

TRANSPORTATION CONNECTION 2050 PUBLIC ENGAGEMENT SUMMARY

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OUTREACH AND ENGAGEMENT

The goal of the public engagement performed in the Transportation Connection Update 2025-2050 (henceforth referred to as Transportation Connection 2050) is to create interactive opportunities for the public, partners, and stakeholders to take part in meaningful conversations about North Dakota’s transportation future. Outreach efforts representing a wide array of issues, needs, and priorities for the future of transportation were performed across the state.

As of late March 2026, more than 1,000 North Dakotans contributed their opinions, ideas, and suggestions to Transportation Connection, and thousands more interacted with information related to the planning process. Through online surveys, public input meetings, pop-ups, and other activities, North Dakotans shared their ideas, expressed their concerns and needs, and discussed their concepts of North Dakota’s transportation future. This draft plan will be updated with additional engagement following the end of the public comment period on the draft plan.

Figure 1 summarizes the different ways in which North Dakotans contributed to and learned about Transportation Connection 2050. **Figures 2** and **3** (see next page) depict in-person and digital engagement outreach throughout North Dakota.

NDDOT used this feedback to inform Transportation Connection 2050, ensuring it addresses the needs and priorities of North Dakota’s residents and visitors. This report summarizes the different ways and tools that NDDOT used to solicit and gather input from stakeholders and the public.



Figure 1: Transportation Connection 2050 Engagement by the Numbers

Figure 2 shows a map of the distribution areas within which feedback has been collected in the state of North Dakota. Each pin represents a community within which an in-person event has been hosted.

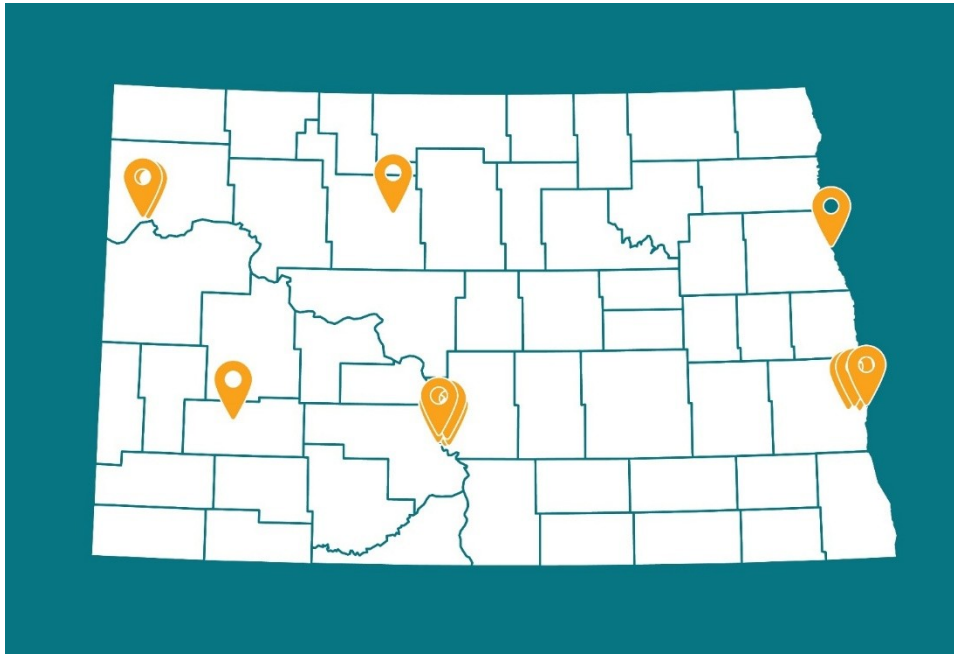


Figure 2: Transportation Connection 2050 In-Person Engagement across North Dakota

Figure 3 represents the geographic distribution of responses from all surveys distributed across the state of North Dakota for Transportation Connection 2050. It was created using zip codes that survey respondents voluntarily provided.

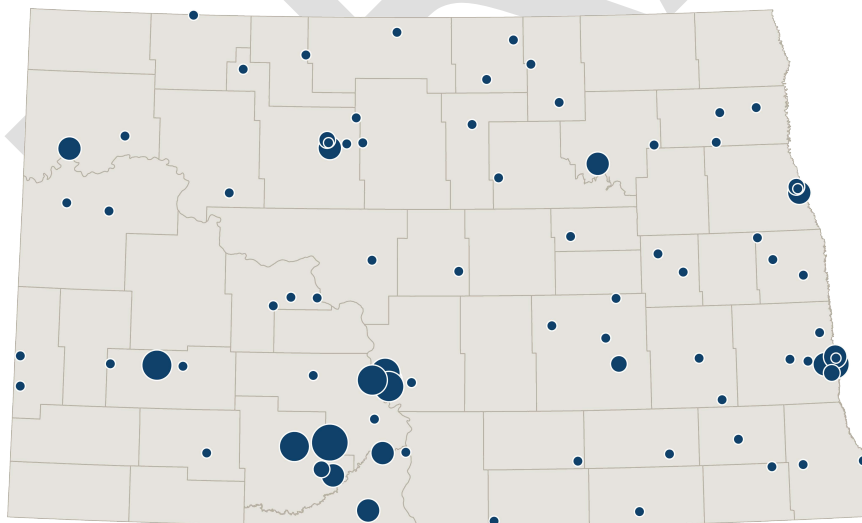


Figure 3: Transportation Connection 2050 Digital Engagement across North Dakota

DIGITAL ENGAGEMENT

NDDOT conducted engagement efforts via a virtual format to reach North Dakota residents and visitors in all areas and from all walks of life. Digital engagement efforts included a webpage, social media posts, and surveys. Future efforts will be included in the final engagement summary, including the interactive funding tool and the online public input meeting.

TRANSPORTATION CONNECTION 2050 WEBPAGE

From the initiation of the planning effort, NDDOT maintained a dedicated webpage for Transportation Connection 2050 at www.dot.nd.gov/construction-and-planning/transportation-plans-programs/transportation-connection-update-2025-2050. This webpage served as a central hub for all information related to the plan, including engagement opportunities such as surveys, pop-up and public input meeting announcements, and ways to contact the project team. While the webpage was hosted on NDDOT's website, the Transportation Connection 2050 page had a distinct brand, including the project logo that was included on all branded materials.

NDDOT included references to the Transportation Connection 2050 webpage on all project materials and presentations.

SOCIAL MEDIA

Throughout the development process, NDDOT used social media posts on their official accounts for Facebook and Instagram to promote Transportation Connection 2050. Social media sites represent critical locations for generating public awareness, encouraging civic engagement, and receiving feedback. NDDOT recognized the need to participate in these spaces to maximize the visibility of the plan.

NDDOT regularly updated these accounts and created posts about new surveys, upcoming events, and other activities for Transportation Connection 2050 and the broader transportation environment in North Dakota.

NDDOT also purchased targeted ad buys for high-priority posts, such as announcements about public input meetings, to increase the visibility and reach of these posts.

NDDOT’s Facebook account had the greatest reach and generated the highest level of engagement, as demonstrated in **Table 1** below:

Account	Reach	Impressions	Interactions (link clicks, likes/reactions, shares, saves, comments)
Facebook	73,881	117,399	629
Instagram	1,093	2,515	25

Table 1: Social Media Engagement Counts from June 2025 through January 2026

This table will be updated following promotions for the interactive tool and online public input meeting.

Figure 4 shows a sample of posts from the Transportation Connection 2050 social media accounts.

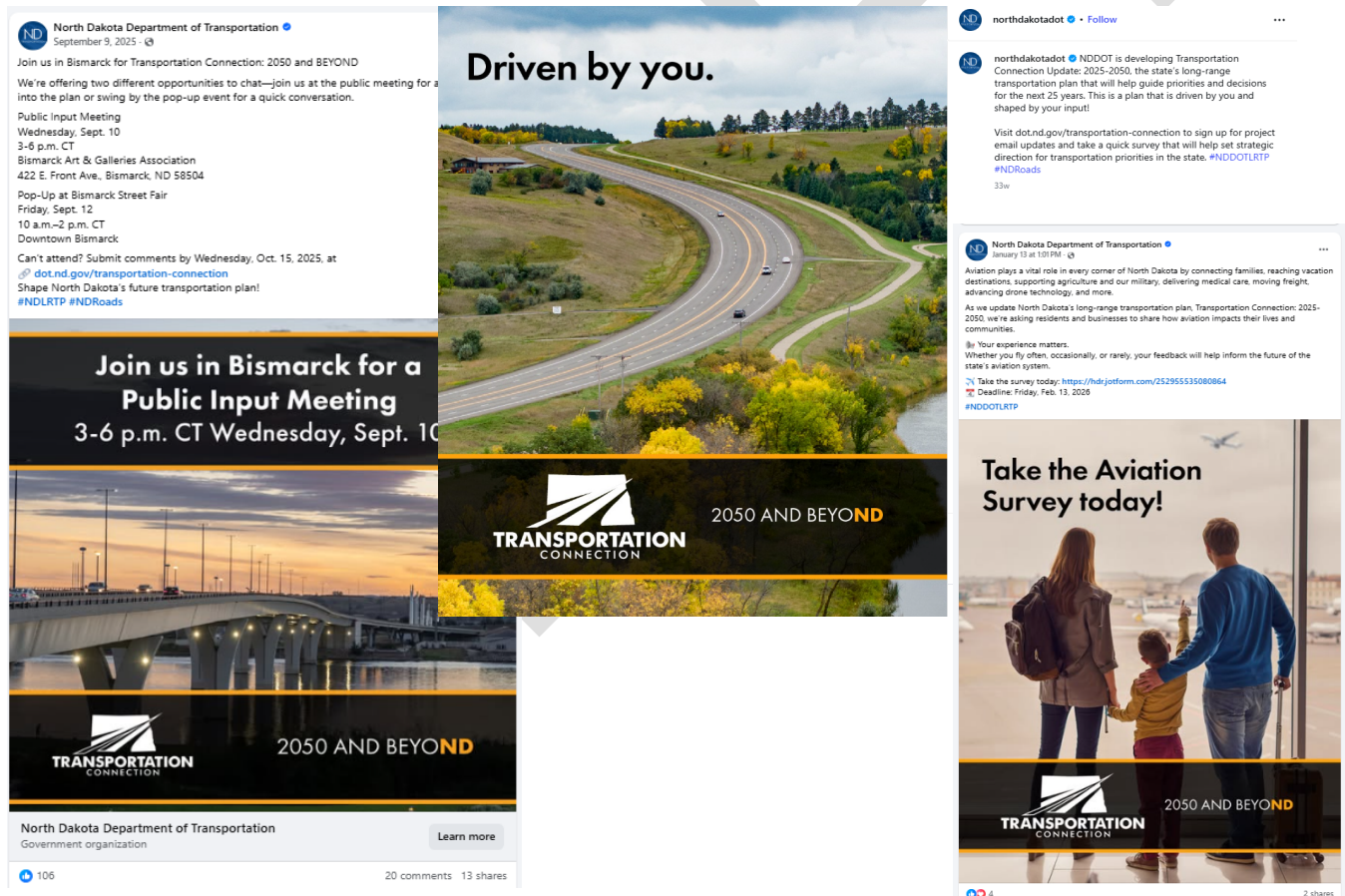


Figure 4: Sample Social Media Posts for Transportation Connection

NEWSLETTERS

NDDOT distributed a monthly project newsletter from July 2025 through May 2026. Each newsletter featured information about project updates, recaps of events, and features opportunities for subscribers to engage with Transportation Connection 2050, as shown in **Figure 5**.

Individuals could subscribe to the newsletter by accessing the link on the project webpage and providing their email address.

Table 2 provides an overview of the newsletters and subscriber counts. It will be updated in the final engagement summary to reflect any additional newsletters metrics.

Newsletter Release	Total Sent
July 2025	132
August 2025	143
September 2025	135
October 2025	137
November 2025	138
December 2025	140
January 2026	138

Table 2: Newsletter and Engagement Totals



Figure 5: July 2025 Newsletter

SURVEYS

NDDOT prepared seven surveys and distributed them throughout the development process. Surveys were designed to be brief and accessible to encourage participation and completion among survey audiences. Surveys requested stakeholder and public input on their transportation priorities (and across several modes such as freight hauling, driver and pedestrian experiences, airport and air services, etc.), tribal-specific transportation priorities, and challenges and opportunities facing the North Dakota transportation system. Additionally, the scenario planning survey encouraged feedback and reactions to different scenarios presented in the scenario planning walkthrough.

Surveys were accessible via the Transportation Connection 2050 webpage and were promoted via social media accounts. In total, 402 survey responses were collected.

Table 3 provides an overview of the surveys and the response counts. A detailed breakdown of the surveys, including individual responses to open-ended questions, is contained in the Survey Summaries document that accompanies this Appendix.

Survey Topic	Dates	Responses
Transportation Connection 2050: Transportation Priorities Survey	June 1, 2025 – December 31, 2025	192
NDDOT LRTP Stakeholder Survey	July 8, 2025 – December 31, 2025	7
Scenario Planning	July 14, 2025 – December 31, 2025	49
Transportation Connection 2050: Young Driver & Student Survey	August 4, 2025 – November 21, 2025	117
NDDOT LRTP Tribal Priorities Survey	September 2, 2025 – December 31, 2025	4
NDDOT LRTP Freight Survey	November 4, 2025 – December 31, 2025	3
NDDOT LRTP Aviation Survey	January 29, 2026 – February 27, 2026	30

Table 3: Surveys and Response Totals

STAKEHOLDER ENGAGEMENT

NDDOT sought input from a wide array of organizations and groups, including the general public, public sector organizations, trade associations, and advocacy groups, throughout the development of Transportation Connection 2050. Stakeholder engagement began in May 2025 and continued through April 2026.

DIRECTOR'S ADVISORY COUNCIL

NDDOT established a Director's Advisory Council (DAC) to provide strategic guidance on key issues, needs, futures, strategies, and actions. The DAC consisted of executives and leaders from a wide array of public and private sector organizations. This structure ensured that Transportation Connection 2050 would be informed by and address the priorities of all the sectors that interact with and rely on the transportation network. DAC membership consisted of the following organizations:

- North Dakota Association of Counties
- South Central Adult Services
- Red River Valley & Western Railroad
- Burlington Northern and Santa Fe
- North Dakota Department of Health and Human Services
- North Dakota Department of Emergency Services
- North Dakota League of Cities
- North Dakota Township Officers Association
- North Dakota Aeronautics Commission
- Federal Highway Administration
- North Dakota Pipeline Authority
- North Dakota Highway Patrol
- North Dakota Department of Commerce
- North Dakota Department of Agriculture
- North Dakota Legislative Branch
- North Dakota Indian Affairs Commission
- North Dakota Department of Parks and Recreation
- North Dakota Motor Carriers Association
- Amtrak
- Impact Dakota
- Economic Developers of North Dakota
- Greater North Dakota Chamber
- MetroCOG (representing the four MPOs)
- Minot Air Force Base
- Associated General Contractors of North Dakota
- American Council of Engineering Companies of North Dakota
- North Department of Commerce – Tourism & Marketing

The Transportation Connection 2050 project team met with the DAC in May and December 2025, allowing DAC members to provide feedback on the goals and objectives of the development process as well as the scenario planning concepts designed for Transportation Connection 2050.

Table 4 shows the schedule of DAC meetings and the topics that were presented during those events.

DAC Meeting	Purpose	Meeting Format	Date
#1	<ul style="list-style-type: none"> • Introduction of purpose, timeline, and key activities for Transportation Connection 2050 • Determine the importance of transportation to DAC members' agencies and its primary impact on their operations • Discuss goals for Transportation Connection 2050 • Go over scenario planning examples 	Facilitated online presentation and discussion session	May 28, 2025
#2	<ul style="list-style-type: none"> • Discuss current state assessment and trends analysis • Preview interactive funding tool • Coverage of in-person public engagement 	Facilitated online presentation and discussion session	December 2, 2025
#3	<ul style="list-style-type: none"> • Update on Transportation Connection 2050 and public engagement to date • Other discussion topics TBD, including reviewing draft report • Please note: Information from the third DAC meeting will be added to the table for the final engagement summary. 	Facilitate online presentation and discussion session	TBD

Table 4: DAC Meetings

MPO COORDINATION

NDDOT maintained regular engagement with North Dakota’s four Metropolitan Planning Organizations (MPOs): the Bismarck-Mandan Area MPO (Bis-Man MPO), Fargo-Moorhead Metropolitan Council of Governments (FM MetroCOG), the Grand Forks-East Grand Forks MPO (the Forks MPO), and the Minot MPO (Central Dakota MPO). These four MPOs are responsible for transportation and land use planning within their respective metropolitan areas and oversee the administration of Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs).

Because federal regulations require MPOs’ and state DOTs’ planning efforts to align and support each other under a shared planning framework, NDDOT worked closely with these four MPOs in the development of Transportation Connection 2050. This coordination enabled the MPOs to understand

how the plan was created and what its strategies and actions would mean for their own planning efforts.

NDDOT hosted one meeting with each MPO during November 2025. During these meetings, NDDOT revisited Transportation Connection 2045, explained scenario planning, presented input from public engagement activities, previewed the interactive funding tool, and allowed space for open discussion and feedback.

STAKEHOLDER MEETINGS & SURVEY

NDDOT engaged with plan stakeholders throughout the plan development process. A mailed and electronic survey was sent to each stakeholder, requesting input on the state of transportation in North Dakota, perceptions about NDDOT, and perceived needs for future improvements. A summary of findings from the stakeholder survey can be found in the accompanying Survey Appendix.

COMMENTS AND THEMES FROM STAKEHOLDER ENGAGEMENT

- Transportation is vital to strong infrastructure, economic opportunity, and individual agency.
- Transportation plays a key role in connecting stakeholders to essential goods and services, which in turn, supports communities through all circumstances.
- The biggest changes since Transportation Connection 2045 include inflation, the use of the NDDOT Flexible Transportation Fund (Flex Fund), increased use of electric vehicles, technology advances, and workforce shortages.
- Key disruptions expected to influence transportation in the next 25 years include automation, funding challenges, economic instability, and aging infrastructure and technology.
- Scenario planning:
 - In the Cities and Centers scenario, there are opportunities for concentrated growth, investment in infrastructure improvements, increased multi-modal transportation options, and the potential for more efficient land use through mixed-use development.
 - In the Smart and Connected scenario, challenges include data security concerns, over-reliance on technology, reduced personal interaction, and vulnerability to cyberattacks.
 - In the Ghost Towns scenario, opportunities include reduced travel and more digital communication, access to cheap land, and potential for a societal or economic paradigm shift; however, the challenges are extensive. They include failing infrastructure, lack of services and resources, low tax revenue, increased isolation and depression, and more.

- The Rural Renaissance and Cities & Centers scenarios are the most likely scenarios to happen in North Dakota.
- Enhancing safety for the future of transportation in North Dakota is a primary area of interest for stakeholders.
- While the Grand Forks region benefits from flat terrain and a strong street grid, distances between housing and services remain a challenge.
- Political resistance to pedestrian and multimodal friendly facilities is common; it is best for those items to be included with larger transportation or safety improvements as they are more likely to be implemented.
- Smaller communities face significant challenges in competing for federal discretionary grants, which are costly and resource-intensive to prepare, but they lack the tax base to fund these projects locally or regionally.
- Many residents in Grand Forks want to live in neighborhoods with transportation amenities, but there needs to be stronger connections between transportation networks and land use planning to provide these amenities.
- Residents in the Bismarck-Mandan area do not want to commute into town to attend work, and many prefer to work remotely, which influences commute times and transportation infrastructure.
- Fargo has a strong pedestrian network, driven by college students, as well as offering recreation and alternative transportation with the latter growing increasingly important.

TRIBAL AUTHORITY COORDINATION

Tribal Authority Coordination

Coordination with Tribal nations and their communities is essential to the safety, reliability, and efficiency of North Dakota's transportation system. Tribal authority members are key partners in statewide planning. In addition, the Tribal authorities and the U.S. Bureau of Indian Affairs (BIA) own and maintain more than 737 miles of roadway in North Dakota. Addressing system needs and responding to safety concerns, transportation conditions, and changing travel demand priorities require close, ongoing collaboration between NDDOT and Tribal transportation partners across jurisdictions.

Five federally recognized Tribal authorities are located (at least partially) within North Dakota: Spirit Lake Nation, the Sisseton Wahpeton Oyate, the Standing Rock Sioux Tribe, the Turtle Mountain Band of Chippewa Indians, and the Three Affiliated Tribes of the Mandan, Hidatsa, and Arikara (MHA Nation).

NDDOT's Tribal liaison coordinator conducted regular outreach to the five Tribal authorities and facilitated discussion sessions with representatives from the Tribal authorities for Transportation Connection 2050. These discussion sessions consisted of an initial introductory session and a follow-up consultative session.

In the introductory session, the Tribal liaison coordinator presented an overview of Transportation Connection and its relationship to other Long-Range Transportation Planning efforts, including Tribal Transportation Plans. As of March 2026, introductory sessions have been conducted with each Tribal Chairperson through the North Dakota Tribal Chairman's Association and four tribes.

In the consultative session, the Tribal liaison coordinator facilitated a discussion on the Tribal authority's needs, preferences, and priorities for the state transportation network and for coordinating transportation planning across jurisdictional lines. As of March 2026, consultative sessions have been conducted with the Three Affiliated Tribes. Additional information and feedback from subsequent Tribal engagement meetings for Transportation Connection 2050 will be added to the final plan.

Additionally, the Tribal liaison coordinator prepared and distributed a Tribal Coordination survey to the Tribal authorities for their responses on their needs and priorities, particularly as they relate to coordination on transportation issues between different government agencies. The Tribal liaison coordinator will submit the draft Transportation Connection document to the Tribal authorities for their review.

In addition to consulting with the five Tribal nations in North Dakota, the U.S. Department of the Interior's BIA Great Plains Region Transportation Division will be providing their comments and input on Transportation Connection 2050. The BIA Great Plains Region serves Tribes located in North Dakota, South Dakota, and Nebraska through administration of transportation funding, road inventory, land records, and technical support.

Engagement Approach

The focus during meetings with Tribal governments as part of Transportation Connection 2050 was on listening closely and identifying ways to enhance collaboration and coordination to leverage resources and support growth and development of Tribal transportation program resources and capacity.

Tribal engagement meetings as part of Transportation Connection 2050 indicate an ongoing need for collaboration and communication on safety and road maintenance. Access to crash report data from the State, Tribal, and BIA Law Enforcement is also needed. Tribes are interested in coordinating policies, standards, and protocols with the State of North Dakota regarding emerging transportation technology, including autonomous vehicles and vertical takeoff and landing (VTOL) aircraft.

Transportation Funding and Reauthorization Priorities

With the expiration of the Infrastructure Investment and Jobs Act (IIJA) in September 2026, reauthorization of the federal transportation legislation is a major focus for the five Tribal Nations in North Dakota. In fiscal year 2025 the five Tribal Nations in North Dakota received a combined \$9.7 million from the Federal Highway Administration's Tribal Transportation Program (TTP) to cover program operations and road construction costs for 872 miles of roads within their BIA inventory. Up to 25% of that amount can be used for road maintenance. Since 2011 national TTP funding has increased 84%, but the five North Dakota Tribes saw an increase of only 18% as of FY 2025. Inflation during this period exceeded 45%, resulting in a net loss of transportation funding purchasing power.

Transportation Connection 2050: Shared State, Tribal Goals

A crucial component of Transportation Connection 2050 is creating the foundation for a statewide system of public transportation infrastructure that supports economic vitality, safety, and mobility needs of all North Dakotans. While Tribal transportation agencies struggle to secure adequate federal funding, they share the same goals and are important partners in securing that statewide vision.

IN-PERSON ENGAGEMENT

NDDOT collected in-person engagement in the form of pop-up events and public input meetings throughout the duration of the project. These events were hosted in various locations across the state of North Dakota and at venues and events that were inclusive, accessible, and well-attended. There were 12 pop-ups and three public input meetings.

POP-UP EVENTS

NDDOT sought input from a wide array of groups throughout the summer and into the winter of 2025 while developing Transportation Connection 2050. Pop-up events began in June 2025 and continued through December 2025. These events took place in a variety of locations and venues across the state of North Dakota, ensuring that NDDOT gathered information reflective of North Dakotan perspectives from a variety of regions and towns.

2025 NORTH DAKOTA ELECTRIC VEHICLE (EV) TAILGATE PARTY, BISMARCK

Thursday, June 26, 2025, 4-7 p.m. | North Dakota State Capitol, Visitor's Parking Lot

This pop-up event garnered approximately 25 attendees. An interactive sticker activity gathered people's opinions on the state of the transportation system, maintenance activities, and their accessibility across North Dakota at the event (as pictured in **Figure 6**). Additional materials utilized for the event included a comment card option for collecting written feedback, a handout with a QR code to the project survey on transportation priorities, and a project overview board. No written comments were received at the pop-up event.



Figure 6: Pop-up event at the EV Tailgate Party

Key feedback themes from discussions included the following concerns: maintenance takes place too frequently or for too long on roads and bridges, winter street clearing and roadway weather management strategies across the state are effective and timely, local and inner-city bus access is poor, and accessibility for all commuters (multi-modal transportation) has room for improvement, with some attendees noting that cycling along roadways in the state is especially challenging with improper signage/separation and poor trail maintenance.

EVENT ACTIVITY KEY FEEDBACK AND THEMES

The sticker activity collected feedback from pop-up event attendees centering around the condition, maintenance, accessibility, and safety of transportation of all kinds throughout the state. Respondents were asked to vote using green, yellow, or red sticker dots on various response types, indicating their opinions on how services are handled in North Dakota. Green stickers signified that respondents felt a certain item is done well, yellow signified a neutral opinion on the item, and red signified that respondents felt certain areas were not done well/have room for improvement.

A description of specific responses and a graph summarizing this activity's results are provided below in **Figure 7**.

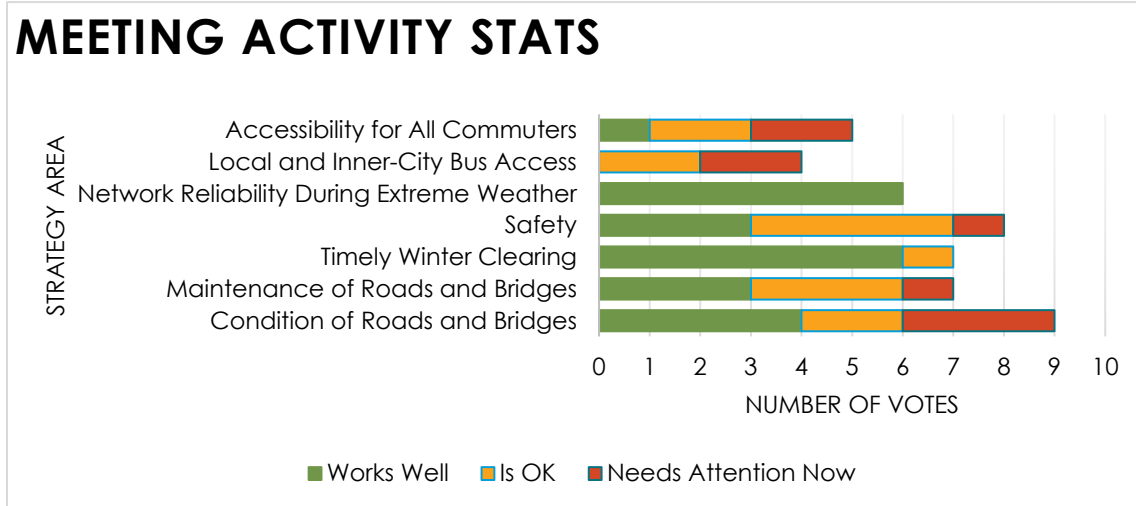


Figure 7: EV Tailgate Party Event Activity Results

Accessibility for All Commuters: Generally negative (one green, two yellow, two red). There were strong concerns from active transportation users, especially cyclists. Issues included:

- Limited and poorly marked bike lanes
- Frequent misuse of bike lanes by parked vehicles
- Lack of physical barriers for bike lane protection
- Hostility from drivers toward cyclists
- Poor trail design and maintenance
- Cyclists feeling responsible for their own safety due to inadequate infrastructure

Local and Inner-City Bus Access: Negative to neutral (two yellow, two red). Many were unfamiliar with local transit. Some noted a lack of accessible options statewide; one pedestrian recounted a near-collision with a bus in Bismarck.

Network Reliability During Extreme Weather: Very positive (six green). North Dakota was praised for its effective response compared to other states.

Safety: Neutral to moderately positive (three green, four yellow, one red). The yellow and red comments overlap with safety concerns noted for other services, such as bus access and accessibility for all commuters.

- **Timely Winter Clearing:** Overwhelmingly positive (six green, one yellow). Roads are cleared efficiently. One concern was raised about walking/bike paths sometimes being cleared before roads.
- **Maintenance of Roads and Bridges:** Mixed (three green, three yellow, one red). Comments from respondents touched on maintenance activities taking too long or seemingly too frequently. Commenters remarked that in some areas, repair of roadways seemed to take place in the same spots over and over again (indicating the fact that maintenance may be redundant).
- **Condition of Roads and Bridges:** Mixed responses (four green, two yellow, three red). Comments from respondents centered around maintenance having to take place on bridges and roads too frequently.

RED RIVER MARKET POP-UP EVENT, FARGO

Sunday, July 20, 2025, 10 a.m. – 2 p.m. | Red River Market

Approximately 35 attendees stopped by the table throughout the event. Additionally, an interactive sticker activity gathered people’s opinions on the state of the transportation system, maintenance activities, and their accessibility across North Dakota also featured at the event (as pictured in **Figure 8** and **Figure 9** on the next page). Additional materials utilized for the event included a comment card option for collecting written feedback, a handout with a QR code to the project survey, and a project overview board.



Figure 8: Pop-up event at the Red River Market

Key feedback themes from discussions included the following concerns: roadway maintenance and condition issues in the eastern portion of the state (issues with potholes noted frequently), concerns about accessibility for wheelchair users of sidewalks and trails, and the need for better inner-city transit systems between Fargo and Grand Forks.

WRITTEN COMMENTS

One written comment was received at the pop-up event with emphasis on the improvement of the bus system in Bismarck/Mandan and a statement of the need for a bullet train across the state.

EVENT ACTIVITY KEY FEEDBACK AND THEMES

The sticker activity collected feedback from pop-up event attendees centering around the condition, maintenance, accessibility, and safety of transportation of all kinds throughout the state. Respondents were asked to vote using green, yellow, or red sticker dots on various response types, indicating their opinions on how services are handled in North Dakota. Green stickers signified respondents felt a certain item is done well, yellow signified a neutral opinion on the category provided, and red signified respondents felt certain areas are not done well/have room for improvement. A description of specific responses and a graph summarizing this activity's results are provided below and in **Figure 9**:

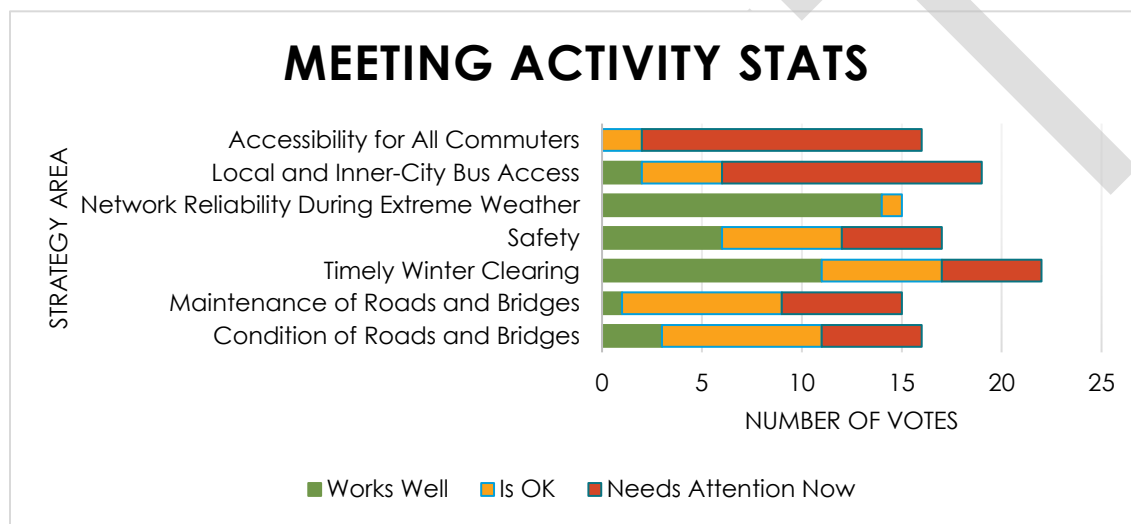


Figure 9: Red River Market Event Feedback Results

- **Accessibility for All Commuters:** Largely negative (two yellow, 14 red). Some responses indicated the need for better access for wheelchair users.
- **Local and Inner-City Bus Access:** Largely negative (two green, four yellow, 13 red). Comments focused on the need for more rapid/regular service (hourly) between key locations, such as Fargo and Grand Forks. A suggestion was made for adding trams for transportation around bigger cities (which have many parking lots).
- **Network Reliability During Extreme Weather:** Very positive (14 green, one yellow). Respondents commented on fast alerts during the recent tornadoes that hit parts of the state.
- **Safety:** Mixed responses (six green, six yellow, five red). There was a comment for more lights and better striping and visibility on roads, especially for people with astigmatism.

- **Timely Winter Clearing:** Mixed responses, leaning toward positive (11 green, six yellow, five red). One comment from an attendee who moved from Minnesota noted their state clears roads faster than North Dakota, which is slower and focuses primarily on emergency access routes.
- **Maintenance of Roads and Bridges:** Mixed (one green, eight yellow, six red).
- **Condition of Roads and Bridges:** Mixed responses (three green, eight yellow, five red). One comment focused on the potholes along U.S. Route 81 in Hillsboro, causing the need to drive in the left lane to avoid the right lane.

YOUNG DRIVER-FOCUSED EVENTS

The summaries for these events are grouped together as they targeted students and young drivers.

VISION ZERO DRIVING SKILLS FOR SUCCESS, WEST FARGO

Thursday, August 7, 1–4 p.m. | Veterans Memorial Arena

The Driving Skills for Success program, formerly known as Driving Skills for Life, provides hands-on training for teens ages 14–18 with a permit or license. Participants practiced driving through a controlled course with law enforcement, navigated distraction challenges, and experienced virtual simulators and other interactive safety activities.

NORTH DAKOTA STATE UNIVERSITY (NDSU) – NACHO AVERAGE LIBRARY, FARGO

Tuesday, August 26, 2025, 1–3 p.m. | NDSU Main Library

A welcome-week pop-up at the NDSU Main Library where students enjoyed nachos, learned about campus resources, and connected with staff in a casual setting, as shown in **Figure 10**.

UNIVERSITY OF NORTH DAKOTA (UND) – CAMPUS & COMMUNITY EXPO, GRAND FORKS

Wednesday, August 27, 2025, 10 a.m. to 2 p.m. | Memorial Union South Lawn

An outdoor expo on the Memorial Union lawn where UND departments, local businesses, and community organizations set up tables for students to learn about services, campus involvement, and part-time job openings. **Figure 11** shows a student interacting with an activity board at this event.

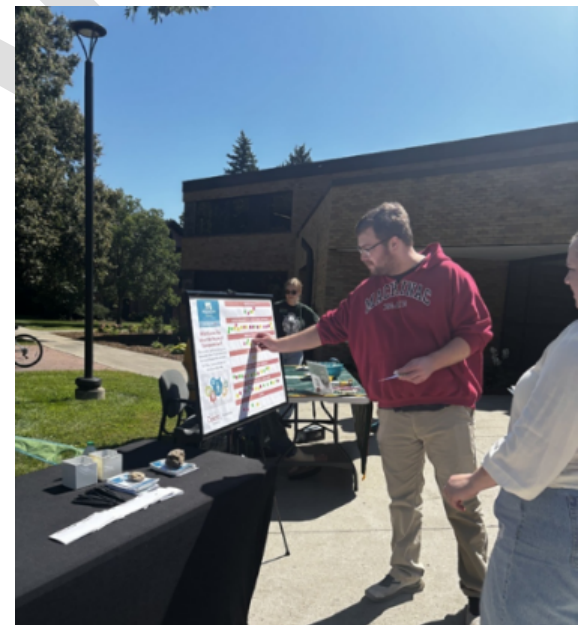


Figure 10: Pop-up event at the NDSU Nacho Average Library

MINOT STATE UNIVERSITY (MSU), MINOT

Friday, October 24, 2025, 10 a.m.–2 p.m. | MSU Student Center

The project team set up a table inside the Student Center to chat with students traveling to and from lunch.

NORTH DAKOTA STATE COLLEGE OF SCIENCE (NDSCS), WAHPETON

Wednesday, December 10, 2025, 11 a.m.–1 p.m. | Hektner Student Center

The project team set up a table inside the Hektner Student Center to chat with students traveling to and from lunch.

The project team spoke with approximately 30 young drivers and caregivers at the Vision Zero Driving Skills for Success event, 60 students at the NDSU event, 120 students at the UND event, 50 students at the MSU Student Center, and 25 students at the Hektner Student Center.

Interactive activities gathered students' opinions on NDDOT services, aspects of North Dakota's transportation future that excited them most, and transportation investment priorities. Additional materials used for each event included a comment card option for collecting written feedback, a handout with a QR code for a young driver survey, and a project overview board. No written comments were received at either of the events focused on young drivers.



Figure 11: Pop-up event at the UND Campus & Community Expo

EVENT ACTIVITY KEY FEEDBACK AND THEMES

At the Vision Zero Driving Skills for Success event, attendees engaged with an interactive sticker activity to identify which NDDOT services mattered most to them. Participants voted on categories including road safety (e.g., crashes, fatalities, emergency response), reliable routes (roads are open and accessible when needed), fast services (licensing, registration, snow-clearing response), more transportation options (walking, biking, riding transit), innovation and future modes (self-driving cars, ride-share, e-bikes, etc.), and an "Other" category. Results from this activity are summarized in **Figure 12**, with no votes recorded for "Other."

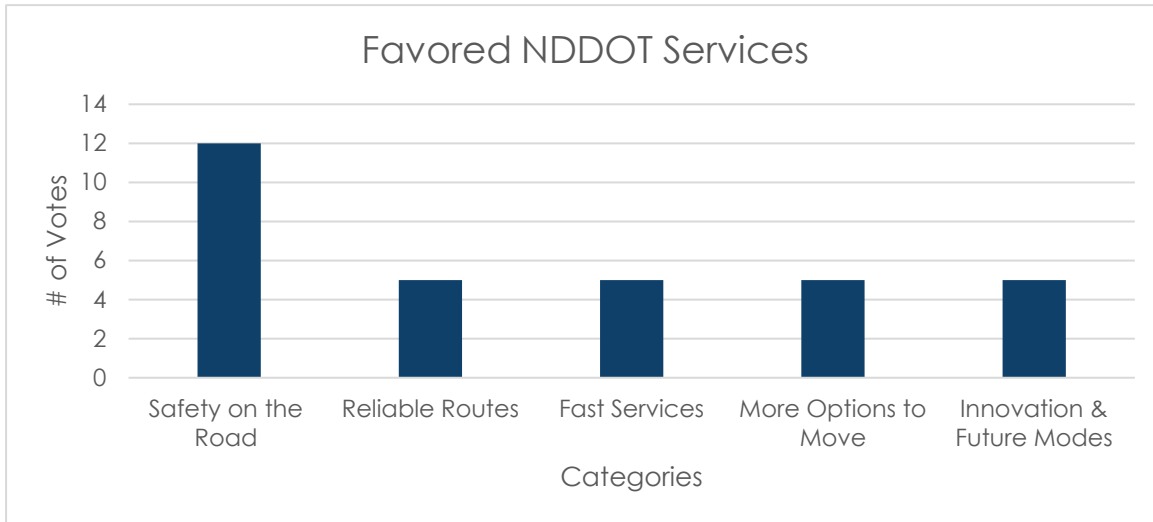


Figure 12: Vision Zero Pop-Up Sticker Activity Statistics

A second interactive activity was conducted to gather input on the aspects of North Dakota’s transportation future that excited attendees most. These results are summarized in **Figure 13**.

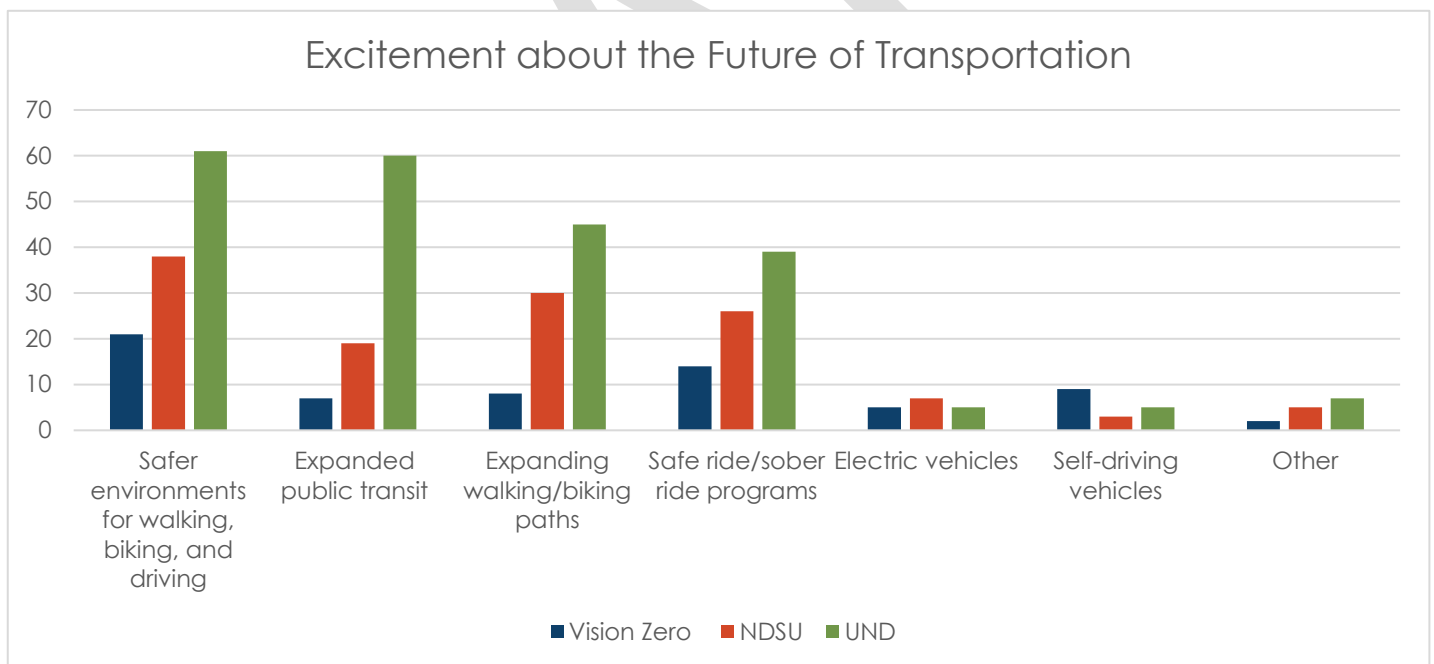


Figure 13: Vision Zero, NDSU, and UND Pop-Up Sticker Activity Statistics

At the MSU and NDSCS events, the project team used a third interactive activity where students were asked to identify their top three priority areas for future NDDOT investments. Participants voted on categories including driver services (wait time at the DMV), road and bridge conditions (quality of road and bridge surfaces), maintenance response to weather/emergency services (how quickly roads are

cleared), system safety (how safe residents feel on and next to the roadway), road and bridge maintenance (quality of road and bridge maintenance), transit and active transportation (how easy it is to travel without a car), functional capacity (how easy it is to move freight), and an “Other” category.

These results are summarized in **Figure 14**.

A summary of the activity boards and conversations with students is below:

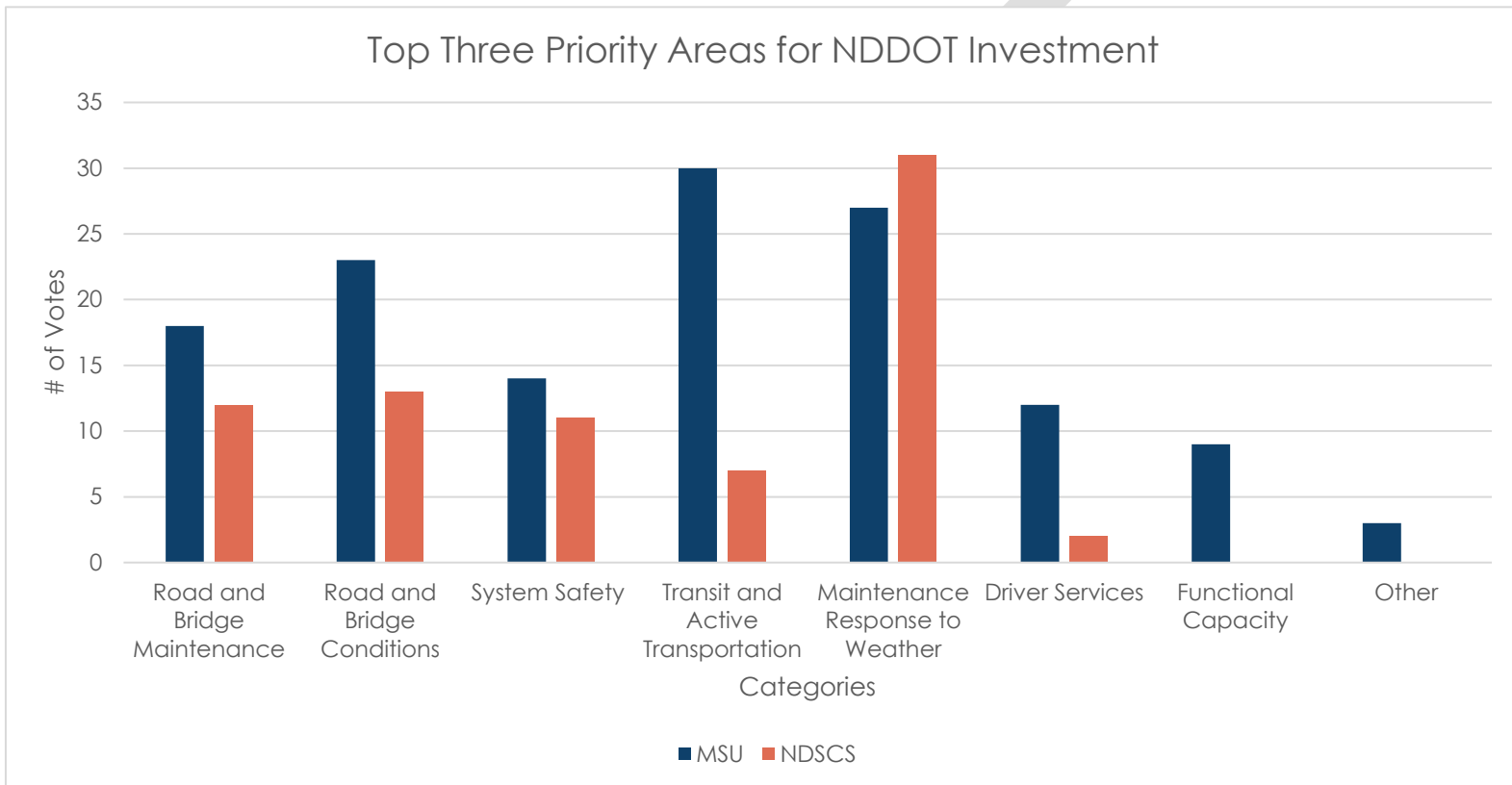


Figure 14: MSU and NDSCS Pop-Up Sticker Activity Statistics

Infrastructure and Accessibility

- Broad support for Vision Zero and youth driving safety programs. One participant noted they had recently completed the distracted driving course and recommended continuing such initiatives.
- Interest in safer, more walkable natural areas, enhanced pedestrian and bicycle infrastructure, and expanded paratransit services.
- Positive feedback on Grand Forks’ bicycle system, with one student remarking that the availability of bike lanes and driver behavior is “very good.”

- Suggestions to improve visibility and accessibility for blind or vision-impaired travelers and for neurodiverse individuals.
- North Dakota students at NDSCS were familiar with the ND Roads app and found it helpful, particularly for planning trips to Fargo. Several students who walk noted poor sidewalk conditions and expressed a need for more salt and ice management. One student mentioned that snow clearance on county roads was inadequate.

Transit Improvements

- Strong demand for increased bus frequency, with many recommending service every 30 minutes or better.
- Calls for more accessible transit information, particularly to support international students and new residents.
- Requests for free or discounted bus fares for young children of student parents.
- Interest in more carpooling options, ride-share services, and expanded passenger rail. Some students, however, recommended prioritizing improvements to existing infrastructure over new initiatives such as Big Sky Passenger Rail.
- A student from Alexander, ND highlighted the need for public transit to serve co-op schools, enabling high school students to travel between campuses for athletics.
- One student suggested increasing the interstate highway speed limit from 75 mph to 80 mph.
- One student at the MSU event emphasized the need for stronger driver education and greater compliance with traffic laws.
- Law enforcement officers participating in the Vision Zero event recommended implementing real-time crash alerts, similar to Amber/Silver alerts, to reduce traffic congestion and enhance roadway safety.

Innovation

- Mixed perspectives on self-driving vehicles. Some expressed enthusiasm, including a civil engineering graduate student working on an autonomous vehicle project between Grand Forks and Fargo, while others voiced safety concerns.
- Interest in greater regulation of electric scooters.
- Varied views on EVs. Students acknowledged their environmental benefits but questioned performance in cold and snowy North Dakota conditions. A few participants expressed a preference for more train/public transit options over EVs.

- Additional ideas included a “mini drone hoverboard” concept and enhancements to the ND Roads app, such as integrating snow-clearing photos modeled on Minnesota’s 511 app.

Licensing and Permit Experiences

- Most participants found the process relatively easy, with wait times between 30 minutes and 1 hour. In fact, one attendee had received his permit just that morning before the Vision Zero event and shared that the process was simple in terms of completing paperwork and wait time.
- Two individuals noted confusion over the required documentation for Real ID due to inconsistent instructions across the Fargo and Wahpeton Department of Motor Vehicle (DMV) offices.

28TH ANNUAL TRIBAL LEADERS SUMMIT, BISMARCK

Thursday September 4, 2025, 8 a.m. -12 p.m. | Bismarck Event Center

Approximately 25 attendees stopped by the table throughout this event. **Figure 15** shows the set-up of the event. One interactive sticker activity invited participants to vote on the aspects of North Dakota’s transportation future that excited them most, similar to the board used at young driver events. Results from this activity are summarized in **Figure 16**.

A second activity encouraged attendees to share comments on sticky notes about transportation improvements that would have the greatest impact on their Tribe and future generations. Additional materials included comment cards for written feedback, a handout with a QR code linking to a survey on Tribal priorities, and a project overview board. No written comments were received during the event.



Figure 15: Pop-up event at the 28th Annual Tribal Leaders Summit

At the Tribal Leaders Summit, responses prioritized safety, walkability, and expanded public transit options. The greatest interest centered on creating safer environments for walking, biking, and driving (17 responses), along with support for expanded walking/biking paths (13) and public transit (12). Tribal community members identified preferred improvements such as reducing construction disruption, enhancing pedestrian safety through vehicle technology, increasing lighting, and expanding transit access, particularly in Williston, ND. Additional feedback emphasized the need for better construction communication (i.e., some attendees mentioned safety-related concerns with work zones, with no one to talk to about these concerns), paved detour routes, wider highways, and more sidewalks and lighted trails, with a recurring focus on protecting pedestrians, especially children, at crosswalks. Mobility challenges for those in crisis were also raised.

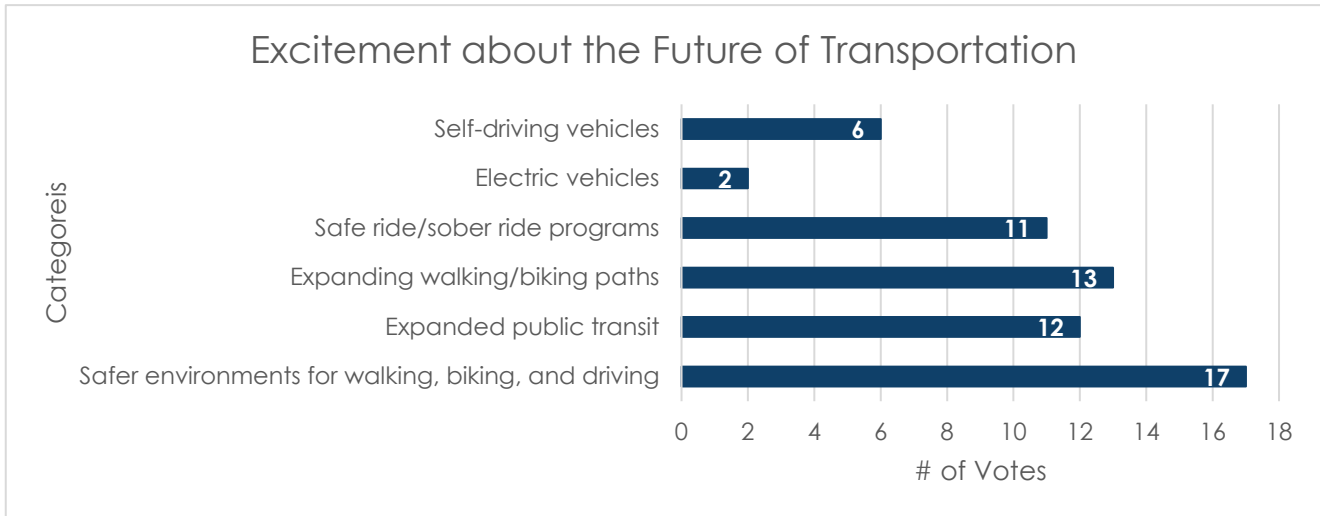


Figure 16: Tribal Leaders Summit Sticker Activity Statistics

BISMARCK DOWNTOWNER’S STREET FAIR, BISMARCK

Friday, September 12, 2025, 10 a.m.–2 p.m. | Downtown Bismarck

The pop-up event attracted approximately 40 attendees. An interactive sticker activity invited participants to identify their top three priority areas for future NDDOT investments (as pictured in **Figure 17**). Participants voted on categories including driver services (wait time at the DMV), road and bridge conditions (quality of road and bridge surfaces), maintenance response to weather/emergency services (how quickly roads are cleared), system safety (how safe residents feel on and next to the roadway), road and bridge maintenance (quality of road and bridge maintenance), transit and active transportation (how easy it is to travel without a car), functional capacity (how easy it is to move freight), and an “Other” category. Results from this activity are summarized in **Figure 18**.



Figure 17: Interactive sticker activity at the Bismarck Downtowner’s Street Fair pop-up event

Additional materials used for the event included a comment card option for collecting written feedback, a handout with a QR code to the project survey on transportation priorities, and a project overview board. No written comments were received at this pop-up event.

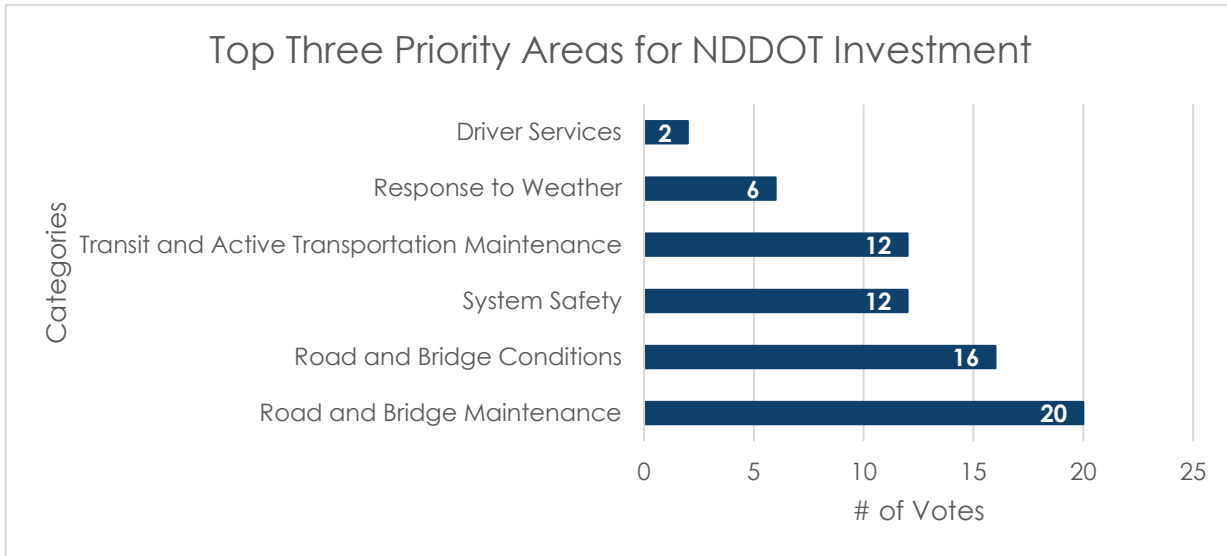


Figure 18: Bismarck Street Fair Sticker Activity Statistics

ADDITIONAL COMMUNITY FEEDBACK

Planning and Coordination

- Requests for better planning and coordination to reduce overlapping construction projects and related disruptions.

Accessibility and Equity

- Desire for increased transportation access for visually impaired and elderly residents, particularly in rural areas.
- Concerns about travel without a vehicle; while options like buses and scooters exist, they still carry costs that create barriers.
- Rural residents emphasized the need for more reliable transit access to Bismarck, especially for elderly individuals traveling to medical appointments.

Public Transit and Rural Access

- Calls for improved public transit services to support an aging population.
- Specific concern raised by a resident from Linton regarding gravel roads, which can become impassable at times; additional concerns noted about roads in southwest Emmons County.
- Questions about how rural transit can support critical needs, such as dialysis appointments, when schedules do not align with medical services.

System Safety and Infrastructure

- Safety concerns in Bismarck, including lack of sidewalks in north Bismarck.
- Dangerous conditions cited on North Washington Street in Bismarck.
- Broader concerns were raised about railroad maintenance across the state.
- Requests to improve winter snow clearing for safer travel.
- Future-focused feedback included adding a bypass starting east of Bismarck that loops north of town.

DMV Services

- Mixed experiences reported with DMV services:
- Positive feedback on the appointment system and efficient processing (one resident renewed their license in four minutes).
- Ongoing frustration with wait times at the Bismarck DMV, even with appointments.

OCTOBER – DECEMBER POP-UP EVENTS

For each pop-up, the project team used a sticker dot voting exercise that asked event attendees to identify their top three priority areas for future NDDOT investments. Participants voted on categories including driver services (wait time at the DMV), road and bridge conditions (quality of road and bridge surfaces), maintenance response to weather/emergency services (how quickly roads are cleared), system safety (how safe residents feel on and next to the roadway), road and bridge maintenance (quality of road and bridge maintenance), transit and active transportation (how easy it is to travel without a car), functional capacity (how easy it is to move freight), and an “Other” category. These events are summarized together.

OKTOBERFEST, WILLISTON

Saturday, October 25, 2025, 12.–4 p.m. | Great Northern

Approximately 20 people attended this event. An interactive sticker activity invited participants to identify their top three priority areas for future NDDOT investments. Participants voted on categories including driver services (wait time at the DMV), road and bridge conditions (quality of road and bridge surfaces), maintenance response to weather/emergency services (how quickly roads are cleared), system safety (how safe residents feel on and next to the roadway), road and bridge maintenance (quality of road and bridge maintenance), transit and active transportation (how easy it is to travel without a car), functional capacity (how easy it is to move freight), and an “Other” category.

The top three investment priorities for attendees were road and bridge conditions, road and bridge maintenance, and maintenance response to weather/emergency services. These are evidenced in **Figure 19** below.

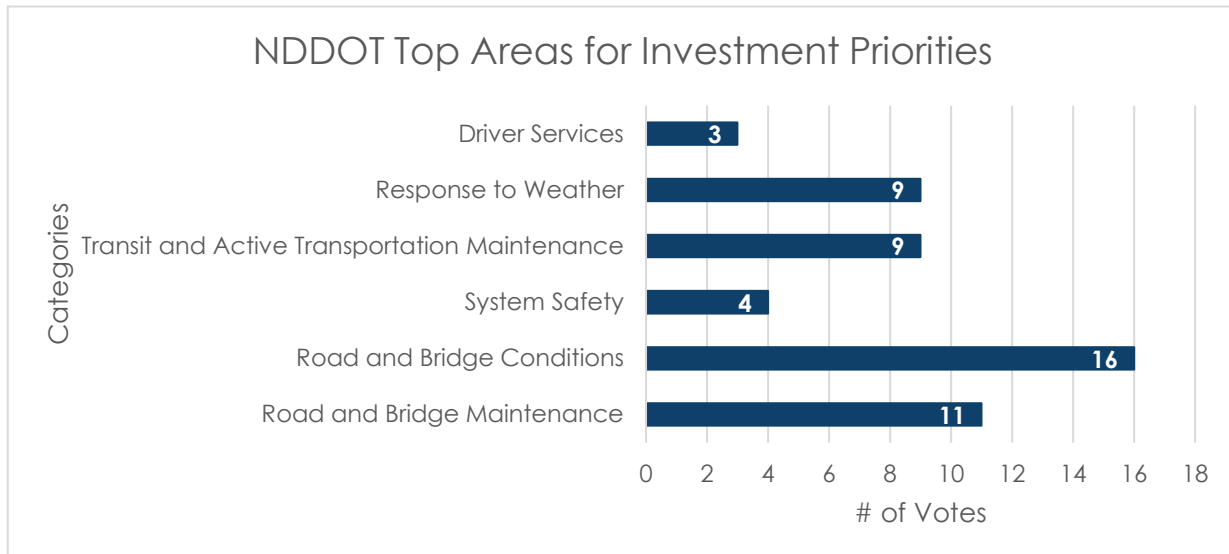


Figure 19: Williston Oktoberfest Sticker Activity Statistics

Conversations at the event reflected that a few attendees expressed enthusiasm for expanding multimodal travel options. Another attendee highlighted concerns about driver behavior, noting the challenges associated with an influx of residents from other states with differing driving habits. The impacts of the oil boom were also discussed, including increased truck traffic, winter mobility challenges, and a desire for greater local input in transportation planning. Williston DMV services were viewed positively, with one attendee calling the Williston DMV the "best DMV in the country."

**PANGEA: CULTIVATE OUR CULTURES EVENT,
MOORHEAD, MN**

Saturday, November 15, 2025, 10 a.m.- 4 pm. | Historical and Cultural Society of Clay County

Approximately 125 people attended this event, which is shown in **Figure 20**. An interactive sticker activity invited participants to identify their top three priority areas for future NDDOT investments. Participants voted on categories including driver services (wait time at the DMV), road and bridge conditions (quality of road and bridge surfaces), maintenance response to weather/emergency



Figure 20: Pop-up event at the Pangea: Cultivate Our Cultures Event

services (how quickly roads are cleared), system safety (how safe residents feel on and next to the roadway), road and bridge maintenance (quality of road and bridge maintenance), transit and active transportation (how easy it is to travel without a car), functional capacity (how easy it is to move freight), and an “Other” category.

Additionally, the project team conducted a youth-focused voting activity to understand what North Dakotans of all ages value in making streets work better for everyone. Results from both activities are represented in **Figures 21** and **22** below.

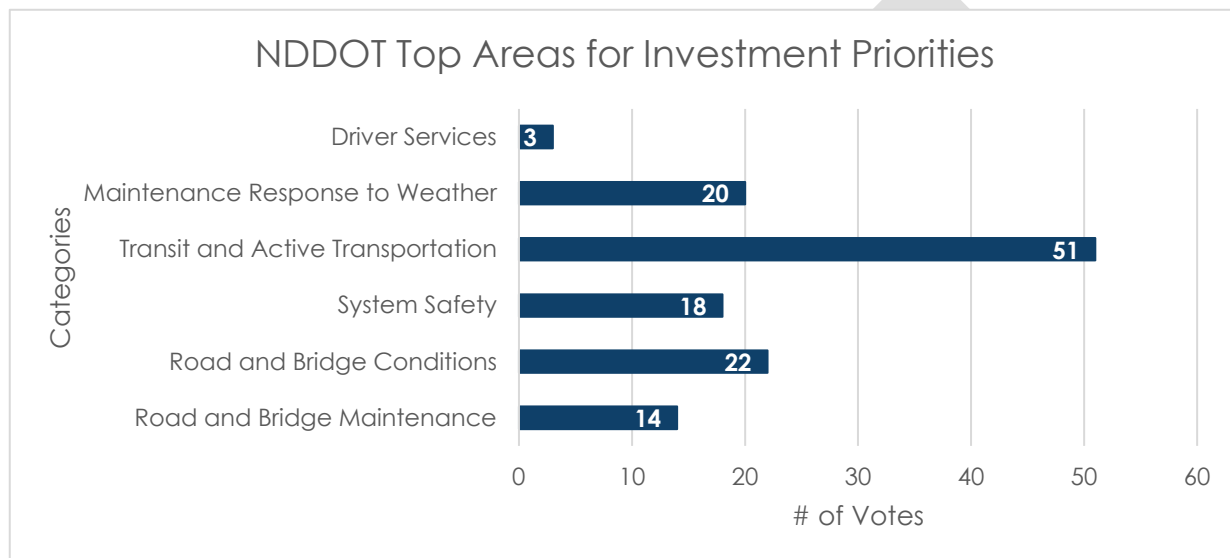


Figure 21: Pangea: Cultivate Our Cultures Sticker Activity Statistics

The top investment priorities, as identified by votes in this activity were Transit and Active Transportation, Road and Bridge Conditions, and Maintenance Response to Weather/Emergency Services.

The youth-focused voting activity, targeting ages 4–12, plus some teens and adults, was conducted to understand what North Dakotans of all ages value in making streets work better for everyone. A total of 48 responses were collected. This is shown in **Figure 22**.

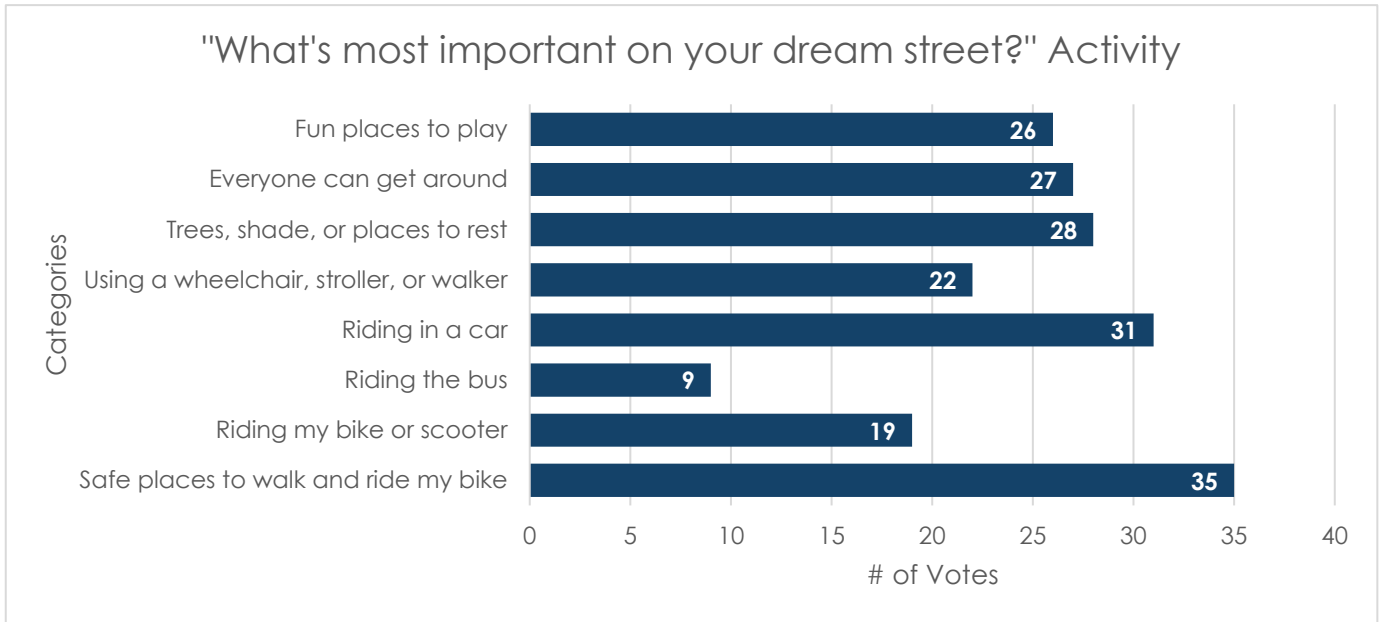


Figure 22: Pangea: Cultivate Our Cultures Kid’s Voting Activity Statistics

The final results of this voting activity yielded that “Safe places to walk and ride my bike,” “Riding in a car,” and “Trees, shade, or places to rest” were the highest priorities for children that responded to this activity at the event.

During conversations at the event, many attendees expressed satisfaction with the appointment system/level of service at the Fargo DMV, hence the reason for the few votes for Driver Services. A significant portion supported expanding public transit and enhancing infrastructure for cyclists and pedestrians, noting that navigating the metro area without a car is difficult. Written comments voiced support for more passenger train options, more electric vehicle (EV) charging stations, and walkable neighborhoods with protected bike lanes. There were a few comments for improved driver education, particularly on roundabout use and general traffic compliance. Some concerns included an inconvenient Amtrak schedule, which requires getting to the Fargo station late in the evening, and the need for more public transit options to support aging residents in rural areas who otherwise rely on nonprofits for mobility and access to work, social connections, and medical appointments.

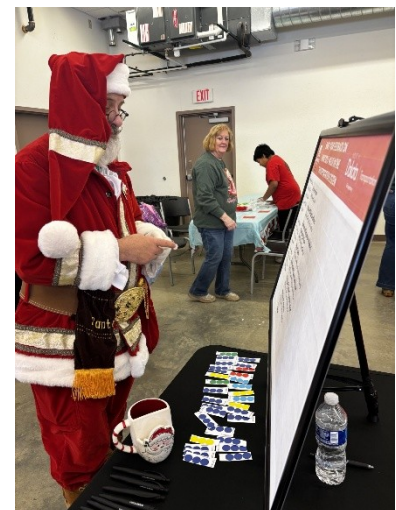


Figure 23: Pop-up Event at Devil's Lake Christmas Fair

DEVIL’S LAKE CHRISTMAS FAIR, DEVIL’S LAKE

Saturday, December 13, 2025, 11 a.m.–1 p.m. | Western State Bank Event Center

Approximately 25 people attended this event, which is shown in **Figure 23**. Feedback was collected in the form of the top investment priorities and the kid's voting activities described in the Pangea event. Results from these are represented in **Figures 24** and **25** below.

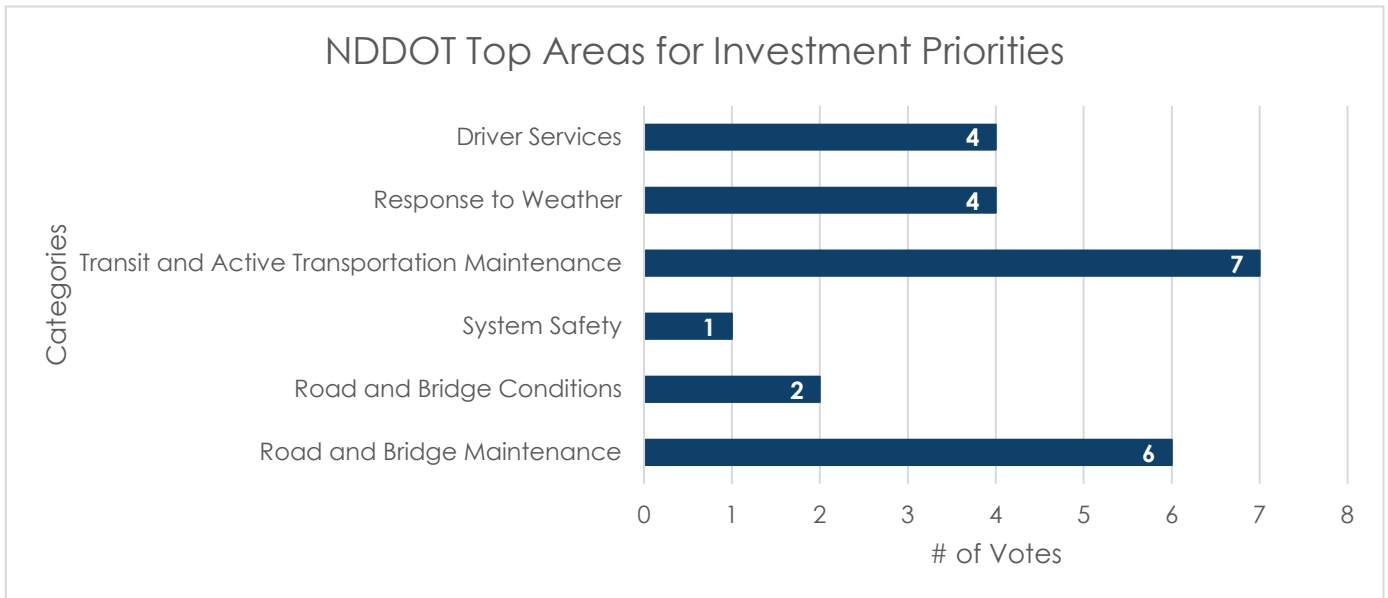


Figure 24: Devil's Lake Christmas Fair Sticker Activity Statistics

A youth-focused voting activity was conducted to understand what North Dakotans of all ages value in making streets work better for everyone. The primary targets for this voting exercise were children ages 7-11. A total of five responses were collected.

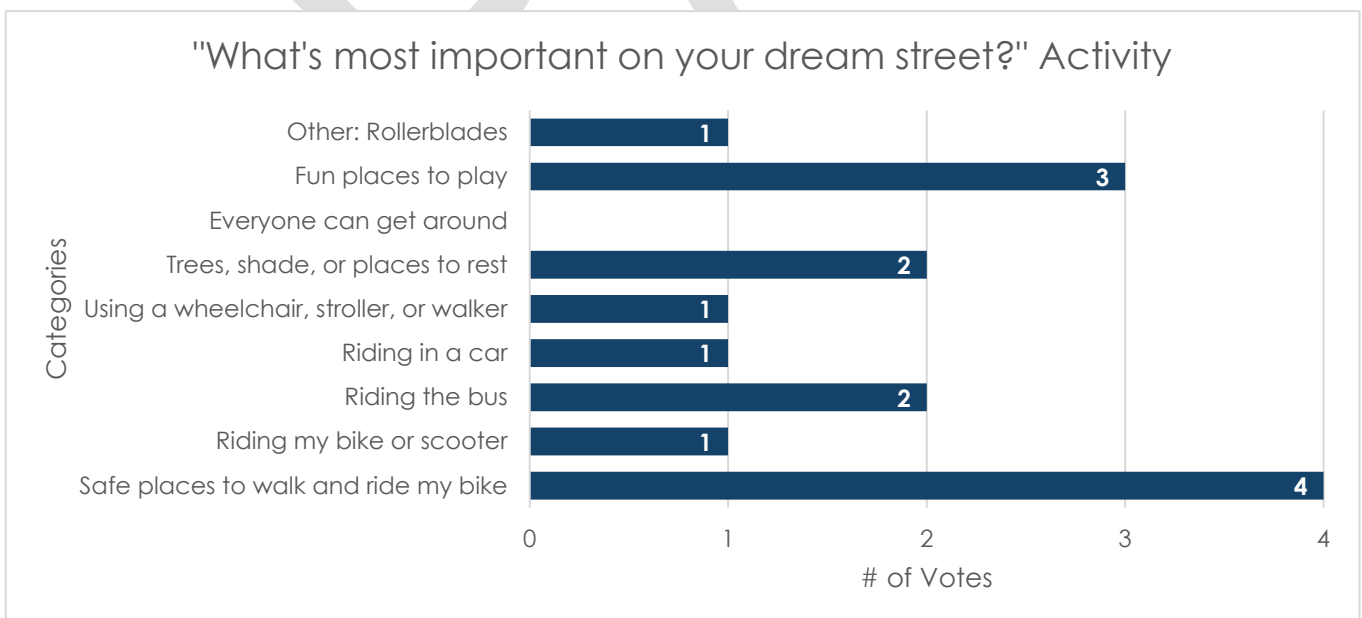


Figure 25: Devil's Lake Christmas Fair Kid's Voting Activity Statistics

Results of this voting activity highlighted “Safe places to walk and ride my bike,” “Riding the bus,” “Trees, shade, or places to rest,” and “Fun places to play” as the top priorities for respondents in what should be included in their “dream street.”

There were a variety of conversations with members of the public at this event. Several attendees expressed interest in adding a turning lane on U.S. Highway 2, noting it would be particularly helpful for motorists operating farming equipment. One farmer shared that she often has difficulty accelerating to highway speeds while towing a trailer and experiences vehicles passing her, creating safety concerns. Crashes with farming equipment on gravel roads and blocking other motorists, especially at night, were also noted as a concern.

Additional comments included a request for expanded transportation options for veterans and a question about whether NDDOT has any age restrictions on driver’s licenses, prompted by one attendee whose 102-year-old mother recently renewed hers. Feedback on DMV services was generally positive, with attendees noting that the appointment system helps streamline the process. However, one person reported difficulty scheduling a CDL appointment online and instead obtained a same-day slot by visiting the DMV in person.

Overall, attendees felt that state highways are well maintained during winter conditions, though one individual noted that snow removal on county roads could be improved.

PUBLIC INPUT MEETINGS

The project team hosted public input meetings in West Fargo, Bismarck, and Dickinson to share information and gain input from the public on scenario planning to help develop the strategic direction for the plan update.

A pre-recorded presentation provided details on the LRTP plan update and gave an overview of scenario planning, four scenarios (Rural Renaissance, Cities and Centers, Smart and Connected, and Ghost Towns), and how the scenarios will help NDDOT to plan more flexibly, adapt to change, and make smarter transportation decisions for North Dakotans. The meeting also included meeting display boards and a handout for attendees interested in learning more about the project. A Title VI demographic survey was conducted at the meeting as well.



Figure 26: West Fargo Public Meeting Open House #1

The public could provide comments through multiple forms, including completing a comment form in person or by email, writing on and adding sticky notes to display boards, or submitting digital comments via the project website.

PUBLIC INPUT MEETING #1, WEST FARGO

Monday, July 21, 2025, 4 – 7 p.m. | DoubleTree Hotel

Approximately 10 attendees signed in for the meeting. See **Figure 26** for a depiction of the event. No written comments were received.

Advertisements: Valley City Times-Record (7/8/25 and 7/11/25), Wahpeton Daily News (7/2/25), Devil’s Lake Daily Journal (7/1/25), Grand Forks Herald (6/30/25, 7/7/25), the Forum of Fargo-Moorhead (7/1/25, 7/8/25), and social media posts on various platforms (7/15/25, 7/19/25, 7/20/25).

KEY ENGAGEMENT RESULTS

This section summarizes the key engagement results gathered through the public input received at the meeting, highlighting both opportunities and challenges for each different potential scenario, as shown in **Table 5**.

SCENARIO	OPPORTUNITIES	CHALLENGES
Rural Renaissance	<p>Outdoor amenities/recreational as economic opportunity/connecting trail systems.</p> <p>On-road/ off-road trail connection facilities.</p> <p>4-lane/3-lane rural lane configurations</p>	<p>Lack of local resources for municipal infrastructure.</p> <p>Winter impact on recreational sector.</p>
Cities and Centers	<p>Access to interstate impacts development within cities.</p> <p>Frontage roads with U-turns are a good model.</p>	<p>Growth outpaces NDDOT timelines (52nd Ave).</p> <p>76th Avenue interchange is 10 years away/need for interchanges on 76th.</p> <p>Need to adjust NDDOT standard of two miles between interchanges.</p>

SCENARIO	OPPORTUNITIES	CHALLENGES
		<p>Local road networks unable to accommodate growth.</p> <p>55th St N through town needs to be 3 lanes.</p> <p>Lack of regional planning in 64th bridge without interchanges.</p>
Smart and Connected	<p>Airport expansion to connect to larger markets, improve tourism.</p> <p>Drones reduce construction/survey costs.</p>	
Ghost Towns	<p>Insurance rates are more competitive in North Dakota to respond to coastal pressures.</p> <p>North Dakota’s abundant water sources helps alleviate drought conditions more effectively with appropriate water management policies.</p> <p>Outdoor recreation, state park investment.</p> <p>Immigrant community resettlement.</p>	<p>Lack of local families in smaller communities for municipal infrastructure.</p> <p>Lack of economic base to support schools, hospitals.</p> <p>More tech support for federal grants.</p> <p>Difficult to attract young workers to find new opportunities, diversify economy.</p>

Table 5: West Fargo Public Input Meeting Board Activity Results

ENGAGEMENT SUMMARY FROM WEST FARGO PUBLIC INPUT MEETING

In general, discussions at the public input meeting indicated that the Rural Renaissance scenario reflects an economic potential in outdoor recreation and trail connectivity but faces limited infrastructure resources and seasonal impacts. The Cities and Centers scenario presents opportunities and challenges with city growth, including straining local road networks and outpacing transportation planning timelines. The technological advancements such as airport expansions and drone use from the Smart

and Connected scenario offer benefits such as improving connectivity and tourism and reducing surveying costs with construction. The Ghost Towns scenario offers outdoor recreation and state park investment opportunities but also increases the need for more federal support and grants.

Rural Renaissance: Outdoor amenities and recreation present an economic opportunity, especially when supported by well-connected trail systems. It also offers opportunities to expand on-road and off-road trail connections and to implement flexible 4-lane and 3-lane rural roadway configurations. However, this scenario faces challenges, such as securing land for infrastructure and seasonal impacts.

Cities and Centers: This scenario offers opportunities to leverage interstate access to guide growth within cities and to implement frontage road systems with U-turns as a best practice design for managing corridor access. This scenario presents challenges such as growth outpacing NDDOT project timelines and the potential for local road networks to be unable to keep pace with development.

Smart and Connected: The Smart and Connected scenario offers benefits such as improving connectivity and tourism and reducing surveying costs with construction.

Ghost Towns: This scenario provides opportunities to take advantage of competitive insurance rates, grow tourism and quality of life through outdoor recreation and state park development, and develop communities through immigrant resettlement initiatives. Conversely, it may be harder to attract young workers with a smaller number of families leading to an insufficient tax base to support essential services such as schools and hospitals, among other challenges.

PUBLIC INPUT MEETING #2, BISMARCK

Wednesday, September 10, 2025, 3 – 6 p.m. | Bismarck Art Galleries Association in Bismarck

Approximately eight attendees signed in for the meeting. See **Figure 27** for a depiction of the event.

In addition to the display boards presented at the first public input meeting, the Bismarck meeting included an interactive sticker activity that asked participants to identify their top three priorities for future NDDOT investments.

No written comments were received.

Advertisements: Bismarck Tribune (8/18/25), Minot Daily News (8/18/25), Dickinson Press (8/19/25), Williston Herald (8/16/25), The McKenzie County Farmer (8/27/25), and social media posts on various platforms (9/3/25, 9/9/25, 9/10/25).



Figure 27: Bismarck Public Meeting Open House #2

KEY ENGAGEMENT RESULTS

This section summarizes the key engagement results gathered through the public input received at the meeting, demonstrating attendees’ investment priorities in **Figure 28** and highlighting both opportunities and challenges for each different potential scenario in **Table 6**.

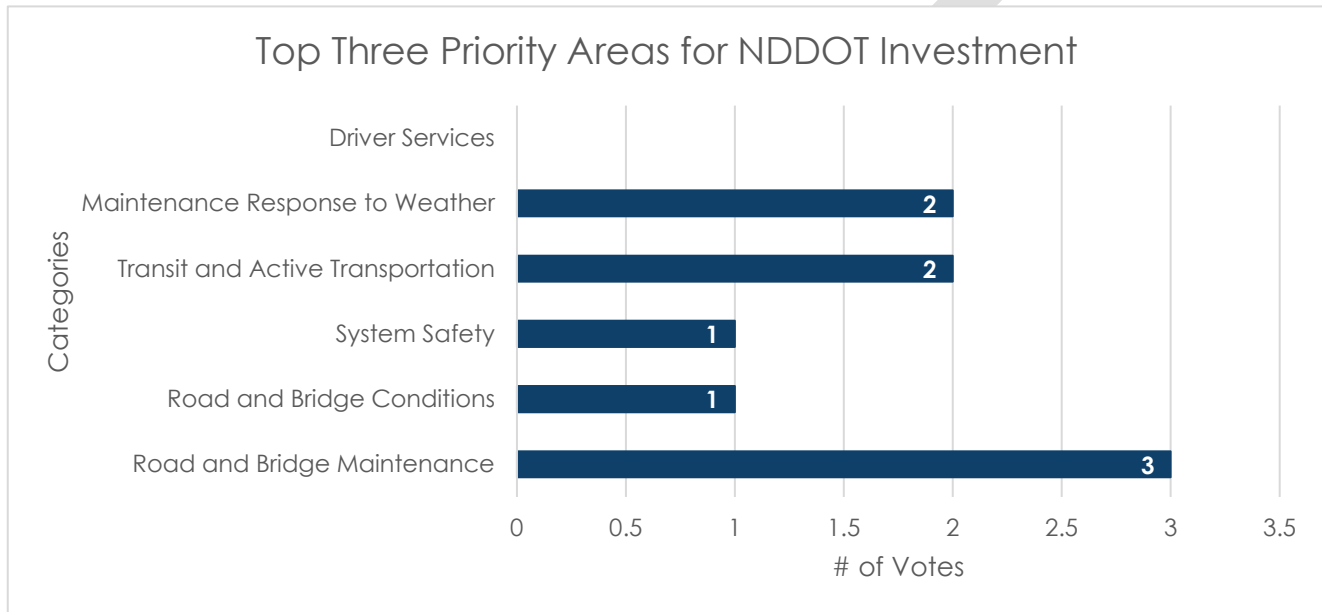


Figure 28: Bismarck Public Input Meeting Interactive Sticker Activity Statistics

While attendees did not place stickers in the “Other” category, additional comments they gave related to this category included:

- Coordinate with Sanford and Department of Health and Human Services regarding transportation services for people with disabilities.
- More accessible, affordable multimodal options.

SCENARIO	OPPORTUNITIES	CHALLENGES
Rural Renaissance	Sounds peaceful. Would need small buses or vans from city or bus centers to get places. Motorcycle taxis.	First-mile movement of goods. Traveling to healthcare appointments in urban areas (x2).0F ¹

¹ The notation (x2) indicates that this comment was independently raised by two separate participants during the public input meeting.

SCENARIO	OPPORTUNITIES	CHALLENGES
	<p>Open new tech centers in rural areas. Requiring more executive style airports or short service rail to metro areas.</p>	<p>Securing land for airports/routes into these areas.</p> <p>This would require many more roads and/or trains. It sounds idyllic, but where would people connect? Where is the community center and how do people get to it?</p>
<p>Cities and Centers</p>	<p>Developing timely mass transit in addition to modifications to structures to accommodate self-driving cars/Uber.</p> <p>Accessibility and mobility for all.</p> <p>A thriving, well-designed city doesn't need to consider delivery of all services and goods; one should be able to walk about in a neighborhood that has most of what they need (like Chinese cities).</p>	<p>Subsidizing transit until usage is self-sufficient (x2).</p> <p>Destroying notions of zoning. Lively cities have lots of mixed purpose areas. People should be able to live in their business [sic]; street food should be a norm. Every alley should be a revelation.</p>
<p>Smart and Connected</p>	<p>Regulatory and industry expansion in tandem.</p> <p>Drone delivery (such as rural pharmacy).</p> <p>Growth in autonomous trucks.</p> <p>Create a city planning structure that creates districts (entertainment, shopping, education, etc.) in order to</p>	<p>Transforming cities from the current (old) way of movement to a new way which takes advantage of new tech.</p> <p>Interconnected systems are vulnerable to system-wide disabling (see Battlestar Galactica reboot!)</p>

SCENARIO	OPPORTUNITIES	CHALLENGES
	<p>maximize efficient transportation avenues.</p> <p>Electric vehicle infrastructure will follow demand.</p> <p>Asset management via smart infrastructure/ITS/drones.</p> <p>Potential efficiencies and clean environment.</p> <p>Routine trains would be fabulous to get to events in other cities or states.</p> <p>First-mile goods movement.</p>	
Ghost Towns	<p>Tourism/ecotourism to quiet, historic places.</p> <p>Need highways or trains.</p>	<p>Asset state of good repair (x2)</p> <p>Will usage justify the cost?</p>

Table 6: Bismarck Public Input Meeting Board Activity Results

PUBLIC INPUT MEETING #3, DICKINSON

Thursday, September 11, 2025, 4-7 p.m. | West River Community Center

Approximately five attendees signed in for the meeting.

Figure 29 depicts the meeting.

In addition to the display boards presented at the first public input meeting, the Dickinson meeting included an interactive sticker activity that asked participants to identify their top three priorities for future NDDOT investments.

No written comments were received.



Figure 29: Dickinson Public Meeting Open House #3

Advertisements: Bismarck Tribune (8/18/25), Minot Daily News (8/18/25), Dickinson Press (8/19/25), Williston Herald (8/16/25), The McKenzie County Farmer (8/27/25), and social media posts on various platforms (9/3/25, 9/9/25, 9/10/25).

KEY ENGAGEMENT RESULTS

This section summarizes the key engagement results gathered through the public input received at the meeting, demonstrating attendees' investment priorities in **Figure 30** and highlighting both opportunities and challenges for each different potential scenario in **Table 7**.

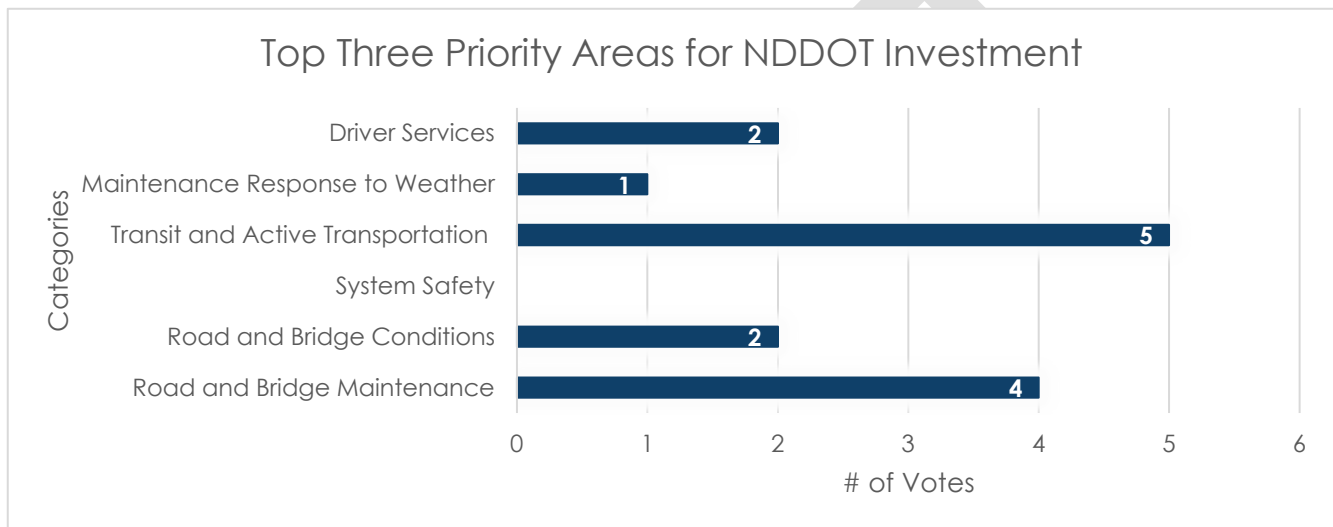


Figure 30: Dickinson Public Input Meeting Interactive Sticker Activity Statistics

While attendees did not place stickers in the "Other" category, additional comments they gave related to this category included:

- Desire for more buses and greater public transit availability.
- Appreciation for using sand instead of salt during road clearing to minimize vehicle damage.
- Positive experience at DMV noted due to the ability to schedule appointments.
- Concern about delays in a chip sealing project in Dickinson and potential damage to car.

SCENARIO	OPPORTUNITIES	CHALLENGES
Rural Renaissance	Trails to recreation destinations. Patterson Lake connection from Dickinson.	Inefficiencies with roadway projects, like delays and late season starts, can lead to cost overruns and risk keeping local roadways in a state of good repair.

SCENARIO	OPPORTUNITIES	CHALLENGES
Cities and Centers	<p>Hwy 22 trail to fairground.</p> <p>Partial natural surface.</p> <p>Wintertime activities (indoor and outdoor).</p> <p>Nearby parks and recreation that are easy to access.</p> <p>Trail access, safe trail crossings.</p>	<p>Delays in starting projects.</p> <p>Widening US 85.</p> <p>Missing white line on minor arterials— painting would provide some level of safety for cyclists.</p>
Smart and Connected	<p>Autonomous commercial/freight vehicles.</p> <p>E-bikes being used more by youth (northwest part of town) – from new developments to Recreation (Rec) Center.</p>	<p>Over-dependence on technology— Don't want self-driving cars.</p> <p>Autonomous vehicles are inevitable—good or bad.</p> <p>Amtrak</p> <p>Charging stations at Rec Center were declined by management due to lack of interest.</p>
Ghost Towns	No comments	Maintain state of good repair.

Table 7: Dickinson Public Input Meeting Board Activity Results

ENGAGEMENT SUMMARY FROM BISMARCK AND DICKINSON PUBLIC INPUT MEETINGS

Participants emphasized that the Rural Renaissance scenario offers small scale transit and stronger recreation connections but faces gaps in healthcare access, freight movement, and infrastructure funding. Cities and Centers presents opportunities for transit, walkable areas, and active public spaces, while challenged by project delays, funding needs, and zoning resistance. Smart and Connected highlights potential in smart infrastructure, drones, and autonomous technology but must address system vulnerabilities and potential low demand for new technologies. The Ghost Towns scenario offers tourism potential yet raises concerns about maintaining low use infrastructure and the value of long term investment.

Rural Renaissance: At the two public input meetings, responses to scenario planning indicated that the Rural Renaissance scenario presents opportunities such as a peaceful lifestyle supported by small-scale transit (vans, buses, motorcycle taxis), new tech centers requiring better transport links like executive airports or short rail lines, and improved access to recreation through trails (e.g., from Dickinson to Patterson Lake) and train connections. However, it also faces significant challenges, including addressing the link between producers and distributors within the first mile of goods movement, limited access to urban healthcare, land acquisition for infrastructure, the need for well-connected community hubs, and potential for mismanaging funds needed to maintain roads and transportation systems.

Cities and Centers: With respect to the Cities and Centers scenario, opportunities include communities being accessible through the development of timely mass transit; infrastructure adaptations for self-driving vehicles and ridesharing; and the creation of walkable neighborhoods where most needs can be met locally, as seen in some Chinese cities. Emphasizing accessibility, mixed-use zoning, and active public spaces like trails, parks, and winter recreation areas are beneficial. Challenges include the need to subsidize transit until it becomes self-sustaining, delays in project implementation, infrastructure gaps such as missing bike lane markings, and resistance to rethinking traditional zoning in favor of more mixed-purpose urban spaces.

Smart and Connected: The Smart and Connected scenario offers opportunities for regulatory and industry growth, drone delivery (especially in rural areas), and autonomous vehicle use in freight and agriculture sectors. Creating well-planned city districts can improve transportation efficiency, while smart infrastructure, electric vehicle support, and routine train services can enhance connectivity and environmental sustainability. Challenges include transitioning from outdated transportation models, the risk of over-reliance on vulnerable interconnected systems, limited demand for EV charging infrastructure, and skepticism toward self-driving technology.

Ghost Towns: The Ghost Towns scenario offers opportunities for tourism and ecotourism by attracting visitors to quiet, historic locations, potentially supported by improved highway or train access. However, challenges include maintaining infrastructure in a state of good repair and questioning whether the investment in access and upkeep is justified by the level of expected use.

The interactive piece for both meetings included a sticker-board asking the question, "What are the three top areas that you would like to see NDDOT invest in?" Participants at the public input meetings emphasized the importance of road and bridge maintenance, transit and active transportation, and system safety. The Dickinson meeting showed greater interest in transit and active transportation and road maintenance, while the Bismarck meeting also reflected the similar themes of Road and Bridge Maintenance and Transit and Active Transportation.