Direction 2050

CITY OF Dickinson North Dakota

MASTER TRANSPORTATION AND COMPREHENSIVE PLAN

Summary

AUG 2025

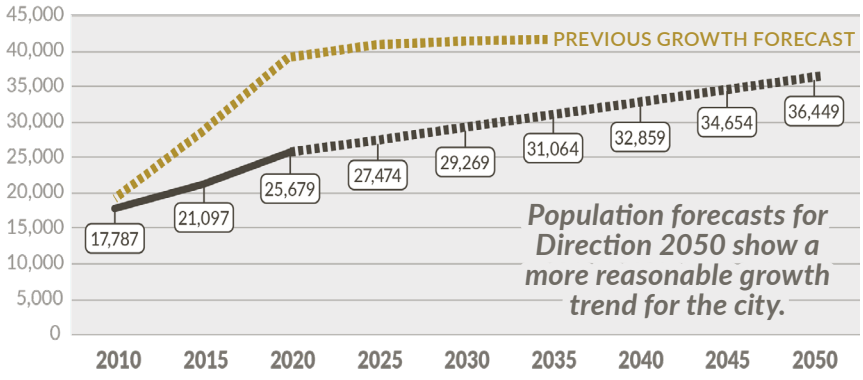
SINCE THE CONCLUSION of the Phase 1 Engagement, a draft of the **Direction 2050** Transportation Master Plan and Comprehensive Plan has been developed. Over the next month, another round of public and stakeholder input will be gathered, which will inform the final version of the plan.

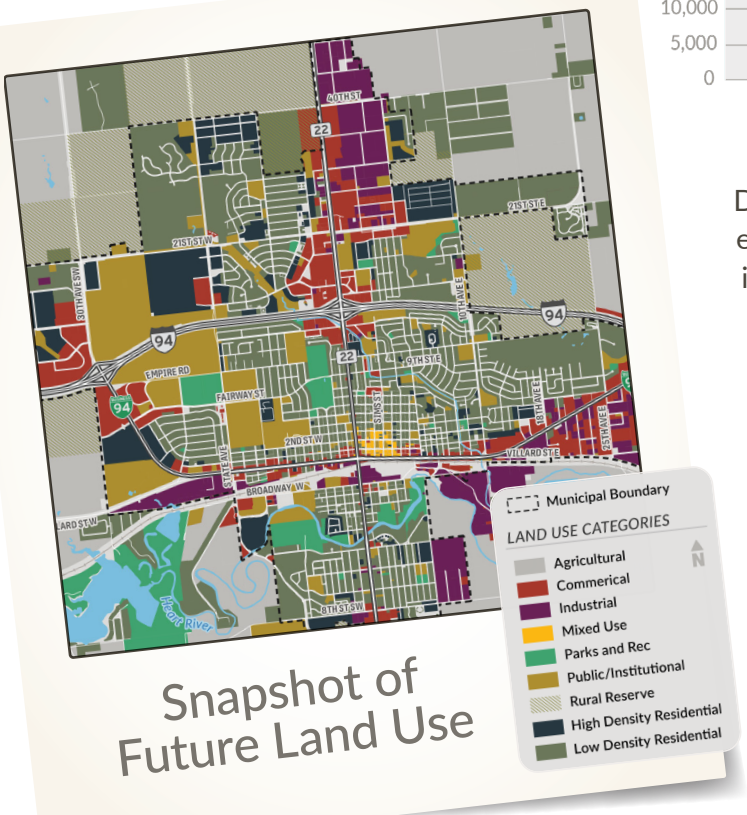
Future conditions in Dickinson such as projected population growth, land use, and housing were analyzed. This allowed for the development of traffic forecasting, transportation project identification and prioritization, and transportation policy guidelines. The draft version of Direction 2050 also includes detailed analysis regarding a range of issues community development and housing issues including recommendations to support continued growth and development of the community.

Population growth is a significant factor for comprehensive planning as Dickinson's population has historically been most influenced by the baby boom, and two oil and gas booms.

Without another economic event to trigger a major change in employment, the future growth is likely to be more consistent, which allows for measure maintenance of existing infrastructure and facilities.

Dickinson Population Projection Comparison





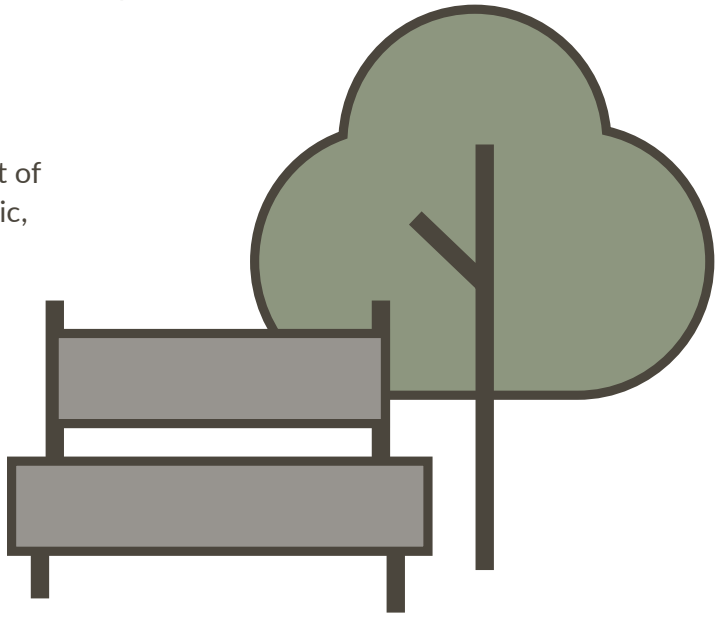
Snapshot of Future Land Use

Dickinson's Direction 2050 updates previous Land Use efforts by promoting **modest and measurable** development in a number of key locations within Dickinson. Direction 2050 directs future growth and development to areas inside the Urban Service Area, to utilize existing and planned municipal infrastructure. This approach allows Dickinson to establish a state of good repair for its vast system of municipal infrastructure.

After presenting and obtaining feedback from the Community Stakeholder Group and community leaders via multiple channels, an approach was identified for future land use development in Dickinson which will balance higher-density infill development in central neighborhoods with lower-density outward development on the edges of the city.

AN ANALYSIS OF HOUSING STOCK AND POPULATION GROWTH IN DICKINSON INDICATED THAT THE CITY WILL HAVE A DEFICIT OF ALMOST 1,000 HOMES JUST IN THE NEXT FIVE YEARS.

To both maintain existing housing and promote new housing, the Plan outlines a number of recommendations such as encouraging new unit types like modular homes and townhomes, supporting the rehabilitation of vacant and abandoned homes, and exploring new partnerships with developers, lenders, and nonprofits.

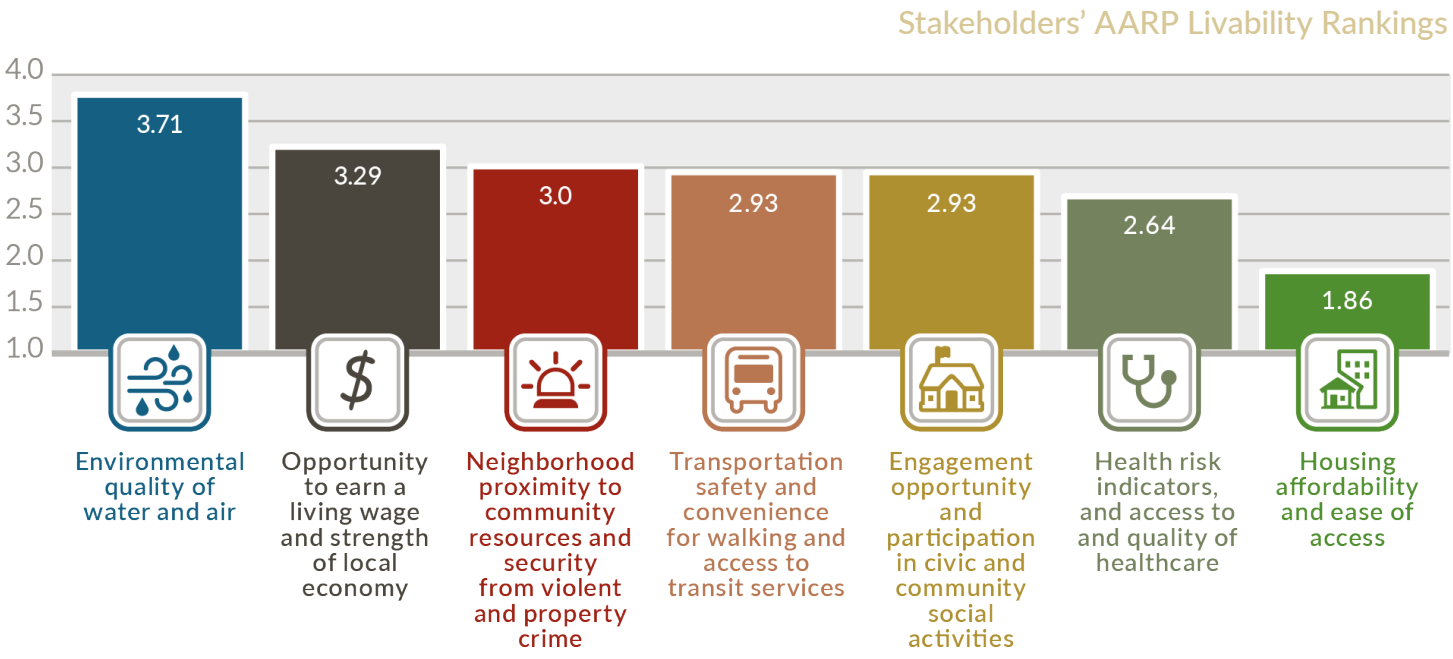


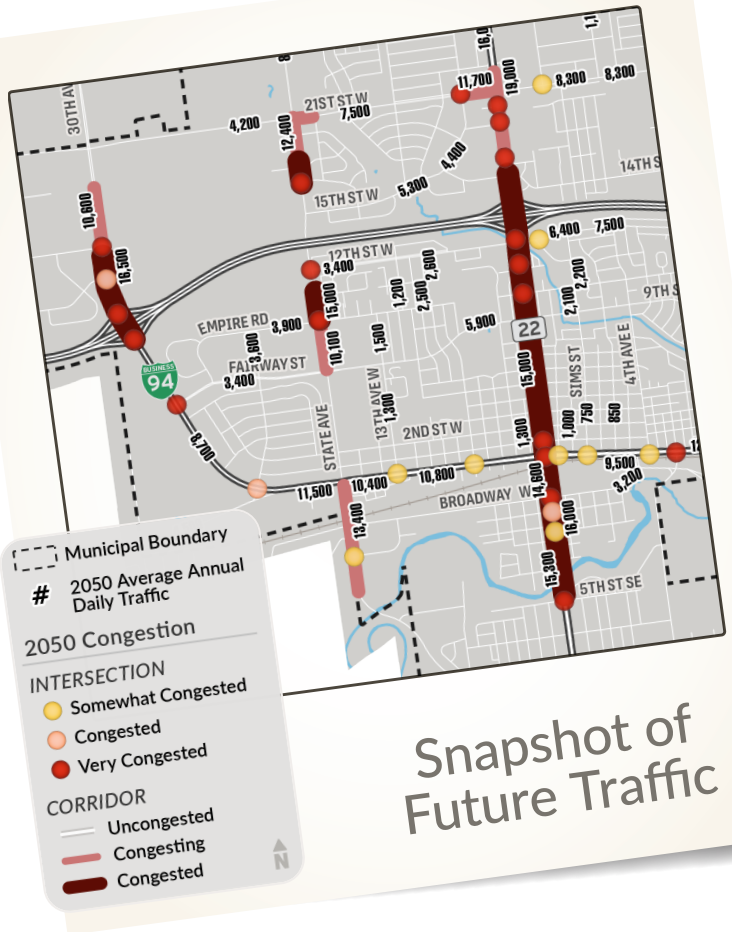
Community development includes the betterment of resources such as parks and recreation; natural, historic, and cultural sites; and city services.

Community needs can be fulfilled with quality-of-life improvements based on the AARP Livability Index.

To best understand community member needs, stakeholders were asked to rank Dickinson's offerings in seven AARP livability categories on a **1 to 4 scale**. The chart shows these areas rated from highest to lowest average quality scores.

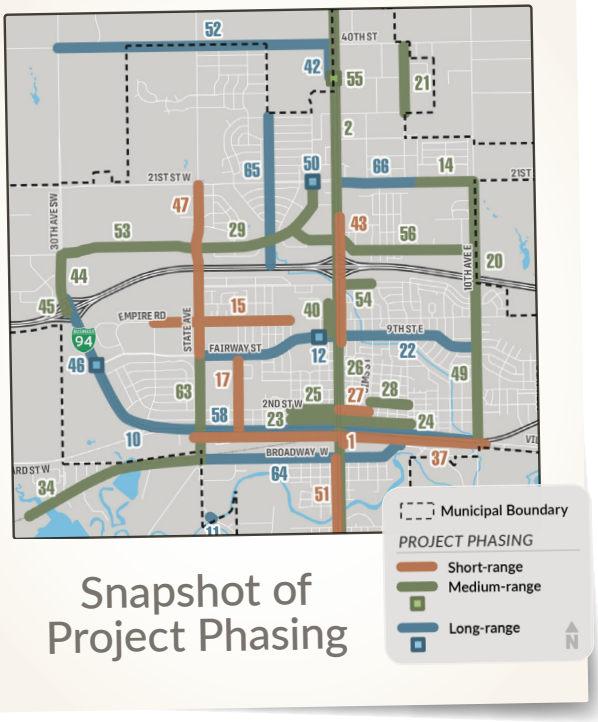
The Plan includes recommendations surrounding each of these areas which will **enhance quality of life,** aesthetic qualities, and civic pride within the city.





Snapshot of Future Traffic

Direction 2050 developed a traffic forecast to the year 2050 to illustrate a more detailed look of the traffic forecasting results, focusing on intersections which are forecasted to have a significant level of traffic congestion. The map shows two indicators of traffic congestion, intersections and corridors, as well as the future average annual daily traffic (AADT) at the street segment level.



Snapshot of Project Phasing

The **traffic forecast** accounts for transportation projects that have been already planned through 2028 at the local, state, and/or federal level. Many of these projects are expected to **reduce traffic congestion and improve safety** based on 2025 levels.



Snapshot of Corridors of Analysis

A project prioritization analysis was performed, based on transportation needs related to safety, traffic, and future growth. Improvements to the transportation system were identified which could either be incorporated into currently planned projects, or planned as entirely new projects. These improvements were then grouped into corridor segments or spot improvements. The **prioritization of these projects** was further developed based on the key north-south and east-west corridors identified during the existing conditions analysis, as well as public input related to safety, efficiency, and connectivity.

Phase 2 of the engagement process is underway now as we continue to develop Direction 2050.

For project updates and more information visit:
https://inputcentral.com/Direction2050