



Bismarck-Mandan Metropolitan Area Long Range Transportation Plan

May 2005



Submitted to:
Bismarck-Mandan Metropolitan Planning Organization

By:
Ulteig Engineers, Inc.

RESOLUTION OF ADOPTION
for the
2005 Bismarck-Mandan Metropolitan Area
Long Range Transportation Plan

WHEREAS, the U.S. Department of Transportation requires the formulation, approval, and maintenance of a long range Metropolitan Transportation Plan for the urban area as a condition of federal transportation funding; and

WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization (MPO) has been designated by the Governor of North Dakota as the Metropolitan Planning Organization responsible for preparing and maintaining the Metropolitan Transportation Plan; and

WHEREAS, the Bismarck-Mandan MPO after extensive public involvement and substantial consideration of technical, environmental, financial, and social factors has prepared the 2005 Long Range Transportation Plan which is in compliance with federal transportation planning standards; and

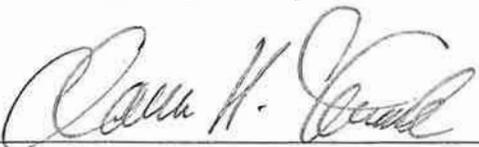
WHEREAS, the planning commissions of each jurisdiction have reviewed the 2005 Long Range Transportation Plan, and have approved it as a guide for their future planning and development policies; and

WHEREAS, all affected governing bodies (Bismarck, Mandan, Burleigh and Morton Counties) in turn have approved the 2005 Long Range Transportation Plan; and

WHEREAS, all cognizant State and Federal agencies have reviewed the Plan and indicated their support for it; and

NOW, THEREFORE BE IT RESOLVED, by the Bismarck-Mandan Metropolitan Planning Organization Policy Board that it adopts the 2005 Long Range Transportation Plan and directs staff to publish the final document and distribute copies to all appropriate local governments and interested parties; and

BE IT FURTHER RESOLVED, that all jurisdictions and their elected officials and staff covered by the document are encouraged to cooperatively implement the recommendations of the 2005 Long Range Transportation Plan.



Claus Lembke, Chairman
Bismarck-Mandan MPO Policy Board

5 - 17 - 05

Date

RESOLUTION OF ADOPTION
for the
2005 Bismarck-Mandan Metropolitan Area
Long Range Transportation Plan

WHEREAS, the U.S. Department of Transportation requires the formulation, approval, and maintenance of a long range Metropolitan Transportation Plan for the urban area as a condition of federal transportation funding; and

WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization (MPO) has been designated by the Governor of North Dakota as the Metropolitan Planning Organization responsible for preparing and maintaining the Metropolitan Transportation Plan; and

WHEREAS, the Bismarck-Mandan MPO after extensive public involvement and substantial consideration of technical, environmental, financial, and social factors has prepared the 2005 Long Range Transportation Plan which is in compliance with federal transportation planning standards; and

WHEREAS, the engineering and planning department staff have reviewed the 2005 Long Range Transportation Plan, and have unanimously indicated their support for it as a guide for their future planning and development policies; and

WHEREAS, all cognizant State and Federal agencies have reviewed the Plan and indicated their support for it; and

NOW, THEREFORE BE IT RESOLVED, by the Bismarck Planning and Zoning Commission that it adopts the 2005 Long Range Transportation Plan; and

BE IT FURTHER RESOLVED, that the engineering and planning department staff are directed to use the 2005 Long Range Transportation Plan as a tool in their everyday planning and engineering activities.



David Blackstead, Chairman
Bismarck Planning and Zoning Commission

4/27/05

Date

RESOLUTION OF RECEIPT
for the
2005 Bismarck-Mandan Metropolitan Area
Long Range Transportation Plan

WHEREAS, the U.S. Department of Transportation requires the formulation, approval, and maintenance of a long range Metropolitan Transportation Plan for the urban area as a condition of federal transportation funding; and

WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization (MPO) has been designated by the Governor of North Dakota as the Metropolitan Planning Organization responsible for preparing and maintaining the Metropolitan Transportation Plan; and

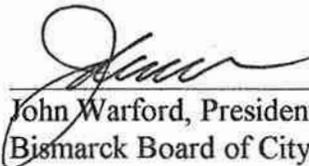
WHEREAS, the Bismarck-Mandan MPO after extensive public involvement and substantial consideration of technical, environmental, financial, and social factors has prepared the 2005 Long Range Transportation Plan which is in compliance with federal transportation planning standards; and

WHEREAS, the engineering and planning department staff have reviewed the 2005 Long Range Transportation Plan, and have unanimously indicated their support for it as a guide for their future planning and development policies; and

WHEREAS, all cognizant State and Federal agencies have reviewed the Plan and indicated their support for it; and

NOW, THEREFORE BE IT RESOLVED, by the Bismarck Board of City Commissioners that it has received the 2005 Long Range Transportation Plan; and

BE IT FURTHER RESOLVED, that the engineering and planning department staff are directed to use the 2005 Long Range Transportation Plan as a tool in their everyday planning and engineering activities.



John Warford, President
Bismarck Board of City Commissioners

5-10-05

Date

RESOLUTION OF ADOPTION
for the
2005 Bismarck-Mandan Metropolitan Area
Long Range Transportation Plan

WHEREAS, the U.S. Department of Transportation requires the formulation, approval, and maintenance of a long range Metropolitan Transportation Plan for the urban area as a condition of federal transportation funding; and

WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization (MPO) has been designated by the Governor of North Dakota as the Metropolitan Planning Organization responsible for preparing and maintaining the Metropolitan Transportation Plan; and

WHEREAS, the Bismarck-Mandan MPO after extensive public involvement and substantial consideration of technical, environmental, financial, and social factors has prepared the 2005 Long Range Transportation Plan which is in compliance with federal transportation planning standards; and

WHEREAS, the engineering and planning department staff have reviewed the 2005 Long Range Transportation Plan, and have unanimously indicated their support for it as a guide for their future planning and development policies; and

WHEREAS, all cognizant State and Federal agencies have reviewed the Plan and indicated their support for it; and

NOW, THEREFORE BE IT RESOLVED, by the Burleigh County Planning Commission that it adopts the 2005 Long Range Transportation Plan; and

BE IT FURTHER RESOLVED, that the engineering and planning department staff are directed to use the 2005 Long Range Transportation Plan as a tool in their everyday planning and engineering activities.



Chuck Peterson, Chairman
Burleigh County Planning Commission

3/30/05

Date

RESOLUTION OF ADOPTION
for the
2005 Bismarck-Mandan Metropolitan Area
Long Range Transportation Plan

WHEREAS, the U.S. Department of Transportation requires the formulation, approval, and maintenance of a long range Metropolitan Transportation Plan for the urban area as a condition of federal transportation funding; and

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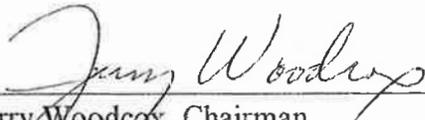
WHEREAS, the Bismarck-Mandan MPO after extensive public involvement and substantial consideration of technical, environmental, financial, and social factors has prepared the 2005 Long Range Transportation Plan which is in compliance with federal transportation planning standards; and

WHEREAS, the engineering and planning department staff have reviewed the 2005 Long Range Transportation Plan, and have unanimously indicated their support for it as a guide for their future planning and development policies; and

WHEREAS, all cognizant State and Federal agencies have reviewed the Plan and indicated their support for it; and

NOW, THEREFORE BE IT RESOLVED, by the Burleigh County Board of Commissioners that it adopts the 2005 Long Range Transportation Plan; and

BE IT FURTHER RESOLVED, that the engineering and planning department staff are directed to use the 2005 Long Range Transportation Plan as a tool in their everyday planning and engineering activities.



Jerry Woodcox, Chairman
Burleigh County Board of Commissioners

5/2/05

Date

RESOLUTION OF ADOPTION
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WHEREAS, the U.S. Department of Transportation requires the formulation, approval, and maintenance of a long range Metropolitan Transportation Plan for the urban area as a condition of federal transportation funding; and

WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization (MPO) has been designated by the Governor of North Dakota as the Metropolitan Planning Organization responsible for preparing and maintaining the Metropolitan Transportation Plan; and

WHEREAS, the Bismarck-Mandan MPO after extensive public involvement and substantial consideration of technical, environmental, financial, and social factors has prepared the 2005 Long Range Transportation Plan which is in compliance with federal transportation planning standards; and

WHEREAS, the engineering and planning department staff have reviewed the 2005 Long Range Transportation Plan, and have unanimously indicated their support for it as a guide for their future planning and development policies; and

WHEREAS, all cognizant State and Federal agencies have reviewed the Plan and indicated their support for it; and

NOW, THEREFORE BE IT RESOLVED, by the Mandan Planning and Zoning Commission that it adopts the 2005 Long Range Transportation Plan; and

BE IT FURTHER RESOLVED, that the engineering and planning department staff are directed to use the 2005 Long Range Transportation Plan as a tool in their everyday planning and engineering activities.



Bill Schott, Chairman
Mandan Planning and Zoning Commission

4-18-05

Date

RESOLUTION OF ADOPTION
for the
2005 Bismarck-Mandan Metropolitan Area
Long Range Transportation Plan

WHEREAS, the U.S. Department of Transportation requires the formulation, approval, and maintenance of a long range Metropolitan Transportation Plan for the urban area as a condition of federal transportation funding; and

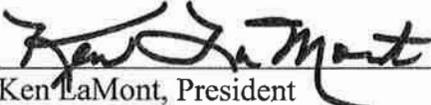
WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization (MPO) has been designated by the Governor of North Dakota as the Metropolitan Planning Organization responsible for preparing and maintaining the Metropolitan Transportation Plan; and

WHEREAS, the Bismarck-Mandan MPO after extensive public involvement and substantial consideration of technical, environmental, financial, and social factors has prepared the 2005 Long Range Transportation Plan which is in compliance with federal transportation planning standards; and

WHEREAS, the engineering and planning department staff have reviewed the 2005 Long Range Transportation Plan, and have unanimously indicated their support for it as a guide for their future planning and development policies; and

WHEREAS, all cognizant State and Federal agencies have reviewed the Plan and indicated their support for it; and **NOW, THEREFORE BE IT RESOLVED**, by the Mandan Board of City Commissioners that it adopts the 2005 Long Range Transportation Plan; and

BE IT FURTHER RESOLVED, that the engineering and planning department staff are directed to use the 2005 Long Range Transportation Plan as a tool in their everyday planning and engineering activities.

 5-4-05
Ken LaMont, President Date
Mandan Board of City Commissioners

 5/4/05
City Administrator Date

RESOLUTION OF ADOPTION
for the
2005 Bismarck-Mandan Metropolitan Area
Long Range Transportation Plan

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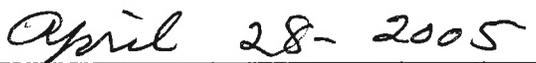
WHEREAS, all cognizant State and Federal agencies have reviewed the Plan and indicated their support for it; and

NOW, THEREFORE BE IT RESOLVED, by the Morton County Planning Commission that it adopts the 2005 Long Range Transportation Plan; and

BE IT FURTHER RESOLVED, that the engineering and planning department staff are directed to use the 2005 Long Range Transportation Plan as a tool in their everyday planning and engineering activities.



John Schafer, Chairman
Morton County Planning Commission



Date

RESOLUTION OF ADOPTION
for the
2005 Bismarck-Mandan Metropolitan Area
Long Range Transportation Plan

WHEREAS, the U.S. Department of Transportation requires the formulation, approval, and maintenance of a long range Metropolitan Transportation Plan for the urban area as a condition of federal transportation funding; and

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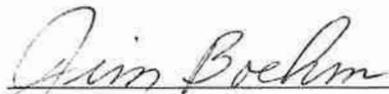
WHEREAS, the Bismarck-Mandan MPO after extensive public involvement and substantial consideration of technical, environmental, financial, and social factors has prepared the 2005 Long Range Transportation Plan which is in compliance with federal transportation planning standards; and

WHEREAS, the engineering and planning department staff have reviewed the 2005 Long Range Transportation Plan, and have unanimously indicated their support for it as a guide for their future planning and development policies; and

WHEREAS, all cognizant State and Federal agencies have reviewed the Plan and indicated their support for it; and

NOW, THEREFORE BE IT RESOLVED, by the Morton County Board of Commissioners that it adopts the 2005 Long Range Transportation Plan; and

BE IT FURTHER RESOLVED, that the engineering and planning department staff are directed to use the 2005 Long Range Transportation Plan as a tool in their everyday planning and engineering activities.



Jim Boehm, President
Morton County Board of Commissioners



Date

*Bismarck-Mandan
Metropolitan Area*

Long Range Transportation Plan

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On Behalf of the
Bismarck-Mandan
Metropolitan Planning Organization

May 2005

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This document does not constitute a standard, specification, or regulation. The United States Government, the State of North Dakota, and the Metropolitan Planning Organization do not endorse products or manufacturers. Trade or manufacturers' names appear herein only because they are considered essential to the objective of this document.

The contents of this document reflect the views of the authors, who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the policies of the State and Federal Departments of Transportation.

Acknowledgements

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Appendix A. Public Involvement

Chapter 1 – What is a Long Range Transportation Plan?

This Long Range Transportation Plan establishes short and long range plans for transportation system improvements in the Bismarck-Mandan metropolitan area. The Long Range Transportation Plan (LRTP) identifies system wide issues and needs for four types of transportation systems: roadways, pedestrian/bicycle facilities, transit, and freight movement. The recommendations of the LRTP have been reviewed by local staff and the planning consultant, and found to meet four key requirements. They are:

- technically sound,
- environmentally sensitive,
- financially constrained, and
- socially acceptable.

This chapter discusses the purposes and processes of the Long Range Transportation Plan.

Purpose

“Virtually every successful individual, organization, corporation, or community plans for the future¹.” A careful review of almost any successful endeavor will reveal a careful plan orchestrating the success. Planning seems even more critical when the intended result is complex.

The Long Range Transportation Plan serves several purposes:

- Coordinates regional transportation system development,
- Prioritizes transportation system improvements,
- Identifies corridors which need to be preserved for future transportation improvements,
- Encourages the integration of different types (modes) of transportation,
- Identifies funding sources for needed and planned transportation improvements,
- Provides mobility for people and goods, and, by doing these things,
- Meets federal law.

The LRTP plays a key role in establishing a regional transportation system. It does so by evaluating needs, setting priorities, and coordinating improvements at a regional transportation system level. To ensure this regional approach is implemented, it is essential for local staff, planning commissions and governing officials to be familiar with the contents of the plan and to use the plan regularly as a guide and tool in their planning and decision making processes.

¹ Edward McMahon, “What’s so Bad About Zoning?” Planning Commissioners Journal No 44 Fall 2001

Since the plan takes a “big picture” view of the transportation system and gives recommendations within that context, it is possible that the plan will enable local staff to take a more consistent approach in responding to such issues as land use compatibility, right-of-way preservation, and access control. Consistency in policies and decision making among jurisdictions should also be enhanced in matters pertaining to transportation. The Bismarck-Mandan Metropolitan Planning Organization has established a study area, illustrated in Figure 1-1 on page 4, to define the region in which the LRTP will be applicable.

While the Long Range Transportation Plan considers transportation needs on a regional scale, it is not intended to address site specific details of individual transportation projects. When a transportation need is identified in the Long Range Transportation Plan, alternatives are reviewed and a project is recommended to address the need. However, much more detailed work must be completed before the project can be funded and constructed. Two key steps beyond the LRTP project listing are the completion of an environmental decision document and design development. The environmental document takes a comprehensive look at the potential project, evaluates its impacts, develops detailed alternatives, and leads to an intergovernmental decision process to choose the preferred alternative.

Oftentimes, a project listed in the LRTP does not need to be constructed in the short term, but additional details about the project must be decided to ensure that it can be constructed when it is needed. In this case, an additional study may be done to establish a general location for the project and to determine right-of-way requirements. This allows development to occur in the general area of the proposed project in a way that anticipates its eventual construction and integration into the overall development of the community.

Corridor preservation is an essential element of this planning process. Land development often precedes transportation system improvements in a community. If the location of a future transportation system element such as a roadway or bike path is not established and planned for prior to or during the land development process, the necessary space and linkages for the transportation system may be lost, require costly buyouts, or result in greater impacts. Corridor preservation often precedes actual corridor development by 20 years or more. Corridor preservation may often be accomplished by requiring dedication of land for the transportation system during platting. However, it is sometimes necessary and beneficial to acquire the right-of-way in advance of the platting process. In these cases, it may be necessary to purchase the right-of-way outright.

The Long Range Transportation Plan provides a comprehensive look at the short and long range needs of the transportation system. The plan documents and maps a positive direction for development of the urban area’s transportation system. It establishes approved priorities within each jurisdiction that will enable the communities to be prepared for continued growth and expansion.

The plan considers all modes of transportation, although it typically focuses on streets and highways. In order to help maximize the safe and efficient movement of people and goods, it provides ways to integrate various modes of transportation including transit, walking, and bicycles. It also recognizes the integration of freight and people movement via trucks, aviation, and railroads.

Part of the Federal mandate for long range transportation plans is that these plans must address seven planning factors:

- Support economic vitality of the US, the States, and metropolitan areas, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system.

Chapter 8 of this report restates these seven planning factors and discusses how this plan fulfills the mandate to address each factor.

Further, this plan identifies transportation projects which may become eligible for federal funding. In fact, all transportation projects programmed to receive federal funding are to be included in the Long Range Transportation Plan. Therefore, this plan only addresses street and highway project needs that are on existing or future federal aid systems. For practical purposes, this equates to projects on the functional classification systems (See Chapter 2 for definition). All local street system needs that are not on the functional classification system are addressed through local planning efforts and are not discussed in this plan.

As a financially constrained plan, the Long Range Transportation Plan assists each jurisdiction to effectively plan the most desirable use of limited resources and to make course corrections when merited by changing local conditions.

The Long Range Transportation Plan is a planning document required by the Federal Government in order for local jurisdictions to receive funding for transportation improvements in metropolitan areas. It is one of the key functions of metropolitan planning organizations. The Bismarck-Mandan Metropolitan Planning Organization is the MPO for the Bismarck-Mandan area. By federal law, the MPO must maintain a Long Range Transportation Plan having at least a 20-year planning horizon. For the purpose of this plan, local staff have selected the year 2030 as the future long range projection year, and the year 2010 as the future short range projection year.

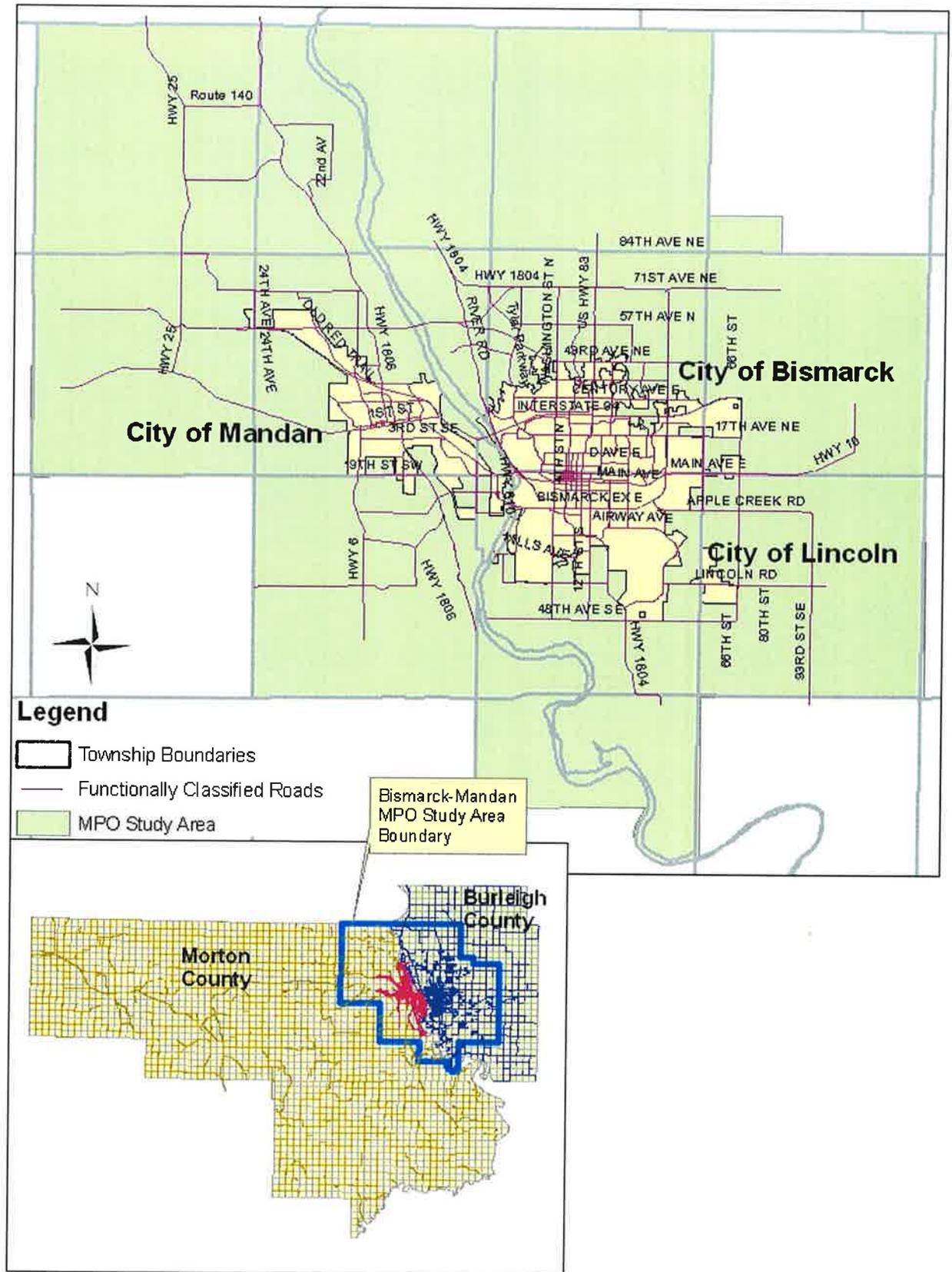


Figure 1-1
Long Range Transportation Plan Study Area

The Federal Regulations state,

The transportation plan is the statement of the ways the region plans to invest in the transportation system. The plan shall “include both long-range and short-range program strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. (23 CFR450C, Sec.450.322)

The plan has several elements:

- Identifies policies, strategies, and projects for the future;
- Determines project demand for transportation services over 20 years;
- Focuses at the system level for roadways, transit, non-motorized transportation, and intermodal connections;
- Articulates regional land use, development, housing, and employment goals and plans;
- Estimates costs and identifies reasonably available financial sources for operation, maintenance, and capital investments;
- Determines ways to preserve existing roads and facilities, and make efficient use of the existing system;
- Is consistent with the statewide transportation plan;
- Must be updated every five years (or three years in air quality non-attainment and maintenance areas).

MPO’s should make special efforts to engage interested parties in the development of the plan.”²

Role of Metropolitan Planning Organizations

MPO’s are charged with initiating and overseeing transportation planning in the urbanized area of each group of cities and counties with an urbanized area population of over 50,000.

Metropolitan transportation planning provides the information, tools, and public input needed for improving transportation system performance. Transportation planning should reflect the community’s vision for its future. It should also include a comprehensive consideration of possible strategies; an evaluation process that encompasses diverse viewpoints; the collaborative participation of relevant transportation-related agencies and organizations; and an open, timely, and meaningful involvement of the public. Transportation planning requires a comprehensive, holistic look at the needs and the future of the region and its inhabitants.³

² The Metropolitan Transportation Planning Process: Key Issues FHWA
<http://www.planning.dot.gov/documents/BriefingBook/BBook.htm>.

³ *ibid.*

A metropolitan planning organization (MPO) is a transportation policy-making organization made up of representatives from local government and transportation authorities. The Federal Surface Transportation Assistance Act of 1973 required the formation of an MPO for any urbanized area with a population greater than 50,000. MPO's were created in order to ensure that existing and future expenditures for transportation projects and programs were based on a continuing, cooperative and comprehensive (3-C) planning process. Federal funding for transportation projects and programs are channeled through this planning process. There are five core functions of an MPO:

- **Establish a setting:** Establish and manage a fair and impartial setting for effective regional decision making in the metropolitan area.
- **Evaluate alternatives:** Evaluate transportation alternatives, scaled to the size and complexity of the region, to the nature of its transportation issues, and to the realistically available options.
- **Maintain a Long-Range Transportation Plan (LRTP):** Develop and update a long-range transportation plan for the metropolitan area covering a planning horizon of at least twenty years that fosters (1) mobility and access for people and goods, (2) efficient system performance and preservation, and (3) quality of life.
- **Develop a Transportation Improvement Program (TIP):** Develop a program based on the long-range transportation plan and designed to serve the area's goals, using spending, regulating, operating, management, and financial tools.
- **Involve the public:** Involve the general public and all the significantly affected sub-groups in the four essential functions listed above.⁴

⁴ *ibid.*

Process

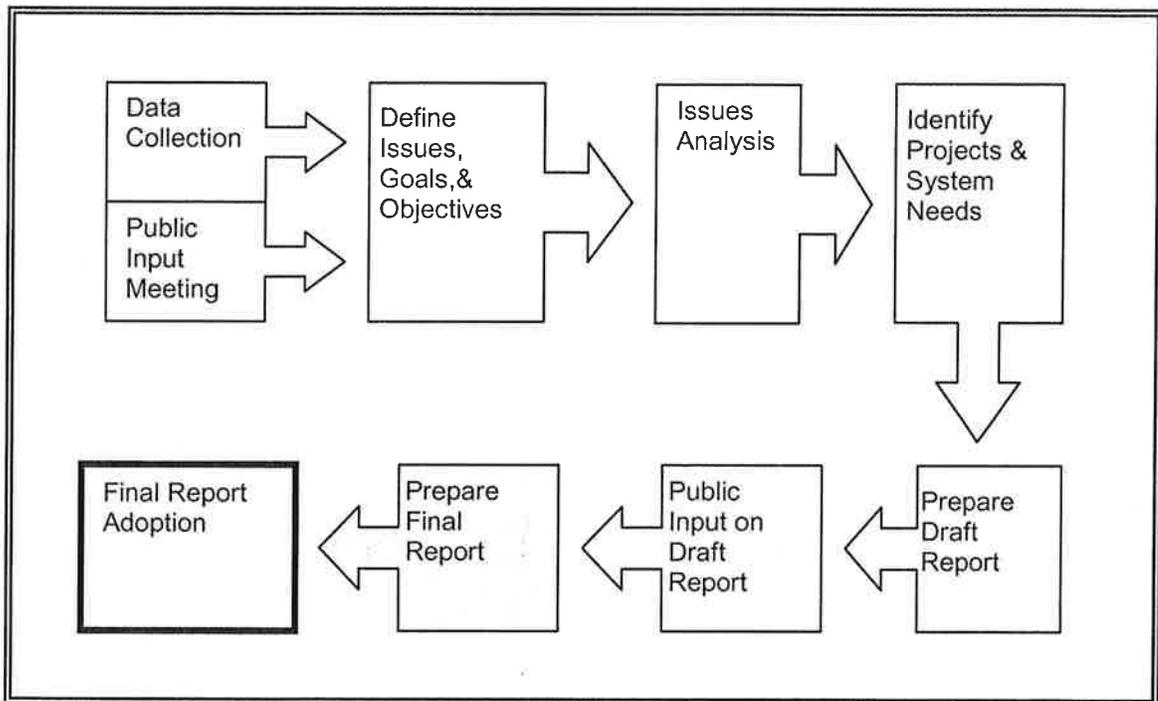
There may be several approaches to completing a LRTP. However, the process will always include the following basic components:

- Early public involvement
- Identification of issues
- Analysis of existing conditions
- Analysis of future trends
- Development of alternatives to address existing and future conditions
- Analysis of alternatives based on technical, environmental, financial, and social considerations
- Development of recommendations based on analysis of alternatives
- Public review of alternatives/recommendations

- Adoption of a document which summarizes the planning process and the resulting recommendations

This Long Range Transportation Plan includes all these components. The principal beneficiaries of the Long Range Transportation Plan are the MPO and the local jurisdictions responsible to implement the plan's recommendations. Therefore, in order to best meet the needs of the plan's primary users, meetings were held with staff from the MPO and each jurisdiction to discuss their needs and concerns related to transportation in their respective jurisdiction. Figure 1-2 illustrates the basic planning process used to develop the LRTP.

**1-2
Long Range Transportation Plan Planning Process**



A key priority was to increase the level of public involvement over the previous plans. Providing widespread opportunities for input about the transportation needs and potential solutions allows the LRTP to better address the needs of the region's people and businesses.

A variety of activities were used to involve the public for this LRTP. They included holding public input meetings, cultivating media involvement, and establishing an interactive web-site. More information on the public involvement process is provided in Chapter 4 and Appendix A.

An adoption process consistent with master planning requirements was followed so that the LRTP has official status for land development purposes. The adoption process details, including dates and places, are listed in Table 1-1.

**Table 1-1
Adoption Process for Long Range Transportation Plan**

Activities	Bismarck	Burleigh County	Mandan	Morton County
Submit Draft Report to TAC and PB for review	February 8, 2005	February 8, 2005	February 8, 2005	February 8, 2005
Present Draft Report to General Public for Review	March 8, 2005	March 8, 2005	March 9, 2005	March 9, 2005
Present Draft Report to Planning Commissions for Review	March 30, 2005	March 30, 2005	March 21, 2005	March 21, 2005
Present Final Report to Planning Commissions for Adoption	April 27, 2005	March 30, 2005	April 18, 2005	April 28, 2005
Present Final Report to Governing Officials for Adoption	May 10, 2005	May 2, 2005	May 3, 2005	May 3, 2005
Present Final Report to TAC and PB for final approval	May 16 and 17, 2005			

Chapter 2 – What Do We have Now?

This chapter summarizes the existing transportation system by the four general types (modes) of transportation: roadways, transit, trails (pedestrian/bicycle), and freight. Freight movement involves aviation, railroads, and trucking.

Roadway System

While there are hundreds of miles of roads in the Bismarck-Mandan MPO study area, a small fraction of them carry a majority of the traffic. According to NDDOT's 2003 Traffic Report, 389,000 of the 434,000 vehicle miles of travel, or 90%, occurred on the Bismarck-Mandan Functionally Classified Roads System. Due to the travel patterns and roadway networks common to most communities in the United States, this disproportionate loading of traffic on a few roads is typical. In fact, transportation planners often aim to create this kind of a roadway system.

Transportation planners categorize these few roads as either collector or arterial roads. The network of these collectors and arterials is called the Functionally Classified Roads System. The LRTP addresses only the Functionally Classified roads. Figure 2-1 shows the existing Functionally Classified Roads in the Bismarck-Mandan MPO planning area.

The Highway Functional Classification Concepts, Criteria and Procedures manual published by the United States Department of Transportation (USDOT) in 1989 serves as the primary guide for preparation and planning related to roadway functional classification. Definitions and discussion related to functional classification are taken from that manual.

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. The roadway functional classifications for the urban area are further defined in the next sections:

Principal Arterials

Principal arterials serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, and the longest trip desires; and should carry a high proportion of the total urban area travel on a minimum of mileage. The system should be integrated both internally and between major rural connections.

The principal arterial system should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. In addition, significant intra-area travels, such as between central business districts and outlying residential areas, between major inner city communities, or between major suburban centers, should be served by this system.

Frequently, the principal arterial system will carry important intra-urban as well as inter-city bus routes. Finally, this system in small urban and urbanized areas should provide continuity for all rural arterials which intercept the urban boundary.

Because of the nature of the travel served by the principal arterial system, almost all fully and partially controlled access facilities will be part of this functional system. However, this system is not restricted to controlled access routes. In order to preserve the identification of controlled access facilities, the principal arterial system is stratified as follows: (1) interstate; (2) other freeways and expressways; and (3) other principal arterials (with no control of access).

The spacing of urban principal arterials will be closely related to the trip-end density characteristics of particular portions of the urban areas. While no firm spacing rule can be established which will apply in all, or even most circumstances, the spacing of principal arterials (in larger urban areas) may vary from less than one mile in the highly developed central business areas to five miles or more in the sparsely developed urban fringes.

For principal arterials, the concept of service to abutting land should be subordinate to the provision of travel service to major traffic movements. It should be noted that only facilities within the "other principal arterial" system are capable of providing any direct access to adjacent land, and such service should be purely incidental to the primary functional responsibility of this system.

Minor Arterials

The minor arterial street system should interconnect with and augment the urban principal arterial system and provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system.

The minor arterial street system includes all arterials not classified as a principal and contains facilities that place more emphasis on land access than the higher system, and offer a lower level of traffic mobility. Such facilities may carry local bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods. This system should include urban connections to rural collector roads where such connections have not been classified as urban principal arterials.

The spacing of minor arterial streets may vary from $\frac{1}{8}$ to $\frac{1}{2}$ mile in the central business district to two to three miles in the suburban fringes, but should normally be not more than one mile in fully developed areas.

Collector Streets

The collector street system provides land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid which forms a logical entity for traffic circulation.

Local Streets

The local street system comprises all facilities not on one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher order systems. It offers the lowest level of mobility and usually contains no bus routes. Through traffic movement usually is deliberately discouraged.

Future Fringe Area Arterial and Collector Roads

The Federal Highway Administration (FHWA) formally designates functionally classified roads. The existing functionally classified roads are identified in Figure 2-1. In 2003, the Bismarck-Mandan MPO completed Fringe Area Road Master Plans for both the Bismarck-Burleigh County and Mandan-Morton County sides of the Missouri River. These plans established policies and locations for future functionally classified fringe area roads in the area surrounding the Cities of Bismarck and Mandan.

It should be noted that the Road Master Plans' functional classifications were designated for planning purposes. Therefore, the arterial and collector road designations found in the Fringe Area Road Master Plans are intended to direct local jurisdictions to preserve right-of-way widths and access spacing for these roadway facilities as recommended in their respective ordinances.

Many of the Road Master Plans' roadways are not anticipated to be placed on the federally approved functional classification system at this time. However, the Fringe Area Road Master Plan roadway functional classifications should be considered as ultimate functional classifications for the roadways when they become part of the urban functional classification system. These future functionally classified roads are identified in Figures 2-2 and 2-3.

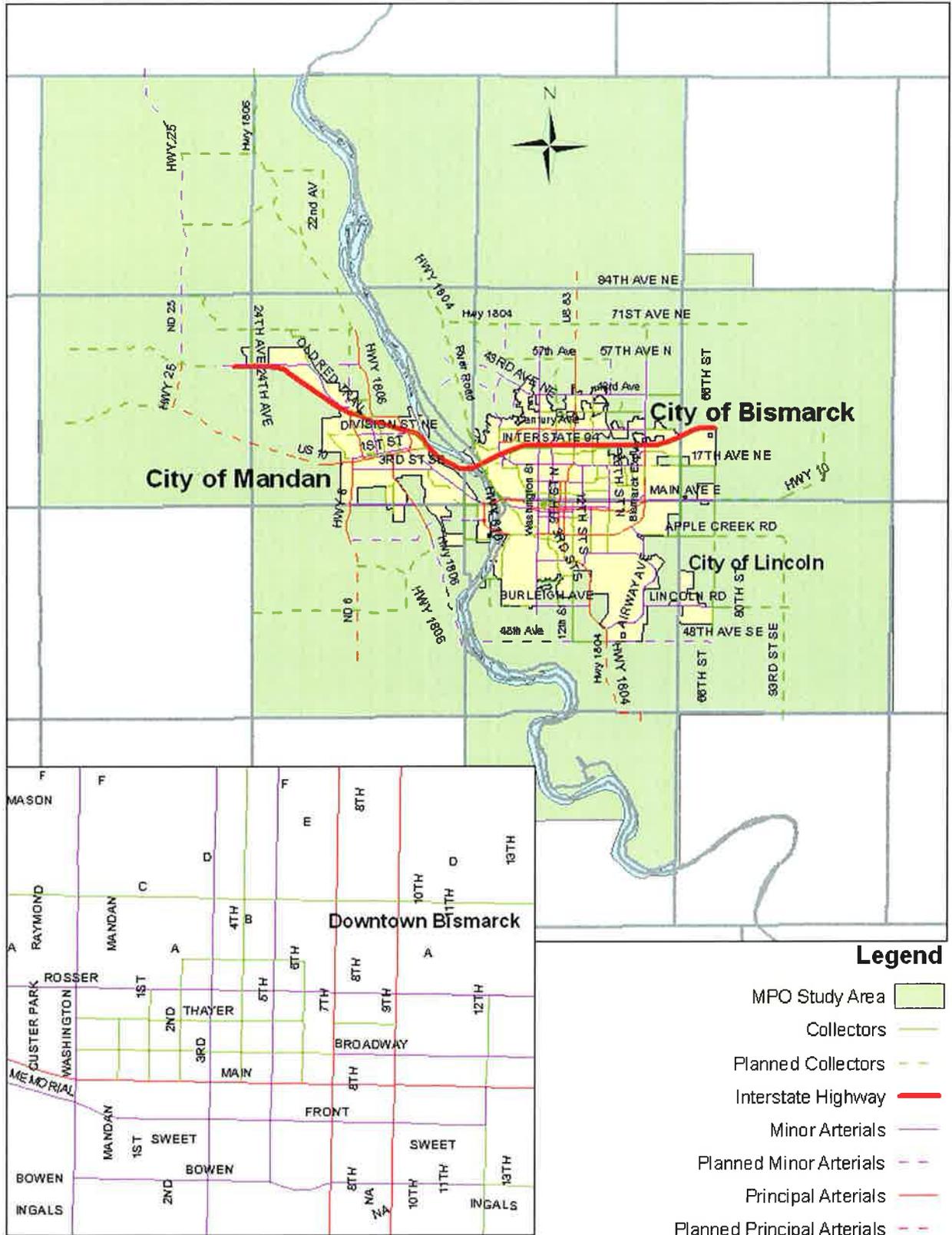
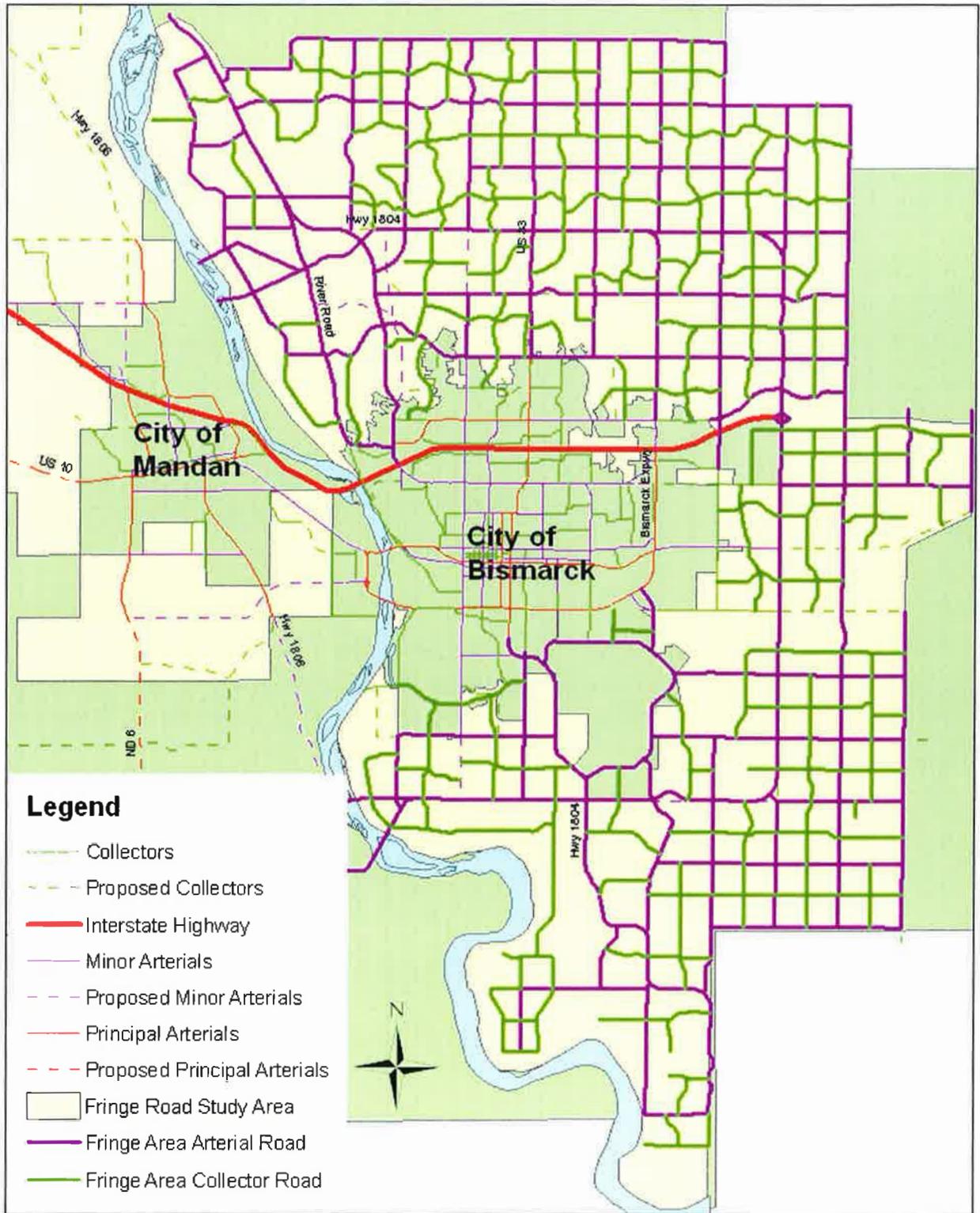


Figure 2-1
Functionally Classified Roads



*Figure 2-2
Bismarck Fringe Area Road Master Plan*



Figure 2-3
Mandan Fringe Area Road Master Plan

Trails System

Figure 2-4 shows the existing multi-use trails within the MPO planning area. The trails which exist are largely in good condition and are well maintained. Most of the trails are ten feet wide and have either been constructed or reworked within the last ten years.

Burleigh County and the City of Bismarck have an extensive and well-looped multi-use trail system in the western section of the city. A trail parallels the Missouri River from Fox Island on the south to Pioneer Park on the north. In addition, loops allow access to parks, golf courses, schools, the zoo, and the YMCA. Extensions from these loops provide access to the downtown area and the Kirkwood Mall.

The trail system is easily accessible and convenient parking areas exist to make the trails user friendly. The trail system is being extended from Bismarck into Burleigh County at a few key points. Most notably, a trail system is being developed north to Double Ditch paralleling the Missouri River. Another trail system is being extended south along Highway 1804 which will eventually reach the University of Mary. It currently extends south to the vacant United Tribes property adjacent to the Bismarck Airport.

The City of Lincoln has predominately residential land use with relatively new streets. The city has some shared bike trails and off-road mountain bike trails.

The City of Mandan and Morton County have a relatively new trail along Highway 1806 from 3rd Street South to Fort Lincoln State Park. This is a scenic trail on the west side of the Missouri River. Another trail developed recently parallels Old Red Trail from Boundary Road to 34th Avenue NW.

The City of Bismarck trail system and the City of Mandan trail to Fort Lincoln are tied by trails which cross the Missouri River at the Memorial Bridge and at the Expressway Bridge. This interconnection is of great benefit to the area.

In addition to the trails system, the citizens are provided with sidewalks on both sides of most streets for pedestrian movements and other shared uses. These sidewalks, particularly in the residential neighborhoods, allow for children to use their bicycles, skateboards, and in-line skates without conflicting with vehicular traffic. Paralleling some of the major arterials, the sidewalk on one side of the street is wider and considered part of the multi-use trail system.

Transit System

Until 2004, public transit in Bismarck-Mandan area had only been a demand-response service. On May 10, 2004 a new, fixed route transit service called Capital Area Transit System, better known as the “CAT,” began serving the cities of Bismarck and Mandan. This system is operated by the Bis-Man Transit Board which acts as the broker for the cities of Bismarck and Mandan who are working together to ensure comprehensive service between the communities. The Bis-Man Transit demand-response service is also operated by the Bis-Man Transit Board.

Fixed Route Service

During the 1996 LRTP study process, the idea of a fixed route transit service was discussed but no decision was made to initiate service. One of the objectives of the 2001 LRTP was to establish the basis for a fixed route system in Bismarck. This objective has been achieved with the startup of fixed route services in 2004.

There are 12 routes presently operating in the Bismarck-Mandan service area. Figure 2-5 illustrates the route coverage of the CAT in Bismarck and Mandan. Hours of operation are generally from 6:30am - 6:30pm depending on the route. Capital Area Transit buses stop upon request on any corner along a bus route as long as the driver believes it is a safe place to stop the bus. The fixed route system is supplemented by the demand-response service, which continues to operate 24 hours a day, 7 days a week.

Information on the fixed route system is provided at multiple locations where schedules for the routes in Bismarck and Mandan are available and at special information centers. The information centers include the Bismarck-Mandan Transit Center at 3750 East Rosser Avenue; the Kirkwood Mall Information Center; the Gateway Mall office; and Bismarck City Hall in Bismarck. In Mandan, information is available at the Community Center; Mandan City Hall; and the Mandan Golden Age. The CAT Helpline is also a source for fixed route information.

Demand-Response Service

The demand-response service in the Bismarck-Mandan area is known as Bis-Man Transit. Bis-Man Transit provides door-to-door, scheduled-ride service, seven days per week, 24 hours per day within the city limits and up to two miles beyond.

The service is available to all residents, but eligible registered customers are offered the service at a reduced fare. Those eligible for the discounted fares are all those 60 years of age or older, or those with a certified disability. Upon certification, eligible riders are issued rider identification cards. There are currently about 8,000 certified riders.

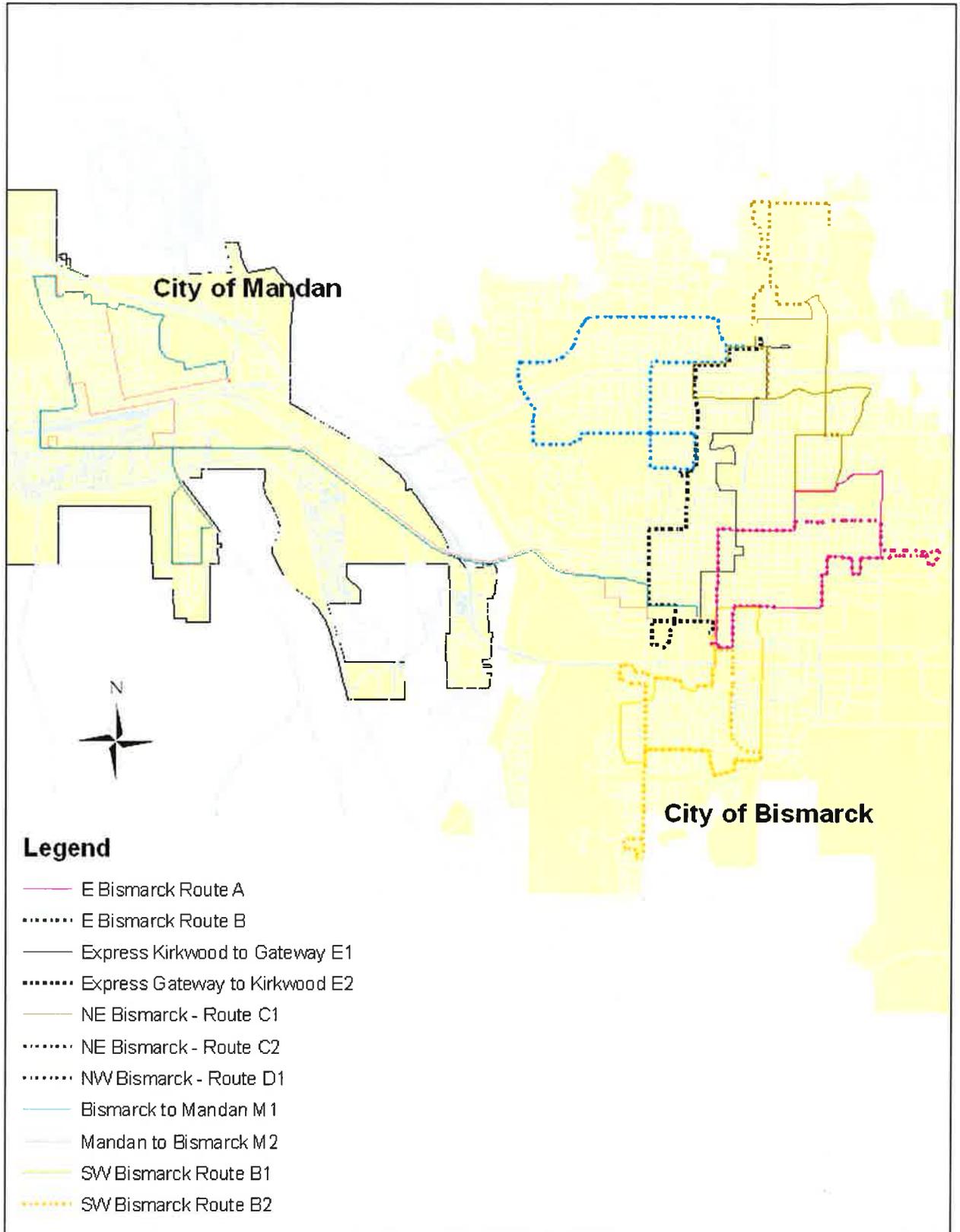


Figure 2-5
Capital Area Transit Fixed Routes

All service must be pre-scheduled as single or recurring requests. Customers desiring service must call the transit schedulers between 8:00 a.m. and 5:00 p.m. at least one day in advance of the desired trip. All requirements of the trip are covered including name, pick-up and drop-off location, desired time of drop-off, wheelchair, escort or special-needs requirements, and time of return trip. Trips may be scheduled up to seven days in advance; and permanent or recurring trips can be established. There are no restrictions on the types of trips that can be made. This is a door-to-door service which means drivers will assist riders into and out of buildings. Service is considered to be on-time if it arrives within 15 minutes of its scheduled time.

The discounted fare for eligible riders is \$1.50 per ride within the Cities of Bismarck and Mandan. Rides between Bismarck and Mandan, or to the City of Lincoln or University of Mary are \$2.00. The full fare for other riders is currently \$6.00 for service within the cities, and \$12.00 for service between the cities and beyond. Local funding comes from a 3 mill property tax contribution from Bismarck and a 3-mill property tax contribution from Mandan. Additional assistance from state and federal sources is also provided.

The Bis-Man Transit System was originally developed in 1989-1990. It was designed as a coordinated transportation system to replace several smaller individual programs. The service is managed by a non-profit agency, the Central NoDak Development Corporation and governed by a Board of Directors. The service is operated under contract by a for-profit firm, Taxi 9000. All administrative and service functions are housed in a relatively new, joint-use facility shared between Bis-Man Transit, CUSA, Inc. (Taxi 9000), Rimrock Trailways, and West River Transit – a rural area transit provider.

Freight Movement System

This section discusses the three main modes of freight movement in the Bismarck-Mandan MPO area: aviation, railroads, and trucking. There are many reasons to evaluate freight system needs within the urban area. The “Freight Rail Bottom Line,” a report published in 2003 by the American Association of State Highway and Transportation Officials (AASHTO), found that increasing the level of investment in the nation’s freight railroads can result in significant public benefits, including mitigating projected highway capacity problems, reducing highway user costs (due to increased transit time, operational, and crash incident costs), and highway costs.

The LRTP recognizes that freight movement within the MPO study area is likely to increase over time. The AASHTO report indicates an anticipated nationwide increase of 57% in freight tonnages by the year 2020, with import/export tonnages increasing by 100%. These increases translate to 62% increases in highway truck volumes and 44% in freight rail tonnages.

A recent initiative of the City of Bismarck, State and Federal officials is creating the Northern Plains Commerce Centre, a facility that will expand the role of rail and air freight movement in the Bismarck-Mandan area. It is anticipated that the facility will increase the rail-highway transload activities first, with air freight being impacted over time. The project is expected to be completed by the end of 2005. In preparation for the facility, Yegen Road is being upgraded.

The types of freight most commonly hauled into, out of, and through the Bismarck-Mandan MPO area consist of the following:

- Agricultural products, incoming
(fertilizer, chemicals, seed, equipment, etc.)
- Agricultural products, outgoing
(wheat, sunflowers, barley, oats, cattle, hogs, etc.)
- Processed Food
- Coal
- Vehicles
- Construction Materials
- Petroleum Products
- Miscellaneous

As with any metropolitan area, much freight into and out of the area consists of general merchandise and products needed on a regular basis for Bismarck-Mandan area residents. Since a major industry in the region is agricultural production, much of the freight is directly related to agriculture and to food processing companies that use products grown in the area. These companies include Cloverdale Foods and Bridgman Dairy.

In addition, a large amount of coal is hauled by rail through the Bismarck-Mandan MPO area. Some coal is used locally, such as at the MDU Heskett Power Plant, but the majority is hauled east into Minnesota for use by utility companies.

Although there are numerous origins and destinations for freight within the metropolitan area, many external sites generate a large amount of freight hauling through Bismarck and Mandan. These external sites consist of grain elevators, food processing companies, major retail concentrations, vehicle dealerships, airports, supermarkets, petroleum terminals, rail terminals and trucking terminals. Although businesses such as truck stops are not major origins or destinations of the freight hauled by trucks, they do result in a significant amount of truck traffic in the immediate area.

Airports and Air Freight Movement

The Bismarck-Mandan MPO area is served by two airports: the Bismarck Airport and the Mandan Municipal Airport. Bismarck Airport is owned and operated by the City of Bismarck, and the City of Mandan owns and operates Mandan Municipal Airport. Bismarck Airport is on the southeast edge of Bismarck and the Mandan Municipal Airport is four (4) miles south of Mandan, adjacent to North Dakota Highway #6.

Bismarck Airport was established in the 1920's and has grown to encompass approximately 2400 acres. The first airline operations at Bismarck commenced in June 1931 with Northwest Airlines making its inaugural flight. The airport can handle the largest and most sophisticated aircraft in commercial, military or general aviation fleets. It lies close to a major interstate highway (I-94) and rail corridors, linking the airport to regional, national and international markets. The airport is at an elevation of 1677 feet above mean sea level.

Bismarck Airport has two runways. Runway 13/31 is the primary commercial runway, while 3/21 is used when crosswinds dictate. General aviation aircraft use both runways. Both runways have lighting and navigation aids to continue operations at night. The runway surfaces are relatively new and in excellent condition.

Bismarck Airport provides a terminal building for airline operations, rental cars, baggage handling, a restaurant and a gift shop. Conventional and maintenance hangars exist for the North Dakota Army National Guard, area businesses, and fixed base operations.

Movement of freight by air has typically been limited to shipping of packaged goods with short delivery timelines. The following table indicates the number of enplanements and aircraft movements at Bismarck Airport during 2001-2004. The airport also handles a significant amount of freight and mail, which is also shown in Table 2-1.

Table 2-1
Bismarck Airport Cargo and Passenger Activity

Year	Enplanements	Aircraft Movements	Freight (pounds)		Air Mail (pounds)	
			On	Off	On	Off
2001	131,246	49,975	171,195	341,371	456,652	856,096
2002	139,343	51,330	126,821	152,245	441,852	5,235
2003	141,900	50,770	125,547	169,122	402,390	1,595
2004	157,637	55,164	153,008	209,210	14,600	7

Mandan Municipal Airport is a general aviation airport which serves Mandan and the surrounding area. Mandan Municipal Airport has one asphalt runway, 13/31, which has an asphalt surface with dimensions of 4400 feet long and 75 feet wide. The runway surface is in good condition. The airport also has a crosswind turf runway, 4/22, which is 2,900 feet long and 120 feet wide. The Mandan Municipal Airport currently has 32 based aircraft, and hangar space for maintenance and storage of its aircraft. Night operations are possible with pilot controlled lights on the runway. The airport is at an elevation of 1944 feet above mean sea level.

Railroad Freight Movement

The Bismarck-Mandan MPO area is traversed by a major east-west railroad facility and with minor routes branching into and out of the cities. The main east-west railroad and the minor route from Mandan to Zap are owned by Burlington Northern Santa Fe (BNSF) Railroad Company. The minor route from Bismarck to Washburn and onto Max is operated by Dakota Missouri Valley & Western over tracks owned by Canadian Pacific Railway. A large railroad yard, where crew switches and railroad car transfers occur, is in Mandan.

The Mandan-Dickinson line is part of the main line for Burlington Northern Santa Fe. This track allows for movement of farm products, freight, coal, chemicals, petroleum products, and other commodities. This line carries an average 15 trains/day and allows maximum speed of 50-60 miles per hour. The Bismarck-Fargo line is also part of the main line for BNSF. This track allows for movement of farm products, freight, coal, chemical, petroleum products, and other commodities. This line carries an average 19 trains/day and allows maximum speed of 50-60 miles per hour.

The Mandan-Zap line tracks are owned and operated by BNSF. In addition to farm products, a significant amount of coal traffic moves over this line. This line extends north out of Mandan and carries an average 6 trains/day and allows a maximum speed of 25 miles per hour.

The Bismarck-Washburn line is operated by Dakota Missouri Valley & Western Railroad and connects with the BNSF at Bismarck and the Canadian Pacific Railway at Max. Well over 90 percent of this line is used for grain movement with the rest being chemical fertilizer. This line carries an average 1 train/day and allows a maximum speed of 10 miles per hour.

The Bismarck-Mandan MPO area has no Amtrak services. The closest access point for passenger train service is at Minot, North Dakota.

Truck Freight Movement

The hauling of freight via trucks has increased significantly nationwide in recent years. From 1990 to 2001, the number of tons hauled by trucks in the United States increased from 2590 to 4122 million tons. According to NDDOT's 2003 Traffic Report, total daily vehicle miles traveled by trucks throughout the state have increased from approximately 1.19 million in 1990 to 1.97 million in 2003. The percentage of trucks in the Average Daily Traffic (ADT) volume has been consistently rising on all types of roads.

Almost everything consumed by the citizens within the Bismarck-Mandan MPO area arrives from outside, and the majority arrives by truck. Even freight moved into or out of the area by aviation or rail is delivered or picked up by truck. All building materials, construction material, retail items, petroleum products, processed foods, mail, etc., arrive in the area by truck, and are almost always handled by a truck.

The Bismarck-Mandan MPO area is serviced by UPS, FedEx, and the US Postal Service for the delivery of mail and packages. The following motor freight carriers are the major ones to provide service to the areas:

- Midwest Motor Express
- Yellow Freight System, Inc.
- Lewis Truck Lines, Inc.
- J-Mar Enterprises, Inc.
- Cross Country Courier
- Conway
- Magnum
- Priority Transportation
- Consolidated Freight
- Jobbers Moving & Storage

The Bismarck-Mandan MPO area also has two truck brokerage firms. Truck brokers coordinate shipment by arranging for a hauler and taking responsibility for the transporting of the goods.

The City of Bismarck has established truck routes and one-dimensional vehicle policies. These policies specify that a permit must be acquired from the City for any non-divisible load that exceeds certain width, height, length, and weight restrictions. A non-divisible load is one that cannot be taken apart and/or split into smaller loads. This typically includes: mobile homes, large construction or farm equipment, elements of construction such as long beams, etc. Loads such as gravel, dirt, agricultural commodities, or other products that can be taken apart or divided up for the purpose of shipment, are required to be divided up in a manner that meets the City's height, length, width, and weight requirements. The existing truck routes are shown in Figure 2-6.

The City of Mandan established designated truck routes in 2001. The City also has a one-dimensional vehicle policy with respect to width, height, and weight that require a permit. The City of Mandan can enforce weight restrictions, but does not do so at this time. Truck routes for the City of Mandan are also shown in Figure 2-6.

The City of Bismarck, Burleigh County, Morton County and NDDOT have weight restrictions on some roads during the spring, limiting the weight per axle. These weight restrictions are intended to protect the roadways during the spring thaw, when varying temperature and moisture condition's cause roads to be susceptible to damage by heavy loads. All jurisdictions provide weight restriction maps for roadways within their jurisdiction and place signs on applicable roadways when weight restrictions are in effect.



Figure 2-6
Designated Truck Routes

Chapter 3 – What is Happening in Our Community that will Influence What We have Now?

This chapter reviews key indicators of change in the Bismarck-Mandan MPO study area. Demographic characteristics and land use development activity are discussed. Special attention is paid to the findings of recent community transportation and land use studies.

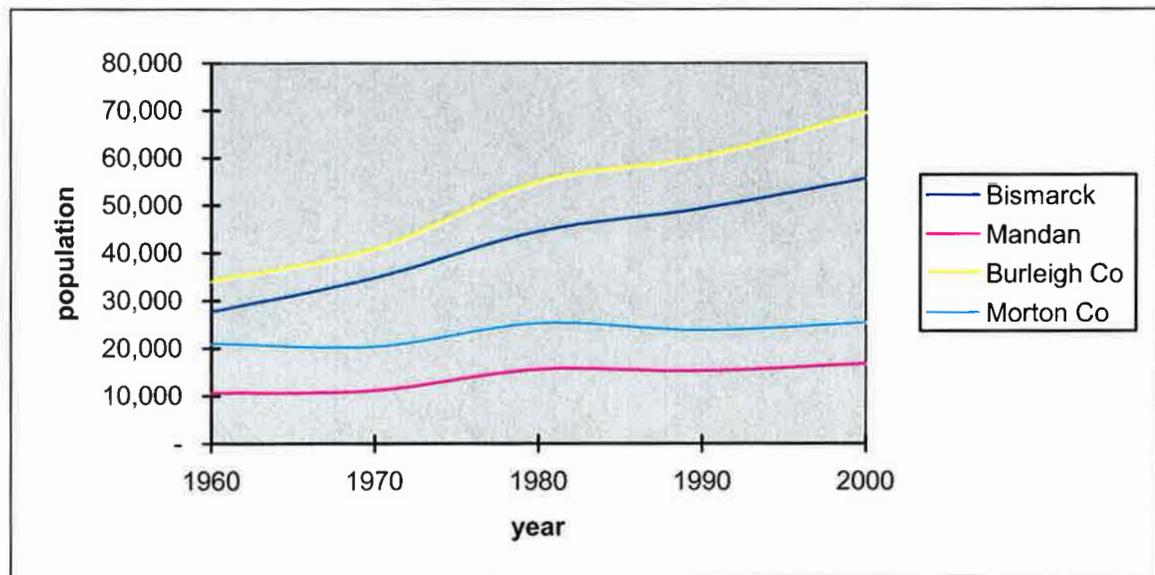
Demographics

Although a detailed analysis of demographic trends is beyond the scope of this project, it is useful to consider some basic information to give context to the potential changes in the Bismarck-Mandan metropolitan area.

Population is a key indicator of what is happening in our community. In addition to giving us a perspective on the growth of our communities, it also is used to develop projections of households which are used in the traffic modeling process.

The overall growth in population between 1990 and 2000 for the Cities of Bismarck and Mandan was 12.7% and 10.2%, respectively. This is a significant change for Mandan from the previous decade when its population change was approximately -2.2%. Bismarck grew 10.7% during the same time period. Over the last 4 decades, Bismarck and Burleigh County have been on a constant growth trend; and Mandan and Morton County have been fluctuating between slight growth and slight decline (see Figure 3-1).

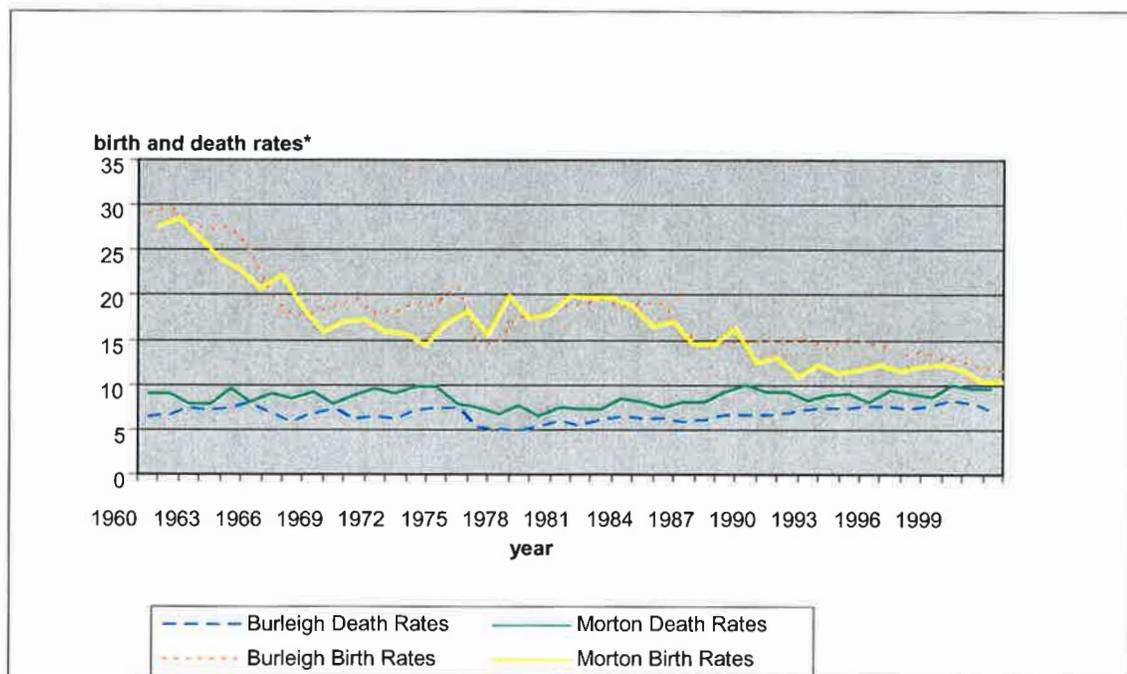
**Figure 3-1
Population Growth Patterns of Local Jurisdictions (1960-2000)**



The 2001 LRTP estimated population growth of the Burleigh County urbanized area between 1990 and 2000 at 15.7%. The 2001 LRTP estimated population growth of the Morton County urbanized area in the same time period at 5.7%. Although not directly comparable, these statistics suggest that Mandan may be growing at a faster pace than the last two LRTP's have estimated. It also suggests that Bismarck may be growing at a slightly slower rate than previously estimated.

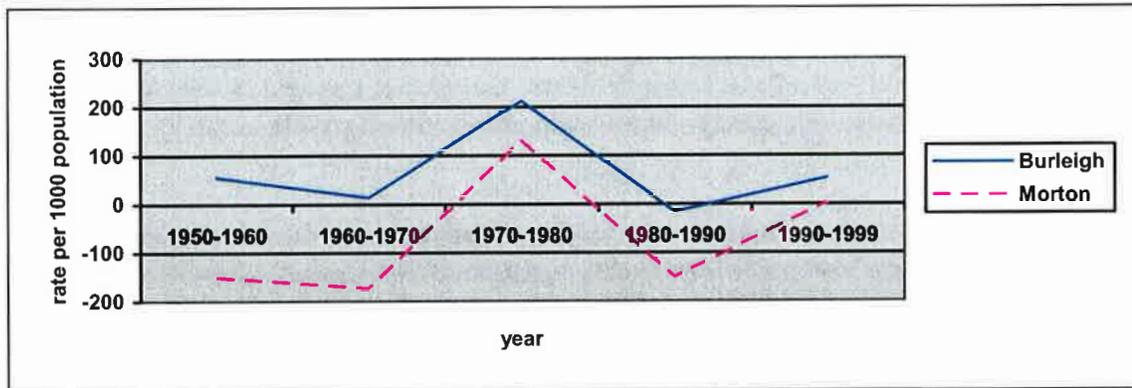
Population change within a community is essentially due to three factors: birth rates, death rates, and migration rates. Figure 3-2 demonstrates the trend by county in births and deaths over the last four decades. Figure 3-3 demonstrates the net migration trends by county over the last five decades.

Figure 3-2
Live Birth Rates and Death Rates for Burleigh and Morton Counties
(1960-2001)



* Live birth rates are shown in number per 1000 females aged 16-45; death rates are shown in number per 1000 population.

Figure 3-3
Net Migration Rate for Burleigh and Morton Counties (1950-1999)



The net migration rate refers to people moving in and out of Morton and Burleigh Counties over time. The following information summarizes some recent migration patterns:

- Although many North Dakota retirement age people migrate to other states, they often return to their home state, and even their home communities, when their health begins to deteriorate.
- 70% of immigrants to Morton County come from North Dakota
- 62% of immigrants to Burleigh County come from North Dakota
- 10% of immigrants to Morton County come from the three surrounding states
- 16% of immigrants to Burleigh County come from the three surrounding states
- approximately the same number of people migrate from Burleigh County to Morton County as migrate from Morton County to Burleigh County

Jobs are another key indicator of what is happening in our community. Table 3-1 summarizes recent labor force and employment patterns in the Bismarck-Mandan Metropolitan Statistical Area (MSA).

The primary findings we can draw from the review of jobs and population are the following:

- Jobs growth seems to be trending slightly higher than recent patterns identified in the 2001 LRTP.
- Population growth is continuing and is trending slightly lower than estimated in the 2001 LRTP.
- Mandan population growth rate is not likely to stay so low. There are indications that it is already exceeding 2001 LRTP projections.

Table 3-1
Annual Average Labor Force and Employment for the Bismarck-Mandan MSA

YEAR	LABOR FORCE	EMPLOYED	UNEMPLOYED	UNEMPLOYMENT RATE
1990	45,312	43,496	1,816	4.00%
1991	46,564	44,562	2,002	4.30%
1992	47,690	45,378	2,312	4.80%
1993	48,971	46,885	2,086	4.30%
1994	49,593	47,588	2,005	4.00%
1995	51,092	49,400	1,692	3.30%
1996	52,369	50,829	1,540	2.90%
1997	53,918	52,584	1,334	2.50%
1998	54,051	52,422	1,629	3.00%
1999	52,908	51,326	1,582	3.00%
2000	54,242	52,857	1,385	2.60%
2001	54,704	53,293	1,411	2.60%
2002	54,973	52,984	1,989	3.60%
2003	55,941	54,015	1,926	3.40%

The Bismarck-Mandan MPO utilized the 2000 Census to update household and employment statistics for the MPO study area in order to provide data for the updated traffic model. Concentrations of jobs in geographic locations are indicators of potential areas of concern for traffic congestion. Two categories of jobs (retail and non-retail) are used in the traffic modeling process. See Chapter 4 for additional information on regional growth projections.

Land Use

The communities of Mandan, Bismarck, and Lincoln are all growing. This is evident from the population and employment growth noted in previous sections. It is also evident in land development. All three cities have grown in recent years. A comparison of recent census data indicates that their combined land area grew from 35.7 square miles to 38.7 square miles between 1990 and 2000. The City of Bismarck completed a growth analysis as part of its Growth Management Plan adopted in 2003. The Plan noted growth in land area averaging 148 acres per year from 1988 through 2002.

No statistics on the conversion of vacant or agricultural land were available. No consistent statistics on land area by type of land use were available. Table 3-2 illustrates the land use growth patterns of the entire metro urban area in recent years.

Table 3-2
Land Area Growth Statistics for the Bismarck-Mandan Urbanized Area

	Bismarck	Lincoln	Mandan	Urbanized Area*
Municipal area				
1990	24.8 sq. mi.	0.9 sq. mi.	10.0 sq. mi.	37.20 sq. mi.
2000	27.41 sq. mi.	1.02 sq. mi.	10.29 sq. mi.	33.92 sq. mi.

* Note that the criteria for defining UA's (urbanized areas) changed between 1990 and 2000. Actual developed land area in the Bismarck-Mandan urbanized area increased.

Community and Transportation Plans

There have been several significant community and transportation planning efforts undertaken since 2001. These plans will likely influence development patterns and in many instances contain specific recommendations which pertain to the Bismarck-Mandan metropolitan area transportation systems. Each plan, together with its critical findings and recommendations, is summarized in the following sections.

Bismarck Growth Management Plan

Completion Date: August 2003

Objective(s): Among the stated objectives were:

- Facilitating orderly and efficient development of urban infrastructure
- Establishing a proactive, future-oriented approach to development that includes long-range considerations as part of short-term actions
- Minimizing urban/rural land use conflicts
- Ensuring that development at the fringe of the city does not limit the growth of the city
- Providing incentives to encourage compact and sustainable development
- Identifying locations for future parks, open spaces, greenways and other public facilities

Scope: Land surrounding the existing municipal boundaries up to a projected four-mile Extraterritorial area.

Relevant Recommendations: The plan evaluated growth indicators of the city, the existing comprehensive plan, and physical growth patterns. One of the key conclusions of this evaluation was that the city has been experiencing a pattern of low-density residential suburbanization or “sprawl.”

The impacts of the continuation of this development pattern were discussed at length. The plan warned that without a future land use plan, the City may forfeit the opportunity to reserve areas best suited for future commercial and industrial development, as well as sites for public facilities.

As a result of this analysis, the plan recommended an Urban Service Area be officially adopted and annually updated in conjunction with the Capital Improvements Program. The plan also recognized that transportation infrastructure was a critical element in the growth process.

The plan established specific policies to address the issues and meet the goals noted previously. Some of the key policies which were directly related to transportation include:

- Securing sufficient right-of-way to accommodate the major street system needs, including the proposed beltway and future collectors identified in the Fringe Area Road Master Plan.
- Considering official mapping to preserve right-of-way for future non-section line arterial roadways in advance of development.
- Communicating with property owners and developers regarding the locations of planned arterial and collector roadways, and fostering coordination between owners of adjacent property regarding the location of access points of adjacent subdivisions.
- Providing a network of bikeways/trails and pedestrian pathways to connect residential areas with each other, with park and recreation facilities, with school facilities, and with major activity centers.
- Continuing to work with the Bismarck Parks and Recreation District, the Burleigh County Park Board, and the MPO regarding the expansion of the multi-use trail system in a manner that provides a high level of service and minimizes conflicts between vehicular and pedestrian/non-motorized traffic.
- Reviewing the existing sidewalk policy and revising as needed to support the concepts of maximum accessibility and walkable communities.
- Working with the Bismarck Parks and Recreation District and property owners to designate and acquire greenway corridors [as part of a multi-use trails network]
- Identifying future access points and preserving existing public access to the Missouri River.
- Limiting the placement of additional billboards along Interstate 94 and other major arterials.
- Utilizing stringent development standards and access controls to discourage strip development along arterial roadways, such as Highway 83, Highway 1804, and County Highway 10.
- Developing an overlay district with specific development standards to ensure high quality and aesthetically pleasing development along major roadways.

The plan established a generalized future land use plan which “recognizes the potential for non-residential land uses at specific locations...” Figure 3-4 illustrates the locations of non-residential land use established by the Generalized Future Land Use Plan.

The plan also recommended two official mapping actions by the City by 2008:

- Officially map the right-of-way required for a full diamond interchange at the intersection of I-94 and 66th Street NE to preserve the option for a full interchange in the future.
- Officially map any non-section line arterial roadways identified in the Fringe Area Road Master Plan.

Bismarck Park District Strategic Plan

Completion Date: January 2001

Objective(s): The objective was to prepare a “guide to physical, financial, operational, and program improvements” for the District for the short range future.

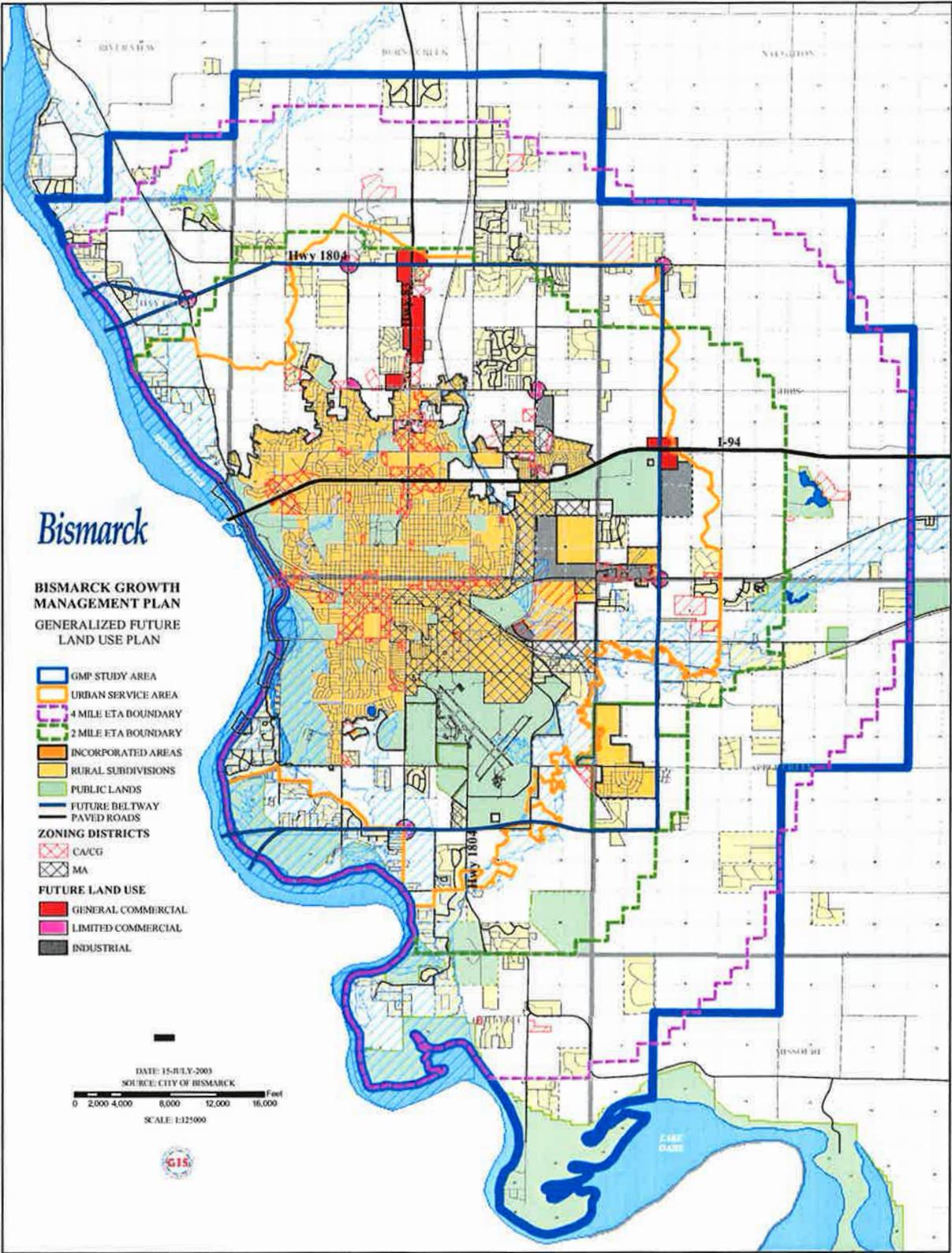
Scope: All land within the City of Bismarck and up to five miles outside the City.

Relevant Recommendations: One of the key findings of the strategic plan is that there is high demand for continued and expanded trails for biking and walking. A second key finding was that there is interest in acquisition of land for passive, nature parks. As a result of the detailed analysis of needs and opportunities, the plan establishes several targets of opportunity to pursue in the short term future. These targets of opportunity included:

- Adding interior loop trails within parks
- Continuing to provide a mix of paved and unpaved trails
- Completing the loop trail system around the City of Bismarck
- Establishing bike trails to connect with the Central Business District

The plan also noted some specific future facility locations at sites that would benefit from trail links. These included:

- The new junior high site
- A ball diamond facility for younger kids
- A ball diamond facility for older kids
- The Hay Creek Greenway
- The Tyler Coulee Greenway
- The Missouri River Greenway
- Hoge Island Park
- Hughes Middle School
- Indoor recreation center in south Bismarck



Source: Bismarck 2003 Growth Management Plan

Figure 3-4
Generalized Future Land Use Plan

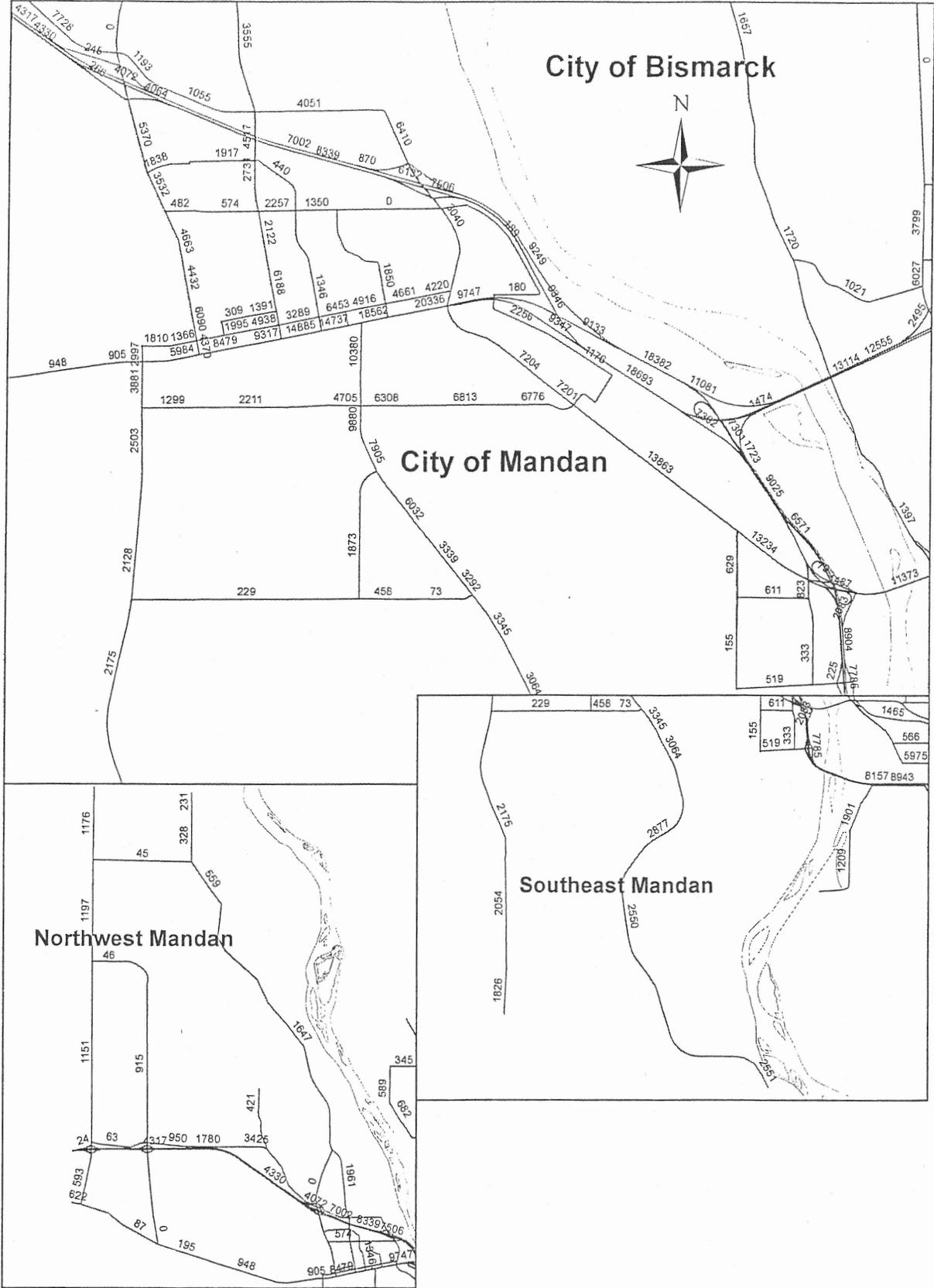


Figure 4-3
Mandan-Morton County Traffic Volumes (2001)

These sites should be evaluated for additional trail needs.

Overall, the Park District has established plans and goals based on detailed analysis of needs and opportunities. A number of these plans and goals are aimed at or related to trails facilities. But in order to implement many of them, especially as the City continues to grow outward, it will require a strong commitment on the part of the local governments to ensure that these plans are able to be implemented. In order to do this, care must be taken to ensure development does not ignore or preclude the parallel development of park and multi-use trail facilities.

Westside Traffic Study in Bismarck

Completion Date: December 2003

Objective(s): Two key objectives were to:

- Develop an efficient and safe transportation network for all potential users including pedestrians and bicyclists
- Implement and promote transportation system improvements that were compatible with existing land uses

Scope: The area located west of the Capitol from as far north as Century Avenue all the way south to Bismarck Expressway.

Relevant Recommendations: There is no reasonable set of improvement concepts that can divert enough traffic from Washington Street to make the corridor operate at acceptable levels of service while maintaining the current number of lanes and intersection control. The study recommended a package of improvements to be implemented in a phased manner over the next ten years. This package includes the following:

- Convert 3rd Street/4th Street to a one-way pair with transition segments at Arikara Avenue and Thayer Avenue.
- Widen Washington Street between Avenue D and Rosser Avenue; add a center left-turn lane; and signalize the Washington Street-Avenue C intersection.
- Add center left-turn lane to Washington Street from Century Avenue to Divide Avenue.
- Provide misc. other improvements along 4th Street, Ward Road., and Tyler Parkway
- Incorporate the Bismarck City Commission's implementation decision of this study into the 2005 Long Range Transportation Plan.

Northern Bridge Corridor Study

Completion Date: December 2004

Objective(s): The objective was to identify a future regional beltway corridor and associated right-of-way that should be preserved for possible future development—as well as to identify an implementation process for acquiring and preserving this corridor.

Scope: The study area is located north of the Cities of Bismarck and Mandan and extends from Highway 25 in Morton County to Highway 83 in Burleigh County. It extends from approximately ½ mile north of 71st Avenue in Burleigh County to approximately ½ mile south of Heskit Station.

Relevant Recommendations: The Consultant recommended preserving Alternative B (north route) along with the following options:

- Morton County Route B-2 (south of 37th Street)
- Burleigh County Route B-4 (straight east section line alignment)
- ND Highway 1804 Intersection Option 1 (straight east up the bluff)

The final vote by the MPO Policy Board was to preserve the south route. Detailed graphics pertaining to the south route are available in the Northern Bridge Corridor Study report. The south route sub-alternatives that were selected for implementation are listed as follows:

- Route D-1, would traverse diagonally in a southeast direction through the rugged terrain in Sections 8 and 9, T139N, R81W.
- Intersection Option 2A, locates the future realignment of ND Highway 1806 south of the 38th Street intersection, and relocates the existing ND Highway 1806 about ¼ mile east across Tesoro Refinery property to provide adequate intersection spacing on the Alternative D corridor.
- Route D-3, would climb the bluff east of River Road along the north side of the Burnt Creek alignment, with a bridge over River Road.
- Intersection Option 1, would re-route Burnt Creek Loop further east to intersect with Fernwood Drive. The alignment would create an 82 degree intersection with Alternative D.

Fringe Area Road Master Plan

Completion Date: September 2003

Objective(s): The Plan was to recommend locations for future arterial and collector roads in the study area. This planned roadway network can be used to evaluate where future roadways should be platted when new development is proposed in the study area. This will help to ensure system connectivity and continuity, and provide a basis for requiring roadway dedication during the platting process.

Scope: 125 square mile area surrounding the urban core of the Bismarck-Mandan metropolitan area.

Relevant Recommendations: Locations for mile-line and half-mile line arterials and collectors were established.

12th Street Corridor Study - Bismarck

Completion Date: December 2002

Objective(s): Establish the appropriate functional role and plan for future development of the 12th Street corridor within the Bismarck street network.

Scope: 12th Street South from 48th Avenue South to Rosser Avenue

Relevant Recommendations: Address safety and some intersection design issues immediately, and address other intersection design and capacity issues over time as opportunity arises. A change in functional classification for 12th Street was proposed.

46th Avenue SE Reconstruction PCR - Mandan

Completion Date: December 2004

Objective(s): Prepare the environmental document for reconstruction of 46th Avenue SE from McKenzie Drive to Memorial Highway in Mandan.

Scope: 46th Avenue SE from McKenzie Drive to Memorial Highway in Mandan

Relevant Recommendations:

- 46th Avenue should be expanded to a three-lane section in the study area
- A signal warrant study should be completed after the new Liberty Memorial Bridge is opened because traffic volumes are anticipated to increase.
- Memorial Highway roadway geometrics must be addressed before the installation of permanent traffic signals at the 46th Avenue SE intersection.

Highway 1804 Environmental Assessment - Bismarck

Completion Date: October 2001

Objective(s): Improve capacity and address safety issues

Scope: University Drive from Expressway to 12th Street, and Highway 1804 from 12th Street to Desert Road

Relevant Recommendations:

- Reconstruct Highway 1804 from 12th Street to 48th Avenue South as a five-lane section
- Reconstruct University Drive from Expressway to 12th Street as a five-lane section
- Reconstruct Highway 1804 from 48th Avenue South to University of Mary as a five-lane section

East Century Avenue Environmental Documentation - Bismarck

Completion Date: Ongoing

Objective(s): To prepare an environmental document and plan for future improvements to the East Century Avenue corridor.

Scope: Along East Century Avenue from 19th Street to Centennial Road.

Burleigh County River Road Study

Completion Date: Ongoing

Objective(s): To identify potential improvements for River Road and connecting corridors.

Scope: Along entire length of River Road north of Interstate 94.

Mandan Avenue Project Concept Report

Completion Date: Ongoing

Objective(s): To identify potential improvements to Mandan Avenue and prepare for corridor design and construction.

Scope: Along Mandan Avenue from Interstate 94 to Main Street.

Bismarck Expressway/Interstate 94 Study

Completion Date: Ongoing

Objective(s): To identify operational issues and recommend improvements to meet present and future operational needs including: traffic operational analysis, safety, signal, signage improvements, access control, pedestrian concerns, lighting, pavement structure issues, fire station impacts and school impacts.

Scope: From East Rosser Avenue to the Mandan Avenue Interchange on Interstate 94.

US 83 Corridor Study - Bismarck

Completion Date: Ongoing

Objective(s): To address transportation issues with a strong consideration of area developments along the corridor including: improving access management, improving safety, maintaining traffic flows, developing adjacent land use, analysis of turning movements and analysis of right-of-way policy and ordinance issues.

Scope: Approximately ½ mile to either side of the US 83 corridor from Calgary Avenue to 110th Avenue North.

Memorial Bridge EIS - Neither

Completion Date: August 2003

Objective(s): Rehabilitate or reconstruct bridge to address capacity and structural concerns of existing Liberty Memorial Bridge.

Scope: Memorial Highway from the intersection with Fraine Barracks Road east of the bridge to the I-94/Memorial Highway Interchange west of the bridge.

Relevant Recommendations:

- Construct a new four-lane facility on the south side of the existing Memorial Bridge

Division Street Corridor Study - Mandan

Completion Date: February 2003

Objective(s): Some of the objectives were:

- To develop and evaluate alignment alternatives for east and west extensions of Division Street
- To investigate opportunities to improve the vertical profile of Division Street
- To establish a typical section for the roadway
- To preliminarily investigate environmental, cultural and other impacts relative to project development and implementation

Scope: Division Street from Lohstreter Road to Missouri Drive

Relevant Recommendations:

- Continue to explore opportunities to extend other parallel routes such as Boundary Road
- Secure future needed right-of-way for westward extension via platting
- Extend Division Street eastward as a single project or in segments as opportunity allows

Lewis & Clark Legacy Trails Master Plan

Completion Date: October 2003

Objective(s): To identify trails projects which together become a “world-class system of trails creating continuity in the Missouri River corridor.” This included developing a master plan, an implementation strategy, and a public involvement program.

Scope: The geographic scope of the project was along the reach of the Missouri River in North Dakota from the Montana border to the South Dakota border.

Relevant Recommendations:

- Three short-term projects were selected for implementation:
 - Pioneer Park to Double Ditch Trail - Bismarck
 - Crying Hill Trail - Mandan
 - Wetland Nature Trail - Bismarck
- Additional long-term projects for future development included:
 - Lewis Trail on island near Bismarck
 - Clark Trail on island near Bismarck
 - Bismarck to Kimball Bottoms Trail

Community Goals

A Long Range Transportation Plan is intended to be community specific. This is evident from the process it involves and from the federal-state-local system from which it is developed. One of the ways to achieve community fit is to establish local goals and objectives to help guide the development of the plan. Goals and objectives can also serve as a measure of the success in implementing the plan.

The goals and objectives describe the result the Long Range Transportation Plan (LRTP) should work toward. Goals need to relate to the issues at hand. However, they are not the issues themselves. They are the expression of the big picture which will result by resolving the issues. The local governing bodies have established the following goals for this Long Range Transportation Plan:

- Corridor Capacity - Improve roadway capacity
- Access/Continuity - Increase access and continuity of roadway system
- Safety - Improve travel safety
- Right-of-Way Preservation - Preserve existing and future transportation corridors
- Infrastructure Maintenance - Maintain functionality of roadway pavement and structures
- Context Sensitive - Balance transportation needs with environmental needs
- Bicycle/Pedestrian Accessibility - Increase continuity and accessibility of bicycle/pedestrian system
- Transit Service Effectiveness - Improve effectiveness of transit services

Objectives are the defined activities which when completed will result in goal attainment. Individual objectives may help attain more than one goal. Corresponding objectives have been established by mode to help attain identified goals. The local governing bodies have established the following objectives for this Long Range Transportation Plan:

Roads Objectives

- Change existing roadway system characteristics to cause short and long term travel patterns to meet federal guidelines and local felt needs
- Determine and recommend ways to change traffic flow patterns which will reduce the need to expand roadway capacity
- Reduce the length of short and long term misdirected travel due to barriers such as Interstate 94, railroads, and rivers
- Increase access to major traffic generators/attractors
- Protect the planned future functional class roadway system from disintegration and disruption by development
- Continue to implement established guidelines for right-of-way preservation
- Continue to implement established guidelines for access control
- Develop and implement guidelines to improve the integration of land use and transportation

- Determine and implement improvements to reduce crashes at high crash sites
- Prioritize roadway system improvements based on funding availability and degree of system improvement (impact)
- Develop and implement guidelines for roadway maintenance that balance financial efficiency with other local considerations

Transit Objectives

- Monitor transit ridership patterns to assess need for system changes
- Identify transit facility needs

Bicycle/Pedestrian Objectives

- Identify and prioritize bicycle/pedestrian facility needs
- Develop guidelines to improve bicycle/pedestrian continuity and accessibility

Freight Objectives

- Identify areas with conflicts resulting from freight-related activities
- Identify linkage deficiencies for freight movement
- Develop guidelines to improve freight movement

Chapter 4 – What are the Problems?

This chapter discusses the deficiencies of the Bismarck-Mandan metropolitan area transportation system. In order to plan needed improvements to the metropolitan area's transportation system, the Long Range Transportation Plan (LRTP) evaluates the existing system and identifies issues which need to be resolved. Technical analysis and public involvement are both used to identify issues to be addressed in the LRTP.

This chapter first reviews the issues identified in the public involvement process. Second, this chapter reviews the problems relating to a transportation system based on the following general LRTP goal categories:

- Corridor Capacity
- Access/Continuity
- Safety
- Right-of-Way Preservation
- Infrastructure Maintenance
- Context Sensitive
- Trails
- Transit
- Freight

Public Process Results

Chapter 1 outlined the public involvement process utilized for the LRTP. Many methods were used to bring diverse interests and the general public into the public process. These included public input meetings and hearings, an interactive website, and use of the news media.

The news media were kept apprised of project milestones and public input opportunities through prepared community announcements and news releases. This resulted in more coverage from television, radio and local newspapers. The project website was highlighted in some of this coverage, as well as in placed newspaper ads. The frequency of website hits tended to increase after news media coverage highlighted its availability. The highest number of unique visitors per month was 293 during March 2005.

Input was received from the website, phone messages, faxes, and public meeting and hearing attendance. Provisions were made to make all meetings accessible to people with disabilities. The document was also written in a fashion that made it readily understandable for people without a technical background. The multiple methods of advertising and input mechanisms made the public process very open for minorities, low income, elderly and disabled individuals.

The one public involvement method consisted of public input meetings held early in the study process to help identify issues and concerns for evaluation during the LRTP process. These early involvement public input meetings were held on May 18 and May 20, 2004 in Bismarck and Mandan, respectively. Details regarding the public meeting notices, agendas, attendance, and meeting summaries are provided in Appendix A.

These public input meetings and the website provided special opportunities for the public to learn about the planning process and voice special concerns they had about the existing transportation system. Input on issues and concerns was also received from community staff and elected officials through discussions at the MPO TAC and Policy Boards, emails, mail and phone contacts.

Most public input received over the course of the planning process pertained to the first 6 LRTP goal categories and were related to roadways. The public input received relating to trails and transit goals are discussed under those goal headings later in this chapter.

The end result of the public input received was that many of the issues listed in the plan came from the public process; and some of the projects and project revisions came as a result of the public process. The identified roadway issues (problems) are listed as follows:

Corridor Capacity Issues

- need decision made from West Side Transportation Study (Washington Street)
- traffic congestion on Sunset Drive near the High School

Access/Continuity Issues

- north-south traffic flow
- need Schafer Street extension south
- need more at-grade railroad crossings
- need 26th Street extension across I-94
- 12th Street continuity – north of Broadway
- limited access to, and from, Harmon Bottoms
- need an underpass at I-94 in Section 17 for a connection with Old Red Trail
- should explore locations for a northern bridge further north
- develop a north-south corridor in Mandan with less steep grades
- provide a beltway around Bismarck and Mandan as has been proposed in the past
- provide better connections to the Mandan Airport

Safety Issues

- PM peak traffic flow along westbound I-94 just west of Missouri River
- confusion at the Memorial Bridge to Main Street exit
- poor sight distance at Rosser and Griffin
- traffic safety at 46th Avenue SE and Memorial Highway

Right-of-Way Preservation Issues

- should extend Highway 6 north of Main to Boundary Road using the ¼ section lines of Sections 21 and 28
- should plan scenic byways paralleling Highway 1804 and Highway 1806 on each side of the Missouri River

Infrastructure Maintenance Issues

- deteriorated pavement conditions-system wide

Context Sensitive

- avoid impacts to old growth forests in Missouri River bottom areas
- extension of Schafer Street would destroy overlook of the Missouri

These issues are further summarized in Figure 4-1.

Corridor Capacity Analysis

Roadway capacity analysis is most often performed by evaluating the efficiency of the transportation system. For roadways this can be done by modeling the future traffic flow on streets and assessing the level of capacity used by traffic on a given roadway segment. Each roadway segment has a particular capacity to handle traffic based on the number of lanes, curb cuts, speed limits, traffic control devices, and other factors. The volume to capacity ratio (V/C) is a common measure of a roadway's effectiveness, i.e., whether or not it is or will be congested

The new travel demand forecasting model for the Bismarck-Mandan area uses TP+ software, and its graphical interface called VIPER. It was constructed with a year 2000 base year calibration and provides projections for the years 2010 and 2030. Since adoption of the travel demand model prepared during the 2001 Long Range Transportation Plan there have been a number of improvements made to the model. These include the following:

- Added households to Mandan Traffic Analysis Zones (TAZ's) 43 and 55
- Adjustments to 2000 base year household data based on 2000 Census
- Revision of the forecast year from 2025 to 2030 using straight-line growth projections
- Incorporation of anticipated LRTP improvements into the 2010 and 2030 networks
- Addition of collector and arterial links associated with the Fringe Area Road Master Plan
- Added employment to TAZ 82

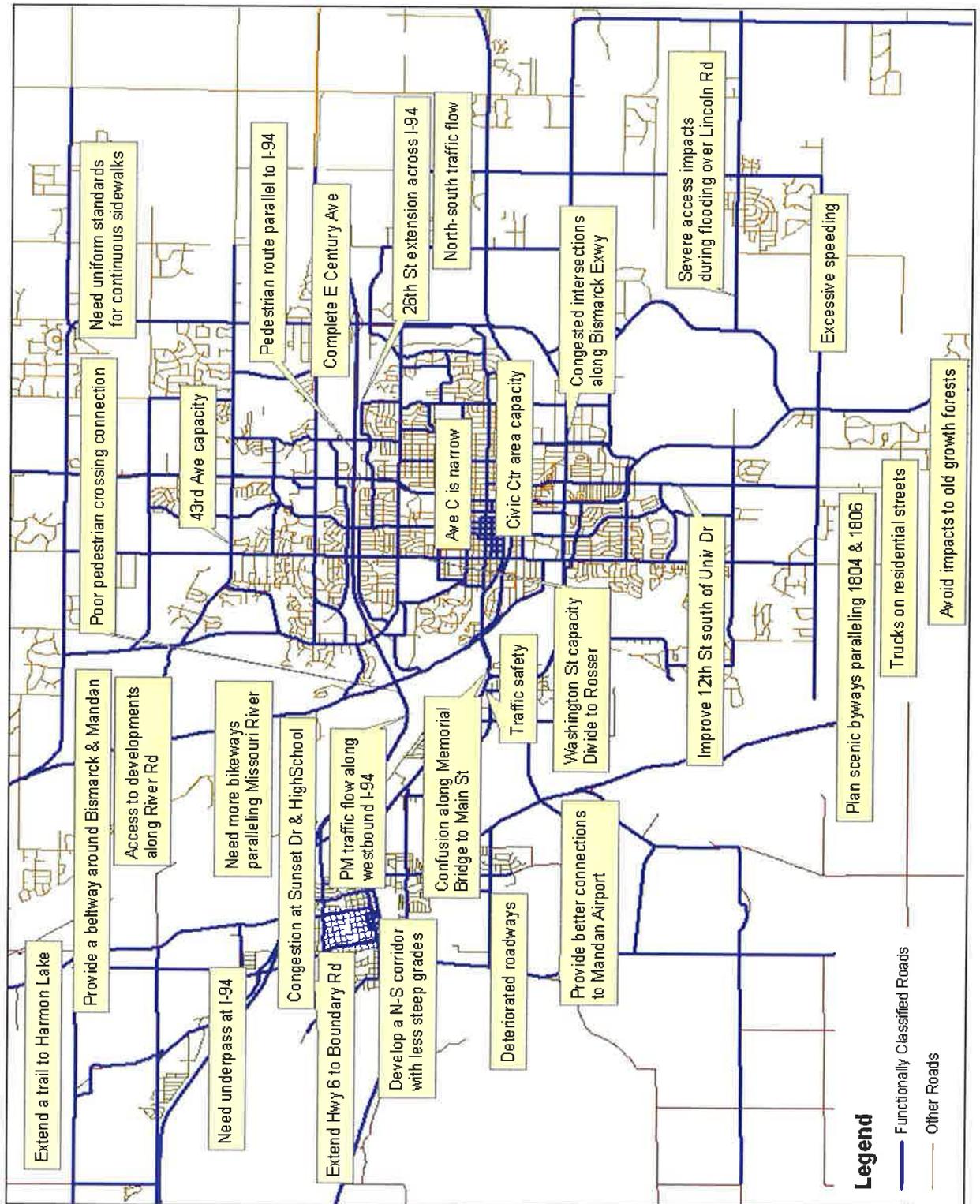


Figure 4-1
Metropolitan Area Transportation Issues

The Bismarck-Mandan metropolitan area benefits from a system of roadways that is in generally good condition and meets many of the transportation needs of the traveling public. From the standpoint of roadway capacity, there are adequate roadways throughout the system to handle existing traffic peaks with a handful of exceptions, and few locations exist where traffic congestion would be categorized as moderate to severe.

Existing Traffic Volumes and Capacity Deficiencies

The most recent traffic counts available in the Bismarck-Mandan area were collected in 2001 (city streets) and 2003 (freeways). Existing traffic volumes are shown in Figures 4-2 and 4-3. The volume-to-capacity (V/C) Map in Figure 4-4 summarizes the levels of congestion on the Functionally Classified Roads in the Bismarck Mandan MPO planning area. Traffic counts and existing road capacity information were used to identify the capacity deficiencies of the existing roadway system. Based on the existing traffic volumes and roadway capacities, the roadways have been classified into groups based on the level of congestion in the peak hour. For the purpose of this analysis, the following volume-to-capacity ratios were used as Level of Service (LOS) indicators.

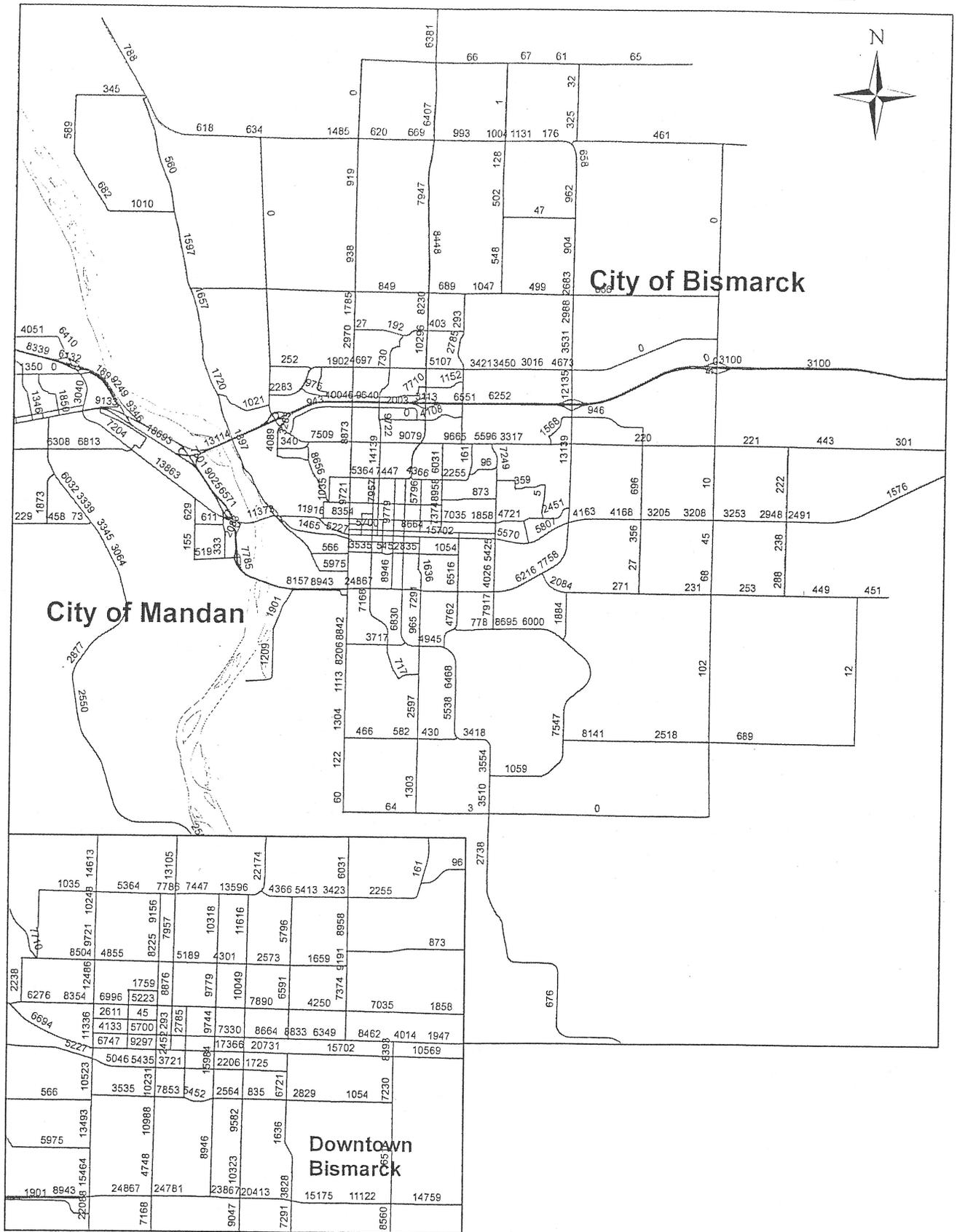
Table 4-1
Relationship between Volume/Capacity and Level of Service (LOS)

Volume/Capacity	Level of Service
0-0.70	A or B
0.71-0.85	C
0.86-1.00	D or E
>1.00	F

Roadways are considered slightly congested at LOS “C,” congested at LOS “D” or “E” and very congested at LOS “F”. In the LRTP, roadways were considered congested if their LOS was D or worse. Roadway segments that currently (2004) perform at LOS “D” or worse are:

- Washington Street (Rosser Avenue - Interstate Avenue) - Bismarck
- Divide Avenue (Marian Drive – 22nd Street) - Bismarck
- 19th Street (Divide Avenue - Interstate Avenue) - Bismarck
- Memorial Bridge
- Highway 1806 (Main Street – 3rd Street SE) - Mandan

The capacity deficiencies of the existing roadway system were derived from Figure 4-4.



Socioeconomic Pattern and Roadway Improvements by 2010

The Bismarck-Mandan area is expected to grow in terms of population, households and employment in the future. By 2010, the population, households and employment will increase from year 2000 Census statistics by 11 percent, 20 percent and 13 percent respectively. The number of households will grow faster than population, which results in higher rate of growth in the number of trips relative to population. Also, retail employment is expected to increase at a higher rate than non-retail employment, which also contributes to a relative growth in the number of trips.

Traffic Volumes and Capacity Deficiencies in 2010

Based on the Bismarck-Mandan regional traffic forecast model, 2010 traffic volumes are presented in Figures 4-5 and 4-6. The forecasted traffic volumes and programmed roadway capacity assumptions were used to identify roadway capacity deficiencies in 2010. The volume-to-capacity results are shown in Figure 4-7.

The roadway improvements planned and programmed by 2010 will help to alleviate some of the congestion that exists in the Bismarck-Mandan area today. In areas where no road development is planned by 2010, congestion levels will get worse. Based on the traffic forecast, roadway segments that will likely perform at LOS “D” or worse in the year 2010 are as follows:

- Washington Street (Rosser Avenue – 43rd Avenue) - Bismarck
- Divide Avenue (I-94 – 26th Street) - Bismarck
- 7th Street (Rosser Avenue - Boulevard Avenue) - Bismarck
- 9th Street (Rosser Avenue - Boulevard Avenue) - Bismarck
- Main Street (Collins Avenue - ND Highway 6) - Mandan
- 19th Street (Divide Avenue - Century Avenue) - Bismarck
- Highway 1806 (Main Street – 3rd Street SE) - Mandan

Year 2010 capacity deficiencies occurring in the Bismarck-Mandan area point to the need for additional roadway improvements relative to what is planned and programmed. Recommendations are made in order to maintain a LOS “C” or better on the roadways of Bismarck and Mandan. Based on the capacity deficiencies identified above, roadway improvements are recommended within the short range element of the LRTP (if funding is available) to address these capacity deficiencies

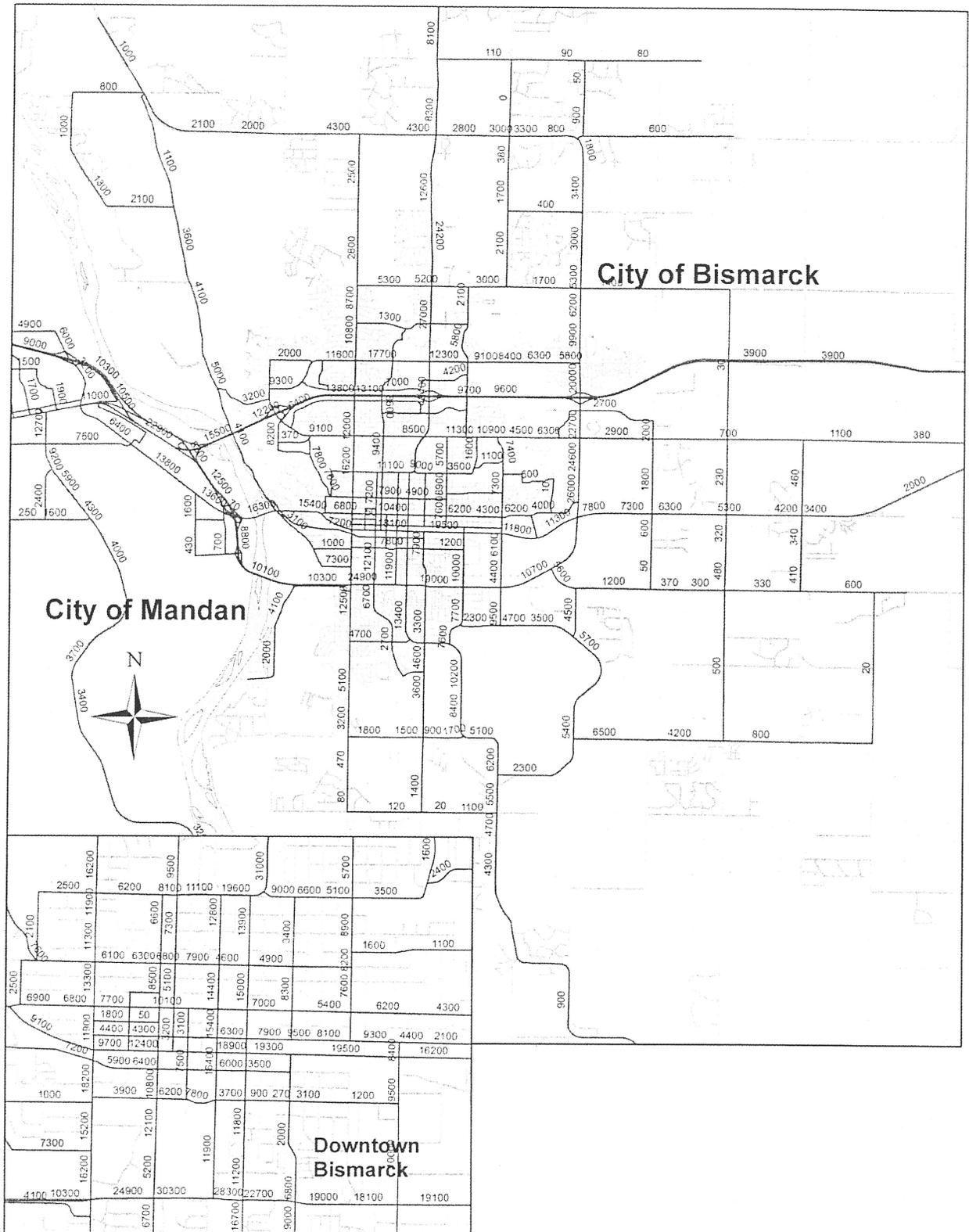


Figure 4-5
Modeled Bismarck-Burleigh County Traffic Volumes (2010)

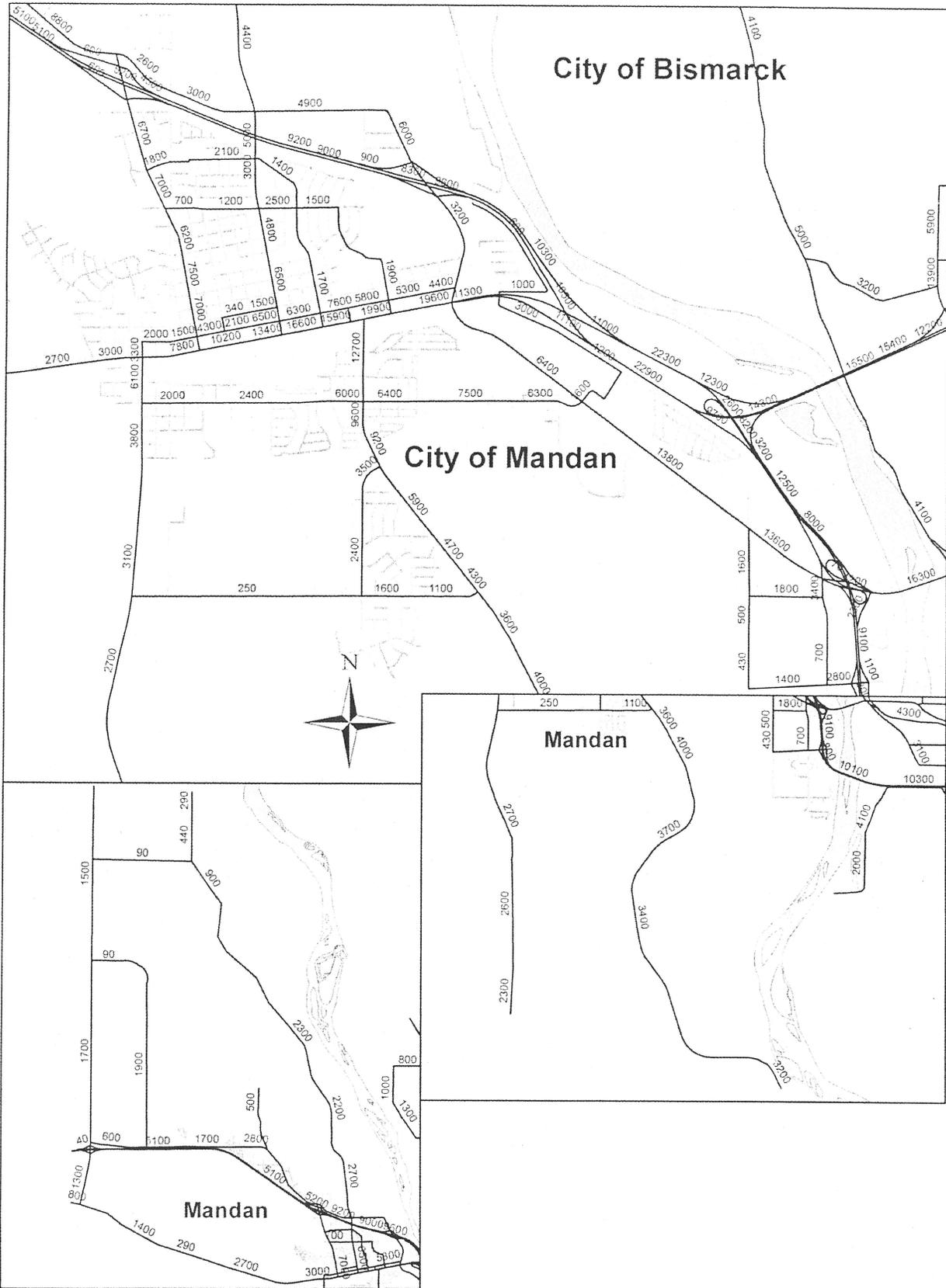
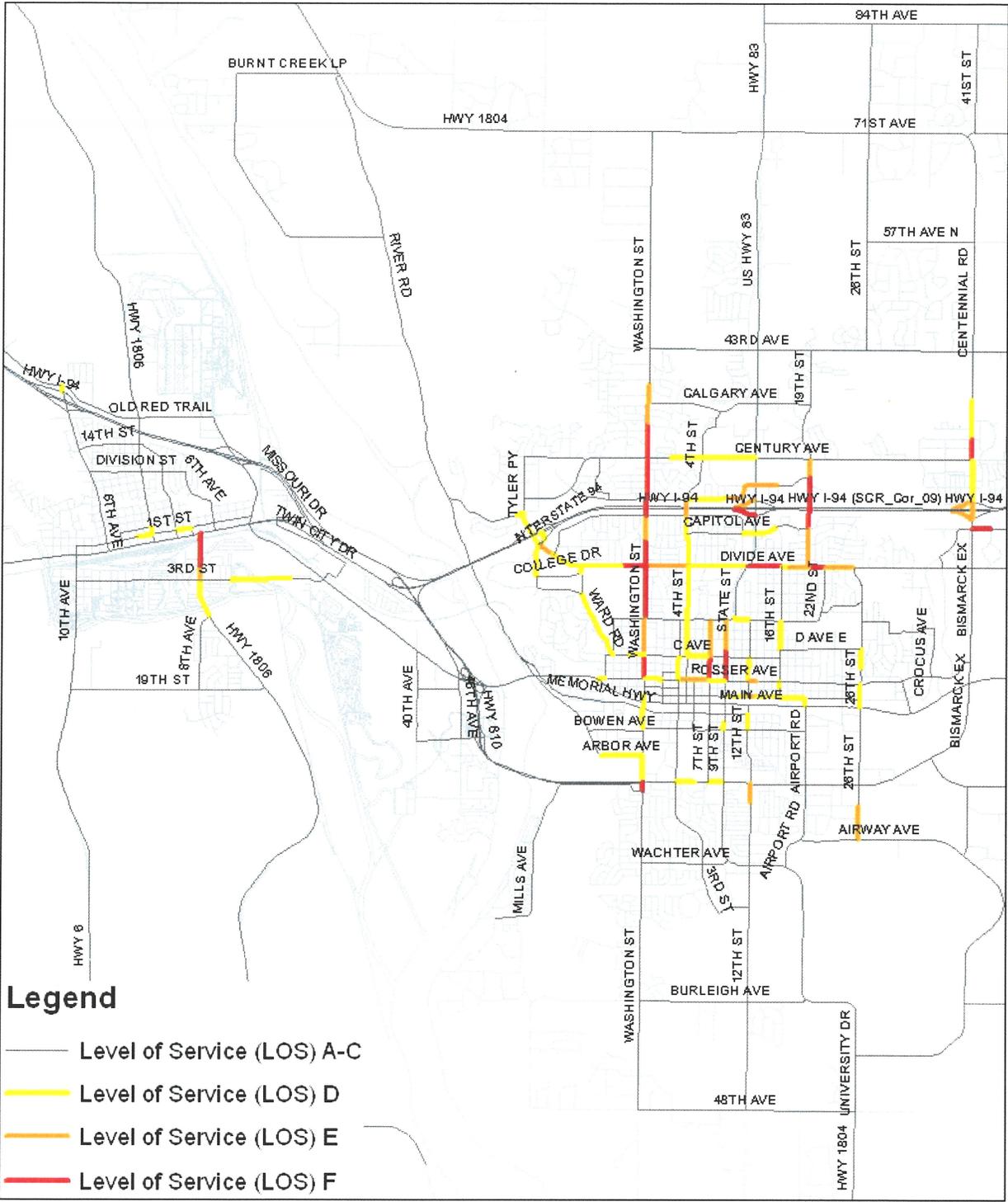


Figure 4-6
Modeled Mandan-Morton County Traffic Volumes (2010)



*Figure 4-7
 Bismarck-Mandan Area
 2010 Volume to Capacity (V/C)*

Socioeconomic Pattern and Roadway Improvements by 2030

By 2030, population, households and employment will increase above year 2000 Census statistics by approximately 30 percent, 50 percent and 30 percent in the Bismarck-Mandan area, respectively. The growth pattern described earlier will continue. Most of the new residential development will occur in the urban fringe outside the Cities of Bismarck and Mandan. Although the area within the cities will also experience moderate growth in the number of households. Industrial and commercial development is expected to take place in the cities as well as outside of them. The rate and geographic distribution of households and employment growth by 2030 can be seen in Figure 4-8 and Figure 4-9.

Traffic Volumes and Capacity Deficiencies in 2030

Based on the Bismarck-Mandan regional traffic forecast model, 2030 traffic volumes are presented in Figures 4-10 and 4-11. The forecasted traffic volumes and the programmed roadway capacity assumptions were used to identify roadway capacity deficiencies in 2030. The volume to capacity results are shown in Figure 4-12.

By the year 2030, congestion levels are expected to grow beyond 2010 levels. The following roadways are likely to experience congestion by the year 2030:

- River Road (Burnt Boat Drive - Main Avenue) - Bismarck
- Centennial Road (Divide Avenue - Jericho Road) - Bismarck
- Divide Avenue/Tyler Parkway (Country West Road - 26th Street) - Bismarck
- Schafer Street (Divide Avenue - Edwards Avenue) - Bismarck
- 4th Street (Avenue D - Century Avenue) - Bismarck
- 7th Street (Rosser Avenue - Boulevard Avenue) - Bismarck
- 9th Street (Rosser Avenue - Boulevard Avenue) - Bismarck
- 19th Street (Divide Avenue - Century Avenue) - Bismarck
- Bismarck Expressway (3rd Street - 9th Street) - Bismarck
- 3rd Street SE (1806 - Memorial Highway) - Mandan

Year 2030 capacity deficiencies occurring in the Bismarck-Mandan area point to the need for additional roadway improvements relative to what has been planned and programmed. Recommendations were made in order to maintain a LOS “C” or better on the roadways of Bismarck and Mandan. Based on the capacity deficiencies identified above, additional roadway improvements were recommended within the long range element of the LRTP.

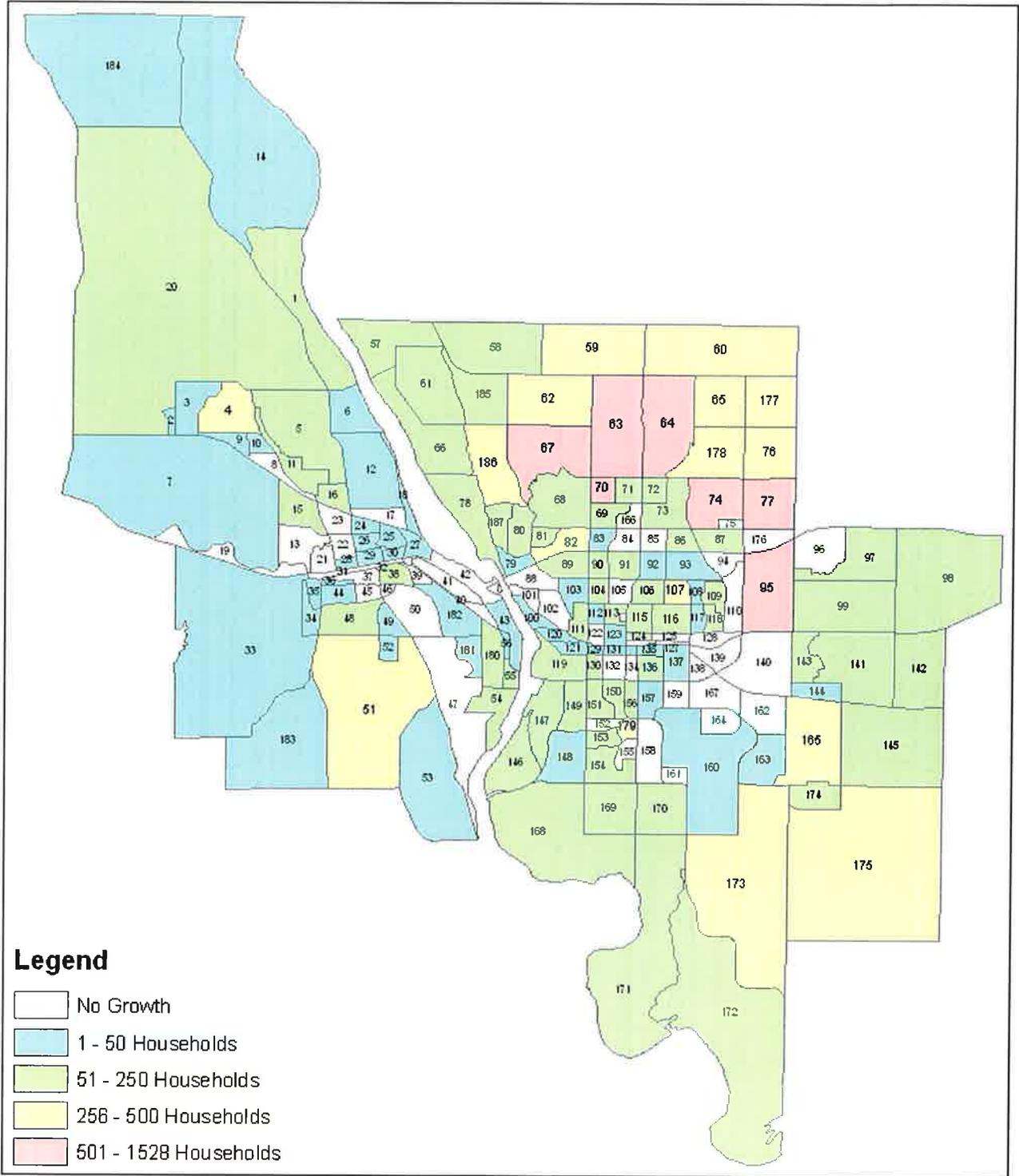
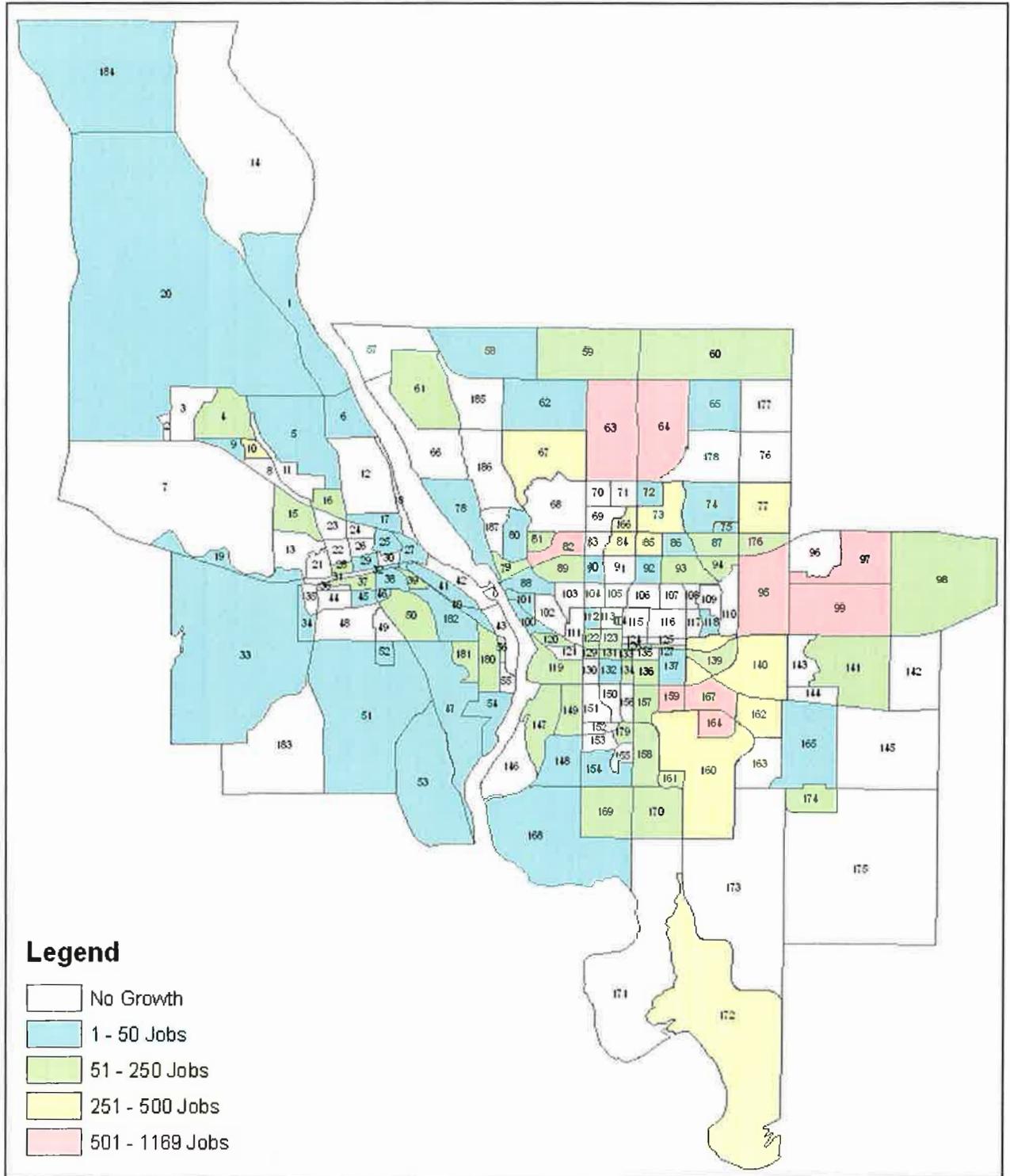


Figure 4-8
Projected Household Growth (2000-2030)
by Traffic Analysis Zone (TAZ)



*Figure 4-9
 Projected Jobs Growth (2000-2030)
 By Traffic Analysis Zone (TAZ)*

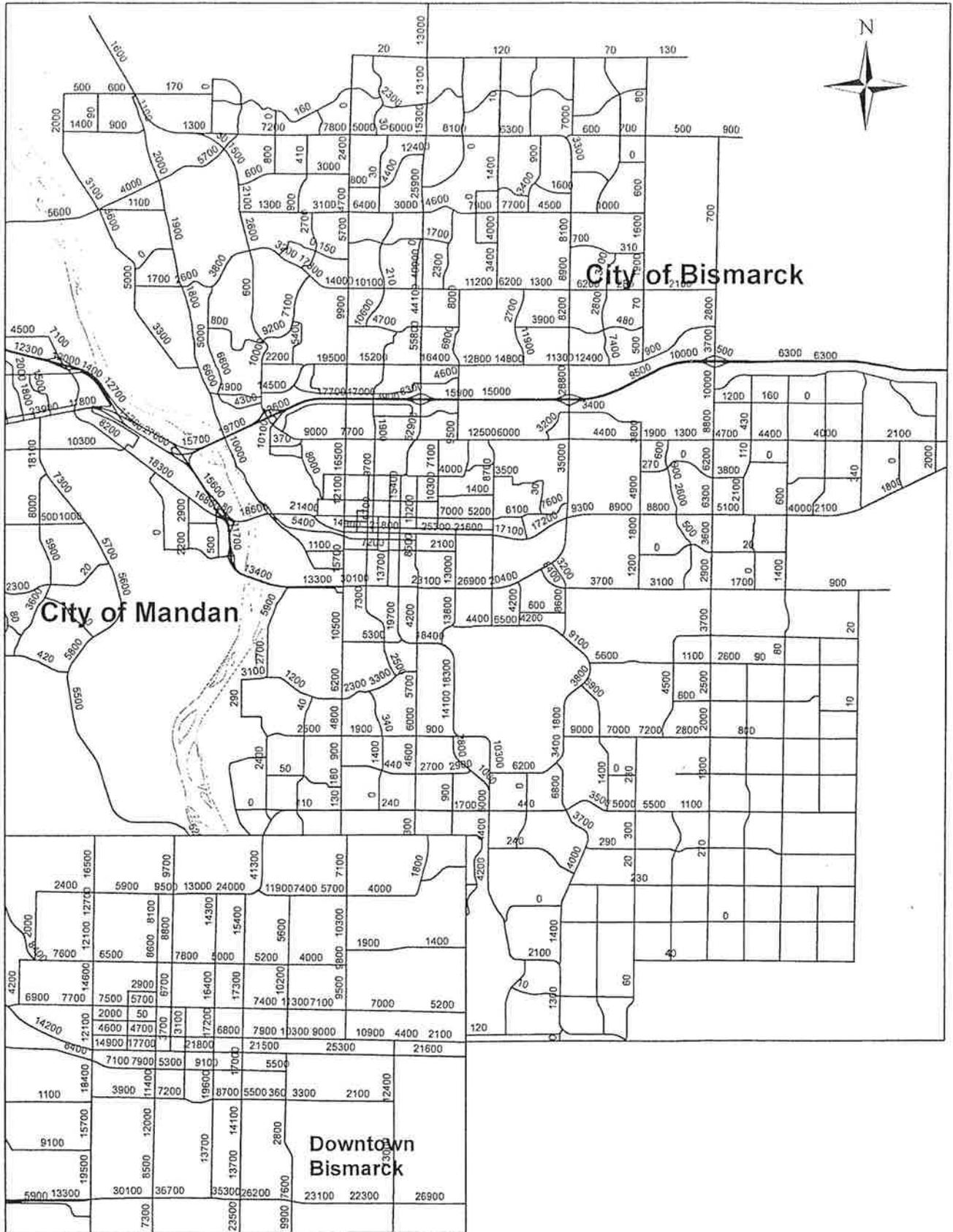


Figure 4-10
Modeled Bismarck-Burleigh County Traffic Volumes (2030)

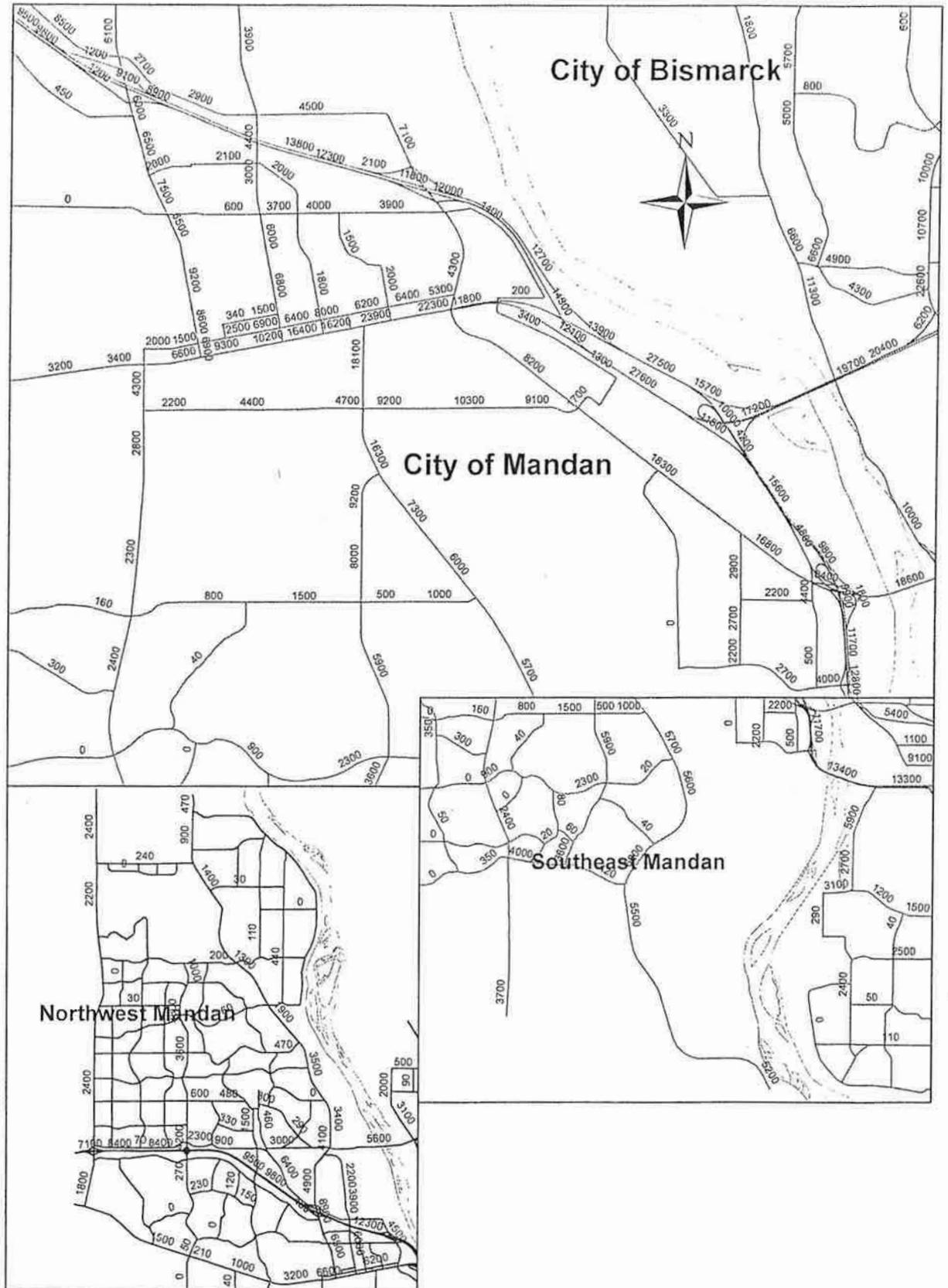
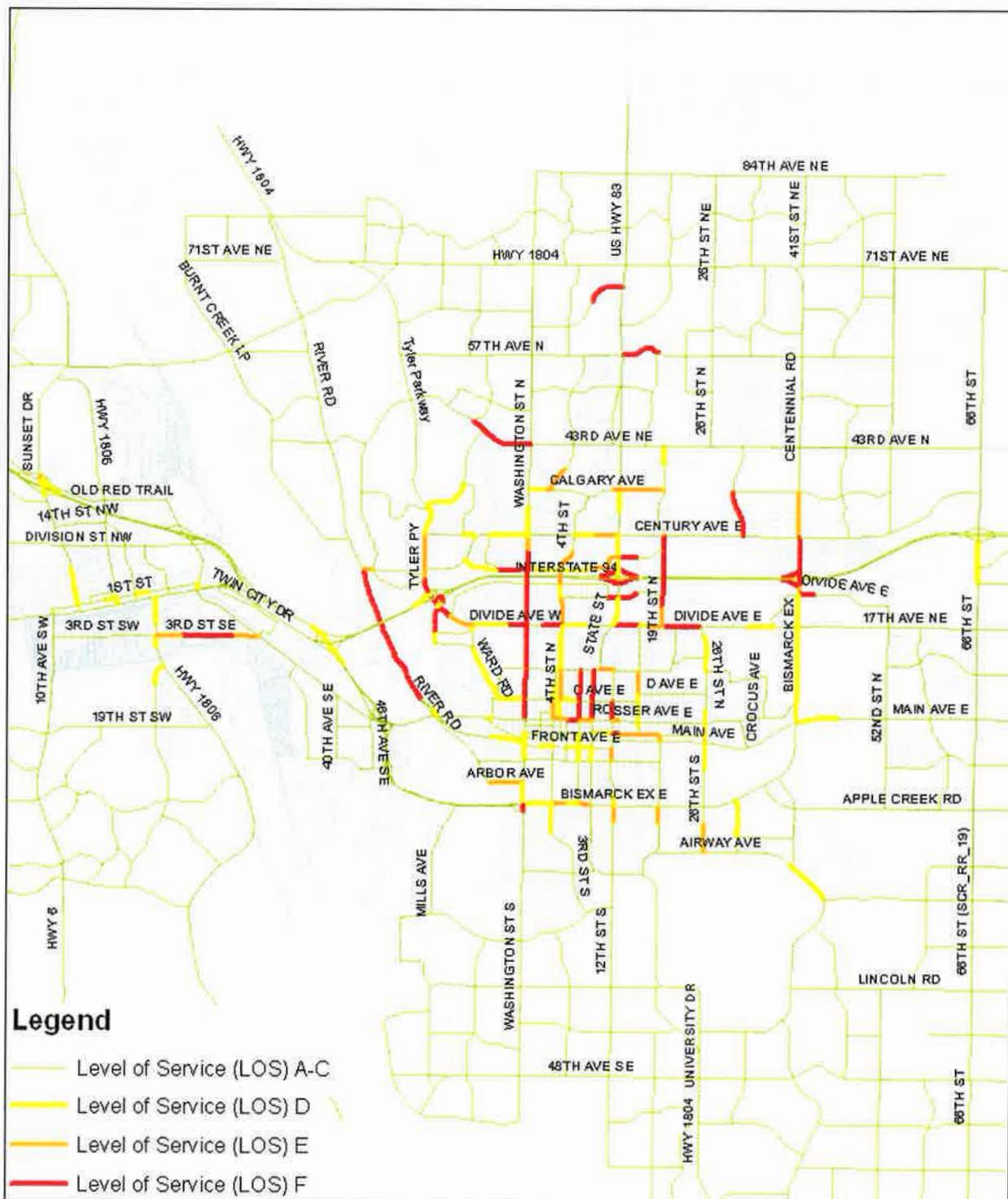
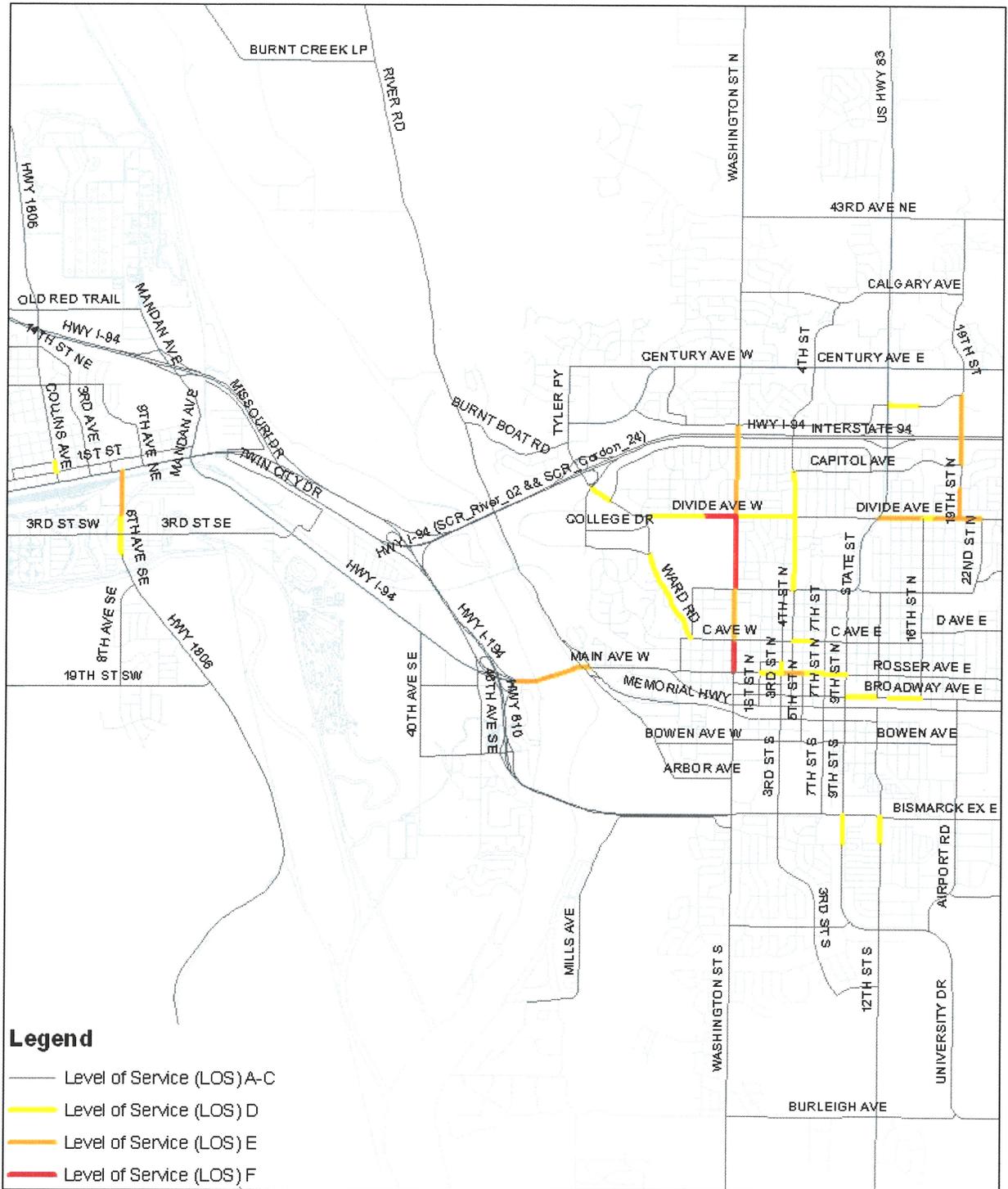


Figure 4-11
Modeled Mandan-Morton County Traffic Volumes (2030)



*Figure 4-12
Bismarck-Mandan Area
2030 Volume to Capacity (V/C)*



*Figure 4-4
Bismarck-Mandan Area
2001 Volume to Capacity (V/C)*

Access/Continuity Analysis

While few roadway capacity problems exist, there are a number of issues pertaining to roadway access/continuity that stand out. On the Burleigh County side of the Missouri River, some system deficiencies include the following:

- Limited north-south cross town travel routes
- Limited interstate access east of Centennial Road
- Few route options on Bismarck's northwest side
- Indirect and poorly developed access between Lincoln and Bismarck
- Compromised right-of-way along rural mile line corridors

On the Morton County side of the Missouri River, current system deficiencies include the following:

- Insufficient east-west access through north central Mandan
- Limited east-west routes and access south of Mandan
- Limited interstate access west of Sunset Drive
- Limited access from Captain's Landing Township and from 46th Avenue SE area to Mandan
- Compromised right-of-way along rural mile line corridors

From a regional perspective, the Missouri River, railroads, and I-94 create major barriers to intra-city and cross town traffic. Only three (3) Missouri River bridges exist within Bismarck-Mandan, whereas, eleven (11) I-94 crossings also exist (five of these are interchanges).

It became evident in the 2001 LRTP that eventually, additional Missouri River crossings north and south of the urban area may become necessary. These additional bridges would serve multiple purposes, including acting as an urban bypass, and reducing traffic congestion on existing Missouri River bridges and north-south arterials.

Safety Analysis

One of the primary tools for identifying traffic safety issues is the analysis of high frequency crash locations. The High Crash and Safety Issue Locations map found in Figure 4-13 shows locations identified by NDDOT as high crash locations in the Study Area. In addition, review of public input and input from area staff played a role in identifying locations where safety issues may exist. These other locations are also shown on the map.

An area that has received attention on the national level is rail safety. In 2002, there were over 14,000 incidents nationally, many involving at-grade auto-rail crossings. Two projects were programmed in the current Transportation Improvement Program that would eliminate existing at-grade crossings. They are the East Century Avenue Project in Bismarck and the Extension of Missouri Drive in Mandan, which would build a safer

crossing at Division Street while eliminating a hazardous crossing located further to the north.

Right-of-Way Preservation

Right-of-Way preservation is the act of securing the right-of-way needed to meet the existing and future demands of a facility. Right-of-way preservation policies should strive to assure that adequate right-of-way will be available when these existing and future demands arise. These demands may include not only the standard roadway width, but also adequate room for turn lanes, sidewalks, trails, utilities, drainage, and green space.

Unlike other areas of roadway planning, right-of-way preservation should not only consider the needs within the typical 20-year timeframe, but also the needs well beyond.

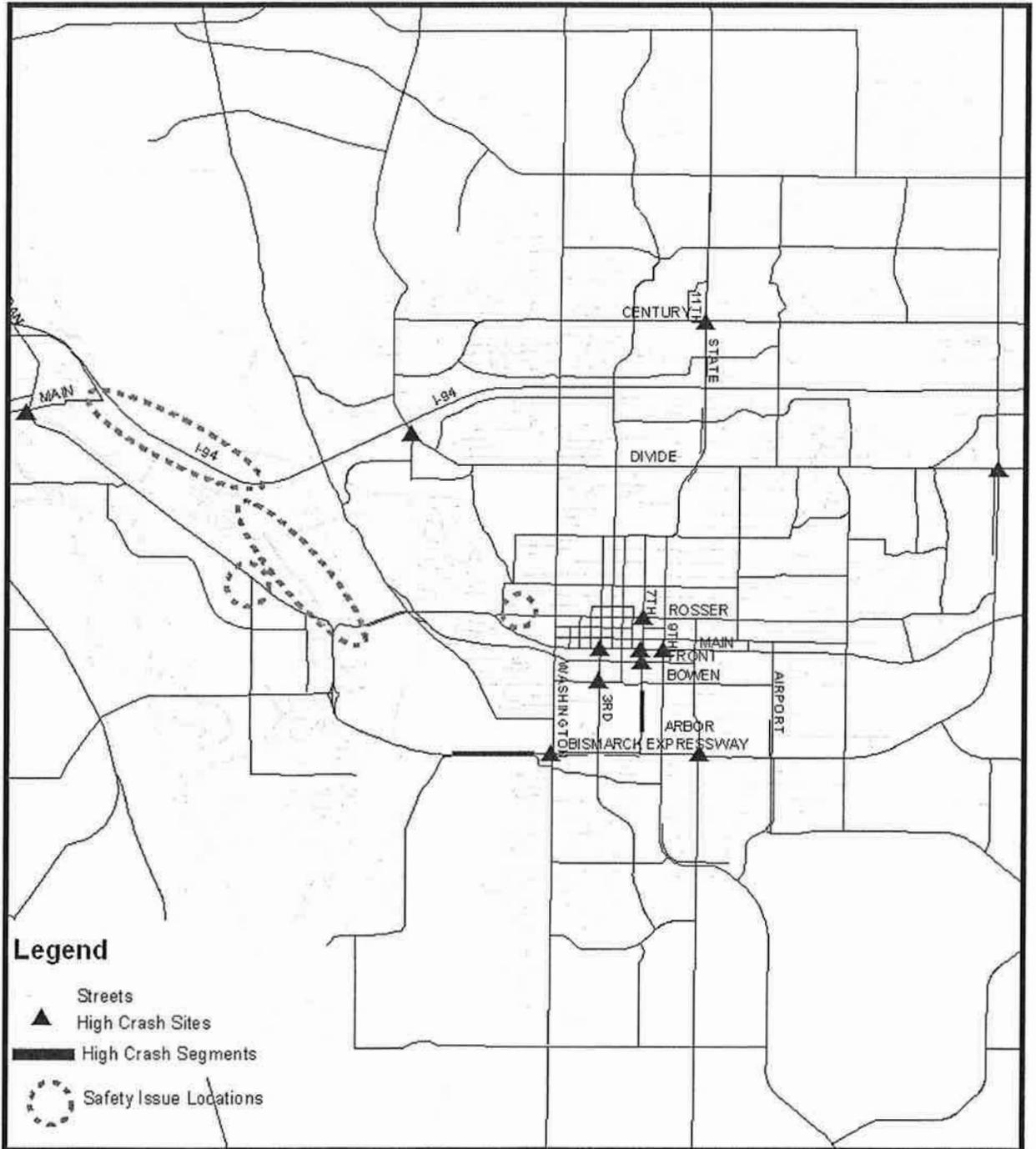
Reasons Why Right-of-Way Preservation Looks Beyond the 20-Year Horizon

- 20-year traffic forecasts can be exceeded, leading to desired improvements sooner than anticipated.
- Once development has occurred, it is often difficult, if not impossible or cost prohibitive to acquire right-of-way after an area has developed.
- The need for a roadway facility may not become obvious until after the 20-year timeline has expired.

For these reasons, it is important for local jurisdictions to look beyond the 20-year timeline when identifying corridors that should have right-of-way preserved. Recent plans such as the Fringe Area Road Master Plan and the 2001 Long Range Transportation Plan have made an effort to identify right-of-way preservation needs that extend beyond the foreseeable future.

The intent of such plans is that local jurisdictions use them as a guide during the platting and land development processes. It is also the intent of these plans that more complex corridors, such as the northern bridge corridor, be scrutinized further as part of a detailed corridor study. Long Range Transportation Plans and Fringe Area Road Master Plans cannot investigate individual corridors to the extent necessary to preserve right-of-way. This is especially true in cases where corridor impacts, access control, and the amount of location of right-of-way is in question.

In order to address these issues, it may be prudent to conduct a corridor study. Along already established corridors, waiting to acquire needed right-of-way through the platting process has often been an effective means used to preserve right-of-way. In some cases, it may be in a jurisdiction's best interest to advance purchase right-of-way. This may occur either when adverse development endangers a corridor or when the need for a corridor happens in advance of development. It may also occur at times when key land tracts become available on the market.



Crash Data Source: NDDOT

*Figure 4-13
High Crash and Safety Issue Locations*

It is important to consider the type of roadway section that may eventually be desired. In an urban setting, 80 feet of right-of-way is often adequate to meet the needs for a collector street, while at least 100-120 feet of right-of-way is desired for an arterial roadway. In cases where a bicycle/pedestrian path is desired, adequate right-of-way should be obtained to allow space for these facilities.

Along the urban fringe and in rural areas, a greater amount of right-of-way is often needed since ditch roadway sections are significantly wider than curb and gutter roadway sections. Thus, right-of-way preservation policies should hold different width standards for rural roadway sections than for urban roadway sections.

Upon review of current City and County right-of-way standards, it appears that local standards are generally adequate to fulfill the needs for roadways in an urban setting. An exception to this statement may exist in the case of Morton County, whose urban right-of-way width standards should be reviewed in light of the standards held elsewhere within the metropolitan area.

For locations where a rural roadway section is anticipated, current right-of-way width standards throughout the metropolitan area may not provide adequate space for the roadway section that will eventually need to be constructed. Figure 4-14 shows two types of roadway sections that could be accommodated under 175-foot and 200-foot right-of-way width scenarios. The 175-foot section represents a possible typical section for a rural half-mile line collector road. The 200-foot section represents a possible typical section for a rural mile line arterial road. The 200-foot section also represents a possible ultimate typical section for the proposed rural beltline arterial road. Each jurisdiction should review their current standards to consider appropriate changes in right-of-way width and building setback requirements.

Another valuable policy that can improve corridor preservation is a policy to place informational signs along a corridor indicating its long range function as a major traffic carrier. This technique is useful to educate developers, prospective land buyers, residents and business owners that roadway improvements may some day become necessary to improve the traffic carrying capacity of a roadway. It is also useful to educate individuals that a future interchange, overpass, through street, or river bridge is planned for a given location. Examples of these signs are shown in Figure 4-15.

Access Control

Control of access is possibly the most distinguishing physical feature that separates the functional classification of one roadway from another. Hence, the control of access is the physical feature that enables a roadway to function as it is intended to function. Conversely, when access is not adequately controlled, a roadway's ability to function adequately from a safety and mobility standpoint is impaired.

A lack of access control manifests itself in two ways:

- Too many access points
- Accesses spaced too closely

The results of uncontrolled access are typically not immediately apparent. After all, one may wonder how adding a single access or placing an access in a poor location can have a significant impact on a roadway facility. Many jurisdictions often wrestle with the issue of access control for this very reason.

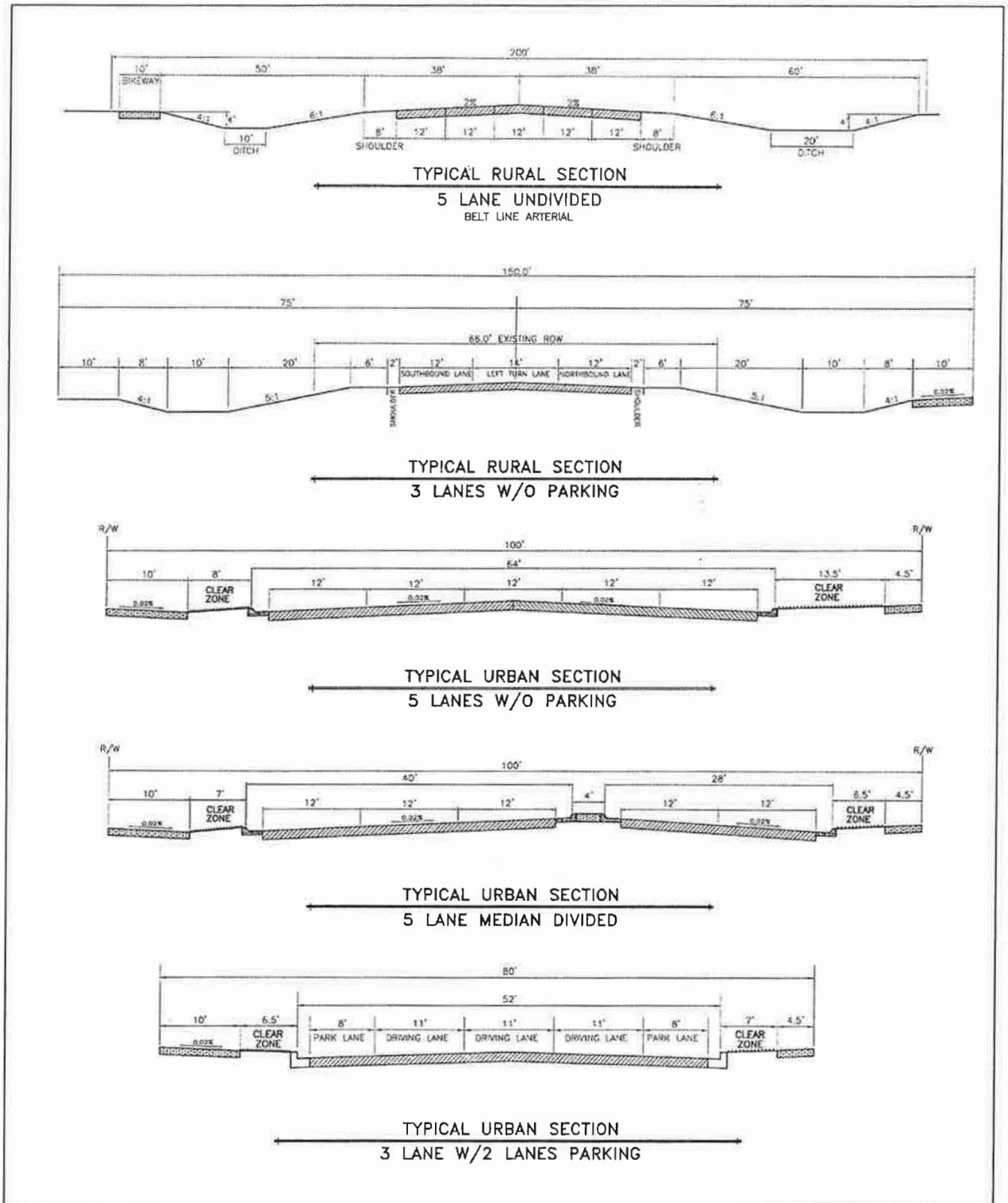
A decision to control access often requires a jurisdiction to place limitations on landowners and developers. In order for this to occur, it is important for city officials to understand the impacts of uncontrolled access.

Uncontrolled Access Can Lead to:

- Higher crash frequencies
- Insufficient room for turn lanes
- Loss in mobility/increased congestion
- Traffic on lower classified and unclassified roadways
- Difficulties with snow removal
- Expensive future corrections

Most jurisdictions are convinced that access control is beneficial. The NDDOT's commitment to access control has often lead them to expend funds in order to establish an access control line which prohibits access along a certain section of roadway. While this is also an option for other local jurisdictions, a more common approach to controlling access is to do so through adopted ordinances.

From a planning and engineering standpoint, there are many methods that are effective in controlling access along a corridor. The most obvious one is to reduce the number of access points to adjacent property. However, additional methods include the use of frontage and/or backage roads that allow most of the property access while they themselves have few connections onto the collector or arterial roadway. For frontage roads to operate safely, it should be noted that adequate setback must be maintained between the frontage road and the collector or arterial road.



*Figure 4-14
Roadway Sections Requiring Extended Width Right-of-Way*



*Figure 4-15
Informational and Educational Sign Examples*

Table 4-2 shows the City of Bismarck’s draft non-access line policy (currently under review). This policy, while much improved, appears to contradict established City Ordinances and County Subdivision Regulations regarding access control, which call for a maximum of two accesses per mile along arterials (REF p. 542 of the Bismarck Sub. Regs. & Article 33, p. 125 of the County Sub. Regs). The 2001 Long Range Transportation Plan recommended a less restrictive policy for collectors at three or four accesses per mile.

Table 4-2
City of Bismarck Non-Access Line Draft Policy

TYPE OF INTERSECTION	LOCATION OF ACCESS POINT	MINIMUM DISTANCE FROM INTERSECTION		
		Low Density Residential	Commercial /High Density	ETA/Rural Residential
Local/Local	Local	25 Feet	150 Feet	100 Feet
Local/Collector	Local	25 Feet	150 Feet	100 Feet
Local/Collector	Collector	100 Feet	150 Feet	100 Feet
Collector/Collector	Collector	100 Feet	150 Feet	100 Feet
Local/ Minor Arterial	Local	100 Feet	150 Feet	NA
Local/Minor Arterial	Minor Arterial	300 Feet (1)	660 Feet (1)	NA
Collector/Minor Arterial	Collector	150 Feet	300 Feet	NA
Collector/Minor Arterial	Minor Arterial	300 Feet (1)	660 Feet (1)	NA
Minor Arterial/Minor Arterial	Minor Arterial	300 Feet (1)	660 Feet (1)	NA
Minor Arterial/Principal Arterial	Minor Arterial	300 Feet (1)	1320 Feet	NA
Minor Arterial/Principal Arterial	Principal Arterial	660 Feet	1320 Feet (2)	NA
Local/Principal Arterial	Local	100 Feet	150 Feet (2)	100 Feet (2)
Local/Principal Arterial	Principal Arterial	660 Feet	1320 Feet(2)	1320 Feet (2)
Collector/Principal Arterial	Collector	150 Feet	300 Feet(2)	150 Feet (2)
Collector/Principal Arterial	Principal Arterial	660 Feet	1320 Feet(2)	1320 Feet (2)
Principal Arterial/Principal Arterial	Principal Arterial	660 Feet	1320 Feet(2)	1320 Feet (2)

Roadway classification is based the Functional Classification Map prepared by the North Dakota Department of Transportation in cooperation with the US Department of Transportation and the Federal Highway Administration and Fringe Area Roadway Master Plan.

Minimum distance is based on measurement from property corner pins.

Definitions for Roadway Classifications can be found in the City of Bismarck Code of Ordinances Section 14-09-03.

- (1) Access Alternative to be Approved by City/County Engineer
- (2) On Principal Arterials Access will be considered at ¼ mile spacing or 5 accesses per mile per side including crossing arterial routes.

It is difficult within the context of the Long Range Transportation Plan to propose non-access line policies that are responsive to the conditions found within each jurisdiction. It is clear that use of access line policies should be in line with access control strategies intended to promote the functionality of roadway corridors. With this in mind, it is desirable for all local jurisdictions to develop access control standards and non-access line policies that preserve corridor safety, mobility and functionality.

Infrastructure Maintenance

Poor pavement was an issue raised during the public involvement process and it often is an issue that precedes a roadway improvement project. Infrastructure maintenance is predominantly addressed by each jurisdiction's highway or street department. It is primarily a short range issue, given that pavement life is generally considered to have only a 20-30 year lifespan.

Many pavement repair activities are budgeted for on an annual basis. These activities include pothole repair, seal coats, overlays, and mill & overlay projects. Most commonly, these activities are undertaken without the use of federal transportation funds. Therefore, these types of projects are not addressed within the context of the LRTP.

Some maintenance activities are undertaken as part of a major reconstruction project. Where major reconstruction is anticipated, project costs are greater and often federal dollars are used. The LRTP does strive to document locations where major reconstruction is anticipated.

Context Sensitive Design

Context Sensitive Design (CSD) is the process undertaken to complete roadway or other modal improvements in harmony with the community and the environment. When completed effectively, Context Sensitive Design enhances livability and sustainability in communities, builds community support, and creates an asset for the community.

The Long Range Transportation Plan recognizes that practically any corridor will benefit from CSD. However, certain corridors, due to their location and their surroundings appear to be top candidates for this approach to design. In addition, many of the comments received from the public suggested that additional consideration be given to certain corridors to enhance their long-term viewshed and overall appeal.

Based on a review of public input and the listing of short and long term projects contained in the plan, a brief listing of locations where CSD stands out as an important issue follows:

Top Locations Where Context Sensitive Design is an Issue

- Northern Bridge Corridor
- Washington Street Corridor
- River Road Corridor
- Other corridors within established neighborhoods

Trails Analysis

Obviously, some deficiencies with the sidewalk and trail systems exist within the MPO study area. This section reviews the system deficiencies and process deficiencies that exist.

System Deficiencies

System deficiencies are defined by one of two conditions: either the existing route has been placed in an undesirable location; or there are gaps in the system.

Normally, a trail is placed in an undesirable location because insufficient right-of-way has been acquired during the platting and development stages. Examples of undesirable trail locations include the bottom of ditches and along narrow roadway shoulders. There are a number of locations on the Burleigh County side of the Missouri River where trails were planned and insufficient right-of-way was acquired to allow construction of a trail in a desirable location. Examples of these locations include the following:

- Pioneer Park to Double Ditch trail
- River Road north from Pioneer Park

Gaps in the sidewalk system exist due to past or current ordinances that did not require sidewalk installation. Gaps in the trail system exist for a variety of reasons including lack of funding and insufficient right-of-way. There are a number of gaps in the sidewalk and trails systems both in the inner cities and where leap-frog development has occurred.

The City of Bismarck currently has a 10-year program intended to address gaps in the sidewalk system and to make needed sidewalk and curb ramp upgrades. Trails are not addressed within this system. The City of Bismarck needs multi-use trails in the north and east, and needs to complete more trail loops.

The City of Lincoln does not have a trail connection to the City of Bismarck/Burleigh County trail system. Such a trail would connect Lincoln residents to the rest of the urban area trails system. Additional trails also need to be extended from the urban area into other developing areas of Burleigh County.

The City of Mandan would benefit from a program similar to the City of Bismarck to address gaps in their sidewalk system over time. The City of Mandan also needs more multi-use trails and shared bikeways to provide loops and access to schools, parks, and golf courses.

Morton County has been successful in completing a number of Transportation Enhancement projects to extend trails from Mandan into Morton County. Additional trails need to be extended from the urban area into developing areas of Morton County.

Project proposals found later in this report address these documented needs. Issues identified early in the public involvement phase included:

- poor pedestrian crossing connection and route across the Grant Marsh Bridge
- need new pedestrian route parallel to I-94
- need more trails along both sides of the River
- should extend a trail to Harmon Lake

Process Deficiencies

Current local policy allows for the construction of sidewalks and trails in each community. Local park districts and planning departments have trail location plans which identify how gaps will be filled in and how loops in the trail system will be created.

However, there have been times where the plans for trail system development have not been implemented. Sometimes, this is due to a lack of adequate right-of-way acquisition during the plat approval process. At other times it may be due to an oversight or lack of clarity or lack of detail in the plans. When this occurs, opportunities to fill gaps in the trail system or to extend the trail system are compromised.

Examples of where the trail system has been compromised were discussed earlier. Alternatives to address the process deficiencies are discussed in Chapter 6.

Transit Analysis

Although a detailed analysis of transit is beyond the scope of this project, it is useful to consider some basic information to gain a sense of the role of transit in the Bismarck-Mandan metropolitan area. The analysis of transit in the Bismarck-Mandan MPO was addressed in two ways. First, operational characteristics and existing operations plans were reviewed to consider opportunities to improve service. Second, the management system was reviewed to consider opportunities to more effectively meet the overall objectives of transit in the metropolitan area.

Operations

As noted in Chapter 2, there are two types of transit systems operating in the metropolitan area. The fixed route system has been in operation for less than one year. The demand response system has been operating for over 15-years.

One of the fundamental issues in a federally subsidized transit service is whether or not fees, hours of operation, and other elements of the fixed route and demand response services are consistent with federal guidelines. For example, the hours of operation for fixed routes cannot exceed those of the demand response service. The Bismarck-Mandan demand response service far exceeds the federal requirements for hours of operation.

The development of the fixed route system was intended to expand service to a greater share of potential riders and to improve the cost effectiveness of transit service investment in the Bismarck-Mandan area. In order to measure the success in reaching the first objective, one must evaluate ridership of both the demand response and the fixed route systems. Ridership patterns may change due to a number of internal and external factors including:

- Changes in retail or service locations, e.g., a social service office moves
- Changes in housing patterns, e.g., a neighborhood becomes more rental and apartment oriented due to redevelopment
- Changes in seasonal activities, e.g., people will walk and ride bike more in the summer, but ride the bus more in the winter

The fixed route ridership statistics are summarized in Table 4-3. It should be noted that routes were changed once in August.

Table 4-3
Fixed Route Ridership Summary for Startup Year (2004)

ROUTE	MONTH OF HIGHEST RIDERSHIP	HIGH MONTH RIDERSHIP	TOTAL RIDERSHIP	ANNUALIZED RIDERSHIP PROJECTION
"No Fare" Months	June	14,921	17,798	N/A
"Fare" Months	August	6,725	36,759	73,518
Average "Fare" Route		611	6,126	6,126
Total Route			54,557	73,518

The demand response ridership statistics are summarized in Table 4-4. Since the fixed route system is still so new, additional changes in ridership patterns may be anticipated which will affect the overall ratio of fixed route to demand response ridership.

**Table 4-4
Demand Response Ridership for 2005**

RIDER TYPE	MONTH OF HIGHEST RIDERSHIP	HIGH MONTH RIDERSHIP	8 MONTH RIDERSHIP	TOTAL ANNUAL RIDERSHIP
Elderly, not disabled	March	5,814	40,346	62,521
Disabled		11,089	80,352	122,901
Other		1,603	-0-	4,618
Average Monthly		1,542	15,087	15,836
Total		18,506	120,698	190,040

One of the anticipated results of initiating the fixed route service was a reduction in demand response trips. As can be seen in Table 4-5, this has occurred. The overall ridership has increased above the demand response ridership typical in previous years. The demand response ridership has dropped as anticipated.

**Table 4-5
Total Transit Ridership Patterns (1990-2004)**

YEAR	DEMAND RESPONSE RIDERSHIP	FIXED ROUTE RIDERSHIP	TOTAL RIDERSHIP	DEMAND RESPONSE RIDERSHIP SHARE
1998	181,506	0	181,506	100%
1999	174,612	0	174,612	100%
2000	185,721	0	185,721	100%
2001	187,569	0	187,569	100%
2002	186,918	0	186,918	100%
2003	193,764	0	193,764	100%
2004	190,040	54,557	244,597	77%

Management

The role of management involves oversight of operations, marketing, administration, financial functions, and planning. Effectiveness in management can be evaluated by many different measures including service efficiency, market coverage, ridership growth, and level of service satisfaction. Since the fixed route service is so new, there is not any data that allows comparisons. There are still several steps remaining in the overall process of implementing fixed route operations such as adding bus shelters at appropriate locations. It is important that these additional steps be completed.

Freight Analysis

The analysis of freight movement was addressed in two ways. First, representatives from aviation, rail and trucking industries were contacted and their input was requested. Second road system continuity was evaluated. The results are as follows:

Freight Industry Input

The aviation industry has concerns that often are unrelated to surface transportation. However, aviation officials recognize that transfer of freight between air, road and rail is important to the volume of freight moved and the cost of freight movement. Airport officials are hopeful that the pending construction of the Northern Plains Commerce Centre will benefit coordination of freight movement.

BNSF officials also pointed to the pending construction of the Northern Plains Commerce Centre as having a potential significant impact on improving freight movement opportunities throughout the region. BNSF officials have also voiced a desire to see at-grade auto-rail crossings eliminated.

Road System Continuity

Road system continuity is an issue that impacts freight movement. Poor system continuity can lead to truck activity on roadways that were not designed to handle the extra loads carried by trucks. It can also lead to excess use of neighborhood streets and travel through downtown corridors that could otherwise be averted.

Road system continuity is an issue for freight movement in the following locations:

- Between Bismarck and Mandan on the north side
- Between Bismarck and Mandan on the south side
- East-west travel on Mandan's south side

Alternatives to correct these continuity deficiencies are discussed in Chapter 5.

Chapter 5 – What Roadway Alternatives are There?

This chapter reviews the various alternatives identified and evaluated to resolve roadway problems within the Bismarck-Mandan MPO study area. Alternatives were identified from two general sources: ideas retrieved from the public process; and ideas generated from the technical analysis. Next, alternatives were grouped on the basis of how they fit the goals of the Long Range Transportation Plan. The following paragraphs summarize the identified alternatives.

Identified Alternatives

Corridor Capacity

The following locations represent roadway improvement alternatives developed in response to public input:

- Sunset Drive – Restripe to Minimum 3 Lane Section - Mandan
- Washington Street - Avenue D to Rosser Avenue - Widen street/Add Center Lane - Bismarck

The following locations represent roadway improvement alternatives generated from the technical analysis:

- 7th Street & 9th Street Restripe to Minimum 3-Lane Section
- Centennial Road - Trenton Avenue to Jericho Road Reconstruction
- Divide Avenue - West End to East End - 3-Lane Re-stripe
- East Century Avenue - 19th Street to Nebraska Drive Reconstruction
- East Century Avenue - Nebraska Drive to Centennial Road Reconstruction
- Washington Street - Avenue D to Rosser Avenue - Widen street/Add center lane
- Centennial Road - Century Avenue to Highway 1804 - Add turn lanes
- Expressway - Bridge to Rosser Avenue - Capacity Improvements

The following location represents roadway improvement alternatives included as a result of other studies:

- Convert 3rd Street/4th Street to a One-Way Pair - Bismarck

Access/Continuity

The following locations represent roadway improvement alternatives developed in response to public input:

- Schafer Street - Extend from Edwards Avenue to River Road - Bismarck
- Schafer Street - At-grade Railroad Crossing - Bismarck
- 26th Street Extension across I-94 - Bismarck
- ND Highway 6 Extension North to Division Street
- Northern Bridge Connecting 110th Avenue/34th Street - Mandan
- Tyler Parkway - Valley Drive to Highway 1804 - Bismarck
- McKenzie Drive - 46th Avenue to Highway 1806 - Mandan

The following locations represent roadway improvement alternatives generated from the technical analysis:

- Ash Coulee Extension to River Road - Bismarck
- Calgary Avenue Extension - 19th Street to Centennial Road - Bismarck
- I-94 at 66th Street - Construct interchange
- Schafer Street - Divide Avenue to Main Avenue - Bismarck
- Tyler Parkway - Valley Drive to Highway 1804 - Bismarck
- Valley Drive - Tyler Parkway to Ash Coulee - Construct south half
- Boundary Street NW - Sunset Drive to Lohstreter Road - Mandan
- Captain's Landing Access - Captain Leach Drive to Memorial Highway - Mandan
- I-94 & 56th - Construct interchange
- McKenzie Drive - 46th Avenue to Highway 1806 - Mandan

The following alternative represents recommendations that were included as a result of other studies:

- All recommendations from adopted studies, most notably the Northern Bridge Study and the Fringe Area Road Master Plan.

Safety

The following location represents a roadway improvement alternative developed in response to public input:

- I-94 – Expressway Bridge to Mandan Avenue

The following locations represent roadway improvement alternatives generated from the technical analysis:

- Division Street / 6th Avenue NW Underpass - Mandan
- Centennial Road - Century Avenue to Highway 1804 - Add turn lanes - Bismarck
- River Road - Burnt Boat Drive to Highway 1804 - Bismarck

Right-of-Way Preservation

The following location represents a right-of-way preservation alternative developed in response to public input:

- ND Highway 6 Extension North to Division Street - Mandan

The following locations represent right-of-way preservation alternatives generated from the technical analysis:

- Ash Coulee Extension to River Road - Bismarck
- I-94 at 66th Street - Construct interchange - Bismarck
- Schafer Street - Divide Avenue to Main Avenue - Bismarck
- Tyler Parkway - Valley Drive to Highway 1804 - Bismarck
- I-94 & 24th Avenue on Mandan's west side - Construct interchange - Mandan

The need to identify key locations that merit right-of-way preservation activities in the near future was discussed among staff. A top 10 list of right-of-way preservation locations was identified for each side of the river and is presented in Chapter 8.

Infrastructure Maintenance

The following locations represent roadway improvement alternatives generated from the technical analysis:

Bismarck-Burleigh County

12th Street - Boulevard to University Drive
12th Street - University Drive to 48th Avenue
26th Street - Bismarck Expressway to Airway Avenue
Airway Avenue - Airport Road to Yegen Road
Divide Avenue - 26th Street to Bismarck Expressway

Divide Avenue - Bismarck Expressway to 66th Street
Washington Street - Calgary Avenue to Highway 1804
Highway 10 Overlays - Centennial Road to 80th Street
Highway 10 Overlays - 80th Street to McKenzie
Highway 1804 – 48th Avenue South to University of Mary

River Road - Burnt Boat Drive to Highway 1804
71st Avenue - Centennial Road to 80th Street
Lincoln Road - Reconstruct 2-lane
Lincoln Road at Apple Creek Bridge
52nd Street – Lincoln Road to 48th Avenue

Mandan-Morton County

19th Street SE - ND 6 to Highway 1806
Division Street - 6th Avenue NW to 8th Avenue NE
Division Street - Sunset Drive to Lohstreter Road
Long Spur Trail - 24th Avenue SE to 40th Avenue SE

Old Red Trail - Sunset Drive to Collins Avenue
Mandan Avenue - Main Street to I-94
Memorial Highway - Main Street to Memorial Bridge
Highway 1806 - Old Red Trail to 37th Street - Construct 2-lane

22nd Avenue - 32 1/2 Street to 34th Street - Reconstruct
32-1/2 Street - 22nd Avenue to Highway 1806 - Reconstruct
County 139 - Chip Seal
County Route 139A - ND 25 to Highway 82 Rebuild & asphalt surface)

Context Sensitive Alternatives

As was stated in Chapter 4, Context Sensitive Design (CSD) is the process undertaken to complete roadway or other modal improvements in harmony with the community and the environment. Context sensitive design may be applied to all modes of travel. Context sensitive alternatives should be considered in virtually every location a project is undertaken.

In some locations, these alternatives may be rather small in scope, amounting to not much more than corridor beautification through the use of tree plantings and other landscaping. In other more environmentally sensitive locations, a more complex approach to context sensitive design is necessary.

Context sensitive alternatives for specific corridor locations should be addressed during the corridor analysis phase of planning and is beyond the scope of the LRTP. Alternatives may include reductions in street lane and shoulder width; curvilinear alignment design; enhanced accommodations for bikes, walkers and transit; and other changes to standard design which may aid how a corridor blends in with natural, cultural and community resources.

Based on a review of public input and the listing of short and long term projects contained in the plan, a brief listing of key locations where CSD alternatives should be prepared follows:

Top Candidates for Context Sensitive Design

- Northern Bridge Corridor
- Washington Street Corridor
- River Road Corridor
- Other corridors within established neighborhoods

Chapter 6 – What Intermodal Alternatives are There?

Intermodal alternatives include non-roadway oriented alternatives to move people and goods. These have been grouped within Trails, Transit, and Freight. These alternatives are defined in response to the following LRTP goals:

- Bicycle/Pedestrian Accessibility - Increase continuity and accessibility within the bicycle and pedestrian system
- Transit Service Effectiveness - Improve effectiveness of transit services

Trails

System Completion Alternatives - Gaps

Gaps in the trail system can be addressed by implementing projects that expand the system or fill in missing segments. Since both the problem locations and the proposed solutions closely resemble each other, the gaps alternatives are shown as solutions in Chapter 7.

Implementation Process Alternatives

In order to overcome shortcomings in the implementation process, a number of steps should be taken:

- Each jurisdiction should review their plat review checklist to make sure the process checks for trail locations. Ordinances may need to be reviewed to assure adequate right-of-way is required in cases where trails are planned.
- When right-of-way is required during a platting process, right-of-way needs should be clearly defined and communicated to the individual submitting the plat.
- In rural subdivisions, plat stipulations should state that all trails along roads will be placed on top of the road back slope.
- Objections or appeals should only be granted under very unique circumstances or when an equally beneficial and adequately linked substitute is provided.
- If there is a lack of clarity about planned trail locations, local parks and planning departments should develop more detailed plans on a section by section basis.

An improved trails implementation process is partially attributable to the will-power of jurisdictions to require adequate right-of-way during the development and platting processes. A jurisdiction's will-power to follow through on plans will be stronger if the importance of a given trail segment is clear and if the decision process for securing necessary right-of-way is consistently applied.

The importance of trail segments can normally be recognized if the segment is shown relative to the rest of the trail system. It is often useful to remind ourselves of locations where opportunities have been lost and how the public was impacted.

Consistent application of the decision process begins prior to and continues during the development and platting stages of a project. Prior to dealing with specific new projects, each jurisdiction should review their ordinances and make sure they are adequate to meet the right-of-way needs associated with roadway-trail projects.

Site conditions will often arise that lead jurisdictions to question whether an exception to the rules should be allowed. While it is not realistic to anticipate all such occurrences, it is advisable that staff and governing officials discuss methods to consistently respond to these rule exceptions.

The public have become more avid users of the trail amenity as time has passed. The benefit to the public in providing these trails should be weighed against impacts to developers who may be hesitant to provide necessary right-of-way for optimal trail placement.

Transit Service Effectiveness Alternatives

Since the fixed route transit service was just initiated in 2004, there has not been even a full year of transit ridership statistics to use in evaluating transit effectiveness. However, the initial statistics do show an increase in total transit ridership. The transit system will be evaluated in detail during a Transit Development Plan update scheduled for 2006.

Freight Movement Alternatives

The 2001 LRTP had three alternatives for improving freight movement:

- Adopt City of Mandan truck route map
- Develop a metropolitan beltway
- Study metropolitan rail relocation options

Since the completion of the 2001 LRTP, the City of Mandan has adopted a truck route map. Also, a study of northern bridge corridor alternatives has helped to secure the north side of the metropolitan beltway proposed in the 2001 LRTP. With these facts in mind, a new list of freight movement alternatives has been prepared.

2005 LRTP Freight Movement Alternatives

- Continue development and preservation of a metropolitan beltway
- Study metropolitan rail relocation options
- Implement plans for construction of a Northern Plains Commerce Centre

Aviation

All air freight from within the MPO study area is dispersed from the Bismarck Airport. Air freight movement was evaluated for the purpose of identifying improvement alternatives. Recent and committed improvements will result in reconstruction of Highway 1804, a primary corridor that services the Bismarck Airport and provides continuity to the rest of the transportation system.

Other planned roadway improvements, such as the reconstruction of Airway Avenue, will have a positive impact on intermodal freight movement connections. The Northern Plains Commerce Centre should also be recognized as an important upcoming improvement that could benefit air freight movement in the future.

Chapter 7 – What are the Solutions and When can We Implement Them?

This chapter of the report provides a selection of solutions from the alternatives presented in Chapters 5 and 6. Cost estimates for the solutions are shown and were used to determine whether solutions would be implemented in the short or long range element of the LRTP. Solutions are ordered with Streets and Highways first, followed by Trails, Transit and Freight.

Pursuant to the federal requirements for long range transportation plans, estimates of local, state and federal funding capabilities were made for each member jurisdiction. Projects were programmed within the short range element of the plan only if available funding was anticipated by the end of the year 2010. In this way, the programming of short range projects was constrained by the projected funding available.

Projection of federal funding is an inexact science. For the purposes of this plan, the projection of available federal funding was made using the conservative assumption that current funding levels will continue. Current federal funding balances for each jurisdiction were added to the funding projections.

In some cases, the projects that each jurisdiction wanted to complete prior to the year 2010 exceeded the availability of federal funds. In those cases, the local jurisdictions indicated that the project funding would be supplemented with additional local dollars. It was also understood that the federal funding estimated within each jurisdiction may be underestimated, and that supplemental local funding may not be necessary.

Streets and Highways

Street and Highway Project Funding

Federal urban and county funding is the primary resource for projects initiated by local jurisdictions. These funds require a minimum of 20% local match on eligible project elements. Federal regional system projects require a 20% state match and a 0% local match for primary regional system projects; and 10% state match and 10% local match for secondary regional system projects.

Projects contained in the 2005-2007 Transportation Improvement Program have been treated as committed projects; and therefore were excluded from the listing of recommended short range projects in the LRTP. The alternatives listed in Chapter 5 were further reviewed to determine whether they should be recommended as solutions to identified issues.

Projects that addressed goals and objectives of the LRTP were initially prioritized as either short or long range projects based on local priorities. The projects were then financially constrained by federal and local funding capacities, which lead to a final listing of recommended short range (2008-2010) and long range (2011-2030) projects. Tables 7-1 and 7-2 show recommended short and long range projects.

Based upon estimated fund balances as of the end of 2007 and projected annual funding, federal urban and county funding for 2008 through 2010 is summarized in Tables 7-3 and 7-4. Available funding through 2030 is summarized in Table 7-5. All short and long range funding capabilities are reasonable based on the assumptions previously stated and on the listing of projects shown in the tables.

The short range roadway projects for each jurisdiction were selected within the financial constraints listed above. Projects for which there was no funding available (through 2010) were placed in the long range element of the plan or were listed as corridor preservation projects.

Funding for regional roadway projects is distributed state-wide and there is no annual allocation specifically for the Bismarck-Mandan area. Therefore, completing these projects either in the short or long range elements of the LRTP is highly subject to statewide needs and priorities. Regional projects recommended from 2008-2010 are shown in Table 7-1. Regional projects anticipated through the year 2030 are shown in Table 7-2.

Trails

Bikeway and pedestrian facility projects are typically funded using Federal Transportation Enhancement (TE) funds or using Urban Roads Program funds when federal aid is used. Both programs require a 20% local match to supplement the federal dollars allocated.

When urban funds are used, the improvements normally coincide with adjacent street improvements. Projects using TE funds must compete with other City or County TE projects submitted throughout the State of North Dakota. Therefore, it is difficult to predict the amount of funding available for local TE projects. Historical funding allocations and municipal averages were used to estimate the funding levels probable through 2010.

**Table 7-1
Short Range Projects
Years 2008-2010**

Bismarck Short Range Projects	Urban Project			
	Federal	State	Local	Total
Centennial Road - Trenton Drive to Century Avenue	\$ 1,200,000		\$ 300,000	\$ 1,500,000
26th St. - Bismarck Expressway to Airway Ave.	\$ 0		\$ 1,800,000	\$ 1,800,000
7th St. & 9th St. Restripe to Min. 3-Lane Section	\$ 0		\$ 150,000	\$ 150,000
Divide Ave - 26th St. to Bismarck Expressway	\$ 3,200,000		\$ 800,000	\$ 4,000,000
Divide Ave. - West End to East End - 3-Lane Restripe	\$ 0		\$ 296,000	\$ 296,000
Valley Dr - Tyler Parkway to Ash Coulee - S. Half Only	\$ 1,088,000		\$ 272,000	\$ 1,360,000
Washington St. - Avenue D to Rosser Ave. - Widen street*	\$ 0		\$ 2,400,000	\$ 2,400,000
Washington St. - Divide Ave to Century Ave - Add left turn lanes*	\$ 0		\$ 40,000	\$ 40,000
4th Street - Divide Ave. to Boulevard Ave. - Add left turn lanes*	\$ 0		\$ 30,000	\$ 30,000
Tyler Parkway - Valley Drive to Ash Coulee (Rural Section)	\$ 0		\$ 1,000,000	\$ 1,000,000
TOTAL	\$ 5,488,000	\$ 0	\$ 7,088,000	\$ 12,576,000
Burleigh County Short Range Projects				
Centennial Road - Century Ave to Hwy 1804 - Add turn lanes	\$ 248,900		\$ 175,100	\$ 424,000
Highway 10 Overlays - 80th St. to McKenzie	\$ 737,600		\$ 184,400	\$ 922,000
Highway 10 Overlays - Centennial Rd. to 80th St.	\$ 176,000		\$ 44,000	\$ 220,000
TOTAL	\$ 1,162,500	\$ 0	\$ 403,500	\$ 1,566,000
Mandan Short Range Projects				
19th Street SW - ND 6 to Hwy 1806	\$ 696,000		\$ 3,014,000	\$ 3,710,000
Boundary St NW - Sunset Dr to Lohstreter Rd	\$ 2,880,000		\$ 720,000	\$ 3,600,000
Division St - Sunset Dr to Lohstreter Rd	\$ 2,240,000		\$ 560,000	\$ 2,800,000
Division St - Missouri Dr to Mandan Ave + Riverbend connect	\$ 720,000		\$ 180,000	\$ 900,000
Long Spur Trail - 24th Ave SE to 40th Ave SE	\$ 0		\$ 2,500,000	\$ 2,500,000
Sunset Drive - 3-Lane Restripe	\$ 0		\$ 100,000	\$ 100,000
TOTAL	\$ 6,536,000	\$ 0	\$ 7,074,000	\$ 13,610,000
Morton County Short Range Projects				
County 139 - Chip Seal	\$ 420,000		\$ 105,000	\$ 525,000
County Route 139A - ND 25 to Hwy 82 Rebuild/asphalt surface)	\$ 1,600,000		\$ 400,000	\$ 2,000,000
TOTAL	\$ 2,020,000	\$ 0	\$ 505,000	\$ 2,525,000
Regional Short Range Projects				
Expressway - 5th St. to Airport Rd - Capacity Improvements	\$ 5,600,000	\$ 700,000	\$ 700,000	\$ 7,000,000
Mandan Avenue - Main St. to I-94	\$ 2,000,000	\$ 250,000	\$ 250,000	\$ 2,500,000
TOTAL	\$ 7,600,000	\$ 950,000	\$ 950,000	\$ 9,500,000

* These projects are proposed by the West Side Transportation Study

**Table 7-2
Long Range Projects
Years 2011-2030**

<u>Bismarck Long Range Projects</u>	Urban Project			Total
	Federal	State	Local	
12th Street - Univ. Dr. to 48th Ave.	\$1,000,000		\$250,000	\$1,250,000
Airway Ave. - Airport Rd. to Yegen Rd. (NPCC Master Plan)	\$3,200,000		\$800,000	\$4,000,000
Ash Coulee Extension to River Road	\$3,200,000		\$800,000	\$4,000,000
Calgary Avenue Extension - 19th St. to Centennial Rd.	\$1,600,000		\$400,000	\$2,000,000
Centennial Rd. - Century Ave. to Calgary Avenue.	\$486,000		\$121,500	\$607,500
Divide Avenue - Bismarck Expressway to 66th St.	\$1,000,000		\$250,000	\$1,250,000
East Century Ave. - Nebraska Dr. to Centennial Rd.	\$6,080,000		\$1,520,000	\$7,600,000
I-94 at 66th St. - Construct interchange (Beltline)	\$7,900,000		\$2,600,000	\$10,500,000
Schafer Street - Divide Ave. to Main Ave.	\$1,600,000		\$400,000	\$2,000,000
Tyler Parkway - Valley Drive to Highway 1804	\$5,680,000		\$1,420,000	\$7,100,000
3rd Street/4th Street One-Way Pair*	\$0		\$500,000	\$500,000
Washington Street - Calgary Avenue to Highway 1804	\$1,472,000		\$368,000	\$1,840,000
12th Street - Rosser Avenue to University Drive	\$3,200,000		\$800,000	\$4,000,000
43rd Avenue North - Washington Street to 26th Street	\$4,800,000		\$1,200,000	\$6,000,000
Total	\$41,218,000	\$0	\$11,429,500	\$52,647,500
<u>Burleigh County Long Range Projects</u>				
River Road - Extension to Ash Coulee	\$1,200,000		\$300,000	\$1,500,000
71st Avenue - Centennial Road to 80th Street	\$584,000		\$146,000	\$730,000
Total	\$1,784,000	\$0	\$446,000	\$2,230,000
<u>Burleigh County - City of Lincoln Long Range Projects</u>				
52nd St - Lincoln Road to 48th Avenue	\$480,000		\$120,000	\$600,000
Lincoln Road - Airway Avenue to 66th Street	\$744,000		\$186,000	\$930,000
Lincoln Road at Apple Creek Bridge	\$480,000		\$120,000	\$600,000
Total	\$1,704,000	\$0	\$426,000	\$2,130,000
<u>Mandan Long Range Projects</u>				
Division St - 6th Ave NW to 8th Ave NE	\$2,240,000		\$560,000	\$2,800,000
Division St / 6th Ave NW Underpass	\$1,440,000		\$360,000	\$1,800,000
Division St - Mandan Avenue to 8th Ave NE	\$1,040,000		\$260,000	\$1,300,000
I-94 & 24th Ave. - Construct interchange (Beltline)	\$5,172,000		\$5,328,000	\$10,500,000
McKenzie Drive - 46th Ave to Hwy 1806	\$3,048,000		\$762,000	\$3,810,000
Old Red Trail - Sunset Dr to Collins Ave	\$2,460,000		\$615,000	\$3,075,000
Total	\$15,400,000	\$0	\$7,885,000	\$23,285,000
<u>Morton County Long Range Projects</u>				
22nd Avenue - 32 1/2 St to 34th St - Reconstruct	\$1,624,000		\$406,000	\$2,030,000
32-1/2 Street - 22nd Ave to Hwy 1806 - Reconstruct	\$1,648,000		\$412,000	\$2,060,000
County 139A - Construct paved 2-lane	\$1,600,000		\$400,000	\$2,000,000
Total	\$4,872,000	\$0	\$1,218,000	\$6,090,000
<u>Regional Long Range Projects</u>				
Expressway - Airport Rd to Rosser Ave	\$5,600,000	\$700,000	\$700,000	\$7,000,000
Expressway/I-94; Missouri Dr to 5th St.	\$5,600,000	\$700,000	\$700,000	\$7,000,000
Memorial Highway - Main St to Memorial Bridge	\$12,000,000	\$1,500,000	\$1,850,000	\$15,350,000
Total	\$23,200,000	\$2,900,000	\$3,250,000	\$29,350,000

* These projects are proposed by the West Side Transportation Study

**Table 7-3
Roadway Funding Availability**

Short Range (2008-2010)					
	Net 2007 Federal Balance	Annual Federal Funding	Gross 2010 Federal Balance	Minimum Local Match	Gross Available Funding 2008-2010
Bismarck	\$ 706,000	\$ 2,000,000	\$ 6,706,000	\$ 1,341,000	\$ 8,047,000
Burleigh County	\$ 345,000	\$ 272,500	\$ 1,162,500	\$ 232,500	\$ 1,395,000
Mandan	\$ 4,226,000	\$ 770,000	\$ 6,536,000	\$ 1,307,000	\$ 7,843,000
Morton County	\$ 987,000	\$ 386,000	\$ 2,145,000	\$ 429,000	\$ 2,574,000

**Table 7-4
Short Range Roadway Funding Expenditures**

Short Range (2008-2010)					
			Gross 2010 Federal Balance	Short Range Federal Expenditures	Net 2010 Federal Balance
Bismarck			\$ 6,706,000	\$ 5,488,000	\$1,218,000
Burleigh County			\$ 1,162,500	\$ 1,162,500	\$0
Mandan			\$ 6,536,000	\$ 6,536,000	\$0
Morton County			\$ 2,145,000	\$ 2,020,000	\$125,000

**Table 7-5
Long Range Roadway Funding Expenditures**

Long Range (2011-2030)					
	Net 2010 Federal Balance	Annual Federal Funding	Gross 2030 Federal Balance	Long Range Federal Expenditures	Net 2030 Federal Balance
Bismarck	\$ 1,218,000	\$ 2,000,000	\$41,218,000	\$41,218,000	\$0
Burleigh County	\$ 0	\$ 272,500	\$5,450,000	\$3,488,000	\$1,962,000
Mandan	\$ 0	\$ 770,000	\$15,400,000	\$15,400,000	\$0
Morton County	\$ 125,000	\$ 386,000	\$7,845,000	\$4,872,000	\$2,973,000

Recommended short range (2007-2010) trail projects are shown in Table 7-6. Recommended long range (2011-2030) trail projects are shown in Table 7-7. During the long range time element of the LRTP, each jurisdiction will implement a substantial investment in their trails system, assuming current federal funding levels for these projects continue.

Table 7-7 addresses some of the projects that could be addressed using those funds. It does not provide a complete list of projects that could be accomplished using the total funding anticipated. The anticipated long range TE funding would enable an additional \$5,400,000 spent on trails in Bismarck/Burleigh alone. With inflation added, this equates to about 27 additional trail miles or the completion of much of the currently identified future trails system. It was assumed that as local priorities continue, additional long range projects will be selected.

Table 7-6
Short Range Trail Projects

<u>Bismarck/Burleigh County Trail Projects</u>	Urban Project		
	Federal	Local	Total
Horizon Middle School Loop	\$164,000	\$41,000	\$205,000
Valley Drive (Tyler Parkway to Ash Coulee Road)	\$160,000	\$40,000	\$200,000
East Calgary Avenue (State Street to 19th Street)	\$60,000	\$15,000	\$75,000
4 th Street (Century Avenue to Calgary Avenue)	\$88,000	\$22,000	\$110,000
West Calgary Avenue (State Street to Washington Street)	\$96,000	\$24,000	\$120,000
Burnt Creek Trail (Pioneer Park to Hwy 1804)	\$416,000	\$104,000	\$520,000
Main Avenue (26 th Street to Bismarck Expressway)	\$128,000	\$32,000	\$160,000
East Hay Creek (Century Avenue to 43 rd Avenue)	\$140,000	\$35,000	\$175,000
River Road Connection to Horizon Middle School	\$288,000	\$72,000	\$360,000
State Street (Calgary Avenue to 43 rd Avenue)	\$60,000	\$15,000	\$75,000
Highway 1804 (48th Avenue to University of Mary)	\$240,000	\$60,000	\$300,000
TOTAL*	\$1,600,000	\$460,000	\$2,000,000
<u>Mandan/Morton County Trail Projects</u>			
Highway 1806 (36th Street to Harmon Lake Park)	\$280,000	\$70,000	\$350,000
Crying Hill Loop**	\$152,000	\$38,000	\$190,000
Old Red Trail (Collins Ave to Mandan Ave), Mandan Ave (Old Red Trail to Main Street)	\$194,000	\$48,500	\$242,500
Mandan Avenue (Main Street to 3rd Street S)	\$64,000	\$16,000	\$80,000
Division Street / Boundary Street Loop	\$228,000	\$57,000	\$285,000
19th Street S (Highway 6 to 14th Avenue SE)	\$172,000	\$43,000	\$215,000
TOTAL	\$1,090,000	\$272,500	\$1,362,500

- * Total does not include the Highway 1804 project, which may be completed using funds other than Bismarck or Burleigh County TE Funds.
- ** Project subject to availability of right-of-way.

**Table 7-7
Long Range Trail Projects**

Bismarck/Burleigh County Trail Projects	Urban Project		
	Federal	Local	Total
Airport Road (Main Avenue to Michigan Avenue)	\$176,000	\$44,000	\$220,000
Burnt Creek Trail (Hwy 1804 to Hoge Island)	\$200,000	\$50,000	\$250,000
East Divide Ave (4th St to State St)	\$72,000	\$18,000	\$90,000
43rd Ave N (Horizon Middle School to Centennial Rd)	\$376,000	\$94,000	\$470,000
Centennial Road (43 rd Ave N to East Divide Ave)	\$200,000	\$50,000	\$250,000
19 th St (Century Avenue to 43 rd Avenue)	\$88,000	\$22,000	\$110,000
East Century Ave (Arizona Drive to Centennial Road)	\$144,000	\$36,000	\$180,000
East Divide Ave (Hay Creek to Bismarck Expressway)	\$36,000	\$9,000	\$45,000
East Divide Ave (Bismarck Expressway to 66 th St)	\$248,000	\$62,000	\$310,000
Main Ave (Bismarck Expressway to 66 th St)	\$240,000	\$60,000	\$300,000
Burleigh Ave (Washington Street to University Drive)	\$192,000	\$48,000	\$240,000
12 th St (Cottonwood Park to Prairie Elementary School)	\$200,000	\$50,000	\$250,000
Washington St (Burleigh Avenue to Sibley Park)	\$160,000	\$40,000	\$200,000
Mills Ave (Riverwood Drive to Fox Island)	\$64,000	\$16,000	\$80,000
Riverwood Dr (Tavis Road to Mills Avenue)	\$108,000	\$27,000	\$135,000
Burleigh Ave (Washington Street – Riverwood Drive)	\$120,000	\$30,000	\$150,000
TOTAL	\$2,624,000	\$656,000	\$3,280,000
Mandan/Morton County Trail Projects			
Highway 6 (Main Street to 19th Street S)	\$152,000	\$38,000	\$190,000
3rd Street S (Highway 6 to Highway 1806)	\$144,000	\$36,000	\$180,000
Highway 10 Loop to Lohstreter Road	\$300,000	\$75,000	\$375,000
Marina Road SE / MnKenzie Drive	\$88,000	\$22,000	\$110,000
TOTAL	\$684,000	\$171,000	\$855,000

Tables 7-8, 7-9 and 7-10 show total Transportation Enhancement (TE) anticipated funding levels and expenditures for each jurisdiction during the short and long range time elements of the LRTP. The tables demonstrate that the short and long range trail project recommendations are constrained by estimated funding levels for TE projects.

Table 7-8
Trail Funding Availability

Short Range (2007-2010)					
		Annual TE Funding Estimated Average	Gross 2010 Federal Balance	Minimum Local Match	Gross Available Funding 2008-2010
Bismarck		\$ 200,000	\$ 800,000	\$ 160,000	\$ 960,000
Burleigh County		\$ 200,000	\$ 800,000	\$ 160,000	\$ 960,000
Mandan		\$ 100,000	\$ 400,000	\$ 80,000	\$ 480,000
Morton County		\$ 200,000	\$ 800,000	\$ 160,000	\$ 960,000

Table 7-9
Short Range Trail Funding Expenditures

Short Range (2007-2010)					
			Gross 2010 Federal Balance	Short Range Federal Expenditures	Net 2010 Federal Balance
Bismarck			\$ 800,000	\$ 800,000	\$0
Burleigh County			\$ 800,000	\$ 800,000	\$0
Mandan			\$ 400,000	\$ 400,000	\$0
Morton County			\$ 800,000	\$ 690,000	\$110,000

Table 7-10
Long Range Trail Funding Expenditures

Long Range (2011-2030)					
	Net 2010 Federal Balance	Annual Federal Funding	Gross 2030 Federal Balance	Long Range Federal Expenditures	Net 2030 Federal Balance
Bismarck	\$ 0	\$ 200,000	\$4,000,000	\$1,312,000	\$2,688,000
Burleigh County	\$ 0	\$ 200,000	\$4,000,000	\$1,312,000	\$2,688,000
Mandan	\$ 0	\$ 100,000	\$2,000,000	\$342,000	\$1,658,000
Morton County	\$ 110,000	\$ 200,000	\$4,110,000	\$342,000	\$3,768,000

For estimating purposes, trails were estimated to cost \$150,000 per mile. Bismarck’s annual TE funding was estimated at \$200,000; Burleigh and Morton County’s annual TE funding were each estimated at \$200,000; and Mandan’s annual TE funding was estimated at \$100,000.

Since TE funding has been committed through the year 2006, total TE funding through 2010 for Bismarck and Burleigh County were estimated at approximately \$1,600,000. TE funding for Mandan and Morton County through 2010 was estimated at \$1,200,000. Short range trail project solutions fall within these estimated limits.

Transit

The following table summarizes the 2005 Bismarck-Mandan Transit system budget. This includes both fixed route and demand response costs.

Table 7-11

	2005 Budget
Operations	\$1,622,927
Administration	\$222,579
Facilities	\$58,100
Capital Expenses	\$217,000
Discretionary Funding Capital Expenditures	\$800,000
Total Capital Costs	\$2,920,606

Current operating costs are made up from approximately 1/3 federal, 1/3 local and 1/3 farebox funds. Funding for the increased transit system costs due to implementation of the fixed route system changes comes from a 1 mill tax increase in Bismarck and a ½ mill tax increase in Mandan. Both cities currently levy 3 mills for transit.

Freight

Based on the analysis completed for the LRTP, there were three solutions identified to improve freight movement in the Bismarck - Mandan area:

1. Continue development and preservation of a metropolitan beltway
2. Study metropolitan rail relocation options
3. Implement plans for construction of a Northern Plains Commerce Centre

Cost estimates for implementation of these three solutions were not available. It is assumed that all three solutions will be completed during the short range element of the LRTP.

Implementation of plans to construct the Northern Plains Commerce Centre is already underway. Continued development and preservation of a metropolitan beltway, as well as a study of metropolitan rail relocation options may be addressed as soon as funding becomes available and as soon as these issues rise above all others as local priorities.

Chapter 8 – What are the Best Choices for Our Community Now?

The 2005 Bismarck-Mandan Metropolitan Area Long Range Transportation Plan fulfills the federal mandate for urban long range transportation plans. The plan has also responded to the many issues raised during the process and provides viable solutions to address those issues.

These solutions are provided in the form of proposed projects and changes in local policy. This section of the report provides a summary of the recommended projects and changes in local policy. Additional recommendations for future model development and long range planning efforts are also presented.

Project Recommendations

Short range (2007-2010) and long range (2011-2030) roadway improvement projects were evaluated and screened on the basis of technical, environmental, social and financial factors. Each of the recommended short and long range roadway projects serve as good candidates for corridor and/or environmental studies.

Projects already programmed in the 2005-2007 Transportation Improvement Program (TIP) were not included in the short range screening process because they were already financially constrained. All projects in the current 2005-2007 TIP are considered short range projects included within this Long Range Transportation Plan. Key TIP projects and the approximate budgets to be implemented include:

2005-2007 TIP Projects

Bismarck-Mandan Memorial Bridge - \$40 million
Bismarck ND Highway 1804 (12th Street – Expressway) - \$4.8 million
Mandan Old Red Trail Shared Use Path (Sunset Dr.-Eagles Park) - \$280,000
Mandan 46th Avenue SE Reconstruction - \$820,000
Bismarck Citywide Traffic Signals - \$675,000
Morton County I-94 Paving (ND25-Grant Marsh Br.) - \$5.4 million
Bismarck Expressway Landscaping (Rosser Avenue – Divide Avenue) - \$156,000
Mandan I-94 Structural Deck Overlays - \$750,000
Burleigh County Highway 1804 (U of Mary – 48th Avenue) - \$7.04 million
Bismarck East Century Avenue (19th Avenue – Nebraska Drive) - \$9.0 million
Highway 1804 Shared Use Path (U of Mary – 48th Avenue) - \$625,000

Those projects that survived the screening process, and are recommended, are shown in Figures 8-1 and 8-2.

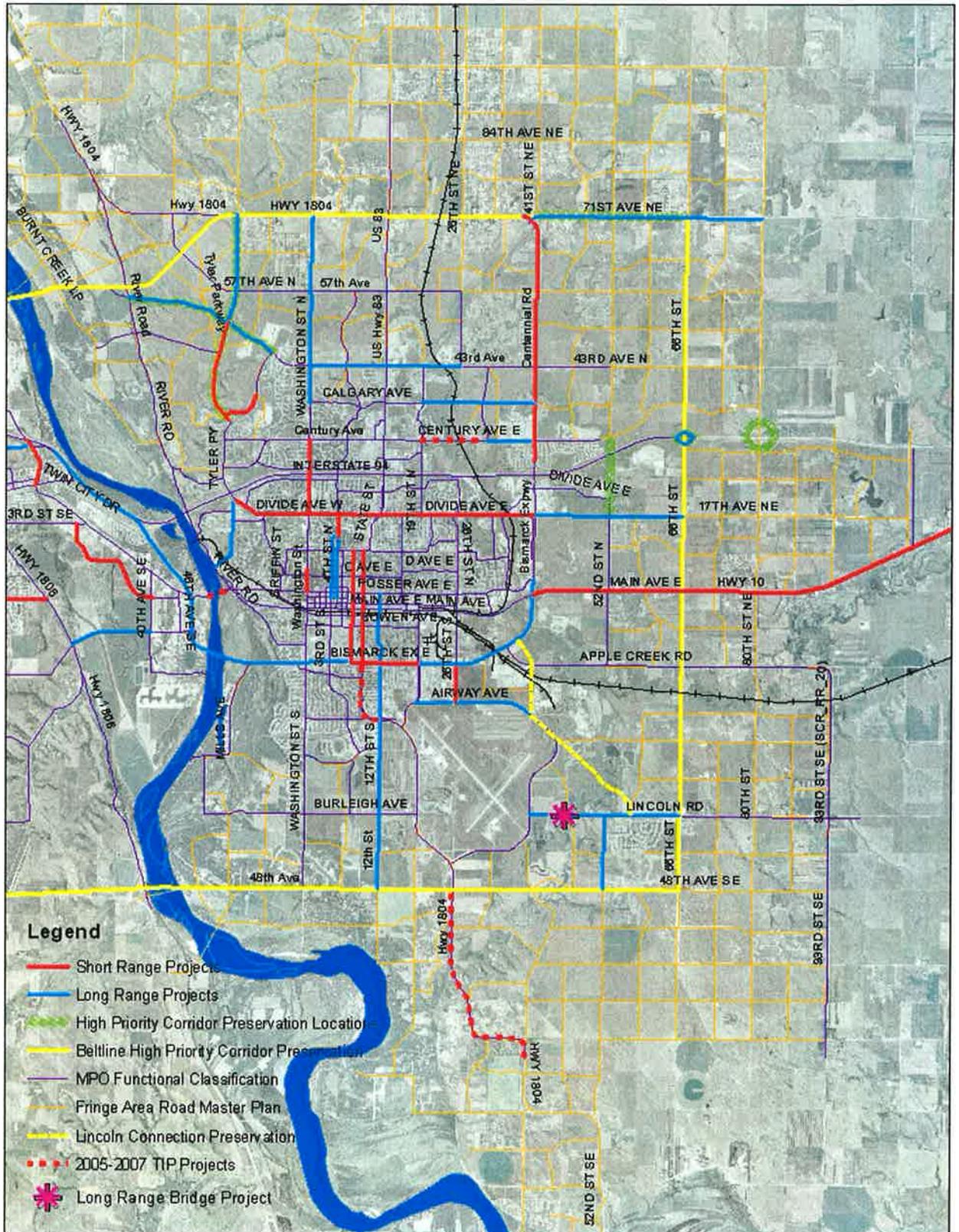


Figure 8-1
Recommended Bismarck-Burleigh County Short and Long Range Projects

The 2001 Transit Plan for Bismarck and Mandan recommended the implementation of a fixed route transit service. This recommendation was implemented with the start-up of Capital Area Transit (CAT) during 2004. However, there are several recommendations identified in the 2001 Transit Plan which are still in process. It is recommended these implementation activities be scheduled and that the Transit Development Program process scheduled for 2006 be undertaken as planned in the MPO's 2005-2006 Work Program.

Based on the analysis completed for the LRTP, there were 3 recommendations to improve freight movement in the Bismarck - Mandan area:

- Continue development and preservation of a metropolitan beltway
- Study metropolitan rail relocation options
- Implement plans for construction of a Northern Plains Commerce Centre

It is assumed that these three recommendations will be accomplished or progress will be made during the short range element of the LRTP.

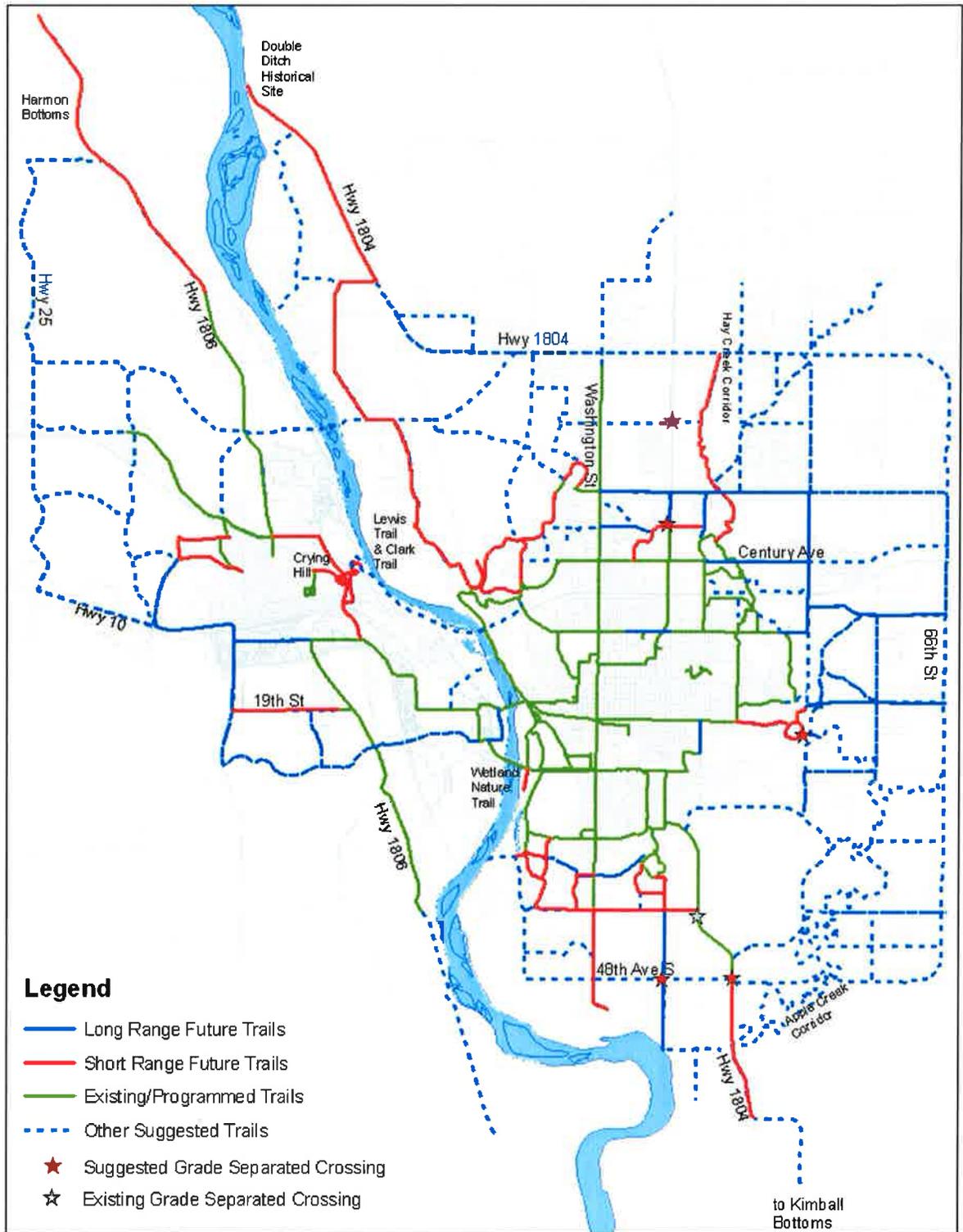
Based on the system analysis completed, a map of existing/programmed and proposed short and long range multi-use trails has been prepared and is shown in Figure 8-3. Short range projects have been financially constrained according to anticipated funding limits available through the Federal Transportation Enhancement (TE) program. Other funding sources may be available but were not included in the funds to financially constrain trails projects.

It is recommended that local jurisdictions continue to submit annual TE applications to fund their highest priority projects. These efforts should be coordinated with roadway projects being completed under other funding programs. It is further recommended that each jurisdiction continue to evaluate and upgrade their local sidewalk systems to increase accessibility and to eliminate existing gaps within their respective sidewalk systems.

Policy Recommendations

Policy level recommendations were developed from the review of policy deficiencies outlined by the 2001 LRTP and from local policy issues that arose during the preparation of the 2005 LRTP.

It is recommended the access control and right-of-way policies of each jurisdiction should be applied to individual roadways on the basis of their existing or future functional classification. Development of an updated functionally classified roadway system should be a priority for the MPO in their future work program



*Figure 8-3
 Existing and Future Trails*

Rural Functional Classification Recommendations

On a case-by-case basis, local staff should decide if collectors are intended to carry mid-distance trips. Collector roadways are typically defined as those which carry traffic from local streets to arterial roadways. However, they often serve as minor arterials because they act as reliever routes for intra-city trips.

If collector roadways are going to act as reliever routes, it is best to design the roadway and the adjoining land use to accommodate this function. This means that such collectors should have common intersections with arterial roadways to provide the most effective continuity. It also means that road right-of-ways may need to be wider than typical.

But most importantly, strong consideration should be given to prohibiting or limiting the access of driveways onto such collectors. This could be accomplished by creating residential developments that back onto the collector. This would allow the collectors to function more efficiently and reduce the complaints about traffic on the roadway.

Access Control Measures

One of the most significant land use-transportation conflicts occurring in suburban fringe areas is poorly located direct access points onto transportation corridors with growing traffic. Access control needs to address the following issues as much as forty years in advance of suburbanization in order to ensure the most effective coordination between land use and transportation interests:

- a. Avoid approval of occasional one lot subdivision without consideration for full development.
- b. Require one lot subdivisions to develop in a manner which will allow the access point to serve as a future street intersection.
- c. Coordinate access points of nearby subdivisions ultimately requiring center turn lanes to ensure sufficient spacing for queues.

As was stated earlier, arterial and collector roadways place a greater emphasis on mobility and a lower emphasis on land access. For this reason, it is critical that local units of governments vigorously enforce guidelines for access control within the MPO study area.

Current ordinances within Bismarck and Burleigh County do not differentiate between collectors and arterials from an access control standpoint. The ordinances call for a maximum of 2 accesses per $\frac{1}{4}$ mile. Bismarck and Burleigh County should consider adopting less restrictive access control ordinances pertaining to collector roadways (See p. 69). Additionally, it may be desirable to designate certain key arterials as needing even more strict access control standards. If these issues are addressed, it may be necessary to further strengthen access spacing policy in favor of adopted ordinances. Mandan and Morton County should adopt new access control ordinances similar to those proposed in Bismarck and Burleigh County.

Corridor Preservation

A significant land use-transportation conflict typical in urban fringe areas is that of insufficient right-of-way for the ultimate transportation corridor needed at full development. It is important to establish mechanisms to preserve and obtain sufficient right-of-way. But it is more important to ensure structures and trees are setback even farther than the anticipated right-of-way in order to avoid concerns about encroachment on pre-existing development.

Chapter 4 presents alternative values for right-of-way widths for various urban and rural roadway typical sections. It is recommended that each jurisdiction review their standards and policies and consider appropriate revisions. Also, each jurisdiction should consider possible funding sources that may be used to secure right-of-way in key locations.

Additionally, while the Fringe Area Road Master Plan serves as a guide for future corridor preservation locations, it is apparent that the preservation of certain corridors is more critical than others. Based on discussions with staff from each local jurisdiction, a top ten list has been prepared for each side of the Missouri River to identify areas where corridor preservation efforts should focus. Staffs are encouraged to initiate corridor preservation activities, including studies, at these locations because of their priority standing.

Bismarck/Burleigh - Top 10

Northern Bridge Corridor
Tyler Parkway Extension
66th Street Beltline with I-94 Interchange
Highway 1804 Beltline
48th Avenue Beltline
I-94 Interchange at 80th St
I-94 Grade Separation at 52nd St
Lincoln-Bismarck Direct Access
Southern Bridge Corridor
Ash Coulee Extension

Mandan/Morton County - Top 10

Northern Bridge
Highway 1806 Realignment
McKenzie Drive Extension
23rd Avenue Corridor w/I-94 Underpass
Co. 82 Beltline w/I-94 Interchange
Boundary St NW Extension West
Southern Beltline & Bridge Corridor
Captain's Landing Access
29th Avenue Corridor w/I-94 Interchange
34th Street (S. of Harmon Lake)

Data Management Recommendations

During the transportation system analysis for the 2005 LRTP it became evident that the Bismarck-Mandan Metropolitan Area could benefit from a more systematic and programmatic approach to data collection. By expanding the existing annual program to monitor key information, this issue could be addressed.

The Bismarck-Mandan Metropolitan Planning Organization and BisMan Transit would be possible choices as the agencies that could be responsible for collecting and documenting key transportation oriented information. This information is important for:

- Updates and revisions to the area-wide travel demand model
- Updates to the Long Range Transportation Plan, the Transit Development Plan, and other plans required by the MPO.
- Local jurisdiction and MPO studies for transportation and other purposes.
- Informing local jurisdictions and the MPO about trends occurring in the MPO Study Area

Examples of data that should be collected on an annual basis include:

- Roadway capacity improvements
- Transit ridership information
- Socio-economic growth data
- Other changes that impact the traffic model

Data should be collected in a consistent format so that measurement of the various indicators throughout the MPO study area can be efficiently accomplished. Data should also be collected at regular intervals, preferably on an annual basis, in order to keep the size of the effort manageable and in order to make the data available for local jurisdiction and MPO studies occurring each year.

The first step toward adopting an annual Surveillance and Monitoring Program would be to review current data collected and to consider whether the metropolitan transportation and transit plans require or would benefit from additional information.

Second, an annual budget and adequate staffing would need to be identified to accomplish necessary tasks. With assistance from local jurisdictions, the additional staff time could be minimized. Perhaps a task could be added to the MPO work program in response to growing demands to keep the travel demand model current.

Third, a priority should be made to integrate the updated information into the traffic model. All these changes should be carefully documented so that the inputs and reasons for changes to the model are clearly understood and available for future planning efforts.

Land Use Recommendations

The land use analysis completed in the 2001 LRTP suggested that there was and would continue to be an increasing level of conflict between rural and urban development patterns as the Bismarck-Mandan Metropolitan Area continues to grow. Recent land use and transportation planning activities such as the Bismarck Growth Management Plan, the Fringe Area Road Master Plans, and the Bismarck South 12th Street Watershed Stormwater and Land Use Master Plan can do much to address these issues. The land use inventory and future land use planning processes for the MPO study area scheduled within the next 3 years will also help local jurisdictions to address fringe area

development issues. The following recommendations outline additional steps to address future land use management needs in the Bismarck-Mandan Metropolitan Area.

- a. Due to the variety of land use management practices and entities involved, each MPO member jurisdiction needs to identify the best approach to accomplish the common objectives and actions noted in this analysis.
- b. Continue long range land use planning activities and integrate school district and park plans into these planning efforts. Set aside land for commercial development at key locations outside the Cities of Bismarck and Mandan. Incorporate greenway plans where appropriate.
- c. Use official mapping to preserve any non-section line roadways identified in the Fringe Area Road Master Plans. Establish a fund to purchase needed right-of-way when no other means of preservation is available.
- d. Local jurisdictions should complete additional studies when necessary to identify and preserve key land use areas for non-residential uses, viewsheds, and green space. Decide locations of significant greenspace or viewsheds now. Just as a single development can encroach on a preferred roadway corridor and damage its effectiveness. A single development in the wrong spot can damage a viewshed or disrupt the continuity of greenspace. These features should be inventoried to determine which ones can or should be protected. A fund should be established to preserve them when conservation easements cannot be utilized.
- e. When necessary, local jurisdictions should modify existing zoning and subdivision regulations to ensure more compact development and to preserve transportation corridors. These modifications may be needed to:
 - Secure right-of-way for full development needs.
 - Establish setbacks beyond right-of-way for structures and trees.
 - Avoid approval of occasional one lot subdivisions without consideration for full development access needs.
 - Require one lot subdivisions to develop in a manner which will allow the access point to serve as a future street intersection.
 - Coordinate access points of nearby subdivisions ultimately requiring center turn lanes to ensure sufficient spacing for queues.
 - Use cluster development concepts to minimize sprawl.
- f. Decide if collectors are intended to carry mid-distance trips.
- g. Continue to implement the Bismarck Growth Management Plan.
- h. Plan a slow change from residential to commercial land use along Tyler Parkway and Old Red Trail in Mandan.

Planning Factors Addressed

Part of the federal mandate for long range transportation plans is that these plans must address 7 planning factors. The seven planning factors are restated below, along with discussion on how each of the factors was addressed:

Planning Factor 1:

Support economic vitality of the US, the States, and metropolitan areas, especially by enabling global competitiveness, productivity and efficiency.

Discussion: This Long Range Transportation Plan supports economic vitality of the US, the States, and metropolitan areas by providing better accessibility and mobility within the Bismarck-Mandan metropolitan area.

Particularly notable from a regional and national perspective are improvements planned along the interstate system. The plan identifies and plans for interstate maintenance projects, as well as future interchanges that will enhance interstate accessibility to and from the Bismarck-Mandan area.

A number of improvements supported in the Long Range Transportation Plan will result in enabled global competitiveness, productivity and efficiency. This plan identifies corridors of existing and future congestion, and recommends improvements to reduce traffic congestion, thereby increasing system efficiency.

Other future corridors are planned to provide more direct routes between existing and future developed areas. The Northern Plains Commerce Centre is another project viewed to improve the competitiveness and productivity of the Bismarck-Mandan area within the regional and global market.

Planning Factor 2:

Increase the safety and security of the transportation system for motorized and non-motorized users.

Discussion: This plan responds to the safety and security of the transportation system both from responses to public comments received and through review of known high crash sites. Safety concerns were raised by the public for the stretch of I-94 extending to the west of the Bismarck Expressway Bridge. Recognition of further study of this area was made. High crash locations were reviewed and mapped. Multiple projects are proposed to improve those locations and a study is also underway to correct many deficient areas.

Safety for non-motorized users is addressed through projects and narrative to fill in gaps within the trails system. Narrative within the plan also gives guidance related to improved placement of trails within safer, more desirable locations.

Planning Factor 3:

Increase the accessibility and mobility options available to people and for freight.

Discussion: The Long Range Transportation Plan increases accessibility and mobility options available to people and for freight by providing recommendations for new projects. This plan significantly expanded the proposed trails system into Burleigh and Morton Counties.

Accessibility between the City of Lincoln and the City of Bismarck was addressed through corridor preservation recommendations for a new connector corridor. New mobility improvements in this plan include the long range improvements to I-94 and Memorial Highway.

The new accessibility and mobility option for freight is the proposed Northern Plains Commerce Centre.

Planning Factor 4:

Protect and enhance the environment, promote energy conservation, and improve quality of life.

Discussion: While the Long Range Transportation Plan may not always address quality of life at a neighborhood level, there are a number of recommendations that should be perceived as quality of life improvements. Projects contained in the plan will improve route directness, ease of travel movement, and reductions in traffic congestion. For some people, these are all quality of life issues.

The Long Range Transportation Plan makes an attempt to protect and enhance the environment by including a section on context sensitive design and by recommending context sensitive design implementation whenever feasible. Specific corridors are identified where environmental issues are paramount.

Energy conservation is addressed through improvements to address corridor capacity deficiencies and through recommendations to improve use of trails by pedestrians and bicyclists. Improvements to alternative modes of travel, such as transit and trails, can have a positive impact on energy conservation.

Planning Factor 5:

Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.

Discussion: Integration and connectivity of the transportation system has been addressed by planning trails along-side new roadway and existing transit facilities. The two local airports and local rail establishments were contacted for

their input on integration and connectivity. Additionally, they were asked concerning future plans that might impact the transportation system.

The narrative of the Long Range Transportation Plan was prepared to be responsive to current freight management initiatives. Development of the Northern Plains Commerce Center (NPCC) will promote integration and connectivity of all modes of freight movement. Roadway planning considered the placement of the proposed NPCC and tries to be responsive of the master planning that is currently underway.

Planning Factor 6:

Promote efficient system management and operation.

Discussion: Good long range planning does promote efficient system management and operation through project prioritization and strategic use of funding resources. In this way, the Long Range Transportation Plan responds to efficient system management and operation.

This plan also recognizes that some corridors are of adequate size to serve existing and future needs, but that minor changes in lane use provide a more effective means of handling traffic. Examples where this occurred include the Sunset Drive and Divide Avenue corridors in Mandan and Bismarck, respectively.

Planning Factor 7:

Emphasize the preservation of the existing transportation system.

Discussion: The Long Range Transportation Plan places emphasis on corridor preservation by advancing corridor preservation recommendations of the Fringe Area Road Master Plan. Further, this Long Range Transportation Plan assists local staffs to recognize key corridor preservation locations by identifying a top ten corridor preservation list for each side of the Missouri River. These top 10 lists are further highlighted in the short and long range project graphics.

New information is also contained in this Long Range Transportation Plan that pertains to the importance of access control and development of non-access line policies. This educational component of the plan is intended to increase local awareness of corridor design elements that have a major impact on corridor preservation.

Appendix A. Public Involvement

Bismarck/Mandan News Release Distribution List

Bismarck Tribune

Steve Wallick, News Editor 250-8247
223-2063 newsroom fax
SteveW@ndonline.com
Ken Rogers, managing editor 250-8250
ken.rogers@bismarcktribune.com

stacysturm@clearchannel.com

Mandan News

Sue Bartholomew, editor 663-6823
663-2442 fax
Sue.bartholomew@bismarcktribune.com

KFYR TV

Jody Kerzman, Assignment Editor 255-5757
255-8244 newsroom fax
jkerzman@kfyrtv.com

KXMB TV

Jeff Nelson, news director 223-9197
223-1985 newsroom fax
jnelson@kxnet.com

KBMR/KQDY/KXMR

Jeff Alexander, news director 255-1234
222-1131 fax
kbmr@gcentral.com
jalexand@btigate.com

KFYR AM

Jason Hulm 258-5555 255-8223 fax
jasonhulm@clearchannel.com
newsatkfyf@hotmail.com

North Dakota Public Radio (FM)

Dave Thompson, news director 224-1700
224-0555 fax
dthompson@prairiepublic.org

Cumulus Broadcasting (KLXX)

Matt Murphy 663-6414 x25 663-8790 fax
matt.murphy@cumulus.com

Tracy Fugere
tfugere@prairiepublic.org

KNDR FM

No news director
kndr@midconetwork.com

KYYY FM

Stacy Sturm, news director 224-9393
255-8293 fax

Bismarck-Mandan Chamber of Commerce

255-6125 fax
newsletter@bismarckmandan.com

Bismarck-Mandan Community Service Announcements

Cumulus Broadcasting (KKCT, KBYZ, KACL and KLXX)

Fax to 701-663-8790 or e-mail: matt.murphy@cumulus.com

KKCT-FM

PO Box 1377, Bismarck, ND 58502

Phone: 250-6602

KACL-FM

PO Box 1377, Bismarck, ND 58502

Phone: 250-6602

KBYZ-FM

PO Box 1377, Bismarck, ND 58502

Phone: 250-6602

KLXX

4303 Memorial Hwy., Mandan, ND

58544

Phone: 663-6411

Clear Channel Communications, Inc. (KFYR and KYYY)

Mail, drop off or fax to 701-255-8155 or e-mail: toddmitchell@clearchannel.com

KFYR-AM

PO Box 1658, Bismarck, ND 58502

Phone: 258-5555

KBMR-AM

PO Box 1377, Bismarck, ND 58502

Phone: 255-1234

Fax: 222-1130

KYYY-Y93-FM

PO Box 1738, Bismarck, ND 58502

Phone: 224-9393

KSSS-FM

PO Box 123, Bismarck, ND 58502

Phone: 223-5777

Fax: 222-1131

KXMR-AM

PO Box 94, Bismarck, ND 58502

Phone: 258-9400 Fax: 222-1131

The Enterprise Connection

PO Box 1675, Bismarck, ND 58502

Phone: 223-5660

Send announcements to info@bismarckmandan.com

The Greeter

PO Box 936, Bismarck, ND 58502

Phone: 223-0505

Send announcement to sscott@unitedprinting.com

Bismarck Community Calendars

Bismarck Tribune
Calendar
P.O. Box 5516
Bismarck, ND 58506
Phone: 223-2500 ext. 240
Fax: 223-2063
E-mail: calendar@ndonline.com

Community Access Television
307 N. 4th Street
Bismarck, ND 58501
Phone: 258-8767
Fax: 258-8871
E-mail: catv@freetv.org

KFYR-TV
P.O. Box 1738
Bismarck, ND 58502
Phone: 255-5757
Fax: 255-8220
E-mail: luwannao@kfyrtv.com

KNDX-TV
P.O. Box 4026
Bismarck, ND 58502
Phone: 355-0026
Fax: 250-7244
E-mail: prod@westdakotafox.com , attn: Scott or Kevin

KXMB-TV
P.O. Box 1617
Bismarck, ND 58502
Phone: 223-9197
Fax: 223-3320
Submit announcements through Web: www.kxmb.com

Mandan News
P.O. Box 908
Mandan, ND 58554
Phone: 663-6823
Fax: 663-2442
E-mail: finder@ndonline.com

Bismarck-Mandan

Long Range Transportation Plan

MAY 2004

ULTEIG ENGINEERS, INC

Plan Purpose and Process

The Long Range Transportation Plan (LRTP) is a tool to prioritize transportation improvements for the Bismarck-Mandan metropolitan area. It is typically updated every five years in accordance with a federal mandate. The Plan has the following characteristics:

- Contains short-term (10 year) project recommendations
- Contains long-term (25 year) project recommendations
- Projects must have an expected funding source in order to be programmed in the short- or long-term elements of the plan
- Also contains policy recommendations which affect transportation
- Major focus on roads, but also addresses transit, bicycle/pedestrian, and freight issues
- Plan focuses on issues related to the transportation systems, not individual projects
- Only functionally classified roads are addressed in the plan.

The basic process of this Plan is:

- Identify transportation planning issues
- Develop alternatives to respond to issues
- Select projects from the alternatives that are technically sound, financially viable, socially acceptable, and environmentally responsible.
- Prepare and adopt the LRTP document

Meeting Purpose

This meeting is one of two scheduled early in the LRTP process in order to provide the public with an opportunity to identify issues related to the transportation system which should be addressed in this Plan. One meeting was scheduled on each side of the Missouri River to pertain particularly to West side and East side issues.

It is important to remember that this planning process is to look at the “big picture” issues in Bismarck-Mandan area transportation. Some of the issues in the last long range plan were:

- Insufficient roadway capacity
- Inadequate roadway access/continuity
- Unsafe traffic conditions
- Deficient intersection design and signalization
- Uncertain transportation project funding
- Unsafe pedestrian crossing conditions and limited bicycle routes

Public Involvement Opportunities

One of the objectives of the LRTP process is to provide a variety of opportunities for public involvement. Three involvement methods will be available throughout the process. First, public meetings and hearings will be held at key points in the process to present the status and findings of the LRTP. Second, a web site is being developed which will provide updates on the planning process and findings, and give opportunities to comment on specific issues. Third, comments and questions about the LRTP can be addressed directly to the study contact person via phone, email, regular mail, and fax.

Additional public information meetings will be held as the LRTP progresses. Announcements of these additional meetings will be published in local newspapers and also be emailed to those who request to be on the Plan’s email list-serve.

Questions or comments pertaining to this plan may be submitted to:

Steve Grabill
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504
1-888-557-9090 ♦ Fax 701-224-1163
email: Steve.Grabill@Ulteig.com

Study Area Map (see reverse side)

Website: www.BisManRoads2030.com

COMMUNITY ANNOUNCEMENT

May 12, 2004

The Bismarck-Mandan Metropolitan Planning Organization and Ulteig Engineers, Inc., will hold two public input meetings on transportation issues in the Bismarck-Mandan metropolitan area.

- The Bismarck-Burleigh County meeting will be held from 5–6:30 p.m., Tuesday, May 18, in the Tom Baker Meeting Room, City-County Building at 221 N. 5th St., Bismarck.
- The Mandan-Morton County Meeting will be held from 5–6:30 p.m., Thursday, May 20, in the City Commission Meeting Room, Mandan City Hall, at 205 2nd Ave. N.W., Mandan.

The purpose of the meetings is to provide the public with information about the Bismarck-Mandan Metropolitan Long Range Transportation Plan and obtain public comments regarding issues pertaining to the metro area's current and future transportation needs.

Those unable to attend but wanting to comment can submit written comments by June 1, 2004. Comments should be directed to Steve Grabill at 1412 Basin Ave., Bismarck, ND 58504; or call 888-557-9090.

NEWS RELEASE

For Immediate Release
May 12, 2004

For more information contact:
Steve Grabill, Transportation Engineer
Ulteig Engineers, Inc.
888-557-9090

Long Range Transportation Plan Subject of Public Meetings

Bismarck, N.D. – The Bismarck-Mandan Metropolitan Planning Organization and Ulteig Engineers, Inc., will hold two public input meetings on transportation issues in the Bismarck-Mandan metropolitan area.

The Bismarck-Burleigh County meeting will be held from 5–6:30 p.m., Tuesday, May 18, in the Tom Baker Meeting Room, City-County Building at 221 N. 5th St., Bismarck.

The Mandan-Morton County Meeting will be held from 5–6:30 p.m., Thursday, May 20, in the City Commission Meeting Room, Mandan City Hall, at 205 2nd Ave. N.W., Mandan.

Both meetings will use an “open house” format with formal presentations scheduled for 5:45 p.m.

The purpose of the meetings is to provide the public with information about the Bismarck-Mandan Metropolitan Long Range Transportation Plan and obtain public comments regarding issues pertaining to the metro area’s current and future transportation needs.

Topics of discussion include the purpose of the project, community values related to transportation, and transportation needs and issues. Ulteig Engineers, the firm hired to coordinate the study, will give a formal presentation on the project at 5:45 p.m. From 5:45 p.m. participants will have the opportunity to learn more about different aspects of the plan and ask questions in an informal setting.

The year-long project will update the current plan which was adopted in 2001. According to Steve Saunders, transportation planner for the Bismarck-Mandan Metropolitan Planning Organization, “We’re updating the plan because a number of important things have occurred since 2001. Some transportation corridor studies have been completed or are about to be completed. Major corridors such as Main Avenue in Bismarck have been reconstructed and other major projects such as the Memorial Bridge are about to get underway. It’s important to keep the long range plan current.”

Requests for special facilities to assist disabled persons’ involvement in these meetings should be received by May 17, 2004. Those unable to attend but wanting to comment can submit written comments by June 1, 2004. Comments or requests for special facilities should be directed to Steve Grabill at 1412 Basin Ave., Bismarck, ND 58504; 888-557-9090 or e-mail Steve.Grabill@Ulteig.com.

Voluntary Engineers, Inc.

against \$5 that the former could beat the latter in a pony race from the corner of Main and Stark Ave. (Collins Ave) to the Catholic Church. The two left at break-neck speed and were a block from the church, when they noticed two little boys, Benny and Frankie Knowlton, playing in the middle of the street. Unable to scramble out of the way, the boys were knocked down and run over by the two horses. Neighbors carried the injured boys to their parents' home and summoned Dr. King, who pronounced the boys lucky to have survived the trampling, though badly bruised and with several cuts about their heads. The young horsemen were chastised for their recklessness and were told to continue their race at the track in the Syndicate section of town."

with Masonic rites.
 "Specials this week at The Fair Dept. Store, Main St., Mandan: Muslim pillow cases, 10 Cents; Bed sheets, 49 Cents; Ladies kid gloves, 59 Cents; Black sateen petticoats with ruffles, 98 Cents; Oxford gray walking skirts, \$1.48.
 "Mr. Sims of Glendive, Mont., with ten men, has commenced work in the local brickyard for the new Catholic church and the First National Bank.

"Why walk, when you can ride in a First Class rubber-tired hack? The hack line is on the street from 8 a.m. to 11 p.m. To any reasonable part of Mandan, fees are 25 Cents. For calling parties, it's \$1.50 for the first hour, \$1 per hour after. Calls between 11 p.m. and 8 a.m. will be extra. Telephone all orders to #11B. Florence MacAuliff, proprietor."

American Legion in Mandan, succeeding John Lord.
 New Salem High School has announced its top seniors for 1954. James Meier, son of Mr. and Mrs. A. S. Meier, has been named Valedictorian; and Joan Cantwell, daughter of Mr. and Mrs. Albert Cantwell, received the Salutatorian honors.

75 Years Ago - 1929
 "The Morton County Commission has sold the 80 acres known as the County Poor Farm to the only bidder, C. L. Love, for \$505. (This acreage is near the site of REC building, just north of the Seven Seas Inn.)
 "Lawrence Tavis has assumed the office of Morton County Treasurer for a two-year term, succeeding J. H. Noakes, retiring treasurer who served four years.
 "If you want a Taxi, remember

Robyn Hobbain, Jane Otto, Linda Daly and Karen Daly.
 Obituaries published this week: Anton Schneider, 61; Clara Jane (Geiger) Schmidt, 52; C. James Hendrickson, 37, all of Mandan; Ronald Schmidt, 23, Center; and Donovan Lee, the six-week old son of Barrie and Karen (Christianson) Graham, Bismarck.

50 Years Ago - 1954
 Pretty 19-year old Lorraine Stumpf was crowned Miss Home and Builders Queen by King Boreas, reigning

dedication for the veterans of the Battle of the Bulge will be held at the North Dakota Veterans Cemetery south of Mandan on Highway 1806 at 3:30 p.m. Saturday

Get loans for home improvements, bill consolidations, cars, vacations or anything!

WANTED
 Business Manager
 First Lutheran Church, Mandan
 Accounting background with skills in supervision. Salary DOE
 Please submit resume or application with ref. by May 20, 2004 to:
 Elyse Anderson, Chairman
 408 9th St NW - Mandan, ND 58554
 663-5594

Public Input Meetings
Bismarck-Mandan Long Range Transportation Plan
Tuesday, May 18, 2004 • 5:00 p.m.
Thursday, May 20, 2004 • 5:00 p.m.
 Notice is hereby given that the Bismarck-Mandan Metropolitan Planning Organization and Uiteig Engineers, Inc., will hold two public input meetings.
 Purpose: To provide information about the Long Range Transportation Plan and obtain comments from all interested persons regarding issues pertaining to transportation in the Bismarck/Burleigh and Mandan/Morton metropolitan area.
Bismarck/Burleigh County Meeting
 5:00-6:30 p.m., May 18, Tom Baker Meeting Room, City-County Building, 221 N. 5th St., Bismarck (5 p.m. open house, formal presentation at 5:45 p.m.)
Mandan/Morton County Meeting
 5:00-6:30 p.m., May 20, City Commission Meeting Room, Mandan City Hall, 205 2nd. Ave. NW, Mandan (5 p.m. open house, formal presentation at 5:45 p.m.)
 Topics of Discussion
 • Purpose of the project
 • Community values related to transportation
 • Transportation needs and issues
 • Project process and timeline
 Requests for special facilities to assist disabled persons' involvement in these meetings should be received by May 17, 2004. If you are unable to attend but wish to provide comments, please submit comments by June 1, 2004. Comments or requests for special facilities should be directed to Steve Grabill at 1412 Basin Ave., Bismarck, ND 58504, 1-808-557-9080 or email Steve.Grabill@Uiteig.com

Home Equity Loans
 Get loans for home improvements, bill consolidations, cars, vacations or anything!
 Call Steve at 663-1499
 Dave at 663-3450
 Gateway 2/4-4038

Gate City Bank
 663-4444

FAULKNERS MARKET
 GREENHOUSE
 HOT OPEN plants
 • Vegetables
 • Garden Seeds
 • Garden Plants
 • Seed Potatoes
 Hours: MON-FRI, 9-6 • SAT, 9-5 • SUN, NOON-5
 2309 Memorial Hwy. Mandan 663-9226 • www.faulknersgardening.com

Dedication of the Battle of the Bulge to be held
 A memorial dedication for the veterans of the Battle of the Bulge will be held at the North Dakota Veterans Cemetery south of Mandan on Highway 1806 at 3:30 p.m. Saturday

with Masonic rites.
 "Specials this week at The Fair Dept. Store, Main St., Mandan: Muslim pillow cases, 10 Cents; Bed sheets, 49 Cents; Ladies kid gloves, 59 Cents; Black sateen petticoats with ruffles, 98 Cents; Oxford gray walking skirts, \$1.48.
 "Mr. Sims of Glendive, Mont., with ten men, has commenced work in the local brickyard for the new Catholic church and the First National Bank.
 "Why walk, when you can ride in a First Class rubber-tired hack? The hack line is on the street from 8 a.m. to 11 p.m. To any reasonable part of Mandan, fees are 25 Cents. For calling parties, it's \$1.50 for the first hour, \$1 per hour after. Calls between 11 p.m. and 8 a.m. will be extra. Telephone all orders to #11B. Florence MacAuliff, proprietor."

Agenda
Long Range Transportation Plan
Public Input Meeting

May 18, 2004 5:00 pm to 6:30 pm

Presented by **Ulteig Engineers, Inc.** on behalf of the
Bismarck-Mandan Metropolitan Planning Organization

Tom Baker Meeting Room, City County Building
221 N. 5th Street
Bismarck, North Dakota

- 5:00 pm** **Open House** (please review the project display boards)
- 5:45 pm** **Formal Presentation – Long Range Transportation Plan**
Welcome/Introductions
What is a Long Range Transportation Plan?
What projects were in the last plan?
What kinds of issues are we interested in?
What issues and needs do you perceive?
- Open public discussion on issues and needs
Future opportunities for involvement
- 6:15 pm** **Open House** (please review the project display boards and visit
project staff with any questions or comments)
- 6:30 pm** **Adjourn Meeting**

CALENDAR

WHAT'S GOING ON

Tuesday, May 18

- ARTS-ENTERTAINMENT-MUSIC:**
- Eagles Farewell I, 8 p.m., Civic Center.
- GOVERNMENT:**
- Bismarck Tobacco Free Coalition Executive Board meeting, 9-11 a.m., American Lung Association of N.D., 212 N. Second St.
- ORGANIZATIONS:**
- Business Networking International, 7-8:30 a.m., Cracker Barrel Restaurant.
 - Board of Directors meeting, 9 a.m., Gateway Mall.
 - Tuesday Morning Al-Anon, 10 a.m., Corpus Christi Church, 1919 N. Second St.
 - Bismarck-Mandan Retired Teachers Association, noon luncheon, 12:30 p.m. meeting, VFW Club.
 - Bismarck Kiwanis Club, noon, Municipal Country Club.
 - High Nooners and Missouri Basin Toastmasters, noon-1 p.m., BSC Student Union, Alumni Room.
 - Meyer Toastbusters, noon, Meyer Broadcasting, 200 N. Fourth St.
 - Optimist Club of Bismarck, noon, Royal Fork.
 - Bismarck Duplicate Bridge Club, 1 p.m., Elks Club.
 - Organizational meeting for the Women's Golf League, 5:30 p.m., Prairie West Golf Club. All interested women golfers invited. For more information, call Mary Jo at 258-1976.
 - TOPS, 5:30 p.m., McCabe United Methodist Church basement.
 - TOPS, 5:30 p.m., House of Prayer Lutheran Church, 1470 S. Washington St.
 - Elks Chorus, 7 p.m., Elks Club.
 - Hope and Healing Spiritual Support Group for those who struggle with depression and anxiety and their family and friends, 7-9 p.m., Spirit of Life Church, Mandan.
 - Overeaters Anonymous, 7 p.m., Faith Lutheran Church, 1402 E. Ave. C.
 - TOPS Club No. N.D. 20, 7 p.m., House of Prayer Lutheran Church, 1470 S. Washington St.
 - Bismarck Jaycees, 7:30 p.m., Jaycee Leadership Hall, Fourth St. and Century Ave. Open to the public. Call info line 258-6000, ext. 1400.
 - Mandan Masonic Lodge No. 8, 7:30 p.m., Mandan Masonic Center, 1705 Sunset Drive, Mandan.
 - Veterans of Foreign Wars, 7:30 p.m., at VFW Post 1326.
 - Narcotics Anonymous, 8 p.m., First Presbyterian Church, 310 Third Ave. N.W., Mandan. Non-smoking. For more information, call Linda, 663-7771 or Laura, 667-2047.
 - West River Al-Anon, 8 p.m., First Lutheran Church, 408 Ninth St. N.W., Mandan. Handicap access, east door.
- PUBLIC EVENTS:**
- **Abused Adult Resource Center sponsors Digger's Delight sale, 1:30-5 p.m., Seeds of Hope Gift-Thrift store, 520 E. Main. A variety of items on sale for \$1.**
 - Bismarck-Burleigh County public input meeting on transportation in the... dan... 5-6 p.m. Tor...

Two meetings planned on local transportation

The Bismarck-Mandan Metropolitan Planning Organization and Uteig Engineers will hold two public input meetings on transportation issues in the Bismarck-Mandan metropolitan area.

The Bismarck-Burleigh County meeting will be held from 5 p.m. to 6:30 p.m. today in the Tom Baker Meeting Room of the City-County Building. The Mandan-Morton County meeting will be held from 5 p.m. to 6:30 p.m. Thursday in the city commission meeting room in Mandan City Hall.

Both meetings will use an "open house" format with formal presentations scheduled for 5:45 p.m.

The purpose of the meetings is to provide the public with information about the Bismarck-Mandan Metropolitan Long Range Transportation Plan and obtain public comments regarding issues pertaining to the metro area's current and future transportation needs.

Topics of discussion include the purpose of the project, community values related to transportation, and transportation needs and issues. Uteig Engineers, the firm hired to coordinate the study, will give a formal presentation on the project at 5:45 p.m. From 5 p.m. to 5:45 p.m., participants will have the opportunity to learn more about different aspects of the plan and ask questions in an informal setting.

Discussion on Iraqi prison photos Thursday

The public is invited to an discussion called "Art, Politics and Pornography: Interpreting the Abu Ghraib Photographs," at 7 p.m. Thursday in meeting room B at the Bismarck Public Library. The focus of the program are the photographs of U.S. soldiers and Iraqi prisoners in the Abu Ghraib prison, and the power of media and media images.

The discussion is led by Brian Palecek and sponsored by the North Dakota Peace Coalition; Palecek serves on the steering committee of the organization.

Palecek said he will ask participants to respond to the question, "What do you see in the photos?" and to share their emotional and intellectual responses. All perspectives will be welcome, he said.

Two piano recitals are set for Thursday

Two free piano recitals are on tap for Thursday. At 4 p.m., at the Bismarck Public Library, Bethany Schneider, 18, a senior at Bismarck High School and a student of Julie Schwartz, will perform. At 7 p.m., at the Scarboro Community Center, Jello will perform.

TOP JOBS

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- OUTBOUND TELESALLES**
Contact America
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- CAULKING POSITIONS**
Harris and
- AREA EXTENSION SPECIALIST/LIVESTOCK FACILITY ENGINEER**
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- DRIVERS**
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- DIRECTOR OF NURSING**
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Bismarck Tribune
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- FOREMAN-**
Rising Sun
- SALES ASE**
Fleck's Furr
- EMPLOYM**
HIT, Inc.
- OPPORTUN**
Sitting Bull
- JOB OPPOI**
HIT, Inc.
- SALES REF**
Quality Mea
- HEAVY PIPE**
Bismarck Tribune

Public Input Meetings

Bismarck-Mandan Long Range Transportation Plan

Tuesday, May 18, 2004 ♦ 5:00 p.m.

Thursday, May 20, 2004 ♦ 5:00 p.m.

Notice is hereby given that the Bismarck-Mandan Metropolitan Planning Organization and Ulteig Engineers, Inc., will hold two public input meetings.

Purpose: To provide information about the Long Range Transportation Plan and obtain comments from all interested persons regarding issues pertaining to transportation in the Bismarck/Burleigh and Mandan/Morton metropolitan area.

Bismarck/Burleigh County Meeting

5:00 – 6:30 p.m., May 18, Tom Baker Meeting Room, City-County Building,
221 N. 5th St., Bismarck (5 p.m. open house, formal presentation at 5:45 p.m.)

Mandan/Morton County Meeting

5:00 – 6:30 p.m., May 20, City Commission Meeting Room, Mandan City Hall,
205 2nd Ave. NW, Mandan (5 p.m. open house, formal presentation at 5:45 p.m.)

Topics of Discussion

- Purpose of the project
- Community values related to transportation
- Transportation needs and issues
- Project process and timeline

Requests for special facilities to assist disable persons' involvement in these meetings should be received by May 17, 2004. If you are unable to attend but wish to provide comments, please submit comments by June 1, 2004. Comments or requests for special facilities should be directed to Steve Grabill at 1412 Basin Ave., Bismarck, ND 58504, 1-888-557-9090 or email Steve.Grabill@Ulteig.com,



PLEASE PRINT

Consulting Engineers

Bismarck - Fargo - Minneapolis - Sioux Falls - Detroit Lakes

ATTENDANCE ROSTER

PROJECT Bismarck-Mandan Long Range Transportation Plan

MEETING LOCATION Tom Baker Meeting Room, City County Building
221 N. 5th Street, Bismarck, North Dakota

DATE/TIME Tuesday, May 18, 2004, 5:00 P.M.

Name	Address	Email	Phone
Steve Grabill	Ulteig Engineers	Steve.Grabill@Ulteig.com	258-6507
Lyle Halvorsen	Edway	lhalvors@edway.com	222-8721
Steve Windish	Ulteig Engineers	Steve.Windish@Ulteig.com	258-6507
Blaine Engelstad	5305 Highland Road		663-3654
Angie Buckley	Bismarck Tribune	angiebuckley@mandanline.com	250-8255
Carl Hokenstad	Bis. Pl. Dept.	chokenst@nd.us.state	222-6447
MEL BULLINGER	BIS. Engineering Dept	mbullinger@nd.us.state	222-6580
Jennifer Hafner	KLT	jennifer.hafner@kljeng.com	355-8216
Linda Lee	1201 Grandview LEP		223-1466
Steve Saunders	City Hall Bismarck	ssaunders@nd.us.state	222-6444 ex 207
Stephanie Jensen	2000 Schaf-St.	stephanie.jensen@mandanline.com	223-8660



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ATTENDANCE ROSTER

PROJECT Bismarck-Mandan Long Range Transportation Plan

MEETING LOCATION City Commission Meeting Room, Mandan City Hall
205 2nd Avenue NW, Mandan, North Dakota

DATE/TIME Thursday, May 20, 2004, 5:00 P.M.

Table with 4 columns: Name, Address, Email, Phone. Rows include Steve Grubill, Tom Little, Andy Mork, Wendy Schweitzer, Steve Windish, Ken Lobstretter, Angie Buckley, Dick Tokach, Jaime Charlene, Bill Patner, and Steve Saunders.

Agenda
Long Range Transportation Plan
Public Input Meeting

May 20, 2004 5:00 pm to 6:30 pm

Presented by **Ulteig Engineers, Inc.** on behalf of the
Bismarck-Mandan Metropolitan Planning Organization

City Commission Meeting Room, Mandan City Hall
205 2nd Avenue NW
Mandan, North Dakota

- 5:00 pm **Open House** (please review the project display boards)
- 5:45 pm **Formal Presentation – Long Range Transportation Plan**
Welcome/Introductions
What is a Long Range Transportation Plan?
What projects were in the last plan?
What kinds of issues are we interested in?
What issues and needs do you perceive?
- Open public discussion on issues and needs
Future opportunities for involvement
- 6:15 pm **Open House** (please review the project display boards and visit
project staff with any questions or comments)
- 6:30 pm **Adjourn Meeting**

Dakota

B

www.bismarcktribune.com

Friday, May 21, 2004

MPO meeting raises questions about future needs

By ANGIE BUCKLEY
Bismarck Tribune

Opponents of the northern corridor bridge project got a warm up Thursday for today's meeting of the Metropolitan Planning Organization during a public input session for the MPO's new long-range transportation plan.

The MPO consists of Burtleigh and Morton counties, Bismarck, Mandan and Lincoln. The federal government requires areas of 50,000 or more to form such boards to plan for the areas transportation systems. One duty of the MPO is to form a long-range transportation plan every five years or so, looking at the transportation needs and requirements through the next 25 years.

The MPO presented their last long-range transportation plan in 2001. One of the recom-

mendations was a northern bridge corridor study. The study started late last year and is expected to last through 2004.

The study will determine where to set aside land for a beltway and possible bridge north of Bismarck. Although construction wouldn't begin for 20 to 40 years, the proposal has been opposed by citizens, including Save Our River Valley, a group of landowners near the corridor area.

In addition to the northern corridor bridge study, other recommendations of the 2001 plan included a Division Street reconstruction study, a study on 46th Avenue Southeast, routing Highway 1806 to Collins Avenue, and the fringe area road master plan, which pre-platted future roads to respond to development requests.

Steve Grabill of Ulteig Engineer is developing the plan. He said it's necessary to take a step back and look at needs 10 and 20 years into the future.

The current plan is designed for needs through 2030. Local jurisdictions can become so focused on their immediate needs, he said, that they don't see the potential harm projects may cause in the future, or what might be needed then.

Citizens at the meeting asked Grabill to pay special attention to 46th Avenue and Memorial Highway in the new plan. In addition, they pointed out traffic back-up problems near Mandan High School, limited access from Harmon Botoms, and the need of an underpass at Interstate 94 to connect with Old Red Trail. Requests for a multi-use trail to Harmon Lake, the extension of Highway 6 north to Boundary Road and the Sunset Drive interchange, and establishing scenic byways parallel to the Missouri River on Highways 1806 and 1804 also were made.

The focus on the bridge project came mostly from Bill Patric, a Save Our River Valley member

who lives near the proposed corridor. His home and a century-old tree would be eliminated with the beltway. He asked that in planning for long-range transportation, truck traffic stay on interstates and highways rather than neighborhoods. The preservation of the corridor isn't justified, he said, and may cause a hardship when property owners try to sell their homes. If anything, placing a corridor 10 miles further north of Bismarck may be warranted, he said.

Grabill heard from Burtleigh County residents earlier this week and now will collect input to form a draft of the long-range plan. The final document will be presented in about a year.

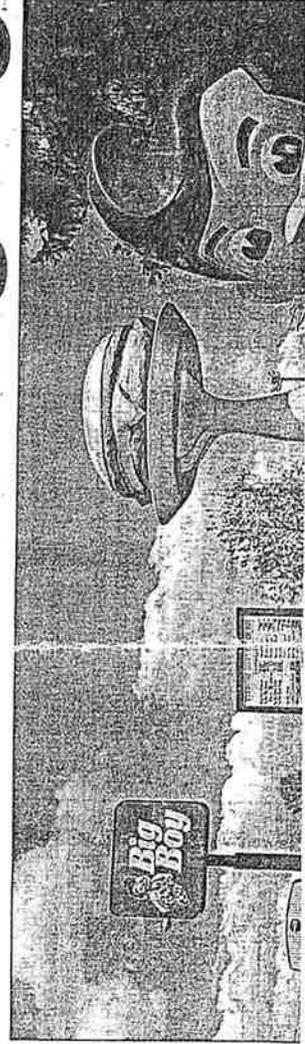
The northern corridor bridge project will be discussed at today's 10 a.m. MPO meeting at the Bis-Man Transit Center.
(Reach reporter Angie Buckley at 250-8255 or angiebuckley@ndonline.com.)

Big Boy: 50 and still going

By LAURA SCHREIER
Bismarck Tribune

It's a sunny weekday afternoon, and the employees of Big Boy man their posts with busy precision, flipping burgers, taking orders, pouring drinks and dispensing meals.

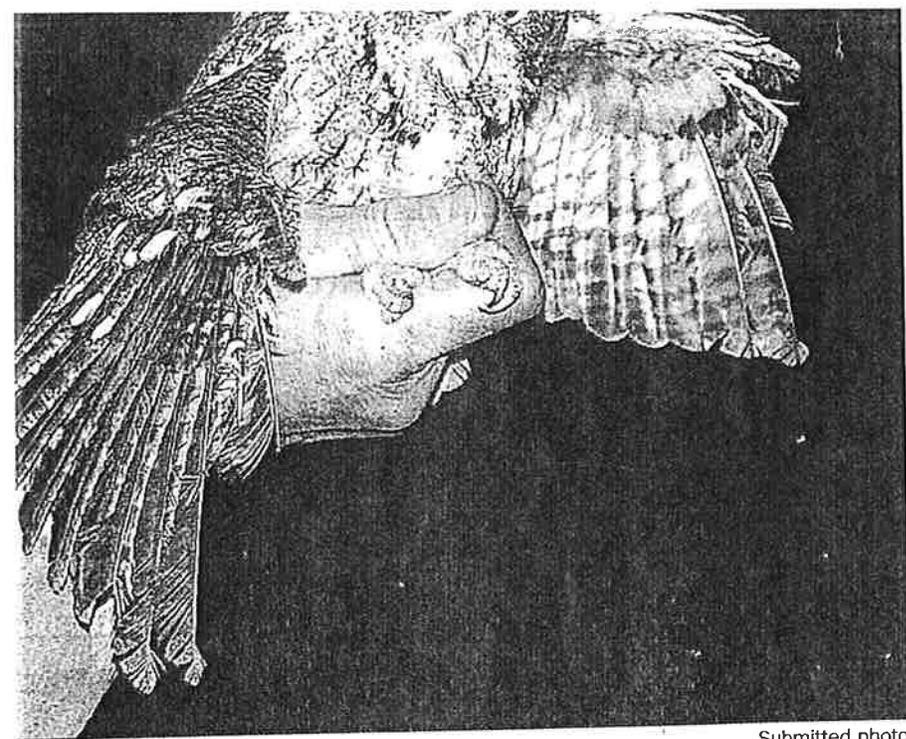
About 20 hamburgers sizzle on the grill. Iron presses toast and compresses the popular pizza burgers. The line of steadily moving cars outside the drive-through window



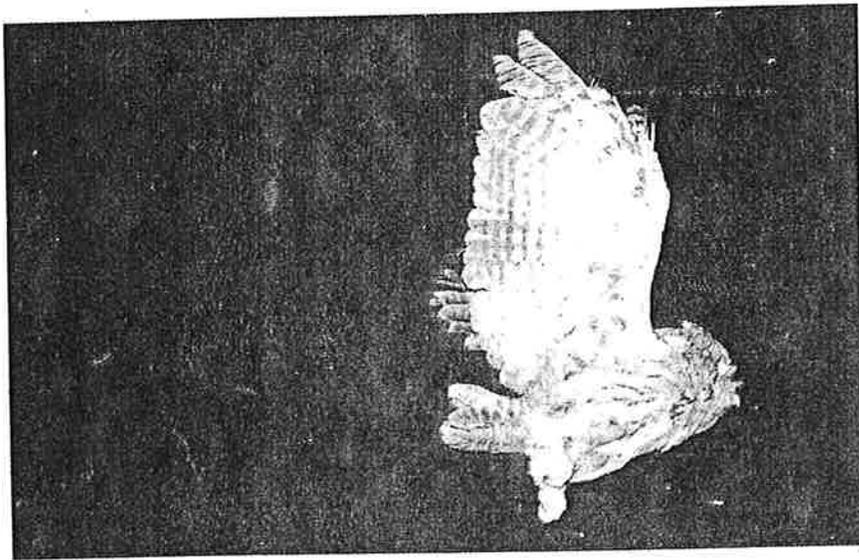
Qwest laying off hundreds of workers

By SANDY SHORE
AP Business Writer

DENVER — Qwest Communications reportedly has notified hundreds of workers they will be laid off, including some in the information technology department where it has sought propos-



Submitted photo



ment here is aimed at providing more affordable and energy-efficient homes for low-income families.

Officials with the state Commerce Department, which is helping fund the project, said the new subdivision in northwest Mandan will include 52 homes that will be built over the next three years.

"Research revealed a shortage of affordable single-family housing in the Bismarck-Mandan area," said Barb Owens, regional housing director for Affordable Housing Developers Inc. "These homes will be available to residents who might otherwise be unable to buy a home."

A family of four can qualify with earnings of less than \$48,500 per year under federal guidelines.

Mike Spletto, a program manager with the Commerce Department, said the homes will be better insulated and will include energy-saving appliances.

Affordable Housing Developers is a nonprofit group made up of Community Action agencies in western North Dakota.

Long-range plan for transportation gets under way

By ANGIE BUCKLEY
Bismarck Tribune

A long-range transportation plan developed to outline the needs of Burleigh County and Bismarck until 2030, the same type of plan that gave the city such classics as the Bismarck Expressway reconstruction and the northern corridor bridge project study, is in the works.

Ulteig Engineers began the process for the east side of the river Tuesday night with a public input meeting. Three people told project manager Steve Grabill how they think the area's transportation should be improved.

Metropolitan areas are required to form Metropolitan Planning Organizations to get federal dollars. As a stipulation of the money, the MPOs must form long-range transportation plans. The plans predict needs based on growth and change for the metro area, recommending 10- and 20-year proposals.

At this stage, Ulteig is looking to identify issues. The citizens at Tuesday's meeting pointed out a few of what they see as problem areas. They complained of confusing interstate traffic

PLAN: *Continued on Page 2B*

Guard soldier buried in Arizona

Engineer Combat Battalion, was buried at Arizona National Cemetery in Phoenix, the Guard said.

He had a bigger part to play and went all the way to duty without hesitation," said the end, Howard McDonald, said the service Sunday in Phoenix.

Holmes died May 8 at a hospital in Germany. He had been wounded by an explosive in Iraq five days earlier.

Holmes graduated from high school in Peoria, Ariz., in 1994. He was living in East Grand Forks, Minn., and working for Valley Petroleum in Grand Forks, N.D., when he was deployed.

Kayla: Family puts on fund-raiser

allergens or
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and she died

**Kayla's Campaign for
Asthma — Kayla's
Courage Continues**

When: Saturday in Flasher
Event:



Don left and

'Sleepy' auditions are today, Thursday

By VIRGINIA GRANTIER
Bismarck Tribune

Auditions are Wednesday and Thursday for this summer's Sleepy Hollow Summer Theatre production, "Annie Get Your Gun."

Call-back auditions will take place Friday.

Signup for Wednesday auditions begin at 3:30 p.m. Wednesday at Century High School. An informational meeting starts at 3:45 p.m. in the high school's auditorium. Thursday's auditions also begin at 3:30 p.m.

Auditioners, ages 10-20, will read from the script book and will need to have a song prepared. Pianist Jan Gilbertson will accompany the auditioners.

The musical features the music of Irving Berlin, such songs as, "There's No Business like Show Business," "The Girl That I Marry" and "I Got the Sun in the Morning." The plot cen-

ters around sharp shooter Annie Oakley, who in a contest bests Frank Butler, the star of Buffalo Bill Cody's touring show. After Cody invites her to join the show, something Butler isn't happy about, the two sharp shooters who often can't stand each other end up falling in love.

Tessa Bry, who has been Sleepy Hollow's assistant director for two years, will take on the task of director this year.

Other key positions: Toby Miller, a veteran Sleepy Hollow actor, will be assistant director; Kary Hess will be the vocal director; Jenny Samuelson Jangua, choreographer; Tim Fogderud, orchestra director; Christopher Heilman, technical and set director; and Stephanie Delmore and Arlene Hord, costume directors.

For more information, call Stephanie Delmore, production coordinator, at 258-6343.

Bluegrass at Fort Mandan this evening

The Cotton Wood Band, a Washburn-area group of bluegrass musicians, will perform a concert today at 7 p.m. at the Fort Mandan picnic shelter, just west of Washburn.

No admission will be charged, with a free-will donation accepted to help support three Washburn speech team students who are competing in the National Forensic League National Finals in Salt Lake City in June.

Refreshments will be served, and the Headwaters Fort Mandan Visitor Center will be open during the performance. Bring your lawn chairs. For more information, call 877-462-8535.

Plan: 3 attend meeting

FROM 1B

west of Memorial Bridge, and the need for a pedestrian crossing at Grant Marsh Bridge. One suggested railroad crossings at Schafer Street, and another on 26th. They asked Grabill to look into improving Bismarck's streets, calling for complete overlay.

The next step will require evaluation of the issues presented Tuesday, as well as any

identified by the city, county and their staffs. The plan is scheduled for adoption next May with a draft available around the beginning of next year. The last long-range plan came out in 2001.

A public meeting to identify Morton County's needs for the plan will be Thursday at the city commission meeting room in Mandan from 5 to 6:30 p.m.

The only limit to what you can say is your imagination.

UNLIMITED WORDS.

Call 258-6900 for more information.

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Additional documentation may be required. Some restrictions may apply.



Rates are



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1401 Oak Manor Ave.
Fargo, ND 58103-5245

Phone: 701-237-3211
FAX: 701-237-3191
Web Site: www.ulteig.com

P. O. Box 1569
Fargo, ND 58107-1569

Memo

To: Project File -- UEI Project № 104.173
 From: Steve Grabill *[Signature]*
 CC: Steve Saunders
 Date: May 24, 2004
 Re: Summary of May 20, 2004 Public Input meeting for Bismarck-Mandan Metropolitan Area Long Range Transportation Plan

A public input meeting was held on May 20, 2004 at 5:00 p.m. at the City Commission Meeting Room, Mandan City Hall, 205 2nd Avenue NW, in Mandan North Dakota. An open house format was used with a formal presentation at 5:15 p.m. A copy of the meeting agenda and the sign-in sheet for the meeting are attached.

Meeting Summary

An outline of Mr. Grabill's presentation follows:

1. Welcome and Introductions

- Introductions were made
- Sign in sheets, comment sheets, handouts were pointed out
- Mr. Grabill noted that Ulteig Engineers, Inc. was completing this plan on behalf of the MPO and member jurisdictions

2. What is a Long Range Transportation Plan?

- The plan looks at system-level issues and needs.
 1. It does not conduct detailed-level analysis of localized issues or projects. Once a project is included in the Plan, it is the responsibility of local jurisdictions to prioritize projects and further assess the specifics of project development.
 2. Surface-level analysis covering technical, environmental, economical and social issues documentation.
 3. Provides a rough estimate of project costs
- A plan that looks at corridor-level issues and needs:
 1. Provides detailed-level analysis of localized issues or projects.
 2. Often is intended to address all major issues related to implementation.
 3. Often provides a recommendation on alternative selection and implementation
 4. Often provides a detailed estimate of costs

- Mandated by Federal law that urban areas over 50,000 population maintain a long range transportation plan. The plan needs to look at transportation issues and needs at least 20 years into the future.
- For this plan, we will have a short range improvement schedule for the year 2010 and a long range improvement schedule for the year 2030. A third element of the plan calls for the preservation of transportation corridors that either have an uncertain timeline for implementation or that have no funding identified prior to the year 2030.
- The plan is also part of the MPO's mandate to maintain a continuous, comprehensive and coordinated transportation planning process.
 1. Continuous – Eliminates gaps, crosses jurisdictional boundaries
 2. Comprehensive – large study area, various modes integrated
 3. Coordinated – many jurisdictions and agencies
- The plan is often considered the beginning of the transportation planning process. Transportation projects that are federally funded usually begin here.
- Sometimes, counties and municipalities can be so focused on their immediate needs that they implement projects that might not make sense over the long run. Another thing that can happen is that they implement a project that precludes other needed improvements from happening later on. Or, the need might not be apparent now, but by the time the need arises, it may be too late to do anything about it. This plan takes a look at the "big picture." It is intended to assure that potential transportation issues and needs are considered both with the future in mind, and with the overall transportation system in mind.
- The plan is a multi-modal plan. It considers transportation system needs pertaining to streets and highways, pedestrians and bicycles, transit and freight.
- The plan is a financially constrained plan. This means that projects that are programmed within the short and long range elements of the plan are required to have an expected source for funding. For projects having no identified funding source or where the need for the project may go beyond the 20 year timeline, recommendations are provided to preserve the corridor for future improvements.
- For the Bismarck-Mandan area, the plan has historically placed its greatest emphasis on streets and highways.
- The plan only considers functionally classified streets and highways.
- The plan serves as a tool in the hands of local area staff and policy makers. This tool is used to prioritize future projects and studies, to plan use of local, state and federal transportation dollars, and to assess transportation system needs that might not be obvious from a review of localized, existing conditions.

3. What sort of projects were in the last Long Range Transportation Plan?

- Projects covering all 5 local jurisdictions were included in the plan:
- **Bismarck-Burleigh-Lincoln**

Implemented

1. Highway 1804 recently constructed south of town
2. Reconstruction of Bismarck Expressway (Divide – Rosser)

Further Studies Undertaken

3. Washington Street through central Bismarck
4. East Century Avenue currently being further studied
5. Northern Bridge Corridor Study
6. Fringe Area Road Master Plan

Still in Developmental Stage

7. Centennial Road North of Town
8. Corridor preservation for future interchanges and overpasses east of Bismarck
9. Preservation of East Century Avenue (Centennial Rd – 80th Street)
10. Improvements along Bismarck Expressway (River – Airport Road)

• Mandan-Morton

Further Studies Undertaken

1. Division Street reconstruction – further study implemented, project development is proceeding
2. Northern Bridge Study
3. Fringe Area Road Master Plan
4. 46th Avenue SE (Memorial Highway – McKenzie Drive)

Still in Developmental Stage

5. Realignment of 1806 to align with Sunset Boulevard
6. Corridor preservation for future interchanges and overpasses west of Mandan
7. Corridor preservation for a future beltway around Mandan, including new bridges north and south of town
8. Improvements to Old Red Trail east of Sunset Drive

4. What kinds of issues are we interested in?

- At this stage in the planning process, we are primarily interested in receiving input on issues, as opposed to projects. Examples of transportation issues would be:
 1. too much traffic at a given location
 2. unsafe traffic conditions at a given location
 3. Difficult to get from point A to point B
 4. No pedestrian routes available in a certain area.

5. What issues and needs do you perceive?

- Now is your chance to provide your ideas on issues and needs that pertain to transportation. Who has the first comment?

6. Future opportunities for involvement

- Additional public meetings will be scheduled late this year or early next year for the purpose of receiving comments on the draft Report. The final plan is scheduled to be adopted by May 2005.

7. Website: www.BISMANROADS2030.COM

- A website is being maintained to provide you an opportunity to keep abreast of the status of the Long Range Transportation Plan and to provide input throughout the process. Future meeting dates, times and locations will be posted on the website as soon as they have been established.
- The website will also provide information on issues, goals and objectives, alternatives, and preliminary report findings.
- The website will be updated regularly to show progress on the Plan's development.

Input Received

Transportation issues raised during Mr. Grabill's presentation included:

- Traffic safety at 46th Avenue SE and Memorial Highway
- Traffic congestion on Sunset Drive near the High School
- Limited access to and from Harmon Bottoms
- Need an underpass at I-94 in Section 17 for a connection with Old Red Trail
- Should extend Highway 6 north of Main to Boundary Road using the ¼ section lines of sections 21 and 28
- Should plan scenic byways paralleling 1804 and 1806 on each side of the River
- Need more trails along both sides of the River
- Should extend a trail to Harmon Lake
- Keep truck traffic out of neighborhoods
- Avoid impacts to old growth forests in River bottom areas
- Should explore locations for a northern bridge further north
- Develop a north-south corridor in Mandan with less steep grades
- Provide a beltway around Bismarck and Mandan as has been proposed in the past
- Provide better connections to the Mandan Airport

Written comments received at the public input meeting, if any, are provided in the attachments.



**ULTEIG ENGINEERS, INC.**1401 Oak Manor Ave.
 Fargo, ND 58103-5245Phone: 701-237-3211
FAX: 701-237-3191
Web Site: www.ulteig.comP. O. Box 1569
 Fargo, ND 58107-1569OTHER OFFICES:
 BISMARCK, ND
 MINNEAPOLIS, MN
 SIOUX FALLS, SD

Memo

To: Project File – UEI Project № 104.173

From: Steve Grabill 

CC: Steve Saunders

Date: May 24, 2004

Re: Summary of May 18, 2004 Public Input meeting for Bismarck-Mandan Metropolitan Area Long Range Transportation Plan

A public input meeting was held on May 18, 2004 at 5:00 p.m. at the Tom Baker Meeting Room, City County Building, 221 North 5th Street in Bismarck, North Dakota. An open house format was used with a formal presentation at 5:15 p.m. A copy of the meeting agenda and the sign-in sheet for the meeting are attached.

Meeting Summary

An outline of Mr. Grabill's presentation follows:

1. Welcome and Introductions

- Introductions were made
- Sign in sheets, comment sheets, handouts were pointed out
- Mr. Grabill noted that Ulteig Engineers, Inc. was completing this plan on behalf of the MPO and member jurisdictions

2. What is a Long Range Transportation Plan?

- The plan looks at system-level issues and needs.
 1. It does not conduct detailed-level analysis of localized issues or projects. Once a project is included in the Plan, it is the responsibility of local jurisdictions to prioritize projects and further assess the specifics of project development.
 2. Surface-level analysis covering technical, environmental, economical and social issues documentation.
 3. Provides a rough estimate of project costs
- A plan that looks at corridor-level issues and needs:
 1. Provides detailed-level analysis of localized issues or projects.
 2. Often is intended to address all major issues related to implementation.
 3. Often provides a recommendation on alternative selection and implementation
 4. Often provides a detailed estimate of costs

- Mandated by Federal law that urban areas over 50,000 population maintain a long range transportation plan. The plan needs to look at transportation issues and needs at least 20 years into the future.
- For this plan, we will have a short range improvement schedule for the year 2010 and a long range improvement schedule for the year 2030. A third element of the plan calls for the preservation of transportation corridors that either have an uncertain timeline for implementation or that have no funding identified prior to the year 2030.
- The plan is also part of the MPO's mandate to maintain a continuous, comprehensive and coordinated transportation planning process.
 1. Continuous – Eliminates gaps, crosses jurisdictional boundaries
 2. Comprehensive – large study area, various modes integrated
 3. Coordinated – many jurisdictions and agencies
- The plan is often considered the beginning of the transportation planning process. Transportation projects that are federally funded usually begin here.
- Sometimes, counties and municipalities can be so focused on their immediate needs that they implement projects that might not make sense over the long run. Another thing that can happen is that they implement a project that precludes other needed improvements from happening later on. Or, the need might not be apparent now, but by the time the need arises, it may be too late to do anything about it. This plan takes a look at the "big picture." It is intended to assure that potential transportation issues and needs are considered both with the future in mind, and with the overall transportation system in mind.
- The plan is a multi-modal plan. It considers transportation system needs pertaining to streets and highways, pedestrians and bicycles, transit and freight.
- The plan is a financially constrained plan. This means that projects that are programmed within the short and long range elements of the plan are required to have an expected source for funding. For projects having no identified funding source or where the need for the project may go beyond the 20 year timeline, recommendations are provided to preserve the corridor for future improvements.
- For the Bismarck-Mandan area, the plan has historically placed its greatest emphasis on streets and highways.
- The plan only considers functionally classified streets and highways.
- The plan serves as a tool in the hands of local area staff and policy makers. This tool is used to prioritize future projects and studies, to plan use of local, state and federal transportation dollars, and to assess transportation system needs that might not be obvious from a review of localized, existing conditions.

3. What sort of projects were in the last Long Range Transportation Plan?

- Projects covering all 5 local jurisdictions were included in the plan:
- **Bismarck-Burleigh-Lincoln**

Implemented

1. Highway 1804 recently constructed south of town
2. Reconstruction of Bismarck Expressway (Divide – Rosser)

Further Studies Undertaken

3. Washington Street through central Bismarck
4. East Century Avenue currently being further studied
5. Northern Bridge Corridor Study
6. Fringe Area Road Master Plan

Still in Developmental Stage

7. Centennial Road North of Town
8. Corridor preservation for future interchanges and overpasses east of Bismarck
9. Preservation of East Century Avenue (Centennial Rd – 80th Street)
10. Improvements along Bismarck Expressway (River – Airport Road)

- **Mandan-Morton**

Further Studies Undertaken

1. Division Street reconstruction – further study implemented, project development is proceeding
2. Northern Bridge Study
3. Fringe Area Road Master Plan
4. 46th Avenue SE (Memorial Highway – McKenzie Drive)

Still in Developmental Stage

5. Realignment of 1806 to align with Sunset Boulevard
6. Corridor preservation for future interchanges and overpasses west of Mandan
7. Corridor preservation for a future beltway around Mandan, including new bridges north and south of town
8. Improvements to Old Red Trail east of Sunset Drive

4. What kinds of issues are we interested in?

- At this stage in the planning process, we are primarily interested in receiving input on issues, as opposed to projects. Examples of transportation issues would be:
 1. too much traffic at a given location
 2. unsafe traffic conditions at a given location
 3. Difficult to get from point A to point B
 4. No pedestrian routes available in a certain area.

5. What issues and needs do you perceive?

- Now is your chance to provide your ideas on issues and needs that pertain to transportation. Who has the first comment?

6. Future opportunities for involvement

- Additional public meetings will be scheduled late this year or early next year for the purpose of receiving comments on the draft Report. The final plan is scheduled to be adopted by May 2005.

7. Website: www.BISMANROADS2030.COM

- A website is being maintained to provide you an opportunity to keep abreast of the status of the Long Range Transportation Plan and to provide input throughout the process. Future meeting dates, times and locations will be posted on the website as soon as they have been established.
- The website will also provide information on issues, goals and objectives, alternatives, and preliminary report findings.
- The website will be updated regularly to show progress on the Plan's development.

Transportation issues raised during Mr. Grabill's presentation included:

- North-south traffic flow
- PM peak traffic flow along westbound I-94 just west of the Missouri River
- Confusion at the Memorial Bridge to Main Street Exit
- Poor pedestrian crossing connection and route across the Grant Marsh Bridge
- Need pedestrian route parallel to I-94
- Need decision made from West Side Transportation Study (Washington Street)
- Poor sight distance at Rosser and Griffin
- Need Schafer Street extension south
- Need more at-grade railroad crossings
- Need 26th Street extension across I-94 and railroad tracks
- Deteriorated pavement conditions- system wide
- 12th Street continuity- north of Broadway

Written comments received at the public input meeting, if any, are provided in the attachments.

NEWS RELEASE

For Immediate Release

Nov. 15, 2004

For more information contact
Steve Grabill, Transportation Engineer
Ulteig Engineers
701- 258-6507

Initial issues identified for Bismarck-Mandan Long-Range Transportation Plan

The consultant working with the Bismarck-Mandan Metropolitan Planning Organization on the Bismarck-Mandan long-range transportation plan has completed an early identification of issues and an initial analysis to determine locations that are inadequate or will be inadequate in the future.

The next stage in this planning process is to develop alternatives to improve the metro area's transportation system. The goal of the consultant, Ulteig Engineers, is to have a draft report completed by early 2005 and then schedule public meetings to review the report in February or March.

Interested parties can comment any time via a Web site set up for the project:
www.bismanroads2030.com.

Public input is being sought throughout the planning process. Details about public involvement opportunities are provided on the Web site. The public can also send comments via a variety of e-mail links on the site. Organizers would like to gather as much public input as possible before finalizing a transportation plan.

The long-range plan is a tool to help prioritize transportation system improvements in the Bismarck-Mandan metropolitan area. The process for completing the plan is to identify and analyze issues; identify system needs and projects; develop short and long range project elements; prepare recommendations and documentation; and adopt the plan. The federal government requires the plan to be updated every five years.

The Web site provides such things as background information on the plan objectives; a description of existing transportation plans and a look at issues, projects and recommendations applicable to each system; a way for stakeholders to stay involved and current with the process; and a place where news and announcements are posted.

Development of the Web site continues and additional information will be posted on a regular basis.

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and Sunday, 1-5 p.m.
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for general public interest and
purposes. Submissions are
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ndonline.com, fax at 223-

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on.

vn, Frith — Karan Harzog,
on — Tom Palfrey, 250-0204

District 42, Republican Nick Hacker beat
Democratic incumbent Mike Polovitz by
48 votes, 2,790 to 2,742.

Neither result was narrow enough to
trigger an automatic recount, but they
were sufficiently close to allow either
Goehring or Polovitz to request a new
count, Jaeger said. Both men have said
they will not ask for a recount.

Thursday's certification of the vote
means that a new constitutional amend-

Bismarck Tribune 11/19/04 B2

results from the general election earlier this month. From left:
Ken Karls, Secretary of State Al Jaeger, Penny Miller and state
Gilmore.

ment takes effect, Jaeger said. It says
North Dakota will only recognize a mar-
riage if it is between a man and a woman.
Seventy-three percent of the voters
approved the amendment.

The canvassing board is made up of

Jaeger, Kathi Gilmore,
Penny Miller, the chi
Supreme Court; Tom
of North Dakota's De
Ken Karls, the state
man.

Public input sought for roads planning

The consultant working with the Bismarck-Mandan Metropoli-
tan Planning Organization is seeking public input on a long-range
transportation plan.

Ulteig Engineers has completed an early identification of roads
in Bismarck-Mandan that have traffic-flow problems or could in
the near future. The firm also has identified what it calls high-crash
locations.

Ulteig will develop and release a plan early next year that will
suggest methods to improve the metro area's transportation sys-
tem. To help it create a comprehensive plan, the firm is seeking
input from interested parties. To make your voice heard, log onto
www.bismanroads2030.com, and click on "Plan Review." The Web
site offers the public a chance to comment on specific roads issues.

After the report is completed, a series of public meetings will be
held to review it. That will most likely happen in February or
March.

— Tony Spilda

Woman killed after being struck by van

FARGO (AP) — A van struck and killed a woman who got out of
a car after an argument along Interstate 29, the Highway Patrol
says.

Wanda Thornberg, 36, of Hankinson, walked into traffic and the
van could not avoid her, authorities said.

Patrol Sgt. Jim Prochniak said Thornberg had been arguing with
the driver of the car after it pulled onto the shoulder of the high-
way, and she apparently decided to get out.

The driver of the van, Thomas Loomis, 36, of Galchutt, noticed
the parked car and moved to the left lane but was unable to avoid
Thornberg, authorities said.

The incident happened about 6 p.m. Wednesday, on south-
bound Interstate 29 about four miles south of Fargo, the patrol
said.

Prochniak said the driver of the car, identified as Robert Burtis,
was arrested on a drunken driving charge. The Highway Patrol list-
ed his address as Hankinson, but authorities also said he gave a
Fargo address.

Loomis was not hurt.

Teen drowns in Sheyenne River

FARGO (AP) — A teenager who slipped down an embankment
and fell into the Sheyenne River has died at a hospital here, author-
ities say.

Police said Jared Diemert, 16, of Valley City, was under water for
about half an hour before divers located him Wednesday.

Police Chief Dean Ross said Diemert was at a Valley City park
with three friends when he slipped down the embankment. Police
were called about 5 p.m.

Ross said the first police officer on the scene jumped into the
river to try to rescue Diemert, but the water was too deep for the
officer to find the teen.

The Valley City Fire Department eventually recovered the boy,
who was unconscious. He was taken to Mercy Hospital in Valley City
and then transferred to a Fargo hospital, where he died overnight.

Oil: State to launch campaign for workers

FROM 1B

Ness said the state and his
organization will launch a
campaign later this month to
advertise the oil patch jobs in
newspapers and on the radio.
Don Canton, one Hoeven's
advisers, said the state will
spend at least \$10,000 on the
ad campaign.

"We're starting our effort
in North Dakota and will
expand the effort as needed,"
Ness said. "We need every-
thing from rig hands to office

workers."
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Rural communities may apply for grants

Communities in North
Dakota and a northwest por-
tion of South Dakota may
begin applying for 2005 Rural
Community Assistance and
National Fire Plan Economic
Action Program grants, U.S.
Forest Service-Dakota Prairie
Grasslands and North Dakota
Forest Service announced
Thursday.

The Rural Community
Assistance program is
designed to help rural com-
munities that depend on nat-
ural resources. National Fire
Plan Economic Action grants
help communities test new or
implement existing economic
uses for small diameter wood
and biomass resulting from
wildland hazardous fuels
reduction.

Both programs require at
least 20 percent in matching,
nonfederal contributions.
They are open to communi-

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Thanked

Steve Grabill

From: Steve Grabill
Sent: Monday, November 29, 2004 8:05 AM
To: 'jmax30@bis.midco.net'
Subject: RE: Long Range Trans. Plan: Road Issues: BB: Avenue C - Raymond Street to 3rd is too narrow

Yes it does. Thanks!

-----Original Message-----

From: jmax30@bis.midco.net [mailto:jmax30@bis.midco.net]
Sent: Wednesday, November 24, 2004 11:35 PM
To: Steve Grabill
Subject: RE: Long Range Trans. Plan: Road Issues: BB: Avenue C - Raymond Street to 3rd is too narrow

Steve-I'm assuming physical widening of the the street would involve the removal of the trees or, if not removed, enough damage to root systems to significantly lower the life spans of the trees. Note-I have a MS in Forestry and a PhD in Botany. Eliminating the parking essentially widens the street for moving vehicles while not having to increase actual width. Does this clarify my earlier comment?

Quoting Steve Grabill <Steve.Grabill@ulteig.com>:

> Hi Judith,
> Thank you for your comments regarding Avenue C. You stated that
> elimination of parking would have the same result as widening. You
> continue, saying that people would probably be willing to forgo
> parking to preserve the trees. These two statements appear to be at
> odds with one another. Could you please clarify what you meant?
>
> -----Original Message-----
> **From:** jmax30@bis.midco.net [mailto:jmax30@bis.midco.net]
> **Sent:** Wednesday, November 24, 2004 11:24 AM
> **To:** Steve Grabill
> **Subject:** Long Range Trans. Plan: Road Issues: BB: Avenue C - Raymond
> Street to 3rd is too narrow
> **Importance:** High
>
> **Name:**Judith Maxwell
> **Zipcode:**58501
> **Feedback:**
> Widening the street will likely result in loss of the arching canopy
> of elm trees for which this area is famous. Loss of trees could
> result in as much as a 27% decline in property values (U. of GA) to
> homeowners living on Ave. C-is the city willing to compensate these
> homeowners for this loss? Elimination of parking on this portion of
> Ave. C would have the same result as widening. Most Ave C. residents
> have driveway parking and
> only park on the street as a convenience. I'm sire they be willing to
> forgo stre parking to preserve the trees.

Steve Grabill

From: Steve Grabill
Sent: Friday, November 19, 2004 10:20 AM
To: 'jwoeste@hotmail.com'
Cc: ssaunder@state.nd.us
Subject: RE: Long Range Trans. Plan: Bike/Ped Issues: BB: need uniform standards for continuous sidewalks

Hi Jeremy,

I agree that this has been a problem around town. We will do our best to address this issue in the Plan.

-----Original Message-----

From: jwoeste@hotmail.com [mailto:jwoeste@hotmail.com]
Sent: Friday, November 19, 2004 9:06 AM
To: Steve Grabill
Subject: Long Range Trans. Plan: Bike/Ped Issues: BB: need uniform standards for continuous sidewalks
Importance: High

Name:Jeremy Woeste

Zipcode:58503

Feedback:

This is a problem in Bismarck. I continuously encounter streets where the sidewalk ends and you have to walk on the street or cross the road to continue on the sidewalk. I work on interstate ave., and it is a problem here. I do not understand why the north bound sidewalk ends at K-Mart, skips 2 businesses, starts for the next 2 businesses and then disappears for the next 2 businesses to the intersection. You are forced to walk on the street of a busy traffic zone. Why have these businesses been exempted from having a sidewalk in front of their businesses. I didn't know that sidewalks were optional for commercial or residential properties in Bismarck.

Steve Grabill

From: Steve Grabill
Sent: Friday, November 19, 2004 9:54 AM
To: 'jwoeste@hotmail.com'
Cc: ssaunder@state.nd.us
Subject: RE: Long Range Trans. Plan: Road Issues: BB: north-south traffic flow

Hi Jeremy,

The Long Range Transportation Plan will incorporate recommendations from a recent study that addressed this issue. Thank you for your comments.

-----Original Message-----

From: jwoeste@hotmail.com [mailto:jwoeste@hotmail.com]
Sent: Friday, November 19, 2004 9:00 AM
To: Steve Grabill
Subject: Long Range Trans. Plan: Road Issues: BB: north-south traffic flow
Importance: High

Name:Jeremy Woeste

Zipcode:58503

Feedback:

I don't have the perfect solution here, but the obvious solution is to widen Washington street. With all of the new north residential and commercial development this will be a crucial move that needs to be made. This city is seriously lacking in arterial roadways on a north-south basis. Actually, we do not even have one good north-south route in this town.

Steve Grabill

From: Steve Grabill
Sent: Friday, November 19, 2004 9:52 AM
To: 'jwoeste@hotmail.com'
Cc: ssaunder@state.nd.us
Subject: RE: Long Range Trans. Plan: Road Issues: BB: access to developments along River Road

Hi Jeremy,

I agree with your assessment of River Road. As you may know, Burleigh County is currently undertaking a study of River Road. From what I've heard, they have received similar comments from others as well.

-----Original Message-----

From: jwoeste@hotmail.com [mailto:jwoeste@hotmail.com]
Sent: Friday, November 19, 2004 8:55 AM
To: Steve Grabill
Subject: Long Range Trans. Plan: Road Issues: BB: access to developments along River Road
Importance: High

Name:Jeremy Woeste

Zipcode:58503

Feedback:

River road is one of the Bismark's best features. I love this road. I feel that the road should be left alone to the greatest extent possible and that trees should not be disturbed if at all possible. It would be nice if the road could be widened, but again I feel that widening this road may take away from the beauty of the area.

Steve Grabill

From: Steve Grabill
Sent: Friday, November 19, 2004 9:49 AM
To: 'jwoeste@hotmail.com'
Cc: ssaunder@state.nd.us; (maberg@state.nd.us)
Subject: RE: Long Range Trans. Plan: Road Issues: BB: 43rd Street capacity - Washington St to ND Hwy 83

Hi Jeremy,

Thank you for your comments on the Long Range Transportation Plan. I forwarded this comment onto the City Traffic Engineer, who may have further information or may have already looked at this intersection in detail. We will consider your comments as we continue efforts in identifying needed projects.

-----Original Message-----

From: jwoeste@hotmail.com [mailto:jwoeste@hotmail.com]
Sent: Friday, November 19, 2004 8:51 AM
To: Steve Grabill
Subject: Long Range Trans. Plan: Road Issues: BB: 43rd Street capacity - Washington St to ND Hwy 83
Importance: High

Name:Jeremy Woeste

Zipcode:58503

Feedback:

As a resident of this part of town. I feel that a street light at the intersection of 43rd & Washington would be very beneficial. This is a dangerous intersection, especially during the school year. I would also like to the road widened a little or even turned into a four lane road from Century to 43rd.

Lincoln

NORTH DAKOTA

City of Lincoln, North Dakota Resolution for State Highway

To: The Honorable John Hoeven, Governor of the State of North Dakota
Members of the North Dakota Legislature from Districts 8, 14, and 30
Representative Dwight Wrangham
Representative Jeff Delzer
Senator Layton Freborg
Representative Duane Dekrey
Representative Robin Weisz
Senator Jerry Klein
Representative Ron Carlisle
Representative Dave Weiler
Senator Bob Stenehjem
David Sprynczynatyk, Director North Dakota Department of Transportation
Burleigh County Commissioners
Bismarck City Commissioners
Members of the Metropolitan Planning Organization
Members of the Technical Advisory Committee

WHEREAS, the City of Lincoln North Dakota is a community in excess of 2000 North Dakota tax payers, and

WHEREAS, the City of Lincoln has nearly 600 students attending school in the Bismarck School system who ride the school bus, or otherwise travel to the City of Bismarck each day, and

WHEREAS, the City of Lincoln is the fastest growing city in the State of North Dakota, and

WHEREAS, the City of Lincoln relies largely on a route of travel along Lincoln Road and Airway Avenue for its main transportation artery into Bismarck, having over 4170 vehicles traveling the route daily (based upon recent Burleigh County road measurements) and

WHEREAS, the current alignment of Airway Avenue and Lincoln Road is inefficient and costs local residents to travel 4,000 extra miles per day (amounting to over 1.5 million extra miles, at a cost to residents of \$555,000 annually) and

WHEREAS, the current alignment and configuration of Airway Avenue and Lincoln Roadway is unsafe east of the Bismarck Municipal Airport, having been the site of a number of accidents, and causing motorists to travel south (avoiding the high curve on Airway Avenue), and

WHEREAS, the City of Lincoln is not located upon a state highway, and

WHEREAS, the City of Lincoln continues to attract young families who engage in biking, hiking, and running and who often use local roads for such activities, and

WHEREAS, the City of Bismarck is planning to develop the Northern Plains Commerce Center, an intermodal transportation facility that may attract significant new investment, additional truck and rail traffic and heavy impact upon the transportation system in this particular locality, all of which the City of Lincoln welcomes, and

WHEREAS, the impact of the Northern Plains Commerce Center should be properly planned to accommodate both the commercial impact and the needs of residents of the City of Lincoln and the City of Bismarck,

NOW THEREFORE, we the City Commission of the City of Lincoln, North Dakota resolve that:

1. The above named persons should be provided with a copy of this resolution and are hereby requested to take any and all steps necessary to address the concerns and needs expressed herein.

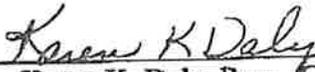
2. A state highway, consisting of four lanes, a turning lane and a bike path, should be constructed along the north side of Airway Avenue, in a south-easterly direction to Benteen Street on the north-western corner of the City of Lincoln, and that such state highway be incorporated into the State Transportation Implementation Plan for construction at the earliest possible date.

3. That the Governor, DOT and MPO convene a meeting with the City of Lincoln residents to consider and hear of their concerns for a proper and safe transportation route to serve their needs in view of current and growing demands.

Signed this 6th day of January, 2005



Kim Kramer, Lincoln City Auditor



Karen K. Daly, Pres. City Council

COMMUNITY ANNOUNCEMENT

February 21, 2005

The Bismarck-Mandan Metropolitan Planning Organization and Ulteig Engineers, Inc., will hold two public input meetings on the **draft** Bismarck-Mandan Long Range Transportation Plan.

- The Mandan-Morton County Meeting will be held from 6:30–8:00 p.m., Wednesday, March 9, at Mandan City Hall, at 205 2nd Ave. N.W., Mandan.
- The Bismarck-Burleigh County meeting will be held from 6:30–8:00 p.m., Thursday, March 10, in the Tom Baker Meeting Room, City-County Building at 221 N. 5th St., Bismarck.

The purpose of the meetings is to provide the public with the **final** opportunity to comment on the draft long-range transportation plan for the Bismarck-Mandan metro area. The draft plan addresses the metro area's current and future transportation needs through 2030.

Copies of the draft plan are available at public libraries in Bismarck and Mandan, and at city and county offices in Bismarck-Mandan and Burleigh and Morton counties. The draft plan is also available on the Web at www.bismanroads2030.com. Comments will be accepted through March 30.



Get the job done right

3350 38th Avenue S.
Fargo, ND 58104-7079
PO Box 9615 / 58106-9615
Phone: 701.237.3211
Fax: 701.237.3191

To: Morton County Commissioners

From: Steve Grabill, PE
Ulteig Engineers, Inc.

Re: Draft Bismarck-Mandan Long Range Transportation Plan
Review Opportunities

Date: February 22, 2005

On February 14 and 15, 2005 the draft Bismarck-Mandan Long Range Transportation Plan was presented to the Technical Advisory Committee and the Policy Board of the Bismarck-Mandan Metropolitan Planning Organization. A copy of the Executive Summary is attached. Throughout the rest of February and most of March, the draft report will be in the review stages of the adoption process.

This letter is intended to inform you of review opportunities available to you during this time. These review opportunities are listed as follows:

Copies of the Draft Report and Executive Summary are available for review at:

- Morton County Highway Department
- Morton County Planning
- Bismarck-Mandan MPO at Bismarck City Planning
- City Library
- Long Range Plan Website at www.bismanroads2030.com

Public meetings for Morton County will be held as follows:

- 6:30 p.m. on March 9, 2005 General Public Meeting in the Morton County Commission Meeting Room
- 5:15 p.m. on March 21, 2005 Public Meeting as part of a joint City/County Planning Commission meeting at Mandan City Hall

Page 2
February 22, 2005

No presentation of the draft Bismarck-Mandan Long Range Transportation Plan is scheduled for the Morton County Commission. The only scheduled presentation is at plan adoption, now scheduled for the May 3, 2005 Morton County Commission Meeting.

If you have any questions or are unable to take advantage of any of the listed review opportunities, please contact me or your staff and we will try to accommodate your needs.

SG/lhb
c: Steve Saunders



Get the job done right

3350 38th Avenue S.
Fargo, ND 58104-7079
PO Box 9615 / 58106-9615
Phone: 701.237.3211
Fax: 701.237.3191

To: Mandan City Commissioners

From: Steve Grabill, PE
Ulteig Engineers, Inc.

Re: Draft Bismarck-Mandan Long Range Transportation Plan
Review Opportunities

Date: February 22, 2005

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This letter is intended to inform you of review opportunities available to you during this time. These review opportunities are listed as follows:

Copies of the Draft Report and Executive Summary are available for review at:

- Mandan City Planning & Engineering
- Bismarck-Mandan MPO at Bismarck City Planning
- City Library
- Long Range Plan Website at www.bismanroads2030.com

Public meetings for the City of Mandan will be held as follows:

- 6:30 p.m. on March 9, 2005 General Public Meeting in the Morton County Commission Meeting Room
- 5:15 p.m. on March 21, 2005 Public Meeting as part of a joint City/County Planning Commission meeting at Mandan City Hall

Page 2
February 22, 2005

No presentation of the draft Bismarck-Mandan Long Range Transportation Plan is scheduled for the Mandan City Commission. The only scheduled presentation is at plan adoption, now scheduled for the May 3, 2005 Mandan City Commission Meeting.

If you have any questions or are unable to take advantage of any of the listed review opportunities, please contact me or your staff and we will try to accommodate your needs.

SG/lhb
c: Steve Saunders



Ulteig engineers

Get the job done right

3350 38th Avenue S.
 Fargo, ND 58104-7079
 PO Box 9615 / 58106-9615
 Phone: 701.237.3211
 Fax: 701.237.3191

To: Burleigh County Commissioners

From: Steve Grabill, PE
Ulteig Engineers, Inc.

Re: Draft Bismarck-Mandan Long Range Transportation Plan
Review Opportunities

Date: February 22, 2005

On February 14 and 15, 2005 the draft Bismarck-Mandan Long Range Transportation Plan was presented to the Technical Advisory Committee and the Policy Board of the Bismarck-Mandan Metropolitan Planning Organization. A copy of the Executive Summary is attached. Throughout the rest of February and most of March, the draft report will be in the review stages of the adoption process.

This letter is intended to inform you of review opportunities available to you during this time. These review opportunities are listed as follows:

Copies of the Draft Report and Executive Summary are available for review at:

- Burleigh County Engineering
- Burleigh County Planning & Bismarck-Mandan MPO
- City Library
- Long Range Plan Website at www.bismanroads2030.com

Public meetings for Burleigh County will be held as follows:

- 6:30 p.m. on March 10, 2005 General Public Meeting in the Tom Baker Meeting Room
- 5:00 p.m. on March 30, 2005 Public Meeting as part of a joint City/County Planning Commission meeting in the Tom Baker Meeting Room

Page 2
February 22, 2005

No presentation of the draft Bismarck-Mandan Long Range Transportation Plan is scheduled for the Burleigh County Commission. The only scheduled presentation is at plan adoption, now scheduled for the May 2, 2005 Burleigh Commission Meeting.

If you have any questions or are unable to take advantage of any of the listed review opportunities, please contact me or your staff and we will try to accommodate your needs.

SG/lb
c: Steve Saunders



Get the job done right

3350 38th Avenue S.
Fargo, ND 58104-7079
PO Box 9615 / 58106-9615
Phone: 701.237.3211
Fax: 701.237.3191

To: Bismarck City Commissioners

From: Steve Grabill, PE
Ulteig Engineers, Inc.

Re: Draft Bismarck-Mandan Long Range Transportation Plan
Review Opportunities

Date: February 22, 2005

On February 14 and 15, 2005 the draft Bismarck-Mandan Long Range Transportation Plan was presented to the Technical Advisory Committee and the Policy Board of the Bismarck-Mandan Metropolitan Planning Organization. A copy of the Executive Summary is attached. Throughout the rest of February and most of March, the draft report will be in the review stages of the adoption process.

This letter is intended to inform you of review opportunities available to you during this time. These review opportunities are listed as follows:

Copies of the Draft Report and Executive Summary are available for review at:

- Bismarck City Engineering
- Bismarck City Planning & Bismarck-Mandan MPO
- City Library
- Long Range Plan Website at www.bismanroads2030.com

Public meetings for the City of Bismarck will be held as follows:

- 6:30 p.m. on March 10, 2005 General Public Meeting in the Tom Baker Meeting Room
- 5:00 p.m. on March 30, 2005 Public Meeting as part of a joint City/County Planning Commission meeting in the Tom Baker Meeting Room

Page 2
February 22, 2005

No presentation of the draft Bismarck-Mandan Long Range Transportation Plan is scheduled for the Bismarck City Commission. The only scheduled presentation is at plan adoption, now scheduled for the May 10, 2005 Bismarck City Commission Meeting.

If you have any questions or are unable to take advantage of any of the listed review opportunities, please contact me or your staff and we will try to accommodate your needs.

SG/ldb
c: Steve Saunders

NEWS RELEASE

For Immediate Release
February 28, 2005

For more information contact:
Steve Grabill, Transportation Engineer
Ulteig Engineers, Inc.
888-557-9090

Draft Long Range Transportation Plan Subject of Public Meetings

Bismarck, N.D. – The Bismarck-Mandan Metropolitan Planning Organization and Ulteig Engineers, Inc., will hold public input meetings on the draft Bismarck-Mandan Long Range Transportation Plan.

The purpose of the meetings is to provide the public with an opportunity to comment on the draft long-range transportation plan for the Bismarck-Mandan metro area. The draft plan addresses the metro area's current and future transportation needs through 2030.

The Mandan-Morton County Meeting will be held from 6:30–8:00 p.m., Wednesday, March 9, at the Morton County Commission Room located at 210 2nd Ave. N.W., Mandan, and is specifically scheduled to gather input from the general public.

The Bismarck-Burleigh County meeting will be held from 6:30–8:00 p.m., Thursday, March 10, in the Tom Baker Meeting Room, City-County Building at 221 N. 5th St., Bismarck. It, too, is specifically scheduled for input from the general public.

Ulteig Engineers, the firm hired to coordinate the study, will give a brief presentation on the draft plan near the beginning of each meeting. The public will then have the opportunity to comment on the plan and its recommendations.

The long-range plan is a tool to help prioritize transportation system improvements in the Bismarck-Mandan metropolitan area. The federal government requires the plan to be updated every five years.

Copies of the draft plan are available at public libraries in Bismarck and Mandan, and at city and county planning offices in Bismarck-Mandan and Burleigh and Morton counties. The draft plan is also available for viewing and comments on the Web at www.bismanroads2030.com.

Requests for special facilities to assist disabled persons' involvement in these meetings should be received by March 1, 2005. Those unable to attend but wanting to comment can submit written comments by March 30, 2005, from the Web site or by mail. Comments or requests for special facilities should be directed to Steve Grabill at 1412 Basin Ave., Bismarck, ND 58504; 888-557-9090 or e-mail Steve.Grabill@Ulteig.com.

Public Input Meetings Bismarck-Mandan Long Range Transportation Plan

Notice is hereby given that the Bismarck-Mandan Metropolitan Planning Organization and Ulteig Engineers, Inc. will hold public input meetings to receive final public input on the draft Long Range Transportation Plan. A formal presentation will be provided near the beginning of each meeting. Comments will be received following the presentation.

A Mandan-Morton County Meeting will be held from 6:30–8:00 p.m., **Wednesday, March 9**, at the Morton County Commission Room located at 210 2nd Ave. N.W., Mandan.

A Bismarck-Burleigh County meeting will be held from 6:30–8:00 p.m., **Thursday, March 10**, in the Tom Baker Meeting Room, City-County Building at 221 N. 5th St., Bismarck.

A joint Mandan-Morton County Planning Commission meeting will be held from 5:15–6:30 p.m., **Monday, March 21**, at Mandan City Hall, at 205 2nd Ave. N.W., Mandan for the general public to provide input.

A joint Bismarck-Burleigh County Planning Commission meeting will be held from 5:00–6:00 p.m., **Thursday, March 30**, in the Tom Baker Meeting Room, City-County Building at 221 N. 5th St., Bismarck for the general public to provide input.

All interested persons are invited to participate in the meetings. Copies of the draft Plan are available for review at the Bismarck and Mandan Libraries, City and County planning offices, and at the website: www.bismanroads2030.com.

Requests for special facilities to assist disabled persons' involvement in any meeting should be received 5 calendar days prior to the meeting. If you are unable to attend but still wish to provide comments, please submit comments by March 30, 2005.



Get the job done right

Comments or requests for special facilities should be directed to Steve Grabill at 1412 Basin Ave., Bismarck, ND 58504, 888-557-9090 or email Steve.Grabill@Ulteig.com.

Public input meetings scheduled for MPO plans

The Bismarck-Mandan Metropolitan Planning Organization and Ulteig Engineers, Inc., will hold public input meetings on the draft Bismarck-Mandan Long Range Transportation Plan.

The purpose of the meetings is to provide the public with an opportunity to comment on the draft long-range transportation plan for the Bismarck-Mandan

metro area. The draft plan addresses the metro area's current and future transportation needs through 2030.

The Mandan-Morton County Meeting will be held from 6:30-8 p.m., Wed., March 9, at the Morton County Commission Room located at 210 2nd Ave. N.W., Mandan, and is specifically scheduled to gather input from the general public.

8A • Wednesday, March 16, 2005 • Bismarck Tribune

Public Hearings Bismarck-Mandan Long Range Transportation Plan

Notice is hereby given that the Bismarck-Mandan Metropolitan Planning Organization and Ulteig Engineers, Inc. will hold public hearings to receive final public input on the draft Long Range Transportation Plan. A formal presentation will be provided near the beginning of each meeting. Comments will be received following the presentation.

- A joint Mandan-Morton County Planning Commission hearing will be held from 5:15-6:30 p.m., Monday, March 21, at Mandan City Hall, at 205 2nd Ave. N.W., Mandan.
- A joint Bismarck-Burleigh County Planning Commission hearing will be held from 5:00-6:00 p.m., Wednesday, March 30, in the Tom Baker Meeting Room, City-County Building at 221 N. 5th St., Bismarck.

All interested persons are invited to participate and provide input at the hearings. Copies of the draft Plan are available for review at the Bismarck and Mandan Libraries, City and County planning offices, and at the website: www.bismanroads2030.com.

Requests for special facilities to assist disabled persons' involvement in any meeting should be received 5 calendar days prior to the hearing. If you are unable to attend but still wish to provide comments, please submit comments by March 30, 2005. Comments or requests for special facilities should be directed to Steve Grabill at 1412 Basin Ave., Bismarck, ND 58504, 888-557-9090 or email Steve.Grabill@Ulteig.com.

Steve Grabill

From: Steve Saunders [ssaunder@state.nd.us]
Sent: Monday, March 07, 2005 8:14 AM
To: Steve Grabill
Subject: FW: Bismarck Long Range Plan Comments

-----Original Message-----

From: Johnson, MarkA [mailto:MarkA.Johnson@fhwa.dot.gov]
Sent: Saturday, March 05, 2005 8:13 AM
To: ssaunder@state.nd.us
Cc: Radliff, Allen; Hartl, Ronny; pbenning@state.nd.us; thorner@state.nd.us; dleftwic@state.nd.us
Subject: Bismarck Long Range Plan Comments

Steve,

I spent some time yesterday reviewing the draft Bismarck Long Range Plan. Overall, most of the elements seem adequate and I appreciate the work accomplished in order to complete the draft in a timely manner. In particular, I applaud your efforts to address freight and freight issues in the Plan given the changes proposed in Bismarck. Also, I appreciate your efforts to document the public involvement process undertaken during the development of the Plan by adding the supporting materials in an Appendix. Outlined below are a few comments related to the draft. If you have any questions or need additional information, please give me a call. Also, I will be circulating the draft through our office, so there maybe additional comments prior to March 17th.

1. Were there any goals and objectives developed and considered for the life of the Plan? There were none noted in the beginning of the document. If not, you may want to consider reaffirming the present goals or developing new ones. Such statements will help determine the direction of the urban area and what the MPO is hoping to accomplish during the life of the Plan. Also, any future projects not mentioned and considered in the draft Plan will be measured against such statements to determine their validity and consistency with the Plan prior to amendment and incorporation into the Plan.
2. It is important for the MPO to demonstrate how it has met the 7 Planning Factors through the Plan update. As a result, please take some time to address the factors in the Plan update. These factors are outlined below:
 - a. Support economic vitality of the US, the States, and metropolitan areas, especially by enabling global competitiveness, productivity and efficiency;
 - b. Increase the safety and security of the transportation system for motorized and non-motorized users;
 - c. Increase the accessibility and mobility options available to people and for freight;
 - d. Protect and enhance the environment, promote energy conservation, and improve quality of life;
 - e. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
 - f. Promote efficient system management and operation; and
 - g. Emphasize the preservation of the existing transportation system.
3. Also, please consider adding a section or language describing the future corridors that will be studied during the life of the Plan - basically future corridor studies, including the south Beltway. By having such a section, this will lend credibility once the MPO commences the studies in the future.
4. In regards to public involvement, take some time and demonstrate how individuals, considered to be minorities, low income, elderly and disabled were afforded the opportunity to be involved in the update process and describe how their

comments were incorporated into the Plan. I am looking for examples above and beyond the normal public hearing - given these folks tend not to participate/attend a public meeting.

5. I noticed the short range project listings - on page 86 begins with projects proposed for 2007/2008 through 2011. It maybe beneficial to include the projects presently in the TIP - 2005 - 2007, given this document will be approved by the MPO in May, 2005. In order for a project to be authorized for federal funds, it must be in a current, approved Long Range Plan. Once this document is approved, these projects would not be included in a current, approved Plan because they were not included in the project listing, financial summary, or referenced of the draft Plan. As a result, I would not be able to authorize those projects, including the Memorial Bridge, for federal funds.

Thanks for the opportunity to comment.

Mark

Mark A. Johnson

Planning & Technical Support Team Leader FHWA - North Dakota Division 1471 Interstate Loop Bismarck, North Dakota 58503

marka.johnson@fhwa.dot.gov

W: (701) 250-4343 ext. 105

F: (701) 250-4395

Steve Grabill

From: Steve Grabill
Sent: Monday, March 07, 2005 6:48 AM
To: 'vinseth@btinet.net'
Cc: Joel Quanbeck; ssaunder@state.nd.us
Subject: RE: Long Range Trans. Plan Site Comments

Dear Vinod Seth,

Thank you for your comment. We will include it in the final version of the Plan. As I understand it, the City's current view on this project is to preserve the corridor so that it may be constructed some day. I do not believe they see its construction as a priority, at least not within the near future.

On a side note, I was at that meeting and I know that what you are speaking is correct.

-----Original Message-----

From: vinseth@btinet.net [mailto:vinseth@btinet.net]
Sent: Saturday, March 05, 2005 7:25 PM
To: Steve Grabill
Subject: Long Range Trans. Plan Site Comments

Name:vinod seth

Company:-

Phone:2234234

Comments:

This comment is directed to steve grabill and is regarding the road plans for Bismarck Mandan.

In reviewing I notice that the Schafer street corridor is included as a result of public input.The only meeting on this issue held in the late 90's many comments against this were offered and exceeded any positive comments.The whole neighborhood was there.

I would like to file my objection to destroying the last overlook of the Missouri in our city that has not been commercialised or covered with asphalt.

We already have a N-S road just on the other side of the river--a highway to boot with excellent connections to I94 and Expressway. Let us preserve some beauty and nature in bismarck. The extension of Schafer would dsetroy that. Vinod Seth MD s

NEWS RELEASE

For Immediate Release
March 7, 2005

For more information contact:
Steve Grabill, Transportation Engineer
Ulteig Engineers, Inc.
888-557-9090

Draft Long Range Transportation Plan Subject of Public Meetings

Bismarck, N.D. – The Bismarck-Mandan Metropolitan Planning Organization and Ulteig Engineers, Inc., will hold public input meetings on the draft Bismarck-Mandan Long Range Transportation Plan.

The purpose of the meetings is to provide the public with a final opportunity to comment on the draft long-range transportation plan for the Bismarck-Mandan metro area. The draft plan addresses the metro area's current and future transportation needs through 2030.

A Mandan-Morton County Meeting will be held from 5:15–6:30 p.m., Monday, March 21, at Mandan City Hall, at 205 2nd Ave. N.W., Mandan and is scheduled for the general public to provide input during a joint Mandan-Morton County Planning Commission meeting.

A Bismarck-Burleigh County meeting will be held from 5:00–6:00 p.m., Thursday, March 30, in the Tom Baker Meeting Room, City-County Building at 221 N. 5th St., Bismarck and is scheduled for the general public to provide input during a joint Bismarck-Burleigh County Planning Commission meeting.

Ulteig Engineers, the firm hired to coordinate the study, will give a brief presentation on the draft plan near the beginning of each meeting. The public will then have the opportunity to comment on the plan and its recommendations.

The long-range plan is a tool to help prioritize transportation system improvements in the Bismarck-Mandan metropolitan area. The federal government requires the plan to be updated every five years.

Copies of the draft plan are available at public libraries in Bismarck and Mandan, and at city and county planning and engineering offices in Bismarck-Mandan and Burleigh and Morton counties. The draft plan is also available for viewing and comments on the Web at www.bismanroads2030.com.

Requests for special facilities to assist disabled persons' involvement in these meetings should be received by March 1, 2005. Those unable to attend but wanting to comment can submit written comments by March 30, 2005, from the Web site or by mail. Comments or requests for special facilities should be directed to Steve Grabill at 1412 Basin Ave., Bismarck, ND 58504; 888-557-9090 or e-mail Steve.Grabill@Ulteig.com.

COMMUNITY ANNOUNCEMENT

March 7, 2005

The Bismarck-Mandan Metropolitan Planning Organization and Ulteig Engineers, Inc. will hold public input meetings on the **draft** Bismarck-Mandan Long Range Transportation Plan.

- A Mandan-Morton County Meeting will be held from 5:15–6:30 p.m., Monday, March 21, at Mandan City Hall, at 205 2nd Ave. N.W., Mandan and is scheduled for the general public to provide input during a joint Mandan-Morton County Planning Commission meeting.
- A Bismarck-Burleigh County meeting will be held from 5:00–6:00 p.m., Thursday, March 30, in the Tom Baker Meeting Room, City-County Building at 221 N. 5th St., Bismarck and is scheduled for the general public to provide input during a joint Bismarck-Burleigh County Planning Commission meeting.

The purpose of the meetings is to provide the public with the **final** opportunity to comment on the draft long-range transportation plan for the Bismarck-Mandan metro area. The draft plan addresses the metro area's current and future transportation needs through 2030.

Copies of the draft plan are available at public libraries in Bismarck and Mandan, and at city and county planning and engineering offices in Bismarck-Mandan and Burleigh and Morton counties. The draft plan is also available on the Web at www.bismanroads2030.com. Comments will be accepted through March 30.

PLEASE PRINT

ATTENDANCE ROSTER

PROJECT Bismarck-Mandan Long Range Transportation Plan

MEETING LOCATION County Commission Meeting Rm, Morton County Courthouse
210 2nd Avenue NW, Mandan, North Dakota

DATE/TIME Wednesday, March 9, 2005, 6:30 P.M.

Name	Address	Email	Phone
MARK BITZ	6406 WILLOW RD MANDAN		663-3060
George Saxowsky	1230 38 th Holron		878-4901
Don O'Leary	8609 46 th St SE		667-1858
Andy Mork	3362-22 Ave Midn		663-3840
Mike Remboldt	603 Craig Dr. Mandan		663-0379
Sam Gregerson	3684 Hwy Rd 139		663-9507
Lyle Halvorson	2007 Marston Dr. Bis		222-8721
KEN THOMAS	2320 37 TH ST.		663-8420
Steve Saunders	221 N 5 th Bismarck		222-6449
Wetzstein Bros Ranch	109 76 th N.E. MANDAN		663-7377
Kautzmann Land Co. Debra Kautzmann	Box 101 Mandan		663-3223
Paul E. Traugott	2395 Highway 10, MANDAN		663-5057
DEBORAH HOLTER	PO Box 483 Mandan		667-8894
Godwin Wenzel	Bismarck T.I.S		250-8255



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Community Calendar

Capital Credit Union logo and contact information: 255-0042, 800-735-6922.

March 9, 2005

Public Input Meeting

The Bismarck-Mandan Metropolitan Planning Organization and Ulteig Engineers, Inc. will hold public input meetings on the draft Bismarck-Mandan Long Range Transportation Plan. The Mandan-Morton County Meeting will be held from 6:30-8:00pm Wed., March 9 at the Morton County Commission Room, 210 2nd Ave. NW, Mandan. The purpose of the meetings is to provide the public with the opportunity to comment on the draft long-range transportation plan for the Bismarck-Mandan metro area. The draft plan addresses the metro area's current and future transportation needs through 2030. Copies of the draft plan are available at public libraries in Bismarck and Mandan, and at city and county planning offices in Bismarck-Mandan and Burleigh and Morton counties. The draft plan is also available on the Web at www.bismanroads2030.com. Comments will be accepted through March 30.

Posted by Lyle Halvorson on 02/24/2005

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Calendar**

255-0042
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March 10, 2005

Public Input Meeting

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The Bismarck-Mandan Metropolitan Planning Organization and Ulteig Engineers, Inc. will hold public input meetings on the draft Bismarck-Mandan Long Range Transportation Plan. The Bismarck-Burleigh County meeting will be held from 6:30-8:00pm Thursday, March 10 in the Tom Baker Meeting Room, City-County Building, 221 N. 5th St., Bismarck. The purpose of the meetings is to provide the public with the opportunity to comment on the draft long-range transportation plan for the Bismarck-Mandan metro area. The draft plan addresses the metro area's current and future transportation needs through 2030. Copies of the draft plan are available at public libraries in Bismarck and Mandan, and at city and county planning offices in Bismarck-Mandan and Burleigh and Morton counties. The draft plan is also available on the Web at www.bismanroads2030.com. Comments will be accepted through March 30.

Posted by Lyle Halvorson on 02/24/2005

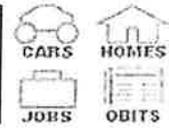
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AMEX	1403.07	-7.72 ↓
Russ 2000	830.82	-0.46 ↓
SP 500	1209.48	2.46 ↑
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DOW Util	355.13	1.16 ↑

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APPLES

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Meeting in Mandan covers plans for roads

By GORDON WEIXEL, Bismarck Tribune

A handful of people got a glimpse of what the future holds regarding Mandan and Morton County's long-term transportation plans, and perhaps a better idea of what the Metropolitan Planning Organization is and does, at a public input meeting Wednesday in Mandan.

Ulteig Engineering Inc. representative Steve Grabill revealed the draft long range transportation plan which the MPO is sponsoring as part of its federal mandate. The draft includes road and trail short-term plans for between now and the year 2010, and longer-term plans up to 2025. The MPO is required to have the plan updated every five years.

About 15 people participated in the public input meeting. Several county officials, including commissioners Mark Bitz and Dick Tokach, were present, along with auditor Paul Trauger and water board chairman Andy Mork.

With the aid of a Power Point presentation, Grabill addressed mainly extensions of existing roads and trails, but did include some new prospects, including a possible need for a bridge south of Bismarck and Mandan on the Missouri. Grabill said all population centers of over 50,000 are required to have an MPO in order to get federal road funds for projects.

The plan, along with identifying future road projects, also identifies funding sources. But it only identifies those projects which would qualify for federal funding, usually with the federal government paying 80 percent of the cost and local sponsors 20 percent, though in some cases the state may split the local sponsorship.

"The MPO has a fairly large study area. It's quite a bit larger than the corporate limits of Bismarck and Mandan, but smaller than the area that comprises Morton and Burleigh," Grabill said. "The fringe area master plan looks at collector roads to be developed and future arterial roadways."

Grabill said Mandan has seen a 10 percent growth over the last census period, which is significant. Such growth is well served by long-term planning, he said. The plans allow officials to look at land use and right of way preservation.



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The plan provides a "top 10" corridor preservation list for Mandan-Morton, which includes these projects: the Northern Bridge Corridor; Morton County 82 beltline with I-94 interchange; a southern beltline and bridge corridor; 23rd Avenue corridor with I-94 underpass; Highway 1806 realignment to Sunset; McKenzie Drive extension; Captain's Landing access; Boundary Street northwest extension; 29th Avenue corridor with I-94 interchange west of Highway 25; and 34th Street south of Harmon Lake.

Trauger asked whether the plan should indicate a rerouting of Highway 1806, considering the location of the new junior high in Mandan.

Grabill said that during the development of the plan the school site hadn't been chosen, but that it was something that needs to be looked at.

Some of the problems the plan looked at were the steep grades Mandan residents had to deal with in traveling north and south in the community. It also mentioned the need for better connections with the Mandan airport, congestion developing at Mandan High School and Sunset Drive, and traffic confusion between Expressway and I-94 as areas needing to be addressed.

"On the Mandan side, roadway capacities don't seem to be a problem. There are some areas which could turn into problems in the future," Grabill said. "Models indicate capacity problems in the Third Street southeast area and in the location of Sunset Drive, particularly at the interchange with I-94."

The plan has 20 short-range street projects for Mandan and Morton County with a price of about \$39 million and 31 long-range projects with a cost of about \$127 million.

Some trail highlights include an extension along the Old Red Trail from Highway 1806 east to Mandan Avenue and a trail extension along Division Street to both the east and west. In the long range, the plan calls for a trail loop around the city of Mandan.

"We will have a substantial trail system on both sides of the river which will interconnect and go out into the counties," Grabill said.

Bitz asked how the MPO was financed, and MPO Planner Steve Saunders said 80 percent of its funds came from the federal government, while the cities of Bismarck, Mandan and Lincoln and counties of Morton and Burleigh contribute towards the 20 percent local share.

The MPO is made up of a technical committee with planners from each of the jurisdictions and a policy board with elected officials from each jurisdiction.

Tonight a similar meeting will be held regarding Bismarck and Burleigh County's portion of the plan, beginning at 6:30 in the Tom Baker Room of the City/County Administration Building. Later this month, the draft plan will be presented to the commissions of each jurisdiction for comment, and it is hoped that the jurisdictions will sign off on the plan in April.

(Reach reporter Gordon Weixel at 250-8255 or gordon.weixel@bismarcktribune.com.)



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Agenda
Long Range Transportation Plan
Bismarck/Burleigh County
Public Input Meeting

March 10, 2005 6:30 pm to 8:00 pm

Presented by **Ulteig Engineers, Inc.** on behalf of the
Bismarck-Mandan Metropolitan Planning Organization

Tom Baker Meeting Room
City-County Building
221 N. 5th Street
Bismarck, North Dakota

- 6:30 pm** **Open House** (please review the project display boards)
- 6:40 pm** **Formal Presentation – Long Range Transportation Plan**
Purpose
Chapter by Chapter Review
Recommendations
Open Discussion
- 7:15 pm** **Open House** (please review the project display boards and visit
project staff with any questions or comments)
- 8:00 pm** **Adjourn Meeting**

PLEASE PRINT

ATTENDANCE ROSTER

PROJECT Bismarck-Mandan Long Range Transportation Plan

MEETING LOCATION Tom Baker Meeting Room, City County Building
221 N. 5th Street, Bismarck, North Dakota

DATE/TIME Thursday, March 10, 2004, 6:30 P.M.

Name	Address	Email	Phone
Matt L. Erhardt	1800 Kiowa Dr. NE		663-5924
Derek Spatter	3505 66 th St. N.E.		255-2130
Cal Hornbacher	1219 - N. 18 th St		255-1485
Gailen Narum	2422 LaCorte Ln		323-0167
NEAL McCURE	121 NEW JERSEY ST		258-9781
Steve Saunders	221 N 5 th Bismarck		222-6449
Elden Spier	9001 Sibley Dr Bis		223-6008
Doug Schwanert	14600 201st Ave NE Bldg. 2		223-1616
Bob Rempebauer	PO BOX 4, Menoken, ND		258-3108
Jon Mill	1438 Pezello Dr Bism		224-7330
Darlyn Kunz	7760 Spruce PL Bis		258-5431
Jerry Kunz	7760 Spruce PL Bis		258-5431
MEL BULLINGER	P.O. Box 5503 BISMARCK		222-6586
John Grassel	Box 2594 Bismarck		222-8400
BOB HROUSKY	34 (200) Moody Mills		463-5760
MICKEY ANDERSON	34 Capt Leach Dr. Mandan		663-9290
Susan Dingle	PO Box 1582 Bismarck, suzsaid@hotmail.com		223-3266
Steve Windisch	1412 Basin Ave Bismarck		258-3967



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MEMO

To: Project File – UEI Project No. 104.173
From: Steve Grabill
CC: Steve Saunders
Date: March 14, 2005
Re: Summary of March 10, 2005 Public Input meeting for Bismarck-Mandan Metropolitan Area Long Range Transportation Plan

A public input meeting was held on March 10, 2005 at 6:30 p.m. at the Tom Baker Meeting Room, City-County Building, 221 N. 5th Street in Bismarck North Dakota. An open house format was used with a formal presentation at 6:35 p.m. A copy of the meeting agenda and the sign-in sheet for the meeting are attached.

Meeting Summary

A copy of the PowerPoint presentation is attached as an outline of Mr. Grabill's presentation. Comments received from the public are listed as follows:

1. Captain's Landing access is not shown on any map. Mr. Grabill replied with a description of a concept that had been discussed. A second comment was raised stating that there was a better location for a new access road (Captain Leach West). Mr. Grabill said he would review the suggestion and place the preferred concept on the website for further review.
2. What is the timing of the 80th Street interchange vs. the 66th Street interchange? Mr. Grabill said that the 80th Street interchange was not listed as a long range project but only as a corridor preservation project. The 66th Street interchange was shown as a construction project in the long range.
3. Is there any money available for right of way acquisition? Mr. Grabill said that there was federal money available but that due to more immediate needs, federal money was normally not used for right of way acquisition from a preservation standpoint.

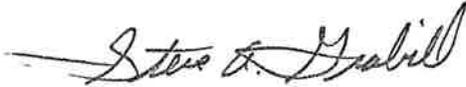
4. Have you communicated with KLJ regarding the proposed Commerce Centre? Mr. Grabill responded that his coordination was with City staff. He went on to say that the Commerce Centre was proceeding so quickly that it would be in place soon. He said that adjacent improvements were being made without the use of federal road funds.
5. The construction of the Commerce Centre will eliminate Airway Avenue. Won't this impact commuters from Lincoln? Mr. Grabill responded that there was a study scheduled for this summer to identify solutions to improve access between Lincoln and Bismarck. He said the Long Range Plan included right of way preservation recommendations for the anticipated future access road.
6. How was future land use determined? Mr. Grabill said that projections of population are used to predict future residential, commercial and industrial land use. He said that City and County planning staff are consulted on probable placement of future land use.
7. Would it be appropriate to contact individual land owners before land use location decisions are made? Mr. Grabill responded that individual land owners are free to participate in the study process. He continued, saying that due to the large region covered by the long range plan, it would be virtually impossible to contact all individual land owners regarding these decisions. He said that in 2001 the area developers were contacted to provide input into this process and that there was almost no response.
8. You show a 66th Street interchange but no roads leading to it. Mr. Grabill said that would be addressed in the final version of the Long Range Plan.
9. Who will pick up the Northern Bridge Corridor preservation process since Morton County did not approve the corridor? Mr. Saunders responded that Mandan would on the west side of the river since it was within their extraterritorial limits.
10. What is the process and next step after these 2 public meetings? Mr. Grabill discussed the upcoming meetings, dates and locations with the joint planning commissions, as well as the timeline for study review and adoption.
11. Is there any chance that comments that are received will be reflected as changes to the maps in the report? Mr. Grabill said that all comments are taken seriously and are documented in the study. Some will result in changes to the map and report. Each comment is considered on a case by case basis.

12. Do you have traffic count information available tonight? Mr. Grabill said he had both existing and projected traffic volume information available and that he would be happy to review these with individuals following the group discussion.
13. Will elected officials see our comments? Morton County Commission Matt Erhardt said that was why he was there. Mr. Grabill added that documentation of all comments would be included in the final report and made available to elected officials.
14. What are the plans for the Schafer Street extension? City Engineer Mel Bullinger responded that while the City Commission accepted the report that was completed some years ago, there were no short term plans to pursue it due to the historical nature of Fraine Barracks and the position of BNSF, who would not approve an at-grade crossing.
15. When will the report be adopted by the MPO? Mr. Grabill responded that adoption was scheduled for their meeting in May.
16. Is the City of Bismarck limited or obligated to do everything included in the Plan? Mr. Grabill said that the City was not limited or obligated and that amendments to the Plan were possible.
17. With all the development to the north, the plan does not include any new north-south routes such as Schafer Street and an extension of 26th Street. Why hasn't this been addressed during the planning process? Mr. Grabill responded that it had been addressed with improvements planned for Schafer Street, Washington Street, Centennial Road, 66th Street and Tyler Parkway.
18. The Memorial Bridge should be preserved as a trail and closed to traffic while the businesses along the Memorial Bridge corridor should be bought out and converted to residential land use. Mr. Grabill responded that the Memorial Bridge EIS looked at all alternatives and concluded that the Memorial Bridge should be replaced.
19. Why isn't the extension of 26th Street included in the Plan? Mr. Grabill said that existing development prohibited extension of 26th Street.

20. The public meetings should only be held in front of planning commissioners or elected officials who have the power to force changes to the document. Mr. Grabill said that upcoming meetings will be held with planning commissioners and elected officials. He said meetings were also held outside those venues since some people may be intimidated by those meeting styles.

With no further comments, the meeting was adjourned at 8:45 p.m.

Respectfully Submitted,

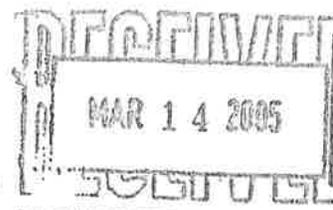


Steve A. Grabill, PE, PTOE
Civil Transportation Department

SAG

COMMENT CARD

(Please return by March 30, 2005)



PUBLIC INPUT MEETING: Bismarck-Mandan Long Range Transportation Plan

NAME (please print): BOB NEUGEBAUER ADDRESS (please print): PO BOX 4, MENOKEN, ND

We would like to send you project updates. In order to be placed on our informational update list please provide

YOUR EMAIL ADDRESS (please print): bob.neugebauer@yahoo.com

(Comments may also be submitted by email to: Steve.Grabill@Ulteig.com)

I wish to offer the following comments: Obviously, something has to be

done to Washington Street between Rossin & Ave. D.

PLEASE, try a light out at Washington & Ave C.

Theoretically, only ~~half~~ 1/2 of the cars would have

to stop then compared to 100% now. Try that simple

solution before big bucks are spent to widen Washington

- We also need better north-south access. Schaper

Street by B.S.C has to be built southward

so it intersects down by Rossin or somewhere near

there. This would also help Washington St. traffic.

- Make a crossing over or under I-94 on 26th St.

similar to present 4th St. crossing. This would not

take us too much room.

- I'm excited about future cuts at 66th & 80th

Streets. Please hurry.

Please mail your comments to:

- The future south bridge across the river at

48th Ave. South is wonderful. Would save many

miles & a lot of time to get into Bismarck from

the south. I hope I live to see this!

Steve A. Grabill, P.E.
Ulteig Engineers, Inc.
1412 Basin Avenue
Bismarck, ND 58504

→ OVER

- The north bridge should still be built on 71st Ave N
instead of that inconvenient way down to 57th Ave. N.

Somebody has to do a better job of
tuning traffic lights in Bismarck.

9th & 7th Streets are fine. Why
does every one on Main turn red
in our face? I have never seen
anything like this anywhere else. It
would take no genius to do a better
job on that. People avoid downtown
and Main area because of the
unnecessary congestion caused by
the very poor traffic light coordi-
nation.



North Dakota Department of Transportation

MAR 17 2005

David A. Sprynczynatyk, P.E.
Director

John Hoeven
Governor

March 15, 2005

Post-It® Fax Note	7671	Date	3.15.05	# of pages	2
To	Steve Grahill	From	Steve Saunders		
Co./Dept.		Co.			
Phone #		Phone #	222-6447		
Fax #	701-280-8739	Fax #			

Mr. Steve Saunders
Transportation Planner
Bismarck/Mandan Metropolitan Planning Organization
221 North 5th Street
P.O. Box 5503
Bismarck, ND 58506

REVISED COMMENTS ON THE DRAFT BISMARCK/MANDAN AREA SHORT AND LONG RANGE TRANSPORTATION PLAN (2005 - 2030)

The North Dakota Department of Transportation (NDDOT) has taken the opportunity to comment on the draft Bismarck/Mandan Area Short and Long Range Transportation Plan (2005 - 2030). After reviewing the draft document, NDDOT concurs in the comprehensive look at the short and long range needs of the transportation system that were presented.

NDDOT is also satisfied that the draft Bismarck/Mandan Area Short and Long Range Transportation Plan (2005-2030) explains all the items addressed in 23 CFR 450.322.

Shown below is a list of some comments or additions that should be included in the draft document:

- Page 84: Change last sentence in the fifth paragraph to the following:

"Federal regional system projects require 20% state match and 0% local match for primary regional system projects, and 10% state match and 10% local match for secondary regional system projects."
- Page 86: Change Mandan Avenue – Main St. to I-94 to the following:

\$2,000,000 (Federal), \$250,000 (State), \$250,000 (Local), and \$2,500,000 (Total)

Mr. Steve Saunders
Page 2
March 15, 2005

- Pages 86 and 87: Under the table heading, add the **Years 2008 – 2010**.
- Page 87: Change 1806 – Old Red Trail to 37th Street to the following:
\$4,185,000 (Federal), \$465,000 (Local), and \$4,650,000 (Total)
- Figure 8-1: The 66th Avenue/I-94 Interchange in Bismarck is shown as a long range project (shown in red). However, it does not show a future road leading to the proposed interchange. The map needs to show a future fringe area arterial road leading to the 66th Avenue Interchange.
- Figure 8-2: The 56th Street/I-94 Interchange in Mandan is shown as a long range project (shown in red). However, it does not show a future road leading the interchange. The figure needs to show a future fringe area arterial road leading to the 56th Street/I-94 Interchange.
- General Comments:
 1. The draft Bismarck/Mandan Area Short and Long Range Transportation Plan should include the current Transportation Improvement Plan (TIP) projects. This would add extra coverage for projects (such as the Bismarck-Mandan Memorial Bridge) that will be constructed between 2005 – 2007.
 2. The draft Bismarck/Mandan Area Short and Long Range Transportation Plan should also include a thorough network of existing and proposed arterial and collector roads in the Bismarck and Mandan area. *For example, the proposed underpass project at Bismarck's 52nd Avenue should be included in Figure 8-1.*

If you have any comments or questions, please call me at (701) 328-2217.

PAUL M. BENNING, P.E. - URBAN/MPO ENGINEER – LOCAL GOVERNMENT

38:PMB

c: Mark Johnson - FHWA Transportation Planning and Research Manager
Tim Horner - Transportation Programs Director
Dave Leftwich - Local Government Engineer
Kevin Levi - Bismarck District Engineer

Long range transportation plan subject of public meetings

The Bismarck-Mandan Metropolitan Planning Organization and Ulteig Engineers, Inc., will hold public input meetings on the draft Bismarck-Mandan Long Range Transportation Plan to provide the public with a final opportunity to comment on the draft long-range transportation plan for the Bismarck-Mandan metro area. The draft plan addresses the metro area's current and future transportation needs through 2030.

A joint Mandan-Morton County Planning Commission meeting will be held from 5:15-6:30 p.m., Mon., Mar. 21, at Mandan city hall, 205 2 Ave. N.W. A joint Bismarck-Burleigh County Planning Commission meeting will be held from 5:00-6:00 p.m., Wed., Mar. 30, in the Tom Baker Meeting Room, City-County Building at 221 N. 5 Street.

Ulteig Engineers, the firm hired to coordinate the study,

will give a brief presentation on the draft plan near the beginning of each meeting. The public will then have the opportunity to comment on the plan and its recommendations. The federal government requires an update every five years.

Copies of the draft plan are available at public libraries, and at city and county planning offices. The draft plan is also available for viewing and comments on the Web at www.bismanroads2030.com.

Requests for special facilities to assist disabled persons' involvement in these meetings should be received by Mar. 17. Those unable to attend, but wanting to comment, can submit written comments by Mar. 30, from the web site or by mail.

Comments or requests for special facilities should be directed to Steve Grabill at 1412 Basin Ave., Bismarck, ND 58504; 888-557-9090 or e-mail Steve.Grabill@Ulteig.com.



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Fax: 701.237.3191

MEMO

To: Project File – UEI Project No. 104.173
From: Steve Grabill
CC: Steve Saunders
Date: March 18, 2005
Re: Summary of March 9, 2005 Public Input meeting for Bismarck-Mandan Metropolitan Area Long Range Transportation Plan

A public input meeting was held on March 9, 2005 at 6:30 p.m. at the County Commission Room in the Morton County Courthouse, 210 2nd Avenue NW in Mandan North Dakota. An open house format was used with a formal presentation at 6:35 p.m. A copy of the meeting agenda and the sign-in sheet for the meeting are attached.

Meeting Summary

A copy of the PowerPoint presentation is attached as an outline of Mr. Grabill's presentation. Comments received from the public are listed as follows:

1. How many bridges are needed for our area? Mr. Grabill responded that beyond the existing bridges, the Long Range Plan recommends preserving corridors for a possible future bridge on the north side and on the south side of the metropolitan area.
2. With the new school in plans, would that result in the Highway 1806 realignment to Sunset Drive being done sooner rather than later? Mr. Grabill responded that the City of Mandan had not changed their priorities to reflect that. He also said NDDOT did not have the project listed as either a short or long range project. Mr. Grabill said that either the City of NDDOT could amend their priorities in response to the pending school construction.
3. Is there a plan to preserve corridors like the Highway 1806 realignment? Mr. Grabill said that most preservation activity occurs during the platting process. He added that it was important for corridors to be listed in the Long Range Plan and/or the Fringe Area Road Master Plan so that staff, area

officials, developer and the public are alerted to where these corridors are and to how they are classified.

4. What does the Long Range Plan call for in reference to the westerly extension of Division Street? How far would it be extended? Mr. Grabill responded that the Long Range Plan currently shows Division Street being extended west to intersect Lohstreter Road as a short range project. He added that there had been a Division Street Corridor Study completed which provides more details concerning the planned extension. He said that copies of the plan could be viewed at City Engineering or at the MPO Planning Office.
5. Would an interchange on the west side of Mandan be partially or fully paid for by the NDDOT? Mr. Grabill responded that the NDDOT has historically considered interchanges to be constructed as a result of urban growth. Therefore, while federal funds may be used, the majority of the federal funds are typically taken from the City's urban roads program.
6. What is the purpose of walking trails? They don't seem to be justified because they are seldom used. Mr. Grabill responded that many communities see walking trails as a very desirable amenity. He also said that there was a separate pot of federal funds available for trails and other transportation enhancements which communities in North Dakota compete for statewide.
7. A comment was received from a landowner who owned land in the vicinity of Crying Hill. She was opposed to construction of a trail in the Crying Hill area. She said there was a grant application made without the landowners knowing about it. When is the landowner going to have input on whether these trails should be built?

Mr. Grabill responded that he did not believe there was a requirement for landowners to be notified of a proposed trail at the time grant applications are made. Mr. Grabill added that there is a requirement that landowners be involved during the planning and design processes for trails that are to receive federal funds.

8. The 32nd ½ Street project in northern Morton County, which is shown as a short range project, is scheduled for construction this summer. Mr. Grabill responded that he would discuss this further with the Morton County Highway Department.
9. What is the funding mechanism for the MPO? Mr. Grabill responded that the MPO is funded 80% federal and 20% local.
10. Who runs the MPO? Mr. Steve Saunders responded that the MPO is governed by a Policy Board staffed by area officials.

11. A comment was received that the easterly extension of Division Street does not show up of the maps as a short range improvement. Mr. Grabill responded that the maps would be corrected.

With no further comments, the meeting was adjourned at 8:00 p.m.

Respectfully Submitted,



Steve A. Grabill, PE, PTOE
Civil Transportation Department

SAG

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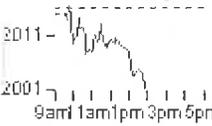
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Index	Last Trade	Change
ASDAQ	2002.17	-14.25
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AMEX	1495.66	-1.71
RUS 2000	619.95	-5.51
500	1183.13	-7.08
NYSE	7257.02	-27.29
DOW Util	356.88	-2.98

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Road needs outlined for Mandan area

By GORDON WEIXEL, Bismarck Tribune

Mandan and Morton County planners and decision-makers took a look at the long-range transportation plan being developed by Ulteig Engineers Inc., which is part of this area's Metropolitan Planning Organization's federal mandate.

Steve Grabill, representing Ulteig, met with members of the Mandan and Morton county planning and zoning commissions along with elected commissioners from the two jurisdictions to present the plan, which earlier this month was presented at public meetings in Bismarck and Mandan. The plan is developed every five years by the MPO and covers 30 years of future development to roads and trails.

"We look at these priorities as your priorities since you are the ones who have to implement them," Grabill said. "We don't want to incorporate something you don't want to follow. We want the plan to be representative of the needs you have."

The plan, divided into eight chapters, identifies some 20 short-range projects to be developed by the year 2010 or shortly thereafter, at a cost of \$39 million. There are 31 long-range plans to be developed by 2030 with an estimated cost of \$127 million for the Mandan area and its fringe. There are 17 short-range trail projects costing an estimated \$3.4 million and 20 some long-range trail projects with a pricetag of \$5.4 million.

"We're talking a lot of money and some very major projects," Grabill said.

Some of the short-range road projects include widening of Sunset Drive to provide a center turning lane; improvements to Old Red Trail from Sunset Drive to Collins Avenue; and a connection of Boundary Road, tying it in with Division Street and extending it to Lohstreter Road.

Long-range road plans call for extending Division through the entire corridor; extending McKenzie Drive west to Highway 1806, reducing travel time for people on 1806 and Highway 6 wanting to access Expressway; and building a road structure to tie the entire area east of 1806 together.



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Steve Grabill

From: Steve Grabill
Sent: Tuesday, March 22, 2005 12:47 PM
To: 'kszar@hotmail.com'
Cc: Joel Quanbeck; ssaunder@state.nd.us
Subject: RE: Long Range Trans. Plan: Transit Issues: No issues have been identified at this time. Please click on this line to comment on transit issues

Hi Keven,

You've asked some very good questions. Since the new bus (fixed route) service is still very new, we were not able to assess the economic side of it with this Long Range Transportation Plan. However, next year an effort will be undertaken to prepare a Transit Development Program, which should take a look at the economics and the effectiveness of the various routes in operation.

About all I can tell you at this point is that overall transit ridership is up. If more specific information concerning your questions is available, you might try calling Robin Were at 701-258-6817. Thank you for your interest.

-----Original Message-----

From: kszar@hotmail.com [mailto:kszar@hotmail.com]

Sent: Tuesday, March 22, 2005 10:18 AM

To: Steve Grabill

Subject: Long Range Trans. Plan: Transit Issues: No issues have been identified at this time. Please click on this line to comment on transit issues

Name:Keven Szarkowski

Phone:355-4290

Zipcode:58503

Feedback:

I really don't ever notice any people on the buses. What measure is used to see if the buses are used enough to justify the costs? How much per rider is the subsidy, and when or what measure is used to decide the busses are not good economic sense?

Steve Grabill

From: stoltz@ieee.org
Sent: Tuesday, March 22, 2005 4:19 PM
To: Steve Grabill
Subject: Long Range Trans. Plan: Transit Issues: No issues have been identified at this time. Please click on this line to comment on transit issues

Name:Matthew Stoltz

Phone:2506346

Zipcode:58503

Feedback:

These comments apply to the fixed route transit system;

Table 4-3 in chapter 4 needs adjusting. The "No Fare" data should be backed out of the annualized projection as that was a temporary feature. The highest "Fare" month ridership is 6,725, therefore the projected annualized ridership should not be in excess of 12 times that value or 80,700.

Table 7-11 indicates the fixed route system increases operating cost by \$150,000 per year. However, data from the City of Bismarck indicates the contract cost to operate the fixed route system is approximately \$50,000 per month or \$600,000 per year. Can you explain this difference?

What are the total annual operating costs of the fixed route system including annualized cost of capital expenses, ALL annual operating cost (including overhead), and maintenance costs?

What is the projected annualized cost per rider based on the "fare" paying projected ridership?

What is the "capacity factor" of the transit system? Capacity factor is defined as the number of seats on a bus multiplied by the number of times a day a bus completes a route multiplied by operating days a month divided by the average monthly route ridership.

What is the average daily ridership divided by the population of the Bismarck/Mandan area?

What is the criteria used for determining the continued support for the fix route system? Is there a maximum subsidy beyond which the fix route system will be judged non-viable?

Please add my name to your email list server.

Steve Grabill

From: HarmsRbtr@aol.com
Sent: Tuesday, March 29, 2005 10:20 PM
To: Steve Grabill
Subject: Comments on Bismarck- Mandan Long Range Transportation Plan

Dear Steve,

I attended the public meeting for the long range plan on March 10 in the Bismarck/Burleigh County building. I provided oral comments that evening, but simply like to offer these thoughts and recommendations:

1. First, I would urge you to conduct several more public meetings before the plan is presented to elected officials for their consideration. The plan commits millions of dollars of public revenue, and is not well publicized or understood by the public. I appreciate the efforts made thus far to inform the public, but with the legislative session being in full swing, many people are not focused on transportation plans just yet (until they see a map in the paper, or a news story on TV.) Although it maybe a bit frustrating that so few people show up for some meetings, you can do no wrong by giving the public many opportunity to review the plan being considered for their community.

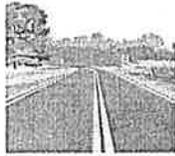
2. I am concerned by the absence of any significant transportation route, or plan for SE Bismarck and Lincoln. This is a serious error and needs to be corrected, particularly in view of the rapid development and high interest in the Northern Plains Commerce Center, and the construction of major retail outlets such as Super Walmart and Sam's Club in that area. I advised the MPO yesterday of the same concern, namely that no coordinated planning is taking place to meet the ACTUAL traffic flow flowing from Lincoln into that area and the development of the NPCC. The NPCC will be a wonderful addition to our community and to our region. But, we need to incorporate its location, the needs of the Lincoln community into long range transportation plans now being considered. Please incorporate and consider the long range transportation needs of 2000 people living 1 mile south east of Bismarck, and the coming of the NPCC. (Incidentally.....going east on 66th Street is not a viable alternative; it has been rejected by public surveys, and the public use of Airport Avenue (4500 per day) rather than 66th Street (1600) per day confirm the public rejection of that route.)

Thank you.

Robert W. Harms
15 Mandan Street
Bismarck, ND
701-255-2841

Long Range Transportation Plan

Public Hearing



Chapter 1 – What is a Long Range Transportation Plan?

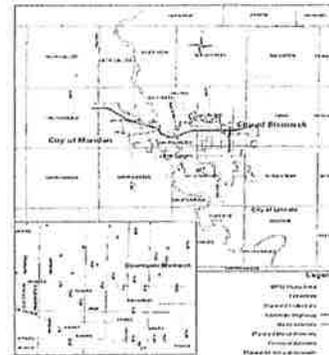
- Purposes
 - Provides for mobility of people and goods
 - Meets federal requirements for urban areas
 - Coordinates transportation system development

Chapter 1 – What is a Long Range Transportation Plan?

- Purposes
 - Identifies funding sources
 - Prioritizes transportation improvements
 - Identifies corridors to be preserved
 - Encourages integration of modes

Chapter 1 – What is a Long Range Transportation Plan?

- Study Area



Chapter 2 – What do we have now?

- Trails system
- Transit system
- Freight movement system
 - Aviation
 - Railroads
 - Trucking
- Roadways
 - 90% of travel on functional class system
 - Fringe area arterial and collector roads

Chapter 2 – What do we have now?

- Fringe area roads

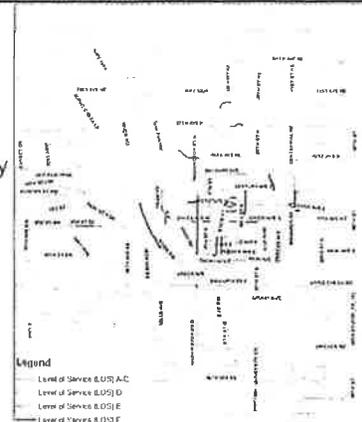


Chapter 3 – What will influence what we have now?

- Demographics
- Land use
- Community & transportation plans
- Community goals & objectives

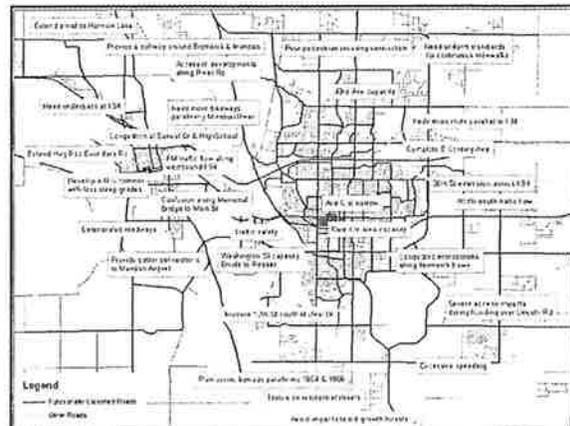
Chapter 4 – What are the problems?

- Corridor Capacity



Chapter 4 – What are the problems?

- System-level access and continuity deficiencies
- High crash and safety issue locations
- Trails – gaps and undesirable locations
- Transit – fixed route still too new to assess
- 21 issue locations identified by public in May 2004



Chapter 5 – What roadway alternatives are there?

- Alternatives to improve each goal area
 - Corridor capacity
 - Access/continuity
 - Safety
 - Right of way preservation
 - Infrastructure maintenance
- Context sensitive alternatives

Chapter 6 – What intermodal alternatives are there?

- Trails
 - Alternatives to fill gaps in system
 - Alternatives to improve implementation process
- Transit
 - Total ridership is up
 - A new Transit Development Program is scheduled for 2006

Chapter 6 – What intermodal alternatives are there?

- Freight movement alternatives
 - Continue development of beltway
 - Study rail relocation options
 - Implement Northern Plains Commerce Centre

Chapter 7 – What are the solutions and when can we implement them?

- Projects in the Transportation Improvement Program (TIP)
- Street & Highway Projects
 - 20 short range projects
 - \$39 million in expenditures
 - 31 long range projects
 - \$127 million in expenditures

Chapter 7 – What are the solutions and when can we implement them?

- Regional Short Range Projects
 - Memorial Bridge - TIP
 - Highway 1804 – TIP
 - Expressway – 5th Street to Airport Road
 - Mandan Avenue – Main St. to I-94

Chapter 7 – What are the solutions and when can we implement them?

- Regional Long Range Projects
 - Expressway – Airport Road to Rosser Avenue
 - Expressway/I-94 – Missouri Dr. to 5th St.
 - Memorial Highway – Main St. to Memorial Bridge

Chapter 7 – What are the solutions and when can we implement them?

- Trails Projects
 - 17 short range projects
 - \$3.4 million in expenditures
 - 20+ long range projects
 - \$5.4 million in expenditures

Chapter 7 – What are the solutions and when can we implement them?

- Transit Projects
 - Transit Development Program
- Freight Projects
 - Northern Plains Commerce Centre

Chapter 8 –
What are
the best
choices for
our
community
now?



Chapter 8 –
What are the
best choices
for our
community
now?



Chapter 8 –
What are
the best
choices for
our
community
now?



Chapter 8 – What are the best
choices for our community now?

- Access Control Measures
- Land Use Recommendations
- Data Management
- Corridor Preservation

Chapter 8 – What are the best
choices for our community now?

- Corridor preservation for Bismarck/Burleigh
 - Northern bridge corridor
 - Tyler Parkway Extension
 - 66th Street beltline w/interchange
 - Highway 1804 beltline
 - 48th Avenue beltline

Chapter 8 – What are the best
choices for our community now?

- Corridor preservation for Bismarck/Burleigh
 - I-94 interchange at 80th Street
 - I-94 grade separation at 52nd St.
 - Lincoln-Bismarck direct access
 - Southern bridge corridor
 - Ash Coulee extension

Chapter 8 – What are the best choices for our community now?

- Corridor Preservation for Mandan/Morton
 - Northern bridge corridor
 - Co. 82 beltline w/I-94 interchange
 - Southern beltline & bridge corridor
 - 23rd Avenue Corridor w/I-94 underpass
 - Highway 1806 realignment

Chapter 8 – What are the best choices for our community now?

- Corridor Preservation for Mandan/Morton
 - McKenzie Drive extension
 - Captain's Landing access
 - Boundary St. NW extension
 - 29th Avenue corridor w/I-94 interchange
 - 34th Street south of Harmon Lake

What comments were received / changes made to draft Plan?

- Changes to some funding splits
- Change Captain's Landing access concept layout
- Highway 1806 extension preservation only
- Show Lincoln-Bismarck connection
- Demonstrate 7 planning factors met
- Expand corridor preservation section

What comments were received / changes made to draft Plan?

- Show TIP projects
- Transit tables and narrative corrections
- Make beltway more clear
- Show additional ongoing studies
- Improve graphic clarity/map corrections
- Wordsmithing

What other comments were received for draft Plan?

- Convert Memorial Bridge to Pedestrian Bridge
- Extend 26th Street across I-94
- Construct more at-grade rail crossings
- Extend Schafer Street (Pros and cons)
- Plan for SE Bismarck/Lincoln not detailed enough
- Hold more public meetings

Comments...Questions...Answers

Joel Quanbeck

From: Joel Quanbeck
Sent: Thursday, March 31, 2005 4:00 PM
To: 'stoltz@ieee.org'
Cc: Steve Grabill; Joel Quanbeck
Subject: Comments pertaining to the Bismarck-Mandan Long Range Transportation Plan website

Hello Matthew,
 Thank you for your interest in the Bismarck-Mandan Long Range Transportation Plan, and particularly in transit. This email is to respond to your comments about transit.

I am the person who has been working most with the transit information to be included in the Bismarck-Mandan Long Range Transportation Plan because I have previously worked for an MPO doing transit system planning.

We agree that Table 4-3 in Chapter 4 did need adjusting. We have verified and double-checked the appropriate statistics, with Bis-Man Transit, and will be incorporating the changes into the final document.

Table 7-11 which appeared in the draft document presently available on the BisManRoads2030 website provides information about the proposed startup of the fixed route system. It does not show current actual costs or currently projected future costs. We intend to modify the discussion on page 95 to reflect more current information that provides an overview of the current transit services. These changes will also be incorporated into the final document. The purpose of the transit discussion on page 95 is to summarize implementation of the fixed route system, not to evaluate the effectiveness or efficiency of the current transit services.

As you have implied, it is important to evaluate the effectiveness and efficiency of transit services. This kind of detailed analysis will be completed during the Transit Development Plan process scheduled for 2006. The fixed route transit system is so new that operational statistics are not even available for a full year of service. Start-up transit systems commonly make several service adjustments to respond to issues which are revealed by operations, and which were not anticipated during service planning. Until the service has had a "shakeout" period any analysis of effectiveness or efficiency is probably pre-mature. The annualized cost per rider, capacity factor, and criteria for determining continued support for fixed route transit will be addressed during the Transit Development Plan process in 2006.

Your emails have been sent out in the past month; however, we have added your name to the email list server.

Thank you again for your interest in transit. When I have completed a revision of the draft document, I will email you a copy of the changes to the transit discussions. Please feel free to contact me if you have any additional questions or comments.

Sincerely,

Joel Quanbeck
 Senior Planner
 Ulteig Engineers, Inc.
 1300 38th Ave. S.
 PO Box 9615
 Fargo, ND 58106/9615

Phone: 701.237.3211
 Direct: 701.280.8579
 Fax: 701.280.8739
 e-mail: Joel.Quanbeck@Ulteig.com
www.ulteig.com

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This message may contain privileged and confidential information. If you think, for any reason, this message may have been addressed to you in error, you must not disseminate copy or take any action in reliance on it, and we would ask you to notify me immediately by return email to Joel.Quanbeck@Ulteig.com.

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Planners delay vote on transportation plan

By GORDON WEIXEL, Bismarck Tribune

The Bismarck and Burleigh County planning and zoning commissions gathered Wednesday to hold a hearing on the draft Long Range Transportation Plan being developed by Uteig Engineer Inc. for the Metropolitan Planning Organization.

The Burleigh planners easily passed a motion to adopt the plan; however, the 10 members of the Bismarck planning commission failed to adopt it when five voted for and five voted against. They approved a motion to continue the hearing through to their April 27 meeting.

Alexis Duxbury may have provided the reason the two commissions had very different reactions to the plan: Duxbury gave testimony asking the commissions to consider the impact their decisions have on downtown traffic in Bismarck.

Uteig's Steve Grabill had pointed out that the hearing was the final step before the plan would be finalized, with expectations of the final plan being ready next week. It will then be brought to the City Commission for approval.

"I request the city delay adoption until the final plan is produced and can be reviewed. Last year, a plan was developed for the city looking at north-south traffic. I submitted comments in writing about my grave concerns with the plan. I'd like to get a copy of those to you before making a final decision," Duxbury said. "That study has been somewhat rolled over into this plan, and that's not appropriate. I think you would be ill-advised to move ahead."

The commission voted on the motion with Chairman David Blackstead casting a no vote, tying the vote at five to five, meaning the motion did not pass.

"My concern is the central portion of Bismarck and the mess we have, and the fact we're doing nothing to address it," Commissioner Wayne Yeager said. "I live on Ninth Street, and I feel going to three lanes is ridiculous. I'd like to see more information on that and on Washington Street and on Avenue C. Everybody seems to be focusing on 80th Street and I just don't care."

The plan's recommendations for Bismarck include: the widening of the one-way pairs, Seventh and Ninth streets; a possible connection between Lincoln and the Bismarck

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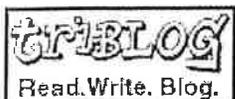
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to the airport; improvements to east Centennial, also being studied with a public meeting scheduled at 5:30 p.m. April 7 at Shiloh Christian School; and right-of-way preservation for a beltway around Bismarck and for the proposed northern corridor bridge.

The Ulteig study has eight chapters, and a copy is available at the offices of the Bismarck and Burleigh County engineering departments.

The plan also addresses trail expansions. Grabill noted that, should the community continue to receive the federal support for trails it is now getting, the entire trail system outlined by the study could be in place by the year 2030.

The Metropolitan Planning Organization, represented by Bismarck, Mandan and Lincoln, has a federal mandate to have a long-range transportation plan updated every five years.

Among the public comments made at an earlier hearing, which the plan does not address, are turning the Memorial Bridge into a pedestrian bridge, extending 26th Street across Interstate 94, and the extension of Schafer Street.

(Reach reporter Gordon Weixel at 250-8255 or gordon.weixel@bismarcktribune.com.)



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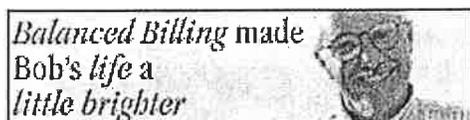
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Saturday, April 2, 2005

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Power of one seen at hearing

One person can make a difference, as evidenced at Wednesday's hearing held by the Bismarck and Burleigh County planning and zoning commissions on the Long Range Transportation Plan being developed for the Metropolitan Planning Organization by Ulteig Engineering.

Alexis Duxbury eloquently expressed her concerns about the traffic in the older part of the city. "It isn't a happenstance thing, but incremental decisions made by officials," she charged. "We need to preserve existing neighborhoods and not allow things to deteriorate or take a back seat to roads and traffic."

While "quality of life" is taken into consideration in the plan, Duxbury feels it doesn't play a big enough role and more attention needs to be paid to it in the plan. "Some of the things mentioned in the plan recognize some transportation projects affect people.



**Gordon
Weixel**

Recognition is an improvement, but what you need to do is go beyond recognition. Frankly, some of the decisions made have had negative consequences, and we shouldn't repeat these. You need to be more progressive and forward-looking."

Fact is, Duxbury's initial appeal didn't have much impact on the combined Burleigh-Bismarck planning commissions. The Burleigh commissioners adopted the plan quickly.

This prompted Duxbury to return to the podium, asking the Bismarck planners to delay adoption until the final plan, which will incorporate issues raised at the two public meetings and two hearings the draft plan has had. She urged the commissioners to be cautious.

Since commissions tend to be a cautious lot anyway, Duxbury's words hit home. The motion to adopt the plan stood at 5-4 in favor, with Chairman David Blackstead remaining to cast the deciding ballot. He took a second, let out a nervous laugh, and decided holding off on a decision wouldn't hurt the matter. So by casting a no-vote, the motion failed, but can be reconsidered. Commissioners left the hearing open until its next meeting on April 27.

The commission will likely adopt the plan, but Duxbury did get commissioners to take their time and perhaps look at it a little more closely than they would have. She made a difference.

NEWS RELEASE

For Immediate Release

April 6, 2005

For more information contact:
Steve Grabill, Transportation Engineer
Ulteig Engineers, Inc.
888-557-9090

Final Public Meetings for Long Range Transportation Plan Scheduled

Bismarck, N.D. – The final adoption meetings on the Bismarck-Mandan Long Range Transportation Plan are scheduled for April and early May.

The Bismarck-Mandan Metropolitan Planning Organization (MPO) and Ulteig Engineers, Inc., are bringing the final report before local government entities for adoption. Hearing dates, times and locations are as follows:

- **Monday, April 18** - Mandan Planning Commission, 5:15 p.m. at Mandan City Hall, 205 2nd Ave. N.W., Mandan.
- **Wednesday, April 27** - Bismarck City Planning Commission, 5:00 p.m. in the Tom Baker Meeting Room, City-County Building, 221 N. 5th St., Bismarck.
- **Thursday, April 28** - Morton County Planning Commission, 5:15 p.m. in the Morton County Commission Room, 210 2nd Ave. N.W., Mandan.
- **Monday, May 2** - Burleigh County Commission, 5:00 p.m. in the Tom Baker Meeting Room, City-County Building, 221 N. 5th St., Bismarck.
- **Tuesday, May 3** - Morton County Commission, 2:00 p.m. in the Morton County Commission Room, 210 2nd Ave. N.W., Mandan.
- **Tuesday, May 3** - Mandan City Commission, 5:30 p.m. at Mandan City Hall, 205 2nd Ave. N.W., Mandan.
- **Tuesday, May 10** - Bismarck City Commission, 5:15 p.m. in the Tom Baker Meeting Room, City-County Building, 221 N. 5th St., Bismarck.

According to Steve Grabill of Ulteig Engineers, the consulting engineering company that developed the plan, these meetings give the public a final opportunity to comment on the long-range transportation plan for the Bismarck-Mandan metro area. The plan addresses the metro area's current and future transportation needs through 2030.

The long-range plan is a tool to help prioritize transportation system improvements in the Bismarck-Mandan metro area. The adopted plan will serve as a blueprint for improvements to the transportation system until it is amended or updated again. The federal government requires the plan to be updated every five years.

All interested persons are invited to participate in the hearings. Copies of the plan are available for review at the MPO Office (Bismarck Planning), 701-222-6449, ext 207. The plan is also available for viewing on the Web at www.bismanroads2030.com.

COMMUNITY ANNOUNCEMENT

April 6, 2005

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Information Open House on Tuesday, April 12 from 12:00-1:00 pm and 4:30-6:00 pm at the Butler Center, 505 South 7th Street, Bismarck.

Public Hearings Bismarck-Mandan Long Range Transportation Plan

Notice is hereby given that the Bismarck-Mandan Metropolitan Planning Organization and Ulteig Engineers, Inc. will hold public hearings to ratify the Long Range Transportation Plan. A brief formal presentation will be provided near the beginning of each meeting. Comments will be received following the presentation.

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All interested persons are invited to participate in the hearings. Copies of the Plan are available for review at the MPO Office (Bismarck Planning), 701-222-6449 ext 207 and at the website: www.bismanroads2030.com.

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Requests for special facilities to assist disabled persons' involvement in any meeting should be received 7 calendar days prior to the meeting. If you are unable to attend but still wish to provide comments, please submit comments by May 12, 2005. Comments or requests for special facilities should be directed to Steve Grabill at 1412 Basin Ave., Bismarck, ND 58504, 888-557-9090 or email Steve.Grabill@Ulteig.com.

PUBLIC HEARINGS

BISMARCK-MANDAN LONG RANGE TRANSPORTATION PLAN

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From the desk of: Keith McLean

Keith McLean
1201 Crestview Lane
Bismarck, ND 58501
Phone: 701-223-1466

Fred Smith
Opinion Editor
Bismarck Tribune
707 E. Front Avenue
Bismarck, ND 58501

MASTER TRANSPORTATION PLAN - BISMARCK

Action by the Planning Commission for the City of Bismarck in not approving the Master Transportation Plan presented at their last meeting was most proper.

The Master Transportation Plan presented was the present plan with new covers. North South bridges included with absolutely no recognition of the expansive retail construction in north Bismarck.

Preserving the right of way corridor for the north bridge will do nothing for the city other than restrict the northward growth of the city. Exact location of the bridge unimportant other than place it over the river.

The distance from Mandan to the south bridge location is seven miles. That distance and the development of the area into multi-acre lots does not project much traffic between the two cities at this location.

Bismarck has developed over the years is on an east/west basis. Bismarck is now developing on a north/south basis. Explosive expansion on the north side of Bismarck.

What is needed are north/south routes to take care of the future traffic to the new business area. Proposed 3 lanes of the one ways - 9th, 7th was not greeted positively at the Planning Commission meeting. Access across the two east/west barriers is what is needed. Barriers are: Burlington Northern Santa Fe and Interstate 94.

Principal arterials in cities are usually one mile apart. This matches the location of existing section lines. Section lines with access through BNSF and I-94 are: Washington Street, State Street, Centennial Road. Section lines without access through BNSF and I-94 are: Schafer Street and 26th Street.

Access through Schafer Street and 26th Street should be part of the Master Transportation Plan under development.


Keith McLean

CC: Steve Saunders
PO Box 5503
Bismarck, ND 58502

Steve Grabill

From: Steve Grabill
Sent: Friday, April 15, 2005 7:21 AM
To: 'Rena Walker'
Cc: Joel Quanbeck; (maberg@state.nd.us); ssaunder@state.nd.us; Carl Hokenstad (chokenst@state.nd.us)
Subject: RE: Hi!

Hi Rena,

Thank you for your interest in this matter. The Long Range Transportation Plan identifies potential projects for future planning, programming, possible funding and implementation.

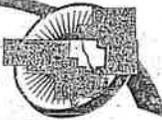
I believe that before the 7th and 9th Street project would be implemented, the City will need to investigate impacts to parking and safety and consider whether alternatives exist to address these issues. I am forwarding this email on to the City Traffic Engineer so he may be alerted of your desire to be kept abreast of further developments. Good luck!

-----Original Message-----

From: Rena Walker [mailto:renae_walker@educ8.org]
Sent: Thursday, April 14, 2005 2:43 PM
To: Steve Grabill
Subject: Hi!

Carl H. with Planning Dept. said to get a hold of you and let you know that Bismarck Schools is interested in what may happen to 7th and 9th streets in the future as per MPO transportation plan, since adding another lane would probably pose parking and safety problems for BHS students. Please keep us in the loop as this idea progresses. Thanks!

Bismarck Mandan



METROPOLITAN PLANNING ORGANIZATION

P.O. Box 5503 • 221 North 5th Street
Bismarck, North Dakota 58506
Telephone 701 222 6447
TDD Dial 711
Fax 701 222 6450
Email cobplan@state.nd.us
Web www.bismarck.org

April 18, 2005

Bismarck Board of City Commissioners
City Administration

Dear Commissioner:

I would like Steve Grabill from Ulteig Engineers to appear before you and the Bismarck Board of City Commissioners, for the purpose of presenting the Bismarck/Mandan MPO's 2005 Long Range Transportation Plan for possible acceptance or receivership.

Attached is a map and table representation of recommended short and long range projects, including recommended corridor preservation locations and a listing of all the public comments received. Copies of the full report are available at the MPO office located in the Bismarck/Burleigh County Planning Office and on the Long Range Plan website at www.bismanroads2030.com (website does not have public comments).

The 2005 Long Range Transportation Plan gives Bismarck, Mandan, Lincoln, Morton and Burleigh Counties a "blue print" of the analyzed transportation issues facing our communities in the short and long term and the recommended solutions and actions needed to help solve those challenges.

If you have any questions or comments, please call me at 222-6449 x 207.

Sincerely,



Steve Saunders, PE
MPO

Enclosures.



JAMES J. COLES, J.D.

400 E. Broadway Suite #301
Post Office Box 2162
Bismarck, ND 58502
FAX: 701-222-8112
coleslaw@btinet.net
701-222-8131

May 6, 2005

Steve Grabill
1414 Basin Avenue
Bismarck, ND 58504

Re: Long Range Transportation Plan

Dear Mr. Grabill

The following are my comments regarding the proposed Long Range Transportation Plan now under consideration.

I would first direct your attention to my letter to Bill Troe of URSCorp regarding my comments on the original "North South" Traffic Plan which focused on the widening of Washington Street. That letter is attached as Exhibit "A" and should be considered as part of my comments to the new plan. That letter basically addresses the negative impact of any street widening, with or without their conversion to one way streets.

Focus of the Plan

I feel the focus of the plan is too narrow. The only issue covered by the plan is an evaluation of what steps are necessary to facilitate increased traffic flow through Bismarck, with the focus on north-south traffic. The plan does not address quality of life issues, increased noise, public safety, school related issues, or the impact of the plan on the value of existing homes and businesses. Furthermore, the plan makes no attempt to address issues of equity and fairness in terms of who the plan benefits and who pays the price for "better" traffic flow. I address these issues in more detail below.

Failure to Consider Neighborhood Impact

As far as I can see, the plan completely fails to address the impact of the plan on the neighborhoods through which the affected streets run. For this reason alone the plan should be subject to rejection. How can a plan be credibly offered for adoption without a

comprehensive review of how the plan will impact the persons and properties along the traffic routes that will be changed? It should be obvious that where the streets are widened, lanes added, or streets converted to one ways, the impact will only be negative for the adjacent properties and the persons living on the homes on those properties. This negative impact must be considered in striking a balance with the perceived need for better traffic flow. The plan wholly fails to make any such analysis.

School and Public Safety

The plan fails to reflect any study of the existing safety issues already created by the one way traffic on 7th and 9th Streets. As we all know, the traffic on one ways has a natural tendency to move faster because the drivers who do not exceed the speed limit can be passed by drivers who will exceed the limit. In the absence of police law enforcement or other traffic calming devices, the traffic will speed will increase. This increased speed, coupled with multi-lane traffic, makes for a very hazardous situation for any pedestrians seeking to cross the streets at the existing cross walks.

We already have substantial safety issues with the students' access to Bismarck High School and even younger students who must now have access to Will- Moore School from areas east of 9th Street. What will happen to their access to Will-Moore with new one way streets to the west? The plan completely ignores these issues despite the fact that we already know that there are frequent close calls between cars and pedestrians near the high school on an almost daily basis. This situation will become much more dangerous if the 7th and 9th Streets have added lanes in the school and residential areas.

Noise Issues

The plan does not address the creation of more noise for the people living along the affected routes. We know that more traffic and faster traffic will create more "noise pollution". Study after study has shown that increased noise has a major negative impact on the quality of life for those subjected to the excessive noise created by any source. Other than building actual walls or buffers to deflect noise, the only answer is to reduce the noise at its source or increase the distance from the noise source to the impacted persons. Noise follows the "inverse square" rule. This means that if the distance from the noise source is cut in half the level of the noise is increased not by two, but by **four**.

Just by adding a new lane of traffic to 7th and 9th Streets in the residential areas will increase the noise level simply because the vehicles will be that much closer to the homes. It should be emphasized that neither these streets nor the other proposed one ways were ever intended to handle high amounts of traffic and they are simply not wide enough to allow adequate distance between the traffic and the existing homes.

Parking Issues

A visit to the neighborhood around on Bismarck High on a typical school day would show that the school parking is nowhere near adequate to handle all the student drivers and the legitimate needs of the residents of those areas. Again, the plan proposes a new lane for each 7th and 9th, but does not address where or how that lost parking area will be accommodated. The truth is that the students will simply spread out further with a the corresponding negative impact on a greater part of the neighborhood.

Segmentation and Federal Regulation

It is my understanding that federal regulation provides that any traffic project involving federal money must comply with all applicable federal rules. It is my further understanding that federal rules require that the projects proposed in the plan, where federal funds are used, must address community and neighborhood impact issues and must allow for public input.

Amy Sakariassen raised the issue of projects being deliberately developed on a piecemeal basis with the intent being to avoid such federal rules and avoid the need for community input. The answer to this question by the city engineer was, in my opinion as an attorney, evasive, but he essentially admitted that such projects were being contemplated.

Mayor Warford followed up with a question as to public input on such "city only" projects seeking assurance that there would be an opportunity for public comment. The city engineer's response to the Mayor's question was very evasive, with no real answer being given. This lack of public comment needs to be specifically addressed.

Fairness and Equity

Who does this new plan benefit? It certainly is not the residents of the affected areas. Actually, much of the benefit will accrue to persons who live outside of Bismarck in the ever expanding rural subdivisions who pay **NO** taxes in the city of Bismarck. Is this fair? As city residents we get all the negatives. We not only have to suffer the loss of quality of life and loss to property values, but we have to pay the freight both ways.

As for 7th and 9th Streets, any proposed expansion of traffic flow and the addition of more truck traffic should be rejected outright. The simple fact is that the residents of those neighborhoods have already paid the price and made the sacrifices for better traffic flow in Bismarck. As a matter of fairness and equity, any increased traffic flow should be directed elsewhere.

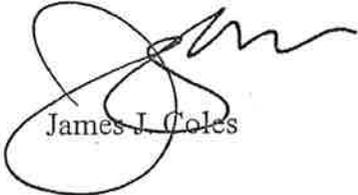
Inverse Condemnation

Is it the intent of the city managers to make life in the older neighborhoods intolerable so we all move out to accommodate even bigger and wider roadways. If so, then they are set on the right course by planning for projects that will result in more traffic, noise, pollution, congestion and loss of property value for the affected neighborhoods. If that is the intent, then the city should be willing to pay our homes at fair market value and not destroy them piece by piece in order to buy them on the "cheap" later on.

Conclusion: "Old Thinking" in a New Wrapper

The comments of Alexis Duxbury certainly highlighted the fact that this plan is the antithesis of modern progressive urban and traffic planning. If any effort were expended in reviewing the successes and failures of other cities, it would be obvious that this plan is 20 years out of date and is patterned after plans that are known not to succeed.

We already see the negative impact in our neighborhoods where homes become undesirable as owner occupied homes and then fall into decay and disrepair as rental units. Is this the vision our city officials have for the heart of old Bismarck? What does it say about our city if the old part of town becomes an island of high speed traffic corridors and blighted neighborhoods? Certainly nothing good. What will be discovered, if this course of action is followed, is that once the older homes are gone they don't come back and whatever replaces them is much worse.



James J. Coles

C: Hon. John Warford

James J. Coles
809-N. 9th Street
Bismarck, ND 58501
e-mail coleslaw@btinet.net

Bill Troe
URSCorp
Via fax only at 402-334-1984

Re: West Bismarck Traffic Study

Dear Mr. Troe:

Thank you for allowing me to submit my comments on the Bismarck traffic study by facsimile. As you probably aware, the city has long desired to widen Washington Street along its entire length to speed the flow of traffic north and south on that side of the city. The local residents in the "Cathedral district" have mostly opposed that action and I know that some of those residents feel your survey was only for the purpose of legitimizing the city's action in again attempting to widen the street.

My perspective on this issue is somewhat different in that I already live on a street that the city has widened and turned into a one-way street. I suspect that one of the reason the Washington neighborhood is so concerned about street widening is that they have already seen the detrimental effect that action has on a neighborhood. I can tell you that widening Ninth Street and making it a one-way has done nothing good for my neighborhood. Aside from the increased traffic flow, the city does virtually nothing to control the type or speed of traffic on the one-ways, Seventh and Ninth. There is essentially no speed law enforcement and no "traffic calming" designs have been incorporate in the one-ways. As a result, the traffic is very dangerous because it passes through a residential and school area for several blocks and passes by two medical centers. There have been a number of accidents on or near the one-ways and just recently a person in a wheelchair was struck and killed in the cross walk by a car coming off Seventh. Aside from the accidents which have happened on or near Seventh and Ninth, the fact of the roadways has a chilling effect on the neighborhood. For example, a grade school east of me has been closed and parents have told me that they would like to send their children to Will-Moore School on Fourth Street to the west which is the closest, but they are afraid to have their children cross Ninth and Seventh to get there. Instead, they have to go further north to Pioneer School.

I don't think that there is any serious argument to the proposition that Bismarck needs to deal with the issue of north-south, and urban-suburban traffic. However, I believe a bit of historical perspective is called for. The old town of Bismarck was essentially laid in a north south grid with straight streets and avenues meeting at 90 degree angles. This fact is obvious if you look at any city map. The growth of the city has always been constrained by the Missouri River on the west and the south to a great extent. However, there has been substantial growth to the south in what was once a flood plain which became habitable with

Exhibit "A"

the construction of Garrison Dam. The north has always been open for development and so there is also substantial growth in that direction. Personally, I am not against growth if it is properly planned and executed. In the case of Bismarck and Burleigh County, I believe there has been insufficient planning and coordination between the city and county. Burleigh County has contributed to substantial sprawl by allowing just about anyone to plat a rural subdivision with 2-5 acres lots resulting in relative light population density. The city contributed to this growth by making rural water available to the new subdivisions, without any strings attached. I think it is fair to say that without good quality water from the city, there would have been much less development in the outlying areas.

Unfortunately, it seems that no one in city government thought about what was going to happen when the city grew out to the sprawling rural subdivisions now covering the country side. They are only now facing that issue and they feel the need to "solve" a host of problems related to the unplanned growth. One of the perceived problems is how to move traffic quickly through Bismarck from the north to the south. This is a serious concern and deserves serious attention. Unfortunately, it appears that the city's solution is to sacrifice the older neighborhoods, such as Washington Street (the Cathedral district), to the god of higher traffic flows by widening the streets and designing them for higher speed, higher volume traffic. It is my understanding that the city is considering the same action for other streets such as 12th Street now that it crosses the railroad tracks. As noted above these streets are laid out on a grid and therefore have no natural protection. In other words, once the street is widened and made a "through street" there is nothing to impede high volume, high speed traffic, with the resulting damage to the neighborhood. Stated in simple terms, I have a hard time understanding why I or any other resident of the one of the older neighborhoods has to sacrifice our quality of life so that someone who voluntarily chooses to live in newer neighborhood or a rural subdivision can get to Menards ten minutes faster.

From my standpoint it appears that the city is confiscating the value of the inner city homes and neighborhoods to subsidize the newer outlying areas. This does not seem either legal or equitable to me, especially when you consider that the older neighborhoods generally have lower average home values when compared to many newer neighborhoods. I strongly believe that the city should stop widening streets and stop increasing traffic flows through existing neighborhoods and instead develop a comprehensive plan for growth and traffic. If the conclusion is that a route is needed to substantially increase traffic flow the city should make all residents shoulder the burden for that benefit instead of shifting the burden to the older neighborhoods. Washington is a prime example. I would guess that your survey showed that most of the traffic was not local, but instead was only driving through. If the street is widened, that neighborhood ends up bearing all the burden for something that only benefits others.

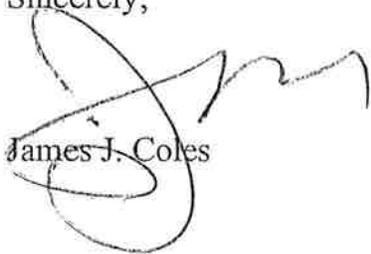
I don't know if it is a realistic solution, but perhaps some residents will simply have to accept the fact that their life style of rural or semi-rural living carries a price which includes the inconvenience of slower traffic if they chose to drive through the center of the city.

If it is concluded that a higher speed, higher volume corridor is necessary, it should be

planned with to have the minimum impact on viable neighborhoods and the cost should be shared by all. Although probably unpopular, the city will have to step up and pay market price for land for such a corridor and buffer area along its course. Only in this way will the true cost be known.

I appreciate your consideration of my views on this issue.

Sincerely;



James J. Coles

Steve Grabill

From: Steve Saunders [ssaunder@state.nd.us]
Sent: Monday, May 09, 2005 3:44 PM
To: Steve Grabill
Subject: FW: MPO plan
Importance: High

From: Becky Jones Mahlum [mailto:bjonesmahlum@state.nd.us]
Sent: Monday, May 09, 2005 2:22 PM
To: Connie Sprynczynatyk ; Dave Jensen ; Sandi Tabor
Cc: cwhitman@state.nd.us; Bill Wocken; 'Steve Saunders'; Mel Bullinger
Subject: FW: MPO plan
Importance: High

As requested below, I am forwarding concerns Cathedral area resident Dick Gross has about the City Commission taking up the MPO master plan during tomorrow's meeting. bjm

Becky Jones Mahlum
Public Information Officer
City of Bismarck
201 N. 5th Street
Bismarck, ND 58501
701-222-6436
bjonesmahlum@state.nd.us
www.bismarck.org

From: Dick Gross [mailto:dgross@agree.org]
Sent: Monday, May 09, 2005 3:15 PM
To: bjonesmahlum@state.nd.us
Subject: MPO plan
Importance: High

Becky, I note that a "public hearing" is scheduled on the MPO plan for tomorrow evening during the City Commission meeting. As I emailed previously, I will be working in Manitoba tomorrow and obviously will be unable to attend the City Commission meeting, and my wife has a Cathedral School Board meeting at that time. But I would appreciate your conveying the following comments relative to the City Commission's consideration of the plan at this time:

- No notice has gone to the Cathedral area residents who have, in good faith, attended a series of meetings relative to Washington Street, meetings which we have been led to believe were to continue. No notice of the consideration of this plan has gone to those people, even though the intentions relative to Washington Street are very explicit and the implications extremely disturbing.
- None of those meetings has suggested any possible solutions to the concerns citizens have voiced. In fact, the meetings have raised many more issues that clearly need to be addressed for the city's benefit as well as for the benefit of the Cathedral neighborhood.

- Even though I have specifically asked whether this item would be on the agenda, I have received no response. In other words, no notice has been sent and, even when asked, no response has been provided. This is similar to the process of the pre-neighborhood closed/non-noticed meetings. It is difficult to maintain any level of trust that the neighborhood meetings have been or will be seriously considered if action is taken on the MPO plan at this time.
- For reasons far too lengthy to fully enumerate here, significant concerns have been raised at these neighborhood meetings about the City's plans for Washington Street. They include, in no priority order, serious safety concerns, especially for students at two elementary schools in the neighborhood; the question of special assessments and who will pay; the responsibility in the event of structural damage, loss of utility services and other unique concerns with regard to older homes; tree destruction; ownership of right of way; the mentality that appears to favor speeding motor vehicles rather than pedestrians; the destruction of the neighborhood its history and ambiance, and the list goes on.

Therefore, I request that this "public hearing" be removed from the City Commission's agenda for tomorrow night, that a continuation of the neighborhood meetings (not only for Cathedral but also for other impacted residences) be scheduled before any hearings or decisions on the MPO plan are made by the City Commission, that separate hearings be scheduled on the MPO plan with adequate notice provided, and that Cathedral area residents (and other impacted residents) be specifically notified of such meetings and hearings.