

RECORD OF MEETING

Williston Comprehensive & Transportation Plan Update

Focus Group of Engineering, Public Works and Maintenance Personnel

September 24, 2008 1:00 PM

Williston City Hall

Members in Attendance:

Walt Peterson
Monte Meiers
Jack Sjol
Dave Bell
Gary Skarphol
Jerry Erickson
Bob Hanson
Kent Jarcevik
Cindy Gray
Rick Lane
Jeff Rodacker

Representing:

NDDOT
City of Williston
City of Williston
City of Williston
NDDOT
NDDOT
City of Williston
City of Williston
SRF Consulting Group, Inc.
SRF Consulting Group, Inc.
Ackerman-Estvold Engineering

The group was welcomed and everyone introduced themselves. Cindy Gray explained that SRF will be preparing both a Comprehensive and Transportation Plan, and that input from the city, county, and state engineering, public works, and maintenance personnel is very important, as these are the individuals who are out working with the transportation facilities on a day-to-day basis. Rick Lane said that the public meetings had already been a source of a number of transportation-related comments, and that would be a good place to start. For example, at the public meeting, a statement was made about the need for a grade separated crossing of the Highway 2 W Bypass and 9th Avenue. In response, the group discussion was initiated, and the following observations were noted:

- Highway 2 W Bypass - Grade separation at 9th Avenue has been discussed in the past, but at that time, the city did not want overhead crossing.
- A pedestrian grade separation at that location got as far as a PCR. The crossing was pulled away from the intersection. There was a political decision to back off. The grade separation would've had to go under both Highway 2 and adjacent service roads. The plans called for a minimum design which amounted to a cattle pass with lights.

www.srfconsulting.com

Case Plaza, One North Second Street, Suite 226 | Fargo, ND 58102-4801 | 701.237.0010 Fax: 701.237.0017

An Equal Opportunity Employer

- More recreational activities could go west of Highway 2 if not for pedestrian safety concerns.
- Lots of oversize load restrictions in the community. Lots of wind tower sections having to go around on local roads.
- Citizens are not in the habit of using pedestrian crossing buttons.
- Sand Creek is a sewer extension issue due to grades.
- 11th Street is problem west of Highway 2. Sudden grade drop due to Sand Creek requires sharp turn to the north just west of the highway.
- At Kum and Go access onto Highway 2, where the road curves, the super elevations of the roadway make it more difficult to turn on and off at the intersections in that area.
- E. Dakota Pkwy - basically a local truck route. An alternative route for trucks could be CR 9 up to White Bridge Road.
- Bringing a truck route up to Carolville is too far north.
- Incomplete frontage roads along the Highway 2 bypass. Should they be completed?
- Partial intersections – there are a few of them along the bypass.
- East Dakota Parkway - is a city “local” truck route in city ordinance.
- Took 3 years to develop Project Concept Report for 26th Street due to the federal highway funding requirement for access management. The businesses were against limiting access. The delay was also due to truck route issue. Seven ton weight restriction in place during spring.
- 42nd Street & Highway 2 Intersection at Wal-Mart. This was signalized by Wal-Mart after completion of traffic counts and a signal warrant analysis. The frontage road was pulled back on the west side, but not the east side. A raised median was required on the east side to eliminate left turns at the frontage road. SRF received negative feedback about the raised median blocking left turns at the east frontage road from the property in the NE corner of the intersection. He stated that traffic cuts through his property to make the turning movement blocked by the median.
- Wal-Mart needs to do follow-up warrant analysis now that they’ve been open for at least a year.
- 42nd Street /13th Avenue - next to Little Muddy – city received a recent residential development proposal.

- Full access at 38th St and Highway 2 was changed to limited access to push more traffic to 42nd Street since the Wal-Mart proposal was to signalize the intersection, and warrants were tough to meet. By limiting access at 38th Street, it was hoped that more traffic would use 42nd Street and signal warrants would be met.
- Geometric issues at 2nd Street and 2nd Avenue (downtown) - depends on position of NB traffic. Trucks have hit traffic signal pole several times. It would be better to have the corner for the truck route farther west of 2nd Avenue or geometric modifications could be made.
- Signal at Main/2nd St mainly needs to be there due to trucks. Could change from timed signal to vehicle detection.
- Because of rail, lots of trucks need to come into Williston. In addition, grain elevator is busy year-round, so trucks are also there year-round.
- NDDOT - has made entire truck route concrete (2nd Street to Broadway)
- Might need to look at bypass just for trucking.
- 11th St & Highway 2 – separated NB and SB Highway 2 intersections with about a 100-foot stacking area between intersections. Large trucks block up everything, as they use up a considerable amount of space between the intersections.
- 26th Street and 2nd Avenue/Highway 2 intersection - Can we move the 26th/2nd dog leg (i.e. 6th Avenue W between 26th Street and the Highway 2 by-pass? It is currently a big problem, as 6th Avenue W is only about 200 feet long between Highway 2 and 26th, and it has become the major access to development west of the by-pass.
- 32nd Avenue west of town - may need to be developed as a north/south facility on the west side of town. Could it be connected to Pheasant Run?
- Airport zoning proposal – SRF should be provided with a copy of this.
- BNSF may allow spur as transloading site for oil
- 1804 from CR 9 to New Town - load restrictions. Overlay scheduled in 2010 or 2011 from Williston to the east for 30 miles. 7-ton load restriction on 1804.
- Paving of parking lots is an enforcement issue. Gravel parking lots are a problem, as vehicles drag gravel and mud out onto the surrounding roadways.
- The radius at the intersection of 26th Street/2nd Avenue/Highway 2 causes trucks to drive up on curb and grass, particularly oversized loads.

- EB to NB movement of oversize loads at bypass and Highway 2 stops traffic. Trucks don't use LTL. They turn from through lanes.
- The SB free right turn from Highway 2 to bypass – drivers think the SB right turn movement has the ROW when merging onto the by-pass. Due to lack of a merge or acceleration lane, traffic gets abruptly dumped into the WB thru traffic on the by-pass. There's a problem with frontage road location, as it doesn't allow the design of the free right turn lane to be modified.
- Use of ATVs in the ditches along the west Highway 2 by-pass is a problem, especially where they come up out of the ditches at the cross streets. Neither the city nor the DOT has a good solution to this. It's a safety concern for drivers and ATV users.
- Sidewalks - ADA - City completed interim plan. Now just work with federal aid program to do it. Two thirds (2/3) of intersections have ramps but many aren't meeting current standards. The city has a policy to pay for ramps if owner pays for sidewalk replacement.
- Problem with enforcement of sidewalk installation and maintenance requirements.
- Cross-slope issues - sidewalks should never be directly adjacent to streets.
- The city has a list of advisable trees for various boulevard conditions.
- Williston has a Re-leaf Program, where city will pay half the cost of replacing boulevard trees. Forester marks spot where the tree should be planted. The citizen brings in a receipt for the trees, and city reimburses them for half the cost.
- Boulevard trees are required to be shown on the plan before a building permit is issued.
- On-site plantings and sidewalks are also required on plans before a building permit is issued.
- This seems like a point in time where an update of the subdivision regulations or zoning ordinance could help to fill gaps in the city's sidewalk system.
- Monte stated that individual curbside mailboxes are problematic for the city.
- Corridor concepts for roadway improvements include bike trails and sidewalk concepts.
- Because of the housing shortage, the city is currently experiencing frequent parking of campers in streets. Sometimes this occurs on a long term basis and the campers are hooked up to electricity. For example, at 11th Street/University Avenue, there are currently two sitting there blocking traffic.

- NDDOT would like to see the north leg of the 6th Avenue/Highway 2 Bypass intersection closed. The south leg of the intersection is the NDDOT district office driveway. NDDOT experiences difficulty exiting their site.
- Grain trucks take connection from SB Highway 2 to EB 2nd Street and from WB 2nd Street to WB Highway 2.
- Concerned about road maintenance with additional oil field traffic.
- From Pheasant Run Parkway to bypass - 19th is taking a beating due to traffic volumes.
- Funding for roads - gas tax plus federal funds, sales tax.
- Oil taxes are currently going into the general fund and are not helping to specifically fund roadways that are impacted by truck traffic generated by the oil industry. It is possible that a bill would be proposed in the legislative session that would direct funds to road maintenance.
- Last session \$100 million was designated statewide for highway maintenance.
- In 2007, it was \$67,000/mile to overlay with hot bituminous (1 ½ inch overlay)
- Highway 2 scheduled for overlay from 11th Street to Highway 85 (scales). From 11th Street to 26th Street, the upgrade will consist of a 1 ½" overlay. NDDOT funds are being used for this stretch of the highway.