

DICKINSON 2035 ROADMAP TO THE FUTURE COMPREHENSIVE PLAN



DICKINSON 2035:
Roadmap to the Future

COMPREHENSIVE PLAN



The City of Dickinson
adopted the Dickinson
2035: Roadmap to the
Future Comprehensive
Plan in March 2013.

COMMUNITY VISION AND GOALS

Plan was vision-based and community driven.

Vision, goals and strategies based upon input from the public, community stakeholders and the Planning Advisory Committee.

Participation in the visioning process utilized the following:

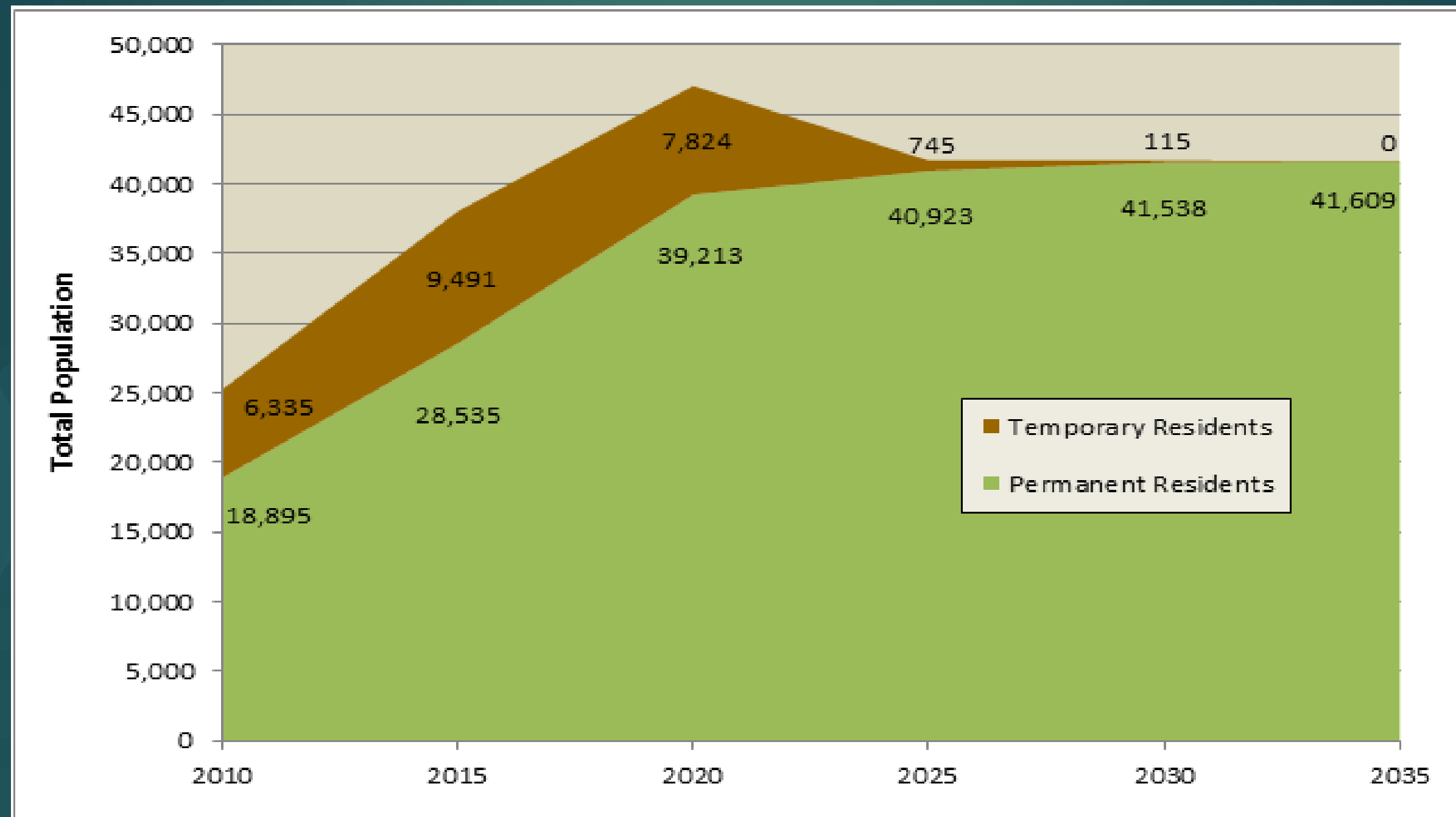
- Project website;
- Two community surveys;
- Focus group meeting;
- Five public input meetings and workshops;
- Four joint meetings of the Dickinson Planning and Zoning Commission and the City Commission;

City Commission and Planning and Zoning Commission public hearing on draft Comprehensive and Transportation Master Plan

POPULATION CHARACTERISTICS, TRENDS AND PROJECTIONS

- ▶ BASED UPON PROJECTIONS PROVIDED BY THE NORTH DAKOTA STATE UNIVERSITY DEPARTMENT OF AGRIBUSINESS AND APPLIED ECONOMICS
- ▶ FORECAST OF GROWTH FOR PERMANENT AND TEMPORARY RESIDENTS
- ▶ USED RAPID AND SLOW GROWTH SCENARIOS

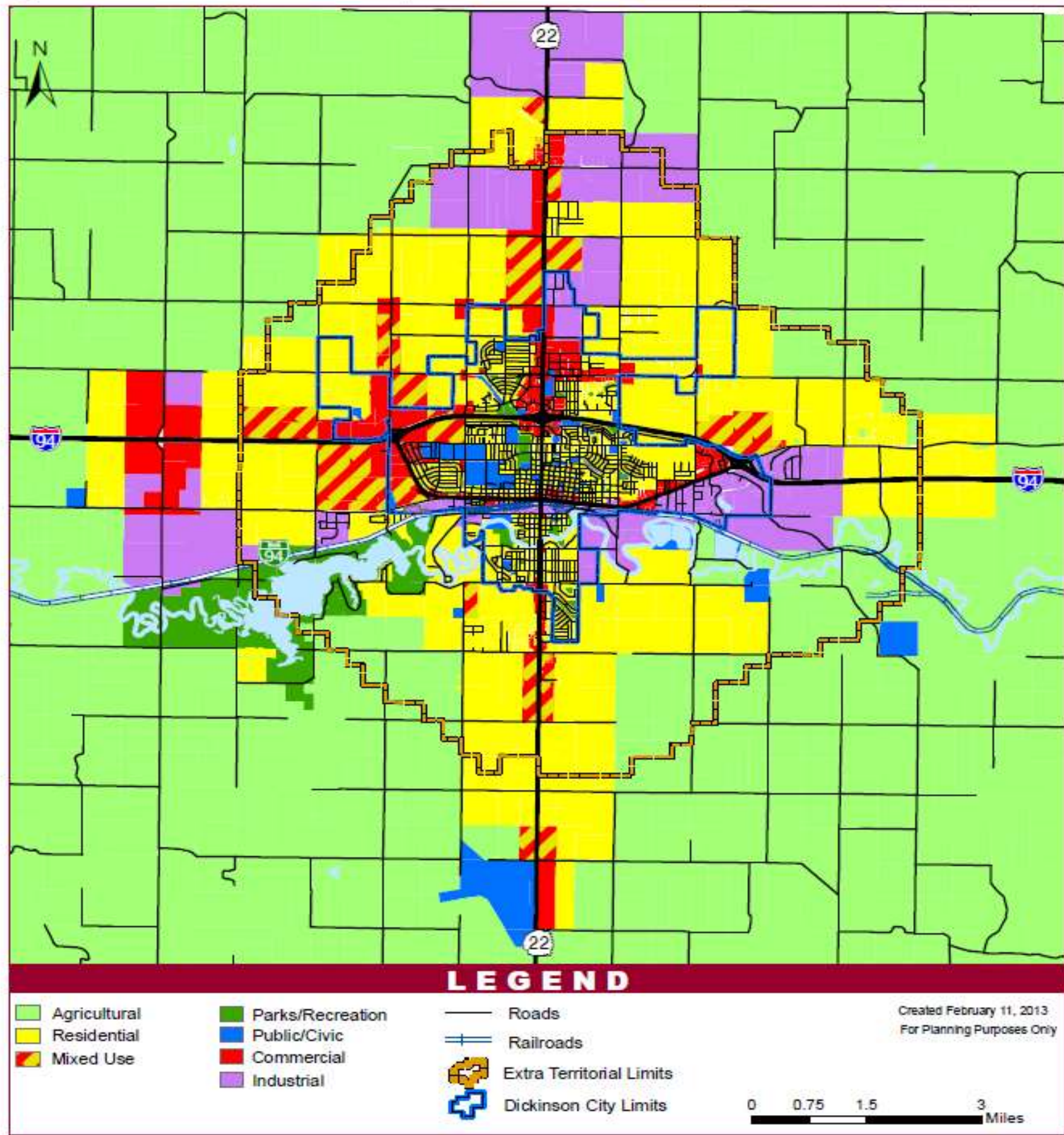
Dickinson Population Projections



COMPREHENSIVE PLAN CHAPTERS

- ▶ COMMUNITY VISIONS AND GOALS
- ▶ POPULATION CHARACTERISTICS, TRENDS AND PROJECTIONS
- ▶ LOCAL ECONOMY AND ECONOMIC DEVELOPMENT'
- ▶ LAND USE
- ▶ TRANSPORTATION
- ▶ INFRASTRUCTURE
- ▶ HOUSING
- ▶ CITY SERVICES
- ▶ RECREATION AND CULTURAL RESOURCES
- ▶ NATURAL RESOURCES
- ▶ IMPLEMENTATION
- ▶ CAPITAL IMPROVEMENTS

Figure 3-2: Dickinson Future Land Use Map





DICKINSON 2035: *Roadmap to the Future*

TRANSPORTATION MASTER PLAN



Transportation Master Plan

- ▶ Functional Classification Map
- ▶ Program Transportation Projects
- ▶ Multi-Modal Transportation
 - ▶ Vehicular Travel
 - ▶ Truck Travel on Roads
 - ▶ Transport of freight by Rail
 - ▶ Air Travel
 - ▶ Public transit
 - ▶ Bicycling
 - ▶ Pedestrian Travel
- ▶ Crossing of Major Barriers to the Transportation Network
- ▶ Truck Routing
- ▶ Access Management
- ▶ Transportation System Modeling

Transportation Plan Goals and Objectives

- ▶ Goal-Maintain safe, barrier free travel with a minimum amount of congestion and trucking conflicts.
- ▶ Policies
 - ▶ Identify alternative approaches to address safety, congestion and/or concerns at various locations
 - ▶ Identify future truck routes with railroad grade separated crossing
 - ▶ Identify and preserve future barrier crossings for all modes of traffic
 - ▶ Prepare a proposed future functional classifications map to identify planned locations for future roadways
 - ▶ Identify future transportation improvements and funding sources for improvements

Transportation Master Plan Policies

- ▶ Thirteen Policies were proposed and adopted.
 - ▶ Functional Classifications Map
 - ▶ Traffic Impact studies for proposed developments generating more than 100 directional trips during peak hour and more than 750 trips per day.
 - ▶ Compliance with access management standards
 - ▶ Alignment of streets in new development
 - ▶ Two access points for residential subdivisions
 - ▶ Construction of abutting streets in new development to vacant or undeveloped land.
 - ▶ Provide right-of-way for trail construction.
 - ▶ Off-site sidewalk construction
 - ▶ Design of new roads will meet adopted cross sections
 - ▶ Grass boulevards separating sidewalks from edge of pavement or curbs
 - ▶ Provide bicycle parking and access to encourage bicycle travel in new non-residential and multifamily residential development.

Figure 4-1: Future Functional Classification of Streets in Dickinson Vicinity

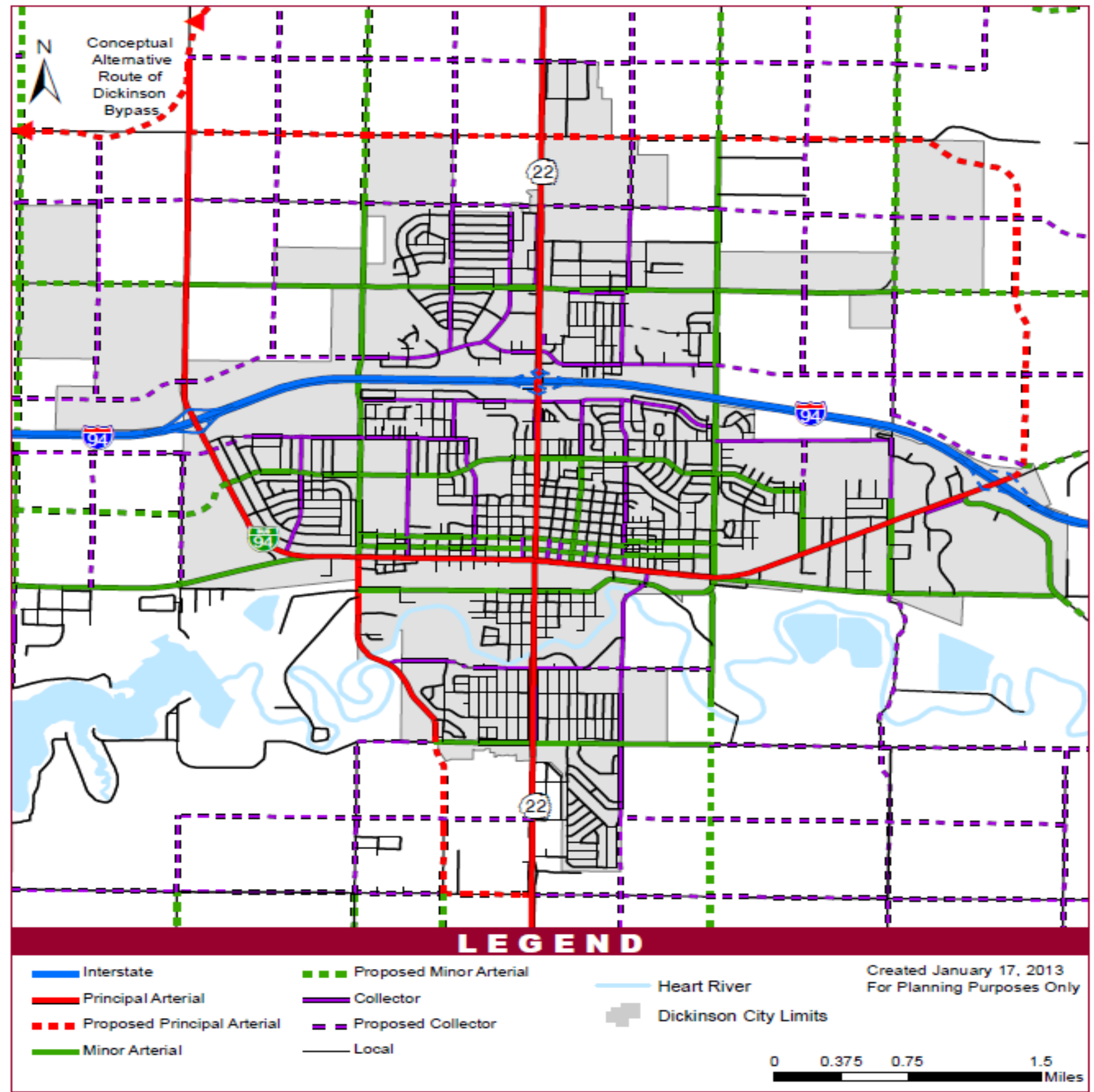


Figure 2: Future Functional Classification of Roads

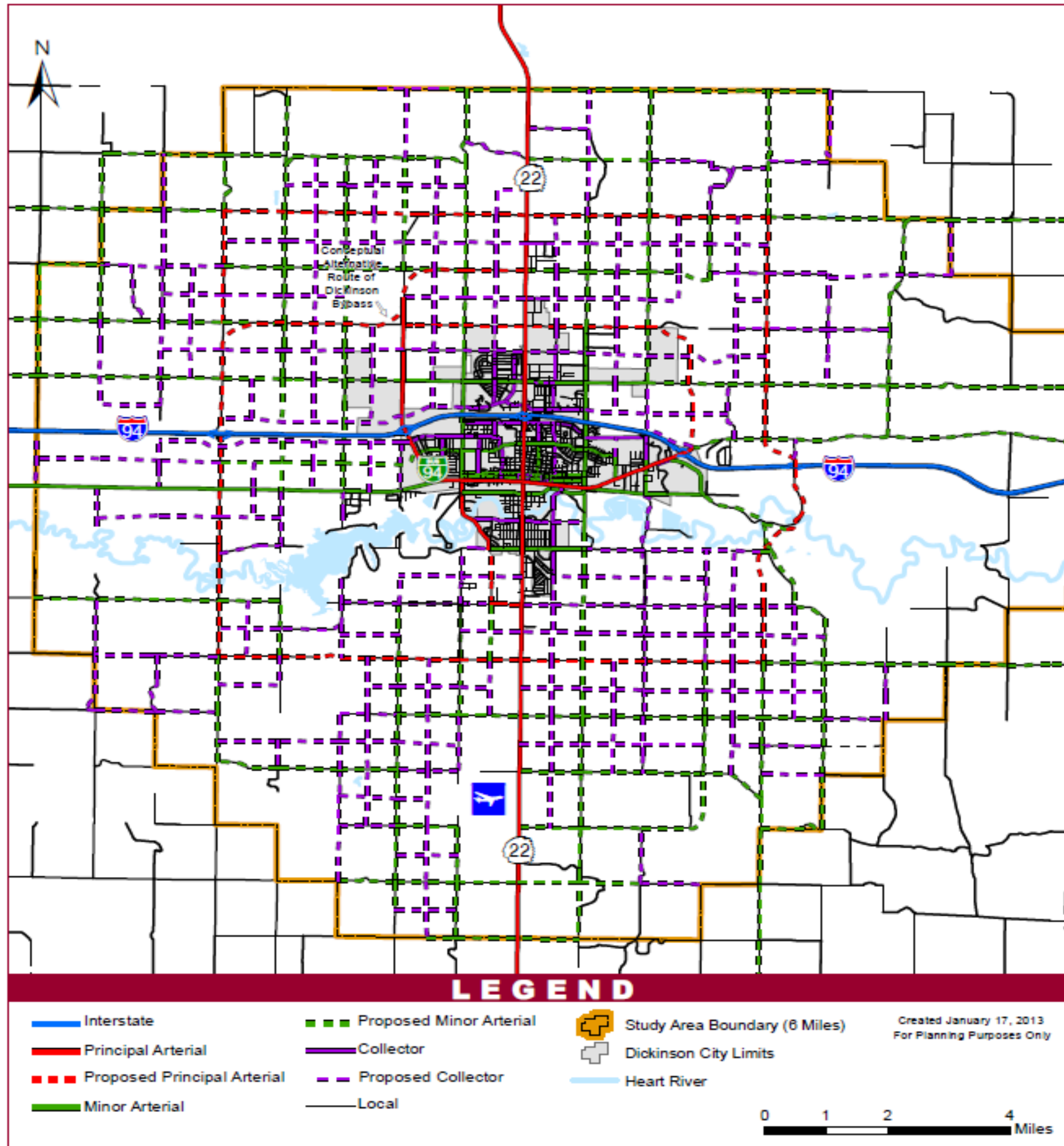




Figure 3: Future Roadway Level of Service

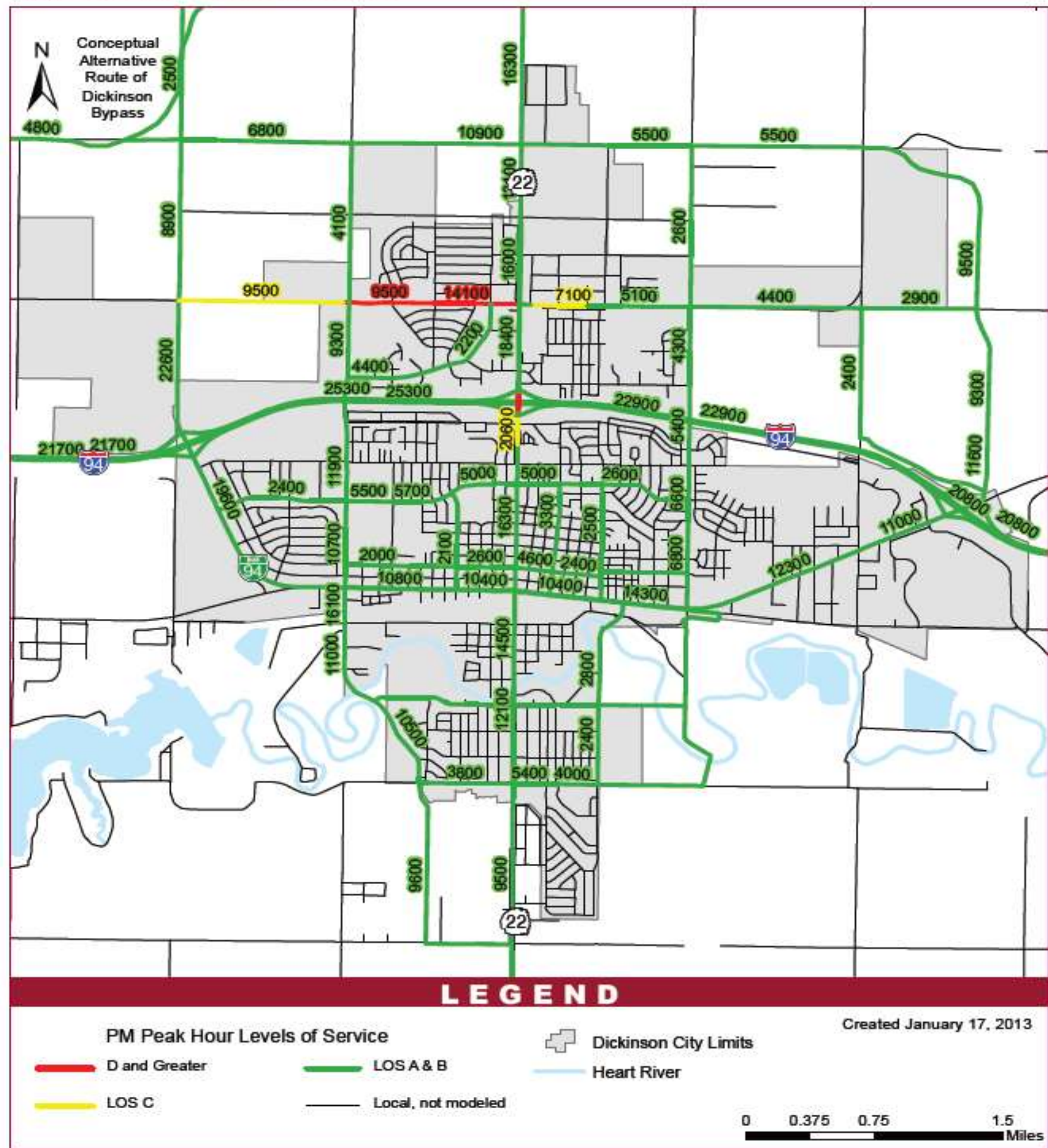




Figure 4-3: Typical Urban Roadway Sections

Principal Arterial -

Total ROW Requirement:
150'

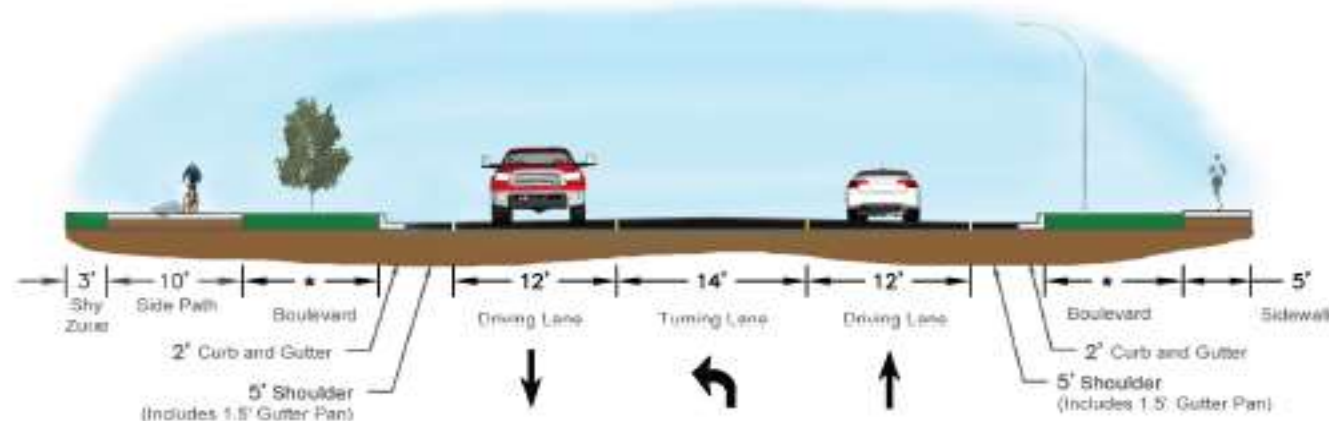
*Boulevard Width
Varies (8' Minimum)



Minor Arterial -

Total ROW Requirement:
100'

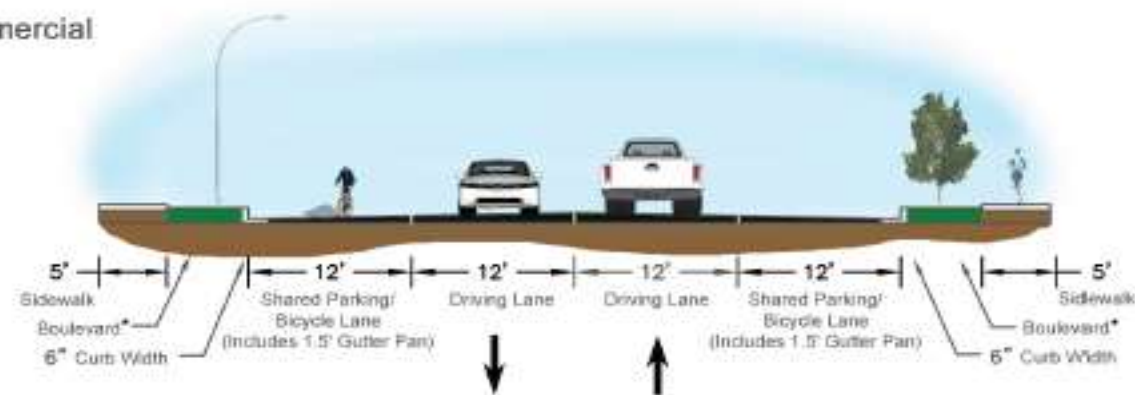
*Boulevard Width
Varies (6' Minimum)



Collector, Local Commercial and Local Industrial-

Total ROW Requirement:
80'

*Boulevard Width
Varies (6' Minimum)



Local

Total ROW Requirement:
70'

*Boulevard Width
Varies (6' Minimum)

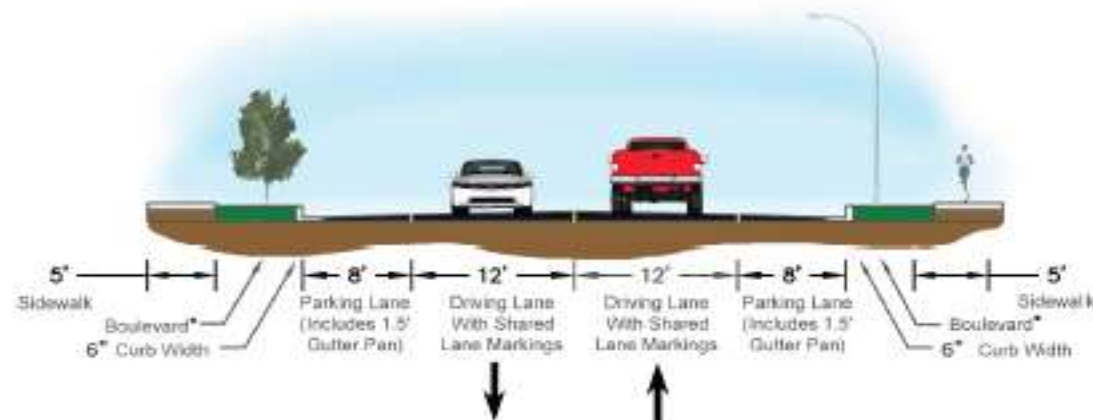
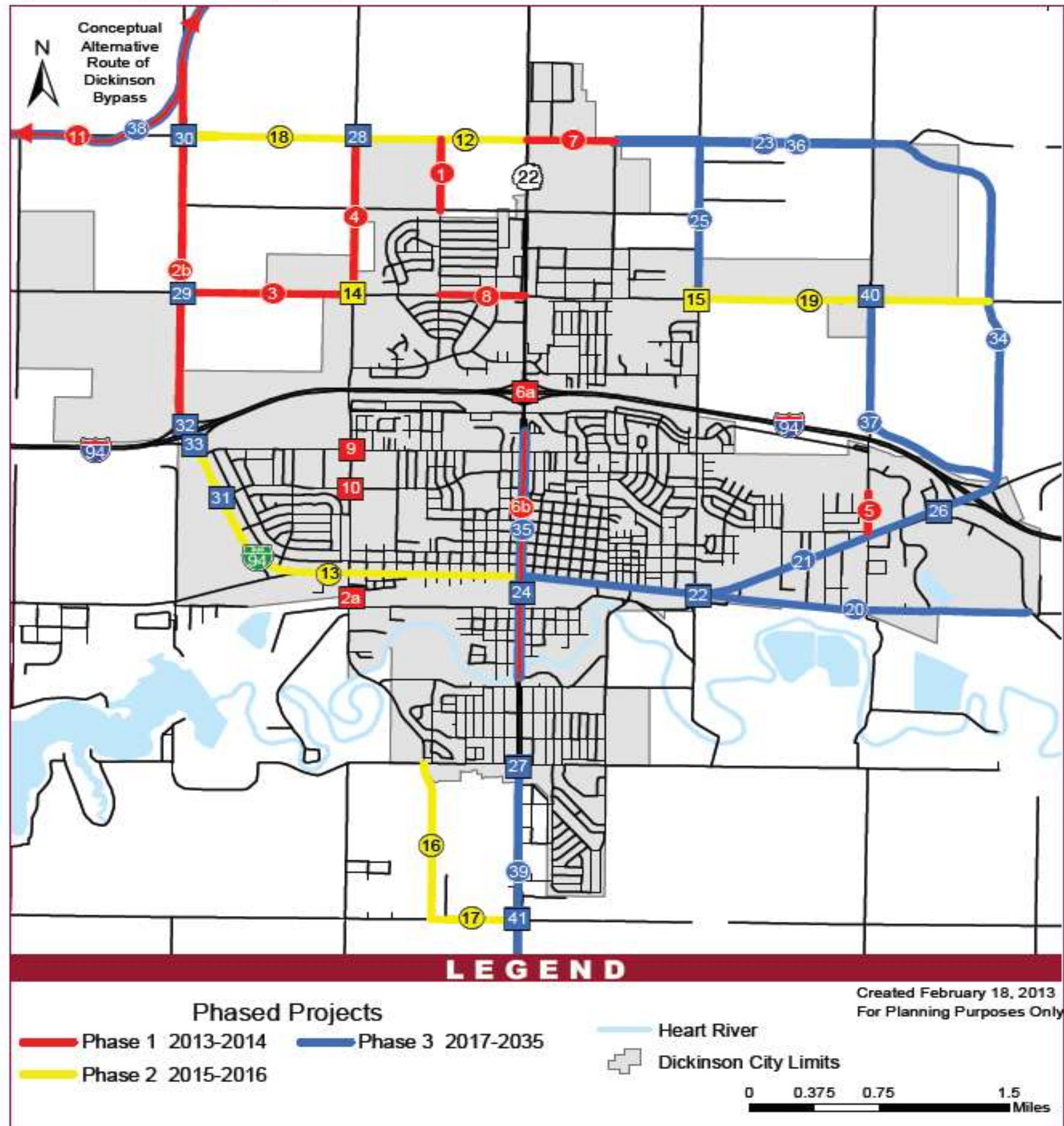




Figure 4: Transportation Projects by Phase



TRANSPORTATION IMPROVEMENTS



▶ Phase 1 2013-2014	\$16,900,000
▶ Phase 2 2015-2016	\$31,000,000
▶ Phase 3 2017-2035	\$50,100,000
▶ Total	\$98,000,000

Contact Information

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