



PUBLIC INPUT MEETING

**Welcome to the
Open House!**



VALLEY CITY

SUBAREA TRANSPORTATION PLAN

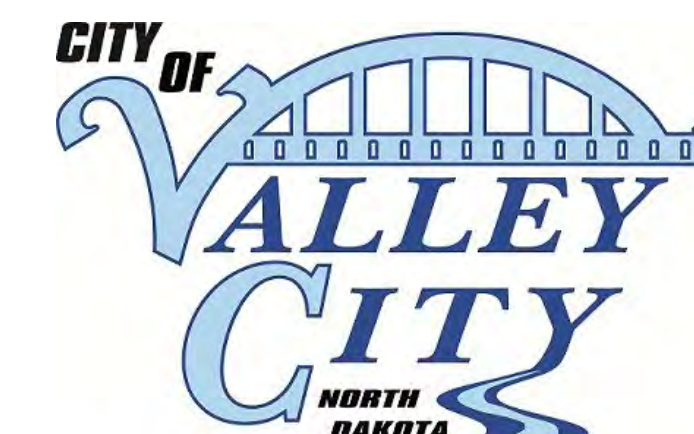
Visit the website



<https://www.valleycity.us/engineers/>

December 17, 2025 • 5 pm to 7 pm

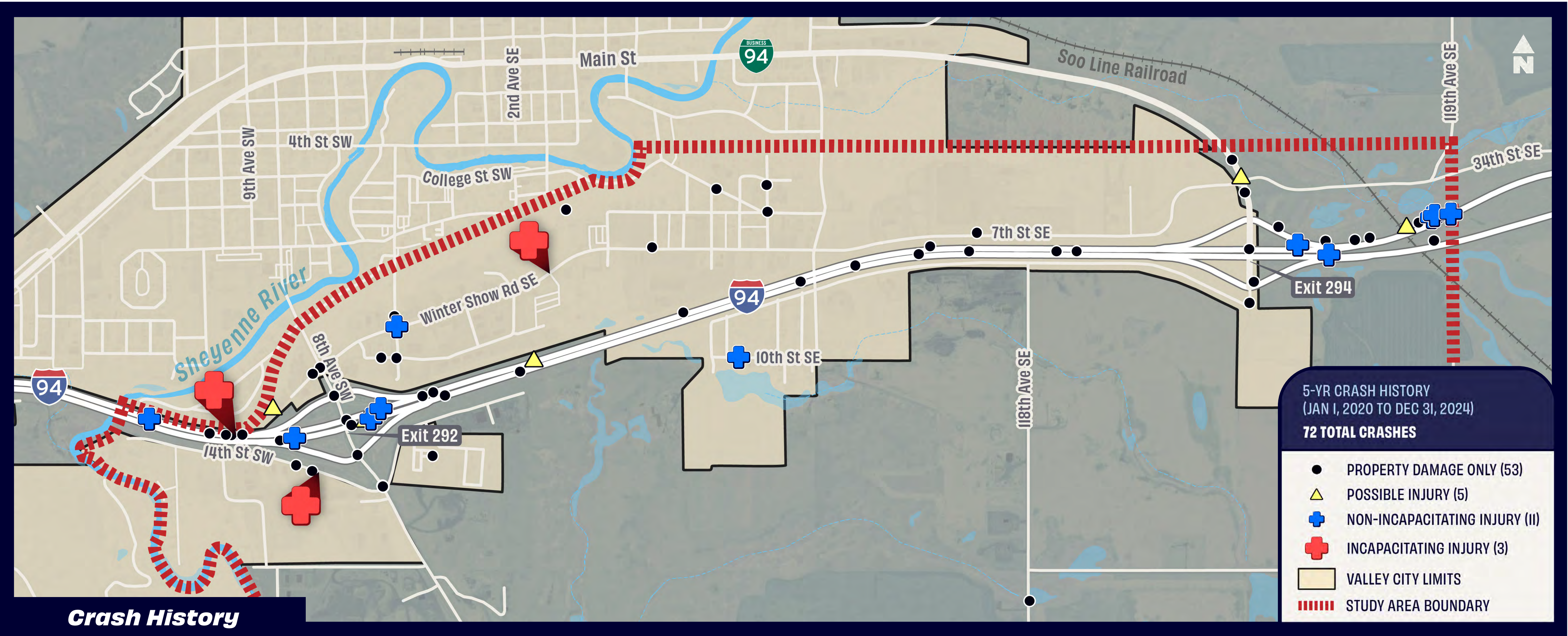
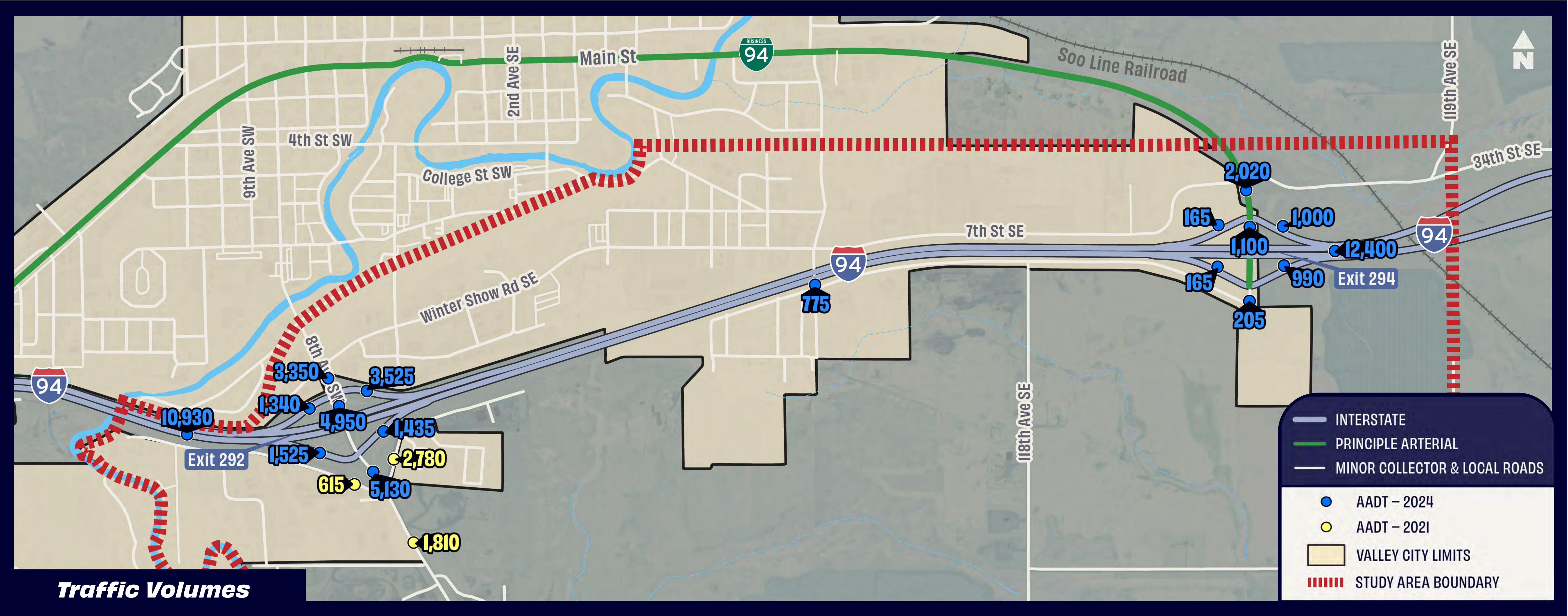
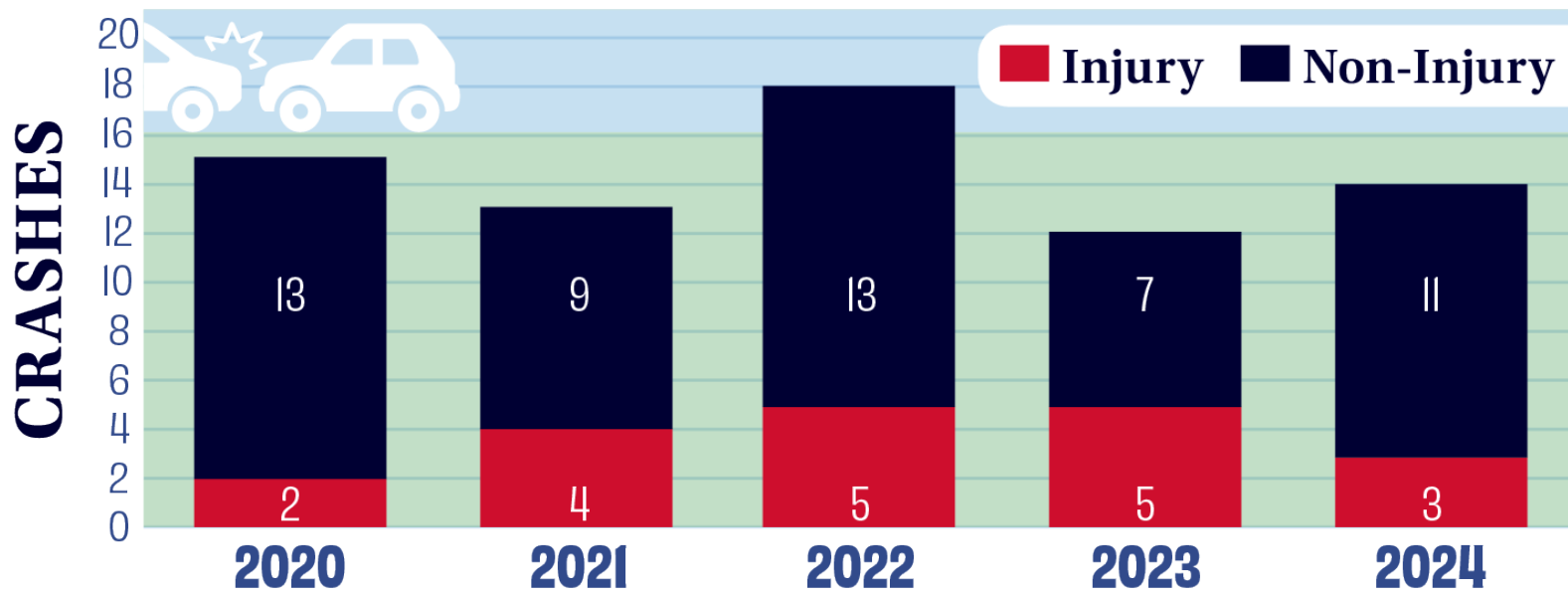
NORTH
Dakota | Transportation
Be Legendary.



EXISTING TRAFFIC & SAFETY CONDITIONS

- Approximately 10,000 vehicles traverse Valley City on I-94 daily.
- At the I-94 Business Loop Exit, about 900 vehicles enter and exit east, but fewer than 200 enter and exit west.
- About 5,000 vehicles per day use 8th Avenue SW near the I-94 interchange, but that number dips below 2,000 just a couple of blocks south as the roadway exits Valley City.

SUMMARY OF CRASHES BY YEAR (2020-2024)



FUTURE LAND USE & GROWTH FORECASTING

FUTURE LAND USE is the future pattern of development (residential, commercial, etc.) assumed for this study; it has not been adopted by Valley City and is subject to change.

Why is it important?

The location and type of development help identify future roadway system alignments, functional classification of new roadways, and typical section recommendations.

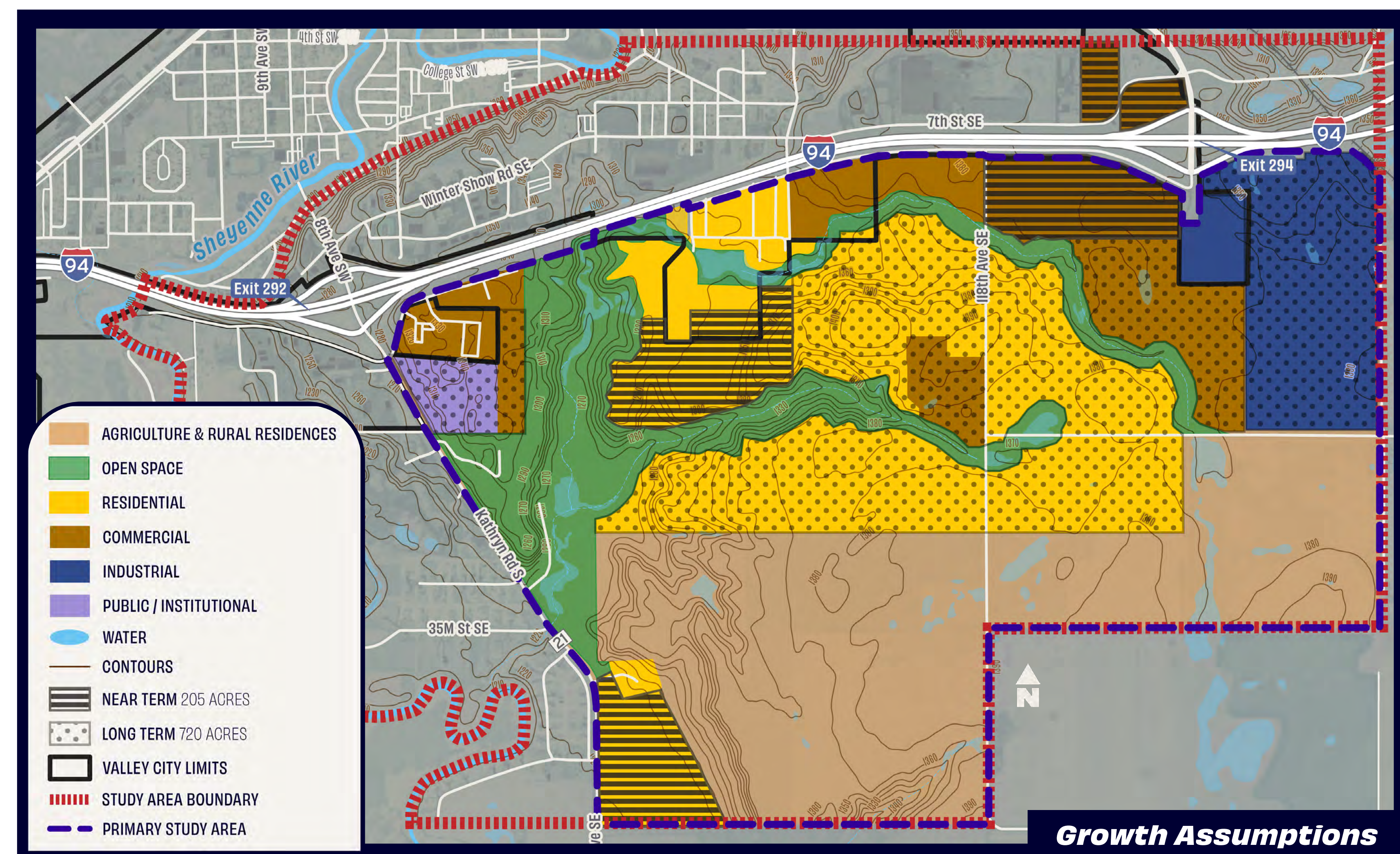
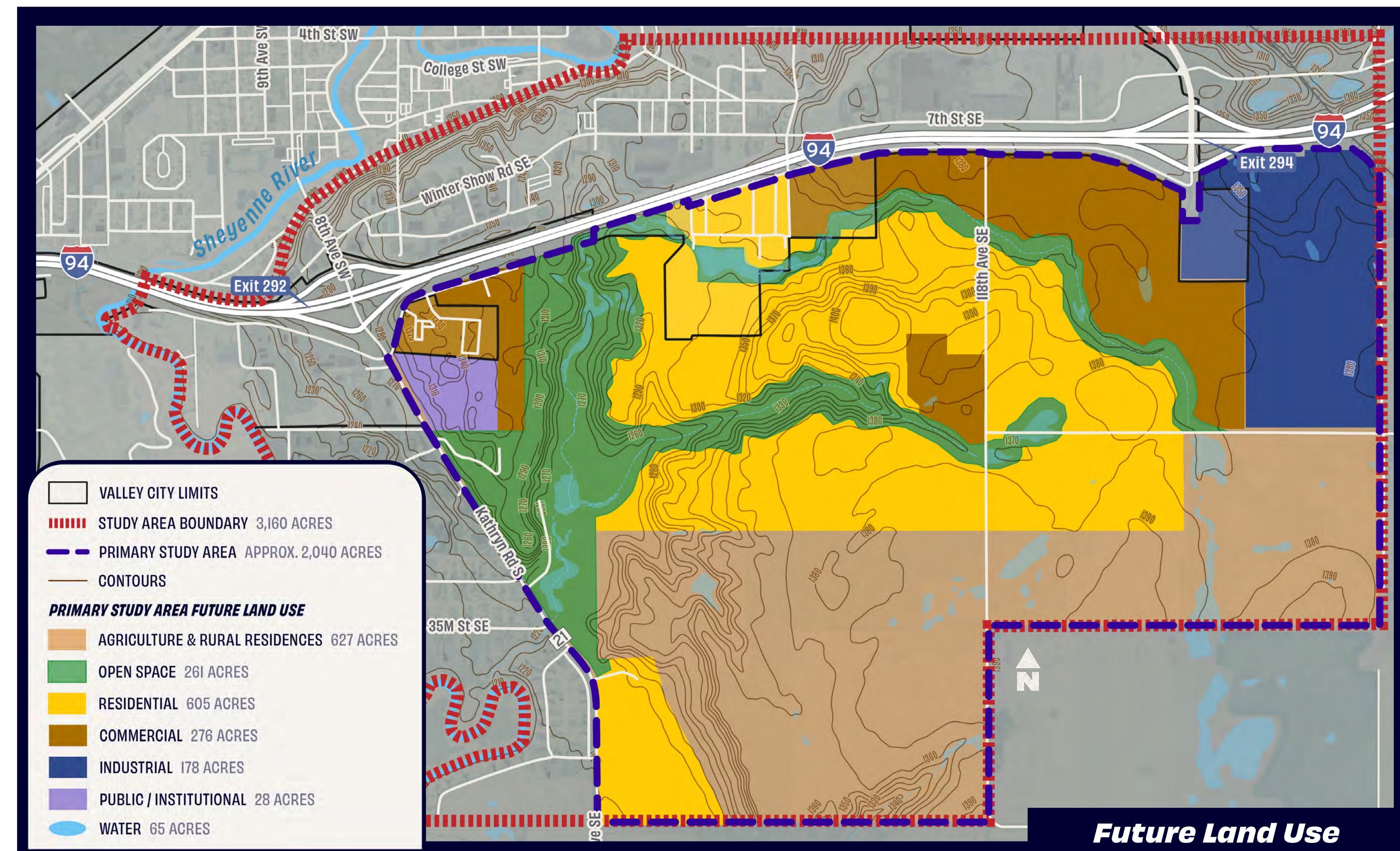
GROWTH ASSUMPTIONS AND FORECASTING SCENARIOS

Three forecast scenarios were developed for varying degrees of future growth within the study, broken into a **no build**, **near-term**, and **long-term** forecast. Traffic forecasting assumptions were based exclusively on the approved future land use plan for the study area.

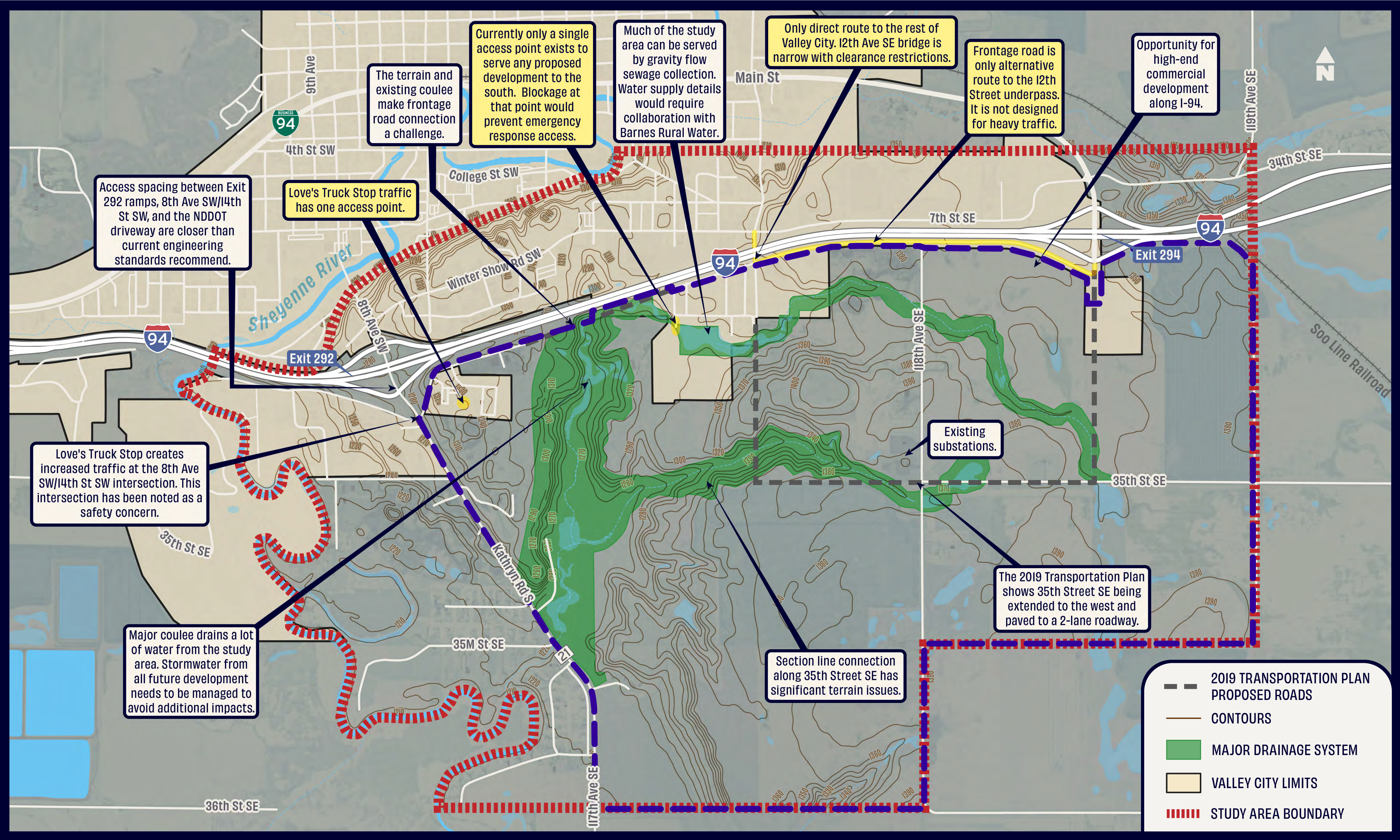
SCENARIO 1 - No Build: assumed only 2% regional background growth in study area traffic.

SCENARIO 2 - Near-Term Growth: assumed 100% of the future land uses identified as near-term, which was anticipated to reflect 8- to 15-year growth horizon.

SCENARIO 3 - Long-Term Growth: assumes Scenario 2 Near-Term forecast + 50% of identified long-term future land uses, which was assumed to be a 20 plus year growth horizon.



ISSUES AND OPPORTUNITIES



ALTERNATIVE DEVELOPMENT/ANALYSIS

ALTERNATIVE 1

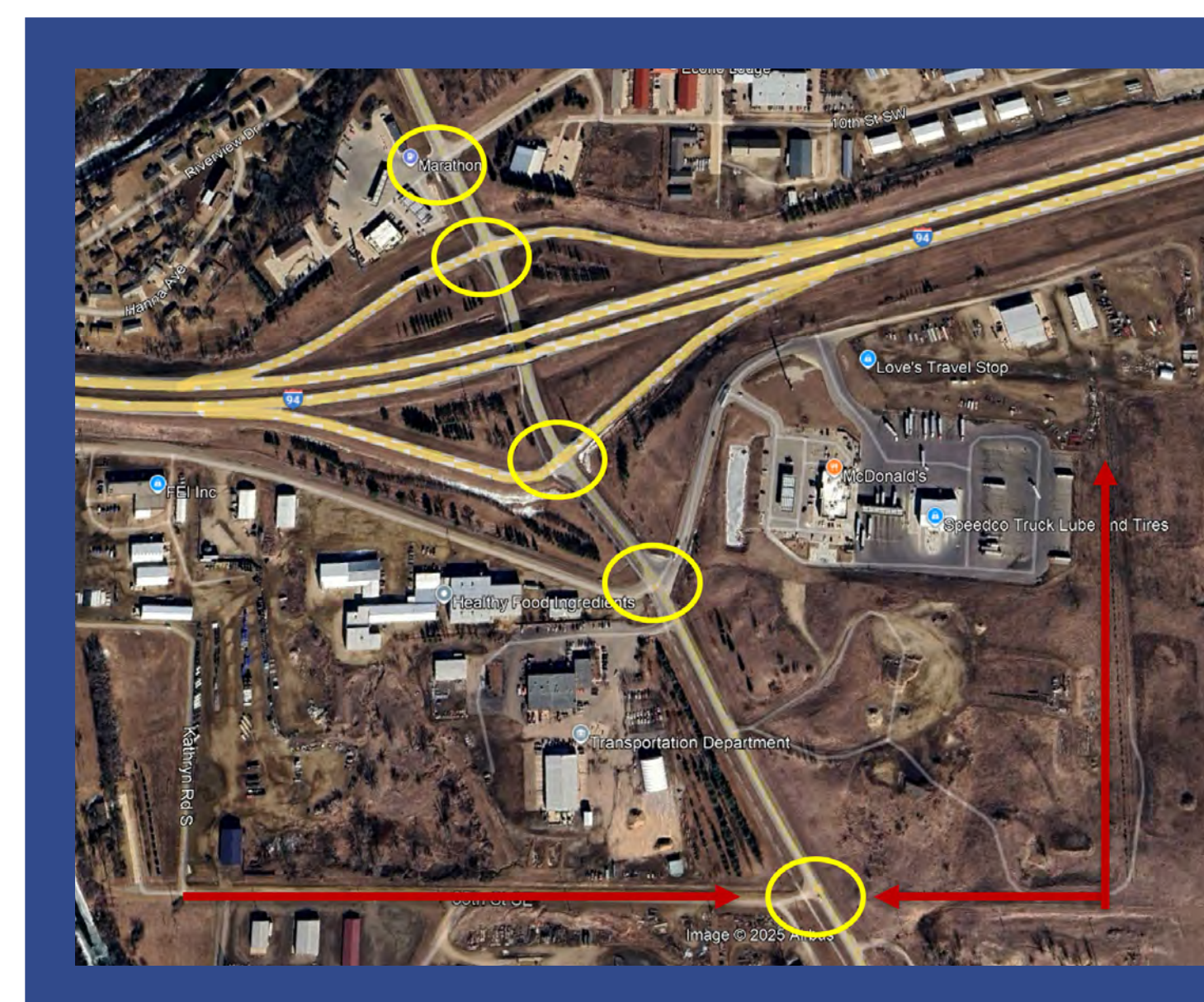
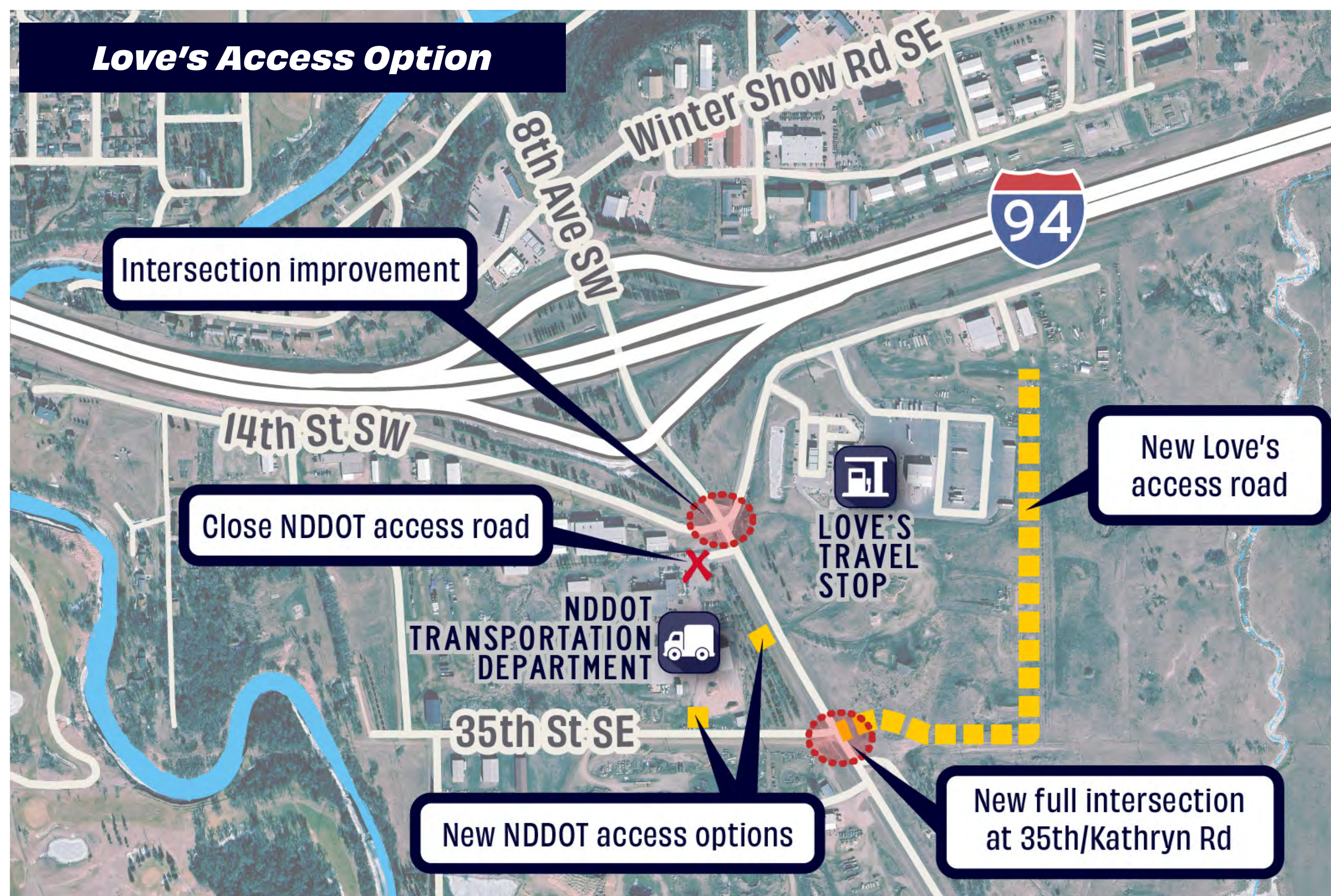
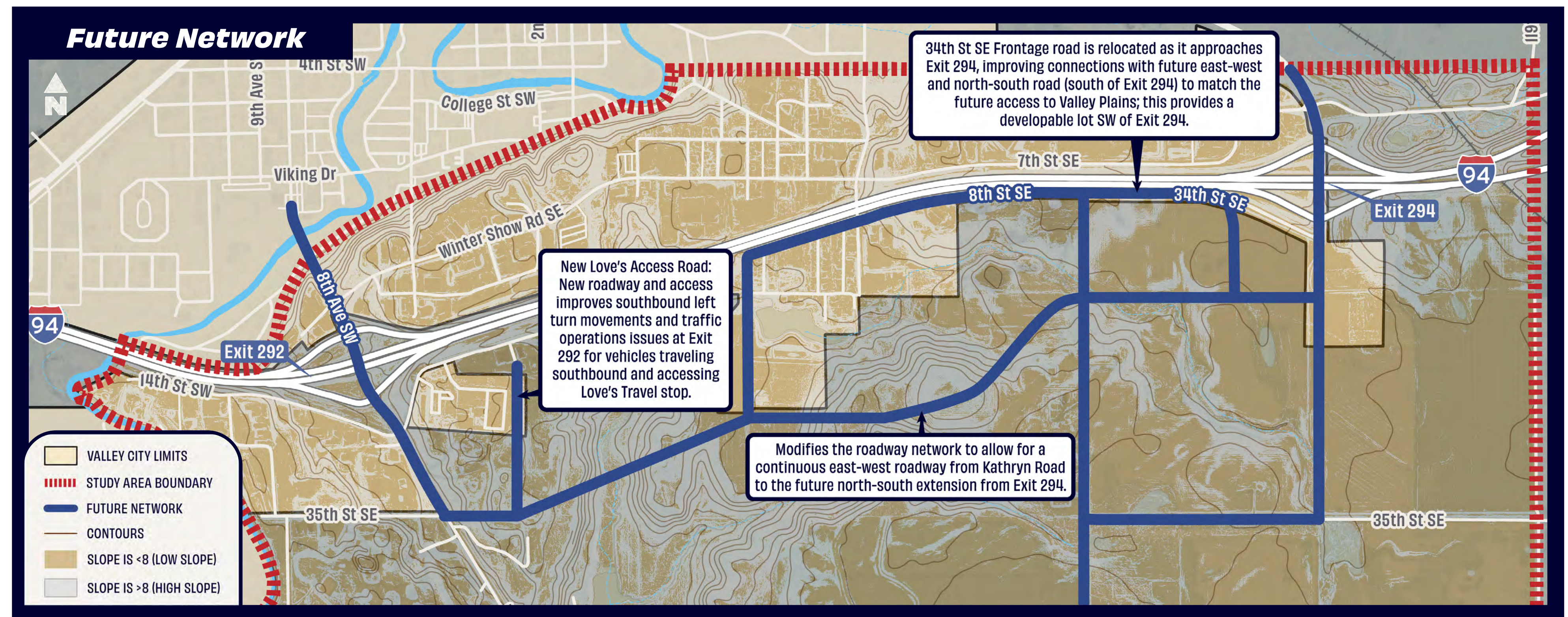
- New East-West Road
- By itself, Alternative 1 improves the projected LOS at major intersections on the subarea's west end
- Recommendation: Retain as part of Long-Term Network

ALTERNATIVE 2 (ROUNDBABOUTS)

- Construct Roundabouts through both the Exit 292 and Exit 294 influence areas
- LOS C or better at all intersections

ALTERNATIVE 3 (SIGNALS)

- Intersection improvements at Love's
- New access road to Love's



NETWORK RECOMMENDATIONS

Future Network Alignments

From the east west corridor analysis, concepts 2, and 3 were retained for inclusion in the future recommended network. The objectives were:

- To build out to support the near and long-term growth being planned
- Establish a collector (or higher functional classification) road network

The proposed road network alignment retains the east-west connection from the conceptual analysis, minus the east-west frontage road connection.

