Direction 2050

CITY OF Dickinson North Dakota

NORTH Dakota | Transportation
Be Legendary.

KLJ

Comprehensive Plan & Transportation Master Plan

City Commission
Public Hearing
October 7, 2025

Direction 2050: Key Observations

Strong **Technical Staff Leadership**

Measured but **Positive Growth Trends**

Focused and **Proactive Investment** and Growth

Significant Investments Already in Place

Projected System Needs Inside Existing Capacity

Maintenance and Preservation of Existing Systems

Public Engagement

Chapter 2 (page 45)

Public Input Meetings: What did we hear?

- Discussions surround **traffic safety**, particularly near schools for pedestrians crossing the street.
- Trail, **bike/ped connectivity** issues.
- Need for efficient **north/south route.**
- Create more ***neighborhoods*** with various housing looks.
- Find ways to create the **sense of community** throughout Dickinson.
- Additional **overpass/underpass** considerations at railroad crossings.
- General discussions around **pavement conditions, intersections, traffic signals, traffic flow.**

Stakeholder Vision and Goals Survey: What did we learn?

- Updates should reflect **needs of today** rather than needs from 10 years ago during "boom" days. This includes goals identified in land use, housing, and transportation.
- Diversification of work force and **economic development** is needed. This will help to attract families and young professionals.
- Build a strategic approach to growth with considerations for **affordability** (housing), **walkability/multi-modal** (transportation), and **development** (infrastructure).

Stakeholder Roundtable Discussion: What did we hear?

- Schools continue to see steady growth and with that the need to **expand facilities** for youth activities.
- Infrastructure needs exist on the south side of the city. Considerations for a **south bypass** for trucking/cargo to provide connectivity from south side of city to the north side.
- Development continues, but at a slower rate than 10 years ago. Consider incentives or plans to **promote housing and business development** in areas previously platted.

PMT/City Staff Roundtable Discussion: What did we hear?

- Traffic safety issues were discussed including **traffic flow** at intersections and schools, along with general morning/afternoon **congestion.** It was noted that many issues discussed are already being addressed in other projects.
- Limited **rail crossings** opportunities can create problems for traffic and emergency response.
- Need and desire for **multi-modal connectivity** throughout city.
- Downtown development, revitalization, incentives for developers. Creating a defined and attractive ***downtown.***

Growth Forecasting

Chapter 4 (Page 61)

Figure 1. Dickinson Population Projection Comparison

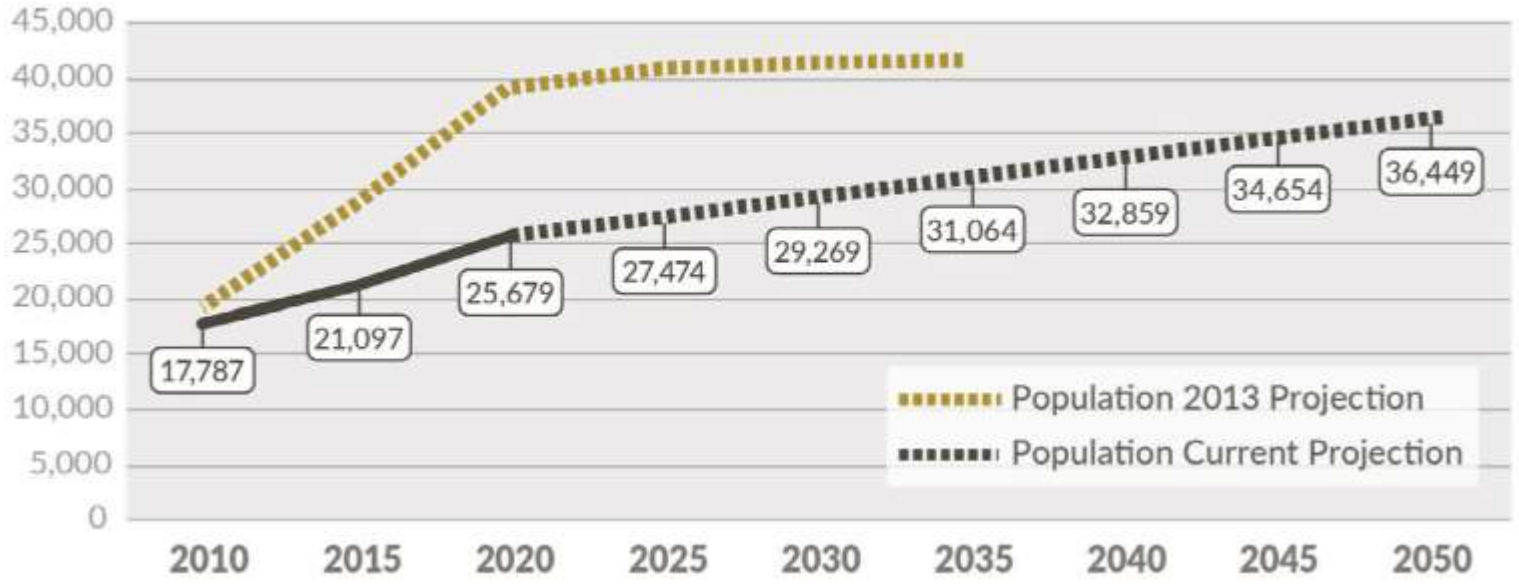


Table 3. Dickinson Growth Projections 2020–2050

YEAR	POPULATION
2020	25,679
2025	27,474
2030	29,269
2035	31,064
2040	32,859
2045	34,654
2050	36,449

Table 4. Dickinson Household Projections 2020–2050

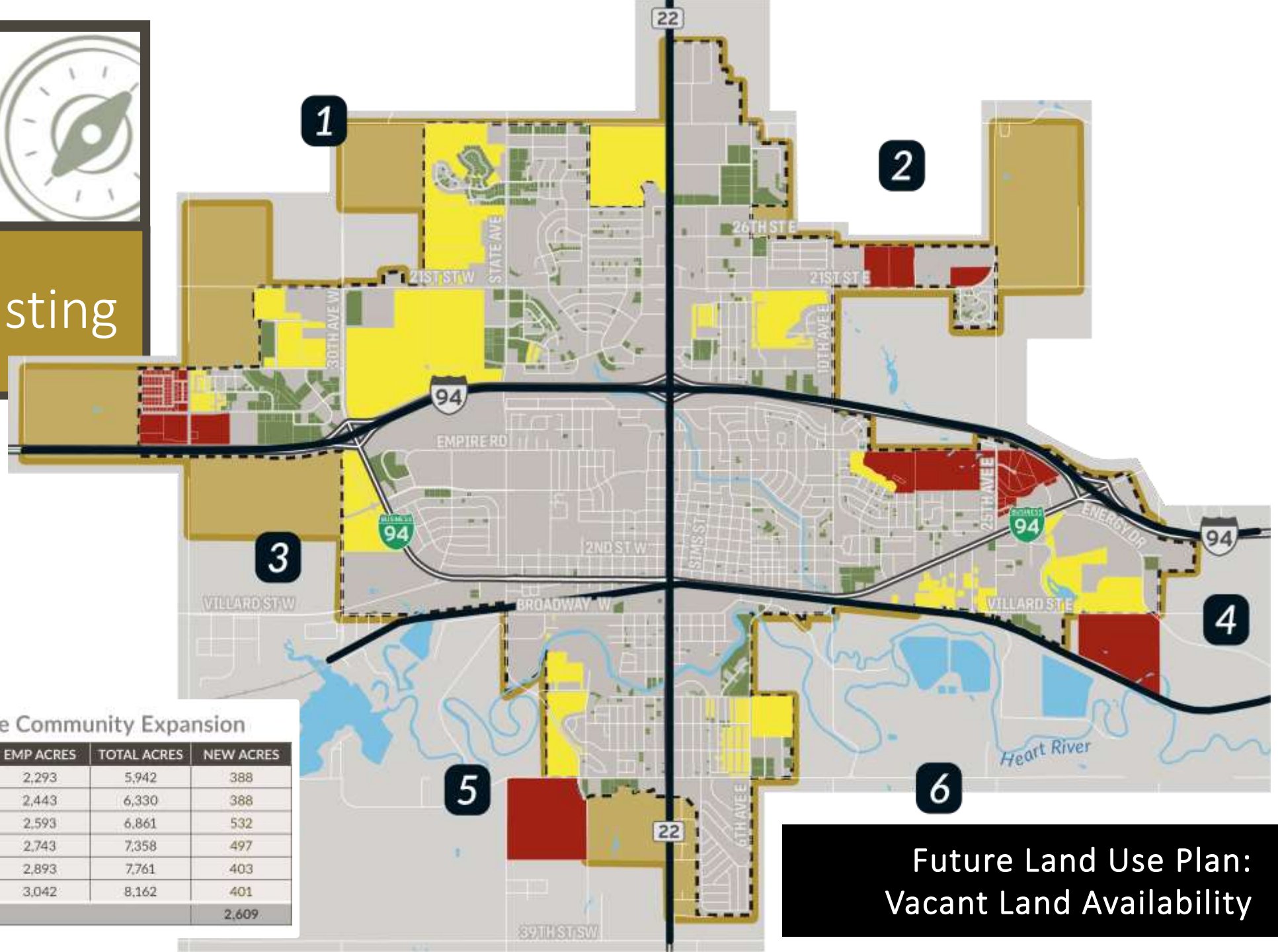
YEAR	HOUSEHOLDS
2020	10,789
2025	11,544
2030	12,298
2035	13,506
2040	14,604
2045	15,402
2050	16,200

Table 4-5. Dickinson Employment Projections 2020–2050

YEAR	EMPLOYMENT
2020	13,913
2025	14,885
2030	15,858
2035	16,830
2040	17,803
2045	18,776
2050	19,748

CITY OF Dickinson North Dakota

Growth Forecasting



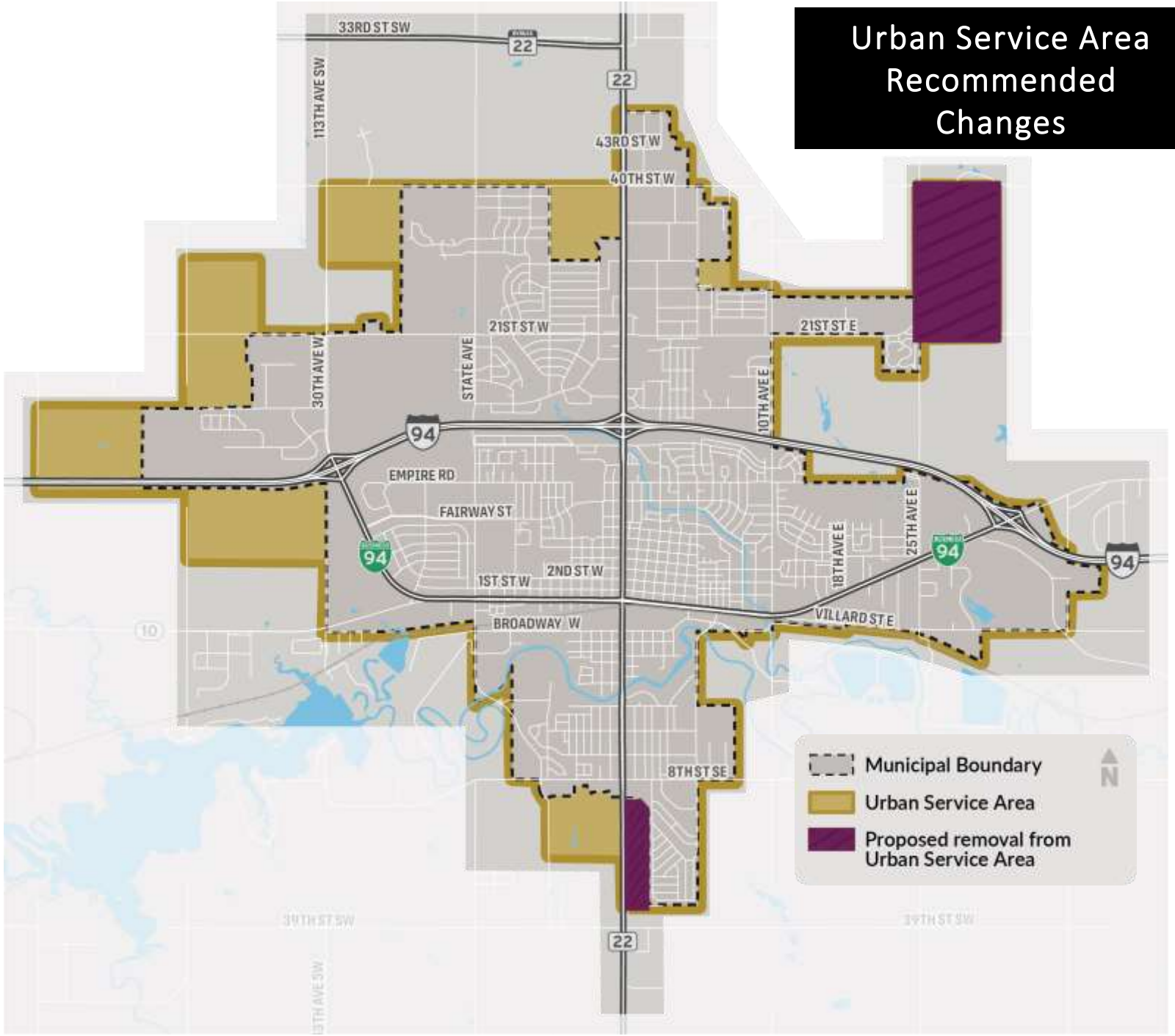
Forecast Acreage Needs for Future Community Expansion

YEAR	HOUSEHOLDS	RES ACRES	EMPLOYEES	EMP ACRES	TOTAL ACRES	NEW ACRES
2025	11,544	3,649	14,885	2,293	5,942	388
2030	12,298	3,887	15,858	2,443	6,330	388
2035	13,506	4,269	16,830	2,593	6,861	532
2040	14,604	4,616	17,803	2,743	7,358	497
2045	15,402	4,868	18,776	2,893	7,761	403
2050	16,200	5,120	19,748	3,042	8,162	401
TOTAL						2,609

Future Land Use Plan:
Vacant Land Availability

Urban Service Area

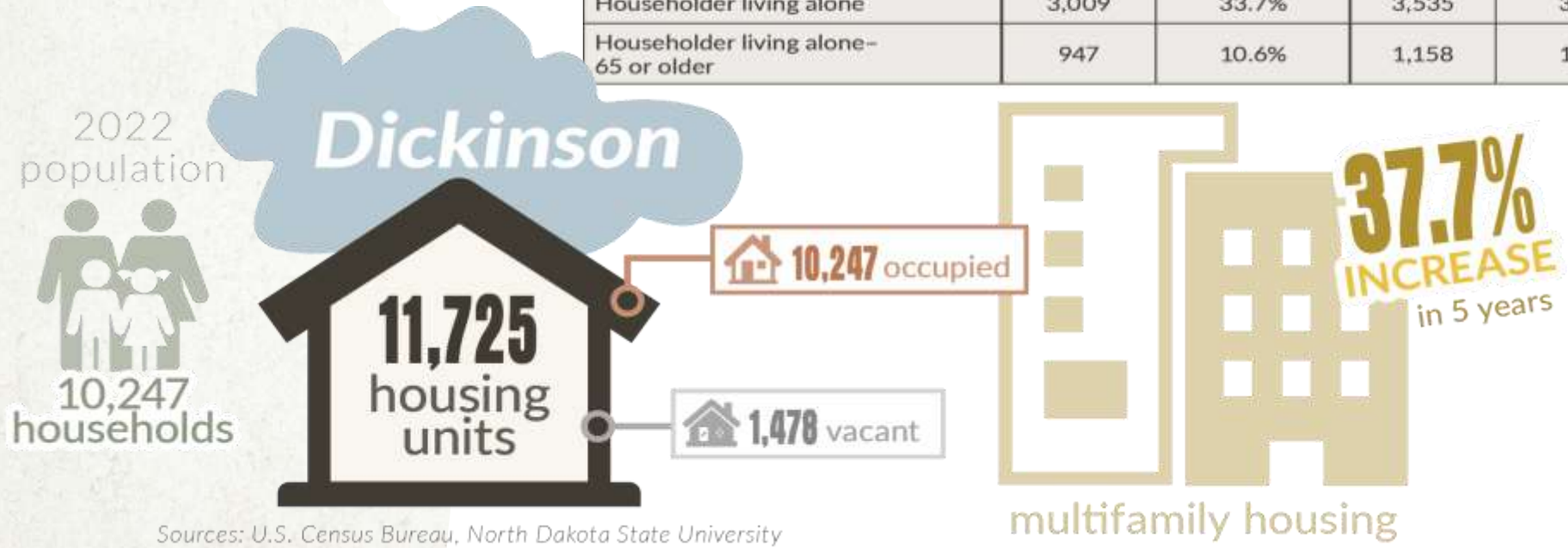
- Guides infrastructure growth and development
- Established with 2013 Comprehensive Plan
- Reviewed with Direction 2050
- Modifications proposed
- Projected growth to 2050 stays within proposed boundary



Existing - Housing

- Five-year Trends in Dickinson Household Demographics

METRIC (DICKINSON)	2017		2022		% CHANGE
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	
Households	8,930		10,247		14.7%
Housing units	10,504		11,725		11.6%
Occupied housing units	8,930	85.0%	10,247	87.4%	14.7%
Vacant housing units	1,574	15.0%	1,478	12.6%	-6.1%
Owner-occupied housing units	5,322	59.6%	6,801	58.0%	27.8%
Renter-occupied housing units	3,608	40.4%	4,925	42.0%	36.5%
Average household size	2.41		2.38		-1.2%
1-unit structures	7,059	67.2%	7,293	62.2%	3.3%
2-or-more-unit structures	2,962	28.2%	4,080	34.8%	37.7%
Mobile homes and all other types of units	483	4.6%	352	3.0%	-27.2%
Households with one or more people under 18 years	2,581	28.9%	3,177	31.0%	23.1%
Households with one or more people 60 years and over	2,456	27.5%	2,900	28.3%	18.1%
Householder living alone	3,009	33.7%	3,535	34.5%	17.5%
Householder living alone–65 or older	947	10.6%	1,158	11.3%	22.3%



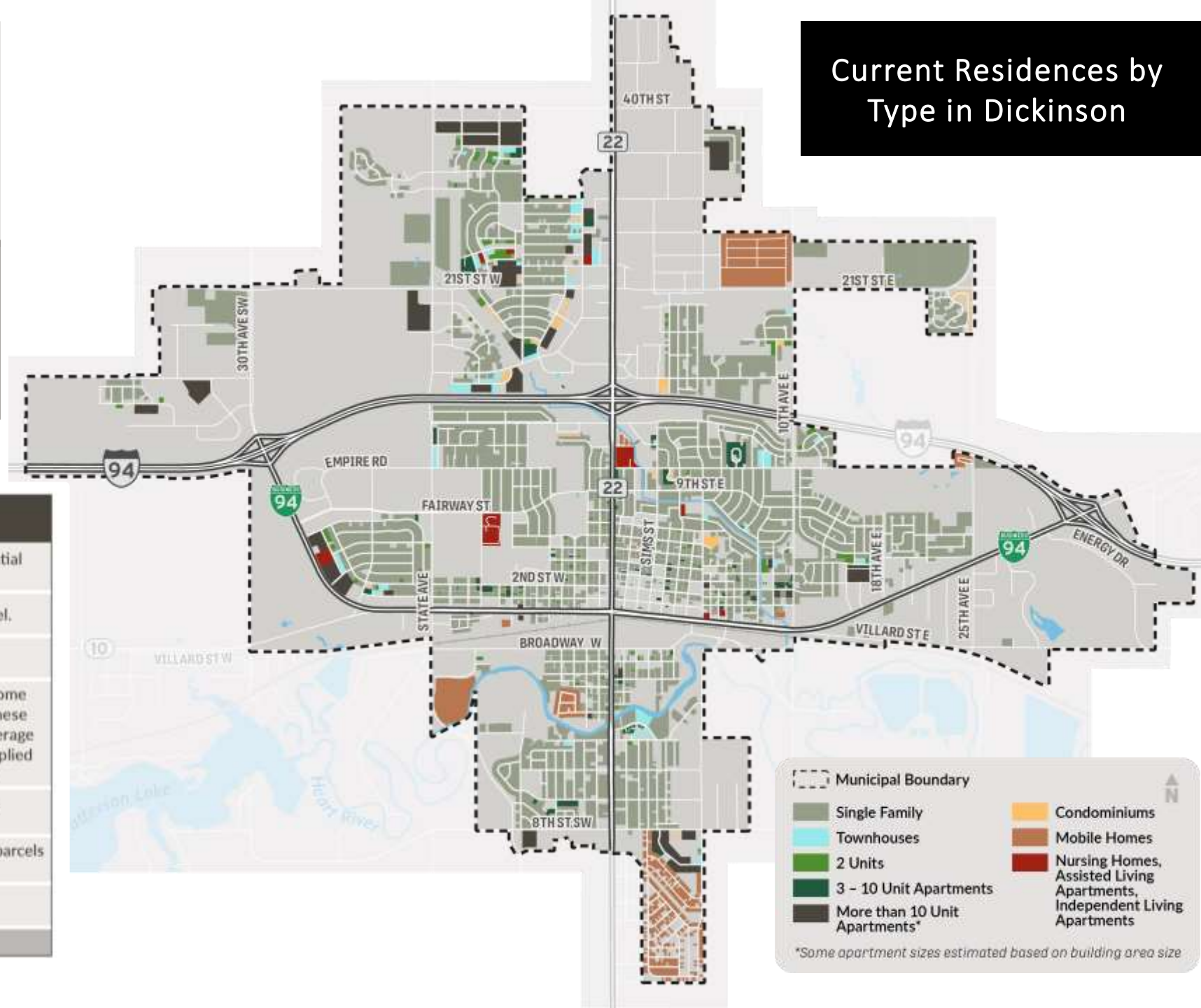
Sources: U.S. Census Bureau, North Dakota State University

CITY OF Dickinson North Dakota

Existing - Housing

Current Residences by Type in Dickinson

HOUSING TYPE	TOTAL ACRES	DESCRIPTION
Single Family	1,617.4	Single Family includes a few rural residential parcels with significant acreage.
Townhouses	41.6	Townhomes are one townhome per parcel.
2 Units	40.6	Duplexes, 2-unit conversions.
3-10 Unit Apartments	38.9	Some apartment sizes were estimated. Some apartments had number of units listed, these apartments were used to calculate an average unit per square feet. This number was applied to apartments which had no units listed.
More than 10 Unit Apartments	163.6	
Condominiums	17.0	Condominiums are one condo per parcel, excludes common areas (yard).
Mobile Homes	178.7	Some mobile home parks had individual parcels while others did not.
Nursing Homes, etc.	28.3	Quasi-institutional in some cases.
Grand Total	2,126.1	



Forecasted Needs – Housing

See Executive Summary Page ES-9

Dickinson's Projected Rental Demand by Income, 2050

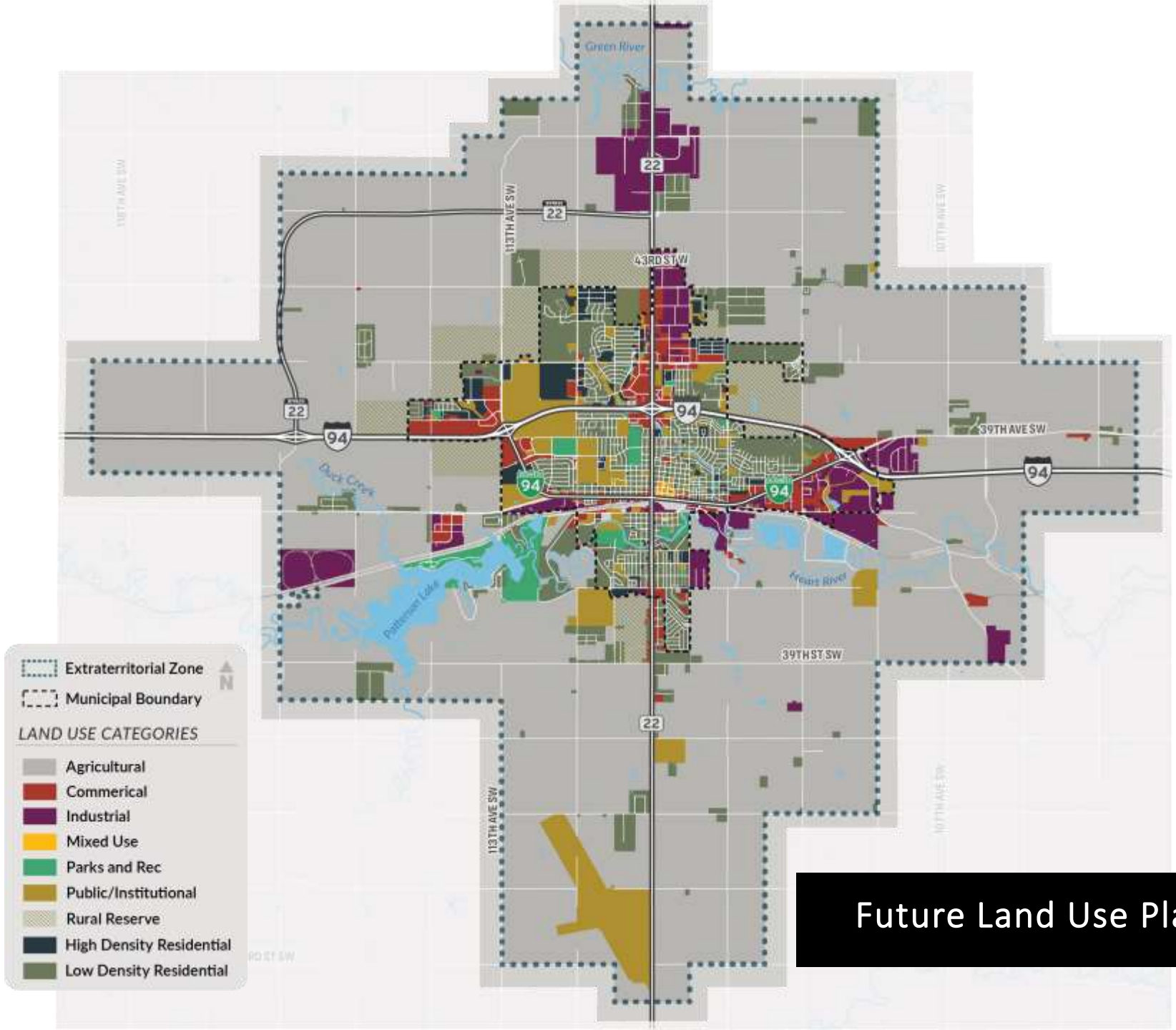
MARKET SEGMENT BY AREA MEDIAN INCOME	<60%	61-80%	81-100%	101-120%	121-150%	151%+	TOTAL
Estimated Total City Households							16,200
Future Rental Households	1,255	1,516	1,225	948	782	593	6,318
Existing Deed-Restricted Units	272	0	0	0	0	0	272
HUD Section 8 Vouchers	362	0	0	0	0	0	362
Projected Market-Provided Units	239	715	832	1,030	1,315	918	5,049
Total Rental Supply	873	715	832	1,030	1,315	918	5,683
		MIDDLE-INCOME DIP					*TOTAL GAP*
Estimated Gap or Surplus	-382	-801	-393	82	533	325	-635

Forecasted Needs - Housing

Dickinson's Projected Homeowner Demand by Income, 2050							
MARKET SEGMENT BY INCOME	<60%	61-80%	81-100%	101-120%	121-150%	151%+	TOTAL
Estimated Total City Households							16,200
Future Owner Households	998	1,976	1,166	1,038	1,739	2,965	9,882
Existing Deed-Restricted Units	0	0	0	0	0	0	0
Projected Market-Provided Units							8,813
Total For-Sale Supply	656	804	719	1,015	1,841	3,427	8,461
Maximum Affordable Sale Price	$218,258	$290,930	$363,723	$436,516	$545,646	$678,272	
							TOTAL GAP
Estimated Gap or Surplus	-342	-1,172	-447	-23	102	462	-1,421

Future Land Use Plan

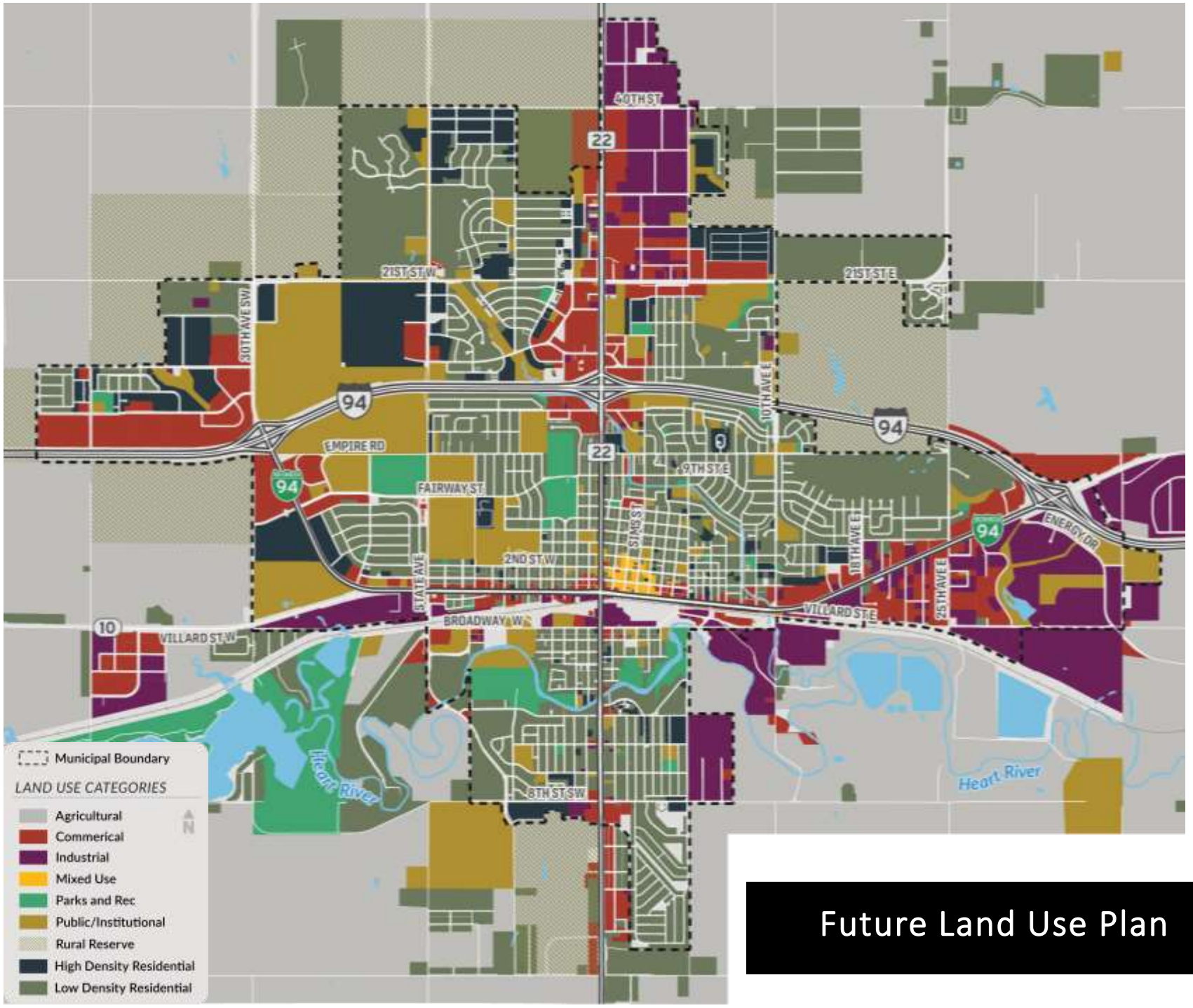
- Study Area View
- Pulls in more robust future land use plan from 2013
- Specifically pulling back the future land use proposals for West Dickinson area
- Utilizes Rural Reserve designation for some areas between municipal boundary and Urban Service Area



Future Land Use Plan

Future Land Use Plan

- Municipal Boundary View
- Results from more detailed parcel-based analysis on future land use options and scenarios
- **See Executive Summary Page ES-5**



Future Land Use Plan

Community Development

- Parks and Recreation
- Natural History
- Cultural Resources
- **See Executive Summary Page ES-11**

> Collaborate with the Park District to maintain and expand access to City parks, trails, and recreational and cultural facilities.

- Provide high quality parks and diverse recreational facilities to meet the needs of existing and future residents.
- Create a connected network of trails, accessible sidewalks, and other pedestrian and bicycle facilities to link parks, neighborhoods, and activity centers.
- Support the development and maintenance of athletic venues, destination parks, and Patterson Lake in an effort to be a premier tourist destination in western North Dakota.

Natural, Historic, and Cultural Resources

This section details how Dickinson can meet the following identified Recreation and Cultural Amenities goals:

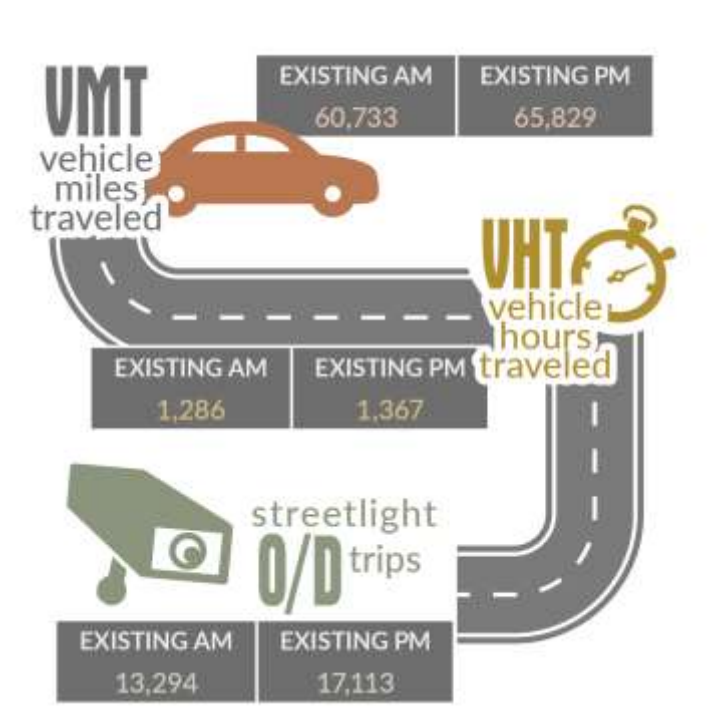
- Maintain a high quality of life by preserving existing historical and cultural resources in the city and encouraging public art.
- Encourage the availability of leisure services to all community demographics.

Natural Resources goals:

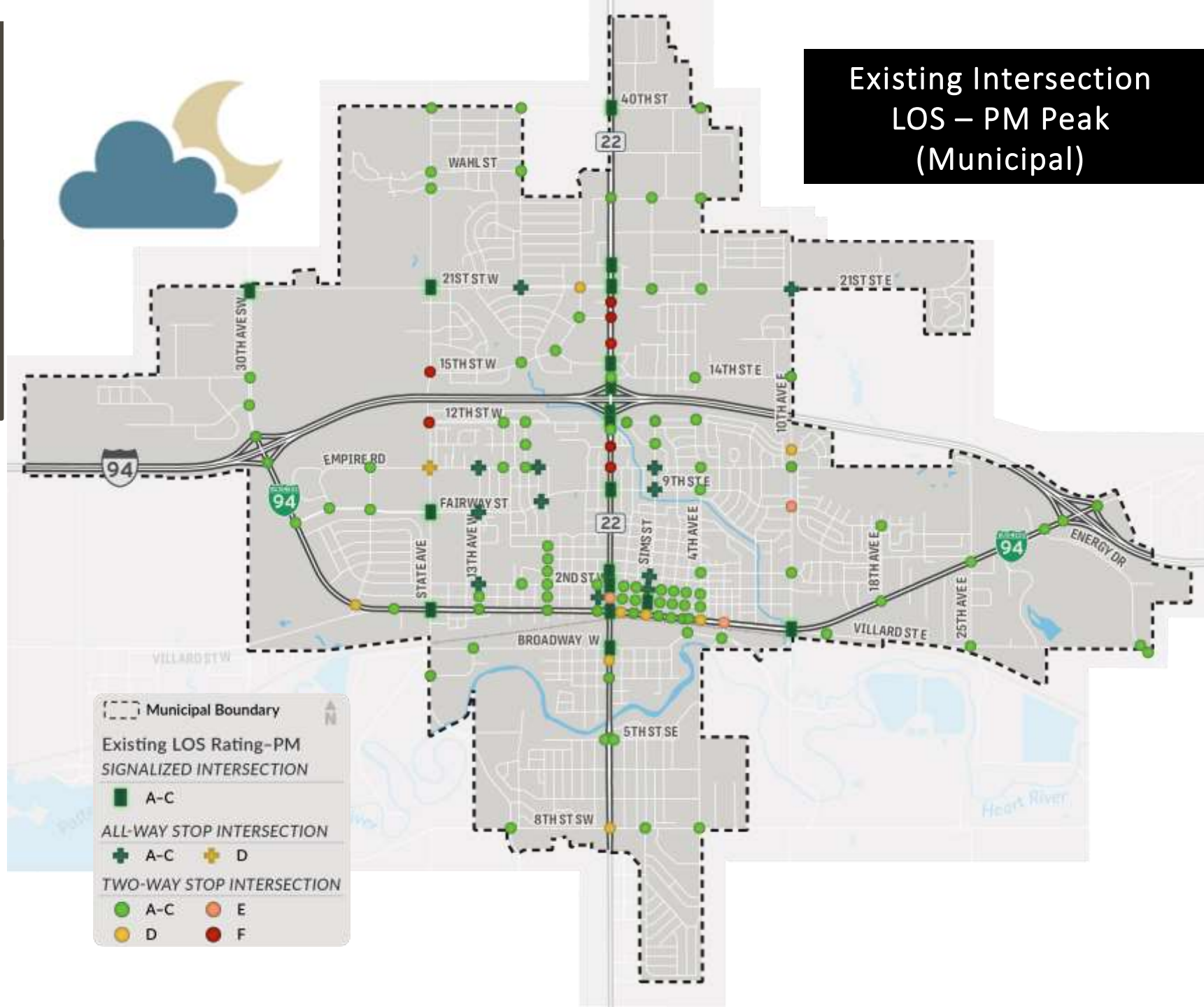
- Designate, preserve, and protect natural resource corridors for open space and recreational uses.
- Prevent waste and hazardous materials from entering the ecosystem.
- Minimize the environmental impacts associated with energy-related extraction activities.

Existing - Traffic

O/D Peak Traffic Volumes



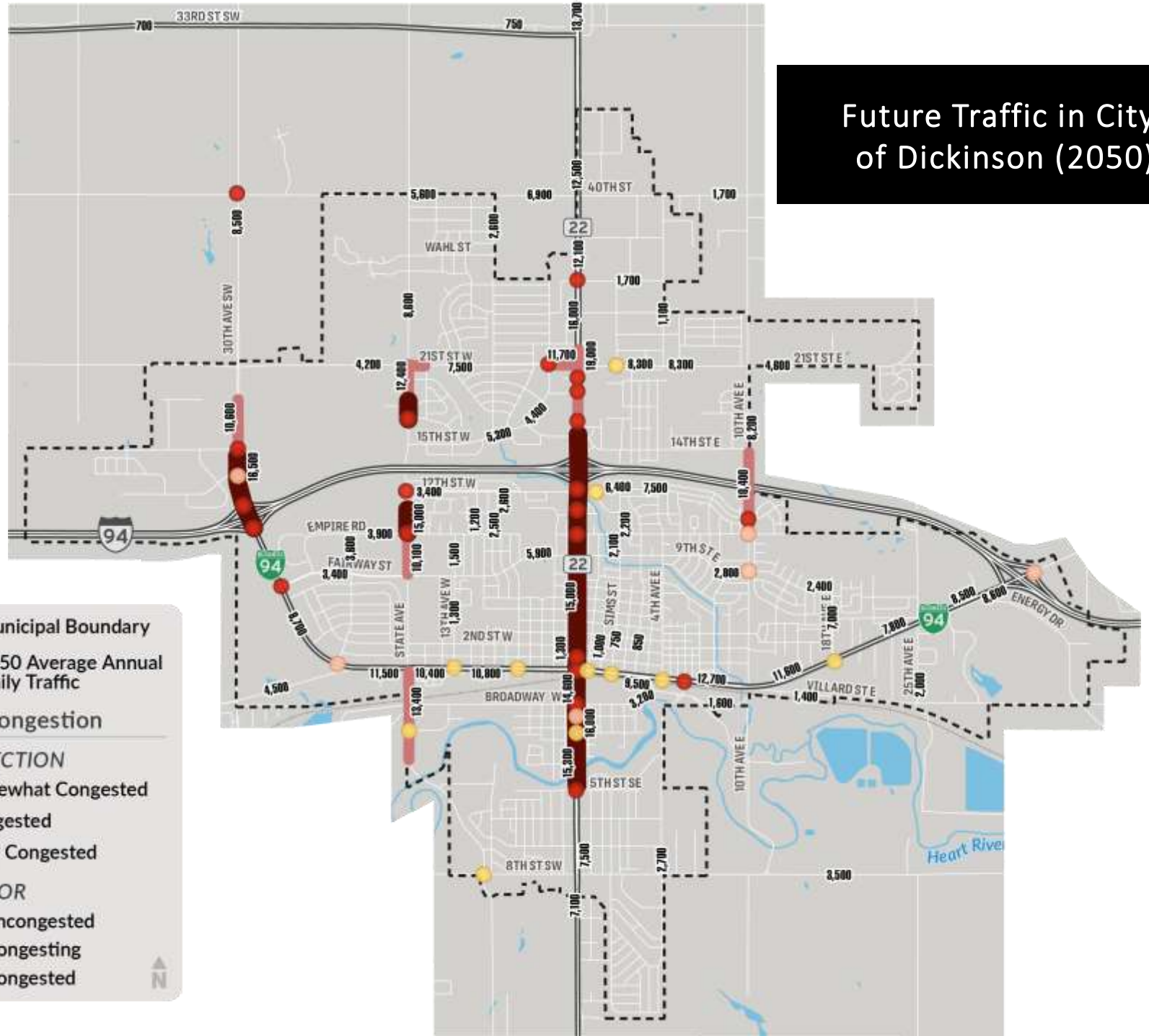
Existing Intersection LOS – PM Peak (Municipal)



Forecasted Needs

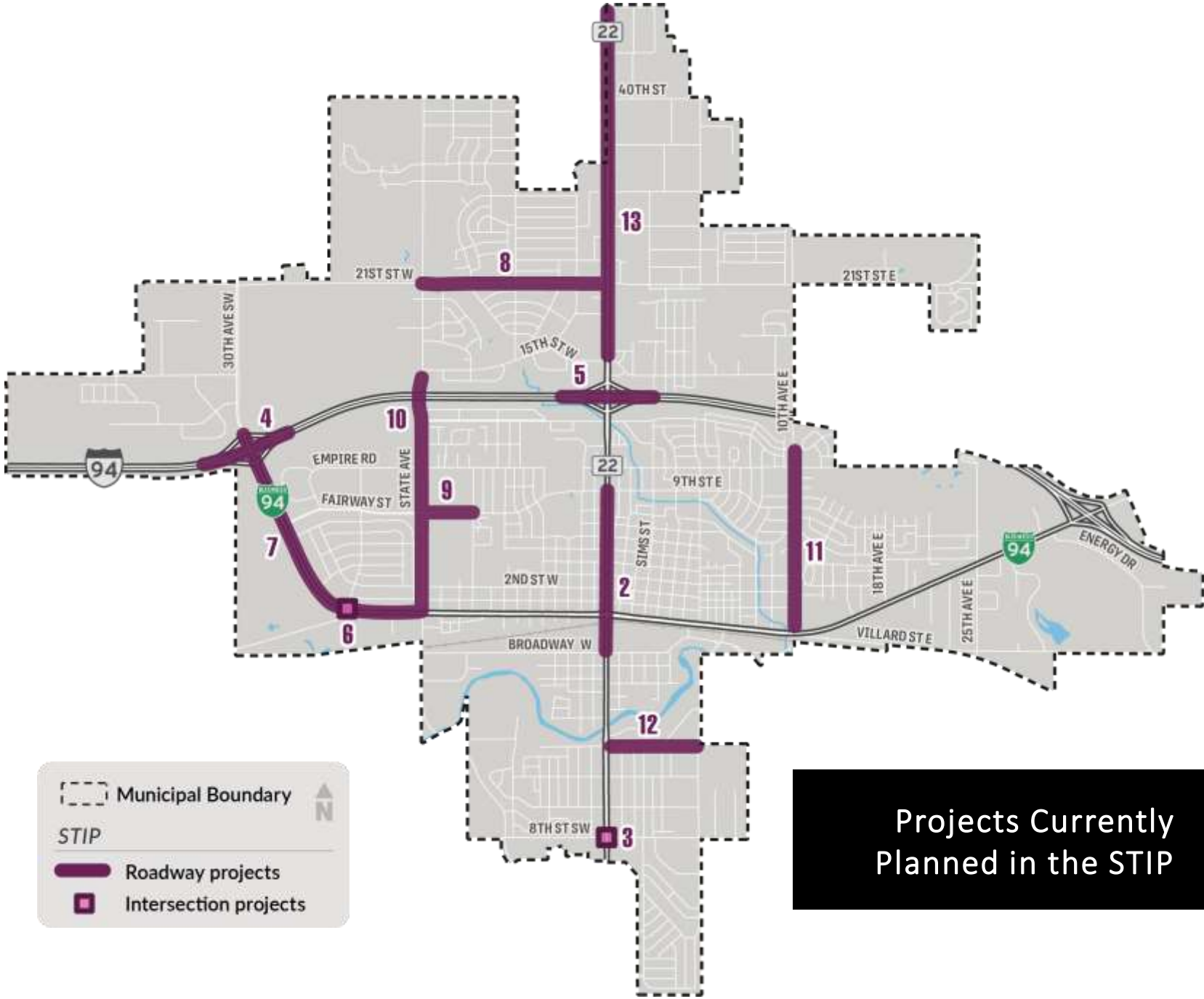
Executive Summary (ES-13

- Accounts for planned projects
- Shows impacts of projected growth
- Matches early input and technical comments



Planned Projects

- Projects currently listed in the State Transportation Improvement Program (STIP)
- Or Dickinson Capital Improvement Plan (CIP)



Projects Currently Planned in the STIP

Project Identification

- Planned Projects
  - 2025-2028 STIP
  - Dickinson CIP

LRTP PROJECT IDENTIFICATION #	PRIORITIZATION	CORRIDOR	TERMINUS 1	TERMINUS 2	DESCRIPTION	COST
			PLANNED PROJECTS			
1	Planned	Highway 22	45th St W	21st St W	Chip Seal (follows overlay)	$1,000,000
2	Planned	Highway 22	Broadway	9th St SW	Signals	$2,000,000
3	Planned	Highway 22	8th St S		Roundabout	
4	Planned	I-94	Exit 59 - 30th		Lighting	
5	Planned	I-94	Exit 61 - Highway 22		Lighting	
6	Planned	I-94B	23rd St / CR 10		Roundabout/Intersection	$13,600,000
7	Planned	I-94B	I-94	State Ave	Reconstruction	
8	Planned	21st W	State Ave	Highway 22	Mill and Overlay	$3,200,000
9	Planned	Fairway	State Ave	13th Ave W	Mill and Overlay	$1,100,000
10	Planned	State Ave	15th St	Villard	Microsurfacing	$500,000
11	Planned	10th Ave E	Museum	Villard	Mill and Overlay	$3,000,000
12	Planned	5th St SE	Highway 22	6th Ave SE	Reconstruction	$2,000,000
13	Planned	Highway 22	North City Limits	15th St W	Microsurfacing / Chip and Fog Seal	$1,000,000

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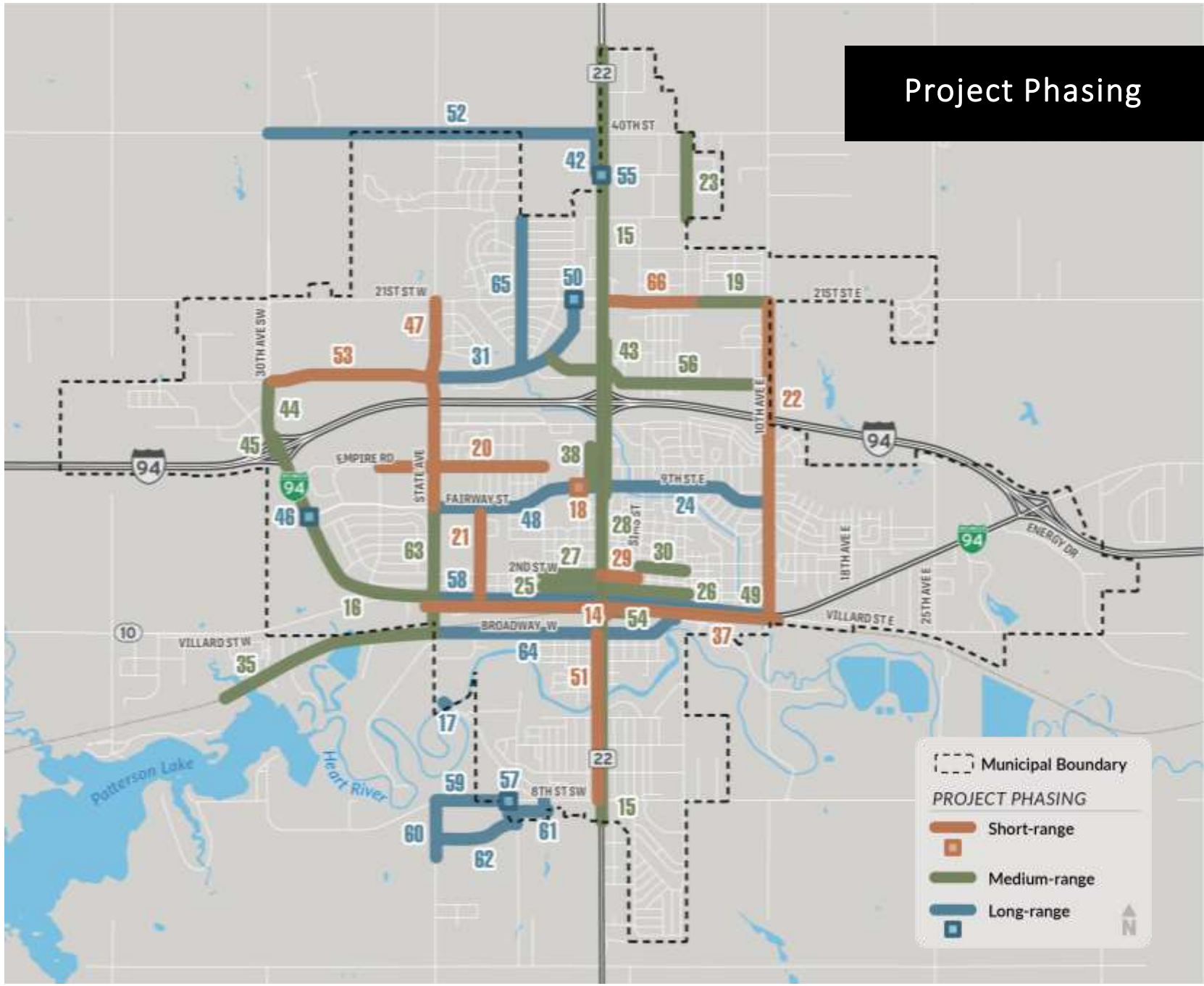
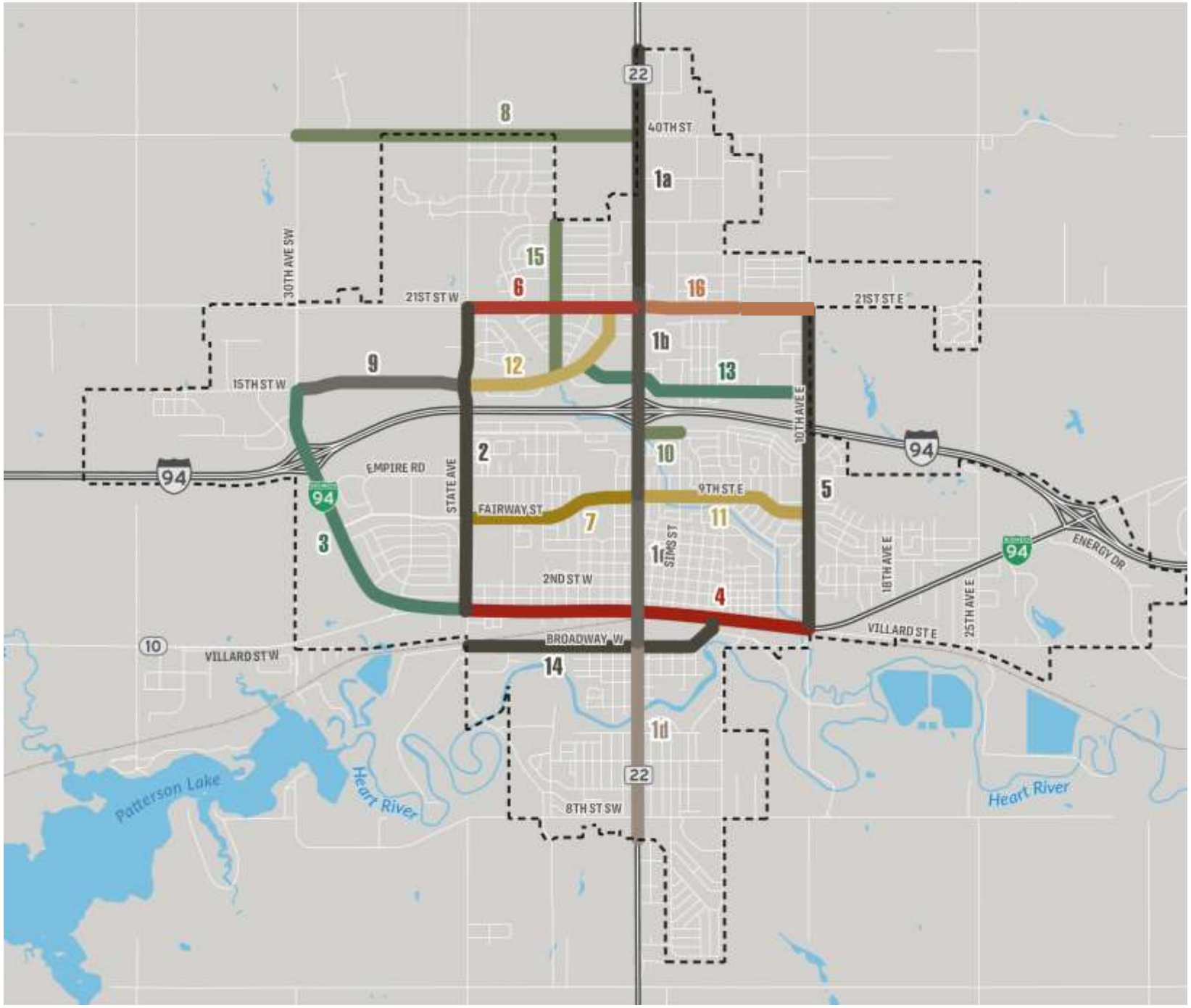
Project Identification

- Project Identification
  - Full universe of recommended projects
  - **Executive Summary Page ES 16**
- 66 total projects
  - 13 Planned
  - 14 Short Range
  - 20 Medium Range
  - 19 Long Range



Corridors of Analysis

- Detailed corridor level analysis
- Utilized both existing and forecasted Vistro model
- Augment planned projects and identify new projects



Project Identification

- CIP Projects
- Refined priorities from Dickinson CIP

LRTP PROJECT IDENTIFICATION #	PRIORITIZATION	CORRIDOR	TERMINUS 1	TERMINUS 2	DESCRIPTION	COST
CIP PROJECTS						
14	Short Range	Highway 22	BNSF Underpass		Structural Repairs, Widening South Approach	$14,600,000
15	Medium Range	Highway 22	City Limits		Street Lights	$4,150,000
16	Medium Range	I-94B	I-94 (Exit 59)	State Ave	Mirco Surfacing	$1,150,000
17	Long Range	State Ave	Bridge over Heart River		Deck Repairs	$1,100,000
18	Short Range	9th St	5th Ave W		Intersection Improvements	$1,750,000
19	Medium Range	21st E	5th Ave E	10th Ave E	Reconstruction	$9,600,000
20	Short Range	Empire Road	23rd Ave W	7th Ave W	Mill and Overlay	$4,200,000
21	Short Range	13th Ave W	Fairway St	Villard	Mill and Overlay	$1,650,000
22	Short Range	10th Ave E	21st St E	Museum	Reconstruction	$7,250,000
23	Medium Range	4th Ave E	40th St E	29th St E	Reconstruction	$13,750,000
24	Long Range	9th St E	Highway 22	10th Ave E	Mill and Overlay	$6,050,000
25	Medium Range	1st St W	8th Ave W	Highway 22	Mill and Overlay	$1,350,000
26	Medium Range	1st St E	Sims	4th Ave E	Mill and Overlay	$300,000
27	Medium Range	2nd St W	Highway 22	8th Ave W	Reconstruction	$9,400,000
28	Medium Range	1st St W	Highway 22	Sims	Reconstruction	$1,400,000
29	Short Range	2nd St W	Highway 22	Sims	Reconstruction	$5,950,000
30	Medium Range	2nd St E	Sims St	4th Ave E	Reconstruction	$8,550,000
31	Long Range	15th St W / 6th Ave W	State Ave	21st St W	Reconstruction	$9,750,000
32	Medium Range	Downtown St Lighting			Lighting Updates	$4,150,000
33	Short Range	Annual Road Maintenance	City Wide		Operations and Maintenance	$11,250,000
34	Short Range	Annual Sidewalk Program	City Wide		Operations and Maintenance	$100,000
35	Medium Range	Crooked Crane Trail			New Trail	$500,000
36	Short Range	Entrance Signs/Wayfinding	City Wide		Signage	$600,000
37	Short Range	Villard St	State Ave	10th Ave E	Mill and Overlay and Pedestrian Bumpouts	$11,700,000
38	Medium Range	Highway 22 Frontage Rd	12th St W	10th St W	Mill and Overlay	$1,000,000

...continued...

Project Identification

- New Projects
- Corridor Analysis
- Forecasted Conditions
- Detailed vistro analysis

LRTP PROJECT IDENTIFICATION #	PRIORITIZATION	CORRIDOR	TERMINUS 1	TERMINUS 2	DESCRIPTION	COST
			NEW PROJECTS			
39	Medium Range	Signal Upgrades	City Wide		Signals	
40	Long Range	Southwest Truck Route			Corridor Preservation	$0
41	Long Range	Southeast Truck Route			Corridor Preservation	$0
42	Long Range	West Side Trail (Highway 22)	40th St W	29th St W	Trail Extension	$1,050,000
43	Medium Range	Highway 22	23rd St W	9th St W	Access and Safety Improvements	$1,400,000
44	Medium Range	30th Ave W	15th St W	I-94 (Exit 59)	Access and intersection improvements	$850,000
45	Medium Range	I-94B	I-94 (Exit 59)		Interchange Expansion	$5,700,000
46	Long Range	I-94B	Fairway St		Future Signal or Roundabout	$1,150,000
47	Short Range	State Ave	21st St W	Fairway St	Signal/Safety/Access	$2,050,000
48	Long Range	Fairway St	State Ave	Highway 22	Road Narrowing / Bike Lanes	$50,000
49	Medium Range	10th Ave E	Museum	Villard	Multimodal and Mini RABs	$1,400,000
50	Long Range	21st St W	6th Ave W		AWS or Future Roundabout	$3,900,000
51	Short Range	Highway 22	Broadway	8th St S	Pedestrian Improvements	$350,000
52	Long Range	40th St W	113th Ave SW/ 30th Ave W	Highway 22	Safety study, Roundabout at 113th	$8,800,000
53	Short Range	15th St	30th Ave	State Ave	Construct 2-lane collector	$11,700,000
54	Medium Range	W Museum Dr	Highway 22	Sims St	3-Lane and Ped Safety	$50,000
55	Long Range	Highway 22	29th St W		Signalization	$800,000
56	Medium Range	15th St W / 14th St E/W	6th Ave W	10th Ave E	Restriping/bike lanes/ lane narrowing	$200,000
57	Long Range	8th St S	State Ave		Roundabout	$3,900,000
58	Long Range	Villard St	State Ave	10th Ave E	Reconstruction as 3-lane Arterial	$15,650,000
59	Long Range	8th St SW	20th Ave SW	State Ave	Roadway Urbanization with Utilities	$7,600,000
60	Long Range	20th Ave SW	8th St SW	Dickinson South Cemetery	Roadway Urbanization with Utilities	$8,750,000
61	Long Range	State Ave	8th St SW	Drainageway	New Roadway with Utilities	$3,900,000
62	Long Range	Unnamed	State Ave	20th Ave SW	East/West Roadway	$7,000,000
63	Medium Range	State Ave	Fairway St	2nd St SW	Restriping/bike lanes/ lane narrowing	$50,000
64	Long Range	Broadway / 4th Ave SE	State Ave	Villard	Restriping/bike lanes/lane narrowing	$200,000
65	Long Range	10th Ave W	29th St W	15th St W	Shared Use Path	$1,900,000
66	Short Range	21st St	Highway 22	5th Ave E	Mill & Overlay	$1,400,000

Project Identification

Project Phasing and Total Costs

RANGE	STIP PLANNED	CIP	NEW PROJECT	TOTAL	COST (ADJUSTED FOR INFLATION)
Planned	13			13	$27,400,000
Short		10	4	14	$74,550,000
Medium		12	8	20	$64,950,000
Long		3	16	19	$81,550,000

- Financial Forecast
- Integrates Financials:
  - NDDOT State Transportation Improvement Program (STIP)
  - Dickinson CIP
- Accounts for inflation to year of construction