

Meeting Notes

SRF No. 11648

Location: Moorhead Fryn' Pan

Client: Fargo-Moorhead Metro COG

Date: 5/22/2019

Subject: Public & Stakeholder Engagement – Presentation to Moorhead Business Association on Preliminary Study Findings

Attendees: Michael Maddox (Metro COG), Kristie Leshovsky (City of Moorhead), Mary Safgren (MnDOT), Leif Garnass (SRF)

Purpose of Meeting:

Engage local businesses via the Moorhead Business Association (MBA) to provide an update on the preliminary findings of the US 10/75 Corridor Study. Focus of the presentation (see attached) and discussion was on background and purpose of the study, findings to-date, and preliminary concepts being evaluated. During the presentation the group engaged in Q&A.

Summary of Meeting:

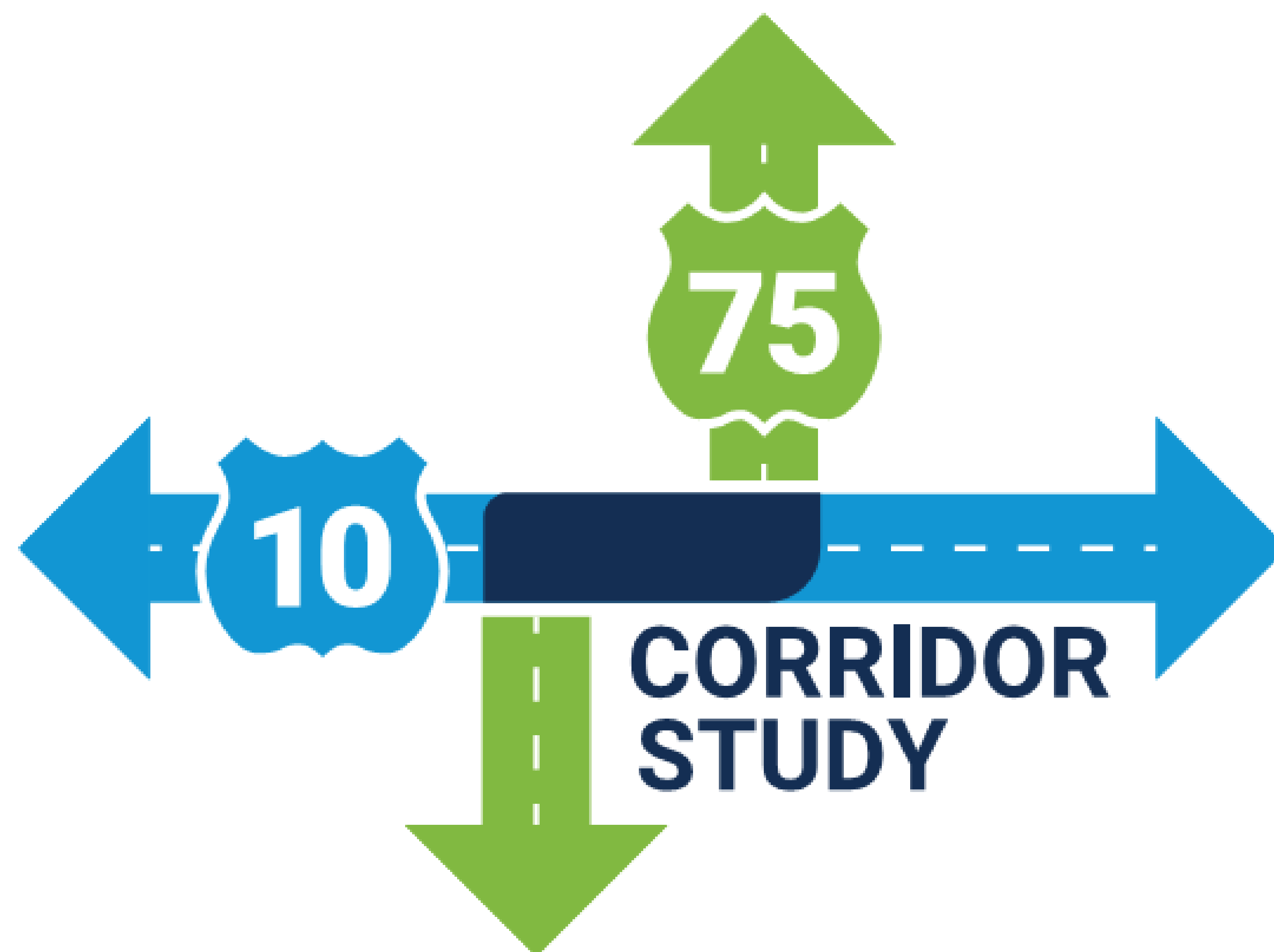
The following comments were discussed with the MBA group:

1. Left turns to US 75 (8th Street) are challenging at 2nd Avenue. Further there is a significant number of pedestrians crossing US 75 (8th Street) at 2nd Avenue due to the existing bus stop and pedestrians crossing to access Hornbacher's and Dorothy Day.
2. How does the 12th Avenue project inform this work? It was discussed the findings from the 12th Avenue study will be adopted by this study and help inform pedestrian and bicycle connections to adjacent parallel routes.
3. The group noted there is a desire to make US 75 (8th Street) have a more urban feel with the goal of slowing down traffic. Can traffic be diverted to other roads, such as 20th Street since it is underutilized? Can this serve as a US 75 business loop? Is there a future project at I-94/20th Street interchange to provide all movements?
4. Consider making all 5th Street and 11th Street two-way traffic instead of one-way traffic. If we keep them one-way traffic can we eliminate one of the lanes to include a bicycle lane?
5. Would changing the adjacent one-ways to two-ways reduce or increase traffic on US 75?
6. How are trucks accommodated with narrow lanes? Can we direct trucks to use 20th Street?
7. How will deliveries be accommodated with narrower lanes (and potential loss of lane)? It was discussed that loading zones could be provided if on-street parking is provided.

8. Businesses are interested in improving conditions (i.e., more friendly or all users) Main Avenue west of US 75 (8th Street). This is an area of importance for businesses. Further, the group asked if the downtown “context” could be extended to the east to 14th Street as additional development is taking place in that area.
9. There was discussion with the travel speed along US 10 as drivers travel into downtown from across the river bridge.
10. For access options along US 10 east there was discussion that maybe 30th Street makes since as the main connection to keep Transfer Station traffic off 28th Street.
11. Access modifications (i.e., median closure) on south side of US 10 at 34th Avenue were noted as a positive since this area is congested and is a safety concern.
12. Are businesses going to be “hurt” by not being “fronted” by US 10 if vacated land is redeveloped? Need to consider the impacts to the businesses.
13. It was recommended from the group that the “jog” on US 75 (8th Street) between 2nd Avenue and 4th Avenue and between 4th Avenue and 5th Avenue be removed.

Actions Needed:

| Actions Needed | Responsibility |
|--|-----------------------|
| Develop responses to outstanding questions | SRC |
| | |



Presentation to Moorhead Business Association Preliminary Study Findings

Wednesday, May 22, 2019

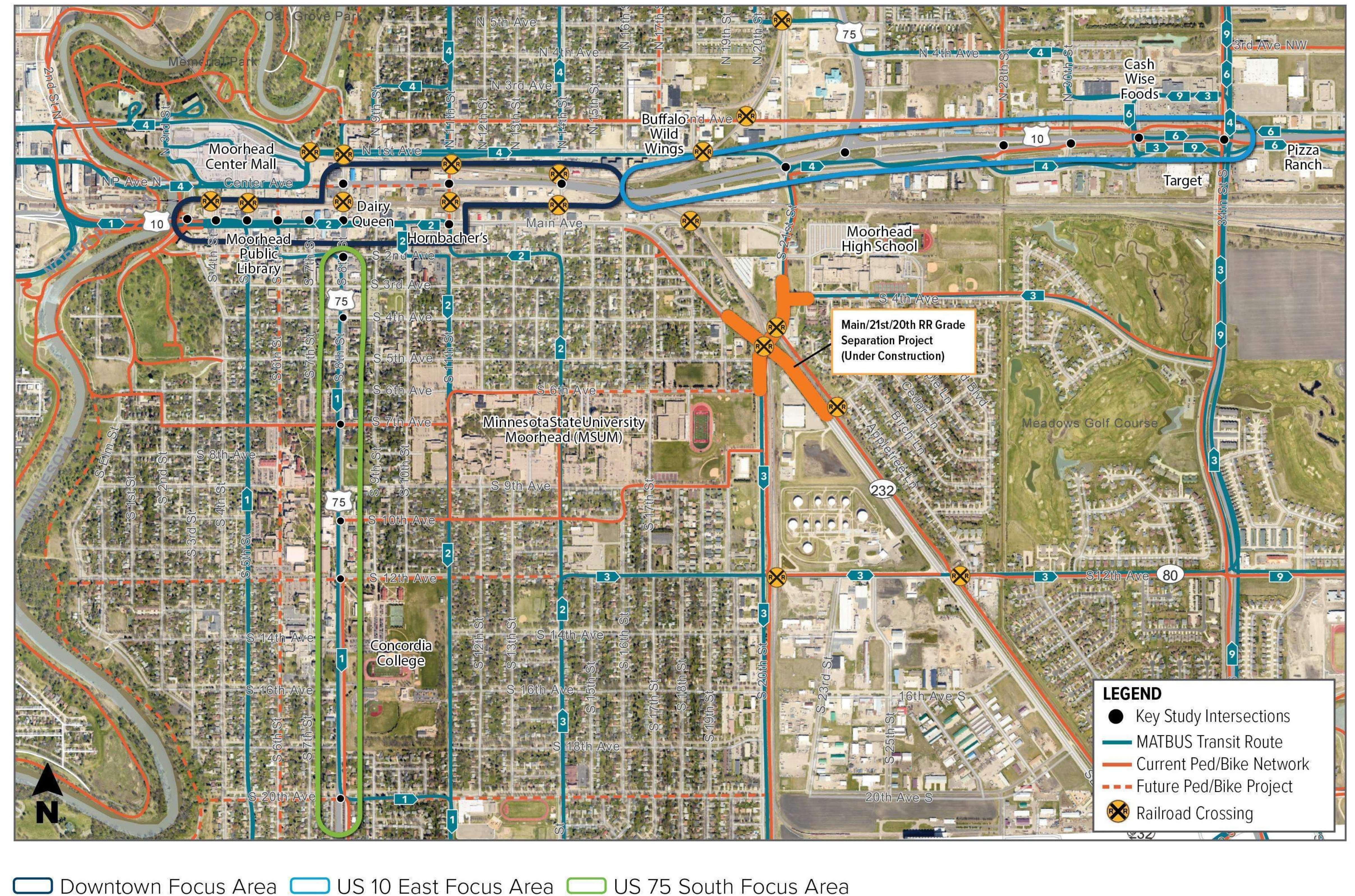
About the Study

About the study:

- The study will look at balancing the needs of motorized and non-motorized traffic with business access, while working with the City of Fargo as the corridor affects traffic traveling through downtown Fargo.
- The Minnesota Department of Transportation (MnDOT) District 4 is planning to complete a reconstruction project in 2025. The findings of this study will inform the development of this project.

Study partners include:

- MnDOT District 4
- City of Moorhead
- Fargo-Moorhead Metro COG
- MATBUS









Study Vision and Goals

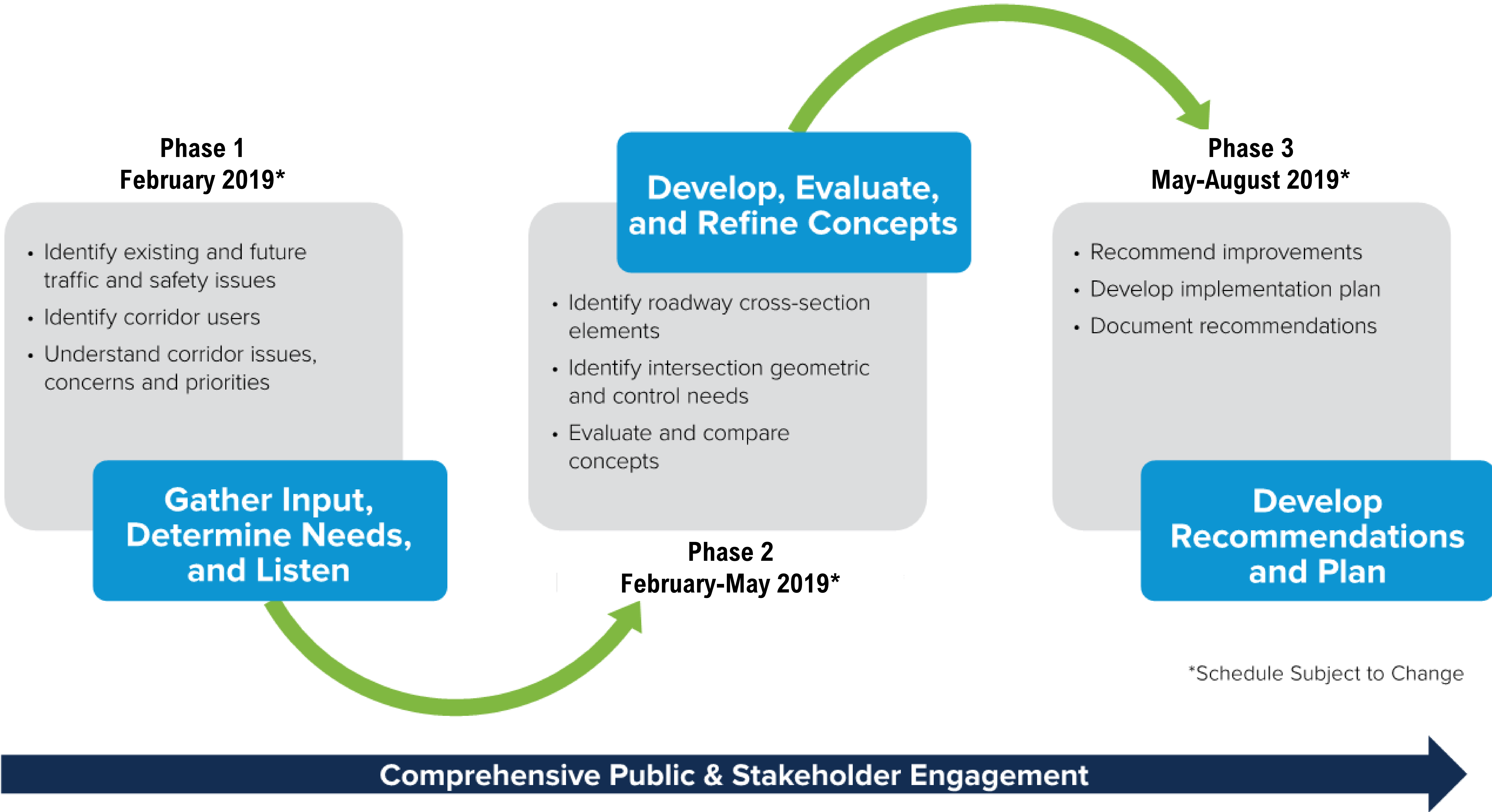
Vision:

Develop context-sensitive solutions for the corridors that balance the needs of the City of Moorhead with area stakeholders and users in order to develop corridor masterplans along US 10 and US 75 that build consensus, provide a safe environment for all users, guide future studies, and set the framework for the Minnesota Department of Transportation's 2025 reconstruction project.

Goals:

-  Roadway needs to fit land use (i.e., appropriate access and design)
-  Accommodate appropriate users (i.e., complete streets)
-  Create an environment to stimulate growth
-  Provide flexibility for near and long-term transportation needs
-  Improve “Gateway” feel for US 10 and US 75 corridors
-  Develop and execute a project that meets the needs for 30+ years

Study Process



Issues and Opportunities

WHAT WE HEARD



The corridors should be planned to accommodate all users.



Streetscape improvements, including wider sidewalks, artistic elements, and designs for safer crossings, should be considered.



Bicycle and pedestrian infrastructure improvements are needed.



The US 10 corridor could be improved by making design changes to reduce vehicular speeds.

WHO WE HEARD FROM

126

surveys completed

43

people attended
in-person
engagement events

The most discussed issues in Phase 1 engagement:

- Bicycle and pedestrian facilities
- Transportation improvements that fit the context of the redevelopment vision for the Downtown area
- Removing the ditch median along US 10 east of 21st Street/1st Avenue
- The trains in Downtown cause traffic issues

Engagement Methods



public meeting



focus groups



web survey



paper survey



email



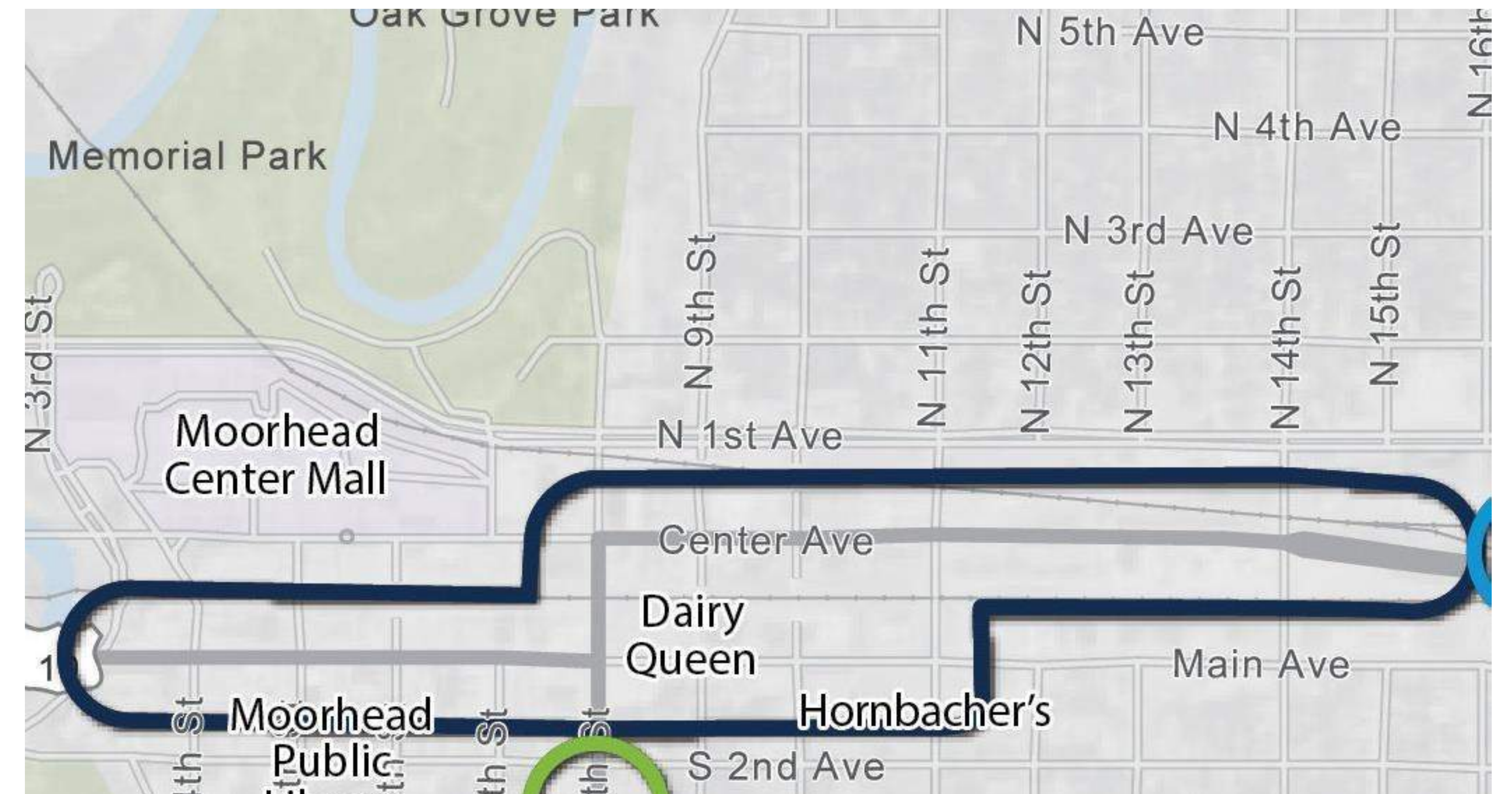
social media



Downtown Focus Area

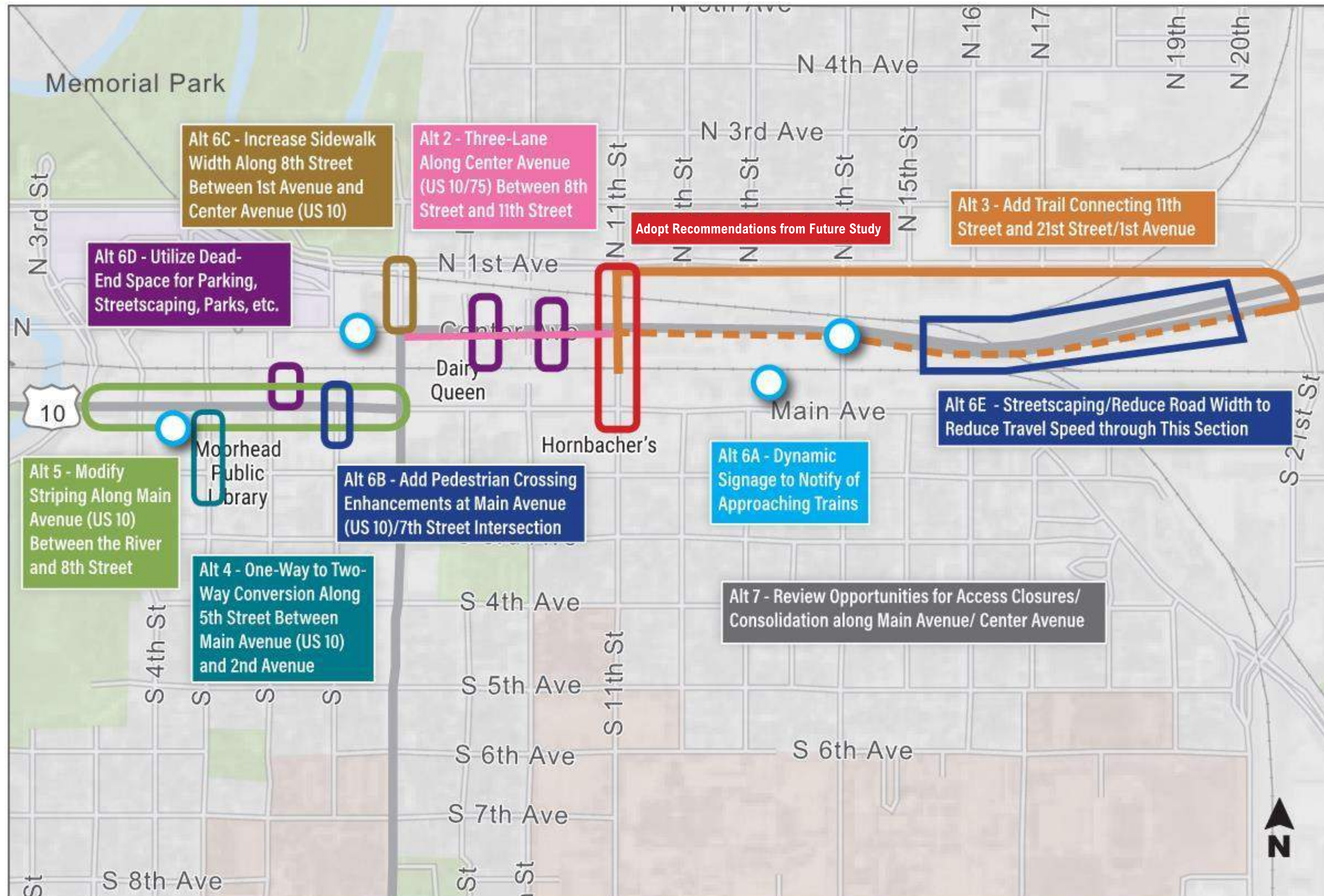
Preliminary corridor vision:

- Improve the pedestrian crossing at the Main Avenue/7th Street intersection.
- Widen the sidewalk along 8th Street between 1st Avenue and Center Avenue.
- Utilize dead-end spaces for public uses like park space, benches, or parking.
- Add signage that notifies motorists when a train is approaching, to give time to motorists to find an alternative route.
- Make street design improvements (i.e., streetscaping and reduced roadway width) to reduce traffic speeds along Center Avenue between 14th Street and 21st Street/1st Avenue.



- Improve the pedestrian crossing at the Main Avenue/7th Street intersection.
- Redesign Center Avenue to work for walkers, bikers and drivers.
- Potentially redesign Main Avenue following Main Avenue project in Fargo.

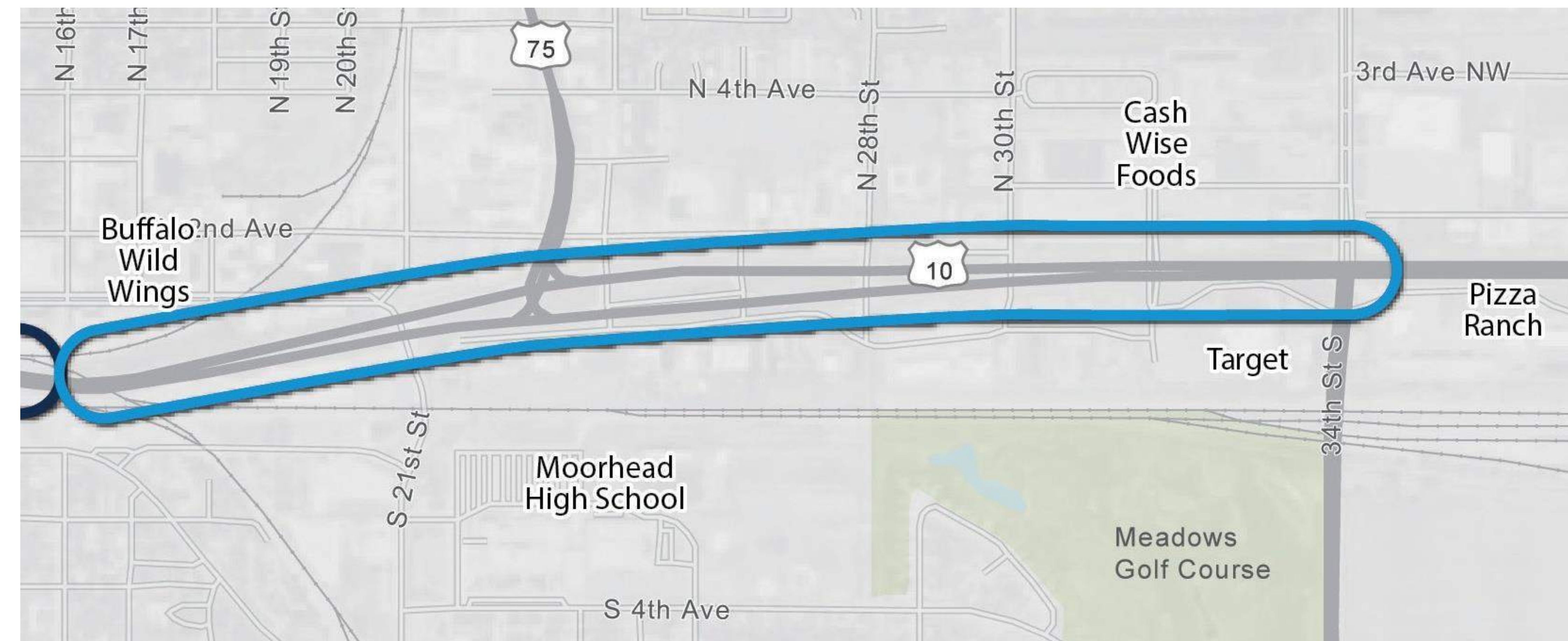
Downtown Focus Area – Summary



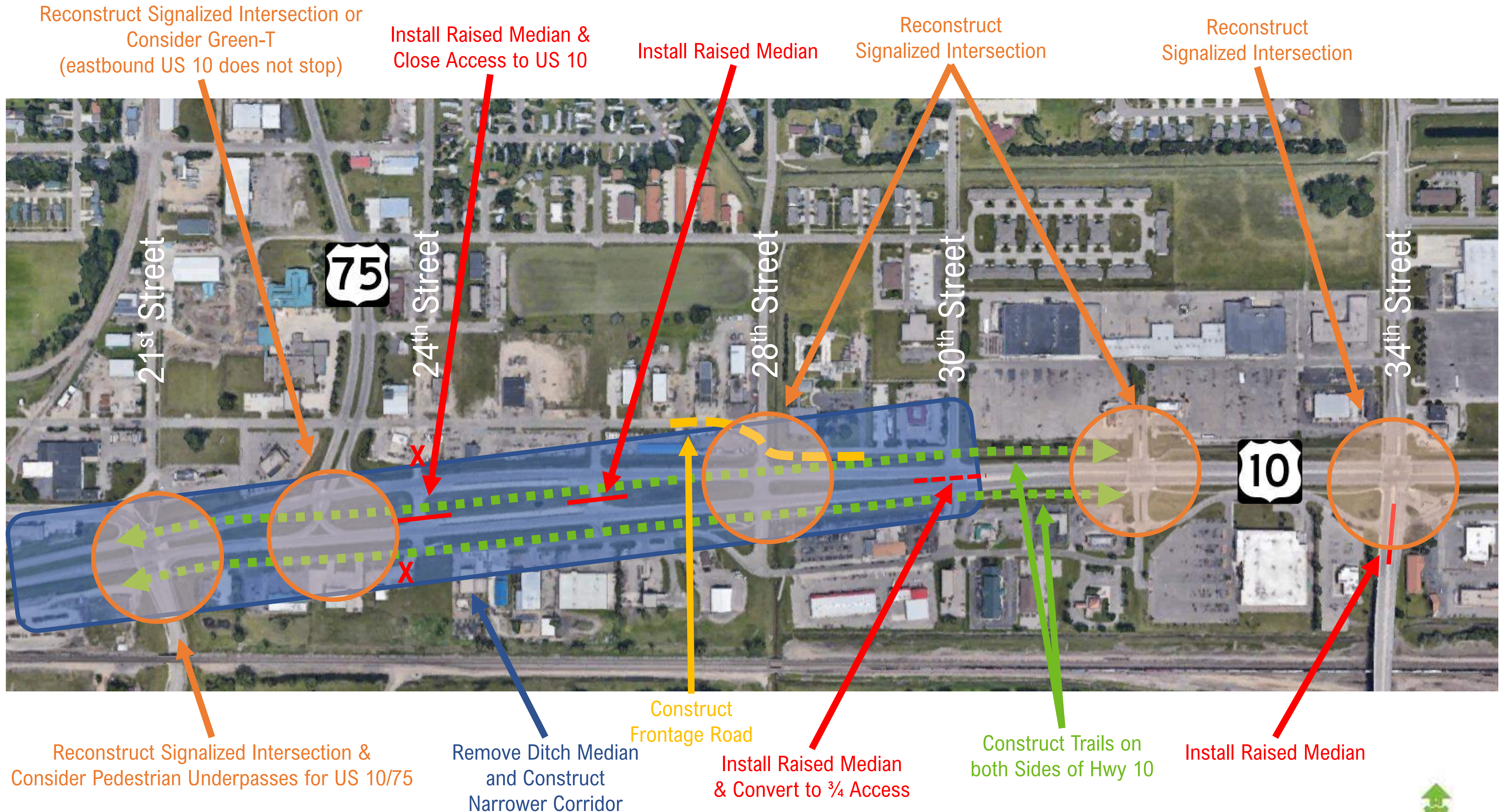
US 10 East Focus Area

Preliminary corridor vision:

- Convert to “urban” corridor by removing the ditch median to be consistent with the roadway both east and west of the focus area.
- Limits movements that can be made certain intersections to help improve safety.
- Construct trails along both the north and south sides of corridor.
- Consider pedestrian and bicycle underpasses at US 10/75 and 21st Street/1st Avenue intersection.



US 10 East Focus Area – Option 1



US 10 East Focus Area – Option 2

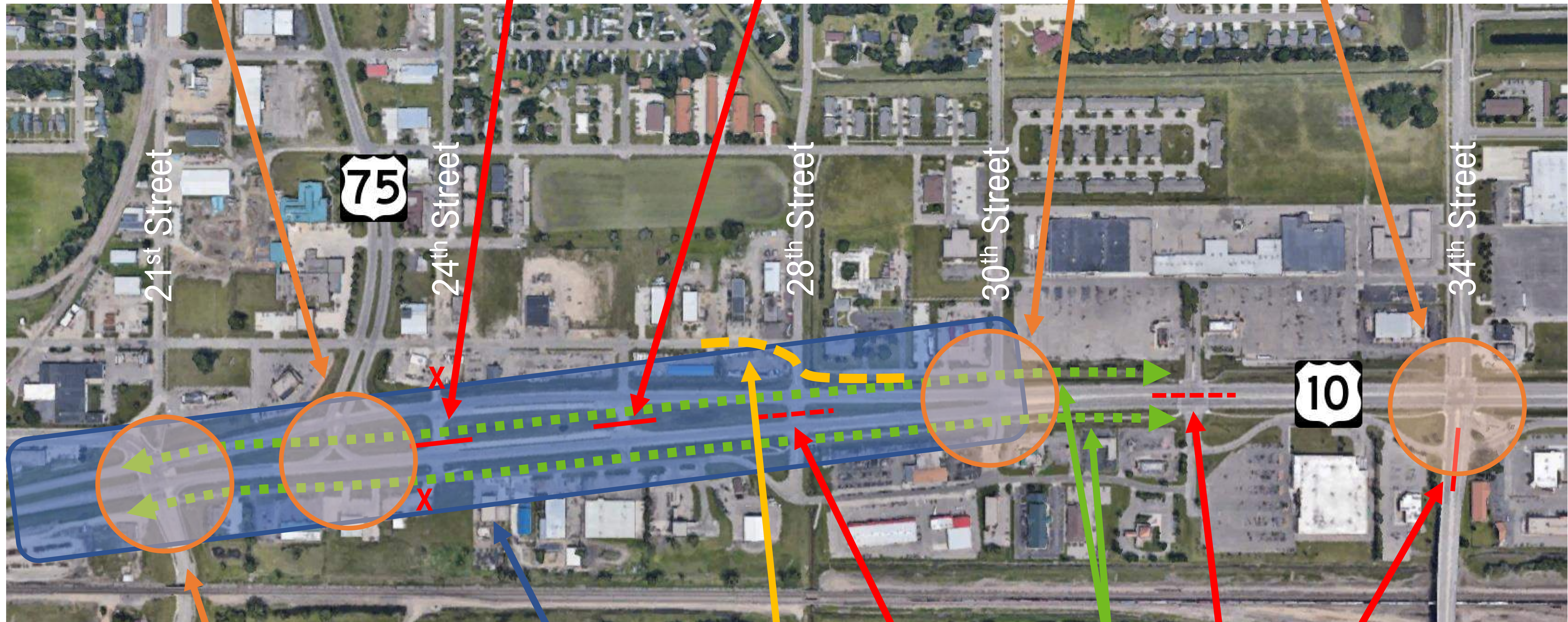
Reconstruct Signalized Intersection or Consider Green-T (eastbound US 10 does not stop)

Install Raised Median & Close Access to US 10

Install Raised Median

Construct Signalized Intersection

Reconstruct Signalized Intersection



Reconstruct Signalized Intersection & Consider Pedestrian Underpasses for US 10/75

Remove Ditch Median and Construct Narrower Corridor

Construct Frontage Road

Construct Trails on both Sides of Hwy 10

Install Raised Median

Install Raised Median & Convert to 3/4 Access

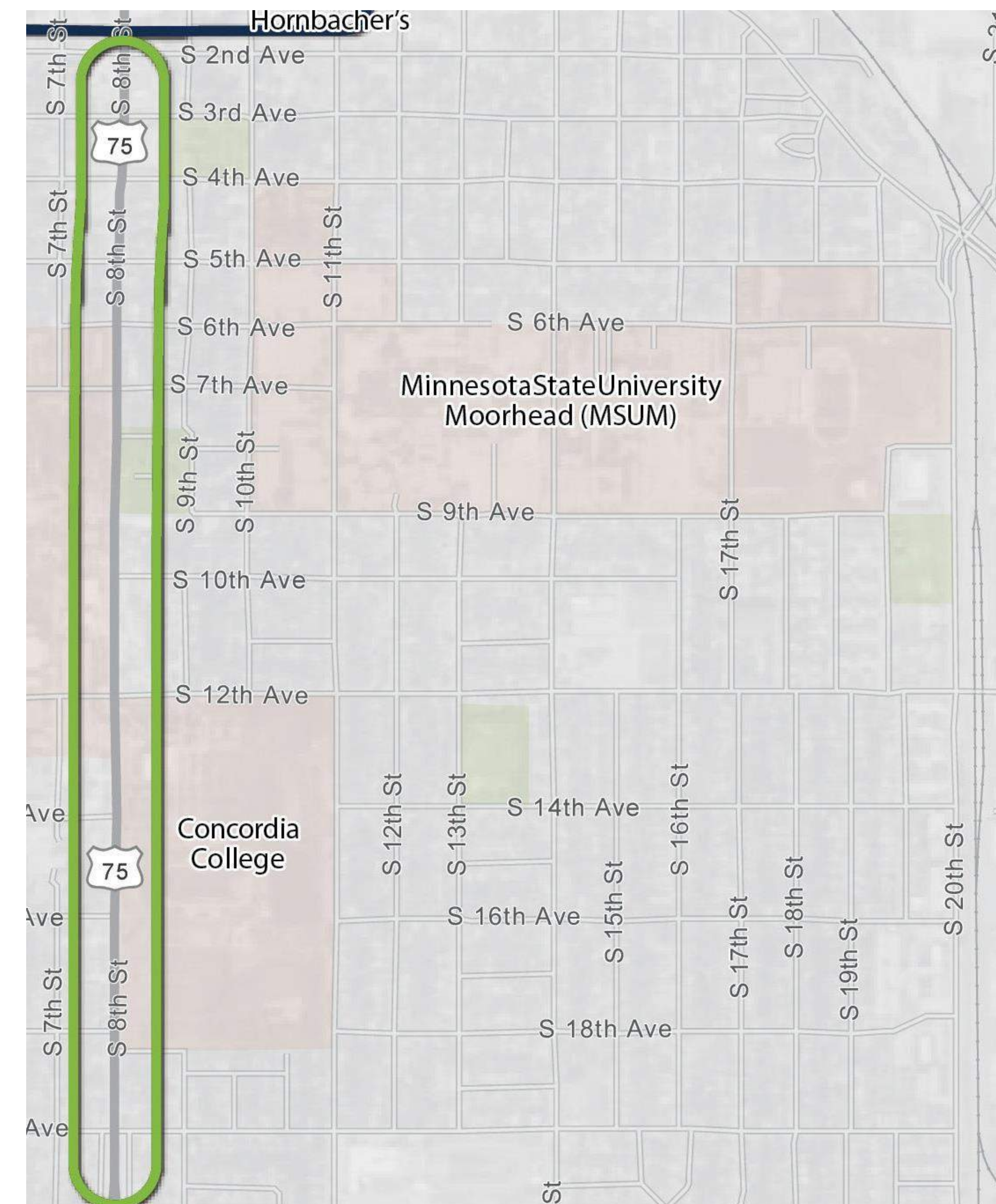
Install Raised Median & Convert to 3/4 Access



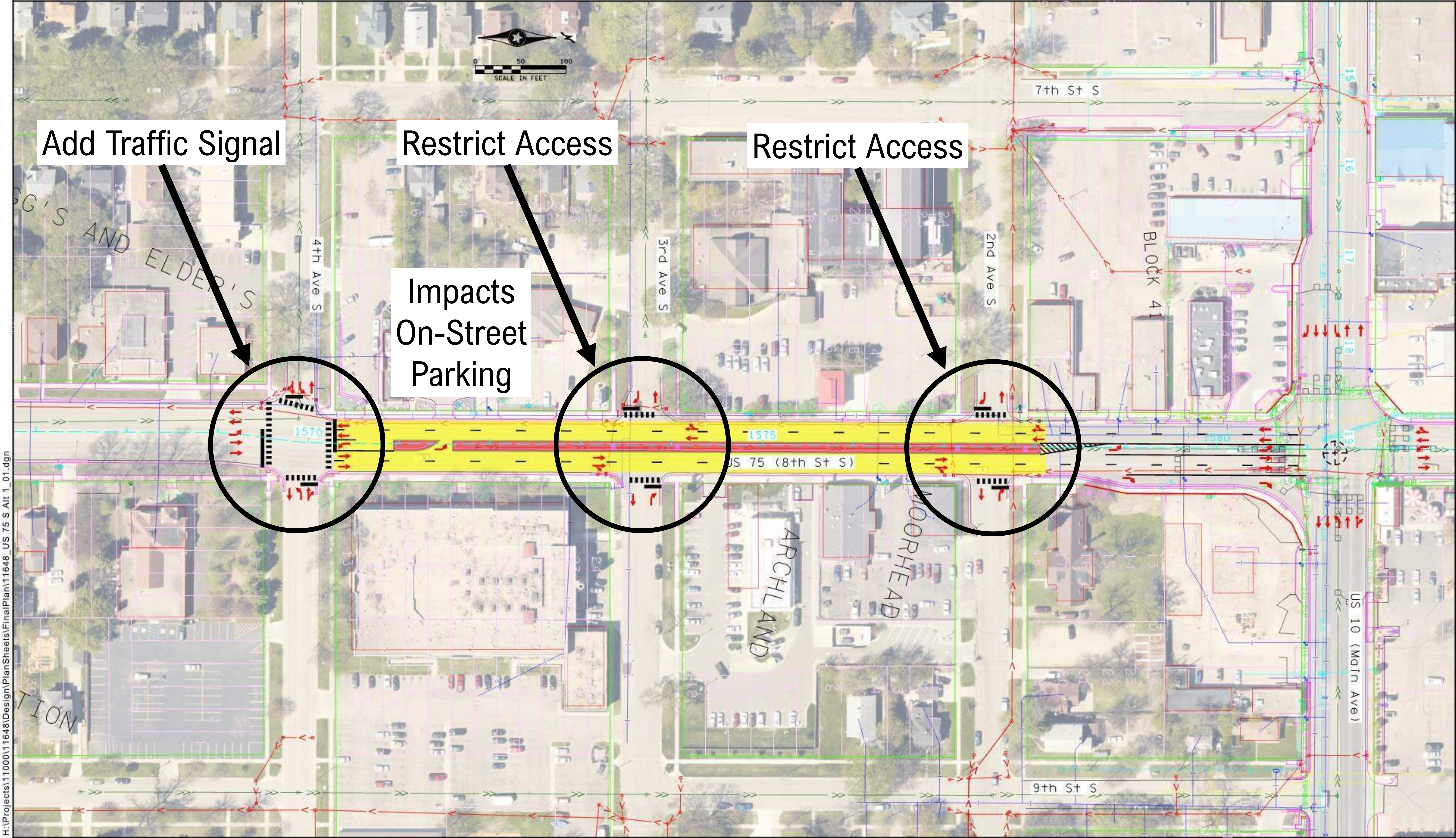
US 75 South Focus Area

Preliminary corridor vision:

- Evaluate access along 8th Street between Main Avenue and 4th Avenue, including existing “jog” in 8th Street.
- Consider multi-use path along 8th Street.
- Adopt recommendations from 8th Street/12th Avenue study.
- Consider intersection control and frontage road revisions at 8th Street/21st Avenue.

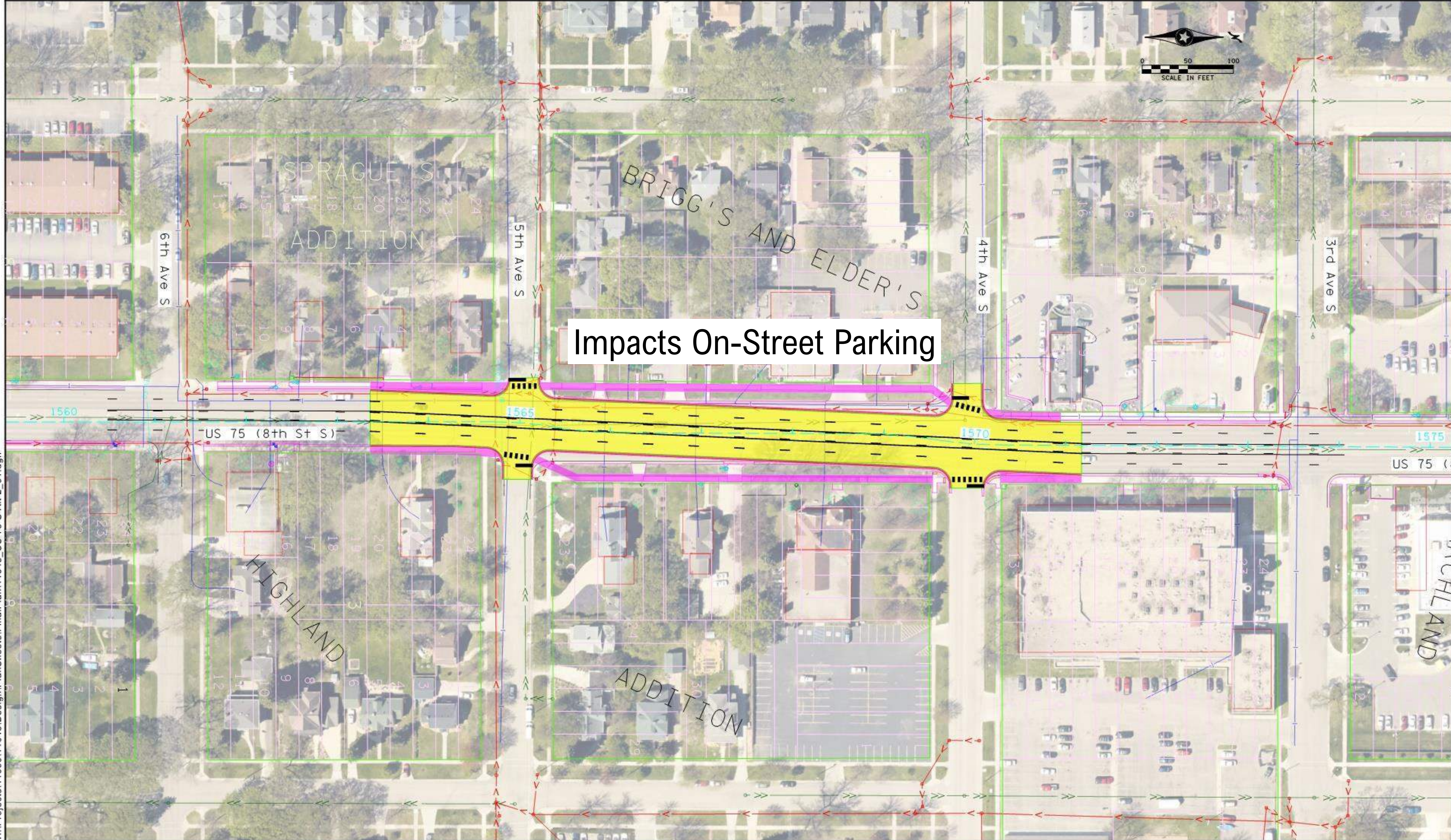


US 75 South Focus Area – Access vs. “Jog”



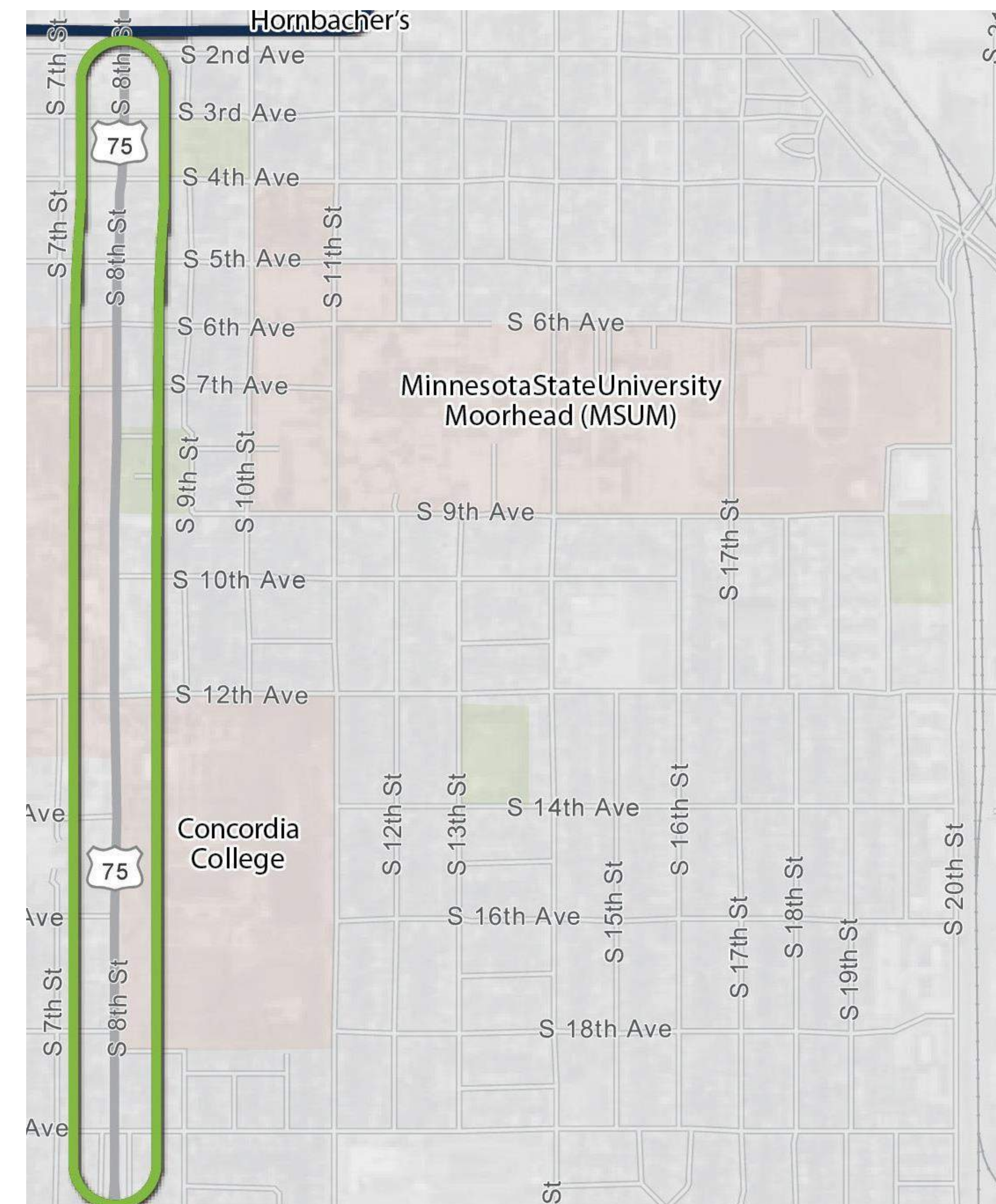
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US 75 South Focus Area – Access vs. “Jog”

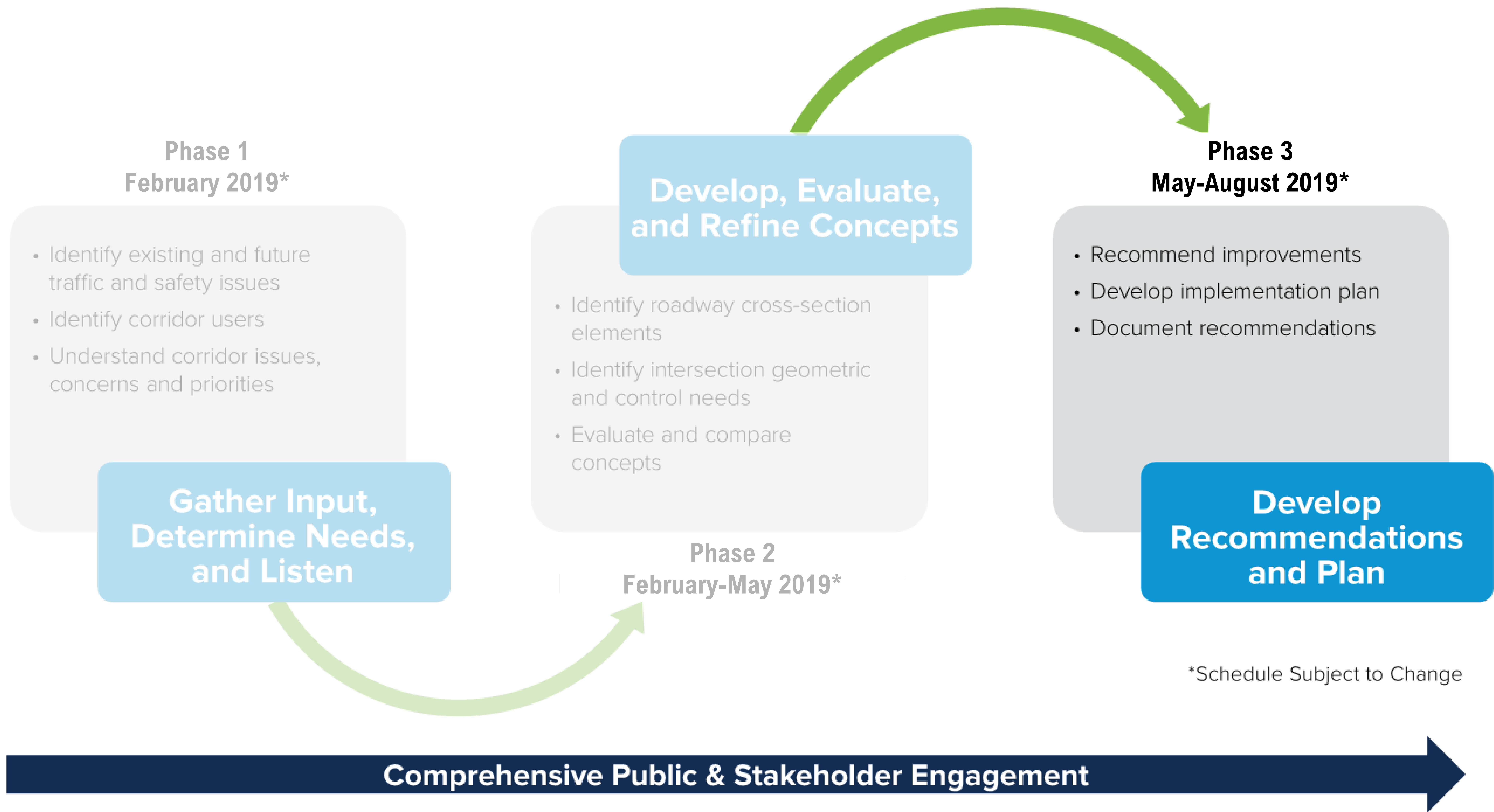


US 75 South Focus Area – Trail

- An alternative was considered to add trail along 8th Street between Main Avenue and 12th Avenue.
- Our review indicates that constructing the trail would be impactful:
 - Right-of-way needs
 - Impacts to residential front yards
 - Removal of many of the mature trees that currently define the corridor
 - High costs associated with relocating utilities.
- Need to consider parallel routes.



What You Can Expect Next



Thank You!

For more information contact:

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Or visit the study website:

<http://www.fmmetrocog.org/projects-rfps/us-1075-corridor-study>



February 2019 Public Meeting at Moorhead High School