



## MEMORANDUM

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**To: Bismarck-Mandan MPO TAC**

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**Subject: Draft Summary of Issues from Previous Studies**

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### ***OVERVIEW***

Traditionally the Bismarck-Mandan MPO long range transportation plan development process has begun with a TAC and/or Policy Board workshop to identify current and emerging transportation issues that is then followed with a public meeting to gather additional input. The result of the workshop and public meeting has been a map and description of locations where congestion recurs on a daily basis, potential hazardous intersections or roadway segments, missing trail segments, concerns with various transit services and poor pavement conditions. For the 2009 update, however, the study team has initiated the issues documentation differently than in the past updates by first preparing a summary / synthesis of the numerous transportation studies have been completed in the Bismarck-Mandan-Lincoln region over the past several years. Studies completed cover a range of modes (roadway/ transit/bike and pedestrians) and many different geographic areas through the region. The study team believes it is very important that the 2009 LRTP be the coordination process / document for the broad range of studies that have been completed. As each of the studies completed focused on specific issues or areas, were conducted at different times with, and while considered adjacent areas the goal of each was to provide the locally preferred recommendation for the specific issue. Thus, there may be some inconsistencies between actions recommended for one area relative to another or one mode relative to another. The goal of the 2009 LRTP is to coordinate the inputs, assumptions and recommendations of each of these studies.

The purpose of this memorandum is to provide a preliminary draft of the issues summary from the recently completed studies. Through this "issues synthesis" effort, the Plan update team will to take advantage of all of the work already completed in identifying many of the issues, avoid the potential "issues fatigue" that many in the public may be feeling at this point, and finally to demonstrate to the larger Bismarck-Mandan-Lincoln community that the collective transportation planning community has been listening and acting on what has been heard.

The issues synthesis from other study work is not the end of the issues identification process. Following getting input from TAC members, a revised issues synthesis will be presented to the public at the initial set of public meetings. Through this first public meeting additional input on multi-modal transportation issues across the region will be requested and documented. This will be the public first chance to also see that the MPO is using, to the extent feasible, labor expended

**EXHIBIT A**

on the more focused studies.

The 2030 Long Range Transportation Plan (LRTP) was also a source that was reviewed and summarized. In addition to the 2030 LRTP, other documents included in the issues synthesis were:

- SAFETEA-LU Compliance Transportation Plan Update
- Bismarck-Mandan Expressway Study
- US Highway 83 Corridor Study
- Lincoln / Bismarck Connection Study
- Bismarck-Mandan Transit Development Plan
- Regional Land Use Study
- 71st Avenue-Centennial Road Corridor Study
- Regional North-South Beltway Corridor Study
- Northern Bridge Corridor Study
- Fringe Area Master Plans
- West Side Transportation Study
- Division Street Corridor Study
- 12<sup>th</sup> Street Corridor Study
- River Road Study
- Northern Plains Commerce Center Traffic Impact Study
- Downtown Bismarck Parking Study

### ***SUMMARY OF ISSUES FROM 2030 LRTP***

The current 2030 Long Range Transportation Plan (LRTP) went through a public involvement process that included holding public meetings to gather input on issues and stakeholders had access to a study webpage through which they could provide feedback on the region's multimodal transportation system condition and issues. Public input meetings were held early in the plan update process to provide the opportunity for the public to contribute their issues and concerns related to the transportation system. Figure 1 summarizes the location-specific issues identified in the 2030 LRTP. Issues have been grouped into the following categories:

- Access/Continuity of the present transportation system does not meet the current needs.
- Congestion recurs on a daily basis or during recurring events.
- A sensitive environmental feature limits the potential for transportation system expansion into an area.

- The present non-motorized system (trails/sidewalks) does not reflect the needs.
- Safety issue such as a lack of sight distance, too sharp of a curve, speeds, etc.

Each of the location-specific issues have a corresponding number shown with them on Figure 1, which relates to a description of the issue that is documented in Table 1.

Several of the identified issues collected during the 2030 LRTP involvement process were not location-specific, but rather more general regional concerns. These more general (not location or corridor-specific) concerns which were documented included:

- North-south traffic flow through the urbanized areas is poor.
- At-grade rail crossings do not provide safe, reliable access.
- Opportunity to have scenic byways along Highways 1804 and 1806 should be explored.
- Pavement conditions are poor all over region.
- Additional bikeways along Missouri River are needed.
- The present sidewalk system is often discontinuous and contains facilities of different widths /standards.
- The number of heavy trucks and speeds of vehicles in residential neighborhoods is excessive.
- A beltway should be constructed around Bismarck and Mandan as has been proposed in the past.

### ***SUMMARY OF ISSUES FROM OTHER STUDIES***

The major location-specific issues that gleaned from documents prepared for the other corridor / subarea studies listed above are summarized in Figure 2, with the issue descriptions provided in Table 1. Figure 2 provides two different levels of information:

- First, issues are color-coded based on the general “issue type” (i.e. congestion, safety, access management, etc.).
- Second, an additional color-coding documents the study from which the issue was documented and the general study limits of the area-specific study.

It should be noted that some of the issues raised through the smaller area studies are not documented in Figure 2. Selected issues were not included because they were small-scale and not covered by the regional plan that addresses those projects that would involve federal funds, or were issues that were raised through the area/corridor-specific studies, but were really not related to the transportation system.

The following sub-sections provide a summary of the issues that were not location- or corridor-specific, and are organized by study.

***SAFETEA-LU COMPLIANCE UPDATE***

- There is a lack of north–south and east-west bike corridors across Bismarck-Mandan.
- There are no designated on-street bicycle routes.
- There needs to be an increased awareness by drivers of bicyclists; “share the road” signs are needed.
- Established parts of metro area need better bicycle / pedestrian access.
- Ensure that Corps of Engineers is able to maintain access along their key operations routes.
- North-south accessibility is currently difficult for rural fire response.

***WEST SIDE STUDY***

- The historical nature of the west side neighborhood should be preserved with implementation of a recommendation.
- If neighborhood streets are converted to one-ways, speed increases would be a concern.
- With the historical district, there would be Environmental Justice concerns with any proposed improvements that go outside the present right-of-way / curblines.
- Alternatives that get the most out of the existing network need to be included in the analysis. One-way routes and small, isolated improvements to existing intersections should be considered before widening.

***NORTH-SOUTH BELTWAY STUDY***

- Are the costs of the facility within the funding capacity of the area and what are the sources of funding?
- A primary concern related to any improvements which require a wider right-of-way are adjacent property impacts.
- How would a “beltway” facility impact access to adjacent properties?
- The first action that comes from the study should be to identify and preserve a corridor(s).
- Several comments relate to the beneficial and negative comments regarding the trade-offs associated with corridor location – locating it farther away from the developed area limits impacts, but it also makes a new corridor less desirable to use.

***NORTHERN BRIDGE CORRIDOR STUDY***

- There are concerns as to the level of impacts to the social and physical environment of areas that would be next to a proposed corridor.
- There is the need and desire to improve regional mobility / efficiency.
- There are concerns about environmental impacts, including natural resources, traffic noise, cultural resources and aesthetics associated with providing a new corridor.
- There are concerns about travel safety and emergency response times due to a limited transportation network.
- In selecting an alternative, the total capital costs and user costs should be minimized.

***I-94 / BISMARCK EXPRESSWAY STUDY***

- Through the study there is the need to address development and traffic volume growth, particularly adjacent to 26<sup>th</sup> Street through Yegan Road.
- Throughout the corridor a minimum quality of operations consistent with the regional level of service C threshold should be maintained.
- Throughout the corridor and in particular along segments in Mandan, safety is a big concern.
- The feasibility of providing sufficient opportunities for pedestrians to navigate and cross the corridor needs to be included in the study.
- Access to the corridor in Mandan for some residents is rather circuitous.

***US 83 CORRIDOR STUDY***

- There is a lack of continuous corridors outside the one-mile grid, and even along the one-mile county road grid there are many gaps (lack of continuity other than US 83).
- The current study area collector street system is undersized and has undesirable access for expected future traffic levels.
- A lack of coordination in planning for intersections with collectors, minor arterial and principal arterial corridors has resulted in offset intersections from one side of the road to the other. These offset intersections create safety issues.

***REGIONAL FUTURE LAND USE STUDY***

- Concerns about extraterritorial zoning jurisdiction powers.
- Is the scope of the study area was not wide enough?
- Through the process there is a need to promote agricultural preservation.
- There is presently a lack of public access to Missouri River.
- Industrial gateways to the metro area should include setbacks / buffers for aesthetics.
- Access levels between industrial/commercial development areas needs to be enhanced.
- Future parks and open space should be included in the plan.

***FRINGE AREA ROAD MASTER PLAN STUDIES***

- There are too many private development direct access points to arterial and collector roadways.
- The present system results in several discontinuities between local roads and adjacent collector roadways.
- The present system results in numerous offsets between roadways of adjoining sections.
- More access needs to be provided between development areas and collector roads.

***TRANSIT DEVELOPMENT PLAN***

- Transit routes should be extended to many of the developed areas in the service area.
- Bus route arrival and departure timing at key destinations is a problem. The schedule does not always correspond with key activity times at some destinations.
- The walk distance between many key transit-attracting destinations and designated bus stops is too far.
- To save money, encourage shift from paratransit to CAT fixed-route service.

***DIVISION STREET CORRIDOR STUDY***

- There are concerns about the increasing traffic volume on Division Street.
- Will the costs of improvements associated with a recommendation be assessed to the adjacent property owners?
- Input from the public was polarized in that some strongly supported action in the corridor and the level of opposition was equally as strong.

***DOWNTOWN BISMARCK PARKING STUDY***

- The level of Medical Center parking demand that spills over into neighborhoods is unacceptable.
- In isolated locations in downtown there is a parking deficit that should be addressed.
- Downtown parking should be more convenient.

***SUMMARY***

Please try to review the attached map and summary before the June 16-17 meetings and provide any additional input at that time.

At the first round of public meetings, we plan to present the synthesis of issues from the current 2030 LRTP and from other recent studies and provide opportunities to provide further comment on regional transportation system issues.

**TABLE 1. ISSUES IDENTIFIED IN PREVIOUS STUDIES  
ISSUE LOCATIONS ILLUSTRATED IN FIGURES 1 AND 2**

Issue Location Number	Issue Description	Study where Identified
1	Improve access between neighborhoods along river and roadway system	2005 LRTP
2	Look for a river crossing farther north	2005 LRTP
3	Poor pedestrian crossing connection	2005 LRTP
4	Schafer Street Extension: +Improve connectivity, - Impacts to view	2005 LRTP
5	Potential to add trail parallel to I-94?	2005 LRTP
6	Opportunity for 26th Street Crossing of I-94?	2005 LRTP
7	Improve North-South flow on 12th Street	2005 LRTP
8	Access problems during flooding	2005 LRTP
9	Improve 12th Street South of University	2005 LRTP
10	Preserve old growth forests along Missouri	2005 LRTP
11	Improve access to Mandan Airport	2005 LRTP
12	Find a North-South corridor with less steep grades	2005 LRTP
13	Preserve right-of-way for Highway 6 extension	2005 LRTP
14	I-94 crossing desired	2005 LRTP
15	Consider building trail to Harmon Lake	2005 LRTP
16	Provide river crossing corridor to improve regional connectivity	Northern Bridge Corridor Study
17	Improve corridor to provide sufficient North-South travel	River Road Corridor Study
18	Safety issues	I-94 / Bismarck Expressway Corridor Study
19	No 4th Street continuity north of Calgary	West Side Study
20	Future interchange and timing?	US 83 Study

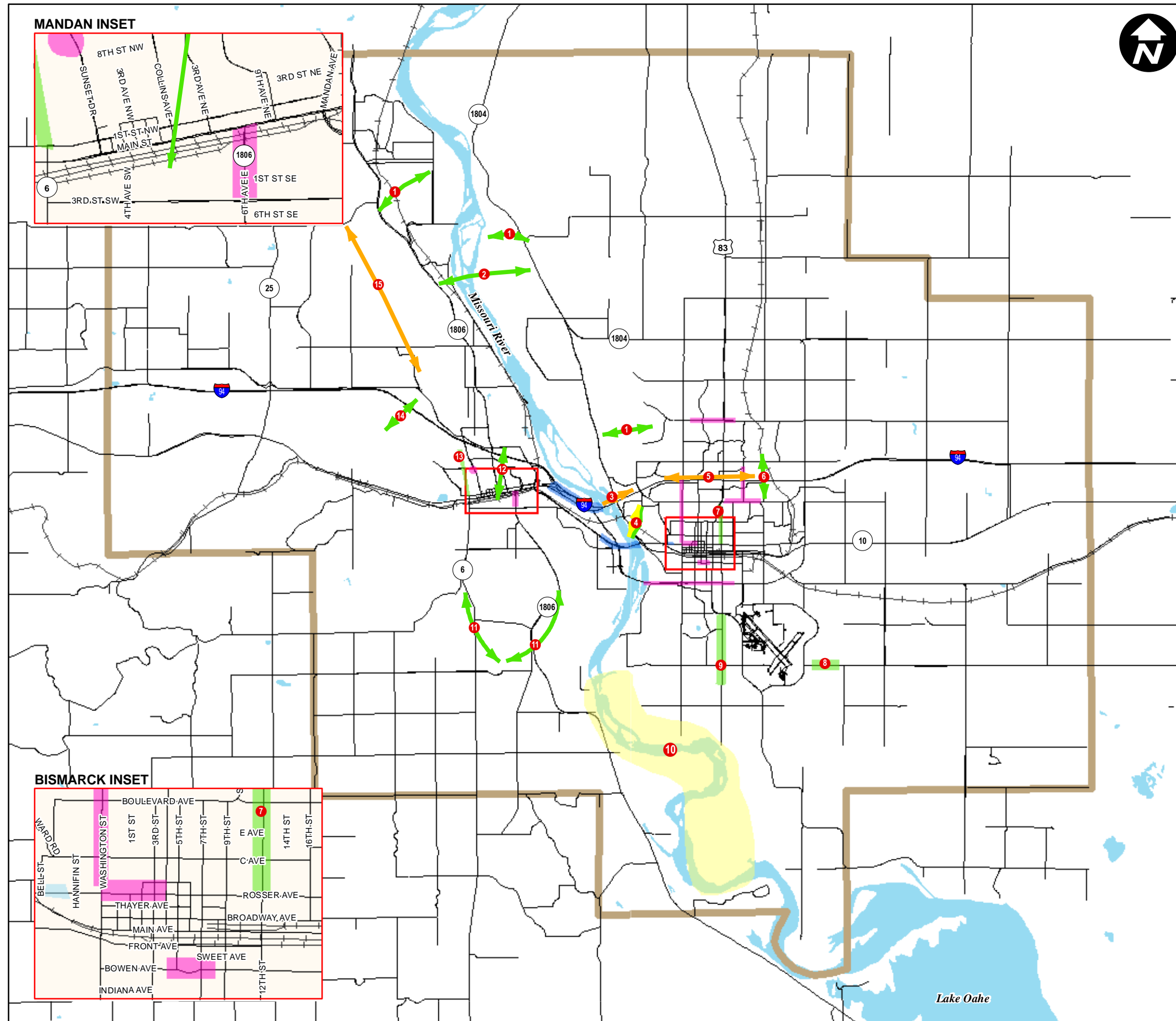
Issue Location Number	Issue Description	Study where Identified
21	Plan for corridor growth while maintaining: Corridor access, traffic flow, vehicle / pedestrian safety	US 83 Study
22	Improve corridor to reconcile: Safety concerns, truck volumes, corridor access, congestion	71st / Centennial Corridor Study
23	Identify north-south corridors to provide: Truck route, future capacity / connectivity, improved regional mobility	Regional North-South Beltway Corridor Study
24	Overpass desired	Regional North-South Beltway Corridor Study
25	Flooding issues	Regional North-South Beltway Corridor Study
26	Peak hour turns / access difficult	Lincoln / Bismarck Connection Study
27	Improved Lincoln-south Bismarck connection desired (including bike path)	Lincoln / Bismarck Connection Study
28	What are truck flows / volumes to / from NPCC?	Lincoln / Bismarck Connection Study
29	Airway Avenue removal hurts Lincoln access	Lincoln / Bismarck Connection Study
30	Improve corridor to provide better North-South flow	12th Street Corridor Study
31	Need improved east-west access south of Bismarck Expressway?	I-94 / Bismarck Expressway Corridor Study
32	Pedestrian crossing conflicts	I-94 / Bismarck Expressway Corridor Study
33	Impacts / benefits of extended McKenzie corridor	I-94 / Bismarck Expressway Corridor Study
34	Division Street issues: Difficult grades and terrain, 80' right-of-way in developed areas, dense property access	Division Street Corridor Study
35	Unstable / difficult terrain	Regional North-South Beltway Corridor Study
36	Desire for continuous East-West corridor provides: Improved continuity, sufficient long-term capacity, improved grades	Division Street Corridor Study
37	Desired access across I-94	Regional North-South Beltway Corridor Study
38	Known cultural resources in Northern Beltway corridor	Northern Bridge Corridor Study
39	Peak parking difficult at hospitals	Downtown Bismarck Parking Study
40	Railroad and one ways create continuity barrier	West Side Study
41	Provide more direct connection between Main Avenue and northwest Bismarck	West Side Study
42	Indirect neighborhood access to regional system.	I-94 / Bismarck Expressway Corridor Study



**Legend**

- 25 Issue Location Number
- Issue Type**
- █ Access/Continuity Issue
- █ Congestion Issue
- █ Environmental Issue
- █ Non-Motorized Issue
- █ Safety Issue

Figure 1. Location Specific Issues Identified in 2030 L RTP





**Legend**

**25** Issue Location Number

**Issue Type**

- Access/Continuity Issue
- Congestion Issue
- Environmental Issue
- Non-Motorized Issue
- Safety Issue

**Study Areas**

- 12th Street Corridor Study
- 71st-Centennial Corridor
- I-94/Bismarck Expressway Corridor Study
- Division Street Corridor Study
- Downtown Bismarck Parking Study
- Lincoln Connector Study
- N-S Beltway Study
- Northern Bridge Corridor Study
- River Road Corridor Study
- US83 Corridor Study
- West Side Study

Figure 2. Location Specific Issues Identified in Other Regional Transportation Studies

