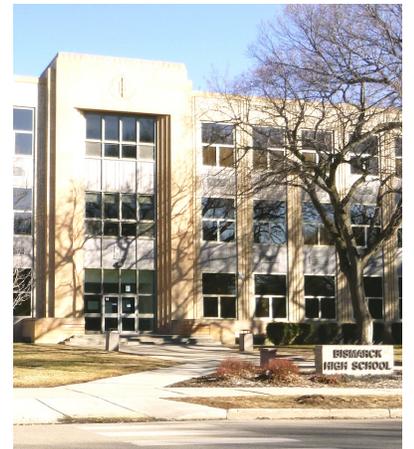
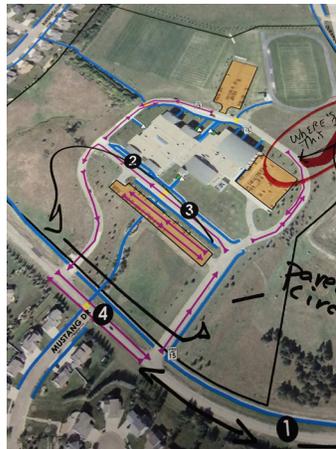




BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

Bismarck Schools

NOVEMBER 2017



ACKNOWLEDGEMENTS

This Bicycle and Pedestrian School Safety Crossing Study would not have been possible without the collaboration of the City of Bismarck, the City of Mandan, the City of Lincoln, the Bismarck School District, the Mandan School District, the MPO, steering committee members, consultant staff, and the public. A special thanks to these team members for the dedication and effort they gave to make this Study a success.

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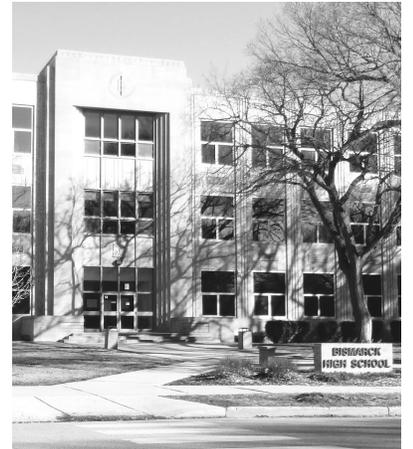
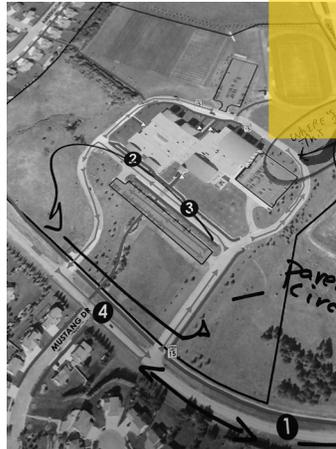
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INTRODUCTION



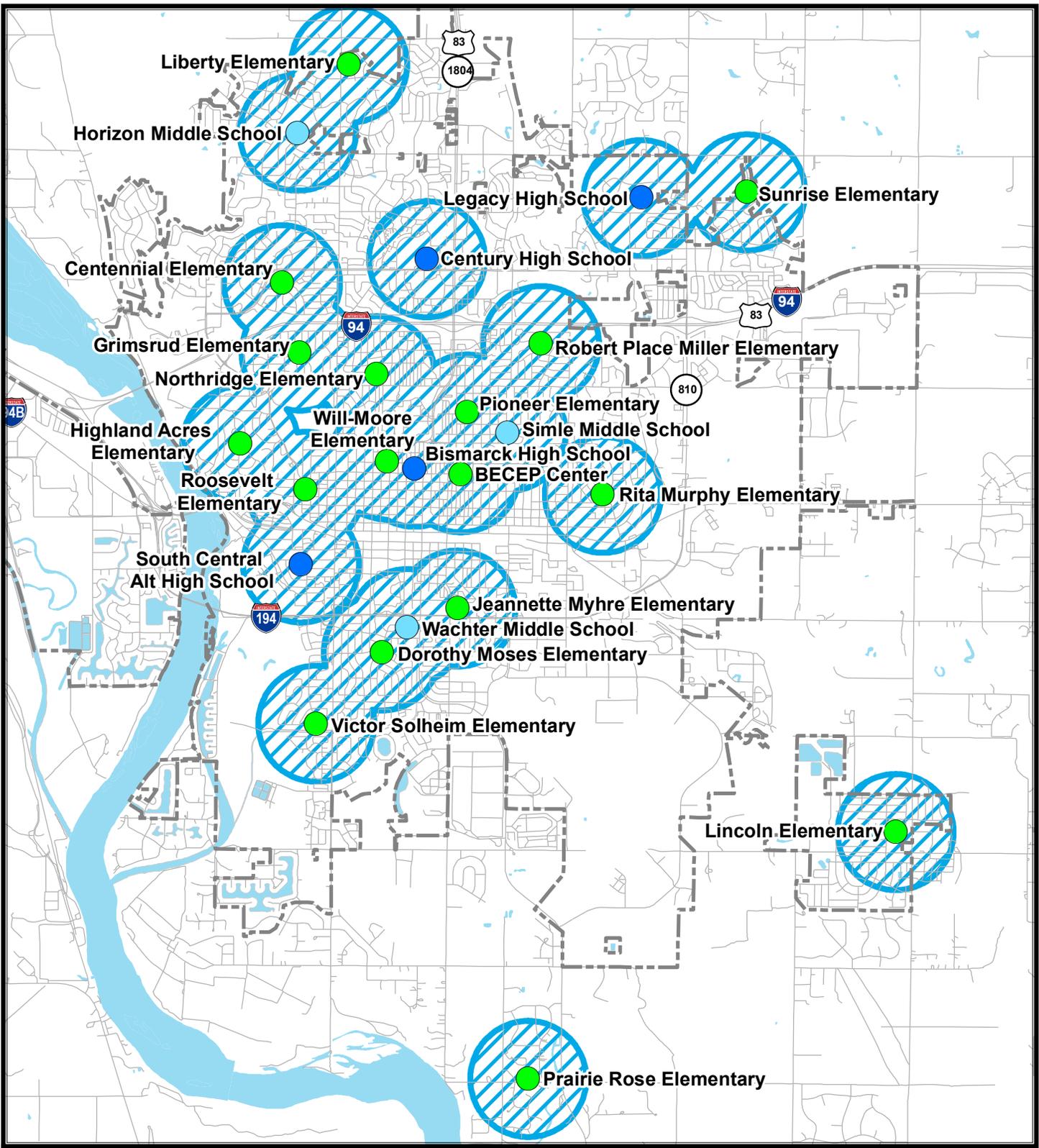
INTRODUCTION

Many bicycling and walking assets already exist in the Cities of Bismarck, Mandan, and Lincoln. These include regional multi-use trails, biking and walking facilities, the presence of community members and partner organizations that advocate for cycling and walking, and the growing interest in planning for and implementing biking and walking facilities. An important group of pedestrians and bicyclists are students and young people. This group does not drive but needs alternative modes of transportation to get them to school every day.

The Bismarck-Mandan MPO has partnered with the Bismarck School District, the Mandan School District, the City of Bismarck, the City of Mandan, and the City of Lincoln to study improvements to school safety for walking and biking. This process has involved extensive research and engagement with school staff, parents, students, law enforcement, and City and County staff to understand the unique conditions and challenges families face at schools across the region. The Study addresses 33 public elementary, middle, and high schools. This report focuses on schools in the Bismarck School District. The 24 schools studied in this district include:

- Liberty Elementary
- Sunrise Elementary
- Centennial Elementary
- Grimsrud Elementary
- Robert Place Miller Elementary
- Northridge Elementary
- Pioneer Elementary
- Highland Acres Elementary
- Will-Moore Elementary
- Rita Murphy Elementary
- Roosevelt Elementary
- Jeannette Myhre Elementary
- Dorothy Moses Elementary
- Victor Solheim Elementary
- Prairie Rose Elementary (Burleigh County, ND)
- Lincoln Elementary (Lincoln, ND)
- Bismarck Early Childhood Education Program (BECEP)
- Simle Middle School
- Wachter Middle School
- Horizon Middle School
- South Central Alternative High School
- Legacy High
- Century High
- Bismarck High

The location of these schools is illustrated in Figure 1-1 on the following page.



**Figure 1-1
Bismarck School Locations**

- Elementary School
- Middle School
- High School
- 1/2-Mile from School
- City Limits

August 14, 2017



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



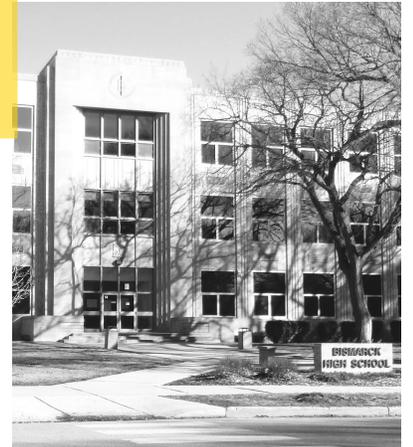
This Study includes a discussion of existing programs in place in the community and schools in Bismarck, community engagement completed as part of the planning process, a discussion of educational and encouragement programs and policies to implement in the future, and an analysis of each of the 24 school sites. The Plan has been organized into the following chapters:

1. Introduction
2. Background and Existing Programs
3. Outreach and Engagement
4. Education Programs and Policies
5. Encouragement Programs and Policies
6. School Site Chapters
7. Implementation

A successful plan is one that is actionable and implementable. Chapters 4 and 5 both present top programs to implement in the coming years to improve bicycling and walking safety district-wide. Additionally, each individual school site chapter in this Study not only identifies existing challenges and proposed alternatives, but also provides engineering priorities for each school to focus on in the future. Chapter 7 of this Plan addresses engineering implementation strategies as well as funding opportunities.



BACKGROUND + EXISTING PROGRAMS



INTRODUCTION

This chapter provides an overview of existing programs, policies, and regulations to support bicycling and walking in Bismarck and Lincoln and at local public schools in the area. It reviews local and statewide policies and ordinances related to bicycling and walking in addition to school district programs. The chapter concludes with a summary of interviews conducted by the members of the Bismarck School District. This chapter also identifies existing programs and policies within the "5 E's" of bicycle planning. These 5 E's include: engineering, education, encouragement, enforcement and evaluation. This chapter does not address individual school conditions and issues. Instead, these issues are identified in each school site chapter.

EXISTING REGULATIONS AND POLICIES

Numerous jurisdictions regulate traffic and govern road safety around the Bismarck public schools. This memorandum summarizes existing policies that regulate traffic and promote safety for all road users, including bicyclists and pedestrians. State and local code is referenced throughout this document.

STATE-LEVEL PROGRAMS

The North Dakota Department of Transportation (NDDOT) has developed numerous reports and campaigns to ensure pedestrian and bike safety on highways and local roads. These programs are summarized below.

North Dakota Century Code

The Century Code is the set of regulations enacted by the State of North Dakota, approved by the State Legislature. The code encompasses a wide array of areas including traffic, roadways, and safety. The following sections, summarized below, are relevant to biking and pedestrian safety in the Bismarck-Mandan area.

Title 24: Highways Bridges and Ferries

§24-01-04.1: Metropolitan Planning Organizations have the responsibility of developing plans and programs for pedestrian walkways and bicycle facilities within the metropolitan area.

Title 39: Motor Vehicles

§39-07: Bicycles are considered vehicles on all roadways within the state and must comply with the same regulations as motor vehicles.

§39-09: When students are present, speed limits on streets surrounding schools are reduced to 20 miles-per-hour.

§39-10: This section provides general traffic rules for motorists and pedestrians in North Dakota. These regulations are summarized below:

- Motorists must yield to pedestrians in marked crosswalks and on sidewalks, including pedestrians walking across driveway cuts
- In unmarked crosswalks, motorists must yield to pedestrians when they are half way through the intersection
- Pedestrians must yield to cars when crossing the road somewhere other than a crosswalk or when crossing the road when a pedestrian bridge or tunnel has been provided
- Pedestrians must not cross divided or controlled-access highways if those roadways are marked prohibiting pedestrians
- Motorists approaching a school bus may pass the bus if the bus stop is located on one of these controlled-access highways
- Pedestrians must obey signalized intersections

§39-10.1: This section is dedicated to specific rules for bicyclists. These rules include:

- Bicycles are considered vehicles and must obey traffic laws
- Bicycles may only carry as many riders as they were designed to carry
- When on a roadway, bicyclists must ride as far right as practicable
- No more than two bicyclists shall ride abreast when on a roadway
- Lights are required on the front and back of bicycles when riding at night
- Brakes are required

§12-13-11: Authority to Designate Loading Zones. The city traffic engineer is authorized to determine the location of loading zones and passenger loading zones and shall place and maintain appropriate signs indicating the same and stating the hours during which the provisions of this chapter are applicable.

§12-13-12: Standing in Passenger Loading Zone. A person may not stop, stand, or park a vehicle for any purpose or period of time other than for the expeditious loading or unloading of passengers in any place marked as a passenger loading zone during hours when the regulations applicable to such loading zone are effective, and then only for a period not to exceed fifteen minutes.

Motorist Guidebook

NDDOT has developed a guidebook for motorist, pedestrian and bicyclist safety. The guide serves as a “plain-language” summary of the state traffic code and also provides tips and recommendations to drivers, bicyclists, and walkers. For example, it explains how the law requires bicyclists to not ride more than two abreast, but also states that single file is safer and recommended. It also provides visual aids for bike hand signals and traffic sign meanings (particularly relevant inclusions are signs to designate trails and hiking areas, school crossing zones, and hand signals used by traffic officers and construction workers).

Code for the Road Program

The Code for the Road program was developed in 2013 by NDDOT and partner agencies to develop an educational campaign around traffic safety and regulations in the state. The program has six components, each focusing on a major road safety and traffic code issue:

- Buckle up: wearing seatbelts
- Hang up: avoiding talk and texting while driving
- Speak up: encouraging teenagers to speak up to friends and classmates about distracted driving
- Wise up: minimizing impaired driving
- Heads up: motorcycle awareness and safety precautions
- Ease up: addressing speeding and aggressive driving

Like the motorist guide, Code for the Road engages the public in a way that educates them about the traffic code through programs, public safety announcements, and videos. Because none of the programs explicitly address bicycle or pedestrian safety, these may be issues worth addressing in conjunction with other components or by creating an additional component to the program.

NDDOT Local Road Safety Programs

Working with cities and counties, NDDOT has also developed Local Road Safety Programs (LRSP) for Bismarck and Mandan and the surrounding counties. These programs include an overview of safety and crash information and recommend safety strategies at a macro level. These programs are summarized below:

Bismarck/Burleigh County: The Burleigh County report states that between 2008 and 2012, there were 13,083 traffic crashes, 83% of which happened on local or county roads. Of those crashes, 81% were in urban areas, including the City of Bismarck. Numerous strategies were identified to minimize crashes in the county including:

- Eliminate drinking and driving
- Enforce DUI laws
- Enforce seat belt laws

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- Promote safety education programs in workplaces and schools
- Promote safety and increase visibility of motorcyclists
- Educate and train young drivers
- Set appropriate speed limits
- Improve traffic controls, especially at intersections

The LRSP report also includes a variety of pedestrian safety recommendations including:

- Improvements to signals in urban areas including advanced walk signal and countdown timers
- Infrastructure treatments such as restricting or eliminating parking near intersections (for visibility) as well as curb extensions and median refuge islands in urban areas

Finally, the report recommends countermeasures to improve pedestrian safety at specific locations throughout the City of Bismarck, shown with project cost estimates in Table 2-1 below. Many of the city’s schools are located along roads with suggested improvement projects. For example, Wachter Middle School is located on Bismarck Expressway. Centennial Elementary and Century High School are located on Century Ave. Bismarck High School is located between N 7th Street and N 9th Street. The Highway Safety Improvement Program (HSIP) may serve as a funding opportunity to implement these proposed bicycle and pedestrian projects.

Table 2-1: City of Bismarck Urban Pedestrian and Bicycle Projects

City of Bismarck – Urban Pedestrian and Bicycle Projects

Corridor ID	Local Street Name	Countdown Timers	Project Cost (\$)
83.01	US 83 (State St)	3	\$ 30,000
83.03	N 7th St	5	\$ 50,000
83.04	N 9th St	5	\$ 50,000
194.01	Bismarck Exp	8	\$ 80,000
809.01	Century Ave	5	\$ 50,000
815.01	E Capital Ave	8	\$ 80,000
833.01	Front Ave	2	\$ 20,000
834.01	E Broadway Ave	3	\$ 30,000
838.01	Rosser Ave	5	\$ 50,000
845.01	Washington St	2	\$ 20,000
845.02	Washington St	7	\$ 70,000
		53	\$ 530,000

Source: NDDOT LRSP Report for Burleigh County

COUNTY-LEVEL PROGRAMS

Burleigh County

At the time of this Study, there are not any policies or programs in Burleigh County specific to bicyclists or pedestrians. For traffic management and roadway design, the County relies on State of North Dakota guidelines. The County will help to implement the upcoming Bismarck-Mandan Bicycle and Pedestrian Study which may include new policies and infrastructure outside of Bismarck.

MUNICIPAL-LEVEL PROGRAMS

City of Bismarck

The City of Bismarck has regulations specific to biking and walking to ensure the safety of residents. These laws are derived from the North Dakota State Century Code and enhanced to protect local residents. These regulations include:

Bike Safety: Bicyclists must follow traffic ordinances. Biking on sidewalks is prohibited in business districts. If biking on a sidewalk, cyclists must yield to pedestrians. Lights are required when biking at night.

Pedestrian Safety: Pedestrians must follow applicable traffic laws and devices. When there are no signals at an intersection, motorists must yield to pedestrians. Pedestrians not crossing at crosswalks must yield to motorists.

The City of Bismarck also has regulations specific to areas around schools:

Crosswalks: Regardless of the signal or if the intersection is marked, “the driver of a motor vehicle must stop before entering a marked school crossing when the crossing guard is displaying a stop sign within the crosswalk” §12-16-02.

School Area Parking Restriction: The City traffic engineer may prohibit parking adjacent to schools “when such parking would interfere with traffic or create a hazardous situation” §12-13-07. Alternatively, time-of-day parking restrictions may be put in place §12-13-24.

Bismarck High School Restricted Parking Area: The City has established a restrictive parking area around Bismarck High School during normal school hours, with the exception of property owners. This ensures that neighborhood residents can access parking during the school day when students may be driving to the area §12-13-25.

Sidewalk Development Standards

The development of sidewalks is required in all public right-of-way in new subdivisions within the city. Sidewalks are required to be installed in tandem with development of each individual lot. Sidewalks are constructed one and a half feet from the property line in residential areas and at the property line in commercial areas (§14-09).

The City of Bismarck passed an ordinance in 2013 intended to eliminate gaps in the city's sidewalk network. City Ordinance 10-03-02 directs the city engineer and sidewalk commissioner to prepare a list of sidewalks to be constructed, rebuilt, or repaired and requires that adjacent property owners of listed sidewalks construct, repair or rebuild the sidewalk at the property owner's expense. Property owners may pay for repairs or construction outright from a qualified contractor, or have work performed by the City and pay for this service via a special assessment. The City began implementing this program in 2014 and anticipates that full build-out of the sidewalk network will take approximately ten years.

Ordinance 10-03-02 also requires that new residential, commercial, industrial, or public properties include the installation of sidewalks unless specifically waived by the City during the platting process. Construction of sidewalks is required at the time building permits are issued. This can result in gaps in the sidewalk network of new subdivisions when lots are not fully built out at the same time. In some situations, such as near school properties, the Board of City Commissioners orders these gaps to be filled in advance of building permits and paid for by the property owner.

City of Lincoln

The City of Lincoln's Traffic Code includes numerous regulations regarding bicyclists, pedestrians and motorists. These regulations are summarized below:

Bike Safety: Bikes must follow traffic laws and biking on sidewalks is prohibited in business districts. If biking on a sidewalk, cyclists must yield to pedestrians. Bicyclists must use lamps on the front and back of their bike when riding at night. Other safety regulations include:

- Bicyclists may not carry more passengers than the bike was designed to accommodate
- Bicyclists may not carry items that inhibit them from steering and keeping their hands on the handle bars
- Motorists may not tow bicyclists

Pedestrian Safety: Pedestrians must obey traffic signals and have the right-of-way to cross at unmarked crosswalks when the pedestrian occupies half of the roadway in which the vehicle is traveling. When crossing somewhere other than a crosswalk, pedestrians must yield to motorists.

Motorist Safety: Motorists must obey traffic signals and signs, yield to bikes and pedestrians in marked crosswalks, and must not pass a car or bus that is stopped for a pedestrian.

The City of Lincoln also has regulations specific to areas around schools:

Speed: In school zones when children are present, the speed limit is reduced to 15 miles-per-hour. This reduced speed is slower than NDDOT required school zone speeds of 20 miles-per-hour.

Restricted Parking: City council may establish a restricted parking zone around a school to ensure adequate parking for residents.

Sidewalk Design Standards

The City of Lincoln does not require that sidewalks are built in new subdivisions. It only requires that if sidewalks are to be built, that they meet federal ADA requirements.

SCHOOL DISTRICT PROGRAMS

Bismarck School District

To promote student safety, the Bismarck School District developed a School Bus Information Guide for students and parents. The guide outlines behavior and safety procedures such as walking in crosswalks and bus “danger zones”. For students who ride the bus, they are required to stay on the sidewalk until the bus arrives, line up to board, and walk in crosswalks to get to the stop. Additional requirements are listed for students with special needs including parent or guardian supervision at pick up and drop off times. The guide does not include guidance for motorists dropping students off at school, though orderly behavior and walking at crosswalks apply to all students (on or off a bus).

School District Interviews

Three interviews with district staff were conducted to better understand traffic safety programs, policies and infrastructure currently in place at schools. The findings from these interviews are summarized below. Original interview questions are included in Appendix A of this report.

Crossing Guards: The Bismarck School District provides crossing guard staff and trainings to local schools. Schools must apply for funding for crossing guards, as the program hires paid staff. It is unclear if any schools host volunteer crossing guards or adult monitors.

Police: The Bismarck School District partners with the local police department to provide six school resource officers. Most of these officers are located at high schools, but they work with all schools for behavioral issues and large-scale events. At local high schools, the District also hires staff security officers who serve as monitors in parking lots, lunch and on school grounds. In the past, police officers have worked with the district to develop an “Adopt a School” program in which on and off-duty officers would be assigned to monitor and work with local schools.

Drop-off/Pick-up: Drop-off and pick-up of students remains a challenge at many schools in Bismarck. District leaders and principals are working to improve traffic flow and safety at many schools across the region. All three of Bismarck’s middle schools are undergoing renovations and traffic flow is being incorporated into these projects. Given that each school site is unique and was developed at different times, the District has not set guidelines for drop-off and pick-up procedures or site designs. This allows each school to try different short and long term programs and designs to improve traffic flow.

Bike Racks: Bike racks are present at schools throughout the Bismarck school district, and district staff installs and maintains racks. At Lincoln Elementary in the Bismarck School District, staff noticed that the bike racks were consistently full, with students leaving bikes on the ground or locking them to other structures. The Bismarck School District, who always has a few extra racks in their shop, quickly installed additional racks to meet this need. There are no set guidelines for the locations of bike racks at any schools in the area.

Architecture/Renovations: The school district guides architectural and landscape projects on school property. This includes new facilities such as sidewalks, bike racks, fencing, traffic flow and stopping areas.

EXISTING SCHOOL SITE CONDITIONS

This chapter focused on existing programs and policies in place in Bismarck and the school districts. Although these policies address engineering, education, encouragement, enforcement, and evaluation programs that already exist, they are general and apply across the city and district. However, each of the 24 Bismarck schools reviewed for this project has a unique site with existing issues for bicycle and pedestrian safety included in Chapter 6 of this Plan. The school site chapters included in this Plan address the conditions at each of these schools, noting information about the school site, parent, staff, and student concerns, and alternative engineering development opportunities at each site.

The recommended school alternatives addressed in each school site chapter reflect the conditions of the schools at the time of the study. Toward the study completion, the Bismarck School District was having discussions regarding minor boundary adjustment and/or closing some of their public elementary schools. However, no decisions were made on this topic prior to the alternative development or completion of the study. Therefore, the alternatives do not reflect any school closures but simply reflect the state of the public school systems at the time of the study.



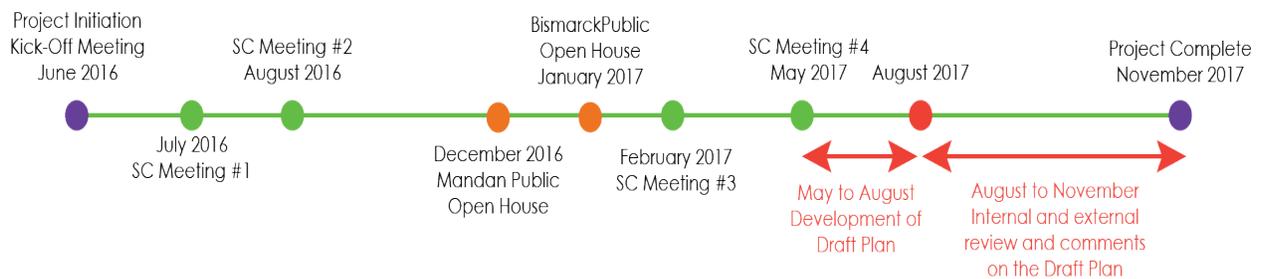
OUTREACH + ENGAGEMENT



STUDY OUTREACH + ENGAGEMENT

Public input has been an integral part of the Bismarck-Mandan MPO School Safety Crossing Study's success. Therefore, public open house meetings and Steering Committee meetings were embedded into the entire process. Through these meetings, the project team was not only able to collect the public's comments and opinions but also use this feedback to develop a customized set of issues and corresponding recommendations for each of the 24 Bismarck schools studied. The following timeline, shown in Figure 3-1, graphically illustrates the engagement process.

Figure 3-1: Engagement Process



Project Initiation Kick-Off Meeting

The Project Initiation Kick-Off Meeting for the Bismarck-Mandan MPO School Safety Crossing Study was held on June 20, 2016 at the Bismarck-Mandan MPO Conference Room. The meeting was attended by Rachel Drewlow (Bis-Man MPO Project Manager), Steve Saunders (Bis-Man MPO Executive Director), and Peggy Harter (Stantec Project Manager).

Communications protocol was one of the first topics of discussion at the meeting. A standard procedure on how to deliver project related materials was established, including a finalized progress report format that would be sent for review and comment to the MPO and two maps for each school site. Because public input is an integral part of the project, survey contents that would be sent out to collect information were also discussed during this meeting. Community engagement was another topic of discussion; in particular, taking advantage of local events to increase public involvement in the project. During the meeting, it was also noted that a project website and the utilization of social media is a great way to promote the project and keep the public updated of the project's progress. This led to the development of a project website, discussed in detail later in this chapter.

Community Open Houses

There was one public open house meeting held for the project to gather stakeholder input about issues at each of the 24 school sites. The meeting was set up as an open house format with a formal presentation and opportunities to provide feedback. At the meeting, an aerial photograph and preliminary findings regarding each school site were on display. The public meeting was advertised through the following channels:

- E-mail to all parents through the PowerSchool system – sent out twice
- Media/News release through e-notification
- City Calendar
- Display ad in the Bismarck Tribune
- Government Access Channel
- Study website bis-manscss.com
- Facebook pages - MPO
- Steering Committee members – email

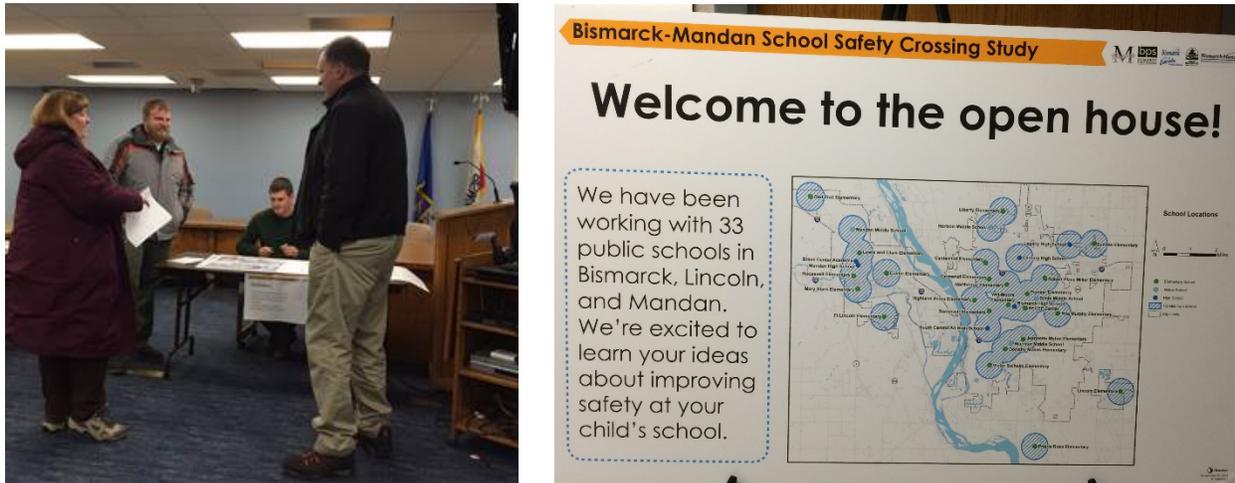
The public open house was held in Bismarck on January 12, 2017 at the Bismarck City and County Building and approximately eight people attended. Three participants were parents with children in the Bismarck or Lincoln schools who provided valuable input regarding several of the project school sites. The formal presentation for the public open house was aired live on the Dakota Media Access channel. After the presentation, home viewers could text in their comments and questions which were recorded as part of the public input meeting.

Four stations were set up, each with large-size aerial photograph displays on long tables. For this meeting, the Bismarck and Lincoln Public Schools were divided into four stations – with six schools at each station.

At both public open house meetings, comment cards were available for people to leave any kind of feedback for the project team to take into consideration to continue onto to the next steps of the project.

The feedback received through these open houses helped shape the existing conditions and issues chapters and maps for each school site. Photographs from these meetings are included below in Figure 3-2 on the following page. A summary of the public open house is included in Appendix A.

Figure 3-2: Open House in Bismarck



Steering Committee

The 20-member steering committee was established to include representatives from the school district transportation staff, school superintendents or assistant superintendents, city engineering staff for Mandan, Bismarck, and Lincoln, the MPO project manager, city planning staff for Bismarck and Mandan, NDDOT Safe Routes to School (SRTS) coordinator, NDDOT local government official, and a member of the Federal Highway Administration. Throughout the duration of the project, there were four Steering Committee meetings. The role of the Steering Committee was to:

- Evaluate walking and bicycling routes around all 33 Bismarck-Mandan-Lincoln public schools
- Evaluate drop-off zones and traffic flow
- Survey parents and principals about school transportation safety concerns
- Tally students' transportation means to and from school
- Recommend safety policies and infrastructure improvements such as sidewalk connections, medians, signing, and striping, lighting, and traffic control devices

Each Steering Committee meeting started with the reviewing of minutes from the previous meeting and ended with a preview of what would be discussed at the next Steering Committee meeting. The four meetings are summarized in the following sections. Full meeting minutes are included in Appendix B.

Steering Committee Meeting 1

The first Steering Committee meeting was held on July 28, 2016 at the Mandan City Hall and was focused on explaining to the members the purpose of the project and the roles of the Steering Committee members; there were 15 attendees at the meeting. Prior to the meeting, a survey was sent out to the school principals of all 33 public schools in the Bismarck and Mandan study area to collect information that could help prepare for the on-site school observations. In addition to surveying school principals, the Steering Committee members came up with other potential groups of people in which they could survey to collect more information. Furthermore, the Steering Committee also reviewed student tally forms, parent survey, and method of distribution for further data collection.

During the first Steering Committee meeting, Steering Committee members were proposed the question: "What do you want from this study?" And, members shared their thoughts, concerns and opinions. Some of the things that were mentioned include:

- Across town bussing may be an issue as kids will be attending new schools when they open.
- Red Trail Elementary has a new subdivision planned on the south side of the school site that is not showing up on the aerial photo.
- Ensure that the Cities, Police Departments and School Districts are looking at study issues and recommendations the same way, including on how to implement and fund the projects.
- Focus on safety and help to move the cities to the silver status of Bicycle Friendly Community.
- Be sure that the recommendations will be able to be implemented. The last study had some good recommendations but some were never implemented.
- Be sure the schools/cities support the recommendations so they aren't forced to make changes that they aren't comfortable with or that the public will ask why the changes aren't being made.
- Be sure that as we develop/build new school sites that traffic circulation is looked at before they are constructed/developed.
- Define future shared use paths on open land to benefit future schools. This is a policy that Mandan currently has and they are already looking at adding paths to future schools.
- Make sure the study also includes what is being done well or best practices currently in practice as well as what is needed for improvements.

Preparation for the upcoming Community Open House and public engagement ideas were also subjects of the first Steering Committee meeting. In addition, the committee was informed that a project specific website would be set up to host project documents and parent survey, take comments, track project website hits, advertise public meetings, and be a resource for the public to get information about the project. The project website is discussed later in this chapter.

Steering Committee Meeting 2

The second Steering Committee meeting was held on August 30, 2016 at the Bismarck Transit Building and there were 18 attendees at the meeting. The principal survey was still underway at the time. Based on the principals who had responded, the steering committee identified key themes:

- Speeding cars
- Double-lane crossings (can't see past two cars)
- No designated pick-up/drop off zones
- Limited parking
- Signage regulating speeds in school zones need to be standardized

Additionally, the Policies and Procedures Memorandum was distributed prior to the meeting to the Steering Committee members for review and comment. This report addressed the existing policies and practices in place in Bismarck and Mandan to address safe biking and walking. The report also addressed existing programs through the two school districts to encourage biking and walking to school. With input from the steering committee members, much of this report has been incorporated into the background chapter and has driven the recommendations of this Plan.

Finally, members reviewed the upcoming school site observation methods. During the discussion, the group addressed the following things:

- School site observation training was scheduled for September 9, 2016.
- Review of all 33 schools will include the actual site and ½ mile walking radius around each facility.
- School site observations began the second week in September and concluded the last week in October, a couple of swing days for any make-up observations that may need to be rescheduled due to weather issues, etc.

There were further discussions regarding the venue, date, and time of the Community Open House that was schedule to be held for each city.

Steering Committee Meeting 3

Steering Committee Meeting 3 was slightly different from past two meetings. There was one Steering Committee meeting specific for each school district, one for Bismarck and one for Mandan. Both meetings were held on February 2, 2017. The meeting concerning Bismarck schools is summarized below.

Bismarck

The third Steering Committee Meeting that was specifically for Bismarck committee members was held at the Bis-Man Transit Building Board Room and there were 12 attendees. A summary of the Public Open House meeting that took place on January 12, 2017 was shared with the committee. This meeting served as an opportunity for the Steering Committee to comment on the public input received at the open house. The Steering Committee members were also informed of the existing conditions and issues identified for each of the 24 Bismarck and Lincoln Public School sites included in the study. This discussion, coupled with feedback from the open house were incorporated into each school site chapter. The Steering Committee also identified additional school site issues, which were incorporated into those chapters. Recommended engineering alternatives were developed for each school based on the issues and opportunities identified in these conversations.

Steering Committee Meeting 4

Similar to the third Steering Committee meeting, the fourth Steering Committee meeting was held specific for each public school district's Steering Committee members.

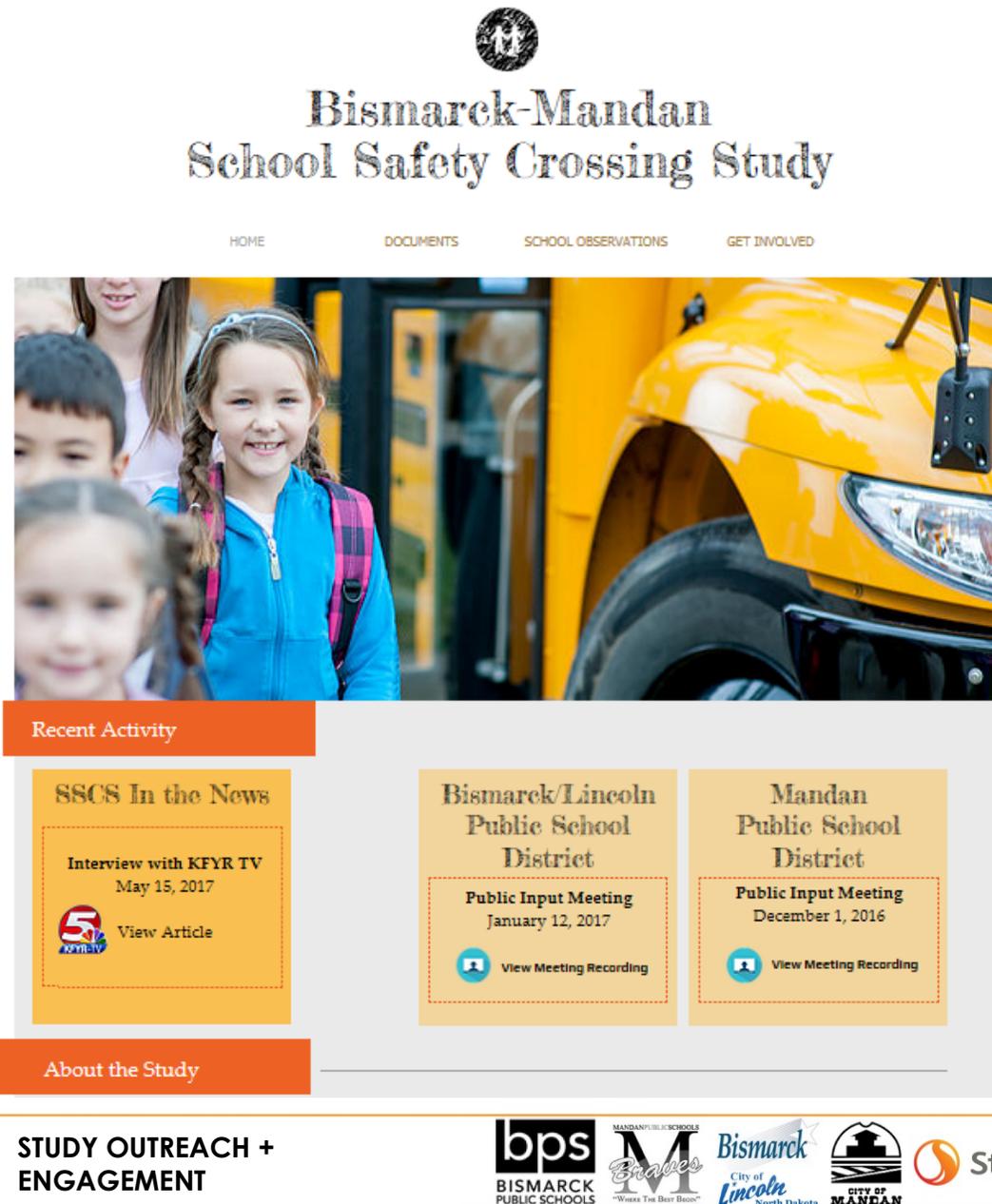
Bismarck

The fourth Steering Committee Meeting that was specifically for Bismarck committee members was held on May 3, 2017 at the Bis-Man Transit Building Board Room and there were 9 attendees. A draft of the education and encouragement survey poll was distributed to the steering committees. These surveys identified top education and encouragement programs to address in the Bismarck School District. The results of these surveys are discussed in the Education and Encouragement chapters of this Plan. The Steering Committee was also briefed on draft engineering alternatives developed for each of the 24 Bismarck Public School sites in the study. These engineering alternatives were reviewed and are included in each individual school site chapter.

Online Engagement: Project Website

As mentioned earlier in this chapter, a project website was made available to the public. The website provided information on project scope, timeline, and public open houses. The main purpose of the website was to keep the public informed of all the project development. Past documents related to the project - meeting presentations, minutes, handouts, etc. - and data collected through surveys are also all available on the website. During the information gathering phase of the project, parents were able to take surveys through the website to identify issues and concerns they had with safety at their child's school. A screen shot from the website is included in Figure 3-4.

Figure 3-4: School Safety Crossing Study Project Website



Final Input and Adoption Meetings

On October 19, 2017, the MPO staff will be available for one hour in Bismarck to take final comments on the study. The final public input opportunity meetings and final adoption meetings will all be advertised in the official newspaper and the draft study will be made available on the project website ahead of the public comment opportunities.

Final adoption meetings with cities, schools, review boards and the MPO were scheduled to present the final study results and get feedback from a wide array of audiences and stakeholders. The meeting dates are included in Table 3-1 below.

Table 3-1: Final Review and Adoption Meetings

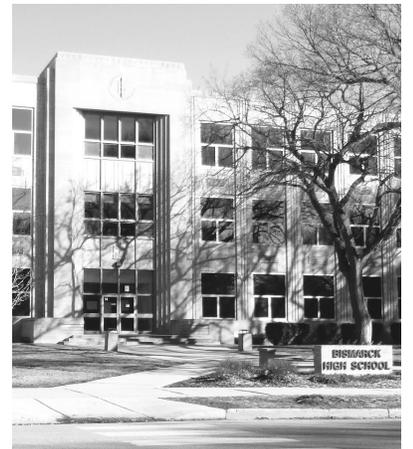
Review Meeting	Location	Date
Bismarck City Commission	City Commission Chambers	October 24, 2017
Bismarck School Board Meeting	City Commission Chambers	October 26, 2017
MPO Technical Advisory Committee	Bis-Man Transit Building	November 20, 2017
MPO Policy Board Meeting	Mandan City Hall	November 21, 2017

Additional Comments

Throughout the study, comments were received by email, website, and mail. These comments are included in Appendix C, for reference.



EDUCATION PROGRAMS + POLICIES



INTRODUCTION

Educational programs and policies are important to ensure everyone's safety on the road. Safe Routes to School programs and other programs nationwide are successfully implemented when people have a better understanding of the roadway system and road safety rules. Educational programs and policies help create a safer walking and bicycling environment by educating bicyclists, pedestrians, and motorists – developing a mutual understanding of each other's role and responsibility when road sharing. However, educational programs and policies do not always have to be roadway oriented. Safety of pedestrians, bicyclists, and motorists are also ensured by being familiar with preventive measures. Proper protection gears, seat adjustments, and attire are all things that can be part of an educational program and policy to improve safety.

Because education is a great tool to get students and the public engaged in roadway safety, a good educational program or policy can be extremely beneficial. This Education Chapter will focus on three things: top educational programs and policies identified specifically for Bismarck schools, best educational programs and policies around the nation, and recommendations on how to further proceed with plans in the future.

Existing Educational Programs and Policies

There are numerous existing educational programs and policies already in place in the Bismarck schools. Existing programs focus on promoting Code for the Road to campaign around traffic safety, a School Bus Information Guide for students in Bismarck School Districts, a guidebook for motorists and the Local Road Safety Program (LRSP) that was developed by NDDOT. A full description of existing educational policies and practices in Bismarck is included in Chapter 2: Background and Existing Programs.

DETERMINING CRITICAL EDUCATIONAL PROGRAMS AND POLICIES IN BISMARCK

The School Safety Crossing Study Steering Committee members and project team worked to determine which educational programs and policies would be most effective and implementable in the two school districts. The following sections describe the potential programs the team discussed and their priorities for Bismarck and Mandan.

Steering Committee Results

Education was one of the two focuses of the May 2017 Steering Committee meeting, as described in Chapter 3: Outreach and Engagement. Prior to the meeting, the project team developed a list of educational programs and policies that may support the Bismarck and Lincoln schools. Based on public input and Steering Committee member's knowledge of the cities, the list of thirteen educational programs and policies were created specifically for Bismarck.

Informational packets provided to parents at the beginning of the school year identifying proper drop-off and pick-up process – As part of the packets, parents will be given a map of the drop-off and pick-up area with traffic flow patterns. By identifying school drop-off and pick-up zones, there will be less traffic near schools and improve road safety for students who walk and bike to school.

Handouts educating parents to issues specific to the individual school such as: speed limits, parking in no parking areas including handicapped zones and bus loading zones, students exit from the safe side of the vehicle (right-side), distracted driving – Even good drivers and road experts can be unfamiliar with road rules in and near school zones. There is a need to be extra vigilant in school zones because of the large volume of young children; accidents in school zones happen even when drivers are abiding the speed limit and the rules of the road. Therefore, these handouts can be extra preventive measures to increase road safety near schools.

Handouts to be given in person or put on the windshield to those parking/stopping where they should not be – A friendly reminder for people to help improve road safety.

Handouts for high school students on distracted driving and walking, speeding, running stop lights, etc. (i.e. promote National Teen Driver Safety Week) – It is essential to remind teenage drivers that their presence on the road and practicing of road safety ensure the safety of others.

School Newsletters – Regular reminders that would have a column each month that focuses on specific topics for that specific school (speeding, blocking crosswalks, parking in bus zones, letting children off on wrong side of road, distracted driving). Because each school has its own layout and road structures, newsletters will a good way to address matters that are only relevant to parents with children at that specific school.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



Develop or find a short educational program for community access television – Focused to be gentle reminders at the beginning of the school year to address all drivers near school.

Media campaign with new 20 MPH signs for school zones and other topics – The use of local media can be a good way to include a larger group of audiences other than just parents, students, and individuals who are affiliated with the school districts.

School assemblies – Short presentations and visuals that focus on a topic regarding road safety can be effective when they are designed to be age-appropriate to engage children. These could include age-specific programs for students on exiting cars, buses, how to cross streets, etc.

Road Safety as part of physical education – Including a one week program for bicycle and pedestrian education to elementary and middle school students.

Skills practice at school – In a supervised and controlled environment, children can practice road safety as pedestrians and bicyclists. Children practice how to properly cross roads (in a safely manner), ride bikes on shared use paths or a roadway; this could be part of physical education class.

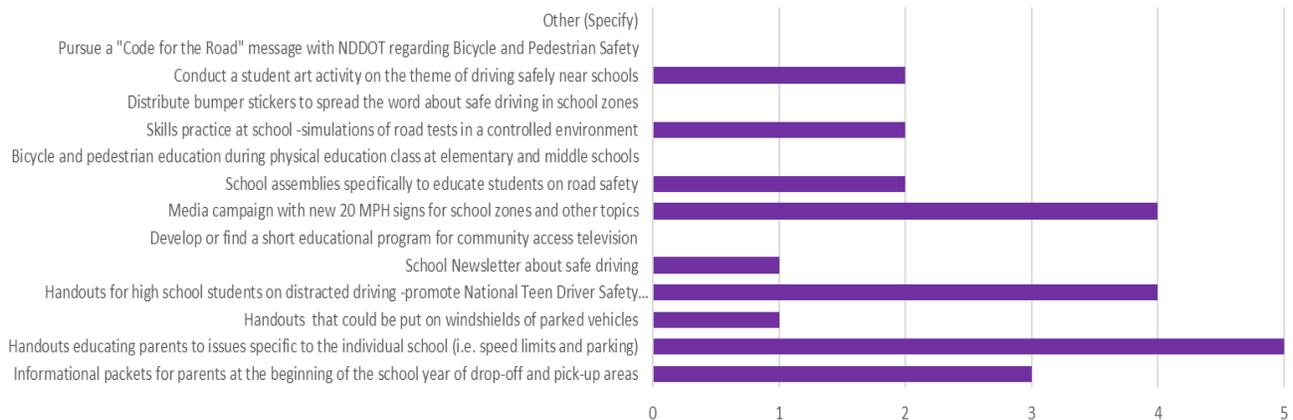
Bumper stickers – Distributing bumper stickers to spread the word about safe driving in school zones.

Student art activities – Conducting student-oriented art projects and activities on the theme of driving safely near schools.

“Code for the Road” message – Pursue a new program with NNDOT regarding Bicycle and Pedestrian Safety.

Given the thirteen educational programs and policies, each Steering Committee member was asked to vote for three items on the list that he or she thought was most appropriate for the school district they were representing. There was a total of eight responders – including four steering committee members representing Bismarck. Given the small number of participants in the survey, the results from folks representing both school districts have been combined. Figure 4-1 on the following page illustrates the result of the survey that was sent out to the Steering Committee in the process of identifying top educational programs and policies for Bismarck and Mandan.

Figure 4-1: Top Educational Programs and Policies to Explore in Bismarck and Mandan Schools



The top four areas steering committee members were interested in addressing include:

- Handouts educating parents to issues specific to their individual school (5 votes)
- Handouts to high school students on distracted driving (4 votes)
- Media campaign with the new 20 mph signs in school zones (4 votes)
- Informational packets for parents at the beginning of the school year about drop off and pick up areas (3 votes)

These top selections for educational programming prioritize educating children and the parents. Teaching children about road safety is not an exclusive role just for law enforcement and school teachers. Parents at home can be and should be involved in the process of educating their children how to practice safe walking and bicycling behaviors. Therefore, road safety education should not be limited to a certain place and time. To ensure that children are not being misinformed, educational programs and policies for parents are just as important as trying to implement programs for children at school. Some best practices for educational programs from across the United States are included in the following sections.

BEST PRACTICES IN BICYCLE AND PEDESTRIAN EDUCATION FROM AROUND THE NATION

There are great examples of successful education practices around the nation. A list of several practices and programs that can be applicable to Bismarck was developed for future considerations. The following examples of education practices around the nation really focus on educating children. While drivers and adults might have a better sense of roadway rules, children have yet to learn the rules of roads. Therefore, by simply designing or adopting educational programs specifically for children, this can be greatly beneficial to prevent accidents and improve road safety.

Student Travel Path Prediction

Knowing routes that students typically take to get to or from school is important for determining safety improvements along high-traffic corridors. For example, if many students live in an apartment complex near their school, those children may all walk or bike the same way to school. Improvements along this route may have large impacts because of the number of students using the route.

This program is currently being implemented in Ohio. Ohio DOT requires schools and communities developing School Travel Plans to provide an Excel spreadsheet of the mailing address of all students attending each school under study. ODOT then uses ArcGIS to geocode the addresses to generate address points. Knowing where the students of each school live helps transportation planners to identify the travel paths students use to walk or bike to school, and direct improvements along those paths. Further, it helps program administrators decide which projects to fund. The data is useful because it ensures funded projects will be used, and easily allows schools to 1) choose projects which they know will be used and 2) evaluate the return on investment with respect to how many students will benefit in proportion to project cost.

Education and Curriculum Development

Another successful best practice is safety education programs for students. While most schools have some sort of general safety guidelines or rules, supplemental bike and walking safety education ensures that all students learn the benefits of walking and biking to school, as well as how to do it safely. These programs may be implemented by individual schools, an entire district, or by the state's Department of Education. Some schools are now implementing a walking/bicycling week as part of their gym curriculum. This can teach children bicycle maintenance, safety tips for walking and bicycling to school, traffic rules for walking and bicycling, and can all be completed as part of their gym curriculum. The City of Brookings, SD has a fleet of bicycles donated for students to use as part of this curriculum to complete hands-on training.

An example of this is the “Elementary Traffic Education Program”, developed and administered by the State of Montana¹. The program focuses on safety and health and has connections with other elementary school courses such as physical education and after school recreation and sports programs. The curriculum is currently designed for students in grades 1 through 5, but the program is being expanded to include content for students through the 8th grade. In the 2015-2016 school year, 69 school districts in the state offered pedestrian safety instruction, 86 offered school bus safety education, and 63 offered bicycle safety instruction across the State of Montana².

Internet Based Programs

With the wide-spread use of the internet, many bicyclists rely on the internet for maps, guides and events in their area. An example of a well-developed online program is the Ride Hennepin³ program, for Hennepin County, Minnesota. The County's website features maps, information about safety, and tips for riders in the area. The program acknowledges that there are many different reasons why people might not bike: they might not know how, they might not own a bike, they might be confused by road markings, or they might be concerned for their safety. The Ride Hennepin site addresses all these concerns and provides resources to riders. The website is paired with the Bike Month program, which encourages bicyclists to get out in the community and provides time for face-to-face engagement between County staff and residents. While Ride Hennepin is focused on adult riders, these online programs can be designed to target either adults or students.

Law Enforcement Visits to Schools

The point of an educational program for children is to make sure that they truly understand the importance of roadway safety. The best way to ensure that children are engaged in the learning process is to orient programs to be children-friendly. Similar to having local firefighters visit schools to teach students about safety measures, law enforcement visits to schools can be great opportunities for children to directly be informed about road safety measures and rules.

¹ More information on the State of Montana Traffic Education Program:

<http://opi.mt.gov/Programs/DriverEd/Index.html>

² All 2015-2016 program statistics can be reviewed here:

<http://opi.mt.gov/pdf/DriverEd/16StatewideSummary.pdf>

³ View the Ride Hennepin site here: <http://www.hennepin.us/residents/transportation/ride-hennepin>

“Road Safety” Campaigns Using Local Media

“Road Safety” campaigns using local media such as, television and radio stations, can serve to be friendly reminders for people to stay safe when driving, walking, or bicycling. With a focus on school-related issues at the start of the school year, campaigns through local media can also be a good resource to get informed about preventive measures. Local radio stations can be useful for live traffic and road crash updates for drivers. With more cities active on social media, Twitter, Facebook, Instagram, etc. can all be contributing factors to “Road Safety” campaigns.

Several U.S. cities are taking advantage of local media to promote “Road Safety.” Bemidji, MN has a radio show called, “Chat About.” The radio show invites police officers and city council men to talk about bicycling and how to stay safe on the road. North Dakota Department of Transportation (NDDOT) also has a bike safety jingle. The short and easy bicycle safety PSA has a catchy tune that is readily available online to the public.

RECOMMENDATIONS FOR IMPLEMENTING EDUCATION PROGRAMS IN BISMARCK

While maintaining and developing existing educational programs and policies in practice, Bismarck and Mandan can consider adopting other programs that have been successful around the nation. It is important to continue to work towards creating a safe environment for motorists, bicyclists, and pedestrians. The following two lists provides an overview of some of the exiting educational programs and policies along with potential programs that the MPO, the City of Bismarck, and the Bismarck school district can implement in the future.

Maintaining and Developing Existing Programs

There are several successful existing educational programs in Bismarck and Mandan. As school sites continue to be improved, these existing programs have potential to improve walking and biking safety for students. This study recommends that the school districts should:

1. Continue to promote the Code for the Road program that was developed as an educational campaign around traffic safety and regulations in the State of North Dakota. Work with the State of North Dakota to integrate their active transportation plan into this and other safety programs.
2. Continue to promote student safety through a School Bus Information Guide for students and parents in Bismarck School Districts; the guide outlines behavior and safety procedures such as walking in crosswalks and bus "danger zones." Implement findings completed as part of the district-wide bus survey program.
3. Continue to work with NDDOT to promote Local Road Safety Programs. These are various programs that focus on educating young drivers regarding traffic safety.
4. Continue Crossing Guard program and educate crossing guards in school zones. Add new crossing guards at schools with challenged intersections. Recommendations for each school site are included in the individual chapters. Additional crossing guards have generally been recommended in areas where new crosswalks are being recommended.
5. Continue to implement the "What do you consider lethal?" program at the high school level. This program has been effective with older students because it educates about roadway safety while creating a powerful message young people are receptive to.

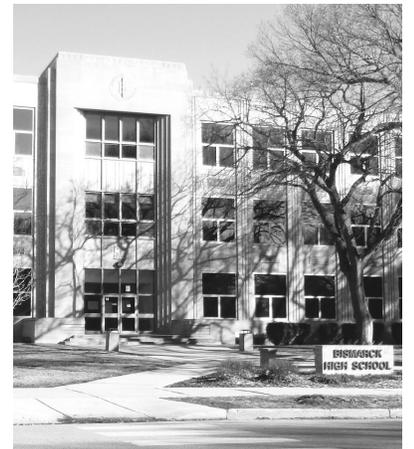
Other Programs for Consideration

In addition to the existing educational programs, there are numerous programs and policies that can be implemented to promote safe bicycling and walking for students in Bismarck and Mandan. Action strategies that should be implemented by the two school districts are listed below.

1. Provide handouts or educational materials for parents so that they can continue to help educate their children about road safety at home. This material could also be sent out through school newsletters or district-wide email news blasts. Specific messages to parents could include how to properly ride on the road (ride with traffic not against traffic), hand signals, bicycles passing walkers on shared use paths and what "on your left" means, the importance of wearing helmets and stomping out the idea that helmets aren't cool.
2. Work with district leaders and staff at each school to develop a bike and pedestrian safety program during physical education class. This process will first involve a district-wide policy to create a physical education unit involving bicycle and pedestrian safety. Curriculum used in other districts across the country is often available for replication and adaptation. Working with law enforcement or the League of American Bicyclists and utilizing the same curriculum that is often used as part of a bicycle rodeo can be a good starting point for curriculum. Law enforcement staff may be willing to participate as part of the curriculum. Use this week as an opportunity to hand out helmets to children that do not have them and properly fit them. Ask students with helmets to bring them to school to ensure that they fit and are properly adjusted.
3. Create an easily accessible bike and pedestrian route map online. People can plan their trips ahead to see which would be the safest route to their destinations. This could be completed for the City of Bismarck or the entire region. The Bismarck Park District has already begun mapping their existing trail systems. Utilize the existing park district maps as a basis to build off from.
4. Take advantage of local media to campaigns about road safety, especially around school zones. This would be an appropriate outlet for advertising the new 20 MPH school zone signs that will be implemented at schools across the district. The ND State Century Code reads that vehicles are to travel a maximum of 20 mph near a school when children are present. However, observations of our schools indicated that many motorists are traveling too fast for conditions when children are present near schools. The Cities and Schools are working together to post 20 mph school speed zone signs, flashing signs and in some cases driver feedback signs to help remind drivers of this law, remind drivers of where school zones exist, and encourage drivers to slow down in school zones when children are present.



ENCOURAGEMENT PROGRAMS + POLICIES



INTRODUCTION

Numerous communities have implemented Safe Routes to School programs or other programs dedicated to encouraging healthy and safe walking and biking environments for children. By creating these environments, children are naturally encouraged to bike and walk more frequently; the improved walking and biking environment reassures parents of their children's safety which further encourages walking and biking. Additionally, the more children who choose walking and biking, as well as riding the bus, as their means to travel to and from school in turn reduces vehicle congestion around the school as fewer parents are dropping off their children. However, a successful encouragement program is more than a tool to make people want to walk and bike more. Encouragement programs and policies are anything that promote safety, positive and proper roadway behaviors for pedestrians, bicyclists, children riding the bus, and motorists, and provide proper, well-maintained facilities for these activities.

This Encouragement Chapter will present the results of a survey that was sent out to the Steering Committee to help identify top encouragement programs and policies for Bismarck and Lincoln schools. The result of the survey is crucial because it serves as a guide to develop an encouragement programs that will be specifically designed to fit and succeed in the school district. The chapter also underlines some of the best encouragement practices and policies around the nation. In addition, the chapter will also provide recommendations that will help the community further succeed in adopting, developing, and maintaining safe alternative modes of transportation to the schools.

Existing Encouragement Programs and Policies

There are many encouragement programs already in place in the Bismarck Public schools. Most of the programs focus on creating an environment that would encourage people to walk and bike more often. There are existing programs that work closely with NDDOT and local law enforcement to create bicyclist and pedestrian friendly shared use paths in the school district. Furthermore, school districts have also been providing more bike racks at schools to encourage more students to bike to school. The District has also completed a Safety and Efficiency Evaluation of Bus Transportation in March 2017. This report outlines the existing transportation challenges at the school and opportunities for improving bus efficiency and efficacy.

DETERMINING CRITICAL ENCOURAGEMENT PROGRAMS AND POLICES IN BISMARCK

The School Safety Crossing Study Steering Committee members and project team worked to determine which encouragement programs and policies would be most effective and implementable in the two school districts. The following sections describe the potential programs the team discussed and their priorities for Bismarck and Lincoln schools.

Steering Committee Results

Encouragement was one of the two focuses of the May 2017 Steering Committee meeting, as described in Chapter 3: Outreach and Engagement. A list of fifteen potential encouragement programs and policies was developed and the items on the list were all specifically chosen for the two cities.

“Walk and Bike to School” Day – Starting early in the school year, the day would be dedicated to encourage students to walk. The purpose of the day is to model good and safe behaviors when on shared use paths or roadways.

Walking school bus program – In order to promote safety and to encourage students to walk to school more often, a walking school bus could be implemented. This is a program in which a group of students walk to school with adults instead of driving to school. They may “pick up” other students along the walking route, much like a bus route. A walking school bus can also be as informal as two neighboring families walking to school together.

Carpooling – By encouraging students and people to carpool, this can indirectly increase safety due to the decrease in the number of cars on the road. Carpooling does not encourage walking or biking but it can significantly decrease traffic and increase safety around the school site for children who do bike or walk.

Reward program – Children who walk, bike, or ride the bus to school can be rewarded with snacks or coupons to be used at a local business.

Yard Signs – Yard signs telling drivers to slow down or watch for children near schools can help create an environment that will encourage people to walk and bike. People are more inclined to walk and bike when the environment is appropriate with pedestrian and bicycle orientated facilities.

Safe Driver Pledge – The pledge will be distributed to parents and community members so that they can commit to practicing safe driving and help contribute to create a safer and better environment for pedestrians and bicyclists, especially around school sites.

Crossing Guard Appreciation Day – Nominating the best crossing guard in the district and thank them for their part in ensuring the safety of children on the roads.

Tracking driving behaviors – Rewarding high school student's positive driving behaviors and a way to track high school students' driving behaviors near schools.

Student parking permit – Adjusting student parking permit prices based on vehicle occupancy can be a good way to encourage students to carpool.

Utilizing crossing guards – Cross guards can further extend their role by helping with bus loading and parking

Utilize bus loading areas – Instituting “valets” at drop-off locations. Buses will queue in one particular area, free of cars which makes loading and unloading safer and more predictable.

Snow removal ordinances – Clearing off snow on pedestrian and bike facilities can encourage more people to walk and bike even during the winter.

Sidewalk development ordinances – Ordinance amendments to require sidewalk development within a specific time frame after the plats are approved will create a more connected network of sidewalks. A complete network of sidewalks encourages people to walk as the sidewalks become more destination-orientated.

Policies for students who do not live within busing zones – Students who do not live within busing zones might have challenges with transportation (other than using a family vehicle). Therefore, a policy that will help meet the needs of these students can be useful. Encouraging the bus as a safe, reliable way to get to school can also help to alleviate congestion during drop-off and pick-up times.

Using high school and college students as crossing guards – Being crossing guards can be a great opportunity for high school and young adults learn the importance of road safety while helping elementary students stay safe.

Steering Committee members were asked to pick three encouragement programs and policies from the list of fifteen that they thought were most applicable to the city they were affiliated with. There was a total of eight respondents – four of which represented Bismarck and Lincoln schools. Given the small number of participants in the survey, the results from folks representing both school districts have been combined. Figure 5-1 on the following page illustrates the survey result for top encouragement programs and policies that the Steering Committee members from both cities voted to explore in each school district.

Figure 5-1: Top Encouragement Policies and Programs



The top three areas steering committee members were interested in addressing include:

- Walk and Bike to school day (4 votes)
- Establish a walking school bus program (3 votes)
- Crossing guard appreciation day (3 votes)

Some of the program and policy items on the survey were improvements Steering Committee members wanted to make of existing encouragement programs and policies. For example, snow removal ordinances already exist in Bismarck. However, to ensure and prioritize snow removal during the winter seasons, the item was changed to "Review best practices for enforcing snow removal ordinances."

BEST ENCOURAGEMENT PRACTICES FROM AROUND THE NATION

There are many successful encouragement programs and policies that have already been implemented by cities around the nation. Some policies and programs are specifically designed and developed to fit the nature of a city, others are more general and they can be easily adopted by other cities. Below are some of the best encouragement practices around the nation that could benefit schools in Bismarck.

Complete Streets Policies

Complete Streets policies encourage or require the consideration of all expected users of the road when maintaining, improving, and building new roads. For example, if bicyclists are expected to be present, bicycle facilities may be added to the project. Expected users can include motorists, bicyclists, pedestrians, users of public transit, and delivery or emergency vehicles. Complete Streets policies can be implemented by municipal governments, metropolitan planning organizations (MPOs), and state Departments of Transportation (DOTs).

The National Complete Streets Coalition has developed guidelines for creating a complete streets policy. These guidelines suggest that a Complete Streets policy:

- Includes a vision for how and why the community wants to complete its streets
- Specifies that “all users” includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
- Applies to both new and retrofit projects – including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy.

Numerous state DOTs have implemented Complete Streets policies including California, Hawaii, Tennessee and Wisconsin. More than 660 municipalities have adopted Complete Streets policies. Of special note, some MPOs have established Complete Streets policies and require that projects requesting Federal funding meet certain requirements. Specifically, in order to be eligible for funding, the project must address elements of the Complete Streets policy.

Pick-up and Drop-off Programs

There are numerous programs and infrastructure designs that can ease congestion and make pick-up and drop-off areas safe at schools. These programs are summarized below:

“Conga Line”: Schools that implement “conga lines” use cones or numbered signs to have a group of parents pull forward three to five cars at a time, unload their students, then pull away in a group. This provides a more efficient way to move the line of cars.

Multiple Lines: In order to alleviate congestion around the school, some schools have multiple pick-up and drop-off areas on or near the campus, particularly if parents are coming from different directions. *Pick-Up and Drop-Off Line Locations*: Knowing attendance boundaries and student addresses is helpful for making recommendations about where these pick-up and drop-off locations should be located. Often this is not really a consideration and can result in cars having to circle the campus in order to reach the designated area.

Remote Pick-Up and Drop-Off Locations: Some schools, especially in warm-weather states have remote pick-up and drop-off locations, allowing students to then walk into the campus safely. Additionally, some schools have implemented a drop-off “valet” service that designates older students or volunteers as guides to walk younger students safely from the remote drop off area to the school.

PR Campaigns and Encouragement

Numerous programs exist at schools across the country to spread the word and encourage students to walk and bike to school. Examples of successful programs include step and bike challenges. These programs are typically implemented at the schools by teachers, principals, and staff. In Iowa, some local elementary schools have developed pedometer programs in their physical education classes. Students record the steps for the day, doing different activities with certain benchmarks and challenges. The pedometer challenge has also been incorporated into other courses such as math and geography, in activities such as calculating distance and developing routes. Other elementary schools give a coupon to students who walk or bike to school as they enter school each day. The coupon provides a means to sign their name up and register their name to win a new bicycle at the end of the school year. Two bicycles are awarded each year - one girls bike and one boys bike which are funded by the school PTA.

Bicycling and Walking Events

Creating an environment in which people feel comfortable to walk and bike is important. To change the preconception that roads are merely for motorized vehicles, school districts can close major thoroughfares to car traffic to host bicycle and walking events. School pep rallies and open-street neighborhood movie nights are two possible events that can promote the idea that roads are not just reserved for motor vehicles. The transformation of spaces that are not typically considered bike or pedestrian friendly can be a powerful approach to help people feel more inclined to bike and walk in the future. Many cities and states nation-wide have taken advantage of the benefits of open-streets. A lot of farmers' markets around the United States are held on streets; streets are closed to motor vehicles for at least four hours.

Snow Removal During Winter Months

Snow removal during winter months are crucial in ensuring road safety. Therefore, after a snowfall, it is the responsibility of property owners and cities to remove snow from sidewalks and local roadways. However, not all cities have bike facilities built into their roadways. This implies that bicyclists will have to ride on the same road as motor vehicles. In the winter, this can be dangerous for bicyclists as even one inch of snow can cause an accident; snow removal is not mandated until there is a certain number of inches of snow on the ground. As a result, while cars may still be able to drive safely even with an inch or two of snow on the ground, this makes it impossible for bicyclists to be on the road without putting themselves in danger.

Snow removal was a major discussion item during the completion of this study as the Cities of Bismarck, Mandan, and Lincoln had much higher than average snowfall during the winter of 2016-2017. Although ordinances exist within the Cities to remove snow, the ordinances must be enforced to get property owners to remove snow in a timely manner after a snow fall event. The City of Bismarck is working to identify additional resources such as the fire department for additional snow removal on sidewalks and shared use paths near schools after a major event. Specifically, after snow plows have pushed snow up to the edge of roadways, there was a visibility and mobility issue pedestrians at intersections. Major efforts had to be made to remove large snow drifts near intersections on routes to school. A lot of discussion also occurred regarding the issue of students riding buses and the challenges faced during the winter months. Due to large snow events, buses were often late and notification to parents often came after children were already at the bus stop. Large amounts of snow coupled with cold weather conditions often discourage children not only from walking or biking to school but also from riding the bus. Reduced bus ridership can in turn create more congestion in and around the schools. Although this plan does not specifically address busing issues, it was identified that better notification to parents when buses are running late would keep students from waiting long times out in the cold.

RECOMMENDATIONS FOR IMPLEMENTING ENCOURAGEMENT PROGRAMS IN BISMARCK

While maintaining and developing existing encouragement programs and policies in practice, Bismarck and Mandan and the two school districts can consider adopting other programs that have been successful around the nation. The following two lists provides an overview of some of the exiting encouragement programs and policies along with potential programs decision makers can consider implementing in the future.

Maintaining and Developing Existing Programs

There are several successful existing encouragement programs at Bismarck and Mandan schools. As the school site improvements are made, these existing programs have potential to influence bicycling and walking safety in a positive manner. Therefore, the Bismarck school district should:

1. Continue to encourage biking by having bike racks at schools and build bike and pedestrian facilities. Continue to add racks as the number of students riding to school increases.
2. Continue to develop an "Adopt a School" program in which on and off-duty officers would be assigned to monitor and work with local school to improve safety.
3. Continue to use NDDOT Century Code to protect local residents and create an environment that will encourage people to walk and bike more often.
4. Work to implement the recommendations put forth in the Safety and Efficiency Evaluation of Bus Transportation report. Creating a better functioning bus system provides a viable alternative mode of transportation for students which can alleviate personal vehicle traffic during drop off and pick up times.

Other Programs for Solutions

In addition to the existing encouragement programs, there are numerous programs and policies that can be implemented to improve student safety in Bismarck schools. Action strategies that should be adopted by the school district and City are listed below.

1. The City of Bismarck should adopt a Complete Streets policy to put into consideration of all expected users of the road when maintaining, improving, and building new road infrastructures. Alternatively, the development of a complete streets policy could become part of the Bismarck-Mandan MPO's Unified Planning Work Program (UPWP) to be developed for the Metropolitan area and adopted by the MPO's jurisdictions.
2. Promote "Walk to School" days to encourage students to walk to school. This program has had success at Robert Miller Elementary in Bismarck. Work with schools and district leaders to implement similar programs at other Bismarck area schools.
3. Because new 20 MPH school speed zones signs will be added at school sites, increased enforcement of speeding will be needed. At the State level, the State of ND could also increase fines for those who violate traffic laws in school zones. This would be helpful in encouraging motorists to be more vigilant in school zones for students who are walking or biking.
4. The City of Bismarck, City of Lincoln, Burleigh County, and the Bismarck Public School District should work together for the logical placement and land purchasing for future school locations. Too many schools within the metro area are directly adjacent to a major arterial corridor or have a direct effect on the function of that arterial. It is hard for an arterial to provide the desired through put of traffic when the flow is impacted by a school crossing location or major traffic backups at school start and end times.



SCHOOL SITE CHAPTERS



INTRODUCTION

This chapter provides an overview of existing conditions and issues at each of the 24 school sites in Bismarck. The school site chapters included within this chapter address the conditions at each of these schools, noting information about the school site, parent, staff, and student concerns, and alternative engineering development opportunities at each site. Issues were developed through a variety of engagement strategies including surveys, interviews, on-site visits, and through the public open houses. This input is included in the existing conditions sections of each school site chapter. Some of the public input received and documented for the school sites was intended to address all of the school sites. However, some of the District wide comments may be more appropriate for some school sites than for others.

In addition to the school site text, all engineering related issues were mapped. These issues maps identify vehicle movements, crosswalks and crossing guards, bike racks, parking and loading/unloading zones, as well as other features. Because each school site is unique, features included in the legend may not appear on the map if they do not apply to that school.

Each chapter also identifies possible alternatives and actions to address these site-specific issues. These alternatives were developed by the project team and steering committee to ensure that they are feasible for each site. Some of these alternatives are already underway, which is also noted in the chapters. Some issues also elicited response from the MPO and steering committee members including information about past or upcoming projects that were relevant to the issue area. These responses are also included.

Over the course of the planning process, five schools in Bismarck were approved funding for site renovations: Simle Middle School, Horizon Middle School, Wachter Middle School, Century High School, and Bismarck High School. These proposed changes have been incorporated into the alternatives recommended for these sites.

The recommended school alternatives addressed in each school site chapter reflect the conditions of the schools at the time of the study. Toward the study completion, the Bismarck School District was having discussions regarding minor boundary adjustment and/or closing some of their public elementary schools. However, no decisions were made on this topic prior to the alternative development or completion of the study. Therefore, the alternatives do not reflect any school closures but simply reflect the state of the public school systems at the time of the study.

The following sections of this chapter address each school site:

- | | |
|------------------------------------|--------------------------------|
| 6.1 Liberty Elementary | 6.13 Dorothy Moses Elementary |
| 6.2 Sunrise Elementary | 6.14 Victor Solheim Elementary |
| 6.3 Centennial Elementary | 6.15 Prairie Rose Elementary |
| 6.4 Grimsrud Elementary | 6.16 Lincoln Elementary |
| 6.5 Robert Place Miller Elementary | 6.17 BECEP |
| 6.6 Northridge Elementary | 6.18 Simle Middle School |
| 6.7 Pioneer Elementary | 6.19 Wachter Middle School |
| 6.8 Highland Acres Elementary | 6.20 Horizon Middle School |
| 6.9 Will-Moore Elementary | 6.21 South Central Alt. High |
| 6.10 Rita Murphy Elementary | 6.22 Legacy High |
| 6.11 Roosevelt Elementary | 6.23 Century High |
| 6.12 Jeannette Myhre Elementary | 6.24 Bismarck High |

6.1: LIBERTY ELEMENTARY

QUICK FACTS

Data was collected in Fall 2016.



Address: 5400 Onyx Drive,
Bismarck, ND

Principal: Linnett
Schmidkunz

Number of Students: 640

Grades Served: K-5

Start Time: 8:35 am

End Time: 3:05 pm

Map of School Site Area:



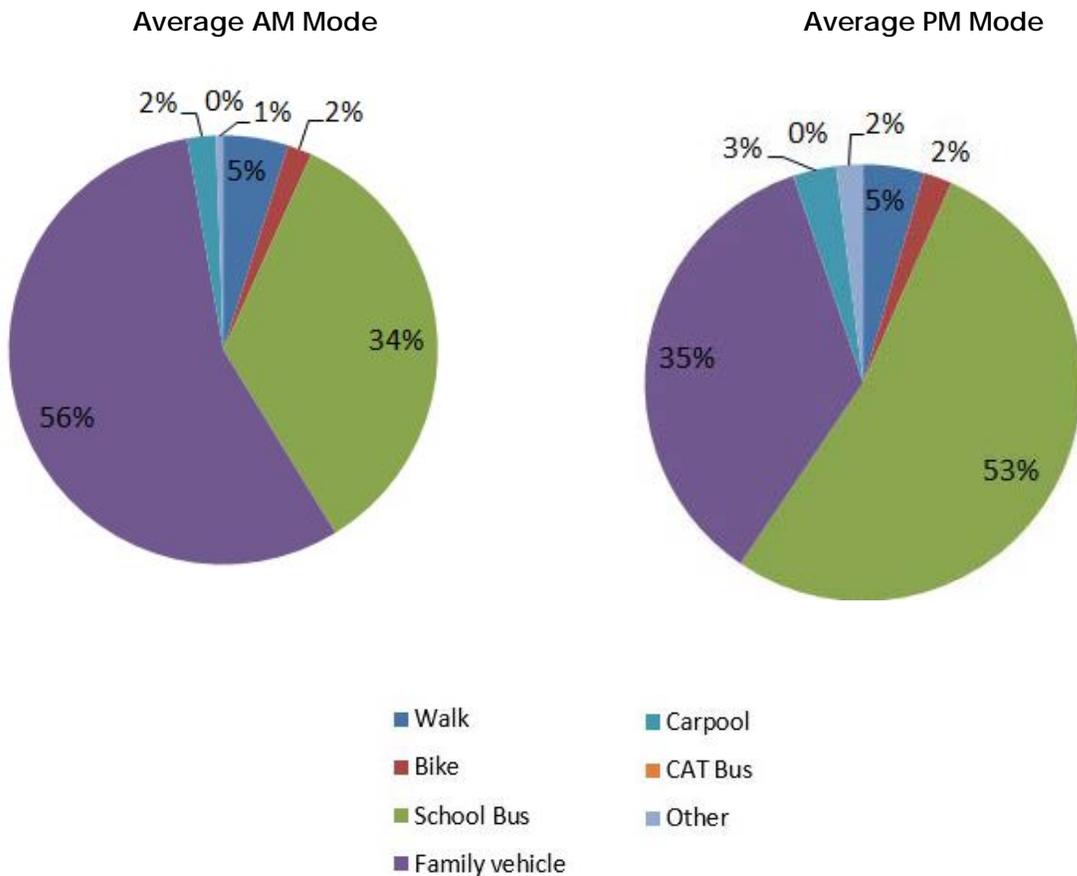
PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. Construction traffic. Note: North Washington Street was under construction at the time of the school observations and there is on-going development in the area
2. Pick up/drop off traffic.
3. Student knowledge and experience.

HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school, students were surveyed during the week of September 26, 2016. The following charts depict how students typically travel to and from school.



BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

1. Amount of vehicles.
2. Lack of crosswalks or safe intersections.
3. Inadequate/unclear loading or unloading zones for students.

Generally, bus drivers rated the school as not safe.

Comments regarding safety at this school include:

- More parents should park and walk to school doors.
- Parents drop off their children in the bussing area. A lot of traffic everywhere.
- Not enough room for all the parents to park.
- Continue use of cones.
- Provide monitor for crossing and directing parent parking. Monitors help move traffic along.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

Speed and amount of vehicles

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 98 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Amount of traffic along route (73%)
2. Speed of traffic along the route (69%)
3. Safety of intersections and crossings (63%)

Representative comments include:

There are NO intersections that allow children to cross safely and get on the side streets. Something needs to be in place at the school for children to safely cross the street.

SCHOOL SITE OBSERVATIONS

School site observations occurred on September 22, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was noted as “orderly and free-flowing”, “free-flowing but fast” by team members. Issues identified by the observers include:

- Parking in no parking or bus zones.
- Parents, teachers, and staff appear to be driving too fast on school drives, on adjacent streets and going through adjacent intersections.
- Confusion at the E LaSalle entrance where cars cross entering and exiting the school.
- Cars appear to go too fast for conditions to make a green light at the E LaSalle/ Washington Street intersection.
- The Basalt and East LaSalle intersection is used by students walking and biking to school. Traffic on LaSalle appears to be fast moving and there are no sidewalks, no signage, and no crosswalks.
- The Onyx and East LaSalle intersection is also used by students walking and biking to school. Traffic on LaSalle is fast moving and traffic on LaSalle coming from the east takes the right turn onto Onyx fast. There are no sidewalks, no signage, and no crosswalks at this intersection.
- Parking on crosswalks within school property, in no parking and in marked bus zones (worse in the morning).
- Unclear or missing signage to direct drivers.
- Parents park on East LaSalle Drive at the school entrance drive leading to children crossing the school drive, sometimes twice, without a crosswalk.
- In afternoon parents wait on Onyx and students cross mid-block with no crosswalk.
- Students were observed running through the parking lots to get to their ride home.
- Large sidewalk gaps between new homes and the school.
- Space for 8 more bikes in front of the school. No bike racks at the faculty and staff entrance.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

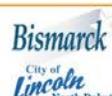


PUBLIC INPUT

Public input was gathered at steering committee meetings, the public open house, and from online and mailed comments.

- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Concern for locations where there are not sidewalks on both sides of the road. What is the policy for installing sidewalks? City responded that some lots are not developed in the area. City policy is to install sidewalk when property is developed.
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.
- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools.

EXISTING CONDITIONS REPORT



For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- Vehicles appear to travel fast for conditions
- Confusion at the East LaSalle entrance drive
- Challenges with vehicles traveling too fast and driver/pedestrian conflicts and the E LaSalle/Onyx and E LaSalle/Basalt intersections
- Lack of sidewalks and crosswalks near school.

Encouragement

- A parent has expressed interest in starting a biking/walking group for children.
- Teachers monitor the school area during arrival times.
- Students stopped and crossed as requested by the crossing guard. One was present at the Washington/LaSalle intersection (this guard may be present for the Washington Street construction) and another at the LaSalle/Onyx intersection

Education

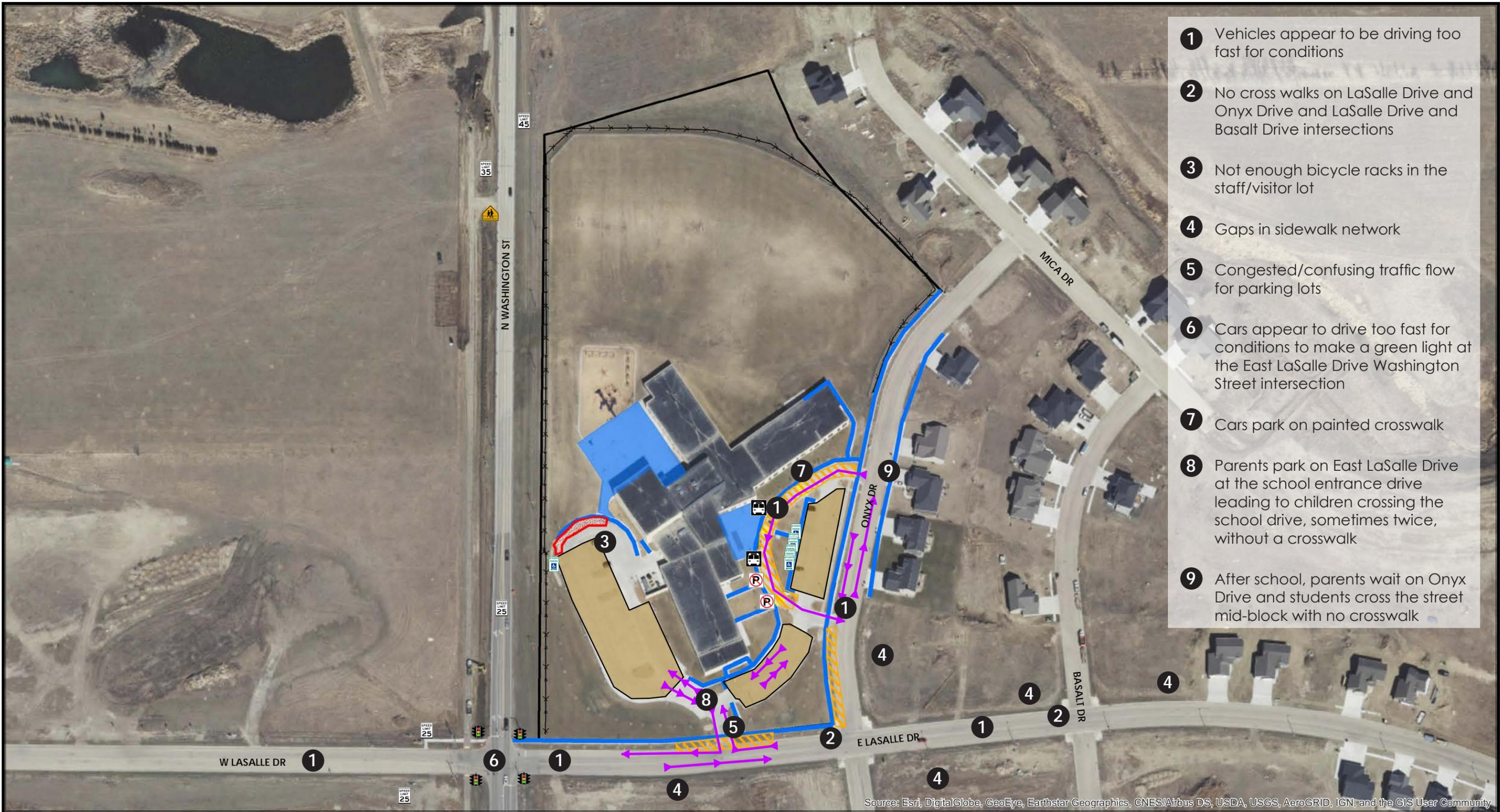
- School offers bus and street crossing safety videos.

Enforcement

- Random monitoring of vehicles.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 Vehicles appear to be driving too fast for conditions
- 2 No cross walks on LaSalle Drive and Onyx Drive and LaSalle Drive and Basalt Drive intersections
- 3 Not enough bicycle racks in the staff/visitor lot
- 4 Gaps in sidewalk network
- 5 Congested/confusing traffic flow for parking lots
- 6 Cars appear to drive too fast for conditions to make a green light at the East LaSalle Drive Washington Street intersection
- 7 Cars park on painted crosswalk
- 8 Parents park on East LaSalle Drive at the school entrance drive leading to children crossing the school drive, sometimes twice, without a crosswalk
- 9 After school, parents wait on Onyx Drive and students cross the street mid-block with no crosswalk

Existing Conditions and Issues
Liberty Elementary



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- ⚠ Crossing Sign
- Ⓟ No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡ Direction of Traffic
- ⌵ Fence
- ▨ Crosswalks
- Sidewalk
- Pedestrian Areas
- Parking Lot

Loading Zones

- ▨ Bus Loading/Unloading Zone
- ▨ Parent Loading/Unloading Zone
- ▨ After School Providers Loading/Unloading Zone
- ▭ School Property

Note: vehicle speed observations were done at on-site visits. No speed tests were conducted

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

ALTERNATIVES AND ACTIONS

1. **Issue** - Vehicles driving too fast for conditions. No school speed limit signs are in place around the school.
 - a. **Alternative** - Consider installing flashing school zone speed limit signs and driver feedback signs.

2. **Issue** - The Basalt Drive and East LaSalle Drive and the Onyx Drive and East LaSalle Drive intersections are used by students walking and biking to school. Traffic on East LaSalle Drive is fast moving and there are no sidewalks, no signage, and no crosswalks.
 - a. **Alternative A** - Consider installing crosswalks on the west leg of the Onyx Drive intersection with East LaSalle Drive. Crossing guards should be placed at the crosswalk.
 - b. **Response** - This area is currently being developed. Sidewalks will be installed as the neighborhoods develop. Additional crosswalks should be considered as the sidewalk network is developed.



3. **Issue** – Existing bike rack in front of the school is almost full. There are currently no bike racks at other locations around the school.
 - a. **Alternative** -Consider installing additional bike racks in the front of the school and at the faculty and staff entrances.

4. **Issue** - Large sidewalk gaps between the new development and the school.
 - a. **Response** – Shared use path trails would be considered with roadway improvements and sidewalk connections will be made as development occurs.



5. **Issue** – Congested and confusing traffic flow at the East LaSalle entrance to the parking lots on the south side of the school.
 - a. **Alternative A** - Consider installing proper signage to convey intended traffic movements in a clear manner.
 - b. **Alternative B** – Consider removal of the parent loading/unloading zone along East LaSalle near the parking lot entrance. If this consideration is implemented – include signage to convey that there is to be no parking and no loading/unloading at this location. Parent loading/unloading zone could be replaced along Onyx Drive if needed.
 - c. **Alternative C** – Remove traffic flow between center parking lot and entrance onto E Lasalle Drive by installing temporary blockades such as orange barrels or cones.
 - d. **Response** – Consider providing a traffic monitor to direct intended traffic flow with the newly implemented changes. Additional consideration of making the entrance to the parking lot off of East Lasalle Drive to a right-in/right-out should be reviewed by the school after other changes have been made.

6. **Issue** – Cars drive too fast for conditions in order to make a green light at the East LaSalle Drive and Washington Street intersection.
 - a. **Alternative A** – Consider installing school zone speed limit signs along near the school.

7. **Issue** - Parking on crosswalks within school property.
 - a. **Alternative A** – Consider installing speed table at the marked crosswalk locations with crosswalk signing and striping and stop signs at each location.



- 8. **Issue** - Parents park on East LaSalle Drive at the school entrance leading to children crossing the school driveway, sometimes twice, without a crosswalk.
 - a. **Alternative** - Consider installing "No Loading/Unloading" signs on both sides of East LaSalle Drive. This is currently identified as a parent loading/unloading zone and should be removed to discourage student walking through the parking lot and across East LaSalle Drive.



- 9. **Issue** - After school, parents wait on Onyx Drive and students cross the street mid-block with no crosswalk.
 - a. **Alternative** - Consider installing "No Loading/Unloading" signs on the east side of Onyx Drive.





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Technically Feasible Alternatives
Liberty Elementary School

Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

-  School Speed Limit Sign
-  School S.L. Sign w/ Flashers
-  Driver Speed Feedback Sign

-  HAWK Beacon
-  New Pick-Up/Drop-Off
-  No Pick-Up/Drop-Off Signs
-  Add/Move Bike Rack
-  New Crossing Guard

-  Crosswalk
-  Crosswalk Beacon
-  No U-Turn Signs
-  No Parking Signs
-  No Left Turn Sign

-  Portable In-Road Crosswalk Sign
-  New Stop Sign
-  New Yield Sign
-  Removal

-  Misc Signs
-  Speed Table
-  Curb Extension

-  Crosswalk
-  Multi-Use Path
-  Sidewalk



August 2017
Planning Level Only
Not for Construction



6.2: SUNRISE ELEMENTARY

QUICK FACTS

Data was collected in Fall 2016.



Address: 3800 Nickerson Ave, Bismarck, ND

Principal: Lynn Wolf

Number of Students: 631

Grades Served: K-5

Start Time: 8:35 am

End Time: 3:05 pm

Map of School Site Area:



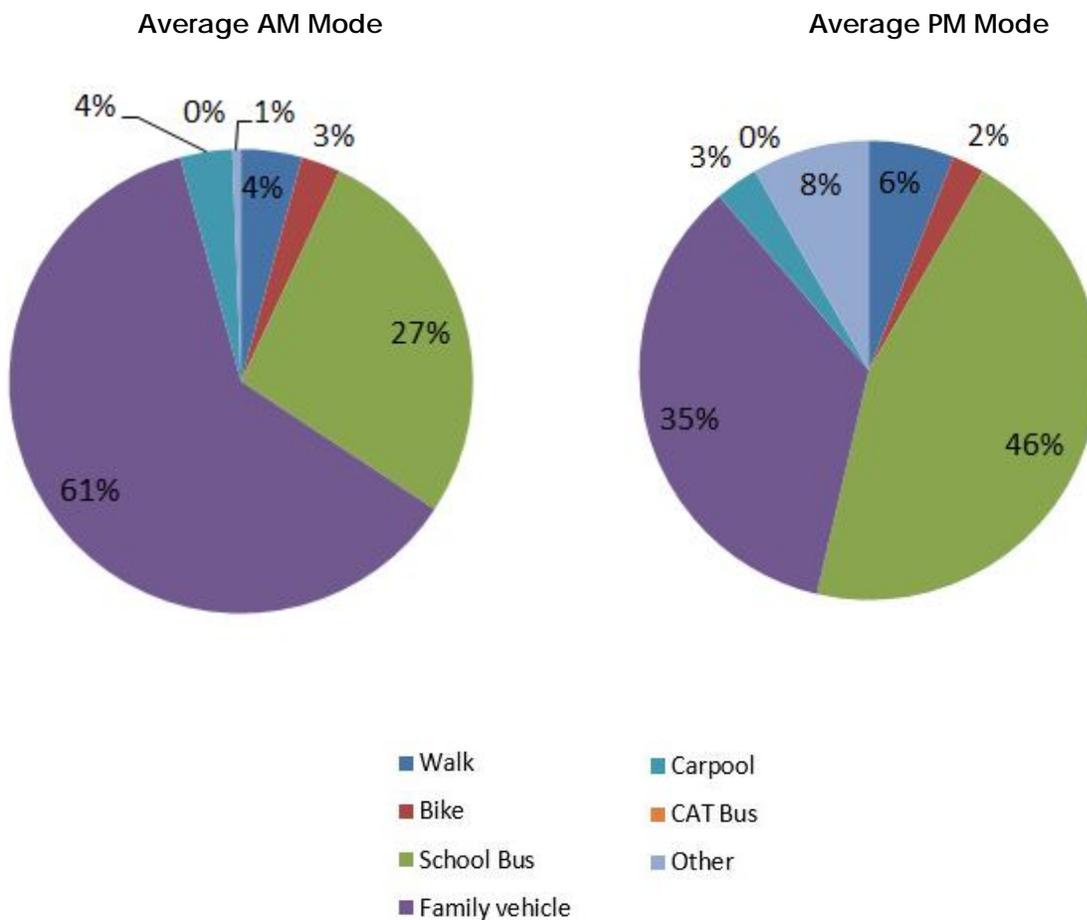
PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. Students running across the street not looking for traffic.
2. Students and parents walking between buses to cross street.
3. Vehicles travelling too fast in streets and parking lot.

HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of October 3, 2016. The following charts depict how students typically travel to and from school.



BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. Generally, bus drivers rated the school as safe, and did not share specific comments or concerns.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

No concerns were listed by after school care providers.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 99 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Amount of traffic along the route (57%)
2. Distance to the school (57%)
3. Safety at intersections and crossings (55%)

Representative comments include:

"My son feels the traffic on Roosevelt is very scary. Traffic does not slow down especially when there are kids trying to cross over Roosevelt from Calgary Ave."

SCHOOL SITE OBSERVATIONS

School site observations occurred on September 13, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was considered to be both "orderly and free-flowing" and "orderly but congested" to the team members. Other issues identified by the observers include:

- Through traffic on Roosevelt appears to be driving too fast for conditions
- Several students are dropped off in faculty parking lot
- School loop drive off Nickerson is not wide enough for two pick-ups to pass

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



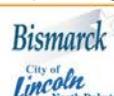
- Sidewalk gap south side of E Calgary between Roosevelt and Maltby
- There are openings in the fence so students living west of Roosevelt can enter the school property there but there is no crossing.
- Cars parked on the school side of Roosevelt obstruct the view of the parking lot driveway and the crosswalk
- Parents and students crossing between parked buses
- Parents park at Calgary and Nickerson and at Roosevelt and Granger to wait for their students at dismissal
- Some park in the handicapped places and on crosswalks. Many park in the marked bus zone in the loop
- Failure of drivers to use turn signals
- Bus parked on west side of Roosevelt requiring students to load.
- With no designated drop-off area in visitor parking on Roosevelt, traffic gets backed up over the sidewalk and onto the road while students exit the cars
- Traffic congested by NW parking lot
- Existing crosswalks need paint
- Many students cross at the Roosevelt/Calgary intersection but there is no signage and the traffic get backed up

PUBLIC INPUT

Public input was gathered at steering committee meetings, the public open house, and from online and mailed comments.

- Parents are using the parking lot on the west side of the building to drop off their children entering the playground.
- The existing traffic circle is backing up traffic onto Nickerson Avenue.
- Parents are dropping off on the east side of Nickerson Avenue and having their children cross the roadway through the bus loading zone.
- This school has the most school buses in the district.
- YMCA picks up students in the afternoon at this location.
- Police have not identified a speeding issue at this location.
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and

EXISTING CONDITIONS REPORT



if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.

- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both/

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- Crosswalks are limited throughout the school site.
- Need to address drivers who appear to be traveling too fast for conditions on Roosevelt.
- Drivers treat Granger & Roosevelt as a four-way stop.
- Width of the loop at school entrance – is it wide enough?

Encouragement

- No encouragement programs or issues were identified.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



Education

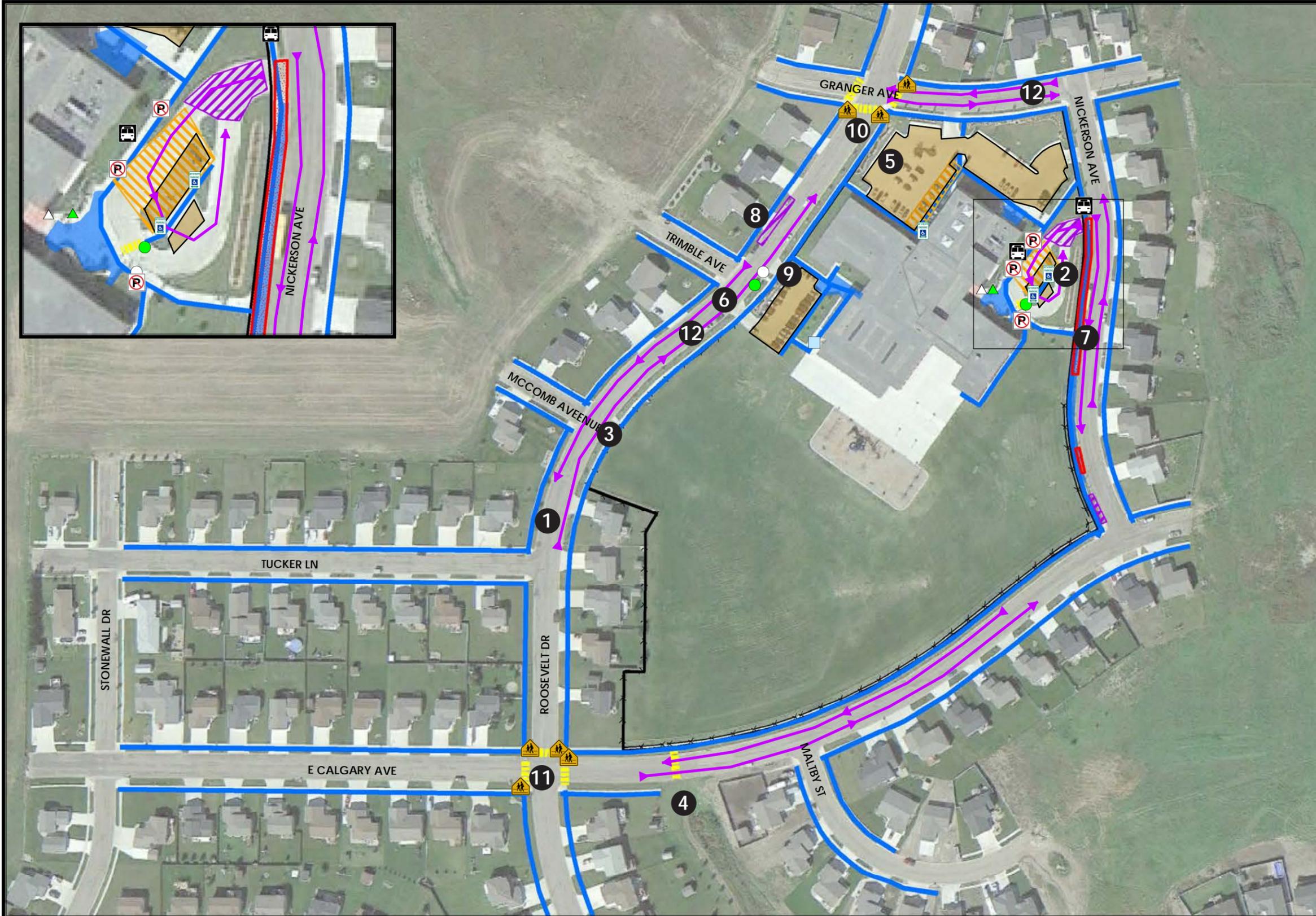
- The school currently promotes safety through newsletter to parents, daily announcements, and classroom talks from law enforcement.

Enforcement

- No enforcement issues or programs were identified.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 Through traffic on Roosevelt Drive appears to be driving too fast for conditions
- 2 The width of the loop drive does not accommodate larger vehicles
- 3 Crossing is difficult at Roosevelt Drive and McComb Ave and no crosswalk is visible
- 4 East/West sidewalk gap
- 5 Parents drop off in staff parking lots
- 6 Cars parked on the school side of Roosevelt Drive obstruct the view of the parking lot drive and the crosswalk
- 7 Parents and students crossing between parked buses
- 8 Bus parked on the west side of Roosevelt Drive requiring students to cross Roosevelt Drive
- 9 With no designated drop-off area in visitor parking on Roosevelt Drive, traffic gets backed up
- 10 Traffic congestion
- 11 Many students cross at the Roosevelt Drive Calgary Avenue intersection but there are no stop signs so the traffic gets backed up
- 12 Traffic around the school appears to travel too fast for conditions

Existing Conditions and Issues

Sunrise Elementary



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- ⚠ Crossing Sign
- ⊘ No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡➡➡ Direction of Traffic
- Fence
- ▬▬▬▬▬ Crosswalks
- Sidewalk
- ▬▬▬▬▬ Pedestrian Areas
- Parking Lot

Loading Zones

- ▨ Bus Loading/Unloading Zone
- ▨ Parent Loading/Unloading Zone
- ▨ After School Providers Loading/Unloading Zone
- ▭ School Property

Note: vehicle speed observations were done at on-site visits. No speed tests were conducted

October 2017



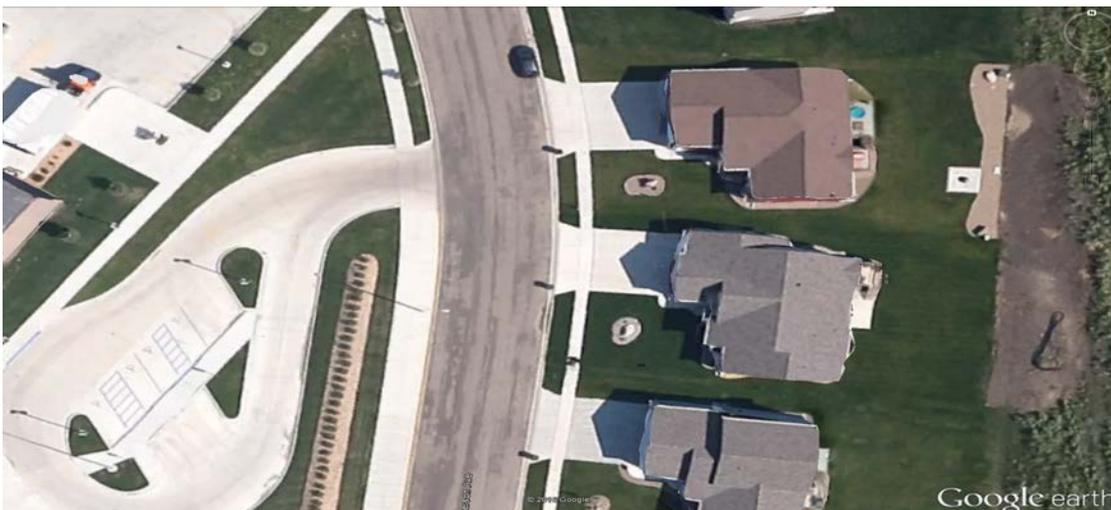
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ALTERNATIVES AND ACTIONS

1. **Issue** - Through traffic on Roosevelt Drive appears to be driving too fast for conditions. There are no speed limit signs in either direction near Sunrise Elementary School on Roosevelt Drive.
 - a. **Alternative** - Consider installing flashing school zone speed limit sign coupled with driver feedback signs.



2. **Issue** - School loop drive off Nickerson is not wide enough for two pick-ups to pass.
 - a. **Alternative A** - Consider widening drive to the south to allow for larger vehicles to get around or pass one another.
 - b. **Response** – The school loop drive circle could be reconstructed to have the vehicles exiting further south of the existing access point so that the entrance and exit are not at the same access. This alternative should only be considered if the bus loading/unloading zone is moved to a different location such as Roosevelt Drive.



3. **Issue** – Crossing is difficult at Roosevelt and McComb Avenue. There are openings in the fence so students living west of Roosevelt Drive can enter the school property but there are no marked pedestrian crossings.
 - a. **Alternative** – Encourage students to cross at existing crosswalks. A fence closure will need to occur if the faculty parking lot is relocated.
 - b. **Response** – At this time, we are suggesting a crossing guard be coupled with the new crosswalk. As development continues to the west and pedestrian activity increases, a HAWK beacon may be considered and an independent study would need to be completed to determine if it is warranted. Rectangular Rapid Flashing Beacons (RRFBs) may also be considered upon FHWA approval.



4. **Issue** - Sidewalk gap on the south side of East Calgary Avenue between Roosevelt Drive and Maltby Street.
 - a. **Response** – Since the initiation of this study, the sidewalk connection has been completed.



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

5. **Issue** - Several students are dropped off in the faculty parking lot.
 - a. **Alternative A** - Consider installing "No Loading/Unloading" signs at the entrances to the faculty parking lots.
 - b. **Alternative B** - Consider moving the bus drop off to the west side of the building and allow for parents to drop off along the east side of the building south of the existing traffic loop. This would also reduce congestion around the loop.
 - c. **Alternative C** - If it is determined that other recommended changes to the loading zones cannot be made, consideration should be given to make the existing visitor parking lot the new faculty parking lot and allow parent loading/unloading in the existing faculty parking lot located in the northwest corner of the property.

6. **Issue** - Cars parked on the school side of Roosevelt Drive obstruct the view of the parking lot drive and the crosswalk.
 - a. **Alternative A** - Consider installing no loading/unloading zone signs near the parking lot entrances and crosswalks along Roosevelt Drive.
 - b. **Alternative B** - If it is determined that other recommended changes to the loading zones cannot be made, consideration should be given to make the existing visitor parking lot the new faculty parking lot and allow parent loading/unloading in the existing faculty parking lot located in the northwest corner of the property.
 - c. **Response** - By moving the bus loading/unloading zone to the east side of Roosevelt Drive and adding more parent loading/unloading zone to the west side of Nickerson should reduce parent loading/unloading along Roosevelt Drive.

7. **Issue** - Parents and students crossing between parked buses on Nickerson Avenue.
 - a. **Alternative** - Consider installing no loading/unloading zone or no parking on school days signs along the east side of Nickerson Avenue.
 - b. **Response** - Again, by moving the bus loading/unloading zone to the east side of Roosevelt Drive and adding parent loading/unloading to the west side of Nickerson Avenue - it should reduce drop offs along the east side of Nickerson.



8. **Issue** – After School Provider Bus(es) park on the west side of Roosevelt Drive, requiring students to cross Roosevelt Drive.
 - a. **Alternative** - Consider moving the designated drop off location for after school care providers to the parking lot north of the school.
 - b. **Response** – Discussion of the committee noted that this may be a non-issue if isolated case.

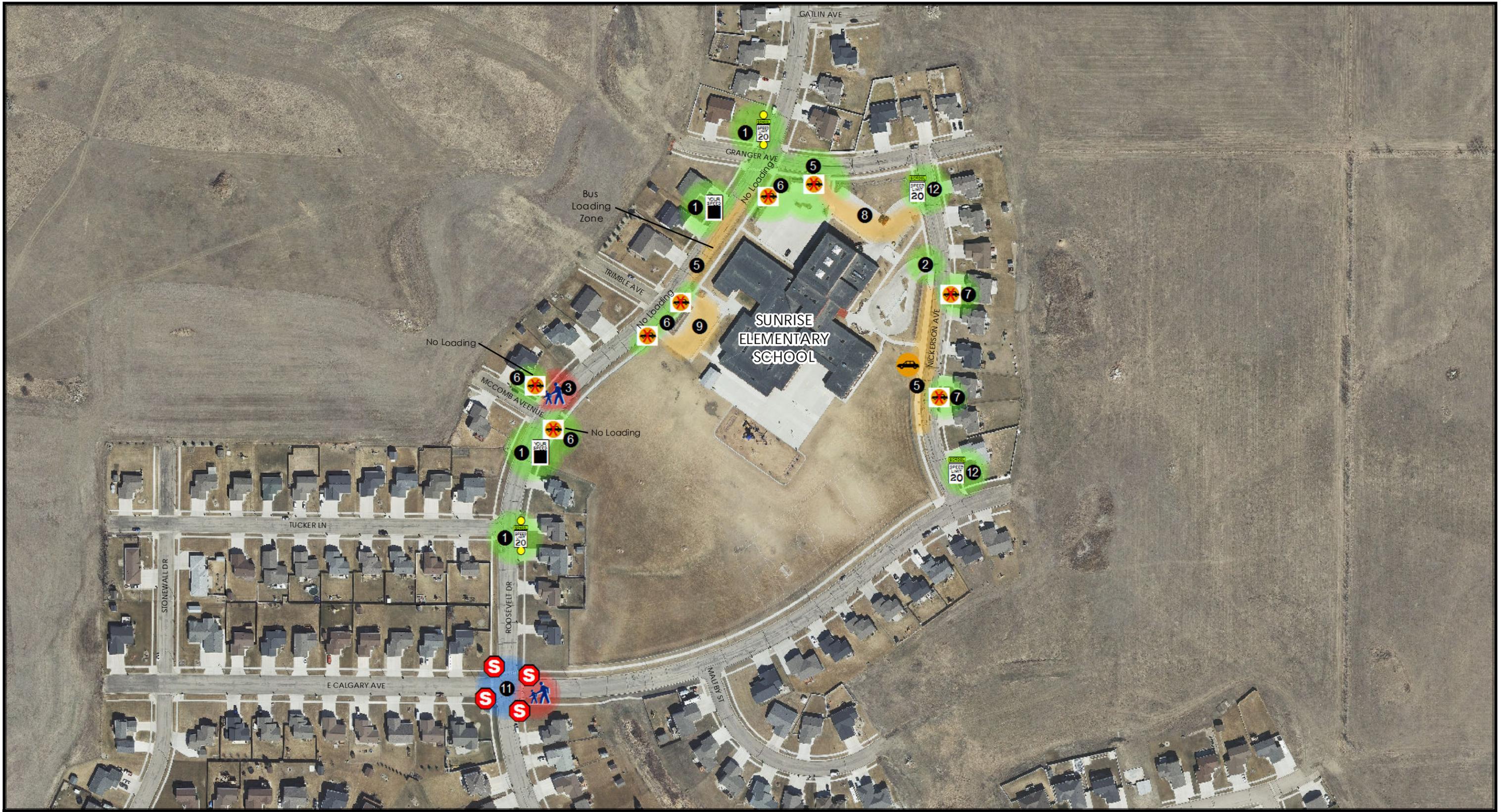
9. **Issue** – With no designated drop-off area in visitor parking on Roosevelt Drive, traffic gets backed up over the sidewalk and onto the road because students are exiting the cars.
 - a. **Alternative A** - Consider signage and/or education/enforcement prohibiting the loading/unloading of students in the parking lot.
 - b. **Alternative B** - If it is determined that other recommended changes to the loading zones cannot be made, consideration should be given to make the existing visitor parking lot the new faculty parking lot and allow parent loading/unloading in the existing faculty parking lot located in the northwest corner of the property.
 - c. **Response** – Moving the bus loading/unloading zone to Roosevelt and adding more parent loading/unloading zone along Nickerson should reduce parent loading/unloading along Roosevelt.



10. **Issue** – Traffic congested by Northwest parking lot.
 - a. **Response** – Issue 5 alternative recommends signage for this parking lot for no parent loading/unloading within the parking lot.

11. **Issue** – Many students cross at the Roosevelt Drive and Calgary Avenue intersection. Also, there are no stop signs and traffic gets backed up.
 - a. **Alternative A** – Consider a 4-way stop warrant analysis at this location.
 - b. **Alternative B** – Consider the addition of crossing guards at this intersection, particularly prior to additional intersection control being installed.

12. **Issue** – Vehicles traveling too fast for conditions on streets adjacent to the school site.
 - a. **Alternative** - Consider installing school speed zones on the streets adjacent to the school coupled with driver feedback signs.
 - b. **Response** – As Grainger Avenue is developed further east and west, consider installing school speed zone signs.



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Technically Feasible Alternatives
Sunrise Elementary School

Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk



August 2017
Planning Level Only
Not for Construction



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6.3: CENTENNIAL ELEMENTARY

QUICK FACTS

Data was collected in Fall 2016.



Address: 2800 Ithica Drive,
Bismarck, ND

Principal: Michele
Svihovec

Number of Students: 447

Grades Served: K-5

Start Time: 8:35 am

End Time: 3:05 pm

Map of School Site Area:



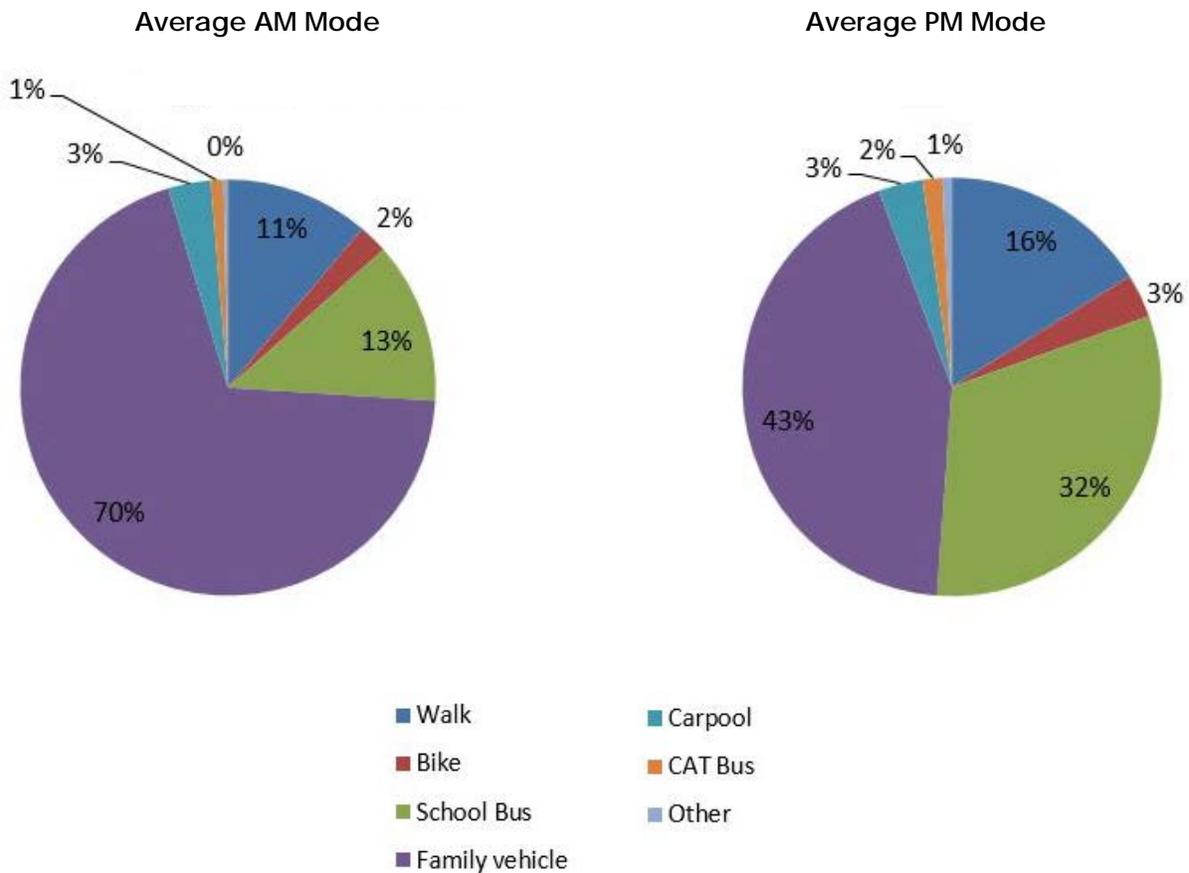
PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. Drivers not paying attention to rules such as the cones, parking in restricted areas, speeding, picking up students in the front loop after school (this is reserved for daycare vans).
2. Century Avenue is dangerous to cross. Should there be a flashing light to warn drivers?
3. Not enough crosswalk guards. (Stevens Street has morning crosswalk guards.)

HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of September 12, 2016. The following charts depict how students typically travel to and from school.



BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

1. Amount of vehicles.
2. Inadequate/unclear loading or unloading zones.
3. Distracted motorists.
4. Distracted students.

Generally, bus drivers rated the school as not safe.

Reasons given for rating the school this way include:

- No monitor to direct traffic and keep cars out of area they are not supposed to be in.
- Children running to vehicles.
- Parents parking in handicap accessible parking to load.
- There are three rows of traffic in loop - not safe.
- No monitoring of student crossings.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

1. Speed of vehicles.
2. Amount of vehicles.
3. Distracted students.

This school was described by an after school care provider as safe, but busy.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 59 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Speed of traffic along the route (50%)

2. Amount of traffic along the route (50%)
3. Distance from home to school (38%)

Representative comments include:

"At Centennial you really need to paint lines and arrows in the half loop drop off so people understand that there are 3 lanes!! This would drastically improve the process and safety for ALL during the morning drop!!"

"I see people dropping off kids in the middle of the street verses parking an issue. Also, people are using the loop as a parking spot which blocks thru traffic."

SCHOOL SITE OBSERVATIONS

School site observations occurred on September 14, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was noted as both "orderly but vehicles moving fast" and "orderly but congested" by team members. Other issues identified by the observers include:

- Traffic appears to move fast on Century Ave and on Springfield south of the school.
- Crossing guards were present from 8:10 to 8:25 and 3:05 to 3:20.
- Trees and parked cars block visibility at Springfield Street crossings.
- One bus uses a non-designated area to unload the students because, in the driver's opinion, this location is safer.
- A second bus parked in another unmarked area so that the students could be near a crosswalk and protected from traffic.
- Students run through, around and behind the cars in the parking lot.
- Staff places "No-parking" cones in the entrance of the parking lot and on the street.
- Observed a near accident on Century when a car sped up to make it through a light
- At the end of the day six cars were observed pulling into the faculty parking lot, presumable to pick up students.
- Trees and parked cars block visibility at Springfield Street crossings.
- Some cars are making a U-Turn on Ithica even with a "No U-Turn" sign present and visible.
- Some drivers stop on Springfield Street to pick up students but not pull all the way to the curb requiring following cars to swerve around them, sometimes into on-coming traffic.
- Distracted drivers, driving while on the phone and texting.
- Many parents drop students off near crosswalks.
- Students crossing at Century Avenue was light on observation day. Two walked their bikes across. The signal seemed to provide enough time for them to cross. A crossing guard was present.
- Many students were observed walking to this school, some alone, some with an adult and others with a group of children.
- Cars pull into parking lot and the handicap/bus loading area to drop off rather than drop off zones on the street.

PUBLIC INPUT

Public input was gathered at steering committee meetings, the public open house, and from online and mailed comments.

- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.
- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- Traffic appears to travel too fast for conditions along Century Ave.
- Trees and parked cars block visibility at Springfield Street crossings.

Encouragement

- Crossing guards are present from 8:10 to 8:25 and 3:05 to 3:20, at the Century Ave/Ithica and the Ithica/Springfield intersections
- Staff monitors arrival and dismissal periods.
- The school is planning on promoting walking/bicycling to school the last week in September this school year. The counselor, police youth worker, and principal will plan this event. A grant was written for prizes for students, as well as brochures to send home.

Education

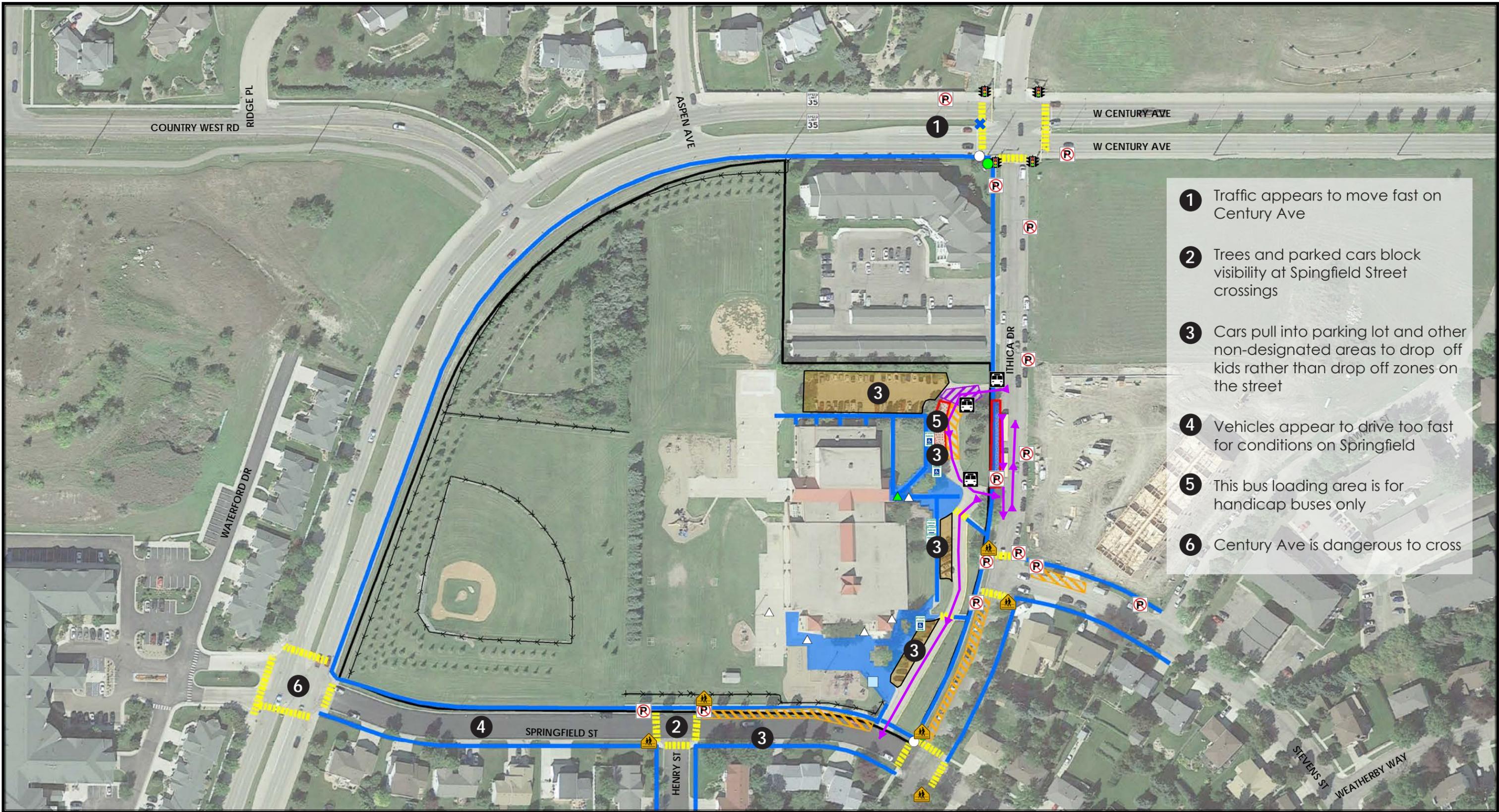
- The school puts information in the newsletter about drop off/pick up for safety of students. They visit with kindergarten parents at orientation.
- The Counselor, Police Youth Worker, and/or school nurse visits with classes about safety

Enforcement

- Significant non-compliance with desired parking and travel patterns observed and noted within and around the school.
- The school does not have a regular enforcement program but they do call law enforcement occasionally to be present when we are having some problems with repeat offenders.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 Traffic appears to move fast on Century Ave
- 2 Trees and parked cars block visibility at Springfield Street crossings
- 3 Cars pull into parking lot and other non-designated areas to drop off kids rather than drop off zones on the street
- 4 Vehicles appear to drive too fast for conditions on Springfield
- 5 This bus loading area is for handicap buses only
- 6 Century Ave is dangerous to cross

Existing Conditions and Issues
Centennial Elementary



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- ⚠ Crossing Sign
- Ⓟ No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡ Direction of Traffic
- Fence
- ▬ Crosswalks
- Sidewalk
- Pedestrian Areas
- Parking Lot

Loading Zones

- Bus Loading/Unloading Zone
- ▨ Parent Loading/Unloading Zone
- ▨ After School Providers Loading/Unloading Zone
- ▭ School Property

Note: vehicle speed observations were done at on-site visits. No speed tests were conducted

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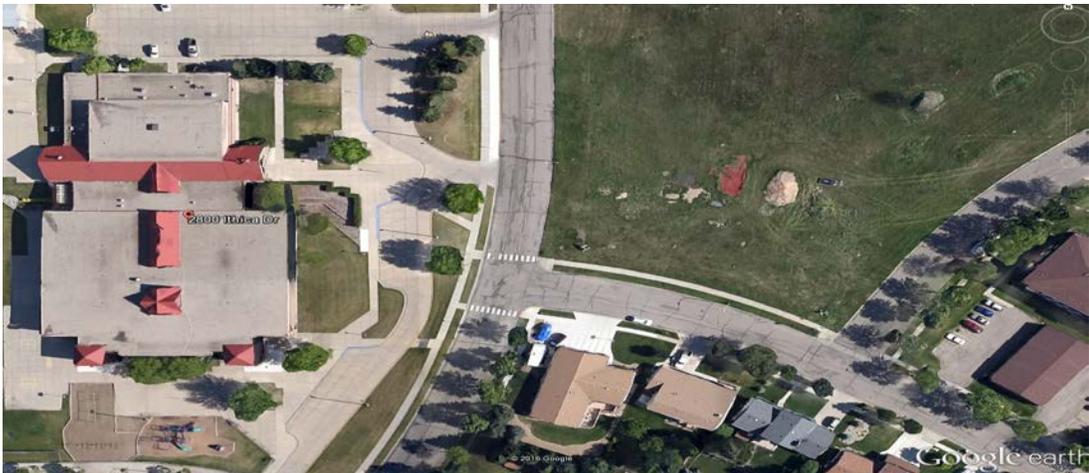
ALTERNATIVES AND ACTIONS

1. **Issue** – Traffic appears to move fast on Century Avenue.
 - a. **Alternative A** – Consider installing 20 MPH When Flashing School Speed Zone signs coupled with driver feedback signs.
 - b. **Response** - Century Avenue is a high volume arterial roadway. the only location where students are crossing Century Avenue is a signalized intersection at Itthica which has a crossing guard.

2. **Issue** - Trees and parked cars block visibility at Springfield Street.
 - a. **Alternative A** – Consider installing no parking zone near the crosswalks and paint the curb for no parking zone.
 - b. **Alternative B** – Consider trimming trees blocking sight distance along Springfield Street.



3. **Issue** – Cars pull into parking lot to drop off kids rather than drop off zones on the street. Signage appears appropriate for the north parking lot.
 - a. **Alternative** - Consider adding “Staff Parking Only” signs at the entrances to the other parking lots and “No Parent Loading/Unloading”.



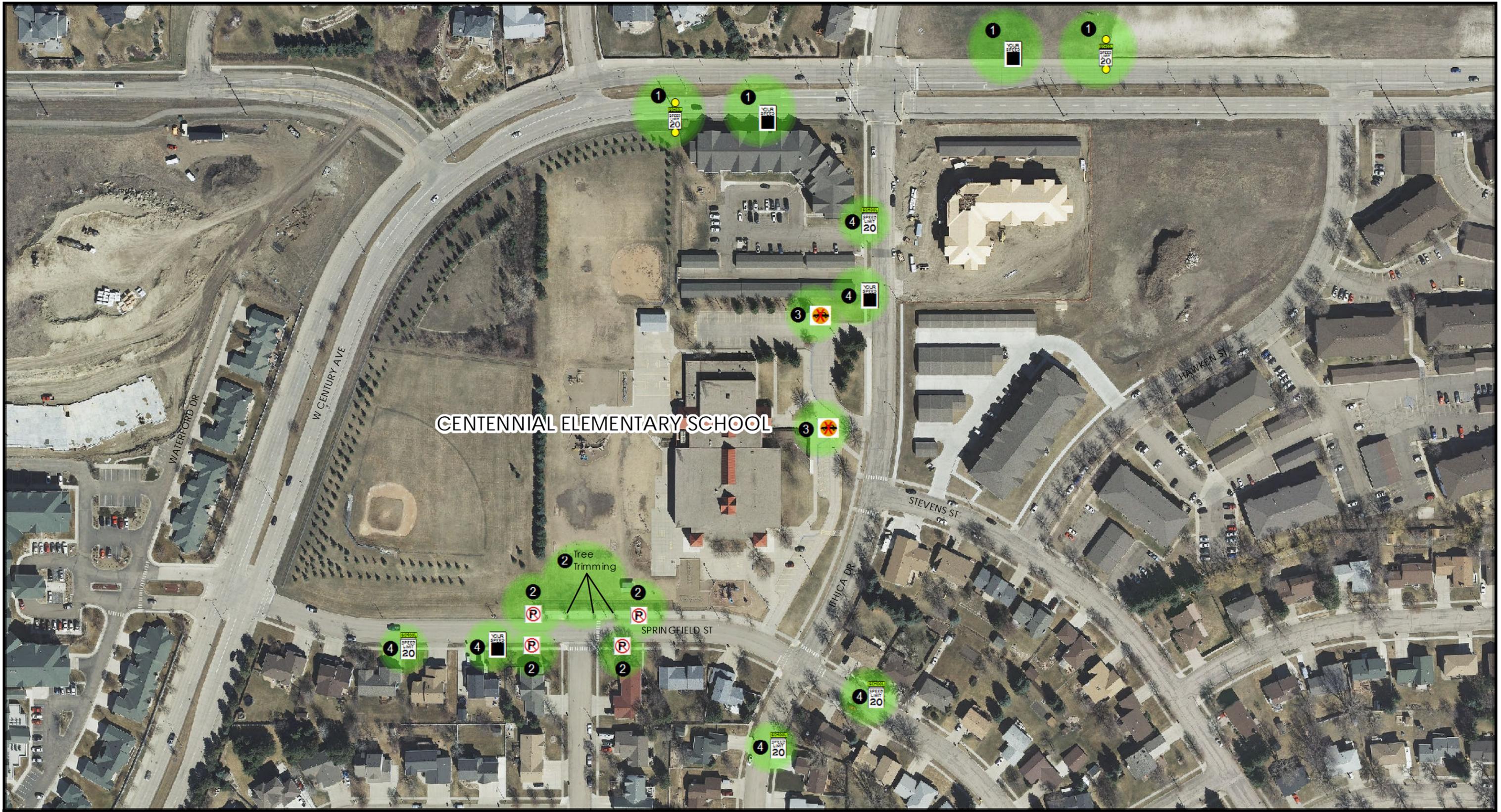
BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

4. **Issue** - Vehicles drive too fast for conditions on Springfield Street. There are no speed limit signs near Centennial Elementary (only along Century Avenue).
 - a. **Alternative A** - Consider installing 20 MPH School Speed Zone signs coupled with driver feedback signs on roadways adjacent to the school
5. **Issue** - The bus loading area is for handicap buses only.
 - a. **Response** – This has not been a big issue, given llimited use.



6. **Issue** - Century Avenue is dangerous to cross. The intersection of Century Avenue and Ithica Drive is controlled by stoplight. Observers reported that it appeared the light allowed pedestrians enough time to cross. The intersection of Century Avenue and Springfield Street is uncontrolled. The painted crosswalk is faded with no signs to warn the driver of the upcoming crosswalk.
 - a. **Response A** – Crosswalks are painted annually. No change required.
 - b. **Response B** – The future zoning is commercial. No students will be crossing at this location.
 - c. **Response** - Century Avenue is a high volume arterial roadway. the only location where students are crossing Century Avenue is a signalized intersection at Ithica which has a crossing guard.





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Technically Feasible Alternatives
Centennial Elementary School



Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk

August 2017
Planning Level Only
Not for Construction



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6.4: GRIMSRUD ELEMENTARY

QUICK FACTS

Data was collected in Fall 2016.



Address: 716 West
Benedict Drive, Bismarck,
ND

Principal: Willie Nelson

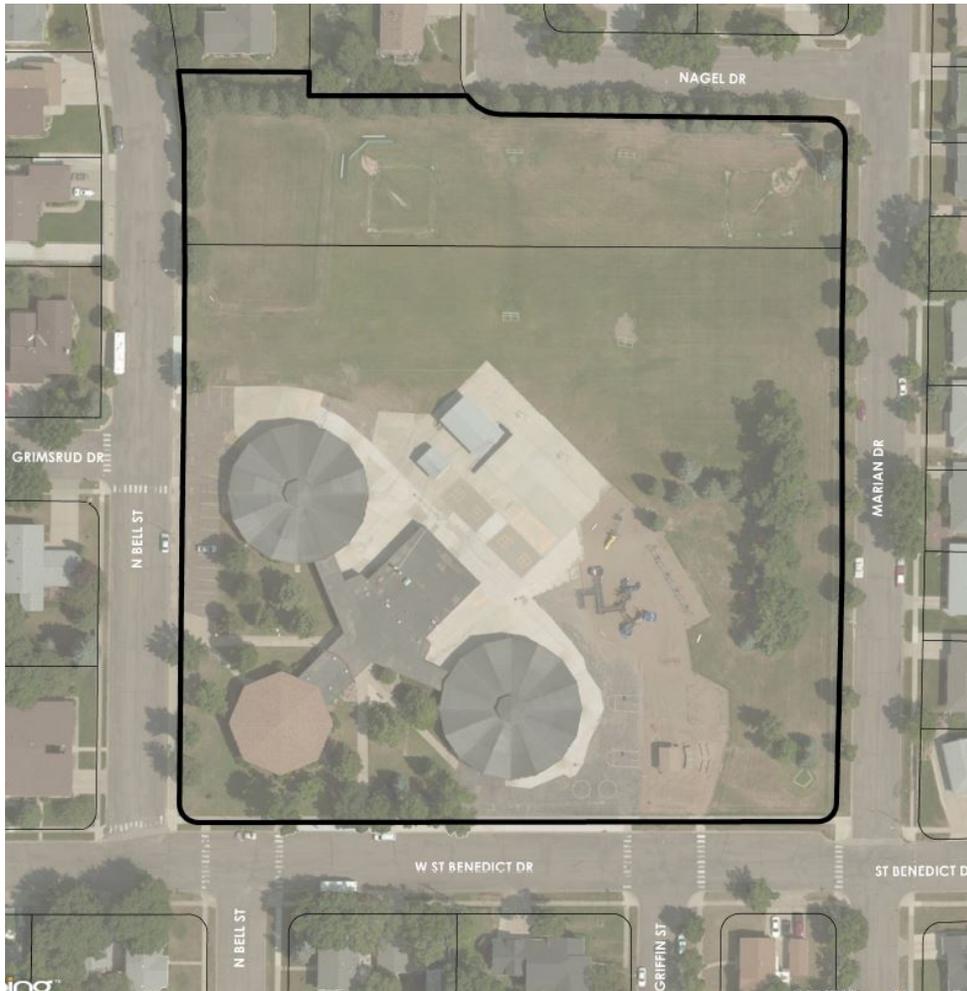
Number of Students: 240

Grades Served: K-5

Start Time: 8:35 am

End Time: 3:05 pm

Map of School Site Area:



PRINCIPAL TOP SAFETY CONCERNS

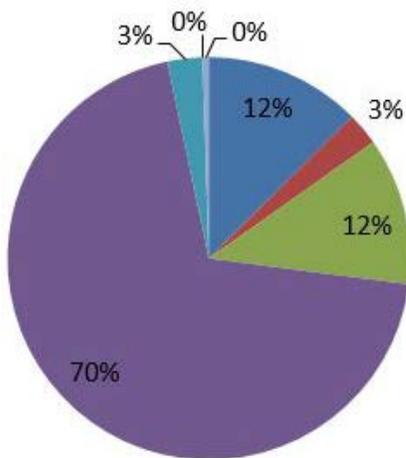
The school principal identified the following top safety concerns.

1. No specific drop off area besides the street.
2. Cars traveling too fast (speed limit is too high).
3. Poor driver behavior: Vehicles doing u-turns, parking in the crosswalk, stopping in the middle of the road to drop off students.

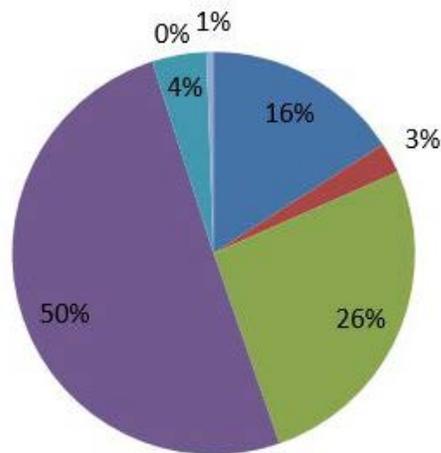
HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of September 12, 2016. The following charts depict how students typically travel to and from school.

Average AM Mode



Average PM Mode



- Walk
- Carpool
- Bike
- CAT Bus
- School Bus
- Other
- Family vehicle

BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. No drivers completed the survey for this school.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. No safety concerns at Grimsrud were identified by after school care providers.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 30 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Distance to school (70%)
2. Amount of traffic along the route (50%)
3. Speed of traffic along the route (40%)

Representative comments include:

"The traffic issues at Grimsrud stem more from the neighborhood than the school itself. With the increased population density to the west and the limited number of routes through the neighborhood it would be difficult to find solutions."

SCHOOL SITE OBSERVATIONS

School site observations occurred on September 14, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was both "orderly but congested" and "confusing" to the team members. Other issues identified by the observers include:

- No stop or yield sign at St. Benedict and Bell.
- Drivers pull into residential driveways and do U-turns when dropping off students.
- Parents, plus some teachers and staff park in the bus loading zone and some teachers and staff park all day in "no parking" areas.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



- Crosswalks are faded or nonexistent along St. Benedict. It is not clear whether some have been intentionally removed or just paint wear.
- Crosswalk sign at Grimsrud and Bell is partially covered by trees.
- Driver behaviors included appearing to be driving too fast, making U-turns, no use of turn signals and failure to stop at stop signs.
- Bus had to wait for parents to move from the bus zone before they could unload.
- There are only two school buses.
- Observed most parent pick up taking place in the bus zone.
- Landscaping crew left the job for an hour at school dismissal time. They reported that they were leaving because of a near miss during the previous week.
- No speed limit signs in the area.
- Students observed running across crosswalks in front of vehicles.

PUBLIC INPUT

Public input was gathered at steering committee meetings, the public open house, and from online and mailed comments.

- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.
- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and

maintaining all sidewalks may cut down in the number of people having to drive students to school.

- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- Crossings around the school. Staff should determine current locations, as many are faded and evaluation is need.
- Congestion due to lack of drop-off spaces.

Encouragement

- No issues involving encouragement were identified
- The principal monitors arrival and dismissal.
- Police officer observed at the school in the morning.

Education

- Currently, teachers touch on safety and the school nurse does a helmet lesson for students.

Enforcement

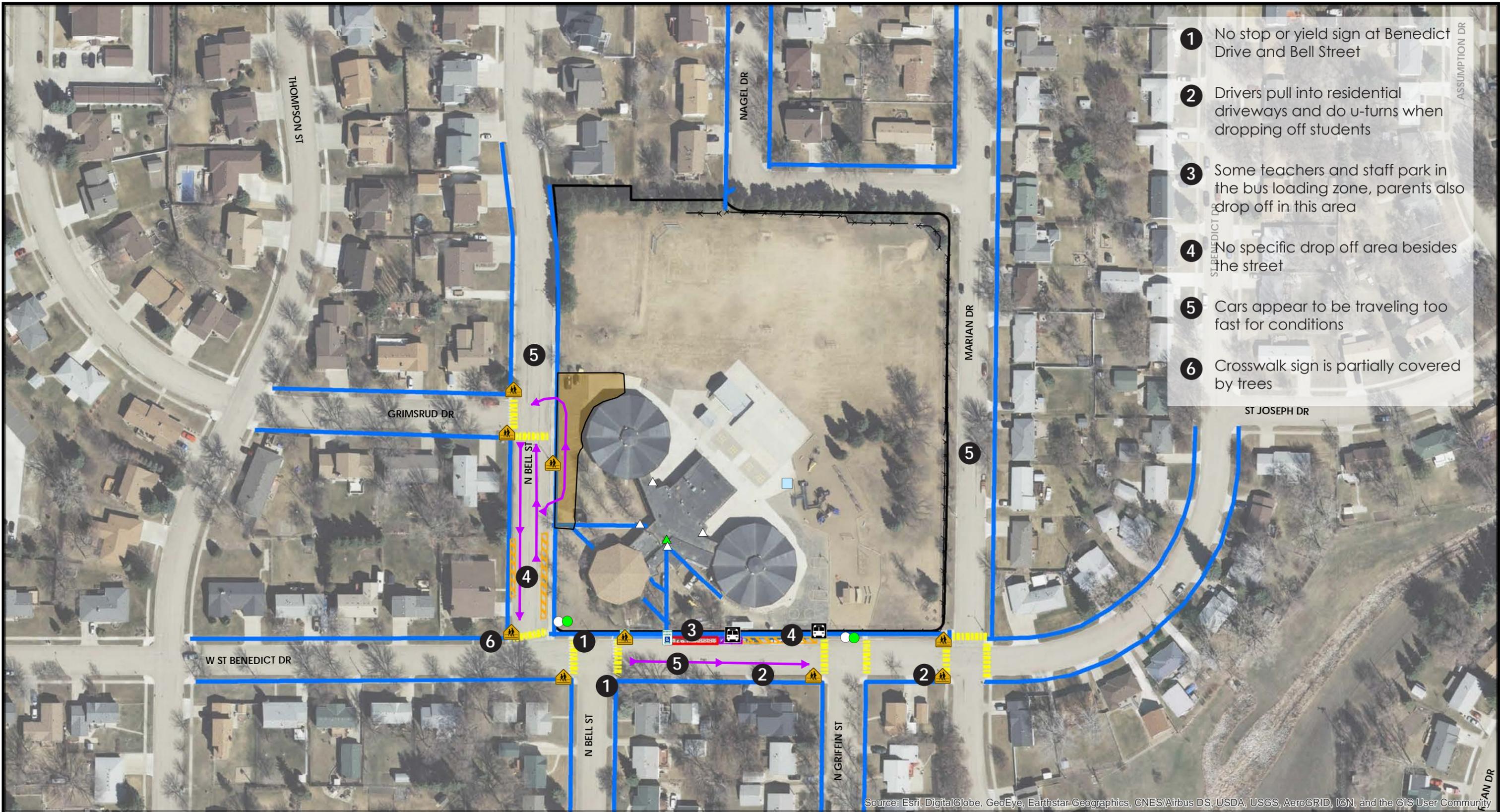
- Vehicles park in the bus loading and no-parking zones.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 No stop or yield sign at Benedict Drive and Bell Street
- 2 Drivers pull into residential driveways and do u-turns when dropping off students
- 3 Some teachers and staff park in the bus loading zone, parents also drop off in this area
- 4 No specific drop off area besides the street
- 5 Cars appear to be traveling too fast for conditions
- 6 Crosswalk sign is partially covered by trees

Existing Conditions and Issues
Grimsrud Elementary



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- 🚶 Crossing Sign
- 🚫 No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡ Direction of Traffic
- ⚡ Fence
- ▨ Crosswalks
- Sidewalk
- ▭ Pedestrian Areas
- ▭ Parking Lot

Loading Zones

- ▭ Bus Loading/Unloading Zone
- ▭ Parent Loading/Unloading Zone
- ▭ After School Providers Loading/Unloading Zone
- ▭ School Property

Note: vehicle speed observations were done at on-site visits. No speed tests were conducted

September 2017



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ALTERNATIVES AND ACTIONS

1. **Issue** – No stop or yield signs at St. Benedict Drive and North Bell Street. Both intersections of North Bell Street and St. Benedict Drive are uncontrolled.
 - a. **Alternative** - Consider installing stop signs for the northbound traffic on North Bell Street at St. Benedict Drive, southbound traffic on North Bell Street at St. Benedict Drive, northbound traffic on North Griffin Street at St. Benedict Drive, and eastbound traffic on Grimsrud Drive at N Bell Street.



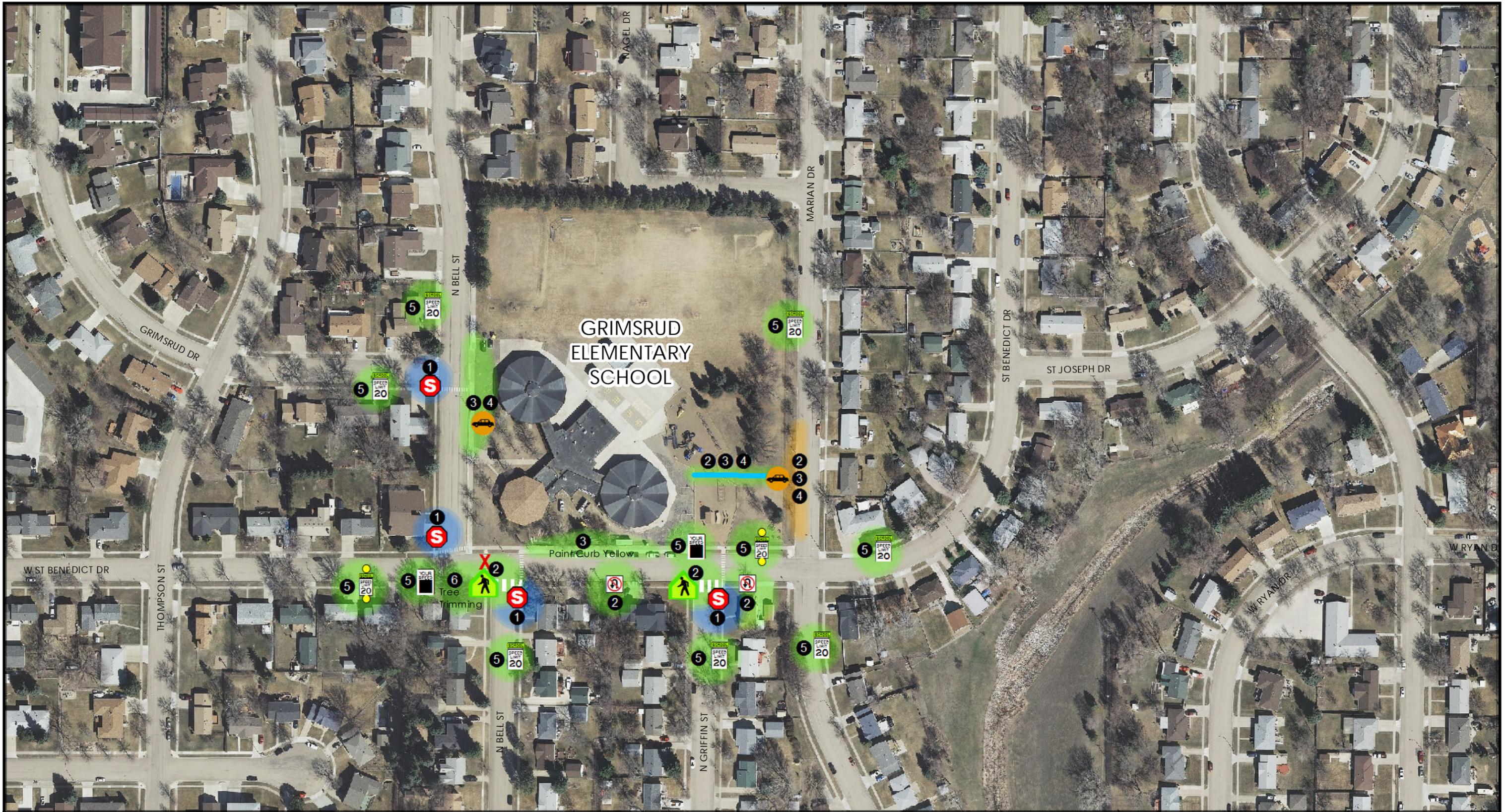
2. **Issue** – Drivers pull into residential driveways and perform U-turns when dropping off students.
 - a. **Alternative A** - Consider installing no U-turn signs.
 - b. **Alternative B** – Consider opening the fence along the east side of the site and develop a parent loading/unloading zone along the west side of Marion Drive creating a larger parent loading/unloading area to reduce some of these behaviors. Add an additional sidewalk to connect this new loading zone to the school.
 - c. **Alternative C** - Add a cross walk on the south side of N Bell Street and N Griffin Street and eliminate one of the north/south ones in both locations. Consider placing In Road portable crosswalk signs.
3. **Issue** - Parents, plus some teachers/staff, park in the bus loading zone. Some teachers/staff park all day in “no parking” areas.
 - a. **Alternative A** - Consider painting the curb to enhance the no parking area.
 - b. **Alternative B** – Consider opening the fence along the east side of the school site and create additional parent loading/unloading zone along the west side of Marian Drive. Add an additional sidewalk to connect this new loading zone to the school.
 - c. **Alternative C** – Consider expanding the existing staff parking lot to accommodate for the needs of staff parking.

- d. **Response** - Signing appears appropriate, additional enforcement and education may be needed.



- 4. **Issue** – No specific drop off area besides the street.
 - a. **Alternative A** - Consider making the current parking area on the west side of the building a drop off circle creating a bus and parent loading/unloading loop. Expand the faculty parking lot north of the current one. Staff parking needs should be identified prior to expanding the existing lot. Add an additional sidewalk to connect this new loading zone to the school.
 - b. **Response** – As noted in alternatives developed for Issues 2 and 3, opening the fence along the east side of the site would provide an opportunity for a new parent loading/unloading zone along the west side of Marion Drive.
- 5. **Issue** – Cars appear to be traveling too fast for conditions. No speed limit signs near this elementary school.
 - a. **Alternative** - Consider installing flashing 20 MPH school speed zones coupled with driver feedback signs on roadways adjacent to the school site.
- 6. **Issue** – Crosswalk sign at West St Benedict Drive and North Bell Street is partially covered by trees.
 - a. **Alternative** - Consider having the tree trimmed so the sign is more visible.
 - b. **Action Item** – The City of Bismarck will work with forestry to trim the trees.





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Technically Feasible Alternatives
Grimsrud Elementary School



Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk

August 2017
Planning Level Only
Not for Construction



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6.5: ROBERT PLACE MILLER ELEMENTARY

QUICK FACTS

Data was collected in Fall 2016.



Address: 1989 North 20th Street, Bismarck, ND

Principal: John Alstad

Number of Students: 400

Grades Served: K-5

Start Time: 8:35 am

End Time: 3:05 pm

Map of School Site Area:



PRINCIPAL TOP SAFETY CONCERNS

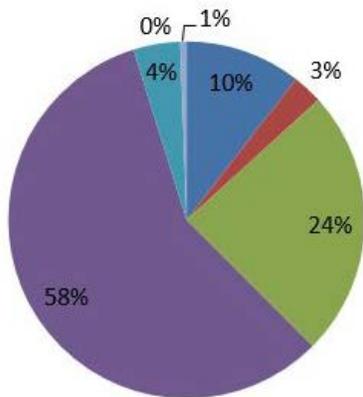
The school principal identified the following top safety concerns.

1. No stop or yield sign at 20th and Jackson.
2. Double parking and parents dropping or picking up students through parked vehicles- they might not see these students and move.
3. Dropping students off across the street and having students cross through traffic.

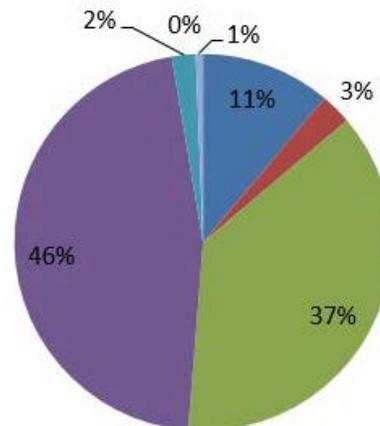
HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school, students were surveyed during the week of September 12, 2016. The following charts depict how students typically travel to and from school.

Average AM Mode



Average PM Mode



- Walk
- Carpool
- Bike
- CAT Bus
- School Bus
- Other
- Family vehicle

BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. No drivers completed the survey for Robert Place Miller.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. No after school care providers completed the survey for Robert Place Miller.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 35 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Weather and climate (60%)
2. Speed of traffic along the route (51%)
3. Amount of traffic along the route (51%)

Representative comments include:

"Our daughter would have to cross a very busy street in order to bike or walk to school. The crosswalk light is very brief and there is a turn lane that does not have a crosswalk light's protection."

SCHOOL SITE OBSERVATIONS

School site observations occurred on September 15, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was considered to be both "orderly and free-flowing" and "orderly but congested" by the team members. Issues Identified by the observers include:

- Traffic backs up at the 19th and Century intersection during morning and afternoon drop off/pick up. It should be noted that because of the District enrollment boundary, many of Robert Place Miller's student live north of I-94 and cross it on 19th together with through

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



traffic. Those arriving from that direction would access the school from Jackson Ave and the busy Jackson Ave/N 20th St intersection at the school's NW corner.

- Vehicles appear to drive too fast along North 23rd Street; no school zone signs are present.
- Parents drop off and pick up students in handicap-accessible areas.
- Parents let students out of the car on the driver's side.
- Parents park in marked bus zones and were observed blocking the entrance to the faculty parking lot.
- Many children walk to this school. Of the total 400 enrollment, approximately 190 were observed walking away from the school at dismissal. Most were walking with other children and no adult supervision. In the morning approximately 75 walked to school, more than half with adult supervision.
- A few students were observed crossing where this is no crosswalk.

PUBLIC INPUT

Public input was gathered at steering committee meetings, the public open house, and from online and mailed comments.

- Issues with parents dropping off in the bus loading/unloading zones.
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.
- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



maintaining all sidewalks may cut down in the number of people having to drive students to school.

- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- Crossing improvements needed at Jackson Street and North 20th Street.
- Need to address vehicle speeds along North 23rd Street.

Encouragement

- The school currently participates in "Ride your bike to school day". Students that participate get a DQ ticket from law enforcement.

Education

- The school has a 3rd grade bike safety and helmet project.

Enforcement

- Parents often park in the marked bus zones.
- Vehicles appear to drive too fast along North 23rd Street.
- Parents drop off and pick up students in the handicap area.

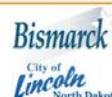
Evaluation

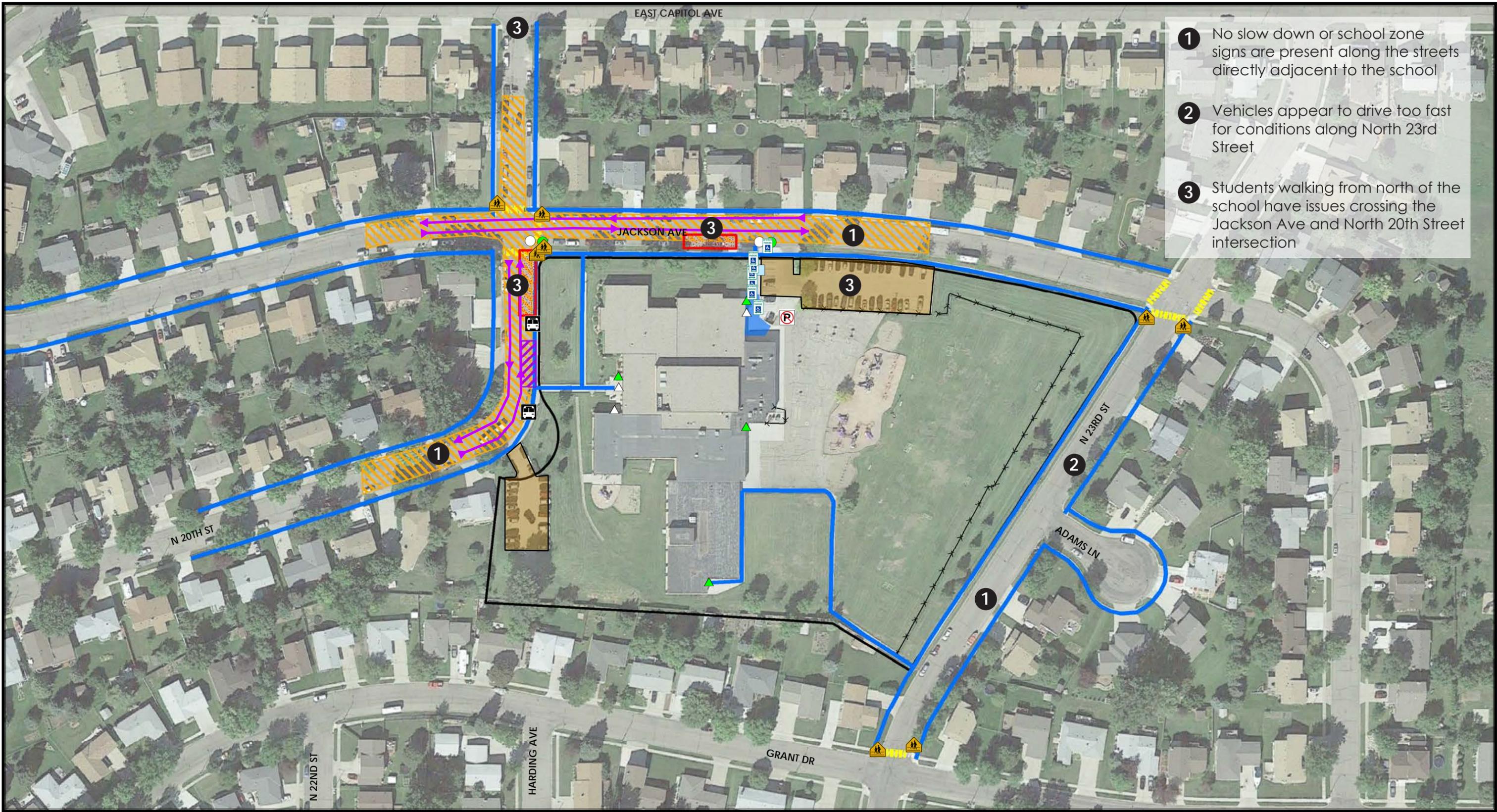
- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



should be collected on an on-going basis so that this school can document changes in behavior over time.





- 1 No slow down or school zone signs are present along the streets directly adjacent to the school
- 2 Vehicles appear to drive too fast for conditions along North 23rd Street
- 3 Students walking from north of the school have issues crossing the Jackson Ave and North 20th Street intersection

Existing Conditions and Issues
Robert Place Miller Elementary



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- ⚠ Crossing Sign
- Ⓟ No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡ Direction of Traffic
- x— Fence
- ▬ Crosswalks
- Sidewalk
- Pedestrian Areas
- Parking Lot

Loading Zones

- Bus Loading/Unloading Zone
- ▨ Parent Loading/Unloading Zone
- ▨ After School Providers Loading/Unloading Zone
- School Property

Note: vehicle speed observations were done at on-site visits. No speed tests were conducted

September 2017



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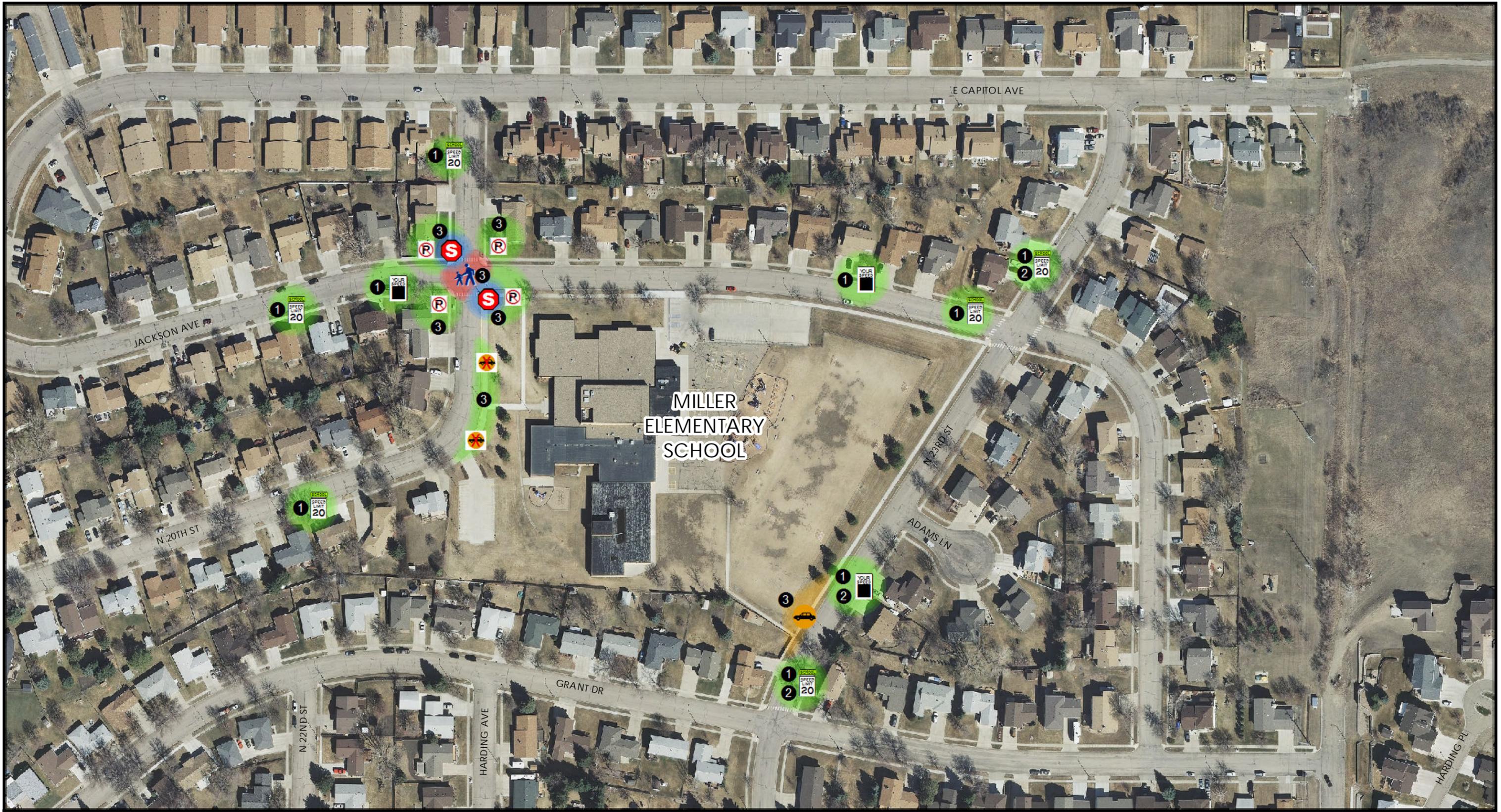
ALTERNATIVES AND ACTIONS

1. **Issue** – No school zone signs are present along the streets directly adjacent to the school.
 - a. **Alternative** - Consider installing flashing 20 MPH school speed zone signs coupled with driver feedback signs.



2. **Issue** - Vehicles appear to drive too fast for conditions along North 23rd Street.
 - a. **Alternative** – Consider installing 20 MPH school speed zone signs coupled with driver feedback signs.
3. **Issue** - Students walking from north of the school have issues crossing the busy Jackson Avenue/North 20th Street intersection at the school's northwest corner.
 - a. **Alternative A** - Consider limiting parking along the areas denoted as loading/unloading zones to allow for more room for parents to drop off/pick up students and reduce congestion from this intersection.
 - b. **Alternative B** – Consider the addition of an afternoon crossing guard.
 - c. **Alternative C** – Consider separating the parent and bus loading/unloading zones. There is a break in the fence and a sidewalk connection to the east of the school. Consider moving the parent loading/unloading to North 23rd Street to reduce congestion.
 - d. **Alternative D** – The addition of two-way stop control at 20th Street or Jackson could be considered but should be further studied.
 - e. **Alternative E** – Consider in road crosswalk signs.





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Technically Feasible Alternatives
Robert Place Miller Elementary School

Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

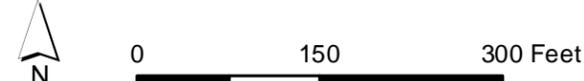
- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk



August 2017
Planning Level Only
Not for Construction



6.6: NORTHRIDGE ELEMENTARY

QUICK FACTS

Data was collected in Fall 2016.



Address: 1727 North 3rd Street, Bismarck, ND

Principal: Kathy Rooke

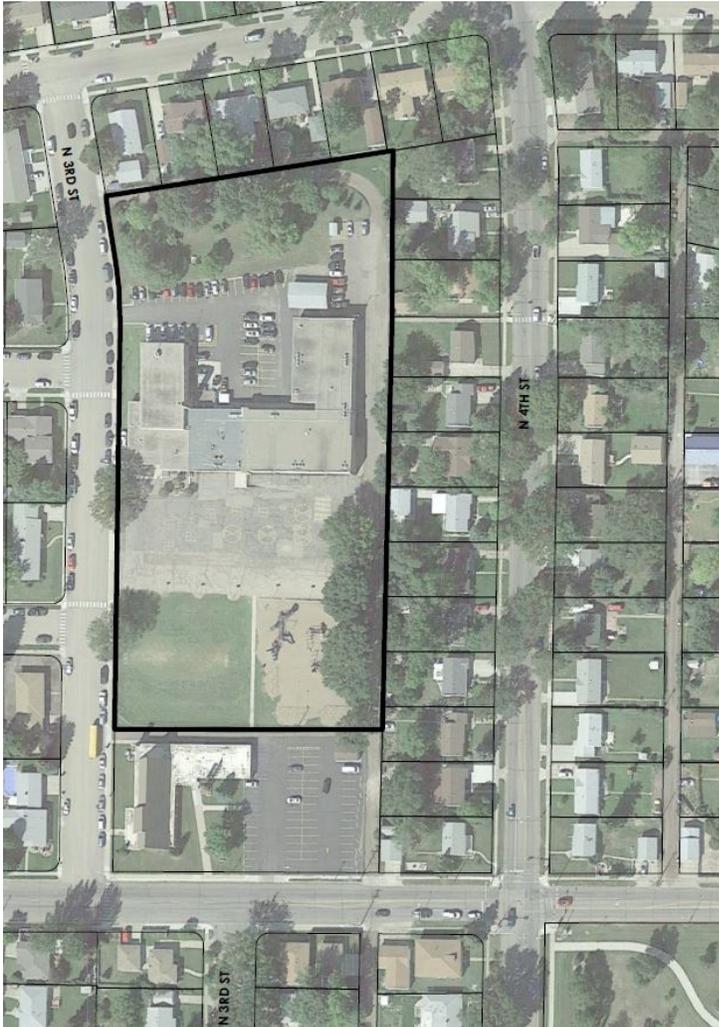
Number of Students: 425

Grades Served: K-5

Start Time: 8:35 am

End Time: 3:05 pm

Map of School Site Area:



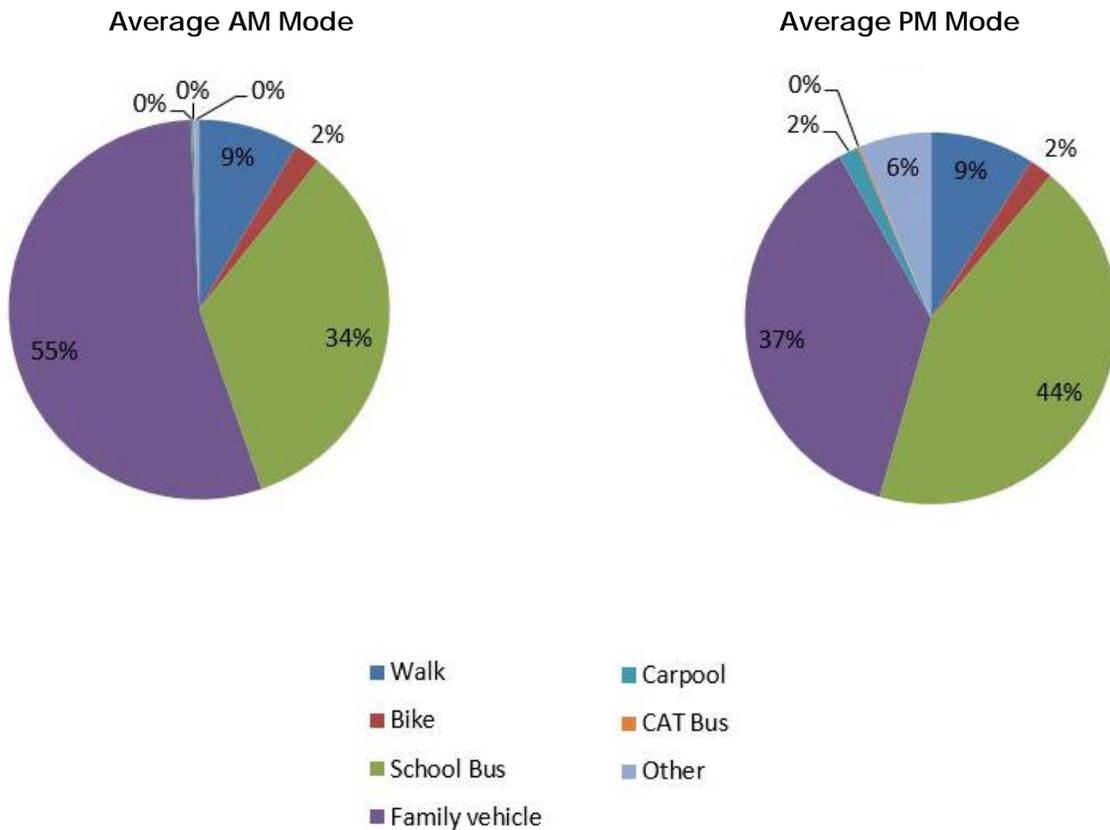
PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. Driver Behavior: cell phone use, ignoring crossing guards, driving too fast.
2. Students and parents not using crosswalks.
3. Parents double parking in bus lanes due to lack of drop off space.

HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school, students were surveyed during the week of September 12, 2016. The following charts depict how students typically travel to and from school.



BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

1. Amount of vehicles.
2. Inadequate/unclear loading or unloading zones for students.

Generally, bus drivers rated the school as safe.

Comments from drivers regarding safety at this school include:

- People parking illegally in handicap zones.
- No separate drop-off area for cars.
- Cones or monitors directing parents would be helpful.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

The speed of vehicles, amount of vehicles and distracted students are top safety concerns at Northridge. One provider stated "It is very chaotic when we have such large elementary schools. People are in a hurry and distracted and it's a recipe for disaster."

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 39 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Amount of vehicles (77%)
2. Speed of vehicles (69%)
3. Distance from home to school (69%)

Representative comments include:

"We live on a very busy street so we don't feel comfortable letting him bike/walk yet at his young age due to traffic and the intersections."

SCHOOL SITE OBSERVATIONS

School site observations occurred on September 15, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was both “orderly and free-flowing” and “orderly but congested” to team members. Issues Identified by the observers include:

- Many people appear to drive fast around the school (above the posted 15mph limit).
- Many drivers talk on the phone.
- Cars turn quickly onto Divide from 3rd Street to beat oncoming traffic. A crossing guard is present but not a traffic signal.
- Often students cross Central Ave to 3rd Street between 7:30 and 8am before crossing guards arrive.
- Bike lane markings on Divide are faded and hard to see.
- Parking space is very limited. Double parking is frequent.
- Some cars park on Central to drop off students; many of those parents escorted their children to school. Other drop-off areas were 3rd Street between Owens and Kavaney. The last dropped off observed was in the NE corner of the school property accessed by a one-way driveway from Divide Ave. which entered 3rd St at the property's NW corner.
- Most pick-up parking was on the east side of 3rd Street and both sides of E Kavaney Dr.
- Some parking in accessible spaces and in “no parking” zones but on the morning of observation approximately 70 cars were parked within a marked bus zone throughout the drop off period.
- The crossing guard reported that some students are reluctant to use the crosswalks because the cars won't stop. She also reported that traffic often goes around her if she is in the street and a student has crossed their lane.
- Some students cross where there is no crosswalk.
- The intersection of 3rd and Kavaney has a perceived blind spot because the hill obstructs the view of those travelling. The observers witnessed two vehicles had to hit the brakes to not run over the crossing guard, parents and students there.
- When southbound traffic on 3rd St is stopped for the traffic at Divide, traffic can back up into the Owens Ave crosswalk.
- The first drive north of Divide on the east side of 3rd Street is often used to turn around.

Interesting note: several parents stopped to ask the observers if they were there to issue traffic tickets because they know that driving behaviors at this school are very high risk.

PUBLIC INPUT

Public input was gathered at steering committee meetings, the public open house, and from online and mailed comments.

- Although No Parking signs are posted, several cars are dropping off and parking in the bus zone. Parents and students cross 3rd Street near the front entrance without using a

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



crosswalk, which makes me wonder if the crosswalk on Kavaney could be moved south more toward the middle of the block near the front entrance to the school.

Education/awareness/enforcement should also be ramped up to parents who drive their students to school and the dangers of not using a crosswalk. The crossing guards do an amazing job and are very useful, especially when crossing Divide.

- There is an issue for southbound vehicles on N 3rd Street to take a left turn onto eastbound Divide Avenue.
- Only 4th Street has a posted 15 MPH speed limit as part of the crossing at the top of the hill.
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.
- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to

and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- Parking space is very limited
- Bike lanes on Divide are faded and hard to see
- Some cars park on Central to drop off students; many of those parents escorted their children to school. Other drop-off areas were 3rd Street between Owens and Kavaney.
- Cars appear to turn quickly onto Divide from 3rd Street to beat oncoming traffic. A crossing guard is present but not a traffic light.
- The intersection of 3rd and Kavaney has a blind spot because the hill obstructs the view of those travelling. During the observations we witnessed two vehicles must hit the brakes to not run over the crossing guard, parents, and students there.
- When southbound traffic on 3rd St is stopped for the traffic light at Divide, traffic can back up into the Owens Ave crosswalk
- The first driveway north of Divide on the east side of 3rd Street is often used to turn around

Encouragement

- No encouragement programs or issues were identified at the school.
- Crossing guards are an effective source of encouragement.

Education

- The school communicates safety procedures and habits through the school newsletter, ongoing verbal reminders to students from staff, and school announcements over the PA. The school nurse also provides classroom presentations.

Enforcement

- Vehicles travelling too fast and distracted drivers are problems at the school.
- Many people drive fast around the school.
- Many drivers talk on the phone.

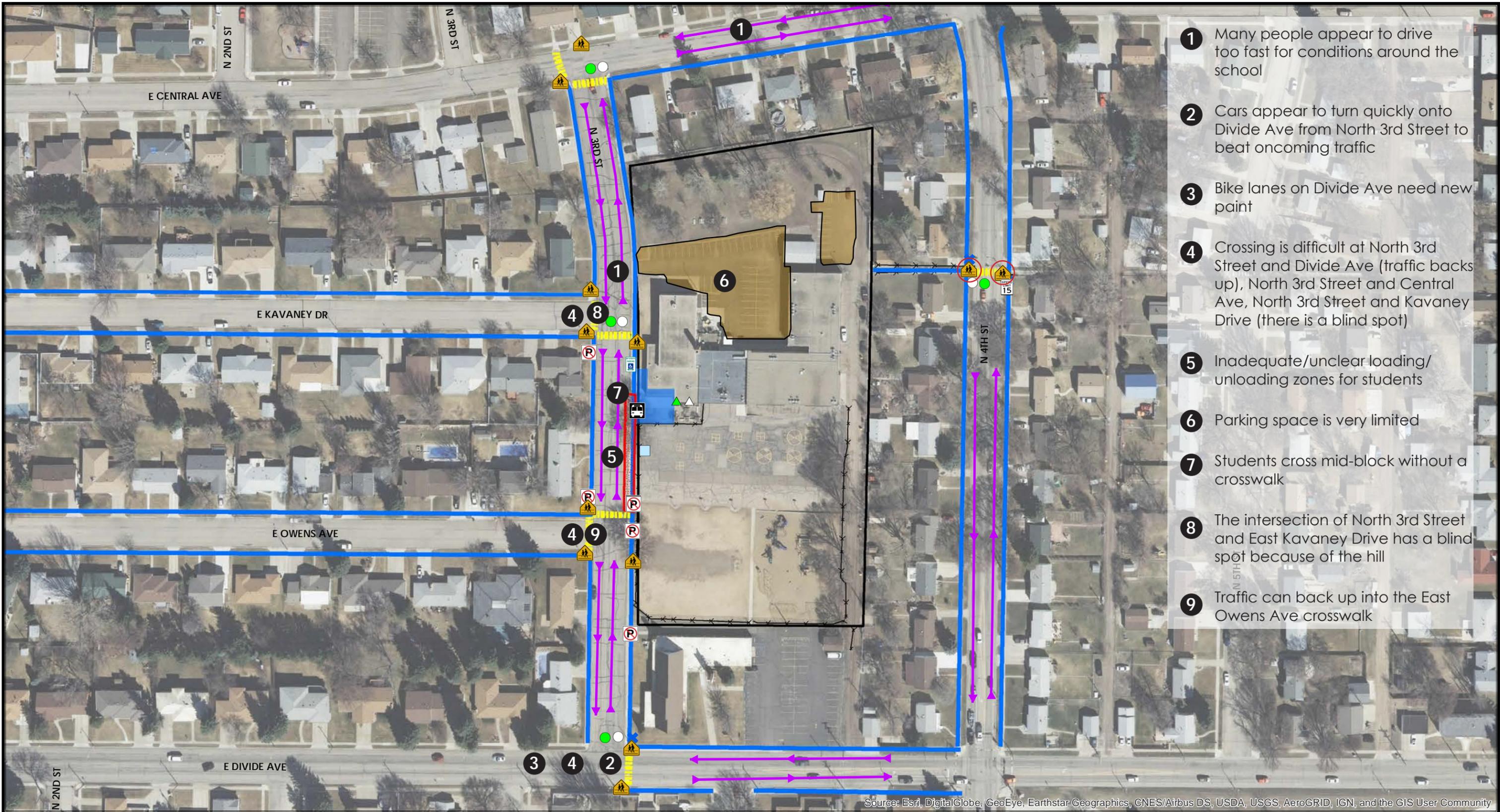
BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



- Some cars park on Central to drop off students; many of those parents escorted their children to school. Other drop-off areas were 3rd Street between Owens and Kavaney. The last dropped off observed was in the NE corner of the school property accessed by a one-way driveway from Divide St. which entered 3rd St at the property's NW corner.
- Some parking in "no parking" zones but on the morning of observation approximately 70 cars were parked in a marked bus zone.
- The crossing guard reported that some students are reluctant to use the crosswalks because the cars won't stop. She also reported that traffic often goes around her if she is in the street and a student has crossed their lane.
- Some students cross where there is no crosswalk.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 Many people appear to drive too fast for conditions around the school
- 2 Cars appear to turn quickly onto Divide Ave from North 3rd Street to beat oncoming traffic
- 3 Bike lanes on Divide Ave need new paint
- 4 Crossing is difficult at North 3rd Street and Divide Ave (traffic backs up), North 3rd Street and Central Ave, North 3rd Street and Kavanev Drive (there is a blind spot)
- 5 Inadequate/unclear loading/unloading zones for students
- 6 Parking space is very limited
- 7 Students cross mid-block without a crosswalk
- 8 The intersection of North 3rd Street and East Kavanev Drive has a blind spot because of the hill
- 9 Traffic can back up into the East Owens Ave crosswalk

Existing Conditions and Issues
Northridge Elementary



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- ⚠ Crossing Sign
- Ⓟ No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light
- ⚡ Flashing Cross

- ➡ Direction of Traffic
- ⚡ Fence
- ▬ Crosswalks
- ▬ Sidewalk
- ▬ Pedestrian Areas
- ▬ Staff Parking Lot

Loading Zones

- ▨ Bus Loading/Unloading Zone
- ▨ Parent Loading/Unloading Zone
- ▨ After School Providers Loading/Unloading Zone
- ▭ School Property

Note: vehicle speed observations were done at on-site visits. No speed tests were conducted

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

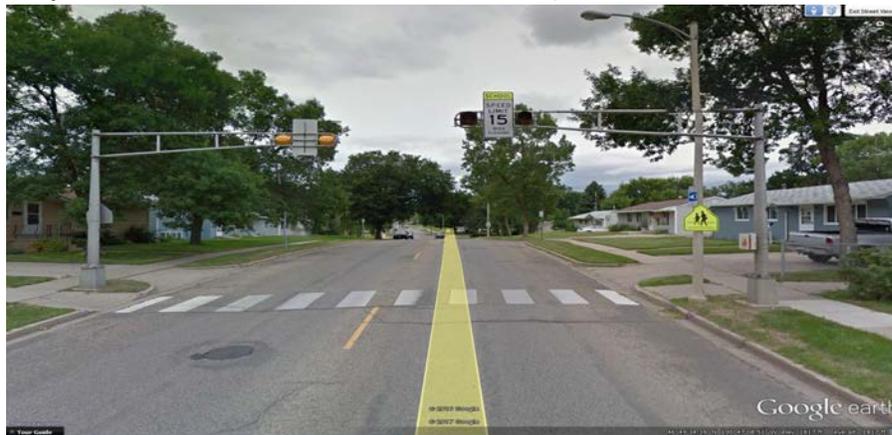
September 2017



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ALTERNATIVES AND ACTIONS

1. **Issue** – Many people appear to drive too fast for conditions around the school. There are no speed limit signs near the school except for the crosswalk on North 4th Street.
 - a. **Alternative A** – Consider installing flashing 20 MPH school speed zone signs coupled with driver feedback signs on E Central Ave and standard 20 MPH school speed zone signs on N 3rd Street.
 - b. **Alternative B** – Consider changing school speed zone signs on the existing beacon on N 4th Street to 20 MPH for compliance with the ND Century Code.
 - c. **Response** - NDCC 39-09-02-1b allows local jurisdictions to post a lower speed limit.



2. **Issue** – Cars turn quickly onto Divide Avenue from North 3rd Street to beat oncoming traffic.
 - a. **Alternative A** - Consider restricting southbound left turns at this intersection to become a right turn only either during school drop off/pick up or permanently. The signage should indicate times that the right turn is restricted if it is only during school hours.
 - b. **Alternative B** - The City of Bismarck should complete further study to evaluate whether or not a HAWK should be installed at this location. The analysis should include a review of installing a LED sign for no left turns.
 - c. **Alternative C** - Consider placing In Road portable crosswalk signs.

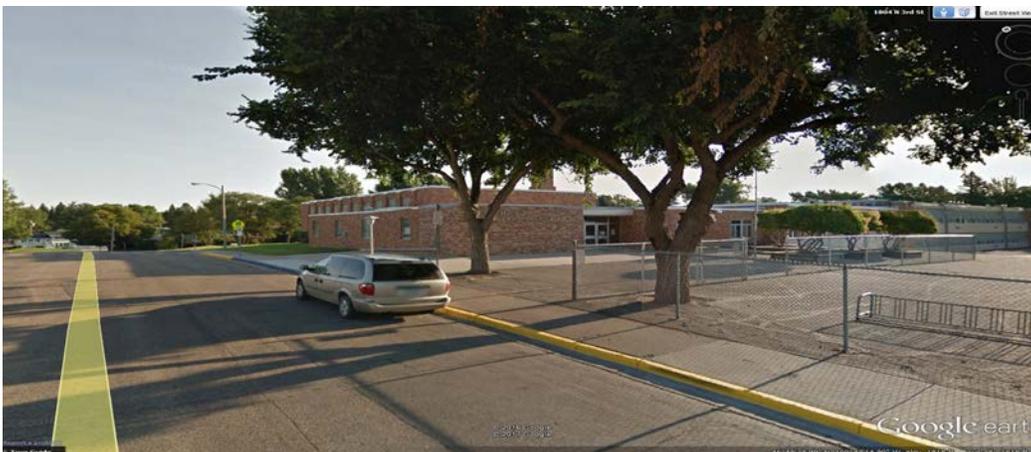


3. **Issue** – Bike lanes on Divide Avenue need new paint.
 - a. **Response** - May be a non-issue depending on the City of Bismarck's schedule for street marking maintenance. The City of Bismarck typically re-paints annually.

4. **Issue** – Crossing is difficult at North 3rd Street and Divide Avenue, North 3rd Street and Central Avenue, and North 3rd Street and East Kavaney Drive. Signage for crosswalks at these intersections appear appropriate.
 - a. **Alternative** – Consider installing yield signs in the eastbound direction of E Owens Ave and E Kavaney Drive.
 - b. **Response** This area is likely congested due to pedestrian crossings, bus loading/unloading zone and parents loading/unloading along 3rd Street. As noted in Issue 5 below, there is not a clear loading/unloading zone for parents. Alternatives are developed under Issue 5 to alleviate congestion.



5. **Issue** - Inadequate/unclear loading/unloading zones for students.
 - a. **Alternative A** - Consider designing a separate loading/unloading zone for parents separate from the bus loading/unloading zone on the east side of 3rd St.

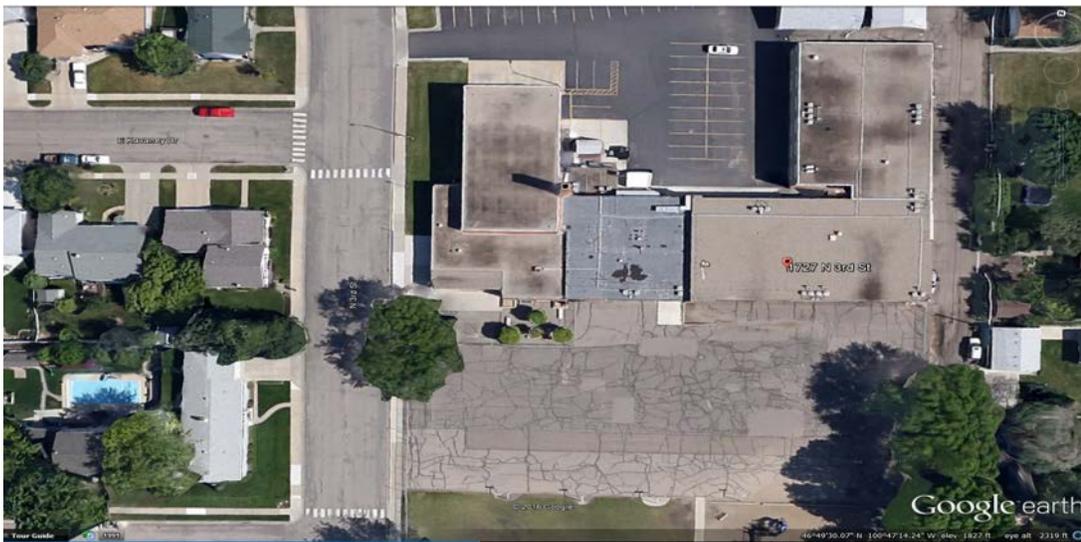


BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

6. **Issue** – Parking space is very limited. Double parking is frequent. There are currently 41 regular parking spaces in the faculty parking lot.
 - a. **Alternative A** – Consider develop a parent loading/unloading zone traffic circle along the south side of the school.
 - b. **Alternative B** - Consider the expansion of the parking lot north of the school if it is determined that additional parking is needed.



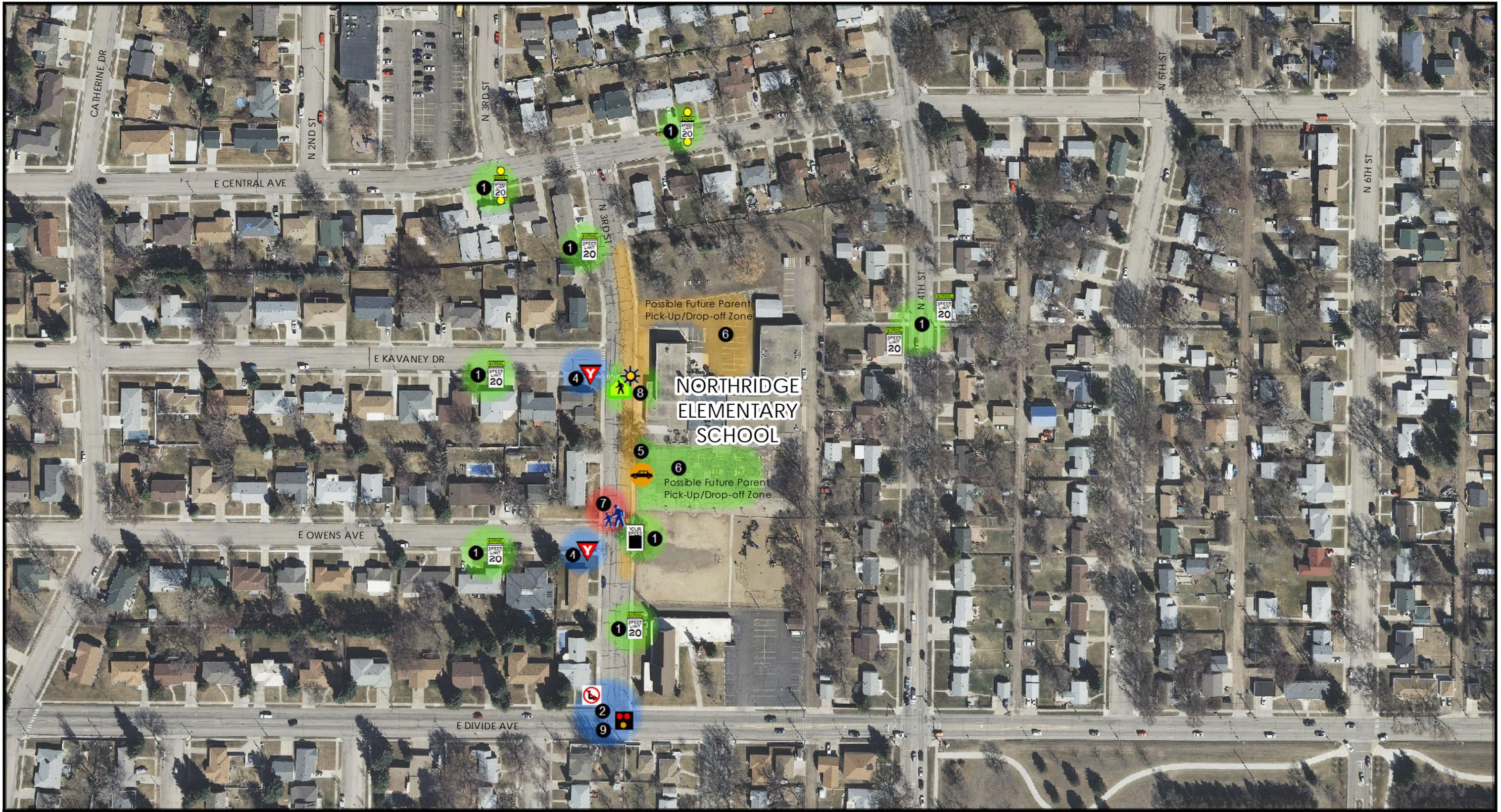
7. **Issue** - Some students cross North 3rd Street mid-block near the entrance to the school where there is no crosswalk.
 - a. **Alternative A** – Consider adding crossing guards at the North 3rd Street and East Owens Avenue intersection. Crossing guards are already present at the intersection to the north. Crossing guards should be instructed to have students cross at these existing marked crosswalks as crossing at this mid-block location is in direct conflict with the school bus loading/unloading zone.
 - b. **Response** - There is no designated loading/unloading zone on the west side of 3rd Street.



8. **Issue** – The intersection of North 3rd Street and East Kavaney Drive has a blind spot because the hill obstructs the view of those travelling north on North 3rd Street. The observers witnessed two vehicles that had to hit the brakes to not run over the crossing guard, parents, and students at this location.
- a. **Alternative** - Consider replacing existing crosswalk signs with lighted crosswalk signs or flashing beacons to make the crosswalk more visible to vehicles traveling north on 3rd Street. This alternative coupled with the previously recommended school speed zone signs and driver feedback signs to reduce the speed of traffic.
 - b. **Alternative B** - Consider placing In Road portable crosswalk signs.
 - c. **Response** - Sight distance is +150' at this location. Drivers are more likely distracted congestion in the area.



9. **Issue** – When southbound traffic on N 3rd Street is stopped for the traffic at Divide Avenue, traffic can back up into the East Owens Avenue crosswalk.
- a. **Response** – Two previous alternatives would improve this condition to consider eliminating southbound left turns at the intersection of North 3rd Street and Divide Avenue a right turn only either during school drop off/pick up time or permanently and to separate the bus and parent loading/unloading zones to reduce the congestion on N 3rd Street.



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Technically Feasible Alternatives
Northridge Elementary School

Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

-  School Speed Limit Sign
-  School S.L. Sign w/ Flashers
-  Driver Speed Feedback Sign

-  HAWK Beacon
-  New Pick-Up/Drop-Off
-  No Pick-Up/Drop-Off Signs
-  Add/Move Bike Rack
-  New Crossing Guard

-  Crosswalk
-  Crosswalk Beacon
-  No U-Turn Signs
-  No Parking Signs
-  No Left Turn Sign

-  Portable In-Road Crosswalk Sign
-  New Stop Sign
-  New Yield Sign
-  Removal

-  Misc Signs
-  Speed Table
-  Curb Extension

-  Crosswalk
-  Multi-Use Path
-  Sidewalk



August 2017
Planning Level Only
Not for Construction



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6.7: PIONEER ELEMENTARY

QUICK FACTS

Data was collected in Fall 2016.



Address: 1400 East Braman Avenue, Bismarck, ND

Principal: Jim Jeske

Number of Students: 255

Grades Served: K-5

Start Time: 8:35 am

End Time: 3:05 pm

Map of School Site Area:

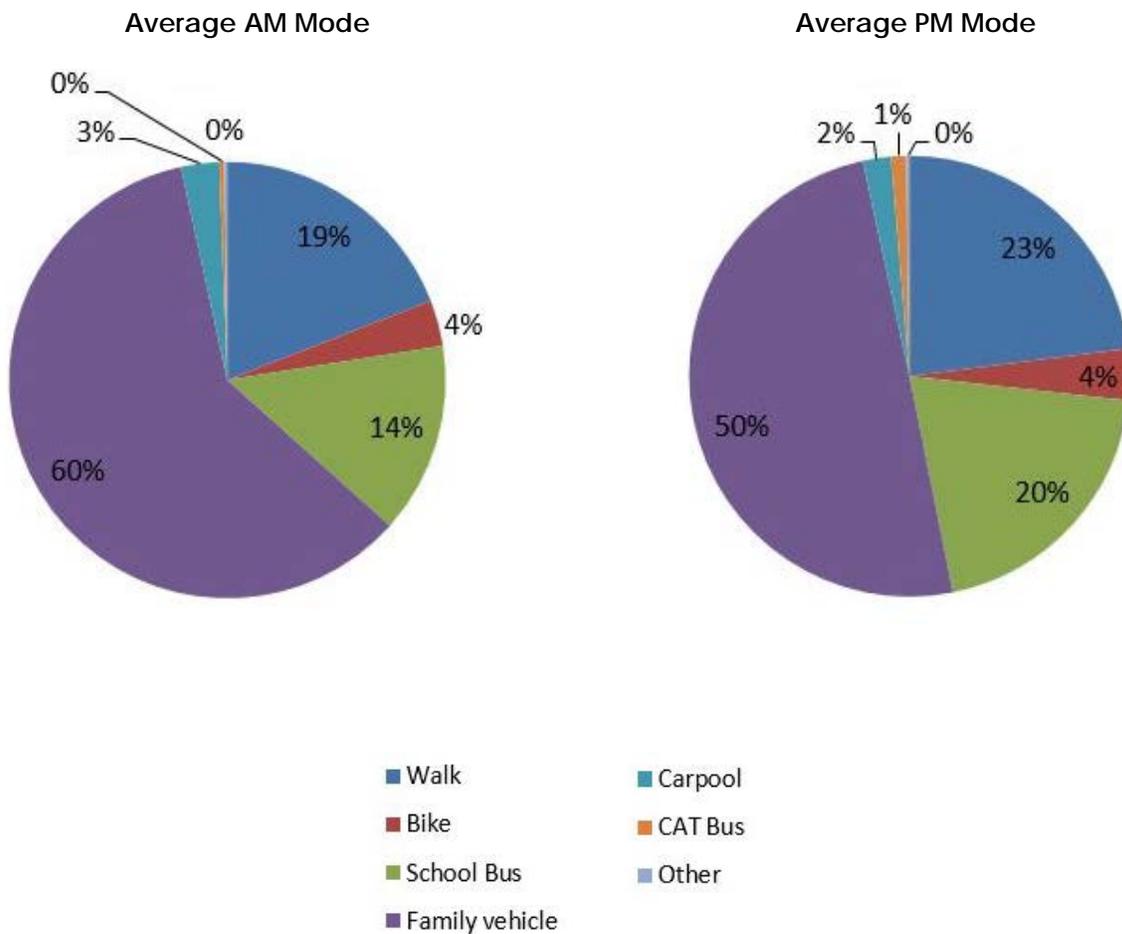


PRINCIPAL TOP SAFETY CONCERNS

The principal for this school did not submit a principal survey.

HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of September 26, 2016. The following charts depict how students typically travel to and from school.



BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. No drivers completed the survey for this school.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. No after school care providers completed the survey for Pioneer Elementary.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 27 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Amount of traffic along the route (78%)
2. Speed of traffic along the route (56%)
3. Safety of intersections and crossings (48%)

Representative comments include:

"I walk with my child to school and back due to the severity of the traffic and no one yielding to pedestrian signs by the school."

SCHOOL SITE OBSERVATIONS

School site observations occurred on September 22, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was considered to be "orderly and free-flowing", "orderly but congested" and "confusing" by the team members. Other issues identified by the observers include:

- Parents double park.
- Students cross mid-block.
- Bramen and 15th is an uncontrolled intersection.
- Parking is very congested in front of the school.
- Most students walk Bramen (from the SE) when coming and leaving school.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



- Many parents (52 observed in one morning; 16 that afternoon) parked in a marked bus zone. In response, buses double park. Students (34) were observed exiting a bus and walking between parked vehicles and another bus to get to the curb.
- Faculty/staff members use street parking (4 on observation day) because the existing lot has 15 spaces (one is next to the dumpster and was open on observation day and is open on the aerial).

PUBLIC INPUT

Public input was gathered at steering committee meetings, the public open house, and from online and mailed comments.

- Local police have received complaints at this school site regarding vehicles travelling too fast, dropping off students in the roadway and vehicles blocking sidewalks.
- School entrances make it difficult to load/unload on 14th Street.
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.
- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the

importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- Parking is limited at the school and very congested in front of the school. Staff parking is limited to 15 spaces
- Intersection improvements are needed at 14th Street and Bramen, 15th and Bramen, 17th and Bramen. There are marked crosswalks all around the school, but no stop signs or stop lights at any intersections adjacent to the school

Encouragement

- No encouragement programs or issues were identified at this school

Education

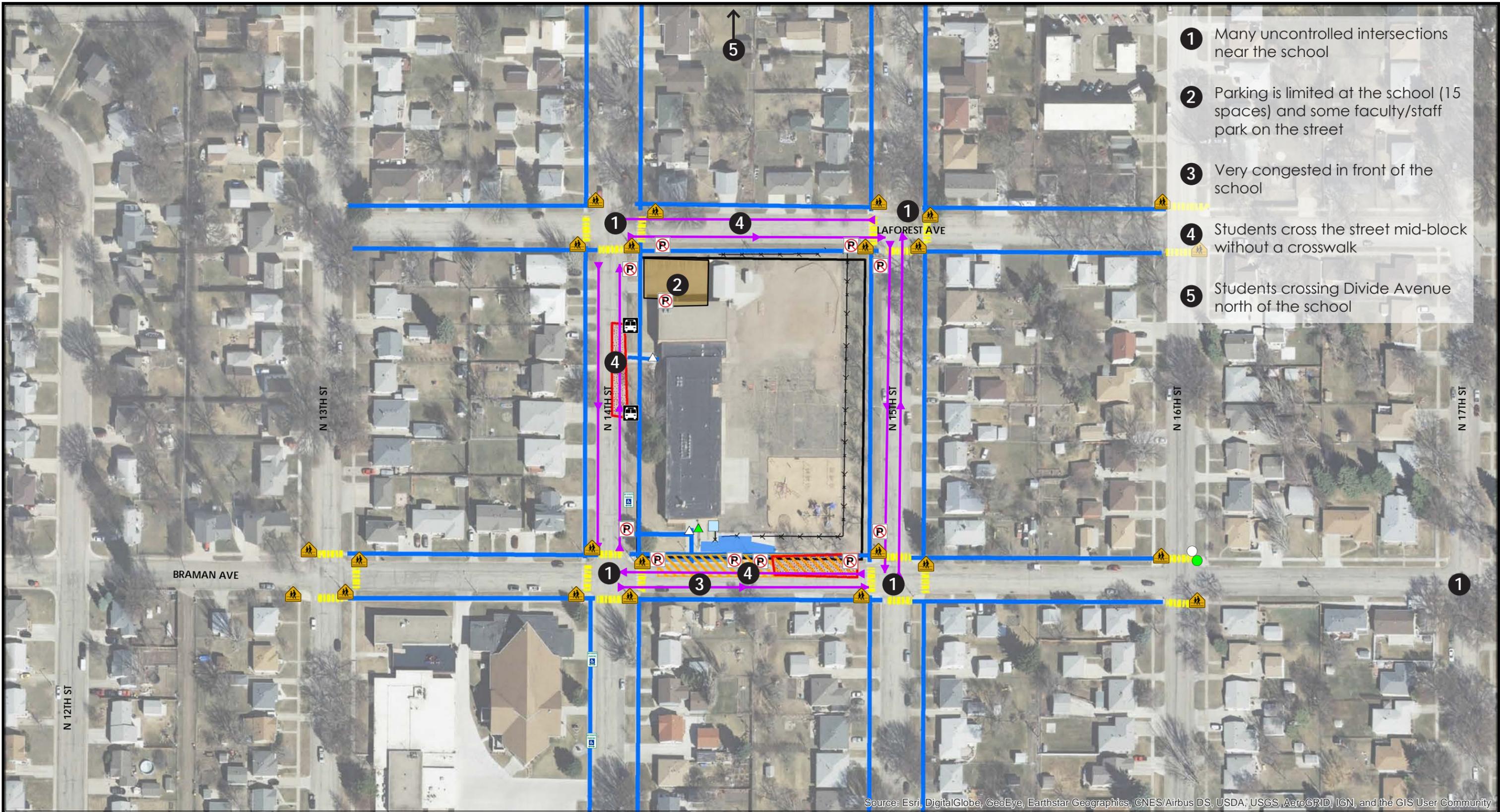
- No educational programs or issues were identified at this school

Enforcement

- Drivers do not yield to pedestrian signs near the school
- Parents blocked bus drop off zone, forcing the bus to double park

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 Many uncontrolled intersections near the school
- 2 Parking is limited at the school (15 spaces) and some faculty/staff park on the street
- 3 Very congested in front of the school
- 4 Students cross the street mid-block without a crosswalk
- 5 Students crossing Divide Avenue north of the school

Existing Conditions and Issues
Pioneer Elementary



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- ⚠ Crossing Sign
- Ⓟ No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡ Direction of Traffic
- Fence
- ▬ Crosswalks
- Sidewalk
- Pedestrian Areas
- Staff Parking Lot

Loading Zones

- ▨ Bus Loading/Unloading Zone
- ▨ Parent Loading/Unloading Zone
- ▨ After School Providers Loading/Unloading Zone
- ▭ School Property

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

September 2017



ALTERNATIVES AND ACTIONS

1. **Issue** – The intersection at Braman Avenue and North 15th Street, Braman Avenue and North 14th Street, Braman Avenue and North 17th Street, Laforest Avenue and North 15th Street, and Laforest Avenue and North 14th Street are all uncontrolled.
 - a. **Alternative A** – Consider placing crossing guards with portable mid-block crossing signs at the identified intersections to force vehicles to stop for pedestrians during school hours.
 - b. **Alternative B** - Consider removing the crosswalks at the west approach of 14th Street and Braman Avenue; the east approach of 13th Street and Braman Avenue; and the east approach of 15th Street and Braman Avenue. At 16th Street and Braman Avenue, move the crosswalk from south to east approach. At 16th Street and LaForest Ave remove north crosswalk and add in crosswalk to east leg of intersection.



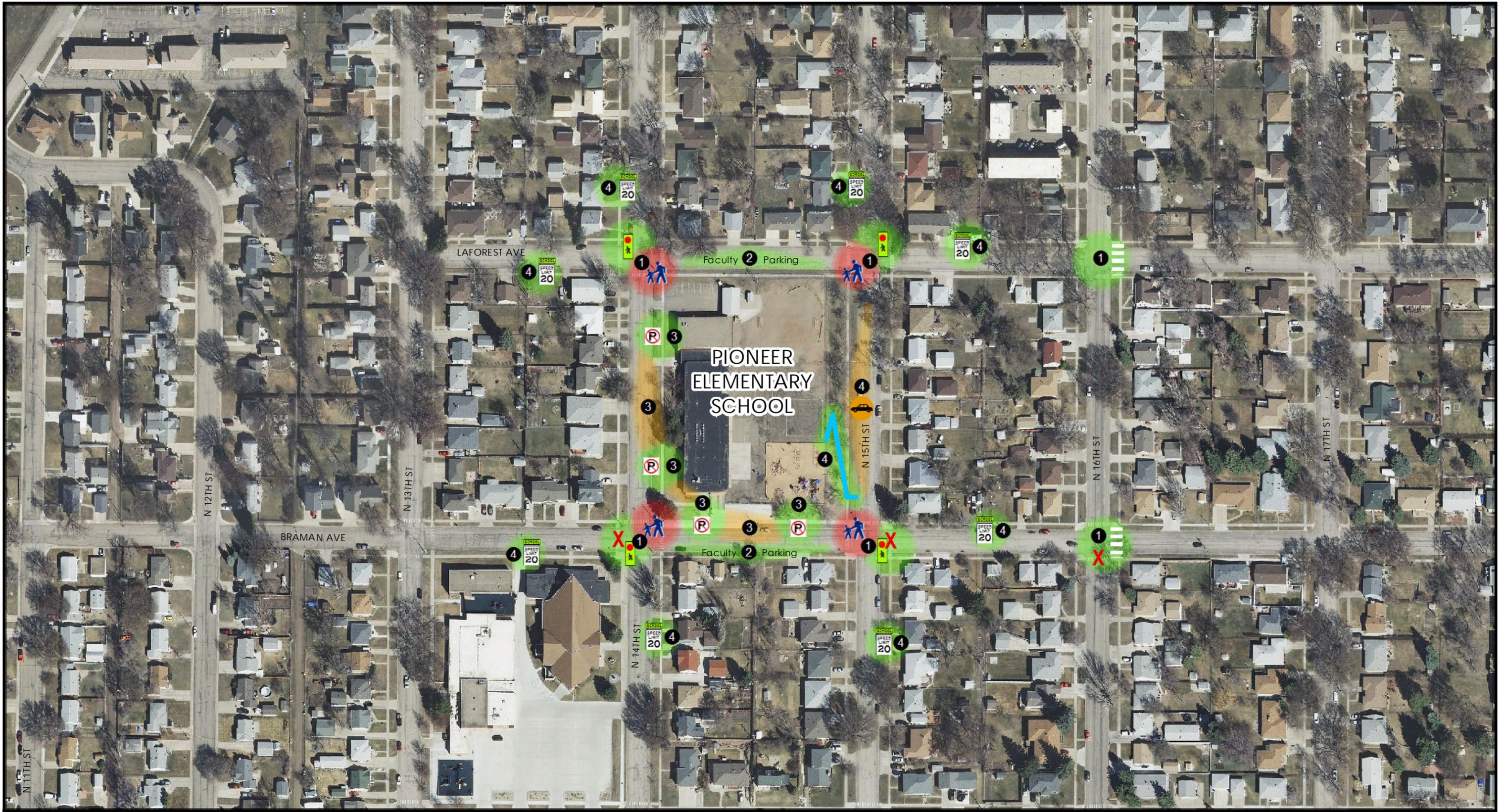
2. **Issue** – Parking is limited at the school (15 spaces) and some faculty/staff park on the street. There is not space on the school site to expand the existing parking lot or create a new one.
 - a. **Alternative** - Consider establishing faculty only parking spaces away from the main entrance to the school and apart from designated loading/unloading zones. Additional faculty parking could be places on street to the north of the school site.



3. **Issue** - Very congested in front of the school.
 - a. **Alternative A** - Consider separating the parent and bus loading/unloading zones. All designated bus loading/unloading zones could be placed on the west side of the school while all parent drop offs occur on the south side of the school.
 - b. **Alternative B** - Consider creating no parking zones in the areas where bus and parent loading/unloading zones will be located so that they are clearly signed for loading/unloading zones.

4. **Issue** – Students cross the street mid-block without a crosswalk.
 - a. **Alternative A** – The addition of crossing guards at the four intersections surrounding the school site would encourage street crossing at the marked crossings as opposed to mid-block as people get closer to the school's main entrance.
 - b. **Alternative B** – Consider an additional parent loading/unloading zone to west side of 15th Street (east of the school) and put an opening in the fence for students to access the school. Include a sidewalk to connect the playground where the unloading is located.
 - c. **Alternative C** – Consider installing 20 MPH School Speed Zone Signs.

5. **Issue** – Students crossing Divide Avenue north of the school.
 - a. **Response** – Consider bussing students north of Divide Avenue.



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Technically Feasible Alternatives
Pioneer Elementary School

Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

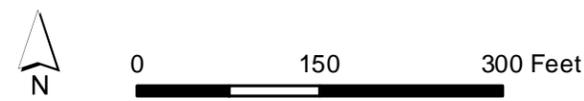
- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk



August 2017
 Planning Level Only
 Not for Construction



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6.8: HIGHLAND ACRES

QUICK FACTS

Data was collected in Fall 2016.



Address: 1200 Prairie Drive,
Bismarck, ND

Principal: Shawn Oban

Number of Students: 165

Grades Served: K-5

Start Time: 8:35 am

End Time: 3:05 pm

Map of School Site Area:



PRINCIPAL TOP SAFETY CONCERNS

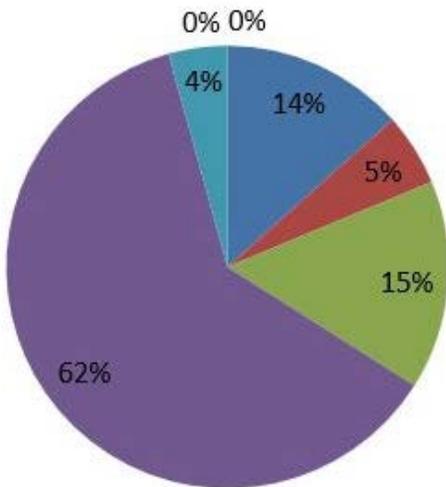
The school principal identified the following top safety concerns.

1. Space right in front of the school.
2. Parent parking.

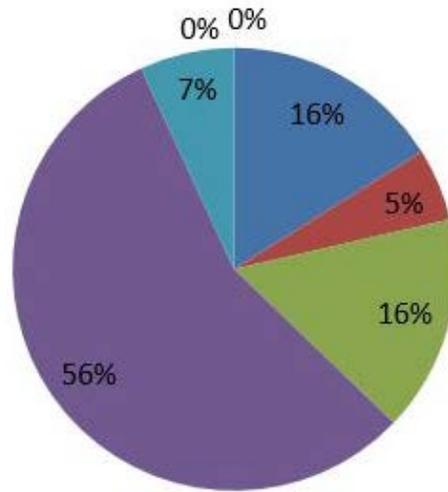
HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of September 12, 2016. The following charts depict how students typically travel to and from school.

Average AM Mode



Average PM Mode



- Walk
- Carpool
- Bike
- CAT Bus
- School Bus
- Other
- Family vehicle

BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. No drivers completed the survey for this school.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. No after school care providers completed the survey at Highland Acres.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 21 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Distance from home to school (90%)
2. Weather and climate (61%)
3. Amount of traffic along the route (52%)

Representative comments include:

"There are several streets around Highland Acres school with no sidewalks. I'm not comfortable having my daughter walk on the street to school."

SCHOOL SITE OBSERVATIONS

School site observations occurred on September 13, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was "orderly and free-flowing" to the team members. Issues Identified by the observers include:

- Parents park in the bus loading zones (28 in the morning observation), though not when buses were present. One bus and 3 handicapped vans were observed. If the marked bus zone is oversized, adjusting it would reduce non-compliance.
- Intersection study needed at Highland Acres/Prairie and Prairie/Midway for traffic control.
- Intersection study needed at Prairie/Pioneer for crossing improvements.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



- Vehicles do not yield to pedestrians at crossings.
- Generally, pick up and drop off was orderly.
- Most children walking to school walk alone.
- Streets adjacent to the school have sidewalks but some nearby streets do not and students would have to walk in the street.

PUBLIC INPUT

Public input was gathered at steering committee meetings, the public open house, and from online and mailed comments.

- Many of the drivers coming down E Highland Acres Road are you BSC drivers.
- Concern for locations where there are not sidewalks on both sides of the road. What is the policy for installing sidewalks? The original plat of this neighborhood has covenant for no sidewalks.
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.
- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the

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SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- Sidewalks are lacking around the school and in neighborhoods near the school.
- Vehicles do not yield to pedestrians at crossings.
- Crossing improvements needed at Prairie and Pioneer.

Encouragement

- No encouragement programs or issues were identified at Highland Acres.
- Parents noted distance and climate as top reasons preventing students from walking or bicycling more.

Education

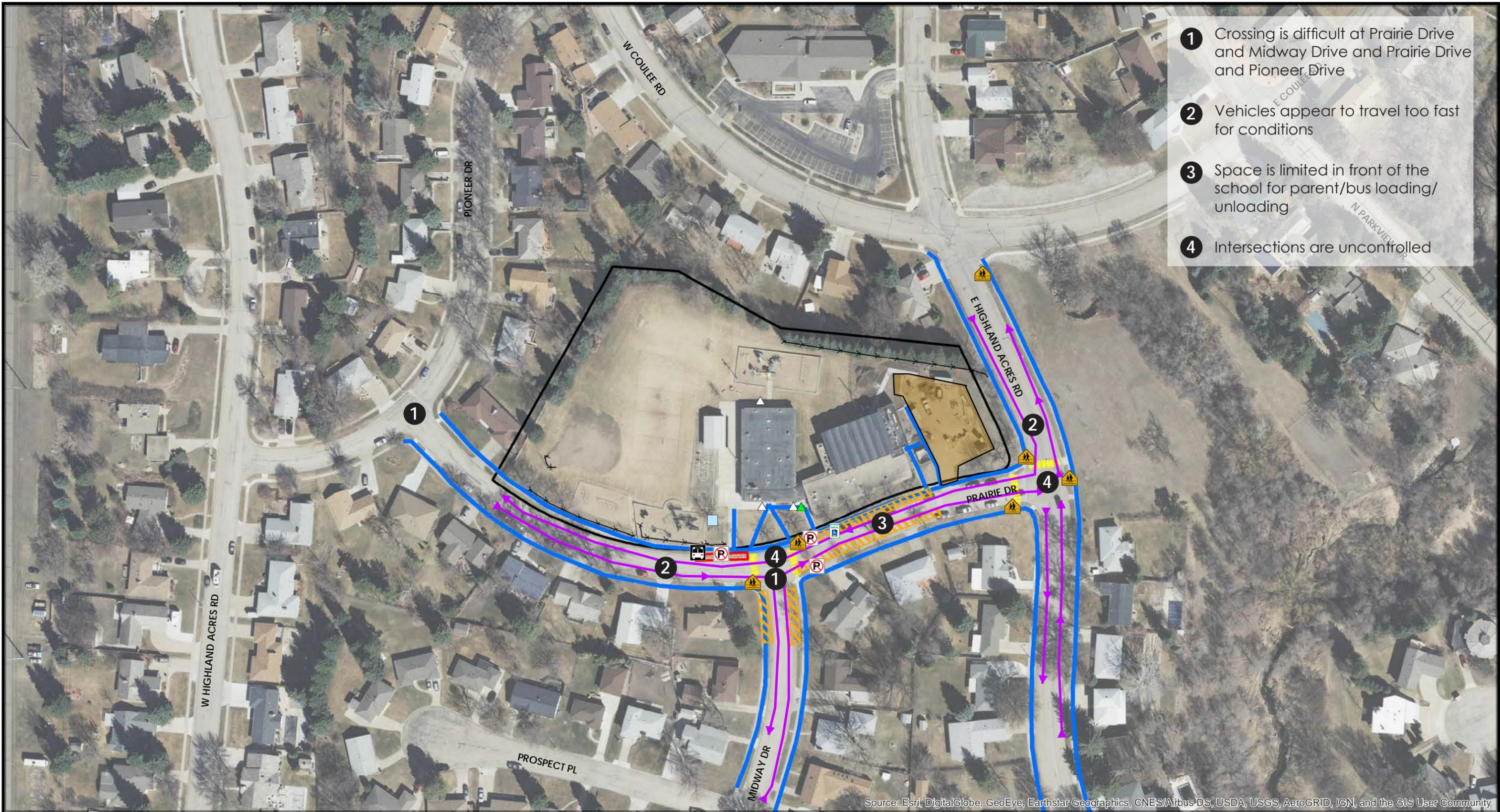
- No educational programs or issues were identified at Highland Acres.

Enforcement

- Some parents park in the bus loading zone.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 Crossing is difficult at Prairie Drive and Midway Drive and Prairie Drive and Pioneer Drive
- 2 Vehicles appear to travel too fast for conditions
- 3 Space is limited in front of the school for parent/bus loading/unloading
- 4 Intersections are uncontrolled

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Existing Conditions and Issues

Highland Acres Elementary



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- 🚶 Crossing Sign
- 🚫 No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡ Direction of Traffic
- Fence
- ▬ Crosswalks
- Sidewalk
- Pedestrian Areas
- Staff Parking Lot

Loading Zones

- Bus Loading/Unloading Zone
- ▨ Parent Loading/Unloading Zone
- ▨ After School Providers Loading/Unloading Zone
- ▭ School Property

Note: vehicle speed observations were done at on-site visits. No speed tests were conducted

September 2017



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ALTERNATIVES AND ACTIONS

1. **Issue** – Crossing the street is difficult at the intersections of Prairie Drive and Midway Drive and Prairie Drive and Pioneer Drive. Both intersections are uncontrolled with two crosswalks in the east and west legs of the Midway Drive intersection and no crosswalks marked at the Pioneer Drive intersection.

 - a. **Alternative A** - Consider placing crossing guards or installing a HAWK system at the intersection of Prairie Drive and Midway Drive.
 - b. **Alternative B** - Move the crosswalk at the Midway and Prairie Drive Intersection from the west to the south leg of the intersection. Install a yield sign for northbound Midway Drive. In order to determine the number of vehicles impacted, a full HAWK analysis/study would need to be conducted for the intersection to determine the vehicular turning movements and pedestrian volumes.
 - c. **Alternative C** - Move parent loading/unloading back from the intersection and add “No Loading/Unloading” signs.
 - d. **Alternative D** - Consider placing In Road portable crosswalk signs.



Intersection of Midway Drive and Prairie Drive

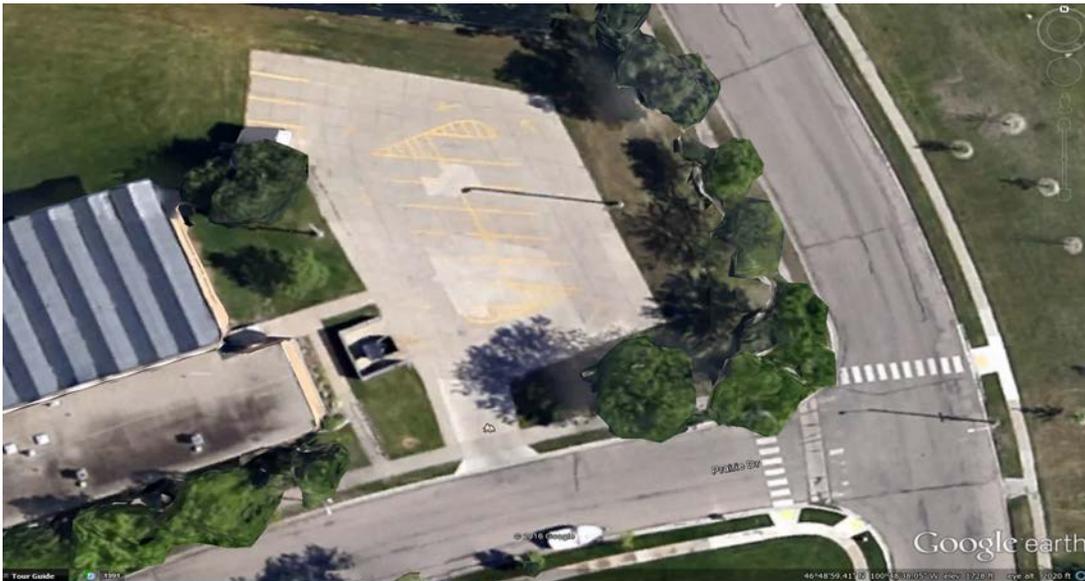


Intersection of Pioneer Drive and Prairie Drive

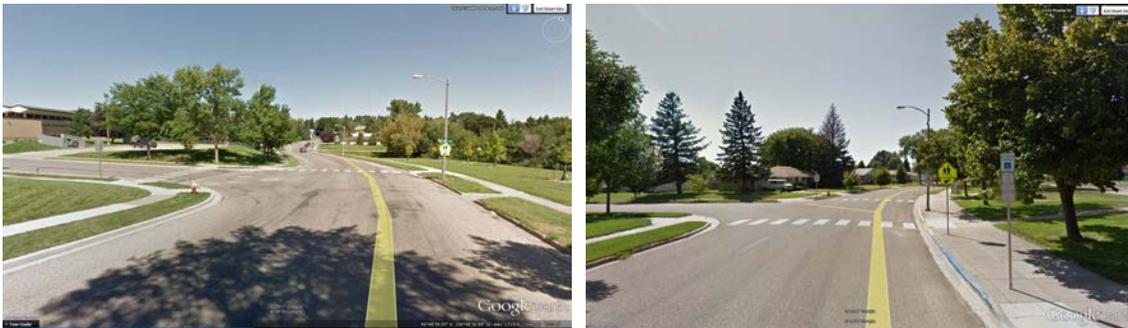
BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

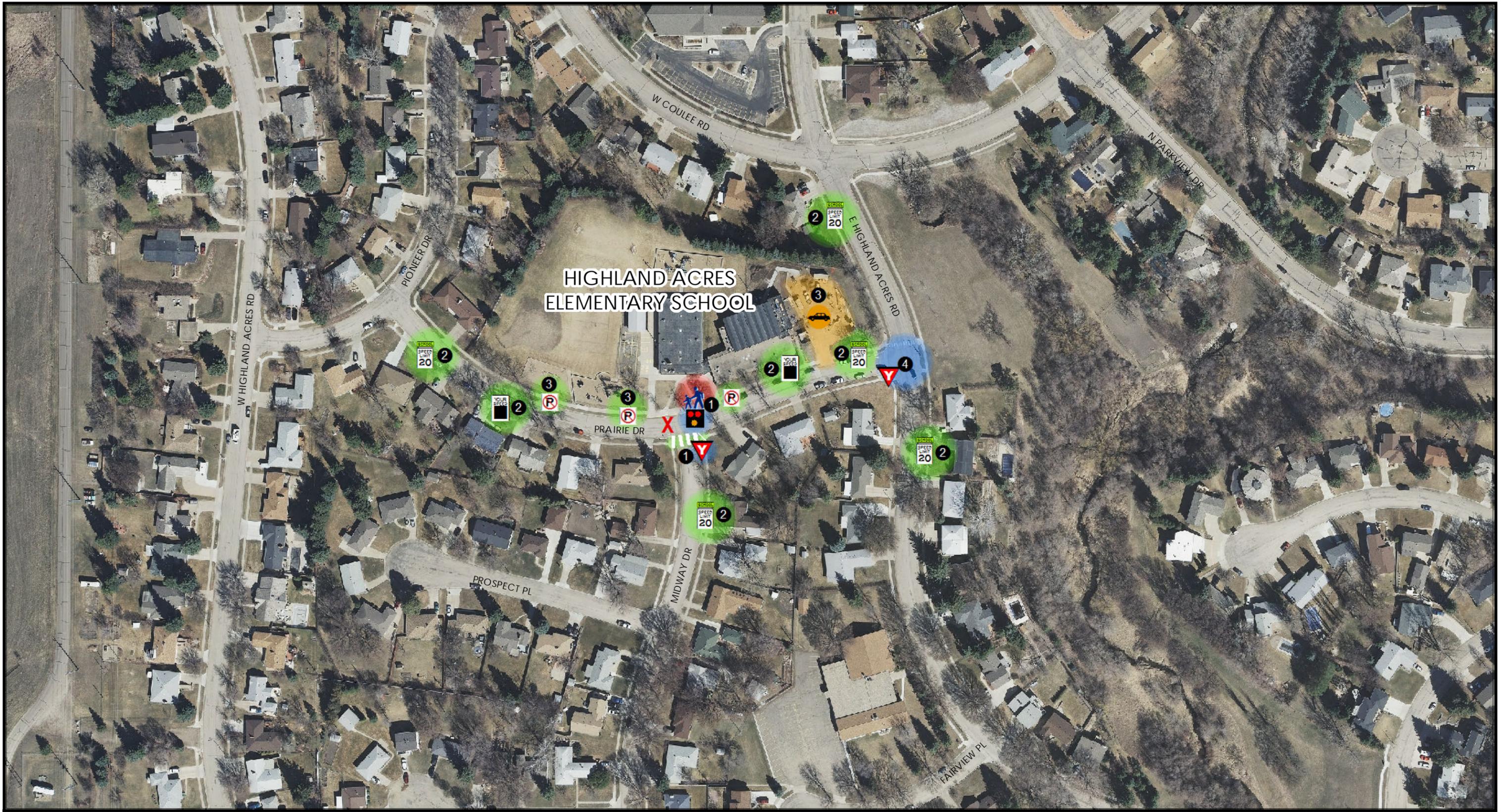
- 2. **Issue** – Vehicles appear to travel too fast for conditions. Currently there are no speed limit signs installed along the streets adjacent to the school.
 - a. **Alternative** - Consider installing 20 MPH school zone speed limit signs and driver feedback signs.

- 3. **Issue** – Space is limited in front of the school for parent/bus loading/unloading.
 - a. **Alternative A** - Consider making the no parking zones for parent/bus loading/unloading larger. The bus loading/unloading zone could extend further to the west. Paint the curb yellow in these no parking areas.
 - b. **Alternative B** – Consider developing a parent loop around the parking lot to the east of the school site for drop off only along the west side of the lot.



- 4. **Issue** – The intersections at East Highland Acres Road and Prairie Drive and Prairie Drive and Midway Drive are uncontrolled.
 - a. **Alternative A** - Consider installing a northbound yield sign at Midway Drive and an eastbound yield sign at Prairie Drive.
 - b. **Alternative B** - Consider placing In Road portable crosswalk signs.





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Technically Feasible Alternatives
Highland Acres Elementary School

Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

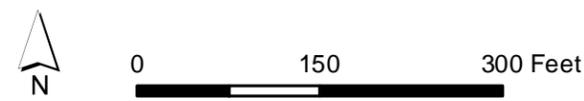
- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk



August 2017
Planning Level Only
Not for Construction



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6.9: WILL-MOORE ELEMENTARY

QUICK FACTS

Data was collected in Fall 2016.



Address: 400 East Ave E

Grades Served: K-5

Principal: Brad Barnhardt

Start Time: 8:35 am

Number of Students: 267

End Time: 3:05 pm

Map of School Site Area:



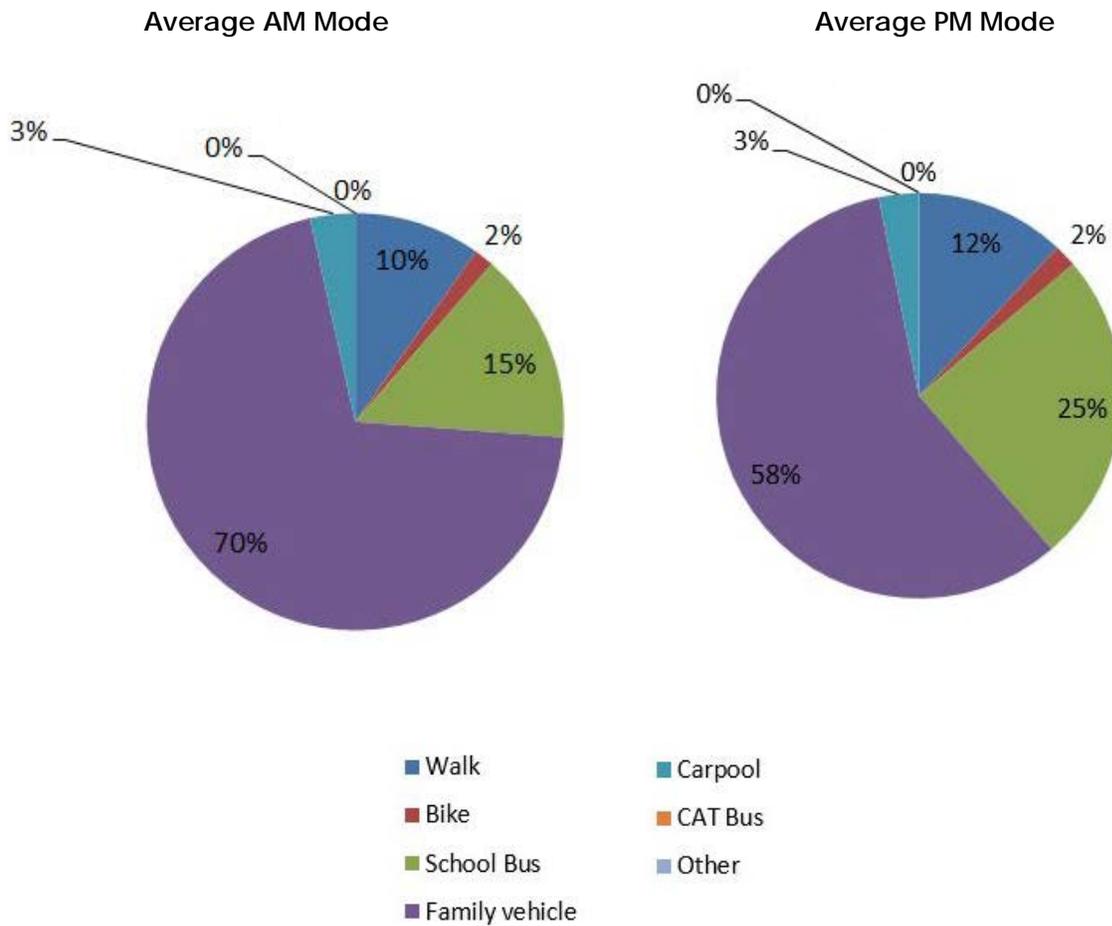
PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. Driver behavior, not stopping for students/adults as they cross the street.
2. Motor vehicles traveling too fast for conditions.
3. Pick-up and drop-off spaces. No place for parents to park to pick up their child so they run across the street and jump in cars that are not parked.

HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of September 12, 2016. The following charts depict how students typically travel to and from school.



BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. No drivers completed the survey for this school.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

After school care providers at Will Moore identified top issues as the speed of vehicles, the amount of vehicles and distracted students. One after school care provider described pick-up/drop-off times as “very chaotic.”

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 17 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Safety of intersections and crossings (52%)
2. Amount of vehicles along route (47%)
3. Distance from home to school (47%)

Representative comments include:

“Fast and unsafe traffic has been a concern for many years. People do not slow down because of a school - they slow down because of signs and lights.”

SCHOOL SITE OBSERVATIONS

School site observations occurred on September 20, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was considered to be both “orderly and free-flowing” and “orderly but congested” by the team members. Other issues identified by the observers include:

- Drivers appear to drive too fast for conditions - speed limit signs are needed, especially on 4th.
- On the morning of the observations, 51 vehicles parked in “no parking zone.”

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



- Vehicles pass buses when they are stopped to drop off students, rather than stopping behind them.
- Stop sign at 5th and Ave E is not visible due to a tree.
- Bus drivers and automobiles roll through stop signs and crosswalks, endangering students and crossing guards.
- In the morning, traffic was busy on both 4th and 5th.
- Before school, children were observed playing in the parking lot.
- Drivers generally do not use left turn signals when turning onto Ave E in front of the school.
- Drivers do not yield to people crossing the street. The observers noted 7 drivers doing this on observation afternoon even when there was a teacher (crossing guard) standing in the crosswalk.
- Traffic on 5th Street heading north turns quickly onto East Ave E stopping abruptly in front of the school.
- After school there was a brief backup on 4th Street headed south.

PUBLIC INPUT

Public input was gathered at steering committee meetings, the public open house, and from online and mailed comments.

- E Avenue F and N 5th Street are both very narrow streets.
- The bus loading/unloading zone has an 8-foot cut out.
- There is an existing issue with mid-block crossings of E E Avenue between N 4th Street and N 5th Street. This is due to the parent loading/unloading zone being located on both sides of the street.
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes

out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.

- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- Traffic appears to travelling fast along 4th Street and 5th Street and should be addressed.
- Stop sign at 5th and Ave E is not visible due to a tree.
- Pick-up and drop-off spaces. Parents stop, but don't always park, across the street to pick up so the children run across the street and jump in cars that are not parked.

Encouragement

- No encouragement programs or issues were identified at Will-Moore.

Education

- No education programs or issues were identified at Will-Moore.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

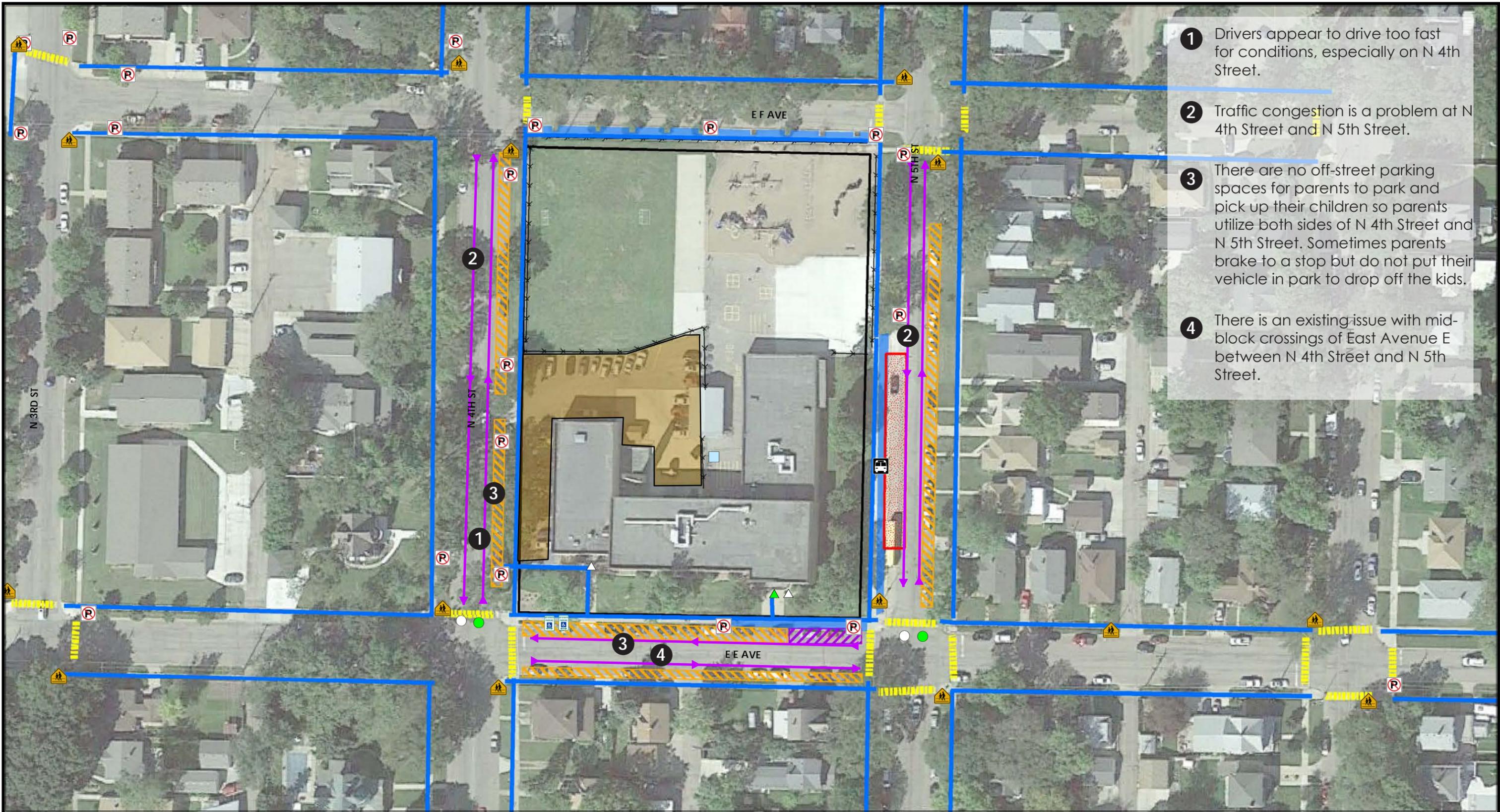


Enforcement

- Vehicles roll through stop signs and crosswalks.
- Vehicles appearing to be traveling too fast is an issue.
- Vehicles pass buses when they are stopped to drop off students, rather than stopping behind them.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 Drivers appear to drive too fast for conditions, especially on N 4th Street.
- 2 Traffic congestion is a problem at N 4th Street and N 5th Street.
- 3 There are no off-street parking spaces for parents to park and pick up their children so parents utilize both sides of N 4th Street and N 5th Street. Sometimes parents brake to a stop but do not put their vehicle in park to drop off the kids.
- 4 There is an existing issue with mid-block crossings of East Avenue E between N 4th Street and N 5th Street.

Existing Conditions and Issues

Will-Moore Elementary



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- ⚠ Crossing Sign
- Ⓟ No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡ Direction of Traffic
- ⚡ Fence
- 🚶 Crosswalks
- 🚶 Sidewalk
- 🚶 Pedestrian Areas
- 🚶 Staff Parking Lot

Loading Zones

- 🚌 Bus Loading/Unloading Zone
- 👤 Parent Loading/Unloading Zone
- 👤 After School Providers Loading/Unloading Zone
- 🏫 School Property

Note: vehicle speed observations were done at on-site visits. No speed tests were conducted

September 2017



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ALTERNATIVES AND ACTIONS

1. **Issue** – Drivers drive too fast for conditions, especially on North 4th Street. There are no speed limit signs anywhere on the streets adjacent to the school.
 - a. **Alternative A** - Consider installing school speed zone signs coupled with driver feedback signs around the school.
 - b. **Alternative B** - Consider placing In Road portable crosswalk signs.

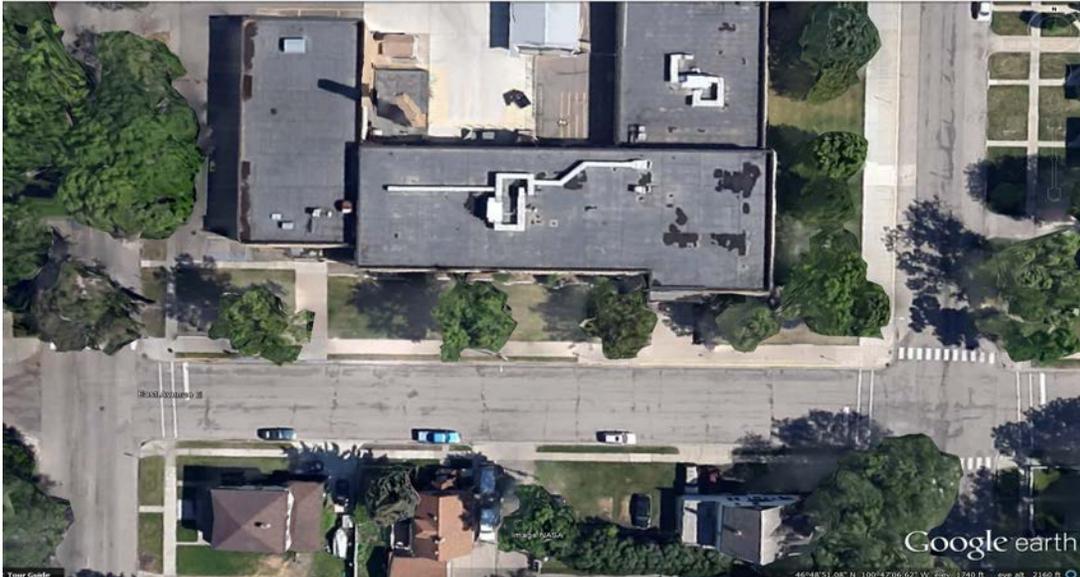


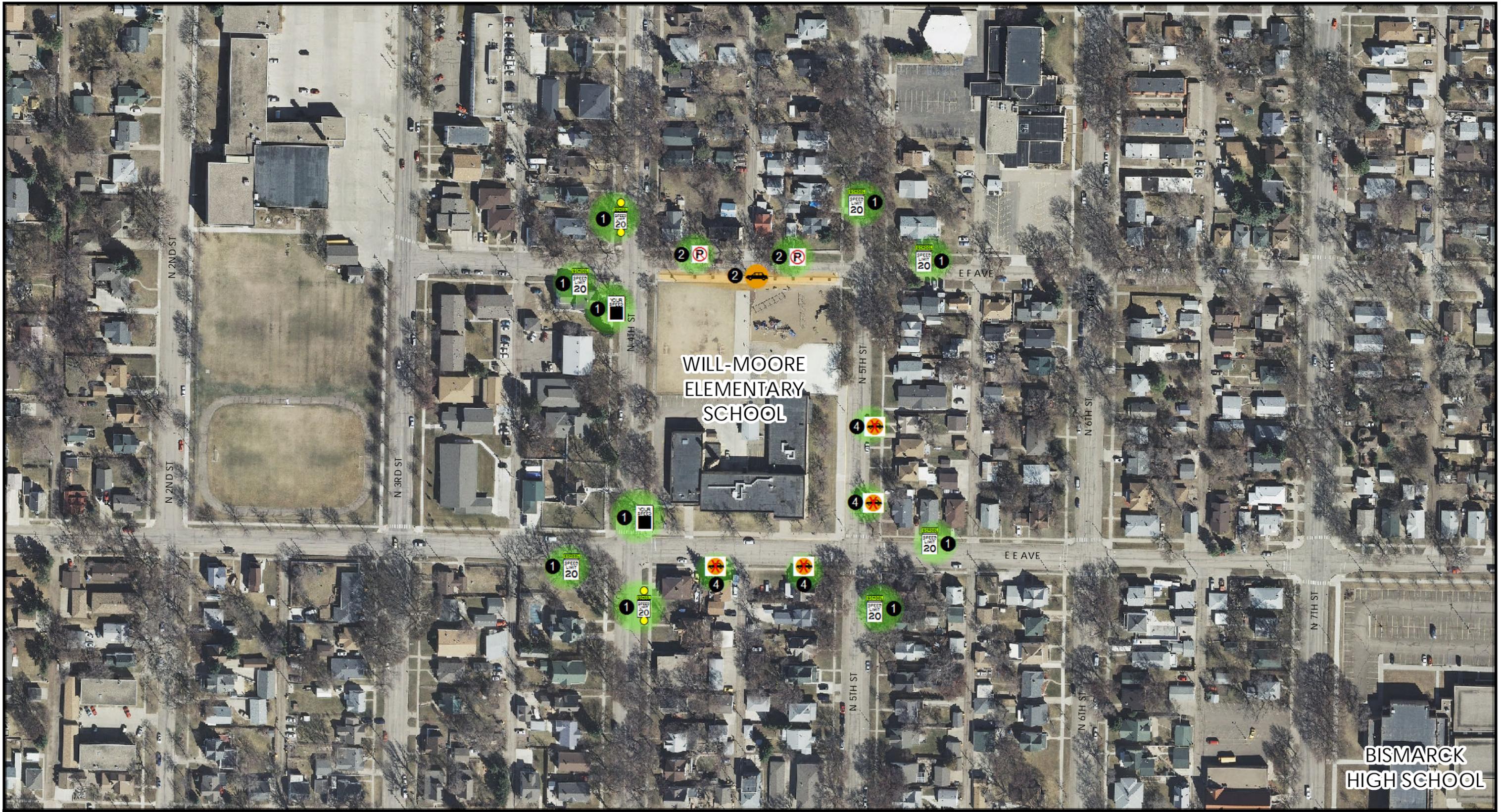
2. **Issue** – Traffic congestion is a problem on North 4th Street and North 5th Street.
 - a. **Alternative A** – Move the parent drop off zone on 5th Street to East Avenue F on the south side of the street to eliminate the parent and bus zone conflicts.
3. **Issue** – There are not enough off-street parking spaces for parents to park and pick up their children so parents utilize both sides of N 4th Street and N 5th Street.
 - a. **Response** – Adding an additional parent loading/unloading zone north of the school on the south side of East Avenue F as recommended in Alternative 2 should alleviate this issue.



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

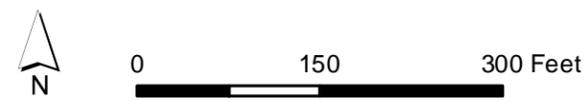
4. **Issue** – There is an existing issue with mid-block crossings of East Avenue E between North 4th Street and North 5th Street. This is due to the parent loading/unloading zone being located on both sides of the street.
 - a. **Alternative** – To eliminate the mid-block crossings, we need to eliminate parents dropping off on the opposite side of the street. This could be done with previously suggested alternatives by removing parent drop off zones along the east side of N 5th Street and the south side of E Ave E and signing these areas as a no loading/unloading zone.





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Technically Feasible Alternatives
Will-Moore Elementary School



Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk

August 2017
Planning Level Only
Not for Construction



6.10: RITA MURPHY ELEMENTARY

QUICK FACTS

Data was collected in Fall 2016.



Address: 611 North 31st
Street, Bismarck, ND

Principal: Matt Fricke

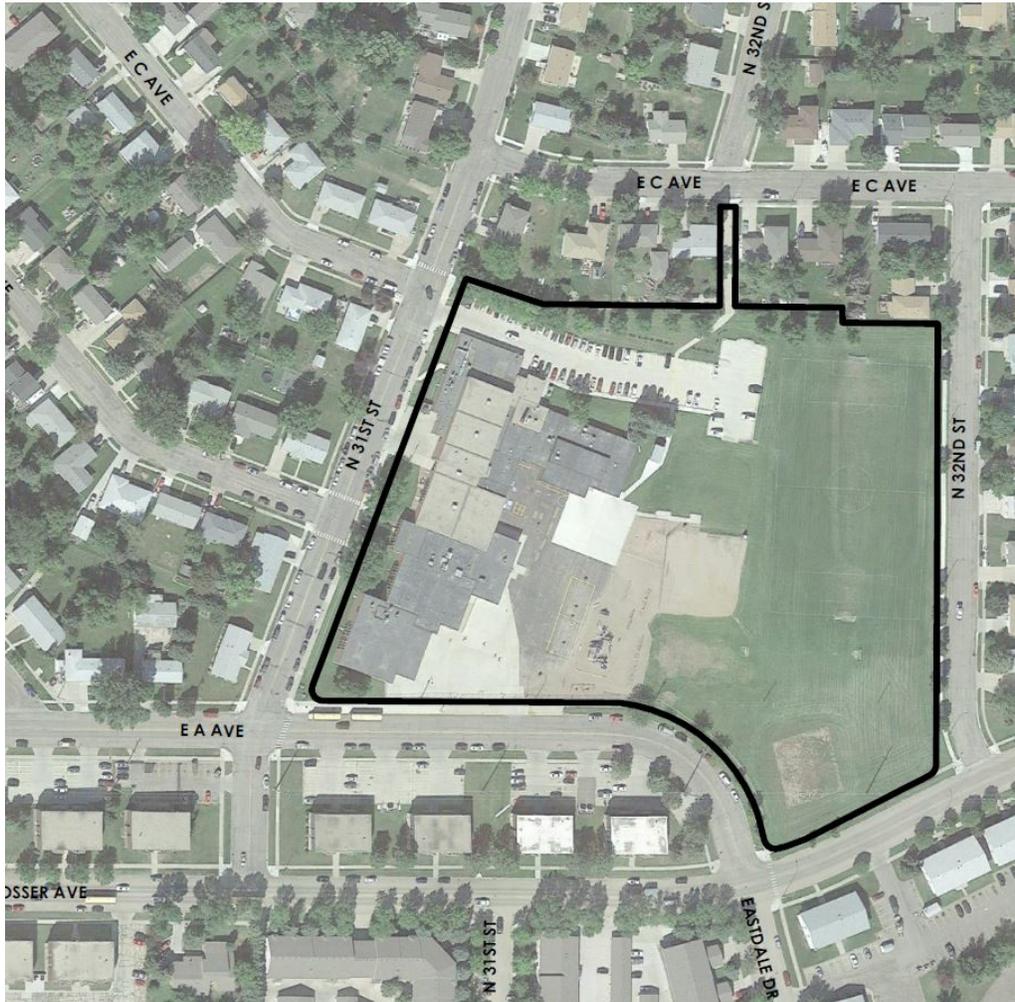
Number of Students: 560

Grades Served: K-5

Start Time: 8:35 am

End Time: 3:05 pm

Map of School Site Area:



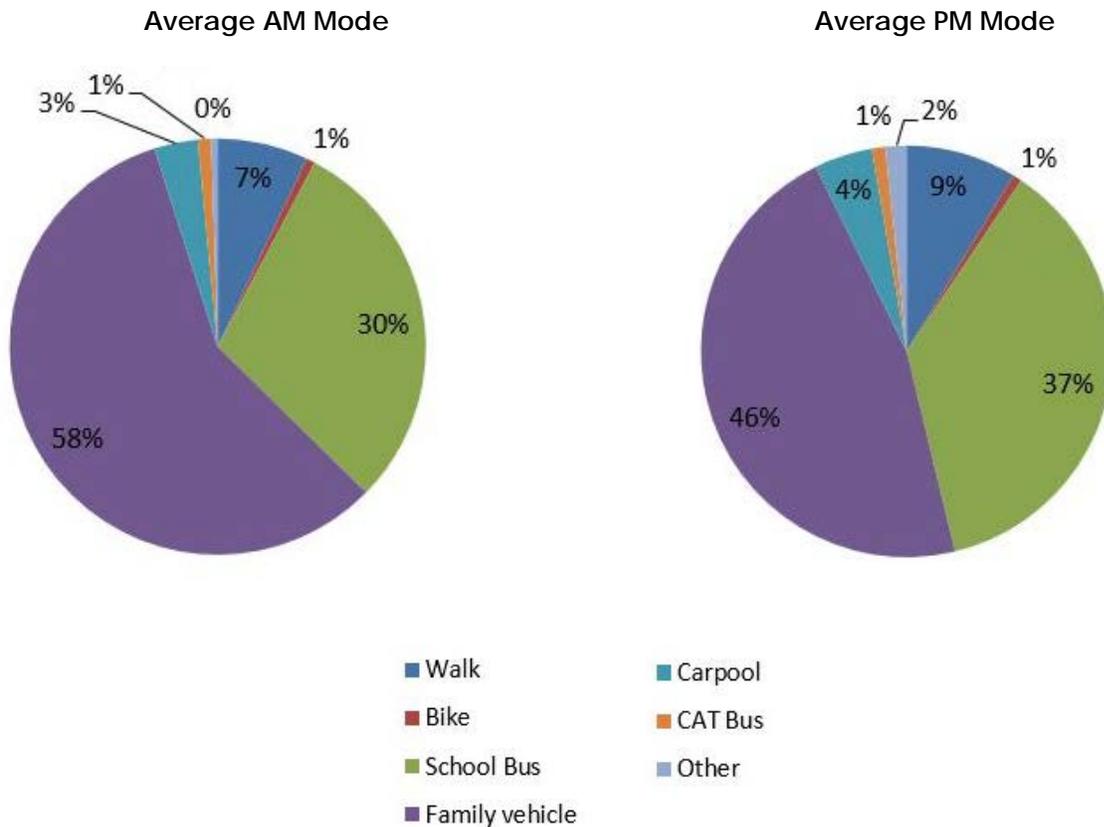
PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. Student and parent behavior: crossing outside the sidewalk, especially on the south side of the school.
2. Congestion: a lot of people in limited space.
3. Driver behavior: driving too fast, making u-turns on 31st Street north of the school.

HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of September 12, 2016. The following charts depict how students typically travel to and from school.



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

1. Lack of signage or striping.

Generally, bus drivers rated the school as not safe.

Reasons given for rating the school this way include:

- Parents park where they are not supposed to, like handicap zones and driveways.
- One paratransit driver has to park in the street to load and unload, causing a road block as people try to get around.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

After school care providers at Rita Murphy identified speed of vehicles, amount of vehicles and distracted students as top safety concerns.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 66 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Distance from home to school (55%)
2. Speed of vehicles along the route (38%)
3. Three way tie between: amount of vehicles along the route, violence or crime, and weather or climate (33%)

Representative comments include:

"In the morning, cars are doing u-turns in front of the school and dropping kids off on opposite side and letting them cross - not in a crosswalk."

SCHOOL SITE OBSERVATIONS

School site observations occurred on September 20, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was considered to be “orderly and free-flowing” by team members. Other issues identified by the observers include:

- Traffic congestion at 31st Street and Avenue C.
- Avenue C (and numerous other streets in the neighborhood) are under construction.
- Many drivers make mid-block u-turns on 31st Street, north of the school. Drivers also make u-turns on Avenue C after leaving 31st Street.
- Vehicles appear to be travelling too fast for conditions.
- Parking in a handicapped spaces and blocking the crosswalk in front of school when stopping to drop off students.
- Parking at a yellow curb in front of the school (the paint is faded so it is not clear whether it is designated as no parking).
- The size of the faculty/staff parking lot is more than adequate; many empty spots. Observed no handicap spaces in the lot.
- Bicycle lane on Rosser Avenue. No bicyclist observed but about 40% of drivers crossed into the bicycle lane.
- Some students observed entering the street from the driver's side.
- Students crossing 31st St outside the crosswalk.

PUBLIC INPUT

Public input was gathered at steering committee meetings, the public open house, and from online and mailed comments.

- There are no identified crossings at 32nd and Ave C. What is the need for crossing guards at this location?
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and

if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.

- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- Crosswalk improvements are needed at Rosser.
- There is traffic congestion at 31st and C Avenue.
- Confirm the status of the yellow painted curb in front of the school.

Encouragement

- There are crossing guards around the school. Consider adding a crossing guard at 32nd Street and C Avenue.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



Education

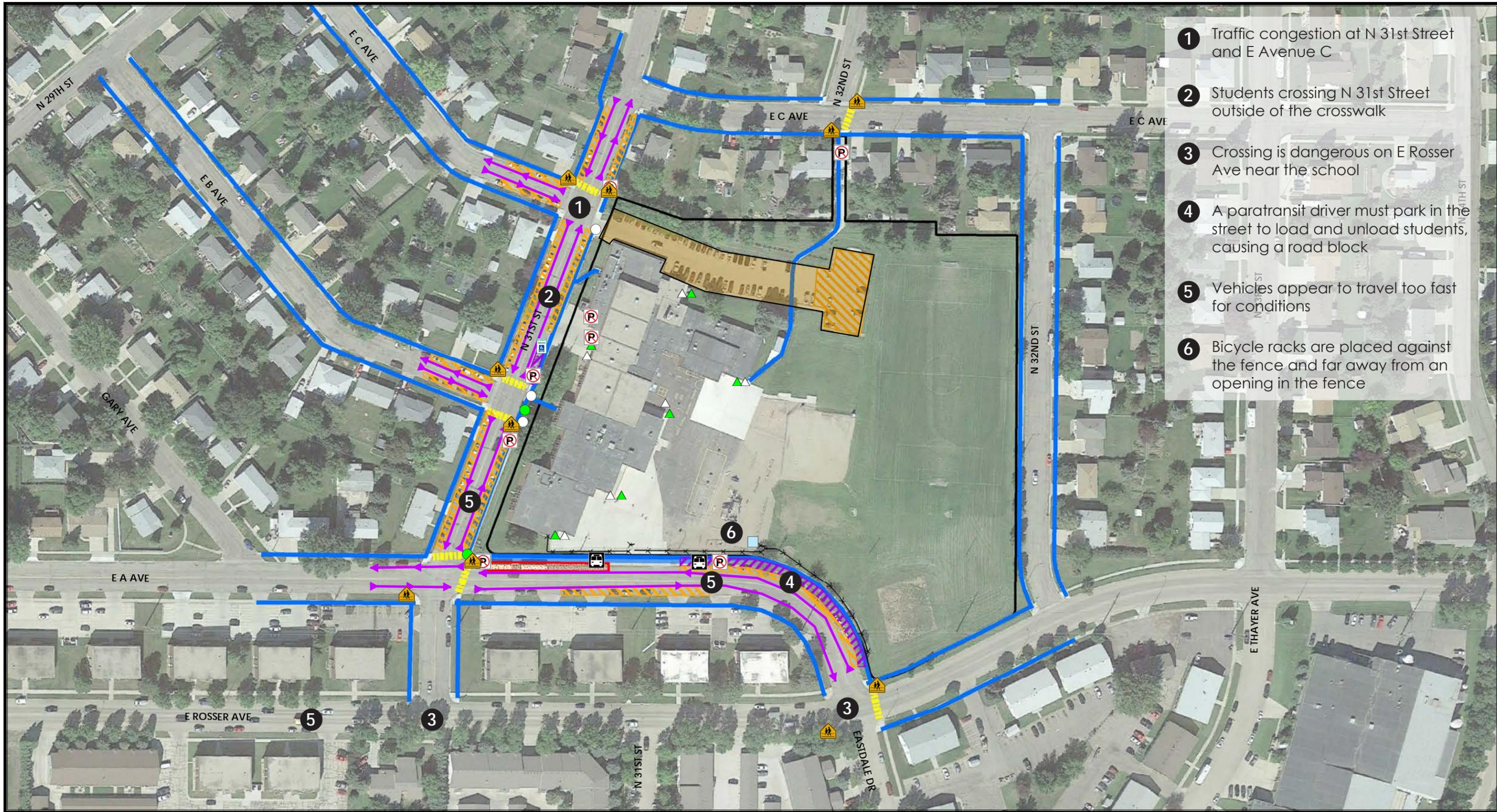
- School nurse does bike and walk safety talks.
- School publishes safety rules for driving, walking and crossing in the school newsletter.

Enforcement

- Many drivers make unsafe u-turns on 31st street, north of the school.
- Numerous cars appear to be driving too fast for conditions in the area.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 Traffic congestion at N 31st Street and E Avenue C
- 2 Students crossing N 31st Street outside of the crosswalk
- 3 Crossing is dangerous on E Rosser Ave near the school
- 4 A paratransit driver must park in the street to load and unload students, causing a road block
- 5 Vehicles appear to travel too fast for conditions
- 6 Bicycle racks are placed against the fence and far away from an opening in the fence

Existing Conditions and Issues

Rita Murphy Elementary



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- 🚶 Crossing Sign
- 🚫 No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡ Direction of Traffic
- Fence
- ▬ Crosswalks
- Sidewalk
- Pedestrian Areas
- Parking Lot

Loading Zones

- 🚌 Bus Loading/Unloading Zone
- 🚗 Parent Loading/Unloading Zone
- 👤 After School Providers Loading/Unloading Zone
- 🏫 School Property

Note: vehicle speed observations were done at on-site visits. No speed tests were conducted

September 2017

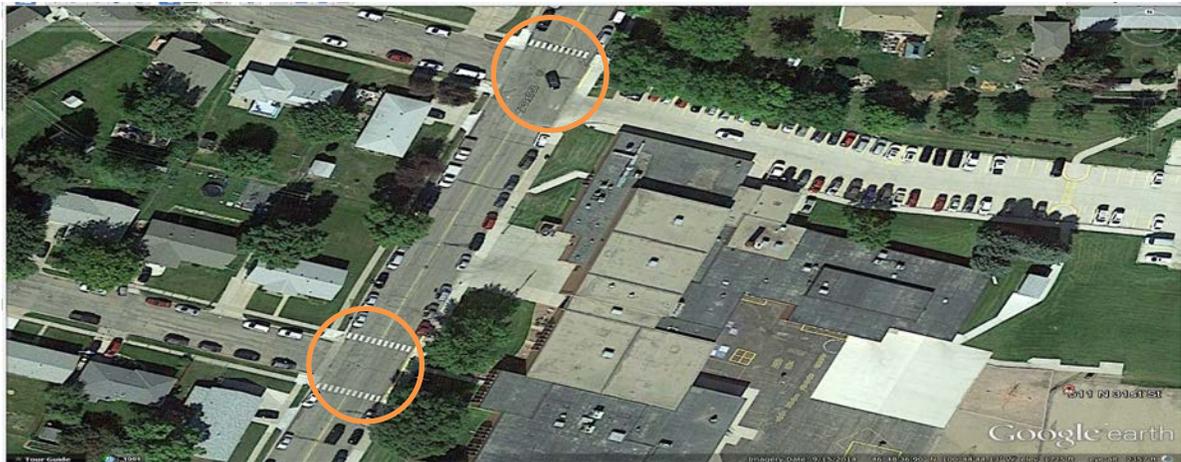


ALTERNATIVES AND ACTIONS

1. **Issue** – Traffic congestion at North 31st Street and East Avenue C. This is an uncontrolled staggered intersection with parking lot access adjacent to the south intersection.
 - a. **Alternative A** - Consider installing stop signs at the entrance to the parking lot and the east and west legs of the intersection. Consider installing yield signs for the east leg of E C Ave and E B Ave. Relocate the cross walk on E C Ave from the north to south leg.
 - b. **Alternative B** - Consider placing In Road portable crosswalk signs.
 - c. **Response** - Relocating the crosswalk to the south leg would place the crosswalk in the driveway to the school parking lot.



2. **Issue** - Students crossing North 31st Street outside of the crosswalk.
 - a. **Alternative A** - Consider adding a crossing guard in the morning at North 31st Street and East Avenue C. Crossing guards at E Avenue C and E Avenue B should encourage students to cross North 31st Street at these locations.
 - b. **Alternative B** - Consider removing the loading/unloading zones on the opposite side of the street from the school.



- 3. **Issue** - Crossing is dangerous on East Rosser Avenue near the school. This section of East Rosser Avenue has a 30 MPH speed limit. Signage appears appropriate for the existing crosswalk at the intersection of East Rosser Avenue and Eastdale Drive. The intersection of East Rosser Avenue and North 31st Street has no marked crosswalks. There are several apartment buildings south of East Rosser Avenue.
 - a. **Alternative A** – Consider installing 20 MPH school speed zone signs with driver feedback signs at E Rosser Ave and east of Eastdale Drive between 32nd Street and Eastdale Drive.
 - b. **Alternative B** - Consider placing In Road portable crosswalk signs.



- 4. **Issue** – A paratransit driver must park in the street to load and unload students, causing a road block for drivers.
 - a. **Alternative A** - Consider creating a loading/unloading zone for paratransit drivers in the parking lot north of the school or on the south side of the school on East Avenue A, just east of the designated bus loading/unloading zone.
 - b. **Action Item** – This new drop off location needs to be communicated with the paratransit driver.

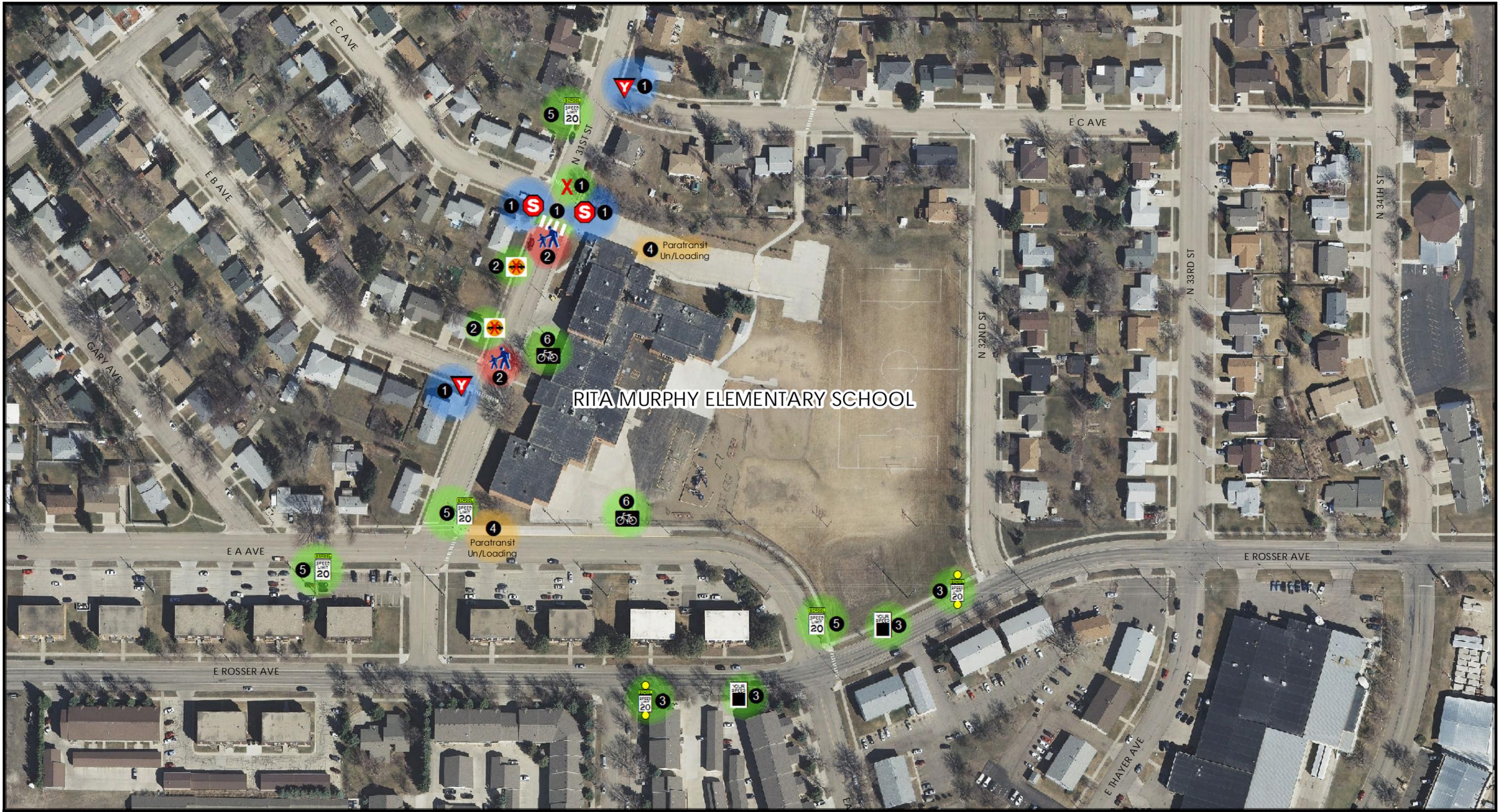


5. **Issue** – Vehicles appear to travel too fast for conditions.
 - a. **Alternative A** - Consider installing 20 MPH school speed zone signs with driver feedback signs on 31st Street, E Ave A, and E Rosser Ave to encourage the traffic to slow down.
 - b. **Alternative B** - Consider placing In Road portable crosswalk signs.



6. **Issue** – Bicycle racks are placed against the fence and far away from an opening in the fence or sidewalk.
 - a. **Alternative** - Consider relocating the bicycle rack to make them more convenient to use. The racks should be placed closer to the school entrance/exit and should not be placed directly against the fence so that both sides of the rack can be utilized.





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Technically Feasible Alternatives
Rita Murphy Elementary School



Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk

August 2017
Planning Level Only
Not for Construction



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6.11: ROOSEVELT ELEMENTARY (BISMARCK)

QUICK FACTS

Data was collected in Fall 2016.



Address: 613 West Avenue
B, Bismarck, ND

Principal: Shawn Oban

Number of Students: 125

Grades Served: K-5

Start Time: 8:35 am

End Time: 3:05 pm

Map of School Site Area:



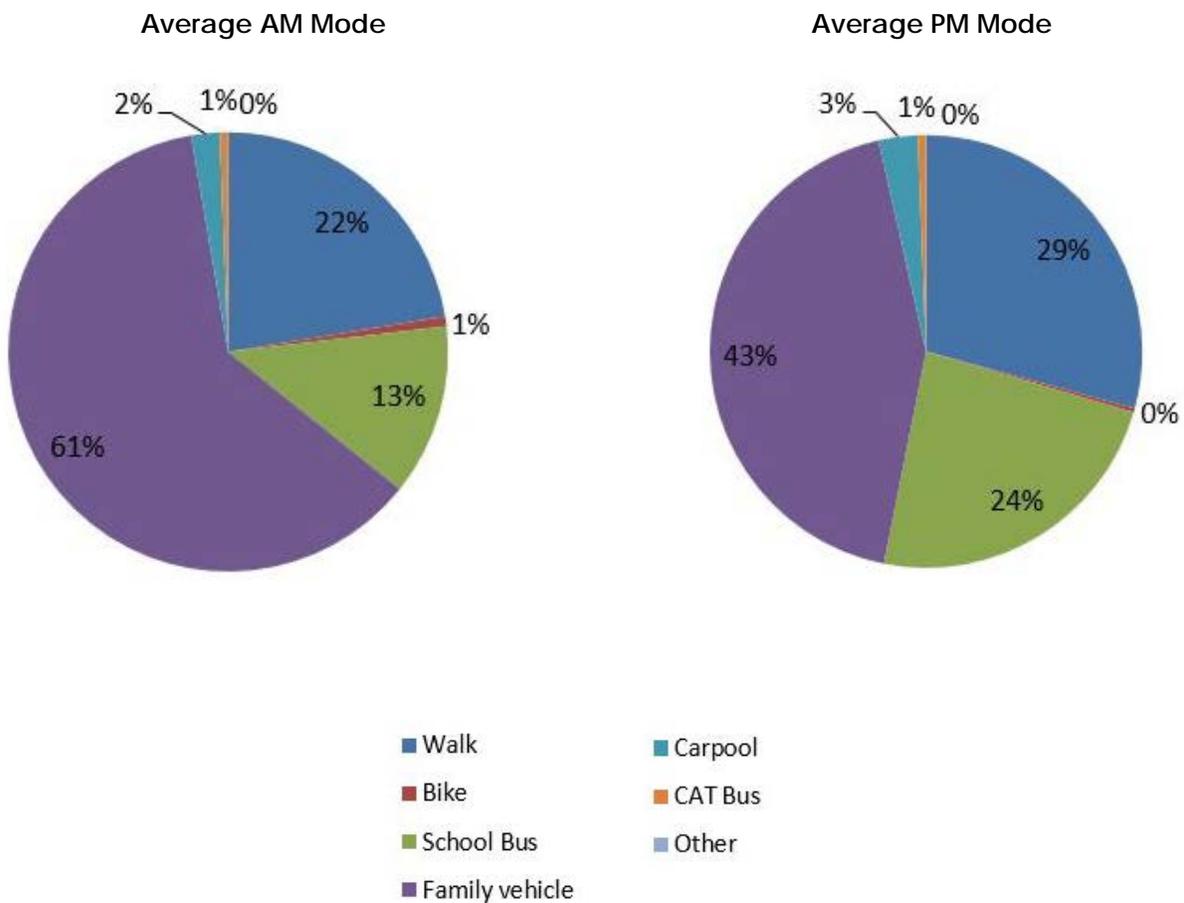
PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. Driver behavior: vehicles travelling too fast down N. Griffin Street.
2. Parking in "no parking" zones.

HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of September 12, 2016. The following charts depict how students typically travel to and from school.



BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. No drivers completed the survey for this school.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. No after school care providers completed the survey for this school.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 12 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Safety of intersections and crossings (50%)
2. Speed of traffic along the route (42%)
3. Amount of traffic along the route (33%)

Representative comments include:

"I don't like the speed of the BSC college kids and others that drive by the school on Ave B."

SCHOOL SITE OBSERVATIONS

School site observations occurred on September 21, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was considered to be both "orderly and free-flowing" and "orderly but congested" by the team members but they note the traffic travels too fast for conditions. Other issues identified by the observers include:

- Many drivers appear to travel too fast for conditions on the streets around the school. Much of the fast travel is through traffic on N. Griffin Street and not associated with the school.
- Crossing guards are present and effective. There is not a crossing guard at Griffin and Avenue A.
- Many parents use the loop to drop off students, which is a two-way loop. Congestion is a problem in the loop.
- With the bus zone located close to the crosswalk, drivers struggle to see students entering the crosswalk.
- Some parking in handicapped spaces and "no parking" zones.
- Students entering the street from the driver's side. About 9 observed doing this on Griffin as the traffic went by.
- Students and parents were observed crossing mid-block outside of the crosswalks; many with adult encouragement.
- Vehicles parked close to the W Ave A crosswalk (SW school corner) block the view of students entering the crosswalk.
- No speed limit signs were observed.

PUBLIC INPUT

Public input was gathered at steering committee meetings, the public open house, and from online and mailed comments.

- There is a steep valley gutter across Griffin at Avenue B.
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.

- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- The Intersection of Ave B and N Griffin is very busy and lacks a 4-way stop.
- Many parents use the loop to drop off students which is currently a two-way drive and gets congested. The study should address where the drivers are supposed to drop off students. Is there a sign indicating that drop off is not allowed in the loop? Examine if the loop is not wide enough to drop off.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



- Drivers struggle to see students exiting the bus in the current bus loading zone.

Encouragement

- One parent requested a walking group be established for students living near the school.
- Crossing guards are present and effective. A crossing guard at Griffin and Avenue A may be beneficial.

Education

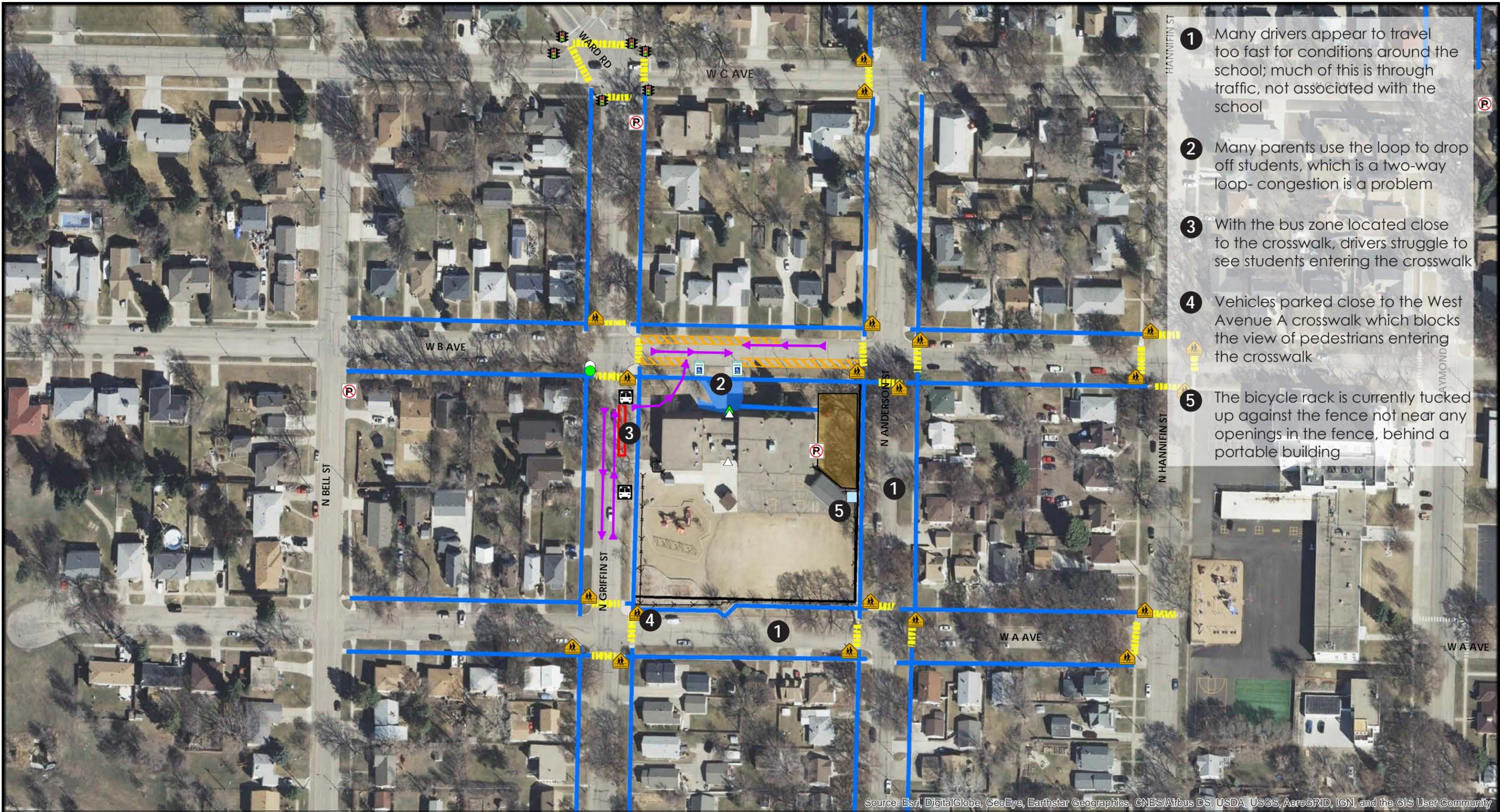
- No education issues or programs were identified at this school.

Enforcement

- Vehicles appear to be traveling too fast for conditions is an issue around the school.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 Many drivers appear to travel too fast for conditions around the school; much of this is through traffic, not associated with the school
- 2 Many parents use the loop to drop off students, which is a two-way loop- congestion is a problem
- 3 With the bus zone located close to the crosswalk, drivers struggle to see students entering the crosswalk
- 4 Vehicles parked close to the West Avenue A crosswalk which blocks the view of pedestrians entering the crosswalk
- 5 The bicycle rack is currently tucked up against the fence not near any openings in the fence, behind a portable building

Existing Conditions and Issues
Roosevelt Elementary (Bismarck)



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- ⚠ Crossing Sign
- Ⓟ No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡ Direction of Traffic
- Fence
- ▨ Crosswalks
- Sidewalk
- Pedestrian Areas
- Staff Parking Lot

Loading Zones

- ▨ Bus Loading/Unloading Zone
- ▨ Parent Loading/Unloading Zone
- ▨ After School Providers Loading/Unloading Zone
- ▭ School Property

Note: vehicle speed observations were done at on-site visits. No speed tests were conducted

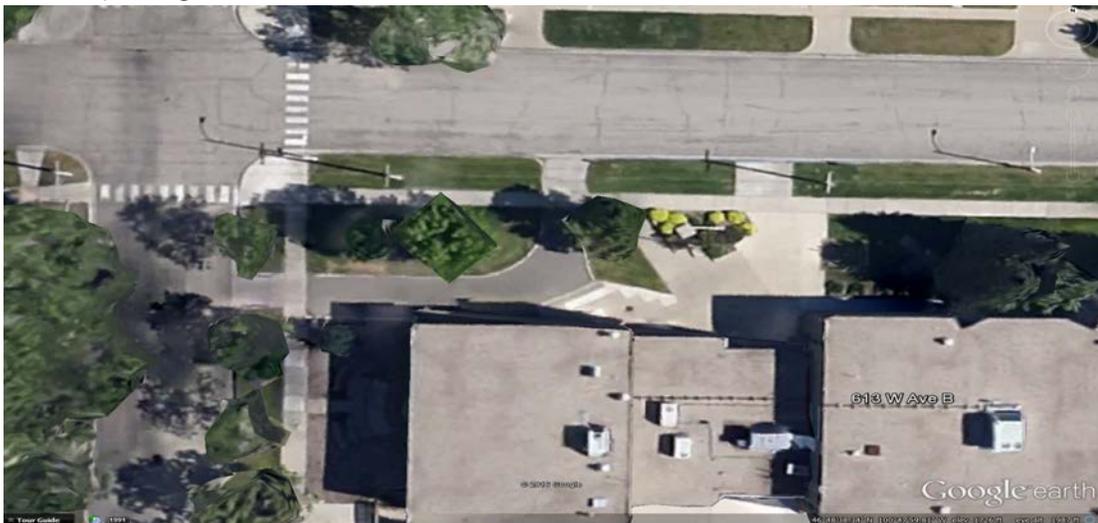
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ALTERNATIVES AND ACTIONS

1. **Issue** – Many drivers appear to travel too fast for conditions around the school.
 - a. **Alternative** - Consider installing 20 MPH school speed zone signs to encourage drivers to slow down.



2. **Issue** - Many parents use the loop to drop off students, which is a two-way loop. Congestion is a problem.
 - a. **Alternative A** - Consider changing loop to be functioning as a service entrance only. Add no loading/unloading zone signs.
 - b. **Alternative B** - Remove parent loading/unloading zone from the north side of W B Avenue.
 - c. **Alternative C** - Add a parent drop off along the north side of W Avenue A. Include a fence opening with a walkway from the existing sidewalk to the fence opening.



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



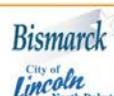
- 3. **Issue** – The bus zone is too close to the intersection of West Avenue B and North Griffin Street. Drivers have difficulty seeing pedestrians entering the crosswalk when buses are present.
 - a. **Alternative A** - Consider moving the bus loading/unloading zone further south.
 - b. **Alternative B** - Consider establishing a no parking zone south of the intersection of West Avenue B and North Griffin Street to improve line of sight to the crosswalk.



- 4. **Issue** – Vehicles parked close to the West Avenue A crosswalk which blocks the view of pedestrians entering the crosswalk.
 - a. **Alternative A** - Consider extending the no parking zones near the crosswalks to discourage drivers from blocking the view of the pedestrians entering the crosswalk.
 - b. **Alternative B** - Consider placing In Road portable crosswalk signs.



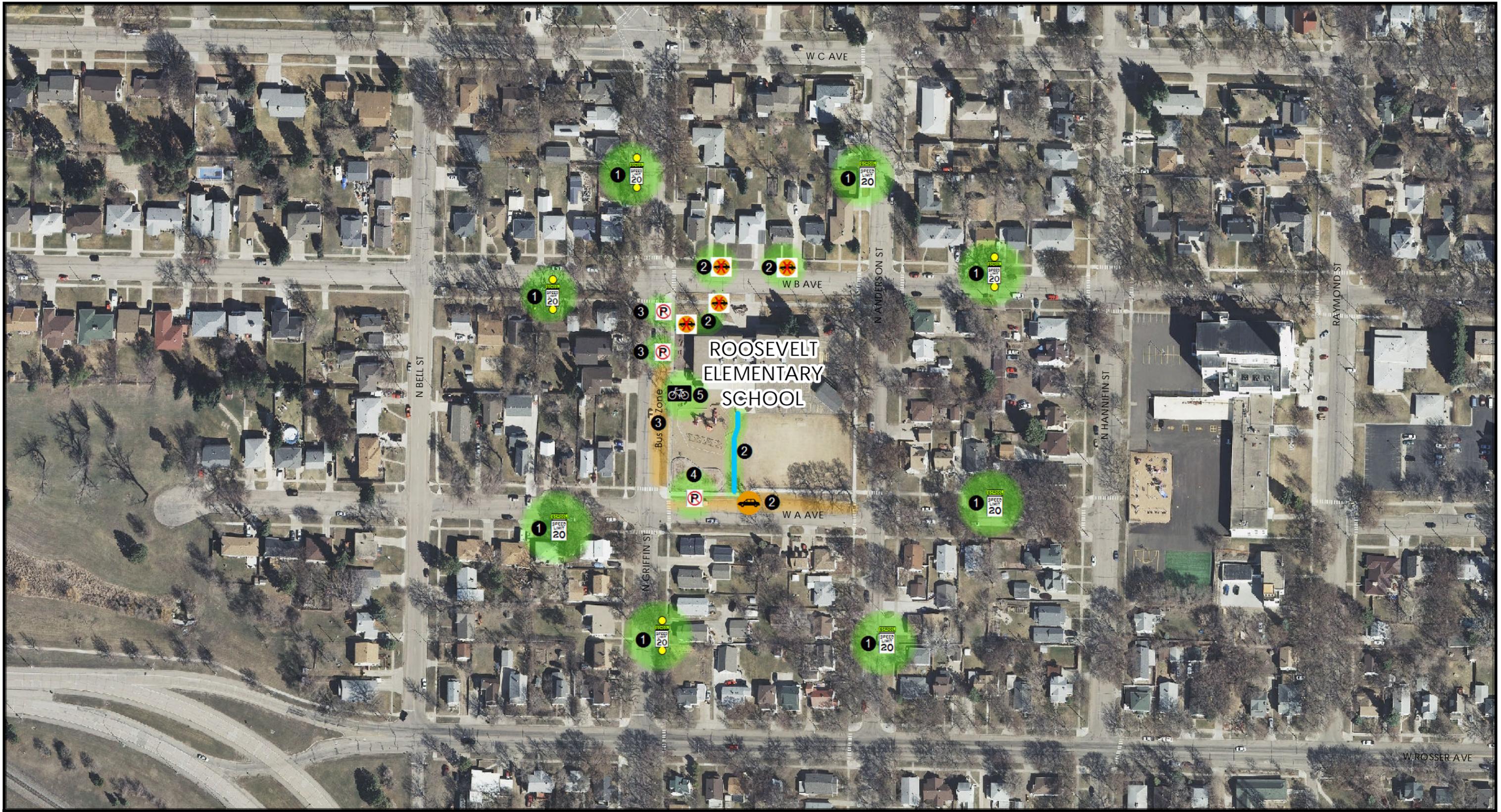
ALTERNATIVES + ACTIONS



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

5. **Issue** – The bicycle rack is currently placed against the fence not near any openings in the fence, behind a portable building.
 - a. **Alternative** - Consider moving the bicycle rack to a more convenient place closer to the entrance to the school. Also, add an additional bike rack to the front side of the school.





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Technically Feasible Alternatives
Roosevelt Elementary School (Bismarck)

Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

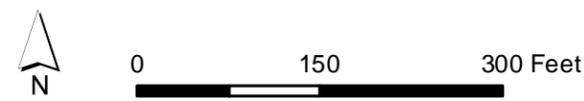
- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk



August 2017
Planning Level Only
Not for Construction



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6.12: JEANNETTE MYHRE ELEMENTARY

QUICK FACTS

Data was collected in Fall 2016.



Address: 919 s 12th Street,
Bismarck, ND

Principal: Alivia Wamboldt

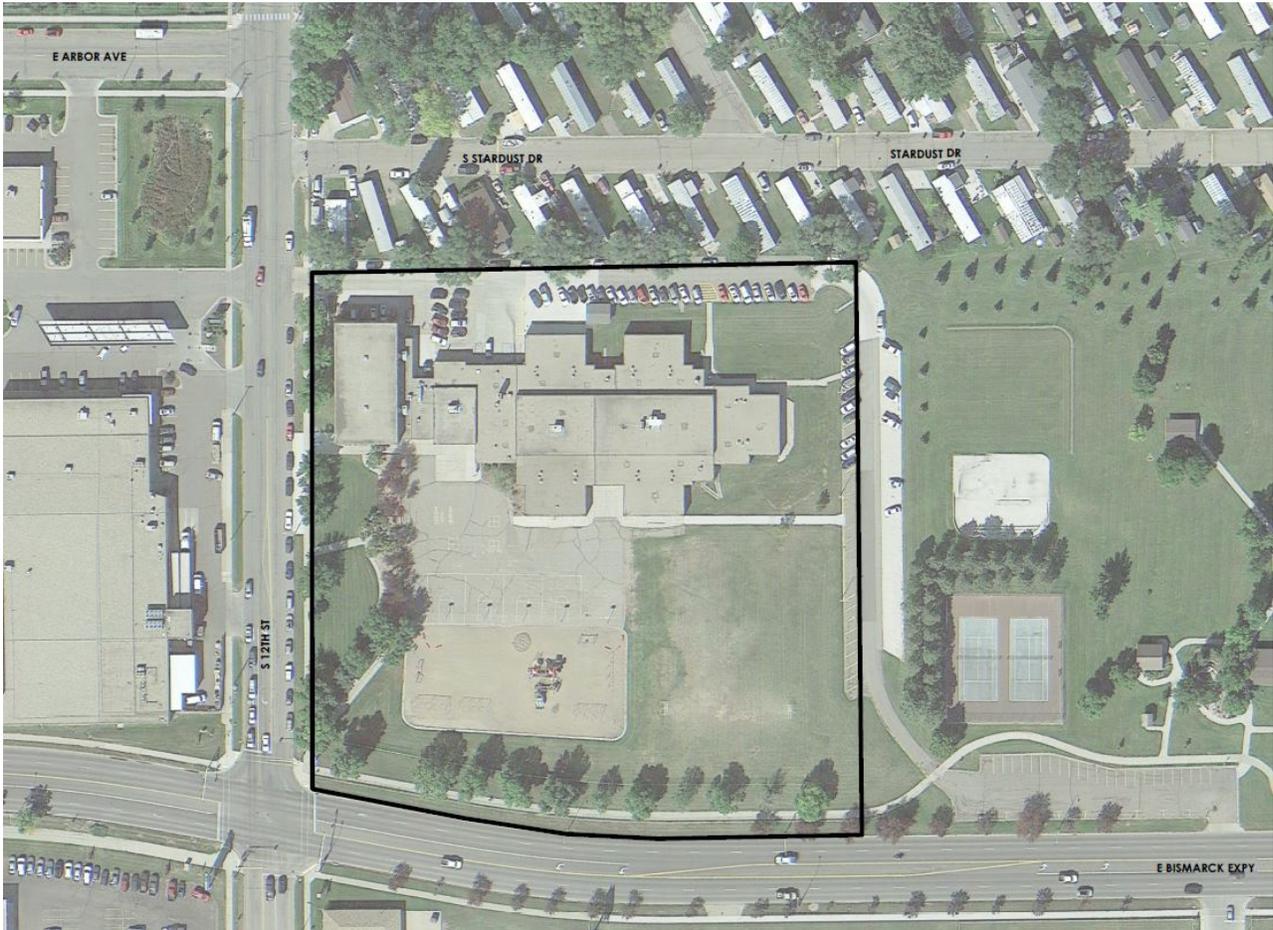
Number of Students: 300

Grades Served: K-5

Start Time: 8:35 am

End Time: 3:05 pm

Map of School Site Area:



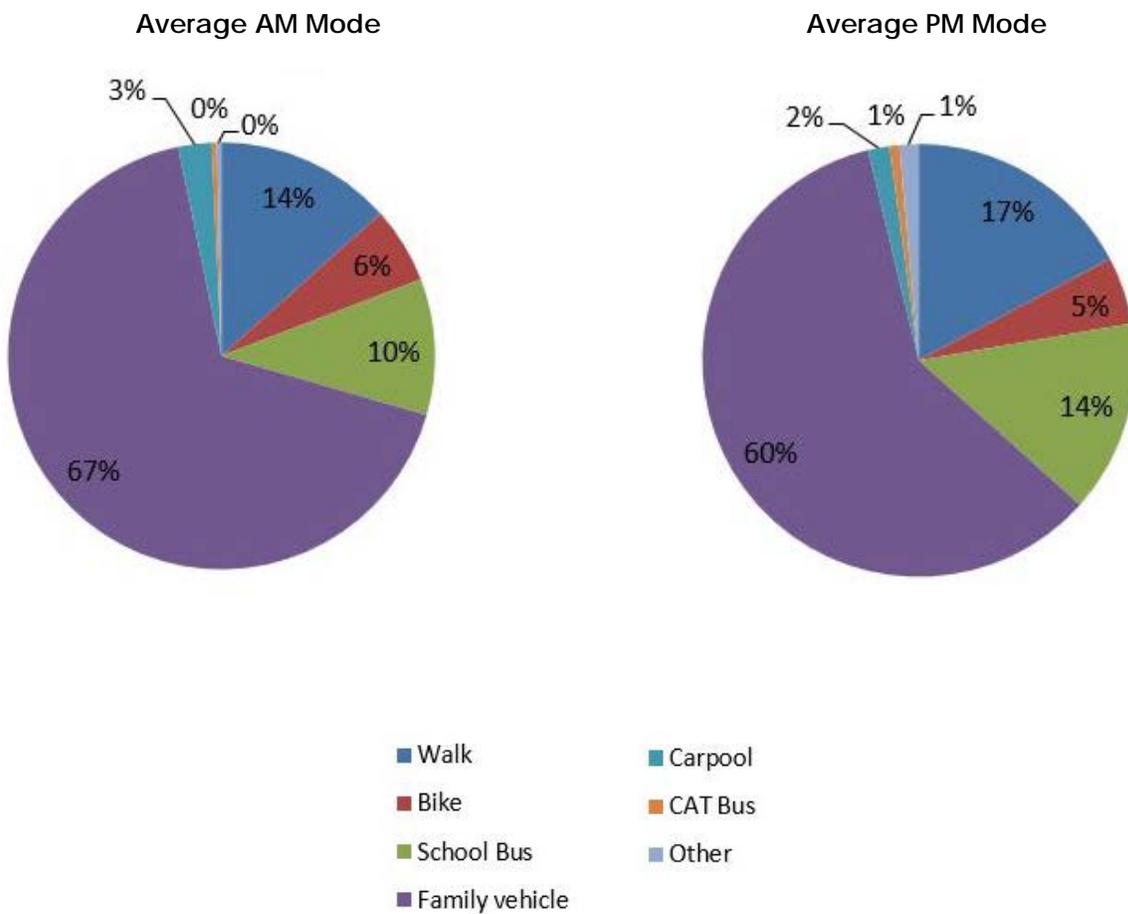
PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. Crosswalk on Expressway, visibility of crosswalk.
2. Driver behaviors and traffic moving too fast.
3. Students and parents J-walking, instead of using crosswalks to cross.

HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of September 12, 2016. The following charts depict how students typically travel to and from school.



BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. No drivers completed the survey for this school.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. No after school care providers completed the survey for this school.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 11 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Speed of vehicles along the route (73%)
2. Amount of vehicles along the route (64%)
3. A three-way tie for: safety of crossings or intersections, violence or crime, and weather or climate (55%)

Representative comments include:

"Traffic is awful on Expressway and 12th Street. Speed limits don't seem to be enforced on those streets or in the school parking lot."

SCHOOL SITE OBSERVATIONS

School site observations occurred on September 27, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was “orderly and free-flowing but with vehicles moving very fast” to the team members. Other issues identified by the observers include:

- Most traffic in the area is going fast (faster in the morning than in the afternoon) and drivers don't appear to be watching for pedestrians.
- On Expressway, school zone lights are flashing and posted speed is 25 mph but traffic moves very fast for conditions. Those driving north on 12th Street drive fast for conditions. The posted speed is 20 mph. A tree partially blocks the speed limit sign.
- Students dropped off on the west side of school run through the north parking lot behind parked cars without looking.
- Many vehicles do U-turns on 12th Street in front of the school. Some accomplish this by some coming from the north pulling into the Cashwise parking lot and exiting into the north-heading lane.
- The crosswalk timer at Expressway is 15 seconds long; the timer on 12th Street is 10 seconds long. Both seem too short.
- Buses go too fast through the north parking lot.
- The signal button on the SW corner at the Expressway is blocked by cones.
- Traffic flow is one-way through the school but 11 vehicles were observed exiting the NW parking lot the wrong way on observation morning.
- Students cross the street where there are no crosswalks.
- Many vehicles parked in “no parking” zones.
- Parents drop off students in the H&R Block parking lot located in the SE quadrant of the Expressway/12th Street intersection, requiring their children to cross Expressway (there is a crossing guard).
- The location of the crossing guards are indicated on the map. The crossing at Expressway and 12th Street is also used by the Wachter students but the crossing guard only provides assistance to the Myhre students.
- Crosswalk paint is faded at many area intersections.
- There are no sidewalks for the visitor parking east of the school.
- High travel speeds on Expressway and the wide crossing (six lanes) inhibit biking and walking.
- The Myhre School property is open to the Sons of Norway Park located to the east of the school. The presence of “stranger danger” is not part of this study but concern regarding potential trouble from people waiting in the park during the school day is clear.

PUBLIC INPUT

Public input was gathered at steering committee meetings, the public open house, and from online and mailed comments.

- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.
- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- There are a number of behavior issues that are related to compliance. The first step would be to review the presence and location of signs included posted speeds, U-turns, one-way and no parking. Once this is complete, the focus will be education and enforcement.
- The speed limit sign on 12th is partially blocked by a tree.
- On Expressway, school zone lights are flashing and posted speed is 25 mph but traffic moves very fast for conditions. Study the feasibility of extending the school zone further east for west-bound traffic to provide more space to slow when coming down the hill.
- Crosswalk paint is faded at many area intersections.
- There are no sidewalks for the visitor parking east of the school.
- The signal button on the SW corner at Expressway is blocked by cones.
- The crosswalk timer at Expressway is 15 seconds long; the timer on 12th Street is 10 seconds long. Both seem too short.

Encouragement

- Law enforcement presence on observation day.
- Crossing guards are present and effective.
- No other encouragement programs or issues have been identified at the school

Education

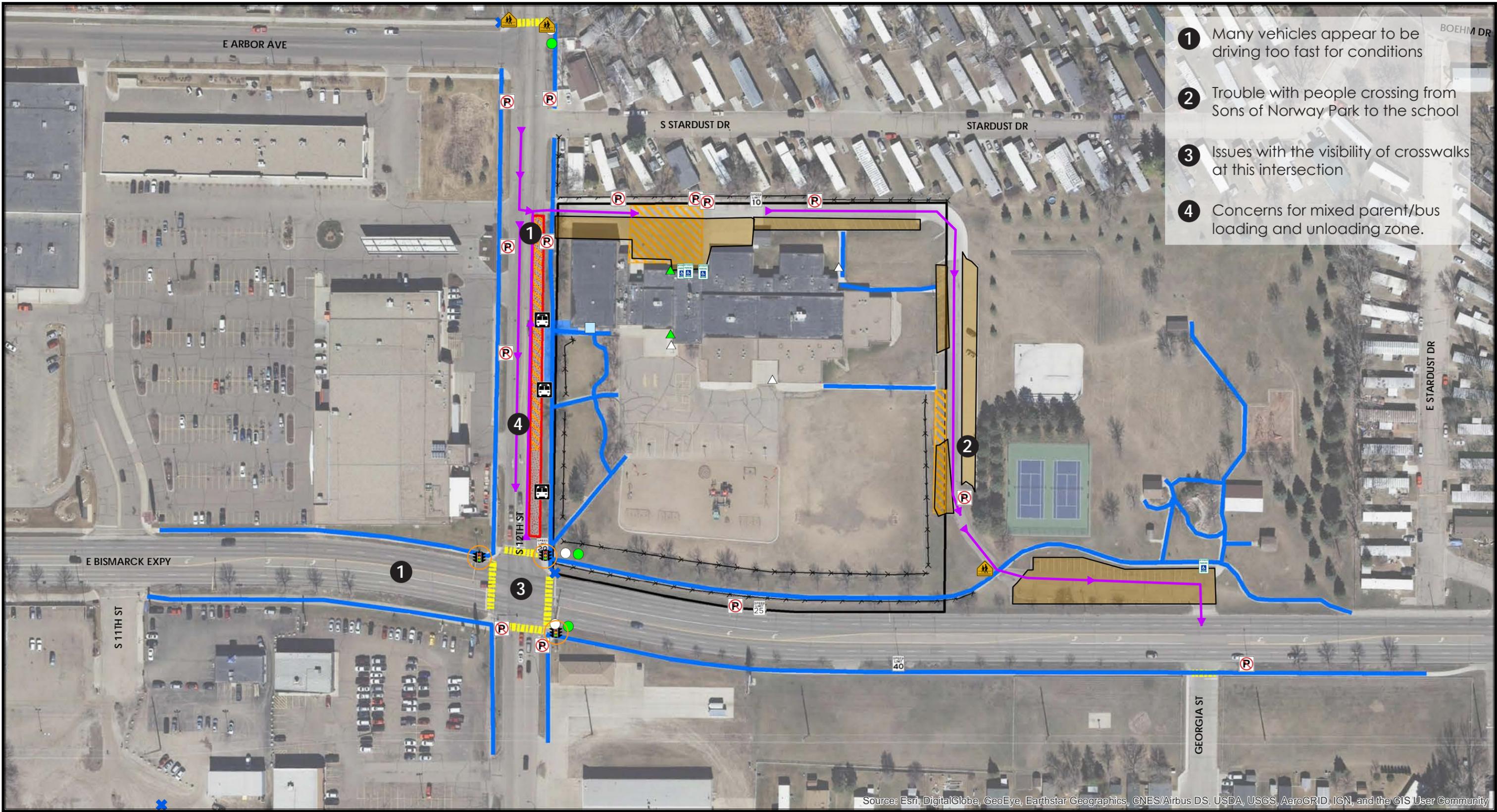
- School staff visit with parents about safety during beginning of the year assemblies, and provide them with traffic flow maps.
- Additional student education needed regarding students crossing the street where there are no crosswalks and running through the north parking lot behind parked cars without looking.

Enforcement

- Vehicles appear to be traveling too fast for conditions along Expressway and 12th Street is a concern.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 Many vehicles appear to be driving too fast for conditions
- 2 Trouble with people crossing from Sons of Norway Park to the school
- 3 Issues with the visibility of crosswalks at this intersection
- 4 Concerns for mixed parent/bus loading and unloading zone.

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Existing Conditions and Issues

Jeannette Myhre Elementary



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- ⚠ Crossing Sign
- Ⓟ No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light (advanced speed reduction)

- ➡ Direction of Traffic
- ⚡ Fence
- ▬ Crosswalks
- ▬ Sidewalk
- ▬ Pedestrian Areas
- ▬ Visitor Parking Lot

- Loading Zones**
- ▬ Bus Loading/Unloading Zone
 - ▬ Parent Loading/Unloading Zone
 - ▬ After School Providers Loading/Unloading Zone
 - ▭ School Property

Note: vehicle speed observations were done at on-site visits. No speed tests were conducted

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ALTERNATIVES AND ACTIONS

1. **Issue** – Vehicles appear to be driving too fast for conditions on South 12th Street and East Bismarck Expressway. East Bismarck Expressway is signed at 40 mph but does have a 25 mph flashing school speed zone sign. South 12th Street is signed at 20 mph for the school speed zone.
 - a. **Alternative A** - Consider the addition of 20 MPH When Flashing School Speed Zone signs coupled with driver feedback signs on South 12th Street.
 - b. **Alternative B** – Cannot reduce the speed from 25 to 20 mph on Bismarck Expressway because it would have to be done in two separate speed drops. Consider the addition of driver feedback signs along Bismarck Expressway within the school zone. It doesn't make sense to lower the speed limits around all the other schools when motorist won't drive it.



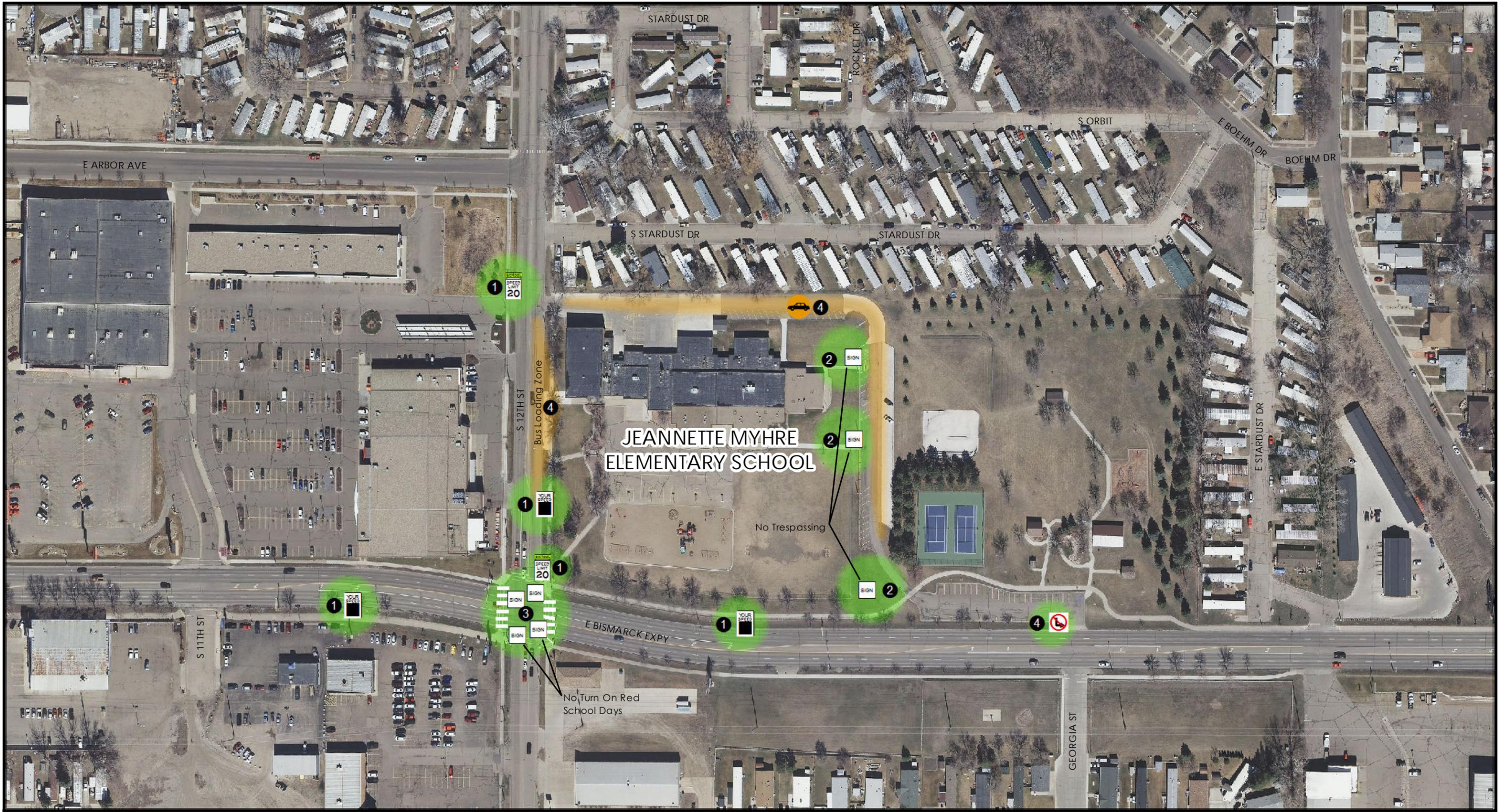
2. **Issue** – Trouble with people crossing from Sons of Norway Park to the school.
 - a. **Alternative A** - Consider installing no trespassing on school grounds signs.
 - b. **Response** - The school is currently having discussion with the Park District regarding fencing around the park. Consider giving the park to the school district and fence it off as part of the school property.
3. **Issue** – Issues with the visibility of the crosswalks at East Bismarck Expressway and South 12th Street. Signage appears appropriate for the crosswalks that cross East Bismarck Expressway at South 12th Street.
 - a. **Alternative A** - Consider replacing the parallel line crosswalk with continental crosswalks or with tape.
 - b. **Alternative B** - Consider the addition of a static or electronic sign for no right turn on red at the intersection of Bismarck Expressway and 12th Street during school days and hours.



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



4. **Issue** – Concerns for mixed parent/bus loading/unloading zone along the west side of the school. Buses will increase significantly in the 2017-2018 school year.
 - a. **Alternative A** - Place the bus loading zone only on the west side of the building and delineate with bus loading zone only signs and pavement markings.
 - b. **Alternative B** - Have parent loading/unloading occur on the north and east side of the school and exit at the Sons of Norway Parking lot with a right turn out only exit.



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Technically Feasible Alternatives
Jeannette Myhre Elementary School

Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

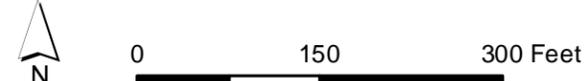
- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk



August 2017
Planning Level Only
Not for Construction



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6.13: DOROTHY MOSES ELEMENTARY

QUICK FACTS

Data was collected in Fall 2016.



Address: 1312 Columbia Drive, Bismarck, ND

Principal: Jason Hornbacher

Number of Students: 350

Grades Served: K-5

Start Time: 8:35 am

End Time: 3:05 pm

Map of School Site Area:



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



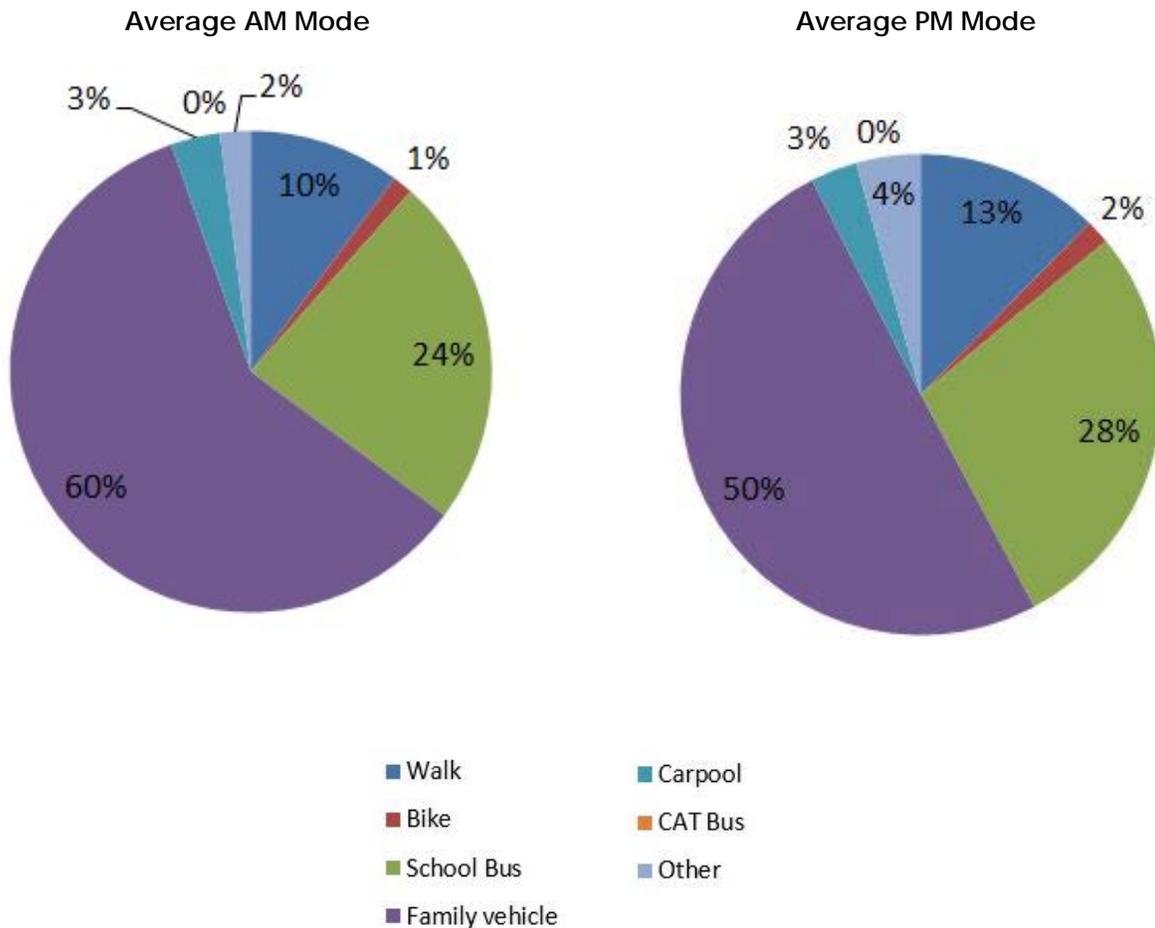
PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. Driver behavior: Columbia Drive front drop off and pick up.
2. Double parking.
3. Speed of vehicles on 3rd.

HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of October 24, 2016. The following charts depict how students typically travel to and from school.



BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. No drivers completed the survey for this school.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. No after school care providers completed the survey for this school.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 23 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Safety of intersections and crossings (61%)
2. Amount of traffic along the route (52%)
3. Speed of traffic along the route (48%)

Representative comments include:

"The intersection my daughter crosses scares me and my kids. There is a lot of traffic and people speed through."

SCHOOL SITE OBSERVATIONS

School site observations occurred on September 27, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was considered "orderly and free-flowing" by team members. Issues identified by the observers include:

- Parking in marked bus zones located on Columbia Dr. There are many cars in the bus zone making it difficult for the buses to pull over to drop off students) completely filled with parked vehicles waiting to pick up students after school).
- Parking in "no parking", "loading and unloading only". Those areas are completely filled before the last bell with cars waiting for students.
- Illegal U-turns on Columbia Dr in front of the school.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



- Double parking in front of the school, blocking traffic.
- Students crossing where there are no crosswalks.
- Students exit the driver's side into the street.
- Vehicles travel fast on 3rd Street.
- There are ample bike racks.
- Empty spaces in the faculty/staff parking lot.

PUBLIC INPUT

Public input was gathered at Steering Committee meetings, the public open house, and from online and mailed comments.

- Please consider adding a crossing guard at the intersection of Columbia and Omaha Drive along with the intersection of Columbia and Denver Avenue. I do understand there is a crossing guard on 3rd Street; however, there are many children who walk home alone and cross Denver Avenue. A crossing guard at the Omaha Drive intersection would help with maintaining control of u-turns, double parking, parents allowing their children to run across the street in front of cars, etc. – Kati A.
- Please consider adding a single one-way drop off/pick up lane in front of the school. While I understand trees would need to be removed, this would help eliminate some of the serious issues caused by double parking and constant traffic jams on Columbia Drive in front of the school. Thank you for your consideration. – Kati A.
- I'd like to encourage you to put a crossing guard on Denver Avenue near Dorothy Moses. Traffic around Moses is dangerous, but especially on Denver. I'd also like to mention that Moses has some serious issues with double parking, stopping in the middle of the road and U-turns. I walk and drive my child to school and both are very dangerous modes of transporting. With a 4th grader who lives one block from the school, within sight of the school, I would not allow him to ride bike or walk alone because of the dangerous traffic conditions. – Mariah
- There needs to be better/larger signage for parents to be able to see where bus zones, fire hydrants, etc. are located on the premises. If these areas are not called out effectively, it is very hard for parents to follow the regulations of the facilities. There is a large amount of snow in all school locations at this time. Although this may be an unforeseen amount of snow, there needs to be a plan in place for removing the necessary snow for parents to be able to successfully read and understand the signage.
- At the intersection of South 3rd Street and East Denver Avenue, there is a lot of congestion during the drop off and pick up time throughout the day. This is a dangerous intersection for motorists getting children to or from school. A possibility of adding a traffic light system could help guide traffic through this area and would be beneficial. The addition of crosswalks with pedestrian crossing light would also help for children that walk/ride bikes to school.
- There are many vehicles traveling too fast and harshly driving at the intersections of South 3rd Street and East Denver Avenue as well as South 3rd Street and Tulsa Drive. Parents are

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



in a rush to get to work and home in the area. Better education for drivers and possibly better signage for these areas may help the high vehicle speeds, but better enforcement would be a bigger deterrent for this behavior.

- There are ample amount of bike racks at this school, but there isn't enough room for bikes to safely travel to and from school. There are no bike lanes designated in this area and bikes are generally not allowed on the sidewalk. This deters parents from letting their children ride bikes to school. Having better intersection for the students that walk to school is very important.
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.
- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that

snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- On-street bus drop-off zones experience congestion at pick-up and drop-off times and are filled with parked vehicles.
- Vehicles travel too fast on nearby streets, including 3rd.

Encouragement

- School issues reminders to bike and walk to school.
- School provides adequate number of bike racks.
- School employees monitor the front entrance at arrival times.

Education

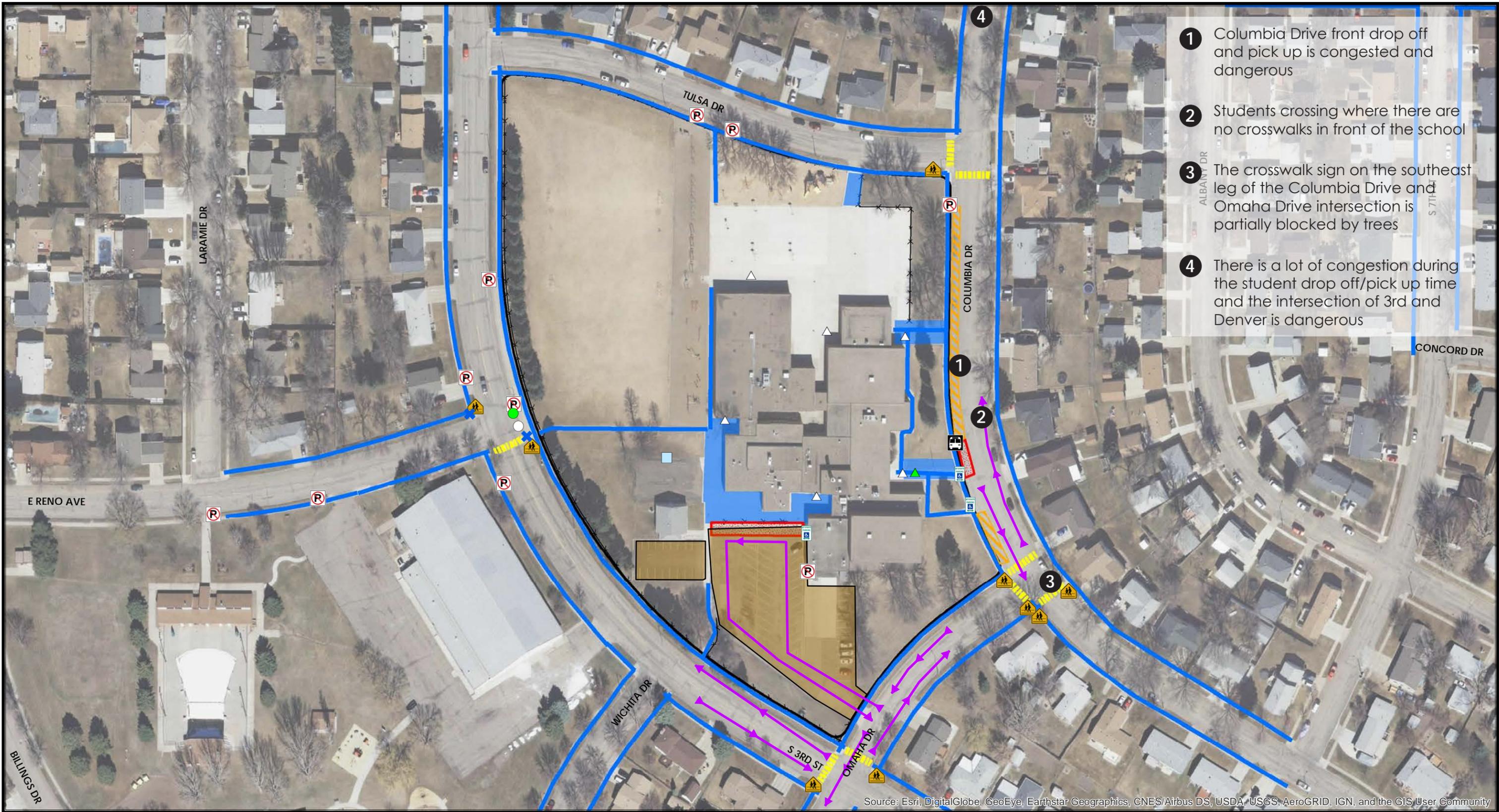
- School conducts classroom education on safe crossing.
- Active construction near the arena creates additional need for caution by drivers and students.
- Reminders needed regarding crossing in the crosswalks and exiting cars on the driver's side.

Enforcement

- Many vehicles double park and park in "no parking" and "loading and unloading only" zones.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 Columbia Drive front drop off and pick up is congested and dangerous
- 2 Students crossing where there are no crosswalks in front of the school
- 3 The crosswalk sign on the southeast leg of the Columbia Drive and Omaha Drive intersection is partially blocked by trees
- 4 There is a lot of congestion during the student drop off/pick up time and the intersection of 3rd and Denver is dangerous

Existing Conditions and Issues

Dorothy Moses Elementary



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- 🚶 Crossing Sign
- 🚫 No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡ Direction of Traffic
- Fence
- ▬ Crosswalks
- Sidewalk
- Pedestrian Areas
- Staff Parking Lot

Loading Zones

- Bus Loading/Unloading Zone
- ▨ Parent Loading/Unloading Zone
- ▨ After School Providers Loading/Unloading Zone
- ▭ School Property

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

September 2017



ALTERNATIVES AND ACTIONS

1. **Issue** – Columbia Drive front drop off and pick up is congested and dangerous. Parents parking in “no parking” zones/loading/unloading only zones. Parents making U-Turns on Columbia Drive in front of the school. Double parking in front of the school, blocking traffic. Driving too fast for conditions.
 - a. **Alternative A** - Consider installing “No U-Turns” signage to discourage drivers from making U-Turns in front of the school.
 - b. **Alternative B** - Consider installing 20 MPH school speed zone signs coupled with driver feedback signs.
 - c. **Alternative C** - Consider adding additional area for parent drop off. Tulsa Avenue could be utilized for additional parent drop off area if the door on the north side of the school were opened as an entrance. Parents are already picking up students after school along Tulsa.
 - d. **Alternative D** - Consider opening an exit for students to use on the west side of the building for students who arrive from that direction.
 - e. **Alternative E** - Consider relocating the bus zone to the south or west side of the school. Moving the bus zone off of Columbia Drive could allow for parent drop offs on Columbia Drive.

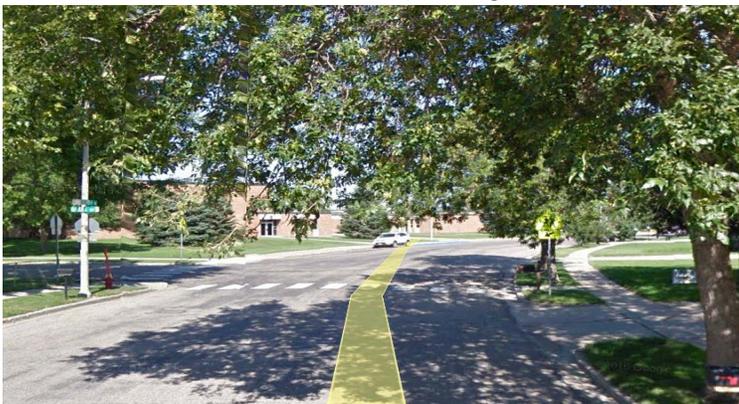


2. **Issue** – Students crossing where there are no crosswalks in front of the school.
 - a. **Alternative** - Consider installing a crosswalk near the front door to the school with appropriate signage. This would need to be coupled with either crossing guards or a HAWK signal.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



3. **Issue** – The crosswalk sign on the southeast leg of the Columbia Drive and Omaha Drive intersection is partially blocked by trees.
 - a. **Alternative A** - Consider having the tree trimmed to allow greater visibility of this sign. The City of Bismarck will follow up with forestry to trim trees as needed.
 - b. **Alternative B** - Consider placing In Road portable crosswalk signs.

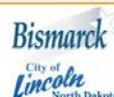


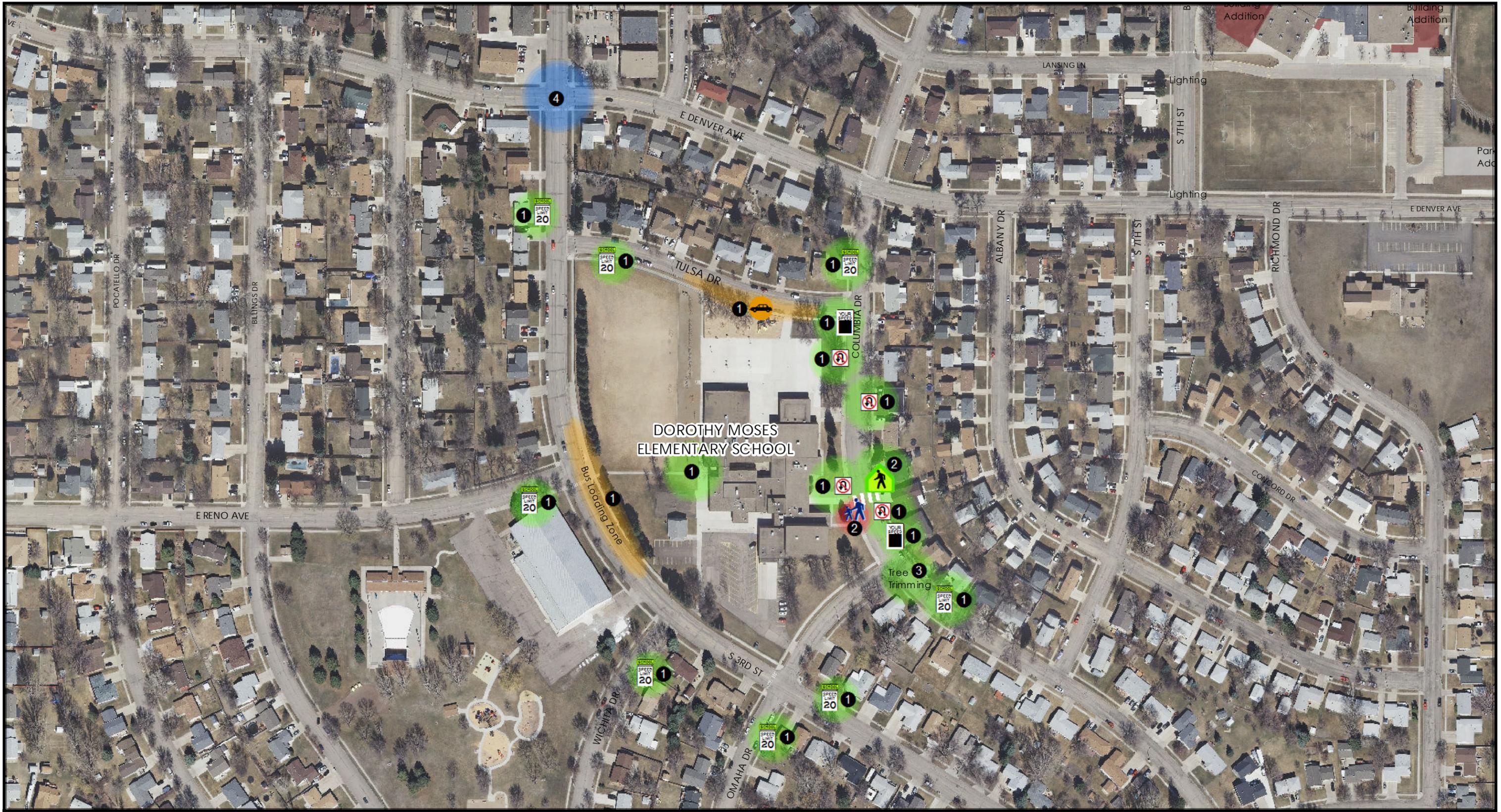
4. **Issue** – At the intersection of South 3rd Street and East Denver Avenue, there is a lot of congestion during the student drop off/pick up time. This is a dangerous intersection for motorists getting children to or from school.
 - a. **Alternative** - The City of Bismarck should conduct an intersection control evaluation at the intersection of East Denver and 3rd Street. It was noted that a 4-way stop at this intersection could create a back-up of traffic.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



ALTERNATIVES + ACTIONS





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Technically Feasible Alternatives
Dorothy Moses Elementary School

Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk



August 2017
Planning Level Only
Not for Construction



6.14: VICTOR SOLHEIM ELEMENTARY

QUICK FACTS

Data was collected in Fall 2016.



Address: 325 Munich Drive,
Bismarck, ND

Principal: Charles
Dalusong

Number of Students: 508

Grades Served: K-5

Start Time: 8:35 am

End Time: 3:05 pm

Map of School Site Area:



PRINCIPAL TOP SAFETY CONCERNS

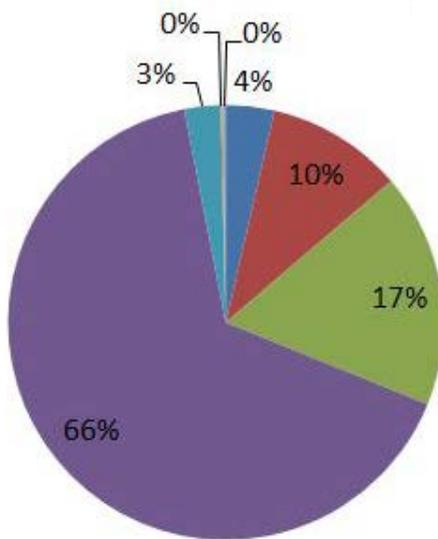
The school principal identified the following top safety concerns.

1. Driver behavior.
2. Crosswalks.

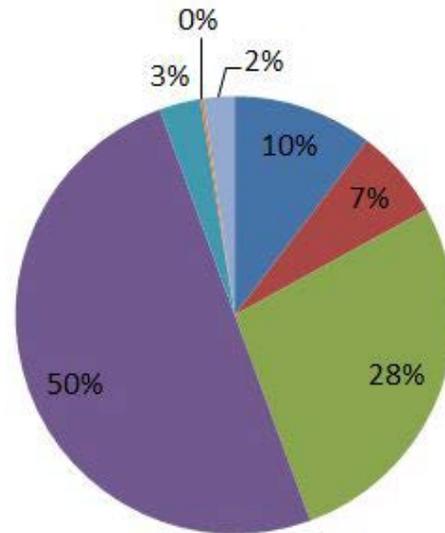
HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of October 31, 2016. The following charts depict how students typically travel to and from school.

Average AM Mode



Average PM Mode



- Walk
- Carpool
- Bike
- CAT Bus
- School Bus
- Other
- Family vehicle

BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. No drivers completed the survey for this school.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. No after school care providers completed the survey for this school.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 44 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Amount of vehicles along the route (61%)
2. Speed of vehicles along the route (59%)
3. Violence or crime (41%)

Representative comments include:

"We cross at the crossing on Washington and love the crossing guard. However the traffic is too fast. It would be great to have an overpass to walk over."

SCHOOL SITE OBSERVATIONS

School site observations occurred on September 29, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was considered to be orderly and free-flowing in the morning and orderly but congested in the afternoon. Issues Identified by the observers include:

- Police officers were observed handing out prizes to students who biked or walked to school.
- The loop loading zone can get congested, especially as parents wait to pick up before school has let out.
- Many vehicles appeared to be driving too fast, especially on Washington Street.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



- After school cars double parked on Munich west of Reno Dr next to parked cars causing traveling cars to pass in the opposite lane or in the parking area on the other side of the street.
- Students exiting and entering cars on the driver's side.
- After school approximately 67 students were observed walking, 36 of them walking with adult supervision.
- Staff parking was more than adequate.

PUBLIC INPUT

Public input was gathered at Steering Committee meetings, the public open house, and from online and mailed comments.

- The special needs buses are unable to get to the designated pick up and drop off area, due to the large amounts of parents blocking this location. It often takes the special needs bus a long period to progress through the line of parents picking up and dropping off children. This bus should be able to drive to the designated area with little or no interference from parents. The best way to deal with this situation would be to better educate the parents of where this zone is and the importance of not blocking it. Also, more enforcement and possibly a higher fine for parking in this area may deter parents from parking here. Finally, more appropriate signage or easier to understand signage in this area so people will know that this area is designated to the special needs bus to pick up necessary students.
- There is a concern for the location of the crosswalk along the east leg of Munich and S Reno Drive in relation to the bus loading/unloading zone.
- Parking in the parent loading/unloading zone should be moved and not allowed.
- Police have been receiving an increase in complaints at this school site.
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes

out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.

- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
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SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- Crossing Washington is difficult for parents and students.
- Washington Street is a four lane road and traffic appears to move very fast.
- The loop loading zone can get congested, especially as parents wait to pick up before school has let out.

Encouragement

- Law enforcement hands out prizes for students who bike or walk to school.
- School staff monitors outside crosswalks during dismissal periods.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



Education

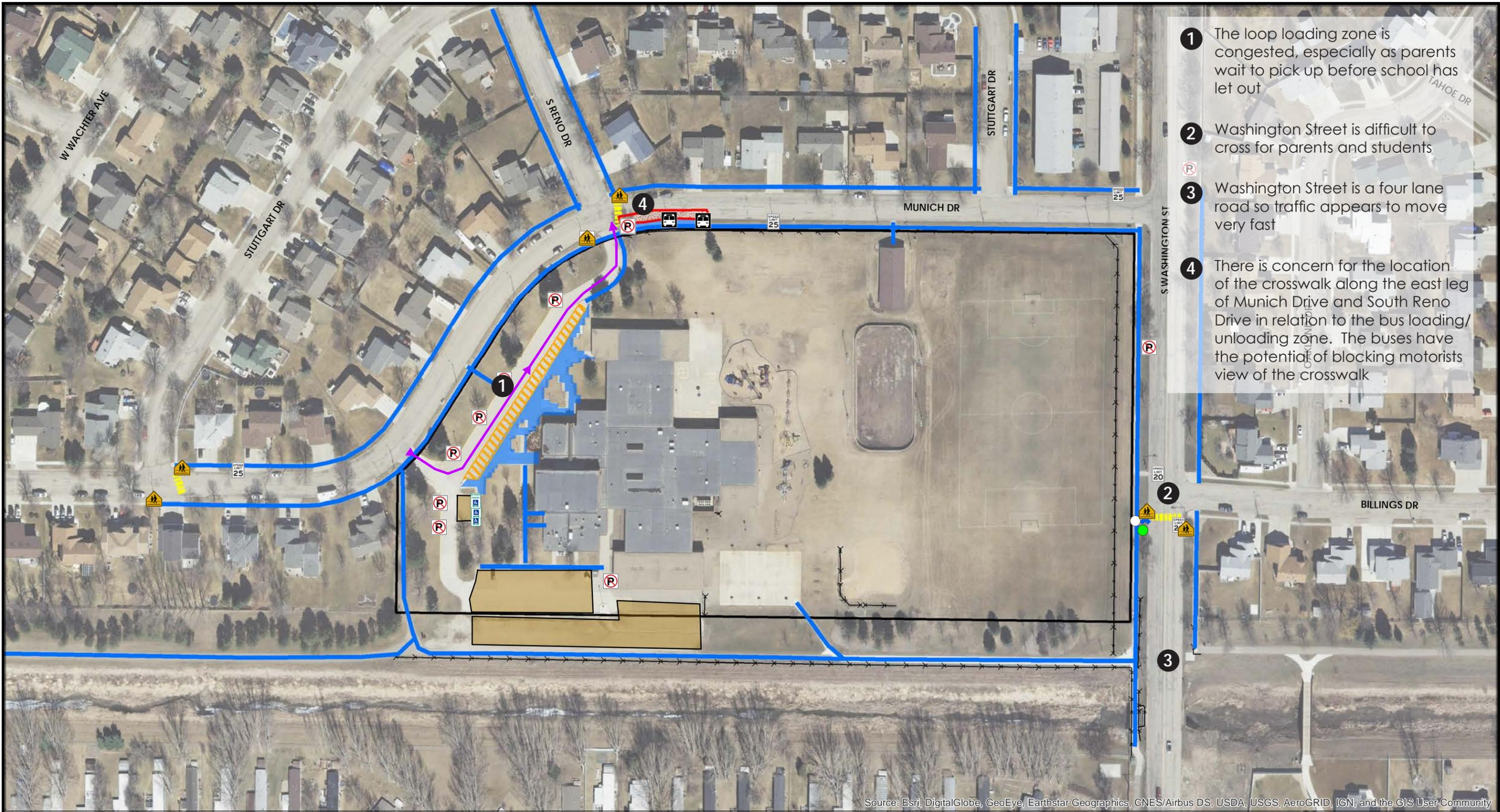
- Classroom teachers share safety information regarding pick-up/drop-off procedures.
- Parents receive messages of safety procedures through email and hard copy from the school.
- Reminders are needed regarding students entering and exiting cars on the driver's side.

Enforcement

- Parents identified concerns of violence or crime as top reasons they do not allow students to walk or bike to school.
- Double parking on Munich needs to be addressed.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 The loop loading zone is congested, especially as parents wait to pick up before school has let out
- 2 Washington Street is difficult to cross for parents and students
- 3 Washington Street is a four lane road so traffic appears to move very fast
- 4 There is concern for the location of the crosswalk along the east leg of Munich Drive and South Reno Drive in relation to the bus loading/unloading zone. The buses have the potential of blocking motorists view of the crosswalk

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Existing Conditions and Issues

Victor Solheim Elementary



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- ⚠ Crossing Sign
- Ⓟ No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡ Direction of Traffic
- ⚡ Fence
- ▨ Crosswalks
- Sidewalk
- Pedestrian Areas
- Staff Parking Lot

Loading Zones

- Bus Loading/Unloading Zone
- ▨ Parent Loading/Unloading Zone
- ▨ After School Providers Loading/Unloading Zone
- School Property

Note: vehicle speed observations were done at on-site visits. No speed tests were conducted

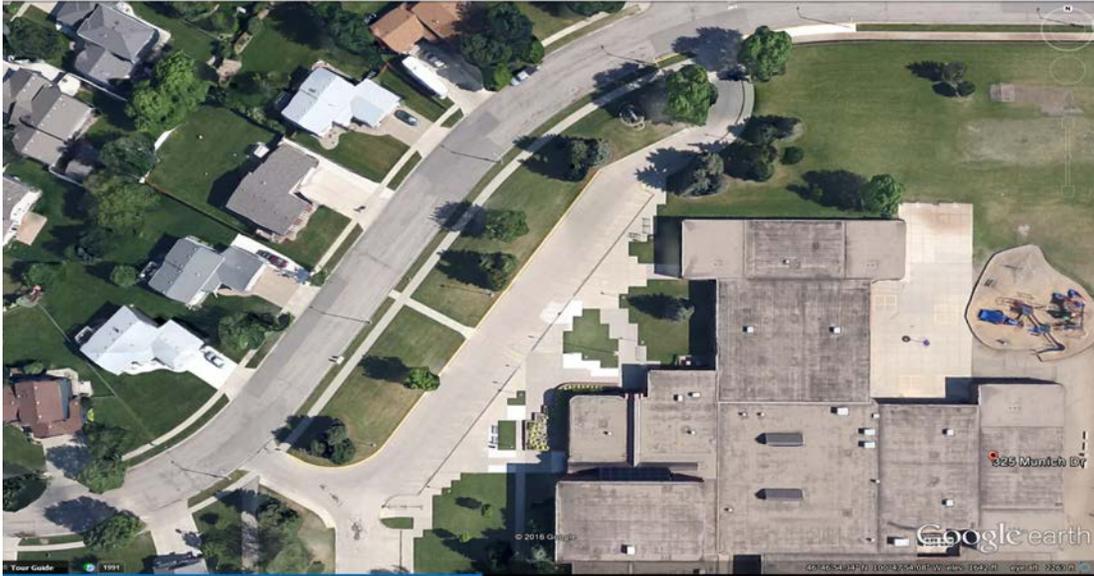
September 2017



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ALTERNATIVES AND ACTIONS

1. **Issue** – The loop loading zone is congested, especially as parents wait to pick up before school has let out.
 - a. **Response** – Parent pick up/drop off loop is already 2-lanes. There is no room to expand the existing loop.



2. **Issue** – Washington Street is difficult to cross for parents and students.
 - a. **Alternative** - Consider a HAWK system at this location and move crossing location south to line up with the existing sidewalk along the south side of the school property.
 - b. **Response** - If this is ever improved, consider removing the north crosswalk.



- 3. **Issue** – Washington Street is a four-lane road with traffic appearing to travel at faster speeds.
 - a. **Alternative** - Consider updating the existing school speed zone signs to flashing 20 MPH school speed zone signs coupled with driver feedback signs.



- 4. **Issue** – There is concern for the location of the crosswalk along the east leg of Munich Drive and South Reno Drive in relation to the bus loading/unloading zone. The buses have the potential of blocking motorists view of the crosswalk.
 - a. **Alternative** - Consider relocating the bus loading/unloading zone further to the east to allow a greater distance between the buses and the existing crosswalk.





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Technically Feasible Alternatives
Victor Solheim Elementary School

Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

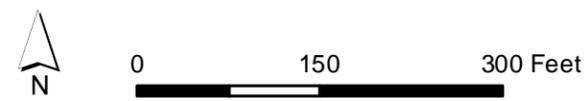
- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk



August 2017
Planning Level Only
Not for Construction



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6.15: PRAIRIE ROSE ELEMENTARY

QUICK FACTS

Data was collected in Fall 2016.



Address: 2200 Oahe Bend,
Bismarck, ND

Principal: Brenda
Beiswenger

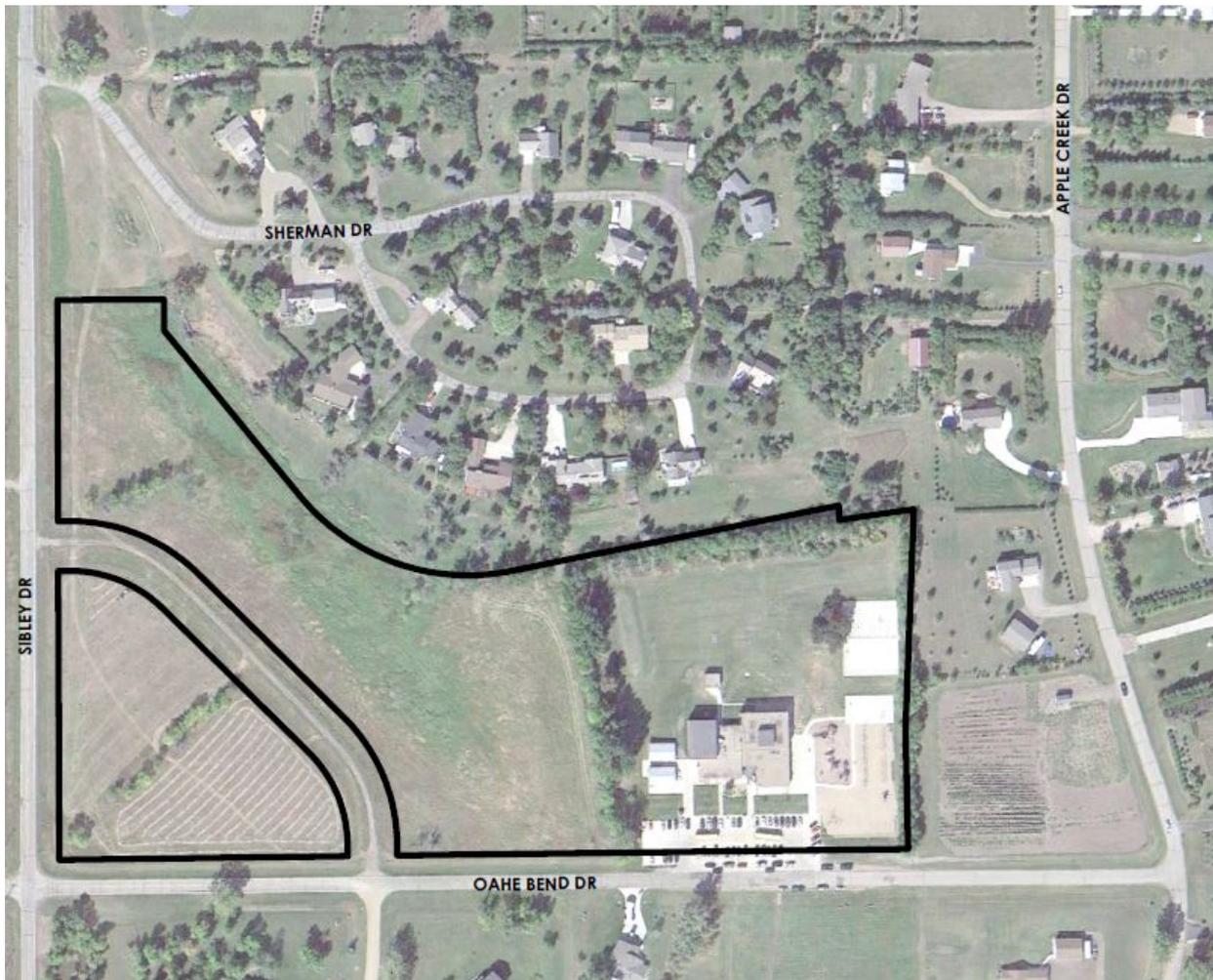
Number of Students: 175

Grades Served: K-5

Start Time: 8:35 am

End Time: 3:05 pm

Map of School Site Area:



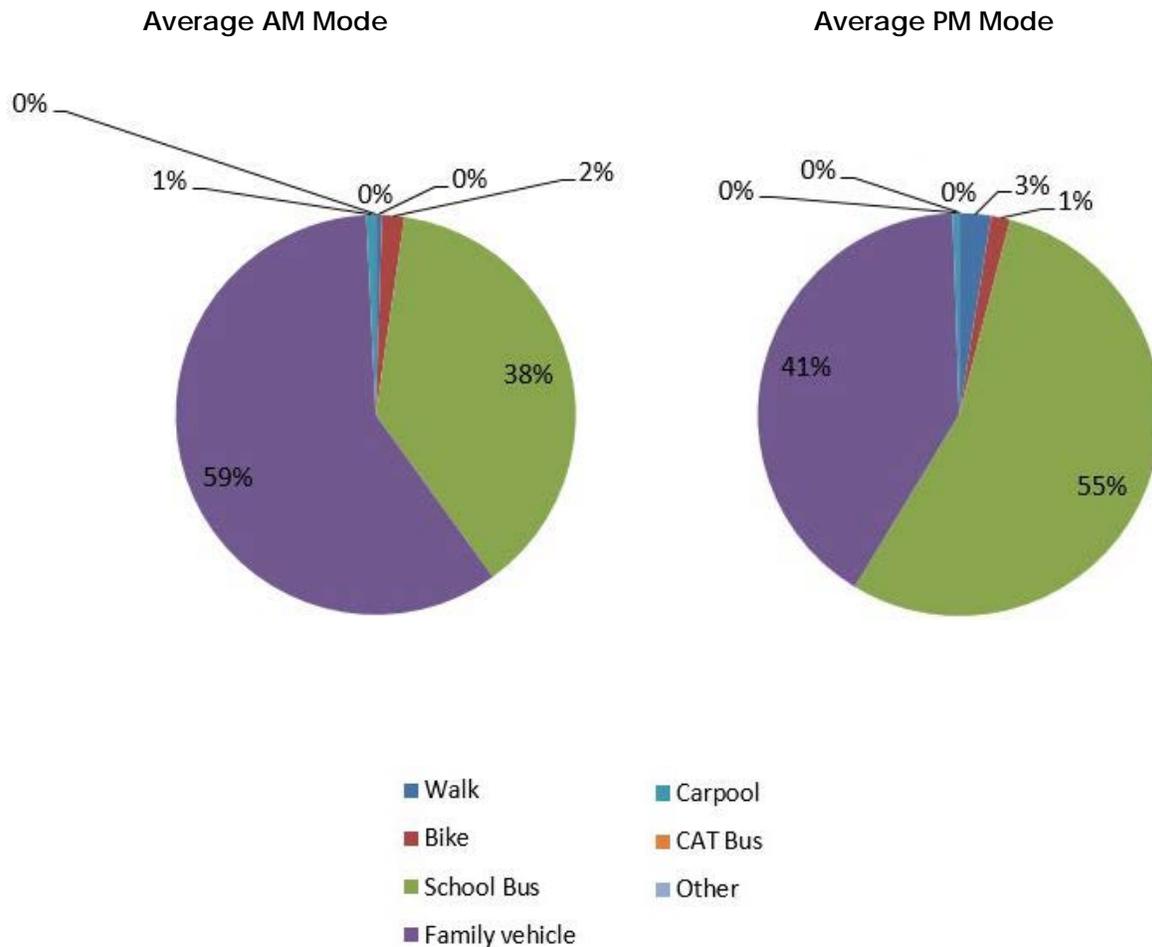
PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. There are no sidewalks in the neighborhood or by the school.
2. Students crossing outside the crosswalk, without a crossing guard.

HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of September 12, 2016. The following charts depict how students typically travel to and from school.



BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. No drivers completed the survey for this school.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. No after school care providers completed the survey for this school.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of nine parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Distance from home to school (66%)
2. A four-way tie for second: speed of traffic along the route, amount of traffic along the route, sidewalks or pathways, and weather or climate. (55%)

Representative comments include:

“The development just north of Prairie Rose needs sidewalks or an off-road path for kids to walk and ride their bikes.”

SCHOOL SITE OBSERVATIONS

School site observations occurred on September 28, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was considered to be both “orderly and free-flowing” and “confusing” to the team members. Other issues identified by the observers include:

- Vehicles drive too fast for conditions on Oahe Bend Drive, despite 15 mph speed limit.
- No crosswalks in front of the school, except a striped yellow area in the parking lot.
- Sully Drive is a dirt road with trees growing over it.
- Most streets near the school lack curbs, sidewalks, and bike areas/lanes.
- There are no marked crosswalks near the school.
- Parking lot had many empty spaces (17 in the am and 13 in the pm) but we observed parking in “No Parking” areas.
- Some drivers exited the one-way parking lot in the wrong direction.

PUBLIC INPUT

Public input was gathered at Steering Committee meetings, the public open house, and from online and mailed comments.

- There are no sidewalks around this school. What is the policy for installing sidewalks?
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.
- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in

which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.

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The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- There are no sidewalks or marked crosswalks in the neighborhood or by the school. This is a developing rural area with large lots on rural-section roads.
- There are no shoulders along Sibley Drive and no space for children to ride their bikes.
- No crosswalks in front of the school, except a striped yellow area.

Encouragement

- Teachers monitor outside the school at dismissal periods.

Education

- No education programs or issues were identified for this school.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



Enforcement

- Law enforcement currently visits the school once per week in the afternoon.
- Vehicles drive too fast on Oahe Bend Drive despite 15 mph speed limit.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 No crosswalks in front of the school, except a striped yellow area in the parking lot
- 2 Most streets near the school lack curbs, sidewalks, or bike areas/lanes
- 3 There are no marked crosswalks near the school

Existing Conditions and Issues

Prairie Rose Elementary



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing guard location before and after school

- 🚶 Crossing Sign
- 🚫 No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

Direction of Traffic

- ➡ Direction of Traffic
- 🅓 Parking Lot
- Loading Zones**
- 🚚 Bus Loading/Unloading Zone
- 🚗 Parent Loading/Unloading Zone
- 👩 After School Providers Loading/Unloading Zone

- 👤 Pedestrian Areas
- 🚶 Sidewalk
- 🚶 Crosswalks
- 🚧 Fence
- 🏫 School Property

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

September 2017



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ALTERNATIVES AND ACTIONS

1. **Issue** – No crosswalks in front of the school except a striped yellow area in the parking lot.
 - a. **Response** – This is a rural area with low population density probably with not too many children walking due to the lack of sidewalk/open area/weather. On the days surveyed at least 96% of the students arrive and leave by school bus or family vehicle. Crosswalks should be considered as development occurs.

2. **Issue** – Most streets near the school lack curbs, sidewalks, or bike areas/lanes.
 - a. **Response** - This is a rural area with low population density probably with not too many children walking due to the lack of sidewalk/open area/weather. On the days surveyed at least 96% of the students arrive and leave by school bus or family vehicle. Sidewalks and multi-use paths should be considered as development occurs.



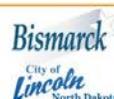
3. **Issue** – There are no marked crosswalks near the school.
 - a. **Response** – This is a rural area with low population density probably with not too many children walking due to the lack of sidewalk/open area/weather. On the days surveyed at least 96% of the students arrive and leave by school bus or family vehicle. Crosswalks at nearby intersections should be considered as development occurs.

4. **Issue** – School speed zones are marked as 15 mph.
 - a. **Alternative** – Replace 15 mph school speed zone signs with 20 mph school speed zone signs to maintain compliance with ND Century Code.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



ALTERNATIVES + ACTIONS





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Technically Feasible Alternatives
 Prairie Rose Elementary School



0 150 300 Feet

Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk

August 2017
 Planning Level Only
 Not for Construction



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6.16: LINCOLN ELEMENTARY

QUICK FACTS

Data was collected in Fall 2016.



Address: 3320 McCurry
Way, Lincoln, ND

Principal: Shelly Swanson

Number of Students: 600

Grades Served: K-5

Start Time: 8:35 am

End Time: 3:05 pm

Map of School Site Area:



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



PRINCIPAL TOP SAFETY CONCERNS

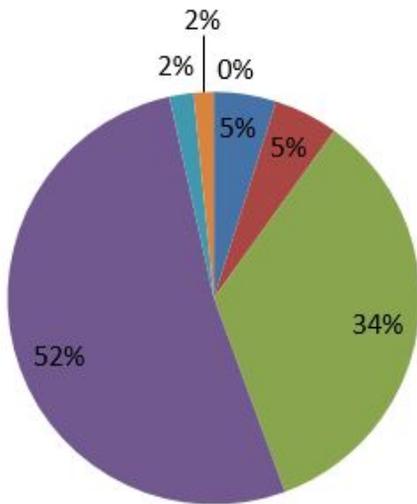
The school principal identified the following top safety concerns.

1. No concerns identified in the immediate vicinity of the school due to strong sidewalk connectivity.

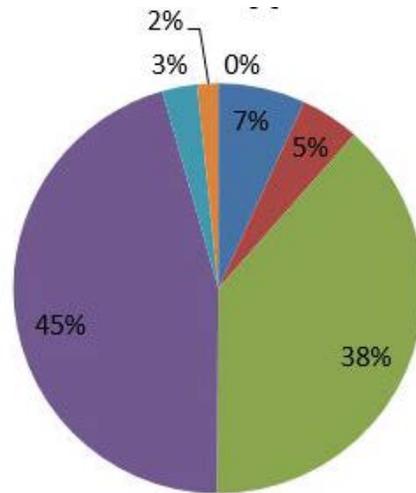
HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school [Click here to enter text.](#) students were surveyed during the week of September 26, 2016. The following charts depict how students typically travel to and from school.

Average AM Mode



Average PM Mode



- Walk
- Bike
- School Bus
- Family vehicle
- Carpool
- CAT Bus
- Other

BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

1. Distracted motorists.

Generally, bus drivers rated the school as very safe.

Reasons given for rating the school this way include:

- None listed

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. No providers responded to the survey.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 58 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Distance (48%)
2. Speed of traffic along route/amount of traffic along route (41%)
3. Weather or climate (34%)

Representative comments include:

"The City of Lincoln needs sidewalks on every street for safety."

"With a little child it would be nice to have teams of children and/or parents to watch the route for safety. With last few years of oil activity and many transients coming in the community there have been situations that make us less likely to send our beautiful daughter to venture by herself until she gets older."

SCHOOL SITE OBSERVATIONS

School site observations occurred on October 27, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was considered to be “orderly and free-flowing” by team members. Issues identified by the observers include:

- Students crossing mid-block with no crosswalks or controls.
- Some parking observed in “no parking” zones.
- Some crosswalks are blocked by parked cars.
- In Lincoln there are few sidewalks; most are located on the streets near the school.
- Some crosswalks are blocked by parked cars.
- Students cross mid-block and do not practice safe crossing behaviors.
- Bike racks at the school are new and well-used. Sometimes there is not enough bike parking for existing student bicyclists, especially at the front of the school. Students then park their bikes randomly in the parking area.
- Some students on bicycles cut through the store parking lot instead of staying on the sidewalk.
- The school has two parking lots. The larger is in front of the school. In the morning, 98 out of the 141 spaces were available in the front parking lot and in the afternoon 93 spaces were available. In the morning no spaces, out of 16 were available in the lot in the back of the school; in the afternoon, 6 spaces were available there.
- A police vehicle was parked near the school. Seen once at the McDougall and Dolan intersection, on McDougall just south of Lincoln Ave and at another time seen on McDougall just south of the store. Drivers were driving safely and slowly.
- Crossing guards are present and effective.

PUBLIC INPUT

Public input was gathered at Steering Committee meetings, the public open house, and from online and mailed comments.

- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Concern for locations where there are no sidewalks on both sides of the road. What is the policy for installing sidewalks?
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.

- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- Some crosswalks are blocked by parked cars.
- Students observed crossing mid-block with no crosswalks.
- Not all streets near the school have sidewalks.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



Encouragement

- Traci Gangess, school social worker, promotes bicycling and walking to school.
- Bike racks at the school are new and well-used. Sometimes there is not enough bike parking to accommodate existing student bicyclists, especially at the front of the school.
- Teachers monitor the front door at arrival and dismissal times.
- Parents listed weather as a top reason for not allowing their student to walk or bike to school.

Education

- Students cross mid-block and do not practice safe crossing behaviors.

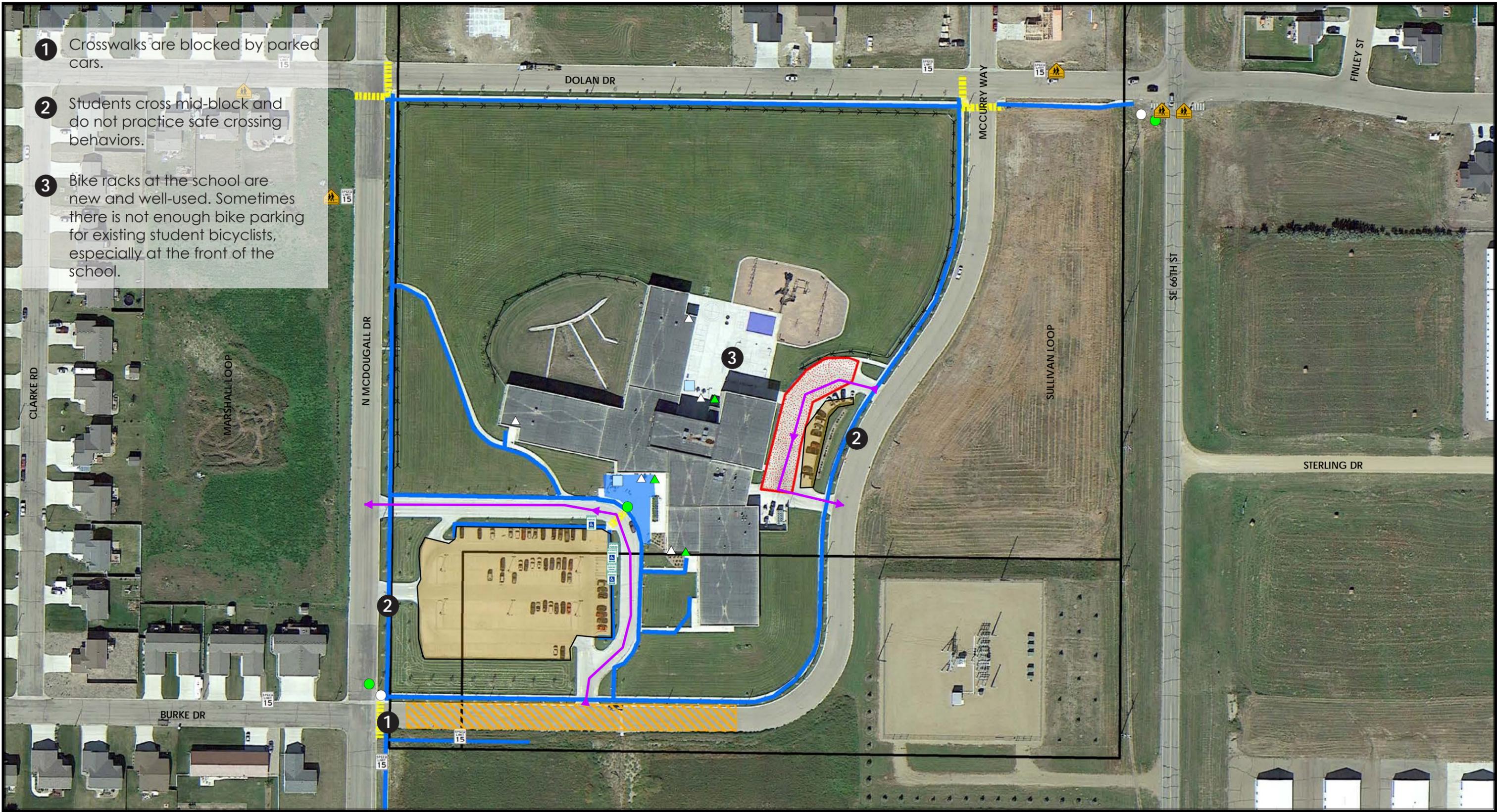
Enforcement

- A police officer teaches bicycle safety each year.
- Police vehicle is regularly present before and after school to monitor traffic.
- One of the parents suggested having "teams of children and/or parents to watch the route for safety".

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.

- 1 Crosswalks are blocked by parked cars.
- 2 Students cross mid-block and do not practice safe crossing behaviors.
- 3 Bike racks at the school are new and well-used. Sometimes there is not enough bike parking for existing student bicyclists, especially at the front of the school.



Existing Conditions and Issues
Lincoln Elementary School



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School



- Crossing Sign
- No Parking Sign
- Bus Loading Sign
- Accessible Parking
- Traffic Light
- Direction of Traffic
- Fence
- Crosswalks
- Sidewalk
- Pedestrian Areas
- Parking Lot

Loading Zones

- Bus Loading/Unloading Zone
- Parent Loading/Unloading Zone
- After School Providers Loading/Unloading Zone
- School Property

September 2017



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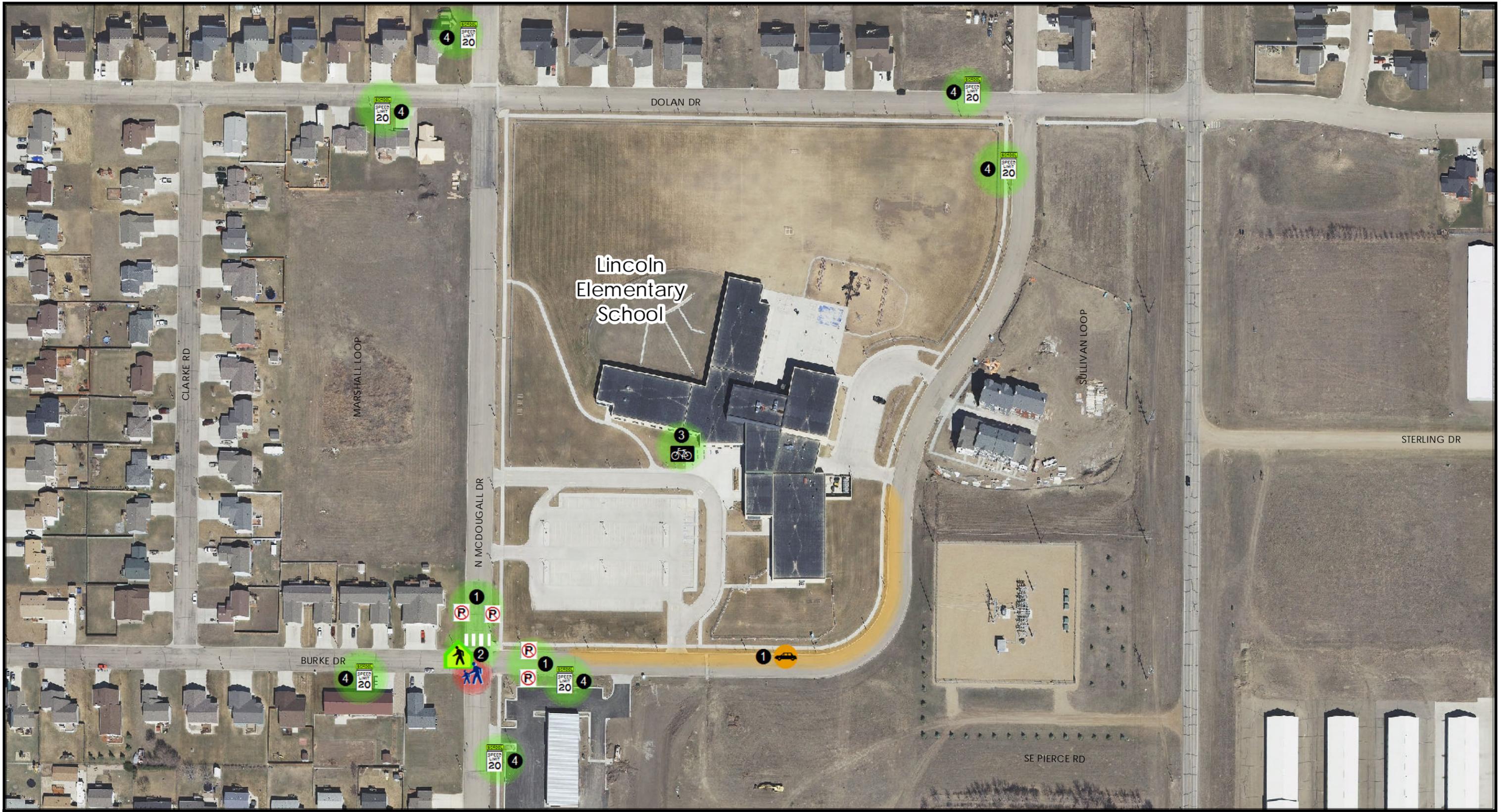
ALTERNATIVES AND ACTIONS

1. **Issue** – The crosswalk at the intersection of Burke Drive and North McDougall Drive is blocked by vehicles parking in the parent loading/unloading zone.
 - a. **Alternative A** – Consider moving the parent loading/unloading zone further east along Burke Drive.
 - b. **Alternative B** – Consider improved signage to include no parking signs and no loading/unloading signs at the corner of Burke Drive and North McDougall Drive.

2. **Issue** – Students cross mid-block at North McDougall Drive and McMurray Way and do not practice safe crossing behaviors.
 - a. **Alternative** - Consider installing crosswalks along the north leg of Burke Drive. A mid-block pedestrian crossing would need to be coupled with either crossing guards or a HAWK system.

3. **Issue** – Bicycle racks at the school are new and well used. Sometimes there is not enough bicycle parking for existing student bicyclists, especially at the front of the school.
 - a. **Alternative** - Consider purchasing and installing additional bicycle racks.

4. **Issue** – Speed zone signs around the school site are marked at 15 mph.
 - a. **Alternative** – Maintain the 15 mph signs. This is a lower speed than the required 20 mph for compliance with ND Century Code.
 - b. **Note** – This alternative was recommended by Ken Nysether, Lincoln City Engineer, to promote safety around the school, especially where sidewalks are lacking.



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Technically Feasible Alternatives
Lincoln Elementary School



Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk

August 2017
Planning Level Only
Not for Construction



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6.17: BECEP

QUICK FACTS

Data was collected in Fall 2016.



Address: 720 North 14th Street, Bismarck, ND

Principal: Michelle Hougen

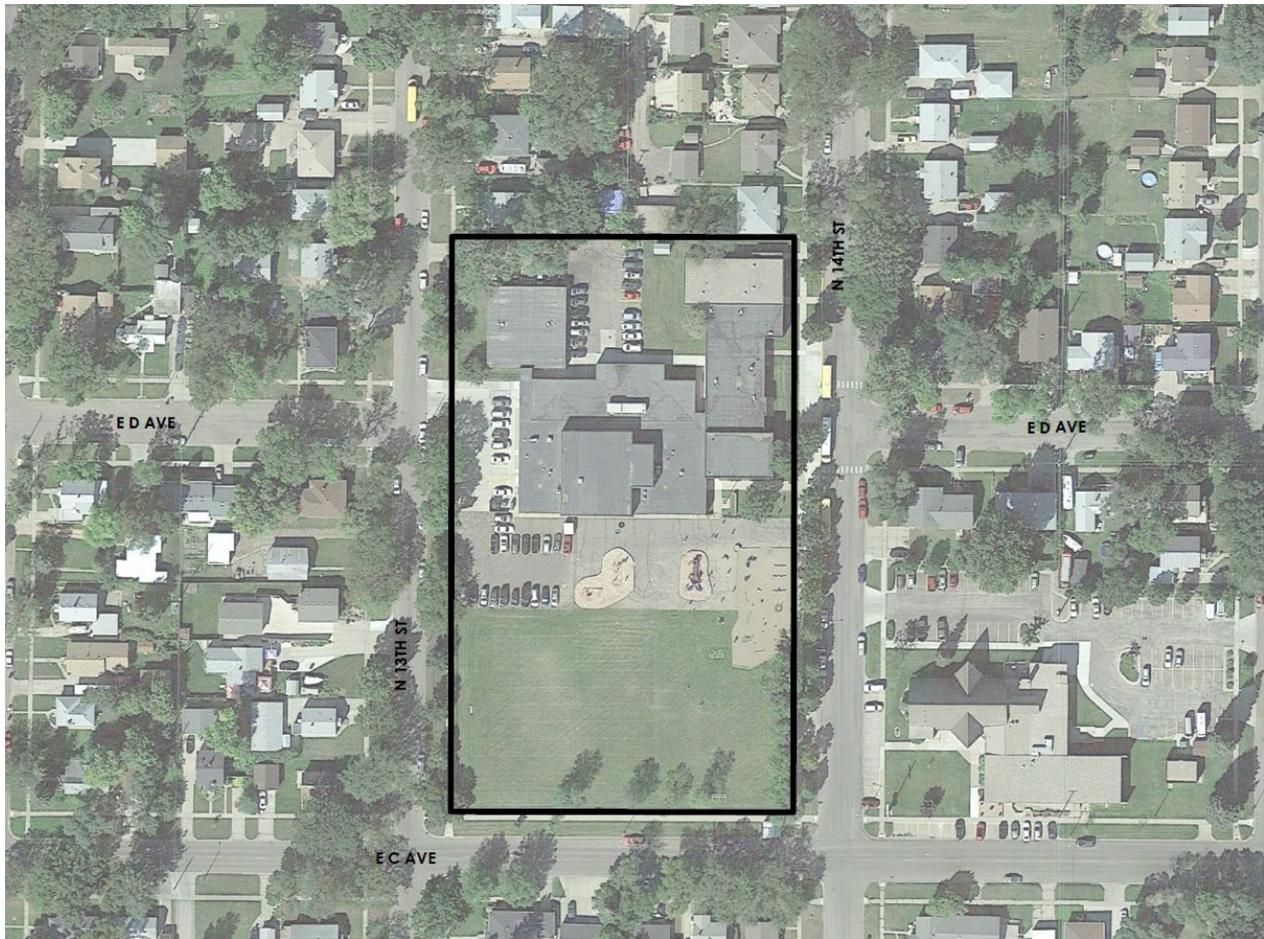
Number of Students: 355

Grades Served: Preschool

Start Time: 8:15 am and 12:15 pm

End Time: 11:15 pm, 2:30 pm and 3:15 pm

Map of School Site Area:



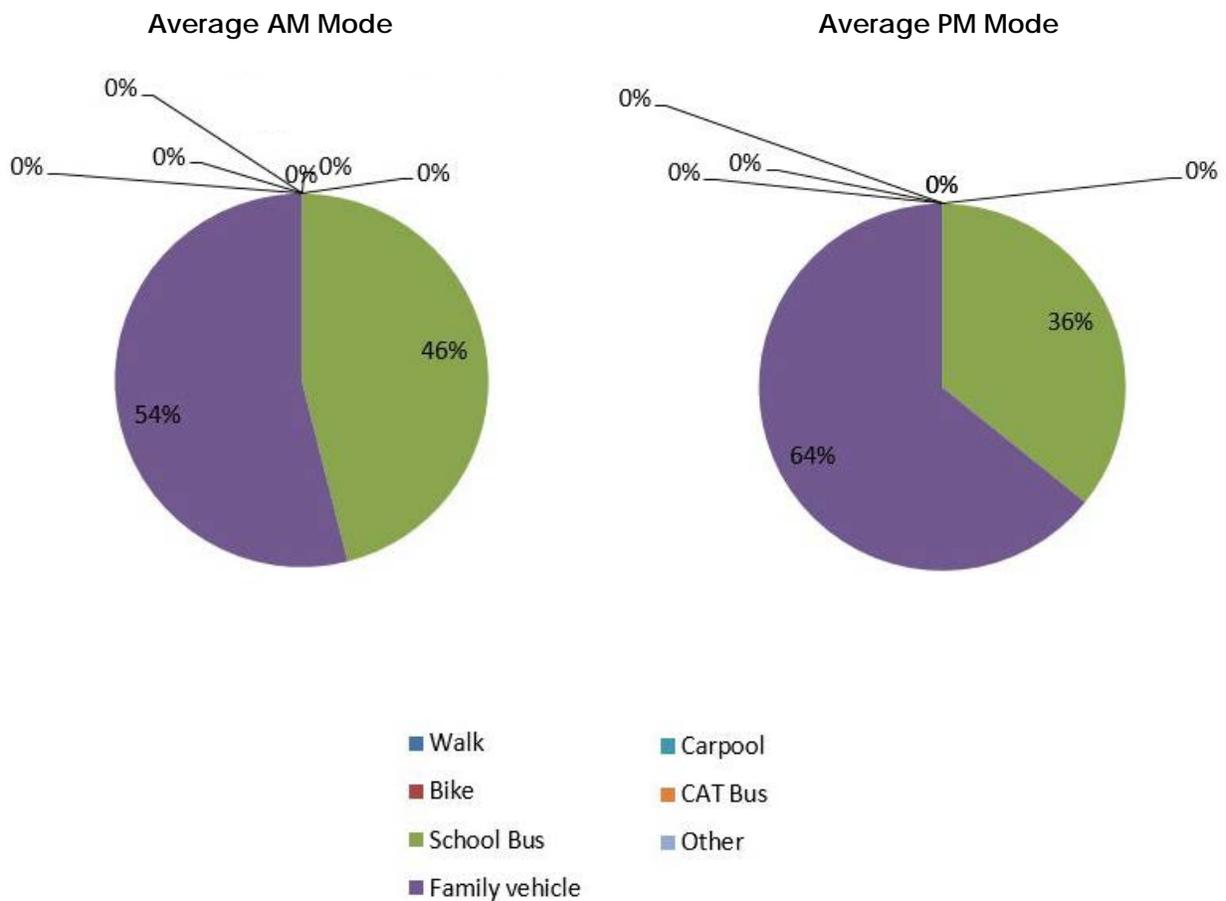
PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. Lack of close parking for parents
2. Bus/car congestion at 8:15 a.m.
3. Driver behavior (speed and crosswalk).

HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of October 3, 2016. The following charts depict how students typically travel to and from school.



BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

1. Speed of vehicles
2. Amount of vehicles

Generally, bus drivers rated the school as safe.

Comments regarding safety at this school include:

- There is enough parking, but someone needs to be enforcing the traffic signs because parents don't read them.
- Have a crossing guard out earlier.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. No after school care providers completed a survey for BECEP.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of ten parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Distance from home to school (100%)
2. Speed of vehicles along the route (40%)
3. A tie for third: amount of vehicles along route and sidewalks or pathways (20%)

Representative comments include:

"My son currently goes to BECEP which is too far from our house to walk. Pick up/drop off are often congested and difficult."

SCHOOL SITE OBSERVATIONS

School site observations occurred on October 4, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was described as “orderly and free-flowing” by team members. Issues Identified by the observers include:

- There are no bike racks at this school.
- Students all use a crosswalk with adults; students are too young to walk alone.
- There are 24 spaces in each of the staff lots. Between them there were 2 vacant spaces in the morning and a total of 9 vacant spaces in the afternoon.
- Many parents park in the church parking lot and then walk with their students across the street to the school.
- Some parking in a “no parking” zone.
- Approximately 80 students observed walking to school and 66 leaving from school at dismissal time all with adult supervision.

PUBLIC INPUT

Public input was gathered at Steering Committee meetings, the public open house, and from online and mailed comments.

- Currently the buses for this school system load and unload students on North 14th Street. The buses line up on the west side of the road closest to the school. There is a large hill near the intersection of North 14th Street and East Avenue E. This location makes for near miss situations as vehicles heading southbound on North 14th Street do not see the school buses lined up in this area. Consider an alternative location for the buses to pick up and unload kids would be helpful to avoid the above situation. One possibility is to move the buses on to North 13th Street to pick up and drop off. This would require changes in the design of North 13th Street to be able to have the buses park on this street.
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.

- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- Congestion in front of the school during drop off times is an issue.

Encouragement

- Staff monitor outside the school at arrival and dismissal periods.
- No bike racks are present for parents who may bike with their children to school.

Education

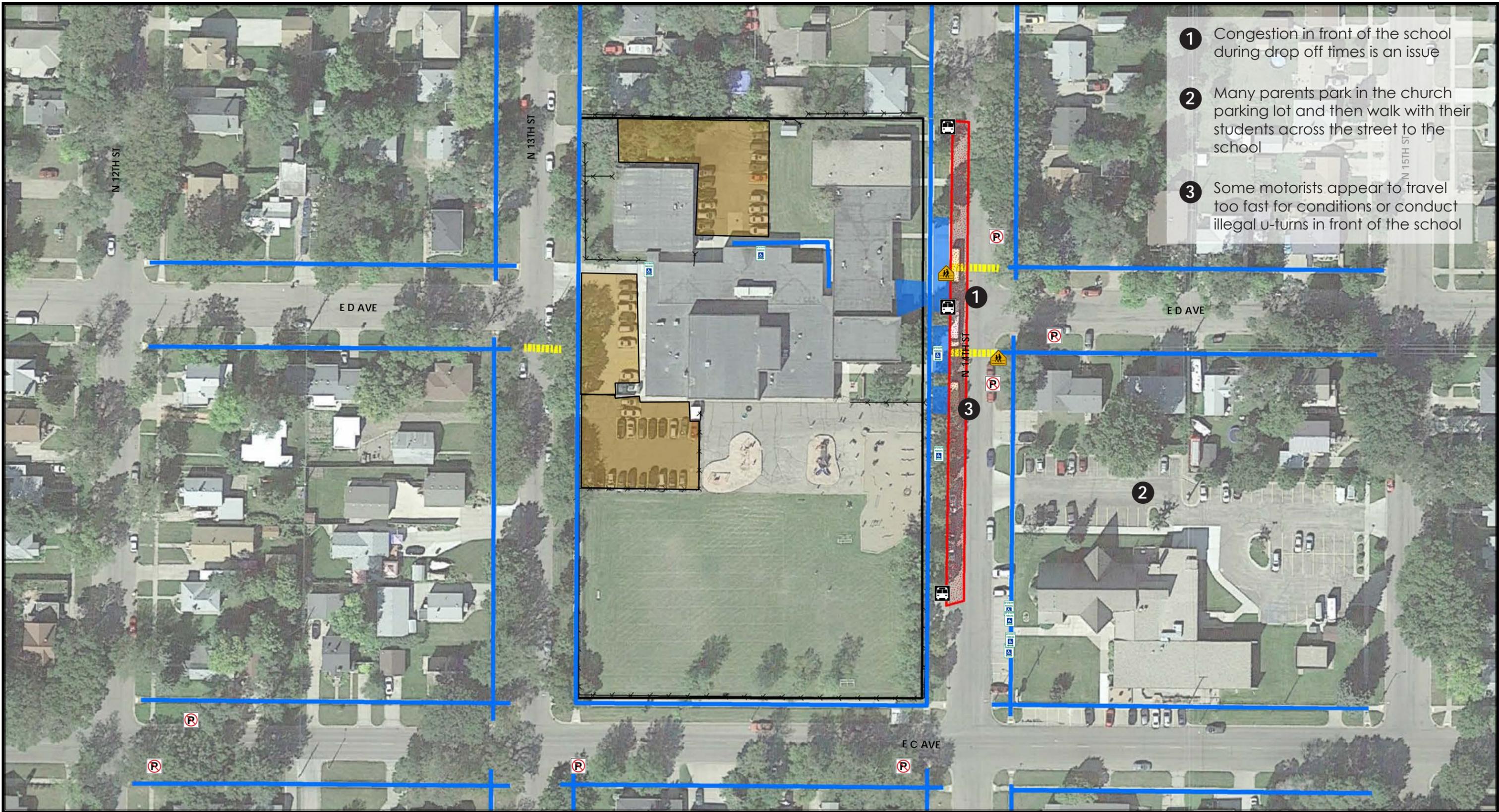
- Safety information is in the Parent Handbook.

Enforcement

- A few motorists were observed driving too fast or making illegal U-turns in front of the school.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 Congestion in front of the school during drop off times is an issue
- 2 Many parents park in the church parking lot and then walk with their students across the street to the school
- 3 Some motorists appear to travel too fast for conditions or conduct illegal u-turns in front of the school

Existing Conditions and Issues

BECEP



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- ⚠ Crossing Sign
- Ⓟ No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡ Direction of Traffic
- ⚡ Fence
- ▬ Crosswalks
- ▬ Sidewalk
- ▬ Pedestrian Areas
- ▬ Staff Parking Lot

Loading Zones

- 🚌 Bus Loading/Unloading Zone
- 👤 Parent Loading/Unloading Zone
- 👤 After School Providers Loading/Unloading Zone
- 🏫 School Property

Note: vehicle speed observations were done at on-site visits. No speed tests were conducted.

September 2017



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ALTERNATIVES AND ACTIONS

1. **Issue** – Congestion in front of the school during drop off times is an issue. Currently the buses for this school load/unload students on North 14th Street. The buses line up on the west side of the road closest to the school. There is a large hill near the intersection of North 14th Street and east Avenue E. This location makes for near miss situations as vehicles heading southbound on North 14th Street do not see the school buses lined up in this area.
 - a. **Alternative A** – Consider reducing the length of the bus loading/unloading zone along the east side of the school so that it does not intersect with the marked school crosswalks at East Avenue D. The zone could begin south of East Avenue D and end at its current location.
 - b. **Alternative B** – Consider expanding the parking lot in the southwest quadrant of the school to handle parking needs and make the parking lot directly west of the school a loop for parent loading/unloading.
 - c. **Alternative C** - Consider installing a School Bus Stop Ahead sign on 14th Street north of the school bus loading and unloading zone.

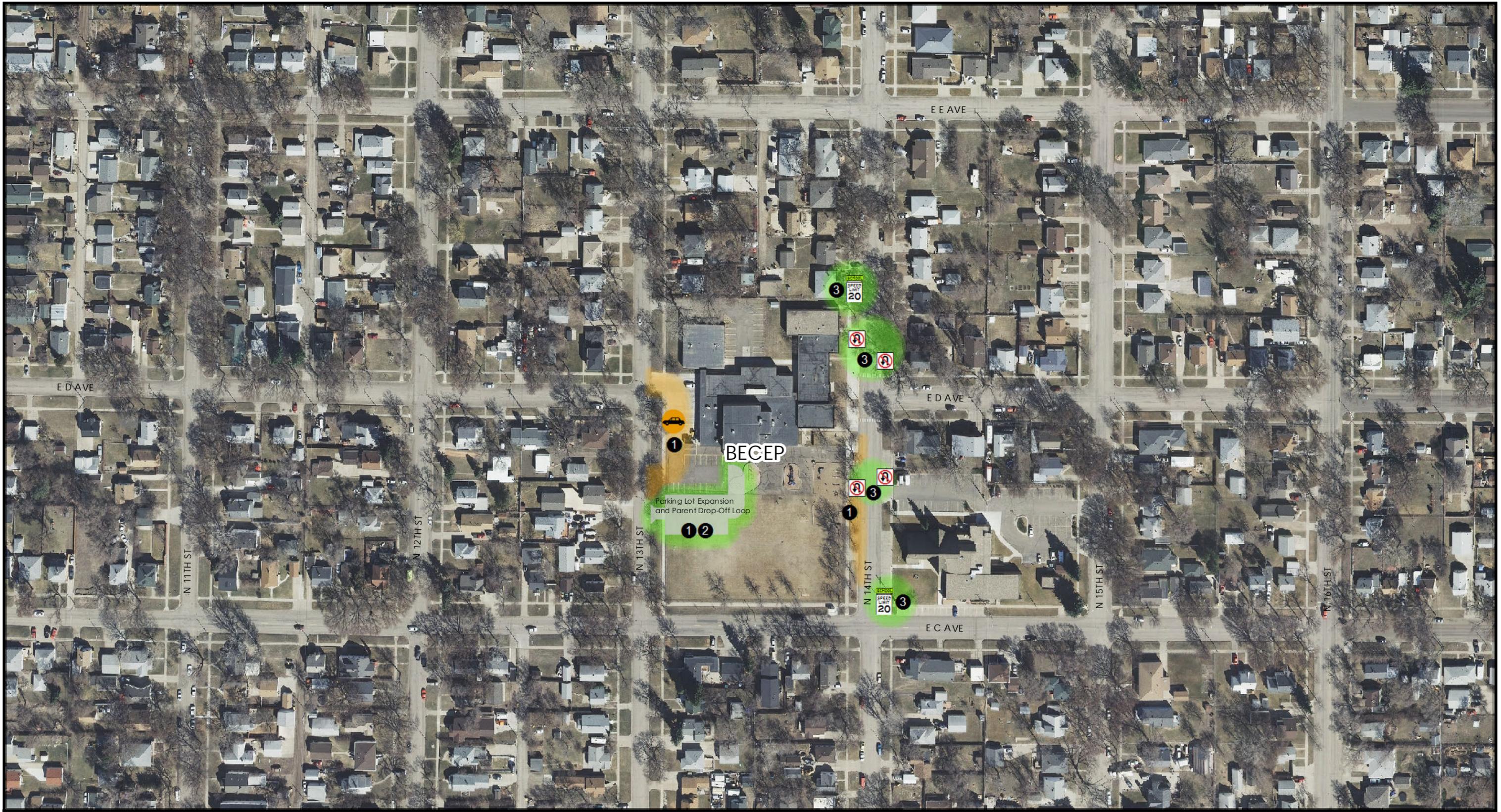


2. **Issue** – Many parents park in the church parking lot and walk their students across the street to the school.
 - a. **Alternative A** – Consider expanding the parking lot in the southwest quadrant of the school to handle parking needs and make the parking lot directly west of the school a loop for parent loading/unloading.
 - b. **Note** - The church does not have an issue with parents parking in their lot except for when there is an event such as a funeral.



3. **Issue** – Some motorists appear to drive too fast for conditions or conduct illegal U-Turns in front of the school. There are no speed limit or school zone signs near the school.
 - a. **Alternative A** - Consider installing 20 MPH school speed zone signs and driver feedback signs.
 - b. **Alternative B** – Consider installing “No U-Turn” signs to discourage motorists from making U-Turns directly adjacent to the school site.
 - c. **Alternative C** – Consider placing In Road portable crosswalk signs.





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Technically Feasible Alternatives
BECEP School

Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk



August 2017
Planning Level Only
Not for Construction



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6.18: SIMLE MIDDLE SCHOOL

QUICK FACTS

Data was collected in Fall 2016.



Address: 1215 North 19th Street, Bismarck, ND

Principal: Russ Riehl

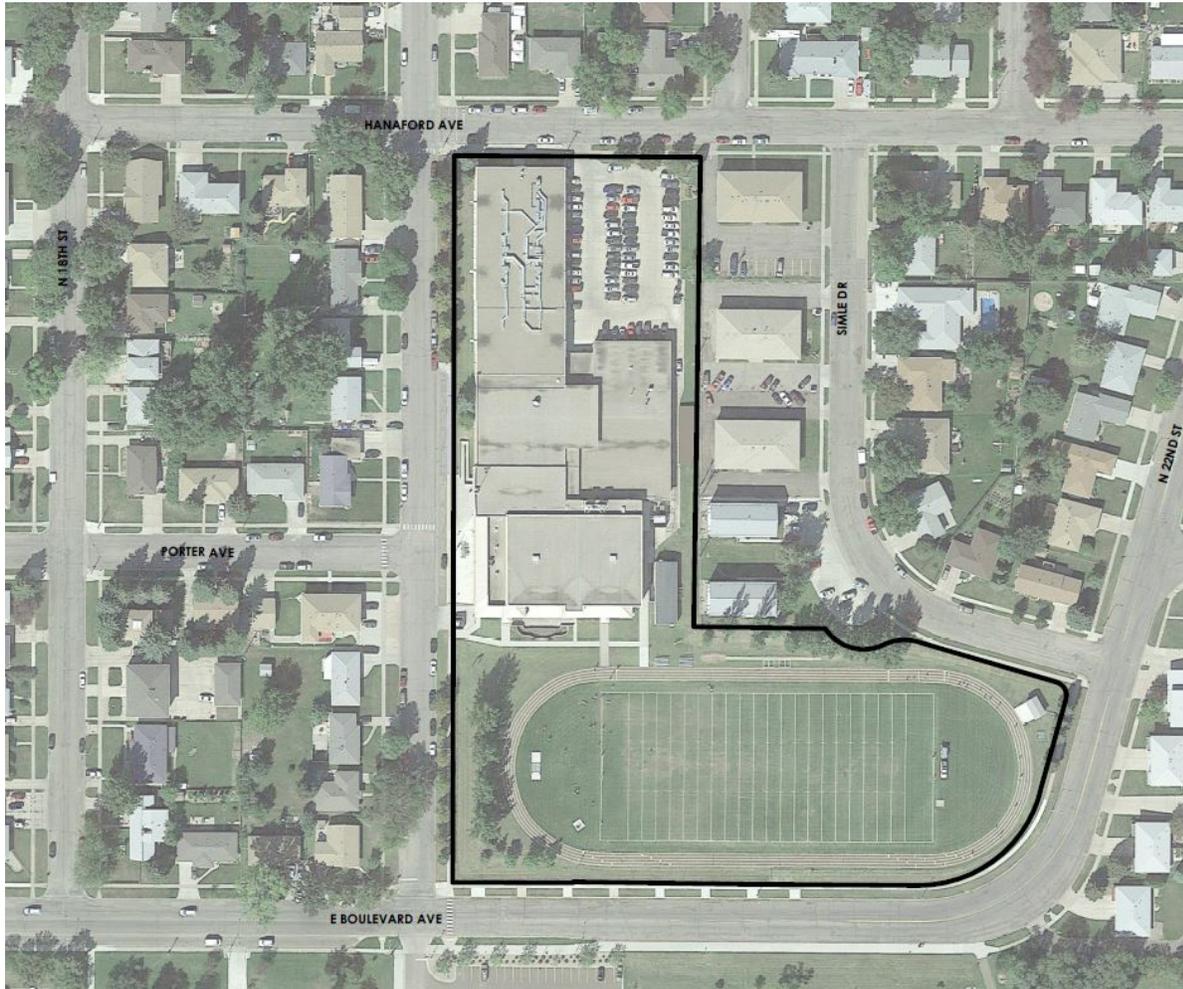
Number of Students: 1,002

Grades Served: 6-8

Start Time: 8:08 am

End Time: 3:25 pm

Map of School Site Area:



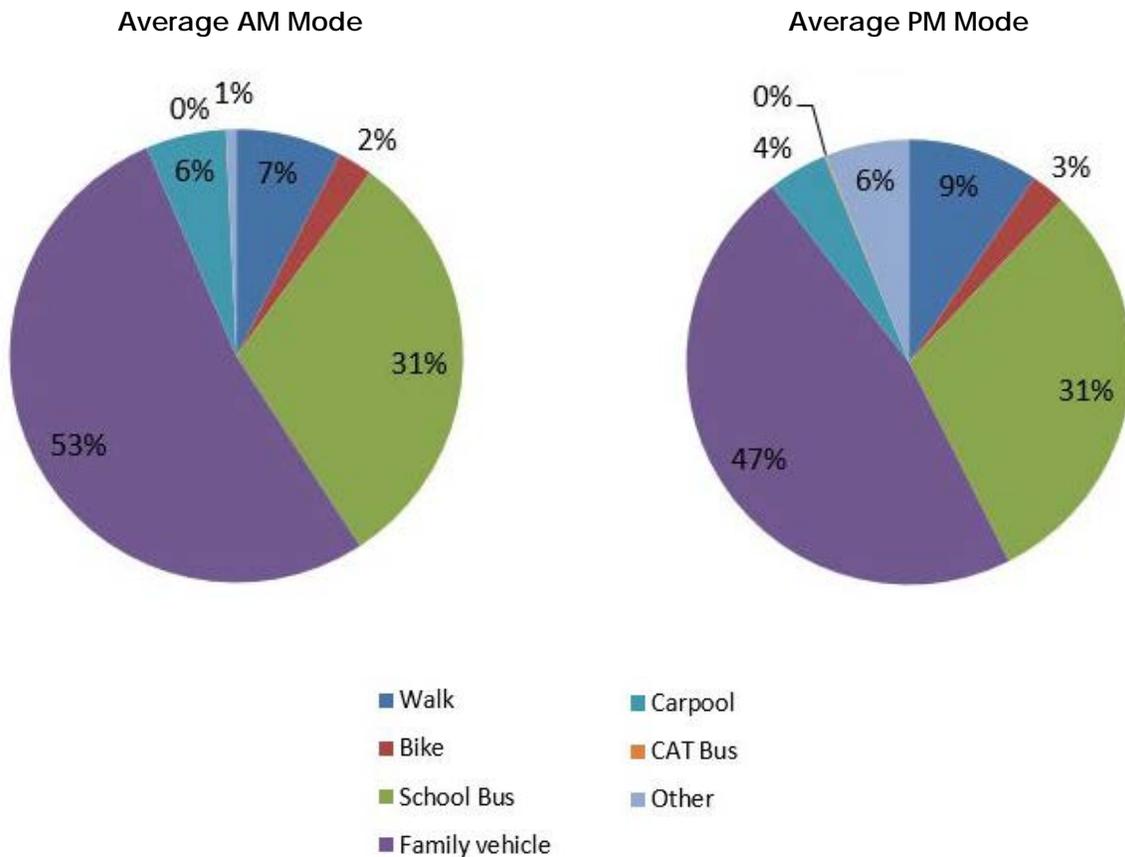
PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. Crossing on Boulevard: many parents wait in the Hillside parking lot.
2. Crossing on 19th Street.
3. Left hand turns at intersection of 19th and Boulevard: if one car tries to turn left, traffic gets backed up to the school. Buses also block view for cars trying to turn left.

HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of September 19, 2016. The following charts depict how students typically travel to and from school.



BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

1. Amount of vehicles.
2. Speed of vehicles.
3. Inadequate/unclear loading or unloading zones for students.

Generally, bus drivers rated the school as not safe.

Comments from drivers regarding safety at this school include:

- No crossing guards.
- Too many vehicles parked in no parking zones.
- Bus pickup zone needs to be bigger and signed.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. No after school care providers completed the survey for Simle Middle School.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 91 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Distance to school from home (67%)
2. Amount of traffic along the route (51%)
3. Speed of traffic along the route (43%)

Representative comments include:

"Traffic at Simle is out of control! We need Bismarck Police to monitor traffic. After school pick up I saw cars double parked in "No Parking" area at the intersections & across crosswalks!"

SCHOOL SITE OBSERVATIONS

School site observations occurred on September 28, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was considered to be both “orderly but congested” and confusing by the team members. Other issues identified by the observers include:

- Approximately 4 out of 5 drivers appear to be traveling too fast for conditions on 19th Street and Boulevard.
- Hundreds of vehicles were observed double parking. This happens both on 19th Street and Porter Ave both when dropping off and picking up students.
- The specifics mentioned below occur both in the morning and afternoon but the morning is much worse.
- Vehicles are parked in “no parking” zones, marked bus zones and handicapped spaces; they also block crosswalks and driveways including the driveway at the SW corner of 19th and Porter.
- The parked cars block the view at the key intersections. Students and drivers cannot see what is coming.
- A total of 7 buses were observed by one observer and 4 by another. The current marked bus zone does not accommodate them.
- Even when the buses have their stop sign out, drivers (12 observed one morning) go around them.
- The intersection of Boulevard and 19th Street gets congested in the morning due to cars unloading in front of the school. This is combined with cars trying to turn east on Boulevard and cars traveling East-West on Boulevard. Buses parked in the marked bus zone block view for cars heading south on 19th trying to turn left onto Boulevard. In addition, traffic going East to West on Boulevard seen trying to go around the backed-up cars trying to turn onto 19th St.
- Some students entered cars on the driver’s side - most of these cars were double parked. In the morning many of the cars stopped in front of the school (sometimes in the middle of the street) or stopped when the traffic stopped, the students jumped out of the cars and ran across 19th St without looking.
- The crossing guard at this intersection serves as a traffic director when traffic is halted.
- Southbound traffic backs up on Porter Ave and Hanaford Ave west of the school due to double parking, some of which is in the crosswalk.
- In crossing the street in a crosswalk, most students look both ways but many do not look at the traffic at all.
- Some students enter the street from between cars or buses.
- The northern staff parking lot was full on observation day.
- Some parents wait in the afternoon in the Hillside parking lot south of Boulevard (there is a crosswalk and crossing guard).

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

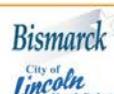


PUBLIC INPUT

Public input was gathered at Steering Committee meetings, the public open house, and from online and mailed comments.

- Is your survey going to include the crossing of 19th and Divide by Simle for students that live on the north side of Divide? I know this isn't directly by the school but we have several students that cross over. A couple of years ago we had a child in our neighborhood that was hit and broke his leg. This week, my Simle student was hit crossing 19th. I have attached a police report to share the details with you of the incident. – Stephanie W.
- Police noted that they receive 4 to 5 complaints daily at this school site.
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.
- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to

EXISTING CONDITIONS REPORT



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- The area on 19th Street on the block with the school as well as the intersections with Boulevard, Porter and Hannaford Avenues need study to address the congestion and develop alternatives to the double parking.
- The 19th Street/Boulevard intersection needs attention.
- Adequate drop-off and pick up areas for buses and handicapped vans need to be provided.

Encouragement

- Staff monitor dismissal period outside the school.
- Crossing guards are present and effective.

Education

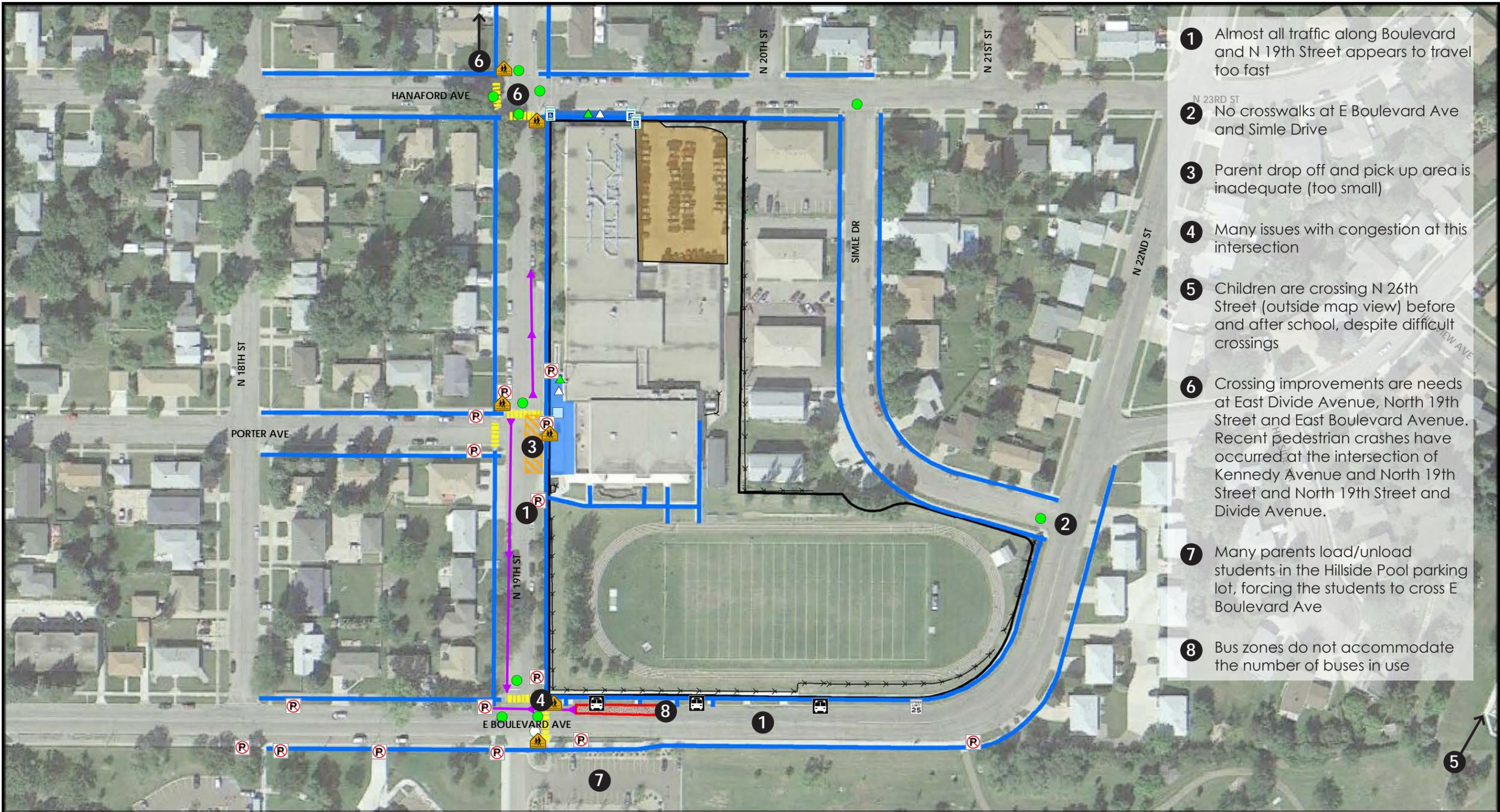
- No educational programs or issues were identified for this school.
- Programs for students and parents would be helpful.

Enforcement

- Vehicles appear to travel too fast for conditions along Boulevard and 19th.
- Vehicles park in the various "no parking" areas.
- Vehicles pass school buses with their signs out.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 Almost all traffic along Boulevard and N 19th Street appears to travel too fast
- 2 No crosswalks at E Boulevard Ave and Simle Drive
- 3 Parent drop off and pick up area is inadequate (too small)
- 4 Many issues with congestion at this intersection
- 5 Children are crossing N 26th Street (outside map view) before and after school, despite difficult crossings
- 6 Crossing improvements are needed at East Divide Avenue, North 19th Street and East Boulevard Avenue. Recent pedestrian crashes have occurred at the intersection of Kennedy Avenue and North 19th Street and North 19th Street and Divide Avenue.
- 7 Many parents load/unload students in the Hillside Pool parking lot, forcing the students to cross E Boulevard Ave
- 8 Bus zones do not accommodate the number of buses in use

Existing Conditions and Issues

Simle Middle School

Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- ▲ Crossing Sign
- Ⓟ No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡ Direction of Traffic
- ⌵ Fence
- ▨ Crosswalks
- Sidewalk
- ▭ Pedestrian Areas
- ▭ Staff Parking Lot

Loading Zones

- ▨ Bus Loading/Unloading Zone
- ▨ Parent Loading/Unloading Zone
- ▨ After School Providers Loading/Unloading Zone
- ▭ School Property



Note: vehicle speed observations were done at on-site visits. No speed tests were conducted.

September 2017



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ALTERNATIVES AND ACTIONS

1. **Issue** – Traffic along East Boulevard Avenue and North 19th Street appears to travel too fast for conditions. There are 25 mph speed limit signs on East Boulevard Avenue near North 17th Street, but no speed limit signs on North 19th Street near the school.
 - a. **Alternative** - Consider installing 20 MPH school speed zone signs coupled with driver feedback signs.

2. **Issue** – No crosswalks at the following intersections: East Boulevard Avenue and North 22nd Street, and North 22nd Street and Simle Drive.
 - a. **Alternative A** - Consider installing a crosswalk along the west leg of the intersection of North 22nd Street and Simle Drive.
 - b. **Alternative B** - Consider placing In Road portable crosswalk signs.

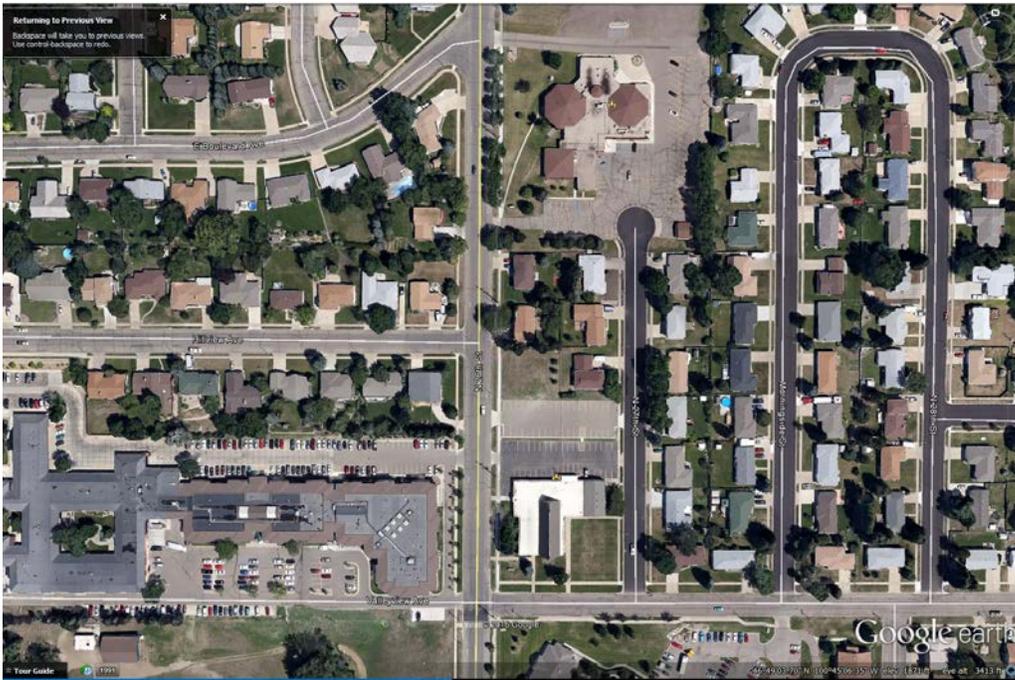


3. **Issue** – Currently there is one small parent drop off zone on North 19th Street on the west side of the school that is clearly inadequate. Many motorists double park while picking up/dropping off students. This happens on both Porter Avenue and North 19th Street. Vehicles are parked in “no parking” zones, marked bus zones and handicapped spaces; they also block crosswalks and driveways, waiting to pick up students.
 - a. **Alternative A** - After site renovations move the parent zone to Simle Drive and bus zones to N 19th Street.
 - b. **Alternative B** – Determine if a new parent drop off loop could be incorporated as part of the school site renovations.



4. **Issue** – Many issues with the congestion at the intersection of East Boulevard Avenue and North 19th Street. If one car tries to make a left-hand turn onto East Boulevard Avenue, traffic gets backed up to the school building. Buses also block the view of cars trying to make this left turn. This intersection is a T-intersection with a parking lot approach in the south leg.
 - a. **Alternative A** – Study the intersection further to determine if it meets warrants for an all-way stop or traffic signal. Either would allow the left turn movements an opportunity to move through the intersection.
 - b. **Response** – Moving the parent drop off location as previously recommended to the east side of the school on either Simle Drive or with a new drop off loop would reduce the congestion at this intersection.

5. **Issue** – Children are crossing North 26th Street before and after school, despite difficult crossings.
 - a. **Response** – Consider busing children on the east side of 26th Street as it is a minor arterial and close to the ½ mile corridor. It was noted that there is not a lot of bike and/or pedestrian activity in this area due to steep grades at approximately 10%.

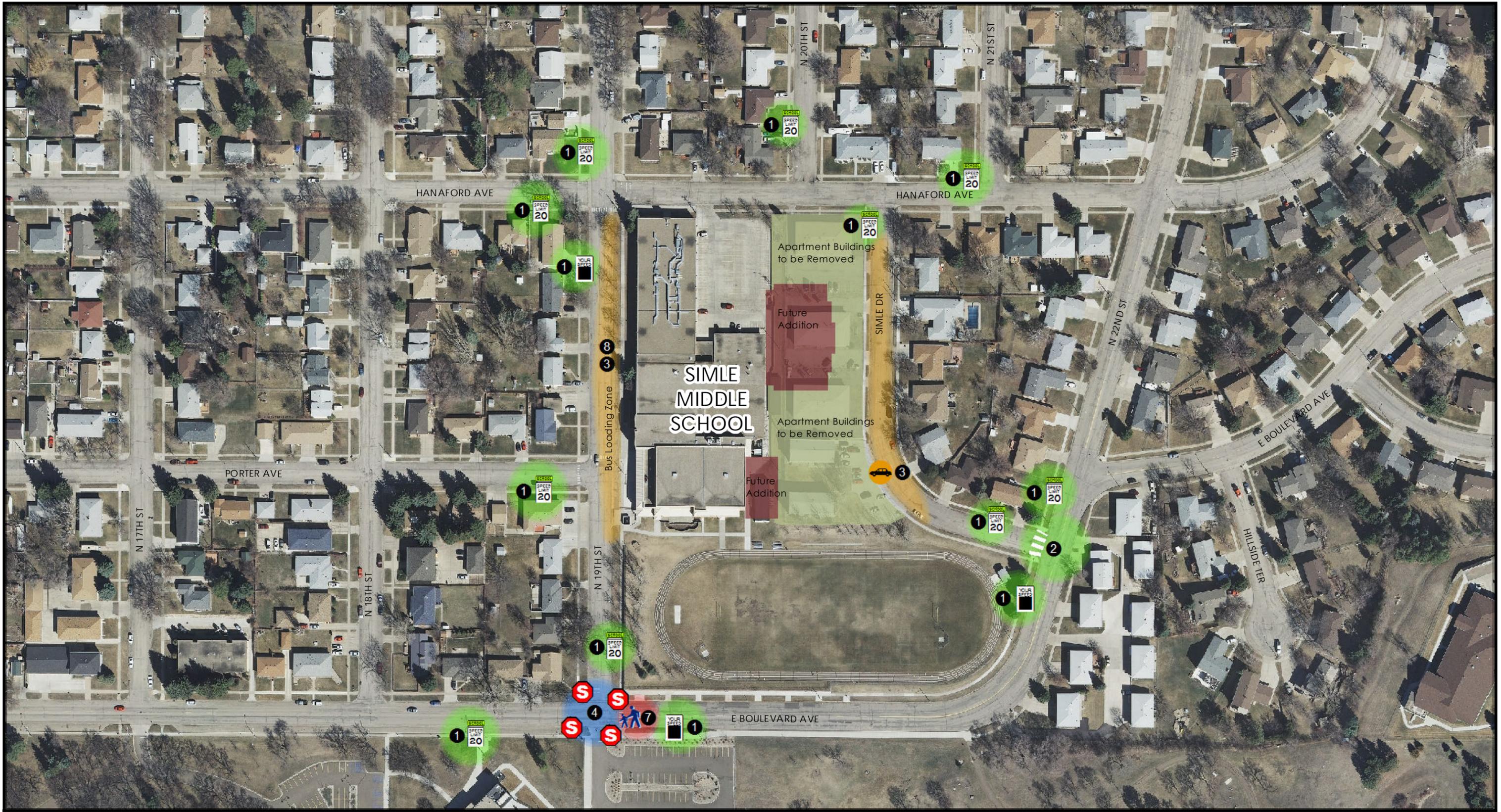


BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

6. **Issue** – Crossing improvements are needs at East Divide Avenue, North 19th Street and East Boulevard Avenue. Recent pedestrian crashes have occurred at the intersection of Kennedy Avenue and North 19th Street and North 19th Street and Divide Avenue.
 - a. **Response** - Educate pedestrians to cross the street at the signalized intersections to the east under a protected crossing phase.



7. **Issue** – Many parents load/unload students in the Hillside Pool parking lot, forcing the students to cross East Boulevard Avenue to get to the school.
 - a. **Alternative** - Consider placing In Road portable crosswalk signs.
 - b. **Response** – Since students have the crosswalks at East Boulevard Avenue and North 19th Street, coupled with crossing guards, they should not be crossing outside of the crosswalk. This situation will also be improved with the relocation of the bus zone.
8. **Issue** – The current marked bus zones do not accommodate the number of buses in use at this school.
 - a. **Alternative** – Ensure the newly relocated bus zone is long enough for all buses.
 - b. **Response** - The bus zone is moving to the west side of the building with site improvements on 19th Street.



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Technically Feasible Alternatives
Simle Middle School



0 150 300 Feet

Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk

August 2017
Planning Level Only
Not for Construction



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6.19: WACHTER MIDDLE SCHOOL

QUICK FACTS

Data was collected in Fall 2016.



Address: 1107 South 7th Street, Bismarck, ND

Principal: Lee Zeigler

Number of Students: 853

Grades Served: 6-8

Start Time: 8:10 am

End Time: 3:20 pm

Map of School Site Area:



PRINCIPAL TOP SAFETY CONCERNS

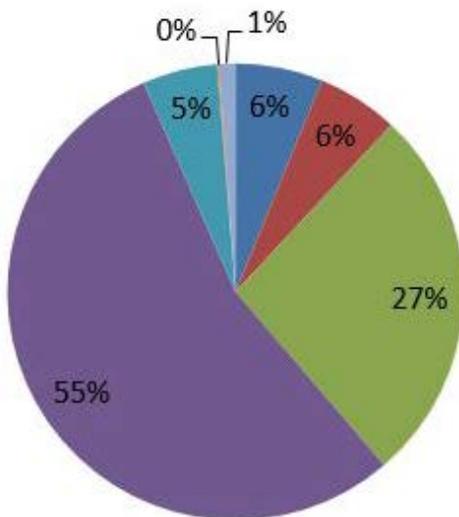
The school principal identified the following top safety concerns.

1. Driver behavior.
2. No warning/flashing pedestrian lights.
3. Parents parking in "no parking" zones. After school pick up is a little chaotic. Parents pick up in all areas which can make visibility of students crossing the street an issue.

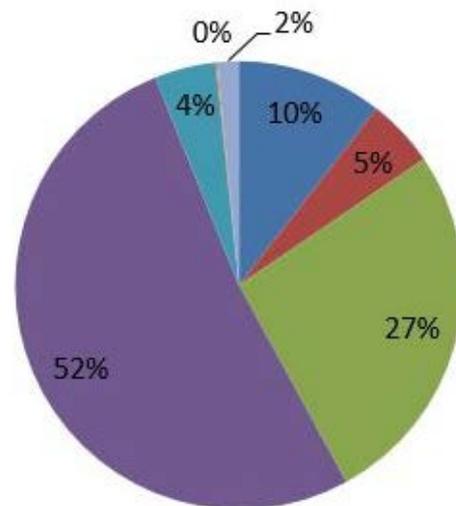
HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of September 12, 2016. The following charts depict how students typically travel to and from school.

Average AM Mode



Average PM Mode



- Walk
- Carpool
- Bike
- CAT Bus
- School Bus
- Other
- Family vehicle

BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

1. Amount of vehicles.

Generally, bus drivers rated the school as safe.

Comments from drivers regarding safety at this school include:

- Everyone is always trying to pull out and they don't pay attention to other vehicles.
- A lot of traffic at school.
- Have someone direct traffic.
- Install "no parking" signs where the curb is painted yellow.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. No after school care providers completed a survey for Wachter Middle School.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 59 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Distance from home to school (80%)
2. Amount of traffic along the route (61%)
3. Weather or climate (58%)

Representative comments include:

"With the major intersections like crossing Washington or Bismarck Expressway it is hard as a parent to let them go. Cars DO NOT watch for other cars much less kids walking or biking."

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



SCHOOL SITE OBSERVATIONS

School site observations occurred on September 29, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was both “orderly and free-flowing”, “orderly with periods of congestion” and “orderly but congested” by the team members. Other issues identified by the observers include:

- Many motorists drive too fast near the school, especially coming off Expressway. Driving too fast for conditions was also observed on Denver Avenue and University Dr.
- Many parents park in “no parking” zones, crosswalks and approximately 55 were observed one morning parking in marked bus zones.
- Generally, students look before crossing and cross at a crosswalk; the exception is Denver Ave. Many parents park across Denver Ave in the Shepherd of the Valley parking lot; several students were observed walking on the sidewalk adjacent to the entrance drive and crossing Denver Ave there where there is no crosswalk.
- There is not adequate bike storage and the racks are old and bent. Many bikes are on the ground because there is not enough room on the rack.
- Portable pedestrian crossing signs are used at the 7th Street with Lansing and Columbia Drive. Staff puts them out each morning and remove them between 5 and 7pm.
- Buses park on 7th Street. A pull-off area is provided for some of them to pull off 7th Street.
- Crosswalk at University and Denver is busy but the crosswalk paint is faded.
- The driveway at the school front door is very busy. Drivers seem to watch the students crossing; some students observed running between the cars.
- Traffic on 7th switched to two rows southbound when the intersection with Denver Ave started to back up.

PUBLIC INPUT

Public input was gathered at Steering Committee meetings, the public open house, and from online and mailed comments.

- I was very happy to see the video of last week’s meeting as I was unable to attend or watch from home. I’m very supportive of this study and hope that some improvements in student safety will be the result! At any rate, I do want to emphasize an area that I didn’t see covered on the sheet for Wachter Middle School. I am a parent that picks up kids every day and regularly witness kids trying to cross Denver Avenue from the parking lot entrance, to get to their parents waiting in the church parking lot across the street. As you mention in the summary, the traffic on Denver is somewhat fast, with drivers using it as a short cut to 3rd. As some of them are not parents of Wachter kids, they are unaware of those students crossing. It is downright frightening some days to watch those kids dart out on to the street, hoping and expecting those cars to stop! There should be a formal crosswalk or designated way for those students to reach their parents in that parking lot. I have seen so many close calls. Thank you again for your time and effort with this study. I appreciate all you are doing for the safety of the students!

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



- Police noted during Steering Committee meeting that parents parking in “no parking” zones is their biggest issue at this school site (visibility of students).
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.
- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- Lighting around Wachter is not good, especially in the morning. It is often hard to see students crossing.
- There are portable pedestrian crossing signs at 7th Street and Lansing and Columbia Drive which work well.
- Many parents park across Denver Ave in the Shepard of the Valley parking lot; the study should address a crosswalk.
- The study should address the configuration of the bus pull-off on 7th.

Encouragement

- Teachers monitor the bus loading area and main entrance during dismissal period.
- The school lacks adequate bike storage. Many bikes are on the ground because there is not enough room on the rack.

Education

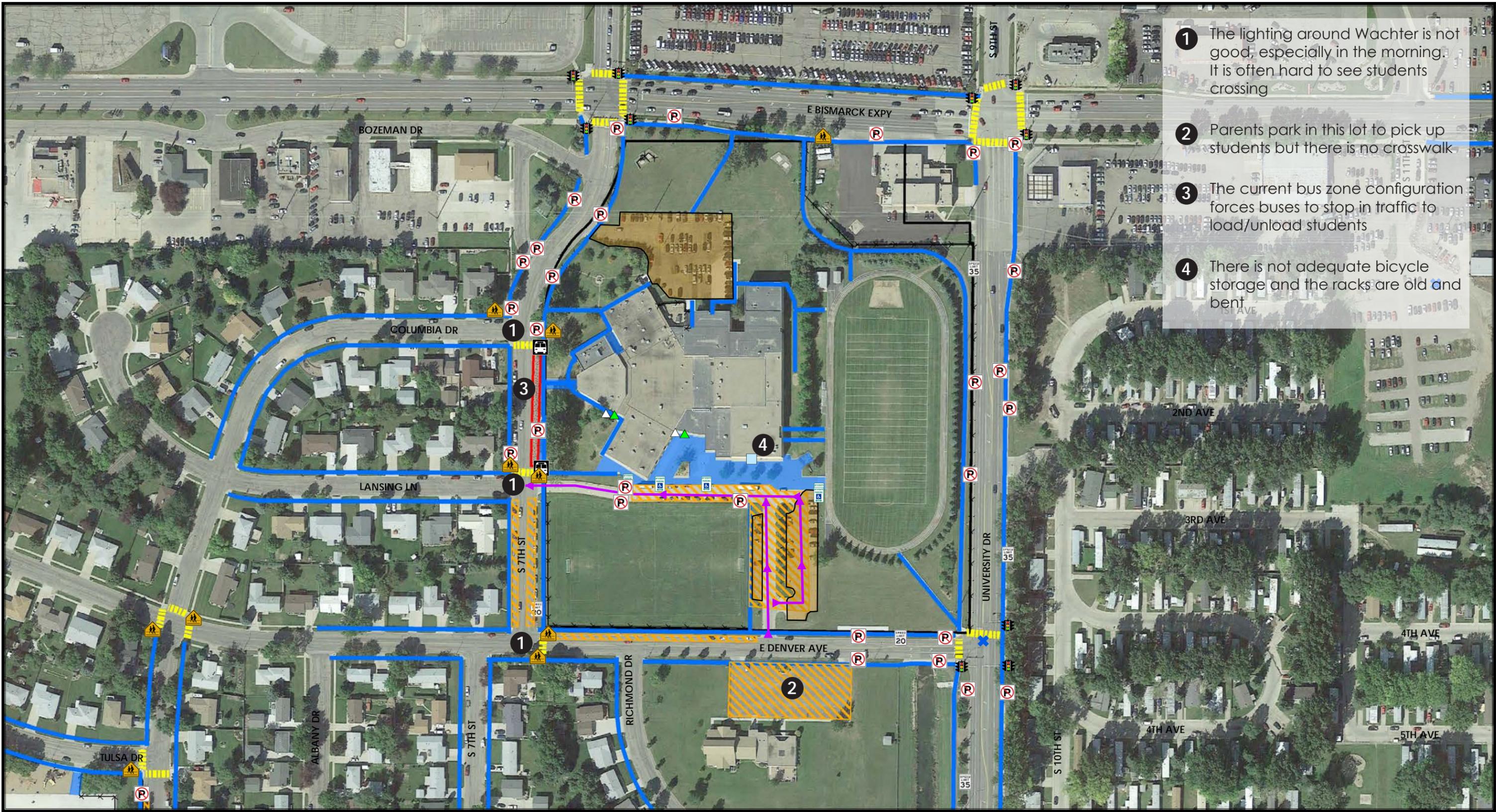
- No education programs or issues were identified at this school.

Enforcement

- Some parents do illegal U-turns and double park, causing congestion.
- Many motorists drive too fast for conditions on roads adjacent to the school, especially coming off the Expressway and Denver Avenue.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 The lighting around Wachter is not good, especially in the morning. It is often hard to see students crossing
- 2 Parents park in this lot to pick up students but there is no crosswalk
- 3 The current bus zone configuration forces buses to stop in traffic to load/unload students
- 4 There is not adequate bicycle storage and the racks are old and bent

Existing Conditions and Issues

Wachter Middle School



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✘ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- ⚠ Crossing Sign
- Ⓟ No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡ Direction of Traffic
- Fence
- ▨ Crosswalks
- Sidewalk
- Pedestrian Areas
- Staff Parking Lot

Loading Zones

- ▨ Bus Loading/Unloading Zone
- ▨ Parent Loading/Unloading Zone
- ▨ After School Providers Loading/Unloading Zone
- ▭ School Property

September 2017

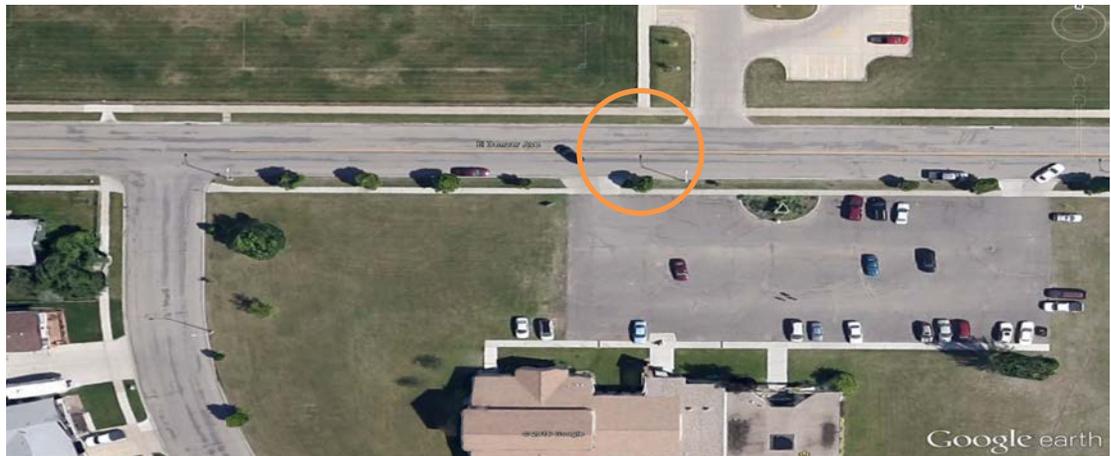


ALTERNATIVES AND ACTIONS

1. **Issue** – School site observers noted that lighting around the Middle School appears to be insufficient as it was difficult to see students crossing the street in the morning.
 - a. **Alternative A** – City of Bismarck to analyze existing lighting to determine if it meets standards or if lighting improvements are needed.
 - b. **Alternative B** - City of Bismarck to evaluate whether a HAWK signal is justified at 7th Street and Lansing. If it is determined that a HAWK signal should be installed at this location, eliminate the other east/west crosswalk at Columbia and 7th Street to encourage students to cross with the HAWK.



2. **Issue** – Parents park in the Shepherd of the Valley parking lot to the south of the school to load/unload students, but there is no crosswalk near this location.
 - a. **Alternative A** - Consider eliminating the parent parking at this location and accommodate additional parent drop off zones with new school site improvements.
 - b. **Response** – If parent drop offs cannot be eliminated at this location, then consider installation of a mid-block crossing coupled with crossing guards or a HAWK.



3. **Issue** – The current bus zone configuration forces buses to stop in traffic to load/unload students.
 - a. **Alternative A** - Consider extending the bus loading/unloading zone cutout along the east side of South 7th Street at the current location to get the buses out of traffic.
 - b. **Response** – After site renovations, determine whether an additional bus loading/unloading zone in one of the expanded parking lots onsite is feasible.



4. **Issue** – There is not adequate bicycle storage and the racks are old and bent. Many bicycles are on the ground because there is not enough room on the rack.
 - a. **Alternative** - Consider the purchase and installation of enough new bicycle racks to accommodate the number of bicycles children ride to school.
 - b. **Note** – It is recommended to purchase the newer style of racks and determine their locations based on school site improvements.

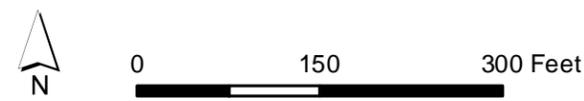


5. **Issue** – There is a lack of school speed zone signs adjacent to the school site.
 - a. **Response** – No new signs are needed. Other schools also lack signs on adjacent streets as well.



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Technically Feasible Alternatives
Wachter Middle School



Legend

- | | | | | | | |
|----------------------------|------------------------------|---------------------------|-------------------|---------------------------------|----------------|----------------|
| Infrastructure Alternative | School Speed Limit Sign | HAWK Beacon | Crosswalk | Portable In-Road Crosswalk Sign | Misc Signs | Crosswalk |
| Further Study Required | School S.L. Sign w/ Flashers | New Pick-Up/Drop-Off | Crosswalk Beacon | New Stop Sign | Speed Table | Multi-Use Path |
| Pick-Up/Drop-Off Changes | Driver Speed Feedback Sign | No Pick-Up/Drop-Off Signs | No U-Turn Signs | New Yield Sign | Curb Extension | Sidewalk |
| Crossing Guards | | Add/Move Bike Rack | No Parking Signs | Removal | | |
| | | New Crossing Guard | No Left Turn Sign | | | |

August 2017
Planning Level Only
Not for Construction



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6.20: HORIZON MIDDLE SCHOOL

QUICK FACTS

Data was collected in Fall 2016.



Address: 500 Ash Coulee,
Bismarck, ND

Principal: Dr. Tabby
Rabenberg

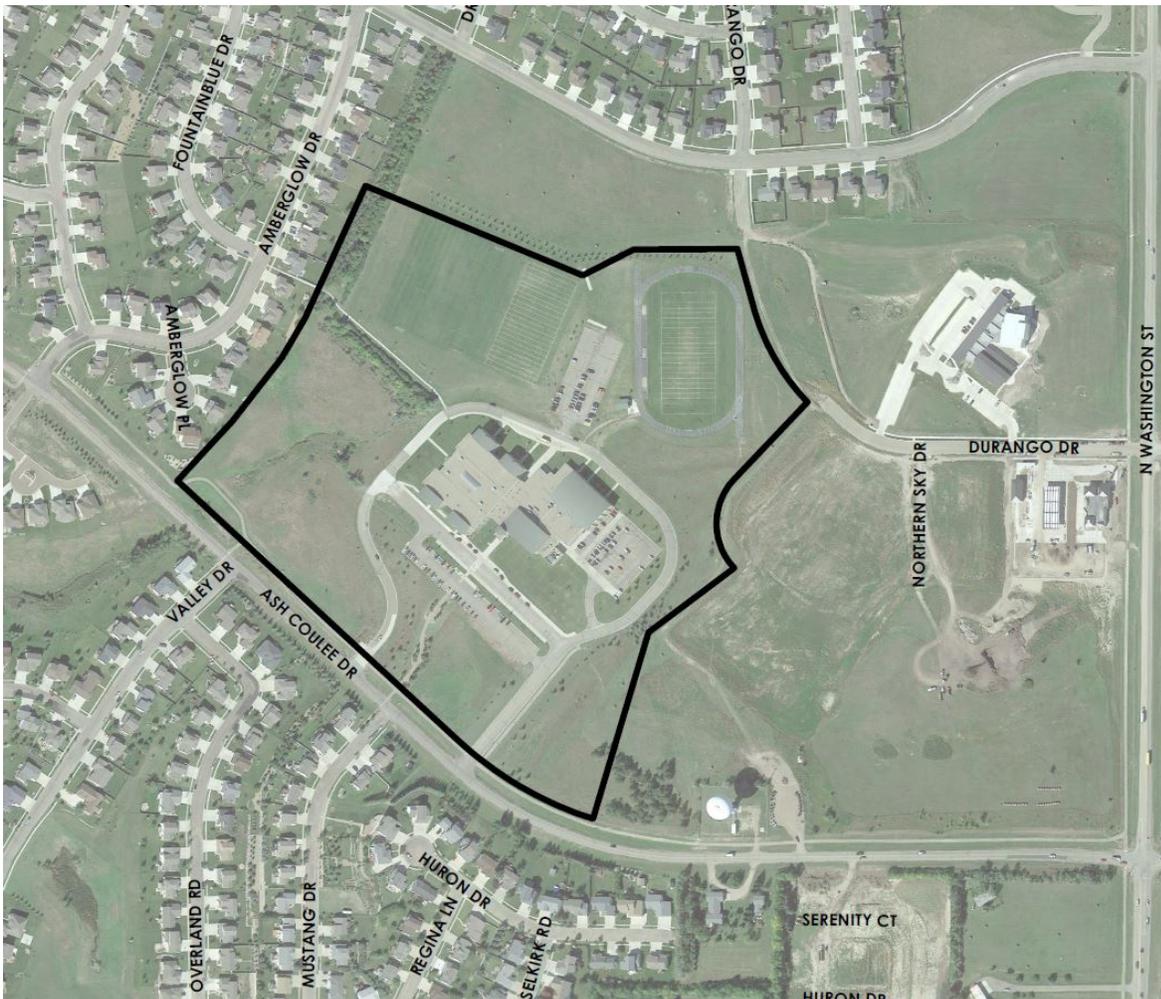
Number of Students: 990

Grades Served: 6-8

Start Time: 8:20 am

End Time: 3:20 pm

Map of School Site Area:



PRINCIPAL TOP SAFETY CONCERNS

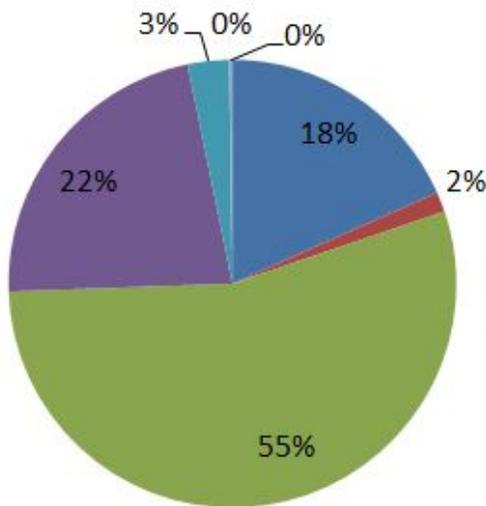
The school principal identified the following top safety concerns.

1. Drivers driving too fast.
2. Parking illegally while waiting to pick up children.

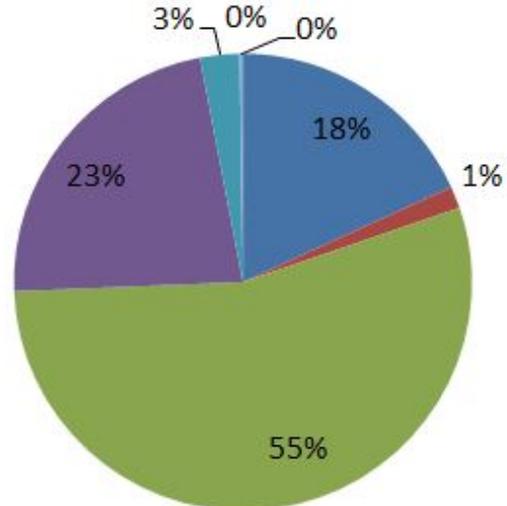
HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of October 10, 2016. The following charts depict how students typically travel to and from school.

Average AM Mode



Average PM Mode



- Walk
- Carpool
- Bike
- CAT Bus
- School Bus
- Other
- Family vehicle

BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

1. Amount of vehicles.
2. Inadequate/unclear loading or unloading zones for students.

Generally, bus drivers rated the school as safe.

Comments regarding safety at this school include:

- Traffic is horrific.
- Kids get out of their parent's car and walk in front of other vehicles
- Vehicles let kids off in the middle of the road instead of the side of the road.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. No after school care providers completed a survey for this school.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 98 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Distance from home to school (58%)
2. Amount of traffic along the route (49%)
3. Safety of intersections and crossings (46%)

Representative comments include:

"My child would have to cross very busy intersections where traffic is very fast. I would not feel comfortable letting my child cross that street by herself at this time under current conditions."

SCHOOL SITE OBSERVATIONS

School site observations occurred on October 4, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was considered to be “orderly but congested” by team members. Issues identified by the observers include:

- Many motorists and school buses appear to drive too fast on Washington and on Ash Coulee.
- Some parents park in “no parking” zones or turn lanes to wait to pick up students.
- Motorists and school buses appear to drive too fast in the two driveway loops on school property.
- Dozens of students walking home crossed Ash Coulee without crossing guard assistance - more students than in the morning when the crossing guard was present.
- The crossing pattern at the intersection of Washington and Ash Coulee should be addressed.
- Traffic going east on Ash Coulee Dr and turning into the school back up over the crosswalk at the intersection with Mustang Dr.
- Cars parked blocking a crosswalk and double parked blocking traffic.
- After school, cars queuing up on Mustang Dr and Valley Dr to pick up students; other parents circle the front loop.
- Many students crossing where there is no crosswalk, particularly in back of the school.
- Students observed walking home using the westbound land on Ash Coulee; several students observed walking in the Ash Coulee ditches.
- Most students walk to school with other children but no adult; a few walked alone.
- The bus area behind the school needs attention. The speed limit is not enforced. Most don't use the crosswalk. The width of the driveway does not comfortably accommodate buses passing each other, especially when there is a parked car. The buses block the view of students in the crosswalk. Parents picking up students in this area adds to the congestion and the safety concern.

PUBLIC INPUT

Public input was gathered at Steering Committee meetings, the public open house, and from online and mailed comments.

- There is an issue with traffic flow on the north side of the school and around the school site in general.
- Ash Coulee Drive and N Washington Street is an intersection with new signals.
- A sidewalk has been added along the east side of Washington Street.
- The intersection of Ash Coulee and Washington was under construction at the time of observation.
- A trial is in place along the north side of Ash Coulee Drive from Washington through Eagle Crest.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



- Revisit the flow of traffic from the front of the school to the back. Consider the possibility of adding/widening roads as well as maybe making certain roads one-ways. This area is too congested when parents and buses are both fighting to pick up and drop off students. Especially consider the route buses need to take to get through the site.
- The 43rd Avenue and Washington Street intersection requires a student to cross a major road without a crossing guard present. Consider putting in sidewalks on both sides of these roads. I would also suggest more police presence here.
- Cars driving fast on Ash Coulee coming down the hill and around the corner is an on-going problem. Due to the snow, students were walking on Ash Coulee in the road.
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.
- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to

and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- Washington is a very busy street and difficult to cross.
- The crossing pattern at the intersection of Washington and Ash Coulee should be addressed.
- Traffic going east on Ash Coulee Drive and turning into the school back up over the crosswalk at the intersection with Mustang Drive.
- Cars park blocking a crosswalk and double park, blocking traffic.
- After school, cars queuing up on Mustang Drive and Valley Drive to pick up students; other parents circle the front loop.
- Students observed walking home using the westbound lane on Ash Coulee; several students observed walking in the Ash Coulee ditches.
- Dozens of students walking home crossed Ash Coulee without crossing guard assistance – more students than in the morning when the crossing guard was present.
- The bus area behind the school needs attention. The speed limit is not enforced. Most don't use the crosswalk. The width of the driveway does not comfortably accommodate buses passing each other, especially when there is a parked car. The buses block the view of students in the crosswalk. Parents picking up students in this area adds to the congestion and the safety concern.

Encouragement

- The crossing guards are effective but there are no crossing guards helping children after school lets out (they are only present in the morning).
- One parent requested starting a walking/bike group so students wouldn't have to travel alone.
- Teachers monitor dismissal period in front of the school and in bus loading areas.

Education

- No education programs or issues were identified for this school.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

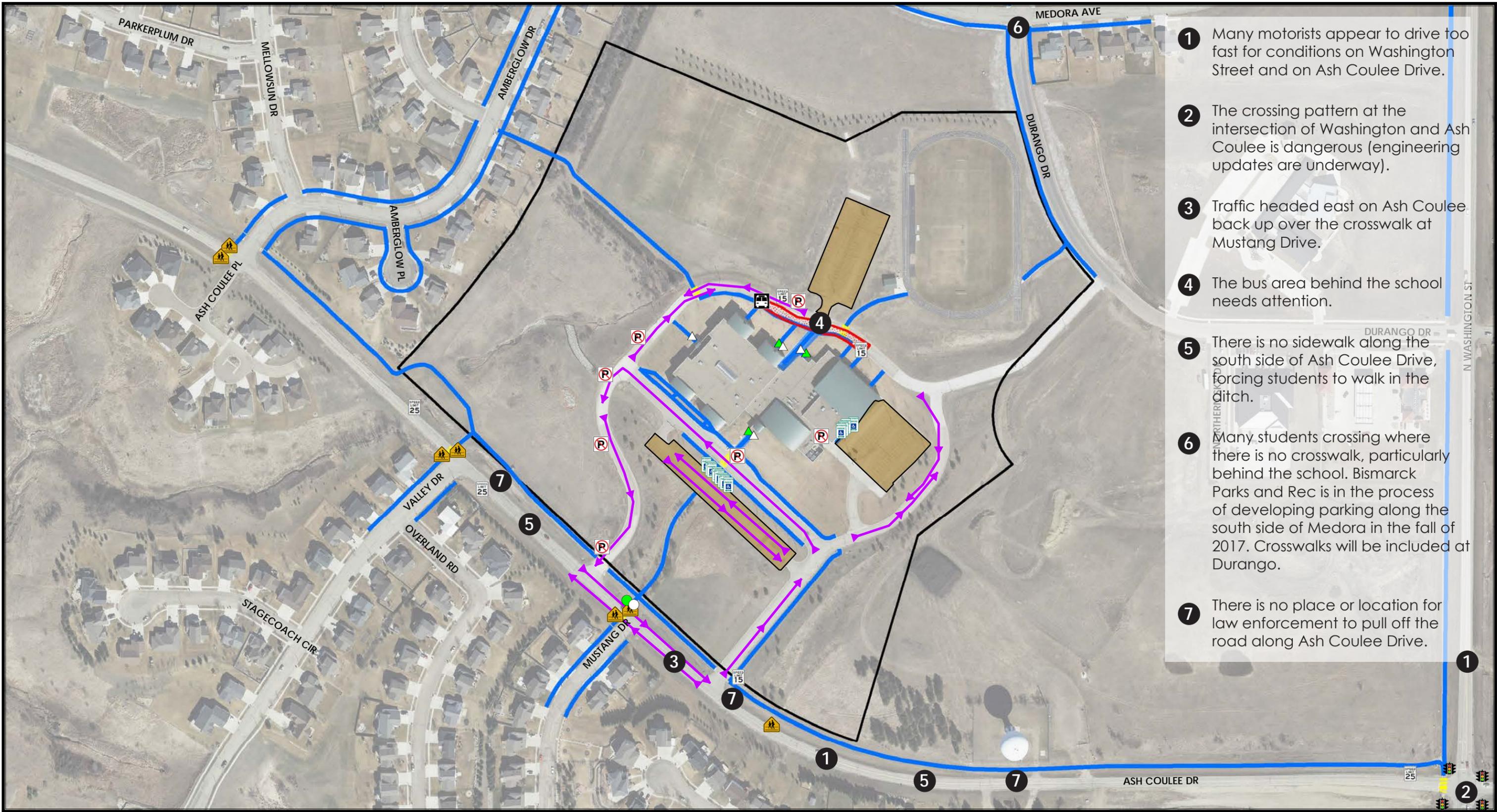


Enforcement

- Motorists and bus drivers appear to drive too fast for conditions near the school on Washington and Ash Coulee.
- Parents park in the “no parking” zones and turn lanes to pick up students, causing congestion.
- Motorists and school buses appear to drive too fast for conditions in the two driveway loops on school property.
- Cars parked blocking a crosswalk and double parked blocking traffic.
- Students observed walking home using the westbound lane on Ash Coulee; several students observed walking in the Ash Coulee ditches.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 Many motorists appear to drive too fast for conditions on Washington Street and on Ash Coulee Drive.
- 2 The crossing pattern at the intersection of Washington and Ash Coulee is dangerous (engineering updates are underway).
- 3 Traffic headed east on Ash Coulee back up over the crosswalk at Mustang Drive.
- 4 The bus area behind the school needs attention.
- 5 There is no sidewalk along the south side of Ash Coulee Drive, forcing students to walk in the ditch.
- 6 Many students crossing where there is no crosswalk, particularly behind the school. Bismarck Parks and Rec is in the process of developing parking along the south side of Medora in the fall of 2017. Crosswalks will be included at Durango.
- 7 There is no place or location for law enforcement to pull off the road along Ash Coulee Drive.

Existing Conditions and Issues

Horizon Middle School



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- ⚠ Crossing Sign
- Ⓟ No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡ Direction of Traffic
- 🅓 Parking Lot
- Loading Zones**
- 🚌 Bus Loading/Unloading Zone
- 👤 Parent Loading/Unloading Zone
- 👤 After School Providers Loading/Unloading Zone

- 👤 Pedestrian Areas
- 🚶 Sidewalk
- 🚶 Crosswalks
- 🚧 Fence
- 🏫 School Property

Note: vehicle speed observations were done at on-site visits. No speed tests were conducted.

September 2017



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ALTERNATIVES AND ACTIONS

1. **Issue** – Many motorists appear to drive too fast on North Washington Street and Ash Coulee Drive. There are speed limit signs installed on Ash Coulee Drive but none are in place on North Washington Street.
 - a. **Alternative A** - Consider installing 20 mph speed limit signs on North Washington Street and driver feedback signs on both streets. Staff feel this would have no impact.
 - b. **Alternative B** – Consider improved lighting along Ash Coulee Drive.



2. **Issue** – The crosswalk pattern at the intersection of North Washington Street and Ash Coulee Drive should be addressed.
 - a. **Response** - This intersection has been redone including signals, medians, and turn lanes. The permanent pavement marking will go in this summer.
3. **Issue** – Traffic headed east on Ash Coulee Drive backs up over the crosswalk at Mustang Drive.
 - a. **Alternative A** - Consider making the parent loop a one-way all the way through with 2 or 3 lanes.
 - b. **Alternative B** – Consider the installation of a HAWK or other flashing beacon push activated system at this crosswalk. A cross guard should be considered until another device is installed. Additional study of the impacts of a HAWK system need to be studied further.
 - c. **Alternative C** – Consider the installation of a continuous left turn lane along Ash Coulee Drive from Valley Drive to the East school approach.
4. **Issue** – The bus area behind the school needs some attention. The width of the driveway does not comfortably accommodate buses passing each other, especially where there is a parked car. The buses block the view of students in the crosswalk. Parents picking up students in this area adds to the congestion.
 - a. **Alternative A** - Consider widening this area to allow buses to comfortably pass one another without concern. Consider relocating the bus loading/unloading zone further from the crosswalks so as not to obstruct the view of buses and pedestrians.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

- b. **Alternative B** – Split up the bus and parent drop off locations so that one is on the north entrance of the school and the other is on the south entrance of the school site.
- c. **Response** – School site circulation is currently being reviewed by the school district as part of the future school site improvements. Consideration for one-way traffic with double through lanes would reduce congestion in and around the school site.



- 5. **Issue** – There is no sidewalk along the south side of Ash Coulee Drive. Students observed walking home using the westbound lane on Ash Coulee Drive; several students observed walking in the Ash Coulee drive ditches.
 - a. **Alternative** - Consider a sidewalk or multi-use path along the south side of Ash Coulee Drive.
 - b. **Response** – Due to the steep grades this likely will not occur for a long time and will have a high cost. Other north/south crosswalks across the road eliminate the need for this sidewalk in the immediate future.

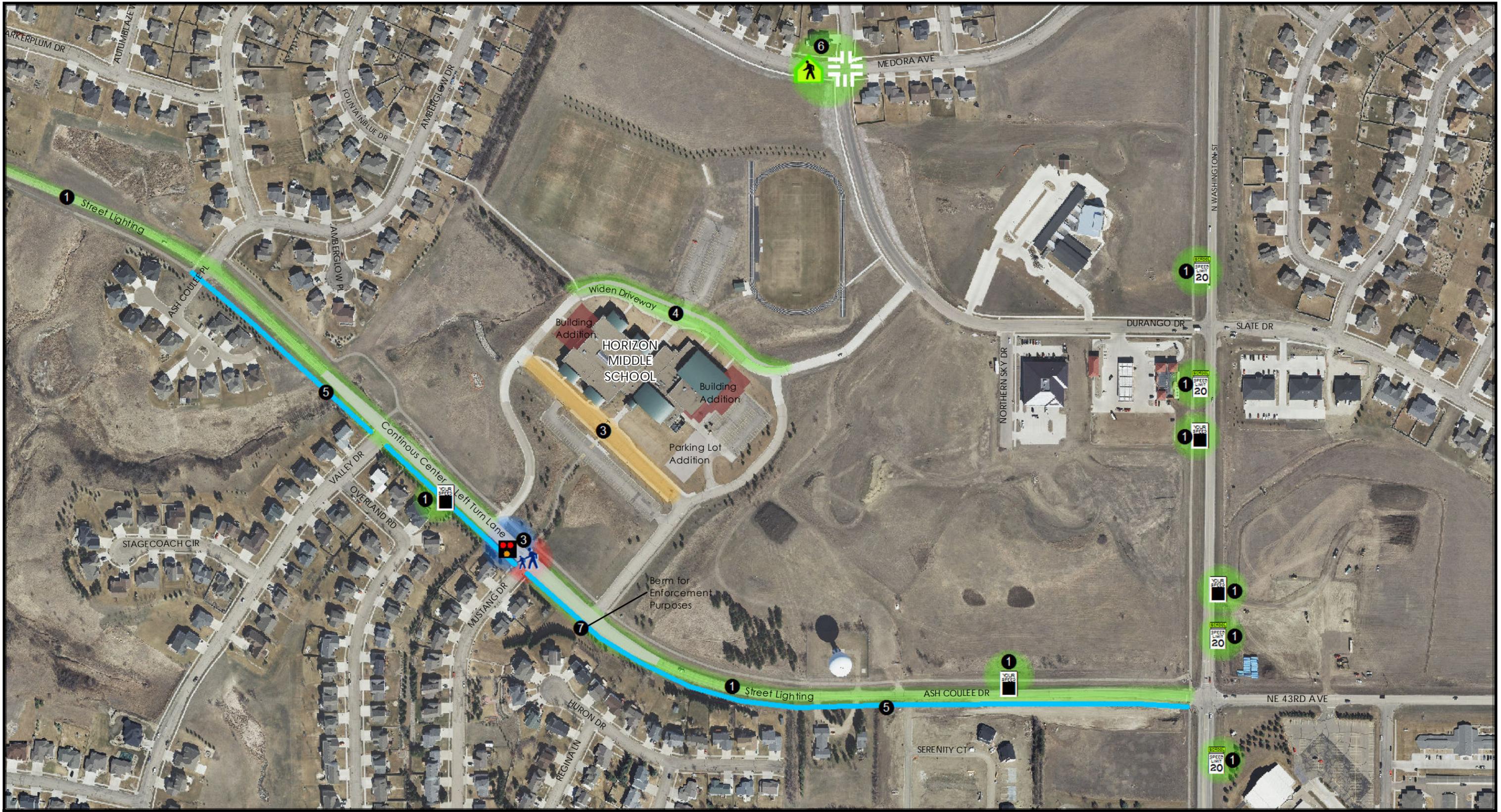


BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

6. **Issue** – Many students crossing where there is no crosswalk, particularly behind the school.
 - a. **Alternative** - Bismarck Parks and Rec is in the process of developing a park along the south side of Medora Avenue in the fall of 2017. Crosswalks will be installed at the Durango and Driftwood intersections as part of this project.



7. **Issue** – There is no place or location for law enforcement to pull off the road along Ash Coulee Drive.
 - a. **Alternative** – Consider constructing an approach along Ash Coulee Drive for law enforcement use.



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Technically Feasible Alternatives
Horizon Middle School



Legend

- | | | | | | | |
|----------------------------|------------------------------|---------------------------|-------------------|---------------------------------|----------------|----------------|
| Infrastructure Alternative | School Speed Limit Sign | HAWK Beacon | Crosswalk | Portable In-Road Crosswalk Sign | Misc Signs | Crosswalk |
| Further Study Required | School S.L. Sign w/ Flashers | New Pick-Up/Drop-Off | Crosswalk Beacon | New Stop Sign | Speed Table | Multi-Use Path |
| Pick-Up/Drop-Off Changes | Driver Speed Feedback Sign | No Pick-Up/Drop-Off Signs | No U-Turn Signs | New Yield Sign | Curb Extension | Sidewalk |
| Crossing Guards | | Add/Move Bike Rack | No Parking Signs | Removal | | |
| | | New Crossing Guard | No Left Turn Sign | | | |

August 2017
Planning Level Only
Not for Construction



6.21: SOUTH CENTRAL ALTERNATIVE HIGH SCHOOL

QUICK FACTS

Data was collected in Fall 2016.



Address: 406 South
Anderson Street, Bismarck,
ND

Principal: Joe Kalvoda

Number of Students: 100

Grades Served: High
school education for
students 16-21 years old

Start Time: 8:30 am

End Time: 7:30 pm

Map of School Site Area:



PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

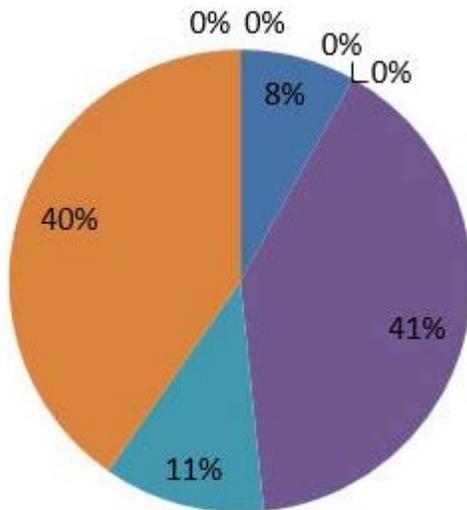
1. Motor vehicles traveling too fast for conditions.
2. Driver behavior.

HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school, students were surveyed during the week of September 19, 2016. The following charts depict how students typically travel to school.

No PM tallies were taken at this school.

Average AM Mode



- Walk
- Bike
- School Bus
- Family vehicle
- Carpool
- Own vehicle
- CAT Bus
- Other

BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. Generally, bus drivers rated the school as safe, and did not share specific concerns or comments.

AFTER SCHOOL CARE PROVIDER SURVEY

After school care providers who transport students to and from the school were surveyed to understand safety concerns they observe at or near the school sites. No after school care providers completed the survey for this school.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. One parent from this school completed the survey.

SCHOOL SITE OBSERVATIONS

School site observations occurred on September 21, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic was considered to be "orderly and free-flowing" by the team members. Other issues identified by the observers include:

- Many drivers appeared to be driving too fast on S Anderson St and W Ingals Ave.
- Observers noticed some motorists texting and driving.
- There are no crosswalks in front of the school; students crossing mid-block there and in other locations.
- There are sidewalks and street furniture around the school. Benches across the street from the school are a popular gathering place for students.
- There is ample bike racks and space in the parking lot at this school.
- Many students were dropped off at the north main entrance in the middle of the street.
- Both faculty and student parking lots have an adequate number of spaces.
- U-turns observed on W Bowen Ave.

PUBLIC INPUT

Public input was gathered at Steering Committee meetings, the public open house, and from online and mailed comments.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



- Police noted that issues with high speeds and driver behavior issues are students.
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.
- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- There are currently no crosswalks in front of the main entrance of the school.
- Street furniture across the school is a popular space for students to gather, increasing importance of safe crossings.

Encouragement

- There are ample bike racks at this school.

Education

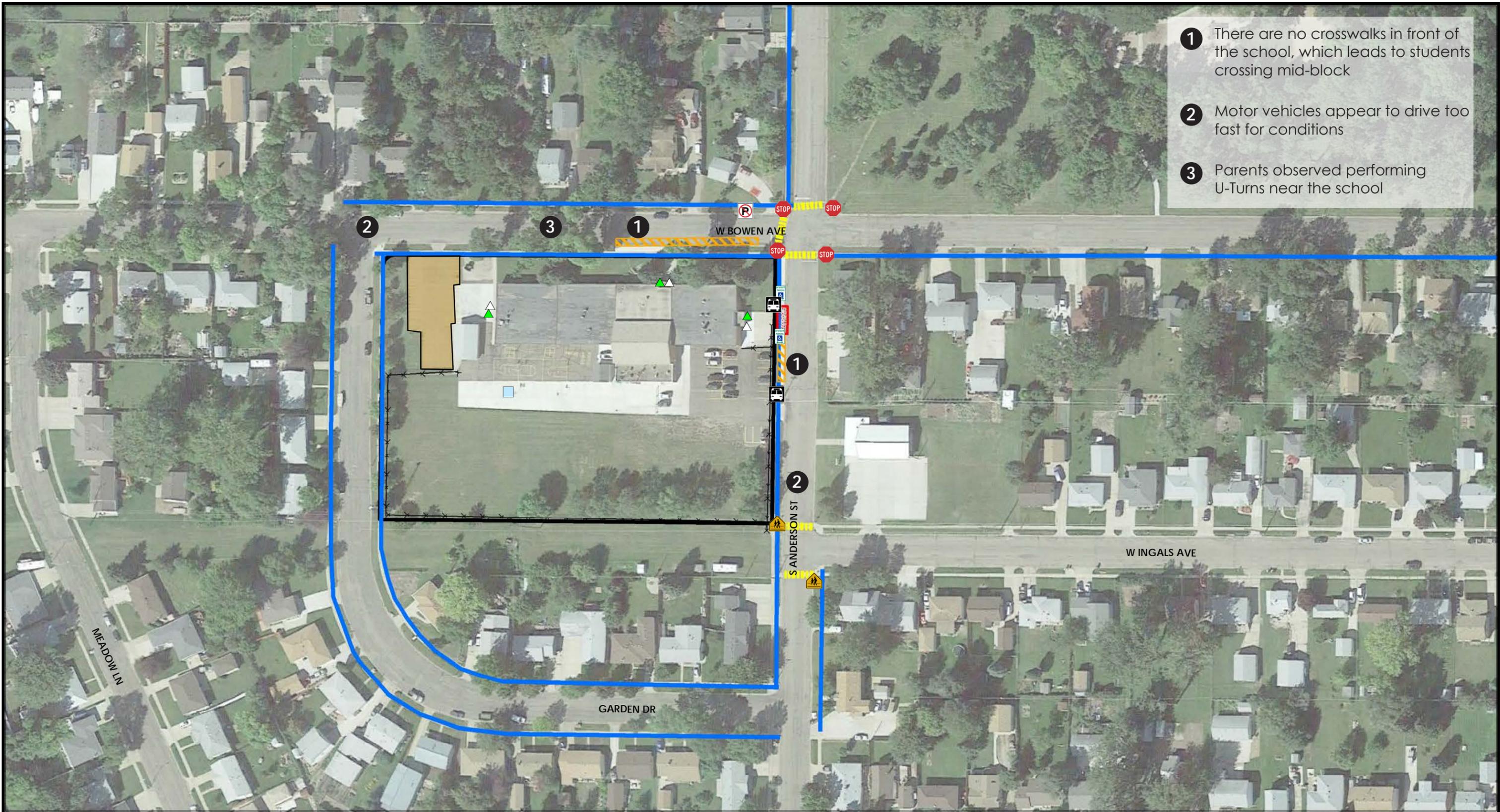
- No education programs or issues were identified at this school.

Enforcement

- This school has a school resource officer (SRO) that visits the school daily, but typically does not address traffic safety issues.
- Some drivers in the area appeared to be driving too fast for conditions or texting and driving.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 There are no crosswalks in front of the school, which leads to students crossing mid-block
- 2 Motor vehicles appear to drive too fast for conditions
- 3 Parents observed performing U-Turns near the school

Existing Conditions and Issues
South Central Alternative High School



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- ⚠ Crossing Sign
- Ⓟ No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🛑 Stop Sign
- 🚦 Traffic Light

- ➡ Direction of Traffic
- Fence
- ▬ Crosswalks
- Sidewalk
- ▬ Pedestrian Areas
- Parking Lot

Loading Zones

- Bus Loading/Unloading Zone
- ▨ Parent Loading/Unloading Zone
- ▨ After School Providers Loading/Unloading Zone
- ▭ School Property

Note: vehicle speed observations were done at on-site visits. No speed tests were conducted.

September 2017



ALTERNATIVES AND ACTIONS

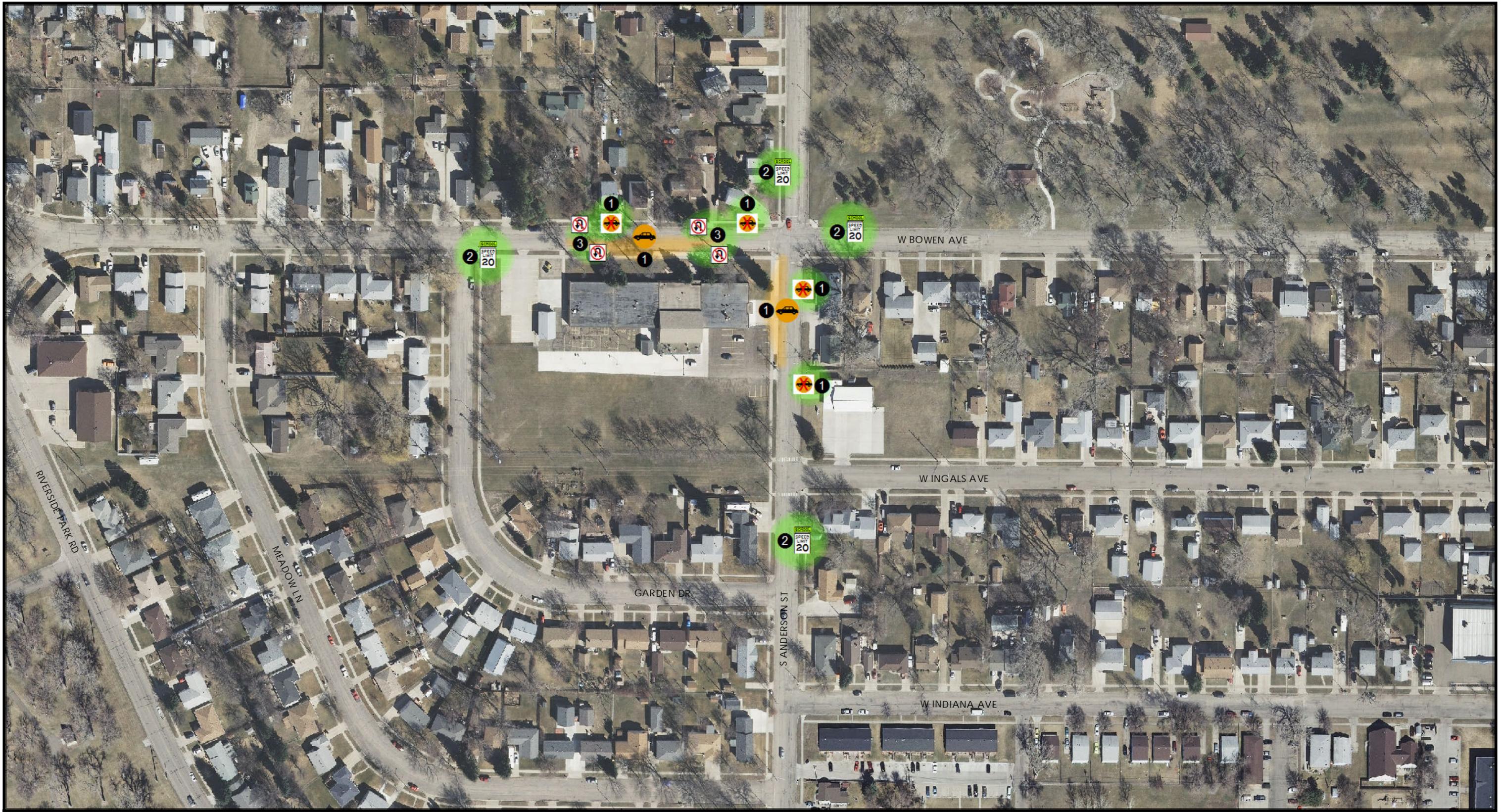
1. **Issue** – There are no crosswalks in front of the school which leads to students crossing the street mid-block.
 - a. **Alternative A** - Consider extending the lengths of the parent drop offs on the north and east side of the building.
 - b. **Alternative B** – Consider adding “No Loading/Unloading” signs to the east side of S Anderson Street and the north side of W Bowen Avenue.



2. **Issue** – Motor vehicles appear to drive too fast for conditions. There are no speed limit signs on the streets adjacent to the school.
 - a. **Alternative** - Consider installing the 20 mph school zone speed signs to discourage drivers from speeding.



3. **Issue** – Parents observed performing U-Turns near the school on West Bowen Avenue.
 - a. **Alternative** - Consider installing “No U-Turn” signs along West Bowen Avenue.



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Technically Feasible Alternatives
South Central Alternative High School

Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk



August 2017
 Planning Level Only
 Not for Construction



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6.22: LEGACY HIGH SCHOOL

QUICK FACTS

Data was collected in Fall 2016.



LEGACY HIGH SCHOOL

Address: 3400 East Calgary Avenue, Bismarck, ND

Principal: Tom Schmidt

Number of Students: 1125

Grades Served: 9-12

Start Time: 8:10 am

End Time: 3:30 pm

Map of School Site Area:



PRINCIPAL TOP SAFETY CONCERNS

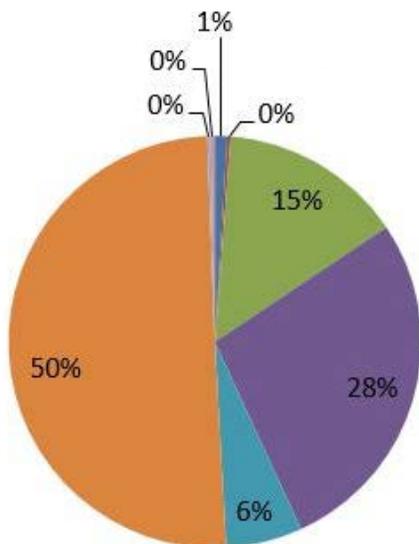
The school principal identified the following top safety concerns.

1. No sidewalks on Jericho Road - students are forced to walk on the street.

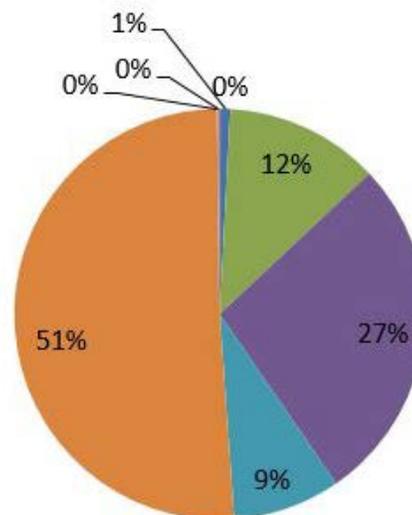
HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of September 12, 2016. The following charts depict how students typically travel to and from school.

Average AM Mode



Average PM Mode



- Walk
- Bike
- School Bus
- Family vehicle
- Carpool
- Own vehicle
- CAT Bus
- Other

BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

1. Distracted motorists.
2. Distracted students.
3. Amount of vehicles.

Generally, bus drivers rated the school as safe.

Reasons given for rating the school this way include:

No comments given.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 38 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Distance from home to school (61%)
2. Amount of traffic along the route (58%)
3. Speed of traffic along the route (55%)

Representative comments include:

"We used to live within 1 mile of Legacy H.S. I refused to allow my kids to walk to the school or ride bike because of the vehicles traveling fast along 43rd Ave lack of cross walks and lights."

SCHOOL SITE OBSERVATIONS

School site observations occurred on October 5, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was considered to be both “orderly and free-flowing”, “orderly but congested” and “confusing” by team members. Other issues identified by the observers include:

- Hundreds of drivers were observed traveling too fast for conditions. Traveling fast occurred both in the am and pm. In the afternoon traveling fast occurred most on E Calgary Ave with traffic only slowing down to turn onto Hamilton. Also observed distracted driving including texting while driving.
- Almost nobody, students and faculty alike, used the parking lot /internal parking drive crosswalk.
- Numerous motorists failed to stop at Leichy Place and E Calgary Ave.
- Bike racks at the school provide ample space and are in good condition.
- Most of the student traffic left the main student parking lot toward Leichy Place/Jerico Road. They seem to travel very fast, barely slowing at the parking lot driveways.
- Some drivers failed to yield, many (56 in one afternoon) failed to stop at the Calgary Ave stop sign and some failed to stop for a school bus.
- Some drivers parking in “no parking” zones, and some double park.
- There is no sidewalk on Jerico; students walk in the road.

PUBLIC INPUT

Public input was gathered at Steering Committee meetings, the public open house, and from online and mailed comments.

- City updated that they have been trying to work with the property owner to develop a crossing at Calgary. This has been unsuccessful at this time.
- Concern for locations where there are not sidewalks on both sides of the road. What is the policy for installing sidewalks? City noted that some of the lots are not developed along Jericho. City policy is to install sidewalk when property is developed.
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.

- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- Now that the school is open, the location of crosswalks and traffic signals should be reviewed.
- No sidewalks on Jericho Road - students are forced to walk on the street.
- Crossing at 43rd Avenue to get to Legacy is very difficult.
- Crossing at Centennial Road is difficult due to speed of traffic.
- Crossing improvements at Leichty Place and Calgary Ave are needed.

Encouragement

- Bike racks at the school provide ample space and are in good condition.

Education

- No education programs or issues were identified for this school.

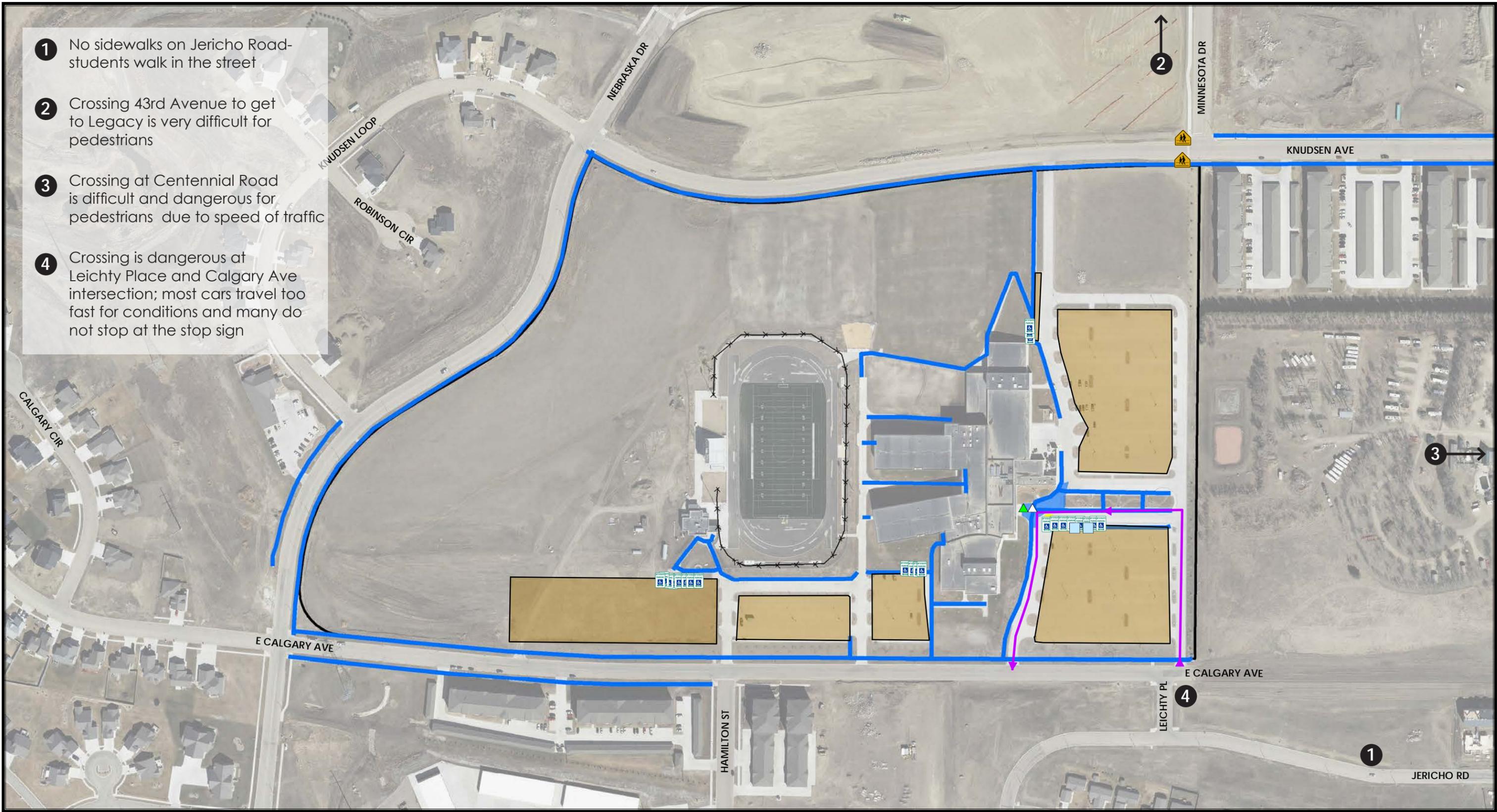
Enforcement

- This school has a school resource officer on site every day.
- Enforcement of the current traffic regulations should address:
 - a. Hundreds of students were observed driving too fast for conditions. Most of the student traffic left the main student parking lot toward Leichty Place/Jerico Road. They barely slow down at the parking lot driveways. Traveling too fast occurred both in the am and pm. In the afternoon traveling too fast occurred most on E Calgary Ave with traffic only slowing down to turn onto Hamilton. Also, observed distracted driving including texting while driving.
 - b. Almost nobody, students and faculty alike, used the parking lot /internal parking drive crosswalk.
 - c. Numerous drivers, at least 56 in the afternoon observation, failed to stop at the stop sign at Leichty Place and E Calgary Ave.
 - d. Some drivers failed to stop for a school bus.
 - e. Some drivers park in "no parking" zones and some double park.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.

- 1 No sidewalks on Jericho Road-students walk in the street
- 2 Crossing 43rd Avenue to get to Legacy is very difficult for pedestrians
- 3 Crossing at Centennial Road is difficult and dangerous for pedestrians due to speed of traffic
- 4 Crossing is dangerous at Leichy Place and Calgary Ave intersection; most cars travel too fast for conditions and many do not stop at the stop sign



Existing Conditions and Issues

Legacy High School



Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- 🚶 Crossing Sign
- 🚫 No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡ Direction of Traffic
- ⚡ Fence
- ▬ Crosswalks
- ▬ Sidewalk
- ▬ Pedestrian Areas
- ▬ Parking Lot

Loading Zones

- 🚍 Bus Loading/Unloading Zone
- 👤 Parent Loading/Unloading Zone
- 👤 After School Providers Loading/Unloading Zone
- 🏫 School Property

September 2017



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ALTERNATIVES AND ACTIONS

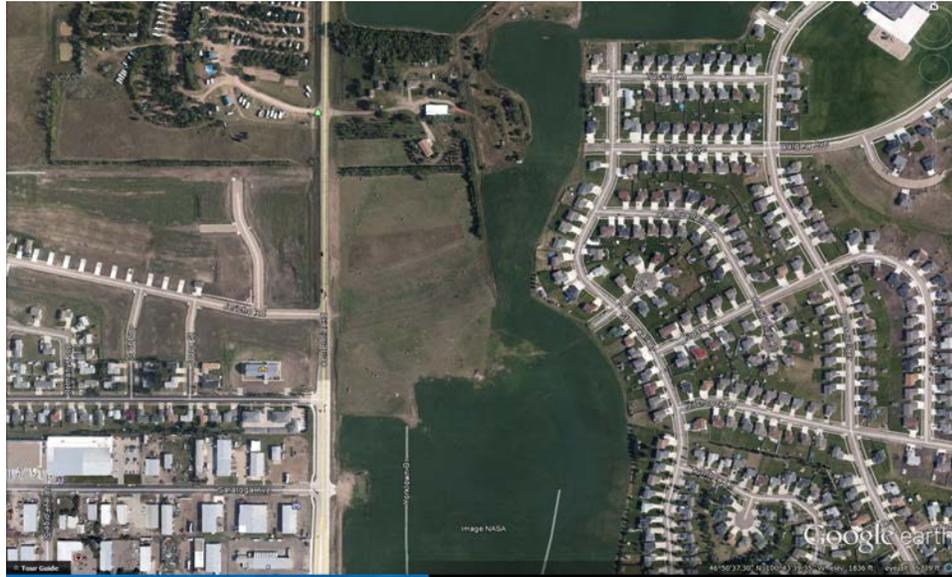
1. **Issue** – There are no sidewalks on Jericho Road. Students were observed walking in the street. This area is still under development.
 - a. **Response** – Pedestrian facilities will be constructed as development occurs.



2. **Issue** – Crossing 43rd Avenue Northeast to get to the school is very difficult for pedestrians. 43rd Avenue Northeast is a rural section with a posted speed limit of 45 MPH.
 - a. **Alternative** - Reconstruction of 43rd Avenue from 26th St to Roosevelt Dr. received the 1st priority in the MPO Urban Roads prioritization last fall. Funding has not yet been finalized, but this project (including a three-lane roadway and shared use path) is a priority. Considerations with pedestrians crossing at this location should be evaluated with this project.



3. **Issue** – Crossing at Centennial Road is difficult and dangerous for pedestrians due to speed of traffic.
 - a. **Response** – When E Calgary Ave is constructed east to the intersection with Centennial it will likely have intersection control that offers a safe pedestrian crossing. As development continues and traffic, both pedestrian and vehicular, increases, the posted speed limits of these existing corridors should be evaluated for potential speed reductions.



4. **Issue** - Crossing is dangerous at the intersection of Leichty Place and East Calgary Avenue. Most cars travel too fast for conditions and many do not stop at the stop sign.
 - a. **Alternative** - Consider installation of 20 mph school zone speed zone signs coupled with driver feedback signs along East Calgary Avenue.
 - b. **Response** – Consider installation of a crosswalk at this location as sidewalks are constructed with future development.



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Technically Feasible Alternatives
Legacy High School



0 400 800 Feet

Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk

August 2017
Planning Level Only
Not for Construction



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6.23: CENTURY HIGH SCHOOL

QUICK FACTS

Data was collected in Fall 2016.



Address: 1000 East Century Avenue, Bismarck, ND

Principal: Steve Madler

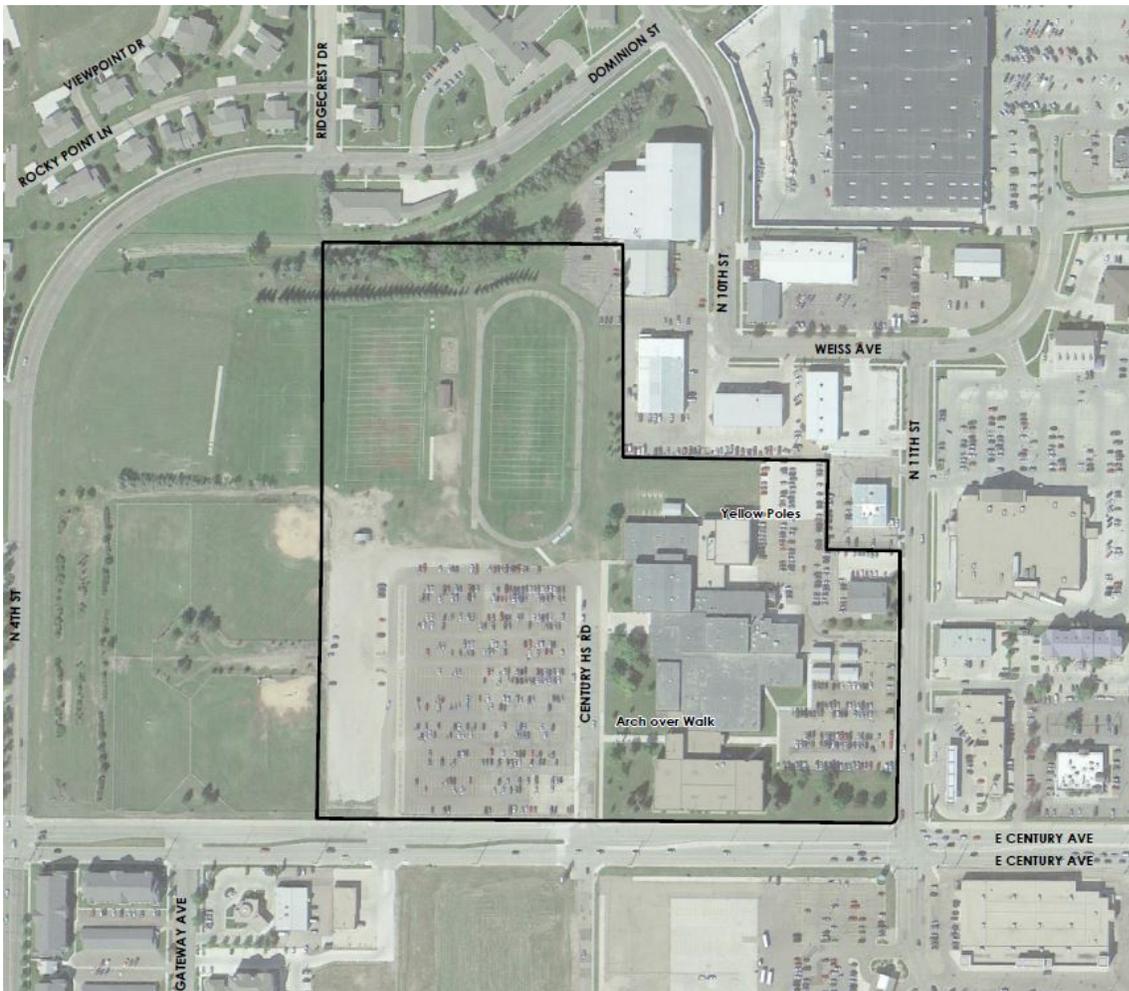
Number of Students: 1200
(projected to be 1600)

Grades Served: 9-12

Start Time: 8:20 am

End Time: 3:20 pm

Map of School Site Area:



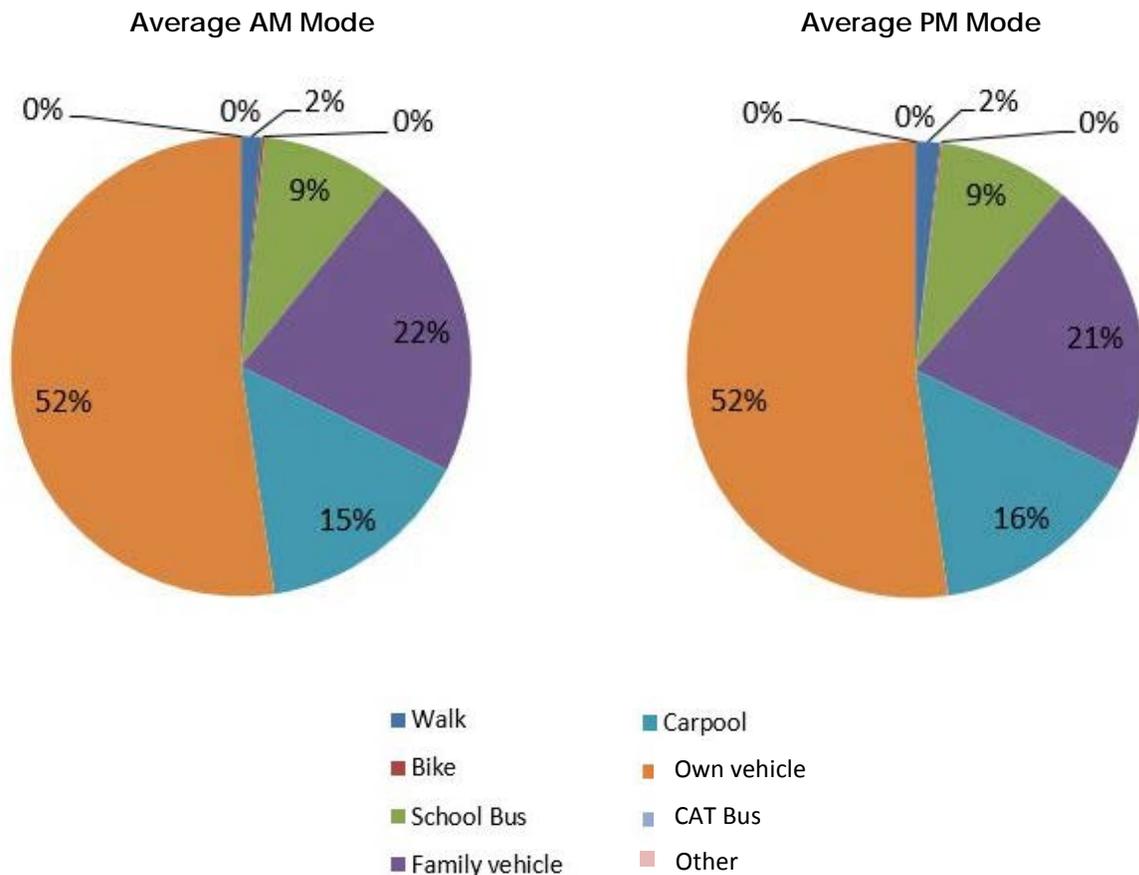
PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. Although there is ample parking, some students choose to park in Gateway Mall parking lot. They cross Century Avenue at areas that are not designated as crosswalks.
2. Driving behavior at the end of the school day.
3. Number of buses that come to our school at the end of the day: there are several buses where only 1 or 2 kids will board, which adds significant congestion.

HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school students were surveyed during the week of September 12, 2016. The following charts depict how students typically travel to and from school.



BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

1. Amount of vehicles.

Generally, bus drivers rated the school as safe.

Comments regarding traffic safety at this school include:

- Very safe on east side.
- Improve crosswalk signs.
- Have buses and cars drop and pickup in different areas.

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 40 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Weather and climate (63%)
2. Distance from home to school (60%)
3. Amount of traffic along the route (45%)

Representative comments include:

"There are several reasons we would not allow our kids to bike or walk to school. Safety and weather are big ones - distance - time - also kids are carrying these huge backpacks. We don't feel it is a safe option."

SCHOOL SITE OBSERVATIONS

School site observations occurred on October 6, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was considered to be both "orderly and free-flowing" and "orderly but congested" by team members. Other issues identified by the observers include:

- The speed limit on Century Avenue is 35 mph in this area but most motorists appear travel too fast for conditions. No school zone signs or reduced speed limit were noted. Students drive fast through the parking lots. Overall traffic seemed to go faster in the afternoon. Bus drivers appear to be driving even faster than other drivers.
- Many motorists park in a marked bus zone to drop-off or pick up students. One bus double parked to let students out.
- The parking lot area gets congested; maybe some parking spots should be removed to accommodate a driving lane.
- Many students cross 11th Street from school to Gloria Jeans/Red Carpet Carwash. There is no crosswalk. Traffic may stop for pedestrians but typically it does not stop.
- Eight buses service this school; only 1 or 2 students board many of them,
- No directional markings in the parking lot.
- Travel lanes within the parking lot are limited, cars were observed cutting across empty stalls rather than staying in the lanes. No crosswalks were observed.
- Bus students wait on the east end of the parking lot on 11th St) on the grassy boulevard. The location of bus parking blocks view of vehicles exiting the parking lot. Drivers can't see north.
- There are four parking lots, two of them are graveled. In the morning approximately 358 spaces were vacant; in the afternoon the vacant total was approximately 821.
- Many students park in the Gateway Mall parking lot and cross Century in the middle of the block, without a crosswalk.
- Parents also park at Gateway Mall waiting to pick up students. These students were observed running across Century to meet them.
- Sunrise and sunset are problematic for drivers on Century. It is difficult to see.
- We observed 21 cars passing through a crosswalk before anyone stopped at the crosswalk to allow two students to cross.
- Lots of horn honking in the parking lot and driveway.
- Traffic backs up on 11th Street blocking school and gas station driveways.
- Turning left (west) on 11th Street onto Century is nearly impossible at dismissal time.
- The right turn lane from the westerly parking lot backed up from school dismissal until 3:46

PUBLIC INPUT

Public input was gathered at Steering Committee meetings, the public open house, and from online and mailed comments.

- 11th Street SE is congested during the period of dropping off and picking up children. The south parking lot is also very busy at this time. Having “no left turn” signs in place could help the congestion. Parking lots can have better delineation for the flow of vehicles. Sometimes vehicles box themselves in by double parking all the way to the fence. This needs to be a through lane for vehicles to travel, not to park. Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- The issue with students parking in the mall parking lot and crossing E Century Avenue has been problematic not only for the crossing, but also not welcomed by the mall.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.
- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school.
- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would

like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- The speed limit on Century Avenue is 35 mph in this area but most motorists appear to travel too fast for conditions. No school zone signs or reduced speed limit were noted. Students drive fast through the parking lots. Overall traffic seemed to go faster in the afternoon. Bus drivers appear to be driving even faster than other drivers. Cars also travel too fast on 11th.
- Many motorists park in a marked bus zone to drop-off or pick up students. One bus double parked to let students out.
- The parking lot area gets congested. Travel lanes within the parking lot are limited, cars were observed cutting across empty stalls rather than staying in the lanes. No crosswalks were observed.
- Many students cross 11th Street from school to Gloria Jeans/Red Carpet Carwash. There is no crosswalk. Traffic may stop for pedestrians but typically it does not stop.
- No directional markings or crosswalks were observed in the parking lots.
- Eight buses service this school; only 1 or 2 students board many of them,
- Bus students wait on the east end of the parking lot on 11th St) on the grassy boulevard. The location of bus parking blocks view of vehicles exiting the lot Drivers can't see north.
- There are four parking lots, two of them are graveled. In the morning approximately 358 spaces were vacant; in the afternoon the vacant total was approximately 821.
- Many students park in the Gateway Mall parking lot and cross Century in the middle of the block, without a crosswalk
- Parents also park at Gateway Mall waiting to pick up students. These students were observed running across Century to meet them.
- Sunrise and sunset are problematic for drivers on Century. It is difficult to see.
- We observed 21 cars passing through a crosswalk before anyone stopped at the crosswalk to allow two students to cross.
- Lots of horn honking in the parking lot and driveway.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



- Traffic backs up on 11th Street blocking school and gas station driveways.
- Turning left (west) on 11th Street onto Century is nearly impossible at dismissal time.
- The right turn lane from the westerly parking lot backed up from school dismissal until 3:46

Encouragement

- No encouragement programs or issues were identified at this school.

Education

- The school issues general announcements about safety over the PA system regarding pick-up and drop-off procedures.

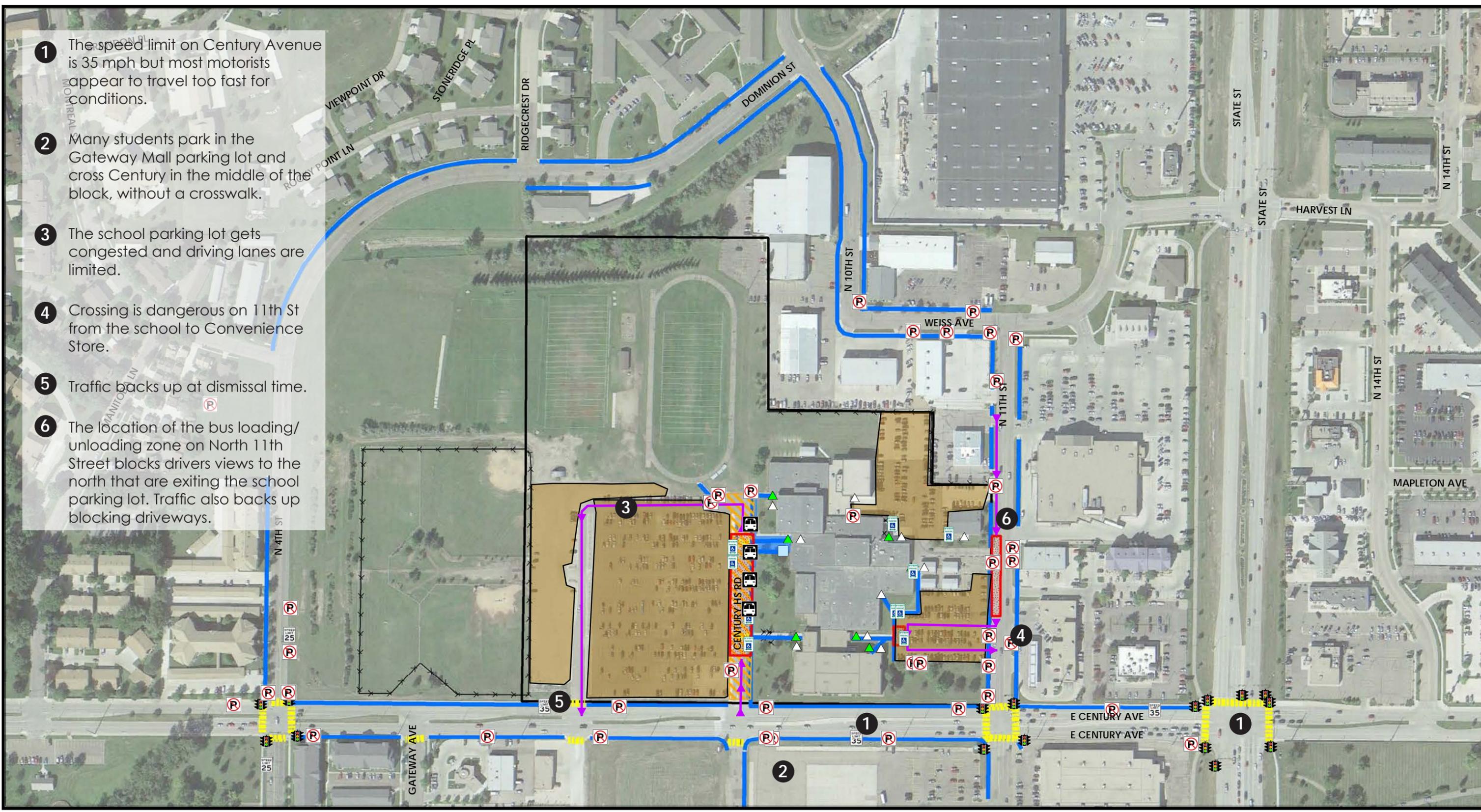
Enforcement

- This school has a School Resource Officer present daily.
- Speed limit on Century Avenue is 35 mph but most motorists appear to travel too fast on this road. No school zone signs or reduced speed limit were noted. Students drive fast through the parking lots. Overall traffic seemed to go faster in the afternoon. Bus drivers appear to be driving even faster than other drivers. Cars also appear to travel too fast on 11th.
- Many motorists park in a marked bus zone to drop-off or pick up students. One bus double parked to let students out.
- We observed 21 cars passing through a crosswalk before anyone stopped at the crosswalk to allow two students to cross.

Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.

- 1 The speed limit on Century Avenue is 35 mph but most motorists appear to travel too fast for conditions.
- 2 Many students park in the Gateway Mall parking lot and cross Century in the middle of the block, without a crosswalk.
- 3 The school parking lot gets congested and driving lanes are limited.
- 4 Crossing is dangerous on 11th St from the school to Convenience Store.
- 5 Traffic backs up at dismissal time.
- 6 The location of the bus loading/unloading zone on North 11th Street blocks drivers views to the north that are exiting the school parking lot. Traffic also backs up blocking driveways.



Existing Conditions and Issues
Century High School



- | | | | | | | | | | | | | | | |
|-----------------|-------------------|--------------------|------------|-----------------------------------|---------------------------------------|--------------------------------------|---------------|-----------------|------------------|--------------------|------------------|----------------------|-------|---|
| Features | Morning Entrances | After School Exits | Bike Racks | Pedestrian Signal/Beacon Crossing | Crossing Guard Location before School | Crossing Guard Location after School | Crossing Sign | No Parking Sign | Bus Loading Sign | Accessible Parking | Traffic Light | Direction of Traffic | Fence | Loading Zones |
| | | | | | | | | | | | | | | Bus Loading/Unloading Zone |
| | | | | | | | | | | | | | | Parent Loading/Unloading Zone |
| | | | | | | | | | | | | | | After School Providers Loading/Unloading Zone |
| | | | | | | | | | | Sidewalk | Pedestrian Areas | Parking Lot | | School Property |

Note: vehicle speed observations were done at on-site visits. No speed tests were conducted.

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ALTERNATIVES AND ACTIONS

1. **Issue** – The speed limit on Century Avenue is 35 mph but most motorists appear to travel too fast for conditions.
 - a. **Alternative** – Consider the addition of driver feedback signs.
 - b. **Note** – The speeds will not be able to be reduced on the arterial roadway adjacent to the school site.

2. **Issue** – Many students park in the Gateway Mall parking lot and cross East Century Avenue in the middle of the block without a crosswalk, due to a lack of parking at the school site
 - a. **Alternative A** - Add additional parking to the school site. No additional parking sites were able to be identified during the study with steering committee members.
 - b. **Alternative B** – Run a fence down the median along E Century Avenue so that students cannot cross mid-block. This would require approval from ND DOT. If it is not approved, a fence along the right of way on the school property could be considered instead but would be less effective to encourage students to not cross mid-block.
 - c. **Alternative C** – School should consider an agreement with the mall to utilize the spaces that are currently being used in the mall parking lot since there is not enough parking on site.
 - d. **Action Item** – The preliminary site plan for improvements at this site show school site additions that will remove the parking lots along the east side of the building. This will only increase the issue with students parking in the mall parking lot. Coordinate with the school district to determine if additional parking can be included in the future improvement plans.



- 3. **Issue** – The school parking lot gets congested and driving lanes are limited.
 - a. **Alternative A** - Consider making pavement marking improvements to the parking lot for better site circulation.
 - b. **Alternative B** – Consider making the east access an entrance only access.
 - c. **Alternative C** – Add a bus pull out on the west side of the school for bus parking so that buses are not loading/unloading in the travel lanes of the parking lot.
 - d. **Response** – The school district should determine the capacity versus need of parking spaces at this school site, including changes to the site with the proposed improvements (i.e. removal of lots on the east side of the building.)



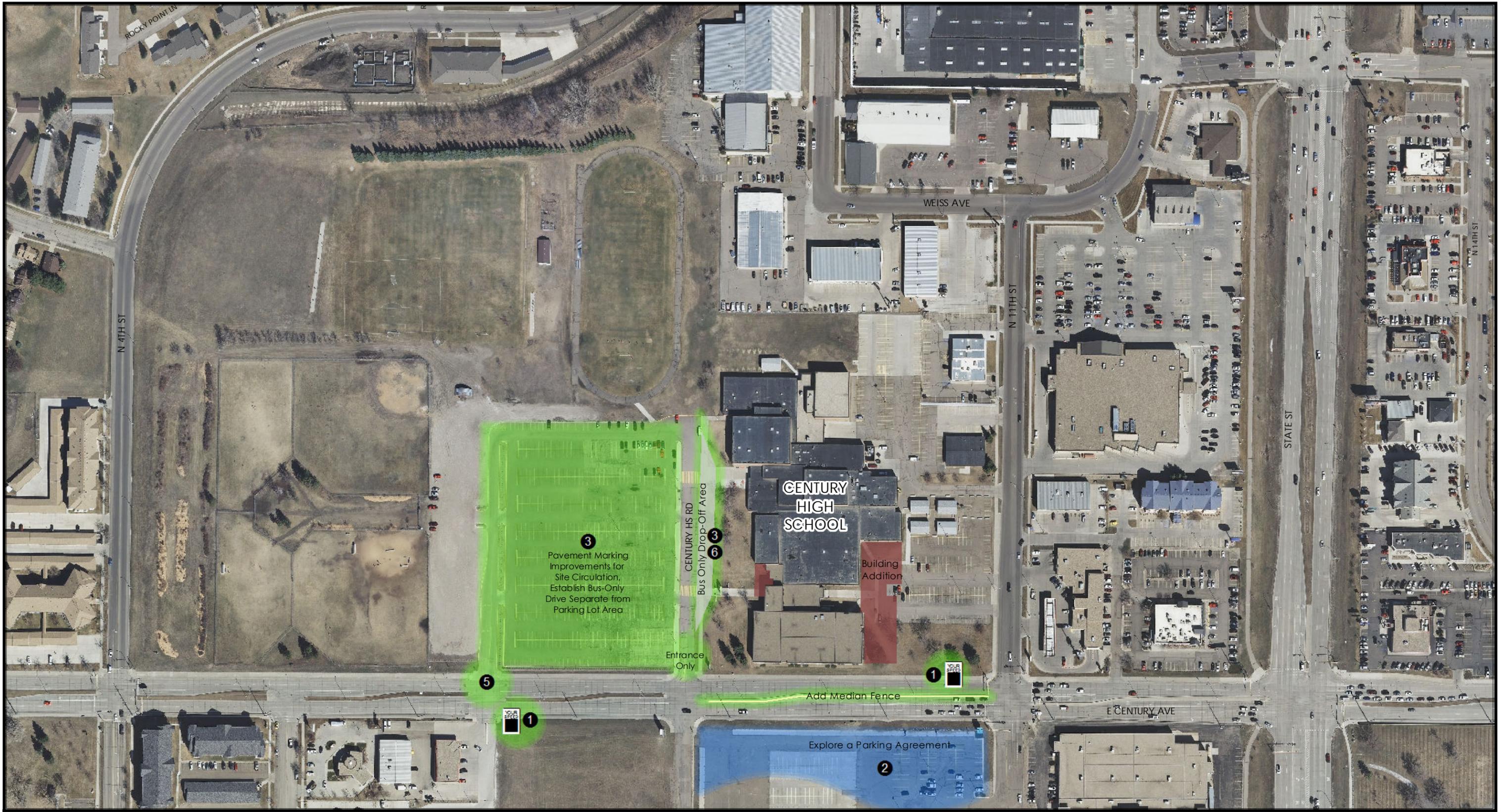
- 4. **Issue** – Crossing is dangerous on North 11th Street from the school to the convenience store east of the school.
 - a. **Response** – Steering Committee members noted that as part of the proposed school improvements, the cafeteria will be expanded to better serve the student's needs at lunch time. This will reduce crossings to the convenience store. The school could also consider a closed campus through 10th grade.



5. **Issue** – At dismissal time, traffic is backed up leaving the school parking lot. The right turn lane from the west parking lot backed up from school dismissal at 3:20 until 3:46.
 - a. **Alternative** – Consider encouraging the school to consider that the west parking lot is only being utilized as a one-way and that traffic is only allowed to exit the parking lot on the west side (no entrance.) Add a second right turn lane so that the parking lot exit (west of the west lot) consists of a right turn lane, a shared right thru lane and a left turn lane.

6. **Issue** – The location of the bus loading/unloading zone on North 11th Street blocks drivers views to the north that are exiting the school parking lot. Traffic also backs up on North 11th Street blocking school and gas station driveways.
 - a. **Alternative** – The future improvement site plans show expansion of the building that will remove both parking lots on the east side of the facility. Therefore, this issue will no longer remain. However, to mitigate other issues – consider separating the bus and parent loading/unloading zones. Implementing the improvement for Alternative 3C to add a bus lane pullout on the west side of the school and directing all buses to the west side of the school will also eliminate this issue.





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Technically Feasible Alternatives
Century High School



Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk

August 2017
Planning Level Only
Not for Construction



6.24: BISMARCK HIGH SCHOOL

QUICK FACTS

Data was collected in Fall 2016.



Address: 800 North 8th Street, Bismarck, ND

Principal: David Wisthoff

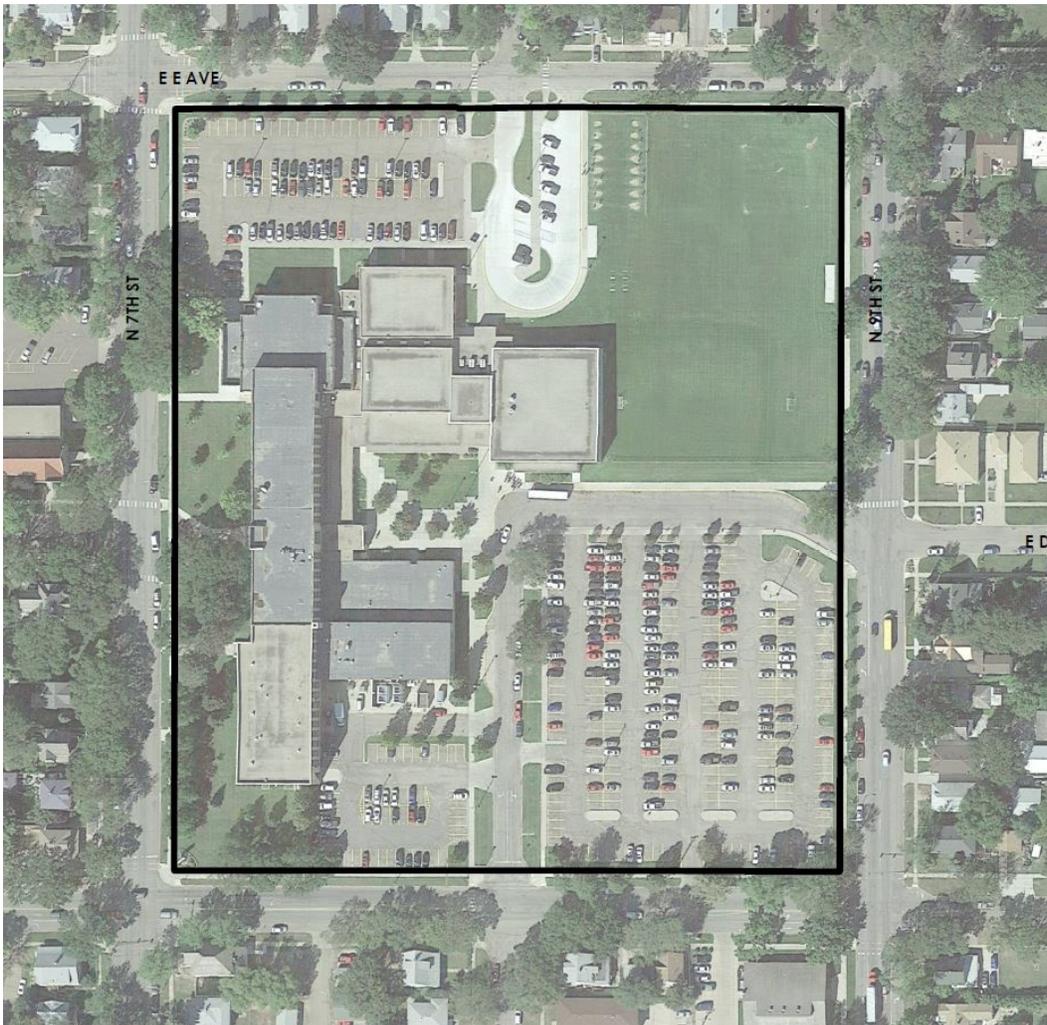
Number of Students: 1,210

Grades Served: 9-12

Start Time: 8:20 am

End Time: 3:28 pm

Map of School Site Area:



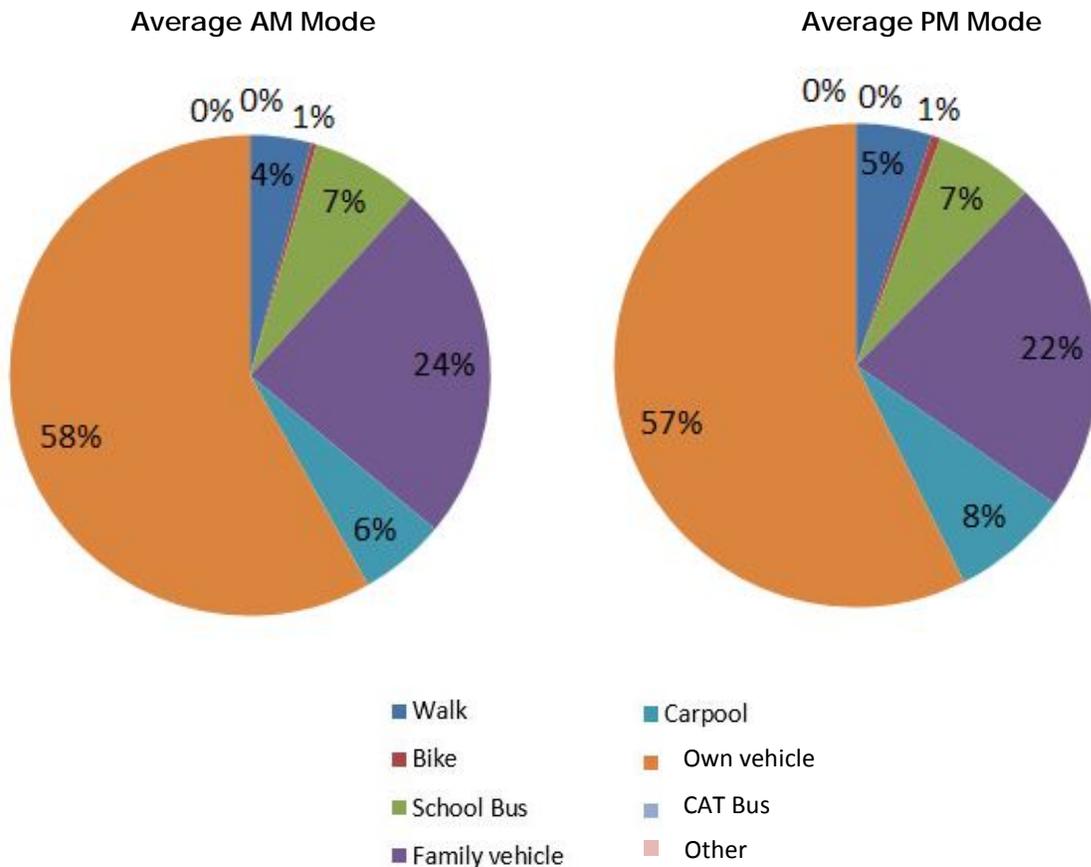
PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. The biggest concern is students crossing the one ways on 7th and 9th Street.
2. People drive fast down the one-ways and often can't see a student crossing because they are blocked by another car that is stopped or slowing down.
3. Students crossing outside designated crosswalk areas.

HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from school. At this school, students were surveyed during the week of October 3, 2016. The following charts depict how students typically travel to and from school.



BUS DRIVER SURVEY

School bus drivers, paratransit drivers, and taxi drivers serving the school district were surveyed to understand safety concerns they observe at or near the school sites. They identified the following top concerns:

1. Amount of vehicles.
2. Distracted students.
3. Lack of crosswalks, signage, and striping.
4. Distracted students.

Generally, bus drivers' rating of this school varied from "not safe" to "very safe."

Reasons given for rating the school this way include:

- Too many cars parking wherever they can to drop and pick up students
- No crossing guards
- Need better-designated loading and unloading areas
- Buses and cars should drop and pickup in different areas

PARENT SURVEY

Parents were surveyed to determine their impressions of biking and walking to school. A total of 24 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Distance from home to school (63%)
2. Weather or climate (42%)
3. Tie for third: time and amount of traffic along the route (38%)

Representative comments include:

"I have observed so many near miss accidents when students are trying to cross 7th street to and from school. I have seen students even stand at crossings for several minutes for traffic to stop for them until they finally just start slowly heading across or take a chance."

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



SCHOOL SITE OBSERVATIONS

School site observations occurred on October 11, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was considered to be both “orderly and free-flowing” and “orderly but congested” by team members. Other issues identified by the observers include:

- Many hundreds of cars observed/counted driving too fast for conditions both in the morning and in the afternoon. In the morning, speed picked up at 7:45. Almost all vehicles on 7th Ave were traveling too fast.
- Many cars observed speeding up to make it through a traffic light.
- Traffic moves fast for conditions on 7th Street and 9th Street.
- Traffic travels too fast on E Ave C.
- People drive fast down the one-ways and often can't see a student crossing because they are blocked by another car that is stopped or slowing down.
- Vehicles traveling too fast is a constant problem on 9th. Vehicles speed up once they pass the light at Ave C. About half of the time when students were waiting to cross, traffic did not stop.
- The observer located on E Ave E reported that morning traffic was light and that drivers appeared to be following posted speed limits.
- On Observation day, the flashing lights on 7th and E Ave E and 9th and E Ave E were not on.
- Traffic backed up on E Ave C, sometimes blocking N 9th St, when multiple vehicles turned into the parking lot.
- Observed dozens of drivers not yielding to pedestrians crossing the street. It appears that the drivers only stop when they see that the traffic light is already red.
- Witnessed close calls with vehicles taking a left from E Ave C onto North 7th Ave (one way southbound) and eastbound traffic going straight on East Ave C through the traffic light.
- Parked cars blocking a crosswalk and/or an intersection and in “no parking” zones.
- Many students park on 9th and cross mid-block without a crosswalk.
- At the crosswalk on N 9th Street at E Ave D, both the crosswalk area and the “no parking” zone are used as a drop off area.
- Many students park on the streets surrounding the school. This occurs even when there are spaces available in the parking lot.
- The school has three parking lots. In the morning 79 spaces of the 507 total were vacant; in the afternoon (observations were from 2:15 to 3:40), 381 spaces were vacant. There are 16 visitor parking spaces at E Ave E entrance.
- The study needs to address loading and unloading areas (location and extent of the areas).
- Students exit cars on the passenger side onto 7th St into on-coming traffic.
- Students tend to run across 7th St or walk as fast as they can. Drivers honked at students who did not cross fast enough for them.
- Many students cross outside designated crosswalk areas.
- Crosswalks on the on 7th and 9th one-ways are located only at Ave D where a majority of the students cross.
- At the 7th/Ave D intersection, it is hard to see people waiting on the corner to cross.
- When cars are parked close to the two crosswalks on 7th St, drivers can't see the students standing there. Students have to poke their heads out between parked cars and wait for a break in the traffic.
- Traffic doesn't stop for students waiting to cross the street at 9th.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



- Most students look both ways before crossing, though one observer noted it was common for male students to walk with their heads down and not look for cars.
- Crosswalk paint is faded or does not exist at: C&7th, C&9th, D&9th, E&9th.
- 9 buses service the school.

PUBLIC INPUT

Public input was gathered at Steering Committee meetings, the public open house, and from online and mailed comments.

- There is a lot of congestion north and west of the parking lot where the buses and parents are fighting for position to pick up their children. There are also students trying to get into and out of the parking lot with their vehicles in this area. Considering a better flow of school traffic in this area is important.
- Students are crossing the street in the middle of the block without looking.
- Students crossing when traffic in the closest lane to the sidewalk stops but not being aware of cars coming in the middle lane.
- Traffic backs up in the morning on both 7th and 9th Street.
- Student parking lots are full. On-street parking adjacent to the school creates issues with students crossing busy streets, particularly 7th and 9th Street.
- Poor or lack of lighting at intersections.
- Existing flashing beacons at 7th and Avenue E and 9th and Avenue E are pushbutton actuated.
- Winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
- With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.
- Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and

maintaining all sidewalks may cut down in the number of people having to drive students to school.

- Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both.

SUMMARY OF KEY ISSUES

The data gathered from principals, drivers, parents, and on-site observers is summarized below to highlight key issues related to transportation safety at this school site that will inform recommended improvements.

Engineering

- Improved crossings are needed on 7th and 9th due to fast-moving traffic.
- New paint is needed at crosswalks at: C&7th, C&9th, D&9th, E&9th
- Crossing improvements are needed at: D&7th and D&9th
- Loading and unloading areas around the school must be studied.

Encouragement

- No encouragement programs or issues were identified at this school.
- Most students look both ways before crossing, though one observer noted it was common for male students to walk with their heads down and not look for cars.

Education

- Daily announcements regarding safety are made at the school.
- Community-wide education is needed to address driver behavior in school zones.

Enforcement

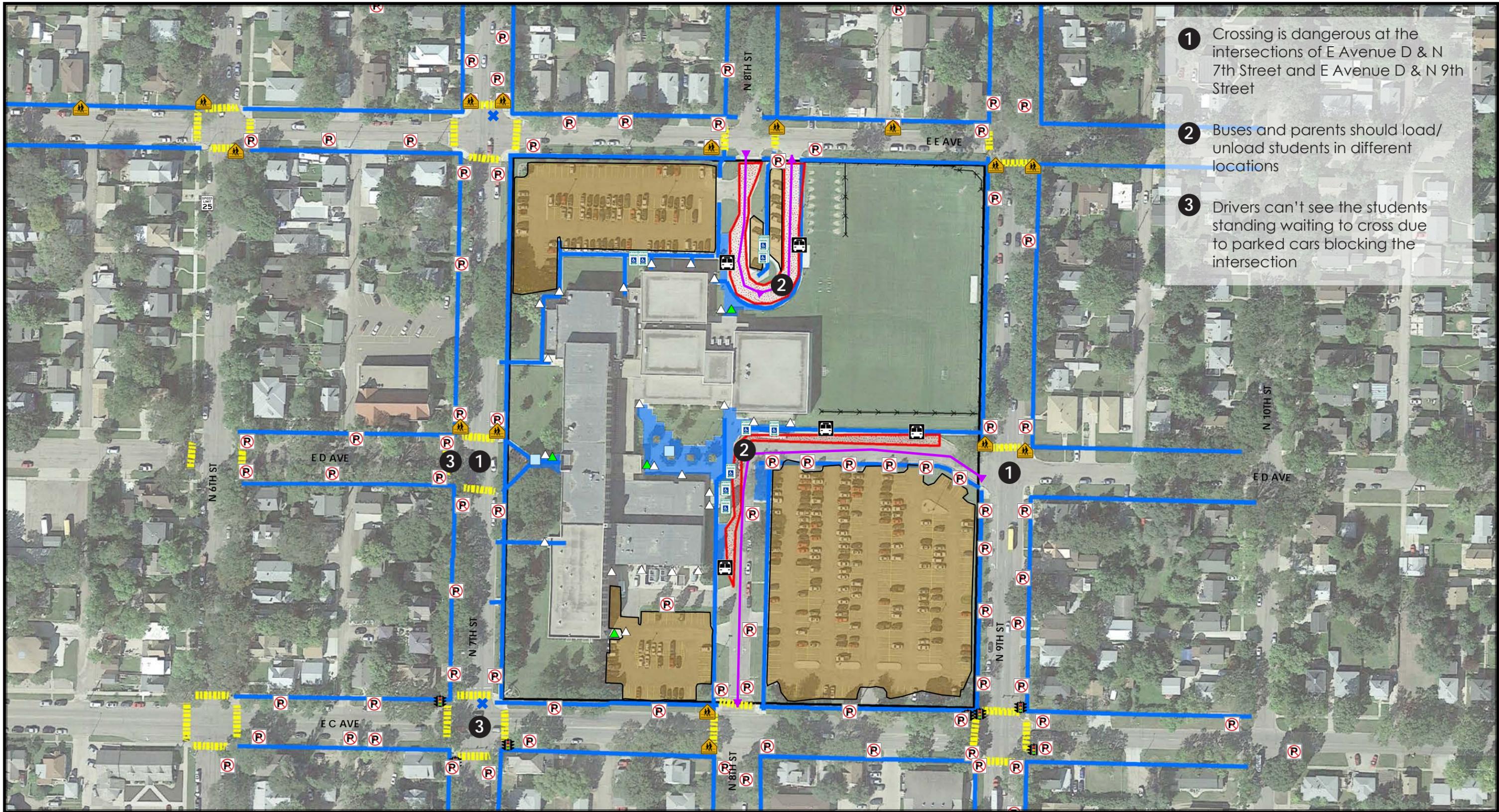
- Enforcement Priorities include:
 - a. Cars travel too fast down one-way streets (7th and 9th) near the school.
 - b. Traffic travels fast on E Ave C.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



Evaluation

- This school collected tallies of student transportation modes in Fall 2016. This is an important first step in documenting baseline conditions of travel behaviors. This data should be collected on an on-going basis so that this school can document changes in behavior over time.



- 1 Crossing is dangerous at the intersections of E Avenue D & N 7th Street and E Avenue D & N 9th Street
- 2 Buses and parents should load/unload students in different locations
- 3 Drivers can't see the students standing waiting to cross due to parked cars blocking the intersection

Existing Conditions and Issues

Bismarck High School

Features

- ▲ Morning Entrances
- △ After School Exits
- Bike Racks
- ✕ Pedestrian Signal/Beacon Crossing
- Crossing Guard Location before School
- Crossing Guard Location after School

- ⚠ Crossing Sign
- Ⓟ No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Accessible Parking
- 🚦 Traffic Light

- ➡ Direction of Traffic
- Fence
- ▨ Crosswalks
- Sidewalk
- Pedestrian Areas
- Parking Lot

Loading Zones

- ▨ Bus Loading/Unloading Zone
- ▨ Parent Loading/Unloading Zone
- ▨ After School Providers Loading/Unloading Zone
- ▭ School Property



September 2017



ALTERNATIVES AND ACTIONS

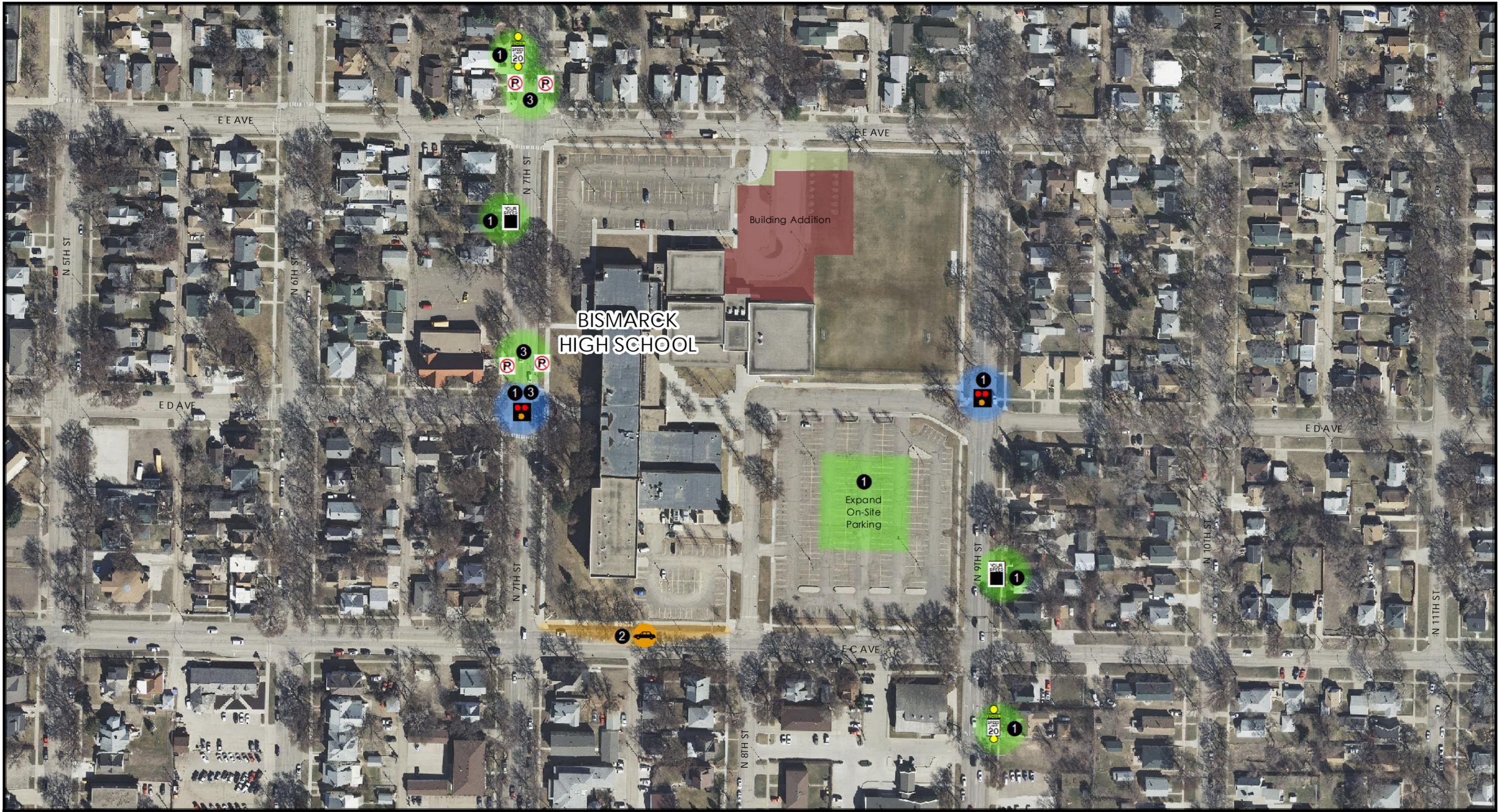
1. **Issue** – Crossing is dangerous at the intersections of East Avenue D and North 7th Street and East Avenue D and North 9th Street.
 - a. **Alternative A** - The City of Bismarck and NDDOT should evaluate the need for a HAWK or traffic signal at these two locations based on vehicular volumes, pedestrian volumes and coordination with adjacent intersections. In addition, they should evaluate the need for in pavement marking for vehicles to stop for pedestrians in the crosswalk and upgrading the street lighting at the intersections.
 - b. **Alternative B** – There are currently no speed limit signs or school speed zone signs near the school site. Consider installation of 20 mph school speed zone signs coupled with driver feedback signs along 7th Street and 9th Street to reduce driver speeds near the school.
 - c. **Alternative C** – Increasing onsite parking would reduce the need for students to park in the adjacent neighborhoods and cross at these locations. Additional parking could be considered in green space. Installation of a parking ramp at the existing parking lot location would likely accommodate the parking needs but would be very high cost.



2. **Issue** – Buses and parents should load/unload students in separate locations.
 - a. **Alternative** – Consider moving parent loading/unloading zone to the north side of Avenue C.



3. **Issue** – When cars are parked close to the two crosswalks on North 7th Street, drivers can't see the students standing there. Students must poke their heads out between parked cars and wait for a break in the traffic.
 - a. **Alternative** - Consider expanding the no parking zones near the crosswalks to allow for greater sight distance for pedestrians and motorists.



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Technically Feasible Alternatives
Bismarck High School

Legend

- Infrastructure Alternative
- Further Study Required
- Pick-Up/Drop-Off Changes
- Crossing Guards

- School Speed Limit Sign
- School S.L. Sign w/ Flashers
- Driver Speed Feedback Sign

- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- Crosswalk
- Crosswalk Beacon
- No U-Turn Signs
- No Parking Signs
- No Left Turn Sign

- Portable In-Road Crosswalk Sign
- New Stop Sign
- New Yield Sign
- Removal

- Misc Signs
- Speed Table
- Curb Extension

- Crosswalk
- Multi-Use Path
- Sidewalk

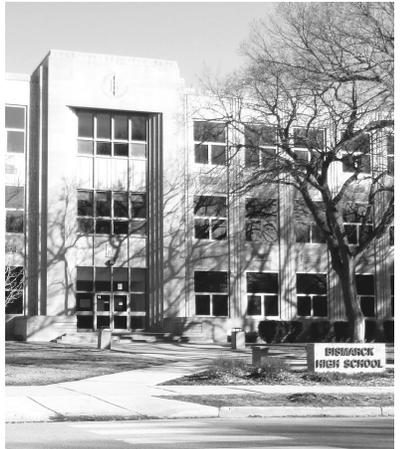


August 2017
Planning Level Only
Not for Construction





IMPLEMENTATION



IMPLEMENTATION

The Bismarck-Mandan School Safety Crossing Study recommends a number of technically feasible alternatives at each school building under study. To simplify implementation, like alternatives for each school have been compiled and are here listed with the party responsible for implementation and likely funding sources, discussed at the end of this chapter.

1. School Speed Limit and Driver Feedback Signage

Signage to communicate to motorists the legal speed limit of 20 mph while students are present, as well as signage to encourage motorists to travel the legal speed limit while it should be enforced. Quantities include “End School Speed Zone” signs though these were not shown on exhibits.

Party: City of Bismarck and City of Lincoln

Optional Funding Sources: Highway Safety Improvement Program (HSIP), Transportation Alternatives/Safe Routes to School (TA/SRTS), or Local Funds

Quantity: Static Signs at \$750/sign
- Bismarck: 218 signs (\$163,500)
- Lincoln: 14 signs (\$10,500)

S5-1 Signs with Flashing Beacons at \$15,000/sign
- Bismarck: 22 signs (\$330,000)

Driver Feedback Signs at \$15,000/sign
- Bismarck: 40 signs (\$600,000)

Cost: \$ 1,104,000 (Bismarck: \$1,096,500, Lincoln: \$10,500)

Schools Included within this Improvement: BECEP School, Centennial ES, Grimsrud ES, Highland Acres ES, Liberty ES, Lincoln ES, Miller ES, Moses ES, Myhre ES, Murphy ES, Northridge ES, Pioneer ES, Prairie Rose ES, Roosevelt ES, Sunrise ES, Solheim ES, Will-Moore ES, Horizon MS, Simle MS, Wachter MS, Bismarck HS, Century HS, Legacy HS, South Central Alternative HS

Priority: High

2. Crosswalk Signing and Marking

Signage and marking to communicate the establishment of a new crosswalk.

Party: City of Bismarck or City of Lincoln (in public rights-of-way of their respective jurisdictions),
Bismarck Public Schools (on school property)

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



Funding: Transportation Alternatives/Safe Routes to School, or Local Funds

Quantity: Static Signs at \$750/sign
- Bismarck: 10 (\$7,500)
- Lincoln: 2 (\$1,500)
- BPS: 4 (\$3,000)

In-road (R1-6) Static Signs at \$500/sign
- Bismarck: 12 (\$6,000)

Crosswalk Beacon at \$15,000/sign
- Bismarck: 2 (\$30,000)

Crosswalk Pavement Markings at \$20/SF
(performed thermoplastic at \$80 per linear foot assuming a continental ladder pattern where the rungs (stripes) are 8' long) and are separated by gaps as wide as the rungs.
- Bismarck: 873 LF (\$69,880)
- Lincoln: 44 LF (\$3,520)

Cost: \$121,400; (Bismarck: \$113,380, Lincoln: \$5,020, BPS: \$3,000)

Schools Included within this Improvement: Grimsrud ES, Highland Acres ES, Liberty ES, Lincoln ES, Moses ES, Murphy ES, Myhre ES, Northridge ES, Pioneer ES, Sunrise ES, Horizon MS, Simle MS, Legacy HS

Priority: High

3. HAWK Beacons

A beacon to designed to assign the right-of-way to pedestrians.

Party: City of Bismarck

Funding: Transportation Alternatives/Safe Routes to School, or Local Funds

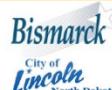
Quantity: 7 Systems at \$80,000 each. This does not include the cost to study these improvements.

Cost: \$560,000

Schools included within this improvement: Northridge ES, Highland Acres ES, Victor Solheim ES, Wachter MS, Horizon MS, Bismarck HS.

Priority: Medium

IMPLEMENTATION



4. Change of Intersection Control

The addition of yield or stop signs to define who has the right-of-way at an intersection. To be determined if warranted by a forthcoming study.

Party: City of Bismarck
Funding: Local Funds
Quantity: 15 Intersections to Study
Cost: Staff Time

Schools included within this improvement: Grimsrud ES, Highland Acres ES, Northridge ES, Murphy ES, Miller ES, Moses ES, Sunrise ES, Simle MS.

Priority: Medium

5. Miscellaneous Signage: Parking Restrictions, Movement Restrictions, Loading and Unloading Guidance or Restrictions, Etc.

Party: City of Bismarck and City of Lincoln (in their respective public rights-of-way), and Bismarck Public Schools (on school property)
Funding: Transportation Alternatives/Safe Routes to School, or Local Funds
Quantity: 294 Signs with an average cost of approximately \$625 per sign.
- Bismarck: 121 signs (\$75,625)
- Lincoln: 4 signs (\$2,500)
- Bismarck Public Schools: 9 signs (\$5,625)
Cost: \$83,750

Schools Included within this Improvement: BECEP School, Centennial ES, Grimsrud ES, Highland Acre ES, Liberty ES, Lincoln ES, Miller ES, Moses ES, Murphy ES, Myhre ES, Northridge ES, Pioneer ES, Roosevelt ES, Sunrise ES, Simle MS, Will-Moore ES, Bismarck HS, South Central Alternative HS

Priority: High

6. Speed Table Crosswalks

Party: Bismarck Public Schools (on school property)

Funding: Local Funds

Quantity: 2 Speed Table Crosswalks (24 LF) at \$240 per LF (concrete).

Cost: \$6,000, plus mitigation to drainage impacts

Schools Included within this Improvement: Liberty ES

Priority: High

7. Sidewalk and Multi-Use Path

Party: City of Bismarck (in public rights-of-way),
Bismarck Public Schools (on school property),
Bismarck Park District for Multi-Use Paths

Funding: Transportation Alternatives/Safe Routes to School, or Local Funds

Quantity: Sidewalk, 5" thick, 5 FT wide at \$33.33 per linear foot.
- Bismarck: 5,373 LF (\$179,080)
- BPS: 324 LF (\$10,800)

No multi-use path is recommended.

Cost: \$143,867 (Bismarck: \$122,767, BPS: \$20,998)

Schools Included within this Improvement: Pioneer ES, Roosevelt ES, Horizon MS, Wachter MS

Priority: Medium

8. Add or Relocate Bike Racks

Party: Bismarck Public Schools (on school property)

Funding: Local Funds

Quantity: New Racks: 12 new racks spread across 4 locations, Relocated Racks: move racks at 2 locations.

Cost: \$24,000 for new racks (\$2,000 each, including installation),
Staff Time for relocated racks.

Schools: Liberty ES (3 new), Lincoln ES (2 new), Murphy ES (move racks), Roosevelt ES (move ex. racks, add 2 new rack), Wachter MS (5 new racks).

Priority: Medium

9. Add Crossing Guards

Party: Bismarck Public Schools (on school property)

Funding: Local Funds

Quantity: 16 New Locations

Cost: Staff Time

Schools: Highland Acres ES, Liberty ES, Lincoln ES, Miller ES, Moses ES, Murphy ES, Northridge ES, Pioneer ES, Sunrise ES, Simle MS, Horizon MS

Priority: Medium

10. Make Changes to the Parent or Bus Loading/Un-Loading Zones or Circulation Patterns

Party: Bismarck Public Schools (on school property)

Funding: Local Funds

Quantity: 15 schools

Cost: \$45,000 plus staff time to plan for changes and then to supervise the transition. Assumes approximately \$3,000 in miscellaneous equipment per location: orange cones (10-15 per location) and instructional signage for each location, etc.

Schools: BECEP School, Grimsrud ES, Highland Acres ES, Lincoln ES, Miller ES, Moses ES, Myhre ES, Northridge ES, Pioneer ES, Roosevelt ES, Sunrise ES, Will-Moore ES, Horizon MS, Simle MS, Bismarck HS, South Central Alternative HS

Priority: Medium

11. Parking Lot/Driveway Expansion

Party: Bismarck Public Schools (on school property)
Funding: Local Funds
Quantity: 38,358 SF lot expansion at \$10 per square foot
Cost: \$383,580
Schools: Sunrise ES: Driveway widening, 343 SF; BECEP School: Parking Lot, 16,140 SF (estimate); Grimsrud ES (TBD); Northridge ES (TBD); Horizon MS: Bus Loop Widening, 9,500 SF; Century HS: Bus-Only Drop-Off/Pick-Up Area, 12,375 SF.
Priority: Medium

12. Center Left Turn-Lane

Party: City of Bismarck
Funding: Local Funds
Cost: \$940,000
Schools: Horizon Middle School
Priority: Medium

13. Street Lighting

Party: City of Bismarck
Funding: Local Funds
Quantity: 0.94 Miles at \$510,000 per mile.
Cost: \$479,400
Schools: Horizon Middle School
Priority: Medium

14. Median Fence

Party: City of Bismarck/North Dakota DOT
Funding: Local Funds
Quantity: 625 Feet at \$135 per foot.
Cost: \$84,375
Schools: Century High School
Priority: Medium

15. Additional Parking (Bismarck High School)

Party: Bismarck Public Schools
Funding: Local Funds
Quantity: TBD at \$2,500 per space on existing green space around the school, \$14,000 per space on adjacent properties appropriated for parking lots, to \$25,000 per space to construct a parking ramp/garage for the school.
Cost: TBD
Schools: Bismarck High School
Priority: Medium

16. Pavement Markings for Site Circulation, and Establish a Bus-Only Drive Separate from Parking Lot Area (Century High School)

Party: Bismarck Public Schools
Funding: Local Funds
Quantity: 20 Lane Arrow (Thermo) Pavement Markings and six signs.
Access Drive Linking West Parking Lot to the East Parking Lots (not shown on the improvement exhibits) 515 Linear Feet by 20 Feet in width at \$90 at square yard.
Cost: Pavement Markings: \$6,000
Driveway: \$183,800
Schools: Bismarck High School
Priority: Medium

17. Tree Trimming

Party: City of Bismarck
Funding: Local Funds
Quantity: 3 Locations
Cost: Staff Time
Schools: Centennial ES, Grimsrud ES, Moses ES
Priority: Medium

18. Removals

Party: Bismarck Public Schools
Funding: Local Funds
Quantity: Crosswalk Pavement Marking Removal at 6 locations.
Cost: Staff Time
Schools: Grimsrud ES, Highland Acres ES, Pioneer ES, Murphy ES
Priority: Medium

19. Expand Berm to Allow for Enforcement on Ash Coulee

Party: City of Bismarck
Funding: Local Funds
Quantity: One berm assuming 80 feet of conduit, 100 cubic yards of embankment, a gravel pad, and seeding and mulching to stabilize the embankment.
Cost: \$10,000
Schools: Horizon Middle School
Priority: Medium

20. Conduct Other Studies (Legacy High School)

- a. 43rd Street Evaluation of Improvements north of Legacy High School for the addition of a multi-use path and possible center turn lane.
- b. Evaluating Lighting along S 7th Street near Wachter MS

Intergovernmental Coordination

The City of Bismarck, City of Lincoln, Burleigh County, and the Bismarck Public School District should work together for the logical placement and land purchasing for future school locations. Too many schools within the metro area are directly adjacent to a major arterial corridor or have a direct effect on the function of that arterial. It is hard for an arterial to provide the desired through put of traffic when the flow is impacted by a school crossing location or major traffic backups at school start and end times.

Funding Opportunities

There are numerous funding opportunities that may be applicable to the Bismarck School District, the Cities of Bismarck and Lincoln, and the MPO to implement the proposed school safety improvements.

Local Funding Sources

As outlined earlier in this Chapter, local funding will be critical to implementing school site improvements. Some of the local funding opportunities that exist include:

City of Bismarck: for projects located on City property, funding may be available through the City. Bismarck has a Capital Improvement Plan (CIP) which allocates funding for future public works projects. School improvement projects on City owned property, including street right-of-way, should be included in the City's CIP. Coordination between the City and the MPO will be needed to ensure that funding is in place at the appropriate time.

Bismarck Public Schools: Schools across the district undergo routine maintenance and improvement projects on-site. The MPO and the District should coordinate future site improvements with the recommendations outlined in this report. For improvements on District owned property, the District may be able to assist with financing. The School District can also fund and implement educational and encouragement programs.

Bismarck Park District: For school sites adjacent to public parks, the Bismarck Park District can be a partner for school site improvements. Additionally, any new trails constructed connecting to school sites can be a part of the existing Park District owned and maintained trails. The District also plays a role in non-infrastructure improvements such as mapping the trail network.

North Dakota DOT: Although most of the school sites are in neighborhoods surrounded by city streets, for improvements along State Highways, the North Dakota DOT can be a source of funding. Like the City of Bismarck, the State has its own Capital Improvement Plan, which allocates funding for future roadway improvements. School improvement projects on DOT owned property, including street right-of-way, should be included in the DOT's CIP. Coordination between the State and the MPO will be needed to ensure that funding is in place at the appropriate time. The ND DOT may also provide resources and funding for non-infrastructure improvements, such as state-wide safety education campaigns.

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

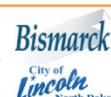


External Funding Sources

There are also external funding sources and grant opportunities that may be available to implement school safety improvements. The following table summarizes these opportunities.

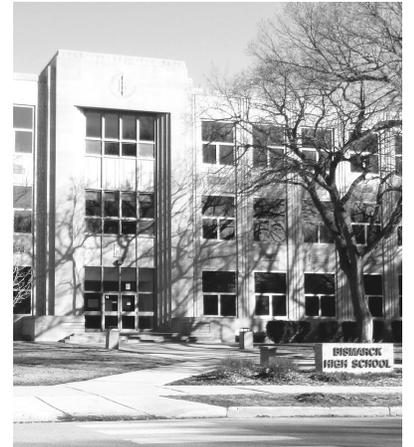
Funder	Program	About	Award Amount	Applicable Agency	Deadline
ND DOT	Transportation Alternatives Program (TAP)	New department for funding for Safe Routes to School and other Bike and Ped improvement projects. Funding in both urban (population over 5,000) and rural (under 5,000) communities. http://www.dot.nd.gov/divisions/localgov/TAP.htm	Up to \$290,000 with a 20% local match	MPO	Early December Annually
ND Parks and Rec	Recreational Trails Program	Motorized and non-motorized trails. http://www.parkrec.nd.gov/recreation/grants/rtp/rtpoverview.html	Up to \$200,000 with a 20% local match	City of Bismarck	January 31 Annually
US DOT	Highway Safety Improvement Program	State is eligible for State Highway Safety Program grants by having and implementing an approved Highway Safety Plan (HSP). The funding can go to bike and ped safety, school bus safety, and driver safety on state roadways. https://safety.fhwa.dot.gov/legislationandpolicy/policy/section402/	Varies	State of ND	Ongoing
US DOT	Transportation Improvement Generating Economic Recovery (TIGER)	Transportation improvement projects including bicycle and pedestrian elements and intermodal projects. https://www.transportation.gov/tiger	At least \$1,000,000 with a 20% local match	State of ND, MPO, City of Bismarck	April Annually
Federal Transit Administration	Urbanized Area Formula Program	Provides grants for public transportation capital, planning, job access and reverse commute projects including bicycle routes to transit, bike racks, shelters and equipment for public transportation vehicles. https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307	Varies with a 20% local match	State of ND which sub-allocates funds to local jurisdiction	Annually
People for Bikes	People for Bikes Community Grant	Private foundation with funding for corridor improvements, trails, mountain bike facilities etc. http://www.peopleforbikes.org/pages/grant-guidelines	Up to \$10,000 (no match requirement)	Local government and non-profits	April and September Annually

IMPLEMENTATION





APPENDIX



APPENDIX A

Public Input Meetings Summaries

To: Rachel Drewlow
 Bis-Man MPO

From: Peggy Harter, PE
 Stantec Consulting Services

File: 193803607

Date: January 23, 2017

Reference: Public Open House Summary January 12, 2017 – School Safety Crossing Study – Bismarck and Lincoln Public Schools Meeting

Overview

The Bismarck-Mandan MPO hosted the second public open house to discuss the School Safety Crossing Study on January 12, 2017. The meeting was held from 6:00-8:00 pm at the Bismarck City and County Building in the Tom Baker Meeting Room. Approximately 8 people attended. The sign-in sheet is attached. Three participants were parents with children in the Bismarck or Lincoln schools who provided valuable input regarding several of the project school sites.

Also participating were representatives from the project's Steering Committee (Shawn Oban, Bismarck Public Schools; Becky LaBella, Bismarck Public Schools; Robert Brown, Assistant Director of Transportation for Bismarck Public Schools; and Mark Berg, City of Bismarck Engineering).

Rachel Drewlow from the Bis-Man MPO, Carron Day and Cody Blehr from Stantec; and Wendy Van Duynes and Jay Ell from Bartlett and West were present to assist with the meeting.

The public meeting was advertised through the following channels:

- Bismarck Friday Flyer meeting notice
- Media/News release through e-notification
- City Calendar
- Display ad in the Bismarck News
- Government Access Channel
- Study website bis-manscss.com
- Facebook pages - MPO
- Steering Committee members – email

Meeting Format

The meeting included an open house format before and after a formal presentation. Four stations were set up; each with large-size aerial photograph displays on long tables. A directional sign indicated the station for each school. For this meeting, the Bismarck and Lincoln Public Schools were divided into the four stations – with six schools at each station. Carron Day, Cody Blehr, Wendy Van Duynes and Jay Ell each attended the four stations. All four were ready to answer questions and facilitate conversation about the schools, specifically asking “What safety concerns do you have at or near each school site?” and “What changes would help your student walk or bike to school?” The twenty-four Bismarck and Lincoln public school sites discussed at the meeting included: Liberty Elementary, Sunrise Elementary, Centennial Elementary, Grimsrud Elementary, Robert Place Miller

We need your input!

Join us for an open house to improve student transportation safety at your school.

Date: Thursday, January 12, 2017
Time: 6:00-8:00 PM
Location: Bismarck City/County Building
Room: Tom Baker Meeting Room

Can't attend in person?
 The meeting will be aired on Channel 2 and online at dakotamediaaccess.org/ch-2-home/

Visit www.bis-manscss.com to learn more about the project!



Elementary, Northridge Elementary, Pioneer Elementary, Highland Acres Elementary, Will-Moore Elementary, Rita Murphy Elementary, Roosevelt Elementary, Jeanette Myhre Elementary, Dorothy Moses Elementary, Victor Solheim Elementary, Prairie Rose Elementary, BECEP, Simle Middle School, Wachter Middle School, South Central Alternative High School, Horizon Middle School, Legacy High School, Century High School, Bismarck High School and Lincoln Elementary.

Material Presented at the Meeting

For the Bismarck and Lincoln Schools Public Meeting, materials included a handout and displays of the Bismarck and Lincoln Public Schools. The displays included an aerial photograph and preliminary findings regarding each school site. Participants were encouraged to mark-up the aerials and share their concerns and comments. A summary of input gained through this process is identified below.

Overview Presentation

Wendy Van Duyne, presented an overview of the project's planning process to meeting participants and those who watched the presentation from home on Channel 2, the government access television station. Van Duyne introduced the study, described input collected and progress to date, stressed the importance of community involvement and described the next steps in the study. A copy of the presentation is available on the project website at www.bis-mansscs.com



The presentation also included the opportunity for participants in the audience and at home to ask questions. At home, people could text in their questions to the meeting (the telephone number appeared on the screen) and Van Duyne read the question aloud and answered them on-air. She also committed to posting answers on the project website. The questions and responses received from the public in attendance and via text message are summarized below:

Questions/Comments Texted in to the Meeting:

Comment 1: What about starting a junior crossing guard program, older students could commit to helping getting younger ones to school safely.

Response 1: This is definitely a consideration that will be reviewed by the project Steering Committee. This type of program and the “walking school bus” program have been successful in other schools. Both concepts, which will be addressed in the study, require training and would likely require a person to champion.

Comment 2: Moses Elementary - Please consider adding a crossing guard at the intersection of Columbia and Omaha Drive along with the intersection of Columbia and Denver Ave. I do understand there is a crossing guard on 3rd Street; however, there are many children who walk home alone and cross Denver Ave. A crossing guard at the Omaha Drive intersection would help with maintaining control of u turns,

double parking, parents allowing their children to run across the street in front of cars, etc. Thank you for your consideration. - Kati A.

Response 2: This issue will be added to the project notes for the Moses Elementary School Site and will also be considered as an alternative by our Steering Committee.

Comment 3: Moses Elementary – Please consider adding a single one-way drop off/pick up lane in front of the school. While I understand trees would need to be removed, this would help eliminate some of the serious issues caused by double parking and constant traffic jams on Columbia Drive in front of Moses. Thank you for your consideration. - Kati A.

Response 3: This issue will be added to the project notes for the Moses Elementary School Site and will also be considered as an alternative by our Steering Committee.

Comment 4: I'd like to encourage you to put a crossing guard on Denver near Dorothy Moses. Traffic around Moses is dangerous, but especially on Denver.

I'd also like to mention that Moses has some serious issues with double parking, stopping in the middle of the road and u turns. I walk and drive my child to school and both are very dangerous modes of transporting. With a 4th grader who lives one block from the school, within sight of the school, I would not allow him to ride bike or walk alone because of the dangerous traffic conditions. -Mariah

Response 4: The issues and recommendations you have identified will be added to the project notes as both issues and recommendations for consideration by the project Steering Committee.

Questions/Comments Received at the Public Input Meeting Presentation

Comment 5: (Paraphrased by Project Presenter) We do have students within 1/2 mile of their school who can reasonably walk to school but must cross heavy traffic intersections. Will the study address how to make it safer for students to reach school, especially in snow conditions?

Projected Presenter's Response 5: **We are not only looking at the school sites themselves but some of the primary intersections adjacent to the schools.** The study will be addressing issues at these intersections and identifying possible ideas for improvement.

Audience Discussion 5: In regards to the large amount of recent snow, the city hasn't been able to open all the sidewalks. Students have been forced to walk in the open streets to get to school. He understands the concerns of needing to keep get the sidewalks cleared. This is something the study should keep in mind when looking at school (safety) and winter conditions.

Comment 6: Even when there isn't 18 inches (of snow) or whatever it is, I'm wondering if the City's policy (for clearing walking paths) is being taken into consideration. They generally won't plow the (walking) paths if there is 4 inches of snow on it. It has to be 5 or 6 inches of snow before they plow. Now, not only

are the students walking down Washington, but also Ash Coulee, in the middle of the road. (For example) they put a sidewalk on the north side of Ash Coulee but not on the South side... (To get to the Horizon Middle School), Kids have to cross both sides in poor winter road conditions. I'm not sure (that), if there isn't a lot of snow, the students would be any safer. So taking into consideration what the policy is, are you going to make a recommendation on how to stay within that policy? Or (are you going to) say it isn't safe for the children no matter what the policy is.

Audience Discussion 6: This area is an explosion of growth for the City and the City plans for things like this. But with the growth the City has seen in the past few years it may take the City time to meet the infrastructure demands in these areas.

Presenter Response 6: We will be looking at those existing policies and how they may be improved. The needed sidewalk and trail connections will also be considered in the study.

Comment 7: How do you keep the paths and sidewalks clear of ice and snow so that students can walk and ride to school in the winter time?

Response 7: This issue will be addressed as part of the study and evaluated for possible recommendations for policies.

Comment 8: How eager are the cities to change their established plans if this study finds an alternative engineering solution to have safer crossing for students walking and bicycling from school.

Response 8: The cities are funding partners for this study as well as members of our project Steering Committee and will also be asked to review and approve all of the study recommendations. This plan will look for ways to assist in implementing and funding the projects identified. One method of funding that can be considered is the Safe Routes to School grant funding that is a competitive grant program to fund both infrastructure and non-infrastructure solutions to add safety to children walking to and from school. Another avenue of funding is to simply look at other projects that the cities are completing in the future to see if sidewalk connections or crossing improvements can be added as part of an existing project. This study is really the first step to identify the improvements needed. Although it may take time to implement the study recommendations due to funding availability, identifying the need for the improvement is truly the first step in the right direction.

Comment 9: So you have mentioned budgetary restraints, I know we have bond issue coming up in March but if it makes our kids safer, come on people let's do this! How much money is out there for these programs that will make the schools safer?

Response 9: As part of our study, we will develop an implementation plan in which we will prioritize recommended improvements and identify potential funding sources for the type of recommended improvements. The Safe Routes to School grants are always a great funding source, but the funds are

limited so we may also be looking for other funding sources. The Safe Routes to School funds also often require more engineering and environmental study, compared to projects that don't use this funding.

Comment 10: We have seen a lot of bussing congestion at some of the schools. How can we alleviate some of this congestion?

Response 10: If we know which school sites have this issue, we can look at alternatives such as the location of the bus loading zones and conflicts with parent loading zones. We could also review the bus schedules to see if the bus drop offs could be offset slightly to reduce the congestion. In order to really respond to this issue, we do need to know which specific school sites have this issue.

Comment 11: With 50% of children being driven to school from the student tallies, did we identify why the children are being driven to school instead of using other modes (i.e. walking, biking)?

Response 11: We did ask for that specific feedback in our parent surveys. Information received from the parents at each school will be reviewed to see if we can promote more walking and bicycling to/from that school.

Comments from Participants Regarding the School Displays

BECEP

- Currently the buses for this school system load and unload students on North 14th St. The buses line up on the west side of the road closest to the school. There is a large hill near the intersection of North 14th St and East Avenue E. This location makes for near miss situations as vehicles heading southbound on North 14th St do not see the school buses lined up in this area. Looking into an alternative location for the buses to pick up and unload kids would be helpful to avoid this situation. One possibility is to move the buses on to North 13th St to pick up and drop off children. This would require changes in the design of North 13th St to be able to have the buses park on this street.

Victor Solheim Elementary School

- The special needs buses are unable to get to the designated pick up and drop off area, due to the large amount of parents blocking this location. It often takes the special needs bus a long period of time to progress through the line of parents picking up and dropping off children. This bus should be able to drive to the designated area with little or no interference from parents. The best way to deal with this situation would be to better educate the parents of where this zone is and the importance of not blocking it. Also, more enforcement and possibly a higher fine for parking in this area may deter parents from parking here. Finally, more appropriate signage or easier to understand signage in this area so people will know that this area is designated to the special needs bus to pick up necessary students.

Dorothy Moses Elementary School

- There needs to be better/larger signage for parents to be able to see where bus zones, fire hydrants, etc. are located on the premises. If these areas are not called out effectively, it is very hard for parents to follow the regulations of the facilities. There is a large amount of snow in all school locations at this time. Although this may be an unforeseen amount of snow, there needs

to be a plan in place for removing the necessary snow for parents to be able to successfully read and understand signage.

- At the intersection of South 3rd St and East Denver Ave, there is a lot of congestion during the drop off and pick up times throughout the day. This is a dangerous intersection for motorists getting children to or from school. A possibility of adding a traffic light system could help guide traffic through this area and would be beneficial. The addition of crosswalks with pedestrian crossing light would also help for children that walk/ride bikes to school.
- There are many vehicles speeding and harshly driving at the intersections of South 3rd St and East Denver Ave as well as South 3rd St and Tulsa Dr. Parents are in a rush to get to work and home in this area. Better education for drivers and possibly better signage for these areas may help the speeding, but better enforcement would be a bigger deterrent for this behavior.
- Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If the parents are unable to afford the proper clothing for the children, there are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and also late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving.
- There are ample amount of bike racks at this school, but there isn't enough room for bikes to safely travel to and from school. There are no bike lanes designated in this area and bikes are generally not allowed on the sidewalk. This deters parents from letting their children ride bikes to school. Having better intersections for the students that walk to school is very important.
- Intersections should be better called out with the possibility of pedestrian crossing lights or cross guards. School board could also look into policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for the amount of snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the amount of people having to drive students to school.

Bismarck High School

- There is a lot of congestion north and west of the parking lot where the buses and parents are fighting for position to pick up their children. There are also students trying to get into and out of the parking lot with their vehicles in this area. Looking into a better flow of school traffic in this area is important.
- Students crossing the street in the middle of the block without looing
- Students crossing when traffic in the closest lane to the sidewalk stops but not being aware of cars coming in the middle lane.
- Lot of discussion about traffic in the morning – that it backs up on 7th and 9th Streets.

Century High School

- 11th St SE is congested during the period of dropping off and picking up children. The south parking lot is also very busy at this time. Having "no left turn" signs in place could help the congestion. Parking lots can have better delineation for the flow of vehicles. Sometimes vehicles box themselves in by double parking all the way to the fence. This needs to be a through lane for vehicles to travel, not to park.

Horizon Middle School

- Revisit the flow of traffic from the front of the school to the back. Look into the possibility of adding/widening roads as well as maybe making certain roads one-ways. This area is too congested when parents and buses are both fighting to pick up and drop off students. Especially look into the route buses need to take to get through the site.
- The 43rd Avenue and Washington Street intersection requires a student to cross a major road without a crossing guard present. One parent said that they tried to get the school board to put in sidewalks on both sides of these roads. They also suggested more police presence here.
- Speeding cars on Ash Coulee coming down the hill and around the corner is an on-going problem. One parent said that because of the snow, the students were walking on Ash Coulee.

Bus Service and Crossing Guards

- Each school and parents/staff can push for better education on existing programs within each school to help carpool children or to have more parents volunteer to carpool and help as cross guards.
- Parents in areas of the community can group children together with an older student in the area and have them walk together to school. Having an older student with a higher maturity level will help the children that are crossing roads and help pay attention to signage.
- It has been difficult to find people willing to work as both crossing guards and bus drivers.
- The school district covers benefits for bus drivers and bus service costs \$2.5 M per year. Tax payers are not interested in raising taxes.
- All students who request bus service do not currently use it.
- Parents attending the meeting agreed that more students riding buses would help the congestion at the schools. They said that more people would send their students to school in the bus if bus pick up was before they had to go to work (applied especially to those working 7:00 am) and if the students were not in the bus for 1 ½ hours.

Speeding

- The parents present agreed that speeding in the vicinity of the schools is a big problem and that having ticket fines of \$20 are not a deterrent. Mark Berg told them that there was nothing that the city could do – the cost is set by the Century Code.

Snow/Cold Weather Issues

- Snow removal is a big problem throughout the area, but needs to be focused at the schools as a higher priority. Keeping the areas of the roadway clear are crucial to keep traffic flowing as smoothly as possibly through these schools. Also making sure that sidewalks are clear as well as all necessary signage visible is a big factor for school safety. The more students that are able to safely walk or ride bike to school will cut down on the vehicle congestion for each school.
- The buses have been late recently because they are picking up more children due to the cold and snow. A lot of discussion occurred regarding the lack of notification of delays in the bus pick. In order to be notified, a parent needs to register for the “Bus Bulletin” in Power School. Other information about bus service in snow can be found in the Friday Flyer on the newsletter of each individual school.
- There is a strong concern about young children standing outside in the cold waiting for the bus. These children are often on their own as the parents have already left for work. One parent lived in Anchorage where all the bus stops had shelters.

- It has been challenging for the city to find a place to put this amount of snow. Private property owners with undeveloped property have been contacted with not much success.
- Parents and children who live within ½ mile of their school have to walk in the street and over snow piles to get to school.

Implementation

- Federal funding comes with requirements that can be expensive, and would not be required without the federal funding.
- The implementation suggestions need to be prioritized and not only rely on volunteers – need to build into a School District policy.

Other Opportunities for Public Input/Comments at the Meeting

These opportunities included the comment forms (copy attached) which were available at the check-in table. Participants had the option of filling out the form and turning it in at the meeting, or folding it and mailing it to the project manager. The deadline for comments, January 27, 2017, is listed on the comment forms. Comments could also be made through the project website. Comments received are summarized below:

Northridge Elementary

- Although No Parking signs are posted, several cars are dropping off and parking in the bus zone. Parents and students cross 3rd Street near the front entrance, without using a crosswalk, which makes me wonder if the crosswalk on Kavaney could be moved south more toward the middle of the block near the front entrance to the school. Education/awareness/enforcement should also be ramped up to parents who drive their students to school and the dangers of not using a crosswalk. The crossing guards do an amazing job and are very useful, especially when crossing Divide.

Wachter Middle School

- I was very happy to see the video of last week's meeting, as I was unable to attend or watch from home. I'm very supportive of this study and hope that some improvements in student safety will be the result! At any rate, I do want to emphasize an area that I didn't see covered on the sheet from Wachter Middle School. I am a parent that picks up kids every day, and regularly witness kids trying to cross Denver Avenue from the parking lot entrance, to get to their waiting parents in the church parking lot across the street. As you mention in the summary, the traffic on Denver is somewhat fast, with drivers using it as a short cut to 3rd. As some of them are not parents of Wachter kids, they are unaware of those students crossing. It is downright frightening some days to watch those kids dart out on to the street, hoping and expecting those cars to stop! There needs to be a formal crosswalk or designated way for those students to reach their parents in that parking lot. I have seen so many close calls! Thank you again for your time and effort with this study. I appreciate all you are doing for the safety of students!

Community-Wide

- Go! Bismarck Mandan is a local healthy community coalition comprised of partner organizations throughout the Bismarck/Mandan communities. Go! recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people

together to build a culture of health where we live, work, learn, and play. A Go! goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school.

Go! would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe.

Further, Go! coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or the school district plows a much broader opening around a cross walk, or a combination of both.

Stantec Consulting Services, Inc.



Peggy Harter
Project Manager
Phone: 701.566.6020
peggy.harter@stantec.com

Bismarck-Mandan

METROPOLITAN PLANNING ORGANIZATION

Meeting Location Tom Baker Commission Room	Meeting Type Public Input	Meeting Date 1-12-17
Project Number	PCN	
Project Description Bismarck-Mandan School Crossing Safety Study - Bismarck/Lincoln PIM		

Name (Please print) Shawn Ober	Title/Representing BPS		
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City Lincoln	State ND	Zip code 58504	Email becky-labella@bismarckschools.org

Name (Please print) Erik Green	Title/Representing		
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Name (Please print) Robert Brown	Title/Representing Assist Dir of Transportation BPS		
Address 514 Watercross Ave			
City Bismarck	State ND	Zip code 58503	Email bob-brown@bismarckschools.org

Name (Please print) Jan Stankiewicz	Title/Representing Chair, Go! Bismarck Mandan		
Address 208 Cheyenne Ave			
City Bismarck	State	Zip code 58501	Email

Name (Please print) Tara White	Title/Representing Parent		
Address 725 W SWEET AVE			
City Bismarck	State ND	Zip code	Email

Name (Please print) Mark Berg	Title/Representing Parent		
Address 7501 Northwood Dr			
City Bismarck	State ND	Zip code 58503	Email

Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

Meeting Location <i>Tom Baker Commission Room</i>	Meeting Type <i>Public Input</i>	Meeting Date <i>1-12-17</i>
Project Number	PCN	

Project Description
Bismarck-Mandan School Safety Crossing Study - Bismarck/Lincoln
PCM

Name (Please print) <i>Rachel Drewlow</i>		Title/Representing <i>MPO</i>	
Address			
City	State	Zip code	Email <i>rdrewlow@bismarcknd.gov</i>

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

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City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

PUBLIC OPEN HOUSE

Bismarck City/County Building, Tom Baker Meeting Room

221 North 5th Street, Bismarck, ND 58506

Thursday, January 12, 2017 • 6:00 P.M. TO 8:00 P.M.

The Bismarck-Mandan Metropolitan Planning Organization is seeking input on School Safety Crossing issues at your child's school. Please let us know your thoughts!

To learn more, visit our website at www.bis-mansscs.com.

Comments will be accepted until January 27, 2017.

Name: _____

Address: _____

Phone: _____

E-mail: _____

Comments:

**Bismarck-Mandan MPO -
School Safety Crossing Study
PUBLIC OPEN HOUSE**

COMMENT FORM



Fold Here

**Ms. Peggy Harter
Stantec
3453 Interstate Blvd. S.
Fargo, ND, 58103**

Fold Here

Contact Information:

Peggy Harter, PE

Project Manager, Stantec

Phone: (701) 566-6020

E-mail: peggy.harter@stantec.com

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



What is the Bismarck-Mandan School Safety Crossing Study?

This study, sponsored by the Bismarck-Mandan Metropolitan Planning Organization, is evaluating the transportation safety needs on and around the 33 public school yards in Bismarck, Mandan and Lincoln. The Bismarck-Mandan School Safety Crossing Study recognizes that:

1. All students deserve to be safe
2. Last study was in 2005, increasing enrollment means it's time to reevaluate
3. Walking and bicycling benefits student health
4. This data can help prepare for future grant funding applications

What have we done so far in the project?

- School Observations at arrival and dismissal
 - Traffic flow and parking
 - Street crossings
 - Walking and bicycling routes
 - Signs and crosswalks
- Parents, principals, and driver surveys
- Student tallies - travel means to and from school
- A review of existing policies related to school zones, bicycling and walking to school
- Initial Steering Committee feedback

What's next?

- Gather input tonight and through website comments www.bis-mansscs.com
- Prepare school-specific recommendations for safety policies, engineering, education, enforcement, encouragement, and evaluation solutions to issues identified in the study.

Want to get involved?

Share your comments

- Notes on the displays tonight
- Submit a comment form tonight or by mail. Mailed comments due by January 27th.

You can learn more about the project on our website at www.bis-mansscs.com

PROJECT TIMELINE

2016

- JUNE — Data collection and mapping
- JULY — Policy research
- AUGUST — Input from principals, parents, etc.
- SEPTEMBER — School visits and walking audits
- OCTOBER — Data analysis
- NOVEMBER
- DECEMBER

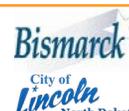
2017

- JANUARY ← **WE ARE HERE!**
- FEBRUARY — Develop recommendations
- MARCH
- APRIL — Develop draft plan
- MAY
- JUNE — Final study approvals



Questions? Contact Peggy Harter, PE
email: peggy.harter@stantec.com
phone: (701) 566-6020

PUBLIC OPEN HOUSE



PUBLIC MEETING BISMARCK & MANDAN – PUBLIC SCHOOL SAFETY CROSSING STUDY

WHY?

This is a unique opportunity to discuss safety concerns that take place during school-time arrival and dismissal and to identify future improvements to school transportation safety.

The Bismarck-Mandan Metropolitan Planning Organization (MPO); the cities of Bismarck, Mandan and Lincoln; and the Bismarck and Mandan Public School Districts are partnering to complete the School Safety Crossing Study for all Bismarck, Mandan and Lincoln Public Schools. The study will identify safety concerns and recommend improvements at the 33 public school sites

The study area includes the 33 public schools within the Cities of Bismarck, Mandan and Lincoln, ND. More information about the study can be found at www.bis-mansscs.com.

This public workshop will be held to focus on the Bismarck and Lincoln public schools (24 school sites). The meeting will include the following:

- Purpose of the Study
- Existing Conditions & Issues at Each School Site
- Types of Recommended Improvements that may Result from the Study

WHEN AND WHERE?

Maps and informational displays will be available before and after the presentation.

Bismarck/Lincoln Public School District

Thursday, January 12, 2017

6:00 – 8:00 PM

Presentation at 6:30 PM

Bismarck City/County Building
Tom Baker Meeting Rm
221 N 5th Street
Bismarck, ND

If you cannot physically attend the open house, the presentation will be aired live on the Government Access Channel (Channel 2 or HD Channel 602) and <http://dakotamediaaccess.org/ch-2-home/>.

During this time, you can text in your questions or comments about the study to (701) 595-0211. All questions and comments texted in will be recorded as input and will be responded to after the meeting.

OPEN HOUSE CONDUCTED BY

Bismarck-Mandan MPO; the Cities of Bismarck, Mandan and Lincoln, ND; Bismarck and Mandan Public School Districts; NDDOT; Federal Highway Administration (FHWA) and Stantec Consulting Inc.

Representatives from the Bismarck-Mandan MPO and Stantec will be on hand to answer your questions and discuss your concerns.

Written comments about this project should be mailed to Peggy Harter; Stantec Project Manager; 3453 Interstate Boulevard South, Fargo, ND 58103. Comments can also be directed through the project webpage at www.bis-mansscs.com

To request accommodations for disabilities and/or language assistance, contact Title VI/ADA Coordinator at 701-355-1332, MPO@bismarcknd.gov, or TTY 711 or 1-800-366-6888 at least five (5) days in advance of the meeting.

BISMARCK TRIBUNE 12/29/16

To: Rachel Drewlow
Bis-Man MPO

From: Peggy Harter, PE
Stantec Consulting Services

File: 193803607

Date: December 20, 2016

Reference: Public Open House Summary December 1, 2016 – School Safety Crossing Study – Mandan Public Schools Meeting

Overview

The Bismarck-Mandan MPO hosted the first public open house to discuss the School Safety Crossing Study on December 1, 2016. The meeting was held from 5:00-7:00 pm at the Mandan City Hall. Approximately 12 people attended. The sign-in sheet is attached. Three participants were fathers with children in the Mandan schools who provided valuable input regarding the Red Trail and Fort Lincoln Elementary Schools.

Also participating were representatives from the project's Steering Committee (Justin Froseth, Mandan City Engineer; Bob Decker, Mandan City Planner; Sgt. Rick Widicker, Mandan Police Department; and Cole Higlin, Mandan Park District Director).

Steve Saunders and Rachel Drewlow from the Bis-Man MPO, Peggy Harter and Carron Day from Stantec and Kevin Martin from Bartlett and West were present to assist with the meeting.

The public meeting was advertised through the following channels:

- E-mail to all parents through the PowerSchool system – sent out twice
- Mandan Brave Bulletin meeting notice
- Media/News release through e-notification
- City Calendar
- Display ad in the Mandan News
- Government Access Channel
- Study website bis-manscss.com
- Facebook pages - MPO
- Steering Committee members – email

We need your input!

Join us for an open house to improve student transportation safety at your school.

Date: Thursday, December 1, 2016
Time: 5:30-7:30 PM
Location: Mandan City Hall
Room: Ed Froehlich Meeting Room

Can't attend in person?
 The meeting will be aired on Channel 2 and online at dakotamediaaccess.org/ch-2-home/

Visit www.bis-manscss.com to learn more about the project!



Meeting Format

The meeting included an open house format before and after a formal presentation. Two stations were set up; each with large-size aerial photograph displays on long tables. A directional sign indicated the station for each school. For this meeting, the Mandan Schools were divided in half. Kevin Martin was charged with one station and Carron Day the other. They were both ready to answer questions and facilitate conversation about the schools, specifically asking “What safety concerns do you have at or near each school site?” and “What changes would help your student walk or bike to school?” The nine Mandan public school sites discussed at the meeting included:

Red Trail Elementary, Lewis and Clark Elementary, Roosevelt Elementary, Custer Elementary, Mary Stark Elementary, Fort Lincoln Elementary, Mandan Middle School, Mandan High School and the Brave Center Academy.

Participants were encouraged to mark-up the aerials and share their concerns and comments. Peggy Harter was available to people at both stations. A summary of input gained through each is provided below.

Material Presented at the Meeting

For the Mandan School Public Meeting, materials included a handout and displays of the Mandan Public Schools. Each of the Mandan Public Schools was represented. The displays included an aerial photograph and preliminary findings regarding each school site. Participants provided comments on two of the Mandan Schools: Red Trail Elementary and Fort Lincoln Elementary. Some comments were written on the displays and others were mentioned to the project team.

Overview Presentation

Peggy Harter, Stantec's Project Manager, presented an overview of the project's planning process to meeting participants and those who watched the presentation from home on Channel 2, the government access television station. Harter introduced the study, described input collected and progress to date, stressed the importance of community involvement and described the next steps in the study. A copy of the presentation is available on the project website at www.bis-mansscs.com



The presentation also included the opportunity for participants in the audience and at home to ask questions. At home, people could text in their questions to the meeting (the telephone number appeared on the screen) and Harter read the question aloud and answered them on-air. She also committed to posting answers on the project website. The questions and responses were:

- Q: Are private schools a part of this study?
R: No, private schools are not part of this study. However, the Bis-Man MPO is considering a future study that addresses the private schools.
- Q: How far from your school must you live to be eligible for bus pick-up?
R: The Mandan School District bussing policy includes providing bus service to students within 1/2 mile from elementary schools and 1 mile from middle and high schools. The Mandan School District does make exceptions for elementary students in high traffic areas that live less than the 1/2 mile distance from their school.
- Q: Why don't Mandan public schools have outdoor cameras to watch children arriving to and from school. Prime example, Red Trail. Brand new school. Not one camera outside. Anyone could grab a child.

Follow up from the same person: Thanks for reading my question. If you drive by the schools in Mandan, I think high school only. I pick up my grandson every day. Just for that reason. And it is not expensive. One candy drive would pay for it.

R: Ms. Harter noted during the meeting that many of the parents that responded to the online surveys noted that concern for "stranger danger" is the number one reason they do not allow their children to walk or bicycle to/from school. This comment will be added to the encouragement portion of the study. We will discuss this option with the schools to see if it is a recommendation that may be considered by the schools.

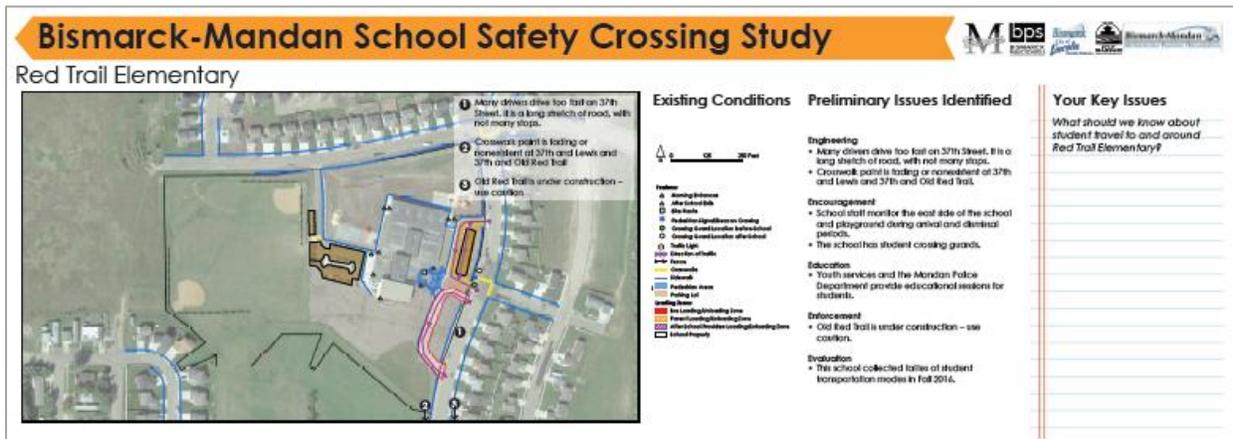
- Q: Hello, I have 3 children that go to Roosevelt in Mandan. My question is in reference to the crosswalk that is placed across the street from Christ the King Church. I rarely see kids use the actual crosswalk; they cross at the corner of 10th and 4th Street. The crosswalk is located in a high traffic location because of church traffic, buses use this location as a turn around, and 10th Street traffic. Has this location been a target for revision? If not, what needs to be done to look at moving the crosswalk to a safer location (e.g. the corner the kids use anyway)?

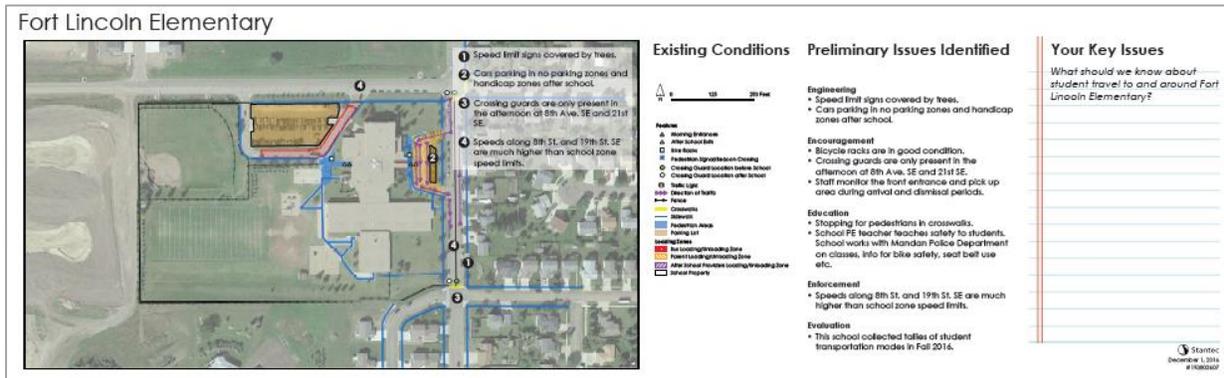
R: The location of the existing crosswalk and consideration of a new location for a crosswalk will be added to the study for Roosevelt Elementary School

Comments from Participants Regarding the School Displays

Red Trail Elementary

- The intersection at the school's main entrance could benefit from a second x-walk on 37th Ave NW on the south side of 45th Street NW. Kids have to cross 2 streets instead of one.
- On 37th Ave NW, a bottle-neck is created at the entrance to the north of the main entrance. There, cars stop in the driveway to drop off instead of utilizing the parking lot.





Fort Lincoln Elementary

Every participant that came to this table commented on their concerns about the 19th Street SE, north of the school. Their comments follow:

- Cars traveling east on 19th Street SE come to the intersection with Ridge Drive too fast. Because of the topography, they are going uphill and according to two participants, a driver could not see a child crossing until they are close to the intersection and a child crossing the street you couldn't see the car coming.
- According to one participant, those living north of the school, even close-by, take the bus because of the safety issues crossing
- Another participant walks his child to 19th Street SE regularly because of his concern about speeding traffic and the safety of crossing 19th
- The school sign on 19th Street SE is just south of Macedonia Ave SE and the sign saying that a 15 mph school zone ahead is 15 mph seems to be too close to the 19th Street SE/Ridge Drive intersection to be effective.
- One participant suggested that the team check where the speed limit changes on this roadway
- There is a lot of new development west of the school on both the north and south side of 19th Street SE. There are no sidewalks on either side of the street and no crosswalk west of the school parking lot leading to uncontrolled crossings
- On the south side of 19th west of the school where the baseball field is – there is no sidewalk but there are bushes that create safety concerns should a sidewalk be installed.
- This school has after-school activities so the issue of crossing 19th safely is not just during school arrival and dismissal time.

There were a few other comments regarding this school:

- There are challenges with sidewalks and the snow – the snow is pushed off the roads onto the sidewalks.
- A sidewalk is missing on East View Place close to the school.
- One participant noted that some parents turn off 19th Street drop off by entering the drive from the north (the wrong way) and driving into the bus area. This activity does not cause problems because there is enough space.

Other Opportunities for Public Input/Comments at the Meeting

These opportunities included the comment forms (copy attached) which were available at the check-in table. Participants had the option of filling out the form and turning it in at the meeting, or folding it and mailing it to the project manager. The deadline for comments, December 16th, is listed on the comment forms. Comments could also be made through the website but to date none have been received. One comment was received via e-mail that is listed below. The comment pertains to a Bismarck Public School site and will be included as part of the public record of comment. No additional comments have been received at this time.

- I realize I am past the deadline for comments. Just like everything in government the general population is unaware of many things unless it directly affects them or the news reports about something after the fact. It seems like it would be pretty easy to put information on a monthly utility bill that had nothing to do with utilities to keep citizens informed. Not everyone buys a physical paper every day, nonetheless read all the public notices in it. Sorry, I digress. Bismarck Parks & Rec is able to send out an activity book to every household 2-3 times a year. Why can't the city 'buy' a couple of pages to put notices about studies like this that are in the works and starting soon. It isn't like the city one day decides to do a study. Government works at a glacial pace so time isn't of the essence.

I drive south on N 4th St to get to work downtown. I usually miss the school rush but sometimes I don't for various reasons. Why is there no school zone speed limit around Will-Moore Elementary like there is on N 4th St near Northridge. I'm sure it has something to do with the hill that has a walking path right at the peak of the hill. Regardless, I still find it shocking that every school doesn't have a 1-2 block radius of a 15mph speed limit zone during those school start/end times. Especially those that are on an arterial street.

Stantec Consulting Services, Inc.

Peggy Harter

Project Manager

Phone: 701.566.6020

peggy.harter@stantec.com

MANDAN PUBLIC INFORMATION MEETING – TEXT MESSAGES

Text Message

Sending Phone # 701-220-0732

Date December 1, 2016

2 Messages Are private schools part of this study?
How far from your school must you live to be eligible for bus pick-up

Text Message

Sending Phone # 701-425-7674

Date December 1, 2016

2 Messages Why don't Mandan public schools have outdoor cameras to watch children arriving to and from school. Prime example, Red Trail. Brand new school. Not one camera outside. Anyone could grab a child.

Thanks for reading my question. If you drive by the schools in Mandan, I think high school only. I pick up my grandson every day. Just for that reason. And it is not expensive. One candy drive would pay for it.

Text Message

Sending Phone # 701-934-0736

Date December 1, 2016

1 Message Hello, I have 3 children that go to Roosevelt in Mandan. My question is in reference to the crosswalk that is placed across the street from Christ the King Church. I rarely see kids use the actual crosswalk; they cross at the corner of 10th and 4th Street. The crosswalk is located in a high traffic location because of church traffic, buses use this location as a turn around, and 10th Street traffic. Has this location been a target for revision? If not, what needs to be done to look at moving the crosswalk to a safer location (e.g. the corner the kids use any way)?

BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



What is the Bismarck-Mandan School Safety Crossing Study?

This study, sponsored by the Bismarck-Mandan Metropolitan Planning Organization, is evaluating the transportation safety needs on and around the 33 public school yards in Bismarck, Mandan and Lincoln. The Bismarck-Mandan School Safety Crossing Study recognizes that:

1. All students deserve to be safe
2. Last study was in 2005, increasing enrollment means it's time to reevaluate
3. Walking and bicycling benefits student health
4. This data can help prepare for future grant funding applications

What have we done so far in the project?

- School Observations at arrival and dismissal
 - Traffic flow and parking
 - Street crossings
 - Walking and bicycling routes
 - Signs and crosswalks
- Parents, principals, and driver surveys
- Student tallies - travel means to and from school
- A review of existing policies related to school zones, bicycling and walking to school
- Initial Steering Committee feedback



What's next?

- Gather input tonight and through website comments www.bis-mansscs.com
- Prepare school-specific recommendations for safety policies, engineering, education, enforcement, encouragement, and evaluation solutions to issues identified in the study.

PROJECT TIMELINE

2016

- JUNE — Data collection and mapping
- JULY — Policy research
- AUGUST — Input from principals, parents, etc.
- SEPTEMBER — School visits and walking audits
- OCTOBER — Data analysis
- NOVEMBER — **WE ARE HERE!**
- DECEMBER — Develop recommendations

2017

- JANUARY
- FEBRUARY — Develop draft plan
- MARCH
- APRIL — Final study approvals

Want to get involved?

Share your comments

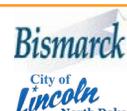
- Notes on the displays tonight
- Submit a comment form tonight or by mail. Mailed comments due by December 16th.

You can learn more about the project on our website at www.bis-mansscs.com

Questions? Contact Peggy Harter, PE
email: peggy.harter@stantec.com
phone: (701) 566-6020



PUBLIC OPEN HOUSE



**Bismarck-Mandan MPO
School Safety Crossing Study
PUBLIC OPEN HOUSE**

COMMENT FORM



Fold Here

**Ms. Peggy Harter
Stantec
3453 Interstate Blvd. S.
Fargo, ND, 58103**

Fold Here

Contact Information:

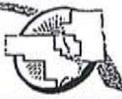
Peggy Harter, PE

Project Manager, Stantec

Phone: (701) 566-6020

E-mail: peggy.harter@stantec.com

Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

Meeting Location <i>Mandan City Hall</i>	Meeting Type <i>Public</i>	Meeting Date <i>12-1-2016</i>
Project Number	PCN	
Project Description <i>School Crossing Safety Study</i>		

Name (Please print) <i>Peggy Harter</i>		Title/Representing <i>Stantec - Project Manager</i>	
Address <i>3453 Int. Blvd S</i>			
City <i>Fargo</i>	State <i>ND</i>	Zip code <i>58103</i>	Email <i>peggy.harter@stantec.com</i>

Name (Please print) <i>JUSTIN FROSTH</i>		Title/Representing <i>CITY OF MANDAN</i>	
Address			
City	State	Zip code	Email

Name (Please print) <i>MILES MEHLHOFF</i>		Title/Representing <i>Sambatek - SELF</i>	
Address <i>PO BOX 805</i>			
City <i>Mandan</i>	State <i>ND</i>	Zip code <i>58554</i>	Email <i>miles.mehlhoff@gmail.com</i>

Name (Please print) <i>Bob Decker</i>		Title/Representing <i>city of Mandan</i>	
Address			
City	State	Zip code	Email

Name (Please print) <i>Kathleen Harrington</i>		Title/Representing <i>self</i>	
Address <i>514 18th St SE</i>			
City <i>Mandan</i>	State <i>ND</i>	Zip code <i>58554</i>	Email

Name (Please print) <i>Steve Saunders</i>		Title/Representing <i>MOB</i>	
Address <i>221 N 5th St</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58501</i>	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Bismarck-Mandan

METROPOLITAN PLANNING ORGANIZATION

Meeting Location <i>Mandan City Hall</i>	Meeting Type <i>Public</i>	Meeting Date <i>12-1-2016</i>
Project Number	PCN	
Project Description <i>School Crossing Safety Study</i>		

Name (Please print) <i>Kevin Martin</i>		Title/Representing <i>Bartlett + West</i>	
Address <i>3456 E. Century Ave.</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code <i>58503</i>	Email <i>kevin.martin@bartwest.com</i>

Name (Please print) <i>Rachel Newton</i>		Title/Representing <i>MPO</i>	
Address			
City	State	Zip code	Email

Name (Please print) <i>Cole Higlin</i>		Title/Representing <i>Mandan Park District</i>	
Address			
City	State	Zip code	Email

Name (Please print) <i>CLIFF MENTING</i>		Title/Representing <i>SAMBATEK, INC</i>	
Address			
City	State	Zip code	Email

Name (Please print) <i>Kirk W. Fischer</i>		Title/Representing <i>Sgt MPD</i>	
Address			
City	State	Zip code	Email <i>k.w.fischer@mandan-pd.com</i>

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

PUBLIC MEETING BISMARCK & MANDAN – PUBLIC SCHOOL SAFETY CROSSING STUDY

WHY?

This is a unique opportunity to discuss safety concerns that take place during school-time arrival and dismissal and to identify future improvements to school transportation safety.

The Bismarck-Mandan Metropolitan Planning Organization (MPO); the cities of Bismarck, Mandan and Lincoln; and the Bismarck and Mandan Public School Districts are partnering to complete the School Safety Crossing Study for all Bismarck, Mandan and Lincoln Public Schools. The study will identify safety concerns and recommend improvements at the 33 public school sites within the cities of Bismarck, Mandan, and Lincoln, ND. More information about the study can be found at www.bis-mansscs.com.

Public workshops will be held on two evenings. Presentations will include:

- Purpose of the Study
- Existing Conditions & Issues at Each School Site
- Types of Recommended Improvements that may Result from the Study

WHEN AND WHERE?

Maps and informational displays will be available before and after the presentation.

<p>Bismarck/Lincoln Public School District Tuesday, November 29, 2016 6:00 – 8:00 PM Presentation at 6:30 PM Bismarck City/County Building Tom Baker Meeting Rm 221 N 5th Street Bismarck, ND</p>	<p>Mandan Public School District Thursday, December 1, 2016 5:30 – 7:30 PM Presentation at 6:00 PM Mandan City Hall Ed "Bosh" Froehlich Meeting Rm 205 2nd Avenue NW Mandan, ND</p>
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If you cannot physically attend the open house, the presentation will be aired live on the Government Access Channel (Channel 2 or HD Channel 602) and <http://dakotamediaaccess.org/ch-2-home/>.

During this time, you can text in your questions or comments about the study to (701) 595-0211. All questions and comments texted in will be recorded as input and will be responded to after the meeting.

OPEN HOUSE CONDUCTED BY

Bismarck-Mandan MPO; the Cities of Bismarck, Mandan and Lincoln, ND; Bismarck and Mandan Public School Districts; NDDOT; Federal Highway Administration (FHWA) and Stantec Consulting Inc.

Representatives from the Bismarck-Mandan MPO and Stantec will be on hand to answer your questions and discuss your concerns.

Written comments about this project should be mailed to Peggy Harter, Stantec Project Manager; 3453 Interstate Boulevard South, Fargo, ND 58103. Comments can also be directed through the project webpage at www.bis-mansscs.com

To request accommodations for disabilities and/or language assistance, contact Title VI/ADA Coordinator at 701-355-1332, MPO@bismarcknd.gov, or TTY 711 or 1-800-366-6888 at least five (5) days in advance of the meeting.

Bismarck Tribune Monday, November 14, 2016

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Tom Baker Meeting Rm
221 N 5th Street
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Mandan News November 18-2016

APPENDIX B

Steering Committee Meeting Minutes

Steering Committee Meeting #1

Bismarck-Mandan School Safety Crossing Study/ 193803607

Date/Time: July 28, 2016 / 1:00 PM

Place: Mandan City Hall – Veteran's Meeting Room (205 2nd Avenue NW, Mandan)

Next Meeting: August 30, 2016

Attendees: Peggy Harter – Stantec
 Carron Day – Stantec
 Jeff Solemsaas – Bismarck Police Department
 Rick Widicker – Mandan Police Department
 Jason Ziegler – Mandan Police Department
 Stephanie Hickman - FHWA
 Rachel Drewlow – Bismarck-Mandan MPO
 Shawn Oban – Bismarck Public Schools
 Becky Labella – Bismarck Public Schools
 Darin Scherr – Bismarck Public Schools
 Daniel Nairn – City of Bismarck Planning
 Bob Decker – City of Mandan Planning
 Gabe Schell (for Mark Berg) – City of Bismarck Engineering
 Pam Wenger – NDDOT SRTS Coordinator
 Michael Johnson – NDDOT Local Government

Absentees: Ryan Lagasse – Mandan Public Schools
 Alivia Wamboldt – Bismarck Public Schools
 Matt Fricke – Bismarck Public Schools
 Mark Berg – City of Bismarck Engineering
 Lt. Jason Stugelmeyer – Bismarck Youth Bureau
 Ken Nysether – City of Lincoln Contracted Engineer
 Justin Froseth – City of Mandan Engineering

Distribution: Meeting Attendees and Absentees

Action Item	To Be Completed By	Completion Date
1. Develop Survey Monkey for Bus Driver and Before/After School Care Providers	Stantec	
2. Distribute Electronic Surveys to Busing Company and Before/After School Care Providers	MPO Coordinate with Bismarck and Mandan School Districts	
3. Contact Paratransit and conduct survey	Stantec	
4. Identify date, location, time to present student tally forms to school principals. Bismarck indicated District Leadership Mtng.	MPO Coordinate with Bismarck and Mandan School Districts	

5. Develop electronic parent surveys for each school site	Stantec	
6. Develop project website with unique domain name and upload parent survey links for each school	Stantec	
7. Plan and prepare for community open house	Stantec	
8. Plan and prepare for school site observations including background checks for on-site observers	Stantec and Bartlett & West	
9. Carron Day to contact Mark Berg to discuss recommendations from previous study.	Stantec	

Safety Moment: Ms. Harter shared the following safety moment: In pedestrian-vehicle crashes, drivers are found at fault 50% of the time and pedestrians at fault 50% of the time. Look out for each other!

Meeting Agenda Items:

Introductions: Ms. Harter thanked the committee for their participation in the Bismarck-Mandan MPO Public School Safety Crossing Study for the Bismarck and Mandan Public School Districts. Each member present introduced themselves.

Study Introduction, Project Purpose, Project Scope and Schedule: Ms. Harter presented the following to provide an understanding to the committee of why the study was being completed and what the study plans to accomplish:

Why this study?

- 15,600 public school students who deserve to be safe
- Increasing enrollment means it's time to reevaluate student safety at arrival and dismissal
- Walking and bicycling benefit student health
- Facilitate future grant funding applications

What will we do – major tasks?

- Evaluate walking and bicycling routes around ALL 33 Bismarck-Mandan-Lincoln public schools
- Evaluate drop-off zones and traffic flow
- Survey parents and principals about school transportation safety concerns
- Tally students transportation means to and from school
- Recommend safety policies and infrastructure improvements such as sidewalk connections, medians, signing, and striping, lighting, and traffic control devices

Ms. Harter then provided a handout of and reviewed the project schedule.

Principal and Other Surveys Update: Ms. Harter referenced the committee members to a handout of the principal survey that was sent out to the school principals of all 33 public schools included in the

Meeting Agenda Items:

study. Ms. Harter explained that the survey was sent out in advance of the first committee meeting so that information could be collected to prepare for the on-site school observations. At the time of the meeting, 11 of 33 schools had returned their surveys. Ms. Harter noted that several principals are out until August at which time the remainder of the surveys should be completed. Key themes for issues near the school sites that have been identified thus far included speeding cars, double lane crossings creating limited visibility for pedestrians crossing, and no designated pick up/drop off zones at some of the school sites.

Other Surveys: The committee discussed other groups to survey for the study. Ms. Harter noted that the project scope includes surveying school bus drivers. Michael Johnson noted that the study should also survey before/after school care providers that pick up/drop off at school. Stephanie Hickman added that the study should check to see if any students are using paratransit as a method to get to/from school. The committee determined that Stantec would develop an electronic survey monkey for bus drivers and before/after school providers to fill out. The survey will be developed by Stantec and will be sent out to the groups through the school districts. Stantec will follow up with transit to survey paratransit concerns for school site pick-up/drop off. All other surveys will be distributed via survey monkey however a paper copy can be requested if needed.

Review Student Tally Forms, Parent Survey and Method of Distribution:

Student Tally Forms: Ms. Harter provided a handout of the draft student tally forms for the committee to review. The forms are planned for distribution to all school teachers prior to going back to school. Each teacher for every classroom will be asked to fill out the tally form for at least two days during the first and last class periods between Tuesday September 13, 2016 and Thursday September 15, 2016 (the same as National Bicycle and Pedestrian Count Week.) The purpose for the student tally is to develop a base line of how students travel to and from school. This assists in identifying how many students are walking or bicycling to/from school and how many students will benefit from proposed safety improvements. The student tally forms were developed to correspond directly to what would be needed when applying for a Safe Routes to School Grant. The following comments were received from the committee:

- Rachel Drewlow will work with Becky LaBella to get on the agenda for the August 8th school board meeting to assist with explaining the need and process to fill out the student tally forms. After the meeting it was decided that the appropriate venue was actually the August 10th District Leadership Meeting.
- The student tally's should ask "How do you plan to leave school today" and leave out the "for home" some students are not going home after school and it could produce confusion.

Parent Surveys: Ms. Harter provided a handout of the parent surveys that were developed based on the national Safe Routes to School (SRTS) parent surveys. The intent of the parent survey is to provide feedback for specific issues/concerns for both traffic circulation and students walking or bicycling to/from school. Ms. Harter noted that for this study the team is planning to conduct the surveys electronically through the national SRTS website. The intent is to get the link unique to each individual school site to the principals for distribution. Paper copies of the survey could be made available upon request. The following discussion occurred from the committee:

- The group discussed the formatting and questions on the parent survey, specifically why the survey asks personal information. However, after discussing, it was decided to leave the surveys

Meeting Agenda Items:

- as is so that the official SRTS electronic survey can be used. This will benefit future SRTS Grant Applications.
- The committee determined that the surveys should be linked to this project's unique website. The project website link should be sent out to parents via power school in which they can then click on a unique link for their school. This will familiarize the parents with the study, project website and get them to the right place to conduct the surveys.
 - The group questioned if a second language is needed for parents to complete the surveys. After the meeting Becky Labella noted that their highest ELL is Spanish in the Bismarck-Mandan area. A paper survey will be made available in Spanish if requested.
 - The committee questioned if Stantec could set up computers to conduct the parent surveys at back to school nights. It was decided that it would be too costly and difficult to coordinate this for the 33 school sites.
 - The committee questioned if computers could be set up at the community open house meetings for parents to fill out surveys at the meeting. Stantec is checking into the logistics of this.
 - The committee asked what the goal is in parent surveys returned. The committee determined approximately 20% of parents would be a good parent survey return rate.

Round Table Discussion: Ms. Harter opened up a round table discussion with the committee asking the committee members to go around and share "What do you want from this study?" and to include key issues specific to a school site or general issues that apply to multiple school sites. The following discussion occurred:

- Bob Decker – Across town bussing may be an issue as kids will be attending new schools when they open.
- Bob Decker – Red Trail Elementary has a new subdivision planned on the south side of the school site that is not showing up on the aerial photo.
- Bob Decker – Mandan is in the process of getting updated GIS data
- Bob Decker – Mandan is currently rebuilding Old Red Trail road.
- Gabe Schell – Ensure that the Cities, Police Departments and School Districts are looking at study issues and recommendations the same way including on how to implement and fund the projects.
- David Nairn – Focus on safety and help to move the city to the silver status of Bicycle Friendly Community.
- Rachel Drewlow – Be sure that the recommendations will be able to be implemented. The last study had some good recommendations but some were never implemented.
- Shawn Oban – Be sure the schools/cities support the recommendations so they aren't forced to make changes that they aren't comfortable with or that the public will ask why the changes aren't being made.
- David Nairn – Be sure that as we develop/build new school sites that traffic circulation is looked at before they are constructed/developed. Ms. Harter responded that this could be part of the policy changes.
- Bob Decker – Define future shared use paths on open land to benefit future schools. This is a policy that Mandan currently has and they are already looking at adding paths to future schools.
- Shawn Oban – Make sure the study also includes what is being done well or best practices currently in practice as well as what is needed for improvements.

Meeting Agenda Items:

Discuss Community Open House and Public Engagement: Ms. Day presented that there are two community open house meetings planned for this fall (September or October). One meeting is planned to be held in Mandan and one in Bismarck during the same week. Ms. Day noted that the team is looking at holding the meetings at each of the City community rooms so that they can be recorded and televised on the community access channel. The meeting could also allow people to text in questions and comments. The details for the community open house meetings will be presented at the next steering committee meeting.

Ms. Day also asked the committee if they have ideas for other low cost options to publicize the study. Some community events identified include the following:

- Grill Fest or Oktoberfest in Bismarck
- Slide the City in Mandan
- September Folk Fest in Bismarck

During these events a booth could be set up to notify members of the public about the study and refer them to the study website to stay informed and take the parent surveys. Rachel Drewlow questioned how the parent survey will work on a mobile device and if a QR code scanner on a poster could be developed so that people can scan the code and take the survey directly on their mobile devices at the events.

Project Naming and Website Discussion: Ms. Harter informed the committee that a project specific website would be set up through WIX. The project website has the ability to do the following:

- Host project documents
- Take comments
- Advertise public meetings
- Host the parent survey
- Have a unique domain name
- Track project website hits

Ms. Harter noted that before the project website is set up, the steering committee needs to determine an official name for the study so that it can be used as the project website domain. After much discussion, it was decided that the study name should remain the Bismarck-Mandan School Safety Crossing Study and for short should be abbreviated Bis-Man SSCS. The abbreviated version of the name should be used for the website domain name.

Next Project Steps: Ms. Harter reviewed the next project steps as follows:

- Summarize findings and action items from Steering Committee Meeting #1.
- Finish collecting principal surveys in August.
- Plan/prepare for school site observations.
- Initiate the project website
- Received GIS data collected from ATAC.
- Develop survey monkey and distribute to school districts for busing companies and before/after school care providers.
- Finalize base maps with existing condition information.
- Plan and prepare for Community Open House Meetings.

Meeting Agenda Items:

- Prepare for Steering Committee Meeting #2 to be held on Tuesday August 30, 2016 at 10:00 am at the Bismarck Transit Building in the conference training room.

The meeting adjourned at 3:00 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services, Inc.

Peggy Harter, P.E.
Project Manager
Phone: (701) 566-6020
Peggy.Harter@stantec.com

Attachment: Meeting Sign In Sheet

cc. Meeting Attendees and Absentees

MEETING SIGN-IN SHEET



Project Name: Bismarck, Mandan and Lincoln Public School Safety Crossing Study		
Client Name: Bismarck-Mandan MPO		
Stantec Project No. 193803607	Date of Meeting: July 28, 2016	Time of Meeting: 1:00 PM
Project Manager: Peggy Harter		

Name	Representing	Phone
Peggy Harter	Stantec	Phone: (701) 566-6020
		Cell:
		Fax:
		Email: peggy.harter@stantec.com
Jeff Solemsoos	Bismarck P.D	Phone: 701-355-1914
		Cell:
		Fax:
		Email: jsolemsoos@bismarcknd.gov
Rick Widicker	Mandan Police Dept.	Phone: 701-667-3250
		Cell:
		Fax:
		Email: rwidicker@mandanpd.com
Jason Ziegler	Mandan Police	Phone: 701-391-1753
		Cell: Same
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Stephanie Hickman	FHWA	Phone: 701-221-9462
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Carron Day	Stantec.	Phone:
		Cell:
		Fax:
		Email:

MEETING SIGN-IN SHEET



Rachel Drewlow	Bis-Man MPC	Phone:
		Cell:
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Darin Scherr	Bismarck Public Schools	Phone: 701 323 4057
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MEETING SIGN-IN SHEET



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Steering Committee Meeting #2

Bismarck-Mandan School Safety Crossing Study/ 193803607

Date/Time: August 30, 2016 / 10:00 AM

Place: Bismarck Transit Building – Training Conference Room – 3750 E. Rosser Avenue, Bismarck, ND

Next Meeting: August 30, 2016

Attendees: Stephanie Hickman - FHWA
 Richard Duran - FHWA
 Jeff Solemsaas – Bismarck Police Department
 Rachel Drewlow – Bismarck-Mandan MPO
 Shawn Oban – Bismarck Public Schools
 Becky Labella – Bismarck Public Schools
 Darin Scherr – Bismarck Public Schools
 Alivia Wamboldt – Bismarck Public Schools
 Matt Fricke – Bismarck Public Schools
 Daniel Nairn – City of Bismarck Planning
 Bob Decker – City of Mandan Planning
 Rick Widicker – Mandan Police Department
 Jason Ziegler – Mandan Police Department
 Mark Berg – City of Bismarck Engineering
 Michael Johnson – NDDOT Local Government
 Carron Day – Stantec
 Wendy Van Duyne – Bartlett & West
 Kevin Martin – Bartlett & West

Absentees: Ryan Lagasse – Mandan Public Schools
 Pam Wenger – NDDOT SRTS Coordinator
 Lt. Jason Stugelmeyer – Bismarck Youth Bureau
 Ken Nysether – City of Lincoln Contracted Engineer
 Justin Froseth – City of Mandan Engineering

Distribution: Meeting Attendees and Absentees

Action Item	To Be Completed By	Completion Date
1. Plan and prep for community open house	Stantec	
2. Conduct school site observations and coordinate construction impacts with Cities	Stantec and Bartlett & West	
3. Finish sending out bus, taxi, paratransit and before/after school care provider surveys	Stantec and MPO	
4. Coordinate final comments on Policies and Practices Memo and Finalize Memo	Stantec	

Safety Moment: Ms. Day shared the following safety moment: Did You know – Back to school means back to basics when it comes to driving.

Meeting Agenda Items:

Introductions: Ms. Day thanked the committee for their participation in the Bismarck-Mandan MPO Public School Safety Crossing Study for the Bismarck and Mandan Public School Districts. Each member present introduced themselves.

Study and Schedule Update: Ms. Day stepped the Steering Committee through the items that have occurred since the last Steering Committee meeting and reviewed the project schedule for upcoming project tasks and meetings.

Principal and Other Surveys Update: Ms. Day noted that as of the day of the meeting, 20 of the 33 principal surveys had been received and it is anticipated that more of the principal surveys from Mandan schools will be received after Rachel Drewlow meets and speaks to the Mandan principals. The key themes thus far from the principals include the following:

- Speeding cars
- Double-lane crossings (can't see past 2 cars)
- No designated pick-up/drop off zones
- Limited parking
- Signage regulating speeds in school zones need to be standardized

Ms. Day also provided a verbal update on the status of other surveys including bus drivers, paratransit drivers, taxi drivers, and parent surveys.

Rachel Drewlow questioned the school districts regarding whom she should be sending a reminder to for uploading parent survey information to the power school and/or email distribution? Rachel should work through Renee in Bismarck and needs to follow up on the contact for Mandan schools. Since the meeting, Rachel has developed a contact for the Mandan Schools to send out the parent survey links.

Review Policies and Procedures Memo

The Policies and Procedures Memorandum was provided to the Steering Committee ahead of the meeting with a request to review and comment on the memo at the meeting. At the meeting, Ms. Day reviewed the draft memorandum and noted that we are building toward final report recommendations. The following discussion occurred during the meeting:

- Stephanie Hickman (FHWA) requested to re-review the existing policies outlined within the document. She noted that some of the items are misleading. She would like to review the memo and provide comments so that the Federal policies information is not taken out of context.

Ms. Day handed out business cards for committee members to contact her with any questions regarding the Policies and Procedures Memo.

Meeting Agenda Items:

School Site Observations Schedule and Forms: Ms. Day provided a schedule update and reviewed the forms to conduct the school site observations. The following discussion occurred.

- School site observation training is scheduled for September 9, 2016.
- All school site observers have cleared a background check.
- It is very important to identify which doors will be used by students before observations are completed. Principal surveys and preliminary site visits have helped to provide this information prior to the observations being completed.
- Review of all 33 schools will include the actual site and ½ mile walking radius around each facility.
- School site observations will begin the second week in September, conclude last week in October, a couple of swing days for any make-up observations that may need to be rescheduled due to weather issues, etc.
- During the 3rd week in October school out of session for part of the week
- Stephanie Hickman questioned if each school observed one day or each school observed three days? Carron responded that each school is observed one day including both the morning arrival and afternoon dismissal hours.
- Mark Berg asked for a defined schedule to identify which schools will be observed and coordinate with any planned construction activities? Some roadways may be under construction during the entire observation period and will impact observation activities. Carron has since followed up after the meeting and provided this schedule to coordinate conflicts with construction.
- Carron noted that we will observe “easier” schools earlier, so that the teams can get accustomed to the process before more complex observation situations are encountered.
- Observation teams will be balanced for the number of observers according to each school's needs based on a number of factors including school size, and the issues expected.
- Observation Guides were provided to the Steering Committee for review. Stephanie Hickman question if the forms will be provided in electronic or paper. Carron responded that they will be paper forms that the observers will fill out on site.
- Mandan Police Department asked how volunteers will be identified at the school sites. Will there be communication to law enforcement officials regarding how observers will be identified. Rachel responded that a schedule to Bismarck and Mandan Police will be very helpful in order to notify which schools will be observed on which day, also provide names of individuals who will be on-site, for verification to law enforcement. Stantec and Bartlett & West have already run all school on-site observers through a background check coordinated by the schools. The school site observers will be wearing high visibility construction vests to show that they are completing the observations. They will also have identification cards provided from the background check(s). The school sites are also being notified just before the on-site visits are conducted.

Meeting Agenda Items:

- It was noted that ATACs data collected will be double checked during the day at each school site between student arrival and dismissal.
- Daniel Nairn noted that it might be interesting to note when students arrive.
- Bismarck Schools noted that observers should spend more time in the morning up to an hour before school starts and a half hour after dismissal will be more than adequate as the school clears out pretty quickly. Crossing guards aren't on-site until 30 minutes before school begins. Information on how kids cross before guards are present would be beneficial.
- Elementary Schools representatives noted that most drop offs begin between 7:30 and 8:00 a.m.
- Mark Berg suggested adjusting observation times per each school to make sure that it's adequately addressed. Earlier drop off observation times, pick up times. Some grandparents pick up earlier, etc. High schools have different dismissal times, make note of when these times are throughout the day. Address observation schedules on a school by school basis.
- Carron noted that we have already collected individual school arrival, start and dismissal times per the principal surveys and this is being considered for each site observation.
- Mandan police noted that there is an open lunch period at the high school when traffic can be pretty hectic and will need careful observation.
- Mark Berg noted that Century High can be hectic over the lunch hour and students don't always cross at the crosswalk as they go to the car wash, mall, etc. Students leaving for BSC Career Academy at various high schools need to be considered. Students will be departing from all campuses with varying schedules. Mr. Berg recommended all day observation for the high schools
- Stephanie Hickman questioned if enough observers are being utilized. Will we need more for the high schools? Carron responded that we are using two teams of three observers each for most of the elementary schools and that on some observation days a smaller school (Prairie Rose, for example) will be paired with a school that could use an additional observer. The high schools and one middle school all are scheduled to have at least four observers. Each school is evaluated individually to determine the number of observers needed at that site.

Discuss Community Open House and Public Engagement: Ms. Day presented that there are two community open house meetings planned for this fall. One meeting is planned to be held in Mandan and one in Bismarck during the same week. Ms. Day noted that the team is looking at holding the meetings at each of the City Commission rooms so that they can be recorded and televised on the community access channel. The meeting could also allow people to text in questions and comments. She noted that at this time, the open houses are looking like they will be held in November due to scheduling conflicts with the meeting rooms.

Other open house discussion items included the following:

- The open house will include Stantec developing the following – sign in sheets, comment forms, formal presentation and boards inclusive of material for each school site.
- Stephanie Hickman asked if Dakota Media Access simulcasts community meetings. Carron responded that is the preference. Texting in of questions, etc., will be available for viewers to participate

Meeting Agenda Items:

- Michael Johnson raised concerns regarding using Dakota Media Access due to size of group attending? Carron responded that while it would be nice to expect hundreds of people attending these events, it's likely that the groups won't be this large. Bob Decker noted that the Mandan City Hall has an overflow room with video capability which they use to accommodate large crowds. Bismarck City Hall has the same accommodation. Michael Johnson responded that since this is a project that directly affects local parents/families/students, it might receive more attention than we might think.
- Rachel Drewlow asked what the requirement is for capturing texts that are received during the meeting and if they need to meet public comment requirements. Michael Johnson responded that yes, we will need to capture these comments and record them accordingly.

Project Website: Ms. Day noted that the project website is now up and running and the web address is <http://bis-mansscs.com>. She then gave a quick preview of the website. She also noted that the parent surveys would soon be uploaded to the website.

Next Project Steps: The next project steps are as follows:

- Summarize Findings of Steering Committee Meeting #2
- Receive GIS Existing Conditions Data from ATAC (Completed)
- Finish Collecting Principal and Other Survey Data
- Conduct School Site Observations
- Finalize Project Base Maps with Existing Conditions
- Open House Community Meetings in October or November 2016
- Compile all issues and alternatives for each school site
- Steering Committee Meeting #3 – December 2016 after Draft Alternatives have been prepared.

The meeting adjourned at 11:30 AM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services, Inc.



Carron Day, AICP
Senior Planner
Phone: (701) 204-3718
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cc. Meeting Attendees and Absentees

Steering Committee Meeting #3 – Bismarck & Lincoln Public Schools

Bismarck-Mandan School Safety Crossing Study/ 193803607

Date/Time: February 2, 2017 / 2:00 PM

Place: Bis-Man Transit Building Board Room, 3750 E. Rosser Avenue, Bismarck, ND

Next Meeting: TBD

Attendees: Rachel Drewlow – Bismarck-Mandan MPO
 Wendy Berg – Bismarck Parks & Recreation
 Michael Johnson – NDDOT Local Government
 Jeff Solemsaas – Bismarck Police Department
 Stephanie Hickman – Federal Highway Administration – ND
 Darin Scherr – Bismarck Public Schools Transportation Coordinator
 Mark Berg – City of Bismarck Engineering
 Daniel Nairn – City of Bismarck Planning
 Peggy Harter – Stantec
 Carron Day – Stantec
 Wendy Van Duyne – Bartlett & West
 Kevin Martin – Bartlett & West

Distribution: Bis-Man SSCS Steering Committee Members

Action Item	To Be Completed By	Completion Date
1. Make changes to text/maps per meeting summary.	Stantec	
2.		

Meeting Agenda Items:

Introductions: Ms. Harter thanked the committee for their continued participation in the Bismarck-Mandan MPO Public School Safety Crossing Study for the Bismarck and Mandan Public School Districts. Each member present introduced themselves.

Public Open House Summary: Ms. Harter stepped the Steering Committee through the Public Open House meeting summary that took place on January 12, 2017. The summary, provided as a handout to the committee, included a review of attendees; advertisement methods; meeting format and materials; and input received by the public. Ms. Harter noted that all of the input received at the public open house will be added to the existing conditions/issues chapters for each school site.

Review Draft Existing Conditions/Issues Chapters for Each School Site: Ms. Harter walked the Steering Committee members through the existing conditions/issues identified for each of the twenty-four Bismarck and Lincoln Public School sites included in the study. General discussion for all school sites and

Meeting Agenda Items:

specific discussion for each school site is list below and will serve as a list of changes to be included as the existing conditions/issues portion of each school site chapter are finalized.

General Discussion Pertaining to All School Sites

Changes needed to all text/maps:

1. Each school chapter should include a “public input” section and include either “no public input received” or the input received for that school site. The public input received is documented in this memo for each school site.
2. Change all text in chapters and on maps that reference vehicles speeding to instead state “traffic is traveling too fast for conditions.” This comment is because actual speed studies were not completed, so we cannot state that traffic is speeding. This needs to occur on both the maps and text within chapters.
3. All elementary schools in the Bismarck School District start at 8:35 am. Check each chapter and update the starting time accordingly.
4. Mark Berg noted that crosswalk markings are typically redone annually but there was no funding for it last year. This should be done annually.
5. For all schools, winter snow removal between the streets and sidewalks is an issue that reduces the visibility of students to vehicular traffic and vice versa.
6. General discussion regarding five of the school sites that are proposed for future improvements/expansions include: Horizon Middle School, Simle Elementary School, Wachter Elementary School, Bismarck High School, and Century High School. Pending a special election vote on March 7th to approve an extension of an existing tax that would fund these improvements – the proposed improvements may or may not need to be considered when evaluating future improvements at the school sites.
7. Public Input – Consider starting a junior crossing guard program, older students could commit to helping get younger students to school safely.
8. Public Input – With the recent large amounts of snowfall, students have been forced to walk in the open streets to get to school. The study must consider how to get students to school safely in winter conditions.
9. Public Input – Summarized – Concern for locations where there are not sidewalks on both sides of the road. What is the policy for installing sidewalks?
10. Public Input – “Some neighborhoods have a bus stop in which all of the children in the area wait to get on the bus. At these locations, it may be wise to install some sort of shelter from the elements, especially in the winter time. There are many children that are out in the cold too long waiting on the bus. Parents also need to pay attention to the weather and dress their children appropriately. If parents are unable to afford the proper clothing for the children, there

Meeting Agenda Items:

are many charitable entities within Bismarck-Mandan that could offer help. The school could also be more timely with reporting the status of the buses and if they are late and late starts in general. Many times reporting the status of the buses and if they are late and late starts in general. Many times there is a notification that comes out to the parents that the bus is going to be late, but this notification comes as the late bus is arriving."

11. Public Input – "Intersections should better be called out with the possibility of pedestrian crossing lights or crossing guards. School board could also consider policy changes regarding distance in which the bus will pick up children relative to the school. Even though this winter is abnormal for snow that has fallen, there needs to be a better way to remove snow from sidewalks. There were many sidewalks that were built in the last few years that don't even get used this winter due to the snow covering them. Installing more and maintaining all sidewalks may cut down in the number of people having to drive students to school."
12. Public Input – "Go! Bismarck and Mandan is a local healthy community coalition comprised of partner organization throughout the Bismarck/Mandan communities. Go! Recognizes the importance of schools to our children's health now and for our community's future. Our mission is to bring people together to build a culture of health where we live, work, learn and play. A Go! Goal is to build healthy places and connections in our community to generate healthier residents. We recognize that healthy children can learn to their fullest potential in school, at home, and in the connections from home to school. Go! Would like to encourage city officials, school districts, as well as third party organizations to build and adapt environments to promote health and wellness, making walking and biking to and from school easy, convenient, and safe. Further, Go! Coalition partners noticed that snow removal near crosswalks on or near school property was an issue at several schools. For example, the crosswalk was cleared, but there were 6' snow piles on both sides of the crosswalk, putting the student/pedestrian out of sight until they are in the roadway. To remedy, the coalition thought moving school streets up in the City's rotation for clearing roads curb to curb or (having) the school district plow a much broader opening around a cross walk, or a combination of both."
13. Add a chapter to the front of each document that addresses issues for all schools in relation to bus service, crossing guard programs, snow/cold weather issues and any other items that pertain to all schools.
14. Add a chapter to the end of the document that discusses implementation/funding opportunities unique to each of the two school districts.

Alternatives to consider/dismiss:

1. Support for use of driver speed feedback signs.
2. Support for use of HAWK signals.
3. A recommendation for all future new school sites shall be included in the report to not build new schools directly adjacent to major arterial roadways as this creates concerns for students crossing busy roadways to get to/from school.

Meeting Agenda Items:

4. A recommendation for the school district to further study and evaluate how to increase bus ridership should be included in the study. As an increase in bus ridership reduces traffic congestion near the school sites, making the choice to walk/bike to school a safer option.
5. An alternative to increase better communication between parents and busing needs/issues should be considered. It was suggested that Erin Green be involved as part of SC meeting #4 to discuss this issue and options for improvement.
6. Discussion with FHWA noted that the Rectangular Rapid Flashing Beacons aren't currently in the MUTCD and may not be able to be used with Federal Aid.
7. When reviewing project alternatives, Stephanie Hickman noted a new FHWA initiative *Safe Transportation for Every Pedestrian (STEP)* as part of their Every Day Counts. The STEP document should be reviewed and alternatives considered for safety measures.
8. Review City policies for sidewalk and trail snow removal adjacent to schools.
9. Review City policies for installing sidewalks in areas of new development.

BECEP

Changes to text/map:

1. Public Input – “Currently the buses for this school system load and unload students on North 14th Street. The buses line up on the west side of the road closest to the school. There is a large hill near the intersection of North 14th Street and East Avenue E. This location makes for near miss situations as vehicles heading southbound on North 14th Street do not see the school buses lined up in this area. Consider an alternative location for the buses to pick up and unload kids would be helpful to avoid the above situation. One possibility is to move the buses on to North 13th Street to pick up and drop off. This would require changes in the design of North 13th Street to be able to have the buses park on this street.”
2. Map to include school entrances/exits, bus loading zone, parent loading zone, site circulation and handicap parking signs/spots. Be sure all GIS layers included in the legend are turned on and reflected on the map.

Alternatives to consider/dismiss:

1. Consider relocating the bus drop off onto North 13th Street.

Bismarck High School

Changes to text/map:

1. Public Input – “There is a lot of congestion north and west of the parking lot where the buses and parents are fighting for position to pick up their children. There are also students trying to get into and out of the parking lot with their vehicles in this area. Considering a better flow of school traffic in this area is important.”
2. Public Input – “Students are crossing the street in the middle of the block without looking.”

Meeting Agenda Items:

3. Public Input – “Students crossing when traffic in the closest lane to the sidewalk stops but not being aware of cars coming in the middle lane.”
4. Public Input – “Traffic backs up in the morning on both 7th and 9th Street.”
5. Student parking lots are full. On-street parking adjacent to the school creates issues with students crossing busy streets, particularly 7th and 9th Street.
6. Note that there is no student parking allowed on D Avenue west of the school site. This should be labeled on the map.
7. Poor or lack of lighting at intersections.
8. Existing flashing beacons at 7th and Avenue E and 9th and Avenue E are pushbutton actuated.
9. The comment that “crosswalks on 7th and 9th one ways are located only at Avenue D” is incorrect under the school site observations text and should be deleted.
10. This school site has proposed improvements to consider that will move forward pending the March 7, 2017 mill levy vote. These improvements need to be identified and considered as part of the report if approved.

Alternatives to consider/dismiss:

1. Consider removing on street parking on 7th and 9th Street adjacent to the school.
2. Consider permits for vehicles that have higher occupancy to promote carpooling.
3. Consider HAWK beacon to cross 7th and 9th Street at D Avenue. However, this has an additional concern for traffic backing up on 7th and 9th Street. Police and City receive regular requests for some sort of beacon at these locations to increase visibility of students crossing.

Centennial Elementary School

Changes to text/map:

1. The bus loading zone identified east of the school site, adjacent to the parent loading zone, is for handicapped buses only.
2. Double check the note number 5 that buses drop off students outside of designated areas. The steering committee did not think that this was occurring.

Alternatives to consider/dismiss:

1. Consider splitting up the bus and parent drop off locations.

Century High School

Changes to text/map:

Meeting Agenda Items:

1. Public Input – “11th Street SE is congested during the period of dropping off and picking up children. The south parking lot is also very busy at this time. Having “no left turn” signs in place could help the congestion. Parking lots can have better delineation for the flow of vehicles. Sometimes vehicles box themselves in by double parking all the way to the fence. This needs to be a through lane for vehicles to travel, not to park.”
2. This school site has proposed improvements to consider that will move forward pending the March 7, 2017 mill levy vote. These improvements should be identified and considered as part of the report if approved.
3. Future enrollment at this school site is project to go to 1,600.
4. The issue with students parking in the mall parking lot and crossing E Century Avenue has been problematic not only for the crossing, but also not welcomed by the mall.
5. The school remodel will include offering more lunch areas and may reduce students crossing N 11th Street to the east of the school as many crossings at this location are due to students going to get lunch/food.
6. The map should show a crosswalk across the north leg of the intersection of N 11th Street and E Century Avenue.
7. The DOT conducted a safety review of the intersection of N 11th Street and E Century Avenue. This study should be reviewed for this study.
8. The school site observer comment, “Turning Left (west) on 11th Street onto Century is nearly impossible at dismissal time.” This intersection of 11th and Century has protected/permissive left turn phasing on all approaches. Further explanation of this comment is needed.

Alternatives to consider/dismiss:

1. The green space land west of the school site parking lots and fields and east of N 4th Street is an old landfill and cannot be disturbed. This also affects the existing parking lot in the SW quadrant of the school site. Alternatives cannot be considered on the former landfill site.
2. Consider separateing bus and parent drop off on the east side of the school.

Dorothy Moses Elementary School

Changes to text/map:

1. Public Input – “Please consider adding a crossing guard at the intersection of Columbia and Omaha Drive along with the intersection of Columbia and Denver Avenue. I do understand there is a crossing guard on 3rd Street; however, there are many children who walk home alone and cross Denver Avenue. A crossing guard at the Omaha Drive intersection would help with maintaining control of u-turns, double parking, parents allowing their children to run across the street in front of cars, etc.” – Kati A.
2. Public Input – “Please consider adding a single one-way drop off/pick up lane in front of the school. While I understand trees would need to be removed, this would help eliminate some of

Meeting Agenda Items:

the serious issues caused by double parking and constant traffic jams on Columbia Drive in front of the school. Thank you for your consideration.” – Kati A.

3. Public Input – “I’d like to encourage you to put a crossing guard on Denver Avenue near Dorothy Moses. Traffic around Moses is dangerous, but especially on Denver. I’d also like to mention that Moses has some serious issues with double parking, stopping in the middle of the road and u turns. I walk and drive my child to school and both are very dangerous modes of transporting. With a 4th grader who lives one block from the school, within sight of the school, I would not allow him to ride bike or walk alone because of the dangerous traffic conditions.” – Mariah
4. Public Input – “There needs to be better/larger signage for parents to be able to see where bus zones, fire hydrants, etc. are located on the premises. If these areas are not called out effectively, it is very hard for parents to follow the regulations of the facilities. There is a large amount of snow in all school locations at this time. Although this may be an unforeseen amount of snow, there needs to be a plan in place for removing the necessary snow for parents to be able to successfully read and understand the signage.”
5. Public Input – “At the intersection of South 3rd Street and East Denver Avenue, there is a lot of congestion during the drop off and pick up time throughout the day. This is a dangerous intersection for motorists getting children to or from school. A possibility of adding a traffic light system could help guide traffic through this area and would be beneficial. The addition of crosswalks with pedestrian crossing light would also help for children that walk/ride bikes to school.”
6. Public Input – “There are many vehicles speeding and harshly driving at the intersections of South 3rd Street and East Denver Avenue as well as South 3rd Street and Tulsa Drive. Parents are in a rush to get to work and home in the area. Better education for drivers and possibly better signage for these areas may help the speeding, but better enforcement would be a bigger deterrent for this behavior.”
7. Public Input – “There are ample amount of bike racks at this school, but there isn’t enough room for bikes to safely travel to and from school. There are no bike lanes designated in this area and bikes are generally not allowed on the sidewalk. This deters parents from letting their children ride bikes to school. Having better intersection for the students that walk to school is very important.”

Alternatives to consider/dismiss:

1. Consider striping out the areas that are designated “No Parking.” The City noted that the schools would be responsible for this striping if it is a recommendation.
2. Consider a morning entrance allowed on the west side of the building for students arriving on the east side of the school.

Grimsrud Elementary School

Meeting Agenda Items:

Changes to text/map:

1. Change the principal's name to Willie Nelson.
2. Beacons on the site map at the intersections of Grimsrud Drive with N Bell Street, W St Benedict Drive with N Bell Street, and W St Benedict Drive with N Griffin Street all do not exist and should be removed from the map.
3. Show a crosswalk along the north leg of W St Benedict Drive and Marian Drive.

Alternatives to consider/dismiss:

1. In response to note 1 on the map, since St. Benedict and Bell is a T-intersection, Bell yields to St. Benedict by law. The study will still consider whether or not the intersection would benefit from placement of a yield or stop sign at the intersection.
2. In response to the school site observation comment that there are no speed limits signs in the area. No Speed limit signs are necessary by NDCC all roadways in an urban area are 25 MPH unless posted otherwise or 20 mph a school zone.
3. Split up buses and parent loading zones.
4. Opening the fence along the east side of the site would provide an opportunity for parent loading zone along Marion Drive.
5. Opportunity for more staff parking along Bell Street.

Highland Acres Elementary School

Changes to text/map:

1. Change the name on the map from Sunrise Elementary to Highland Acres.
2. Many of the drivers coming down E Highland Acres Road are you BSC drivers.
3. The original plat of this neighborhood has covenant for no sidewalks.

Alternatives to consider/dismiss:

1. Crossing guards should be considered at the intersection of E Highland Acres Rd and Prairie Drive.

Horizon Middle School

Changes to text/map:

1. Be sure all layers are turned on in the map that are shown on the legend. Loading zones are not turned on.

Meeting Agenda Items:

2. There is an issue with traffic flow on the north side of the school and around the school site in general.
3. Ash Coulee Drive and N Washington Street is a new intersection with signals.
4. A sidewalk has been added along the east side of Washington Street.
5. Update aerial photo to show recent changes.
6. The intersection of Ash Coulee and Washington was under construction at the time of observation.
7. A trial is in place along the north side of Ash Coulee Drive from Washington through Eagle Crest.
8. "After school, parents queuing up on Mustang Drive and East Drive to pick up students...." do you mean the east driveway/access? The study should clarify this observation comment.
9. It may be helpful to separate observation comments, on street and off street
10. This school site has proposed improvements to consider that will move forward pending the March 7, 2017 mill levy vote. These improvements should be identified and considered as part of the report if approved.
11. Public Input – "Revisit the flow of traffic from the front of the school to the back. Consider the possibility of adding/widening roads as well as maybe making certain roads one-ways. This area is too congested when parents and buses are both fighting to pick up and drop off students. Especially consider the route buses need to take to get through the site."
12. Public Input – "The 43rd Avenue and Washington Street intersection requires a student to cross a major road without a crossing guard present. Consider putting in sidewalks on both sides of these roads. I would also suggest more police presence here."
13. Public Input – "Speeding cars on Ash Coulee coming down the hill and around the corner is an on-going problem. Due to the snow, students were walking on Ash Coulee in the road."

Alternatives to consider/dismiss:

1. Consider a sidewalk along the south side of Ash Coulee Drive between Washington Street and Mustang Drive.
2. Possible site circulation changes include 3 travel lanes in and out of the school site with a one-way in front of the school and all other circulation remaining 2-way traffic.

Jeanette Myhre Elementary School

Changes to text/map:

Meeting Agenda Items:

1. Eliminate note 5 – The city recently spoke with the crossing guards and has since adjusted the timing.
2. Flashing beacon symbol should be added at the east side of the crosswalk (northwest corner) for the intersection of S 12th Street and E Arbor Avenue.
3. During the crossing periods advance speed reduction flashing beacon are in place and operational on Bismarck Expressway. Identify and show symbols on maps for the advance speed reduction beacons.
4. The existing pedestrian signal beacon symbol on the north side of E Bismarck Expressway, east of the S 12th Street intersection cannot be identified on the map as it blends in with the sidewalk. Make sure the symbol can be seen.
5. The parent loading/unloading zone on the north side of the school is also the current staff parking lot.

Alternatives to consider/dismiss:

1. Consider speed driver feedback signs on E Bismarck Expressway during school arrival/dismissal times.
2. School is considering options for more staff parking to remove staff parking from the north side of the school in the parent loading/unloading zone. This could allow for better traffic circulation on the north side of the school site.

Legacy High School

Changes to text/map:

1. Turn on all GIS layers for the map. Several are not showing up.
2. Update aerial photo with new aerial from MPO.
3. Does note 2 identifying crossing 43rd Avenue to get to Legacy is very difficult pertain to vehicles or pedestrians. Verify and update note.
4. Note 3 – City updated that they have been trying to work with the property owner to develop a crossing at Calgary. This has been unsuccessful at this time.
5. Observer notes: “failed to top at Calgary.....” change text from top to stop.
6. Note 1 noting that there are no sidewalks on Jericho Road and students are walking in the Street. The City noted that some of the lots are not developed along Jericho. City policy is to install sidewalk when property is developed.

Meeting Agenda Items:

Alternatives to consider/dismiss:

1. No alternatives were discussed during the meeting.

Liberty Elementary School

Changes to text/map:

1. Turn on all GIS features on map. The morning and after school entrances/exits and bike raps are not showing up.
2. The existing fence line along the west side of the school was extended south to W Lasalle Drive.
3. The traffic circle on the east side of the school site should be shown as a parent loading/unloading zone.
4. Note 1 is confusing as there should be no busses parking in this loop. Update note as this is not a bus loading zone.
5. In response to Note 5: "Gaps in sidewalk network", the city responded that some lots are not developed in the area. City policy is to install sidewalk when property is developed.
6. Update Note 6 to add the text "for parking lots."

Alternatives to consider/dismiss:

1. Consider speed table with crosswalks and double stop signs at the crosswalks to allow pedestrians to walk from the parking lot to the school.
2. Consider right-in/right-out only from the parking lots to/from W Lasalle Drive on the south side of the school site.
3. Construction workers have been parking along E Lasalle Drive and will be gone once construction is complete.
4. All yield signs will be added this spring.
5. Check with the school to determine if there are plans for a crossing guard anywhere on this site. Consider locations for crossing guards.
6. Determine locations for pedestrian crossings. No support for mid-block crossings at this school site, particularly at the major streets. If mid-block crossings are installed on the lower volume roadways, they should include a crossing guard.
7. Although it is too late for this school site, it should be noted within the study not to place schools directly adjacent to major arterial roadways. As development continues west of N Washington Street, this will be a major barrier for elementary students to cross.

Lincoln Elementary School

Meeting Agenda Items:

Changes to text/map:

1. No map/text changes were discussed.

Alternatives to consider/dismiss:

1. Consider adding additional bike racks since they are often very full.

Northridge Elementary School

Changes to text/map:

1. Public Input – “Although No Parking signs are posted, several cars are dropping off and parking in the bus zone. Parents and students cross 3rd Street near the front entrance without using a crosswalk, which makes me wonder if the crosswalk on Kavaney could be moved south more toward the middle of the block near the front entrance to the school. Education/awareness/enforcement should also be ramped up to parents who drive their students to school and the dangers of not using a crosswalk. The crossing guards do an amazing job and are very useful, especially when crossing Divide.”
2. Show crosswalk on map along the east leg of the E Owens Avenue and N 3rd Street intersection.
3. There is an issue for southbound vehicles on N 3rd Street to take a left turn onto eastbound Divide Avenue.
4. Update the map to show the existing sidewalk along the east side of N 4th Street from Divide Avenue up to E Central Avenue.
5. Parent loading/unloading zone is not showing up on the map.
6. Only 4th Street has a posted 15 MPH speed limit as part of the crossing at the top of the hill.
7. Second to last observation should be updated as there is no traffic light at 3rd Street and Divide. Remove the word “light” from the note.

Alternatives to consider/dismiss:

1. Crosswalk location at the N 3rd Street and E Divide Avenue intersection should be reviewed.
2. Mark Berg noted a HSIP recommendation to convert Divide Avenue to a 3-lane section.

Pioneer Elementary School

Changes to text/map:

1. Name on map should be changed from Sunrise Elementary to Pioneer Elementary.

Meeting Agenda Items:

2. Turn on all map GIS layers including parent and bus loading/unloading zones and school entrance/exit locations.
3. Local police have received complaints at this school site regarding speeds, dropping off students in the roadway and vehicles blocking sidewalks.
4. School entrances make it difficult to load/unload on 14th Street.

Alternatives to consider/dismiss:

1. Consider separating parent and bus loading/unloading zones.

Prairie Rose Elementary School

Changes to text/map:

1. No map/text changes were discussed.

Alternatives to consider/dismiss:

1. Sully Drive north of Oahe Bend is a low maintenance county road
2. Sidewalks are typically not required or constructed in the county due to rural roadway section.

Rita Murphy Elementary School

Changes to text/map:

1. Regarding Note 3, there are no identified crossings at this location. What is the need for crossing guards at this location?

Alternatives to consider/dismiss:

1. Consider relocation of bike racks to a more convenient location. Look at breaks in the fence along the east side of the school site when making this consideration.

Robert Place Miller Elementary School

Changes to text/map:

1. Verify and update text regarding number of students observed walking away from school at dismissal. The reported school tally differs from the observer.
2. Issues with parents dropping off in the bus loading/unloading zones.

Meeting Agenda Items:

3. The representative comment from the parent survey is unclear to the location of the issue. Either clarify or remove comment if more information is not available.

Alternatives to consider/dismiss:

1. Have all buses load/unload on Jackson Avenue and not N 20th Street.

Roosevelt Elementary School (Bismarck)

Changes to text/map:

1. Remove note 1 symbol from W B Avenue as police noted that they are not seeing vehicles speeding at this location. The note can remain on the south and east side of the school.
2. Comment concerning the 4-way Stop at Ave B and Griffin is subjective and would not meet warrants. There are also existing yield signs at this intersection on Avenue B. Remove comment from school site observations.
3. There is a steep valley gutter across Griffin at Avenue B.

Alternatives to consider/dismiss:

1. Consider making the pedestrian area on the north side of the school a one-way traffic circle for parent loading/unloading.

Simle Middle School

Changes to text/map:

1. Public Input Comment – “Is your survey going to include the crossing of 19th and Divide by Simle for students that live on the north side of Divide? I know this isn’t directly by the school but we have several students that cross over. A couple of years ago we had a child in our neighborhood that was hit and broke his leg. This week, my Simle student was hit crossing 19th. I have attached a police report to share the details with you of the incident.” – Stephanie Weiland
2. Change the principal’s name to Russ Riehl.
3. Police noted that they receive 4 to 5 complaints daily at this school site.
4. Multiple crossing guards are showing up at this school site. Verify crossing guard locations with the school and update map.
5. This school site has proposed improvements to consider that will move forward pending the March 7, 2017 mill levy vote. These improvements should be identified and considered as part of the report if approved.

Meeting Agenda Items:

Alternatives to consider/dismiss:

1. Look at potential improvements for the 19th And Divide intersection crossing due to past accident history. Stantec has pulled the crash history at this location involving bicycles and pedestrians to assist with an alternative.
2. The parent loading/unloading zone to Simle Drive with the proposed improvements.

South Central Alternative High School

Changes to text/map:

1. The 11x17 existing conditions/issues site is the wrong map. The map on the front of the report is correct. Update the entire 11x17 map with the correct issues and site.
2. Police noted that issues with high speeds and driver behavior issues are students.
3. The parent survey comment lacks sufficient information as to which crossing is being discussed. Either clarify or remove comment.

Alternatives to consider/dismiss:

1. No alternatives discussed at the meeting.

Sunrise Elementary School

Changes to text/map:

1. Summary of key issues text is still showing track changes. Accept changes.
2. Add a morning crossing guard symbol at the Trimble Avenue and Roosevelt Drive intersection.
3. Parents are using the parking lot on the west side of the building to drop off their children entering the playground.
4. The existing traffic circle is backing up traffic onto Nickerson Avenue.
5. Parents are dropping off on the east side of Nickerson Avenue and having their children cross the roadway through the bus loading zone.
6. This school has the most school buses in the district.
7. YMCA picks up students in the afternoon at this location.
8. Police have not identified a speeding issue at this location.

Meeting Agenda Items:

9. Update aerial photo due to much expansion recently occurring.
10. There is an existing crosswalk at note number 6 as of March 2016 that should be added to the map.
11. Comment concerning the 4-way Stop at Roosevelt and Granger is subjective and would not meet warrants. The comment should be removed from the school site observations.

Alternatives to consider/dismiss:

1. Mid-block crosswalks are typically not installed as traffic often blocks them. The school would be required to provide a crossing guard.

Victor Solheim Elementary School

Changes to text/map:

1. Public Input – “The special needs buses are unable to get to the designated pick up and drop off area, due to the large amounts of parents blocking this location. It often takes the special needs bus a long period to progress through the line of parents picking up and dropping off children. This bus should be able to drive to the designated area with little or no interference from parents. The best way to deal with this situation would be to better educate the parents of where this zone is and the importance of not blocking it. Also, more enforcement and possibly a higher fine for parking in this area may deter parents from parking here. Finally, more appropriate signage or easier to understand signage in this area so people will know that this area is designated to the special needs bus to pick up necessary students.”
2. There is a concern for the location of the crosswalk along the east leg of Munich and S Reno Drive in relation to the bus loading/unloading zone.
3. Parking in the parent loading/unloading zone should be moved and not allowed.
4. Police have been receiving an increase in complaints at this school site.
5. There is an existing pedestrian activated beacon at the crosswalk on the south leg of the Washington Street and Billings Drive intersection. Add symbol to the map. Crossing guards are also present at this location and should be added to the map.

Alternatives to consider/dismiss:

1. Consider moving either the crosswalk location or the bus loading/unloading zone to reduce the conflict with buses and pedestrian at the S Reno Drive and Munich Drive intersection.

Wachter Middle School

Meeting Agenda Items:

Changes to text/map:

1. Public Input – “I was very happy to see the video of last week’s meeting as I was unable to attend or watch from home. I’m very supportive of this study and hope that some improvements in student safety will be the result! At any rate, I do want to emphasize an area that I didn’t see covered on the sheet for Wachter Middle School. I am a parent that picks up kids every day and regularly witness kids trying to cross Denver Avenue from the parking lot entrance, to get to their parents waiting in the church parking lot across the street. As you mention in the summary, the traffic on Denver is somewhat fast, with drivers using it as a short cut to 3rd. As some of them are not parents of Wachter kids, they are unaware of those students crossing. It is downright frightening some days to watch those kids dart out on to the street, hoping and expecting those cars to stop! There should be a formal crosswalk or designated way for those students to reach their parents in that parking lot. I have seen so many close calls. Thank you again for your time and effort with this study. I appreciate all you are doing for the safety of the students!
2. Delete pedestrian beacon symbols from map at E Bismarck Expressway and S 7th Street and University Drive intersections.
3. Police noted during steering committee meeting that note 6 on the map is their biggest issue at this school site.
4. This school site has proposed improvements to consider that will move forward pending the March 7, 2017 mill levy vote. These improvements should be identified and considered as part of the report if approved.

Alternatives to consider/dismiss:

1. The parking lot on the south side of Denver Avenue is a major issue as the students are crossing Denver Avenue with no crosswalk as identified in Note 7. Consider either eliminating the parent parking at this location or a protected crossing such as a HAWK.
2. Consider a bus loading/unloading zone cut out along the east side of S 7th Street at the current location to get the buses out of traffic.
3. Mid-block crosswalks are typically not installed as traffic often blocks them. The school would be required to provide a crossing guard.

Will-Moore Elementary School

Changes to text/map:

1. Remove issue number 3 from the map.
2. E Avenue F and N 5th Street are both very narrow streets.

Meeting Agenda Items:

3. The bus loading/unloading zone has an 8-foot cut out.
4. There is an existing issue with mid-block crossings of E E Avenue between N 4th Street and N 5th Street. This is due to the parent loading/unloading zone being located on both sides of the street.

Alternatives to consider/dismiss:

1. No alternatives were discussed at the steering committee meeting.

Next Project Steps: The next project steps are as follows:

1. Summarize findings of Steering Committee Meeting #3.
2. Updated Existing Conditions/Issues Chapters based on SC #3 feedback and public input received.
3. Stantec team to develop preliminary alternatives to respond to existing conditions/issues.
4. Schedule and prepare for Steering Committee Meeting #4 to review preliminary alternatives.
5. Stantec noted that moving the Bismarck/Lincoln schools public input meeting pushed the whole project schedule back a few months. This will not impact the study completion before the end of calendar year 2017.

The meeting adjourned at 5:30 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services, Inc.

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cc. Steering Committee Members

Steering Committee Meeting #3 – Mandan Public Schools

Bismarck-Mandan School Safety Crossing Study/ 193803607

Date/Time: February 2, 2017 / 10:00 AM
 Place: Mandan City Hall - Veterans Room – 205 2nd Avenue NW, Mandan, ND
 Next Meeting: TBD
 Attendees: Rachel Drewlow – Bismarck-Mandan MPO
 Bob Decker – City of Mandan Planning
 Justin Froseth – City of Mandan Engineering
 Ryan Lagasse – Mandan Public Schools
 Peggy Harter – Stantec
 Wendy Van Duynes – Bartlett & West
 Kevin Martin – Bartlett & West

Distribution: Bis-Man SSCS Steering Committee Members

Action Item	To Be Completed By	Completion Date
1. Check on maintenance schedule to repaint school crosswalks.	Bob Decker	
2. Check with Cole Higgins to determine what their plans are for a trail connection along 19 th Street to get to/from Ft. Lincoln Elementary School.	Stantec	
3. Make changes to text/maps per meeting summary.	Stantec	

Meeting Agenda Items:

Introductions: Ms. Harter thanked the committee for their continued participation in the Bismarck-Mandan MPO Public School Safety Crossing Study for the Bismarck and Mandan Public School Districts. Each member present introduced themselves.

Public Open House Summary: Ms. Harter stepped the Steering Committee through the Public Open House meeting summary that took place on December 1, 2016. The summary, provided as a handout to the committee, included a review of attendees; advertisement methods; meeting format and materials; and input received by the public. Ms. Harter noted that all of the input received at the public open house will be added to the existing conditions/issues chapters for each school site.

Review Draft Existing Conditions/Issues Chapters for Each School Site: Ms. Harter walked the Steering Committee members through the existing conditions/issues identified for each of the nine Mandan

Meeting Agenda Items:

Public School sites included in the study. General discussion for all school sites and specific discussion for each school site is list below and will serve as a list of changes to be included as the existing conditions/issues portion of each school site chapter are finalized.

General Discussion Pertaining to All School Sites

Changes needed to all text/maps:

1. Each school chapter should include a “public input” section and include either “no public input received” or the input received for that school site. The public input received is documented in this memo for each school site.
2. Change all text in chapters and on maps that reference vehicles speeding to instead state “traffic is traveling too fast for conditions.” This comment is because actual speed studies were not completed, so we cannot state that traffic is speeding. This needs to occur on both the maps and text within chapters.
3. Add issue to each school site for public input regarding concerns for snow removal. The snow is being pushed off the roads and onto the existing sidewalks, making them difficult to use.
4. Add a chapter to the front of each document that addresses issues for all schools in relation to bus service, crossing guard programs, snow/cold weather issues and any other items that pertain to all schools.
5. Add a chapter to the end of the document that discusses implementation/funding opportunities unique to each of the two school districts.

Alternatives to consider/dismiss:

1. Support for use of driver speed feedback signs.
2. Consideration for additional bussing needs.
3. Identify central location on line for communication for bus delays/etc.
4. Discussion with FHWA noted that the Rectangular Rapid Flashing Beacons aren't currently in the MUTCD and may not be able to be used with Federal Aid.
5. Public Input Comment – Mandan public school should consider adding cameras outside of their schools to watch the children at arrival and dismissal.
6. Bob Decker noted that all schools could consider a roll out school zone sign in the middle of the street that crossing guards would roll out from the curb to the middle of the street during school zone times.
7. Discussion with FHWA noted that the Rectangular Rapid Flashing Beacons aren't currently in the MUTCD and may not be able to be used with Federal Aid.

Meeting Agenda Items:

8. When reviewing project alternatives, Stephanie Hickman noted a new FHWA initiative *Safe Transportation for Every Pedestrian (STEP)* as part of their Every Day Counts. The STEP document should be reviewed and alternatives considered for safety measures.
9. Review City policies for sidewalk and trail snow removal adjacent to schools.
10. Review City policies for installing sidewalks in areas of new development.

Custer Elementary School

Changes to text/map:

1. Add push button signal to the map in the SW corner of the school site.

Alternatives to consider/dismiss:

1. No support for the addition of a traffic circle on this school site.
2. Consider replacing the existing push button signal with a HAWK or RRFB.
3. Could provide staff parking on the north side of the school site building.
4. 1st Street NE is an opportune location to consider a driver speed feedback sign.

Ft. Lincoln Elementary School

Changes to text/map:

1. Public Input – Need for sidewalk along 19th Street.
2. Public Input – Vehicles traveling east on 19th Street SE come to the intersection with Ridge Drive too fast. Because of the topography, they are going uphill and according to two participants, a driver would have difficulty seeing a child crossing until they are close to the intersection and a child crossing the street may also not see the car coming.
3. Public Input – Those living north of the school, even close by, take the bus because of the safety issues crossing.
4. Public Input – One parent walks his child to school regularly because of concerns about speeding traffic and safety crossing 19th Street SE.
5. Public Input – One participant suggested to check on where the speed limit changes occur on this roadway.
6. Public Input – There is a lot of new development west of the school on both the north and south side of 19th Street SE. There are no sidewalks on either side of the street and no crosswalk west of the school parking lot leading to uncontrolled crossings.
7. Public Input – On the south side of 19th Street SE, west of the school where the baseball field is located, there is no sidewalk but there are bushes that create safety concerns.
8. Public Input – The school has after-school activities so the issue of crossing 19th Street SE safely is not just during school arrival and dismissal.

Meeting Agenda Items:

9. Public Input – A sidewalk is missing on East View place close to the school.
10. Public Input – Some parents turn off 19th Street and drop off by entering the drive from the north (the wrong way) and driving into the bus area.
11. Map is missing the southbound end school zone sign.

Alternatives to consider/dismiss:

1. Sidewalk along 19th Street SE is difficult due to the ditch along the roadway. The school is currently bussing along the north side of the roadway because of the lack of sidewalk connection. Stantec should follow up with Cole from the Park District to discuss the sidewalk gap issues at this site as they are looking to tie a multi-use path in with future developments.

Lewis and Clark Elementary School

Changes to text/map:

1. West of 14th Street, traffic coming south on Sunset has a lot of issues with sight distance. May need consideration of a pedestrian gap study.
2. Concerns with jog in the roadway on 14th Street.
3. Crosswalk marking on the map should be checked. Need to verify that they are all correct on the map.
4. This school has a lack of staff parking and is considering expanding the parking lot north of the current basketball court.
5. Add an entrance symbol to the map. There is a morning entrance on the east side of the building that is used and is located near the bike rack.

Alternatives to consider/dismiss:

1. A crossing guard or traffic monitor could assist with traffic circle circulation.
2. Consider a crosswalk or crossing guard at 15th Street. Need to work on location in regards to the bus loading/unloading zone.

Mandan Middle School

Changes to text/map:

1. The school will have two additions this spring – an addition on the north side of the building and a fitness center addition on the southwest corner of the building. The north school addition will affect the corner of the northernmost parking lot.
2. Operations at the Old Red Trail intersection are affecting the Sunset and 27th Avenue NW intersection.

Meeting Agenda Items:

Alternatives to consider/dismiss:

1. Provide the apartments to the north an alternate route to travel instead of coming down 12th Avenue NW could reduce the amount of traffic on this roadway. This traffic could use the future 8th Avenue.
2. There are currently no plans to construct 31st Avenue NW on the north side of the school site. An oil pipeline is an issue for the construction of this roadway.
3. Consideration is needed for future crosswalks for both Sunset and 12th Avenue NW as development occurs.
4. Review the recommendations from the recent corridor study for improvements.
5. There could be a bus parking lane on Sunset Drive.
6. The bus and parent drop off could be reversed.
7. The City is currently receiving driveway requests on Sunset Drive. At this time they have said no.

Mandan High School & Brave Center Academy

Changes to text/map:

1. Mandan High School and the Brave Center Academy should be combined and shown as one chapter since they are at the same site.
2. Combine the results for the two sites on how students get to school.
3. No students are bussed for the Brave Center Academy.
4. 9th Street is a one way moving eastbound only for the school site flow west of Sunset Drive. Fix arrows on the map to show this.
5. This school sites main issue is the traffic network.
6. 7th Street NW will continue to the west as future development occurs. In the future, Division Street and 7th Street NW could have a north/south roadway connection.
7. The existing parent drop off is on 8th Avenue NW, just east of the building.
8. Note 7 on the map identifies an issue with crosswalk paint faded. Bob Decker will check with Jeff to determine the cycle for repainting these crosswalks. It is possible it was painted after the school site observations.
9. A crosswalk is needed between the two buildings to cross 9th Street NW – need to identify a location for this crossing.

Meeting Agenda Items:

10. There is a major grade change north of the parking lot that is located on the south side of 9th Street NW. This creates issues in the winter when the roadway is icy.

Alternatives to consider/dismiss:

1. Look at the parking lots on the east side of the school to see if the entrances/circulation could be reconfigured to operate better.
2. Look at changing traffic flow for the parking lots and internal roadway networks (i.e. 8th Avenue NW, 9th Street NW, etc.) to improve operations for this site.

Mary Stark Elementary School

Changes to text/map:

1. Number of students at this location is approximately 175.

Alternatives to consider/dismiss:

1. This school could consider mid-block crossings with proper signage.
2. 3rd Street has issues with vehicles stopping at the 4-way stop because they are not used to stopping as they travel along that street.

Red Trail Elementary School

Changes to text/map:

1. Number of students is actually about 330 students as this school is currently over capacity.
2. Add Street names to the map as they are not showing up.
3. The middle spur (future access) on the south side of the school boundary will go away as this was purchased.
4. Area south of the school will be developed as residential.
5. Eliminate note #3 on the map as there are no current plans for vehicle access at this location.
6. Public Input – The intersection at the school's main entrance could benefit from a second crosswalk on 37th Avenue NW on the south side of 45th Street NW. Kids have to cross 2 streets instead of one.
7. Public Input – On 37th Avenue NW, a bottle-neck is created at the entrance to the north of the main entrance. Cars stop in the driveway to drop off instead of utilizing the parking lot.
8. Note that due to construction impacts, this school will be revisited in the Spring of 2017.

Alternatives to consider/dismiss:

Meeting Agenda Items:

1. Note #2 – the crosswalk are being repainted after construction and may already be completed.

Roosevelt Elementary School (Mandan)

Changes to text/map:

1. The text notes that crossing guards are present and effective but they are not identified on the map. Add crossing guards to the map at 2nd Street and 10th Avenue NW.
2. Public Input – I rarely see kids use the crosswalk across the street from Christ the King Church. Instead they cross at the corner of 10th and 4th Street. The crosswalk is located in a high traffic location because of church traffic, buses use this location as a turn around and 10th Street traffic. Has this location been a target for revision? If not, what needs to be done to look at moving the crosswalk to a safer location (e.g. the corner the kids use anyway.)

Alternatives to consider/dismiss:

1. The school is considering a future staff parking lot on the north side of 3rd Street NW where the basketball courts are shown. This would eliminate the staff from parking along the street and would allow for bus or parent drop offs along the east side of the school.
2. It is not an option to swap the bus/parent drop off locations due to grade issues on 2nd Street NW.
3. Could move staff parking to the west side of the school and add more vehicular circulation to the existing traffic circle.
4. Consider bus drop off just east of the school on 10th Avenue NW and give the traffic circle drop off to the parents only.
5. Consider use of a traffic monitor in the drop off circle.

Next Project Steps: The next project steps are as follows:

1. Summarize findings of Steering Committee Meeting #3.
2. Updated Existing Conditions/Issues Chapters based on SC #3 feedback and public input received.
3. Stantec team to develop preliminary alternatives to respond to existing conditions/issues.
4. Schedule and prepare for Steering Committee Meeting #4 to review preliminary alternatives.
5. Stantec noted that moving the Bismarck/Lincoln schools public input meeting pushed the whole project schedule back a few months. Justin Froseth was concerned that this could affect implementation if school budgets for 2017 don't include improvements. Ryan Lagasse noted that those budgets are already completed so improvements wouldn't be made until 2018 regardless. The group concluded that these schedule changes do not impact anything with the project.

Meeting Agenda Items:

The meeting adjourned at 12:30 PM. The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services, Inc.



Peggy Harter, PE
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cc. Steering Committee Members

Steering Committee Meeting #4 – Bismarck Public Schools

Bismarck-Mandan School Safety Crossing Study/ 193803607

Date/Time: May 3, 2017 / 8:00 AM

Place: Bis-Man Transit Board Room – 3750 E Rosser Avenue, Bismarck, ND

Next Meeting: TBD

Attendees: Rachel Drewlow – Bismarck-Mandan MPO
 Daniel Nairn – City of Bismarck Planning
 Mark Berg – City of Bismarck Engineering
 Ryan Lagasse – Mandan Public Schools
 Richard Duran – ND Federal Highway Administration
 Tim Bleth – Bismarck Police Department
 Wendy Berg – Bismarck Parks & Recreation
 Alivia Wamboldt – Myhre Principal
 Peggy Harter – Stantec Consulting Services Inc.

Distribution: Bis-Man SSCS Steering Committee Members

Action Item	To Be Completed By	Completion Date
1. Make changes to education and encouragement polls and then send out to the SC members.	Katrina Nygaard and Peggy Harter (Stantec)	
2. Make changes to text/maps per meeting summary.	Stantec	
3. Send updated school site chapters to schools and park district for a one week comment period. Follow up on remaining action items with schools and park district.	Stantec	
4. Complete all Action Items for verification within the text.	Stantec	

Meeting Agenda Items:

Introductions: Ms. Harter thanked the committee for their continued participation in the Bismarck-Mandan MPO Public School Safety Crossing Study for the Bismarck and Mandan Public School Districts. Each member present introduced themselves.

Education and Encouragement: Ms. Harter reviewed a draft survey poll that will be distributed to the steering committee members including alternatives to consider for the Bismarck School District for Education and Encouragement opportunities to be included as part of this study. Rachel Drewlow

Meeting Agenda Items:

requested that the full list of items that were voted on should be made part of the report for the Education and Encouragement chapters for each school district.

The following changes are to be made to the polls before they are sent out to the steering committee members to vote. These changes reflect comments from both the Mandan and Bismarck Steering Committee meetings.

Encouragement:

- Because snow removal ordinances already exist, change the "snow removal ordinance" item to "Review best practices for enforcing snow removal ordinances." The committee noted that Mandan currently has an advisory committee in place for snow removal. Shared Use Paths are to be cleared of snow by the Park District and property owners are required to clear their sidewalks. Bob Decker suggested that firefighters could assist with snow removal near the schools during major events. This solution could be considered if this is one of the top encouragement items selected to further develop as part of the study.
- The group discussed the item "Ordinances mandating sidewalks be built when lots are platted (to avoid gaps in the network). Bob Decker suggested that the ordinance be changed to note that the sidewalk be built within a specific timeframe after the plats are approved. A formal develop agreement could be completed to make this part of the agreement. Justin Froseth noted that this ordinance was recently changed to build the sidewalk when an occupancy permit is completed. Justin noted that putting in the sidewalks at the same time as the streets are constructed may seem ideal but it is complicated as construction equipment affects them when the property is built. One suggestion was that the City could consider a separate assessment district to put in sidewalks. The final recommendation was to combine the two last items that address sidewalk ordinances into one item.

Education:

- Add one item to include a one week program for bicycle and pedestrian education to elementary and middle school gym classes.

Review Draft Engineering Alternatives for Each School Site: Ms. Harter walked the Steering Committee members through the draft engineering alternatives that Stantec developed for each of the twenty-four Bismarck Public School sites included in the study. General discussion for all school sites and specific discussion for each school site is list below and will serve as a list of changes to be included as the existing conditions/issues portion of each school site chapter are finalized.

BECEP

Changes to text/map:

1. Issue 1 – Delete Alternative A due to the existing narrow roadway widths.
2. Issue 1 – Alternative B – should now become Alternative A. This alternative may have already been completed by the school district. Add an Action Item to the text for Becky Labella to

Meeting Agenda Items:

confirm that this was already completed. If the school has completed this, then change the alternative to a response that this has been complete. Adjust the lettering for Alternative C.

ACTION ITEM

3. Issue 2 – Add a note that all students are being walked in from the parking lot and the church does not have an issue with parents parking in their lot except for when there is an event such as a funeral. Remove Alternative A and change Alternative B to A.

Centennial Elementary School

Changes to text/map:

1. Issue 1 – Update Alternative A to state: “Consider the addition of a 20 MPH When Flashing School Speed Zone signs coupled with driver feedback signs.”
2. Issue 1 – Delete Alternative B.
3. Issue 1 – Add an action item to the text to “Verify with the school if the crossing guard is at this location in the morning.” **ACTION ITEM**
4. Issue 2 – Update Alternative A to state: “Consider installing no parking zone near the crosswalks and paint the curb for no parking zone.”
5. Issue 2 – Update Alternative B to state: “Consider trimming trees blocking sight distance along Springfield Street.” (Remove the last part of the sentence that references installing a HAWK.)
6. Issue 3 – Update Alternative to state: “Consider adding “Staff Parking Only” signs at the entrances to the other parking lots and “No Parent Loading/Unloading”.
7. Issue 4 – Update issue to state: “Vehicles drive too fast for conditions on Springfield Street. There are no speed limit signs near Centennial Elementary (only along Century Avenue).
8. Issue 4 – Update Alternative to Alternative A. Alternative A should state: Consider the inclusion or introduction of static speed limit signs.
9. Issue 4 – Add Alternative B and have it state: “Consider the addition of a 20 MPH When Flashing School Speed Zone signs coupled with driver feedback signs.”
10. Issue 5 – Delete Alternative A and add a response saying that it hasn't been a big issue with limited use.
11. Issue 6 – Delete Alternative A & B. Change the current action to a response. Add an additional response saying that “Future zoning is commercial. No students will be crossing at this location for school.
12. Map Update – Show existing sidewalk connection on the north side of Springfield Street from Henry Street to West Century Avenue.
13. Map Update – Add existing crosswalk across Springfield Street on the west side of the intersection with Henry Street.
14. Map Update – Change #4 to say “Vehicles driving too fast for conditions on Springfield”

Meeting Agenda Items:

Dorothy Moses Elementary

Changes to text/map:

1. Issue 1 – Change Alternative C to say “Consider adding additional area for parent drop off. Tulsa Avenue could be utilized for additional parent drop off area if the door on the north side of the school were opened as an entrance. Parents are already picking up students after school along Tulsa.”
2. Issue 1 – Add Alternative E to say “Consider relocating the bus zone to the south or west side of the school. Moving the bus zone off of Columbia Drive could allow for parent drop offs on Columbia Drive.”
3. Issue 3 – Add an Action Item “The City of Bismarck will follow up with forestry to trim trees.”
4. Issue 4 – Update Alternative A to say “The City of Bismarck should conduct an intersection control evaluation at the intersection of East Denver and 3rd Street. It was noted that a 4-way stop at this intersection could create a back-up of traffic.”
5. Issue 4 – Add a note to Alternative B saying “Review considerations after intersection analysis is completed”
6. Issue 4 – Delete Action Item

Grimsrud Elementary School

Changes to text/map:

1. Issue 1 – Update Alternative A to say “Consider installing yield signs for the northbound traffic on North Bell Street at St. Benedict Drive, northbound traffic on North Griffin Street at St. Benedict Drive, and eastbound traffic on Grimsrud Drive at N Bell Street.”
2. Issue 2 – Add Alternative C to say “Add a cross walk on the south side of N Bell Street and N Griffin Street and eliminate one of the north/south ones in both locations.”
3. Issue 4 – Update Alternative A to say “Consider making the currant parking lot on the west side of the building a drop off circle creating a bus and parent loading/unloading loop. Expand the faculty parking lot north of the current one.”
4. Issue 6 – Mark Berg will follow up with forestry to trim trees. **ACTION ITEM**

Highland Acres Elementary School

Changes to text/map:

1. Issue 1 – Update Alternative B to state, “Move the crosswalk at the Midway and Prairie Drive Intersection from the west to the south leg of the intersection. Install a yield sign for northbound Midway Drive.

Meeting Agenda Items:

2. Issue 1 – Add Alternative C to state: “Move parent loading/unloading back from the intersection and add “No Loading/Unloading signs”.”
3. Issue 3 – Update Alternative A to say “Consider making the no parking zones for parent/bus loading/unloading larger. The bus loading/unloading zone could extend further to the west. Paint the curb yellow in these no parking areas.”
4. Issue 4 – Update Alternative A to say “Consider installing a northbound yield sign at Midway Drive and an eastbound yield sign at Prairie Drive.”
5. Map Update – The school expanded into the east staff parking lot. Look for an updated aerial to show this expansion.

Jeanette Myhre Elementary

Changes to text/map:

1. Issue 1 – Update Alternative A to say: “Consider the addition of a 20 MPH When Flashing School Speed Zone signs coupled with driver feedback signs.”
2. Issue 1 – Update Alternative B to state: “Cannot reduce the speed from 25 to 20 mph on Bismarck Expressway because it would have to be done in two separate speed drops. Consider the addition of driver feedback signs along Bismarck Expressway within the school zone.”
3. Issue 2 -Add Alternative B: “Consider giving the park back to the school district and fence it off as part of the school property.
4. Issue 2 – Add Note: The school is currently having discussion with the Park District regarding fencing around the park.
5. Issue 3 –Add Alternative B to state “Consider the addition of a static or electronic sign for no right turn on red at the intersection of Bismarck Expressway and 12th Street.”
6. Map Update – Along the east side of S 12th Street change a portion of the area currently hatched for parent loading/unloading to a mixture of parents and busses loading/unloading. Another section immediately south should be changed to only buses loading/unloading.
7. Map Update – The east side of the school is a parent loading/unloading zone only.
8. Map Update – Issue #2 is on the text of the map, but the issue number is not showing up. Add Issue 2 on the map between the school and the park.
9. Add Issue #4 – Concerns for mixed parent/bus loading/unloading zone along the west side of the school. Buses will increase significantly in the 2017-2018 school year.

Meeting Agenda Items:

10. Issue 4 – Add Alternative A to state “Place the bus loading zone only on the west side of the building and delineate with bus loading zone only signs and pavement markings.”
11. Issue 4 – Add Alternative B to state “Have parent loading/unloading occur on the north and east side of the school and exit at the Sons of Norway Parking lot with a right turn out only exit.”

Liberty Elementary School

Changes to text/map:

1. Issue 1 – Update Alternative to say “Consider installing flashing school zone speed limit signs and driver feedback signs.”
2. Issue 4 – Update Alternative A to say “Consider installing a multi-use path along the north side of East LaSalle Drive to connect the school with the development.”
3. Issue 4 - Add a response to Alternative A stating “Shared use path trails would be considered with roadway improvements and sidewalk connections will be made as development occurs.”
4. Issue 4 – Delete action item
5. Issue 5 – Add additional text to the end of this alternative to state that parent loading/unloading zone could be replaced along Onyx Drive if needed.”
6. Issue 5 – Add alternative E saying “Remove traffic flow between center parking lot and entrance onto E LaSalle Drive by installing temporary blockades such as orange barrel cones.
7. Issue 6 – Add Action item to determine whether or not school speed zone signs have been recently added along Washington Street and if so, add to the map.
8. Issue 7 – As part of Alternative B check to see if stop signs already exist. **ACTION ITEM**
9. Issue 8 – Add a note to the alternative stating “Delineate spots parents can load/unload or install a sign saying No Parking During School Hours.”
10. Issue 9 – Update Alternative A to say “Consider installing “No Loading/Unloading” signs on the east side of Onyx Drive and the south side of LaSalle Drive.”
11. Map Update – Update the northwest corner of E LaSalle Drive and Onyx Drive as a parent loading/unloading zone.
12. Map Update – Update #2 to say “No cross walks on LaSalle Drive and Onyx Drive and LaSalle Drive and Basalt Drive intersections.”

Lincoln Elementary School

Changes to text/map:

1. Issue 1 – Update Alternative B to say “Consider improved signage to include no parking signs and no loading/unloading signs at the corner of Burke Drive and North McDougall Drive.

Meeting Agenda Items:

2. Issue 2 – Update Alternative A to state “Consider installing crosswalks along the north leg of Burke Drive. A mid-block pedestrian crossing would need to be coupled with either crossing guards or a HAWK system.”

Northridge Elementary School

Changes to text/map:

1. Issue 1 – Update Alternative A to state “Consider installing flashing school speed zone signs and driver feedback signs on E Central Ave and standard signage on N 3rd Street.”
2. Issue 2 – Update Alternative A to state: “Consider making this intersection a right turn only from the north either during school drop off/pick up or permanently. The signage should indicate times that the right turn is restricted if it is only during school hours.”
3. Issue 2 – Update Alternative B to state: “The City of Bismarck should evaluate whether or not a HAWK should be installed at this location. The analysis should include a review of installing a LED sign for no left turns.”
4. Issue 3 – Add a note to the response stating “The City of Bismarck typically re-paints annually.”
5. Issue 3 – Delete action item
6. Issue 4 – Update Alternative A to state “This area is likely congested due to pedestrian crossings, bus loading/unloading zone and parents loading/unloading along 3rd Street. As noted in Issue 5 below, there is not a clear loading/unloading zone for parents. Consider marking loading zone on east side of 3rd Street.”
7. Issue 4 – Update Alternative B to state “Consider installing yield signs in the eastbound direction of E Owens Ave and E Kavaney Drive.”
8. Issue 5 – Update Alternative A to state “Consider designing a separate loading/unloading zone for parents separate from the bus loading/unloading zone on the east side of 3rd St.
9. Issue 5 – Delete Alternative B.
10. Issue 6 – Delete Alternative A
11. Issue 7 – Add a note stating “There is no loading/unloading zone on the west side of the street.”
12. Issue 8 – Update Alternative A to state “Consider installing a lighted crosswalk or beacons to make the crosswalk more visible to vehicles traveling north on 3rd Street. This alternative coupled with the previously recommended school speed zone signs and driver feedback signs to reduce the speed of traffic.”

Pioneer Elementary School

Meeting Agenda Items:

Changes to text/map:

1. Issue 1 – Update Alternative A to state “Consider placing crossing guards with portable mid-block crossing signs at the identified intersections to force vehicles to stop for pedestrians during school hours.”
2. Issue 1- Update Alternative B to state “Consider removing the crosswalks at the west approach of 14th Street and Braman Avenue; the east approach of 13th Street and Braman Avenue; and the east approach of 15th Street and Braman Avenue. At 16th Street and Braman Avenue, move the crosswalk from south to east approach. At 16th Street and LaForest Ave remove north crosswalk and add in crosswalk to east leg of intersection.”
3. Issue 4 – Add Alternative B to state: “Add loading zone to west side of 15th Street and put an opening in the fence for students to access the school. Include a sidewalk to connect the playground where the unloading is located.”
4. Issue 5 – Add a 5th issue stating: “Students crossing Divide north of the school.”
5. Issue 5 - Add Alternative A stating “Consider busing the students north of Divide Avenue.”
6. Map Update – Move #3 to the south side of the school on Braman Ave between N 14th Street and N 15th Street.
7. Map Update – Show existing crosswalk at the north leg of Laforest Avenue and North 16th Street.

Prairie Rose Elementary School

Changes to text/map:

1. Issue 1 – Change Alternative to Response.
2. Issue 2 – Change Alternative to Response.
3. Issue 3 – Change Alternative to Response.

Rita Murphy Elementary School

Changes to text/map:

1. Issue 1 – Update Alternative A to state “Consider installing stop signs at the entrance to the parking lot and the east and west legs of the intersection. Consider installing yield signs for the east leg of E C Ave and E B Ave. Relocate the cross walk on E C Ave from the north to south leg.”
2. Issue 2 – Add Alternative B stating “Consider removing the loading/unloading zones on the opposite side of the street from the school.”

Meeting Agenda Items:

3. Issue 3 – Add Alternative A stating “Consider adding school speed zone signs with driver feedback signs at E Rosser Ave and east of Eastdale Drive between 32nd Street and Eastdale Drive.”
4. Issue 5 – Update Alternative A to state “Consider installing school zone speed limit signs with driver feedback signs on 31st Street, E Ave A, and E Rosser Ave to encourage the traffic to slow down.

Robert Place Miller Elementary School

Changes to text/map:

1. Issue 4 – Delete Issue 4 in its entirety.
2. Map Update – Delete #4 for map in its entirety.

Roosevelt Elementary School

Changes to text/map:

1. Issue 2 – Update Alternative A to state “Consider changing loop to be functioning as a service entrance only. Add no loading/unloading zone signs.”
2. Issue 2 – Add Alternative B to state: “Remove parent loading/unloading zone from the north side of W B Avenue.”
3. Issue 2 – Add Alternative C to state: “Add a parent drop off along the north side of W Avenue A. Include a fence opening with a walkway from the existing sidewalk to the fence opening.”
4. Issue 3 – Update Alternative A to state “Consider moving the bus loading/unloading zone further south.
5. Issue 5 – Update Alternative A to state “Consider moving the bicycle rack to a more convenient place closer to the entrance to the school. Also, add an additional bike rack to the front side of the school.
6. Map Update – Add existing directional arrows in the loop on the northwest side of the school.

Sunrise Elementary School

Changes to text/map:

1. Issue 1 – Update Alternative A to state “Consider installing school zone speed limit sign coupled with driver feedback signs. Put signs entering the school zone and an additional on Roosevelt Drive between Granger Ave and E Calgary Ave.

Meeting Agenda Items:

2. Issue 3 – Update Alternative A to state “Consider installing a school crosswalk on the north leg of the intersection of Roosevelt Drive and McComb Avenue or Trimble Avenue. This would need to be paired with either crossing guards or a HAWK signal.
3. Issue 3 – Add Action Item: “Becky LaBella will check on school entrance/exits. **ACTION ITEM**”
4. Issue 4 – Add a response stating “The sidewalk will be connected in the near future. As new sidewalk/shared use path is connected consider pedestrian beacons or bump outs.”
5. Issue 5 – Update Alternative B to state “Consider moving the bus drop off to the west side of the building and allow for parents to drop off along the east side of the building south of the loop. This would also reduce congestion around the loop.”
6. Issue 5 - Add a response to alternative B stating “Bus drop off could be in parking lot on the southwest side of the school. How many buses use the drop off?”
7. Issue 8 – Update Alternative A to state “Consider removing this designated drop off location.”
8. Issue 11 – Update Alternative A to state “Consider installing School Advance Crossing Assemblies prior to the crosswalk to alert traffic of the upcoming crosswalks. This should be completed at this intersection and other intersections immediately adjacent to the school.”
9. Issue 12 – Update the issue to state “Vehicles traveling too fast for conditions on Roosevelt Drive.”
10. Map Update – Move #6 south to other parking lot along Roosevelt Drive.
11. Map Update – After the #4 on the right hand legend update to say “East/west sidewalk gap”
12. Map Update – Delete #12 off of E Calgary Avenue only. Police indicated that this is only an issue along Roosevelt.

Victor Solheim Elementary School

Changes to text/map:

1. Issue 1 – Add a response to Alternative A stating “Parent pick up/drop off loop is already 2-lanes.”
2. Issue 1 – Delete Alternative B in its entirety.
3. Issue 2 – Delete Alternative A in its entirety. Renumber Alternative B to Alternative A.
4. Issue 2 – Update re-numbered Alternative A to state “Consider a HAWK system at this location and move crossing location south to line up with the existing sidewalk along the south side of the school property.”

Meeting Agenda Items:

5. Issue 3 – Update Alternative A to say “Consider updating the school speed zone signs to flashing signs coupled with feedback signs unless the HAWK is installed.

Will-Moore Elementary School

Changes to text/map:

1. Issue 2 – Change Action Item to Alternative A
2. Issue 2 – Add Alternative B and update to state “Consider moving no parking signs on the south side of E F Ave to the north side to allow parent loading zones on the south side.”
3. Issue 3 – Update issue to state “There are no off-street parking spaces for parents to park and pick up their children so parents utilize both sides of N 4th Street and N 5th Street. Sometimes parents brake to a stop but do not put their vehicle in park to drop off the kids.”
4. Issue 3 – Update Alternative A to state “Consider reducing bus zone length, putting after school care providers at this location and extending the parent drop off zone.”
5. Issue 3 – Delete Alternative B in its entirety.
6. Issue 4 – Update Alternative A to state “To eliminate the mid-block crossings, we need to eliminate parents dropping off on the opposite side of the street. This could be done with previously suggested alternatives by removing parent drop off zones along the east side of N 5th Street and the south side of E Ave E and signing these areas as a no loading/unloading zone.”
7. Map Update – Update #3 to say “There are no off-street parking spaces for parents to park and pick up their children so parents utilize both sides of N 4th Street and N 5th Street. Sometimes parents brake to a stop but do not put their vehicle in park to drop off the kids”

Horizon Middle School

Changes to text/map:

1. Issue 1 – Update Alternative A to state “Consider installing 20 mph speed limit signs on North Washington Street and driver feedback signs on both streets.”
2. Issue 1 – Add Alternative B to state: “Consider improved lighting along Ash Coulee Drive.”
3. Issue 3 – Add Alternative C to state: “Consideration the installation of a continuous left turn lane along Ash Coulee Drive from Valley Drive to the East school approach.”
4. Issue 3 – Update Alternative B to say: “Consider the installation of a HAWK or other flashing beacon push activated system at this crosswalk.”
5. Issue 3 – Add Alternative D to say: “Consider an afternoon crossing guard at this location.”

Meeting Agenda Items:

6. Issue 4 – Add a note stating “All school site circulation is being revised and needs to be addressed or followed up with district. Consideration for one-way traffic with double through lanes would reduce congestion in and around the school site.”
7. Issue 4 – Add Action Item to follow up with the school district to determine current site circulation plans.
8. Add Issue 7 to the map and text to say: “There is no place or location for law enforcement to pull off the road along Ash Coulee Drive.”
9. Issue 7 – Add Alternative to say: “Consider constructing an approach along Ash Coulee Drive for law enforcement use.”
10. Issue 5 – Add a note to Alternative stating “Due to the grades this likely will not occur for a long time. Other north/south crosswalks across the road eliminate the need for this sidewalk.
11. Issue 6 – Update Alternative A to state “Consider installing a crosswalk at the intersection of Medora Avenue and Durango Drive on the south leg and west leg.”
12. Map Update – Add symbol for crossing guard on the north side of Ash Coulee Drive by Mustang Dr.
13. Map Update – Add Issue #7 to the map regarding need for law enforcement approach.

Simle Middle School

Changes to text/map:

1. Issue 3 – Delete out Alternative A and renumber Alternative B to Alternative A. The newly re-labeled Alternative A should be updated to state “After site renovations move the parent zone to Simle Drive and bus zones to N 19th Street.
2. Issue 4 – Add a response stating “Congestion will be reduced with changes to site circulation.”
3. Issue 5 – Update Alternative A to state “Consider installing lighted crosswalks or HAWK systems at one of the following intersections with North 26th Street: Valleyview Avenue, Hillview Avenue, or East Boulevard Avenue.
4. Issue 5 - Add Alternative B and update to state “Consider busing children on the east side of 26th Street as it is a minor arterial and close to the ½ mile corridor.”
5. Issue 5 - Add a note to Issue 5 stating “There is not a lot of bike and/or pedestrian activity in this area due to steep grades at approximately 10%.”
6. Issue 6 – Issue 6 and Issue 7 will be combined. Updated Issue 6 to state “Crossing improvements are needs at East Divide Avenue, North 19th Street and East Boulevard Avenue. Recent

Meeting Agenda Items:

- pedestrian crashes have occurred at the intersection of Kennedy Avenue and North 19th Street and North 19th Street and Divide Avenue."
7. Issue 6 – Update Alternative A to state "Consider educating pedestrians to cross the street at the signalized intersections to the east."
 8. Issue 7 – Delete Alternative A and B previously under Issue 7 (Issue 7 is now combined with Issue 6).
 9. Issue 8 - Renumber Issue 8 to Issue 7. Update response to state "Since students have the crosswalks at East Boulevard Avenue and North 19th Street, coupled with crossing guards, they should not be crossing outside of the crosswalk. This situation will also be improved with the relocation of the bus zone."
 10. Issue 9 – Renumber Issue 9 to Issue 8. Delete out Alternative A and update it to a response saying "The bus zone is moving to the west side of the building with site improvements on 19th Street."
 11. Issue 9 – Add an Alternative A to state "Ensure bus zone is long enough for all buses."
 12. Map Update – Delete out #7 and renumber accordingly
 13. Map Update - Delete out the #2 at E Boulevard and N 22nd Street. Update the #2 text in the legend to state "No crosswalks at E Boulevard Ave and Simle Drive."
 14. Map Update – Add a crosswalk on the north and west legs of the intersection at Simle Dr and E Boulevard Ave.
 15. Map Update – Add school speed zone signs on N 22nd St between Simle Dr and N 23rd St.
 16. Map Update – When showing the school site alternatives, include boundaries for school improvements and note that the east side of the school will now be the new school front facing Simle Drive.

Wachter Middle School

Changes to text/map:

1. Issue 1 – Update Alternative A to say: "City of Bismarck to analyze existing lighting to determine if it meets standards or if lighting improvements are needed."
2. Issue 1 – Update Alternative B to say: City of Bismarck to evaluate whether a HAWK signal is justified at 7th Street and Lansing. If it is determined that a HAWK signal should be installed at this location, eliminate the other east/west crosswalk at Columbia and 7th Street to encourage students to cross with the HAWK.

Meeting Agenda Items:

3. Issue 2 – Update Alternative B to say: The City of Bismarck should evaluate whether a HAWK signal is justified at mid-block on East Denver Avenue just east of the parking lot. This was identified as a lower priority location.”
4. Issue 3 – Update Alternative A to state “Consider extending the bus loading/unloading zone cutout along the east side of South 7th Street at the current location to get the buses out of traffic.”
5. Issue 4 – Update Alternative A to state “Consider the purchase and installation of enough new bicycle racks to accommodate the number of bicycles children ride to school.”
6. Issue 4 – Add a note which states “It is recommended to purchase the newer style of racks and determine their locations based on school site improvements.”

Bismarck High School

Changes to text/map:

1. Issue 1 – Update text in the second sentence of the issue to say “.....of East Avenue D and North 9th Street,”
2. Issue 1 – Update Alternative A to state “Consider HAWK at East Avenue D and N 7th Street. Leave the existing crosswalk as is.”
3. Issue 1 – Update Alternative C to state “The City of Bismarck and NDDOT should evaluate the need for a HAWK or traffic signal at these two locations based on vehicular volumes, pedestrian volumes and coordination with adjacent intersections.”
4. Issue 1 – Add in Alternative D stating “Consider adding in pavement markings for vehicles to stop for pedestrians.”
5. Issue 1 – Add in Alternative E stating “Consider upgrading the street lighting.”
6. Issue 1 – Add Alternative F Stating: “Increase onsite parking to reduce the need for students to park in the adjacent neighborhoods and cross at these locations. Additional parking could be considered in green space or installation of a parking ramp.”
7. Issue 2 – Add a note to Action Item stating “Parent drop offs could occur on the north side of Avenue C.
8. Issue 3 – Delete Issue 3 in its entirety as it is covered already in Issue 1.
9. Issue 4 - Renumber to Issue 3.
10. Issue 5 – Delete in its entirety.

Meeting Agenda Items:

11. Map Update – Delete out Issues 3 and 5 in their entirety. Renumber Issue 4 to Issue 3.

Century High School

Changes to text/map:

1. Issue 1 – Add note to say: “The speeds will not be able to be reduced on the arterial roadway adjacent to the school site.”
2. Issue 1 – Change Alternative to state; “Consider the addition of driver feedback signs.”
3. Issue 2 – Update the issue text to include that this is due to a lack of parking at the school site.
4. Issue 2 – Delete existing Alternative A.
5. Issue 2 – Add new Alternative A to state: “Add additional parking to the school site.”
6. Issue 2 – Add Alternative B to state: “Run a fence down the median along E Century Avenue so that students cannot cross mid-block.”
7. Issue 2 – Add Alternative C to state: “School should consider an agreement with the mall to utilize the spaces that are currently being used in the mall parking lot since there is not enough parking on site.”
8. Issue 3 – Update Alternative A to state “Consider making pavement marking improvements to the parking lot.”
9. Issue 3 – Update Alternative B to state “Consider making the east access an entrance only door.”
10. Issue 3 – Add Alternative C to state “Add a bus pull out on the west side of the school for bus parking so that buses are not loading/unloading in the travel lanes of the parking lot.”
11. Issue 3 – Follow up with Becky on action item. **ACTION ITEM**
12. Issue 4 – Update Alternative A to state “Consider closed campus through 10th grade.”
13. Issue 5 – Update Alternative A to state “Consider encouraging the school to consider
14. Issue 6 – Update Alternative A to state “The future improvement site plans show expansion of the building that will remove both parking lots on the east side of the facility. Therefore, this issue will no longer remain. However, to mitigate other issues – consider separating the bus and parent loading/unloading zones.”
15. Issue 6 - Add action item which states “Verify future loading zones for buses with school site improvements. Keep all buses on the west side of the school.” **ACTION ITEM**

Meeting Agenda Items:

Legacy High School

Changes to text/map:

1. Issue 1 – Add a note stating “Pedestrian facilities will be built as development occurs.”
2. Issue 2 – Delete Alternatives A and B in their entirety.
3. Issue 2 – Revise the note to say response and update to state “Reconstruction of 43rd Street from 26th St to Roosevelt Dr received the 1st priority in our Urban Roads prioritization last fall. Funding has not yet been finalized, but this project (including a three-lane roadway and shared use path) is a priority. Considerations with pedestrians crossing at this location should be evaluated with this project.”
4. Issue 3 – Review last sentence of text for the issue to state: “.... existing corridors **should be** evaluated for potential speed reductions.”
5. Issue 3 – Delete Alternatives A and B in their entirety.
6. Issue 3 – Add a response stating “When E Calgary Ave is constructed east to the intersection with Centennial it will likely have intersection control that offers a safe pedestrian crossing.”
7. Issue 4 – Delete Alternative B and add a response which says “Consider installation of a crosswalk at this location as sidewalks are constructed with future development.”
8. Map Update – When adding alternatives to the map show that proposed site improvements including the future sports fields west of the school site.

South Central Alternative High School

Changes to text/map:

1. Issue 1 – Add an Alternative 1 which states “Consider extending the lengths of the parent drop offs on the north and east side of the building.”
2. Issue 2 – Update Alternative A to state “Consider installing the school zone speed signs to discourage drivers from speeding.”

Discuss Implementation Plan for Engineering Related Alternatives: Ms. Harter noted that the implementation plan for engineering alternatives can be presented either as one stand-alone chapter in the report that combines all school sites or it can be developed as part of each individual school site chapter. Ms. Harter recommended that it be developed as one stand-alone chapter at the end of the document so that like alternatives could be combined for implementation at multiple school sites. The Steering Committee members concurred with this recommendation. Other implementation items were discussed as follows:

Meeting Agenda Items:

1. Highway Safety Improvement Program (HSIP) funds could be used for the 20 MPH and Driver Feedback signs. The 2018 HSIP funds should be coming out this fall, typically a November application. The Local Roads Safety Program (LRSP) is housed under the HSIP program for local roadways. Shawn Kuntz is the NDDOT contact for the HSIP program.
2. The implementation plan should note that there is an existing School District wide policy to paint the curbs on an annual basis.

Next Project Steps: The next project steps are as follows:

1. Summarize findings of Steering Committee Meeting #4
2. Stantec will send each draft school site chapter to the school principals for review.
3. Stantec will refine alternatives to be developed and finalize the study chapters for each school site inclusive of existing conditions, issues identified and proposed alternatives.
4. Stantec will develop a draft report inclusive of the following chapters:
Chapter 1 – Study Process and Public Participation/Outreach completed for the study
Chapter 2 – Existing Policies and Procedures
Chapter 3 through 10 – one chapter dedicated for each school site (existing conditions, issues identified, and engineering alternatives developed for each site)
Chapter 11 – Education and Encouragement improvements considered and recommendations for the School District
Chapter 11 – Implementation Plan
5. Send Draft Report to the steering committee for a 30-day review period prior to finalizing for adoption

The meeting adjourned at 5:00 PM. The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services, Inc.

Peggy Harter, PE
Project Manager
Phone: (701) 566-6020
Peggy.Harter@stantec.com

cc. Steering Committee Members

Steering Committee Meeting #4 – Mandan Public Schools

Bismarck-Mandan School Safety Crossing Study/ 193803607

Date/Time: May 2, 2017 / 1:00 PM

Place: Mandan City Hall - Veterans Room – 205 2nd Avenue NW, Mandan, ND

Next Meeting: TBD

Attendees: Rachel Drewlow – Bismarck-Mandan MPO
 Bob Decker – City of Mandan Planning
 Justin Froseth – City of Mandan Engineering
 Ryan Lagasse – Mandan Public Schools
 Richard Duran – ND Federal Highway Administration
 Peggy Harter – Stantec Consulting Services Inc.

Distribution: Bis-Man SSCS Steering Committee Members

Action Item	To Be Completed By	Completion Date
1. Make changes to education and encouragement polls and then send out to the SC members.	Katrina Nygaard and Peggy Harter (Stantec)	
2. Make changes to text/maps per meeting summary.	Stantec	
3. Send updated school site chapters to schools and park district for a one week comment period. Follow up on remaining action items with schools and park district.	Stantec	

Meeting Agenda Items:

Introductions: Ms. Harter thanked the committee for their continued participation in the Bismarck-Mandan MPO Public School Safety Crossing Study for the Bismarck and Mandan Public School Districts. Each member present introduced themselves.

Education and Encouragement: Ms. Harter reviewed a draft survey poll that will be distributed to the steering committee members including alternatives to consider for the Mandan School District for Education and Encouragement opportunities to be included as part of this study. Rachel Drewlow requested that the full list of items that were voted on should be made part of the report for the Education and Encouragement chapters for each school district.

Meeting Agenda Items:

The following changes are to be made to the polls before they are sent out to the steering committee members to vote:

Encouragement:

- Because snow removal ordinances already exist, change the “snow removal ordinance” item to “Review best practices for enforcing snow removal ordinances.” The committee noted that Mandan currently has an advisory committee in place for snow removal. Shared Use Paths are to be cleared of snow by the Park District and property owners are required to clear their sidewalks. Bob Decker suggested that firefighters could assist with snow removal near the schools during major events. This solution could be considered if this is one of the top encouragement items selected to further develop as part of the study.
- The group discussed the item “Ordinances mandating sidewalks be built when lots are platted (to avoid gaps in the network). Bob Decker suggested that the ordinance be changed to note that the sidewalk be built within a specific timeframe after the plats are approved. A formal develop agreement could be completed to make this part of the agreement. Justin Froseth noted that this ordinance was recently changed to build the sidewalk when an occupancy permit is completed. Justin noted that putting in the sidewalks at the same time as the streets are constructed may seem ideal but it is complicated as construction equipment affects them when the property is built. One suggestion was that the City could consider a separate assessment district to put in sidewalks. The final recommendation was to combine the two last items that address sidewalk ordinances into one item.

Education:

- Add one item to include a one week program for bicycle and pedestrian education to elementary and middle school gym classes.

Review Draft Engineering Alternatives for Each School Site: Ms. Harter walked the Steering Committee members through the draft engineering alternatives that Stantec developed for each of the nine Mandan Public School sites included in the study. General discussion for all school sites and specific discussion for each school site is list below and will serve as a list of changes to be included as the existing conditions/issues portion of each school site chapter are finalized.

Custer Elementary School

Changes to text/map:

1. Issue 1 – Change the alternative to state “Consider installation of marked crosswalks at the south legs of two intersections – 2nd Street NE and 6th Avenue NE and 2nd Street NE and 8th Avenue NE.”
2. Issue 2 – Remove the alternative and remove the action item. Add a Response that states the following: “Response - All students south of Main Street within the Custer school boundaries are offered bussing. Students should not be encouraged to cross Main Street but instead should be encourage to ride the bus.”

Meeting Agenda Items:

3. Issue 4 – Change alternative to say “Upgrade school speed limit signs to 20 MPH when flashing signs. Consider the addition of driver feedback signs to be placed after the upgraded school speed zone signs.”
4. Issue 5 – Remove Alternative B.
5. Issue 6 – Remove Alternative A and replace with a response as follows: “Response – Bussing is offered south of Main Street and therefore very few students live between 1st Street and Main Street. This is likely why few students are using the push button signal.”
6. Issue 7 – Change Alternative A to state: “Alternative A – Encourage staff to park on the opposite side of the street, directly east of the existing bus loading zone.”
7. Issue 7 – Change Action Item to state: “Discuss with the school site to determine the number of staff parking spots needed v. the number of spots currently available.”

Ft. Lincoln Elementary School

Changes to text/map:

1. Issue 1 – Update alternative to state: “When new 20 MPH When Flashing Sign is placed, ensure that the new placement is not blocked by the existing trees.”
2. Issue 2 – The action item can be deleted as it was confirmed that the crossing guards are only currently present in the afternoon. The alternative for this issue remains the same.
3. Issue 3 – Change the alternative to state: “Upgrade school speed limit signs to 20 MPH when flashing signs. Consider the addition of driver feedback signs to be placed after the upgraded school speed zone signs.”
4. Issue 4 – Change the existing alternative to be “Alternative A.” Add “Alternative B – Add shared use path along the south side of 19th Street SE.”
5. Issue 4 – Add a Note before the Action Item that states: “Note – The school is currently bussing students in the new developments. However, the bus service will be eliminated when the shared use path connections are made.
6. Issue 5 – Add an additional alternative to state: “Alternative B – Once the north side shared use path is constructed and development continues, a mid-block crossing should be analyzed for a HAWK signal.”
7. Issues 6 – Delete the Alternative and Action Item. Add a response that states: “The school is planning to repaint all pavement markings once an upcoming overlay project is completed.”
8. Add Issue 7 to the Map and report text. The issue should state: “The sidewalk connection is missing along the north side of 21st Street just west of 8th Avenue SE intersection.” Add an alternative to state: “Alternative – Consider construction of sidewalk to fill in the gap. This connection is the responsibility of the school district as it is on their property.”

Meeting Agenda Items:

Lewis and Clark Elementary School

Changes to text/map:

1. Issue 1 – Change the alternative to state: “Consider future study of a HAWK signal at this location.”
2. Issue 1 – Add text to the end of the notes to include: “Driver feedback signs were added on southbound Sunset after the school site observations were completed.”
3. Issue 2 – All the alternatives should remain as they currently read. Add a Note after the alternatives to state: “Note: The cost to implement the proposed alternatives would be the responsibility of the school district outside of available grant funding.”
4. Issue 3 – Update Alternative B to remove the first sentence which removes the recommendation for the HAWK. The remainder of Alternative B should stay in place. Add Alternative C to state the following: “Alternative C – Add a crossing guard at the intersection of 14th Street and 5th Avenue NW.
5. Issue 4 – Delete the current Alternative B. Delete the action item as it was verified during the meeting that students are entering/exiting Door number 6 via the bus loading/unloading zone. Add a new Alternative B that states: “Alternative B – Add No Parent Loading/Unload Zone signs along the west side of 6th Avenue NW across from the bus loading/unloading zone. Consider adding a parent loading/unloading zone along the west side of 6th Avenue NW, north of the 15th Street NW intersection (outside of the bus loading/unloading zone). This should only be completed if a crosswalk and crossing guard is added to the 6th Avenue NW and 15th Street NW intersection.”
6. Issue 6 – This issue and alternative applies to the school and the park. It is okay to leave as is (not as an issue noted on the map) but should remain in the text of the study. This is not a high priority for the school study project. This is likely a Park District project.

Mary Stark Elementary School

Changes to text/map:

1. Issue 1 – Delete the current alternative and add the following alternative: “Alternative – Consider adding a marked crosswalk to the south leg of 3rd Street SW and 8th Avenue SW intersection and to the south leg of the 3rd Street SW and 9th Avenue SW intersection. The addition of both crossings should be paired with a crossing guard.”
2. Issue 2 – Delete the Alternative. Update the response to add the sentence: “The new administrator has already taken care of this issue.”
3. Issue 4 – Update the alternative to state: “Upgrade school speed limit signs to 20 MPH when flashing signs. Consider the addition of driver feedback signs to be placed after the upgraded school speed zone signs.”

Meeting Agenda Items:

4. Issue 5 – Update the alternative to state: “Alternative – The Park District should consider studying the installation of a HAWK to cross ND Highway 6 near the Park District Club House.” Delete Notes A and B from the report. Add a response that states: “Response: The Club House is on the east side of 10th Avenue SW/ND Highway 6, so student coming from the school should not need to cross the street to get to the club house. There is a crossing at the intersection of ND Highway 6 and 7th St SW that has west side connections. This location also has a pedestrian bush button beacon.”

Red Trail Elementary School

Changes to text/map:

1. Issue 1 – Update the alternative to state: “Upgrade school speed limit signs to 20 MPH when flashing signs. Consider the addition of driver feedback signs to be placed after the upgraded school speed zone signs.”
2. Issue 2 – Update the response to state: “Response – Crosswalks are painted annually and were completed shortly after the school site observations were completed.”
3. Issue 3 – This issue should be completed changed as it is not encouraged to add a south leg crosswalk to this intersection. Instead, the issue should be moved to the parking lot just west of the intersection. The Issue in the text and map should state: “Issue – Students crossing into the parking lot do not have a marked crossing through the lot.” An alternative should be added to the text to state: “Alternative – A marked, raise table crosswalk should be added through the parking lot with stop signs to traffic at the crossing. A new sidewalk should be constructed to connect the parking lot to the marked crosswalk along the north side of the intersection.” The current issue, alternative and action item within the text should also be deleted and replaced as recommended.
4. The school site observation at Red Trail Elementary was redone in May 2017 since construction activities were affecting some intersections near the school site. The results of the observation should be reviewed and the school site report should be updated accordingly.

Roosevelt Elementary School (Mandan)

Changes to text/map:

1. Issue 1 – Change Alternative A text to state: “Alternative A – Remove the existing yield sign at the 3rd Street NW and 10th Avenue NW intersection and add a stop sign to the east leg of the intersection.”
2. Issue 1 – Update Alternative B text to state: “Alternative B – Consider installing a marked pedestrian crossing at the south and east leg of the 3rd Street NW and 10th Avenue NW intersection. The crossing would need to be paired with a crossing guard.”

Meeting Agenda Items:

3. Issue 2 – Change the alternative to state: “Alternative - Upgrade school speed limit signs to 20 MPH when flashing signs. Consider the addition of driver feedback signs to be placed after the upgraded school speed zone signs.”
4. Issue 3 – Change the alternative to state: “Consider bump outs at the intersections with marked cross walks to help calm traffic and reduce the width of the pedestrian crossing.”
5. Issue 5 – Change the alternative to state: “Add no parent loading/unloading signs along the south side of the roadway to discourage parents from dropping off on the wrong side of the street.”
6. Issue 6 – Change the alternative to state: “Consider adding a crosswalk to the east leg of the intersection of 4th Street NW and 10th Avenue NW where students were observed crossing.”

Mandan Middle School

Changes to text/map:

1. Issue 1 – Change Alternative A to state: “The City of Mandan should conduct a warrant analysis to determine if the intersection meets 4-way stop or signal warrants.”
2. Issue 1 – Change Alternative B to state: “Consider adding crossing guards at this location if 5 or more students are utilizing the crossing at this location.”
3. Issue 2 – Change Alternative A to state: “Consider connecting the sidewalk on the north side of 27th Street NW so that children do not have to cross to the south side of the roadway.” Delete Alternative B. Add a note to state: “Note – Most students are coming from the south side of the street and should be encouraged to cross at the marked crosswalk at 12th Avenue NW.”
4. Issue 4 – Change the issue within the text to remove the second sentence, so that it only says “There is no crosswalk paint at the parking lot at 12th Avenue NW.” Add a note to state: “Note – the parking lot will be striped in the Fall of 2018. Sidewalk connections will also be added in 2018.”
5. Issue 5 – Alternative B recommendation should remain but should include the addition of a note to state: “The City of Mandan is currently constructing 8th Avenue NW from 27th Avenue NW to approximately 1,000 feet north. This will provide the additional desired connection that is being recommended with this alternative.”
6. Issue 7 – Delete the alternative. Add a response to state: “Response – Appropriately marked crosswalks are located nearby.”
7. Issue 8 – Change Alternative A to state: “Alternative A – Consider using the existing bus loop and the east parking lot as the only two locations for parent loading/unloading zones.” Change Alternative B to state: “Alternative B – Consider moving the bus loading zone to the south lot and removing parent loading/unloading from the lot.” Delete Alternative C.

Mandan High School & Brave Center Academy

Meeting Agenda Items:

Changes to text/map:

1. Issue 1 – Delete both alternatives for this issue. Add a response that states: “Response – crosswalks located within one block of this location serve these crossing movements.”
2. Issue 2 – Change Alternative A to state: “Alternative A – Consider changing the streets around the school to one-way. Make 9th Street NW an eastbound one-way.”
3. Issue 2 – Add a new Alternative B to state: “Alternative B – Consider change the streets and circulation round the school site. Make 8th Avenue NW a two-lane northbound one-way and open it up to the 8th Street or the existing parking lot. 8th Street NW could also become an eastbound one-way and this would force all parent drop offs to enter 8th Avenue NW from 7th Street NW creating primarily right turns to navigate through the parent loading/unloading zone.”
4. Issue 2 – Change Alternative B to Alternative C and update to state: “Alternative C – The east parking lots should both only be accessed by the opening onto 8th Street NW.
5. Issue 2 – Add an Action Item to follow up on Alternative B to state: “Action Item – Need to check the existing handicap parking/drop off. This needs to occur on the right-hand side of the vehicle and could potentially cause the need to reverse the one-way movements to WB and SB one-ways (instead of NB and EB one-ways).”
6. Issue 3 – Add a note to state: “Note – this issue would be reduced if traffic recirculation is implemented per the alternatives in Issue 1.”
7. Issue 4 – Update the existing alternative to be “Alternative A.” Add Alternative B to state the following: “Consider installation of a 4-way stop at the intersection of 7th Street NW and 9th Avenue NW.”
8. Issue 4 – Delete Alternative A. Change the current Alternative B to Alternative A.
9. Delete Issues 6 from the Map and Text as there is currently no crosswalk at this location. Re-number the remaining issues since the current issue 6 is being removed.
10. Issue 7 – Renumber as issue 6 on the map and text. Change the alternative to state: “Alternative – Consider installing stop signs in place of the existing westbound yield sign.”
11. Issue 8 – Renumber as issue 7 on the map and text. Update the alternative to state: “Alternative – A marked crosswalk could be installed just west of the bus loading zone to cross from the Brave Center Academy building and parking lot to the High School Building. This crosswalk should be a raised table crosswalk with stop signs.”
12. Issue 9 – Renumber as issue 8 on the map and text. Update Alternative A to state: “Alternative – Consider making 9th Street NW an eastbound one-way. This will help with site circulation improvements and buses will no longer be turning onto 9th Street NW from Sunset Drive.” Delete Alternative B.

Meeting Agenda Items:

Discuss Implementation Plan for Engineering Related Alternatives: Ms. Harter noted that the implementation plan for engineering alternatives can be presented either as one stand-alone chapter in the report that combines all school sites or it can be developed as part of each individual school site chapter. Ms. Harter recommended that it be developed as one stand-alone chapter at the end of the document so that like alternatives could be combined for implementation at multiple school sites. The Steering Committee members concurred with this recommendation.

Next Project Steps: The next project steps are as follows:

1. Summarize findings of Steering Committee Meeting #4
2. Stantec will send each draft school site chapter to the school principals for review.
3. Stantec will refine alternatives to be developed and finalize the study chapters for each school site inclusive of existing conditions, issues identified and proposed alternatives.
4. Stantec will develop a draft report inclusive of the following chapters:
 - Chapter 1 – Study Process and Public Participation/Outreach completed for the study
 - Chapter 2 – Existing Policies and Procedures
 - Chapter 3 through 10 – one chapter dedicated for each school site (existing conditions, issues identified, and engineering alternatives developed for each site)
 - Chapter 11 – Education and Encouragement improvements considered and recommendations for the School District
 - Chapter 11 – Implementation Plan
5. Send Draft Report to the steering committee for a 30-day review period prior to finalizing for adoption

The meeting adjourned at 5:00 PM. The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services, Inc.



Peggy Harter, PE
Project Manager
Phone: (701) 566-6020
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cc. Steering Committee Members

APPENDIX C

Additional Miscellaneous Comments

STEERING COMMITTEE FEEDBACK

This document charts comments made by steering committee members early in the planning process. These comments will inform later phases and final recommendations for the plan. Additional comments by steering committee members are included in the meeting minutes for each of the four Steering Committee meetings (see Appendix B).

Name	Date	Comment
Bob Decker	9.22.16	For those who don't know, Arizona sometimes uses tire rims to construct the portable signs mentioned. The crossing guard rolls them out to the middle of the street at the beginning of the school traffic control period and rolls them back to a spot behind the curb at the end of the school traffic control period. Note their speed limit is 15.
Bob Decker	9.22.16	We have a school board member on the city planning and zoning commission. As we work through this study, if there are zoning rules that need to be changed around schools, the school board member on P&Z can submit these. Could use an overlay district for the whole city.
Chad Radke	9.23.16	Principal Radke had been notified of an idea or recommendation to remove some of the stop signs near Mary Stark. This could include potentially converting four-way stops into two-way stops. I am not aware of this recommendation in any past MPO studies. Of course we do not yet have any recommendations for the Bis-Man School Crossing Safety Study. Mr. Radke suspected it may be a rumor, but he wanted to comment that he would not support a recommendation of this nature in our study. He feels the stop signs near his school should remain as they are.



EMAILED COMMENTS

Throughout the planning process, numerous comments were received via email. These comments are included on the following pages.

From: [Harter, Peggy](#)
To: [Simer, Fay](#); [Nygaard, Katrina](#)
Subject: FW: Bis-Man School Safety Crossing Study - SC Meeting #2 - Minutes and Follow Up
Date: Monday, September 26, 2016 1:01:28 PM

Katrina – see the email below for the SSCS. Please include in the comments received document that you have started and save a copy of the email in there as well.

Thank you,

Peggy Harter

Project Manager
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From: Rachel A. Drewlow [<mailto:rdrewlow@bismarcknd.gov>]
Sent: Monday, September 26, 2016 12:45 PM
To: Harter, Peggy
Cc: Day, Carron
Subject: RE: Bis-Man School Safety Crossing Study - SC Meeting #2 - Minutes and Follow Up

Hi Peggy,

Welcome back to the office! I would like Stantec to note a comment I received via phone from Chad Radke, Mary Stark Elementary Principal, at the end of last week. Principal Radke had been notified of an idea or recommendation to remove some of the stop signs near Mary Stark. This could include potentially converting four-way stops into two-way stops. I am not aware of this recommendation in any past MPO studies. Of course we do not yet have any recommendations for the Bis-Man School Crossing Safety Study. Mr. Radke suspected it may be a rumor, but he wanted to comment that he would not support a recommendation of this nature in our study. He feels the stop signs near his school should remain as they are.

Would you incorporate this information into our public comments and/or recommendation review?

Thanks and I'll talk with you tomorrow at our bi-weekly call. ☺

Rachel

Rachel Drewlow

Transportation Planner
Bismarck-Mandan Metropolitan Planning Organization
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MPO Facebook: <https://www.facebook.com/BismarckMandanMPO>
Facebook: www.facebook.com/bismarcknd.gov | Twitter: www.twitter.com/BismarckNDGov

Please note and save my **NEW** email: rdrewlow@bismarcknd.gov

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From: Harter, Peggy [<mailto:Peggy.Harter@stantec.com>]
Sent: Friday, September 23, 2016 10:05 AM
To: Becky LaBella (becky_labella@bismarckschools.org); Bob Decker (rdecker@cityofmandan.com); Daniel Nairn; Darrin Sherre (darin_scherr@bismarckschools.org); Day, Carron; Highland Acres Elementary - Shawn Oban; Jason Ziegler (jziegler@mandanpd.com); Jeannette Myhre Elementary - Alivia Wamboldt (alivia_wamboldt@bismarckschools.org); Jeff Solemsaas; Justin J. Froseth; Ken Nysether (knysether@sehinc.com); Jason Stugelmeyer; Mark Berg; Michael Johnson (mijohnson@nd.gov); Pam Wenger (pwenger@nd.gov); Rachel A. Drewlow; Richard Duran (richard.duran@dot.gov); Rita Murphy Elementary - Matt Fricke; Ryan Lagasse (ryan.lagasse@msd1.org); Simer, Fay; stephanie.hickman@dot.gov; Wendy Vanduyne (wendy.vanduyne@bartwest.com)
Cc: Wendy Vanduyne (wendy.vanduyne@bartwest.com); Kevin Martin (kevin.martin@BARTWEST.COM)
Subject: RE: Bis-Man School Safety Crossing Study - SC Meeting #2 - Minutes and Follow Up

All,

We received some revisions to the minutes from the last SC meeting. The updated minutes are attached for your records. In addition, we received some general comments from SC members in regards to known issues at the school sites. We have prepared a document for our records to record all issues received from SC members for future inclusion in the review of issues to develop recommendations. Have a great weekend!

Thank you,

Peggy Harter

Project Manager
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From: Harter, Peggy
Sent: Thursday, September 22, 2016 9:21 AM
To: Becky LaBella (becky_labella@bismarckschools.org); Bob Decker (rdecker@cityofmandan.com); Daniel Nairn (dnairn@bismarcknd.gov); Darrin Sherre (darin_scherr@bismarckschools.org); Day, Carron; Harter, Peggy; Highland Acres Elementary - Shawn Oban; Jason Ziegler (jziegler@mandanpd.com); Jeannette Myhre Elementary - Alivia Wamboldt (alivia_wamboldt@bismarckschools.org); Jeff Solemsaas (jsolemsaas@bismarcknd.gov); Justin J. Froseth; Ken Nysether (knysether@sehinc.com); Lt. Jason Stugelmeyer (jstugelmeyer@bismarcknd.gov); Mark Berg (mberg@bismarcknd.gov); Michael Johnson (mijohnson@nd.gov); Pam Wenger (pwenger@nd.gov); Rachel A. Drewlow; Richard Duran (richard.duran@dot.gov); Rita Murphy Elementary - Matt Fricke; Ryan Lagasse (ryan.lagasse@msd1.org); Simer, Fay; stephanie.hickman@dot.gov; Wendy Vanduyne (wendy.vanduyne@bartwest.com)
Cc: Wendy Vanduyne (wendy.vanduyne@bartwest.com); Kevin Martin (kevin.martin@BARTWEST.COM)
Subject: Bis-Man School Safety Crossing Study - SC Meeting #2 - Minutes and Follow Up

Hello Everyone,

Attached you will find the meeting minutes from Steering Committee Meeting #2 that was held on August 29, 2016. I have also attached the updated and finalized Policies and Practices Memo and the Presentation from the last meeting. All of these items will also be made available on our project website. Please let me know if you have any corrections or edits to the meeting minutes.

I also wanted to quick let you know that at this time we do not have a date scheduled for our next Steering Committee Meeting. In our current project schedule, that meeting will occur sometime near the beginning of December so that you can see all of the existing conditions data pulled together as well as hear the input that will be gathered at our public input meetings. I will send out a meeting notification to our full steering committee to notify you of the public meeting dates when they are finalized. Thank you again for your participation on this committee!

Thank you,

Peggy Harter

Project Manager

Stantec

3453 Interstate Boulevard South Fargo ND 58103-2213

Phone: (701) 566-6020

Cell: (701) 371-4167

Peggy.Harter@stantec.com

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From: [Harter, Peggy](#)
To: [Nygaard, Katrina](#); [Simer, Fay](#)
Cc: [Day, Carron](#)
Subject: FW: BisMan SSCS
Date: Tuesday, December 20, 2016 10:23:12 AM

[Katrina and Fay](#) – please save the public input comment in the email below for the Will-Moore Elementary School in Bismarck. Thank you.

Peggy Harter

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From: Shaun Werle [mailto:shauncpw@yahoo.com]
Sent: Tuesday, December 20, 2016 7:48 AM
To: Harter, Peggy
Subject: BisMan SSCS

I realize I am past the deadline for comments. Just like everything in government the general population is unaware of many things unless it directly affects them or the news reports about something after the fact. It seems like it would be pretty easy to put information on a monthly utility bill that had nothing to do with utilities to keep citizens informed. Not everyone buys a physical paper every day, nonetheless read all the public notices in it. Sorry, I digress.

Bismarck Parks & Rec is able to send out an activity book to every household 2-3 times a year. Why can't the city 'buy' a couple of pages to put notices about studies like this that are in the works and starting soon. It isn't like the city one day decides to do a study. Government works at a glacial pace so time isn't of the essence.

I drive south on N 4th St to get to work downtown. I usually miss the school rush but sometimes I don't for various reasons. Why is there no school zone speed limit around Will-Moore Elementary like there is on N 4th St near Northridge. I'm sure it has something to do with the hill that has a walking path right at the peak of the hill. Regardless, I still find it shocking that every school doesn't have a 1-2 block radius of a 15mph speed limit zone during those school start/end times. Especially those that are on an arterial street.

Shaun Werle
2036 Catherine Dr
Bismarck ND

From: [Harter, Peggy](#)
To: [Nygaard, Katrina](#)
Subject: FW: Thoughts on the Bismarck-Mandan School Safety Crossing Study
Date: Tuesday, April 18, 2017 3:04:41 PM

Katrina – see the email below. We already have these issues captured. Is there somewhere we can save this as public input so it doesn't get lost in the works?

Peggy Harter

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From: Froehlich, Jennifer S. [mailto:jsfroehlich@nd.gov]
Sent: Tuesday, April 18, 2017 1:04 PM
To: Harter, Peggy <Peggy.Harter@stantec.com>
Subject: Thoughts on the Bismarck-Mandan School Safety Crossing Study

I am just a concerned parent in the Ft. Lincoln Elementary School district in Mandan and my concerns are:

- 1.) No sidewalks along the 19th St SE/Ridge Dr (along the empty field side and by the softball side)
- 2.) No yellow flashing beacon light at the 19th St SE/Ridge Dr intersection, when a kid or just and individual wants to cross

I think those are the two major ones that I have, as of now I do not trust the drivers to look out for my child when crossing that busy 19th St at 8am, plus he's not able to ride his bike because he would have to ride in the street as there is NO sidewalk on either side.....TOTALLY NOT SAFE!!!!

I could throw in there that just in general it is a VERY busy/speeding central 19th St SE road since there has been more houses going up!

Also, if you could tell me the next meeting in regards to this that would be great, thank you!

Thanks,

Jennifer Froehlich
State Dept of Health
Division of Vital Records
Work: 701-328-2362

From: [Harter, Peggy](#)
To: [Day, Carron](#)
Cc: [Nygaard, Katrina](#); [Simer, Fay](#)
Subject: FW: Thoughts on the Bismarck-Mandan School Safety Crossing Study
Date: Wednesday, January 18, 2017 3:47:25 PM

FYI – see note from public below. I will put in the project folder.

Peggy Harter

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From: Jan Stankiewicz [mailto:janmarie.jk@gmail.com]
Sent: Wednesday, January 18, 2017 3:45 PM
To: Harter, Peggy
Subject: Thoughts on the Bismarck-Mandan School Safety Crossing Study

Hello -

A few comments regarding Northridge Elementary:

- Although No Parking signs are posted, several cars are dropping off and parking in the bus zone

- Parents and students cross 3rd Street near the front entrance, without using a crosswalk, which makes me wonder if the crosswalk on Kavaney could be moved south more toward the middle of the block near the front entrance to the school. Education/awareness/enforcement(?) should also be ramped up to parents who drive their students to school and the dangers of not using a crosswalk.

- The crossing guards do an amazing job and are very useful, especially when crossing Divide

Thank you for your time and effort.

Jan

Nygaard, Katrina

From: Harter, Peggy
Sent: Wednesday, January 18, 2017 3:48 PM
To: Day, Carron
Cc: Simer, Fay; Nygaard, Katrina
Subject: FW: Thoughts on the Bismarck-Mandan School Safety Crossing Study

Another PIM comment.

Peggy Harter
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-----Original Message-----

From: Carolyn Fogarty [mailto:ckfogarty@icloud.com]
Sent: Wednesday, January 18, 2017 10:01 AM
To: Harter, Peggy
Subject: Thoughts on the Bismarck-Mandan School Safety Crossing Study

Good morning!

I was very happy to see the video of last weeks meeting, as I was unable to attend or watch from home. I'm very supportive of this study and hope that some improvements in student safety will be the result!

At any rate, I do want to emphasize an area that I didn't see covered on the sheet from Wachter middle school. I am a parent that picks up kids everyday, and regularly witness kids trying to cross Denver Ave. from the parking lot entrance, to get to their waiting parents in the church parking lot across the street. As you mention in the summary, the traffic on Denver is somewhat fast, with drivers using it as a short cut to 3rd. As some of them are not parents of Wachter kids, they are unaware of those students crossing. It is downright frightening some days to watch those kids dart out on to the street, hoping and expecting those cars to stop!

There needs to be a formal crosswalk or designated way for those students to reach their parents in that parking lot. I have seen so many close calls!

Thank you again for your time and effort with this study. I appreciate all you are doing for the safety of students!

Sincerely
Carolyn Fogarty

From: [Rachel A. Drewlow](#)
To: [Harter, Peggy](#)
Subject: Thoughts on the Bismarck-Mandan School Safety Crossing Study
Date: Wednesday, November 08, 2017 11:13:52 AM

Hi Peggy,

This morning I received a call from Ms. Donna Bliss. I realize the public comments period has ended, but I hope we can add these few comments and concerns to the appendix for the School Safety Crossing Study. Typically, I would not submit comments on half of the public. However I understand Donna does not have an email and we are too close the study ending for written communication to be efficiently added to the study. Please include the flowing in our appendix.

Donna believes school zone signs should be placed around Century High School to notify drivers of the school's presence AND the potential for students and pedestrians be in the crosswalks. She also feels the crosswalks near the school are not visible enough and should be repainted. Thirdly, she would like to note the safety and congestion issues that exist on 11 Street North, especially concerning south bound traffic which tends to gets stuck behind parked busses during loading and unloading times.

Thank you for adding these concerns to our section on public comment. I will relay the responses from yourself and City Traffic Engineer Mark Berg to her today.

Rachel

Rachel Drewlow

Transportation Planner

Bismarck-Mandan Metropolitan Planning Organization

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

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MEETING SIGN-IN SHEETS

Although no comments were received at the public hearings in Bismarck and Mandan, sign-in sheets for those meetings are included on the following pages.

Bismarck-Mandan

METROPOLITAN PLANNING ORGANIZATION

Meeting Location <i>City County Building 1st floor Conference Room</i>	Meeting Type <i>(Bismarck) Public Comment</i>	Meeting Date <i>10-19-17</i>
Project Number	PCN	
Project Description <i>Bismarck-Mandan School Safety Crossing Study</i>		

Name (Please print) <i>Mark Berg</i>	Title/Representing		
Address <i>7501 Northwood Dr</i>			
City <i>Bismarck</i>	State <i>ND</i>	Zip code	Email <i>maberg7501@gmail.com</i>

Name (Please print) <i>Megan Hoffman</i>	Title/Representing <i>KFYR-TV</i>		
Address			
City	State	Zip code	Email <i>megan.hoffman@kfyrtv.com</i>

Name (Please print) <i>Rachel Drewlow</i>	Title/Representing		
Address			
City	State	Zip code	Email

Name (Please print)	Title/Representing		
Address			
City	State	Zip code	Email

Name (Please print)	Title/Representing		
Address			
City	State	Zip code	Email

Name (Please print)	Title/Representing		
Address			
City	State	Zip code	Email

Name (Please print)	Title/Representing		
Address			
City	State	Zip code	Email

Bismarck-Mandan



METROPOLITAN PLANNING ORGANIZATION

Meeting Location <i>Mandan City Commission Room</i>	Meeting Type <i>Mandan Public Comment</i>	Meeting Date <i>10-19-17</i>
Project Number		PCN
Project Description <i>Bis-Man School Safety Crossing Study</i>		

Name (Please print) <i>JUSTIN FROSETH</i>		Title/Representing <i>CITY OF MANDAN</i>	
Address			
City	State	Zip code	Email

Name (Please print) <i>Rachel Drewlow</i>		Title/Representing <i>Bis-Man MPO</i>	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

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