

WELCOME

WEST 94 AREA TRANSPORTATION PLAN

PUBLIC OPEN HOUSE



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METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

PROJECT OVERVIEW

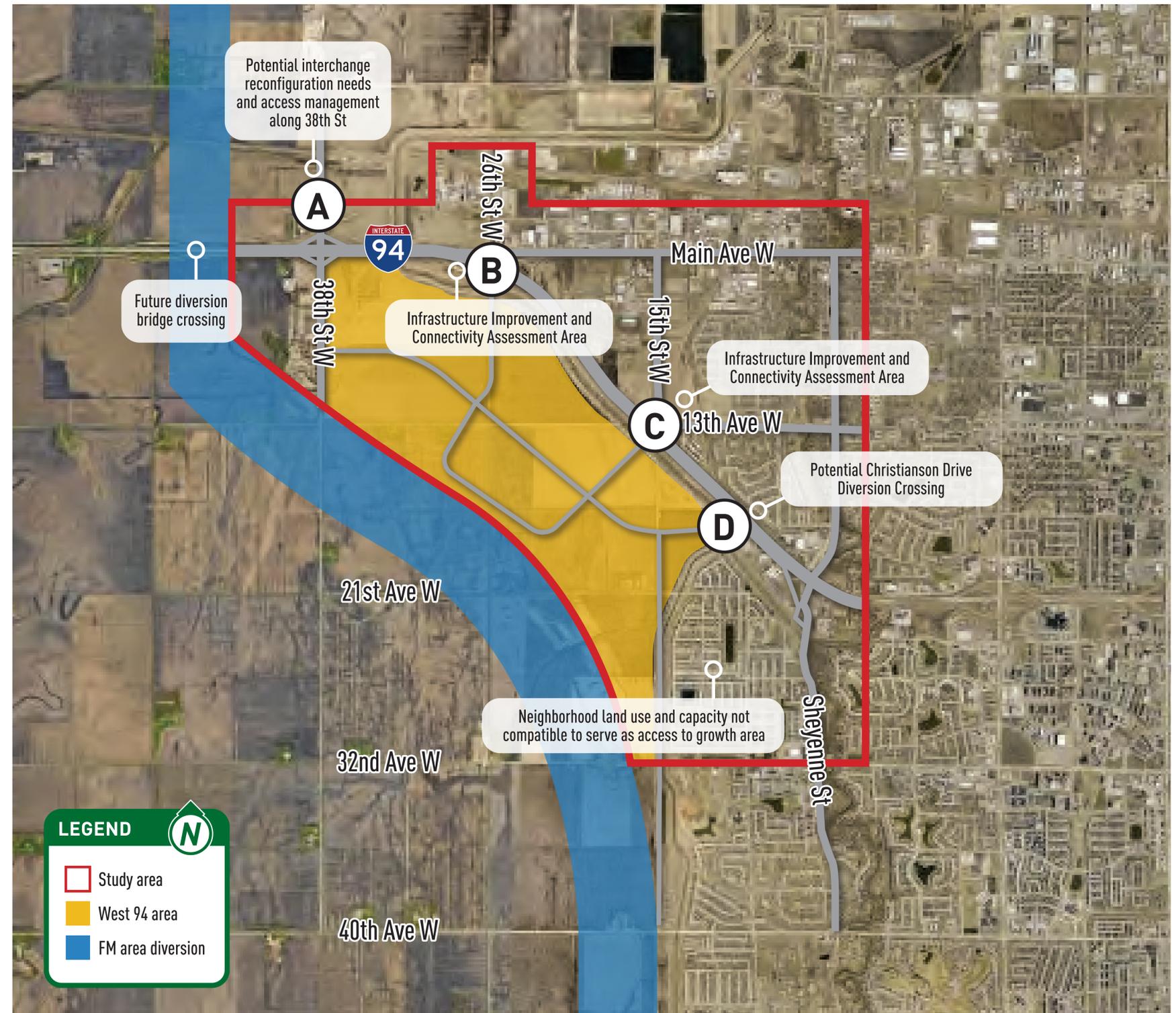
WEST 94 AREA TRANSPORTATION PLAN

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With construction of the FM Area Diversion Project, previously flood-prone land will become protected from flooding when the Diversion Project is complete in 2027. Pending landowner interest, future utility extensions, and other factors, undeveloped land on the east side of the FM Diversion Project is anticipated to develop at a notable pace.

The area of development being analyzed by this plan is roughly 2.5 square miles of land located southwest of I-94, north of 32nd Ave W, west of the Sheyenne Diversion, and east of 38th St W. For the purposes of this plan, this area is being called the West 94 Area.

The objective of this plan is to develop future growth scenarios and outcomes, develop a future roadway network, and determine the necessary roadway connections needed to service this future growth area. Roadway connections to the West 94 Area may include connections to existing neighborhoods, arterial roadways, and I-94. Roadway connections will also consider bicycle and pedestrian connections.



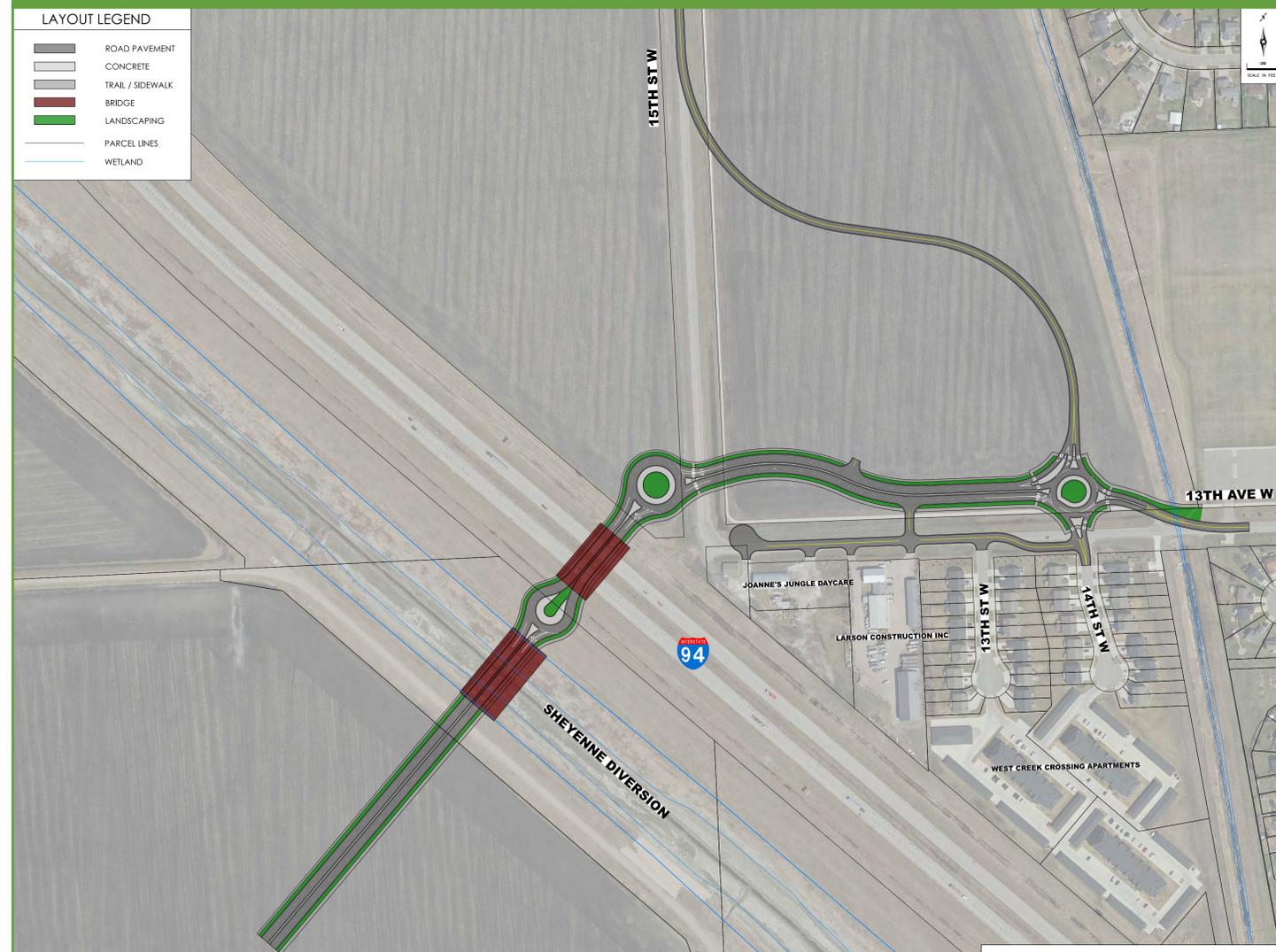
TO LEARN MORE VISIT: [BIT.LY/WEST94GROWTH](https://bit.ly/west94growth)

KEY CONNECTIONS

OVERPASS OPTIONS

Alternative	Advantage	Disadvantage
Do Nothing	<ul style="list-style-type: none"> No costs associated with this concept Minimizes conflicts onto/off of the Interstate at this location 	<ul style="list-style-type: none"> Limits growth potential adjacent to 13th Avenue and 15th Street Places significant traffic burden on adjacent corridors and interchanges at Main Avenue, Sheyenne Street and 38th Street interchanges. This also increases the potential for cut through traffic in existing neighborhoods like Brooks Harbor Without effective traffic flow there is potential for stymied development
Overpass Connecting to 13th Avenue or 15th Street	<ul style="list-style-type: none"> Facilitates improved access to/from the West 94 Growth Area Minimizes conflicts onto/off of the Interstate at this location Reduces cost relative to the interchange Best option to connect alternative modes of travel Effectively manages traffic for the next 15+ years with access south at the I-94/Main Avenue interchange 	<ul style="list-style-type: none"> Reduced development appeal compared to the interchange according to local developers Worse regional traffic flow compared to the interchange, maintaining high volumes at Main Avenue, Sheyenne Street, and 38th Street interchanges

OVERPASS CONCEPT: 13TH AVENUE



OVERPASS CONCEPT: 15TH AVENUE

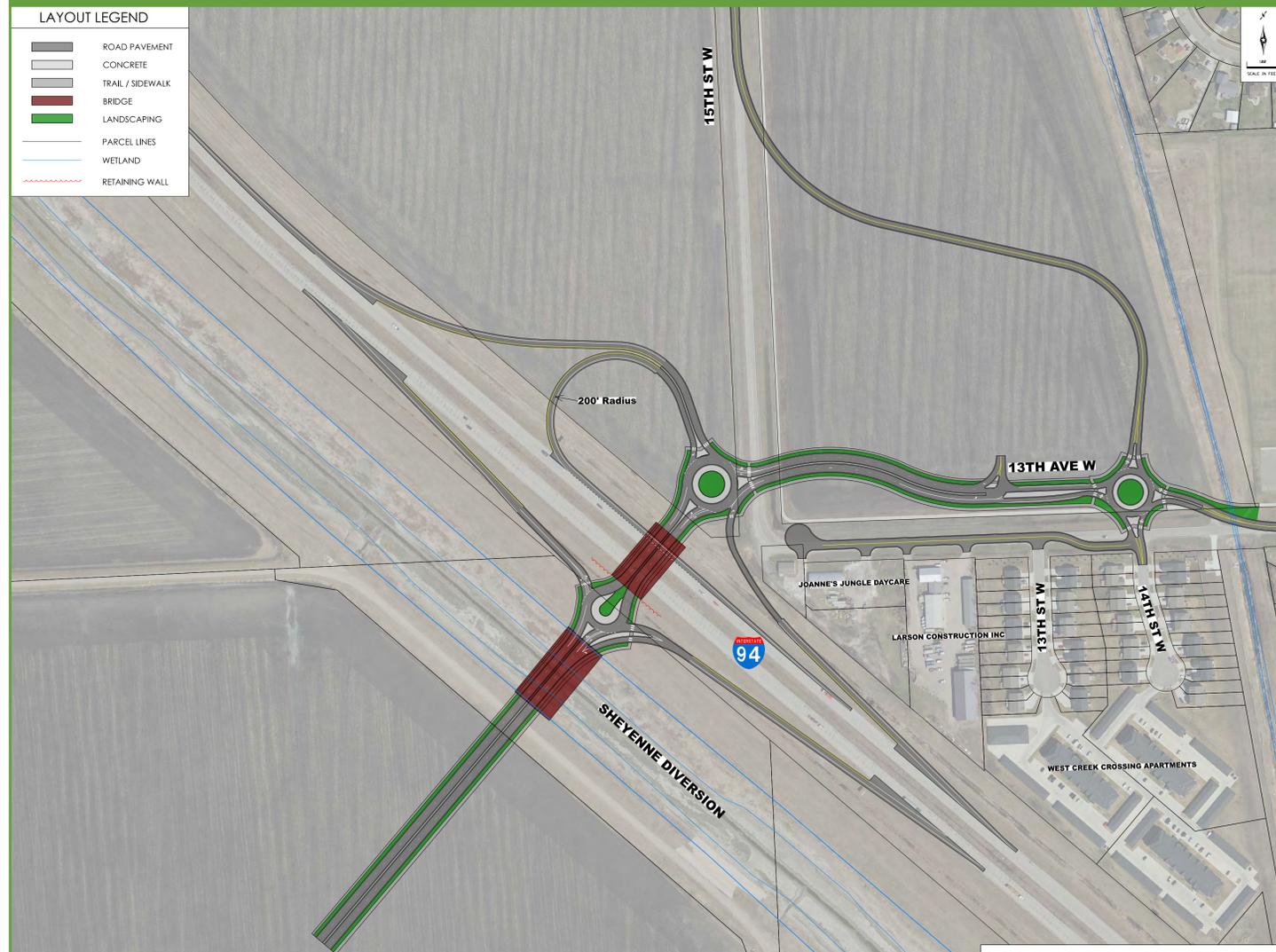


KEY CONNECTIONS

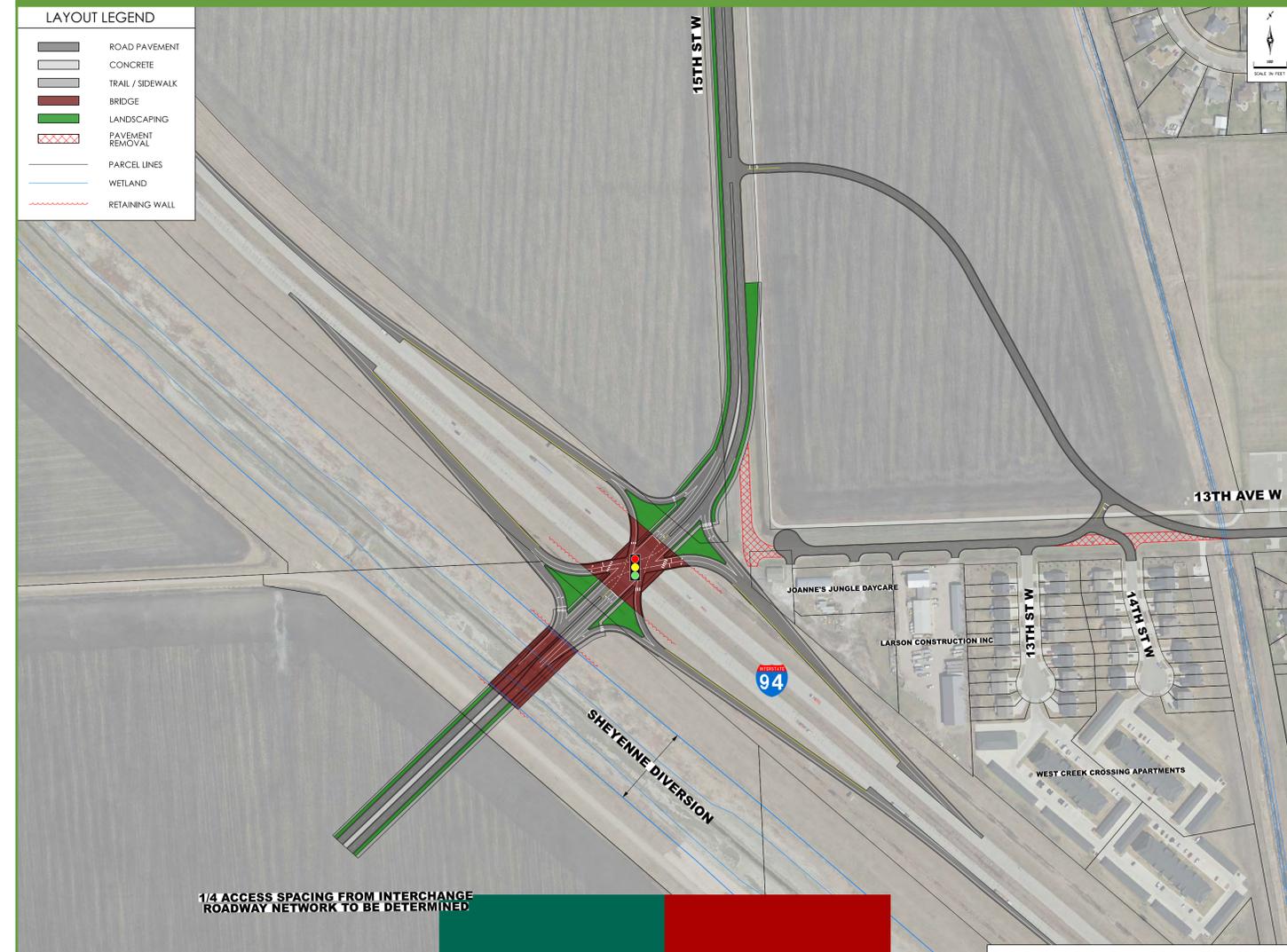
INTERCHANGE OPTIONS

Alternative	Advantage	Disadvantage
Do Nothing	<ul style="list-style-type: none"> No costs associated with this concept Minimizes conflicts onto/off of the Interstate at this location 	<ul style="list-style-type: none"> Limits growth potential adjacent to 13th Avenue and 15th Street Places significant traffic burden on adjacent corridors and interchanges at Main Avenue, Sheyenne Street and 38th Street interchanges. This also increases the potential for cut through traffic in existing neighborhoods like Brooks Harbor Without effective traffic flow there is potential for stymied development
Interchange Connecting to 13th Avenue or 15th Street	<ul style="list-style-type: none"> Greatest potential to spur development according to the development community Best solution for 20+ Year regional travel demand across the various I-94 Interchanges of Main Avenue, Sheyenne street, and 38th Street Improved multimodal connectivity across I-94 	<ul style="list-style-type: none"> Highest cost concept by a wide margin Increases conflicts onto/off of I-94 between Main Avenue and Sheyenne Street Less desirable connectivity for alternatives mode of travel compared to the overpass

INTERCHANGE CONCEPT: 13TH AVENUE



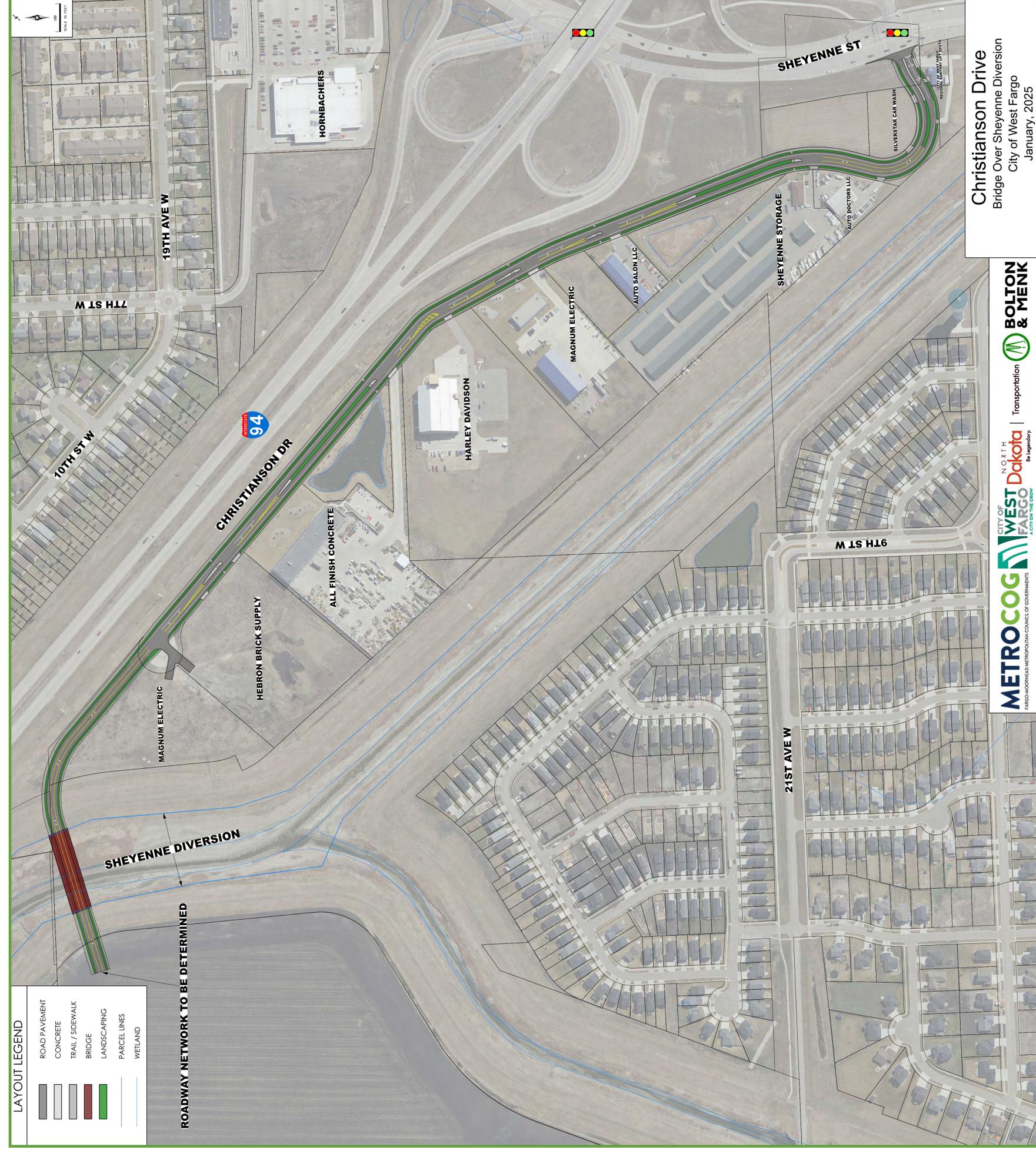
INTERCHANGE CONCEPT: 15TH AVENUE



KEY CONNECTIONS

CHRISTIANSON DRIVE

Alternative	Disadvantage	Advantage	Disadvantage
<p>Christianson Drive Configuration</p>	<ul style="list-style-type: none"> Reconfigure Christianson Drive with Connectivity Across the Sheyenne Diversion 	<ul style="list-style-type: none"> Facilitates improved access to the West 94 Growth Area at a fraction of the cost of major I-94 Access Concepts 	<ul style="list-style-type: none"> Reconstruction of the corridor with a new Sheyenne Diversion still comes with notable costs.



KEY CONNECTIONS

RAYMOND (38TH ST NW) INTERCHANGE REALIGNMENT

Alternative	Advantage	Disadvantage
<p>38th Street Connection: Widen Interchange and Add Southwest Loop</p>	<ul style="list-style-type: none"> Facilitates improved access to the West 94 Growth Area and Growth in the Northwest portions of the Fargo/West Fargo area. 	<ul style="list-style-type: none"> Interchange reconfiguration comes with notable costs.

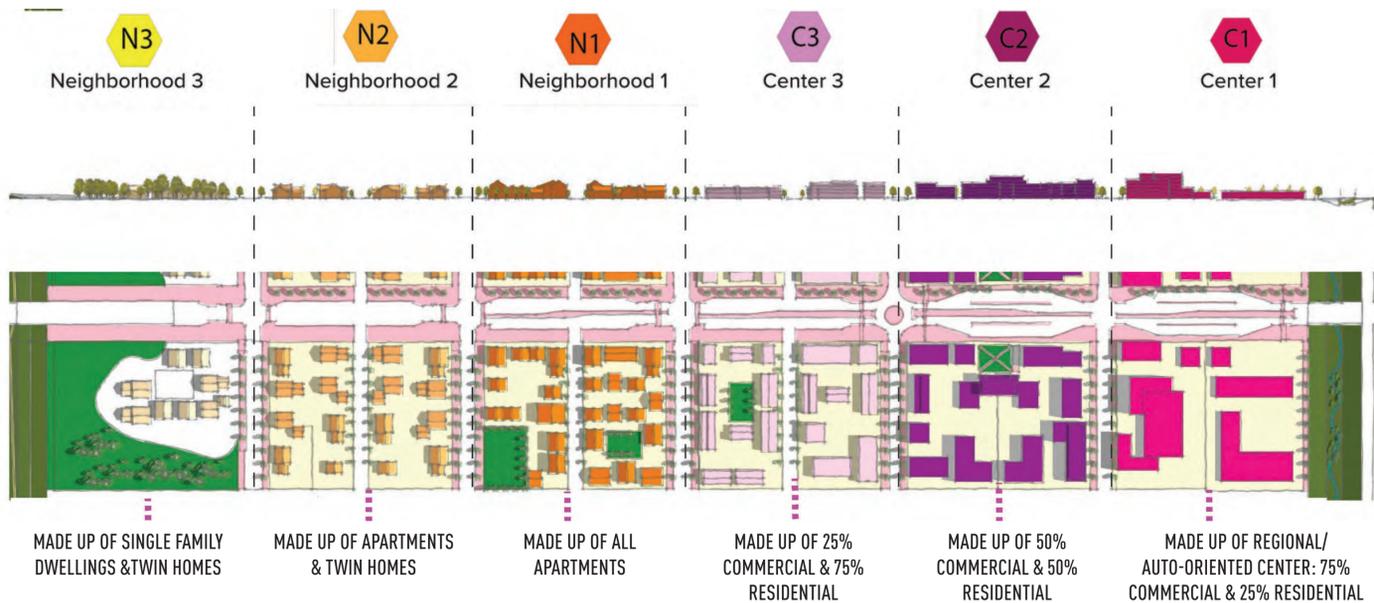
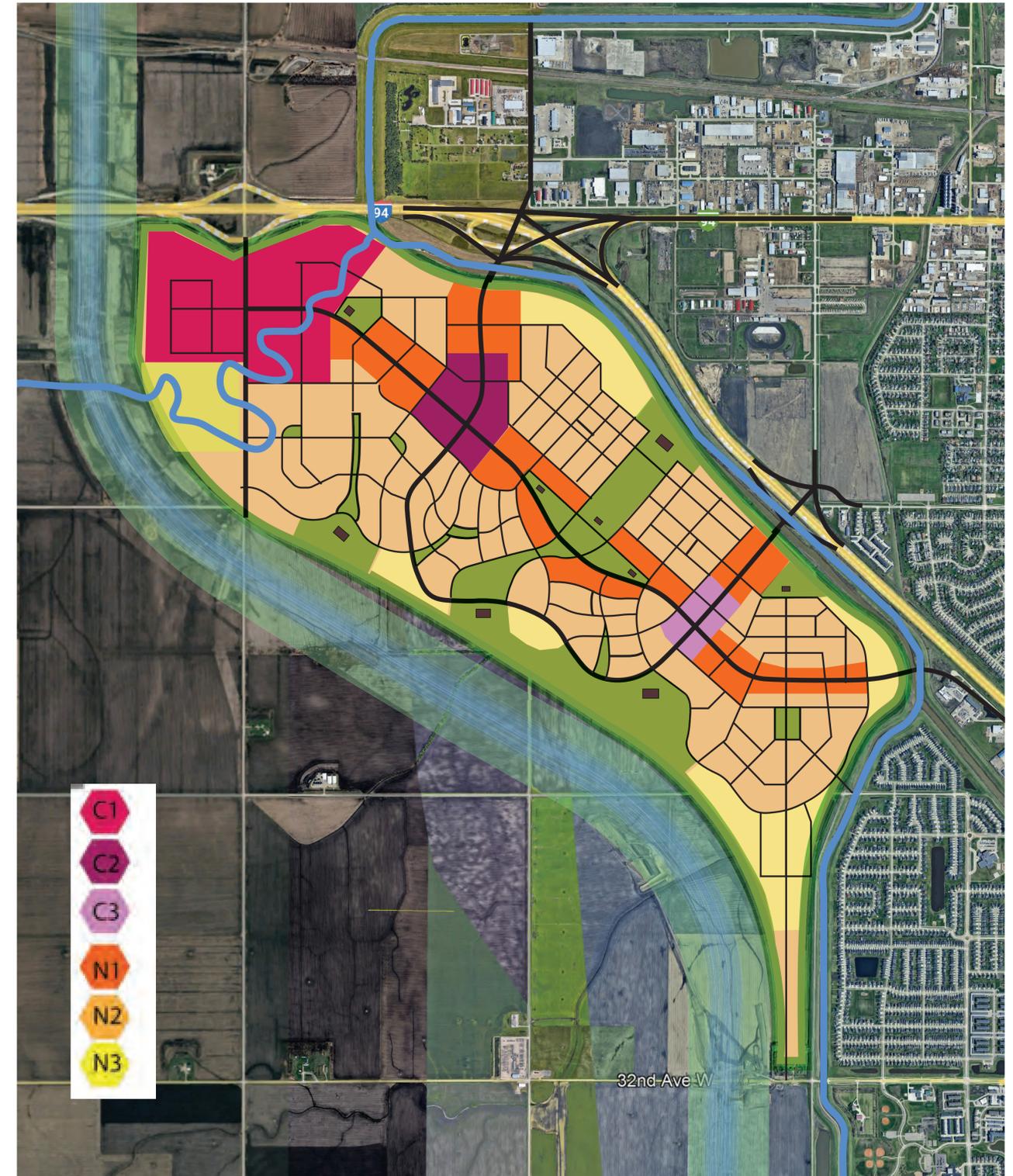


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LAND USE CONCEPT

WEST 94 AREA TRANSPORTATION PLAN

The proposed main road for the West 94 Area Transportation Plan is a crucial element in connecting the potential developable area, facilitating smooth and efficient transportation. This road will play a significant role in supporting future developments and enhancing accessibility for residents and businesses. We are seeking public feedback on the types of roads that would best suit the various development scenarios, ensuring that the infrastructure meets the community's needs.



TO LEARN MORE VISIT: [BIT.LY/WEST94GROWTH](https://bit.ly/west94growth)

MAIN STREET CONCEPT

MAIN AVE, 26TH STREET, I-94

Alternative	Advantage	Disadvantage
Maintain Current Interchange Configuration	No costs associated with this configuration except for maintenance and eventual bridge replacement	Poor access to the West 94 Growth Area and Northwest Fargo/West Fargo Overbudsens Existing Infrastructure and Limits development potential
Reconfigure Interchange	Significant reduction in regional vehicle miles travelled and vehicle hours of delay by providing a much more direct route in the major growth pockets in the Northwest part of Fargo/West Fargo and West 94 Growth Area	A new bridge structure across I-94, two Sheyenne Diversion Crossings, and the Railroad Tracks are associated with significant costs.



TO LEARN MORE VISIT: BIT.LY/WEST94GROWTH

West 94 Area Transportation Plan

We want to hear from you! Share your feedback below.

Name and contact info (if desired):

[REDACTED]

Comment:

I'd like to see smaller townhomes/row style housing for those of us in the "MISSING middle" category. Homes with 1 or 2 bedrooms priced from 150K to 250K, preferably closer to 150K. Lived in W.F. as a homeowner since 1991 and now downsizing as I plan to retire within 10 yrs & have NO options. W.F. is looking to buyout my home/condo now & there is nothing comparable to move to.



West 94 Area Transportation Plan

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Name and contact info (if desired):

Comment:

VERY DISAPPOINTED THAT WF PLANS TO GROW SO FAST AND HAVE DONE VERY LITTLE TO CONSIDER SCHOOLS, GREEN SPACE, PARKS, THE HOME OWNERS THAT ARE CURRENTLY LIVING NEAR THE DIVERSION WILL EXPERIENCE MEASUREABLE DECREASES IN LAND VALUE AND DESIRABILITY. THE TAXES ARE ALREADY TOO HIGH AND ARE EXPECTED TO INCREASE. AS



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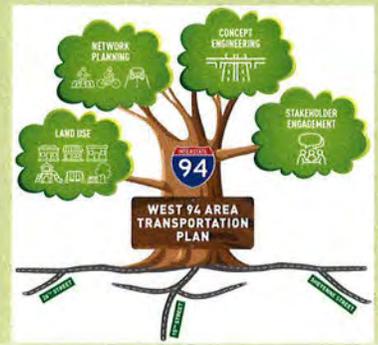
-Elm Wood/Westside neighborhood.

Comment:

After what we saw and heard the plans for this development, I can plainly see the best option would be B, C & D to move traffic running car through an 13th would be a night mare with the parks and where kids play. The houses are too close to the roads. Its not a good idea to run cars in front of Elm Wood Park. Keep the cars off 13th.



West 94 Growth Area Transportation Plan Public Input Sheet



B

Key Crossings: Main Ave./26th St.

How would you rank the reconstruction of the Main Ave. Interchange, with 1 being "not needed" and 5 being "completely necessary."

(Place an X on your ranking)

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Key Crossings: Christianson Dr.

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E/F

Key Crossings: 15/13th Overpass/Interchange

How would you rank the 13th Avenue/15th Street alternatives?
(1-5 with 1 being most preferred and 5 being least preferred)

- 15th Street Overpass
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(1 most preferred and 3 least preferred)

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Rank what type of commercial development you would like to see prioritized in the study area:

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- 1 C3: Neighborhood Center of 25% businesses and 75% residential
- 2 C2: Community center with a 50% mix of businesses and residential
- 3 C1: Auto-oriented Center with 75% businesses and 25% high density residential

**MORE ON THE
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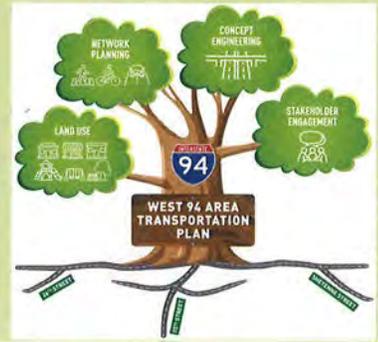
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- SPECIALS
- DOUBLE WF IN THIS SPACE

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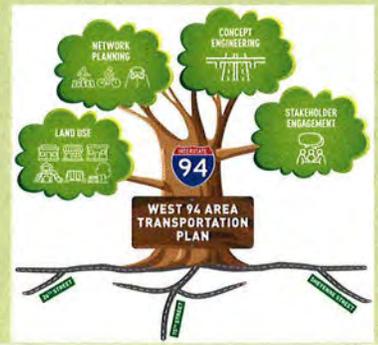
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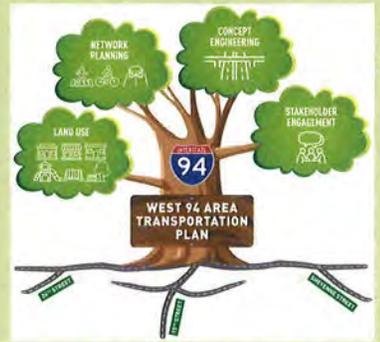
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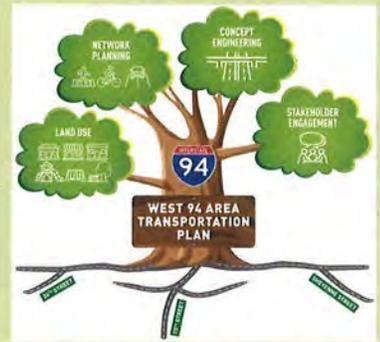
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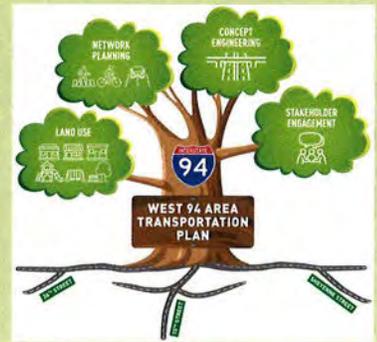
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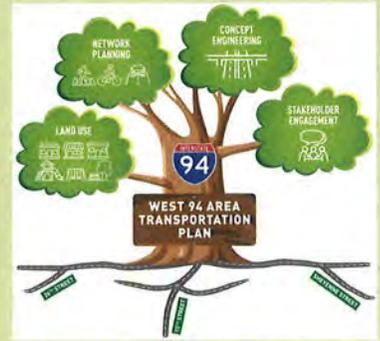
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Mixture of all

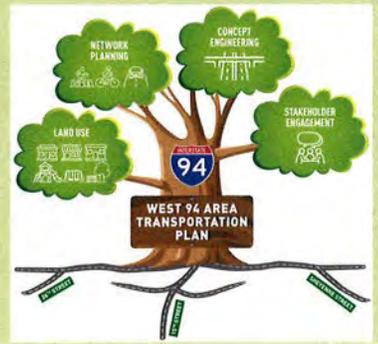
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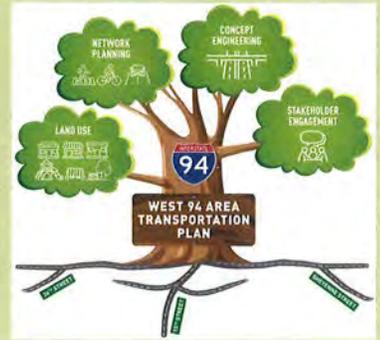
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TRANSPORTATION PLAN

About the Project

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG), in conjunction with the city of West Fargo and other partners, is conducting a study to analyze transportation connections to a new growth area anticipated to the west of West Fargo's current city limits. This anticipated growth area would be roughly 2.5 square miles of land located southwest of I-94, north of 32nd Ave W, west of the current Sheyenne Diversion, and east of 38th St W.

Public Open House

A public open house will be held on Thursday February 27th from 4:00 pm – 7:00 pm at the Rustad Center Harvest Room located at: 601 26th Ave E, West Fargo. The open house will feature informational, public engagement boards, and a presentation on the project at 5:30pm. Project staff will be available to answer questions.

If unable to attend the open house, the public can provide input and learn about the study by visiting the study website at: bit.ly/West94Growth or scanning the QR code below. Also, written comments can be mailed/emailed by March 9th, to Blue Weber, Bolton & Menk, 3168 41st St S. #2, Fargo, ND 58104.

Email: blue.weber@bolton-menk.com



Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials. To request accommodations, contact Angela Brumbaugh, Metro COG Office Manager, at (701) 532-5100 or brumbaugh@fmmetrocog.org. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

JOIN US FOR A PUBLIC OPEN HOUSE

Join us for a public open house to discuss the West 94 Area Transportation Plan! This plan analyzes transportation connections to/from growth areas in West Fargo. Your feedback is crucial in shaping a transportation network that meets the communities needs now and in the future.

Thursday, Feb. 27, 4:00 - 7:00 PM

Formal presentation at 5:30 PM

Rustad Center Harvest Room

601 26th Ave E, West Fargo, ND 58078

To learn more or to provide input
online scan the QR code or visit:

bit.ly/West94Growth



WEST 94 AREA TRANSPORTATION PLAN

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION



LEGEND



-  Study area
-  West 94 area
-  FM area diversion



West 94 Area Transportation Plan

THERE IS STILL TIME TO GIVE YOUR INPUT!

The comment period is still open.
Visit the project website to give
your feedback today!



West 94 Area Transportation Plan

**JOIN US FOR A
PUBLIC OPEN HOUSE**

February 27 | 4:00 - 7:00 PM

Formal Presentation at 5:30 PM

*Rustad Center Harvest Room
601 26th Ave E, West Fargo, ND 58078*



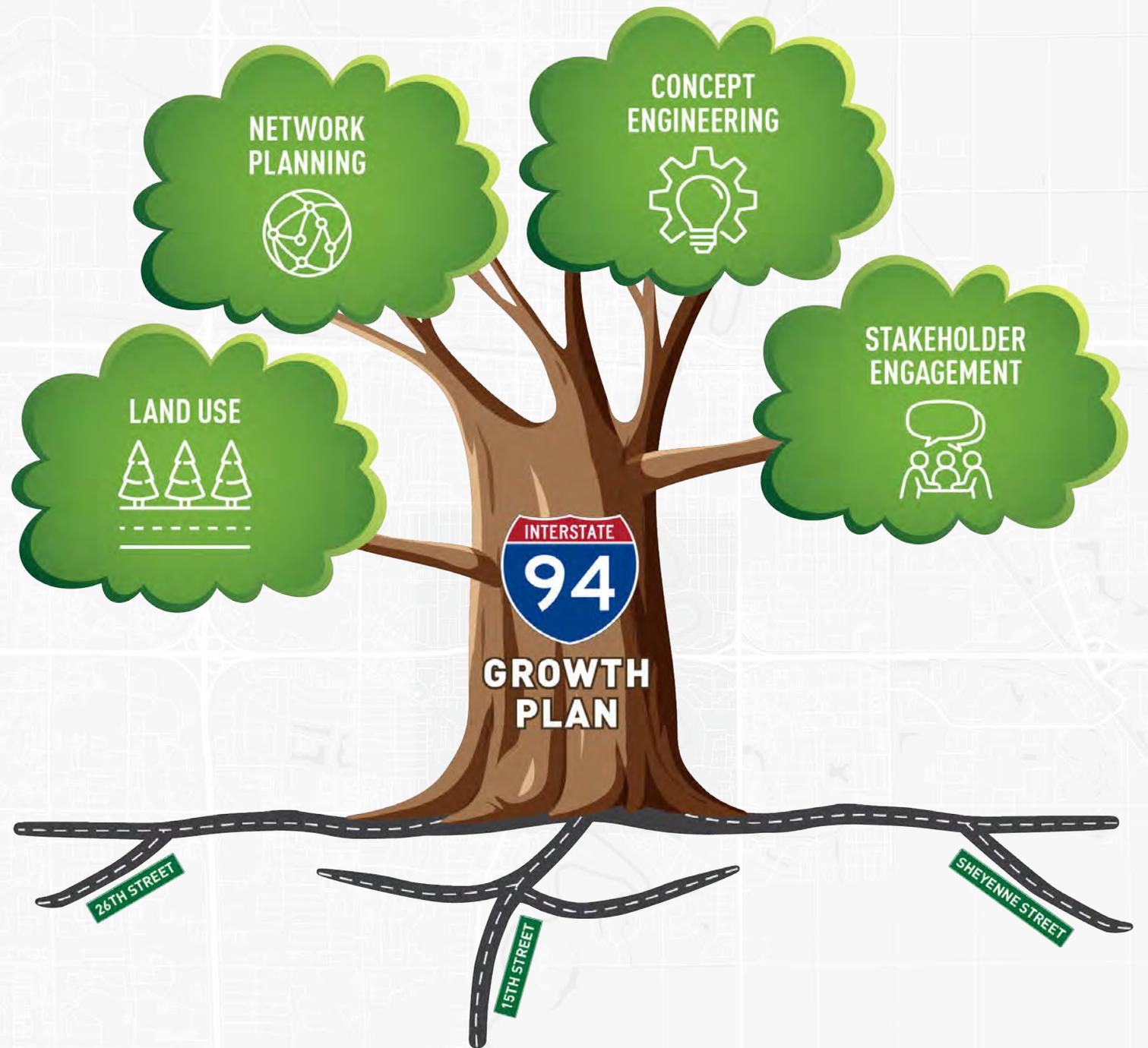
West 94 Area Transportation Plan

February 27th, 2025



Study Intent

This plan is focused on preparing West Fargo and the regional transportation system for the development of potential land Southwest of I-94 and the Sheyenne Diversion. This land, which is currently undeveloped, is expected to become highly desirable for development following the completion of the FM Area Diversion Project, a critical flood control infrastructure effort.



Challenges to Development

- Lack of Access with I-94 and Two Diversion Channels
- Challenging Connectivity to City Water and Sewer Utilities

Priorities for Plan

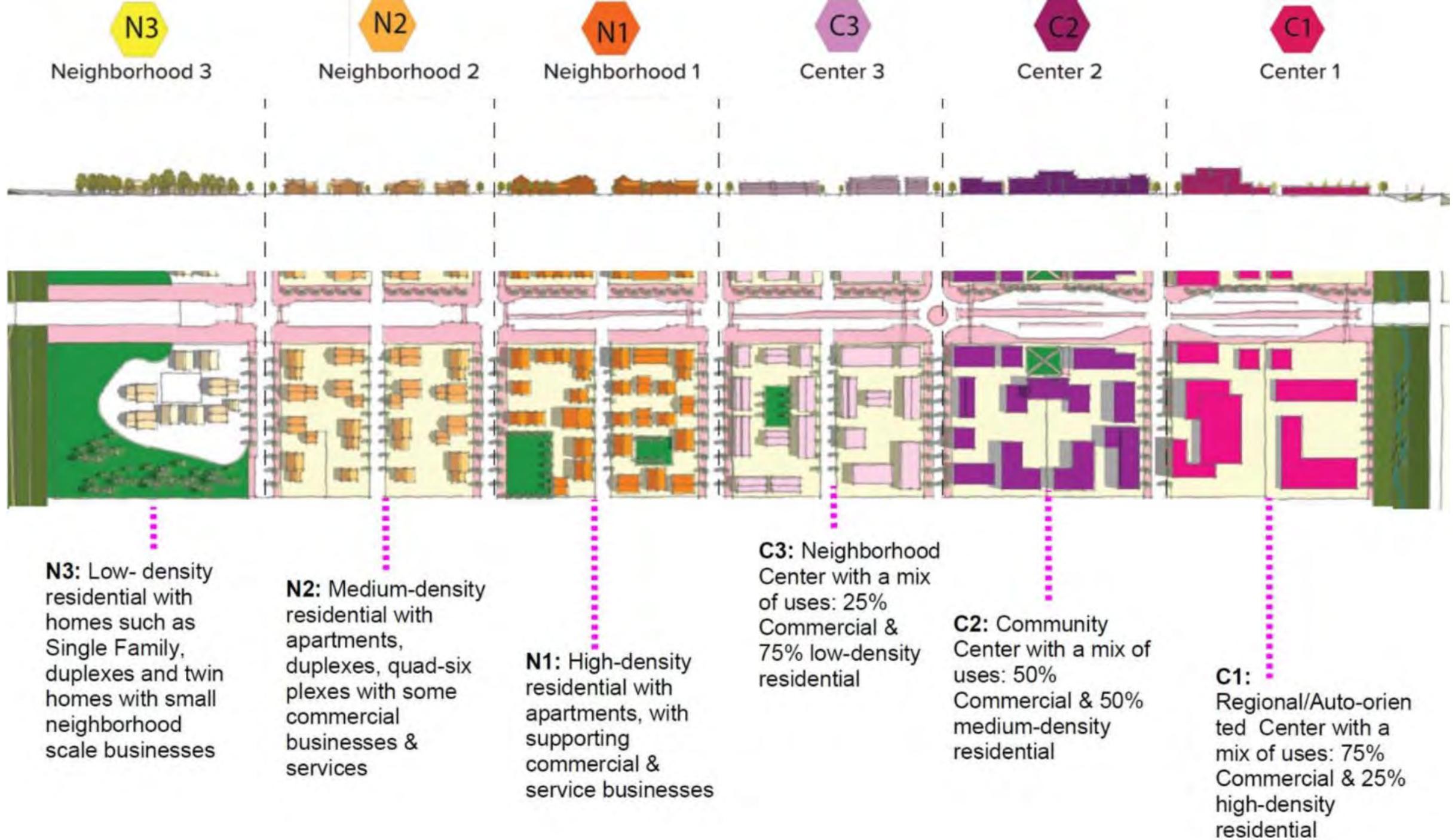
- Protect Existing Neighborhood Streets from Traffic Impacts
- Increase Commercial Land Uses in West Fargo



Development Case Study



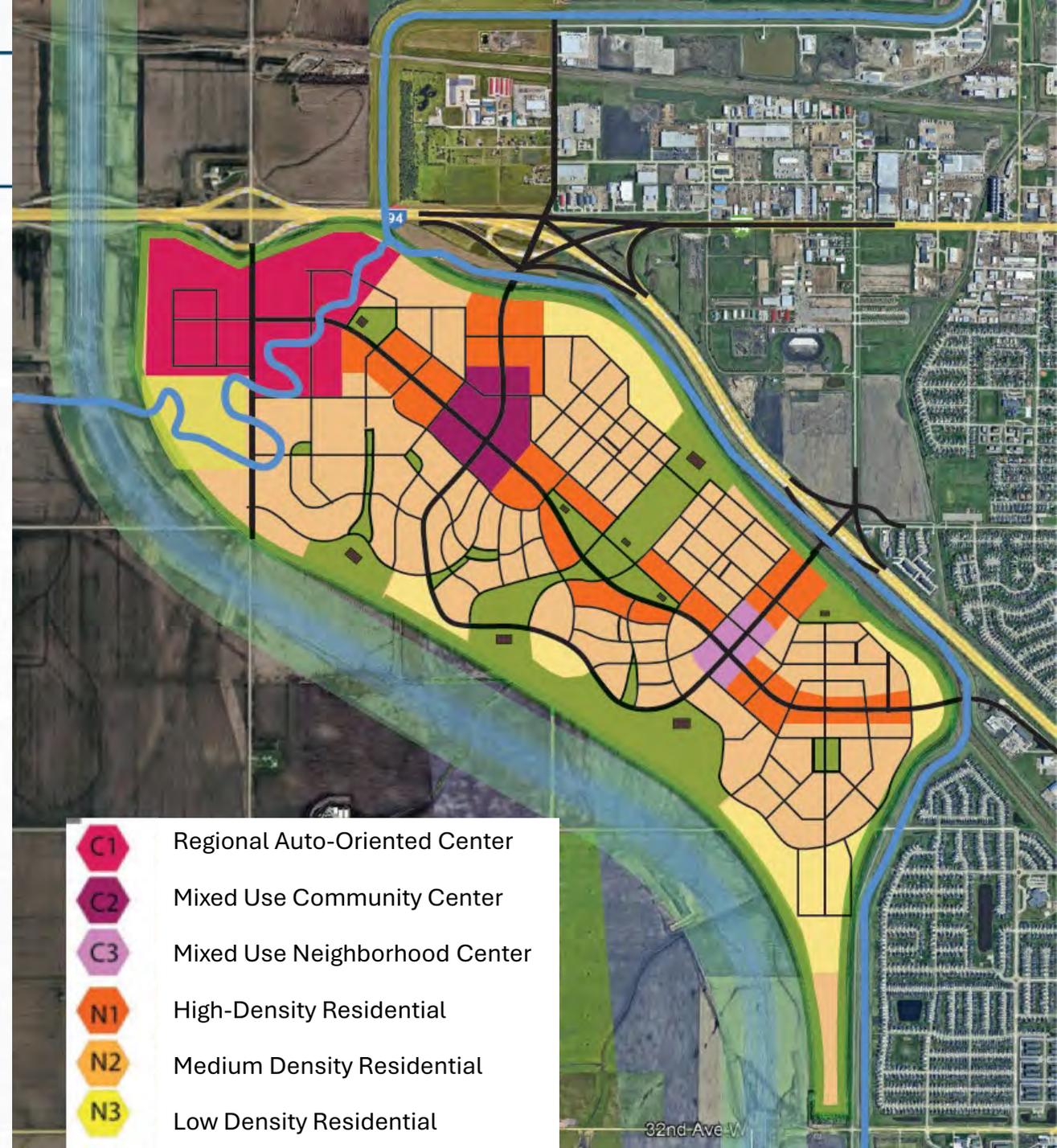
Full Build-Out Assumptions were 2050 (Aggressive) – 2060 (Conservative)



Land Use Vision

- Iterative Process with the City of West Fargo and Local Property Owners
- Still Very Illustrative in Nature
- 50% Population Growth to West Fargo

Phase	Housing Units	Jobs	Potential Property Tax
25% Build-Out	2236	1139	\$9,996,231
50% Build-Out	5562	4250	\$30,017,813
100% Build-Out	12083	4250	\$48,064,865



Functional Classification

Regional Arterial. Act as a secondary alternative and direct connection to the Interstate system, serving large traffic volumes with highly controlled/limited interruptions.

Commercial Arterial. Act as gateways, connecting people from Fargo, West Fargo, and the wider region to the area's major destinations.

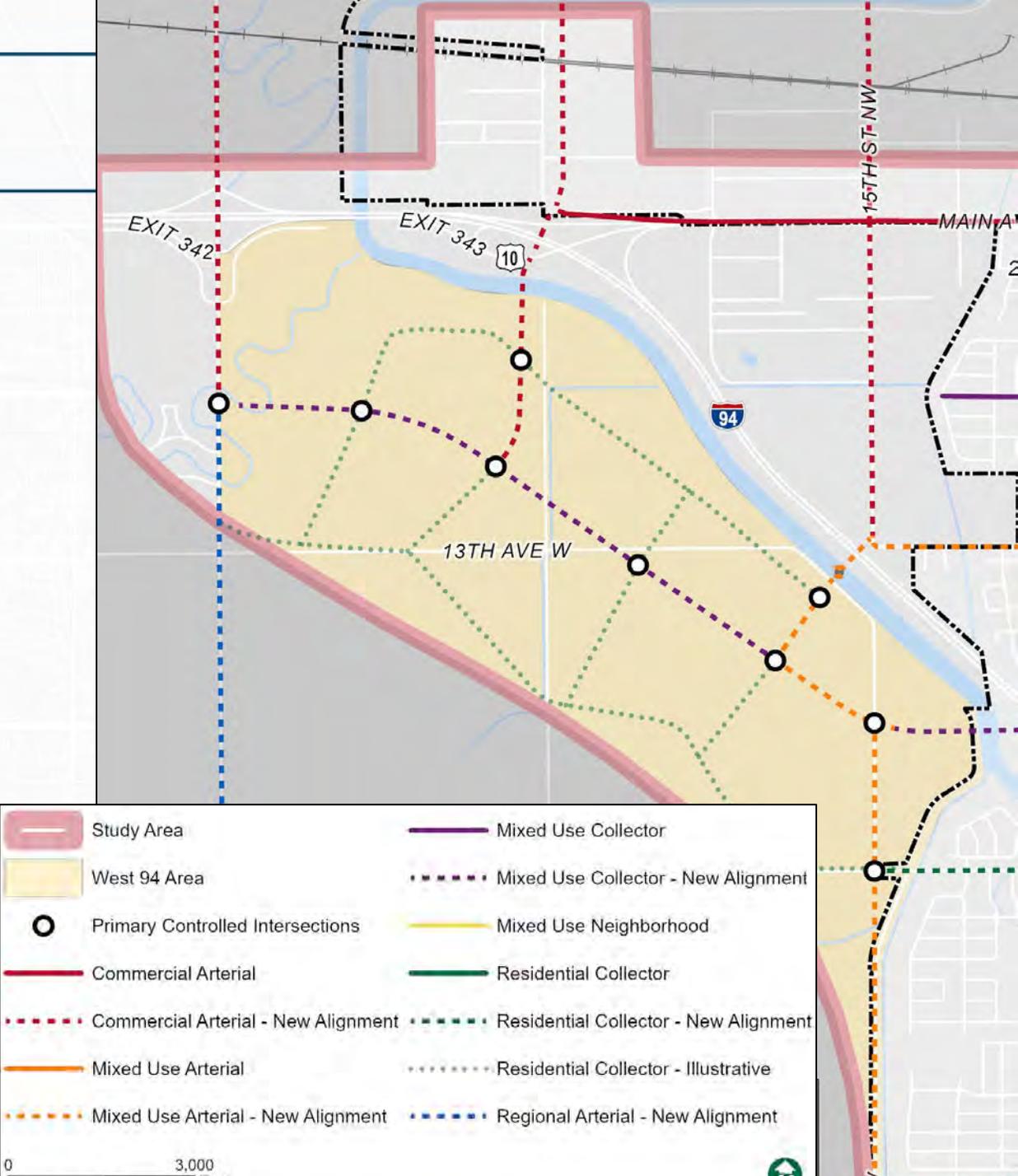
Mixed Use Arterial. Act as cross-town links and business corridors where people live, shop, dine, and work while supplying parking to support economic activity.

Mixed Use Collector. Connect residents from their neighborhoods to commercial nodes and corridors and are critical in enabling economic activity

Residential Collector. Connect neighborhoods and link residents with important facilities like libraries, schools and parks.

Mixed Use Neighborhood. Prioritize pedestrian safety and comfort over the mobility of cars.

Residential Neighborhood. Connect residents to each other and serve as shared space for neighbors to socialize and play.

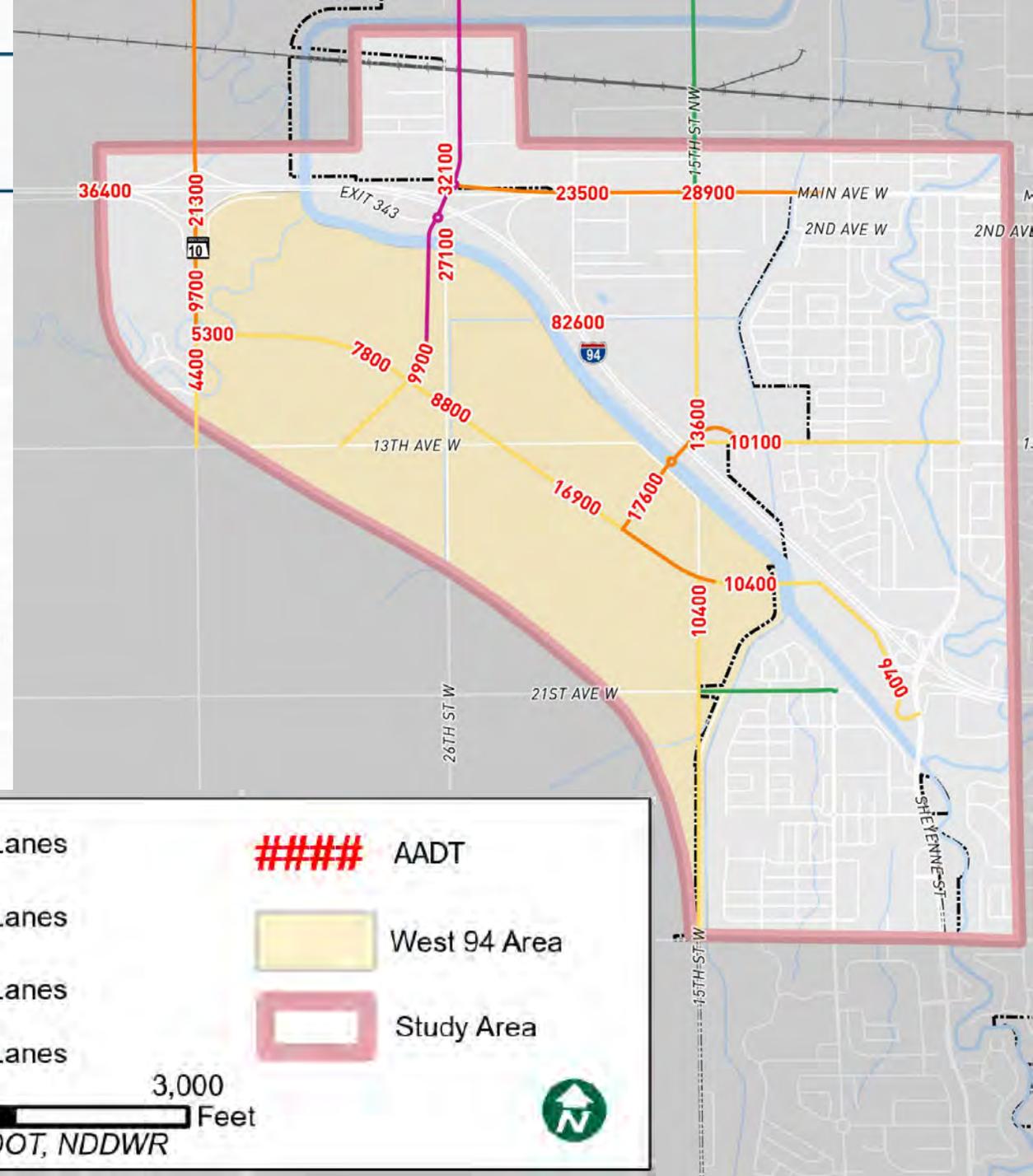


Roadway Capacity

38th Street



15th Street



13th Avenue Connection Concepts



I-94 & 13th Ave W /15th St W
 13th/15th Overpass
 City of West Fargo
 February, 2025



I-94 & 13th Ave W /15th St W
 DogBone Interchange with 2x1 Roundabout
 City of West Fargo
 February, 2025

Overpass versus Interchange Tradeoffs

Overpass

- Lower upfront costs
- Fewer Conflicts on I-94 but Similar Traffic

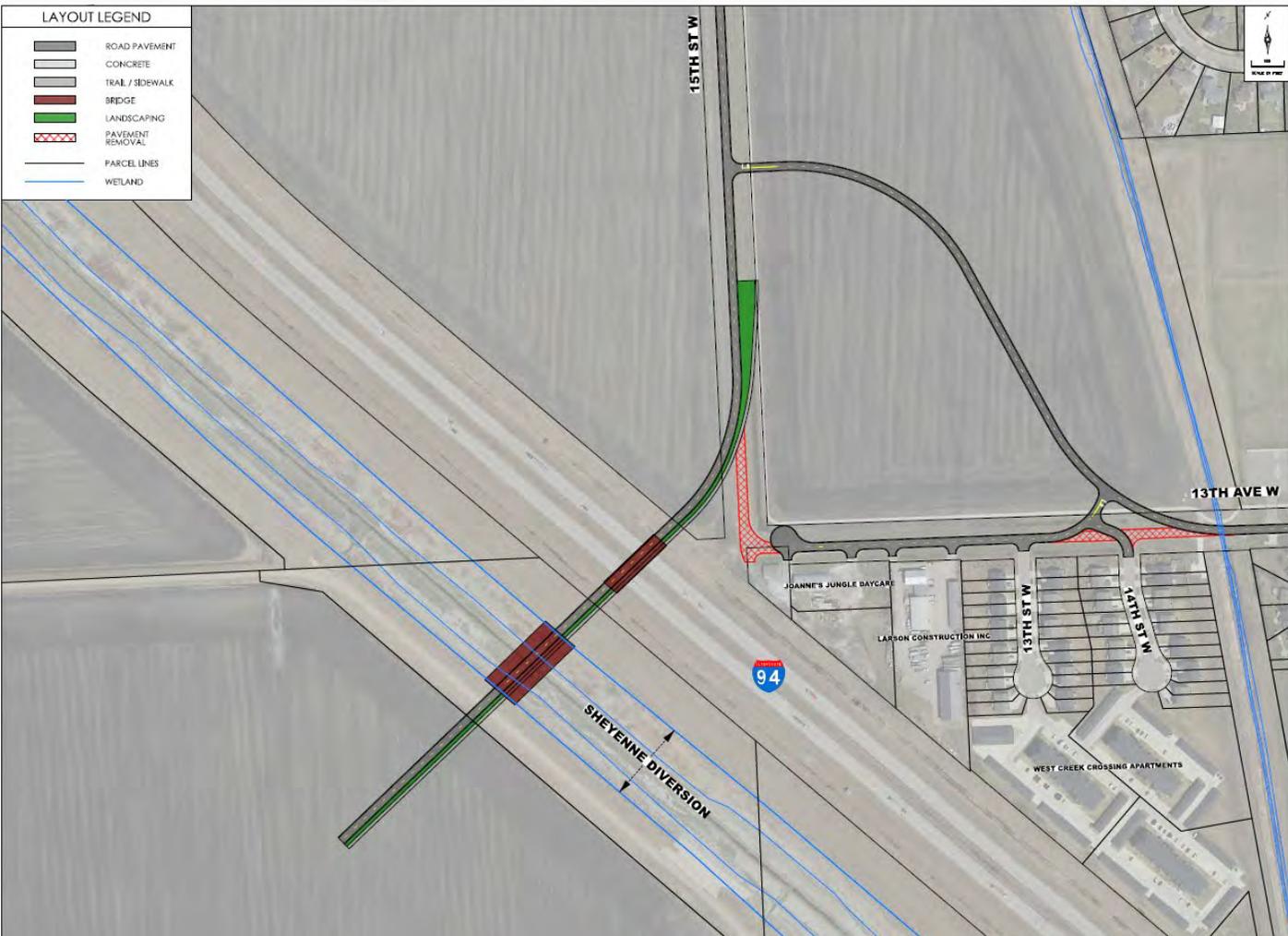
Interchange

- Highest potential to drive commercial development according to development community
- Better regional travel times

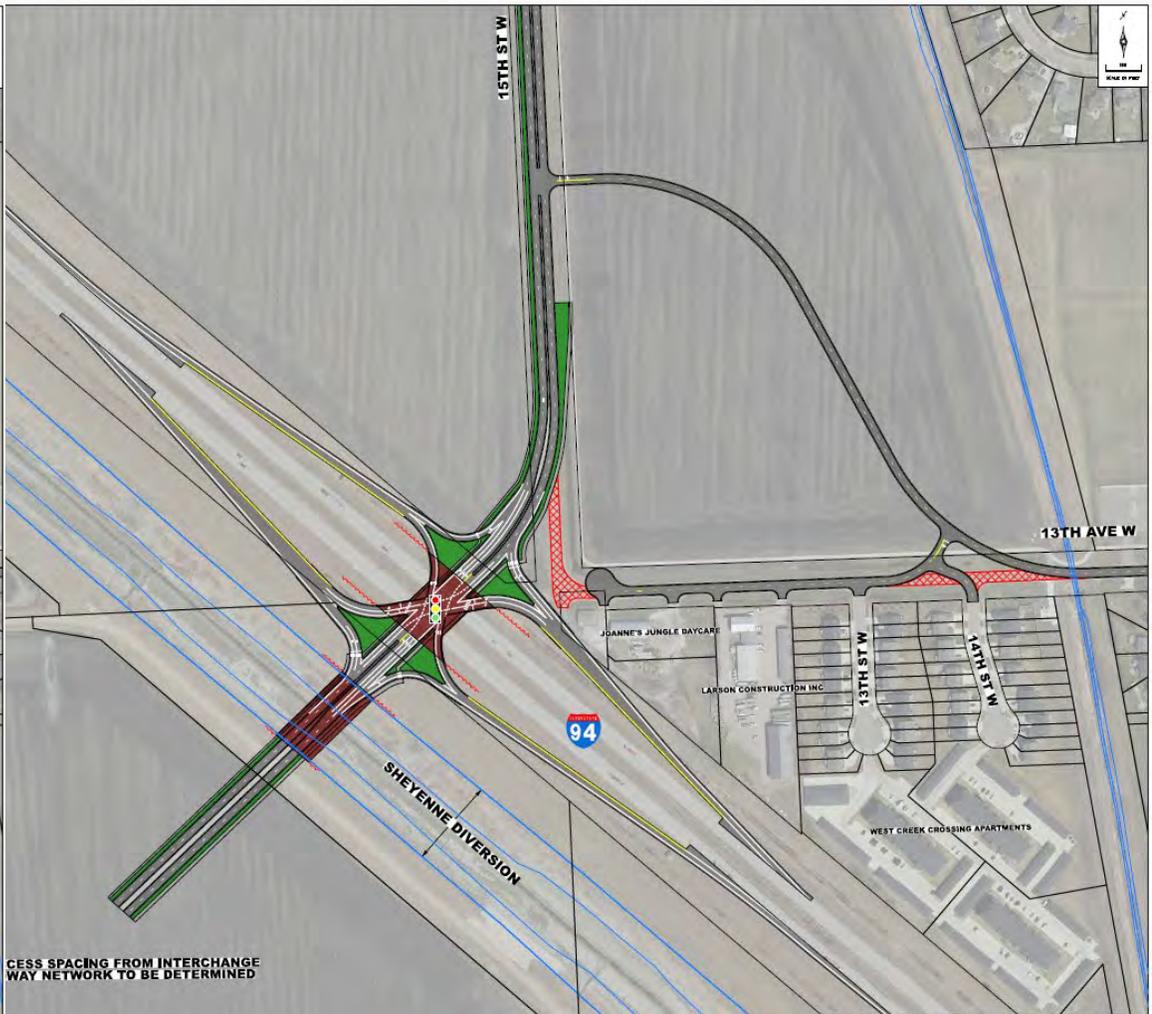
LAYOUT LEGEND

	ROAD PAVEMENT
	CONCRETE
	TRAIL / SIDEWALK
	BRIDGE
	LANDSCAPING
	PARCEL LINES
	WETLAND
	RETAINING WALL

15th Street Connections Concepts



I-94 & 13th Ave W / 15th St W
 15th Street Overpass
 City of West Fargo
 November, 2024



I-94 & 13th Ave W / 15th St W
 Single-Point Interchange
 City of West Fargo
 November, 2024

13th Avenue versus 15th Street Tradeoffs

13th Avenue

- Better regional connectivity through direct connection to 13th Avenue (arterial)

15th Street

- Simplified design with fewer ROW impacts

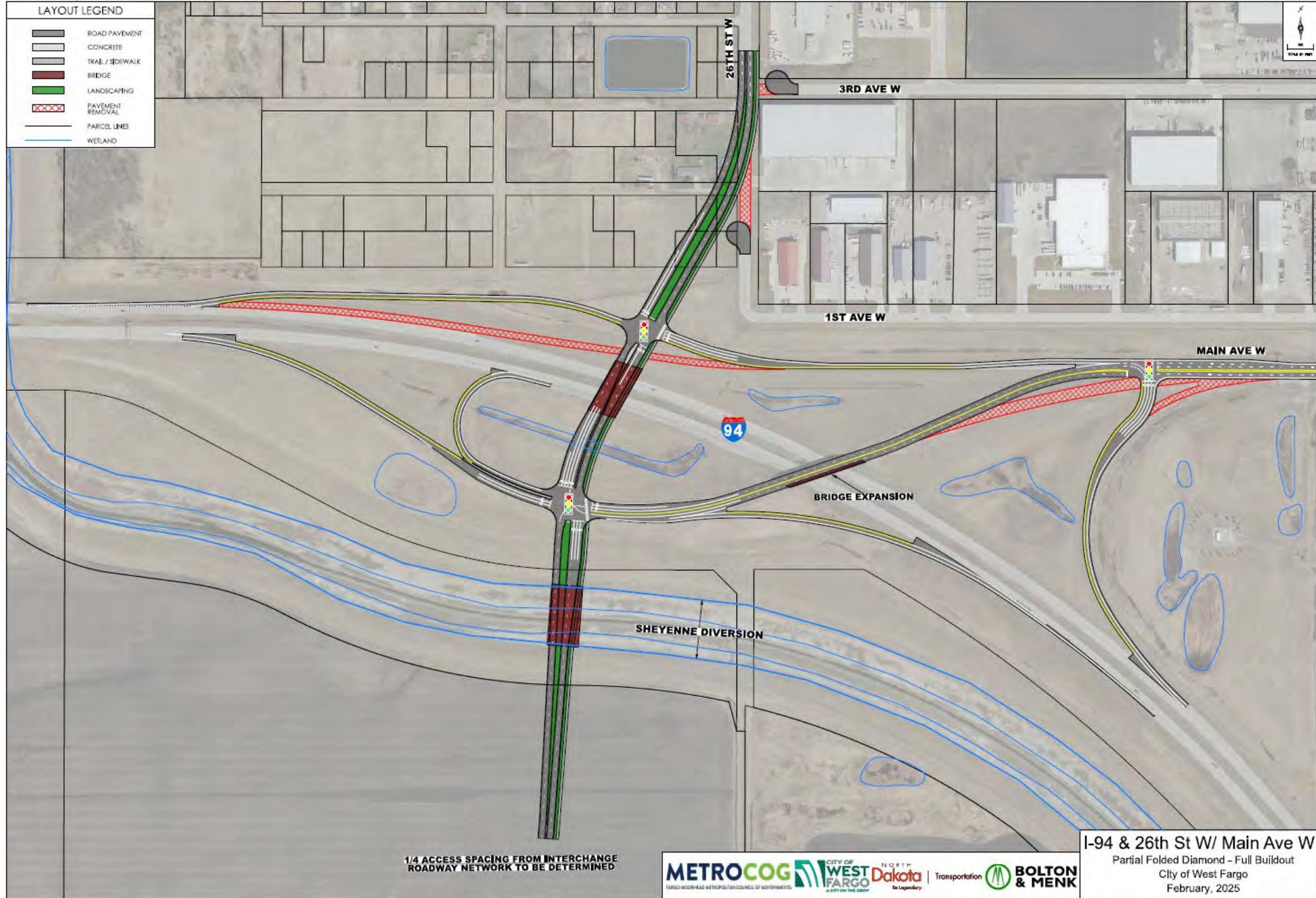
LAYOUT LEGEND

	ROAD PAVEMENT
	CONCRETE
	TRAIL / SIDEWALK
	BRIDGE
	LANDSCAPING
	PARCEL LINES
	WETLAND
	RETAINING WALL

ROADWAY NETWORK TO BE DETERMINED

ACCESS SPACING FROM INTERCHANGE
ADWAY NETWORK TO BE DETERMINED

Main Avenue/26th Street



Which Major I-94 Feature to Build First?

13th Avenue/15th Street

- Better access for West 94 Growth Area and Surrounding Neighborhoods
- More logical East to West Growth Patterns

26th Street/Main Avenue

- Better Connectivity into the NW Portion of Metro Area
- Utility Connections will Come from the NW

1/4 ACCESS SPACING FROM INTERCHANGE ROADWAY NETWORK TO BE DETERMINED

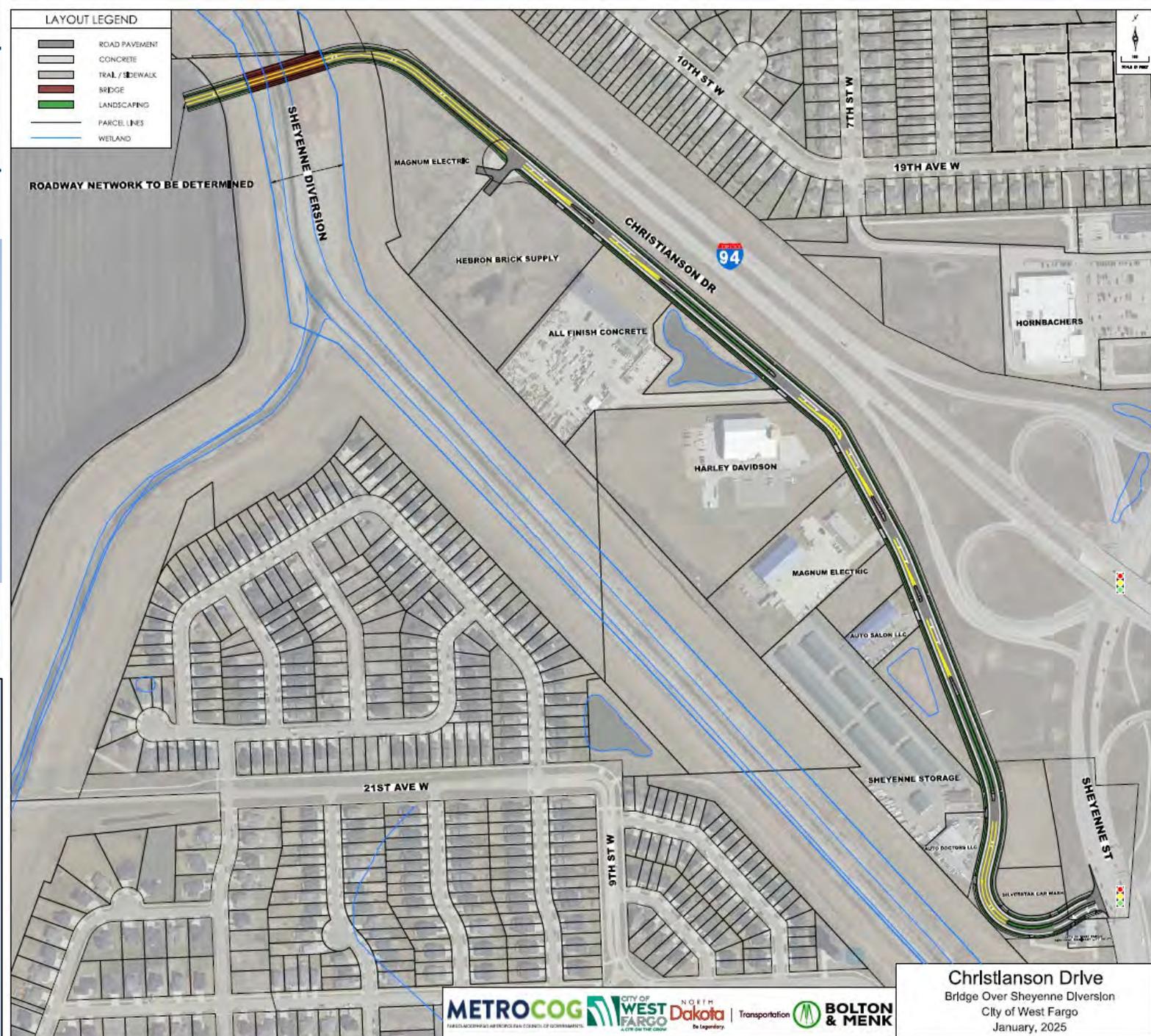
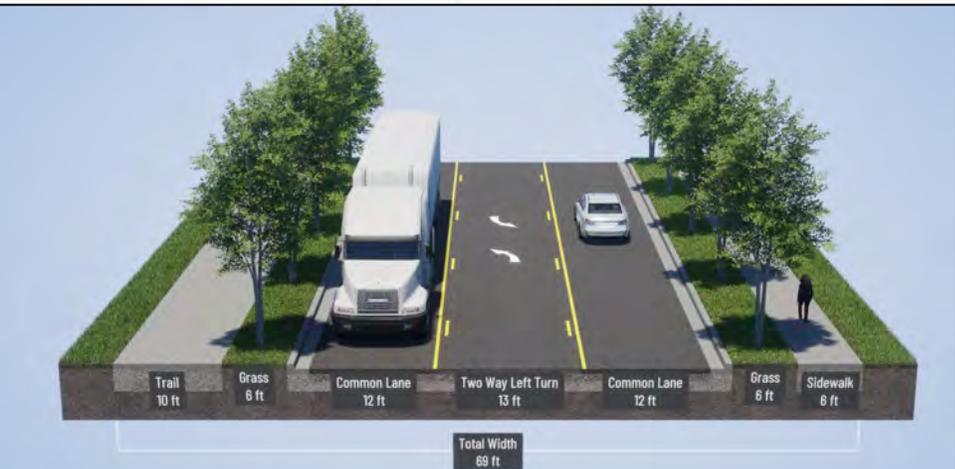
1/4 ACCESS SPACING FROM INTERCHANGE ROADWAY NETWORK TO BE DETERMINED

Christianson Drive

East of Sheyenne Diversion

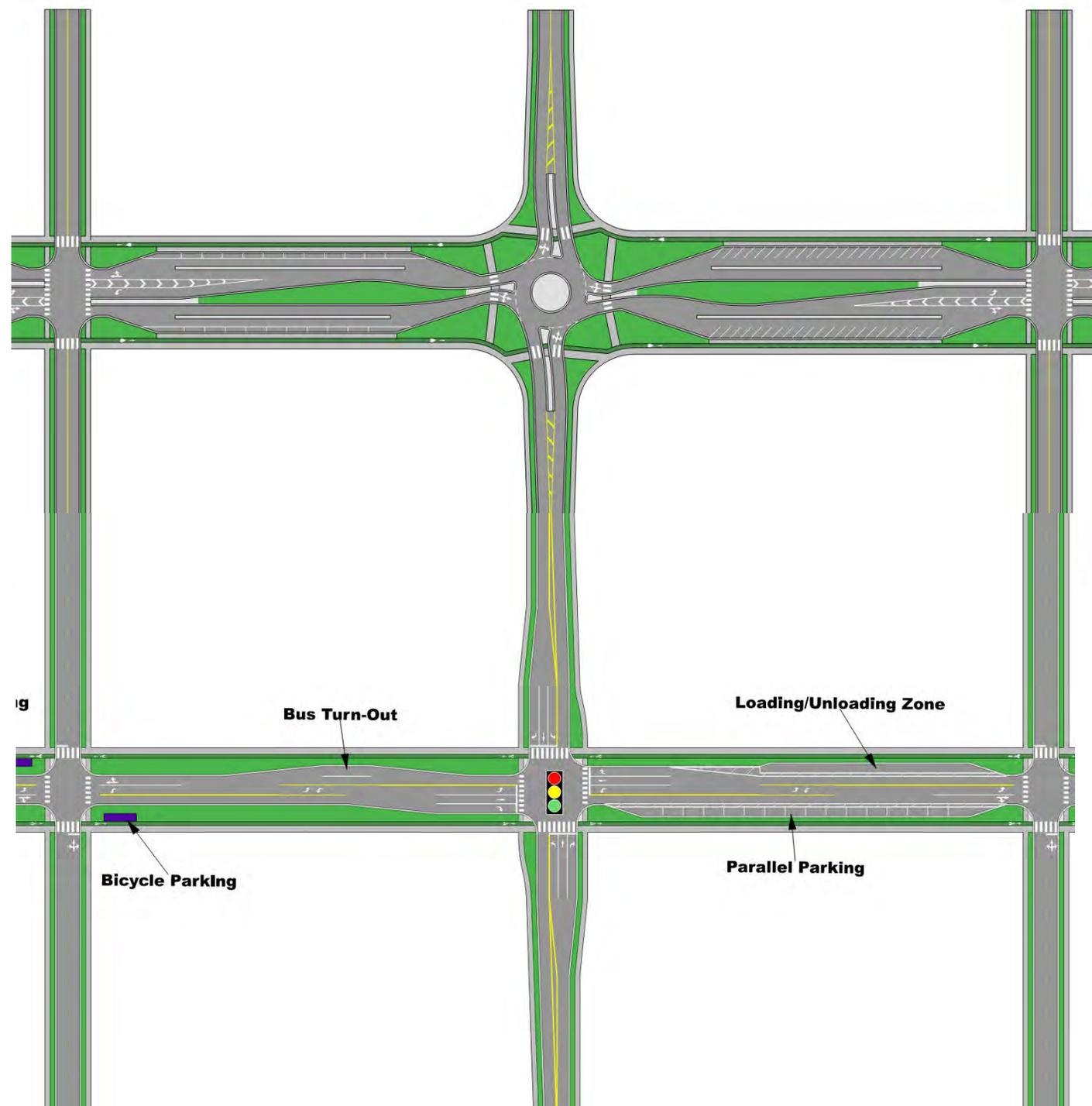


West of Sheyenne Diversion



Internal Collectors Palette

- Internal Collector System will have a Palette of Options for Developers to Select from Based on Land Use
- Each Concept Includes Considerations for;
 - Cars
 - Pedestrians
 - Bicycles
 - Parking
 - Loading/Unloading



Next Steps

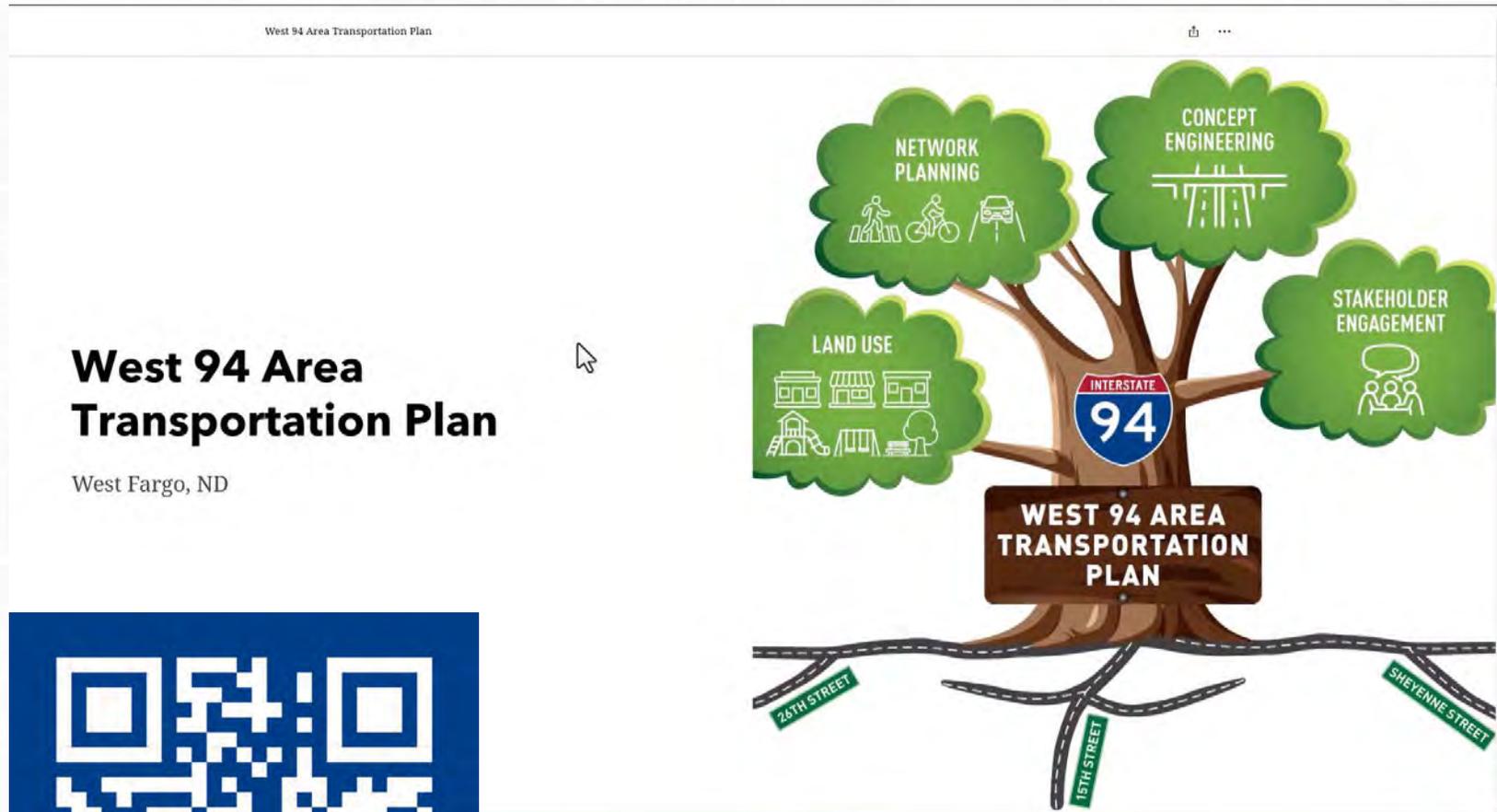
March:
Gather
Comments
and Make
Revisions

April:
Develop
Report for
Stakeholder
Review

May: Present
Findings to
Approval
Committees

How to Get Engaged

- In-Person
 - Provide Informal Feedback at the Meeting
 - Fill out Comment Card
 - Fill out Survey
- Visit Website
- E-mail Feedback to: Blue.Weber@boltonmenk.com





Metro COG is hosting a Public Open House on the West 94 Area Transportation Plan!

Just us from 4-7 p.m., Feb. 27 at the Rustad Center to learn about developments in our community's transportation infrastructure and how we are planning for the future.

For more information, visit: bit.ly/West94Growth

West 94 Area Transportation Plan

JOIN US FOR A PUBLIC OPEN HOUSE

February 27 | 4:00 - 7:00 PM
Formal Presentation at 5:30 PM
*Rustad Center Harvest Room
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METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

West 94 Area Transportation Plan

WE WANT YOUR FEEDBACK!

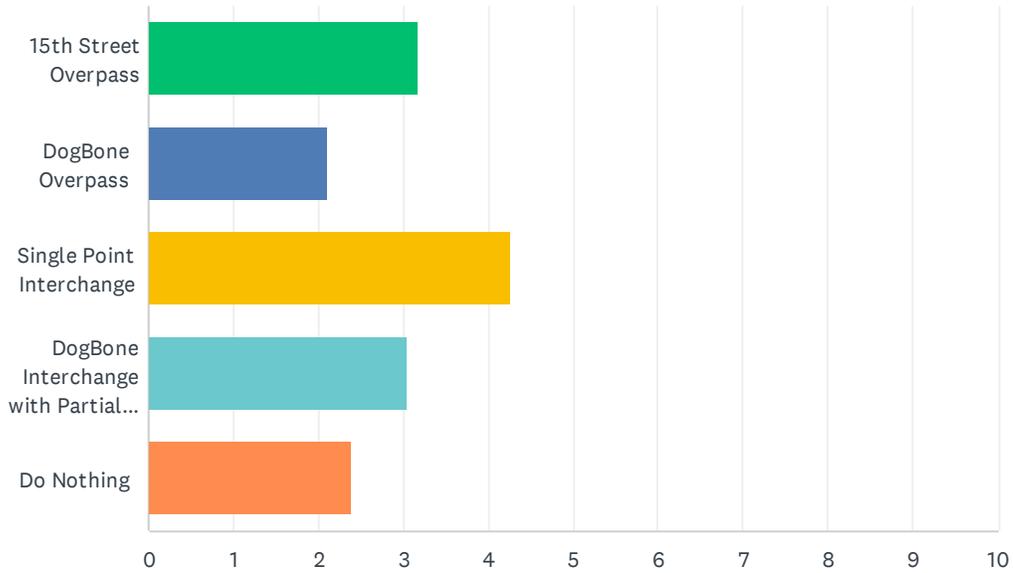


To learn more or to provide input online scan the QR code or visit: bit.ly/West94Growth



Q1 How would you rank the 13th Avenue/15th Street alternatives?

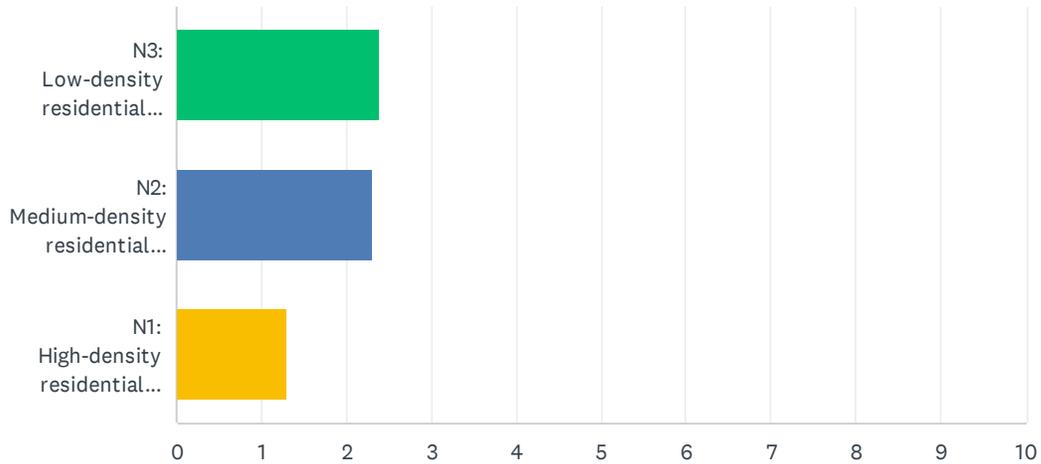
Answered: 51 Skipped: 0



	1	2	3	4	5	TOTAL	SCORE
15th Street Overpass	7.84% 4	35.29% 18	25.49% 13	29.41% 15	1.96% 1	51	3.18
DogBone Overpass	5.88% 3	3.92% 2	23.53% 12	29.41% 15	37.25% 19	51	2.12
Single Point Interchange	54.90% 28	23.53% 12	17.65% 9	1.96% 1	1.96% 1	51	4.27
DogBone Interchange with Partial Access	21.57% 11	25.49% 13	11.76% 6	17.65% 9	23.53% 12	51	3.04
Do Nothing	9.80% 5	11.76% 6	21.57% 11	21.57% 11	35.29% 18	51	2.39

Q1 Rank what type of residential development density would you like to see the city prioritize in this area:

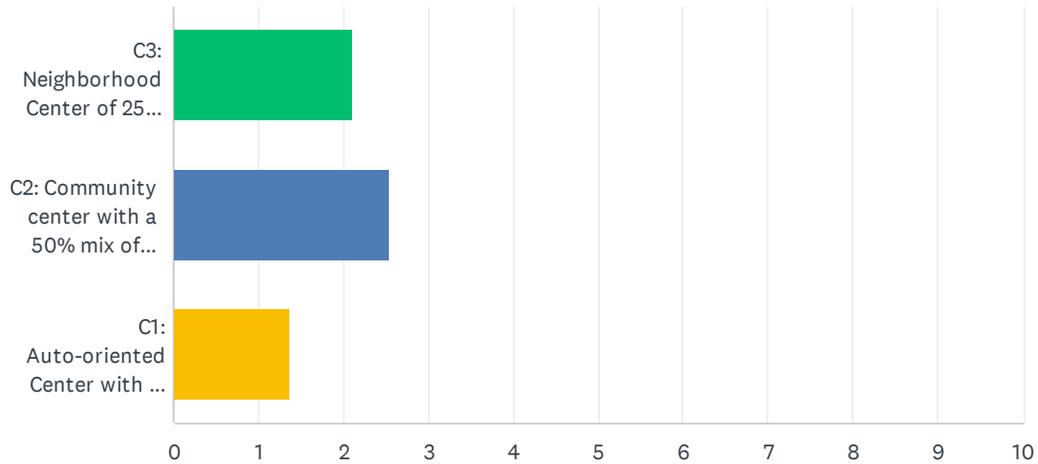
Answered: 48 Skipped: 3



	1	2	3	TOTAL	SCORE
N3: Low-density residential with single family, twin homes, some small neighborhood businesses	56.25% 27	25.00% 12	18.75% 9	48	2.38
N2: Medium-density residential with some apartments, duplexes, quad-sixplexes and some commercial businesses and services	33.33% 16	64.58% 31	2.08% 1	48	2.31
N1: High-density residential with apartments, and some commercial and service businesses	10.42% 5	10.42% 5	79.17% 38	48	1.31

Q2 Rank what type of commercial development density would you like to see prioritized in the study area:

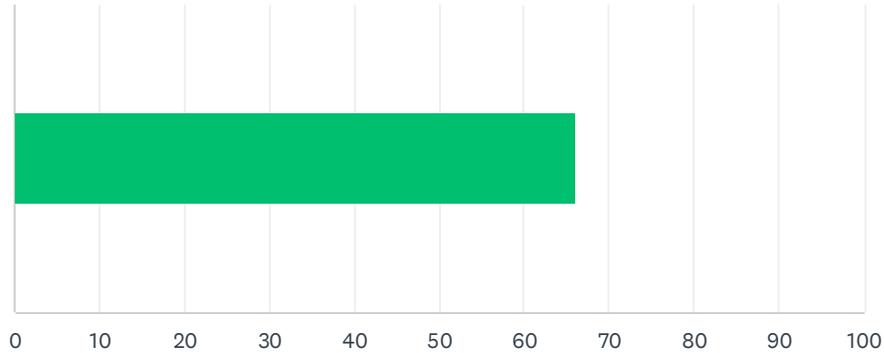
Answered: 38 Skipped: 13



	1	2	3	TOTAL	SCORE
C3: Neighborhood Center of 25% businesses and 75% residential	31.58% 12	47.37% 18	21.05% 8	38	2.11
C2: Community center with a 50% mix of businesses and residential	60.53% 23	31.58% 12	7.89% 3	38	2.53
C1: Auto-oriented Center with 75% business and 25% high density residential	7.89% 3	21.05% 8	71.05% 27	38	1.37

Q1 How would you rank the reconstruction of the Main Ave. Interchange, with 1 being "not needed" and 5 being "completely necessary."

Answered: 51 Skipped: 0



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	66	3,368	51
Total Respondents: 51			

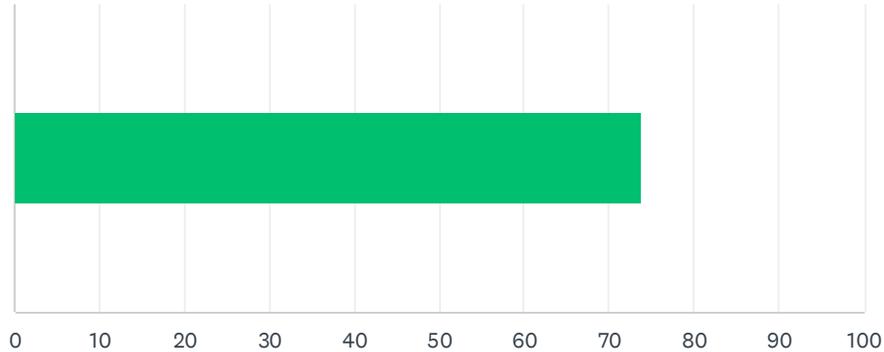
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3	90	3/17/2025 9:16 AM
4	75	3/17/2025 9:16 AM
5	75	3/17/2025 9:16 AM
6	90	3/17/2025 9:15 AM
7	80	3/17/2025 9:15 AM
8	100	3/17/2025 9:15 AM
9	50	3/17/2025 9:15 AM
10	100	3/17/2025 9:14 AM
11	75	3/17/2025 9:14 AM
12	85	3/17/2025 9:13 AM
13	85	3/17/2025 9:13 AM
14	100	3/17/2025 9:12 AM
15	90	3/17/2025 9:08 AM
16	80	3/17/2025 8:55 AM
17	70	3/17/2025 8:53 AM
18	90	3/17/2025 8:52 AM
19	100	3/15/2025 2:01 PM

West 94 Area Transportation Plan Key Crossings Survey

20	100	3/15/2025 1:47 PM
21	100	3/15/2025 1:45 PM
22	100	3/15/2025 1:44 PM
23	0	3/15/2025 1:42 PM
24	100	3/15/2025 1:22 PM
25	100	3/15/2025 1:16 PM
26	100	3/7/2025 10:32 AM
27	1	3/6/2025 1:39 PM
28	5	3/6/2025 11:58 AM
29	0	3/5/2025 7:12 PM
30	0	3/3/2025 2:53 PM
31	20	3/3/2025 8:14 AM
32	75	2/28/2025 7:45 PM
33	50	2/27/2025 11:35 PM
34	0	2/27/2025 9:43 PM
35	100	2/27/2025 8:59 PM
36	75	2/27/2025 1:34 PM
37	75	2/27/2025 12:53 PM
38	100	2/27/2025 9:55 AM
39	100	2/26/2025 9:56 AM
40	1	2/26/2025 9:41 AM
41	75	2/25/2025 4:16 PM
42	60	2/25/2025 1:59 PM
43	80	2/25/2025 1:57 PM
44	100	2/25/2025 10:30 AM
45	70	2/24/2025 2:45 PM
46	0	2/24/2025 8:54 AM
47	70	2/23/2025 12:15 PM
48	7	2/22/2025 5:08 PM
49	42	2/21/2025 2:53 PM
50	75	2/21/2025 1:12 PM
51	32	2/21/2025 8:49 AM

Q2 How would you rank the reconstruction of the Christianson Drive configuration, with 1 being "not needed" and 5 being "completely necessary."

Answered: 51 Skipped: 0



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	74	3,765	51
Total Respondents: 51			

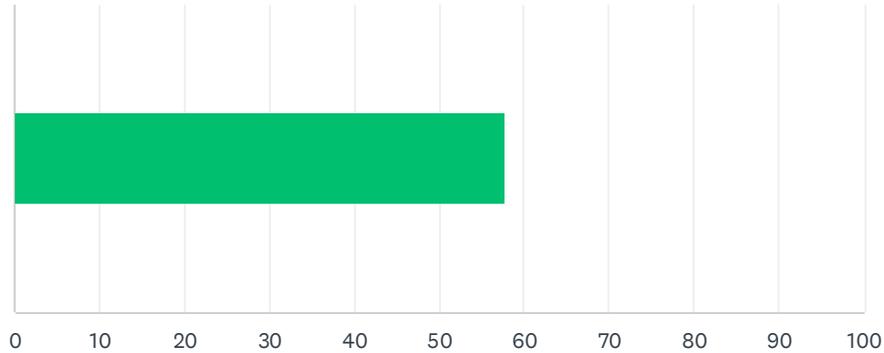
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5	95	3/17/2025 9:16 AM
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7	100	3/17/2025 9:15 AM
8	100	3/17/2025 9:15 AM
9	100	3/17/2025 9:15 AM
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12	100	3/17/2025 9:13 AM
13	100	3/17/2025 9:13 AM
14	100	3/17/2025 9:12 AM
15	90	3/17/2025 9:08 AM
16	100	3/17/2025 8:55 AM
17	85	3/17/2025 8:53 AM
18	100	3/17/2025 8:52 AM

West 94 Area Transportation Plan Key Crossings Survey

19	100	3/15/2025 2:01 PM
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23	19	3/15/2025 1:42 PM
24	100	3/15/2025 1:22 PM
25	100	3/15/2025 1:16 PM
26	100	3/7/2025 10:32 AM
27	1	3/6/2025 1:39 PM
28	5	3/6/2025 11:58 AM
29	0	3/5/2025 7:12 PM
30	0	3/3/2025 2:53 PM
31	100	3/3/2025 8:14 AM
32	100	2/28/2025 7:45 PM
33	100	2/27/2025 11:35 PM
34	100	2/27/2025 9:43 PM
35	50	2/27/2025 8:59 PM
36	90	2/27/2025 1:34 PM
37	75	2/27/2025 12:53 PM
38	100	2/27/2025 9:55 AM
39	1	2/26/2025 9:56 AM
40	1	2/26/2025 9:41 AM
41	50	2/25/2025 4:16 PM
42	75	2/25/2025 1:59 PM
43	50	2/25/2025 1:57 PM
44	50	2/25/2025 10:30 AM
45	100	2/24/2025 2:45 PM
46	46	2/24/2025 8:54 AM
47	80	2/23/2025 12:15 PM
48	55	2/22/2025 5:08 PM
49	1	2/21/2025 2:53 PM
50	50	2/21/2025 1:12 PM
51	99	2/21/2025 8:49 AM

Q3 How would you rank the reconstruction of the 38th St. connection, with 1 being "not needed" and 5 being "completely necessary."

Answered: 50 Skipped: 1



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	58	2,894	50
Total Respondents: 50			

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7	60	3/17/2025 9:15 AM
8	50	3/17/2025 9:15 AM
9	25	3/17/2025 9:15 AM
10	0	3/17/2025 9:14 AM
11	85	3/17/2025 9:14 AM
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49	0	2/21/2025 1:12 PM
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