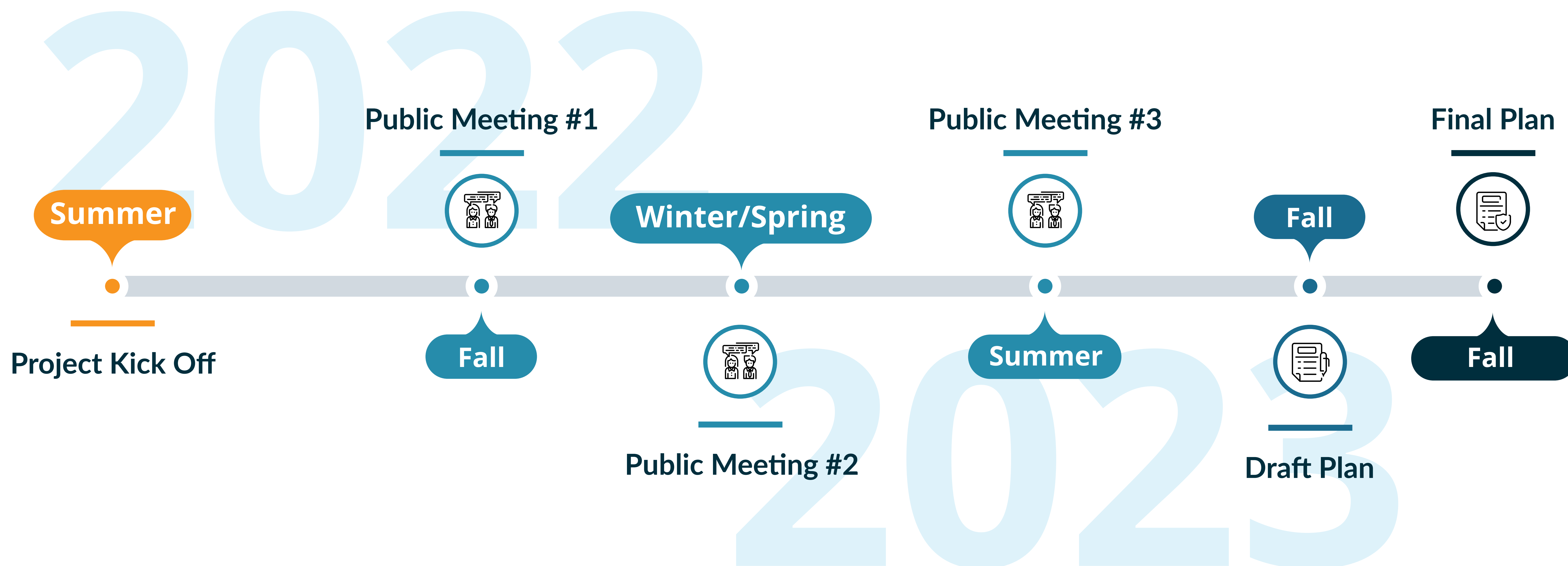
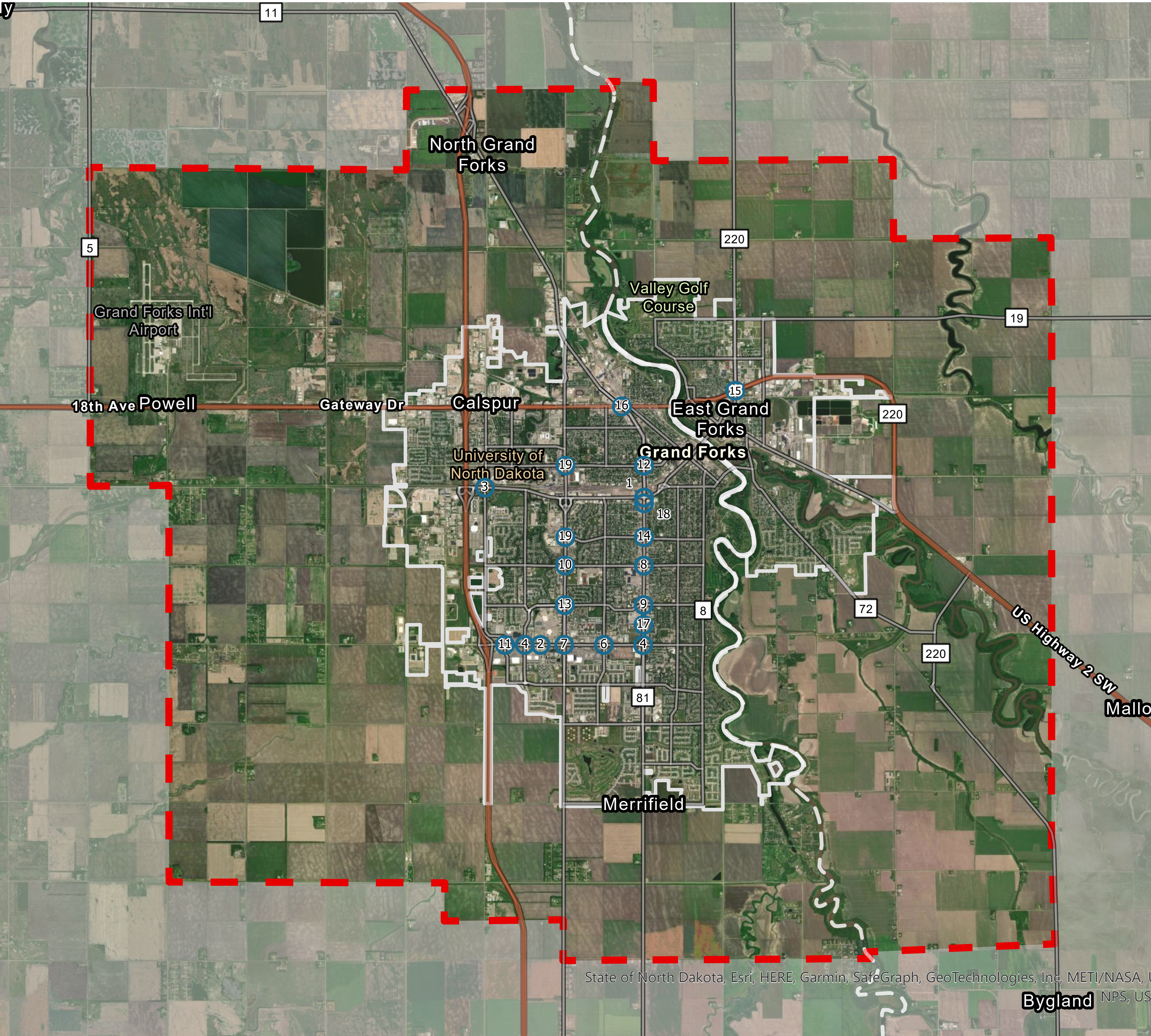


PLAN DEVELOPMENT TIMELINE

Over the next several months, we'll be gathering data, conducting analyses, compiling public and stakeholder feedback, and developing recommendations for the future street and highway network through the year 2050.

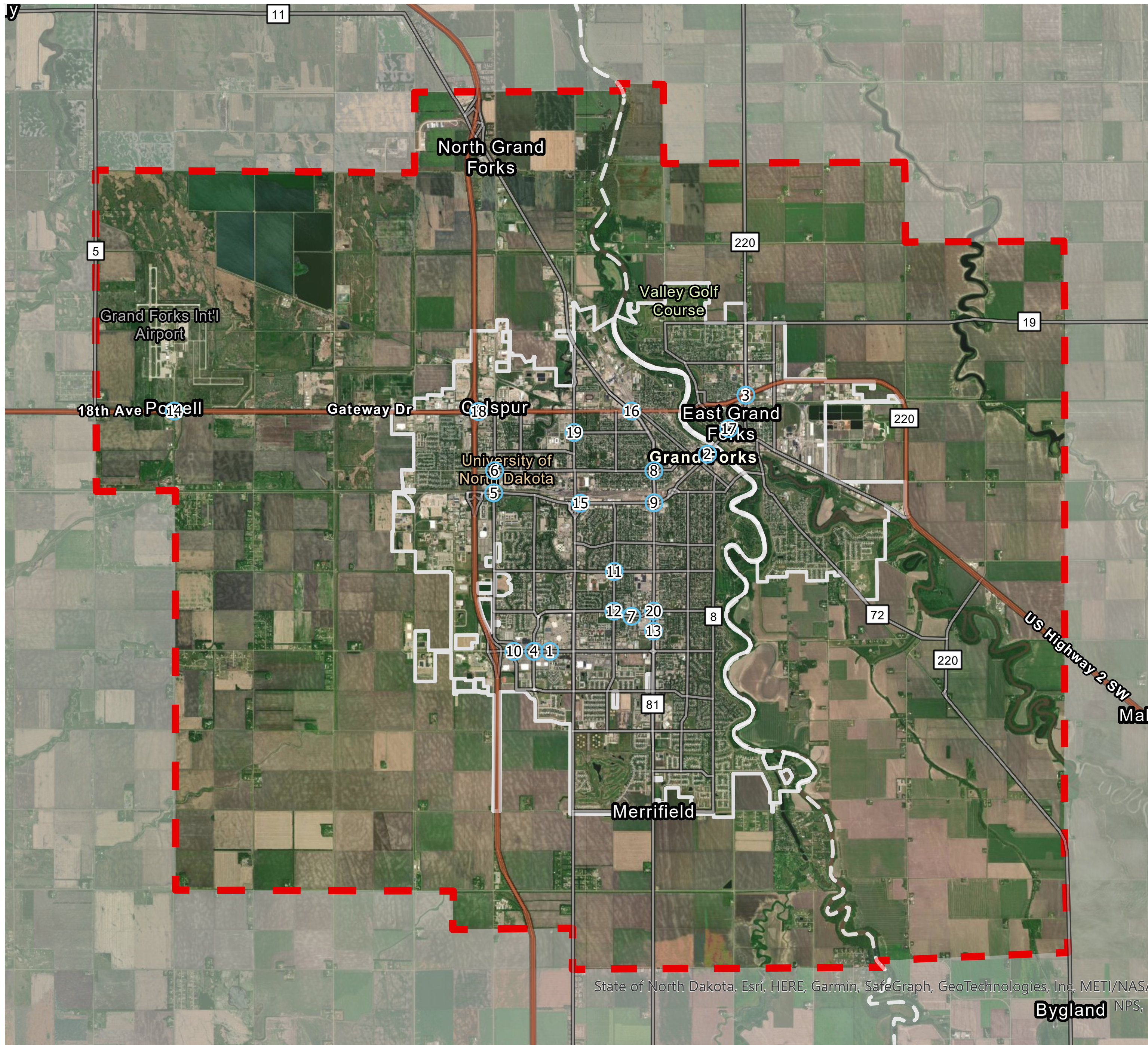


TOP CRASH FREQUENCY INTERSECTIONS



CRASH FREQUENCY RANK	INTERSECTION	CRASH FREQUENCY (2016-2021)
1	Washington Street & DeMers Avenue	119
2	32nd Avenue & 31st Street	95
3	42nd Street & DeMers Avenue	78
4	32nd Avenue & 34th Street	77
4	Washington Street & 32nd Avenue	77
6	32nd Avenue & 20th Street	76
7	Columbia Road & 32nd Avenue	72
8	Washington Street & 17th Avenue	69
9	Washington Street & 24th Avenue	68
10	Columbia Road & 17th Avenue	65
11	32nd Avenue & 38th Street	58
12	Washington Street & University	57
13	Columbia Road & 24th Avenue	55
14	Washington Street & 13th Avenue	52
15	U.S. Highway 2 & Central Avenue	49
16	Washington Street & Gateway Drive	46
17	Washington Street & 28th Avenue	44
18	Washington Street & 7th Avenue	39
19	Columbia Road & University Avenue	38
19	Columbia Road & 13th Avenue	38

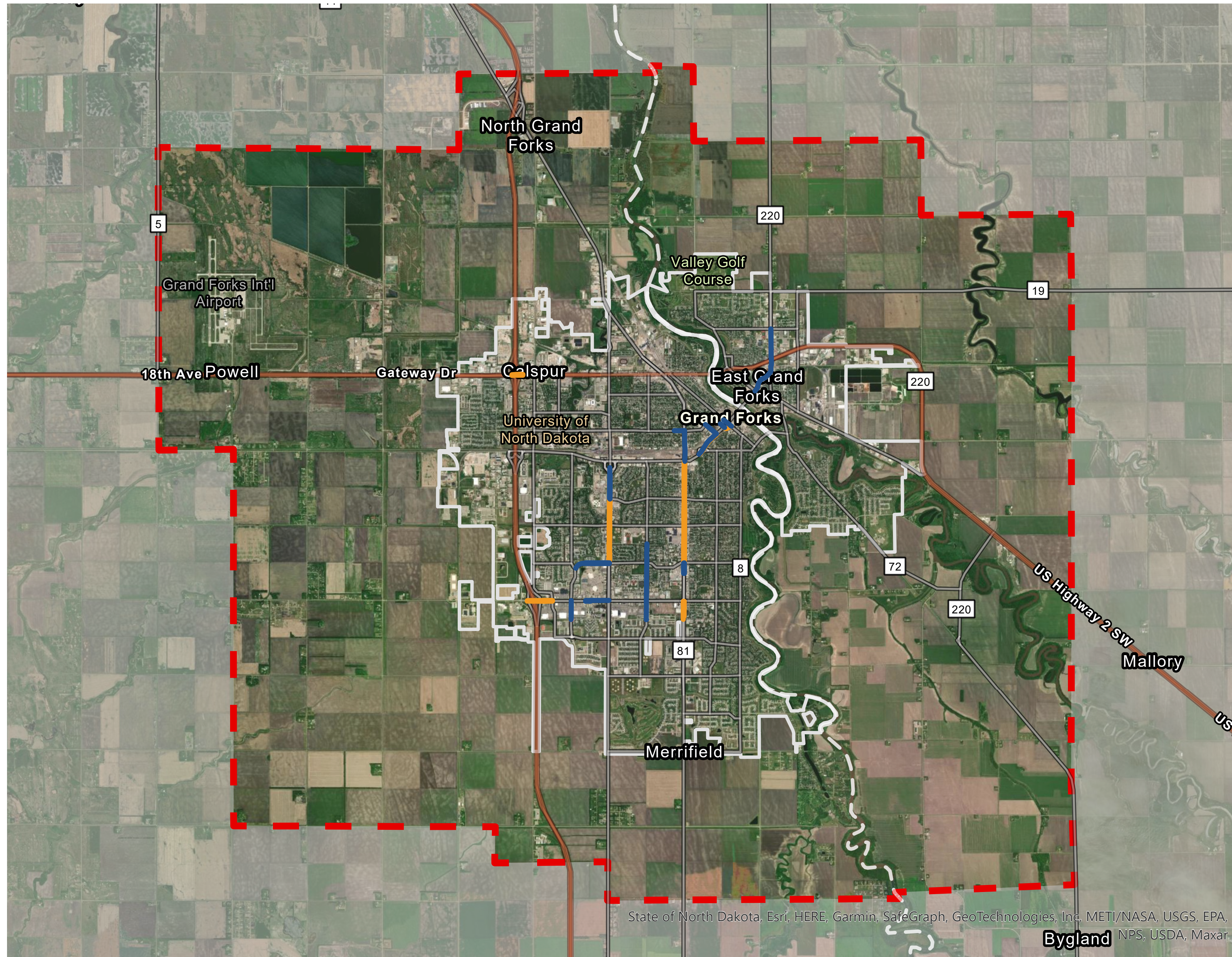
TOP CRASH RATE INTERSECTIONS



CRASH RATE RANK	INTERSECTION	CRASH RATE (2016-2021)
1	32nd Avenue & 31st Street	1.78
2	DeMers Avenue & 3rd Street	1.52
3	Gateway Drive & Central Avenue	1.34
4	32nd Avenue & 34th Street	1.20
5	DeMers Avenue & 42nd Street	1.19
6	University Avenue & 42nd Street	1.14
7	24th Avenue & 17th Street	1.14
8	Washington Street & University Avenue	1.07
9	DeMers Avenue & Washington Street	1.02
10	32nd Avenue & 42nd Street	1.00
11	17th Avenue & 20th Street	0.95
12	24th Avenue & 20th Street	0.92
13	Washington Street & 28th Avenue	0.89
14	18th Avenue & 16th Street	0.87
15	DeMers Avenue & Columbia Road	0.83
16	Washington Street & Gateway Drive	0.79
17	DeMers Avenue & 4th Street	0.76
18	Gateway Drive & I-29	0.75
19	Columbia Road & 10th Avenue	0.74
20	Washington Street & 24th Avenue	0.73

TRAFFIC OPERATIONS

TRAFFIC LEVEL-OF-SERVICE (LOS)



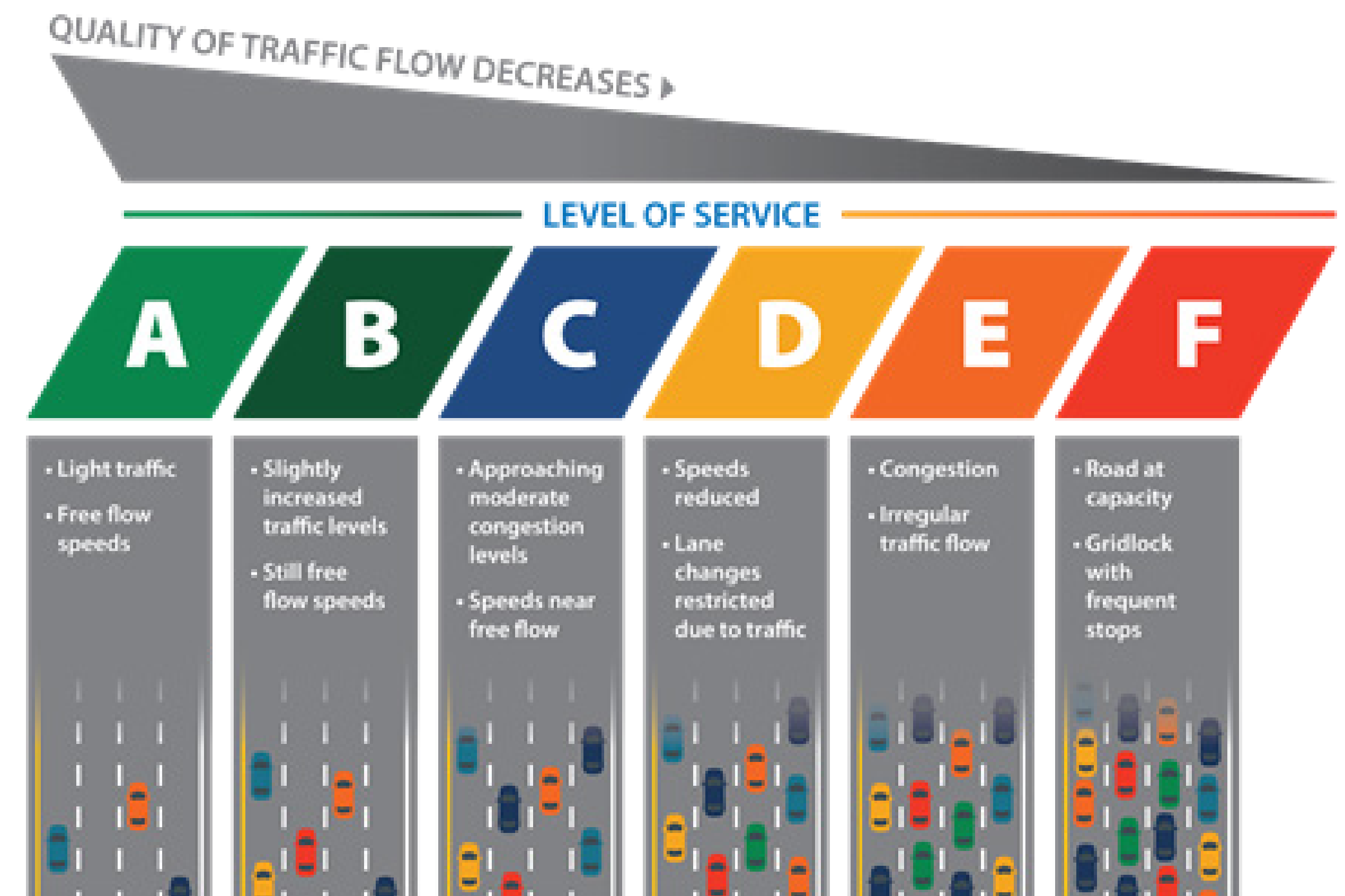
LEGEND

- LOS A-B*
- LOS C
- LOS D
- LOS E**
- LOS F**

*Most roads in the area have a LOS of B or better.

**No roads in the area have a LOS of E or worse.

WHAT IS LOS?



WHAT ARE THE TOP THREE GOALS THIS PLAN SHOULD ADDRESS?

Safety

Reducing the risk of harm to users of Mitchell transportation system

Efficiency and Reliability

Providing for the efficient and reliability movement of people, services, and goods

Other

Are there any goals or areas of focus that we missed? Please write in your answers

Accessibility

Connecting people to goods and services as well as providing choices for different modes of travel

Placemaking

Integrating the transportation system with land use to provide transportation facilities that fit in with their surrounding neighborhoods and development

Economic

Focusing on transportation that supports and promotes the economic vitality of the GF-EGF area and connects people with jobs, shopping, and schools

Innovative

Incorporating emerging trends and technologies into the transportation system

Resiliency

Creating an adaptable transportation system and providing service when significant impactful events occur

Bicycle and Pedestrian Connections

Providing enhanced infrastructure and connections for pedestrians and bicyclists; potentially including more trails and shared-use paths, enhanced pedestrian street crossings, and on-street bike routes

Take the Transportation Needs and Issues Survey

