

RECORD OF MEETING

Williston Comprehensive Plan Public Forum

April 6, 2009, 7:00 - 9:00 p.m.
Williston Public Library

A public forum was held to present the draft scenarios for the Williston Land Use Plan. Attendance shown on attached sign-in sheet. Cindy Gray and Rick Lane of SRF Consulting Group, Inc. provided a presentation at 7:30 p.m. that described the background information that has been gathered and the features that were considered when putting together two draft versions of a land use plan. They explained that the land use plan alternatives, the future roadway network alternatives, and the goals and objectives, which were also available for review at the meeting and on the website, are critical components of the Comprehensive Plan, and will be the basis for future zoning, subdivision, and roadway extension decisions.

The following questions and comments were responded to after the presentation:

1. There are coal mining areas (mine shafts) along the west and east side of Williston that are being filled with slurry. The mine shafts create some instability in the ground conditions. An alignment shift near the south end of CR 9 would need to take this into consideration.
2. Comments were made about the traffic control and access control at 42nd Street N and Hwy 2. There was some concern that full access with fewer frontage road access restrictions have been allowed other places along Hwy 2, such as in Minot.
3. The natural gas pipeline that goes through the west side of town does not appear to be shown accurately. The data was pulled from a GIS database. SRF will inquire as to why the alignment is off.
4. At the intersection of Hwy 2/85, 26th Street and 2nd Avenue, wind turbine trucks get stuck in the intersection because it isn't big enough to handle the length of the trucks. It seems that the Hwy 2/85 corridor should have priority at this intersection and not be dumped into a four-way intersection that gives 26th Street and 2nd Avenue equal priority in terms of traffic control and ease of movement. Since the old lumber yard in the northwest corner of the intersection is vacant, this would be a good time to do something to correct

this intersection. SRF responded that this was a good observation and that our Hwy 2 corridor analysis will look at what it would take to make the Hwy 2 movements more fluid and a priority at the intersection.

5. Better signage is needed to direct trucks to the truck routes. Too many trucks end up using Main to get to Highway 2 or to 1804. Rick Lane, SRF, responded that this is something that could be put in the transportation plan as a needed improvement, in conjunction with other truck route improvements.
6. Has airport relocation been considered? Cindy Gray, SRF, responded that our primary responsibility is to make sure the proposed land uses surrounding the airport are considerate of the various airport zones. A separate study of considerable size would be needed to conduct an airport relocation study. The comprehensive plan can address this issue by stating that the city may have an interest in studying airport relocation as an outcome of the plan, and that doing so would be consistent with the comprehensive plan.
7. Comments were made about the safety and wisdom of placing development adjacent to the gas line easements. Comments were also made about how power transmission lines are accounted for. SRF acknowledged the presence of these features and stated that development plans need to account for their presence. We generally don't base large-scale land use patterns on the presence of these facilities unless they are very significant in terms of safety or noise, or unless there are some regulations on what type of land use can be placed next to them. They need to be accounted for when the subdivision layout or small-area master plan is created, to ensure that those areas are designated as greenways or some other feature, like boulevard next to a roadway, where property won't be significantly affected if the lines need to be dug up or worked on.
8. Grain traffic en route to the elevators along the railroad tracks could be directed to split off southbound Hwy 2 to eastbound 2nd Street through some type of grade separated lane rather than via the existing configuration (ramps and at-grade crossings). This would help cut down on truck traffic that cuts through the center of town to get to the elevators, and would make the route safer and more straightforward. SRF acknowledged this and will look at the feasibility of this in the corridor analysis.
9. Large farm equipment, such as field cultivators catch traffic lights (traffic signals). The truck route through town doesn't provide enough vertical space for these pieces of equipment to get through town. SRF asked if a truck route around town would help alleviate this situation, and the response was that it would help.
10. There is a lot of merit to getting heavy truck traffic out of town as much as possible. The comp plan and transportation plan should establish a direction of working with NDDOT

to get a future truck route established around the perimeter of the city. East of town a truck route is particularly important because of the East Dakota Parkway situation, where property owners are complaining about too much truck traffic between the industrial area and 26th Street en route to northbound Hwy 2.

11. Could 11th Street at Highway 2 be a grade separated intersection? This was discussed, and SRF responded that this will be considered with the corridor analysis.
12. Northbound left turns from 2nd Avenue to Hwy 2/85 are often for the purpose of going west on 26th Street rather than for going south on Hwy 2. This results in the need to turn onto 6th Avenue W to access 26th Street W, which gets very congested. The return trip is even worse, because it requires a left turn from 6th Avenue W onto Hwy 2, followed by a merge into the right turn lane to go south on 2nd Avenue. This will be taken into consideration as part of the Hwy 2 corridor analysis.
13. The community needs a safer pedestrian crossing of the Hwy 2 bypass.
14. Because of the closely spaced signals along Hwy 2 at 9th Street and 18th Avenue, and the lack of coordination between those two signals, trucks are running red lights. If they get a red light at the first signal, and the second signal turns red right after they've gotten up to speed, the drivers do not want to stop at the second light. This is particularly a concern because the signal phase is triggered by detection of cross traffic on the 9th Street and 18th Avenue approaches.

Cindy and Rick explained that the next steps of the project would be to compile the comments received today and at tomorrow's Planning Advisory Committee meeting into a preferred land use scenario. Based on that, future levels of development will be estimated for 2020 and 2035, and the traffic forecasting model will be run based on the household and job estimates for those areas.

Additional information will continue to be available on the website. People were encouraged to leave comments tonight or mail them in, and to bring extra comment sheets with them if they want to pass them along to co-workers, neighbors, friends, or family.

Additional public input opportunities will include another public forum after the draft plan is complete, which is estimated to be sometime during late summer, followed by the approval process, which will consist of city and county Planning Commission meetings and City Commission and County Board meetings.

The City of Williston

Comprehensive Land Use and Transportation Plan Update

Sign-in Sheet

Monday, April 6, 2009: Public Forum 7-9 PM

Name	Mailing Address	E-mail Address
1 Lang Slingsby	2400 Basen Dr Williston	
2 CHUCK OWAN	14 E. 11 th ST Williston	
3 Ward Kooser	1306 4 th Ave E Williston	
4 Brad Bekkedahl	418 12 th Ave. W. Williston	
5 Bob Horab	P.O. Box 4005 Williston	
6 Tom Powers	Box 1221 Williston	
7 Monte Meyer	Box 2437 Williston	
8 Frank Conner	Williston	
9 LARRY Greenhill	Williston	
10 Kent Peterson	1321 Wash St Williston	
11 Tim Karr	1610 20 th Ave West	
12 Rick Tarte	PO Box 864 Williston	
13 Dick Bingham	612 18 th St W	
14 Kent Jarvis		
15 Chad Brand	1317 25 th St W	
16 Deborah Kemp	1322 4 th Ave E	
17 Ira Sullivan	2401 13 th Ave W	
18 Jim Poff	1511 4 th Ave E Williston	
19 Doug Lakin	City	
20 Tom Kolstad	City	
21 Don Loomer	4904 Prairie Lane Williston	
22 Cindy Gray Richard Labre	SRF Consulting Group SRF Consulting Corp	