

Williston Transportation Plan

Draft Goals and Objectives

March 11, 2009

The following draft goals and objectives were developed for the Transportation Plan and were reviewed by a subcommittee of the Planning Advisory Committee on Thursday, March 5, 2009. They will be made available to the Planning Advisory Committee for their consideration, discussion, and recommendation.

Goal 1: Safety

Develop and maintain a transportation network that promotes safety for its users by:

- Identifying all high crash locations at major intersections within the City and recommending follow-up measures to improve intersection safety.
- Providing a network of truck routes on arterial and collector streets that prevents trucks from using local streets within residential neighborhoods.
- Creating a pedestrian and bicycle plan that includes safe crossings of major roadways.
- Developing public education programs for drivers, pedestrians, and bicyclists about the safe and appropriate use of crosswalks and school crossings, and associated regulations.
- Continuing to enforce traffic laws to maintain and increase safe driving behavior.
- Ensuring the availability of primary and alternative routes for emergency vehicles to efficiently traverse the city and to ensure adequate access to existing and future areas of development.

Goal 2: Efficient Movement

Strive to ensure that the transportation network promotes the efficient movement of people and goods by:

- Reviewing existing roadway geometrics, existing and future roadway capacities, and existing and future traffic control needs and prioritizing recommended improvements.
- Maintaining the existing roadway infrastructure to ensure optimal driving conditions and appropriate use of arterial and collector streets as opposed to local street alternatives.
- Identifying new roads or roadway extensions to serve new development areas, with emphasis on connectivity of the arterial and collector routes.
- Analyzing the effectiveness of a new Highway 2 bypass around the city relative to removing pass-through traffic from the populated and developed portions of the city.
- Reviewing existing truck routes and alternatives for future routes to improve the efficiency of truck trips through or around the city.
- Completing a study that identifies the best location and steps to take to create a successful inter-modal facility in or near the city.
- Identifying truck traffic generators and ensuring their close proximity to truck routes.
- Considering the feasibility of pre-signal warning devices, particularly for trucks on Highway 2.
- Coordinating the traffic signal systems on designated truck routes.

- Reviewing existing speed limits to improve consistency along various routes and types of routes.

Goal 3: Multimodal

Promote transportation mode choice as part of the Williston transportation system by:

- Creating a pedestrian and bicycle plan that incorporates new or improved sidewalks and/or trails into the appropriate roadway upgrades and plans for new roadways.
- Identifying safe routes to school that would utilize sidewalk and trail systems and safe crossing locations between neighborhoods and schools.
- Establishing a transit system that serves as many residents of Williston as possible, given financial constraints.
- Identifying and promoting the existing regional bus, airline, taxi and train services that are available to the citizens of Williston and surrounding areas.

Goal 4: Land Use/Development

Recognize the correlation between the City of Williston's potential growth and its transportation system to ensure that decisions regarding transportation are fully integrated with land use planning and development efforts by:

- Identifying and preserving potential transportation corridors by utilizing such tools as official mapping, foot-printing, and new subdivision right of way requirements.
- Developing right of way guidelines that correlate to the classification of the roadway and specify the amount of right of way to be platted, dedicated, or preserved.
- Creating and enforcing access management guidelines. The spacing for the guidelines would vary dependent upon the classification of the roadway. No current access management guidelines exist on the city, county or state level.
- Identifying potential growth areas for the city and evaluating the impacts of the proposed land uses on the transportation system.
- Ensuring that new structures and new areas of development are compatible with the Sloulin Field International Airport Master Plan.
- Locating planned industrial land use and other developments that generate heavy truck traffic adjacent to or in close proximity to truck routes.

Goal 5: Coordination between Jurisdictions

Build cooperation and coordination among state and local jurisdictions by:

- Reviewing and proposing logical jurisdictional changes between the state, county, and city where appropriate, based on the changing nature of an area or the traffic that uses the facility.
- Promoting cooperative intergovernmental maintenance activities to increase the efficiency and effectiveness of service.
- Seeking funding sources from the state to address road maintenance issues brought about by the high truck traffic levels resulting from the energy industry.

Goal 6: Economic Development

Recognize economic development issues when managing the transportation system's resources by:

- Preparing a plan that ensures improvements to existing and newly designated truck routes meet or exceed the minimum design standards.
- Ensuring efficient and timely maintenance of roadways within the city for the purpose of enhancing the business climate of the community.
- Ensuring that the transportation system serves major economic development generators.
- Coordinating economic development efforts with the city engineer, city planner, and NDDOT to ensure that the necessary roadway improvements needed for such development are fiscally feasible and can be provided in a timely manner.

Goal 7: Investments and Use of Funding

Investigate opportunities to secure new funding for transportation needs and maximize the efficiency of current resources by:

- Preserving, maintaining, and managing the existing roadway system to protect past investments.
- Reviewing the existing functional classification system and proposing future changes that reflect the needs of the community relative to investment in the transportation system.
- Encouraging joint agency and/or public-private partnerships and cost sharing strategies to allow public funding resources to have the greatest public benefit possible.
- Creating a project priority list which will serve as a guide to the public and policy makers for future transportation investments as funding becomes available.