

# Transportation Master Plan Update Adoption

Presented by: City Planner, Natalie Birchak



# Overview:

- The Transportation Master Plan & Comprehensive Plan Update was accepted by resolution at the October 21<sup>st</sup>, 2025 City Commission meeting.
- There are policies in the existing Comprehensive Plan that were not included in the updated plan. These policies must be included in the plan prior to adoption by ordinance to ensure they are still enforceable.

# Major Policy Changes:

- Outlines three new FLUM categories through the separation of RESIDENTIAL into High Density Residential and Low Density Residential, and the introduction of the Urban Reserve category, which reserves areas adjacent to City limits where development is likely for urban uses
- General updates to the language from the existing Comprehensive Plan
- Removal of Policy 2.10, which encouraged the City to amend its oil well standards to comply with State requirements. This was completed through ZTA-005-2025 & ZTA-006-2025
- Removal of Policy 3.1, which encouraged the establishment of an R-4 zoning district

# FLUM & USA Amendments

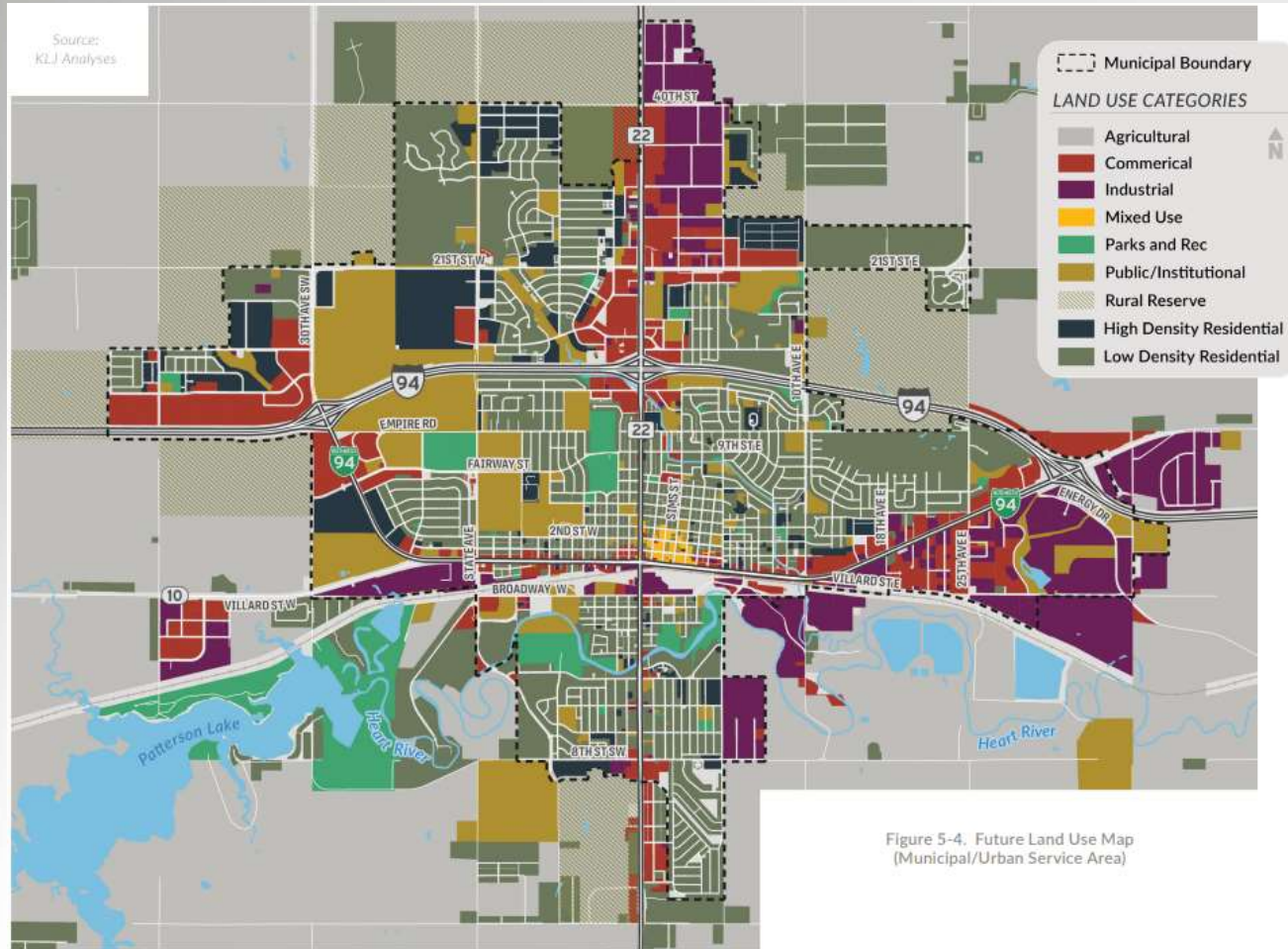


Figure 5-4. Future Land Use Map (Municipal/Urban Service Area)

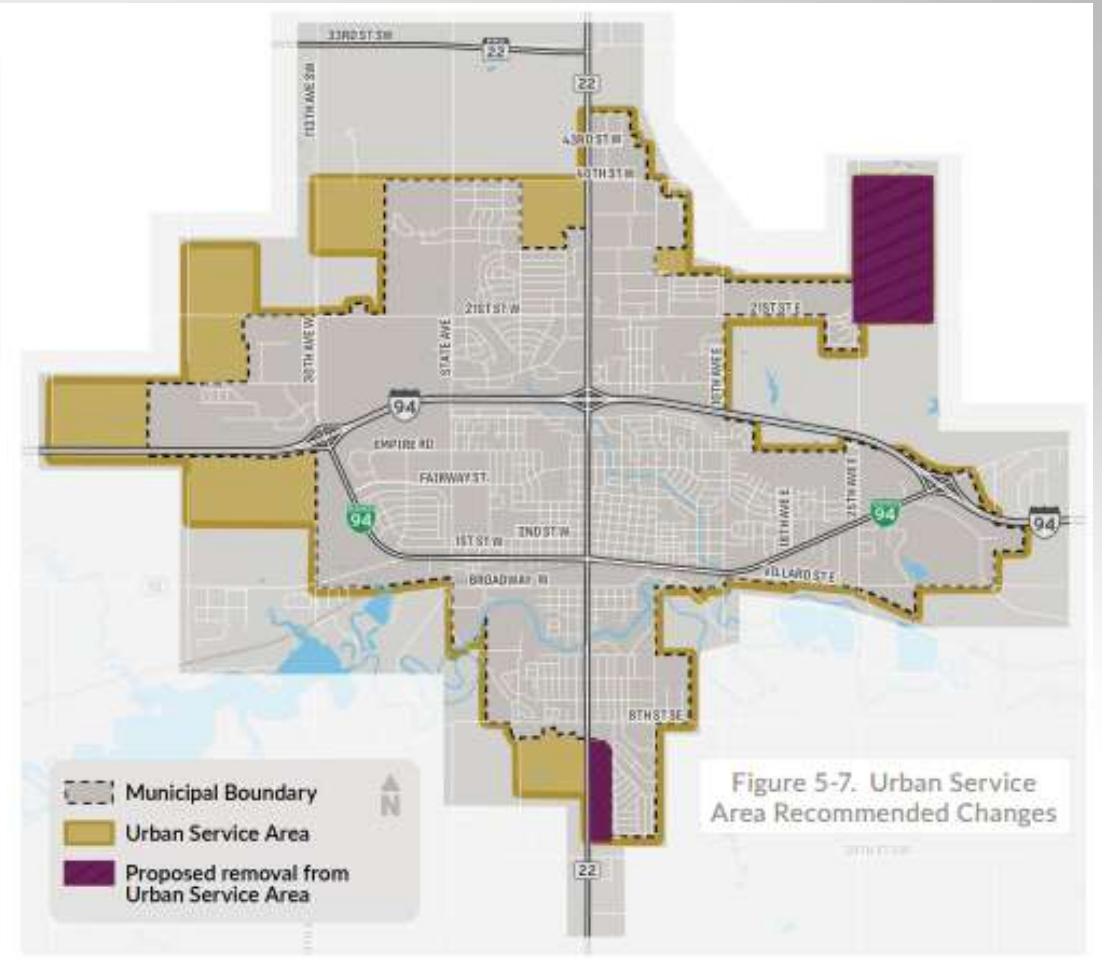


Figure 5-7. Urban Service Area Recommended Changes

# Transportation Policy Updates:

Table 10-1. City of Dickinson/Stark County Urban Access Management Guidelines 1

CLASSIFICATION	MINIMUM INTERSECTION SPACING		MINIMUM INTERSECTION SETBACK
	SIGNALIZED	UN-SIGNALIZED	
Principal Arterial	1,000'	1,000'	300**
Minor Arterial	990'	650'	150'
Collector	660'	300'	60'
Local	N/A	100'	25'

\* Can be approved through submittal of a traffic impact study

Table 10-2. City of Dickinson/Stark County Access Management Guidelines

INTERSECTION CROSSROADS*	ACCESS POINT*	MINIMUM DISTANCE FROM INTERSECTION*		
		LOW DENSITY RESIDENTIAL	COMMERCIAL/HIGH DENSITY	RURAL RESIDENTIAL
Local/Local	Local	25'	100'	75'
Local/Collector	Local	25'	100'	75'
Local/Collector	Collector	60'	100'	100'
Collector/Collector	Collector	60'	100'	100'
Local/Minor Arterial	Local	75'	150'	N/A
Local/Minor Arterial	Minor Arterial	300' *	650' *	N/A
Collector/Minor Arterial	Collector	75'	150'	N/A
Collector/Minor Arterial	Minor Arterial	300' *	650' *	N/A
Minor Arterial/Minor Arterial	Minor Arterial	300' *	650' *	N/A
Minor Arterial/Principal Arterial	Minor Arterial	300' *	1,000'	N/A
Minor Arterial/Principal Arterial	Principle Arterial	650' **	1,000' **	N/A
Local/Principal Arterial	Local	100'	150' **	100' **
Local/Principal Arterial	Principle Arterial	650'	1000' **	1000' **
Collector/Principal Arterial	Collector	100'	300' **	150' **
Collector/Principal Arterial	Principle Arterial	650'	1,000' **	1,000' **
Principal Arterial/Principal Arterial	Principle Arterial	650'	1,000' **	1,000' **

\*Roadway classification is based on the functional classification map

\*\*Minimum distance is based on measurement from property corner pins near the intersection

Note: Access alternative to be approved by city/county engineer; on Principal Arterials

Access will be considered at ¼-mile spacing or 5 accesses per mile per side including crossing arterial routes  
Principal arterial streets shall not allow driveway access points if possible, minor arterial streets shall limit access points as needed, and collector and local streets shall permit one access point per lot unless more are required by fire code.

Table 10-3. City of Dickinson/Stark County Rural Access Management Guidelines

FUNCTIONAL CLASSIFICATION	MINIMUM INTERSECTION SPACING	
	SIGNALIZED (OR FUTURE SIGNAL)	UNSIGNALIZED
Interstate	1,320'	750' - Off ramp to unsignalized stop control
Principal Arterial	1 mile	1 mile
Minor Arterial	1/2 mile	1/4 mile
Collector	1/2 mile	650'
Local	NA	300'

Note: in the event rural guidelines differ between Dickinson and Stark County, the more stringent guideline shall be met  
Source: NDDOT Traffic Operations Manual (2025)



# Updated Road Sections:

Figure 10-6. Urban Local Option 1

## Urban Local Option 1



Figure 10-7. Urban Local Option 2

## Urban Local Option 2



## Collector Option 1 Local Commercial & Local Industrial

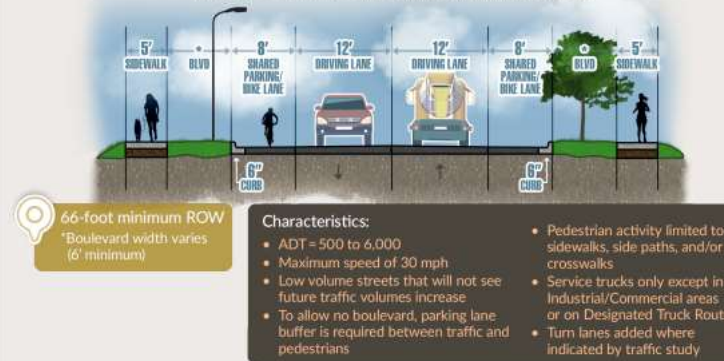
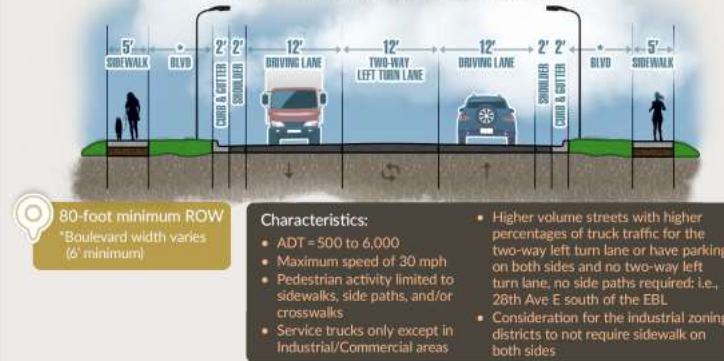


Figure 10-5. Urban Collector Option 2

## Collector Option 2 Local Commercial & Local Industrial

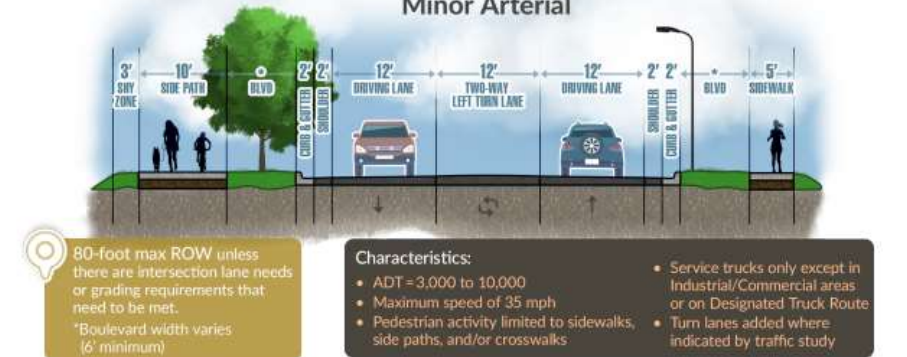


## Urban Principal Arterial



Figure 10-3. Urban Minor Arterial

## Urban Minor Arterial



Comments? Questions?