

Public Engagement Plan

Safe Routes to Services Plan

Bismarck-Mandan Metropolitan Planning Organization



Project Summary

Project item	Item description
Public project name	Safe Routes to Services/Complete Streets Study
Project area	Bismarck and Mandan, ND
Schedule	10/26/2023 – 12/31/2024
Project Contact	Blue Weber, Community Outreach Liaison
Objective	Inform, consult, involve, collaborate, or empower

Project Introduction

The Bismarck-Mandan Metropolitan Planning Organization (MPO) has embarked on an ambitious and crucial project: the Safe Routes to Services and Complete Streets Study. This initiative is focused on developing a transportation network that puts increased emphasis on the disadvantaged population of users, which is instrumental in ensuring safer travel within the community for all. The study will delve into various critical aspects such as safety, connectivity, and equity, with the goal of formulating effective recommendations. These recommendations will encompass a range of areas including policies, transportation services, programs, procedures, and design standards/guidelines. Bolton & Menk Inc. is fully committed to this project, understanding the importance of creating solutions that are not only equitable and safe but also sustainable and functional. The successful completion of this study is anticipated to significantly enhance the quality and safety of transportation within the community.

Project Messaging

The project messaging on the Safe Routes to Services and Complete Streets Study is used to communicate the project to the community and will help to gain trust within the community and keep stakeholders engaged during the entire process. To build the confidence with those involved, these tactics will be emphasized on communications:

- **Community-Centered Focus:** The aim is to enhance safety and accessibility to vital services such as healthcare, education, public transport, and other key facilities.
- **Prioritization of Affected Communities:** Identifying and focusing on the most impacted communities, particularly the routes they utilize for accessing essential services.
- **Principle of Inclusivity:** Ensuring that individuals of all ages and abilities can navigate the community safely and conveniently.

- **Objective of Interconnectivity:** Aiming to create a more interconnected and vibrant community, where access to important services is a right for all, not a privilege.
- **Clear and Inclusive Messaging:** Ensuring the project's communication is clear, inclusive, and aligns with public expectations, reflecting the dedication to meeting the community's needs.
- **Consistent communication:** Communicating with project stakeholders during the entire process through a variety of channels will keep everyone up to date at all stages.

About this document

Public engagement is deemed a fundamental pillar in the success of the Safe Routes to Services and Complete Streets Study. Understanding that a strong, supportable, and implementable plan is heavily reliant on community involvement, Bolton & Menk is set to develop a comprehensive engagement process. This process is designed to foster participation across the community's spectrum, involving residents, employers, and workers alike.

The approach towards public engagement is multi-faceted and inclusive, employing innovative and proven strategies to ensure wide-reaching and effective community involvement. This includes a variety of engagement methods, such as event attendance, one-on-one meetings with Community-Based Organizations (CBOs), and the formation of a steering committee to guide the process. Further, the project will leverage digital platforms like the INPUTiD™ digital interface and a dedicated project website, ensuring ongoing communication and feedback opportunities. These tools will complement in-person events and are designed to facilitate participation at the community members' convenience.

Particularly noteworthy is the emphasis on direct community interaction. By organizing listening sessions, focus groups, and strategic pop-up events, the project aims to engage with the specific populations and service users directly impacted by the study. This hands-on approach is vital in understanding and addressing the real-world problems faced by these communities. The engagement process is not just about gathering data but fostering genuine partnerships and collaborations that will be instrumental in identifying and serving the population effectively.

Development of this engagement plan was based on the insights from the Community Profile Report (Appendix A) and was led by Bolton & Menk, Inc., with input from the MPO. This Public Engagement Plan is a living document that will evolve over the timeframe of the project study.

Communication Goals

These goals are to continue to advance the project throughout its 3 phases as well as to help create collaborative implementation strategies. They will also ensure that messaging is grounded in efforts to inform, consult, involve, collaborate, and empower the community.

1. Clearly articulate the safety benefits and enhancements of the Safe Routes to Services Project to local communities and stakeholders.
2. Establish open and ongoing conversations with community members to understand and address their concerns and suggestions regarding the project.
3. Promote active participation and feedback from diverse community groups to ensure inclusive planning and implementation.
4. Effectively communicate project updates and milestones with an emphasis on transparency to build trust with specific demographics.
5. Highlight the long term environmental, health, and connectivity advantages of the project to foster broad community support and engagement.
6. Continually build a list-serve of contacts to ensure project impact will be maximized.

Project Communication Channels

Media name	Content deadline and contact information
Bismarck Tribune	Connie Haluzak – connie.haluzak@bismarcktribune.com 5 business days
City of Bismarck Facebook	Kalen Ost – kost@bismarcknd.gov 5 business days
Bismarck Public Information	Kalen Ost – kost@bismarcknd.gov 5 business days
City of Mandan Facebook	Kari Schmidt – news@cityofmandan.com 5 business days
Mandan Public Information	Kalen Ost – news@cityofmandan.com 5 business days
Bismarck-Burleigh Public Health Facebook Page	bbph@bismarcknd.gov 5 business days
Sacred Pipe Resource Center Email List Serve	TBD
Missouri Valley Coalition of Homeless Peoples	TBD

Community Action Program	TBD
Youthworks	TBD
Bismarck-Mandan MPO	Stephen Larson – slarson@bismarcknd.gov 5 business days

Documentation

A spreadsheet will be used to track engagement tactics, performance, feedback collected, and project inquiries. This spreadsheet will be shared with the Steering Committee upon request and at project completion. Public engagement efforts, including all input and attendance from public meetings, will be recorded along with any responses to feedback and will be incorporated into the final study document.

Project Committee Members

In the structure of the Safe Routes to Services project, there are two pivotal groups with distinct yet complementary roles. The first is the Steering Committee, which serves as the project's lead decision-making body. This committee provides strategic direction and guiding leadership, ensuring that the project aligns with its overarching goals and objectives. The second group is the Community Advisory Group. Composed of various organizations, this group plays a critical role in establishing and maintaining community trust. Their focus is on guiding the project at the individual level, offering insights and feedback that reflect the community's perspective. To streamline communication and foster collaboration, a comprehensive spreadsheet will be maintained throughout the project duration. This spreadsheet will list all project members and their contact information, encompassing, but not limited to, members of both the Steering Committee and the Community Advisory Group.

Steering Committee Organizations

- Bismarck-Mandan Metropolitan Planning Organization
- City of Bismarck
- City of Mandan
- Bis-Man Transit
- Dakota Center for Independent Living
- HIT Inc.
- Burleigh Public Health
- Bismarck Public Health
- Western Plains Public Health
- Ministry on the Margins
- North Dakota Department of Transportation
- Federal Highway Administration
- Federal Transit Administration

Community Advisory Groups

- Sacred Pipe Resource Center
- Missouri Valley Coalition of Homeless People
- Ministry on the Margins
- Youthworks

Community Context

This approach, using the Community Profile (see **Appendix A**), is carefully crafted to meet the varied needs of different populations. A steering committee was established to guide our engagement efforts, ensuring they are both inclusive and effective. To reach those without digital access, listening sessions will be conducted and pop-up events will be organized in strategic locations, facilitating face-to-face interactions. Bolton & Menk's innovative tool, INPUTiD, will be employed to gather a broad range of community input. To extend our reach to those without smartphones or social media, we also utilize traditional media releases. Understanding the challenges posed by limited internet access, a SRMA tool will be leveraged to identify specific community needs and representative organizations. This comprehensive strategy is designed to engage all community members, ensuring their voices are integral to our planning and engineering processes, regardless of their access to technology.

There is racial, age, and economic diversity among the people who live in Bismarck and Mandan. Minority populations, including American Indian, Black, Asian, Immigrant, and others live in cities limits. Minorities are often under-represented among the stakeholder groups tasked with transportation decision-making. Low-income residents who live in the region are a key audience for this project and are harder to reach due to online access issues and other time demands (i.e. work and family obligations). For minority and low-income residents to have a voice in project decisions, project staff will conduct engagement activities that specifically seek to inform and gather input from them. With guidance from the Steering Committee and Community Based Organizations, methods will be employed to intentionally connect with these historically underrepresented groups. The Environmental Justice (EJ) Executive Order stipulates engagement with minority and low-income populations as necessary within the EIS process. Such engagement will help determine if the proposed project contributes to disproportionate and adverse impacts to these groups.

Minority and Low-Income populations in Bismarck

As of 2021, 10 percent of Bismarck Residents were living below the poverty line.

Race/Ethnicity	Percent
White alone	84.7%
Black or African American Alone	2.9%
American-Indian alone	4.8%
Asian, Native Hawaiian/Pacific Islander	1.7%
Some other race alone	1.3%
Two or more races	4.5%

Minority and Low-Income populations in Mandan

As of 2021, 8 percent of Mandan Residents were living below the poverty line.

Race/Ethnicity	Percent
White alone	84.8%
Black or African American Alone	1.8%
American-Indian alone	5.0%
Asian, Native Hawaiian/Pacific Islander	0.8%
Some other race alone	1.9%
Two or more races	5.7%

Languages Spoken at home in Bismarck/Mandan

In our ongoing efforts to ensure effective engagement for the Safe Routes To Services project, the inclusion of data on languages spoken at home is a critical component. This information is instrumental in shaping our communication strategies to align with the diverse linguistic landscape of the community. By acknowledging and catering to the multilingual characteristics of residents, we enhance inclusivity and facilitate more meaningful interactions. The chart that follows reflects the linguistic diversity within the area, acting as a foundational element for our nuanced communication plans and materials, which are vital in fostering a well-connected and informed community.

Languages Spoken at home (Ages 5-17)	Percent
Spanish & English Not well	.1%
Asian-Pacific Island Languages & English Not Well	.01%

Languages Spoken at home (Ages 18-64)	Percent
Spanish & English Not well	.05%
Asian-Pacific Island Languages & English Not Well	.01%
Speak Ind-European & English Not Well	

Languages Spoken at home (Ages 65+)	Percent
Spanish & English Not well	.1%
Asian-Pacific Island Languages & English Not Well	.01%

Community Advisory Groups

Forming partnerships with Community Based Organizations (CBOs) such as Sacred Pipe Resource Center, Missouri Valley Coalition of Homeless People, Ministry on the Margins, and Youthworks will significantly enhance the effectiveness of the project. These organizations, deeply rooted in advocacy, possess an unparalleled understanding of the communities they serve. By collaborating with them, project goals can be aligned with the real-world needs and experiences of these communities. Engaging in individual meetings with these CBOs allows the team to integrate data with a human-centric approach, ensuring the project resonates with and effectively serves the populations the study is directed towards. This partnership not only enriches the team's understanding but also strengthens the project's impact, making it more responsive and relevant to the community's needs.

The CBOs involved in this project will be compensated for their time and effort. This compensation recognizes their valuable contributions in attending quarterly meetings, distributing study information, and convening meetings. It accounts for their time spent in preparation, follow-up, as well as direct costs incurred, such as supplies and childcare. This ensures that their participation in the project is sustainable and acknowledges the crucial role they play in engaging the community and advancing the study's objectives. The anticipated tasks are:

- Attend Steering Committee Meetings
 - Attend four 2-hour Steering Committee Meetings.
 - Allocate up to 1-hour for preparation and follow-up.
 - Total time commitment: 3 hours per quarter (12 hours total)
- Distribute Study Information
 - Share study information and participation opportunities through email, newsletters, social media, or other communication channels.
 - Distribute information up to 3 times per quarter.
 - Total time commitment: 2 hours per quarter (8 hours total for four distributions)
- Host Listening Sessions and Focus Groups
 - Organize meetings with members, constituents, and interested parties.
 - Meetings to provide input to the study, with content supplied by Bolton & Menk.
 - Plan for up to 2 meetings during the project lifespan with the scale and number of meetings to be determined.

Stakeholder Relationship Management Assessment Activity (SRMA) Summary

During the first Steering Committee meeting, the team undertook the significant task of conducting a Stakeholder Relationship Management Assessment (SRMA) activity. This was a key step in identifying and understanding the different groups and individuals involved in the project. The activity was essential for recognizing the various interests and potential conflicts among stakeholders. The stakeholder list was expanded through these discussions and used a strategic approach to map out each group's level of involvement and interest in the project. This initiative was not just a starting point but also a guiding framework for interactions with these groups throughout the project's duration.

- **Initial Stakeholder Identification:**
 - Began with 15 stakeholders including BisMan Transit, City of Bismarck/Mandan, and NDDOT.
 - Additional stakeholders added: Global Neighbors, Western Plains public health, Senior Centers, Bismarck State College, CHI, Law Enforcement, and others.
 - Bolton & Menk team recorded contributions from the Steering Committee.
- **Discussion of Interests and Conflicts:**
 - Addressed potential interests and conflicts among stakeholders.
 - Example: Cities and counties (Bismarck/Mandan, Burleigh/Morton) were separated due to unique interests like infrastructure and policy.
 - Community Based Organizations (CBOs) focused on impact strategies and advocacy, with historical distrust noted as a conflict.
- **Conflict Mapping and Stakeholder Engagement:**
 - Identified four key stakeholder groups for detailed mapping.
 - Measured involvement and interest levels (low, medium, high) on a grid.
 - High involvement/interest groups receive more focus; low involvement/interest groups are monitored.
 - Emphasized evolving nature of stakeholder engagement throughout the project.
- **Special Considerations:**
 - Discussed engagement with Native American tribes and elected officials.
 - Noted varying interest and involvement levels, with advocacy networks being key for tribal engagement.
 - Elected officials were initially viewed as low involvement/interest, with potential growth over time.
- **Key Stakeholder Observations:**
 - Missouri Valley Coalition of Homeless Persons: high involvement and interest.

- Community Based Organizations: expected high involvement and interest but challenged by time and mission alignment.
- Business Community: low interest and involvement but important for information sharing.
- Private Healthcare Providers: medium involvement, high interest, with differing perspectives from leadership and direct providers.
- **Continuous Assessment and Engagement:**
 - The Stakeholder Relationship Management Assessment (SRMA) process is dynamic and will be revisited in Steering Committee meetings.
 - Data collected will inform the Public Engagement Plan and guide ongoing engagement efforts.

The SRMA activity provided the team with a thorough understanding of the intricate web of stakeholder relationships. It helped identify the key groups, gauge their desire for involvement, and understand their specific interests. This process is not static; it is an integral, evolving part of this Public Engagement Plan. It will be continuously referred to and updated to ensure the approach remains relevant and effective. Moving forward, the insights gained from this exercise will be crucial in steering the project in the right direction, building trust in the community, and ensuring that outcomes align with the diverse needs and viewpoints of all stakeholders.

Stakeholder List

The first Steering Committee meeting was used to create a list of stakeholders for the project. This list was put together from the conversations had with the community, the Steering Committee, and the work done in the Stakeholder Relationship Management Assessment (SRMA) Activity. This list was made to ensure proper communication between the study team and the stakeholders involved. It's important to know who these stakeholders are so they can stay informed and involved in the project. This list isn't just a bunch of names; it's a way to understand who needs to be talked to and worked with to make the project successful.

Stakeholder Group	Point of Contact	Email
City of Bismarck	Ben Ehreth Gabe Schell	behreth@bismarcknd.gov gschell@bismarcknd.gov
City of Mandan	Jarek Wigness Andrew Stromme	jarek.wegness@cityofmandan.com Andrew.stromme@cityofmandan.com
Burleigh County	Mitch Flanagan Marcus Hall	mflanagan@nd.gov mahall@nd.gov
Morton County	Natalie Pierce John Saike	Natalie.pierce@mortonnd.org john.saiki@mortonnd.org
Bis-Man Transit	Diedre Hughes	dhughes@bismantransit.com
BisMan MPO	Kim Riepl	kriepl@bismarcknd.gov
FHWA	Kristen Sperry	Kristen.sperry@dot.gov
FTA	Ranae Tunison	Ranae.tunison@dot.gov
Bismarck Mandan Chamber of Commerce	Cathryn Sprynczynatyk	cathryn@bmcedc.com
Missouri Valley Coalition for Homeless Persons	Caitlin McDonald	cmcdonald@agree.org
Dakota Center for Independent Living	Royce Schultze	royces@dakotacil.org
Ministry on the Margins	Sister Kathleen Atkinson	kathleen@ministryonthemargins.org

United Way	Jena Gullo Laura Duppong	jgullo@msaunitedway.org admin2@msaunitedway.org
West Central Human Services	Brad Brown	dhswhsc@nd.gov
Sacred Pipe Resource Center	Cheryl Kary	cheryl@sacredpip.net
Native American Development Center	Taylor Keplin	taylor@ndnativecenter.org
Bismarck Burleigh Public Health	Rena Moch	rmoch@bismarcknd.gov
Sanford Health	Brian Ritter Marnie Walth	Brian.ritter@sanfordhealth.org marnie.walth@sanfordhealth.org
Heavens Helpers Soup Kitchen	Mark Meier	mark@soupcafe.org
Stepping Stone Ministry	Idelle Badt	Idelle@steppingstoneministries.com
Bismarck Public Library	Christine Kujawa	ckujawa@bismarcklibrary.org
Mandan Public Library	Barb Sandstrom	bsandstrom@mortonmandanlibrary.org
United Tribes Technical College	Lisa Azure	lazure@uttc.edu
NDDOT	Wayne Zacher Dean Schloss	wzacher@nd.gov dschloss@nd.gov
Global Neighbors	Leah Hargrove	director@bismarckglobalneighbors.org
Western Plains public health	Erin Ourada	ourada@westernplainsph.org
Bismarck Senior Center	Renee Kipp	reneek@burleighsenioradults.org
Mandan Senior Center	Debbie Lafferty	debbie.mgas@midconetwork.com
Bismarck State College		BSC.publicaffairs@bismarckstate.edu
CHI	Nancy Miller Michelle Walker	Nancy.miller900@commonspirit.org michelle.walker900@commonspirit.org

Law Enforcement	Jason Ziegler	jziegler@mandanpd.com
Metro Area Ambulance Service	Todd Porter	701-255-0812
Burleigh Morton Detention Center	Kelly Leben	twangen@burmordc.com
AARP	Janelle Moos	jmoos@aarp.org
Dream Center	Jim Barnhardt	jimbarnhardt@msn.com
Hit Inc.	Mike Remboldt	mremboldt@hitinc.org
Enable ND	Hillary	
Pride, Inc.		info@prideinc.org
F5	Adam Martin	info@f5project.org
Center Inc. (Transitional Housing)	Josh Helmer	joshhe@centreinc.org
Bismarck Transition Center	Kevin Arthaud	karthaud@cccscorp.com
Abused Adult Resource Center	Michelle Erickson	aarc@aarcnd.com
MidDakota Clinic	Rebecca Baron Curtis Furman	Rebecca.baron@middakotaclinic.com Curtis.furman@middakotaclinic.com

Engagement Approach & Timeline

The comprehensive engagement approach is designed to align community engagement activities with the engineering schedule, ensuring a cohesive and effective process. The approach is structured in three distinct phases, each tailored to meet specific objectives and milestones.

- **Phase 1: Identify Issues (Dec 23 – Mar 31)**

The stakeholder groups and associated service locations will be identified through meetings held with the Steering Committee and CBOs. The goal of this step is to identify the key populations of need and transportation barriers in need of resolution.

- **Listening Sessions and Focus Groups** – Coordination and collaborations with CBOs will host 5 listening sessions with community members. These meeting locations will be determined by Steering Committee and CBOs.
- **Comment Boxes** – Comment boxes will be located at five service locations across the study area equipped with survey cards to inquire about key areas of need.

- **Phase 2: Identify Alternatives (Mar 24 – Jul 24)**

Communication with Steering Committee and CBOs will help to identify locations for targeted outreach. The goal of this phase is to gain feedback on potential solutions at ten key locations.

- **Event Pop-Ups** – Pop-up events will be used to identify locations and will be coordinated with vendors for execution. The purpose of these events is to present initial findings of the issues identified, present alternatives, and solicit feedback from the public on preferred alternatives.
- **Open Houses** – An open house will be used to identify locations and will be coordinated with vendors for execution. The purpose of these events is to present initial findings of the issues identified, present alternatives, and solicit feedback from the public on preferred alternatives.
- **Virtual Engagement** – Use of INPUTiD™ will help to gather public input based on alternative development and feedback on the draft plan content. This will be embedded via an ESRI StoryMap introductions of the project goals and key findings.

- **Phase 3: Implementation Strategies (Aug 24 – Dec 24)**

The final engagement element will be to present the implementation strategy to local leadership. The goal of this phase is to ensure that the implementation strategies are feasible, attainable, and to identify implementation partners.

- **Formal Adoption Presentations** - Bolton & Menk will conduct four presentations at the Bismarck Board of City Commissioners, the Mandan City Commission, the MPO TAC and Policy Board. All presentations will be coordinated with the MPO.

Preliminary Study Phase: [Dec 2023 – Nov 2024]

Items with an “X” indicate that the tool will be used during that month.

Engagement Tool	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Steering Committee	X		X				X				X	
Listening Sessions			X	X			X	X				
CAG Coordination		X		X			X		X			
INPUTiD™			X	X			X	X				
Comment Boxes			X	X								
Open Houses							X					
Event Pop-ups						X		X				

Engagement Tools

For the Safe Routes to Services and Complete Streets Study the team will utilize a diverse range of tools and strategies to enhance community engagement and project management. This approach includes interactive meetings like Steering Committees and Listening Sessions, alongside dynamic Pop-up Events, and a Public Open House for direct community involvement. Effective Marketing and Promotional Tools will be employed to help communicate engagement opportunities to ensure a maximum of participation. These integrated resources ensure effective communication, feedback collection, and community participation.

Meetings

Steering Committee - A series of four strategic meetings involving key stakeholders to guide and oversee the project's progress.

Listening Sessions - Five interactive sessions designed to gather community feedback and insights on the project.

Pop-up events - Dynamic, informal events set up in public spaces to engage with the community and disseminate project information.

Public open houses - A single, large-scale event providing an opportunity for the public to learn about the project, ask questions, and provide feedback.

Marketing/Promotional Tools

Media releases - Official statements distributed to media outlets to announce significant milestones or updates about the project.

CBO email list-serve - Utilization of a dedicated email list to disseminate project information to community-based organizations.

Project updates - A regular bulletin providing updates, news, and insights about the project to stakeholders.

Social media - Strategic use of various social media platforms to engage with the public and promote project awareness.

Informational / Data Collection Tools

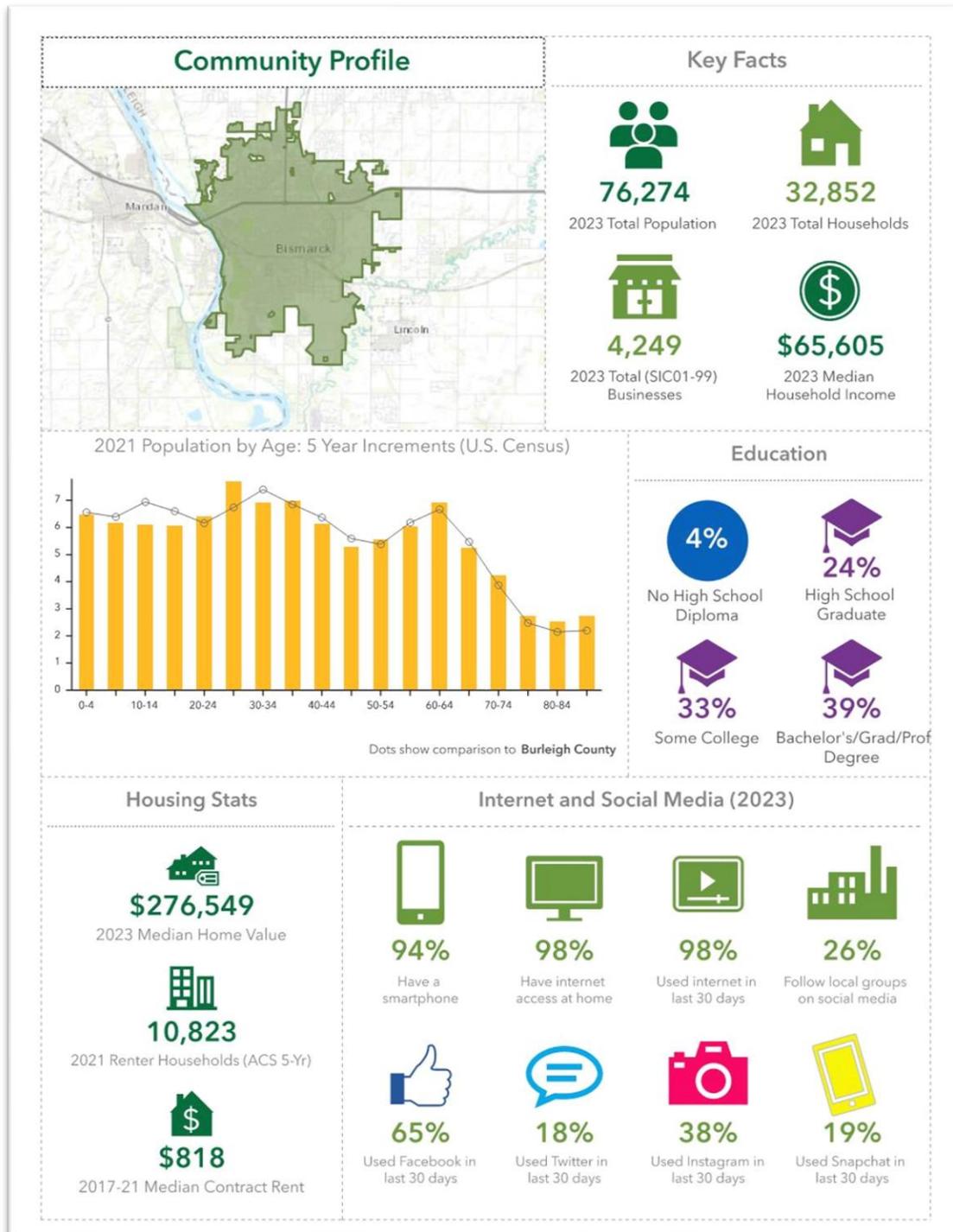
INPUTiD™ interactive comment map - A dynamic mapping tool that allows users to leave location-specific comments and feedback about the project.

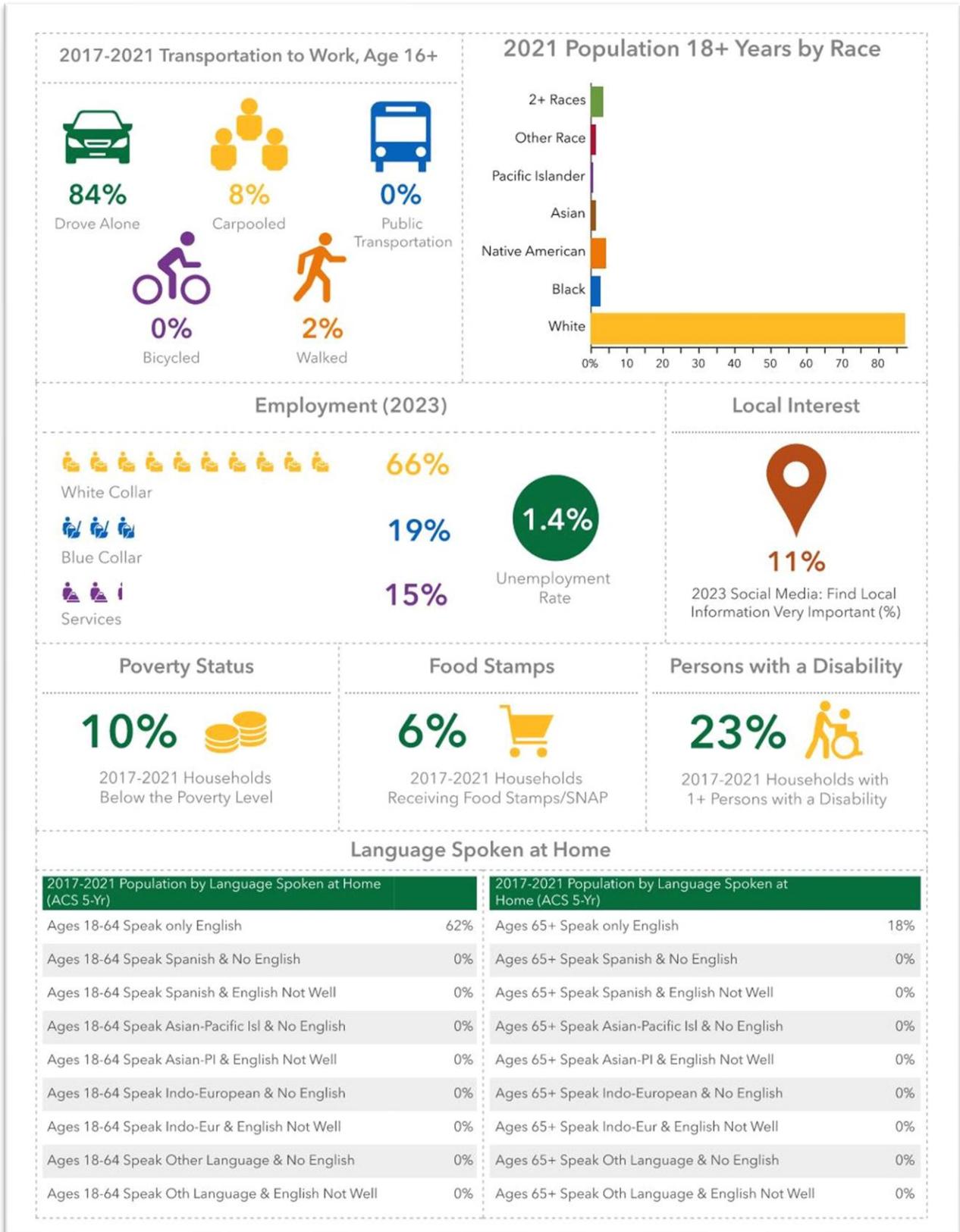
Project handouts - Printed materials distributed to provide concise and tangible information about the project.

Comment Boxes - Physical or digital boxes placed at strategic locations for the public to submit their comments and suggestions about the project.

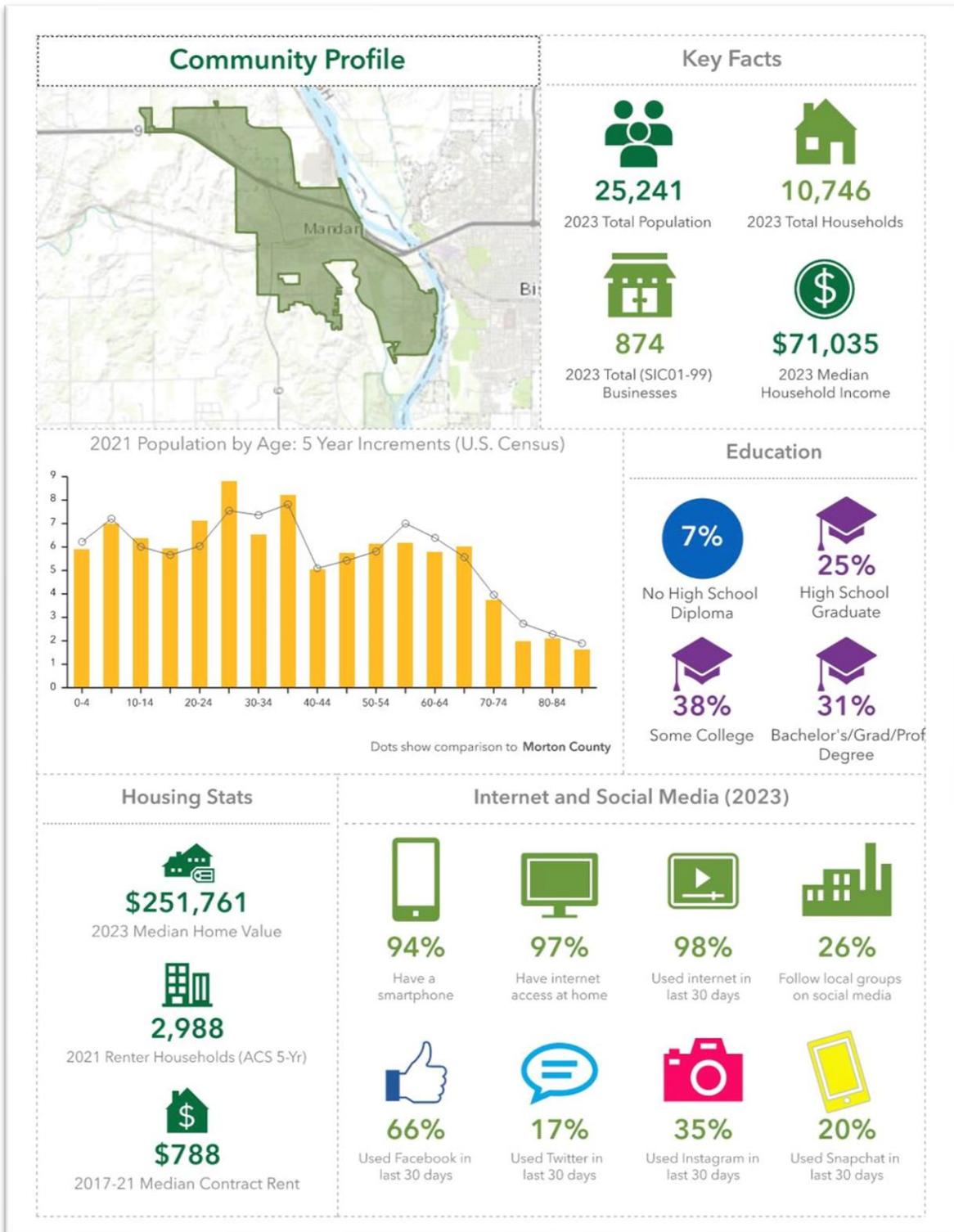
Appendix A: Community Profile Report

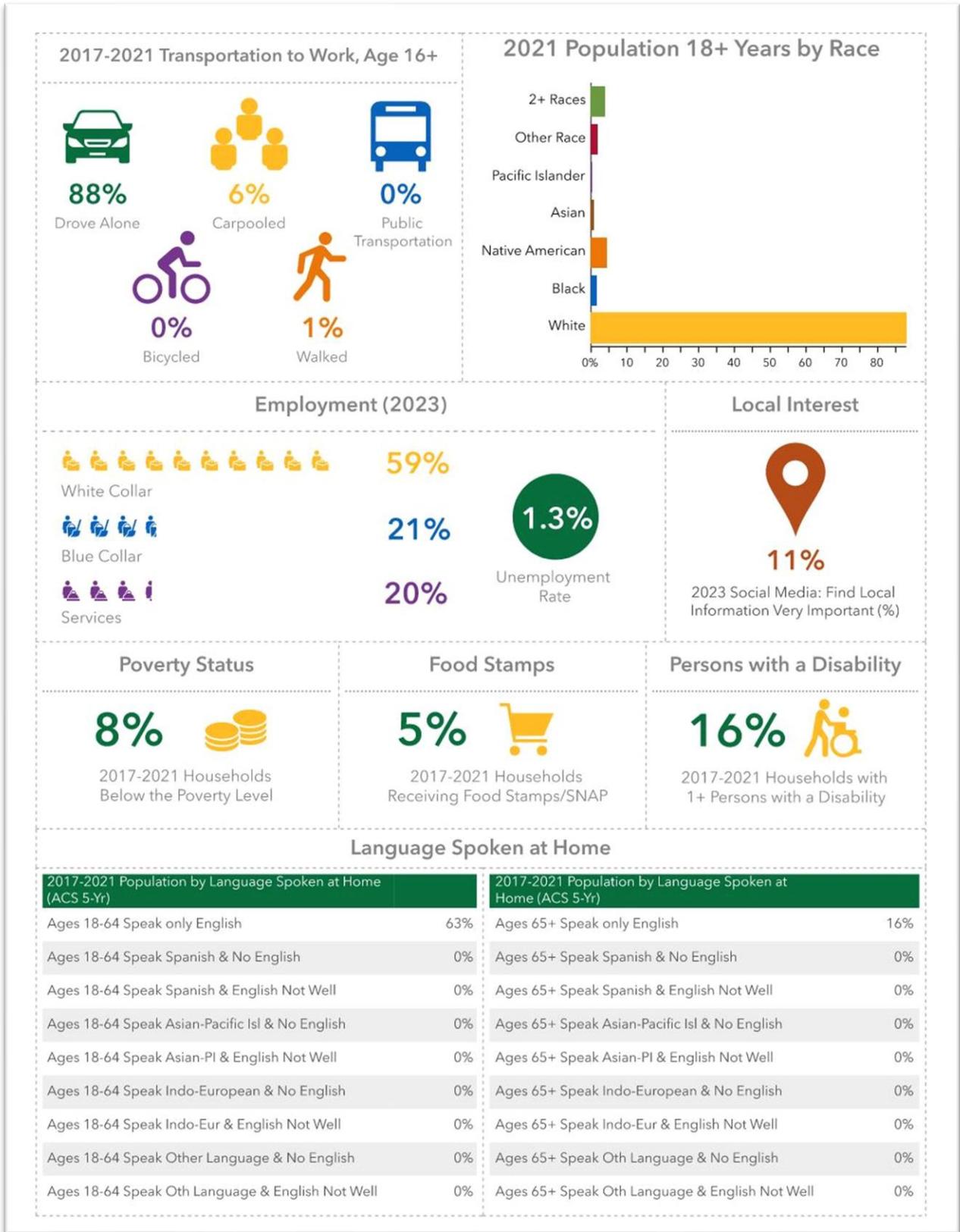
Bismarck Profile:





Mandan Profile:





Appendix B: Project Team & Roles

Steering Committee

Name	Organization	Email
Kim Riepl	BisMan MPO – Project Manager	kriepl@bismarcknd.gov
Ben Ehreth	City of Bismarck – Planner	behreth@bismarcknd.gov
Gabe Schell	City of Bismarck – Engineer	gschell@bismarcknd.gov
Andrew Stromme	City of Mandan – Planner	andrew.stromme@cityofmandan.com
Jarek Wigness	City of Mandan – Engineer	jarek.wigness@cityofmandan.com
Royce Schultze	Dakota Center for Independent Living	royces@dakotacil.org
Mike Remboldt	HIT, Inc.	mremboldt@hitinc.org
Diedre Hughes	BisMan Transit	dhughes@bismantransit.com
Wayne Zacher	NDDOT – MPO Coordinator	wzacher@nd.gov
Dean Schloss	NDDOT – Bismarck District	dschloss@nd.gov
Kristin Sperry	FHWA	Kristen.sperry@dot.gov
Ranae Tunison	FTA	ranae.tunison@dot.gov
Erin Ourada	Western Plains Public Health	ourada@westernplainsph.org
Ranae Moch	Bismarck Public Health	rmoch@bismarcknd.gov
Cheryl Kary	Sacred Pipe Resource Center	Cheryl@sacredpipe.net
Kathleen Atkinson	Ministry on the Margins	kathleen@ministryonthemargins.org
Mike Bittner	Bolton & Menk – Project Manager	mike.bittner@bolton-menk.com
Cody Christianson	Bolton & Menk – Bike/Ped Specialist	cody.christianson@bolton-menk.com
Marcell Walker	Bolton & Menk – Equity Lead	marcell.walker@bolton-menk.com
Blue Weber	Bolton & Menk – Public Engagement Lead	blue.weber@bolton-menk.com

Community Based Organizations

Name	Organization	Email
Caitlin McDonald	Missouri Valley Coalition of Homeless People	cmcdonald@agree.org
Cheryl Kary	Sacred Pipe Resource Center	cheryl@sacredpipe.net
Mark Heinert	Youthworks	mheinert@youthworksnd.org
Tara Olheiser	Ministry on the Margins	tara@ministryonthemargins.org

Consultant Role

Bolton & Menk will prepare and provide project correspondence, as well as provide schedule updates, monthly invoices, and monthly progress reports.

Safe Routes to Services/Complete Streets Study

ORGANIZATIONAL LISTENING SESSIONS

WHAT:

**Ministry on the Margins
Listening Session**

WHEN:

Thurs. March 28th | 2:00 - 4:00 PM

WHERE:

**Ministry on the Margins
201 N. 24th Street,
Bismarck, ND 58201**

JOIN US!




ministry
ON THE MARGINS

Get Involved!

Your voice is crucial to the success of the Safe Routes to Service Project. Together, we can make a significant impact on the safety and accessibility of your routes.

Can't Make It?

Give us your feedback on our interactive map! Scan the QR code or visit: <https://gis.bolton-menk.com/inputid/?app=BismarckMandanSRTS>



Safe Routes to Services/Complete Streets Study

ORGANIZATIONAL LISTENING SESSIONS

WHAT:

**Missouri Valley Coalition of Homeless
People Membership Meeting**

WHEN:

Mon. March 25th | 10:00 - 11:30 AM

WHERE:

**Dream Center
1805 Park Avenue,
Bismarck, ND 58504**

JOIN US!




mvchp
Missouri Valley
Coalition for
Homeless People INC

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Safe Routes to Services/Complete Streets Study

ORGANIZATIONAL LISTENING SESSIONS

WHAT:

Sacred Pipe Listening Session

WHEN:

Wed. March 27th | 5:30 - 7:00 PM

WHERE:

**Sacred Pipe Resource Center
925 Basin Avenue,
Bismarck, ND 58501**

JOIN US!



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Safe Routes to Services/Complete Streets Study

ORGANIZATIONAL LISTENING SESSIONS

WHAT:

Youthworks Listening Session

WHEN:

Thursday, March 28th

2 - 3 PM: Youth under 18

3 - 4 PM: Youth ages 18-24

WHERE:

Youthworks

**309 Mandan Street, #4,
Bismarck, ND 58501**

JOIN US!



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ministry

ON THE MARGINS

Safe Routes to Services/Complete Streets Study

COMMUNITY POP UP!

Friday May 31 | 10:00 - 11:30 AM at Ministry on the Margins

201 N. 24th Street, Bismarck, ND 58201

YOUR VOICE MATTERS!

The study team thanks those who gave feedback in the first phase of community engagement! As we enter our second phase, we are excited to learn even more about what the community wants to see.

This pop up is the first opportunity in Phase 2 of the study to learn about the project progress and give your input.

Can't make it?

Don't worry - there will be future engagement opportunities. Visit the website to learn more!

Scan the QR code



or visit:

<https://arcg.is/1uOSqC>



DREAMCENTER BISMARCK

Safe Routes to Services/Complete Streets Study

OPEN HOUSE!

Tuesday, June 18 | 4:00 - 6:00 PM at Dream Center Bismarck
1805 Park Ave. Bismarck, ND 58504

YOUR VOICE MATTERS!

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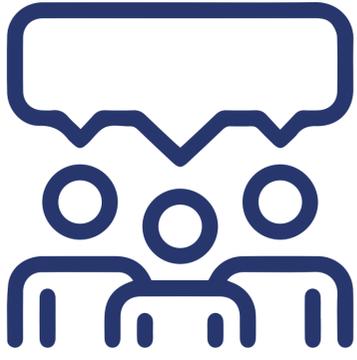
<https://arcg.is/1uOSqC>

WELCOME!



Thank you for joining us!



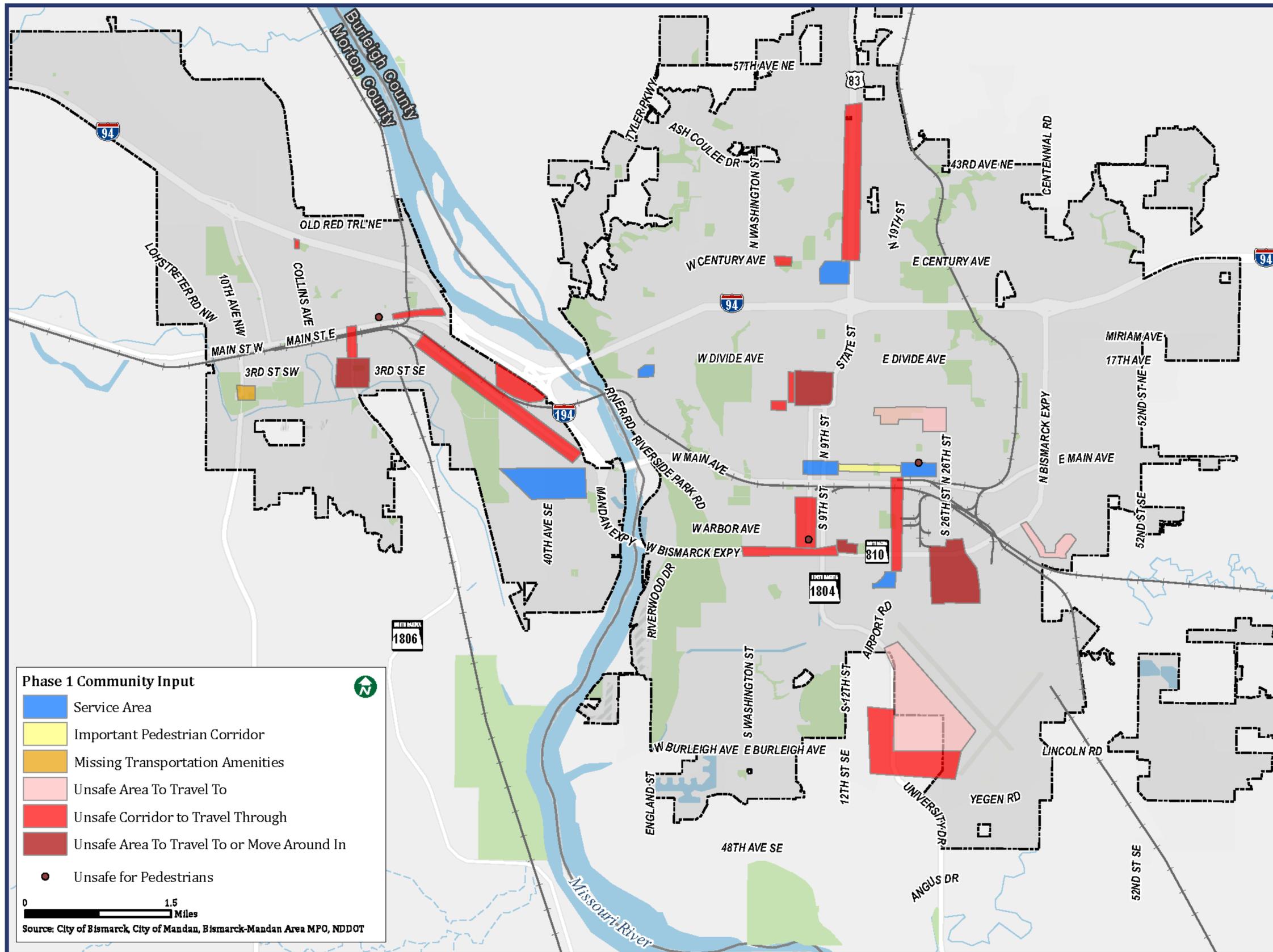


Your voice was heard!

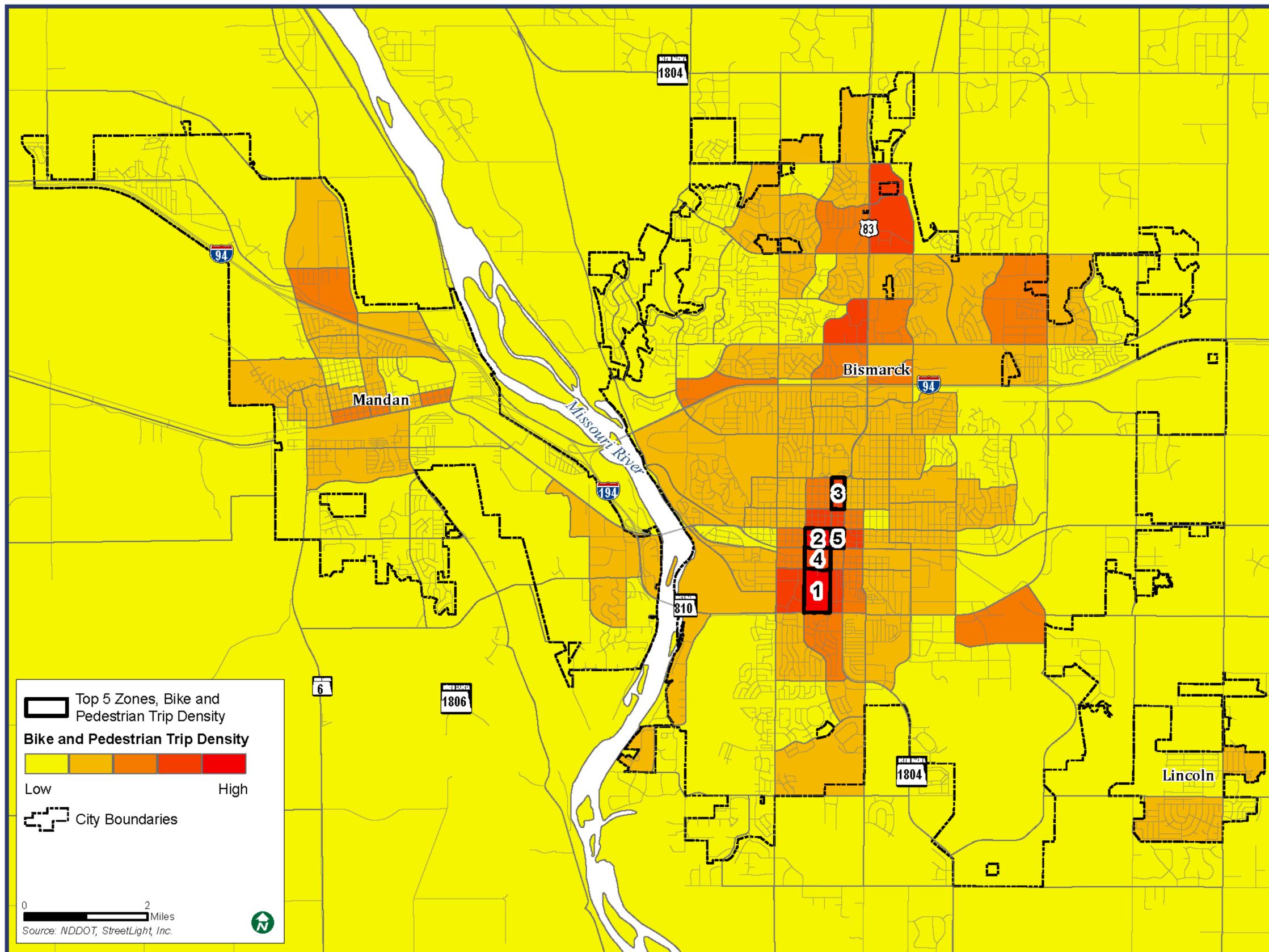
- **Snow Removal Issues:** Snow isn't cleared well, making pedestrians walk on streets, which can be dangerous and lead to harassment.
- **Need for Walking Paths:** There's a demand for better walking paths, especially between Ministry on the Margins and the Dream Center, with problems around limited access through a trailer park.
- **Bus System Problems:** High bus fares, limited service hours (late-night and Sundays), and lack of direct routes between Bismarck and Mandan are major concerns.
- **Bicycle Infrastructure:** Many people rely on bikes but struggle with few bike racks, maintenance issues, and theft. Suggestions include bike donations and maintenance workshops.
- **Dangerous Intersections:** Intersections like 26th/Rosser are seen as dangerous for pedestrians and need safety improvements.
- **Pedestrian Crosswalks:** Short crossing times at crosswalks, especially during icy conditions, are a big problem.
- **Hospital Discharge Transport:** Patients discharged from hospitals often lack transportation home, needing better transit support.
- **School Bus Policies:** School bus policies not covering students living within certain distances from schools affect safe routes for kids.
- **Public Transit Access:** Improve bus schedules to align better with peak times, reducing reliance on costly alternatives like Uber/Lyft.
- **Community vs. Business Focus:** There's concern that Bismarck's planning focuses too much on businesses and not enough on residents, especially in connecting low-income housing with jobs.



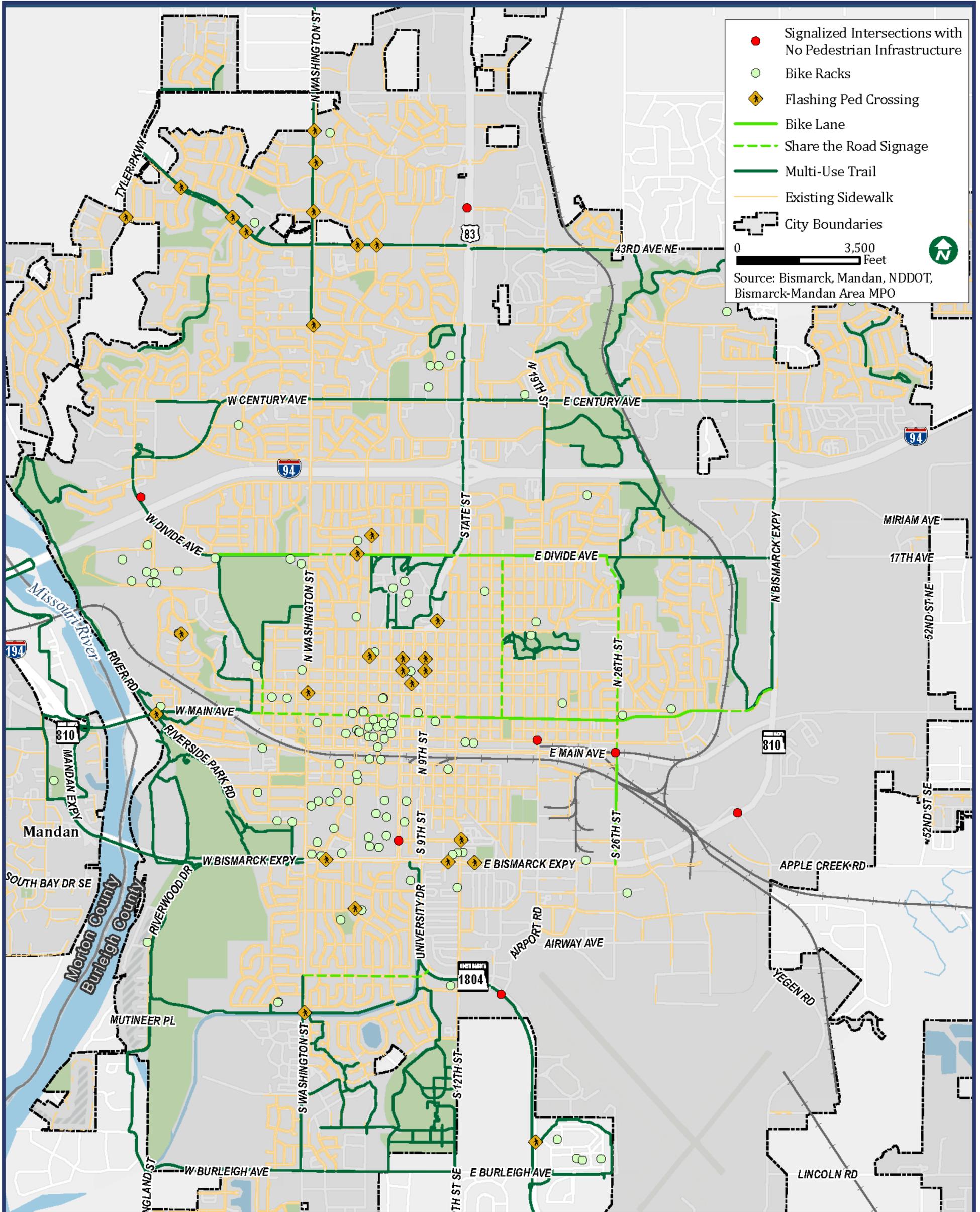
COMMUNITY INPUT



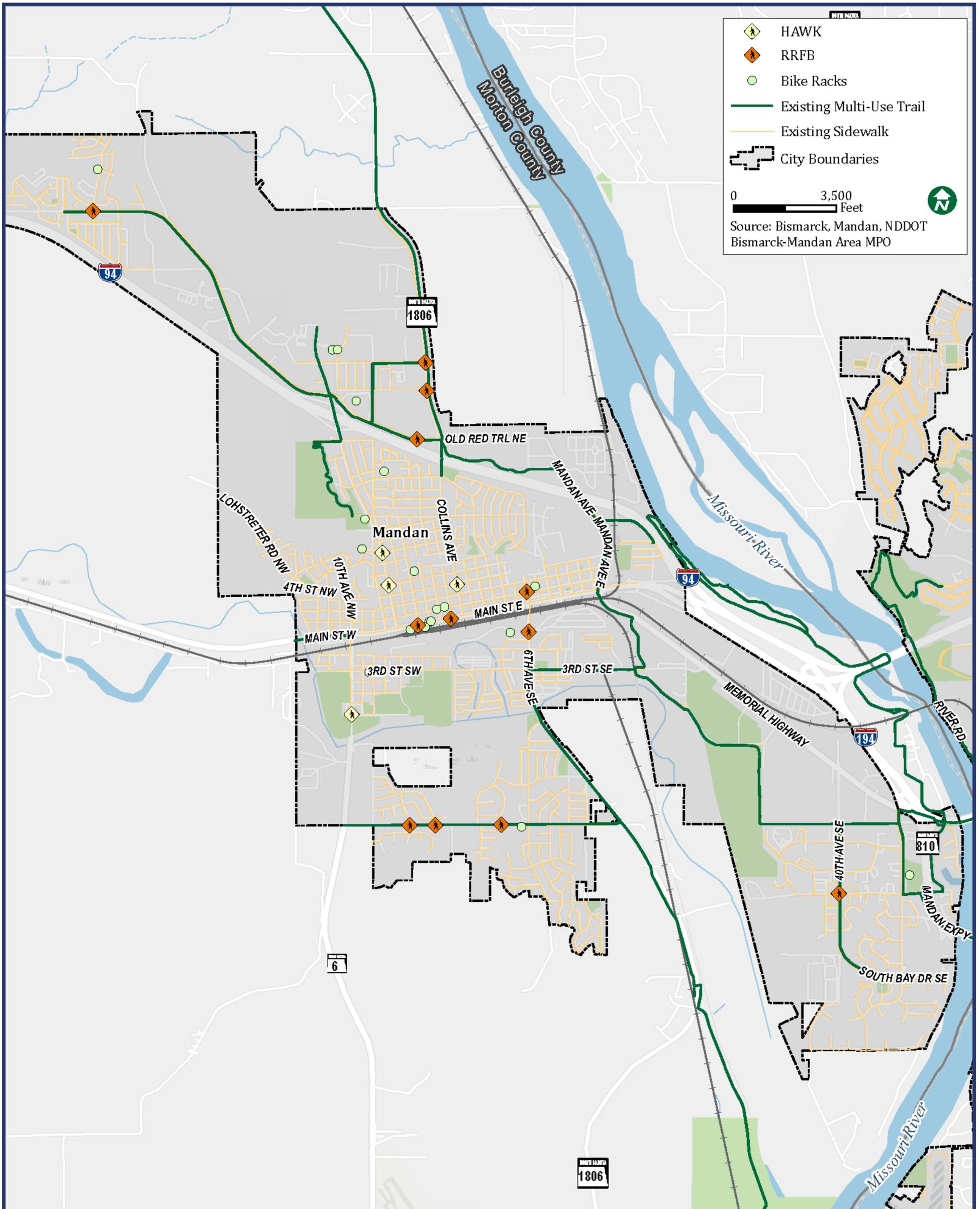
BIKE & PEDESTRIAN TRIPS



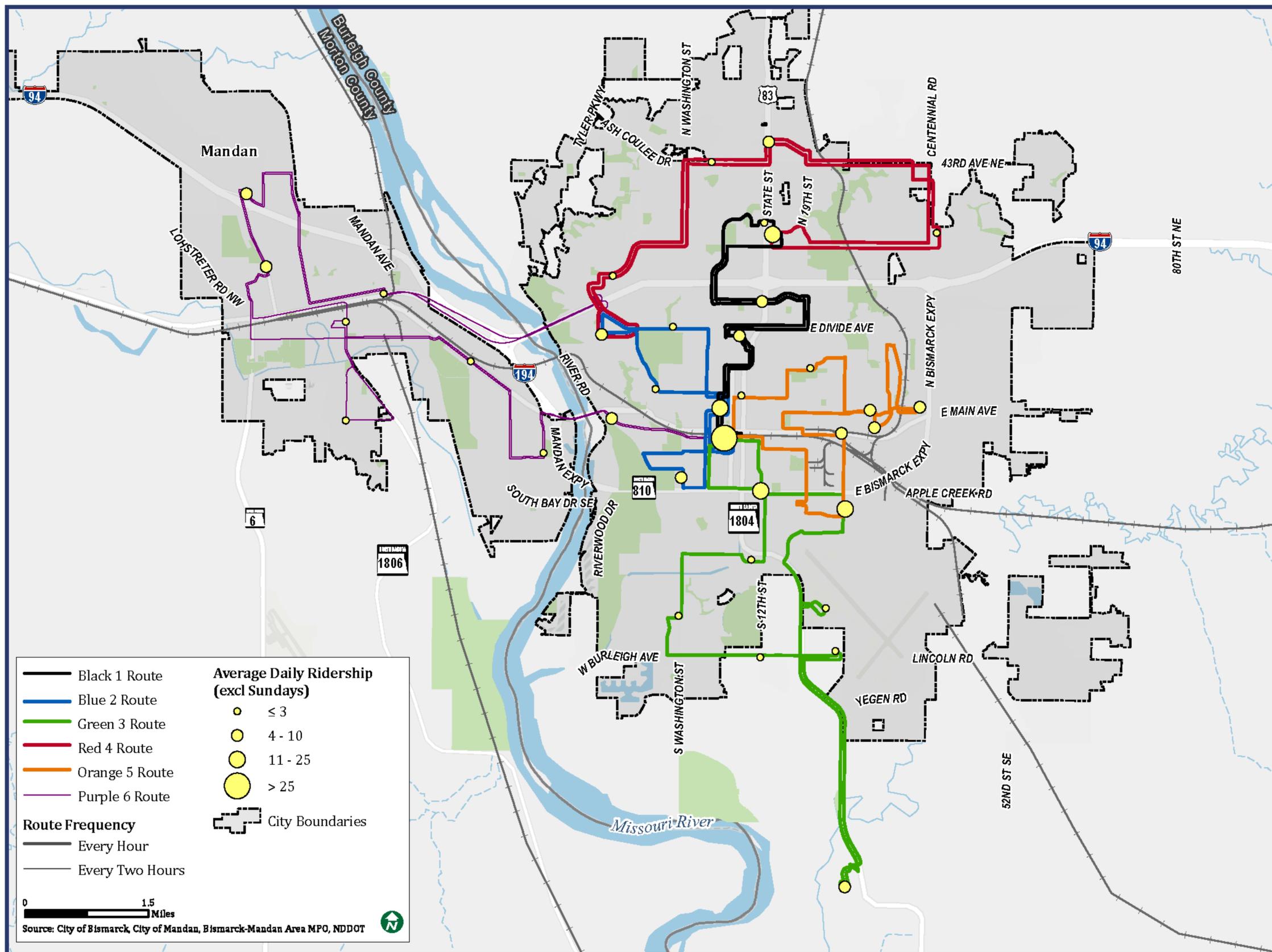
BIKE & PEDESTRIAN INFRASTRUCTURE - BISMARCK



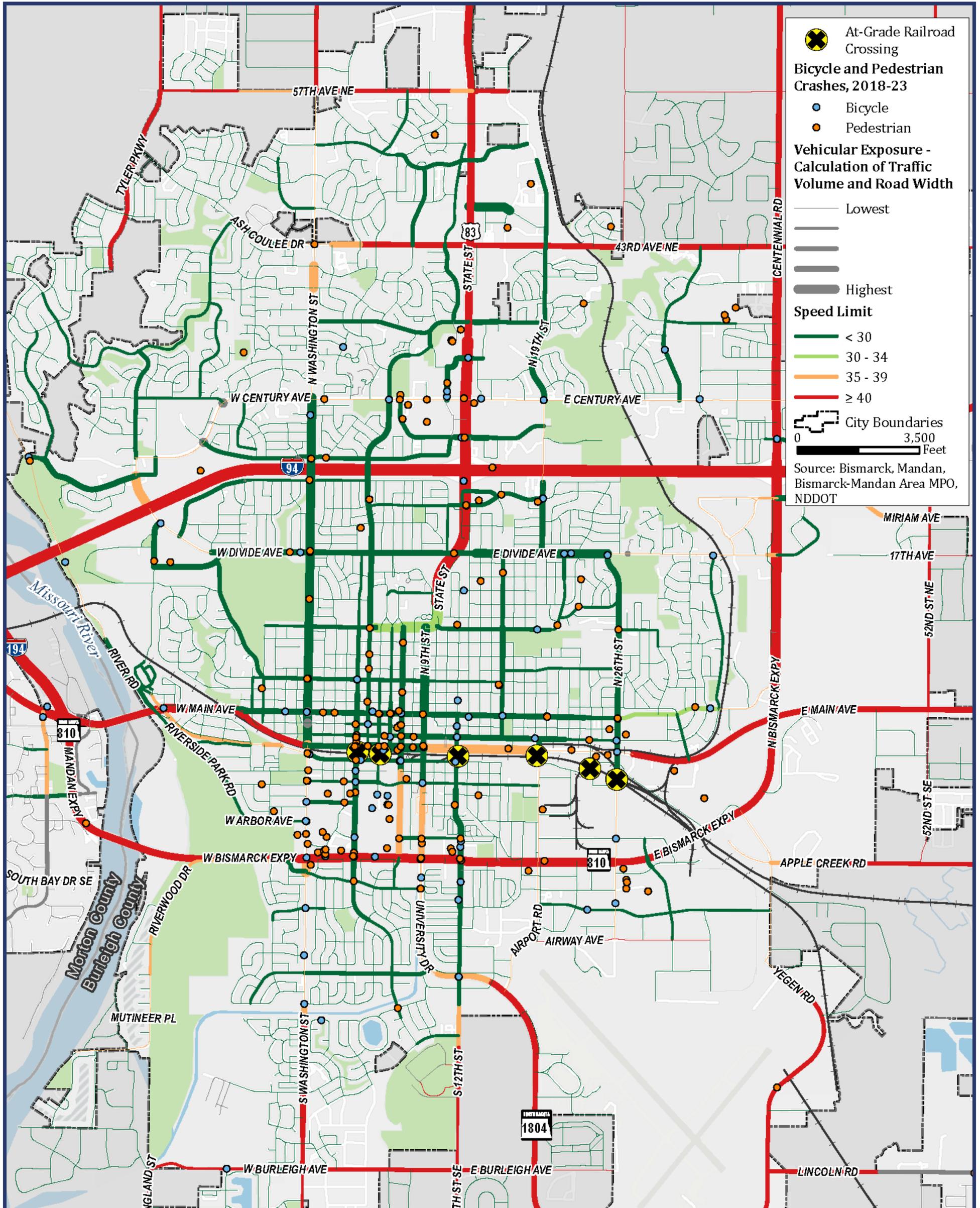
BIKE & PEDESTRIAN INFRASTRUCTURE - MANDAN



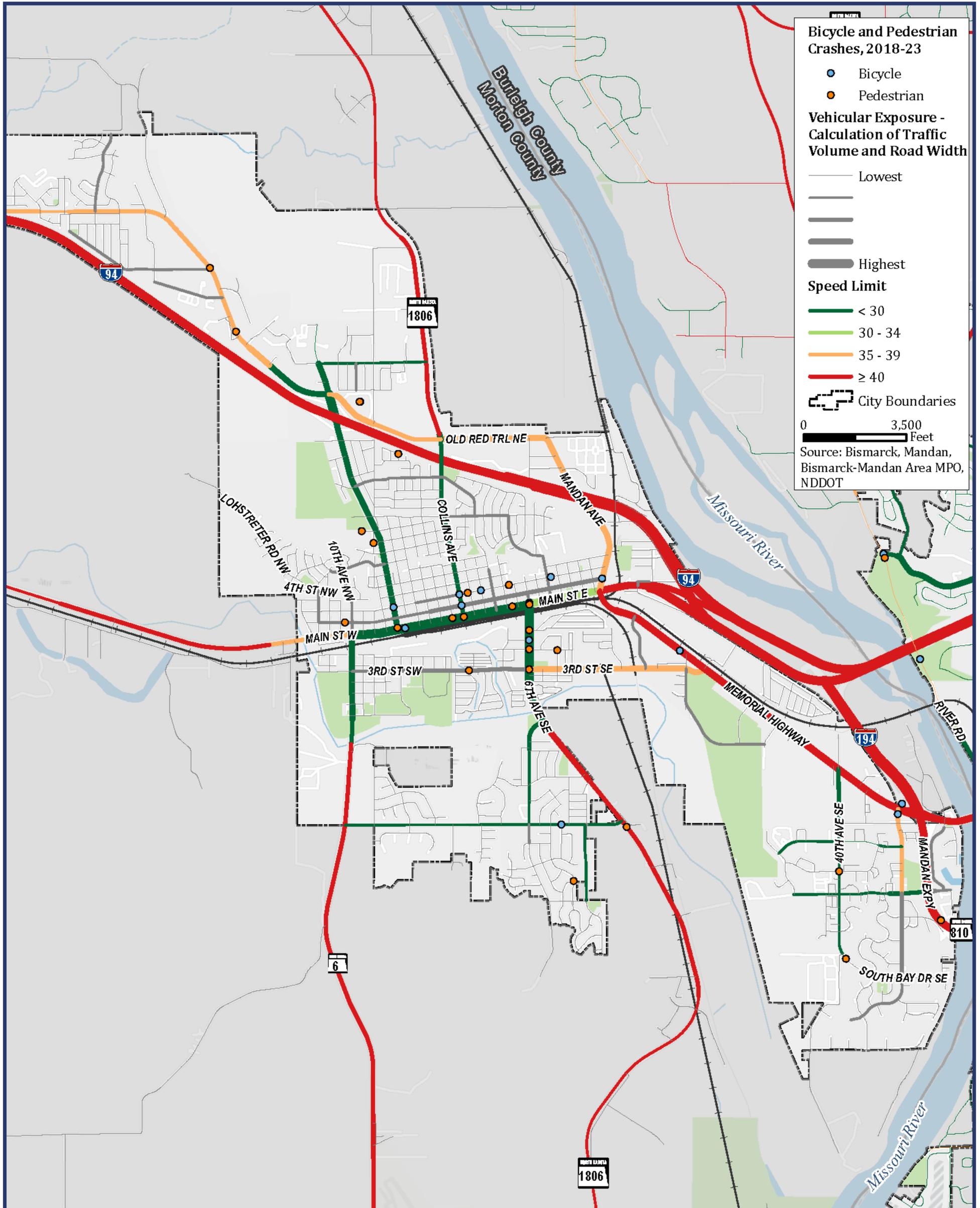
TRANSIT: RIDERSHIP BY STOPS



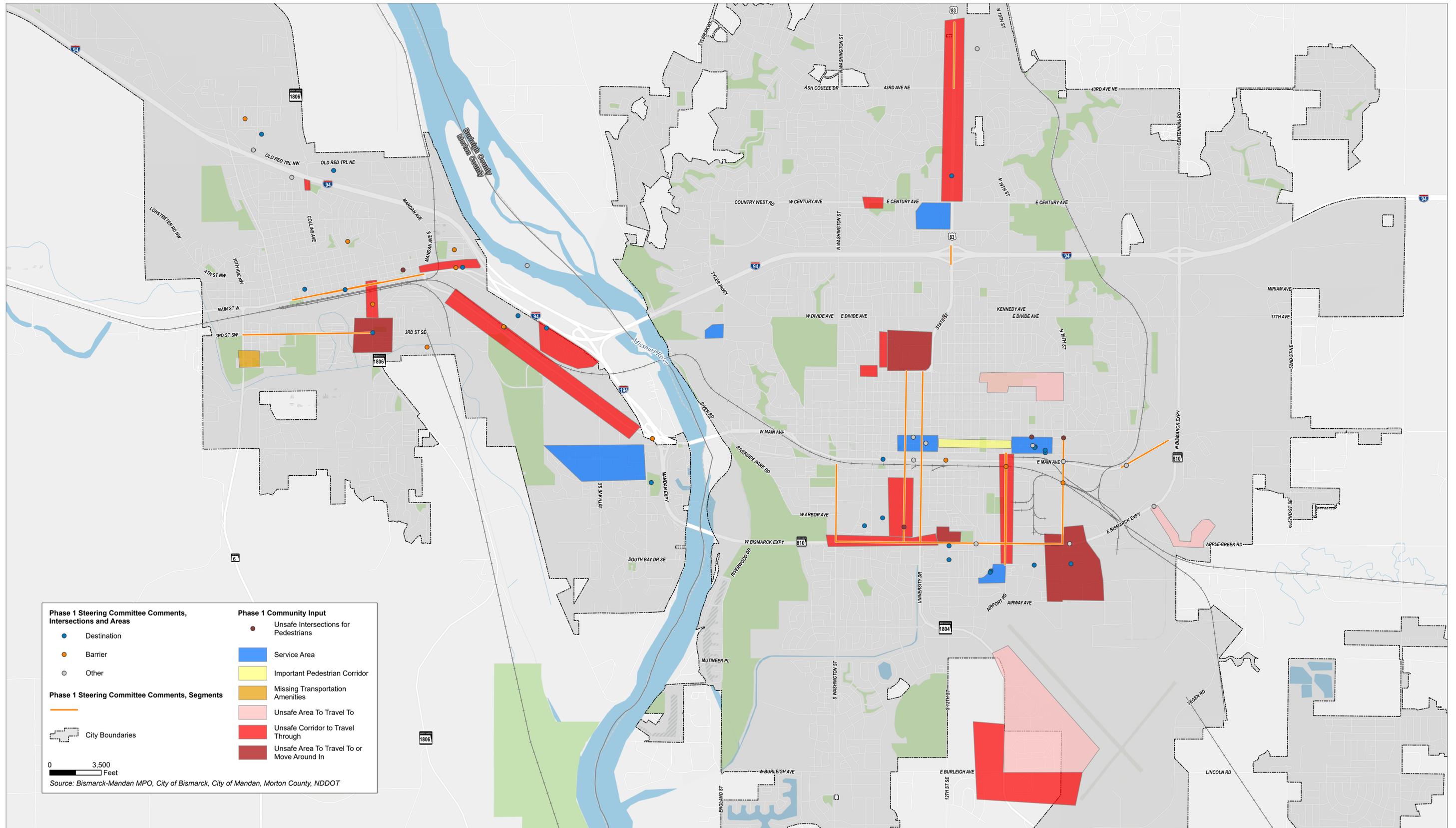
TRAFFIC BARRIERS - BISMARCK



TRAFFIC BARRIERS - MANDAN



Map of Comments and Commented on Locations



To interact digitally, scan this QR code!



SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Division/District/Consultant <u>Bolton & Menk</u>	
Meeting Location <u>Dream Center</u>	Meeting Type <u>Open House</u>
Meeting Date <u>6/18/2024</u>	PCN
Project Number	
Project Description <u>Safe Routes to Services</u>	

Name (Please print) <u>PATRICK M'KEE</u>	Title/Representing		
Address <u>700 S. 12th ST LOT 202</u>	City <u>BISMARCK</u>	State <u>ND</u>	ZIP Code <u>58504</u>
Email Address	Telephone Number <u>(701) 214-8998</u>		

Name (Please print) <u>Les Noehre</u>	Title/Representing <u>Bolton & Menk</u>		
Address <u>3222 Frost LN</u>	City <u>Bismarck</u>	State <u>ND</u>	ZIP Code <u>58503</u>
Email Address	Telephone Number		

Name (Please print) <u>Blue Weber</u>	Title/Representing <u>Bolton & Menk</u>		
Address <u>522 Belmont Rd.</u>	City <u>Grand Forks</u>	State <u>ND</u>	ZIP Code <u>58201</u>
Email Address <u>blue.weber@bolton-menk.com</u>	Telephone Number <u>701-960-9107</u>		

Name (Please print) <u>Kim Riepl</u>	Title/Representing <u>Bis-man. NPO</u>		
Address <u>221 N. 5th St.</u>	City <u>Bismarck</u>	State <u>ND</u>	ZIP Code <u>58506</u>
Email Address <u>kriepl@bismarcknd.gov</u>	Telephone Number <u>701-355-1844</u>		

Name (Please print) <u>Renae Moche</u>	Title/Representing <u>Bismarck Burleigh Public Health</u>		
Address <u>407 S. 26th St.</u>	City <u>Bismarck</u>	State <u>ND</u>	ZIP Code <u>58504</u>
Email Address <u>rmoche@bismarcknd.gov</u>	Telephone Number <u>701-355-1541</u>		

Name (Please print) <u>Cody CHRISTIANSON</u>	Title/Representing <u>Bolton & Menk</u>		
Address	City <u>Fargo</u>	State <u>ND</u>	ZIP Code <u>58104</u>
Email Address	Telephone Number		

Name (Please print) <u>Diane Lehman Truck</u>	Title/Representing		
Address <u>3425 Overlook</u>	City <u>Bismarck</u>	State <u>ND</u>	ZIP Code <u>58503</u>
Email Address	Telephone Number		

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Division/District/Consultant <u>Bolton & Meak</u>		
Meeting Location <u>DREAM CENTER</u>	Meeting Type <u>Open House</u>	Meeting Date <u>6/18/24</u>
Project Number		PCN
Project Description <u>Safe Routes to Services</u>		

Name (Please print) <u>Susan Dingle</u>	Title/Representing <u>PUBLIC self - transportation advocate</u>		
Address <u>700 N Mandan ST</u>	City <u>BISMARCK</u>	State <u>ND</u>	ZIP Code <u>58501</u>
Email Address <u>suzspide@hotmail.com</u>		Telephone Number	

Name (Please print) <u>BEN EARETH</u>	Title/Representing <u>CITY OF BISMARCK</u>		
Address <u>221 N 5TH ST</u>	City <u>BISMARCK</u>	State <u>ND</u>	ZIP Code <u>58501</u>
Email Address <u>beareth@bismarck.nd.gov</u>		Telephone Number <u>701-355-1842</u>	

Name (Please print)	Title/Representing		
Address	City	State	ZIP Code
Email Address		Telephone Number	

Name (Please print)	Title/Representing		
Address	City	State	ZIP Code
Email Address		Telephone Number	

Name (Please print)	Title/Representing		
Address	City	State	ZIP Code
Email Address		Telephone Number	

Name (Please print)	Title/Representing		
Address	City	State	ZIP Code
Email Address		Telephone Number	

Name (Please print)	Title/Representing		
Address	City	State	ZIP Code
Email Address		Telephone Number	

NDDOT TITLE VI PUBLIC PARTICIPATION SURVEY

North Dakota Department of Transportation, Civil Rights
SFN 60149 (3-2022)

PLEASE USE DARK INK AND PRINT CLEARLY

The Civil Rights Act of 1964 and related nondiscrimination authorities require the North Dakota Department of Transportation to ensure everyone has the opportunity to comment on the transportation programs and activities that may affect their community.

To help with that, we ask that you respond to the following questions. You are not required to disclose the information requested in order to participate. Any information provided to the NDDOT will be retained solely for the purpose of collecting statistical data to ensure inclusion of all segments of the population affected by transportation programs and activities.

Sex: <input checked="" type="checkbox"/> Female <input type="checkbox"/> Male <input type="checkbox"/>	Disability: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Age: <input type="checkbox"/> Under 18 <input type="checkbox"/> 18-40 <input type="checkbox"/> 41-65 <input checked="" type="checkbox"/> 65+	
Race: <input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Other Pacific Islander <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Hispanic or Latino <input type="checkbox"/> _____ <input type="checkbox"/> Black/African American	
Language Most Frequently Spoken in your Home: <input type="checkbox"/> Spanish <input type="checkbox"/> Vietnamese <input type="checkbox"/> Japanese <input type="checkbox"/> German <input type="checkbox"/> Arabic <input type="checkbox"/> Other Slavic Language <input type="checkbox"/> Other African Language <input type="checkbox"/> Russian <input checked="" type="checkbox"/> English <input type="checkbox"/> Chinese <input type="checkbox"/> Other India Language <input type="checkbox"/> _____	
Do you receive public assistance? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
How did you hear about this event? <input type="checkbox"/> Internet <input type="checkbox"/> NDDOT Contact <input type="checkbox"/> Television <input type="checkbox"/> Radio <input type="checkbox"/> Newspaper <input checked="" type="checkbox"/> Advocacy Group <input type="checkbox"/> Mailing <input type="checkbox"/> Social Service Agency <input type="checkbox"/> _____	

For Office Use Only

Event Date (MM/DD/YYYY)	City	County	Div/Dist Number	PCN
06182024				

MPO: <input checked="" type="checkbox"/> Bismarck-Mandan <input type="checkbox"/> Fargo-Moorhead Metro COG <input type="checkbox"/> Grand Forks-East Grand Forks	ROW: <input type="checkbox"/> Negotiation <input type="checkbox"/> Relocation	Subrecipient: <input type="checkbox"/> Yes <input type="checkbox"/> No
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*After you have completed this form, please place it in the designated location.

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Race: <input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Other Pacific Islander <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Hispanic or Latino <input type="checkbox"/> _____ <input type="checkbox"/> Black/African American	
Language Most Frequently Spoken in your Home: <input type="checkbox"/> Spanish <input type="checkbox"/> Vietnamese <input type="checkbox"/> Japanese <input type="checkbox"/> German <input type="checkbox"/> Arabic <input type="checkbox"/> Other Slavic Language <input type="checkbox"/> Other African Language <input type="checkbox"/> Russian <input checked="" type="checkbox"/> English <input type="checkbox"/> Chinese <input type="checkbox"/> Other India Language <input type="checkbox"/> _____	
Do you receive public assistance? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
How did you hear about this event? <input type="checkbox"/> Internet <input type="checkbox"/> NDDOT Contact <input type="checkbox"/> Television <input type="checkbox"/> Radio <input type="checkbox"/> Newspaper <input type="checkbox"/> Advocacy Group <input type="checkbox"/> Mailing <input checked="" type="checkbox"/> Social Service Agency <input type="checkbox"/> _____	

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06182024				

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- Bismarck-Mandan
 Fargo-Moorhead Metro COG
 Grand Forks-East Grand Forks

ROW:

- Negotiation
 Relocation

Subrecipient:

- Yes
 No

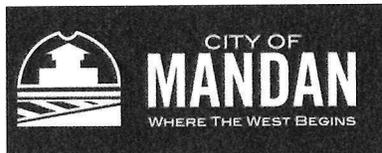
*After you have completed this form, please place it in the designated location.

BisMan Safe Routes to Services

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Comment: Medical transportation is a major issue. Patients who have frequent medical treatments & appointments are not all rich, drivers, or with friends who have cars. A number of these patients also need accessible vehicles. The hospitals & insurers are not reliable about honoring and paying for the transportation vouchers they give out. Pressure & sanctions need to be brought to bear on them to pay their vouchers PROMPTLY. Also many types of medical appointments do not get reimbursed transportation, especially medical appointments such as for care they cannot get there, and also repeat appointments and checkups. TRANSPORTATION IS ESSENTIAL AND REQUIRES SUBSIDIES TO BE ACCESSIBLE TO PEOPLE WHO HAVE NO OTHER AVAILABLE RELIABLE TRANSPORT.



BisMan Safe Routes to Services

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Comment: Somehow, there needs to be a way to run buses more hours a day and on Sundays. DURING THE M-F times a number of people can get to a location by bus but can't get a ride back because their work/appointment/event ends at a time when the buses are done for the day and not running.

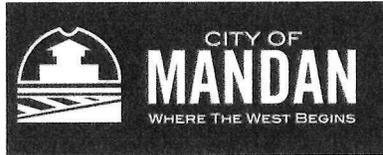


BisMan Safe Routes to Services

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Comment: The Boulevard / State Street / 9th St intersection is a nightmare. Can some modern engineering thinking & solutions be brought to bear on making it safer and more easy to navigate? BTW pedestrians also need to be able to cross & mostly can't.

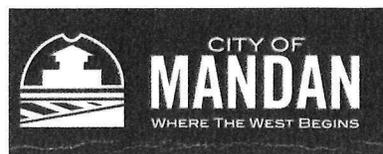


BisMan Safe Routes to Services

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Comment: Crossing Century Ave between Job Services Central Office & Commerce/Tourism is dangerous. It is a 6-lane road with signalized intersections at 19th St and State Street, but these 2 major state office buildings are at about 1600 E Century. The traffic islands help, but they are not a complete answer. There is a bus bench outside the Commerce building but a number of city bus drivers treat Century as a no-stop zone. How is anybody supposed to get to Job Service safely to apply for a job or deal with their unemployment concerns?

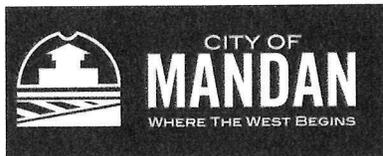


BisMan Safe Routes to Services

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Comment: *ALL sidewalks downtown need to be promptly and fully shoveled. I don't care how rich and what a great property developer the downtown property owner is, they owe it to us as city residents and pedestrians prompt and complete snow removal. I'm thinking of The Patterson, The Depot, south Fifth St and more, especially.*



BisMan Safe Routes to Services

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Comment: *State Street is wholly dangerous - scary, even - to cross on foot. I'd like to see a pedestrian overpass at State St & Century Ave and maybe at one or two more key State St intersections.*

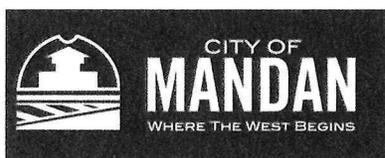


BisMan Safe Routes to Services

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Comment: why isn't St. Alexis / Mid-Dakota Clinic (9th & Rossier, the main & original location of Mid-Dakota) on the study map? why isn't it served by the bus, which goes on 7th St by Sanford's main patient entrance & a couple of other clinics & the dialysis center? This is good, but there still is a large part of the population using St. A's.

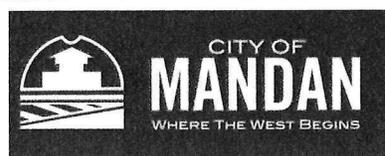


BisMan Safe Routes to Services

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Comment: More flashing ped crossing signals are needed.
(1) Between Kirkwood & Bismarck Hotel (formerly the Rankota)
(2) on 43rd between La Porte & the shopping center
(3) crossing Washington to get to Cathedral School or the Cathedral
(4) crossing Washington between Kirkwood & PYS (Indiana & Family Fare Natural Grocers & strip mall at Indian market)



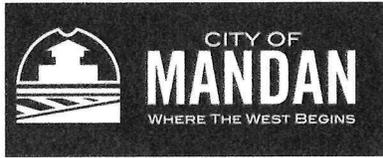
BisMan Safe Routes to Services

We want to hear from you! Share your feedback below.

Name and contact info (if desired): *Diave Lehman Tuxek 701 250 5185.*

Comment: *Area around Ash Coulee / Washington / Centway when it snows, plow doesn't hit for several days. It's hilly - not good for walking in the street*

Advertise your meetings

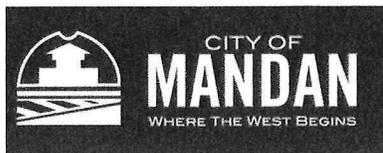


BisMan Safe Routes to Services

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

Comment: *more bus routes that cover areas not covered by anything & are more frequent / Older people have ~~mobility~~ access to driving / cars for others are more expensive*
more trails
education to acquaint people of possibilities to go places
Figure out how to keep cost of bus reasonable - maybe grants besides taxes



Safe Routes to Services/ Complete Streets Study

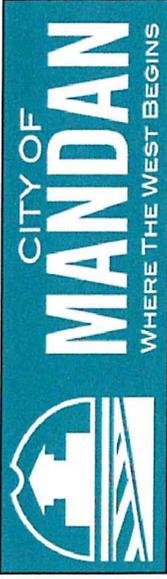
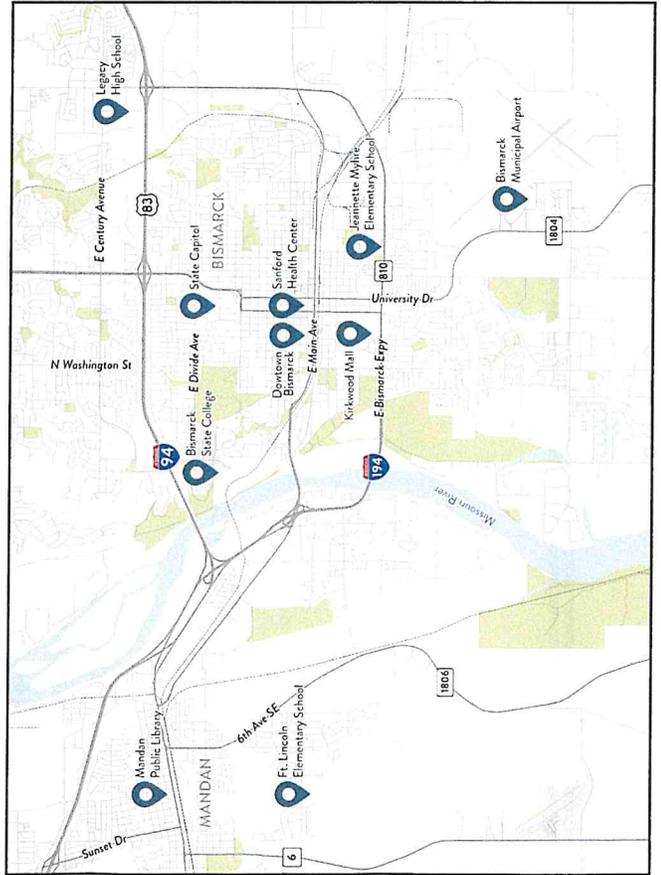
Name and contact info (optional):

*Susan Dingle
suzsaid@mad.com*

Are there particular times of day or days of the week when transportation challenges are worse for you?

After 6 PM ; weekends

Circle the areas within the community you think are most in need of improved transportation services.

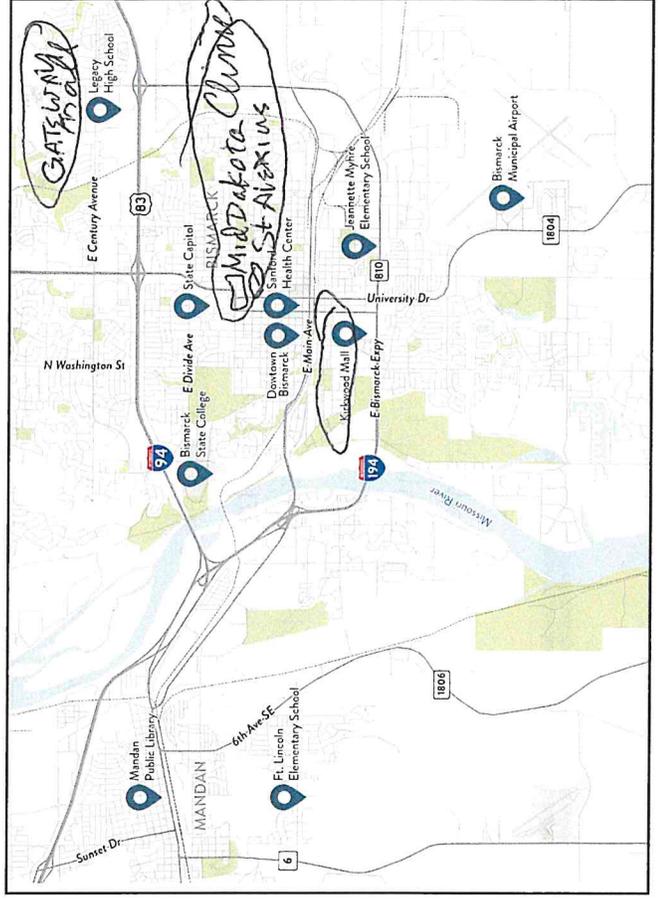


How do you currently get to work, school, medical appointments, or other essential services? (Select all that apply)

- Public Transportation
- Personal Vehicle
- Walking
- Bicycle
- Rideshare
- I do not have access to consistent transportation

TAXI
Ride from a friend
This is NOT Rideshare

Circle the top 5 services or locations on the map that are most difficult to reach with the current transportation options.



What specific transportation barriers do you face in accessing essential services.

availability

How often are you unable to get to where you need to go due to lack of access to transportation?

- Rarely or infrequently
- About once a month
- About once a year
- More than once a month
- Several times a year
- Once a week or more

Do you have any specific suggestions for improving transportation access in our community?

fund public transportation better
 make sure ped ramps at intersections are clear of
 put in more ped & bike overhead walkway
 to cross busy streets near schools/shopping
 grocery stores/govern ment offices -
 e.g. state street coming by TD Service
 condemned rd, Tyler Pkwy (Divided),
 Gasman - is program by K. Howard
 Lechner

What types of transportation solutions would most improve your access to essential services? (Select all that apply)

- More frequent and reliable rideshare and carpool services
- Expanded public transportation routes to cover more areas
- Lower cost of public transportation
- Expanded bike-sharing and scooter services
- Enhanced safety for roads, bike lanes, and walkways
- More accessible transportation options for TAXI

If you are comfortable, please share some demographic information (e.g., age, employment status, area of residence within the study area). This information will help us ensure that our transportation solutions meet the diverse needs of our community. (Note: This should be optional to respect privacy and encourage participation.)

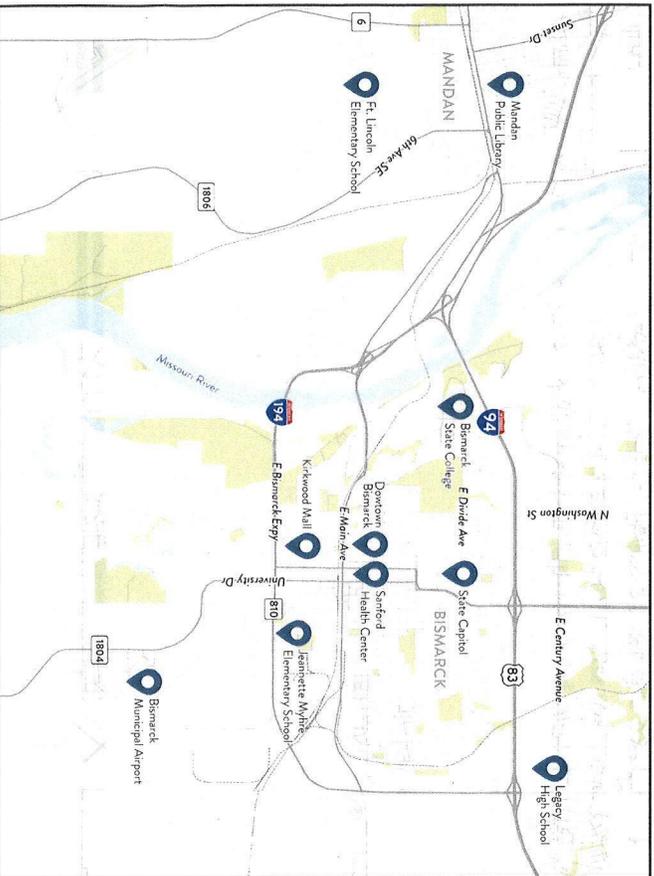
Age: +65
 Area of Residence: CATHEDRAL DISTRICT
 Employment Status: RETIRED

Safe Routes to Services/ Complete Streets Study

Name and contact info (optional):

Are there particular times of day or days of the week when transportation challenges are worse for you?

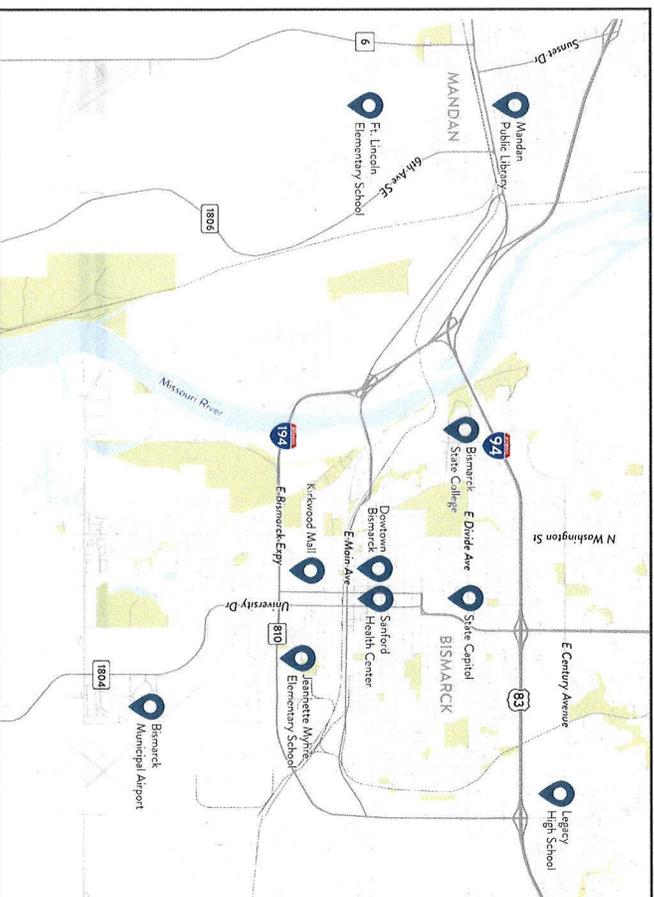
Circle the areas within the community you think are most in need of improved transportation services.



How do you currently get to work, school, medical appointments, or other essential services? (Select all that apply)

- Public Transportation
- Personal Vehicle
- Walking
- Bicycle
- Rideshare
- I do not have access to consistent transportation

Circle the top 5 services or locations on the map that are most difficult to reach with the current transportation options.



What specific transportation barriers do you face in accessing essential services.

How often are you unable to get to where you need to go due to lack of access to transportation?

<input type="checkbox"/>	Rarely or infrequently	<input type="checkbox"/>	About once a month
<input checked="" type="checkbox"/>	About once a year	<input checked="" type="checkbox"/>	More than once a month
<input type="checkbox"/>	Several times a year	<input checked="" type="checkbox"/>	Once a week or more

What types of transportation solutions would most improve your access to essential services? (Select all that apply)

<input checked="" type="checkbox"/>	More frequent and reliable rideshare and carpool services
<input checked="" type="checkbox"/>	Expanded public transportation routes to cover more areas
<input checked="" type="checkbox"/>	Lower cost of public transportation
<input type="checkbox"/>	Expanded bike-sharing and scooter services
<input checked="" type="checkbox"/>	Enhanced safety for roads, bike lanes, and walkways
<input checked="" type="checkbox"/>	More accessible transportation options for

Do you have any specific suggestions for improving transportation access in our community?

If you are comfortable, please share some demographic information (e.g., age, employment status, area of residence within the study area). This information will help us ensure that our transportation solutions meet the diverse needs of our community. (Note: This should be optional to respect privacy and encourage participation.)

Age:
Area of Residence:
Employment Status:

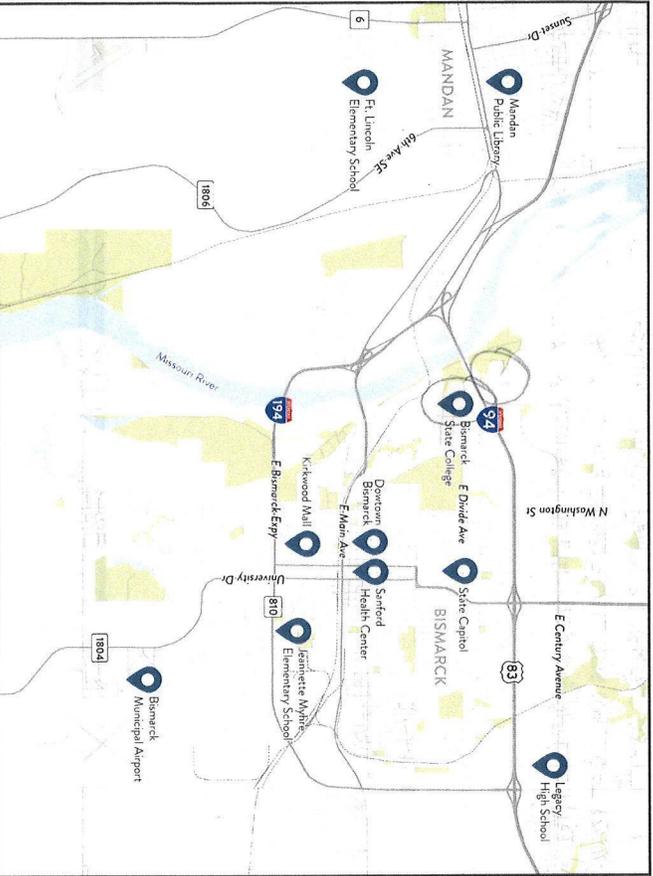
Safe Routes to Services/ Complete Streets Study

Name and contact info (optional):

Are there particular times of day or days of the week when transportation challenges are worse for you?

Evenings

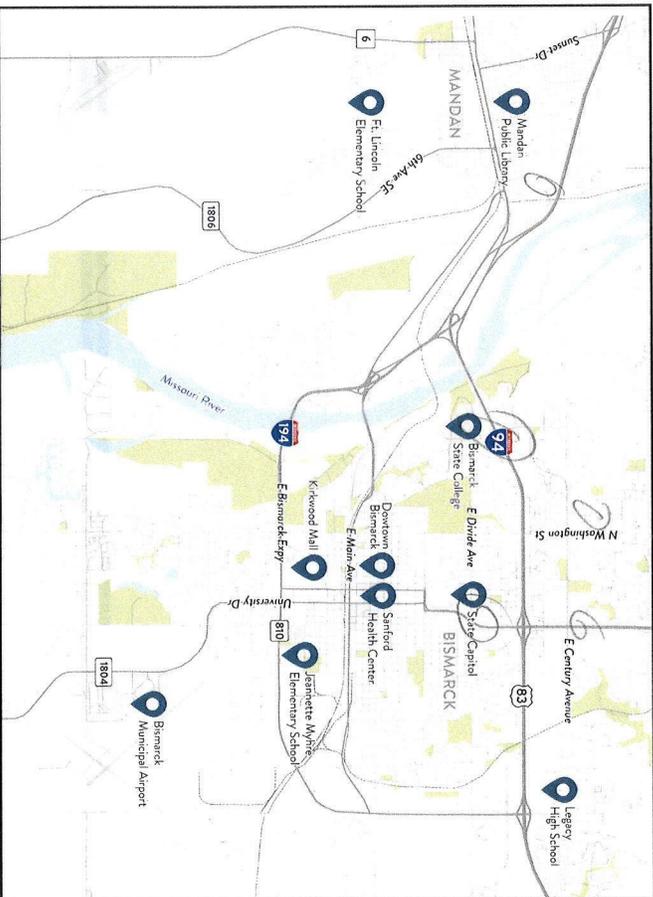
Circle the areas within the community you think are most in need of improved transportation services.



How do you currently get to work, school, medical appointments, or other essential services? (Select all that apply)

- Public Transportation
- Personal Vehicle
- Walking
- Bicycle
- Rideshare
- I do not have access to consistent transportation

Circle the top 5 services or locations on the map that are most difficult to reach with the current transportation options.



What specific transportation barriers do you face in accessing essential services.

N/A

How often are you unable to get to where you need to go due to lack of access to transportation?

- | | | | |
|-------------------------------------|------------------------|--------------------------|------------------------|
| <input type="checkbox"/> | Rarely or infrequently | <input type="checkbox"/> | About once a month |
| <input type="checkbox"/> | About once a year | <input type="checkbox"/> | More than once a month |
| <input checked="" type="checkbox"/> | Several times a year | <input type="checkbox"/> | Once a week or more |

What types of transportation solutions would most improve your access to essential services? (Select all that apply)

- | | |
|-------------------------------------|---|
| <input checked="" type="checkbox"/> | More frequent and reliable rideshare and carpool services |
| <input checked="" type="checkbox"/> | Expanded public transportation routes to cover more areas |
| <input type="checkbox"/> | Lower cost of public transportation |
| <input type="checkbox"/> | Expanded bike-sharing and scooter services |
| <input type="checkbox"/> | Enhanced safety for roads, bike lanes, and walkways |
| <input checked="" type="checkbox"/> | More accessible transportation options for <i>wander</i> |

Do you have any specific suggestions for improving transportation access in our community?

*longer bus times til 11pm.
more routes-*

If you are comfortable, please share some demographic information (e.g., age, employment status, area of residence within the study area). This information will help us ensure that our transportation solutions meet the diverse needs of our community. (Note: This should be optional to respect privacy and encourage participation.)

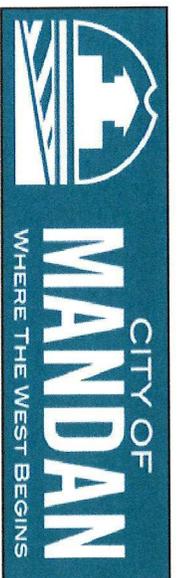
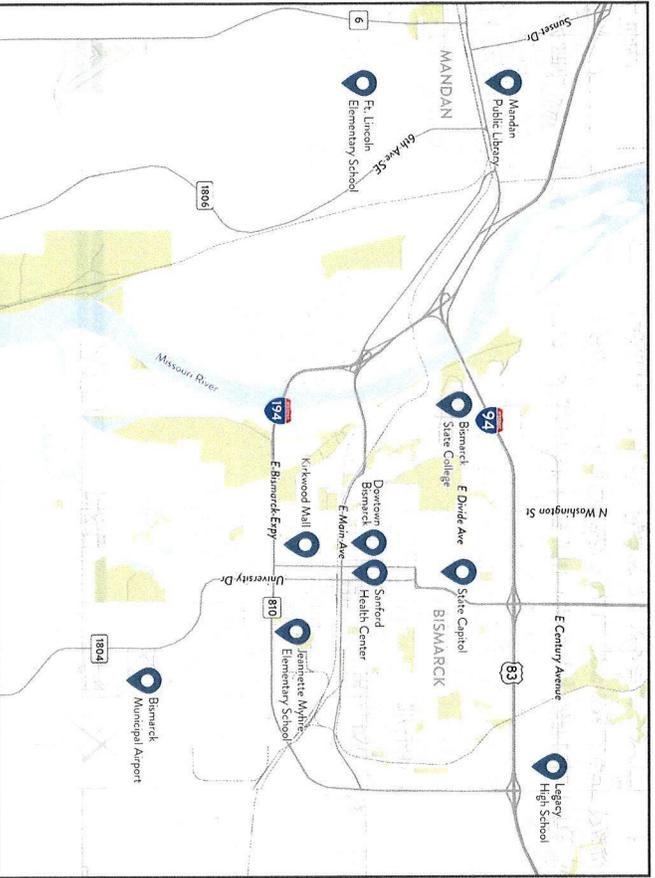
Age:
Area of Residence:
Employment Status:

Safe Routes to Services/ Complete Streets Study

Name and contact info (optional):

Are there particular times of day or days of the week when transportation challenges are worse for you?

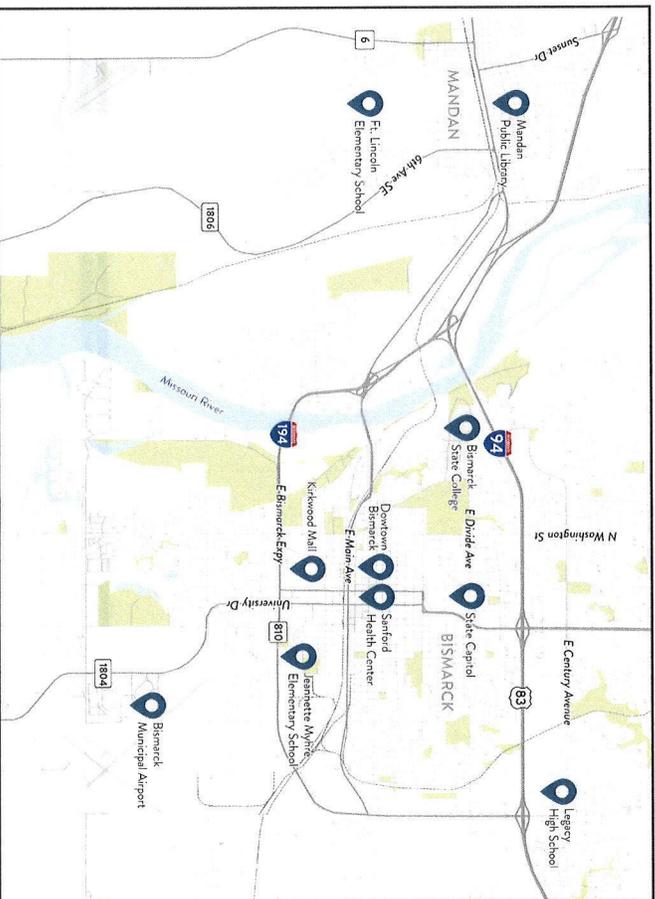
Circle the areas within the community you think are most in need of improved transportation services.



How do you currently get to work, school, medical appointments, or other essential services? (Select all that apply)

- Public Transportation
- Personal Vehicle
- Walking
- Bicycle
- Rideshare
- I do not have access to consistent transportation

Circle the top 5 services or locations on the map that are most difficult to reach with the current transportation options.



What specific transportation barriers do you face in accessing essential services.

How often are you unable to get to where you need to go due to lack of access to transportation?

<input type="checkbox"/>	Rarely or infrequently	<input type="checkbox"/>	About once a month
<input type="checkbox"/>	About once a year	<input type="checkbox"/>	More than once a month
<input type="checkbox"/>	Several times a year	<input type="checkbox"/>	Once a week or more

Do you have any specific suggestions for improving transportation access in our community?

What types of transportation solutions would most improve your access to essential services? (Select all that apply)

<input checked="" type="checkbox"/>	More frequent and reliable rideshare and carpool services
<input checked="" type="checkbox"/>	Expanded public transportation routes to cover more areas
<input checked="" type="checkbox"/>	Lower cost of public transportation
<input checked="" type="checkbox"/>	Expanded bike-sharing and scooter services
<input checked="" type="checkbox"/>	Enhanced safety for roads, bike lanes, and walkways
<input checked="" type="checkbox"/>	More accessible transportation options for

If you are comfortable, please share some demographic information (e.g., age, employment status, area of residence within the study area). This information will help us ensure that our transportation solutions meet the diverse needs of our community. (Note: This should be optional to respect privacy and encourage participation.)

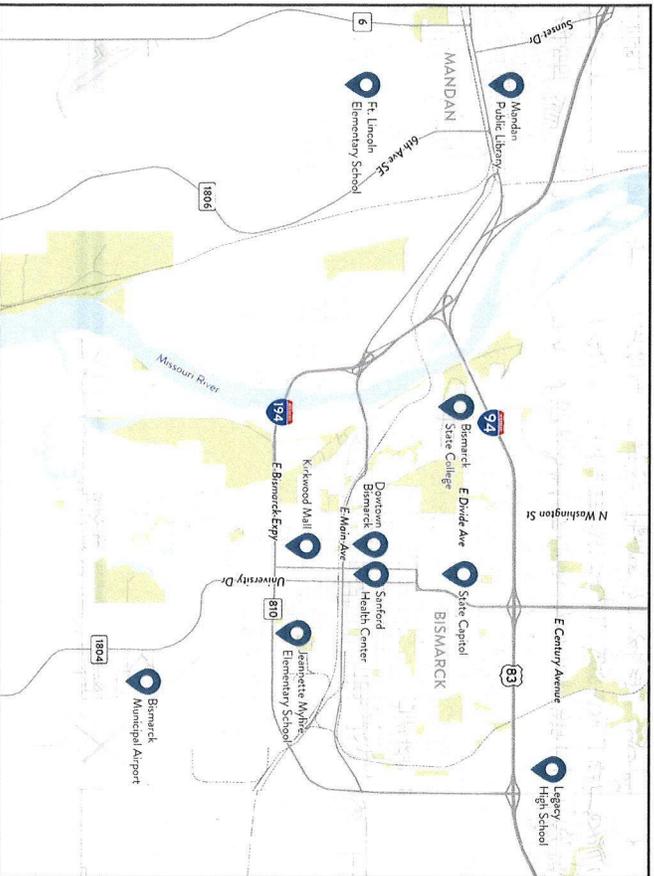
Age:
Area of Residence:
Employment Status:

Safe Routes to Services/ Complete Streets Study

Name and contact info (optional):

Are there particular times of day or days of the week when transportation challenges are worse for you?

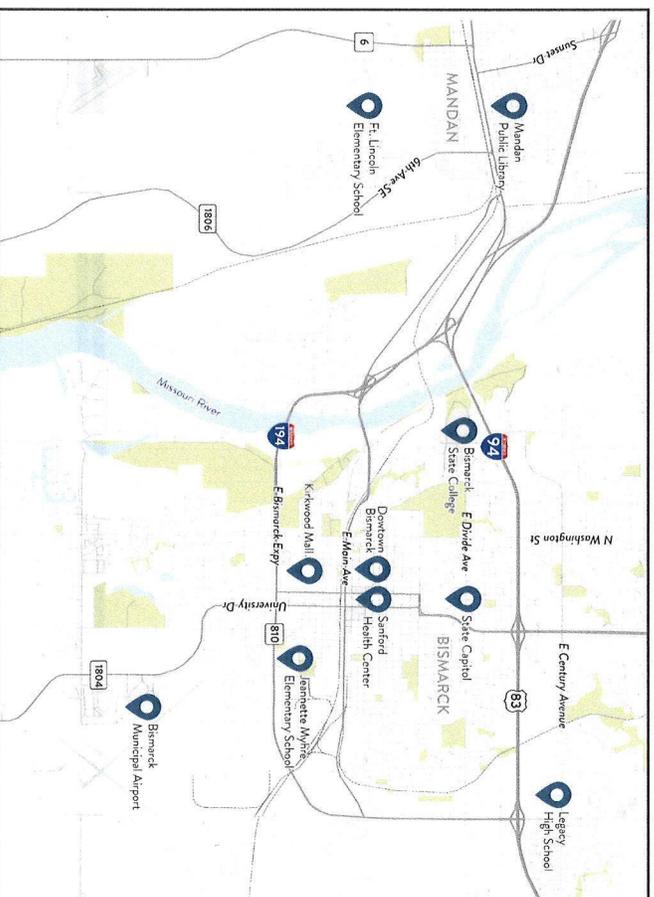
Circle the areas within the community you think are most in need of improved transportation services.



How do you currently get to work, school, medical appointments, or other essential services? (Select all that apply)

- Public Transportation
- Personal Vehicle
- Walking
- Bicycle
- Rideshare
- I do not have access to consistent transportation

Circle the top 5 services or locations on the map that are most difficult to reach with the current transportation options.



What specific transportation barriers do you face in accessing essential services.

How often are you unable to get to where you need to go due to lack of access to transportation?

<input type="checkbox"/>	Rarely or infrequently	<input type="checkbox"/>	About once a month
<input type="checkbox"/>	About once a year	<input type="checkbox"/>	More than once a month
<input type="checkbox"/>	Several times a year	<input type="checkbox"/>	Once a week or more

What types of transportation solutions would most improve your access to essential services? (Select all that apply)

<input type="checkbox"/>	More frequent and reliable rideshare and carpool services
<input type="checkbox"/>	Expanded public transportation routes to cover more areas
<input type="checkbox"/>	Lower cost of public transportation
<input type="checkbox"/>	Expanded bike-sharing and scooter services
<input type="checkbox"/>	Enhanced safety for roads, bike lanes, and walkways
<input type="checkbox"/>	More accessible transportation options for

Do you have any specific suggestions for improving transportation access in our community?

If you are comfortable, please share some demographic information (e.g., age, employment status, area of residence within the study area). This information will help us ensure that our transportation solutions meet the diverse needs of our community. (Note: This should be optional to respect privacy and encourage participation.)

Age:
Area of Residence:
Employment Status:

Safe Routes to Services/ Complete Streets Study

Name and contact info (optional):

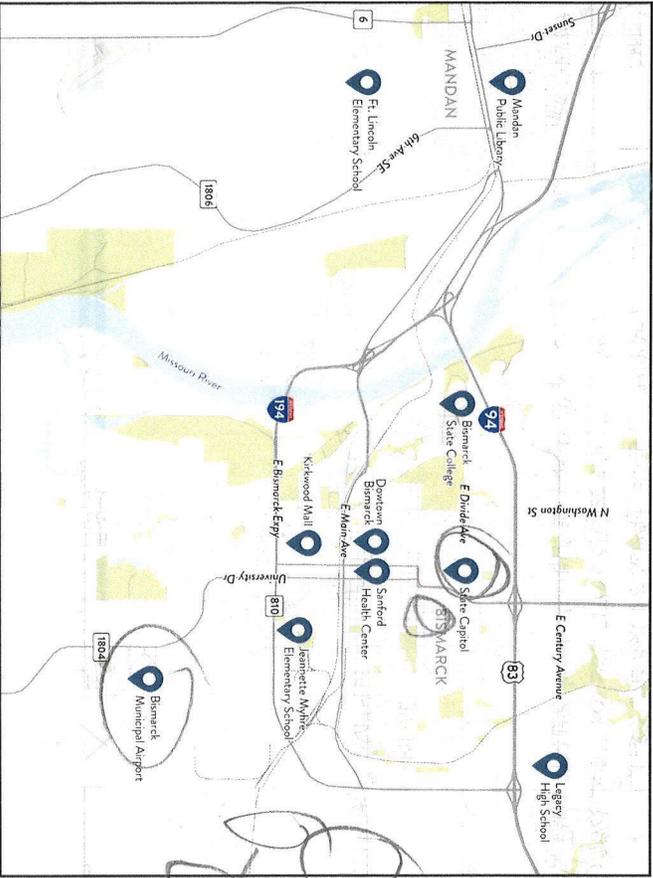
Thomas Anthony Bullwheel Jr. April 14

1100 E. Burbank Ave. Bismarck ND 58501

Are there particular times of day or days of the week when transportation challenges are worse for you?

morning evening

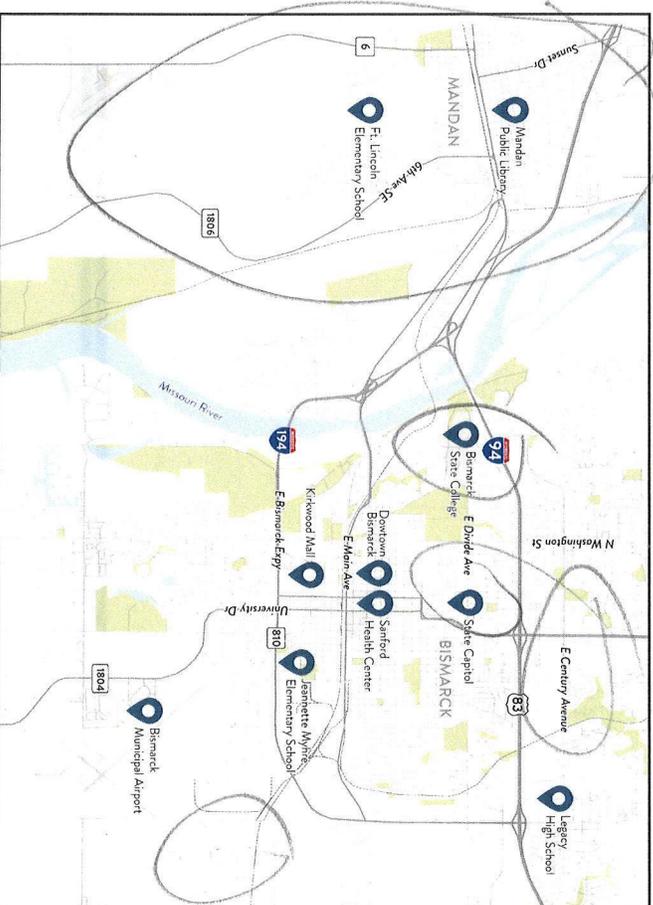
Circle the areas within the community you think are most in need of improved transportation services.



How do you currently get to work, school, medical appointments, or other essential services? (Select all that apply)

- Public Transportation
- Personal Vehicle
- Walking
- Bicycle
- Rideshare
- I do not have access to consistent transportation

Circle the top 5 services or locations on the map that are most difficult to reach with the current transportation options.



What specific transportation barriers do you face in accessing essential services.

No comes by where I live and not in the times of day

How often are you unable to get to where you need to go due to lack of access to transportation?

<input type="checkbox"/>	Rarely or infrequently	<input type="checkbox"/>	About once a month
<input type="checkbox"/>	About once a year	<input type="checkbox"/>	More than once a month
<input type="checkbox"/>	Several times a year	<input checked="" type="checkbox"/>	Once a week or more

What types of transportation solutions would most improve your access to essential services? (Select all that apply)

<input checked="" type="checkbox"/>	More frequent and reliable rideshare and carpool services
<input checked="" type="checkbox"/>	Expanded public transportation routes to cover more areas
<input type="checkbox"/>	Lower cost of public transportation
<input checked="" type="checkbox"/>	Expanded bike-sharing and scooter services
<input type="checkbox"/>	Enhanced safety for roads, bike lanes, and walkways
<input type="checkbox"/>	More accessible transportation options for

Do you have any specific suggestions for improving transportation access in our community?

do go out to place it doesn't work

If you are comfortable, please share some demographic information (e.g., age, employment status, area of residence within the study area). This information will help us ensure that our transportation solutions meet the diverse needs of our community. (Note: This should be optional to respect privacy and encourage participation.)

Age: *39*
Area of Residence: *North Bismarck*
Employment Status: *North west fire*
Retreat tech

Safe Routes to Services/ Complete Streets Study

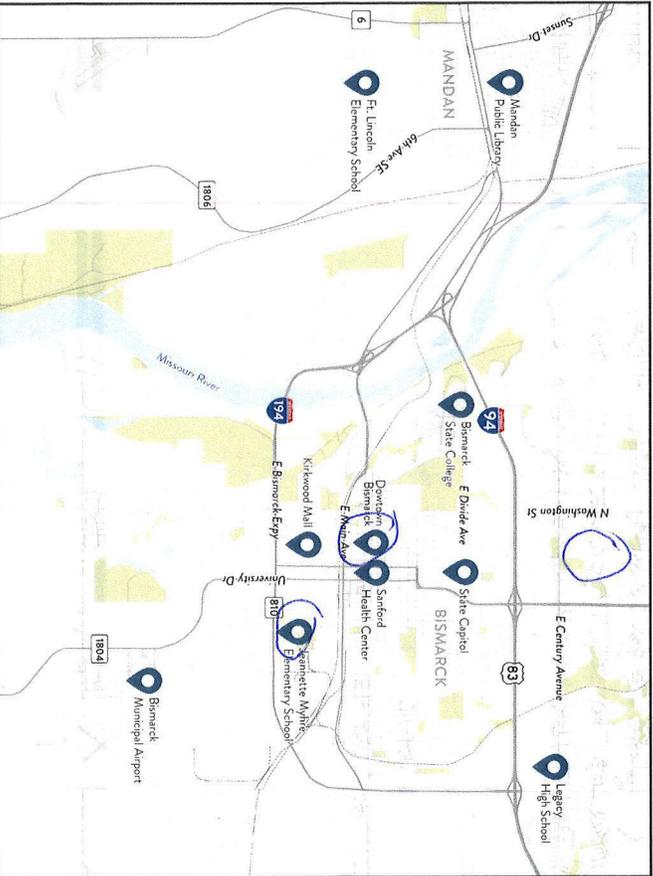
Name and contact info (optional):

723 N 12th St
Bismarck ND 58501

Are there particular times of day or days of the week when transportation challenges are worse for you?

7:30am - 10am
12pm - 2:30pm
4:30pm - 8pm
Monday - Friday

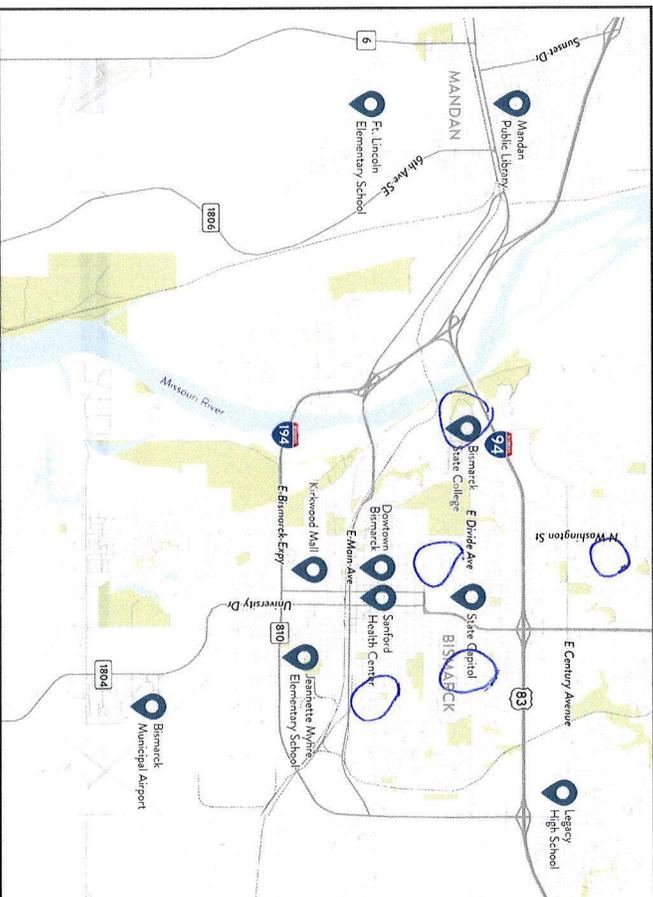
Circle the areas within the community you think are most in need of improved transportation services.



How do you currently get to work, school, medical appointments, or other essential services? (Select all that apply)

- Public Transportation
- Personal Vehicle
- Walking
- Bicycle
- Rideshare
- I do not have access to consistent transportation

Circle the top 5 services or locations on the map that are most difficult to reach with the current transportation options.



What specific transportation barriers do you face in accessing essential services. *Potholes Broken pavement*

How often are you unable to get to where you need to go due to lack of access to transportation?

<input checked="" type="checkbox"/>	Rarely or infrequently	<input type="checkbox"/>	About once a month
<input type="checkbox"/>	About once a year	<input type="checkbox"/>	More than once a month
<input type="checkbox"/>	Several times a year	<input type="checkbox"/>	Once a week or more

Do you have any specific suggestions for improving transportation access in our community?

What types of transportation solutions would most improve your access to essential services? (Select all that apply)

<input checked="" type="checkbox"/>	More frequent and reliable rideshare and carpool services
<input type="checkbox"/>	Expanded public transportation routes to cover more areas
<input checked="" type="checkbox"/>	Lower cost of public transportation
<input type="checkbox"/>	Expanded bike-sharing and scooter services
<input checked="" type="checkbox"/>	Enhanced safety for roads, bike lanes, and walkways
<input type="checkbox"/>	More accessible transportation options for

If you are comfortable, please share some demographic information (e.g., age, employment status, area of residence within the study area). This information will help us ensure that our transportation solutions meet the diverse needs of our community. (Note: This should be optional to respect privacy and encourage participation.)

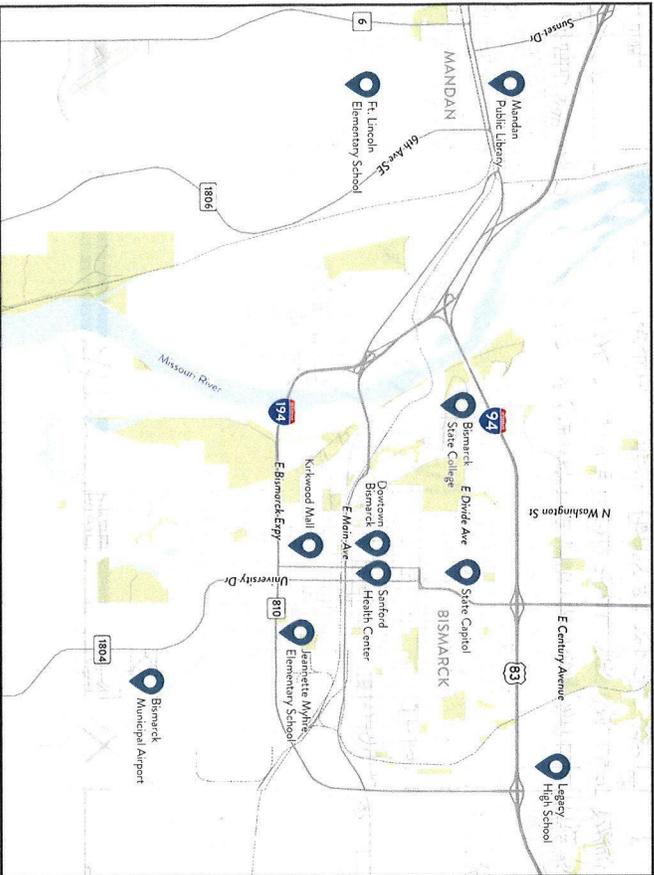
Age: *45*
Area of Residence: *12th St + Ave D*
Employment Status: *Working*

Safe Routes to Services/ Complete Streets Study

Name and contact info (optional):

Are there particular times of day or days of the week when transportation challenges are worse for you?

Circle the areas within the community you think are most in need of improved transportation services.



How do you currently get to work, school, medical appointments, or other essential services? (Select all that apply)

- Public Transportation
- Personal Vehicle
- Walking
- Bicycle
- Rideshare
- I do not have access to consistent transportation

Circle the top 5 services or locations on the map that are most difficult to reach with the current transportation options.



What specific transportation barriers do you face in accessing essential services.

How often are you unable to get to where you need to go due to lack of access to transportation?

- | | | | |
|-------------------------------------|------------------------|--------------------------|------------------------|
| <input type="checkbox"/> | Rarely or infrequently | <input type="checkbox"/> | About once a month |
| <input type="checkbox"/> | About once a year | <input type="checkbox"/> | More than once a month |
| <input checked="" type="checkbox"/> | Several times a year | <input type="checkbox"/> | Once a week or more |

Do you have any specific suggestions for improving transportation access in our community?

N/A

What types of transportation solutions would most improve your access to essential services? (Select all that apply)

- | | |
|-------------------------------------|---|
| <input type="checkbox"/> | More frequent and reliable rideshare and carpool services |
| <input type="checkbox"/> | Expanded public transportation routes to cover more areas |
| <input checked="" type="checkbox"/> | Lower cost of public transportation |
| <input type="checkbox"/> | Expanded bike-sharing and scooter services |
| <input type="checkbox"/> | Enhanced safety for roads, bike lanes, and walkways |
| <input type="checkbox"/> | More accessible transportation options for |

If you are comfortable, please share some demographic information (e.g., age, employment status, area of residence within the study area). This information will help us ensure that our transportation solutions meet the diverse needs of our community. (Note: This should be optional to respect privacy and encourage participation.)

Age: 38
Area of Residence: S.E. Mountain
Employment Status: Housekeeper

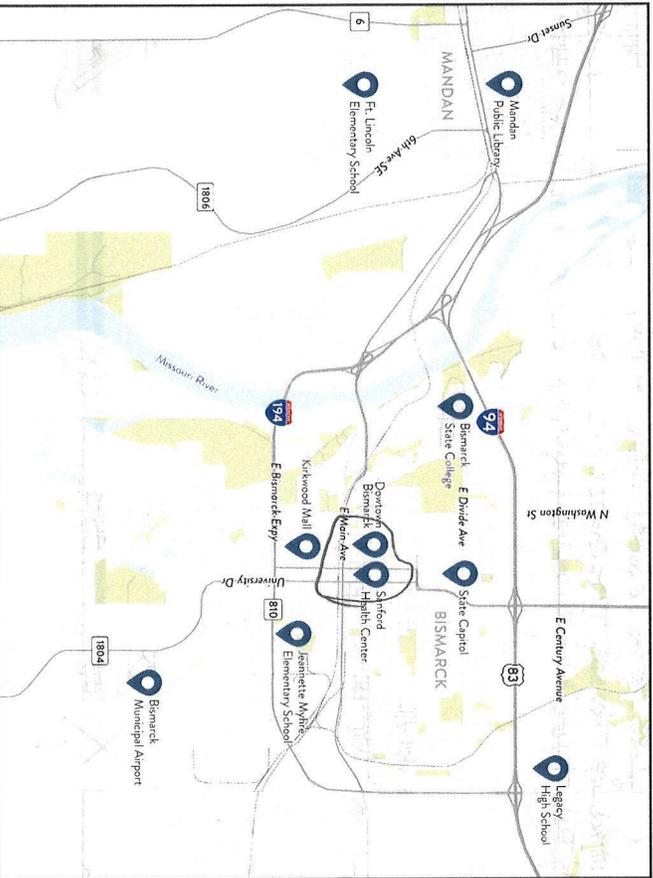
Safe Routes to Services/ Complete Streets Study

Name and contact info (optional):

Are there particular times of day or days of the week when transportation challenges are worse for you?

"Rush hour" 7:45 AM - 4PM - 5PM

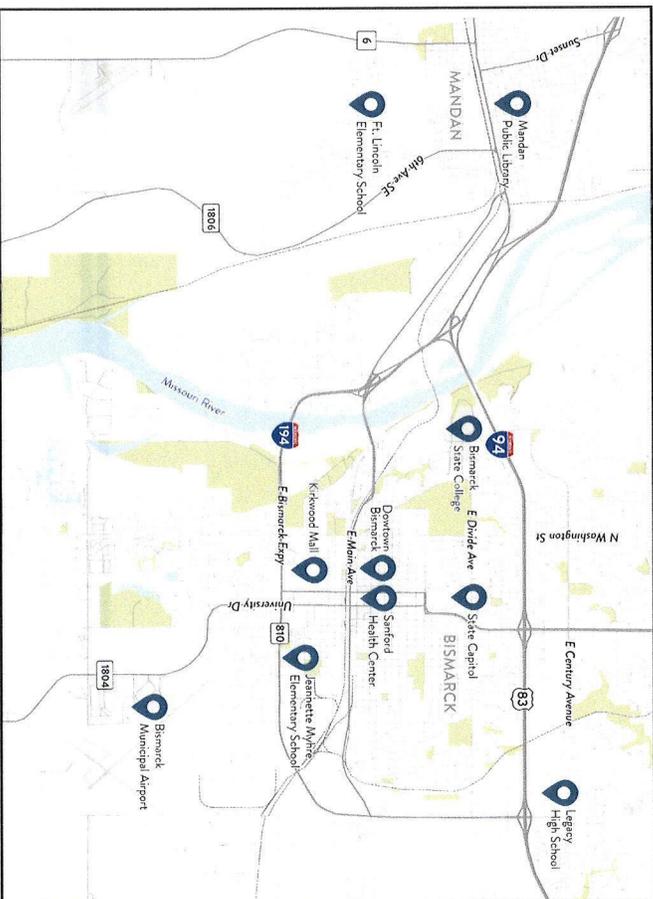
Circle the areas within the community you think are most in need of improved transportation services.



How do you currently get to work, school, medical appointments, or other essential services? (Select all that apply)

- Public Transportation
- Personal Vehicle
- Walking
- Bicycle
- Rideshare
- I do not have access to consistent transportation

Circle the top 5 services or locations on the map that are most difficult to reach with the current transportation options.



What specific transportation barriers do you face in accessing essential services.

How often are you unable to get to where you need to go due to lack of access to transportation?

<input type="checkbox"/>	Rarely or infrequently	<input type="checkbox"/>	About once a month
<input type="checkbox"/>	About once a year	<input type="checkbox"/>	More than once a month
<input type="checkbox"/>	Several times a year	<input type="checkbox"/>	Once a week or more

What types of transportation solutions would most improve your access to essential services? (Select all that apply)

<input type="checkbox"/>	More frequent and reliable rideshare and carpool services
<input type="checkbox"/>	Expanded public transportation routes to cover more areas
<input type="checkbox"/>	Lower cost of public transportation
<input type="checkbox"/>	Expanded bike-sharing and scooter services
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Do you have any specific suggestions for improving transportation access in our community?

If you are comfortable, please share some demographic information (e.g., age, employment status, area of residence within the study area). This information will help us ensure that our transportation solutions meet the diverse needs of our community. (Note: This should be optional to respect privacy and encourage participation.)

Age:
Area of Residence:
Employment Status:

Safe Routes to Services/ Complete Streets Study

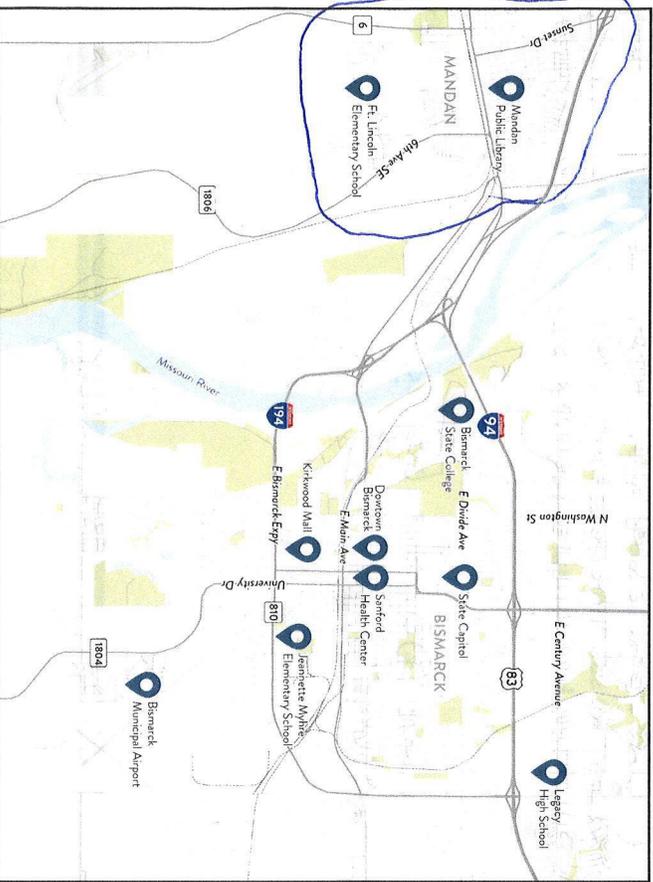
Name and contact info (optional):

Andrea Fohlisch
701-207-0340

Are there particular times of day or days of the week when transportation challenges are worse for you?

The only challenge with this that I have run into is I can't schedule early morning appointments because I can't get on the bus early enough in Mandan to get over to Bismarck.

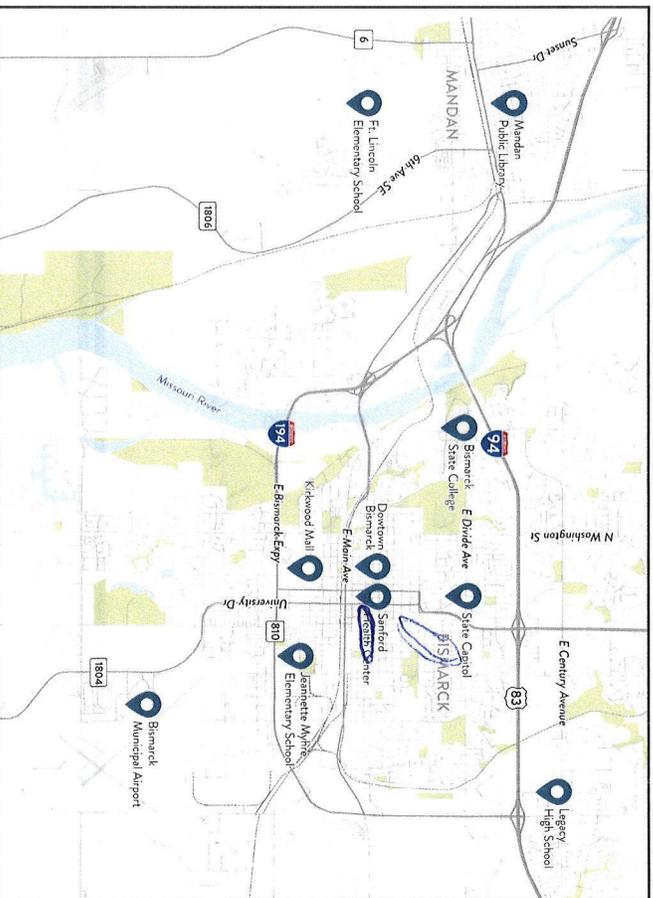
Circle the areas within the community you think are most in need of improved transportation services.



How do you currently get to work, school, medical appointments, or other essential services? (Select all that apply)

- Public Transportation
- Personal Vehicle
- Walking
- Bicycle
- Rideshare
- I do not have access to consistent transportation

Circle the top 5 services or locations on the map that are most difficult to reach with the current transportation options.



What specific transportation barriers do you face in accessing essential services.

Decent times - Due to the purple route schedule and the time of my appointment, it takes me 5 hours of bus riding to leave my house, switch buses, go to my appointment & then return home.

How often are you unable to get to where you need to go due to lack of access to transportation?

<input type="checkbox"/>	Rarely or infrequently	<input type="checkbox"/>	About once a month
<input type="checkbox"/>	About once a year	<input type="checkbox"/>	More than once a month
<input checked="" type="checkbox"/>	Several times a year	<input type="checkbox"/>	Once a week or more

What types of transportation solutions would most improve your access to essential services? (Select all that apply)

<input type="checkbox"/>	More frequent and reliable rideshare and carpool services
<input checked="" type="checkbox"/>	Expanded public transportation routes to cover more areas
<input type="checkbox"/>	Lower cost of public transportation
<input type="checkbox"/>	Expanded bike-sharing and scooter services
<input type="checkbox"/>	Enhanced safety for roads, bike lanes, and walkways
<input type="checkbox"/>	More accessible transportation options for

Do you have any specific suggestions for improving transportation access in our community?

I would like to see more routes covering more "key" points in the city and I would love for the busses to run longer hours. I hate ending my day before 7pm because I don't have a ride home.

I'm probably dreaming if I think this is a possibility because the bus system doesn't have the money or the extra drivers to make this possible.

If you are comfortable, please share some demographic information (e.g., age, employment status, area of residence within the study area). This information will help us ensure that our transportation solutions meet the diverse needs of our community. (Note: This should be optional to respect privacy and encourage participation.)

Age: 35

Area of Residence: Up by the Eagles Park of Collins in

Employment Status: N/A



Related ID	MAP_ID	Name	Email	DateCreated	Like	Dislike	HearAbout	Identification Type	Comment
2	25	Kim	Nodak.horsefeathers@gmail.com	2024-03-07 22:22	0	0	Word of Mouth	Issue	Traffic Signal removed. Now an unmarked crossing on 7th (4 lanes) to get to Essentia Medical in Mall
3	18	Sarah Matthews	sarahdevereaux@hotmail.com	2024-03-13 19:10	0	0	Other	Bad Crossing	Possibly a light? Or a lighted crosswalk for pededstians to get across Century to Jaycee Park
4	34	No Name	NoEmail@noemail.com	2024-03-14 13:10	1	0	Other	Services	Ministry on the Margins
5	29	No Name	NoEmail@NoEmail.com	2024-03-14 13:12	0	0	Other	Bad Crossing	Need a pedestrian bridge or tunnel for this intersection
6	28	No Email	NoEmail@NoEmail.com	2024-03-14 13:12	0	0	Other	Bad Crossing	Need a pedestrian bridge or tunnel for this intersection
7	22	No Name	NoName@NoEmail.com	2024-03-14 13:14	1	0	Other	Issue	Repubiican SuperMajority who cares not a whit about the common person or the disadvantaged
8	27	No Name	NoName@NoEmail.com	2024-03-14 13:17	0	0	Word of Mouth	Services	Bismarck VA Clinic
9	33	No Name	NoName@NoEmail.com	2024-03-14 13:20	1	0	Word of Mouth	Services	Native American Development Center (NADC)
10	31	No Name	NoName@NoEmail.com	2024-03-14 13:21	1	0	Word of Mouth	Services	Heavens Helpers Soup Cafe
11	30	No Name	NoName@NoEmail.com	2024-03-14 13:24	0	0	Other	Issue	Parasitic slumlords offering subhuman living conditions.
12	35	No Name	NoName@NoEmail.com	2024-03-14 13:25	0	0	Other	Issue	Parasitic slumlords offering subhuman living conditions.
13	32	No Name	NoName@NoEmail.com	2024-03-14 13:25	0	0	Word of Mouth	Issue	Parasitic slumlords offering subhuman living conditions.
14	5	Andrew	andrew.stromme@cityofmandan.com	2024-03-14 16:13	0	0	Other	Bad Crossing	Need a crosswalk across Main between 6th and Collins
15	6	Andrew	andrew.stromme@cityofmandan.com	2024-03-14 16:15	1	0	Other	Thumbs Down	The sidewalk on 3rd from 6th to the west is missing. The parking and gas station setup makes it very unsafe to walk
16	10	Andrew Stromme	andrew.stromme@cityofmandan.com	2024-03-14 16:17	1	0	Other	Thumbs Down	Poor sidewalk connectivity from Main Street into the Shady Acres neighborhood. This area has healthcare services,
17	8	Andrew Stromme	andrew.stromme@cityofmandan.com	2024-03-14 16:19	1	0	Other	Idea	bulbouts to cross 1st / 11th
18	2	Andrew Stromme	andrew.stromme@cityofmandan.com	2024-03-14 16:19	0	0	Other	Idea	Add barricade between Collins Ave and the sidewalk
19	7	Andrew Stromme	andrew.stromme@cityofmandan.com	2024-03-14 16:21	0	0	Other	Idea	Street trees in boulevard
20	9	Andrew Stromme	andrew.stromme@cityofmandan.com	2024-03-14 16:23	0	0	Other	Issue	No sidewalk connectivity to the clinic
21	13	Andrew Stromme	andrew.stromme@cityofmandan.com	2024-03-14 16:25	1	0	Other	Bad Crossing	no sidewalk from the strip to Twin City Estates
22	4	Andrew Stromme	andrew.stromme@cityofmandan.com	2024-03-14 16:28	0	0	Other	Idea	Leading interval ped crossing should be explored at this and other Main intersections
23	17	Andrew Stromme	andrew.stromme@cityofmandan.com	2024-03-14 16:30	0	0	Other	Idea	needs bulbout or narrower crossing
24	21	Andrew Stromme	andrew.stromme@cityofmandan.com	2024-03-14 16:31	0	0	Other	Idea	make one/both of these RRFBS
25	15	Heartview	info@heartview.org	2024-03-18 13:31	0	0		Services	Substance Use
26	14	Heartview	info@heartview.org	2024-03-18 13:32	0	0		Services	Substance Use
27	16	Heartview	info@heartview.org	2024-03-18 13:32	0	0	Mailing	Issue	Heartview OTP
									This is West River Head Start- a preschool for low in come children ages 3-5pm. Our largest barrier is transportation.
28	1	Jenn Tengesdal	jtengesdal@hitinc.org	2024-03-19 16:30	11	0		Services	Families have to walk a long way with a 3, 4 or 5 year old and often younger siblings to get to our services from a bus
29	11	Amy	amyjo_sa@hotmail.com	2024-04-02 18:27	0	0	Other	Idea	route. Our school is 8am to 2pm and 8am to 4pm and bus routes do not run at convenient times for our families to utilize
30	24	Kim Riepl	Nodak.horsefeathers@gmail.com	2024-04-05 14:52	0	0		Thumbs Down	Needs sidewalks and over the road crossways I see many people walking or riding bike along the side of the memorial
									This whole stretch of 7th is awful for walking. No ped crossings between Bowen and Arbor avenues. How far is that-a
31	23	Kim Riepl	Nodak.horsefeathers@gmail.com	2024-04-05 14:58	0	0		Idea	Install strategically located mid block crossings along 7th between Bowen and Arbor. Pedestrian actuated, HAWK, these
									should be a given especially with the lack of a good crossing at Arbor now that there is no signal there. Also some
									The kidney dialysis center is here, patients sometimes don't get done until 8 or 9 at night and then there are no good
									ride options. There should be a dedicated accessible public transportation option that serves the major medical areas in
32	26	Trevor Vannett	trevorstwins@icloud.com	2024-04-11 14:51	0	0	Word of Mouth	Idea	each community (Bismarck is downtown area between 7th and 9th and Ave B and Bdwy) for patients and the hours need
33	12	David Leingang	dave@daveleingang.com	2024-06-17 16:18	0	0		Issue	It's shared use path tunnel under 1806 needs better drainage and lighting.
34	3	David Leingang	dave@daveleingang.com	2024-06-17 16:24	0	0		Idea	It's doubtful the RR would agree to it but there should be another way for pedestrians and other active transportation
35	36	Katie	kjohnke@bismarcknd.gov	2024-08-20 17:51	0	0		Bad Crossing	There is no sidewalk for pedestrians to use and there is a lot of foot traffic going to Walmart
36	19	Katie	kjohnke@bismarcknd.gov	2024-08-20 17:57	0	0		Thumbs Down	This area generally sees a lot of pedestrian traffic but isn't super walking friendly.
37	20	Katie	kjohnke@bismarcknd.gov	2024-08-20 18:01	0	0		Idea	Enhancing the aesthetics would make it more walkable and offer a more enjoyable experience walking in the downtown

Related ID	Like_	Dislike	DateCreated	Identification Type	Comment
28	7	0	2024-04-08 17:35	Comment_Reply	Transportation is often a barrier for getting kids to attend preschool services at West River Head Start. Having a stop at this location or very nearby would be very helpful for the families served in the program.
28	3	0	2024-04-08 21:15	Comment_Reply	Having an alternative transportation option for families that attend or want to attend preschool at West River Head Start would be super beneficial!
28	2	0	2024-04-08 21:52	Comment_Reply	Yes transportation options would be amazing. Some people do not even take the chance to sign their kids up for fear they won't be able to get them to school.

For more information: Blue Weber, Bolton & Menk Inc.

Embargo until: October 21, 2024

Public Input Meeting to be held on Monday, October 21st, 2024. To discuss the Safe Routes to Services & Complete Street Study. The study delves into various critical aspects such as safety, connectivity, and equity, with the goal of formulating effective recommendations.

An In-person open house meeting will be held from 4pm to 6pm Central on October 21st, which will be located at the Mandan Morton Public Library Skyview room (609 W Main St, Mandan, ND 58554). The Public Input Meeting will utilize an open house discussion with information available on hand. Virtual materials will be available on the [project website](#) on the event date of October 21st.

The purpose of the Public Input Meeting is to discuss the Safe Routes to Services & Complete Street Study. The Meeting will provide an opportunity for public input. Representatives from the Bismarck-Mandan MPO and Bolton & Menk will be on hand to answer your questions and discuss your concerns.

If unable to attend the Public Input Meeting, written statements or comments about this project must be postmarked or emailed by November 5th, 2024 to Blue Weber, COS, Bolton & Menk, 3168 41st St. S. #2, Fargo, North Dakota 58104 or blue.weber@bolton-menk.com with "Public Input Meeting" in the letter heading or e-mail subject.

The Bismarck-Mandan MPO will consider every request for reasonable accommodation to provide:

- an accessible meeting facility or other accommodation for people with disabilities,
- language interpretation for people with limited English proficiency (LEP), and
- translations of written material necessary to access City of Bismarck and Mandan programs and information.

Appropriate provisions will be considered when the Bismarck-Mandan MPO is notified at least 10 days prior to the meeting date or the date the written material translation is needed.

To request accommodations for disabilities and/or language assistance, contact Title VI/ADA Coordinator at (701) 355-1332, or email. TTY users may access Relay North Dakota at 711 or 1-800-366-6888, at least five (5) days in advance of the meeting.

PUBLIC INPUT MEETING

WHY?

To discuss the Safe Routes to Services & Complete Street Study. The study delves into various critical aspects such as safety, connectivity, and equity, with the goal of formulating effective recommendations.

WHEN?

Monday, October 21st, 2024 Open House: 4pm to 6pm Central

Virtual materials and other information will be available on the [project website](#) on the event date of October 21st.

WHERE?

Mandan Morton Public Library Skyview Room (609 W Main St, Mandan, ND 58554).

OPEN HOUSE CONDUCTED BY

Bismarck-Mandan MPO and Bolton & Menk Inc.

The purpose of the Public Input Meeting is to discuss the Safe Routes to Services & Complete Street Study. The Meeting will provide an opportunity for public input. Representatives from the Bismarck-Mandan MPO and Bolton & Menk will be on hand to answer your questions and discuss your concerns.

If unable to attend the Public Input Meeting, written statements or comments about this project must be postmarked or emailed by October 20, 2024 to Blue Weber, COS, Bolton & Menk, 3168 41st St. S. #2, Fargo, North Dakota 58104 Email: blue.weber@bolton-menk.com with "Public Input Meeting" in the letter heading or email subject.

The Bismarck-Mandan MPO will consider every request for reasonable accommodation to provide:

- an accessible meeting facility or other accommodation for people with disabilities,
- language interpretation for people with limited English proficiency (LEP), and
- translations of written material necessary to access City of Grand Forks programs and information.

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Bismarck



CITY OF
MANDAN
WHERE THE WEST BEGINS



**BOLTON
& MENK**

Safe Routes to Services/Complete Streets Study

PUBLIC OPEN HOUSE!

Monday, October 21 | 4:00 - 6:00 PM

Morton Mandan Public Library - Skyview Room

609 W Main St, Mandan, ND 58554

YOUR VOICE MATTERS!

Join us for our upcoming open house as we continue our community engagement journey! We appreciate all the feedback received in the first phase and are eager to delve deeper into what the community envisions.

This event will provide updates on our project progress and offer you the chance to share your insights.

Scan the QR code



or visit:
<https://arcg.is/1uOSqC>



Bismarck



CITY OF
MANDAN
WHERE THE WEST BEGINS



**BOLTON
& MENK**

Safe Routes to Services/Complete Streets Study

WEBSITE UPDATE

We've refreshed our Executive Summary StoryMap! Visit the website to learn more about how the quality and safety of transportation is being enhanced within the community.

**Visit the website here:
<https://arcg.is/1Cemq40>**

WELCOME



OPEN HOUSE



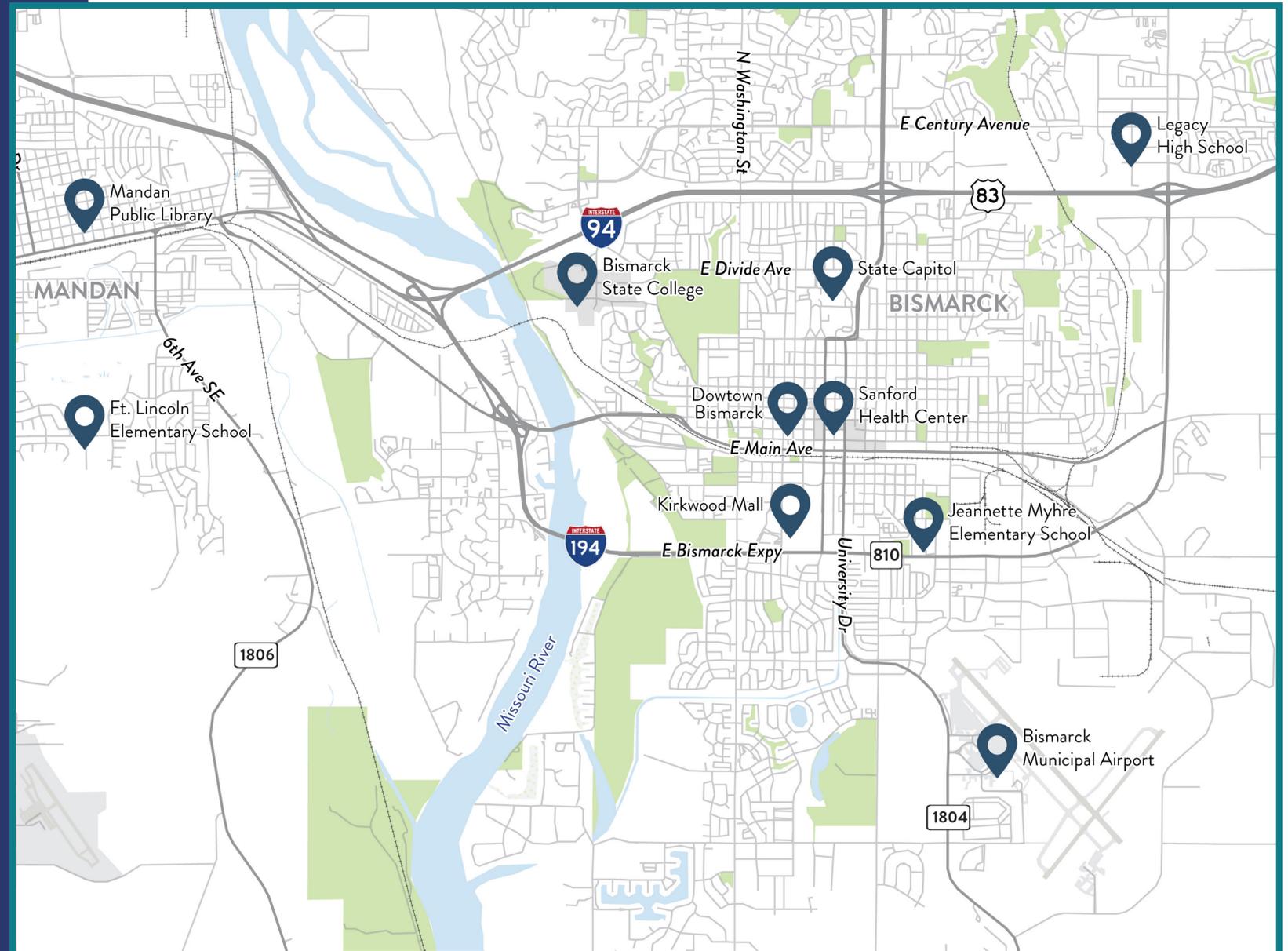
Learn more about the project by Scanning the QR code or visit: <https://arcg.is/1uOSqC>



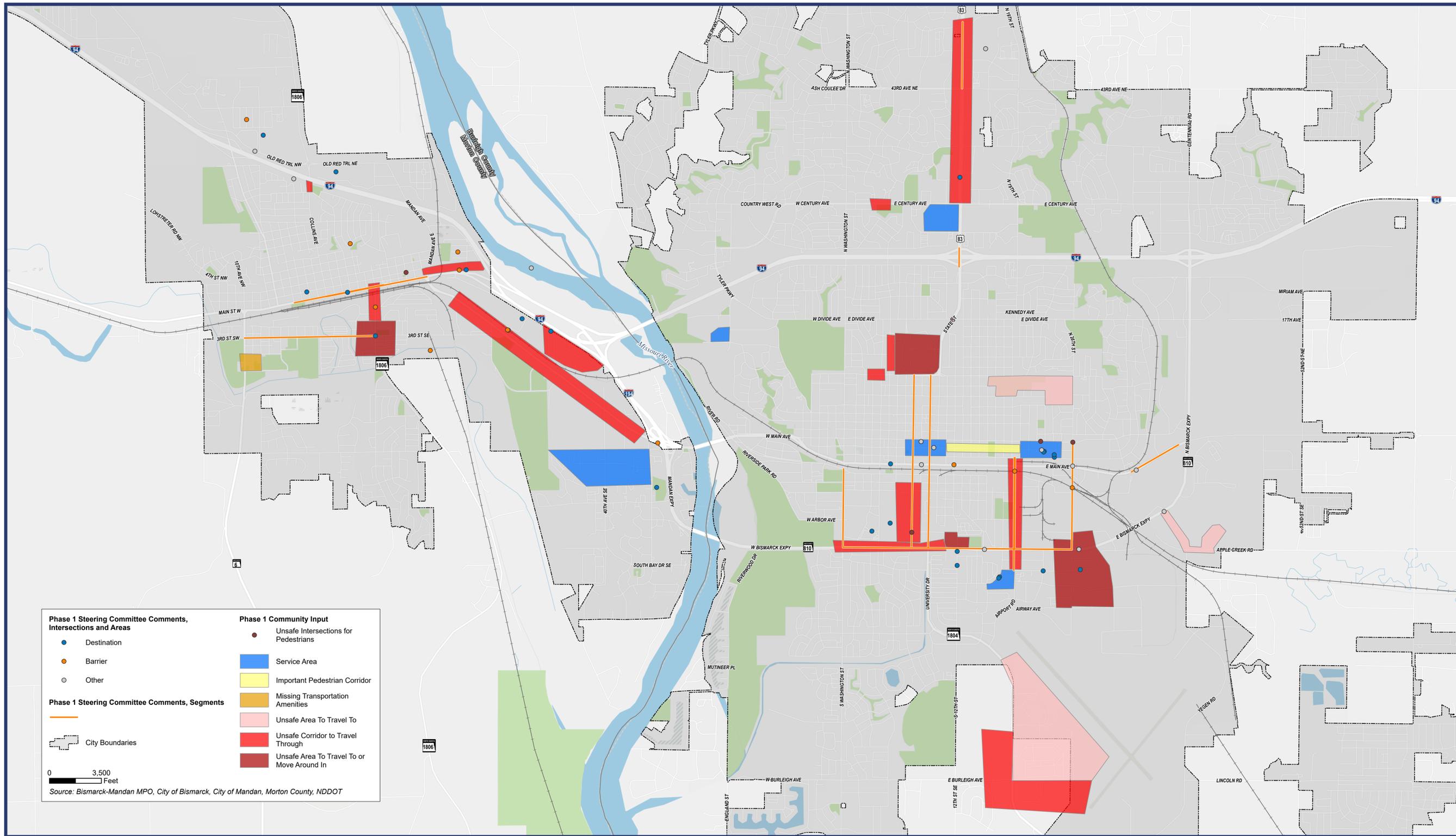
PROJECT OVERVIEW

The Bismarck-Mandan Metropolitan Planning Organization (MPO) embarked on an ambitious and crucial project: the Safe Routes to Services and Complete Streets Study. This initiative has focused on developing a transportation network that puts increased emphasis on the disadvantaged population of users, which is instrumental in ensuring safer travel within the community for all.

The study dove into various critical aspects such as safety, connectivity, and equity, with the goal of formulating effective recommendations. These recommendations encompass a range of areas including policies, transportation services, programs, procedures, and design standards/guidelines. The successful completion of this study is anticipated to significantly enhance the quality and safety of transportation within the community.



COMMUNITY INPUT MAP



Phase 1 Steering Committee Comments, Intersections and Areas		Phase 1 Community Input	
● Destination	● Barrier	● Other	● Unsafe Intersections for Pedestrians
Phase 1 Steering Committee Comments, Segments			■ Service Area
— City Boundaries	—	—	■ Important Pedestrian Corridor
			■ Missing Transportation Amenities
			■ Unsafe Area To Travel To
			■ Unsafe Corridor to Travel Through
			■ Unsafe Area To Travel To or Move Around In

0 3,500 Feet
Source: Bismarck-Mandan MPO, City of Bismarck, City of Mandan, Morton County, NDDOT



Learn more about the project by Scanning the QR code or visit: <https://arcg.is/1uOSqC>



COMMUNITY INPUT: Your voice was heard!

- **Snow Removal Issues:** Snow isn't cleared well, making pedestrians walk on streets, which can be dangerous and lead to harassment.
- **Need for Walking Paths:** There's a demand for better walking paths, especially between Ministry on the Margins and the Dream Center, with problems around limited access through a trailer park.
- **Bus System Problems:** High bus fares, limited service hours (late-night and Sundays), and lack of direct routes between Bismarck and Mandan are major concerns.
- **Bicycle Infrastructure:** Many people rely on bikes but struggle with few bike racks, maintenance issues, and theft. Suggestions include bike donations and maintenance workshops.
- **Dangerous Intersections:** Intersections like 26th/Rosser are seen as dangerous for pedestrians and need safety improvements.
- **Pedestrian Crosswalks:** Short crossing times at crosswalks, especially during icy conditions, are a big problem.
- **Hospital Discharge Transport:** Patients discharged from hospitals often lack transportation home, needing better transit support.
- **School Bus Policies:** School bus policies not covering students living within certain distances from schools affect safe routes for kids.
- **Public Transit Access:** Improve bus schedules to align better with peak times, reducing reliance on costly alternatives like Uber/Lyft.
- **Community vs. Business Focus:** There's concern that Bismarck's planning focuses too much on businesses and not enough on residents, especially in connecting low-income housing with jobs.



Learn more about the project by Scanning the QR code or visit: <https://arcg.is/1uOSqC>



MAIN ST CORRIDOR

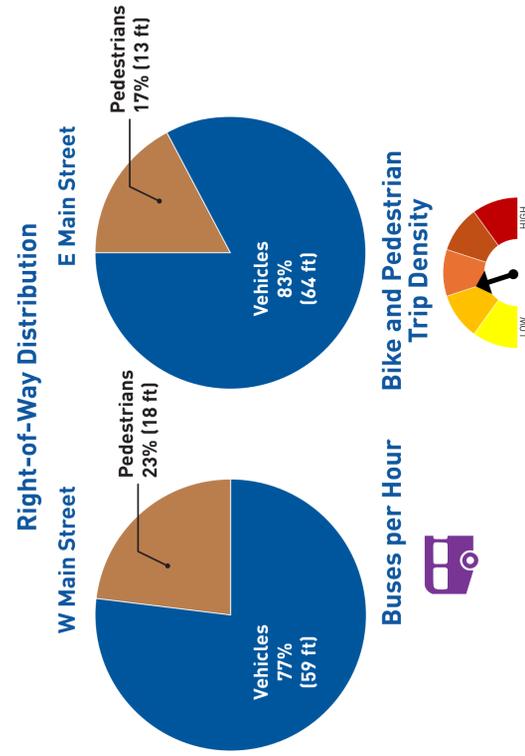
Existing Conditions

Overview

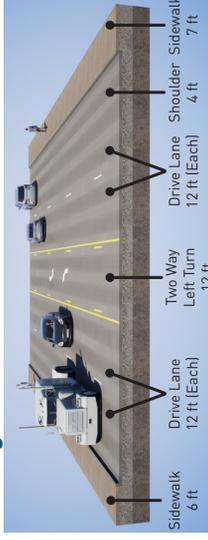
The Main Street / I-94 Business Loop Corridor is divided into two sections. East Main Street and West Main Street. Collins Avenue splits the roadway into the two sections. East Main Street stretches from Collins Avenue to the Memorial Highway interchange. It is characterized by **wide drive lanes, limited pedestrian facilities, and the commercial developments** that surround it. The commercial developments are predominately those with lower wages with a higher percentage of those who walk or bike to their place of work.

The West Main Street Corridor begins at Collins Avenue and ends at 4th Avenue NW. The corridor also **lacks connections to the southern neighborhoods** of low income housing from the commercial corridor. The drive lanes are composed of a three-lane section with a center turn-lane and two lanes of parking on either side. The **sidewalks lack controlled crossings**. There are **no safe bicycle facilities** on the corridor and the Purple Line serves the corridor but only runs once every two hours.

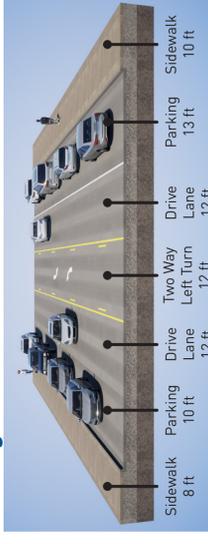
Households in the area score in the top quartile for **incomes below 150% of the Federal Poverty Level**. Areas with more than one indicator flag for households with a disability or BIPOC communities.



Existing Conditions (E Main)



Existing Conditions (W Main)



Corridor Context



Bicycle, Pedestrian & Transit Infrastructure



Alternative Solutions

Short-Term Improvements

- A Signal crossing enhancements**
 - » Improvements such as lead pedestrian intervals (LPI), protected only on flashing yellow arrow (POOFYA) and no right-turn on red during pedestrian actuation will prioritize pedestrian safety in Mandan's downtown area by reducing vehicle-pedestrian crash potential by up to 60%. Rectangular Rapid Flashing Beacons (RRFB) may also be considered at these locations.



Implementation Opportunities

- » **Impacts:** Removal of parking
- » **Programmed Projects:** No programmed improvement
- » **Potential Funding Sources:**
 - » Transportation Alternatives: sidewalk and ADA improvements
 - » Reconnecting Communities: Railroad overpass

Long-Term Improvements

C Potential overpass

» The BNSF railroad is a major travel barrier that divides the northern half of Mandan from the southern half. With the limited number of crossings today, an additional overpass would provide improved connections to services within the downtown Mandan area.

Construct separated bikeway on west portion of Main Street (south side of roadway)

» Implementing a separated two-way bikeway provides dedicated right-of-way for bicycles in a dedicated space, separate from through traffic and truck traffic on Main Street. The separated bikeway also acts as an additional barrier for pedestrian amenities on the south side of the roadway.

Complete Vision on the East Side of Main Street

» A complete E. Main Street may include bulb-outs on each side of the roadway to reduce crossing widths for pedestrians and bicyclists and reduce exposure to vehicles. A shared-use path may also be included to connect residents to the Downtown Core of Mandan and its services.



Improvement Locations



3RD ST CORRIDOR

Existing Conditions

Overview

The 3rd Street Corridor connects low income housing with some commercial at the intersection of 3rd Street and 6th Ave SE, while also traveling through multiple green spaces and parks. This corridor also contains the **most direct access to primary services in the Mandan area** such as Centre, Inc. and Western Plains Public Health.

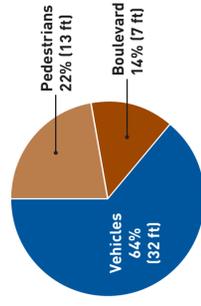
The roadway features one lane in each direction and lanes for parking on each side. On the south side of 3rd Street, there is a sidewalk adjacent to the roadway, which transitions into a multi-use path on the east side of 6th Avenue. Although there is **no sidewalk on the north side of the street**, there is a desire line through the grass. At the intersection of 3rd and 6th, there is a controlled pedestrian crossing. **The corridor lacks bicycle infrastructure but is served by the Purple Route which runs every two hours.**

Households in the area score in the top quartile for incomes below **150% of the Federal Poverty Level**. Areas with more than one indicator flag for households with a disability.

Existing Conditions



Right-of-Way Distribution



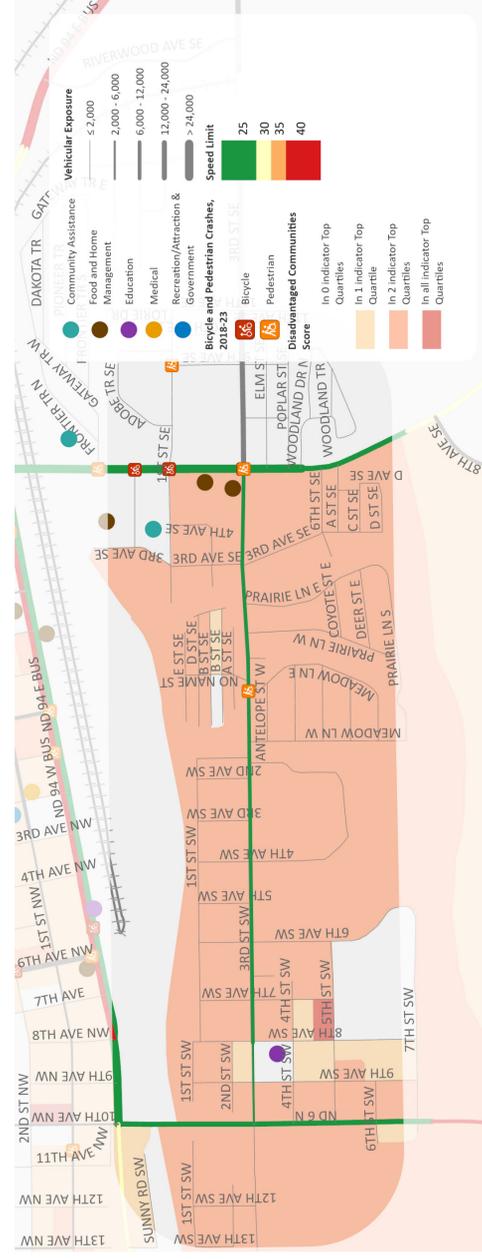
Buses per Hour



Bike and Pedestrian Trip Density



Corridor Context



Bicycle, Pedestrian & Transit Infrastructure

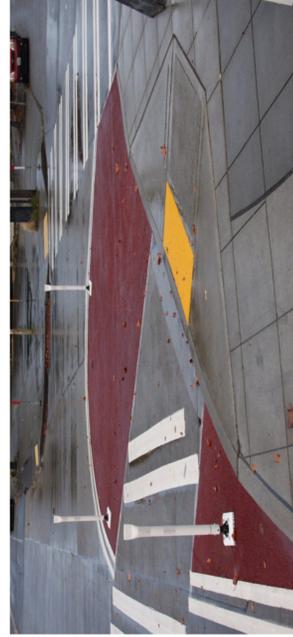


Alternative Solutions

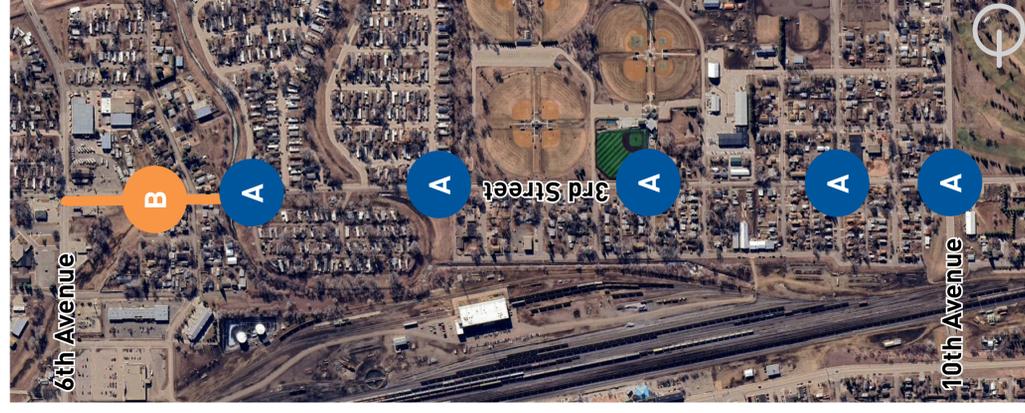
Short-Term Improvements

- A Temporary bulb-outs at intersections**
 - Bulb-outs on 3rd Street will extend the sidewalk into the parking lane, reducing the amount of roadway that pedestrians and bicyclists will cross while increasing their visibility. Improvements will also slow turning traffic.
- B Fill sidewalk gaps**
 - Filling sidewalk gaps on the east end of 3rd Street will improve overall connectivity for residents in this area and provide increased accessibility to public transit, the Burlington Street Plaza, and the Family Fare Supermarket.

Temporary Bulb-Out Example



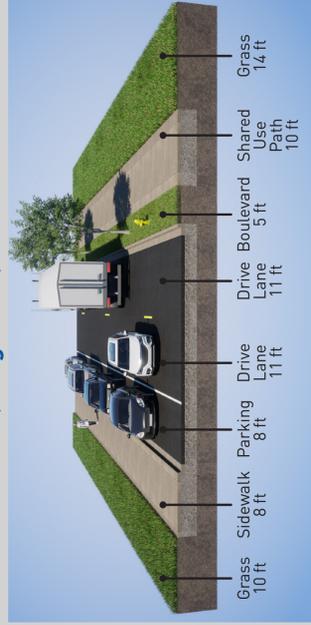
Improvement Locations



Long-Term Improvements

- Alternative One**
 - Create on-street parking and widen the existing 5-foot sidewalk to a 10-foot multi-use path
 - Permanent bump-outs will be constructed at intersections to improve pedestrian safety and calm traffic
- Alternative Two**
 - Widen both sidewalks to a minimum of six feet
 - Create a two-way separated bikeway by reducing the total width of all drive lanes

Alternative One (Long-Term)



Alternative Two (Long-Term)



Implementation Opportunities

- Impacts:** Removal of parking
- Programmed Projects:** Potential alignment with economic development study for housing and transportation improvements
- Potential Funding Sources:**
 - Transportation Alternatives; sidewalk and ADA improvements
 - SS4A Demonstration (if on high-injury network); temporary bulb-outs

SHADY ACRES

Existing Conditions

Overview

The Shady Acres neighborhood is located between three large barriers: Interstate 94 to the east, E Main Street to the south, and a railway line to the west. The neighborhood is composed of some commercial and approximately seventy single family homes. The area has a park located adjacent to the rail line and many of the streets end at the park.

While the residential streets have sidewalks, they do not connect onto the collector street or sidewalk that travels along E Main Street. This connection travels under the rail line and into Downtown Mandan. Additionally, the neighborhood has a multi-use path that travels north along Missouri Drive to Mandan Avenue, but it begins at the very north of the area and is not safely accessible by the majority of residents.

They are also not able to cross E Main Street to the south as no marked crosswalks exist across numerous lanes of accelerating and decelerating traffic to the interstate.

Households in the area score in the top quartile for incomes below 150% of the Federal Poverty Level which underscores the need for improvements to biking and walking facilities and additional connectivity.



Buses per Hour

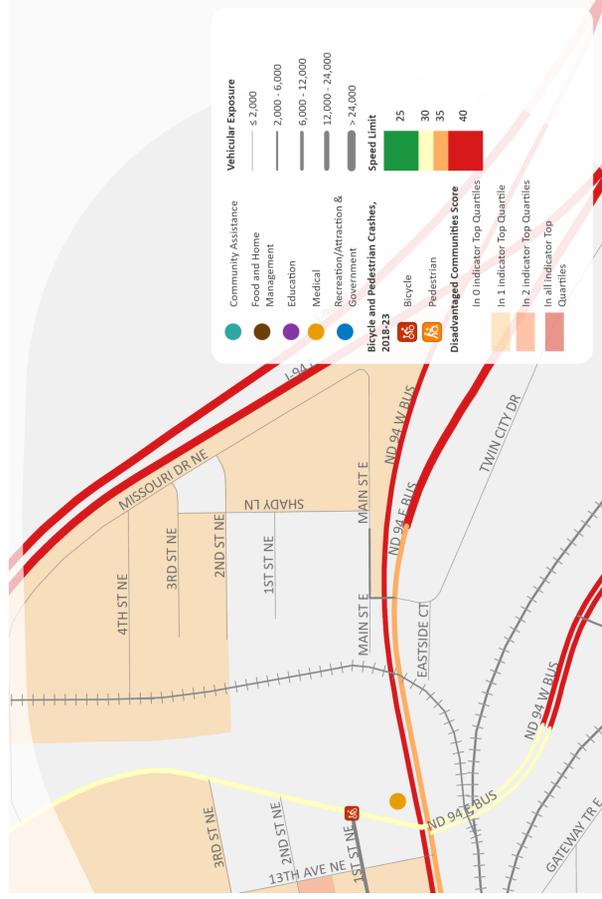


Bike and Pedestrian Trip Density

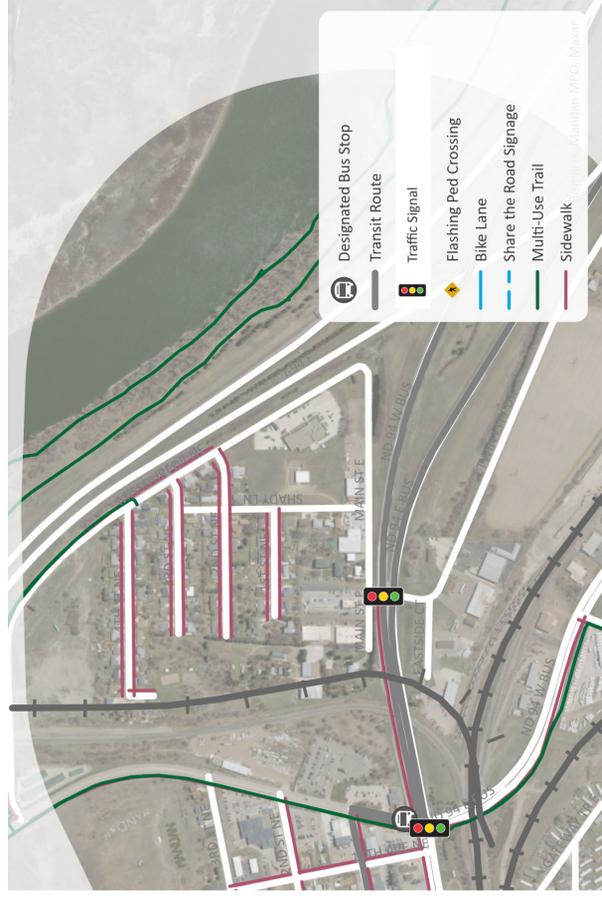


Pedestrians walking on south side of E Main Street

Corridor Context



Bicycle, Pedestrian & Transit Infrastructure



Alternative Solutions

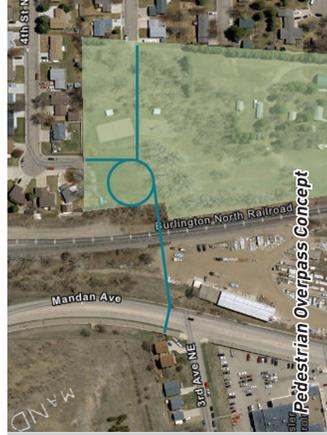
Short-Term Improvements

A Complete the pedestrian network

The Shady Acres neighborhood generally has a strong east-west pedestrian network, however it currently lacks north-south connections on Shady Lane and Missouri Drive. In addition, East Main Street is missing sidewalks. Filling the sidewalk gaps will improve overall connectivity for residents in this area who are already burdened with major travel barriers such as the BNSF railroad, Main Street, and I-94.

Long-Term Improvements

B Pedestrian overpass of BNSF railroad to connect to the shared-use path on Mandan Avenue
 A pedestrian overpass would provide improved accessibility to Shady Acres residents and provide a new connection to an existing multi-use trail.



Improvement Locations



Implementation Opportunities

- » Impacts: Business impacts for sidewalk improvements in the Riverbend Centre, park impacts and railroad agreements for the overpass
- » Programmed Projects: No programmed improvements
- » Potential Funding Sources:
 - » Transportation Alternatives; sidewalk and ADA improvements
 - » Reconnecting Communities; pedestrian overpass

26TH ST CORRIDOR

Existing Conditions

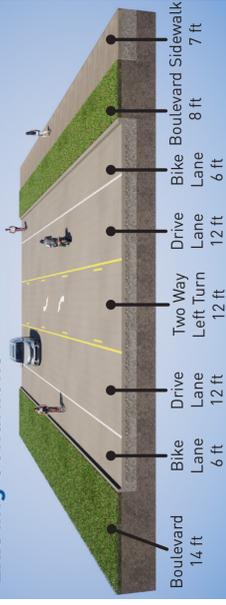
Overview

The 26th Street Corridor stretches from Rosser Avenue to Lee Avenue in Central Bismarck. It crosses the I-94 Business Loop and the Bismarck Expressway intersections, and passes over several rail lines. At the **northern end are community destinations** such as Ministry on the Margins and Heaven's Helpers Soup Kitchen. The **southern end features a retail center** with a Sam's Club and a Walmart Supercenter.

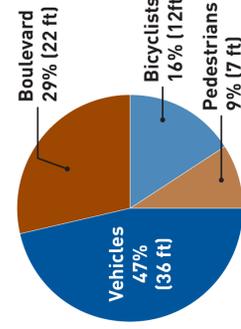
Despite these destinations, the **corridor lacks pedestrian amenities**. Sidewalks are sporadic and often incomplete, offering limited usefulness due to **numerous gaps**. Additionally, there are no pedestrian crossings over the rail lines or the I-94 Business Loop. **Bicycle facilities are present** along the corridor from I-94 Business Loop south, however they are **unprotected from moving vehicles**.

The northern end of the corridor contains all of the housing on 26th Street. Households in the area score in the top quartile for **incomes below 150% of the Federal Poverty Level** and **BIPOC communities**. Areas with more than two indicators flag for households with a disability.

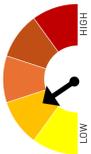
Existing Conditions



Right-of-Way Distribution



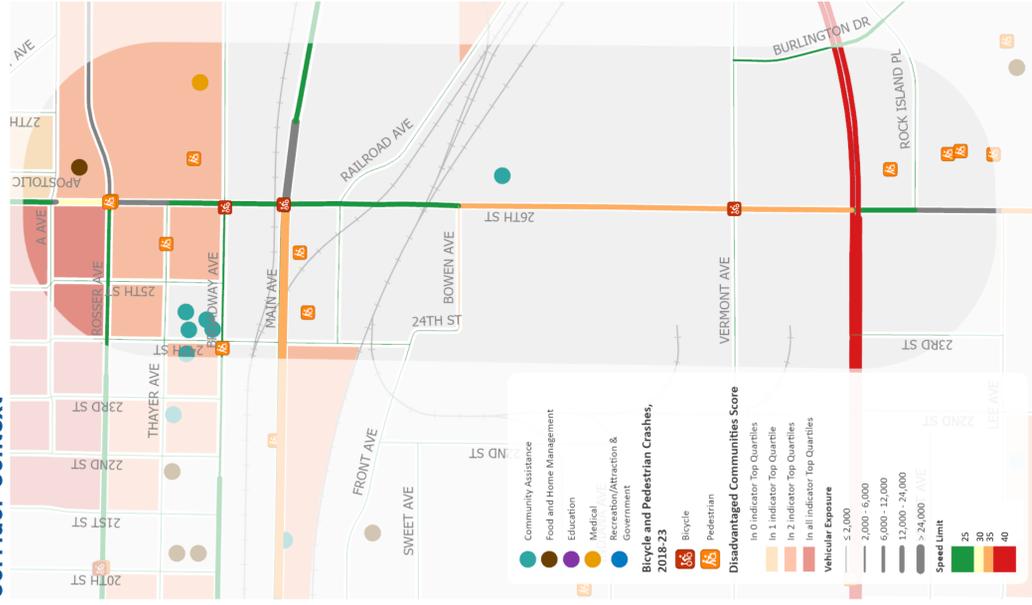
Bike and Pedestrian Trip Density



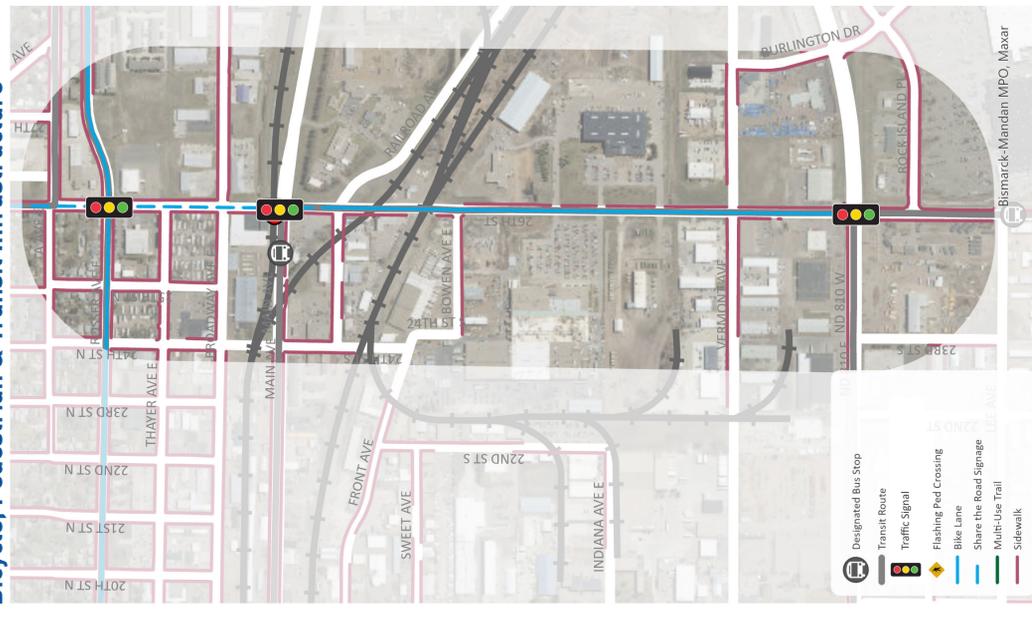
Buses per Hour



Corridor Context



Bicycle, Pedestrian & Transit Infrastructure



Alternative Solutions

Short-Term Improvements

- A Fill sidewalk gaps**
 - » Sidewalk gaps will be filled along the corridor to create a seamless path along the roadway for the safety and comfort of non-vehicular users.
- B Implement a bike and pedestrian crossing across the railroad tracks north of Bowen Avenue**
 - » A bike and pedestrian safe crossing of the railroad tracks will be constructed to increase the visibility of the rail line and allow for the safe movement of those with wheeled objects and mobility devices.

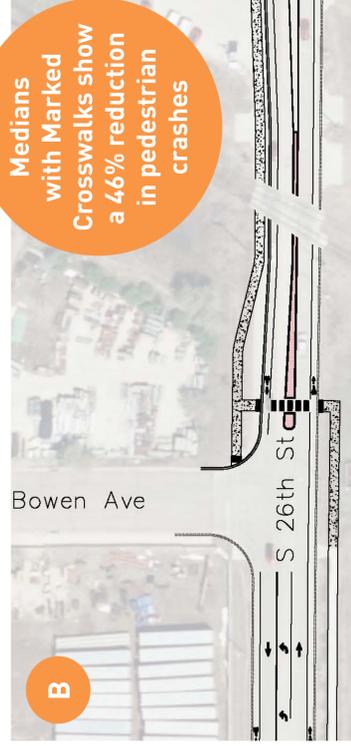
Long-Term Improvements

- C Narrow roadway**
 - » The roadway will be narrowed by reducing travel lane width and removing bicycle lanes. A shared-use path and sidewalk will be constructed on either side to separate non-motorized and motorized users to increase safety and comfort. Roundabouts could be constructed at one of two employee entrances of the Bobcat Manufacturing Facility. The roundabout would be an effective way to improve operations and safety at these intersections while acting as a traffic calming measure for the corridor. Converting a two-way stop controlled intersection to a roundabout can reduce fatal and injury crashes by up to 82%.

Implementation Opportunities

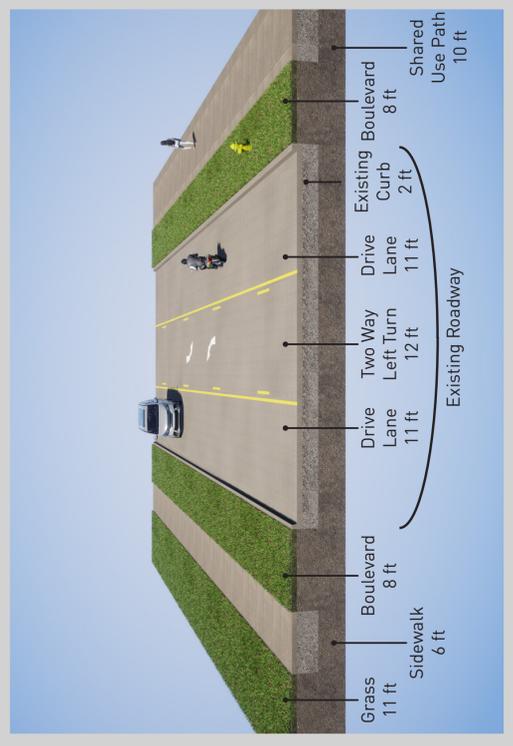
- » **Impacts:** Curbside impacts along west side of the corridor only, no right-of-way acquisition
- » **Programmed Projects:** No programmed improvement
- » **Potential Funding Sources:**
 - » Transportation Alternatives: bicycle and pedestrian improvements
 - » HISP or FRA: rail crossing improvements

B



Medians with Marked Crosswalks show a 46% reduction in pedestrian crashes

Improvement Locations



AIRPORT ROAD CORRIDOR

Existing Conditions

Overview

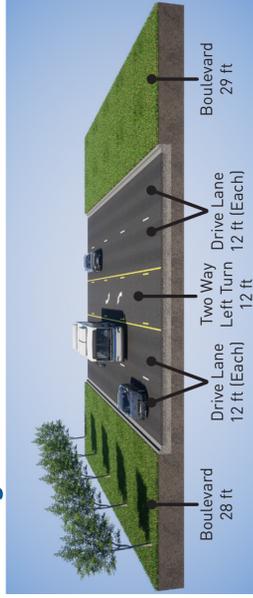
The Airport Road Corridor extends from E Broadway Avenue and ends just south of Morrison Avenue. It spans approximately one mile in length and is intersected by I-94 Business Loop and the Bismarck Expressway. Land uses adjacent to the corridor include warehousing and commercial.

At the northern end of the corridor, there are **numerous human services centers** such as Heaven Helpers Soup Kitchen and Closet. Similarly, at the southern end of the corridor, the United Way Dream Center, a **community hub and service center**, houses its headquarters. Tatley-Eagles Park, located in the middle of the corridor, offers space for recreation and hosts the Capital Farmer's Market. These **destinations serve those who do not or cannot drive** and should be accessible by other modes, such as walking, rolling, and transit.

However, the **corridor currently lacks bicycle facilities and reliable sidewalks**. Despite its mile-long span, only two blocks feature sidewalks. While the intersection with I-94 Business Loop has push buttons and pedestrian crossing signals, it lacks painted facilities. Near the intersection with I-94 Business Loop, a railroad line crosses Airport Road without safe pedestrian or bicycle crossings.

Households in the area flag for all Disadvantaged Indicators which include: **BIPOC communities, Households with a Disability, and less frequently, Income Below 150% Federal Poverty Level.**

Existing Conditions



Alternative Solutions

Short-Term Improvements

A Add sidewalks to the corridor

» The addition of sidewalks will allow non-drivers to safely access destinations along Airport Road. This will separate high speed moving vehicles from vulnerable pedestrians and bicyclists, reducing the risk of conflict and serious injury.

B Add medians with pedestrian crossings

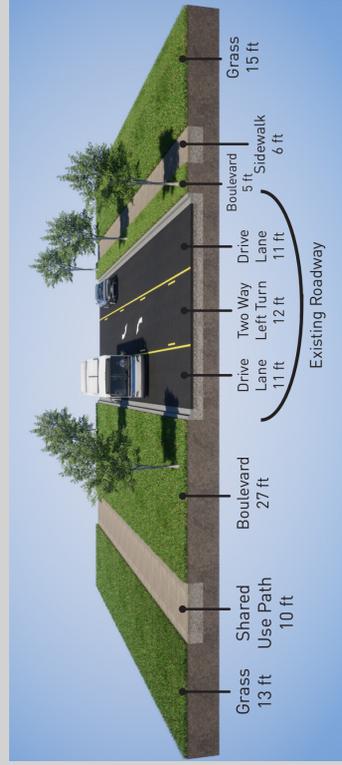
» Medians with pedestrian crossings will provide safe and visible areas for non-drivers to cross the wide roadway. Crossing will be equipped with a rectangular rapid flashing beacon (RRFB) that will alert drivers of pedestrians in the crosswalk.

Road diet using striping

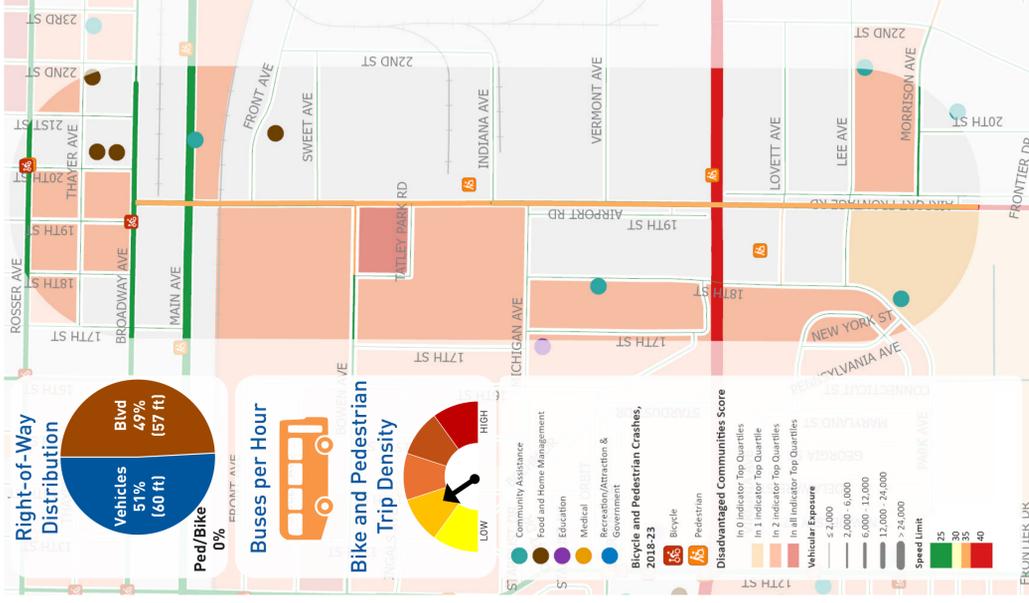
» Reducing Airport Road from 4-lanes to 3-lanes provides opportunities to increase the safety of the corridor, while meeting its capacity needs. A 3-lane roadway can support traffic volumes of over 20,000 vehicles per day and NDDOT's 2022 traffic counts show 6,500-7,500 vehicles per day. This road diet would provide space for new buffered bike lanes and reduce the conflict points for pedestrians crossing Airport Road. The addition of bicycle lanes can reduce crashes by up to 4.9%.

Long-Term Improvements

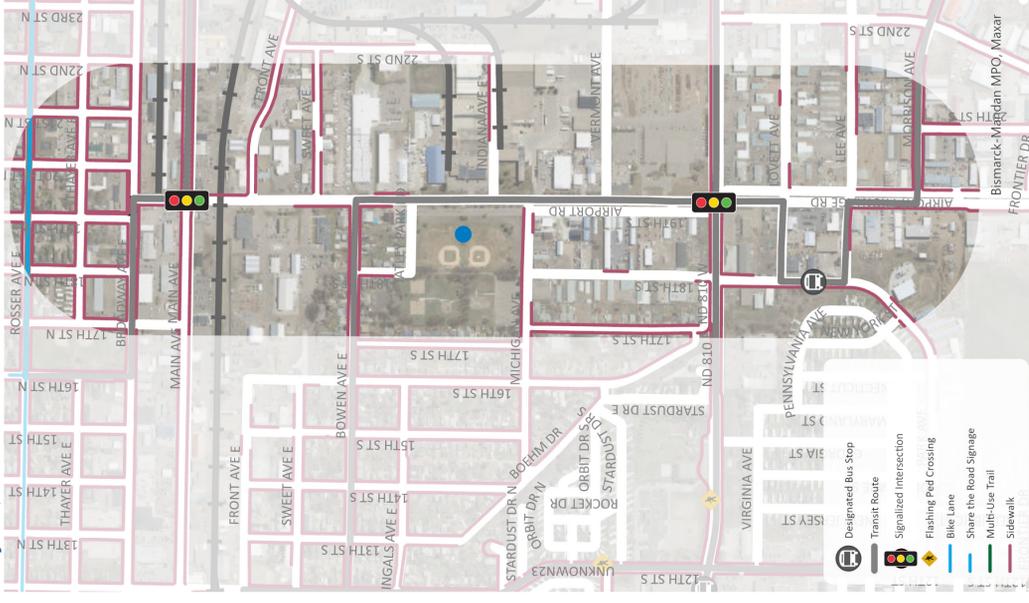
» The roadway will be modified to allow for 3-lanes of traffic, a wide boulevard, shared-use path, and a sidewalk on the eastern side. This will provide comfortable biking and walking facilities to destinations that serve as community hubs and resources.



Corridor Context



Bicycle, Pedestrian & Transit Infrastructure



Implementation Opportunities

- » **Impacts:** Curbline impacts along west side of the corridor only, no right-of-way acquisition
- » **Programmed Projects:** No Programmed Improvement
- » **Potential Funding Sources:**
 - » Transportation Alternatives: sidewalk, ADA improvements, and bike lanes
 - » HSIP: Median refuge islands and RRFB
 - » SS4A Demonstration (if on high-injury network): Bike lanes and rectangular rapid flashing beacons (RRFB)

RRFBs can reduce crashes up to 47% for pedestrian crashes

Short-Term Improvements



7TH & 9TH ST CORRIDOR

Existing Conditions

Overview

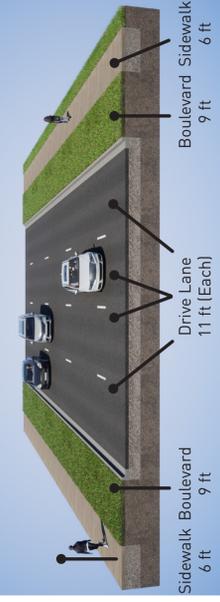
The 7th and 9th Street Corridors form a **one-way pair** traveling North to South throughout Bismarck. This specific corridor area examines Main Avenue south, to the Bismarck Expressway. The corridors are **primary hubs for many civic buildings** including the state capital, city hall, and the Civic Center. Along the corridor are also **human services facilities** as well as **locations with higher density of lower paying jobs**.

Residential along the corridor includes mobile homes, high density multi-family, and single family housing. Households in the area flag for all Disadvantaged Indicators which include: **BIPOC communities, Income Below 150% Federal Poverty Level, and Households with a Disability**.

The area is dominated by automobile use with **curb-cuts impacting sidewalks and creating ample opportunities for conflicts**. There are **no bicycle facilities** on either roadway although commercial areas are within biking distances for many people.

Transit has been intentionally routed away from these corridors as it has been deemed unsafe to stop due to high traffic volumes and speeds. Although transit runs along the corridor, there are no designated stops.

Existing Conditions (7th St)



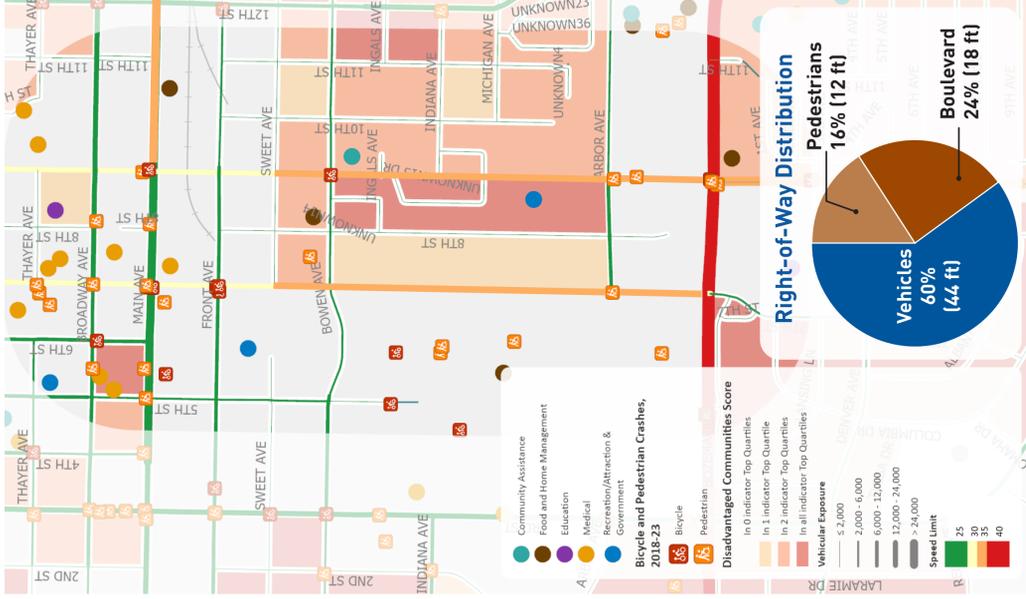
Buses per Hour



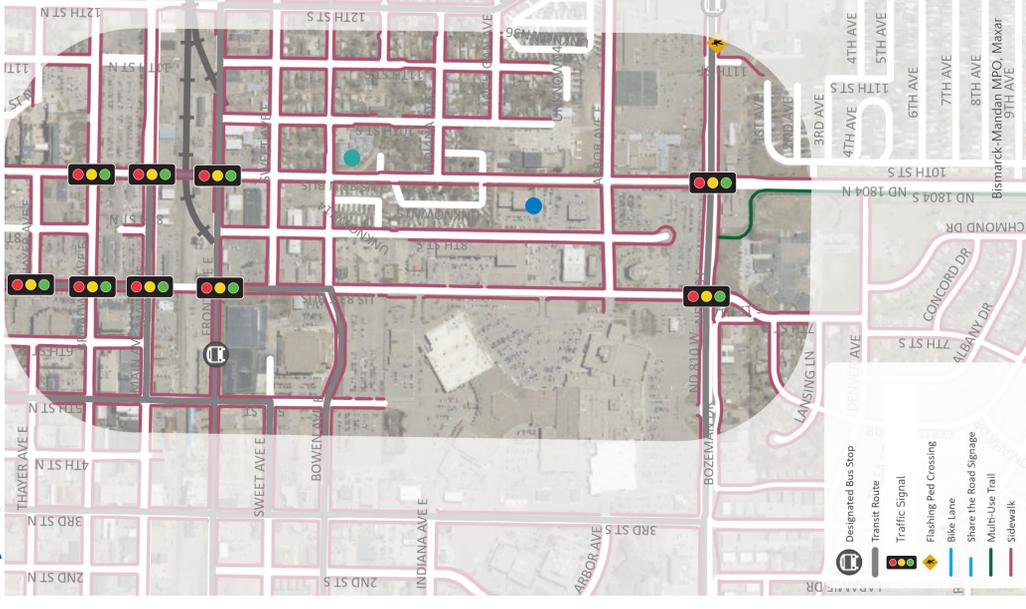
Bike and Pedestrian Trip Density



Corridor Context



Bicycle, Pedestrian & Transit Infrastructure



Alternative Solutions

Short-Term Improvements

- » **4-lane to 3-lane road diet and spot access improvements**
- » Restripe the roadway to include a buffered bike lane or shared bus/bike lane in the right-most lane. The addition of bicycle lanes can reduce crashes by up to 49%.



Install Rectangular Rapid Flashing Beacons (RRFB)

Rectangular Rapid Flashing Beacons are traffic control devices that use flashing lights to increase visibility of pedestrians crossing a street. They can be installed on roadways at mid-block locations or trail crossings and have been proven to reduce pedestrian crashes by 47%. The beacons can be triggered by a pedestrian push button, or else they remain "dark" and allow for a continued flow of vehicle traffic.

RRFBs can reduce crashes up to 47% for pedestrian crashes

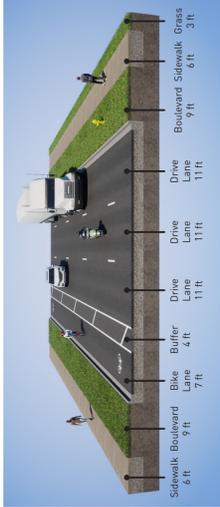
Long-Term Improvements

4-lane to 2-lane road diet

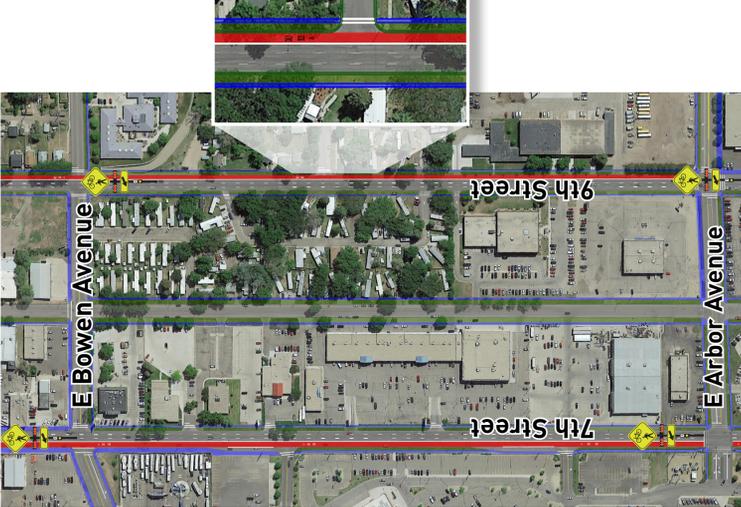
- » Reducing 7th Street and 9th Street from 4-lanes to 2-lanes provides opportunities to increase the safety of the corridors, while still meeting their capacity needs. Bismarck's previous corridor study of 7th Street and 9th Street showed that vehicular traffic could be accommodated with 2-lanes on each corridor. This road diet would provide space for new shared use paths along both corridors, dedicated turn lanes at warranted intersections, reduced crossing distances for pedestrians, and opportunities for bus pullouts. Road diets are a proven safety countermeasure with crash reductions of up to 47%.

Road diets may reduce crashes by up to 47%

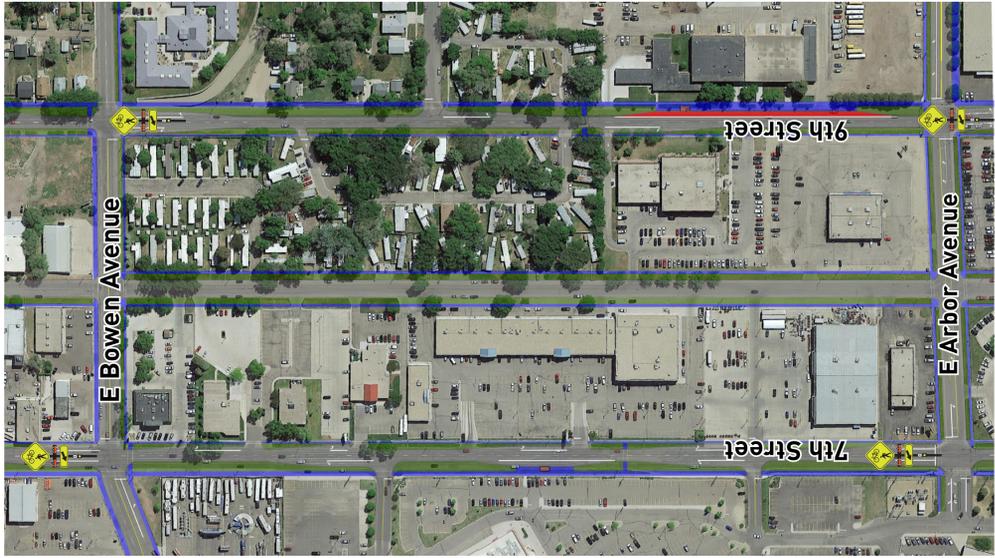
Short-Term (7th Street)



Shared Bus/Bike Lane



Long-Term Improvements



Implementation Opportunities

- » **Impacts:** Curblane impacts along east and west side of both 7th Street and 9th Street for long-term improvements, no right-of-way acquisition
- » **Programmed Projects:** No programmed improvements
- » **Potential Funding Sources:**
 - » Transportation Alternatives; sidewalk and ADA improvements
 - » SS4A Demonstration (if on high-injury network); bike lanes and pedestrian hybrid beacons
 - » RAISE and Reconnecting Communities; 4-lane to 2-lane road diet

WASHINGTON ST CORRIDOR

Existing Conditions

Overview

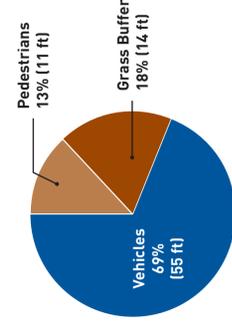
The Washington Street Corridor extends from Front Street to the Bismarck Expressway in west Bismarck. To the east is the Downtown Core and Kirkwood Mall and to the west are neighborhoods, parks, and outdoor athletic facilities.

The roadway is generally five lanes with a center turn lane. **Wide lanes may encourage speeding** and create unsafe conditions for other roadway users. Each side is bordered by a sidewalk that is either located at the back of the curb or buffered by a narrow planting strip. These conditions have created non-compliant ADA facilities and does not leave enough room for proper snow storage in the winter. Additionally, there are **very few controlled crossings of Washington Street**, but side streets are typically painted although many are faded or are difficult to identify. The roadway does not have bicycle facilities.

The corridor is served by the Blue Route which has an hour frequency and crosses Washington Street at Bowen Avenue and Arbor Avenue.

Households in the area flag for all Disadvantaged Indicators which include: **BIPOC communities, Households with a Disability, and Income Below 150% Federal Poverty Level.**

Typical Right-of-Way Distribution (80 feet)



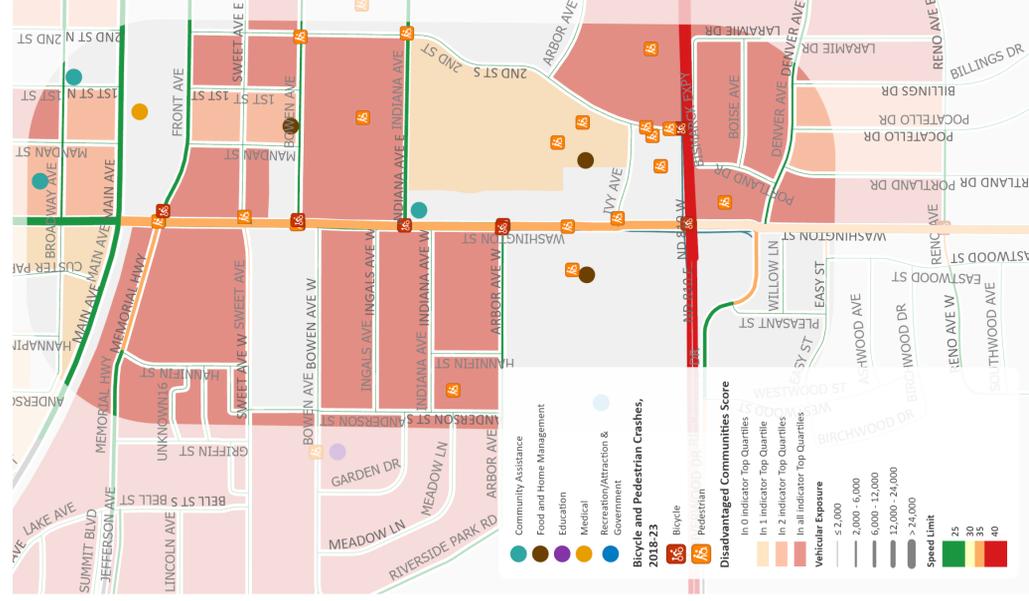
Buses per Hour



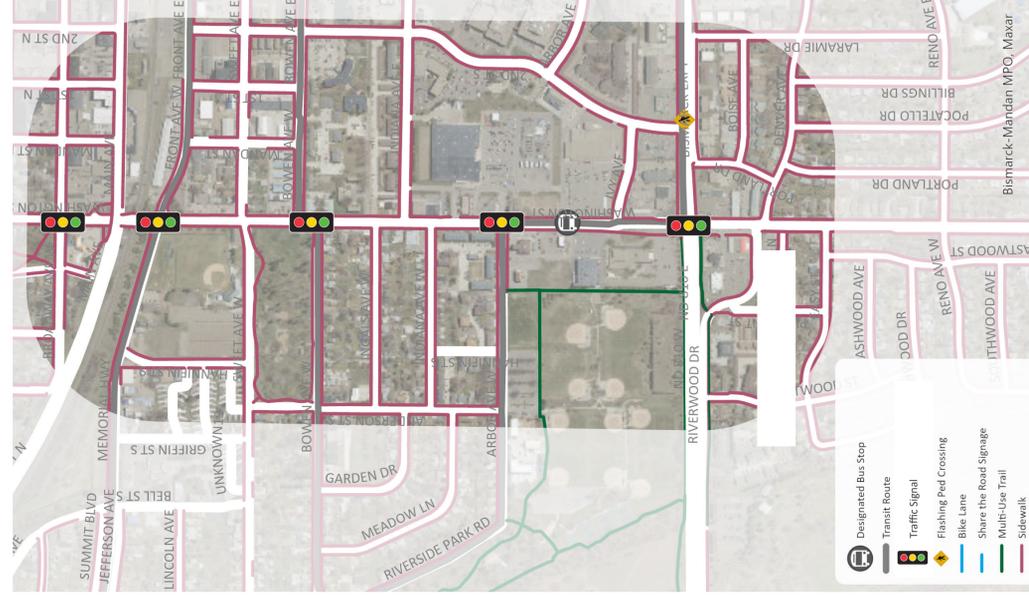
Bike and Pedestrian Trip Density



Corridor Context



Bicycle, Pedestrian & Transit Infrastructure



Alternative Solutions

Short-Term Improvements

- A Targeted ADA improvements at driveways**
 - Provide ADA improvements at driveway crossings by bending the sidewalk out towards the edge of the right-of-way and increasing the slope of the driveway. This keeps the pedestrian route at a level surface.
- B Signal crossing enhancements**
 - Improvements such as leading pedestrian intervals (LPI), protected only on flashing yellow arrow (POOFLYA) and no right-turn on red during pedestrian actuation will prioritize pedestrian safety in Mandan's downtown area by reducing vehicle-pedestrian crash potential by up to 60%.
- Restriping Washington Street from 5-lanes to 3-lanes**
 - Reducing Washington Street from **5-lanes to 3-lanes** provides opportunities to increase the safety of the corridor, while meeting its capacity needs. A 3-lane roadway **can support traffic volumes of over 20,000 vehicles per day** and NDDOT's 2022 traffic counts show 15,000-16,500 vehicles per day. This road diet would provide space for new buffered bike lanes and reduce the conflict points for pedestrians crossing Airport Road. The addition of bicycle lanes **can reduce crashes by up to 49%**.
- Pilot corridor for high-priority snow removal due to sidewalk proximity to road**
 - In this area, the sidewalk is back of curb or separated from the roadway by a small planting strip. During the winter months, this space does not allow for proper snow storage. With City led snow removal efforts, sidewalks and tall banks would be removed more efficiently and effectively. If City led, efforts could be specially assessed for this service.

Long-Term Improvements

- Sidewalk Widening**
 - Bury the utility line on the east side of Washington Street would allow the west curb line to be brought in, allowing for an expansion of the sidewalk. This would allow more space for pedestrians and increase their safety and comfort.
- Widen sidewalk on the west side of the street to create a shared-use path**
 - Careful consideration with 4(f)(6)(f) Properties

Implementation Opportunities

- Impacts:** Driveway impacts along the west side of the corridor, utility relocations
- Programmed Projects:** No programmed improvements
- Potential Funding Sources:**
 - Transportation Alternatives; ADA improvements
 - Highway Safety Improvements Program (HSIP); Signals



Improvement Locations



BROADWAY AVE CORRIDOR

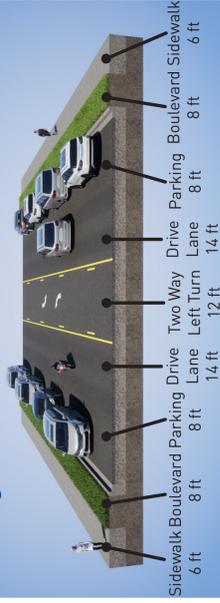
Existing Conditions

Overview

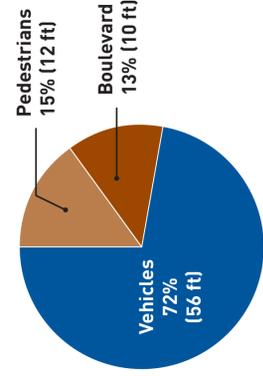
The Broadway Avenue corridor extents are 7th Street in the west to 24th Street in the east. Many different land uses are present along the corridor including medical, commercial, industrial, residential, and community assistance facilities. These destinations attract many residents throughout the day. Additionally many **Disadvantaged Communities live along and near Broadway including BIPOC communities and households with incomes below 150% of the Federal Poverty Level.**

The roadway section is typically 3-lanes with a center turn lane and parking along both sides. There are **no dedicated bicycle facilities** and sidewalks are either located at the back of the curb or separated by a small planted buffer. The **Orange transit line runs briefly along Broadway** but does not have any stops.

Existing Conditions



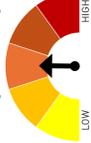
Typical Right-of-Way Distribution (78 feet)



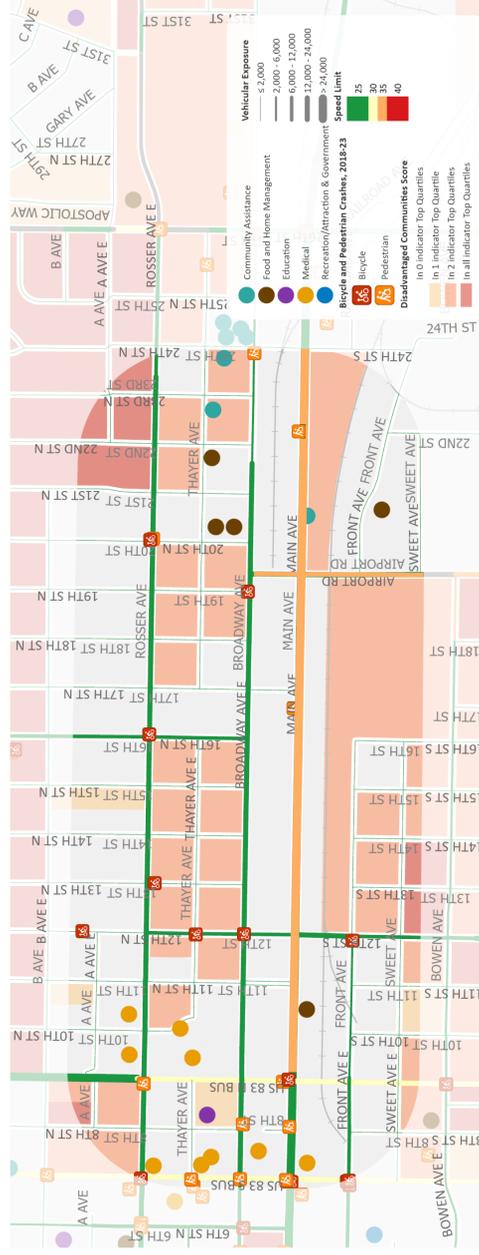
Buses per Hour



Bike and Pedestrian Trip Density



Corridor Context



Bicycle, Pedestrian & Transit Infrastructure



Alternative Solutions

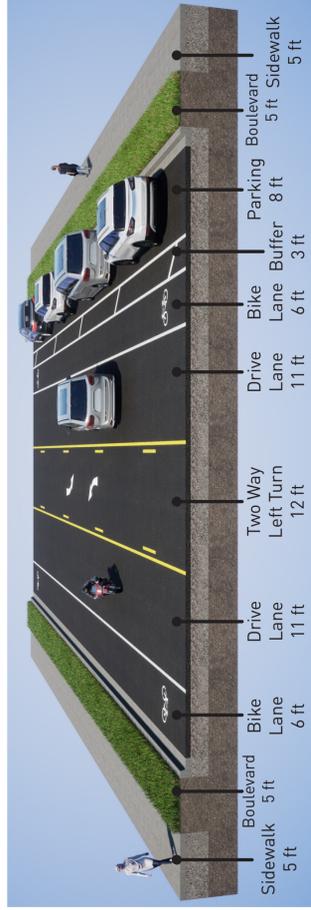
Short-Term Improvements

- A Bulb-outs at T-intersection crossings**
 - » Bulb-outs on the south side of Broadway Avenue will extend the curb line and perpendicular sidewalk into the parking lane, reducing the amount of roadway that pedestrians and bicyclists will cross while increasing their visibility.
- B Temporary bulb-out**
 - » Temporary bulb-outs are built with paint and flexible posts as a low-cost, high-impact improvement to create safer pedestrian crossings and slow right-turning drivers. Along Broadway Ave, there are cross-street intersections that could be improved to provide safer travel along the corridor.

Bulb-outs increase pedestrian visibility while reducing vehicular speeds

Road Diet and Improved Lane Delineation

- » Parking on the north side of the roadway will be removed and lane widths will be narrowed to add dedicated bike facilities on both sides of the roadway. This would increase connectivity for bicyclists while providing delineated areas for all modes.

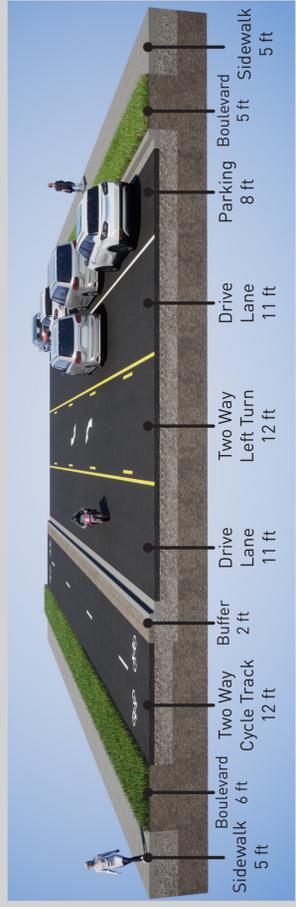


Improvement Locations



Long-Term Improvements

- C Installation of Rectangular Rapid Flashing Beacons (RRFB), Median Refuge Islands, and Two-Way Cycle Track**
 - » Installation of an RRFB at 16th Street, Airport Road, and 24th Street would improve pedestrian safety by providing an additional crossing locations across Broadway Avenue. This would increase accessibility to 16th Street Park, surrounding neighborhoods, and amenities on Airport Road. Median refuge islands would help to calm traffic and manage access to driveways along the corridor. A two-way cycle track would be implemented to further improve safety of bicyclists.



Implementation Opportunities

- » **Impacts:** Removal of parking along north side of corridor only, no right-of-way acquisition
- » **Programmed Projects:** No programmed improvements
- » **Potential Funding Sources:**
 - » Transportation Alternatives or HSIP: ADA improvements, bulb-outs, cycle tracks and RRFB's
 - » SS4A Demonstration (fit on high-injury network): bike lanes and bulb-outs

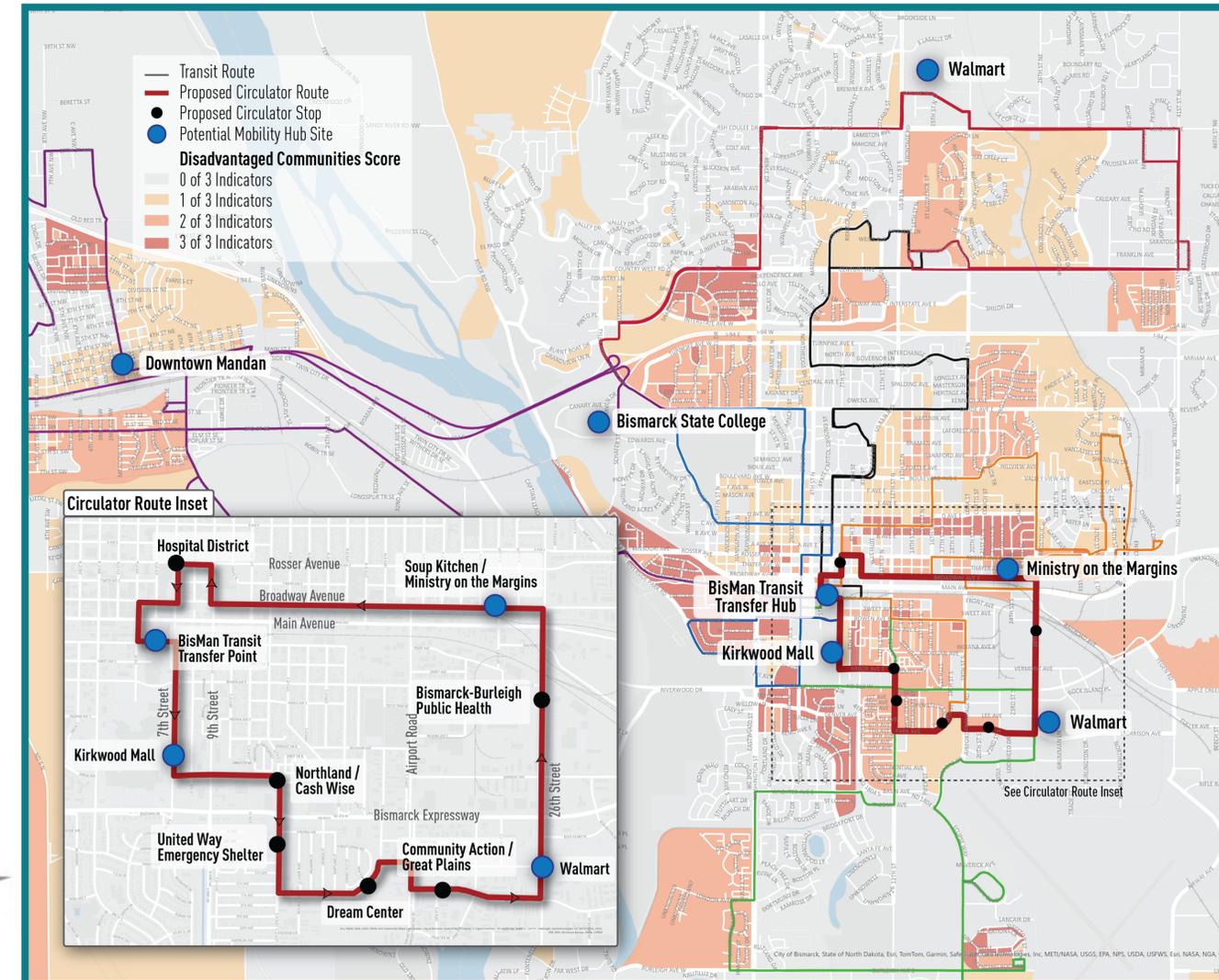
TRANSIT IMPROVEMENTS & MOBILITY HUBS

Proposed Transit Improvements

- **Circulator Route:** Similar to how the Orange-5 Route operates today, this proposed route would provide key connections to a wide variety of services, as seen in the map. With an increased frequency of 30-minutes, this route would improve overall accessibility and provide timely connections with existing transit routes at BisMan Transit's Transfer Point.
- **Designated Stops:** A phased installation of designated bus stops with signs would allow transit customer to know where they can board a bus. Designated stops can improve accessibility through the use of concrete pads and provide safer and more reliable experiences for customers.
- **Microtransit:** As an alternative approach to a circulator route, a new microtransit service could provide similar accessibility improvements to key services in the Bismarck-Mandan area. This on-demand style service provides curb-to-curb services and can expand the coverage of existing transit routes.

Mobility Hubs

- Centers that connect multiple transportation modes (buses, bikes, scooters, car-share, etc.)
- Designed to be accessible for all community members
- Enhances convenience and ease of mobility for users
- Scalable based on needs of surrounding area
- Small scale mobility hubs can include minor additions to existing bus stops while large scale mobility hubs may include climate-controlled buildings with additional amenities.



COMPLETE STREETS

What are Complete Streets?

Complete Streets is an approach to street design that aims to accommodate all users, including pedestrians, bicyclists, drivers, and public transit users, regardless of age or ability.

This approach ensures safety and accessibility for everyone.

Key Elements:

- Sidewalks
- Bike lanes or wide shoulders
- Accessible public transit stops
- Street crossing treatments (e.g. crosswalks, crossing island, flashers, etc.)
- Dedicated bus lanes
- Accessible pedestrian signals
- Winter design considerations for snow and ice management

Community Benefits of Complete Streets

Implementing Complete Streets provides many advantages to the community, including:

- Safety: Minimize conflicts between different modes, resulting in fewer crashes and safer streets
- Environment: Reduce pollution and better air quality
- Health: Encourages walking and biking, leading to healthier lifestyles
- Economic Growth: Increased foot traffic and retail activity
- Accessibility: Improves mobility for people with disabilities, older adults, and non-drivers

Snow and Ice Management

For the Bismarck and Mandan climates, Complete Streets need to function year-round. This involves:

- Designing roads and bike facilities for snow clearing
- Ensuring safe walkways during freeze-thaw cycles
- Establishing community-wide snow clearing programs for sidewalks



SIGN-IN SHEETNorth Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)Page 1 of

Division/District/Consultant			
Meeting Location <u>Morton Mandan Public Library</u>		Meeting Type <u>Open House</u>	Meeting Date <u>10-21-24</u>
Project Number <u> </u>		PCN	
Project Description <u>Safe Routes to Services</u>			
Name (Please print) <u>ISEN EKRETA</u>		Title/Representing <u>CITY OF BISMARCK</u>	
Address <u>221 N 5th St</u>	City <u>BISMARCK</u>	State <u>ND</u>	ZIP Code <u>58501</u>
Email Address <u>bekretk@bismarck.nd.gov</u>		Telephone Number <u>701-355-1842</u>	
Name (Please print) <u>Mark Heinert</u>		Title/Representing <u>Youthworks</u>	
Address <u>217 W Rosser Ave</u>	City <u>Bismarck</u>	State <u>ND</u>	ZIP Code <u>58501</u>
Email Address <u>mheinert@youthworks.org</u>		Telephone Number <u>701-391-6391</u>	
Name (Please print) <u>Kim Ried</u>		Title/Representing <u>BUMDO</u>	
Address <u>221 N. 5th St.</u>	City <u>Bis</u>	State <u>ND</u>	ZIP Code <u>58501</u>
Email Address <u>kriedle@bismarck.nd.gov</u>		Telephone Number <u>701-355-1844</u>	
Name (Please print) <u>Cody Christianson</u>		Title/Representing <u>Bolton + Menk</u>	
Address	City	State	ZIP Code
Email Address <u>cody.christianson@bolton-menk.com</u>		Telephone Number <u>701-630-5118</u>	
Name (Please print) <u>Daniel Nairn</u>		Title/Representing <u>Planning Manager</u>	
Address <u>221 N. 5th St.</u>	City <u>Bismarck</u>	State <u>ND</u>	ZIP Code <u>58501</u>
Email Address <u>dnairn@bismarck.nd.gov</u>		Telephone Number <u>701-355-1854</u>	
Name (Please print) <u>Andrew Stamm</u>		Title/Representing <u>City of Mandan</u>	
Address <u>205 2nd Ave NW</u>	City <u>Mandan</u>	State <u>ND</u>	ZIP Code <u>58554</u>
Email Address <u>andrew.stamm@cityofmandan.ca</u>		Telephone Number <u>701-667-3248</u>	
Name (Please print) <u>Robert Bauer</u>		Title/Representing <u>Resident</u>	
Address <u>407 3rd Ave NW</u>	City <u>Mandan</u>	State <u>ND</u>	ZIP Code <u>58554</u>
Email Address <u>rgbauer-home@gmail.com</u>		Telephone Number <u>858-668-8903</u>	

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page ____ of ____

Division/District/Consultant		
Meeting Location Morton Mandan Public library	Meeting Type	Meeting Date
Project Number BisMan MPO		PCN
Project Description Safe Routes to Services		

Name (Please print) Rachel Lukaszewski	Title/Representing Bis-Man MPO		
Address	City Bismarck	State	ZIP Code
Email Address		Telephone Number	

Name (Please print)	Title/Representing		
Address	City	State	ZIP Code
Email Address		Telephone Number	

Name (Please print)	Title/Representing		
Address	City	State	ZIP Code
Email Address		Telephone Number	

Name (Please print)	Title/Representing		
Address	City	State	ZIP Code
Email Address		Telephone Number	

Name (Please print)	Title/Representing		
Address	City	State	ZIP Code
Email Address		Telephone Number	

Name (Please print)	Title/Representing		
Address	City	State	ZIP Code
Email Address		Telephone Number	

Name (Please print)	Title/Representing		
Address	City	State	ZIP Code
Email Address		Telephone Number	

Safe Routes to Services Comment Card

Mandan Locations

Do you have any thoughts on Main Street Corridor?

I agree additional overpass would help connect the city. However, BNSF seems to make this very challenging and possibly very expensive. Opportunities for better bike-paths are significant.

Do you have any thoughts on 3rd Street Corridor?

Bulb-outs Super idea.
Long-term → I like alternative ~~Q2~~ Much safer way to have Bike-Way not be on roadway.

Do you have any thoughts on Shady Acres?

Love the vision of possible future Affordable housing. Connecting multi-use trails needed (Long-term B)

Safe Routes to Services Comment Card

Bismarck Locations I

Do you have any thoughts on 26th Street Corridor?

Much safer to have shared use path - Very few people actually use bike lanes now on street. They choose to ride sidewalk - which isn't large enough.

Do you have any thoughts on Airport Road Corridor?

Again - Love the shared path idea,
RRFB - needed - along w/ median
refuge island.

Do you have any thoughts on 7th and 9th Street Corridor?

4 lane - to 2 lane sounds like a challenge, but if it can accommodate traffic, would be awesome! (3 lanes?)

Safe Routes to Services Comment Card

Bismarck Locations II

Do you have any thoughts on Washington Street Corridor?

Love idea of widening Sidewalk. This is necessary in high traffic areas.

- For all of the Sidewalk widening for Multi-use — Who clears snow? Owner or city? — could be deterrent if owner.

Do you have any thoughts on Broadway Avenue Corridor?

Love long term solution - C
→

Safe Routes to Services Comment Card

Complete Streets, Transit Improvements, and Mobility Hubs

Do you have any thoughts on complete streets?

I am glad to see Snow + Ice Management included, Safety is #1 issue.

Do you have any thoughts on transit improvements?

Circular Route → challenge to do in a shorter timeframe, but this vision is wonderful.

Transit needs to run after 7pm. would be best if ran to 11pm.

Add Microtransit until 11pm if can't extend normal hours!

Do you have any thoughts on mobility hubs?

Mobility Hub is great vision for future. Not

sure Bis/Man is ready for it.

-Start small.

Safe Routes to Services Comment Card

Mandan Locations

Do you have any thoughts on Main Street Corridor?

Would like to see road improvements on NW side of W Main Street, from Main up to 4th St NW. Roads are in disrepair and unsafe.

Do you have any thoughts on 3rd Street Corridor?

Do you have any thoughts on Shady Acres?

Safe Routes to Services Comment Card

Bismarck Locations I

Do you have any thoughts on 26th Street Corridor?

Do you have any thoughts on Airport Road Corridor?

Do you have any thoughts on 7th and 9th Street Corridor?

Safe Routes to Services Comment Card

Bismarck Locations II

Do you have any thoughts on Washington Street Corridor?

Do you have any thoughts on Broadway Avenue Corridor?

Safe Routes to Services Comment Card

Complete Streets, Transit Improvements, and Mobility Hubs

Do you have any thoughts on complete streets?

Do you have any thoughts on transit improvements?

Do you have any thoughts on mobility hubs?

Safe Routes to Services Comment Card

Mandan Locations

Do you have any thoughts on Main Street Corridor?

- EASTERN END OF MAIN (CORRIDOR TO MEMORIAL HIGHWAY) HAS NUMEROUS ESTABLISHMENTS AND A RECENTLY ADDED "WALK SCORE" HOWEVER THE BUILT ENVIRONMENT ADAPTIVES ARE VERY UNCONVINCING / NOT WALKABLE AND NUMEROUS DRIVEWAYS CREATE PEDESTRIAN AND VEHICULAR CONFLICTS.

Do you have any thoughts on 3rd Street Corridor?

- COMPLETION OF SIDEWALK NETWORK ON BOTH SIDES OF STREET

Do you have any thoughts on Shady Acres?

- LIMITED PEDESTRIAN / VEHICULAR ACCESS TO THE REST OF THE COMMUNITY AND A DISCONTINUOUS SIDEWALK NETWORK.

Safe Routes to Services Comment Card

Bismarck Locations I

Do you have any thoughts on 26th Street Corridor?

- DISCONTINUOUS SIDEWALK NETWORK SOUTH OF MAIN TO EXPRESSWAY THAT NEEDS TO BE COMPLETED.
- ~~THE~~ WALMART APPEARS TO BE A TOTAL ATTRACTOR FROM INDIVIDUALS TRAVELING ON BIKES OR FOOT ALONG THE CORRIDOR
- NEED FOR PEDESTRIAN CROSSINGS ENHANCEMENTS AT THE RAIL CROSSING

Do you have any thoughts on Airport Road Corridor?

- ROAD APPEARS TO HAVE MORE LANES THAN NEEDED ESPECIALLY FROM MAIN TO EXPRESSWAY
- CONSIDER ROUNDABOUTS TO ALLOW FOR BIKES / PEDESTRIAN ENHANCEMENTS
- NEED OFF-STREET SIDEWALK / TRAIL CONNECTIONS ON BOTH SIDES OF ROAD BETWEEN MAIN AND EXPRESSWAY

Do you have any thoughts on 7th and 9th Street Corridor?

- NEED TO CONSIDER PEDESTRIAN CROSSINGS ~~THE~~ ENHANCEMENTS AT STRATEGIC LOCATIONS ESPECIALLY BETWEEN BOONAN AND AIRBORNE ON 7TH
- NEED TO CONNECT SIDEWALK NETWORK ON BOTH SIDES OF QTA BETWEEN MAIN AND EXPRESSWAY
- ON PORTIONS OF 7TH AND 9TH SIDEWALK IS DIRECTLY ADJACENT TO STREET WITH NO BUFFER OR SNOW STORAGE AREA CREATING ENTANGLEMENTS IN VEHICLES NEXT TO HIGH VOLUMES OF FAST MOVING TRAFFIC. ALSO DURING WINTER MONTHS IT COULD BE IMPASSIBLE WITH SNOW STORAGE
- ROADWAYS ARE OVERSIZED - LONG TERM CONSIDER WIDENING SIDEWALKS (CONSIDER STORAGE)



7th and 9th continued

- TO ELIMINATE 1 TO 2 TRAVEL LANE
FOR EACH ROADWAY TO ALLOW ~~FOR~~ GREATER
SEPARATION BETWEEN SIDEWALK, LOCAL
AND BIKE STORAGE AND TO ALLOW
OPPORTUNITY TO WALK TRAILS.

- WOULD ALSO ALLOW SPACE FOR
STREET TREE PLANTINGS TO
ADD SHADE FOR PEDESTRIANS AND
URBANE JOYRIDE TO HELP
CALM VEHICULAR TRAFFIC

Safe Routes to Services Comment Card

Bismarck Locations II

Do you have any thoughts on Washington Street Corridor?

- NARROW SIDEWALKS DIRECTLY ADJACENT TO STREET BETWEEN MAIN AND EXPRESSWAY
~~TO SIDE~~ - SIDEWALK TOO NARROW ON BOTH SIDES OF ROADWAY WITH UTILITY POLES FURTHER COMPROMISING SPACE UTILIZATION WITH PEDESTRIANS

- LONG TERM CONSIDER NARROWING ~~TRAVEL~~ LINES TO ADD ADDITIONAL SPACE ON AT LEAST 1 SIDE OF ROAD TO CREATE ADDITIONAL SPACE FOR A CONTINUOUS TRAIL.

- NEED TO REDUCE PEDESTRIAN CROSSING AT ARBOR AND WASHINGTON. HIGH PEDESTRIAN ACTIVITY AT THIS LOCATION (CONCENTRATED ON EACH SIDE)

Do you have any thoughts on Broadway Avenue Corridor?

PEDESTRIAN

- LACK OF SPACE ON ZONE BETWEEN BROADWAY AND MAIN NEEDS TO BE ADDRESSED

- CURRENTLY NO SIDEWALKS AND VERY UNWALKABLE

- ~~FUTURE~~ NUMEROUS ESTABLISHMENTS ALONG EAST MAIN AND EAST BROADWAY NEARBY ADJACENT TO SAFE FOR PEDESTRIANS. UNWALKABLE TO PEDESTRIANS.

- SET BACKS, SURFACE PARKING, LACK OF STREET TREES DO NOT

CREATE A WALKABLE ENVIRONMENT

WASHINGTON

- PEDIESTRIAN REFUGE ISLANDS AND CROSSINGS ON FRONT AND WASHINGTON FAR TOO SMALL. NOT ENOUGH ROOM TO WALK COMFORTABLY IF YOU ARE ON A BIKER OR HAVE A CHILD OR A STROLLER OR STROLLER
- HIGH CONCENTRATION OF ENVIRONMENTAL JUSTICE AREAS WEST OF CORRIDOR AND NUMEROUS NEEDED SERVICES ON EAST SIDE OF CORRIDOR. MANY PEOPLE WHO LIVE AND SERVE THE CORRIDOR MAY NOT HAVE ACCESS TO A CAR.

Safe Routes to Services Comment Card

Complete Streets, Transit Improvements, and Mobility Hubs

Do you have any thoughts on complete streets?

- YES ~~COMPLETE~~ BUT NOT EVERY STREET IS NOT MEANT TO ACCOMMODATE THE SAME NEEDS
- THE ADJACENT BUILT ENVIRONMENT NEEDS TO BE CONSIDERED IN TERMS OF USE AND DESIGN.
- ALTHOUGH ITS NEEDED TO ACCOMMODATE ALL USERS SOME ~~ROUTES~~ ^{STREETS} WILL BE MORE PEOPLE FOCUSED LIKE MAIN STREET. OTHERS WILL BE FOCUSED ON MOVING PEOPLE AND GOODS LIKE STATE STREET.

Do you have any thoughts on transit improvements?

- LOVE THE IDEA OF A DOWNTOWN CIRCULATOR WITH FREQUENT ARRIVALS
- NEED TO CONSIDER AN ALL WEATHER ~~PERMANENT~~ TRANSIT TRANSFER HUBS.

Do you have any thoughts on mobility hubs?

- LOVE THE IDEA
- LOCKERS ARE NEEDED FOR MANY REASONS ON THE COMMUNITY AND WOULD LIKE TO SEE THEM INCLUDED IN CONCEPTS
- THE COMBINATION OF BIKES AND MICRO MOBILITY OPTIONS (RENTAL BIKES AND RENTAL SCOOTERS) ARE THE MOST TO LEVERAGE AND EXTEND THE UTILITY OF THE OTHERS

Safe Routes to Services Comment Card

Mandan Locations

Do you have any thoughts on Main Street Corridor?

Do you have any thoughts on 3rd Street Corridor?

Do you have any thoughts on Shady Acres?

Safe Routes to Services Comment Card

Bismarck Locations I

Do you have any thoughts on 26th Street Corridor?

The entire area from S Washington to the eastern boundary of Bismarck is a major bicycling barrier between south Bismarck and downtown/north. There are no real safe alternatives for travel. These are good suggestions and even one safe route would be a benefit. Consider also less travelled roads: S 2nd St. (no safe crossing of expressway), through Kirkwood Mall (perhaps w/ a redevelopment), or S 16th St (no convenient safe crossing of expressway w/ railroad crossing). A low volume alternative can be more comfortable and affordable than including bike-ped facilities on major arterials.

Do you have any thoughts on Airport Road Corridor?

Do you have any thoughts on 7th and 9th Street Corridor?

Safe Routes to Services Comment Card

Bismarck Locations II

Do you have any thoughts on Washington Street Corridor?

Do you have any thoughts on Broadway Avenue Corridor?

This is an ideal alternative to bike-ped travel on E. Main. There's plenty of room and not much demand for on-street parking. E Main could Urbanize w/ on-street parking and sidewalks w/ building frontage, while Broadway could have the shared-use path or two-way cycle track.

Safe Routes to Services Comment Card

Complete Streets, Transit Improvements, and Mobility Hubs

Do you have any thoughts on complete streets?

Do you have any thoughts on transit improvements?

Do you have any thoughts on mobility hubs?

NDDOT TITLE VI PUBLIC PARTICIPATION SURVEY

North Dakota Department of Transportation, Civil Rights
SFN 60149 (3-2022)

PLEASE USE DARK INK AND PRINT CLEARLY

The Civil Rights Act of 1964 and related nondiscrimination authorities require the North Dakota Department of Transportation to ensure everyone has the opportunity to comment on the transportation programs and activities that may affect their community.

To help with that, we ask that you respond to the following questions. You are not required to disclose the information requested in order to participate. Any information provided to the NDDOT will be retained solely for the purpose of collecting statistical data to ensure inclusion of all segments of the population affected by transportation programs and activities.

Sex: <input type="checkbox"/> Female <input checked="" type="checkbox"/> Male <input type="checkbox"/>	Disability: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Age: <input type="checkbox"/> Under 18 <input type="checkbox"/> 18-40 <input checked="" type="checkbox"/> 41-65 <input type="checkbox"/> 65+	
Race: <input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Other Pacific Islander <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Hispanic or Latino <input type="checkbox"/> _____ <input type="checkbox"/> Black/African American	
Language Most Frequently Spoken in your Home: <input type="checkbox"/> Spanish <input type="checkbox"/> Vietnamese <input type="checkbox"/> Japanese <input type="checkbox"/> German <input type="checkbox"/> Arabic <input type="checkbox"/> Other Slavic Language <input type="checkbox"/> Other African Language <input type="checkbox"/> Russian <input checked="" type="checkbox"/> English <input type="checkbox"/> Chinese <input type="checkbox"/> Other India Language <input type="checkbox"/> _____	
Do you receive public assistance? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
How did you hear about this event? <input type="checkbox"/> Internet <input type="checkbox"/> NDDOT Contact <input type="checkbox"/> Television <input type="checkbox"/> Radio <input type="checkbox"/> Newspaper <input type="checkbox"/> Advocacy Group <input type="checkbox"/> Mailing <input type="checkbox"/> Social Service Agency <input checked="" type="checkbox"/> B/u _____	

For Office Use Only

Event Date (MM/DD/YYYY)	City	County	Div/Dist Number	PCN
10/21/2024				

MPO: <input checked="" type="checkbox"/> Bismarck-Mandan <input type="checkbox"/> Fargo-Moorhead Metro COG <input type="checkbox"/> Grand Forks-East Grand Forks	ROW: <input type="checkbox"/> Negotiation <input type="checkbox"/> Relocation	Subrecipient: <input type="checkbox"/> Yes <input type="checkbox"/> No
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*After you have completed this form, please place it in the designated location.

