subcommittee
- Ben S - does Mandan have such a tool? Kim R will check and report in June
- FY26 Transportation Alternatives Program Update
 - Three FY26 TA applications reviewed/ranked by Subcommittee last summer/fall
 - Bismarck Parks & Recreation Sunrise Trail Extension
 - City of Bismarck State Street Multi-Use Path Rehab
 - City of Mandan 8th Ave NW/Mandan High Pedestrian Trail
 - Subcommittee ranked Mandan's project highest; this ranking was provided to the MPO TAC and Policy Board who concurred with Subcommittee ranking and forwarded to NDDOT for consideration; award letter received today
- Lincoln Representation on Subcommittee - Kim R has contacted Lincoln Mayor asking if there is someone in the community who might be a good candidate for the Subcommittee; can be anyone willing to represent Lincoln's bike/ped/active transportation interests. Hopeful to have a response for June meeting.
- The MPO is updating its Metropolitan Transportation Plan. This is the long range plan of transportation projects through year 2050. A public input opportunity is being held Monday, April 29, 11:30am to 1:30 pm at the Bismarck YMCA at 1608 N Washington Street. All encouraged to stop in to review proposed projects and offer feedback, particularly regarding the bike ped network. All information is available, and comments can be made, on the project [website](#) if unable to attend the meeting.
- Meeting Conclusion/Trivia Question - Ben K provided the following trivia question and answer: Q - When and where was the first federal aid-funded bike path built in Bismarck? A - In the early 1970s from Washington Street (south of the current Bismarck Expressway Bridge) west to the Missouri River and then south to the archery range.

7. Adjourn

Meeting adjourned at 3:20 pm. The next meeting will be June 19, 2024 at 2pm in the David Blackstead Room, City/County Office Bldg. Please provide any meeting information or agenda items to Kim no later than June 12.

Respectfully Submitted,

Kim Riepl

Kimberly Riepl

From: kriepl@bismarcknd.gov
Subject: FW: Bike-Ped Subcommittee Musings
Attachments: N 4th St as is.PNG; N 4th St Proposed (mostly).PNG; NBHD Revit Report, Corrected Table 2.2.PNG

From: Isak Johnson <ijohnson@bismarcknd.gov>
Sent: Thursday, April 18, 2024 10:00 AM
To: Kimberly Riepl <kriepl@bismarcknd.gov>
Subject: Bike-Ped Subcommittee Musings

Hi Kim,

Here are the general ideas that I would like to submit for possible consideration at the next Bike Ped Subcommittee.

1. Bismarck is in the process of redoing our zoning code (to be called a Land Development Code). What are ways that we can include bike/ped prioritization or infrastructure in the code rewrite?
2. Possible pop-up (protected/separated) bike lane.
 - a. My initial idea was to go along N 4th St between Boulevard Ave and Thayer Ave, but am open to other places.
 - b. Pros/Considerations
 - i. Fairly consistent street width
 - ii. Low-ish traffic counts
 - iii. Connect a residential corridor to downtown destinations (restaurants/shops along 4th St or 5th St, but slower speeds in downtown may not make a full bike lane necessary in all locations)
 - iv. Wouldn't need to take away a drive lane or redo most pavement markings
 - c. Challenges
 - i. Would need to remove a street parking lane
 - ii. Which street connects plenty of suitable destinations but is also lower car traffic?
 - iii. Bike parking once at destination?

I've attached a couple of images of my initial musings for a bike line along N 4th St, as well as a table of different methods/costs of creating a separated/protected bike lane (based on a report I did for a class in fall 2022 at UofM. So the costs may not be exact for Bismarck, but could serve as a future estimate). I acknowledge that an initial pop up thing or short term pilot would preferably have a lower investment due to the trial nature of it, but we can discuss details as needed.

Isak Johnson

Planner

City of Bismarck - Community Development Department

221 N 5th St.
PO Box 5503
Bismarck, ND 58501

Office: 701-355-1840

Direct: 701-355-1850

Fax: 701-222-6450

Website: bismarcknd.gov

Facebook: facebook.com/bismarcknd.gov | Twitter: twitter.com/BismarckNDGov | Instagram: bismarckndgov

N 4th St (Before)

72' width 33,000 people/hr Add location

Home

+ 1 floor (30) -



N 4th St (after)

72' width 57,000 people/hr Add location



A summary of these separator types and their respective costs are provided below.

Separator Type	Cost
Flexible Delineator Posts	\$15,000 - \$30,000/mile
Parking Stops/Curb Barriers	\$400,000 - \$600,000/mile
Planter boxes	\$3,000/planter + maintenance costs
Concrete barriers	\$400,000 - \$500,000/mile
Raised medians	\$600,000 - \$1.5M/mile

Kimberly Riepl

From: kubischta@bis.midco.net
Sent: Tuesday, June 11, 2024 8:29 AM
To: Kimberly Riepl
Subject: Bike Ped Committee Meeting June 19 - For your consideration
Attachments: Tyler Parkway at Century Ave 8 June 2024 (3).jpg; Roundabout at 43rd St and E Valley Dr 11 June 2024 (4).jpg; Roundabout at 43rd St and E Valley Dr 11 June 2024 looking east (5).jpg; Roundabout at 43rd St and E Valley Dr 11 June 2024 looking south (2).jpg; Roundabout at 43rd St and E Valley Dr 11 June 2024 looking west on south side(1).jpg

CAUTION: *External Email - Use caution clicking links or opening attachments*****

Kim,

If possible I would like to include the following two items on our Agenda for the June 19th meeting

Tyler Parkway at Century Avenue signal project

- + Is this a federal aid project?
- + Can someone from the City of Bismarck discuss their decision to eliminate all pedestrian traffic through the intersection during construction?
- + On the west side of the intersection there appears to be adequate room to provide north/south pedestrian access through the project area by the use of protective barriers like those that were used on ND 1804/University Drive last year (or maybe it was in 2022).
- + See attached picture

43rd St at East Valley Drive

- + On my walk this morning I went to this intersection. It was my first time as a pedestrian using this roundabout.
- + I like the built in jog on the west side crossing
- + I was surprised that there is no east side north/south crossing of the roundabout. But after visually reviewing the larger picture, I'm okay with it.
- + See attached pictures

Ben K

Ben K



Pinto Pl

NO OUTLET →

SIDEWALK
CLOSED

STOP

STOP

TSS
TSS
TSS
TSS
TSS







E. alley Dr.







TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Kim Riepl, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 4_2024

There will be a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on **Wednesday, August 28, 2024 at 2:00pm - 3:30 pm**. The meeting will be held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance is an option

AGENDA

- 1. Welcome & Introductions**
- 2. Review of Supplemental Development Materials for TA Applications**
 - TA Application Checklist
 - MPO Area TA Project Type
- 3. Review Preliminary FY27 TA Applications (in order received)**
 - BPRD Sunrise Trail Extension
 - COM 3rd Street SE
 - COM Collins Ave Trail Realignment
 - COM Memorial Hwy Ped Ramp
 - COB State Street Trail Rehab
- 4. Next Meeting**
- 5. Adjourn**

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 266 277 362 685

Passcode: nP2HMR

Dial in by phone

[+1 701-409-8833,,549739662#](#) United States, Kindred

[Find a local number](#)

Phone conference ID: 549 739 662#

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)

TA APPLICATION CHECKLIST

*This checklist presents a variety of elements that **may** be included in a TA application. These items are suggestions provided by the Bismarck-Mandan MPO Bike-Ped Subcommittee members and are intended to assist in the application development process for local public agencies wishing to apply for TA funds. This list should not be considered all-inclusive; neither are the suggested elements required to be included in TA applications.*

NARRATIVE

- My narrative tells a story as opposed to simply providing facts
- I have used understandable, non-technical language
- I have stated who benefits from this project, focusing on disadvantaged populations, schools, and social service organizations
- I have explained how this project fits into the transportation system including the short- and long-range transportation plans for the area where this project is located
- I have provided a technical description of existing conditions (especially for resurfacing or reconstruction projects)

MAPS and DIAGRAMS

- My maps show the extent and details of the planned improvements including labels
- I have included a high-level map showing the location of the project in the community
- I have included an inset map of my project showing surrounding streets/landmarks
- I have included a map/diagram depicting future conditions with the final product
- I have labeled or captioned my map(s)/diagram(s) to explain their place in the application

PHOTOS

- I have included aerial photos of the project area (extents) to map my project
- I have included photos of the area surrounding or approaching my project location
- I have included photos clearly depicting the extent of deficiency in the existing condition (cracking pavement, drainage, erosion, etc.)

DATA

- I have included crash data
- I have included bike/ped counts
- I have included traffic counts for the project location or any pertinent surrounding area
- For projects in employment areas: I have included counts or percentages of people that walk, bike, take transit, or use multiple options to get to work.

PLANS and GUIDANCE DOCUMENTS

- I have included excerpts from adopted plans (ie., MTP), guidance documents (ie., AASHTO) or independently conducted walk audits that specifically reference my project
- I have included specific objectives of the MTP or other adopted community plans which my project meets
- I have included features within my project that align with safety recommendations from adopted plans and/or design guidance (ie., AASHTO) such as:
 - ADA
 - Trail width
 - Surface material
 - Safe connections to other facilities or crossings
- I have quoted AASHTO or other recognized guidance documents to provide credibility for my project

LETTERS OF SUPPORT

- I have included letters of support for my project

Bismarck-Mandan MPO Area Project Priorities

High Priority (received 7 or more votes)	All Subcommittee members were given the opportunity to cast votes
Moderate to High Priority (received 5-6 votes)	
Moderate to Low Priority (received 3-4 votes)	
Low Priority (received 1-2 votes)	
Activity or Project Type	<u>TA</u>
Recreational Trails	8
Shared use paths / transportation trails	8
Tunnels / underpasses for pedestrians and/or bicyclists	8
Bicycle lanes on road	7
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	6
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	6
Sidewalks (new or retrofit)	6
Signing for pedestrian or bicycle routes	6
Signs, signals, signal improvements (incl accessible pedestrian signals)	6
Spot improvement programs (for pedestrian and bicycle facilities)	6
Traffic calming	6
Trail construction and maintenance equipment	6
Trail/highway crossings and intersections	6
Access enhancements to public transportation (benches, bus pads)	5
Bicycle parking (see Bicycle Parking Solutions)	5
Bicycle repair station (air pump, simple tools)	5
Curb ramps	5
Lighting (pedestrian and bicyclist scale associated with ped/bicycle project)	5
Road Safety Assessment for pedestrians and bicyclists	5
Separated bicycle lanes	5
Barrier removal for ADA compliance	4
Bicycle plans	4
Bridges / overcrossings for pedestrians and/or bicyclists	4
Counting equipment	4
Trail bridges	4
Trailside/trailhead facilities (restrooms, water, not general park amenities)	4
Bus shelters and benches	3
Data collection and monitoring for pedestrians and/or bicyclists	3
Maps (for pedestrians and/or bicyclists)	3
Paved shoulders for pedestrian and/or bicyclist use	3
Pedestrian plans	3
Bicycle share (capital and equipment; not operations)	2
Bicycle storage or service centers (example: at transit hubs)	2
Bike racks on transit	2
Road Diets (pedestrian and bicycle portions)	2
Emergency and evacuation routes for pedestrians and/or bicyclists	1
Micromobility projects (including scooter share)	1
Resilience Improvements for pedestrians and bicyclists	1
Stormwater impacts related to pedestrian and bicycle project impacts	1
Training for law enforcement on ped/bicyclist safety laws	1
Vulnerable Road User Safety Assessment	1
Americans with Disabilities Act (ADA)/504 Self Evaluation / TransitionPlan	0
Historic preservation (pedestrian and bicycle and transit facilities)	0
Rail at-grade crossings	0
Training	0



DATE: 6/28/2024
TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Kim Riepl, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 3_2024

There was a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on Wednesday, June 19, 2024 at 2:00pm - 3:00 pm. The meeting was held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance was also an option.

MEETING NOTES

1. Welcome & Introductions

Andew Stromme, Mandan Planning Dept; Ben Smith, Citizen Advocate; Bennet Kubischta, Citizen Advocate/retired NDDOT; Chris Holzer, Bismarck Engineering Dept; Chris DeLupo, Bismarck Engineering Dept; Cole Higlin, Mandan Park District; Dave Leingang, NDDOT; Dave Mayer, Bismarck Parks and Rec District; Isak Johnson, Bismarck Planning Dept; Jason Doerr, Central Dakota Cyclists; Katie Johnke, Bismarck Public Health; Kim Riepl, Bismarck-Mandan MPO; Susan Dingle, Citizen Advocate/AARP.

2. League of American Bicyclists Bicycle Friendly Community Application Status (10:23)

- Kim R. is completing the application for renewal of Bronze designation; may be a chance to attain Silver
- +25 other individuals have provided or are in the process of gathering information to add to the application
- Application deadline June 25; awards announce after review period of July-Sept

3. City of Bismarck Sidewalk Gap Tool Demo & Update- Chris DeLupo (14:58)

Chris shared and demonstrated the [Sidewalk Suggestion Tool](#) interactive map

- 134 pins/comments received since April 3rd
- Green indicates existing sidewalk, red indicates no sidewalk, brown dashed line denotes a right-of-way trail
- Zoom in/out, drop a pin at an area of concern; leave a comment to explain
- Contact information optional, some have provided; staff has not been guided to contact them, unsure how this will be used moving forward
- Dropped pin populates City of Bismarck's ArcGIS map - shows where concentrations of comments show up (clusters)
 - Highland Acres area - Highland Acres now listed in the Nat'l Register of Historic Places as an Historical District so although the City's attempt to install sidewalks was defeated, can look at potential connections if feasible but the topography in the area is challenging in many cases
 - 4th Street, east side along the Capitol Grounds by the Governor's Mansion

- East Calgary between 19th & Hwy 83 and Arabian/Colt/Buckskin area clusters - these are nonurbanized sections of roadway, there are no sidewalks in nonurbanized areas until it is developed into an urbanized section with curb and gutter, then sidewalks are installed - a lot of development has occurred there and now there is a gap in that area and people are trying to get a safe path so they're not walking in the roadway - but not quite yet feasible for installing
- Gaps identified in the Normandy/Flint/Calvert Dr area were storm water lots adjacent to the subdivision and these are currently being addressed
- Prioritizing sidewalk projects for construction:
 - Evaluate existing conditions. Is there a walkway on the other side of the road? If not, this would become a higher priority.
 - Constructability - are there trees in the sidewalk route or is the slope of the route graded extremely steep? Some of the areas that have been developed don't have feasible grades and that impacts constructability, which impacts the property owner who bears the costs for the sidewalk installation. Some of those costs can get high if needing to add retaining walls or to adjust due to changing a slope.
 - Google Maps is a good tool to use to see "goat paths", is this area being used even without a sidewalk being there?
 - Another guiding principle is to only address gaps in sidewalks in subdivisions that are 15 years old or older. The idea is to give them time to develop naturally (through the sale and development of adjacent lots) as sidewalks must be installed when a house is built.
- Several requests, some regarding trail connections, that the City can't really address. Examples: pin in Wilton with comment of how to get a pedestrian from Heritage Development (Sonora Way) along 57th east to Washington St trail network; also, suggestions for around Silver Ranch School. Both are either on a rural roadway section or in the county, and require funding from another source as it doesn't meet the City's installation requirements for putting in sidewalks.
- Overall, it is hoped that most of the comments received could be taken under advisement and used to help build projects going forward.
- It is assumed at this time this will become permanently available and be a regular tool used by Engineering.
- City tries to be proactive with intersection improvements and crossings and ADA ramps are addressed when street projects are done. Example: Planned project for 3rd & Front intersection - there is a lack of detectable panels and cross slopes that aren't appropriate. When the roadway work is done, the ramps will be upgraded to make them compliant.
 - There are mechanisms to address them outside of a street project if its something that really needs to be taken care of.
- Comments related to bicyclists specifically include a few near the Ducks Unlimited area, getting that trail network tied into the Sertoma trail network; also a few down by Fraine Barracks
 - Lack of sidewalk on the west side of Fraine Barracks Road south of Ave A leading to the Memorial Bridge presently shown as a gap on the Sidewalk Suggestion Tool and is one that has been identified as a future improvement but not priority

- There is lack of right-of-way in some areas of town, for example, Griffin Street, Bell Street, the right-of-way ends at the back of the curb where it meets the property line, so there is no right-of-way for sidewalk installation and this is shown as a non-existent sidewalk section. Although there is no right-of-way to install presently, it doesn't mean things can't change in the future.
- Brown dotted lines depict existing trails but not every trail in the network is shown on the Sidewalk Tool. MPO trail network is significant in this respect. When making the Tool map, sidewalks and trails were incorporated to show what connects to what and how it ties in, even though not every trail is shown on the Tool map.
- There is no separation on the map between shared use paths or trails of different widths, they are all called out as trails.
- All sidewalk and trail data such as width, which contractor, year, etc. is kept and trying to update as possible with installations, so a lot of different data that could be made available.
- Summary: The Sidewalk Suggestion Tool continues to be populated and is expected to be available into the future. The map helps show where clusters of comments might be occurring. This information could be used in a variety of ways, including determining areas for walk audits and developing grant applications related to infrastructure improvement.

4. 2024 Walk/Bike Audits - Kim Riepl (45:50)

- The Subcommittee is committed to a minimum of 2 audits per year. Need members ideas for upcoming audits
 - Audit Type (walk, bike, or combined)
 - Route location, 6-8 block maximum to be done in 2 hour time frames
- Kim R will send out route selection information with request for members to provide route suggestions. Based on suggestions received will send out poll or survey for members to select route.

5. Potential Bike Lane Discussion - Isak Johnson (46:55)

- Bismarck Community Development Department is updating their Land Development Code, a complete re-write of code and regulations-18 months to complete
 - How to implement bike infrastructure with the Code (new)
 - Current has no active infrastructure regulations re: walking/biking connectivity
 - Identify current code that blocks active infrastructure in general
- Pop up or pilot bike lane project concept (4th St example)
 - Time frame - temporary, variable
 - Fully separated, types of materials determine permanency
 - Snow removal/public works concerns
 - Agreement that 4th is appealing due to flatness and connection to Downtown
- Would more (or better) bike facilities (protected bike lanes, better connectivity) mean more bicyclists - (City of Bismarck doesn't keep consistent records or data collection of biking activity) and how to write things into the code to make sure bike/ped connections and facilities are included in new development beyond a suggestion
- Delineation is definitely needed when providing on street biking facilities for those less comfortable, not avid cyclists
- Mandan also updating their ordinance-wrapping up in January 2025
 - nothing in current that prohibits on-street facilities (other than political will)

- incentive based standard for parking reductions if bike parking provided
- Encourage all members to think about possibilities for pilot bike lane project and how Code can be written to promote active infrastructure facilities; will pick back up in December.

6. Roadway Pedestrian Access - Ben Kubischta

- Maintaining pedestrian access during construction
 - Photo - Tyler Parkway at Century Ave signal project
 - Sidewalk on west side Tyler Pkwy was open until contractor had to dig and remove concrete - sidewalk got closed completely
 - Northbound traffic restricted to 1 lane + westbound traffic 1 lane and southbound has 2 lanes
 - All way stop in place
 - Commended City on creating alternate pedestrian route to move pedestrians to the west side but walking this adds about 5 minutes
 - Discussed several traffic control options
 - Suggest when reviewing pedestrian plan in traffic control plan to think about ways to move pedestrians through without detouring
 - Construction workers at site very complimentary to City
- Pedestrian access at roundabouts
- Photos - 43rd Ave and East Valley Drive
 - No ped crossing directly on east side from north to south.
 - Crossing is offset a little bit
 - Reason: city trying to reduce crossings on Ash Coulee so they installed the crossing just to the east on Mustang
- Both Bismarck and Mandan are improving their pedestrian accommodations for crossings

7. Member Activities / Open Discussion

- Open Street Event - Katie J
 - Collaborating with 8 80 Cities and AARP for July 30 block Party event, closing down E Central Ave between 8th & 9th streets, more information to come
- AARP Community Challenge Grant - Katie J
 - Art mural in Expressway Tunnel (north/south tunnel under Expy Bridge)
 - BBPH partnering with Bismarck Parks & Rec District, will be completed Spring 2025 by local artist Nicole Gagner; the artwork was selected by BPRD
 - There are lights in the tunnel, tied into City of Bismarck street lights so come on when the streetlights do
 - Drainage issues in tunnel mean mural will be about 6 inches above ground level
- AARP Community Challenge Grant - Andrew S
 - City of Mandan selected for bike rack install project
 - Pays for the design, manufacturing, and install of 25 city branded bike racks in bicycle friendly portions of the city
 - Intended to make it easier for folks to access community services, landmarks, businesses and open space by bike
 - Survey will be sent out to subcommittee members - please share with known cyclists or those interested in biking
 - Especially interested in hearing from people 50+ or those who will be in the 50+ community soon
- Safe Route to Services Study - Kim R
 - Multi-faceted study will:

- Determine areas of concentrated demographics such as minority, low income, disabled, elderly, or unsheltered populations in Bismarck and Mandan;
- Learn from them what they deem to be essential services they need access to;
- Identify gaps in the transportation network that may prevent folks from getting to the essential services they need to access;
- Develop alternatives or improvements that might eliminate or mitigate the gap
- Conducting listening sessions, 1st public open house last night - still accepting public input on interactive story map at <https://storymaps.arcgis.com/stories/7777226460594341b3b6afd6e0f92577> through the end of August
- Provided demo of interactive story map encourage all to view/submit comments

8. Adjourn

Meeting adjourned at 3:16pm. The next meeting will be August 28, 2024 at 2pm in the David Blackstead Room, City/County Office Bldg. Please provide any meeting information or agenda items to Kim no later than August 21.

Respectfully Submitted,

Kim Riepl

NDDOT Transportation Alternatives Grant Application FY 2027

Sunrise Trail Connection
Sunrise Park to East Century Avenue



NDDOT Transportation Alternatives Grant Application

1. **Project Name:** Sunrise Trail Connection – East Century Avenue to Sunrise Park
2. **Project Location:** Bismarck, North Dakota
3. **Project Contact:** Bismarck Parks and Recreation District (BPRD)
4. **Contact Person:**
Kevin Klipfel, Executive Director
Bismarck Parks and Recreation District (BPRD)
400 East Front Avenue Bismarck, ND 58504
701-222-6455 kklipfel@bisparcs.org
5. **Project Sponsor:** City of Bismarck
6. **Sponsoring Official:**
Gabe Schell, City Engineer
City of Bismarck
221 North 5th Street, Bismarck, ND 58501
7. **Project Description:**
The proposed project includes a trail extension of the well-utilized Sunrise Trail from the East Century Avenue extension north to Sunrise Park. Sunrise Trail is currently part of a safe and accessible trail connection to Sunrise Park and Sunrise Elementary School from many residential subdivisions and with this connection, can also serve as a commuter and recreational trail connection to the East Century Trail, 43rd Avenue Trail and all businesses in the heart of northeast Bismarck. *Please refer to Exhibit 1, Project Location Map.*

The **Sunrise Trail connection** would be a 10' shared use concrete trail that will begin where the existing trail ends in Sunrise Park and go south to the future Century Avenue extension, approximate **858 LF**. The new trail connection would add .16 miles to the trail system in northeast Bismarck. The proposed trail project also includes a drainageway crossing to allow for safe and accessible connection from Sunrise Park to the greater E. Century Avenue Trail and the entire community trail system. *Please refer to Exhibit 1, Project Location Map.*
8. **Project Cost:**
The estimated construction cost of the proposed trail segment is \$ 591,800 including a 10% contingency. Federal funds in the amount \$ 473,440 are requested. The construction cost does not include any local costs of topographic survey, utility relocation, right-of-way acquisition, or preliminary and construction engineering. The remaining balance of the project will be budgeted and funded from the BPRD General Construction Fund. *Please refer to a detailed Preliminary Cost Estimate, Exhibit 4.*
9. **What TAP category best fits your project?**
Category A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.

10. Supporting Data:

- 1) Is this project part of an identified tourism, recreation or transportation plan and if so, explain?
 - a. The **Arrive 2045 Metropolitan Transportation Plan (MTP)** highlights the need for safe trail alternatives to traditional transportation options, including Objective 5C: “Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan”.
 - b. The Sunrise Trail Extension is identified in the Active Mobility Plan portion of the **Together 2045 – Bismarck’s Comprehensive Plan** as a needed trail connection. See Exhibit 5.
 - c. The **Bismarck Mandan MPO Bicycle and Pedestrian Master Plan** includes five goals for the community, and this proposed project helps to fulfill all five goals.
 - d. The **2023-2028 State of North Dakota State Comprehensive Outdoor Recreation Plan – Recreational Trail Needs** identifies that Region 7, which includes Burleigh County, the primary need is non-motorized trails. In addition, the **Bismarck Parks and Recreation District conducted a community survey** in 2023 and paved recreational trails ranked #2 in importance of recreational amenities. See Exhibit 5.
- 2) Is your project tied to another project? If so, please explain.

The proposed trail connections would tie into the Century Avenue Trail, Sunrise Trail and the larger trail system in northeast Bismarck. The funding of the proposed project is not directly tied to any other trail project.
- 3) How does your project fit with similar projects in your community and/or region?

Bismarck Parks and Recreation District maintains over 55 miles of paved trails and is committed to providing a comprehensive trail system for the betterment of the entire community. Currently, BPRD is constructing and replacing segments of the trail system throughout the area to continue that commitment to residents and visitors of the community.
- 4) Provide the names of governmental agencies that are in support of this project. Also, please state if there is support from the general public, other groups and organizations.
 - a. Bismarck Parks and Recreation District
 - b. City of Bismarck
 - c. Bismarck-Mandan Metropolitan Planning Organization

11. Public Accessibility:

Bismarck Parks and Recreation District will own and maintain the trail. In addition to regular maintenance to keep the trails in good condition, BPRD also clears the trails in the winter to allow for use year-round. BPRD strives to meet and exceed all ADA guidelines when planning and maintaining trails.

12. Matching Funds Provided By:

Bismarck Parks and Recreation District will provide matching funds.

13. Will Right of Way For This Project Be Needed?

No. The trail alignment will be on BPRD-owned property or the City of Bismarck easement.

14. Maintenance of This Project Will Be Provided By:

The Bismarck Parks & Recreation District will provide the required trail maintenance.

15. Environmental Impacts

- 1) Land Use -The land use adjacent to the proposed trail includes recreational/public use and residential. There are minimal negative impacts to land use as a result of this trail.
- 2) Farmland -No farmland will be affected as a result of the trail.
- 3) Social -This project is expected to have a positive impact upon the neighborhood and the community as a whole. The trail will continue to allow access to various recreational areas, businesses, schools, parks, public facilities, and neighborhoods through alternate modes of transportation.
- 4) Economic -The positive economic benefits to the immediate area are expected to be small. The economic benefit of trails in general, to the community as a whole, is much greater.
- 5) Relocation -Neither people or businesses will be relocated by this project.
- 6) Wetlands -This proposed trail corridor does cross designated wetlands and would be permitted through the US Army Corps of Engineers. BPRD will use all best practices to ensure that any wetlands are as undisturbed as possible.
- 7) Flood Plain - The proposed trail does not go through the floodplain.
- 8) Threatened or Endangered Species -There are no threatened or endangered species within or along the project corridor.
- 9) Cultural Resources - There are no known cultural resources within this development area.
- 10) Hazardous Waste -There are no known hazardous waste sites within the project area.

16. Signatures

Contact Person: _____ Date: _____
Kevin Klipfel, BPRD Executive Director

Sponsoring Official: _____ Date: _____
Gabe Schell, City Engineer

MPO Official: _____ Date: _____

17. Attachments

- Exhibit 1 – Project Location Map
- Exhibit 2 – Trail Site Plan
- Exhibit 3 – Pedestrian Path Easement Map
- Exhibit 4 – Preliminary Cost Estimate
- Exhibit 5 – Community Plan Support
- Exhibit 6 – Existing Conditions
- Exhibit 7 – BPRD Board of Park Commissioner Minutes
- Exhibit 8 – City of Bismarck Endorsement
- Exhibit 9 – MPO Endorsement

Exhibit 1 – Project Location Map

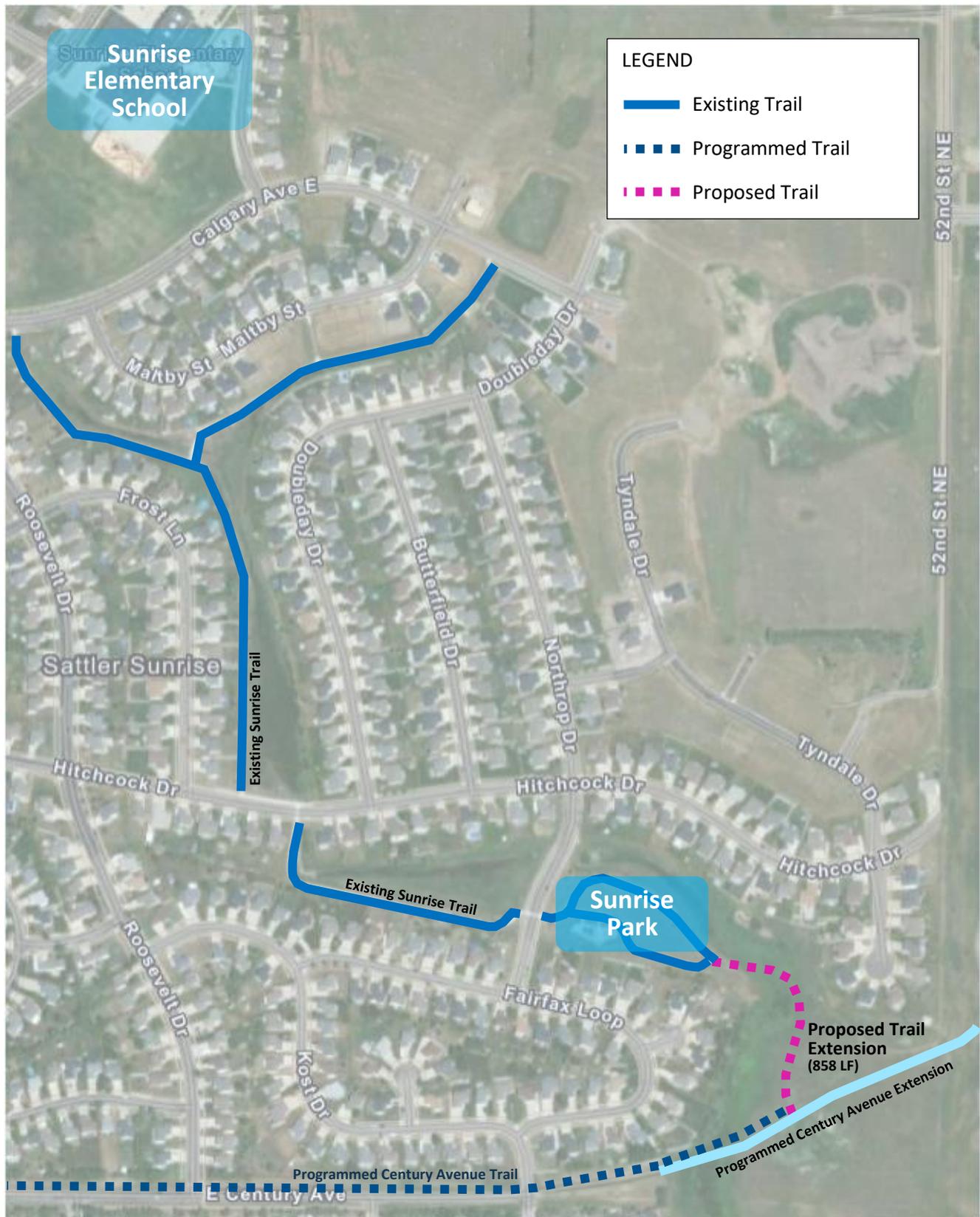


Exhibit 2 – Trail Site Plan

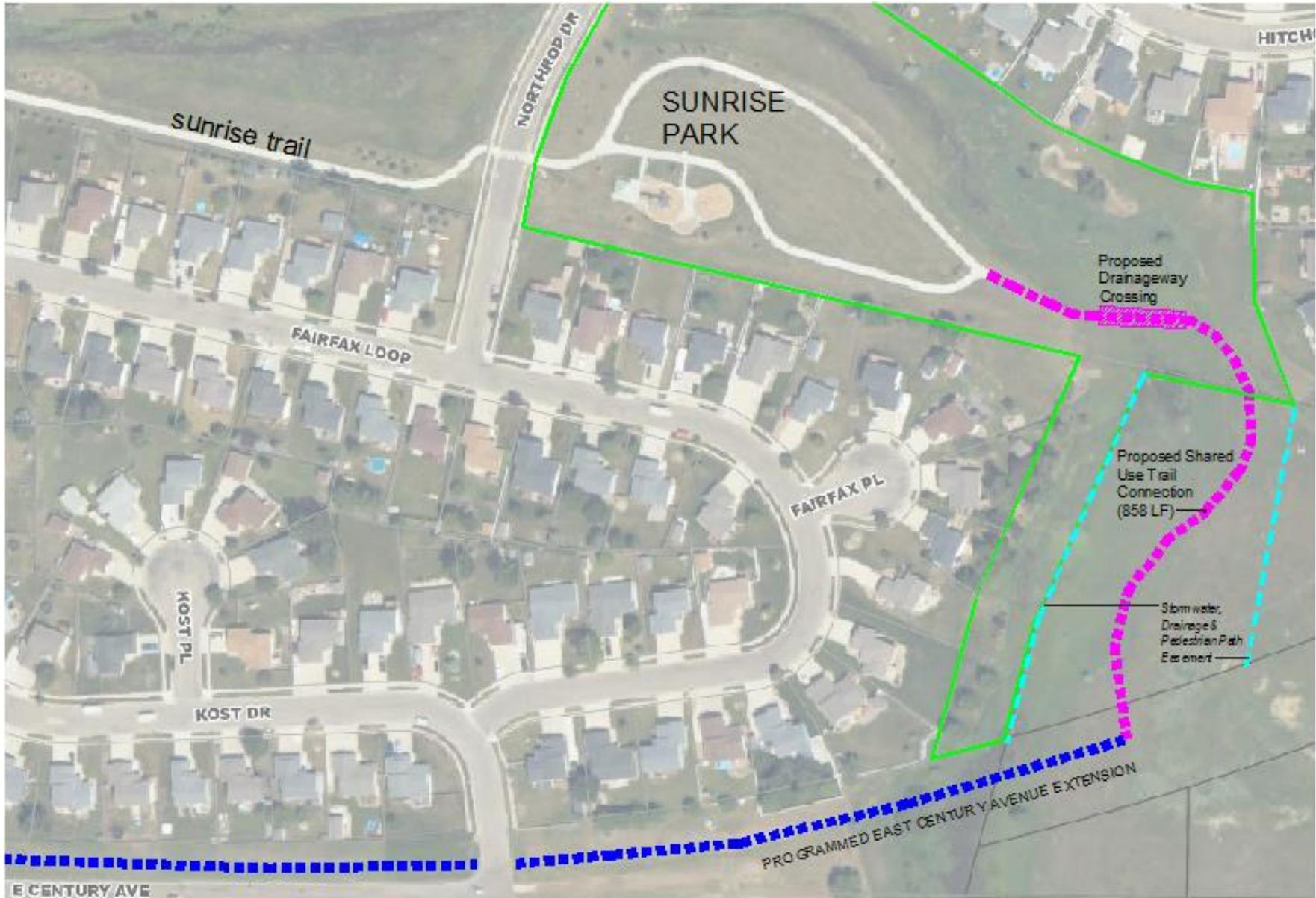


Exhibit 3 – Easement Map

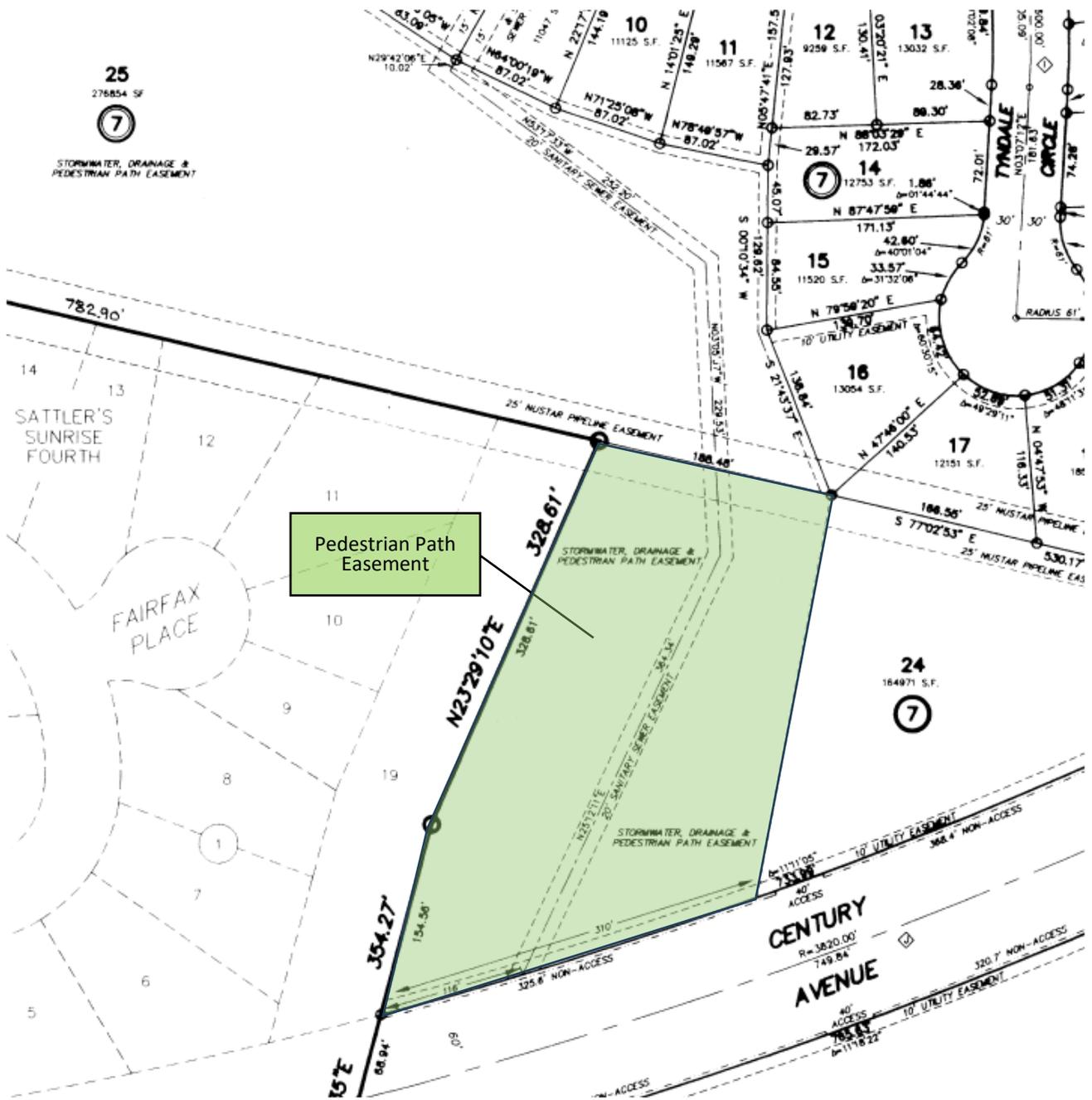


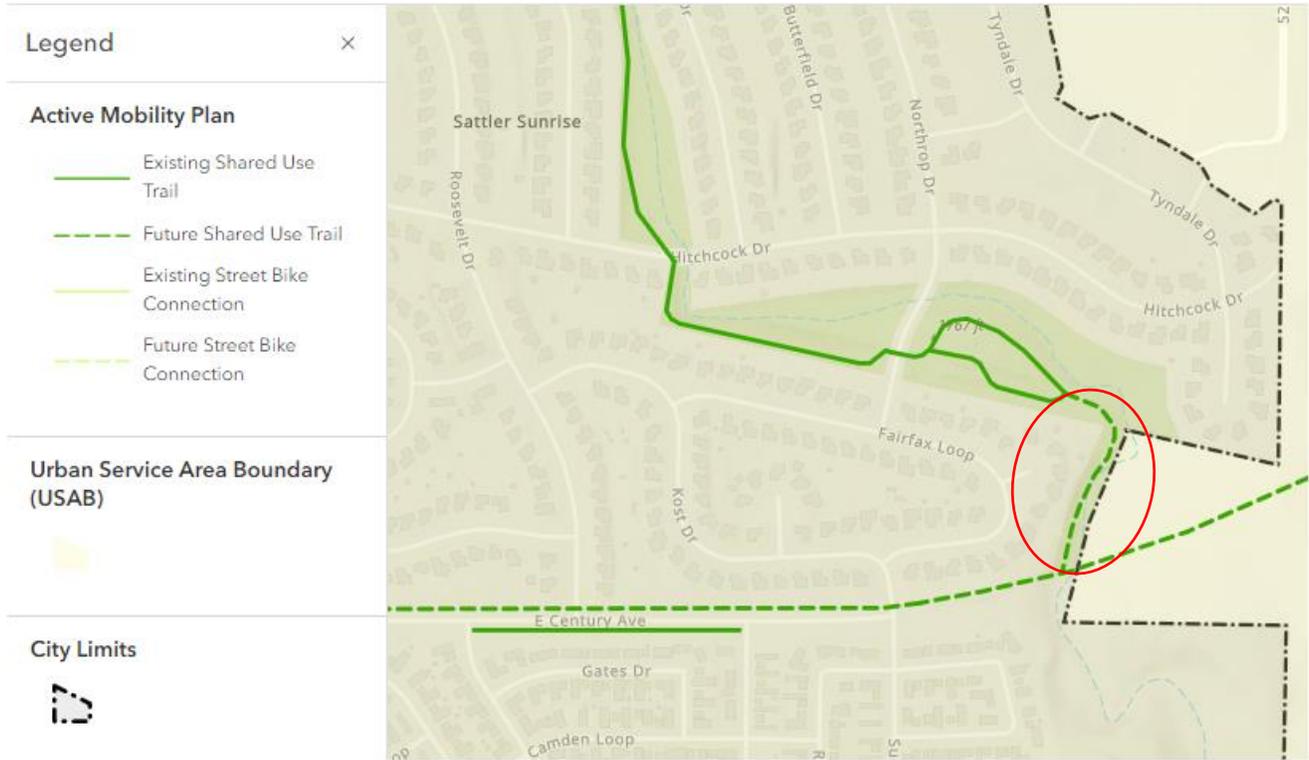
Exhibit 4 – Preliminary Cost Estimate

Sunrise Trail Extension					
East Century Avenue to Sunrise Park					
Estimated Total Trail Length = 858 LF (.16 miles)					
Preliminary Opinion of Cost					9/15/2023
Item	Description	Quantity	Unit	Unit Price	Total
1	Mobilization	1	EA	\$ 40,000	\$ 40,000
2	Contract Bond	1	EA	\$ 7,000	\$ 7,000
3	Topsoil (remove and replace)	1200	CY	\$ 35	\$ 42,000
4	Earthwork cut/fill	1	LS	\$ 50,000	\$ 50,000
5	Seeding	2	ACRE	\$ 3,500	\$ 7,000
6	Hydro Mulch	2	ACRE	\$ 4,500	\$ 9,000
7	Aggregate Base Course CL 5	1150	TON	\$ 60	\$ 69,000
8	4" Concrete	900	SY	\$ 70	\$ 63,000
9	Pedestrian Bridge	1	LS	\$ 230,000	\$ 230,000
10	Trailhead Sign	1	LS	\$ 6,000	\$ 6,000
11	Traffic Control	1	LS	\$ 5,000	\$ 5,000
12	Erosion Control	1	LS	\$ 10,000	\$ 10,000
Total Construction Cost =					\$ 538,000
Construction Contingency (10%) =					\$ 53,800
Inflation (5% per year) =					\$ 88,770
Total Estimated Construction Cost =					\$ 680,570

Exhibit 5 – Community Plan Support

Together 2045 – Active Mobility Plan

<https://bismarck.maps.arcgis.com/apps/mapviewer/index.html?webmap=41ebfa037ff2460889570fc3300f89eb>



Bismarck Parks and Recreation District 2023 Community Input Survey Results

<https://www.bisparks.org/wp-content/uploads/2023-Community-Input-Survey-Results.pdf>

What new or **additional outdoor** parks and recreation facilities would you and/or members of your household be interested in having developed or enhanced?



Exhibit 6 – Existing Conditions



View from Sunrise Park loop trail looking east





View from E. Century ROW looking east





Bird's eye view looking east



Bird's eye view looking west

Exhibit 7 – BPRD Board of Park Commissioners Minutes

MINUTES OF THE BOARD OF PARK COMMISSIONERS
September 21, 2023

The Board of Park Commissioners held their regular meeting on September 21, 2023 in the Tom Baker meeting room of the City/County Building. President Gilbertson called the meeting to order at 5:15 pm. Commissioners Jeske, Jordan, Odell and Zimmerman were present. The pledge of allegiance was said. President Gilbertson asked for a moment of silence to honor Burleigh County Commissioner Becky Matthews who passed away.

Commissioner Jeske moved to approve the agenda as presented. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Jeske, Jordan, Odell, Zimmerman and President Gilbertson. The nays being none, the motion carried.

Finance Director Kathy Feist provided an overview of the 2024 proposed budget. President Gilbertson opened the public hearing on the 2024 budget. He asked three times for anyone opposed to or concerned with the budget to appear before the Board. He then asked three times for anyone in favor of the budget to appear before the Board. Nobody appeared before the Board. President Gilbertson closed the public hearing.

Commissioner Jordan moved to approve the second reading of the 2024 budget and approve the mill levy. Commissioner Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Jeske, Jordan, Odell, Zimmerman and President Gilbertson. The nays being none, the motion carried.

Commissioner Jeske moved to adopt the 2024 operating budget. Commissioner Odell seconded the motion, and the voting went as follows: Ayes: Commissioners Jeske, Jordan, Odell, Zimmerman and President Gilbertson. The nays being none, the motion carried.

Facilities and Programs Director Mike Wald recognized local award winners from the North Dakota Recreation & Park Association's (NDRPA) annual conference. The Partnership Award honors organizations that developed a successful partnership to create a program that benefits the community, region or state and increases awareness of the importance of parks, recreation, and leisure services in quality of life. Bismarck Public Schools and the City of Bismarck were recognized at the NDRPA Awards Banquet on September 13 for their partnership with Bismarck Parks and Recreation District for the Local Foods Program.

The Outstanding Young Professional Award honors NDRPA members with less than 10 years of experience who are age 35 or younger that have shown leadership and commitment to the field of parks and recreation. Facilities Manager Dylan Thiem received this award.

Commissioner Jeske moved to approve the following items on the consent agenda:

- Consideration of August 17, 2023 Board meeting minutes.
- Consideration of the following professional consultant's selection and agreements:
 - Meridian Drive to General Sibley Park Trail Project
 - Bismarck Municipal Ballpark Project
 -
- Consideration of the following agreements/addendums:
 - Bismarck Youth Baseball field use agreement extension
 - Bismarck Public Schools ice arena use agreement
 - Bismarck Hockey Boosters ice agreement addendum
- Approval of the following:
 - Submit a Transportation Alternatives Grant application to the North Dakota Department of Transportation for fiscal year 2026
 - Call for 2024 equipment, vehicles and golf cart bids

Commissioner Zimmerman seconded the motion, and the voting went as follows: Ayes: Commissioners Jeske, Jordan, Odell, Zimmerman and President Gilbertson. The nays being none, the motion carried.

The next regular Board meeting will be held October 19, 2023 at 5:15 pm in the Tom Baker Meeting Room. The meeting was adjourned at 5:35 pm.



CITY OF
MANDAN
WHERE THE WEST BEGINS

City of Mandan:

Transportation Alternatives Program Application 2026-2027

Prepared by: Riley McAdoo-Roelser

August 2024

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Project Sponsor:.....	7
Sponsoring Official:	7
Maintenance:	7
Required Signature and dates:.....	7
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Responsible official:	7

3rd Street SE Sidewalk installation

Project Location:

This Project would construct a 6' concrete sidewalk from 6th AVE SE to 3rd Ave SE along the north side of 3rd St SE in Mandan. See figure 1 for a map showing the project location.



Figure 1, Project Location

Project Description:

This Project would construct approximately 830' of 6' sidewalk along 3rd Street SE in Mandan. The construction of this sidewalk would accommodate the path that people already travel daily, this trail shows up on historic imagery as far back as 2008. Construction of this sidewalk has been a neglected community need for many years, as the existing trail/foot path provide much needed access to a grocery store and a public health clinic. The project extents are shown in Figure 2 and the proposed section is shown in Figure 3.



Figure 2, Project extents

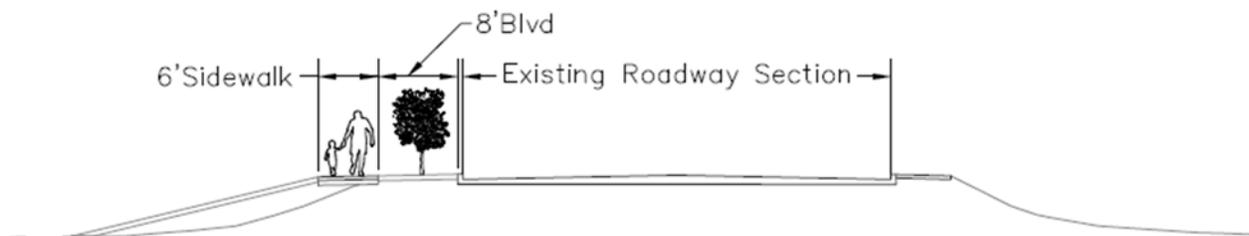


Figure 3, Proposed Typical Section

Project Need:

In accordance with goal #2 of the Bismarck-Mandan Bicycle + Pedestrian Plan which states “Develop a connected network of bicycling and walking routes throughout both communities in partnership with local, regional and state partners. Connect bicycling and walking routes to community destinations and other transportation systems, including transit.” The lack of sidewalk here with the demand clearly shown by the existing the footpath (shown in figure 4) shows that promoting connectivity in this area is a need. This project along 3rd Street SE would fill in a crucial gap in the City of Mandan’s sidewalk network and would help provide a safe and maintained route that citizens are traveling.



Figure 4, Existing Foot Path

What TA Category best fits your project?

Category C: Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

Project Cost:

Table 1: Projected Construction Costs

<u>Item</u>	<u>Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
1	Mobilization	1	L Sum	\$ 13,500.00	\$ 13,500.00
2	Borrow	527.1052	CY	\$ 69.40	\$ 36,581.10
3	Topsoil	270.5163	CY	\$ 40.50	\$ 10,955.91
4	Seeding	0.275482	Acre	\$ 444.00	\$ 122.31
5	Fiber rolls	400	LF	\$ 3.90	\$ 1,560.00
6	Removal of Fiber rolls	400	LF	\$ 1.50	\$ 600.00
7	Aggregate Base Course CL 5	38.2	Ton	\$ 105.30	\$ 4,021.88
8	Concrete	1650	SY	\$ 86.00	\$ 141,900.00
9	Trees	15	Ea	\$ 200.00	\$ 3,000.00
				Construction Total	\$ 212,241.20
				Contingencies	\$ 42,448.24
				Total	\$ 254,689.44

Matching Funds to be provided by:

Matching fund will be provided by the City of Mandan through special assessments.

Environmental Impacts:

- Land Use – No land use will changes are anticipated.
- Farmland – No farmland will be used for this project.
- Social – This project will provide a safe route for non-drivers to reach important destination in the city of Mandan from residential communities.
- Section 4(f) & 6(f) – This project will not impact any 6(f) or 4(f) properties
- Economic – The improved connectivity may benefit surrounding businesses.
- Relocation – This project does not displace any people or businesses.
- Wetlands – No wetlands will be impacted by this project.
- Floodplain – This project is within FEMA floodplain boundaries, however the project area is also protected by existing flood infrastructure.
- Threatened or Endangered Species – There are no threatened or endangered species within the project boundaries.
- Cultural resources – There are no historical sites with the project boundaries.
- Hazardous Waste – There are no Hazardous waste sites within the project boundaries
- Storm water – There are existing storm water out flows in the proximately of the project.

Public Accessibility:

This Project will be owned by the City of Mandan. It will be fully accessible to the public. The project extents fall entirely within the existing Right-of-Way. Therefore no Right-of-Way will be acquired as part of this project.

Project Contact:

City of Mandan Engineering Department

Contact Person:

Riley McAdoo-Roesler, Assistant City Engineer

Riley.mcadooroessler@cityofmandan.com

205 Second Ave NW, Mandan, ND 58554

(701) 667-3225

Project Sponsor:

City of Mandan

Sponsoring Official:

James Froelich, Mayor of Mandan

205 Second Ave NW, Mandan, ND 58554

(701) 391-6077

Maintenance:

The City of Mandan Public Works department will provide maintenance.

Required Signature and dates:

Contact Person:

Riley McAdoo-Roesler, Assistant City Engineer

Date

Responsible official:

James Froelich, Mayor

Date



CITY OF
MANDAN
WHERE THE WEST BEGINS

City of Mandan:

Transportation Alternatives Program Application 2026-2027

Prepared by: Riley McAdoo-Roelser

August 2024

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Project Sponsor:.....	6
Sponsoring Official:	6
Maintenance:	7
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Contact Person:.....	7
Responsible official:	7

Collins Avenue Trail Realignment

Project Location:

This Project would reconstruct and realign an existing 8' asphalt trail from 14th St NE to the existing I-94 underpass along the east side of Collins Ave in Mandan with additional traffic calming measures being placed north of the I-94 underpass along the existing trail. See figure 1 for a map showing the project location.



Figure 1, Project Location

Project Description:

This Project would realign approximately 425' of an existing 8' trail along Collins Avenue in Mandan. The realignment of this trail is to prevent roadway departure and give the trail much needed separation from a heavily traveled road. Along with the realignment of the southern part of the trail the city is proposing installation of traffic calming measures on the northern part of the trail. This trail is anticipated to increase in use with the construction of the new Mandan High School along with the growing uses of the Station Sports Complex. The project extents are shown in Figure 2 and the proposed section is shown in Figure 3.



Figure 2, Project extents

Proposed Typical Section

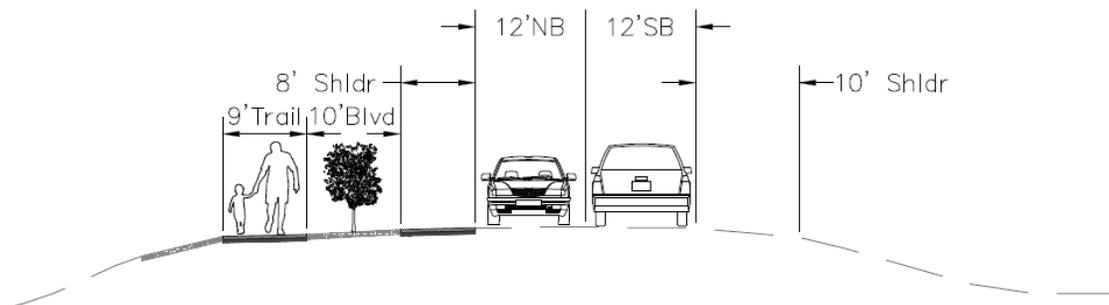


Figure 3, Proposed Typical Section

Project Need:

In accordance with goal #3 of the Bismarck-Mandan Bicycle + Pedestrian Plan which states “building and maintain safe comfortable bicycling and walking facilities for people of all ages and abilities. Support driving, walking and bicycling behaviors that increase the safety of people who walk and bicycle.” The current trail along Collins Avenue is deficient as it does not provide any separation from traffic (shown in Figure 4). Therefore, it is not comfortable or safe to walk on. With a current ADT of 5775 in 2022, prior to construction of the new high school, the increase to traffic that the new high school along with new commercial and residential development will bring to Collins Avenue will be significant and provide a need to increase comfortability and promote safety along this corridor.

Existing Typical Section

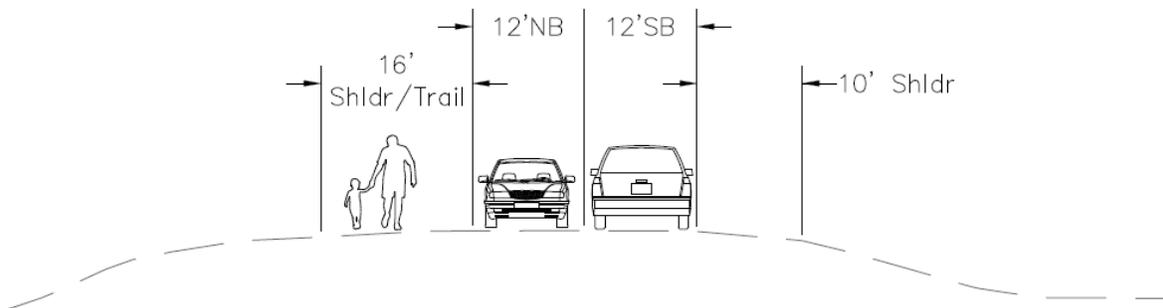


Figure 4, Existing Typical Section

What TA Category best fits your project?

Category C: Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

Project Cost:

Table 1: Projected Construction Costs

<u>Item</u>	<u>Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
1	Mobilization	1	L Sum	\$ 7,500.00	\$ 7,500.00
2	Removal of Bituminous Surfacing	788.9	SY	\$ 10.00	\$ 7,889.00
3	Common Excavation	225	CY	\$ 25.60	\$ 5,760.00
4	Topsoil	83.3	CY	\$ 40.50	\$ 3,375.00
5	Seeding	0.207	Acre	\$ 444.00	\$ 92.00
6	Fiber rolls	450	LF	\$ 3.90	\$ 1,755.00
7	Removal of Fiber rolls	450	LF	\$ 1.50	\$ 675.00
8	Aggregate Base Course CL 5	177.1	Ton	\$ 105.30	\$ 18,647.00
9	Hot Mix Asphalt	188.9	Ton	\$ 188.20	\$ 35,549.00
10	Trees	26	Ea	\$ 200.00	\$ 5,200.00
Construction Total					\$ 86,442.00
Contingencies					\$ 17,288.00
Total					\$ 103,730.00

Matching Funds to be provided by:

Matching fund will be provided by the City of Mandan through special assessments.

Environmental Impacts:

- Land Use – No land use will changes are anticipated.
- Farmland – No farmland will be used for this project.
- Social – This project will provide a safe route for non-drivers to reach important destination in the city of Mandan from residential communities.
- Section 4(f) & 6(f) – This project will not impact any 6(f) properties and positively impact local 4(f) properties.
- Economic – The improved connectivity may benefit surrounding businesses.
- Relocation – This project does not displace any people or businesses.
- Wetlands – Some wetlands may be impacted by this project.
- Floodplain – This project is out of FEMA floodplain boundaries.
- Threatened or Endangered Species – There are no threatened or endangered species within the project boundaries.
- Cultural resources – There are no historical sites with the project boundaries.
- Hazardous Waste – There are no Hazardous waste sites within the project boundaries
- Storm water – There are existing storm water out flows in the proximately of the project.

Public Accessibility:

This Project will be owned by the City of Mandan. It will be fully accessible to the public. The project extents fall entirely within the existing Right-of-Way. Therefore no Right-of-Way will be acquired as part of this project.

Project Contact:

City of Mandan Engineering Department

Contact Person:

Riley McAdoo-Roesler, Assistant City Engineer

Riley.mcadooroessler@cityofmandan.com

205 Second Ave NW, Mandan, ND 58554

(701) 667-3225

Project Sponsor:

City of Mandan

Sponsoring Official:

James Froelich, Mayor of Mandan

205 Second Ave NW, Mandan, ND 58554

(701) 391-6077

Maintenance:

The City of Mandan Parks District will provide maintenance.

Required Signature and dates:

Contact Person:

Riley McAdoo-Roesler, Assistant City Engineer

Date

Responsible official:

James Froelich, Mayor

Date



CITY OF
MANDAN
WHERE THE WEST BEGINS

City of Mandan:

Transportation Alternatives Program Application 2026-2027

Prepared by: Riley McAdoo-Roelser

August 2024

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Project Sponsor:.....	6
Sponsoring Official:	6
Maintenance:	6
Required Signature and dates:.....	7
Contact Person:.....	7
Responsible official:	7

Memorial Highway Ramp Realignment

Project Location:

This Project would realign a pedestrian crossing of Memorial Highway. See figure 1 for a map showing the project location.

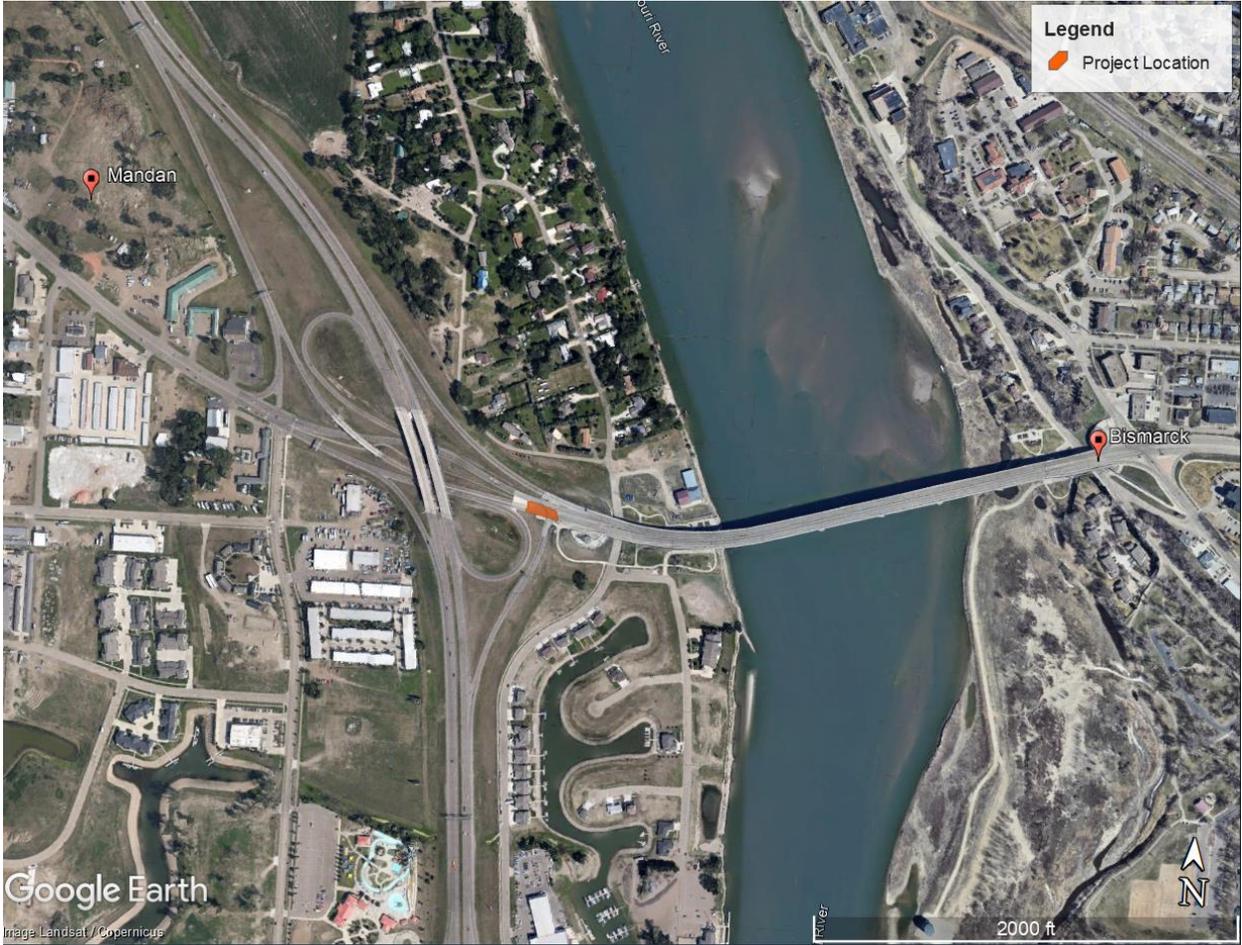


Figure 1, Project Location

Project Description:

This Project would replace the existing pedestrian ramp connection with a realigned ramp connection to meet ADA design criteria as well as provide a better landing platform for pedestrian and cyclists. Realignment of these pedestrian facilities is vital to promoting the pedestrian connection between Bismarck and Mandan for people at all levels of accessibility. The project extents are shown in Figure 2.



Figure 2, Project Extents

Project Need:

In accordance with goal #3 of the Bismarck-Mandan Bicycle + Pedestrian Plan which states “building and maintain safe comfortable bicycling and walking facilities for people of all ages and abilities. Support driving, walking and bicycling behaviors that increase the safety of people who walk and bicycle.” The current pedestrian ramp connection is not comfortable for not only walking but it is nearly impossible for a bicyclist to safely maneuver on to the ramp and to continue on the existing trail (see figure 3 for existing ramp condition). As the existing ramp connection is a major route for pedestrians into the city of Mandan, the city wants to welcome people and show its acceptance for all people, the current ramp does not promote the values that Mandan strives to uphold for its citizens and visitors.

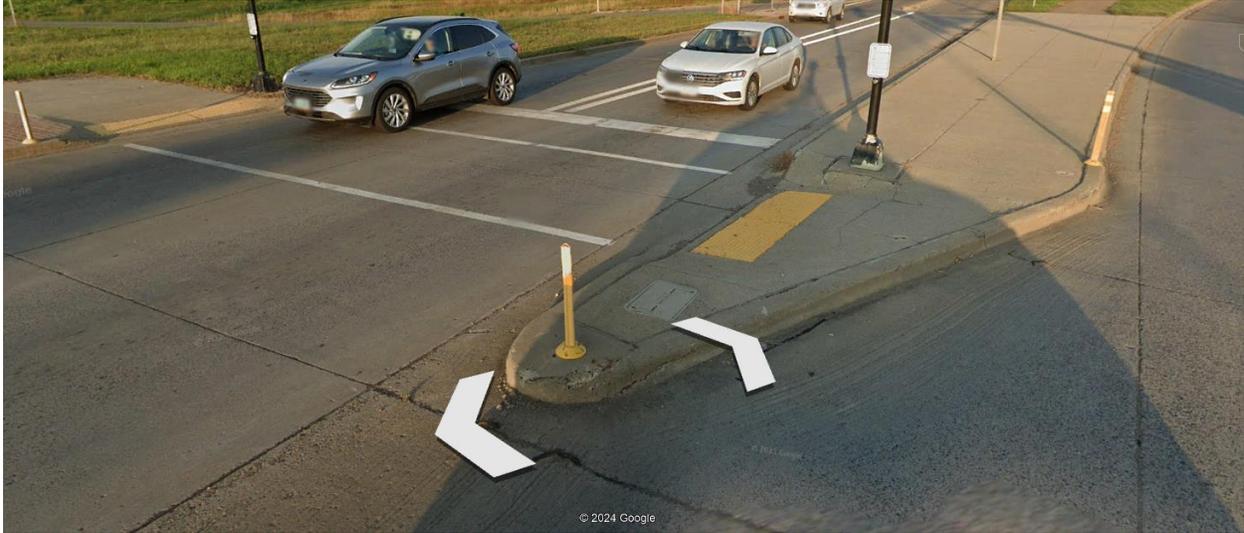


Figure 3, Existing Ramp Connection

What TA Category best fits your project?

Category C: Construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

Project Cost:

Table 1: Projected Construction Costs

<u>Item</u>	<u>Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
1	Mobilization	1	L Sum	\$ 4,500.00	\$ 4,500.00
2	Pavement Marking	30	LF	\$ 37.00	\$ 1,110.00
3	Topsoil	17.8	CY	\$ 40.50	\$ 720.00
4	Detectable Warning Panel	50.0	SF	\$ 28.00	\$ 1,400.00
5	Fiber rolls	115	LF	\$ 3.90	\$ 449.00
6	Removal of Fiber rolls	115	LF	\$ 1.50	\$ 173.00
7	Aggregate Base Course CL 5	19.4	Ton	\$ 105.30	\$ 2,047.00
8	Curb and Gutter	25.0	LF	\$ 40.00	\$ 1,000.00
9	Concrete	93.3	SY	\$ 86.00	\$ 8,024.00
10	Removal of Concrete Pavement	19.6	SY	\$ 36.00	\$ 704.00
Construction Total					\$ 20,127.00
Contingencies					\$ 4,025.00
Total					\$ 24,152.00

Matching Funds to be provided by:

Matching fund will be provided by the City of Mandan through special assessments.

Environmental Impacts:

- Land Use – No land use will changes are anticipated.
- Farmland – No farmland will be used for this project.
- Social – This project will provide a safe route for non-drivers to reach important destination in the city of Mandan.
- Section 4(f) & 6(f) – This project will not impact any 6(f) or 4(f) properties
- Economic – The improved connectivity may benefit surrounding businesses.
- Relocation – This project does not displace any people or businesses.
- Wetlands – No wetlands will be impacted by this project.
- Floodplain – This project is within FEMA floodplain boundaries.
- Threatened or Endangered Species – There are no threatened or endangered species within the project boundaries.
- Cultural resources – There are no historical sites with the project boundaries.
- Hazardous Waste – There are no Hazardous waste sites within the project boundaries
- Storm water – There are no storm water concerns.

Public Accessibility:

This Project will be owned by the NDDOT. It will be fully accessible to the public. The project extents fall entirely within the existing Right-of-Way. Therefore no Right-of-Way will be acquired as part of this project.

Project Contact:

City of Mandan Engineering Department

Contact Person:

Riley McAdoo-Roesler, City Engineer

Riley.mcadooroessler@cityofmandan.com

205 Second Ave NW, Mandan, ND 58554

(701) 667-3225

Project Sponsor:

City of Mandan

Sponsoring Official:

James Froelich, Mayor of Mandan

205 Second Ave NW, Mandan, ND 58554

(701) 391-6077

Maintenance:

The NDDOT will provide maintenance as they currently provide maintenance to the area.

Required Signature and dates:

Contact Person:

Riley McAdoo-Roesler, City Engineer

Date

Responsible official:

James Froelich, Mayor

Date



October 20, 2023

Pam Wenger, TA Program Manager
Local Government Division
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

Re: FY26 Transportation Alternative Program Application

Ms. Wenger,

We are pleased to submit the attached application for a Transportation Alternative Program (TA) project to be considered for 2026 funding. The US 83/State Street multi-use trail was constructed in 2003 and links the ND State Capital Grounds to the recreational trail network in north Bismarck. This trail is one of only three trail crossings of Interstate 94 adjacent to roadways and one of only seven crossings for pedestrians overall. The NDDOT's 2023 State Street Safety Improvement project brought all non-conforming ADA ramps into compliance but did not address the trail itself. The rehabilitation of the US 83/State Street trail will improve the facility for the non-motorized public to safely access a large and growing retail area adjacent to the corridor and provide recreational opportunities for all users.

The trail has reached the end of its useful life and requires an overlay to restore the trail to a more serviceable condition. The investment made in this trail earlier in the pavement life cycle will result in delaying the more expensive trail reconstruction project that at some point will be required.

Thanks you for the opportunity to submit this project and please contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Gabe Schell".

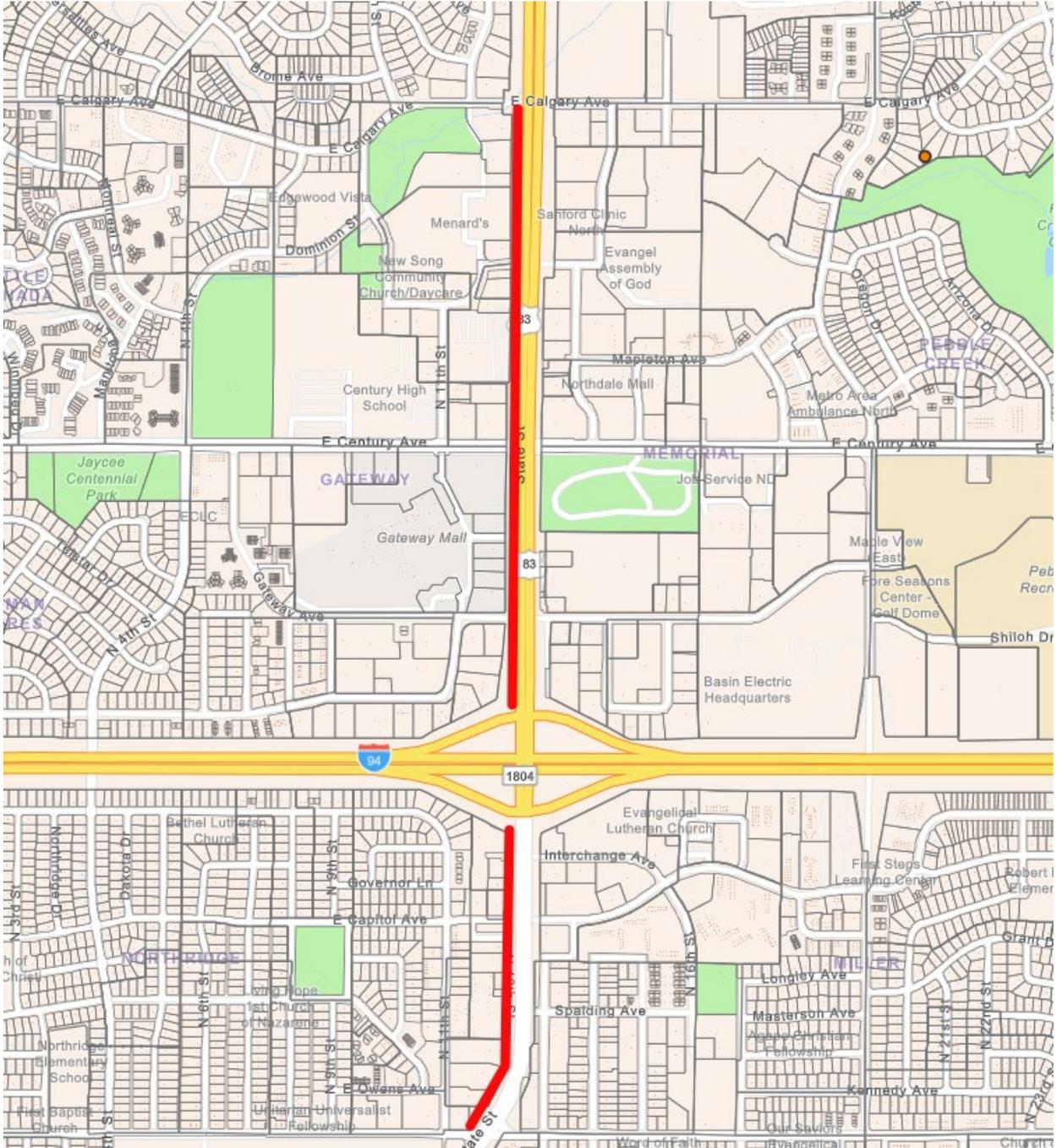
Gabe Schell, PE
Bismarck City Engineer
Attachments

Project Name:

US 83/State Street multi-use trail Rehabilitation

1. Project Location:

The project is located along the west side of US 83/State Street beginning north of Divide Avenue and continuing north to Calgary Avenue NE as shown in red.



2. Project Contact:

City of Bismarck

3. Contact Person:

Gabe Schell, City Engineer

gschell@bismarcknd.gov

701-355-1505

P.O. Box 5503

Bismarck, ND 58506-5503

4. Project Sponsor:

Board of City Commissioners

City of Bismarck

5. Sponsoring Official:

Michael Schmitz, Mayor

mschmitz@bismarcknd.gov

701-355-1300

P.O. Box 5503

Bismarck ND 58506-5503

6. Project Description:

The project includes approximately 5700 LF of asphalt pavement trail rehabilitation from the southwest corner of the intersection of Divide Avenue and State Street/US 83 to the southwest pedestrian ramp of US 83/Calgary Avenue. The 10' wide shared use path would be rehabilitated north/south along west side of State Street that terminates at the ND Capitol Grounds and provides connectivity to east/west facilities such as sidewalks and on-street bike lanes on Divide Avenue and sidewalks and shared use paths on Century Avenue and 43rd Avenue.

7. Project Cost

The estimated construction cost of the proposed improvements is \$412,000 with requested TA funds of \$329,600 and local match of \$82,400. Please find the detailed estimate prepared by City of Bismarck Engineering staff below.

State St Multi-use Trail Rehab

Divide Av to Calgary Av

<u>ITEMS</u>	<u>QTY</u>	<u>UNITS</u>	<u>PRICE</u>	<u>TOTAL</u>
Contract Bond	1	LS	\$ 5,000.00	\$ 5,000
Common Excavation	100	CY	\$ 100.00	\$ 10,000
Hot Bit	750	TON	\$ 220.00	\$ 165,000
Approach Transitions	18	EA	\$ 5,000.00	\$ 90,000
seeding	1	ACRE	\$ 2,000.00	\$ 2,000
Traffic Control	1	LS	\$ 15,000.00	\$ 15,000
Mobilization	1	LS	\$ 20,000.00	\$ 20,000
Asphalt Removal (Trail Transitions)	18	EA	\$ 2,000.00	\$ 36,000
Undeveloped Design Details (10%)				\$ 34,300
Subtotal (2023)				\$ 377,300

Total (2026) (3%/3 Years)				\$ 412,000
			TA Request (80%)	\$ 329,600
			Local Match (20%)	\$ 82,400

8. TA Category:

Type A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

9. Supporting Data:

The purpose of this project is to provide improve network connectivity of the non-motorized user by improving the trail surface for ease of walkability and rideability. This project would increase non-motorized access to retail, shopping and housing uses in north Bismarck and provide critical system linkage to recently constructed or programmed pedestrian facilities on 43rd Avenue NE. All modifications to the traffic signal systems and ADA facilities along State Street/US 83 have been upgraded as part of the 2023 safety project and no funds are being requested from the TA program for that work.

10. Public Accessibility:

This project is located in the public right of way of State Street (US Highway 83). NDDOT would be the owner with City of Bismarck responsible through our cost participation and maintenance agreement with NDDOT for day to day maintenance.

11. Matching Funding Provided by:

If a projected is awarded, the City of Bismarck will budget for a project through our Capital Improvements Program for the year the project is awarded. Matching funds would be sales tax.

12. Right-of-way Requirements:

All construction will be contained within the public right-of-way and will be operated and maintained by the City of Bismarck.

13. Maintenance of this Project:

Steve Salwei
Public Works Service Operations Dept
City of Bismarck

Maintenance responsibilities would be the City of Bismarck. Typically, Bismarck Parks and Recreation District provides snow removal services on shared use paths throughout Bismarck through a mutual agreement.

14. Environmental Impacts:

- Land Use: No impacts, all construction will be conducted within the public right-of-way
- Farmland: No farmland will be impact, all work with in the urbanize area of the City of Bismarck
- Social: Positive social impact by providing an opportunity for the public. Improve health and safety the public by improving the ability to walk and bike.
- Section 4(f) & 6(f): No impacts anticipated.
- Economic: No negative economic impacts anticipated
- Relocation: No impacts, all construction will be conducted within the public right-of-way
- Wetlands: No impacts, all construction will be conducted within the public right-of-way
- Floodplain: No impacts, all construction will be conducted outside of regulatory floodplain or floodway.
- Threatened or Endangered Species: No impacts, all construction will be conducted within the public right-of-way
- Cultural Recourses: No impacts, all construction will be conducted within previously disturbed areas within the right-of-way.
- Hazardous Waste: No impacts anticipated, all construction will be conducted within the public right-of-way

15. Required Signatures:

Contact Person:

Gabe Schell

Gabe Schell, City Engineer

10/20/23

Date

Responsible Official:

Michelle King

Mayor, City of Bismarck

10/24/23

Date

MPO Official:

Policy Board Chairman

Date



TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Kim Riepl, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 5_2024

There will be a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on **Wednesday, October 30, 2024 at 2:00pm - 3:30 pm**. The meeting will be held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance is an option

AGENDA

1. Welcome & Introductions
2. Overview of FY27 TA Program
 - Solicitation Dates and Deadlines
 - Funding Amounts
3. Ranking Process for TA Applications - Attachment A
 - Subcommittee Pairwise Ranking
 - Goals & Objectives of MTP and Bike-Ped Plan are used as guidance
 - [Bismarck-Mandan Bicycle & Pedestrian Plan](#)
 - [Arrive 2045 Metropolitan Transportation Plan](#)
 - All projects are measured against each other regardless of whether they are construction or preservation
 - Submit final pairwise ranking by or before November 5
 - Scoring/ranking by MPO staff, MPO boards
 - Final submittal to NDDOT/NDDOT final selection
3. Final FY27 TA Applications - Attachment B
 - COM/MPRD Mandan Hwy 1806 Pedestrian Trail Improvements (NEW submittal)
 - BPRD Sunrise Trail Extension
 - COB State Street Trail Rehab
 - COM 3rd Street SE
 - COM Memorial Hwy Pedestrian Ramp
4. Walk Audits - November 2024
 - Bismarck - 12th & Expy Intersection or 26th & Main Intersection to 24th & Main

- Mandan - Sunset Dr, Division St to 7th St NW or Shady Acres St/E Main St/Twin City Dr intersection

5. Next Meeting

6. Adjourn



DATE: 10/11/2024
TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Kim Riepl, Bismarck-Mandan MPO

There was a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on Wednesday, August 28, 2024 at 2:00 pm, held in the Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Members also participated via Teams.

MEETING NOTES

1. Welcome & Introductions

Andrew Stromme, Ben Kubishta, Chris Holzer, Dave Mayer, Isak Johnson, Katie Johnke, Kim Riepl, and Susan Dingle.

2. Kim R provided an overview of TA development materials and applications received

- ❖ TA application Checklist - the Subcommittee will use this checklist to review the applications to provide for a systematic and consistent review of each
- ❖ Project Priorities List - the five TA projects all fall primarily in the high priority category for project type - this is not used as a factor in review or ranking but is simply provided to potential applicants as a resource with the solicitation materials.
- ❖ MPO solicited for preliminary TA applications or TA project concepts July 26 with submittal deadline of Aug. 23
- ❖ Five applications were received, three from City of Mandan and two resubmittals of projects that were not selected last year, one from Bismarck Parks & Rec District and one from City of Bismarck

3. Subcommittee reviewed the five submitted preliminary FY27 TA applications

- ❖ Bismarck Parks & Rec District Sunset Trail Connection
- ❖ City of Mandan 3rd Street SE
- ❖ City of Mandan Collins Ave Trail Realignment
- ❖ City of Mandan Memorial Hwy Pedestrian Ramp
- ❖ City of Bismarck State Street Trail Rehab

4. TA application process next steps

- ❖ Kim R will compile all suggestions provided by the Subcommittee for each project to create a letter for the applicant to use to revise their application for final submittal, should they choose to do so
- ❖ Letters will be sent to applicants prior to final TA solicitation, which is expected to be on or about September 13.
- ❖ Deadline for final FY27 TA applications will be October 15
- ❖ Applicants should have all approvals secured by their governing bodies prior to final submittal on October 15 but there is some leeway in this regard
- ❖ Bike Ped Subcommittee will meet October 30 for final ranking meeting
- ❖ MPO staff also reviews/scores the applications and these scores are combined with Subcommittee rankings to achieve a final ranking recommendation
- ❖ Final ranking recommendation is presented to MPO TAC (Technical Advisory Committee) and Policy Board on November 18 and 19, respectively; applicant's

governing body approvals must have been obtained by this time to satisfy TAC and Policy Board

- ❖ TAC and Policy Board can accept ranking or modify it before approving applications for submittal to NDDOT by December 31 deadline.
- ❖ NDDOT TA project selection occurs in early 2025

5. Adjournment / Next Meeting

- ❖ Next meeting is October 30, 2024 at 2pm-3:30pm; David Blackstead Meeting Room
- ❖ Meeting adjourned 3:33pm

Respectfully Submitted,

Kim Riepl



TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Kim Riepl, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 6_2024

There will be a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on **Wednesday, December 18, 2024, from 2pm to 3pm**. The meeting will be held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance is an option

AGENDA

1. Welcome & Introductions
2. Arts & Culture/Asphalt Art Grant - Lauren Oster
 - Bismarck Arts and Culture Plan
 - Arts and Culture Survey: <https://www.surveymonkey.com/r/7QN2GK8>
 - Asphalt Art Grant
3. FY27 TA Application Update
4. League of American Bicyclists Bicycle Friendly Community
 - Application Status
 - 2024 Report Cards <https://bikeleague.org/bfa/states/state-report-cards/>
 - BFC Workshop - 2025
5. Walk Audits
 - Mandan Walk Audit
 - Bismarck Walk Audit
6. Member Activities
7. Adjourn



DATE: 12/12/2024
TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Kim Riepl, Bismarck-Mandan MPO

There was a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on Wednesday, October 30, 2024 at 2:00 pm, held in the Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Members also participated via Teams.

MEETING NOTES

1. Welcome & Introductions

Andrew Stromme, Ben Kubishta, Chris Holzer, Cole Higlin, Isak Johnson, Katie Johnke, Kim Riepl, and Susan Dingle.

2. FY27 TA Applications

- a. **Kim R provided an overview of TA development materials and applications received**
- b. **Subcommittee reviewed the five submitted preliminary FY27 TA applications**
 - ❖ Bismarck Parks & Rec District Sunset Trail Connection
 - ❖ City of Mandan 3rd Street SE
 - ❖ City of Mandan Collins Ave Trail Realignment
 - ❖ City of Mandan Memorial Hwy Pedestrian Ramp
 - ❖ City of Bismarck State Street Trail Rehab

3. TA application process next steps

- ❖ Subcommittee members will submit pairwise scoresheets to Kim R by November 5.
- ❖ MPO staff will score the five TA projects using the MTP objectives approved by the Policy Board
- ❖ The Subcommittee rankings are converted to a numerical score and combined with the MPO staff scores to achieve a ranking for possible prioritization of projects
- ❖ Rankings are provided to the MPO's Technical Advisory Committee November 18 for consideration and recommendation of approval; they may accept the ranking or provide Policy Board with one of their own
- ❖ Policy Board may accept TAC's recommendation or provide a ranking of their own at their meeting November 19, 2024
- ❖ TA applications are forwarded to NDDOT by December 31, 2024
- ❖ NDDOT selection committee convenes 1st quarter 2025 to prioritize statewide projects for funding and selection

4. Walk Audits - November 2024

- a. Bismarck - 12th & Expy Intersection or 26th & Main Intersection to 24th & Main were two proposed routes
 - Selected route and reason: East Main Avenue, 24th-26th & Intersection
 - East Main Avenue Corridor Study identified pedestrian improvements
 - Safe Routes to Services Study identifying pedestrian facility barriers
 - Smart Growth America Dangerous by Design 2024 -24th St intersection site of pedestrian fatality
- b. Mandan - Sunset Dr, Division St to 7th St NW or Shady Acres St/E Main St/Twin City Dr intersection were proposed as routes

- Alternative route selected and reason: 3rd Street SW, west end near Mary Stark Elementary (~5th to 10th)
 - School Safety Crossing Study identified this as area of concern
 - Safe Routes to Services has identified this corridor as needing improved pedestrian facilities
 - Mandan's EPA Building Blocks for Communities has identified a walk audit within this corridor as part of its implementation strategy

c. Kim R will send out polls for audit date selection

5. Adjournment / Next Meeting

- ❖ Meeting adjourned 3:34pm
- ❖ Next meeting is December 18, 2024, at 2pm-3pm; David Blackstead Meeting Room

Respectfully Submitted,

Kim Riepl

TRANSPORTATION ALTERNATIVES PROJECT SUMMARY - FY27

BMMP0 BIKE-PED SUBCOMMITTEE RANKING 10/30/2024 | MPO STAFF SCORING 10/28/2024

Submitting Agency	Description	Total Cost / Federal Cost	Project Type	1	2	3	4	5	6	7	8	9	Bike Ped Subcommittee Average Rank	MPO Staff Score	Combined Score	Overall Rank
Bismarck Parks and Recreation District	Sunrise Trail Connection (East Century Ave to Sunrise Park): 10' wide shared use concrete trail extension from Sunrise Park to the future extension of Century Ave (approximately 858 LF or 0.16 Miles)	\$591,800 -- \$473,440	Construction	5	3	4	5	1	3	5	5	5	4	2	6	4
City of Bismarck	US 83/ State Street Multi-Use Trail Rehabilitation (Divide Ave to Calgary Ave NE): 10' wide shared use path, asphalt overlay on approximately 5,700 linear feet along west side of State St, from Capitol Grounds at Divide Ave to Calgary Ave	\$437,000 -- \$349,600	Preservation	4	2	1	3	2	4	3	4	3	2.888888889	1	3.8888889	3
City of Mandan / Mandan Park District	Hwy 1806 Pedestrian Trail Improvements: 10' wide asphalt pedestrian trail, from 14th St NW past 27th St N and also under the I-94 bridge on Hwy 1806. Overlay and drainage improvements throughout, and pedestrian safety enhancements consisting of a separation barrier underneath the I-94 bridge.	\$925,410 (eligible cost = \$771,175) -- \$624,112	Preservation	3	4	5	2	3	1	2	3	1	2.666666667	1	3.6666667	1
City of Mandan	3rd St SE Sidewalk Installation: 6' wide new concrete pedestrian sidewalk on the north side of 3rd St SE from 6th Ave SE to 3rd Ave SE, approximately 830 LF.	\$254,689 -- \$206,120	Construction	1	1	2	4	5	2	4	1	4	2.666666667	1	3.6666667	1
City of Mandan	Memorial Hwy Pedestrian Ramp Realignment: replace existing pedestrian ramp with a realigned ramp connection at Liberty Memorial Bridge and Memorial Hwy which will connect to a future trail being constructed as part of the Memorial Hwy reconstruction project.	\$49,534 -- \$40,088	Construction	2	5	3	1	4	5	1	2	2	2.777777778	1	3.7777778	2

TRANSPORTATION ALTERNATIVES PROJECT SUMMARY - FY27

BMMPPO BIKE-PED SUBCOMMITTEE RANKING 10/30/2024 | MPO STAFF SCORING 10/28/2024

Submitting Agency	Description	Total Cost / Federal Cost	Project Type	1	2	3	4	5	6	7	8	9	Bike Ped Subcommittee Average Rank	MPO Staff Score	Combined Score	Overall Rank	TAC RANK
City of Mandan / Mandan Park District	Hwy 1806 Pedestrian Trail Improvements: 10' wide asphalt pedestrian trail, from 14th St NW past 27th St N and also under the I-94 bridge on Hwy 1806. Overlay and drainage improvements throughout, and pedestrian safety enhancements consisting of a separation barrier underneath the I-94 bridge.	\$925,410 (eligible cost = \$771,175) -- \$624,112	Preservation	3	4	5	2	3	1	2	3	1	2.666666667	1	3.666666667	1	1
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BICYCLE FRIENDLY STATE REPORT CARD



STATE ADVOCACY GROUP(S):
Bike Walk North Dakota

2024

NORTH DAKOTA

#41 NATIONAL RANK (OF 50)
COMPARED TO LAST REPORT CARD: ↓

#9 Midwestern REGIONAL RANK (OF 13)

Bicycle Friendly Actions	Action Taken	Progress <small>SINCE LAST REPORT CARD</small>
Complete Streets Law/Policy	No	↔
Safe Passing Law (3ft+)	Yes	↔
Statewide bike plan last 10 years	Yes	↔
2%+ federal funds on bike/pedestrian	No	↔
Speed limit laws for #SlowRoads	No	↔

FEEDBACK

Adopt a statewide Complete Streets policy or other policy that institutionalizes planning, designing, and building safe places for people to bike and walk as part of the transportation system. North Dakota is one of only 14 states without a resolution, policy, or law that addresses creating a transportation system for all of the ways that people move.

North Dakota sets default urban area speed limits above 20 miles per hour and does not provide clear legal authority or guidance for how communities may establish 20 mile per hour speed limits on streets in urban or residential areas. We know that slow road save lives and clearer laws and guidance supporting slower streets will benefit the safety of all people using North Dakota's streets.

Spend at least 2% of federal transportation funds on biking and walking improvements. Over the last 14 years, North Dakota has never achieved this benchmark level of investment in bicycling and walking. The higher-than-average per capita investment reflects how federal funds are distributed rather than state choices.

North Dakota has a bicyclist fatality rate worse than the national average. Nationwide, high-speed arterial roadways, often owned by the state DOT, are the most common place people biking are killed. In North Dakota, half of bicyclist fatalities occur on arterial roadways. Improving bicycle facilities on arterial roadways is key to improving safety.

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP: [BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/bfa/awards)

The Bicycle Friendly State ranking is based on a comprehensive survey – with over 100 data points – completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at ken@bikeleague.org. See the [Report Card Use Guide](#).

ONE SUCCESS The 2019 North Dakota Moves Plan includes guidance on leading bicycle infrastructure such as protected bike lanes and intersections and included at least nine pop-up demonstrations of safer infrastructure throughout the state. This is a great plan to build on!

TOP TIP Adopt a statewide Complete Streets law or policy that codifies the common-sense notion that transportation projects should consider all people who might use them.

Federal Data on Biking	Rank
Ridership 0.2% of commuters biking to work	36/50
Safety 13.5 fatalities per 10K bike commuters	26/50
Spending \$4.95 per capita FHWA spending on biking and walking	9/50

Categories	% of available points	Rank
Funding	44%	38/50
Infrastructure	35%	42/50
Laws	46%	32/50
Policies	29%	42/50
Capacity & Support	42%	43/50
Safety	64%	13/50
Every Ride Counts	23%	29/50