





ID	Comment Topic	Comment
1	Bicycle/Pedestrian	It would be nice to have sidewalk on the east side of 4th street from Boulevard North. There is presently sidewalk that stops where the previous Governor's Mansion driveway was and it dead ends.
2	Bicycle/Pedestrian	Clairmont Park and the hiking / mountain bike trails are what the city and area should strive for. THESE TRAILS are AWESOME and the connectors between them on the city streets are nice too, shoulder as wide and I don't feel like the stupid cars are goin
3	Bicycle/Pedestrian	Bicycling is becoming more and more popular - for exercise, and for commuting to work or school. River Road needs to have a dedicated space for bicycles to safely travel on this 2.5 mile stretch or road between Pioneer Park and Sandy River Drive. It's
4	Bicycle/Pedestrian	The 2.5 mile stretch between Pioneer Park and Sandy River Drive (and for the next miles to Burnt Creek Lp) is death trap for bicyclists - but safe connectivity for bicycles is desperately needed in this stretch. As the days get warmer there are more and
5	Connections/Routes	Promote and schedule 56th Ave interchange with I-94 as soon as possible to encourage and accelerate industrial, commercial, and residential growth and development in northwest Mandan.
6	Connections/Routes	Need 57th Ave to connect to River Road
7	Connections/Routes	New Bridge is needed for North Bismarck/Mandan
8	Connections/Routes	Move construction of a new interchange up to encourage growth of businesses here as soon as possible. This will help elevate traffic on Centennial Rd and State St
9	Connections/Routes	As everyone knows, Bismarck has not planned well for north-south movement of traffic. While it is a problem every where, one place that needs a solution is the area bounded by 19th Street and 26th Street. Currently, if you want to go north or south, you
10	Connections/Routes	Tyler Parkway abruptly stops at this location and then begins about a mile north to serve NW Bismarck. Continuing Tyler Parkway to connect the broken segment would immensely improve traffic flow, where now, it is routed through residential areas at a hi
11	Connections/Routes	With no dedicated North/South route through Bismarck, Washington St. is the only street aligned North/South through the entire city. The area around the Cathedral district is problematic only having two lanes for a couple mile stretch and is a major bot
12	Connections/Routes	With the growth in South Mandan, there needs to be conversations on connections into and out of the developments. Congestion has increased in the area and an alternative route to McKenzie Drive would increase the livability of the southern housing development
13	Connections/Routes	South walmart
14	Connections/Routes	The north/south flow of traffic between the State Street/7th & 9th Street Corridor to the west and Bismarck Expressway/Centennial Rd to the east is woefully inadequate. It was a mistake not to extend 26th Street north across I-94 and beyond. This leaves
15	Connections/Routes	Before the area east of the Divide/Expressway intersection is developed, please extend Divide Avenue to the east and connect it with 17th Avenue. The distance between Main/County 10 and Miriam Avenue is to large without and east/west route between.
16	General	Very excessive traffic noise especially from semi truck exhaust brakes in this residential community. Barrier wall along the interstate is needed and no Exhaust brake noise ordinance needs to be enforced.
17	General	Please please please leave lots of green space here. These wide open fields are a joy to see.



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18	General	Do SOMETHING to reduce traffic speeds. Especially in residential areas. Traffic cams and automatic citations!!
19	General	Bis-Man, and ND in general, absolutely needs a passenger train running from east to west, connecting to Fargo, twin cities, Chicago, etc. Absurb that we need to drive way north to Minot to board.
20	Safety	Add a traffic signal at this intersection to improve safety. A roundabout is a terrible idea. Do not use one.
21	Safety	Remove roundabout. Vehicle and pedestrian safety has declined significantly.
22	Safety	It would be nice to have a Rapid Flashing Beacon located here to allow for pedestrians to cross 4th street. While the location is on top of the hill, both the midblock crossing and the one at Teton should be looked at for a Rapid Flashing Beacon due to t
23	Safety	Please add flashing lights for the crosswalk.
24	Safety	Reconstruct Old Red Trail as soon as possible. The current road is dangerous and narrow with steep ditches.
25	Safety	NEEDS A LIGHT, West bound on Calgary cannot make a left turn to go south on Washington, Washington Northbound and Southbound traffic NEVER SLOWS DOWN, they fly by Calgary at about 55 MPH
26	Safety	Edwards Ave / Canary Ave need to be widened. Significant safety concerns during events with congestion.
27	Safety	By the way living on this end of Bismarck is interesting if you decide to put in a roundabout. Whichever genius thinks they are good need to rethink it, because no one in Bismarck knows how to use them right and the ones we do have please take them out.
28	Safety	Taking out the traffic light was not a good idea. I drive on 3rd Street every day this intersection is horrible. Nobody pays attention to the stop signs on the cross street. I have almost been hit multiple times and have seen many times where pedestria
29	Safety	This is a terrible intersection in terms of safety and even traffic flow. Traffic is often backed up all the way from the I-94 interchange to Clydesdale Dr., effectively blocking vehicles from being able to continue north-bound on Tyler Parkway. A roun
30	Safety	This is a very busy and badly designed intersection. With traffic volumes growing, it is time to fix it with a traffic circle or signal.
31	Traffic Operations	Improve this corridor to handle the increases in traffic from the high number of people living in and around this area. A 3 lane road upgrade would help.
32	Traffic Operations	Make this area of Washington 5 lanes so improve traffic flow. 3 lanes are not enough to handle traffic flow efficiently
33	Traffic Operations	66th Street SE from Hwy 10 south to 62nd Avenue (Copper Ridge development) an average of 8900 people travel this road per day. This road needs improvements to handle the continual growth of Lincoln and area developments south of Hwy 10 and should include
34	Traffic Operations	4th Street is becoming more of an N-S arterial, which is needed. Should be striped as such.
35	Traffic Operations	Washington Street needs to be widened for better traffic flow.
36	Traffic Operations	There's a need in this area with the growing population to have a dedicated "I-194" as a beltway to easily get to Mandan/Bismarck/Lincoln without having to take I-94 or Bismarck Expressway. The development in this area makes it very difficult to constru
37	Traffic Operations	The State St./I-94 interchange needs a major redesign to improve traffic flow, especially for south-bound traffic trying to turn left onto I-94 eastbound. State St has heavy truck traffic and those vehicles have a difficult time gaining speed to move mu



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38	Traffic Operations	Main Ave. corridor to & from and including the Memorial Bridge, eastward to Washington St., including west Rosser Ave. and the stretch of Main Ave. heading into downtown Bismarck. This enter corridor is a racetrack for speeding motorcycles of all styles,