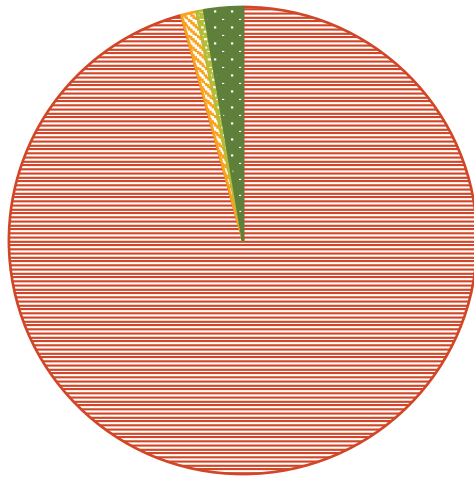


Transportation Connection 2050: Transportation Priorities Survey

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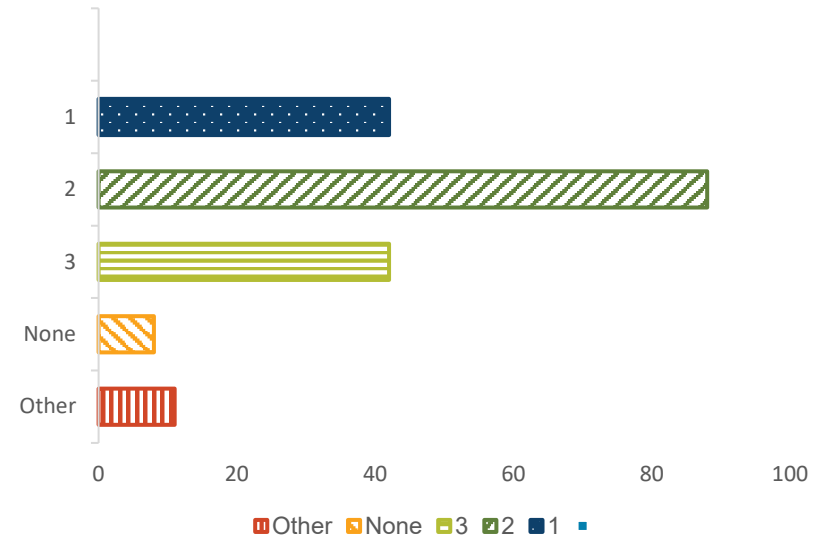
What mode of transportation do you use the most?



Personal Vehicle Public Transit Biking Walking

Options	Number of Responses	Percent of Responses
Personal Vehicle	181	96%
Public Transit	2	1%
Biking	1	1%
Walking	5	3%

How many vehicles are regularly used in your household?

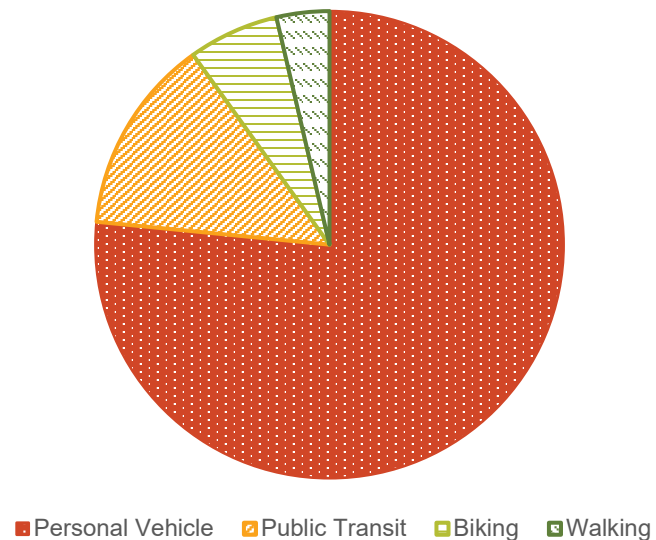


Options	Number of Responses	Percent of Responses
None	8	4%
1	42	22%
2	88	46%
3	42	22%
More than 3	11	6%

How many other vehicles are regularly used in your household?

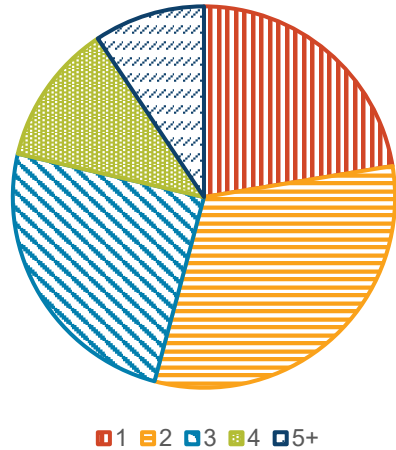
Comment
4
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4

In an ideal situation, what would be your main form of transportation?

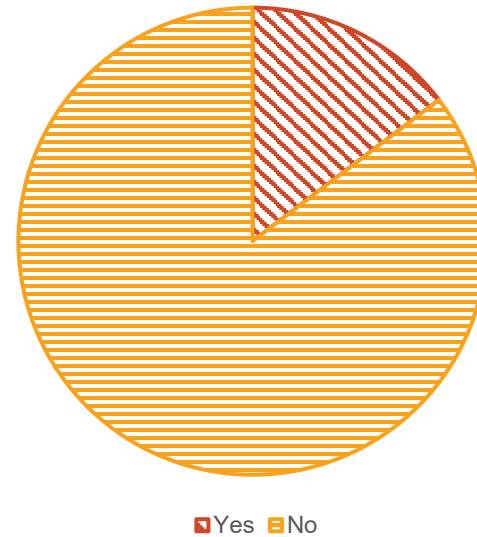


Options	Number of Responses	Percent of Responses
Personal Vehicle	147	77%
Public Transit	26	14%
Biking	12	6%
Walking	7	4%

On average, how many times do you travel per day? This includes non-work trips, such as running errands, visiting friends or family, etc.



Do you, or someone you know, use public transit at least once per week?



Options	Number of Responses	Percent of Responses
1	43	22%
2	61	32%
3	47	24%
4	23	12%
5+	18	9%

Options	Number of Responses	Percent of Responses
Yes	28	15%
No	163	85%

What is your/their main reason for using public transit?

Comment

- No vehicle
- no vehicle of their own
- Don't drive anymore
- Elderly
- Don't own vehicle
- age
- Rehab/Doctor appointments
- I was a transit manager in another state, so I know many work commuters.
- Groceries- MD
- don't own a car or can't drive (no license)
- To get to school mainly
- They do not have a car
- convenience
- disabled
- Work/School
- Shopping, Medical Appointments
- Bus
- To get to and around NDSU campus
- Disabled
- Don't like driving
- no personal vehicle
- it's affordable, convenient, reliable
- Elderly, use the local Meals on Wheels to get to appointments.
- Get to work
- School
- Can't afford vehicle.

Why not?

Comment

- Not very usable in GF
- not available in my neighborhood
- none available
- No need for it.
- No need to
- not available where I live
- not necessary
- Not available
- no need plus very little around
- none near us
- live in rural ND
- !!!!???
- No buses in my town
- No need yet
- no need, I have a vehicle
- None available
- Not available
- no need
- not a viable option
- inconvenient
- Don't need to
- most everyone we know lives in a rural area
- we live in a rural area
- everybody drives their own car
- live in rural area
- Not convenient
- Do not need it.
- not available
- none available
- not available
- Not available in rural setting
- no need
- own car
- no need yet
- No Need
- Have auto
- not feasible
- don't need to
- Not feasible
- NO NEED
- We live in a rural area
- not available
- not available!!
- have none
- not available
- no need
- not convenient

- it is not available
- North Dakota is pretty rural so most people that I know use their own vehicles.
- Routes not optimal
- We don't have that
- It isn't practical. There's the CAT Bus, but I don't have convenient access to it.
- Not available where we live.
- No bus shelters nearby during cold winter conditions. Unfamiliar with route schedules.
- None is available
- Not available
- I have the privilege of owning my own car and routes are frequently down so I have not started to use PT here. It's always faster to go with my own car.
- no need
- Not available
- does not run when they want to travel
- I have a job, so, I can afford my own vehicle
- not locally
- They have their own vehicles
- Wrong time, multiple loops
- No public transport available on Main Ave.
- Inconvenient pick up and drop offs
- Inconvenient
- Not available, inconvenient
- Everyone owns vehicles. No need
- Do we even have public transit in Bismarck?????
- No need
- not available
- They have cars
- inconvenient
- routes/schedules do not serve me
- Have own personal vehicle
- It is easier and faster to bike.
- No need
- not reliable enough, not enough stops for residential areas
- Jamestown has no public

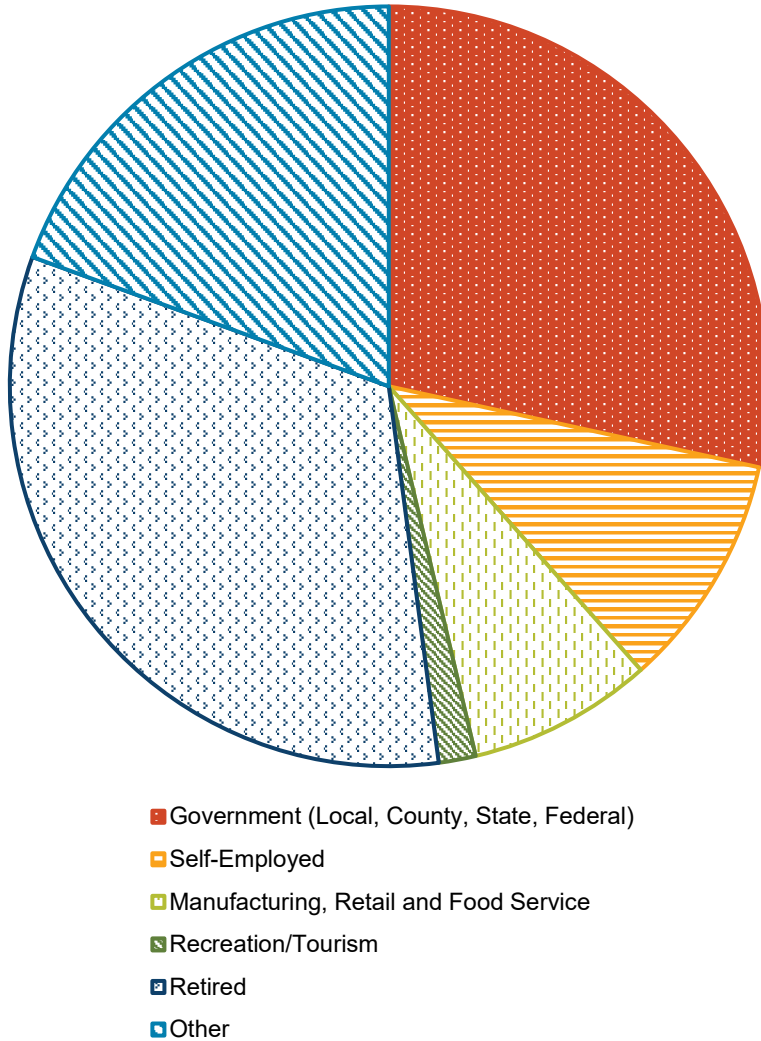
transport. Or at least, none that benefits me. I live within 2 miles from work so i can drive or bike to work.

- Not available here.
- it only comes to the stop once an hour.
- Prefer personal vehicle transportation
- Public transit is shrinking in my area. We need more support for public transit.
- Lack of convenience
- Time consuming
- Have their own vehicle
- Not convenient
- Easier for us to not use busses
- Not needed
- Rural area NW ND
- Bus route past home runs only 1 bus/hr. Too irregular.
- not needed
- not convenient
- Not by my house
- Not necessary or convenient.
- Don't live near stops. Would rather have the freedom
- routes and pickup points, people that ride the buses are scary
- It doesn't work well in this size of community
- We live outside of the route area.
- I live rural
- Have their own car.
- Everyone I personally know has their own vehicle.
- Live too far from public transit
- Do not live in town.
- Own Vehicles
- Time is important
- Not available
- Doesn't run by our house
- Undependable schedule
- expensive
- Either has a car or is within walking distance.
- Rural
- It is not available where we live.
- Not timely enough

- Doesn't work in a town of 350 people
- Not available
- Public transit is not available in my area.
- Hassle
- Not convenient.
- It takes too long to get across town or wait for the next bus from what I hear
- Not a lot of options, easier to travel in personal vehicle
- It doesn't stop near our house, it is slow, routes are long.
- Doesn't go out here
- Not available or very inconsistent/inconvenient

- No need
- Don't need it
- public transit doesn't go to our neighborhood
- Too slow, not near me, standing out in weather, unpredictable schedule, not convenient, doesn't go to the destinations I want.
- Inconvenient route times and locations
- Unavailable
- Not convenient - doesn't make sense
- We live in a rural community
- They have their own vehicle.
- Not aware of anyone using it personally

What industry do you work in?



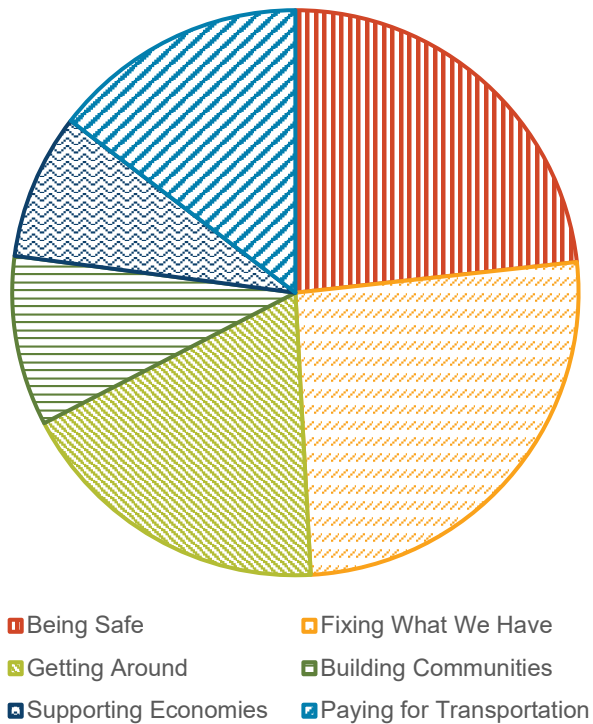
Options	Number of Responses	Percent of Responses
Government (Local, County, State, Federal)	54	28%
Self-Employed	19	10%
Manufacturing, Retail and Food Service	15	8%
Recreation/Tourism	3	2%
Retired	62	33%
Other	37	19%

What other industry do you work in?

Comment

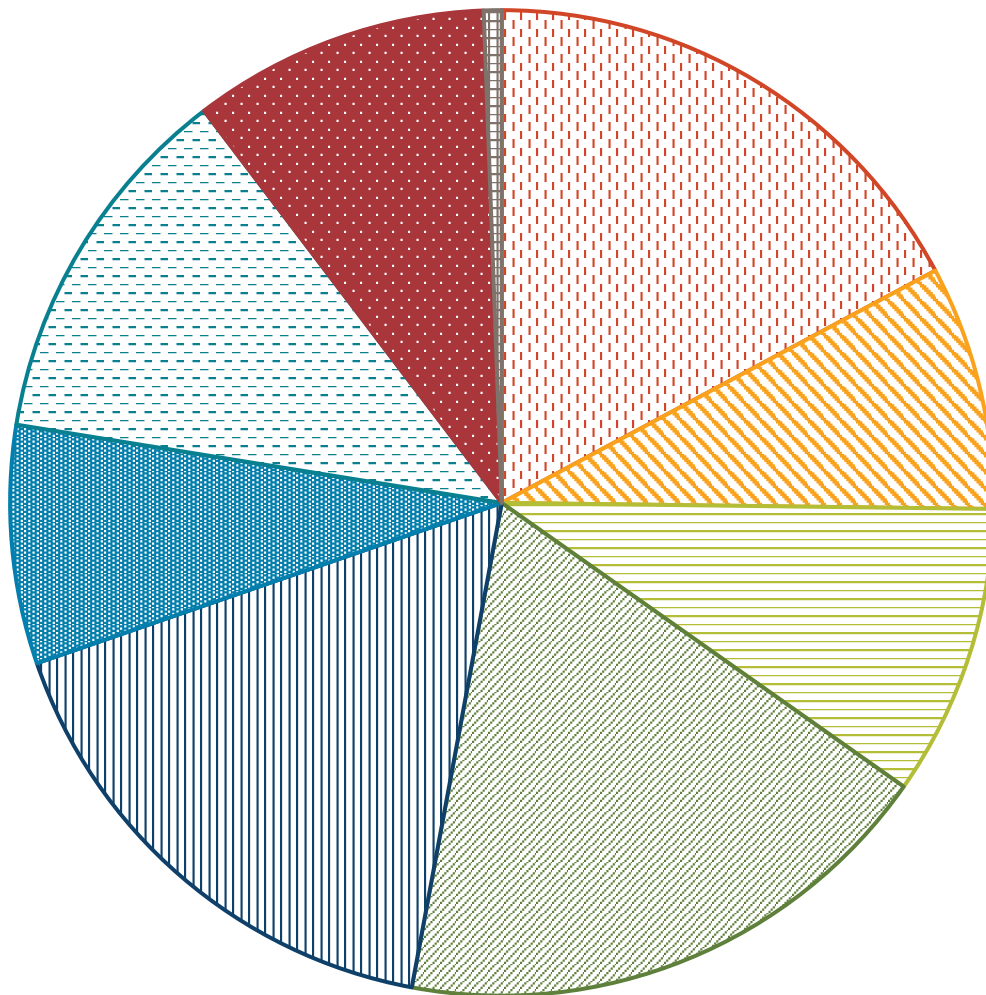
- Oil and gas
- Education
- Transport
- Healthcare
- Student
- A miserable industry
- Technology
- health care
- Transportation
- N/A
- Education
- Engineering
- Professional Services
- Consulting
- Engineering
- Engineering
- Non-Profit - Transportation & Elder Services
- Student
- Finance
- Technology
- Engineering consulting
- Healthcare
- Engineering Consulting
- Oil & Gas
- Healthcare / construction
- Medical
- Construction
- Engineering
- Utility
- Consulting
- Civil engineering
- Healthcare
- Healthcare IT
- Consulting
- Distribution
- Engineering

What are the most significant transportation issues facing North Dakota today? (Choose your top 3 issues)



Options	Number of Responses	Percent of Responses
Being Safe	134	23%
Fixing What We Have	149	26%
Getting Around	105	18%
Building Communities	56	10%
Supporting Economies	48	8%
Paying for Transportation	84	15%

You chose "Being Safe." Please check the issues that matter most to you.
(Select all that apply.)



- ☐ Dangerous intersections or roadways
- ☐ Lack of lighting on rural or city roads
- ☐ Pedestrian and bicycle safety
- ☐ Distracted or impaired driving
- ☐ Speeding or reckless driving
- ☐ Safe routes for children traveling to school
- ☐ Road conditions contributing to crashes (speed limits, road design, etc.)
- ☐ Lack of winter maintenance on roadways
- ☐ Other

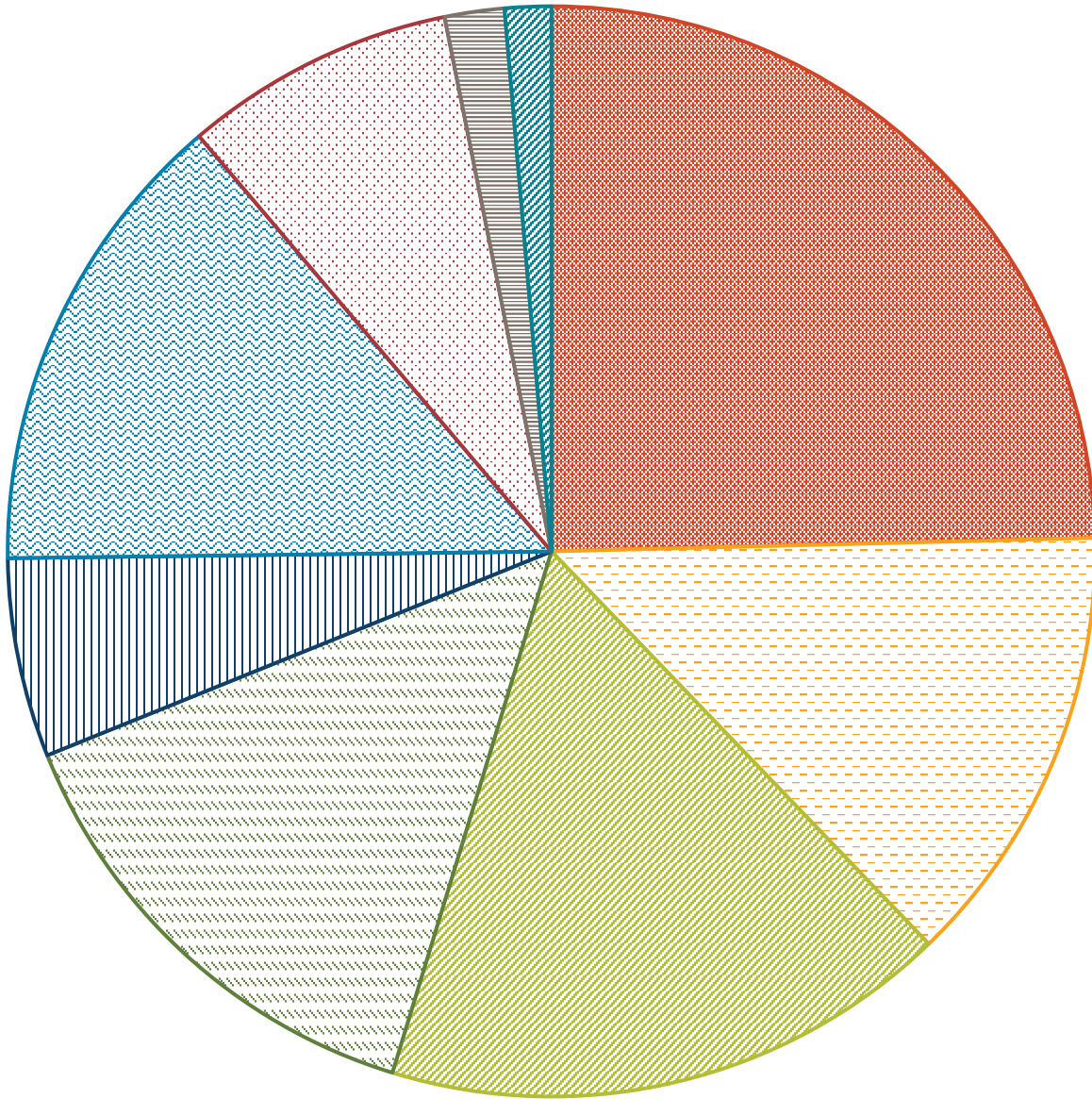
Options	Number of Responses	Percent of Responses
Dangerous intersections or roadways	88	17%
Lack of lighting on rural or city roads	41	8%
Pedestrian and bicycle safety	49	10%
Distracted or impaired driving	93	18%
Speeding or reckless driving	86	17%
Safe routes for children traveling to school	40	8%
Road conditions contributing to crashes (speed limits, road design, etc.)	62	12%
Lack of winter maintenance on roadways	50	10%
Other	3	1%

What other safety issues matter to you?

Comment

- too much construction within a 50 mile radius at any given time
- DOT uses a solution on icy roads that makes them worse in the winter.
- Wildlife encroachment on roadways

You chose "Fixing what we have." Please check the issues that matter most to you. (Select all that apply.)



- | | |
|---|--|
| ☒ Pavement conditions (potholes) | ☒ Deteriorating bridges and overpasses |
| ☒ Delayed road maintenance | ☒ Lack of funding for maintenance or repairs |
| ☒ Poor drainage or flooding issues on roads | ☒ Inconsistent maintenance for rural and urban areas |
| ☒ Deteriorating sidewalks | ☒ Deteriorating rails |
| ☒ Other | |

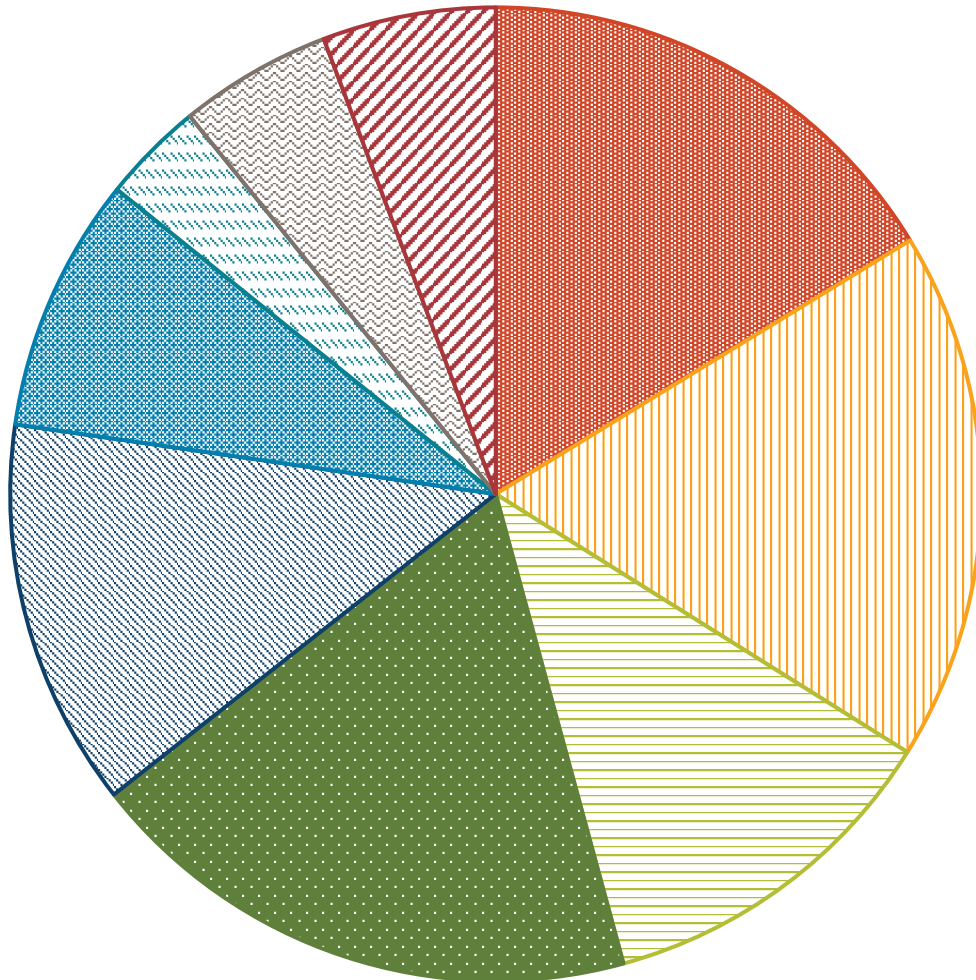
Options	Number of Responses	Percent of Responses
Pavement conditions (potholes)	125	25%
Deteriorating bridges and overpasses	67	13%
Delayed road maintenance	86	17%
Lack of funding for maintenance or repairs	72	14%
Poor drainage or flooding issues on roads	30	6%
Inconsistent maintenance for rural and urban areas	71	14%
Deteriorating sidewalks	41	8%
Deteriorating rails	9	2%
Other	7	1%

What other “Fixing what we have” issue matters to you?

Comment

- The petroleum-based asphalt absorbs light when wet making it dangerous for travel. It also is easily damaged when snow plows are out. It needs to be replaced across all roads.
- Some projects are touched but the scope of the work to be done could be much better.
- sealing roads (cracks that form during winter)
- sidewalks are too narrow and lack ramps
- Very poor maintenance on county roads in rural areas
- Working on construction during the day and not utilizing summer nights when traffic isn't as busy
- Preserving what we have instead of building more.

You chose “Getting Around.” Please check the issues that matter most to you. (Select all that apply.)



- ☒ Limited public transit options
- ☒ Lack of options for people without a car
- ☒ Unreliable or infrequent bus service
- ☒ Lack of connections between cities and towns
- ☒ Lack of bike lanes, sidewalks or walking paths
- ☒ Long travel times for work or school
- ☒ Long transfer times between buses or other transit vehicles
- ☒ Lack of ADA-accessible transportation options
- ☒ Other

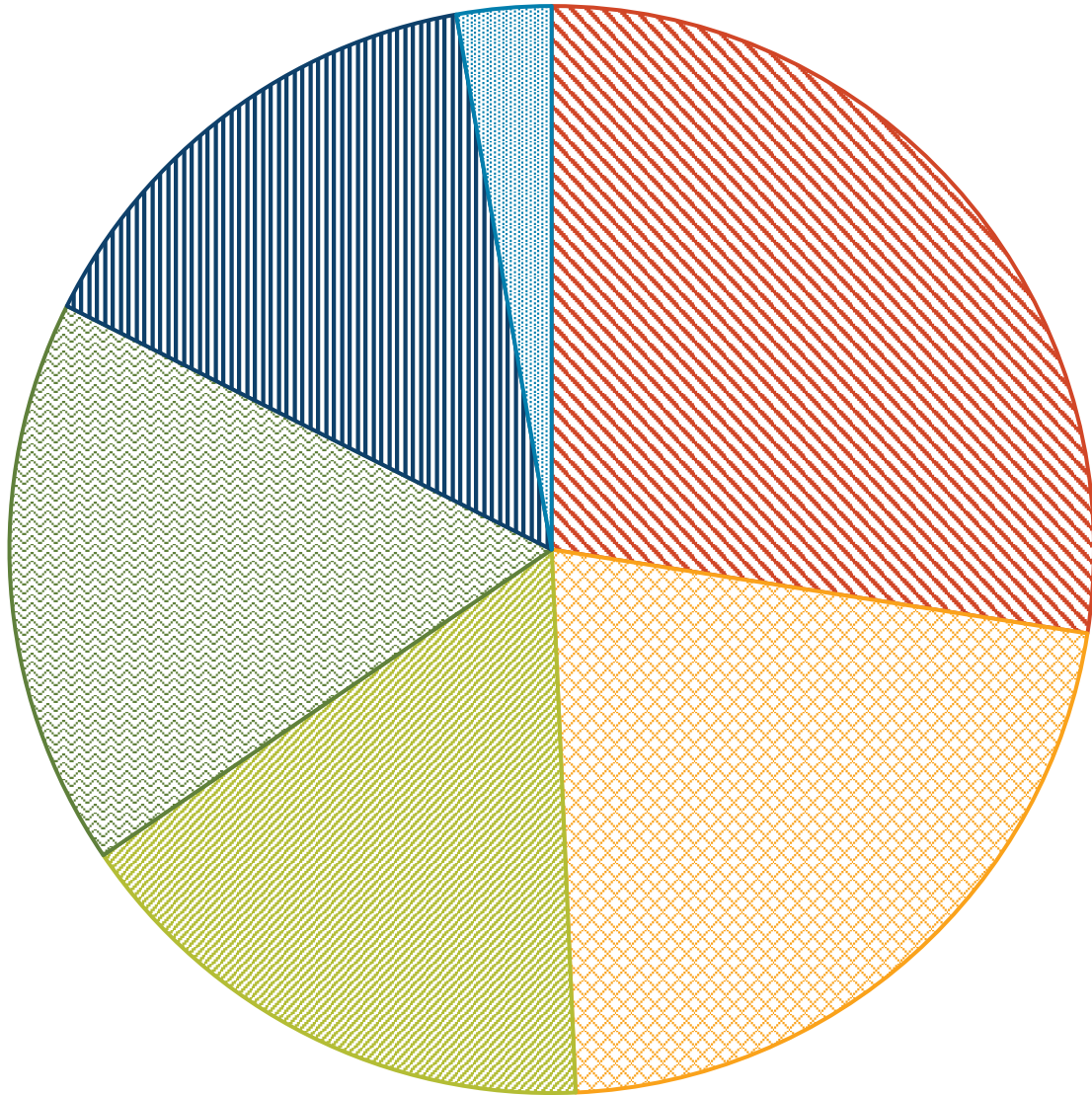
Options	Number of Responses	Percent of Responses
Limited public transit options	48	16%
Lack of options for people without a car	52	18%
Unreliable or infrequent bus service	35	12%
Lack of connections between cities and towns	55	19%
Lack of bike lanes, sidewalks or walking paths	38	13%
Long travel times for work or school	25	8%
Long transfer times between buses or other transit vehicles	10	3%
Lack of ADA-accessible transportation options	15	5%
Other	17	6%

What other “Getting Around” issue matters to you?

Comment

- Safety
- lack of drivers
- roads are not in good condition
- congested city traffic and truck routes not being utilized by not just trucks but cars also.t
- No connected sidewalks or paths (ADA) in our community. High cost to implement and high need.
- The planning of road projects in Minot seems to always be inefficient and poorly planned
- Better street layout, Washinton St is the only St in the city that runs North and South without having to take a bunch of different turns to get somewhere. It's ridiculous all the extra stops and turns are uncalled for. This is the kind of thing that adds to driver frustration because it just adds to drive time for no reason.
- Direct paths for going from one side to the other of cities
- TOO MUCH CONSTRUCTION, you cannot seriously believe that having construction on all 2 of the three bridges from Bismarck to Mandan is anything short of stupidity!
- Construction on too many main roads in town at the same time. Alternate them in different years.
- 4 laning busy 2-lane roads and adding passing lanes to busy 2-lane roads
- poor traffic lights program (waiting at red lights when no one is around)
- Adequate number of lanes for major US and State highways.
- Bismarck is congested
- How do we know you're actually making necessary updates to roads and just tearing them up just because. Some are brand new looking. How do we know yall aren't wasting money. Making sure your NDDOT standards are better than what they require in dark driving areas.

You chose “Building Communities.” Please check the issues that matter most to you. (Select all that apply.)



- ☒ Streets that don't support walking or biking
- ☒ Unsafe or unattractive main streets or downtown areas
- ☒ Transportation that doesn't support aging populations
- ☒ Roads that divide or isolate some communities
- ☒ Lack of access to parks, schools, or other public spaces
- ☒ Other

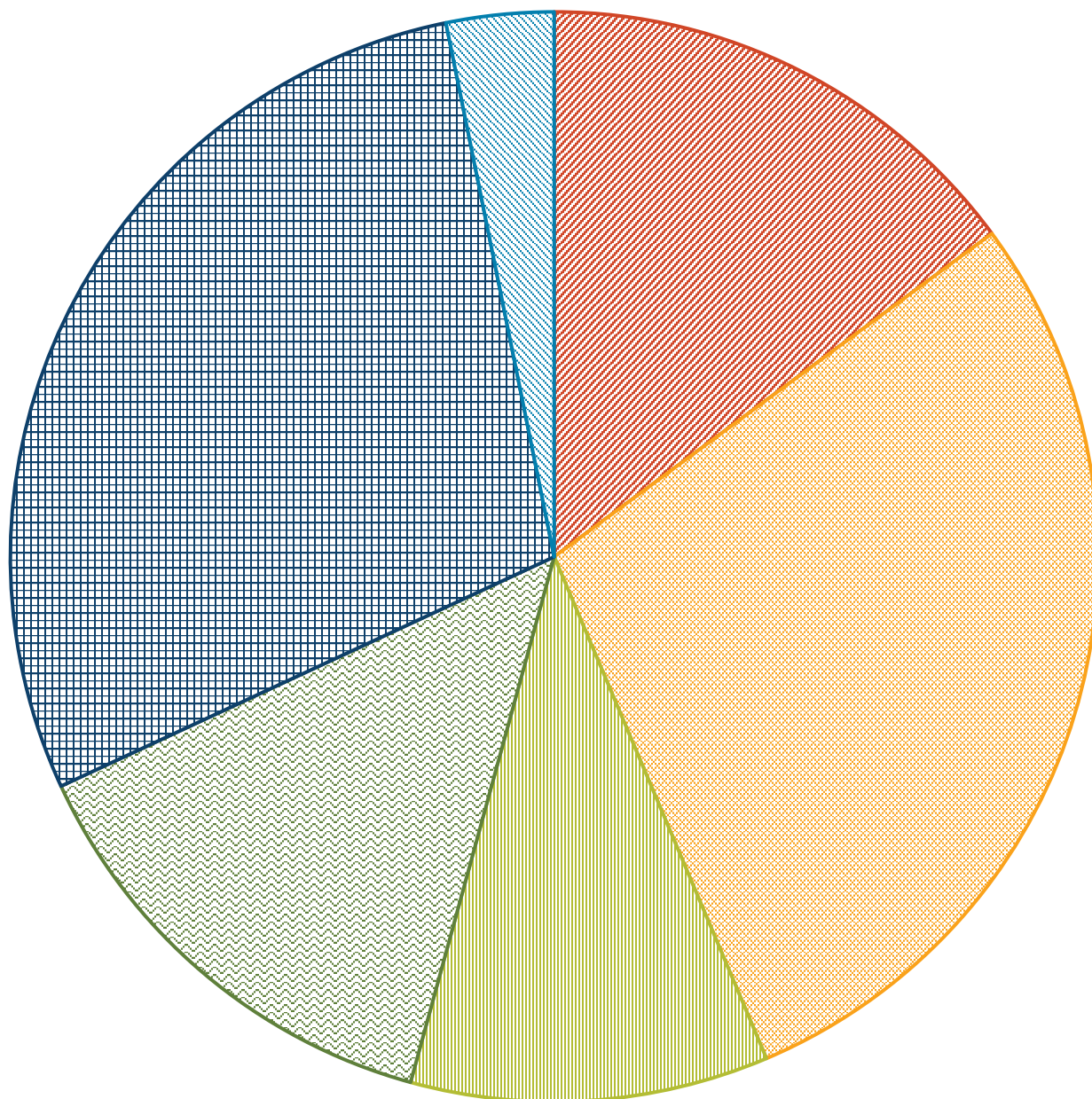
Options	Number of Responses	Percent of Responses
Streets that don't support walking or biking	39	27%
Unsafe or unattractive main streets or downtown areas	31	22%
Transportation that doesn't support aging populations	23	16%
Roads that divide or isolate some communities	24	17%
Lack of access to parks, schools, or other public spaces	21	15%
Other	4	3%

What other "Building Communities" issue matters to you?

Comment

- Lack of understanding by DOT of how "pedestrian" traffic works (shortest distance, not 2 blocks to next intersection, then 2 blocks back for crossing)
- Adding public transportation options.
- Condensing city populations. Reducing city sprawl.
- N/a

You chose "Supporting Economies." Please check the issues that matter most to you. (Select all that apply.)



- Access to freight routes, rail centers or airports
- Poor road conditions that impact business operations
- Lack of transportation access for workers
- Congestion near industrial areas
- Limited infrastructure to support new development
- Other

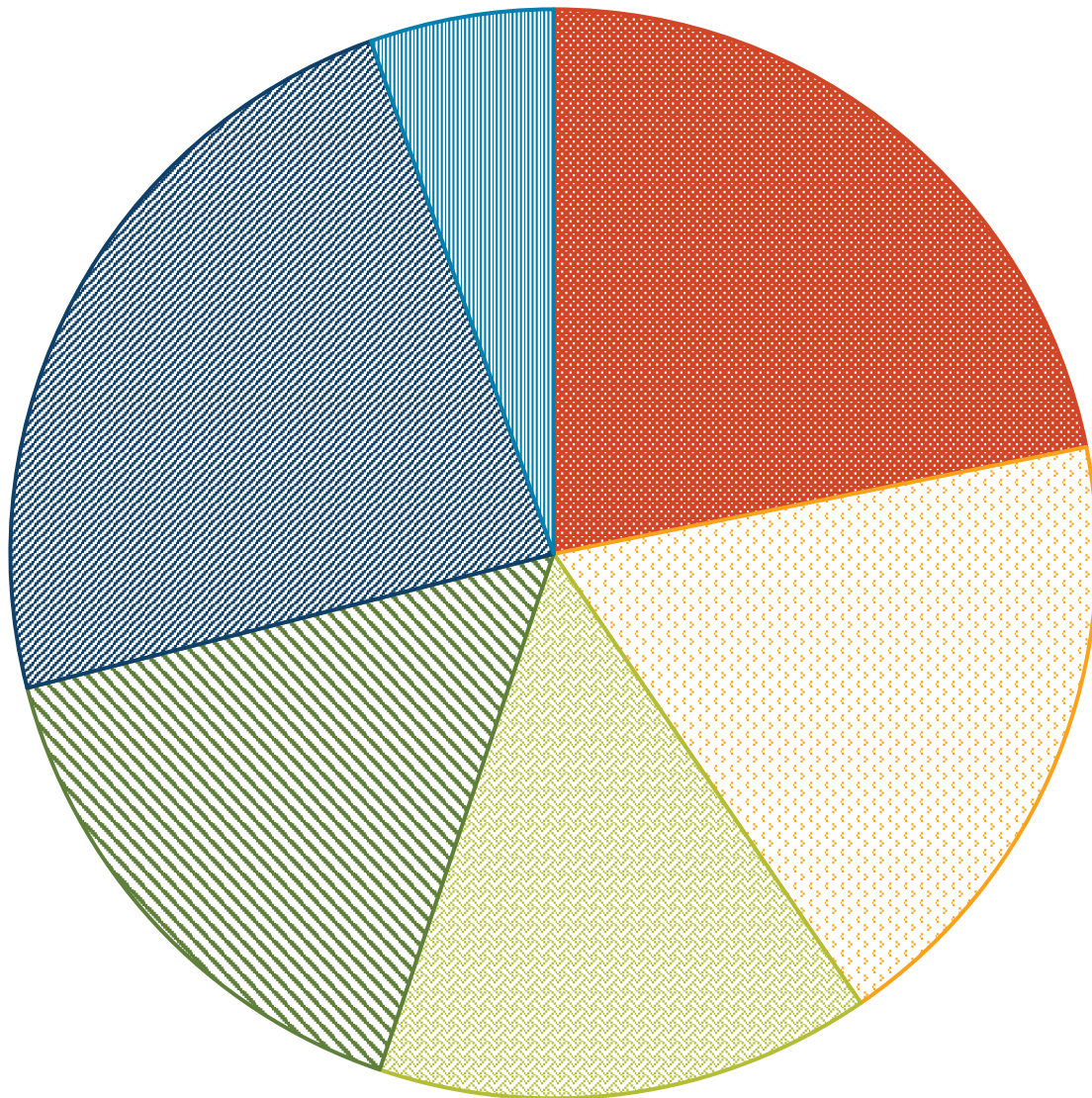
Options	Number of Responses	Percent of Responses
Access to freight routes, rail centers or airports	14	15%
Poor road conditions that impact business operations	27	29%
Lack of transportation access for workers	10	11%
Congestion near industrial areas	13	14%
Limited infrastructure to support new development	27	29%
Other	3	3%

What other “Supporting Economies” issue matters to you?

Comment

- Mixed use buildings in downtown areas put people right next to businesses
- N/A
- I only chose it because you said to choose 3

You chose "Paying for Transportation." Please check the issues that matter most to you. (Select all that apply.)



- ☒ Concerns about fairness in who pays for roadway improvements or maintenance
- ☒ Desire for more transparency in how funds are used
- ☒ Frustration with taxes or fees (e.g., gas tax, vehicle registration fees)
- ☒ Willingness to pay more for better maintenance or improvements
- ☒ Concern about funding for rural transportation
- ☒ Other

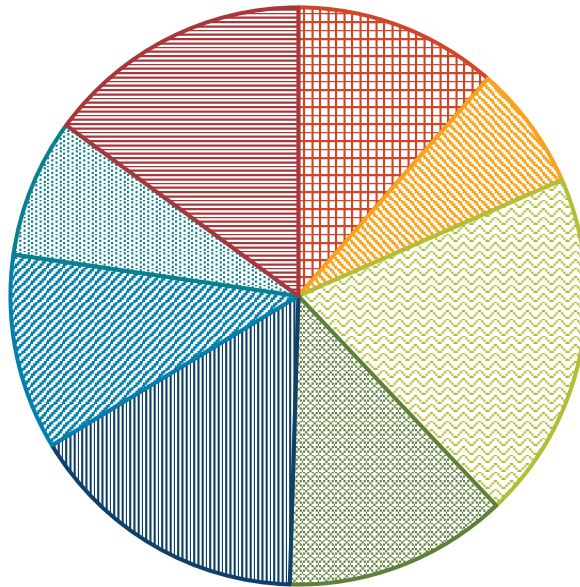
Options	Number of Responses	Percent of Responses
Concerns about fairness in who pays for roadway improvements or maintenance	40	22%
Desire for more transparency in how funds are used	34	19%
Frustration with taxes or fees (e.g., gas tax, vehicle registration fees)	27	15%
Willingness to pay more for better maintenance or improvements	29	16%
Concern about funding for rural transportation	43	23%
Other	10	5%

What other “Paying for Transportation” issue matters to you?

Comment

- cost of vehicle maintenance
- Must include paying for passenger rail infrastructure. ND Needs to be part of the new rail.
- overweight farm vehicles destroying the rural roads, and lack of contributions from that sector
- when we increase EV use (which I think we should), need to have a mechanism for offsetting lack of gas tax
- Funding to support the existing infrastructure.
- More funding is needed across the board for transportation improvements.
- Local, state, and federal government supporting public transit options.
- Protocol of winter maintenance in regards to chemicals, salts, etc.
- I bike a lot - but how much of my tax dollars goes to good bike paths or educating drivers about sharing the road, not just spray painted lines on an existing street

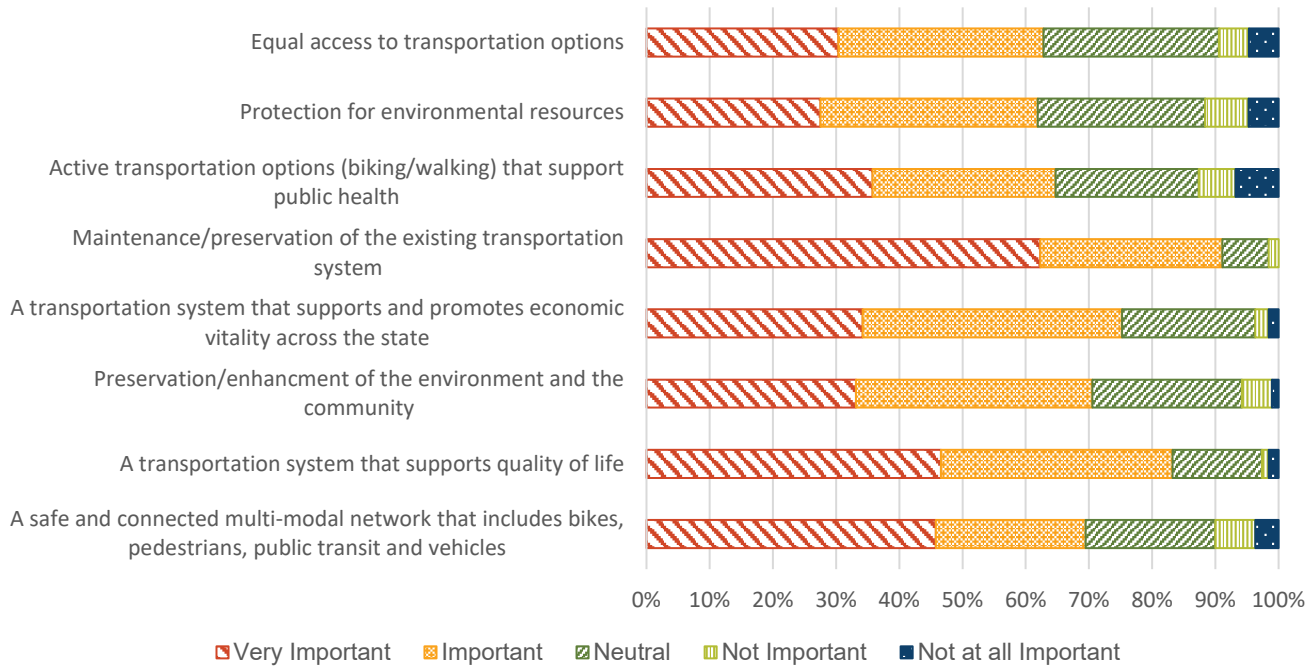
What future transportation challenges in North Dakota concern you the most? (Select all that apply.)



- Traffic congestion and delay
- Impacts on environmentally sensitive areas
- Lack of funding to maintain the system we have in good condition
- Lack of funding to make needed investments for new projects
- Improving condition of roads and bridges in rural areas
- Improving transportation options in rural areas
- Connecting energy and agricultural industries with roads and railroads
- Enhancing safety when driving, walking or biking

Options	Number of Responses	Percent of Responses
Traffic congestion and delay	72	11%
Impacts on environmentally sensitive areas	44	7%
Lack of funding to maintain the system we have in good condition	123	20%
Lack of funding to make needed investments for new projects	79	13%
Improving condition of roads and bridges in rural areas	100	16%
Improving transportation options in rural areas	69	11%
Connecting energy and agricultural industries with roads and railroads	49	8%
Enhancing safety when driving, walking or biking	94	15%

How important are the following issues to you when considering improvements to North Dakota's Transportation system?
(Please select level of importance for all areas.)



A safe and connected multi-modal network that includes bikes, pedestrians, public transit and vehicles

Options	Number of Responses	Percent of Responses
Very Important	87	46%
Important	45	24%
Neutral	39	21%
Not Important	12	6%
Not at all Important	7	4%

A transportation system that supports quality of life

Options	Number of Responses	Percent of Responses
Very Important	89	47%
Important	70	37%
Neutral	27	14%
Not Important	2	1%
Not at all Important	3	2%

Preservation/enhancement of the environment and the community

Options	Number of Responses	Percent of Responses
Very Important	63	33%
Important	71	37%
Neutral	45	24%
Not Important	9	5%
Not at all Important	2	1%

A transportation system that supports and promotes economic vitality across the state

Options	Number of Responses	Percent of Responses
Very Important	65	34%
Important	78	41%
Neutral	40	21%
Not Important	4	2%
Not at all Important	3	2%

Maintenance/preservation of the existing transportation system

Options	Number of Responses	Percent of Responses
Very Important	119	62%
Important	55	29%
Neutral	14	7%
Not Important	3	2%
Not at all Important	None	0%

Active transportation options (biking/walking) that support public health

Options	Number of Responses	Percent of Responses
Very Important	68	36%
Important	55	29%
Neutral	43	23%
Not Important	11	6%
Not at all Important	13	7%

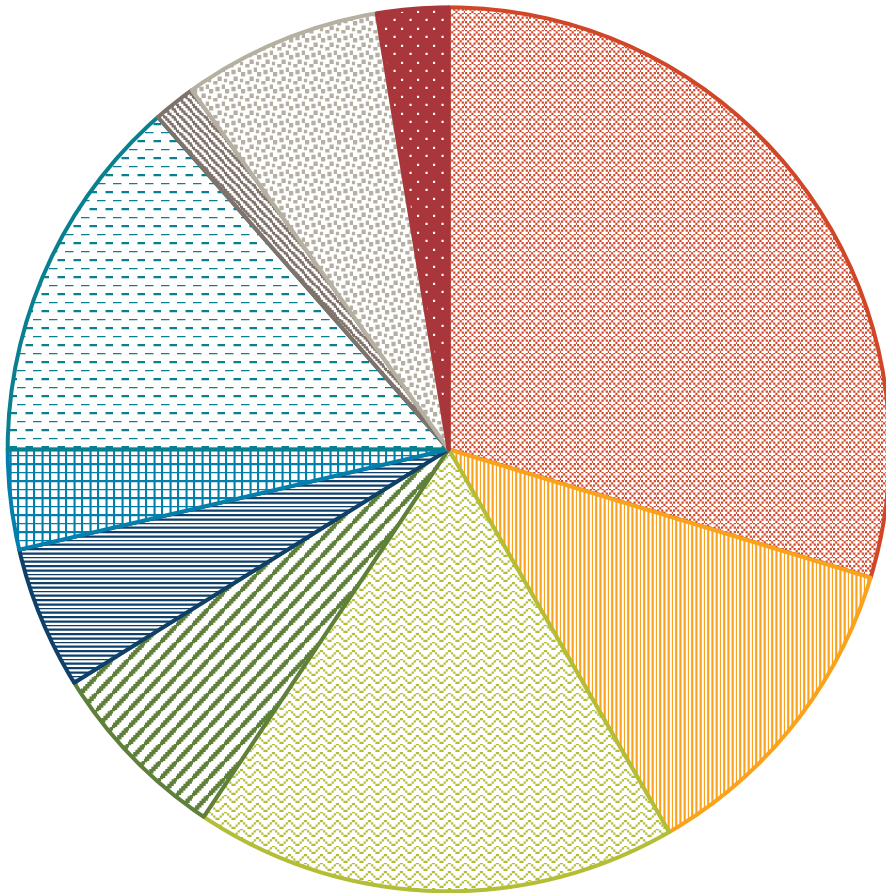
Protection for environmental resources

Options	Number of Responses	Percent of Responses
Very Important	52	28%
Important	65	34%
Neutral	50	26%
Not Important	13	7%
Not at all Important	9	5%

Equal access to transportation options

Options	Number of Responses	Percent of Responses
Very Important	58	30%
Important	62	32%
Neutral	53	28%
Not Important	9	5%
Not at all Important	9	5%

If you could make one investment in transportation that would make the biggest impact, what would it be?



- More maintenance of existing infrastructure
- Investments in new projects
- Investments of improving conditions of roads and bridges in rural areas
- Investments in freight and passenger rail
- Bicycle infrastructure improvements
- Pedestrian walkway improvements
- Improvements to public transportation system and transit options
- Investments in aviation services
- Investments in traffic calming measures (e.g., speed bumps, chicanes (S-shaped bends or curves), lane narrowing, or a road diet (number of lanes are reduced))
- Other

Options	Number of Responses	Percent of Responses
More maintenance of existing infrastructure	57	30%
Investments in new projects	23	12%
Investments of improving conditions of roads and bridges in rural areas	34	18%
Investments in freight and passenger rail	13	7%
Bicycle infrastructure improvements	10	5%
Pedestrian walkway improvements	7	4%
Improvements to public transportation system and transit options	26	14%
Investments in aviation services	3	2%
Investments in traffic calming measures (e.g., speed bumps, chicanes (S-shaped bends or curves), lane narrowing, or a road diet (number of lanes are reduced))	14	7%
Other	5	3%

What other investment would you make?

Comment

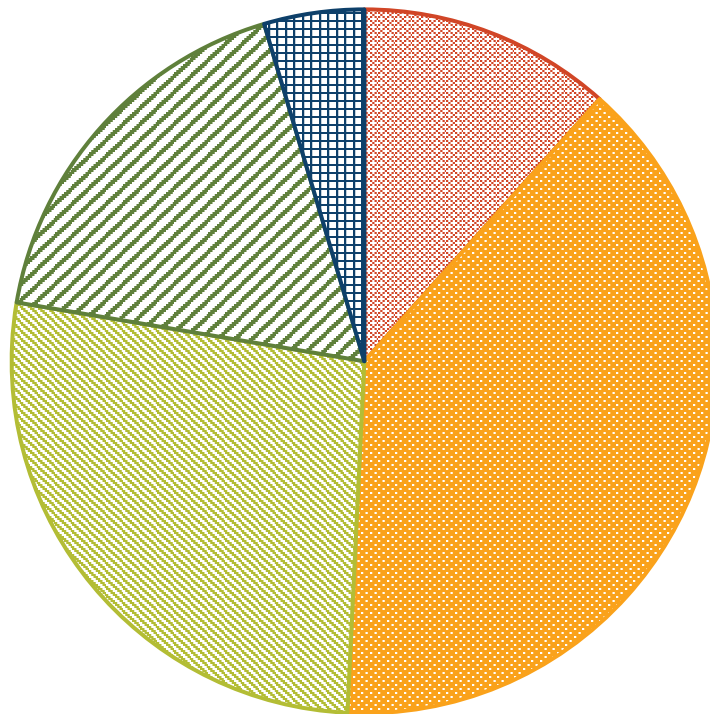
- Safety, increased fines for violations of traffic laws
- Reduce the congestion downtown. STOP purposely trying to make peoples travel times longer. By screwing up the flow of traffic with unnecessary lane changes.
- bring back trains... it makes no sense running hundreds of thousands of trucks across our roads. We had far fewer construction projects in the 70's
- Investments in high dollar big impact human/person level projects.
- Improvements in NDDOT's ability to effectively plan construction in Bismarck/Mandan. Someone needs to be fired.

Specify: highways, roads, other

Comment

- Highways, streets and bike paths
- highways
- Highways
- highways and roads
- county roads
- apple creek road
- highways
- Highways and roads
- local roads
- in town
- I consider highways and roads in the same category
- highways
- state highways
- roads
- township roads funding
- 281
- highways, roads
- Roads
- Highway 83, Highway 2
- 32, 27, 18 46, 13.29, 94
- rural 2 lane highways
- Highways, roads
- Roadways
- highways
- Highways
- other
- Highways/roads
- roads
- I 94
- Highways
- highways and rural roads
- state Higways!!!
- rural and secondary roads , including gravel
- hwy2, I 29
- highways
- roads
- highways
- Highways
- 85 22 94
- Highway 22
- highways
- All the above.
- All Highways
- Roads and pedestrian walkways
- Roads
- Good roads are good for business and overall quality of life
- Intersections and bridge work or additions
- HWY 200 is garbage and it has been for 15 years. Quit spending money on all the junk/beet juice/salt during the winter months. IT DOESN'T WORK!!!! MAKES THE ROADS WORSE. THAT STUFF IS SOME MINNESOTA DREAM AND IT'S JUNK OUT THERE TOO. When you apply it to a HWY that's -10 degrees and the wind blows you now have a sheet of ICE!! Let the sun do the work. PLEASE!!!!!! It's common sense and who ever is making the decisions on using this crap is not wrapping their brain around it!!! THINK.
- Roads, highways, county roads
- roads
- Highways and bridges.
- Highways and roads
- Roads roads
- US 85, 2 ND 200, 22, 23, 5, 50
- All roads
- Hwy 11 west of Hwy 3

How do you find travel information about road conditions and construction projects? (Select all that apply.)



■ North Dakota 511
 ■ ND Roads app (mobile)
 ■ Local news and radio stations
 ■ Social media
 ■ Other

How do you find travel information about road conditions and construction projects? (Select all that apply.)

Options	Number of Responses	Percent of Responses
North Dakota 511	38	12%
ND Roads app (mobile)	128	39%
Local news and radio stations	88	27%
Social media	58	18%
Other	15	5%

How else do you find out about road conditions and construction projects?

Comment

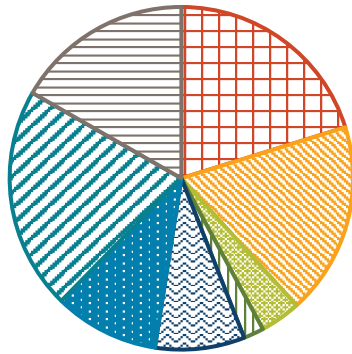
- travel.dot.nd.gov
- online
- web page
- Google maps
- NDDOT Road Condition maps on internet
- Email share
- text msg
- Website
- I find out by surprise when it makes me late for work
- Apple / Google Map app on phone
- Apps
- Website
- friends
- None

What accounts?

Comment

- NDDOT
- Facebook
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- NDDOT
- KFYR-TV social media account,
Bismarck Bubble Facebook page
- NDDOT
- NDDOT
- NDDOT
- NDDOT
- NDDOT
- Facebook
- NDDOT
- facebook, nddot, weather channel
- NDDOT
- FB
- Bismar Recommendations,
Bismar Bubble
- Road Report pages in the area
- NDOT
- NDDOT
- NDDOT
- NDDOT
- NDDOT
- Local city pages
- Facebook
- NDDOT
- NDDOT
- NDDOT
- NDDOT
- Facebook
- NDDOT
- NDDOT
- ND Highway Patrol
- NDDOT
- NDDOT
- KX or KFYR/KMOT Facebook
pages
- NDDOT
- NDDOT
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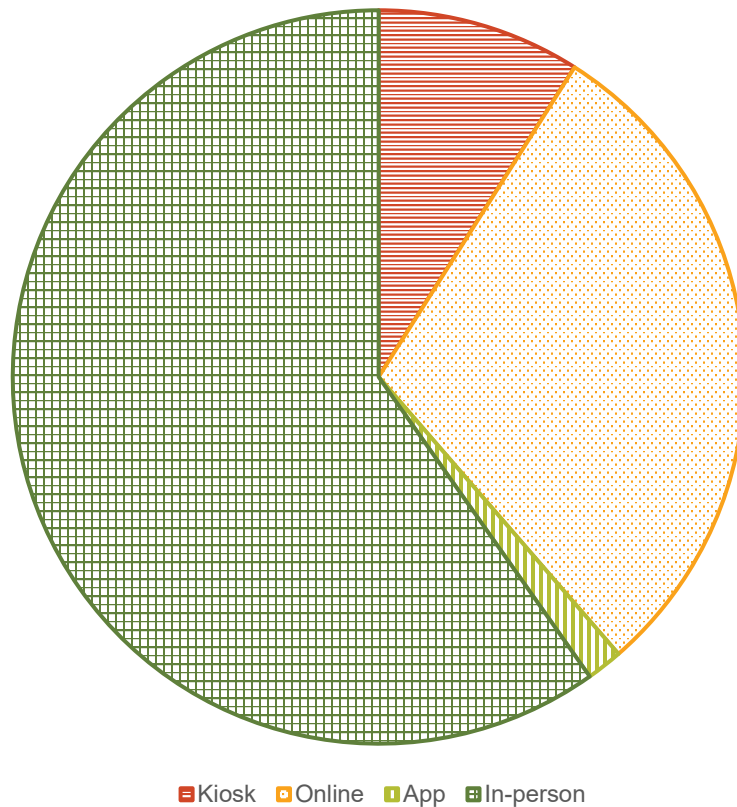
What NDDOT services do you use?
(Select all that apply.)



-  Rest areas
-  North Dakota mobile app: North Dakota Roads
-  North Dakota mobile app: ND Drive
-  Vision Zero programming
-  Information via website
-  Social media
-  Driver license
-  Motor vehicle services

Options	Number of Responses	Percent of Responses
Rest areas	127	20%
North Dakota mobile app: North Dakota Roads	114	18%
North Dakota mobile app: ND Drive	24	4%
Vision Zero programming	12	2%
Information via website	53	8%
Social media	62	10%
Driver license	132	21%
Motor vehicle services	105	17%

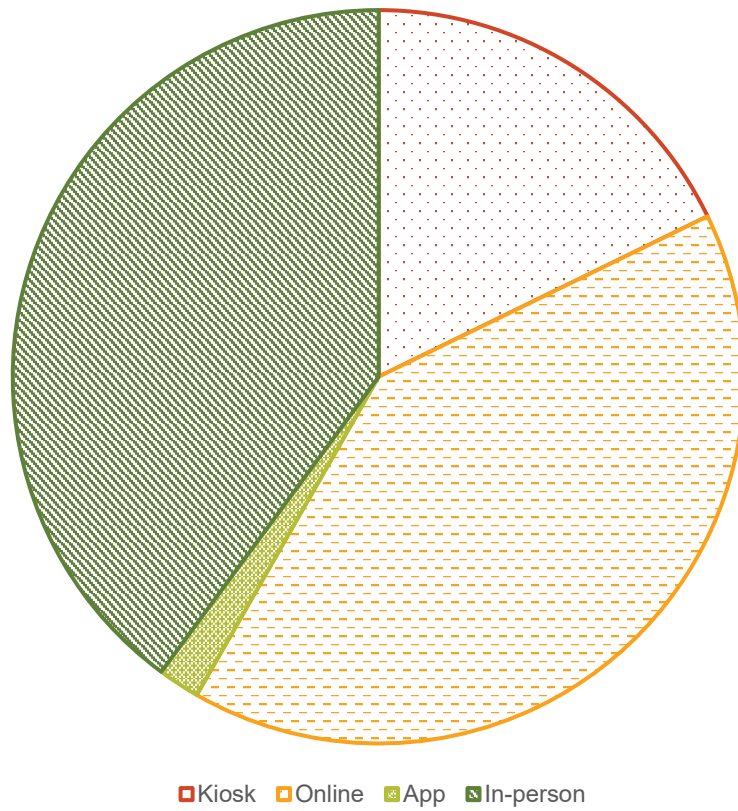
You selected Driver License: How do you access these services? (Select all that apply.)



You selected Driver License: How do you access these services? (Select all that apply.)

Options	Number of Responses	Percent of Responses
Kiosk	17	9%
Online	56	30%
App	3	2%
In-person	113	60%

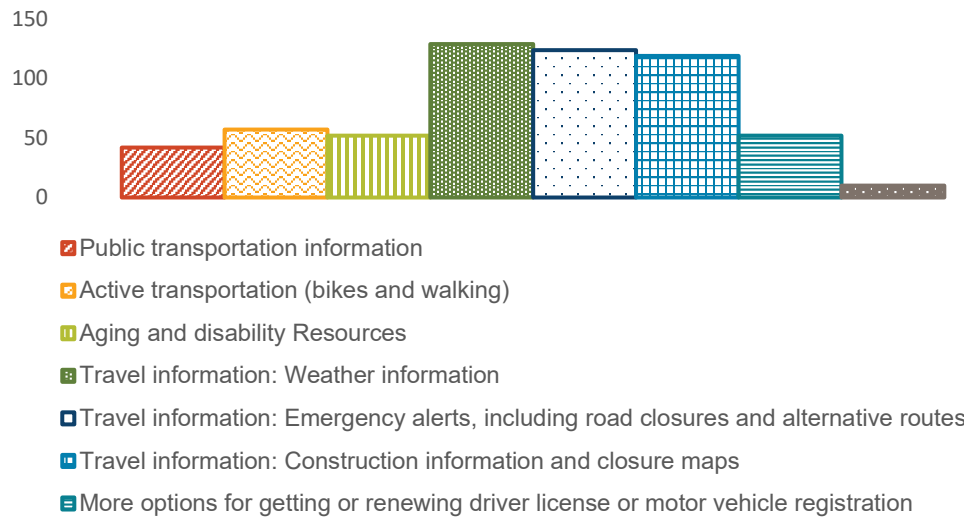
You selected Motor vehicle services: How do you access these services? (Select all that apply.)



Options	Number of Responses	Percent of Responses
Kiosk	29	18%
Online	66	40%
App	3	2%
In-person	65	40%

What transportation resources would you find most useful? (Select all that apply.)

What transportation resources would you find most useful? (Select all that apply.)



Options	Number of Responses	Percent of Responses
Public transportation information	42	7%
Active transportation (bikes and walking)	57	10%
Aging and disability Resources	52	9%
Travel information: Weather information	129	22%
Travel information: Emergency alerts, including road closures and alternative routes	124	21%
Travel information: Construction information and closure maps	119	20%
More options for getting or renewing driver license or motor vehicle registration	52	9%
Other	10	2%

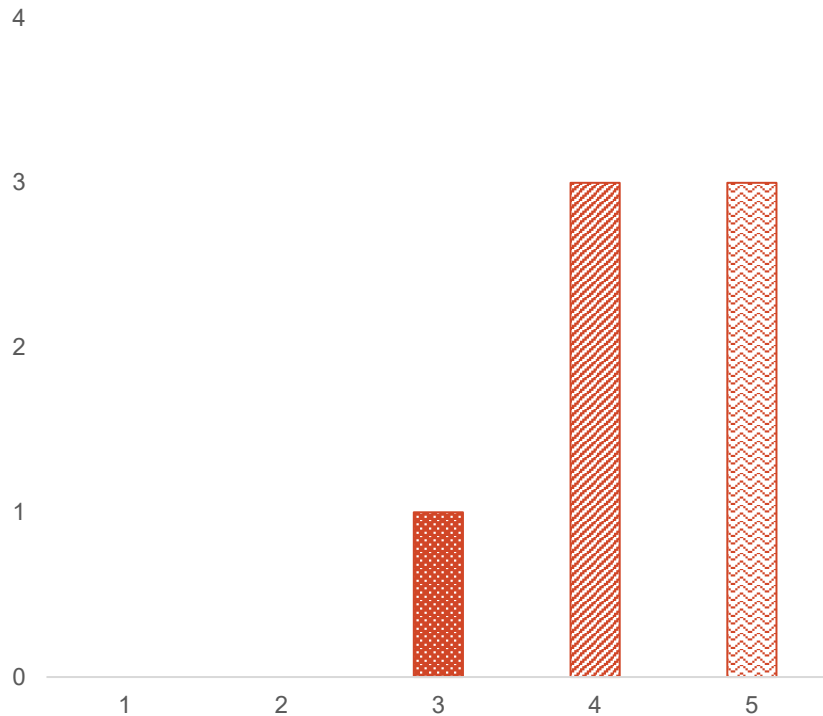
What other transportation resources would help with your community?

Comment

- Responses to my questions I submitted weeks ago via the website email.
- Make traffic laws fair. Make laws apply to all. Ag equipment in use today and our roads are not at all the same as when farmers were granted their privileges. And... not a one of them would be farming today, if it wasn't for all the industries making farming possible. The miner, the manufacturer and the dealers are all forced to follow all traffic laws which are in place for the safety of the public right? We ALL do our part in our communities, and pay taxes to fund the DOT and the like which also make farming a lot easier today too. This woke self important attitude needs a swift kick in the pants. The public wants our roads to be safe, not drive over a hill into a combine header blocking the entire road at the crest of a hill because they got a flat front tire on a paved 65 mph county road. Yes, this was a factual event and could have been bad. You all decided to pave rural roads and make them 65 mph without concern for public safety. Want safer roads? start all traffic fines at \$100 and up. It's not 1982 anymore... adjust for flipping inflation. Driving is a privilege, make the reminder of that fact sting. No seatbelt in use in accidents should be an automatic at fault for the driver, if they survive... they should get the bill for all costs to the taxpayers for public services etc. maybe even be court ordered to volunteer as a first responder in their community. When I read the highway patrol accident posts, and see No seatbelt in use, I don't feel sorry for the person one bit if they are killed. It's like hitting a non-native species pheasant - weeding out the dumb ones. P.S. Fish and Game and Pheasants for the future should be covering people's repair bills for damages their non-native species pheasants cause - they should be liable. Would not be costing taxpayers their hard earned money if not continually released here. More woke bs. ND roads are in the best condition they have ever been in it's history. That is thanks to tax payers dollars right? Go drive in northern Minnesota for proof of the difference the funding makes. Travel through their poorest county's and you'll remember how our roads used to be and could be again without the taxes collected from rural citizens who don't get the same tax benefits of a farmer.
- A decent weather radar like we used to have
- Would be nice to have an electronic driver's license.
- NA
- N/A
- FIX THE ROADS. ALL THIS MONEY FROM THE OIL FIELD AND WE HAVE JUNK FOR HIGHWAYS.
- None

NDDOT LRTP Stakeholder Survey

Q1. In your opinion, how well does NDDOT serve the transportation needs of your community or region?
(Scale of 1 to 5)

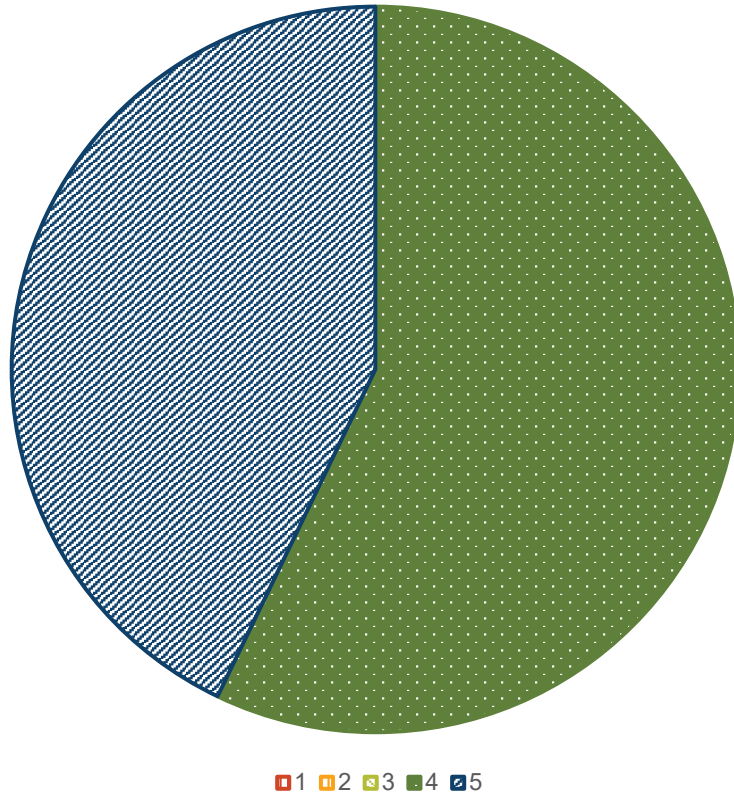


Options	Number of Responses	Percent of Responses
1	None	0%
2	None	0%
3	1	14%
4	3	43%
5	3	43%

Additional Comments

- NDDOT does a great job of providing for freight and goods movements. Perhaps more work could be done in partnership with local jurisdictions to provide state legislatures awareness of other transportation challenges such as those without access to a car and dependent on public transportation or active transportation networks.
- We always welcome more engagement for improving rural roads and bridges and corridors that support our farmers and their ability to get ag commodities to market efficiently and safely.
- Roads are well maintained, the interaction between NDDOT and local jurisdictions isn't always efficient or harmonious.

Q2. How much do you trust NDDOT to make transportation decisions that benefit the public?
Scale of 1 to 5)

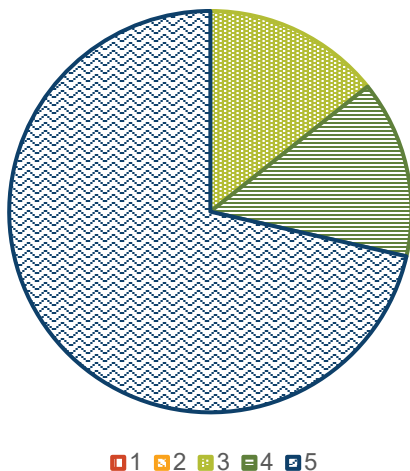


Options	Number of Responses	Percent of Responses
1	None	0%
2	None	0%
3	None	0%
4	4	57%
5	3	43%

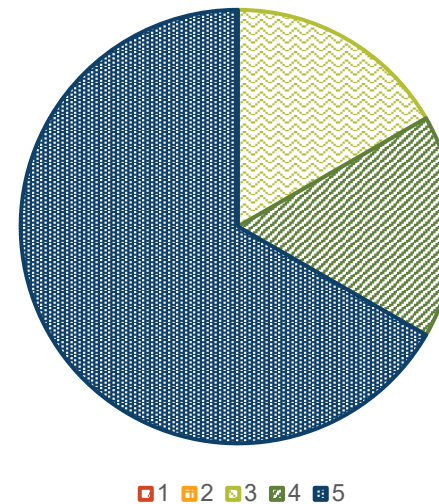
Additional Comments

- It would be a five, other than occasions where all major routes in a direction have construction.

Q3. How transparent do you feel NDDOT is in sharing travel information (e.g. traffic, crashes, weather alerts, etc.?)
(Scale of 1 to 5)



Q4. How transparent do you feel NDDOT is in sharing project updates (e.g. announcing construction bids or long-term road closures due to construction)?

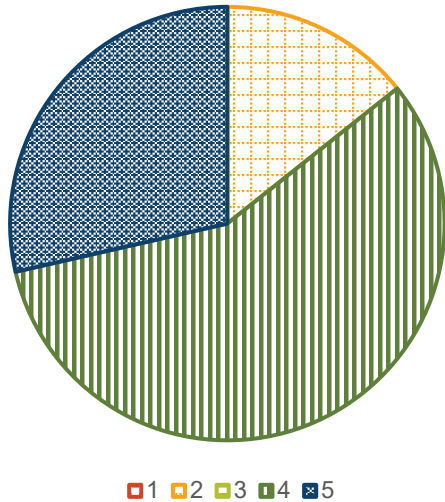


Options	Number of Responses	Percent of Responses
1	None	0%
2	None	0%
3	1	14%
4	1	14%
5	5	71%

Options	Number of Responses	Percent of Responses
1	None	0%
2	None	0%
3	1	14%
4	1	14%
5	4	57%

No additional comments were received.

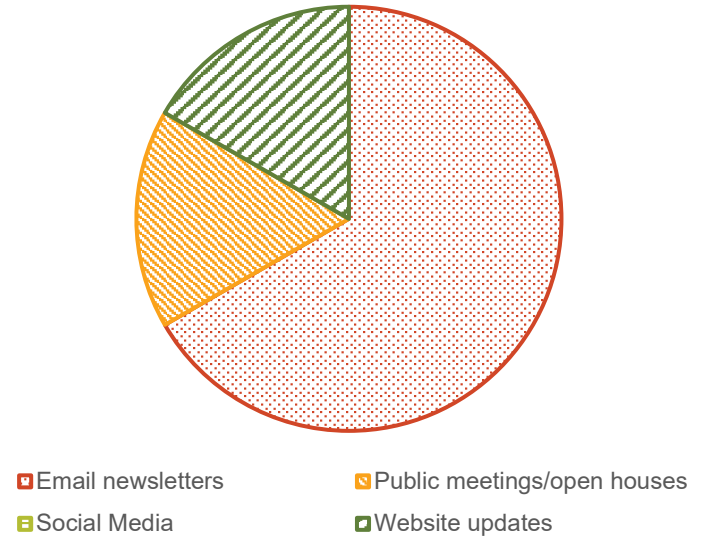
Q5. How effective is NDDOT in communicating with stakeholders like you?
(Scale 1 to 5)



Options	Number of Responses	Percent of Responses
1	None	0%
2	1	14%
3	None	0%
4	4	57%
5	2	29%

No additional comments were received.

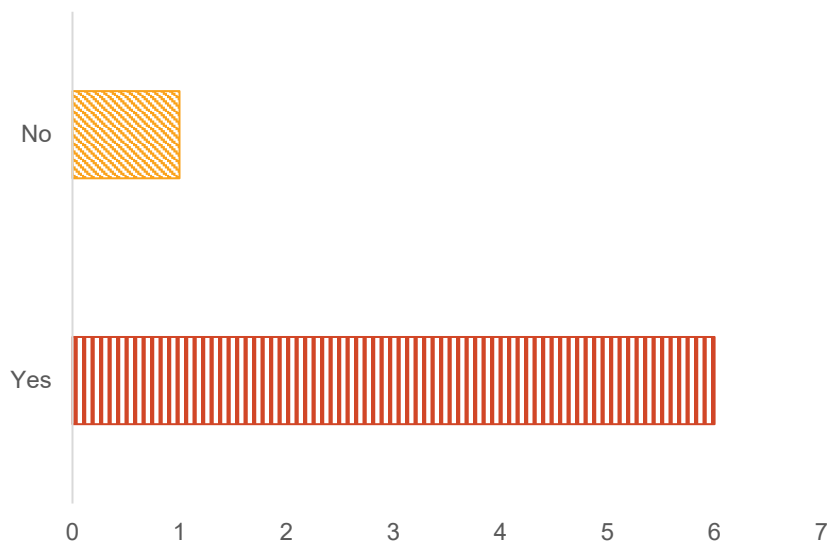
Q6. What is your preferred method of receiving updates from NDDOT?



Options	Number of Responses	Percent of Responses
Email newsletters	4	57%
Public meetings/open houses	1	14%
Social Media	None	0%
Website updates	1	14%

No additional comments were received.

Q7. Have you ever participated in an NDDOT meeting, survey, or public engagement activity?

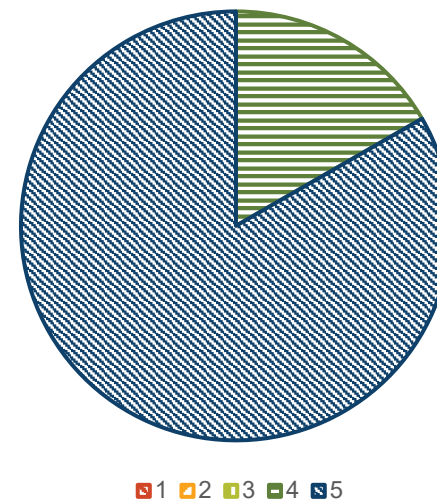


Options	Number of Responses	Percent of Responses
Yes	6	86%
No	1	14%

Additional Comments

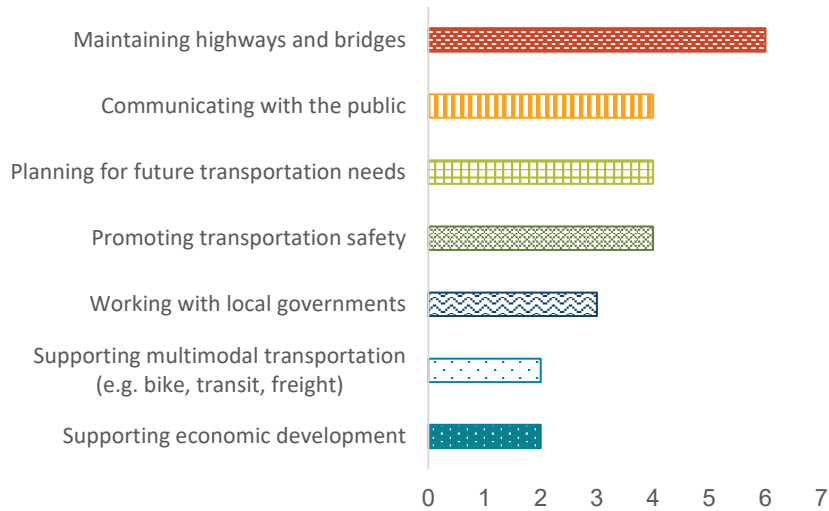
- It was good.
- It was good.

Q8. How likely are you to participate in future NDDOT planning efforts?
(Scale of 1 to 5)



Options	Number of Responses	Percent of Responses
1	None	0%
2	None	0%
3	None	0%
4	1	17%
5	5	83%

Q9. Which of the following areas do you think NDDOT performs well in?
(Select all that apply)



Options	Number of Responses	Percent of Responses
Supporting economic development	2	29%
Supporting multimodal transportation (e.g. bike, transit, freight)	2	29%
Working with local governments	3	43%
Promoting transportation safety	4	57%
Planning for future transportation needs	4	57%
Communicating with the public	4	57%
Maintaining highways and bridges	6	86%

Q10. What areas could NDDOT improve on?

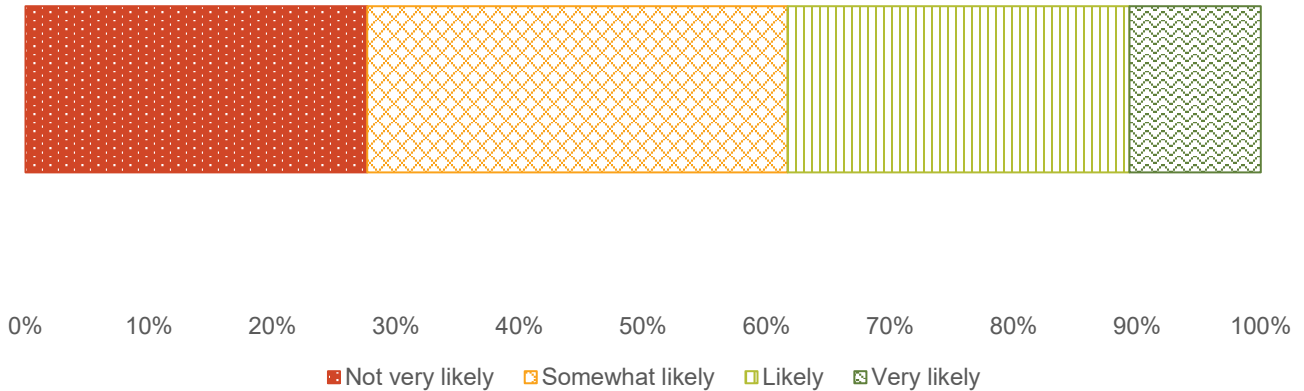
Comments

- Multi-modal transportation could be enhanced.
- Planning projects to lessen impact to travelers. Managing traffic in construction zones.
- Supporting rural infrastructure needs.
- Working with local governments and supporting development/multimodal options. There is excessive oversight from the state and federal level in my opinion that makes all projects more difficult to fulfill.

Scenario Planning

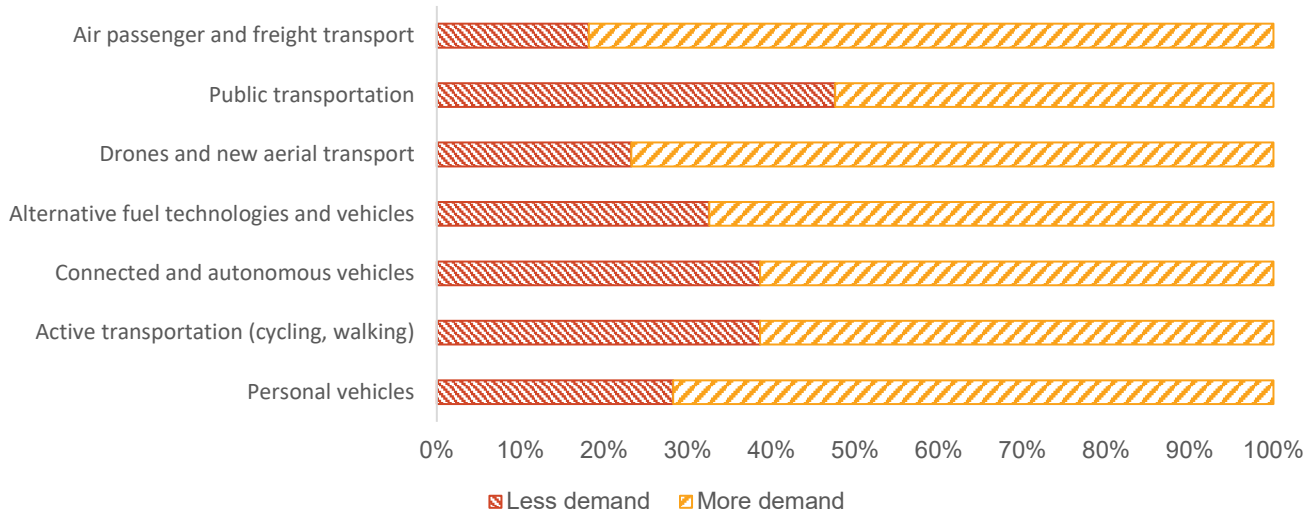
Rural Renaissance

How likely do you think the Rural Renaissance future could be for North Dakota?



Options	Number of Responses	Percent of Responses
Not very likely	13	28%
Somewhat likely	16	34%
Likely	13	28%
Very likely	5	11%

How might North Dakota's transportation systems and services change in the Rural Renaissance scenario?



Personal vehicles

Options	Number of Responses	Percent of Responses
Less demand	13	28%
More demand	33	72%

Active transportation (cycling, walking)

Options	Number of Responses	Percent of Responses
Less demand	17	39%
More demand	27	61%

Connected and autonomous vehicles

Options	Number of Responses	Percent of Responses
Less demand	17	39%
More demand	27	61%

Alternative fuel technologies and vehicles

Options	Number of Responses	Percent of Responses
Less demand	14	33%
More demand	29	67%

Drones and new aerial transport

Options	Number of Responses	Percent of Responses
Less demand	10	23%
More demand	33	77%

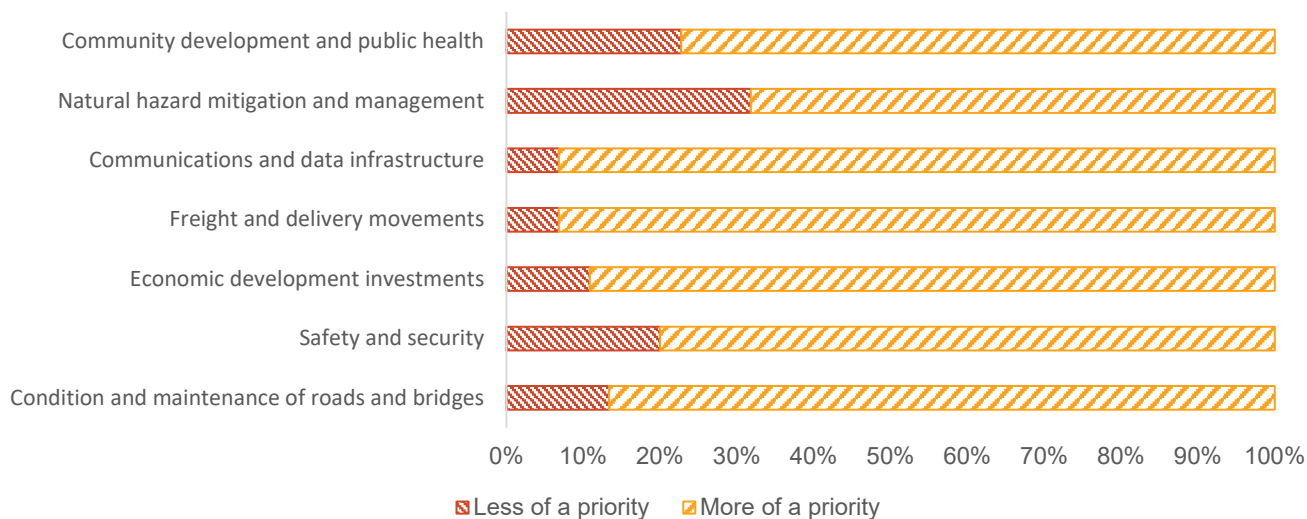
Public transportation

Options	Number of Responses	Percent of Responses
Less demand	20	48%
More demand	22	52%

Air passenger and freight transport

Options	Number of Responses	Percent of Responses
Less demand	8	18%
More demand	36	82%

How might North Dakota's transportation needs change in the Rural Renaissance scenario?



Condition and maintenance of roads and bridges

Options	Number of Responses	Percent of Responses
Less of a priority	6	13%
More of a priority	39	87%

Safety and security

Options	Number of Responses	Percent of Responses
Less of a priority	9	20%
More of a priority	36	80%

Economic development investments

Options	Number of Responses	Percent of Responses
Less of a priority	5	11%
More of a priority	41	89%

Freight and delivery movements

Options	Number of Responses	Percent of Responses
Less of a priority	3	7%
More of a priority	41	93%

Communications and data infrastructure

Options	Number of Responses	Percent of Responses
Less of a priority	3	7%
More of a priority	41	93%

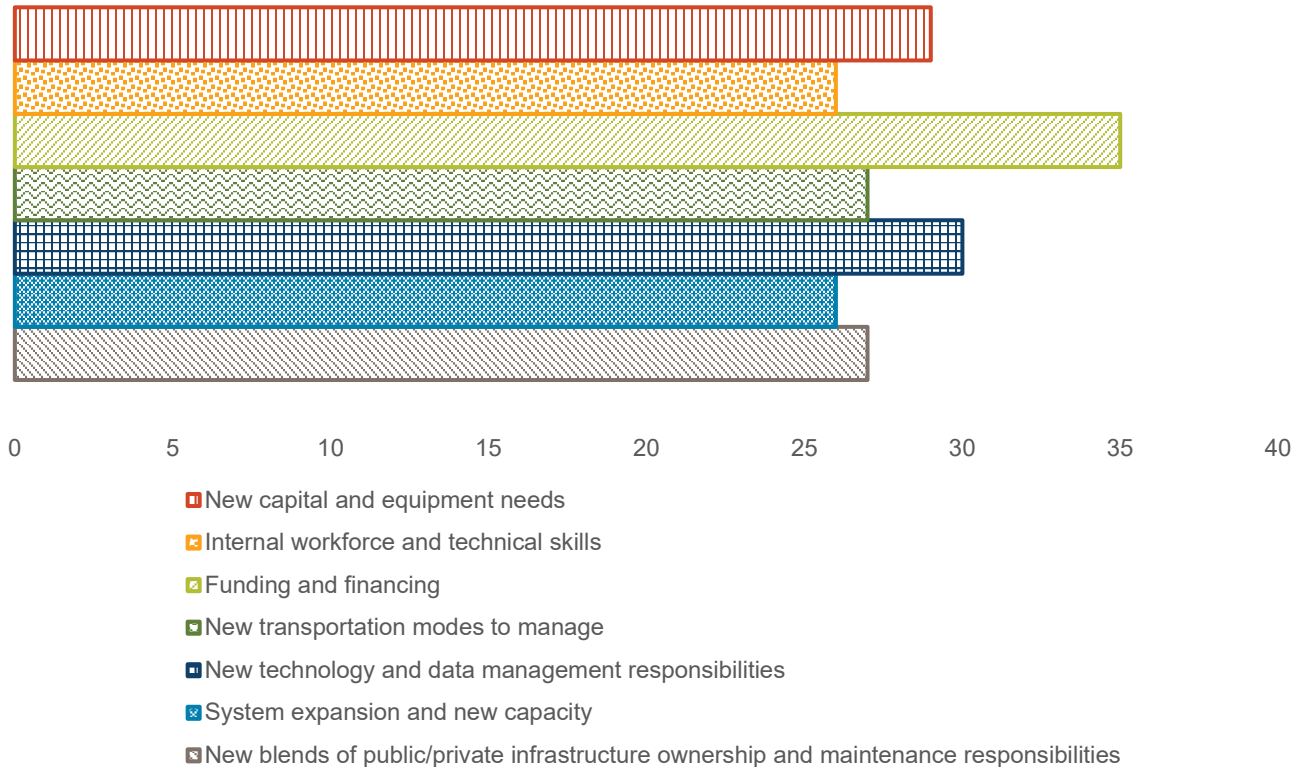
Natural hazard mitigation and management

Options	Number of Responses	Percent of Responses
Less of a priority	14	32%
More of a priority	30	68%

Community development and public health

Options	Number of Responses	Percent of Responses
Less of a priority	10	23%
More of a priority	34	77%

How might NDDOT's roles and responsibilities change in the Rural Renaissance scenario? Check all that apply.



Options	Number of Responses	Percent of Responses
New blends of public/private infrastructure ownership and maintenance responsibilities	27	14%
System expansion and new capacity	26	13%
New technology and data management responsibilities	30	15%
New transportation modes to manage	27	14%
Funding and financing	35	18%
Internal workforce and technical skills	26	13%
New capital and equipment needs	29	15%

If this scenario becomes an accurate depiction of life in 2050, how would it change the way you travel?

Comments

- It would not.
- I would still drive a vehicle
- will not
- Not having to own a personal vehicle
- more senior transportation
- Not sure, I'm 73, so I will be six feet under!
- I'd prefer to travel more by passenger rail, shared vehicles, walking and bicycling. Passenger rail daily across ND and shared vehicle (bus, or rental car) or walk to my final destination.
- doubt it.....we will still be 25 miles from the nearest decent size community (if it is still there)
- unfortunately I won't be around by 2050, I am 78 years old. If the autonomous stuff proves itself, I can see it really helping older people still be able to get places safely. Many older residents live in smaller communities, far from major medical facilities that they need, or from family, and don't necessarily want to move to a larger city, this would allow them that possibility.
- Perhaps more likely to take public transportation.
- I would consider using biking/walking trails alongside autonomous transit or passenger rail.
- Likely not much as I already have a personal vehicle, and it seems like that would stay consistent with the best way to get around in this depiction
- It wouldn't/t. I don't drive and depend on public transportation and rides from friends. I would hope for more and better public transportation.
- Rural Areas travel is limited and with the scenario I hope for the future of our rural areas will receive the travel services they that should have been available long time ago.
- If public transportation was timely and efficient - I would love to use it. I walk as much as I can but in the winter it's not feasible here. Right now, you need a car to live in ND which is not a reality for everyone as cars can be expensive to purchase and maintain. We need to think of our climate and make transportation that works for everyone regardless of car ownership or not.
- Probably travel more if it is affordable
- Not sure it would change how I travel.
- if I were able to work from home more, I would not use my gas-powered vehicle nearly as much. I would use an e-bike more.
- Less need for daily commutes and errand running. UAS delivery of most goods as well as 3D printing what I may need at home. Travel more point to point by air (autonomously or pilot-assisted and monitored vs pilot flown) with trips being a longer distance. More autonomous ground transport as well, allowing people to be independent in their travels well into old age.
- If this Rural Renaissance scenario becomes reality in 2050, the way I travel would shift toward more localized, sustainable, and connected options. With rural communities growing and diversifying, roadway systems will need to support increased traffic, freight, and tourism while also accommodating electric vehicle expansion. Reliable EV charging infrastructure will be vital in rural corridors to connect industries, tourism, and small-town centers. At the same time, the climate crisis will demand roadways designed for resilience, permeable surfaces, improved stormwater management, and materials that can withstand extreme weather, to reduce long-term maintenance costs for rural communities. Travel would likely be more purposeful, balancing access to recreation and local economies with the need for climate-smart infrastructure that ensures safe and sustainable mobility.

- Autonomous Vehicle
- I would expect a greater level of maintenance on rural roads
- I think a rural renaissance is very hopeful thinking. With the way things are going, large corporations are buying out and taking over. It seems that small business is disappearing.
- Assuming that rural lifestyles aren't destroyed by megacorps, I'd think that modern tech and travel would require less leaving their communities. As automated delivery means become better, drones and self-driving trucks will likely handle delivery into and out of these communities. It would be hard to say as a person living in Bismarck, one of the larger cities in ND. This decision should not be determined by someone in my scenario.
- I'm hoping to be retired by then. I suppose upgrading to smarter, technologically advanced vehicles and a "smart" home will be the most likely for me, personally. Who knows, they may invent hover-vehicles by then - roads may not be needed at all!!
- More gravel roads will be involved.
- it would be nice to drive 50 miles without hitting multiple construction zones.
- using community transportation buses, trains. Ubers that self drive. If working from home is more utilized then use of personal cars less important.
- Personal automobile would be the primary transportation mode. This would put more strain on the state highways.
- I'll be dead so it won't matter
- I think people would have less disposable income because of the complexity and cost of goods increasing, despite these 'quality of life' improvements. I think that means that people will drive more, fly less. I think truck traffic will increase steadily as more goods will be delivered to the door.
- If the scenario holds true, we will need extensive support for the older generations who have no interest in these advancements. Public transport will be a low priority for the working class and a pivotal part of the elderly generations' mental health.

In this future, how should the NDDOT support the travelling public? What kind of changes to the transportation system would help people, businesses, and communities?

Comments

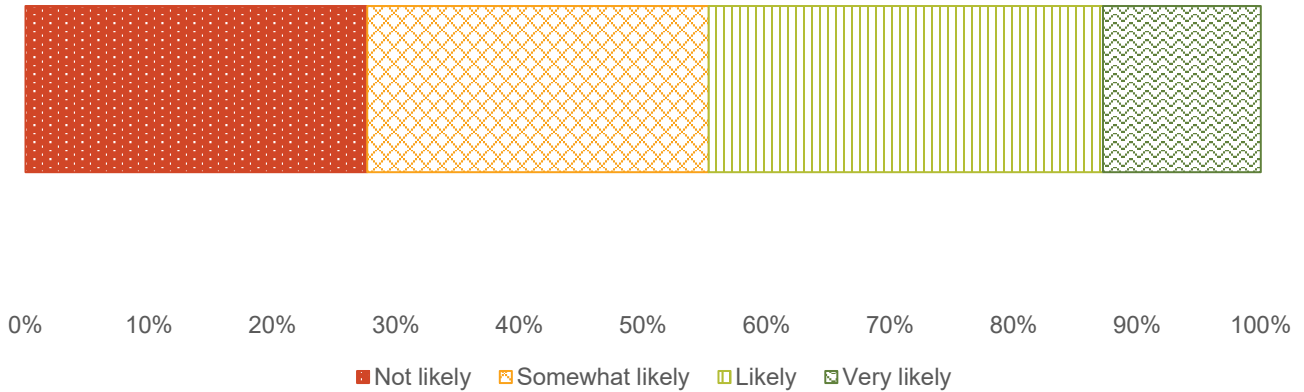
- No idea.
- Passenger Train access to go along I 94
- road updates
- better public transportation
- better roads
- Fix the interstate highways!
- Better interconnectivity. Currently there is no comprehensive plan for transit and transportation to safely connect all communities to a center or major city. Roads flood, close during the winter months, spring months, etc. It would be helpful to have regular schedules of passenger rail, passenger bus (vans, buses), and air connecting all communities on a regular basis. Like the electrical grid, like the communications grid, this transit grid would have to be initially planned and supported by the State.
- maintenance of roads serving rural communities, less emphasis on the 'Big 4' cities, let them pay their own way!

- just doing a real good job of maintaining our roads.
- Avoid urban growth too close to interstates to allow for future expansions or accommodations of new modes like rail that runs parallel to interstates.
- Expanding to serve rural communities and connections between rural communities to encourage contact between rural zones, as well as between urban and rural zones. Would love to see bus routes or light rail.
- We would need more intercity travel options like buses between communities or short range trains. the difficulty with rural communities is that by necessity they are far apart from each other which makes interconnectedness between cities and communities difficult, even with new communication tech
- More and better funding for public transportation and access to public transportation.
- NDDOT should provide safe travel for all rural and reservation areas. The Highway 281 which goes thru Belcourt, ND need repairs!
- A more robust public transit system, bike lanes and shaded walking paths that are maintained in the winter.
- This could help more people get to to work which would support our economy and could make us a leader in rural transportation that helps boost rural communities.
- Maintaining infrastructure by updating and maintaining roadways and bridges. Work with cities to develop infrastructure and add effective roadways/exits
- This scenario is highly unlikely. North Dakota has severe winters and few people will ever be interested in living here if they can work from home. There are few grocery stores, few schools, ir opportunities for community. DOT needs to concentrate on more realistic scenarios of our future.
- NDDOT can partner with organizations that promote bicycle use with co-creating bike trails that are SEPARATE from the vehicle paths for safety. It doesn't have to be a paved trail, gravel is OK too.
- Focus on developing infrastructure needed for Autonomous air and ground transport of people and goods.
- As roadway planning looks ahead to 2050, it is critical to consider the dual challenges of transportation innovation and the climate crisis. The rapid expansion of electric vehicles brings unique infrastructure needs and potential hazards, including charging demands, battery-related risks, and roadway wear considerations. At the same time, the accelerating impacts of climate change, such as more frequent flooding, extreme heat, and severe weather, underscore the need for sustainable design. Incorporating permeable roadway solutions and resilient materials now can reduce long-term maintenance costs, improve stormwater management, and minimize environmental impact. Integrating these considerations into today's roadway planning will position the state to meet emerging transportation demands while building infrastructure that is adaptive, sustainable, and climate-resilient. Travel in 2050 would need to balance technological innovation with climate resilience, ensuring rural communities remain accessible, safe, and connected.
- V2X, Vehicles and infrastructure communicate together.
- Less grants to local jurisdictions and more emphasis on state network
- I think the highways we have now are fairly efficient. Only thing that would make getting from city to city better would be a high speed rail, but it would depend on populations and public desire for public transportation out of rural areas.
- Adapt with the times, experiment with newly-developed materials, etc., for road repairs; use advanced, possibly robotic equipment so road closures may not have to be closed very long, if at all, making NDDOT employees so much safer.
- Rural highways need to be widened for the transportation of larger equipment.

- Do construction at night don't close down almost every single access point. For instance, right now getting from Mandan to Sterling is almost impossible without going through some kind of construction. the strip in mandan, the east overpass in bismarck, the resurfacing east of bismarck, the whatever is going on south of menoken, the highway 14 bridge out for months now. Its just poor planning... and the seal coat between mandan and bis was the straw that finally broke the camel's back.
- train and bus, drones for deliveries. self driving Ubers, more home delivery.
- continue to maintain roads and bridges.
- Rail transport of goods and people.
- A high speed rail along the interstates/US 2/US 83 corridors
- Technology connections need to improve. Autonomous vehicles will need better support for ground and air.

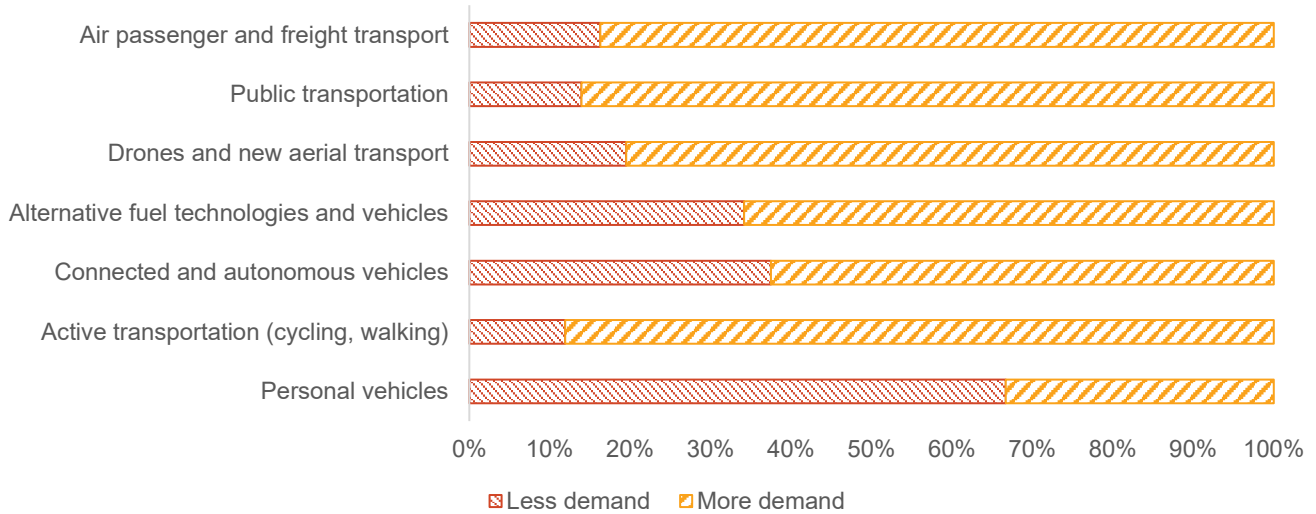
Cities and Centers

How likely do you think the Cities and Centers future could be for North Dakota?



Options	Number of Responses	Percent of Responses
Not very likely	13	28%
Somewhat likely	13	28%
Likely	15	32%
Very likely	6	13%

How might North Dakota's transportation systems and services change in the Cities and Centers scenario?



Personal vehicles

Options	Number of Responses	Percent of Responses
Less demand	28	67%
More demand	14	33%

Active transportation (cycling, walking)

Options	Number of Responses	Percent of Responses
Less demand	5	12%
More demand	37	88%

Connected and autonomous vehicles

Options	Number of Responses	Percent of Responses
Less demand	15	38%
More demand	25	63%

Alternative fuel technologies and vehicles

Options	Number of Responses	Percent of Responses
Less demand	14	34%
More demand	27	66%

Drones and new aerial transport

Options	Number of Responses	Percent of Responses
Less demand	8	20%
More demand	33	80%

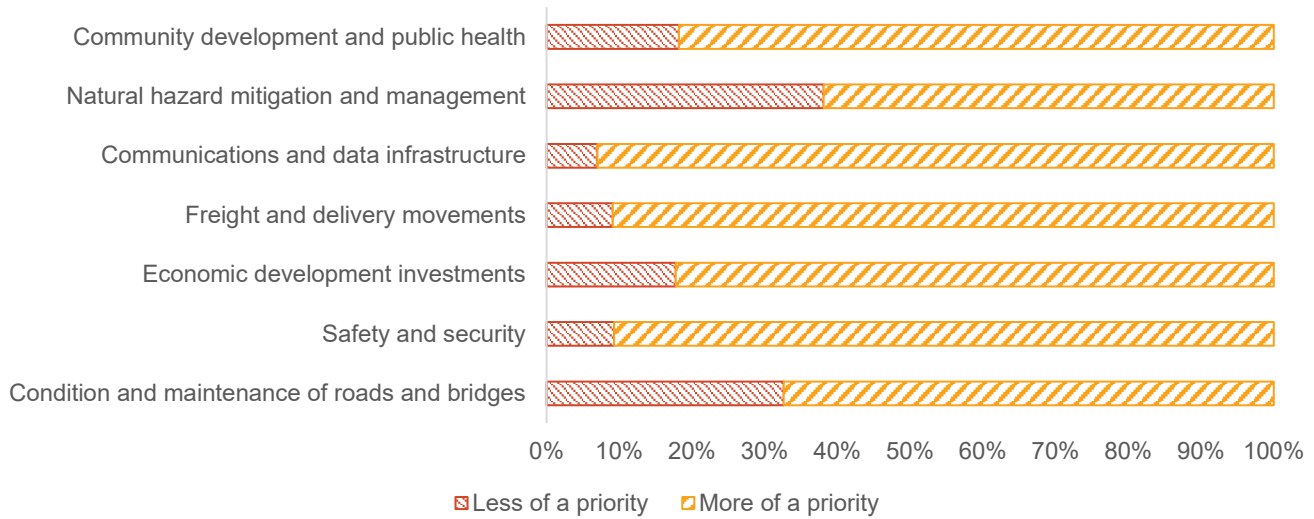
Public transportation

Options	Number of Responses	Percent of Responses
Less demand	6	14%
More demand	37	86%

Air passenger and freight transport

Options	Number of Responses	Percent of Responses
Less demand	7	16%
More demand	36	84%

How might North Dakota's transportation needs change in the Cities and Centers scenario?



Condition and maintenance of roads and bridges

Options	Number of Responses	Percent of Responses
Less of a priority	15	33%
More of a priority	31	67%

Safety and security

Options	Number of Responses	Percent of Responses
Less of a priority	4	9%
More of a priority	39	91%

Economic development investments

Options	Number of Responses	Percent of Responses
Less of a priority	8	18%
More of a priority	37	82%

Freight and delivery movements

Options	Number of Responses	Percent of Responses
Less of a priority	4	9%
More of a priority	40	91%

Communications and data infrastructure

Options	Number of Responses	Percent of Responses
Less of a priority	3	7%
More of a priority	40	93%

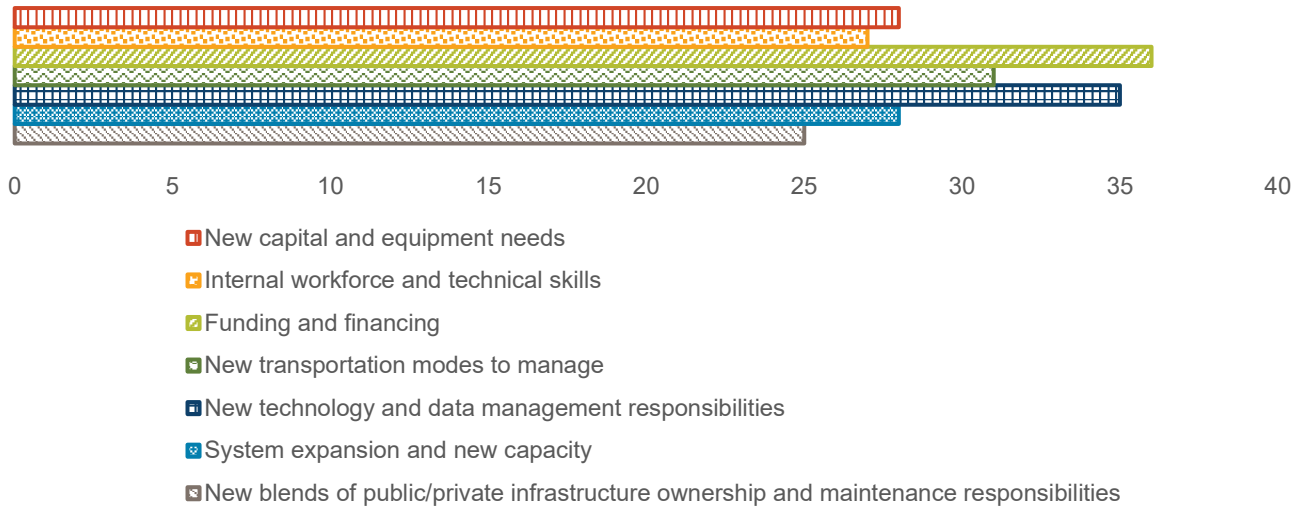
Natural hazard mitigation and management

Options	Number of Responses	Percent of Responses
Less of a priority	16	38%
More of a priority	26	62%

Community development and public health

Options	Number of Responses	Percent of Responses
Less of a priority	8	18%
More of a priority	36	82%

How might NDDOT's roles and responsibilities change in the Cities and Centers scenario? Check all that apply.



Options	Number of Responses	Percent of Responses
New blends of public/private infrastructure ownership and maintenance responsibilities	25	12%
System expansion and new capacity	28	13%
New technology and data management responsibilities	35	17%
New transportation modes to manage	31	15%
Funding and financing	36	17%
Internal workforce and technical skills	27	13%
New capital and equipment needs	28	13%

If this scenario becomes an accurate depiction of life in 2050, how would it change the way you travel?

Comments

- It would not.
- not at all
- Do not know, I'll be dead!
- I have lived in such a scenario and was very comfortable with it. I still needed my personal vehicle as I visited family out-state. However, I only used my personal vehicle when traveling out-state. I could have easily rented a vehicle. Insurance on my vehicle cost much less in that situation than it does in ND (very high in ND comparably). I walked and biked much more - to grocery stores, transit stops, library, visiting friends, restaurants, etc. Everything I needed was within a mile of my home, or I had a transit stop within a mile. Being in ND, I can't see how this scenario would cover all of ND.
- we would still be living 25 miles from the nearest decent size city!
- If i lived in one of these areas I probably would use some kind of public transportation more.
- Yes, I would be more likely to take public transportation
- I would use my car less or even consider selling one of the two vehicles we own. A personal car would only really be useful for long-distance travel to places that aren't served by public transit. I would opt to walk or bike more often, and for distances or inclement weather that makes biking and walking unfavorable, I would be more willing to use public options like buses or light rail systems.
- I do not like driving in cramped cities, so I would likely use more public transportation or walk instead of using a personal vehicle when at all possible.
- It wouldn't. I currently walk, take the bus, or rely on friends for rides. It would mean, I hope, more walkability and improved public transportation.
- Concerned about congestion in the FM metro growing to an unmanageable level.
- I love to travel. Safe travels is for all ND members.
- This would be amazing. I would love to have everything I need a quick walk away - even in winter it would be manageable. For longer trips a car could be rented or a cross state train or bus would be helpful.
- Less travel due to what's available around me
- I would take advantage of walking/cycling or public transportation.
- While I love to bike or walk places, this scenario sounds awful to me. I moved out of a big city because I hate the crowds, the noise, wish to have more nature around me.
- If this Cities and Centers scenario becomes reality in 2050, the way I travel would be shaped by dense urban growth and the need for efficient, resilient infrastructure. With mass migration concentrating people and services in cities, travel would rely heavily on electric vehicles, transit systems, and multimodal connections that reduce congestion and emissions
- Walk more
- For context, this is coming from a person living in Bismarck. With how things are right now, I do not see this as a future for the city of Bismarck. Nothing about Bismarck is compact. City streets are far too wide with too many minimum parking requirements. Because of this, our "Downtown" is a few small blocks. There are no high rises, and the zoning is awful. If I am living near downtown Bismarck, I be able to walk to a grocery store with no sweat. Everything is so spread out and car dependent, I almost need to hop in my car to get to anywhere I need to go.

- I think the depiction above is missing something important. The importance of people going outside, moving their body, getting some fresh air. Humans weren't designed to be locked up in boxes with everything they need delivered to them. Take a look at how happy and healthy Europe is. You don't think a large part of this is a community that walks around and interacts with each other regularly?
- I think Bismarck could be a great city, but it needs to start taking some major steps to invest in its downtown area. Make less people dependent on a vehicle to tackle any simple task they need done. I've lived in some very populated areas, and the traffic out here is horrendous simply because you need a car to do any little task.
- I probably wouldn't even own a vehicle, I'd walk or bike anywhere I needed to go, or hire a cab for longer distances.
- Not much, will always be rural.
- no.. people will be leaving the high taxes, crime, and congestion of the major urban areas in the next 25 years. It is already happening.
- maybe not owning a car, but i think most ND people will still want the freedom of a personal vehicle.
- My trips outside the home would be shorter since all the services are close together. I would not rely on personal vehicles anymore but use active transportation and public transit.
- I'll be dead so it won't matter
- If this would happen, it would have to start with real urban areas, not the sprawling suburbia that exists. We would have to reimagine subdivisions into small hubs with everything you need within a mile of walkable community. We would have to cut down on roads significantly and transition to many city centers that are not designed for cars, but for walking/biking, then having trains/trams/bus access to other 'city centers' or industrial/commercial zones. This will not happen in America, especially ND, but that is what you are imagining here and this is what it would take. This would be amazing but not for us rural loving North Dakotans.

In this future, how should the NDDOT support the travelling public? What kind of changes to the transportation system would help people, businesses, and communities?

Comments

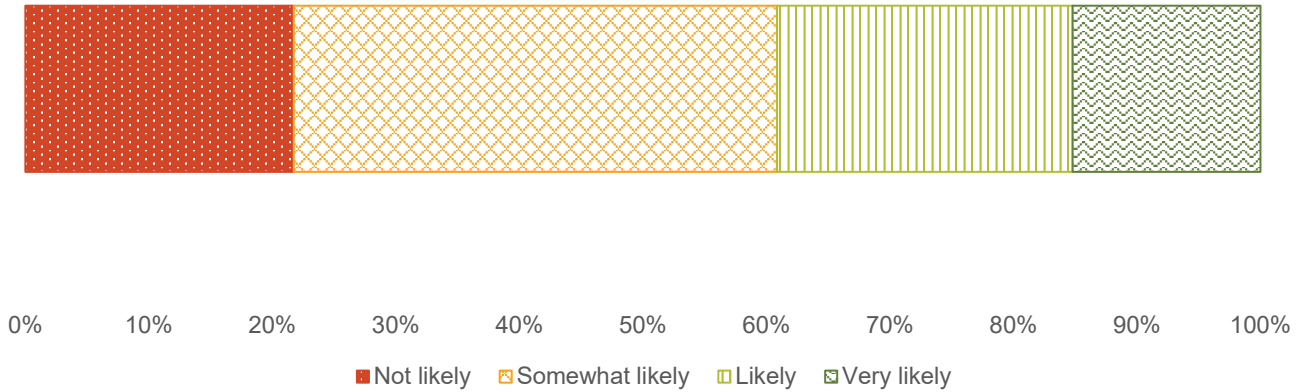
- No idea.
- Passenger train I94
- better roads
- Fix the roads.
- I answered this in a previous question. The State needs to plan a transit system for the entire state interconnecting communities with regular (twice daily at minimum) highly subsidized commuting options (bus, rail, van). People should not have to sign up for a ride 24 hours in advance. They should know the transit options run regardless of the ridership. That is public transit - dependability. Public transit fails the instant it is viewed as not dependable.
- be responsive to needs of the 'community' and TAXPAYERS!
- not sure
- Focus on building public transportation systems within urban areas, and increase regional transportation network. Connect to larger nearby cities (Billings, Winnipeg, Minneapolis). A train from Winnipeg to Minneapolis via Fargo and Grand Forks would likely increase tourism. Create a Minneapolis to Billings line with transfer at Fargo. This would be able to serve Jamestown, Bismarck, and Dickinson.
- Clean, safe, and reliable public transportation options as well as bike paths that are physically separated from automobile roads (through the use of guardrails or grass boulevards. A painted bike lane is not as safe for cyclists as a separated lane.
- This would require in-city public transit, like more buses that are in better condition and more reliable in the winter, or some sort of skywalks between buildings for people to walk around in the winter and without having to use the streets.
- Pedestrian overpasses over major highways bisecting the city and shopping/working/office areas. More public transportation. Better linkages between urban and rural transportation.
- Capacity expansions; new ITS solutions like Ramp Metering to stretch dollars further.
- Have access to travel. The Bus transportation to Devils Lake and Grand Forks should be made available.
- Having a city center trolley or tram that took people around the city center would be supportive. Having strong public transport within the city center while also having a bus or light rail out to the 'burbs would be supportive.
- Gig opportunities more readily available. Less need to have a vehicle.
- Again, not realistic. Your planning survey seems like something out of California or a highly populated state. It doesn't have questions relevant to the reality of North Dakota.
- public transit will be (hopefully) utilized more if everything is concentrated in urban centers. This scenario would possibly be more amenable to passenger rail connecting services?
- In a Cities and Centers future, NDDOT should support the traveling public by prioritizing safe, efficient, and climate-resilient infrastructure that meets the demands of dense urban growth. This means expanding multimodal transportation options, such as public transit, biking, and pedestrian networks, while ensuring roadways are equipped to handle the surge in electric vehicles through widespread charging infrastructure and safety measures for new technologies. To help people, businesses, and communities, NDDOT can also integrate permeable and adaptive roadway designs that reduce flooding risks, lower long-term maintenance costs, and improve environmental

outcomes. Strengthening freight corridors into and out of cities will be critical to support diversified economies and distributed energy production. By building flexible, sustainable, and interconnected transportation systems, NDDOT can ensure urban areas remain accessible, resilient, and supportive of both economic growth and community well-being.

- Reduce last mile gaps in public transportation.
- Invest in making more areas that can be traversed by foot or bike. Give the people a park to walk around in. Why accommodate more vehicles to make the driving experience better, when we could reduce the amount of vehicles instead to make the driving experience better? A high speed railway between the different large cities would be great and encourage more travel as well. I don't want to drive out to Fargo, Dickinson, or Minot, but if I had a train taking me I'd be far more inclined to go. This might be a more futuristic approach, but if we could get to these places a bit quicker and with less headache, I think more would be willing to travel.
- I'd hope living in a large city where everything is within walking distance, there would be fewer vehicles using the roadways. It's already not even necessary to go grocery shopping in person anymore. It's hard to say; there could be more truck traffic in this future due to online shopping and deliveries.
- Will still need good highways.
- better busing, trains across the state and interstate, keep the roads beautiful like they are now, don't let them get bad like all other states I've visited. ND proud of the transportation system that has been built and maintained.
- Allow the cities to plan how they need the roads to operate. The DOT would be focused on interstates and arterial roadways between cities and not inside city limits.
- more public transport, fewer or no roads in residential areas. More street corner shops. More community parks.
- More interchanges in cities. Way behind right now.

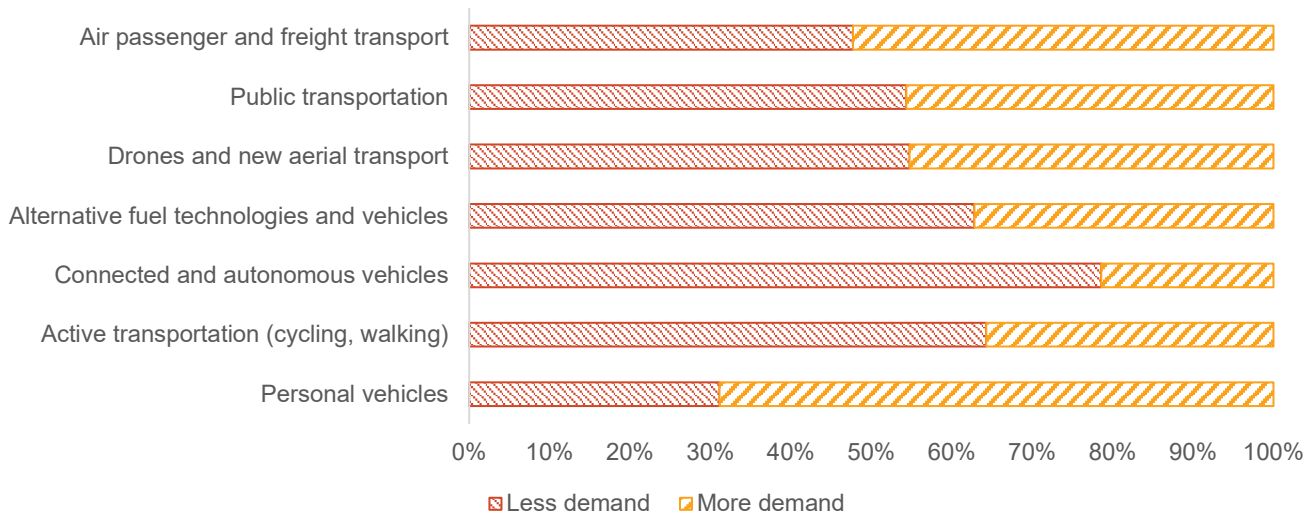
Ghost Towns

How likely do you think Ghost Towns future could be for North Dakota?



Options	Number of Responses	Percent of Responses
Not very likely	10	22%
Somewhat likely	18	39%
Likely	11	24%
Very likely	7	15%

How might North Dakota's transportation systems and services changes in the Ghost Towns scenario?



Personal vehicles

Options	Number of Responses	Percent of Responses
Less demand	14	31%
More demand	31	69%

Active transportation (cycling, walking)

Options	Number of Responses	Percent of Responses
Less demand	27	64%
More demand	15	36%

Connected and autonomous vehicles

Options	Number of Responses	Percent of Responses
Less demand	33	79%
More demand	9	21%

Alternative fuel technologies and vehicles

Options	Number of Responses	Percent of Responses
Less demand	27	63%
More demand	16	37%

Drones and new aerial transport

Options	Number of Responses	Percent of Responses
Less demand	23	55%
More demand	19	45%

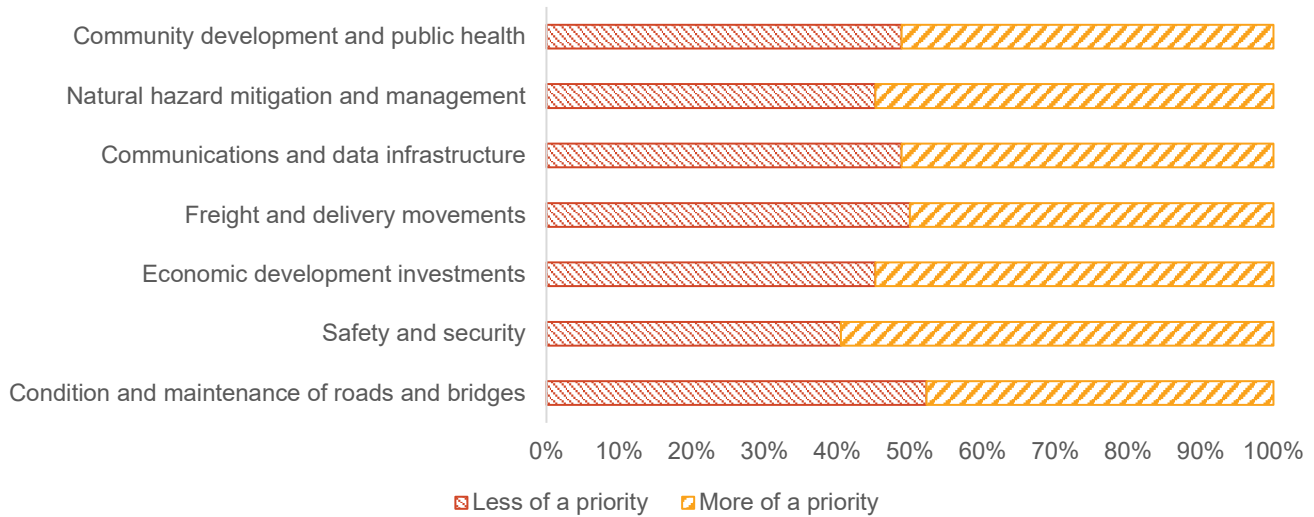
Public transportation

Options	Number of Responses	Percent of Responses
Less demand	25	54%
More demand	21	46%

Air passenger and freight transport

Options	Number of Responses	Percent of Responses
Less demand	21	48%
More demand	23	52%

How might North Dakota's transportation needs change in the Ghost Towns scenario?



Condition and maintenance of roads and bridges

Options	Number of Responses	Percent of Responses
Less of a priority	23	52%
More of a priority	21	48%

Safety and security

Options	Number of Responses	Percent of Responses
Less of a priority	17	40%
More of a priority	25	60%

Economic development investments

Options	Number of Responses	Percent of Responses
Less of a priority	19	45%
More of a priority	23	55%

Freight and delivery movements

Options	Number of Responses	Percent of Responses
Less of a priority	21	50%
More of a priority	21	50%

Communications and data infrastructure

Options	Number of Responses	Percent of Responses
Less of a priority	21	49%
More of a priority	22	51%

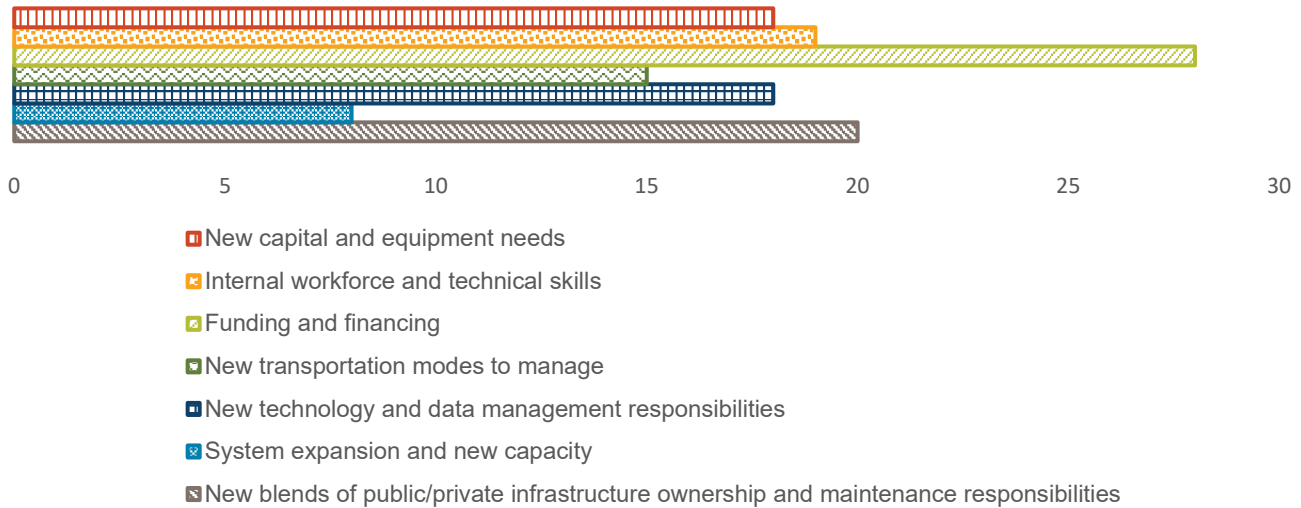
Natural hazard mitigation and management

Options	Number of Responses	Percent of Responses
Less of a priority	19	45%
More of a priority	23	55%

Community development and public health

Options	Number of Responses	Percent of Responses
Less of a priority	21	49%
More of a priority	22	51%

How might NDDOT's roles and responsibilities change in the Ghost Towns scenario? Check all that apply.



Options	Number of Responses	Percent of Responses
New blends of public/private infrastructure ownership and maintenance responsibilities	20	16%
System expansion and new capacity	8	6%
New technology and data management responsibilities	18	14%
New transportation modes to manage	15	12%
Funding and financing	28	22%
Internal workforce and technical skills	19	15%
New capital and equipment needs	18	14%

If this scenario becomes an accurate depiction of life in 2050, how would it change the way you travel?

Comments

- It would not.
- not at all
- I won't worry about it. I will be gone!
- See previous answers. If there is a statewide public transit system, I will use it. If there is one in my community, I will use it.
- sounds like the 1930s during the dust bowl & Great Depression which my parents lived through, raised a family of 5, put them through college and built up a successful farm....they worked and did it all on their own....a far cry from today when everyone is standing w/their hand out for a 'freebie'
- It may influence where I choose to live. I want to live near amenities like hospitals,

schools, industry, commercial activity, government services (DMV, etc.). A ghost town is indicative of a decline in these things.

- It would be unlikely that public transit would be available to me. I would have to rely on a personal vehicle, and I would be less able to rely on others for transportation, as every member of the household would likely need their own vehicle.
- Not much, as I already mostly use my own personal vehicle and that would likely stay the same in this scenario.
- I would still walk and hope that there was public transportation--this currently is a challenge in Bismarck, and without continued and enlarged local, state, and federal funding will cease to exist in much of a usable way. The so-called taxi service is run by an indicted felon with two other so-called taxi services each offering one vehicle.
- Travel is ND top priority for safe travels.
- I could see more air transportation being in demand. If I am working for a company across the world, I may need to travel to the HQ on occasion.
- Yikes. there'd be no tax base to maintain funding; we'd have to rely on federal funding. And the federal gov't isn't funding states the way they used to.. Under the current administration the federal government is collapsing - so there'd be a lot more to worry about. I would rely on either rail or air travel to get out of ND, if there's no towns on which to get gas in or charge my EV car.
- If this scenario becomes an accurate depiction of life in 2050, my travel would be far more limited, cautious, and focused on necessity rather than choice. With declining populations, reduced business investment, and weakened infrastructure from frequent storms, roadways and transit systems may no longer be reliable or well-maintained. Travel would likely involve longer distances to access essential services, and disruptions from flooding or storm damage could make routes unpredictable or unsafe. With fewer economic opportunities locally, I would need to travel greater distances, or even relocate entirely, to find work, which would mean relying on regional or national corridors instead of community-based networks. Overall, travel in this future would shift from being about connection and growth to being about survival, relocation, and resilience in the face of declining infrastructure and increasing climate pressures.
- Unknown
- I think this is the most likely scenario for North Dakota for a few reasons. 1. Corporations buying out our land. They might raise cattle and crops for cheaper, but is this really the best for the future of North Dakota and its people? 2. Climate Change. I don't know when we decided we wanted to stop looking at charts, data, and science, but it's fairly clear that slowly increasing the global temperature heavily impacts weather patterns. I took Agricultural classes in Ames, IA and this was a topic we discussed fairly heavily. With increasing temperatures we are seeing heavier rainfall in the spring, followed by dryer summers instead of a more even rainfall throughout. Both of these issues are leading us down this path, and both need to be addressed. PLEASE REMOVE POLITICS FROM CLIMATE CHANGE!!!!!! This should never have become a politicized topic. Yes, prevention costs money and effort, but the damages down the line are catastrophic.
- I'm unsure if I could afford a vehicle in this scenario. Probably be forced to walk or bike if I needed to travel somewhere. There may not even be any gas stations (or electric plug-ins) available in a future like this, so how would one power it? It would probably be a good idea to own a couple of horses and a buggy. LOL
- Not much
- "ghost towns" are coming back to life... taxes, crime, population are driving people to the rural areas.
- I have already moved out of my small town that had no options for families. I believe the

cities would become larger like they are now and have to pool resources for the cities but still maintain the roads through these ghost towns that are located by main thoroughfares.

- If energy was scarce I would walk or ride a bike for transportation. Personal vehicles would be less common because of gas shortages and poorly maintained utilities. The roads would be maintained less because fewer people travel on them. Many roads would probably go back to gravel.
- This scenario seems to indicate widespread poverty, which would be a return to the 1880s to 1940s in ND. Travel would be short and mostly social, as people would be forced to be self sufficient. Markets would become important for the exchange of goods.

In this future, how should the NDDOT support the travelling public? What kind of changes to the transportation system would help people, businesses, and communities?

Comments

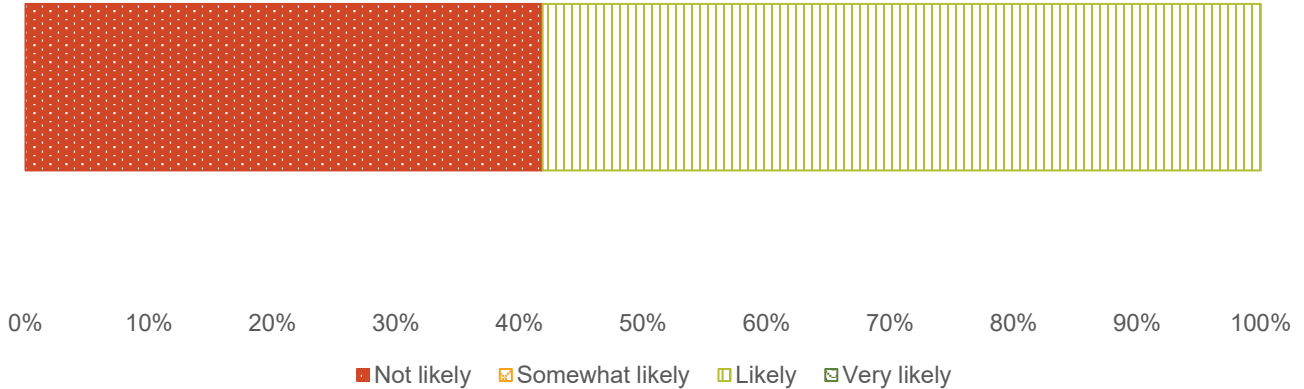
- No idea.
- better roads
- Fix the roads.
- Having a passenger rail system through central ND and a public transit system supporting it (see previous answers) would be helpful.
- get back to common sense operations, cut out the bean counters living in their ivory palaces w/ all their great ideas for the 'other guy'
- Focus on economic development to revive struggling towns. Improve connectivity for tourism, create regional hubs and bedroom communities, attract industry, look to neighboring states and provinces as sources of tourism.
- Keeping public transit open would be unprofitable, but it would support those who rely on it in this scenario. If it closed, then ghost town residents would effectively be cut off from opportunities to revitalize their communities.
- In this scenario, the most critical thing would be keeping up the current infrastructure we have so that emergency crews and first responders could get to more remote residents, as well as finding ways to incentivize people to come back to the communities, like having some kind of transportation related careers to draw people back without agriculture and energy. Perhaps production factories building vehicles or something.
- With public transportation!!
- Public Transportation to Grand Forks, ND and Bismarck, ND and Fargo, ND, and to Grand Fork, ND
- Roads and infrastructure are still in need due to more over the road travel. Investment in this element is a necessity
- Passenger rail.
- In this future, NDDOT should focus on maintaining and protecting essential transportation infrastructure to ensure safe and reliable travel despite declining populations and frequent severe storms. Priority should be given to strengthening key routes that connect remaining communities, emergency services, and regional economic centers, with investments in resilient roadways, bridges, and flood mitigation measures. Permeable surfaces and other climate-adaptive designs could help reduce maintenance needs and protect infrastructure from storm damage. Supporting the traveling public may also involve flexible solutions, such as mobile or temporary transit options, improved communication about road conditions, and strategic partnerships with local communities to maintain access to critical services. These changes would help residents, businesses,

and communities remain connected, preserve economic opportunities where possible, and increase resilience in a state facing population decline and environmental challenges.

- More public transportation for elderly.
- A ghost town would no longer need support, so I don't think any changes would be needed.
- As before, adapt and change with the times, whether they are good or bad. Find new ways attract a young workforce, and try to get the blood flowing in the community again.
- Perhaps more bus services from rural to urban areas for the aging population who won't move.
- people that can't afford to move, would still need access to services, etc.
- Convert roads to gravel. Provide signs for available services in area.
- This is an alarmists scenario as we are too resilient to be actually ghost towned. The heart of the scenario gets at the demise of the state, which would simply mean there aren't enough funds to help people.
- I might not understand this scenario. If no one wants to support anything then things will continue to die because no one will live here because its a ghost town.

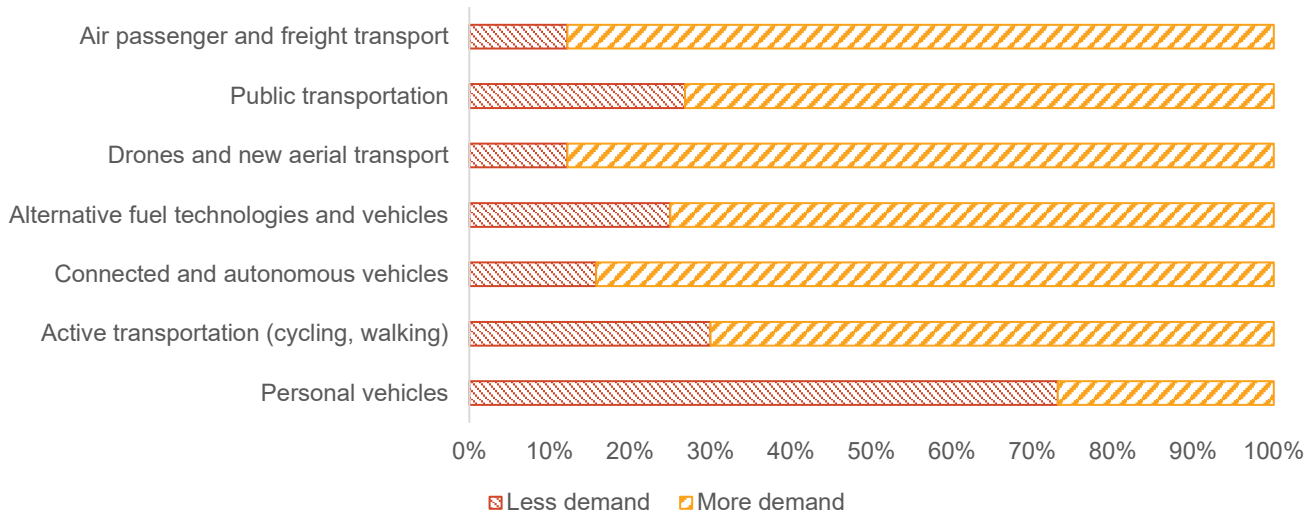
Smart and Connected

How likely do you think the Smart and Connected future could be for North Dakota?



Options	Number of Responses	Percent of Responses
Not very likely	18	42%
Somewhat likely	None	0%
Likely	25	58%
Very likely	None	0%

How might North Dakota's transportation systems and services change in the Smart and Connected scenario?



Personal vehicles

Options	Number of Responses	Percent of Responses
Less demand	30	73%
More demand	11	27%

Active transportation (cycling, walking)

Options	Number of Responses	Percent of Responses
Less demand	12	30%
More demand	28	70%

Connected and autonomous vehicles

Options	Number of Responses	Percent of Responses
Less demand	6	16%
More demand	32	84%

Alternative fuel technologies and vehicles

Options	Number of Responses	Percent of Responses
Less demand	10	25%
More demand	30	75%

Drones and new aerial transport

Options	Number of Responses	Percent of Responses
Less demand	5	12%
More demand	36	88%

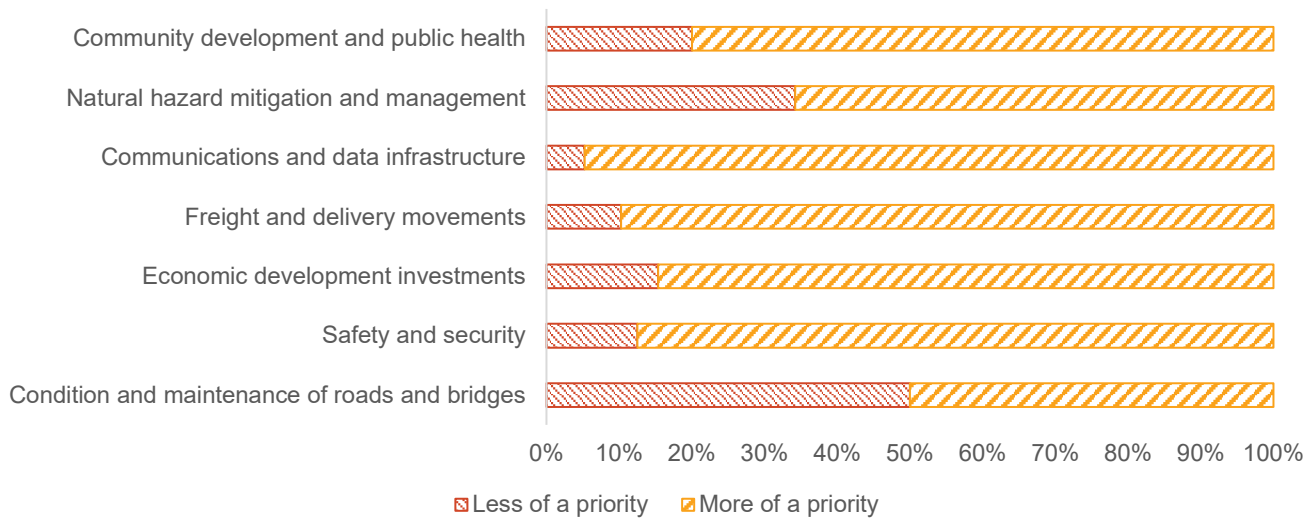
Public transportation

Options	Number of Responses	Percent of Responses
Less demand	11	27%
More demand	30	73%

Air passenger and freight transport

Options	Number of Responses	Percent of Responses
Less demand	5	12%
More demand	36	88%

How might North Dakota's transportation needs change in the Smart and Connected scenario?



Condition and maintenance of roads and bridges

Options	Number of Responses	Percent of Responses
Less of a priority	19	50%
More of a priority	19	50%

Safety and security

Options	Number of Responses	Percent of Responses
Less of a priority	5	13%
More of a priority	35	88%

Economic development investments

Options	Number of Responses	Percent of Responses
Less of a priority	6	15%
More of a priority	33	85%

Freight and delivery movements

Options	Number of Responses	Percent of Responses
Less of a priority	4	10%
More of a priority	35	90%

Communications and data infrastructure

Options	Number of Responses	Percent of Responses
Less of a priority	2	5%
More of a priority	36	95%

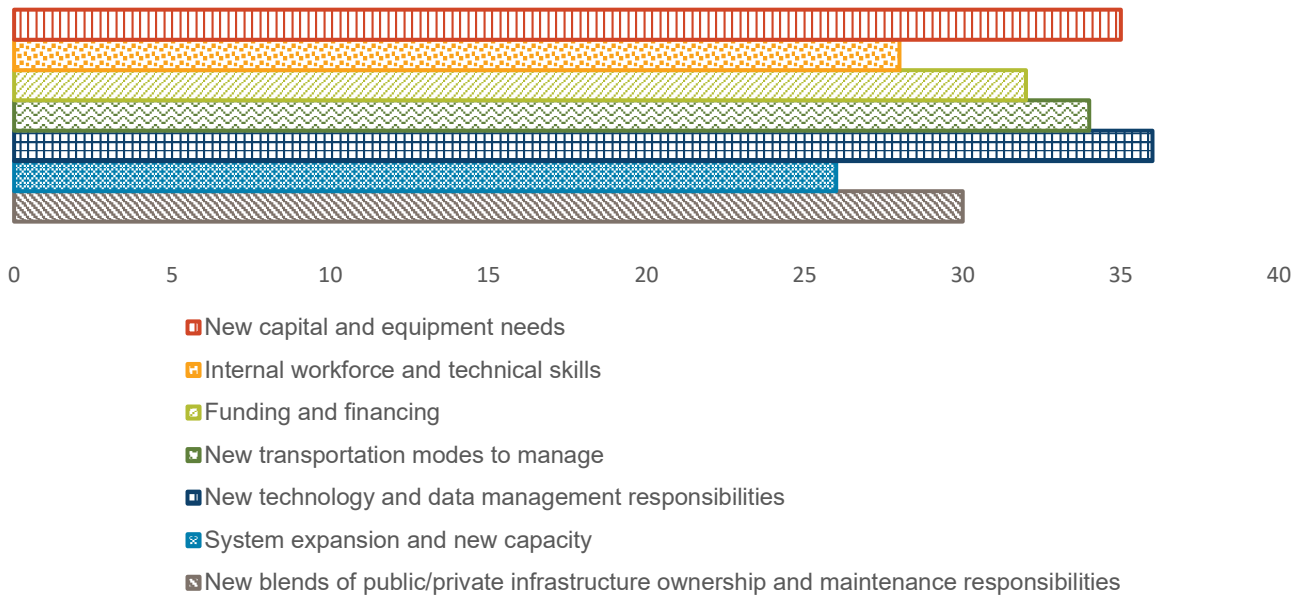
Natural hazard mitigation and management

Options	Number of Responses	Percent of Responses
Less of a priority	13	34%
More of a priority	25	66%

Community development and public health

Options	Number of Responses	Percent of Responses
Less of a priority	8	20%
More of a priority	32	80%

How might NDDOT's roles and responsibilities change in the Smart and Connected scenario? Check all that apply.



Options	Number of Responses	Percent of Responses
New blends of public/private infrastructure ownership and maintenance responsibilities	30	14%
System expansion and new capacity	26	12%
New technology and data management responsibilities	36	16%
New transportation modes to manage	34	15%
Funding and financing	32	14%
Internal workforce and technical skills	28	13%
New capital and equipment needs	35	16%

If this scenario becomes an accurate depiction of life in 2050, how would it change the way you travel?

Comments

- It would not.
- no
- I will be gone!
- I'd use a daily public transit system - that does not exist where I live.
- not much for me, I will be long gone!
- Frankly, I do not want to live in such a place and would likely move away. Such a society would be even more susceptible to cyberwarfare and cyberterrorism by non-state actors.

It would compromise personal privacy and freedoms. It would have disastrous social consequences. Natural disasters wiping out systems could paralyze cities. I would seek a more rural and less developed area to live in.

- I may not own a car at all in this scenario. I would choose to use public transportation, bike, or walk. I may choose to live in a place that is further away from a city center, since so much can be delivered.
- A lot, as I'd be more likely to use public transport, though I don't think I would trust self driving or autonomous drones or vehicles.
- We have roads, bridges, public transportation, sidewalks, trails, bike paths as part of being a society and with active communities. No matter the kind of community there continues to be a moral, civic, financial, and legal responsibility to build and maintain infrastructure and to support a variety of means of transportation, whether for getting to work and school and training and shopping or for recreation and exercise. It's part of having viable communities that are welcoming and safe places.
- I would ride the bus from Rugby to Devils, ND or Grand Forks, ND or Fargo, ND, or Bismarck, ND
- I don't know that there will be much of a need to travel except for pleasure. Everything will be at your fingertips/phone.
- Wouldn't travel to work, would ride bike to get to town;
- If this scenario becomes an accurate depiction of life in 2050, my travel would become faster, more flexible, and highly automated. With instant connectivity, autonomous vehicles, and drone transportation, the need for traditional commuting would decline, and travel could be more on-demand, personalized, and efficient. I would rely less on owning a personal vehicle and more on shared or autonomous systems that respond in real time to my needs. Travel would likely be safer and more predictable, as connected infrastructure could dynamically manage traffic flows, detect hazards, and optimize routes. Overall, mobility would shift from being constrained by distance or location to being guided by convenience, connectivity, and seamless integration with the digital world.
- Non driving, everything autonomous.
- Hopefully if this were to happen I wouldn't need a vehicle anymore. There would be some mode of transportation that would move me around easily, or I would live in a compact city where I could walk to a grocery store or any other store I need. I don't think we are headed in this direction, but I suppose it doesn't hurt to hope.
- If I lived in the NE part of the state and could be in Medora in just a few minutes, I don't think I'd ever own a vehicle again.
- Not much.
- if you can work from home, less time on the road with personal vehicle. Better travel opportunities with smart transportation, safer, not sure about cheaper.
- I would rely less on personal vehicles and more on active transportation and public transit. Fewer personal vehicles on the road would lead to narrower roads and intersections, which would make them safer for pedestrians crossing the street.

In this future, how should the NDDOT support the traveling public? What kind of changes to the transportation system would help people, businesses, and communities?

Comments

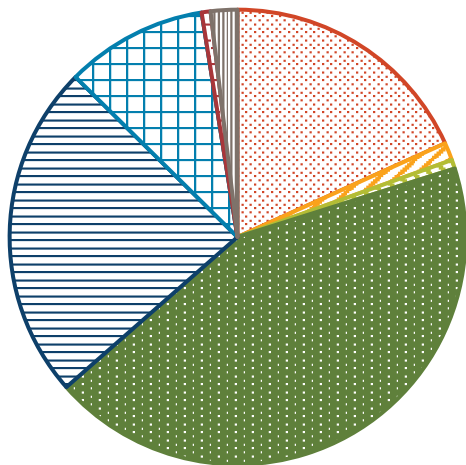
- No idea.
- senior travel help
- I will be dead!

- The personal vehicles will still be in demand until ND becomes more densely populated to the point the state (and local governments) support public transit and implement an infrastructure that makes personal vehicles unnecessary for a larger portion of the population. The portion of the population not utilizing personal vehicles now are those who do not have the privilege or age or funds to have a personal vehicle. Safe options are very, very limited in less populated areas of ND for those people to travel. A regular, public transit system is the best option.
- don't listen to the bean counters, use some common sense
- You shouldn't. But if you did, focus on cybersecurity and physical security of data centers, including from natural disasters. Support community mental and physical health initiatives. Focus on gleaming positive benefits as best as possible while minimizing the avalanche of negatives.
- Heavy reliance on drones for delivery and autonomous vehicles for transit would likely put a heavier burden on data infrastructure.
- My biggest concern here would be privacy and safety. This scenario sounds like it would be ripe for privacy invasion as having everything based on tech means you open everything up to be hacked. People could be tracked everywhere (more than we already are). If we had self-driving and autonomous drones and cars, our road safety laws and regulations would have to be completely overhauled to incorporate that, as well as laws regarding motor vehicle accidents and deaths because if its a robot car that crashes into you, whose fault is it? The company that made it? the passenger who put in a route? This scenario scares me the most because the amount of federal and state changes we'd need to make are just not possible within the next 25 years. Also, this implies the proliferation of AI and data centers which are already not worth the environmental damage they are causing our communities and environments. they take up too much water and energy for what they give back to us, and even if they improve, with our capitalistic society, it wouldn't get better for everyone, only those in control of the AI companies, and life would likely get way more expensive to pay for all these amazing streamed products. More people would be needing public transit because they wouldn't be able to afford personal transportation, but that would just clog up the public transit and cause the same issues we have now just on a larger scale.
- Fund it! Maintain it! Increase public transportation!
- Earlier train departures from Rugby, ND. Earlier in the day than 11:00 PM in evening!
- I think roadways will still need maintenance due to local travel. Highways will still need maintenance but not need as much upkeep due to less traffic.
- wider shoulders and/or more bike lanes; education campaign about bike safety so people feel they can actually bike safely.
- In this future, NDDOT should focus on creating a highly connected and adaptive transportation system that supports autonomous vehicles, drones, and other emerging mobility technologies. This could include smart roadways with embedded sensors, real-time traffic and hazard monitoring, and infrastructure that communicates seamlessly with vehicles to optimize travel efficiency and safety. Flexible multimodal hubs that integrate autonomous transit, personal mobility devices, and delivery drones would help people, businesses, and communities move quickly and reliably. Additionally, maintaining cybersecurity and data infrastructure alongside physical roadways will be critical to ensure the system functions safely and equitably. By investing in smart, resilient, and technology-enabled infrastructure, NDDOT can enhance connectivity, support economic activity, and make travel in North Dakota faster, safer, and more efficient in a fully tech-driven world.
- SMART Infrastructure investments.

- I would think a lot of this would be spearheaded by the Government if we were to move more towards automatic, public transportation.
- Staying on top of technology would be a must! Perhaps, there wouldn't be a need for snowplow drivers because all the plow trucks would be automated, GPS linked and programmed.
- Don't know
- new opportunity for different types of services, transportation and otherwise with increased technology. better faster safer modes of transportation. Hopefully traffic isn't affected too much, hopefully the planners would be ahead of the game in the traffic flow issues that come from growth of cities.
- Let the cities plan the way roads operate in city limits. Focus roadway design on a place for people not cars by including trees, benches, bicycle facilities, and wide sidewalks.

Transportation Connection 2050: Young Driver & Student Survey

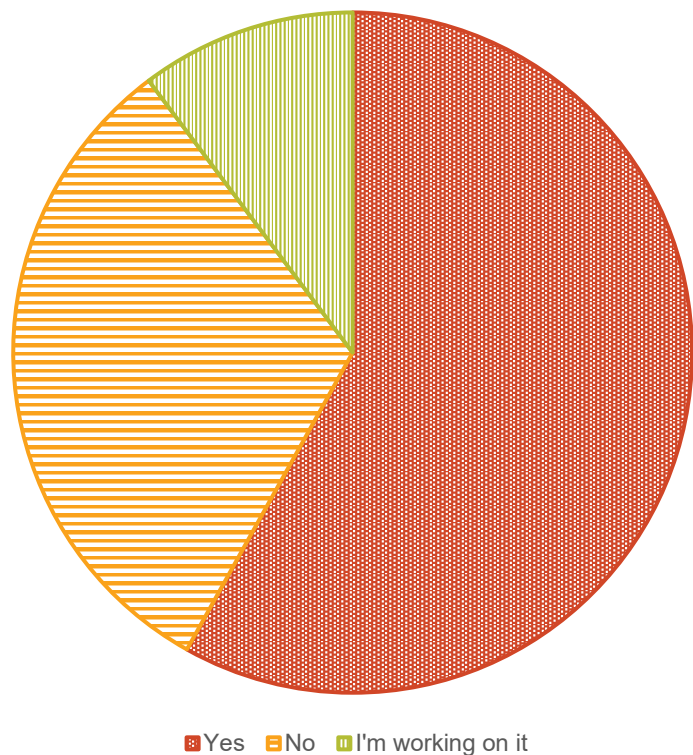
What type of transportation do you use most often for your daily activities? (Select all that apply)



- Walk
- Drive alone
- Carpool with others
- Public bus
- Other
- Bicycle
- Electric Scooter
- Campus shuttle
- Rideshare (Uber, Lyft, etc.)

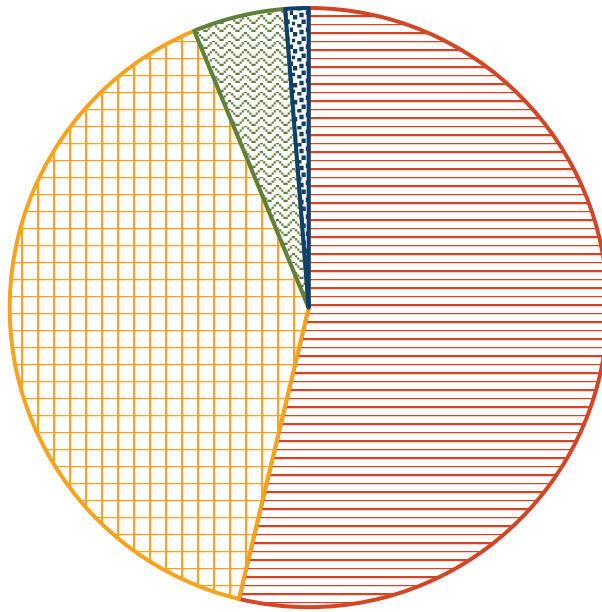
Options	Number of Responses	Percent of Responses
Walk	29	25%
Bicycle	2	2%
Electric Scooter	1	1%
Drive alone	69	59%
Carpool with others	38	32%
Public bus	16	14%
Campus shuttle	None	0%
Rideshare (Uber, Lyft, etc.)	1	1%
Other	3	3%

Do you have your driver license?



Options	Number of Responses	Percent of Responses
Yes	68	58%
No	37	32%
I'm working on it	12	10%

How did you learn to drive?



- Through a driver's ed Program ■ A parent or family member
- A friend or non-family member ■ I am still learning
- Other

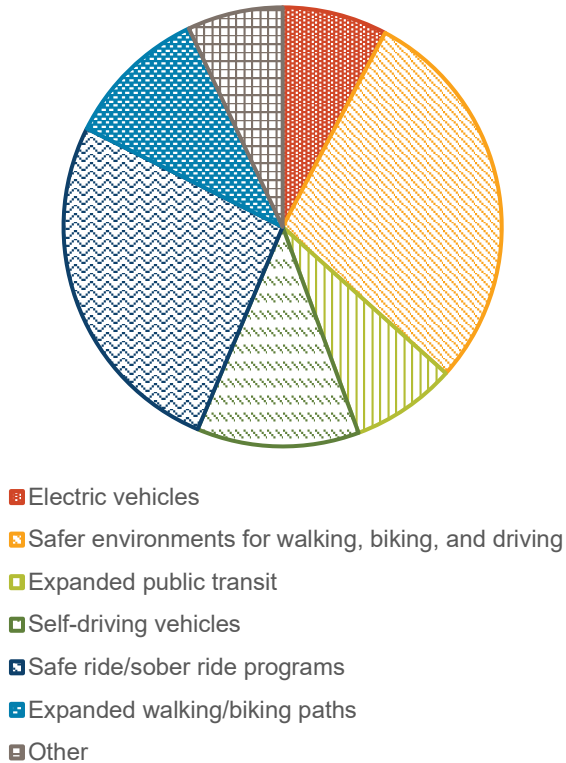
Options	Number of Responses	Percent of Responses
Through a driver's ed Program	43	54%
A parent or family member	32	40%
A friend or non-family member	None	0%
I am still learning	4	5%
Other	1	1%

What issues did you face getting or renewing your license in North Dakota?

Comments

- None so far
- The permit test is only offered 2x a month in my hometown.
- No driver's Ed courses offered at my school
- N/A
- None
- Not having enough paperwork
- None
- Not accepting forms from my school
- None
- None
- Getting a appointment
- Trying to stay calm
- nun
- no issues
- None.
- none
- Nothing
- None
- to many steps of identification
- nothing
- none
- its hard and you need a lot of proof of identity
- none
- none
- the amount of personal verification needed to obtain the license
- I don't know
- I had no complications
- none
- none
- None
- none
- getting all the paperwork to them
- None
- None
- yes
- none
- none
- Other people
- failed my permit test the first time
- Nothing
- it takes a bit to get an appointment to the DMV
- nothing
- none.
- None
- none
- the snow
- Nothing
- non
- I didn't have any issues
- nothing
- none
- Finding a car that had no problems
- Haven't renewed my license yet, don't need to.
- I did not pass the permit test the first two times due to wording of questions
- I did not face any issues
- I haven't needed to do that yet.
- None. DMV is awesome here.
- None

Which future improvements or opportunities in transportation excite you the most? (Select all that apply)



Options	Number of Responses	Percent of Responses
Electric vehicles	11	9%
Safer environments for walking, biking, and driving	41	35%
Expanded public transit	11	9%
Self-driving vehicles	17	15%
Safe ride/sober ride programs	37	32%
Expanded walking/biking paths	15	13%
Other	10	9%

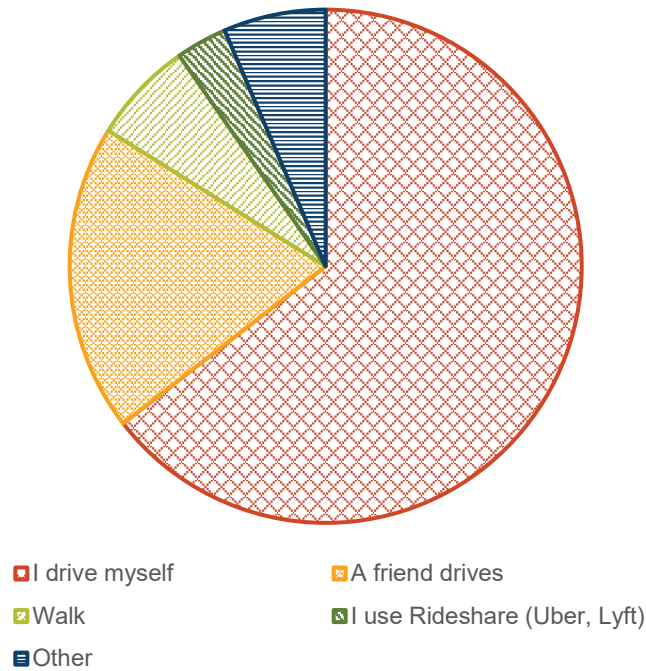
What challenges do you experience getting around in North Dakota?

Comments

- Snow
- Snow
- Weather conditions
- little Public Transportation
- Aggressive drivers
- Ice mostly
- Lack of walkability
- None
- It's not built for any transport other than individual cars. The sidewalks most places are unsafe to walk on or not continuous from point A to point B so you are forced to walk in the street or on grass. It's not accessible for people without mobility issues much less for people WITH them. There are too few public transit options and those there are, are not robust or reliable
- Road construction or rough roads
- unsafe drivers around me when I am in town
- roads closing
- Construction and weather
- My directions.
- none
- construction
- none
- extremely hard unless someone has a car
- icy roads
- idk
- the roads
- none
- The weather
- how bad some of the roads in Morton county are gravel or highway
- I don't know
- none
- none
- bad drivers
- Nothing
- none
- none
- Bad drivers
- slick roads sometimes
- idk
- none
- none
- Reckless drivers
- none
- Not being able to see some lines that need to be repainted.
- the time it takes
- snow
- animals, fault blinkers and lights
- Open roads
- bad roads
- weather, bad drivers
- Bad drivers
- weather
- Other drivers
- roads
- Driving
- Road conditions, bad drivers, and weather
- None.
- Lack of public transportation makes it difficult for those without a license or vehicle
- Weather
- I found it difficult to walk many places because there is no sidewalk, and if it is it's usually quite cracked and an unstable surface.
- Road construction projects that occur too closely to one another
- Traffic

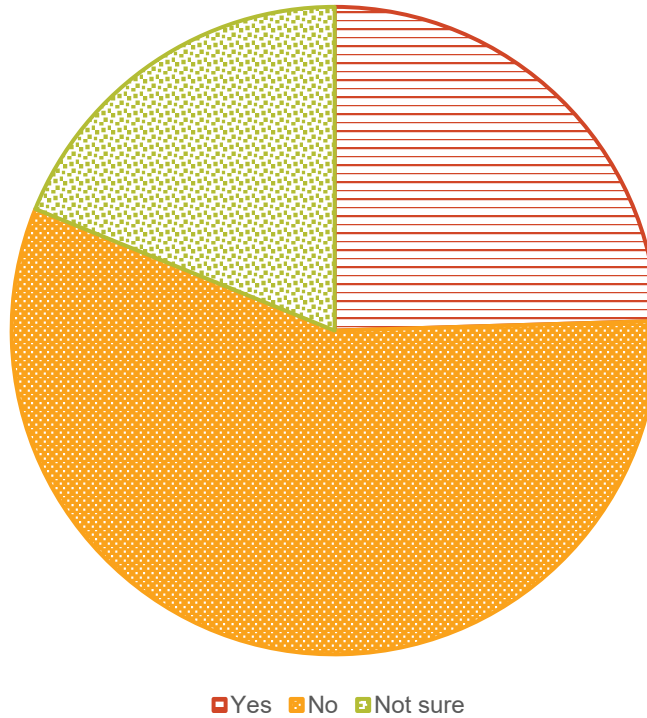
College Student Add-On

After events like football games, hockey games, or nights out, how do you typically get home?



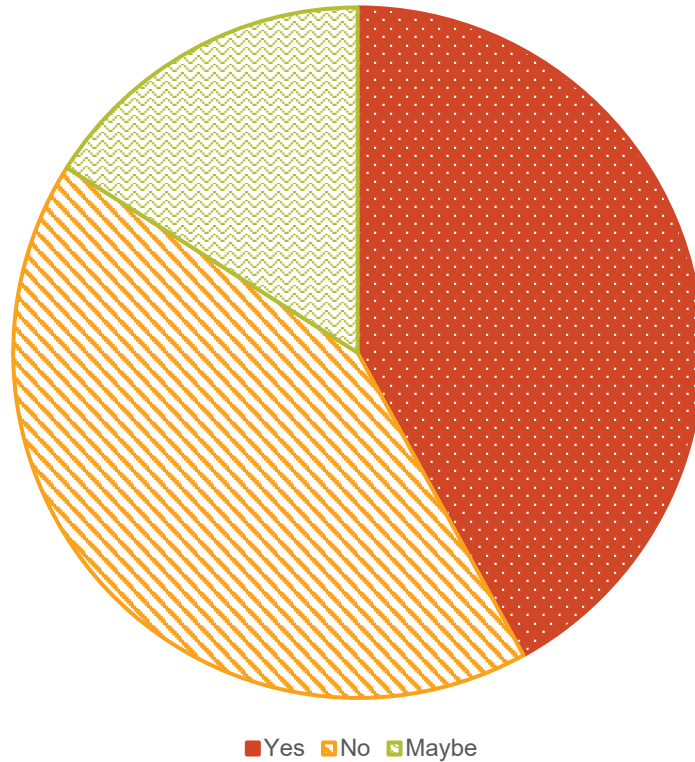
Options	Number of Responses	Percent of Responses
I drive myself	20	65%
A friend drives	6	19%
Walk	2	6%
I use Rideshare (Uber, Lyft)	1	3%
Other	2	6%

Are you aware of any "safe ride" or "sober ride" programs (e.g., free or discounted transportation from venues to residences) offered on or near your campus?



Options	Number of Responses	Percent of Responses
Yes	13	25%
No	30	57%
Not sure	10	19%

Would you take advantage of this program if it were offered year-round, including times like holidays or after sporting events?



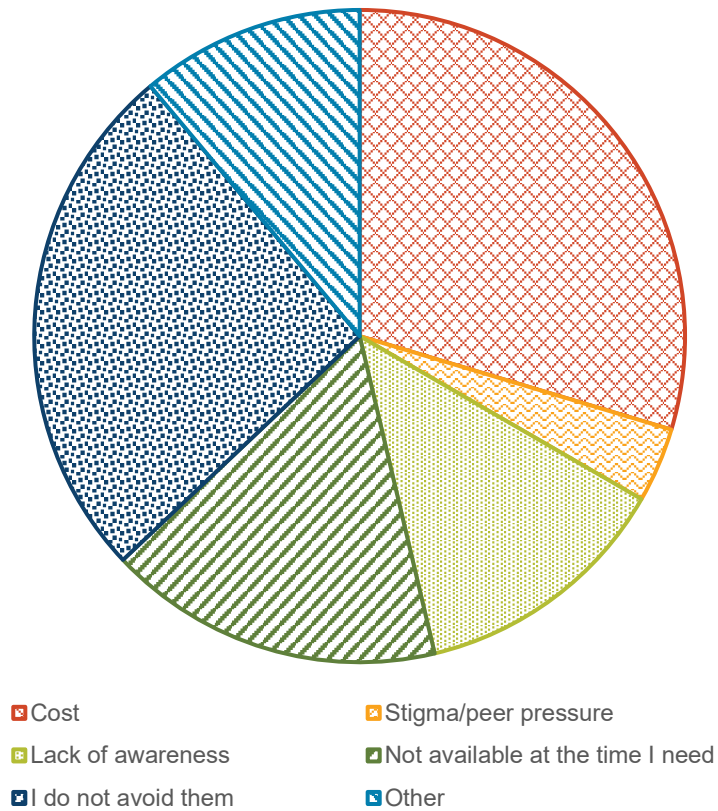
Options	Number of Responses	Percent of Responses
Yes	21	42%
No	21	42%
Maybe	8	16%

Please explain.

Comments

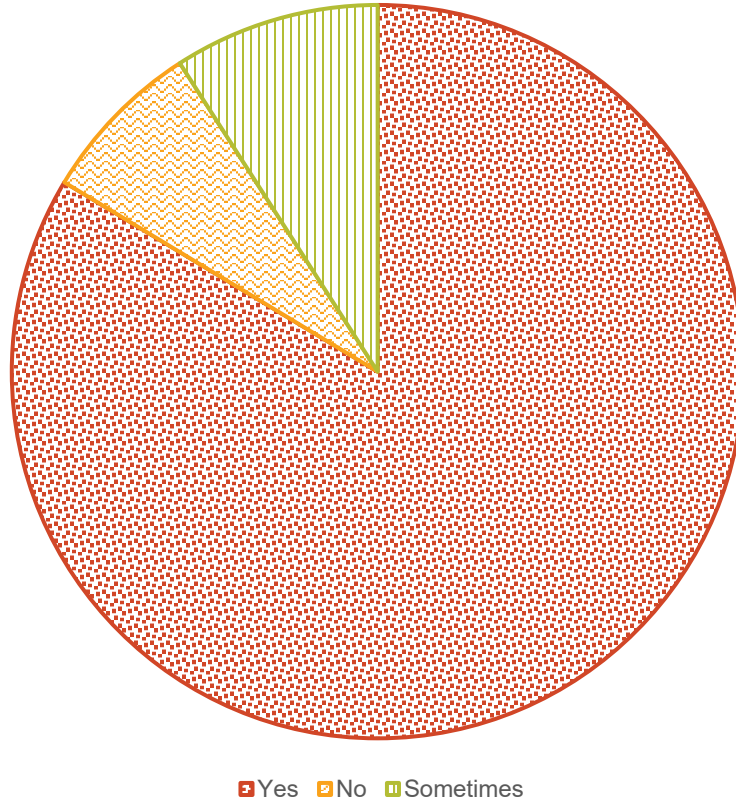
- I don't live on campus so it would depend on if it's free or how much it costs to take me to my home off campus
- I'm not big on drinking, and I also live on a farm
- It depends on the situation
- idk
- would be helpful at times

Do you ever avoid using rideshare or safe ride programs due to any of the following?



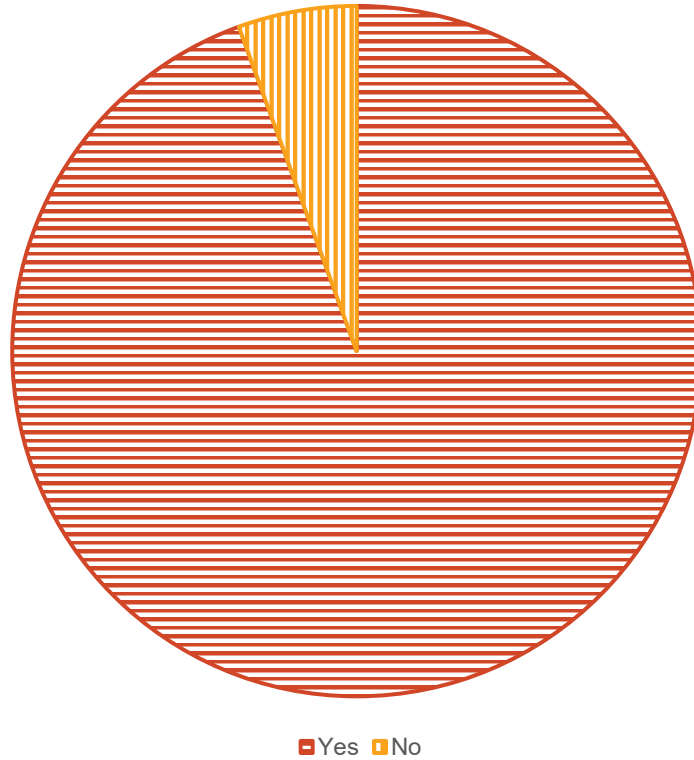
Options	Number of Responses	Percent of Responses
Cost	16	30%
Stigma/peer pressure	2	4%
Lack of awareness	7	13%
Not available at the time I need	9	17%
I do not avoid them	14	26%
Other	6	11%

Do you always wear a seat belt when driving
or riding in a vehicle?



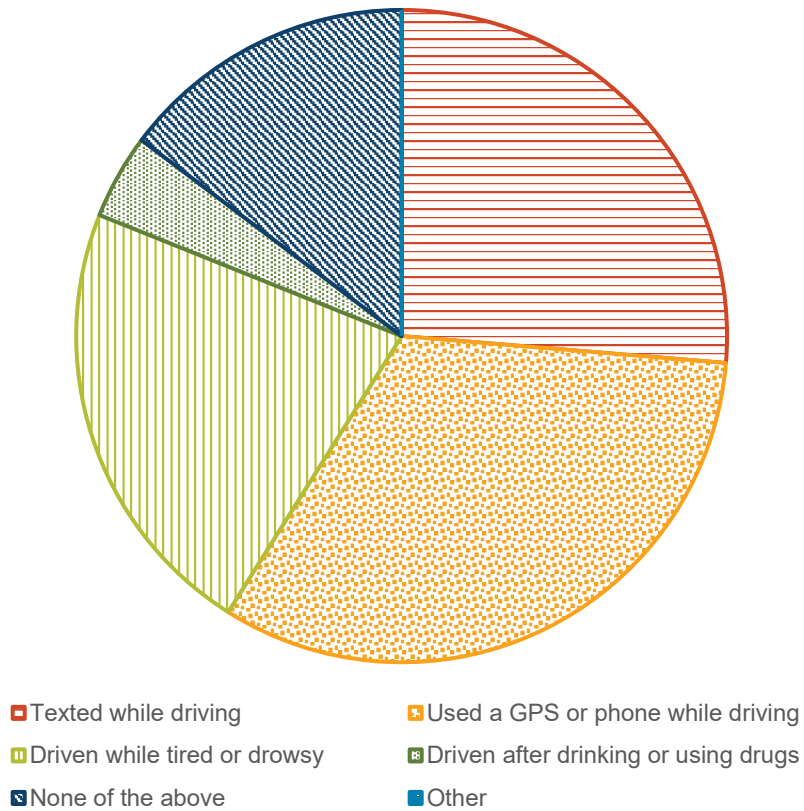
Options	Number of Responses	Percent of Responses
Yes	46	84%
No	4	7%
Sometimes	5	9%

Are you aware of North Dakota's primary seat belt law, meaning law enforcement can pull you over for not wearing a seat belt?



Options	Number of Responses	Percent of Responses
Yes	51	94%
No	3	6%

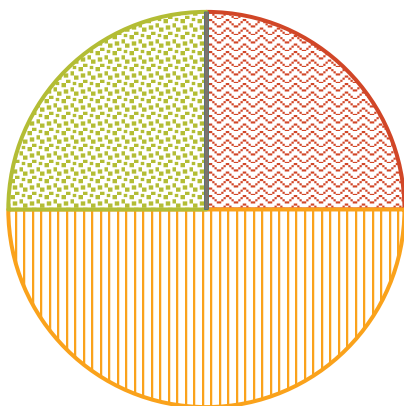
Have you ever: (Select all that apply -- all responses are anonymous)



Options	Number of Responses	Percent of Responses
Texted while driving	25	51%
Used a GPS or phone while driving	31	63%
Driven while tired or drowsy	21	43%
Driven after drinking or using drugs	4	8%
None of the above	14	29%
Other	None	0%

NDDOT LRTP Tribal Priorities Survey

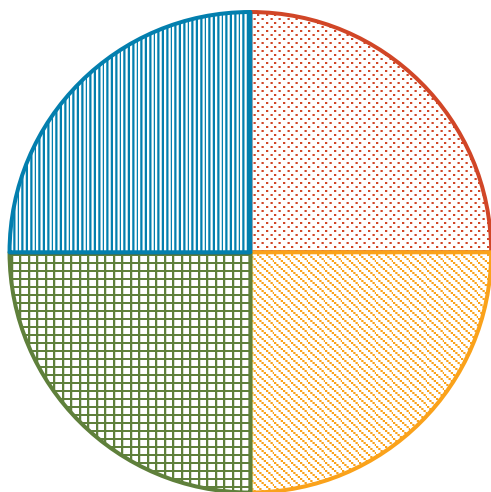
What are the most significant transportation issues facing Indian Country in North Dakota today? (Choose your top 3)



- ☒ Being safe
- ☒ Ride options for people who cannot drive
- ☒ Maintenance of roads and bridges
- ☐ Transit connections to places we need to go
- ☐ Paying for transportation
- ☐ Building tribal communities
- ☐ Getting around

Options	Number of Responses	Percent of Responses
Being safe	1	25%
Ride options for people who cannot drive	2	50%
Maintenance of roads and bridges	1	25%
Transit connections to places we need to go	None	0%
Paying for transportation	None	0%
Building tribal communities	None	0%
Getting around	None	0%

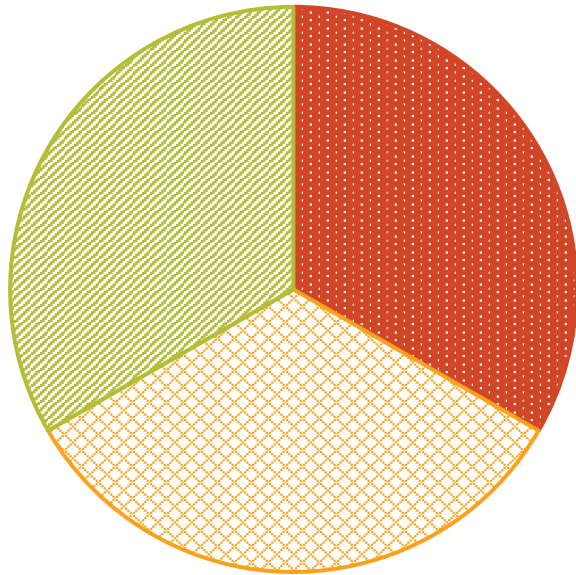
You selected "Being safe." Please check the issues that matter most to you.
(Select all that apply.)



- ☒ Improving traffic safety and driver education
- ☒ Preparing for and recovering from severe weather events
- ☒ Improving safety for biking and walking
- ☒ Reducing emergency response time
- ☒ Keep livestock and wildlife off the road
- ☒ Better crash reporting on tribal lands

Options	Number of Responses	Percent of Responses
Improving traffic safety and driver education	1	25%
Preparing for and recovering from severe weather events	1	25%
Improving safety for biking and walking	None	0%
Reducing emergency response time	1	25%
Keep livestock and wildlife off the road	None	0%
Better crash reporting on tribal lands	1	25%

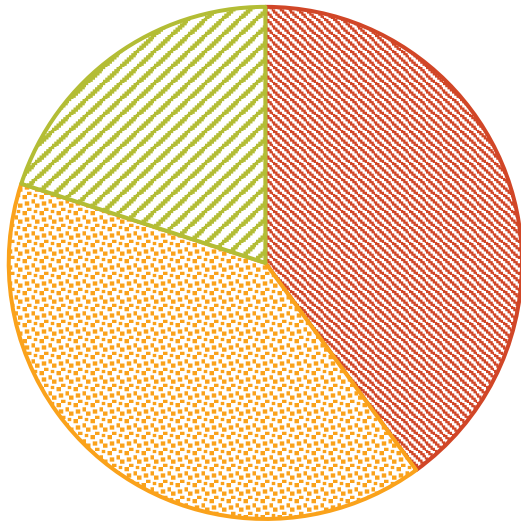
You selected "Maintenance of roads and bridges." Please check the issues that matter most to you. (Select all that apply.)



- ☒ Improving the conditions of roads and infrastructure
- ☒ Maintaining infrastructure in its current condition
- ☒ Improving lighting, guardrails, striping, and other roadway components

Options	Number of Responses	Percent of Responses
Improving the conditions of roads and infrastructure	3	33%
Maintaining infrastructure in its current condition	3	33%
Improving lighting, guardrails, striping, and other roadway components	3	33%

You selected "Transit connections to places we need to go" please check the issues that matter most to you. (Select all that apply)



☒ Encouraging new transportation technologies

☒ Connecting local communities and businesses to state highways, interstates, and other parts of the freight network

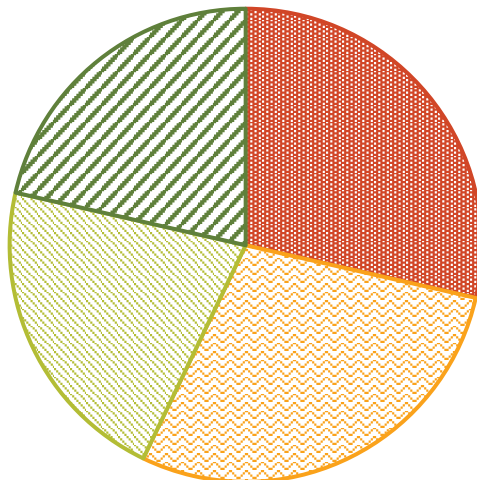
☒ Ensuring local roadways can handle truck traffic

Options	Number of Responses	Percent of Responses
Encouraging new transportation technologies	2	40%
Connecting local communities and businesses to state highways, interstates, and other parts of the freight network	2	40%
Ensuring local roadways can handle truck traffic	1	20%

You selected "Paying for transportation." Please check the issues that matter most to you.
(Select all that apply.)

No responses received.

You selected "Building tribal communities."
Please check the issues that matter most to
you. (Select all that apply.)



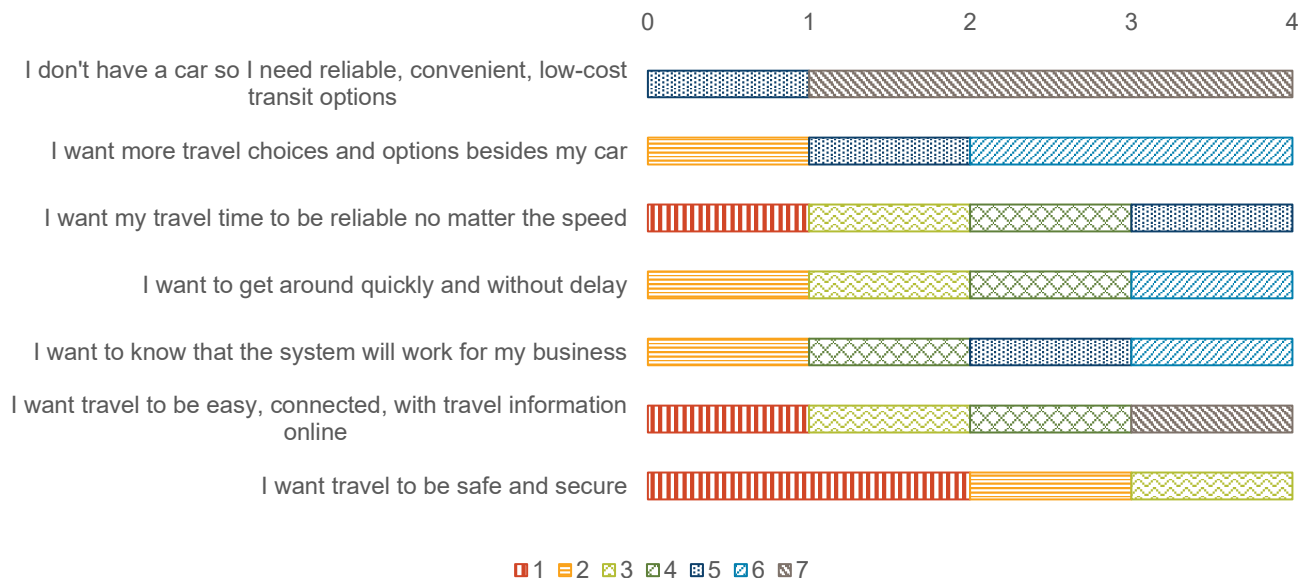
- ☒ Improving local transportation options for low-income or older residents and those without access to cars
- ☒ Providing more or safer biking and walking options
- ☒ Addressing access to employment, public health facilities, and training/education services
- ☒ Providing more options to travel to other towns and cities for work, school, shopping, etc.

Options	Number of Responses	Percent of Responses
Improving local transportation options for low-income or older residents and those without access to cars	4	29%
Providing more or safer biking and walking options	4	29%
Addressing access to employment, public health facilities, and training/education services	3	21%
Providing more options to travel to other towns and cities for work, school, shopping, etc.	3	21%

You selected "Getting around." Please check the issues that matter most to you. (Select all that apply.)

No responses received.

When you step out of your front door to go somewhere, what do you expect from the transportation system? (Please drag to rank from most to least important)



When you step out of your front door to go somewhere, what do you expect from the

transportation system? (Please drag to rank from most to least important)

I don't have a car so I need reliable, convenient, low-cost transit options

Options	Number of Responses	Percent of Responses
1	None	0%
2	None	0%
3	None	0%
4	None	0%
5	1	25%
6	None	0%
7	3	75%

I want more travel choices and options besides my car

Options	Number of Responses	Percent of Responses
1	None	0%
2	1	25%
3	None	0%
4	None	0%
5	1	25%
6	2	50%
7	None	0%

I want my travel time to be reliable no matter the speed

Options	Number of Responses	Percent of Responses
1	1	25%
2	None	0%
3	1	25%
4	1	25%
5	1	25%
6	None	0%
7	None	0%

I want to get around quickly and without delay

Options	Number of Responses	Percent of Responses
1	None	0%
2	1	25%
3	1	25%
4	1	25%
5	None	0%
6	1	25%
7	None	0%

I want to know that the system will work for my business

Options	Number of Responses	Percent of Responses
1	None	0%
2	1	25%
3	None	0%
4	1	25%
5	1	25%
6	1	25%
7	None	0%

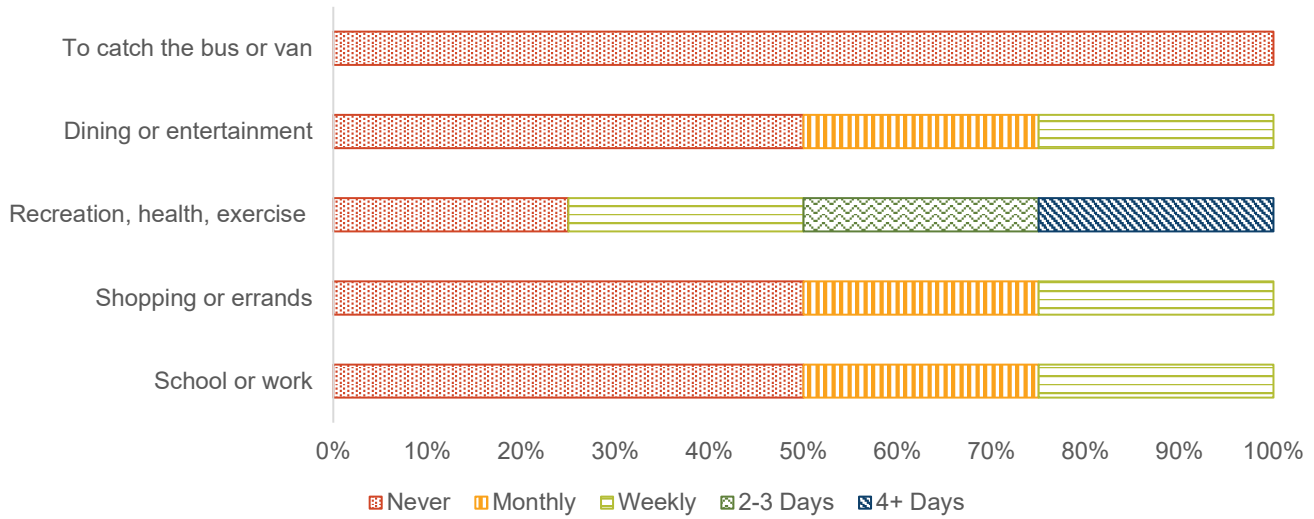
I want travel to be easy, connected, with travel information online

Options	Number of Responses	Percent of Responses
1	1	25%
2	None	0%
3	1	25%
4	1	25%
5	None	0%
6	None	0%
7	1	25%

I want travel to be safe and secure

Options	Number of Responses	Percent of Responses
1	2	50%
2	1	25%
3	1	25%
4	None	0%
5	None	0%
6	None	0%
7	None	0%

From May to October, how often do you walk to the following destinations?



School or work

Options	Number of Responses	Percent of Responses
Never	2	50%
Monthly	1	25%
Weekly	1	25%
2-3 Days	None	0%
4+ Days	None	0%

Shopping or errands

Options	Number of Responses	Percent of Responses
Never	2	50%
Monthly	1	25%
Weekly	1	25%
2-3 Days	None	0%
4+ Days	None	0%

Recreation, health, exercise

Options	Number of Responses	Percent of Responses
Never	1	25%
Monthly	None	0%
Weekly	1	25%
2-3 Days	1	25%
4+ Days	1	25%

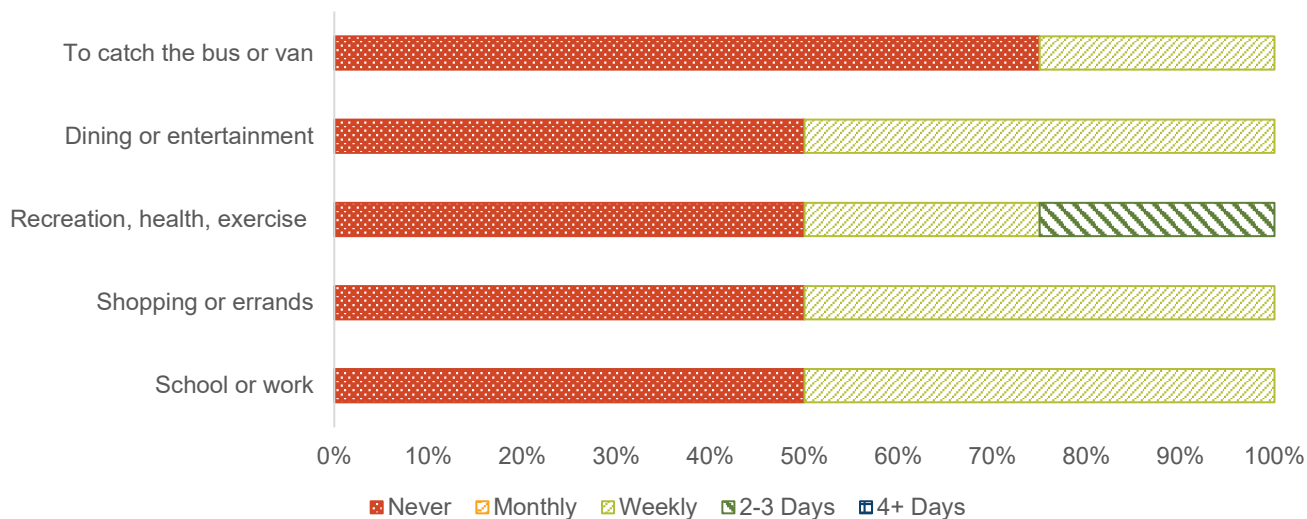
Dining or entertainment

Options	Number of Responses	Percent of Responses
Never	2	50%
Monthly	1	25%
Weekly	1	25%
2-3 Days	None	0%
4+ Days	None	0%

To catch the bus or van

Options	Number of Responses	Percent of Responses
Never	4	100%
Monthly	None	0%
Weekly	None	0%
2-3 Days	None	0%
4+ Days	None	0%

From May to October, how often do you bike to the following destinations?



School or work

Options	Number of Responses	Percent of Responses
Never	2	50%
Monthly	None	0%
Weekly	2	50%
2-3 Days	None	0%
4+ Days	None	0%

Shopping or errands

Options	Number of Responses	Percent of Responses
Never	2	50%
Monthly	None	0%
Weekly	2	50%
2-3 Days	None	0%
4+ Days	None	0%

Recreation, health, exercise

Options	Number of Responses	Percent of Responses
Never	2	50%
Monthly	None	0%
Weekly	1	25%
2-3 Days	1	25%
4+ Days	None	0%

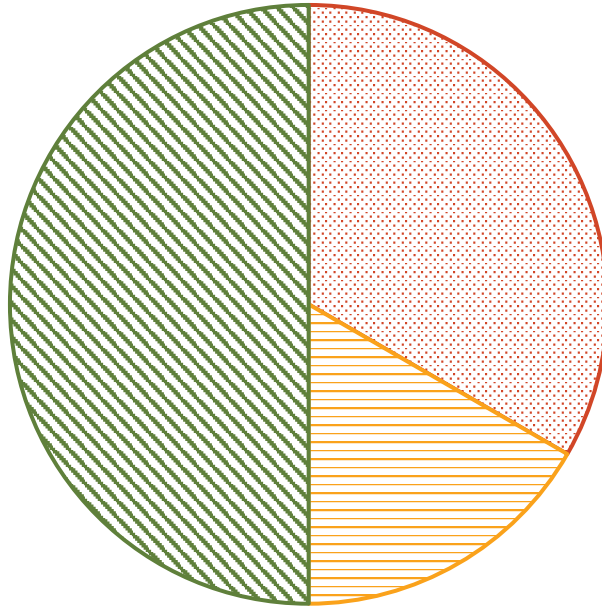
Dining or entertainment

Options	Number of Responses	Percent of Responses
Never	2	50%
Monthly	None	0%
Weekly	2	50%
2-3 Days	None	0%
4+ Days	None	0%

To catch the bus or van

Options	Number of Responses	Percent of Responses
Never	3	75%
Monthly	None	0%
Weekly	1	25%
2-3 Days	None	0%
4+ Days	None	0%

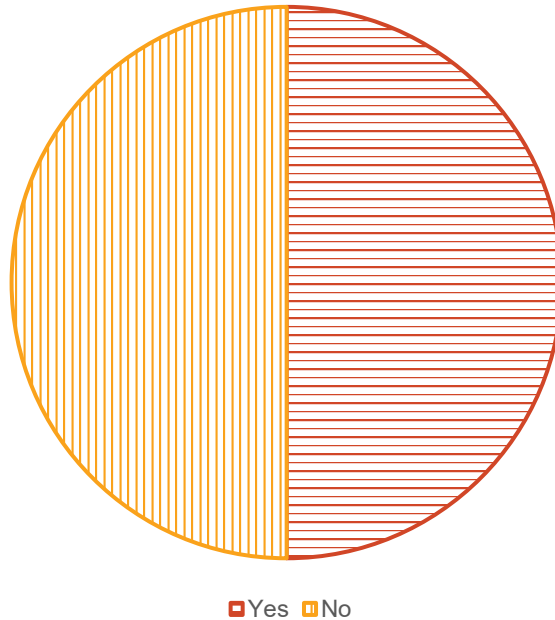
How does winter affect your walking or biking trips? (Select all that apply.)



☒ I walk less in winter ☐ I don't walk at all in winter
☐ I bike less in winter ☒ I don't bike at all in winter

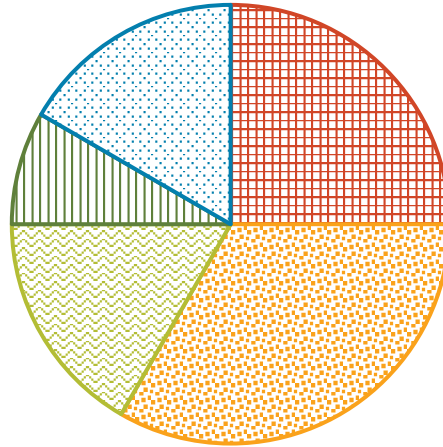
Options	Number of Responses	Percent of Responses
I walk less in winter	2	33%
I don't walk at all in winter	1	17%
I bike less in winter	None	0%
I don't bike at all in winter	3	50%

Have you missed a medical appointment, missed a class, or lost a job opportunity because you couldn't get a ride?



Options	Number of Responses	Percent of Responses
Yes	2	50%
No	2	50%

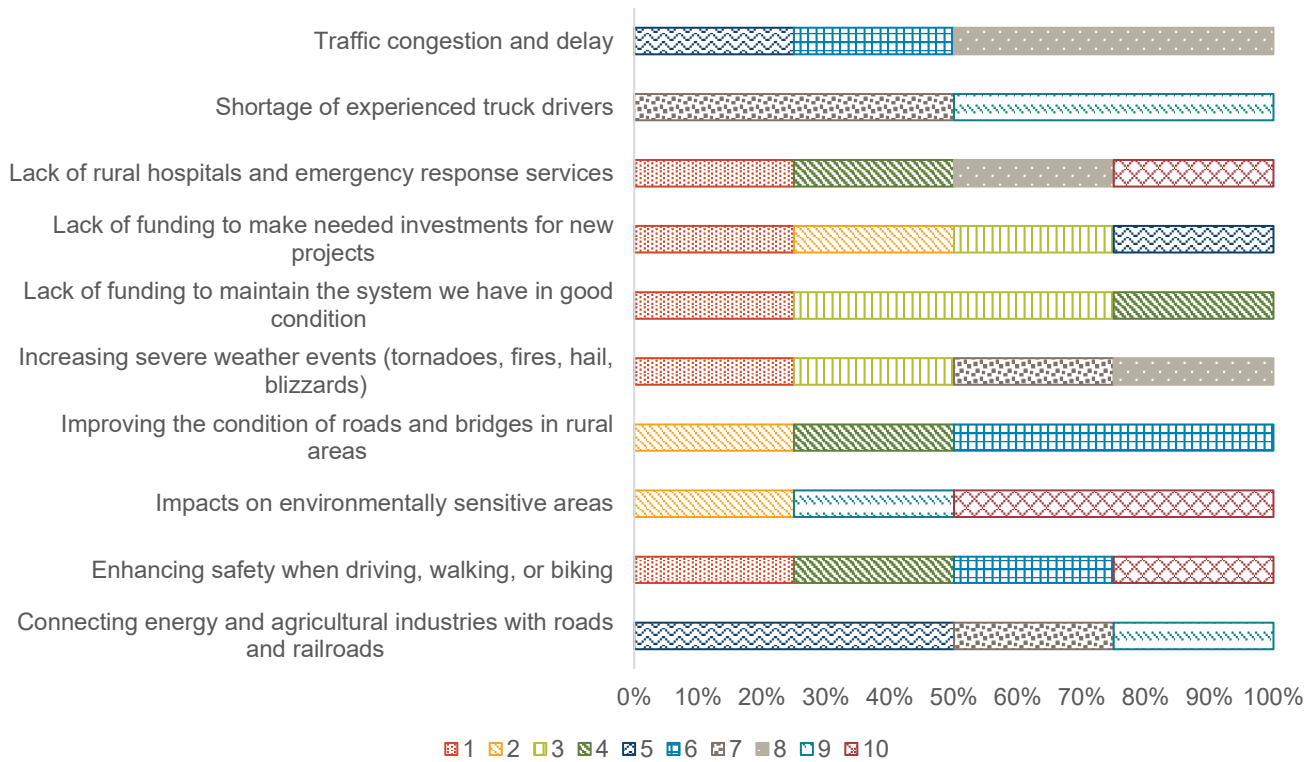
When prioritizing improvements to walking conditions or adding new sidewalks, which destinations should come first? (Select up to 3)



- Community centers
- Schools
- Parks and trails
- Residential neighborhoods
- Shopping, dining, and entertainment areas
- Clinic/pharmacy/medical care

Options	Number of Responses	Percent of Responses
Community centers	3	25%
Schools	4	33%
Parks and trails	2	17%
Residential neighborhoods	1	8%
Shopping, dining, and entertainment areas	None	0%
Clinic/pharmacy/medical care	2	17%

What future transportation challenges in North Dakota concern you the most? (Please drag to rank from most to least concerned)



Connecting energy and agricultural industries with roads and railroads

Options	Number of Responses	Percent of Responses
1	None	0%
2	None	0%
3	None	0%
4	None	0%
5	2	50%
6	None	0%
7	1	25%
8	None	0%
9	1	25%
10	None	0%

Enhancing safety when driving, walking, or biking

Options	Number of Responses	Percent of Responses
1	1	25%
2	None	0%
3	None	0%
4	1	25%
5	None	0%
6	1	25%
7	None	0%
8	None	0%
9	None	0%
10	1	25%

Impacts on environmentally sensitive areas

Options	Number of Responses	Percent of Responses
1	None	0%
2	1	25%
3	None	0%
4	None	0%
5	None	0%
6	None	0%
7	None	0%
8	None	0%
9	1	25%
10	2	50%

Improving the condition of roads and bridges in rural areas

Options	Number of Responses	Percent of Responses
1	None	0%
2	1	25%
3	None	0%
4	1	25%
5	None	0%
6	2	50%
7	None	0%
8	None	0%
9	None	0%
10	None	0%

Increasing severe weather events (tornadoes, fires, hail, blizzards)

Options	Number of Responses	Percent of Responses
1	1	25%
2	None	0%
3	1	25%
4	None	0%
5	None	0%
6	None	0%
7	1	25%
8	1	25%
9	None	0%
10	None	0%

Lack of funding to maintain the system we have in good condition

Options	Number of Responses	Percent of Responses
1	1	25%
2	None	0%
3	2	50%
4	1	25%
5	None	0%
6	None	0%
7	None	0%
8	None	0%
9	None	0%
10	None	0%

Lack of funding to make needed investments for new projects

Options	Number of Responses	Percent of Responses
1	1	25%
2	1	25%
3	1	25%
4	None	0%
5	1	25%
6	None	0%
7	None	0%
8	None	0%
9	None	0%
10	None	0%

Lack of rural hospitals and emergency response services

Options	Number of Responses	Percent of Responses
1	1	25%
2	None	0%
3	None	0%
4	1	25%
5	None	0%
6	None	0%
7	None	0%
8	1	25%
9	None	0%
10	1	25%

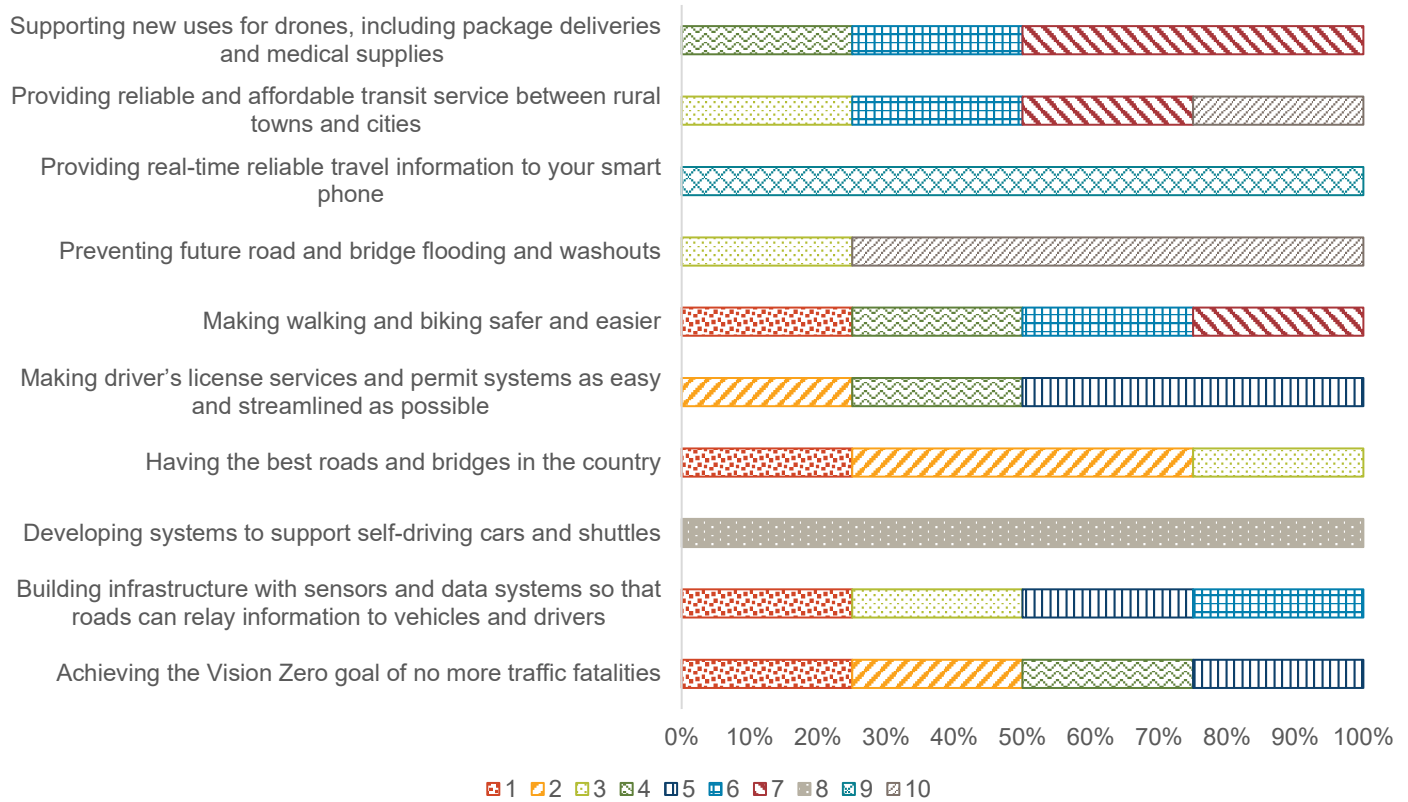
Shortage of experienced truck drivers

Options	Number of Responses	Percent of Responses
1	None	0%
2	None	0%
3	None	0%
4	None	0%
5	None	0%
6	None	0%
7	2	50%
8	None	0%
9	2	50%
10	None	0%

Traffic congestion and delay

Options	Number of Responses	Percent of Responses
1	None	0%
2	None	0%
3	None	0%
4	None	0%
5	1	25%
6	1	25%
7	None	0%
8	2	50%
9	None	0%
10	None	0%

What future opportunities for transportation in North Dakota excite you the most? (Please drag to rank from most to least excited)



Achieving the Vision Zero goal of no more traffic fatalities

Options	Number of Responses	Percent of Responses
1	1	25%
2	1	25%
3	None	0%
4	1	25%
5	1	25%
6	None	0%
7	None	0%
8	None	0%
9	None	0%
10	None	0%

Building infrastructure with sensors and data systems so that roads can relay information to vehicles and drivers

Options	Number of Responses	Percent of Responses
1	1	25%
2	None	0%
3	1	25%
4	None	0%
5	1	25%
6	1	25%
7	None	0%
8	None	0%
9	None	0%
10	None	0%

Developing systems to support self-driving cars and shuttles

Options	Number of Responses	Percent of Responses
1	None	0%
2	None	0%
3	None	0%
4	None	0%
5	None	0%
6	None	0%
7	None	0%
8	4	100%
9	None	0%
10	None	0%

Having the best roads and bridges in the country

Options	Number of Responses	Percent of Responses
1	1	25%
2	2	50%
3	1	25%
4	None	0%
5	None	0%
6	None	0%
7	None	0%
8	None	0%
9	None	0%
10	None	0%

Making driver's license services and permit systems as easy and streamlined as possible

Options	Number of Responses	Percent of Responses
1	1	25%
2	2	50%
3	1	25%
4	None	0%
5	None	0%
6	None	0%
7	None	0%
8	None	0%
9	None	0%
10	None	0%

Making walking and biking safer and easier

Options	Number of Responses	Percent of Responses
1	None	0%
2	1	25%
3	None	0%
4	1	25%
5	2	50%
6	None	0%
7	None	0%
8	None	0%
9	None	0%
10	None	0%

Preventing future road and bridge flooding and washouts

Options	Number of Responses	Percent of Responses
1	None	0%
2	None	0%
3	1	25%
4	None	0%
5	None	0%
6	None	0%
7	None	0%
8	None	0%
9	None	0%
10	3	75%

Providing real-time reliable travel information to your smart phone

Options	Number of Responses	Percent of Responses
1	None	0%
2	None	0%
3	None	0%
4	None	0%
5	None	0%
6	None	0%
7	None	0%
8	None	0%
9	4	100%
10	None	0%

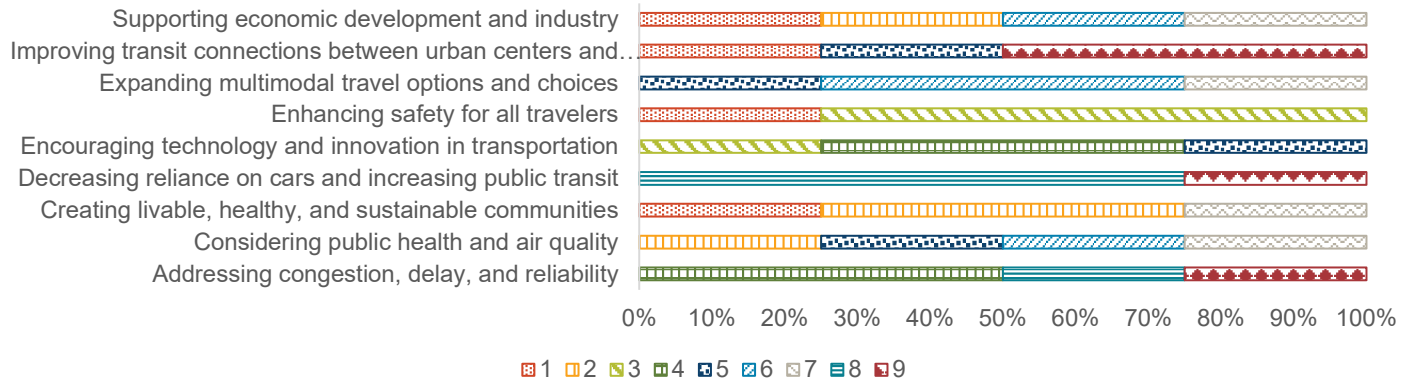
Providing reliable and affordable transit service between rural towns and cities

Options	Number of Responses	Percent of Responses
1	None	0%
2	None	0%
3	1	25%
4	None	0%
5	None	0%
6	1	25%
7	1	25%
8	None	0%
9	None	0%
10	1	25%

Supporting new uses for drones, including package deliveries and medical supplies

Options	Number of Responses	Percent of Responses
1	None	0%
2	None	0%
3	None	0%
4	1	25%
5	None	0%
6	1	25%
7	2	50%
8	None	0%
9	None	0%
10	None	0%

Looking ahead over the next 25 years, how important do you believe each of the following focus areas should be for North Dakota?
(Please drag to rank from most to least important)



Addressing congestion, delay, and reliability

Options	Number of Responses	Percent of Responses
1	None	0%
2	None	100%
3	None	0%
4	2	50%
5	None	0%
6	None	0%
7	None	0%
8	1	25%
9	1	25%

Considering public health and air quality

Options	Number of Responses	Percent of Responses
1	None	0%
2	1	
3	None	0%
4	None	0%
5	1	
6	1	
7	1	
8	None	0%
9	None	0%

Creating livable, healthy, and sustainable communities

Options	Number of Responses	Percent of Responses
1	1	25%
2	2	50%
3	None	0%
4	None	0%
5	None	0%
6	None	0%
7	1	25%
8	None	0%
9	None	0%

Decreasing reliance on cars and increasing public transit

Options	Number of Responses	Percent of Responses
1	None	0%
2	None	0%
3	None	0%
4	None	0%
5	None	0%
6	None	0%
7	None	0%
8	3	75%
9	1	25%

Encouraging technology and innovation in transportation

Options	Number of Responses	Percent of Responses
1	None	0%
2	None	0%
3	1	25%
4	2	50%
5	1	25%
6	None	0%
7	None	0%
8	None	0%
9	None	0%

Enhancing safety for all travelers

Options	Number of Responses	Percent of Responses
1	1	25%
2	None	0%
3	3	75%
4	None	0%
5	None	0%
6	None	0%
7	None	0%
8	None	0%
9	None	0%

Expanding multimodal travel options and choices

Options	Number of Responses	Percent of Responses
1	None	0%
2	None	0%
3	None	0%
4	None	0%
5	1	25%
6	2	50%
7	1	25%
8	None	0%
9	None	0%

Improving transit connections between urban centers and rural communities

Options	Number of Responses	Percent of Responses
1	1	25%
2	None	0%
3	None	0%
4	None	0%
5	1	25%
6	None	0%
7	None	0%
8	None	0%
9	2	50%

Supporting economic development and industry

Options	Number of Responses	Percent of Responses
1	1	25%
2	1	25%
3	None	0%
4	None	0%
5	None	0%
6	1	25%
7	1	25%
8	None	0%
9	None	0%

If you were the Director of the North Dakota Department of Transportation for a day, what are three things you would do to improve transportation across the state?

Comments

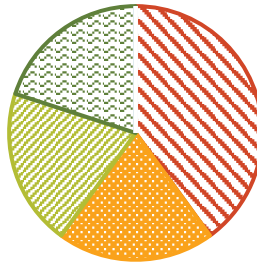
- TOWN HALL MEETINGS MONTHLY, CONSISTENT CONSULTATIONS WITH ALL THE TRIBAL NATIONS, INVOLVEMENT WITH THE YOUNGER GENERATION IN THE COMMUNITIES.
- Roads, Traffic fatality's and more public transit
- Outreach to rural and Tribal communities for shared interest in infrastructure projects.
- Trains! Walking and biking awareness and penalties for drivers that do not abide by the rules

NDDOT LRTP Freight Survey

Q1. Contact Information (Optional)

Name and Organization - Responses redacted due to the nature of the information provided.

Q2. Select what type of freight operations you represent:
(Select all that apply)



☒ Government (Federal Highway Administration, Federal Railroad Administration, Air Force, counties, townships, cities)

☒ Rail

☒ Air

☒ Drone

☐ Truck

☐ Pipeline

☐ Labor

Options	Number of Responses	Percent of Responses
Truck	None	0%
Rail	1	20%
Pipeline	None	0%
Air	1	20%
Drone	1	20%
Labor	None	0%
Producers (agriculture, manufacturers, energy)	None	0%
Shippers and Third-Party Logistics Providers	None	0%
Government (Federal Highway Administration, Federal Railroad Administration, Air Force, counties, townships, cities)	2	40%
Trade/Economic Development	None	0%

Q3. What are the top three corridors or routes in North Dakota that are critical to your operations?

Comments

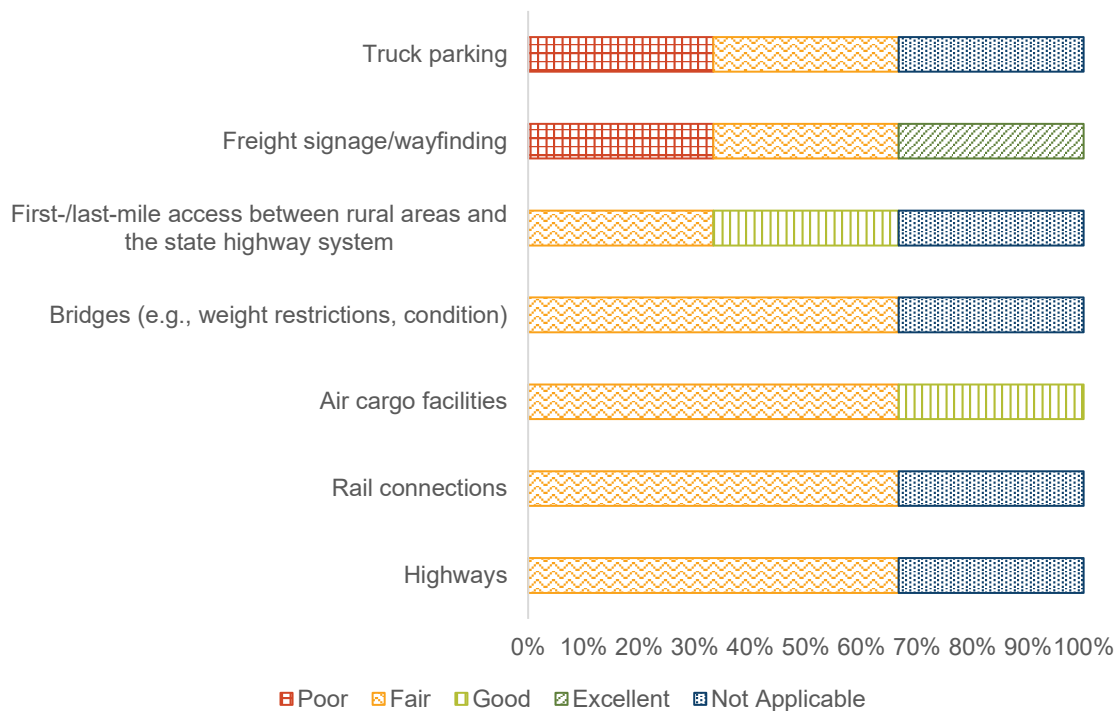
- I-29, US Highway 2, US Highway 81
- Fargo, ND; Bismarck, ND; Grand Forks, ND

Q4. Are there any bottlenecks or key problem areas affecting your freight operations?

Comments

- Freight intermingling with pedestrian oriented retail in downtown Grand Forks/East Grand Forks, various at grade rail crossings, key bridge crossings projected to be structurally deficient, operational issues with I-29/32nd Ave interchange
- Only one main cargo route into ND; Fargo, ND.

Q5. How would you rate the condition of North Dakota's freight infrastructure for each mode you use?



Highways

Options	Number of Responses	Percent of Responses
Poor	None	0%
Fair	2	67%
Good	None	0%
Excellent	None	0%
Not Applicable	1	33%

Rail connections

Options	Number of Responses	Percent of Responses
Poor	None	0%
Fair	2	67%
Good	None	0%
Excellent	None	0%
Not Applicable	1	33%

Air cargo facilities

Options	Number of Responses	Percent of Responses
Poor	None	0%
Fair	2	67%
Good	1	33%
Excellent	None	0%
Not Applicable	None	0%

Bridges (e.g., weight restrictions, condition)

Options	Number of Responses	Percent of Responses
Poor	None	0%
Fair	2	67%
Good	None	0%
Excellent	None	0%
Not Applicable	1	33%

First-/last-mile access between rural areas and the state highway system

Options	Number of Responses	Percent of Responses
Poor	None	0%
Fair	1	33%
Good	1	33%
Excellent	None	0%
Not Applicable	1	33%

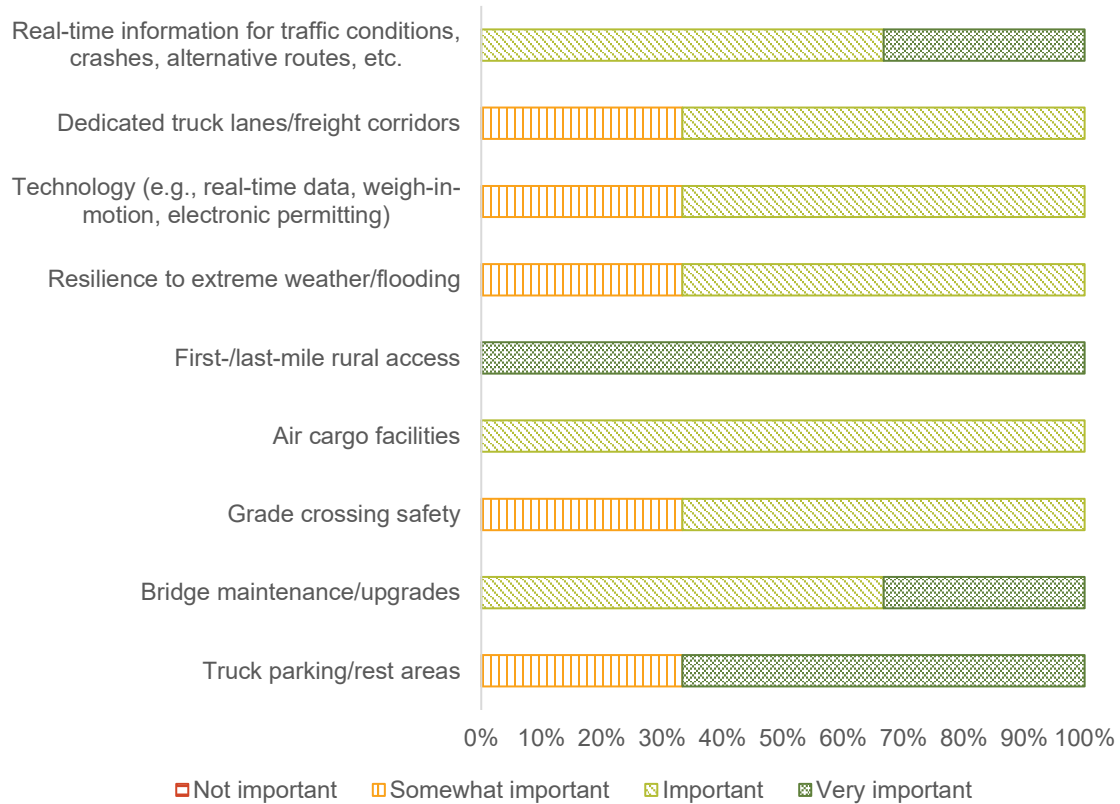
Freight signage/wayfinding

Options	Number of Responses	Percent of Responses
Poor	1	33%
Fair	1	33%
Good	None	0%
Excellent	1	33%
Not Applicable	None	0%

Truck parking

Options	Number of Responses	Percent of Responses
Poor	1	33%
Fair	1	33%
Good	None	0%
Excellent	None	0%
Not Applicable	1	33%

Q6. How important are the following investment areas for freight in North Dakota?



Truck parking/rest areas

Options	Number of Responses	Percent of Responses
Not important	None	0%
Somewhat important	1	33%
Important	None	0%
Very important	2	67%

Bridge maintenance/upgrades

Options	Number of Responses	Percent of Responses
Not important	None	0%
Somewhat important	None	0%
Important	2	67%
Very important	1	33%

Grade crossing safety

Options	Number of Responses	Percent of Responses
Not important	None	0%
Somewhat important	1	33%
Important	2	67%
Very important	None	0%

Air cargo facilities

Options	Number of Responses	Percent of Responses
Not important	None	0%
Somewhat important	None	0%
Important	3	100%
Very important	None	0%

First-/last-mile rural access

Options	Number of Responses	Percent of Responses
Not important	None	0%
Somewhat important	None	0%
Important	None	0%
Very important	3	100%

Resilience to extreme weather/flooding

Options	Number of Responses	Percent of Responses
Not important	None	0%
Somewhat important	1	33%
Important	2	67%
Very important	None	0%

Technology (e.g., real-time data, weigh-in-motion, electronic permitting)

Options	Number of Responses	Percent of Responses
Not important	None	0%
Somewhat important	1	33%
Important	2	67%
Very important	None	0%

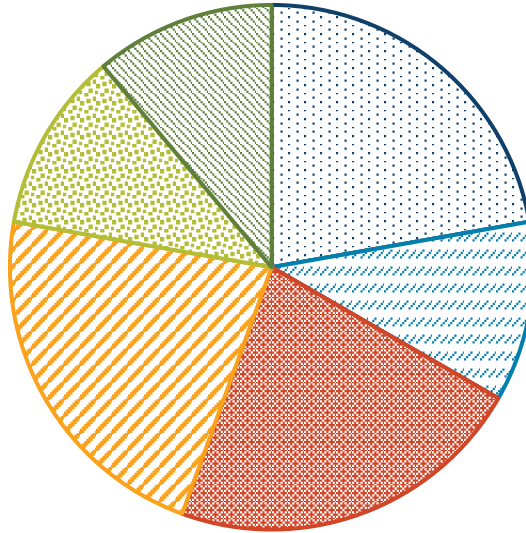
Dedicated truck lanes/freight corridors

Options	Number of Responses	Percent of Responses
Not important	None	0%
Somewhat important	1	33%
Important	2	67%
Very important	None	0%

Real-time information for traffic conditions, crashes, alternative routes, etc.

Options	Number of Responses	Percent of Responses
Not important	None	0%
Somewhat important	None	0%
Important	2	67%
Very important	1	33%

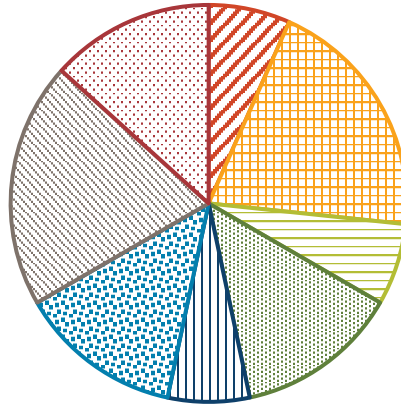
Q7. What are the top freight-related challenges North Dakota should address in the next 25 years? (Select up to three)



- Roadway capacity/congestion
- Bridge and pavement conditions
- Truck parking shortages
- Rail capacity/service reliability
- Air cargo facilities
- Lack of multimodal connections
- Permitting/oversize-overweight issues
- Safety (e.g., crashes, at-grade crossings)
- Extreme weather events (e.g. flooding, winter storms)
- Workforce (e.g., drivers, labor shortages)
- Regulatory/policy inconsistencies

Options	Number of Responses	Percent of Responses
Roadway capacity/congestion	None	0%
Bridge and pavement conditions	2	33%
Truck parking shortages	None	0%
Rail capacity/service reliability	None	0%
Air cargo facilities	1	17%
Lack of multimodal connections	None	0%
Permitting/oversize-overweight issues	None	0%
Safety (e.g., crashes, at-grade crossings)	2	33%
Extreme weather events (e.g. flooding, winter storms)	2	33%
Workforce (e.g., drivers, labor shortages)	1	17%
Regulatory/policy inconsistencies	1	17%

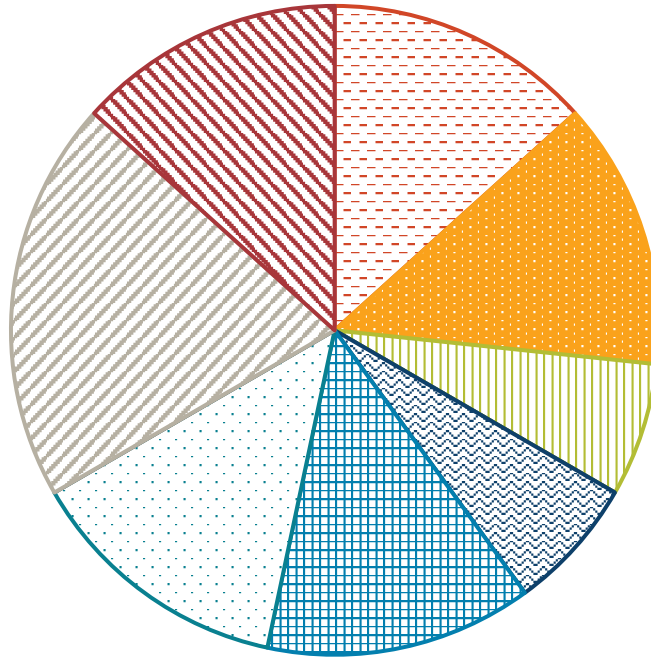
Q8. Which emerging trends will most impact freight movement in North Dakota? (Select all that apply)



- ☒ Electrification of trucks
- ☒ Automation/connected freight vehicles
- ☒ Drone/aerial cargo delivery
- ☒ E-commerce logistics
- ☒ Rail technology changes
- ☒ Shifts in agriculture/energy production
- ☒ Global supply chain shifts/trade patterns
- ☐ Environmental regulations
- ☒ Workforce shortages in the transportation and logistics sectors

Options	Number of Responses	Percent of Responses
Electrification of trucks	1	7%
Automation/connected freight vehicles	3	20%
Drone/aerial cargo delivery	1	7%
E-commerce logistics	2	13%
Rail technology changes	1	7%
Shifts in agriculture/energy production	2	13%
Global supply chain shifts/trade patterns	3	20%
Environmental regulations	None	0%
Workforce shortages in the transportation and logistics sectors	2	13%

Q9. What are the freight-related investments that you believe would have the biggest positive impact in North Dakota? (Select all that apply)



- ☒ Improving highway infrastructure for heavy truck traffic (e.g., stronger pavements, wider shoulders, higher truck weight limits)
- ☒ Enhancing last-mile connections between highways, rail, and industrial agricultural sites
- ☒ Expanding rail freight capacity and access
- ☒ Improving truck parking and rest facilities
- ☒ Investing in rural freight corridors to support the agriculture and energy sectors
- ☒ Reducing congestion and bottlenecks on major freight routes (height, width, year-round load restrictions)
- ☒ Upgrading freight-related bridges and interchanges
- ☒ Enhancing coordination and data-sharing between freight operators and agencies
- ☒ Supporting multimodal freight options (e.g., rail, air, pipelines, etc.)
- ☒ Planning for improved and strengthened freight routes in extreme weather and flood-prone areas

Options	Number of Responses	Percent of Responses
Improving highway infrastructure for heavy truck traffic (e.g., stronger pavements, wider shoulders, higher truck weight limits)	2	13%
Enhancing last-mile connections between highways, rail, and industrial agricultural sites	2	13%
Expanding rail freight capacity and access	1	7%
Improving truck parking and rest facilities	None	0%
Investing in rural freight corridors to support the agriculture and energy sectors	1	7%
Reducing congestion and bottlenecks on major freight routes (height, width, year-round load restrictions)	2	13%
Upgrading freight-related bridges and interchanges	2	13%
Enhancing coordination and data-sharing between freight operators and agencies	None	0%
Supporting multimodal freight options (e.g., rail, air, pipelines, etc.)	3	20%
Planning for improved and strengthened freight routes in extreme weather and flood-prone areas	2	13%

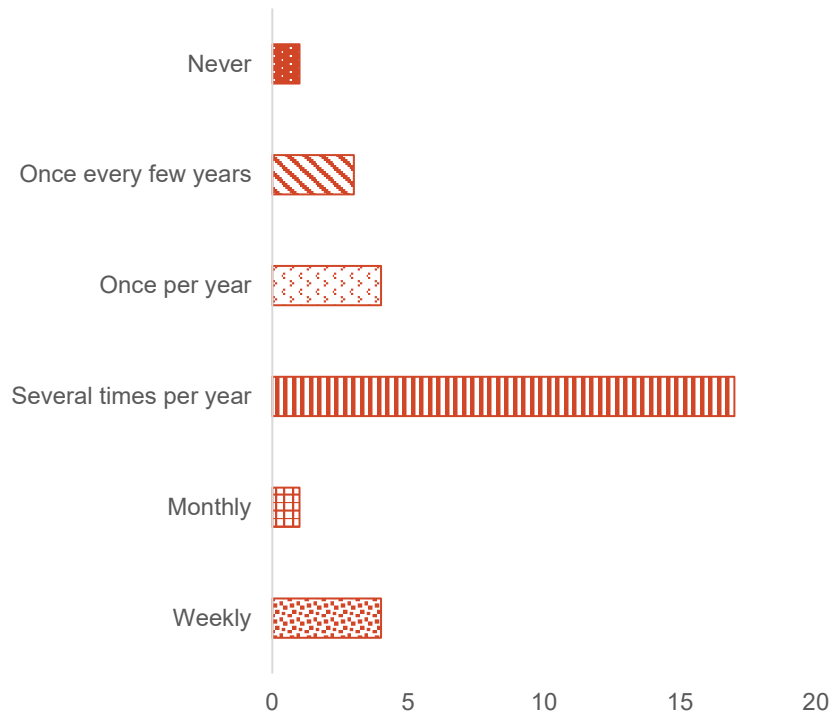
Q10. How can NDDOT better support freight stakeholders in statewide planning?

Comments

- Perhaps moving to project specific identification and prioritization of freight related infrastructure needs.
- Communication! Good surveys (like this!), and being as open as possible to opinions and suggestions from a variety of entities, businesses, and the public as well.
- Future-facing rail plan with definitive list of projects to be implemented in the near, mid, and long-term; commitment to at-grade crossing consolidation (example, IL is committed to 5 a year)(both public and private crossing focused, reevaluating section line statute); identification and mitigation of low-clearance bridges over rail and roadways under rail bridges (improve freight clearances / prevent bridge strikes); vertical profile crossing challenge mitigation; trespass countermeasures in urban areas; plans to meet new MUTCD requirements around interconnected crossing reviews; blocked crossing concern mitigation allowing RRs to fully use sidings and terminals; resiliency projects to combat flood / fire prone areas; leading new technology approaches and investments; consistent, reliable, programmatic funding sources for short lines, first/last mile connections, industrial development, and crossing safety improvements

NDDOT LRTP Aviation Survey

How often do you fly in, to, or from North Dakota?



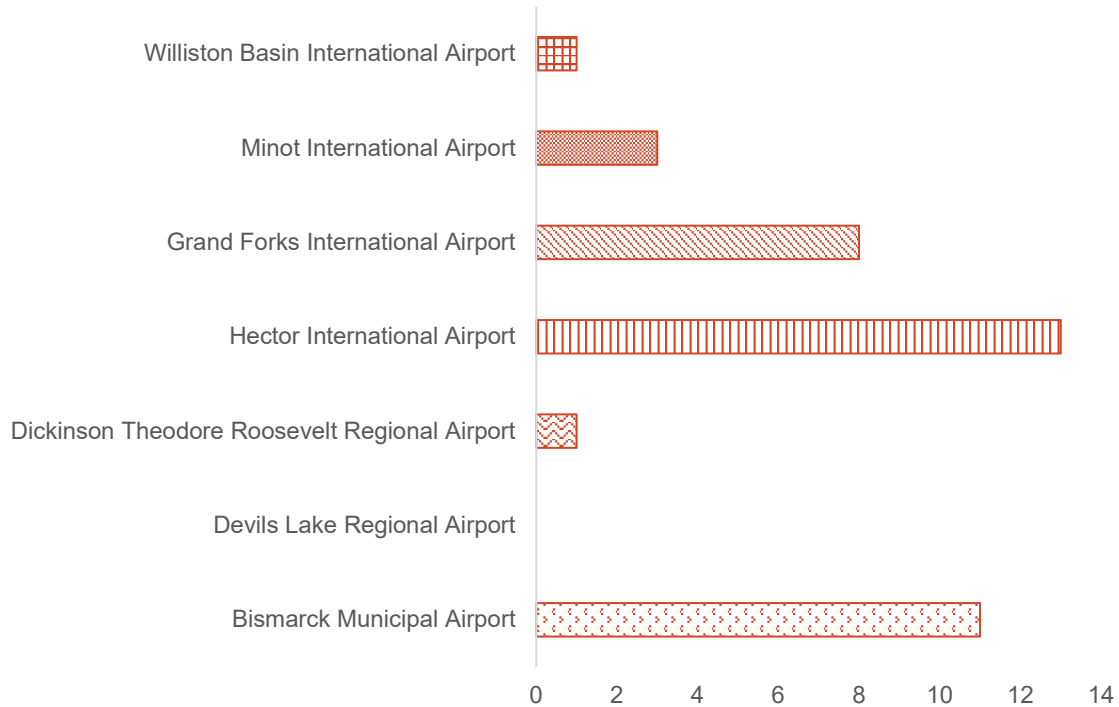
Options	Number of Responses	Percent of Responses
Weekly	4	13%
Monthly	1	3%
Several times per year	17	57%
Once per year	4	13%
Once every few years	3	10%
Never	1	3%

If you do not travel by plane, or rarely,
please indicate why: (Select all that
apply)



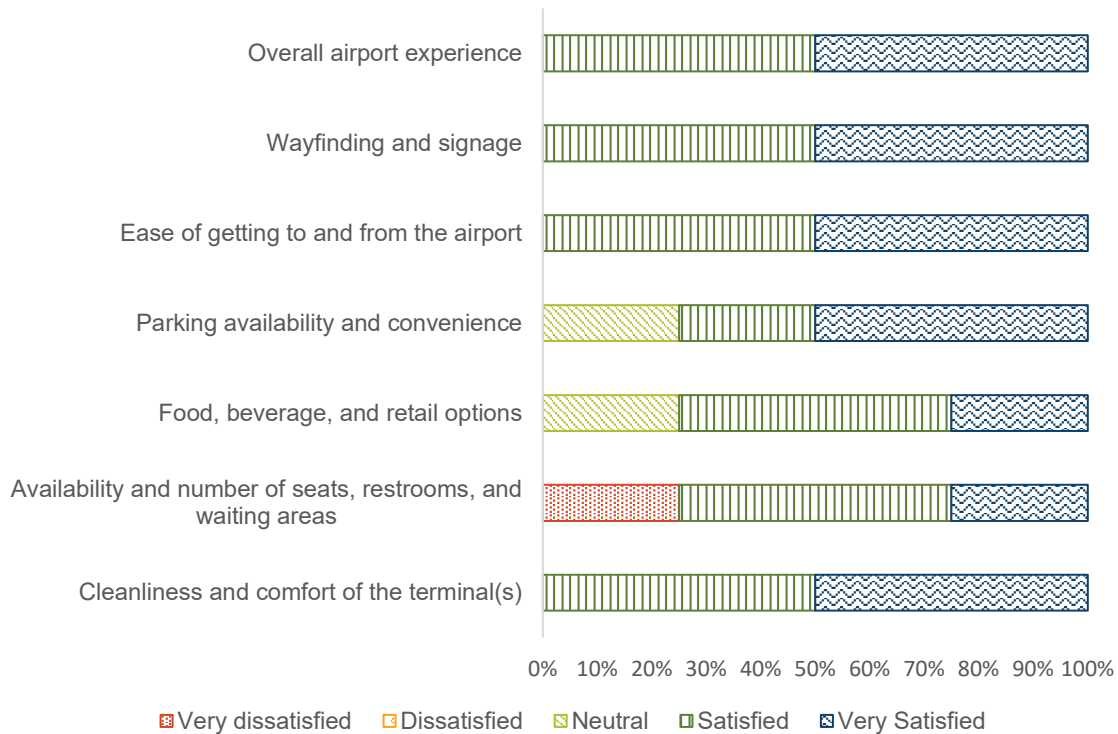
Options	Number of Responses	Percent of Responses
Airfare is too expensive	None	0%
Lack of service/flights	None	0%
Inconvenient flight schedules	None	0%
Inconvenient airport locations	None	0%
Difficulty traveling to the airport (roads, parking, transit connectivity, Uber/Lyft, taxi, etc.)	None	0%
Safety/reliability concerns	None	0%
I prefer other travel options (car, rail, etc.)	1	100%
Other	None	0%

Which airport(s) in North Dakota do you use most frequently for commercial air travel? (Select all that apply. For each airport you select, you will be asked a few follow-up questions about your experience at that airport.)



Options	Number of Responses	Percent of Responses
Bismarck Municipal Airport	11	37%
Devils Lake Regional Airport	None	0%
Dickinson Theodore Roosevelt Regional Airport	1	3%
Hector International Airport	13	43%
Grand Forks International Airport	8	27%
Minot International Airport	3	10%
Williston Basin International Airport	1	3%

How would you rate your experience at Bismarck Municipal Airport? (Please rate each item on a scale from "Very dissatisfied" to "Very satisfied")



Cleanliness and comfort of the terminal(s)

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	2	50%
Very satisfied	2	50%

Availability and number of seats, restrooms, and waiting areas

Options	Number of Responses	Percent of Responses
Very dissatisfied	1	25%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	2	50%
Very satisfied	1	25%

Food, beverage, and retail options

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	1	25%
Satisfied	2	50%
Very satisfied	1	25%

Parking availability and convenience

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	1	25%
Satisfied	1	25%
Very satisfied	2	50%

Ease of getting to and from the airport

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	2	50%
Very satisfied	2	50%

Wayfinding and signage

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	2	50%
Very satisfied	2	50%

Overall airport experience

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	2	50%
Very satisfied	2	50%

How would you rate your experience at Devils Lake Regional Airport?

No responses received.

Is there anything else you would like to share about your experience at Devils Lake Regional Airport?

No responses received.

How would you rate your experience at Theodore Roosevelt Regional Airport?

No responses received.

Is there anything else you would like to share about your experience at Theodore Roosevelt Regional Airport?

No responses received.

How would you rate your experience at Hector International Airport? (Please rate each item on a scale from "Very dissatisfied" to "Very satisfied")



Cleanliness and comfort of the terminal(s)

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	1	17%
Satisfied	2	33%
Very satisfied	3	50%

Availability and number of seats, restrooms, and waiting areas

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	1	14%
Neutral	2	29%
Satisfied	2	29%
Very satisfied	2	29%

Food, beverage, and retail options

Options	Number of Responses	Percent of Responses
Very dissatisfied	1	14%
Dissatisfied	2	29%
Neutral	2	29%
Satisfied	2	29%
Very satisfied	None	0%

Parking availability and convenience

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	2	29%
Satisfied	3	43%
Very satisfied	2	29%

Ease of getting to and from the airport

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	1	14%
Satisfied	3	43%
Very satisfied	3	43%

Wayfinding and signage

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	4	57%
Very satisfied	3	43%

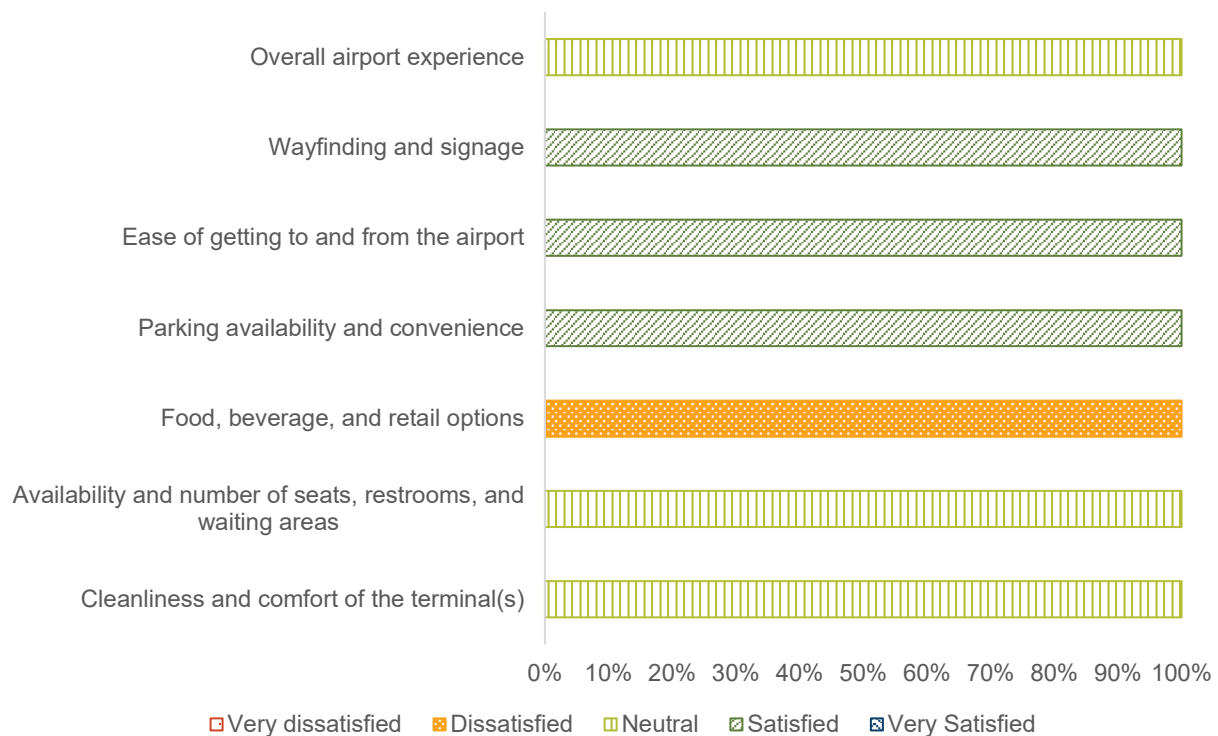
Overall airport experience

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	1	14%
Satisfied	3	43%
Very satisfied	3	43%

Is there anything else you would like to share about your experience at Hector International Airport?

No responses received.

How would you rate your experience at Grand Forks International Airport? (Please rate each item on a scale from "Very dissatisfied" to "Very satisfied")



Cleanliness and comfort of the terminal(s)

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	1	100%
Satisfied	None	0%
Very satisfied	None	0%

Availability and number of seats, restrooms, and waiting areas

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	1	100%
Satisfied	None	0%
Very satisfied	None	0%

Food, beverage, and retail options

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	1	100%
Neutral	None	0%
Satisfied	None	0%
Very satisfied	None	0%

Parking availability and convenience

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	100%
Very satisfied	None	0%

Ease of getting to and from the airport

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	100%
Very satisfied	None	0%

Wayfinding and signage

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	100%
Very satisfied	None	0%

Overall airport experience

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	1	100%
Satisfied	None	0%
Very satisfied	None	0%

Is there anything else you would like to share about your experience at Grand Forks International Airport?

No responses received.

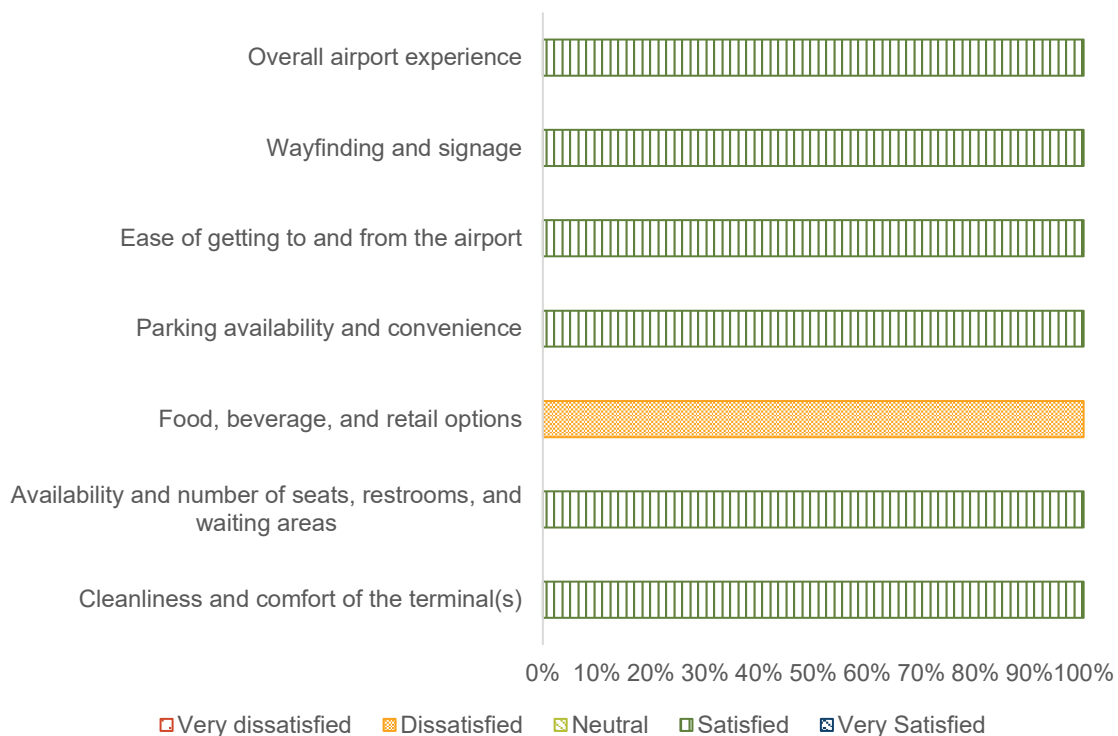
How would you rate your experience at Jamestown Regional Airport? (Please rate each item on a scale from "Very dissatisfied" to "Very satisfied")

No responses received.

Is there anything else you would like to share about your experience at Jamestown Regional Airport?

No responses received.

How would you rate your experience at Minot International Airport? (Please rate each item on a scale from "Very dissatisfied" to "Very satisfied")



Cleanliness and comfort of the terminal(s)

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	100%
Very satisfied	None	0%

Availability and number of seats, restrooms, and waiting areas

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	100%
Very satisfied	None	0%

Food, beverage, and retail options

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	1	100%
Neutral	None	0%
Satisfied	None	0%
Very satisfied	None	0%

Parking availability and convenience

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	100%
Very satisfied	None	0%

Ease of getting to and from the airport

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	100%
Very satisfied	None	0%

Wayfinding and signage

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	100%
Very satisfied	None	0%

Overall airport experience

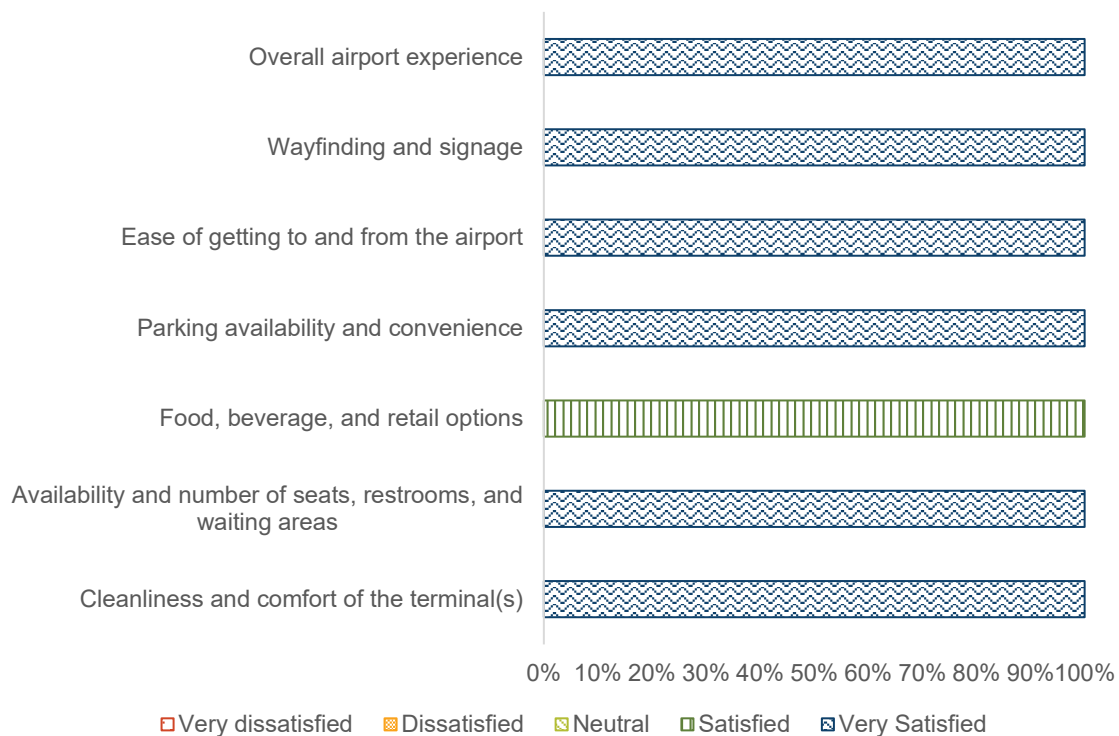
Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	100%
Very satisfied	None	0%

Is there anything else you would like to share about your experience at Minot International Airport?

Comments

- It is frequent that when you arrive in an evening flight with a green or pink tagged bag they just send them to baggage claim instead of being able to get it plane side. I stopped bringing hard sided carryons because of this because it really adds an extra delay having to wait at baggage claim than I didn't want. I would've checked it if I wanted baggage claim.

How would you rate your experience at Williston Basin International Airport?
(Please rate each item on a scale from "Very dissatisfied" to "Very satisfied")



Cleanliness and comfort of the terminal(s)

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	None	0%
Very satisfied	1	100%

Availability and number of seats, restrooms, and waiting areas

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	None	0%
Very satisfied	1	100%

Food, beverage, and retail options

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	100%
Very satisfied	None	0%

Parking availability and convenience

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	None	0%
Very satisfied	1	100%

Ease of getting to and from the airport

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	None	0%
Very satisfied	1	100%

Wayfinding and signage

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	None	0%
Very satisfied	1	100%

Overall airport experience

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	None	0%
Very satisfied	1	100%

Is there anything else you would like to share about your experience at Williston Basin International Airport?

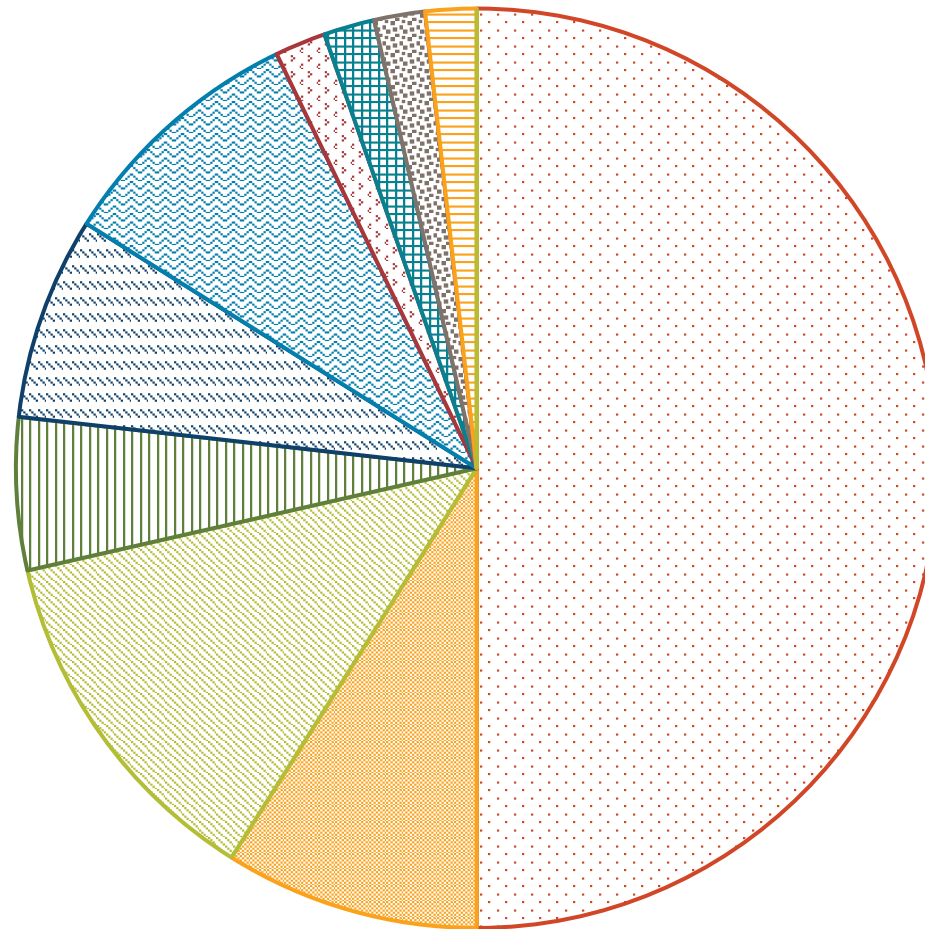
No responses received.

Are there specific locations/airports in North Dakota that you believe are underserved or in need of increased air service or upgrades (e.g., increased air service or terminal improvements)?

Comments

- Jamestown
- I mainly fly via Hector
- Not that I can think of.
- More options are needed at GFK.

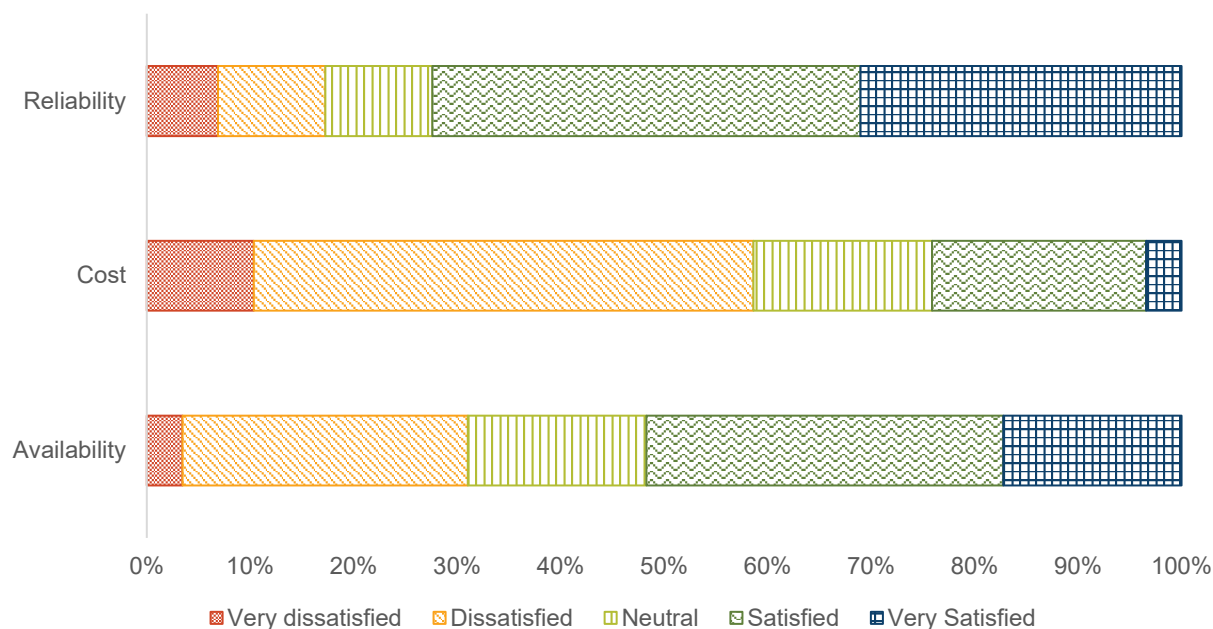
What types of aviation services do you use or rely upon, either for personal or business reasons? (Select all that apply)



- ☒ Commercial passenger flights
- ☒ Air cargo/freight
- ☒ General aviation (private, recreational, or flight training)
- ☒ Business/corporate aviation
- ☒ Medical/air ambulance/emergency medical services
- ☒ Aerial agriculture/crop spraying
- ☒ Aerial photography/surveying
- ☒ Traffic/news reporting
- ☒ Air shows
- ☒ Skydiving
- ☒ Unmanned Aerial Systems/drones
- ☒ I do not use any aviation services
- ☒ Other

Options	Number of Responses	Percent of Responses
Commercial passenger flights	28	50%
Air cargo/freight	5	9%
General aviation (private, recreational, or flight training)	7	13%
Business/corporate aviation	3	5%
Medical/air ambulance/emergency medical services	4	7%
Aerial agriculture/crop spraying	5	9%
Aerial photography/surveying	1	2%
Traffic/news reporting	1	2%
Air shows	1	2%
Skydiving	None	0%
Unmanned Aerial Systems/drones	None	0%
I do not use any aviation services	1	2%
Other	None	0%

For the services you use, how satisfied are you with the current availability, reliability, and cost? (Commerical Passenger Flights)



Availability

Options	Number of Responses	Percent of Responses
Very dissatisfied	1	3%
Dissatisfied	8	28%
Neutral	5	17%
Satisfied	10	34%
Very satisfied	5	17%

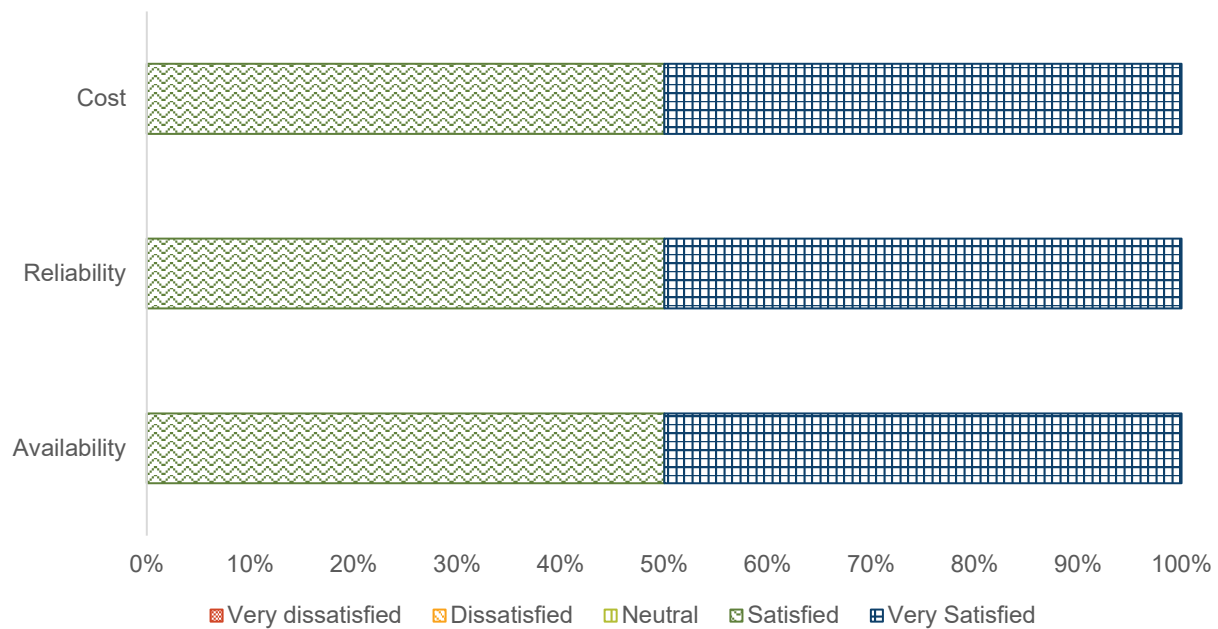
Cost

Options	Number of Responses	Percent of Responses
Very dissatisfied	3	10%
Dissatisfied	14	48%
Neutral	5	17%
Satisfied	6	21%
Very satisfied	1	3%

Reliability

Options	Number of Responses	Percent of Responses
Very dissatisfied	2	7%
Dissatisfied	3	10%
Neutral	3	10%
Satisfied	12	41%
Very satisfied	9	31%

For the services you use, how satisfied are you with the current availability, reliability, and cost? (Air Cargo/Freight)



Availability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	2	50%
Very satisfied	2	50%

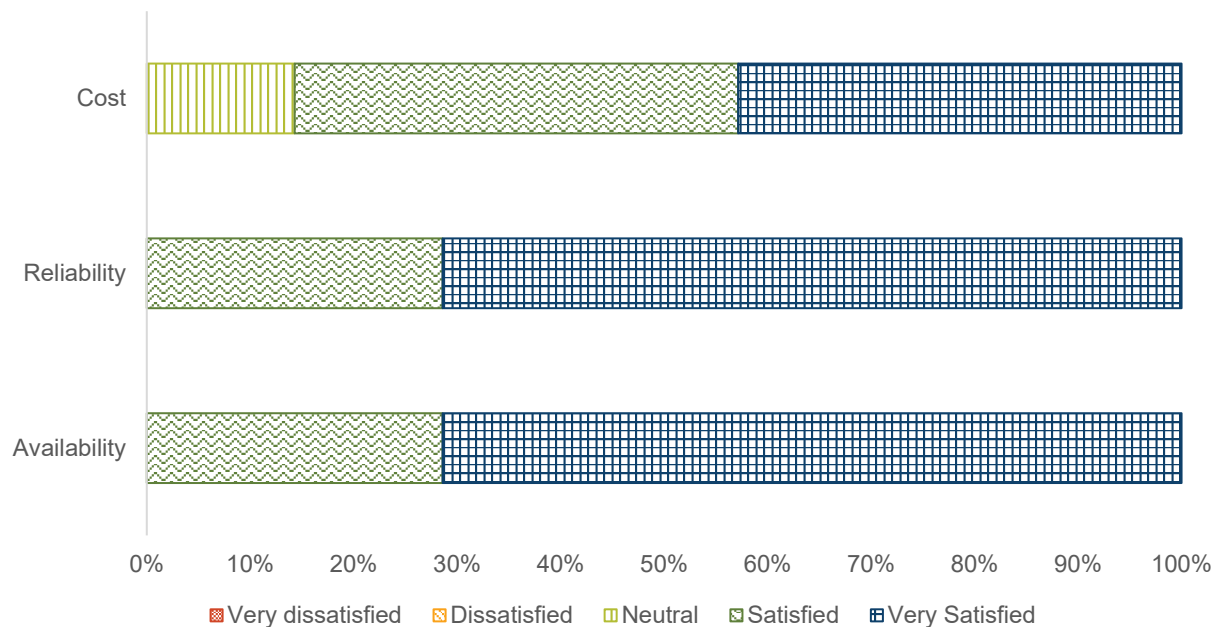
Cost

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	2	50%
Very satisfied	2	50%

Reliability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	2	50%
Very satisfied	2	50%

For the services you use, how satisfied are you with the current availability, reliability, and cost? (General Aviation)



Availability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	2	29%
Very satisfied	5	71%

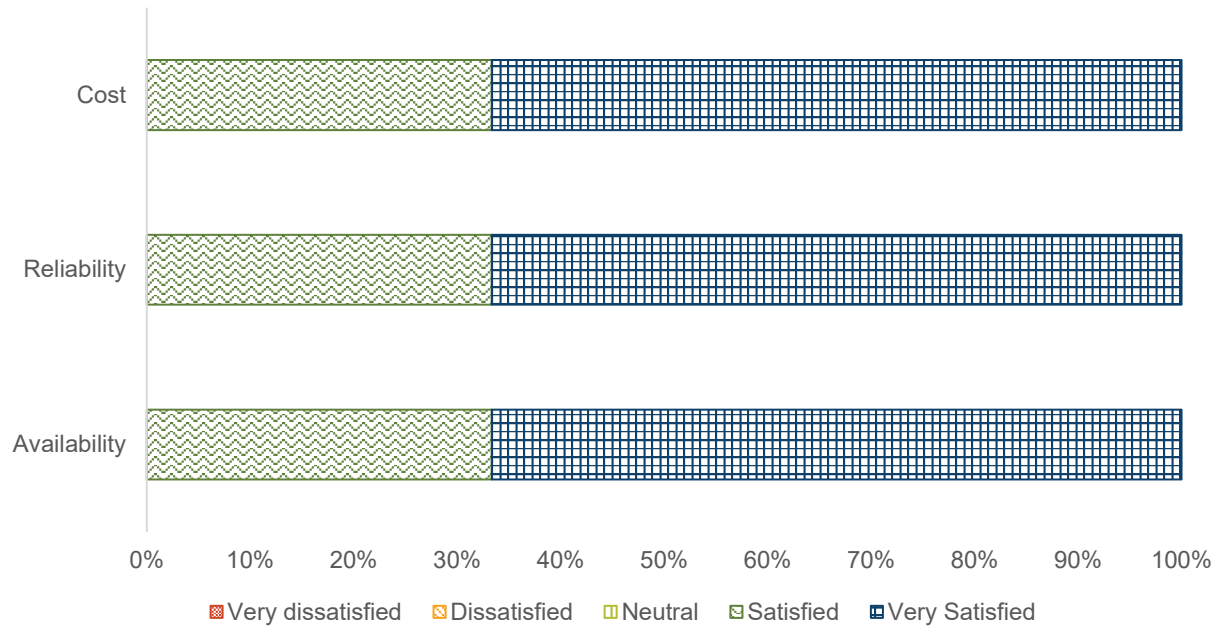
Reliability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	2	29%
Very satisfied	5	71%

Cost

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	1	14%
Satisfied	3	43%
Very satisfied	3	43%

For the services you use, how satisfied are you with the current availability, reliability, and cost? (Business/Corporate Aviation)



Availability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	33%
Very satisfied	2	67%

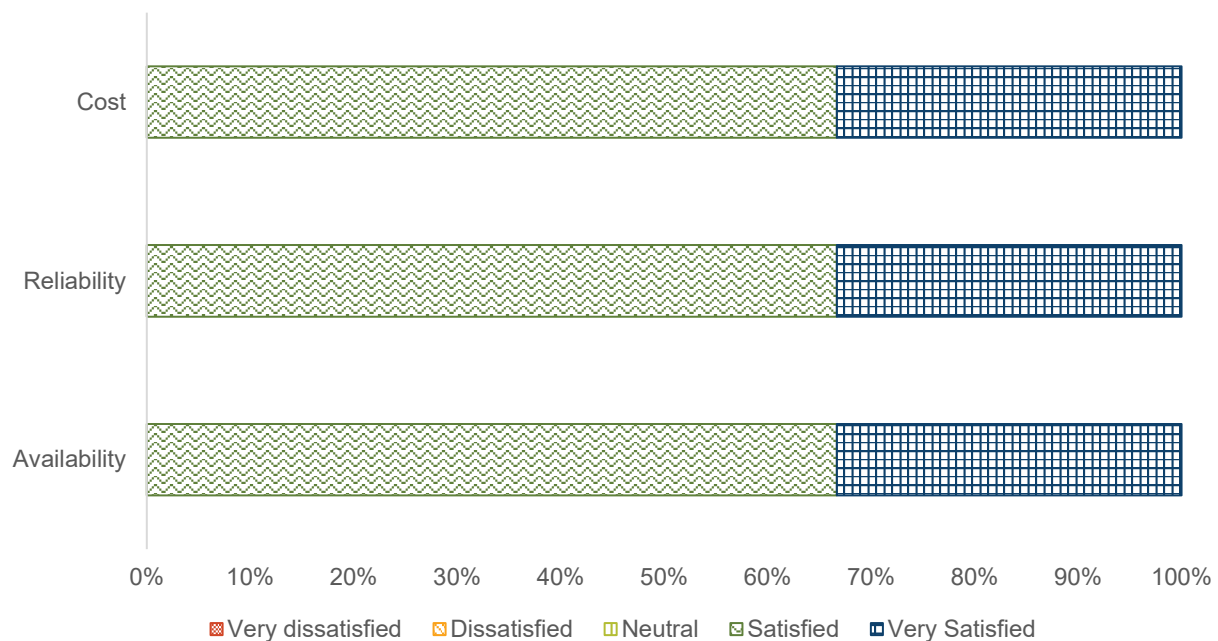
Reliability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	33%
Very satisfied	2	67%

Cost

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	33%
Very satisfied	2	67%

For the services you use, how satisfied are you with the current availability, reliability, and cost? (Medical/Air Ambulance/Emergency Medical Services)



Availability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	2	67%
Very satisfied	1	33%

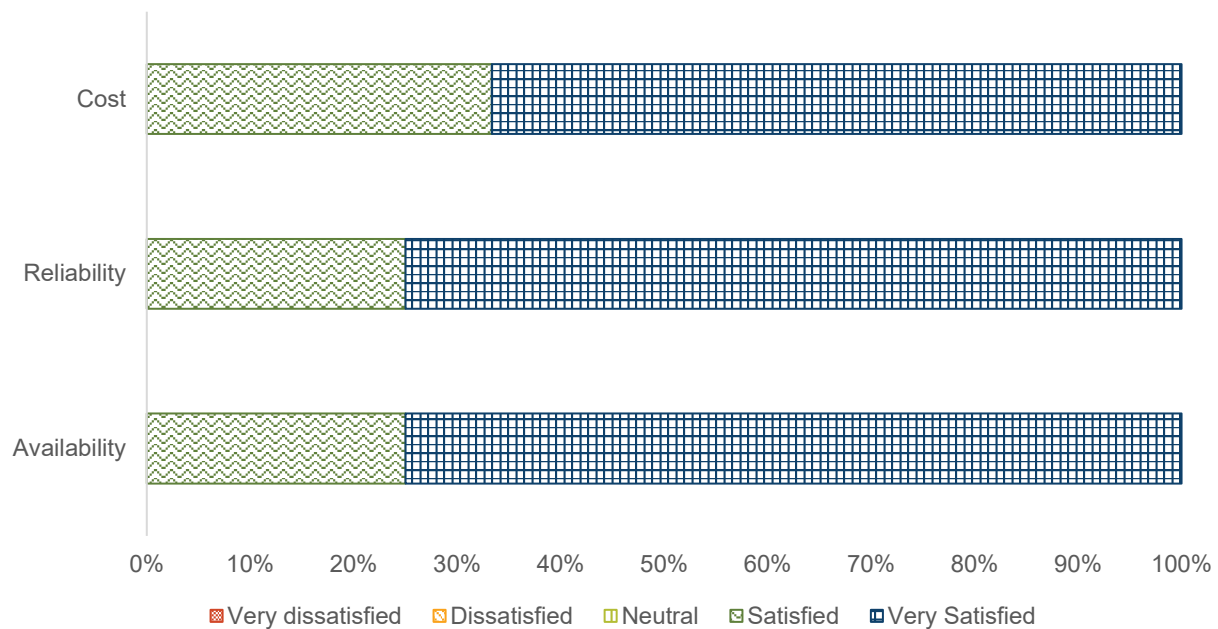
Reliability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	2	67%
Very satisfied	1	33%

Cost

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	2	67%
Very satisfied	1	33%

For the services you use, how satisfied are you with the current availability, reliability, and cost? (Aerial Agriculture/Crop Spraying)



Availability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	25%
Very satisfied	3	75%

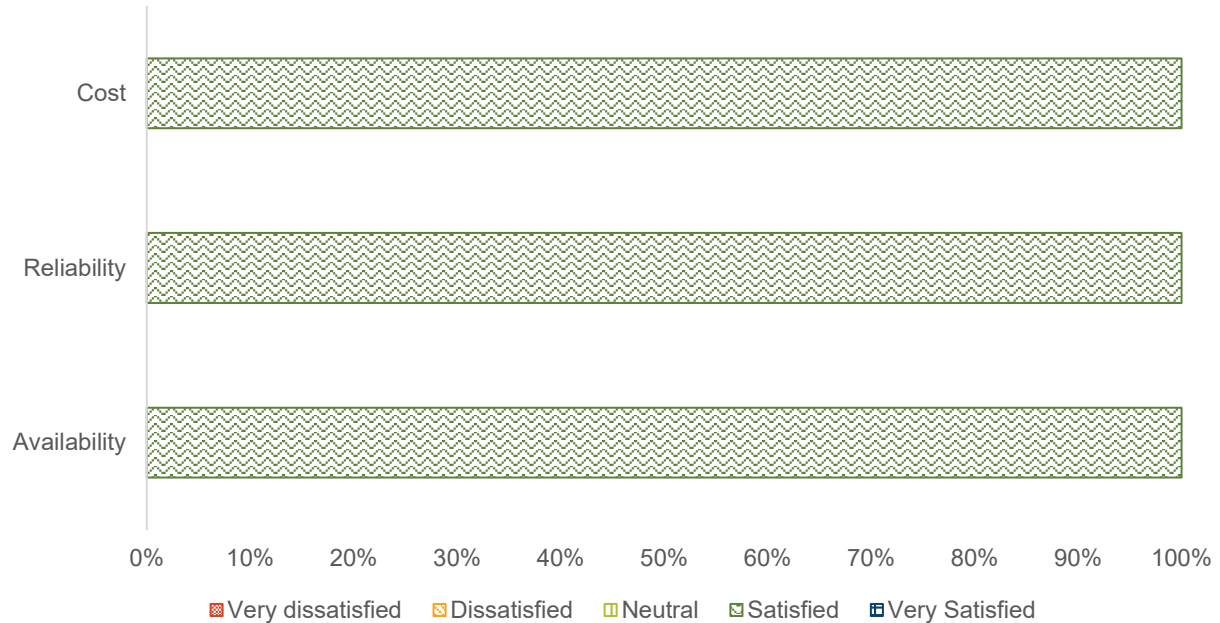
Reliability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	25%
Very satisfied	3	75%

Cost

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	33%
Very satisfied	2	67%

For the services you use, how satisfied are you with the current availability, reliability, and cost? (Aerial Photography/Surveying)



Availability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	100%
Very satisfied	None	0%

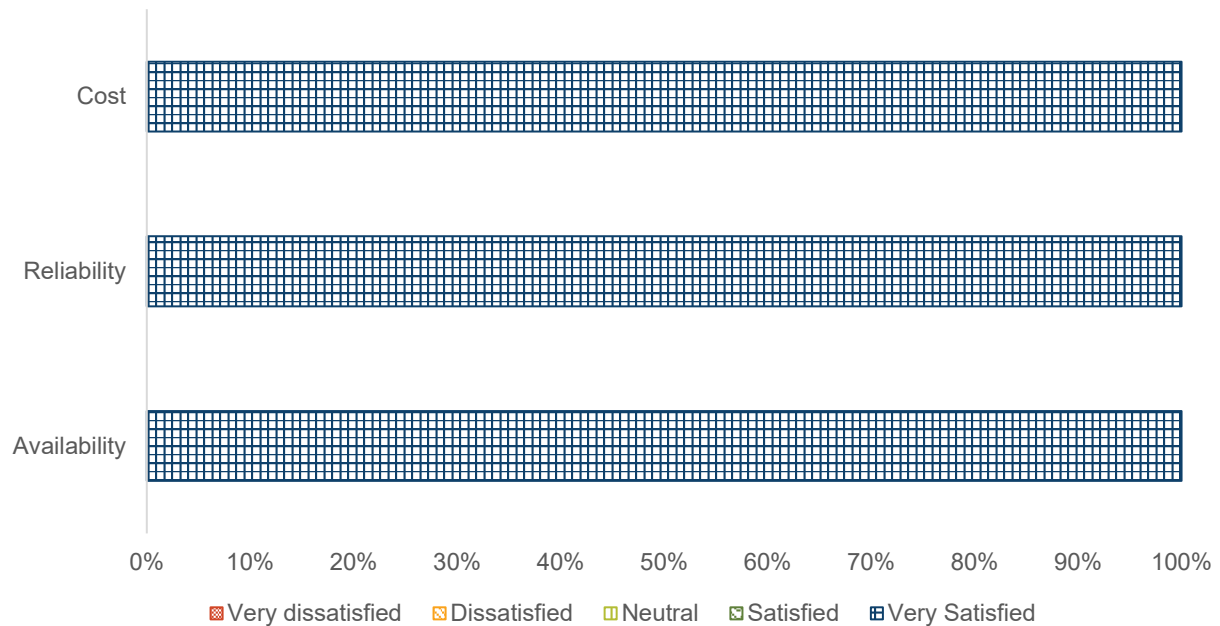
Reliability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	100%
Very satisfied	None	0%

Cost

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	100%
Very satisfied	None	0%

For the services you use, how satisfied are you with the current availability, reliability, and cost? (Traffic/News Reporting)



Availability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	None	0%
Very satisfied	1	100%

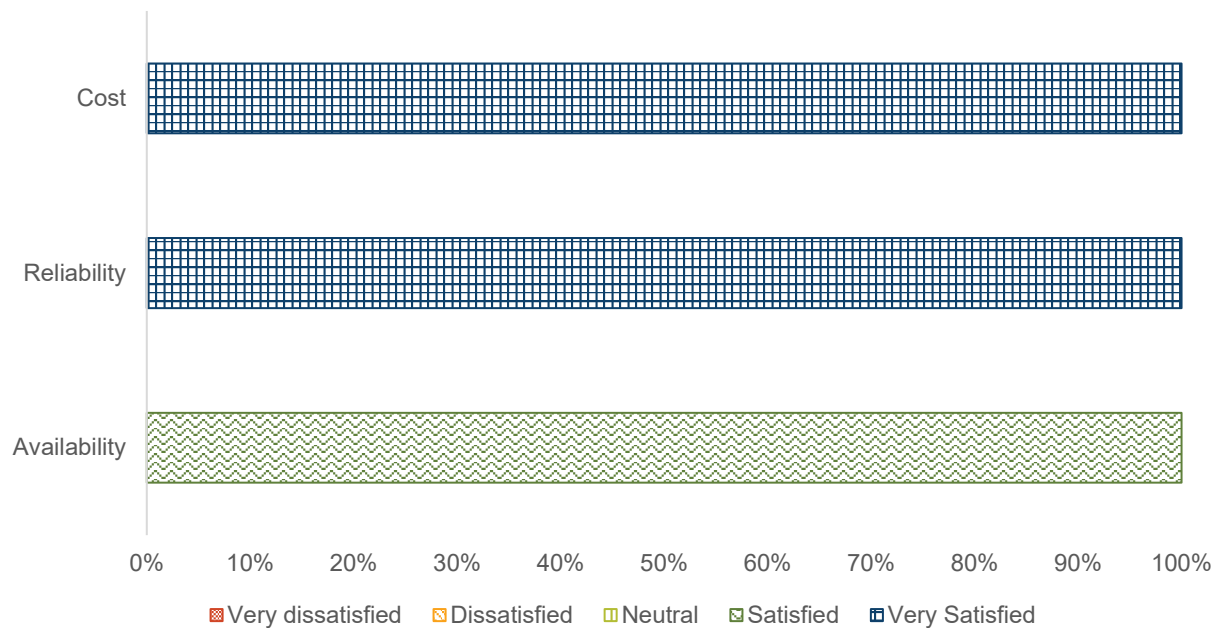
Reliability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	None	0%
Very satisfied	1	100%

Cost

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	None	0%
Very satisfied	1	100%

For the services you use, how satisfied are you with the current availability, reliability, and cost? (Air Shows)



Availability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	100%
Very satisfied	None	0%

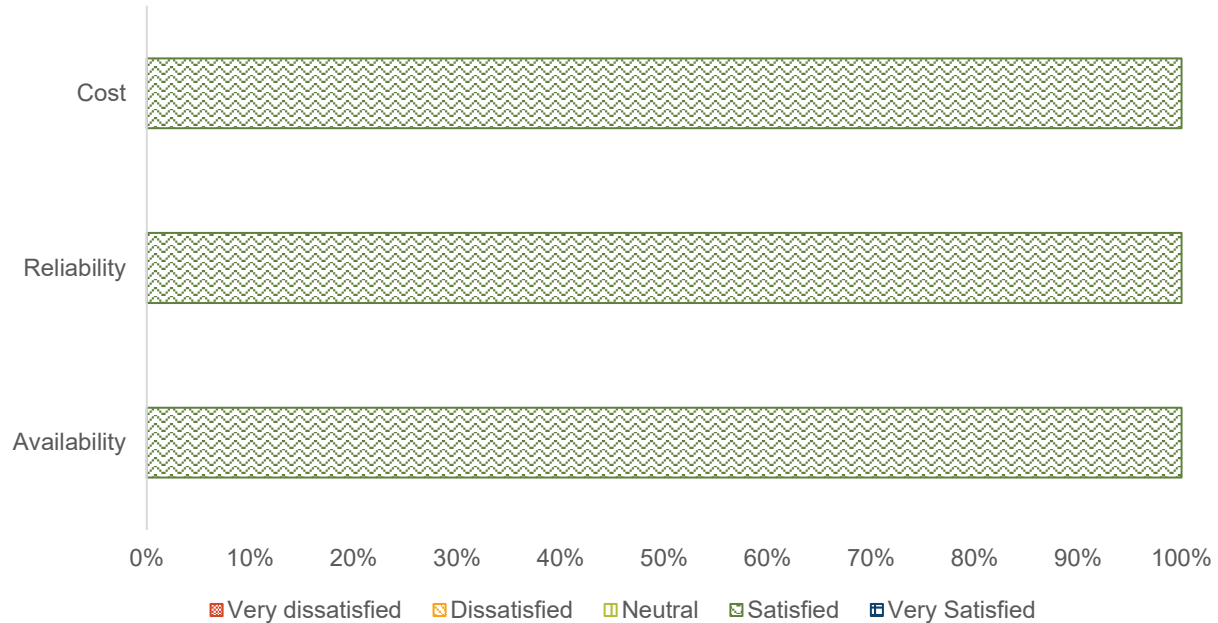
Reliability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	None	0%
Very satisfied	1	100%

Cost

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	None	0%
Very satisfied	1	100%

For the services you use, how satisfied are you with the current availability, reliability, and cost? (Unmanned Aerial Systems/Drones)



Availability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	100%
Very satisfied	None	0%

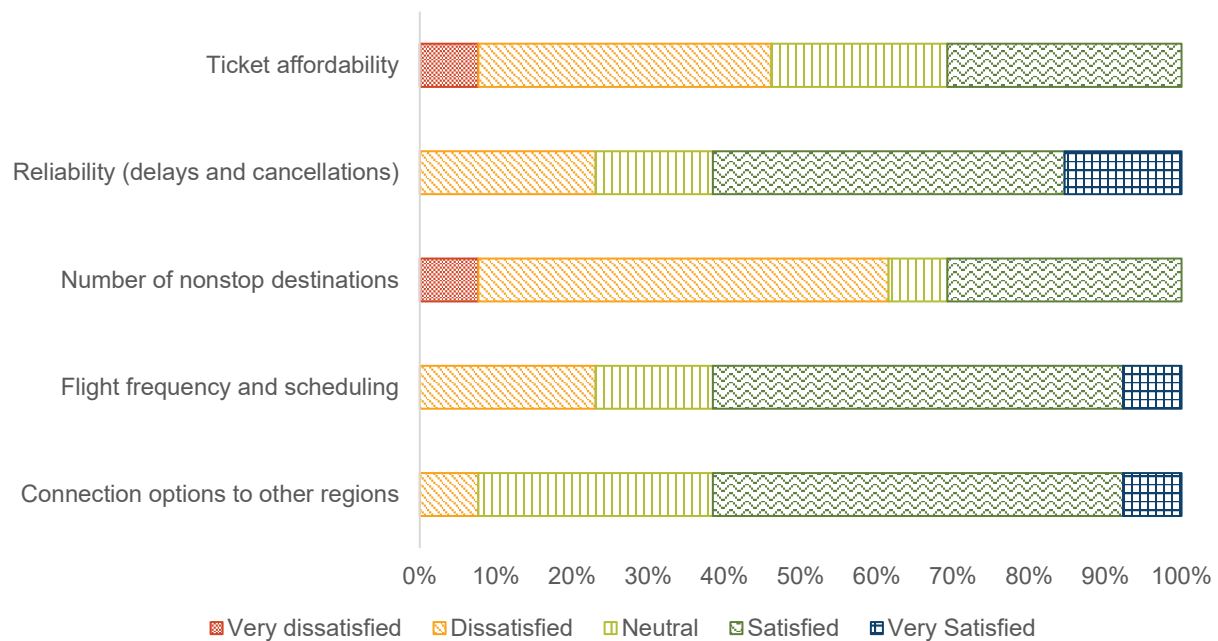
Reliability

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	100%
Very satisfied	None	0%

Cost

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	None	0%
Neutral	None	0%
Satisfied	1	100%
Very satisfied	None	0%

How satisfied are you with airline service available in North Dakota? (Please rate each item on the table below from "Very dissatisfied" to "Very satisfied")



Connection options to other regions

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	1	8%
Neutral	4	31%
Satisfied	7	54%
Very satisfied	1	8%

Flight frequency and scheduling

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	3	23%
Neutral	2	15%
Satisfied	7	54%
Very satisfied	1	8%

Number of nonstop destinations

Options	Number of Responses	Percent of Responses
Very dissatisfied	1	8%
Dissatisfied	7	54%
Neutral	1	8%
Satisfied	4	31%
Very satisfied	None	0%

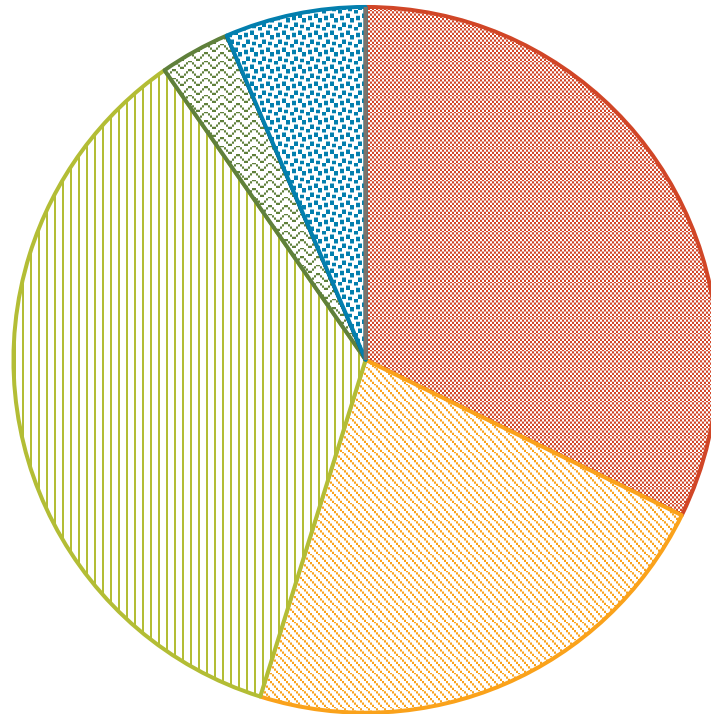
Reliability (delays and cancellations)

Options	Number of Responses	Percent of Responses
Very dissatisfied	None	0%
Dissatisfied	3	23%
Neutral	2	15%
Satisfied	6	46%
Very satisfied	2	15%

Ticket affordability

Options	Number of Responses	Percent of Responses
Very dissatisfied	1	8%
Dissatisfied	5	38%
Neutral	3	23%
Satisfied	4	31%
Very satisfied	None	0%

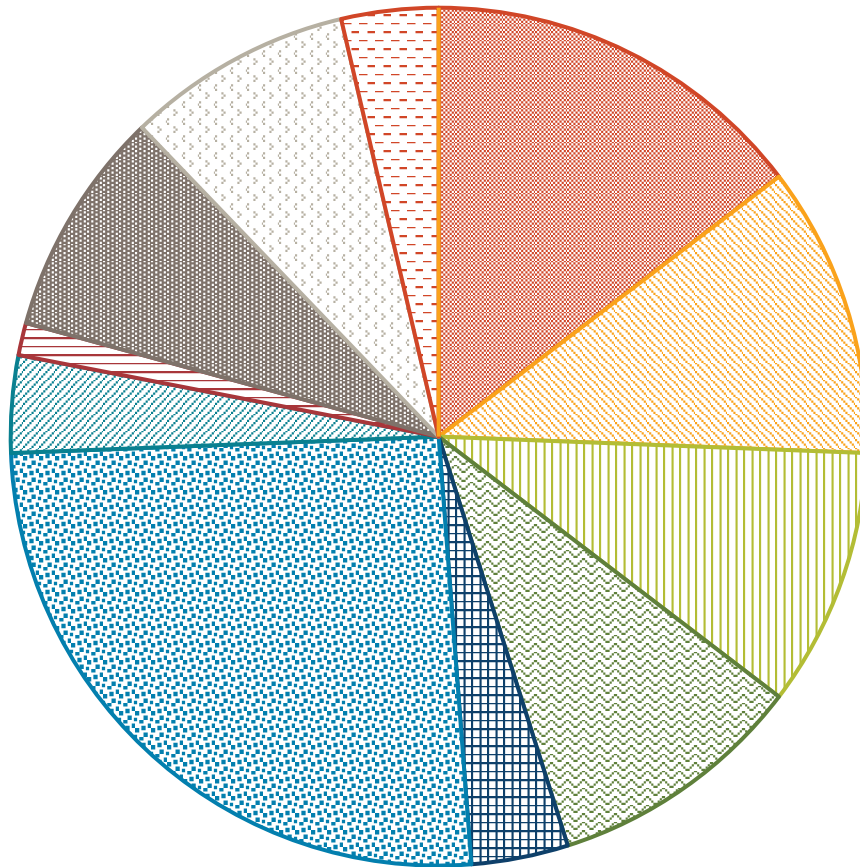
What would most improve your air travel experience in North Dakota? (Select up to three)



- ☒ More nonstop destinations
- ☒ More frequent flights
- ☒ Lower airfare
- ☒ Improved terminal amenities
- ☒ Better parking or ground transportation access
- ☒ Improved reliability
- ☒ Shorter travel time to airports
- ☒ Other

Options	Number of Responses	Percent of Responses
More nonstop destinations	10	32%
More frequent flights	7	23%
Lower airfare	11	35%
Improved terminal amenities	1	3%
Better parking or ground transportation access	None	0%
Improved reliability	2	6%
Shorter travel time to airports	None	0%
Other	None	0%

Over the next 20-25 years, which trends or changes do you think will affect aviation in North Dakota? (Select all that apply)

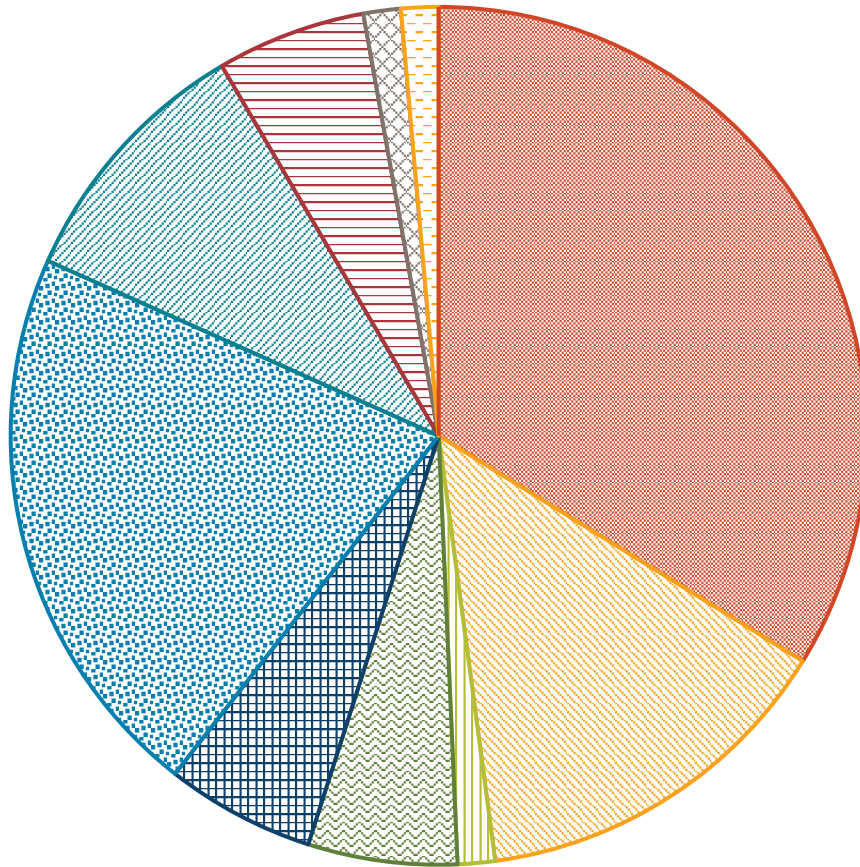


- ☒ Growth in business/corporate aviation
- ☒ Increase in air cargo/e-commerce delivery
- ☒ Expansion of regional/commuter air service
- ☒ More drone/Unmanned Aerial Systems operations
- ☒ Extreme weather constraints (e.g., wind, snow, flooding)
- ☒ Rising operational costs/fuel/regulation
- ☒ Changes in the energy industry
- ☒ Changes in the agricultural industry
- ☒ Increased urbanization
- ☒ Increased rural growth and development
- ☒ New aviation technologies (e.g., electric aircraft, air taxis)
- ☒ Other

Over the next 20-25 years, which trends or changes do you think will affect aviation in North Dakota? (Select all that apply)

Options	Number of Responses	Percent of Responses
Growth in business/corporate aviation	12	15%
Increase in air cargo/e-commerce delivery	9	11%
Expansion of regional/commuter air service	8	10%
More drone/Unmanned Aerial Systems operations	8	10%
Extreme weather constraints (e.g., wind, snow, flooding)	3	4%
Rising operational costs/fuel/regulation	21	26%
Changes in the energy industry	3	4%
Changes in the agricultural industry	1	1%
Increased urbanization	7	9%
Increased rural growth and development	7	9%
New aviation technologies (e.g., electric aircraft, air taxis)	3	4%
Other	None	0%

What do you see as the biggest challenges to improving aviation services in North Dakota? (Select all that apply)



- ⊠ High cost of air travel for residents and businesses
- ⊠ Limited flight options in rural areas
- ⊠ Aging airport facilities
- ⊠ Workforce shortages (pilots, mechanics, staff)
- ⊠ Lack of reliable ground transportation to and from airports
- ⊠ Limited funding for airport maintenance and upgrades
- ⊠ Lack of public awareness about available aviation services
- ⊠ Limited access to air medical transport in remote areas
- ⊠ Inadequate air cargo services for local business and producers
- ⊠ Limited coordination among local, Tribal, state, and federal agencies
- ⊠ Slow adoption of emerging aviation technologies
- ⊠ Other

Options	Number of Responses	Percent of Responses
High cost of air travel for residents and businesses	24	34%
Limited flight options in rural areas	10	14%
Aging airport facilities	1	1%
Workforce shortages (pilots, mechanics, staff)	4	6%
Lack of reliable ground transportation to and from airports	4	6%
Limited funding for airport maintenance and upgrades	15	21%
Lack of public awareness about available aviation services	7	10%
Limited access to air medical transport in remote areas	4	6%
Inadequate air cargo services for local business and producers	1	1%
Limited coordination among local, Tribal, state, and federal agencies	None	0%
Slow adoption of emerging aviation technologies	1	1%
Other	None	0%

Is there anything else you would like to share about aviation needs, challenges or opportunities in North Dakota?

Comments

- Not really
- No

Demographics

What is your current ZIP code?

Options	Number of Responses	Percent of Responses
46825	1	0.33%
56542	1	0.33%
58005	1	0.33%
58012	2	0.66%
58045	1	0.33%
58054	2	0.66%
58059	1	0.33%
58062	1	0.33%
58072	2	0.66%
58076	2	0.66%
58078	7	2.31%
58081	1	0.33%
58102	8	2.64%
58103	13	4.29%
58104	5	1.65%
58105	1	0.33%
58201	7	2.31%
58202	2	0.66%
58203	4	1.32%
58231	1	0.33%
58237	2	0.66%
58240	1	0.33%
58257	1	0.33%
58270	1	0.33%
58301	8	2.64%
58321	1	0.33%
58324	1	0.33%
58332	1	0.33%
58356	1	0.33%
58363	1	0.33%
58366	1	0.33%
58367	1	0.33%
58368	2	0.66%
58401	5	1.65%
58416	1	0.33%
58420	1	0.33%
58425	1	0.33%

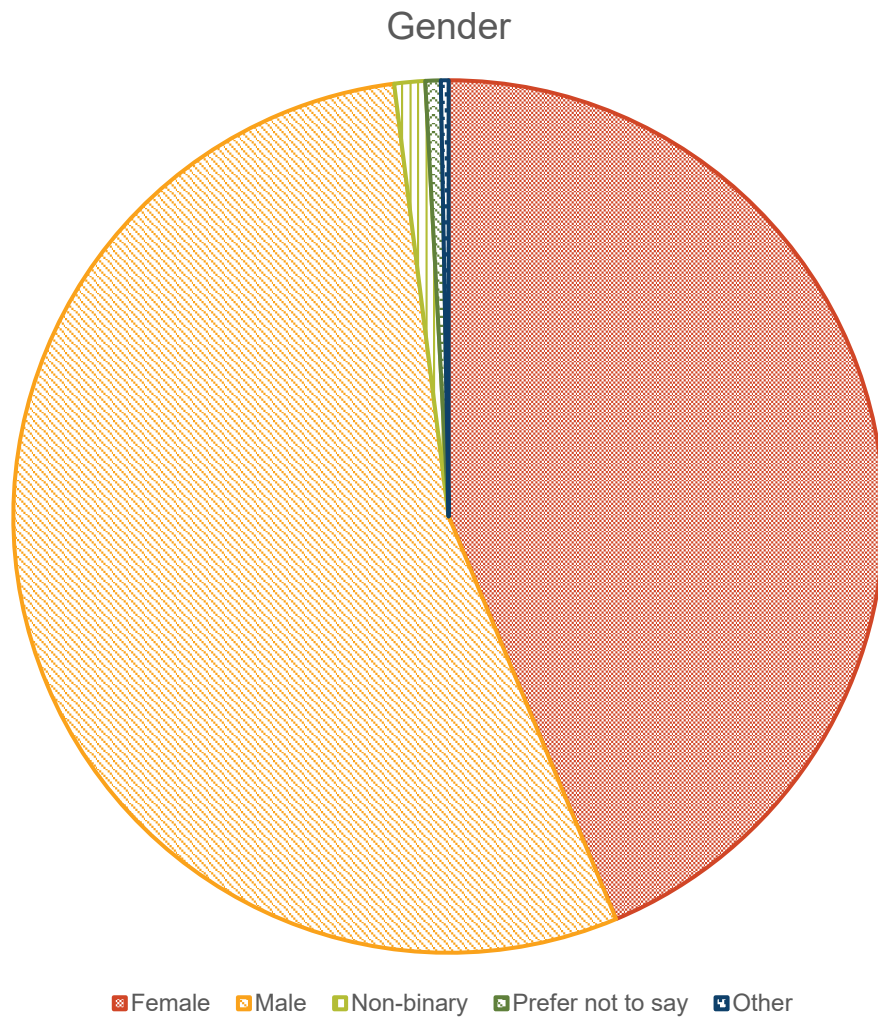
58436	1	0.33%
58440	1	0.33%
58444	1	0.33%
58455	1	0.33%
58458	2	0.66%
58496	1	0.33%
58501	21	6.93%
58503	20	6.60%
58504	16	5.28%
58523	2	0.66%
58528	1	0.33%
58529	9	2.97%
58535	33	10.89%
58545	1	0.33%
58554	16	5.28%
58558	1	0.33%
58563	1	0.33%
58564	4	1.32%
58566	1	0.33%
58568	4	1.32%
58569	6	1.98%
58570	6	1.98%
58571	2	0.66%
58575	1	0.33%
58581	1	0.33%
58601	16	5.28%
58621	1	0.33%
58622	1	0.33%
58630	1	0.33%
58632	2	0.66%
58646	2	0.66%
58701	8	2.64%
58703	5	1.65%
58707	2	0.66%
58731	1	0.33%
58746	1	0.33%
58761	1	0.33%
58768	1	0.33%
58770	1	0.33%

58772	1	0.33%
58783	1	0.33%
58785	1	0.33%
58801	7	2.31%
58831	1	0.33%
58849	1	0.33%
58854	1	0.33%
86403	1	0.33%

What is your home ZIP code? If this is the same as the ZIP code you entered above, you may leave this blank.

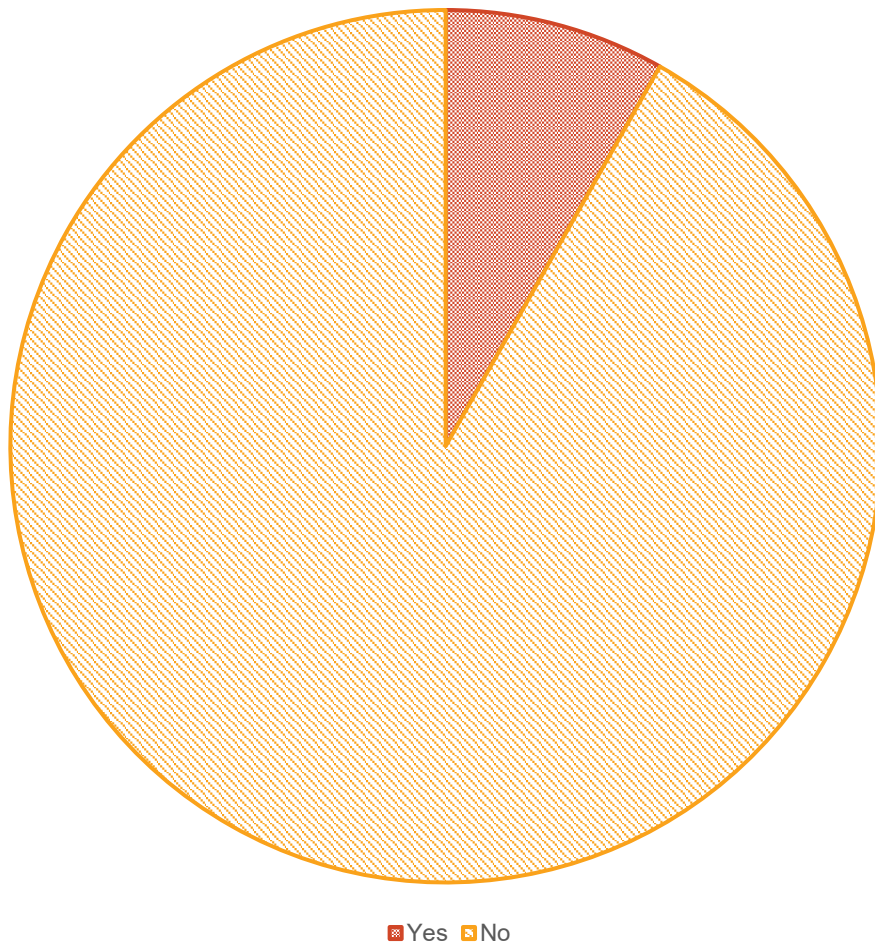
Options	Number of Responses	Percent of Responses
58012	1	3%
58060	1	3%
58078	1	3%
58103	1	3%
58203	1	3%
58523	1	3%
58529	6	20%
58535	4	13%
58564	2	7%
58566	1	3%
58568	3	10%
58569	1	3%
58570	5	17%
58703	1	3%
84341	1	3%

Gender



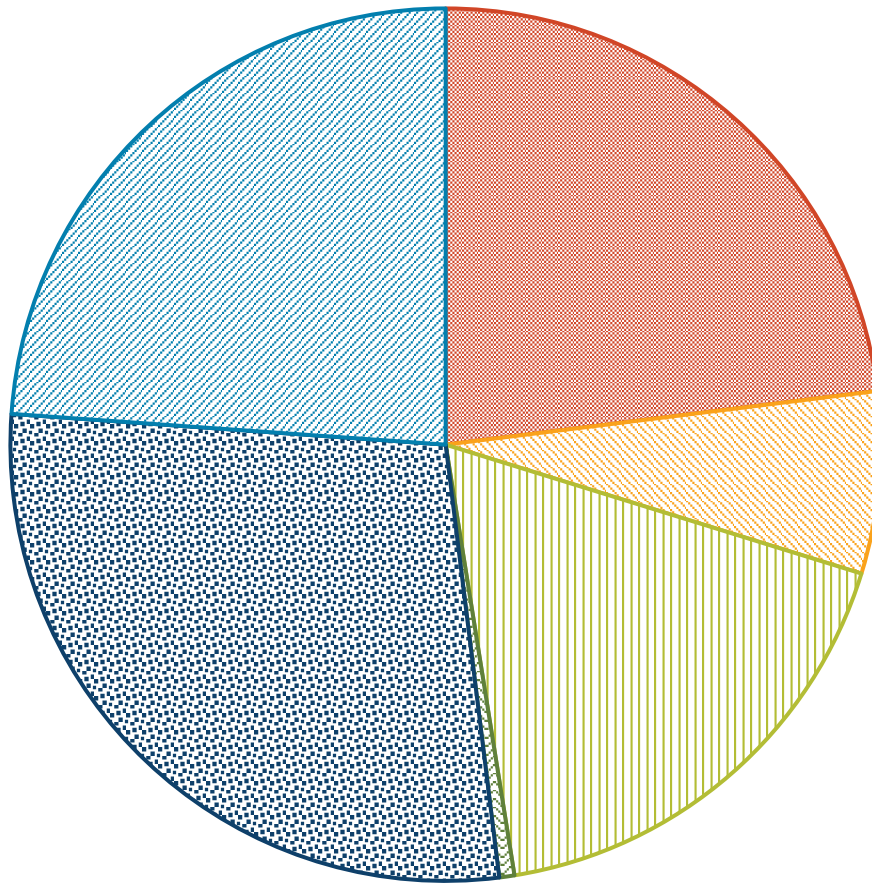
Options	Number of Responses	Percent of Responses
Female	153	44%
Male	190	54%
Non-binary	4	1%
Prefer not to say	2	1%
Other	1	0%

Disability



Options	Number of Responses	Percent of Responses
Yes	29	8%
No	325	92%

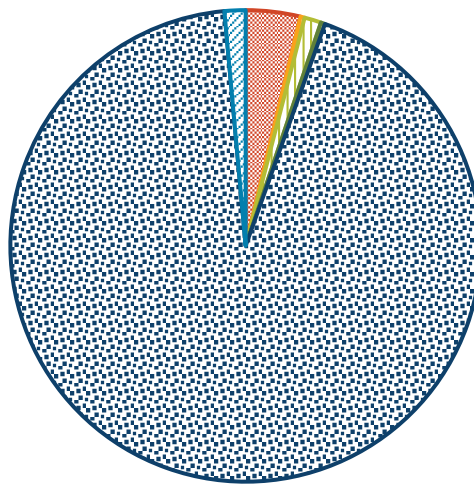
Age



■ Under 18
 ■ 18-40
 ■ 19-40
 ■ 41-63
 ■ 41-64
 ■ 65+

Options	Number of Responses	Percent of Responses
Under 18	82	23%
18-40	24	7%
19-40	63	18%
41-63	2	1%
41-64	100	28%
65+	85	24%

Race and/or Ethnicity



-  American Indian/Alaskan Native
-  Asian
-  Black or African-American
-  Native Hawaiian or other Pacific Islander
-  White
-  Other

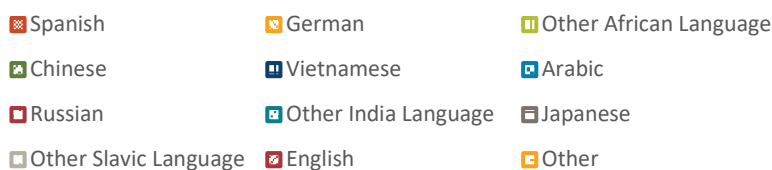
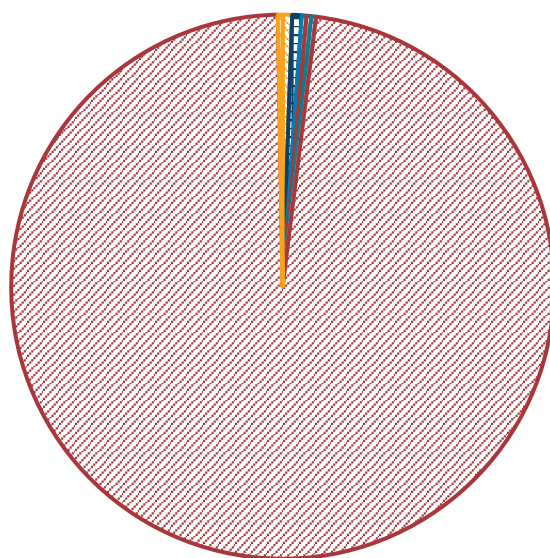
Options	Number of Responses	Percent of Responses
American Indian/Alaskan Native	13	3.7%
Asian	1	0.3%
Black or African-American	4	1.2%
Native Hawaiian or other Pacific Islander	1	0.3%
White	323	93.1%
Other	5	1.4%

What other race do you identify with?

Comment

- white/native american

Language most frequently spoken in your home:



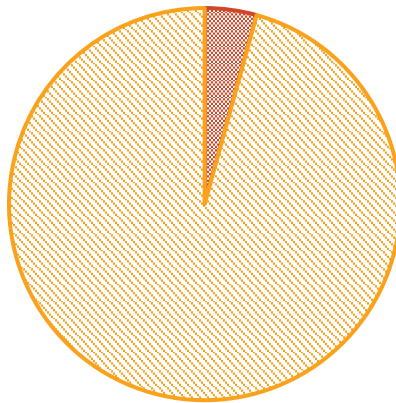
Options	Number of Responses	Percent of Responses
Spanish	None	0.00%
German	2	0.56%
Other African Language	None	0.00%
Chinese	None	0.00%
Vietnamese	2	0.56%
Arabic	1	0.28%
Russian	1	0.28%
Other India Language	1	0.28%
Japanese	None	0.00%
Other Slavic Language	None	0.00%
English	347	97.75%
Other	1	0.28%

What other language is spoken most frequently in your home?

Comment

- ENGLISH---should be at top of list!!!!

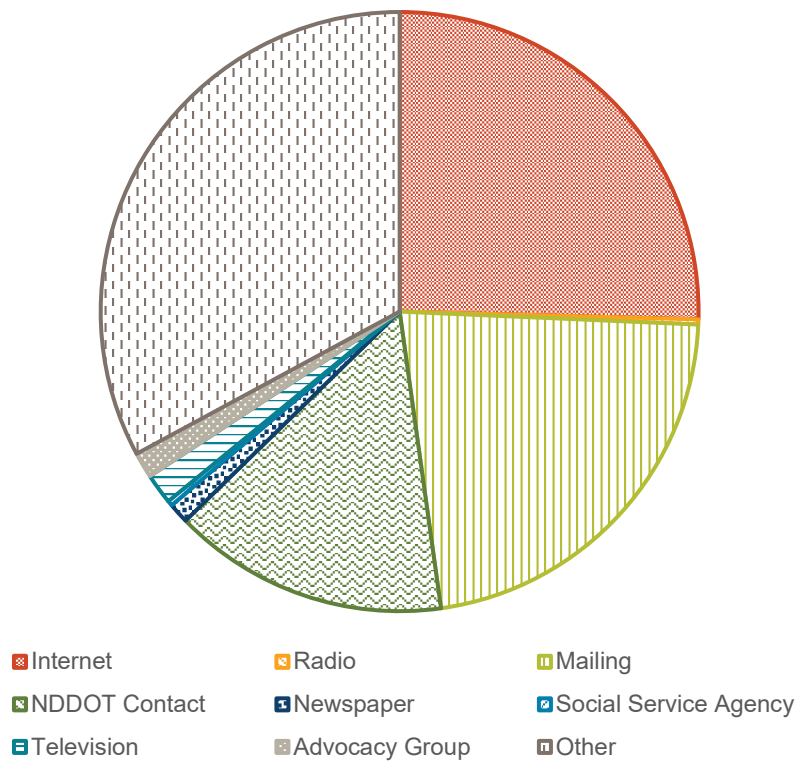
Do you receive public assistance?



Yes No

Options	Number of Responses	Percent of Responses
Yes	15	4%
No	335	96%

How did you hear about this survey?



Options	Number of Responses	Percent of Responses
Internet	92	25.4%
Radio	1	0.3%
Mailing	80	22.1%
NDDOT Contact	54	14.9%
Newspaper	4	1.1%
Social Service Agency	1	0.3%
Television	6	1.7%
Advocacy Group	5	1.4%
Other	119	32.9%

How else did you hear about this survey?

Comment

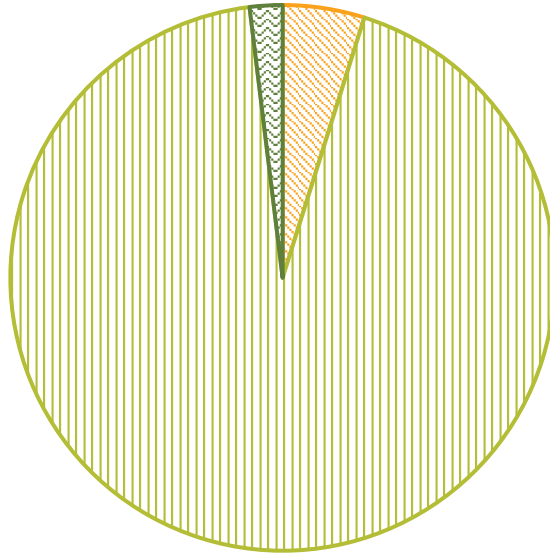
- Facebook
- Facebook
- Facebook
- Letter
- mis placed mail sent to wrong address
- Email
- email
- Dickinson State University
- email
- colleague
- presentation in town
- Workplace
- ND On the Move newsletter
- College student announcement email
- Facebook
- Ndscs
- my mom
- My mom
- School
- Mother
- From another person
- My teacher
- my teacher
- teacher
- teacher
- my teacher
- My teacher
- My Teacher
- My teacher
- teacher
- my teacher
- teacher telling us about it
- My teacher
- Teacher
- teacher talking about it
- My teacher
- Teacher
- school
- My teacher, Mr. Pederson
- teacher
- Teacher
- teacher
- teacher
- teacher
- teacher
- teacher
- school
- School
- teacher
- Just through my teacher.
- Parent received link in newsletter
- just mail
- Letter in the mail
- teacher
- teacher
- school
- school
- teacher
- school
- my teacher
- From a teacher from my school
- school
- Teacher
- History teacher
- Teacher
- Teacher
- teacher
- teacher
- Teacher
- Teacher
- School.
- teacher
- teacher
- Teacher
- teacher
- teacher
- My history teacher
- teacher
- teacher
- school
- Teacher
- school
- school
- teacher
- teacher
- Teacher
- teacher
- teacher
- teacher
- teacher
- teacher
- teacher
- school
- School
- teacher
- Just through my teacher.
- Parent received link in newsletter
- just mail
- Letter in the mail

- received letter about surey don't think this is the right one
- I was sent a survey to complete by phone or online called gowba.info/nddot2015 and nothing came up so was unable to fill that one out. Unbelievable!!!!
- I didnt
- N/A
- School
- Relative
- Was emailed to students at school
- Through DSU email I got
- Email from Dickinson State University staff
- Email share
- Family member posted about it
- public meeting
- LinkedIn.
- facebook
- Facebook
- Facebook
- NDDOT News Letter.
- N/A
- Social Media
- Table at Red River Market
- My impatience with NDDOT not being able to plan any sort of construction project led me to your Facebook which led me to this

survey to give you my opinion. Someone needs to be fired over my 3 hour commute from Bismarck to Mandan.

- Co-worker
- Browsing the NDDOT website
- Flyer from EV Vehicle event.
- Facebook
- NDDOT Website
- Facebook
- LinkedIn
- KFYZ WEATHER APP
- Social media
- Facebook
- facebook
- KX News
- Internet news
- Email
- Online news.
- KXMC news app
- X/Twitter post
- Facebook
- Facebook
- One idea I'd like to see is an expressway around the southern edge of the FM area. With the growth south of town and expressway would make a lot of sense to help bypass the congestion at the I29 and I94 trilevel

How long have you lived in North Dakota?



▨ Less than 1 year

▨ 1-5 years

▨ More than 5 years

▨ I don't currently live in North Dakota

Options	Number of Responses	Percent of Responses
Less than 1 year	None	0%
1-5 years	5	5%
More than 5 years	96	93%
I don't currently live in North Dakota	2	2%