

EXECUTIVE SUMMARY

The Direction 2050 project team reviewed existing conditions which provides the baseline foundation for data review and subsequent analyses to support short- and long-term planning efforts. This analysis, along with public and stakeholder engagement, revealed several area-wide issues and needs facing the Direction 2050 study area.

Further analysis of growth and pinpointing future land use and housing provided a unified view of community development and allowed for transportation and traffic forecasting, project identification and prioritization, and the development of transportation guidelines.

These steps are highlighted in the following sections and details are found in the subsequent **Direction 2050** chapters.

allows the city to plan for growth within its extraterritorial jurisdiction.

Key areas of analysis and results included:

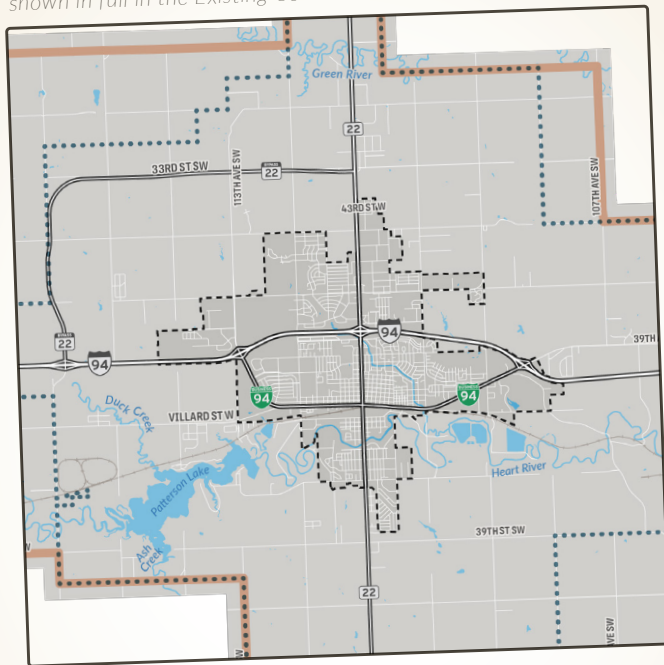
Parcel development

- The project team inventoried all parcels in the study area and analyzed existing land use and zoning to identify areas for potential growth inside and outside of the city

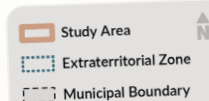
Demographics

- Rapid growth during Bakken energy boom of 2010s, but has since evened out
- Major changes in employment statistics can be correlated to the most significant economic factors of the last 20 years

shown in full in the Existing Conditions chapter

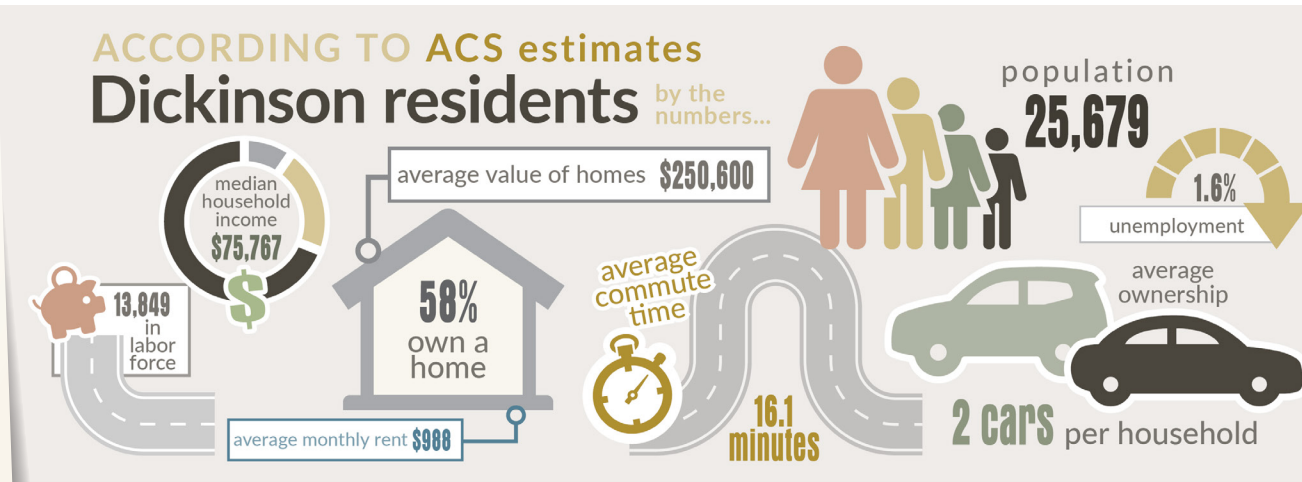


Snapshot of the Study Area

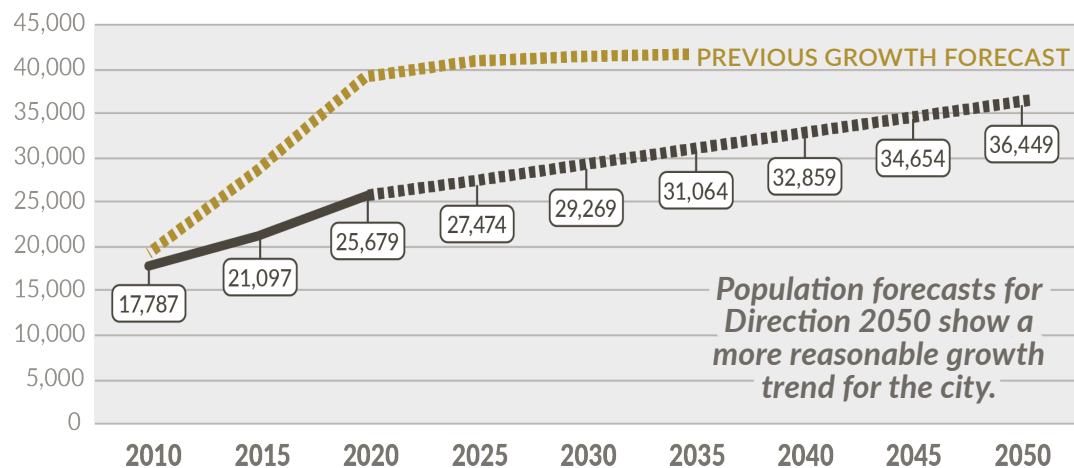


EXISTING CONDITIONS

A 126-square mile **Study Area** for Direction 2050 was developed to allow for future growth by including the **Municipal Boundary** (MB) and **Extraterritorial Zone** (ETZ), which was expanded to 4 miles from the MB and



Dickinson Population Projection Comparison



- Just over 92% of resident workers 16 years and over drove to work, of which over 82% drove alone
- Community survey responses indicated 3.2% of residents walked or cycled to work
- Average travel time to work was reported to be 16.1 minutes
- 3.6% of workers aged 16 and over indicated they did not have a vehicle

Existing housing profile as of 2020

- 10,544 occupied housing units in Dickinson
- 58% home ownership rate
- Average home value of \$250,600
- Average monthly rent of \$988

Key community facilities

- 1,763 acres of parks including a network of pedestrian trails and paths
- Dickinson Public Schools, which operates nine schools and is the city's largest employer
- Public institutions such as City Hall, fire stations, police department, and library
- Community attractions such as Prairie Hills Mall, Ukrainian Cultural Institute, Theodore Roosevelt Center, and Dickinson Museum Center

Existing municipal infrastructure system

Pavement conditions

- 157.8 centerline miles of paved roads

- 71.3% of City roads are in good to excellent condition
- 10.3% of City roads are in poor or very poor condition
- One bridge is currently in poor condition, located just east of the I-94/Business 94 interchange

Multi-modal transportation systems

- 19.4 miles of pedestrian and bicycle trails
- On-demand transit service
- Transloading facility for freight trains at Patterson Rail Terminal
- Existing traffic and crash data

Only 19% of respondents to the Community Survey ranked the availability of safe **bicycle/pedestrian facilities** as excellent or good, while 45% of respondents ranked the facilities as poor or bad. These results indicated residents want safe and enhanced trail or bicycle/pedestrian facilities. The overall goal of the Master Trails Plan is to expand the existing trail system. Specific objectives include eliminating gaps in the existing trail system with new connecting trails, providing an interconnected trail system that provides access to parks and extends the trail system to all areas of the city, and locating city trails within the rights-of way.

The most recent available **safety and crash data** was collected for the five (5) year period

from 2019 to 2023. There were a total of three (3) fatalities, 20 severe/incapacitating injuries, 55 possible injuries, 95 non-incapacitating injuries, and 645 property damage only crashes being the majority of vehicular crash incidents.

Top 10 High Frequency Crash Locations:

Table 1 provides the locations for the top 10 highest frequency crash intersections.

Table 1. Top 10 High Frequency Crash Locations

INTERSECTION		TOTAL CRASHES
ND 22	15TH ST W	34
ND 22	9TH ST W	31
ND 22	Villard	31
ND 22	21ST ST W	29
ND 22	MUSEUM DR W	23
ND 22	8TH ST SE	20
ND 22	2ND ST W	18
ND 22	94 Ramps	17
EMPIRE RD	STATE AVE	15
ND 22	40TH ST W	14
ND 22	3RD ST W	14
Villard	STATE AVE	12

ENGAGEMENT SUMMARY

Public engagement provided valuable insight during the planning process. There was a good mix of participation from the public with just under half of the respondents having children in the home and just over half of the respondents being in adult-only households.

In-person Meetings

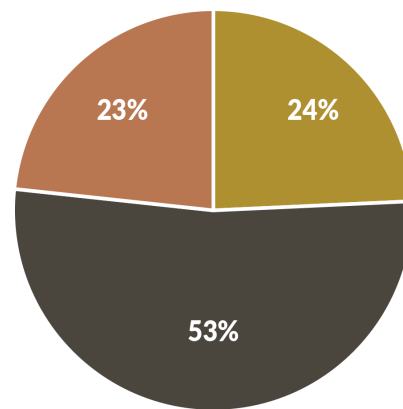
- Stakeholder roundtable discussion
- PMT/City Staff roundtable discussion
- Public input meetings

Virtual Engagement

- 1,528 website views
- 328 contributions from the public
- 190 comments on an interactive map

Of the respondents, over three-quarters agreed that **course correction** was needed within the city, including one-quarter who characterized a need for “major” course correction.

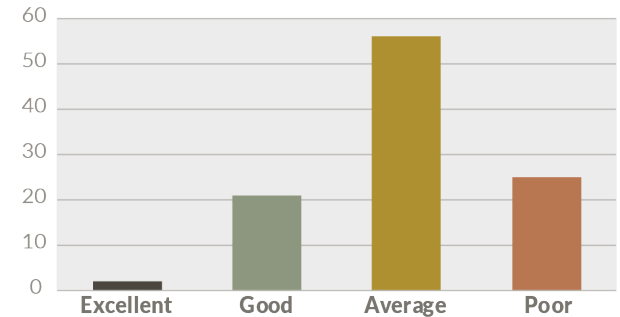
COURSE CORRECTION



- Satisfied with current course.
- Some course correction needed.
- Major course correction needed.

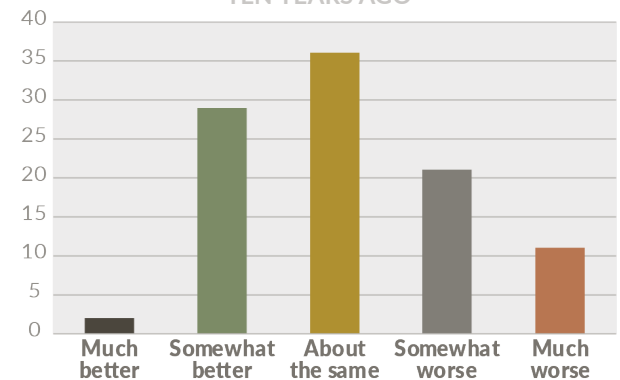
Dickinson residents were about as likely to rate the **roadway system** as “poor” as they were “good” or “excellent,” and expressed the desire for improved maintenance of existing roadways, congestion management, and bicycle and pedestrian facilities.

ROADWAY AND STREET SYSTEM RANKING



While many survey respondents agreed Dickinson's **quality of life** had improved in the past ten years, many expressed that it had gotten worse as well. Residents expressed a desire for increased housing supply, enhanced shopping and service opportunities, and improved utilities.

QUALITY OF NEIGHBORHOODS COMPARED TO TEN YEARS AGO



AREA-WIDE ISSUES & NEEDS

An initial list of issues and needs provided a framework of focus areas to be evaluated with the development of Direction 2050.

- Regional transportation issues/corridor analysis
- Traffic safety/operations analysis
- Trails and bike/pedestrian systems
- Neighborhoods
- Transportation system management and preservation
- Standards and policy development

A series of regionally focused transportation issues were developed as needing further evaluation as part of Direction 2050.

- Stark County Eastern Bypass
- Southeast Bypass
- Southwest Bypass

Additionally, the following areas were pinpointed for corridor level analysis:

- North South Mobility
- State Avenue
- 10th Avenue
- ND 22
- Downtown core
- West and East Villard (specifically through downtown core)

Priority areas were also identified for neighborhood connectivity issues such as implementing revised typical section standards, trail connectivity, more specific needs analysis adjacent to school areas, and neighborhood cohesiveness.

GROWTH & DEVELOPMENT ANALYSIS

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. The most recent oil and gas boom resulted in a 44% population growth from 2010 to 2020.

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

Several scenarios ranging from 1.1% to 1.8% average annual population growth were forecasted using different assumptions about timing and level of net migration. An overall average annual growth rate of 1.4% was determined to be appropriate for Dickinson, which would mean the population will have grown to 29,269 by 2030.

Development Stoplight Criteria

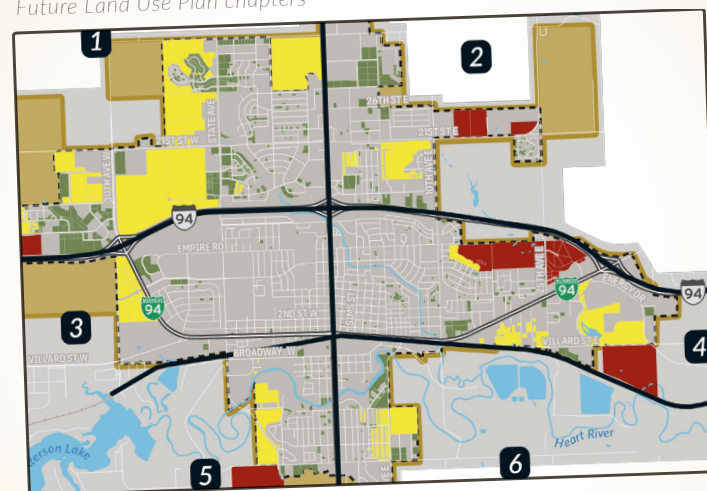
Land designated as vacant in the Existing Land Use Map has differing levels of capacity for immediate development. Apex Engineering staff reviewed all the vacant parcels and assigned the parcels into one of three categories:

Green if the property is ready to develop with minimal improvements.

Yellow if the property requires minor improvements such as short utility extensions.

Red if the property requires major improvements such as major roadway expansions or new utility mains.

shown in full in the Growth & Development Analysis and Future Land Use Plan chapters



**Snapshot of
Vacant Land Availability**

Of the more than 2,200 acres of vacant land in the city, about a quarter is ready to develop, half requires minor improvements, and a quarter requires major improvements.

FUTURE LAND USE PLAN

The following strategies fulfill the **Land Use Vision** statement:



This vision is supplemented by the overall goal to **effectively manage the location, timing and fiscal impacts of future development.**

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.

Land Use Categories

The land use categories utilized for the Future Land Use Map include six of the land use categories from the prior Comprehensive Plan, but divides residential land use into two categories and adds one additional category. These nine resulting categories are:

- Low-Density Residential
- High-Density Residential
- Commercial
- Mixed Use
- Industrial
- Public/Institutional
- Parks and Recreation
- Agricultural
- Rural Reserve

The Future Land Use Plan focuses on fulfilling the cumulative land demand by 2050 of 2,609 acres—additional to the footprint of Dickinson today (**Table 2**). The **Future Land Use Map** section in the Future Land Use Plan chapter also discusses how the City can meet the interim additional land demand on a five-year basis.

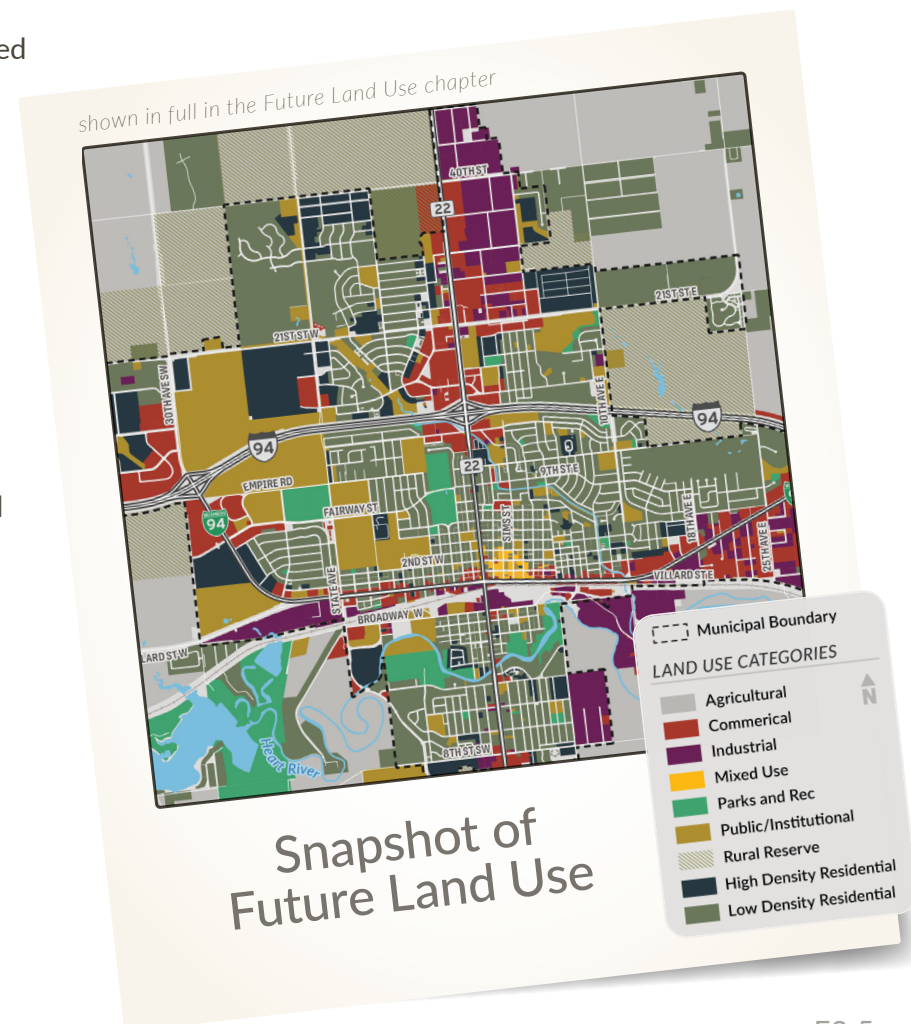


Table 2. Forecast Acreage Needs for Future Community Expansion

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	402
2050	16,200	5,120	19,748	3,042	8,162	402
TOTAL						2,609

Overall, because there is surplus land available within Dickinson, the Future Land Use Plan can deliver the needed acreage without pushing development into the Extraterritorial Zone. Some areas of the Extraterritorial Zone may be considered as opportunity sites for Dickinson's long-term growth beyond 2050; otherwise, they should remain primarily the agricultural uses existing today.

Dickinson is on track to have the available land to house all of its desired Future Land Uses and the mix therein by 2050. Specific considerations for Dickinson's downtown and its Extraterritorial Zone point new development toward other areas, chiefly taking advantage of vacant sites within the City limit or directly adjacent and easily serviceable by existing city services.

Recommendations: Using the Future Land Use Map



LU1.1

Select Scenario B as the City's preferred vision for future land use across Dickinson and the study area boundary.

The Future Land Use Map (FLUM) will serve as a reliable reference point for City staff and the Planning & Zoning Commission (and, to a more limited extent, the City Commission) in determining high-level land use policy. The detailed land use category definitions in the Future Land Use Plan chapter and the table in Appendix B indicate how the FLUM can be used. The parcel-level granularity of the FLUM allows Dickinson to consult the map during a variety of processes. The remaining elements of Dickinson Direction 2050,

including the traffic forecasting and other elements of the Transportation Plan, utilize the same assumptions of land use mix and development intensity by location reflected in the map to facilitate its use.



LU1.2

Continue to consult the Future Land Use Map during preliminary and final platting processes, and with administrative reviews of other plan types as development applications and property owner inquiries are received over time.



LU1.3

Continue to consult the Future Land Use Map during long-term planning efforts including Capital Improvement Plan and annual budgeting processes, to align future public investments with the areas most likely to harness future development.



LU1.4

Consider vacant and not-yet developed parts of Dickinson in relation to their designation(s) on the Future Land Use Map.



LU1.5

Periodically evaluate changes in existing conditions and consider potential future land use map changes as warranted.



LU1.6

Periodically consult with Park District staff on future park siting and other innovative approaches to meet outdoor recreational space needs.

Land Use Goals:

- **Increase the availability** of locations for neighborhood-serving retail commercial development.
- **Improve community appearance** along major roadways, including I-94, that are gateways to the community.
- **Highlight downtown** Dickinson as a vibrant center of the community.
- Enhance downtown Dickinson's quality of place through **promoting its role as the primary center** for regionally serving professional business services, civic services, and entertainment.

Downtown

As a singular asset within Dickinson, the project team developed a series of recommendations particular to Downtown and its unique zoning designations. Community members expressed hope for a revitalized downtown with additional support for businesses and improved community amenities.

RECOMMENDATIONS



LU2.1

Reposition the Downtown Overlay District to better deliver the types of mixed-use developments that make efficient use of the dense environment and to cement downtown Dickinson's role as the civic and entertainment center of the region.

- Promote existing programs and establish new incentives for property owners to improve their buildings, return vacant properties to use, or sell to an owner more likely to do so.
- Establish incentives within the Downtown Overlay zoning guidelines to promote dense, mixed-use development.
- Promote developments that are designed in a style and manner that is suitable for a downtown setting and which enhance vibrancy and walkability.



LU2.2

Continue to implement the City's Renaissance Zone (RZ) Plan, with focus on promoting benefits of the RZ for the longest-vacant properties or parcels.

- Continue to market and promote the benefits of the Renaissance Zone program.
- Continue to provide technical assistance to potential Renaissance Zone applicants, thereby facilitating the application process.
- Utilize the Renaissance Zone program in conjunction with other incentives to maximize investment into downtown.



LU2.3

Promote the establishment of the downtown Dickinson marketing campaign and/or similar efforts with a primary focus on supporting downtown redevelopment.

- Provide support for businesses and nonprofits seeking to promote and maintain a comfortable, welcoming environment in downtown Dickinson, including through marketing and event programming.
- Improve communications with downtown business owners about the availability of City resources for business development and storefront rehabilitation.



LU2.4

Establish new financial incentives for downtown redevelopment.

- Survey business owners and building owners to find out their needs.
- Establish a Revolving Loan Fund for downtown commercial businesses, with eligible uses to include façade improvements and other exterior cosmetic changes to storefronts.
- Establish a tax increment financing (TIF) district within downtown Dickinson to promote redevelopment of vacant and blighted properties, improve housing and retail options, and facilitate the development process.



LU2.5

Promote the establishment of a business incubator program in downtown Dickinson for use by local artisans, entrepreneurs, and remote workers.

- Vacant storefronts and/or industrial properties can provide inexpensive space for local residents to grow their businesses.
- Complete inventories of vacant storefronts and existing businesses by type in the downtown and West Villard areas to support this opportunity.
- Partner with Dickinson State University to provide additional opportunities for technical assistance, community learning, and practical education for DSU students outside of the classroom.



LU2.6

Re-examine the predominantly General Commercial (GC) and Downtown Commercial (DC) zoning in and around the downtown and West Villard areas for applicability to existing and desired land uses. While the GC zone protects existing residences, the selective application of one or more residential zone designations may better preserve residential blocks in and around downtown Dickinson.

- Complete a detailed study of residential properties in the downtown and West Villard areas to determine if each property's long-term future land use is more appropriately residential or commercial.
- Consider adopting a downtown fringe zoning district adjacent to the existing DC zoned properties.



LU2.7

Deepen involvement in the North Dakota Main Street Initiative.

- Continue to promote Dickinson Legacy Square as a hub for activity, encouraging residents and visitors to experience downtown through events, concert series, and art/cultural offerings.
- Consider joining the Main Street America program to unlock additional opportunities for technical and programmatic assistance related to downtown revitalization and business development.
- Work with downtown businesses to encourage niching and specialization that will allow them to exist symbiotically with big box stores elsewhere in the city, which may offer more basic products at lower prices than local businesses can manage.
- Publish and distribute a list of existing programs that support building improvements.

Neighborhood Infill

Moreover, the project team made recommendations related to targeted areas of development, such as the entrances to the city, the West Villard Overlay District, and a new Rural Reserve designation which includes areas that may be candidates for annexation in the future.

RECOMMENDATIONS



LU3.1

Consider under limited circumstances applications to vacate limited rights-of-way to facilitate redevelopment that proposes different land uses and/or of adjacent vacant parcels separated only by right-of-way.



LU3.2

Establish a consistent rezoning process for non-downtown neighborhoods that will promote infill where existing development demand has not yielded results.



LU3.3

Identify one or a handful of strategic blocks with vacant parcels to implement the rezoning action in LU 3.2 to promote infill as a pilot project. This may be folded into Housing Recommendation HS2.2 in the Future Housing chapter, if solely residential, or as a separate effort if commercial or a mix of uses are desired.

Consider also utilizing parcels near the gateways to Dickinson to promote visible redevelopment, and encourage the addition of tree buffers and other screening to increase the visual appeal of private properties in these areas.



LU3.4

Consider opportunities to enhance the gateways to Dickinson by supporting visual screening or upgrades to buildings to increase their visual appeal.



LU3.5

City staff should consider creating Highway Commercial, Business/Office, and High Tech Industrial/Industrial Park zoning districts to more effectively support the future land use plan and meet the city's development opportunities.



LU3.6

City staff should review the Limited Commercial zoning district and potentially recommend changes to enhance its function in the city's zoning code.

Ultimate Land Use Recommendations

The ultimate goal of consistent strategy to consider land use changes in the ETZ will be achieved through the following recommendations.



LU4.1

Continue to conduct thorough fiscal impact analysis for areas proposed or considered for annexation



LU4.2

Amend the Urban Service Area by eliminating two areas that are not anticipated to be developed to urban standards (see **Figure 7**). Continue to incentivize new development to remain inside of the municipal boundary where feasible, and within the Urban Service Area otherwise, reserving area outside for open space, agriculture, and preserved for future expansion beyond 2050.



LU4.3

Establish a rural reserve overlay district for all land designated in the rural reserve land use category. This district should allow existing uses as permitted uses and require that all future development be rezoned to an appropriate zoning district, be constructed to urban standards, and be a part of an orderly annexation agreement.



LU4.4

Maintain the rural agricultural and open space character within the Extraterritorial Zone by continuing agricultural designations for all land not actively in another land use. Non-agricultural or recreational land uses considered appropriate within the ETZ should be designated as special uses, with requisite conditions for development established by the City.



LU4.5

Continue to notify Stark County of proposed developments within the ETZ.

FUTURE HOUSING

The Future Housing chapter provides detailed analyses and recommendations on how to tackle housing challenges. Stark County and statewide projections were incorporated to compare regional trends with those in Dickinson and the City's growth projections are supplemented with information to explain *how and where* expected growth could be accommodated.

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. By 2050, Dickinson will face an anticipated deficit of 1,065 overall rental units. This deficit is expected to have a more profound impact on low- and moderate-income renter households in Dickinson.

To maintain existing housing and promote new housing, Direction 2050 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.

Maintain and Improve Existing Housing

This section details how Dickinson can meet the following identified Housing Goals:

- Preserve neighborhood character and establish a sense of place.
- Provide residents a safe, well-connected, and vibrant place to raise a family.

Meeting the Housing Vision means that Dickinson's housing stock will meet growing demand by 2050 while positioning the City for a successful future. The following recommendations indicate how the City can promote a local housing ecosystem that meets both the vision and the underlying goals. Certain recommendations showcase how Dickinson can utilize its housing to meet generative goals.

RECOMMENDATIONS



HS1.1

Explore the development of a flood protection plan for the lowest-lying areas near the Heart River to ensure residents and the City understand the potential risks, and have plans in place for how to react and recover in the event of future flooding.



HS1.2

Preserve open spaces within the floodway along the Heart River and in other hazard-prone areas, and discourage development in areas where it is not appropriate that could cause property damage, injury, or loss of life.



HS1.3

Adapt the zoning code to relax setback and roof height requirements for residential zones near the Heart River and in otherwise flood-prone parts of Dickinson. These adaptations will promote the placement of critical building system components above the base flood elevation.



HS1.4

Provide guidance on building codes—through development code updates if required—to promote “dry” or “wet” floodproofing of new structures, to include location of critical building system components above BFE and/or waterproof enclosures for electrical equipment. This may be applied only to flood-prone areas, or citywide.



HS1.5

Promote improved accessibility of homes in Dickinson as renovations occur, in tandem with a homeowner rehabilitation program and/or partnerships with financial institutions that are active lenders in the residential market.



HS1.6

Encourage or require neighborhood-oriented design attributes on new and renovated residences, such as front doors which face the primary street and other design features which fit the neighborhood's physical character.

Promote New Housing and New Development Types

This section details how Dickinson can meet the following identified Housing Goals:

- Create additional and improved affordable housing opportunities for residents.
- Support the exploration of new approaches to meeting current and anticipated housing demand including workforce housing, empty nesters, and aging in place.
- Provide appropriate housing choices and locations for temporary and transient workers.

RECOMMENDATIONS

Recommendations for promoting new housing and development types are as follows:



HS2.1

Support the rehabilitation of existing vacant or abandoned homes by the development community in two steps: first, identification and acquisition of properties suitable for redevelopment that can be conveyed later to another private owner at a low cost; second, securing partnerships with private or non-profit developers to rehabilitate vacant and abandoned housing at scale.



HS2.2

Identify specific vacant parcels to promote infill housing development through a publicly available list or map, especially on visible corner lots and parcels near downtown.



HS2.3

Identify specific vacant parcels as pilot sites for new multifamily housing opportunities, especially those that are already owned by the City.



HS2.4

Evaluate potential barriers in details of the Development Code to building modular or industrialized homes, ADUs, and “tiny homes”. The City should ensure that proposed modular homes fit with the existing character of Dickinson.

Financing and Affordability. In addition to the promotion of modular homes as noted in the section above, the City may be able to assume a role in promoting for-sale and rental homes that are within reach for the majority of Dickinson households; these may take the form of advisory building recommendations, or of partnerships with the private sector and other units of government. These recommendations may also have limited applicability to renovations or rehabilitations of existing homes.



HS2.5

Promote the use of resilient building materials for new homes, to cut down on long-term maintenance and replacement costs to homeowners over the long term. Because these are not regulated in Dickinson's current Development Code, recommended materials are advisory and can be promoted for their potential cost savings and longevity.



HS2.6

Continue to support the Dickinson Revitalization Program in partnership with Gate City Bank. Where practicable, focus the program on referring first-time Dickinson homebuyers to subsidized lending products offered by the Bank to increase the City's homeownership rate.



HS2.7

Explore a partnership with interested developers and owners of vacant property on workforce housing-specific lending products designed solely to support new multifamily developments.



HS2.8

Identify potential housing development(s) for target AMI groups that will require significant gap financing to pencil, and encourage would-be developers to apply to utilize a portion of the State of North Dakota's Section 108 loan authority from HUD or another subsidized line of credit or subsidy source to fill the gap.

COMMUNITY DEVELOPMENT

The Community Development chapter examines Dickinson goals that are not strictly transportation, infrastructure, housing, or land use solutions, especially those that are not addressed elsewhere in the Plan. The assessments in this chapter utilized tools including the Trust for Public Land's ParkScore® and the AARP's Livability Index, as well as conversations with stakeholders from around Dickinson to form a cultural asset inventory. Recommendations were tailored to solve the challenges and gaps related to community development that



were identified during the Plan development process.

The Plan includes recommendations surrounding all aspects of community development which will enhance quality of life, aesthetic qualities, and civic pride within the city.

Parks and Recreation

This section details how Dickinson can meet the **Recreational and Cultural Amenities Vision** statement:



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

This section also tackles these specific goals:

- 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.

ParkScore® indicates that 43% of Dickinson residents live within a ten-minute walk of a park or other open space. Most of these residents live south of I-94 or east of ND-22. Residents in other areas of the City may still be able to reliably reach parks in their everyday lives, for example if they are able to

conveniently drive to one. Still, fulfilling the Recreational and Cultural Amenities vision statement would mean improving access to recreation opportunities and to park facilities themselves wherever feasible.

The two populations to target for improvements are, in priority order, the remaining 57% of existing households, and newly developed residences and neighborhoods that come online by 2050.

RECOMMENDATIONS



CD1.1

Utilize the Future Land Use Map and collaborate with the Park District to identify appropriate vacant land for permanent parks in under-served areas.



CD1.2

In partnership with the Park District, evaluate a location of two acres or less to pilot a temporary pop-up park in a currently underserved portion of Dickinson. The pop-up park could be installed in a variety of locations: within excess right-of-way that is adjacent to a street in a grassy area, or on unused surplus land on a publicly owned lot. The pilot site can be open only during warm-weather months, and minimally decorated with local art, shade, natural features in lieu of formal benches or playground equipment, and other low-cost elements that provide a safe facility and visually activate the space.



CD1.3

Advertise any new pilot park(s) created to the surrounding neighborhoods and measure visitation and usage for at least six months. If demand justifies it, consider funding and operational options to turn one or more pop-ups into a permanent mini-park.

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.

RECOMMENDATIONS



CD2.1

Promote low- and no-cost learning opportunities to engage with Dickinson's history. Specific opportunities include the placement of historic site markers throughout the City and especially in Downtown Dickinson, as well as at the Dickinson Museum Center. Recommend to the HPC discounting or waiving user fees to visit the Museum Center or other City-owned historic sites for subcategories of residents, including seniors, children under 18, and veterans.



CD2.2

Consider strategic opportunities to redevelop vacant properties in downtown Dickinson to support new civic, retail, and light commercial uses in context with the clusters of historic properties located there. Take into account historical, cultural, and natural character when performing development reviews in the area, and prioritize developments which preserve or augment this character.



CD2.3

Consider implications that may result in reduced protection of natural features. Continue to coordinate with Stark County for any future industrial land uses in the County's designated Priority Growth Areas that neighbor the Dickinson Extraterritorial Jurisdiction, with an eye toward encouraging continued protection of the City's environment and natural features.



CD2.4

Encourage and support the private sector to support the protection of natural features in Dickinson as future development applications are considered.

City Services

The **City Services Vision** strives to:



To achieve the vision, this section details how Dickinson will meet these identified City Services goals:

- Assure city public safety services protect life, safety and general welfare of all city residents and businesses.
- Enhance the quality of place by properly maintaining all public facilities.
- Promote intra-governmental and inter-governmental coordination to increase the cost effectiveness of providing city services.

This subchapter also covers a Housing goal:

- Support the exploration of new approaches to meet current and anticipated housing demand, including workforce housing, empty nesters, and aging in place.

RECOMMENDATIONS



CD3.1

Start a pilot initiative to promote residential curb appeal improvements such as contests for yard, landscape, or garden improvements, offering public recognition for one winning residence each quarter. Even with no monetary incentive offered, these contests can incentivize homeowners to improve their properties' exterior appearance and condition. These benefits then remain in place for the whole block or neighborhood to enjoy.



CD3.2

In addition to carrying out Housing recommendations HS2.7 and HS2.8, consult the North Dakota Statewide Housing Needs Assessment for an understanding of the area's unmet housing needs for seniors and subsets of the area workforce. While promoting workforce and temporary housing options, consider how city services may be tailored to their needs where practicable.



CD3.3

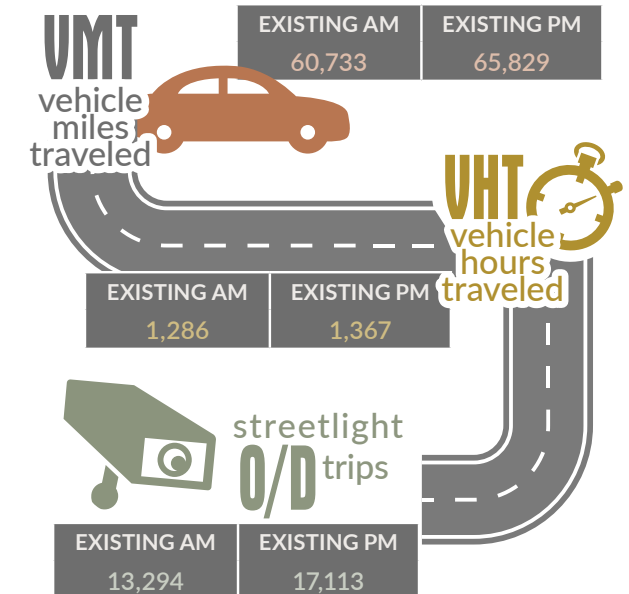
Continue to coordinate with the Dickinson Schools, the Park District, and Dickinson State University to maintain their parks, athletic venues, and other public facilities in the City to a high standard, including snow removal and year-round activities and programming for parks and recreation.

TRANSPORTATION & TRAFFIC FORECASTING

Direction 2050 developed a forecast for transportation projects and traffic through the year 2050, focusing on intersections which are forecasted to have a significant level of traffic congestion.

With more residents and jobs within city limits, traffic will naturally increase, and even corridors and intersections that currently have little congestion may present operational issues for the city's road network in the future.

PEAK TRAFFIC VOLUMES



However, this new traffic will not be evenly distributed across the city. Importantly, different land uses tend to generate varying numbers of trips and at different times of day. Therefore, the city's Future Land Use map was analyzed at the Transportation Analysis Zone (TAZ) level to determine where within Dickinson this new traffic is likely to occur. The heaviest development is projected to occur in the northern and western portions of the city, and these new developments will serve as new origins and destinations (O/D) for trips that will contribute to traffic in Dickinson. Accordingly, while certain intersections and corridors are expected to become congested throughout the city, traffic is expected to worsen the most in northern and western Dickinson.

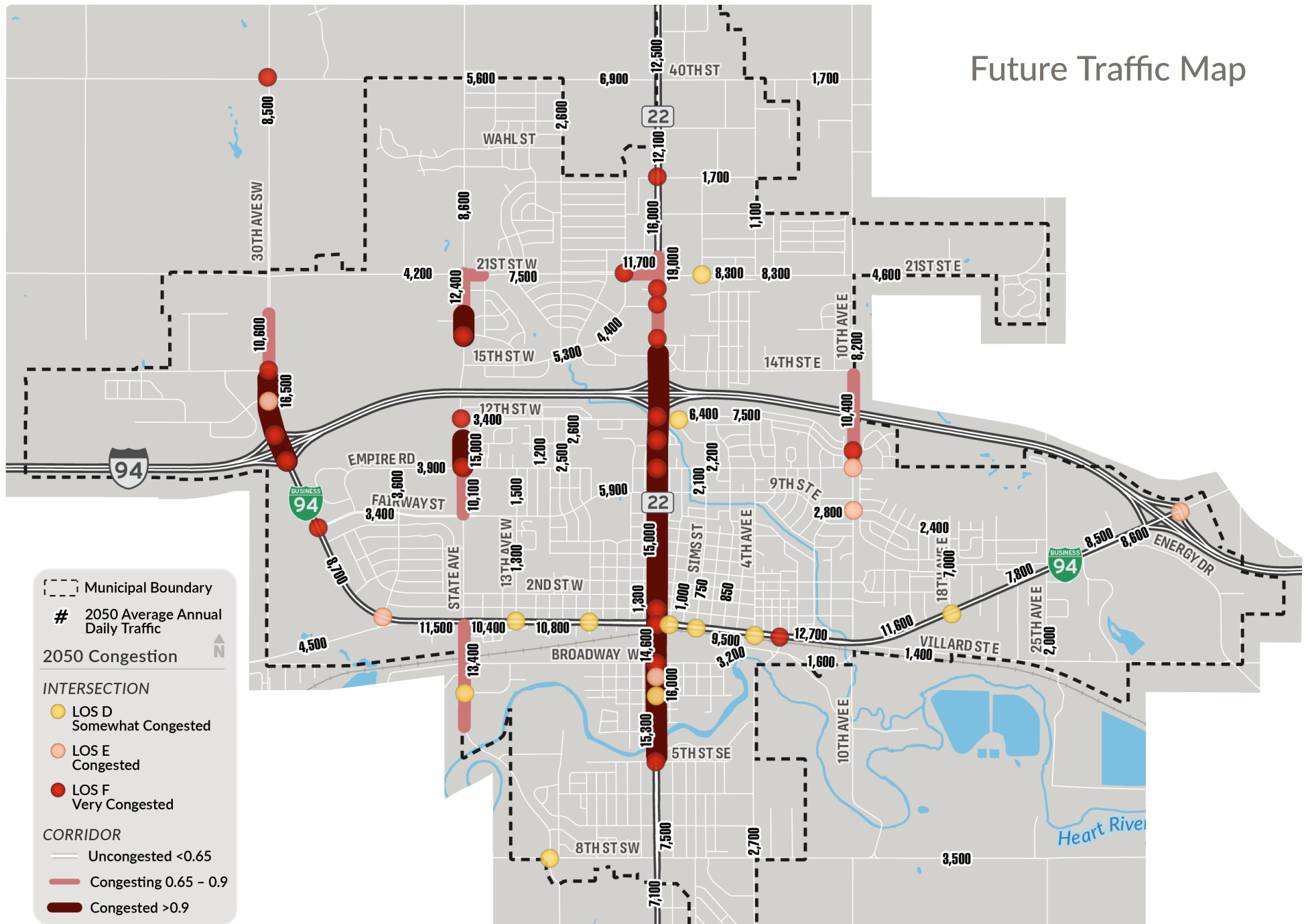
The traffic forecast accounts for transportation projects that have been already planned through 2028 at the local, state, and/or federal level. Many of these projects are expected to reduce traffic congestion and improve safety based on 2025 levels.

Table 3. Intersections with Congested LOS in 2050




INTERSECTION NAME	AM EXISTING LOS	AM FORECAST LOS	PM EXISTING LOS	PM FORECAST LOS
19th St W & Highway 22	C	D	F	F
18th St W & Highway 22	C	E	F	F
16th St W & Highway 22	D	F	F	F
11th St W & Highway 22	E	F	F	F
10th St W & Highway 22	E	F	F	F
12th St W & State Ave	F	F	F	F
15th St W & State Ave	E	F	F	F
21st St W & State Ave	C	C	B	C
30th Ave E & 15th St E	C	F	B	F
I-94 N Ramps & I-94 Business Loop	C	F	D	F
I-94 S Ramps & I-94 Business Loop	C	F	C	F
I-94 Business Loop & Fairway St	C	F	C	F
I-94 Business Loop & 6th Ave E	D	F	E	F
29th St W & Highway 22	C	E	C	F
1st St W & Highway 22	D	D	E	F
Highway 22 & Frontage Rds	B	B	E	F
Empire Rd & State Ave	B	C	D	F
40th St W & 30th Ave W	B	F	B	F
30th Ave W & West Ridge Dr	B	C	C	E
I-94 Business Loop & I-94 (East Side)	B	C	C	E
I-94 Business Loop & Highway 22	C	C	C	C
Broadway & Highway 22	B	D	B	F
1st St S & Highway 22	C	D	C	D
5th St S & Highway 22	C	D	D	E
9th St E & 10th Ave E	C	C	D	E
10th St E & 10th Ave E	C	C	C	E
12th St E & 10th Ave E	C	E	D	F
21st St W & 6th Ave W	C	E	C	F

Future Traffic Map





PROJECT IDENTIFICATION & PRIORITIZATION

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.

Safety-Related Variables

All vehicular crashes recorded in Stark County were inventoried between 2019 and 2023 and then disaggregated by several factors:

- Severe Crashes
- Bike/Ped Crashes
- Non-Severe Crashes

- Top Ten Crash Intersections

Operations-Related Variables

These variables serve to identify corridors and intersections that are forecasted to have a greater-than-desired level of traffic congestion by 2050, according to the results of the traffic modeling.

- Intersection Level of Service (LOS)
- Corridor Volume/Capacity Ratio (V/C)

Infrastructure-Related Variables

Finally, variables were examined related to the state of existing transportation facilities within the county.

- Pavement Needs
- Trail Gaps

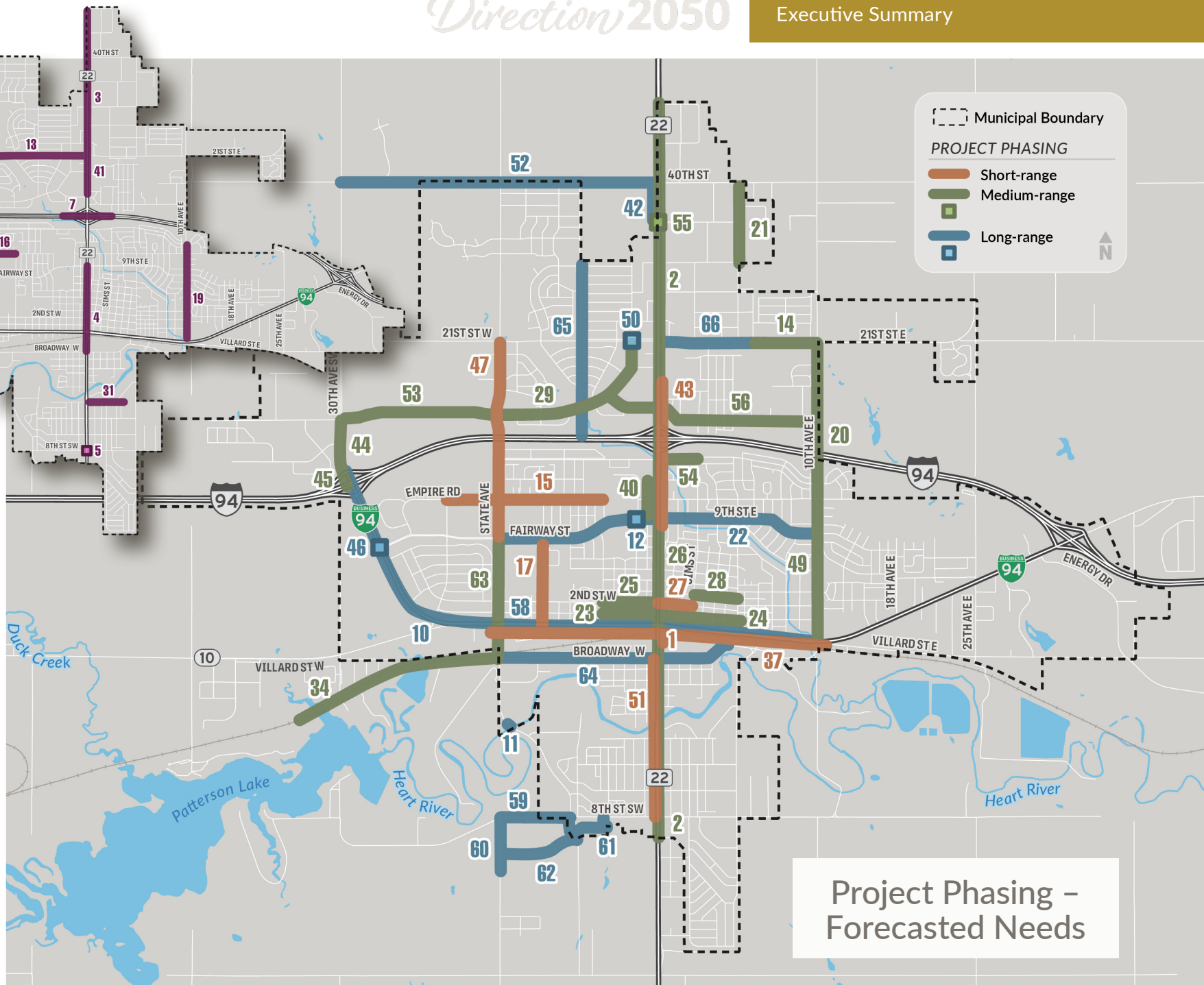
Project Concept Refinement and Prioritization

Based on the needs assessment, future transportation projects were identified. A key consideration in this regard is the transportation projects that are already being planned throughout the city.

Projects Currently Planned

- Municipal Boundary
- STIP
- Roadway projects
- Intersection projects

- Municipal Boundary
- PROJECT PHASING
 - Short-range
 - Medium-range
 - Long-range



Project Phasing – Forecasted Needs

Table 4. All Planned Projects and Prioritization

MTP PROJECT IDENTIFICATION #	PRIORITIZATION	CORRIDOR	TERMINUS 1	TERMINUS 2	DESCRIPTION	COST
1	Short Range	Highway 22	BNSF Underpass		Structural Repairs, Widening South Approach	\$14,600,000
2	Medium Range	Highway 22	City Limits		Street Lights	\$4,150,000
3	Planned	Highway 22	45th St W	21st St W	Chip Seal (follows overlay)	\$1,000,000
4	Planned	Highway 22	Broadway	9th St SW	Signals	\$2,000,000
5	Planned	Highway 22	8th St S		Roundabout	
6	Planned	I-94	Exit 59 - 30th		Lighting	
7	Planned	I-94	Exit 61 - Highway 22		Lighting	
8	Planned	I-94B	23rd St / CR 10		Roundabout/Intersection	\$13,600,000
9	Planned	I-94B	I-94	State Ave	Reconstruction	
10	Long Range	I-94B	I-94	State Ave	Mirco Surfacing	\$1,150,000
11	Long Range	State Ave	Bridge over Heart River		Deck Repairs	\$1,100,000
12	Long Range	9th St	5th Ave W		Intersection Improvements	\$2,400,000
13	Planned	21st W	State Ave	Highway 22	Mill and Overlay	\$3,200,000
14	Medium Range	21st E	5th Ave E	10th Ave E	Reconstruction	\$9,600,000
15	Short Range	Empire Road	23rd Ave W	7th Ave W	Mill and Overlay	\$4,250,000
16	Planned	Fairway	State Ave	13th Ave W	Mill and Overlay	\$1,100,000
17	Short Range	13th Ave W	Fairway St	Villard	Mill and Overlay	\$1,650,000
18	Planned	State Ave	15th St	Villard	Microsurfacing	\$500,000
19	Planned	10th Ave E	Museum	Villard	Mill and Overlay	\$3,000,000
20	Medium Range	10th Ave E	21st St E	Museum	Reconstruction	\$8,900,000
21	Medium Range	4th Ave E	40th St E	29th St E	Reconstruction	\$13,750,000
22	Long Range	9th St E	Highway 22	10th Ave E	Mill and Overlay	\$6,050,000
23	Medium Range	1st St W	8th Ave W	Highway 22	Mill and Overlay	\$1,350,000
24	Medium Range	1st St E	Sims	4th Ave E	Mill and Overlay	\$300,000
25	Medium Range	2nd St W	Highway 22	8th Ave W	Reconstruction	\$9,400,000
26	Medium Range	1st St W	Highway 22	Sims	Reconstruction	\$1,400,000
27	Short Range	2nd St W	Highway 22	Sims	Reconstruction	\$5,950,000

 = Planned Projects

 = CIP Projects

 = New Projects

MTP PROJECT IDENTIFICATION #	PRIORITIZATION	CORRIDOR	TERMINUS 1	TERMINUS 2	DESCRIPTION	COST
28	Medium Range	2nd St E	Sims St	4th Ave E	Reconstruction	\$8,550,000
29	Medium Range	15th St W/ 6th Ave W	State Ave	21st St W	Reconstruction	\$300,000
30	Medium Range	Downtown St Lighting			Lighting Updates	\$4,150,000
31	Planned	5th St SE	Highway 22	6th Ave SE	Reconstruction	\$2,000,000
32	Short Range	Annual Road Maintenance	City Wide		Operations and Maintenance	\$11,250,000
33	Short Range	Annual Sidewalk Program	City Wide		Operations and Maintenance	\$100,000
34	Medium Range	Crooked Crane Trail			New Trail	\$500,000
35	Short Range	Entrance Signs/ Wayfinding	City Wide		Signage	\$600,000
36	Medium Range	Signal Upgrades	City Wide		Signals	\$3,000,000
37	Short Range	Villard St	State Ave	10th Ave E	Mill and Overlay and Pedestrian Bumpouts	\$11,700,000
38	Long Range	Southwest Truck Route			Corridor Preservation	
39	Long Range	Southeast Truck Route			Corridor Preservation	
40	Long Range	Highway 22 Frontage Rd	12th St W	10th St W	Mill and Overlay	\$1,000,000
41	Planned	Highway 22	North City Limits	15th St W	Mill and Overlay / Chip and Fog Seal	\$1,000,000
42	Long Range	West Side Trail (Highway 22)	40th St W	29th St W	Trail Extension	\$1,050,000
43	Short Range	Highway 22	23rd St W	9th St W	Access and Safety Improvements	\$1,150,000
44	Medium Range	30th Ave W	15th St W	I-94 Interchange	Access and intersection improvements	\$850,000
45	Medium Range	I-94B	I-94 Interchange		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

- = Planned Projects
- = CIP Projects
- = New Projects

MTP PROJECT IDENTIFICATION #	PRIORITIZATION	CORRIDOR	TERMINUS 1	TERMINUS 2	DESCRIPTION	COST
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	Long Range	15th St	30th Ave	State Ave	Construct 2-lane collector	\$4,250,000
54	Medium Range	W Museum Dr	Highway 22	Sims St	3-Lane and Ped Safety	\$50,000
55	Medium 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	\$34,850,000
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	Drainage-way	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	Long Range	21st St	Highway 22	5th Ave E	Mill & Overlay	\$2,300,000

 = Planned Projects

 = CIP Projects

 = New Projects

TRANSPORTATION GUIDELINES

Standards and policy recommendations were developed to guide future growth through 2050 and beyond for the City of Dickinson. A consistency review of existing transportation standards and policies and related planning studies and documentation was completed during the existing conditions analysis phase of the Direction 2050 plan and served as a basis for the guideline and policy recommendations.

The project team issued specific recommendations related to the following transportation-related policy areas:

Corridor Preservation and Right-of-Way

By preserving future roadway alignments early on in the planning process, the City of Dickinson can prevent incompatible development that could hinder future roadway expansion.

Future Bypasses and Truck Routes

It is recommended that future bypasses (truck routes) for the southwest and southeast quadrants of the study area be further studied following the completion of Direction 2050. Preservation for a future potential bypass in this location would serve to compliment recent investments in the ND 22 Bypass and the Stark County Eastern Bypass.

The long-term potential completion of these three additional bypasses would create a bypass and alternative/truck route loop around the City of Dickinson, helping to both alleviate congestion in town and provide access to potential future development via dedicated arterial/collector routes following these section line road alignments.

Roadway Cross Section Standards

Roadway Cross Sections (or typical sections) are necessary to establish the appropriate requirements for new roadways.

The cross sections recommended for Dickinson are defined in **four categories** by street functional classification:

- 1 Principal (major) arterial
- 2 Minor arterial
- 3 Collector
- 4 Local

Access Management

Effective access management encompasses regulating entry and exit points on roadways, including the spacing of intersections and placement of driveways.

A primary goal of these access guidelines is to ensure that Dickinson's roadways contribute to a transportation system that minimizes safety hazards while optimizing overall efficiency.

Level of Service Standards

Level of Service (LOS) standards are a valuable tool for transportation professionals to evaluate and manage traffic operations. By assessing and improving LOS, cities and transportation agencies can enhance traffic flow, reduce congestion, and improve the overall quality of transportation networks while ensuring safety for all road users.

Specific recommendations are made for LOS Standards for roadways, signalized and unsignalized intersections, and bicycles and pedestrians.

Passenger Rail

The city should work with the Big Sky Passenger Rail Authority (BSPRA) to promote the establishment of this line with a station in Dickinson.

Given the region's growing population, the City in conjunction with Dickinson Public Transit should consider establishing one or more fixed transit routes serving key facilities and employers within the city.

Transportation Recommendations

- The proposed Functional Classification Map provides general alignment of future roads. Significant deviations from the road alignment shown on the **Future Functional Classification and Proposed Bypass/Truck Route Map** shall require

- a Comprehensive Plan amendment approved by the City Commission.
- Traffic impact studies shall be required for any proposed development estimated to generate more than 100 directional trips during the peak hour of the traffic generator or peak hour on the adjacent streets or more than 750 trips in an average day.
- The land development applicant shall be responsible for providing improvements to the transportation system that are generated by the proposed development.
- All land development applications shall comply with access management standards contained in the Transportation Plan.
- Streets in new development shall be aligned to connect to existing or planned streets beyond a development.
- A minimum of two accesses shall be provided for residential subdivisions unless otherwise allowed by Fire Department requirements or standards.
- When a proposed land development abuts vacant or undeveloped land with the same future land use classification, through streets shall be constructed to the abutting property line.
- When a proposed land development fronts an existing or planned street where a trail is planned in accordance with the Master Trail Plan, subject to the Dickinson Park Board's recommendation, the applicant shall dedicate sufficient right-of-way to accommodate construction of the trail.
- When practicable, proposed developments shall construct off-site sidewalk extensions when the termination of an existing sidewalk is within 700 feet of the project boundary, provided there is sufficient right-of-way along the adjacent properties and the adjacent proposed are developed with an urban use.
- All new roads shall be designed consistent with the roadway cross sections contained in the Transportation Plan.
- All new streets shall require sidewalks designed with a grass boulevard separating the curb or edge of pavement and the sidewalk.
- All non-residential development and multifamily residential development shall provide adequate bicycle parking and access to encourage bicycle travel.
- Integrate the character and identity of streetscape into the City's Street Manual standards.

Future Functional Classification and Proposed Bypass/Truck Route

