

APPENDIX A

2020 SURVEY OF NORTH DAKOTA BICYCLE RIDERS AND PEDESTRIANS

ALL QUESTIONS AND ANSWERS RECEIVED

Please note: Data and comments are shown as received, with minor edits when needed for clarity, civil discourse, or anonymity of respondents. Where specific individuals are named or other information is included that could be used to identify specific persons, that information has been removed.

INTRODUCTION

In 2020, the North Dakota Department of Transportation (NDDOT) began a process to develop a new long-range transportation plan to guide the future of transportation policies and investments for the state.

The plan, called *Transportation Connection*, will orient policies for all transportation modes, including bicycling and walking, for the next twenty years.

To ensure that the plan responds to the needs and aspirations of the state's population, NDDOT worked to involve *thousands of North Dakotans* to develop a plan that reflects their expectations and interests in transportation.

To obtain guidance for the bicycling and walking components of the plan, and to hear directly from residents with an interest and with experience in these modes, *NDDOT partnered with the North Dakota Active Transportation Alliance (NDATA)* to develop and deploy the first-ever Statewide Bicycling and Walking Survey (referred to as "the survey" in this report).

Outcomes for the survey exceeded expectations, *with almost 900 North Dakotans using the tool to provide their comments and ideas* - one of the highest number of participants in NDDOT planning efforts.

The survey's results offer a snapshot of North Dakota residents' attitudes and preferences regarding bicycling and walking in the State, and provide overwhelming support for safe and comfortable walking and biking facilities in North Dakota communities - as well as numerous ideas on how to improve existing accommodations and practices.

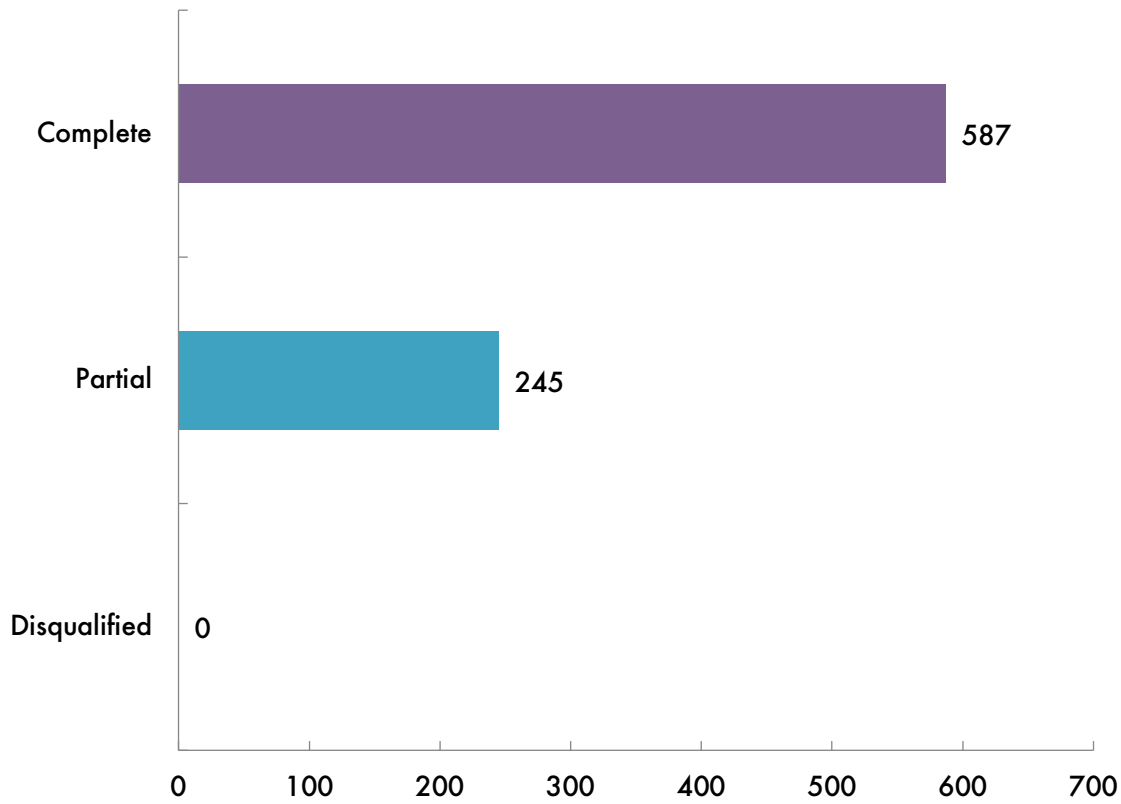
This report includes all of the comments and guidance received through the survey.

HOW THIS REPORT IS ORGANIZED

This report is organized into four main parts:

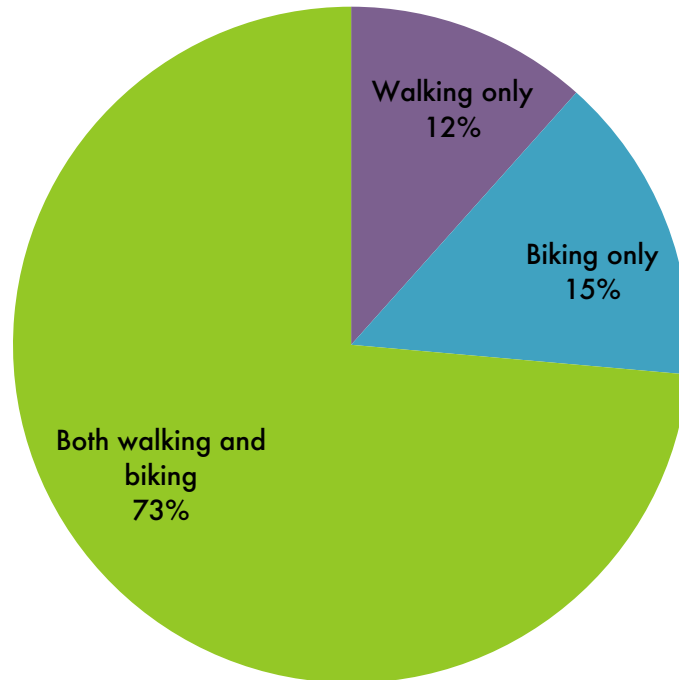
- Introduction
- Results for walking-related questions
- Results for biking-related questions
- Demographics and characteristics of participants

COUNT OF PARTICIPANTS AND OVERALL RESPONSE STATISTICS



| | Count | Percent |
|--------------|--------------|----------------|
| Complete | 587 | 70.6 |
| Partial | 245 | 29.4 |
| Disqualified | 0 | 0 |
| Totals | 832 | |

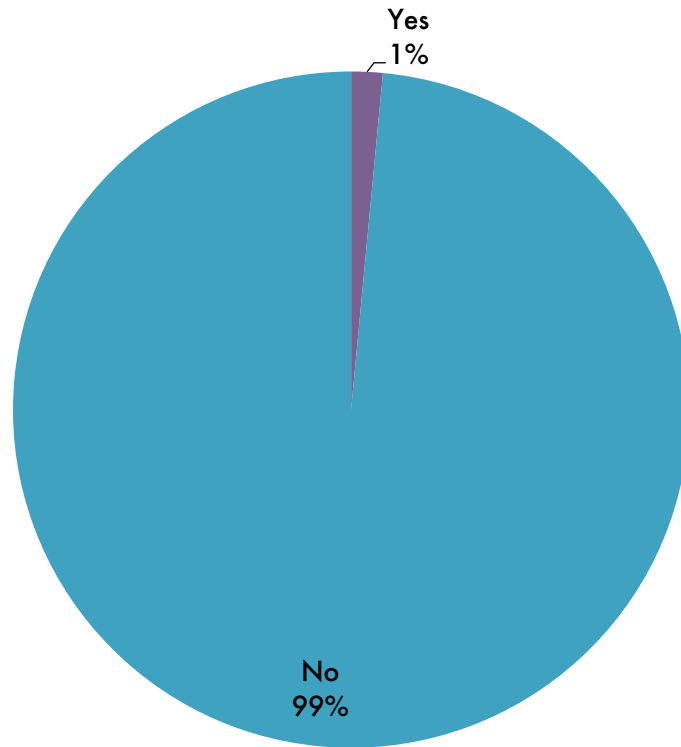
1.1 WOULD LIKE TO ANSWER QUESTIONS ABOUT



| Value | Percent | Count |
|-------------------------|---------|-------|
| Walking only | 11.6% | 88 |
| Biking only | 14.8% | 112 |
| Both walking and biking | 73.6% | 557 |
| | Totals | 757 |

RESULTS FOR WALKING-RELATED QUESTIONS

2. DO YOU USE A MOBILITY AID OR MOBILITY DEVICE (INCLUDING CRUTCHES, A WHEELCHAIR, A WALKER OR OTHERS)?

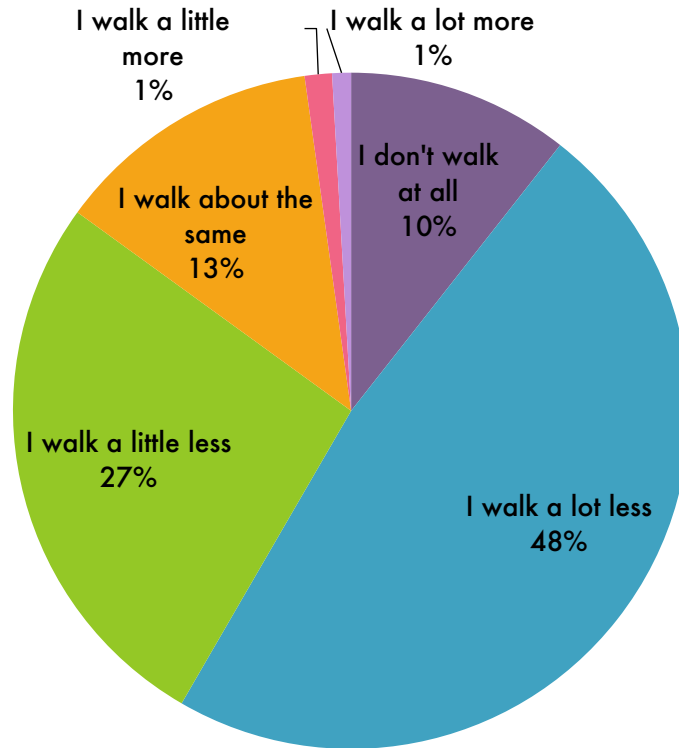


| Value | Percent | Count |
|-------|---------|-------|
| Yes | 1.5% | 8 |
| No | 98.5% | 522 |
| | Totals | 530 |

3. FROM MAY TO OCTOBER: HOW OFTEN DO YOU WALK TO GO TO THE FOLLOWING DESTINATIONS? PLEASE PROVIDE ONE ANSWER FOR EACH HORIZONTAL ROW.

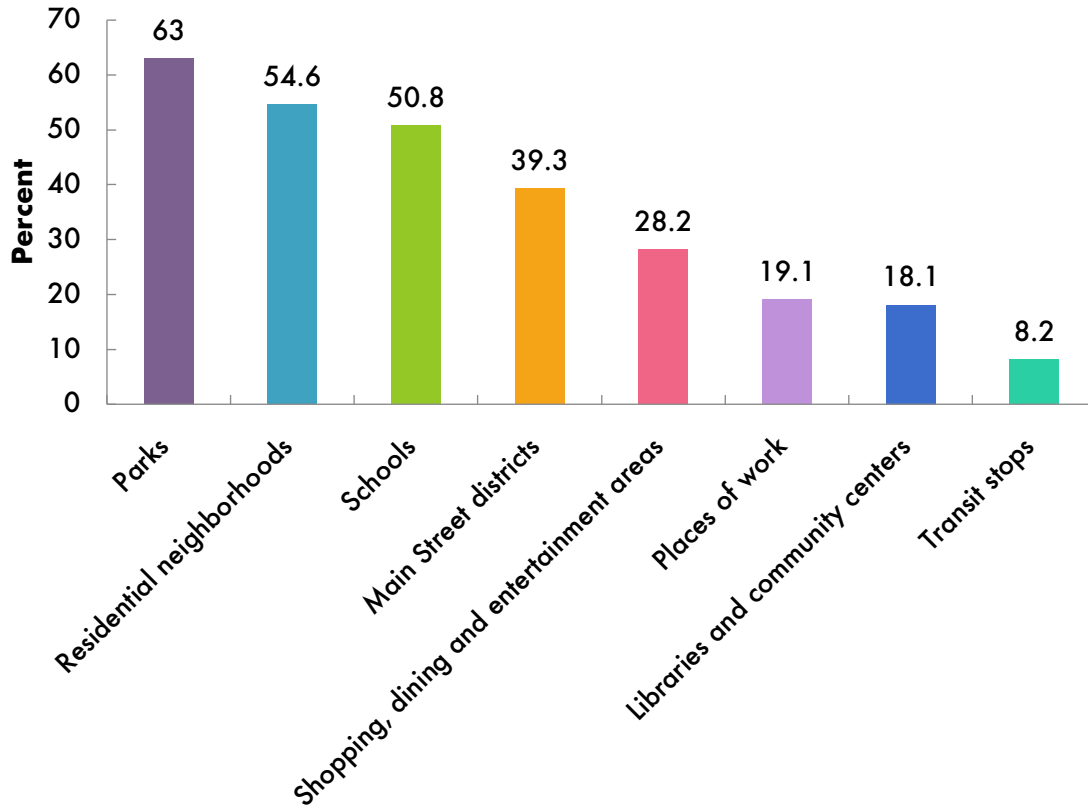
| | Never | | Once a month | | Once a week | | 2 or 3 days a week | | 4 or more days a week | | Responses |
|--------------------------------|-------|-------|--------------|-------|-------------|-------|--------------------|-------|-----------------------|-------|-----------|
| | Count | % | Count | % | Count | % | Count | % | Count | % | Count |
| School or work | 313 | 61.0% | 46 | 9.0% | 25 | 4.9% | 53 | 10.3% | 76 | 14.8% | 513 |
| Shopping or errands | 217 | 41.9% | 106 | 20.5% | 102 | 19.7% | 66 | 12.7% | 27 | 5.2% | 518 |
| Recreation, health or exercise | 30 | 5.7% | 29 | 5.5% | 67 | 12.7% | 166 | 31.6% | 234 | 44.5% | 526 |
| Dining or entertainment | 237 | 46.3% | 139 | 27.1% | 73 | 14.3% | 40 | 7.8% | 23 | 4.5% | 512 |
| Transit | 396 | 79.8% | 39 | 7.9% | 25 | 5.0% | 20 | 4.0% | 16 | 3.2% | 496 |

4. HOW DOES WINTER AFFECT YOUR WALKING TRIPS?



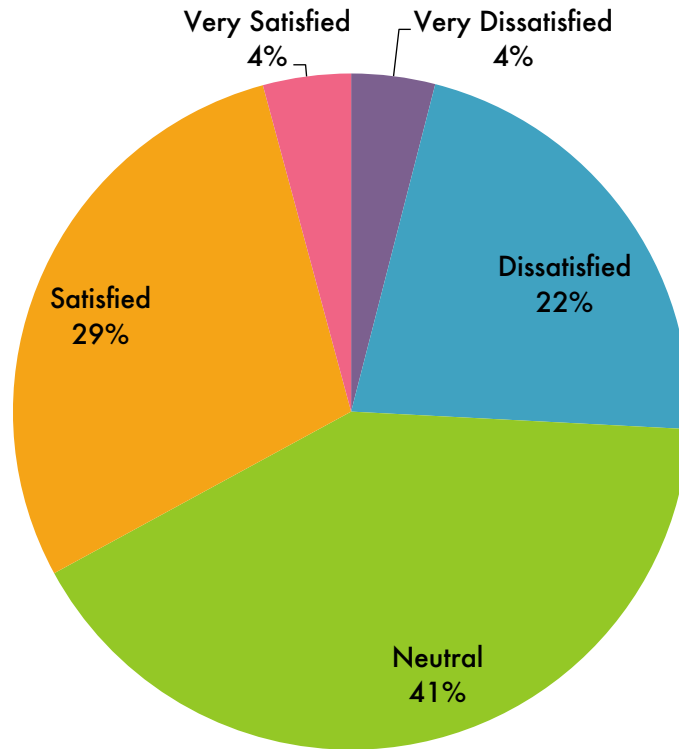
| Value | Percent | Count |
|-----------------------|---------|-------|
| I don't walk at all | 10.6% | 56 |
| I walk a lot less | 47.7% | 253 |
| I walk a little less | 26.6% | 141 |
| I walk about the same | 12.8% | 68 |
| I walk a little more | 1.3% | 7 |
| I walk a lot more | 0.9% | 5 |
| | Totals | 530 |

5. WHAT TYPES OF DESTINATIONS SHOULD BE PRIORITIZED IN NORTH DAKOTA WHEN DECIDING WHERE TO IMPROVE WALKING CONDITIONS? PLEASE SELECT UP TO 3 DESTINATIONS FROM THE LIST BELOW:



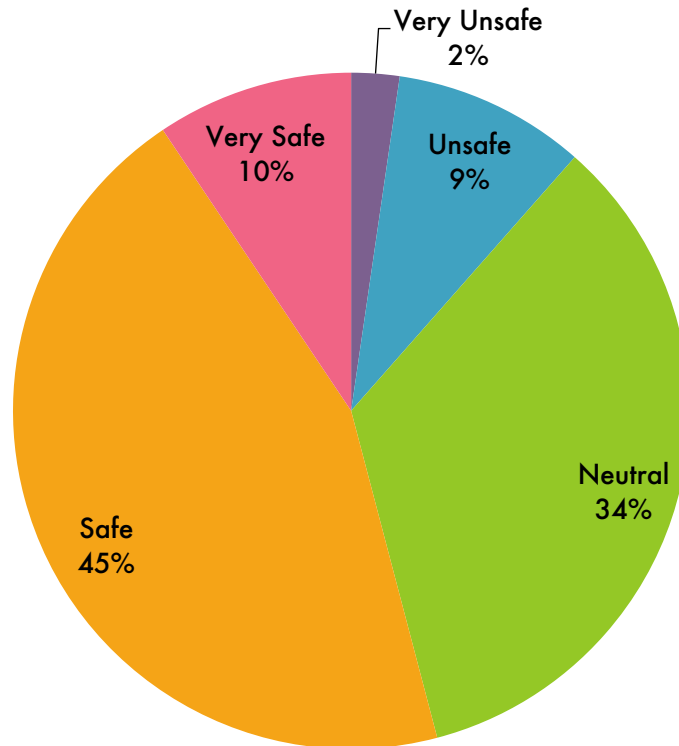
| Value | Percent |
|--|---------|
| Parks | 63.0% |
| Residential neighborhoods | 54.6% |
| Schools | 50.8% |
| Main Street districts | 39.3% |
| Shopping, dining and entertainment areas | 28.2% |
| Places of work | 19.1% |
| Libraries and community centers | 18.1% |
| Transit stops | 8.2% |

6. HOW SATISFIED ARE YOU WITH THE QUALITY OF WALKING ACCOMMODATIONS AND FACILITIES IN THE STATE?



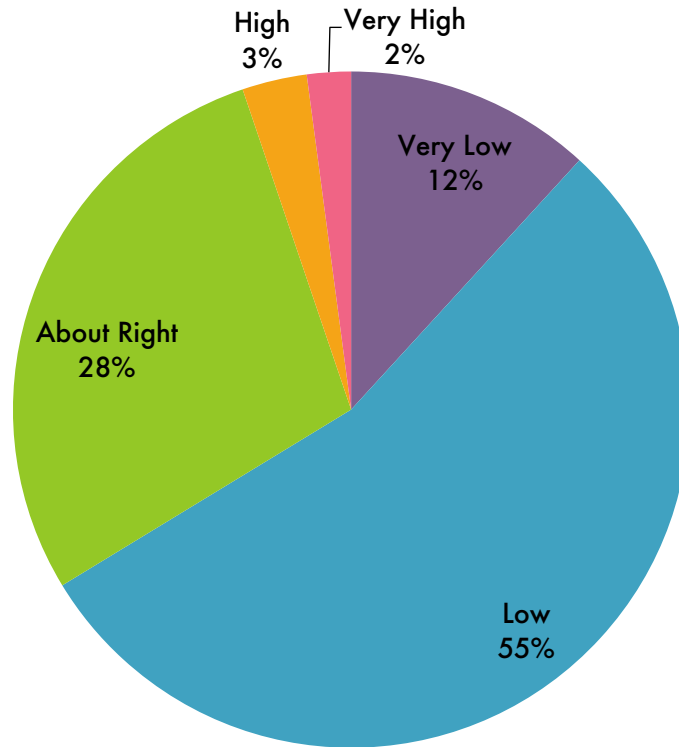
| Value | Percent | Count |
|-------------------|---------|-------|
| Very Dissatisfied | 4.0% | 21 |
| Dissatisfied | 21.8% | 114 |
| Neutral | 41.2% | 215 |
| Satisfied | 28.7% | 150 |
| Very Satisfied | 4.2% | 22 |
| | Totals | 522 |

7. HOW SAFE DO YOU FEEL WHILE USING WALKING FACILITIES IN THE STATE?



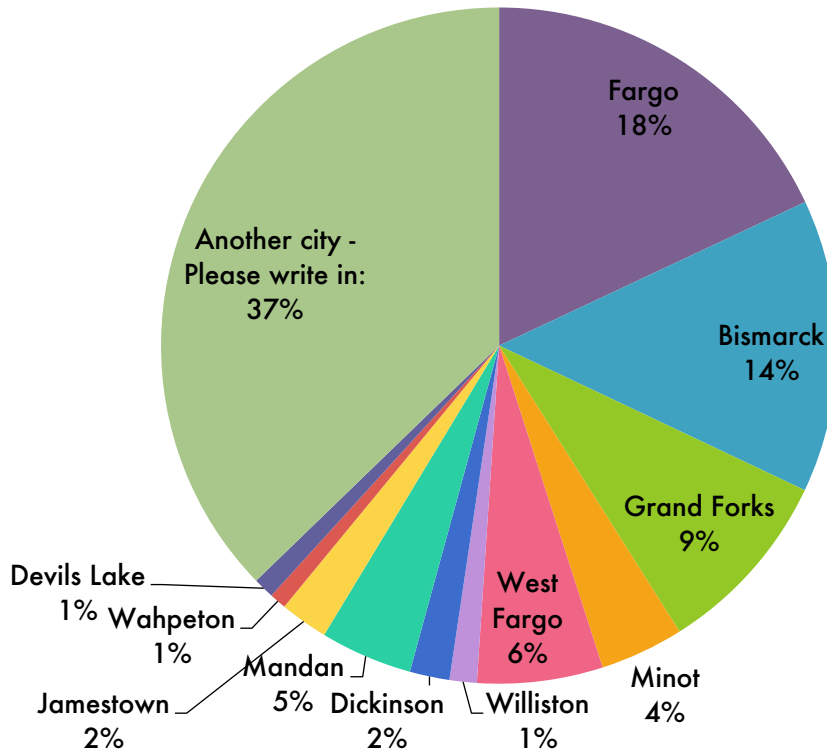
| Value | Percent | Count |
|-------------|---------|-------|
| Very Unsafe | 2.3% | 12 |
| Unsafe | 9.2% | 48 |
| Neutral | 34.4% | 180 |
| Safe | 44.7% | 234 |
| Very Safe | 9.4% | 49 |
| | Totals | 523 |

8. PLEASE COMPLETE THIS STATEMENT: NORTH DAKOTA'S LEVEL OF INVESTMENTS AND PRIORITY FOR WALKING ARE:



| Value | Percent | Count |
|-------------|---------|-------|
| Very Low | 11.8% | 61 |
| Low | 54.5% | 281 |
| About Right | 28.5% | 147 |
| High | 3.1% | 16 |
| Very High | 2.1% | 11 |
| | Totals | 516 |

9. WHERE DO YOU DO THE MAJORITY OF YOUR WALKING? PLEASE SELECT ONE CITY FROM THE LIST BELOW:



| Value | Percent | Count |
|---------------------------------|---------|-------|
| Fargo | 18.0% | 94 |
| Bismarck | 14.0% | 73 |
| Grand Forks | 9.0% | 47 |
| Minot | 4.0% | 21 |
| West Fargo | 6.0% | 31 |
| Williston | 1.3% | 7 |
| Dickinson | 1.9% | 10 |
| Mandan | 4.4% | 23 |
| Jamestown | 2.3% | 12 |
| Wahpeton | 0.8% | 4 |
| Devils Lake | 1.0% | 5 |
| Another city - Please write in: | 37.2% | 194 |
| | Totals | 521 |

| Another city - Please write in: | Count |
|---------------------------------|-------|
| Mayville | 23 |
| Valley City | 13 |
| Bowman | 6 |
| Watford City | 6 |
| Beach | 5 |
| Hazen | 5 |
| Crosby | 4 |
| Kindred | 4 |
| Belfield | 3 |
| Casselton | 3 |
| Killdeer | 3 |
| Lisbon | 3 |
| Mayville | 3 |
| Oakes | 3 |
| Velva | 3 |
| Burlington | 2 |
| Carrington | 2 |
| Cooperstown | 2 |
| Gilby | 2 |
| Hankinson | 2 |
| Hettinger | 2 |
| Hoople | 2 |
| Kulm | 2 |
| Lake Metigoshe | 2 |
| Mayville/Hillsboro | 2 |
| Milnor | 2 |
| Park River | 2 |
| Reynolds | 2 |
| Rolla | 2 |
| Rutland | 2 |
| Stanley | 2 |
| Valley City | 2 |
| Valley city | 2 |
| Venturia | 2 |
| Watford City | 2 |
| Amidon | 1 |
| Anamoose | 1 |
| Argusville | 1 |
| Benedict | 1 |
| Berlin | 1 |
| Beulah | 1 |
| Bottineau | 1 |
| Carson ND | 1 |
| Casselton | 1 |
| Casselton or state parks | 1 |

| Another city - Please write in: | Count |
|---------------------------------|-------|
| Cavalier | 1 |
| Crown Butte to Crown Butte Dam | 1 |
| Edgeley | 1 |
| Ellendale | 1 |
| Enderlin | 1 |
| Flasher | 1 |
| Flaxton | 1 |
| Fort Ransom | 1 |
| Garrison | 1 |
| Glen Ulli | 1 |
| Grafton | 1 |
| Halliday | 1 |
| Hampden | 1 |
| Hillsboro | 1 |
| Horace | 1 |
| Kenmare | 1 |
| Killdeer, Dunn Center | 1 |
| Lakota | 1 |
| LaMoure | 1 |
| Langdon | 1 |
| Lignite | 1 |
| Lincoln | 1 |
| Maddock ND | 1 |
| Mapleton | 1 |
| Martin | 1 |
| Medora | 1 |
| Monango | 1 |
| Mott | 1 |
| Napoleon | 1 |
| New Leipzig | 1 |
| New Rockford | 1 |
| New Town | 1 |
| Northwood | 1 |
| Portland | 1 |
| Reeder | 1 |
| Richardton | 1 |
| Rogers | 1 |
| Rolette | 1 |
| Rugby | 1 |
| Rural McKenzie County | 1 |
| Saint Thomas | 1 |
| Sharon | 1 |
| Shelly, MN | 1 |
| Sheyenne | 1 |
| St Thomas | 1 |

| Another city - Please write in: | Count |
|---------------------------------|-------|
| St. John | 1 |
| Stanley and Mayville | 1 |
| Streeter | 1 |
| Taylor | 1 |
| Tioga | 1 |
| Westhope | 1 |
| White Shield | 1 |
| Wilton | 1 |
| Wishek | 1 |
| Totals | 191 |

10. PLEASE SHARE ANY OTHER COMMENTS YOU MAY HAVE ABOUT YOUR EXPERIENCE WALKING IN NORTH DAKOTA CITIES AND COMMUNITIES.

| ResponseID | Response to " Please share any other comments you may have about your experience walking in North Dakota cities and communities" |
|-------------------|--|
| 18 | The homeless population in downtown Fargo creates safety concerns from time to time. |
| 34 | The sidewalks in Wahpeton are in very poor condition. Residents park in their driveway but when the sidewalk goes through their driveway they block the sidewalk and the city does nothing about this. On a positive note the walking/biking paths in Wahpeton are well groomed and maintained by the city. I would even add the city workers are very friendly and respectful of those using the path while they are trying to mow and maintain it. |
| 51 | Most of the walking paths don't go anywhere. |
| 58 | Unleashed dogs that are not always friendly on walking paths & snow removal problems on walkways in winter |
| 59 | putting in curb ramps and not addressing rest of route is a joke to walkers. Some projects even take out street crossings forcing either to walk excessively long or crossing anyway, which is less safe |
| 61 | Motorists Infrequently yield for pedestrians at crosswalks. People and businesses do not always keep their sidewalks clear in the winter. A better campaign for pedestrian awareness by cars is needed. |
| 62 | Vehicle drivers "cut" corners where pedestrians are. Also, drivers do not stop at stop signs. Drivers think they should be able to go fast. The wide lanes for traffic and lack of sensible street design encourage drivers to go fast. Street design should include and protect walkers. |
| 65 | Streets should be designed to slow traffic and facilitate safe pedestrian use. Also, drivers should be ticketed for failing to stop at stop signs, speeding, and cutting over curbs at intersections (which they do all the time). |
| 68 | ND spends far too much time, money, effort, and enthusiasm on "pedestrians" and "pedestrian walkways", "cross-walks", etc. Sidewalk "bump-outs" destroy motor-vehicle traffic flow while not saving pedestrians a single step. Prioritize real transportation—motor vehicle transportation! |
| 75 | Be nice if there was maybe a bathroom stop here and there at parks very minimal in town. Wide sidewalks are nice with bikers and walkers. More areas along the drain ditches would be nice |

| ResponseID | Response to " Please share any other comments you may have about your experience walking in North Dakota cities and communities" |
|-------------------|--|
| 76 | Thank you for considering this topic. I love the greenway in Grand Forks for walking, running, and biking. I believe that continuing to invest in this area is beneficial to communities and citizens. |
| 82 | The city of Rolla is in need of a walking path. Everyone uses airport rd and that is a heavy traveled farm to market road. It is a matter of time before there is an accident |
| 89 | Motorists here fail to yield or stop making crossing most non-signalized arterial and collector streets difficult. |
| 90 | Bismarck has many trails within the parks, but if you work and only have later in the day to walk after work it is dark relatively early during the winter. If you don't have a gym membership it may be difficult to see walkers if paths are not cleared or are icy and walking must take place on the street. Lighted paths that are cleared on a regular basis for winter months would be great. |
| 112 | Widen sidewalks, not roads. The sidewalks should serve not only as a mode of transit but be able to offer restaurants and shops to extend outward creating an inviting environment. More street trees and plantings possibly stormwater plantings. It is time that ND catches up with the rest of the country in terms of transportation and climate reaction. |
| 120 | Sidewalks are uneven, branches hang low, weeds are over taking several areas, corners are hard to see around, pedestrian buttons are not reliable. |
| 122 | People who generally walk the "bike paths" have ZERO knowledge of the path rules. An informational campaign & more rules signs would be helpful. Also it would be helpful if city police patrolled the bike / walking paths. I have called the local police several times this summer to report motorized items such as golf carts, skate boards, mini bikes on the paths. |
| 137 | Walking should be a consideration with all road constructions, reconstructions, and resurfacing projects. |
| 139 | A variety of intersections and roadways are designed with the safety of the automobile driver as the top priority and the safety of the pedestrian/cyclist secondary if considered at all. Strong consideration should be placed on the surrounding environment to prioritize design and safety elements for pedestrians/cyclists. For example on a rural state highway there probably is need to focus more on the automobile. However on an urban main street there should be almost a higher consideration as to the pedestrian/cyclist over the automobile. Context and place matters. |

| ResponseID | Response to " Please share any other comments you may have about your experience walking in North Dakota cities and communities" |
|-------------------|---|
| 142 | Bismarck has been doing a fine job of identifying gaps in sidewalks and pedestrian routes throughout the city. This is encouraging, until I watch a city council meeting where the property owner complains about having to install a sidewalk because "there's never been one there and nobody walks there" and then the council caves to the guy's lame excuse. Nobody is walking there BECAUSE there's no sidewalk! If the council made the right choice, the sidewalk should have been required to be installed, just like most places in the city. |
| 144 | Light should do a better job of accommodating walkers. With leading pedestrian intervals and making sure that all lights turn to walk even when a button is not pushed. |
| 162 | Some older city sidewalks need replacement |
| 170 | You can't bull doze the snow into a sheet of ice and let the overflow build up on all the ramp exit/entrances to the sidewalk five months a year and even ask these questions. That's when the "bulldozers" come out. Salt, snowplows, come on! Lots of states get worse precipitation but this is the worst one as far as removal, by a long shot. Visit buffalo in January and see how clear their roads are for example. |
| 178 | There are no sidewalks on north state street by North Walmart, hotels, restaurants, etc. I often see people walking on the side of the road and it looks incredibly unsafe. In the past, I would regularly see a man using a motorized wheelchair on north 19th street in Bismarck because there are not any sidewalks. Bismarck has some great walking/ biking paths, however, sidewalks going from home to business in the north part of Bismarck are lacking and pedestrian safety is at risk. |
| 179 | In residential neighborhoods too many people don't shovel in winter or break up ice. Makes it very difficult to walk. |
| 182 | I have walked/run every street in Bismarck the past 2 years in a row. |
| 183 | Most Fargo sidewalks are well done but many on busy streets especially are very close to the road. It makes you feel less safe and is also a lot less enjoyable due to noise, distance to passing cars, scenery. Even a boulevard would help to get a little farther from busy streets. |
| 185 | Belfield has a path needing repairs, but is still a very nice walk. The city needs to add a dog park, or blend the two. |
| 207 | Speed limits of streets are NOT observed and traffic doesn't allow for pedestrian crossing. I've brought this to the attention of the PD numerous times, and they've done nothing. |

| ResponseID | Response to " Please share any other comments you may have about your experience walking in North Dakota cities and communities" |
|-------------------|---|
| 228 | we have great walking trails and paths, I would rather any more monies be spent to improve the road conditions to drive on 12 months out of the year |
| 234 | More walking paths needed that cross the river between Mandan and Bismarck. |
| 235 | There are some nature trails that my family and I really enjoying walking on, but during certain months they are overtaken my bikers –to the point where they are dangerous to use. For instance, Harmon Lake. The bikers do not warn your or even slow down. And they get angry to see on on "their" trail. I bike too, but have never had that attitude towards people who walk. Sad. |
| 236 | Paths around school districts |
| 237 | Sidewalks and trails are poorly maintained. Often times it is safer to walk on the street because there are less cracks and garbage. |
| 242 | I feel the walking path to Bronson's Market should be extended to the Camp Grounds east of Bowman. There are campers with full hook up would use the walk and bicycle path to Bowman City and the story's along the path. |
| 248 | Smaller cities need sidewalks in their main streets shopping and community center areas that people can use with walkers, canes and wheelchairs too. |
| 253 | I don't visit these communities, Live in a town where I don't work or send my kids to school so not able to walk/bike. Don't spend my tax dollars to help walking in hub cities that I don't live/work or regular visit |
| 262 | Would be nice to get more funds for trails in our communities! Seems the Legacy Funds would be appropriate to use to enhance outdoor recreation. With the pandemic, we need people to be outside! |
| 269 | Rural communities do not provide the best indoor walking facilities through the winter months. |
| 271 | I also spend alot of time walking while in West Fargo. Their walking and bike paths are awesome in their new developments. |
| 281 | The larger cities seem to have more walking accommodations. The city of Killdeer need to improve a great deal as there is a lot truck traffic and very few areas for safe walking. |

| ResponseID | Response to " Please share any other comments you may have about your experience walking in North Dakota cities and communities" |
|-------------------|---|
| 305 | We need usable sidewalks not only accessible for mobility devices but baby strollers too! There are sections in our town where sidewalks deadend or they are too uneven, broken, or include steps to access and and we end up having to walk or bike in the street or off in the ditch. There are no connected sidewalks available to access our shopping center or safely cross major roads. |
| 307 | There needs to be a funding source for installing, maintaining, and replacing sidewalks. |
| 309 | Wahpeton has a passion for creating new paths all over the city! |
| 310 | We do not have the money for walking and a bike trail in Gilby. Just the streets to walk on. |
| 312 | The sidewalks need a lot of improvement in some subdivisions for walking |
| 315 | Invest in rural communities. |
| 317 | Love the trails along natural resources like the rivers - Red, Missouri, Sheyenne, James, Mouse, etc. |
| 318 | I only walk in my home town. |
| 323 | Walking paths are very important for my community. Especially those that impacted by the reduction in oil funds and jobs. The families impacted is huge. We need more paths, sidewalks, destinations for our community members to utilize. |
| 329 | Larger cities with big Park districts seem to have invested more in walking trails than rural communities. |
| 338 | Many houses don't remove the snow from their sidewalks making walking very difficult. They also often skip the sidewalk to the street or leave the snow from plows. This means you have to sometimes walk to a driveway to cross the street to another sidewalk. |
| 341 | I'd love to see more priority, funding, grants, opportunities given to communities in North Dakota to create more walking and biking opportunities such as walking paths, safe sidewalks etc. |
| 342 | I have always enjoyed my time spent in Minot. But after traveling to some of the other cities realize how much more Minot could be. |
| 343 | Residential areas are very difficult to walk in. When there is a sidewalk it does not have the cut our approach, so walking with strollers, wagons bikes, scooters is very challenging. |

| ResponseID | Response to " Please share any other comments you may have about your experience walking in North Dakota cities and communities" |
|-------------------|---|
| 345 | Would be nice to have better sidewalks, right now you walk on the road most of the time since there aren't many good sidewalks. |
| 346 | Walking paths are important not only for safety but for the health and well being of oneself. |
| 349 | I've tried to make a better effort to not park so close to stores in order to force myself to walk a little farther than previously. |
| 352 | to purchase anything from the only C Store (store) people have to walk along Cty Hwy 11 which is a busy road - dangerous. thankfully no one has been injured. |
| 353 | I don't walk in metro areas because they are generally not set up for that. |
| 355 | More opportunities for hiking trails. |
| 366 | Its not just walking to get from point A to point B. Parking areas and locations where it is easier to get to businesses are locations of high vehicle interaction that is more focused on the vehicle than on people. |
| 367 | My community is very walkable, but we all have the habit of driving everywhere, even if our destination is only 4 blocks away. |
| 378 | Minimal areas in small towns to do this safely, generally walkers are on the road. |
| 379 | I don't have any other comments |
| 382 | Small towns need more options for safe walking paths. I have to walk on the highway often. |
| 384 | I'd love to see more proactive planning for multi-use paths, funded by the state of ND |
| 387 | There isn't consistency- some neighborhoods have safe sidewalks and some have none at all. |
| 396 | I know it is not the state's responsibility, but un-shoveled sidewalks are dangerous and make walking in the winter. |
| 400 | Fargo's neighborhoods are great for walking. Commercial districts and high traffic corridors are not the greatest, due to wide intersections, noise, traffic speeds, etc. As far as other communities around the state, I really dislike communities and neighborhoods without sidewalks. |
| 406 | We in Valley City appreciate the grants that the state provides for multipurpose trails. We simply need more! |
| 407 | I really love the walking paths in our community. They provide for fairly safe walking conditions, even in the winter months. |

| ResponseID | Response to " Please share any other comments you may have about your experience walking in North Dakota cities and communities" |
|------------|---|
| 409 | sidewalks need major improvements |
| 413 | Sidwalks are uneven, some just stop in the middle of the block, some sidewalks don't exist at all making it unsafe. |
| 419 | Bismarck Park & Rec has developed a fantastic walk/bike path in south Bismarck where I live. Options for walking dogs in the winter in ND are very limited if you live in town. |
| 425 | Vehicle drivers are not courteous to people who want to cross the street, even at crosswalks. People need to learn which side of the street they need to walk on when there are no sidewalks. Bicyclists need to learn to yield to pedestrians on bike and walking trails. Most ND cities are not used to walkers - we have sidewalks, but few are actually used for walking. |
| 434 | I wish Fort Ransom had some walking trails other than the streets. |
| 435 | Many residential streets do not have sidewalks. For example, block above Kupper Chevrolet on 3rd Ave NE. This block is next to the walking trail on Mandan Ave. It is ridiculous that the City does not require sidewalks. Have to walk in the roadway to get to the walking trail Very poor planning. |
| 439 | Walking is great during the 7 good weather months and nearly impossible most of the other time. |
| 441 | Winter walking is precarious, with plows leaving snow piles on corners, sidewalks, and streets, often not clearing public cross walks or access points for business areas for weeks. |
| 443 | The Greenway in Grand Forks is priceless. Available, user friendly, beautiful. |
| 445 | I would LOVE to see an addition of an outdoor fitness trail to Grand Fork's Greenway. I used them in Europe and it's a great way to workout outdoors. https://en.m.wikipedia.org/wiki/Fitness_trail An outdoor community art garden would also be a fantastic idea along the Grand Forks Greenway. Funded/cared for by volunteers/local gardeners and artists/local schools. Everyone can be involved. For example: http://www.rainbowgardenmayville.com/ |
| 446 | We are making slow progress, but Grand Forks is still predominantly a car culture. Drivers are simply not looking out for walkers, because so few walk. Improvements that have been made downtown also need to be extended into residential neighborhoods. Some intersections are very dangerous to cross, even in residential areas. |

| ResponseID | Response to " Please share any other comments you may have about your experience walking in North Dakota cities and communities" |
|-------------------|---|
| 458 | So many times you will be walking somewhere and all of a sudden the sidewalk will just end on dirt or grass. It is very upsetting. |
| 465 | I believe that the major cities like Mandan are doing a good job of "paving" the way. There is an amazing walking path in and north of Mandan. I would like to suggest it be continued west of town. Many folks live in little communities near parks. For example, I live by Crown Butte dam and lots of people walk on the narrow road from the housing development to the dam with pets and kids. Also, Crown Butte isn't far from Highway 25 (4miles) and cuts across onto old red trail. It would be nice to see a big path along the road like the one north of town. Plus, this would be beneficial to the other housing development and businesses along old red trail. |
| 468 | In the outlying areas of Bismarck there are several areas that do not have walking paths or sidewalks. By Legacy High School there are not adequate sidewalks for kids to walk to and from school |
| 481 | It is ridiculous that Bismarck does not require a developer to put in sidewalks until they sell the lot and it is built on. So you have sidewalk, no sidewalk for 40 feet, back to sidewalk. If a development is platted, the developer should have to put in the sidewalks immediately. |
| 484 | I would like to see more waste receptacles along walking trails. |

| ResponseID | Response to " Please share any other comments you may have about your experience walking in North Dakota cities and communities" |
|------------|---|
| 491 | <p>I'm going to speak mainly for my husband who is visually impaired and walks everywhere he goes. Sidewalks in Bismarck are full of obstructions....from Bus benches, cars, utility poles, uneven pavement, trashcans, and water shut off valves....ahhggg!! You don't notice it until you walk with someone who cannot see. And then there are those who do not shovel their walk for the winter. Interestingly, one of the worst in our neighborhood is a police officer....does Bismarck have a law about shoveling your walk?? If so...it must be a joke. In addition, drivers are extremely reckless and do not look out for pedestrians. Right hand turns as people are trying to cross or they must wait endlessly in a cross walk as cars speed by. I just cringe when he walks to the YMCA in the morning knowing that he will have to navigate the Washington and Divide intersection. This intersection is unsafe for anyone trying to cross. I have NEVER seen a driver stopped by the police for not stopping for a pedestrian. Again..isn't there a law concerning this?? Several time we have reached out to the PD about speeding on our street which is 20mph. It is 20 for a reason...the street is slightly winding and there is a rise where drivers cannot see someone walking across the street, and the pedestrian cannot see a car coming. There have been numerous times where we were nearly been hit by a car coming over the ridge/curve at a high rate of speed. This is NOT a walkable community for anyone who has an impairment.</p> |
| 492 | <p>I love the walking/biking trails in Minot. We have beautiful scenery and plenty of people using the paths. We could use more. My sister is an avid bicyclist and would love more bike paths.</p> |
| 496 | <p>There are very few sidewalks in residential areas. Highway 281 junction with 10th ST SE is also very poor for walkers/bikers.</p> |
| 497 | <p>I moved to Jamestown, where there are practically no sidewalks in the residential communities, from North Fargo, where there were sidewalks throughout the neighborhoods. I used to go on nightly walks to walking almost never because I'm forced to walk on the street with three small children.</p> |
| 500 | <p>Pedestrian transport seems to be the lowest priority for community road projects. We can't keep eliminating sidewalks because the budget is too high!</p> |
| 501 | <p>I find the bigger cities in ND have better walking paths but the smaller communities need more paths.</p> |

| ResponseID | Response to " Please share any other comments you may have about your experience walking in North Dakota cities and communities" |
|-------------------|---|
| 508 | Older neighborhoods are dark and have poor walkways. This makes it unsafe to walk or bike the majority of the months during the year. The pathways that are there are minimal and often just end without actually connecting to another pathway. |
| 521 | Faulty crosswalk buttons seem to be a consistent issue along 13th Ave in WF. |
| 524 | North Dakota needs more safe walking paths. We would be better off if there were more |
| 526 | Would really like to see a trail along the diversion in West Fargo. People do walk it for recreation or dog walking now, but rough/uneven. There are even sidewalks to it in Brooks Harbor, looks like there were some type of plans for it. Nice area to watch wild life. |
| 528 | Inclusion of sidewalk and pedestrian accommodation policies are a local jurisdiction and enforcement that are too often at the whim of local political politics. Because this often pits city council/commissions against home owners, often the homeowners end up forcing no sidewalks because they don't want people walking next to their houses. This narrative needs more leadership and change at the local level to encourage more pedestrian facilities get installed and used. Any state support to help that change would be appreciated. |
| 541 | More sidewalks in residential areas lacking them. |
| 547 | The majority of Horace doesn't have sidewalks making for unsafe walking conditions. |
| 556 | Recently the city added two walking/biking trails, one in the northern part and one in the southern part of Beach, that have made it safer to walk or bike through town. |
| 558 | I get very concerned about walking during the winter months with snow, melting and freezing - ice conditions. |
| 567 | It is not very easy to walk to our park. We have a railroad track without a pedestrian crossing and the crossing we are to use is usually blocked with railcars. |
| 573 | In my experience, communities do what they can, but the very small communities struggle the most because they don't typically generate the income needed to pay for upgrading and maintain quality of life projects. They are more focused on Roads, Sewer and Water projects. Finances are a large deterrent, as well as the if we fix it for this area, we have to do it for all areas or we might open up ourselves to a lawsuit mentality. |

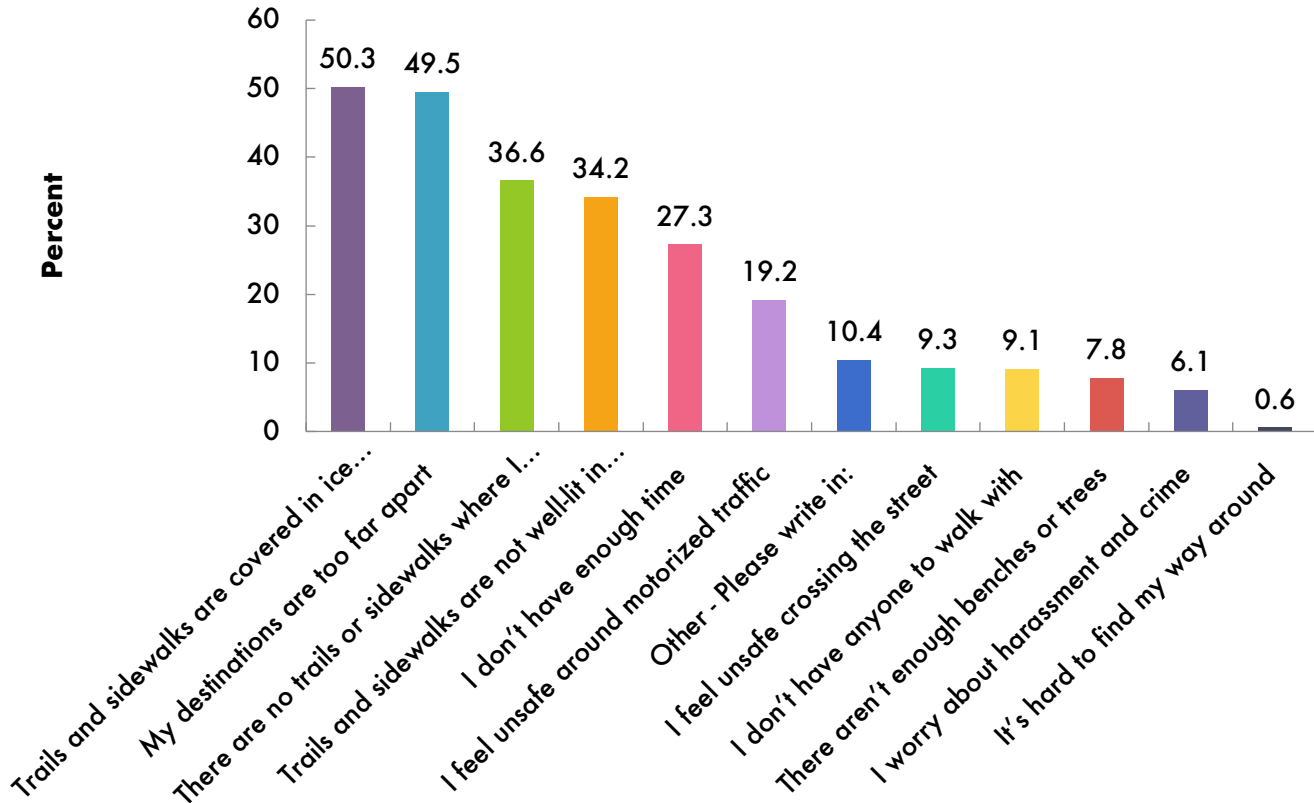
| ResponseID | Response to " Please share any other comments you may have about your experience walking in North Dakota cities and communities" |
|-------------------|---|
| 574 | There should be more focus on our smaller communities with aging populations...they have EXTREMELY limited areas to walk safely in the winter. |
| 577 | North Dakota has some great walking trails in some cities - could use more. Smaller communities have poor or little walking trails/sidewalks. |
| 583 | I would like to see more rural trail systems such as Minnesota's rails to trails program |
| 584 | Walkability is not greatly stressed in our city. |
| 599 | Piles of snow at intersections are a real problem for getting around |
| 601 | In most newer built up areas, it feels like vehicles are not just a priority, but overwhelmingly so. In the winter, sidewalks are often poorly cleared of snow, even after notifying the city (but e.g. paths through parks are usually pretty good). |
| 607 | Walking/ biking trails would be better if they were connected and maintained better in the winter. |
| 608 | Recently moved to Valley City and love how easy it is to walk to almost all basic amenities. Also great to walk the dog in all directions. I do wish there weren't so many areas in which the sidewalk just stops, sometimes on both sides, and I have to get to my destination by walking in the street. It's also brutal in winter because so few people keep their sidewalks cleared of snow and ice, and many also block the sidewalks constantly with parked cars. I wish sidewalk requirements were enforced, and I wish there were a mechanism for residents to report violations. |
| 614 | Larger cities have lots of paths but not small towns |
| 621 | From snow removal to street design, pedestrian interests are under-represented. And when projects attempt to include pedestrian features, they are inevitably designed by engineers who don't walk themselves so they don't understand why their designs suck. |
| 622 | I live in a very small town. I can walk anywhere in town (weather permitting) because it is only a few blocks. |
| 623 | The larger Cities seem to have greater resources for accommodating exercise paths than medium or smaller communities. Smaller communities seem to need all funding for infrastructure |
| 641 | Generally walk on the street as the sidewalks are narrow, sometimes nonexistent, and occasionally cracked. |

| ResponseID | Response to " Please share any other comments you may have about your experience walking in North Dakota cities and communities" |
|-------------------|--|
| 642 | I enjoy walking in my community with my dog but the cost of upkeep on the paths is so expensive. Our Bike Path Committee is holding fundraisers to help fund the overlay our main path needs. |
| 644 | I believe that both walking/biking has become a great way of physical exercise and social in our community. We currently do not have a path designated for this making it sometimes hazardous on the streets. |
| 645 | We enjoy going for walks in Enderlin and would like to see more funding for the smaller communities to help improve sidewalks and walking paths, |
| 646 | I think we have great walking, biking and trail systems |
| 654 | I wouldn't want for there to be no look at rural, smaller communities. Small towns have a lot to offer and are commonly left out. |
| 655 | Nothing at this time. |
| 658 | My West Fargo neighborhood (Charleswood area) has excellent walking opportunities. Lots of people are taking advantage of them. |
| 668 | Connectivity along a route is very important to me. I feel that some routes could be improved in that regard. |
| 685 | On rural gravel roads |
| 688 | I would walk to more places if there were places to walk to. There are not many restaurants or businesses less than 10 blocks from our home. We have walked to the grocery store, but carrying groceries home is tough. Most if the time we walk in our neighborhood, and while its a great experience the side walks are in rough shape in many places, which made it tough to push strollers or Rollerblade. |
| 690 | We have horrible snow removal and once that snow is pushed up in chunks, we have a hard time getting out mail out of a neighborhood box system....snow piles up and freezes in chunks... |
| 695 | The enforcement of keeping sidewalks clear if snow and shrubs is poor. The older neighborhoods have terrible sidewalks that are not safe for people with mobility challenges (uneven cracks, holes). |
| 702 | I walk for exercise and enjoyment and also walk to see people that I need to talk to. |
| 704 | The overpass in Grand Forks is really icy in the winter. There is also way too much snow piled up at intersections. |

| ResponseID | Response to " Please share any other comments you may have about your experience walking in North Dakota cities and communities" |
|------------|---|
| 715 | Areas where walking paths cross major roads have improved and infrastructure projects are including walking paths, etc. which is appreciated. I don't walk much beyond downtown, residential though as 2nd Ave that runs north/south through Williston past 11th and moving toward Walmart is busy, loud, not ideal for walking. |
| 731 | I believe Fargo has increased it's walking and biking facilities recently. But I believe there are other communities that do not have the resources to improve their facilities on their own and depend on state and federal grants to improve facilities. That process can be time consuming. |
| 736 | Walking facilities are only one part of the equation. Urban density, land use, and design are equally if not more important. I think walkability in Fargo suffers more from low density, suburban character, and extreme separation of uses (commercial strips, super blocks, etc.). You could create a more walkable environment simply by reducing parking minimums, encouraging infill, and eliminating zoning impediments to mixed use and good design. |
| 737 | Walking/biking paths that connect towns! |
| 739 | I live rural, I walk a lot,, I enjoy it, just do not walk in town very much |
| 740 | Significant gaps still exists, but the fact that traffic levels are relatively low helps increase feeling of safety. |
| 748 | There are not enough recreational trails in our cities and parks. |
| 750 | The main hazard is uneducated drivers who one look one direction when pulling into traffic |
| 755 | The sidewalks are really poor. I normally have to use the road to walk. |
| 758 | The sidewalks are extremely broken, unkempt, and safety hazards. Most are overgrown with weeds and grass, broken, or rising and falling a substantial amount. Additionally, not all streets have sidewalks, resulting with people walking on the street or grass. |
| 763 | Sidewalks are uneven and falling apart, let alone getting a walking path. |
| 766 | Some of the streets on my route do not have sidewalks. During the winter, many of the sidewalks are not cleared of snow. |
| 770 | I walk around my campus a lot for classes and for my own sake |
| 771 | I mostly walk at work at Mayville State |
| 772 | In the winter the sidewalks in Mayville are not shoveled, so it is hard to walk because you have to walk on the street. |

| ResponseID | Response to " Please share any other comments you may have about your experience walking in North Dakota cities and communities" |
|-------------------|---|
| 782 | I wish there were more trails around. Closest trails are Grand Forks or Turtle River State Park |
| 784 | I enjoy the bike walk from Portland to Mayville |
| 801 | The bike path between Mayville and Portland is unlit. It makes it a difficult, dangerous trek from November to March. The new sidewalks installed along Hwy. 200 on the north side are too close to the road. There's is no margin for error. |
| 802 | I wish there were more options in the winter; but with the weather, I know that's difficult. Kinda bummed our "malls" are dying and turning into strip malls, as it was nice to walk indoors and do all your shopping in one place! I will never understand strip malls. |
| 817 | It would be nice to have more places to hike or take longer walks (loops, trails, etc) |
| 826 | Condition and existence is sidewalks is one major obstacle in many neighborhoods. There is no incentive for property owners to maintain structural aspects of sidewalks |
| 835 | I feel that North Dakota does do a good job of including sidewalks in residential areas. They do an average or even slightly below average job in more unpopulated areas. I firmly believe that there is a ton of room for improvement on creating accessible, safe and enjoyable spaces in the areas with more density. It is clear to me that the majority of the resources goes into wider than necessary and more than necessary driving lanes with priority of the remaining space often given to street parking. If we could make the broader urban picture a priority, all would benefit. It would be great to see North Dakota move from being average toward iconic. Thoughtful city spaces have many unperceived benefits for people and businesses. It is something that deserves to be taken seriously as the state continues to draw new people and grow within the changing needs and desires of it's citizens. |
| 836 | Napoleon is a farming community with above average truck traffic due to a large elevator and livestock sales barn. The roads are unsafe to walk on with limited sidewalk access and no walking paths. |
| 844 | Drivers do not expect people to be walking in Fargo so they frequently turn without looking. There is a great amount of sidewalks! They just do not work well with cars and driver disconcern of people walking |
| 846 | I love our walking trails in Bismarck |

**11. BARRIERS TO WALKING WHAT KEEPS YOU FROM WALKING MORE OFTEN?
PLEASE SELECT YOUR TOP 3 REASONS FROM THE LIST BELOW, IN NO PARTICULAR
RANKED ORDER.**

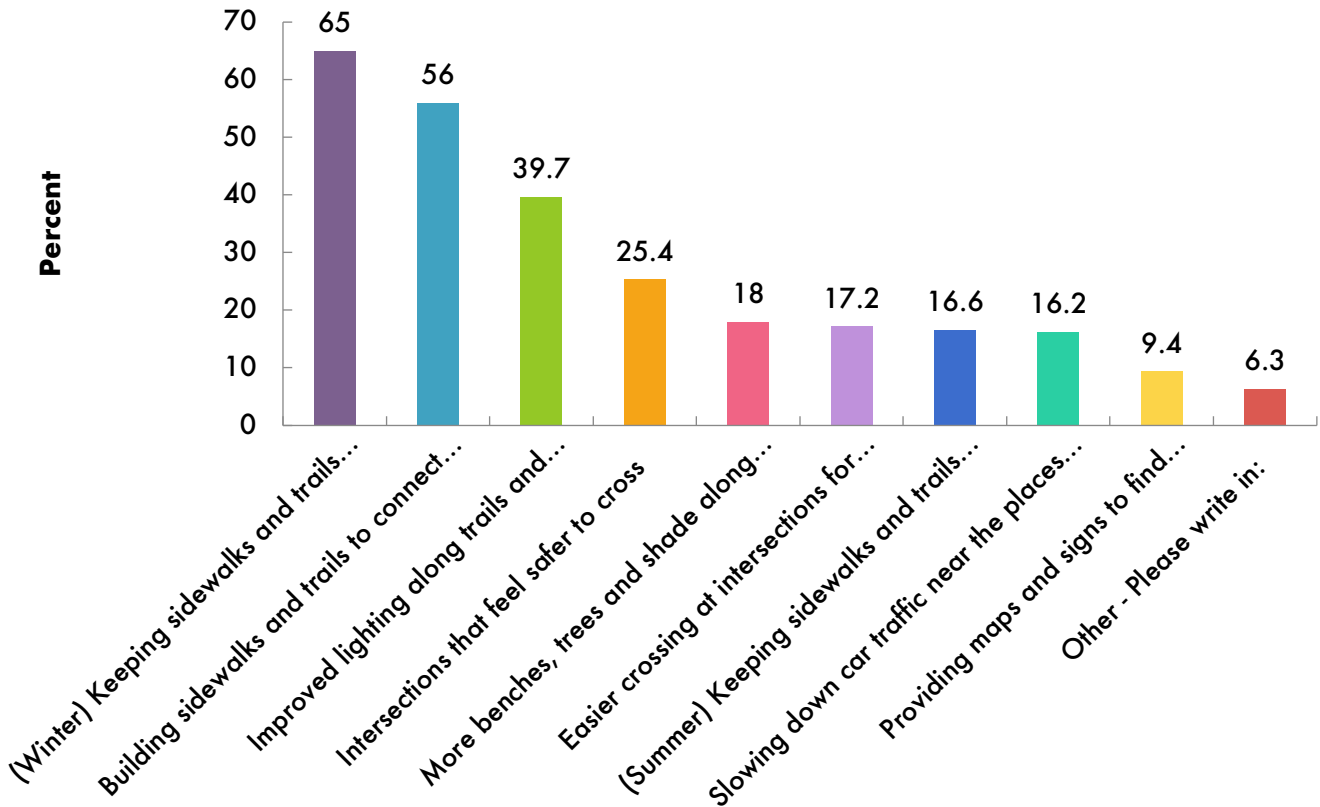


| Value | Percent |
|--|---------|
| Trails and sidewalks are covered in ice and snow during the winter | 50.3% |
| My destinations are too far apart | 49.5% |
| There are no trails or sidewalks where I want to go | 36.6% |
| Trails and sidewalks are not well-lit in the evening | 34.2% |
| I don't have enough time | 27.3% |
| I feel unsafe around motorized traffic | 19.2% |
| Other - Please write in: | 10.4% |
| I feel unsafe crossing the street | 9.3% |
| I don't have anyone to walk with | 9.1% |
| There aren't enough benches or trees | 7.8% |
| I worry about harassment and crime | 6.1% |
| It's hard to find my way around | 0.6% |

| Other - Please write in: | Count |
|--|-------|
| Weather | 2 |
| [Edited] I have a driver's license, a motor vehicle, and gasoline. Why [edited] would I walk anywhere? | 1 |
| Better signage indicating walking and biking paths | 1 |
| Broken sidewalks or none at all. | 1 |
| Bumpy/uneven sidewalks, sections missing sidewalks so we walk in the rode with my kids | 1 |
| Covered in ice and sleet during the spring | 1 |
| Hard to carry a lot of things when walking. | 1 |
| Health | 1 |
| I don't make it enough of a priority to walk. | 1 |
| I dont take the time | 1 |
| I drive to work since I work at night | 1 |
| I feel unsafe in my neighborhood in Fargo | 1 |
| I just drive more often | 1 |
| I suffer from a sore back at times. | 1 |
| I take the lazy way out. | 1 |
| I walk every day | 1 |
| I walk every day with my wife after supper. We are not dissuaded, but do get frustrated with car traffic. | 1 |
| In our small town, there are no walking paths | 1 |
| It's too cold in the winter or too windy. | 1 |
| Its too cold a lot of the time. | 1 |
| Lack of daylight hours | 1 |
| Live in rural area | 1 |
| Medical condition | 1 |
| More eco trails down by the river Grand Forks | 1 |
| Need to cross Washington St (S Bismarck) at cross walk & cars do not stop when cross walk is blinking | 1 |
| No paths to walk to some destinations | 1 |
| No restroom facilities | 1 |
| No sidewalks in many residential areas. | 1 |
| Not enough handicap accessible entrances to walk along sidewalks. Nearly impossible to push a stroller and help a child or two up and down curbs | 1 |
| Not enough places to choose from | 1 |
| Not very many places to walk to. Town is small. | 1 |
| Overcoming Inertia | 1 |
| Poor policing not regulating truck/RV speed and traffic in town, illegal parking of trucks/trailers/cars blocking roads/right of ways making me not want to walk around town and see violations, | 1 |
| Possibility if getting stuck on the wrong side of the track because of a train stopping and not moving. | 1 |
| Sidewalks are not in very good shape. | 1 |
| Sidewalks are not provided consistently in the community I live in so walking occurs on the street.....very dangerous. | 1 |

| Other - Please write in: | Count |
|---|-----------|
| Sidewalks are very poor (lumpy, trip hazards), and/or they are not there | 1 |
| The city and parks don't make a priority of snow removal for sidewalks after a snowstorm. | 1 |
| Time & crying kids | 1 |
| Too many sidewalks in need of repair | 1 |
| Traffic Speeds are too high and driving lanes are too wide. Complicated intersections are challenging to cross as pedestrian needs are often an afterthought. | 1 |
| Trees or other shelter from wind needed | 1 |
| Urban Design makes it unpleasant. | 1 |
| Weather conditions | 1 |
| accessibility | 1 |
| area is not in good condition | 1 |
| excuses! too hot, too cold | 1 |
| families with children and distance | 1 |
| have never been one to walk much | 1 |
| it is cold out in the winter | 1 |
| quality of walkways/paths are poor | 1 |
| the sidewalks are in such poor shape | 1 |
| the weather | 1 |
| to many people don't keep their dogs leashed | 1 |
| Totals | 55 |

12. MAKING IT EASIER AND MORE CONVENIENT TO WALK: WHAT WOULD MAKE IT EASIER AND MORE CONVENIENT FOR YOU TO WALK MORE OFTEN? PLEASE SELECT YOUR TOP 3 CHOICES FROM THE LIST BELOW, IN NO PARTICULAR RANKED ORDER.



| Value | Percent |
|---|---------|
| Keeping sidewalks and trails clear of ice and snow during the winter | 65.0% |
| Building sidewalks and trails to connect to my destinations | 56.0% |
| Improved lighting along trails and sidewalks | 39.7% |
| Intersections that feel safer to cross | 25.4% |
| More benches, trees and shade along sidewalks and trails | 18.0% |
| Easier crossing at intersections for people with strollers and wheelchairs or walkers | 17.2% |
| Keeping sidewalks and trails clear of debris during summer months | 16.6% |
| Slowing down car traffic near the places I go | 16.2% |
| Providing maps and signs to find destinations more easily | 9.4% |
| Other - Please write in: | 6.3% |

| Other - Please write in: | Count |
|--|-------|
| [Edited] I have a driver's license, a motor vehicle, and gasoline. Why [edited] would I walk anywhere? Stop wasting money on non-motor-vehicle infrastructure. | 1 |
| B | 1 |
| Better urban design (0' setbacks, shade trees, mixed use buildings) | 1 |
| Create a way to walk safely in my neighborhood | 1 |
| Crossing State Street the lights aren't timed long enough to get all the way across | 1 |
| Designing intersections that slow traffic and protect walkers. Enforcing stop signs and speed limits. | 1 |
| Emphasize pedestrian right-of-way | 1 |
| Ensuring that all sidewalks are accessible from the street, creating a continuous path | 1 |
| Have local exercise or outdoor events/meet ups | 1 |
| Highway goes through town making it unsafe to get from one side to the other | 1 |
| I walk to enjoy natural surroundings - adding concrete and structure doesn't improve | 1 |
| Make a pedestrian crossing that can not get blocked by a train | 1 |
| Make all cell phone use while driving illegal | 1 |
| More rural trails | 1 |
| More walking destinations. Nature trails are cool. | 1 |
| Replacing broken sidewalks in residential areas | 1 |
| an indoor walking path | 1 |
| building walking paths around the town | 1 |
| change the weather | 1 |
| ensuring sidewalks are cleared of snow and ice | 1 |
| having more time to do nothing like walk around | 1 |
| improve sidewalk conditions | 1 |
| improvements to crooked, slanted, uneven, chipped sidewalks | 1 |
| keeping motorised vehicles off the paths | 1 |
| make them safer with no holes in the paths or sidewalks to walk on instead of the street | 1 |
| more destinations-parks, restaurants, businesses closer. | 1 |
| more time | 1 |
| none | 1 |
| nothing could make it easier to walk in Westhope | 1 |
| Totals | 29 |

**13.FACILITY W-1 (CONCEPT ILLUSTRATION - NOT NDDOT DESIGN EXAMPLE):
HOW COMFORTABLE WOULD YOU FEEL WALKING HERE? PLEASE SELECT ONE OF
THE OPTIONS BELOW:**

W-1

Sidewalk

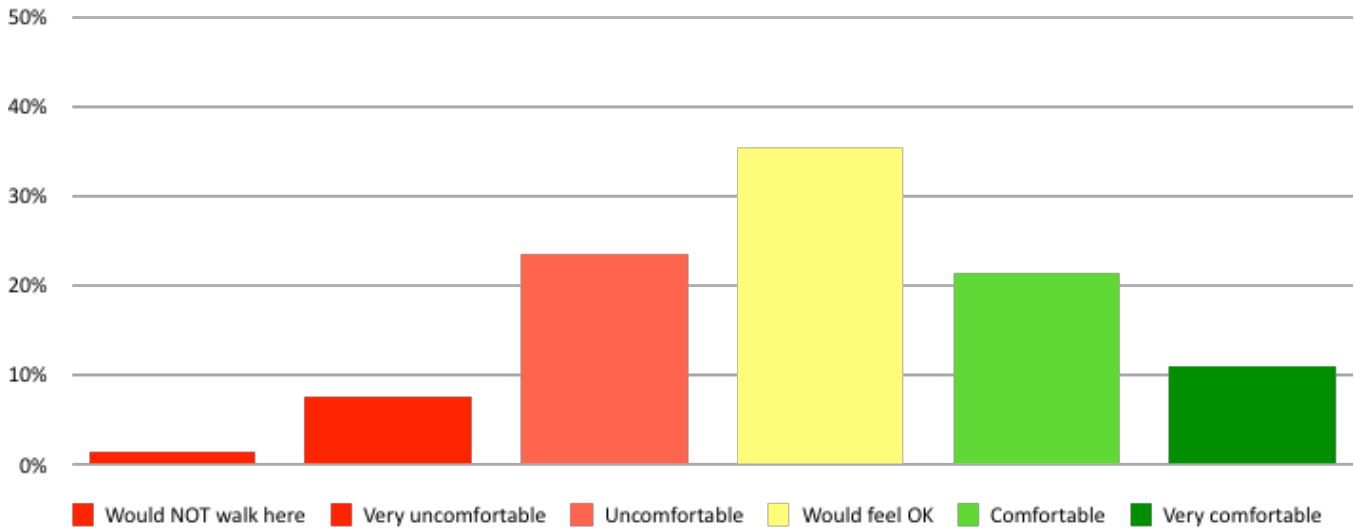
- » 6' sidewalk along road
- » Adjacent to traffic lane
- » No buffer or boulevard between traffic and pedestrians



How does traffic feel here?

| | LOW | MED | HIGH |
|-------------|--------------|-------------|----------|
| HOW BUSY:** | | | |
| | Up to 3000 | 3000-10,000 | 10,000 + |
| HOW FAST:** | | | |
| | Up to 30 mph | 30-40 mph | 40 mph + |

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



| Value | Percent | Count |
|------------------------------|---------|-------|
| I would not walk here at all | 1.4% | 7 |
| Very uncomfortable | 7.5% | 38 |
| Uncomfortable | 23.5% | 120 |
| I would feel OK walking here | 35.3% | 180 |
| Comfortable | 21.4% | 109 |
| Very comfortable | 11.0% | 56 |
| Totals | | 510 |

**14.FACILITY W-2 (CONCEPT ILLUSTRATION - NOT NDDOT DESIGN EXAMPLE):
HOW COMFORTABLE WOULD YOU FEEL WALKING HERE? PLEASE SELECT ONE OF
THE OPTIONS BELOW:**

W-2

Sidewalk

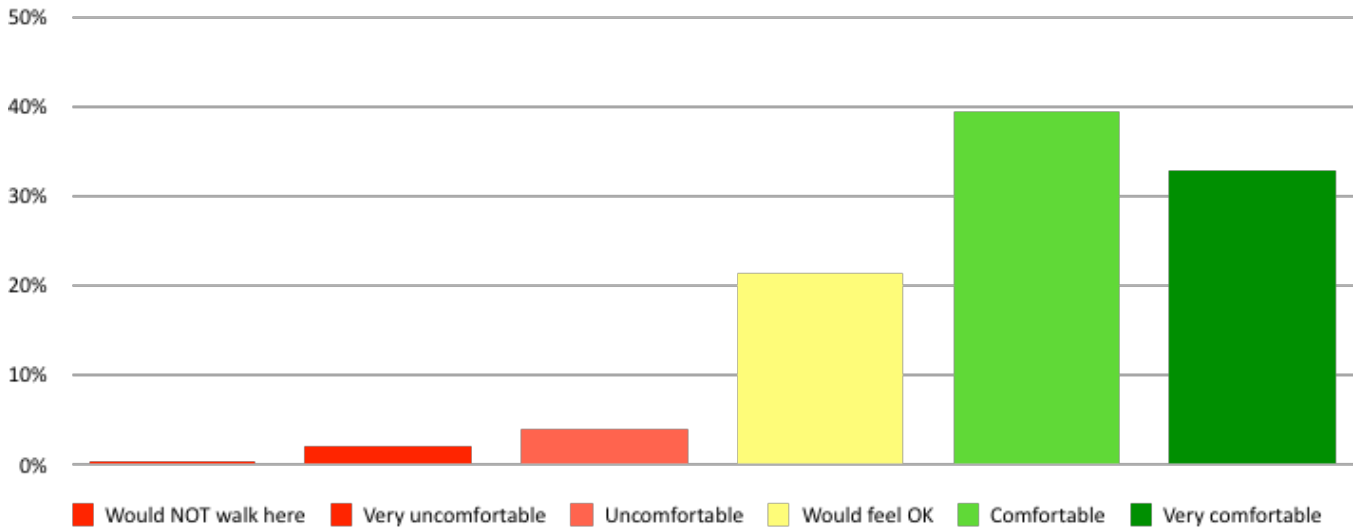
- » 6' sidewalk
- » Separated from traffic lane by 5' planted buffer



How does traffic feel here?

| | LOW | MED | HIGH |
|-------------|--------------|-------------|----------|
| HOW BUSY:** | Up to 3000 | 3000-10,000 | 10,000 + |
| HOW FAST:** | Up to 30 mph | 30-40 mph | 40 mph + |

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



| Value | Percent | Count |
|------------------------------|---------|-------|
| I would not walk here at all | 0.4% | 2 |
| Very uncomfortable | 2.1% | 10 |
| Uncomfortable | 3.9% | 19 |
| I would feel OK walking here | 21.4% | 104 |
| Comfortable | 39.4% | 192 |
| Very comfortable | 32.9% | 160 |
| Totals | | 487 |

**15.FACILITY W-3 (CONCEPT ILLUSTRATION - NOT NDDOT DESIGN EXAMPLE):
HOW COMFORTABLE WOULD YOU FEEL WALKING HERE? PLEASE SELECT ONE OF
THE OPTIONS BELOW:**

W-3

Shared-use path

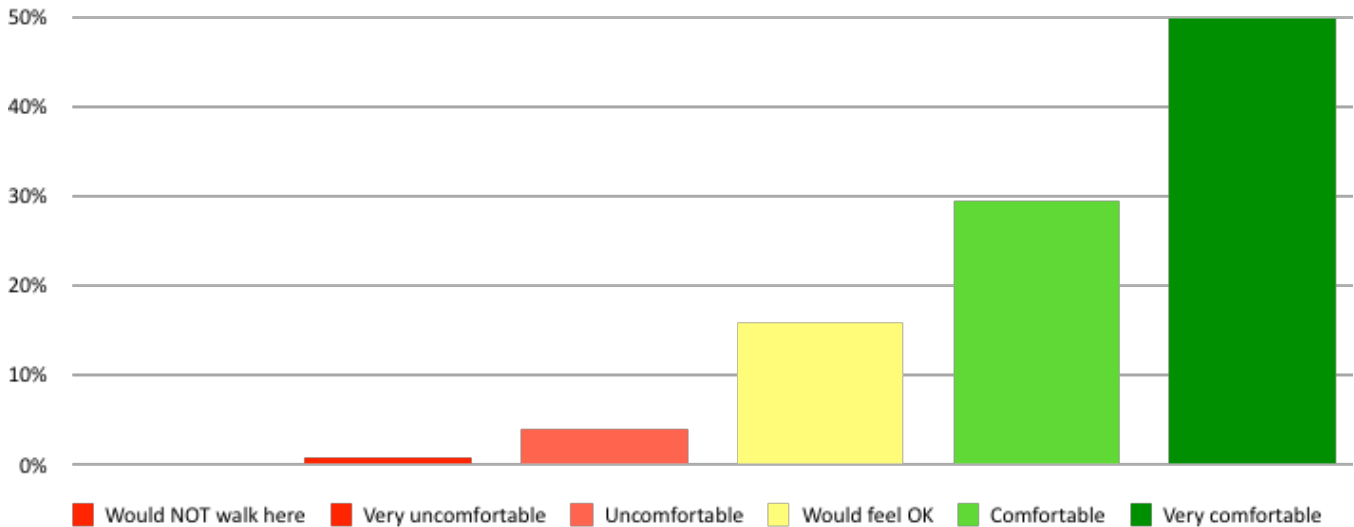
- » 10' shared-use path
- » Separated from traffic lane by 5' planted buffer
- » Shared with bicyclists



How does traffic feel here?

| | LOW | MED | HIGH |
|-------------|--------------|-------------|----------|
| HOW BUSY:** | Up to 3000 | 3000-10,000 | 10,000 + |
| HOW FAST:** | Up to 30 mph | 30-40 mph | 40 mph + |

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



| Value | Percent | Count |
|------------------------------|---------|-------|
| I would not walk here at all | 0.2% | 1 |
| Very uncomfortable | 0.8% | 4 |
| Uncomfortable | 4.1% | 20 |
| I would feel OK walking here | 15.8% | 77 |
| Comfortable | 29.4% | 143 |
| Very comfortable | 49.7% | 242 |
| Totals | | 487 |

**16.FACILITY W-4 (CONCEPT ILLUSTRATION - NOT NDDOT DESIGN EXAMPLE):
HOW COMFORTABLE WOULD YOU FEEL WALKING HERE? PLEASE SELECT ONE OF
THE OPTIONS BELOW:**

W-4

Sidewalk

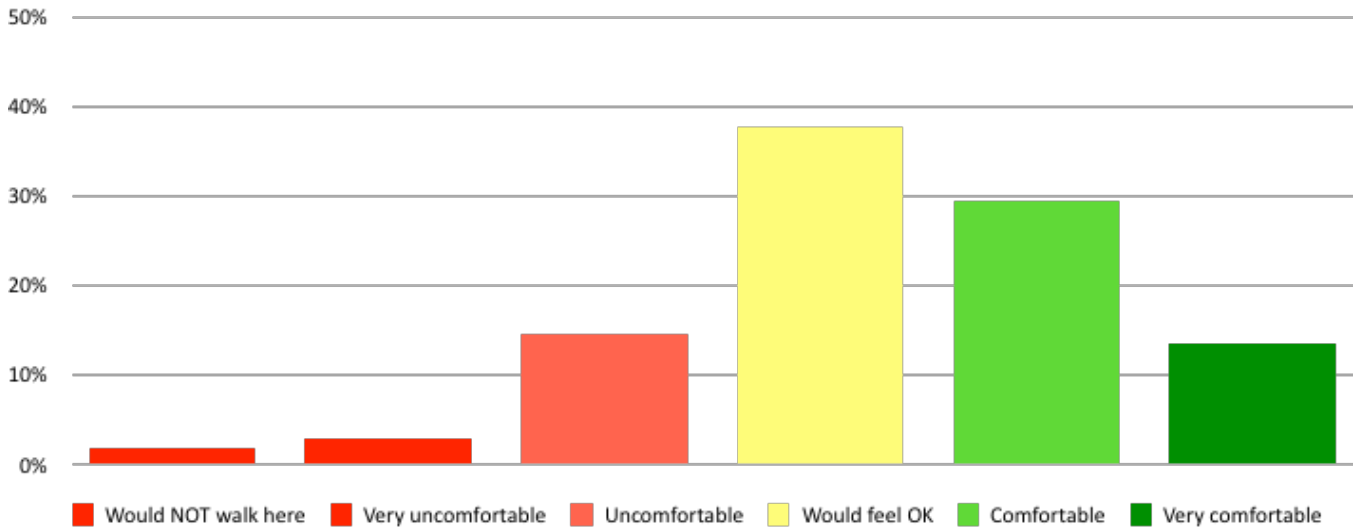
- » 10' sidewalk along road in commercial district
- » Buffered from traffic by a parking lane



How does traffic feel here?

| | LOW | MED | HIGH |
|-------------|--------------|-------------|----------|
| HOW BUSY:** | | | |
| | Up to 3000 | 3000-10,000 | 10,000 + |
| HOW FAST:** | | | |
| | Up to 30 mph | 30-40 mph | 40 mph + |

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



| Value | Percent | Count |
|------------------------------|---------|-------|
| I would not walk here at all | 1.8% | 9 |
| Very uncomfortable | 2.9% | 14 |
| Uncomfortable | 14.6% | 71 |
| I would feel OK walking here | 37.8% | 184 |
| Comfortable | 29.4% | 143 |
| Very comfortable | 13.6% | 66 |
| Totals | | 487 |

**17.FACILITY W-5 (CONCEPT ILLUSTRATION - NOT NDDOT DESIGN EXAMPLE):
HOW COMFORTABLE WOULD YOU FEEL WALKING HERE? PLEASE SELECT ONE OF
THE OPTIONS BELOW:**

W-5

Sidewalk

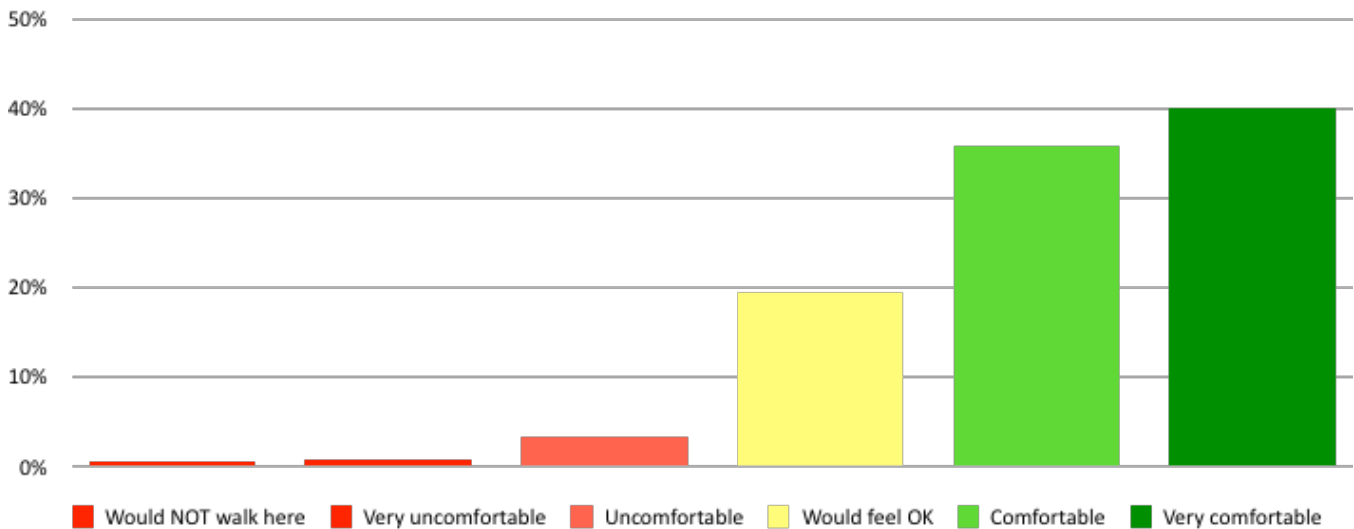
- » 10' sidewalk along road in commercial district
- » Buffered from traffic by a planted boulevard and a parking lane



How does traffic feel here?

| | LOW | MED | HIGH |
|-------------|--------------|-------------|----------|
| HOW BUSY:** | | | |
| | Up to 3000 | 3000-10,000 | 10,000 + |
| HOW FAST:** | | | |
| | Up to 30 mph | 30-40 mph | 40 mph + |

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



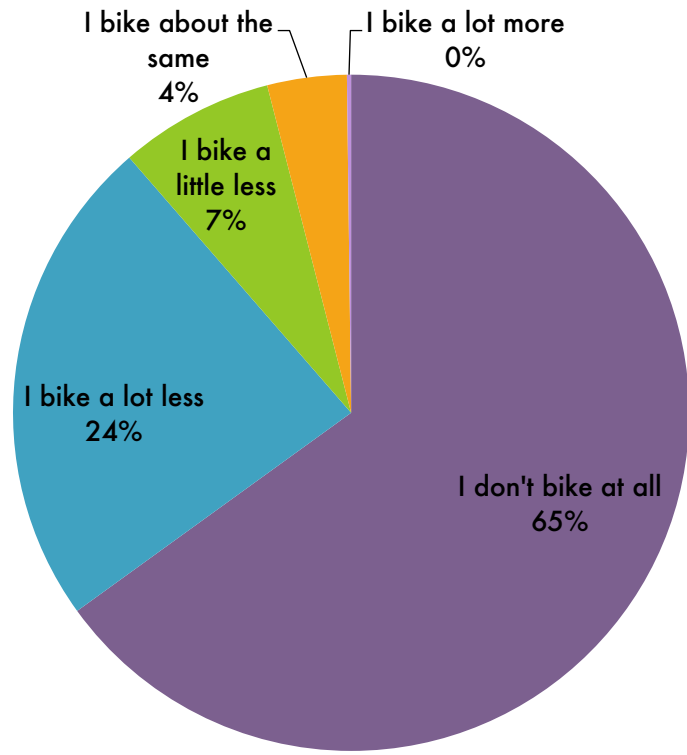
| Value | Percent | Count |
|------------------------------|---------|-------|
| I would not walk here at all | 0.6% | 3 |
| Very uncomfortable | 0.8% | 4 |
| Uncomfortable | 3.3% | 16 |
| I would feel OK walking here | 19.4% | 94 |
| Comfortable | 35.9% | 174 |
| Very comfortable | 40.0% | 194 |
| Totals | | 485 |

RESULTS FOR BIKING-RELATED QUESTIONS

18. FROM MAY TO OCTOBER: HOW OFTEN DO YOU BIKE TO GO TO THE FOLLOWING DESTINATIONS? PLEASE PROVIDE ONE ANSWER FOR EACH HORIZONTAL ROW.

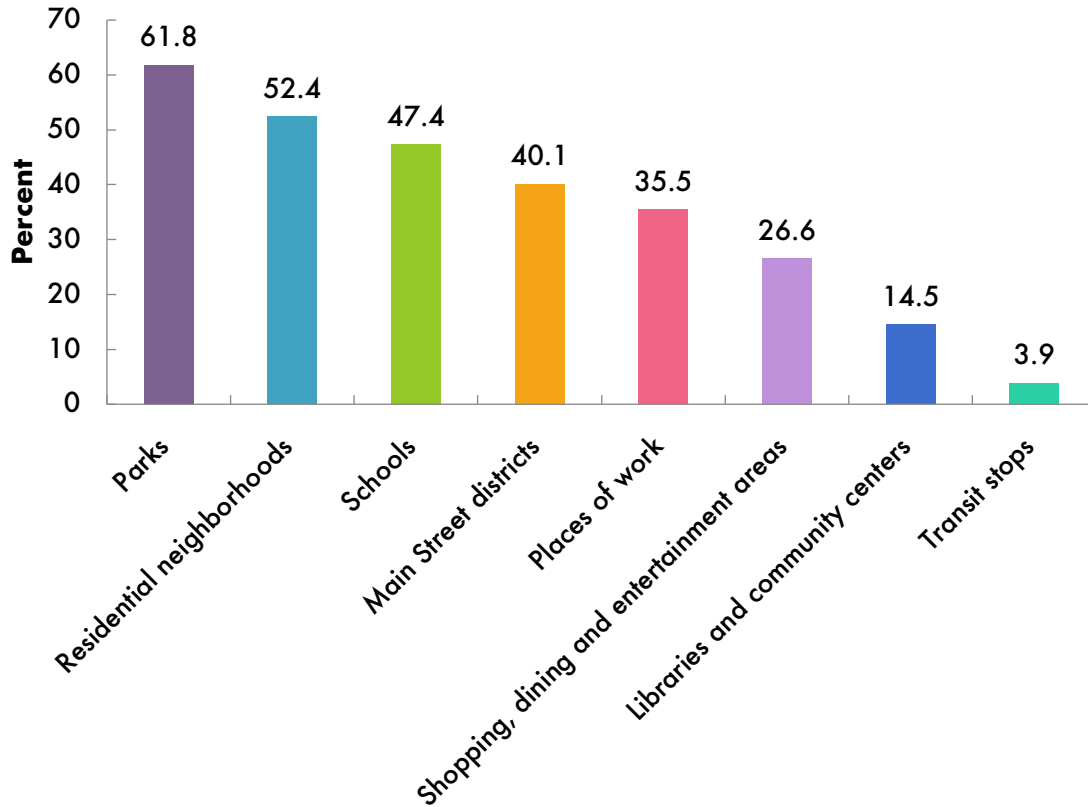
| | Never | | Once a month | | Once a week | | 2 or 3 days a week | | 4 or more days a week | | Responses |
|--------------------------------|-------|-------|--------------|-------|-------------|-------|--------------------|-------|-----------------------|-------|-----------|
| | Count | % | Count | % | Count | % | Count | % | Count | % | Count |
| School or work | 281 | 54.4% | 75 | 14.5% | 35 | 6.8% | 70 | 13.5% | 56 | 10.8% | 517 |
| Shopping or errands | 242 | 47.8% | 104 | 20.6% | 84 | 16.6% | 55 | 10.9% | 21 | 4.2% | 506 |
| Recreation, health or exercise | 57 | 10.8% | 60 | 11.3% | 81 | 15.3% | 171 | 32.3% | 160 | 30.2% | 529 |
| Dining or entertainment | 296 | 58.7% | 99 | 19.6% | 65 | 12.9% | 27 | 5.4% | 17 | 3.4% | 504 |
| Transit | 372 | 74.7% | 49 | 9.8% | 27 | 5.4% | 26 | 5.2% | 24 | 4.8% | 498 |

19. HOW DOES WINTER AFFECT YOUR BIKING TRIPS?



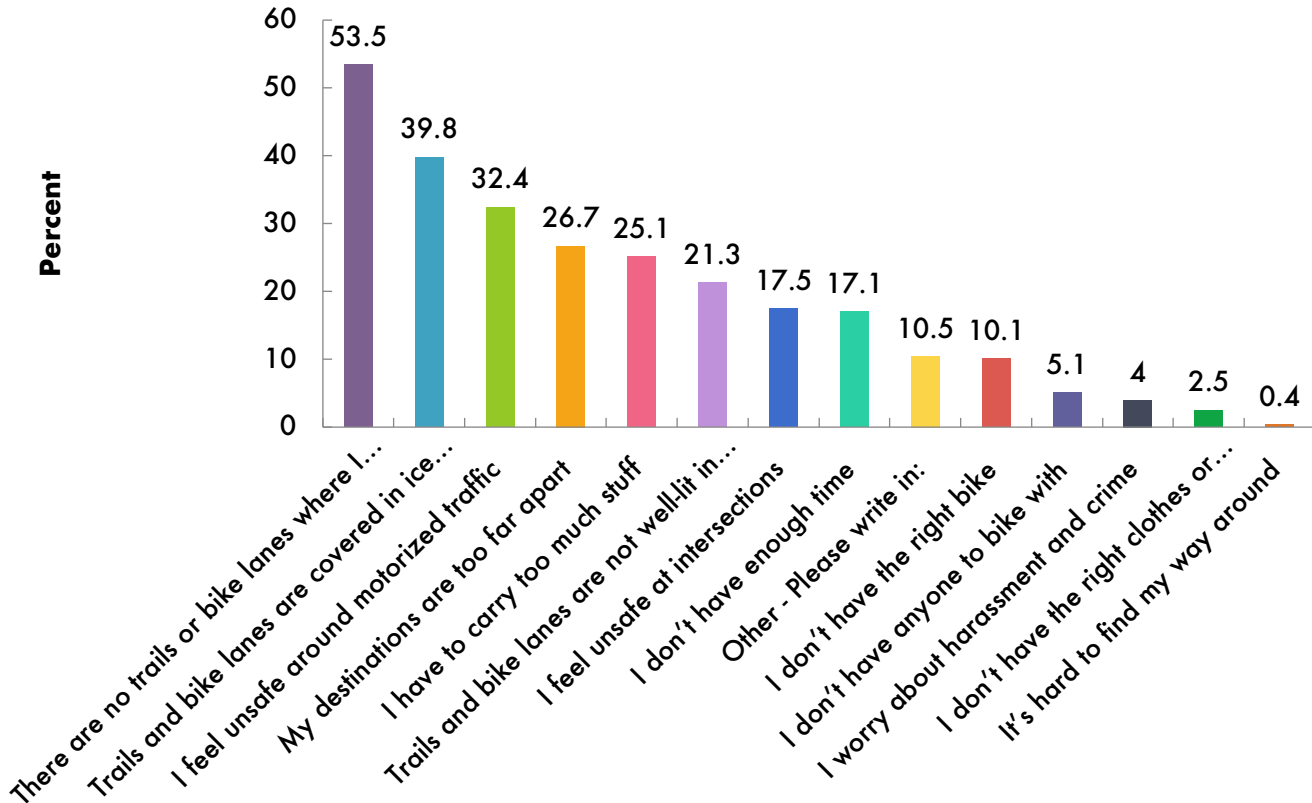
| Value | Percent | Count |
|-----------------------|---------|-------|
| I don't bike at all | 65.1% | 345 |
| I bike a lot less | 23.6% | 125 |
| I bike a little less | 7.4% | 39 |
| I bike about the same | 3.8% | 20 |
| I bike a lot more | 0.2% | 1 |
| | Totals | 530 |

20. WHAT TYPES OF DESTINATIONS SHOULD BE PRIORITIZED IN NORTH DAKOTA WHEN DECIDING WHERE TO IMPROVE BIKING CONDITIONS? PLEASE SELECT UP TO 3 DESTINATIONS FROM THE LIST BELOW:



| Value | Percent |
|--|---------|
| Parks | 61.8% |
| Residential neighborhoods | 52.4% |
| Schools | 47.4% |
| Main Street districts | 40.1% |
| Places of work | 35.5% |
| Shopping, dining and entertainment areas | 26.6% |
| Libraries and community centers | 14.5% |
| Transit stops | 3.9% |

**21. BARRIERS TO BIKING WHAT KEEPS YOU FROM RIDING YOUR BIKE MORE?
PLEASE SELECT YOUR TOP 3 REASONS FROM THE LIST BELOW, IN NO PARTICULAR
RANKED ORDER.**

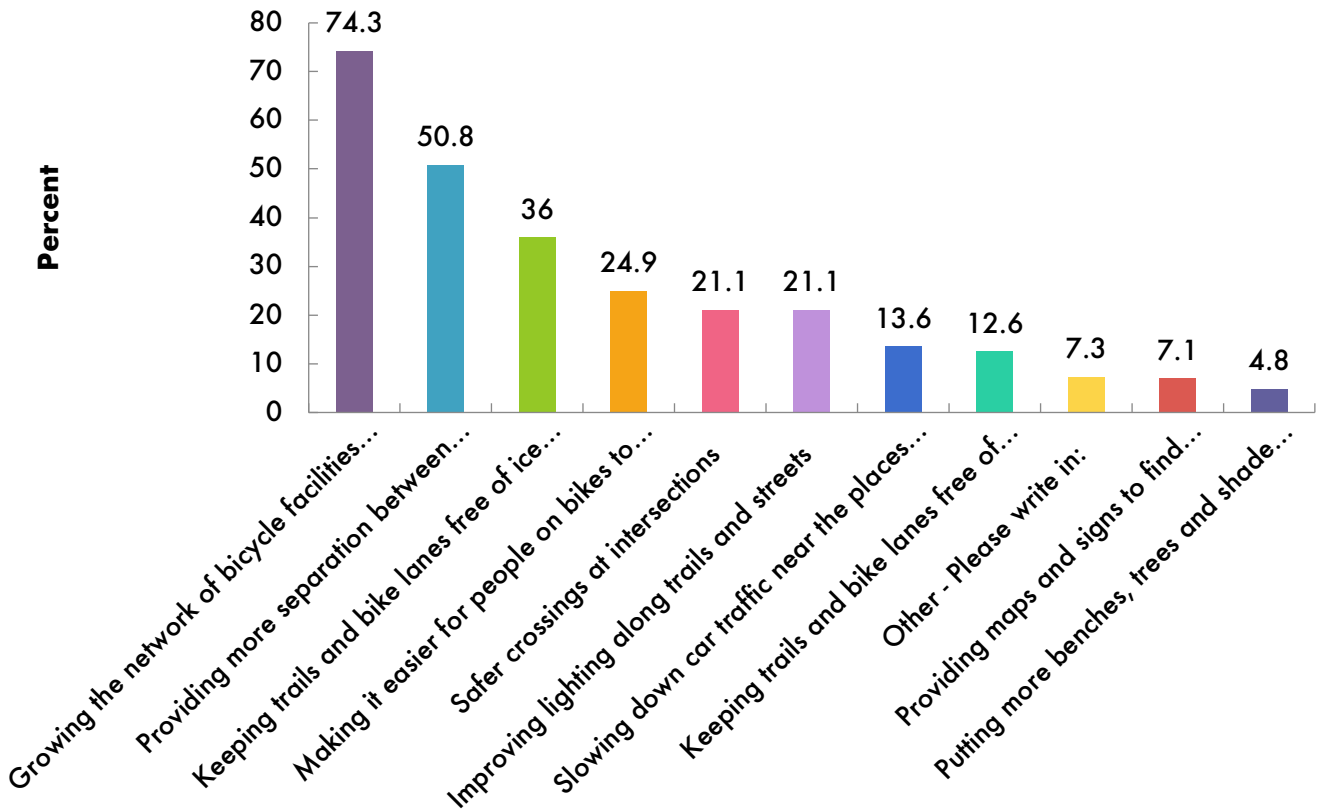


| Value | Percent |
|---|---------|
| There are no trails or bike lanes where I want to go | 53.5% |
| Trails and bike lanes are covered in ice and snow during the winter | 39.8% |
| I feel unsafe around motorized traffic | 32.4% |
| My destinations are too far apart | 26.7% |
| I have to carry too much stuff | 25.1% |
| Trails and bike lanes are not well-lit in the evening | 21.3% |
| I feel unsafe at intersections | 17.5% |
| I don't have enough time | 17.1% |
| Other - Please write in: | 10.5% |
| I don't have the right bike | 10.1% |
| I don't have anyone to bike with | 5.1% |
| I worry about harassment and crime | 4.0% |
| I don't have the right clothes or accessories | 2.5% |
| It's hard to find my way around | 0.4% |

| Other - Please write in: | Count |
|--|-------|
| 1.) Not enough places to park my bike. 2.) No safe connection from road to destination. | 1 |
| [Edited] I have a driver's license, a motor vehicle, and gasoline. Why [edited] would I bike anywhere? Stop [spending] money building bicycle infrastructure. | 1 |
| Bike locking locations and general security | 1 |
| Bike theft problems in city- even if left locked with chain | 1 |
| Bikes getting stolen around Grand Forks limits my use to exercise. I would bike more to dining/entertainment if this weren't such an issue. | 1 |
| Biking trails are mixed with driving on the street. Would be nice to see a marked bike path next to the street or on the street. | 1 |
| Don't want to bike on the road even with dedicated bike lanes | 1 |
| Hard to do with young children | 1 |
| Harvest begins and I feel uncomfortable with the number of trucks on the road | 1 |
| Hassle to store bike with no bike racks | 1 |
| Health, arthritis | 1 |
| Hills | 1 |
| I am a regular bike commuter and a pretty fearless rider. not representative of most riders. | 1 |
| I bike everywhere, and am very careful with car traffic patterns, so have my own favor streets in town, in addition to Grand Forks dedicated bike routes and the Greenway. | 1 |
| I don't bike | 1 |
| I don't own a bike | 1 |
| I feel unsafe in my neighborhood in Fargo | 1 |
| I have a small child. | 1 |
| I walk with dogs | 1 |
| In Valley City and everywhere in ND we need trails like they have in MN (e.g. Heartland Trail), a paved, safe trail that goes a distance for recreational biking. | 1 |
| Joint/Back pain | 1 |
| Locking up bike | 1 |
| Most rides I would have been run over if I obeyed traffic laws while drivers disregard traffic laws mostly as it relates to right and left turns when cycling is continuing in the same direction down the road. | 1 |
| Motorists are jerks to cyclists | 1 |
| Motorists feel the road is just theirs and they shouldn't have to share!!! | 1 |
| Need connected bike paths for longer rides. | 1 |
| Need my car for work | 1 |
| No place to change or clean up before work. Also bike paths or shoulders are covered with debris that makes it dangerous for road bikes. | 1 |
| Not enough protection from the wind | 1 |
| Not enough safe bike trails or bike lanes | 1 |
| Not many areas with accessible access to existing sidewalk infrastructure, forcing a person to really only ride on the street | 1 |

| Other - Please write in: | Count |
|---|-----------|
| Picking up/dropping off kids | 1 |
| Rural community where I don't do my errands in town, work out of town, and kids go to school out of town | 1 |
| The roads are very lumpy, bumpy, along with the sidewalks there is almost no place to ride. | 1 |
| The worst part of biking is harassment from cars. | 1 |
| Trails - more, please. Bike lanes, no! | 1 |
| Train blocks the crossing to the park | 1 |
| Transporting kids that are too small to keep up, but too big to ride in a bike trailer or bicycle tagalong. | 1 |
| Vehicles parked in driveways across the sidewalk | 1 |
| Very poor road conditions in certain urban areas | 1 |
| We need protected bike lanes! Not sharrows! | 1 |
| Weather | 1 |
| Weather/wind | 1 |
| auto's unaware of winter cycling | 1 |
| bike lanes or sidewalks I use not well-maintained | 1 |
| bike theft, once I get to my destination, will my bike still be there. | 1 |
| bike trails are in poor condition | 1 |
| don't own a bike | 1 |
| have trails but prefer bike lanes | 1 |
| no clear bike routes in the city | 1 |
| nothing as it is easy to bike in Westhope | 1 |
| physical issues/bad knees | 1 |
| restroom facilities are unavailable | 1 |
| semi traffic and bad roads | 1 |
| the weather | 1 |
| Totals | 55 |

22. MAKING IT EASIER AND MORE CONVENIENT TO RIDE A BIKE: WHAT WOULD MAKE IT EASIER AND MORE CONVENIENT FOR YOU TO RIDE A BIKE MORE OFTEN? PLEASE SELECT YOUR TOP 3 CHOICES FROM THE LIST BELOW, IN NO PARTICULAR RANKED ORDER.



| Value | Percent |
|---|---------|
| Growing the network of bicycle facilities (like bicycle lanes and trails) | 74.3% |
| Providing more separation between bicycles and cars | 50.8% |
| Keeping trails and bike lanes free of ice and snow during the winter | 36.0% |
| Making it easier for people on bikes to get across intersections | 24.9% |
| Safer crossings at intersections | 21.1% |
| Improving lighting along trails and streets | 21.1% |
| Slowing down car traffic near the places I ride | 13.6% |
| Keeping trails and bike lanes free of debris during the warmer months | 12.6% |
| Other - Please write in: | 7.3% |
| Providing maps and signs to find destinations more easily | 7.1% |
| Putting more benches, trees and shade along trails and streets | 4.8% |

| Other - Please write in: | Count |
|---|-------|
| 1.) More bike parking and amenities. 2.) Better connections between the road and destinations for nonvehicles. | 1 |
| [Edited] I have a driver's license, a motor vehicle, and gasoline. Why [edited] would I bike anywhere? Stop wasting money building bicycle infrastructure. | 1 |
| Drivers being more aware of bicyclists and not heckling them. | 1 |
| Grand Forks needs to have better signs about canine leash laws and actually attempt to enforce them on the greenway. | 1 |
| I need to change my priorities and bike more often. | 1 |
| Increasing bicycle storage units that are in a location that is convenient but is also safe. | 1 |
| Just noting that for winter biking we wear headlights, as dark most of time, so in more trail areas away from streets more lighting not needed | 1 |
| Keeping the train from blocking the rail crossing | 1 |
| Limit the shoulder rumble strips within 10 miles of a town | 1 |
| Making drivers more aware of bicycles on the road and having them follow rules like pulling over when meeting or passing a bicyclist on the highways. | 1 |
| More bike trails separate from cars | 1 |
| More bike trails that are not glorified sidewalks. | 1 |
| More long distance trails | 1 |
| More longer bike paths | 1 |
| More off-street shared use paths. Bike lanes are not safe enough. | 1 |
| More secure bicycle parking racks in places of work, entertainment, and dining. | 1 |
| My "bike" is a wheelchair. | 1 |
| N/A | 1 |
| Nothing | 1 |
| Pave more multiuse trails in our state...like the trails on the river in Fargo. | 1 |
| Putting bike lanes right on the already existing roads | 1 |
| Rumble strips remove when there is no shoulder on road | 1 |
| Traditional intersections like stoplights and 4ways are not designed for bikes. So bike lane routes and infrastructure that bypasses/minimizes them is a big incentive. | 1 |
| Would appreciate more "share the road" signs around town so the average driver knows that bikes are allowed on streets. Many still believe that bikes are relegated to sidewalks! | 1 |
| better land use mix | 1 |
| building awareness of cycling to build respect from drivers | 1 |
| don't make bike lanes dual use with parking spots. | 1 |
| funds to fix the bike trails or to have places to ride the bike instead of on the street | 1 |
| i don't ride a bike | 1 |
| more time | 1 |
| nothing as it is easy to bike in Westhope | 1 |
| people knowing the rules of the road | 1 |
| providing rentable bikes in-town for people to utilize | 1 |

| Other - Please write in: | Count |
|--|-------|
| slow traffic down regardless of where I ride | 1 |
| weather | 1 |
| Totals | 35 |

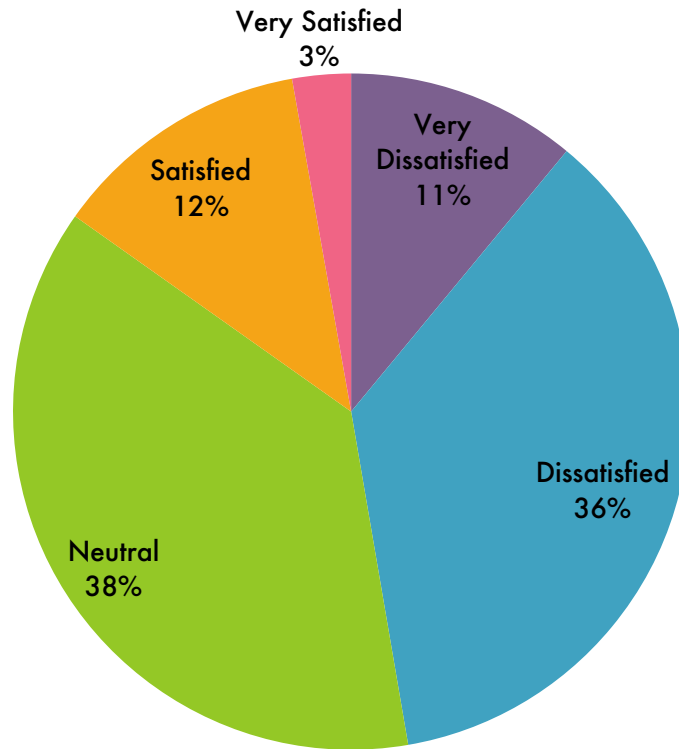
23. PLEASE IDENTIFY THE ANSWER THAT APPLIES TO YOU FOR EACH STATEMENT BELOW.

| | Strongly agree | | Agree | | Disagree | | Strongly disagree | | Responses |
|--|----------------|-------|-------|-------|----------|-------|-------------------|-------|-----------|
| | Count | % | Count | % | Count | % | Count | % | Count |
| I ride on the street, and share the travel lane with cars if needed | 140 | 27.7% | 234 | 46.3% | 62 | 12.3% | 69 | 13.7% | 505 |
| I feel comfortable riding on a bicycle lane | 161 | 32.1% | 210 | 41.9% | 96 | 19.2% | 34 | 6.8% | 501 |
| I do not like riding on the street at all | 84 | 16.8% | 133 | 26.5% | 207 | 41.3% | 77 | 15.4% | 501 |
| I will bike on a street if there is a defined space for my bike, even if there is no physical separation from cars | 93 | 18.6% | 257 | 51.4% | 114 | 22.8% | 36 | 7.2% | 500 |
| I ride in the street only if it is a quiet residential street | 107 | 21.4% | 172 | 34.4% | 169 | 33.8% | 52 | 10.4% | 500 |

| | Strongly agree | | Agree | | Disagree | | Strongly disagree | | Responses |
|---|----------------|-------|-------|-------|----------|-------|-------------------|-------|-----------|
| | Count | % | Count | % | Count | % | Count | % | Count |
| Physical separation between motor vehicles and my bike is my highest concern when deciding my biking route. | 126 | 25.4% | 214 | 43.1% | 126 | 25.4% | 31 | 6.2% | 497 |
| The speed and volume of traffic on the road is my highest concern when deciding my biking route | 193 | 38.6% | 240 | 48.0% | 54 | 10.8% | 13 | 2.6% | 500 |
| I prefer riding on trails and separated shared-use paths | 277 | 55.5% | 169 | 33.9% | 49 | 9.8% | 4 | 0.8% | 499 |
| I will ride on a rural road paved shoulder | 117 | 23.6% | 233 | 47.0% | 101 | 20.4% | 45 | 9.1% | 496 |
| I frequently ride my bike, even in winter months | 52 | 10.5% | 80 | 16.1% | 201 | 40.5% | 163 | 32.9% | 496 |

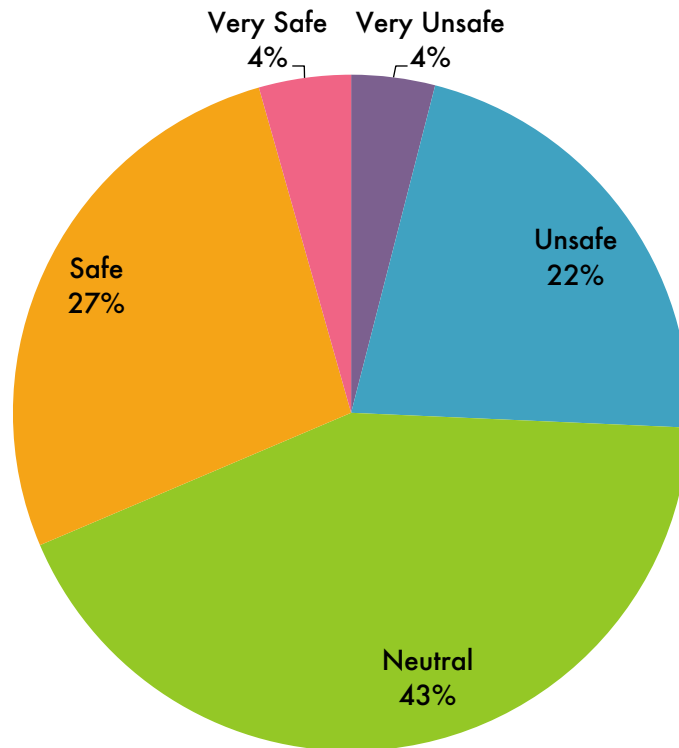
| | Strongly agree | | Agree | | Disagree | | Strongly disagree | | Responses |
|--|-----------------------|-------|--------------|-------|-----------------|-------|--------------------------|-------|------------------|
| | Count | % | Count | % | Count | % | Count | % | Count |
| I carefully research and plan any bike route before riding it for the first time | 53 | 10.7% | 205 | 41.3% | 183 | 36.9% | 55 | 11.1% | 496 |

24. HOW SATISFIED ARE YOU WITH THE QUALITY OF BIKING ACCOMMODATIONS AND FACILITIES IN THE STATE?



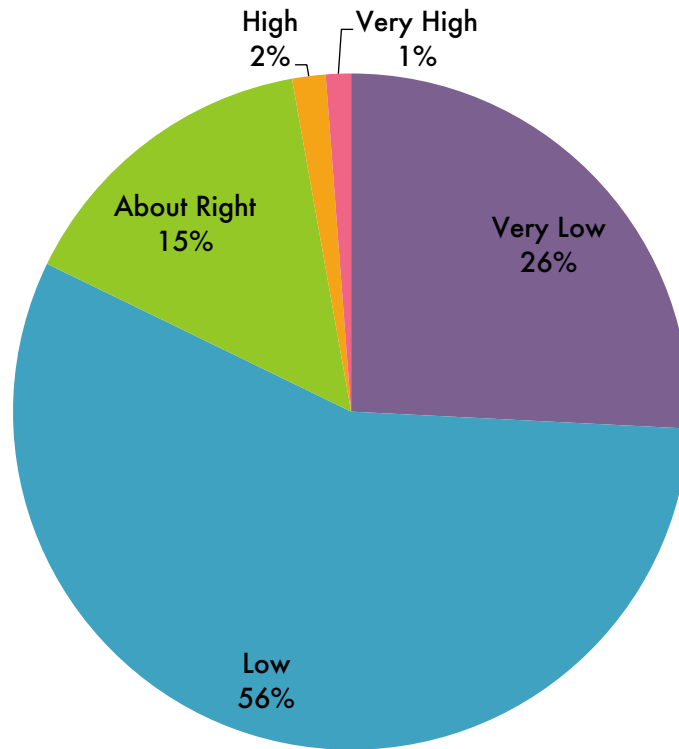
| Value | Percent | Count |
|-------------------|---------|-------|
| Very Dissatisfied | 11.0% | 56 |
| Dissatisfied | 36.3% | 184 |
| Neutral | 37.5% | 190 |
| Satisfied | 12.4% | 63 |
| Very Satisfied | 2.8% | 14 |
| | Totals | 507 |

25. HOW SAFE DO YOU FEEL WHILE USING BIKING FACILITIES IN THE STATE?



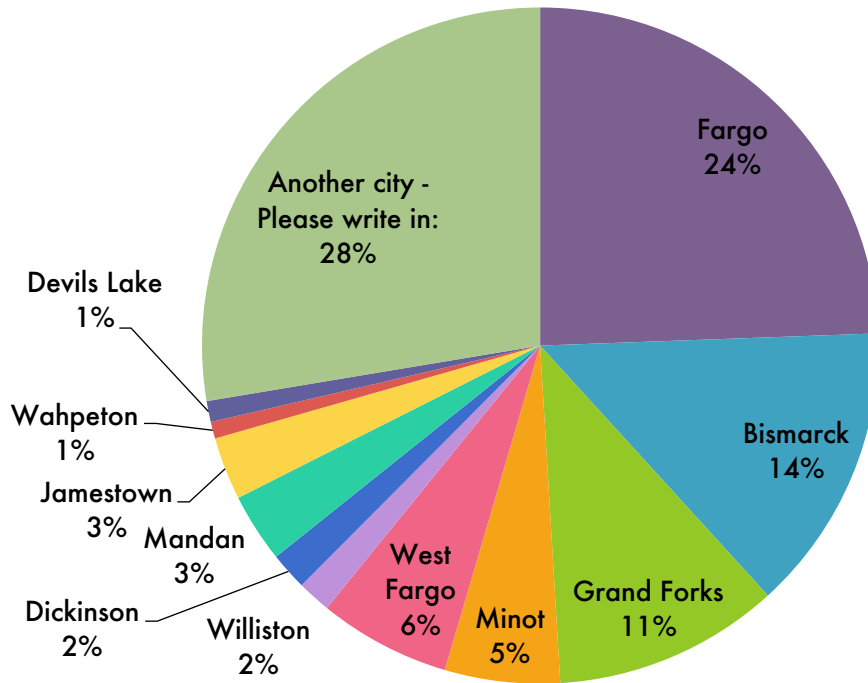
| Value | Percent | Count |
|-------------|---------|-------|
| Very Unsafe | 4.0% | 20 |
| Unsafe | 21.7% | 108 |
| Neutral | 42.9% | 213 |
| Safe | 27.0% | 134 |
| Very Safe | 4.4% | 22 |
| | Totals | 497 |

26. PLEASE COMPLETE THIS STATEMENT: NORTH DAKOTA'S LEVEL OF INVESTMENTS AND PRIORITY FOR BIKING ARE:



| Value | Percent | Count |
|-------------|---------|-------|
| Very Low | 25.8% | 129 |
| Low | 56.4% | 282 |
| About Right | 15.0% | 75 |
| High | 1.6% | 8 |
| Very High | 1.2% | 6 |
| | Totals | 500 |

27. WHERE DO YOU DO THE MAJORITY OF YOUR BIKING? PLEASE SELECT ONE CITY FROM THE LIST BELOW:



| Value | Percent | Count |
|---------------------------------|---------|-------|
| Fargo | 24.4% | 120 |
| Bismarck | 13.8% | 68 |
| Grand Forks | 10.8% | 53 |
| Minot | 5.5% | 27 |
| West Fargo | 6.3% | 31 |
| Williston | 1.6% | 8 |
| Dickinson | 1.8% | 9 |
| Mandan | 3.3% | 16 |
| Jamestown | 3.0% | 15 |
| Wahpeton | 0.8% | 4 |
| Devils Lake | 1.0% | 5 |
| Another city - Please write in: | 27.6% | 136 |
| | Totals | 492 |

| Another city - Please write in: | Count |
|---------------------------------|-------|
| Valley City | 10 |
| Mayville | 9 |
| Bowman | 7 |
| Casselton | 4 |
| Horace | 3 |
| Velva | 3 |
| Watford City | 3 |
| Beach | 2 |
| Belfield | 2 |
| Carrington | 2 |
| Cooperstown | 2 |
| Crosby | 2 |
| Hankinson | 2 |
| Hazen | 2 |
| Hettinger | 2 |
| Kenmare | 2 |
| Killdeer | 2 |
| Lincoln | 2 |
| Mayville | 2 |
| Rolla | 2 |
| Valley City | 2 |
| Watford | 2 |
| Ada, MN | 1 |
| Argusville | 1 |
| Berlin | 1 |
| Beulah | 1 |
| Bottineau | 1 |
| Carrington | 1 |
| Cavalier | 1 |
| Ellendale | 1 |
| Enderlin | 1 |
| Garrison | 1 |
| Gilby | 1 |
| Grafton | 1 |
| Halliday | 1 |
| Hampden | 1 |
| Hazen | 1 |
| Hettinger | 1 |
| Hillsboro | 1 |
| Hoople | 1 |
| Killdeed | 1 |
| Kindred | 1 |
| Kindred and rural areas | 1 |
| Kulm | 1 |
| Lakota | 1 |

| Another city - Please write in: | Count |
|---|-------|
| Lamoure | 1 |
| Lamoure | 1 |
| Lignite | 1 |
| Lisbon | 1 |
| Lisbon and state parks | 1 |
| Mapleton | 1 |
| Mayville | 1 |
| Mayville/Hillsboro | 1 |
| Medora | 1 |
| Milnor | 1 |
| Minnesota | 1 |
| Monango | 1 |
| New Leipzig | 1 |
| New Rockford | 1 |
| New Town | 1 |
| Northwood | 1 |
| Oakes | 1 |
| Quartzsite AZ, winter....Flaxton ND | 1 |
| Reeder | 1 |
| Reynolds | 1 |
| Reynolds and rural areas | 1 |
| Richardton ND | 1 |
| Riding on highways around my home near Maddock ND | 1 |
| Rogers gravel roads | 1 |
| Rugby | 1 |
| Rural Carson | 1 |
| Rural McKenzie County | 1 |
| Rutland | 1 |
| Shelly, MN | 1 |
| St. John | 1 |
| Stanley | 1 |
| Stanley and Mayville ND | 1 |
| Streeter | 1 |
| Tioga | 1 |
| Turtle mountains and lake Metigoshe area | 1 |
| Washburn | 1 |
| Westhope | 1 |
| White Shield | 1 |
| Wilton | 1 |
| Totals | 131 |

28. PLEASE SHARE ANY OTHER COMMENTS YOU MAY HAVE ABOUT YOUR EXPERIENCE BIKING IN NORTH DAKOTA CITIES AND COMMUNITIES.

| ResponseID | Response to " Please share any other comments you may have about your experience biking in North Dakota cities and communities." |
|-------------------|--|
| 19 | I bike everyday in Fargo but rarely use bike lanes as most end in unsafe areas of traffic. Example: University bike lane going south ends at 3rd Ave N. and leaves you in the left lane with nowhere to go. (UNSAFE). Same as 10th St. going north. It ends at 17th Ave N. and leaves you in the left lane with nowhere to go. (UNSAFE). City commissioner [edited] continues to say nobody uses bike lanes, but [they have] absolutely no clue why. |
| 37 | More trail and bike path investment needed |
| 41 | Parking and bike theft is my biggest worry. Being hit by an idiot in a car is second. |
| 50 | Fargo needs a lot more bike lanes but it seems residents (non cyclists) dislike these lanes. Fargo also has some of worst streets I've ever seen. For example, the 17th Ave corridor running west of Univ Drive is very unsafe due to large potholes (some 4-5 inches deep) in concrete. Cannot ride this at night-just too dangerous. Lastly, I know the taxes are higher in MN but they have us beat 10 times over when it comes to bike trails, routes, everything related to cycling. |
| 51 | North Dakota has many great roads to cycle on. I have ridden on many of them and enjoy the scenery and the roads. There are however people that don't think we should be on the road and drive way too close. In town I have been swore at and told to ride on the [expletitive] sidewalk. NOT COOL I have ridden in other states too and yes it happens there too. The smaller the town the nicer the people are. I ride highways and stay close to the right side, if there is a shoulder and a busy highway I ride the shoulder. Here in North Dakota we should be able to share. There is usually another lane for cars to pass. |
| 57 | Clear markings ON the roadway provide the best communication for motorists, which provides a much safer and more relaxed biking experience for me. Those markings are an important next step in helping to facilitate a more broad-based biking culture in GF & ND. |
| 58 | Dog walkers not keeping their dogs from cutting in front of you on a bike on a shared path |
| 59 | it is so sad when locals think a "sharrow" is a victory for bike facilities |

| ResponseID | Response to " Please share any other comments you may have about your experience biking in North Dakota cities and communities." |
|------------|--|
| 61 | Cars and trucks do not like to share the road with bikes. They feel that they own the road and do not feel that bikes should be on the roads. My husband has been chased down and yelled at when biking on city roads, even if they are shared bike/car lanes. I actually worry about his safety when biking to work and feel that it is only a matter of time before he is hit by a vehicle in spite of him using lights at all times and biking safely. |
| 67 | Live in south, would love to be able to ride bike to work in South Fargo, too much traffic and to many distracted drivers. They drive-by my house doing. |
| 68 | End the War on Cars. Bicyclists have the right to ride on the right side of the road, or on the shoulder. That's all they need. No more [edited] spending on bicycle-specific infrastructure for [edited] who don't care enough about that infrastructure to help pay for it, unlike motor vehicle owners/operators who pay extra to support bridges and roadways via the motor vehicle fuel tax. No more "Zero Vision" [edited]. No more "Complete Streets" [edited]. Prioritize motor vehicle traffic, which is 99 44/100 of all "transportation" in this state, and the only version of "transportation" where the users pay extra to support their infrastructure. |
| 71 | Many more people biking in recent years- very encouraging! |
| 75 | Larger paths and paved lanes are a plus |
| 77 | We do not have biking facilities that I am aware of so unable to provide accurate answer. I think one of the biggest problems with biking is also people's attitudes. People will yell, cut us off, expect us to follow traffic laws while they do not, act like they own the road. I've been on group rides where trash has been thrown at us, which is very unsafe. The thin tires of a road bike do not handle even small rocks well. Can cause a big crash. Debris on the road is usually what does cause crashes. Often the Debris is swept to the bike lane or shoulder where we would ride, which compromises safe riding space for us. |
| 95 | Minnesota and South Dakota appear to have more progressive legislation than North Dakota for cyclists. |
| 107 | Grand Forks bike trails are great. Williston's trails on the east side of town are in horrible shape. Grand Forks needs to extend Greenway trails further south ASAP. |
| 109 | Quality of streets is biggest barrier to using them. Approaches at many intersections are too steep, which force you to slow down in the street before getting back on trail. But overall, I'm excited to see more paved trails being planned. Keep it up! |
| 112 | Create more shared lanes or separated/raised bike lanes. |
| 114 | We need to get the ND trail system connected to the Central Lakes a trail system in MN. |

| ResponseID | Response to " Please share any other comments you may have about your experience biking in North Dakota cities and communities." |
|------------|---|
| 120 | North Dakota does not invest in those of us who like to bike rather than use our vehicles. It is shown each time they update an area or build new housing and do not build in safe areas for us to bike. |
| 122 | Bike paths were created to keep bikes off city streets but now bike paths are now crowded with people walking, unleashed dogs or skateboarding that have zero knowledge of the path rules. An informational campaign or more rules of the path signs would be helpful. Bismarck would also benefit from a bike path that goes to Lincoln Andover that goes around the north exterior of the city & connect with the bike path on North Washington St.. Road cycling has grown in the past 10 yrs & this would create a safe route for cyclists & motorist. |
| 134 | Drivers on highways do not look out or pull over when meeting or passing bicyclists on the highway or neither do they slow down as they do for slow moving farm equipment on the highways. Most shoulders on Highway are not useable to riding bike as the rumble strips shake your bike apart so you need to ride bicycle close to the shoulder and most drivers do not give you room when passing you on the highway. |
| 137 | Urban sprawl makes bicycling difficult. |
| 139 | When biking on roadways there is a complete lack of consideration from some motorists who either don't know any better or intentionally pass to closely to cyclists at a high rate of speed. Often individuals pulling boats, campers, and trailers have no idea where the trailing vehicle is they are pulling and come uncomfortably close when passing cyclists. |
| 142 | As a resident of the Capital City, I am ashamed at the lack of quality bicycle lanes in this community. Sure, there's plenty of paved multi-use trails for bicycles and pedestrians; however, the on-street facilities are weak, at best. There have been many opportunities to add appropriate bicycle-centric features to new roadways, but instead we keep seeing roads built for cars. If you build a road for cars, that's what you'll get- lots of cars. Let's work on supporting a transportation system for bicycles and pedestrians, not just automobiles. |
| 144 | Making sure lights change when a bicycle is at a stoplight would be helpful. Marking roads (sharrows) and bike lanes are very helpful to let cars know that bicycles have the right to ride on the roads. |
| 155 | Drivers seem to forget rules regarding navigating the road when near bikes. Not a clear bike path that connects north fargo to south fargo to west fargo. As a cyclist I enjoy a route that could take me around fargo versus isolating me in a section of fargo |
| 157 | Fargo bike routes have definitely improved in the past few years There are areas in town that are quite difficult to access. |

| ResponseID | Response to" Please share any other comments you may have about your experience biking in North Dakota cities and communities." |
|------------|--|
| 162 | Most motorists are courteous and careful. A few are out to teach bicyclists a lesson. If I can't make eye contact, I ride as if I were invisible. |
| 163 | Better bike opportunities are needed in Fargo Especially with all of the college students. The bike lanes on city streets are dangerous. My son was hit by a car that turned across him. He had the right away, and had no chance of knowing what the driver was about to do. Separated paths are safest. |
| 165 | My wife and I ride about 2000 miles a year. We have biked CANDISC 11 times. We enjoy the bike trails in Minnesota and spend as much time as possible exploring their well maintained trails. Bicycling around ND is dangerous without bike lanes and shoulders on highways are narrow with rumble strips forcing riders onto vehicle traffic. We witness many drivers of vehicles on cell phones which makes me nervous. Bike lanes and paved trails would be fantastic. |
| 168 | I love the bike paths in Fargo—the road bike routes, however, are a bit problematic because of the cars parked on the street and the traffic. Elm Street N and 5th Street South are good examples. I would like to see some long bike routes between cities like Minnesota has with planned routes. |
| 175 | drivers need more education on bicycles sharing the roads and how bikes shouldn't be on sidewalks |
| 179 | I'm used to sharing the road (come from another state) but feel like drivers here are not. Driver education about cycling road rights would help a bit. More limits on parking in residential areas would help ALOT - so many cars parked on the road there is no room and cars get really close to me in passing. |
| 182 | Many areas in the north of Bismarck are not safe for bikes. In order to ride to work, I'd have to go miles out of my way for a completed road that would get me to the nw side of town. (I'm on the NE side) The Century Ave bike trail/lane is not well maintained or safe. |
| 183 | Not enough separation between cars and bikes. I strongly prefer shared use paths but depending on where you are at in town your options may be limited. I only bike where I feel safe and usually only do so for exercise because then I can stick to safer shared use paths. |
| 190 | I prefer bike lanes as they are marked and you are less likely to get honked at by drivers. However there needs to be more education as many still believe if there isn't a bike lane marked on the road then the bike should be on the sidewalk. Also I would use the shoulder on rural roads but they added rumble strips on river road and that makes it impossible. |
| 192 | Painted bike lanes on all streets even busy avenues would be great! |

| ResponseID | Response to " Please share any other comments you may have about your experience biking in North Dakota cities and communities." |
|------------|---|
| 194 | A sidewalk is not a bike path. Bike paths should always lead somewhere...not just end. Even if they lead to the next town. Bike paths do not need to follow roads. In Bismarck, a bike path following coulee would be cool. See Fort Collins for cool bike paths. The path behind the zoo in Bismarck is a good example. It has a destination but doesn't follow the roads. Bike paths do not need to be paved. Gravel or crushed rock works great. The paths around Town Lake in Austin are crushed rock; in fact their path system around the lake is excellent and could be copied to the river in BisMan. |
| 207 | The greenway is great but there are too many unleashed dogs, which again is unenforced. |
| 208 | Significant improvements have been made for bicyclists over the past several years. I hope this continues at an even faster rate. |
| 217 | bike lanes currently produce a false sense of security around Bismarck. Riding in the flow of traffic is currently much more effective for cyclist safety when the cyclist is traveling over 20mph(until encountering an aggressive driver who believes they should not share the road with cyclists). The bike lanes end at intersections, traffic/construction signs are placed into the bike lanes frequently, right and left turners frequently do not see cyclists in the bike lane |
| 228 | please spend money to fix the roadway before spending more on bike paths for a very few |
| 234 | More bike paths! Especially on the Old Red Trail in Mandan, very dangerous to walk or bike on without a path |
| 237 | Often times it is safer to bike on the street because there are less cracks and substantially less debris. The large amount of broken bottles, grass clippings, and garbage on sidewalks and trails is unsafe. City does a great job clearing trails in the winter, but a poor job in warmer months. I'd be more for bike lanes too, but the drivers here in Bis-Man are rude and do not treat bikers with respect. They do not watch for bikers and shout obscenities at them. |
| 242 | The bike paths need to be linked together and not sharing a path with the street. At a very minimum a designated bike lane next to a street. |
| 263 | The State should prioritize biking trails in North Dakota similar to what Minnesota has with the Paul Bunyan Trail. Shared use paths that are not along roads the entire time (roads are busy in western ND), go through multiple towns, and are easy for families to ride together. |
| 264 | We bike in rural areas and the traffic has no consideration for bikers |
| 281 | Killdeer needs to improve the walking/biking paths throughout the city. |

| ResponseID | Response to " Please share any other comments you may have about your experience biking in North Dakota cities and communities." |
|------------|--|
| 315 | Investment should be placed in rural communities. |
| 316 | I have bicycled CANDISC for many years in many different communities. Sharing the road is difficult and more drivers of automobiles are on their cell phones. Not all roads have shoulders and most cities do not have bike lanes. Bismarck and Fargo are the best. |
| 324 | Hills make biking here very strenuous. If the gradient between downtown areas.was.less.steep.it would help.flow I to and.outbof.urban areas |
| 329 | The quality of shared use paths is good in larger cities, but the quantity is lacking around the state. Motorists in ND are not used to sharing the road, and when on highways, I feel safer riding in the lane rather than the typical narrow shoulder because overtaking traffic recognizes that they should cross the center line to pass rather than to squeeze by without giving space as they stay in their usual travel lane. |
| 338 | Many houses don't remove the snow from their sidewalks making biking very difficult. They also often skip the sidewalk to the street or leave the snow from plows. This means you have to sometimes bike to a driveway to cross the street to another sidewalk. Bike lanes and roads are often full of to much snow that I feel unsafe biking on them in the winter. |
| 342 | Are used to think that we had pretty good biking facilities in Minot until I did some traveling into some of the other more modern cities. Minneapolis for instance has some fantastic opportunities in comparison. |
| 353 | I don't bike. Gravel roads where I live and not a lot of places interesting to go to. |
| 355 | I would like to see a campaign that emphasizes traffic safety and awareness of bikes, cars, motorcycles. ND had very little bicycle infrastructure for bicycles. Infrastructure is difficult but awareness is much easier. |
| 369 | While I believe ND does a nice job promoting walking and biking, I believe they could do better and put more money toward walking and biking paths. Especially maintaining the existing paths. |
| 373 | In the winter it just gets too cold, and it's hard to carry much stuff. I do ride for recreation and will ride to nearby events when it's nice outside. I prefer being on a multi use trail. I don't care for bike lanes on streets at all. I feel like I may get hit by a car. |
| 378 | No sidewalks/bike paths/trails |
| 387 | We have such an opportunity with our flat lands to make adjacent paths along the interstate and state highways. Even widening state highways when possible to get bike lanes would help. |

| ResponseID | Response to " Please share any other comments you may have about your experience biking in North Dakota cities and communities." |
|-------------------|--|
| 389 | I would like to see rural bike trails along old railroad beds or other areas that's practical. Minnesota has done a fantastic job with the many miles of the Heartland trail |
| 394 | Bike trails are improving but connection to allow longer rides without traffic conflicts are needed. As an example, Minnesota has some very nice bike trails suitable to day-long bike excursions. |
| 400 | Maintenance is poor (street sweeping to remove sand and debris). Buildup of ice and snow is a problem, although some trails are maintained all year. There are other places in the state where I wouldn't like to bike at all. At least in Fargo, we have side paths, bike lanes, sharrows, and some bike trails. I really, really appreciate that. |
| 406 | We need more biking/multiuse paths like MN has, e.g. Heartland Trail. North Dakota had the opportunity to make many decommissioned railroad beds into multi-use paths, but the state ignored those opportunities when they occurred. Why can't we be proactive?!?!? and progressive?!?!? |
| 418 | Rumble strips are unsafe when no shoulders on paved roads |
| 440 | Grand Forks has a nice Greenway, but could use more around the rest of the city. |
| 441 | Some nice recreational trails within the city, but not in rural areas. Commuter trail system needs work. |
| 443 | We're lucky in Grand Forks to have the Greenway and its trails. |
| 446 | I have lived in Madison, WI and Boulder, CO, so am familiar with cities that have more progressive communities and are willing to pour funding into bike infrastructure. Grand Forks has made huge progress, but when I look at on street bike lanes in Minneapolis, Portland, Chicago, I am quite envious. But we will get there one mile of bike lane at a time! |
| 449 | Several of my women friends have mentioned they don't feel safe in areas where trees and tall grass are in close proximity to the trails. |
| 465 | Same as walking. |
| 481 | ND cities are NOT wheelchair (or stroller) friendly especially in the residential neighborhoods, but also in shopping areas, entertainment complexes. |
| 489 | I biked 3400 miles on the highways around Bowman this year. The shoulders on highways 12 and 85 are quite good each direction. The traffic is by and large very respectful |
| 532 | Bike lanes should never be on a road. A bike vs car accident will always be worse than a bike vs person accident |

| ResponseID | Response to" Please share any other comments you may have about your experience biking in North Dakota cities and communities." |
|-------------------|---|
| 537 | I live north of I94 in West Fargo and the trails are so short and intermixed with street crossings, etc. And it needs to connect to Fargo's trails so a rider can be safe and not spend all your time crossing traffic. I desire greater lengths of uninterrupted trails that don't require a street crossing every few blocks. We recently moved from Bismarck to west Fargo. Bismarck's bike trail system is far superior to West Fargo. |
| 549 | We live in West Fargo but usually ride bike in Fargo because there is more interesting and protected riding space. West Fargo doesn't offer much nature/river access or protection from the wind. |
| 564 | We end up traveling to MN to ride on nice bike paths because nice long bike paths are very limited in ND |
| 567 | US Hwy 12 is not a safe place to ride a bike, the shoulders are all made of gravel. The train usually blocks you from going to the park to travel the bike path or it blocks you from leaving the park and going home. |
| 569 | Small Communities need help in constructing bike and walking routes. |
| 580 | There need to be more specific cycling traffic laws. A bike is not a car and shouldn't be held to the same laws. |
| 584 | We need more designated routes with share the road routes in cities. Wider shoulders on rural roads would be great. Using abandoned railway lines like Minnesota would be fantastic for long destination riders that could bring in tourists and spur economic development in smaller towns. I have ridden CANDISC many time and thoroughly enjoyed the state on the bicycle. Minnesota has done a fantastic job and we spend a lot of time riding their trails and spending our money. |
| 585 | Anything would help |
| 590 | *If trails were available to work, I would bike to work. Got tapped by a car at intersection 20 years ago and avoid a lot of intersections. Cars turning right normally only look left to watch traffic to make turn. They don't look for bikes. -*Trails starting to get busier and people walking seem to get startled by bikers. *I like quieter trails away from traffic, and like variety dirt trails, asphalt, and sidewalks. |
| 593 | While I have given some low scores I will say that things seem to be getting better for biking in the West Fargo/Fargo area. I think newer projects and developments are making efforts. It's the older infrastructure where things get a bit sketchy. |
| 599 | My worst worries are cars. They can kill me. Please also remember cyclists when designing lights - not all of us can trip an induction loop sensor. |

| ResponseID | Response to " Please share any other comments you may have about your experience biking in North Dakota cities and communities." |
|------------|---|
| 601 | Fargo has improved its bike infrastructure, but it has a long way to go. I think the city could do a much better job clearing bike lanes and sharrowed streets in the winter. |
| 614 | Na |
| 617 | people in fargo have literally no idea what to do when they see someone biking on the road. educate drivers on what to do when they see a cyclist. |
| 621 | Like walking, our design engineers seem to be checking boxes on plans regarding biking interests rather than actually listening. Access points, desire paths, connected networks... they all seem secondary to giving me a dotted white line that they think makes me feel safe. Ugh. |
| 645 | I would like to see more funding for the smaller communities to help with bike paths. |
| 646 | I think we have great biking opportunities in ND. I would rather if money is spent that you concentrate on fixing the roadways that both cars and bikes can use |
| 647 | Little effort to provide safe bike travel in Jamestown. |
| 654 | Please remember the population that does live in the above listed cities. Rural populations count! |
| 655 | I don't travel with my bike on my car. Just in town. |
| 658 | 1. Drivers seem unaccustomed/disrespectful to bikers in ND. I come from Washington State where I feel much safer riding on the streets and roads with traffic. 2. Shoulders on rural roads are too narrow. 3. There should be a helmet law in ND - bikes and motorcycles! People are nuts not to wear them. |
| 661 | Local trails are great but commuting is hard because of drivers are not very safe around bikes |
| 688 | We love riding our bikes. My biggest concerns are bike thefts and busy car traffic. Otherwise its a wonderful family activity. |
| 695 | There are not enough shared use paths along the busy roads. The sidewalks are in terrible condition, and the roads are not necessarily safe to ride on. |
| 702 | At times I have biked in Fargo or Jamestown with family. |
| 708 | Making safe passage for kids to school MUST be a priority. The later a person starts riding bike in their life the more likely they won't even start. WF is doing well in this. Fargo is failing miserably. |
| 714 | I tend to load up my bike to go to bike trails like Lindenwood that has no intersections or vehicle traffic. Or I head 3 hours out of town to Minnesota bike trails where I feel most safe. |

| ResponseID | Response to" Please share any other comments you may have about your experience biking in North Dakota cities and communities." |
|-------------------|---|
| 722 | I have biked in worse states with worse drivers, but believe it is worth investing in bike infrastructure for health, safety, better urban design (less dominated by cars, more green space/pedestrian friendly areas), the environment and overall quality of life, all of which translates back to better city living. |
| 731 | Living in Fargo I struggle with identifying streets that have designated bike lanes. I typically stay away from busy streets and ride my bike in the park or in residential neighborhoods. |
| 736 | Physical barriers can be an impediment, whether it's the red river, interstate crossings, railroad crossings.... Bike/ped crossings are typically spaced at least 1-2 miles apart, which doesn't seem like much, but if people have to ride 3-4 miles out of their way, they'll find other ways to travel. |
| 743 | I don't feel as though Fargo is a very bicycle friendly city. Motorized vehicle drivers don't seem to think they need to share the road. Winter biking in residential areas is pretty much impossible without a fat tire bike. |
| 755 | There isn't a nice place to ride. The roads in Mayville are not nice to ride on and the sidewalks are not any better. |
| 766 | I almost always either bike or walk to work. |
| 770 | I only really bike when I'm in my small town |
| 807 | Distracted drivers are frightening. So many people on their phones. |
| 808 | You lumped trails and bike lanes together in this survey. Poorly done. I have ZERO interest in bike lanes, but would ride trails with our family (and alone) every day. I hope the results of this survey are not used to justify bike lanes because they were lumped with trails. |
| 817 | It would be nice to have more trails in Fargo that would allow you to travel further and without having to stop so many times. |
| 835 | The level of investment should go up for bicycling facilities. Funding and priority should not be based on percentage of ridership numbers of bicycle commuters only, but rather the State needs to think about the future of where it wants to be with multi-modal transportation. The vast majority of future riders currently feel unsafe in most places. With the challenging winters it will be utterly important to prioritize winter snow and ice removal for safety of those who rely on the network. I believe if the will is there that solutions could be found. |
| 837 | The network of paths in the south part of the city is great, with the exceptions of a few needed connections from the east to west sides of I-29. It would be great if the network were better on the north side of the city, as well as the areas on the edges of the city. It is a bit scary riding so close to traffic on roads like S. University (81) on the far south part of the city. |

| ResponseID | Response to" Please share any other comments you may have about your experience biking in North Dakota cities and communities." |
|-------------------|---|
| 844 | I try to only ride my bike on residential streets since there are few cars. I will not ride on a sidewalk since that is for people walking and I strongly dislike when other bike while I am walking. |

**29.FACILITY B-1 (CONCEPT ILLUSTRATION - NOT NDDOT DESIGN EXAMPLE):
HOW COMFORTABLE WOULD YOU FEEL RIDING YOUR BICYCLE HERE? PLEASE
SELECT ONE OF THE OPTIONS BELOW:**

B-1

Bicycle lane

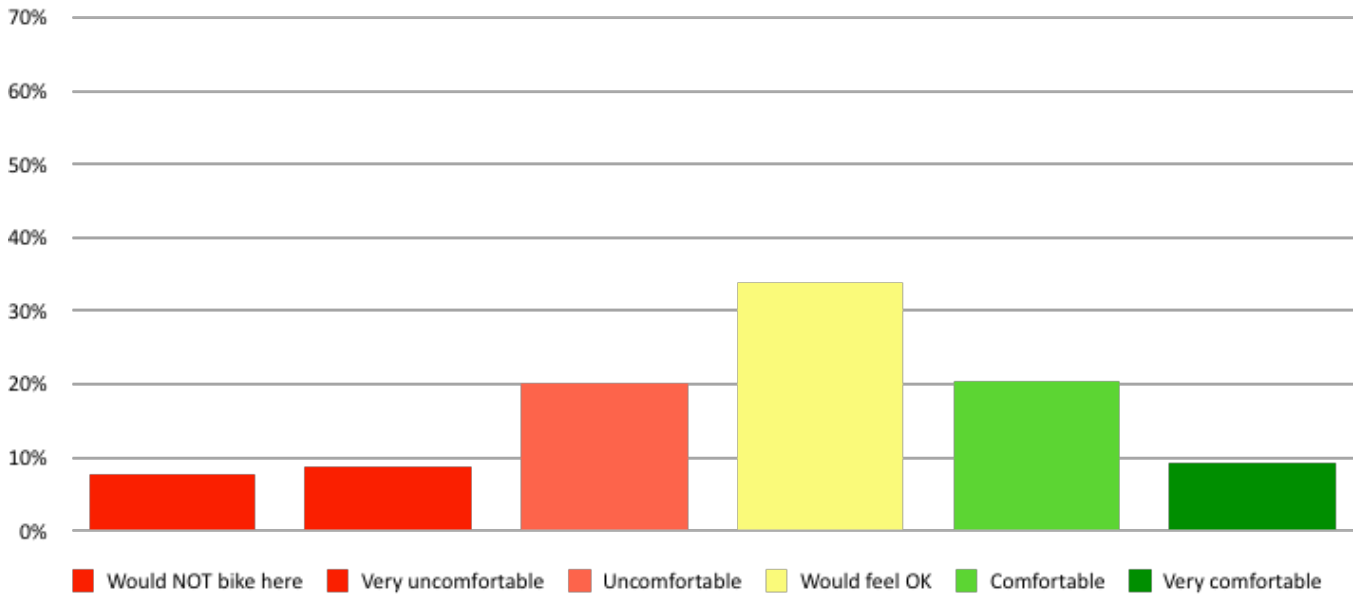
- » 6' wide lane
- » One way
- » Curb adjacent
- » No on-street vehicle parking



How does traffic feel here?

| | LOW | MED | HIGH |
|--------------------|--------------|-------------|----------|
| HOW BUSY:** | | | |
| | Up to 3000 | 3000-10,000 | 10,000 + |
| HOW FAST:** | | | |
| | Up to 30 mph | 30-40 mph | 40 mph + |

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



| Value | Percent | Count |
|------------------------------|---------|-------|
| I would not ride here at all | 7.6% | 38 |
| Very uncomfortable | 8.8% | 44 |
| Uncomfortable | 20.1% | 101 |
| I would feel OK riding here | 33.9% | 170 |
| Comfortable | 20.3% | 102 |
| Very comfortable | 9.4% | 47 |
| Totals | | 502 |

**30.FACILITY B-2 (CONCEPT ILLUSTRATION - NOT NDDOT DESIGN EXAMPLE):
HOW COMFORTABLE WOULD YOU FEEL RIDING YOUR BICYCLE HERE? PLEASE
SELECT ONE OF THE OPTIONS BELOW:**

B-2

Buffered bicycle lane

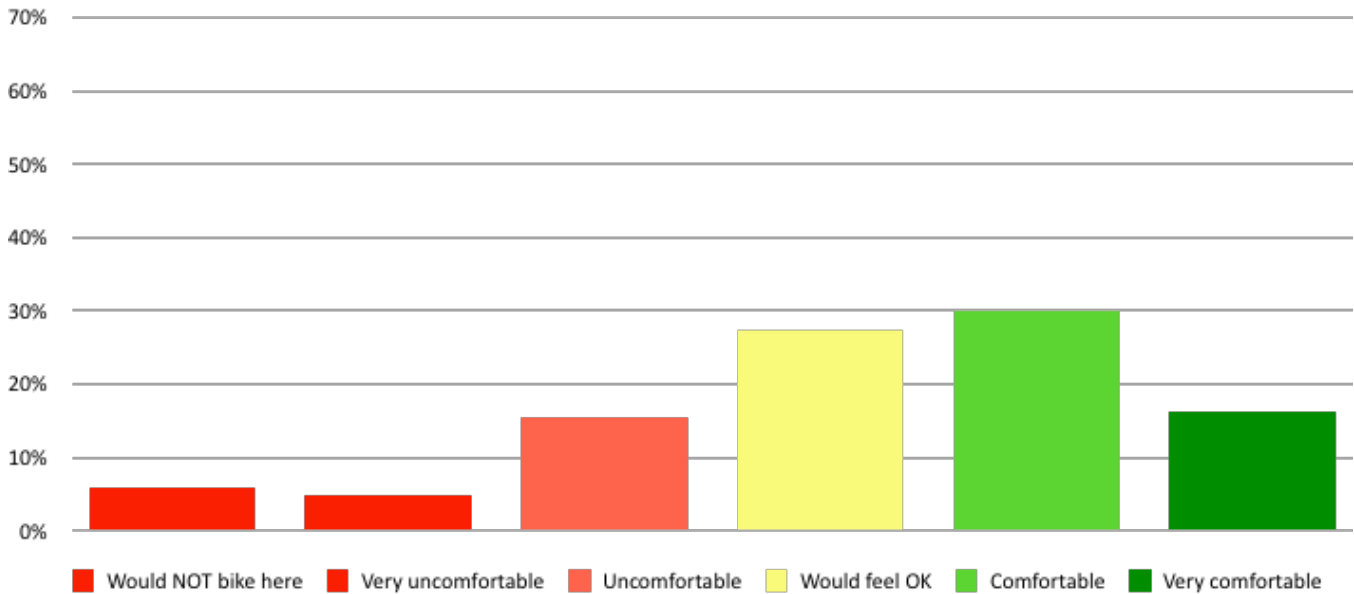
- » 6' wide lane
- » Includes 2' painted buffer
- » One way
- » Curb adjacent
- » No on-street vehicle parking



How does traffic feel here?

| | LOW | MED | HIGH |
|-------------|--------------|-------------|----------|
| HOW BUSY:** | Up to 3000 | 3000-10,000 | 10,000 + |
| HOW FAST:** | Up to 30 mph | 30-40 mph | 40 mph + |

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



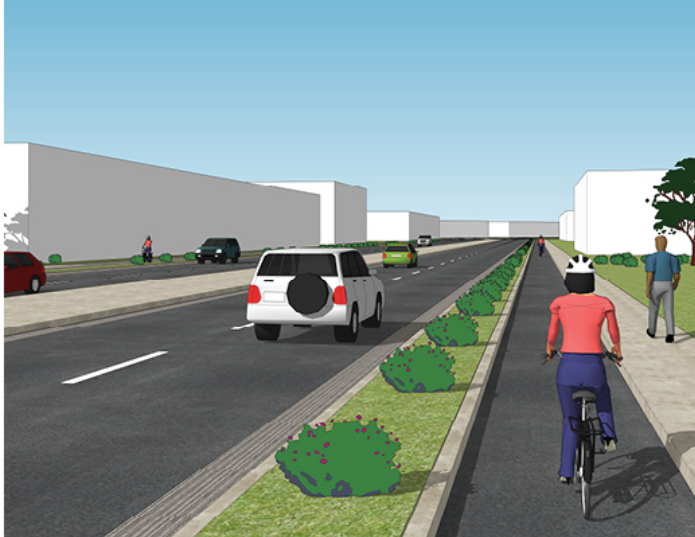
| Value | Percent | Count |
|------------------------------|---------|-------|
| I would not ride here at all | 6.0% | 30 |
| Very uncomfortable | 4.8% | 24 |
| Uncomfortable | 15.5% | 78 |
| I would feel OK riding here | 27.5% | 138 |
| Comfortable | 29.9% | 150 |
| Very comfortable | 16.3% | 82 |
| Totals | | 502 |

**31.FACILITY B-3 (CONCEPT ILLUSTRATION - NOT NDDOT DESIGN EXAMPLE):
HOW COMFORTABLE WOULD YOU FEEL RIDING YOUR BICYCLE HERE? PLEASE
SELECT ONE OF THE OPTIONS BELOW:**

B-3

Separated bicycle lane

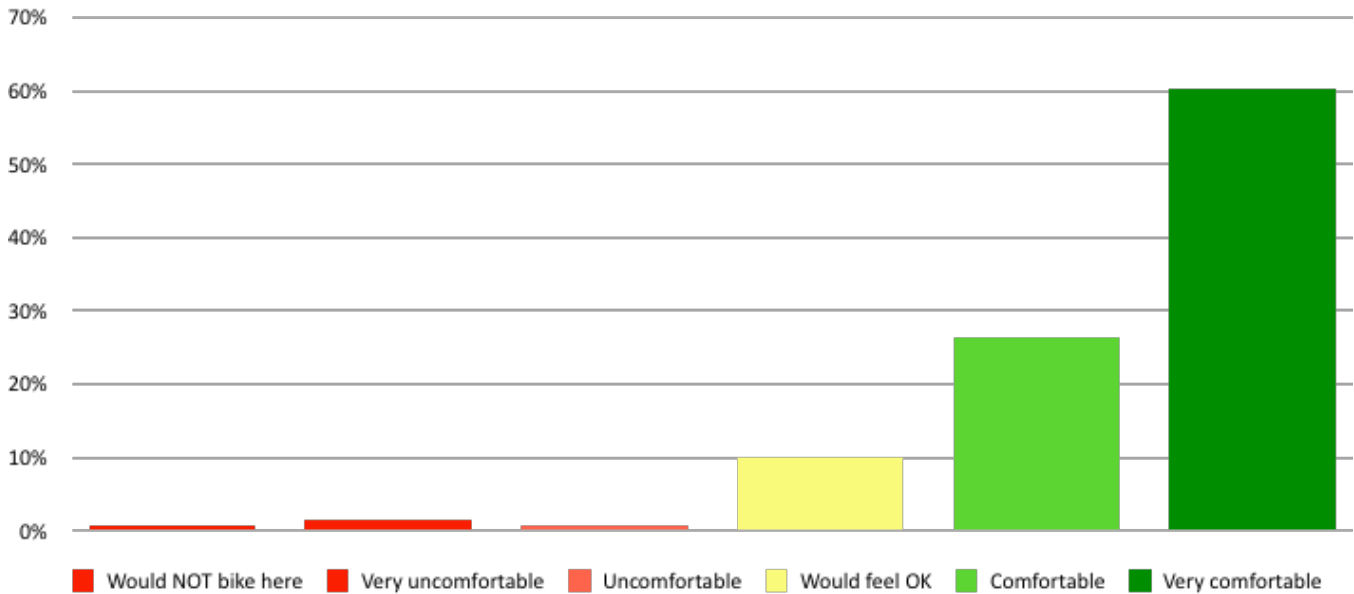
- » 6' wide separated bike lane
- » One way
- » Buffered by curb and planted buffer



How does traffic feel here?

| | LOW | MED | HIGH |
|--------------------|--------------|-------------|----------|
| HOW BUSY:** | | | |
| | Up to 3000 | 3000-10,000 | 10,000 + |
| HOW FAST:** | | | |
| | Up to 30 mph | 30-40 mph | 40 mph + |

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



| Value | Percent | Count |
|------------------------------|---------|-------|
| I would not ride here at all | 0.8% | 4 |
| Very uncomfortable | 1.6% | 8 |
| Uncomfortable | 0.8% | 4 |
| I would feel OK riding here | 10.0% | 50 |
| Comfortable | 26.4% | 132 |
| Very comfortable | 60.4% | 302 |
| Totals | | 500 |

**32.FACILITY B-4 (CONCEPT ILLUSTRATION - NOT NDDOT DESIGN EXAMPLE):
HOW COMFORTABLE WOULD YOU FEEL RIDING YOUR BICYCLE HERE? PLEASE
SELECT ONE OF THE OPTIONS BELOW:**

B-4

Two-way separated bicycle lane

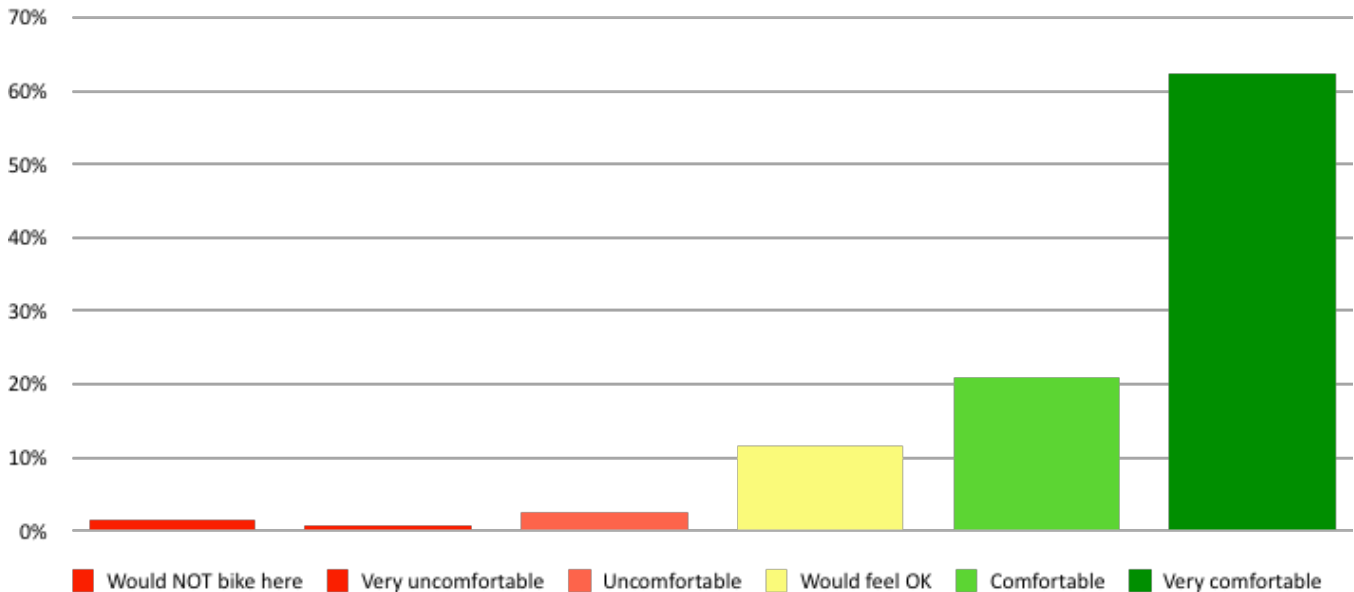
- » 10' wide bikeway
- » Two way
- » Bollard buffer
- » On-street facility



How does traffic feel here?

| | LOW | MED | HIGH |
|-------------|--------------|-------------|----------|
| HOW BUSY:** | Up to 3000 | 3000-10,000 | 10,000 + |
| HOW FAST:** | Up to 30 mph | 30-40 mph | 40 mph + |

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



| Value | Percent | Count |
|------------------------------|---------|-------|
| I would not ride here at all | 1.6% | 8 |
| Very uncomfortable | 0.8% | 4 |
| Uncomfortable | 2.6% | 13 |
| I would feel OK riding here | 11.6% | 58 |
| Comfortable | 20.9% | 104 |
| Very comfortable | 62.4% | 311 |
| Totals | | 498 |

**33.FACILITY B-5 (CONCEPT ILLUSTRATION - NOT NDDOT DESIGN EXAMPLE):
HOW COMFORTABLE WOULD YOU FEEL RIDING YOUR BICYCLE HERE? PLEASE
SELECT ONE OF THE OPTIONS BELOW:**

B-5

**Neighborhood
slow street**

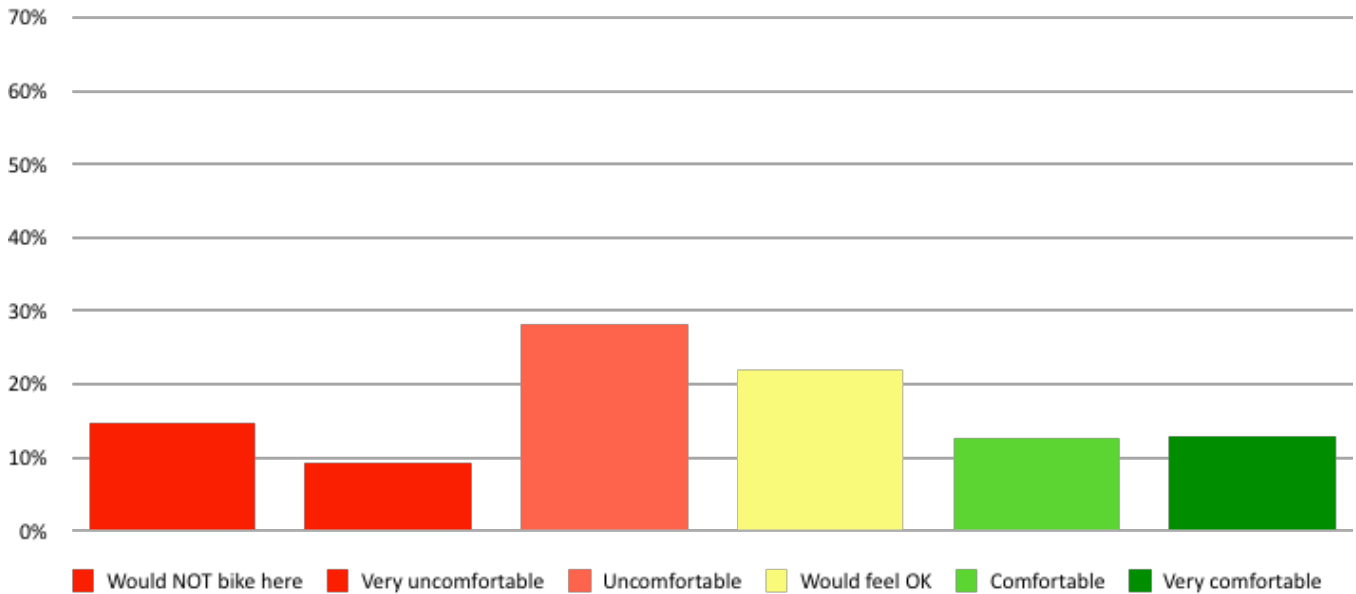
- » Residential street
- » Low traffic volume
- » Low speed
- » Shared lane for bikes and vehicle traffic



How does traffic feel here?

| | LOW | MED | HIGH |
|--------------------|--------------|-------------|----------|
| HOW BUSY:** | | | |
| | Up to 3000 | 3000-10,000 | 10,000 + |
| HOW FAST:** | | | |
| | Up to 30 mph | 30-40 mph | 40 mph + |

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



| Value | Percent | Count |
|------------------------------|---------|-------|
| I would not ride here at all | 14.8% | 74 |
| Very uncomfortable | 9.4% | 47 |
| Uncomfortable | 28.3% | 141 |
| I would feel OK riding here | 22.0% | 110 |
| Comfortable | 12.6% | 63 |
| Very comfortable | 12.8% | 64 |
| Totals | | 499 |

**34.FACILITY B-6 (CONCEPT ILLUSTRATION - NOT NDDOT DESIGN EXAMPLE):
HOW COMFORTABLE WOULD YOU FEEL RIDING YOUR BICYCLE HERE? PLEASE
SELECT ONE OF THE OPTIONS BELOW:**

B-6

Two-way shared-use path

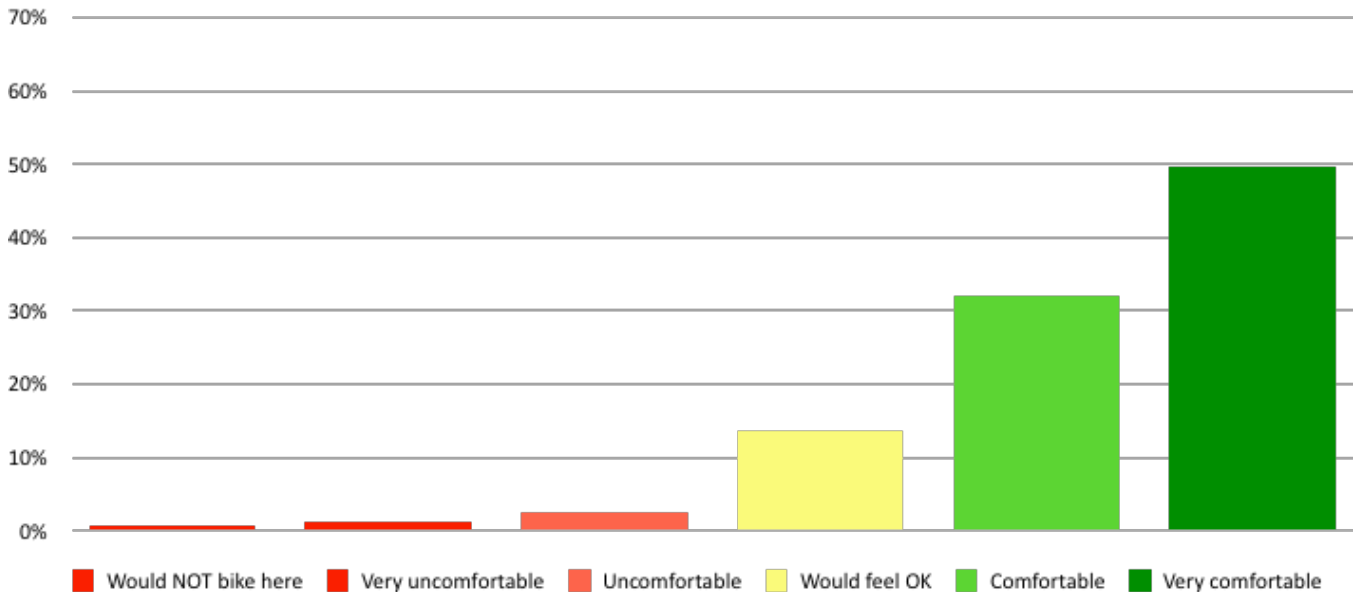
- » 10' shared use path
- » Separated from road by 5' planted buffer
- » Shared with pedestrians



How does traffic feel here?

| | LOW | MED | HIGH |
|--------------------|--------------|-------------|----------|
| HOW BUSY:** | Up to 3000 | 3000-10,000 | 10,000 + |
| HOW FAST:** | Up to 30 mph | 30-40 mph | 40 mph + |

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



| Value | Percent | Count |
|------------------------------|---------|-------|
| I would not ride here at all | 0.8% | 4 |
| Very uncomfortable | 1.2% | 6 |
| Uncomfortable | 2.6% | 13 |
| I would feel OK riding here | 13.7% | 68 |
| Comfortable | 32.0% | 159 |
| Very comfortable | 49.7% | 247 |
| Totals | | 497 |

**35.FACILITY B-7 (CONCEPT ILLUSTRATION - NOT NDDOT DESIGN EXAMPLE):
HOW COMFORTABLE WOULD YOU FEEL RIDING YOUR BICYCLE HERE? PLEASE
SELECT ONE OF THE OPTIONS BELOW:**

B-7

Rural two-lane roadway shoulder *without* rumble strips

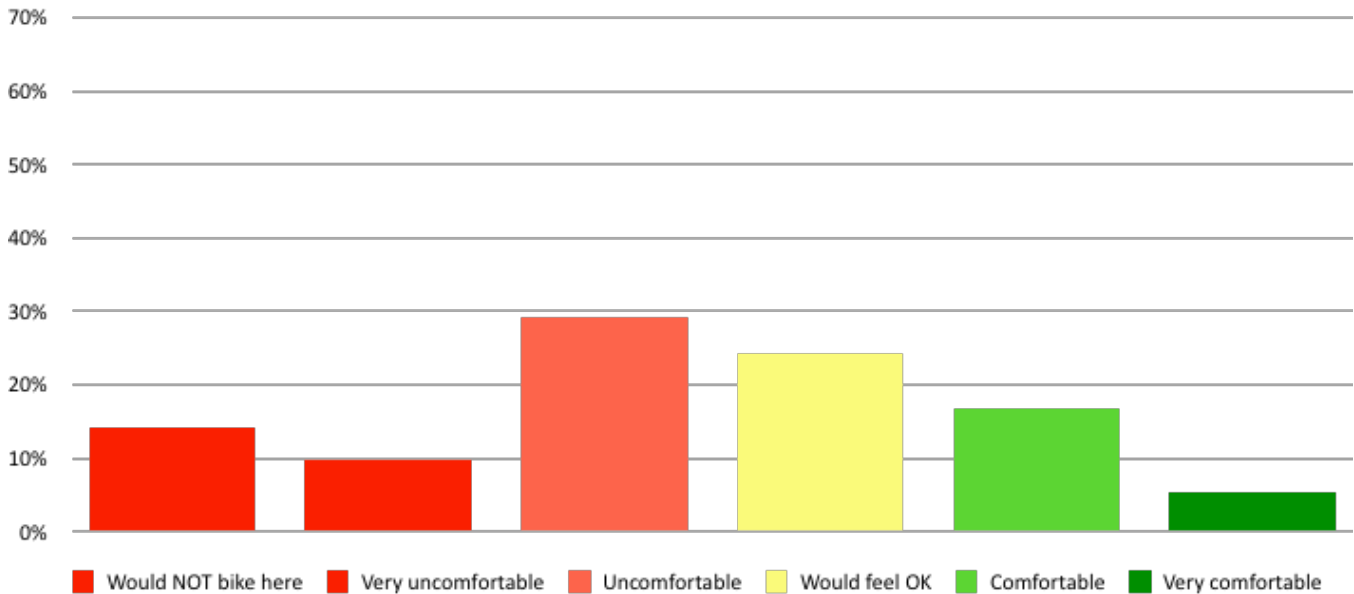
- » 6' foot shoulder
- » No rumble strips



How does traffic feel here?

| | LOW | MED | HIGH |
|-------------|--------------|-------------|----------|
| HOW BUSY:** | Up to 3000 | 3000-10,000 | 10,000 + |
| HOW FAST:** | Up to 30 mph | 30-40 mph | 40 mph + |

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



| Value | Percent | Count |
|------------------------------|---------|-------|
| I would not ride here at all | 14.3% | 71 |
| Very uncomfortable | 9.9% | 49 |
| Uncomfortable | 29.2% | 145 |
| I would feel OK riding here | 24.3% | 121 |
| Comfortable | 16.9% | 84 |
| Very comfortable | 5.4% | 27 |
| Totals | | 497 |

**36.FACILITY B-8 (CONCEPT ILLUSTRATION - NOT NDDOT DESIGN EXAMPLE):
HOW COMFORTABLE WOULD YOU FEEL RIDING YOUR BICYCLE HERE? PLEASE
SELECT ONE OF THE OPTIONS BELOW:**

B-8

Rural two-lane roadway shoulder *with* rumble strips

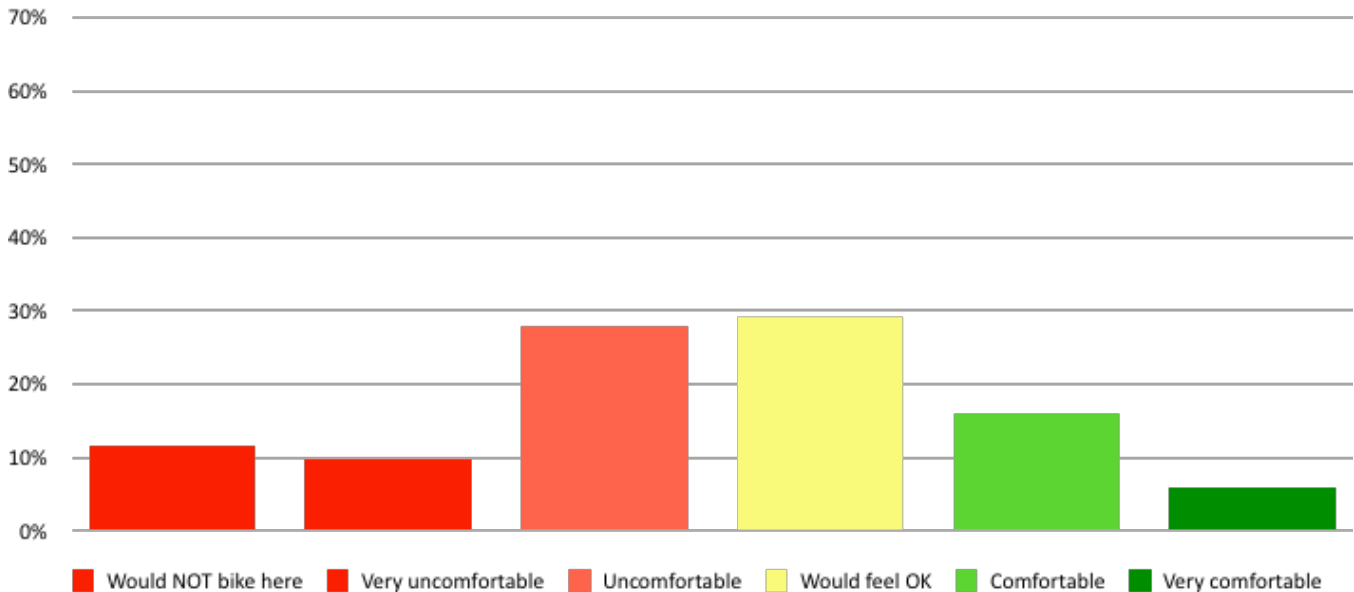
- » 6' foot shoulder
- » Includes rumble strips



How does traffic feel here?

| | LOW | MED | HIGH |
|-------------|--------------|-------------|----------|
| HOW BUSY:** | Up to 3000 | 3000-10,000 | 10,000 + |
| HOW FAST:** | Up to 30 mph | 30-40 mph | 40 mph + |

* Average Annual Daily Traffic (AADT) for all lanes
** Observed (85th percentile) speeds



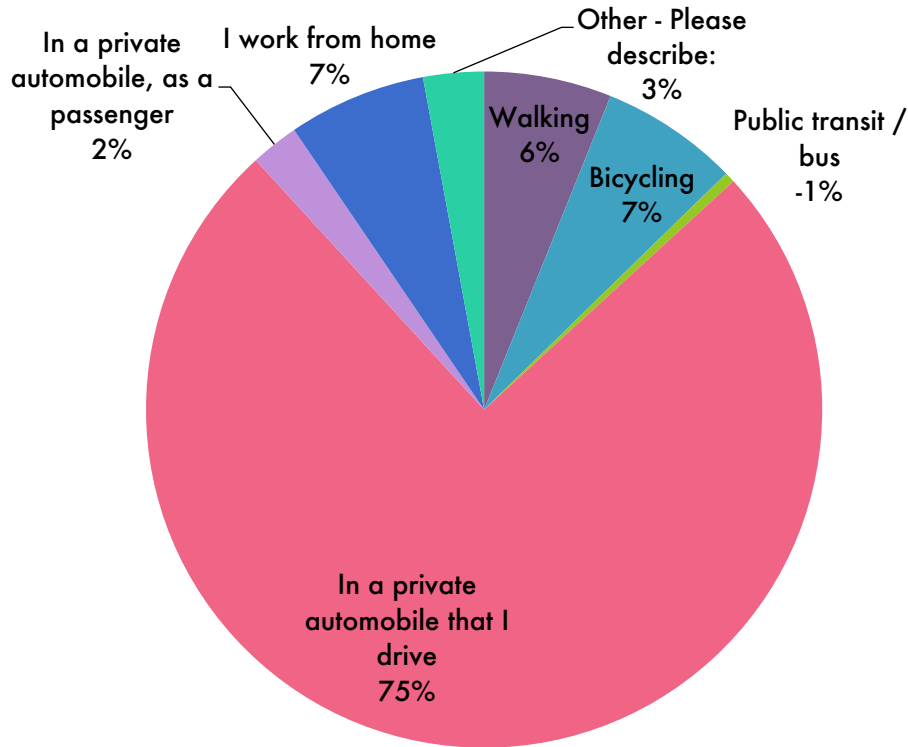
| Value | Percent | Count |
|------------------------------|---------|-------|
| I would not ride here at all | 11.5% | 57 |
| Very uncomfortable | 9.7% | 48 |
| Uncomfortable | 27.8% | 138 |
| I would feel OK riding here | 29.2% | 145 |
| Comfortable | 15.9% | 79 |
| Very comfortable | 5.8% | 29 |
| Totals | | 496 |

PARTICIPANT DEMOGRAPHICS

The last section of the survey included several optional questions to help NDDOT and the Project Team understand the effectiveness of the survey in reaching a cross-section of North Dakota residents.

If participants preferred to not answer a question, they were able to skip it and leave the answer blank.

37. HOW DO YOU TRAVEL TO YOUR WORK OR FOR YOUR DAILY NEEDS? PLEASE SELECT THE OPTION THAT YOU USE MOST OFTEN.



| Value | Percent | Count |
|---|---------|-------|
| Walking | 6.1% | 35 |
| Bicycling | 6.6% | 38 |
| Public transit / bus | 0.5% | 3 |
| In a private automobile that I drive | 75.0% | 433 |
| In a private automobile, as a passenger | 2.3% | 13 |
| I work from home | 6.6% | 38 |
| Other - Please describe: | 2.9% | 17 |
| | Totals | 577 |

| Other - Please describe: | Count |
|------------------------------------|-------|
| Retired | 11 |
| Work / Business / Company vehicle. | 4 |
| Car | 1 |
| Patrol vehicle | 1 |
| Totals | 17 |

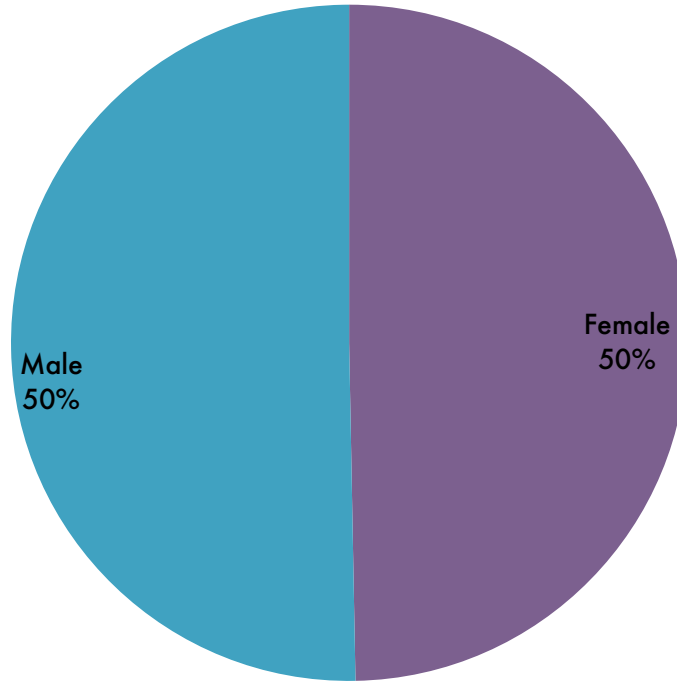
38. WHAT IS YOUR ZIP CODE? (PROVIDED VOLUNTARILY)

| ZIP Code | Count |
|-----------------|--------------|
| 58078 | 45 |
| 58201 | 44 |
| 58103 | 32 |
| 58501 | 30 |
| 58102 | 28 |
| 58104 | 27 |
| 58503 | 24 |
| 58554 | 23 |
| 58257 | 17 |
| 58401 | 15 |
| 58701 | 15 |
| 58072 | 14 |
| 58504 | 11 |
| 58854 | 10 |
| 58703 | 10 |
| 58601 | 9 |
| 58801 | 8 |
| 58623 | 7 |
| 58203 | 6 |
| 58545 | 6 |
| 58075 | 5 |
| 58621 | 5 |
| 58301 | 5 |
| 56721 | 4 |
| 58047 | 4 |
| 58005 | 4 |
| 58051 | 4 |
| 58421 | 4 |
| 56560 | 4 |
| 58012 | 4 |
| 58060 | 3 |
| 58746 | 3 |
| 58730 | 3 |
| 58640 | 3 |
| 58784 | 3 |
| 58790 | 3 |
| 58045 | 3 |
| 58639 | 3 |
| 58318 | 3 |
| 56549 | 2 |
| 58059 | 2 |

| ZIP Code | Count |
|----------|-------|
| 58722 | 2 |
| 58367 | 2 |
| 56510 | 2 |
| 58622 | 2 |
| 58474 | 2 |
| 58041 | 2 |
| 58243 | 2 |
| 58631 | 2 |
| 58275 | 2 |
| 58054 | 2 |
| 58852 | 2 |
| 58436 | 2 |
| 58458 | 2 |
| 58356 | 2 |
| 58456 | 2 |
| 58302 | 1 |
| 58752 | 1 |
| 58710 | 1 |
| 58442 | 1 |
| 58425 | 1 |
| 48503 | 1 |
| 58649 | 1 |
| 58235 | 1 |
| 58733 | 1 |
| 58237 | 1 |
| 58369 | 1 |
| 58479 | 1 |
| 58652 | 1 |
| 58483 | 1 |
| 58027 | 1 |
| 58494 | 1 |
| 58346 | 1 |
| 58495 | 1 |
| 58348 | 1 |
| 58033 | 1 |
| 58741 | 1 |
| 58502 | 1 |
| 58763 | 1 |
| 58035 | 1 |
| 58202 | 1 |
| 58270 | 1 |
| 84302 | 1 |
| 58523 | 1 |
| 58220 | 1 |
| 58529 | 1 |

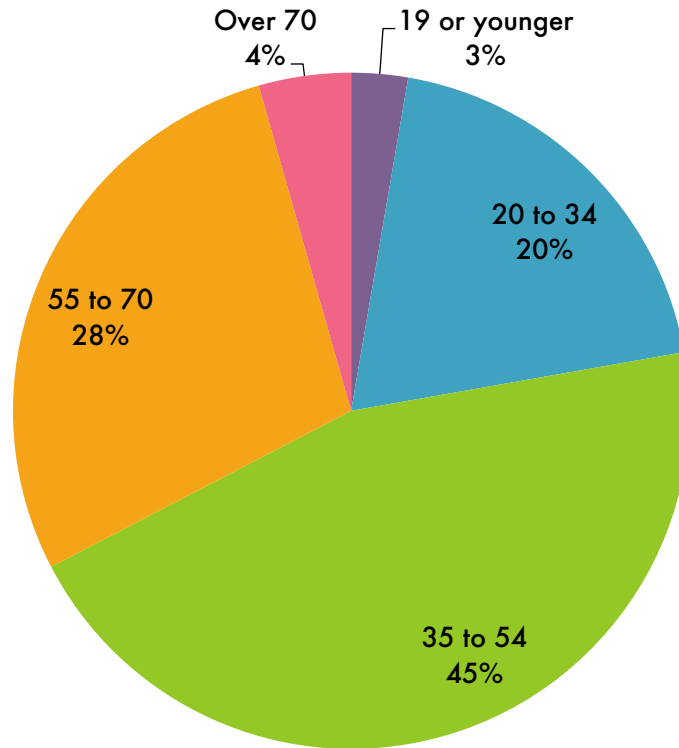
| ZIP Code | Count |
|----------|-------|
| 58636 | 1 |
| 58530 | 1 |
| 58338 | 1 |
| 58535 | 1 |
| 58344 | 1 |
| 58540 | 1 |
| 58704 | 1 |
| 58040 | 1 |
| 58716 | 1 |
| 58276 | 1 |
| 58063 | 1 |
| 58561 | 1 |
| 58737 | 1 |
| 58562 | 1 |
| 58064 | 1 |
| 58577 | 1 |
| 58758 | 1 |
| 58579 | 1 |
| 58368 | 1 |
| 58580 | 1 |
| 58793 | 1 |
| 58277 | 1 |
| 58067 | 1 |
| 58620 | 1 |
| 59102 | 1 |
| 58278 | 1 |
| 58413 | 1 |
| 58295 | 1 |
| 56581 | 1 |
| 58626 | 1 |

39. WHAT IS YOUR GENDER?



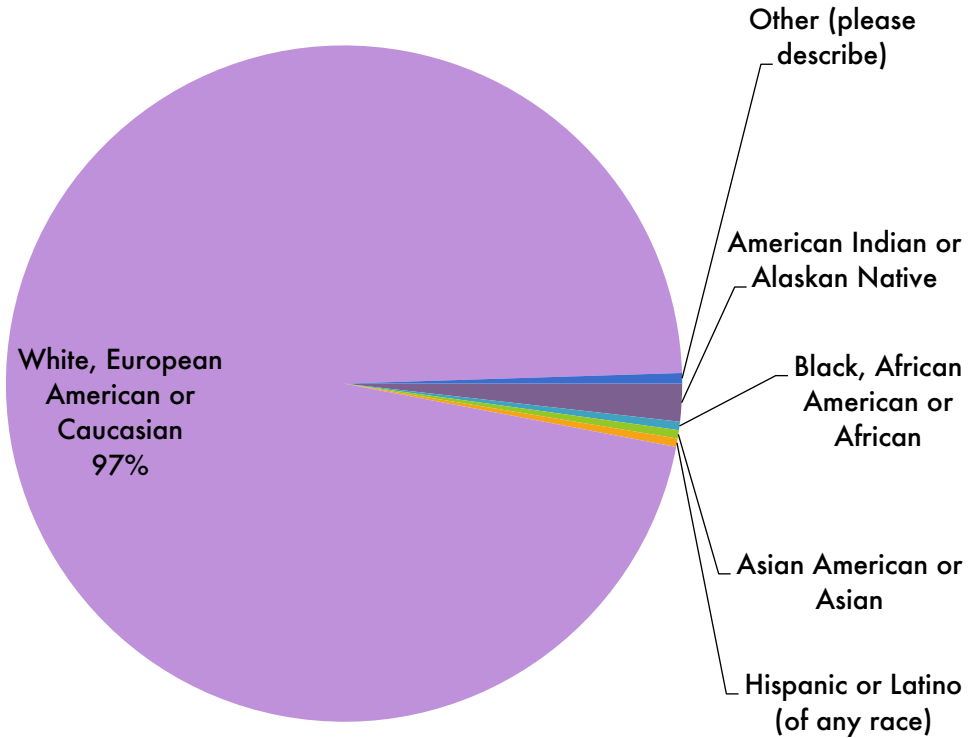
| Value | Percent | Count |
|--------|---------|-------|
| Female | 49.7% | 279 |
| Male | 50.3% | 282 |
| Totals | | 561 |

40. WHAT IS YOUR AGE? PLEASE SELECT ONE OF THE RANGES BELOW.



| Value | Percent | Count |
|---------------|---------|-------|
| 19 or younger | 2.7% | 15 |
| 20 to 34 | 19.5% | 110 |
| 35 to 54 | 45.1% | 254 |
| 55 to 70 | 28.2% | 159 |
| Over 70 | 4.4% | 25 |
| | Totals | 563 |

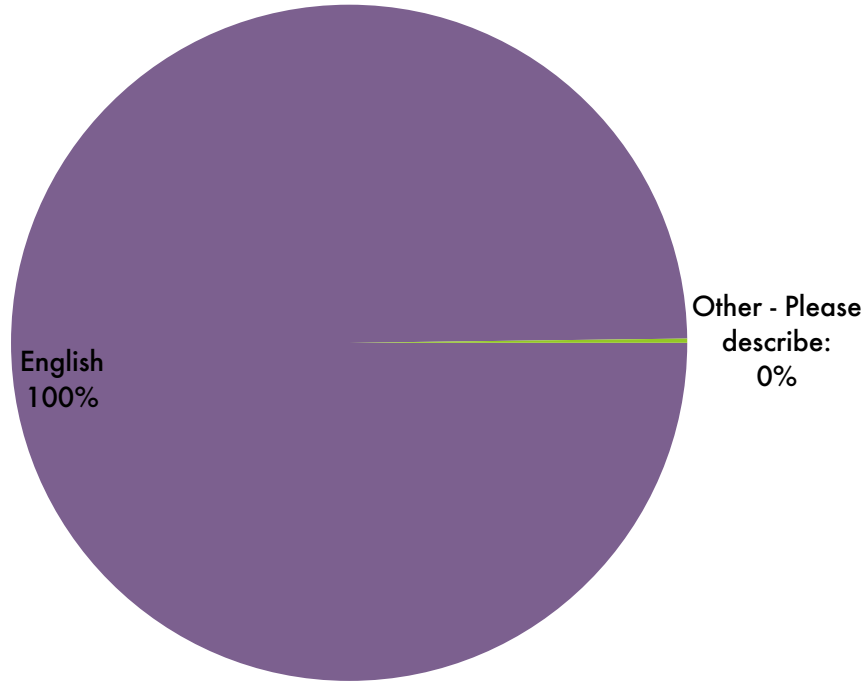
41. HOW WOULD YOU DESCRIBE YOUR ETHNIC / CULTURAL HERITAGE? PLEASE SELECT ONE CATEGORY.



| Value | Percent | Count |
|---------------------------------------|---------|-------|
| American Indian or Alaskan Native | 1.8% | 10 |
| Black, African American or African | 0.4% | 2 |
| Asian American or Asian | 0.4% | 2 |
| Hispanic or Latino (of any race) | 0.4% | 2 |
| White, European American or Caucasian | 96.5% | 530 |
| Other (please describe) | 0.5% | 3 |
| | Totals | 549 |

| Other (please describe) | Count |
|---|-------|
| American | 1 |
| Mixed race - we should be able to select more than one... | 1 |
| Scandinavian | 1 |
| Totals | 3 |

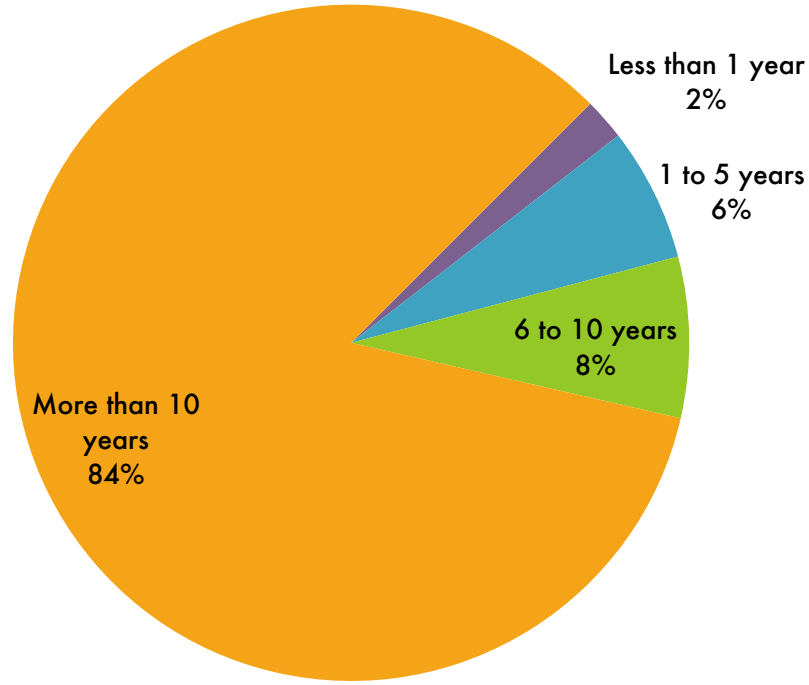
42. IN WHAT LANGUAGE DO YOU READ MOST OFTEN IN YOUR HOME?



| Value | Percent | Count |
|--------------------------|---------|-------|
| English | 99.8% | 557 |
| Other - Please describe: | 0.2% | 1 |
| Totals | | 558 |

| Other - Please describe: | Count |
|--------------------------|-------|
| American Sign Language | 1 |
| Totals | 1 |

43. HOW LONG HAVE YOU LIVED IN NORTH DAKOTA?



| Value | Percent | Count |
|--------------------|---------|-------|
| Less than 1 year | 2.0% | 11 |
| 1 to 5 years | 6.4% | 36 |
| 6 to 10 years | 7.7% | 43 |
| More than 10 years | 84.0% | 472 |
| | Totals | 562 |

44. PLEASE USE THE SPACE BELOW TO INCLUDE ADDITIONAL COMMENTS OR QUESTIONS YOU MAY HAVE ABOUT THIS SURVEY, THE NORTH DAKOTA ACTIVE TRANSPORTATION ALLIANCE, TRANSPORTATION CONNECTION, OR ABOUT WALKING AND BIKING IN YOUR COMMUNITY.

| ResponseID | Response to "Please use the space below to include additional comments or questions you may have about this survey, the North Dakota Active Transportation Alliance, Transportation Connection, or about walking and biking in your community." |
|------------|---|
| 19 | Great survey. Hopefully one day city commissioner [edited] is able to comprehend that more bicyclists would use bike lanes if they were designed properly and be unsafe. As they are now. |
| 22 | I ride bike in the summer and walk during the winter. I am fortunate to live in a bike/ walk friendly part of town. I wish that everyone had the environment that I do. |
| 24 | I would bike to work often if there was a dedicated bike path not associated with the road with physical barriers to keep vehicles from parking there. Drivers do not respect bike lanes. They use them to park. Pylons placed in a berm would be ideal. |
| 33 | By biggest concern when sharing the road as a cyclist or using a trail with no physical separation between myself and other traffic, is distracted drivers. Cell phone use while driving is still a major problem and I frequently observe vehicles drifting in to painted bike lanes. A hard separation including at least a kerb or barrier would be a big help. |
| 41 | Don't forget to include ebikes. Some of us need them due to health restrictions. |
| 44 | Dedicated biking space IS important, but only if done correctly. I don't think that most cyclists should be on the same path as other pedestrians, because walkers are slow and many times, aren't paying attention to their own surroundings, due to headphone use or talking to another person. In Bismarck-Mandan, the attitude towards cyclists is terrible. Motorists (even motorcycles!) will blow exhaust, swerve or verbally harass cyclists for using road space, even when there is a bike lane or wide shoulder that doesn't impede their use of the road. |

| ResponseID | Response to "Please use the space below to include additional comments or questions you may have about this survey, the North Dakota Active Transportation Alliance, Transportation Connection, or about walking and biking in your community." |
|------------|---|
| 51 | Rumble strips put on the shoulder make the shoulder skinnier and as they aren't always straight they are also dangerous. If there is a shoulder usually that is where all the road grime and gravel goes also not fun to ride on. Cleaning the streets in town would help, but I know in the country that would be a bit much. People don't realize that we travel at speeds of 15 to 25 mph and have skinny tires making the stuff on the road hazardous. I have been hit by a car not paying attention. I was on the shoulder riding along 25 mph. She was going 70mph. I didn't get hurt because I stayed on my bike, the mirror broke off her car. More signs might help and maybe just like with motorcycles PSA's about watching out for us and that we do have a right to be on the roads. |
| 55 | Of the few bike lanes that we currently have, which is better than nothing, they are usually full of debris that is normally cleaned off of roadways. This doesn't make use of these lanes very safe. I have to frequently dodge sticks and broken glass. |
| 57 | It will take an iterative process of building a biking culture and biking infrastructure to create more widespread biking in Grand Forks. Otherwise, the potential for greater bike use in this community is HUGE. It is flat here, we have limited distances to travel, our public transit accommodates bikes, and with the university we have many young people. A thoughtful approach to this issue could create dramatic increases in bike ridership over the next decade. |
| 59 | compared to questions about active transportation that are part of the Transportation Connection this is better. Yet it is to short and simple when compared to the other surveys. Sad that there is felt a need to specifically survey this group. I wish a few more questions about specifically Safe Routes to School, possible connection to Blue Zones that are being discussed in the 3 metro areas, I'll take this as a victory none the less yet am not anticipating any improvement in results. |
| 61 | Please educate the public that the roads are to be shared with bicycles and pedestrians. Increase fines to vehicles for not sharing the roads. Have police on bikes to help get motorists to be aware of bicyclists. Have more safe bike racks available in the community. |
| 67 | I run on sides of roadways against traffic along with biking and we have to many distracted |

| ResponseID | Response to "Please use the space below to include additional comments or questions you may have about this survey, the North Dakota Active Transportation Alliance, Transportation Connection, or about walking and biking in your community." |
|------------|--|
| 68 | Bike lanes are an affront to the [edited] who had to help pay for the roads via the Motor Vehicle Fuel Tax, and then find that the real-estate they were forced under penalty of law to pay for, has been [edited] and given to [edited] who expect to use it "for free". [Edited] Bicyclists can share the road. They don't get to have a section of it all to themselves until they start paying their share. Bike paths must never be paid for with motor vehicle fuel taxes. User fees would be appropriate. End the War on Cars. No more "Zero Vision", no more "Complete Streets" politically-correct, expensive, counter-productive [edited]. |
| 75 | I'd love to bike to work more but very limited safe bike lanes that would travel from south Fargo to north Fargo. It's very pie meeled together and just very dangerous. |
| 77 | Would be great to see our area become more bike friendly. |
| 108 | I believe phone use while driving is what makes me the most uncomfortable walking or biking. |
| 112 | ND needs to start to prioritize safer and more efficient transit methods. Follow suite with larger metros and start making the human experience come before the automobiles. |
| 119 | Bikes need more bike paths. Cannot have enough! Great for the community! All around good good. Keep bikers and pedestrians safe with walking and bike paths! Whoop Whoop |
| 123 | I love biking in my city (Minot) especially at night, however the lack of separation from automobile traffic is highly concerning due to the amount of impaired drivers on the roads. |
| 136 | I don't ride my bike or walk as much I would like. I have to drive my car to get to place to walk and just don't often ride my bike because I have to ride in traffic. |
| 139 | Thank you for the opportunity to comment on this great plan and survey! |
| 141 | we need to get more kids to walk and bike to school |
| 142 | If rumble strips become part of the roadway design, please be certain there is adequate room for a bicycle as well. There are so many beautiful and scenic roadways that could be more accommodating for bicycles if the shoulder was just a bid wider. Some of these rides were compromised by the addition of rumble strips along the shoulder because the width of the riding surface was reduced after the rumble strips were added. |

| ResponseID | Response to "Please use the space below to include additional comments or questions you may have about this survey, the North Dakota Active Transportation Alliance, Transportation Connection, or about walking and biking in your community." |
|------------|---|
| 144 | Many new bike lights downtown Fargo do not change when when a cyclist is waiting for a light. (Either I have to cross lanes and push the button or run the red light.) Bike lanes and sharrows are very helpful. When new road construction is done it should accommodate bicycles and pedestrians. There are too many instances where a road is redone and it is worse for bicycles and pedestrians. We can do better! Just make it a priority, it will make our lives better if we have walkable, rideable streets. |
| 162 | My comfort levels reflect an extensive biking history and consistent use of a helmet and powerful flashing red taillight |
| 165 | Our communities need assistance in funding and planning for safe bicycling routes. Bicycle usage has greatly increased over the past few years. Clubs and riding groups have been forming and fitness centers are purchasing bikes for people to use. Cycling is a great family activity and the few trails that we do have are being used more all of the time. Now winter bikes are becoming a trend for younger individuals. North Dakota is missing an opportunity to provide another avenue of tourism in our state and providing a connection to the younger people of our state. Compared to Minnesota we are in the dark ages. |
| 169 | This is a very good survey. Thanks. |
| 178 | Thank you for developing this survey. The sidewalk situation in North Bismarck is in high need of development from a safety perspective. Bismarck is a wonderful community and a continuous bike/walking path would be used by many people. |
| 179 | I hear from a lot of people they are scared to ride because of reckless driving in town. I'm used to riding in a truly dense urban area and it even scares me here. I also get yelled at a lot by (male) drivers, even though I follow traffic laws (I know - a lot of cyclists don't-also a problem). In residential areas, cars parking on the street is a real problem turning two-way streets into one way, even in summer. The last couple of winters I had to stop riding to work because between snow and parked cars there was just no safe place to ride. Really crappy snow removal from the streets also makes the roads slippery, lumpy and dangerous. Same with walking - I can deal with the cold but lack of shoveling, enforcement of it, ice build up makes walking dangerous. I already ended up in physical therapy once because of a fall on ice while walking. |
| 183 | Great survey, hopefully people's voices will be heard! |

| ResponseID | Response to "Please use the space below to include additional comments or questions you may have about this survey, the North Dakota Active Transportation Alliance, Transportation Connection, or about walking and biking in your community." |
|------------|---|
| 190 | I would love more signs and street markings indicating bikes are allowed. Many people are not aware bikes can be on the road and you get honked at. |
| 194 | If there were bike paths that connected cities independent from roads that would be fantastic. Bismarck to Lincoln, Mandan to Center, Bismarck to Wishek and on to Aberdeen. You could easily cut straight across fields (with an easement). If ND had paths like that we would be a destination for bikers. Rural Ohio and MN have paths that cut between cities, it is very cool. |
| 195 | There needs to be more bike paths, bike lanes, and mountain bike trails. It would help quality of life, recreation, etc. |
| 208 | Biking and walking are fun and healthy activities that are better for the environment than driving automobiles. I would like to see biking and walking incentivized even more. I appreciate the opportunity to provide input. |
| 211 | I believe there should be more design by landscape architects involved in these facilities. |
| 228 | We have great biking and walking opportunities in Mandan and Bismarck, please don't waste time putting in bike lanes on our streets like Bismarck did a few years ago. I don't know how much more needs to be done as we have a great system already |
| 234 | Please more bike trails!! |
| 235 | We live in a pretty rural area. So my answers will probably be different that those living in a town. I mean -it would take me hours to bike to work - haha! But there is a bike trail across the highway from where I live and I would definitely walk and bike more in the evenings if there were lights. But there are absolutely no lights and barely any decent reflectors even. |
| 237 | Appreciate this survey very much. More education for drivers and their relationship to bikers is much needed. |
| 303 | Trails in communities are great, but there has to be a clear understanding of maintaining those trails. |
| 315 | Thank you for seeking input on this topic. I support continued effort and investment into further developing non-motorized paths. |

| ResponseID | Response to "Please use the space below to include additional comments or questions you may have about this survey, the North Dakota Active Transportation Alliance, Transportation Connection, or about walking and biking in your community." |
|------------|---|
| 316 | Minnesota has done it right with integrating bike paths through their cities and rural areas. They have created a tourist destination for cyclists. North Dakota is behind the curve. With COVID more individuals and families have been riding bikes more than ever. I will continue to ride until my last breath but I will not live long enough to enjoy nice paths and trails in North Dakota. |
| 324 | Biking is very safe here overall. I would like to see better lighting in downtown areas |
| 329 | In general, I dislike rumble strips when biking. They are hazardous to hit with a bike, and prevent crossing to avoid obstacles in my path of travel. |
| 349 | Even though we have some nice walking paths in Hazen, we do not have any that have direct access to our downtown area. Everything is on the outer edges of the city. |
| 354 | I would love to be apart of building trails for our communities. |
| 359 | I live in GF but work at the base. I do drive and ride my bike in the summer months. |
| 379 | No comments |
| 382 | Our small town has tried to find funding to build a walking path, but have not been able to secure the funding. I would like to see some community grants that would help to build safe walking paths. When I go for walks, I end up walking part of the time on the highway if I don't want to walk the same places twice. |
| 387 | It would be great to have a policy when redoing roads to add bike lanes where possible in the rural areas. |
| 400 | It's hard to answer these questions from a statewide perspective, when most of my experience is in my city. However, I will say that since I've traveled the state quite a bit, I find it unfortunate that many communities around the state have not taken advantage of roadway improvement projects to get bike and pedestrian facilities constructed along with them. Future roadway projects should look for ways to tie into local trail systems, like in Rugby, Bowman, etc. and in every community around the state. It's such a healthy form of exercise and builds community pride in having those facilities. |

| ResponseID | Response to "Please use the space below to include additional comments or questions you may have about this survey, the North Dakota Active Transportation Alliance, Transportation Connection, or about walking and biking in your community." |
|------------|---|
| 406 | North Dakota needs to promote with its citizens the importance of walking and biking and making those opportunities available. Our state has one of the highest obesity rates for children/teens and adults. We need to spend money on more multi-use trails both for getting to work and for recreation, and we need to beautify those trail...with trees and grass, benches, and waste receptacles. Thank you for offering this survey. |
| 411 | Bowman has a nice bike path, But I have to cross a major highway twice, go across mainstreet to get on and off from my house. Also it is way too short, it doesn't make a loop, to make a loop and backtrack would mean crossing highway 85 four times. I don't feel it is safe as one crossing is at the bottom or the overhead |
| 416 | The City of Fargo has spent a considerable amount of money creating bike lanes on some of the busiest streets in Fargo. In doing so, in some locations, an entire automobile lane was removed to accommodate for a new bike lane. I seldom see bike riders on these dedicated paths. For the average bicyclist, our climate is not conducive for cycling five or six months a year yet we give up and dedicate a portion of our roadways for twelve months a year. I do not agree with this mentality and believe the money could be saved. |
| 417 | Do not advocate slowing traffic to solve this perceived problem. Traffic moves too slow as it is in ND's larger communities. I am uncomfortable with the bike lanes and very concerned for the safety of bicyclists when I am driving, especially when the lanes just disappear and reappear. |
| 425 | Thank you for making a survey like this available. |
| 427 | There are bike trails, but they are not joined. The community has excellent off-road trails, but getting to them can be challenging. |
| 434 | Walking on the streets in our small town work ok, but would be nice to have some walking trails for a more relaxed and different walking experience. |
| 441 | A bike route from GF to Turtle River State Park and a loop around the outer edge of the community would be well used. We still have a limited number of East West and North South routes to effectively get around town by bike. |
| 443 | We're fortunate in Grand Forks to have the Green way and other designated bike/walking routes. |

| ResponseID | Response to "Please use the space below to include additional comments or questions you may have about this survey, the North Dakota Active Transportation Alliance, Transportation Connection, or about walking and biking in your community." |
|------------|--|
| 446 | I work as a physician and feel extremely strongly that the more that state and the USA puts into making more walkable and bikeable towns and cities, we can improve the health of our citizens and reduce the burden on the health care system. More active transportation and time outside translates to lower rates of depression, obesity, and subsequent co-morbidities such as high blood pressure, type two diabetes, and heart disease. Plus, other cities have shown that when we create more walkable and bikeable business districts, business improves. It's a win-win! |
| 449 | Better signs to remind people walking to keep to the right. There are speed limit signs on the bike/walking paths in EGF, really?? Why are there speed limit signs on these paths? (10 mph, which most bikes are over this) |
| 465 | Same as previous comment. Also, I would likely walk/bile to work if I had the trail to do so. It is only 10 miles. |
| 468 | Another area that does not have walking or biking areas is connecting Bismarck with North Wal-Mart and 43rd to the East of 83 |
| 491 | PLEASE FIX THE SIDEWALKS.... REMOVE OBSTRUCTIONS AND MAKE THEM SAFE TO NAVIGATE. |
| 492 | Thanks for all you do! |
| 496 | I'd love to ride my bike to work, but don't feel comfortable for my route. Too many driver's don't care about people on the street or aren't paying attention. Along with biking/walking trails there needs to be an attitude shift among residents in smaller cities, who stereotypically think a pick-up is the only way to get around. |
| 511 | In addition to more bike paths and better connectivity, we should also include education for local drivers on proper lane sharing and that bike paths are not turn lanes. There is a serious prejudice towards bicyclists, and many people believe that riding a bicycle on a sidewalk is safer than riding on the road - which is very incorrect (especially in residential neighborhoods). |
| 518 | I would love to see interactive bike path maps. I run but I get bored with the same old routes! |

| ResponseID | Response to "Please use the space below to include additional comments or questions you may have about this survey, the North Dakota Active Transportation Alliance, Transportation Connection, or about walking and biking in your community." |
|------------|--|
| 528 | Thank you for prioritizing these topics enough to do such a survey! I think it's great that we're considering more improvements in these areas at the state level. I hope to see that interest trickle down to the local levels. I think many local engineers are still very auto-oriented so whatever you can do to help educate them on our options, I think that would help. I don't think the general public is going to change culturally until they interact with these various scenarios. Overall they may complain about reducing speeds but for those using the facilities, it would be beneficial. |
| 532 | West Fargo does a great job with paths for bikes and walking. But we pay dearly for this convenience in our specials. |
| 533 | Minneapolis and saint paul are good role models |
| 567 | I would like to see ND work with community's that have a railroad going through their town. A lot of towns are cut in half because a train needs to stop for the day and they stop right over the walking or biking path leaving people to crawl over or under the train to get to their destination. |
| 584 | We need established routes and maps of safe routes to travel in the state whether on highways or in cities. Using abandoned rail lines or building paved trails that can be used for cyclists and walkers would be fantastic. |
| 590 | I appreciate both walking and biking trails being reviewed. Trails support and encourage an active outdoor lifestyle and definitely appreciated in covid times. Need recreation opportunities in the state that is tied to positive habits. |
| 593 | I think my biggest discomfort when riding a bike near automobiles is the frightening number of people in cars on mobile phones. I knew it was a problem, but when you're on a bike it seems like you can see it better – all it takes is a split second distraction and they're killing you, putting you in a wheelchair or worse for life, etc. There needs to be much stronger enforcement of the distracted driving laws and perhaps stronger punishments. |
| 594 | I believe that an increased infrastructure will allow for both cultural and economical growth for the FM area revolving around biking and walking. More oppurtunities will allow for greater possibilities for those who do not have access to public or private transport to reach more oppurtunities as well as expand on an environmentally conscious community. |

| ResponseID | Response to "Please use the space below to include additional comments or questions you may have about this survey, the North Dakota Active Transportation Alliance, Transportation Connection, or about walking and biking in your community." |
|------------|--|
| 599 | None of the images showed intersections - intersections are the scariest for me and the place drivers are likely to forget about pedestrians and cyclists. Drivers almost never turn around to look behind them or next to them to turn right. Infrastructure that puts bikes directly to the right of a car turning right is dangerous. Infrastructure that makes cars cross the bike lane to get to the right-turning lane is almost as bad, I think. I want this to be easy for drivers, like in a Dutch-style intersection where cars intersect bike paths and sidewalks at right angles. I can't ride in a bike lane that's directly next to parked cars; I have to ride in the road when that's how it's set up. Car doors get opened suddenly a lot. |
| 614 | Na |
| 616 | There are not paved roads, sidewalks or paths in the rural community that I live. Which makes walking and biking unsafe, for myself and my children. |
| 617 | please educate drivers on how to share the road with cyclists. too often drivers do things because they are trying to "be nice" when in reality they are just threatening my safety. i cannot even count the number of times cars just stop in the middle of the road (no stop sign or light) to wave me across without even realizing that there are other cars that exist that will hit me if i go when they wave. 4 way stops mean whoever gets there first goes first. do not stop in the middle of the intersection just because you see someone 100 feet out on a bike. the list goes on. |
| 621 | Like I've stated previously, it's time for project design to really incorporate these interests. I'm tired of hearing "Would this be good enough" when what's being mentioned would be considered a minimum standard. And let's stop talking about safety in terms of driver safety only. In Minot, a couple of years ago on East Burdick, we increased lane width and increased traffic speed on a project that was surrounded by a Park, a baseball field, and an elementary school. And the project design was justified in the interest of safety. Yes, it's safer for drivers, but in an area that could easily become a walkable commerce district, we made walking and biking less safe and less comfortable. We can't afford to keep failing so badly. |
| 622 | I live in a very small town... mostly gravel roads |
| 623 | Our society needs to exercise, thus the more shared use paths, the more opportunities for healthy exercising :) |

| ResponseID | Response to "Please use the space below to include additional comments or questions you may have about this survey, the North Dakota Active Transportation Alliance, Transportation Connection, or about walking and biking in your community." |
|------------|--|
| 625 | The city of Tioga should team up with the Tioga Park district and provide walking trails through the parks in and around town maintained by the park district With great money coming from the state |
| 633 | I normally drive to work in the morning and home for lunch. After lunch I normally will walk or ride bike to work and then to home after work. |
| 641 | No walking or biking trails here. Would love to use them! |
| 644 | It is my feeling that we as a state should make it easier for small communities to get some sort of funding to help provide much needed trail systems in smaller communities as well. It seems that larger communities are the main focus on much of what the state does leaving rural on the back burner. I have seen in some states where they have converted old rail lines into bike/walking paths which seems like a great use of a already laid byway. |
| 645 | Try to make it possible for the smaller cities to get funding to build bike paths and help with replacing old sidewalks. |
| 646 | please don'y waste any money on bike lanes on the roadway. The trail in Bismarck was a joke and the most unsafe place I have ever rode a bike. Please use monies to fix the roadways that both cars and bikes can enjoy. There is nothing worse then having a perfect bike and walking trail right next to a roadway that you can hardly drive eon because it is so rough |
| 647 | A new road Diet being added to Jamestown with no bike lanes. Now was the time to add but did not. Disappointing. |
| 658 | see above |
| 664 | Our community would like to find an affordable way to implement a bike/walking path to avoid folks going on the busy state highway. |
| 669 | I would like to see more focus on trail and single tracks in the FM area for mountain biking. All the way along both rivers would be great but permission is a bear to get. LOVE Iwen, gooseberry and MB but there's so much opportunity for more trails! |
| 686 | The photos did not show up so unable to answers those two sets of questions. |
| 687 | I wasn't able to view any of the picture questions. |

| ResponseID | Response to "Please use the space below to include additional comments or questions you may have about this survey, the North Dakota Active Transportation Alliance, Transportation Connection, or about walking and biking in your community." |
|------------|--|
| 690 | Develop walkable, rideable paved paths in the rural areas. I will admit that many have switched to fat tire bikes and ride gravel in rural areas. Our highways from the turn to Northgate to Portal turn has very poor shoulders and riding is dangerous with truck traffice and port of entry traffice, farmers in semi |
| 704 | Ice/snow are the worst! Snow is piled very high at crosswalks. You often have to climb over piles of snow. The overpass is always icy. |
| 707 | Your survey response options should be more inclusive of mixed races and you should include many more options when asking for gender. It's 2020.... |
| 708 | Until ND takes texting while driving seriously. The cycling community will not be/feel safe. Cycling education at the school level is down right embarrassing. This along with very poor routes for kids to get to school must change. If we start education on this topic young, it will have a longer lasting effect. I am willing to assist on this topic. fmbikedoc.com |
| 711 | I am an avid cyclist and am comfortable with riding amongst cars in most situations. However, I am a father of 2 elementary aged children, which lowers my comfort levels while riding with them. During favorable weather, our family will often ride our bikes throughout our neighborhood and to and from neighborhood parks. When we ride our bikes we ride amongst automobiles - in some instances we'll use a shared bike lane, in others we simply share the road with automobiles. Drivers often do not know how to interact with cyclists on shared facilities. I feel that our state lacks the proper education for how to drive an automobile with shared bike facilities. Our streets are also designed in a manner that allows vehicles to travel at much higher speeds than the posted speed limit, making cycle facilities much more dangerous. Our city and state engineers need to stop prioritizing the car and over designing our city and neighborhood streets. When it comes to bike facility design, we need to be offering a range of facilities that allows riders at all skill levels the opportunity to use their bicycle. |
| 714 | I know a triathlete who passed away a few years ago from being killed by a car while biking. Before he died this was a concern. But now this occurred, I am more aware of the hazards of bike safety. Thank you so much for this survey. I look forward to change that keeps everyone happy, healthy, and safe as they explore our state on 2 wheels. |

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|------------|---|
| 722 | I am actually not a citizen of ND, but just finished biking from Williston to Chattanooga, TN. About a third of my journey was in ND. I spent a few extra days in Fargo. The bike infrastructure is better in ND than in the South, and the drivers are more conscientious and generally less sparse. I did not generally feel unsafe biking, but much of the terrain was rural, and I am now far more comfortable biking in questionable conditions than before the trek, and compared to a more recreational rider. Before the ride, I hardly dared ride on streets, bike lane or not. Cars are scary for cyclists, and a great deterrent to many potential cyclists and the benefits that come with a larger cycling population. The more safety/separation you can provide, the more cyclists will come out of the woodwork, and the more transformative the effects will be. Happier people, less cluttered roads, cleaner, quieter, greener, healthier people, less crime, and more cash to inject into local business. |
| 736 | Discourage sharrows. They make drivers more aware of bicyclists, but they don't increase the level of comfort for bicyclists. If it's the only option, I guess it's better than nothing. It seems like shared-use paths are the default in Fargo. I would personally like to see more bike lanes or even a bike boulevard. Radical, I know. If you add shared use paths to every 5-lane collector you just get this massive amount of right-of-way and super-wide intersections. Tack on wide building setbacks and the built environment can get pretty uninviting for active transportation. |
| 737 | Walking or biking path along the highway in the ditch that connect small towns together. |
| 748 | Please more bike trails outside the city. For recreational purposes we usually go to Mn. |
| 805 | Never lived in North Dakota |
| 808 | I appreciate that we are looking into this matter and improving access to recreational and fitness options for our citizens. Trails; we need trails. We have so much land available in North Dakota and very few trails. In West Fargo and Fargo, we need more trails; not bike lanes. This survey was poorly done to include questions and options lumping trails and bike lanes together. They are very different from each other. Thank you |

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| 817 | I really like the wide shoulder roads in ND and there are a lot of trails and bike ways. I wish there were longer trails that you could bike on for 20-50 miles (ie central lakes trail, etc.). The trails in town are nice but clearly meant for walkers and slower moving bikers. I believe the biggest issue that would help me bike more often and to more places is knowing I will be safe with other cars on the road, knowing I won't get heckled while biking, and knowing that I will have a safe place to lock my bike. |
| 825 | I think we need more bike paths throughout the state that people can safely enjoy. |
| 835 | North Dakota is a great place to live. In fact, some of the larger cities have become desirable for many reasons in past years. The state has economic momentum behind it at a time when many places are seeing declines. I can understand that resources are thin relative to other states due to the large area and low population. I do believe that the standard practice of including sidewalks separated by some sort of tree lined boulevard and curb cuts at intersections by in large have been done well and are appropriate. When it comes to the more urban areas and bicycling in general, there is a lot to be desired. People rely on these systems for transportation, for work and for their livelihood. Far more focus needs to be placed on making this system consistent, reliable and safe. Winter is a huge challenge for any Northern city. But that does not mean that because the issue is challenging that we should not do something about it. We need to first make these systems accessible to those who truly need it. Then too we need to make them appealing to the broader community as a viable way to move and improve general health. This comes down to making the system safe, unified and reliable. As we look into the next 25 years of planning, there needs to be a major paradigm shift. One where we as leaders make the first move. Long term gains for the city, businesses, the environment, mental health and physical health will surely pay dividends for many years to come. I, as a citizen, hope that this issue is taken seriously and that we can together come up with thoughtful solutions to each of the unique contexts within the state. |
| 836 | I am a first time City Council Member and Napoleon definitely needs some strategic recreational walking paths. |

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| 837 | My answers are a bit biased because I just moved here over the summer, and my normal habits have been impacted by COVID. My husband and I have been taking advantage of the bike/shared paths and riding quite a bit. We have walked and biked as much as possible, and anticipate that once things get more normal we will spend a lot more time walking around the downtown area. |
| 844 | Thank you for this survey. |
| 847 | Wish for more mountain bike opportunities. ie Bike parks, trails, maps, etc. A Velodrome in Fargo or Bismarck would be good for ND because of our winters. |

END OF SURVEY