



Bismarck-Mandan
Long Range Transportation Plan - 2035

Bis-Man Plan 2009

Community Transportation Plan Newsletter August 2008 #2A



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L RTP Update Website

www.bis-manplan2009.com
(Check for Updates)

MPO Participants

Bismarck
Mandan
Lincoln
Burleigh County
Morton County
North Dakota DOT
Bis-Man Transit

GOALS AND OBJECTIVES

Setting goals and objectives is an important first step for the transportation plan update because they define the community's vision for its transportation system, and set the course for the remainder of the plan update. A draft set of plan goals and objectives have been established and are presented in this newsletter.

Goal #1: Provide a multimodal transportation system that efficiently and effectively moves people and goods between their desired origins and destinations.

- Establish and utilize measurable criteria to evaluate how well the multimodal transportation system is operating.
- Identify and implement appropriate programs intended to reduce or shift vehicular travel patterns, such as ridesharing and park-and-ride lots connected to the CAT, to reduce the need to expand roadway capacity.
- Ensure that mobility-challenged populations, such as low income, persons with disabilities or senior citizens, have travel options in the region.
- Identify and address the impacts of freight movement on areas surrounding truck routes (noise, air quality, safety).
- Identify transit facility and service improvements that would make using CAT more effective and increase the percentage of all trips using transit.

PLEASE PROVIDE YOUR COMMENTS

We would like to hear from you. Please contact us through:

The Project Website: Bis-ManPlan2009.com
(Look for the COMMENTS button)

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- Encourage jurisdictions to consider establishing appropriate guidelines for determining where property access may or may not be allowed along the roadway system (access management).
- Increase system access to major traffic generators/attractors within the framework of established access management guidelines for each specific jurisdiction.
- Identify and reduce/eliminate freight linkage deficiencies with the objective of improving freight movement.
- Continue to improve the cost-effectiveness of transit services by, where appropriate, shifting paratransit riders to CAT service.
- Ensure that the existing roadway system provides a proper functional mix, providing an acceptable balance of land access and travel mobility.
- Improve regional connectivity across barriers such as major roadways, railroads, and rivers.
- Coordinate with non-motorized system users in Bismarck-Mandan MPO planning activities.

Goal #2: Provide a safe transportation system.

- Reduce the incidence of crashes on the system, particularly at high-crash locations.
- When transportation improvements are being reviewed in the LRTP update and through individual projects, consider the potential:
 - An improvement concept/program has to reduce vehicle crashes.
 - An improvement concept/program has to reduce pedestrian/vehicle conflicts.

Goal #3: Provide a secure transportation system.

- Develop action plans and improvement needs based on identified critical transportation assets identified in the LRTP process.
- Incorporate state and local emergency response and security plans into Bismarck-Mandan MPO planning activities.

Goal #4: Preserve the existing and planned system.

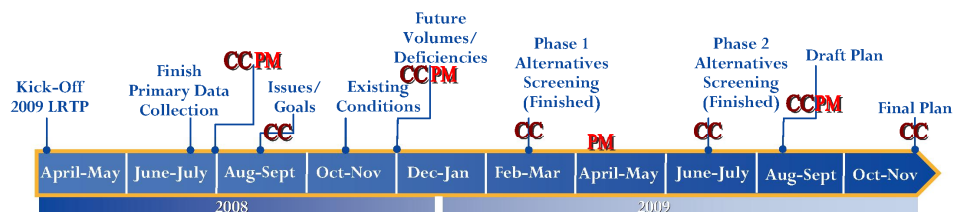
- Equitably account for roadway, trail and sidewalk network maintenance in the financial element of the plan.
- Address transit service operations and maintenance in the recommended Long Range Transportation Plan.
- Identify and reserve/protect/preserve planned future transportation corridors, even if construction is many years into the future.
- Promote ideas that acceptably balance the need for land access, while recognizing the need to ensure corridor safety and mobility through access management.

Goal #5: Address the transportation system’s impact on the built, social and natural environment.

- Prioritize roadway system improvements based on costs relative to funding availability; degree of system benefit (impact); and level of impact to the adjacent area.
- Promote transportation projects, plans and/or programs that encourage reducing energy consumption.
- Implement programs that increase average vehicle occupancy, which reduces the pressure to expand the current system and improves the performance of the existing system.
- Coordinate transportation planning activities with the federal, state, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.
- Engage stakeholders and the public in the decision-making stage of the transportation planning process.
- Coordinate transportation planning activities with regional land use planning activities, including the Regional Future Land Use Plan.

Goal #6: Provide a transportation system that supports and enhances the regional economy.

- Coordinate area economic development activities with LRTP development.
- Implement transportation projects/ programs that contribute to the region’s quality of life, whether through improved recreational, aesthetic or cultural amenities.



CC - Community Committee Meeting/Workshop
 PM - Public Information Meeting

L RTP Preparation Timeline