

TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Kim Riepl, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 1_2025

There will be a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on **Wednesday, February 19, 2025' at 2:00pm - 3:00 pm**. The meeting will be held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance is an option

AGENDA

- 1. Welcome & Introductions**
- 2. Bike Ped Subcommittee Membership/Meetings**
- 3. League of American Bicyclists Bicycle Friendly Community**
 - Bronze designation awarded January 2025
 - BFC Workshop May 2025
 - BFC Workshop Organizational Meeting 2/5/2025 - notes attached
 - Future meetings - how to get involved
- 4. Member Activities / Open Discussion**
- 5. Adjourn**

**BICYCLE FRIENDLY COMMUNITY WORKSHOP ORGANIZATIONAL MEETING
WEDNESDAY, FEBRUARY 5, 2025
2PM – 3PM
TEAMS**

MEETING NOTES

Introductions – Attendees: Isak Johnson, Chris Holzer, Stephen Larson, Katie Johnke, Alyssa Preszler, Karla Schulz, Cole Higlin, Jenny Wollmuth, Daniel Nairn, Kim Riepl

The Bicycle Friendly Community Workshop (BFCW) team met to discuss the items on the agenda. Suggestions and/or decisions for discussion points are in **bold font**.

Workshop Date: **Wednesday, May 21 & Thursday, May 22, 2025**

Location: **Bismarck Public Works Building, large Conference Room (bike audit location TBD)**

Time: Divided between “classroom”, bike audit, + 1 lunch break (see the League’s suggested itinerary, below)

- **Day 1: 9am-Noon “Classroom” at Public Works Conference Room**
 - **Noon-1pm Lunch (catered lunch provided by League or on your own)**
 - **1pm-4:30pm Bike Audit (location TBD) – this is a “rain or shine” event – riders will be encouraged to bring rain gear, water, etc**
- **Day 2: 9am-Noon “Classroom” at Public Works Conference Room**

League Suggestion for Itinerary:

Day 1: 9:00am-4:30pm

- Introductions
- Overview of BFC Program
- Overview of Local Community
- Deep Dive into 5Es
- Lunch (provided)
- Group Photo
- Bike Ride Audit (4-6 Miles)

Day 2: 9:00am-12:00pm

- Action Planning
- Next Steps
- Adjourn

Registration:

- Workshop – limited to 40 or 50 attendees, charging a fee? **NO FEE**
- Lunch provided no charge by LAB, must organize on our end so menu selection/food allergies part of registration process **KJ suggests Taco Del Mar caters, is fairly close proximity to Public Works and offers gluten free, vegetarian menu options; no other suggestions. Kim will inform League of this option.**
- Bike Audit – limit to first (#) of respondents for audit? If bike share, that is determining factor. **Kim will check with BPRD for bike share details and report back.** Additional fee to ride bike audit? How much? **Depends if there is a fee for bike share** If riders provide own bike? **No Fee.** Helmets required, address through registration. **The registration form will ask if attending bike audit, yes or no; if yes, check boxes for “I have a bike” or “I need bike”. Discussed liability waivers (mainly regarding helmet usage), decided against them. The form will state that bike helmets are required to ride. However, Katie has some adult helmets available in case some riders do not have helmets. Check boxes could be added for “I have a helmet” and “I need a helmet”.**

Methods for registration – online platforms, mail-in (does anybody do that anymore?) – payment methods **N/A – no payment required**

Deadlines

- **Suggested that registration close 2 weeks prior to event; no consensus reached on this, can be determined at future meeting**

Committees (at least 4):

Registration – do we want to split and have one Registration Committee for the overall workshop and one specific to the bike audit registration?

- **One registration process. Committee volunteers – Katie Johnke & Alyssa Prezler**
- **Use Google form that Anna Tang of the League provided – Katie will tailor details to our event dates/times and other registration information required.**

Bike Audit Route Committee – responsible for providing bike route options, maps, and finalizing arrangements including riders for lead, mid point, and rear

- **Committee volunteers – Daniel Nairn & Chris Holzer**

- **DN: Showcase good or bad? Both if possible but must be safe**
- **KR: Nice to have a route showing connection of Bismarck and Mandan, could be possible if starting at Sertoma**
- **CH: Memorial Highway reconstruction starting by this time?**
- **KS: will check to see where the project extent will be in May**
- **Can start/end location be different? Can bike share bikes be “staged” anywhere? KR will contact BPRD on this.**

Marketing & Promotions/Sponsorship Committee – advertise and registration deadline reminders; engage local businesses or agencies for donations **general swag or door prize items; snacks/beverages for attendees and ride participants**

- **Committee volunteers – Isak Johnson**
- **Some promotional materials were provided by Anna Tang that can be used; also promote on websites, social media – flyers?**
- **MPO has up to \$500 available for educational materials for adults and children if we can brainstorm on this**

Hospitality Committee – greeting and sign-in for classroom and bike audit; organize snacks, beverages, lunch and provide general direction and information for transitions

Future Meetings: Those in attendance agreed that organizational meetings should be held every 2 weeks on Wednesday from 2pm to 3pm until the workshop. These will be standing meetings and those who can attend should. KR will coordinate and send out placeholder invites. (They will begin February 26)

Meeting adjourned at 3pm.

Registration - 2025 Bicycle Friendly Community Workshop - Bismark, ND

Thank you for your interest in registering to come to the 2025 Bicycle Friendly Community (BFC) Workshop. The [League of American Bicyclists](#), with generous support from General Motors (GM), is excited to work with the Bismark and surrounding communities to host the workshop.

The BFC Community Workshop will bring together local stakeholders, like you, to learn about the benefits and actions required to become a League-recognized [Bicycle Friendly Community](#) (BFC), conduct a ride audit, and produce Bicycle Action Plans for the community.

Through this day and a half workshop, The League will send a [Bicycle Friendly America](#) staffer to your community and offer a hands-on needs assessment of the community through the lens of the [League's 5E framework](#). This program is an interactive presentation that will conduct a deep dive into where the community is at, offer concrete solutions to issues, help the community realize its strengths and weaknesses, and provide a holistic view of how to strengthen and grow the community from an equity lens. The workshop will also conduct a [bike ride audit](#) organized and led by the local East Lansing community.

Logistics:

- Date: Wednesday - Thursday, May 21-22, 2025
- Location: TBD
- Cost: Free to attend the event.
- Lunch will be provided on Day 1 only.

Rough Agenda:

Day 1: 9:00am-4:30pm

- Introductions
- Overview of BFC Program

 [Request edit access](#)

- Overview of Local Community
- Deep Dive into 5Es
- Lunch (provided)
- Group Photo
- Bike Ride Audit (4-6 Miles)

Day 2: 9:00am-12:00pm

- Action Planning
- Next Steps
- Adjourn

[Sign in to Google](#) to save your progress. [Learn more](#)

* Indicates required question

First Name *

Your answer

Last Name *

Your answer

Email *

Your answer

If employed, where do you work? Or if not, describe your role in the community *
(example: unemployed, interested resident)

Your answer

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If employed, what is your role or title? Or if not, describe your role in the community (example: advocate) *

Your answer

Will you be attending both days or just one?

- Both Days
- Day 1 Only
- Day 2 Only
- Unsure

Will you be participating in the Bike Ride Audit *

- Yes
- No
- Maybe
- Other:

Do you have your own bicycle or will you need one provided for the Bike Ride Audit? *

- I have my own bicycle and I will bring it to the workshop on Day 1.
- I do not have a bicycle, but would like to participate in audit if a bicycle was provided.
- I do not need a bicycle because I prefer to opt out of the Bike Ride Audit on Day 1.
- Other:

 [Request edit access](#)



The League will provide lunch on Day 1 of the workshop. Do you have any dietary needs? *

- None
- Vegetarian
- Pescatarian
- Vegan
- Gluten Free
- I will pack my own lunch
- Other:

What are you hoping to learn or get out of the workshop?

Your answer

Anything else you'd like to let the local organizers know?

Your answer

Submit

Clear form

Never submit passwords through Google Forms.

This form was created inside of Bikeleague.org.
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 [Request edit access](#)



TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Kim Riepl, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 2_2025

There will be a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on **Wednesday, April 16, 2025' at 2:00pm - 3:00 pm**. The meeting will be held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance is an option

AGENDA

1. Welcome & Introductions
2. Bicycle Friendly Community Workshop
 - Flier (attached)
 - Bicycle Friendly Community Survey Results (attached)
3. National Bike Month - May 2025
 - Mayor Proclamations
 - Mandan Bike Rack Promotion
 - CAT Bus Fat Tire Bike Rack Installation
 - BFC Workshop May 2025
 - League of American Bicyclist Bike Month Dates & Information:
 - April 29: [Webinar on Rolling into Bike Month: Inspiration from BFCs](#)
 - May 2025: [National Bike Month](#)
 - May 4: [National Ride A Bike Day](#)
 - May 7: [Walk Bike & Roll to School Day](#)
 - May 12-18: [Bike to Work Week](#)
 - May 16: [Bike to Work Day](#)
4. Member Activities / Open Discussion
5. Adjourn



BICYCLE FRIENDLY COMMUNITY

2025 BFC WORKSHOP

YOU'RE INVITED!

Join us for the 2025 Bicycle Friendly Community Workshop!

This interactive session will assess how bike-friendly our community is, identify solutions to challenges, highlight strengths and areas for improvement, and explore ways to grow our bike network for all. The workshop will include a bike ride audit led by the Bismarck-Mandan-Lincoln Community.

Date: May 21-22, 2025

Location: Bismarck Public Works || 601 S 26th St.

Cost: FREE



SCAN THE QR CODE TO REGISTER:



QUESTIONS? EMAIL [KJOHNKE@BISMARCKND.GOV](mailto:kjohnke@bismarcknd.gov)

Q38 Please confirm the name of the community you are reviewing.

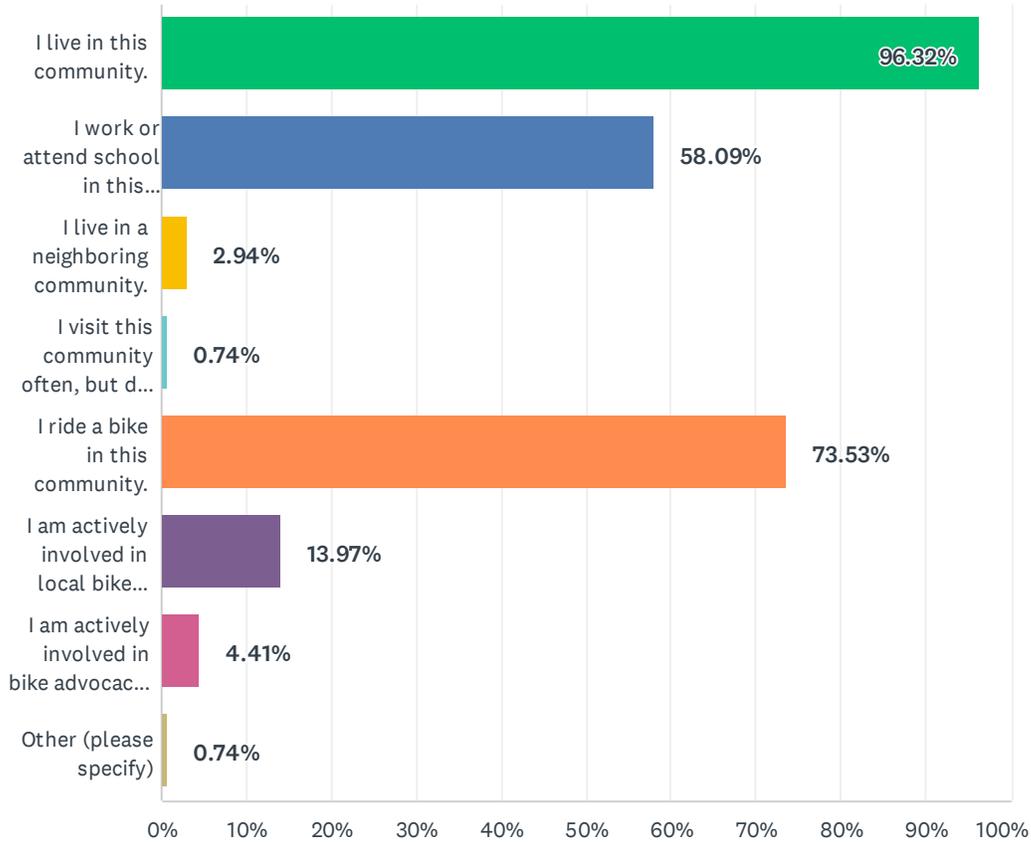
Answered: 138 Skipped: 0

ANSWER CHOICES	RESPONSES	
Bismarck-Mandan Metropolitan Planning Organization, ND	100.00%	138
TOTAL		138

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q57 Which of the following options best describe your connection to this community? (Select all that apply.)

Answered: 136 Skipped: 2

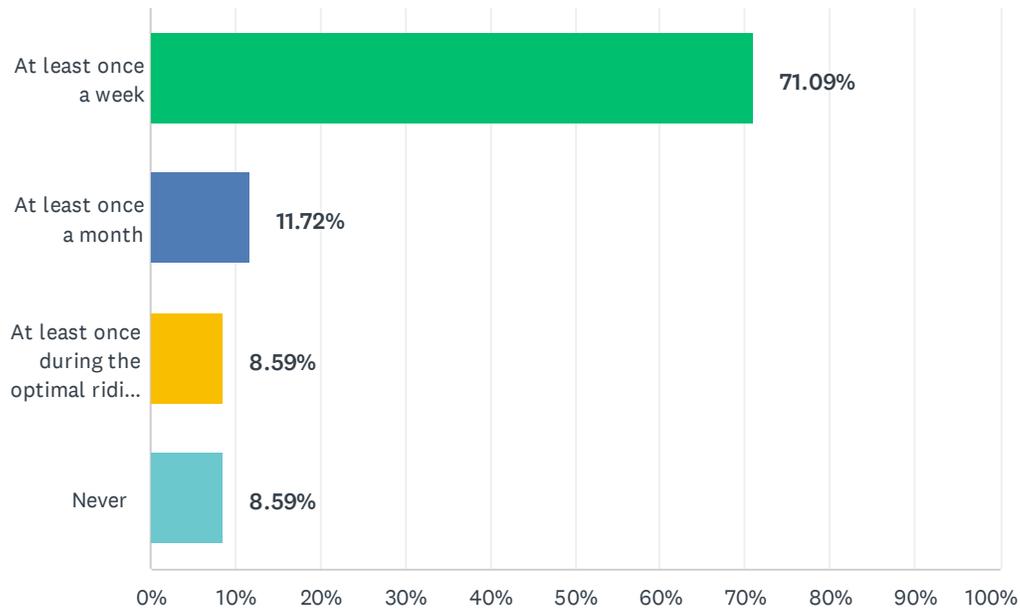


ANSWER CHOICES	RESPONSES	
I live in this community.	96.32%	131
I work or attend school in this community.	58.09%	79
I live in a neighboring community.	2.94%	4
I visit this community often, but do not live there.	0.74%	1
I ride a bike in this community.	73.53%	100
I am actively involved in local bike advocacy within this community.	13.97%	19
I am actively involved in bike advocacy in the state or region where this community is located.	4.41%	6
Other (please specify)	0.74%	1
Total Respondents: 136		

#	OTHER (PLEASE SPECIFY)	DATE
1	I'm involved with the city's transportation. Paratransit & city's CAT bus. The ADA	7/16/2024 4:47 PM

Q58 On average during optimal weather, how often do you use a bicycle?

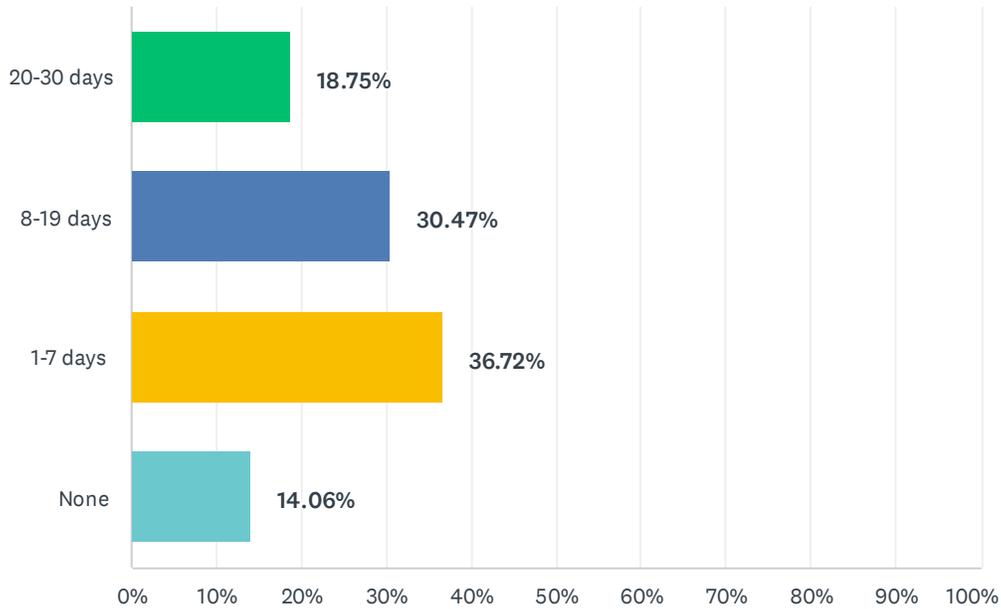
Answered: 128 Skipped: 10



ANSWER CHOICES	RESPONSES	
At least once a week	71.09%	91
At least once a month	11.72%	15
At least once during the optimal riding season(s)	8.59%	11
Never	8.59%	11
TOTAL		128

Q59 Thinking about the past 30 days, about how many of those days did you ride a bicycle?

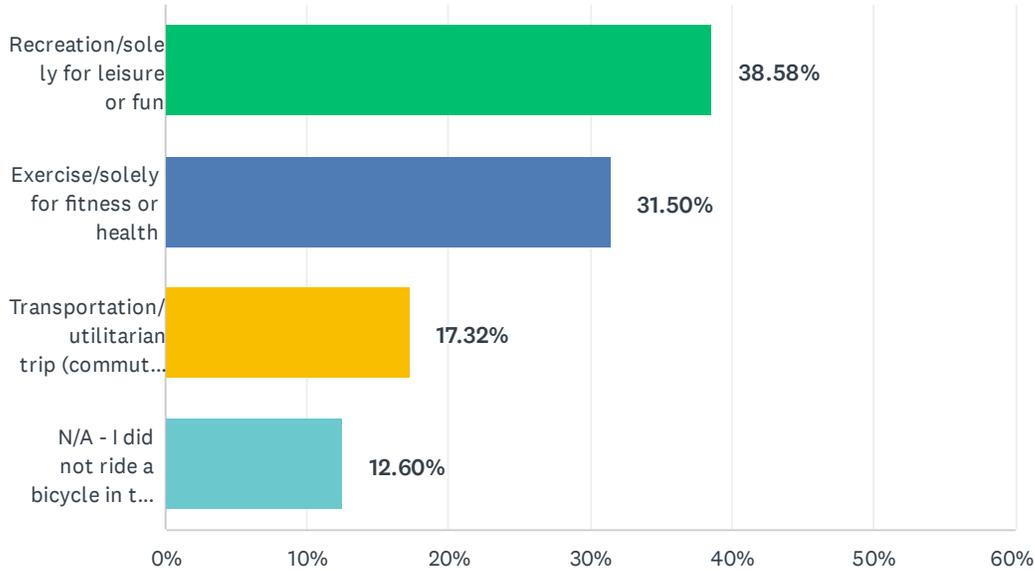
Answered: 128 Skipped: 10



ANSWER CHOICES	RESPONSES	
20-30 days	18.75%	24
8-19 days	30.47%	39
1-7 days	36.72%	47
None	14.06%	18
TOTAL		128

Q60 If you rode a bicycle at least once in the past 30 days, what was the primary purpose for the majority of the trips you took?

Answered: 127 Skipped: 11

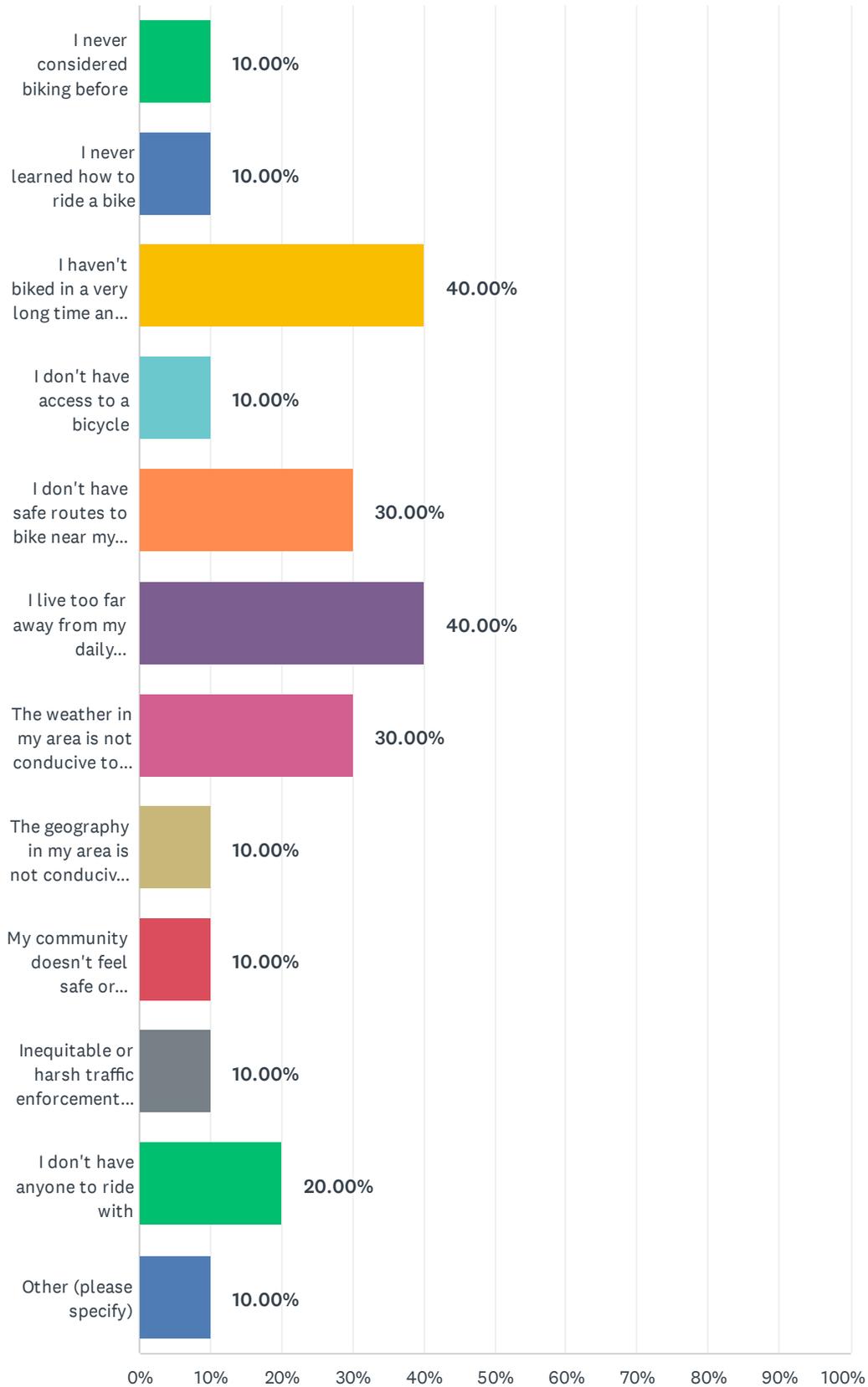


ANSWER CHOICES	RESPONSES	
Recreation/solely for leisure or fun	38.58%	49
Exercise/solely for fitness or health	31.50%	40
Transportation/utilitarian trip (commuting to work, running an errand, visiting a friend, etc.)	17.32%	22
N/A - I did not ride a bicycle in the past 30 days	12.60%	16
TOTAL		127

Q61 If you answered "Never", what are the top 1-5 biggest barriers or challenges that prevent you from biking, or from biking more often?

Answered: 10 Skipped: 128

2024 Bicycle Friendly Community Public Survey



2024 Bicycle Friendly Community Public Survey

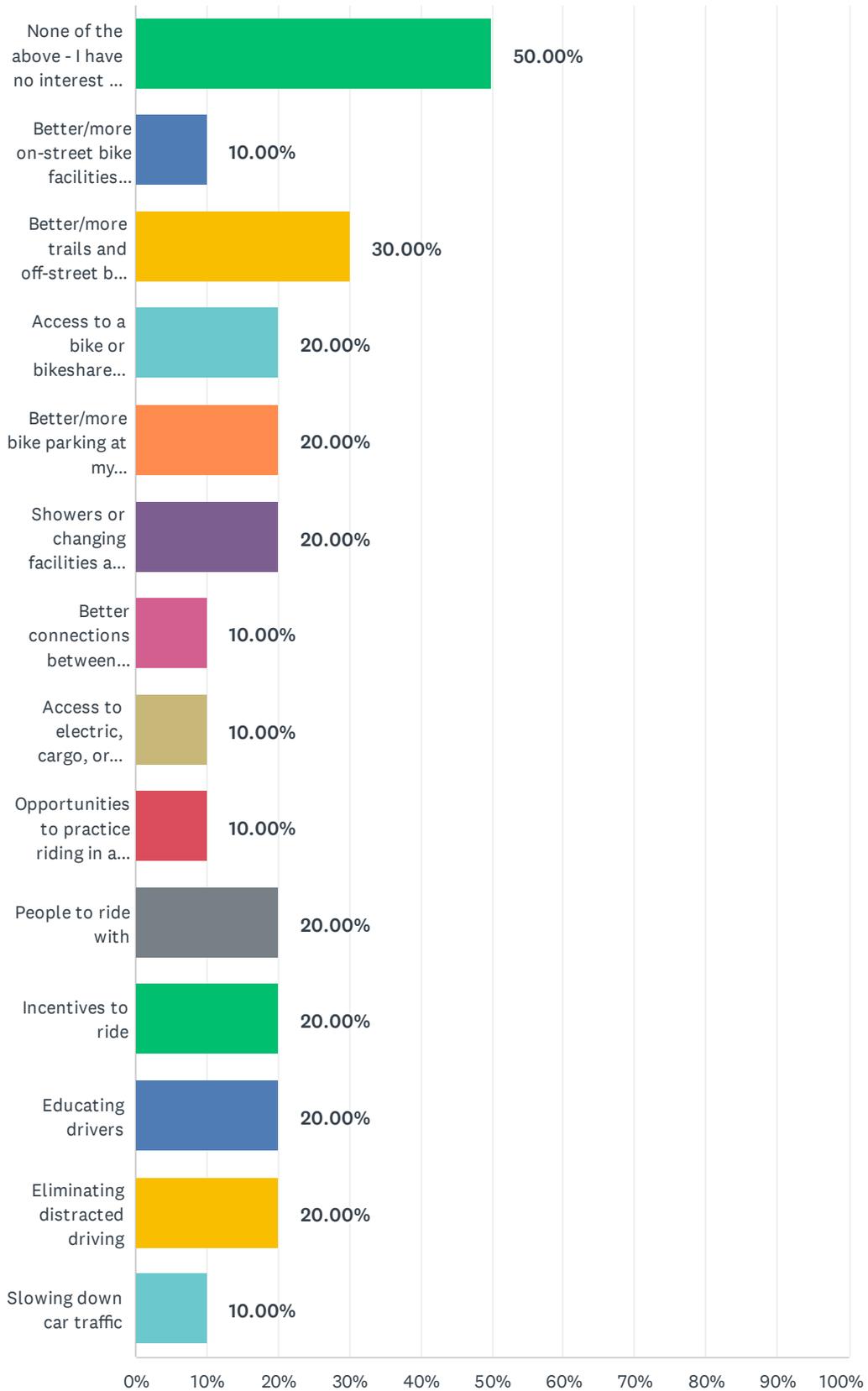
ANSWER CHOICES	RESPONSES	
I never considered biking before	10.00%	1
I never learned how to ride a bike	10.00%	1
I haven't biked in a very long time and am not confident about riding again	40.00%	4
I don't have access to a bicycle	10.00%	1
I don't have safe routes to bike near my home or work	30.00%	3
I live too far away from my daily destination(s) to bike there	40.00%	4
The weather in my area is not conducive to bicycling (too hot, too rainy, etc.)	30.00%	3
The geography in my area is not conducive to bicycling (hills, etc.)	10.00%	1
My community doesn't feel safe or comfortable to bike in	10.00%	1
Inequitable or harsh traffic enforcement practices discourage me from biking	10.00%	1
I don't have anyone to ride with	20.00%	2
Other (please specify)	10.00%	1
Total Respondents: 10		

#	OTHER (PLEASE SPECIFY)	DATE
1	I consider bicyclists a nuisance on roads	7/22/2024 9:12 AM

Q62 What are the top 1-5 changes that would be most helpful in encouraging you to bike more often?

Answered: 10 Skipped: 128

2024 Bicycle Friendly Community Public Survey



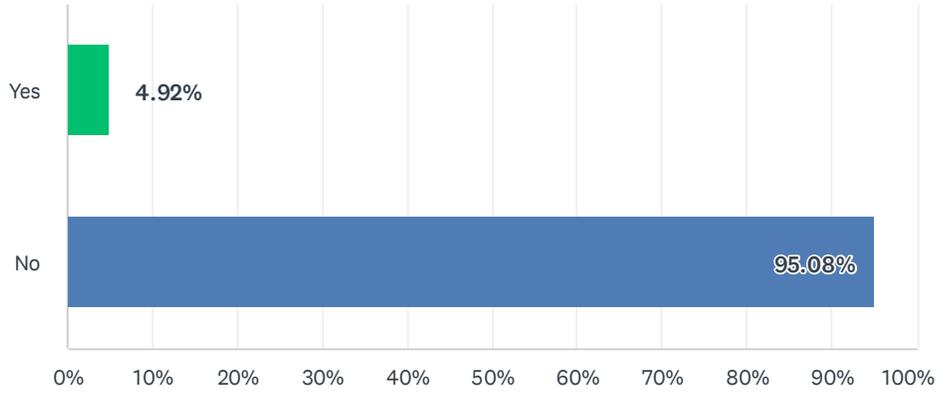
2024 Bicycle Friendly Community Public Survey

ANSWER CHOICES	RESPONSES	
None of the above - I have no interest in bicycling	50.00%	5
Better/more on-street bike facilities (bike lanes)	10.00%	1
Better/more trails and off-street bike paths	30.00%	3
Access to a bike or bikeshare program	20.00%	2
Better/more bike parking at my destination(s)	20.00%	2
Showers or changing facilities at my destination(s)	20.00%	2
Better connections between bicycling and transit	10.00%	1
Access to electric, cargo, or adaptive cycle options	10.00%	1
Opportunities to practice riding in a safe environment	10.00%	1
People to ride with	20.00%	2
Incentives to ride	20.00%	2
Educating drivers	20.00%	2
Eliminating distracted driving	20.00%	2
Slowing down car traffic	10.00%	1
Total Respondents: 10		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q63 In the past five years, have you received any training in bicycling safety in this community?

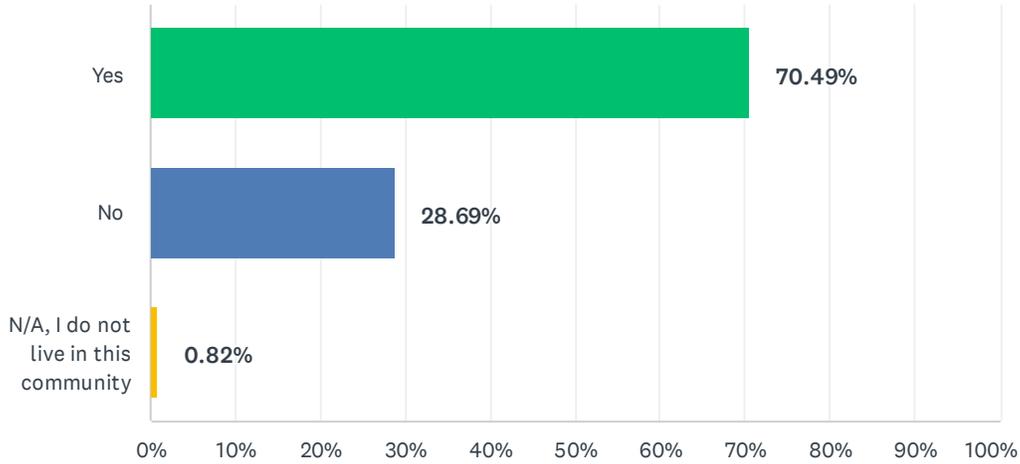
Answered: 122 Skipped: 16



ANSWER CHOICES	RESPONSES	
Yes	4.92%	6
No	95.08%	116
TOTAL		122

Q64 Are bike paths (that is, paths away from the road on which bikes can travel) available within a quarter mile of where you live?

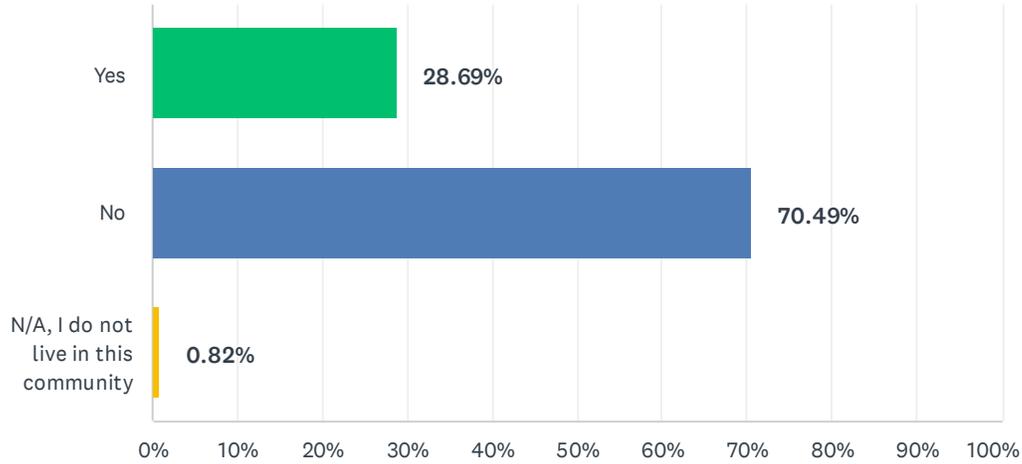
Answered: 122 Skipped: 16



ANSWER CHOICES	RESPONSES	
Yes	70.49%	86
No	28.69%	35
N/A, I do not live in this community	0.82%	1
TOTAL		122

Q65 Are bike lanes (that is, marked lanes on a public road reserved for bikes to travel) available within a quarter mile of where you live?

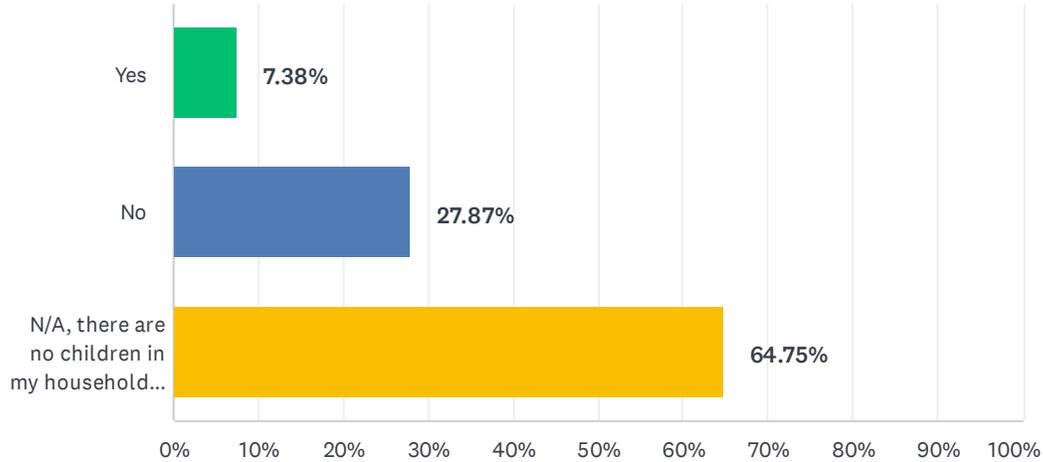
Answered: 122 Skipped: 16



ANSWER CHOICES	RESPONSES	
Yes	28.69%	35
No	70.49%	86
N/A, I do not live in this community	0.82%	1
TOTAL		122

Q66 If your household includes any children who currently attend a K-12 school in this community, have they ever received in-school bicycling education from a school in the community?

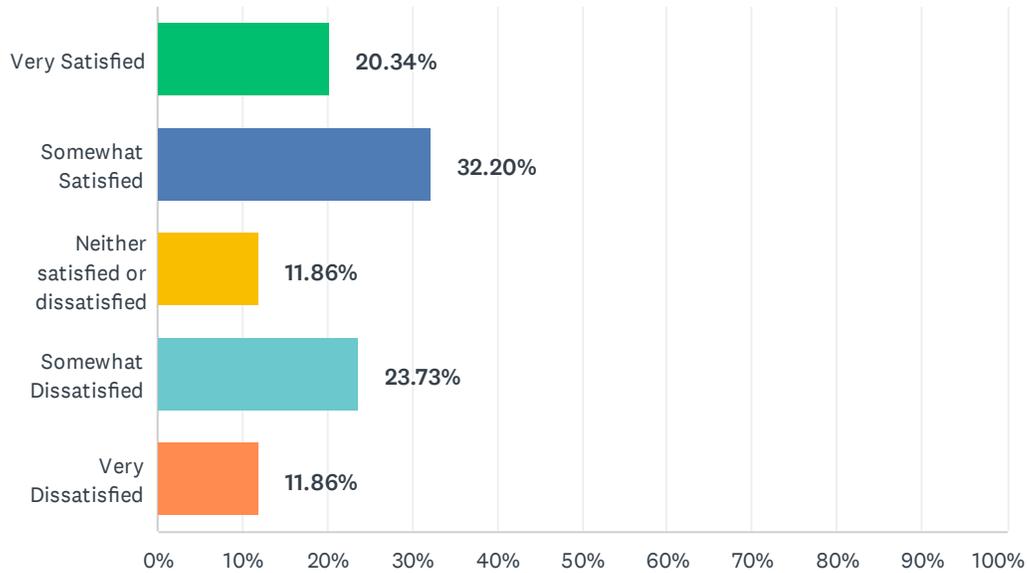
Answered: 122 Skipped: 16



ANSWER CHOICES	RESPONSES	
Yes	7.38%	9
No	27.87%	34
N/A, there are no children in my household who attend a K-12 school in this community	64.75%	79
TOTAL		122

Q67 How satisfied are you with how this community is designed for making bike riding safe?

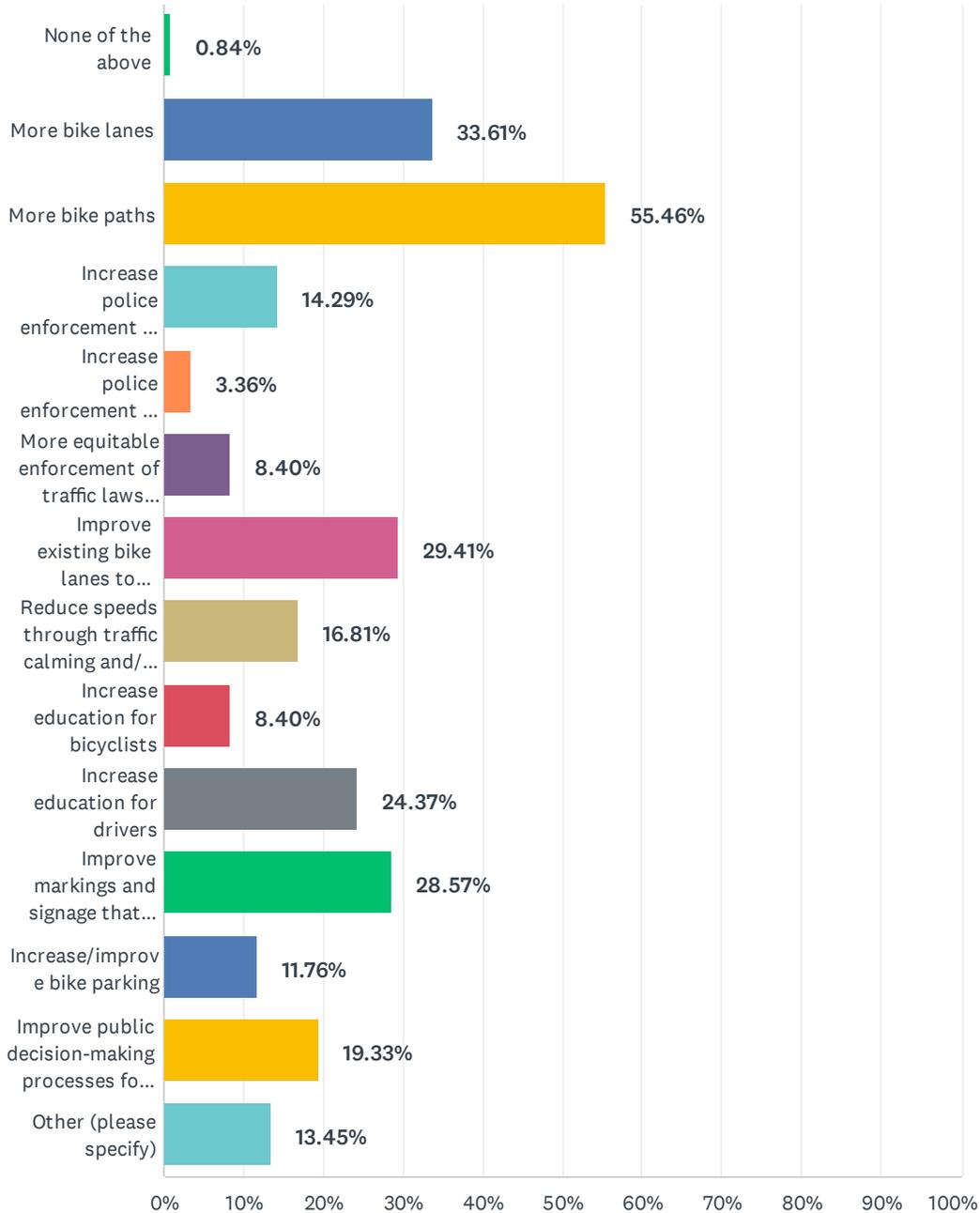
Answered: 118 Skipped: 20



ANSWER CHOICES	RESPONSES	
Very Satisfied	20.34%	24
Somewhat Satisfied	32.20%	38
Neither satisfied or dissatisfied	11.86%	14
Somewhat Dissatisfied	23.73%	28
Very Dissatisfied	11.86%	14
TOTAL		118

Q68 What are the top 1-3 changes you would most like to see the local government make in this community for bicyclists?

Answered: 119 Skipped: 19



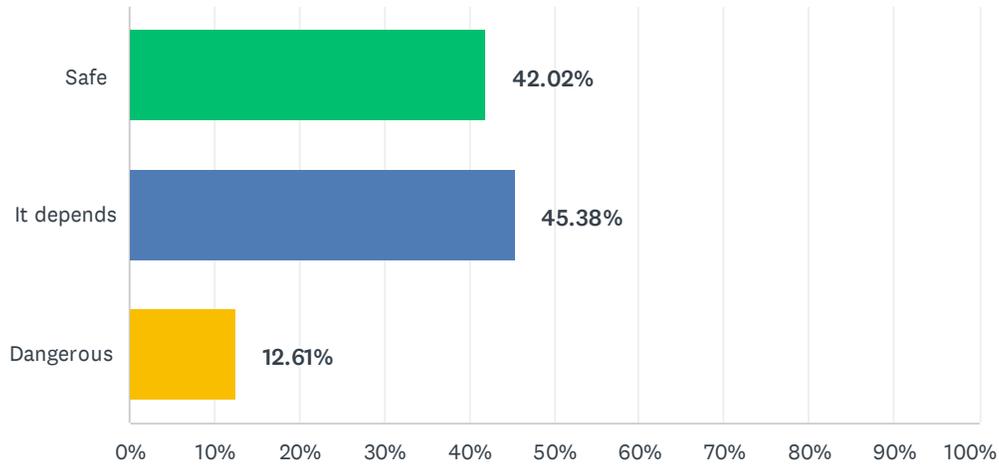
2024 Bicycle Friendly Community Public Survey

ANSWER CHOICES	RESPONSES	
None of the above	0.84%	1
More bike lanes	33.61%	40
More bike paths	55.46%	66
Increase police enforcement of traffic laws for drivers	14.29%	17
Increase police enforcement of traffic laws for bicyclists	3.36%	4
More equitable enforcement of traffic laws for all roadway users	8.40%	10
Improve existing bike lanes to protected bike lanes	29.41%	35
Reduce speeds through traffic calming and/or road diets	16.81%	20
Increase education for bicyclists	8.40%	10
Increase education for drivers	24.37%	29
Improve markings and signage that direct people to safe bike routes	28.57%	34
Increase/improve bike parking	11.76%	14
Improve public decision-making processes for transportation improvements, including bicycling improvements	19.33%	23
Other (please specify)	13.45%	16
Total Respondents: 119		

#	OTHER (PLEASE SPECIFY)	DATE
1	More dirt commuting paths through greenways and/or storm water runoff areas	10/14/2024 9:15 PM
2	Pedestrian bridge between Bismarck and Fort Lincoln State Park south of Mandan	10/11/2024 12:32 PM
3	Enforce anti-window-tinting law	10/10/2024 10:42 AM
4	Increase knowledge of walkers and runners about spacial awareness when using paths designated for both foot and bike traffic.	10/4/2024 6:55 PM
5	Remove bike lanes on street, drive around like we've done for 80 yrs. Save tax money we don't have	9/23/2024 8:19 PM
6	Get bikes off the street. They are a safety hazard when mixed with faster moving car traffic.	7/22/2024 7:45 PM
7	complete, continue or improve sidewalks used by bicycles	7/22/2024 11:25 AM
8	Bikes have no business on roads	7/22/2024 9:14 AM
9	Stop these idiots trying to overdevelop the riverfront.	7/22/2024 7:58 AM
10	Enforce anti-window-tinting law	7/19/2024 3:03 PM
11	Increased crosswalks and/or tunnels under major roads for bicycles	7/18/2024 6:49 PM
12	I do not ride often enough to know...to work & back or 3 miles for exercise are safe	7/18/2024 3:25 PM
13	Mandan needs to do better on bike lanes.	7/18/2024 1:49 PM
14	We have sporadic bike paths, but connecting them more effectively would be amazing to create larger routes	7/18/2024 12:39 PM
15	Keep bikers on bike paths and out of the middle of the road	7/16/2024 4:55 PM
16	Make bicyclists adhere to laws when driving on roadways	7/16/2024 4:32 PM

Q69 Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend?

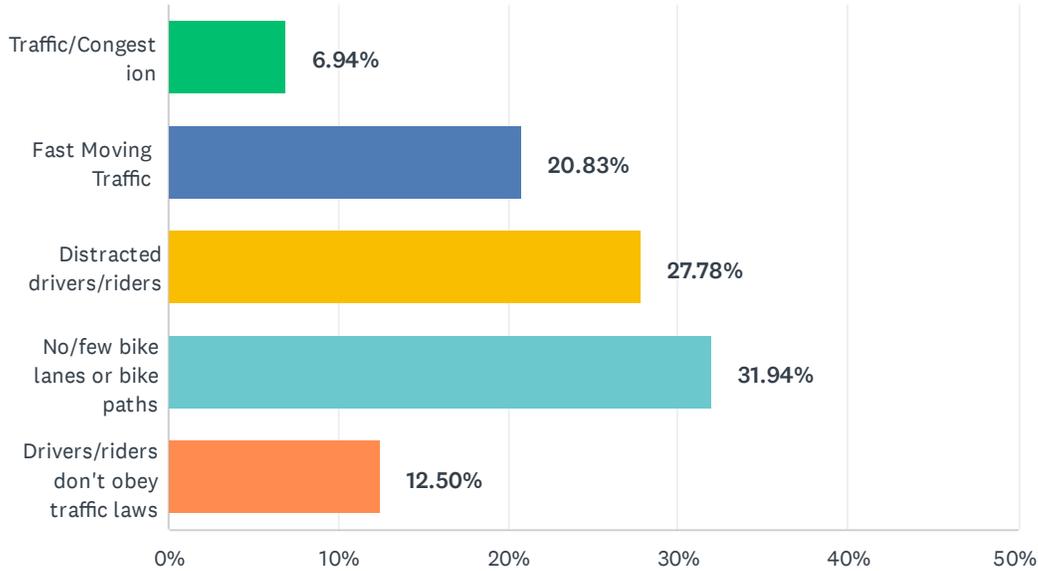
Answered: 119 Skipped: 19



ANSWER CHOICES	RESPONSES	
Safe	42.02%	50
It depends	45.38%	54
Dangerous	12.61%	15
TOTAL		119

Q70 If you answered "dangerous" or "it depends" above, what is the TOP reason you feel it is dangerous to ride a bicycle in your neighborhood?

Answered: 72 Skipped: 66



ANSWER CHOICES	RESPONSES	
Traffic/Congestion	6.94%	5
Fast Moving Traffic	20.83%	15
Distracted drivers/riders	27.78%	20
No/few bike lanes or bike paths	31.94%	23
Drivers/riders don't obey traffic laws	12.50%	9
TOTAL		72

Q71 What specifically should the community do to become more bicycle-friendly? Please share your top 1-3 recommendations for the community to improve.

Answered: 79 Skipped: 59

#	RESPONSES	DATE
1	Connect more of the existing bike paths	10/11/2024 5:43 PM
2	Improve signage on bike paths Do maintenance on the current bike trails. Have more bike paths built.	10/11/2024 5:38 PM
3	Get off phones while driving and understand that bicycles can be in the road as well. Often times, streets are cleaner and lit better than trails.	10/11/2024 3:52 PM
4	Expand bicycle paths Expand bicycle lanes Construct a pedestrian bridge between bismarck-mandan (South Bismarck to Fort Lincoln State Park)	10/11/2024 12:35 PM
5	Add shoulders/space to accommodate bicycle traffic on most roads.	10/10/2024 3:34 PM
6	Create more protected bike lanes between residential neighborhoods and common destinations. Improve traffic calming to slow down or separate traffic from cyclists Include more bicycle parking at popular destinations	10/10/2024 11:11 AM
7	More bike lanes, especially in Mandan. Continue to identify and correct gaps in the bike/pedestrian infrastructure network.	10/10/2024 10:50 AM
8	Enforce the laws on tinted windshields and tinted front-seat side windows. If a cyclist can't see the motor vehicle driver, the cyclist can't know if that driver sees the cyclist.	10/10/2024 10:47 AM
9	Traffic calming in key areas, Create a culture where bicycling is normal transportation option. New road projects consider protected bike lanes.	10/10/2024 9:19 AM
10	Protected on street bike lanes; more connections	10/10/2024 8:38 AM
11	the weather is the number one reason we are not bike friendly and we have no control over that	10/9/2024 5:42 PM
12	Allow bikes on sidewalks and have them follow the same rules as pedestrians do. It's easier for a cyclist to watch for pedestrians than a car to see a bike.	10/9/2024 2:36 PM
13	Bike path maintenance	10/9/2024 12:24 PM
14	Nothing, very good here	9/23/2024 8:20 PM
15	I would like to see better bicycle infrastructure. A lot of the bike lanes ride directly next to cars, and I don't feel safe riding on them with so many large cars passing me so quickly. If there was a cement curb dividing the bike lanes and car lanes I would feel much safer. Another improvement I'd like to see is raised cross walks. It forces cars to slow down through intersections. The raised cross walks act like a speed bump, and they raise pedestrians up instead of pedestrians walking down into the street.	9/6/2024 1:58 PM
16	Promote our bike paths and trails	8/7/2024 2:38 PM
17	I believe that the bicycle lanes should be turned into protected bicycle lanes. I also would love to see more bicycle paths throughout the city.	8/2/2024 11:33 PM
18	The drivers of automobiles need to look more favorably toward users of active transport and not looked down upon. They need to have more respect for cyclists and slow down and give space. I don't feel comfortable sharing the road with vehicles in my community.	7/31/2024 1:53 PM
19	More traffic calming measures in the city. Protected bike lanes.	7/31/2024 10:49 AM
20	1. Educate drivers & riders through a campaign but don't stereotype the everyday bicycle rider. Not all bike riders wear nor want to wear helmets, gloves, spandex, expensive jackets, and	7/25/2024 8:41 AM

2024 Bicycle Friendly Community Public Survey

glasses. Most bicycle campaigns make riding bike look unaffordable and/or uncomfortable. 2. Promote bike commuting to work or traversing downtown by incentivize businesses to install bike racks. I often have to lock my bike to a sign, fence post, tree or something else because there is never a bike rack outside. I won't shop at Scheels because they sell and service bikes but they don't have a bike rack. 3. Please put the community bikes downtown and in neighborhoods where people need them. The current locations are terrible and speak to the lack of understanding our leaders have. Right now most people in our community would have to drive, take a bus, or walk a long distance just to use a bike. Doesn't make sense.

21	Make sure all current bike paths are safe and offer a smooth ride. Add more bike lanes on the road with clearly painted lines & signs.	7/23/2024 9:10 AM
22	More dedicated bike lanes that are more clearly marked.	7/23/2024 8:58 AM
23	Bicyclists need to follow rules of the road. Make bike paths, don't need them sharing the road.	7/22/2024 10:43 PM
24	More bike paths. Get bikes off streets.	7/22/2024 7:47 PM
25	Educate drivers re: bicyclists; clearly mark (and increase) bicycle lanes on streets; educate bicyclists.	7/22/2024 4:34 PM
26	More bike lanes and better marked lanes.	7/22/2024 1:33 PM
27	provide bike or walking only safe paths.	7/22/2024 1:03 PM
28	Add trail to double ditch	7/22/2024 12:47 PM
29	Bismarck/Mandan has an excellent bicycle/pedestrian paths system. Weather is tough on bike trails in North Dakota Maintenance is important, and not cheap.	7/22/2024 12:27 PM
30	connect lincon bike paths to the bismarck parks and rec bike paths on the south side of the airport. connect the lincoln bike paths bismarck near south walmart using the old soo-line rail bed. complete the sidewalk along airport road from university drive to airway avenue and add sidewalk or bike path along airway ave to 26th where is can join the existing sidewalk system.	7/22/2024 11:33 AM
31	More bike paths and lanes.	7/22/2024 11:07 AM
32	More bike paths	7/22/2024 10:52 AM
33	finish connecting public recreation areas with bike paths. for instance, connect southern bike trails with Sibley Park. Connect east Bismarck with McDowell Dam. Incorporate bike trails during road construction projects in the community.	7/22/2024 9:33 AM
34	bike path north along River Road.	7/22/2024 9:22 AM
35	I know this is geared towards paved paths, but it would be great if the community was more invested in the single track trails and supporting the volunteers that maintain these trails. There are a lot of walkers also, not just bikers.	7/22/2024 9:18 AM
36	Educate bikers to stay off roads, there is ample bike paths in our community. Bikers are unsafe and uneducated.	7/22/2024 9:16 AM
37	1. More designated bike lanes and paved paths, with signs that alert car drivers what to expect at intersections. 2. Increased enforcement of motor vehicle speed limits. 3. More public bicycle safety and education events.	7/22/2024 9:10 AM
38	More bike lanes, but make them safer. More bike paths. Better bike parking.	7/22/2024 8:52 AM
39	Create bike paths to connect SE Mandan to downtown, specifically the Library and Dykshoon Park.	7/22/2024 8:48 AM
40	Driver and biker education.	7/22/2024 8:42 AM
41	adequate shoulders; bike lanes; educate drivers	7/22/2024 8:21 AM
42	Protected bike lanes, better signage (Share the Road) for motorists, more education for motorists. MOST are fine, but a few are deliberate jerks.	7/22/2024 8:11 AM
43	Make it less of a stigma by educating the community. Just like you did with lgbtq	7/22/2024 7:17 AM
44	more bike lanes especially south 12th street	7/22/2024 6:50 AM

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45	Share the road education. More bike lanes	7/22/2024 6:27 AM
46	Better protection of cyclists in bike lanes	7/22/2024 5:47 AM
47	Educate drivers AND riders about traffic laws; greatly improve bike lane markings; improved planning of bike routes that support bicycle commuting.	7/22/2024 5:03 AM
48	Bike lines in communities - they are commonly found near highways or 'rich' neighborhoods. Educating on bikers rights.	7/19/2024 5:29 PM
49	more bike paths to commute to work more bike paths to parks like Sibley park	7/19/2024 4:44 PM
50	Enforce the anti-window-tinting law	7/19/2024 3:06 PM
51	There are 2 streets of bike lanes near my apartment, and then they abruptly end (on Rosser). I only live 8.5 blocks from my place of work (the Bismarck Public Library), but riding my bike there is an exciting trip of trying not to get hit on the road (where there are no bike lanes or even parking lanes) or going on the sidewalk, where there are lots of walkers and other hazards (sand pits, construction cones, etc.)	7/19/2024 3:02 PM
52	Improved access to bike paths or simply more bike paths. For instance one of the main roads is quite difficult to cross as it is a multi lane road. Several paths are around this area but rather difficult to connect between.	7/19/2024 9:56 AM
53	Leaders who support instead of publicly decry bike lanes and bike paths.	7/19/2024 9:52 AM
54	I honestly will not ride my bike on the road, even if there are bike lanes. I use the sidewalk. Safety first. Drivers here can't watch for motorcyclists, much less bicyclists.	7/19/2024 9:36 AM
55	recognize biking as an alternate form of transportation. the major corridors in bismarck divide the city into sections. feeling safe while riding across these corridors to other parts of the city is not comfortable. i believe the MPO engineering and planning depts could do more with infrastructure projects to accomodate biking.	7/19/2024 8:43 AM
56	none	7/18/2024 8:42 PM
57	--maintain our current infrastructure --expand/add additional active transportation infrastructure --when planning roadway projects / neighborhood development, keep in mind that riding a bicycle is a RIGHT, whereas driving a vehicle is a privilege (govt driver's license required)	7/18/2024 7:34 PM
58	1. Whenever possible, include opportunities for improvement or adding bicycle paths/lanes on any road construction. 2. Education and/or more strict enforcement of distracted driving (especially cell phone use--we see a LOT of this while riding or driving in our community) 3. Encourage / promote bicycle-related events and get involved by sponsoring, volunteering, or hosting a new event!	7/18/2024 7:34 PM
59	Increased crosswalks and/or bicycle tunnels crossing major roads	7/18/2024 6:55 PM
60	Encourage more people to ride bicycles	7/18/2024 5:25 PM
61	1) Upgrade all bike lanes within the community to be protected bike lanes 2) Install more bike lanes or bikeways in the community. This could easily be done with existing space via a road diet in several areas 3) Encourage mixed-use development within the community so residents don't have to travel as far for groceries or shopping. These shorter trips would allow residents to bike more rather than needing to drive 3)	7/18/2024 3:22 PM
62	Shared use paths are very popular and the network is growing. This should be continued, with attention to gaps in the existing network.	7/18/2024 2:31 PM
63	More bike lanes that allow you to connect to existing ones or parks.	7/18/2024 2:23 PM
64	Mandan has great shared use paths, but on road bike lanes are needed in busy areas.	7/18/2024 2:02 PM
65	Educate car drivers about allowing bikes to share the road.	7/18/2024 1:55 PM
66	Protected bike lanes Enforce traffic violations (red lights) Group rides and rider training	7/18/2024 1:36 PM
67	continue to expand the trail system	7/18/2024 12:43 PM
68	More paths and better connections between paths.	7/18/2024 12:42 PM
69	Bike lanes in Mandan Accountability for jerks/bully's that cause accidents, injuries, or	7/18/2024 12:41 PM

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	problems.	
70	Create more bike lanes! This has makes space for bikers on the road and signifies to drivers the expectation that bikers will be there. Create bike lanes that enable riders to get to the places we need to go, like work and shopping areas. We have great bike paths in Bismarck, but they're largely in parks and on the outskirts of commercial and residential areas. They support recreational riding but very little for commuting, running errands, and other utilitarian activities. Add lines to existing bike paths to indicate space for cyclists, walkers, etc. It's rarely crowded, but it's also a free for all, which can be unsafe.	7/18/2024 12:13 PM
71	I almost never see anyone using a bike lane.	7/18/2024 11:42 AM
72	The overall bike path network is good, but there are some areas of town that are difficult to reach for bikes and pedestrians without traveling on a road that has no provisions for safe separation from traffic.	7/18/2024 9:13 AM
73	More dirt trails and make the entire city bikeable	7/17/2024 6:44 PM
74	Plan for the connectivity between bike lanes and bike paths to increase the accessibility between regions of the community.	7/17/2024 3:54 PM
75	More trails, bike lanes, and safe road shoulders to ride on. I also regularly encounter people that seem to be mad at cyclists as a whole. It is not at all unusual to be flipped off or honked at while riding in a bike lane while obeying all traffic laws.	7/17/2024 11:04 AM
76	Create separated/protected bike lanes Increase bike parking at major destinations Reduce car traffic speeds through traffic calming	7/17/2024 8:39 AM
77	Share the road signs. Sidewalks can be hard cuz people are walking on it too	7/16/2024 4:59 PM
78	Keep slow bike riders out of the middle of the street and off highways	7/16/2024 4:56 PM
79	Traffic AND bicyclists need to follow basic road rules	7/16/2024 4:35 PM

Q72 Please share the top 1-3 specific hazards or barriers to cycling that you are aware of that should be addressed immediately. e.g. an unsafe road/ intersection, lack of secure bike parking at a specific popular destination, and harsh enforcement practices, etc.

Answered: 75 Skipped: 63

#	RESPONSES	DATE
1	Some of the bike paths need to be resurfaced. Crossing busy intersections, specifically on and off ramps for interstate 94 and intersections along highways.	10/11/2024 5:43 PM
2	make vehicle drivers responsible for their actions when they fail to yield to bicycle traffic.. Have signs that state a bicycle path is here at a intersection so drivers of vehicles are aware.	10/11/2024 5:38 PM
3	Lack of bicycle lanes Distracted drivers	10/11/2024 12:35 PM
4	Unclear signage in places for cyclist that they shouldn't be yielding for traffic but seems as though they must.	10/10/2024 3:34 PM
5	Lack of bicycle parking at popular destinations such as event/concert venues. Disconnected existing bike lanes, and unprotected bike lanes	10/10/2024 11:11 AM
6	Since it's illegal to ride bikes on a sidewalk, more shared use paths (=> 10 feet) should be incorporated in urban planning. Bike parking should be expanded. Mandan started in the right direction with the AARP grant, but more is needed at schools.	10/10/2024 10:50 AM
7	Illegally tinted motor vehicle windows. Poorly marked lanes and crossings.	10/10/2024 10:47 AM
8	Lack of bike racks. Lack of respect from vehicles. Lack of protected bike routes.	10/10/2024 9:19 AM
9	distracted drivers; fast speeds	10/10/2024 8:38 AM
10	more bike parking would be great at retail and downtown areas	10/9/2024 5:42 PM
11	Honestly, it's people. We get so many folks here from the smaller towns, and they don't watch for bikes. I consider myself a cautious driver, but have been in two accidents while driving when bicyclists were not following rules of the road, and I couldn't see them and ended up hitting them. Everyone is OK, but it's still scary!	10/9/2024 2:36 PM
12	Broken pavement on paths	10/9/2024 12:24 PM
13	Many road crossings that are dangerous due to no speed bumps and blind corners.	10/4/2024 6:56 PM
14	Not efficient routes to navigate the city. Bismarck's main arteries are mostly stroads (wide road ways with inefficient pedestrian infrastructure). If there was more efficient routes for cyclists and pedestrians I would want to commute via bike more often.	9/6/2024 1:58 PM
15	Distracted automobile drivers	8/7/2024 2:38 PM
16	There is a severe lack of protected bicycle lanes in the city. There are regular bicycle lanes, but a painted line is not enough to ensure cyclist safety. I won't touch the bicycle lanes in many parts of the city because of how dangerous it feels to be so close to vehicles. I would rather have a designated bicycle path more readily available so I can avoid this. I understand that paving a new section is expensive, but a protected lane would be a huge improvement. Also, during the winter these painted bike lanes are not cleaned off and become icy therefore becoming even more dangerous.	8/2/2024 11:33 PM
17	The biggest hazard is the speed and aggressiveness of vehicular traffic and the vehicles not being used to or have enough respect for active transport users sharing the road.	7/31/2024 1:53 PM
18	High traffic speeds on many roads. Educated drivers and bicyclists about the rules of the road.	7/31/2024 10:49 AM
19	Bikes on sidewalks sometimes is dangerous with walkers but there are not usually many	7/29/2024 6:47 PM

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walkers on Bismarck sidewalks. Biking on bike lanes between parked cars and moving traffic is scary.

20	1. Educate drivers, they don't know what to do when they see a bike, they will just stop in the middle of the road, nearly causing an accident, to allow a bike to cross. 2. Enforce sidewalk obstructions such as vehicles, overgrown vegetation, and stored items. 3. Make crossing busy roads easier with more crosswalks with lights and more ramped sidewalks.	7/25/2024 8:41 AM
21	At bigger intersections better painted lines so people leave them open to cross, longer lights to make across.	7/23/2024 9:10 AM
22	Ticket bicyclists who don't follow rules of the road.	7/22/2024 10:43 PM
23	Mixing of bike lanes with car traffic. Faster moving cars. Many distracted drivers.	7/22/2024 7:47 PM
24	Drivers generally being inattentive to bicyclists; lack of marked bicycle lanes on streets.	7/22/2024 4:34 PM
25	Minimal lanes and lack of community experience with bikers on road.	7/22/2024 1:33 PM
26	Drivers are generally rude and will not stop or yield to a bike rider.	7/22/2024 1:03 PM
27	On street bike lanes	7/22/2024 12:47 PM
28	More bike-friendly infrastructure including: - Our main (st)roads (State Street, Expressway) bisect the city making it difficult to get across town with anything other than a car due to high-speed limits, multiple lanes, and few safe crossings. - We need more shared use paths designed for commuting as well as more for recreation, and in a perfect world, we would pedestrianize some streets - Protected bike lanes - painted lines do not provide any protection	7/22/2024 12:28 PM
29	Inattentive drivers.	7/22/2024 12:27 PM
30	both automobile drivers and bike riders that do not know the hand signals for turning and stopping. auto drivers that do not treat bicyclists the same way they would treat other cars. (passing too close, cutting in front of etc) auto drivers waving bicyclist through an intersection with is it not the bicyclists turn per the traffic regulations.	7/22/2024 11:33 AM
31	Lack of bike paths and lanes.	7/22/2024 11:07 AM
32	Lack of driving culture related to bike lanes.	7/22/2024 10:52 AM
33	Bikers should avoid traveling on narrow, hilly, shoulderless roads (such as river road, where bike riders seem to prefer and which motorists need to frequently use to access residential areas)	7/22/2024 9:33 AM
34	no road shoulders where I ride.	7/22/2024 9:22 AM
35	Its not so much the community as it is drivers. Drivers being distracted and aggressive.	7/22/2024 9:18 AM
36	Biker education. Drivers should not have to share the road, especially when speed limit exceeds bike speed.	7/22/2024 9:16 AM
37	1. Memorial Highway in Mandan is very dangerous for bikes and pedestrians. It's supposed to be redesigned, but the project seems to be on hold (?). 2. Cars go far too fast in town. 3. Bicyclists sometimes use crosswalks, but don't obey pedestrian rules, so drivers can't anticipate what someone on a bike might do.	7/22/2024 9:10 AM
38	Narrow, unsafe bike lanes. Not enough bike paths in some parts of the city (northwest).	7/22/2024 8:52 AM
39	Intersections. There is a lack of bike parking. Very few adults and children wear helmets.	7/22/2024 8:42 AM
40	distracted drivers!! narrow shoulders for riding; bike parking is almost nonexistent but can find work arounds	7/22/2024 8:21 AM
41	Too many roads that lack dedicated bike lanes, or even adequate shoulders.	7/22/2024 8:11 AM
42	1. sociopaths in trucks who hold homicidal tendencies towards bicycles. rolling coal, etc. 2. the fat boomer who owns huckleberry house put up a view obstructing fence along a hairpin turn at the bottom of a hill on the riverfront trail. how did he get a permit for this safety hazard?	7/22/2024 8:06 AM
43	better crossing of busy roads	7/22/2024 7:17 AM
44	south 12th street	7/22/2024 6:50 AM

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45	Extremely unsafe, lack of road sharing, drivers unwilling to move over	7/22/2024 6:27 AM
46	Lack of safety in biking lanes. Could be due to lack of driver education	7/22/2024 5:47 AM
47	Lack of bike lanes on roadways, driver disregard for bicyclists, traffic speed	7/22/2024 5:03 AM
48	Lack of accessible opportunity, inadequate education	7/19/2024 5:29 PM
49	lack of secure bike parking	7/19/2024 4:44 PM
50	Bicyclists need to be able to see that drivers can seek them. Illegally tinted windows prevent that. Inadequate street markings at busy intersections.	7/19/2024 3:06 PM
51	There has been construction for the last 2 months on Rosser (the street I take to work), and the sidewalk intersections are gone...I stop my bike and just have to guide it around dirt pits, cones, drop-offs, etc. - so unsafe roads and intersections, but especially lack of bike lanes are the main problem.	7/19/2024 3:02 PM
52	Incomplete sidewalks limiting access to paths and forcing riders to ride on a road that does not contain bike lanes. Another section crosses multiple intersections along one of the busiest roads in town.	7/19/2024 9:56 AM
53	Weather year round, drivers not paying attention or distracted	7/19/2024 9:52 AM
54	Bike paths need repair, people need to watch for bike traffic	7/19/2024 9:51 AM
55	Drivers in this area don't pay attention. We get so many folks in from small towns, they're not looking for bicyclists. I can't say residents are much better.	7/19/2024 9:36 AM
56	in bismarck: getting north/south on a bike is very difficult. crossing or riding on Expressway, 7th/9th, Main, State, south Airport Rd is scary.	7/19/2024 8:43 AM
57	none	7/18/2024 8:42 PM
58	--poor bicycle path connections; our network is very disconnected and anyone riding needs to KNOW the area well in order to navigate on a bicycle. --poorly maintained infrastructure (for example, bicycle lanes on a roadway which have broken glass, large branches, trash/litter, etc) or paths which are in such disrepair with large holes or cracks, gravel pits, or sand piles which render them unusable. --bicycle infrastructure is inconsistent (some have STOP signs at every intersection for pedestrians thus allowing vehicles to effectively ignore the path; other areas have no markings whatsoever). This creates confusion for all road users involved (vehicles and cyclists/pedestrians). If possible, ALL paths should have right-of-way and cars should be required to yield to pedestrians/cyclists, not the other way around. Efficiency of travel is very important when considering human-powered transportation, like a bicycle!	7/18/2024 7:34 PM
59	1. During construction season, ensure that all paths (sidewalks, shared-use paths, bicycle lanes, etc) are provided a safe alternative route! Currently, construction in all areas of our community are known to post signs which say "path / sidewalk closed"...and that is the end of it. Very frustrating and unsafe! 2. Assess the ability to bicycle through downtown areas--they are difficult in a vehicle, and dangerous on a bicycle! 3. Remove confusing pedestrian STOP signage from shared-use pathways and require vehicle users to yield to all pedestrians and cyclists who are using the paths.	7/18/2024 7:34 PM
60	Unsafe drivers at crosswalks	7/18/2024 6:55 PM
61	1) Lack of protected bike lanes 2) Lack of secure bike parking 3) Not enough traffic enforcement, encouraging bad driving behaviors	7/18/2024 3:22 PM
62	Major roads create barriers, including State Street, Bismarck Expressway, and Washington Street.	7/18/2024 2:31 PM
63	Once Memorial Highway is complete pedestrians a bike won't have to ride on the shoulder with a 40mph speed limit. More bike lanes/shared use paths are needed in areas where bicyclists use a sidewalk designated for pedestrians.	7/18/2024 2:02 PM
64	Lack of drivers respect for the current traffic laws	7/18/2024 12:43 PM
65	At times there can be large groups loitering on the paths or dealing drugs in the connected parking lots. Some paths go through questionable areas and after dark just become unsafe.	7/18/2024 12:42 PM
66	There aren't bike lanes and because there are so few cyclists on the road, drivers aren't used	7/18/2024 12:13 PM

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to us being there, which can make both parties uncomfortable and unsafe.

67	Winter weather is a main hazard.	7/18/2024 11:59 AM
68	Auto drivers are not looking for cyclists.	7/18/2024 11:42 AM
69	Traffic Trails in disrepair Road rage toward cyclists	7/17/2024 6:44 PM
70	Plan pedestrian/bike routes taking in consideration of elevation changes. Bicycle parking can be a barrier in certain parts of the community.	7/17/2024 3:54 PM
71	No bike racks at many businesses, or anywhere near the business. Rude drivers that are not paying attention, or are mad for some reason that bicycles are on the road. Had someone honk and swerve at me recently while riding. It seemed as though they would have been happy to kill me. Bismarck is an awful place to ride a bike, at least in my opinion. I almost always go out of town to more secluded places since riding in town does not feel safe.	7/17/2024 11:04 AM
72	Lack of secure bike parking Lack of bike lanes, especially protected/separated bike lanes	7/17/2024 8:39 AM
73	Lack of secure business or parking. Cars not looking before crossing streets for bikes	7/16/2024 4:59 PM
74	People ride blindly into oncoming traffic or ride a bike 2 MPH in 35 zones	7/16/2024 4:56 PM
75	Bicyclists using both assigned bike lanes and sidewalks at the same time. Bicyclists not following basic traffic laws Distracted driving by bicyclists, texting etc	7/16/2024 4:35 PM

Q73 Please share up to 3 current community efforts that are deserving of praise.

Answered: 65 Skipped: 73

#	RESPONSES	DATE
1	They are working on connecting bike paths between the North and South part of town. Recently installed additional bike racks throughout the city.	10/11/2024 5:43 PM
2	bicycle racks in the downtown area were recently installed.	10/11/2024 5:38 PM
3	Good number of bine paths.	10/11/2024 3:52 PM
4	Local free weekly bicycle races Local advocacy for things like the Bike Bus Local races involving entry fees and prize money, open to anyone.	10/11/2024 12:35 PM
5	Mandan installing many bike racks throughout downtown is a good start for that community.	10/10/2024 3:34 PM
6	Inclusion of some new bike racks within the downtown areas of both Bismarck and Mandan	10/10/2024 11:11 AM
7	Mandan getting the AARP grant for bike racks. Bismarck and Mandan actively pursue and are awarded Transportation Alternative grants from the NDDOT.	10/10/2024 10:50 AM
8	Some improvement in marked lanes and crossings.	10/10/2024 10:47 AM
9	Bismarck bike rodeo, geared towards educating kids. There many be other events but I am not aware of them.	10/10/2024 9:19 AM
10	Elementary school bike buses; community murals in pedestrian tunnels	10/10/2024 8:38 AM
11	We have beautiful recreational bike paths.	10/9/2024 2:36 PM
12	Quantity of path miles.	10/9/2024 12:24 PM
13	I am not aware of any community efforts that are improving the walk and bike-ability of Bismarck.	9/6/2024 1:58 PM
14	New bike paths	8/7/2024 2:38 PM
15	Bike rodeo event educating children every year is a success. During May groups usually do a bike to work week.	7/31/2024 10:49 AM
16	Downtown flower gardens. Enjoy many restraurants that we can walk or bike to.	7/29/2024 6:47 PM
17	This is a start.	7/25/2024 8:41 AM
18	The Burleigh County Bicycle Cult is a great organization that advocates for cycling for all ages. Any help or funding that can be sent their way would be welcomed.	7/24/2024 9:22 AM
19	Local bike groups focusing on increasing cycling in the community, such as Burleigh County Bicycle Cult and Missouri River Rippers.	7/23/2024 8:58 AM
20	Good paths so far.	7/22/2024 10:43 PM
21	Attempting to mark bicycle lanes on streets; promoting additional bicycle paths.	7/22/2024 4:34 PM
22	The few paths there are seem to be maintained adequately.	7/22/2024 1:03 PM
23	Park trails are well taken care of	7/22/2024 12:47 PM
24	Esstablishing bike trails and paths!	7/22/2024 12:27 PM
25	trail expansion south along washington to sibley park city of bismarck sidewalk recommendation tool	7/22/2024 11:33 AM
26	We love the bike trail system in Bismarck, especially along the river.	7/22/2024 9:33 AM

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27	Thank you for all the paths that the community has put in place including the new one north of elk ridge.	7/22/2024 9:22 AM
28	Great connected bike path system. Diverse biking environments.	7/22/2024 9:18 AM
29	We have built MILES of bike paths in the community	7/22/2024 9:16 AM
30	1. Bismarck has bike lanes in high traffic areas. They are well-marked, great signage.	7/22/2024 9:10 AM
31	We have some very good bike paths.	7/22/2024 8:52 AM
32	Some bike paths have been established. Bikes can be transported by public transportation.	7/22/2024 8:42 AM
33	There is a good network of recreational bike paths- these however don't get me to the grocery or library etc.	7/22/2024 8:21 AM
34	??	7/22/2024 6:50 AM
35	Number of bike paths	7/22/2024 5:47 AM
36	community's interest to improve cycling.	7/22/2024 5:03 AM
37	NA	7/19/2024 5:29 PM
38	The gravel pit on the sidewalk between 7th and 11th streets (on Rosser) was finally fixed (paved over) after 1 summer and a half!	7/19/2024 3:02 PM
39	It seems the city is improving curbs and sidewalks to allow better crossings. Multiple of the existing bike paths are in very good condition.	7/19/2024 9:56 AM
40	Bike rentals in Sertoma Park has been a great addition!	7/19/2024 9:52 AM
41	We have nice bike paths in the parks.	7/19/2024 9:36 AM
42	the parks & rec bike paths are great. bismarck and mandan have exceptional bike paths. riding off those paths is worrisome.	7/19/2024 8:43 AM
43	scenic routes quiet	7/18/2024 8:42 PM
44	--new multi-use paths have been added --Memorial Highway of Mandan has plans (when construction begins a few years from now) to include a sidewalk on one side and a shared-use path on the other side of the road! --I am pleased to see that Mandan received grant money for bicycle parking racks.	7/18/2024 7:34 PM
45	1. New shared-use paths have been added near my home (Mandan) and more are on the way! 2. A major roadway improvement project (slated to begin a few years from now) will include sidewalk paths AND shared-use paths through an area which is currently unavailable to all pedestrians/cyclists! 3. Mandan applied and received a grant for bike racks in the community! This shows they care about access and security for cyclists.	7/18/2024 7:34 PM
46	Good bicycle lane and trail grid, it is possible to cycle all around town with proper route planning.	7/18/2024 6:55 PM
47	There are ample bike trails in our area which are safe and easy to traverse	7/18/2024 5:25 PM
48	Police ice cream cones for those caught wearing a helmet! Bike lanes in Bismarck Bike/walking paths are numerous	7/18/2024 3:27 PM
49	1) Park district's commitment to maintaining bike paths 2) BCycle program 3) Installation of some bike lanes (Divide Ave and Rosser Ave)	7/18/2024 3:22 PM
50	Construction of pathways with new developments. Parks districts does a great job maintaining trails and clearing snow promptly.	7/18/2024 2:31 PM
51	Both Park Districts are doing a great job expanding the trail systems, which includes shared use paths.	7/18/2024 2:02 PM
52	Just sending out a survey is remarkable.	7/18/2024 1:55 PM
53	Fresh pavement markings on the roadway for bicycle lanes and shared use paths.	7/18/2024 1:36 PM
54	Bismarck Parks and Recreation trail system	7/18/2024 12:43 PM

2024 Bicycle Friendly Community Public Survey

55	Efforts to improve biking areas, parks and rec is awesome at maintaining current paths, and hopefully we get more.	7/18/2024 12:42 PM
56	Nice existing trails!	7/18/2024 12:41 PM
57	Our bike paths in parks are nice. The bike share/rental program is a novelty but cool to have.	7/18/2024 12:13 PM
58	Bike paths and walking trails.	7/18/2024 11:42 AM
59	Bike paths are well maintained and extend to much of the area. Crosswalks are effective at providing safe crossings at intersections.	7/18/2024 9:13 AM
60	BCBC local bike races 701 Cycle and Sport bike presence in community, partnering with local Larks baseball team and other local businesses for races	7/18/2024 7:27 AM
61	Growing biking community More interest in biking Friendly community	7/17/2024 6:44 PM
62	Community planning is incorporating the views of all modes of transportation including pedestrian and biking. Community efforts in utilizing underutilized grants for funding of projects. Community efforts are visually becoming a reality and online maps showing designated routes.	7/17/2024 3:54 PM
63	Larson Cyclery. Great shop for the community.	7/17/2024 11:04 AM
64	The share road (bike & vehicles) signs that they invented like 5 years ago	7/16/2024 4:59 PM
65	None	7/16/2024 4:56 PM

Q74 If you have other comments or feedback that you would like to provide about bicycling in this community, please describe below.

Answered: 34 Skipped: 104

#	RESPONSES	DATE
1	A pedestrian bridge would connect the communities further and expand the cycling community, leading to more connection with the outdoors and the local state park. Slightly expanding the bike path network thats already in place would make the bridge a seamless addition.	10/11/2024 12:35 PM
2	It's always been easy for me to commute because of bike paths but many feel unsafe on roadways around the community, especially the road cycling community which has mostly diverted to riding on surrounding gravel roads.	10/10/2024 3:34 PM
3	Many people bike for transportation in the central part of Bismarck. In summer months I am surprised how many people are biking around the city. They take quite streets that are safe to bike on. I bike to work all year so it is possible to do here. There are only a few days the snow is too deep or it is too cold to bike.	10/10/2024 9:19 AM
4	The passion is there; the safety needs to be improved	10/10/2024 8:38 AM
5	I honestly don't like to ride a bike unless it's on a bike path. If I have to in town, I stay on the sidewalks and stay mindful, like looking both ways before crossing, yielding to pedestrians and cars, etc. It's too dangerous on the road.	10/9/2024 2:36 PM
6	More mountain bike trails	8/7/2024 2:38 PM
7	Many people, including bike for transportation all year round. Also the homeless population in Bismarck regularly bikes places. It is possible to bike wherever you need to go in the central part of the city due to a mostly complete networks of sidewalks, residential streets, and bike lanes in the city.	7/31/2024 10:49 AM
8	I'm 70, bike more than 500 miles yearly, and love bike trails. We spend winters in Florida where they have bike trails. The trails had been railway lines that have been converted to bike trails. Really enjoy riding there alot. Would like to see some trails that are not next to cars.	7/29/2024 6:47 PM
9	I strongly feel nothing will come of this but thanks for reading :)	7/25/2024 8:41 AM
10	It's not a bicycle friendly community at present, primarily because of driver disregard on streets.	7/22/2024 4:34 PM
11	Pls consider more SAFE places for bikers to ride. Enforce laws to keep bikers safe.	7/22/2024 1:03 PM
12	Do double ditch trail was started in 2000 with federal money thru than senator Dorgan, even had a name as Centennial Trail but never completed. Time to find where money went and finally complete.	7/22/2024 12:47 PM
13	While bike paths are more expensive, they are much more likely to be used compared to bike lanes.	7/22/2024 10:52 AM
14	I ride bike almost every day for recreational purposes. It never ceases to amaze me that people ride bike on the streets and roads when adjacent bike paths are available. I also frequently travel to the Park Rapids, MN area which lies along a wonderful trail system https://www.dnr.state.mn.us/state_trails/heartland/index.html This system is a wonderful asset to the community for residents and tourists that frequent the area. Currently, the trail system is being connected to Itasca State Park which will be awesome. This is a multi purpose trail system which is used by snowmobilers in the winter as well as hikers and bikers in the spring, summer and winter. It would be great to have a similar trail system in North Dakota. Just imagine if we had a trail system that went through all of the public land that exists to our south. Do we dare suggest that a bike trail system is built that goes from Bismarck all the way to South Dakota (and beyond) on Army Corps of Engineers land that exists all the way to Nebraska!	7/22/2024 9:33 AM

2024 Bicycle Friendly Community Public Survey

15	Please don't pave everything. Bismarck already has enough concrete, we need more natural environments to keep the city green, enjoy nature and wildlife, and control heat and water run off.	7/22/2024 9:18 AM
16	it would be nice if somebody could moderate the winds on most days to less than 30mph...:-)	7/22/2024 8:21 AM
17	I think motorists need to be informed that bikes are not "trespassing" on the motorists' roads. (Note: I am a motorist as well as a biker!) I have been yelled at, flipped off, had a can thrown at me (it missed), and once was blasted off the road by dump truck that was speeding and didn't give me ANY room. Again, it is tiny fraction of motorists who act this way, but it will only take one to harm or kill some one.	7/22/2024 8:11 AM
18	I bike in the winter. Keep up the good job of clearing the bike paths after it snows	7/22/2024 5:47 AM
19	I would use my bicycle much more to run simple errands if there were safer routes to get to shopping, etc. Attempting to cross six plane intersections with crosswalk signals barely long enough to get even halfway is only v for those with a death wish! Please be serious about truly bicycle friendly improvements.	7/22/2024 5:03 AM
20	I think you are not supposed to ride on sidewalks, but there are few bike lanes to ride on.	7/19/2024 3:02 PM
21	Keep up the progress!	7/19/2024 9:56 AM
22	You have to be very defensive to ride a bike on the road here. I'd recommend sticking to the sidewalks to be perfectly honest.	7/19/2024 9:36 AM
23	prioritize bike and ped movements in the MPO. make the community less car centric and therefore more enjoyable.	7/19/2024 8:43 AM
24	none	7/18/2024 8:42 PM
25	I feel that our community is off to a good start. However, active transportation needs to be a high priority moving forward in all plans.	7/18/2024 7:34 PM
26	I am grateful that I have the opportunity to live and work in a community which is growing in its awareness and safety for cyclists! It is wonderful to get out for leisure, exercise, and commute to work via bike and I hope that I'm able to continue these activities in BisMan safely for many more years!	7/18/2024 7:34 PM
27	I don't support marking streets used for vehicles with bike lanes. A very stupid idea that rarely works in more cities. I would rather ride on a sidewalk than on areas used by motor vehicles.	7/18/2024 5:25 PM
28	Low traffic-volume routes are easier to find in the core areas, but north Bismarck has fewer streets that are very safe for riding. Better street connectivity will improve this.	7/18/2024 2:31 PM
29	Drivers need to be held accountable when they don't follow the laws with regards to bike clearance and realize that bikes have the right to be on the road also.	7/18/2024 2:02 PM
30	Thanks for asking what I think!	7/18/2024 1:36 PM
31	We need bike lanes!	7/18/2024 12:13 PM
32	This is the best metro area for biking in the state.	7/18/2024 9:13 AM
33	A cop use to go around handing out free ice cream tickets to kids that wore bike helmets. That was so cool	7/16/2024 4:59 PM
34	None	7/16/2024 4:56 PM



DATE: 3/06/2025
TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Kim Riepl, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 1_2025

There was a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on Wednesday, February 19, 2025 at 2:00pm - 3:00 pm. The meeting was held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance was also an option.

MEETING NOTES

1. Welcome & Introductions

Andrew Stromme, Mandan Planning Dept; Bennet Kubischta, Citizen Advocate; Chris Holzer, Bismarck Engineering Dept; Cole Higlin, Mandan Parks & Rec; Dave Leingang, NDDOT; Dave Mayer, Bismarck Parks & Rec; Isak Johnson, Bismarck Planning Dept; and Kim Riepl and Stephen Larson, Bismarck-Mandan MPO.

2. Bike Ped Subcommittee Meetings - Kim R

- Six meetings per year, every other month beginning in February (Feb-Apr-Jun-Aug-Oct-Dec)
- Calendar invites sent out for all regular 2025 meetings

3. League of American Bicyclists Bicycle Friendly Community

Current Status

- Kim R - Bismarck-Mandan MPO has Bronze BFC status, awarded in 2020, effective 4 years. Applied in June 2024 hoping for upgrade to Silver, notified in January 2025 Bronze designation was awarded for additional 4 years.
- Kim R - 4 additional years provides time to work on the 5 E's which communities are assessed against: Engineering, Education, Encouragement, Equity & Accessibility, and Evaluation & Planning
- Ben K - is there a point system assigned and can we find out how we scored on each of the areas to see how close we are to Silver requirements?
 - Link to Bismarck-Mandan MPO BFC Report Card [BismarckMandan_MPO_ND.pdf](#)
 - Link to League's [Guide to the 2024 Bicycle Friendly Community Report Card](#)

Bicycle Friendly Community Workshop Opportunity- Kim R

- One and one half day workshop conducted by League of American Bicyclist representative offered free of charge and will include half day bike audit
- Bismarck-Mandan MPO agreed to host - has been coordinating effort since January with League, Bike Ped Subcommittee members, and individuals throughout the community who provided assistance and data for completion of the BFC renewal application
- Recap of BFC Workshop Organizational Meeting held February 5, 2025

- Date, Time, Venue set: May 21, 2025 9am-Noon Public Works, 601 S 26th St; Lunch provided free of charge by League; Bike Audit 1pm-4:30pm, rain or shine, location TBD and May 22, 2025 9am-Noon @ Public Works
- Committees Formed, volunteers still needed:
 - Registration - Alyssa Preszler, Katie Johnke
 - Bike Route - Chris Holzer, Daniel Nairn
 - Marketing & Promotions/Sponsorship - Isak Johnson
 - Hospitality - no volunteers yet
- One registration form will be used for both the workshop and bike audit; will include dietary selections and encourage helmet use for bicycling
 - Subcommittee members stated helmet use should be emphasized
 - Liability waivers questioned and agreed to forego
- Dave M - BPRD has 10 E-bikes and 43 or 44 regular bikes in their bike share program and would prefer only Sertoma be used for start and end of audit; asked for email with audit details and request to use bike share for BPRD's consideration, Kim will send
- Andrew S - hopeful the audit could include Mandan, does bike share insurance impact this? Dave M - Include in request.
- Cole H - has never had bikes or scooters from Bismarck left in Mandan; Dave M - scooters are geofenced, won't work beyond a certain point, bikes get returned to docking station or rider continues to get charged
- Ben K - is there money in this grant to pay for bike rental? Kim R - no, will request rental fees to be waived by BPRD
- MPO has \$500 in budget for educational materials, looking for ideas
- Future meetings to be held every 2 weeks, 2pm-3pm on Wednesdays, beginning February 26
- Ben K - able to help on Hospitality committee

5. Member Activities / Open Discussion

- Isak J provided an update on Asphalt Art Grant (information presented by Isak and Lauren Oster in December) stating the application was submitted by the January 31 deadline for a painted pedestrian pathway on 24th Street between Main and Broadway. The effort has involved the Bismarck Engineering and Planning departments, NDDOT, Federal Highway Administration, and DMVW Railroad along with some local community groups. Awards to be announced in May with the rest of the year devoted to community engagement process followed by installation in Spring 2026. Surveys both before and after the project will help to gauge use and response by the public.
- Ben K asked Andrew S about Mandan's Alley Art project. Andrew explained the City of Mandan received a grant for a Mural Alley, a recommendation from their Downtown Plan. There will be a call for artists through April and May with installation in October. This grant would fund about one half the one-block alley, with future expansion up to 4 or 6 blocks pending additional funding. It is being funded by the Northern Plains National Heritage Area and the Fort Abraham Lincoln Foundation while future phases could be funded by the City's Visitor Fund.
- Andrew S shared thoughts for National Bike Month in May. Considering a "Tag a Bike Rack" promotion that could include prize giveaways for those taking their picture by a Mandan bike rack and submitting.

- Andrew S exploring potential for micromobility options such as scooter and bike share. Meeting with a program representative tomorrow.
- Kim R said Katie Johnke shared information via email to Kim regarding an America Walks Walking College opportunity and she will send out to the Subcommittee after the meeting.
- Isak J noted Bismarck Planning Dept is requesting City Commission approval to apply for an AARP Community Challenge grant to provide community programming Downtown utilizing open streets concept on 5th St between Main and Broadway every Tuesday evening for 3-4 hours, potentially July 1-Sept 2, including music and games.

6. Adjourn

Meeting Adjourned at 3:00pm

Next Meeting: April 16, 2025, 2-3pm, David Blackstead Room, City/County Office Bldg.

Respectfully Submitted,

Kim Riepl



TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Stephen Larson, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 3_2025

There will be a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on **Wednesday, June 18, 2025 at 2:00pm - 3:00 pm**. The meeting will be held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance is an option

AGENDA

1. Welcome & Introductions
2. League of American Bicyclists Bicycle Friendly Community Workshop Recap & Next Steps - All
 - [Workshop Resources](#)
3. 2025 Walk/Bike Audits - Stephen Larson
4. Member Activities / Open Discussion - All
5. Future Agenda Items - August 27: TA project concepts review meeting, 1.5 hours. Additional items may be added depending on how many TA projects there are to review. Please send all agenda item suggestions to Stephen by August.
6. Adjourn



DATE: 4/16/2025
TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Stephen Larson, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 2_2025

There was a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on Wednesday, April 16, 2025 at 2:00pm - 3:00 pm. The meeting was held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance was also an option.

MEETING NOTES

1. Welcome & Introductions

Andrew Stromme, Mandan Planning Dept; Katie Johnke and Tessa Lee, Bismarck-Burleigh Public Health; Bennet Kubischta, Citizen Advocate; Jason Doerr, Citizen Advocate; Dave Leingang, NDDOT; Isak Johnson, Bismarck Planning Dept; and Kim Riepl and Stephen Larson, Bismarck-Mandan MPO.

2. Bicycle Friendly Community Workshop - Kim R

- Kim noted she included the flier for the workshop in the meeting packet. The flier has a QR code for registration. The itinerary has been established. Anyone who has not registered for part or all of the workshop should do so, the registration deadline is May 14. 21 people have registered so far.
- The workshop (especially the morning of day 1) will explore the MPO's Bicycle Friendly Community status with the League of American Bicyclists and look at opportunities and challenges to improve bicycle friendliness moving forward.
- Kim mentioned she attached the Bicycle Friendly Community Survey Results to the meeting packet. This survey was distributed to the public as part of the Bicycle Friendly Community Renewal application for the Bismarck-Mandan area. The MPO received 138 responses and Kim encouraged Subcommittee Members to review the details of the results on their own time.

3. National Bike Month - May 2025

Mayor Proclamations

- Kim noted historically the MPO has encouraged mayoral proclamations in the area to designate May as National Bike Month. Mandan has their own proclamation (Andrew will take care of this), and Bismarck does also. She believes Lincoln used Bismarck's format last year. This format can be maintained but it should be updated to include relevant bicycle friendly activities going on in the community. The Bicycle Friendly Community Workshop can certainly be included this year.

Mandan Bike Rack Promotion

- Andrew S said Mandan is requesting people who use the new bike racks the City recently installed share this to social media for possible Mandan bucks. This promotion will run for all of May.

- Isak J asked if Mandan has a GIS layer showing bike rack locations, and Andrew said they do. Isak asked Andrew to share this with him, so Bismarck's bike rack map can include the Mandan locations. He is working to update Bismarck's map. Kim said she would like to find a way to map locations, including private facilities, which have bike parking and other bicycle amenities. This would make projects such as the Bicycle Friendly Community Application easier. The publicly owned amenities are much easier to track.
- Andrew added that they have social media marketing graphics paid for through their AARP grant (which paid for the bike racks) they can use to encourage biking downtown in May. Kim asked Andrew to share these with the MPO.

CAT Bus Fat Tire Bike Rack Installation

- Kim said Bis-Man Transit received a grant to purchase eight Fat Tire Bike Racks for their fixed-route buses. Currently two of their buses have these racks installed, this grant will allow their entire fixed-route fleet to have them. They are hoping to have these installed in May.

BFC Workshop May 2025

- Kim said the League of American Bicyclists has a [Bike Month Event map online](#). Different communities have some creative ideas (Bike to Work Breakfast, Bike to Work Disco, Bike Month Bingo). She is working on getting the Bicycle Friendly Community Workshop included on the map and suggested also providing a link to the MPO's Active Transportation page, with all Bike Month activities included, for inclusion on the map.

League of American Bicyclist Bike Month Dates & Information

- [There is a webinar on April 29 \(2pm\)](#) on ideas for promoting Bike Month.
- There is a [general page](#) the League of American Bicyclists provides for Bike Month, which includes a variety of resources. There is also an [events page](#) covering various significant dates during Bike Month (May 4 - National Ride A Bike Day, May 7 - Walk Bike & Roll to School Day, May 12-18 - Bike to Work Week, May 16 - Bike to Work Day).
- Katie J will be on KFVR and KX on May 6 to promote Bike to School Day on the 7th. Liberty Elementary School will be continuing their Bike Buses, doing one at the end of April and two in May. Public Health will be doing a concentrated event with Highland Acres on the morning of the 7th for Bike to School Day. They will be doing general promotion of Bike to School Day across the community also. Kim asked Katie to provide promotional materials to the MPO.
- Katie is going to do promotion for Bike to Work Week and Day amongst City of Bismarck employees.
- Kim mentioned there has been discussion in the past about making businesses Bicycle Friendly Businesses. She noted there is a fee for businesses to be considered, which she thinks is a barrier (along with the in-depth nature of the application). She thinks encouraging local businesses to promote Bike to Work Week and Day might be a good exercise.
- Katie mentioned the Riverfront trail is closed over by the new rail bridge. This section of the trail will be inaccessible for the next two years. A pedestrian detour has been discussed but doesn't appear to be feasible. Bismarck Parks and Recreation and Bismarck Engineering both have notices on their websites about this trail closure. Katie suggested more sharing of the closure around the community. Dave L said bicyclists still have a right to use the road, and

people are going to be using the roadway as pedestrians when they find the trail closed. This could be a potentially hazardous area for pedestrians.

- Katie said they are installing a mural in the Expressway pedestrian tunnel at the end of May and will unveil it on June 18. The lighting in the tunnel has also been updated. This event could be a good promotional opportunity.
- Isak J said Bismarck should know by the end of May whether they will receive funding for their Asphalt Art Grant. They submitted application for a painted pedestrian pathway on 24th Street between Main and Broadway. Installation would not occur until Spring 2026.
- Andrew S said the City of Mandan received a grant for a Mural Alley. They will select artists by the first week of May and those artists will receive a stipend to design the mural, with unveiling to take place in October. The best contact for this effort moving forward will be Lacey Heid or Morgan McClain with the Northern Plains National Heritage Area.

Member Activities / Open Discussion

- Katie mentioned the Riverfront trail is closed over by the new rail bridge. This section of the trail will be inaccessible for the next two years. A pedestrian detour has been discussed but doesn't appear to be feasible. Bismarck Parks and Recreation and Bismarck Engineering both have notices on their websites about this trail closure. Katie suggested more sharing of the closure around the community. Dave L said bicyclists still have a right to use the road, and people are going to be using the roadway as pedestrians when they find the trail closed. This could be a potentially hazardous area for pedestrians. Dave suggested Share the Road signs in the area to remind drivers to watch for bicyclists. Kim said she will follow up on signage.
- Andrew will work with the City of Mandan to provide someone for interim attendance at the Subcommittee until his position is filled. He is leaving the City on May 9. Several members expressed thanks to Andrew for his contributions.
- Stephen Larson has accepted the MPO's Transportation Planner position, filling Kim's previous role. Going forward he will be facilitating and organizing the Subcommittee. Kim will provide Stephen's contact information to the Subcommittee when the transition officially takes place.

4. Adjourn

Meeting Adjourned at 3:00pm

Next Meeting: June 18, 2025, 2-3pm, David Blackstead Room, City/County Office Bldg.

Respectfully Submitted,

Stephen Larson



North Dakota

This factsheet synthesizes how the state awarded Transportation Alternatives program funds during Fiscal Year 2022 and 2023, the first two years under the Infrastructure Investment and Jobs Act. This will give viewers an understanding of how the size and scope of grants that have been funded.

Project Type	Number of Project Applications	Number of Approved Projects	Percent of Total Allocated Costs	Average Project Cost
Bicycle and Pedestrian	42	17	39.41	\$314,358.26
Safe Routes to School	14	12	37.32%	\$405,960.95
Recreational Trails	14	14	23.27%	\$126,581.82

Cost Range of Bike and Pedestrian Projects		
Project Cost	\$56,696.48	\$560,234.61
Project	<p>“Center Ave Multimodal Improvements”</p> <p>This project focuses on traffic calming measures, including pavement marking, installing stamped colored concrete, and improving curbs and gutters in downtown Horace.</p>	<p>“Bismack Ash Coulee and Tyler Parkway Trail”</p> <p>This project will construct a shared-use path on Tyler Parkway from Cogburn Road to Ash Coulee Drive.</p>

Other Bicycle and Pedestrian projects included:

- Construct shared-use paths
- Install sidewalks
- Create ADA-compliant sidewalks and ramps
- Construct a pedestrian bridge

Examples of Safe Routes to School:

- Construct shared-use paths
- Installing speed limit signage
- Create ADA-compliant sidewalks and ramps near schools

Examples of Recreational Trails:

- Implement education and safety programs on the recreational trails programs
- Construct more trails
- Assess trail accessibility
- Add lighting, informational kiosks, and benches
- Purchase trail maintenance equipment

For a full list of projects please see: www.fhwa.dot.gov/environment/transportation_alternatives/annual_reports/

Bicycle and Pedestrian project list compiled by the League of American Bicyclists. Questions? Contact:

Caron Whitaker, Deputy Executive Director
caron@bikeleague.org

Shelby Meiko Ottengheime, Federal Policy Fellow
shelby@bikeleague.org

This project was made possible by the Centers for Disease Control and Prevention (CDC) (Contract #LOAB-02-4577). Its contents are solely the responsibility of the authors and do not necessarily represent the official views of CDC. These efforts are part of the CDC’s Active People, Healthy NationSM Initiative that is working to help 27 million Americans become more physically active by 2027.



Bismarck-Mandan MPO Area Project Priorities

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

TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Stephen Larson, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 4_2025

There will be a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on **Wednesday, August 27, 2025 from 2:00pm - 3:30 pm**. The meeting will be held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance is an option

AGENDA

1. Welcome, Introductions, & Public Comment Opportunity
2. Review of Materials Used for Preliminary TA Applications - Stephen Larson
 - TA Application Checklist
 - MPO Area Preferred TA Project Types
3. Review Preliminary FY28 TA Applications
 - COB State Street Trail Rehab
 - COM Highway 1806 Trail Improvements
 - COL Shared Use Path Safety Improvements
 - BPRD Clairmont Park Trail Connections
4. FY28 TA Scoring Discussion - Stephen Larson
 - Arrive 2050 MTP Project Scoring Appendix
5. September Bike & Walk Audits - Stephen Larson
 - September 9 Mandan Bike Audit Packet
 - September 24 Bismarck Walk Audit Packet
7. Next Meeting & Adjournment

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 262 305 108 078

Passcode: tK66DE2p



DATE: 6/18/2025
TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Stephen Larson, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 3_2025

There was a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on Wednesday, June 18, 2025 at 2:00pm - 3:00 pm. The meeting was held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance was also an option.

MEETING NOTES

1. Welcome & Introductions

Cole Higlin, Mandan Parks; Katie Johnke, Bismarck-Burleigh Public Health; Bennet Kubischta, Citizen Advocate; Dave Mayer, Bismarck Parks; Dave Leingang, NDDOT; Susan Dingle, Citizen Advocate; Chris Holzer, Bismarck Engineering; and Kim Riepl and Stephen Larson, Bismarck-Mandan MPO.

2. League of American Bicyclists Bicycle Friendly Community Workshop Recap & Next Steps - Stephen L

- Stephen noted the BFC Workshop was held May 21 and 22. Anna Tang from the League of American Bicyclists provided a very detailed and informative presentation on the opening day (a link to workshop materials was included in the June packet), and despite poor weather 14 individuals participated in a 7-mile bike audit the afternoon of the 21st. The second day of the workshop featured more classroom time with a discussion of next steps and possible actions that people can take to make Bismarck-Mandan more bicycle friendly.
- Kim said she was impressed by the workshop. It included an evaluation of how Bismarck-Mandan scored against the 5 E's the League uses to evaluate Bicycle Friendly Community applicants. Bismarck-Mandan is already doing many of the things Anna discussed at the workshop, but the challenge is to substantiate these actions. The BFC application is difficult to fill out and very exhaustive. Some of the questions were yes or no, but the MPO lacked the capacity to provide data to back up some of the yes answers, which meant the answer had to be no. One major focus of the discussion at the workshop was how to make sure Bismarck-Mandan can communicate and quantify its bicycle friendly activities in future.
- Kim said the audit was long and the weather wasn't great, but it was still valuable. She is still trying to collect observations about the route from participants, and Stephen will send these on to the Subcommittee when available.
- Chris said he was part of a group on day 2 of the workshop that discussed the pedestrian bridge going over Main Avenue near the Bank of ND building. The bridge structure is old and worn. Options to repair the bridge were discussed, as well as replacement (but because the railroad's future plans include another

track in this area, it is doubtful they would allow the bridge to be replaced). The group discussed funding and supporting a bridge project with safety data.

- Stephen said Anna from the League provided access to materials from the workshop on [a Google Drive](#). To access the Drive people would need to request to be part of the nationwide [BikeWalk Group](#) the League is operating.
- Stephen is looking for a place for Subcommittee members and potentially other bicycle and pedestrian minded people can share documents, ideas, and action plans, whether on a Google Drive or through some other means.
- Katie said her group discussed Bike Buses and continuing to build momentum for those going forward. She said she will send a document to Stephen to share with the group about Bike Buses and how to start them.
- Chris noted the workshop classroom portion felt a little rushed. Kim agreed and explained the bike audit did cut into the presentation and discussion time.
- Kim said her group at the workshop discussed forming a BikeWalk Bismarck-Mandan Group, separate from the MPO, in connection with the existing BikeWalk ND Group. Ben mentioned he would like businesses who have a stake in selling bicycle related items to be involved in a group like that.
- Spencer Ulvestad from NDDOT suggested the ND MPOs present on bike-ped activities at the Transportation Conference in March 2026. Fargo has a great bike counter program going on right now. Proposals for the conference are due in July so the timing might be difficult.
- Stephen intends to create a document repository, and specifically a shared Word document, for people to describe and support workshop related actions (and other bike-ped actions). It's an idea to encourage coordination. He will explore Google Drive or other applicable options for this. Ben suggested the document have space for community observations.

3. 2025 Walk/Bike Audits - Stephen L

- Stephen indicated the workshop bike audit was far too long to write an official audit report. He suggested that when the MPO receives feedback from the audit participants, he will look for segments (one in Bismarck and one in Mandan) that stand out as difficult or problematic and select official audit locations based on this feedback. The Subcommittee has determined in the past that two audits per year, one in Bismarck and one in Mandan, are preferred. Using the workshop audit route and choosing two locations to dive into more deeply will avoid duplication and support the workshop's efforts. Members agreed with this approach.
- The Subcommittee will meet in August, October, and December. Members discussed and determined September would be a preferred time for the audits. Chris volunteered to head a bike audit (with Stephen collecting the data and writing the report) and Stephen will head a walk audit (to allow people who are unable to bike to participate in one of the 2025 audits). Locations (and the audit type for each) will be determined based on workshop audit feedback, and final dates in September will be determined closer to September.

4. Member Activities / Open Discussion

- Stephen recapped some Bike Month activities the MPO promoted, including mayoral proclamations, Bike Buses, Bike to School Day, Bike to Work Day and

Week, Mandan's Bike Racks and Bismarck's Bike Share, and Transit's new Bike Racks on their Buses.

- Dave L said NDDOT is updating their Long-Range Transportation Plan (Transportation Connection). Stephen will send info out on this.
- Chris said Bismarck Engineering has put crosswalk signs just north of the City-County building between the alley and the Courthouse on Thayer Avenue. They are adding curb ramps and signs just south of Wachter Middle School in response to large numbers of uncontrolled pedestrian crossings in that area. They are working on an HSIP project for RRFB, curb ramps and signs on Centennial Road and Jericho Road.
- Katie told members about the unveiling of the Bismarck Expressway Pedestrian Tunnel Mural taking place at 4pm after the Subcommittee meeting.
- Ben noted the railroad bridge is under construction and unfortunately there is no alternative pedestrian route now that the trail in that area is closed. He has seen pedestrians walking in the driving lanes through that construction area. Stephen said the MPO shared safety cautions about that area to the MPO page, and it is unfortunate no detours could be provided for pedestrians in the area.
- Ben indicated unfortunately construction projects rarely provide pedestrian detours. He noted a sidewalk is being torn up along one of his walking routes and there is no bypass of this area for pedestrians.
- Stephen brought up the MPO wide Safety Policy Study. The consultant will hold a Steering Committee Meeting for the project on June 26 and shared a lot of safety data with the Committee ahead of time. The data focuses on severe crashes in the Bismarck-Mandan area from 2020-2024 and there are a lot of interesting tidbits to look over. Stephen brought up concerning accidents for pedestrians along North 12th Street in Bismarck. He lives in the area and explained 12th is a common pedestrian corridor, but it is very uncomfortable, drivers treat it like a through corridor, and the intersections are uncontrolled. It is a local road (so not eligible for federal funding currently) but he intends to mention concerns about it at the Steering Committee meeting.

5. Future Agenda Items - Stephen L

- August 27 is set aside for the review of TA project concepts. Stephen will conduct this preliminary solicitation in July to allow TA applicants to submit applications, or even just concepts, for the Subcommittee's review. The Subcommittee will provide feedback to the applicants on ways to strength their application before the official NDDOT/MPO solicitation in the fall. Stephen referred to a TA fact sheet in the packet provided by the League. He also referred to the TA project priorities list the Subcommittee created a few years ago as a resource for TA applicants and asked if there was interest in updating it. After general discussion there was no appetite for change at this time.

6. Adjourn

Meeting Adjourned at 3:05pm

Next Meeting: August 27, 2025, 2-3:30pm, David Blackstead Room, City/County Office

Bldg.

Respectfully Submitted,

Stephen Larson

TA APPLICATION CHECKLIST

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

NARRATIVE

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

MAPS and DIAGRAMS

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

PHOTOS

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

DATA

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

PLANS and GUIDANCE DOCUMENTS

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

LETTERS OF SUPPORT

- I have included letters of support for my project

Bismarck-Mandan MPO Area Project Priorities

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



October 15, 2024

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

Re: FY27 Transportation Alternative Program Application

Ms. Wenger,

We are pleased to submit the attached application for a Transportation Alternative Program (TA) project to be considered for 2027 funding. The US 83/State Street multi-use trail was constructed in 2003 and links the ND State Capital Grounds to the recreational trail network in north Bismarck. This trail is one of only three trail crossings of Interstate 94 adjacent to roadways and one of only seven crossings for pedestrians overall. The NDDOT's 2023 State Street Safety Improvement project brought all non-conforming ADA ramps into compliance but did not address the trail itself. The rehabilitation of the US 83/State Street trail will improve the facility for the non-motorized public to safely access a large and growing retail area adjacent to the corridor and provide recreational opportunities for all users.

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

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

Sincerely,

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

Gabe Schell, PE
Bismarck City Engineer
Attachments

Project Name:

US 83/State Street Multi-Use Trail Rehabilitation

1. Project Location:

The project is located along the west side of US 83/State Street from Divide Ave to Calgary Ave. See Figure 1 on the next page.

2. Project Contact:

City of Bismarck

3. Contact Person:

Gabe Schell, City Engineer

gschell@bismarcknd.gov

701-355-1505

P.O. Box 5503

Bismarck, ND 58506-5503

4. Project Sponsor:

Board of City Commissioners

City of Bismarck

Sponsoring Official:

Michael Schmitz, Mayor

mschmitz@bismarcknd.gov

701-355-1300

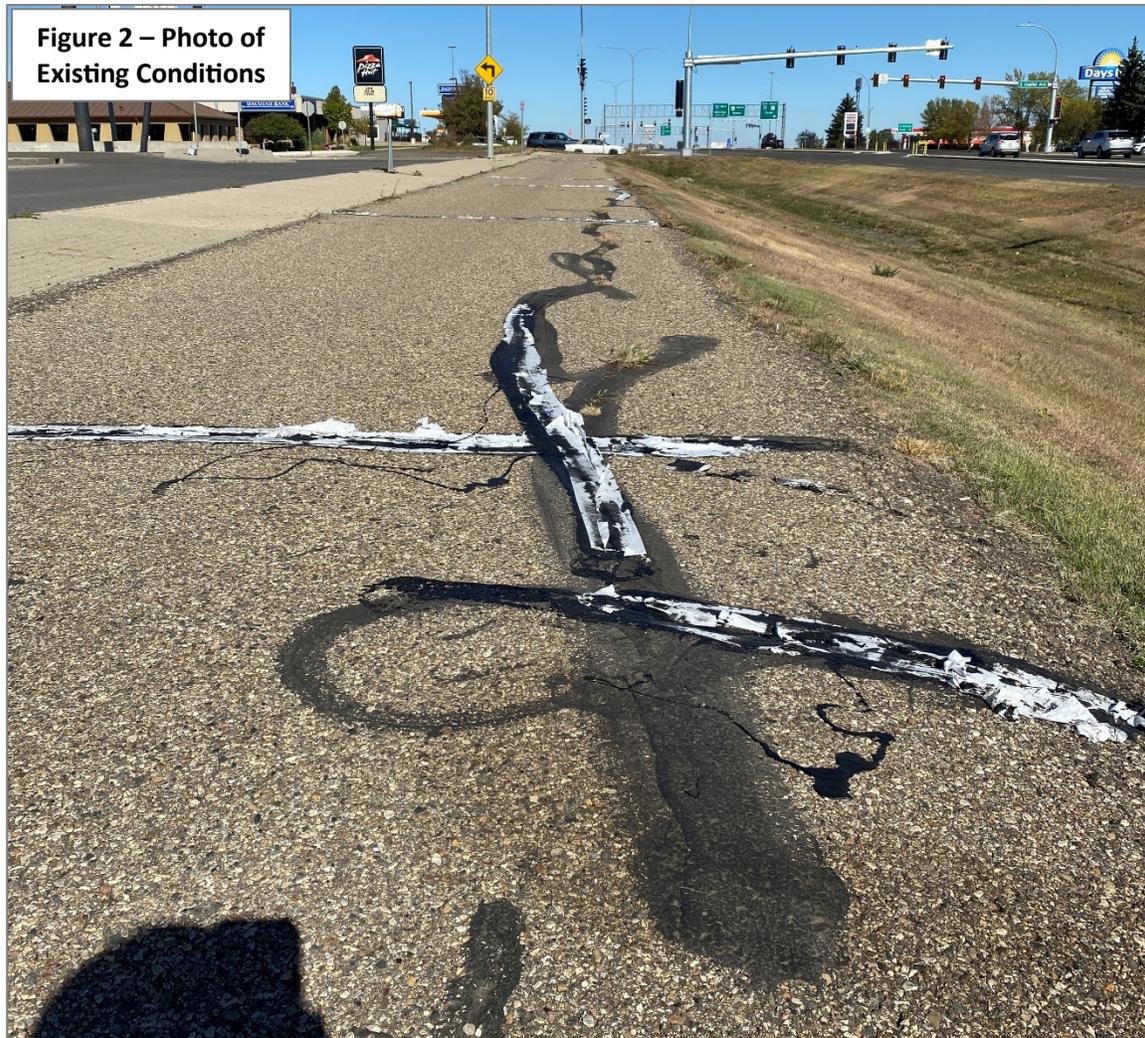
P.O. Box 5503

Bismarck ND 58506-5503



5. Project Description:

The requested project would rehabilitate the 10' wide shared-use trail (approximately 5,700 LF of asphalt pavement) along the west side of US 83/State St from Divide Ave to Calgary Ave. Figure 2 shows a photo of the existing cracking.



The most recent work on the trail was a crack seal project in 2024. The city has been trying to hold the trail together for as long as possible, but it is near the end of its useful life and requires an overlay to restore the trail to a more serviceable condition. Investing in an overlay at this point in the pavement life cycle will delay the need for a more expensive full reconstruction project.

In 2023 there was a State St safety project from Divide Ave to Calgary Ave. That project replaced traffic signals, added turn lanes, performed concrete pavement repair for the vehicle travel lanes, added missing sidewalk connections, and brought all ADA ramps into compliance. However, it did not rehab the pavement surface of the multi-use trail. Rehabbing the trail's pavement is the last piece waiting to be completed and is what is proposed with this application.

6. Project Cost

The estimated construction cost of the proposed improvements is \$437,000 with requested TA funds of \$349,600 and local match of \$87,400. Please find the detailed estimate prepared by City of Bismarck Engineering staff below.

State Street Multi-Use Trail Rehab - Divide Ave to Calgary Ave				
ITEMS	QTY	UNITS	PRICE	TOTAL
Contract Bond	1	LS	\$ 5,000.00	\$ 5,000
Common Excavation	100	CY	\$ 100.00	\$ 10,000
Superpave FAA 43	750	TON	\$ 230.00	\$ 172,500
Approach Transitions	18	EA	\$ 5,000.00	\$ 90,000
Seeding & Mulching	1	ACRE	\$ 5,000.00	\$ 5,000
Erosion Control	1	LS	\$ 10,000.00	\$ 10,000
Traffic Control	1	LS	\$ 15,000.00	\$ 15,000
Mobilization	1	LS	\$ 20,000.00	\$ 20,000
Asphalt Removal (Trail Transitions)	18	EA	\$ 2,000.00	\$ 36,000
Undeveloped Design Details (10%)				\$ 36,350
Subtotal (2024)				\$ 399,850
Total (2027) (3%/3 Years)				\$ 437,000
		TA Request (80%)		\$ 349,600
		Local Match (20%)		\$ 87,400

7. TA Category:

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

8. Supporting Data:

The existing trail is essential for pedestrian/bicyclist connectivity in northern Bismarck. On its southern terminus, the trail connects to the state capitol complex trail network. On its northern terminus, the trail connects to a brand new US 83/State St trail extension (constructed in 2024 from Calgary Ave to 43rd Ave N). The trail also connects to numerous E/W city sidewalks and to two E/W multi-use trails (at Century Ave and at 43rd Ave N).

I-94 is a barrier for pedestrians/bicyclists. There is not a parallel N/S crossing of I-94 on the east side of the street. The next nearest N/S crossings of I-94 are at 4th St (0.6mi to the west) and at 19th St (0.5mi to the east).

If the pavement cracks are allowed to continue widening, the trail will become less comfortable for users and the number of pavement break-up areas will increase. This threatens the connectivity discussed in previous paragraphs.

Many past plans/studies have emphasized the need to maintain existing facilities. Some excerpts are:

-Arrive 2045 Metropolitan Transportation Plan. Goal 5C is to improve bicycle and pedestrian system accessibility and connectivity. PDF 111 says to protect the public's investment in the bicycling and walking system.

-Bismarck's Together 2045 Comprehensive Plan.

*Goal C2 – Prioritize maintenance of existing facilities above any extensions.

*Goal C4 – Encourage a highly connected network of streets and pathways.

*Goal C6 – Facilitate active forms of travel for transportation and recreation.

*Goal C7 – Design and maintain safe and comfortable facilities for pedestrians and cyclists.

-Bismarck-Mandan Bicycle and Pedestrian Plan.

*Goal 2, Connectivity. Develop a connected network of bicycling and walking routes.

*Goal 3, Safety and Comfort. Build and maintain safe and comfortable bicyclist and walking facilities.

*Goal 4, Maintenance. Protect the public's investment in the bicycling and walking system.

9. Public Accessibility:

This project is located in the public right of way of US 83/State Street. NDDOT would be the owner and would have a cost participation and maintenance agreement with the City of Bismarck for the city to be responsible for day-to-day maintenance.

10. Matching Funding Provided by:

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

11. Right-of-way Requirements:

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

12. Maintenance of this Project:

Steve Salwei
Public Works Service Operations Dept
City of Bismarck

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

13. Environmental Impacts:

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

15. Required Signatures:

Contact Person:

Gabe Schell

Gabe Schell, City Engineer

10/14/24

Date

Responsible Official:

Michelle J. ...

Mayor, City of Bismarck

12/9/24

Date

MPO Official:

Policy Board Chairman

Date



NDDOT Transportation Alternatives Program Application FY 2028

Mandan Highway 1806 Pedestrian Trail Improvements
FY 2028

NDDOT's Transportation Alternatives Program Application

- 1. Project Name** Mandan Highway 1806 Pedestrian Trail Improvements
- 2. Project Location** Mandan, North Dakota
- 3. Project Contact** City of Mandan
- 4. Contact Person**
Jarek Wigness, City Engineer
City of Mandan
205 Second Ave NW
Mandan, ND 58554
(701) 667-3225
jarek.wigness@cityofmandan.com
- 5. Project Sponsor** City of Mandan
- 6. Sponsoring Official**
Mr. James Froehlich, Mayor
205 Second Avenue NW
Mandan, ND 58554
(701) 667-7460
james.froehlich@cityofmandan.com

7. Project Description

The project consists of pedestrian trail improvements from 14th St NW north on Highway 1806 past 27th St N. Improvements will include milling and overlay the existing deteriorated asphalt surface, drainage improvements to prevent flooding of the pedestrian trail, and pedestrian safety enhancements under the I-94 bridge. This pedestrian trail is critical to Mandan as it connects the universal playground, Mandan High School and middle school, and many residential developments. The existing trail surface consists of aging asphalt that is in need of rehabilitation. A mill and overlay will provide the trail with a new surface and additional life expectancy. Drainage improvements will need to be incorporated to ensure that the trail along Highway 1806 does not flood. A large amount of drainage crosses underneath Highway 1806 and floods the trail. Additionally, the pedestrian trail is in need of safety improvements underneath the I-94 bridge. Currently, there is not any separation between the trail and the roadway surface, making it easy for vehicles to veer onto the trail. A separation barrier will be included to prevent this from happening in the future. The project will also improve ADA crossings to adhere to federal regulations.

8. Project Cost

The estimated construction cost of the proposed trail is \$771,175 including a 10% contingency to allow for items, conditions, or events which are uncertain at this time. The estimated cost also includes a 12% inflationary rate for year of expenditure dollars (FY 2028). The city is requesting a \$624,111.93 grant to cover 80.93% of project costs.

9. What TA Category Best Fits Your Project?

Category A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure,

pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. This trail connects the new High School and Middle School to the Universal Playground in Mandan. The Universal Playground is an important amenity to Mandan as it was designed considering peoples physical, sensory, social, communication and cognitive abilities. The universal playground is made with a rubberized poured in place surface. This surface allows people to use their senses to know 'safe zones' when referring to where playground equipment is located. The surface also allows people with wheelchairs to easily access the playground and provides a soft surface if anyone was to fall.

10. Supporting Data

a. Is your project part of an identified recreation or transportation plan?

- i. *Arrive 2045*, the Bismarck-Mandan Metropolitan Planning Organization's (BMMPO) Metropolitan Transportation Plan has a strong bicycle and pedestrian trail priority. Goal 5 of *Arrive 2045* is to increase alternative transportation modes to automobile travel, with a critical objective to:

Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan.

- ii. The Bismarck-Mandan Bicycle + Pedestrian Plan's goals three and four reference maintaining safe and comfortable bicycle facilities for people of all ages and protecting the public's investment in the bicycling system over the long-term.
- iii. The 2015 Mandan Land Use & Transportation Plan identifies the Northwest Growth Area surrounding the new Mandan High School, where the proposed project is to take place, as one of the highest anticipated growth areas.
- iv. The Mandan Parks & Recreation Plan 2021-2023 Strategic Plan states an initiative to prioritize use of resources in operation and align the District to address economic/legislative actions, optimize alternative revenue sources, capitalize on partnerships, and pursue funding options. Pursuing TA funding is a strategic priority of the Mandan Park District and will also help the agency meet another strategic initiative, to provide high quality parks and amenities and provide for their upkeep, maintenance, and replacement.
- v. The 2018-2022 North Dakota State Comprehensive Outdoor Recreation Plan identifies Non-Motorized Trails, such as pedestrian trails, as the number one priority of Region 7, which includes Morton County. 66% of Region 7 households identified trails for walking, running, bicycling, or horseback riding as a primary outdoor recreational need.

b. Is your project tied to another project?

- i. No, the work is independent.

- c. How does your project fit with similar projects in your community and/or region?
 - i. Mandan Park District is committed to providing a comprehensive trail system for the betterment of the community. MPD continues to rehabilitate existing trails and expand on the trail system as growth continues to occur.
 - ii. Mandan Park District completed a Capital Improvement Plan for their parking lot and trail network in 2025. The Capital Improvement Plan provides a plan to maintain existing asphalt and concrete paths and parking lots.

All applicable references from recreation and transportation plans are included in Exhibit C.

- d. Provide documentation of governmental agencies that are in support of this project. Also please provide documentation of support, if any, from the general public, other groups, and organizations.
 - i. City of Mandan
 - ii. Bismarck-Mandan Metropolitan Planning Organization

11. Public Accessibility

Mandan Park District will own and operate the facility. Mandan trails are available free of charge to all users.

12. Matching Funds Provided By:

City of Mandan will provide matching funds. If awarded a TA program grant, the City of Mandan is committed to providing \$301,298.07 of local funds for the 19.07% match requirement of the program.

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

The proposed project is within existing city right-of-way and no additional right-of-way will be necessary for the project.

14. Maintenance of This Project Will Be Provided By:

The Mandan Park District will provide the required trail maintenance for this project.

15. Environmental Impacts

- a. Land Use: The existing trail lies on Mandan Parks & Recreation land. The proposed trail improvements are parallel to Highway 1806 from 14th St NW to 38th Street.
- b. Farmland: No farmland will be taken out of production as a result of the proposed pedestrian trail.
- c. Social: The proposed pedestrian trail will improve access to and from various neighborhoods (both established and new), recreational areas, businesses and employment opportunities, public facilities, schools, and parks through alternative modes of transportation. The proposed project will ensure the future success, sustainability, and positive impact on the health and wellbeing of Mandan residents by encouraging more pedestrian and bicycle use and less dependency on motor vehicle travel.

- d. Section 4(f) & 6(f): No Section 4(f) or Section 6(f) properties will be impacted by the proposed pedestrian trail improvements.
- e. Economic: Positive economic benefits to the immediate area are expected to be small but may include increased residential property values (across the country, adjacent trails have been proven to increase neighborhood desirability and therefore residential property values). The economic benefit to the Mandan community, is expected to be much greater.
- f. Relocation: Neither people nor businesses will be relocated by this project.
- g. Wetlands: The proposed project will avoid or mitigate impacts to any wetlands.
- h. Floodplain: The proposed project is not within a floodplain.
- i. Threatened or Endangered Species: There are no known threatened or endangered species within the project vicinity.
- j. Cultural Resources: There are no properties on or eligible to be on the National Register of Historic Places within the project vicinity.

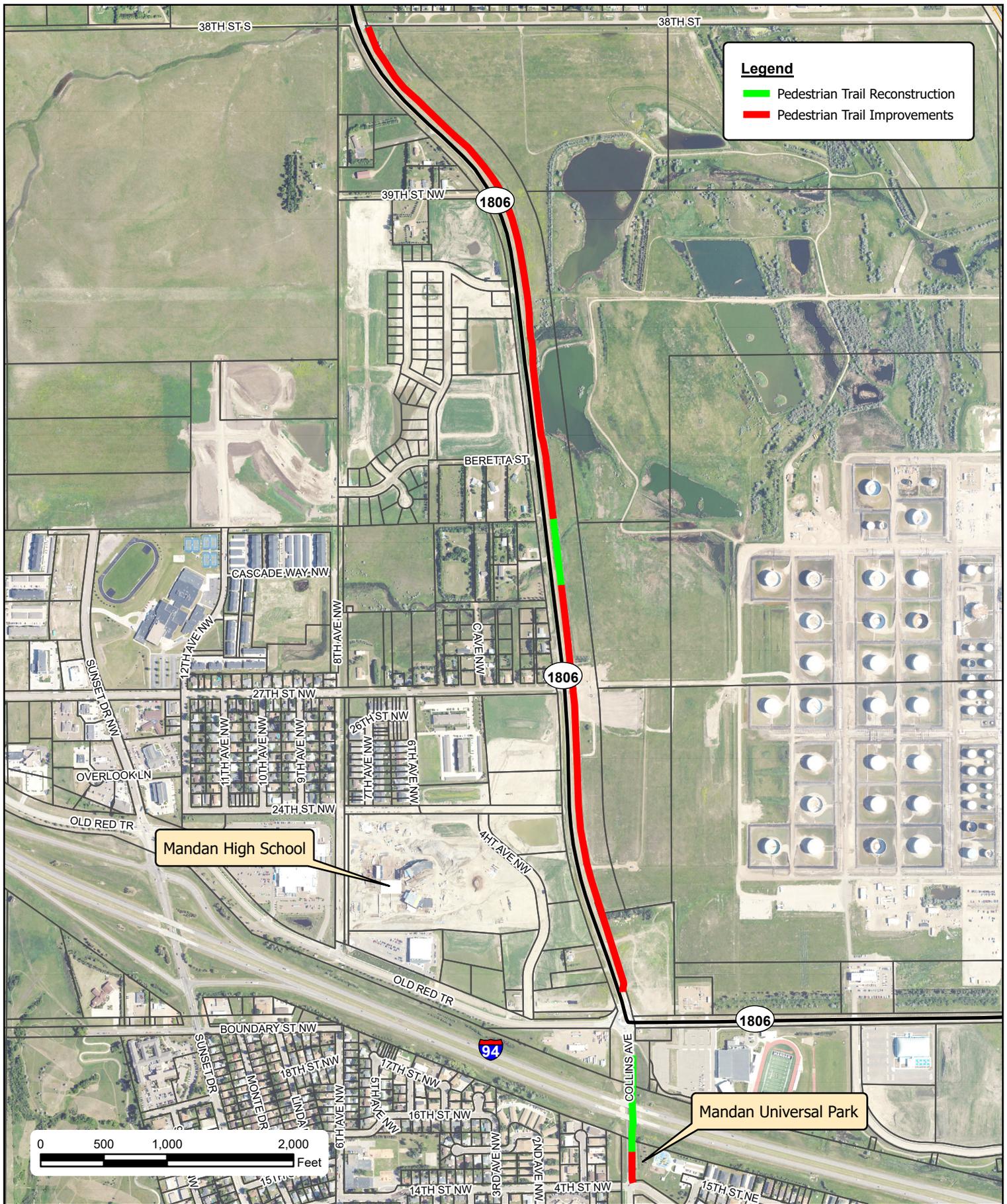
16. Hazardous Waste: There are no known hazardous waste sites within the project area.

17. Required Signatures and Dates

Contact Person: _____	Date: _____
Sponsor: _____	Date: _____
MPO Official: _____	Date: _____

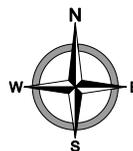
18. Attachments

- Exhibit A – Location Map**
- Exhibit B – Cost Estimate**
- Exhibit C – Applicable Plan References**



**HIGHWAY 1806 PEDESTRIAN TRAIL IMPROVEMENTS
MANDAN, NORTH DAKOTA**

Created By: KMV Date Created: 09/30/24 Date Saved: 10/01/24 Date Exported: 10/01/24
 Plotted By: kyle.volk Parcel Date: XX/XX/20 Aerial Image: 2023 County NAIP SIDS Elevation Data: N/A
 Horizontal Datum: NAD 1983 StatePlane North Dakota South FIPS 3302 Feet Vertical Datum: NAVD1988
 T:\Projects\24100\24150\10_ArcPro\24150_Ped_Trail_Imp\24150_Ped_Trail_Imp.aprx



moore
engineering, inc.

Highway 1806 Pedestrian Trail Improvements
Mandan, ND
Preliminary Opinion of Cost

<u>Base Bid</u>	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE	
1.	Mobilization	LSUM	1	\$150,000.00	\$150,000.00
2.	Testing Allowance	ALLOW	1	\$15,000.00	\$15,000.00
3.	Stormwater Management	LSUM	1	\$5,000.00	\$5,000.00
4.	2" Mill	SY	10000	\$7.50	\$75,000.00
5.	Superpave FAA 42/43	TON	1250	\$160.00	\$200,000.00
6.	Detectible Warning Panel	SF	36	\$100.00	\$3,600.00
7.	Concrete - 4"	SY	575	\$80.00	\$46,000.00
8.	Concrete - 6"	SY	20	\$100.00	\$2,000.00
9.	Curb & Gutter Type 1	LF	550	\$120.00	\$66,000.00
10.	Full Depth Reclamation	SY	575	\$12.00	\$6,900.00
11.	Subgrade Preparation	SY	575	\$8.00	\$4,600.00
12.	Aggregate Base Course CL5	TON	200	\$45.00	\$9,000.00
13.	Geosynthetic Material Type R1	SY	575	\$7.00	\$4,025.00
14.	Borrow Material	CY	500	\$50.00	\$25,000.00
15.	12" Stormwater Culvert	LF	42	\$125.00	\$5,250.00
16.	Traffic Control	LSUM	1	\$3,500.00	\$3,500.00
17.	Topsoil	SY	500	\$5.00	\$2,500.00
18.	Seeding	SY	500	\$3.00	\$1,500.00
19.	Guardrail	LF	550	\$60.00	\$33,000.00
20.	Fog Seal	SY	10575	\$4.00	\$42,300.00
21.	Concrete Removal	SY	20	\$50.00	\$1,000.00
22.	Construction Contingencies	LSUM	1	\$70,000.00	\$70,000.00
				Construction Subtotal	\$771,175.00
				Engineering, Legal, Administration	\$154,235.00
				TOTAL PROJECT COST	\$925,410.00
				Local Share	\$301,298.07
				TA Grant	\$624,111.93

*Construction prices based on estimated 2028 project construction

Exhibit C - Applicable Plan References



ARRIVE 2045 GOAL 5:

ALTERNATIVE TRANSPORTATION MODES TO AUTOMOBILE TRAVEL

Goal 5 incorporates the following goals, performance measures, and planning factors:

- » National Performance Goals for congestion reduction, system reliability and environmental sustainability.
- » National Performance Measure Categories of traffic congestion and on-road mobile source emissions.
- » MAP-21 Planning Factors to increase accessibility and mobility of people and freight; protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic

development patterns; and enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

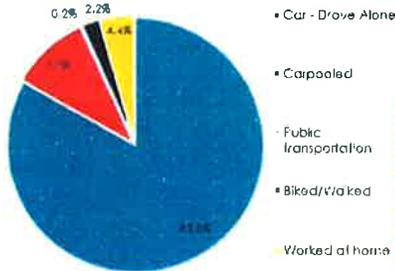
More people are choosing to use alternate modes of transportation to live a healthier lifestyle, reduce their environmental footprint, or spend less money out of their budget on transportation costs. Also, due to various social justice issues, certain portions of the population also are dependent on public transportation or non-motorized transportation. Regardless of the reason, it is important to provide a well-balanced transportation system that supports modes other than a single occupancy motor vehicle. This includes supporting alternative modes of transportation for users of all ages and all abilities.

PERFORMANCE MEASURES

Existing Metrics and Targets:

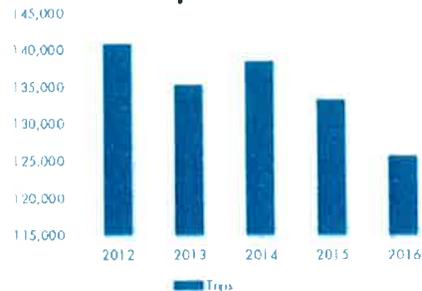
LOCAL MPO SYSTEM OPTIONAL REQUIREMENTS

Mode Share



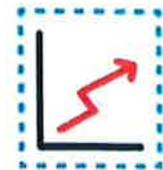
Desired Target: CAT Ridership

Decrease single vehicle use



Desired Target:

Increase fixed route transit ridership

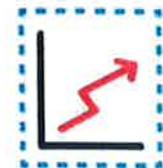


Miles of Facilities

Facility Type	Miles	
	Bismarck	Mandan
Multi-use Trails	52 miles	18 miles
Bicycle Lanes	4 miles	0 miles
Shared-Use Routes	5 miles	0 miles

Desired Target:

Increase miles of bicycle facilities



HOW WILL WE ACHIEVE THE GOAL?

Objectives:

- » **5A:** Consider coordination with transit agencies to improve transit route efficiency, system productivity, and community awareness by implementing transportation investments that support the transit system (PBO)
- » **5B:** Improve transit and rideshare opportunities for travelers commuting into Bismarck-Mandan from outside the urban area (PBO)

- » **5C:** Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan (SMO)
- » **5D:** Improve the awareness and safety of bicycling, and educate both bicyclists and motorists on rules and responsibilities (PBO)

SMO: Scoring Metric Objective | PBO: Policy Based Objective



CHAPTER 3: Vision + Goals VISION FOR WALKING AND BICYCLING

The Bismarck-Mandan Bicycle and Pedestrian Plan's vision is to convey that bicycling and walking are safe, comfortable, and convenient choices for all people. In hopes of creating an environment in which people feel comfortable and safe to bicycle and walk in Bismarck and Mandan.

PLAN GOALS

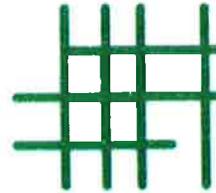
The five goals described in the following sections help to promote the vision for the Plan. They serve as pillars which will support the development of the proposed network and implementation strategies discussed later in the Plan. The goals will also guide the implementation of the 5 E's of the Plan: Engineering, Education, Encouragement, Enforcement, and Evaluation. It was important that the goals developed for this plan were in line with the goals outlined within the MPO Long Range Transportation Plan all while responding to comments received by the public during the development of the plan.



Goal 1: Network Use

Increase the number of bicycling and walking trips made by people in Bismarck and Mandan.

Once perceived and real barriers are removed, walking and biking can become a daily experience for all residents, employees, and visitors. A well-established network gives people the option to not only be healthier but, be environmentally friendly by choosing to walk or bike. Encouraging people to bike and walk more frequently increases the number of bicycling and walking trips made by people.



Goal 2: Connectivity

Develop a connected network of bicycling and walking routes throughout both communities in partnership with local, regional and state partners. Connect bicycling and walking routes to community destinations and other transportation systems, including transit.

The connectivity of bicycle and pedestrian routes to not only community destinations but other transportation systems can decrease vehicle miles traveled per person in Bismarck and Mandan while providing viable options to combine travel needs. Connectivity of routes that lead people to community destinations is important as it promotes bicycling and walking not as a form of leisure activities but as alternative modes of transportation.



Goal 3: Safety and Comfort

Build and maintain safe and comfortable bicycling and walking facilities for people of all ages and abilities. Support driving, walking and bicycling behaviors that increase the safety of people who walk and bicycle.

Promoting and encouraging safe behaviors from drivers, walkers, and bicyclists offers a level of predictability to a functional system. Predictability of modes in a shared space better ensures the safety of drivers, bicyclists and pedestrians. By creating an environment in which all individuals feel safe and comfortable, this can be a driving force in encouraging biking and walking.



BISMARCK-MANDAN BICYCLE + PEDESTRIAN PLAN



Goal 4: Maintenance

Protect the public's investment in the bicycling and walking system over the long-term and ensure system accessibility all year round.

Walking and bicycling can become a habitual part of daily life with a high-level of maintenance reliability. People will choose alternative modes of transportation when obstacles are reduced. The maintenance of public investment in the bicycling and walking system conveys the cities' commitment in trying to encourage people to bike and walk. It ensures people the permanency of these alternative modes of transportation.



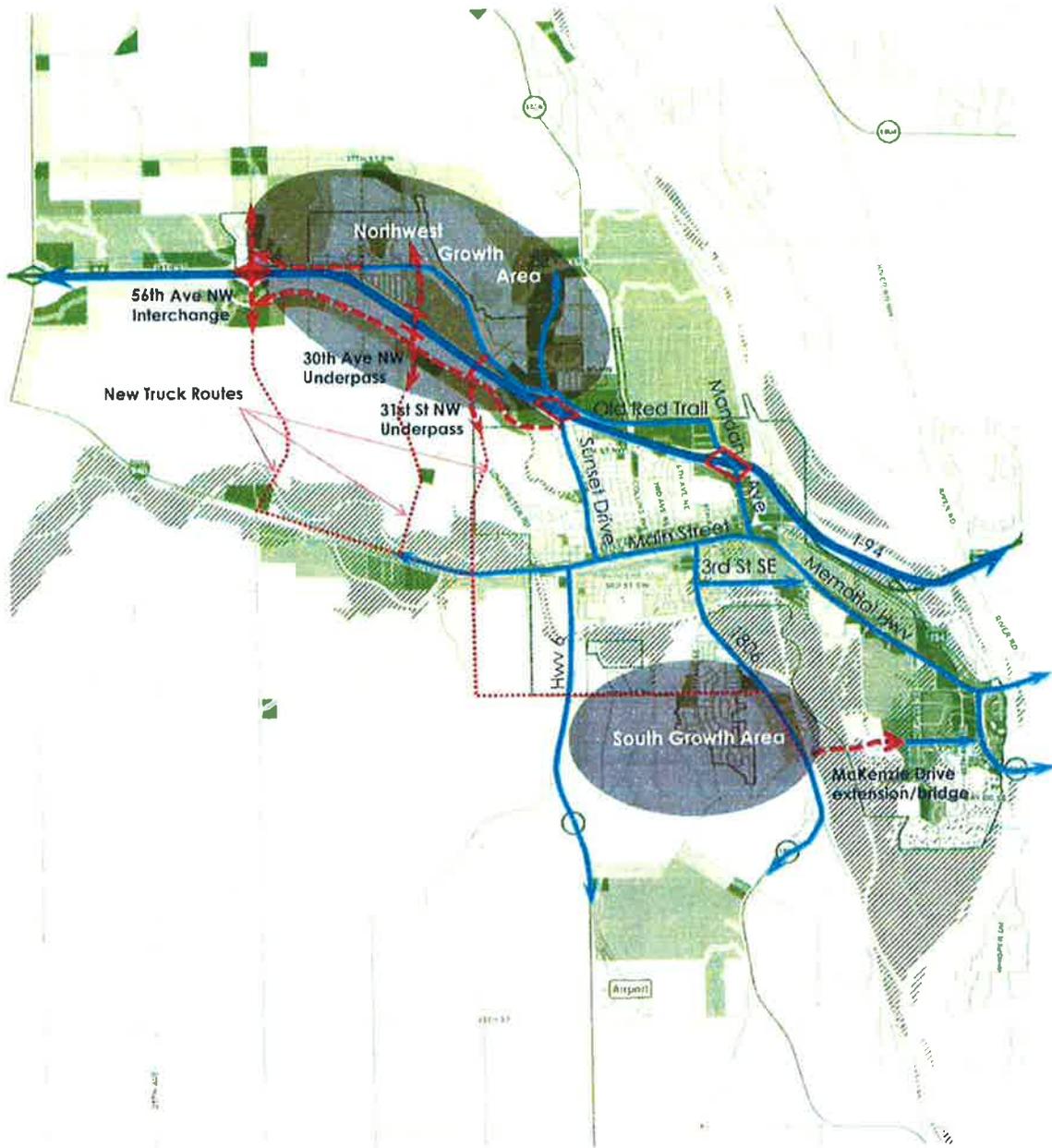
Goal 5: Planning

As new commercial and residential projects are planned, integrate bicycle and pedestrian facilities with project designs during the development review process.

Implementing improved facilities in the development review process not only increases opportunities to better allocate physical space needs, but property owners and developers reap the benefits of an enhanced public realm. By incorporating bicycle and pedestrian facilities in project designs during the development review process, this establishes a sense of permanency in advocating biking and walking in the community.

Impact of Key Recommendations

Taken together these key projects will serve the highest growth areas anticipated in Mandan in the next twenty years or more, and would serve to alleviate traffic, especially truck traffic, from some of the most congested roadway segments and points in Mandan: Sunset Drive/I-94 interchange, Sunset Drive, Main Street/1st Street, and 3rd Street SE.



Strategic Initiatives

1. Highest Quality of Financial Stewardship

Prioritize use of resources in operation and align the District to address economic/legislative actions, optimize alternative revenue sources, capitalize on partnerships, and pursue funding options.

2. Highest Quality of Parks & Amenities

Provide high quality parks and amenities and provide for their upkeep, maintenance and replacement.

3. Highest Quality of Facilities

Fund and support a maintenance schedule that provides high quality facilities with updated equipment.

4. Highest Quality Recreation Programs & Services

Provide high quality service and offer a diverse range of high quality recreational programs and opportunities for the entire community, while coordinating the best use of facilities and space.

5. Highest Quality of Staff & Team

Foster a work environment that encourages collaborative teamwork, develops, retains, and motivates quality park and recreational professionals.

6. Highest Quality Customer Service

Retain and provide excellent community/governmental partnerships and seek additional opportunities.

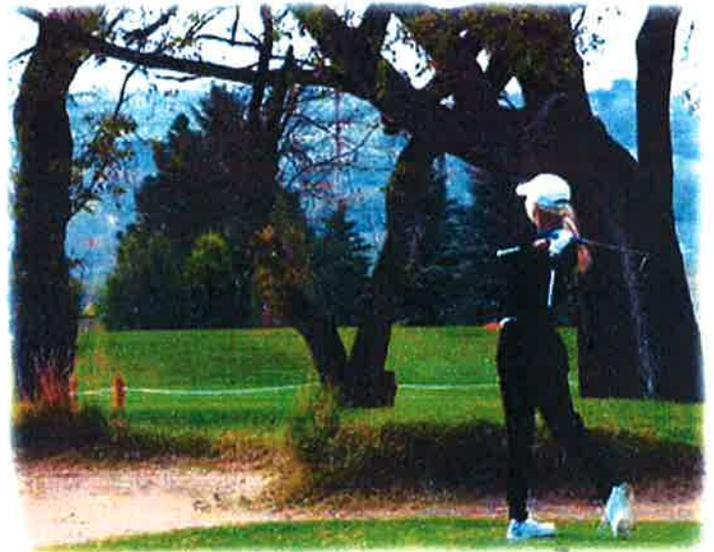
Tertiary Needs

Forty-eight percent of households in Region 6 are interested in using a boat, pontoon or personal watercraft for recreational boating other than fishing and 44% in using boat ramps or landings. Half of launch ramps without docks or slips in the region are in poor condition, according to providers.

Off-highway vehicle (ATV/dirt bike or side by side) trails are primary weaknesses in the region.

Outdoor golf driving or practice ranges are a primary weakness. Providers report 50% of outdoor driving ranges in Region 6 are in poor condition.

According to providers, 50% of outdoor skateboard parks and 25% of outdoor disc or Frisbee golf courses in the region are in poor condition.



REGION 7 FACILITY PRIORITIES

- 94% of Region 4 households report outdoor recreation is important.
- 54% of providers report demand for outdoor recreation facilities and activities exceeds supply.

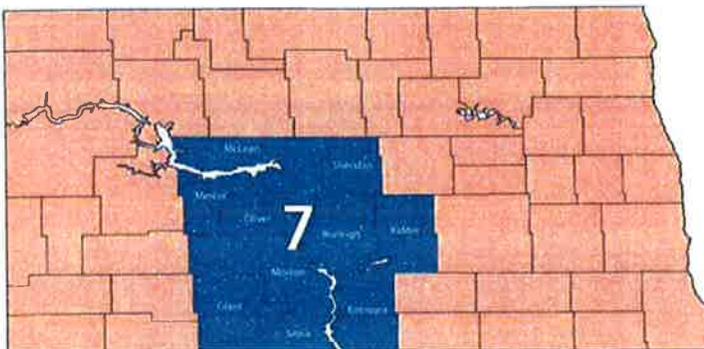
Primary Needs

Trails for walking, running, bicycling or horseback riding are of interest to 66% of Region 7 households. Fifty-four percent are interested in using paved multi-use trails, 53% in modern trails, 47% in hiking trails, 46% in unpaved multi-use trails and 46% in semi-modern trails. Hiking trails and semi-modern trails are primary weaknesses. Providers listed paved multi-use trails (33%), unpaved multi-use trails (31%) and mountain biking trails (24%) as facilities where demand exceeds supply. According to providers, all exercise trails in the region are in poor condition, as are 29% of mountain biking trails.

Primary Needs	Secondary Needs	Tertiary Needs
Non-Motorized Trails	Campgrounds	Recreational Boating Facilities
Swimming/Water Facilities	Shooting Sport Facilities	Sports Courts/Fields
Playgrounds/Picnic Areas/Open Space Parks	Canoeing/Kayaking Facilities	Motorized Trails
	Winter Sports Facilities	Specialty Facilities

Fifty-one percent of North Dakota households in the region are interested in swimming outdoors with 48% interested in designated swimming beaches on lakes or rivers, 42% in regular swimming pools and 41% in specialty pools. Specialty pools and designated swimming beaches on lakes or rivers are primary weaknesses. Thirty-six percent of providers note demand exceeds supply for swimming beaches. According to providers, 33% of regular swimming pools and 20% of specialty pools in the region are in poor condition.

Sixty-five percent of North Dakota households in the region are interested in going to a park, natural area or green space to use a playground, enjoy nature or relax, with 56% interested in visiting modern parks or natural areas and 40% interested in semi-modern. Forty-eight percent are interested in playing at playgrounds. Forty-four percent are interested in visiting natural areas. Modern general purpose parks and recreation areas (28%) and



McLean, Sheridan, Mercer, Oliver, Burleigh, Kidder, Morton, Grant, Sioux and Emmons Counties

Transportation Alternatives Grant Application

Lincoln Road Shared Use Path Safety Improvements

Lincoln, ND

August 22, 2025



Building a Better World
for All of Us®

Engineers | Architects | Planners | Scientists

August 22, 2025

RE: Lincoln Road Shared Use Path Safety Improvements
Transportation Alternatives Grant Application
Lincoln, ND
SEH No. 4.00

North Dakota Department of Transportation
Transportation Alternatives Program
608 E Boulevard Avenue
Bismarck, ND 58505

Dear NDDOT Local Government:

The Lincoln Park District in conjunction with the City of Lincoln are excited to submit for the Transportation Alternatives program funding for a shared use pathway lighting and surfacing enhancement project for resilience in user type increase and safety of facility use. The City of Lincoln is a thriving and growing community mainly consisting of residential housing. Much of the areas of the city have little or no pedestrian facilities which drives large use of the existing trail networks centrally located with the city. The Lincoln Park District has been constructing shared use pathway systems over the last several years to expand multi-use pathways as collectors on major arterial roadways throughout the city. In cooperation, the City of Lincoln has been working to incorporate sidewalk systems to enhance "Safe Routes to School" systems. Together, these project types have developed a connected network of sidewalk and trails allowing residents access to walking, biking, roller skating and other forms of recreation.

Recently, the Lincoln Park District has constructed new pathways that are not lighted and some that are not paved due to funding shortages. To assist with completing a lighted shared use pathway system for safety of those using the facilities after dark, it is proposed to install lighting along the routes and to pave the south section of the pathway. These improvements will assist in safety, open it to a wider variety of users, and develop an aesthetic improvement to one of the main roadways through the City of Lincoln.

The City of Lincoln and Lincoln Park District look forward to further developing these important non-motorized shared use pathways to generate larger lengths of lighted and paved pathways for residents. Thank you for your consideration of this application!

Sincerely,

City of Lincoln and Lincoln Park District



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Letter of Transmittal
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Transportation Alternatives Grant Application

Lincoln Road Shared Use Path Safety Improvements

Prepared for Matt Schaible

1 Project Name

Lincoln Road Shared Use Path Safety Improvements

2 Project Location

- City
 - Lincoln, ND
- County
 - Burleigh County
- Description
 - The proposed lighting improvements will be installed along two separate lengths of pathway, both of which are situated along the west side of 66th Street NW. The first stretch is between Lincoln Road and 28th Avenue. The second stretch is between Santee Road and southerly city limits south of Humbert Drive. The proposed pathway paving is the second segment of the pathway between Santee Road and south city limits.
 - See below general map and Appendix A for full location.

3 Project Contact

Lincoln Park District
Nicholas Couture – Park President
32 McDougall Drive
Lincoln, ND 58504

701-391-5656
lincolndparks@gmail.com

4 Contact Person

Matt Schaible, PE
Lincoln Park District Engineer
905 Tacoma Ave, Ste 2
Bismarck, ND 58504
701-354-5617

mschaible@sehinc.com

5 Project Sponsor

City of Lincoln, ND

6 Sponsoring Official

Mayor Keli Berglund
32 Santee Road
Lincoln, ND 58504

701-258-7969
lincoln@cityoflincolnnd.com

7 Project Description

7.1 General

This project is to install decorative lighting along two segments of 10-ft wide shared use pathway and to pave a 10-ft wide gravel pathway to accommodate a wider range of users.

Currently there is a 10-ft wide paved shared use path along Lincoln Road which is one of the two major arterial roadways in Lincoln. The pathway along Lincoln Road is lighted with decorative lighting offering an aesthetic corridor that supports active pedestrian use not only in daylight hours, but also evening and early morning hours as well. The enhanced lighting will improve visibility and user safety, provide greater security by allowing paths to be monitored from adjacent roadways, and reduce opportunities for vandalism along the corridor. Together, these enhancements will strengthen community connectivity and encourage year-round use of the pathway system.

The map of project location is included as Appendix A.

7.2 Lighting

The lighting will be of 12-foot square aluminum poles with a Gleopm-AF-01-LED-E1-SL2-BK-7030-PER7-AHD245-TH luminaire to match the existing system. Lighting will be placed on the westerly side of the pathway between the right-of-way boundary and the edge of the pathway. Spacing of the light structures will be at 75-foot spacing due to the low-level light output to keep light on the pathway and not cause light pollution into neighboring properties.

Figure 1 – Example Existing Lighting Structures



Figure 2 – Example Lighting Structures



7.2.1 North Segment Lighting

The north segment of the project will consist of approximately 33 light structures with a single new feed point constructed. The length of the lighting is approximately a run of 2,500 feet.

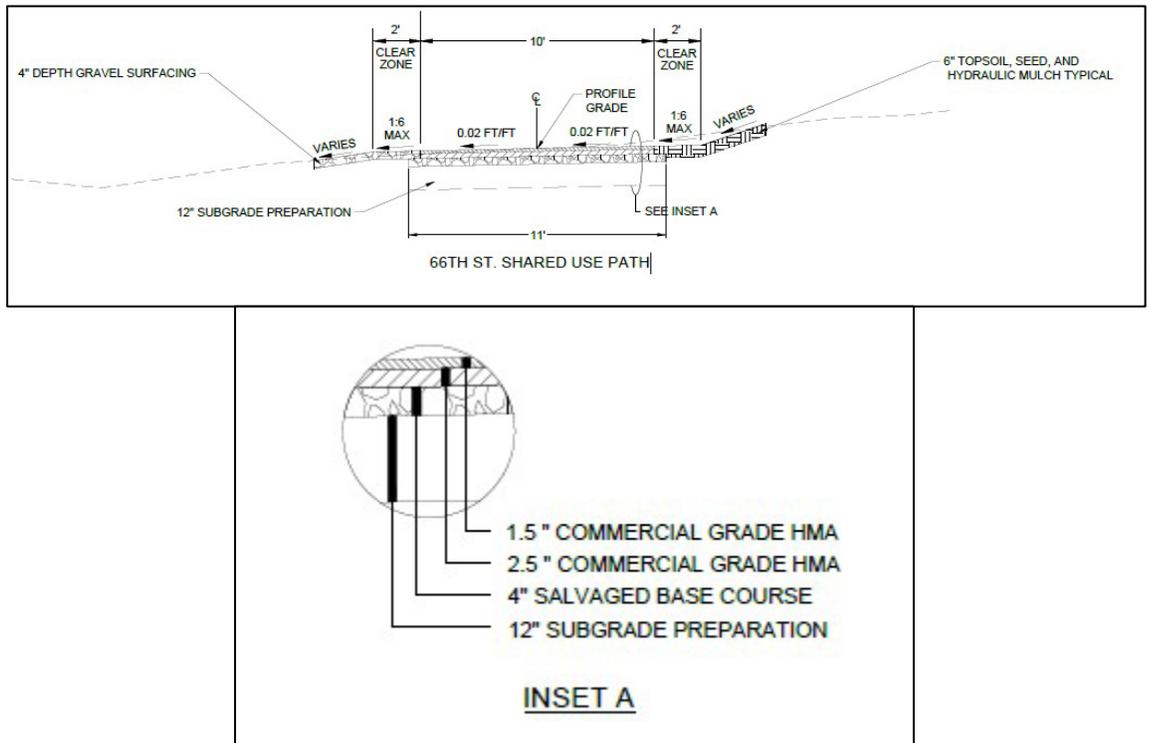
7.2.2 South Segment Lighting

The south segment will consist of approximately 28 light structures and also have a new feed point installed. The length of the lighting is approximately 1,600 feet.

7.3 Paving

The paving aspect of this project will be to pave a 10-foot wide, 4-inch-thick hot mix asphalt (HMA) surface over the 1,600-feet of gravel pathway between Santee Road and the southerly city limit ending. The end of the pathway will have a cul-de-sac shape for users to turn around. It is intended to work with other agencies to extend the path south to other housing developments in the future.

7.3.1 Typical Section of Pavement



7.4 Right-of-Way

All project work will occur within Burleigh County right-of-way, where the shared use paths have already been approved. Installation of the proposed lighting has been coordinated with Burleigh County, and no objections have been raised.

8 Project Cost

Projected project costs have been developed using prior lighting costs for the same structure type and using a ratio of length verse cost to estimate the cost of the proposed systems. These estimates have also been adjusted 3% per year to adjust for anticipated inflation to develop projected construction costs for 2028.

For reference in the cost estimates below, Lighting System A represents the north segment and Lighting System B represents the south segment.

Table 1 – Opinion of Cost

Line No.	SPEC	CODE	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	COST
1	103	0100	CONTRACT BOND	L SUM	1	\$5,000.00	\$5,000.00
2	203	0109	TOPSOIL - IMPORTED	CY	80	\$95.00	\$7,600.00
3	302	407	RESHAPE AGGREGATE BASE COURSE	STA	16	\$500.00	\$8,000.00
4	430	0500	COMMERCIAL GRADE HOT MIX ASPHALT	TON	435	\$155.00	\$67,425.00
5	701	0100	MOBILIZATION	L SUM	1	\$20,000.00	\$20,000.00
6	770	0001	LIGHTING SYSTEM A	EACH	1	\$173,000.00	\$173,000.00
7	770	0001	LIGHTING SYSTEM B	EACH	1	\$135,000.00	\$135,000.00
Subtotal							\$416,025.00
Contingency (10%)							\$41,000.00
TOTAL							\$457,025.00

Table 2 presents the cost breakdown by funding source. Project costs will be covered through a combination of a Transportation Alternatives (TA) grant and contributions from the Lincoln Park District. The TA grant will provide the primary share of funding, while the Park District will supply the local match, ensuring the project is fully funded and financially feasible.

Table 2 – TA Grant Request

Funding Source	Cost
Total Estimated Construction Cost	\$457,025
TA Grant Funding (80.93%)	\$384,438
LPA Funding Responsibility (19.07%)	\$72,587

9 TA Category

This project qualifies under Category A for off-road pedestrian, bicycle, and other non-motorized transportation facilities. It will provide a safe, walkable, and bikeable corridor that connects to the existing Safe Routes to School network while expanding pedestrian infrastructure away from roadways in an attractive and secure setting. The proposed decorative lighting will be installed in compliance with ADA requirements, ensuring consistent illumination levels that improve accessibility and safety for all users. All improvements are consistent with ADA requirements, as the shared use paths have been designed and constructed in compliance with current accessibility standards.

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

10 Supporting Data

Following is the supporting data that assists with understanding the project request.

10.1 Identified Recreation and Transportation Plans

This project is on segments of shared use path that are part of the Lincoln Park District comprehensive plan.

This project is on segments of shared use path that are identified as part of plans for the Bismarck-Mandan MPO as amended in 2024 and 2025 as part of ND Parks and Recreation Departments RTP grant process.

10.2 Project Ties

This project is independent of other ongoing projects; however, it builds upon and enhances prior projects.

10.3 Project Community Analysis

The City of Lincoln and the Lincoln Park District have worked collaboratively to expand pedestrian access and shared use paths throughout the community, receiving positive feedback from residents on the existing facilities. In recent years, requests for lighted pathways have increased, leading the Park District to prioritize this type of project in its planning efforts..

Overall, this project would bring these sections of shared use path into similar full-buildout condition as the other three sections of shared use path within the City of Lincoln.

10.4 Project Support

This project is currently supported by the following agencies. See documentation of support in Appendix B.

- Lincoln Park District
- City of Lincoln

- Bismarck-Mandan MPO
- Lincoln Police Department
- Bismarck Public Schools
- Burleigh County

11 Public Accessibility

11.1 Public Access

This project is within public right-of-way and is being funded by the Lincoln Park District for public use. The project will remain open to public year-round.

11.2 Project Owner

This project will become the ownership of the Lincoln Park District upon completion.

12 Matching Funds

All required LPA matching funds will be contributed by the Lincoln Park District. This project has been accounted for in future budgets and will be set aside for funding of all preliminary engineering and environmental work, and the portion of construction cost at 19.07% of final construction cost.

All matching funds are resourced from non-federal sources.

13 Right of Way

No additional Right-of-Way is required for this project. All work will be within Burleigh County ROW and the work has been prior agreed to in these areas by Burleigh County.

14 Project Maintenance

Lincoln Parks District has entered into agreement with the City of Lincoln to perform all project maintenance of the installed project systems.

15 Environmental Impacts

15.1 Land Use

The proposed multiuse path alignment traverses undeveloped agricultural fields and existing residential parcels within the project corridor. The 10-foot-wide paved surface will result in minimal land conversion, with anticipated impacts limited to the immediate construction footprint and temporary staging areas. While the impervious surface will marginally reduce infiltration rates and accelerate stormwater runoff velocity within the path corridor, the linear nature of the facility and incorporation of appropriate drainage features will ensure no adverse impacts to adjacent properties or downstream drainage patterns.

15.2 Farmland

The project alignment has been designed to avoid productive agricultural lands and will not result in the conversion of farmland. No impacts to active farming operations are anticipated.

15.3 Social

The proposed lighting improvements along the multiuse path will enhance community connectivity by extending safe and accessible use into evening hours. The project supports residents of all ages and abilities by improving security and comfort, thereby encouraging greater year-round use of the facility. By creating safer conditions for walking, bicycling, and other forms of active transportation, the project will strengthen neighborhood linkages and promote public health through increased opportunities for physical activity.

15.4 Section 4(f) & 6(f) Properties

The proposed lighting installation will enhance the safety and usability of the proposed shared-use path located within publicly owned parks and recreation areas. The project is limited to adding lighting along the proposed path funded through the Recreational Trails Program and will not result in any adverse effects on the recreational functions of the property. The project will have no impact on wildlife refuges, waterfowl refuges, or historic sites of national, state, or local significance.

15.5 Economic

The project will provide long-term economic benefits by improving regional connectivity and expanding non-motorized access to local businesses and services. Integration with the existing Bismarck-Mandan trail network will strengthen linkages between communities, supporting active transportation and tourism. By encouraging increased foot and bicycle traffic, the project has the potential to boost patronage of local establishments in Lincoln and contribute to broader economic vitality within the region..

15.6 Relocation

The proposed alignment has been carefully planned to utilize existing right-of-way and easements where possible. No residential or commercial relocations will be required for project implementation. All necessary property rights can be acquired through standard easement procedures without displacement of existing structures or facilities.

15.7 Wetlands

No jurisdictional wetlands are present within the project limits. No wetland mitigation will be required for this project. During environmental permitting and SOV letter responses, if wetlands are determined to be in the project corridor, we will take all necessary steps to mitigate the project's effect on the wetland areas.

15.8 Floodplain

The project area is located outside of the 100-year floodplain, and no portion of the proposed improvements will encroach upon designated flood hazard zones. As a result, the project will not affect floodplain functions or increase flood risk.

15.9 Threatened or Endangered Species

No federally listed threatened or endangered species or designated critical habitat occur within the project area. The project will not adversely affect protected species or their habitats. If any threatened or endangered species are found within the project area during environmental reviews or agency consultations, we will take all appropriate measures to minimize or avoid impacts to those species.

15.10 Cultural Resources

There are no known cultural resources, archaeological sites, or historic structures are present within the area of potential effects. Should archaeological materials be encountered during construction, work will cease immediately, and appropriate state and federal agencies will be consulted in accordance with Section 106 of the National Historic Preservation Act.

15.11 Hazardous Waste

No known contaminated sites, underground storage tanks, or hazardous waste facilities are located within the project corridor. If hazardous waste is identified within the project area during environmental reviews or agency consultations, we will take all appropriate measures to properly manage and mitigate any potential impacts.

16 Signatures

Contact Person:

Matt Schaible, PE

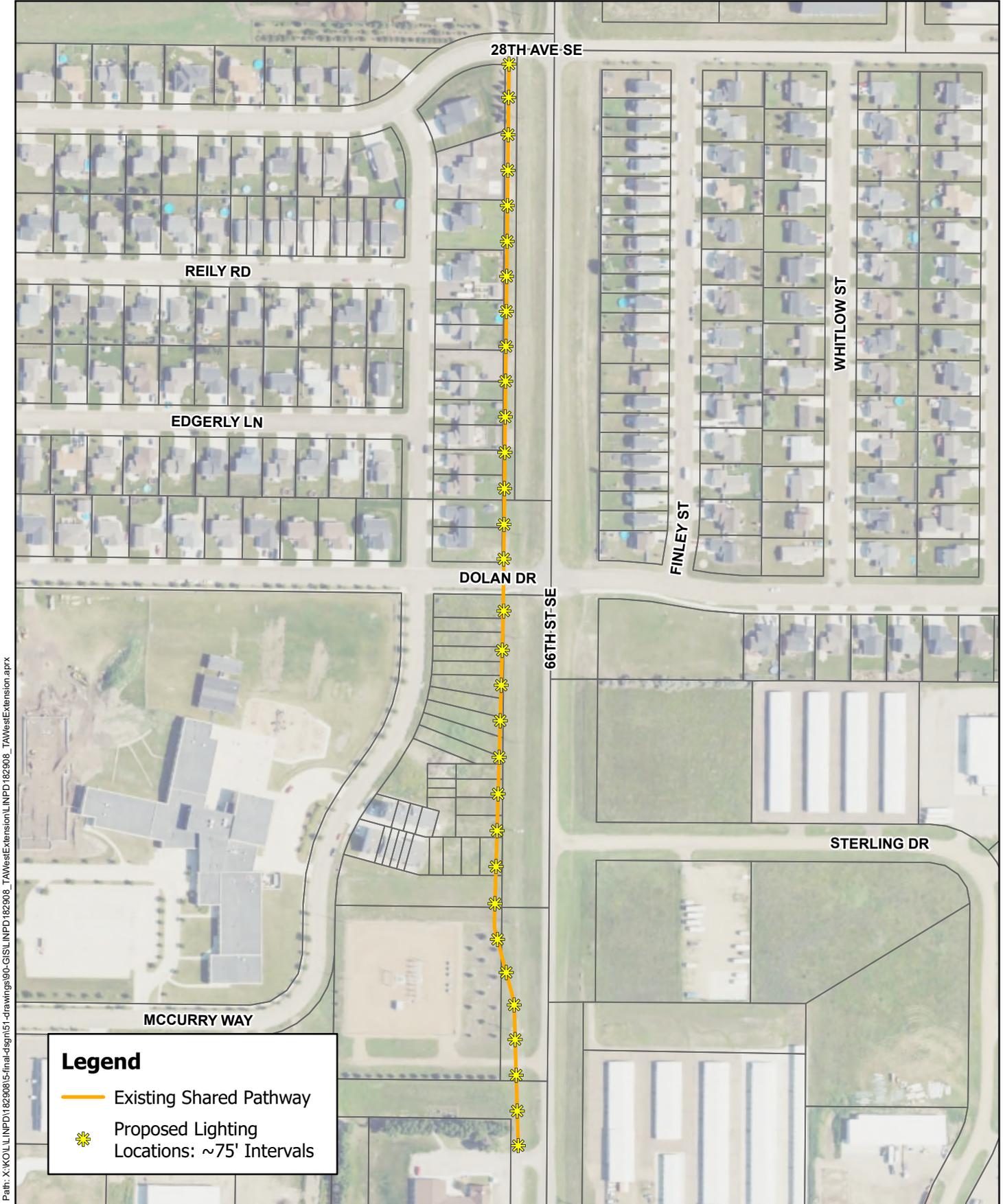
SEH Inc.

Responsible Official:

MPO Official:

Appendix A

Map of Proposed Shared Use Path Paving and Lighting



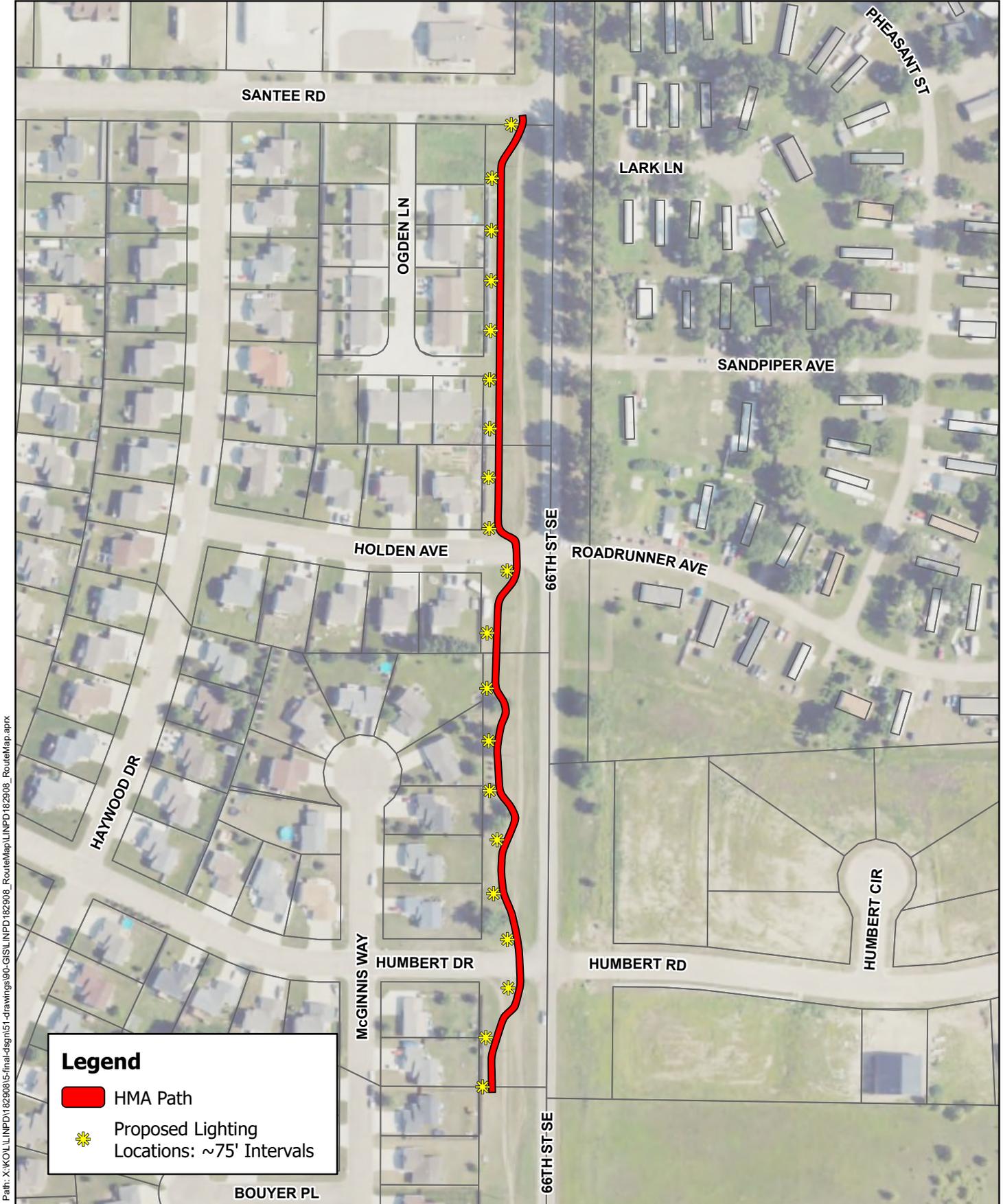
Path: X:\KOLL\INPD182908\5-final-dsgn\51-drawings\90-GIS\INPD182908_TAWestExtension.aprx

Legend

-  Existing Shared Pathway
-  Proposed Lighting Locations: ~75' Intervals

	<p>N</p>  <p>0 250 Feet</p> 	<p>Project: LINPD 182908 Print Date: 8/22/2025</p> <p>Map by: tschwarz Projection: NAD 1983 (2011) State Plane North Dakota (Feet) Source: Burleigh County, City of Lincoln, & SEH Inc</p>	<h2 style="margin: 0;">North Segment</h2> <p style="margin: 0;">Lincoln, North Dakota</p>	<p style="font-size: 24px; margin: 0;">Figure</p> <p style="font-size: 36px; margin: 0;">1</p>
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This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



Path: X:\KOLL\LINPD182908\5-final-dsgn\51-drawings\90-GIS\LINPD182908_RouteMap\LINPD182908_RouteMap.aprx

Legend

- HMA Path
- Proposed Lighting Locations: ~75' Intervals

SEH

0 100 200 Feet

Project: LINPD 182908
 Print Date: 8/22/2025
 Map by: tschwarz
 Projection: NAD 1983 State Plane North Dakota South (US Feet)
 Source: Burleigh County, SEH Inc

South Segment

Lincoln, North Dakota

Figure
2

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

Appendix B

Letters of Support

From: [Schriock, Daniel L.](#)
To: [Matt Schaible](#)
Cc: [Einrem, Casey J.](#); [Hall, Marcus J.](#)
Subject: RE: Lincoln Park District 66th Street Shared Use Path Lighting - NDDOT TA Application
Date: Friday, August 22, 2025 10:18:57 AM

Matt,

As with previous TA projects for the City of Lincoln we have no objections to this project.

Please let me know if you need anything else.

Daniel L. Schriock P.E.
Senior Assistant County Engineer
Burleigh County Highway Department
8100 43rd Ave NE
Bismarck, ND 58503
PH: (701)204-7748
CE: (701)954-9732

From: Matt Schaible <mschaible@sehinc.com>
Sent: Thursday, August 21, 2025 5:28 PM
To: Schriock, Daniel L. <dschriock@nd.gov>
Cc: Einrem, Casey J. <ceinrem@nd.gov>; Hall, Marcus J. <mahall@nd.gov>
Subject: Lincoln Park District 66th Street Shared Use Path Lighting - NDDOT TA Application

Some people who received this message don't often get email from mschaible@sehinc.com. [Learn why this is important](#)

******* CAUTION:** This email originated from an outside source. Do not click links or open attachments unless you know they are safe. *********

Good afternoon, Dan!

The Lincoln Park District is going to be submitting for NDDOT TA funds to place lighting along the shared use paths along 66th. Lighting would be installed on the west side of the pathway between ROW and path edge, same style as the lighting along Lincoln Road.

I know we briefly discussed this prior when considering the 66th St. path between Lincoln and 28th but that it was not fully proposed for Burleigh County consideration. Project would be slated for FY28 construction using TA funding through NDDOT.

Location would be the path between Lincoln Road and 28th, and the section between Santee Road and southerly city limits (just south of Humbolt). The south path would also be paved with this project. The south segment is also the gravel path that was awarded

RTP grant funds for construction in 2026, so it would then be paved and lighted in 2028 if TA grant was awarded. I have attached the two exhibits for reference of location and intent of project.

Please let me know if Burleigh County has any comments on this or is in support of this project.

Respectfully,

Matthew Schaible, PE (ND)
Associate, Project Manager
Short Elliott Hendrickson Inc.

701.354.5617 Direct | 406.207.6586 Mobile | 701.354.7121 Main

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July 31, 2025

RE: City of Lincoln
Lincoln Park District Shared Use Path
West Extension Under TA Grant
Program

Mayor Keli Bergland & Members of City Council
City of Lincoln
74 Santee Drive
Lincoln, ND, 58504

Dear Members of the City Council:

The Lincoln Park District respectfully requests the City of Lincoln's sponsorship for a potential application under the North Dakota Department of Transportation (NDDOT) Transportation Alternatives (TA) program. As stipulated by the program, park districts must secure sponsorship from their corresponding city or county to be eligible for funding consideration.

To fulfill this requirement, we are seeking the City of Lincoln's support as the official sponsor for the Lincoln Park District's application. The proposed project aims to enhance the community's shared use path network, supporting multimodal transportation and recreational opportunities for residents and visitors alike.

The project under consideration would extend the existing shared use pathway along Lincoln Road, beginning at 52nd Street and continuing west to Apple Creek, approximately 0.55 miles west of the 52nd Street and Lincoln Road junction. Additional components under consideration include a connection to Millennium Park via a path along the south side of Lincoln Road to the east, and potential lighting installation along 66th Street SE from Lincoln Road to 28th Avenue, subject to cost feasibility.

This initiative is expected to improve connectivity within the City of Lincoln, promote safe routes for pedestrians and cyclists, and contribute to long-term regional trail integration efforts. It also lays the groundwork for future infrastructure enhancements that could link Lincoln's trail system with neighboring communities.

The Lincoln Park District intends to fully fund the local match requirements associated with this project and welcomes any additional participation or support the City may wish to provide.

Sincerely,

Matthew Schaible, PE
Lincoln Park District Engineer(Lic. ND)

Attached: Project Route Map
c: Lincoln Park District

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 905 Tacoma Avenue, Suite 2, Bismarck, ND 58504-7401

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MEETING OF THE LINCOLN CITY COUNCIL

AUGUST 7, 2025 - MINUTES

CALL TO ORDER

The Lincoln City Council members met on August 7, 2025, at 6:00 PM at Lincoln City Hall, 74 Santee Road, Lincoln, ND. Councilmembers Artavia, Bjornstad, Davis and Shoemaker, and Mayor Berglund were present.

1. AGENDA

- a. Mayor Berglund moved to remove agenda number 12, City Center Update. Davis motioned to approve the amended agenda, seconded by Shoemaker. MCU

2. CONSENT AGENDA

3. Davis motioned to approve the consent agenda, seconded by Bjornstad. MCU

4. PUBLIC COMMENT – None.

5. Wastewater Update – Loretta Marshik with SEH presented amendment #1 to reflect evolving scope of work, permit application worked and property relations, projections and design flows and loads. SEH will review study materials to present final draft and financial model.

6. Pavement Management Program – Foundational step was creation of GIS roadway segments and uploading to the software and calculating a pavement condition and index rating. To direct future maintenance strategies and Capital Improvement Planning.

7. Addendum – Amendment Wastewater Rate Study – Attorney Rogneby amendment to add language that would make clear that the city owns the data that it's paying to have created. Motion to approve the amended wastewater rate study by Davis, seconded by Artavia. MCU Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.

8. Ordinance to amend Commercial-Grade Dumpsters 1st reading. Motion to approve the first reading by Davis, seconded by Artavia. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.

9. Draft ordinance regarding storage containers. As this is a change to Lincoln zoning, a public hearing is required. Motion to approve the first reading by Bjornstad, seconded by Shoemaker. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes. Motion to set up the public meeting by Artavia, seconded by Davis. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.

10. Lincoln Park District Sponsorship. Matt Schaible from SEH, on behalf of Lincoln Park District requesting sponsorship for transportation alternatives project. The Lincoln Park District (LPD) is considering for fiscal year 2028 transportation alternatives to potentially extend the walking path along Lincoln Road to the west. Sponsorship does not require financial responsibility and the city would be more of a fiscal agent so the LPD and City of Lincoln would need to enter into an agreement. Motion by Davis, seconded by Bjornstad. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.

11. Lincoln Events Schedule and Parade Information presented by EDC Chair, Elizabeth Flemming.

12. Lincoln Mission Statement, Vision, and Core Values draft presented by Mayor Berglund. Motion to approve and adopt by Bjornstad, seconded by Shoemaker. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.

13. Sealed bids for police squad cards (2016 Ford Interceptor and 2018 Chevy Tahoe) were opened with neither accepted. Chief Giddings to relist for bids with a reserve set.

14. Ordinance to amend compensation for the mayor and city council. Motion to approve first reading by Davis, seconded by Artavia. Roll Call: Artavia – Yes, Bjornstad – No, Davis – Yes, Shoemaker – Yes.

15. City Administrator position created by council with job description to be finalized to be filled early 2026. Motion to proceed on developing a city administrator job position by Bjornstad, seconded by Shoemaker. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.

16. Take-Home Vehicle Agreement is invalid as it has not been approved by council or signed by either the mayor or city auditor. Council will discuss at the next meeting if a policy is warranted and what that might look like.

17. Mayor Berglund request entertaining motion to change the auditor's leave request absent type from vacation to discretionary due to extended work hours the 2 preceding pay periods. Motion by Davis, seconded by Bjornstad. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.
18. ATTORNEY REPORT Resolution to move funds from Employee Pension to General Fund. Attorney to research. Criminal summons involving former City of Lincoln employee has been charged related to accusations of misappropriation of city funds.
19. ENGINEER REPORT presented by Marshik.
20. AUDITOR REPORT

Adjournment at 7:36 pm.

Mayor Keli Berglund

Deputy Auditor Erman

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NDDOT Transportation Alternatives Grant Application FY 2028

Northwest Bismarck Trail Connections

Clairmont Family Conservation Park



NDDOT Transportation Alternatives Grant Application

1. **Project Name:** Northwest Bismarck Trail Connections – Clairmont Family Conservation Park
2. **Project Location:** 2310 Tyler Parkway, Bismarck, North Dakota
3. **Project Contact:** Bismarck Parks and Recreation District (BPRD)
4. **Contact Person:**
Kevin Klipfel, Executive Director
Bismarck Parks and Recreation District (BPRD)
400 East Front Avenue Bismarck, ND 58504
701-222-6455 kklipfel@bisparcs.org
5. **Project Sponsor:** City of Bismarck
6. **Sponsoring Official:**
Gabe Schell, City Engineer
City of Bismarck
221 North 5th Street, Bismarck, ND 58501
7. **Project Description:**
The proposed project includes paved trail connections through the Clairmont Family Conservation Park from the Pinehurst area of Northwest Bismarck to River Road and to neighborhoods north and west. The proposed shared-use trails will serve many functions, including acting as a safe, direct, and accessible route to services, both commercial and recreational. There is currently not a direct, accessible route for pedestrians or bike traffic since Burnt Boat Road does not have a shoulder and is not a safe route past where the sidewalk ends. The trail will also serve as utility access for both the City of Bismarck, Bismarck Parks and Recreation District and Ducks Unlimited to continue to maintain and operate stormwater conveyance areas and the constructed educational wetlands.

The proposed trail will serve as a key connection from the Legacy River Trail, the busiest recreational trail in the community, as well as from the northwest neighborhoods to the bike route system along Tyler Parkway, with connections to Century Avenue and all businesses in north Bismarck, and Divide Avenue, with connections to Tom O’Leary Recreational Complex and beyond. *Please refer to Exhibit 1, Project Location Map.*

This proposed connecting trail links would connect all types of housing within the Elk Ridge, Promontory Point, and Country West developments to River Road and all of the trails and parks along the river, as well as connecting to Pinehurst Square, which includes many businesses including a dollar store, a hardware store, a pet store, a gas station, a coffee shop and food options, as well as services like a vet, clinics, and a bank.

The proposed project includes constructing 10' shared use asphalt trails from Golf Drive to Clairmont Road (3,004 LF) and continuing north to Valley Drive (3,136 LF). *Please refer to Exhibit 2, Clairmont Family Conservation Park Master Plan.*
8. **Project Cost:**
The estimated construction cost of the proposed trail connections is \$ 1,514,370 including contingency. Federal funds in the amount \$ 1,211,400 are requested. The construction cost does not

include any local costs of topographic survey, utility relocation, right-of-way acquisition, or preliminary and construction engineering. The remaining balance of the project will be budgeted and funded from the BPRD General Construction Fund. *Please refer to a detailed Preliminary Cost Estimate, Exhibit 3.*

9. What TAP category best fits your project?

Category A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.

10. Supporting Data:

1) Is this project part of an identified tourism, recreation or transportation plan and if so, explain?

a. The **Arrive 2045 Metropolitan Transportation Plan (MTP)** highlights the need for safe trail alternatives to traditional transportation options, including Objective 5C: "Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan".

b. The trail connections through Clairmont Family Conservation Park are identified in the Active Mobility Plan portion of the **Together 2045 – Bismarck's Comprehensive Plan** as a needed trail connection. See Exhibit 4.

c. The **Bismarck Mandan MPO Bicycle and Pedestrian Master Plan** includes five goals for the community, and this proposed project helps to fulfill all five goals.

d. The **2023-2028 State of North Dakota State Comprehensive Outdoor Recreation Plan – Recreational Trail Needs** identifies that Region 7, which includes Burleigh County, the primary need is non-motorized trails. In addition, the **Bismarck Parks and Recreation District conducted a community survey** in 2023 and paved recreational trails ranked #2 in importance of recreational amenities.

2) Is your project tied to another project? If so, please explain.

The proposed trail connections would tie into the Legacy River Trail, the Divide Avenue and Century Avenue Trails and the larger trail system in northwest Bismarck. The funding of the proposed project is not directly tied to any other trail project.

3) How does your project fit with similar projects in your community and/or region?

Bismarck Parks and Recreation District maintains over 55 miles of paved trails and is committed to providing a comprehensive trail system for the betterment of the entire community. Currently, BPRD is constructing and replacing segments of the trail system throughout the area to continue that commitment to residents and visitors of the community.

4) Provide the names of governmental agencies that are in support of this project. Also, please state if there is support from the general public, other groups and organizations.

- a. Bismarck Parks and Recreation District
- b. City of Bismarck
- c. Bismarck-Mandan Metropolitan Planning Organization
- d. Ducks Unlimited

11. Public Accessibility:

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

12. Matching Funds Provided By:

Bismarck Parks and Recreation District will provide matching funds.

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

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

14. Maintenance of This Project Will Be Provided By:

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

15. Environmental Impacts

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

16. Signatures

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

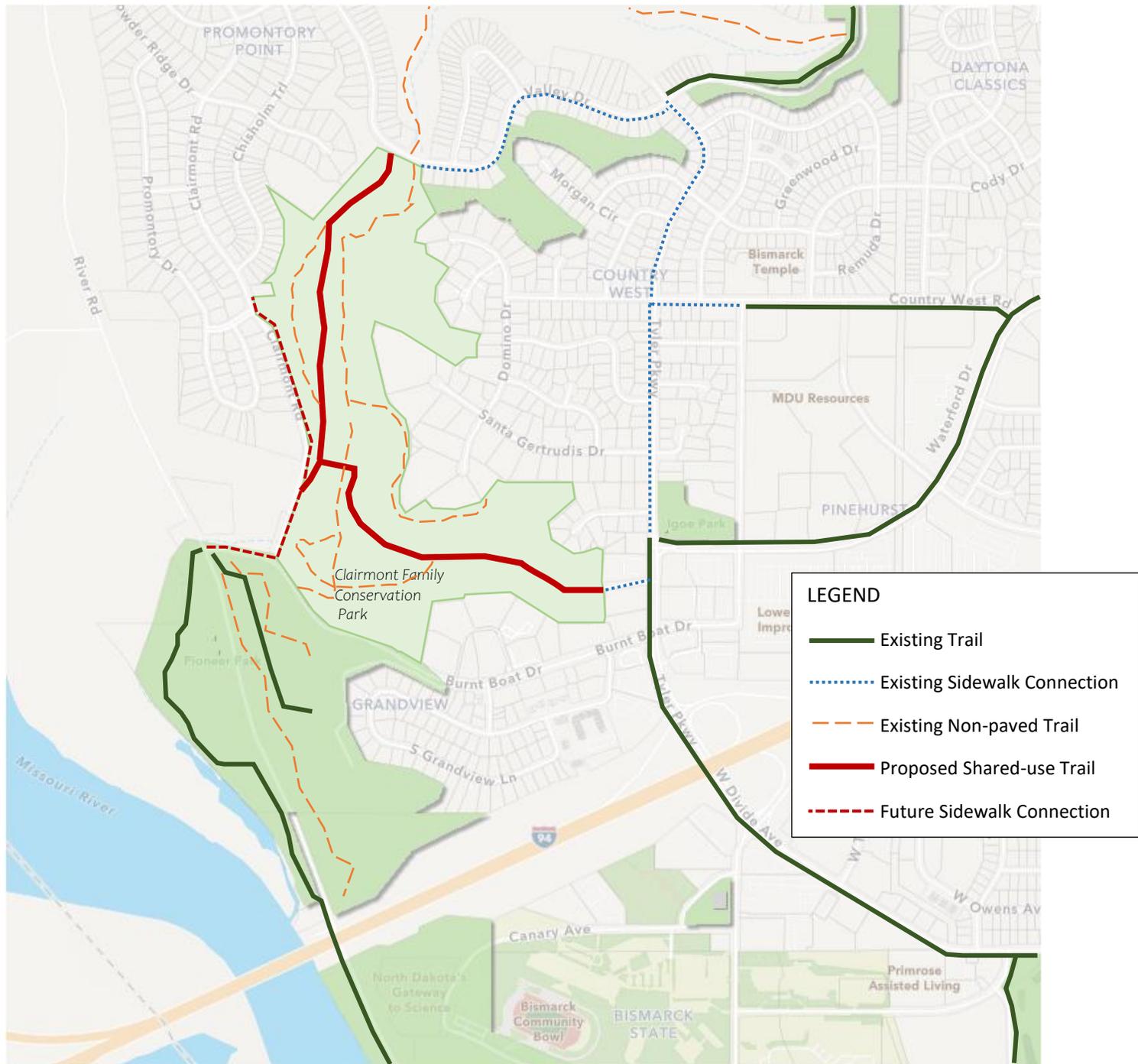
Sponsoring Official: _____ Date: _____
Gabe Schell, City Engineer

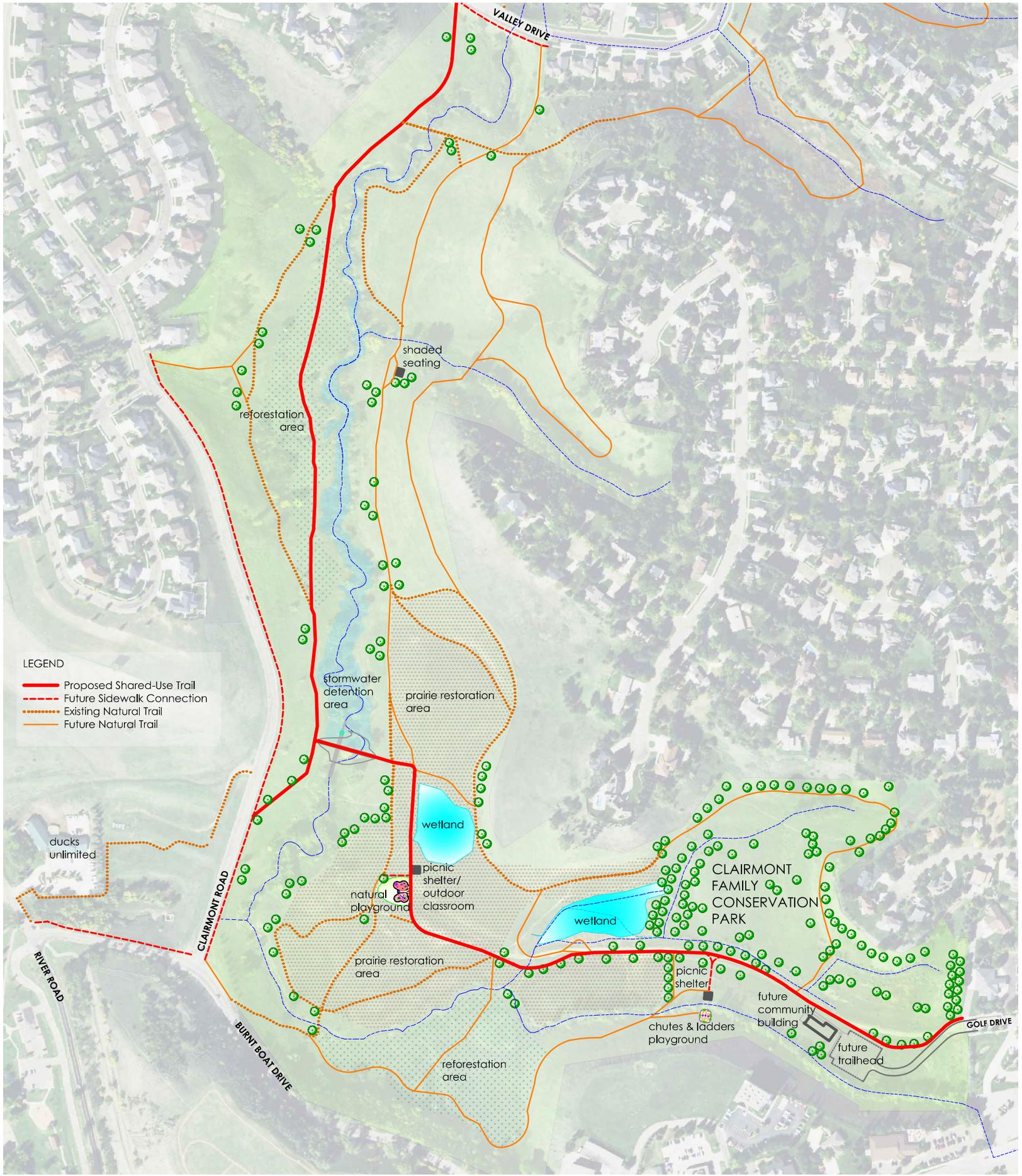
MPO Official: _____ Date: _____

17. Attachments

- Exhibit 1 – Project Location Map
- Exhibit 2 – Clairmont Family Conservation Park Master Plan
- Exhibit 3 – Preliminary Cost Estimate
- Exhibit 4 – Community Plan Support
- Exhibit 5 – Existing Conditions
- Exhibit 6 – BPRD Board of Park Commissioner Minutes
- Exhibit 7 – City of Bismarck Endorsement
- Exhibit 8 – MPO Endorsement

Exhibit 1 – Project Location Map





LEGEND

- Proposed Shared-Use Trail
- Future Sidewalk Connection
- Existing Natural Trail
- Future Natural Trail

reforestation area

shaded seating

stormwater detention area

prairie restoration area

wetland

picnic shelter/
outdoor classroom

natural playground

prairie restoration area

reforestation area

wetland

picnic shelter

chutes & ladders
playground

future community
building

future trailhead

CLAIROMONT
FAMILY
CONSERVATION
PARK

VALLEY DRIVE

CLAIROMONT ROAD

BURNT BOAT DRIVE

GOLF DRIVE

ducks
unlimited

RIVER ROAD

Exhibit 3 – Preliminary Cost Estimate

CLAIRMONT FAMILY CONSERVATION PARK - 2028 SHARED USE PATH BISMARCK PARKS & RECREATION DISTRICT Preliminary Opinion of Probable Construction Cost 8/18/2025							
ITEM	SECTION	ITEM	UNIT	UNIT PRICE	QUANTITY - CLAIRMONT PARK	CLAIRMONT PARK COST	
1	00 700	Contract Bond	LS	\$ 11,000.00	1	\$ 11,000.00	
2	01 4000	Materials Testing	LS	\$ 10,000.00	1	\$ 10,000.00	
3	01 5500	Traffic Control	LS	\$ 5,000.00	1	\$ 5,000.00	
4	01 5713	ECB - Type 2	SY	\$ 2.50	1000	\$ 2,500.00	
5	01 5713	ECB - Type 4	SY	\$ 5.00	500	\$ 2,500.00	
6	01 5713	Fiber Rolls	LF	\$ 4.50	1000	\$ 4,500.00	
7	01 5713	Silt Fence	LF	\$ 6.00	500	\$ 3,000.00	
8	01 7113	Mobilization	LS	\$ 94,000.00	1	\$ 94,000.00	
9	01 7123.10	Construction Staking	LS	\$ 35,000.00	1	\$ 35,000.00	
10	31 1000	Site Clearing & Grubbing	LS	\$ 15,000.00	1	\$ 15,000.00	
11	31 1000	Herbicide Weed Control	LF	\$ 4.00	6170	\$ 24,680.00	
12	31 1123	Subgrade Preparation	SY	\$ 8.00	8227	\$ 65,816.00	
13	31 1123	Aggregate Base Course - Fill Type 3	TON	\$ 70.00	1929	\$ 135,030.00	
14	31 2200	Remove, Stockpile and Replace Topsoil - 6" Depth	CY	\$ 40.00	2864	\$ 114,560.00	
15	31 2316	Common Excavation	CY	\$ 45.00	5728	\$ 257,760.00	
16	31 2316	Rock Excavation	CY	\$ 40.00	100	\$ 4,000.00	
17	31 1216	RAP - Superpave FAA 43 (2.75" Thickness)	TON	\$ 250.00	1200	\$ 300,000.00	
18	32 1216	PG 58S-28 Asphalt Cement	TON	\$ 800.00	66	\$ 52,800.00	
19	32 1729.10	Sign - Post & Sign(s)	EA	\$ 400.00	10	\$ 4,000.00	
20	32 3300	6-Foot Bench	EA	\$ 2,000.00	5	\$ 10,000.00	
21	32 9219	Seeding Non-Irrigated & Mulched	ACRE	\$ 17,000.00	3.55	\$ 60,350.00	
ESTIMATED CONSTRUCTION COST BASE BID =						\$1,211,496.00	
CONTINGENCY (25%) =						\$302,874.00	
TOTAL ESTIMATED CONSTRUCTION COST BASE BID =						\$1,514,370.00	

Notes:

1. In providing estimates of probable construction cost, the Client understands that the Consultant has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that the Consultant's estimates of probable construction costs are made on the basis of the Consultant's professional judgment and experience. The Consultant makes no warranty, express or implied, that the bids or the negotiated cost of the Work will not vary from the Consultant's estimate of probable construction cost. The Client assumes all liability if using this Probable Construction Cost for determining project feasibility or securing project funding/financing.

Together 2045 – Active Mobility Plan

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



Bismarck Parks and Recreation District 2023 Community Input Survey Results

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

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

Trails – hiking	31%
Trails – paved recreational	24%
Splash pads	23%
Swimming pools	23%
Pickleball courts	22%

2023

Concert/outdoor movie areas	38%
Trails – hiking	35%
Splash pads	34%
Trails – off road, mountain biking	27%
Trails – paved recreational	22%

2017

City of Bismarck Stormwater Improvement Plan

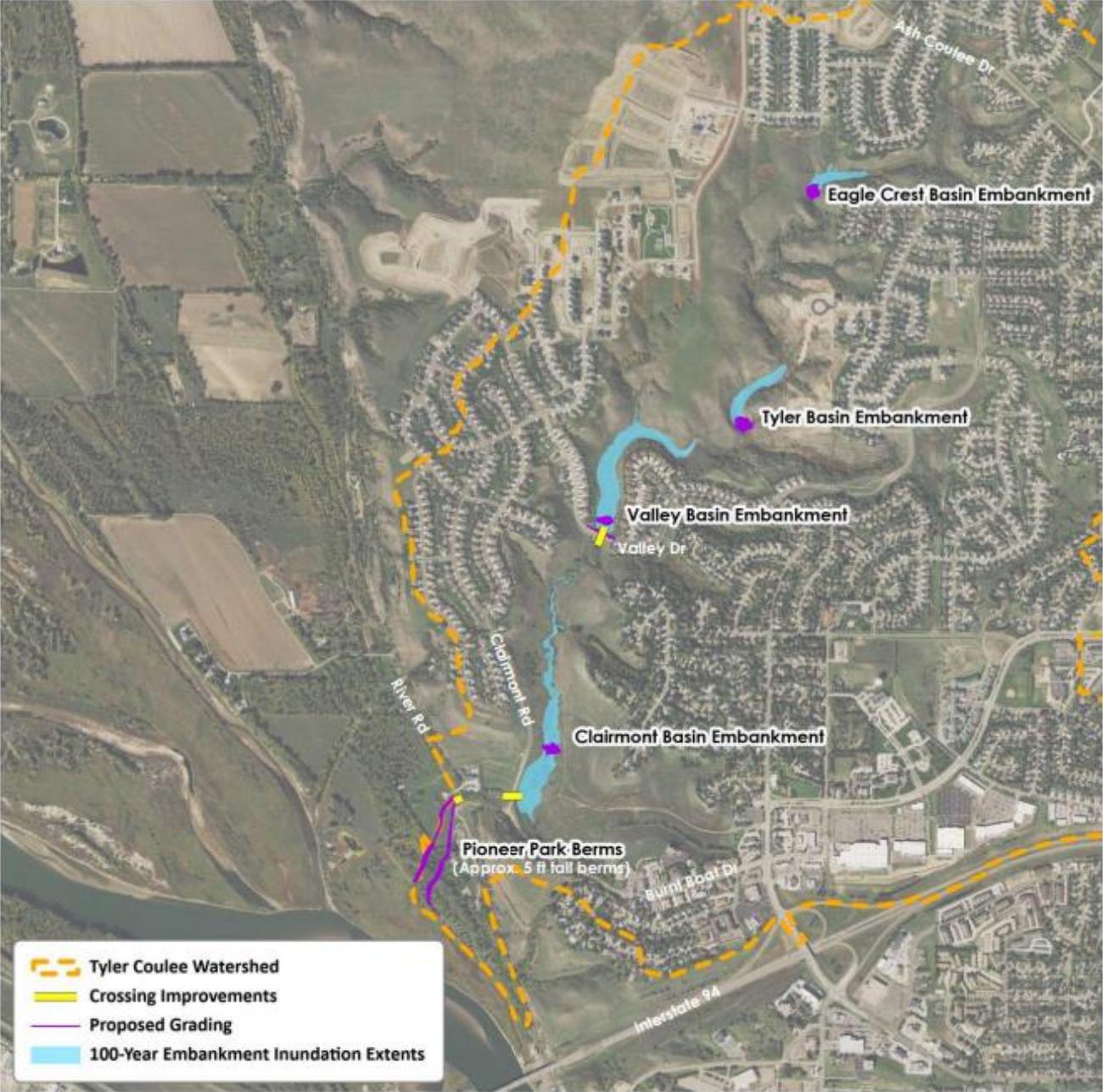


Figure 1 City of Bismarck Tyler Coulee Stormwater Improvements Graphic

Exhibit 5 – Existing Conditions



Bird's eye view looking west



Bird's eye view looking north



Figure 2 *Burnt Boat Road end of sidewalk*



Figure 3 *Burnt Boat Road looking west*



Exhibit 6 – BPRD Board of Park Commissioners Minutes



Table 48: Scoring Rubric for Evaluating 2050 Alternatives Alignment with Regional Vision

Goal Areas	Objectives	Possible Points
<p>SAFETY</p> 	<p>Reduce crash frequency and severity</p> <p>Implement safe system features</p> <p>Reduce speed for vulnerable users</p> <p>Vision zero</p> <p>Total Points</p>	<p>7</p> <p>7</p> <p>6</p> <p>0</p> <p>20</p>
<p>ECONOMIC</p> 	<p>Safe and reliable freight</p> <p>Support other regional plans</p> <p>Support efficient development patterns</p> <p>Promote the efficient delivery of complementary multimodal improvements with roadway construction projects</p> <p>Total Points</p>	<p>3</p> <p>2</p> <p>2</p> <p>3</p> <p>10</p>
<p>RESILIENT</p> 	<p>Minimize environmental impacts</p> <p>Integrate multimodal design into new development</p> <p>System security</p> <p>Reduce and/or mitigate VMT</p> <p>Total Points</p>	<p>2</p> <p>0</p> <p>1</p> <p>2</p> <p>5</p>



Goal Areas	Objectives	Possible Points
<p>EFFICIENCY AND RELIABILITY</p> 	<p>Promote reliable vehicle travel</p> <p>Limit recurring congestion</p> <p>Identify corridors that facilitate efficient regional travel</p> <p>Reduce single-occupant vehicle travel</p> <p>Total Points</p>	<p>8</p> <p>8</p> <p>5</p> <p>4</p> <p>25</p>
<p>MAINTENANCE</p> 	<p>Pavement and bridge condition</p> <p>Signage condition</p> <p>Bicycle and pedestrian system condition</p> <p>Transit capital condition</p> <p>Signal, lighting, and ITS condition</p> <p>Proactively manage pavement</p> <p>Total Points</p>	<p>6</p> <p>0</p> <p>0</p> <p>0</p> <p>4</p> <p>0</p> <p>10</p>
<p>FUTURE FOCUSED</p> 	<p>ITS maintenance and planning</p> <p>Manage the system through technology</p> <p>Plan for connected and autonomous vehicles</p> <p>Plan for EVs</p> <p>Leverage data for decision-making</p> <p>Total Points</p>	<p>2</p> <p>3</p> <p>0</p> <p>0</p> <p>0</p> <p>5</p>



Goal Areas	Objectives	Possible Points
<p>ACTIVE TRANSPORTATION AND TRANSIT</p> 	<p>Transit coordination</p> <p>Implement transit and rideshare strategies</p> <p>Transit security</p> <p>Bicycle and pedestrian project implementation</p> <p>User education</p> <p>Reduce multimodal gaps</p> <p>Multimodal coordination</p> <p>Implement complete streets</p> <p>Total Points</p>	<p>3</p> <p>0</p> <p>0</p> <p>3</p> <p>0</p> <p>3</p> <p>0</p> <p>6</p> <p>15</p>
<p>EQUITY</p> 	<p>Connecting disadvantaged neighborhoods</p> <p>Proactive community engagement</p> <p>Minimize impacts on disadvantaged populations</p> <p>Total Points</p>	<p>5</p> <p>0</p> <p>5</p> <p>10</p>



MANDAN BIKE AUDIT

September 9, 2025

The bike audit process:

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

- Gather with invited stakeholders (recommended size of 3 to 12 participants) to review the biking corridor and audit materials.
- Complete the pre-determined biking route, pausing to review each segment according to the criteria provided in the AARP Bike Audit Worksheets. Each auditor should complete one set of evaluation questions for each segment of the route, and there are two other route-wide worksheets provided for use.
- Bike audit routes are recommended to be contiguous, but do not necessarily need to follow a direct linear path—it is expected that evaluation corridors can turn and take detours as necessary.
- Photos of the audit route are valuable to support and enhance findings and recommendations.
- Once the group has completed the biking route, it is important to reconvene to review the existing conditions as observed during the exercise. This recap discussion provides an important opportunity to identify areas of most concern, record general observations, and facilitate group discussion of how potential improvements could be addressed. Some questions which should be included within this reflection time are:
 - What did you see?
 - As a person biking, did you feel like you were of importance to other road users?
 - What other feelings did you have while performing the audit?
 - What needs to change? (in the short, medium, long-term timeframe)
 - How did the roadway and intersection segments rank?

Bike audit evaluation criteria:

The primary value of a bike audit rests on the evaluation criteria. As part of this exercise a packet of AARP Bike Audit Tool Kit materials, including checklists and questions, has been developed to evaluate the audit route for bicycle friendliness. The route is broken down into segments, and auditors should assess each segment of the route using the following three-part methodology:

1. First, at the completion of each route segment, indicate whether certain elements exist on the street, the crossing signals, and the riding surface along the segment with a simple yes or no checked, as applicable, for each element listed in the provided AARP Worksheet.

2. Secondly, assign a score to the overall condition of the street, crossing signals, and the riding surface along the segment, using the following scale: **Great (+3 points), Acceptable (+1 points), Mixed (-1+ points), or Poor/Gap in pedestrian infrastructure (-3 points).**
3. Finally, assign a score to indicate the overall “bicycle friendliness” of the segment/area based on the findings from the two previous steps, utilizing the same scoring mechanism provided for step 2.

It should be noted that the cumulative score of a bike audit is important, but not the ultimate indicator for how a corridor should be evaluated. In many instances, the scoring system provides an opportunity to specifically measure the efficacy of each element, rather than the overall performance of the bike route itself. The scoring aspect of the bike audit process has been provided to help stakeholders prioritize areas of improvement along corridors where numerous challenges may exist.

The following is a (not exhaustive) list of elements auditors should be aware of as the audit is conducted.

Intersections

- Vehicle Speed
- Visibility & Lighting
- Crossing Controls
- Traffic Signals
- Signage

Street

- Sidewalk Presence
- Sidewalk Width
- Driveway slopes & Design
- Sidewalk Condition
- Vehicle Speed
- Street Trees & Vegetation
- Lighting
- Median
- Accessibility
- Bike Lanes
- Road Condition
- Road Width

Summary of bike audit for the City of Mandan:

The Mandan bike audit will be held from **1:00-3:30pm on Tuesday, September 9, 2025**. The audit group will meet outside Moritz Sport and Marine (2540 Marina Road SE), Mandan, to audit the following route:

- Start at intersection of Marina Road SE and McKenzie Drive SE, drive west, passing Bismarck Expressway and crossing 46th Avenue SE to arrive at the Arco Station on the north side of McKenzie. Stop to evaluate McKenzie, and the intersection of McKenzie and 46th.
- Ride west on McKenzie to Bayshore Bend SE, turn left onto Bayshore and ride top 31st Street SE. Turn onto 31st Street and ride east to intersection of 31st and 46th Avenue SE. Stop to evaluate the intersection of Bayshore and McKenzie, and Bayshore Bend up to 46th.
- Turn left and ride north up 46th back to McKenzie Drive. Turn right onto McKenzie and ride east, passing Bismarck Expressway, and returning to the intersection of Marina and McKenzie. Stop to evaluate the intersection of 46th and 31st, 46th Avenue up to McKenzie, and note any differences going east on McKenzie.

The route was identified for selection after conversations with participants in the May 21, 2025 Bicycle Friendly Community Workshop Bike Audit. The League of American Bicyclists led this audit and workshop for the MPO and its jurisdictions. The audit route was too large to perform a complete analysis, but the MPO Bike-Ped Subcommittee determined discussions with audit participants would allow smaller segments to be identified for future walk and bike audits. This segment of Mandan was selected through this process.

Mandan Bike Audit Route, September 2025.

START

There is Street parking on Marina Rd just south of Moritz Sport and Marine. We will meet on foot at the south entrance of Moritz to prepare for the audit.



Start at Marina Road SE, ride west on McKenzie Drive SE to ARCO Station just past 46th Ave SE. After pause, resume riding west on McKenzie to Bay Shore Bend SE, ride on Bay Shore south to 31st Street SE, and east on 31st to 46th Ave. Pause, then ride north on 46th, and east on McKenzie until you reach your starting point again at Marina Road.

Streets and Crossings RIDING AUDIT (ON-BIKE)

Community Name: MANDAN

Starting Location: MARINA ROAD SE AND MCKENZIE DRIVE SE INTERSECTION **Ending Location:** ARCO WEST OF 46TH AVE SE & MCKENZIE INTERSECTION

Route Description: RIDING WEST ON MCKENZIE DRIVE PAST 46TH AVE AND MCKENZIE INTERSECTION TO ARCO STATION **Mileage:** Approximately 1,800 Feet

Audit Date: _____ **Start Time:** _____ **AM | PM** **End Time:** _____ **AM | PM**

Posted speed limit(s): _____ **Do the motorists appear to be obeying the speed limit(s)?** Yes No

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

If more than one lane: The roadway has a median | a pedestrian island

Does the street have a sidewalk? No | Yes, on one side of the street | Yes, on both sides of the street

Is a sidewalk needed? No | Yes, on one side of the street | Yes, on both sides of the street

Does the street have a bike lane? No | Yes, on one side of the street | Yes, on both sides of the street

Is a bike lane needed? No | Yes, on one side of the street | Yes, on both sides of the street

If yes, describe the existing bike lane(s) and any needed improvements. If no, describe the desired bike lanes(s) and note whether the location has a vehicle lane, shoulder or other space that could become a bike lane. For both, include details such as the type and number of bike lanes, direction(s), length from start to finish, etc. (See page 12 of the **AARP Bike Audit Tool Kit** for reference.)

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

THE STREET ...

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. Has traffic lights and/or stop signs that are clearly visible to drivers and other roadway users
- 3. Has dedicated traffic lights for bicyclists
- 4. Allows motorists to make a right turn on red
- 5. Has crosswalks
- 6. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 7. Has signage alerting drivers to the presence of pedestrians
- 8. Has signage alerting drivers to the presence of bicyclists
- 9. Has signage and road markings that help users navigate
- 10. Has a crossing signal (if yes, complete the next section)

THE CROSSING SIGNALS ...

- 1. Are working
- 2. Have a mechanism that allows users to stop the vehicle traffic
- 3. Are placed in appropriate locations (if not, make note of where more are needed)
- 4. Provide audible as well as visual prompts
- 5. Provide enough time to walk or ride a bicycle from one side of the street to the other (indicate the amount of time: _____ minutes _____ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians/ cyclists must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

THE RIDING SURFACE ...

- 1. Is good or adequate
- 2. Has potholes, cracks, gaps or uneven spots
- 3. Has debris (trash, broken glass, etc.)
- 4. Has dangerous obstructions (drain gates, utility covers, metal plates, rumble strips, etc.)
- 5. Is very slippery when wet

NOTES OR OTHER OBSERVATIONS Use the back of this worksheet.

Visit AARP.org/BikeAudit to download, print, copy and/or share additional worksheets.

The **AARP Bike Audit Tool Kit** was created with the League of American Bicyclists (BikeLeague.org).

Streets and Crossings RIDING AUDIT (ON-BIKE)

Community Name: MANDAN

Starting Location: MCKENZIE DRIVE SE FROM ARCO STATION WEST OF 46TH AVE SE **Ending Location:** 31ST STREET SE AND 46TH AVENUE SE INTERSECTION

Route Description: RIDING WEST ON MCKENZIE TO BAYSHORE BEND SE, RIDING BAYSHORE TO 31ST ST, 31ST ST TO 46TH **Mileage:** Approximately 2,800 Feet

Audit Date: _____ **Start Time:** _____ **AM | PM** **End Time:** _____ **AM | PM**

Posted speed limit(s): _____ **Do the motorists appear to be obeying the speed limit(s)?** Yes No

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

If more than one lane: The roadway has a median | a pedestrian island

Does the street have a sidewalk? No | Yes, on one side of the street | Yes, on both sides of the street

Is a sidewalk needed? No | Yes, on one side of the street | Yes, on both sides of the street

Does the street have a bike lane? No | Yes, on one side of the street | Yes, on both sides of the street

Is a bike lane needed? No | Yes, on one side of the street | Yes, on both sides of the street

If yes, describe the existing bike lane(s) and any needed improvements. If no, describe the desired bike lanes(s) and note whether the location has a vehicle lane, shoulder or other space that could become a bike lane. For both, include details such as the type and number of bike lanes, direction(s), length from start to finish, etc. (See page 12 of the *AARP Bike Audit Tool Kit* for reference.)

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

THE STREET ...

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. Has traffic lights and/or stop signs that are clearly visible to drivers and other roadway users
- 3. Has dedicated traffic lights for bicyclists
- 4. Allows motorists to make a right turn on red
- 5. Has crosswalks
- 6. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 7. Has signage alerting drivers to the presence of pedestrians
- 8. Has signage alerting drivers to the presence of bicyclists
- 9. Has signage and road markings that help users navigate
- 10. Has a crossing signal (if yes, complete the next section)

THE CROSSING SIGNALS ...

- 1. Are working
- 2. Have a mechanism that allows users to stop the vehicle traffic
- 3. Are placed in appropriate locations (if not, make note of where more are needed)
- 4. Provide audible as well as visual prompts
- 5. Provide enough time to walk or ride a bicycle from one side of the street to the other (indicate the amount of time: _____ minutes _____ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians/ cyclists must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

THE RIDING SURFACE ...

- 1. Is good or adequate
- 2. Has potholes, cracks, gaps or uneven spots
- 3. Has debris (trash, broken glass, etc.)
- 4. Has dangerous obstructions (drain gates, utility covers, metal plates, rumble strips, etc.)
- 5. Is very slippery when wet

NOTES OR OTHER OBSERVATIONS Use the back of this worksheet.

Visit AARP.org/BikeAudit to download, print, copy and/or share additional worksheets.

The *AARP Bike Audit Tool Kit* was created with the League of American Bicyclists (BikeLeague.org).

Streets and Crossings RIDING AUDIT (ON-BIKE)

Community Name: MANDAN

Starting Location: 31ST STREET AND 46TH AVENUE SE INTERSECTION Ending Location: MCKENZIE DRIVE SE AND MARINA ROAD SE INTERSECTION

Route Description: RIDING NORTH ON 46TH AVENUE SE, TURNING RIGHT ONTO MCKENZIE, RIDING EAST TO MARINA ROAD Mileage: Approximately 3,300 Feet

Audit Date: _____ Start Time: _____ AM | PM End Time: _____ AM | PM

Posted speed limit(s): _____ Do the motorists appear to be obeying the speed limit(s)? Yes No

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

If more than one lane: The roadway has a median | a pedestrian island

Does the street have a sidewalk? No | Yes, on one side of the street | Yes, on both sides of the street

Is a sidewalk needed? No | Yes, on one side of the street | Yes, on both sides of the street

Does the street have a bike lane? No | Yes, on one side of the street | Yes, on both sides of the street

Is a bike lane needed? No | Yes, on one side of the street | Yes, on both sides of the street

If yes, describe the existing bike lane(s) and any needed improvements. If no, describe the desired bike lanes(s) and note whether the location has a vehicle lane, shoulder or other space that could become a bike lane. For both, include details such as the type and number of bike lanes, direction(s), length from start to finish, etc. (See page 12 of the *AARP Bike Audit Tool Kit* for reference.)

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

THE STREET ...

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. Has traffic lights and/or stop signs that are clearly visible to drivers and other roadway users
- 3. Has dedicated traffic lights for bicyclists
- 4. Allows motorists to make a right turn on red
- 5. Has crosswalks
- 6. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 7. Has signage alerting drivers to the presence of pedestrians
- 8. Has signage alerting drivers to the presence of bicyclists
- 9. Has signage and road markings that help users navigate
- 10. Has a crossing signal (if yes, complete the next section)

THE CROSSING SIGNALS ...

- 1. Are working
- 2. Have a mechanism that allows users to stop the vehicle traffic
- 3. Are placed in appropriate locations (if not, make note of where more are needed)
- 4. Provide audible as well as visual prompts
- 5. Provide enough time to walk or ride a bicycle from one side of the street to the other (indicate the amount of time: _____ minutes _____ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians/ cyclists must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

THE RIDING SURFACE ...

- 1. Is good or adequate
- 2. Has potholes, cracks, gaps or uneven spots
- 3. Has debris (trash, broken glass, etc.)
- 4. Has dangerous obstructions (drain gates, utility covers, metal plates, rumble strips, etc.)
- 5. Is very slippery when wet

NOTES OR OTHER OBSERVATIONS Use the back of this worksheet.

Visit AARP.org/BikeAudit to download, print, copy and/or share additional worksheets.
 The *AARP Bike Audit Tool Kit* was created with the League of American Bicyclists (BikeLeague.org).

Who's Bicycling – and Why?

Community Name: MANDAN

Location/Street Name(s): AUDIT ROUTE (OVERALL) Weather/Temperature: _____

Audit Date: _____ Start Time: _____ AM | PM End Time: _____ AM | PM

WHO'S BICYCLING? Use your best guess to determine each person's age group.	NUMBER OF PEOPLE Use tally marks () to count the number of people observed.
Children (e.g., elementary school students)	
Teens	
Adults	
Older Adults	
WHERE?	
Riding in the street	
Riding on the sidewalk	
Riding on a bike lane or path	
HOW?	
Riding in the same direction as traffic	
Riding in the opposite direction of traffic	
Riding with child passengers	
Riding with packages/cargo	
DESTINATIONS NEAR OR CONNECTED TO THIS ROUTE	
Schools/childcare	
Grocery stores	
Retail and restaurants	
Fitness and recreation	
Professional offices (including health care facilities)	
Public transit	
Other/unknown	

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

Visit AARP.org/BikeAudit to download, print, copy and/or share additional worksheets.

The **AARP Bike Audit Tool Kit** was created with the League of American Bicyclists (BikeLeague.org).

Build a Better Block

Would the safe bikeability and appeal of the bike audit location or route be improved by any of the following features? Select those you think could help:

- 1. Bike lane(s) — because there aren't any
- 2. A different type of bike lane(s) than what's present (See examples on page 12 of the *AARP Bike Audit Tool Kit*. Explain below.)
- 3. Secure bike parking
- 4. A bike "fix-it" station
- 5. Sidewalks — because there aren't any
- 6. Sidewalk repairs
- 7. Wider sidewalks
- 8. Improved sidewalk continuity
- 9. Safety barriers between the sidewalk and street (landscaping, low walls, fencing, etc.)
- 10. Decorative sidewalk features (hanging flower baskets, planters, etc.)
- 11. Crosswalks— because there aren't any
- 12. Raised and/or artistic crosswalks
- 13. Pedestrian "bulb-outs" at intersections or crossings
- 14. Pedestrian island(s)
- 15. Pedestrian-friendly lighting
- 16. One-way rather than two-way traffic
- 17. Outdoor seating and furnishings for public use (benches, tables, parklets, etc.)
- 18. Decorative and/or directional (also called "wayfinding") signage
- 19. Public art (sculptures, wall murals, banners)
- 20. More street-level/street-facing shops and businesses
- 21. Shelter from the elements (awnings, outdoor umbrellas, etc.)
- 22. Green space (such as a small park)
- 23. Street trees and landscaping
- 24. Improved landscape maintenance
- 25. Drinking fountains
- 26. Public restrooms (or, if already present, better restrooms)
- 27. Litter removal
- 28. Graffiti removal
- 29. Trash receptacles
- 30. Security features (cameras, call boxes, etc.)
- 31. Management of off-leash dogs
- 32. Repair or removal of vacant or rundown buildings
- 33. Bike parking
- 34. Car parking
- 35. Lower speed limits
- 36. Other _____

NOTES OR OTHER OBSERVATIONS Use the back of this worksheet.



BISMARCK WALK AUDIT

September 24, 2025

The walk audit process:

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

- Gather with invited stakeholders (recommended size of 3 to 12 participants) to review the walking corridor and audit materials.
- Complete the pre-determined walking route, pausing to review each segment (including intersection configurations and mid-block conditions) according to the criteria provided in the AARP Walk Audit Worksheets. Each auditor should complete one set of evaluation questions for each segment of the route, and there are two other route-wide worksheets provided for use.
- Walk audit routes are recommended to be contiguous, but do not necessarily need to follow a direct linear path—it is expected that evaluation corridors can turn and take detours as necessary.
- Photos of the audit route are valuable to support and enhance findings and recommendations.
- Once the group has completed the biking route, it is important to reconvene to review the existing conditions as observed during the exercise. This recap discussion provides an important opportunity to identify areas of most concern, record general observations, and facilitate group discussion of how potential improvements could be addressed. Some questions which should be included within this reflection time are:
 - What did you see?
 - As a person biking, did you feel like you were of importance to other road users?
 - What other feelings did you have while performing the audit?
 - What needs to change? (in the short, medium, long-term timeframe)
 - How did the roadway and intersection segments rank?

Walk audit evaluation criteria:

The primary value of a walk audit rests on the evaluation criteria. As part of this exercise a packet of AARP Walk Audit Tool Kit materials, including checklists and questions, has been developed to evaluate the pedestrian needs of the walking corridor being audited. The route is broken down into segments, and auditors should assess each segment of the route using the following three-part methodology:

1. First, at the completion of each route segment, indicate whether certain elements exist on the street, the crossing signals, and the sidewalk along the segment with a simple yes or no checked, as applicable, for each element listed in the provided AARP Worksheet.

2. Secondly, assign a score to the overall condition of the street, crossing signals, and the sidewalks along the segment, using the following scale: **Great (+3 points), Acceptable (+1 points), Mixed (-1+ points), or Poor/Gap in pedestrian infrastructure (-3 points).**
3. Finally, assign a score to indicate the overall “walkability” of the segment/area based on the findings from the two previous steps, utilizing the same scoring mechanism provided for step 2.

It should be noted that the cumulative score of a walk audit is important, but not the ultimate indicator for how a corridor should be evaluated. In many instances, the scoring system provides an opportunity to specifically measure the efficacy of each element, rather than the overall performance of the walking route itself. The scoring aspect of the walk audit process has been provided to help stakeholders prioritize areas of improvement along corridors where numerous challenges may exist.

The following is a (not exhaustive) list of elements auditors should be aware of as the audit is conducted.

Intersections

- Vehicle Speed
- Curb Returns/Corner Treatments
- Visibility & Lighting
- ADA Ramps
- Crossing Controls
- Traffic Signals
- Signage

Street (Mid-Block criteria)

- Sidewalk Presence
- Sidewalk Width
- Driveway slopes & Design
- Sidewalk Condition
- Vehicle Speed
- Street Trees & Vegetation
- Lighting
- Median
- Accessibility
- Transit Access
- Place (aesthetics, experience, and overall comfort level with the area)

Summary of walk audit for the City of Bismarck:

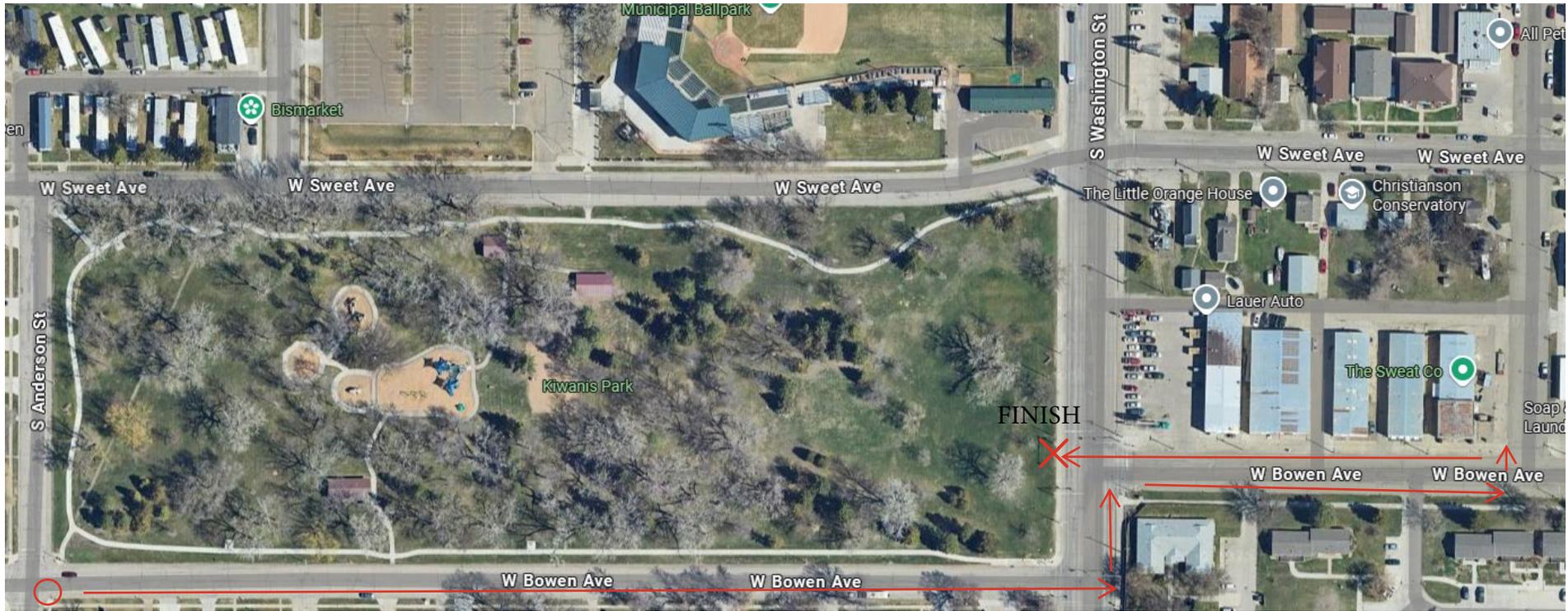
The Bismarck walk audit will be held from **1:00-3:30pm** on **Wednesday, September 24, 2025**. The audit group will meet at the parking lot of Calvary Free Lutheran Church (417 S Anderson St), Bismarck, to audit the following route:

- Start on the south side of W Bowen Avenue at S Anderson Street. Walk east (approximately two blocks) to S Washington Street.
- Cross S Washington Street on the south side of Bowen.
- Walk a short distance north on the east side of Washington and turn east. Walk approximately one block east to S Mandan St.
- Cross Bowen Avenue at Mandan Street.
- Walk approximately one block west on the north side of W Bowen back to Washington Street.
- Cross Washington Street going west.

The route was identified for selection after conversations with participants in the May 21, 2025 Bicycle Friendly Community Workshop Bike Audit. The League of American Bicyclists led this audit and workshop for the MPO and its jurisdictions. The audit route was too large to perform a complete analysis, but the MPO Bike-Ped Subcommittee determined discussions with audit participants would allow smaller segments to be identified for future walk and bike audits. This segment of Bismarck was selected through this process.

Bismarck Walk Audit Route, September 2025

There is street parking on W Ingals Ave next to Calvary Free Lutheran Church just south of the audit location (417 S Anderson St). We will meet on foot at the church parking lot to prepare for the audit.



START

We will begin on the south side of W Bowen Ave, walk east and cross S Washington St, walk a short distance north then walk east along Bowen to S Mandan St, cross Bowen walking north, then turn west and return to S Washington St, where we will cross Washington for a final time walking west.

Segment 1



Sidewalks, Streets and Crossings

**SINGLE-LOCATION
AUDIT**

Community Name: Bismarck

Location/Street Name(s): W Bowen Ave from S Anderson St to S Washington St

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

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

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

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

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

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

THE SIDEWALK:

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

THE STREET:

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

THE PEDESTRIAN CROSSING SIGNALS:

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

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

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



Sidewalks, Streets and Crossings

**SINGLE-LOCATION
AUDIT**

Community Name: Bismarck

Location/Street Name(s): w Bowen Ave and S Washington St intersection (South)

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

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

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

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

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

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

THE SIDEWALK:

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

THE STREET:

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

THE PEDESTRIAN CROSSING SIGNALS:

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

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

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

Sidewalks, Streets and Crossings

**SINGLE-LOCATION
AUDIT**

 Community Name: Bismarck

 Location/Street Name(s): w Bowen Ave from S Washington St to S Mandan St

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

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

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

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

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

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

THE SIDEWALK:

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

THE STREET:

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

THE PEDESTRIAN CROSSING SIGNALS:

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

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

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

segment 4



Sidewalks, Streets and Crossings

**SINGLE-LOCATION
AUDIT**

Community Name: Bismarck

Location/Street Name(s): Bowen Ave and Mandan st intersection

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

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

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

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

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

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

THE SIDEWALK:

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

THE STREET:

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

THE PEDESTRIAN CROSSING SIGNALS:

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

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

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

Sidewalks, Streets and Crossings

**SINGLE-LOCATION
AUDIT**

Community Name: Bismarck

Location/Street Name(s): w Bowen Ave from Mandan st to Washington st (north side)

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

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

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

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

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

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

THE SIDEWALK:

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

THE STREET:

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

THE PEDESTRIAN CROSSING SIGNALS:

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

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

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

segment 6



Sidewalks, Streets and Crossings

**SINGLE-LOCATION
AUDIT**

Community Name: Bismarck

Location/Street Name(s): Bowen Ave and Washington St intersection (north)

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

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

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

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

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

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

THE SIDEWALK:

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

THE STREET:

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

THE PEDESTRIAN CROSSING SIGNALS:

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

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

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



Who's Using the Street – and Why?

Community Name: Bismarck

Location/Street Name(s): September 2025 walk audit (overall)

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

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

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

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



Bismarck
walk audit september 2025

Build a Better Block

Would the safe walkability and appeal of the walk audit location or route be improved by any of the following features? Select those you think could help:

- 1. Sidewalks (because there aren't any at all)
- 2. Sidewalk repairs
- 3. Wider sidewalks
- 4. Safety barriers between the sidewalk and street (landscaping, low walls, fencing, etc.)
- 5. Decorative sidewalk features (hanging flower baskets, planters)
- 6. Crosswalks (because there aren't any at all)
- 7. Raised crosswalks
- 8. Artistic crosswalks
- 9. Pedestrian "bulb-outs" at intersections or crossings
- 10. Pedestrian island(s)
- 11. Pedestrian-friendly lighting
- 12. One-way rather than two-way traffic
- 13. Outdoor seating and furnishings for public use (benches, tables, parklets, etc.)
- 14. Decorative and/or directional (also called "wayfinding") signage
- 15. Public art (sculpture, wall murals, banners)
- 16. More street-level/street-facing shops and businesses
- 17. Shelter from the elements (awnings, outdoor umbrellas, etc.)
- 18. Green space (such as a small park or "pocket park")
- 19. Street trees and landscaping
- 20. Improved landscape maintenance
- 21. Drinking fountains
- 22. Public restrooms (or, if already present, better maintenance)
- 23. Litter removal
- 24. Graffiti removal
- 25. Trash receptacles
- 26. Security features (cameras, call-boxes, etc.)
- 27. Management of off-leash dogs
- 28. Repair or removal of vacant or rundown buildings
- 29. On-street parking
- 30. Parking garage or structure

OTHER FEATURES:



TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Stephen Larson, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 5_2025

There will be a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on Wednesday, October 29, 2025 from 2:00pm - 3:30 pm. The meeting will be held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance is an option

AGENDA

1. Welcome, Introductions, & Public Comment Opportunity
2. Overview of FY28 TA Program and TA Application Ranking - Stephen Larson
 - Solicitation Dates, Deadlines, and Funding Amounts
 - Ranking Process
 - Subcommittee Pairwise Ranking (all projects are measured against each other)
 - Goals & Objectives of the [Arrive 2050 MTP](#) and the [Bike-Ped Plan](#) are used as guidance
 - Subcommittee Members should submit final pairwise rankings by or before November 4
 - Applications will also be scored/ranked by MPO staff and the MPO boards before the final submittal to NDDOT for their consideration and selection.
3. Review Final FY28 TA Applications
 - COB State Street Trail Rehab
 - COM Highway 1806 Trail Improvements
 - COL Shared Use Path Safety Improvements
 - BPRD Clairmont Park Trail Connections
4. September Bike & Walk Audits Recap - Stephen Larson
 - [September 9 Mandan Bike Audit Final Report](#)
 - [September 24 Bismarck Walk Audit Final Report](#)
5. Next Meeting & Adjournment

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 216 696 806 57

Passcode: Wm6k4RM3



DATE: 8/27/2025
TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Stephen Larson, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 4_2025

There was a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on Wednesday, August 27, 2025 at 2:00pm - 3:30 pm. The meeting was held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance was also an option.

MEETING NOTES

- 1. Welcome & Introductions & Public Comment Opportunity**
Cole Higlin, Mandan Parks; Bennet Kubischta, Citizen Advocate; Dave Leingang, NDDOT; Susan Dingle, Citizen Advocate; Isak Johnson, Bismarck Planning; and Stephen Larson, Bismarck-Mandan MPO. No Public Comments were received.
- 2. Review of Materials Used for Preliminary TA Applications - Stephen L**
 - Stephen briefly reviewed the materials that guide the Preliminary TA Application process. He went over the TA Application Checklist (a checklist which goes over a number of elements that may be included in a TA application to help improve its chances at funding) and the MPO Area Project Priorities sheet, which the Subcommittee put together to help TA applicants understand which projects are of particularly high priority to the MPO area. He reminded Subcommittee members that the goal of the Subcommittee reviewing these preliminary TA applications is to offer suggestions to applicants for possible improvements they can make to their applications prior to the final solicitation. He anticipates the MPO will do their final solicitation for the FY28 TA program in mid-September, with a mid-October deadline to help accommodate NDDOT's October-December solicitation schedule.
- 3. Review Preliminary FY28 TA Applications - Stephen L (4 applications received)**
 - Stephen gave an overview of the City of Bismarck's State Street trail rehab application. Bismarck has attempted to fund this project for a couple of years now. They are proposing to rehab the trail on the west side of State Street from Divide Ave to Calgary Ave, due to extensive wear and cracking.
 - Ben noted including the year of construction for this trail might be valuable.
 - He added the application references an overlay on the trail will delay the eventual need for a full reconstruction. He suggested including an estimate of how many years might be added to the useful life of the trail by this rehab, before reconstruction will be needed.
 - Ben and Isak observed there are many sidewalk gaps on the east side of State Street. This could be referenced in the application as further support for this project. The application does reference that it is the only crossing of I-94 in this area.

- This is an important trail along one of the major streets in Bismarck.
- Stephen gave an overview of the City of Mandan's Highway 1806 Trail Improvements application. This is also an application that Mandan submitted for TA funding last year. The project proposed a mill and overlay of the existing deteriorated asphalt surface from 14th St NW north along Highway 1806 past 27th Street N. The project will also feature drainage improvements to prevent flooding of the trail and pedestrian safety enhancements under the I-94 bridge (specifically, a separation barrier, as there is currently no separation between the roadway and the pedestrian trail). ADA crossings will be improved.
- Ben again noted the year of construction for the trail might be good to include.
- Ben suggested including more discussion of the flooding issue on the trail (what type of event causes issues) and what will be done to mitigate the problem. Cole said there is natural drainage flow west to east going towards Marathon Oil that is washing out the trail, it has improved but it is still eroding the trail and so they intend to raise it up and put a bridge over the drainage field.
- Cole said Mandan received TA funding for this project last year but it was then pulled back. Stephen wasn't aware of this, he only got the final 'denial' letter from NDDOT (although in that letter, the project was designated as an alternate).
- Stephen mentioned that the MPO ranked this project as the number 1 (out of 5) priority for TA last year. This, and the fact that it was initially chosen for funding last year, might be good elements to include in the application narrative. Ben suggested maybe including the letter that initially approved the project for funding.
- Ben suggested including details of what kind of separation barrier is planned for the I-94 bridge (Cole believes it would be a curb). Ben also mentioned there may be better alternatives to a curb, such as delineator posts (as these are more of a visual barrier).
- Stephen gave an overview of the City of Lincoln's 66th Street Shared-Use Path Safety Improvements application. This is a new project, Lincoln is proposing to install decorative lighting (providing both aesthetic and safety improvements) along the existing pathway on 66th Street NW, from Lincoln Road to 28th Avenue, and from Santee Road to the southern city limits just south of Humbert Drive. They are also proposing to pave the gravel path from Santee to the southern city limits (this gravel path was approved for FY26 RTP funding, but Lincoln expressed a desire in the RTP application to pave the pathway as soon as possible after construction). The RTP funding approval should probably be mentioned in this application.
- Ben suggested Lincoln include more labels on their maps of the project area (there is a school and a trailer park in the project area).
- Ben also mentioned that while there are two close-up maps of the project area you don't have a broader context for the location. He suggested a larger map showing that 66th is the main north-south road in this part of Lincoln. Isak echoed this suggestion. Ben further advised that there be a couple of ground pictures of the sections being improved.
- Ben said he likes lighting projects and would like to see more. He noted the trail around Tom O'Leary Golf Course, on the south side of Divide the path is dark.

- Stephen gave an overview of the Bismarck Parks & Recreation District's Northwest Bismarck Trail Connections application. This is a new project, proposing a new paved trail connecting various locations throughout Clairmont Family Conservation Park. It would connect Golf Drive in the Pinehurst area to River Road and also run along Clairmont Road to Valley Drive. Burnt Boat Road has no shoulder and is not a safe route for pedestrians. The proposed trail would provide a number of key connections and is included in a number of plans for the area.
- Ben wonders if a paved trail is really needed in this area, there might be less costly options that would still be wheelchair accessible (such as grass-pave).
- Ben suggested mentioning the Elk Ridge Elementary School and Park, as well as the upcoming Tyler Parkway extension, this trail would tie into those areas also.
- Ben and Dave discussed alternative federal funding sources for a project of this size. There may be other federal grants available, funding is up in the air as the current infrastructure bill is expiring and federal priorities have changed.
- Dave noted this is a large project for a TA grant, could it possibly be divided into two projects, where one is funded in one year and one in the next year? The Burnt Boat Road connection might be preferred if the project were to be split.
- Stephen noted he is planning to start the MPO's final TA solicitation around September 15, and the deadline will be mid-October. NDDOT will send out their final solicitation sometime during that period but the MPO tries to get ahead of that to ensure jurisdictions have time to get necessary approvals. The Subcommittee will meet on October 29 to score the final TA applications. In the meantime Stephen will draft letters to the TA applicants with the feedback the Subcommittee provided on the projects today.

4. FY28 TA Scoring Discussion

- Stephen noted that the Arrive 2050 MTP was approved and it comes with a scoring rubric for the MPO's grant programs (based on the Steering Committee's work on the MTP). He went over it briefly. This is an option that could be used for scoring TA projects. His preference is to retain the pairwise scoring the Subcommittee has used in the past, however, while MPO staff will be using the Arrive 2050 rubric for their scoring (MPO and Subcommittee scores are combined to create a recommended ranking to bring to TAC and Policy Board). The group discussed the scoring briefly, there was no opposition to using the new rubric, but neither was there any particular desire for change, it was noted the pairwise system has worked well. Stephen indicated he will move forward this year with the pairwise system for the Subcommittee's scoring, but this rubric is an option on the table for the future. Dave suggested letting the jurisdictions know how they are being scored and Stephen noted it is already part of the solicitation process to let the jurisdictions know what the MPO and Subcommittee are looking for in the TA program.
- Dave noted he doesn't participate in TA scoring because he is sometimes asked to score projects at the NDDOT level.

5. September Bike & Walk Audits - Stephen L

- Stephen noted the Mandan Bike Audit will be held September 9 from 1-3:30pm, the group will meet outside Moritz Sport and Marin in Mandan to conduct an audit of a route based on the May Bicycle Friendly Community Workshop Audit. He included the audit packet in the meeting packet, and said Chris Holzer from Bismarck Engineering will be leading the audit.
- The Bismarck walk audit will be held September 24 from 1-3:30pm, meeting in the parking lot of Calvary Free Lutheran Church to audit a route, again based on the May Workshop audit. The audit packet is included in the meeting packet. Stephen said the scoring will be twofold, a raw score for each segment, and a checklist for each segment. He noted the audit reports for 2023 and 2024 are on the MPO website and he is thinking about ways to publicize them more.

6. Adjourn

Meeting Adjourned at 3:20pm.

Next Meeting: October 29, 2025, 2-3:30pm, David Blackstead Room, City/County Office Bldg.

Respectfully Submitted,

Stephen Larson

TRANSPORTATION ALTERNATIVES

BICYCLE-PEDESTRIAN SUBCOMMITTEE

The proposed Transportation Alternatives (TA) scoring system has two components. First, all subcommittee members wishing to participate will review the applications and rank them in descending order. Members are encouraged to consider how the projects meet the goals and objectives of the Arrive 2050 Metropolitan Transportation Plan (MTP), especially the objectives of the Active Transportation and Transit goal cited below. However, they ultimately rank on personal knowledge of area needs and which project is most required by community. The second component is a staff review and ranking. MPO staff will score and rank projects based on the scoring rubric contained within the MTP.

Objective 4: Implement Bicycle and Pedestrian Projects

Objective 5: User Education (improve the awareness and safety of all users of the multimodal transportation system)

Objective 6: Reduce Multimodal gaps

Objective 7: Multimodal coordination (improve the coordination between active transportation planning and transit)

Objective 8: Implement Complete Streets.

METHODOLOGY:

Step 1: Subcommittee members rank applications using either a **pairwise** or straight ranking. Members must rank all applications or none of their votes will be accepted. The individual ranks of each application will be averaged, and the resulting 'average' score will be used in step 3.

Step 2: MPO staff will review the applications and score them using the Arrive 2050 MTP scoring rubric. The application with the most points of the group will be given a score of 1. Applications with the second most points will be scored 2, and so on.

Step 3: Score from step 1 and step 2 will be added together for each project to create a combined score.

Step 4: The top ranked project(s) will be promoted as number 1 priorities. All remaining projects will be ranked in descending order.

APPROVAL AND SUBMISSION OF TA PRIORITIZATION:

The prioritized list will be shared with the MPO's Technical Advisory Committee for their review. The TAC may choose to accept and promote or re-prioritize the applications. Their re-prioritization may include a promotion with no ranking. The MPO's Policy Board has the final authority on ranking of TA projects prior to submission to the North Dakota Department of Transportation.

BMMPO Bike Ped Subcommittee TA Ranking

Pairwise Comparison Chart

10/29/2025

Instructions:

All TA projects have randomly been assigned letters, A, B, C, or D. Each WHITE box in the pairwise ranking compares two projects (letters) against one another. Select the letter of the project you feel has greater priority between Project A and Project B and type that LETTER in the white box in Row A, Column B. Next, compare Project A against Project C and type the letter of your higher priority project in the C column of Row A. Finally, compare Project B against Project C and record the letter of the project you feel to have the higher priority of the two in Column C of Row B. Continue in this fashion until all white boxes contain a project letter. **Do NOT enter any value in the GREY boxes.**

The SCORES of your selections will fill automatically at the bottom of the Excel table. Using the numbers 1-4, ENTER A MANUAL RANK for Projects A-D below the SCORES in the **RANK** Row. This number is based on the numbers for each letter as shown in the SCORE Row. The project with the highest score will be ranked 1 and the project with the lowest score will be ranked 4. (Example: Imagine SCORES for E, F, and G are 2, 0, and 1, respectively. The RANK would then be 1 for Project E, 3 for Project F, and 2 for Project G)

	A	B	C	D	E	F	G
A							
B							
C							
D							
E							
F							
G							
	A	B	C	D	E	F	G
SCORE	0	0	0	0	0	0	0
RANK							

PROJECTS	
A	Clairmont Trail Construction
B	66th Street Trail Improvements
C	State Street Trail Rehab
D	1806 Trail Improvements
E	
F	
G	



CHAPTER 3:

Vision + Goals

VISION FOR WALKING AND BICYCLING

The Bismarck-Mandan Bicycle and Pedestrian Plan's vision is to convey that bicycling and walking are safe, comfortable, and convenient choices for all people. In hopes of creating an environment in which people feel comfortable and safe to bicycle and walk in Bismarck and Mandan.

PLAN GOALS

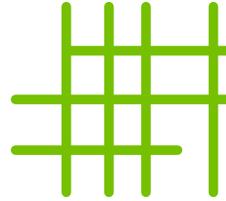
The five goals described in the following sections help to promote the vision for the Plan. They serve as pillars which will support the development of the proposed network and implementation strategies discussed later in the Plan. The goals will also guide the implementation of the 5 E's of the Plan: Engineering, Education, Encouragement, Enforcement, and Evaluation. It was important that the goals developed for this plan were in line with the goals outlined within the MPO Long Range Transportation Plan all while responding to comments received by the public during the development of the plan.



Goal 1: Network Use

Increase the number of bicycling and walking trips made by people in Bismarck and Mandan.

Once perceived and real barriers are removed, walking and biking can become a daily experience for all residents, employees, and visitors. A well-established network gives people the option to not only be healthier but, be environmentally friendly by choosing to walk or bike. Encouraging people to bike and walk more frequently increases the number of bicycling and walking trips made by people.



Goal 2: Connectivity

Develop a connected network of bicycling and walking routes throughout both communities in partnership with local, regional and state partners. Connect bicycling and walking routes to community destinations and other transportation systems, including transit.

The connectivity of bicycle and pedestrian routes to not only community destinations but other transportation systems can decrease vehicle miles traveled per person in Bismarck and Mandan while providing viable options to combine travel needs. Connectivity of routes that lead people to community destinations is important as it promotes bicycling and walking not as a form of leisure activities but as alternative modes of transportation.



Goal 3: Safety and Comfort

Build and maintain safe and comfortable bicycling and walking facilities for people of all ages and abilities. Support driving, walking and bicycling behaviors that increase the safety of people who walk and bicycle.

Promoting and encouraging safe behaviors from drivers, walkers, and bicyclists offers a level of predictability to a functional system. Predictability of modes in a shared space better ensures the safety of drivers, bicyclists and pedestrians. By creating an environment in which all individuals feel safe and comfortable, this can be a driving force in encouraging biking and walking.



Goal 4: Maintenance

Protect the public's investment in the bicycling and walking system over the long-term and ensure system accessibility all year round.

Walking and bicycling can become a habitual part of daily life with a high-level of maintenance reliability. People will choose alternative modes of transportation when obstacles are reduced. The maintenance of public investment in the bicycling and walking system conveys the cities' commitment in trying to encourage people to bike and walk. It ensures people the permanency of these alternative modes of transportation.



Goal 5: Planning

As new commercial and residential projects are planned, integrate bicycle and pedestrian facilities with project designs during the development review process.

Implementing improved facilities in the development review process not only increases opportunities to better allocate physical space needs, but property owners and developers reap the benefits of an enhanced public realm. By incorporating bicycle and pedestrian facilities in project designs during the development review process, this establishes a sense of permanency in advocating biking and walking in the community.

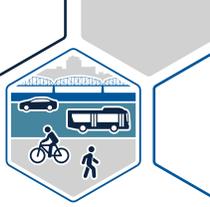


ARRIVE 2050

METROPOLITAN
TRANSPORTATION PLAN

DECEMBER 2024
Amended April 2025





Arrive 2050 Goals and Objectives

SAFETY

Reducing the risk of traffic crashes and harm to all users of the transportation system regardless of travel mode.



OBJECTIVE 1

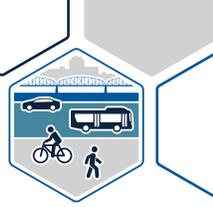
Reduce Crash Frequency and Severity: Based on crash history and future crash prediction, work to reduce the incidence of all motor vehicle and non-motor vehicle (pedestrian and cyclist) crashes, with an emphasis on serious injury and fatal crashes. Consider the context of each transportation corridor and safety needs by existing and potential modes of travel using the corridor.

OBJECTIVE 2

Implement Safe System Features: Implement improvements that align with FHWA Safe Systems Approach and are proven crash reduction measures at locations with an existing crash history. Also implement proven crash reduction measures at locations without an existing crash history as a proactive improvement.

OBJECTIVE 3

Vision Zero: Support North Dakota's Strategic Highway Safety Plan "Vision Zero" as a goal to move toward zero fatal resultant crashes.



ECONOMIC

Promoting the economic vitality of the MPO area by working to ensure transportation facilities fit with and support their surrounding community context and long-term community goals.



OBJECTIVE 1

Safe and Reliable Freight Movement: Enhance the safe, efficient, and reliable movement of freight and goods, including investments in congestion reduction and safety improvements on critical urban freight corridors and other designated freight corridors.

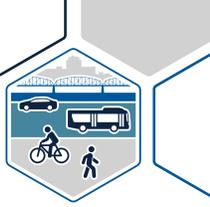
OBJECTIVE 2

Support Other Regional Plans:

- a. Support transportation investments as identified in the most recent MPO Regional Freight Study.
- b. Promote transportation design and investments that enhance the local economy as promoted in local community planning documents.
- c. Support the efforts of local jurisdictions' land use planning, ensuring that new land use plans are well coordinated with the MTP and other MPO transportation planning efforts.

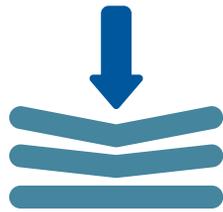
OBJECTIVE 3

Support Efficient Development Patterns: Promote transportation investments that support infill/efficient development patterns.



RESILIENT

Providing a transportation system that is secure from man-made disaster and adaptable to severe weather, major economic changes, and other shocks. Impacts on the built and natural environment are avoided, minimized, and mitigated to the greatest extent possible.



OBJECTIVE 1

Minimize Environmental Impacts: Strive to avoid and minimize the transportation system's impacts on the natural and built environment. Identify multimodal transportation system impacts through planning and, as necessary, mitigate impacts to the greatest extent feasible.

OBJECTIVE 2

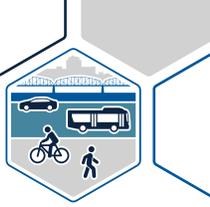
Integrate Multimodal Design into New Development: Plan for and address multimodal transportation system impacts/sufficiency when planning new developments.

OBJECTIVE 3

System Security: Enhance transportation security and resiliency by developing strategies to address critical transportation assets that will facilitate the rapid movement of first responders and support incident management during times of emergency.

OBJECTIVE 4

Reduce and/or Mitigate Vehicle Miles Traveled (VMT): Implement strategies and projects that reduce the rate of VMT growth to lessen transportation emissions and the associated environmental and air quality impacts. Implementing strategies that reduce VMT growth have broad benefits, such as the opportunity for shorter trips, more transportation connections, reduced transportation costs, and using modes other than automobile travel.



EFFICIENCY AND RELIABILITY

Providing for the efficient, reliable movement of people along with connecting people and where they live to goods, services, and jobs with multiple options and a focus on predictable travel times. This goal also places an emphasis on improving the efficiency in how transportation projects are delivered.



OBJECTIVE 1

Promote Reliable Vehicle Travel: Implement strategies and projects that increase transportation system reliability by reducing unexpected or non-recurring incidents and bottlenecks to make travel time more predictable.

OBJECTIVE 2

Improve Management of Corridor Access Points: As part of transportation corridor reconstruction projects and the establishment of new corridors, carefully limit roadway access points to further safety and mobility needs.

OBJECTIVE 3

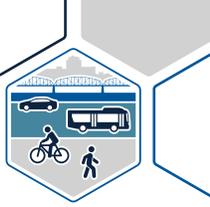
Reduce Single-Occupant Vehicle Travel: Support future development that would result in reduced motor vehicle trips/increased use of travel options other than single-occupant vehicles.

OBJECTIVE 4

Promote the Efficient Delivery of All Transportation Projects: Identify additional ways to complete all transportation construction projects more quickly, saving time and money.

OBJECTIVE 5

Promote the Efficient Delivery of Complementary Multimodal Improvements with Roadway Construction Projects: Construct active transportation and transit improvements with complementary roadway projects to promote the efficient delivery of construction projects.



MAINTENANCE

Maintaining transportation assets, including roadway pavement and bridges, active transportation facilities, and transit capital, in a state of good repair.



OBJECTIVE 1

Pavement and Bridge Condition: Maintain pavement quality and bridges at acceptable levels.

OBJECTIVE 2

Signage and Pavement Marking Condition: Maintain street signage and pavement marking to preserve visibility.

OBJECTIVE 3

Bicycle and Pedestrian System Condition: Maintain the current bicycle and pedestrian system.

OBJECTIVE 4

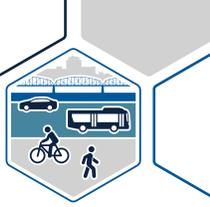
Transit Capital Condition: Maintain transit fleet, equipment, and facilities in a state of good repair as identified in the Transit Development Plan.

OBJECTIVE 5

Signal, Lighting, and Intelligent Transportation Systems (ITS) Conditions: Maintain traffic signals, lighting, and other transportation ITS assets at acceptable levels.

OBJECTIVE 6

Proactively Manage Pavement: All MPO participating jurisdictions should cost-participate in the data collection of pavement system conditions on a 4-/5-year cycle.



FORWARD-THINKING

Incorporating emerging trends and technologies into the transportation system. This includes deploying innovative infrastructure (such as for electric vehicles [EVs] or autonomous travel), using innovative mobility options, and utilizing innovative data sources to make more informed decisions.



OBJECTIVE 1

ITS Maintenance and Planning: Maintain and enhance ITS already in use locally and their evolution, such as dynamic signal phasing, driver information systems, and vehicle detection systems.

OBJECTIVE 2

Manage the System Through Technology: Consider the application of ITS to help mitigate the need for capital-intensive projects and associated impacts.

OBJECTIVE 3

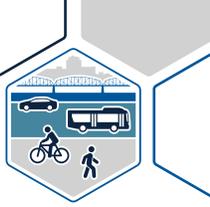
Plan for Connected and Autonomous Vehicles: Champion further testing and integrating autonomous and connected vehicles in the transportation system. Coordinate with NDDOT on statewide planning, the State Transportation Management Center development, and other opportunities related to connected and autonomous vehicles to best position the MPO area for the future.

OBJECTIVE 4

Plan for Electric Vehicles: Accommodate EV market trends through planning efforts and development opportunities, such as promoting the expansion of charging stations. Continue to coordinate with NDDOT on statewide planning and other opportunities related to EVs to best position the MPO area for the future.

OBJECTIVE 5

Leverage Data for Decision-Making: Apply well-vetted and appropriate datasets available to help support more intelligent local decision-making regarding transportation planning, design, and investments.



ACTIVE TRANSPORTATION AND TRANSIT

Providing enhanced infrastructure and connections for pedestrians, bicyclists, and other modes of active transportation; transit is integral to transportation in the MPO area and compliments both active transportation and passenger auto transportation.



OBJECTIVE 1

Transit Coordination: Coordinate planning and project development with transit agencies to improve transit route efficiency, safety, system productivity, and community awareness by implementing transportation investments that support the transit system.

OBJECTIVE 2

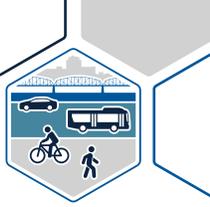
Implement Transit and Rideshare Strategies: Improve transit and rideshare opportunities for travelers commuting into the MPO area from both outside and within the urban area.

OBJECTIVE 3

Transit Security: Provide a safe, secure environment for transit system riders.

OBJECTIVE 4

Bicycle and Pedestrian Project Implementation: Improve bicycle and pedestrian system accessibility, connectivity, and safety by promoting or implementing transportation investments identified in recent MPO planning documents.



ACTIVE TRANSPORTATION AND TRANSIT

(CONTINUED)



OBJECTIVE 5

User Education: Improve the awareness and safety for all users of the regional multimodal transportation system through education about rules and responsibilities.

OBJECTIVE 6

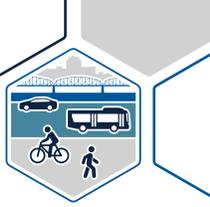
Reduce Multimodal Gaps: Improve the continuity of the multimodal systems for pedestrians, cyclists, and transit riders through improved network connections, reduced circuitry, and reduced system gaps.

OBJECTIVE 7

Multimodal Coordination: Improve the coordination between planning for active transportation and transit to ensure transit stops/timing points are safe and well connected to the active transportation system; improve first-mile/last-mile connectivity.

OBJECTIVE 8

Implement Complete Streets: Implement transportation projects that accommodate active transportation and transit where feasible. Overall, streets in the MPO area will become more accommodating for active transportation and transit.



EQUITY

Improving transportation infrastructure so that people from all walks of life have access to affordable, reliable transportation options, including consideration of how transportation benefits and impacts all members of the community.



OBJECTIVE 1

Connect Disadvantaged Neighborhoods: Plan projects and programs that safely connect disadvantaged populations to the surrounding transportation system, with a focus on all modes of transportation. Also provide projects in or adjacent to disadvantaged populations that respond to each community's desired multimodal mobility and accessibility and safely connect disadvantaged populations to needed services.

OBJECTIVE 2

Proactive Community Engagement: Implement early community engagement in the transportation project development process that includes as many impacted and potentially impacted populations as possible. As applicable, focus engagement on the neighborhood level, consistent with the MPO's Public Participation Plan.

OBJECTIVE 3

Minimize Impacts on Disadvantaged Populations: Balance impacts and burdens stemming from multimodal transportation improvements among populations in the MPO region.



Table 48: Scoring Rubric for Evaluating 2050 Alternatives Alignment with Regional Vision

Goal Areas	Objectives	Possible Points
<p>SAFETY</p> 	<p>Reduce crash frequency and severity</p> <p>Implement safe system features</p> <p>Reduce speed for vulnerable users</p> <p>Vision zero</p> <p>Total Points</p>	<p>7</p> <p>7</p> <p>6</p> <p>0</p> <p>20</p>
<p>ECONOMIC</p> 	<p>Safe and reliable freight</p> <p>Support other regional plans</p> <p>Support efficient development patterns</p> <p>Promote the efficient delivery of complementary multimodal improvements with roadway construction projects</p> <p>Total Points</p>	<p>3</p> <p>2</p> <p>2</p> <p>3</p> <p>10</p>
<p>RESILIENT</p> 	<p>Minimize environmental impacts</p> <p>Integrate multimodal design into new development</p> <p>System security</p> <p>Reduce and/or mitigate VMT</p> <p>Total Points</p>	<p>2</p> <p>0</p> <p>1</p> <p>2</p> <p>5</p>



Goal Areas	Objectives	Possible Points
<p>EFFICIENCY AND RELIABILITY</p> 	<p>Promote reliable vehicle travel</p> <p>Limit recurring congestion</p> <p>Identify corridors that facilitate efficient regional travel</p> <p>Reduce single-occupant vehicle travel</p> <p>Total Points</p>	<p>8</p> <p>8</p> <p>5</p> <p>4</p> <p>25</p>
<p>MAINTENANCE</p> 	<p>Pavement and bridge condition</p> <p>Signage condition</p> <p>Bicycle and pedestrian system condition</p> <p>Transit capital condition</p> <p>Signal, lighting, and ITS condition</p> <p>Proactively manage pavement</p> <p>Total Points</p>	<p>6</p> <p>0</p> <p>0</p> <p>0</p> <p>4</p> <p>0</p> <p>10</p>
<p>FUTURE FOCUSED</p> 	<p>ITS maintenance and planning</p> <p>Manage the system through technology</p> <p>Plan for connected and autonomous vehicles</p> <p>Plan for EVs</p> <p>Leverage data for decision-making</p> <p>Total Points</p>	<p>2</p> <p>3</p> <p>0</p> <p>0</p> <p>0</p> <p>5</p>

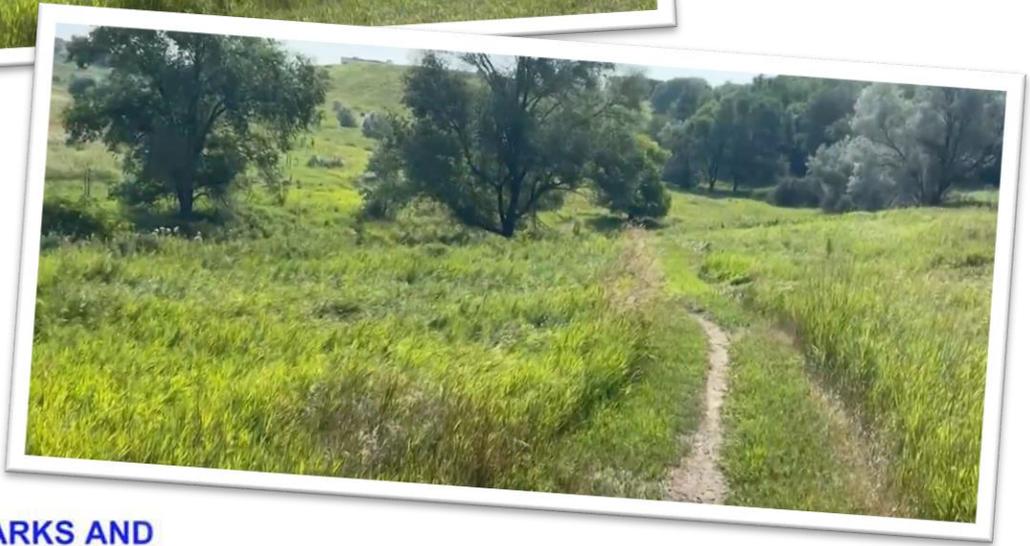
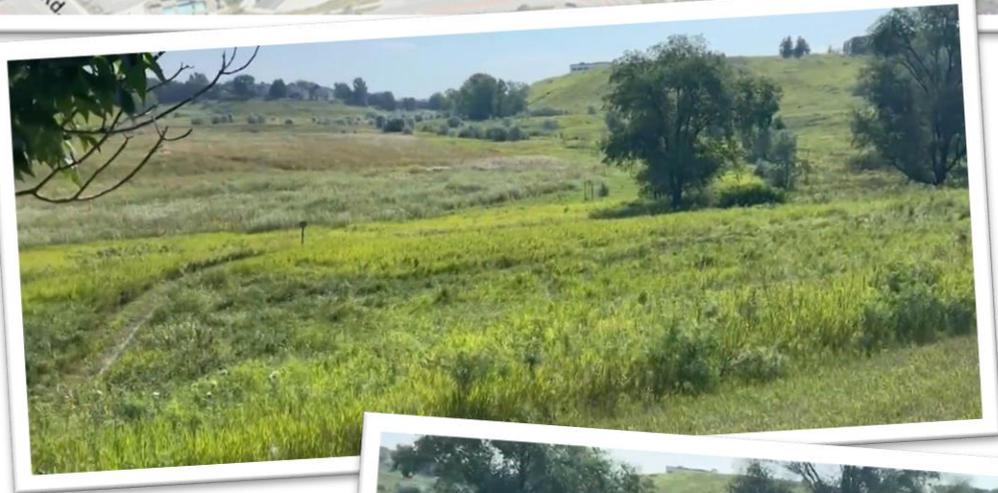


Goal Areas	Objectives	Possible Points
<p>ACTIVE TRANSPORTATION AND TRANSIT</p> 	<p>Transit coordination</p> <p>Implement transit and rideshare strategies</p> <p>Transit security</p> <p>Bicycle and pedestrian project implementation</p> <p>User education</p> <p>Reduce multimodal gaps</p> <p>Multimodal coordination</p> <p>Implement complete streets</p> <p>Total Points</p>	<p>3</p> <p>0</p> <p>0</p> <p>3</p> <p>0</p> <p>3</p> <p>0</p> <p>6</p> <p>15</p>
<p>EQUITY</p> 	<p>Connecting disadvantaged neighborhoods</p> <p>Proactive community engagement</p> <p>Minimize impacts on disadvantaged populations</p> <p>Total Points</p>	<p>5</p> <p>0</p> <p>5</p> <p>10</p>

NDDOT Transportation Alternatives Grant Application FY 2028

Northwest Bismarck Trail Connections

Clairmont Family Conservation Park



NDDOT Transportation Alternatives Grant Application

1. **Project Name:** Northwest Bismarck Trail Connection – Clairmont Family Conservation Park
2. **Project Location:** 2310 Tyler Parkway, Bismarck, North Dakota
3. **Project Contact:** Bismarck Parks and Recreation District (BPRD)
4. **Contact Person:**
Kevin Klipfel, Executive Director
Bismarck Parks and Recreation District (BPRD)
400 East Front Avenue Bismarck, ND 58504
701-222-6455 kklipfel@bisparcs.org
5. **Project Sponsor:** City of Bismarck
6. **Sponsoring Official:**
Gabe Schell, City Engineer
City of Bismarck
221 North 5th Street, Bismarck, ND 58501
7. **Project Description:**
The proposed project includes paved trail connections through the Clairmont Family Conservation Park from the Pinehurst area of Northwest Bismarck to River Road. The proposed shared-use trail will serve many functions, including acting as a safe, direct, and accessible route to services, both commercial and recreational. There is currently not a direct, accessible route for pedestrians or bike traffic since Burnt Boat Road does not have a shoulder and is not a safe route past where the sidewalk ends. The trail will also serve as utility access for both the City of Bismarck, Bismarck Parks and Recreation District and Ducks Unlimited to continue to maintain and operate stormwater conveyance areas and the constructed educational wetlands.

The proposed trail will serve as a vital connection between the Legacy River Trail, the busiest recreational trail in the community, and the bike route system along Tyler Parkway, including key routes leading to Century Avenue and the businesses in north Bismarck and leading to Divide Avenue, providing access to the Tom O’Leary Recreational Complex and beyond. *Please refer to Exhibit 1, Project Location Map.*

This proposed trail link would connect all the trails and parks along the river to Pinehurst Square, which includes many businesses including a dollar store, a hardware store, a pet store, a gas station, a coffee shop and food options, as well as services like a veterinarian, clinics, and a bank.

The proposed project includes constructing a 10' shared-use asphalt trail from Golf Drive to Clairmont Road (3,330 LF). *Please refer to Exhibit 2, Clairmont Family Conservation Park Master Plan.*
8. **Project Cost:**
The estimated construction cost of the proposed trail connections is \$ 879,531 including contingency. Federal funds in the amount of \$ 703,625 are requested. The construction cost does not include any local costs of topographic survey, utility relocation, right-of-way acquisition, or preliminary and construction engineering. The remaining balance of the project will be budgeted and funded from the BPRD General Construction Fund. *Please refer to a detailed Preliminary Cost Estimate, Exhibit 3.*

9. **What TAP category best fits your project?**

Category A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.

10. **Supporting Data:**

1) Is this project part of an identified tourism, recreation or transportation plan and if so, explain?

a. The **Arrive 2050 Metropolitan Transportation Plan (MTP)** highlights the need for safe trail alternatives to traditional transportation options, including Objective 4 under the goal of Active Transportation and Transit: “Bicycle and Pedestrian Project Implementation: Improve bicycle and pedestrian system accessibility, connectivity, and safety by promoting or implementing transportation investments identified in recent MPO planning documents.”.

b. The trail connections through Clairmont Family Conservation Park are identified in the Active Mobility Plan portion of the **Together 2045 – Bismarck’s Comprehensive Plan** as a needed trail connection. See Exhibit 4.

c. The **Bismarck Mandan MPO Bicycle and Pedestrian Master Plan** includes five goals for the community, and this proposed project helps to fulfill all five goals.

d. The **2023-2028 State of North Dakota State Comprehensive Outdoor Recreation Plan – Recreational Trail Needs** identifies that Region 7, which includes Burleigh County, the primary need is non-motorized trails. In addition, the **Bismarck Parks and Recreation District conducted a community survey** in 2023 and paved recreational trails ranked #2 in importance of recreational amenities.

2) Is your project tied to another project? If so, please explain.

The proposed trail connection would tie into the Legacy River Trail, the Divide Avenue and Century Avenue Trails and the larger trail system in northwest Bismarck. The funding of the proposed project is not directly tied to any other trail project.

3) How does your project fit with similar projects in your community and/or region?

Bismarck Parks and Recreation District maintains over 55 miles of paved trails and is committed to providing a comprehensive trail system for the betterment of the entire community. Currently, BPRD is constructing and replacing segments of the trail system throughout the area to continue that commitment to residents and visitors of the community.

4) Provide the names of governmental agencies that are in support of this project. Also, please state if there is support from the general public, other groups and organizations.

- a. Bismarck Parks and Recreation District
- b. City of Bismarck
- c. Bismarck-Mandan Metropolitan Planning Organization
- d. Ducks Unlimited

11. **Public Accessibility:**

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

12. Matching Funds Provided By:

Bismarck Parks and Recreation District will provide matching funds.

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

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

14. Maintenance of This Project Will Be Provided By:

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

15. Environmental Impacts

1) Land Use -The land use adjacent to the proposed trail includes recreational/public use and residential. There are minimal negative impacts to land use as a result of this trail.

2) Farmland -No farmland will be affected as a result of the trail.

3) Social -This project is expected to have a positive impact upon the neighborhood and the community as a whole. The trail will continue to allow access to various recreational areas, businesses, schools, parks, public facilities, and neighborhoods through alternate modes of transportation.

4) Economic -The positive economic benefits to the immediate area are expected to be small. The economic benefit of trails in general, to the community as a whole, is much greater.

5) Relocation -Neither people or businesses will be relocated by this project.

6) Wetlands -This proposed trail corridor is adjacent to constructed wetlands. BPRD will work with Ducks Unlimited and will use all best practices to ensure that any wetlands are as undisturbed as possible.

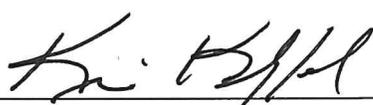
7) Flood Plain - The proposed trail does not go through the floodplain.

8) Threatened or Endangered Species -There are no threatened or endangered species within or along the project corridor.

9) Cultural Resources - There are no known cultural resources within this development area.

10) Hazardous Waste -There are no known hazardous waste sites within the project area.

16. Signatures

Contact Person:  Date: 10/13/2025
Kevin Klipfel, BPRD Executive Director

Sponsoring Official:  Date: 10/15/25
Gabe Schell, City Engineer

MPO Official: _____ Date: _____

17. Attachments

- Exhibit 1 – Project Location Map
- Exhibit 2 – Clairmont Family Conservation Park Master Plan
- Exhibit 3 – Preliminary Cost Estimate
- Exhibit 4 – Community Plan Support
- Exhibit 5 – Existing Conditions
- Exhibit 6 – BPRD Board of Park Commissioner Minutes
- Exhibit 7 – Letters of Support

Exhibit 1 – Project Location Map

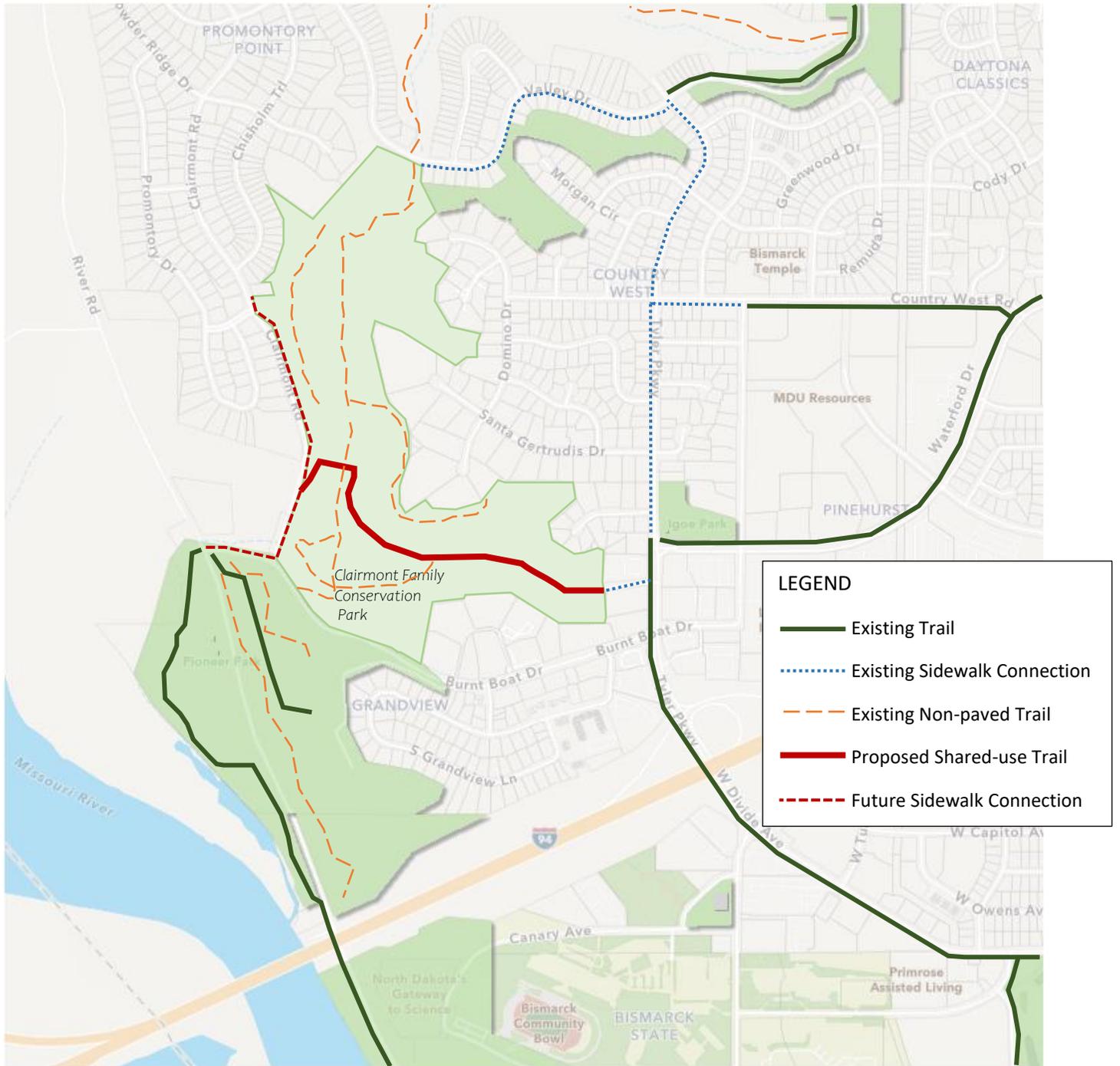


Exhibit 2 – Clairmont Family Conservation Park Master Plan

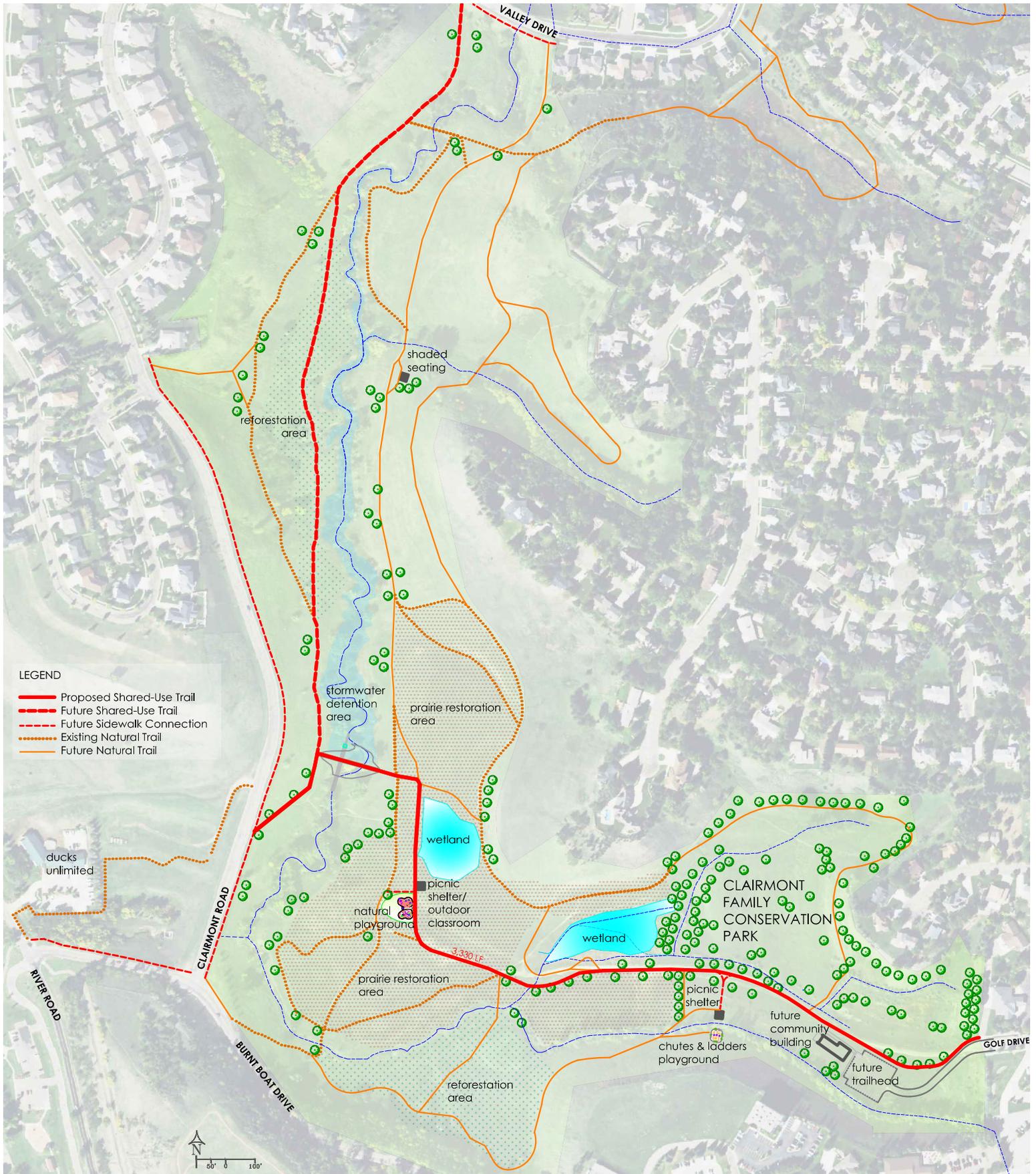


Exhibit 3 – Preliminary Cost Estimate

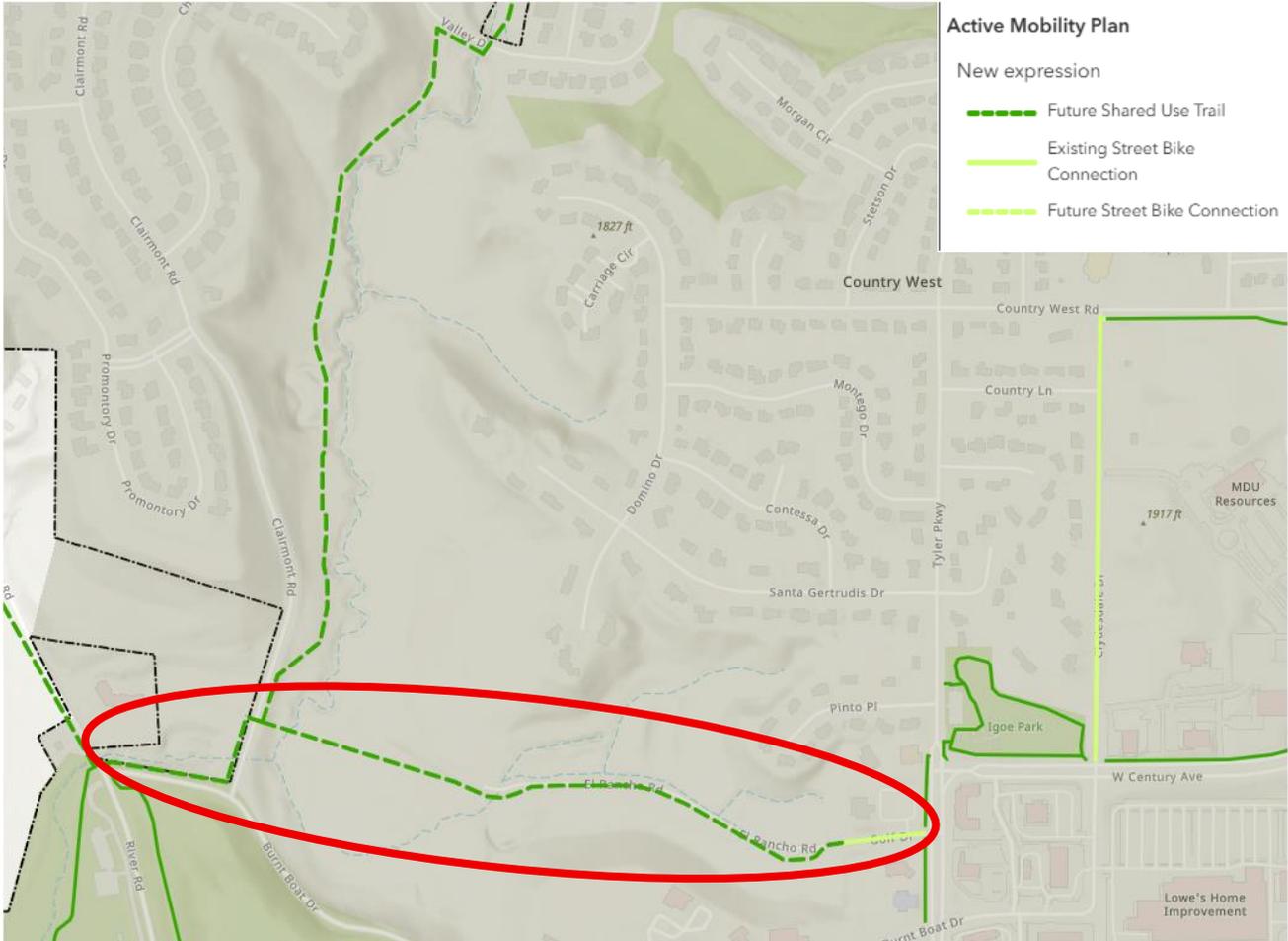
CLAIRMONT FAMILY CONSERVATION PARK - 2028 SHARED USE PATH BISMARCK PARKS & RECREATION DISTRICT Preliminary Opinion of Probable Construction Cost 10/13/2025 Phase 1: 3,330 LF						
						
ITEM	SECTION	ITEM	UNIT	UNIT PRICE	QUANTITY - CLAIRMONT PARK	CLAIRMONT PARK COST
1	00 700	Contract Bond	LS	\$ 7,000.00	1	\$ 7,000.00
2	01 4000	Materials Testing	LS	\$ 5,500.00	1	\$ 5,500.00
3	01 5500	Traffic Control	LS	\$ 3,000.00	1	\$ 3,000.00
4	01 5713	ECB - Type 2	SY	\$ 2.50	550	\$ 1,375.00
5	01 5713	ECB - Type 4	SY	\$ 5.00	275	\$ 1,375.00
6	01 5713	Fiber Rolls	LF	\$ 4.50	550	\$ 2,475.00
7	01 5713	Silt Fence	LF	\$ 6.00	275	\$ 1,650.00
8	01 7113	Mobilization	LS	\$ 59,000.00	1	\$ 59,000.00
9	01 7123.10	Construction Staking	LS	\$ 19,000.00	1	\$ 19,000.00
10	31 1000	Site Clearing & Grubbing	LS	\$ 8,500.00	1	\$ 8,500.00
11	31 1000	Herbicide Weed Control	LF	\$ 4.00	3330	\$ 13,320.00
12	31 1123	Subgrade Preparation	SY	\$ 8.00	4440	\$ 35,520.00
13	31 1123	Aggregate Base Course - Fill Type 3	TON	\$ 70.00	1041	\$ 72,870.00
14	31 2200	Remove, Stockpile and Replace Topsoil - 6" Depth	CY	\$ 40.00	2159	\$ 86,360.00
15	31 2316	Common Excavation	CY	\$ 45.00	4317	\$ 194,265.00
16	31 2316	Rock Excavation	CY	\$ 40.00	550	\$ 22,000.00
17	31 1216	RAP - Superpave FAA 43 (2.75" Thickness)	TON	\$ 250.00	648	\$ 162,000.00
18	32 1216	PG 58S-28 Asphalt Cement	TON	\$ 800.00	35.7	\$ 28,560.00
19	32 1729.10	Sign - Post & Sign(s)	EA	\$ 400.00	6	\$ 2,400.00
20	32 3300	6-Foot Bench	EA	\$ 2,000.00	3	\$ 6,000.00
21	32 9219	Seeding Non-Irrigated & Mulched	ACRE	\$ 17,000.00	1.92	\$ 32,640.00
ESTIMATED CONSTRUCTION COST BASE BID =						\$764,810.00
CONTINGENCY (15%) =						\$114,721.50
TOTAL ESTIMATED CONSTRUCTION COST BASE BID =						\$879,531.50

Notes:

1. In providing estimates of probable construction cost, the Client understands that the Consultant has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that the Consultant's estimates of probable construction costs are made on the basis of the Consultant's professional judgment and experience. The Consultant makes no warranty, express or implied, that the bids or the negotiated cost of the Work will not vary from the Consultant's estimate of probable construction cost. The Client assumes all liability if using this Probable Construction Cost for determining project feasibility or securing project funding/financing.

Together 2045 – Active Mobility Plan

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



Bismarck Parks and Recreation District 2023 Community Input Survey Results

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

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

Trails – hiking	31%
Trails – paved recreational	24%
Splash pads	23%
Swimming pools	23%
Pickleball courts	22%

2023

Concert/outdoor movie areas	38%
Trails – hiking	35%
Splash pads	34%
Trails – off road, mountain biking	27%
Trails – paved recreational	22%

2017

City of Bismarck Stormwater Improvement Plan

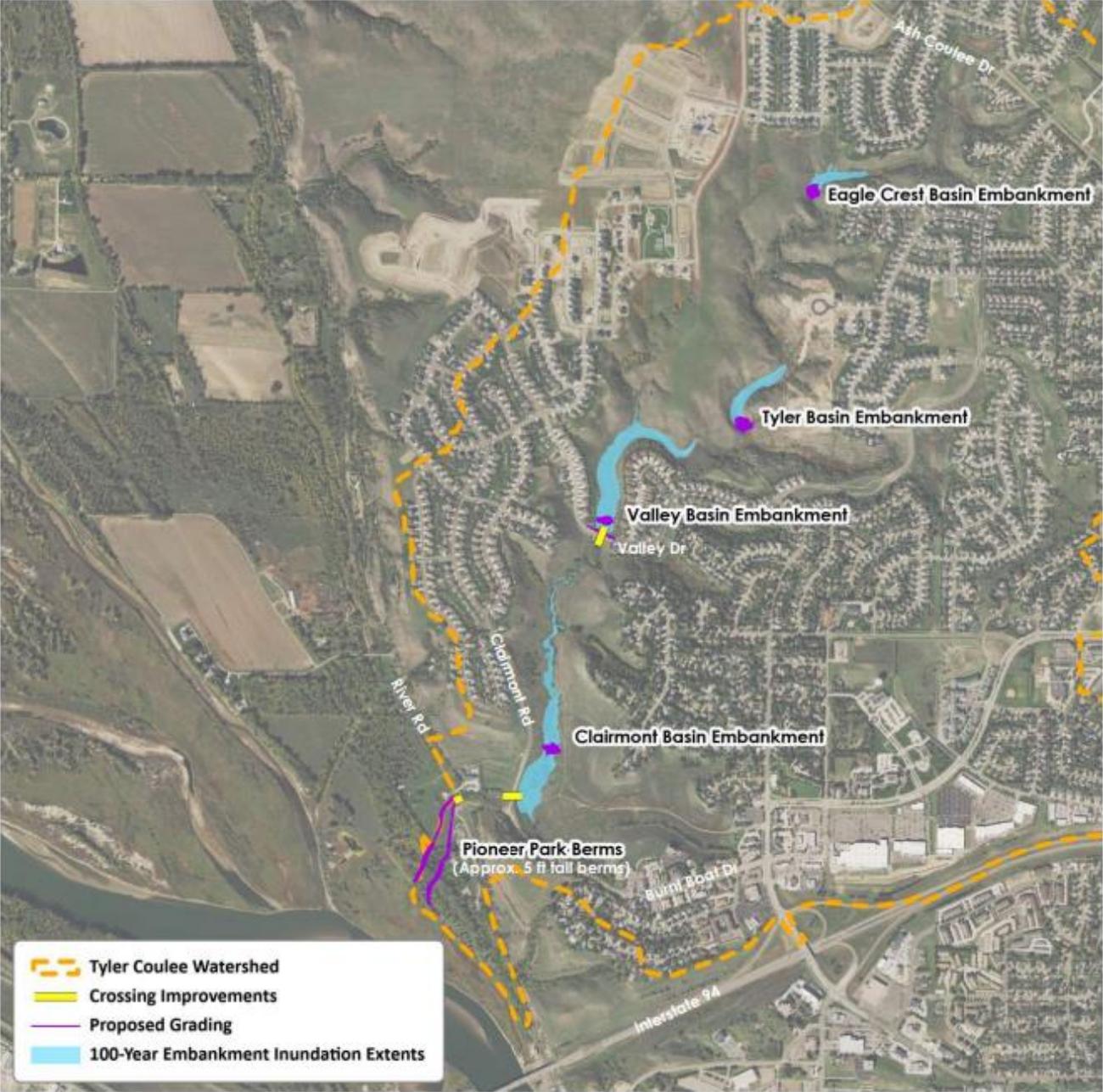
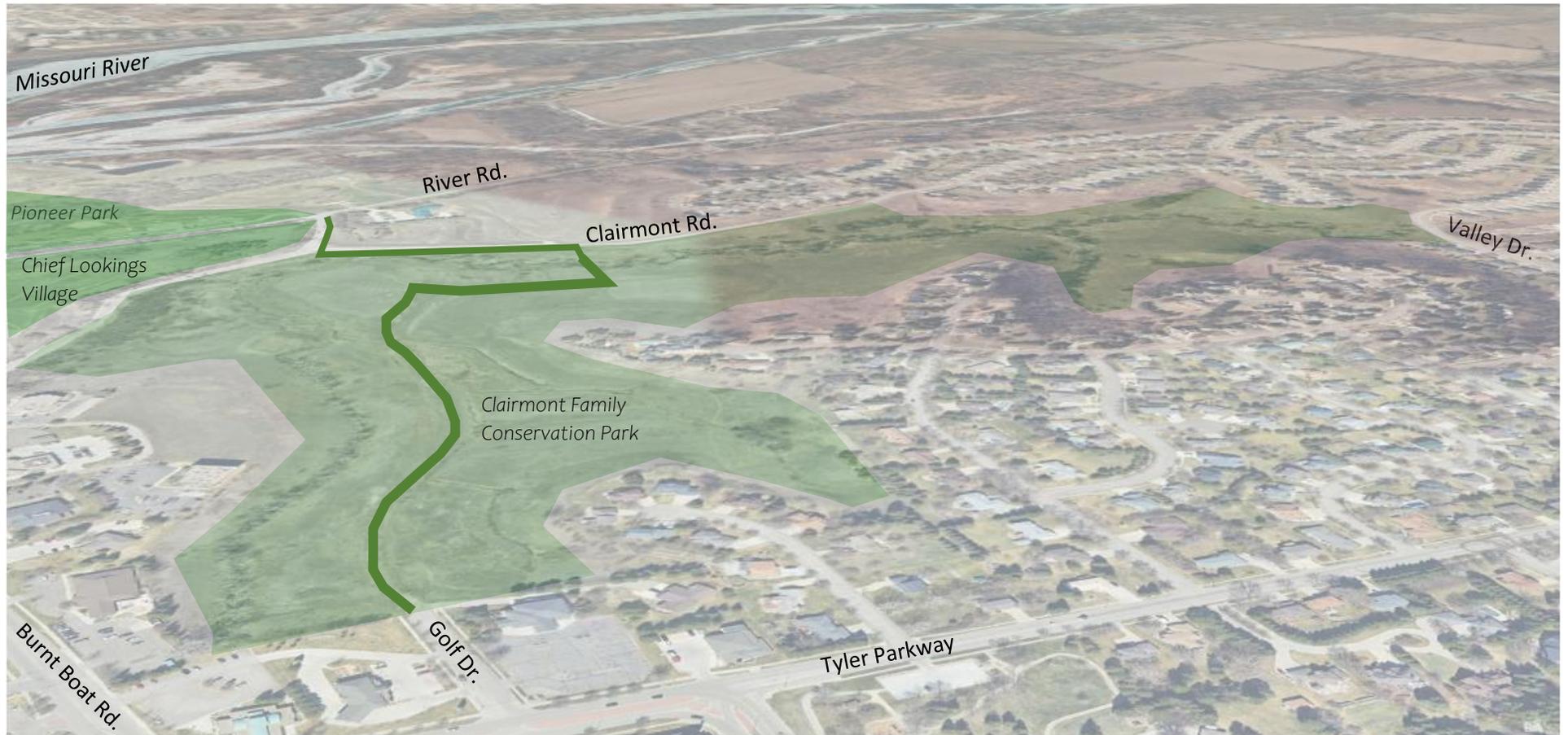


Figure 1 City of Bismarck Tyler Coulee Stormwater Improvements Graphic

Exhibit 5 – Existing Conditions



Bird's eye view looking west



Bird's eye view looking north



Figure 2 *Burnt Boat Road end of sidewalk*



Figure 3 *Burnt Boat Road looking west*



MINUTES OF THE BOARD OF PARK COMMISSIONERS

August 21, 2025

The Board of Park Commissioners held their regular meeting on August 21, 2025 in the Tom Baker meeting room of the City/County Building. President Zimmerman called the meeting to order at 5:15 pm. Commissioners Herzog, Jeske and Redmann were present. Commissioner Gilbertson was absent. The pledge of allegiance was said.

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

The following people appeared as the featured partners and programs:

- Dakota Media Access - Executive Director Tom Gerhardt
- Dakota West Arts Council - Executive Director Jason Thoms

Jeff Ubl from Ubl Design Group appeared before the Board regarding the bids for the World War Memorial roof replacement project. No bids were received. Commissioner Redmann moved approval for this project to be re-bid. Commissioner Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Herzog, Jeske, Redmann, and President Zimmerman. The nays being none, the motion carried.

Executive Director Klipfel reviewed a proposal from the company who is working on the Channel Drive/Hay Creek Interceptor Main Avenue to Divide Avenue project. As part of that project the Park District would like to complete the portion of the Channel Drive trail that is not included with the city of Bismarck's project. The price to complete this work is \$153,220.49. Commissioner Jeske moved to approve this quote for this work.

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

Executive Director Klipfel provided an update on some of this year's projects.

Commissioner Redmann moved to approve the following consent agenda.

- Consideration of July 17, 2025 Board meeting minutes
- Easement to the City of Bismarck for a Municipal Ballpark easement
- Consideration of agreement with University of Mary for use of the BSC Aquatic and Wellness Center
- Request to dispose of fitness equipment
- Request authorization to apply for a 2028 Transportation Alternative Grant for a trail connection through the Clairmont Family Conservation Park

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

Commissioner Redmann moved to approve the bills for payment with checks 408297 to 408323 and 219312 to 219536 along with bank drafts DFT001590 to DFT001606, EFTs 3483 to 3525 and direct deposits 88912 to 90955. Commissioner Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Herzog, Redmann, Jeske and President Zimmerman. The nays being none, the motion carried.

The next regular Board meeting will be September 11, 2025, at 5:15 pm in the Tom Baker Meeting Room with the with the public hearing on the proposed 2025 budget. The meeting was adjourned at 6:11 pm.



GREAT PLAINS REGIONAL OFFICE
2525 River Road
Bismarck, ND 58503-9011
(701) 355-3500
www.ducks.org

September 3, 2025

Members of the NDDOT Transportation Alternatives Grant Committee:

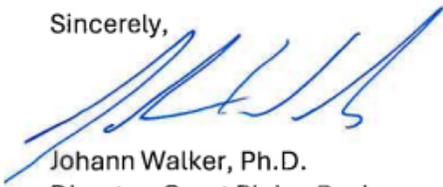
On behalf of Ducks Unlimited, I am writing to express our strong support for the proposed paved trail connections through the Clairmont Family Conservation Park. This project is a natural extension of our shared commitment to conservation, education, and community access.

The proposed trail will not only provide safe, direct, and accessible routes for pedestrians and cyclists but will also serve as an essential access corridor to the native grassland plantings and constructed wetlands in the park. These wetlands and grasslands—developed through partnerships with Ducks Unlimited, the City of Bismarck, and Bismarck Parks and Recreation District—are critical for habitat, water management, and outdoor education. Ensuring reliable access for both visitors and maintenance is vital to their long-term success.

This trail will also create meaningful connections: linking neighborhoods, schools, and businesses to the Legacy River Trail and beyond, while also giving the community and visitors opportunities to experience conservation lands firsthand. By blending recreation with education and stewardship, the project advances Ducks Unlimited’s mission and strengthens the community’s relationship with the outdoors.

We are proud to support this project and encourage its full consideration.

Sincerely,



Johann Walker, Ph.D.
Director, Great Plains Region



1640 Burnt Boat Drive | Bismarck, North Dakota 58503 | 701-223-5660 | bismarckmandan.com

August 29, 2025

To Whom It May Concern:

On behalf of the Bismarck Mandan Chamber EDC and our member organizations, I am writing to express support for the proposed paved trail connections through the Clairmont Family Conservation Park, linking the Pinehurst area of Northwest Bismarck to River Road and nearby neighborhoods.

This project offers significant benefits to our regional economy, workforce, and quality of life—key priorities for our business community. The proposed shared-use trails will provide a much-needed, safe, and direct connection for pedestrians and cyclists between residential areas and commercial centers. Currently, Burnt Boat Road poses serious safety concerns for non-motorized traffic due to the lack of shoulders and sidewalks. This trail will close that gap, making local businesses, services, and recreational amenities more accessible to a broader segment of the population.

Moreover, this investment in active transportation infrastructure will contribute to our region's competitiveness by enhancing walkability and connectivity—factors that are increasingly important in attracting and retaining a talented workforce. Trails like these also support tourism, increase nearby property values, and create a more vibrant, livable community.

In addition to economic and mobility benefits, the trail will serve an important operational role by providing utility access for the City of Bismarck, Bismarck Parks and Recreation District, and Ducks Unlimited. This will support continued maintenance of stormwater conveyance areas and educational wetlands—demonstrating a thoughtful, multipurpose approach to infrastructure development.

We commend the City of Bismarck, Bismarck Parks and Recreation District, and Ducks Unlimited for their collaboration on this forward-thinking project. The Bismarck Mandan Chamber EDC fully supports this initiative and encourages others to do the same.

Sincerely,

A handwritten signature in black ink that reads "Brenda Nagel".

Brenda Nagel
President & CEO
Bismarck Mandan Chamber EDC



Bismarck-Mandan
Convention & Visitors Bureau
1600 Burnt Boat Drive
Bismarck, ND 58503
701-222-4308
800-767-3555

September 2, 2025

Members of the NDDOT Transportation Alternatives Grant Selection Committee:

On behalf of the Bismarck-Mandan Convention & Visitors Bureau, I am pleased to express our strong support for the proposed paved trail connections through Clairmont Family Conservation Park.

This project will provide a safe and accessible route for walkers and cyclists where none currently exists, connecting northwest neighborhoods, Elk Ridge Elementary, and local businesses with the Legacy River Trail and the broader trail network. By replacing unsafe travel along Burnt Boat Road with a direct, inviting path, the trail will enhance both community safety and visitor experience.

For our visitors, easy access to scenic, well-connected trails is a top priority, and projects like this strengthen Bismarck's appeal as a welcoming destination. At the same time, the trail will serve local families, schools, and recreational assets, while supporting important environmental stewardship efforts in the conservation park.

This is exactly the type of investment that improves quality of life for residents and adds to the vibrancy that attracts visitors. We strongly encourage your support of this important project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sheri J. Grossman".

Sheri J. Grossman, CDME
CEO

Transportation Alternatives Grant Application

Lincoln Road Shared Use Path Safety Improvements

Lincoln, ND

October 13, 2025



Building a Better World
for All of Us®

Engineers | Architects | Planners | Scientists

October 13, 2025

RE: Lincoln Road Shared Use Path Safety Improvements
Transportation Alternatives Grant Application
Lincoln, ND

North Dakota Department of Transportation
Transportation Alternatives Program
608 E Boulevard Avenue
Bismarck, ND 58505

Dear NDDOT Local Government:

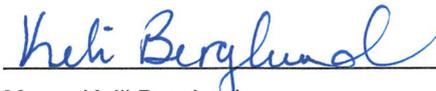
The Lincoln Park District, in conjunction with the City of Lincoln, is excited to submit for the Transportation Alternatives program funding for a shared use pathway lighting and surfacing enhancement project for resilience in user type increase and safety of facility use. The proposed project is along 66th Street reaching from northern housing limits to the south city limit along the west side of the 66th St. The proposed project corridor is one of the main roadways in the City of Lincoln and acts as 1 of 2 main entrances to the City collecting all local roadway traffic for access in and out of the community.

The City of Lincoln is a thriving and growing community mainly consisting of residential housing. Many areas of the city have little or no pedestrian facilities which drives large use of the existing trail networks centrally located with the city. The Lincoln Park District has been constructing shared use pathway systems over the last several years to expand multi-use pathways as collectors on major arterial roadways throughout the city. In cooperation, the City of Lincoln has been working to incorporate sidewalk systems to enhance "Safe Routes to School" systems. Together, these project types have developed a connected network of sidewalk and trails allowing residents access to walking, biking, roller skating and other forms of recreation.

In recent years, the Lincoln Park District has constructed new pathways that are not lighted and some that are not paved due to funding shortages. This project will complete the corridor by paving the south segment of the path and adding lighting along both the north and south segments of the 66th Street path. These improvements will significantly improve user safety, extend hours of use, and open the path to a wider variety of users. They will also provide an attractive and secure gateway along one of Lincoln's main roadways, creating a consistent, lighted standard that matches other completed sections of the community's pathway network.

The City of Lincoln and Lincoln Park District look forward to further developing these important non-motorized shared use pathways to generate larger lengths of lighted and paved pathways for residents. Thank you for your consideration of this application!

Sincerely,



Mayor Kelli Berglund
City of Lincoln



Nick Couture
Lincoln Park District



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Transportation Alternatives Grant Application

Lincoln Road Shared Use Path Safety Improvements

1 Project Name

Lincoln Road Shared Use Path Safety Improvements

2 Project Location

- City
 - Lincoln, ND
- County
 - Burleigh County
- Description
 - This proposed project is two separate work items. The first is lighting improvements on two sections of pathway. The second is the paving of a section of pathway.
 - The proposed lighting improvements will be installed along two separate lengths of pathway, both of which are situated along the west side of 66th Street NW. The first stretch is between Lincoln Road and 28th Avenue. The second stretch is between Santee Road and southerly city limits south of Humbert Drive. The proposed pathway paving is between Santee Road and south city limits.
 - See below general map and Appendix A for full location.

Figure 1 – Lincoln City Map with Project Locations



3 Project Contact

Lincoln Park District
Nicholas Couture – Park President
32 McDougall Drive
Lincoln, ND 58504

701-391-5656
lincolndparks@gmail.com

4 Contact Person

Matt Schaible, PE
Lincoln Park District Engineer
905 Tacoma Ave, Ste 2
Bismarck, ND 58504

701-354-5617
mschaible@sehinc.com

5 Project Sponsor

City of Lincoln, ND

6 Sponsoring Official

Mayor Keli Berglund
32 Santee Road
Lincoln, ND 58504

701-258-7969
lincoln@cityoflincolnnd.com

7 Project Description

7.1 General

Lincoln is a growing community that continues to attract young families and new residents. The City and Lincoln Park District have prioritized safe, accessible parks and trails as part of this growth, steadily expanding the community's non-motorized transportation network. The Park District recently completed a north segment of shared-use path along 66th Street between Lincoln Road and 28th Avenue and secured an FY26 Recreational Trails Program (RTP) grant to build a 10-foot-wide gravel path from Santee Road to the southern city limits. These investments reflect Lincoln's long-term commitment to a connected trail system that supports recreation and active transportation.

The proposed project builds on those efforts by paving the south section of the 66th Street path and installing decorative lighting along both segments. This corridor is vital for community connectivity, linking residential neighborhoods, the nearby trailer park, and Lincoln Elementary School to the broader pathway network. Completing the path to the same lighted standard as Lincoln Road will extend safe, comfortable access for children, families, and residents of all ages along two of the city's main corridors.

The Lincoln Road path's decorative lighting has transformed it into a well-used, attractive route supporting year-round use beyond daylight hours. Extending this standard to 66th Street will improve visibility and safety, enhance security through passive monitoring from adjacent roads, and reduce vandalism opportunities. Together, these improvements will strengthen connectivity, encourage active lifestyles, and ensure the City's growing trail system serves all residents equitably.

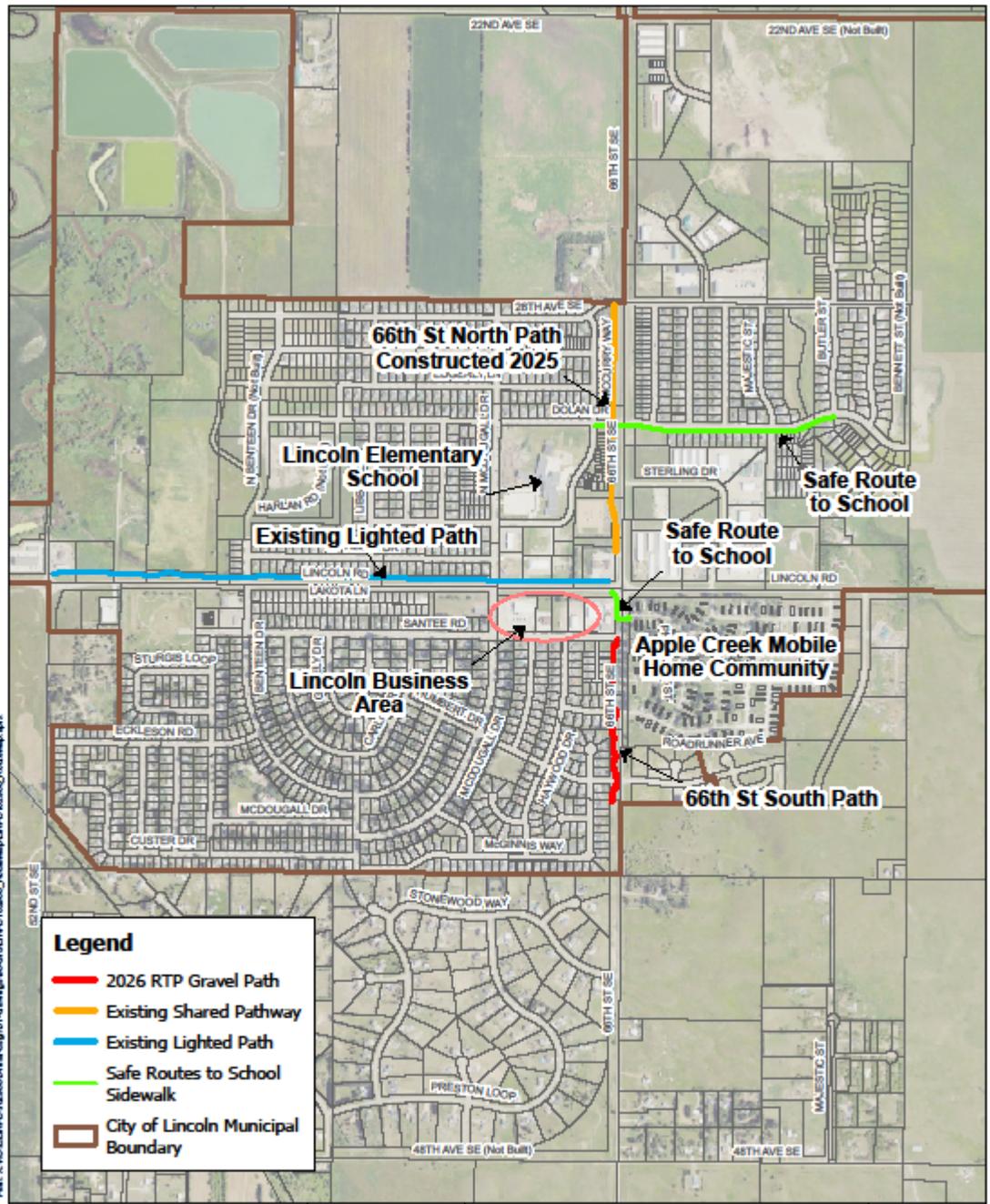
7.2 Background

Throughout the last 10 years, the trail enhancement program has been developing in the community. The following is a timeline and information on the pathway systems and why the installation of lighting and paving under this project will complete the full build-out of these trails along the two main corridors of the City of Lincoln.

- 2015 – Lincoln Road Shared Use Path – Part 1
 - Pathway and lighting installed between Benteen and McDougal
 - Gravel pathway between McDougal and 66th Street
 - Project funded by NDDOT TA Program, Burleigh County, and City of Lincoln
- 2017 – Lincoln Road Shared Use Path – Part 2
 - HMA paving of gravel path between McDougal and 66th Street
 - City of Lincoln funded
- 2020 – Lincoln Road Shared Use Path – Part 3
 - Pathway and lighting installed between Benteen and 52nd Street
 - Lincoln Park District funded
- 2021 – Safe Routes to Schools Sidewalks
 - Sidewalk on Dolan Drive and near Junction 66th Street & Lincoln Road
 - Funded by NDDOT TA Program and City of Lincoln
- 2025 – 66th Street Shared Use Path – Part 1
 - Pathway construction between Lincoln Road and 28th Ave.
 - Funded by Lincoln Park District
- 2026 – 66th Street Shared Use Path – Part 2
 - Gravel pathway construction between Santee and south city limits
 - Funded by NDPRD RTP Grant and Lincoln Park District

The map below shows these projects in relation to the city.

Figure 2 – Projects Throughout the Years



File: X:\POL\LINPD\GIS\external\csh\gfi\csh\gfi\LINPD\182908_PlanetMap_LINPD_182908_PlanetMap.aprx

		Project: LINPD 182908 Print Date: 9/3/2025	Existing Community Overview Lincoln, North Dakota	Figure 2
		Map by: Isotherm Projection: NAD 1983 State Plane North Dakota South (US Feet) Source: Burleigh County, SEH Inc		

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring existing measurements of distance or direction or precision to the depiction of geographic features. The user of this map acknowledges that SEH shall not be held liable for any damages which arise out of the user's access or use of data provided.

7.3 Connections

The proposed project will be lighting and paving pathway that connects the north-south portions of the shared use path system.

7.3.1 Existing Connections

- Existing shared use path system
- Existing Safe Routes to School system
- Trailer Park residency's
- Lincoln Elementary
- Business area of City of Lincoln
- Local shopping (Cenex and Dollar General)
- North and South portions of the City
- Connection of multiple city parks

7.3.2 Future Connections

Future connection hope is to continue both north and south of the city limits for connections to two large Burleigh County developments

- Prairiewood Estates (approximately 130 homes)
- Copper Ridge (310 homes)
- Echoes Edge Addition (26 lots)

7.4 Lighting

The lighting will be of 12-foot square aluminum poles with a Gleopm-AF-01-LED-E1-SL2-BK-7030-PER7-AHD245-TH luminaire to match the existing system. Lighting will be placed on the westerly side of the pathway between the right-of-way boundary and the edge of the pathway. Spacing of the light structures will be at 75-foot spacing due to the low-level light output to keep light on the pathway and not cause light pollution into neighboring properties.

Figure 3 – Existing Lighting Structures



Figure 4 – Example Lighting Structures



7.4.1 North Segment Lighting

The north segment of the project will consist of approximately 33 light structures with a single new feed point constructed. The length of the lighting is approximately a run of 2,500 feet.

Figure 5 – 66th St. Path North



7.4.2 South Segment Lighting

The south segment will consist of approximately 28 light structures and also have a new feed point installed. The length of the lighting is approximately 1,600 feet.

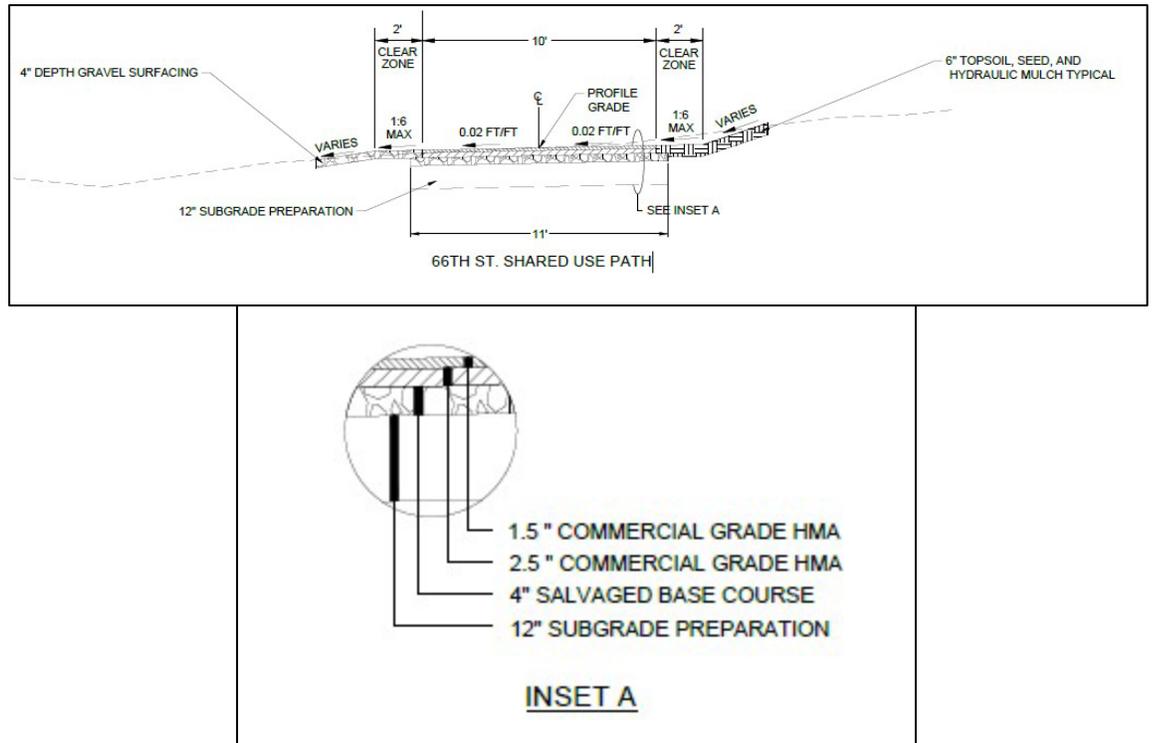
Figure 6 – 66th St South Proposed Path Location



7.5 Paving

The paving aspect of this project will be to pave a 10-foot wide, 4-inch-thick hot mix asphalt (HMA) surface over the 1,600-feet of gravel pathway between Santee Road and the southerly city limit ending. The end of the pathway will have a cul-de-sac shape for users to turn around. It is intended to work with other agencies to extend the path south to other housing developments in the future.

7.5.1 Typical Section of Pavement



7.6 Right-of-Way

All project work will occur within Burleigh County right-of-way, where the shared use paths have already been approved. The installation of the proposed lighting has been coordinated with Burleigh County, and no objections have been raised.

8 Project Cost

Projected project costs have been developed using prior lighting costs for the same structure type and using a ratio of length verse cost to estimate the cost of the proposed systems. These estimates have also been adjusted 3% per year to adjust for anticipated inflation to develop projected construction costs for 2028.

Table 1 – Opinion of Cost

Line No.	SPEC	CODE	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	COST
1	103	0100	CONTRACT BOND	L SUM	1	\$3,500.00	\$3,500.00
2	203	0109	TOPSOIL - IMPORTED	CY	105	\$95.00	\$9,450.00
3	302	407	RESHAPE AGGREGATE BASE COURSE	STA	22	\$4000.00	\$8,800.00
4	430	0500	COMMERCIAL GRADE HOT MIX ASPHALT	TON	605	\$155.00	\$93,775.00
5	701	0100	MOBILIZATION	L SUM	1	\$30,000.00	\$30,000.00
6	770	0001	LIGHTING SYSTEM A	EACH	1	\$166,500.00	\$166,500.00
7	770	0001	LIGHTING SYSTEM B	EACH	1	\$156,000.00	\$156,000.00
Subtotal							\$313,075.00
Contingency (15%)							\$47,000.00
TOTAL							\$360,075.00

Table 2 presents the cost breakdown by funding source. Project costs will be covered through a combination of a Transportation Alternatives (TA) grant and contributions from the Lincoln Park District. The TA grant will provide the primary share of funding, while the Park District will supply the local match, ensuring the project is fully funded and financially feasible.

Table 2 – TA Grant Request

Funding Source	Cost
Total Estimated Construction Cost	\$360,075
TA Grant Funding (80.93%)	\$291,400
LPA Funding Responsibility (19.07%)	\$68,675

9 TA Category

This project qualifies under Category A for off-road pedestrian, bicycle, and other non-motorized transportation facilities. It will provide a safe, walkable, and bikeable corridor that connects to the existing Safe Routes to School network while expanding pedestrian infrastructure away from roadways in an attractive and secure setting. The proposed decorative lighting will be installed in compliance with ADA requirements, ensuring consistent illumination levels that improve accessibility and safety for all users. All improvements are consistent with ADA requirements, as the shared use paths have been designed and constructed in compliance with current accessibility standards.

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

10 Supporting Data

Following is the supporting data that assists with understanding the project request.

10.1 Identified Recreation and Transportation Plans

This project is on segments of shared use path that are part of the Lincoln Park District comprehensive plan.

This project is on segments of shared use path that are identified as part of plans for the Bismarck-Mandan MPO as amended in 2024 and 2025 as part of ND Parks and Recreation Departments RTP grant process.

10.2 Project Ties

This project is independent of other ongoing projects; however, it builds upon and enhances prior projects.

10.3 Project Community Analysis

The City of Lincoln and the Lincoln Park District have worked collaboratively to expand pedestrian access and shared use paths throughout the community, receiving positive feedback from residents on the existing facilities. In recent years, requests for lighted pathways have increased, leading the Park District to prioritize this type of project in its planning efforts..

Overall, this project would bring these sections of shared use path into similar full-buildout condition as the other three sections of shared use path within the City of Lincoln.

10.4 Project Support

This project is currently supported by the following agencies. See documentation of support in Appendix B.

- Lincoln Park District
- City of Lincoln
- Bismarck-Mandan MPO
- Lincoln Police Department
- Bismarck Public Schools
- Burleigh County

11 Public Accessibility

11.1 Public Access

This project is within public right-of-way and is being funded by the Lincoln Park District for public use. The project will remain open to public year-round.

11.2 Project Owner

This project will become the ownership of the Lincoln Park District upon completion.

12 Matching Funds

All required LPA matching funds will be contributed by the Lincoln Park District. This project has been accounted for in future budgets and will be set aside for funding of all preliminary engineering and environmental work, and the portion of construction cost at 19.07% of final construction cost.

All matching funds are resourced from non-federal sources.

13 Right of Way

No additional Right-of-Way is required for this project. All work will be within Burleigh County ROW and the work has been prior agreed to in these areas by Burleigh County.

14 Project Maintenance

Lincoln Parks District has entered into agreement with the City of Lincoln to perform all project maintenance of the installed project systems.

15 Environmental Impacts

15.1 Land Use

The proposed multiuse path alignment traverses undeveloped agricultural fields and existing residential parcels within the project corridor. The 10-foot-wide paved surface will result in minimal land conversion, with anticipated impacts limited to the immediate construction footprint and temporary staging areas. While the impervious surface will marginally reduce infiltration rates and accelerate stormwater runoff velocity within the path corridor, the linear nature of the facility and incorporation of appropriate drainage features will ensure no adverse impacts to adjacent properties or downstream drainage patterns.

15.2 Farmland

The project alignment has been designed to avoid productive agricultural lands and will not result in the conversion of farmland. No impacts to active farming operations are anticipated.

15.3 Social

The proposed lighting improvements along the multiuse path will enhance community connectivity by extending safe and accessible use into evening hours. The project supports residents of all ages and abilities by improving security and comfort, thereby encouraging greater year-round use of the facility. By creating safer conditions for walking, bicycling, and other forms of active transportation, the project will strengthen neighborhood linkages and promote public health through increased opportunities for physical activity.

15.4 Section 4(f) & 6(f) Properties

The proposed lighting installation will enhance the safety and usability of the proposed shared-use path located within publicly owned parks and recreation areas. The project is limited to adding lighting along the proposed path funded through the Recreational Trails Program and will not result in any adverse effects on the recreational functions of the property. The project will have no impact on wildlife refuges, waterfowl refuges, or historic sites of national, state, or local significance.

15.5 Economic

The project will provide long-term economic benefits by improving regional connectivity and expanding non-motorized access to local businesses and services. Integration with the existing Bismarck-Mandan trail network will strengthen linkages between communities, supporting active transportation and tourism. By encouraging increased foot and bicycle traffic, the project has the potential to boost patronage of local establishments in Lincoln and contribute to broader economic vitality within the region..

15.6 Relocation

The proposed alignment has been carefully planned to utilize existing right-of-way and easements where possible. No residential or commercial relocations will be required for project implementation. All necessary property rights can be acquired through standard easement procedures without displacement of existing structures or facilities.

15.7 Wetlands

No jurisdictional wetlands are present within the project limits. No wetland mitigation will be required for this project. During environmental permitting and SOV letter responses, if wetlands are determined to be in the project corridor, we will take all necessary steps to mitigate the project's effect on the wetland areas.

15.8 Floodplain

The project area is located outside of the 100-year floodplain, and no portion of the proposed improvements will encroach upon designated flood hazard zones. As a result, the project will not affect floodplain functions or increase flood risk.

15.9 Threatened or Endangered Species

No federally listed threatened or endangered species or designated critical habitat occur within the project area. The project will not adversely affect protected species or their habitats. If any threatened or endangered species are found within the project area during environmental reviews or agency consultations, we will take all appropriate measures to minimize or avoid impacts to those species.

15.10 Cultural Resources

There are no known cultural resources, archaeological sites, or historic structures are present within the area of potential effects. Should archaeological materials be encountered during construction, work will cease immediately, and appropriate state and federal agencies will be consulted in accordance with Section 106 of the National Historic Preservation Act.

15.11 Hazardous Waste

No known contaminated sites, underground storage tanks, or hazardous waste facilities are located within the project corridor. If hazardous waste is identified within the project area during environmental reviews or agency consultations, we will take all appropriate measures to properly manage and mitigate any potential impacts.

16 Signatures

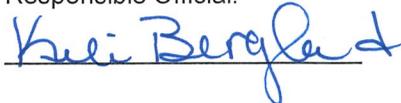
Contact Person:



Matt Schaible, PE

SEH Inc.

Responsible Official:

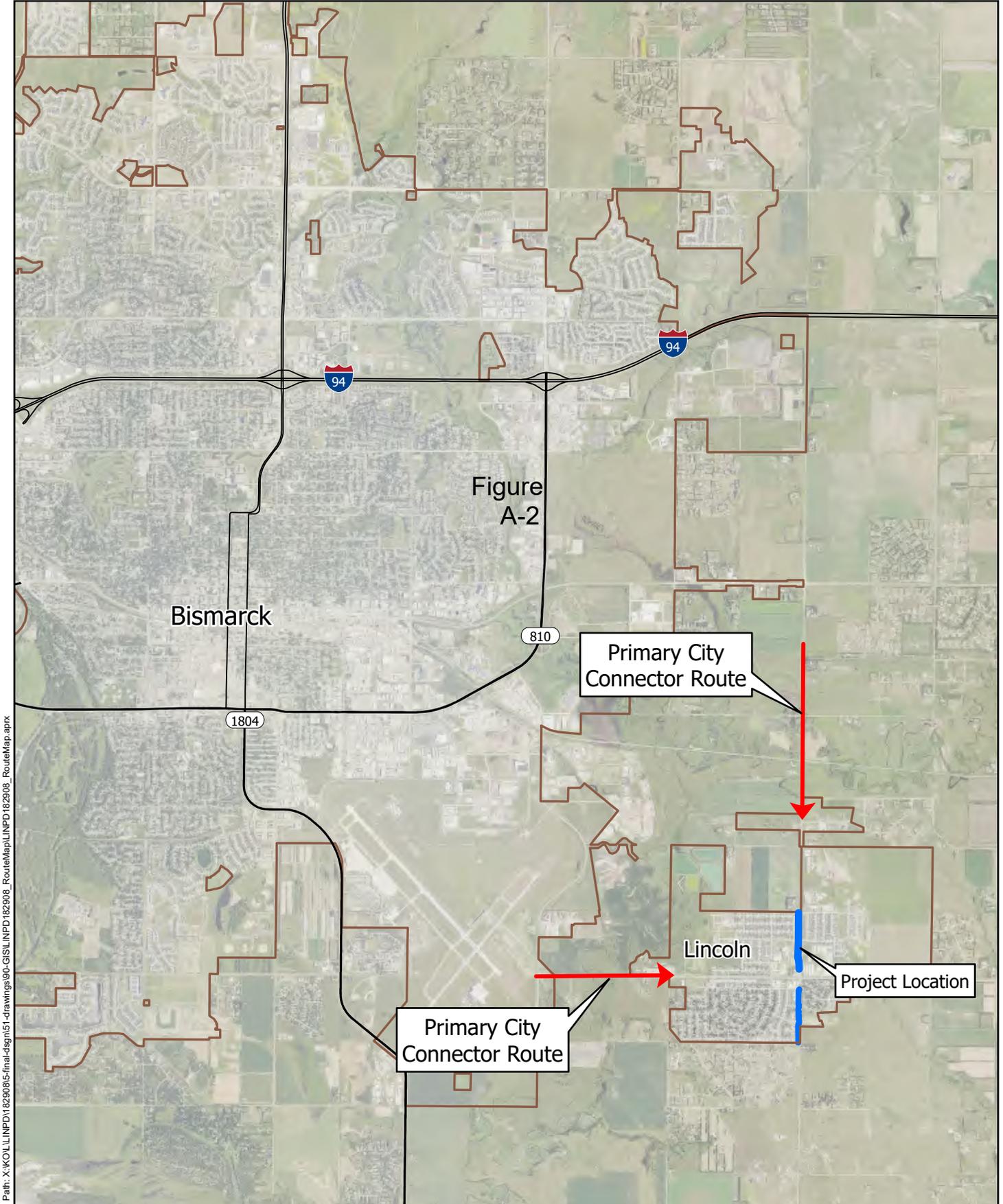


MPO Official:

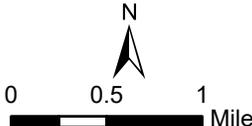


Appendix A

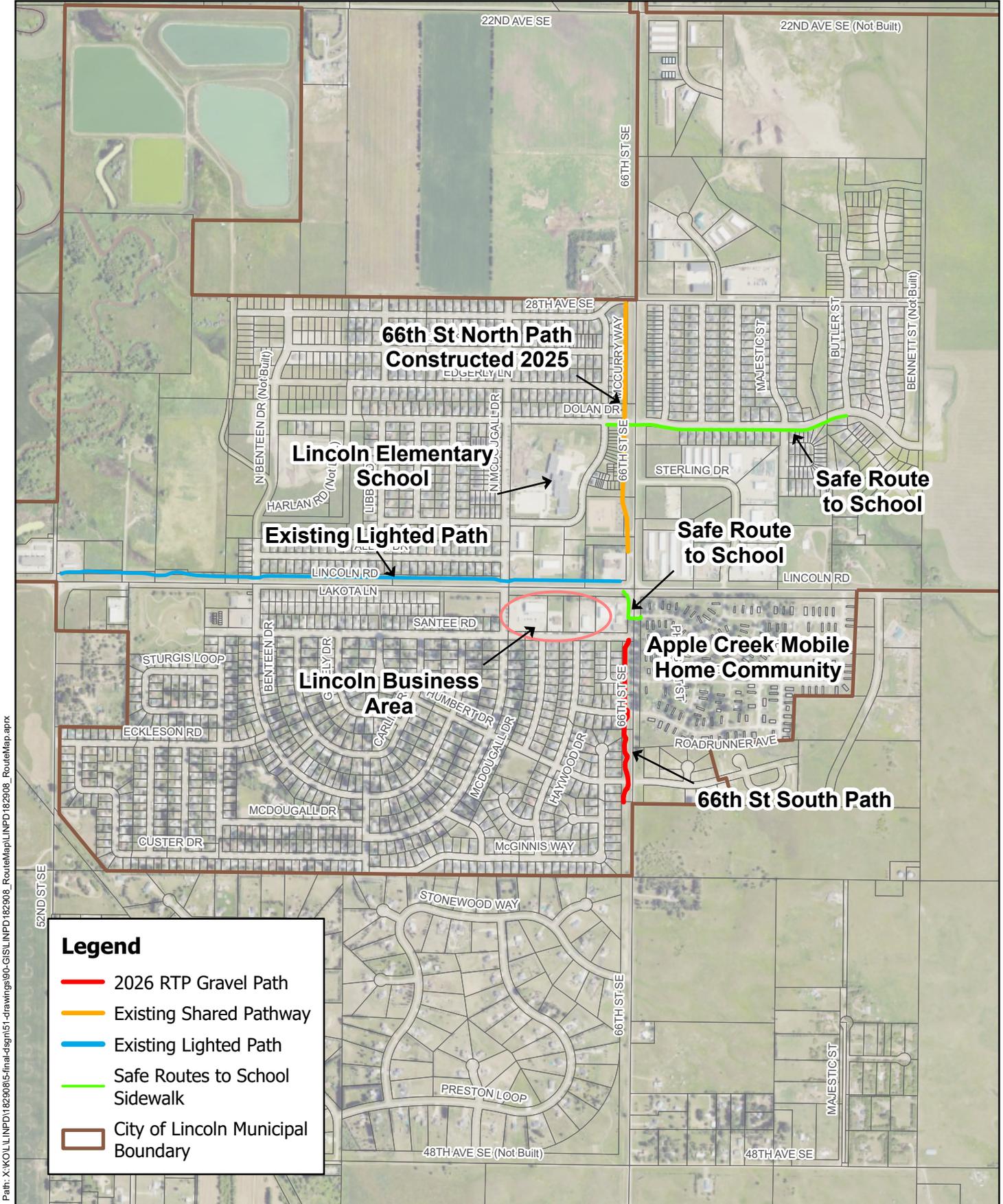
Project Maps



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		Project: LINPD 182908 Print Date: 9/12/2025 <small>Map by: tschwarz Projection: NAD 1983 State Plane North Dakota South (US Feet) Source: State of North Dakota & SEH Inc</small>	<h2 style="margin: 0;">Project Location Map</h2> <p style="margin: 0;">Lincoln, North Dakota</p>	<h2 style="margin: 0;">Figure A-1</h2>
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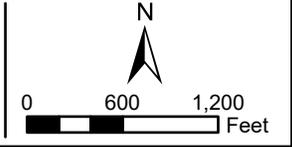
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Legend

- 2026 RTP Gravel Path
- Existing Shared Pathway
- Existing Lighted Path
- Safe Routes to School Sidewalk
- City of Lincoln Municipal Boundary

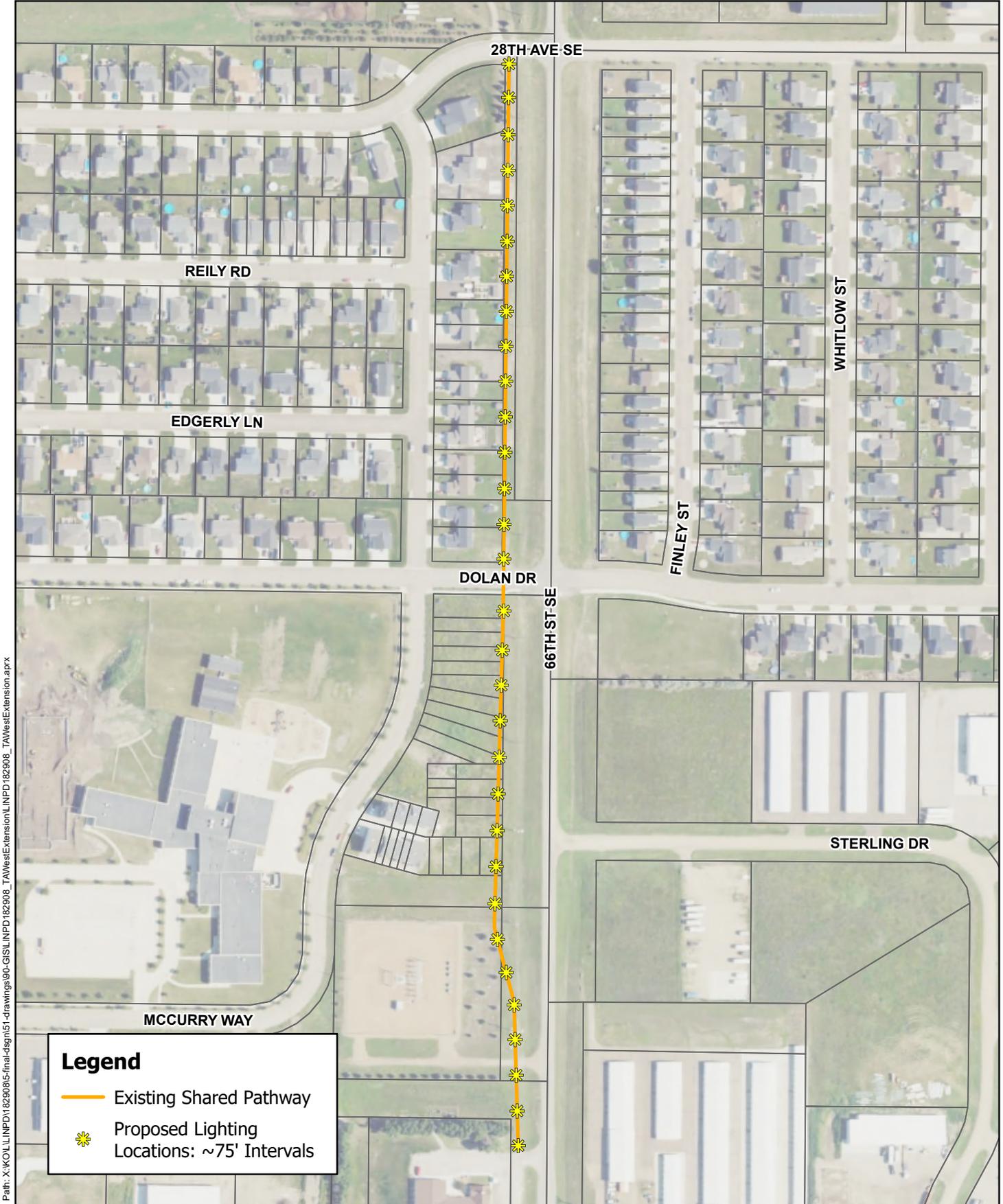


Project: LINPD 182908
 Print Date: 9/3/2025
 Map by: tschwarz
 Projection: NAD 1983 State Plane
 North Dakota South (US Feet)
 Source: Burleigh County, SEH Inc

Existing Community Overview
 Lincoln, North Dakota

Figure A-2

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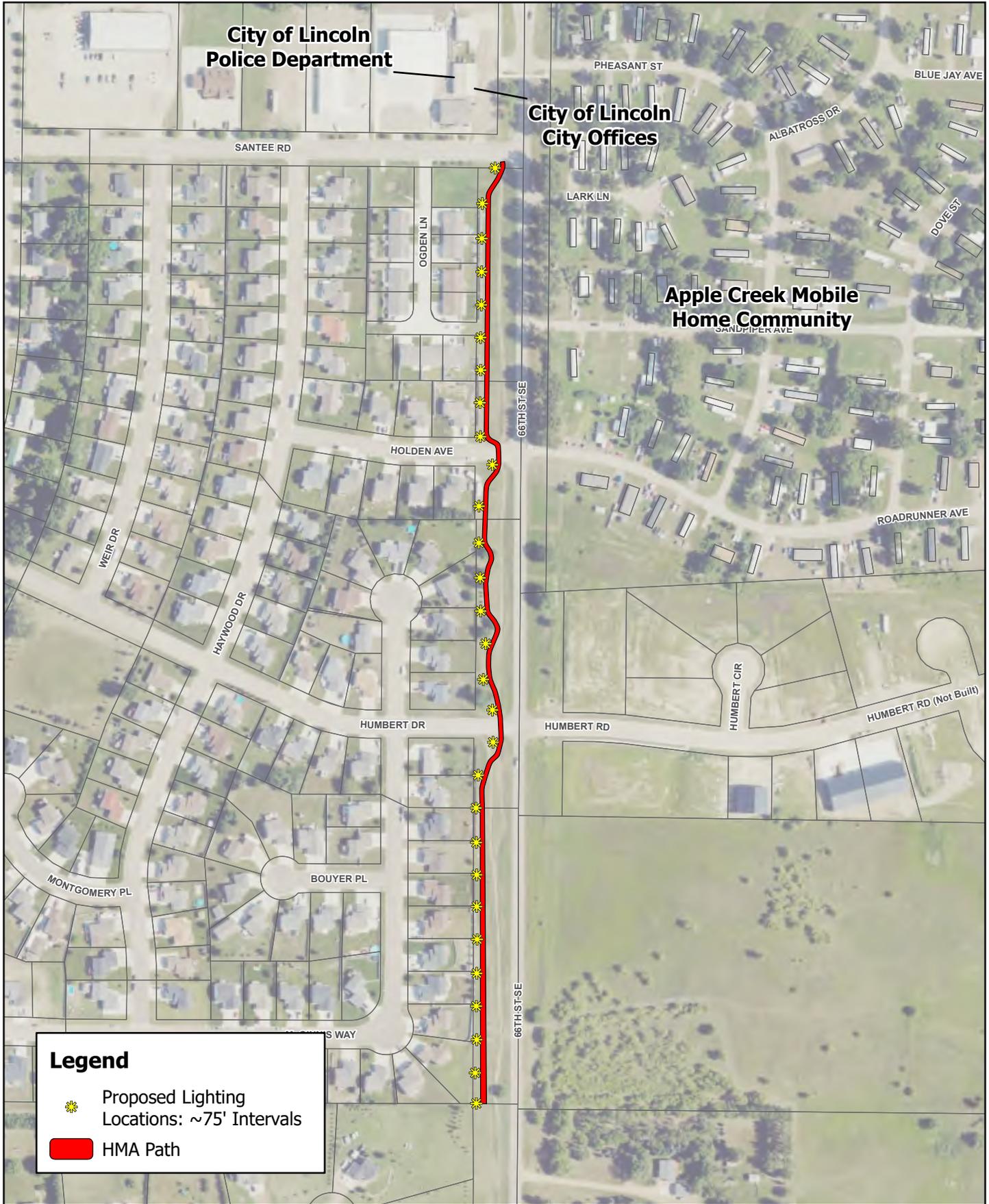
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Legend

- Existing Shared Pathway
- Proposed Lighting Locations: ~75' Intervals

	<p>N</p> <p>0 250 Feet</p>	<p>Project: LINPD 182908 Print Date: 8/22/2025</p> <p>Map by: tschwarz Projection: NAD 1983 (2011) State Plane North Dakota (Feet) Source: Burleigh County, City of Lincoln, & SEH Inc</p>	<h2 style="margin: 0;">North Segment</h2> <p style="margin: 0;">Lincoln, North Dakota</p>	<h2 style="margin: 0;">Figure A-3</h2>
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This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



Path: X:\KOLL\LINPD182908\5-final-dsgn\51-drawings\90-GIS\LINPD182908_RouteMap.aprx

0 100 200 Feet

Project: LINPD 182908
 Print Date: 9/12/2025
 Map by: tschwarz
 Projection: NAD 1983 State Plane
 North Dakota South (US Feet)
 Source: Burleigh County, SEH Inc

South Segment

Lincoln, North Dakota

Figure A-4

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

Appendix B

Letters of Support

MEETING OF THE LINCOLN CITY COUNCIL

AUGUST 7, 2025 - MINUTES

CALL TO ORDER

The Lincoln City Council members met on August 7, 2025, at 6:00 PM at Lincoln City Hall, 74 Santee Road, Lincoln, ND. Councilmembers Artavia, Bjornstad, Davis and Shoemaker, and Mayor Berglund were present.

1. AGENDA

- a. Mayor Berglund moved to remove agenda number 12, City Center Update. Davis motioned to approve the amended agenda, seconded by Shoemaker. MCU

2. CONSENT AGENDA

3. Davis motioned to approve the consent agenda, seconded by Bjornstad. MCU

4. PUBLIC COMMENT – None.

5. Wastewater Update – Loretta Marshik with SEH presented amendment #1 to reflect evolving scope of work, permit application worked and property relations, projections and design flows and loads. SEH will review study materials to present final draft and financial model.

6. Pavement Management Program – Foundational step was creation of GIS roadway segments and uploading to the software and calculating a pavement condition and index rating. To direct future maintenance strategies and Capital Improvement Planning.

7. Addendum – Amendment Wastewater Rate Study – Attorney Rogneby amendment to add language that would make clear that the city owns the data that it's paying to have created. Motion to approve the amended wastewater rate study by Davis, seconded by Artavia. MCU Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.

8. Ordinance to amend Commercial-Grade Dumpsters 1st reading. Motion to approve the first reading by Davis, seconded by Artavia. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.

9. Draft ordinance regarding storage containers. As this is a change to Lincoln zoning, a public hearing is required. Motion to approve the first reading by Bjornstad, seconded by Shoemaker. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes. Motion to set up the public meeting by Artavia, seconded by Davis. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.

10. Lincoln Park District Sponsorship. Matt Schaible from SEH, on behalf of Lincoln Park District requesting sponsorship for transportation alternatives project. The Lincoln Park District (LPD) is considering for fiscal year 2028 transportation alternatives to potentially extend the walking path along Lincoln Road to the west. Sponsorship does not require financial responsibility and the city would be more of a fiscal agent so the LPD and City of Lincoln would need to enter into an agreement. Motion by Davis, seconded by Bjornstad. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.

11. Lincoln Events Schedule and Parade Information presented by EDC Chair, Elizabeth Flemming.

12. Lincoln Mission Statement, Vision, and Core Values draft presented by Mayor Berglund. Motion to approve and adopt by Bjornstad, seconded by Shoemaker. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.

13. Sealed bids for police squad cards (2016 Ford Interceptor and 2018 Chevy Tahoe) were opened with neither accepted. Chief Giddings to relist for bids with a reserve set.

14. Ordinance to amend compensation for the mayor and city council. Motion to approve first reading by Davis, seconded by Artavia. Roll Call: Artavia – Yes, Bjornstad – No, Davis – Yes, Shoemaker – Yes.

15. City Administrator position created by council with job description to be finalized to be filled early 2026. Motion to proceed on developing a city administrator job position by Bjornstad, seconded by Shoemaker. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.

16. Take-Home Vehicle Agreement is invalid as it has not been approved by council or signed by either the mayor or city auditor. Council will discuss at the next meeting if a policy is warranted and what that might look like.

17. Mayor Berglund request entertaining motion to change the auditor's leave request absent type from vacation to discretionary due to extended work hours the 2 preceding pay periods. Motion by Davis, seconded by Bjornstad. Roll Call: Artavia – Yes, Bjornstad – Yes, Davis – Yes, Shoemaker – Yes.
18. ATTORNEY REPORT Resolution to move funds from Employee Pension to General Fund. Attorney to research. Criminal summons involving former City of Lincoln employee has been charged related to accusations of misappropriation of city funds.
19. ENGINEER REPORT presented by Marshik.
20. AUDITOR REPORT

Adjournment at 7:36 pm.

Mayor Keli Berglund

Deputy Auditor Erman

To Whom it May Concern,

As a councilmember for the City of Lincoln, I strongly support the 66th Street Shared Use Path Safety Improvement project. The addition of paving and lighting along the path will make the path safer, more accessible, and usable throughout the day and evening. This project will give residents a secure and welcoming place to walk, bike, and connect, while also linking our community more closely to the regional trail network. We have so many kids and active people who love the current path that we have. I believe these improvements and expanding the path system will greatly benefit the quality of life in Lincoln and encourage more people to take advantage of our shared use path system.

Thank you for your time and consideration,

A handwritten signature in black ink, appearing to read "Derek Bjornstad". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Derek Bjornstad

Councilmember

City of Lincoln, ND

From: [Schriock, Daniel L.](#)
To: [Matt Schaible](#)
Cc: [Einrem, Casey J.](#); [Hall, Marcus J.](#)
Subject: RE: Lincoln Park District 66th Street Shared Use Path Lighting - NDDOT TA Application
Date: Friday, August 22, 2025 10:18:57 AM

Matt,

As with previous TA projects for the City of Lincoln we have no objections to this project.

Please let me know if you need anything else.

Daniel L. Schriock P.E.
Senior Assistant County Engineer
Burleigh County Highway Department
8100 43rd Ave NE
Bismarck, ND 58503
PH: (701)204-7748
CE: (701)954-9732

From: Matt Schaible <mschaible@sehinc.com>
Sent: Thursday, August 21, 2025 5:28 PM
To: Schriock, Daniel L. <dschriock@nd.gov>
Cc: Einrem, Casey J. <ceinrem@nd.gov>; Hall, Marcus J. <mahall@nd.gov>
Subject: Lincoln Park District 66th Street Shared Use Path Lighting - NDDOT TA Application

Some people who received this message don't often get email from mschaible@sehinc.com. [Learn why this is important](#)

******* CAUTION:** This email originated from an outside source. Do not click links or open attachments unless you know they are safe. *********

Good afternoon, Dan!

The Lincoln Park District is going to be submitting for NDDOT TA funds to place lighting along the shared use paths along 66th. Lighting would be installed on the west side of the pathway between ROW and path edge, same style as the lighting along Lincoln Road.

I know we briefly discussed this prior when considering the 66th St. path between Lincoln and 28th but that it was not fully proposed for Burleigh County consideration. Project would be slated for FY28 construction using TA funding through NDDOT.

Location would be the path between Lincoln Road and 28th, and the section between Santee Road and southerly city limits (just south of Humbolt). The south path would also be paved with this project. The south segment is also the gravel path that was awarded

RTP grant funds for construction in 2026, so it would then be paved and lighted in 2028 if TA grant was awarded. I have attached the two exhibits for reference of location and intent of project.

Please let me know if Burleigh County has any comments on this or is in support of this project.

Respectfully,

Matthew Schaible, PE (ND)
Associate, Project Manager
Short Elliott Hendrickson Inc.

701.354.5617 Direct | 406.207.6586 Mobile | 701.354.7121 Main

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Lincoln Elementary School

3320 McCurry Way, Lincoln, ND 58504

Phone (701) 323-4310

www.bismarckschools.org

Mrs. Melissa Hurt
Principal

Mrs. Nicole Schaff
Assistant Principal

"Empower Every Learner to Thrive"

Together, our strong relationships build inclusive, collaborative, and innovative environments that create agency and inspire a passion for learning, excellence, and discovery.

August 22, 2025

To Whom It May Concern,

As the principal of Lincoln Elementary School, I am writing to express my support for the 66th Street Shared Use Path Safety Improvement Project. This initiative represents a meaningful investment in the safety, accessibility, and overall well-being of our students and families.

The proposed improvements, including paving the south segment and installing lighting along both the north and south segments, will significantly improve safe routes to school. These improvements will make it safer and easier for students to walk or bike to school, especially during early morning and evening hours. Increased visibility and accessibility will allow more students to travel independently in a secure environment, supporting both educational access and community health.

This project also aligns with our shared commitment to fostering healthy, active lifestyles and providing safe, reliable transportation options for all residents. By creating a fully accessible and lighted corridor, the City of Lincoln and the Lincoln Park District are taking an important step toward building a more connected and inclusive community.

I appreciate the thoughtful planning behind this project and encourage its full consideration for NDDOT Transportation Alternatives grant funding. The benefits to our students, families, and broader community will be long-lasting and deeply impactful.

Sincerely,

Melissa Hurt
Principal, Lincoln Elementary School



NORTH DAKOTA

CITY OFFICE 701-258-7969

POLICE DEPARTMENT 701-258-2403

September 11, 2025

North Dakota Department of Transportation
608 East Boulevard Ave
Bismarck, ND 58505

Re: Letter of Support – 66th Street Shared Use Path Safety Improvement Project

Dear North Dakota Department of Transportation

On behalf of the City of Lincoln, I am writing to express my strong support for the 66th Street Shared Use Path Safety Improvement Project. This project is a critical investment in the safety, connectivity, and overall quality of life for our community.

The addition of paving and decorative lighting along this corridor will provide a safer, more accessible, and welcoming environment for residents of all ages. Families, students, and neighbors will benefit from a well-lit, reliable route for walking, biking, and connecting with one another. Importantly, this project also strengthens our link to the regional trail network, ensuring that Lincoln remains a connected and vibrant part of the greater Bismarck-Mandan area.

As Mayor, I hear frequently from residents about the importance of safe routes for children traveling to school, families enjoying recreation, and individuals commuting by bicycle or on foot. By addressing these needs, the 66th Street Shared Use Path Improvement Project supports not only public safety but also community health, economic vitality, and our shared vision for a thriving Lincoln.

I respectfully urge your full consideration and support of this important project. Thank you for your continued commitment to enhancing infrastructure and quality of life in our communities.

Sincerely,

Keli Berglund
Mayor, City of Lincoln, ND

Building a Better World for All of Us[®]

Sustainable buildings, sound infrastructure, safe transportation systems, clean water, renewable energy, and a balanced environment. Building a Better World for All of Us communicates a company-wide commitment to act in the best interests of our clients and the world around us.

We're confident in our ability to balance these requirements.

JOIN OUR SOCIAL COMMUNITIES





October 15, 2025

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

Re: FY28 Transportation Alternative Program Application

Mr. Snustad,

We are pleased to submit the attached application for a Transportation Alternative Program (TA) project to be considered for 2028 funding. The US 83/State Street multi-use trail was constructed in 2003 and links the ND State Capitol Grounds to the recreational trail network in north Bismarck. This trail is one of only three trail crossings of Interstate 94 adjacent to roadways and one of only seven crossings for pedestrians overall. The NDDOT's 2023 State Street Safety Improvement project brought all non-conforming ADA ramps into compliance but did not address the trail itself. The rehabilitation of the US 83/State Street trail will improve the facility for the non-motorized public to safely access a large and growing retail area adjacent to the corridor and provide recreational opportunities for all users.

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

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

Sincerely,

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

Gabe Schell, PE
Bismarck City Engineer
Attachments

1. Project Name

Bismarck State Street Trail Rehab (Divide Ave to Calgary Ave)

2. Project Location

The project is located along the west side of US 83/State Street from Divide Ave to Calgary Ave. See Figure 1 on the next page.

3. Project Contact

City of Bismarck

4. Contact Person

Gabe Schell, City Engineer

gschell@bismarcknd.gov

701-355-1505

P.O. Box 5503

Bismarck, ND 58506-5503

5. Project Sponsor

Board of City Commissioners

City of Bismarck

6. Sponsoring Official

Michael Schmitz, Mayor

mschmitz@bismarcknd.gov

701-355-1300

P.O. Box 5503

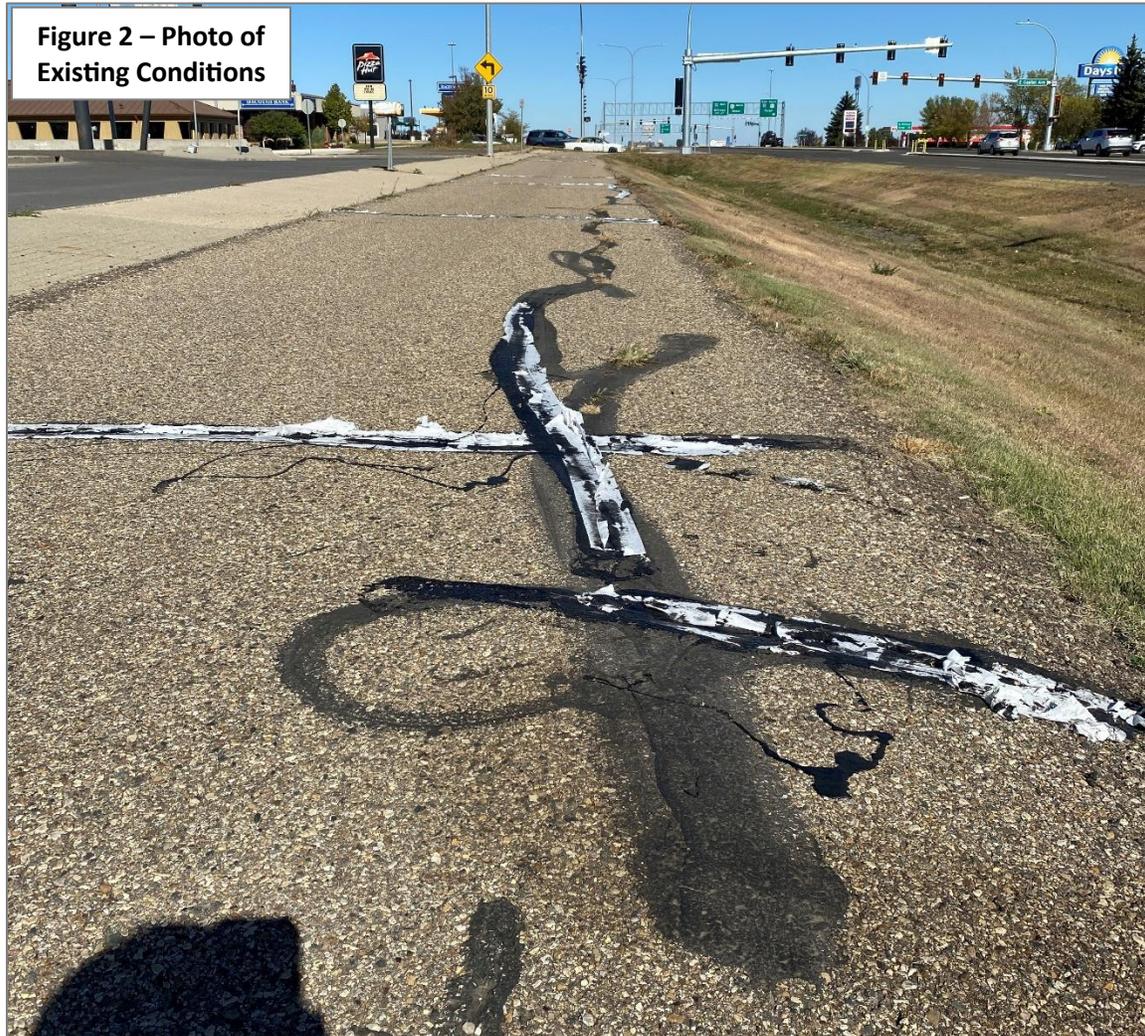
Bismarck, ND 58506-5503

Figure 1 – Location Map



7. Project Description

The requested project would rehabilitate the 10' wide shared-use trail (approximately 5,700 LF of asphalt pavement) along the west side of US 83/State St from Divide Ave to Calgary Ave. Figure 2 shows a photo of the existing cracking and pavement distress.



The trail was reconstructed in 2003 and the most recent work was a crack seal project in 2024. The city has worked diligently to preserve the trail's condition, but it has now reached the end of its useful life. Investing in a mill and overlay at this stage of the pavement's life cycle is a strategic move that will significantly extend the trail's service life and help avoid the much higher costs of a full-depth repair project in the near future. This proactive approach is both fiscally responsible and essential for maintaining a high-quality trail experience for the community.

In 2023, the State Street Safety Project was performed between Divide Ave and Calgary Ave. The project delivered a range of critical improvements: upgraded traffic signals, new turn lanes, concrete pavement repairs for vehicle lanes, additional

sidewalk connections, and ADA ramps in full compliance. However, one key element was left untouched – the pavement surface of the adjacent multi-use trail. Rehabilitating the trail is the final piece needed to complete the corridor’s transformation and ensure the entire corridor is safe, accessible, and fully functional for all users.

8. Project Cost

The estimated construction cost of the proposed improvements is \$475,000 with requested TA funds of \$380,000 and local match of \$95,000. The table below has the detailed estimate prepared by the City of Bismarck.

State Street Trail Rehab - Divide Ave to Calgary Ave				
ITEMS	QTY	UNITS	PRICE	TOTAL
Contract Bond	1	LS	\$ 5,000.00	\$ 5,000
Common Excavation	100	CY	\$ 100.00	\$ 10,000
Superpave FAA 43	750	TON	\$ 240.00	\$ 180,000
Approach Transitions	18	EA	\$ 5,000.00	\$ 90,000
Seeding & Mulching	1	ACRE	\$ 6,000.00	\$ 6,000
Erosion Control	1	LS	\$ 10,000.00	\$ 10,000
Traffic Control	1	LS	\$ 15,000.00	\$ 15,000
Mobilization	1	LS	\$ 25,000.00	\$ 25,000
Asphalt Removal (Trail Transitions)	18	EA	\$ 3,000.00	\$ 54,000
Undeveloped Design Details (10%)				\$ 39,500
Subtotal (2025)				\$ 434,500
Total (2028) (3% for 3 Years)				\$ 475,000
		TA Request (80%)		\$ 380,000
		Local Match (20%)		\$ 95,000

9. TA Category

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

10. Supporting Data

The existing trail is essential for pedestrian/bicyclist connectivity in northern Bismarck. On its southern terminus, the trail connects to the state capitol complex trail network. On its northern terminus, the trail connects to the new US 83/State St trail extension (constructed in 2024 from Calgary Ave to 43rd Ave N). The trail also connects to numerous E/W city sidewalks and to two E/W multi-use trails (at Century Ave and at 43rd Ave N).

I-94 is a barrier for pedestrians/bicyclists. There is no parallel N/S crossing of I-94 on the east side of the street. The next nearest N/S crossings of I-94 are at 4th St (0.6mi to the west) and at 19th St (0.5mi to the east).

If the pavement cracks are allowed to continue widening, the trail will become less comfortable for users and the number of pavement break-up areas will increase. This threatens the connectivity discussed in previous paragraphs.

Many past plans/studies have emphasized the need to maintain existing facilities. Some excerpts are:

-Arrive 2050 Metropolitan Transportation Plan. The Maintenance goal (objective 3) is to maintain the current bicycle and pedestrian system. The Active Transportation goal is to provide enhanced infrastructure and connections for pedestrians, bicyclists, and other modes of active transportation.

-Bismarck's Together 2045 Comprehensive Plan.

*Goal C2 – Prioritize maintenance of existing facilities above any extensions.

*Goal C4 – Encourage a highly connected network of streets and pathways.

*Goal C6 – Facilitate active forms of travel for transportation and recreation.

*Goal C7 – Design and maintain safe and comfortable facilities for pedestrians and cyclists.

-Bismarck-Mandan Bicycle and Pedestrian Plan.

*Goal 2, Connectivity. Develop a connected network of bicycling and walking routes.

*Goal 3, Safety and Comfort. Build and maintain safe and comfortable bicyclist and walking facilities.

*Goal 4, Maintenance. Protect the public's investment in the bicycling and walking system.

11. Public Accessibility

This project is located in the public right of way of US 83/State Street. NDDOT would be the owner and would have a cost participation and maintenance agreement with the City of Bismarck for the city to be responsible for day-to-day maintenance.

12. Matching Funds Provided By

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

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

No. All construction will be contained within the public right-of-way and will be operated and maintained by the City of Bismarck.

14. Maintenance of this Project Will Be Provided By

Steve Salwei
Public Works Service Operations Dept
City of Bismarck

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

15. Environmental Impacts

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

16. Required Signatures

Contact Person:

Gabe Schell

Gabe Schell, City Engineer

10/14/25

Date

Responsible Official:

Mike Smith

Mayor, City of Bismarck

10/14/2025

Date

MPO Official:

Policy Board Chairman

Date





moore
engineering, inc.

NDDOT Transportation Alternatives Program Application FY 2028

Mandan Highway 1806 Pedestrian Trail Improvements FY 2028



GRANT DOCKTER, PE | PROJECT MANAGER

701.425.1842 | grant.dockter@mooreengineeringinc.com
4503 Coleman Street, Suite 105 | Bismarck, ND 58503



mooreengineeringinc.com

NDDOT's Transportation Alternatives Program Application

1. **Project Name** Mandan Highway 1806 Pedestrian Trail Improvements
2. **Project Location** Mandan, North Dakota
3. **Project Contact** City of Mandan
4. **Contact Person** Jarek Wigness, City Engineer
City of Mandan
205 Second Ave NW
Mandan, ND 58554
(701) 667-3225
jarek.wigness@cityofmandan.com
5. **Project Sponsor** City of Mandan
6. **Sponsoring Official** Mr. James Froelich, Mayor
205 Second Avenue NW
Mandan, ND 58554
(701) 667-7460
james.froehlich@cityofmandan.com

7. **Project Description**

The project consists of pedestrian trail improvements from 14th St NW north on Highway 1806 past 27th St N. Improvements will include milling and overlay the existing deteriorated asphalt surface, drainage improvements to prevent flooding of the pedestrian trail, and pedestrian safety enhancements under the I-94 bridge. The existing trail was constructed in 2006. Approaching 20 years old, the pavement is beginning to fail and is in need of rehabilitation. This pedestrian trail is critical to Mandan as it connects the universal playground, Mandan High School and middle school, and many residential developments. A mill and overlay will provide the trail with a new surface and additional life expectancy. Typically, if the trail is well maintained and receives routine maintenance, a mill and overlay can last up to 15 years. Mandan Parks and Recreation recently completed a capital improvement for their asphalt trails. The plan includes routine maintenance and helps them plan and budget for rehabilitation. Drainage improvements will need to be incorporated to ensure that the trail along Highway 1806 does not flood. A majority of northeast Mandan drains through a designated drainage way that discharges through 3 large culverts. The discharge is directed over the pedestrian trail as a low water crossing. During times of significant rainfall or runoff, the pedestrian trail becomes inundated with water. To correct the drainage issue, it is proposed to add a small pedestrian bridge through the sag in the trail. This would allow drainage to continue uninhibited and protect the trail from water erosion and flooding. Additionally, the pedestrian trail is in need of safety improvements underneath the I-94 bridge. Currently, there is not any separation between the trail and the roadway surface, making it easy for vehicles to veer onto the trail. A physical separation barrier, such as a curb, along with a visual barrier, such as delineator posts, will be included to prevent this from happening in the future. The project will also improve ADA crossings to adhere to federal regulations. The City applied for TA funds for 2027 and was selected as an alternate project. Eventually, the project was not awarded. During the ranking process, the MPO ranked

this project as the top priority out of 5 projects for FY2027. The City is now reapplying with the same project for TA funds. It is an important trail for Mandan as the City continues to grow, specifically in the Northern part of Mandan.

8. Project Cost

The estimated construction cost of the proposed trail is \$771,175 including a 10% contingency to allow for items, conditions, or events which are uncertain at this time. The estimated cost also includes a 12% inflationary rate for year of expenditure dollars (FY 2028). The city is requesting a \$624,111.93 grant to cover 80.93% of project costs.

9. What TA Category Best Fits Your Project?

Category A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. This trail connects the new High School and Middle School to the Universal Playground in Mandan. The Universal Playground is an important amenity to Mandan as it was designed considering peoples physical, sensory, social, communication and cognitive abilities. The universal playground is made with a rubberized poured in place surface. This surface allows people to use their senses to know 'safe zones' when referring to where playground equipment is located. The surface also allows people with wheelchairs to easily access the playground and provides a soft surface if anyone was to fall.

10. Supporting Data

a. Is your project part of an identified recreation or transportation plan?

- i. *Arrive 2045*, the Bismarck-Mandan Metropolitan Planning Organization's (BMMPO) Metropolitan Transportation Plan has a strong bicycle and pedestrian trail priority. Goal 5 of *Arrive 2045* is to increase alternative transportation modes to automobile travel, with a critical objective to:

Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan.

- ii. The Bismarck-Mandan Bicycle + Pedestrian Plan's goals three and four reference maintaining safe and comfortable bicycle facilities for people of all ages and protecting the public's investment in the bicycling system over the long-term.
- iii. The 2015 Mandan Land Use & Transportation Plan identifies the Northwest Growth Area surrounding the new Mandan High School, where the proposed project is to take place, as one of the highest anticipated growth areas.
- iv. The Mandan Parks & Recreation Plan 2021-2023 Strategic Plan states an initiative to prioritize use of resources in operation and align the District to address economic/legislative actions, optimize alternative revenue sources, capitalize on partnerships, and pursue funding options. Pursuing TA funding is

a strategic priority of the Mandan Park District and will also help the agency meet another strategic initiative, to provide high quality parks and amenities and provide for their upkeep, maintenance, and replacement.

- v. The 2018-2022 North Dakota State Comprehensive Outdoor Recreation Plan identifies Non-Motorized Trails, such as pedestrian trails, as the number one priority of Region 7, which includes Morton County. 66% of Region 7 households identified trails for walking, running, bicycling, or horseback riding as a primary outdoor recreational need.

b. Is your project tied to another project?

- i. No, the work is independent.

c. How does your project fit with similar projects in your community and/or region?

- i. Mandan Park District is committed to providing a comprehensive trail system for the betterment of the community. MPD continues to rehabilitate existing trails and expand on the trail system as growth continues to occur.
- ii. Mandan Park District completed a Capital Improvement Plan for their parking lot and trail network in 2025. The Capital Improvement Plan provides a plan to maintain existing asphalt and concrete paths and parking lots.

All applicable references from recreation and transportation plans are included in Exhibit C.

d. Provide documentation of governmental agencies that are in support of this project. Also please provide documentation of support, if any, from the general public, other groups, and organizations.

- i. City of Mandan
- ii. Bismarck-Mandan Metropolitan Planning Organization

11. Public Accessibility

Mandan Park District will own and operate the facility. Mandan trails are available free of charge to all users.

12. Matching Funds Provided By:

City of Mandan will provide matching funds. If awarded a TA program grant, the City of Mandan is committed to providing \$301,298.07 of local funds for the 19.07% match requirement of the program.

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

The proposed project is within existing city right-of-way and no additional right-of-way will be necessary for the project.

14. Maintenance of This Project Will Be Provided By:

The Mandan Park District will provide the required trail maintenance for this project.

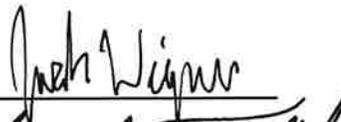
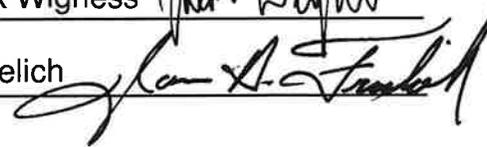
15. Environmental Impacts

- a. Land Use: The existing trail lies on Mandan Parks & Recreation land. The proposed trail improvements are parallel to Highway 1806 from 14th St NW to 38th Street.

- b. Farmland: No farmland will be taken out of production as a result of the proposed pedestrian trail.
- c. Social: The proposed pedestrian trail will improve access to and from various neighborhoods (both established and new), recreational areas, businesses and employment opportunities, public facilities, schools, and parks through alternative modes of transportation. The proposed project will ensure the future success, sustainability, and positive impact on the health and wellbeing of Mandan residents by encouraging more pedestrian and bicycle use and less dependency on motor vehicle travel.
- d. Section 4(f) & 6(f): No Section 4(f) or Section 6(f) properties will be impacted by the proposed pedestrian trail improvements.
- e. Economic: Positive economic benefits to the immediate area are expected to be small but may include increased residential property values (across the country, adjacent trails have been proven to increase neighborhood desirability and therefore residential property values). The economic benefit to the Mandan community, is expected to be much greater.
- f. Relocation: Neither people nor businesses will be relocated by this project.
- g. Wetlands: The proposed project will avoid or mitigate impacts to any wetlands.
- h. Floodplain: The proposed project is not within a floodplain.
- i. Threatened or Endangered Species: There are no known threatened or endangered species within the project vicinity.
- j. Cultural Resources: There are no properties on or eligible to be on the National Register of Historic Places within the project vicinity.

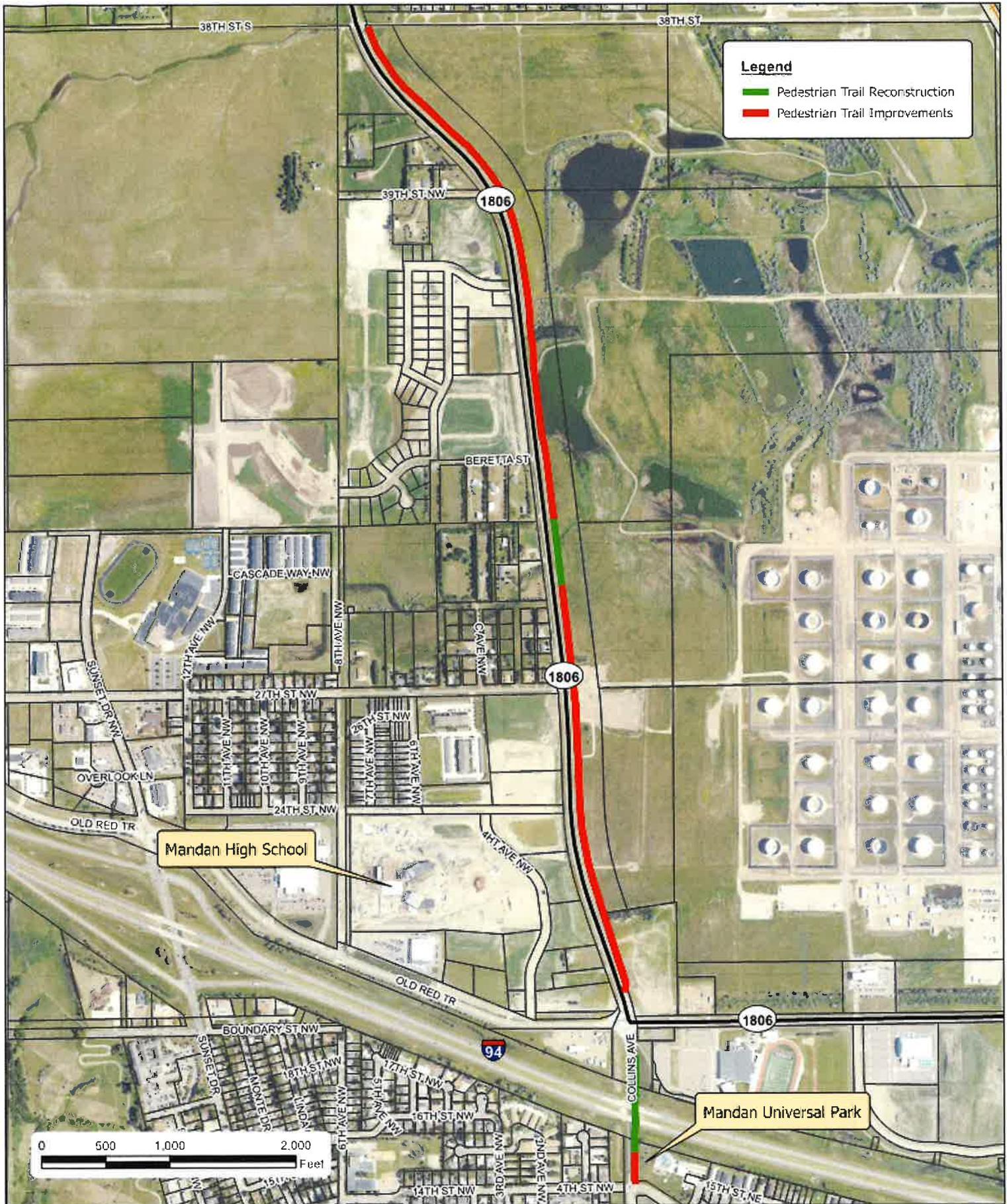
16. Hazardous Waste: There are no known hazardous waste sites within the project area.

17. Required Signatures and Dates

Contact Person:	<u>Jarek Wigness</u> 	Date:	<u>9/25/25</u>
Sponsor:	<u>James Froelich</u> 	Date:	<u>9/25/25</u>
MPO Official:	_____	Date:	_____

18. Attachments

- Exhibit A – Location Map
- Exhibit B – Cost Estimate



**HIGHWAY 1806 PEDESTRIAN TRAIL IMPROVEMENTS
MANDAN, NORTH DAKOTA**

Created By: RMV Date Created: 02/01/24 Drawn By: 10/11/24 Date Plotted: 10/11/24
 Plotted By: Kyle J. Coe Project Date: XX/XX/20 Aerial Imagery: 2025 County NAD 83 SIDS Elevation Data: N/A
 Horizontal Datum: NAD 1983 StatePlane North Dakota South FIPS 5002 Feet Vertical Datum: NAD 1988
 T:\Projects\24105\24160\04_AirPro\24150_Ped_Trail.mxd (24150_Ped_Trail_Inv.aprx)



moore
engineering, inc.

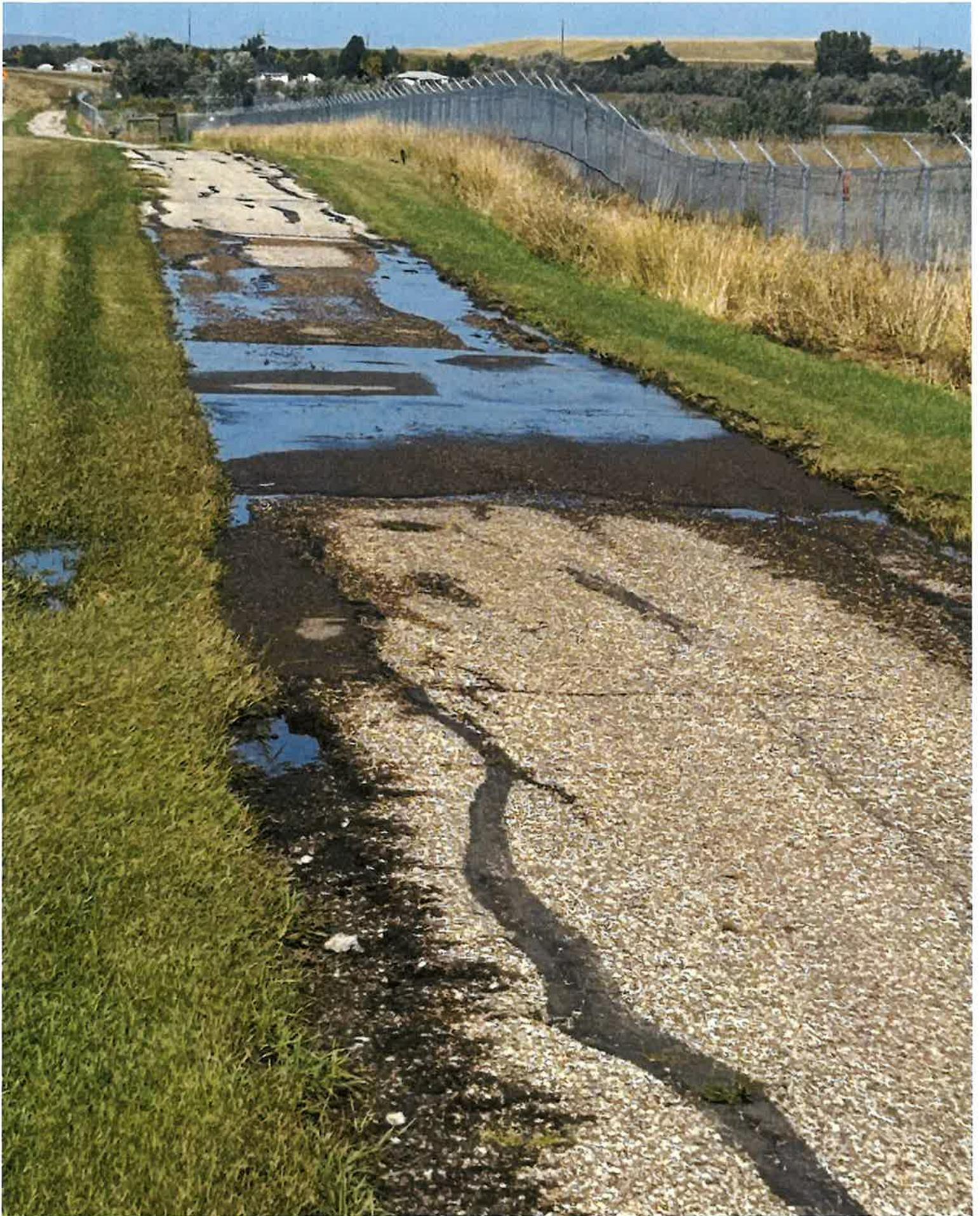
**Highway 1806 Pedestrian Trail Improvements
Mandan, ND
Preliminary Opinion of Cost**

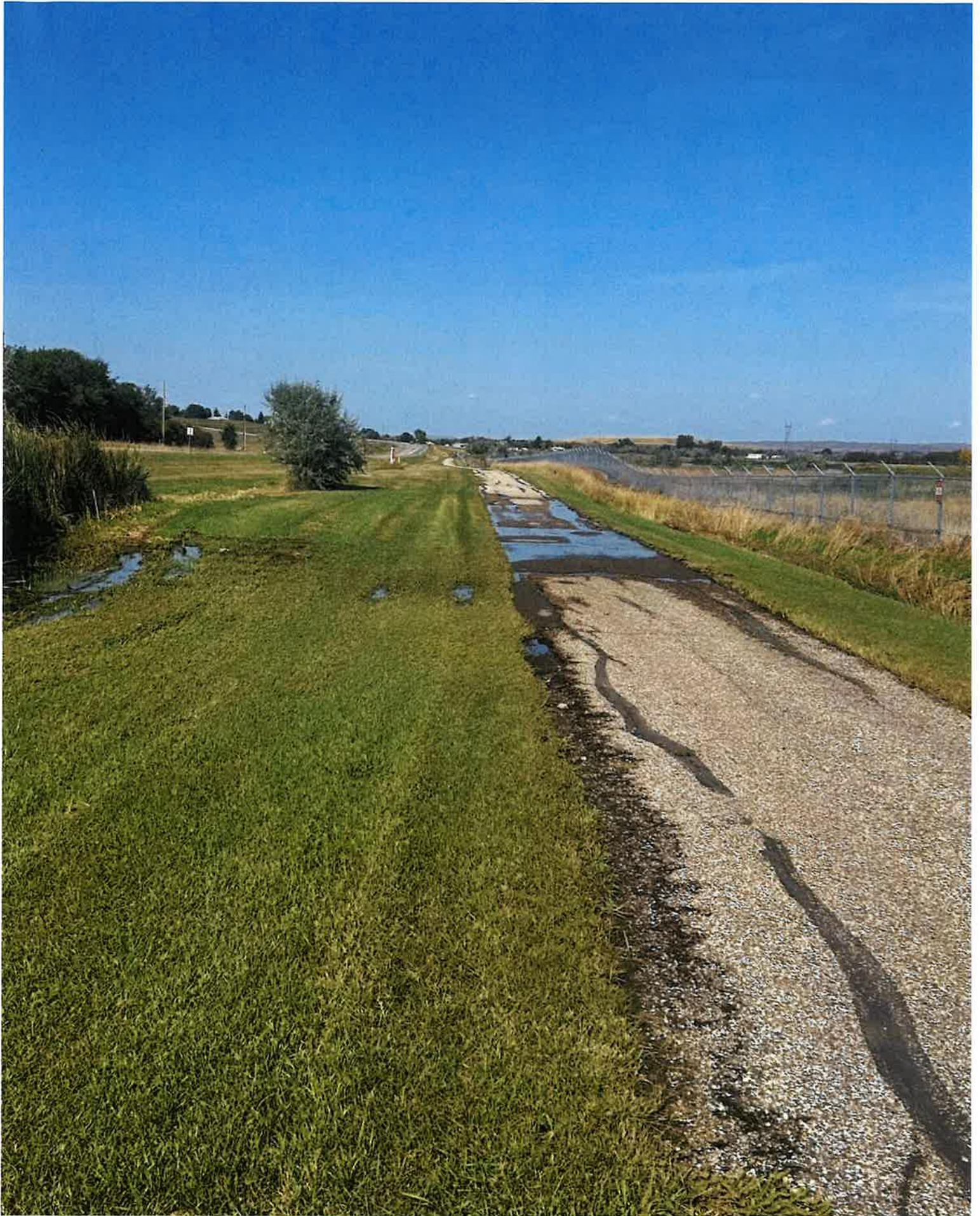
<u>Base Bid</u>		UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
1.	Mobilization	LSUM	1	\$150,000.00	\$150,000.00
2.	Testing Allowance	ALLOW	1	\$15,000.00	\$15,000.00
3.	Stormwater Management	LSUM	1	\$5,000.00	\$5,000.00
4.	2" Mill	SY	10000	\$7.50	\$75,000.00
5.	Superpave FAA 42/43	TON	1250	\$160.00	\$200,000.00
6.	Detectible Warning Panel	SF	36	\$150.00	\$5,400.00
7.	Concrete - 4"	SY	575	\$85.00	\$48,875.00
8.	Concrete - 6"	SY	20	\$110.00	\$2,200.00
9.	Curb & Gutter Type 1	LF	550	\$135.00	\$74,250.00
10.	Full Depth Reclamation	SY	575	\$15.00	\$8,625.00
11.	Subgrade Preparation	SY	575	\$10.00	\$5,750.00
12.	Aggregate Base Course CL5	TON	200	\$50.00	\$10,000.00
13.	Geosynthetic Material Type R1	SY	575	\$7.00	\$4,025.00
14.	Borrow Material	CY	1000	\$50.00	\$50,000.00
15.	Pedestrian Bridge	LSUM	1	\$70,000.00	\$70,000.00
16.	Traffic Control	LSUM	1	\$5,000.00	\$5,000.00
17.	Topsoil	SY	700	\$5.00	\$3,500.00
18.	Seeding	SY	700	\$3.00	\$2,100.00
19.	Guardrail	LF	550	\$70.00	\$38,500.00
20.	Fog Seal	SY	10575	\$4.00	\$42,300.00
21.	Concrete Removal	SY	20	\$65.00	\$1,300.00
22.	Construction Contingencies	LSUM	1	\$100,000.00	\$100,000.00
				Construction Subtotal	\$916,825.00
				Engineering, Legal, Administration	\$183,175.00
				TOTAL PROJECT COST	\$1,100,000.00
				Local Share	\$358,013.53
				TA Grant	\$741,986.47

*Construction prices based on estimated 2028 project construction











TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Stephen Larson, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 6_2025

There will be a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on **Wednesday, December 17, 2025 from 2:00pm - 3:00 pm**. The meeting will be held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance is an option

AGENDA

- 1. Welcome, Introductions, & Public Comment Opportunity**
- 2. FY28 TA Program Review - Stephen Larson**
- 3. Bike Ped Plan Update Discussion - Stephen Larson**
- 4. The Spectacular Trails of Bismarck and Mandan (Activity) - Ben Kubischta**
- 5. Member Activities/Open Discussion**
- 6. 2026 Meetings & Adjournment**
 - February 18, April 15, June 17, August 26 (Preliminary TA), October 28 (TA), December 16, 2026 (2-3pm normally, 2-3:30pm for the TA meetings)

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 262 821 229 820

Passcode: 7hW2J2ME



DATE: 10/29/2025
TO: BMMPO Bicycle-Pedestrian Subcommittee Members
FROM: Stephen Larson, MPO Transportation Planner
RE: BMMPO Bike-Ped Subcommittee Meeting 5_2025

There was a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on Wednesday, October 29, 2025 at 2:00pm - 3:30 pm. The meeting was held in the David Blackstead Conference Room - 2nd Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance was also an option.

MEETING NOTES

1. Welcome & Introductions & Public Comment Opportunity

Cody Schnabel, Morton County Parks; Bennet Kubischta, Citizen Advocate; Chris Holzer, City of Bismarck Engineering; Isak Johnson, Bismarck Planning; Katie Johnke, Bismarck-Burleigh Public Health; and Stephen Larson, Bismarck-Mandan MPO. No Public Comments were received.

2. Overview of FY28 TA Program and TA Application Ranking - Stephen L

- Stephen briefly reviewed the materials and process for ranking the applications received for the final FY28 TA solicitation. The MPO accepted applications from mid-September through October 15 and received four applications (all resubmittals from the preliminary solicitation in August). NDDOT's deadline is December 31, and the estimated funding available for FY28 is between \$800,000 and \$900,000 (with Bismarck-Mandan competing against Minot and Grand Forks for the funding). The Subcommittee will rank the applications against one another using the pairwise table provided to members (Stephen explained how to use it), and MPO staff also scores the applications against the goals and objectives of the Arrive 2050 MTP. The scores and rankings are combined to create an overall ranking, which is provided to the MPO TAC and Policy Board for discussion and consideration. Policy Board can accept the ranking provided, create their own, or forward the projects to NDDOT with no ranking. NDDOT ultimately will make the final decision on which projects are funded.
- The goals and objectives of the MTP and the Bike-Ped Plan, along with member interests and experience, help guide the ranking of projects. Members have until November 4 to submit their projects ranks to Stephen.

3. Review Final FY28 TA Applications - Stephen L (4 applications received)

- Stephen gave an overview of the Bismarck Parks & Recreation District's Northwest Bismarck Trail Connections application. This is a new project, proposing a new paved trail connecting various locations throughout Clairmont Family Conservation Park. It would connect Golf Drive in the Pinehurst area to River Road and also run along Clairmont Road to Valley Drive. Burnt Boat Road has no shoulder and is not a safe route for pedestrians. The proposed trail

would provide several key connections and is included in a number of plans for the area. It will also allow for utility access for the maintenance and operation of stormwater conveyance areas and the constructed educational wetlands in the park.

- Ben and Katie wanted to know if this project would remove or go over the existing unpaved trails. Stephen indicated it would not, based on the project maps, and it was suggested the applicant could clarify that in the narrative, they believe the unpaved trails would be important to maintain.
- Isak expressed uncertainty about the connectivity this trail would create.
- Ben noted the park is currently not ADA accessible (there are vertical grades on Burnt Boat to River Road and on the trail from Chief Looking's Village to River Road), something this trail would presumably address. He also observed that the Legacy River Trail is misnamed in the application, it should be the Lewis & Clark Legacy Trail.
- Stephen gave an overview of the City of Lincoln's 66th Street Shared-Use Path Safety Improvements application. This is a new project, Lincoln is proposing to install decorative lighting (providing both aesthetic and safety improvements) along the existing pathway on 66th Street NW, from Lincoln Road to 28th Avenue, and from Santee Road to the southern city limits just south of Humbert Drive. They are also proposing to pave the gravel path from Santee to the southern city limits (this gravel path was approved for FY26 RTP funding, but Lincoln expressed a desire in the RTP application to pave the pathway as soon as possible after construction).
- Ben said he likes lighting projects and would like to see more. He also mentioned the title of the project seems to be incorrect (currently it is titled 'Lincoln Road Shared Use Path Safety Improvements').
- Members liked the project background, the maps, and the letters of support.
- Stephen gave an overview of the City of Bismarck's State Street trail rehab application. Bismarck has attempted to fund this project for a couple of years now. They are proposing to rehab the trail on the west side of State Street from Divide Ave to Calgary Ave, due to extensive wear and cracking.
- It was noted there is only one picture of existing conditions, and the pavement looks to be in decent condition in that photo.
- Cody suggested crack sealing might work for at least a while longer, and mentioned a mill and overlay would still have cracking in a year or two.
- Chris believes the pavement is too deteriorated, and will become more so, without this project.
- Stephen gave an overview of the City of Mandan's Highway 1806 Trail Improvements application. This is also an application that Mandan submitted for TA funding last year. The project proposed a mill and overlay of the existing deteriorated asphalt surface from 14th St NW north along Highway 1806 past 27th Street N. The project will also feature drainage improvements to prevent flooding of the trail (including a pedestrian bridge) and pedestrian safety enhancements under the I-94 bridge (specifically, a separation barrier and delineator posts, as there is currently no separation between the roadway and the pedestrian trail). ADA crossings will be improved.
- Cody believes the project may be too expensive for TA, he thinks a culvert or some other option might be less expensive than a pedestrian bridge.
- Stephen mentioned the MTP referenced in the application is outdated.

4. September Bike & Walk Audits Recap - Stephen Larson

- Stephen reminded members that a bike audit was conducted along McKenzie Drive in Mandan on September 9 and a walk audit along Bowen Avenue in Bismarck on September 24, and the reports are available on the MPO website.

5. Next Meeting & Adjournment - Stephen L

- Stephen noted members can submit agenda items for the December meeting to him over the next month.
- Meeting Adjourned at 3:20pm.
- Next Meeting: December 17, 2025, 2-3:00pm, David Blackstead Room, City/County Office Bldg.

Respectfully Submitted,

Stephen Larson

November 18, 2025

Mr. Joe Snustad
 NDDOT – Local Government
 608 E. Boulevard Avenue
 Bismarck, ND 58505-0700

Dear Mr. Snustad:

The Bismarck-Mandan MPO Policy Board, at their meeting on November 18, 2025, approved and prioritized four Transportation Alternatives applications for the FY2028 solicitation. Construction and Preservation projects were each ranked separately. Below is the prioritized ranking of the projects, recommended by the TAC and approved by the Policy Board.

OVERALL RANK	SUBMITTING AGENCY	PROJECT DESCRIPTION	PROJECT TYPE	COMBINED SCORE
1	City of Mandan/Mandan Park District	Highway 1806 Pedestrian Trail Improvements	Preservation	4
2	City of Bismarck	US 83/State St. Multi Use Trail Rehab	Preservation	5
1	City of Lincoln/Lincoln Park District	66 th Street Shared Use Path Safety Improvements	Construction	2.75
2	Bismarck Parks & Recreation District	Clairmont Trail Connections	Construction	7.625

The projects as provided in the applications are consistent with the Bismarck-Mandan MPO 2025-2050 Metropolitan Transportation Plan (MTP). Minutes for the meeting will be available upon request.

Please contact me at 701.355.1848 or slarson@bismarcknd.gov if you have any questions or comments regarding the applications.

Sincerely,



Stephen Larson
Transportation Planner
Bismarck-Mandan MPO

Attach: Signed Transportation Alternatives Applications (4)

Cc: The Honorable James Froelich, Mayor of Mandan
Jarek Wigness, City Engineer, City of Mandan
Grant Dockter, Moore Engineering
Kevin Klipfel, Executive Director, BPRD
Dave Mayer, Operations Director, BPRD
Wendy Anderson-Berg, Park Planner, BPRD
The Honorable Michael Schmitz, Mayor of Bismarck
Gabe Schell, City Engineer, City of Bismarck
Wayne Zacher, NDDOT Local Government Division
Will Hutchings, NDDOT Local Government Division
Matthew Schaible, SEH Inc.
The Honorable Keli Berglund, Mayor of Lincoln
Kim Riepl, MPO Executive Director

TRANSPORTATION ALTERNATIVES PROGRAM SUMMARY

NOVEMBER 2025

A total of four (4) project applications were submitted for the fiscal funding year 2028 Transportation Alternatives Program. The projects were scored against the goals and objectives of the Metropolitan Transportation Plan (MTP) by MPO staff and ranked pairwise by members of the MPO Bike-Ped Subcommittee. The combined results of these exercises, and consistency with MTP objectives, are provided to TAC and Policy Board for information and discussion. The ranking below was recommended by TAC.

JURISDICTION	TYPE	PROJECT DESCRIPTION	TOTAL COST / FEDERAL COST	Rank	Consistent with MTP
Lincoln Park District/City of Lincoln	Construction	66th Street Shared Use Path Safety Improvements Install decorative pedestrian lighting on two segments of pathway, one from Lincoln Rd to 28 th Ave, and one from Santee Road to the southern city limits (just south of Humbert Dr). Pave the gravel segment of shared use path from Santee to the southern city limits.	\$360,075 / \$291,400	1	Yes (14 Scored Objectives)
City of Mandan/Mandan Park District	Preservation	Highway 1806 Pedestrian Trail Improvements Resurface existing 10' wide asphalt pedestrian trail, from 14th St NW past 27th St N and also under the I-94 bridge on Hwy 1806. Overlay and drainage improvements throughout to address flooding of the trail and deteriorated pavement, and pedestrian safety enhancements consisting of a separation barrier underneath the I-94 bridge.	\$1,100,000 (\$771,175 federal-aid eligible) / \$624,112	1	Yes (13 Scored Objectives)
City of Bismarck	Preservation	US 83/State Street Multi-Use Trail Rehabilitation Resurface the existing 10' wide shared use path, asphalt overlay on approximately 5,700 LF along west side of State St, from Capitol Grounds at Divide Ave to Calgary Ave.	\$475,000 / \$380,000	2	Yes (10 Scored Objectives)
Bismarck Parks and Recreation District	Construction	Clairmont Trail Connections Construct new 10' wide asphalt trail connections through Clairmont Family Conservation Park from Golf Drive to Clairmont Road (3,330 LF).	\$879,531 / \$703,625	2	Yes (9 Scored Objectives)

Stephen Larson, November 2025