

# Moorhead I-94 & 20<sup>th</sup> St Interchange Analysis

## Survey results & comments from September 2023 public involvement

### What is your relationship with the interchange?

Response	No. of respondents
I own/work at a business near the interchange	14
I live near the interchange	41
I frequently use the interchange (driving)	66
I frequently use the interchange (walking/bicycling)	10
I frequently use the interchange (public transportation)	2
I work/am a student at M-State	1

### Open-ended comment summary

Per the open-ended comments, **39** indicated they were **in favor of a full interchange** at 20<sup>th</sup> St while **17** indicated they were **opposed, or don't find a full interchange necessary**.

Top reasons people were in favor of a full interchange at 20<sup>th</sup> St:

- Convenience, reduced travel time/distance
- Improved access to M-state, Moorhead High School, businesses
- Reduced of traffic on 8<sup>th</sup> St and 34<sup>th</sup> St

Top reasons people were opposed to a full interchange at 20<sup>th</sup> St:

- Cost and cost/benefit
- Increased traffic on 20<sup>th</sup> St
- Property impacts
- Impacts to bicycle/pedestrian travel

Other common comment themes:

- Many commenters would like to see improvements to 20<sup>th</sup> Street's current lane configuration and access. They found the lane configurations confusing and noted lane configuration added to congestion and crashes
- Commenters would like to see better access and improvements to 28<sup>th</sup> Ave from M-State area to 34<sup>th</sup> St
- Commenters would like to see traffic flow improved on 20<sup>th</sup> St. Some suggested widening, some suggested improved signal timing.

## Open-ended comments:

- *Let's make this change. It's a logical solution and probably should have been in the original plans for entrances and exits.*
- *We are concerned about additional noise level, increased traffic on 20th street, cost to home owners (assessments), safety considerations for pedestrians walking or riding bike, length of construction project inconvenience, and overall real need as presented.*
- *I would love to see the I-94/20th Street Interchange become a full interchange. This is a busy area of Moorhead and it would be helpful to have the option to go east on I-94 at 20th Street. This is also an area with a lot of train traffic - often times vehicles are stopped/slowed/backed up by trains running parallel to 20th Street. If we could create a full interchange and an underpass/overpass to help with train delays, that would be a win-win!*
- *For the next 2 decades, it would be an inappropriate use of the public's resources to expand the 20th St Interchange. The millions of dollars that are required would not offset the near term benefit of having a full interchange. With the emphasis on green eco systems, the younger generations will be driving less and less. And public mass transportation will also increase as they will be trying to save the earth. So just like the number of rail trains moving through Moorhead has decreased with the reduction of coal usage, let's not over expend on highway expansion construction, as car transportation will also decrease after it soon reaches its peak. Also, the existing two interchanges that provide access to eastbound I94 are in no way over utilized such that they cause significant traffic flow hazards or jams.*
- *The mixed used bridge (that would likely be demolished to make way for this project) is one of the best we have across I-94. It involves minimal change in grade (critical for bicycles and pedestrians) and is the eastern-most best bridge for these users (highway 52 is too dangerous due to automobile speeds and no separated infrastructure, and 34th street has significant grade change and effectively connects no walkable places). The loss of this bridge to make the necessary room would be a great disappointment. The induced vehicle demand this would bring to a largely residential area is also undesirable. Only saving 2 minutes in an automobile trip, by encouraging more utilization of automobiles to the area, is problematic. The area is already too dangerous for peds and bicycles at the surrounding intersections, and encouraging more vehicles to use the space will disincentivize human based transportation. Additionally, highway interchanges are expensive use of city land and a long term maintenance liability. There should be a real financial return for the city in higher property values (and therefore taxes) that would generate more income than the long term expense of maintaining the expanded interchange.*
- *This added interchange would help first responders with faster access to the east side of town from 20th St where Moorhead Fire Station 2 is located.*
- *When students are leaving M state they seldom stop and it is sometimes hard to enter eastbound 94 from 20th. I would like 94 access from both sides.*
- *I would vote yes for the interchange project!*
- *I live in the Johnson Farms neighborhood and the expansion of this interchange would be extremely beneficial to me. Whenever I need to travel East to the Twin Cities or along the Highway 10 corridor, I must either backtrack along 30th Ave to the 8th St interchange, or take the slow route through Village Green to the 34th St interchange. The story is the same*

*but reversed when returning from the East. Having a full interchange at 20th St would speed up travel time and make getting to and from my house easier.*

- *east bound on i94 and 20th st would probably be good. personally, probably not going to be used by myself very much but I see it as an accessibility to the interstate that is much needed.*
- *This should have on and off ramps for I94 east and west bound. Traffic gets too backed up when exiting I94 east turning left onto 20th. To enter I 94 west there should be a lane dedicated for this as well as removing the weird frontage road turn right next to it*
- *I live on [redacted]. Last year I traveled east every day for work. I have family I visit frequently going east as well as standard travel to Minneapolis. I will be working at [redacted] which requires me to travel east starting November. I do NOT want an interchange at 20th street. Of all the people who should want one, I do NOT see a significant benefit for the price. 8th street is very close and 34th is not terribly far away. If a solution is needed to use 34th interchange more, build 45-50mph road between 20th street and 34th street either on the Ken's sanitation -menards frontage road which might also increase business development in that area. Business and convenience may have the added benefit to keep Moorhead citizens inside the city. Making it easier to just bypass the city is not really the answer here. An interchange does not quite have the benefit I think some citizens think it will especially for the expense. Spend the money on other streets intersections around the interstate to improve efficiency rather than waste money on this project. Thank you for your public service.*
- *Dedicated turn lanes are needed on 20th near the interchange*
- *Please add exits for East ramps into and out of 20th St.*
- *A full interchange is not required here. I typically go west and come from the west on my drive to or from work. I also don't believe it is that far from the 34th/old highway 52 and the 8th st interchanges that a full interchange is needed between them*
- *I think the current interchange is adequate and traffic flows well both on 20th Street and coming off/on I-94. The only time we would need to travel east at that interchange is to avoid a train along 20th Street. I feel that money would be better spent elsewhere.*
- *I would much prefer the creation of a more convenient frontage road between the interchange and 34th St. An extension of 27th from Main to 34th would make a lot more sense. The existing geometry from layman's point of view isn't very conducive to a cloverleaf ramp at the location and the railroad doesn't allow for a diamond interchange to be created there. The rest area at the location means that with proper acceleration lane length going eastbound, weaving between drivers going into the rest area and those going onto the mainline would be introduced and I don't foresee that being safe. I think the best option by far along with the lowest cost would just be to extend 27th ave to 34th St.*
- *Theses 3 questions are the survey?*
- *I vote no because there are homes you would be building a road beside and I don't think that's safe. I-94 simply needs an additional lane till the Mega Storage building on 94.*
- *Survey is a joke!*
- *I would love a full interchange at 20th street! It would provide another option to many who live in the area and clear some of the traffic at 8th street and 34th street.*
- *It would be very nice to be able to go East on I-94 without going out of our way.*

- *I think it is a critical spot and should be a full interchange!*
- *A full interchange would significantly improve accessibility to the area and help drive development in areas just south of the interchange.*
- *This would definitely be helpful.*
- *Make it fully functional. It is a pain not able to get of I94 westbound or get on eastbound.*
- *This is a no-brainer. Of course there should be a full interchange allowing both eastbound and westbound traffic at 20th St S and I-94. Why wasn't this done earlier? Why didn't the full interchange exist years and years ago? To me this has never made any sense to have only east bound traffic, coming from Fargo, being able to exit on 20th Street S and not allowing westbound traffic to do the same.*
- *I am absolutely happy with the way it is. Please leave it alone. I never see backed up traffic at this location. There is no need for it. If you wish to do anything, please put a left turning lane on 34th Street (going north) at the Boulder Taphouse and Target frontage road. Leave the raised curbed area and make the turn so it is obvious to the people leaving Boulder and Target that they can only turn right. Thanks!*
- *Leave 20th street how it is. There's already too many extremely slow projects not getting finished already and too many specials being dropped on residents. Plus the drivers in this town already have thirty detours they cant figure out don't add more. Send the taxes on roads that actually need help instead of constantly digging holes for months on ends. endless waste of tax dollars*
- *8 am is very busy with people coming from the South getting on the interstate, and people exiting the interstate trying to go North. The N/S light changes and the exit light turns green, but sometimes very few vehicles can go through because there is no room to turn North. This exit gets backed up often in the morning. I have also seen this same thing happen during around elementary dismissal (2:30 pm) and 5 pm-6 pm. It also causes traffic/vehicles to back up onto the interstate unsafely, occasionally. This also happens, occasionally, on the 8th St Exit. Thank you for your time.*
- *The mornings around 8 am the interchange is very busy as there is traffic coming from the Village Green area getting on the interstate, and people exiting the interstate trying to go North. Sometimes, the light going North/Douth*
- *A four-way interchange would be a great convenience for our neighborhood -- Village Green area. I use this overpass all the time, often northbound, and would appreciate a way to go west on frontage in front of M State. That corner is a real inconvenience.*
- *My name is [redacted]. [Redacted sentence]. I am excited to see what comes of this conversation, as I believe it will relieve pressure on 8th and even on 30th through the residential neighborhoods. I am concerned about two things: 1) the impact on our driveways leading to 20th Street. Many of our vehicles exit to 20th, and if we have a full interchange, I believe traffic will increase and make that more difficult. And, 2) any changes to this interchange will probably impact our property. I'd love to be in the loop on that. Several years ago, a drawing was released of a possible change on this interchange, and the drawing showed the exit ramp [redacted]. We were unaware of that conversation until the drawing was released. I'd like to be a part of conversations as they move forward. Thanks for your consideration, and thanks for all you do for the FM area! -[Redacted]*

- *It's very important to me that a bike/walk trail is maintained in the design of this. I live between the 20th and Main Ave interchanges and it would be really nice to have a WB option.*
- *As a part of this project it would be nice to have a way to turn west / left onto 28th from northbound 20th St. We live just west of MState. Anytime we want to go east on 94, we currently enter interstate 94 wb and exit on 75, then re-enter interstate eb off of 75. It is redundant but faster than taking 28th eve further past menards to get on 94 EB. Thanks for your consideration. It would be nice to have other options.*
- *I have no issues with this partial interchange from 94. My issues come from 20th st over 94. It is high traffic and needs to be 5 lanes (2- north and south lanes and atleast a center turn lane) from 30th ave to 24th ave. Traffic gets extremely backed up during rush hour coming on and off interstate. In the winter the roadway is extremely dangerous with narrowing roads and nobody following the way the turn lane to get on interstate from 20th. Some people think they can continue north bound in the turn lane. Also, not having a separate turn lane to get on the frontage road creates back ups for north bound traffic*
- *This interchange will provide long overdue driving access to my place of business both for employees and customers.*
- *I'm a utility locator and drive through the area regularly. The majority of traffic on 20th st is either to access 28th going E or 30th ave going W. It seems like these individuals are avoiding using 8th because of the high traffic, avoiding main because of the lack of stop-lights/short west-bound onramp and avoiding 34th because its poorly designed/planned and mainly just a fuel stop for people coming in from out of town.*
- *I support the expansion of the interchange to a full interchange. This would greatly reduce the amount of in-town driving I would regularly need to do.*
- *Leave it the way it is.*
- *It would save me so much time to be able to go East bound from 20th street!*
- *I think this would be a great change as long as it does not significantly impact existing property owners who might need to be displaced too negatively -- I would want to make sure they are taken care of. Having said that, it makes a lot of sense to have this be a full interchange.*
- *This is absolutely a necessity for the citizens and City odd Moorhead... It's way overdue fire implementation.*
- *There needs to be eastbound entrance and exit ramps at 20th Street. This will lessen the burden on the other ramps, increase access to Mstate, MSUM and Moorhead High School and quicken response times for emergency responders both in and around the City of Moorhead.*
- *For everyone living in between 8th st and 20th street in Moorhead and travelling east this would substantially save on their commute.*
- *Dear Esteemed Members of the Fargo Moorhead Metropolitan Council of Governments, I hope this message finds you in good health and high spirits. I write to you today as a devoted resident of Moorhead, Minnesota, deeply invested in the well-being and progress of our community. As residents of Moorhead since moving here to attend college in 1999, my family and I reside in the Village Green area, and both my wife and I work in the heart of our city. She at [redacted] and I at [redacted]. The condition of the 30th Ave S and 20th Street*

*interchange profoundly affects our daily routines and overall quality of life. To put it simply, we avoid this interchange whenever possible. Despite the inconvenience of detouring down to Main Ave SE and using the interstate or navigating the newly completed underpass at 20th, we choose these routes to evade the stress and congestion that often accompanies our use of the interchange. During peak traffic hours, the situation becomes untenable. The intersection itself presents a series of challenges. Its tight and small configuration, coupled with unclear wayfinding markers, often results in drivers inadvertently finding themselves in the wrong lane. Additionally, with the recent addition of Moorhead High School's career academy, an influx of young drivers now attempts to merge or turn right to reach the school, exacerbating congestion and stress levels. The presence of trains and adverse weather conditions only compound these issues, adding further danger to an already perilous situation. Furthermore, the state of the interstate under this interchange continually raises questions. It seems perpetually under repair, leading us to wonder if runoff from the roadway above is contributing to its deterioration. Now, with new businesses emerging near Menards, the need for an efficiently designed, full interchange becomes increasingly evident. These businesses and their customers deserve convenient access, and we, as a community, would greatly benefit from alleviating traffic congestion on 8th Street as Moorhead's southern expansion continues. In closing, I want to express our heartfelt gratitude for the opportunity to participate and voice our thoughts during this public comment period. Your commitment to Moorhead's future is deeply appreciated, and we are genuinely excited about the positive changes that your leadership can bring to our beloved community. Thank you for your unwavering dedication to the betterment of Moorhead, and we eagerly await your response to help shape a brighter future together.*

- *Traffic at the 8th St. and I-94 interchange continues to be a total disaster with a brand new apartment building coming online in months. It will only get worse. Improvements at the 20th St. interchange would alleviate some of the disaster at 8th St.*
- *It would be nice to have another full interchange in Moorhead!*
- *It's fine how it is. I've never had any issues*
- *much needed.*
- *Driving south bound is a bit of a mess due to the shifting lane where 28th ave merges, but in light of how changes to 8th street have made 8th more dangerous, I would rather this intersection not be touched. I'm worried that it will just add more options for people to merge into incorrect lanes.*
- *this is not necessary, and a waste of tax dollars*
- *Right now this interchange is in rough shape. It takes more and more traffic every year. I use it whenever feasible just to avoid the horrifically inefficient and frustrating interchange at 8th, unless I really want to hit 5 red lights in a row for fun. If the plan is to make this another criss cross disaster please count me out. I'd love to see our area take a page out to WI's book with the I-41 corridor from Green Bay to OshKosh. The roundabout would help so many of the congested intersections in our area.*
- *This seems like a waste of money. I can't imagine that the benefits would be anywhere near the costs. It would make the bike paths less safe if they have to cross the interchange.*
- *Am in favor of a new interchange, long overdue!*

- *Given the growth of the F-M Area in the last 10-15 years, it seems to certainly be time for a full interchange at this location. Having to meander around through the city to go to 34th street to access the interstate eastbound is ridiculous and unnecessary for a city of our size. Likewise for folks traveling westbound on 94 trying to access M-State, Moorhead High, and other frequently traveled to destinations.*
- *I work at M State, and I am an employee that frequently travels to our other campuses (DL, Fergus Falls, and Wadena). It's a pain to have to travel through town to get to the 34th st exit to travel East on I-94. A lot of employees actually go West on 94 to the 8th street exit, just to turn around there and go East, because that's faster than driving through town. Being able to go East from 20th street would save us all time, and would take some traffic away from both the 8th street and 34th street exits.*
- *Adding the west bound exit will be huge for people traveling to both MSUM and Moorhead HS*
- *Coming from Fargo to Menard's and back to Fargo is a piece of cake. the train tracks can be, however , a little troublesome.*
- *People driving south on 20th to exit onto the interstate are frequently confused by the right hand lane which diverts only to M State first then ther is a quick and short switch after for the turn lane onto the on-ramp. I wish this were more intuitive and allowed for smoother transitions. I think the underpass has increased traffic flow to the area during peak traffic hours in particular. There is also a need for a light on 20th and 24th Ave S just before the interchange area. With more school age children at Probstfield I've frequently been concerned about the accident potential during the morning rush. I would also appreciate being able to go east onto the interstate from 20th as again I believe the underpass has increased traffic and will be a more popular thoroughfare. The fire engines may have a better route to go east from there with that as well.*
- *I think it's best to keep it the way it is except for getting the potholes fixed. 20th St is already too busy the way it is now. With the schools and trains , think it would be a major nightmare. However, it would be beneficial to have an extra lane on each side on the bridge as traffic always seems to be backed up in that area.*
- *I live on the south side of the interchange [redacted] and work in North Moorhead so I take this route daily. I also have a high school aged child. If this project moves forward I strongly suggest 20th street become 4 lanes of traffic: 2 southbound and 2 northbound. It already gets so congested now, especially during the school year. Train traffic ties up the southbound lane during the busiest times of day because so many people are trying to travel east but can't, and the people trying to drive north can't get around them. Also, the timing on the traffic lights is horrendous. There's no reason for every single light to be red on my way to and from work. There's more and more housing going up south of the interchange which will only increase traffic. Something needs to be done.*
- *Clear lanes when going south at the light before interstate*
- *I oppose it as unnecessary for Moorhead traffic needs, and because it will induce demand that will flow past the high school underpass. It will primarily benefit truck traffic, as there is no passenger vehicle congestion that needs to be alleviated. Living near 20th street, I can already say that street's use has gone way up since the underpass was completed.*

- *This should be a full interchange. And the traffic light and median set up on 20th needs to change. People northbound on 20th need to be able to access 28th (the frontage road in front of the tech college). The median is supposed to prevent it but does not as drivers go around the median despite the signage. If more traffic could access 20th north off the highway that would help lower traffic on 8th St (at Exit 1) and 34<sup>th</sup>*
- *I would love to see additional on and off ramps on the oppoosite as well. I do not want the confusing intersection that 8th street has.*
- *A full interchange at this intersection would be wonderful to access the downtown Moorhead. 8th Street South traffic is congested and getting to the 34th Street interchange is confusing when you are heading east out of town.*
- *Making this a fill interchange and being able to use it going both east and west on interstate would be amazing!!*
- *It would be very helpful if we could get on and off the interstate in all directions at this place, especially if you are heading to and from the colleges.*
- *I really wish there was an opportunity to have equal on and off ramps for each direction specifically Eastbound from 20th street. Also to not have a the ability to have a normal frontage road access on the north side of the interstate is problematic.*
- *As someone that uses the interchange daily I am wondering what the full plan will be. Add on raps for east bound, add off rap to 20th west bound, widen the overall bridge or adjust lanes?*
- *The required weaving north of the 20th St/30th Ave intersection is really dangerous and I've seen several near-misses from cars trying to weave into the through-lane. The 20th St through-lane from 40th Ave S becomes a turn lane at I-94, which forces any through drivers to weave into the right lane, which is added after 30th Ave S. Other drivers who turned on to 20th St from 30th/Village Green Dr need to weave left to get onto I-94, which creates a conflict point and slows down traffic. Any reconstruction should reconfigure the road to remove the weaving of traffic, as this is dangerous and leads to accidents. I would use the full interchange if it were in place, but I also don't find it to be incredibly necessary.*