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

![Population Projections Chart]

- **Total Population**
  - **2010:** 18,895
  - **2015:** 28,535
  - **2020:** 39,213
  - **2025:** 40,923
  - **2030:** 41,538
  - **2035:** 41,609

- **Temporary Residents**
  - **2010:** 6,335
  - **2015:** 9,491
  - **2020:** 7,824
  - **2025:** 745
  - **2030:** 115
  - **2035:** 0

- **Permanent Residents**
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
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

Legend:
- Interstate
- Principal Arterial
- Proposed Principal Arterial
- Minor Arterial
- Proposed Collector
- Collector
- Conceptual Alternative Routes of Dickinson Bypass
- Heart River
- Dickinson City Limits

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0 0.375 0.75 1.5 Miles
Figure 4-3: Typical Urban Roadway Sections

Principal Arterial - 138'
"Boulevard Width" Varies (6' Minimum)

Minor Arterial - 100'
"Boulevard Width" Varies (6' Minimum)

Collector, Local Commercial, and Local Industrial - 88'
"Boulevard Width" Varies (6' Minimum)

Local - 80'
"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
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