



Community Development Department

DATE: May 17, 2022
FROM: Ben Ehreth, AICP, Community Development Director
ITEM: Update and Discussion Regarding Bismarck's On-street Bicycle Network

REQUEST:

The Community Development Department requests to provide an update and discussion regarding the on-street bicycle network.

Please place this item on the May 24, 2022 City Commission regular agenda.

BACKGROUND INFORMATION:

Bismarck's on-street bicycle network includes roughly 10 miles of a combination of signage, "Sharrow" (or shared lane marking identified in Figure 1) pavement markings, and striped bicycle lanes. The purpose of the on-street network is to provide safe bicycle connectivity throughout the community, linking to the areas extensive off-street multi-use trail system. Attachment A identifies the locations of the on-street bicycle infrastructure network.

For over 40 years there has been an identified need for the City of Bismarck to provide some form of on-street bicycle system, with the first on-street system proposal occurring in 1981. Bismarck's current on-street bicycle network includes some of the early suggestions from the 1981 *Bismarck Area Bikeways* plan but also includes suggestions from other past planning efforts. The current on-street system was first implemented in the Spring of 2012.

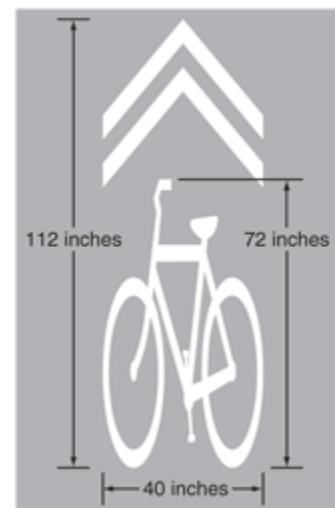


Figure 1: Sharrow graphic from MUTCD 9th Edition

The Bismarck-Mandan Metropolitan Planning Organization (MPO) utilizes a Bicycle-Pedestrian Subcommittee to seek input on a variety of non-motorized transportation issues facing the area. The committee is comprised of representatives from the Bismarck and Mandan Park Districts, Cities of Bismarck and Mandan, North Dakota Department of Transportation, Go!Bismarck-Mandan, AARP, the North Dakota Active Transportation Alliance, and local individual bicycle and pedestrian system users/experts.

A presentation was given to the subcommittee at the May 11, 2022 meeting of the group and questions were asked of the group including: the value or need for the on-street bicycle network continuing (from a user perspective); if it should continue what modifications or enhancements should be considered; are the “Sharrows and Share the Road signage effective; and if the on-street network should continue to exist next to the existing off-street multi-use trail systems.

Generally, the Bicycle-Pedestrian Subcommittee indicated there was value in retaining the current on-street bicycle network, however offered some suggestions for its enhancement such as:

- Creating more intuitive transitions between the on-street bicycle system and the paved off-street multi-use trail system and through signalized and stop controlled intersections
- Portions of the existing system may be too steep for many cyclists to traverse uphill, such as the portion of the network on 26th Street between Divide Avenue and Rosser Avenue
- Sharrow pavement markings should be positioned in the travel lane in a location where they can be seen by both the cyclist and the motorist so they are not obscured by parked vehicles on the side of the roadway

Since the implementation of the on-street bicycle network multiple, members of the Bicycle-Pedestrian Subcommittee noted a positive difference in the interaction between bicyclists and motorists.

RECOMMENDED CITY COMMISSION ACTION:

Consider the update and provide recommendations to staff related to the continuation or modification of the existing on-street bicycle network.

STAFF CONTACT INFORMATION:

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