WELCOME

PUBLIC INFORMATION MEETING

MEDORA BUSINESS LOOP AND CITY SECTION

5-094(152)900, PCN 23114

October 5, 2023

PURPOSE OF THIS MEETING

1. To present the selected Pacific Ave Build Alternative

2. To show the next steps in in the Environmental Process

Please Note: No formal comments/public input will be requested at this meeting

CONCEPT EVOLUTIONS

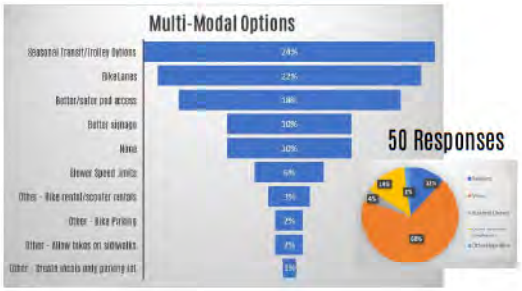
TRANSPORTATION STUDY STAKEHOLDER (4) & ONE-ON-ONE MEETINGS (25)

APRIL - OCTOBER 2022

AUGUST 8-10, 2022

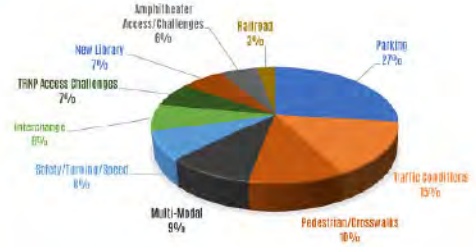
ON STREET SURVEYS RESULTS (JULY 2022)

ON-LINE SURVEYS RESULTS (MAY TO OCT 2022)



TRANSPORTATION STUDY PI MEETING # 1 MAY, 2022 - RESULTS

TRANSPORTATION STUDY PI MEETING # 2 OCTOBER 2022 - RESULTS



COMMENTS/DISCUSSION TOPICS BREAKDOWN

CONCLUSIONS:

- Maintain Parking along Pacific Avenue
- Add parking for Large/RV Vehicles outside of downtown – downtown sight distance/safety concerns
- Find ways to keep Pedestrians safe, while maintaining downtown character
- Concerns about roundabouts downtown – see issues including maintenance, train backups, right of way impacts to existing business owners, how to fit western heritage, etc.

- Need for better/safer pedestrian crosswalks
- Seasonal Transit/Trolley Options were popular
- Current traffic conditions are okay, but problems include speed, access for older folks with mobility issues, traffic congestion, hard to turn left, better signage, etc.
- Downtown parking could be improved (local only parking area)
- Biking is important to visitors & residents – bike lanes, bike parking, etc. (bike lane not necessary)
- Some folks didn't want anything to change, like it the way it is

- There is a need for more/safer/better defined crosswalks
- Downtown parking is important (Need more)
- No roundabouts in downtown Medora area
- Current traffic challenges/problems (speed, congestion, large vehicles, etc.)
- Preserve the historic nature/unique qualities of Medora

PREVIOUS TRANSPORTATION STUDY

WHAT WE HEARD/STUDY RECOMMENDATIONS

P&N	Goal	Preliminary Concept Result
	Focus on Improved Pedestrian Safety	• Evaluate safer pedestrian facilities
P	*Provide for Parking and Accessibility*	• Add Parking outside downtown
	Improve Traffic Conditions	• Intersection Improvements (Roundabouts most efficient type)

CURRENT DESIGN PROJECT
CONCEPT EVOLUTION TO ALTERNATIVES

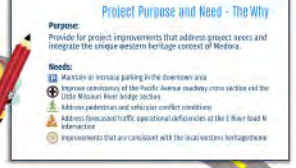
CONCEPTS

TRANSPORTATION STUDY RECOMMENDATIONS

FIELD REVIEW MEETING
Pedestrian Safety
Intersection Improvements
Bridge Concepts

RESEARCH/DATA ANALYSIS
- Pedestrian Safety
- Traffic Forecasts
- Environmental Constraints
- Right-of-Way Boundaries
- Parking Alternatives
- Intersection Improvements

REFINE PROJECT PURPOSE AND NEED



STEERING COMMITTEE MEETINGS (# 5 TO DATE)
Discuss concepts, options, look at context sensitive solutions

AESTHETIC CONCEPTS	RIGHT-OF-WAY/DESIGN CONSTRAINTS
CROSS SECTION CONCEPTS	PEDESTRIAN CONCEPTS
INTERSECTION CONCEPTS	BRIDGE CONCEPTS

RULED OUT
- Transit Flex Lane
- Downtown Roundabouts

MOVED FORWARD
- Pedestrian Safety – Bulb-Outs/ Crosswalks
- Chateau Road Pedestrian Connection
- Cross Section Extension to Bridge
- Intersection Alternatives

CITY COUNCIL PRESENTATIONS (# 2 TO DATE)
Jun 6 – Project Timing, Needs & Why, initial concepts
July 11 – Initial Alternatives, seeking Community Context

PRESENTATIONS & INPUT

ANALYSIS
- Impact Analysis
  - Avoidance
  - Minimization
  - Mitigation

PUBLIC INPUT MEETING

PUBLIC INPUT REPORT

INPUT & DECISIONS

WE ARE HERE CURRENTLY

PUBLIC INFORMATION MEETING - PRESENT DECISIONS

Environmental Document Completion

CONCEPT EVOLUTIONS

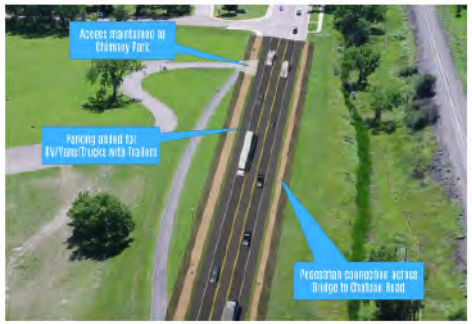
STEERING COMMITTEE (6) & CITY COUNCIL COORDINATION (4)

MAY - OCTOBER 2023

CHANGES TO INITIAL CONCEPTS:

1. Removed Dedicated Transit Lane – Maintain Downtown Parking
2. Removed roundabouts from downtown area
3. Removed medians from conflicting with downtown intersections
4. Modified Quantity of Danish Offset Crosswalks from downtown area
5. Removed the restricted left turn at E River Road N – access to Theodore Roosevelt National Park
6. Added pedestrian facilities extending to Chateau Road
7. Added parking west of E. River Rd N
8. Major intersection improvements at Chateau Road – ***Not*** in Downtown

SELECTED IMPROVEMENTS



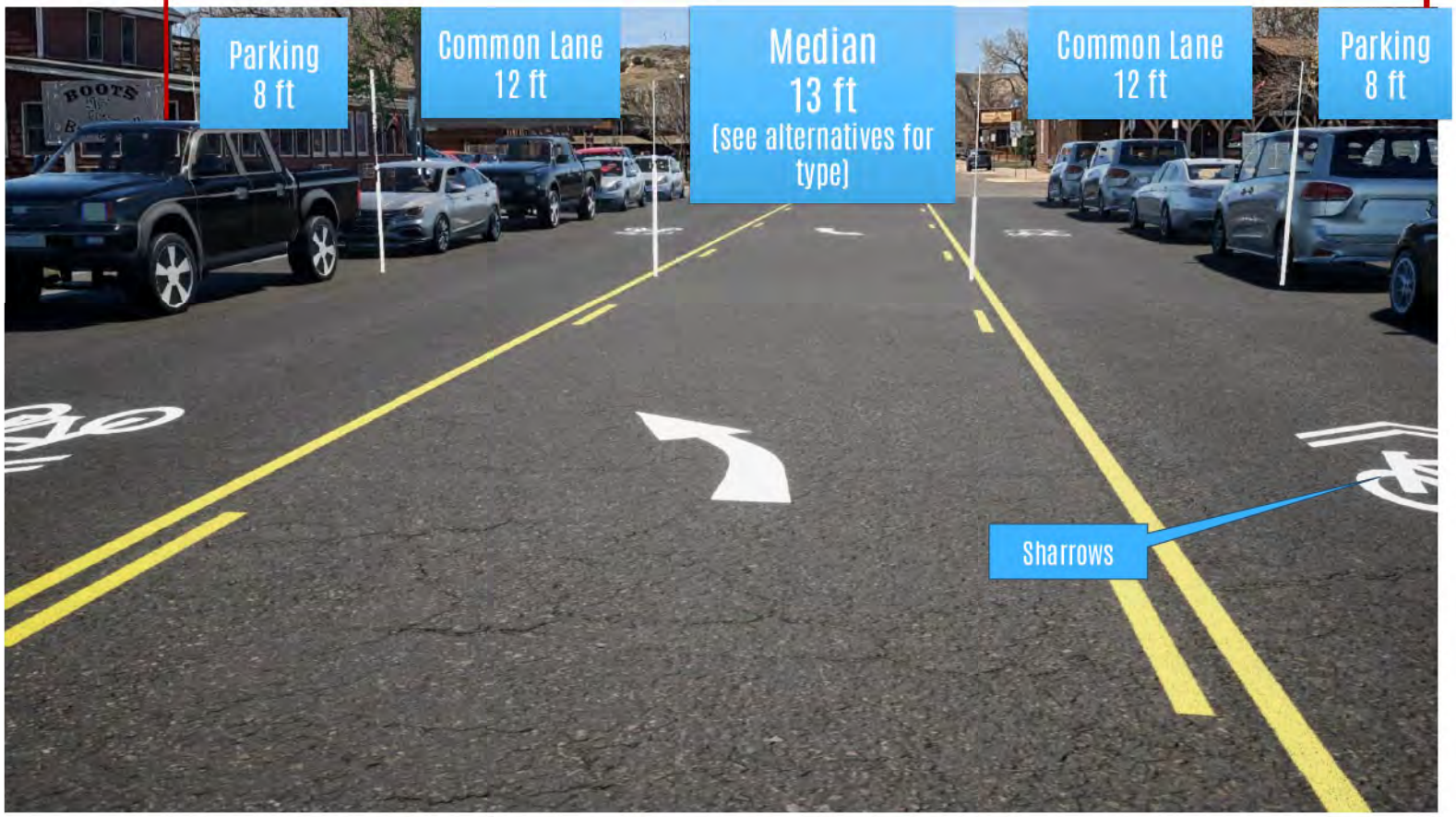
- Extend Downtown Cross Section from East River Rd N to Chateau Road
  - Three lane cross section with shoulders
  - Added pedestrian sidewalk connection (south side) from downtown to Chateau Road
  - Added parking, including area for larger vehicles
- Bridge Widening (Little Missouri River Bridge)
  - Three lane cross section with shoulders
  - Added pedestrian connections on south side of Bridge to Chateau Rd
- Mill & Asphalt Overlay
  - Throughout project length – including downtown
- Correct Pedestrian Ramp Deficiencies
- Upgrade Existing Lights with more Efficient LED Heads

PACIFIC AVENUE CROSS SECTION

12 FOOT TRAVEL LANES WITH SHARROWS

Purpose & Need Compatibility

Note: Proposed improvements are only within the existing roadway (asphalt) area

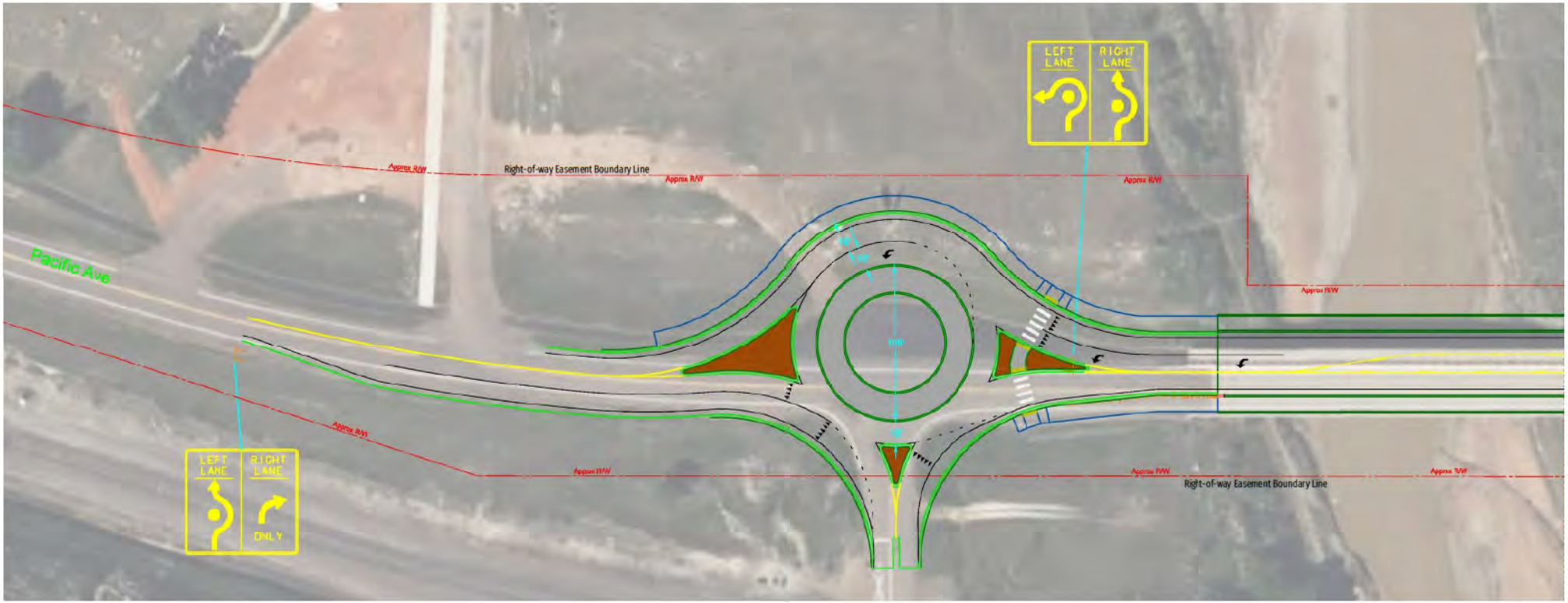


Overview:

- **Match** current cross section and lane widths
- **Sharrows:** Pavement markings that indicate bicycles and cars share the road
- **Multi-modal** - Bikes will share roadway, other (scooters, segways, etc.) would stay the same

ADVANTAGES:	▪ Maintains current parking ▪ Better identification of bicycle use
DISADVANTAGES:	▪ None

INTERSECTION IMPROVEMENTS
CHATEAU RD 2-LANE ROUNDABOUT



ADVANTAGES:

- Reduces left turn stacking at E River Road N
- Eliminates main traffic flow delays when trains come through

DISADVANTAGES:

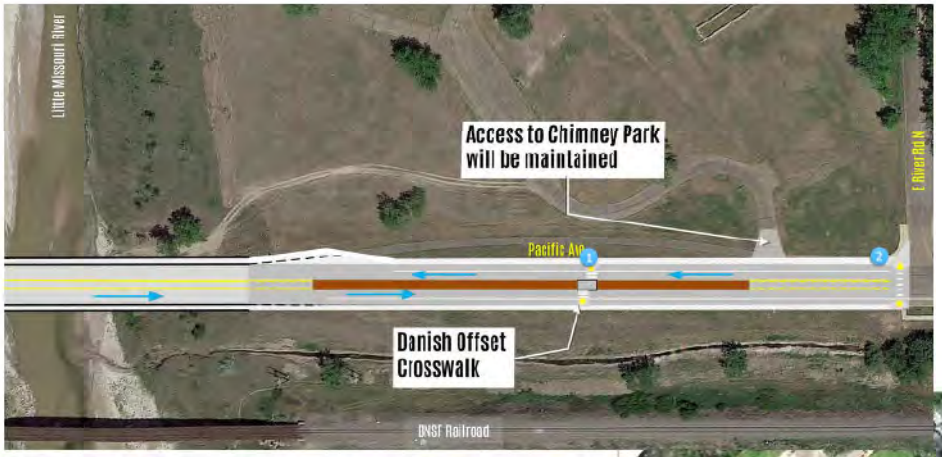
- Impact to BNSF Railroad Property

Note: Roundabout location and orientation to be further refined as part of final design.

PEDESTRIAN CROSSINGS
MODIFIED ALTERNATIVE

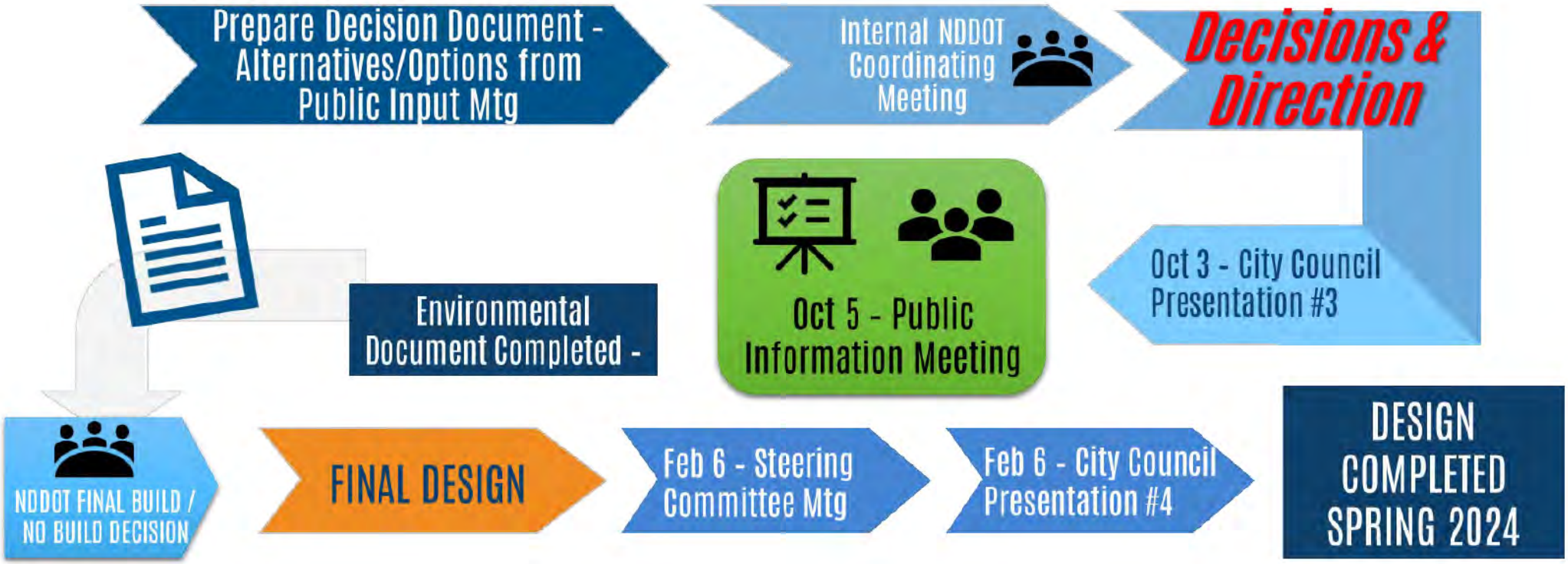
Purpose & Need Compatibility

- PEDESTRIAN IMPROVEMENTS
  - Alternative 1 - No Build
  - Alternative 2, Option 1 – Mid-Block (3) & Corner Pedestrian Crossings (3)
  - Alternative 2, Option 2 – Mid-Block (2) & Corner Pedestrian Crossings (4)
  - Alternative 2, Option 3 – Mid-Block (3) & Corner Pedestrian Crossings (3))
  - Alternative 3 – Mid-Block Danish Offset Crosswalks/Bulb-Outs/Center Raised Median
  - **Modified Pedestrian Alternative - Post City Coordination**



(See adjacent strip map for additional detail)

ENVIRONMENTAL PROCESS



Stormwater and the **Construction Industry**

Protect Natural Features

Bad

Good

- Minimize clearing.
- Minimize the amount of exposed soil.
- Identify and protect areas where existing vegetation, such as trees, will not be disturbed by construction activity.
- Protect streams, stream buffers, wild woodlands, wetlands, or other sensitive areas from any disturbance or construction activity by fencing or otherwise clearly marking these areas.

Construction Phasing

Bad

Good

- Sequence construction activities so that the soil is not exposed for long periods of time.
- Schedule or limit grading to small areas.
- Install key sediment control practices before site grading begins.
- Schedule site stabilization activities, such as landscaping, to be completed immediately after the land has been graded to its final contour.

Vegetative Buffers

Bad

Good

- Protect and install vegetative buffers along waterbodies to slow and filter stormwater runoff.
- Maintain buffers by mowing or replanting periodically to ensure their effectiveness.

Silt Fencing

Bad

Good

- Inspect and maintain silt fences after each rainstorm.
- Make sure the bottom of the silt fence is buried in the ground.
- Securely attach the material to the stakes.
- Don't place silt fences in the middle of a waterway or use them as a check dam.
- Make sure stormwater is not flowing around the silt fence.

Site Stabilization

Bad

Good

- Vegetate, mulch, or otherwise stabilize all exposed areas as soon as land alterations have been completed.

Maintain your BMPs!

www.epa.gov/npdes/menuofbmps

Construction Entrances

Bad

Good

- Remove mud and dirt from the tires of construction vehicles before they enter a paved roadway.
- Properly size entrance BMPs for all anticipated vehicles.
- Make sure that the construction entrance does not become buried in soil.

Slopes

Bad

Good

- Rough grade or terrace slopes.
- Break up long slopes with sediment barriers, or under drain, or divert stormwater away from slopes.

Dirt Stockpiles

Bad

Good

- Cover or seed all dirt stockpiles.

Storm Drain Inlet Protection

Bad

Good

- Use rock or other appropriate material to cover the storm drain inlet to filter out trash and debris.
- Make sure the rock size is appropriate (usually 1 to 2 inches in diameter).
- If you use inlet filters, maintain them regularly.

Stormwater and the **Construction Industry**

Planning and Implementing Erosion and Sediment Control Practices

Developing and Implementing a Plan

1. Site Evaluation and Design Development

- Collect site information
- Develop site plan design
- Prepare pollution prevention site map

2. Assessment

- Measure the site area
- Determine the drainage areas
- Calculate the runoff coefficient

3. Control Selection and Plan Design

- Review and incorporate state or local requirements
- Select erosion and sediment controls
- Select other controls
- Select stormwater management controls
- Indicate the location of controls on the site map
- Prepare an inspection and maintenance plan
- Coordinate controls with construction activity
- Prepare sequence of major activities

4. Certification and Notification

- Certify the Plan
- Submit permit application or notice of intent

Erosion and sedimentation control practices are only as good as their installation and maintenance

5. Implementing and Maintaining a Plan

- Implement controls
- Inspect and maintain controls
- Update/change the Plan
- Report releases of hazardous materials

6. Completing the Project: Final Stabilization and Termination of the Permit

- Final stabilization
- Notice of Termination
- Record retention

Preconstruction Checklist

Implementation Checklist

An ounce of prevention is worth a pound of cure! It's far more efficient and cost-effective to prevent pollution than it is to try to correct problems later. Installing and maintaining simple BMPs and pollution prevention techniques on site can greatly reduce the potential for stormwater pollution and can also save you money!

For more information visit - www.epa.gov/npdes/stormwater or www.dot.nd.gov/divisions/environmental/storm-water/storm-water-management.htm

EPA

NDDOT