



Central Dakota MPO Technical Advisory Committee Meeting

Tuesday, November 12, 2024, at 10:30 AM

Public Works Conference Room 3, Public Works (1025 31st St SE)

Any person needing special accommodation for the meeting is requested to notify the
City Clerk's office at 857-4752.

1. ROLL CALL

2. APPROVAL OF MINUTES

2.1. REVIEW AND APPROVAL OF 10/08/2024 MINUTES

Suggested Motion: I move to approve the minutes of the October 8, 2024 meeting as presented.

3. NEW BUSINESS

3.1. 2050 METROPOLITAN TRANSPORTATION PLAN - CONSULTANT UPDATE

4. OTHER BUSINESS

4.1. NDDOT/FHWA/FTA UPDATE, IF ANY

4.2. OPPORTUNITY FOR PUBLIC COMMENT

5. ADJOURNMENT



Central Dakota MPO Technical Advisory Committee Meeting Minutes

Tuesday, October 8, 2024, at 10:30 AM

Public Works Conference Room 3, Public Works (1025 31st St SE)

1. ROLL CALL

John Van Dyke called the meeting to order at 10:30 AM

Members Present:

Jesse Berg, Doug Diedrichsen, Brian Horinka, Lance Meyer, Dana Larsen, Beth Pietsch, Korby Seward, John Van Dyke, George Palo - Alternate for Wayne Zacher

Members Absent:

Sarah Karhoff

Others Present:

Kristen Sperry (virtual), Stephen Joersz, Renae Tunison (virtual), and Nicole Robinson

2. APPROVAL OF MINUTES

2.1 REVIEW AND APPROVAL OF THE September 10, 2024 MINUTES

Motion to approve the minutes of the September 10, 2024 meeting as presented by Brian Horinka, seconded by Beth Pietsch, and favored by all.

3. OLD BUSINESS

3.1 GENERAL UPDATE – UPWP, PPP

John Van Dyke submitted the 2024 UPWP Amendment and 2025 UPWP to Policy Board, which approved both at the September 19, 2024 meeting. Following approval, Van Dyke submitted them to NDDOT, Federal Highway, and FTA for review. Van Dyke expressed interest in beginning future UPWP discussions in January to begin transitioning into a two-year UPWP.

The public comment period for the Public Participation Plan (PPP) ended on October 5th. The comments received will be summarized and incorporated into the Public Participation Plan (PPP). The PPP will be submitted to Policy Board on October 24th for final adoption.





3.2 CALLS FOR PROJECTS

Van Dyke asked if everyone received a call for projects within the MPA, and a transportation alternatives form. He reiterated that projects should be submitted to him by Monday, November 25 and that once project proposals are received, they flow through TAC to Policy Board for approval before being submitted to NDDOT.

Dana Larsen proposed the intersection of County Road 17 and US 2 & 52 be added to the project list. Lance Meyer gave an update on future projects he has planned. Group discussion ensued around project possibilities.

- I. TRANSPORTATION ALTERNATIVES
- II. FY 2025 URBAN HIGHWAY/RAIL CROSSING SAFETY PROJECT SOLICITATION
- III. NDDOT SOLICITATION FOR 2026-2029 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

3.3 MTP

I. GENERAL UPDATE

1. PUBLIC ENGAGEMENT

Van Dyke reported completing the member jurisdiction tour on Monday, October 7. He gave a presentation to Ward County on October 1st. He clarified that the Burlington public engagement opportunity was originally scheduled to be held at the Burlington Food Pantry, but has been changed to Burlington City Hall.

II. SUBGROUP OPPORTUNITIES

1. GOALS, OBJECTIVES, AND POLICIES REVIEW

Van Dyke explained that the goals, objectives, and policies would be reviewed by 6 different subgroups and asked for volunteers for the subgroups. Brian Horinka volunteered for any subgroups with a transit component. Lance Meyer and Elizabeth Pietsch also offered to be a part. Van Dyke volunteered the new MPO Coordinator to join and will continue to reach out to other individuals.

2. EXISTING CONDITIONS REVIEW

Dana Larsen volunteered for the existing conditions subgroup. Van Dyke recommended Beth Pietsch to also join this group. Horinka volunteered to be a part of this group. Van Dyke will reach out to the Burlington Director to see if he would be interested in joining.

Van Dyke reviewed community contacts with TAC members. Members provided suggestions of companies and organizations to add to the list.





4. NEW BUSINESS
4.1 NDDOT/FHWA/FTA UPDATE, IF ANY

George Palo reported hiring an MPO Coordinator who will start mid-October and begin attending TAC Meetings in November. Kristen Sperry reported some DOT (FHWA) staffing shortages. She said, they are in the process of hiring a Deputy Division Administrator, a Team Lead for the Engineering Section, and potentially a Bridge Engineer.

5. OTHER BUSINESS, IF ANY

6. "OPPORTUNITY FOR PUBLIC COMMENT"

None

7. ADJOURN

Van Dyke asked for a motion to adjourn the meeting. So moved by Beth Pietsch, seconded by Jesse Berg, and passed unanimously. Meeting adjourned at 11:19 AM.





Central Dakota Metropolitan Planning Organization

2050 Metropolitan Transportation Plan

Technical Advisory Committee Meeting

November 12, 2024

Agenda

1. Public Engagement Update
 - a. Open House Summary and Survey Results
 - b. *Discussion Questions*
 - i. Do you think the public feedback to date reflects your community's transportation needs?
 - ii. What themes are surprising? What themes are not surprising?
 - iii. What area(s) would you like more public input on?
2. Draft Existing Conditions Memo
 - a. Key Findings
 - b. Transit Information
 - c. Additional Safety and System Network Information
 - d. *Discussion Questions*
 - i. What are the transit service or policy needs for your community?
 - ii. What else should we know about the role or long-range vision for transit in your community?
 - iii. Do you see any incorrect or incomplete data related to your community?
 - iv. Are we missing any key regional transportation data or information?
 - v. What transportation trends are emerging from this report that are important to your community?
 - e. Request: Please review and provide feedback on the draft memo by Tuesday, November 19th
3. Financial Plan Update
 - a. Schedule and Next Steps
4. Future Network Conditions Update
 - a. Socioeconomic Data Allocation
 - b. Travel Demand Model Process and Next Steps
5. Issues Identification Preview
 - a. Preview of Technical Analysis Areas
 - b. Priority Areas



- c. *Discussion Questions*
 - i. What most interests you about the issues identification analysis phase?
 - ii. What areas of the issues identification analysis are priorities for your community?
- 6. Next Steps
 - a. Upcoming Work Items
 - b. Next TAC Meeting Presentation and Discussion Tuesday, February 11, 2025



November 12, 2024

Technical Advisory Committee Meeting



Today's Topics

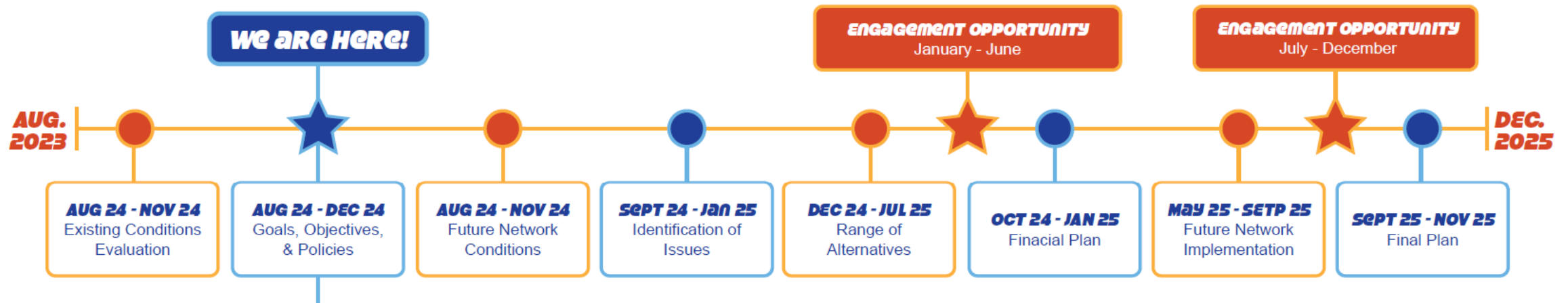
1. Public Engagement Update
2. Draft Existing Conditions Memo
3. Financial Plan Update
4. Future Network Conditions Update
5. Issues Identification Preview
6. Next Steps



HOW WILL MY COMMUNITY BENEFIT FROM THE MPO?

- Bringing together local, state, and federal stakeholders to develop short and long-term transportation plans and programs
- Prioritize transportation projects through enhanced planning processes towards efficient, effective, and fiscally responsible transportation solutions
- Dedicated federal transportation planning funding to complete plans and studies

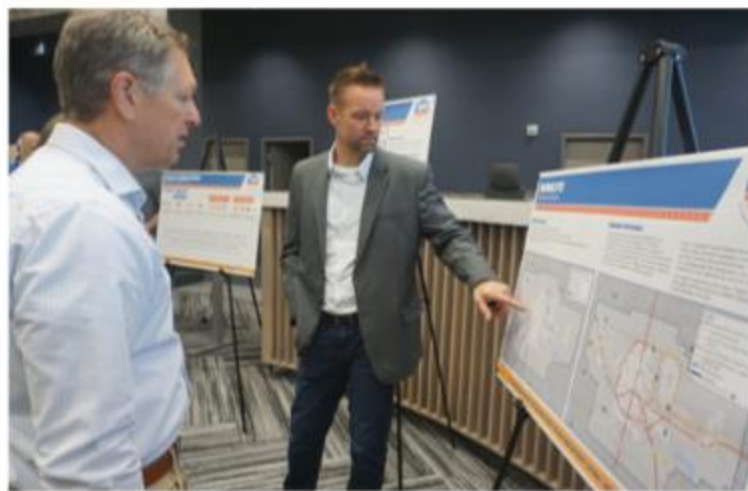
PROJECT TIMELINE:



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Public Engagement Update

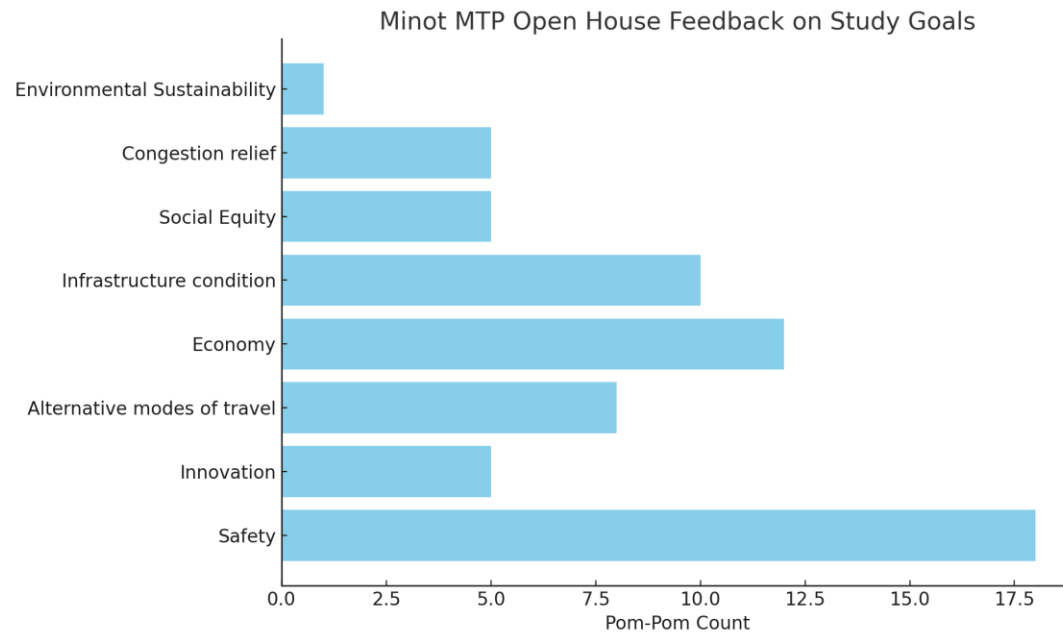
Open House Summary



3 OPEN HOUSES:
Minot City Hall
Surrey Senior Center
Burlington City Hall

Key Conversations:
Kyle Erickson – NDCPD
Corey Berger – Surrey Public Works
Mark Lyman – Minot Chamber EDC

Open House Summary – Project Goals Activity

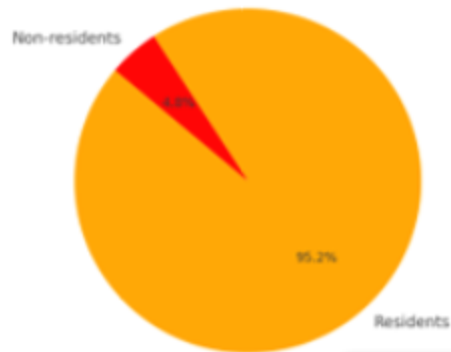


Key Findings:

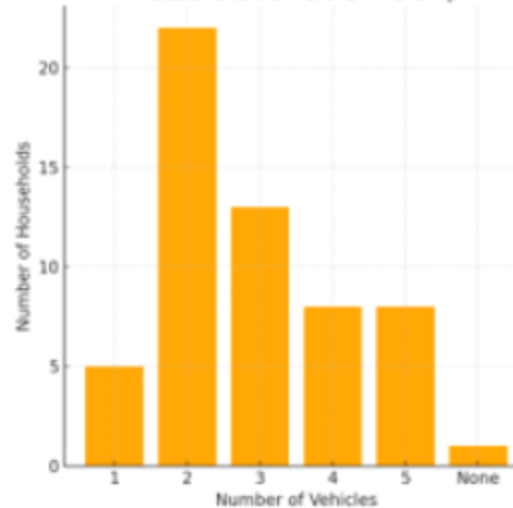
- **Overall:** 1. Safety, 2. Economy, 3. Infrastructure Condition
- **Surrey:**
 - Economy was highest rated
- **Discussions:**
 - Conversation with Corey and Kim about rail as economy while also impacting safety

Open House Summary – Survey Results

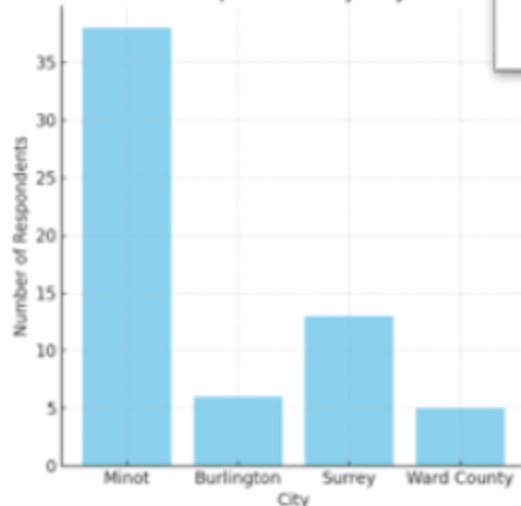
Residency of Respondents



Household Vehicle Ownership



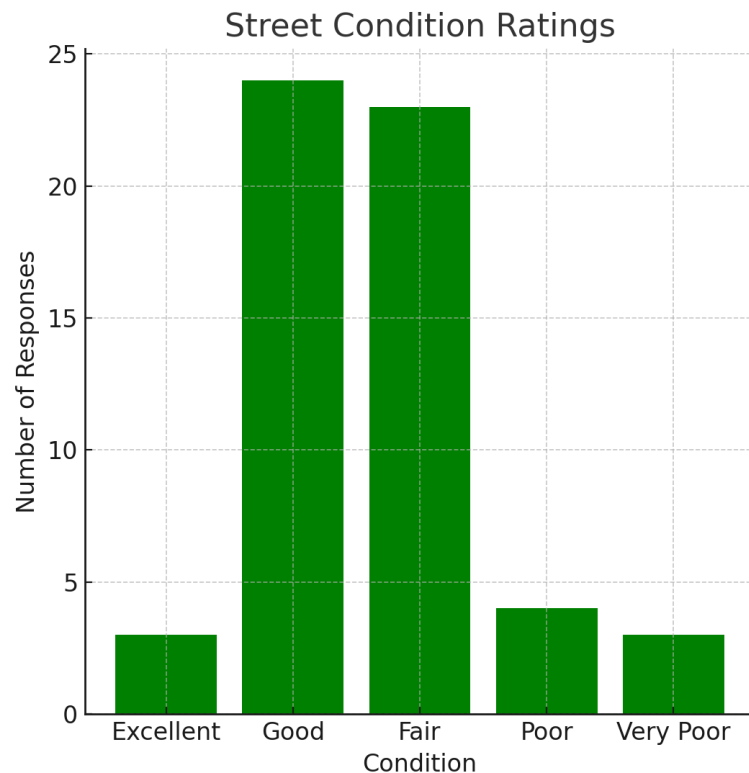
Respondents by City



Demographics and Background

- Majority of respondents (60) live in the area, primarily in Minot, with smaller numbers from Burlington and Surrey.
- Most have lived in the area for over 20 years.
- Household vehicle ownership is high, with most having 2 or more vehicles.
- The dominant transportation mode is driving alone (49 respondents), while public transit usage is minimal.

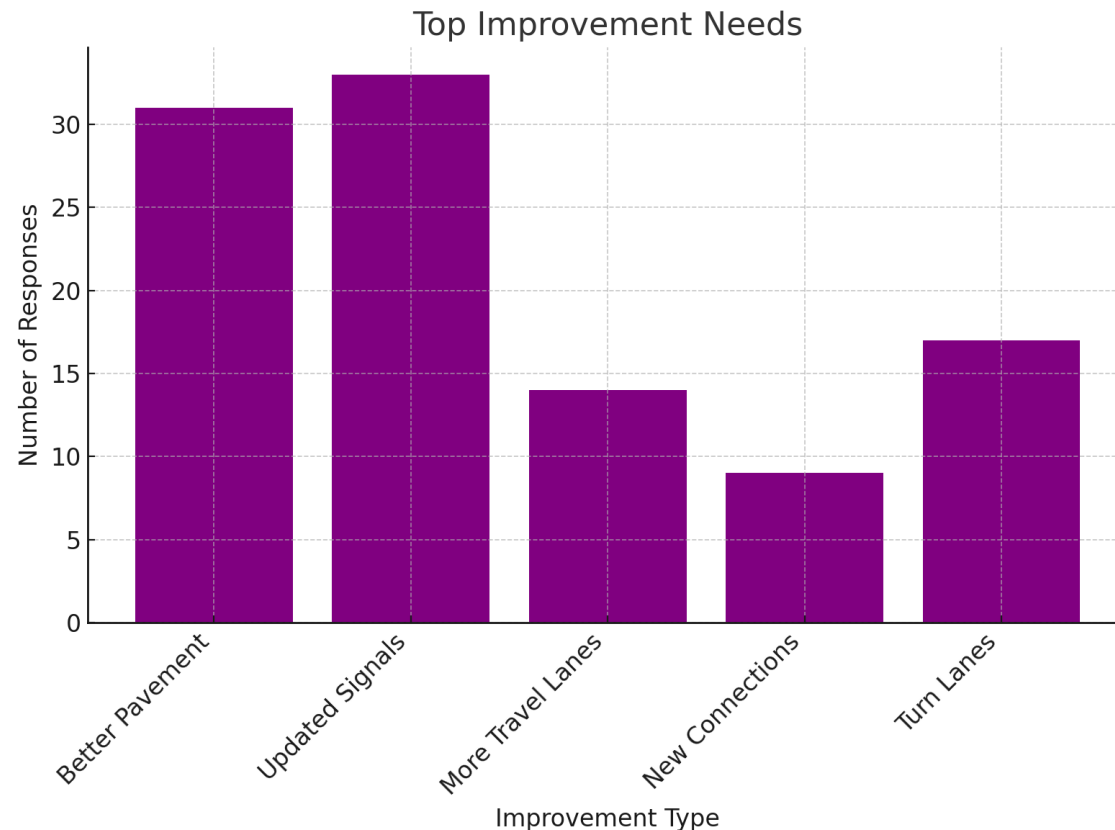
Open House Summary – Survey Results



Transportation and Street Conditions

- Most respondents rate the overall condition of streets as "Good" or "Fair," with only a few rating it as "Excellent" or "Very Poor."
- Similar ratings were given for the efficiency and reliability of the street network.
- Key safety concerns include distracted driving, intersections, street conditions, and limited pedestrian/bicycle infrastructure.
- Top improvement needs are better pavement conditions, updated traffic signal timings, and additional turn lanes.

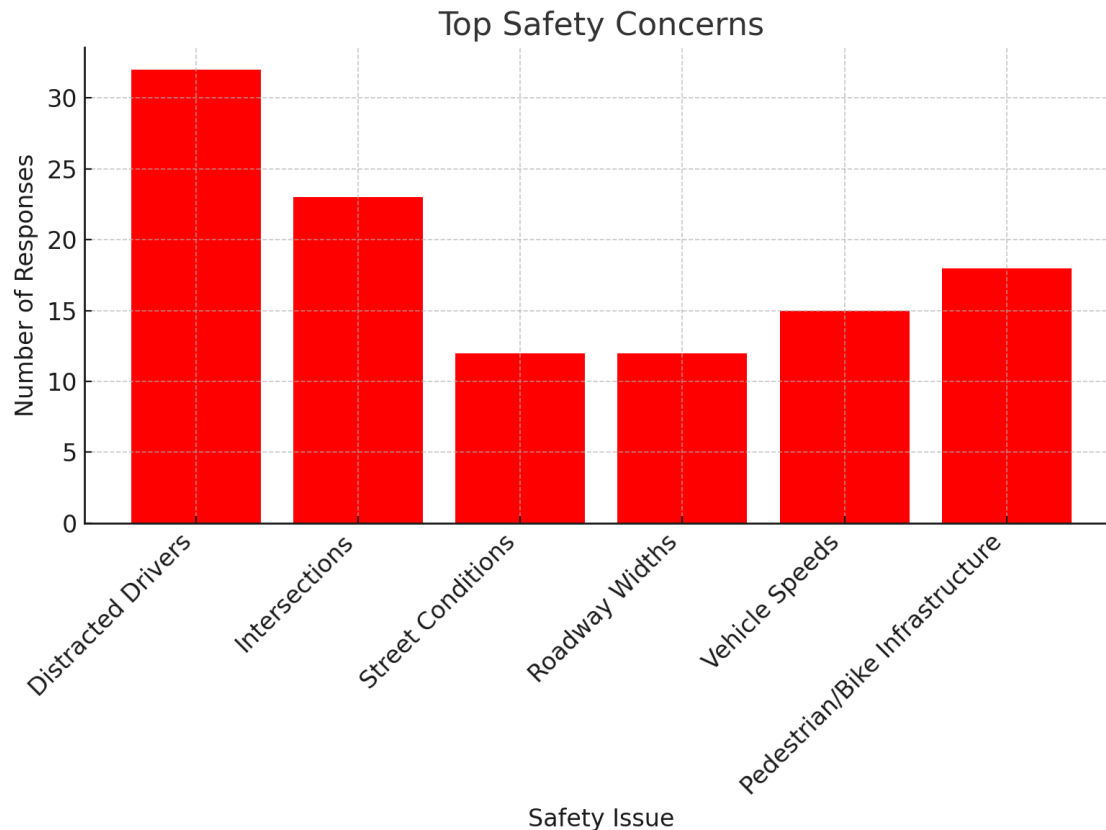
Open House Summary – Survey Results



Top Improvement Needs

- **Key Priorities:** Better pavement conditions (31 responses) and updated traffic signals (33 responses).
- **Additional Needs:**
 - More travel lanes to accommodate traffic.
 - Improved turn lanes for smoother navigation.
 - New street connections to enhance connectivity.

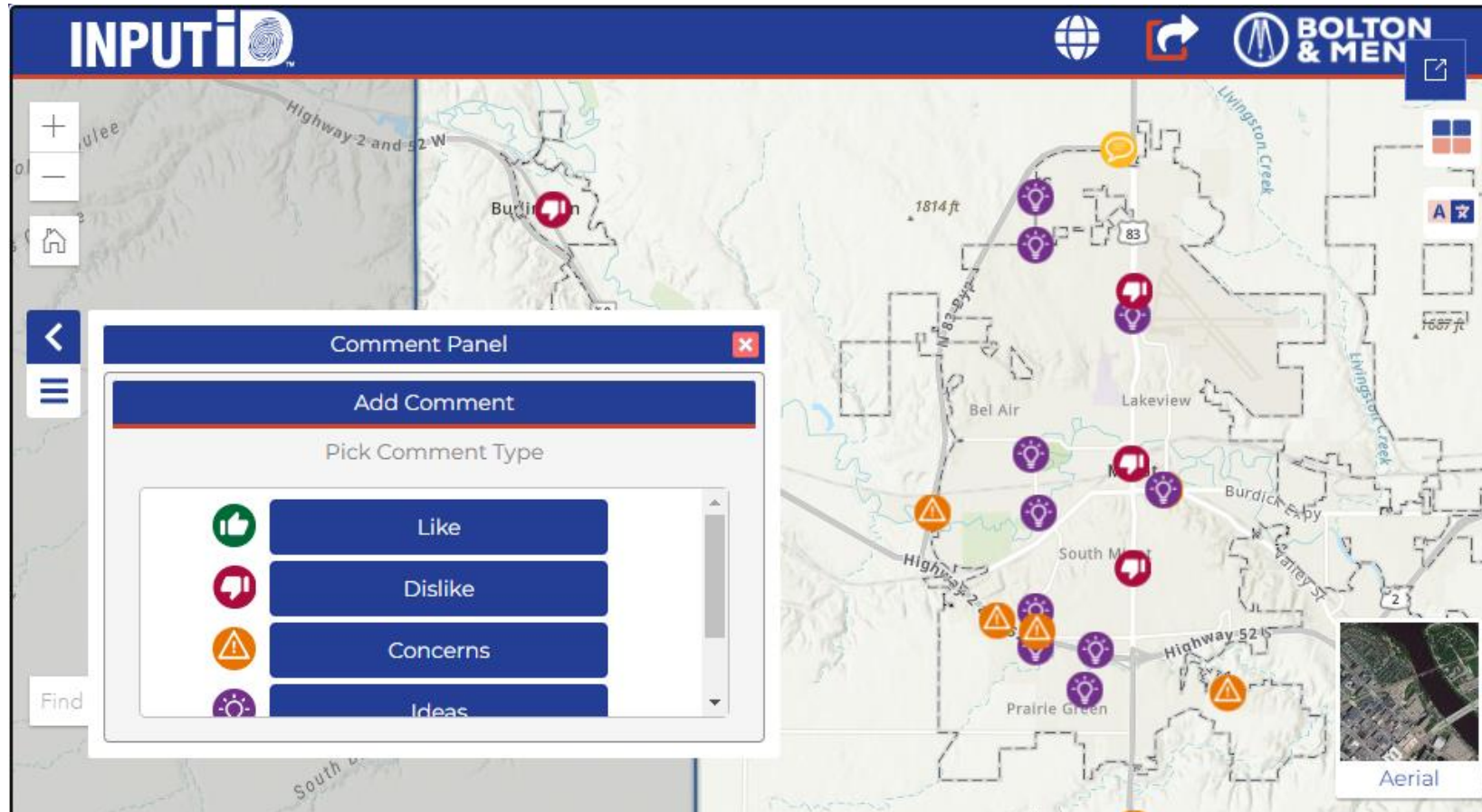
Open House Summary – Survey Results



Top Safety Concerns

- **Leading Concerns:**
 - Distracted driving and intersection safety.
- **Other Issues:**
 - Vehicle speeds, limited pedestrian/bike infrastructure.
 - Street conditions and narrow roadway widths.

INPUTiD Summary



INPUTiD Summary – Bike & Ped Infrastructure

- Extend shared-use paths for pedestrians/bicyclists.
- Add crosswalks and address sidewalk gaps.
- Improve pedestrian safety with overpasses.
- Beautify areas with landscaping and native plants.
- Ensure proper sidewalk connectivity across intersections.

INPUTiD Summary – Traffic Flow and Roadway

- Redesign Broadway north of 21st Ave NW.
- Replace roundabouts with four-way stops in select areas.
- Add left-turn lanes at key intersections.
- Revert some roads to four lanes.
- Correct misaligned or misplaced street signs.

INPUTiD Summary – Safety & Connectivity

- Install flashing lights at accident-prone intersections.
- Improve safety at busy, dangerous crossings.
- Add bus stops at food banks and churches.
- Address pedestrian and vehicle access concerns at intersections.

Focus Groups – Game Plan and Convo

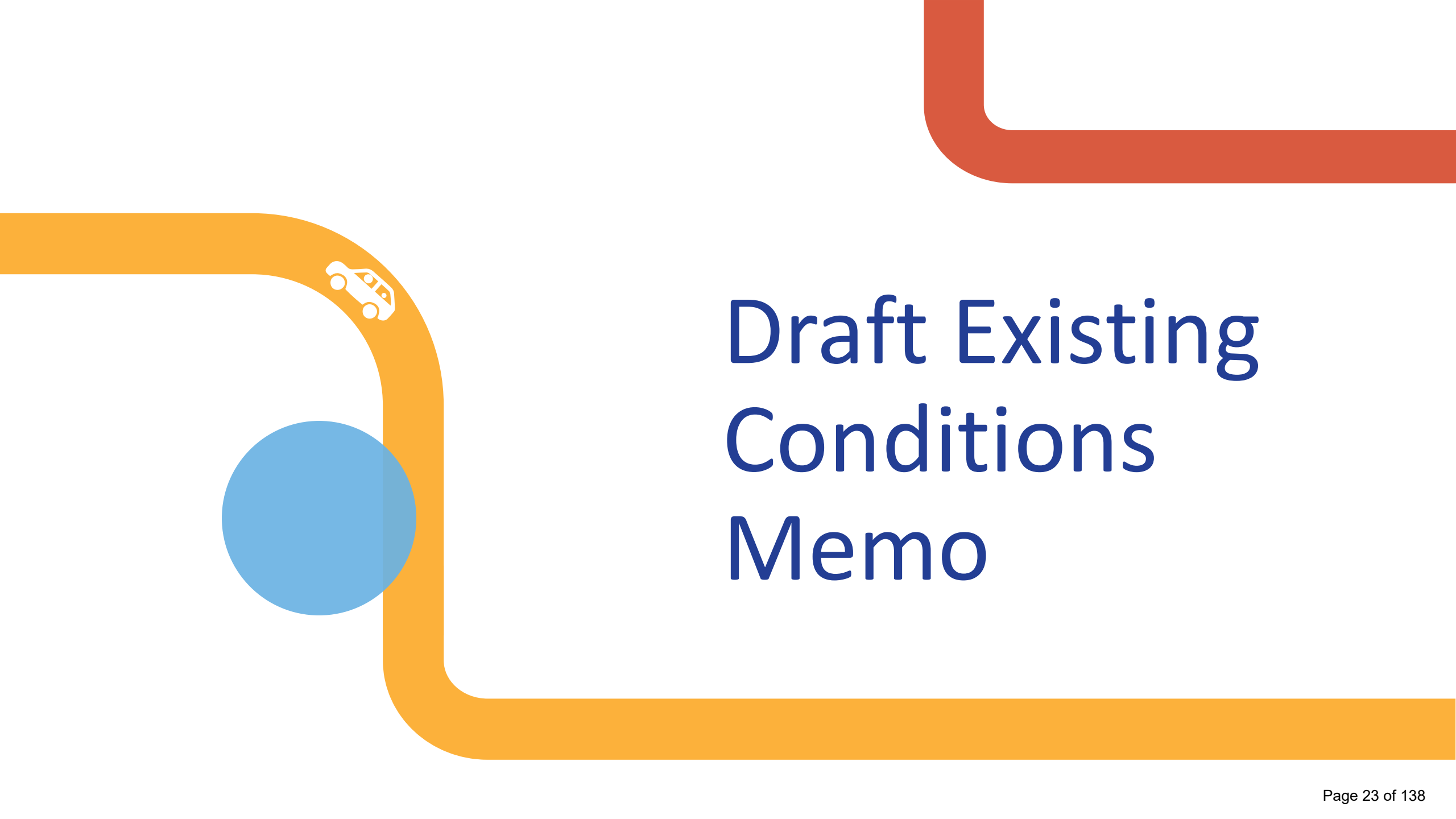
Listening Sessions Planned for December

- Community Based Organizations: 38
- Businesses: 17
- Freight/Trucking: 10
- Emergency Services: 12
- Underserved Populations: 15
- Employers: 36
- Educational Institutions: 6

Discussion

1. Do you think the public feedback to date reflects your community's transportation needs?
2. What themes are surprising? What themes are not surprising?
3. What area(s) would you like more public input on?



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Draft Existing Conditions Memo

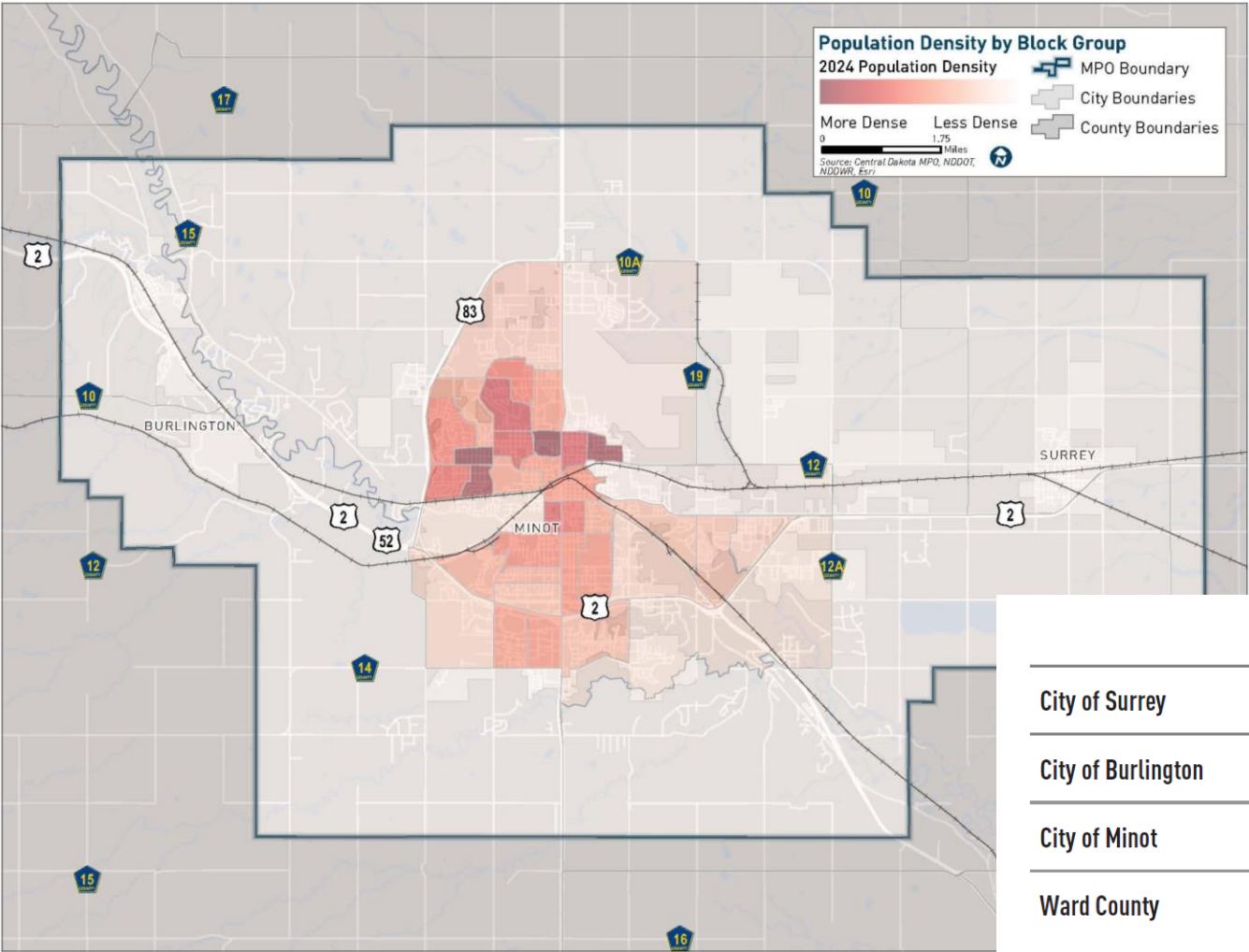
Key Findings from Previous Plan Review

- 2040 Minot Comprehensive Plan (2023)
 - Promoting development patterns and transportation infrastructure that support access and connectivity for all modes.
- Minot Broadway Corridor Study (2021)
 - Need for safety improvements, enhanced intersection operations, and connected walking and biking facilities.
- Minot 2013 Comprehensive (Transit) System Analysis (2013)
 - Integration of public transit with other modes, particularly pedestrian connections.

Key Findings from Previous Plan Review

- Ward County Future Forward Transportation Plan
 - Coordinate transportation services with rural areas near the Urban Area.
 - Address conflicts and crashes between vehicles and bicyclists/pedestrians.
- Ward County Southwest and Southeast Connector Corridor Study
 - Analysis of potential limited access connector route between US Hwy 2/52 west of Minot to US Hwy 52 east of Minot.
- NDDOT State Freight & Rail Plan (2023)
 - Reduce the number and severity of crashes at highway-rail grade crossings by reducing crossing defects.
 - Provide consistent and reliable highway travel times.

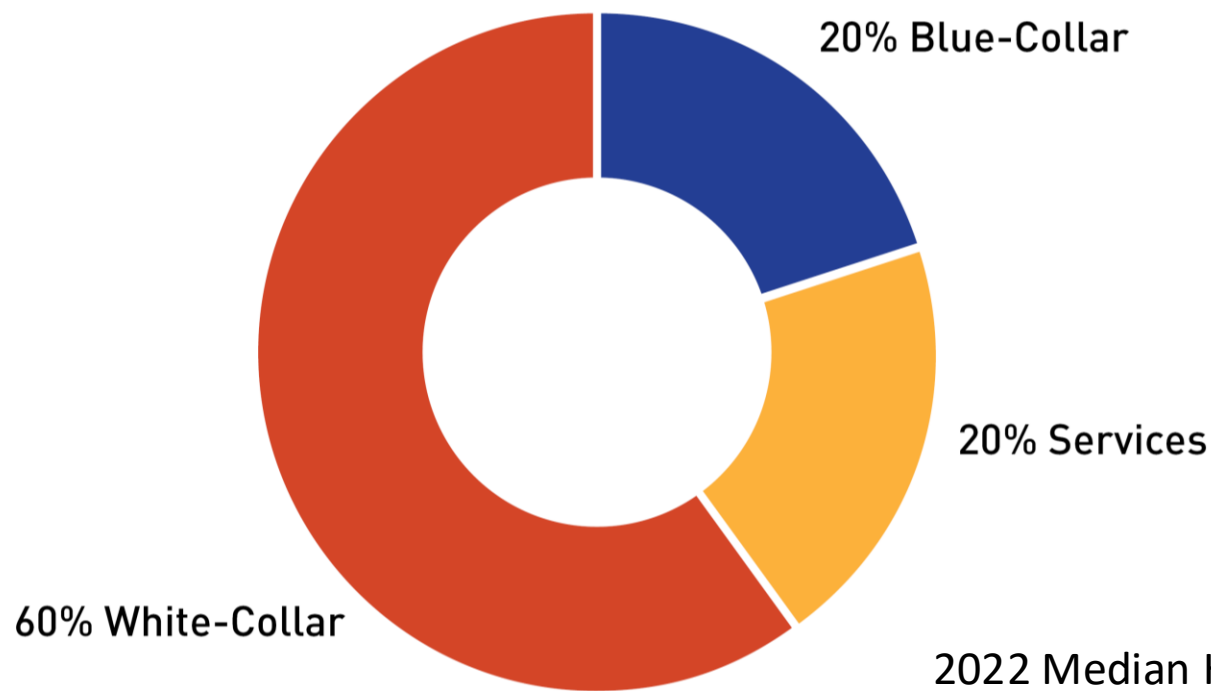
Population Density



- Higher density in NW Minot
- Minot State University

	2000 Census Population	2010 Census Population	2020 Census Population
City of Surrey	915	934	1,357
City of Burlington	1,096	1,060	1,291
City of Minot	36,580	40,888	48,377
Ward County	58,795	61,675	69,919

Income and Employment



- Median Income is approx. \$80,000
- 22% of households earn between \$100,000 and \$149,999 per year

2022 Median Household Income

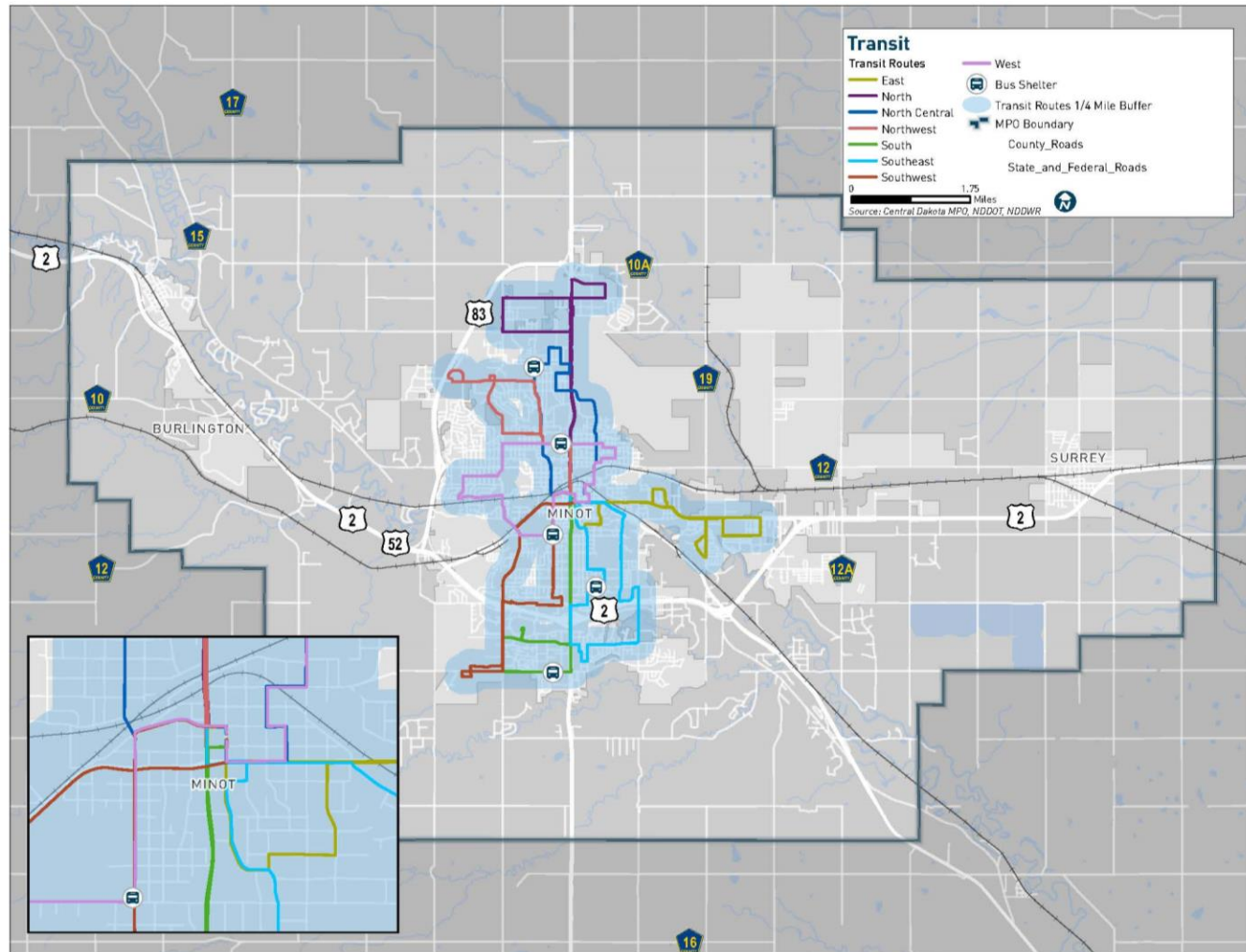
City of Surrey ¹⁰	City of Burlington ¹¹	City of Minot ¹²	Ward County ¹³	MPO Boundary ¹⁴
\$100,104	\$87,417	\$75,545	\$72,370	\$79,602

Travel by Mode

	City of Surrey	City of Burlington	City of Minot	Ward County	MPO Boundary
Drive Alone	89%	85%	81%	81%	82%
Carpool	7%	12%	11%	11%	11%
Walk to Work	0%	0%	2%	2%	1%
Bike to Work	0%	0%	0%	0%	0.5%
Took Public Transportation	0%	0%	0%	0%	0.5%

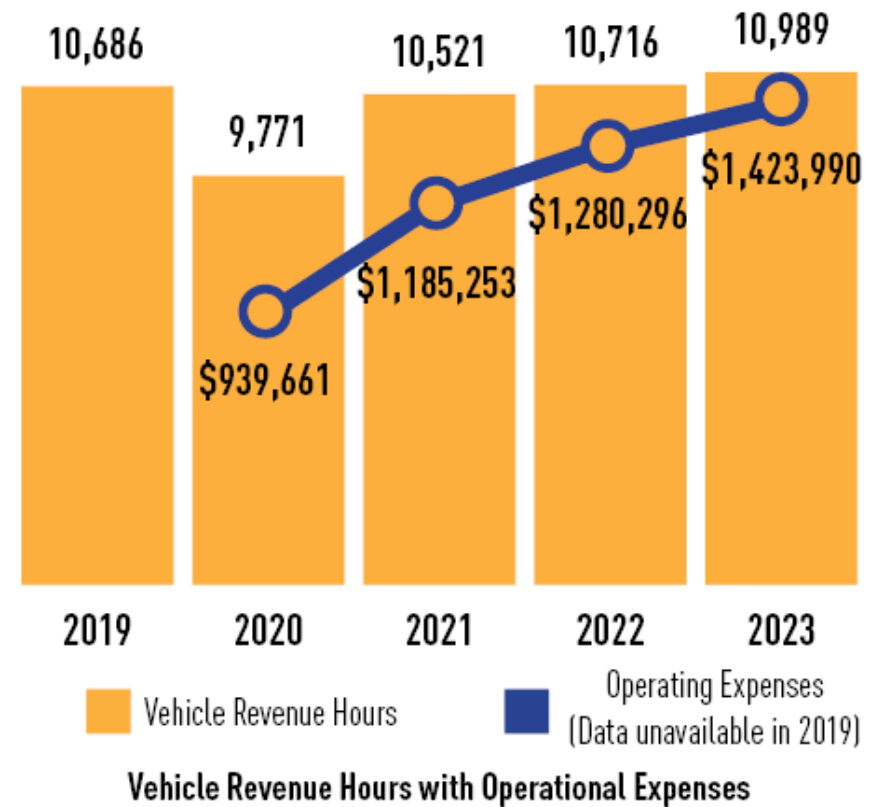
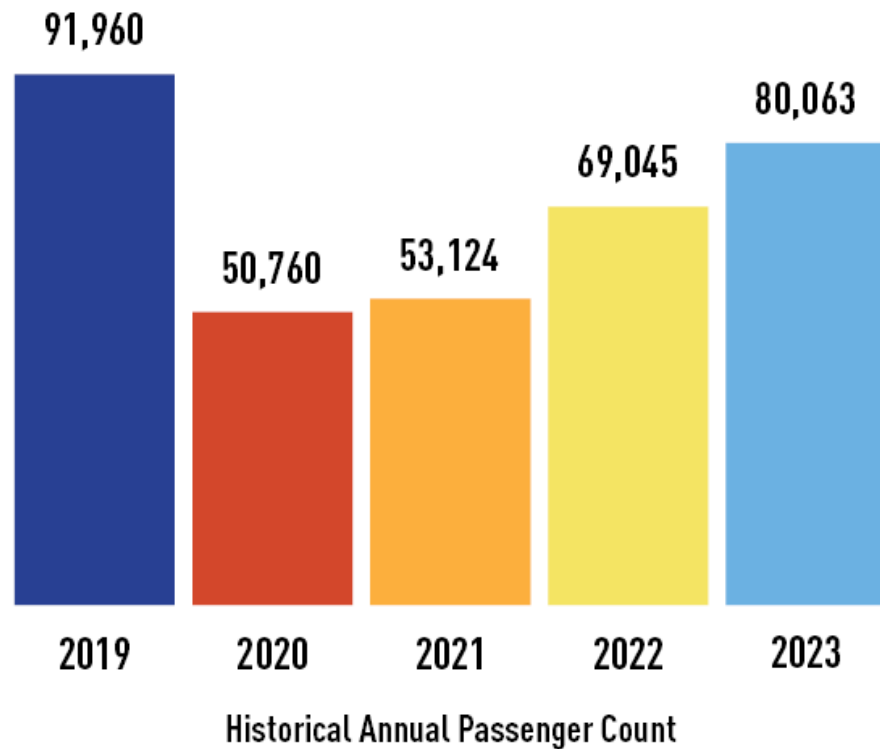
- 66% of commuters travel <19 minutes each way (by car)
- 7% of commuters travel 60+ minutes each way (by car)

Transit – Fixed Route



- Hub-and-Spoke service with 8 routes
- Majority of residents live within ¼ mile of a route
- One hour frequency, weekdays from 7am to 7pm

Transit – Fixed Route

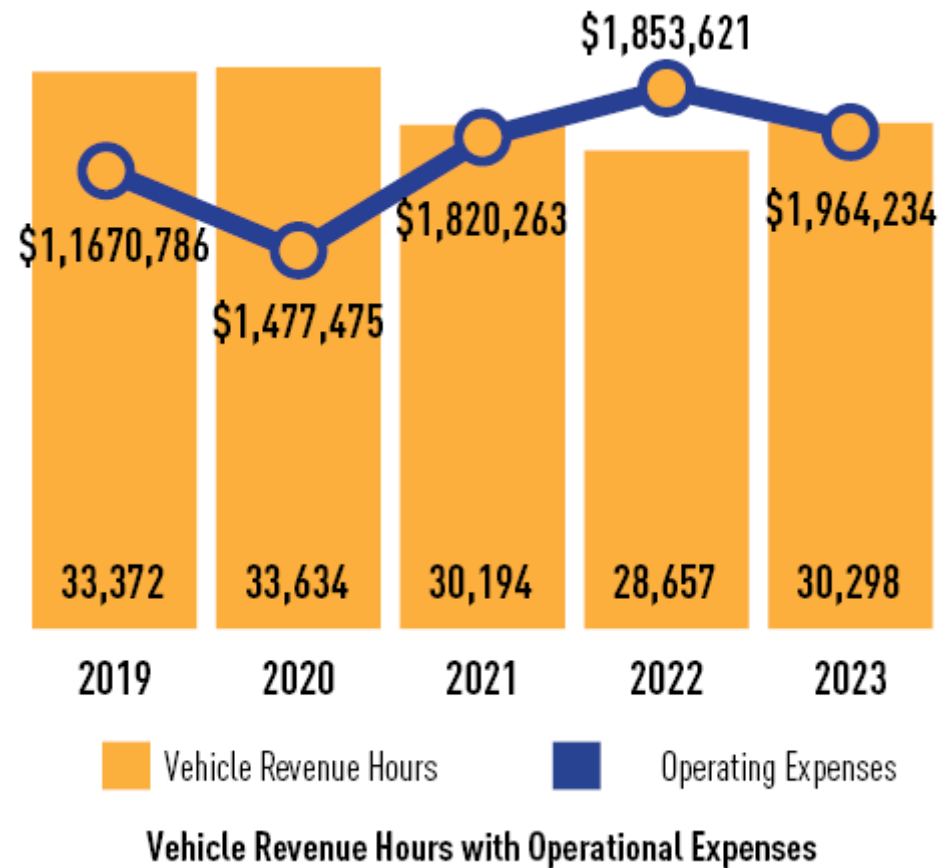
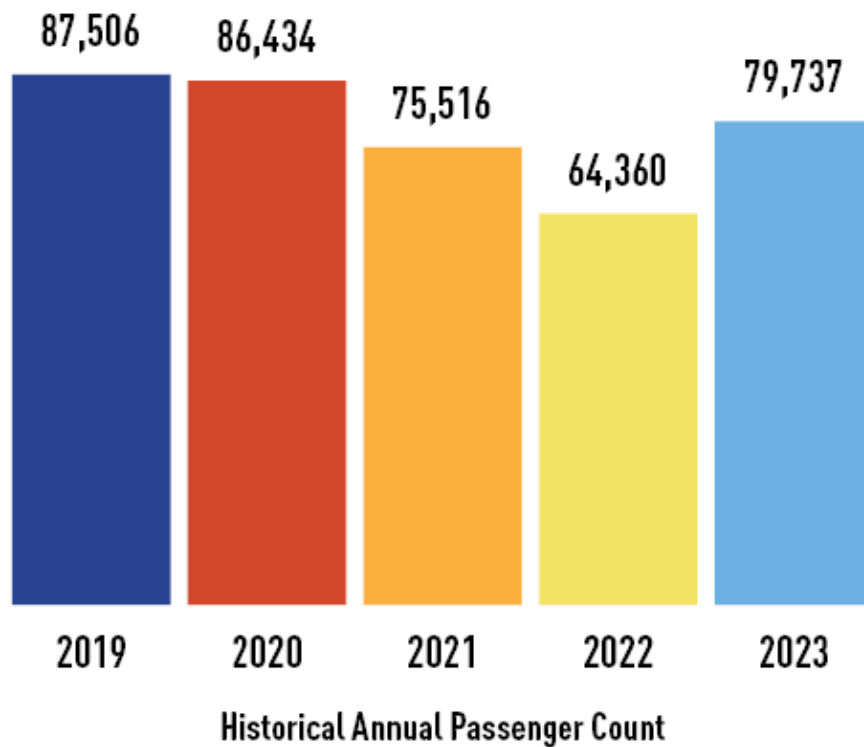


Transit – Souris Basin Transportation

- Curb-to-curb paratransit service
- Serves Minot, ND and the surrounding area
- Service hours:
 - Weekdays 7:30am to 10pm
 - Saturdays 7:30am to 5:00pm
 - Sundays 7:30am to 3:00pm



Transit – Souris Basin Transportation



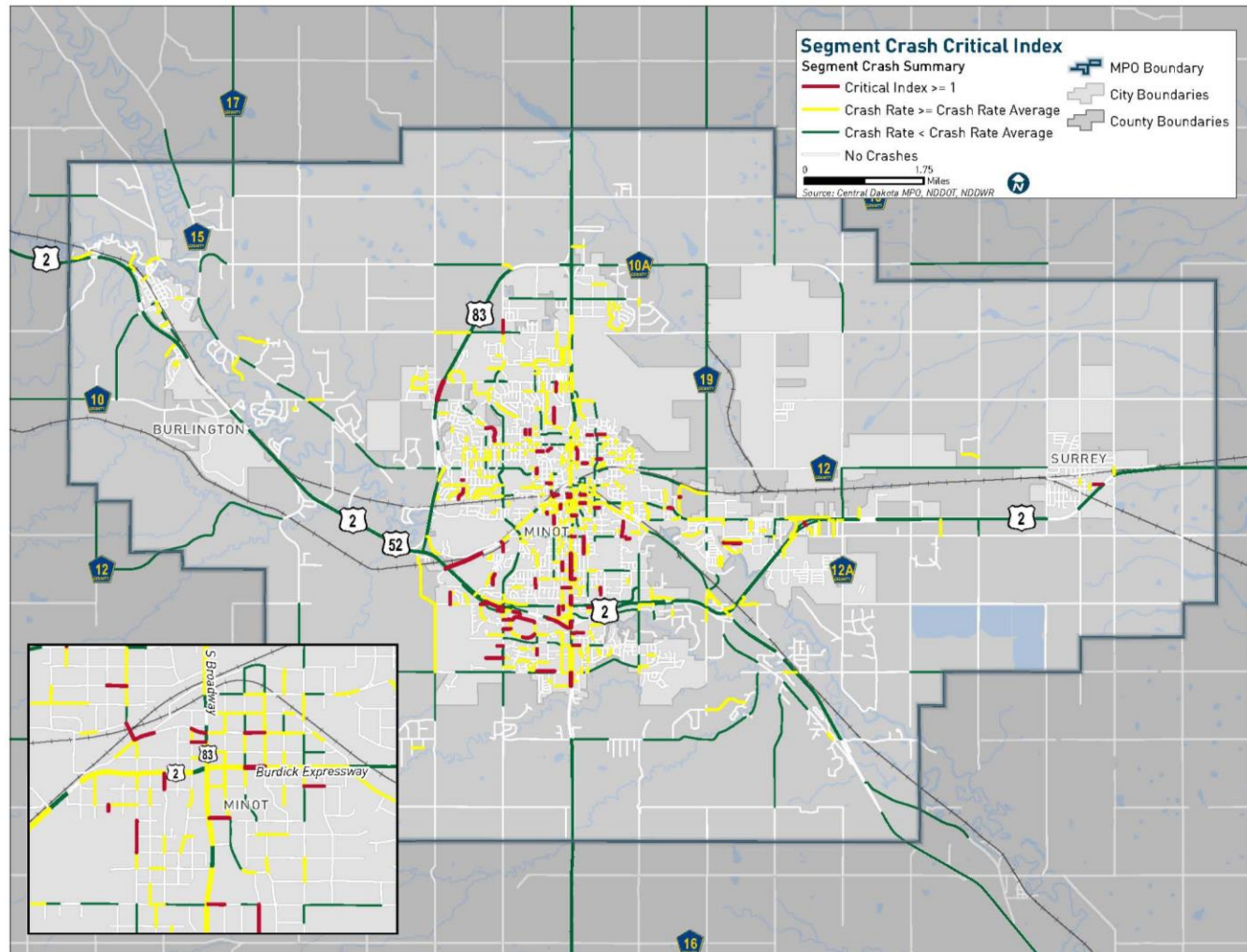
Discussion

Future transit service is an emerging theme from public engagement

- What are the transit service or policy needs for your community?
- What else should we know about the role or long-range vision for transit in your community?



Safety Review – Roadway Segments

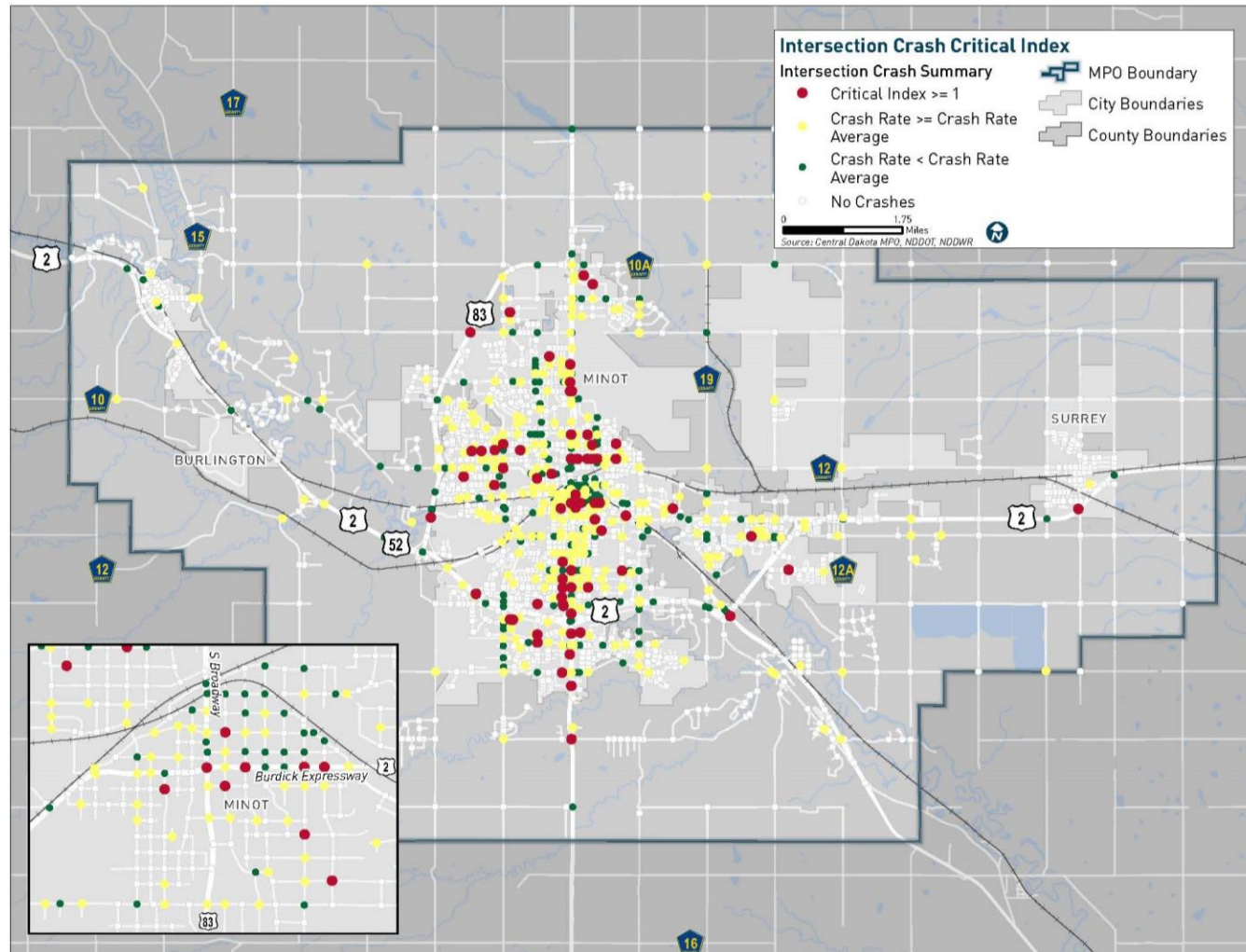


- Data from 2019 to 2023
- Crash rate is compared to the average crash rate for the state of ND for similar intersections.
- Red labels indicate a statistically significant crash trend.

Safety Review – Top 10 Critical Index Segments

Segment	Critical Index	Jurisdiction
28th Avenue SW	3.25	City of Minot
U.S. Highway 2 Business / Burdick Expressway	2.40	NDDOT
28th Avenue SE	2.39	City of Minot
17th Avenue SW	2.26	City of Minot
24th Avenue SW	2.17	City of Minot
6th Avenue NE	2.16	City of Minot
7th Avenue SW	2.12	City of Minot
32nd Avenue SW	2.01	City of Minot
2nd Avenue SW	1.93	City of Minot
24th Avenue SW	1.93	City of Minot

Safety Review – Roadway Intersections

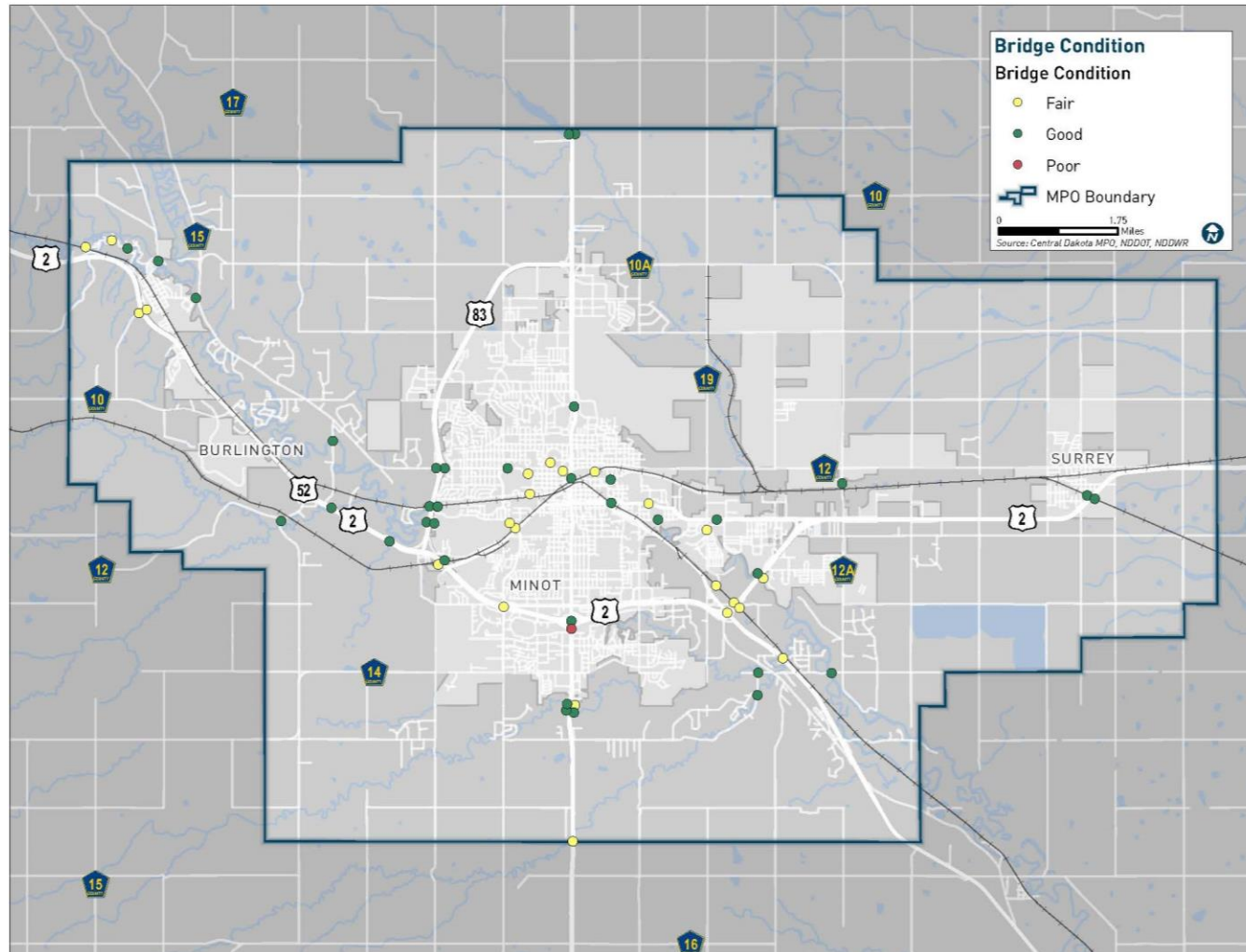


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Safety Review – Top 10 Critical Index Intersections

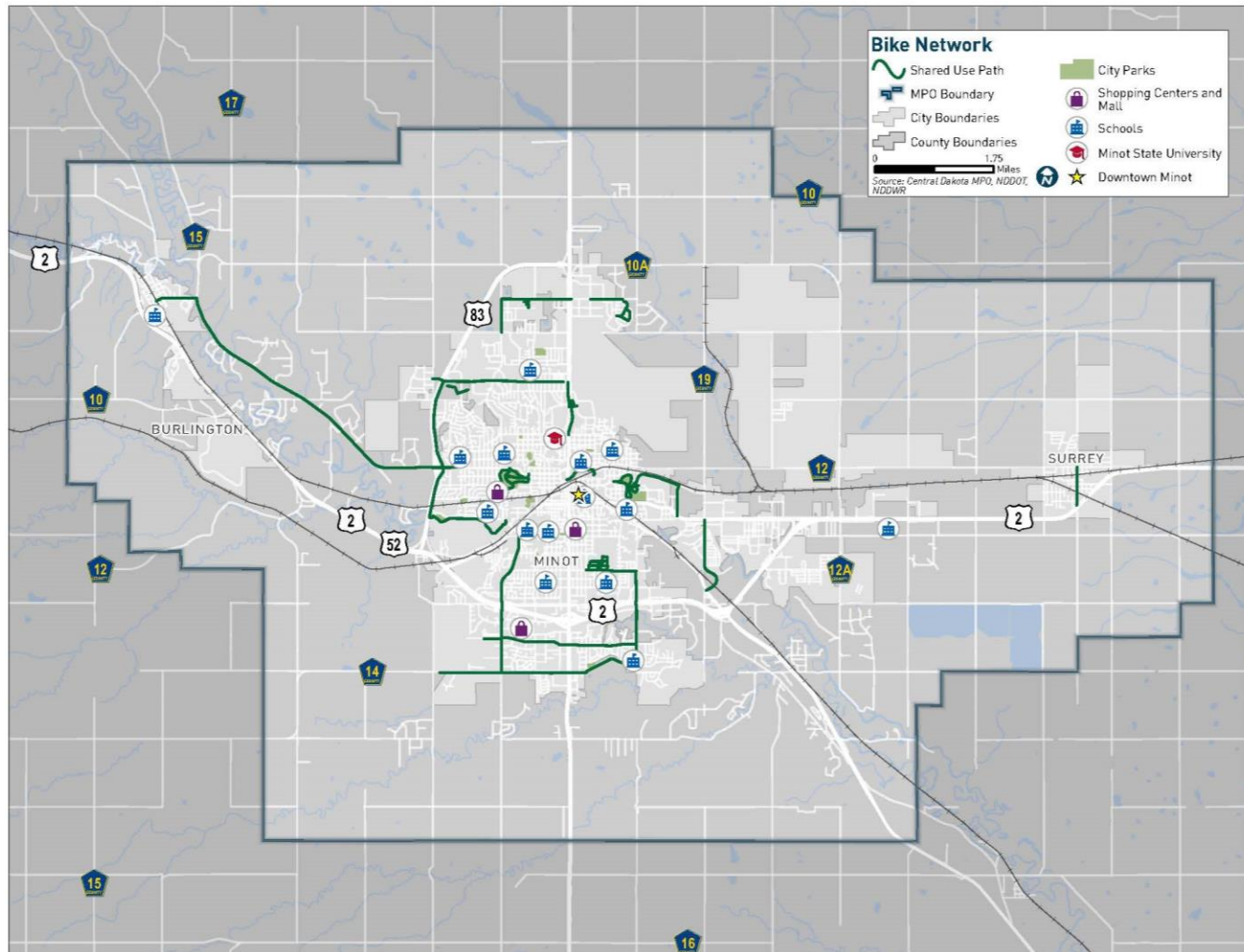
Intersection	Critical Index	Jurisdiction	Most Frequent Crash Type
U.S. Highway 83 & 40th Avenue SW	4.70	NDDOT (US 83) & City of Minot (40th Ave SW)	Angle (Not Specific)
U.S. Highway 2 Business/Burdick Expressway and U.S. Highway 83	3.17	NDDOT	Rear End
18th Avenue SW & 4th Street SW	2.38	City of Minot	Angle (Not Specific)
17th Avenue SW & 4th Street SW	2.38	City of Minot	Angle (Not Specific)
12th Street NW & 7th Avenue NW	2.38	City of Minot	Angle (Not Specific)
U.S. Highway 52 & U.S. Highway 52 Ramp	2.25	NDDOT	Rear End
1st Street SW & 5th Avenue SW	2.14	City of Minot	Angle (Not Specific)
10th Street SW & Frontage Road	1.94	City of Minot	Angle (Not Specific)
20th Avenue NW & 2nd Street NW	1.94	City of Minot	Angle (Not Specific)
30th Avenue NW & U.S. Highway 83	1.88	NDDOT (US 83) & City of Minot (30th Ave NW)	Angle (Not Specific)

Bridge Condition



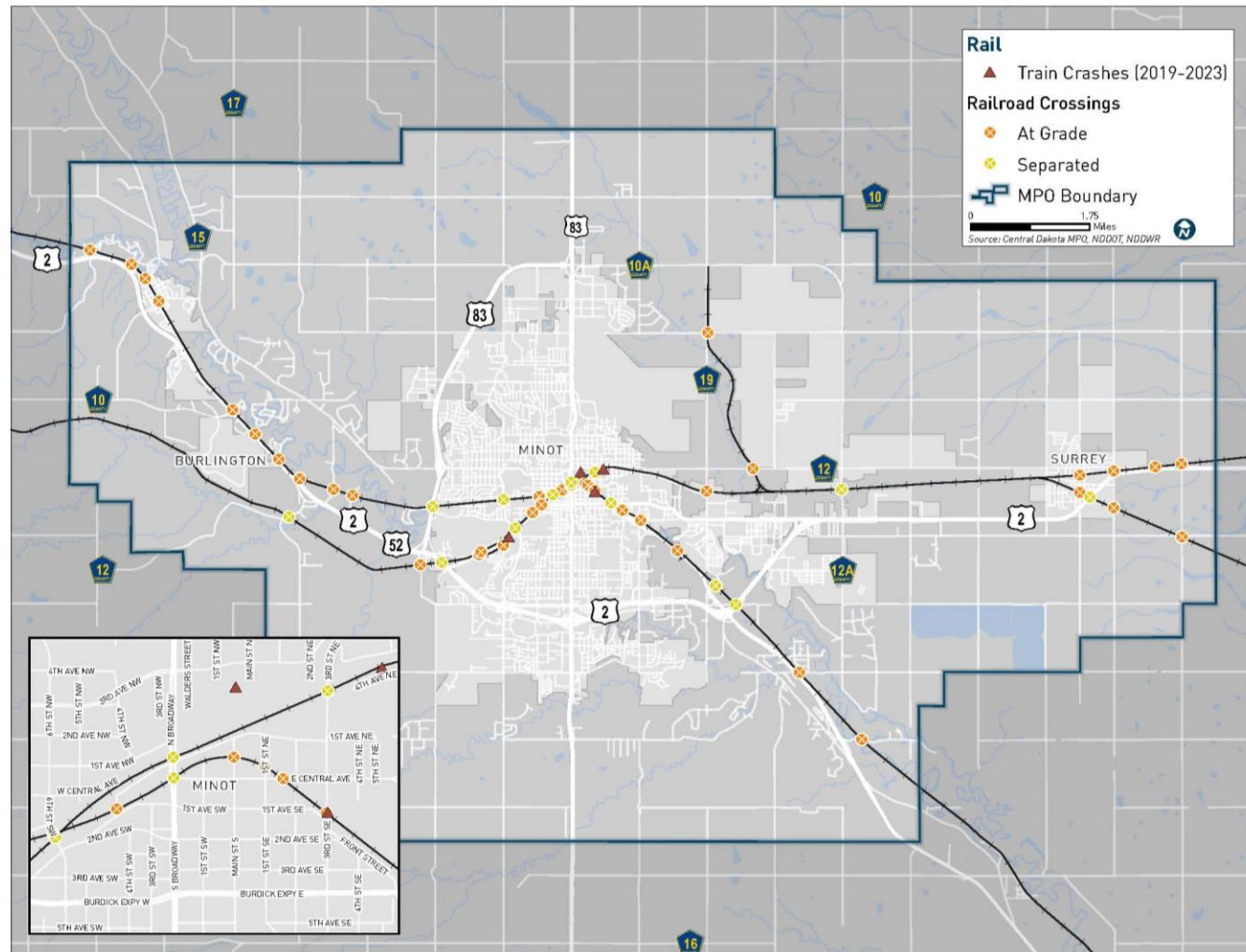
- 58 bridges
- Maintained by NDDOT or Ward County DOT
- 1 Poor Condition Bridge
 - South of US Hwy 2 at US Highway 83
 - Owned by NDDOT

Bike Network



- Highly fragmented
- Provides limited connections
- Lack of safe North/South routes

Rail Crossings and Crashes



- Served by two Class 1 Railroads
 - BNSF
 - CP Rail
- Four rail-related crashes between 2019 and 2023

Discussion

Please review and provide feedback on the draft memo by **Tuesday, November 19th**

1. Do you see any incorrect or incomplete data related to your community?
2. Are we missing any key regional transportation data or information?
3. What transportation trends are emerging from this report that are important to your community?

Next Steps

1. Consider how existing conditions information informs long-range regional transportation goals and objectives.
2. Use existing conditions data to identify regional transportation issues.



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Financial Plan Update

Financial Plan Schedule

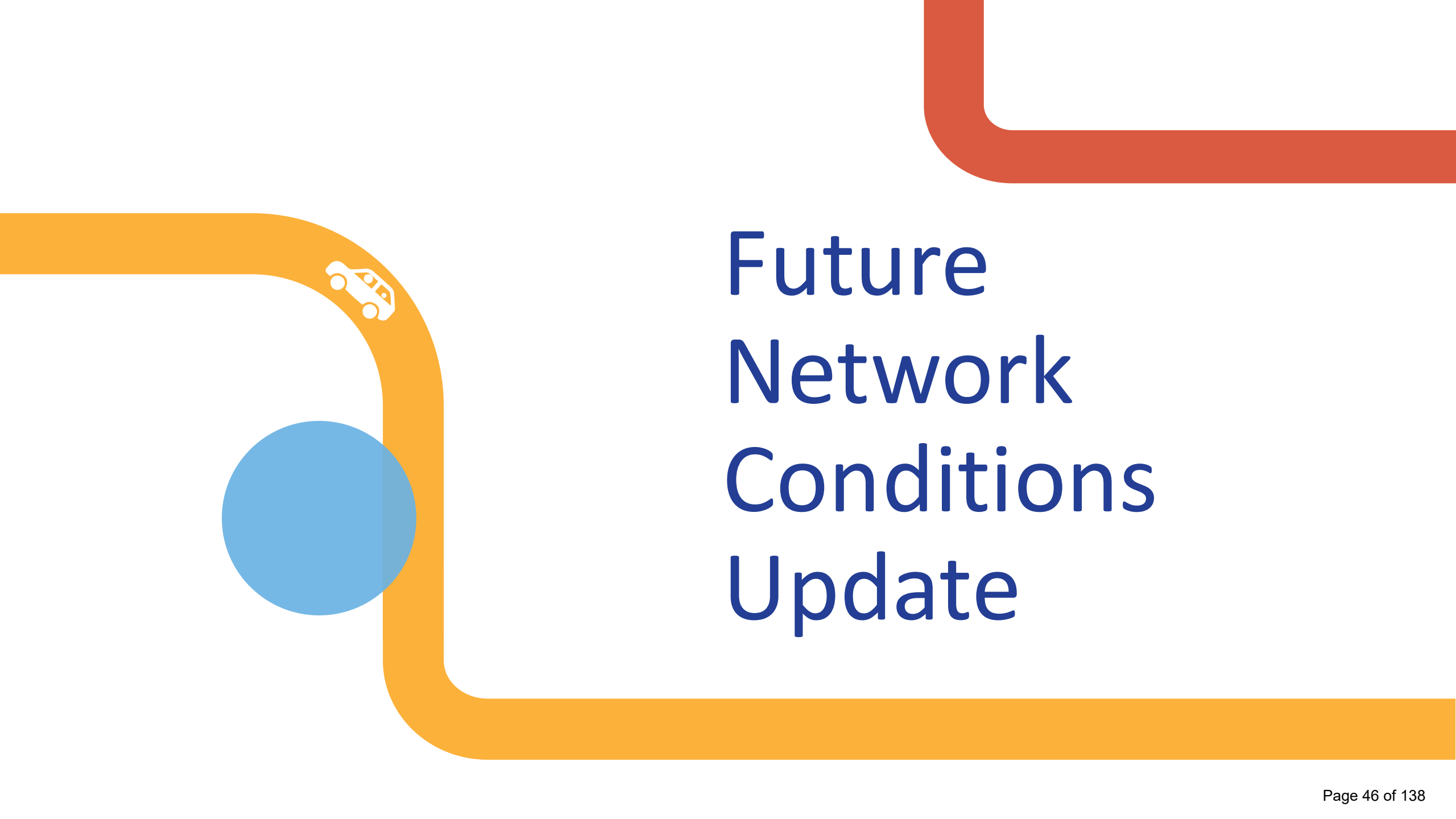
- Local Agency Meetings:
 - City of Burlington 10/15/2024
 - City of Minot 10/21/2024
 - City of Surrey 10/29/2024
 - NDDOT 11/08/2024
 - Ward County 11/08/2024
- Historic and/or Anticipated Revenue Sources
 - State formula funds (Hwy Dist., Legacy, Prairie Dog)
 - Local sales tax, general fund disbursements, etc.)
- Historic and/or anticipated Expenditures
 - by Project Typology (i.e. maintenance)

Funding Sources – General Assumptions

- Federal Formula (NDDOT Administered)
 - Surface Transportation Block Grant Program – Urban (STBGP-U)
 - \$2,985,700 – rehab., recon., safety, and bicycle and pedestrian improvements
 - Consolidated Planning Grant (CPG)
 - \$622,045 – transportation-related planning studies (corridor, subarea, core plans)
- Federal Discretionary (NDDOT Administered Solicitations)
 - Transportation Alternatives (TA)
 - Carbon Reduction Program (CRP)
- USDOT Discretionary (USDOT, FHWA, and/or FTA)

Financial Plan Next Steps

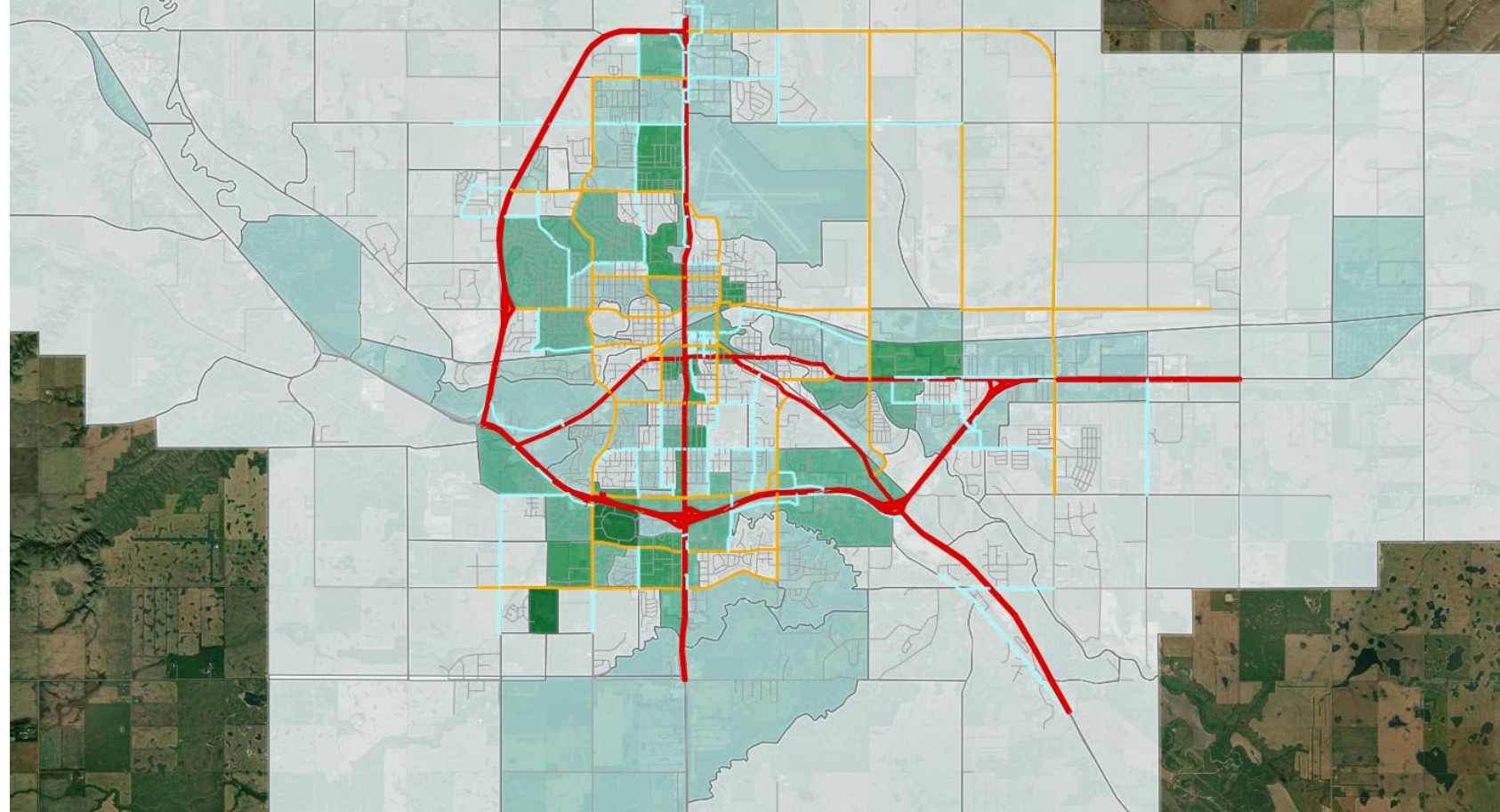
- Revenue Projections & Assumptions
 - by tier (short-, mid-, and long-term)
- Inflationary Assumptions
- Setup for Fiscal Constraint
- Highlight State of Good Repair
- Funding resources
 - State
 - Federal

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Future Network Conditions Update

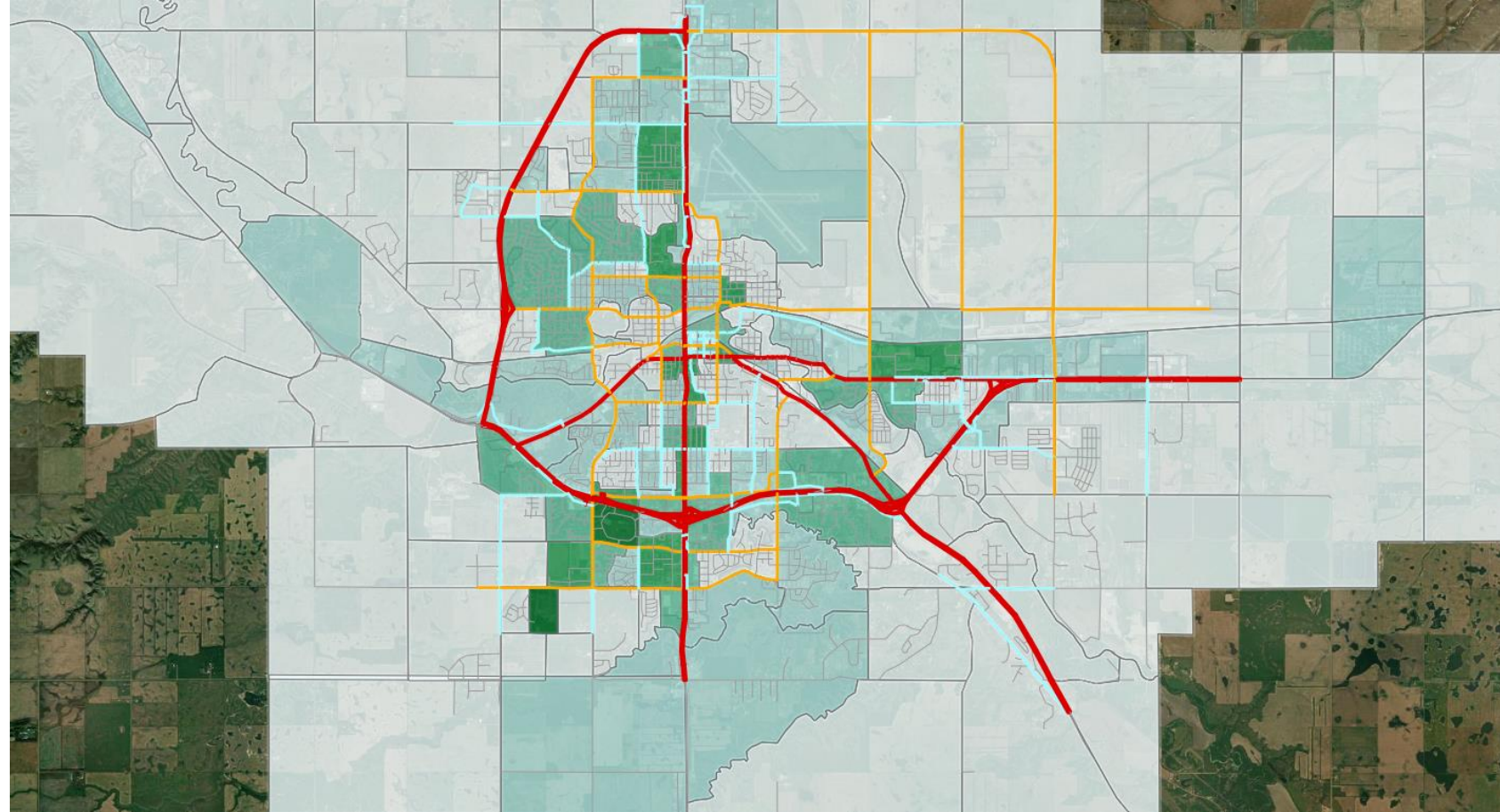
“Allocating” Socioeconomic Data to Traffic Analysis Zones

1. 2023/Baseline year:
 - Jobs
 - Households and pop.
2. MPO-wide forecasts
3. Allocate 2035 and 2050 forecasts to traffic analysis zones



The Travel Demand Model

1. NDSU's ATAC building model
2. Consultant team review of model
3. NDSU's ATAC inputs forecasted socioeconomic data
4. Consultant team review of model



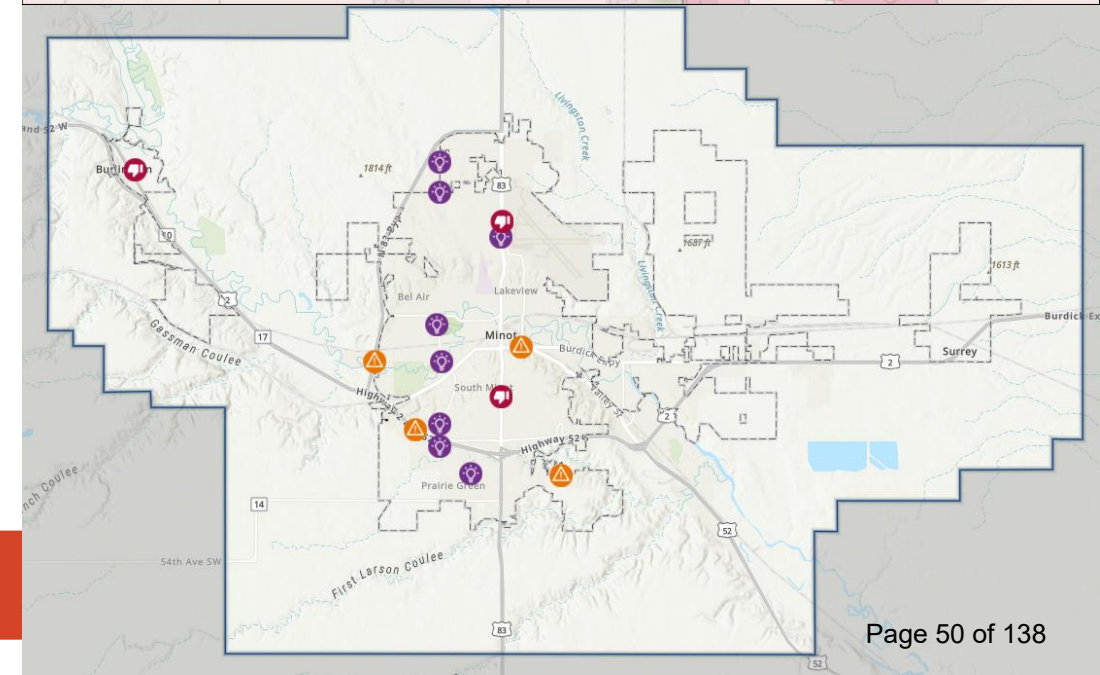
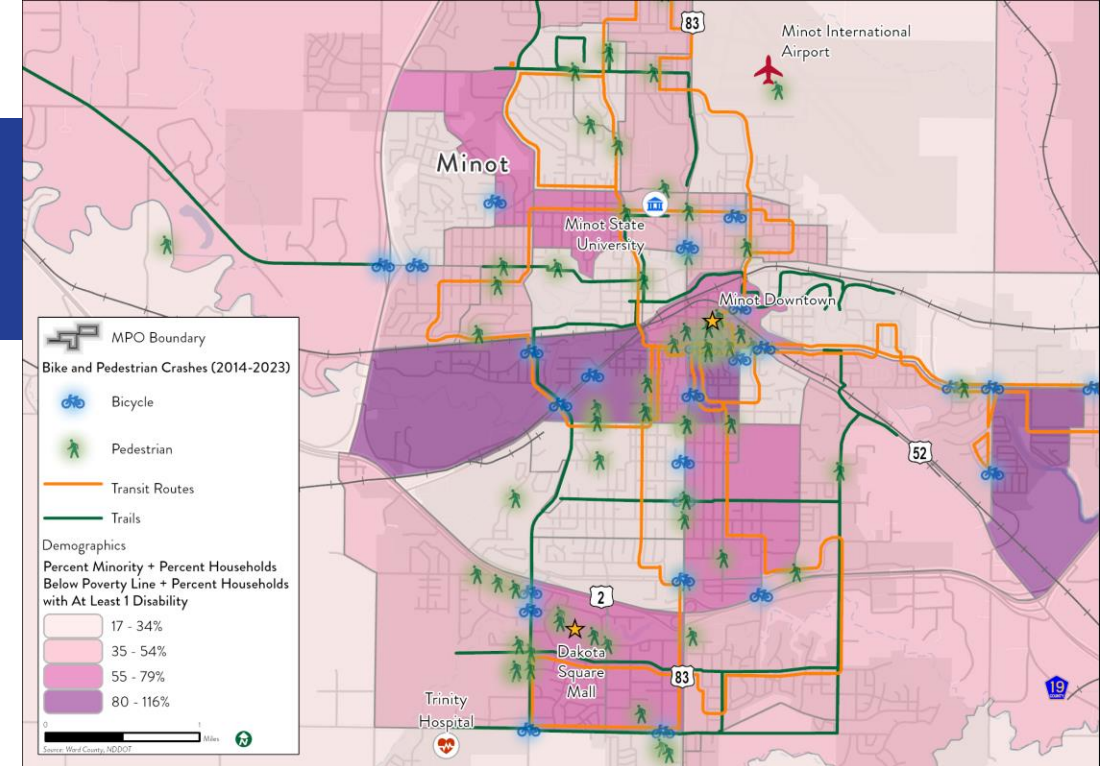
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Issues Identification Preview

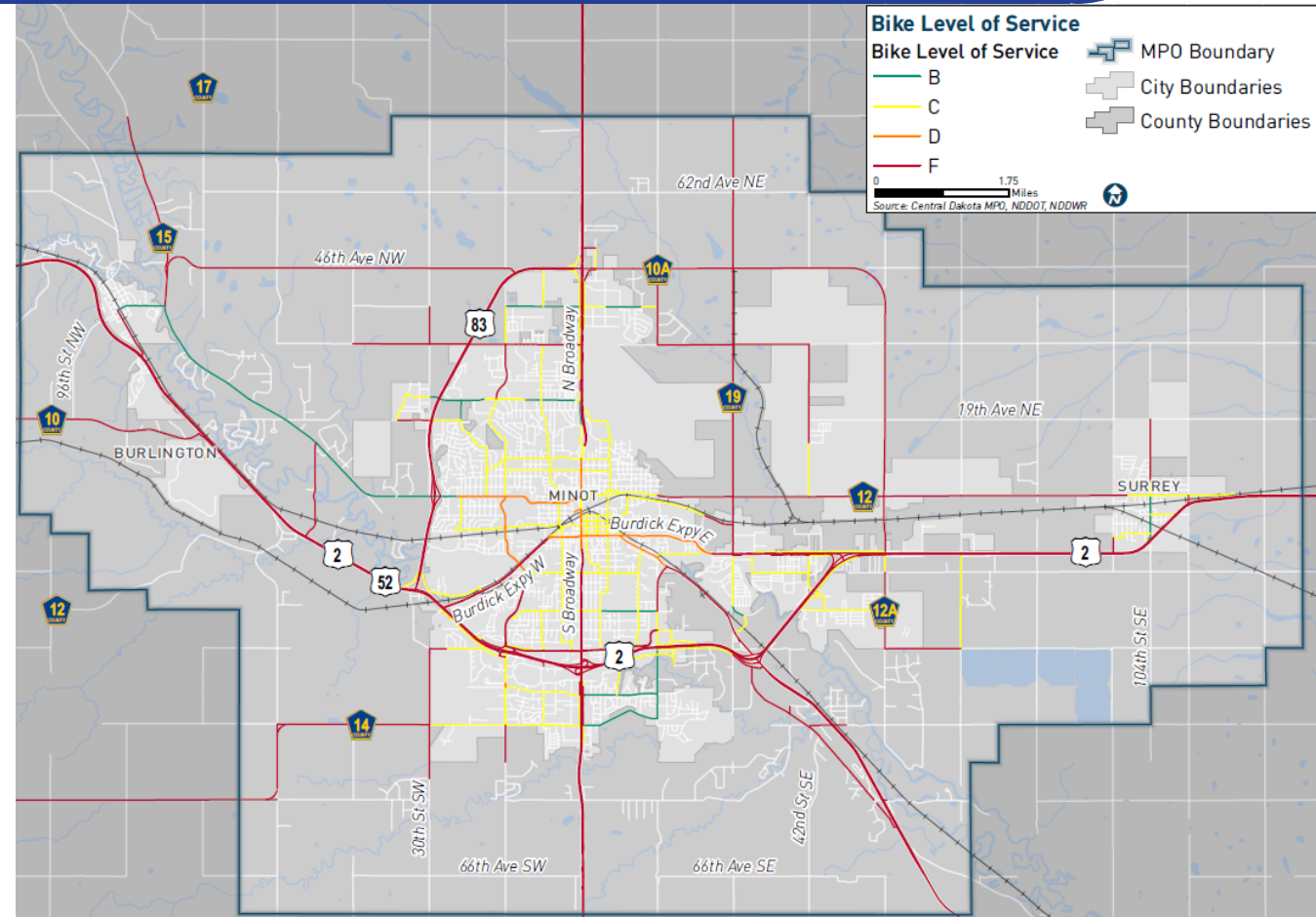
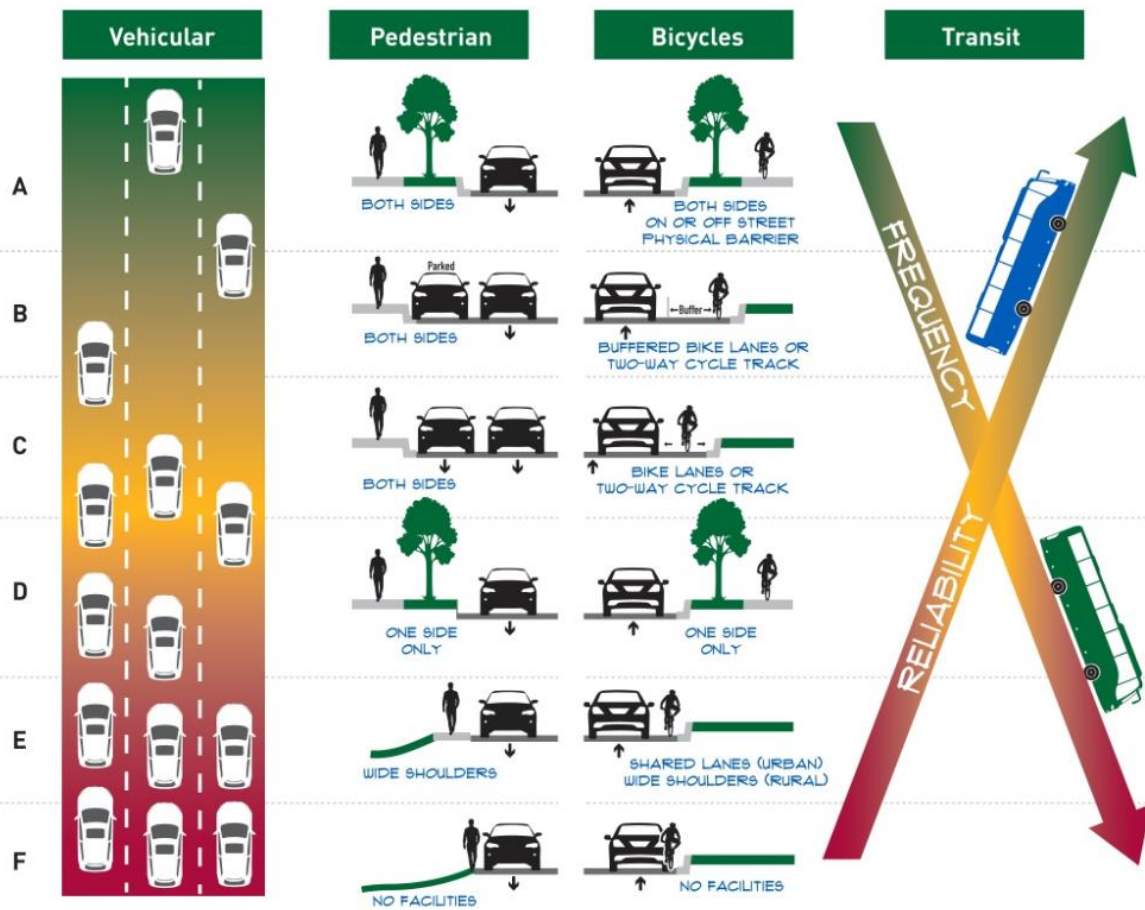
Art and Science

- Public Comments and TAC Key Issues
- Travel Demand Model Capacity Analysis
- Crash Diagnostics and Profiles
- Multimodal Level-Of-Service

The Key is
Layering the
Various Data
Inputs

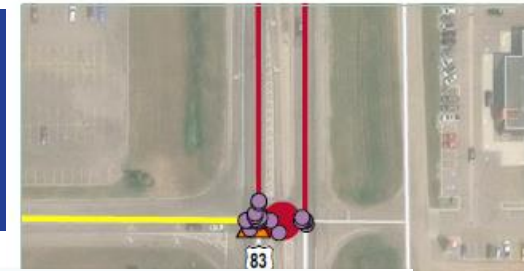
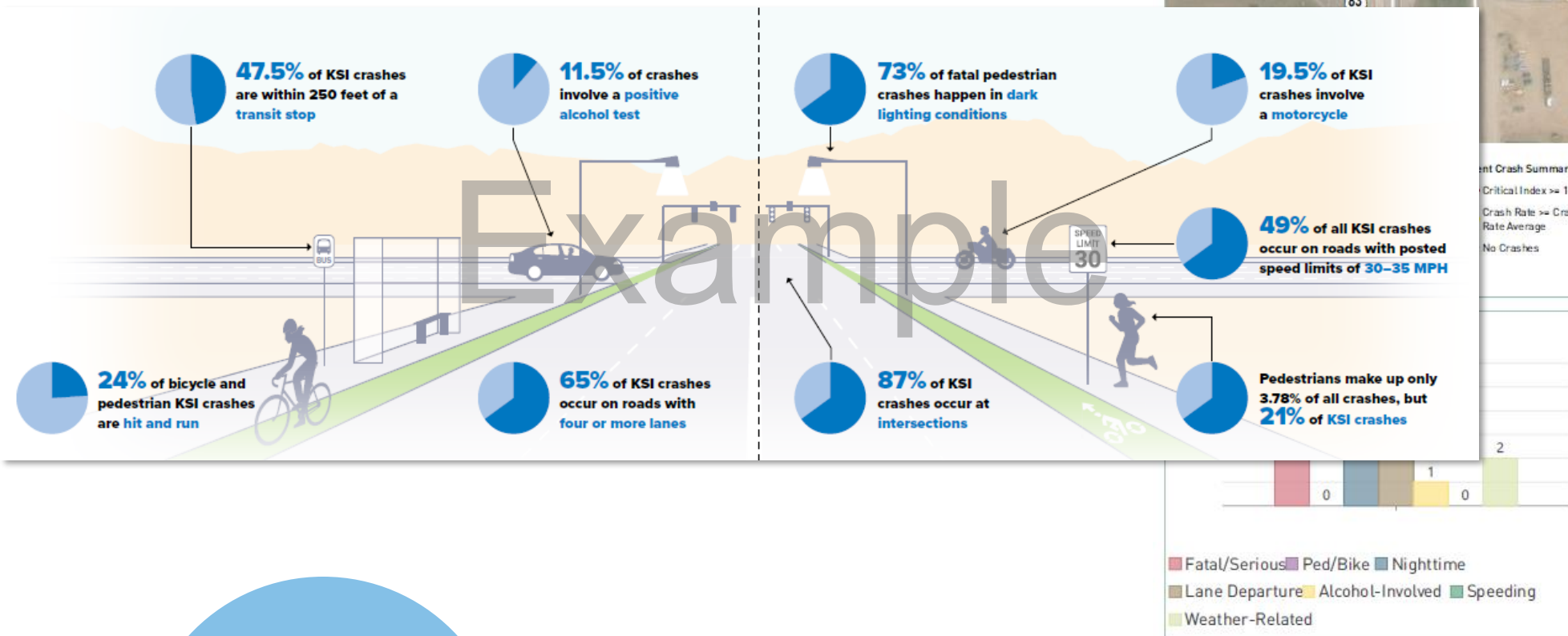


Multimodal Level of Service

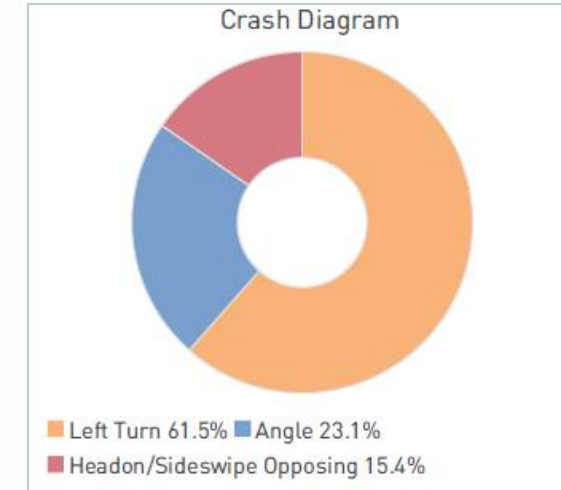


Not “All Modes for All Roads” but a “Network for All Needs and Abilities”

Crash Diagnostics and Profiles



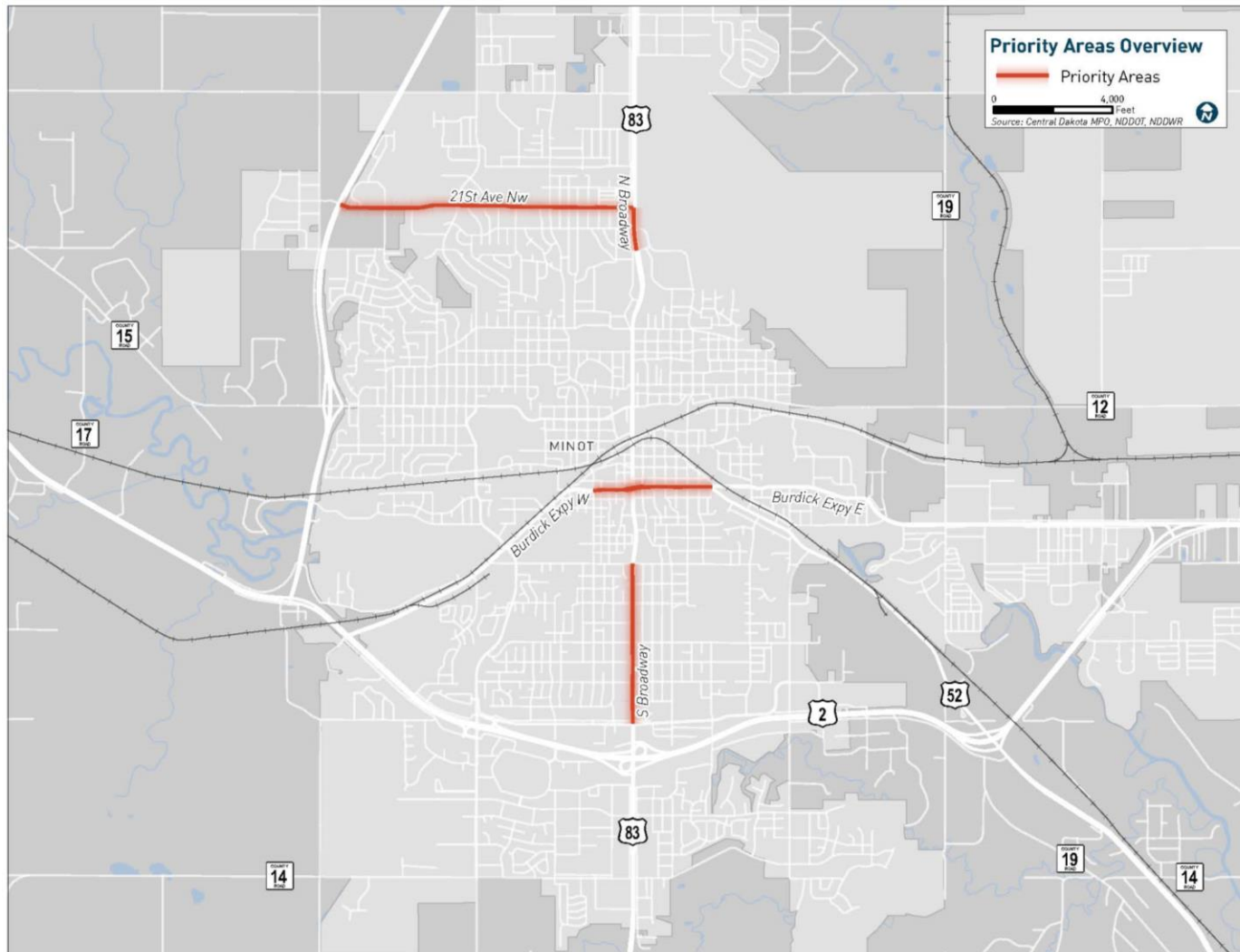
Intersection Characteristics	
Roads	40TH AVE SW & 83
Entering Volume	11,535



Category	All Crashes	Fatal Serious Crashes
Ped/Bike Crashes	0	0
Total Crashes	26	2
Crash Rate	1.24	9.50
Crash Rate Average	0.08	0.64
Critical Index	4.70	1.81

Category	2019	2020	2021	2022	2023
Fatal	0	0	0	0	1
Incapacitating Injury	0	0	0	1	0
Minor Injury	0	2	2	0	1
Possible Injury	1	0	0	2	0
Property Damage	6	3	1	3	3
Cost	\$216,800	\$363,400	\$347,800	\$953,400	\$1,373,400

Priority Areas



- Burdick Expressway – Downtown Core
- Broadway between 19th and 21st Avenues NW
- 21st Avenue NW Corridor
- Broadway from 11th to 20th Avenues SW

PRIORITY AREA EXISTING CONDITIONS / BURDICK EXPRESSWAY FROM 6TH ST SW TO VALLEY ST (EAST PORTION)

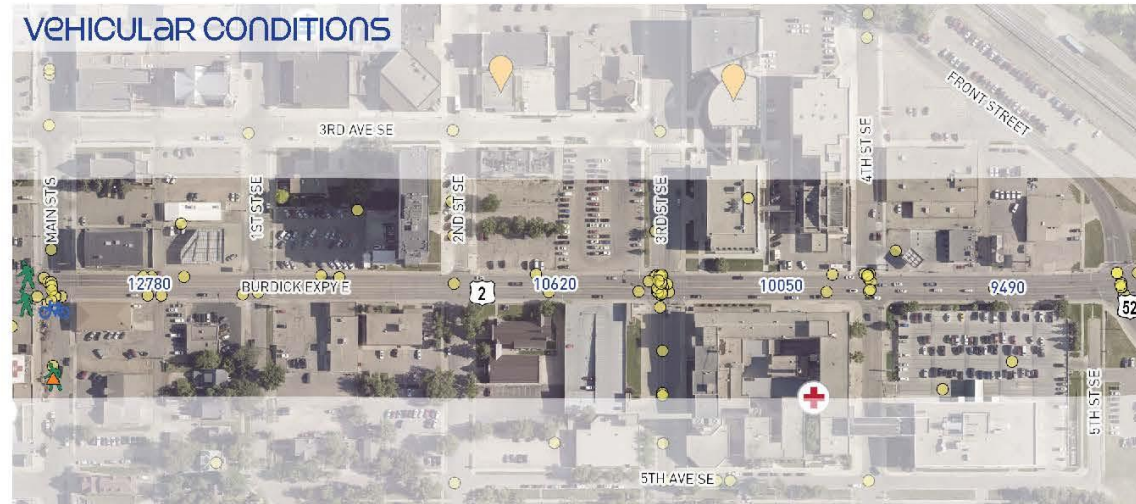
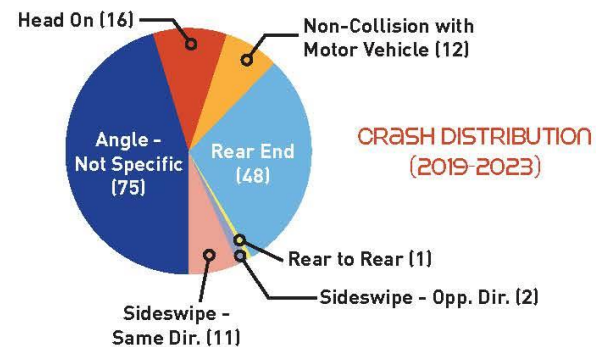
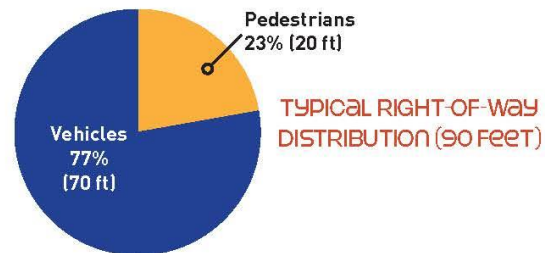
CONTEXT

- Functional Classification: Principal Arterial
- Pavement Condition: Poor
- Speed Limit: 30mph
- ROW Width (Approx. including sidewalks):
 - Valley St to Main St S: 60 feet
- Public Transit: All Minot City Routes connect all Burdick
- Access Points per Mile: 46

KEY ISSUES

- Sidewalks directly adjacent to fast moving lanes of traffic
- No bicycle facilities
- No center turn-lane for east-bound traffic

SAFETY & MULTIMODAL TRANSPORT



Existing Average Daily Traffic Counts

● Crash Locations (2019-2023)

Fatal and Incapacitating Crashes (2019-2023) Destinations

▲ Incapacitating Injury

🎓 Higher Education

Bike and Pedestrian Crashes (2019-2023)

🏥 Medical Facility

🚲 Bike

🕌 Place of Worship

🚶 Pedestrian

🎓 School

0 300 Feet



Source: Ward County, NDDOT

📍 Social Services

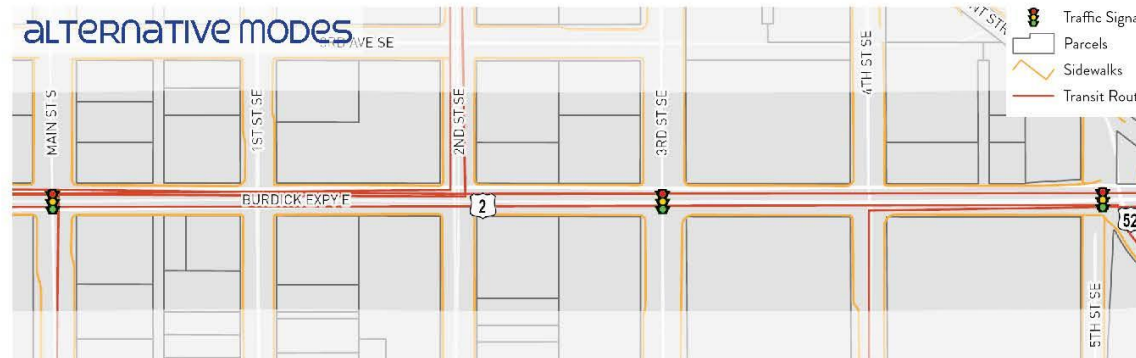
BUSES PER HOUR



East North
North Central
Northwest

South
Southeast
Southwest

ALTERNATIVE MODES



Discussion

1. What most interests you about the issues identification analysis phase?
2. What areas of the issues identification analysis are priorities for your community?

Next Steps

1. Incorporate traffic forecasts to understand future needs
2. Conduct detailed priority area analysis
3. Bring back findings for discussion at February TAC meeting



The slide features a decorative graphic on the left side. It consists of a thick orange line that starts horizontally from the left edge, curves 90 degrees downwards, and then continues horizontally to the right edge. A small white car icon is positioned on the upper curve of the orange line. To the left of the downward curve, there is a solid blue circle. In the top right corner, there is a thick red line that curves 90 degrees from the top edge to the right edge.

Next Steps

Next Steps

- Draft Existing Conditions Memo
 - Submit comments by **Tuesday, November 19th**
- Upcoming Work Items
- Next TAC Meeting
 - **Tuesday, February 11th**

Public Engagement

- December listening sessions
- Phase 1 summary and takeaways

Goals and Objectives

- Direction from public engagement
- Subgroup discussion

Financial Plan

- Continued coordination with local agencies

Socioeconomic Growth Forecasts

- Coordination with local agencies

Issues Identification

- Analysis of future growth needs
- Priority area analysis



MEMORANDUM

Date: November 12, 2024

To: John Van Dyke, AICP, Executive Director, Central Dakota MPO and
Central Dakota MPO Technical Advisory Committee Members

From: Angie Stenson, AICP, Project Manager, Bolton & Menk and Bolton & Menk
Project Team

Subject: Existing Conditions Document Review Request

The Existing Conditions document is the first major foundational step in development of the 2050 Metropolitan Transportation Plan (MTP). This document is important to establish and understand the baseline for issue identification, analysis, and ultimately recommendations for the future transportation system within the metropolitan area. It is important that the document undergoes a careful review, considering the relevance of information, readability of the document, and whether the document provides a complete picture of the multimodal transportation systems within the Central Dakota MPO Planning Area.

The Existing Conditions document offers a comprehensive review of all aspects of the multimodal transportation system within the Central Dakota MPO Planning Area. The document identifies existing transportation systems serving the area including roadway system attributes like pavement condition and functional classification, traffic safety, bicycle and pedestrian systems, bridges, transit system, freight and rail systems, and air transportation. The analysis also provides regional demographic and travel trends and a review of transportation plans and policies. Safety and crash data are closely examined within the metropolitan planning area using historical crash data from 2019 to 2023.

Data review, investigation, and analysis compiled in the Existing Conditions document creates the foundation of understanding the existing needs of the regional transportation system in order to build towards issues identification and future transportation system investigation and analysis. The consultant team requests comments and revisions from the Technical Advisory Committee on the Existing Conditions document by the end of the business day on Tuesday, November 19th, 2024. This will allow the project team to make necessary revisions before the next steps in the planning process.



2050

METROPOLITAN TRANSPORTATION PLAN

ACKNOWLEDGEMENTS

CONSULTANT TEAM

Names

STEERING COMMITTEE

Names

CONTENTS

< Contents Page >

BACKGROUND OF THE MTP

The Central Dakota Metropolitan Planning Organization (MPO) was authorized by North Dakota Governor Doug Burgum on November 23, 2023, with the region eclipsing 50,000 in population, requiring an MPO to be established. The new agency allows for a collaborative approach to transportation planning between multiple jurisdictions in the region. This document, the Metropolitan Transportation Plan (MTP), is required from each MPO in accordance with 49 USC 5303(i) to accomplish the objectives outlined by the MPO, the state, and the public transportation providers with respect to the development of the metropolitan area's transportation network. The MTP identifies how the MPO will manage and operate a multi-modal transportation system for a twenty plus year planning horizon while remaining fiscally constrained.

Federal laws require metropolitan transportation plans to ensure that urbanized areas develop and maintain efficient, safe, and sustainable transportation systems. These plans are mandated by the Federal-Aid Highway Act of 1962 and subsequent legislation, which emphasize a continuing, cooperative, and comprehensive (3-C) planning process. The primary objective for this plan, and the Central Dakota MPO in general, is to foster regional cooperation among local governments, NDDOT, and public transit operators. Metropolitan Planning Organizations are responsible for creating these plans, which must address the mobility needs of people and freight, support economic growth, and consider environmental impacts.

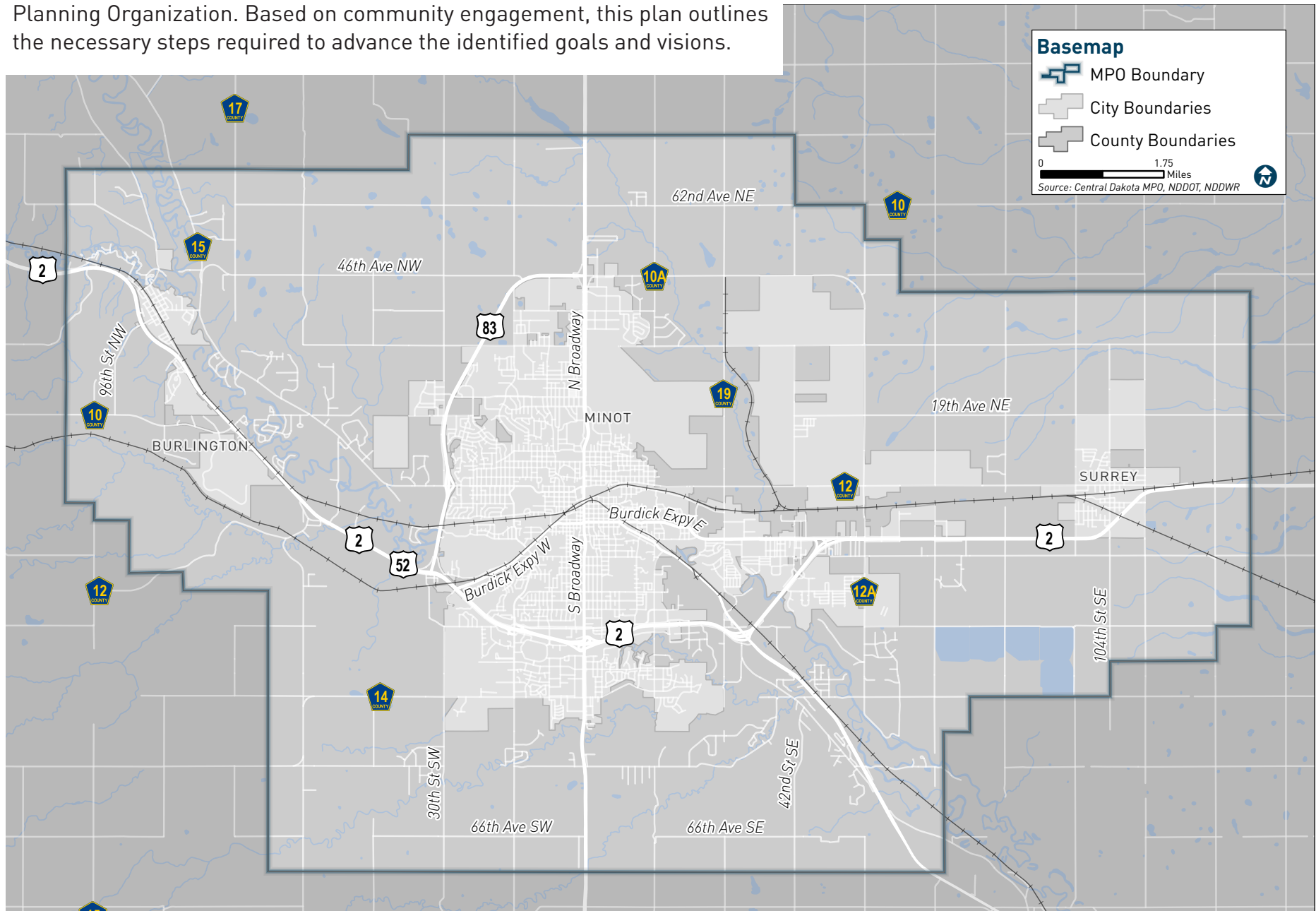
A Metropolitan Transportation Plan is a critical component of the organization's efforts. It typically covers a 20-year planning horizon and will outline Central Dakota's vision for its transportation system. The value of an MTP lies in its ability to guide decision-making and prioritize investments in transportation infrastructure. By identifying future transportation needs and setting goals, the MTP helps ensure that resources are allocated efficiently and effectively. It also provides a framework for coordinating transportation projects across different jurisdictions and modes of transport, thereby enhancing regional connectivity and mobility.

Metropolitan transportation plans encompass all modes of transportation, including vehicles, freight, transit, railways, air transport, bicycles, and pedestrians. Each mode has its unique advantages and disadvantages. The current status and future of these transportation networks will be examined within this document. The safety, mobility, and connectivity of each mode will be analyzed to develop objective measures for future investments.

Transportation improvements in a fiscally constrained plan are funded through a combination of federal, state, and local sources. Federal regulations require that Metropolitan Transportation Plans, Transportation Improvement Programs (TIPs), and Statewide Transportation Improvement Programs (STIPs) demonstrate fiscal constraint. This means that the plans must include sufficient financial information to confirm that the projects can be implemented using committed or available revenue sources. The goal is to ensure that the transportation system is adequately operated and maintained within the available budget. Fiscal constraint enhances the credibility and usefulness of planning products by providing a realistic assessment of what can be achieved with the available resources.

EXISTING CONDITIONS

This plan was successfully developed by the City of Minot, the City of Burlington, the City of Surrey, Ward County, the North Dakota Department of Transportation, residents and businesses of the region, and the Metropolitan Planning Organization. Based on community engagement, this plan outlines the necessary steps required to advance the identified goals and visions.



REGIONAL TRENDS

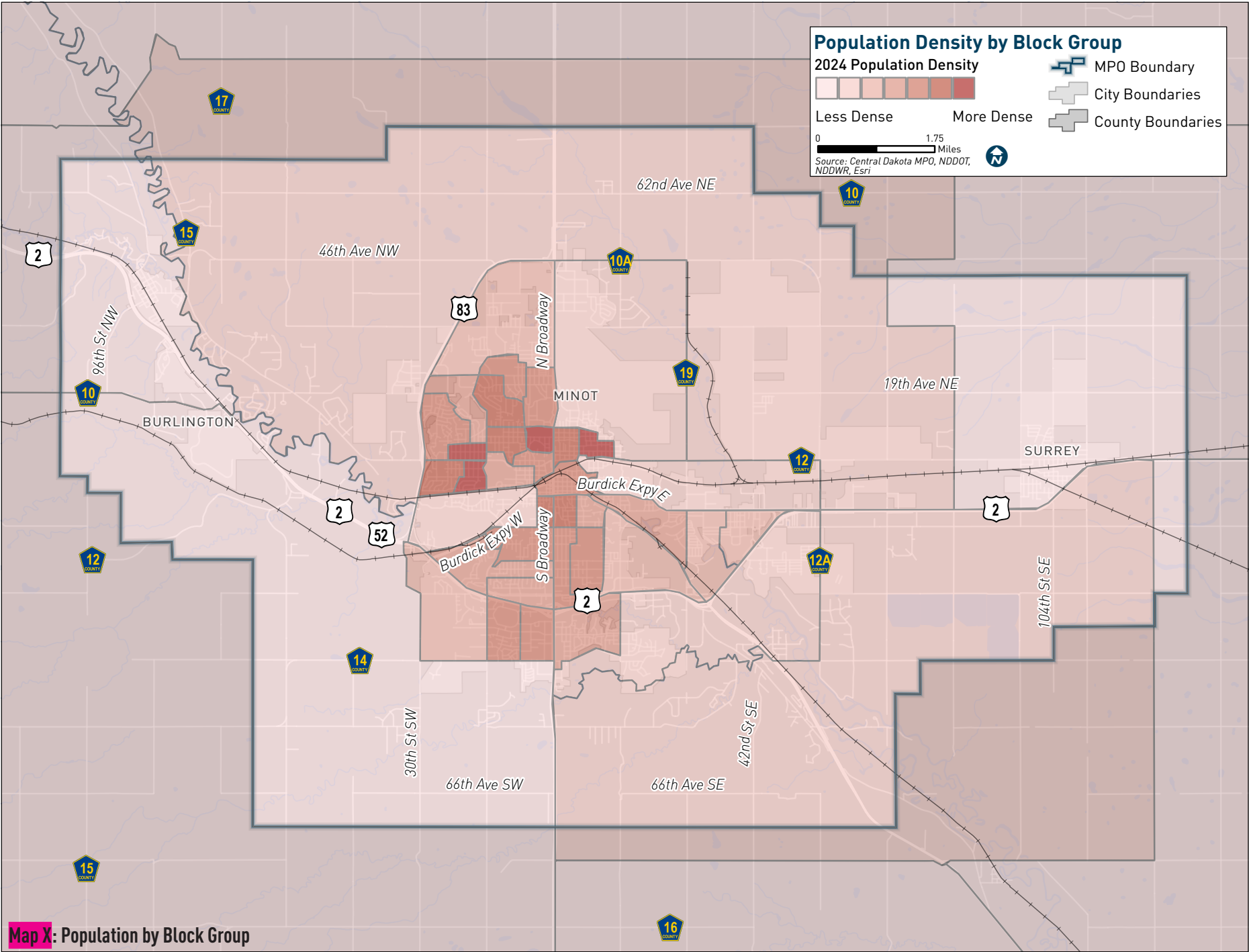
As the Central Dakota area continues to grow, the accompanying demographic changes could have an influence on how the regional transportation system operates in the future. Continued growth in population and employment could intensify the need to provide a variety of modal options that match the needs of all residents living and working in the region. This section provides an overview of historical trends in the regions.

POPULATION

The population for the Central Dakota MPO is estimated to be 57,774. Below is a breakdown of individual place Census populations within the MPO boundaries for 2000, 2010, and 2020. Ward County is included in the MPO but is not entirely encompassed by it. In [Map X](#), Population Density by Block Group is displayed.

Table X: Historical Population Counts

	2000 Census Population	2010 Census Population	2020 Census Population
City of Surrey	915	934	1,357
City of Burlington	1,096	1,060	1,291
City of Minot	36,580	40,888	48,377
Ward County	58,795	61,675	69,919



DEMOGRAPHICS

<Text Hold>

INCOME AND EMPLOYMENT

Income

The median household income for the MPO area is approximately \$80,000. (The per capita income is approximately \$45,000.) The majority of households (22%) earn between \$100,000 and \$149,999 per year. A slightly smaller percentage (16%) earns between \$50,000 and \$74,999.

Table X: 2022 Median Household Income

City of Surrey ¹¹	City of Burlington ¹²	City of Minot ¹³	Ward County ¹⁴	MPO Boundary ¹⁵
\$100,104	\$87,417	\$75,545	\$72,370	\$79,602

EMPLOYMENT

According to Esri and ACS Data, there are approximately 2,800 businesses in the MPO area with 37,400 employees in the workforce. Almost 60% of the workforce hold a typical White-Collar career, while 20% work a typical Blue-Collar career, and approximately 20% work in Services. The top three occupation types are Management (12% of the labor force), Office/Administration (10.9%), and Sales (10.3%). The MPO has a very low unemployment rate of just under 2%. Following the top three are Transportation/Moving, Education/Library, and Health Practices.

TRAVEL TRENDS

Over 28% of workers have an average travel time of 10 to 14 minutes per direction. 20% commute 5 to 9 minutes per direction and 18% commute 15 to 19 minutes per direction. While the majority of commuters have a relatively short travel time, 3% have a commute time of 60 to 89 minutes and 4% of the working population has a commute in excess of 90 minutes.

Based on the United States Census Bureau's Inflow/Outflow Analysis, that shows where employees commute to from a specified region, based on 2017-2021 data, almost 18,000 residents are employed and live within the MPO boundary. Almost 9,000 people are employed within the MPO boundary but live outside of it, and just over 8,000 people live within the boundary but travel outside of it for employment.

Graph X: Job Counts by Distance/Direction in 2021 for all Workers

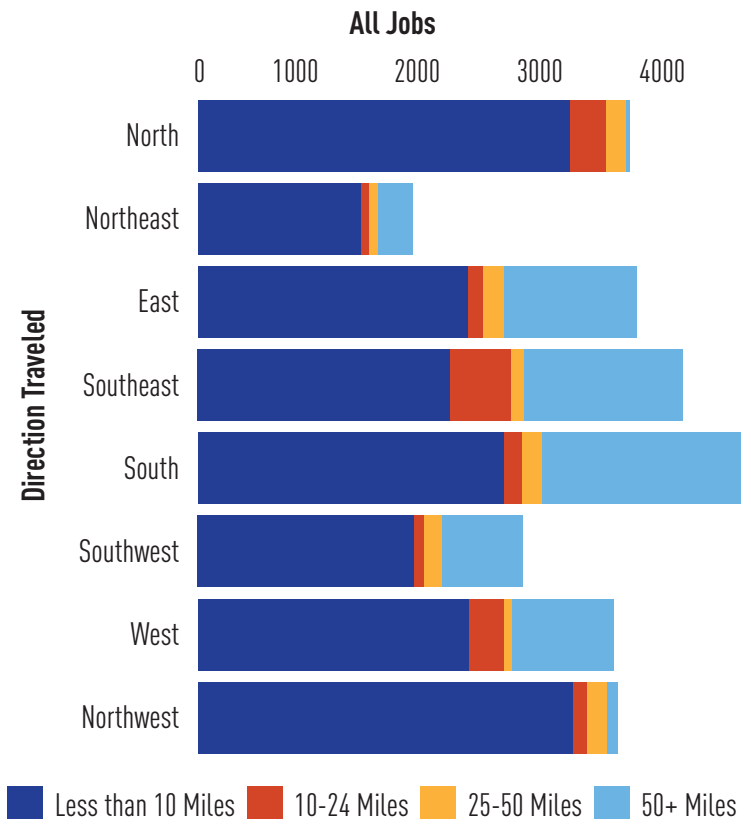


Table X: Travel by Mode

*2017-2021 Transportation to Work, Age 16+

	City of Surrey	City of Burlington	City of Minot	Ward County	MPO Boundary
Drive Alone	89%	85%	81%	81%	82%
Carpool	7%	12%	11%	11%	11%
Walk to Work	0%	0%	2%	2%	1%
Bike to Work	0%	0%	0%	0%	0.5%
Took Public Transportation	0%	0%	0%	0%	0.5%

HOUSING

Of approximately 25,000 households, 60% of households own their home while 40% rent. The median home value within the MPO boundary is \$250,000 which is lower than the North Dakota average of \$270,000. For those who do not own their place of residence, 20% of all rentable units are priced at an average rent of \$1000 to \$1249 per month.

Table X: Household Statistics¹⁶

	City of Surrey	City of Burlington	City of Minot	Ward County	MPO Boundary
2023 Median Home Value	\$269,444	\$206,490	\$238,817	\$243,613	\$254,522
2021 Renter Households	50	94	8,802	11,267	9,333
2017-2021 Median Rent	\$870	\$835	\$803	\$854	\$834

Most of the housing in the area was built between 2010 and 2019 (25%) which accompanied a large spike in the population. This spike can be attributed to the North Dakota oil boom in the nearby Bakken region beginning in 2006. In addition, in the summer of 2011 the Souris River crested at approximately 1,500 feet above sea level, which is the highest recorded in Minot's history¹. Approximately, 26,900 cubic feet per second flowed through the River during the peak phase of the flood². Unfortunately, the most impacted area of the Souris River Valley was downtown, the most developed land and the majority of Minot's affordable housing stock. Overall, approximately 4,100 structures were impacted in Minot alone. Outside of the 2010 to 2019 period, about 15% of homes were built between 1970 and 1979 (15%). 40% of owner-occupied housing is a two-person household while 50% of renter-occupied housing is a one-person household.



Image X: Ramstad Middle School during the flood

SCHOOLS AND EDUCATION

Within the MPO Boundary, there are five school districts: Minot, Nedrose, South Prairie, Surrey, and United (Des Lacs, Burlington). Additionally, private schools include Bishop Ryan Catholic School and Our Redeemer’s Christian School. Each school district shares distinct transportation needs to serve students and staff. The rural school districts rely heavily on school bus systems, whereas Minot Public Schools do not utilize districtwide busing and instead encourage students to take alternative modes of transportation, such as biking, walking, and carpooling. Of note, two Minot Schools fall within areas of priority area analysis in the MTP. Minot North High School is located near the US 83 Bypass at 21st Avenue NW and Central Middle School is located downtown in the former Minot High Central Campus location.

Minot State University is located adjacent to U.S. Highway 83, just north of the Souris River and across from the Minot International Airport. The University offers over one hundred areas of study at the undergraduate and graduate level. As of the University’s most recent count, total enrollment was approximately 2,800 with a student-to-professor ratio of 11 to 1.



Image X: Minot North High School¹⁷



Image X: Minot State University¹⁸

Table X: Level of Education

	City of Surrey	City of Burlington	City of Minot	Ward County	MPO Boundary
No High School Diploma	2%	6%	6%	5%	5%
High School Graduate	27%	35%	31%	31%	25%
Some College/No Degree	42%	34%	32%	33%	35%
Bachelor’s/Graduate/Professional Degree	29%	25%	32%	31%	30%

SAFE ROUTES TO SCHOOL PROGRAM

In 2010, the City of Minot completed a comprehensive Safe Routes to School plan for all Minot Elementary Schools. The study created a list of priorities based on the need for new sidewalks. In 2021, grant funding was applied for to install sidewalks in priority areas through the North Dakota Department of Transportation's Transportation Alternatives Program. Three elementary schools received new sidewalks in 2024 in their area of influence: Bel Air Elementary School, Washington Elementary School, and Edison Elementary School³.

Numerous Safe Routes to School Plans are identified in the Statewide Transportation Improvement Program (STIP) 2024-2027. These planning efforts will be focused on Washington Elementary School and Edison Elementary School in Minot. Other schools in the region would also benefit from these planning efforts and should be a focus moving forward.



PLAN AND POLICY REVIEW

This section includes a review of plans and policies and their relevance to the MPO boundary. The purpose, goals, and recommendations of the following plans and policies will be used to inform the development of the Metropolitan Transportation Plan.

2040 MINOT COMPREHENSIVE PLAN (2023)



The plan was adopted in May 2023 and considers new developments within Minot and a surge of investment for community revitalization. The 2040 Comprehensive Plans aims to capitalize on these opportunities and is founded on the idea that smart

decision-making and careful planning will make the city even better.

The plan developed four goals related to the future of Transportation in Minot. Included are relevant policies to the MTP.

1. Goal: Maintain roadways in safe and serviceable condition.
2. Goal: Promote development patterns and transportation infrastructure that support access and connectivity for all travel modes.

- Policy: Integrate pedestrian and bicycle facilities into new and reconstructed streets.
- Policy: During subdivision review and master planning, consider opportunities to eliminate roadway system gaps and/or increase pedestrian connections to reduce walk times.

3. Goal: Promote pathway connections within subdivisions.

- Policy: Require sidewalk installation with all new urban residential and commercial development.
- Policy: Promote sidewalk installation with roadway reconstruction projects in corridors where pathway connections are lacking.

4. Prepare for and embrace emerging transportation technologies.

Additionally, the plan focuses roadway improvements on two areas, the Northwest Growth Area and the Southwest Growth Area. These areas are where most greenfield development is planned and anticipated. The following improvements can be expected for each growth area.

1. Southwest Growth Area (Anchored by Trinity Hospital and planned multi-use developments. Future growth is planned to be concentrated along 37th Avenue SW.)

- Expansion of 16th Street SW from 37th Avenue SW to 54th Street SW
- Construction of an overpass/interchange improvements at Burdick Expressway or at the Northwest Bypass
- Construction of 30th Street SW as a Minor Arterial to 37th Avenue SW, with likely roadway realignments
- Roadway tie-ins and intersection improvements on 37th Avenue SW

EXISTING CONDITIONS

2. Northwest Growth Area (Development will be focused near the Northwest Bypass to expand commercial retail opportunities on the north side of Minot. Access management will be crucial as development occurs.)

- Construction of 36th Avenue NW/CR 10 as an Urban Minor Arterial to approximately 1.5 miles west of the bypass
- Construction of 30th Street NW as a Minor Collector from 19th Avenue NW to 36th Avenue NW/CR 10
- Extension of 30th Avenue NW as a Minor Arterial from the bypass to approximately 1 mile west, with intersection expansion and potential realignment of the skew

Overall, the City desires to promote development patterns and transportation infrastructure that supports access and connectivity for all travel modes.

MINOT LAND DEVELOPMENT ORDINANCE (2021, 2023)

The Minot Land Development Ordinance was adopted in April 2021 and amended in December 2023. The ordinance is divided into chapters, with much of the document describing each zoning district within Minot and the regulations that pertain to them. Articles 3 and 4 provide information about Standards General to All Development and Standards Specific to Uses and Districts. Article 6 provides information about Parking and Loading.

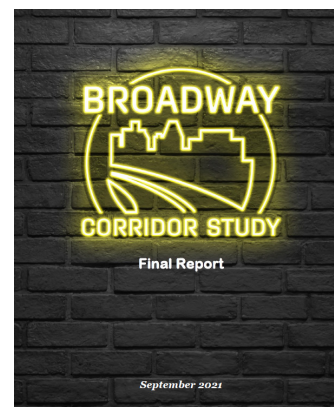
Within Chapter 6, Alternative Parking Strategies and Reductions are described:

- Shared Parking – Parking spaces being shared between two or more buildings if it reasonably appears that patrons of one establishment will not use the spaces at the same time as

the patrons of the other establishments.

- Stand-alone Parking – Allows parking areas to be located on a lot other than the lot on which the use served by the parking areas is located.
- Transportation Demand Management (TDM) Techniques – Set of tools that provide an alternative to parking spaces. These tools include, but are not limited to, van pool, car pooling, and park and ride lots.
- Demonstrated Parking – May include providing evidence of similar uses and locational situations operating successfully with lower amounts of parking, evidence that the proposed uses have a high rate of parking turnover, or evidence that the characteristics of the proposed occupants are likely to lessen parking demand.
- Avoidance of Sensitive Resources – Explains the need to avoid certain resources.
- Other Alternatives or Reduction Strategies – Other strategies may be proposed for consideration.

MINOT BROADWAY CORRIDOR STUDY (2021)



The Minot Broadway Corridor was completed in September 2021 and provides an analysis of the approximately six-mile-long corridor while includes twenty-two intersections. Broadway is a north / south corridor that stretches from the north city limits to the southern city limits and provides connections to Minot Airport, Minot State University, and Downtown. The route is a U.S. Highway, a truck route, and a major arterial through the city. While it

has regional significance by connecting Minot to the rest of the region and beyond, it has been seen as a barrier to safe travel by foot, bicycle, and transit.

The recommendations for the roadway stemmed from the Corridor Vision which involves safety improvements, intersection operations, and the need and desire for walking and biking facilities.

PRIORITY AREAS

• North Segment: 46th Avenue N to 11th Avenue

» Key Issues

- Vehicles: Two-way stop-controlled intersections operate deficiently. High speeds make turning on- and off- Broadway challenging.
- Safety: Much of the segment and intersections see critical crash rates. High severity crash rates due to speeds 10 to 15 MPH above the speed limit.
- Livability: No off-street bicycle or pedestrian facilities north of 21st Avenue N. High traffic speeds can make crossing the corridor challenging.
- Other: Some design options are limited by the airport's area of influence.
- Recommendations: Speed control and intersection improvements to facilitate safe movements (Roundabouts or Traffic Signals)

• Campus Segment: 11th Avenue N to Souris River

» Key Issues

- Vehicles: Consistent traffic makes turning left on-to or off-of the corridor time-consuming, frustrating, and unsafe.
- Safety: High crash rates due to uncontrolled driveways.

Crash rate is 120% higher than other similar corridors.

- Livability: Uncomfortable pedestrian facilities with ADA compliance issues. Challenging pedestrian crossings across the corridor. No dedicated bicycle facilities. Limited transit service.
- Other: Right-of-way limitations and corridor goals moved bicycle improvements off of Broadway.
- Recommendations: High level of Access Management to manage turning vehicles on- to and off- of Broadway.

• Downtown Segment: Souris River to Burdick Expressway

» Key Issues

- Vehicles: Consistent traffic makes turning left on-to or off-of the corridor time-consuming, frustrating, and unsafe. Compounded signal delays increase perception of poor operations.
- Safety: High crash rates due to uncontrolled driveways. Crash rate is 90% higher than other similar corridors.
- Livability: Uncomfortable pedestrian facilities with ADA compliance issues. No dedicated bicycle facilities. Limited transit service.
- Other: Right-of-way limitations and corridor goals moved bicycle improvements off of Broadway.
- Recommendations: High level of Access Management to manage turning vehicles on- to and off- of Broadway.

• Commercial Segment: Burdick Expressway to 20th Avenue S

» Key Issues

- Vehicles: Consistent traffic makes turning left on-to or off-of the corridor time-consuming, frustrating, and unsafe. Compounded signal delays increase perception of poor operations.
- Safety: High crash rates due to uncontrolled driveways. Crash rate is 310% higher than other similar corridors.

EXISTING CONDITIONS

- Livability: Uncomfortable pedestrian facilities with ADA compliance issues. Challenging pedestrian crossings across the corridor. No dedicated bicycle facilities. Limited transit service.
 - Other: Right-of-way limitations and corridor goals moved bicycle improvements off of Broadway.
 - Recommendations: Access management in the form of right-in right-out intersections and limited left turn opportunities. Pedestrian crossing improvements and bike corridors on streets parallel to Broadway.
- South Segment: 28th Avenue to 41st Avenue S
 - » Key Issues
 - Vehicles: Limited capacity at signalized intersections creates bottlenecks with deficient operations. Frontage road configurations provide limited queue storage, crash concerns, and access challenges.
 - Safety: High crash rates at 31st Avenue S due to access management challenges and mainline queuing. High crash rates at 40th Avenue S due to challenges finding gaps in traffic.
 - Livability: No pedestrian or bicycle facilities on either side of Broadway. Limited transit service.
 - Other: Poor pavement conditions means a rehabilitation project is necessary in the short term.
 - Recommendations: Moderate or High means of Access Management to manage turning vehicles on- to and off- of Broadway. Pedestrian crossing improvements and bike corridors on streets parallel to Broadway.
 - US 2 Interchange: 20th Avenue S to 28th Avenue S
 - » Key Issues
 - Vehicles: Traffic operations are acceptable, but closely spaced traffic signals can create friction

- Safety: High crash rates at 20th Avenue S and Access at 22nd Avenue creates conflicts and driver confusion
- Livability: No pedestrian or bicycle facilities on either side of Broadway. US 2 is a major multimodal barrier with few crossings throughout Minot. Limited transit service.
- Other: Past efforts looking into additional lanes on the northeast off-ramp but concluded they could not be provided without property impacts.
- Recommendation: Access control over the interchange with a bridge/tunnel to bring pedestrians from one side of U.S. Highway 2 to the other.

2035 MINOT LONG RANGE TRANSPORTATION PLAN (2015)

The 2035 plan was approved in January 2015 by the City of Minot. The plan is intended to serve as a blueprint for making transportation decisions in the coming decades. It offers guidance and direction to achieve a shared vision for travel and mobility in the City. The plan also pairs identified needs with specific actionable projects, prioritizes improvements to accommodate growth and the city's financial capacity, and presents new initiatives and strategies.

TRAFFIC FORECASTS AND FUTURE TRAFFIC OPERATIONS

Revisions to the transportation network include a review of local connectivity, access, lane designations, and the functional classification system. Identified next steps are to develop new planning-level capacities and travel speeds. 2025 and 2035 ADT forecasts show development in northwest and southwest Minot that will contribute to increases in traffic growth and congestion

along main arterials. The recent opening of Trinity Hospital will also contribute to traffic growth and congestion in the southwest and the Port of North Dakota continues to account for much of the traffic growth and congestion in the northeast.

Results of the year 2035 no build operations analysis indicate that many of the key intersections are expected to operate at an unacceptable level, Level of Service (LOS) E or worse during AM and PM peak hours with the existing traffic controls and geometric layout. As a result of the network-wide congestion and associated operational issues, significant roadway modifications are necessary to mitigate the poor operations and queuing issues.

2035 THOROUGHFARE PLAN

The Thoroughfare Plan identified the desired, long-term form and function of the community's transportation system. Improvements are divided into six categories: Intersection Improvement, Corridor Expansion, Corridor Access Management, New Roadway Construction, Future Road Closures, and Possible Future Interchange Locations. These improvement strategies are generally located on routes of significant importance including Broadway and corridors on the periphery of the City where new development is occurring.

FUTURE TRANSIT

The existing transit system is coverage based and does not provide reasonable travel times or high frequencies of fixed-route buses. In 2013, the City of Minot completed a Comprehensive System Analysis (CSA). The analysis recommended transitioning the Minot City Transit system to one that focuses less on coverage and more on frequent service of core routes that serve most riders.

PLANNING STUDIES FOR FUTURE CONSIDERATION

Four major transportation corridor studies were identified as having regional significance that justify further detailed analysis and require additional planning funds.

- U.S. 83 Northwest Bypass
- Southwest Bypass/Arterial Corridor
- U.S. 2/U.S. 52 West
- 16th Street Southwest

MINOT 2013 COMPREHENSIVE (TRANSIT) SYSTEM ANALYSIS (2013)

In 2013, Minot was already growing rapidly due to a variety of factors, including the western North Dakota oil boom.

At the time of publication in 2013, Minot City Transit operated nine fixed transit routes. However, the Plan acknowledged that transit will be an increasingly important component of reaching the city's vision.

Key findings included identifying growth areas and noting the desire for improved transit services, signage, knowledge, awareness, and support of the transit system. The **integration of public transit with other modes**, particularly pedestrian connections, can allow Minot to grow while maintaining safe transportation options.

WARD COUNTY FUTURE FORWARD TRANSPORTATION PLAN

The County maintains approximately 715 miles of roadway and 72 bridges within a geographic area of 2,056 square miles. The goal of establishing the Transportation Plan is to provide the capacity to move people, materials, and goods with maximum efficiency, comfort, and safety.

The plan concludes with several Transportation System Recommendations.

- Regionally Significant Corridors (RSC) – These corridors provide routes that are significant to internal movements of traffic within Ward County and the MPO Boundary. (RSC do not include U.S. Highway 2, U.S. 2 Business Route within Minot, U.S. Highway 52, U.S. Highway 83, North Dakota 23, and North Dakota 28 due to their more broader significance.) Regionally significant corridors within the MPO boundary include:

Table X: Regionally Significant Corridors

Roadway	Length (mi)	Termini	Notes
Ward 10	23	East: 11th St NE to West: County 9	Passes through MPO
Ward 10A	2	East: County 19 to West: US 2	Within MPO
Ward 12	6	East: US 2 to West: County 19	Within MPO
Ward 12 (NE Bypass)	5	North: County 19 to South: County 12	Within MPO
Ward 14	22	East: 16th St SW to West: County 9	Passes through MPO
Ward 15	19	North: County 14 to South: County 18; and North: County 8 to South ND 83	Passes through MPO
Ward 16	19	East: County 23 to West: County 15	Outside of MPO, SW and SE Connector Corridor
Ward 17	5	North: County 15 to South: County 14	Within MPO
Ward 19	9	North: County 8 to South: County 12	Passes through MPO
Ward 20	23	East: US 83 to West: County 9	Outside MPO
Total	133		

- Future Functional Class – Functional Class is important at a County-wide scale to ensure roadways are being identified and classified in a manner that will facilitate appropriate prioritization and decision making relative to county transportation investments and mobility needs. Most Ward County roads are appropriately classified throughout the rural portions of Ward County. However, more consideration is needed in the area around Burlington, Minot, and Surrey, in the Rural-Urban Coordination (RUC) Boundary. This will be especially important for intergovernmental coordination and communication to address expectations regarding roadway design standards, right-of-way, and access management.
- Proposed System Standards – The Ward County Comprehensive Plan establishes guidance to reserve/preserve the necessary setbacks and right-of-way while additionally establishing the necessary access control to enable the Ward County roadways to provide an acceptable level of service over the lifespan of this Plan. The creation and refinement of roadway standards for Ward County is based largely upon the fundamental and underlying principles of the Functional Class.
 - » Design Standards for County Roads
 - » Setbacks
 - » Right-of-Way Widths
 - » Typical Sections
 - » Access Management
 - » Weight & Load Restrictions
- Jurisdictional Alignment (Potential Future Jurisdiction) – Proposed potential jurisdictional alignment changes are meant to establish a set of corridors for which future discussions will be needed as conditions change to oversee change in ownership. The following types of jurisdictional alignment were considered:
 - » County to Township
 - » County to City
 - » Shared Maintenance Agreements
- Subarea Analysis – Four specific subareas were evaluated in more detail at a planning level as part of the Transportation Plan.
 - » Sub-Area 1: Southwest/Southeast (SW/SE) Ward County Connector Corridor
 - » Sub-Area 2: County Road 14
 - » Sub-Area 3: Junction County Road 14 / County Road 19
 - » Sub-Area 4: County Road 23 (Through Sawyer) (Outside of the MPO Boundary)

WARD COUNTY COMPREHENSIVE PLAN (2019)

The purpose of the Comprehensive Plan is to maintain and enhance the quality of life of Ward County residents. It will be used to guide decisions affecting the future of Ward County through lane use and development, transportation, and other infrastructure considerations. The planning process included three rounds of public engagement to develop concepts consistent with the perspectives of county residents.

TRANSPORTATION SYSTEM RECOMMENDATIONS

These recommendations should be considered in partnership with recommendations made in the Ward County Future Forward Transportation Plan.

EXISTING CONDITIONS

- Corridor Preservation – The fundamental concept of the functional class roadway system is that roadways intended to serve different functions will have different design characteristics. Corridors should be preserved to incorporate all necessary design characteristics to maintain safety.
- Safety Considerations - Access management policies are intended to ensure effective and reliable mobility by reducing crashes, traffic delays and congestion, which maximizes corridor capacity and functionality. Numerous components are incorporated into access management and should be considered for implementation by the County.
- Interjurisdictional Coordination - It is recommended that the County continue to initiate consideration and collaboration with other jurisdictions to achieve consensus about any changes in ownership or maintenance responsibility.

TRANSPORTATION GOALS

Several goals and policies have been developed to support the efficient implementation of key findings and recommendations of the Transportation chapter of this plan. These goals and policies support existing Ward County transportation systems and protect and preserve future investments in both public right of ways and adjacent private property.

- Goal B – The County shall provide convenient, connected and efficient transportation facilities through development of a network of Regional Significant Corridors (RSCs). The RSC network demonstrates a 322-mile network of priority corridors in Ward County.
 - » Policy B1. Regional Significant Corridors
 - » Policy B2. Pavement and Gravel Management
 - » Policy B3. Southeast/Southwest Connector Corridor
- Goal C – The County shall provide a new updated Functional Class map which serves to establish a hierarchy of roadways

to support safe and efficient transportation in Ward County. The update should be coordinated with NDDOT, with consideration given to impacted communities for which Ward County Corridors pass through, especially the City of Minot.

» Policy C1. Functional Class

- Goal D – The County should work proactively with cities and townships in Ward County to periodically review and consider changes in jurisdictional alignment (i.e. ownership) of various roadway segments. The Ward County Transportation Plan identifies nearly 110 miles of roadway which should be candidates for a potential future change in jurisdictional alignment.

» Policy D1. Jurisdictional Alignment

» Policy D2. Cost Sharing of Jurisdictional Alignment Changes

- Goal E – The County shall strive to balance local access needs with regional travel needs (corridor capacity) through the development of access management standards to be implemented through the subdivision ordinance. The access management guidelines discussed in the Comprehensive and Transportation Plans provide the baseline set of requirements for consideration through development of a future access management ordinance for Ward County.

» Policy E1. Access Management

» Policy E2. Access Management in Extraterritorial (ET) Areas

- Goal F – The County shall implement existing building setback standards as outlined in this plan. Building setback standards protect private property, protect the traveling public and preserve a clear zone along traveled right of ways. Building setbacks are not a replacement for right-of-way purchase or dedication or easements. Building setback

can be viewed as a preliminary first step in preserving lands adjacent to county roadways for future potential roadway improvements.

» Policy F1. Building setback

- Goal G – The intent of right-of-way standards is the preservation of corridors for future growth and/or modification of roadways to support the Ward County transportation system. The County shall establish procedures for right-of-way acquisition or dedications, easements or other measures as determined necessary to facilitate improvements as outlined in the Comprehensive Plan

» Policy G1. Right-of-Way

- Goal H – Ward County will work to gradually improve priority corridors in Ward County to meet 105,500 (By Legal Weight) standards. Currently 85 miles of Ward County roadways are at 105,500 standards. Because this investment is significant, the investment will be gradual and done over time. The RSC Network is considered the highest investment priority for upgrade to 105,500 standards within Ward County.

» Policy H1. 105,500 Standards

- Goal I – The ability to catalogue current traffic data is an important tool in transportation decision making. Consider the development of a regular traffic data collection program for Ward County corridors. Focus would be on the RSC Network countywide, and on all County corridors within the RUC Boundary.

WARD COUNTY SOUTHWEST AND SOUTHEAST CONNECTOR CORRIDOR STUDY



The Ward County Southwest and Southeast Connector Corridor Study was initiated by Ward County to lay the foundation for a future limited access connector route between U.S. Highway 2/52 west of Minot to U.S. 52 east of Minot.

Due to population growth and increased commercial freight demands, a southern connection would provide an alternative route for freight and motorists outside of the urban core.

FUTURE TRAFFIC OPERATIONS

- AM Peak Hours – Traffic simulation indicates that AM peak hour traffic operations are not expected to be significantly deteriorated by traffic growth.
- PM Peak Hours - In contrast, traffic operations impact from traffic growth are expected to be more widespread in the PM peak hour. PM peak hour congestion is expected to have significant impacts to travel times on the US highway system in moderate and high growth scenarios.

ALTERNATIVES ANALYSIS

Several options for both corridor alignments/routing and intersection designs at key connection points were proposed, evaluated, and ranked in terms of performance related to key criteria. After completion of the analysis, a planning level

EXISTING CONDITIONS

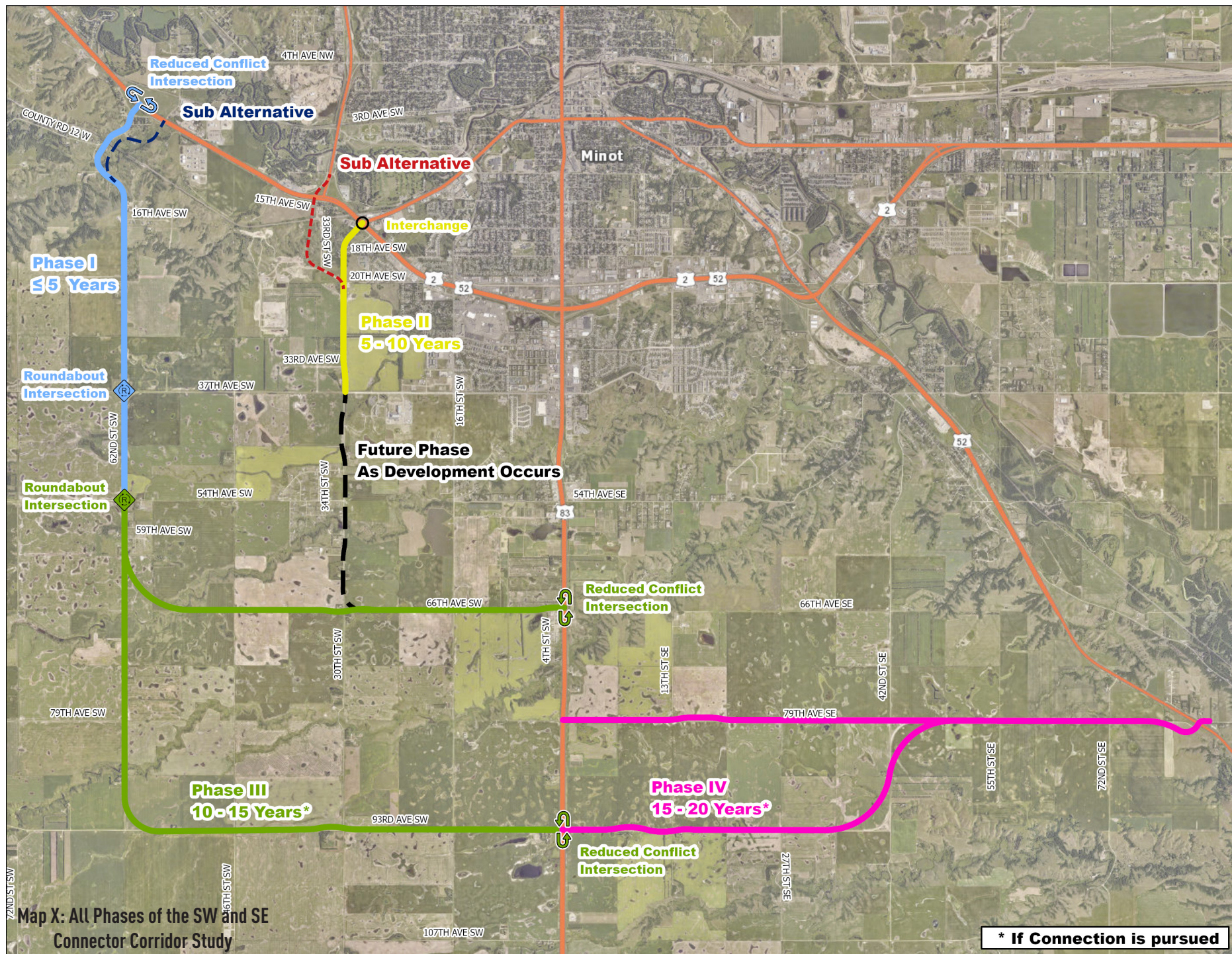
benefit-cost analysis was performed to better understand the value of roadway improvements that were being considered. Based on this analysis, the key takeaways are as follows:

- A Near Connection alignment closer to Minot offers the greatest benefits, with the value of benefits exceeding project costs in both the low and high-cost estimates. While this concept had the greatest costs, it had far and away the greatest benefits.
- A Far Connection alignment has a positive benefit-cost ratio if the lower end of project cost estimates is assumed. The higher end of cost estimates however exceeds the value of operations and safety benefits. Meaning, concepts that required a new roadway to be built are not technically beneficial, but the utilization of existing routes provides clear benefits.
- The Arterial Improvement Concept has a positive benefit cost ratio with both the low and high-cost estimates. Benefits are lower than the Near Connection scenario, but higher than the Far Connection scenario. This concept however, does not resolve the issues on US 83 and was considered technically infeasible from an impacts perspective by several Ward County SW and SE Connector Corridor Study TAC Members.
- Breakdown of Benefits – Across all three scenarios studied in benefit-cost analysis, around 80 percent of the monetary value of benefits come from delay benefits, with the remaining 20 percent coming from crash reduction benefits.

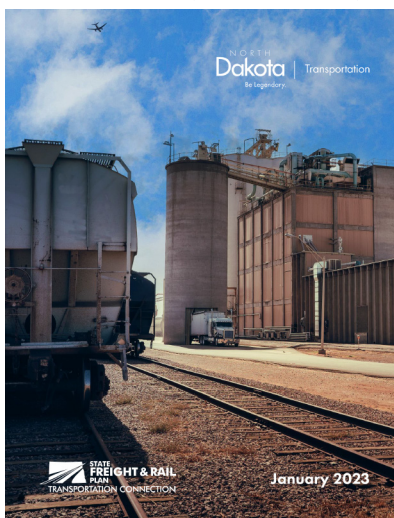
IMPLEMENTATION PLAN

The Implementation Plan balanced needs and concerns by using a hybrid approach of the developed alternatives. Each of the following improvements is projected to have both local and regional benefits.

- Phase One
 - » CR 17 Alignment – (Within 5 Years) Designed to improve roadways that will naturally carry increased traffic volumes to the hospital and Minot's primary growth area
- Phase Two
 - » 30th Street SW Alignment – (Within 5-10 Years) Elimination of one of the highest crash intersections in the region (Burdick Expressway) and major exposure reductions to the primary regional crash areas.
- Phase Three
 - » Southwest Connection – (Within 10-15 Years) Provides valuable east-west connection for freight and agricultural users from U.S. Highway 2/52 to U.S. Highway 83
- Phase Four
 - » Southeast Connection – (Within 15-20 Years) Completes a full southern connection which nearly doubles the utility of the SW Connector by allowing for traffic to connect from U.S. Highway 2/52 west of Minot to U.S. Highway 52 Southeast of Minot.
- Future Phases
 - » 30th Street SW – (As development occurs) Provides a north-south connection from County Road 14 to a potentially constructed Phase III southwest connection. This connection unlocks the U.S. Highway system to the south and east.



NDDOT STATE FREIGHT & RAIL PLAN (2023)

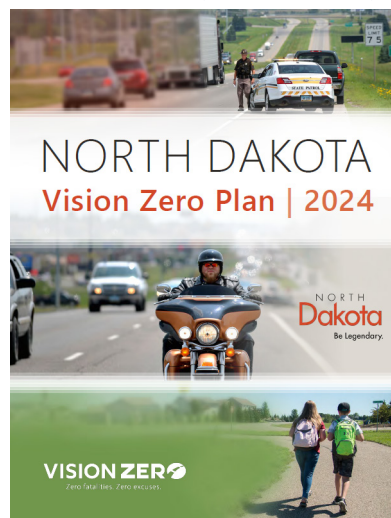


The NDDOT State Freight & Rail Plan serves as a modal plan designed to support *Transportation Connection*, the NDDOT Long-Range Transportation Plan (LRTP). Within the plan, existing conditions are analyzed and documented, and issues and needs are identified. The plan concludes with recommendations and implementation strategies. The following list has been identified in this plan as the current Freight

Issues and Needs (as they relate to the 2050 MTP):

- Reduce the number and severity of truck-involved crashes
- Reduce the impact of overweight trucks
- Maintain and expand truck parking availability
- Reduce the number and severity of crashes at highway-rail grade crossings by reducing crossing defects
- Improve highway-rail grade crossing safety by reducing the number of blocked crossings
- Maintain a state of good repair
- Preserve freight and rail infrastructure
- Improve freight resiliency
- Upgrade freight-related infrastructure
- Provide consistent and reliable highway travel times
- Provide reliable freight rail service
- Improve truck parking information and management

NORTH DAKOTA VISION ZERO PLAN (2024)



As mandated by 23 U.S.C. § 148 (c) (1), the Strategic Highway Safety Plan (SHSP) is a federally required statewide, comprehensive safety plan that provides a coordinated framework around which safety stakeholders unite to reduce highway fatalities and serious injuries on all public roads. North Dakota's SHSP, also known as the Vision Zero Plan, is a data-driven, comprehensive plan which outlines goals, objectives, and strategies to

advance North Dakota toward zero fatalities.

APPENDIX F: VULNERABLE ROAD USERS (VRU) HIGH PRIORITY CORRIDORS

Out of twenty-one road corridors, only one falls within the MPO boundary.

Rank	Points	County	City	Location
17	4.34	Ward	Minot	Burdick Expressway between 8th Street SW & Main Street

Strategies were developed to address VRU barriers and challenges, while also encompassing successful safety initiatives which have been demonstrated to improve VRU safety and support the Safe Streets for All principles and elements.

- Strategy 1: Reduce Vehicle Speeds
 - » Implement road diets
 - » Install roundabouts
 - » Implement self-explaining/self-enforcing roadway design
 - » Install gateway treatments
 - » Narrow travel lanes
- Strategy 2: Implement proven safety countermeasures and conduct research on emerging and innovative safety countermeasures to remove VRU conflict point intersections
 - » Install roundabouts
 - » Install reduced conflict intersections
 - » Remove turning movement at intersections
 - » Conduct sight distance reviews at intersections
- Strategy 3: Implement proven safety countermeasures and conduct research on emerging and innovative safety countermeasures to improve VRU visibility and driver awareness of VRUs
 - » Install lighting
 - » Enhance intersection signage and striping
 - » Install curb extensions and sight distance improvements
 - » Install medians and pedestrian refuge islands
 - » Install crossing countdown timers
 - » Install crosswalk visibility enhancements (e.g., leading pedestrian intervals at traffic signals and rapid flashing beacons)
 - » Establish safety corridors
 - » Investigate the use of innovative pavement markings and colored pavements
- Strategy 4: Implement proven safety countermeasures and conduct research on emerging and innovative safety countermeasures to separate VRUs from adjacent motor-vehicle traffic
 - » Install ADA compliant sidewalks and walkways
 - » Install medians and pedestrian refuge islands
 - » Install multi-use pathways
 - » Install protected bicycle lanes
 - » Widen shoulders
- Strategy 5: Continue to implement access management to reduce VRU conflict points near intersections
 - » Initiate early outreach in the planning and zoning stages and educate on the importance of access management to reduce potential VRU traffic crashes
- Strategy 6: Conduct VRU safety studies
 - » Conduct VRU walking safety reviews or site investigations (e.g., safe routes to schools or safe routes to destinations) to identify VRU infrastructure barriers, challenges, and needs



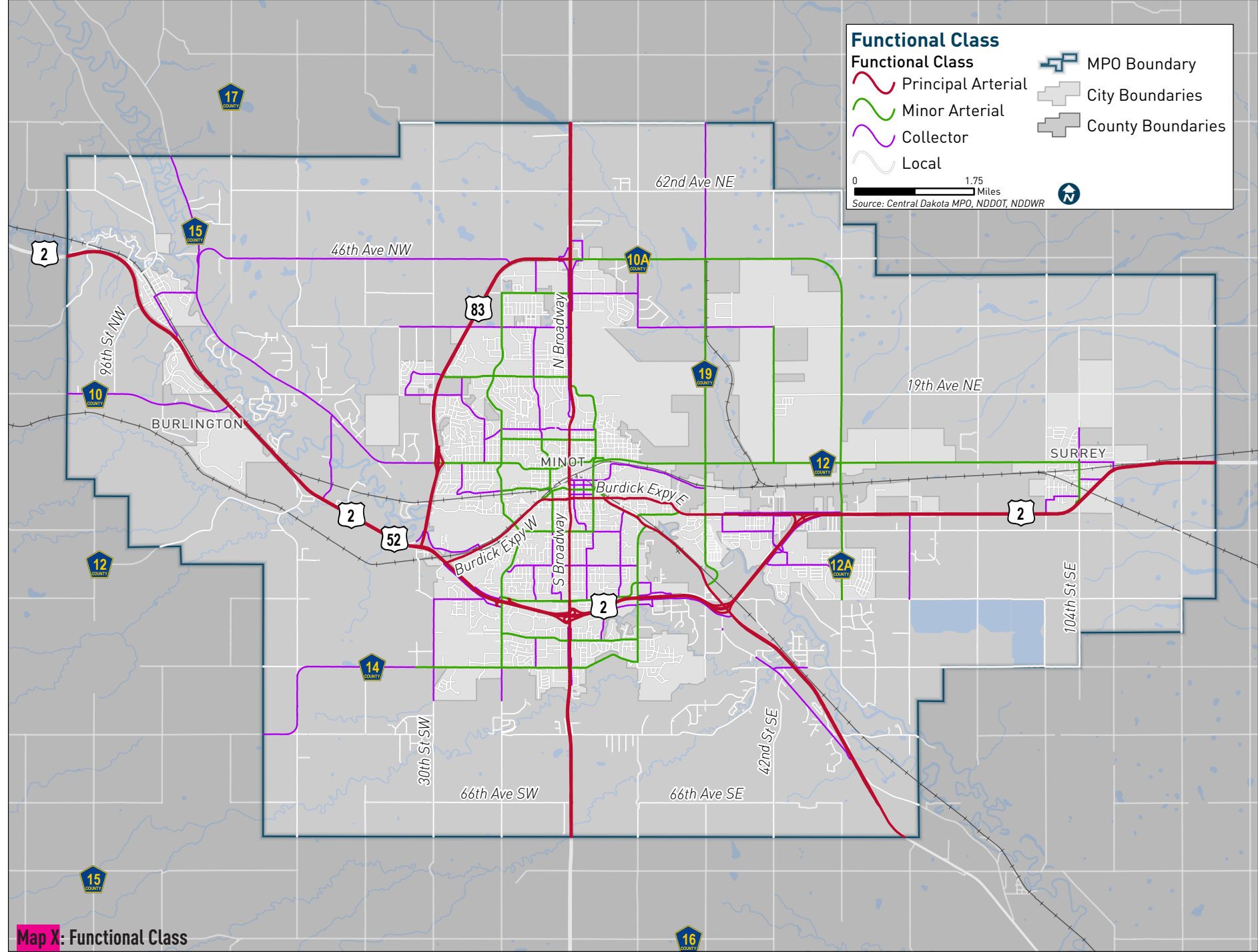
ROADWAY SYSTEM

The evaluation of traffic operations, including intersection and road segment crashes, travel reliability, and bridge and pavement conditions was conducted to assess the existing conditions of the CDMPO roadway system. The goal for all roadways within the MPO is safety, reliability, and accessibility for all roadway users.

FUNCTIONAL CLASSIFICATION

Roadways within the MPO Boundary are classified into four categories: Principal Arterial, Minor Arterial, Collector, and Local. Below is a sampling of non-Local routes in the region.

- Collector
 - » 16th Avenue SW
 - » Ward County 14
 - » Ward County 15
- Minor Arterial
 - » 16th Street SW
 - » Ward County 12
- » Ward County 12A
- » Ward County 19
- Principal Arterial
 - » U.S. Highway 2
 - » U.S. Highway 52
 - » U.S. Highway 83 / 83 Bypass

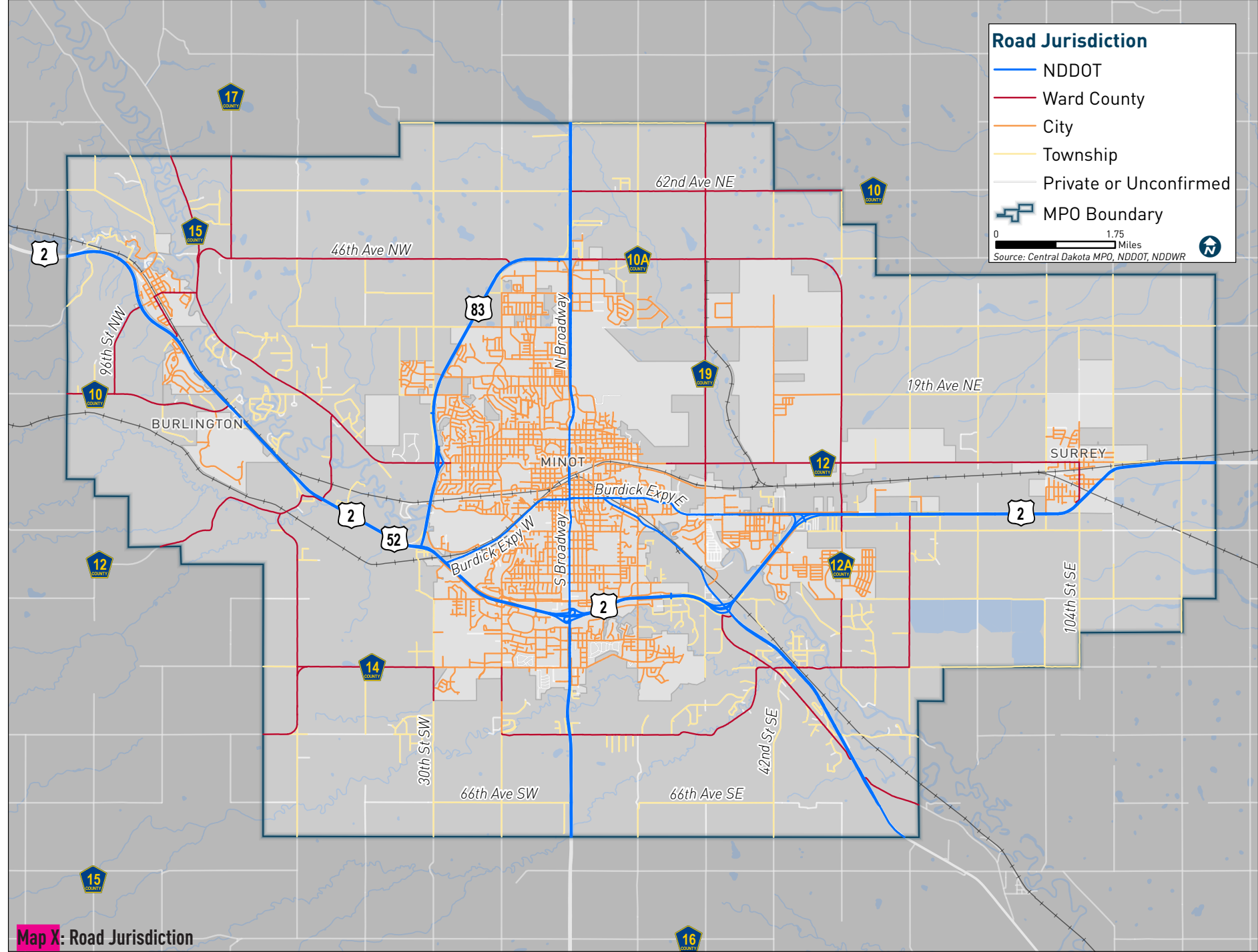


JURISDICTIONAL CLASSIFICATION

The below chart breaks down all roadways within the MPO Boundary by maintaining jurisdiction. There are almost six hundred miles of centerline divided between seven jurisdictions.

Table X: Miles of Centerline per Jurisdiction

Jurisdiction	Miles of Roadway Maintained (Within MPO Boundary)
Unconfirmed or Private	9.35
Township Highway Agency	155.30
City of Surrey	9.75
City of Burlington	12.57
City of Minot	252.86
Ward County Highway Agency	67.18
NDDOT	90.48
Total	597.49



TRAFFIC SAFETY

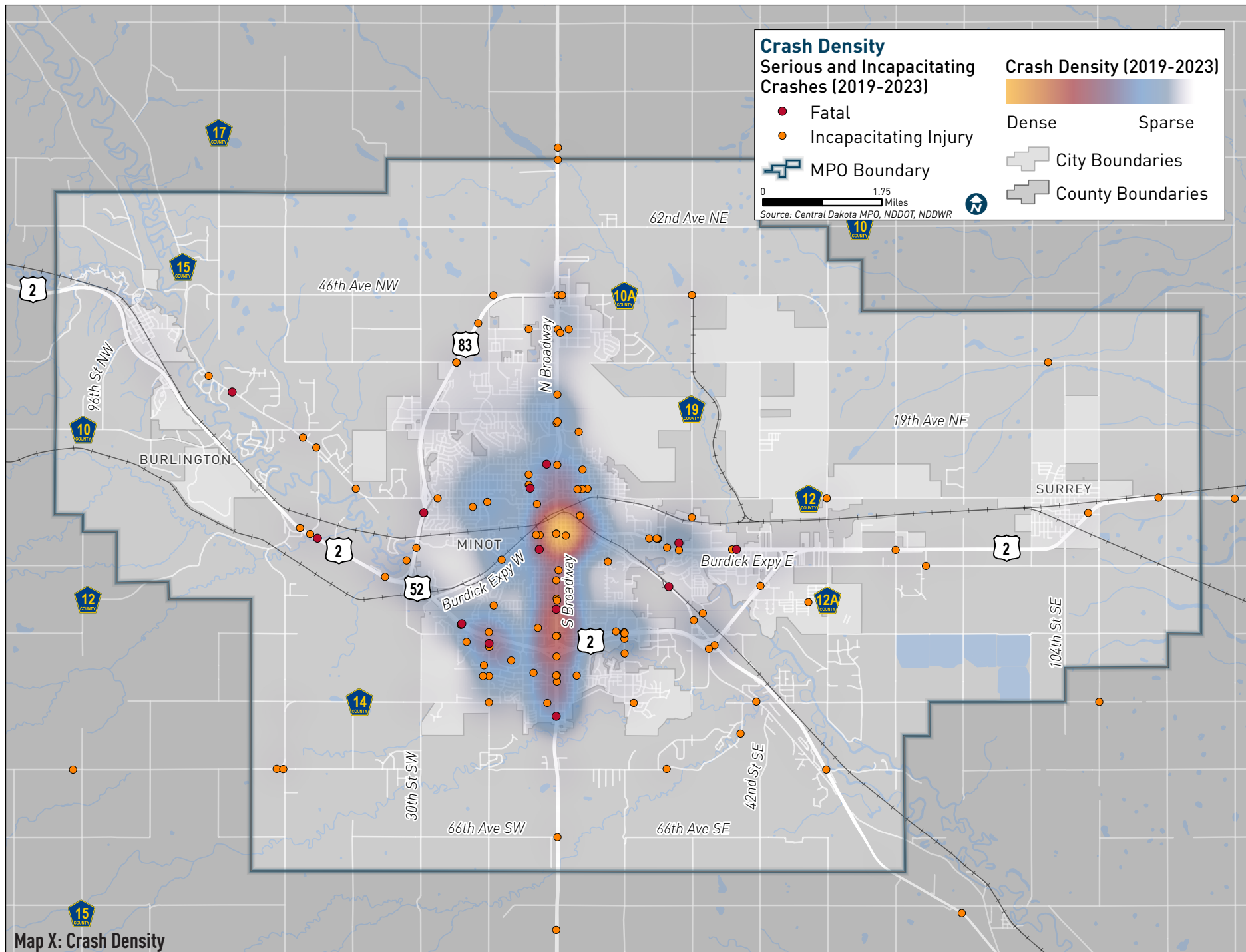
Safety on North Dakota roadways is a top priority for the Metropolitan Transportation Organization and the communities that reside within it. Intersection, roadway segment, and pedestrian and bicycle crashes are analyzed within this chapter.

CRASH SUMMARY

Crash data from 2019 to 2023 was analyzed. The result of this analysis is shown below in Figures X, Y, Z. In Figure X, fatal and incapacitating injuries are shown in red and orange, respectively. Density of all crashes is also shown in this figure. Fatal and incapacitating injuries are concentrated along the major roadways of U.S. Highway 2/52, Broadway (U.S. Highway 83), and the Burdick Expressway. Many crashes also occur in Downtown Minot and northwest Minot, near Minot State University.

CRITICAL CRASH RATES

Crash rate analysis was completed for all functionally classified roadway segments (roadway between two intersections) and intersections. Crash rate analysis incorporates roadway characteristics (number of lanes, traffic control) and traffic volumes into the analysis to normalize the data. This means that the crash rate at an intersection that carries only 1,000 vehicles per day is compared to equivalent intersections across the state. A location's crash rates are then compared to the average crash rate for that type of facility. Where a location's crash rate is higher than the average crash rate its index is greater than one and indicates a statistically significant crash trend. This methodology allows for a more objective measure of traffic safety.

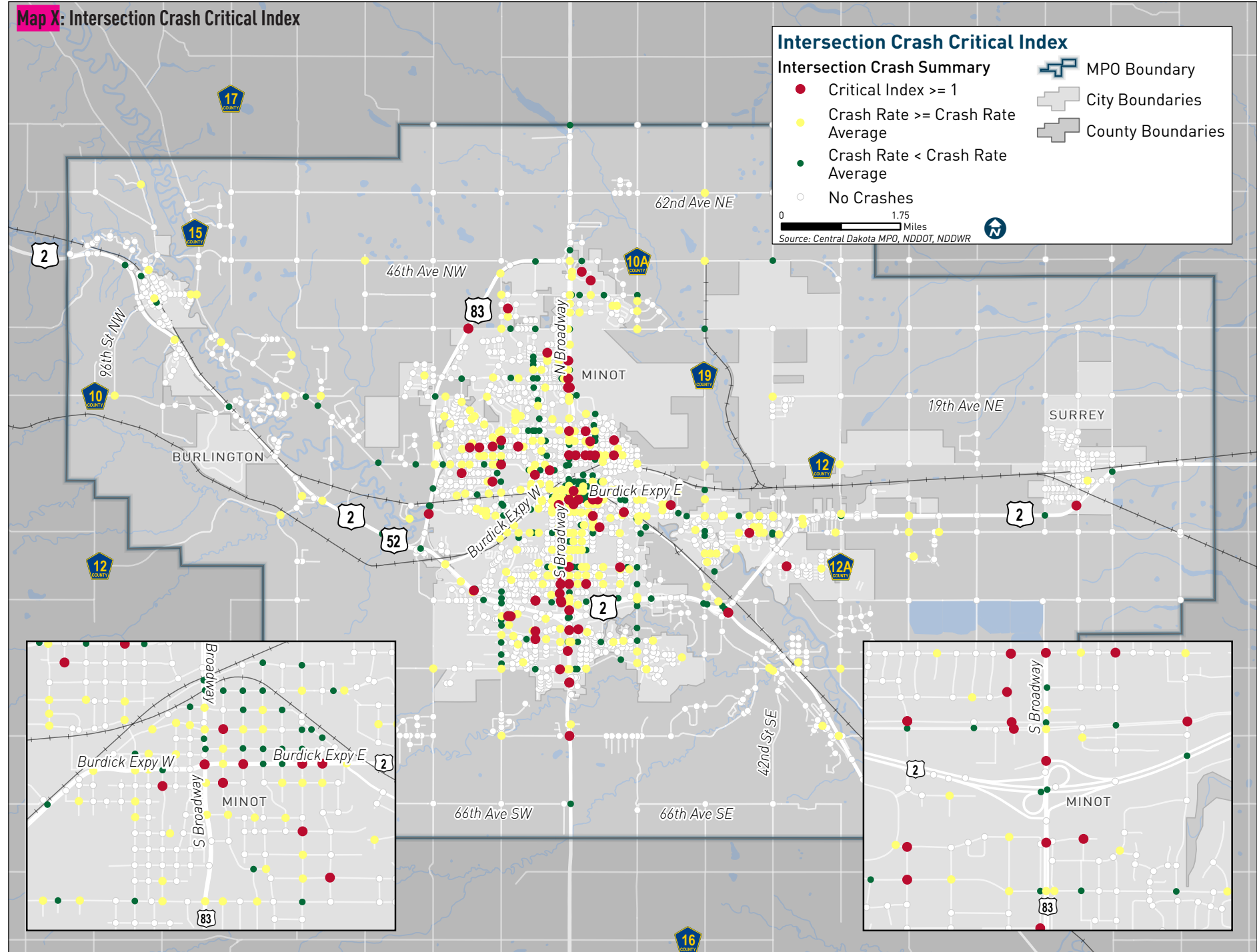


INTERSECTION CRASH ANALYSIS

Intersection crash data was obtained from the North Dakota Department of Transportation for the years 2019 to 2023. The intersection crash rate for the MPO area is compared to the crash rate average of the state of North Dakota for similar intersections. For intersections labeled in red (Critical Index ≥ 1), this indicates a statistically significant crash trend. There is a large concentration of intersections above the critical index near the U.S. Highway 2 interchange, parallel to Broadway, on 4th Street SW, which may suggest safety countermeasures should be considered to reduce the number of crashes and improve safety for all users. Additionally, for those intersections labeled in yellow, there is a greater rate of crashes compared to similar intersections within the state. This is most prominent along Broadway (U.S. Highway 83) and in northwest Minot.

Table X: Top 10 Critical Index Intersections

Intersection	Critical Index	Jurisdiction	Most Frequent Crash Type
U.S. Highway 83 & 40th Avenue SW	4.70	NDDOT (US 83) & City of Minot (40th Ave SW)	Angle (Not Specific)
U.S. Highway 2 Business/Burdick Expressway and U.S. Highway 83	3.17	NDDOT	Rear End
18th Avenue SW & 4th Street SW	2.38	City of Minot	Angle (Not Specific)
17th Avenue SW & 4th Street SW	2.38	City of Minot	Angle (Not Specific)
12th Street NW & 7th Avenue NW	2.38	City of Minot	Angle (Not Specific)
U.S. Highway 52 & U.S. Highway 52 Ramp	2.25	NDDOT	Rear End
1st Street SW & 5th Avenue SW	2.14	City of Minot	Angle (Not Specific)
10th Street SW & Frontage Road	1.94	City of Minot	Angle (Not Specific)
20th Avenue NW & 2nd Street NW	1.94	City of Minot	Angle (Not Specific)
30th Avenue NW & U.S. Highway 83	1.88	NDDOT (US 83) & City of Minot (30th Ave NW)	Angle (Not Specific)

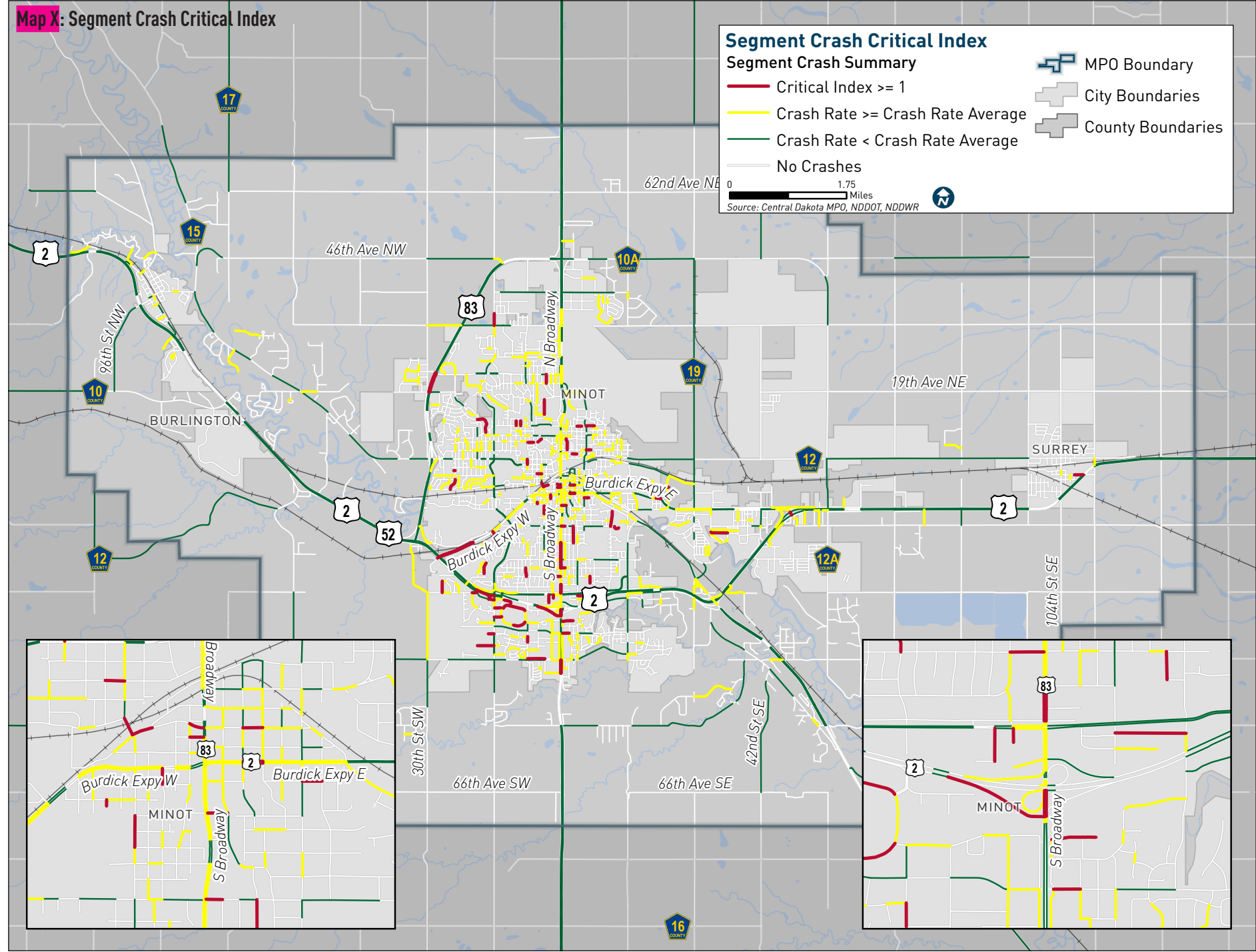


SEGMENT CRASH ANALYSIS

Like intersections, many roadway segments in the MPO have a crash rate that is greater than or equal to the crash rate average for the state. This is especially prominent along north-south corridors in Minot such as Broadway, where large amounts of access to adjacent parcels may create ample opportunities for crashes. The roadways around Dakota Square Mall also experience crash rates above the state average. U.S. Highways in the area generally have crash rates below the average except in areas near interchanges where traffic patterns commonly change depending on the time of day.

Table X: Top 10 Critical Index Segments

Segment	Critical Index	Jurisdiction
28th Avenue SW	3.25	City of Minot
U.S. Highway 2 Business / Burdick Expressway	2.40	NDDOT
28th Avenue SE	2.39	City of Minot
17th Avenue SW	2.26	City of Minot
24th Avenue SW	2.17	City of Minot
6th Avenue NE	2.16	City of Minot
7th Avenue SW	2.12	City of Minot
32nd Avenue SW	2.01	City of Minot
2nd Avenue SW	1.93	City of Minot
24th Avenue SW	1.93	City of Minot



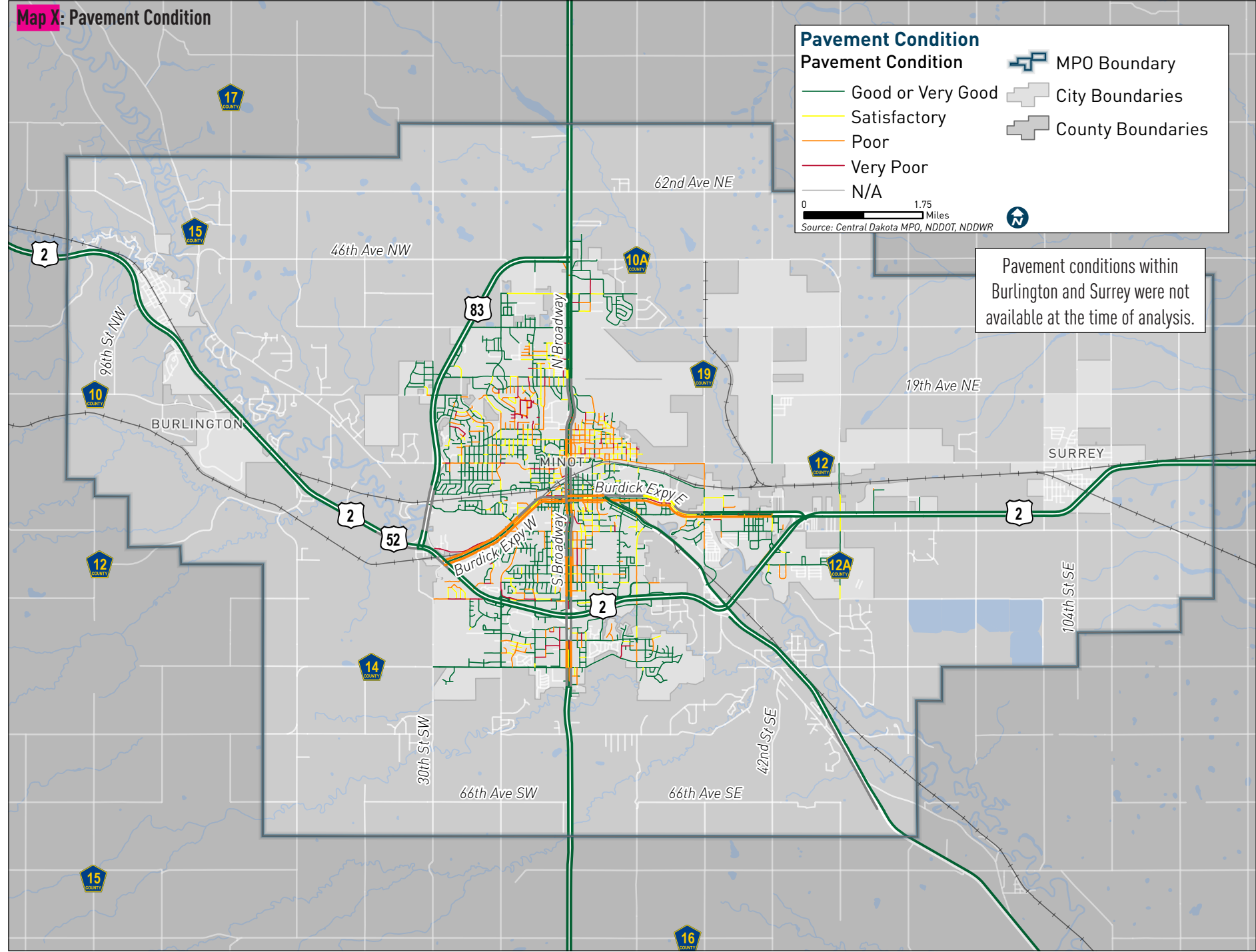
BIKE and PEDESTRIAN CRASHES

Between 2019 and 2023, there were a total of twenty-six pedestrian crashes and thirteen bicyclist crashes. Many of these crashes occurred along or adjacent to U.S. Highway 83 / Broadway Avenue, with others occurring along other highly trafficked roadways such as the Burdick Expressway, U.S. Highway 83 Bypass, and 16th Street SW.

TRANSPORTATION SYSTEM CONDITION

Pavement Condition

As shown in **Figure X**, the vast majority of roadway pavement is in a good or satisfactory conditions. However, U.S. Highway 2 Business (Burdick Expressway) is in Poor or Very Poor Condition. Additionally, pavement along U.S. Highway 83 (Broadway Avenue) is in Poor or Very Poor Condition within the City of Minot. Roadway conditions are also Poor or Very Poor in the neighborhood directly south of the airport, adjacent to U.S. Highway 83 (Broadway Avenue). These conditions can affect the safety of drivers and have impacts to freight and agricultural traffic. Pavement conditions within the Cities of Burlington and Surrey were not available at the time of analysis.



CAPITAL IMPROVEMENT PLANS

A Capital Improvement Plan (CIP) is a five-year plan that identifies improvement needs. As a long-range planning document, the CIP reflects the area's policies regarding future physical and economic development. A capital improvement is defined as any expenditure for equipment, buildings, infrastructure, land acquisition, plan or project that exceeds a pre-determined cost and has an estimated useful life greater than one year.

CITY OF MINOT CIP 2025-2029

Category	Type of Improvement	Engineering Project List	Scoring	Start Year	Finish Year	Total 5-Year Costs
Roadway	Maintenance	Traffic Signal Highway Safety Improvement	93	2026	2026	\$1,608,603.00
Roadway	Reconstruction	16th St SW Reconstruction Phase 1	88	2025	2025	\$14,655,256.00
Roadway	Maintenance	Traffic Signal Replacements	88	2025	2029	\$4,186,000.00
Roadway	Rehabilitation	16th St SW Interchange Rehabilitation	87	2026	2026	\$6,151,694.00
Roadway	Maintenance	2028 Highway Safety Improvement	86	2028	2028	\$83,600.00
Roadway	Reconstruction	16th St SW Reconstruction Phase 2	85	2026	2028	\$12,600,000.00
Roadway	Reconstruction	South Broadway Reconstruction	83	2028	2028	\$41,339,115.00
Roadway	Reconstruction	3rd St E and Central Ave Reconstruction	72	2025	2028	\$17,846,000.00
Roadway	Rehabilitation	Hiawatha Street Slope Stability	63	2028	2029	\$2,559,000.00
Roadway	Rehabilitation	3rd Street NE Bridge Rehabilitation	81	2025	2027	\$2,350,000.00
Roadway	Rehabilitation	Shirley Court Street Lighting District	60	2025	2025	\$110,000.00
Roadway	New Construction	17th and 18th Ave SE Extensions	49	2026	2027	\$900,000.00
Roadway	Maintenance	North Broadway near Airport Street Lighting District	80	2028	2029	\$350,000.00
Roadway	Maintenance	Street Light Feed Point Replacement	63	2025	2028	\$200,000.00
Roadway	Maintenance	Street Light LED Conversion	56	2025	2028	\$625,000.00
Bridge	Reconstruction	Anne Street Bridge	62	2026	2029	\$8,450,000.00
Bridge	Rehabilitation	Eastwood Park Bridge Rehabilitation	59	2026	2027	\$760,000.00
Bike/Ped	New Construction	16th Avenue SE Sidewalk	80	2027	2028	\$359,000.00
Bike/Ped	New Construction	11th Avenue SE Sidewalk	80	2028	2029	\$1,038,000.00
Bike/Ped	New Construction	21st Avenue NW Sidewalk Phase 1	77	2025	2026	\$467,000.00
Bike/Ped	New Construction	2nd Avenue and Main Street Pocket Park	45	2028	2029	\$639,000.00
Bike/Ped	Maintenance	Citywide Wayfinding Signage	35	2025	2025	\$398,000.00
Planning	-	2025 Washington Safe Routes to School	83	2025	2025	\$790,604.00
Planning	-	Lewis & Clark/Bel Air SRTS	76	2025	2026	\$1,891,000.00
Project Totals						\$121,474,872.00

CITY OF BURLINGTON CIP 2021 TO 2041

The 2021 to 2041 CIP does not include any transportation-related improvement projects. Three transportation improvement projects are currently in the works but are not programmed for a specific year at the time of writing.

- Transportation Priority Project One: Connect Johnson Street to U.S. Highway 52
 - » Designed and bid in 2016
 - » Total cost of \$550,000 (in 2016 dollars)
 - » Bid but not awarded
- Transportation Priority Project Two: Connect John Street to CR 10
- Transportation Priority Project Three: Pedestrian Bridge across U.S. Highway 52
 - » Previously approved by NDDOT TAP at preliminary stage

WARD COUNTY CIP 2024 TO 2028

2024-2028 Construction Projects	MPO	Year	Budget	State & Federal	Other Funds	Project Total
Patching and Overlay - Multiuse Path (awarded)	MPA	2024	\$142,618	\$605,247	-	\$747,865
County Road 17 and 14 Intersection - Design	MPA	2024	\$180,000	-	-	\$180,000
Culvert Replacement on Livingston Coulee & County Road 12	UZA	2025	\$1,000,000	-	-	\$650,000
Bridge 51-144-35.0 (Eureka Township) ARPA	MPA	2025	\$250,000	-	\$114,250	\$364,250
Micro Surface - County Road 19 (9 miles)	UZA	2025	\$1,035,000	-	-	\$1,035,000
Microsurfacing (County Road 12)	UZA	2025	\$230,000	-	-	\$230,000
Microsurfacing (County Road 10, 15, 17)	MPA	2025	\$1,260,000	-	-	\$1,260,000
Sliver Widen County Road 12 (east of 55th Street)	UZA	2025	\$600,000	-	-	\$600,000
Base Stabilization, Paving & RCB - Meadow Brook (2 miles)	MPA	2025	\$2,500,000	-	-	\$2,500,000
Base Stabilization & Paving - County Road 19 -KHRT (3 miles)	UZA	2025	\$2,025,000	-	-	\$2,025,000
Sliver Widen, FDR, Paving -County Road 14 (6 miles)	MPA	2026	\$4,500,000	-	-	\$4,500,000
County Road 17 and 14 Intersection - Construction	MPA	2027	\$553,030	\$2,346,970	-	\$2,900,000
FDR, Paving County Road 12 (east of 55th Street)	UZA	2027	\$1,400,000	-	-	\$1,400,000
Mill and Overlay NE Bypass (55th and 42nd)	UZA	2027	\$2,450,000	-	-	\$2,450,000
Construction Totals			\$18,125,648	\$2,952,217	\$114,250	\$20,842,115

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) 2024-2027

Category	Type of Improvement	Project List	Location	Estimated Costs
Roadway	Preventative Maintenance	4101 NH	U.S. Hwy 2 – E, 3 miles W of JCT 52 to 1 mile W JCT 83	\$3,106,000.00
		4102 NH	U.S. Hwy 2 – E, 55 th St E to 1.7 miles E Granville	\$4,640,000.00
		4103 NH	U.S. Hwy 2 – W, 3 miles W of JCT 52 to 1 mile W JCT 83	\$3,100,000.00
		4105 NH	U.S. Hwy 52 – W, Begin 4 lanes Minot SE to end 4 lanes	\$794,000.00
		4215 NHU	U.S. Hwy 2 – E, 1 W of US 83 (16 th St SW)	\$275,000.00
		4202 NH	U.S. Hwy 2 – W, 3 mile W Surrey to BNRR Overhead	\$567,000.00
		4203 NH	U.S. Hwy 2 – W, BNRR Overhead to 2.4 miles W Granville	\$2,921,000.00
	Rehabilitation	4302 NH	U.S. Hwy 2 – E, 1 mile W JCT 83 to 55 th St	\$1,301,000.00
		4303 NH	U.S. Hwy 2 – W, 1 mile W JCT 83 to 55 th St	\$1,178,000.00
		4319 NH	U.S. Hwy 83 – S Minot to AFB	\$2,341,000.00
		4109 NH	U.S. Hwy 83 – S, S of JCT 23 N to Urban Limit	\$3,384,000.00
		24033 4224 NHU	U.S. Hwy 2 – E, 1 W of US 83 (16 th St SW)	\$1,660,000.00
	Reconstruction	23860 4110 SU	ND 989 – N 16 th St SW (2 nd Av SW-14 th Av SW)	\$9,626,000.00
	Rehabilitation	24033 4225 SU	ND 989 – N 16 th St (Frontage Rd SW-24 th Av SW)	\$2,820,000.00
	Maintenance	23787 4222 SHEHU	Minot, Citywide Traffic Signal Revis	\$1,441,000.00

Bridge	Rehabilitation	23635 4010 NH	U.S. Hwy 2 – E, NE JCT U.S. Hwy 2 & 52	\$468,000.00
		23635 4011 NH	U.S. Hwy 2 – W, NE of JCT 2 & 52	\$468,000.00
	Rehabilitation	23900 4111 NH	U.S. Hwy 2 – E, JCT US 2 & US 52 West	\$588,000.00
	Rehabilitation	23900 4112 NH	U.S. Hwy 2 – E, JCT 2 & 52 East	\$630,000.00
	Rehabilitation	23997 4113 NH	U.S. Hwy 2 Business – Burdick Exprwy East – Minot	\$182,000.00
	Preventative Maintenance	23901 4216 NH	U.S. Hwy 2 – E, JCT US 2 & US 52 West	\$309,000.00
		23901 4217 NH	U.S. Hwy 2 – E, JCT US 83 & US 2-52	\$309,000.00
		23901 4218 NH	U.S. Hwy 2 – E, JCT 2 & 52 East	\$309,000.00
		23901 4219 NH	U.S. Hwy 2 Business – E, Burdick Expy, East	\$378,000.00
	Reconstruction	22048 4221 NH	U.S. Hwy 83 – N, South of U.S. Hwy 2	\$1,755,000.00
Planning	-	23245 4014 TAU	Minot Washington School SRTS	\$465,000.00
	-	23915 4016 TAU	Edison Elementary School SRTS	\$550,000.00
	-	23916 4115 TAU	Washington Elementary SRTS	\$495,000.00
Bike/Ped	New Construction	23943 4015 TAC	Minot to Burlington Multi-Use Path	\$748,000.00
Transit	Maintenance	4020 TURB	Minot-Citywide 5307	\$1,538,000.00
		4118 TURB	Minot-Citywide 5307	\$1,569,000.00
		4223 TURB	Minot-Citywide 5307	\$1,600,000.00
		4323 TURB	Minot-Citywide 5307	\$1,632,000.00

BRIDGES IN MPO AREA

Within the MPO, there are fifty-eight bridges that are monitored. These structures are either maintained by the North Dakota Department of Transportation or by the Ward County Department of Transportation.

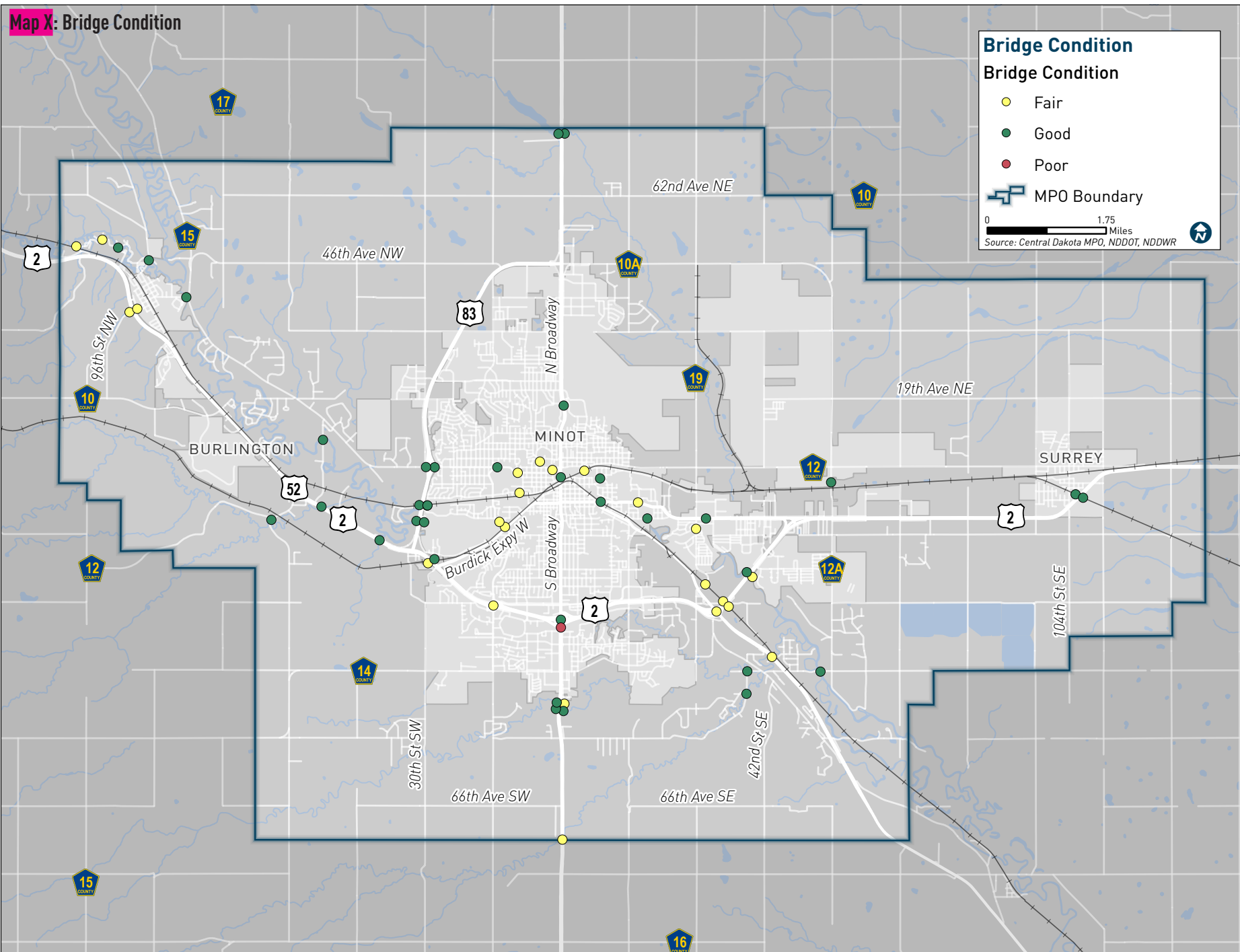
Table X: Poor and Fair Condition Structures within the MPO Boundary¹⁹

Poor Condition			
Structure Number	Location	Owner	Overall Health Rating
0083-198.473	South of U.S. Hwy 2 at US Highway 83	NDDOT	35.15
Fair Condition			
Structure Number	Location	Owner	Overall Health Rating
51-136-35.0	1 West 1 North Burlington	Ward County DOT	82.69
51-137-35.1	1 West 1 North Burlington	Ward County DOT	84.40
0002-138.353 L	5 Southwest of US 52 West	NDDOT	87.07
0002-144.200 R	2 West U.S. Hwy 83	NDDOT	98.04
0002-145.343	1 West of U.S. Hwy 83	NDDOT	92.78
MNOT03	16 th Street SW-Minot	City of Minot DOT	96.55
MNOT22 B	16 th Street SW-Minot	City of Minot DOT	98.01
MNOT01	3 rd Avenue-10 th Street NW-Minot	City of Minot DOT	96.47
MNOT05	2 nd Avenue-10 th Street SW-Minot	City of Minot DOT	87.45
MNOT24	6 th Street NW-Minot	City of Minot DOT	97.82
MNOT09	3 rd Avenue-4 th Street NW-Minot	City of Minot DOT	93.82

Structure Number	Location	Owner	Overall Health Rating
MNOT10	3 rd Street NE-Minot	City of Minot DOT	75.94
0002-907.095	Burdick Expressway East-Minot	NDDOT	97.84
MNOT21	27 th Street SE-Minot	City of Minot DOT	95.85
MNOT25	27 th Street SE-Minot	City of Minot DOT	99.05
0002-148.930	JCT 2 & 52 East	NDDOT	90.23
0002-149.111 L	NE JCT U.S. Hwy 2 & 52	NDDOT	96.39
0002-149.111 R	NE JCT U.S. Hwy 2 & 52	NDDOT	94.05
0002-149.663 R	1 N.E. of U.S. 2 & 52 JCT	NDDOT	93.45
0052-098.967	4 Southeast of U.S. 2 & 83	NDDOT	90.08
0083-195.336	3 South of U.S. Hwy 2	NDDOT	49.41

Table X: Structure Condition Summary

Owner	Total Structures	Good Condition	Fair Condition	Poor Condition
NDDOT	36	23	12	1
Non-State	22	12	10	0



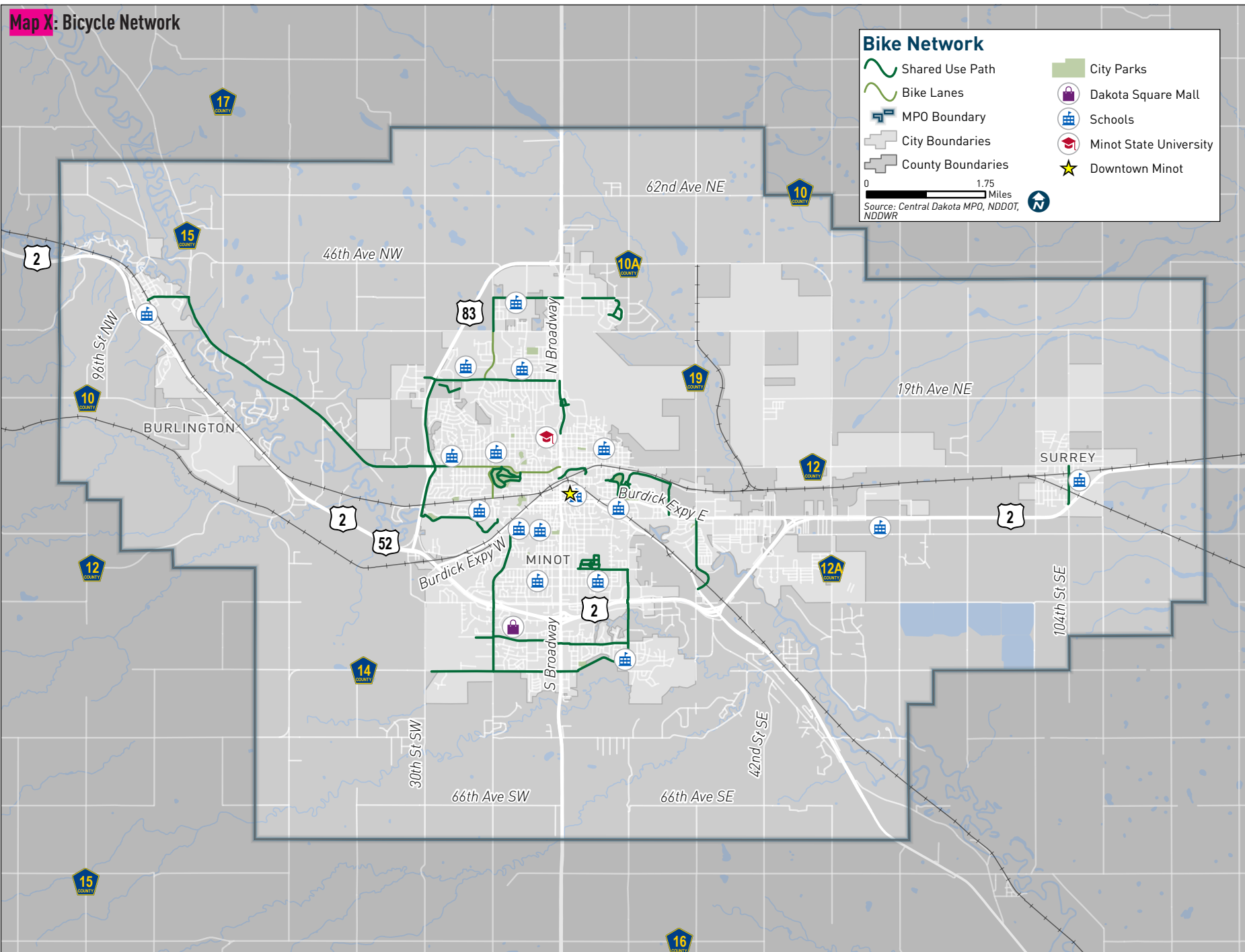
BIKE AND PEDESTRIAN SYSTEM

EXISTING NETWORK

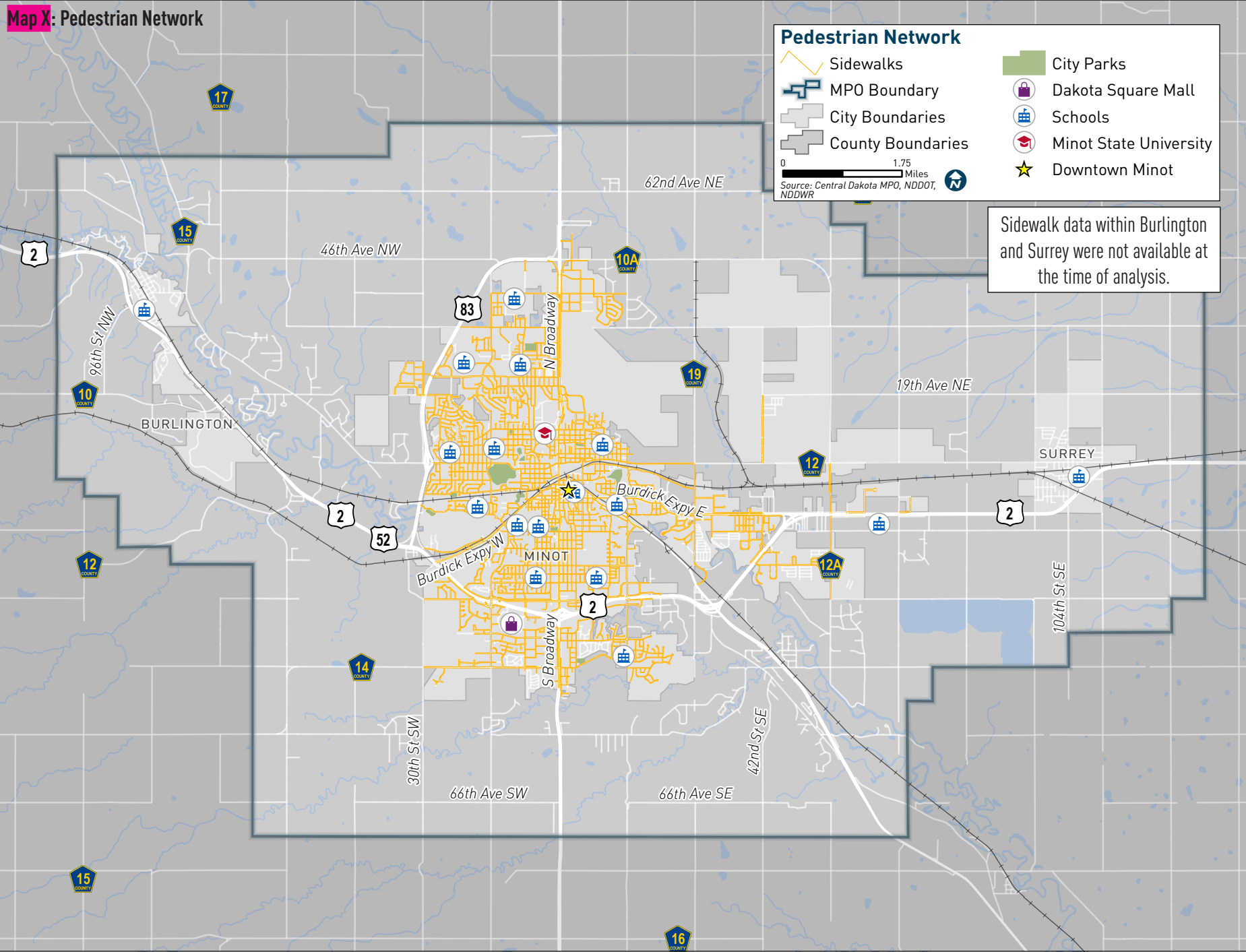
Although sidewalk infill efforts have expanded throughout the City of Minot, through community engagement efforts, residents wish to see a continued effort to provide sidewalks and trails. (Sidewalk data for the Cities of Burlington and Surrey were not available at the time of analysis.) In recent years there have been concentrated planning efforts that recommend improvements to the network. From those plans, and through community support, many improvements have recently been made.

In recent years, Downtown Minot has improved its streetscape to focus more on walking and biking and Surrey has recently added a multi-use trail along 104th Street/Pleasant Avenue. This multi-use trail connects residential areas to Surrey High School. The installation of the multi-use path has been critical for safety as it provides a safe pedestrian crossing of an active rail line. The five mile long Burlington to Minot Trail is currently undergoing rehabilitation efforts to make travel along it more comfortable for pedestrians and bicyclists. The trail starts at the intersection of the US-83 Bypass and 4th Avenue NE within Minot and extends west to the City of Burlington where it connects to Colton Avenue and local parks. Additional upcoming improvements can be found in the 'Capital Improvement Plans' section.

However, the bicycle network is still highly fragmented and provides limited connections throughout the region. The sidewalk network, while more connective, suffers from occasional gaps and unsafe crossings of major thoroughfares. Continued expansion and improvement of the bike and pedestrian system will allow residents more options for how they travel and provide more recreational opportunities.



Map X: Pedestrian Network



TRANSIT SYSTEM

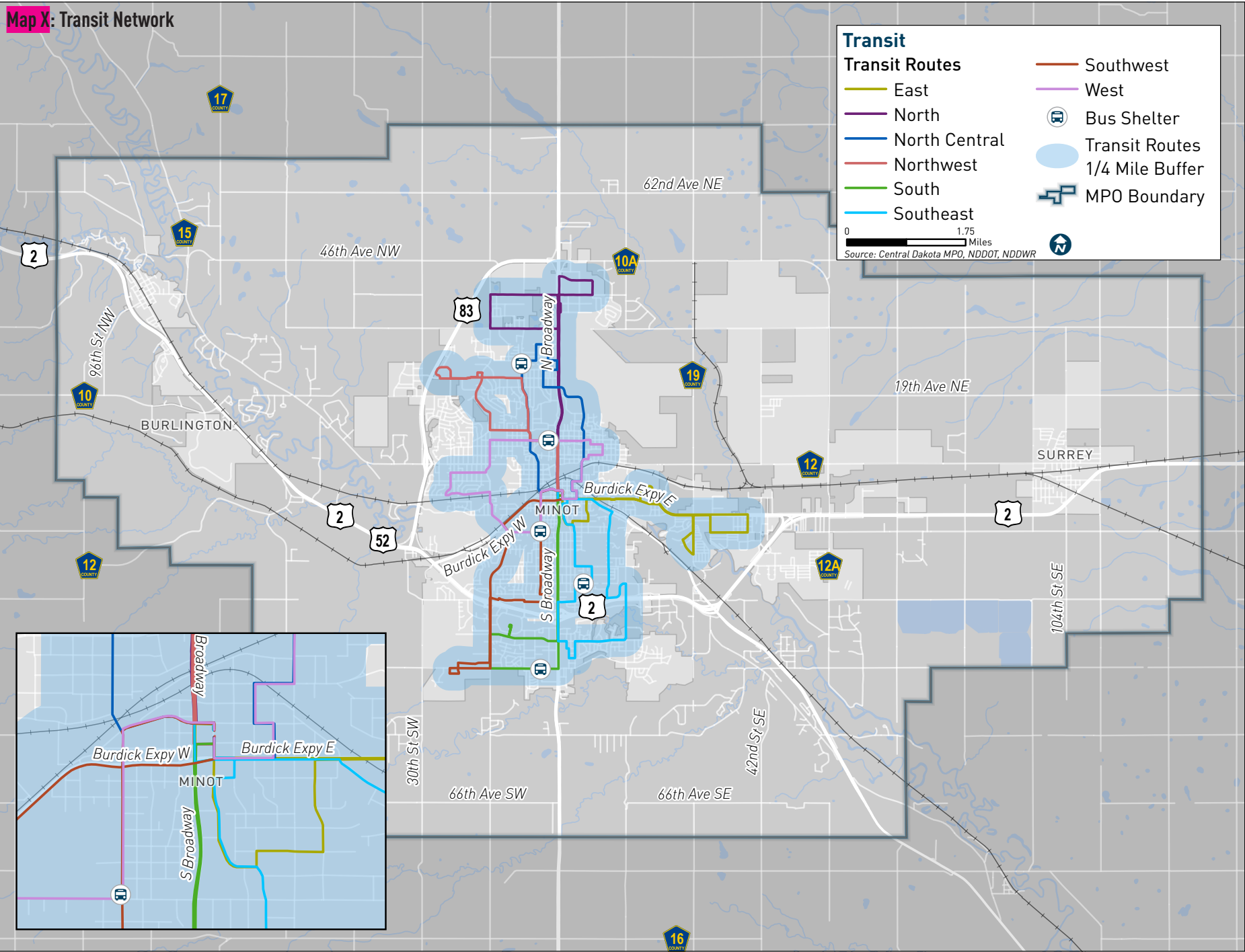
Transit services in the region are currently provided by Minot City Transit and Souris Basin Transportation. The area offers one of the most active and successful transit systems in the state, having had a strong recovery following the COVID-19 Pandemic that has led to recent service expansion to accommodate growing needs from customers. Public transportation is vitally important to the City of Minot. These services improve the quality of life by providing mobility to those who need or choose to use them, connecting commuters to jobs, students to educational facilities, and residents to shopping, recreation, and other services.

FIXED ROUTE SERVICES SUMMARY

Fixed route services are provided by Minot City Transit. There are currently eight routes in operation that run on weekdays from 7 a.m. to 7 p.m. Minot City Transit operates a hub-and-spoke service model, with routes starting and ending their trips at the recently opened Minot City Transit Center. Each route operates at a one-hour frequency and is interlined with another route, completing two 30-minute loops each hour from the main transfer point. A large majority of residents currently live within ¼ mile of existing transit routes, making Minot one of the most accessible transit systems in the state in terms of coverage. The new transit center opened in September 2024 and is located near City Hall and the Renaissance Parking Garage, a more central location that replaced the Minot Municipal Auditorium transfer site.

A comprehensive system analysis was completed in 2013, setting a vision for a complete transit system in the Minot area, with goals focused on accessibility, quality of service, development and land use, environment and air quality, multimodal approaches, transit experience, and funding. A key outcome of the study was setting the stage for a future downtown transit center. The Central Dakota MPO will oversee the next Transit Development Plan update which is expected to start in 2025. This study will also include services provided by Souris Basin Transportation.

Map X: Transit Network



Minot City Transit utilizes what is commonly known as a “flag stop” system, meaning buses will stop at any corner along a bus route as long as the operator believes it to be a safe place to stop. Additionally, buses will stop at fire hydrants in the middle of longer blocks. By relying on flag stops, transit riders have the flexibility to board where it is most convenient to them along a route, however, they often lack the necessary infrastructure needed to safely utilize the public transit system.

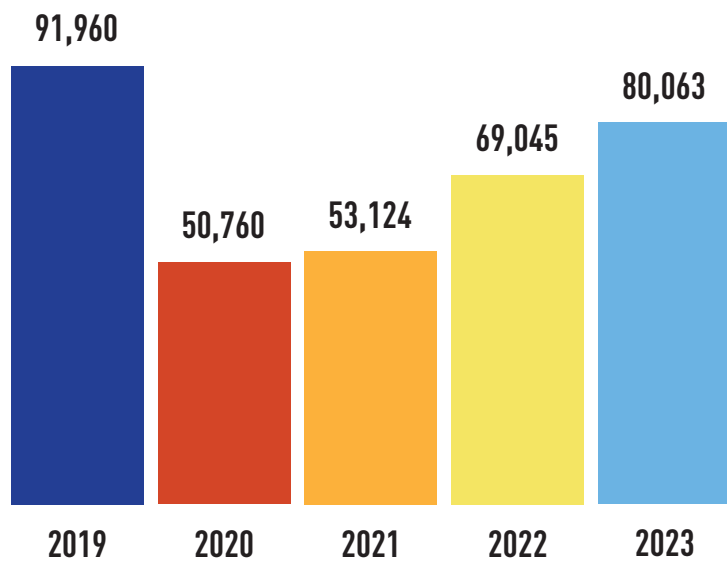
SYSTEM EFFICIENCY AND PERFORMANCE

Overall ridership has seen declines following the Covid-19 pandemic, however Minot City Transit has proven to be more resilient than many transit agencies across the United States and has experienced strong growth in recent years. In 2023, total ridership was at 87% of pre-pandemic levels.

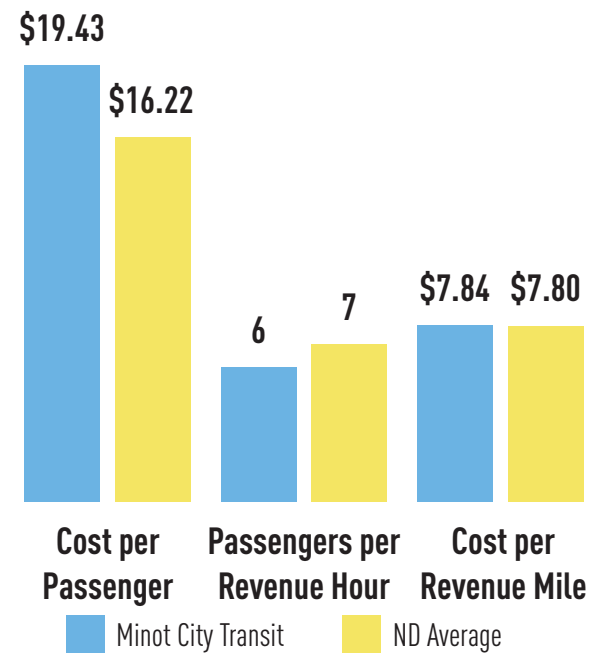
Following national trends, Minot City Transit’s operating expenses have been on the rise while ridership has seen declines following the Covid-19 pandemic. These trends have resulted in fewer service hours and higher costs per passenger. However, Minot’s transit performance metrics are generally starting to get closer to pre-pandemic levels. This is particularly true for passengers per revenue hour, which in 2023 was at 85% of 2019 levels.

Table X: Fixed Route Transit Routes

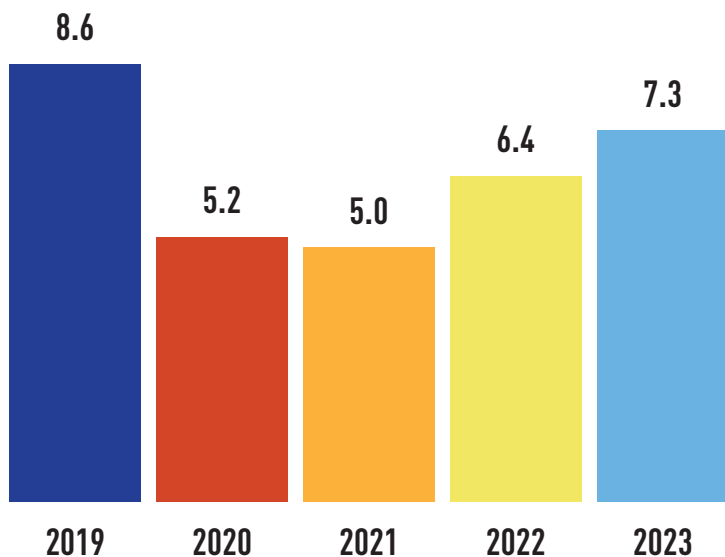
Route	Frequency (Min)	Span	Interlining	Additional Trips when School is in Session
North	60	7:00a - 6:30p	South West	7:30a, 3:30p
North West	60	7:30a - 7:00p	South	
North Central	60	7:00a - 6:30p	South East	7:30a, 3:30p
East	60	7:00a - 6:30p	West	7:30a, 3:30p
West	60	7:30a - 7:00p	East	7:00a, 3:00p
South	60	7:00a - 6:30p	North West	
South East	60	7:30a - 7:00p	North Central	7:00a, 3:00p
South West	60	7:30a - 7:00p	North	7:00a, 3:00p



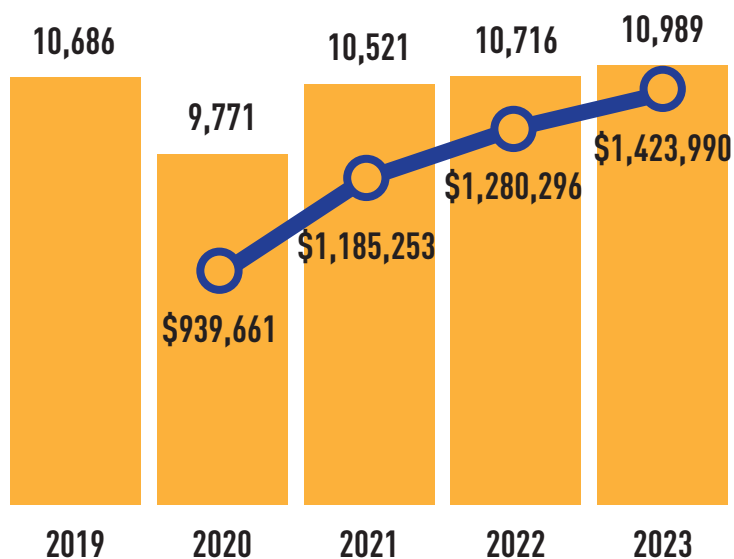
Graph X: Historical Annual Passenger Count



Graph X: Minot City Transit compared with ND Average

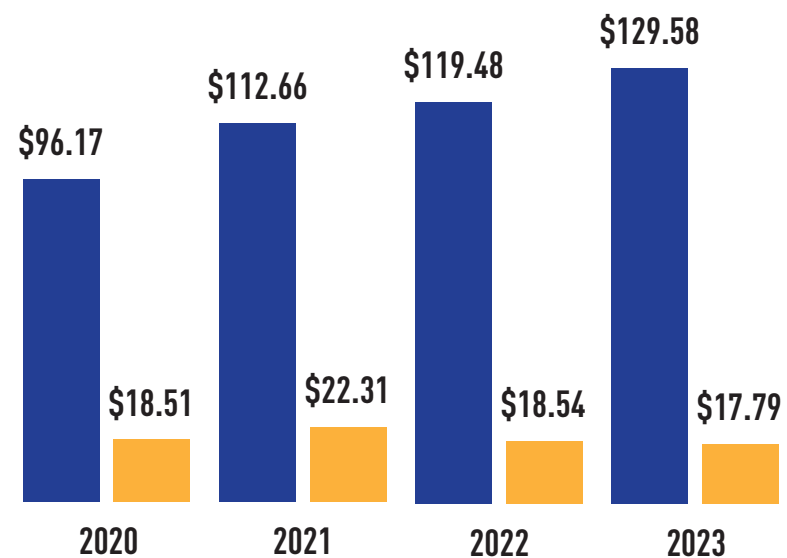


Graph X: Passengers per Revenue Hour



Vehicle Revenue Hours Operating Expenses
(Data unavailable in 2019)

Graph X: Vehicle Revenue Hours with Operational Expenses



Cost per Revenue Hour Cost per Passenger

Graph X: Cost per Revenue Hour and per Passenger

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SOURIS BASIN TRANSPORTATION

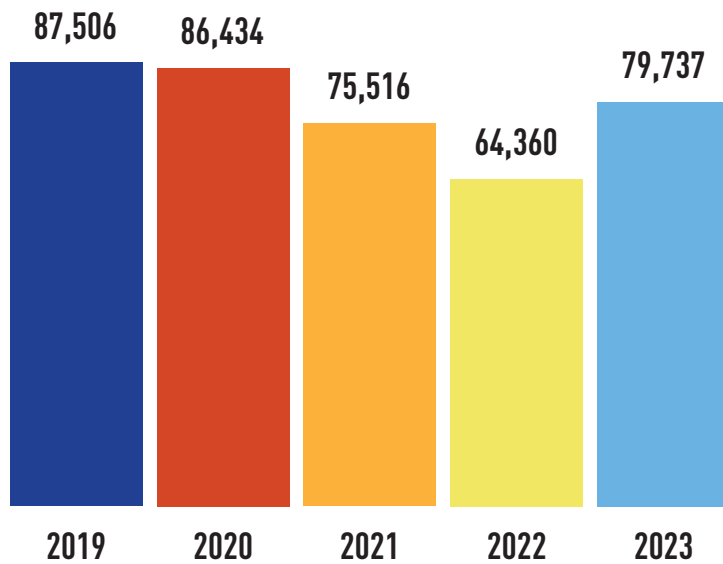
To meet the Federal Transit Administration's ADA requirements for paratransit service, Minot City Transit has partnered with Souris Basin Transportation. In the Minot area, Souris Basin Transportation provides curb-to-curb services between 7:30 a.m. to 10:00 p.m. on weekdays, 7:30 a.m. to 5:00 p.m. on Saturdays, and 7:30 a.m. to 3:00 p.m. on Sundays. Rides must be scheduled by 2:00 p.m. the day before a ride is needed, or on Friday for weekend trips. Reservations are currently made by calling the Souris Basin Transportation's dispatch office.

SYSTEM EFFICIENCY AND PERFORMANCE

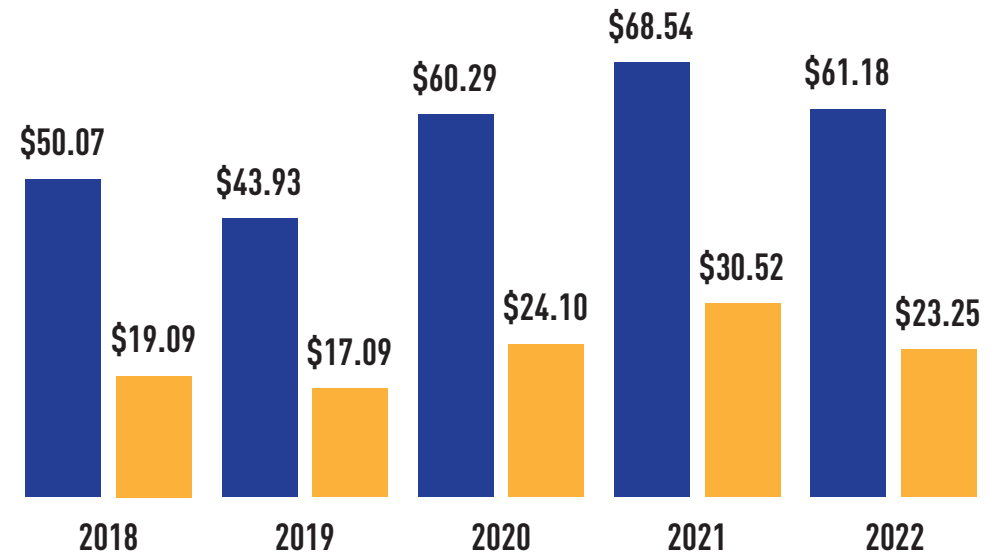
NTD data from 2018-2022 was reviewed for all of Souris Basin Transportation's services (including those outside of Minot), which have proven to be resilient following the Covid-19 pandemic. In 2022, ridership was at 92% of 2019 levels. While costs to operate service have been on the rise, recent trends have been more positive in the Minot area, having seen a reduction in costs per revenue hour and per passenger in 2022 compared to 2021. Passengers per revenue hour have also returned to pre-Covid levels, sitting at 2.6 in 2022.



EXISTING CONDITIONS

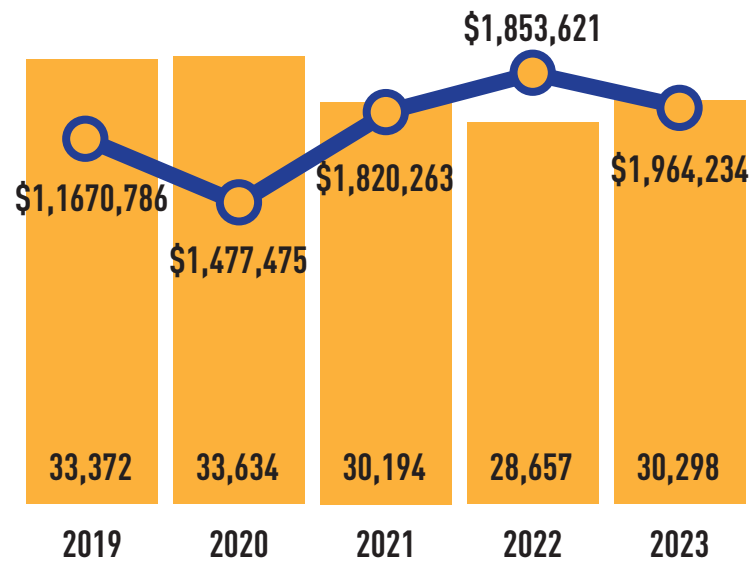


Graph X: Historical Annual Passenger Count



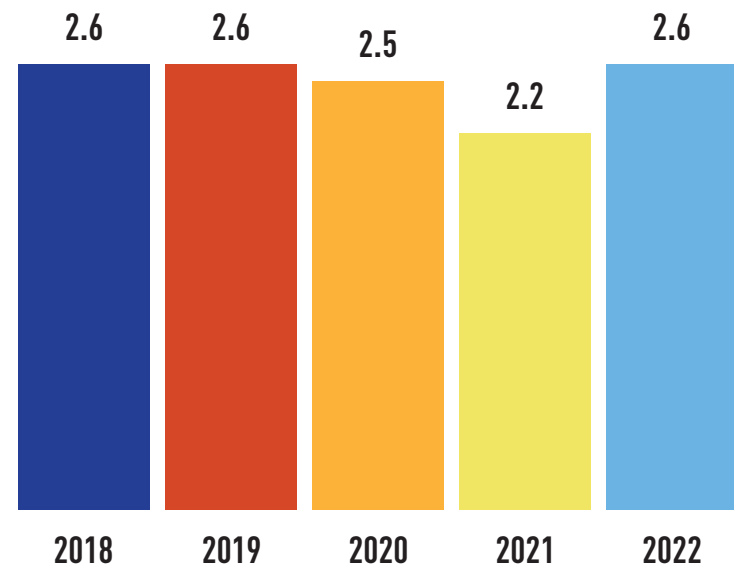
Cost per Revenue Hour Cost per Passenger

Graph X: Cost per Revenue Hour and per Passenger



Vehicle Revenue Hours Operating Expenses

Vehicle Revenue Hours with Operational Expenses



Graph X: Passengers per Revenue Hour

SUMMARY OF TRANSIT NEEDS

While Minot City Transit's ridership has continued to recover and grow in recent years, it will continue to be important to adapt and modify their systems to keep up with changing needs from their customer base and attract new riders to the system. The current system has a strong network to build on, providing coverage to a large majority of residents, but additional fine tuning and exploration of new technologies and service models (e.g., microtransit, higher frequency service, real-time information, designated stops, etc.) may help keep the momentum going. Since the publication of the Minot 2013 Comprehensive (Transit) System Analysis, the transit system has drastically changed and will benefit from an updated analysis as part of the upcoming Transit Development Plan.

The most significant challenge ahead for transit in the Minot region will be obtaining sufficient funding needed to continue operating service as it runs today. With the transition to an urbanized area, Minot City Transit's Section 5311 funding will go away, and Section 5307 allocations won't provide a sufficient amount to cover demand-response services currently being contracted with Souris Basin Transportation. The Transit Development Plan will need to have a focus on funding while balancing system efficiencies and the need to drive ridership growth in the region.

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FREIGHT SYSTEMS

North Dakota is unique in that approximately 78 percent of its freight flows are outbound. Agricultural and Petroleum products represent the majority of North Dakota outbound freight and travel most frequently by rail with truck transportation representing approximately a quarter of outbound freight travel. A majority of inbound North Dakota freight demand is served by truck transportation. While truck transportation is paramount to the freight system, rail has become more frequently used due to the opening of the Minot Intermodal Facility. These systems support the local and regional economy and their preservation and upkeep are necessary.

KEY ROUTES

The National Highway System (NHS) includes a variety of road types that are important to the nation's economy, defense, and mobility. The NHS includes the following types of roads:

- Interstates
- Other Principal Arterials – Highways in rural and urban areas that provide access between an arterial and a major port, airport, or other public transportation facility.
- Strategic Highway Network (STRAHNET) – Highways important to the U.S.'s strategic defense policy and that provide defense access, continuity, and emergency capabilities for defense purposes.
- Major STRAHNET Connectors – Highways that provide access between major military installations and highways that are part of STRAHNET.
- Intermodal Connectors – Highways that provide access between major intermodal facilities and the other four subsystems making up the NHS. Currently, two NHS intermodal connectors are designated in North Dakota.

The NHS is under the jurisdiction of state Departments of Transportation (DOT) with oversight by FHWA. In North Dakota, the NHS comprises the entire Interstate Highway System along with several state highway (designated ND) corridors. The following pass through the MPO boundary:

- U.S. Highway 2
- U.S. Highway 52
- U.S. Highway 83

FUTURE SW/SE CONNECTOR CORRIDORS⁴

The Connector Corridor was initiated by Ward County to lay the foundation for a future limited access connector route between U.S. Highway 2/52 west of Minot to U.S. Highway 52 east of Minot. Continued population growth along with sustained energy, agricultural, and commercial freight demands in the region have challenged the regional roadway system for decades. A southern connection would provide an alternative route for freight and motorists to alleviate congestion in the urban core including U.S. Highway 2/52 and U.S. Highway 83/Broadway.

U.S. HIGHWAY 2

Based on analysis conducted for the SW/SE Connector Corridor Study, it was found that U.S. Highway 2 carries the highest truck traffic volumes of all study area roadways. East of U.S. Highway 52, trucks make up around 10% of vehicles, with daily truck volumes ranging between 800 and 1,200 vehicle per day. Between U.S. Highway 52 and the U.S. Highway 83 Northwest Bypass, trucks are 11-14% of the traffic stream, with daily truck volumes between 2,000 and 2,200 per day. West of the U.S. Highway 83 Northwest Bypass, truck traffic is around 15% of the traffic stream, with around 1,700 trucks per day.

U.S. HIGHWAY 83

In the urbanized area just south of U.S. Highway 2, truck traffic is around 4% of traffic, with around 800 trucks a day. Truck traffic is lower north of U.S. Highway 2, with around 300 trucks per day. Truck traffic is a more considerable percentage of the overall traffic stream south of Minot (13-15% of traffic); however, the overall number of trucks is generally similar to the urbanized area, with around 1,000 trucks per day near 54th Avenue South and near County Road 16.

U.S. HIGHWAY 52

US 52 carries around 900 trucks per day between US 2 and County Road 16. Truck traffic is around 12% of the total traffic south of US 2 and around 19% of traffic near County Road 16.

MINOT AIR FORCE BASE (AFB) ROUTES

AFB is one of only three strategic missile bases in the US. The base supports and maintains numerous missile silos, containing LGM-30G Minuteman intercontinental ballistic missiles (ICBM), which are in multiple locations throughout ND and adjacent states. The 91st Missile Wing is responsible for the security and deployment of the only land-based ICBMs the US operates. The Strategic Highway Network (STRAHNET) and the Strategic Rail Corridor Network (STRACNET) were developed by the U.S. Department of Defense in coordination with FHWA. The STRAHNET and STRACNET are networks of highways and rail lines that support the U.S. military with access, continuity, and emergency capabilities for defense purposes. It is common for the movement of weapons, materials, and supplies to temporarily shut down portion of the U.S. Highway network in the region, below, and shown in **Map X**. Alternative routes, like the SW/SE Connector, would help to increase safety and reliability for AFB operations along with the safety and reliability for the U.S. Highway Network.

Broadway / U.S. Highway 83	U.S. Highway 2/52
U.S. Highway 83 Bypass	46th Avenue NW
Burdick Expressway	46th Avenue NE
U.S. Highway 2	27th Street NE (County Road 19)
U.S. Highway 52	37th Avenue SW (County Road 14)

The state's military installations serve as freight generators, consumer markets, and rely on connectivity to the freight transportation system. The US Department of Defense assists local governments with funding roadway improvements in the STRAHNET roadway network. STRAHNET system includes two interstate highways (I-29 and I-94) and portions of two U.S. highways (U.S. Highway 2/U.S. Highway 2 Business and U.S. Highway 83/U.S. Highway 83 Bypass), the STRACNET includes BNSF lines through Williston, Minot, and Fargo.⁵

LOCAL TRUCK ROUTES

Several municipalities have designated truck routes within their jurisdiction. These truck route designations vary but largely exist to restrict trucks to certain highways in urban areas.

In Minot, U.S Highway 2, 52, 83, and 83 Bypass have a max weight limit of 105,500 pounds of gross vehicle weight (GVW). While these corridors can carry heavy freight, 16th Street SE provides a north/south connection for goods and services to commercial districts south of US 2/52.

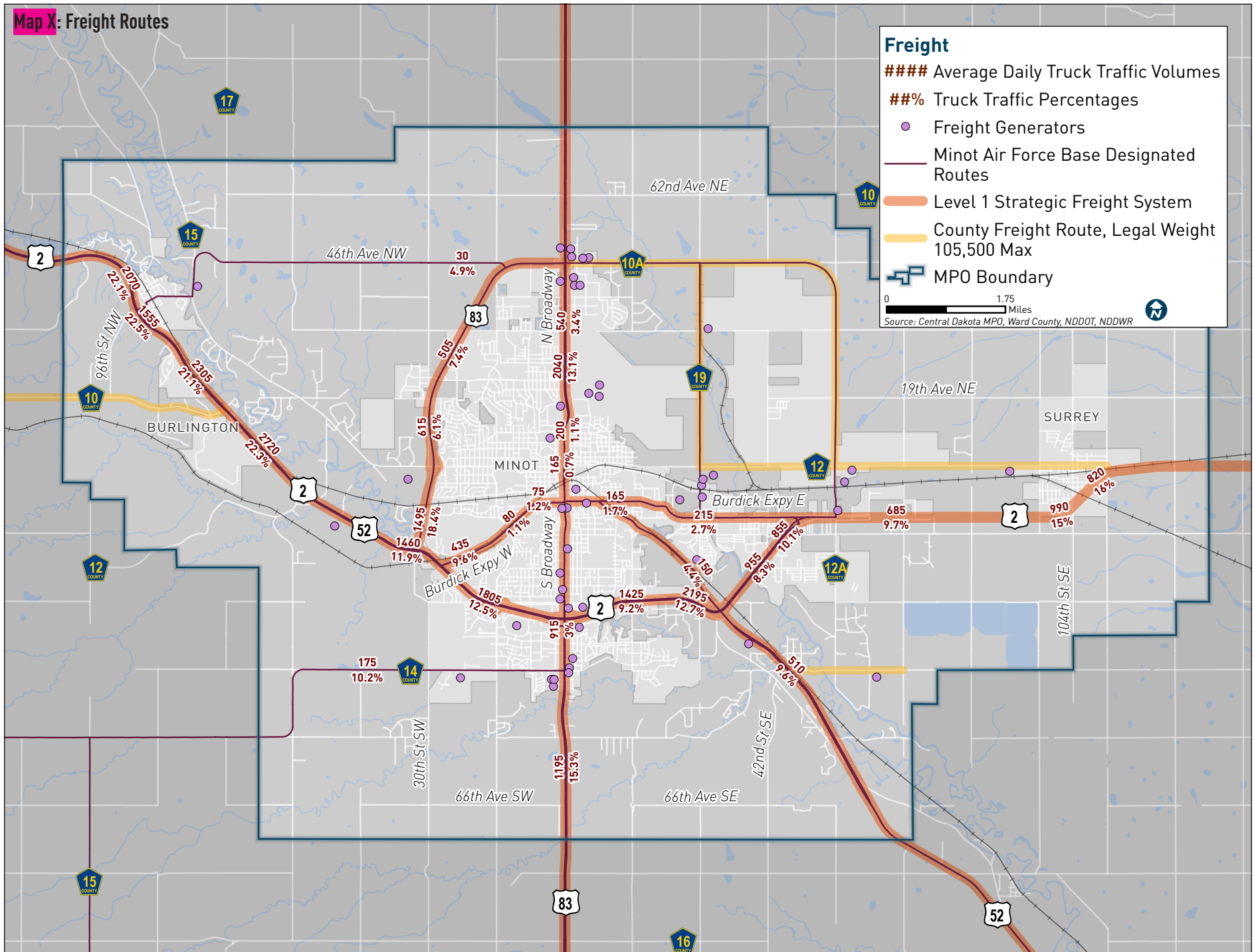
Ward County has designated freight routes that include Ward County Northeast Bypass, Highway 10, 10A, 12, 19 and 37th Avenue SE from U.S. Highway 52 to 72nd Street SE. These serve as alternative freight routing outside the U.S. and state highway system. Along U.S. Highway 2 at the 16th Street Southwest interchange there is currently a 16-foot height restriction. Due to the short clearance, large trucks frequently hit the bridge causing delays, damages, and bridge closures (Image X). However, over height vehicles traveling this route do not currently have a convenient alternate route for bypassing this height restriction. A lack of alternative roadways creates a negative impact on agriculture products and equipment in the region. The minimum standard height for new bridges in the region is 16.5 feet.

As noted in Map X, U.S. Highway 2, U.S. Highway 52, U.S. Highway 83, and U.S. Highway 83 Bypass are Level 1 Strategic Freight System Routes. These routes are determined to be the most critical freight corridors necessary to sustaining the state's economic growth and competitiveness.

Image X: U.S. Highway 2 Bridge Strike on 16th Street SW²⁰



Map X: Freight Routes



RAIL CONNECTIONS⁶

The MPO area is served by two Class 1 freight railroads, Burlington Northern Santa Fe (BNSF) Railway and Canadian Pacific Kansas City Railway (CPKC Rail). North Dakota has four additional regional and short line railroads that connect to BNSF and CPKC lines outside of the study area – Dakota, Missouri Valley & Western Railroad (DMVW), Red River Valley & Western Railroad (RRVW), Dakota Northern Railroad (DNR), and Northern Plains Railroad (NPR). The North Dakota rail network comprises 3,481 route miles. Rail is a critical mode of transportation within the MPO area and helps to deliver goods produced in North Dakota to the rest of the country and across the world. **Figure X** shows all rail crossings within the MPO boundary as well as crashes involving trains between 2019 and 2023.

BNSF RAILWAY

BNSF is one of the largest railroads in the US, with 32,500 route-miles. The corporation serves 28 states, principally west of the Mississippi River and three Canadian provinces. The rail line provides international access and direct routes to the Pacific Northwest Ports of Seattle and Tacoma, the Port of Oakland, and the southern California Ports of Long Beach and Los Angeles.

In the North Dakota region there exists a 1,632-mile network that serves the Bakken region (the state's agricultural areas and all major population centers). BNSF's international connections ship North Dakota's agricultural and energy exports to Asia; links North Dakota to Latin American markets; and provides outlets for North Dakota's oil reserves as an alternative to pipelines. BNSF's North Dakota network consists of two operating divisions and their respective operating subdivisions.



CPKC RAIL

The CPKC Rail is one of two major Canadian railroads with a system of 14,700 miles of track in six Canadian provinces and 13 U.S. states. CPKC Rail provides North Dakota exporters with access to the Port of Vancouver, the Port of Montreal, and the Ports of New York and New Jersey through trackage rights.

In the North Dakota region, CPKC Rail operates a 520-mile network through its U.S. subsidiary, the Soo Line. CPKC Rail has a single line passing through North Dakota. The line enters the United States at the border city of Portal and proceeds southeast across the state through Minot. CPKC Rail provides North Dakota importers and exporters with alternative rail access to the Twin Cities and Chicago.

AMTRAK

Amtrak operates the Empire Builder route that serves stations in Williston, Stanley, Minot, Rugby, Devils Lake, Grand Forks, and Fargo. Two trains a day run through North Dakota in either direction as part of the Empire Builder, with major destinations of Chicago, St. Paul, Seattle, and Portland. Minot is a major stop on the route and serves as a maintenance station. The entire portion of the North Dakota based route is on track owned by the BNSF Railroad. For FY23, Amtrak spent \$34,200,414 in North Dakota, with \$2,985,933 being spent in Minot. As of the FY23 report, Amtrak is currently in the preliminary design stages to provide a new platform at the current station location, accessible walkways to the public right-of-way, and new lighting and signage for the platform and walkways for the Minot station. Construction will commence in FY 2026 and be completed in FY 2028.⁷

The new Minot City Transfer Point, located on 1st Street SW and 2nd Avenue SW, is approximately a half mile from the Amtrak station located on 1st Avenue SW. However, the entrance to the Amtrak station is not ADA compliant and is located behind an uncontrolled rail crossing. This presents safety and conflict concerns.

Image X: Rail and Semi Freight Connection Facility
near 55th Street NE and 5th Avenue NE intersection



INTERMODAL FACILITY

The Port of ND began the first intermodal rail service in ND with the intent of reducing shipping costs for moving goods to international ports. It currently services more than 500 independent agricultural producers within a 150-mile radius of the facility.

The success of the Port will simultaneously increase local and regional truck traffic to the Port but reduce the long-haul truck traffic that has historically hauled these products. The Port has shipped more than 20,000 containers (primarily 40-foot containers) since opening. On October 4th, 2024, the 100th train departed the Minot Intermodal Facility where it then traveled to the ports of Seattle and Tacoma in Washington. Its goods will be offloaded onto container ships that will transport them around the world.⁸

The intermodal facility in the northeast Minot area makes regional connections between US Highway 52, US Highway 83, and US Highway 2, providing access to the region's robust industry to the global markets.

In October 2020, North Dakota's first intermodal terminal, located at the 800-acre Logistics Park of North Dakota in Minot, was leased to a new operator, Rail Modal Group (RMG). The facility serves an agriculture supply chain of small lot size, containerized grain shipments, and markets requiring identity-preserved products. Initially, BNSF will provide service as demand requires. Complementing the intermodal operation is a 386-acre, BNSF-certified logistics site whose purpose is to attract rail-related economic development. Commodities include: barley, corn products, oats, beans/peas/lentils, lubes/oils/waxes, fuels, sand, pipe, limestone, and soybeans.

AIR TRANSPORTATION

FLIGHT OPERATIONS

Minot International Airport is located less than two miles north of the Downtown Minot. It is situated with commercial and retail development to the west, agricultural uses to the east and residential properties to the southwest and northwest. The airport serves commercial flights providing scheduled passenger service, overnight cargo, and general aviation services. It is owned by the City of Minot and operated as a city department with an airport advisory committee providing input to the City Council.

PROVIDERS

The Minot International Airport is currently served by Allegiant Air, Delta Airlines, and United Airlines. At the time of writing, passengers could fly direct to Minneapolis, MN; Denver, CO; Mesa, AZ; Las Vegas, NV; and Orlando, FL from Minot.

MULTIMODAL CONNECTIONS⁹

To and from the airport, visitors and residents have multiple transportation options that can be used. Four hotels, Grand Hotel, Hampton Inn, Clarion Hotel, and Hotel Revel, offer shuttle services to and from the airport for guests. Taxis also service Minot and can be called on-demand for pick-up and drop-off as can Uber and Lyft. In addition, the Minot Airport provides rental cars from Alamo, Avis, Enterprise, Hertz, and National.

The airport is also served by the North Central Transit line. The route travels along Airport Road / 3rd Street NE from 20th Avenue NW. The transit system operates on a flag-stop system so riders can be picked up anywhere along the route where the operator deems it safe to stop.



AIRPORT PLANNING EFFORTS

In 2018, the Master Plan Update for the Minot International Airport was adopted by the Airport Commission. The intent of the master plan was to provide updated data and an analysis of airport activities that were not included in the previous Master Plan (2010). The implementation timeline below is based on a balance between available funding, facility conditions, and manifested demand for the facilities.¹⁰

Table X: Airport Planning Timeline

	Near-Term (0-5 Years)	Mid-Term (6-10 Years)	Long-Term (11-20 Years)
Airfield	Runway 8-26 Rehab	Runway 8 Threshold, Taxiway B & D Realignment, Taxiway F Realignment, Pavement Maintenance	Taxiway C Rehab, Runway 31 Extension, Taxiway B & G Rehab, Pavement Maintenance
Airline Terminal	Rental Car Quick Turn-Around (QTA)	Short-Term Parking Lot Rehab, Expand Employee Lot	Parking Lot Rehab, Passenger Boarding Bridge #5
General Aviation West and Other	Apron Rehab, Rehab Access Road and Parking, Construct Hangar with Demand	Expand Auto Parking, Replace T-Hangars, Construct Hangars with Demand	Hangar Taxilane Extension, New Apron – North East, Construct Hangars with Demand
General Aviation South	Rehab & Expand Cargo Apron, Construct Hangars with Demand	Expand Cargo Apron, Hangar Taxilane Extension, Construct Hangar with Demand	Rehab Hangar Taxilanes, Construct Hangars with Demand
Support	ARFF Reconstruction/Expansion, Storm Water/Wildlife Mitigation, Snow Removal Equipment	Snow Removal Equipment	New ATCT, Replace Perimeter Fence, Snow Removal Equipment

Endnotes

- 1 <https://www.minotnd.gov/DocumentCenter/View/1848/Minot-NB-DT-Chapter-3-Flood-Chronology>
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