



Williston-Williams County Regional Plan

City of Williston
Williams County
North Dakota Department of
Transportation

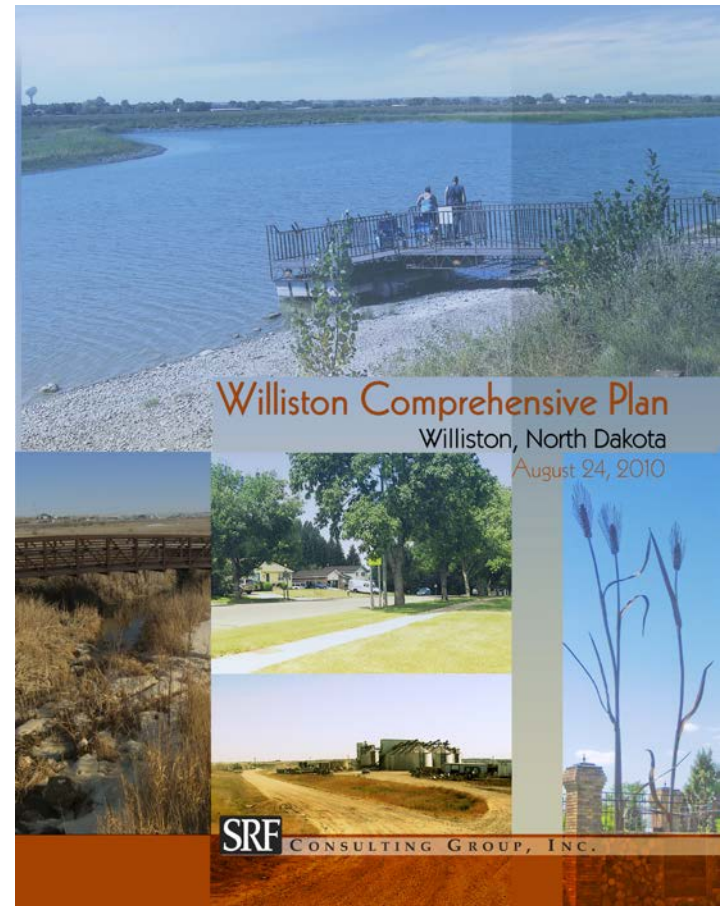
What is this project?

An update to the Williston

- Comprehensive Plan
- Transportation Plan
- With increased county involvement

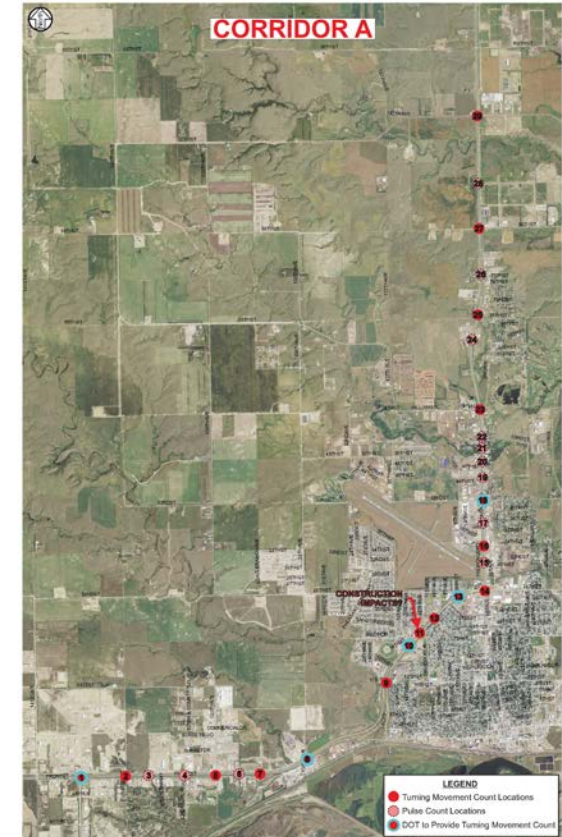
An update to the:

- West Dakota Parkway Corridor Study
- US Highway 2 from Montana Border to 13-Mile Corner
- ND 1804 from US 2 to CR 11
 - Including the corridor through downtown Williston

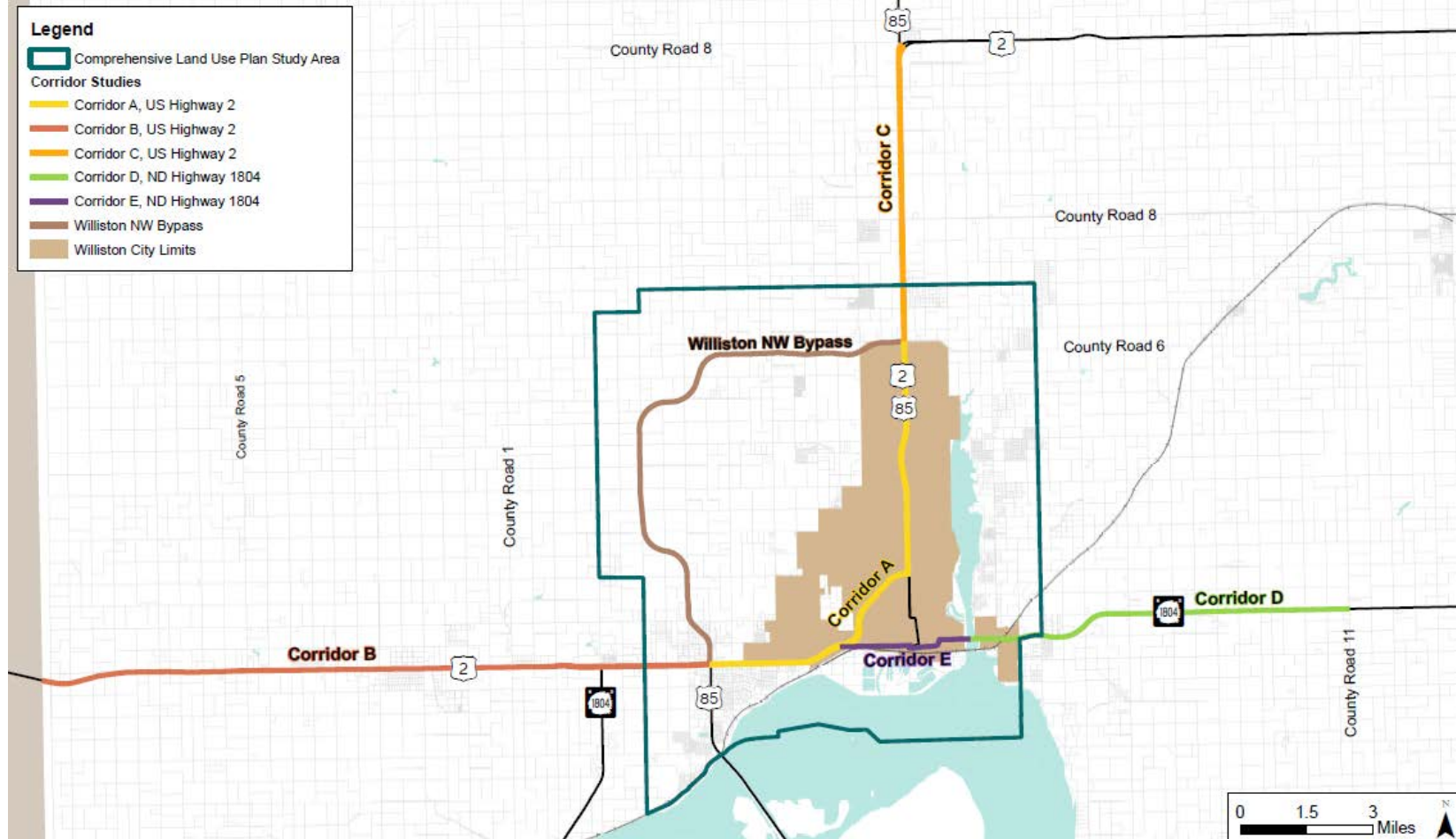


Corridor Study Goals

- Identify and understand key issues
 - Data collection
 - Evaluation
 - Stakeholder/public input
- Refine growth projections
 - Land use, traffic forecasts, transportation system
- Develop project lists and improvement plans
 - Intersection and corridor improvements, access management, land use guidance
- Prioritize Projects
 - Based on need, funding, etc.



Corridor Study Limits



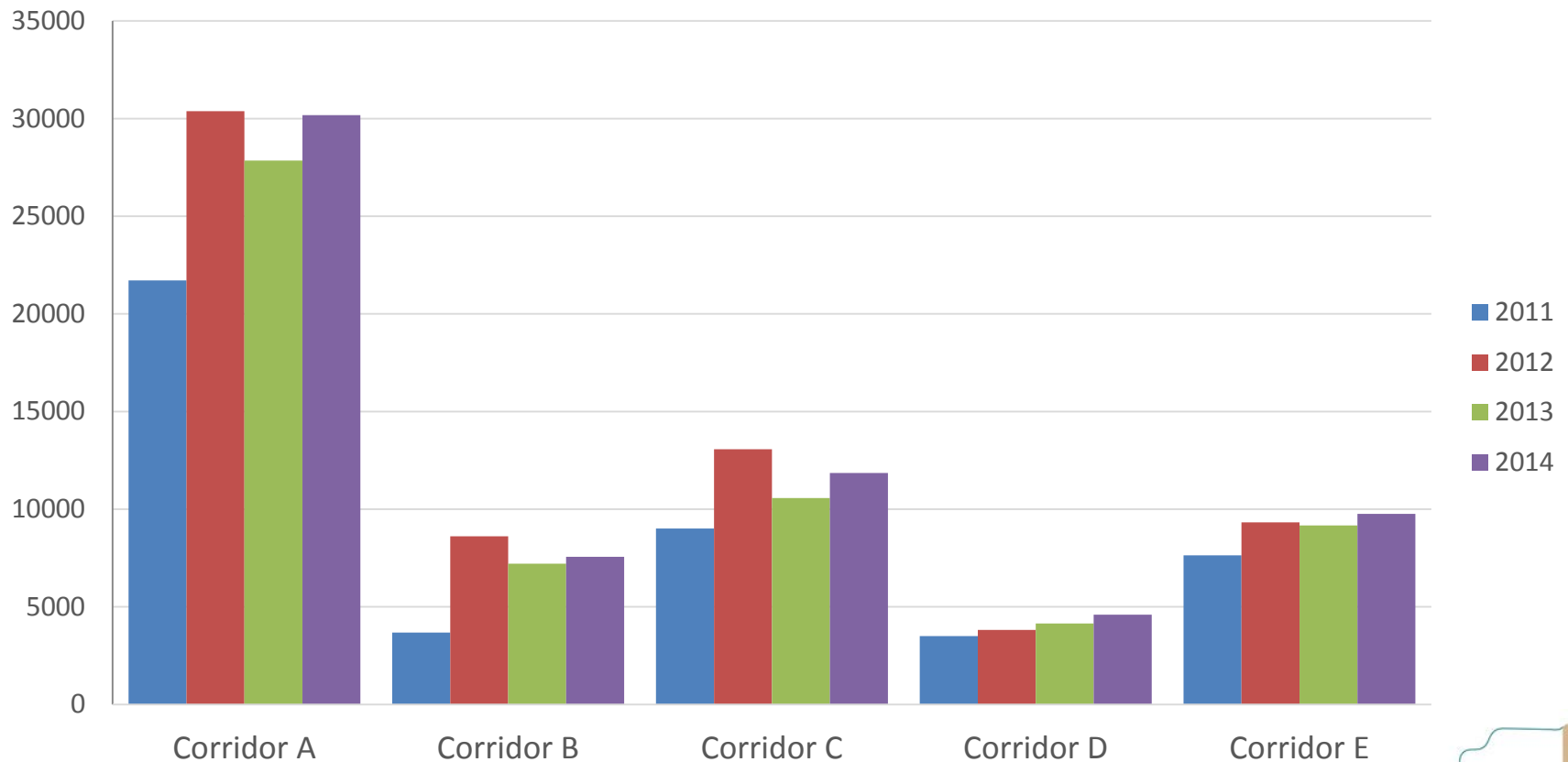
Corridor Data Collection Overview

- Traffic Volumes
 - Average Daily Traffic (ADT) volumes (NDDOT and SRF)
 - Peak hour intersection turning movement counts (NDDOT and SRF)
 - 15-minute peak period intersection/driveway pulse counts (SRF)
 - Vehicle classification counts (NDDOT and SRF)
 - Historical traffic volumes
- Crash History
 - Five (5) years of data provided by NDDOT (2010 thru 2014)
 - Includes crash type, severity, contributing factors, etc.
- Field Observations
 - Access inventory
 - Roadway characteristics (i.e. geometry, speed limits, traffic controls)



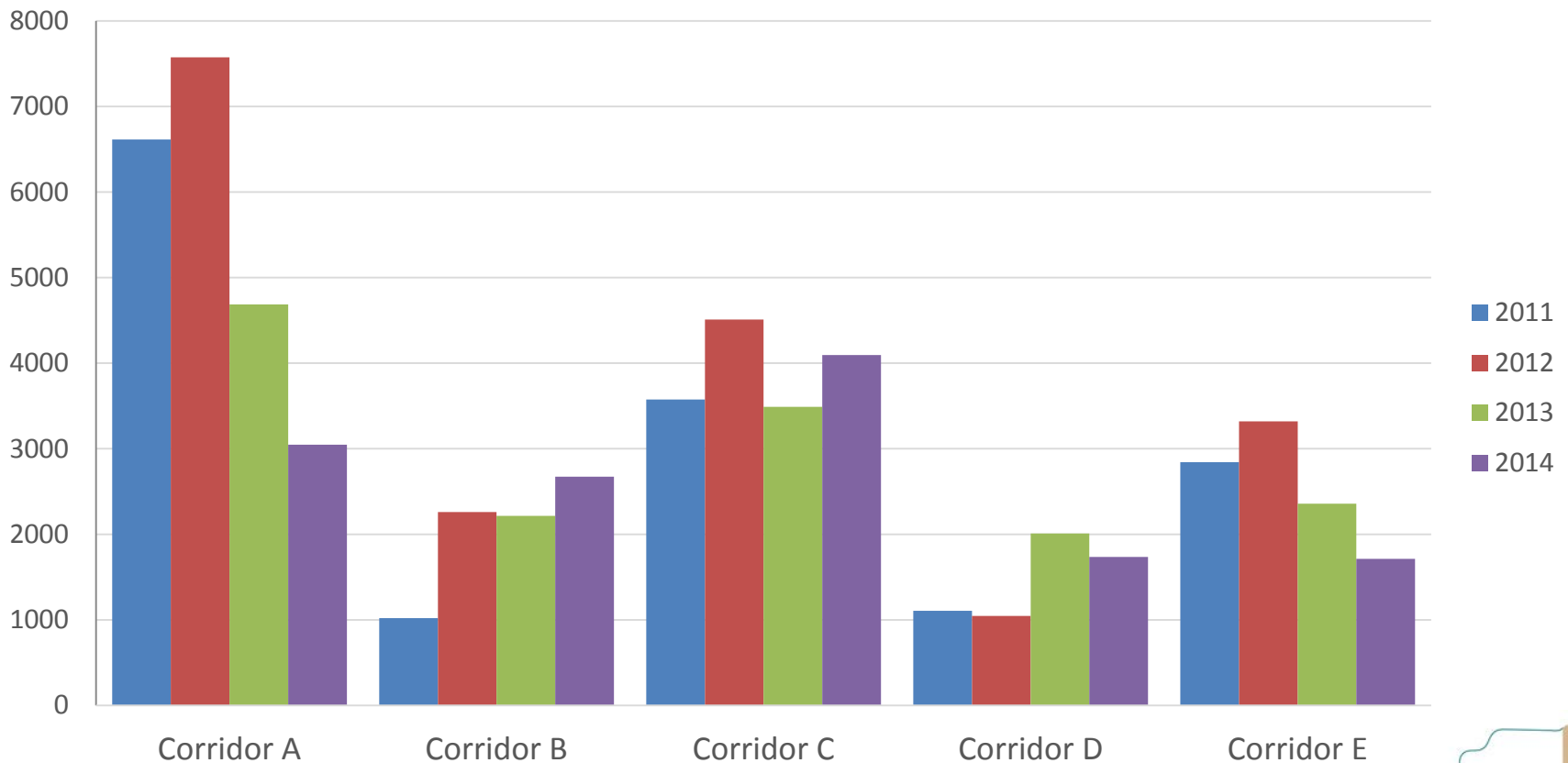
Historical Trend – Traffic Volumes

Volume Trends



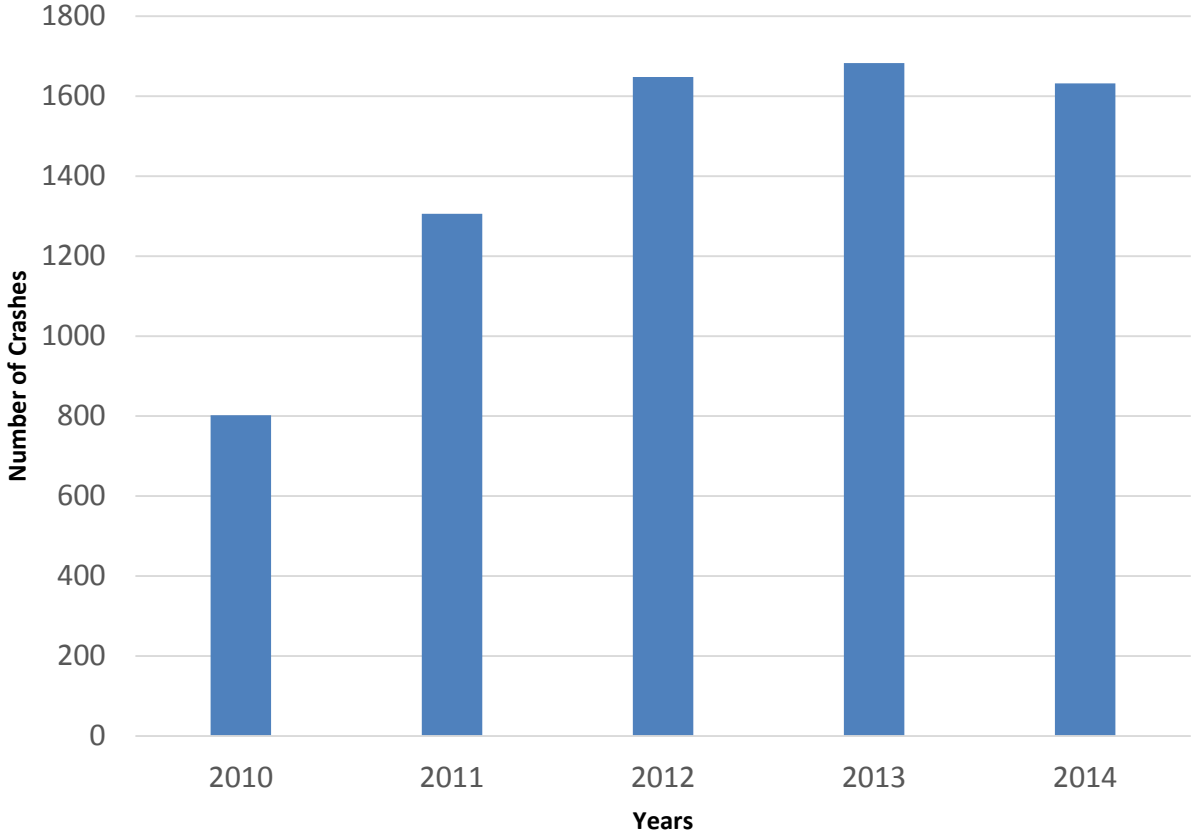
Historical Trend – Truck Volumes

Truck Volume Trends



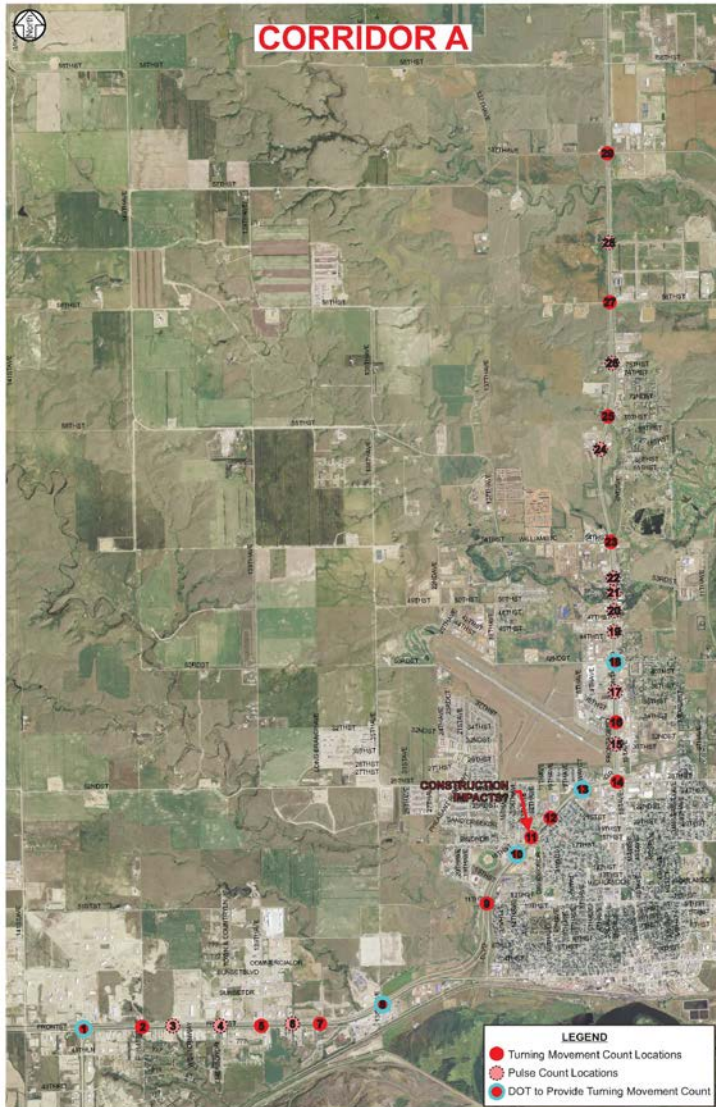
Historical Trend - Crashes

Williams County Crashes



■ Williams County Crashes

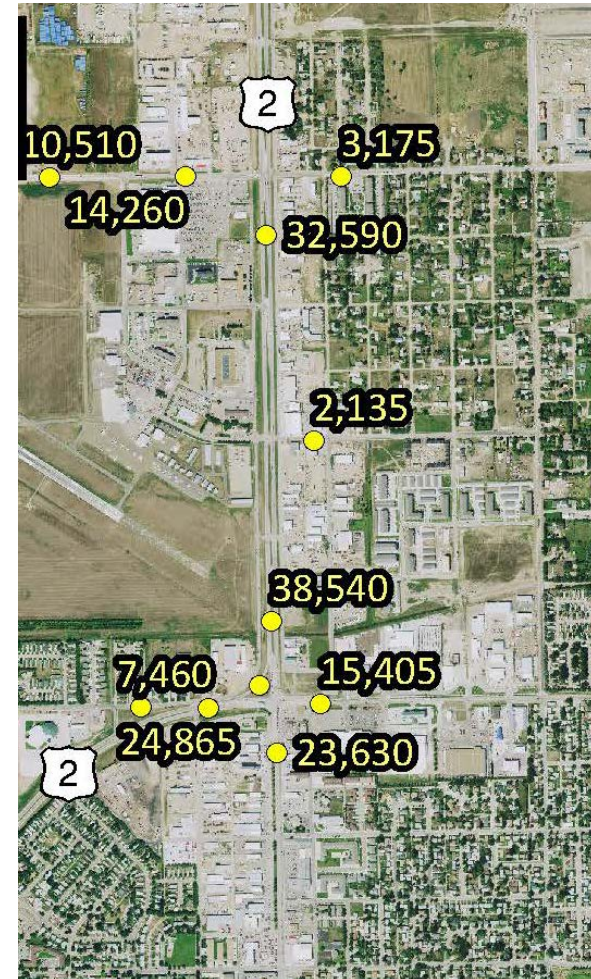
Corridor A - US 2/85



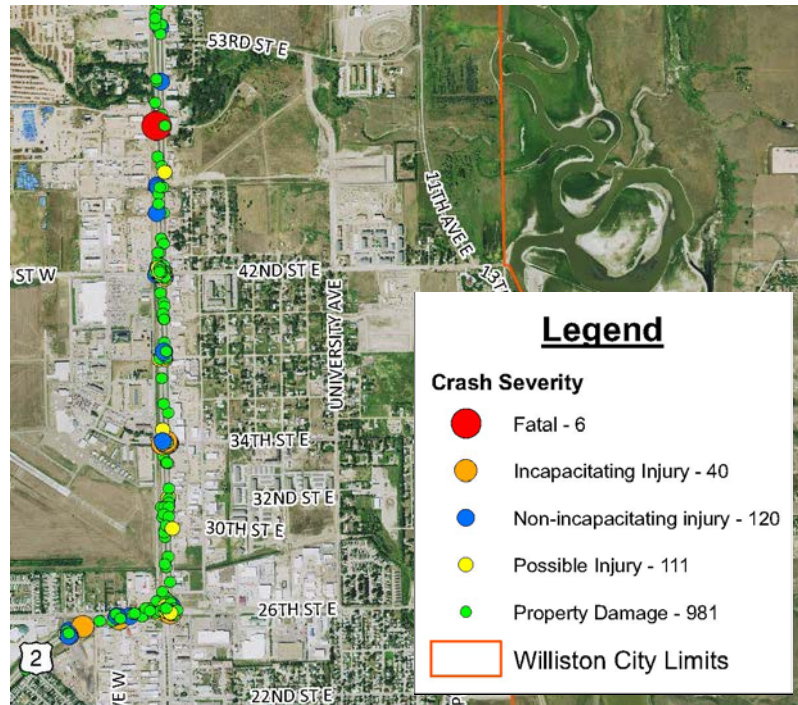
- 4-Mile Corner to Love's Corner (~10.5 miles)
- 4-Lane principal arterial roadway
- Speed limit ranges from 40 to 55 mph
- Urban to urbanizing characteristics
- 30 study intersections
- Significant amount of access

Corridor A – Traffic Volumes

- Daily traffic volumes range from 23,150 vpd to 38,540 vpd
- Busiest segment between 26th Street and 34th Street – 38,540 vpd
- Heavy commercial vehicles range from 7 to 15 percent
- AM/PM peak period travel patterns
- Historical annual growth ranges from 7 to 12 percent since 2011



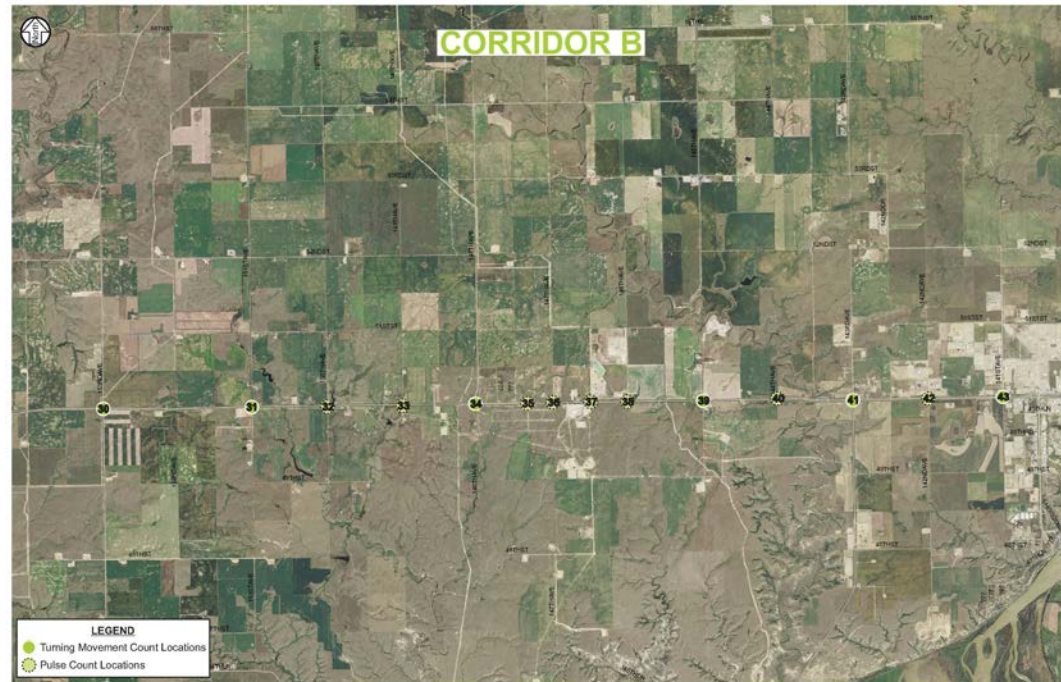
Corridor A – Crash History



- 4-Mile Corner to Love’s Corner (~10.5 miles)
- 1,258 crashes along the corridor between 2010 and 2014
- Six (6) fatalities
 - 2 failure to yield
 - 3 alcohol related
 - 1 speed related
- Access versus mobility is important

Corridor B - US 2/85

- MT state line to 4-Mile Corner (~15 miles)
- 2-lane to 4-lane principal arterial roadway
- Speed limit ranges from 55 to 65 mph
- Rural to urbanizing characteristics
- 14 study intersections
- Access increasing



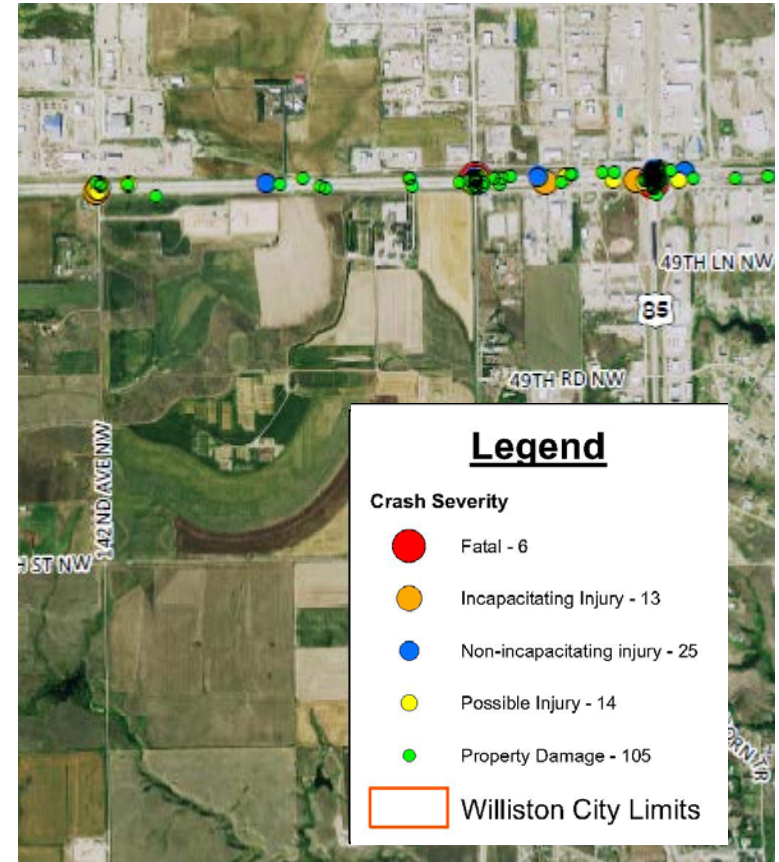
Corridor B – Traffic Volumes



- Daily traffic volumes range from 3,990 vpd to 18,225 vpd
- Busiest segment between County Hwy 4 and 4-mile corner – 18,225 vpd
- Heavy commercial vehicles range from 25 to 30 percent
- AM/PM peak period travel patterns
- Historical annual growth ranges from 3 to 7 percent since 2011

Corridor B – Crash History

- MT state line to 4-Mile Corner (~15 miles)
- 163 crashes along the corridor between 2010 and 2014
- Six (6) fatalities
 - 3 failure to yield
 - 3 alcohol related
- Access versus mobility is important



Corridor C - US 2/85



- Love's Corner to 13-mile Corner (~7 miles)
- 4-Lane principal arterial roadway
- Speed limit ranges from 55 to 70 mph
- Rural to urbanizing characteristics
- 7 study intersections
- Access is limited, but increasing

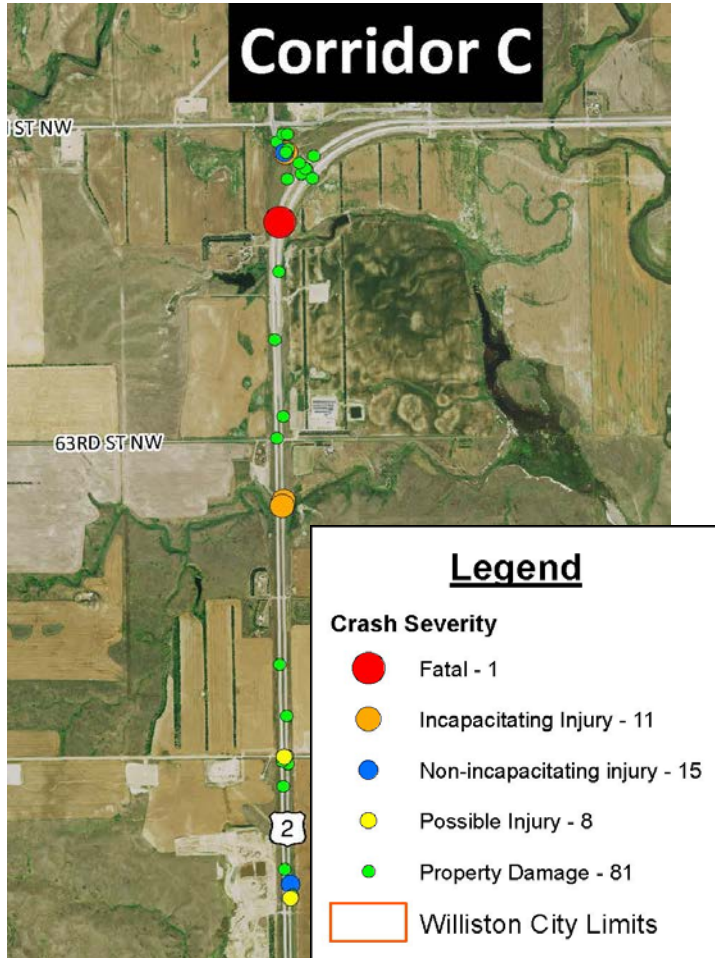
Corridor C – Traffic Volumes

- Daily traffic volumes range from 11,810 vpd to 26,175 vpd
- Busiest segment between 57th Street and 58th Street - 26,175 vpd
- Heavy commercial vehicles - 25 percent
- AM/PM peak period travel patterns
- Historical annual growth - 5 percent since 2011



Corridor C – Crash History

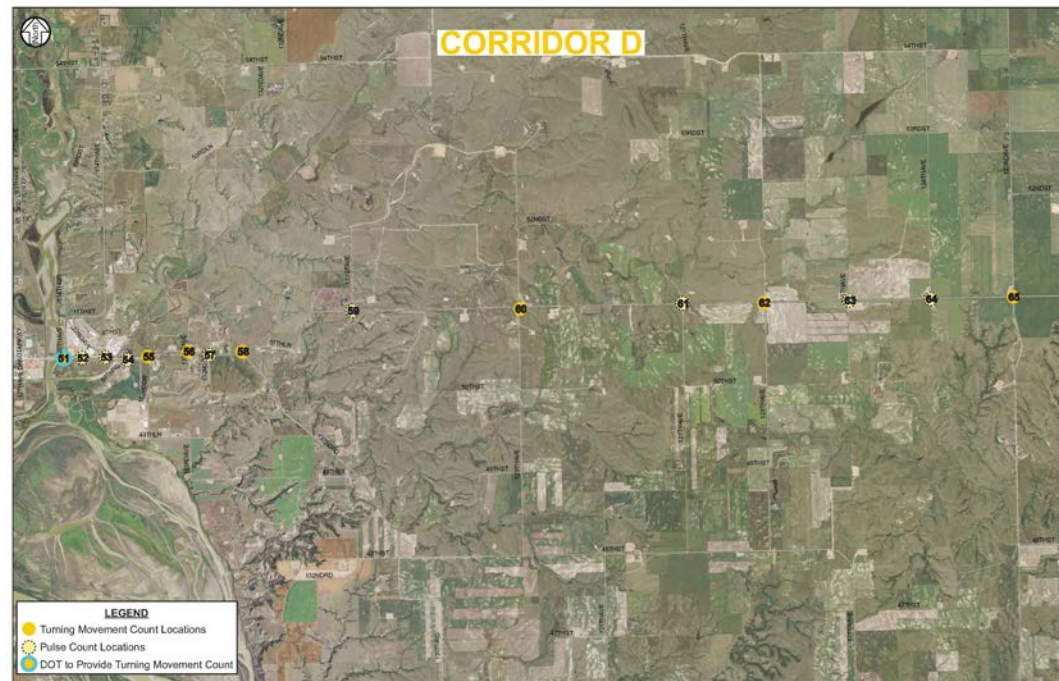
Corridor C



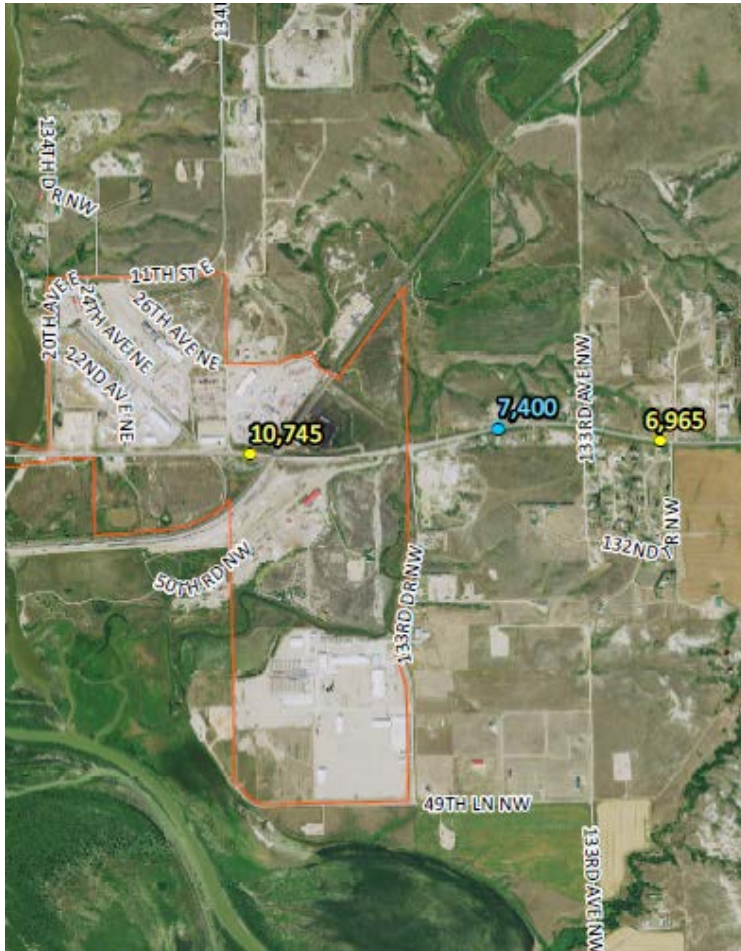
- Loves Corner to 13-mile Corner (~7 miles)
- 116 crashes along the Corridor between 2010 and 2014
- One (1) fatality
 - Alcohol involved
- Maintaining good access spacing is critical

Corridor D – ND Hwy 1804

- County Hwy 9 to County Hwy 42 (~11.5 miles)
- 2-lane to 4-lane principal arterial roadway
- Speed limit ranges from 45 to 65 mph
- Rural to urbanizing characteristics
- 15 study intersections
- Access increasing



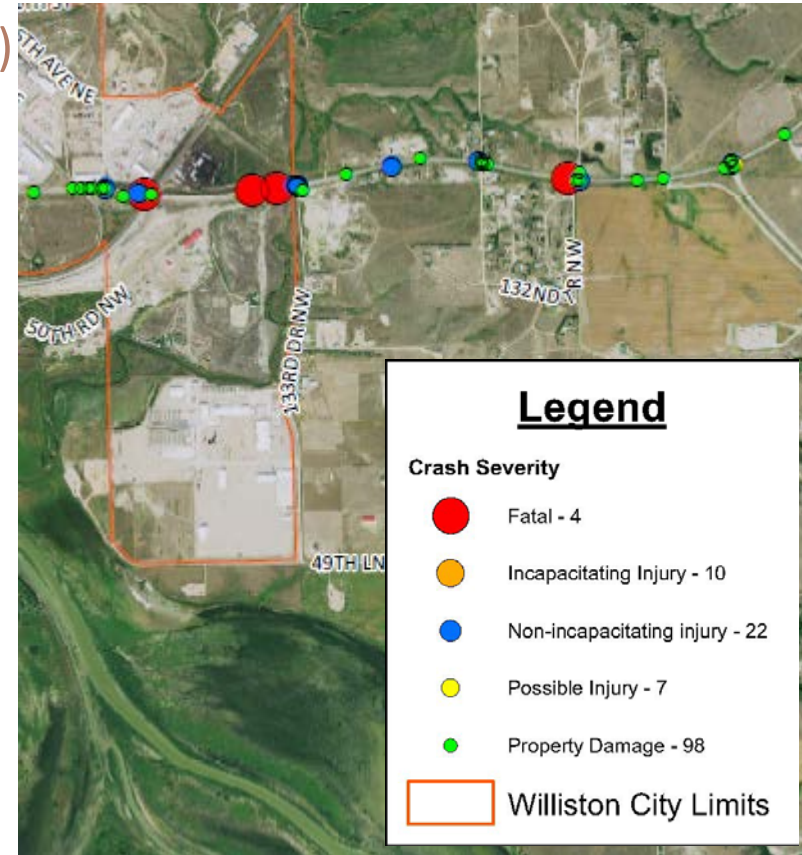
Corridor D – Traffic Volumes



- Daily traffic volumes range from 2,970 vpd to 10,745 vpd
- Busiest segment between County Hwy 9 and 133rd Avenue NW - 10,745 vpd
- Heavy commercial vehicles range from 15 to 25 percent
- AM/PM peak period travel patterns
- Historical annual growth - 7 percent since 2011

Corridor D – Crash History

- County Hwy 9 to County Hwy 42 (~11.5 miles)
- 141 crashes along the corridor between 2010 and 2014
- Four (4) fatalities
 - Alcohol was present in all four
- Access versus mobility is important



Corridor E – ND Hwy 1804

- US 2/85 to County Hwy 9 (~3 miles)
- 2-lane, 3-lane, and 4-lane principal arterial roadway
- Speed limit ranges from 30 to 40 mph
- Urban characteristics
- 35 study intersections
- Significant access



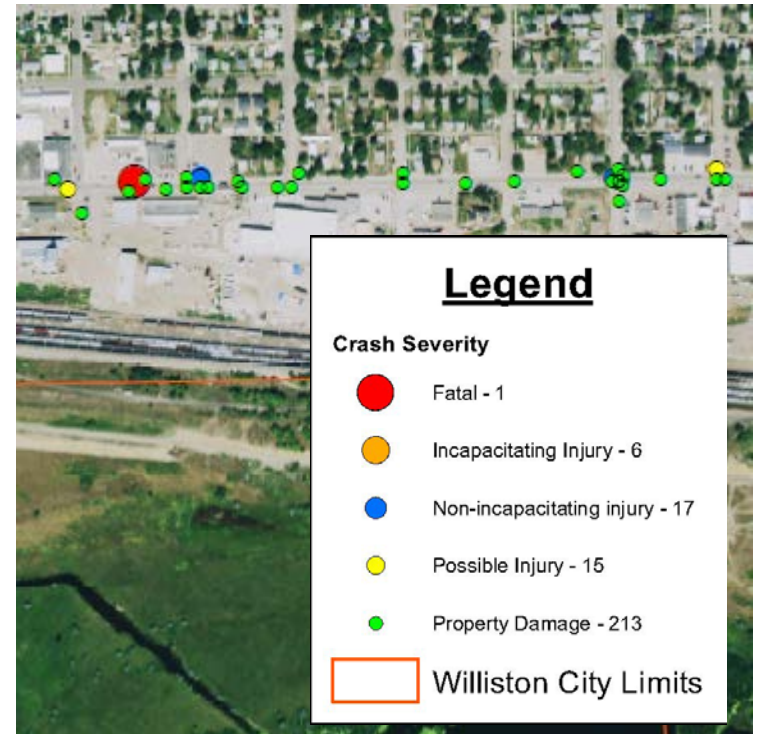
Corridor E – Traffic Volumes



- Daily traffic volumes range from 4,320 vpd to 13,740 vpd
- Busiest segments:
 - E Dakota Parkway to County Hwy 9 - 13,740 vpd
 - US 2/85 to 14th Avenue - 12,790 vpd
- Heavy commercial vehicles range from 2 to 15 percent
- Traditional peak hour patterns
- Historical annual growth ranges from 5 to 9 percent since 2011

Corridor E – Crash History

- US 2/85 to County Hwy 9 (~3 miles)
- 252 crashes along the corridor between 2010 and 2014
- One (1) fatalities
 - Careless driving right-turn into a pedestrian
- Access versus mobility is important



Corridor Study – Next Steps

- Identify and understand key issues
 - Data collection
 - Evaluation
 - Stakeholder/public input
- Refine growth projections and evaluations
 - Land use, traffic forecasts, transportation system
- Develop project lists and improvement plans
 - Intersection and corridor improvements, access management, land use guidance
- Prioritize projects
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We are here ←



Next Steps

- Next Steps:
 - Future public meeting later in 2015 to review findings and recommendations of the plan



Questions?

Contacts

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