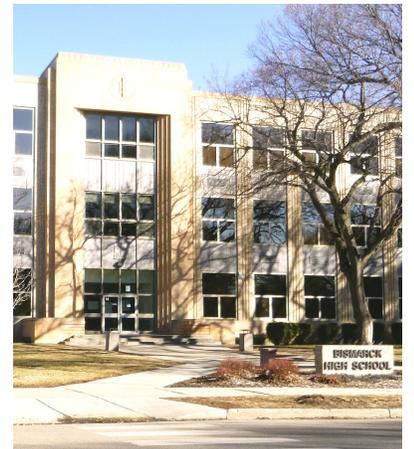
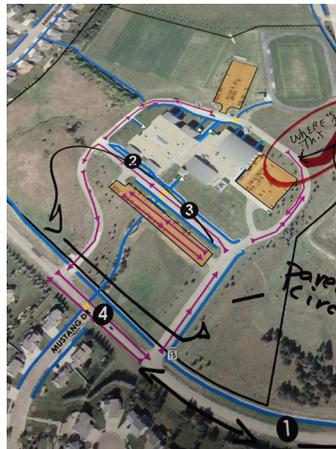




# BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

Mandan 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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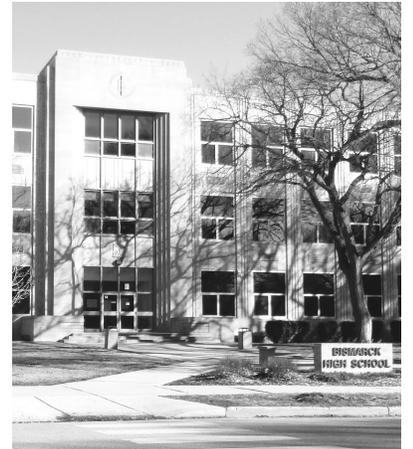
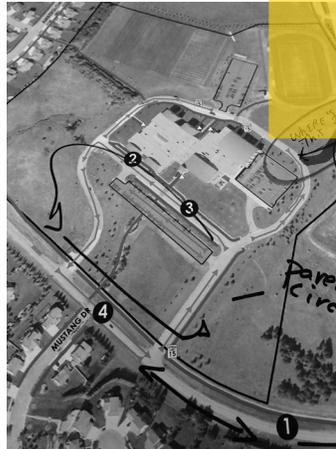
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# INTRODUCTION



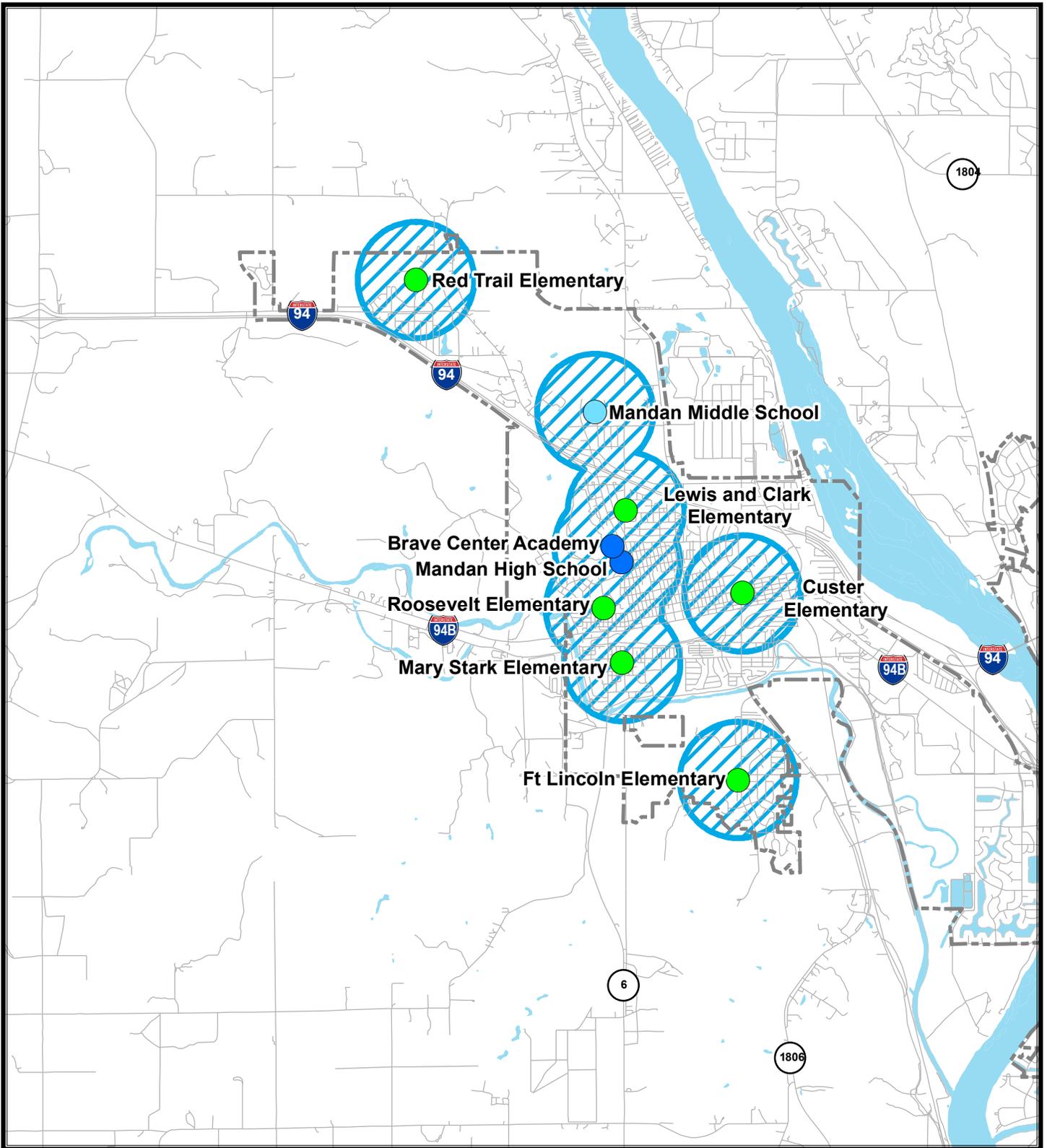
## INTRODUCTION

Many bicycling and walking assets already exist in the Cities of Bismarck and Mandan. 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 and 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 Mandan School District. The nine schools studied in this district include:

- Red Trail Elementary
- Lewis and Clark Elementary
- Custer Elementary
- Fort Lincoln Elementary
- Mary Stark Elementary
- Roosevelt Elementary
- Mandan Middle School
- Mandan High School
- Brave Center Academy

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



**Figure 1-1  
Mandan School Locations**

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

August 14, 2017



# BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



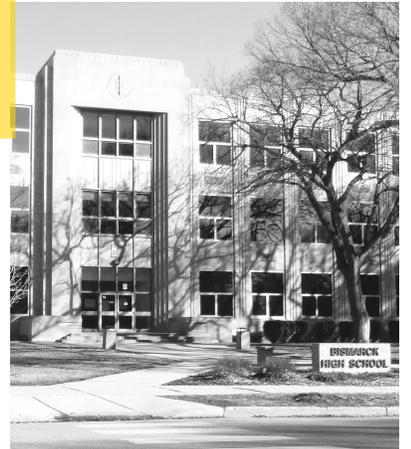
This Study includes a discussion of existing programs in place in the community and schools in Mandan, community engagement completed as part of the planning process, a discussion of educational and encouragement programs and policies to implement in the future, and an analysis of each of the nine school 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 Polices
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 is dedicated to engineering implementation strategies as well as opportunities for funding.



# BACKGROUND + EXISTING PROGRAMS



## INTRODUCTION

This chapter provides an overview of existing programs, policies, and regulations to support bicycling and walking in Mandan 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 Mandan School Districts. 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 Mandan 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

## **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:

*Mandan/Morton County:* the NDDOT Local Road Safety Program report for Mandan and Morton County is part of a larger report analyzing the Central Region. In the Central Region between 2009 and 2013, there were 2,472 crashes, 59 percent of which were in urban areas including Mandan. For roads in Mandan, the following risks were identified:

- Average Daily Traffic (ADT): head-on collisions were more likely on roads with ADTs above 5,000
- Access Density: More access points were correlated with more collisions
- Road Geometry: Crashes were more common on roadways with four or more lanes
- Speed Limit: Rear-end and head-on collisions were more likely in low-speed (30-40 mph) corridors.

# BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

The LRSP report also includes strategies for improving road safety conditions. For roads in Mandan, these improvement strategies include:

- Including bicycle and pedestrian accommodations such as installing sidewalks and minimizing crossing distances using curb extensions or medians
- Improving roadways by including left turn lanes
- Improving access management near intersections

In the City of Mandan, the report proposes \$161,400 in pedestrian and bicycle enhancements. The proposed projects are shown in Figure 2-1 below.

Figure 2-1: Proposed pedestrian projects



Source: NDDOT LRSP Report for Morton County

## COUNTY-LEVEL PROGRAMS

### *Morton County*

At present, Morton County has limited policies and programs to promote cycling and walking in the county. Although there are regional trails and state park trails located in the county, most of the bicycle infrastructure is located in the City of Mandan (who has jurisdiction over those areas). Additionally, development in the county has been slow, with most new growth in and around Mandan. However, if development in unincorporated areas continues, planning staff would like to adopt policies that require that new subdivisions dedicate land to parks and trails. The County will help to implement the upcoming Bismarck-Mandan Bicycle and Pedestrian Study which may include new policies and infrastructure outside of Mandan.

## MUNICIPAL-LEVEL PROGRAMS

### *City of Mandan*

The City of Mandan has traffic code policies to promote walking and biking safety in the city. These include:

**Bike Safety:** Bicycles must follow traffic laws and biking on sidewalks is prohibited in business districts. If biking on a sidewalk, bicyclists must yield to pedestrians.

**Pedestrian Safety:** Pedestrians have the right of way at crosswalks if they are at least half way through the intersection. Pedestrians must yield to vehicles outside of a crosswalk. Pedestrians must use sidewalks when they are available.

**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 pedestrians.

The City of Mandan has no specific regulations regarding traffic safety around schools.

### *Sidewalk Development Standards*

In new developments, sidewalks are required to be built, or arranged to be built, by the developer (§ 105-1-7). When preparing a subdivision plat, developers are required to make improvements including pedestrian walkways to schools, playgrounds, shopping centers, as determined by the city as well (§ 109-3-2). In some cases, the City of Mandan waives requirements for sidewalks in new developments that have few homes and do not connect to other adjoining properties.

## SCHOOL DISTRICT PROGRAMS

### *Mandan School District*

The Mandan School District does not have any district-wide policies to promote biking and walking to school. In fact, the local geography of the schools and the city make biking and walking, generally, a challenge. As a result, few students bike or walk to school in the City. Despite these challenges, some schools in Mandan have taken steps to improve safety around their properties. For example, Red Trail elementary school has used Safe Routes to School funds to develop a new crosswalk for students who walk to school. The crosswalk features signage, painted walks, and a beacon.

### *School District Interviews*

Interviews with three district staff members 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:* Principals at schools in the Mandan School District hire staff as crossing guards with annual school budgets. It is unclear if any schools at either district host volunteer crossing guards or adult monitors.

*Police:* In Mandan, the high school had previously worked with an on-site police officer to address traffic, safety and behavior concerns. However, that officer has since retired and the position has remained vacant.

*Drop-off/Pick-up:* In Mandan, school principals have lead a successful campaign to manage drop-off and pick-up. Each school has created designated parent and bus zones which help to manage traffic and safety.

*Bike Racks:* Bike racks are present at schools throughout the Mandan school district, and district staff installs and maintains racks. There are no set guidelines for the locations of bike racks at any schools in the area.

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

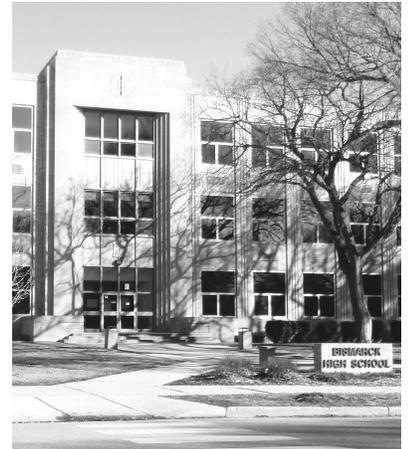
## EXISTING SCHOOL SITE CONDITIONS

This chapter focused on existing programs and policies in place in Mandan and the School District. 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 nine schools reviewed for this project has a unique site with existing issues for bicycle and pedestrian safety which are included in Chapter 6 of this Plan. The school site chapters included in this Study 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.



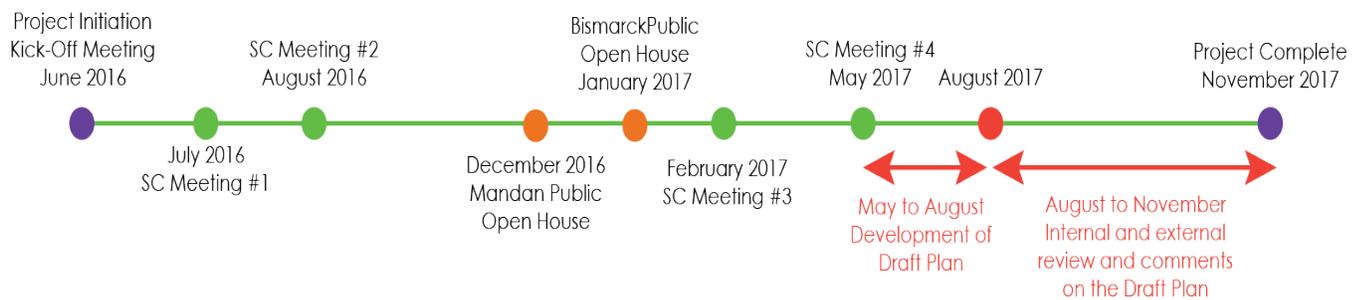
# OUTREACH + ENGAGEMENT



## 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 nine Mandan 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 nine Mandan school sites. The meetings were set up as an open house format before and after a formal presentation; an aerial photograph and preliminary findings regarding each school site were on display throughout the whole duration of the meeting. The public meetings were 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

The public open house was held in Mandan on December 1, 2016 at the Mandan City Hall and approximately 12 people attended; three participants were fathers with children in the Mandan schools who provided valuable input regarding the Red Trail and Fort Lincoln Elementary Schools. 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.

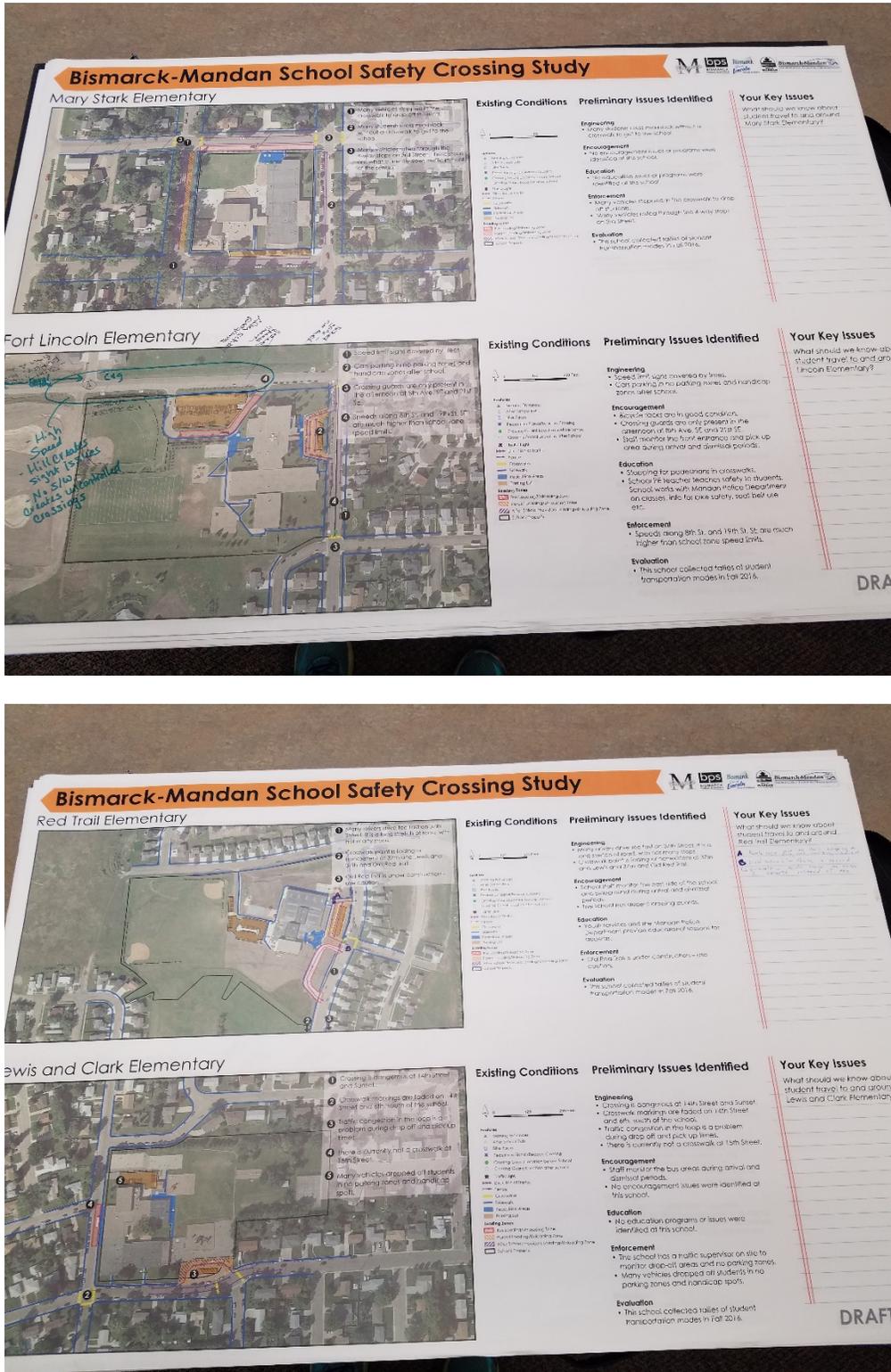
Two stations were set up, each with large-size aerial photograph displays on long tables. For this meeting, the Mandan Schools were divided in half; a handout and displays of the Mandan Public Schools were made available for the public. Participants were asked to identify key issues at their school. These issues included comments such as unsafe crossings, concerns with traffic, and lack of visibility. Some comments were written on the displays and others were mentioned to the project team.

At the public open house meeting, 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 and school site comments are included below in Figure 3-2 on the following pages. A summary of the public open house is included in Appendix A.

# BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

Figure 3-2: Open House Comments in Mandan



## 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, 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 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 school district, one for Bismarck and one for Mandan. Both meetings were held on February 2, 2017. The meeting concerning Mandan schools is summarized below.

*Mandan*

The third Steering Committee Meeting that was specifically for Mandan committee members was held at the Mandan City Hall and there were seven attendees. A summary of the Public Open House meeting that took place on December 1, 2016 was shared with the committee. This was a good opportunity to get an insight of public inputs regarding the project. The Steering Committee members were also informed of the existing conditions/issues identified for each of the nine Mandan 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.

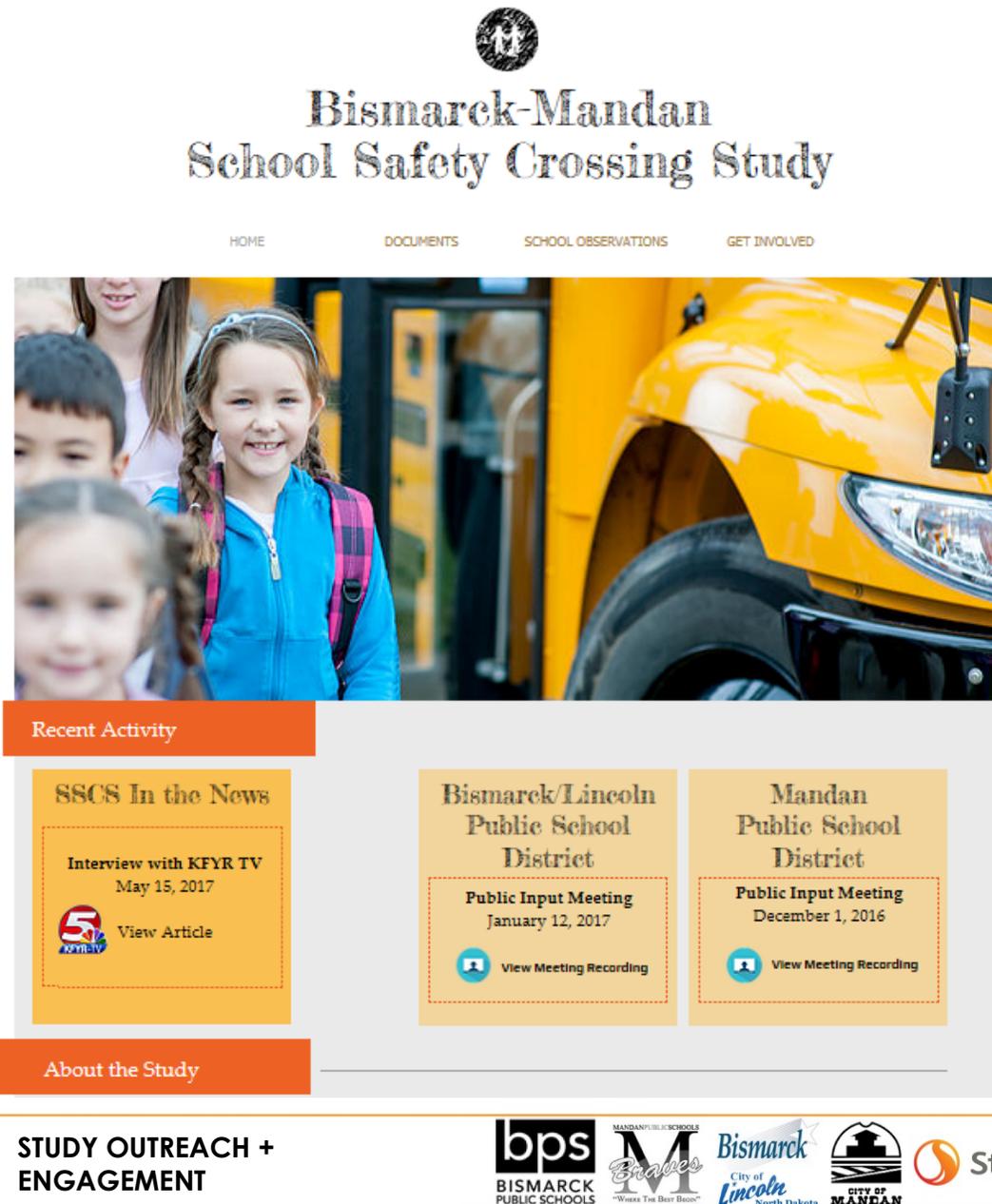
*Mandan*

The fourth Steering Committee Meeting that was specifically for Mandan committee members was held on May 2, 2017 at the Mandan City Hall and there were 6 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 Mandan 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 9 Mandan Public School sites included 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 Mandan 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

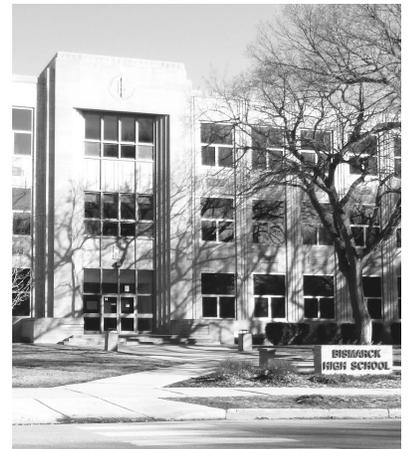
<b>Review Meeting</b>	<b>Location</b>	<b>Date</b>
Mandan School Board Meeting	City Commission Chambers	November 6, 2017
Mandan City Commission	City Commission Chambers	November 7, 2017
MPO Technical Advisory Committee	Bis-Man Transit Building	November 20, 2017
MPO Policy Board Meeting	Mandan City Hall	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 educational programs and policies 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 Mandan, 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 Mandan 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 Mandan is included in Chapter 2: Background and Existing Programs.

## **DETERMINING CRITICAL EDUCATIONAL PROGRAMS AND POLICIES IN MANDAN**

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 Mandan schools. Based on public input and Steering Committee member's knowledge of the cities, a list of thirteen educational programs and policies were created specifically for Mandan.

**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 are a good way to address matters that are only relevant to parents with children at a 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.

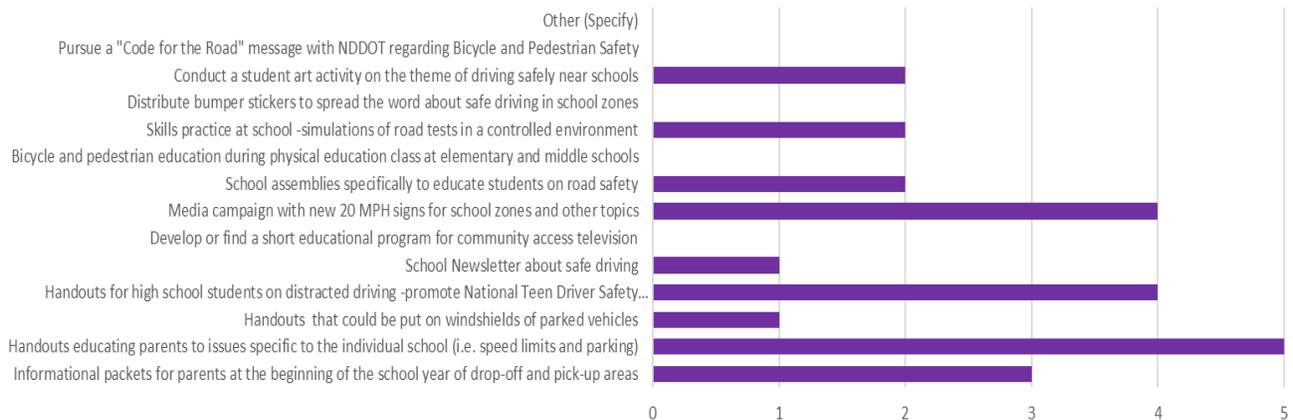
**Bumper stickers** – Distributing bumper stickers to spread the word about safe driving in school zones.

**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 two from Mandan. Given the small number of participants in the survey, the results from folks representing both school districts have been combined. Figure 4-1 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)

While Bismarck and Mandan had a different list of top educational programs and policies, both cities' representatives 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 Mandan 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.

In Mandan, a layer could be created for the City's GIS database. The school district would need to provide staff and data to map these travel path patterns. This could be completed by high school student interns.

### **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 Montana<sup>1</sup>. 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 8<sup>th</sup> 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 Montana<sup>2</sup>.

## 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 Hennepin<sup>3</sup> 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.

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<sup>1</sup> More information on the State of Montana Traffic Education Program:

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

<sup>2</sup> All 2015-2016 program statistics can be reviewed here:

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

<sup>3</sup> 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 accident 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 members 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 MANDAN

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 provide an overview of some of the existing educational programs and policies along with potential programs the MPO, the City of Mandan, and the Mandan 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. Promote student safety through a School Bus Information Guide for students and parents, something that is currently done in the Bismarck School District. The guide outlines behavior and safety procedures such as walking in crosswalks and bus “danger zones.”
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 safety practices. 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.

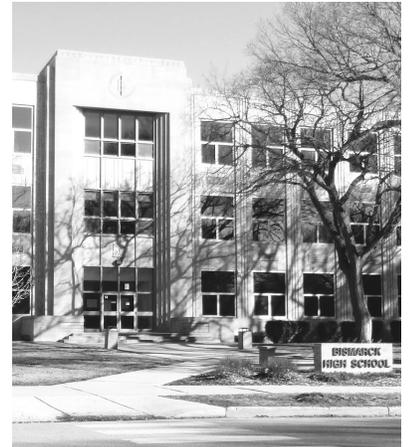
## Other Programs for Consideration

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 Mandan or for the entire region. The Mandan Park District has already begun mapping their existing trail systems. Utilize the existing park district maps as a beginning step.
4. Take advantage of local media campaigns about road safety, especially around school zones. This would be an appropriate outlet for advertising any new 20 MPH school zone signs that will be implemented as part of this project. 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. City arborists also must travel the routes near schools to make sure that trees do not obstruct signage.



# 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 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 their means of 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, 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 Mandan. 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 two school districts. 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 two cities further succeed in adopting, developing, and maintaining the Safe Routes to School program.

### Existing Encouragement Programs and Policies

There are many encouragement programs already in place in the Mandan 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.

## **DETERMINING CRITICAL ENCOURAGEMENT PROGRAMS AND POLICES IN MANDAN**

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 Mandan 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 and bike. 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 creating a safer and better environment for pedestrians and bicyclists, especially around school sites.

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

**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** – Crossing 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. This 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. Homeowners are responsible for clearing snow outside their property. However, a volunteer student shovel brigade could clear select routes for early morning snow removal.

**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. This is currently described in draft ordinance §109-2-6.

**Polices for students who do not live within bussing zones** – Students who do not live within bussing 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.

**Using high school and college students as crossing guards** – Being crossing guards can be a great opportunity for high school and young adults to 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 – including two representing Mandan 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 Mandan.

### **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). In most communities, street widths vary depending on the roadway function. In all cases, the needs of different users need to be balanced in the right-of-way. In Mandan, a draft policy has been developed stating that if there is not 25' between driveways, a parking lane should not be required (§109). This would allow additional room in the roadway for accommodating other modes.

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 and Mandan had a 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 Mandan 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, this was creating a visibility issue for bicycles and 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 MANDAN**

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 provide an overview of some of the existing 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 Mandan 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.

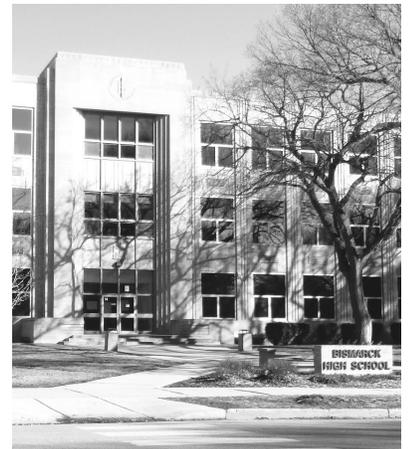
## Other Programs for Solutions

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

1. The City of Mandan 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 and Bike to School" days to encourage students to walk to school. This program has had success at Robert Miller Elementary in Bismarck. Work with their schools and district leaders to implement similar programs in Mandan.
3. Because new 20 MPH school speed zones signs may 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 Mandan, Morton County, and the Mandan 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 nine school sites in Mandan. The school site sections 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.

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.

Over the course of the planning process, one school in Mandan approved funding for site renovations: Mandan Middle School. These proposed changes have been incorporated into the alternatives recommended for this site.

The recommended school alternatives addressed in each school site section reflect the conditions of the schools at the time of the study. Given their proximity, Mandan High School and the Brave Center Academy have been studied together.

The following sections of this chapter address each school site:

- 6.1 Red Trail Elementary*
- 6.2 Lewis and Clark Elementary*
- 6.3 Custer Elementary*
- 6.4 Fort Lincoln Elementary*
- 6.5 Mary Stark Elementary*
- 6.6 Roosevelt Elementary*
- 6.7 Mandan Middle School*
- 6.8 Mandan High and Brave Center Academy*

## 6.1: RED TRAIL ELEMENTARY

### QUICK FACTS

Data was collected in Fall 2016.



Address: 4801 37th Avenue Northwest, Mandan, ND

Principal: Dave Steckler

Number of Students: 330  
(over capacity)

Grades Served: K-5

Start Time: 8:55 am

End Time: 3:30 pm

Map of School Site Area:



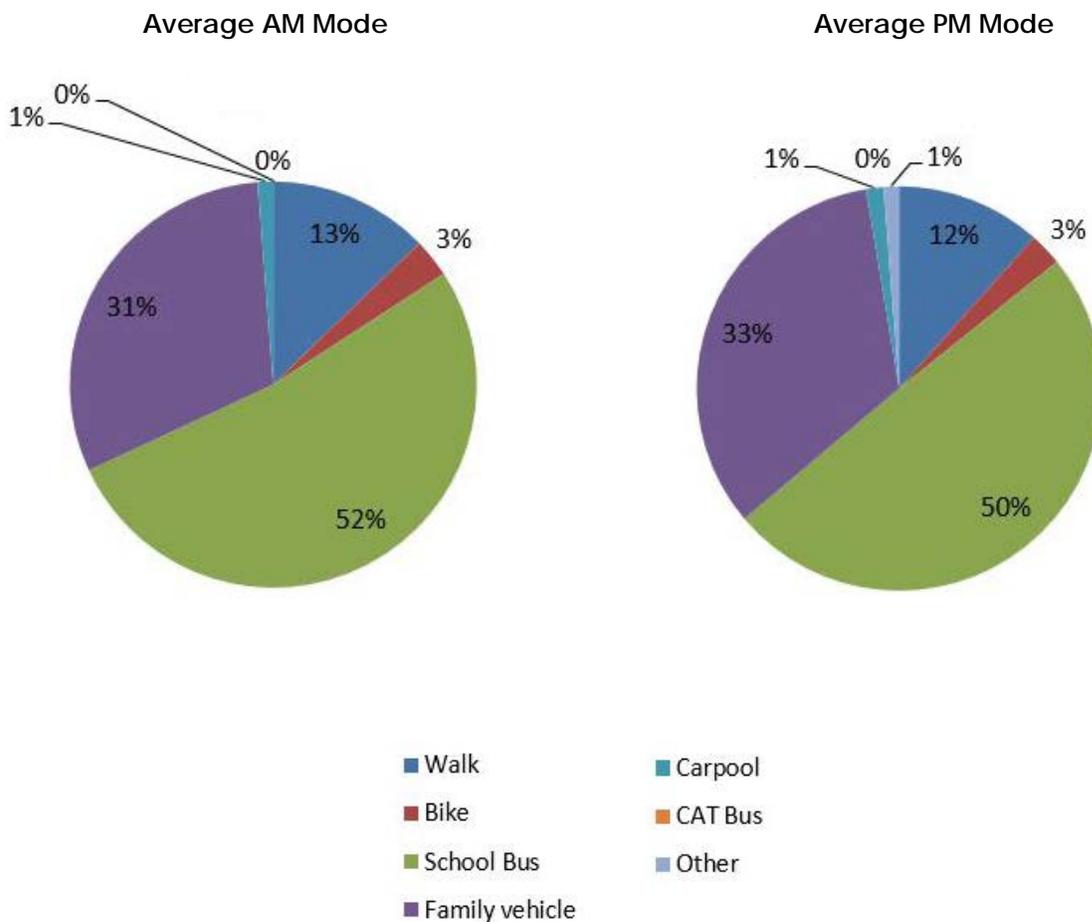
## PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. Vehicles travelling too fast for conditions
2. Crosswalks
3. 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 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. Speed of vehicles.
2. Distracted motorists.
3. Amount of vehicles.

Generally, bus drivers rated the school as safe.

Comments from drivers regarding safety at this school include:

- Bus drivers don't pull up all the way when they can.

## 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 19 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 (52%)
2. Amount of traffic along the route (47%)
3. Distance from home to school (47%)

Representative comments include:

"People drive very fast down the streets in our neighborhood and I would not feel comfortable letting my child cross the road by himself."

## SCHOOL SITE OBSERVATIONS

School site observations occurred on October 25, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Old Red Trail was under construction during the project's observation weeks. The area at the Old Red Trail/37th Ave intersection and surrounding area was studied on May 11, 2017. Traffic flow was considered to be "orderly and free-flowing" by team members. Other issues identified by the observers include:

Observations from October 25, 2016:

- Observers did not note much traffic on 37<sup>th</sup> Ave near the school.
- Many drivers drive too fast on 37th Street. It is a long stretch of road, with not many stops.
- Many students were observed taking the bus to school; not many students were observed walking or biking to school
- Crosswalk paint is fading or nonexistent at 37th and Lewis. Crosswalks in other locations within this study area were visible.
- A few students entered the street from the driver's side.
- The crossing guards were two students.
- Bicycle racks were new and adequate for the school.
- The school has two parking lots. In the morning, 18 out of the 77 spaces were available in the faculty parking lot and in the afternoon 22 spaces were available. In the morning 6 spaces, out of 14 were available in the lot in front of the school; in the afternoon, 8 spaces were available there.
- An unimproved secondary access is provided to the school to facilitate neighborhood access.

Observations from May 11, 2017:

- Cars backed up at Old Red Trail and 37<sup>th</sup> Ave NW (traveling southbound) during pick up.
- Parents noted that they have had to wait many minutes to cross the intersection and have to make eye contact with drivers to be allowed to cross.
- Drivers ignore flashing beacons when turning (do not see the beacon) and there are no traffic lights at this intersection.
- Cars disobeyed stop signs along frontage road.
- Many motorists were observed driving too fast for conditions.
- ADA ramps at the intersection are new and in good condition, but the crosswalks are currently not striped.

## PUBLIC INPUT

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

- The middle spur (future access) on the south side of the school boundary will go away as this was purchased.
- Area south of the school will be developed as residential.
- The intersection at the school's main entrance could benefit from a second crosswalk on 37<sup>th</sup> Avenue NW on the south side of 45<sup>th</sup> Street NW. Kids have to cross 2 streets instead of one.
- On 37<sup>th</sup> 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.
- Snow removal during winter is an issue. Snow is plowed up onto sidewalks making walking difficult.

## 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 paint is fading or nonexistent at 37<sup>th</sup> and Lewis.
- The Parks Department shared concerns about the crosswalks at 37<sup>th</sup> and 40<sup>th</sup> Ave. and Old Red Trail.

### Encouragement

- School staff monitors the east side of the school and playground during arrival and dismissal periods.
- The school has student crossing guards.

### Education

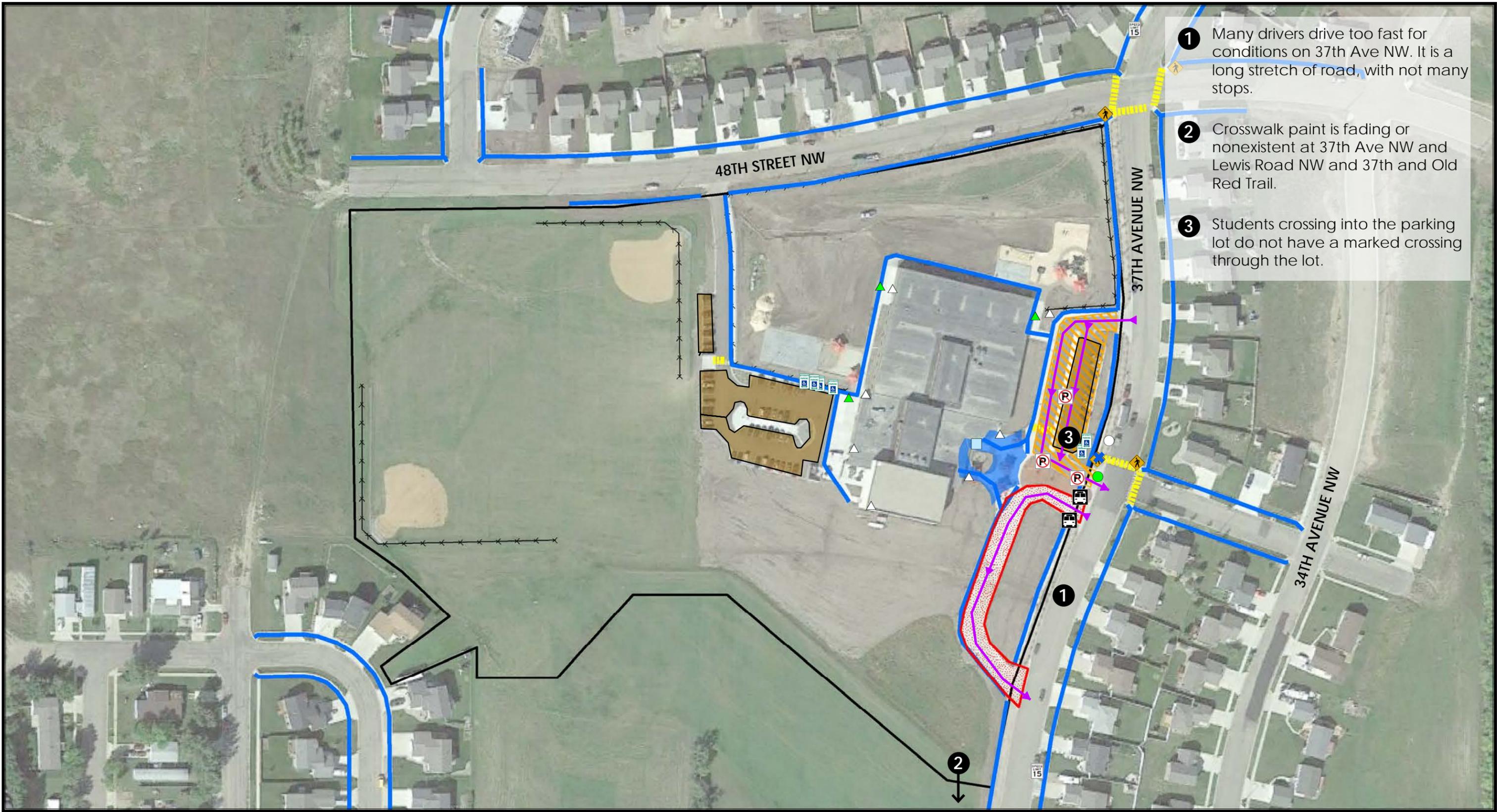
- Youth services and the Mandan Police Department provide educational sessions for students.

### Enforcement

- Old Red Trail was under construction at the time of observation., requiring extra caution.
- Many drivers drive too fast on 37<sup>th</sup> Street. It is a long stretch of road, with not many stops.

**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 drive too fast for conditions on 37th Ave NW. It is a long stretch of road, with not many stops.
- 2 Crosswalk paint is fading or nonexistent at 37th Ave NW and Lewis Road NW and 37th and Old Red Trail.
- 3 Students crossing into the parking lot do not have a marked crossing through the lot.

**Existing Conditions and Issues**  
Red Trail Elementary



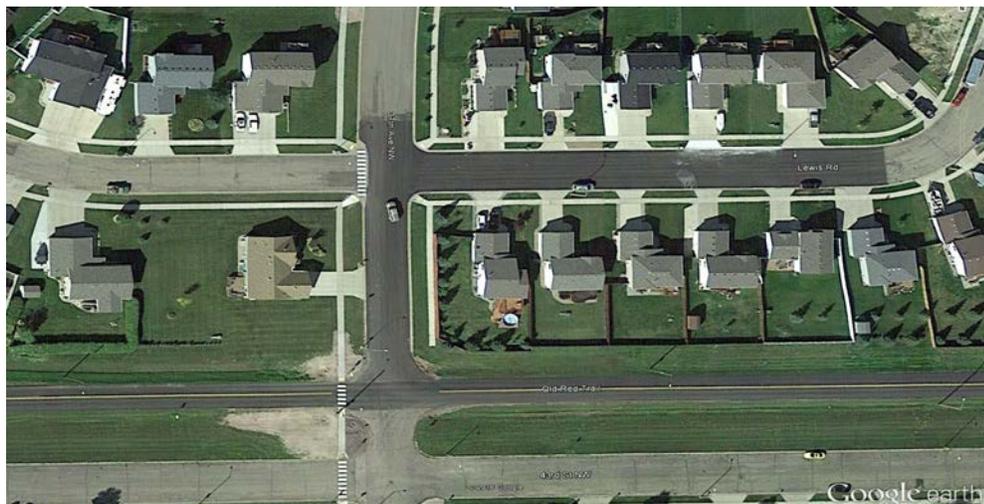
<b>Features</b>	Crossing Sign	Direction of Traffic	<b>Loading Zones</b>
Morning Entrances	No Parking Sign	Fence	Bus Loading/Unloading Zone
After School Exits	Bus Loading Sign	Crosswalks	Parent Loading/Unloading Zone
Bike Racks	Handicap Sign	Sidewalk	After School Providers Loading/Unloading Zone
Pedestrian Signal/Beacon Crossing	Traffic Light	Pedestrian Areas	School Property
Crossing Guard Location before School		Staff Parking Lot	
Crossing Guard Location after School			

## ALTERNATIVES AND ACTIONS

1. **Issue** – Drivers appear to be driving too fast for conditions on 37<sup>th</sup> Avenue Northwest.
  - a. **Alternative** - Upgrade existing school speed limit signs to 20 MPH with flashers coupled with driver feedback signs. Add 20 MPH school speed zone signs to other streets adjacent to the school.



2. **Issue** – Crosswalk paint is fading or nonexistent at the intersections of 37<sup>th</sup> Avenue Northwest and Lewis Road Northwest and 37<sup>th</sup> Avenue Northwest and Old Red Trail.
  - a. **Response** – Crosswalks are painted annually and were completed shortly after the school site observations were completed.



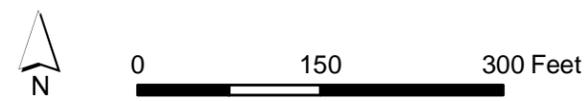
3. **Issue** – Students crossing into the parking lot do not have a marked crossing through the lot.
  - a. **Alternative** - A marked, raise table crosswalk should be added through the parking lot with stop signs to traffic at the crossing. A new sidewalk should be constructed to connect the parking lot to the marked crosswalk along the north side of the intersection.





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Technically Feasible Alternatives  
Red Trail 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: LEWIS AND CLARK ELEMENTARY

### QUICK FACTS

Data was collected in Fall 2016.



Address: 600 14th Street Northwest, Mandan, ND

Principal: Susie Atkinson

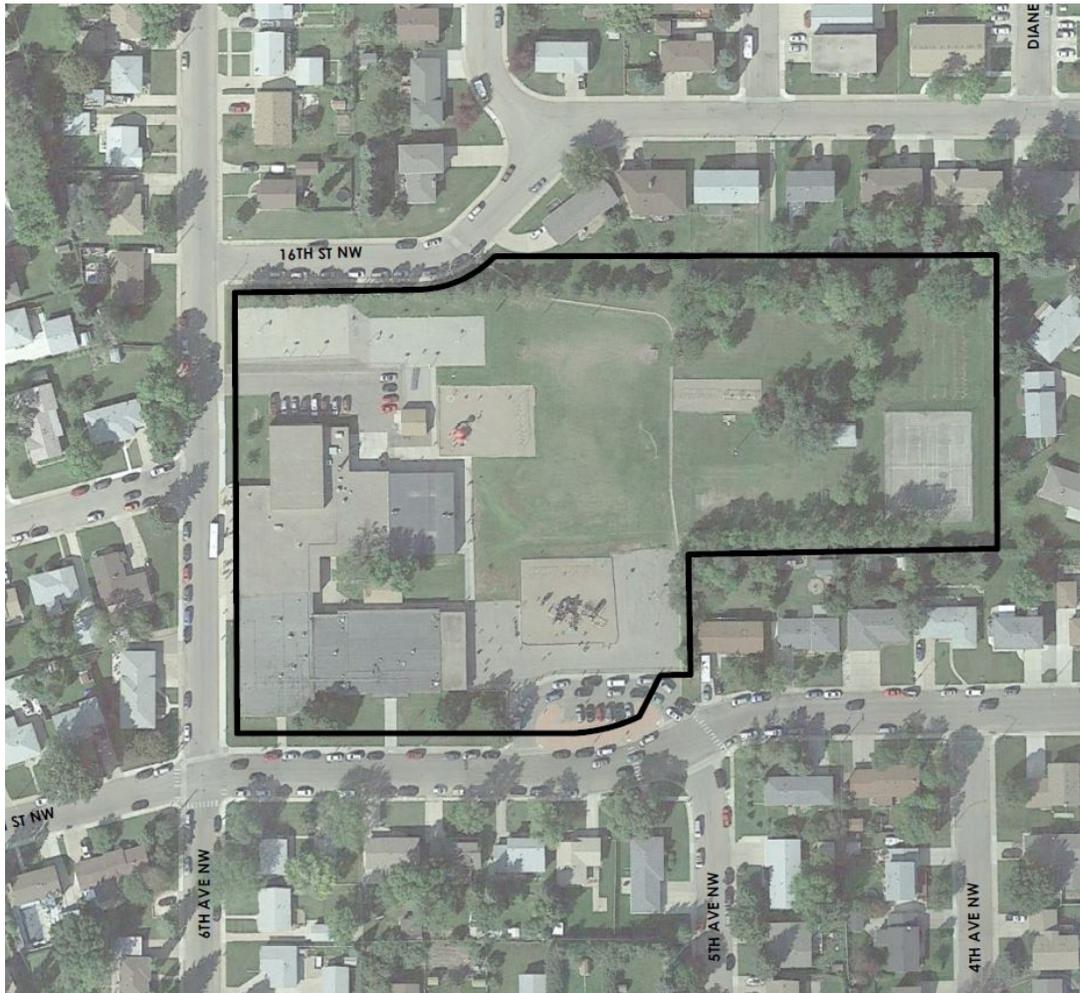
Number of Students: 450

Grades Served: K-5

Start Time: 8:55 am

End Time: 3:30 pm

Map of School Site Area:



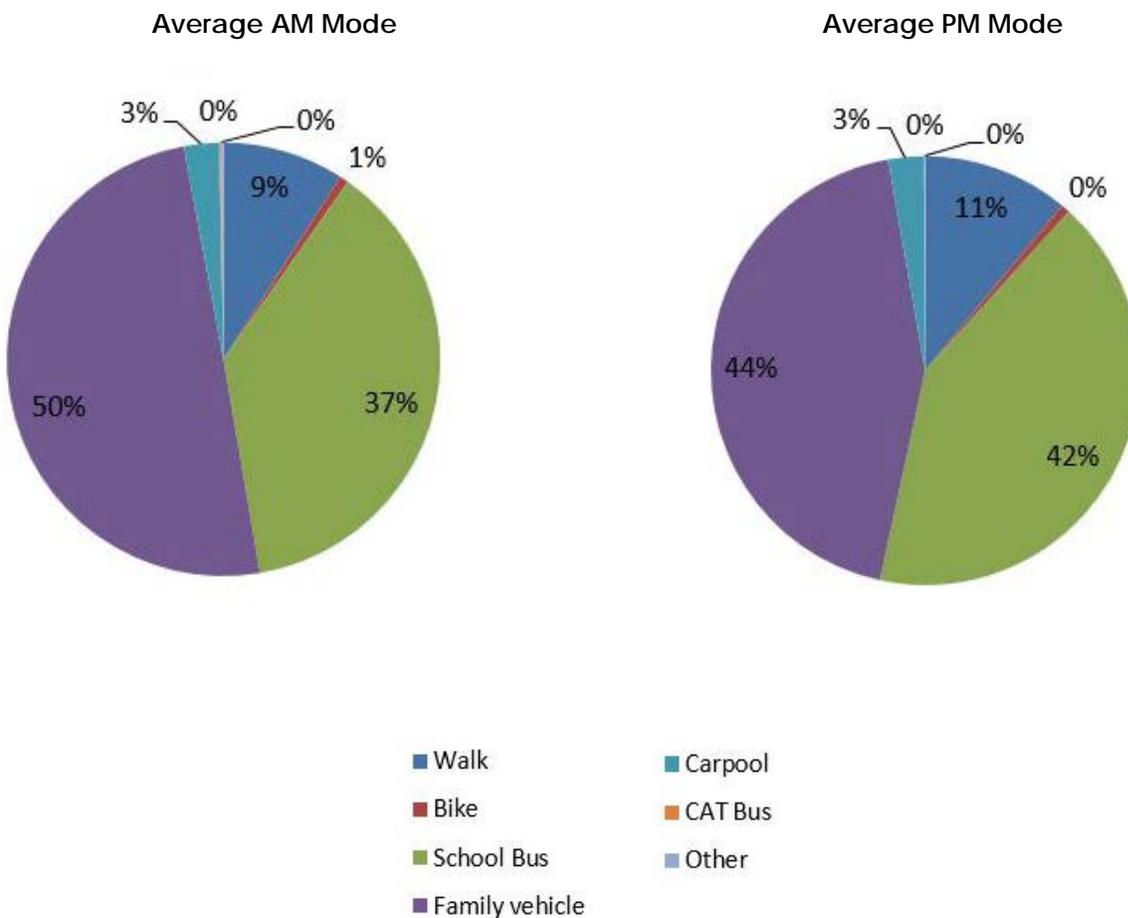
## PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. Students not looking when they cross the street
2. Vehicles travelling too fast for conditions
3. Stranger danger

## 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. Speed of vehicles
3. Lack of crosswalks or safe intersections
4. Lack of signage or striping

Generally, bus drivers rated the school as safe.

Comments from drivers regarding safety at this school include:

- Stop students from crossing in bus zone. Don't allow drop off on west side where buses load.
- Put up better signage.

## 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 (69%)
2. Speed of traffic along the route (61%)
3. Amount of traffic along the route (61%)

Representative comments include:

"There needs to be more than just a faded cross walk on the south side of the school for the kids and parents to be able to cross 14th St. We have almost been hit many times."

## SCHOOL SITE OBSERVATIONS

School site observations occurred on October 12, 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 school has ample bike racks, but none of these racks were being used on the day the school was observed.
- Crosswalk markings are faded south of the school at 14th and 6th.
- Many vehicles dropped off students in “no parking” zones.
- Many students crossed mid-block without a crosswalk. Most of these walked to school down 15th Street which ends across the street from the school. There is no crosswalk at 15th Street.
- Observed the school’s traffic supervisor directing traffic away from a no parking zone.
- According to information provided by the principal, the parent loading and unloading zone is located on 14<sup>th</sup> Street NW but there were many drop offs on the west side of school. This encourages students to cross through the bus zones.
- The faculty/staff parking lot, located north of the school has 12 spaces. None were available in the morning and two were available in the afternoon. There is another small lot (7 spaces) in the middle of the parent drop-off zone. Handicapped parking spaces are located on the south side of the school.
- This school has a traffic supervisor on site to monitor and address issues in the drop-off areas and “no parking” zones. This person also directs students (approx. 20) to the correct school bus but does not function as a crossing guard.

## PUBLIC INPUT

The following comments were gathered at Steering Committee meetings, the public open house, and from online and mailed comments.

- West of 14th Street, traffic coming south on Sunset has a lot of issues with sight distance.
- The school has a lack of staff parking.
- Concerns with the jog in the roadway on 14<sup>th</sup> Street.
- Snow removal during winter is an issue. Snow is plowed up onto sidewalks making walking difficult.

## 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 is difficult at 14th Street & Sunset.
- Crosswalk markings are faded on 14<sup>th</sup> Street NW and 6<sup>th</sup> Avenue NW, south of the school.
- Traffic congestion in the loop is a problem during drop off and pick up times.
- There is currently not a crosswalk at 15<sup>th</sup> Street NW.
- Drop offs occur on the west side of the school which is outside the desired area, thus encouraging students to cross through the bus zones. Additional signage may be needed.

### Encouragement

- Staff monitors the bus areas during arrival and dismissal periods.

### Education

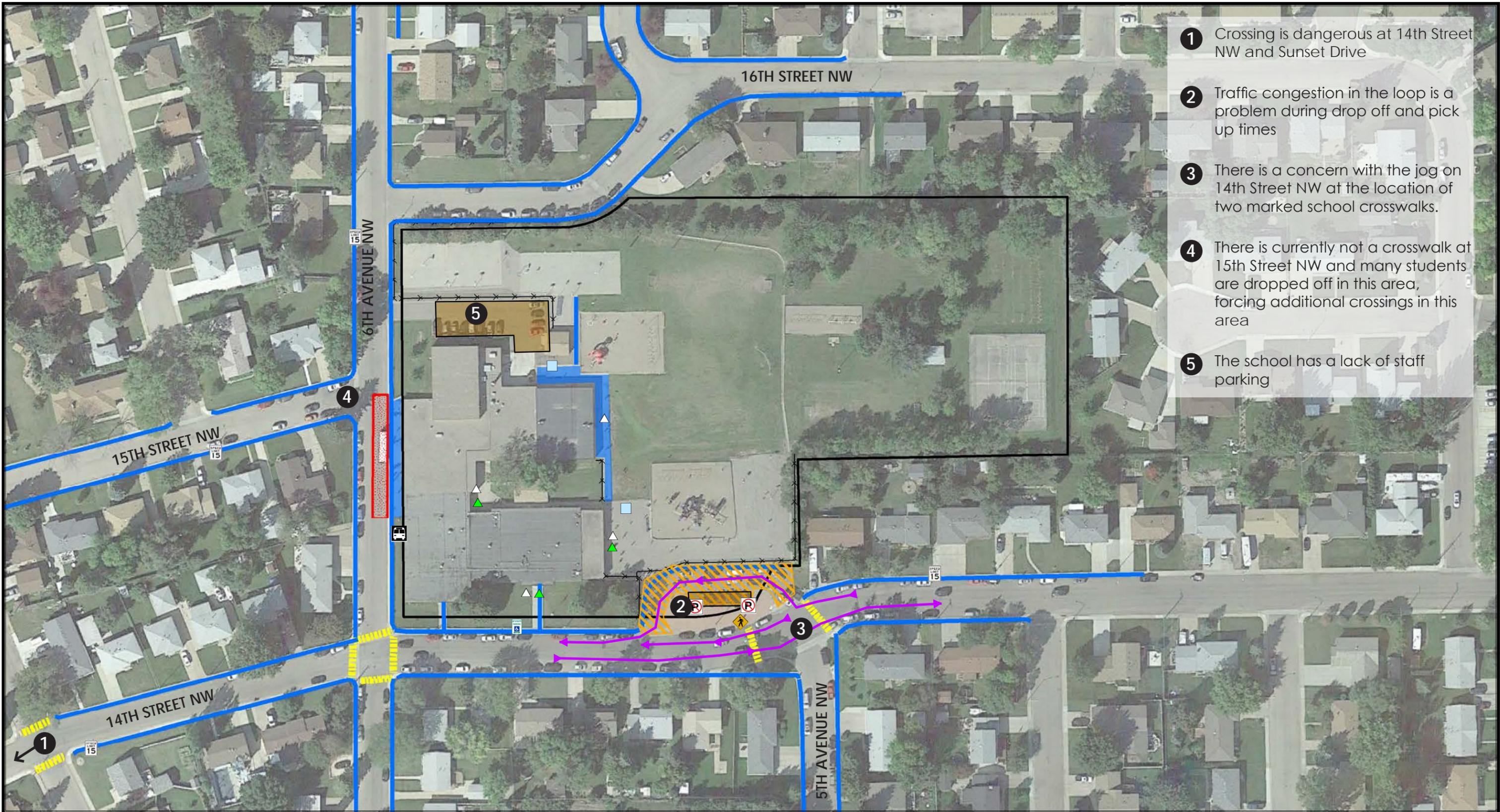
- No education programs or issues were identified at this school.
- Students need to stop crossing in the bus zones.

### Enforcement

- The school has a traffic supervisor on site to monitor drop-off areas and “no parking” zones.
- Many vehicles dropped off students outside the desired area and in “no parking” zones and handicap spots.

### 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 14th Street NW and Sunset Drive
- 2 Traffic congestion in the loop is a problem during drop off and pick up times
- 3 There is a concern with the jog on 14th Street NW at the location of two marked school crosswalks.
- 4 There is currently not a crosswalk at 15th Street NW and many students are dropped off in this area, forcing additional crossings in this area
- 5 The school has a lack of staff parking

**Existing Conditions and Issues**

Lewis and Clark 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
- ♿ Handicap Sign
- 🚦 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

April 2017



## ALTERNATIVES AND ACTIONS

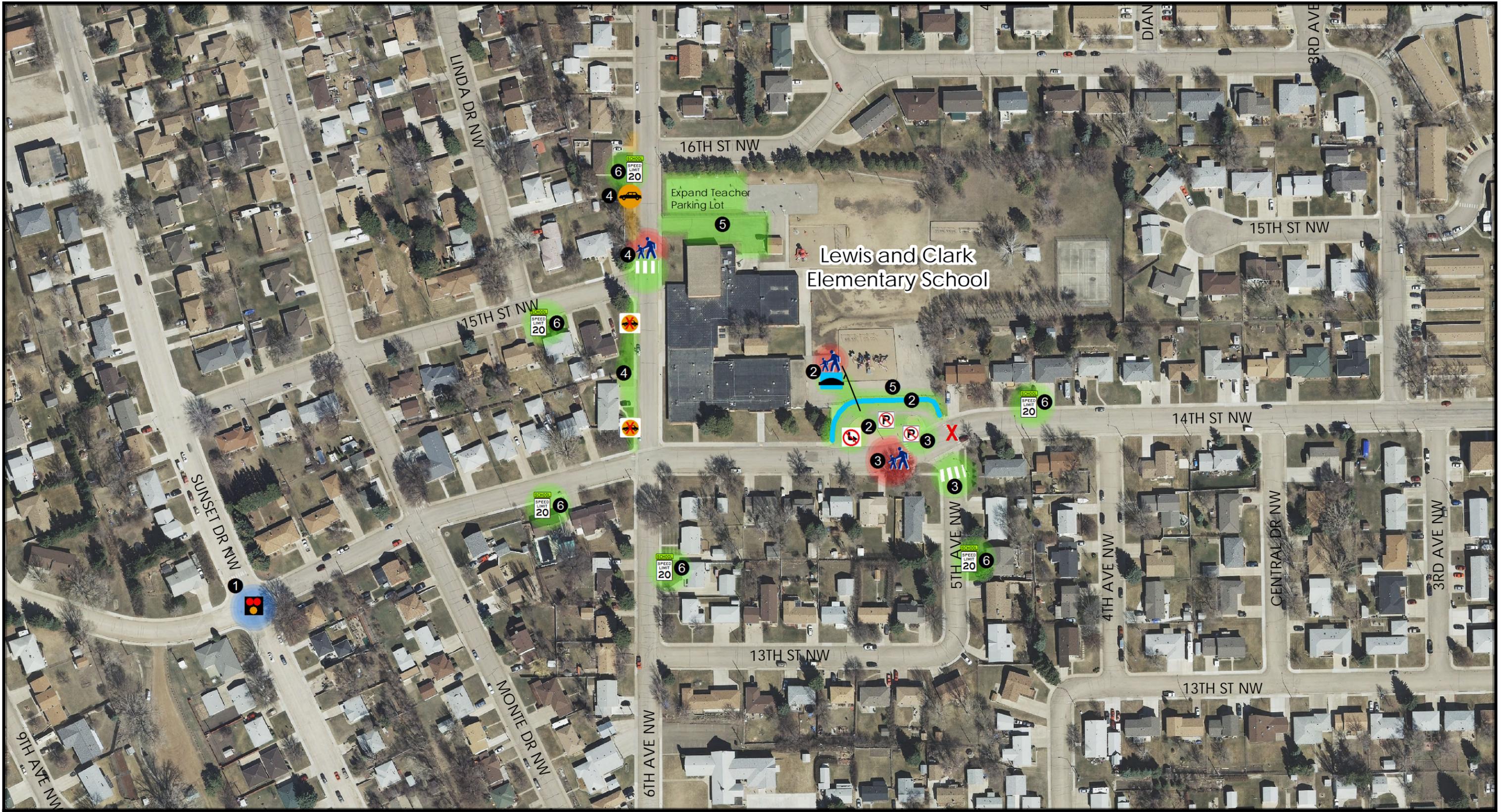
1. **Issue** – Concern with crossing at 14<sup>th</sup> Street and Sunset Drive.
  - a. **Alternative** - Consider future study of a HAWK signal at this location.
  - b. **Response** - Speed limit is posted at 25 mph. Signing is appropriate as well as crosswalk markings and signage. Adjacent sidewalks are narrow with no buffer to the roadway. Grade elevations east of the crossing would make it difficult to create a buffer with the sidewalk. Minor grade elevation north of 14<sup>th</sup> Street on Sunset Drive. Driver feedback signs were added on southbound Sunset after the school site observations were completed.



2. **Issue** – Traffic congestion in the loop is an issue at drop off and pick up times.
  - a. **Alternative A** - Consider removal of staff parking from within circle (7 spots.)
  - b. **Alternative B** - Improve the sidewalk width along the full outside length of the circle and widen out the circle to allow two vehicles to move through it. Improving the sidewalk along the full length of the circle will allow student to be dropped off in the entire circle and then vehicles can immediately move out of the circle and continue out.
  - c. **Alternative C** - Consider a raised pedestrian crossing within the circle to allow vehicles to drop off students on both sides of crossing. This should be paired with a crossing guard.
  - d. **Alternative D** – Consider allowing right turn out only out of the school drop off loop would also improve the flow of traffic.



3. **Issue** – There is a concern with the jog on 14<sup>th</sup> Street at the location of two marked school crosswalks. Due to right of way constraints, the jog in the street will likely not be changed.
  - a. **Alternative A** - Consider removing the crosswalk on 14<sup>th</sup> Street NW just east of 5<sup>th</sup> Avenue NW and place a new school crosswalk on the south leg of that intersection instead. This would remove the right vehicle turners on northbound 5<sup>th</sup> Avenue NW from crossing the crosswalk with the right turn movement.
  - b. **Alternative B** - A no parking sign should be placed between the school loop entrance and the existing crosswalk at the west leg of the intersection.
  - c. **Alternative C** - Add a crossing guard at the intersection of 14<sup>th</sup> Street and 5<sup>th</sup> Avenue NW.
  
4. **Issue** – There is currently not a crosswalk at 15<sup>th</sup> Street. 15<sup>th</sup> Street is right across from the bus loading/unloading zone just to the north side of it. We don't want to encourage students crossing the street in the bus loading zone, especially if parents are dropping off in this area as well.
  - a. **Alternative A** - A pedestrian crossing could be located on the north side of the 15<sup>th</sup> Street NW and 6<sup>th</sup> Ave NW intersection outside of the bus loading/unloading zone. This would need to be paired with a crossing guard.
  - b. **Alternative B** - Add No Parent Loading/Unload Zone signs along the west side of 6<sup>th</sup> Avenue NW across from the bus loading/unloading zone. Consider adding a parent loading/unloading zone along the west side of 6<sup>th</sup> Avenue NW, north of the 15<sup>th</sup> Street NW intersection (outside of the bus loading/unloading zone). This should only be completed if a crosswalk with a crossing guard is added to the 6<sup>th</sup> Avenue NW and 15<sup>th</sup> Street NW intersection.
  
5. **Issue** – The school has a lack of staff parking. Removing the 7 parking spots from the drop off loop would increase this issue.
  - a. **Alternative** - The school has been considering increasing their staff parking lot by expanding it north on the basketball courts. This should be completed to reduce staff parking on the street system and to remove the spots in the traffic circle.
  
6. **Issue** – There are few school speed zone signs around the school and the ones in place are posted at 15 mph.
  - a. **Alternative** – Consider replacing the existing 15 mph school speed zone signs with 20 mph school speed zone signs to be compliant with the ND Century Code. Consider adding additional 20 mph school speed zone signs on roadways adjacent to the school site.



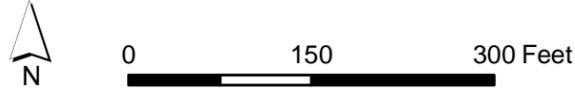
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**Technically Feasible Alternatives**  
Lewis and Clark Elementary School

**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



## 6.3: ROOSEVELT ELEMENTARY (MANDAN)

### QUICK FACTS

Data was collected in Fall 2016.



Address: 305 10th Avenue Northwest, Mandan, ND

Principal: Wade Meschke

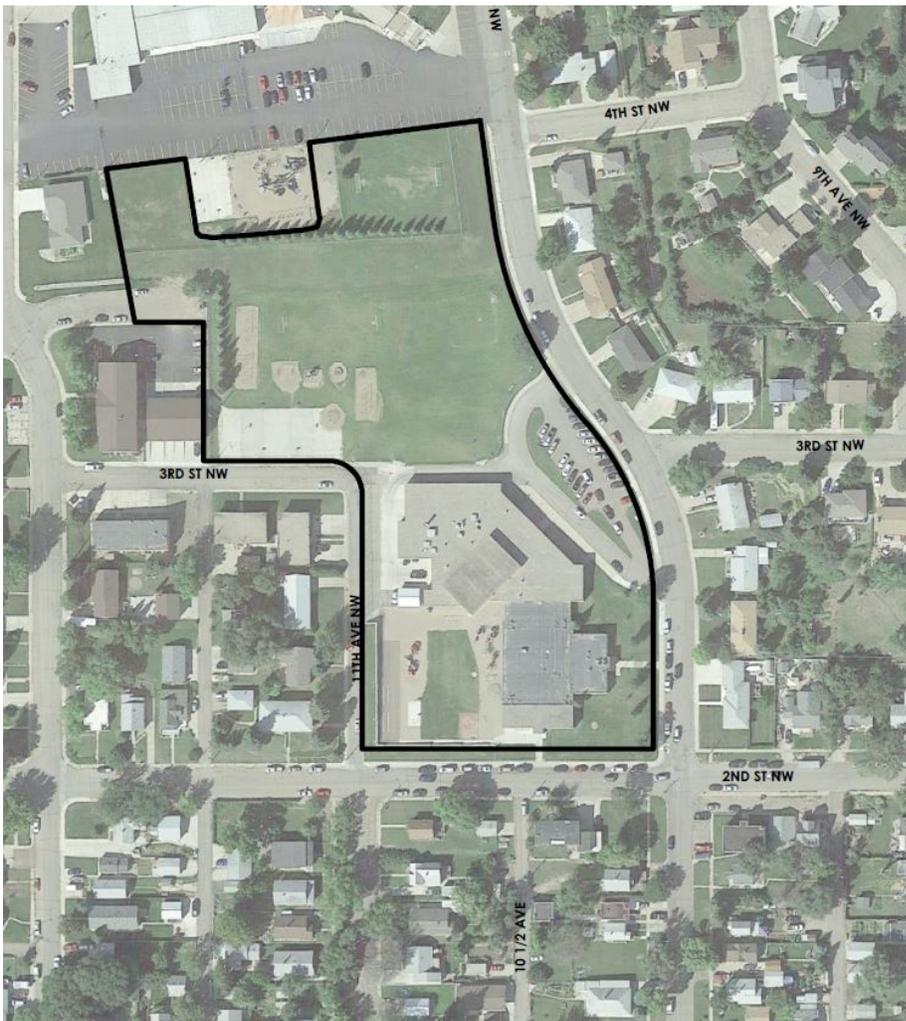
Number of Students: 225

Grades Served: K-5

Start Time: 8:55 am

End Time: 3:30 pm

Map of School Site Area:



## PRINCIPAL TOP SAFETY CONCERNS

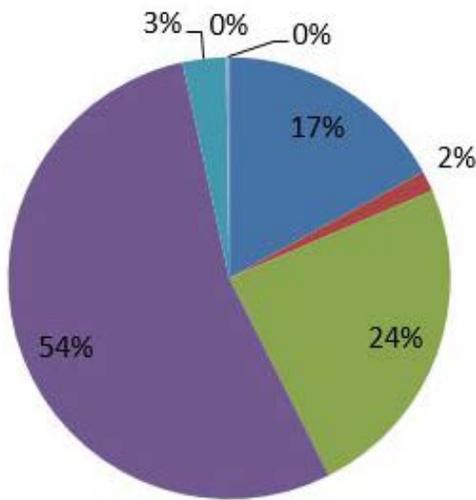
The school principal identified the following top safety concerns.

1. Too much congestion at the end of the day.
2. Need separate pick up and drop-off areas on school grounds.
3. Most parents work before and/or after school and so students have no one to go home to.

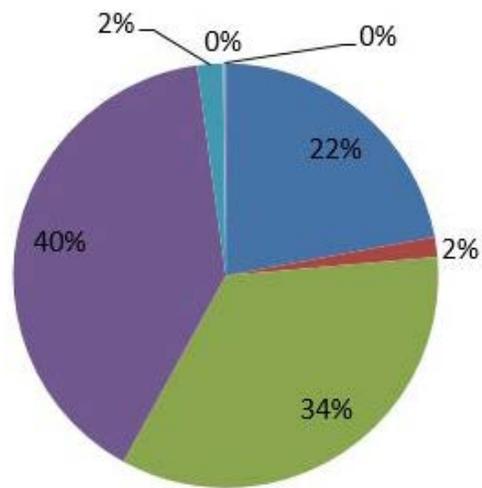
## HOW STUDENTS GET TO SCHOOL

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.
2. Speed of vehicles.

Generally, bus drivers rated the school as safe.

Comments from drivers regarding safety at this school include:

- Parents park in the parking lot by bus loop to drop and pick up kids and they run between buses and cars in the bus loop. Parent pick up and drop-off should be on south side of school.
- Afternoon traffic on 10<sup>th</sup> Avenue is fast, due to senior high traffic.
- Parents park in the bus zone.

## 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 17 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 (47%)
2. Safety of intersections and crossings (47%)
3. Weather or climate (47%)

Representative comments include:

"If we lived in town I would still hesitate to allow my children to bike to school simply due to the number of teen drivers who cruise by Roosevelt."

## SCHOOL SITE OBSERVATIONS

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

- Hundreds of vehicles were observed, both in the morning and in the afternoon, traveling fast along 10th Ave. Posted speed limit is 15 mph, but most drivers were going very fast. Afternoon traffic on 10th Avenue is fast for conditions.
- Some observers thought that fast moving traffic was worse in the morning; others thought the afternoon was worse due to senior high traffic.
- Drivers were also entering the NW parking lot traveling too fast going at least 20-25 mph.
- Many commented that crossing 10<sup>th</sup> is dangerous. People observed crossing 10<sup>th</sup> at both 2<sup>nd</sup> and 3<sup>rd</sup> Streets. There is a crosswalk and crossing guard at the 2<sup>nd</sup>/10<sup>th</sup> intersection.
- There is a four-way stop at 10<sup>th</sup> and 2<sup>nd</sup> but many motorists do not stop and others roll through slowing down a bit but not stopping.
- Traffic on 10<sup>th</sup> is heavy at times. This traffic includes the school-related traffic, high-school traffic and drivers that want to avoid the traffic lights at Main Street/6<sup>th</sup> and Sunset Drive to get to I-94 faster.
- Parents observed stopping in a travel lane on 10<sup>th</sup>, letting their child out and waiting in the lane until the child crossed. Traffic was blocked during this.
- When the sun is rising visibility can be limited.
- Students were also crossing at the 2<sup>nd</sup>/11<sup>th</sup> intersection. Some to reach parents parked further west and other to continue walking.
- In the morning, vehicles traveling fast were also observed on 2<sup>nd</sup> in the eastbound lane. A few U-turns seen there after the parents dropped off.
- Motorists ignore stop signs at intersections, especially when the crossing guard isn't looking.
- A few drivers did not yield to people crossing the street.
- Information from the principal shows separate pick up and drop off areas for buses and cars. The designated parent pick up/drop off is on 2nd Street on south side of school but in fact parents park in the parking lot by bus loop to drop and pick up students and they run between buses and cars in the bus loop. Some vehicles and one bus double parked.
- Twelve buses (1,2,3,5,7,9,10,11,15, 19, 23 and 38) service the school in the morning. The same plus buses 4 and 6 were seen in the afternoon.
- A few students were observed crossing mid-block with no crosswalk. Some of this occurred when parents dropped off on the south side of 2<sup>nd</sup> sending students across the street mid-block.

## PUBLIC INPUT

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

- 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 along 10<sup>th</sup> Street because of church traffic and buses use this location as a turn around. 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.)
- Snow removal during winter is an issue. Snow is plowed up onto sidewalks making walking difficult.

## 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 10th is difficult at 2nd and 3rd Streets.
- The existing loop is congested with buses and cars.

### Encouragement

- Teachers and staff monitor the playground at arrival periods.
- Crossing guard was present and effective.
- No other encouragement issues were identified.

### Education

- The school holds classroom discussions and guest speakers from the Mandan Police Department regarding safety.

### Enforcement

- Enforcement at this school needs to address traffic regulations and where parents drop-off and pick up students.
- Law enforcement is on-site about once per week to monitor traffic.
- Applicable traffic regulations will address:
  - a. Vehicles traveling too fast along 10<sup>th</sup> Ave.
  - b. Cars park in marked bus zones and crosswalks.
  - c. Double parking.
  - d. U-turns.
  - e. Drivers not yielding to people crossing the street.

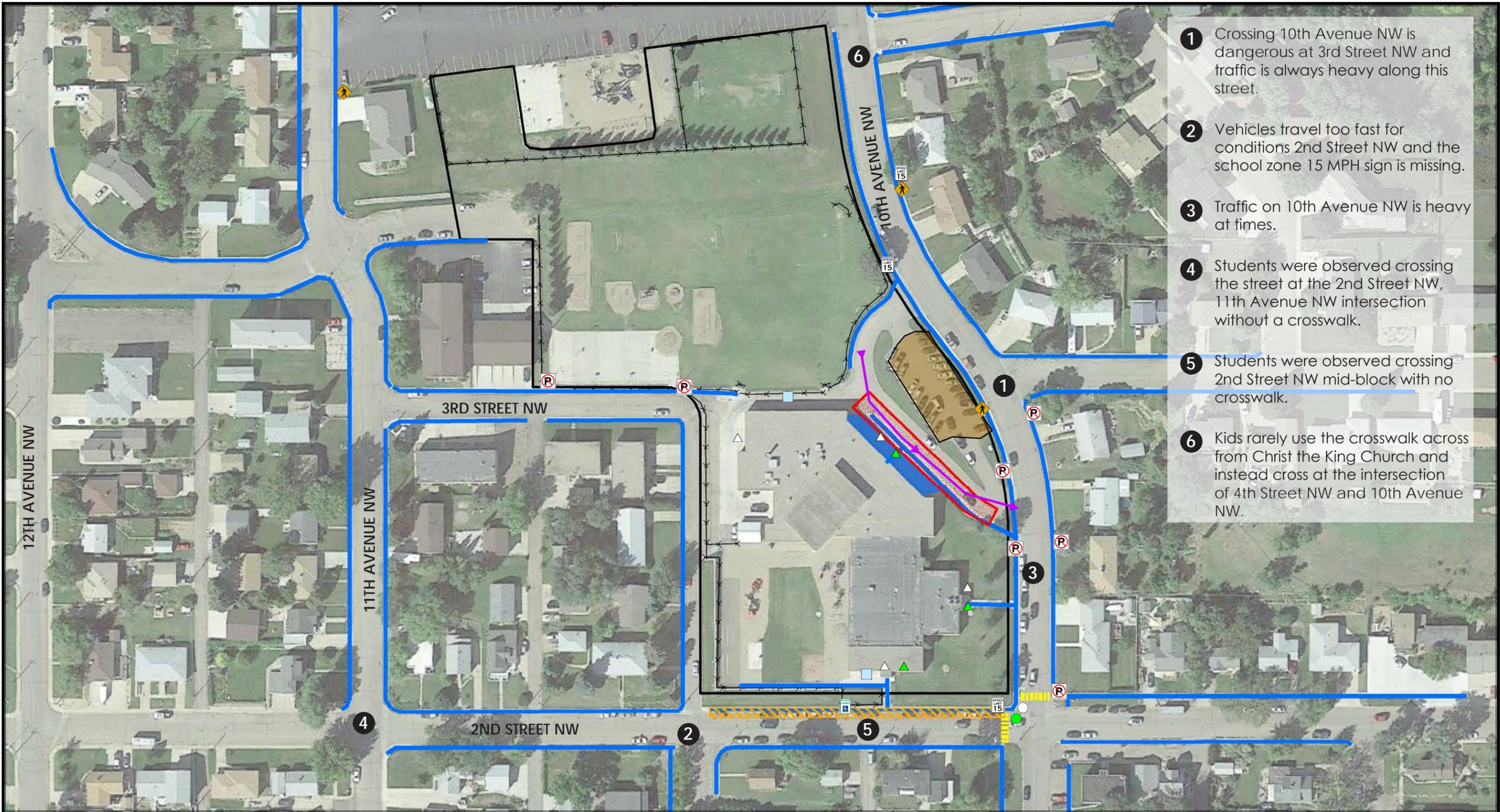
# BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



- f. Motorists ignore stop signs at intersections (some don't stop at all; others roll through slowing down a bit). Something additional is needed to get motorists to stop at the 10<sup>th</sup> and 2<sup>nd</sup> four-way stop.

## 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 10th Avenue NW is dangerous at 3rd Street NW and traffic is always heavy along this street.
- 2 Vehicles travel too fast for conditions 2nd Street NW and the school zone 15 MPH sign is missing.
- 3 Traffic on 10th Avenue NW is heavy at times.
- 4 Students were observed crossing the street at the 2nd Street NW, 11th Avenue NW intersection without a crosswalk.
- 5 Students were observed crossing 2nd Street NW mid-block with no crosswalk.
- 6 Kids rarely use the crosswalk across from Christ the King Church and instead cross at the intersection of 4th Street NW and 10th Avenue NW.

**Existing Conditions and Issues**  
Roosevelt Elementary (Mandan)



**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
- ♿ Handicap Sign
- 🚦 Traffic Light

- ➡ Direction of Traffic
- 🅐 Parking Lot
- 🚶 Pedestrian Areas
- 🚶 Sidewalk
- 🚶 Crosswalks
- 🚧 Fence

**Loading Zones**

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

April 2017



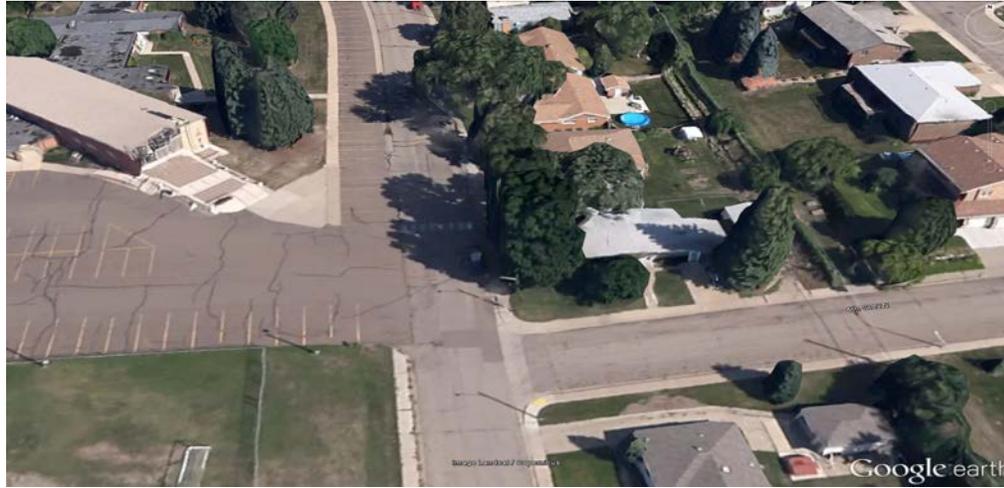
## ALTERNATIVES AND ACTIONS

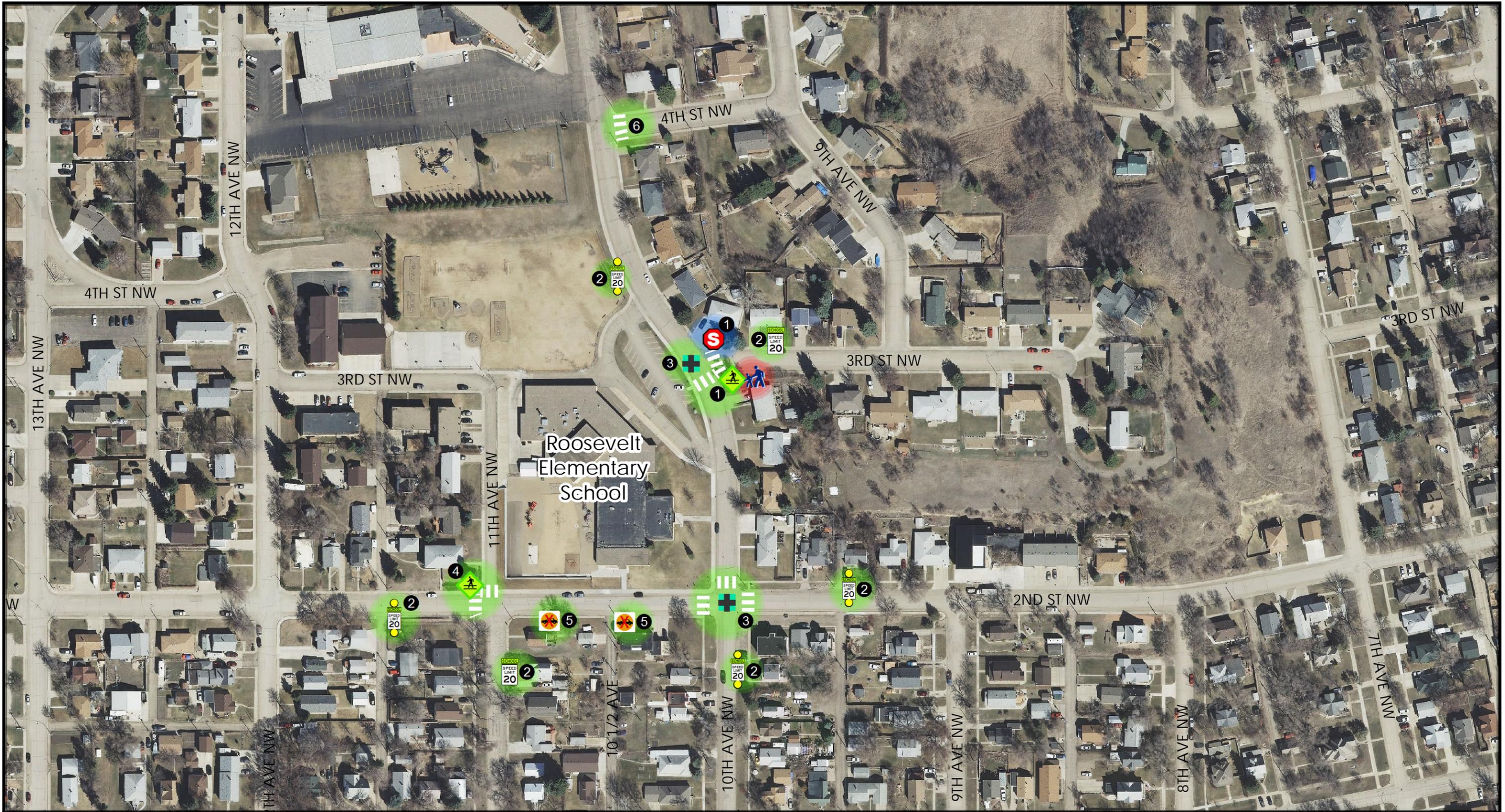
1. **Issue** - Crossing 10<sup>th</sup> Avenue Northwest is dangerous at 3<sup>rd</sup> Street Northwest.
  - a. **Alternative A** - Remove the existing yield sign at the 3<sup>rd</sup> Street NW and 10<sup>th</sup> Avenue NW intersection and add a stop sign to the east leg of the intersection.
  - b. **Alternative B** - Consider installing a marked pedestrian crossing at the south and east leg of the 3<sup>rd</sup> Street NW and 10<sup>th</sup> Avenue NW intersection. The crossing would need to be paired with a crossing guard.



2. **Issue** - Vehicles travel too fast for conditions along 2<sup>nd</sup> Street Northwest and the school zone speed limit signs are not present.
  - a. **Alternative** - Consider the installation of 20 MPH school speed zone signs. Consider the addition of driver feedback signs to be placed after the upgraded school speed zone signs.
3. **Issue** - Traffic on 10<sup>th</sup> Avenue Northwest is heavy at times. This traffic includes the school-related traffic, high-school traffic, and drivers who want to avoid the traffic lights at Main Street/6<sup>th</sup> Avenue Northwest and Sunset Drive to get to Interstate 94 faster.
  - a. **Alternative** - Consider bump outs at the intersections with marked cross walks to help calm traffic and reduce the width of the pedestrian crossing.
4. **Issue** - Students were observed crossing the street at the intersection of 2<sup>nd</sup> Street Northwest and 11<sup>th</sup> Avenue Northwest intersection without a crosswalk.
  - a. **Alternative** - Consider installing crosswalks on the north and west legs of the intersection along with appropriate school crosswalk signs.
5. **Issue** - Students were observed crossing 2<sup>nd</sup> Street Northwest mid-block with no crosswalk. Students crossing included both pedestrian traffic and when parents drop students off on the south side of the street.
  - a. **Alternative** - 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.

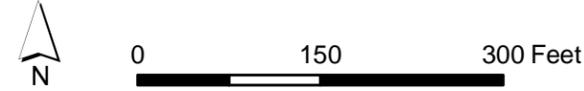
- b. **Response** - Appropriate crosswalks are located very close at the intersection of 2<sup>nd</sup> Street NW and 10<sup>th</sup> Avenue NW. Parents need to be educated and discouraged from dropping off kids on the south side of the roadway.
  
- 6. **Issue** – Kids rarely use the crosswalk across from Christ the King Church and instead cross at the intersection of 4<sup>th</sup> Street Northwest and 10<sup>th</sup> Avenue Northwest. The crosswalk is further from Roosevelt Elementary than the intersection with 4<sup>th</sup> Street Northwest.
  - a. **Alternative** - Consider adding a crosswalk to the east leg of the intersection of 4<sup>th</sup> Street NW and 10<sup>th</sup> Avenue NW where students were observed crossing.





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**Technically Feasible Alternatives  
Roosevelt Elementary School (Mandan)**



**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



## 6.4: CUSTER ELEMENTARY

### QUICK FACTS

Data was collected in Fall 2016.



Address: 205 8th Avenue  
Northeast, Mandan, ND

Principal: Pat Beckman

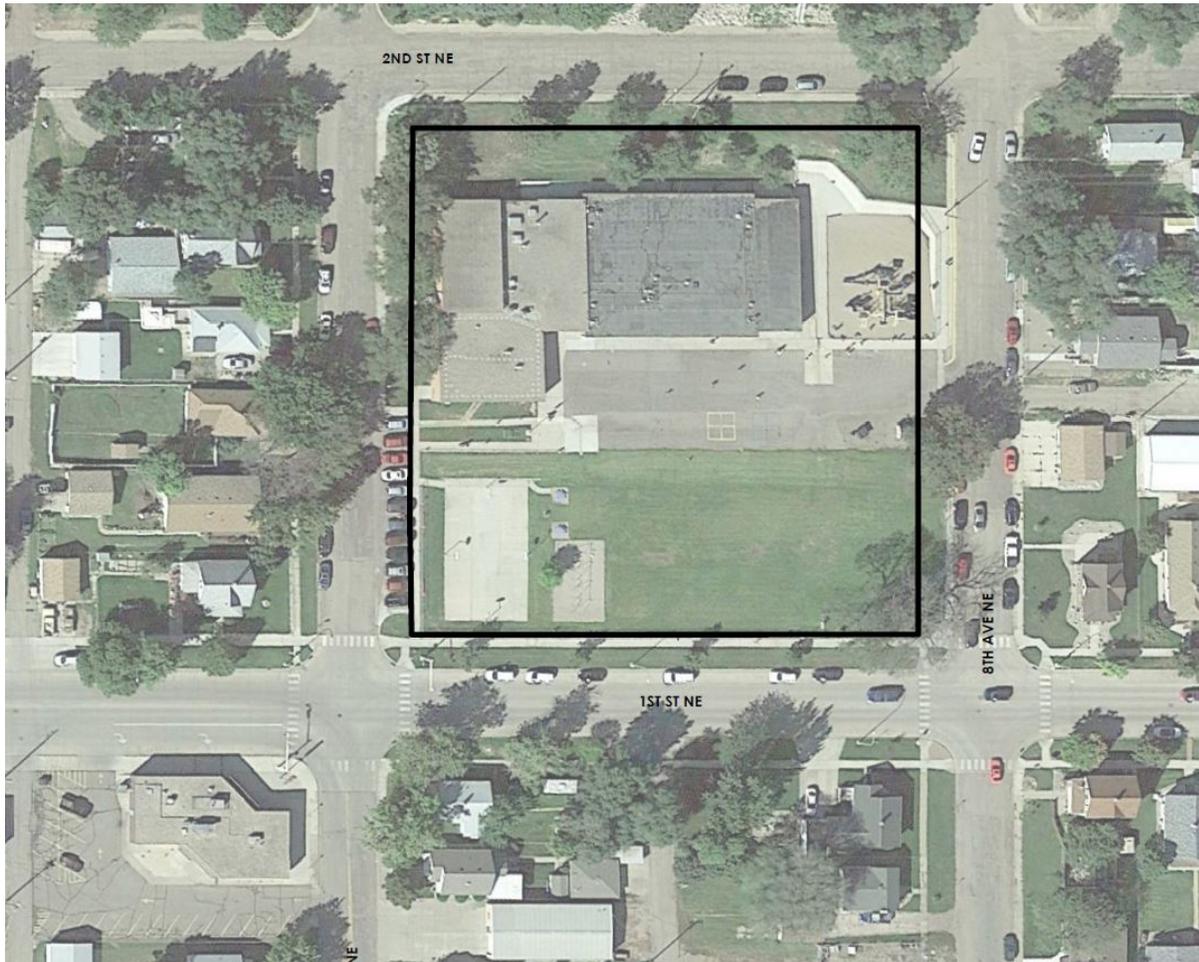
Number of Students: 135

Grades Served: K-5

Start Time: 8:50 am

End Time: 3:30 pm

Map of School Site Area:



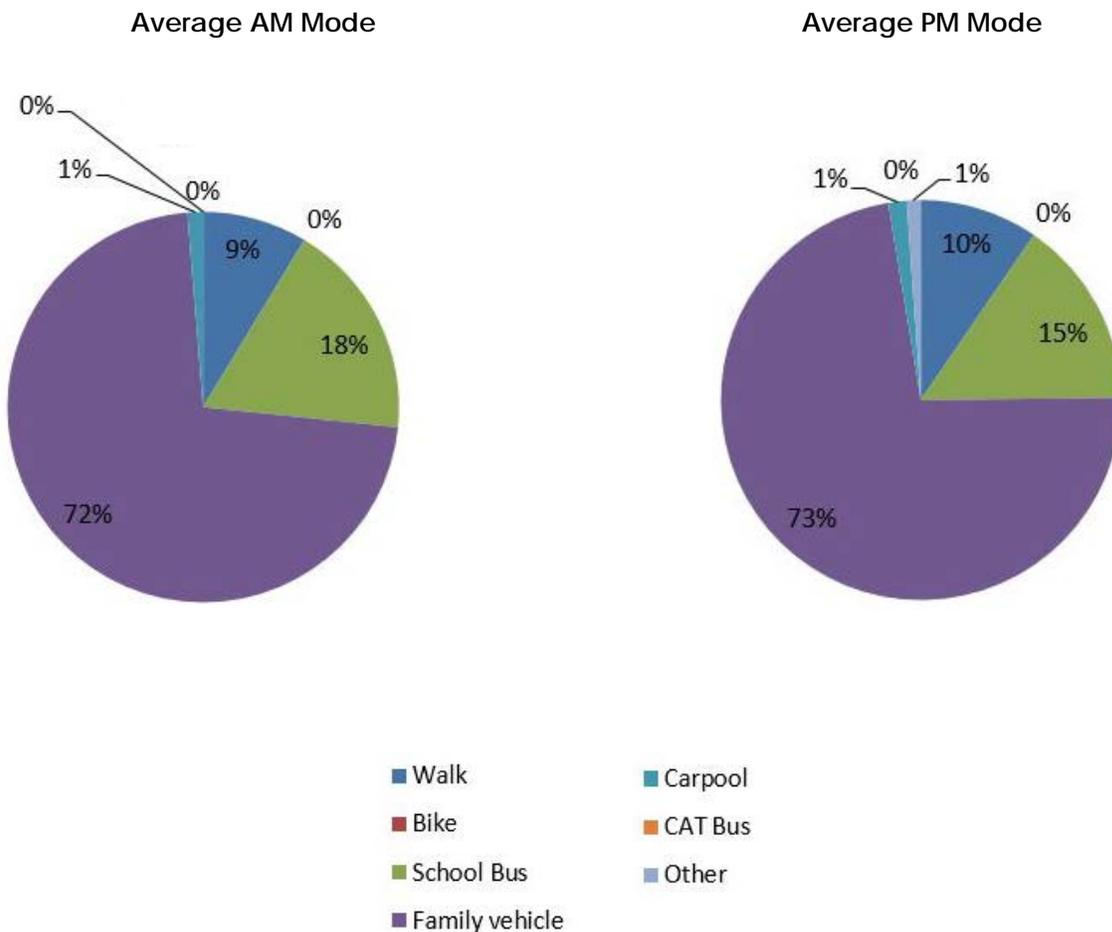
## PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. East Main Street to the south of the school is busy with high traffic volumes.

## 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. Distracted motorists
2. Distracted students
3. Amount of vehicles
4. Lack of crosswalks or safe intersections

Generally, bus drivers rated the school as very safe.

Comments regarding safety at this school include:

- People park in loading zones.

## 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 six parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Violence or crime 33%
2. Convenience of driving 17%
3. Speed of traffic along the route 17%

No parent responders left comments for this survey.

## SCHOOL SITE OBSERVATIONS

School site observations occurred on October 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” by team members. Other issues identified by the observers include:

- Most, if not all vehicles travel too fast for conditions on 1st St NE. No vehicle was observed slowing down for the school zone and its reduced speed limit.
- Many motorists did U-turns in the area.
- 1<sup>st</sup> Street NE is a busy thoroughfare and crossing is challenging. We observed that students crossing here did not use pedestrian activated signal but instead crossed on their own.
- Crossing is difficult at 6<sup>th</sup> Ave NE and Main Street.
- The faculty/staff parking area was filled up both in the morning and afternoon. Overflow parking was on 8<sup>th</sup> and 6<sup>th</sup>.
- Many vehicles double park on 6th Ave NE in the northbound lane to drop off students.
- Many vehicles park in marked bus zones to drop off students.
- The majority of parents picked up children at the south end of the school campus in the westbound shoulder of 1<sup>st</sup> Street NE.
- Some vehicles blocked the entrance to school.
- Students were observed crossing mid-block to the playground (no crosswalk present).

## PUBLIC INPUT

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

- Snow removal during winter is an issue. Snow is plowed up onto sidewalks making walking difficult.

## 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

- Students were observed crossing mid-block to the playground (no crosswalk present).
- Crossing is difficult at 6<sup>th</sup> Ave NE and Main Street.
- 1<sup>st</sup> Street NE is a busy thoroughfare and crossing is challenging.
- Many vehicles double park on 6th Ave NE to drop off students.

# BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



## Encouragement

- Staff monitors the playground and fenced areas at arrival and dismissal periods.

## Education

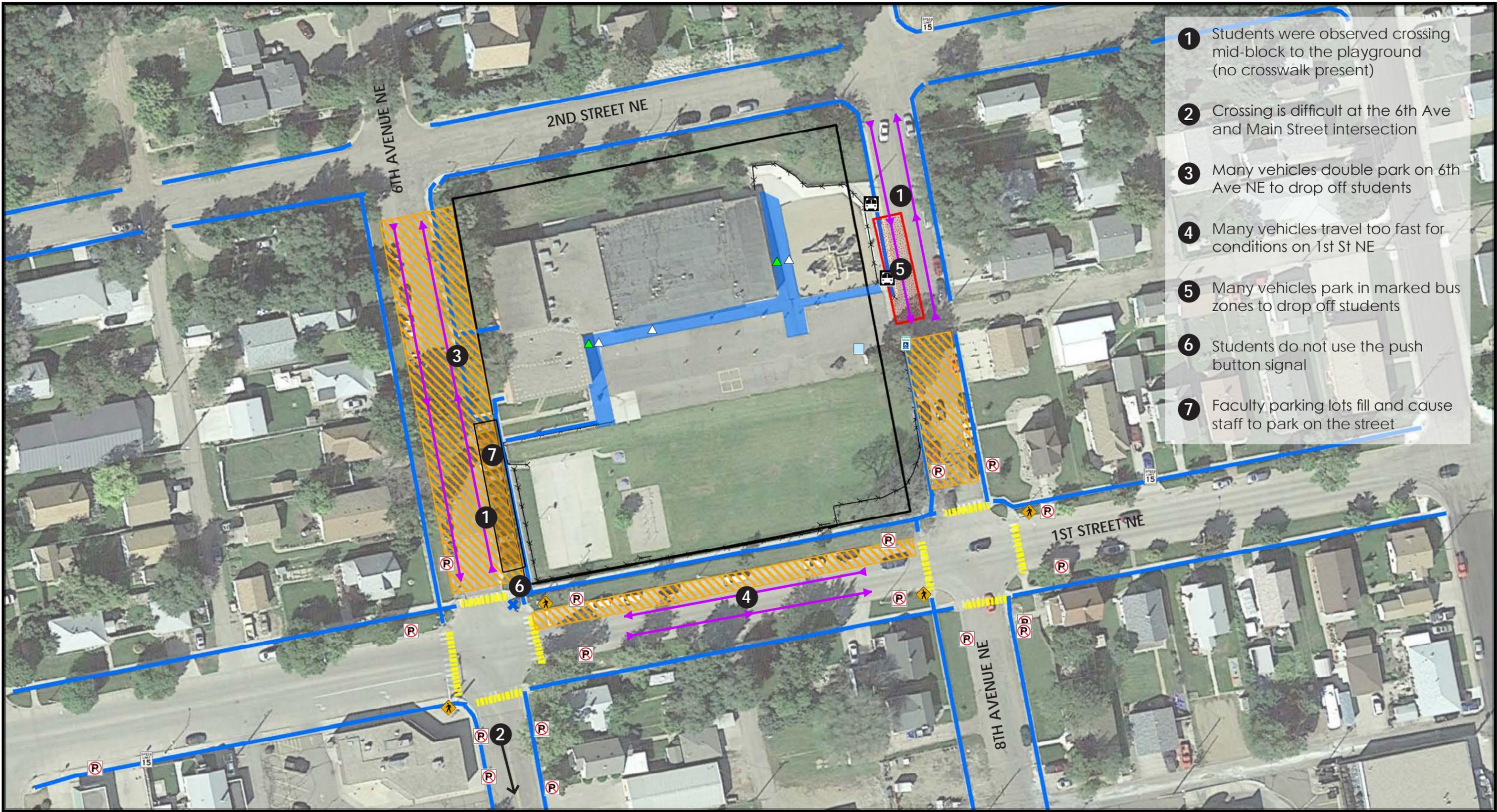
- The school hosts a bike rodeo each year.

## Enforcement

- Most vehicles travel too fast for conditions on 1st St NE.
- Many vehicles park in marked bus zones or double park to drop off students.

## 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 Students were observed crossing mid-block to the playground (no crosswalk present)
- 2 Crossing is difficult at the 6th Ave and Main Street intersection
- 3 Many vehicles double park on 6th Ave NE to drop off students
- 4 Many vehicles travel too fast for conditions on 1st St NE
- 5 Many vehicles park in marked bus zones to drop off students
- 6 Students do not use the push button signal
- 7 Faculty parking lots fill and cause staff to park on the street

**Existing Conditions and Issues**  
Custer Elementary



**Features**

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

**Signs**

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

**Infrastructure**

- ➡ 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

## ALTERNATIVES AND ACTIONS

1. **Issue** – Students were observed crossing mid-block to the playground across 8<sup>th</sup> Avenue NE between 1<sup>st</sup> and 2<sup>nd</sup> Street NE with no crosswalks present.
  - a. **Alternative** - Consider installation of marked crosswalks at the south legs of two intersections – 2<sup>nd</sup> Street NE and 6<sup>th</sup> Avenue NE and 2<sup>nd</sup> Street NE and 8<sup>th</sup> Avenue NE.



2. **Issue** – Crossing is difficult at the 6<sup>th</sup> Avenue NE and Main Street intersection. For students crossing from south to north, they must cross the right turn movement and then must cross 5-lanes in a second movement. The median on Main Street is not wide enough for a pedestrian refuge and does not come out far enough. The intersection has the appropriate crossings, signage and markings but is a very difficult intersection for elementary students to cross on their own.
  - a. **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.



3. **Issue** – Many vehicles are double parking on 6<sup>th</sup> Avenue NE when dropping off students.
  - a. **Alternative** - Consider adding “No Double Parking” signs along 6<sup>th</sup> Avenue NE in the northbound and southbound directions between 1<sup>st</sup> and 2<sup>nd</sup> Street NE.
  
4. **Issue** – There is a concern with vehicles traveling too fast for conditions along 1<sup>st</sup> Street NE.
  - a. **Alternative A** – Consider installing 20 mph school speed zone signs coupled with driver feedback signs on roadways adjacent to the school.
  
5. **Issue** - Many vehicles are parking in the marked bus zones to drop off students. There appears to be a lack of signage or markings indicating the bus zone. One no parking sign is located at the end of the bus zone.
  - a. **Alternative A** - Consider increasing signage and/or marking to both denote the bus loading/unloading zone and no parent drop off.
  
6. **Issue** – School site observers noted that students are not using the push button signal.
  - a. **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.



7. **Issue** – Faculty parking lots are full both before and after school causing faculty to park in parent loading and unloading zones.
  - a. **Alternative A** - Encourage staff to park in locations that are not currently denoted parent or bus loading/unloading zones.



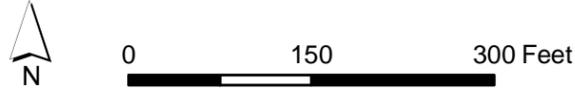
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**Technically Feasible Alternatives**  
Custer Elementary School

**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



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Planning Level Only  
Not for Construction



## 6.5: MARY STARK ELEMENTARY

### QUICK FACTS

Data was collected in Fall 2016.



Address: 405 8th Avenue Southwest, Mandan, ND

Principal: Chad Radke

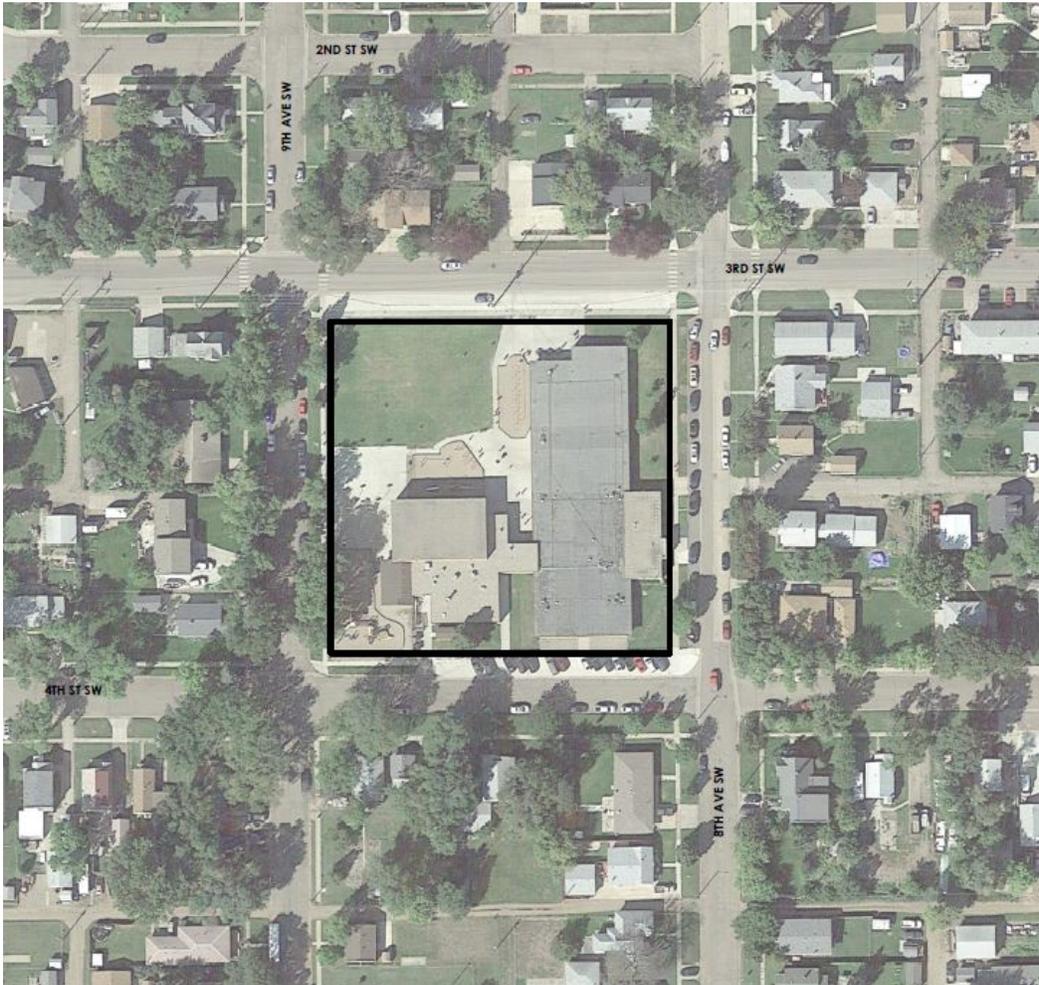
School Enrollment: 175

Grades Served: K-5

Start Time: 8:50 am

End Time: 3:30 pm

Map of School Site Area:

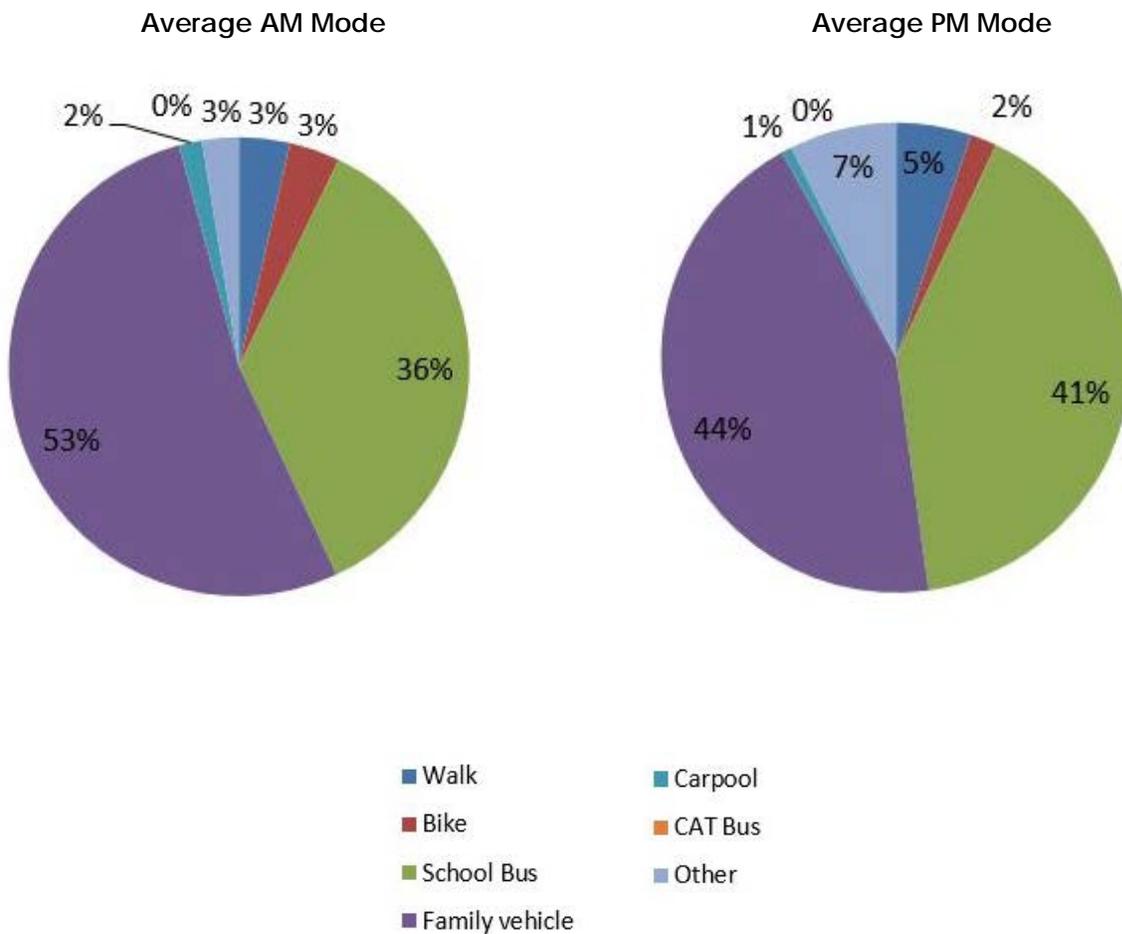


**PRINCIPAL TOP SAFETY CONCERNS**

The school principal did not identify any top safety concerns.

**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. Speed of vehicles.
2. Distracted students.

Generally, bus drivers rated the school as safe.

Comments from drivers regarding safety at this school include:

- Very good. I wouldn't change anything.
- Bus stops at Meadow Park are dangerous.

## 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 five parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Distance (40%)
2. Child's participation in after school programs (40%)
3. Sidewalks or pathways (40%)
4. Violence or crime (40%)

Representative comments include:

"I would let my daughter walk but there are undesirable people that hang around."

## SCHOOL SITE OBSERVATIONS

School site observations occurred on October 12, 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:

- Many vehicles stopped in the crosswalk to drop off students.
- Many students cross mid-block without a crosswalk to get to the school.
- Many vehicles rolled through the 4-way stops on 3<sup>rd</sup> Street SW. These stops serve to slow traffic in front of the school.
- Some drivers double parked at the front door and went into the school, blocking traffic.
- There was no paint on 3<sup>rd</sup> St NW to indicate that there was a “no parking” zone
- Faculty/staff parking is on 4<sup>th</sup> St SW, south of the school. Of the 21 spaces, 4 were available in the morning.
- The bike rack is located against the 3<sup>rd</sup> Street SW fence so you can only access it from one side.
- Mandan Parking Enforcement came by in the afternoon of observation day.
- Some vehicles travel too fast for conditions on 3<sup>rd</sup> Street SW.

## PUBLIC INPUT

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

- Snow removal during winter is an issue. Snow is plowed up onto sidewalks making walking difficult.
- Neighborhood residents park in the parent drop-off and pick-up zone on the east side of 9<sup>th</sup> Street. This causes congestion for parents in the mornings and afternoon periods.

## 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

- Many students cross mid-block without a crosswalk to get to the school.
- Students cross ND Highway 6 to access golf course for Parks Department after-school programs. Crosswalk improvements needed.
- Neighborhood residents park in the parent drop-off and pick-up zone on the east side of 9<sup>th</sup> Street. This causes congestion for parents in the mornings and afternoon periods.

## Encouragement

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

## Education

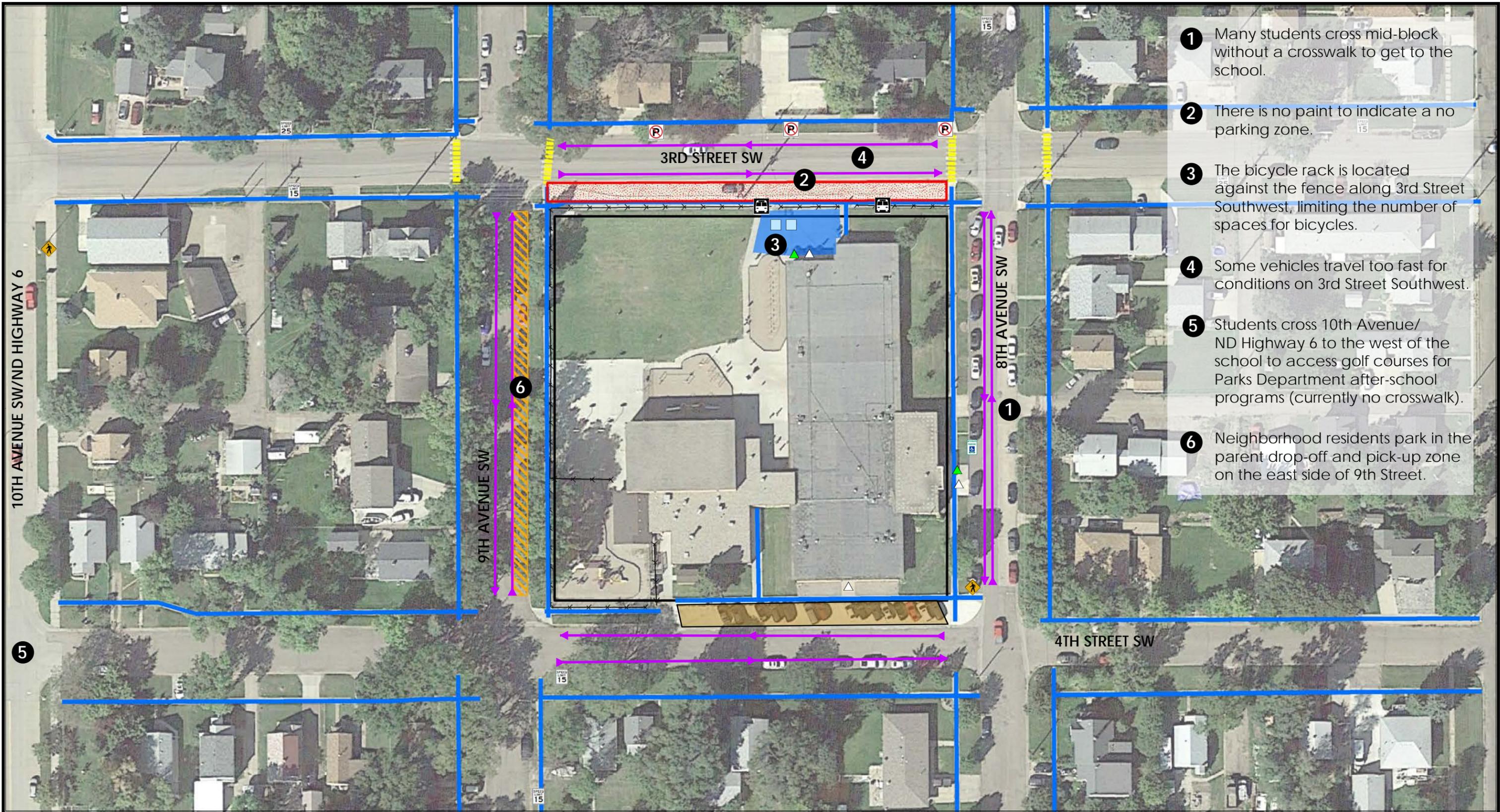
- No education issues or programs were identified at this school.

## Enforcement

- Many vehicles stopped in the crosswalk to drop off students.
- Many vehicles rolled through the 4-way stops on 3<sup>rd</sup> Street SW.
- Parents cited concerns of violence or crime as a top reason they would not allow their child to walk or bike to school.

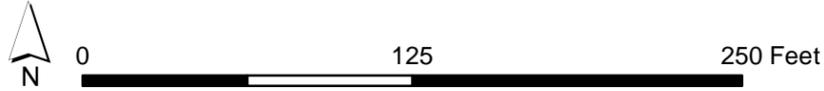
## Evaluation

- 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 students cross mid-block without a crosswalk to get to the school.
- 2 There is no paint to indicate a no parking zone.
- 3 The bicycle rack is located against the fence along 3rd Street Southwest, limiting the number of spaces for bicycles.
- 4 Some vehicles travel too fast for conditions on 3rd Street Southwest.
- 5 Students cross 10th Avenue/ND Highway 6 to the west of the school to access golf courses for Parks Department after-school programs (currently no crosswalk).
- 6 Neighborhood residents park in the parent drop-off and pick-up zone on the east side of 9th Street.

**Existing Conditions and Issues**  
Mary Stark Elementary



**Features**

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

**Signs**

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

**Other Features**

- ➡ 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

April 2017



## ALTERNATIVES AND ACTIONS

1. **Issue** - Many students cross mid-block without a crosswalk to get to the school.
  - a. **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** - There is no paint on 3<sup>rd</sup> Street SW to indicate that there is a no parking zone.
  - a. **Response** - No parking signage appears appropriate. The new administrator has already taken care of this issue.



3. **Issue** - The bicycle rack is located against the fence along 3<sup>rd</sup> Street SW.
  - a. **Alternative** - Consider relocating the bicycle rack so both sides of the rack are accessible.

- 4. **Issue** - Some vehicles travel too fast for conditions on 3<sup>rd</sup> Street SW. The signage appears appropriate for the school zone, although the 25 MPH sign to end the school zone in the westbound lane is blocked by a tree.
  - a. **Alternative** – Consider installing 20 MPH school speed zone signs coupled with driver feedback signs on roadways adjacent to the school.



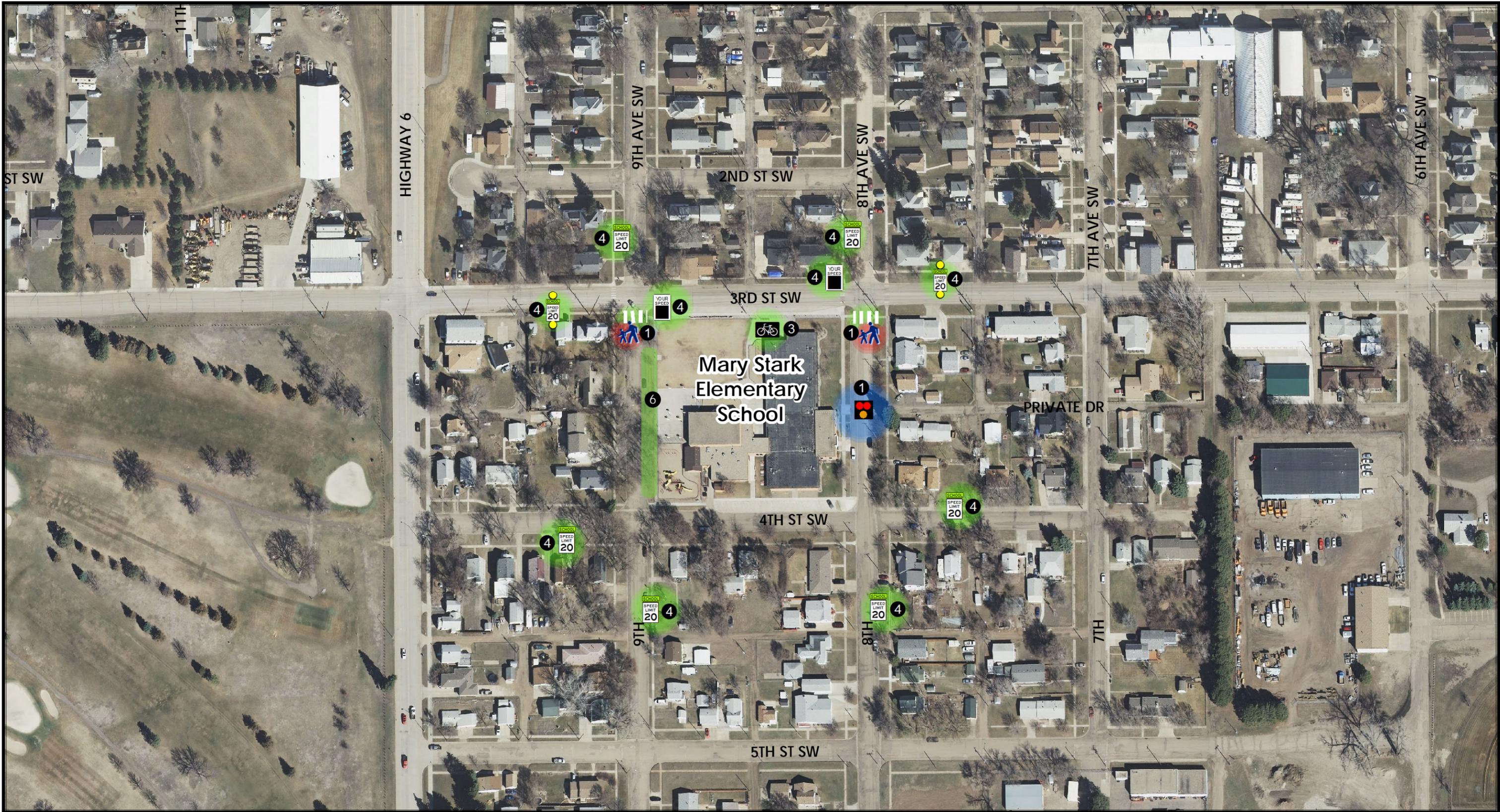
- 5. **Issue** - Students cross ND Highway 6 to the west of the school to access golf course for Parks Department after-school programs. ND Highway 6 has a speed limit of 25 MPH in this area.
  - a. **Response** - The Club House is on the east side of 10th Avenue SW/ND Highway 6, so students coming from 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 push button beacon. The Park District should consider studying the installation of a HAWK to cross ND Highway 6 near the Park District Club House.



## BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY



6. **Issue** - Neighborhood residents park in the parent drop-off and pick-up zone on the east side of 9<sup>th</sup> Street. This causes congestion for parents in the mornings and afternoon periods.
  - a. **Alternative** - Consider adding "No Parking: Parent Loading Zone" signs to the east side of 9<sup>th</sup> Street, especially during school hours.



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**Technically Feasible Alternatives**  
Mary Stark 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

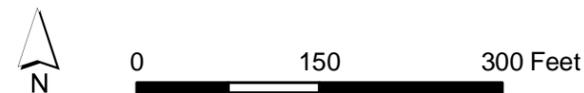
- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- 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: FT. LINCOLN ELEMENTARY

### QUICK FACTS

Data was collected in Fall 2016.



Address: 2007 8th Ave SE,  
Mandan

Principal: Jean Schafer

Number of Students: 455

Grades Served: K-5

Start Time: 8:45 am

End Time: 3:30 pm

Map of School Site Area:



## PRINCIPAL TOP SAFETY CONCERNS

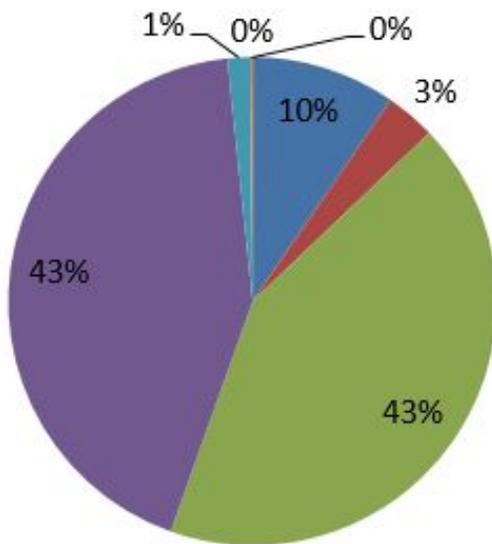
The school principal identified the following top safety concerns.

1. New housing areas do not have sidewalks or bike trails to school.
2. Traffic on 8th Avenue SE is often traveling too fast for conditions.

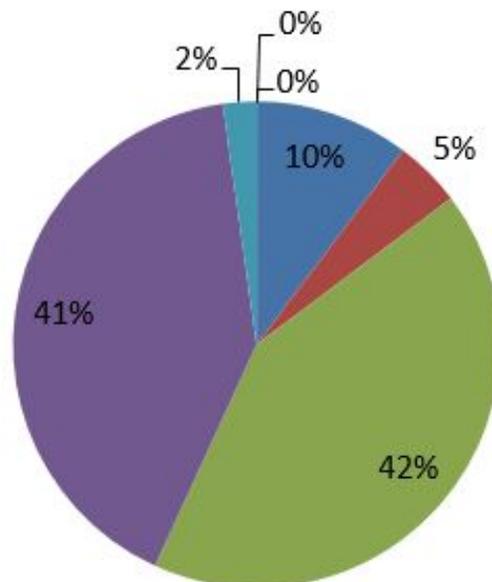
## HOW STUDENTS GET TO SCHOOL

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



## 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. Lack of crosswalks or safe intersections.

Generally, bus drivers rated the school as safe.

Comments regarding safety at this school include:

- Have crosswalk when crossing parking lot to school.
- Parents park in bus loading zone.

## 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 29 parents from this school completed the survey. They identified the following top barriers to walking and biking to school:

1. Distance (55%)
2. Time (42%)
3. Speed of traffic along the route (42%)
4. Safety of intersections and crossings (42%)

Representative comments include:

"We live in the Keidels development just west of the school on top of the hill but there are not sidewalks and with it being a busy road I would not recommend any

student to walk or ride bike. I wish the city was better about adding sidewalks not just for the schools but to promote a healthier environment such as exercise.”

“There is no safe place for them to cross and the traffic coming up the hill from the West heading East is driving very fast. There is no sidewalk or crosswalk for students heading into the new developments to the North and West of Fort Lincoln.”

## SCHOOL SITE OBSERVATIONS

School site observations occurred on October 27, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Issues Identified by the observers include:

- Many cars observed driving too fast for conditions on 8th Ave. SE.
- Vehicles travel too fast for conditions east and west on 19th St. SE.
- Difficult to see students in this crosswalk when coming up the hill traveling east on 19th to the school.
- Posted speed limit sign of 15 mph in front of school is covered by trees.
- Cars did not stop for students at crosswalks.
- Many cars observed parking in “no parking” zones or handicap zones after school. These areas were constantly filled with cars. Vehicles double-parked in these areas.
- Students observed entering street from car’s driver side.
- Most paint is worn off of parking spaces in the school’s main lot.
- There is a lot of development under construction north and west of the school. New developments have sidewalks connecting to 19th Street but no sidewalks run along 19th north of the school on this rural section. Existing ditch is where the sidewalks would be located.

## PUBLIC INPUT

The following issues were identified at the public meeting and through online and phone comments.

- Need for sidewalk along 19<sup>th</sup> Street.
- Vehicles traveling east on 19<sup>th</sup> 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. A child crossing the street may also not see the car coming.
- Those living north of the school, even close by, take the bus because of the safety issues crossing.
- One parent walks his child to school regularly because of concerns about traffic travelling too fast and safety crossing 19<sup>th</sup> Street SE.
- One participant suggested to check on where the speed limit changes occur on this roadway.

- There is a lot of new development west of the school on both the north and south side of 19<sup>th</sup> 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 19<sup>th</sup> Street SE, west of the school where the baseball field is located, there is no sidewalk but there are bushes that create safety concerns.
- The school has after-school activities so the issue of crossing 19<sup>th</sup> Street SE safely is not just during school arrival and dismissal.
- A sidewalk is missing at East View Place close to the school.
- Some parents turn off 19<sup>th</sup> Street SE and drop off by entering the drive from the north (the wrong way) and driving into the bus area.
- Snow removal during winter is an issue. Snow is plowed up onto sidewalks making walking difficult.
- What I am asking for today is proper contact information to visit with someone about getting a stop sign, flashing red light and a cross walk installed at the intersection of 19<sup>th</sup> and Ridge Dr SE across the street from Ft. Lincoln Elementary School. This has become a safety hazard for many young children getting to school with the recent development of Heart Ridge 1, and 2.

## 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 travel too fast for conditions
- Some speed limit signs are covered by trees.
- Cars parking in “no parking” zones and handicap zones after school.
- Paint is worn in school parking lot, walking, and parking zones are not clearly marked.
- Elevation change west of school makes visibility difficult, especially for crossings at 19<sup>th</sup> Street SE and Plains Bend SE and Ridge Dr.
- Sidewalk gap on 19<sup>th</sup> Street SE between new developments (which have internal sidewalks) and connecting section roadways which do not. Bushes along this street also create safety concerns.

### Encouragement

- Bicycle racks are in good condition.
- Crossing guards are only present in the afternoon at 8th Ave. SE and 21st SE.
- Staff monitor the front entrance and pick up area during arrival and dismissal periods.

### Education

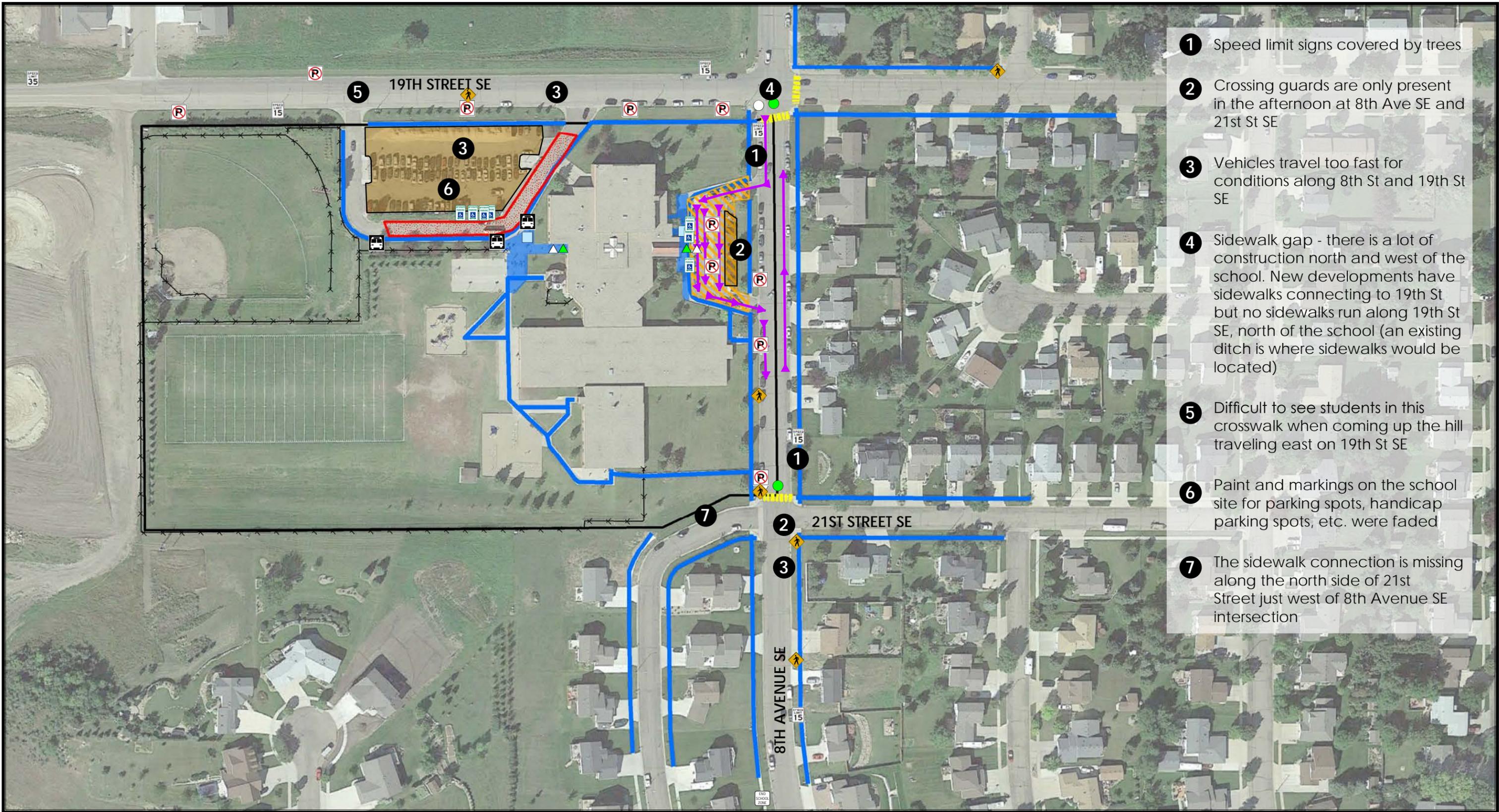
- School PE teacher teaches safety to students. School works with Mandan Police Department on classes, info for bike safety, seat belt use, etc.

## Enforcement

- Vehicles travel too fast for conditions along 8th Ave. SE and 19th St. SE.
- Vehicles do not stop for pedestrians at crosswalks.
- Many cars observed parking in no parking zones or handicap zones after school. These areas were constantly filled with cars. Vehicles double-parked in these areas.

## 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 Speed limit signs covered by trees
- 2 Crossing guards are only present in the afternoon at 8th Ave SE and 21st St SE
- 3 Vehicles travel too fast for conditions along 8th St and 19th St SE
- 4 Sidewalk gap - there is a lot of construction north and west of the school. New developments have sidewalks connecting to 19th St SE, north of the school (an existing ditch is where sidewalks would be located)
- 5 Difficult to see students in this crosswalk when coming up the hill traveling east on 19th St SE
- 6 Paint and markings on the school site for parking spots, handicap parking spots, etc. were faded
- 7 The sidewalk connection is missing along the north side of 21st Street just west of 8th Avenue SE intersection

**Existing Conditions and Issues**  
Fort Lincoln Elementary



**Features**

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



- Ⓟ No Parking Sign
- 🚌 Bus Loading Sign
- ♿ Handicap Sign
- 🚦 Traffic Light

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

**Loading Zones**

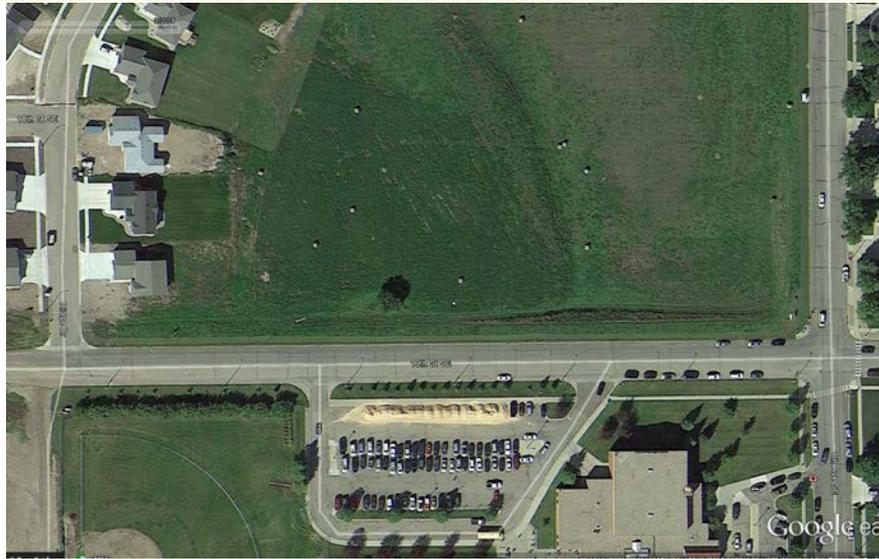
- ▬ Bus Loading/Unloading Zone
- ▬ Parent Loading/Unloading Zone
- ▬ After School Providers Loading/Unloading Zone
- ▭ School Property

## ALTERNATIVES AND ACTIONS

1. **Issue** – Speed limit sign is covered by tree foliage along 8<sup>th</sup> Avenue SE at two locations. The tree blocking the sign is likely to remain and continue to grow fuller.
  - a. **Alternative** - When new 20 MPH When Flashing Sign is placed, ensure that the existing trees do not block the new sign placement.



2. **Issue** – Crossing guards are only present in the afternoon at 8<sup>th</sup> Avenue SE and 21<sup>st</sup> Street SE.
  - a. **Alternative** – Work with school district to add crossing guards in the morning.
3. **Issue** – Vehicles travel too fast for conditions along 8<sup>th</sup> Avenue SE and 19<sup>th</sup> Street SE.
  - a. **Alternative** – Consider installing 20 mph school speed zone signs coupled with driver feedback signs.
4. **Issue** – A sidewalk connection is needed along 19<sup>th</sup> Street SE, particularly on the north side of the roadway. Students are being bussed currently without the connection and some students were observed walking in the roadway due to a lack of pedestrian facilities on either side of the roadway.
  - a. **Alternative A** - Consider addition of a multi-use path along the north side of 19<sup>th</sup> Street SE. When the path is extended, an additional marked crosswalk will need to be added at the intersection of 19<sup>th</sup> Street SE and 8<sup>th</sup> Avenue SE to get students from the north to the south side of the roadway at the intersection.
  - b. **Alternative B** - Add shared use path along the south side of 19<sup>th</sup> Street SE.
  - c. **Response** - The school is currently bussing students in the new developments until the pedestrian facility connections are made.



5. **Issue** – It is difficult to see students in the crosswalk at 19<sup>th</sup> Street SE and 8<sup>th</sup> Avenue SE. There is a concern for the vehicles traveling eastbound on 19<sup>th</sup> Street SE. As they approach the school zone, they are traveling up a hill. However, the grade is flattened out before entering the school zone.
- a. **Alternative A** - As development occurs, a multi-use path should be included on both sides of the roadway and crossings of the roadway should not occur west of the 19<sup>th</sup> Street SE and 8<sup>th</sup> Avenue SE intersection. The previous recommendation to add driver feedback signs along 19<sup>th</sup> Street SE will also help to slow traffic as it approaches the crossings at the intersection.
  - b. **Alternative B** - Once the north side shared use path or sidewalk is constructed and development continues, a mid-block crossing should be analyzed for a HAWK.

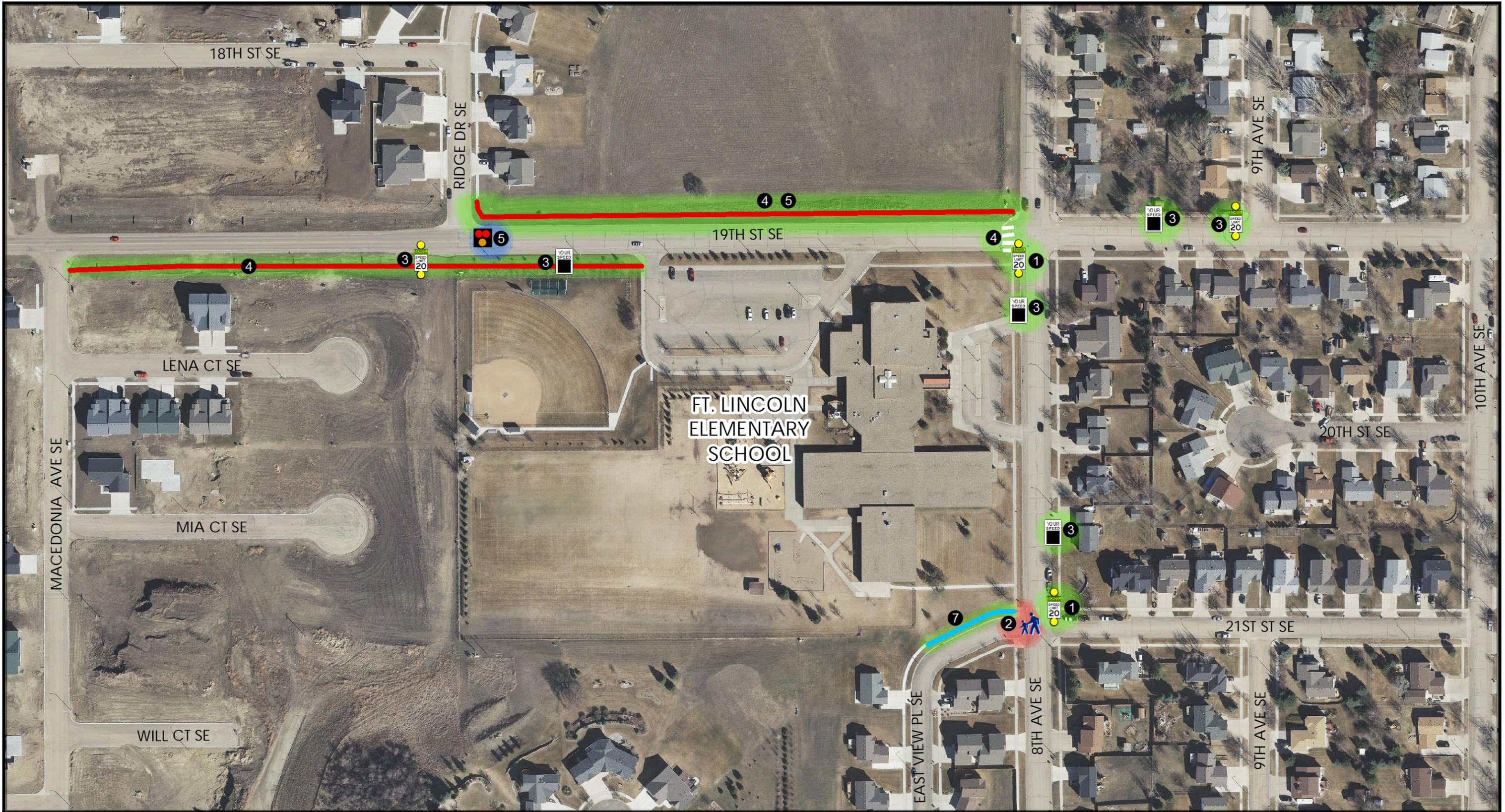


# BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

- 6. **Issue** – School site observers noted that paint and markings on the school site for parking spots, handicap parking spots, etc. were faded.
  - a. **Response** - The school is planning to repaint all pavement markings once an upcoming overlay project is completed.

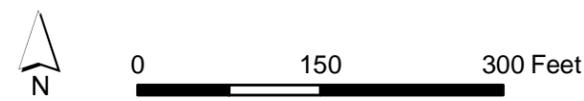


- 7. **Issue** - The sidewalk connection is missing along the north side of East View Avenue just west of 8th Avenue SE intersection.
  - a. **Alternative** - Consider construction of sidewalk to fill in the gap. This connection is the responsibility of the school district as it is on their property.



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**Technically Feasible Alternatives**  
Fort 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



## 6.7: MANDAN MIDDLE SCHOOL

### QUICK FACTS

Data was collected in Fall 2016.



Address: 2901 12th Avenue Northwest, Mandan, ND

Principal: Ryan Leingang

Number of Students: 875

Grades Served: 6-8

Start Time: 8:38 am

End Time: 3:18 pm

Map of School Site Area:



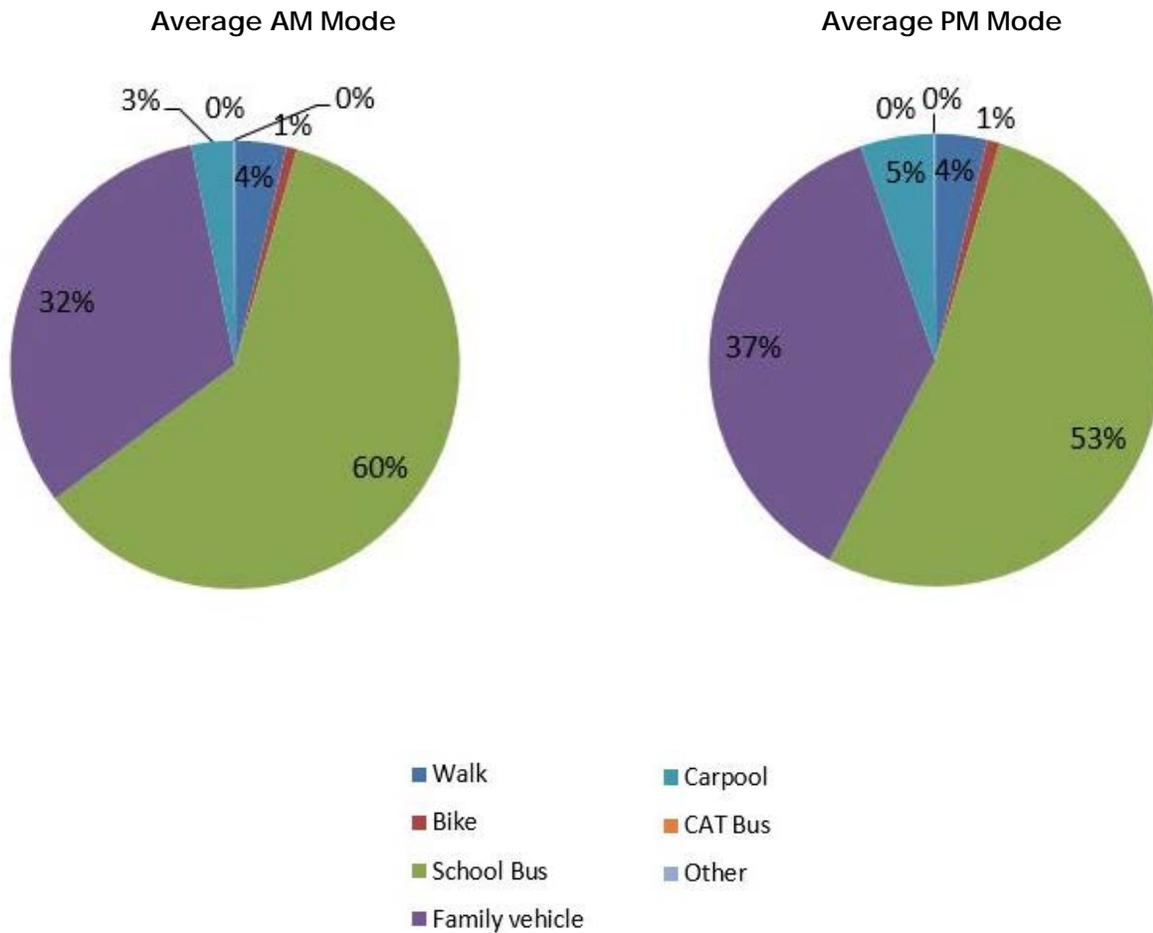
## PRINCIPAL TOP SAFETY CONCERNS

The school principal identified the following top safety concerns.

1. Limited streets leaving school grounds.
2. No flashing 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 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. Speed of vehicles.
3. Distracted students.
4. Lack of crosswalks or safe intersections.

Generally, bus drivers rated the school as very safe.

Comments from drivers regarding safety at this school include:

- The bus loop is poorly designed. Buses can't get up to the sidewalk.
- Parents park in bus zones.
- Need traffic monitoring during games.

## 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 52 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 (86%)
2. Weather or climate (65%)
3. Amount of traffic along the route (54%)

Representative comments include:

"Intersections are so busy around the middle school. Some kids are mature enough to handle the high level of traffic and others may not be."

## SCHOOL SITE OBSERVATIONS

School site observations occurred on October 26, 2016 to evaluate real-time transportation conditions during both arrival and dismissal. Traffic flow was considered to be “orderly but congested” by team members. Other issues identified by the observers include:

- Hundreds of motorists drive fast along Sunset Drive NW near the school. Traffic is very light north of 27th Street NW.
- Some motorists drive fast on 27th Street NW, when traffic is not backed up, and most drivers travel too fast for conditions on 12th Ave NW.
- Motorists block handicap parking during drop-off and pick up periods. They also park in “no parking” zones.
- There is no crosswalk paint at 12th Ave NW and the parking lot. Both parking lots, especially the one near the back of the school, need new paint to keep the parking orderly.
- Traffic backs up on 27th Street NW to get into the parking lot pick-up/drop-off area. We counted up to 160 cars in the afternoon.
- Observed a few U-turns on Sunset Ave.
- Drivers do not stop at intersections around the school to let students cross. Motorists block handicap parking during drop off and pick up periods.
- Approximately 18 students observed crossing Sunset Drive at 27th Street NW. There is no crosswalk, motorists are going fast and they generally do not stop for pedestrians.
- Many students (observed 36 one morning and 50+ one afternoon) cross mid-block on 27<sup>th</sup> Street band do not go to one of the two crosswalks. They are crossing where the sidewalk coming from the school’s front door meets 27<sup>th</sup> St NW.
- Crossing is difficult at 27th Street and 6th Avenue and 27th Street and 8th Avenue.

## PUBLIC INPUT

The following comments were gathered at Steering Committee meetings, the public open house, and from online and mailed in comments.

- 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.
- Operations at the Old Red Trail intersection are affecting the Sunset and 27<sup>th</sup> Avenue NW intersection.
- Snow removal during winter is an issue. Snow is plowed up onto sidewalks making walking difficult.
- 8<sup>th</sup> Ave being reconstructed will allow apartment residents another way out.
- The construction of Arby’s will make crossing the street worse.

## 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

- Student crossing is difficult at Sunset Drive and 27th Street NW and they were crossing mid-block on 27th Street NW.
- Crossing is difficult at 27th Street and 6th Avenue and 27th and 8th Avenue.
- Motorists travel too fast for conditions on Sunset, along 27th Street NW and 12th Ave NW.
- There is no crosswalk paint at the parking lot on 12th Ave NW and the lot needs painting.
- Traffic backs up on 27th Street NW to get in the parking lot pickup/drop off area.
- Bus drivers believe the bus loop is poorly designed buses cannot get to the sidewalk.

### Encouragement

- Staff monitors the bus loop and front entrance during arrival and dismissal periods.

### Education

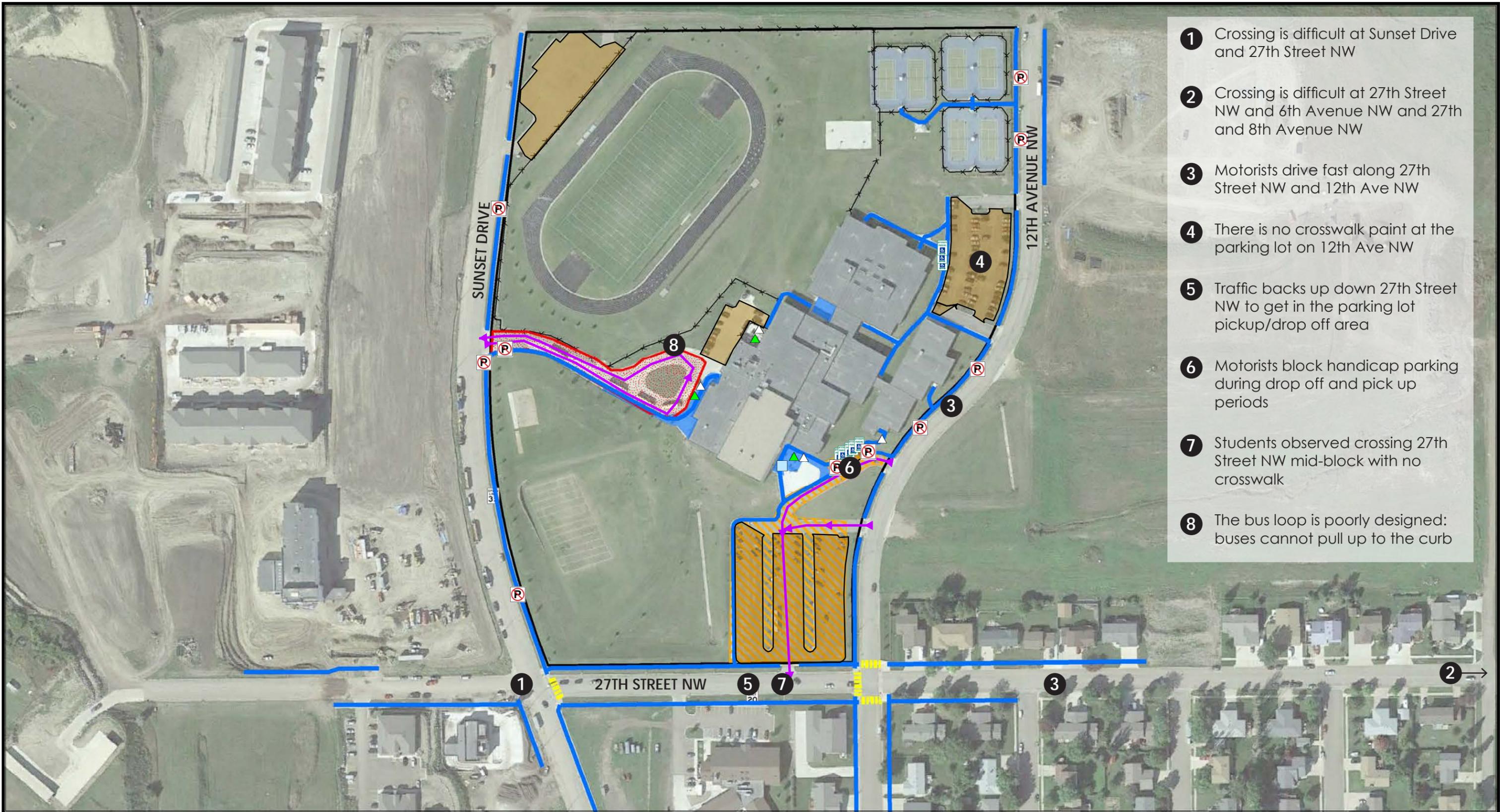
- Safety information is sent to parents in newsletters.

### Enforcement

- Vehicles traveling too fast for conditions is an on-going problem.
- Drivers do not stop at intersections around the school to let students cross.
- Motorists block handicap parking and park in "no parking" 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 Crossing is difficult at Sunset Drive and 27th Street NW
- 2 Crossing is difficult at 27th Street NW and 6th Avenue NW and 27th and 8th Avenue NW
- 3 Motorists drive fast along 27th Street NW and 12th Ave NW
- 4 There is no crosswalk paint at the parking lot on 12th Ave NW
- 5 Traffic backs up down 27th Street NW to get in the parking lot pickup/drop off area
- 6 Motorists block handicap parking during drop off and pick up periods
- 7 Students observed crossing 27th Street NW mid-block with no crosswalk
- 8 The bus loop is poorly designed: buses cannot pull up to the curb

**Existing Conditions and Issues**  
Mandan Middle School



**Features**

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

**Signs**

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

**Infrastructure**

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

**Loading Zones**

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

April 2017



## ALTERNATIVES AND ACTIONS

1. **Issue** – Crossing is difficult at the intersection of 27<sup>th</sup> Street Northwest and Sunset Drive. The intersection has a crosswalk in the east leg of the intersection along with stop signs for eastbound and westbound traffic. The crosswalk is marked from the east and west with crosswalk ahead signs.
  - a. **Alternative A** - The City of Mandan should conduct a warrant analysis to determine if the intersection meets 4-way stop or signal warrants.
  - b. **Alternative B** - Consider adding crossing guards at this location if 5 or more students are utilizing the crossing at this location.



2. **Issue** - Crossing is difficult at the 27<sup>th</sup> Street Northwest and 6<sup>th</sup> Avenue Northwest intersection and the 27<sup>th</sup> Street Northwest and 8<sup>th</sup> Avenue Northwest intersection. The intersection at 6<sup>th</sup> Avenue Northwest is a T-intersection with no sidewalk on the north side of 27<sup>th</sup> Street Northwest until you come to 8<sup>th</sup> Avenue Northwest. There is sidewalk on the south side and that is why the children are crossing 27<sup>th</sup> to get to the sidewalk. There are no crosswalks in the area. The intersection at 8<sup>th</sup> Avenue Northwest is controlled by stop signs for the north and southbound traffic.
  - a. **Alternative A** - 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.
  - b. **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.



- 3. **Issue** - Motorists drive too fast for conditions along 27<sup>th</sup> Street Northwest and 12<sup>th</sup> Avenue Northwest. 27<sup>th</sup> Street Northwest is a rural section with greater distances between houses east of 12<sup>th</sup> Avenue Northwest. Currently there is one 25 MPH sign for the westbound lane near the intersection on ND Highway 1806 and 27<sup>th</sup> Street Northwest and no others for westbound traffic and none for eastbound. There is a 20 MPH school zone sign for the eastbound lane near the intersection of 12<sup>th</sup> Avenue Northwest and 27<sup>th</sup> Street Northwest and no others.
  - a. **Alternative** - Consider installing 20 mph school speed zone signs coupled with driver feedback signs for both directions of traffic along 27<sup>th</sup> Street Northwest and other roadways directly adjacent to the school.
  - b. **Alternative** - Consider installing a HAWK at 1806 and 27<sup>th</sup> Street Northwest.
  - c. **Response** - For reference, there is an MPO project request to fund a street widening of 27<sup>th</sup> Street NW.



- 4. **Issue** - There is no crosswalk paint at the parking lot on 12<sup>th</sup> Avenue Northwest.
  - a. **Alternative A** - Consider having the parking lots repainted as well as crosswalks complete with signs and pavement markings installed at the entrances to the parking lots.
  - b. **Alternative B** - Consider making an east-west sidewalk connection along the north side of the parking lot so that students do not have to cross the parking lot driveways to enter the school.
  - c. **Response** - The parking lot will be striped in the Fall of 2018. Sidewalk connections will also be added in 2018.



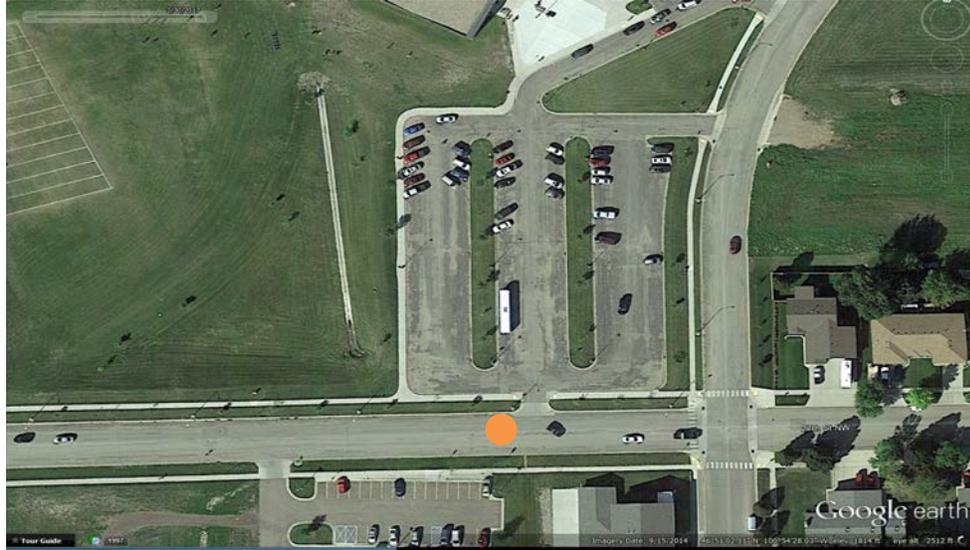
- 5. **Issue** - Traffic backs up down 27<sup>th</sup> Street Northwest to get in the parking lot pickup/drop off area.
  - a. **Alternative A** - Consider using the faculty parking lot to the north as an additional parent drop off/pick up location to ease traffic on 12<sup>th</sup> Avenue Northwest.
  - b. **Response** - Consider providing the apartments to the north an additional route to travel besides 12<sup>th</sup> Avenue Northwest. 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** - Motorists block handicap parking and park in “no parking” zones. Signage appears appropriate.
  - a. **Alternative A** - Consider using the parking lot to the north as an additional parent loop.
  - b. **Alternative B** - Consider swapping the parent loop with the bus loop.



- 7. **Issue** – Students observed crossing 27<sup>th</sup> Street Northwest mid-block with no crosswalk where the sidewalk from the front door of the school meets 27<sup>th</sup> Street Northwest.
  - a. **Response** - Appropriately marked crosswalks are located nearby.



- 8. **Issue** – The bus loop is poorly designed. Buses cannot pull up to the curb.
  - a. **Alternative A** - Consider using the existing bus loop and the east parking lot as the only two locations for parent loading/unloading zones.
  - b. **Alternative B** – Consider moving the bus loading zone to the south lot and removing parent loading/unloading from the lot.





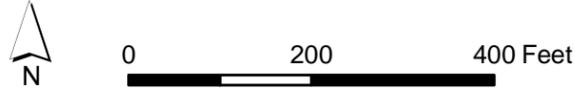
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Technically Feasible Alternatives  
Mandan Middle School

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



## 6.8: MANDAN HIGH SCHOOL AND BRAVE CENTER ACADEMY

### QUICK FACTS: MANDAN HIGH

Data was collected in Fall 2016.



Address: 905 8th Avenue  
Northwest, Mandan, ND  
Principal: Mark Andresen  
Number of Students: 1020

Grades Served: 9-12  
Start Time: 8:22 am  
End Time: 3:30 pm

### QUICK FACTS: BRAVE CENTER ACADEMY

Data was collected in Fall 2016.

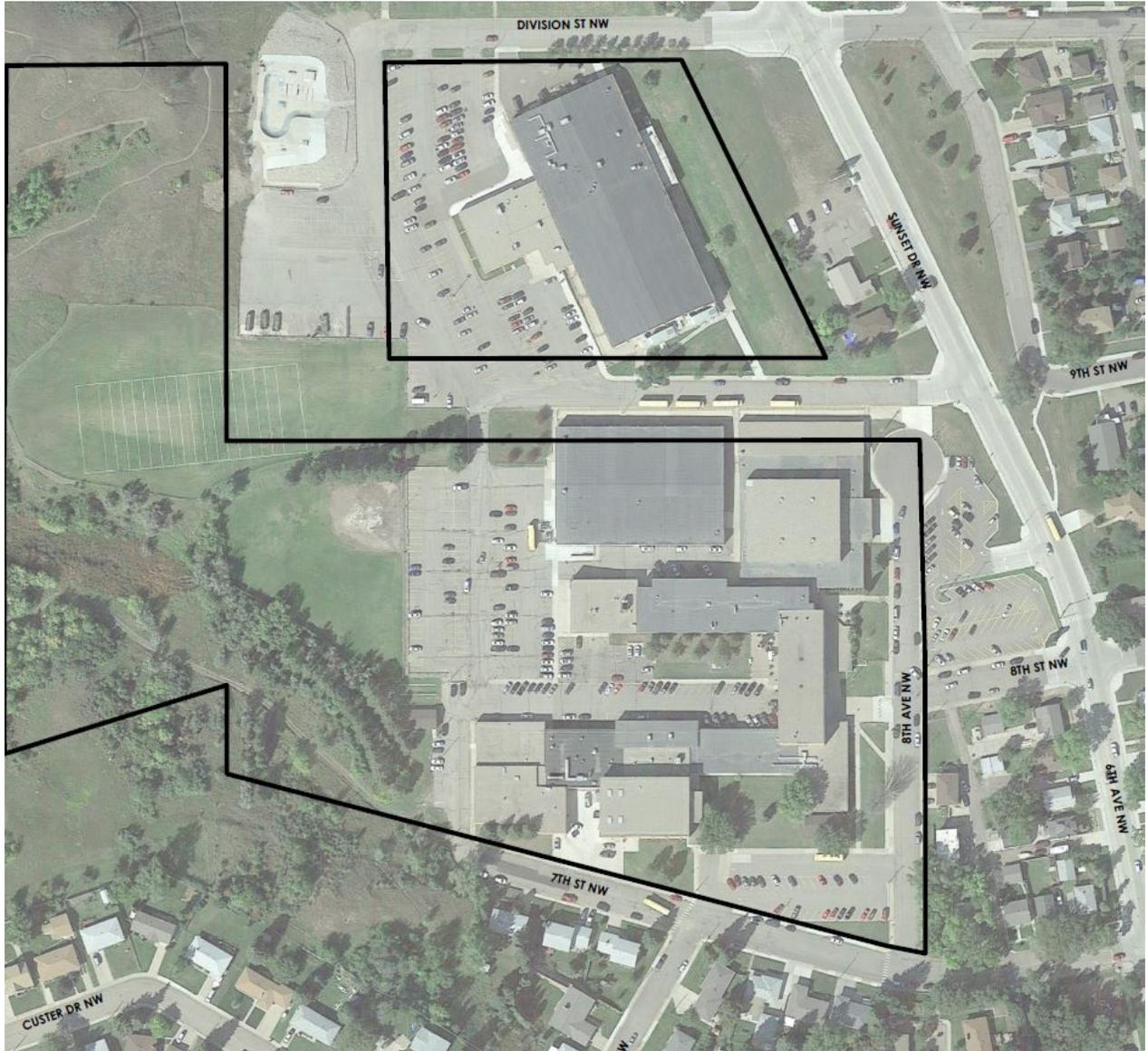


Address: 901 Division Street  
Northwest, Mandan, ND  
Principal: Perry Just  
Number of Students: 35

Grades Served: Alternative  
high school program  
Start Time: 2:15 pm  
End Time: 8:45 pm

# BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

Map of School Site Area:



## PRINCIPAL TOP SAFETY CONCERNS

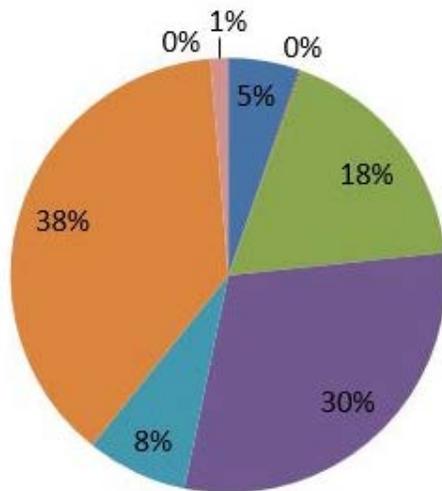
The school principal identified the following top safety concerns.

1. Crossing Sunset Avenue.
2. Crossing 9th Street.
3. Traffic and congestion due to insufficient parking.

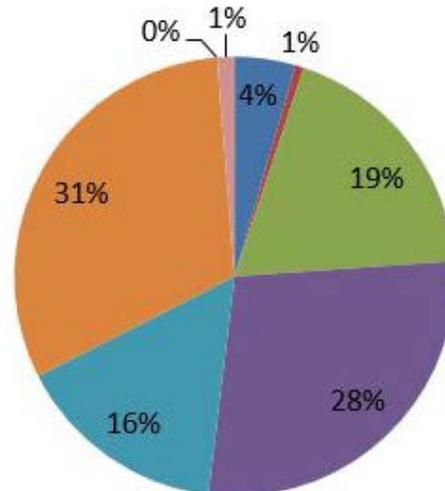
## HOW STUDENTS GET TO SCHOOL

Classroom tallies were completed during three school days to determine how students get to and from Mandan High. 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
- Own vehicle
- School Bus
- CAT Bus
- Family vehicle
- Other

Classroom tallies were not completed at Brave Center Academy.

## 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 at Mandan High School:

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

Generally, bus drivers rated the school as not safe.

Comments from drivers regarding safety at this school include:

- Too much traffic.
- Students will walk in front of buses or between buses on the north side.
- Too many vehicles in bus area.
- Reckless driving/speeding.
- Unauthorized vehicles in bus loading zones.

There are no buses for Brave Center Academy.

## PARENT SURVEY: MANDAN HIGH

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 (71%)
2. Amount of traffic along the route (62%)
3. Safety of intersections and crossings (62%)

Representative comments include:

“Drivers do not stop to allow kids to cross Sunset Drive.”

## PARENT SURVEY: BRAVE CENTER ACADEMY

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

1. Weather or climate (100%)
2. Child's participation in after school programs (80%)
3. Amount of traffic along the route (80%)

Representative comments include:

"Winter weather is especially dangerous due to the speed of the drivers and narrowness of the roads."

## SCHOOL SITE OBSERVATIONS FOR MANDAN HIGH SCHOOL AND BRAVE CENTER ACADEMY

School site observations, which occurred on October 26, 2016 to evaluate real-time transportation conditions during both arrival and dismissal, were completed considering Mandan High School and Brave Center Academy as one campus. The issues listed below are the same for both facilities. Traffic flow was considered to be "orderly but congested and notable for the excessive speeds".

- Many vehicles observed traveling too fast for conditions on the north-south avenues close to the school, including 9<sup>th</sup> Ave NW, 8<sup>th</sup> Ave NW, and Sunset Dr/6<sup>th</sup> Ave NW. Parents use 9<sup>th</sup> Ave to take students to Roosevelt Elementary and to Christ the King School as well.
- Vehicles travel too fast for conditions on 7<sup>th</sup> Street NW from the school to 7<sup>th</sup> Ave. This speed of traffic was the most excessive we saw in the entire study. One observer noted "it's like a drag strip on the south side of the school".
- Drivers do not stop for pedestrians crossing Sunset Drive.
- Five vehicles were observed one morning passing on the shoulder of the road.
- Cars roll through the stop sign in front of the school, both in the morning and afternoon.
- Approximately  $\frac{3}{4}$  of the students are dropped in front of the school or at the stop sign, holding up traffic.
- Hundreds of students were observed crossing where there is no crosswalk. One observer alone recorded 143 in the morning and 285 that afternoon.
- At some intersections, it is difficult to see around parked cars.
- Students run/walk to cross an intersection, generally not looking for traffic.
- Observers considered the crossing at Sunset Avenue/9<sup>th</sup> Street and 7<sup>th</sup> Street/7<sup>th</sup> Ave to be problematic.
- Many students cross mid-block, especially on 8<sup>th</sup> Avenue, where there is no crosswalk.
- Sunset Drive and 14<sup>th</sup> St. NW is an important crossing for Lewis & Clark students walking to after-school programs at Mandan High.
- The Sunset crosswalk at 8<sup>th</sup> St NW does not get used much. The flasher slows traffic but the students generally cross about 30 feet south of the intersection.
- Some motorists parked in crosswalks, marked bus zones, in "no parking" zones and in handicapped spaces.
- We counted a total of approximately 620 parking spaces between the Mandan HS and Brave Center Academy lots. In the morning there were 34 vacant south of 9<sup>th</sup> Street NW and 81 vacant to the north. More spaces were available in the afternoon.
- Paint on crosswalk is faded at Division Street and Sunset Drive.

- When coming from the north, buses seemed to have difficulty making the right hand turn into the school.

## PUBLIC INPUT

The following comments were gathered at Steering Committee meetings, the open house, and from online and mailed comments.

- This school site's main issue is the traffic network.
- 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.
- A crosswalk is needed between the two buildings to cross 9th Street NW – need to identify a location for this crossing.
- 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.
- Snow removal during winter is an issue. Snow is plowed up onto sidewalks making walking difficult.

## 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

- Many vehicles observed travelling too fast on the north-south avenues close to the school, including 9<sup>th</sup> Ave NW, 8th Ave NW, and Sunset Dr/6th Ave NW. Parents use 9<sup>th</sup> Ave to take students to Roosevelt Elementary and to Christ the King School a well.
- Vehicles travel too fast on 7th Street NW from the school to 7th Av. This traffic was the most excessive we saw in the entire study. One observer noted "it's like a drag strip on the south side of the school".
- Drivers do not stop for pedestrians crossing Sunset Drive.
- Five vehicles were observed one morning passing on the shoulder of the road.
- Cars roll through the stop sign in front of the school, both in the morning and afternoon.
- Approximately  $\frac{3}{4}$  of the students are dropped in front of the school or at the stop sign, holding up traffic.
- Hundreds of students were observed crossing where there is no crosswalk. One observer alone recorded 143 in the morning and 285 that afternoon.
- At some intersections it is difficult to see around parked cars.
- Students run/walk to cross an intersection without looking for the traffic.
- Observers considered the crossing at Sunset Avenue/9th Street and 7th Street/7th Ave to be problematic.

- Many students cross mid-block, especially on 8th Avenue, where there is no crosswalk.
- The Sunset crosswalk at 8<sup>th</sup> St NW does not get used much. The flasher slows traffic but the students generally cross about 30 feet south of the intersection.
- Some motorists parked in crosswalks, marked bus zones, in “no parking” zones and in handicapped spaces.
- We counted a total of approximately 620 parking spaces between the Mandan HS and Brave Center Academy lots. In the morning there were 34 vacant south of 9<sup>th</sup> Street NW and 81 vacant to the north. More spaces were available in the afternoon.
- Paint on crosswalk is faded at Division Street and Sunset Drive.
- When coming from the north, buses seemed to have difficulty making the right hand turn into the school.

## Encouragement

- No encouragement programs were identified.

## Education

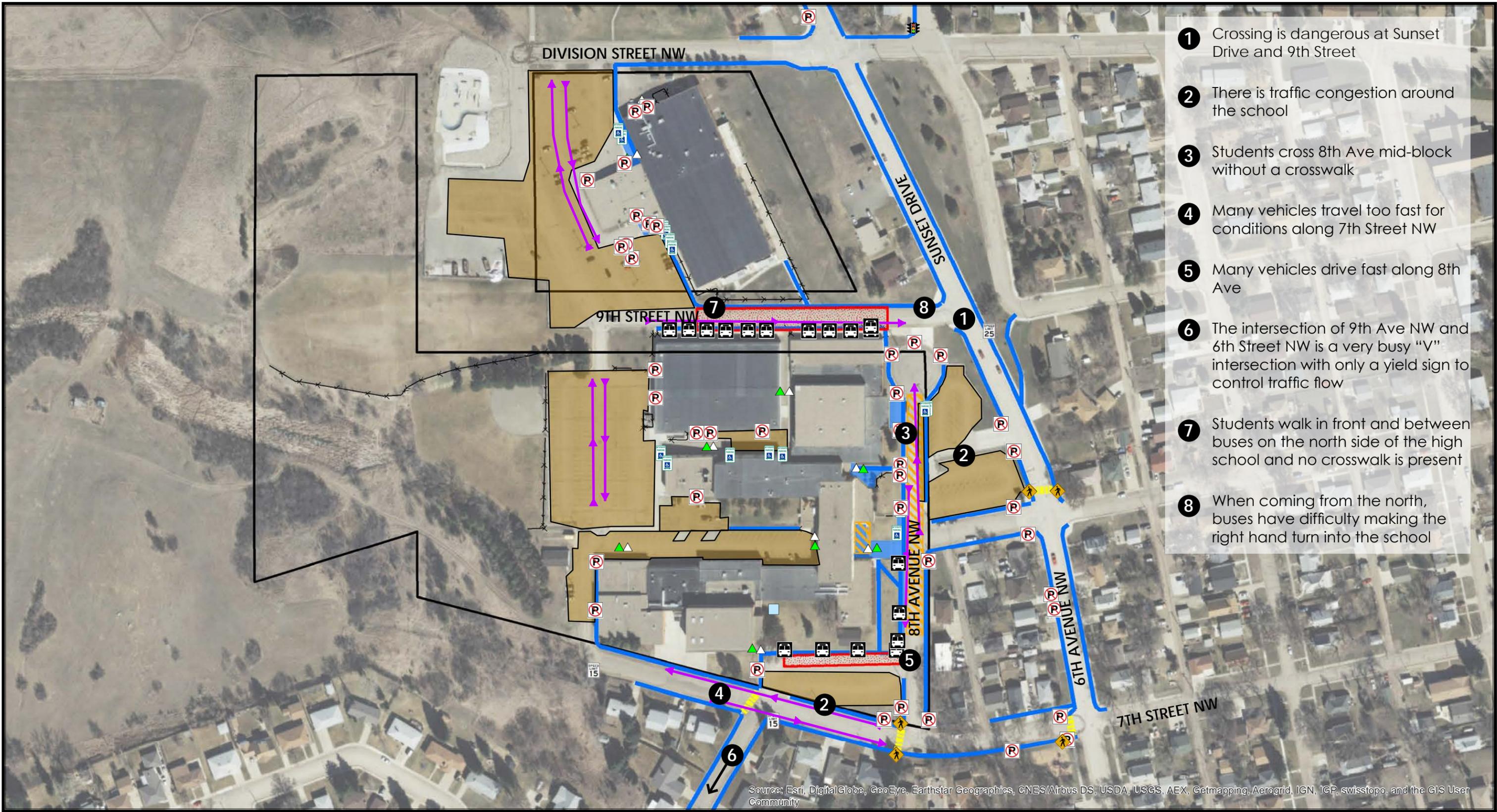
- No education programs or issues were identified.

## Enforcement

- No enforcement issues or programs were identified.
- Areas that need attention include:
  - a. Many vehicles observed travelling too fast on the north-south avenues close to the school, including 9th Ave NW, 8th Ave NW, and Sunset Dr/6th Ave NW. Parents use 9th Ave to take students to Roosevelt Elementary and to Christ the King School a well.
  - b. Travelling too fast on 7th Street NW from the school to 7th Ave was the most excessive we saw in the entire study. One observer noted “it’s like a drag strip on the south side of the school.
  - c. Drivers do not stop for pedestrians crossing Sunset Drive.
  - d. Five vehicles were observed one morning passing on the shoulder of the road
  - e. Cars roll through the stop sign in front of the school, both in the morning and afternoon.
  - f. Some motorists parked in crosswalks, marked bus zones, in “no parking” zones and in handicapped spaces.

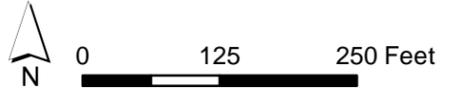
## Evaluation

- Mandan High School and the Brave Center Academy 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 Sunset Drive and 9th Street
- 2 There is traffic congestion around the school
- 3 Students cross 8th Ave mid-block without a crosswalk
- 4 Many vehicles travel too fast for conditions along 7th Street NW
- 5 Many vehicles drive fast along 8th Ave
- 6 The intersection of 9th Ave NW and 6th Street NW is a very busy "V" intersection with only a yield sign to control traffic flow
- 7 Students walk in front and between buses on the north side of the high school and no crosswalk is present
- 8 When coming from the north, buses have difficulty making the right hand turn into the school

**Existing Conditions and Issues**  
Mandan High School and Brave Center Academy



<b>Features</b>	Crossing Sign	Direction of Traffic	<b>Loading Zones</b>
Morning Entrances	No Parking Sign	Fence	Bus Loading/Unloading Zone
After School Exits	Bus Loading Sign	Crosswalks	Parent Loading/Unloading Zone
Bike Racks	Handicap Sign	Sidewalk	After School Providers Loading/Unloading Zone
Pedestrian Signal/Beacon Crossing	Traffic Light	Pedestrian Areas	School Property
Crossing Guard Location before School		Parking Lot	
Crossing Guard Location after School			

April 2017



## ALTERNATIVES AND ACTIONS

1. **Issue** – Crossing is dangerous at Sunset Drive and 9<sup>th</sup> Street Northwest.
  - a. **Response** – Crosswalks located within one block of this location serve these crossing movements.



2. **Issue** – There is traffic congestion around the school. The circulation to the parking lots east of the school creates additional issues with traffic flow.
  - a. **Alternative A** - Consider changing the streets around the school to one-way. Make 9<sup>th</sup> Street NW an eastbound one-way.
  - b. **Alternative B** - Consider changing the streets and circulation around the school site. Make 8<sup>th</sup> Avenue NW a two-lane northbound one-way and open it up to 8<sup>th</sup> Street or the existing parking lot. 8<sup>th</sup> Street NW could also become an eastbound one-way and this would force all parent drop offs to enter 8<sup>th</sup> Avenue NW from 7<sup>th</sup> Street NW creating primarily right turns to navigate through the parent loading/unloading zone.
  - c. **Alternative C** – The east parking lots should only be accessed by the opening onto 8<sup>th</sup> Street NW.
  - d. **Response** - 7<sup>th</sup> Street NW cannot be changed to a one-way due to the homes with driveways located along the street. Need to be sure that handicap loading/unloading occurs 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).
3. **Issue** – Students cross 8<sup>th</sup> Avenue Northwest mid-block without a crosswalk.
  - a. **Alternative** - Consider installing a raised speed table crosswalk with double stop signs at two locations along 8<sup>th</sup> Avenue NW directly in front of the school entrances. This alternative would pair well with 8<sup>th</sup> Avenue NW as a northbound one-way.

4. **Issue** – Many vehicles travel too fast for conditions along 7<sup>th</sup> Street Northwest. There is a 15 MPH sign installed on 7<sup>th</sup> Street Northwest on the west side of 8<sup>th</sup> Avenue Northwest. There are no other speed limit signs along 7<sup>th</sup> Street Northwest.
  - a. **Alternative A** - Consider installing 20 mph school speed zone signs along 7<sup>th</sup> Street Northwest coupled with driver feedback signs.
  - b. **Alternative B** - Consider installation of a 4-way stop at the intersection of 7<sup>th</sup> Street NW and 9<sup>th</sup> Avenue NW. The City of Mandan should conduct further study of the intersection to determine if the 4-way stop is warranted.



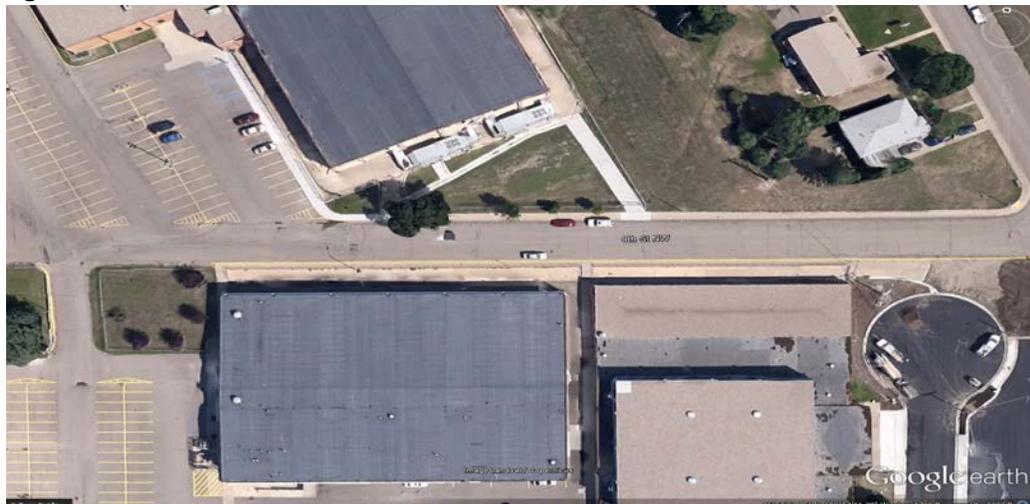
5. **Issue** - Many vehicles drive fast along 8<sup>th</sup> Avenue Northwest. There are no speed limit signs installed along this section of 8<sup>th</sup> Avenue Northwest.
  - a. **Alternative** – Consider adding 20 mph speed zone signs coupled with driver feedback signs along 8<sup>th</sup> Avenue Northwest.
  - b. **Alternative B** – Consider adding raised pedestrian crossings and stop signs at the pedestrian crossings.



- 6. **Issue** – The intersection of 9<sup>th</sup> Avenue Northwest and 6<sup>th</sup> Street Northwest is a very busy “V” intersection with only a yield sign to control traffic flow.
  - a. **Alternative** - Consider installing stop signs in place of the existing westbound yield sign.



- 7. **Issue** – Students walk in front and between buses on the north side of the high school and no crosswalk is present.
  - a. **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.



- 8. **Issue** – When coming from the north, buses have difficulty making the right turn into the school.
  - a. **Alternative A** - Consider making 9<sup>th</sup> Street NW an eastbound one-way. This will help with site circulation improvements and buses will no longer be turning onto 9<sup>th</sup> Street NW from Sunset Drive.



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Technically Feasible Alternatives  
Mandan High School and Brave Center

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

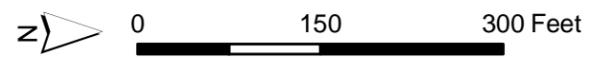
- HAWK Beacon
- New Pick-Up/Drop-Off
- No Pick-Up/Drop-Off Signs
- Add/Move Bike Rack
- New Crossing Guard

- 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

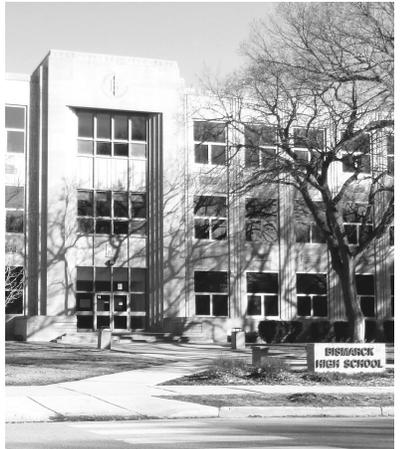


August 2017  
Planning Level Only  
Not for Construction





# 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, similar alternatives from each school have been compiled and are here listed with the party responsible for implementation and likely funding sources. Funding sources are further 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.

Party:	City of Mandan
Funding:	Highway Safety Improvement Program (HSIP), Transportation Alternatives/Safe Routes to School (TA/SRTS), or Local Funds
Quantity:	64 Static Signs at \$750/sign 20 Signs with Flashing Beacons at \$15,000/sign 15 Driver Feedback Signs at \$15,000/sign
Cost:	\$573,000
Schools:	Red Trail ES, Lewis and Clark ES, Roosevelt ES, Mary Stark ES, Custer ES, Ft. Lincoln ES, Mandan MS, Mandan HS, Brave Center
Priority:	High

### 2. Crosswalk Signing and Marking

Signage and marking to communicate the establishment of a new crosswalk.

Party:	City of Mandan (in public rights-of-way), Mandan Public Schools (on school property)
Funding:	Transportation Alternatives/Safe Routes to School, or Local Funds
Quantity:	12 Static Signs (11 city, 1 school) at \$750/sign  908 LF of pavement marking paint (838 LF city, 70 LF school) at \$20.00 per square foot assuming a continental ladder pattern where the rungs (stripes) are 8' long) and are separated by gaps twice as wide as the rungs.
Cost:	Total: \$81,651 (Mandan: \$75,271, MPS: \$6,380)

Schools: Red Trail ES, Lewis and Clark ES, Roosevelt ES, Custer ES, Mary Stark ES, Ft. Lincoln ES, Mandan MS, Mandan HS, Brave Center

Priority: High

**3. Miscellaneous Signage: Parking Restrictions, Movement Restrictions, Loading and Unloading Guidance or Restrictions, Etc.**

Party: City of Mandan (in public rights-of-way),  
Mandan Public Schools (on school property)

Funding: Transportation Alternatives/Safe Routes to School, or Local Funds

Quantity: 34 Signs (Mandan: 31, MPS: 3) at \$750-550/sign

Cost: \$21,250

Schools: Red Trail ES, Lewis and Clark ES, Roosevelt ES, Mary Stark ES, Custer ES, Ft. Lincoln ES, Mandan MS, Mandan HS, Brave Center

Priority: High

**4. Speed Table Crosswalks**

Party: City of Mandan (in public rights-of-way),  
Mandan Public Schools (on school property)

Funding: Transportation Alternatives/Safe Routes to School, or Local Funds

Quantity: 5 Speed Table Crosswalks (City: 3 (100 LF), School 2 (50 LF)) at \$110 per LF.

Cost: Mandan: \$11,000, plus mitigation to drainage impacts  
MPSs: \$5,500, plus mitigation to drainage impacts

Schools: Red Trail ES, Lewis and Clark ES, Mandan HS, Brave Center

Priority: High

**5. HAWK Beacons**

A beacon designed to assign the right-of-way to pedestrians.

Party: City of Mandan

Funding: Transportation Alternatives/Safe Routes to School, or Local Funds

Quantity: 4 Systems at \$80,000 each

Cost: \$320,000  
Schools: Custer ES, Lewis and Clark ES, Ft. Lincoln ES, Stark ES  
Priority: Medium

## 6. 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 Mandan  
Funding: Local Funds  
Quantity: 3 Intersections to Study  
Cost: Staff Time  
Schools: Roosevelt ES, Mandan MS, Mandan HS  
Priority: Medium

## 7. Curb Extensions

Party: City of Mandan (in public rights-of-way)  
Funding: Transportation Alternatives/Safe Routes to School, or Local Funds  
Quantity: 5 curb extensions, removing approximately 66 square yards of pavement, preserving the existing curb and gutter and building 5' deep landscaped islands in front of the existing curb and gutter, using approximately 300 linear feet of curb.  
Cost: \$50,000  
Schools: Roosevelt ES  
Priority: Medium

## 8. Sidewalk and Multi-Use Path

Party: City of Mandan (in public rights-of-way),  
Mandan Public Schools (on school property),  
Mandan Park District for Shared Use Paths  
Funding: Transportation Alternatives/Safe Routes to School, or Local Funds

Quantity: 1,663 LF of Sidewalk, (City: 1,092 LF, School: 571 LF)  
All Multi-Use Path is under Item 13 below.

Cost: \$55,427 (City: \$36,396, School: \$19,031)

Schools: Red Trail ES, Lewis and Clark ES, Ft. Lincoln ES, Mandan MS

Priority: Medium

**9. Add or Relocate Bike Racks**

Party: Mandan Public Schools (on school property)

Funding: Local Funds

Quantity: 1 location (relocation)

Cost: Staff Time

Schools: Mary Stark ES

Priority: Medium

**10. Add Crossing Guards**

Party: Mandan Public Schools (on school property)

Funding: Local Funds

Quantity: 8 New Locations

Cost: Staff Time

Schools: Lewis and Clark ES, Roosevelt ES, Mary Stark ES, Ft. Lincoln ES, Mandan MS

Priority: Medium

**11. Make Changes to the Parent or Bus Loading/Un-Loading Zones or Circulation Patterns**

Party: Mandan Public Schools (on school property)

Funding: Local Funds

Quantity: Three substantial changes at Mandan MS  
One substantial change to the drop off loop and One new, second drop of location added at Lewis and Clark ES.

Cost: Staff time for supervision, plus miscellaneous equipment: orange cones  
Schools: Lewis and Clark ES, Mandan MS  
Priority: Medium

**12. Parking Lot Expansion**

Party: Mandan Public Schools (on school property)  
Funding: Local Funds  
Quantity: 1 lot expansion (8 spaces) of 2,400 square feet, at \$10 per square foot  
Cost: \$24,000  
Schools: Lewis and Clark ES  
Priority: Medium

**13. Ft Lincoln Elementary School/19<sup>th</sup> Street SE Multi-Use Path**

Party: Mandan Public Schools (on school property)  
Funding: Local Funds  
Quantity: 1,848 LF of Multi-Use Path (All City or Park District)  
Cost: \$24,000 (Note: Due to the rural nature of the roadway, this cost should be further studied when it is determined how the path is to be constructed.)  
Schools: Lewis and Clark ES  
Priority: Medium

**Interjurisdictional Coordination**

The City of Mandan, Morton County, and the Mandan 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 and Mandan School Districts, the Cities of Bismarck and Mandan, 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 Mandan:** For projects located on City property, funding may be available through the City. Mandan 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.

**Mandan 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.

**Mandan Park District:** For school sites adjacent to public parks, the Mandan 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 Mandan, 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

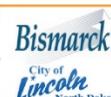


## External Funding Sources

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. <a href="http://www.dot.nd.gov/divisions/localgov/TAP.htm">http://www.dot.nd.gov/divisions/localgov/TAP.htm</a>	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. <a href="http://www.parkrec.nd.gov/recreation/grants/rtp/rtpoverview.html">http://www.parkrec.nd.gov/recreation/grants/rtp/rtpoverview.html</a>	Up to \$200,000 with a 20% local match	City of Mandan; Mandan Parks Dept.	December / January 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. <a href="https://safety.fhwa.dot.gov/legislationandpolicy/policy/section402/">https://safety.fhwa.dot.gov/legislationandpolicy/policy/section402/</a>	Varies	State of ND	Ongoing
US DOT	Transportation Improvement Generating Economic Recovery (TIGER)	Transportation improvement projects including bicycle and pedestrian elements and intermodal projects. <a href="https://www.transportation.gov/tiger">https://www.transportation.gov/tiger</a>	At least \$1,000,000 with a 20% local match	State of ND, MPO, City of Mandan	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. <a href="https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307">https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307</a>	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. <a href="http://www.peopleforbikes.org/pages/grant-guidelines">http://www.peopleforbikes.org/pages/grant-guidelines</a>	Up to \$10,000 (no match requirement)	Local government and non-profits	April and September Annually

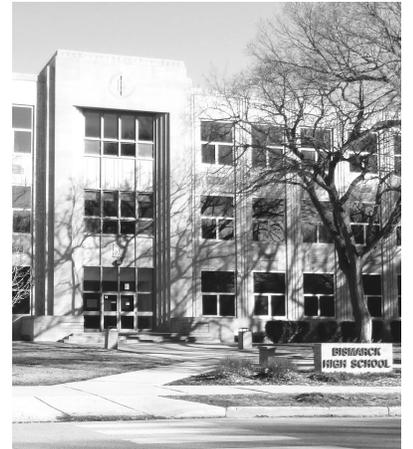
## IMPLEMENTATION



Stantec



# 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/](http://dakotamediaaccess.org/ch-2-home/)

Visit [www.bis-manscss.com](http://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](http://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 14<sup>th</sup> 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 14<sup>th</sup> St and East Avenue E. This location makes for near miss situations as vehicles heading southbound on North 14<sup>th</sup> 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 13<sup>th</sup> St to pick up and drop off children. This would require changes in the design of North 13<sup>th</sup> 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 3<sup>rd</sup> 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 3<sup>rd</sup> St and East Denver Ave as well as South 3<sup>rd</sup> 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

- 11<sup>th</sup> 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 43<sup>rd</sup> 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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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		
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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			
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**Bismarck-Mandan MPO -  
School Safety Crossing Study  
PUBLIC OPEN HOUSE**

**COMMENT FORM**



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**Ms. Peggy Harter  
Stantec  
3453 Interstate Blvd. S.  
Fargo, ND, 58103**

*Fold Here*

**Contact Information:**

**Peggy Harter, PE**  
Project Manager, Stantec  
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# 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](http://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](http://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

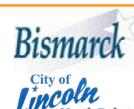
### 2017

- 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](mailto: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](http://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 5<sup>th</sup> 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](http://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](mailto: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](http://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/](http://dakotamediaaccess.org/ch-2-home/)

Visit [www.bis-manscss.com](http://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](http://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.

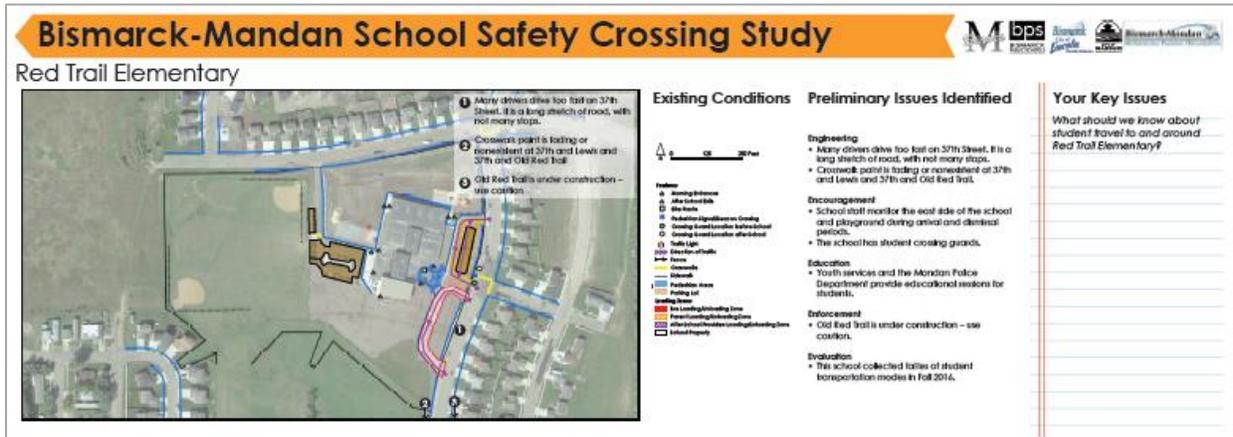
- Q: Hello, I have 3 children that go to Roosevelt in Mandan. My question is in reference to the crosswalk that is placed across the street from Christ the King Church. I rarely see kids use the actual crosswalk; they cross at the corner of 10<sup>th</sup> and 4<sup>th</sup> Street. The crosswalk is located in a high traffic location because of church traffic, buses use this location as a turn around, and 10<sup>th</sup> 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)?

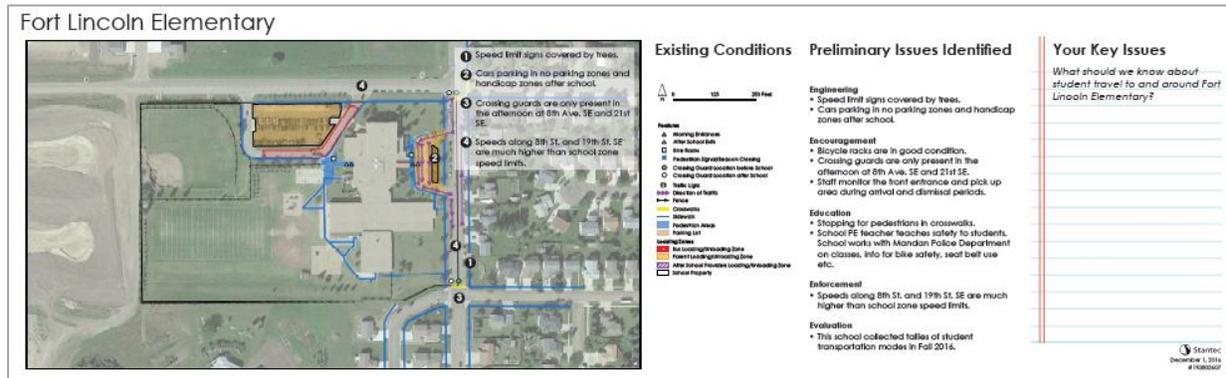
R: The location of the existing crosswalk and consideration of a new location for a crosswalk will be added to the study for Roosevelt Elementary School

### 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 37<sup>th</sup> Ave NW on the south side of 45<sup>th</sup> Street NW. Kids have to cross 2 streets instead of one.
- On 37<sup>th</sup> 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 19<sup>th</sup> Street SE, north of the school. Their comments follow:

- Cars traveling east on 19<sup>th</sup> 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 19<sup>th</sup> Street SE regularly because of his concern about speeding traffic and the safety of crossing 19<sup>th</sup>
- The school sign on 19<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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 10<sup>th</sup> and 4<sup>th</sup> Street. The crosswalk is located in a high traffic location because of church traffic, buses use this location as a turn around, and 10<sup>th</sup> 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](http://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

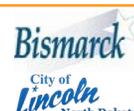
- Notes on the displays tonight
- Submit a comment form tonight or by mail. Mailed comments due by December 16th.

You can learn more about the project on our website at [www.bis-mansscs.com](http://www.bis-mansscs.com)

Questions? Contact Peggy Harter, PE  
email: [peggy.harter@stantec.com](mailto:peggy.harter@stantec.com)  
phone: (701) 566-6020



**PUBLIC OPEN HOUSE**





**Bismarck-Mandan MPO  
School Safety Crossing Study  
PUBLIC OPEN HOUSE**

**COMMENT FORM**



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**Ms. Peggy Harter  
Stantec  
3453 Interstate Blvd. S.  
Fargo, ND, 58103**

*Fold Here*

**Contact Information:**

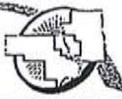
**Peggy Harter, PE**

Project Manager, Stantec

**Phone:** (701) 566-6020

**E-mail:** [peggy.harter@stantec.com](mailto: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](http://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><b>Bismarck/Lincoln Public School District</b>                  Tuesday, November 29, 2016                  6:00 – 8:00 PM                  Presentation at 6:30 PM                  Bismarck City/County Building                  Tom Baker Meeting Rm                  221 N 5<sup>th</sup> Street                  Bismarck, ND</p>	<p><b>Mandan Public School District</b>                  Thursday, December 1, 2016                  5:30 – 7:30 PM                  Presentation at 6:00 PM                  Mandan City Hall                  Ed "Bosh" Froehlich Meeting Rm                  205 2<sup>nd</sup> 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](http://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](mailto: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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Ed "Bosh" Froehlich Meeting Rm  
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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
<b>1. Develop Survey Monkey for Bus Driver and Before/After School Care Providers</b>	<b>Stantec</b>	
<b>2. Distribute Electronic Surveys to Busing Company and Before/After School Care Providers</b>	<b>MPO Coordinate with Bismarck and Mandan School Districts</b>	
<b>3. Contact Paratransit and conduct survey</b>	<b>Stantec</b>	
<b>4. Identify date, location, time to present student tally forms to school principals. Bismarck indicated District Leadership Mtng.</b>	<b>MPO Coordinate with Bismarck and Mandan School Districts</b>	

<b>5. Develop electronic parent surveys for each school site</b>	<b>Stantec</b>	
<b>6. Develop project website with unique domain name and upload parent survey links for each school</b>	<b>Stantec</b>	
<b>7. Plan and prepare for community open house</b>	<b>Stantec</b>	
<b>8. Plan and prepare for school site observations including background checks for on-site observers</b>	<b>Stantec and Bartlett &amp; West</b>	
<b>9. Carron Day to contact Mark Berg to discuss recommendations from previous study.</b>	<b>Stantec</b>	

**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 8<sup>th</sup> 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 10<sup>th</sup> 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:
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		Cell:
		Fax:
		Email: jsolemsoas@bismarcknd.gov
Rick Widicker	Mandan Police Dept.	Phone: 701-667-3250
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Jason Ziegler	Mandan Police	Phone: 701-391-1753
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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:
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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
<b>1. Plan and prep for community open house</b>	<b>Stantec</b>	
<b>2. Conduct school site observations and coordinate construction impacts with Cities</b>	<b>Stantec and Bartlett &amp; West</b>	
<b>3. Finish sending out bus, taxi, paratransit and before/after school care provider surveys</b>	<b>Stantec and MPO</b>	
<b>4. Coordinate final comments on Policies and Practices Memo and Finalize Memo</b>	<b>Stantec</b>	

**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  
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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 7<sup>th</sup> 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 14<sup>th</sup> 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 14<sup>th</sup> Street and East Avenue E. This location makes for near miss situations as vehicles heading southbound on North 14<sup>th</sup> 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 13<sup>th</sup> Street to pick up and drop off. This would require changes in the design of North 13<sup>th</sup> 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 13<sup>th</sup> 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 7<sup>th</sup> and 9<sup>th</sup> Street.”
5. Student parking lots are full. On-street parking adjacent to the school creates issues with students crossing busy streets, particularly 7<sup>th</sup> and 9<sup>th</sup> 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 7<sup>th</sup> and 9<sup>th</sup> Street adjacent to the school.
2. Consider permits for vehicles that have higher occupancy to promote carpooling.
3. Consider HAWK beacon to cross 7<sup>th</sup> and 9<sup>th</sup> Street at D Avenue. However, this has an additional concern for traffic backing up on 7<sup>th</sup> and 9<sup>th</sup> 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 – “11<sup>th</sup> 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 11<sup>th</sup> 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 11<sup>th</sup> Street and E Century Avenue.
7. The DOT conducted a safety review of the intersection of N 11<sup>th</sup> 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 4<sup>th</sup> 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 3<sup>rd</sup> 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 4<sup>th</sup> 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 3<sup>rd</sup> 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 3<sup>rd</sup> Street and East Denver Avenue as well as South 3<sup>rd</sup> 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.

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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 43<sup>rd</sup> 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:

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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 12<sup>th</sup> 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 12<sup>th</sup> 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 43<sup>rd</sup> 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.

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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 3<sup>rd</sup> 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 3<sup>rd</sup> Street intersection.
3. There is an issue for southbound vehicles on N 3<sup>rd</sup> 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 4<sup>th</sup> 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 3<sup>rd</sup> Street and Divide. Remove the word “light” from the note.

Alternatives to consider/dismiss:

1. Crosswalk location at the N 3<sup>rd</sup> 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.

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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 14<sup>th</sup> 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.

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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 20<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup>. 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 19<sup>th</sup> 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 3<sup>rd</sup>. 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 7<sup>th</sup> 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 7<sup>th</sup> 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 5<sup>th</sup> Street are both very narrow streets.

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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 4<sup>th</sup> Street and N 5<sup>th</sup> 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 <sup>th</sup> 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. 1<sup>st</sup> 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 19<sup>th</sup> Street.
2. Public Input – Vehicles traveling east on 19<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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 14<sup>th</sup> 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 14<sup>th</sup> 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 15<sup>th</sup> 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 27<sup>th</sup> 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 12<sup>th</sup> Avenue NW could reduce the amount of traffic on this roadway. This traffic could use the future 8<sup>th</sup> Avenue.
2. There are currently no plans to construct 31<sup>st</sup> 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 12<sup>th</sup> 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. 9<sup>th</sup> 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. 7<sup>th</sup> Street NW will continue to the west as future development occurs. In the future, Division Street and 7<sup>th</sup> Street NW could have a north/south roadway connection.
7. The existing parent drop off is on 8<sup>th</sup> 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 9<sup>th</sup> 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 9<sup>th</sup> 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. 8<sup>th</sup> Avenue NW, 9<sup>th</sup> 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. 3<sup>rd</sup> 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 37<sup>th</sup> Avenue NW on the south side of 45<sup>th</sup> Street NW. Kids have to cross 2 streets instead of one.
7. Public Input – On 37<sup>th</sup> 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 2<sup>nd</sup> Street and 10<sup>th</sup> 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 10<sup>th</sup> and 4<sup>th</sup> Street. The crosswalk is located in a high traffic location because of church traffic, buses use this location as a turn around and 10<sup>th</sup> 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 3<sup>rd</sup> 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 2<sup>nd</sup> 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 10<sup>th</sup> 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  
Project Manager  
Phone: (701) 566-6020  
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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 3<sup>rd</sup> 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 12<sup>th</sup> Street.”
6. Map Update – Along the east side of S 12<sup>th</sup> 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 3<sup>rd</sup> 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 3<sup>rd</sup> 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 3<sup>rd</sup> 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 3<sup>rd</sup> 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 3<sup>rd</sup> 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 14<sup>th</sup> Street and Braman Avenue; the east approach of 13<sup>th</sup> Street and Braman Avenue; and the east approach of 15<sup>th</sup> Street and Braman Avenue. At 16<sup>th</sup> Street and Braman Avenue, move the crosswalk from south to east approach. At 16<sup>th</sup> 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 15<sup>th</sup> 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 5<sup>th</sup> 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 14<sup>th</sup> Street and N 15<sup>th</sup> Street.
7. Map Update – Show existing crosswalk at the north leg of Laforest Avenue and North 16<sup>th</sup> 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.”

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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 32<sup>nd</sup> Street and Eastdale Drive.”
4. Issue 5 – Update Alternative A to state “Consider installing school zone speed limit signs with driver feedback signs on 31<sup>st</sup> 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 4<sup>th</sup> Street and N 5<sup>th</sup> 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 5<sup>th</sup> 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 4<sup>th</sup> Street and N 5<sup>th</sup> 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 19<sup>th</sup> 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 26<sup>th</sup> 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 26<sup>th</sup> 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 19<sup>th</sup> Street and East Boulevard Avenue. Recent

**Meeting Agenda Items:**

- pedestrian crashes have occurred at the intersection of Kennedy Avenue and North 19<sup>th</sup> Street and North 19<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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 22<sup>nd</sup> 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 22<sup>nd</sup> St between Simle Dr and N 23<sup>rd</sup> 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 7<sup>th</sup> 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 7<sup>th</sup> 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 7<sup>th</sup> 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 9<sup>th</sup> Street, ....”
2. Issue 1 – Update Alternative A to state “Consider HAWK at East Avenue D and N 7<sup>th</sup> 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 10<sup>th</sup> 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 43<sup>rd</sup> Street from 26<sup>th</sup> St to Roosevelt Dr received the 1<sup>st</sup> 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 – 2<sup>nd</sup> Street NE and 6<sup>th</sup> Avenue NE and 2<sup>nd</sup> Street NE and 8<sup>th</sup> 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 1<sup>st</sup> 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 19<sup>th</sup> 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 21<sup>st</sup> Street just west of 8<sup>th</sup> 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 14<sup>th</sup> Street and 5<sup>th</sup> 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 6<sup>th</sup> Avenue NW across from the bus loading/unloading zone. Consider adding a parent loading/unloading zone along the west side of 6<sup>th</sup> Avenue NW, north of the 15<sup>th</sup> 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 6<sup>th</sup> Avenue NW and 15<sup>th</sup> 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 3<sup>rd</sup> Street SW and 8<sup>th</sup> Avenue SW intersection and to the south leg of the 3<sup>rd</sup> Street SW and 9<sup>th</sup> 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 10<sup>th</sup> 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 3<sup>rd</sup> Street NW and 10<sup>th</sup> 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 3<sup>rd</sup> Street NW and 10<sup>th</sup> 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 4<sup>th</sup> Street NW and 10<sup>th</sup> 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 27<sup>th</sup> 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 12<sup>th</sup> 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 12<sup>th</sup> 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 8<sup>th</sup> Avenue NW from 27<sup>th</sup> 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 9<sup>th</sup> 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 8<sup>th</sup> Avenue NW a two-lane northbound one-way and open it up to the 8<sup>th</sup> Street or the existing parking lot. 8<sup>th</sup> Street NW could also become an eastbound one-way and this would force all parent drop offs to enter 8<sup>th</sup> Avenue NW from 7<sup>th</sup> 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 8<sup>th</sup> 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 7<sup>th</sup> Street NW and 9<sup>th</sup> 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 9<sup>th</sup> Street NW an eastbound one-way. This will help with site circulation improvements and buses will no longer be turning onto 9<sup>th</sup> 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.**



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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).

<b>Name</b>	<b>Date</b>	<b>Comment</b>
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

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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](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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PO Box 5503  
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MPO Facebook: <https://www.facebook.com/BismarckMandanMPO>  
Facebook: [www.facebook.com/bismarcknd.gov](https://www.facebook.com/bismarcknd.gov) | Twitter: [www.twitter.com/BismarckNDGov](https://www.twitter.com/BismarckNDGov)

Please note and save my **NEW** email: [rdrewlow@bismarcknd.gov](mailto: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](mailto:becky_labella@bismarckschools.org)); Bob Decker ([rdecker@cityofmandan.com](mailto:rdecker@cityofmandan.com)); Daniel Nairn; Darrin Sherre ([darin\\_scherr@bismarckschools.org](mailto:darin_scherr@bismarckschools.org)); Day, Carron; Highland Acres Elementary - Shawn Oban; Jason Ziegler ([jziegler@mandanpd.com](mailto:jziegler@mandanpd.com)); Jeannette Myhre Elementary - Alivia Wamboldt ([alivia\\_wamboldt@bismarckschools.org](mailto:alivia_wamboldt@bismarckschools.org)); Jeff Solemsaas; Justin J. Froseth; Ken Nysether ([knysether@sehinc.com](mailto:knysether@sehinc.com)); Jason Stugelmeyer; Mark Berg; Michael Johnson ([mijohnson@nd.gov](mailto:mijohnson@nd.gov)); Pam Wenger ([pwenger@nd.gov](mailto:pwenger@nd.gov)); Rachel A. Drewlow; Richard Duran ([richard.duran@dot.gov](mailto:richard.duran@dot.gov)); Rita Murphy Elementary - Matt Fricke; Ryan Lagasse ([ryan.lagasse@msd1.org](mailto:ryan.lagasse@msd1.org)); Simer, Fay; [stephanie.hickman@dot.gov](mailto:stephanie.hickman@dot.gov); Wendy Vanduyne ([wendy.vanduyne@bartwest.com](mailto:wendy.vanduyne@bartwest.com))  
**Cc:** Wendy Vanduyne ([wendy.vanduyne@bartwest.com](mailto:wendy.vanduyne@bartwest.com)); Kevin Martin ([kevin.martin@BARTWEST.COM](mailto: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

Stantec

3453 Interstate Boulevard South Fargo ND 58103-2213

Phone: (701) 566-6020

Cell: (701) 371-4167

[Peggy.Harter@stantec.com](mailto:Peggy.Harter@stantec.com)

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**From:** Harter, Peggy  
**Sent:** Thursday, September 22, 2016 9:21 AM  
**To:** Becky LaBella ([becky\\_labella@bismarckschools.org](mailto:becky_labella@bismarckschools.org)); Bob Decker ([rdecker@cityofmandan.com](mailto:rdecker@cityofmandan.com)); Daniel Nairn ([dnairn@bismarcknd.gov](mailto:dnairn@bismarcknd.gov)); Darrin Sherre ([darin\\_scherr@bismarckschools.org](mailto:darin_scherr@bismarckschools.org)); Day, Carron; Harter, Peggy; Highland Acres Elementary - Shawn Oban; Jason Ziegler ([jziegler@mandanpd.com](mailto:jziegler@mandanpd.com)); Jeannette Myhre Elementary - Alivia Wamboldt ([alivia\\_wamboldt@bismarckschools.org](mailto:alivia_wamboldt@bismarckschools.org)); Jeff Solemsaas ([jsolemsaas@bismarcknd.gov](mailto:jsolemsaas@bismarcknd.gov)); Justin J. Froseth; Ken Nysether ([knysether@sehinc.com](mailto:knysether@sehinc.com)); Lt. Jason Stugelmeyer ([jstugelmeyer@bismarcknd.gov](mailto:jstugelmeyer@bismarcknd.gov)); Mark Berg ([mberg@bismarcknd.gov](mailto:mberg@bismarcknd.gov)); Michael Johnson ([mijohnson@nd.gov](mailto:mijohnson@nd.gov)); Pam Wenger ([pwenger@nd.gov](mailto:pwenger@nd.gov)); Rachel A. Drewlow; Richard Duran ([richard.duran@dot.gov](mailto:richard.duran@dot.gov)); Rita Murphy Elementary - Matt Fricke; Ryan Lagasse ([ryan.lagasse@msd1.org](mailto:ryan.lagasse@msd1.org)); Simer, Fay; [stephanie.hickman@dot.gov](mailto:stephanie.hickman@dot.gov); Wendy Vanduyne ([wendy.vanduyne@bartwest.com](mailto:wendy.vanduyne@bartwest.com))  
**Cc:** Wendy Vanduyne ([wendy.vanduyne@bartwest.com](mailto:wendy.vanduyne@bartwest.com)); Kevin Martin ([kevin.martin@BARTWEST.COM](mailto: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

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Phone: (701) 566-6020

Cell: (701) 371-4167

[Peggy.Harter@stantec.com](mailto: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**

Project Manager  
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3453 Interstate Boulevard South, Fargo ND 58103-2213  
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**From:** Shaun Werle [mailto:[shauncpw@yahoo.com](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](mailto:jsfroehlich@nd.gov)]  
**Sent:** Tuesday, April 18, 2017 1:04 PM  
**To:** Harter, Peggy <[Peggy.Harter@stantec.com](mailto: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 19<sup>th</sup> St SE/Ridge Dr (along the empty field side and by the softball side)
- 2.) No yellow flashing beacon light at the 19<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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](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

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**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

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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

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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

Name (Please print)		Title/Representing	
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City	State	Zip code	Email

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