

Meeting Notes

SRF No. 11648

Location: Moorhead Fire Station No. 1

Client: Fargo-Moorhead Metro COG

Date: 8/15/2019

Subject: Public & Stakeholder Engagement – Study Update & US 10 East Inspection Site Discussion

Attendees: Michael Maddox (Metro COG), Kristie Leshovsky (City of Moorhead), Jonathan Atkins (City of Moorhead), Justin Knopf (MnDOT), Leif Garnass (SRF)

Purpose of Meeting:

Engage Police/Fire/EMS/State Patrol 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, preliminary corridor vision and concept for US 10 East, and discussion on the existing US 10 East commercial vehicle inspection site. The vision for US 10 East is to reduce the width of the median to improve the “urban” character of the corridor.

Summary of Meeting:

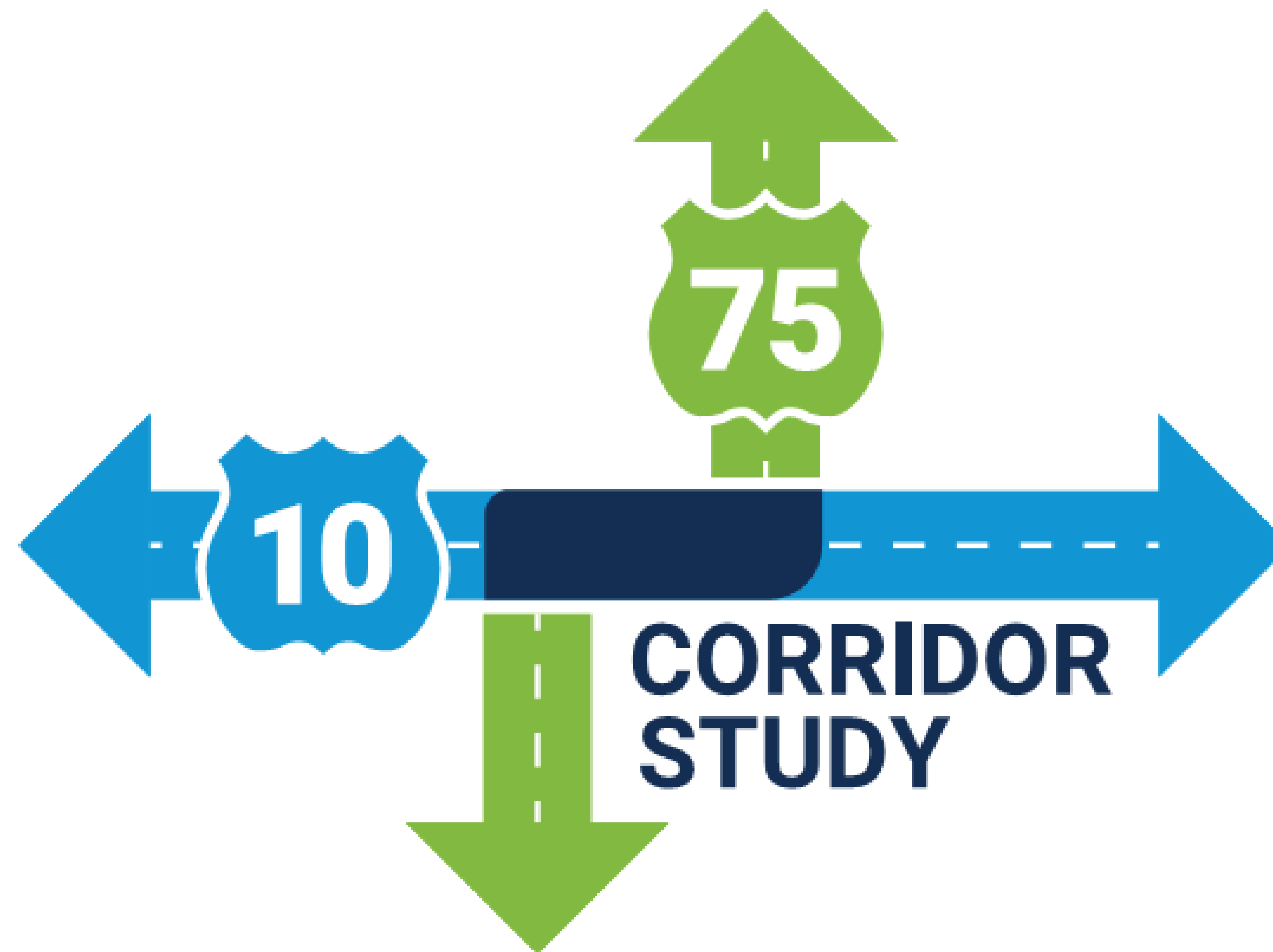
The following comments were discussed with the group:

1. Ambulance noted concerns with the safety of the 21st Street/1st Avenue intersection. Jon noted the City’s efforts to advance the Emergency Vehicle Preemption (EVP) of signalized intersections in the City. Existing safety is an issue and is the City’s top priority. Grants are being used to fund EVP improvements.
2. It is the preference of the State Patrol that the existing commercial vehicle inspection site on US 10 East is maintained with the future project, but it is not required to be in the median. From their perspective, this is an ideal location. They also use 34th Street for inspections occasionally.
3. Their preference is to maintain the site in both directions if possible, because of the use of a portable Weigh-in-Motion (WIM) apparatus that is bi-directional.
4. Currently, flagging occurs at 24th and 26th Streets. Typically, there is only one pullover on each side at a time.
5. It is also their preference to conduct activities where enough room exists for them to be safe and at locations where speeds are low.
6. If a wide median exists in the future it was suggested the use of a J-Barrier that could be closed when the inspection site is not in use.

7. Inspection on US 10 is important because there are certain permits that are issued where commercial vehicles need to be on a state highway and cannot be on I-94.
8. If the existing wide median is narrowed and the inspection site is impacted, the following potential alternatives were discussed:
 - a. Use City of Moorhead transfer station site; however, the City's preference is to redevelop this property if other alternatives exist.
 - b. Re-install pull-off in median with a US 10 & 75 signalized intersection.
 - c. Utilize shoulder pull-off with a US 10 & 75 signalized intersection.
 - d. Utilize existing pavement (once the road shifts south) between 26th and 28th Street.
9. Need to confirm truck turning maneuvers with alternatives.
10. SRC members in attendance will present the discussion of this meeting to the larger SRC and continue coordination with the group on the US 10 East inspection site.

Actions Needed:

Actions Needed	Responsibility
Follow-up on viability of City-owned property at 28th Street	Moorhead
Present input to SRC	SRF
Review truck turning movements	SRF



Study Update & US 10 East Inspection Site Discussion

Thursday, August 15, 2019

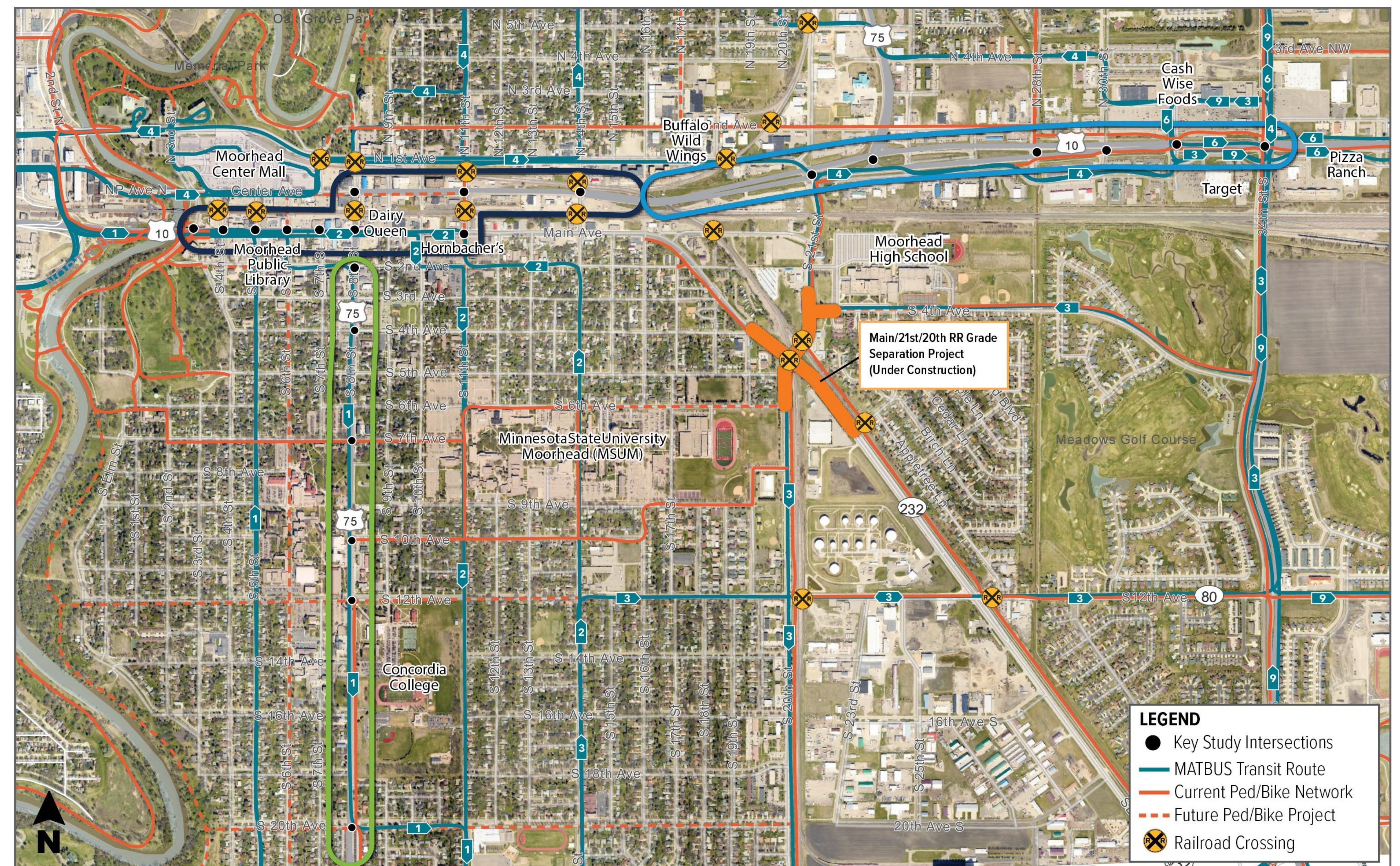
About the Study

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









□ Downtown Focus Area □ US 10 East Focus Area □ US 75 South Focus Area

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

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

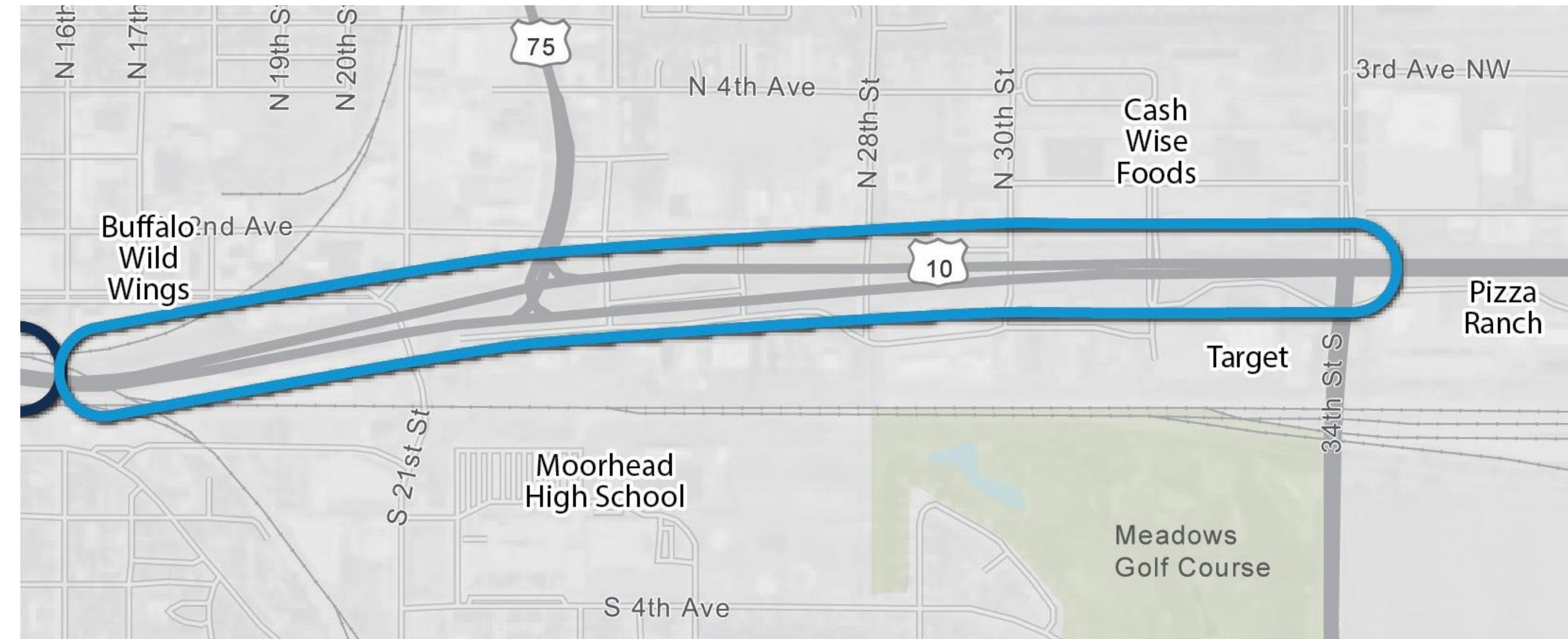


social media

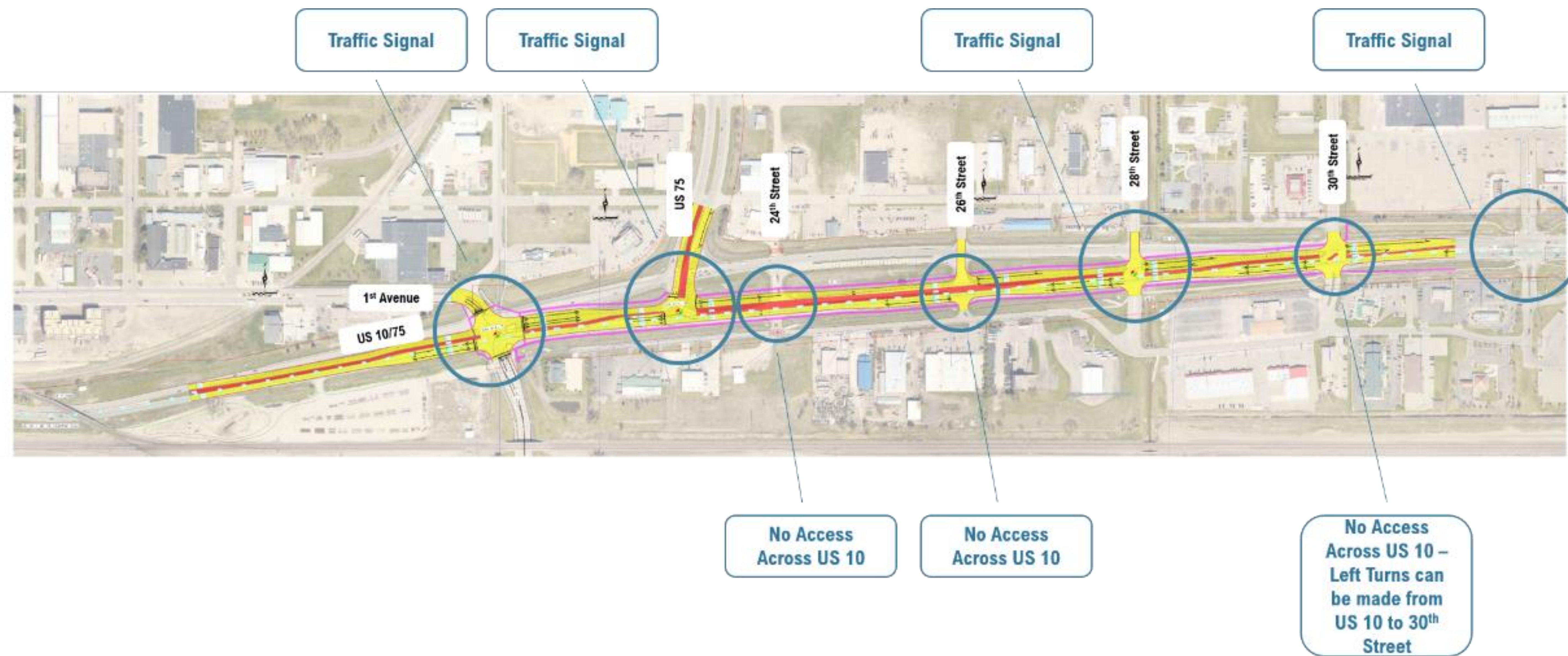
US 10 East Focus Area – Preliminary Vision

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.

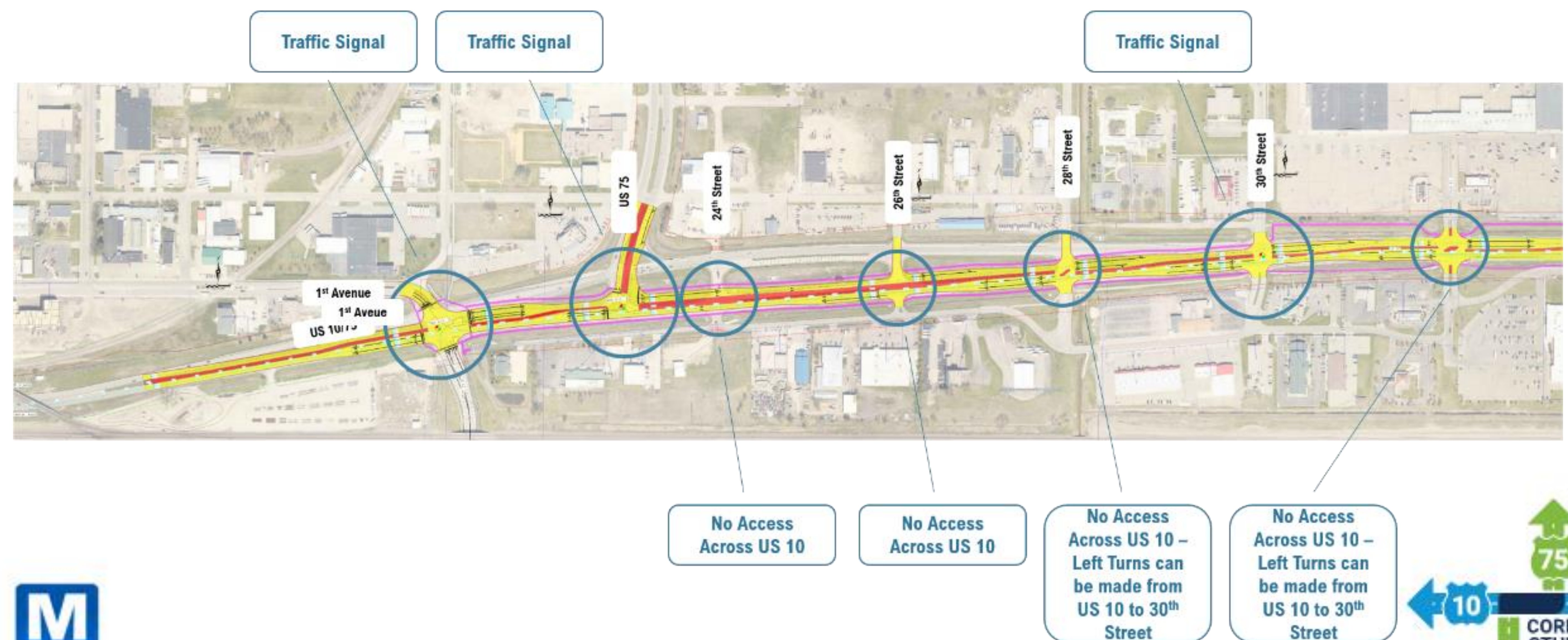


US 10 East Focus Area – Options



Option 1

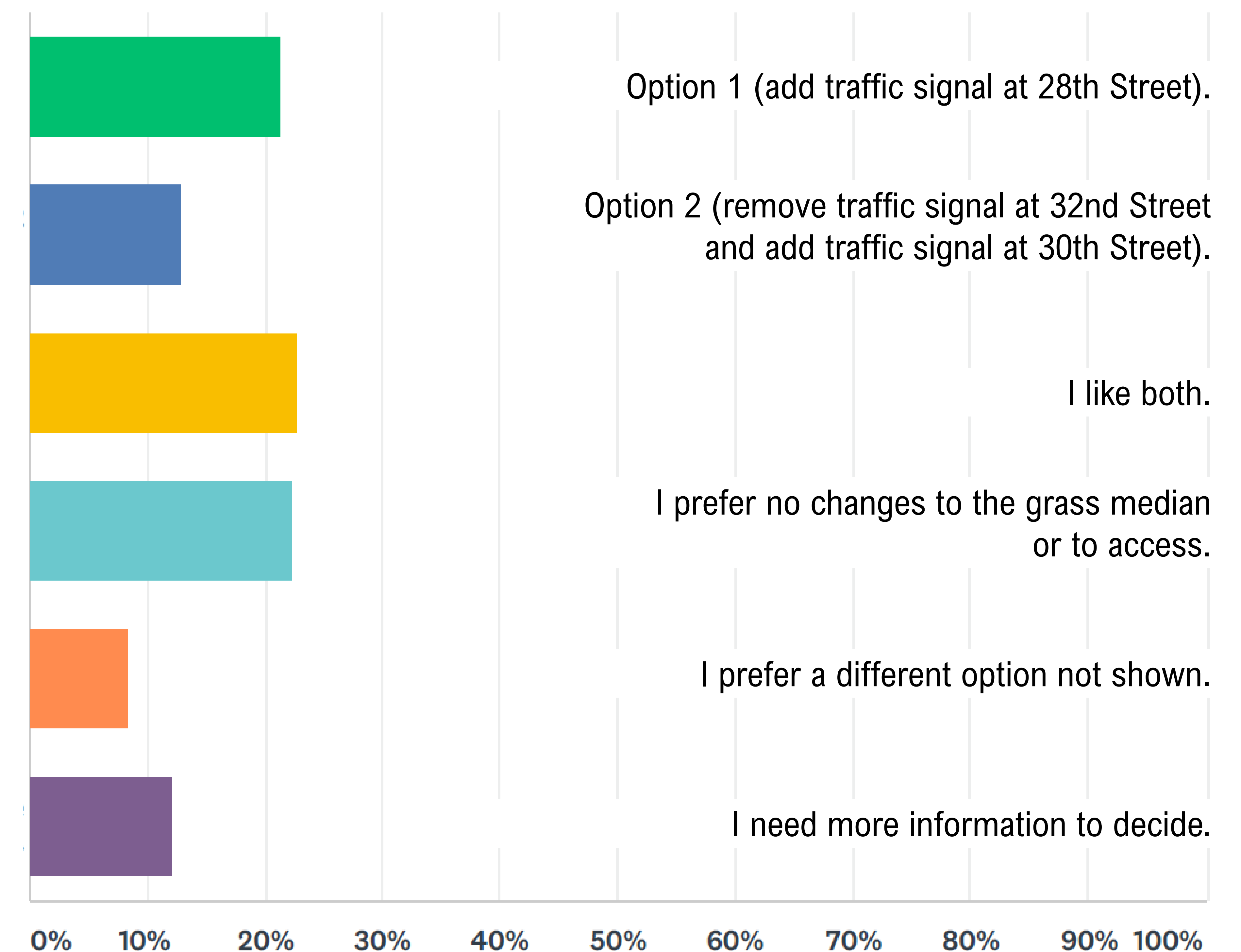
Option 2



US 10 East Focus Area – Engagement Input

Phase 2 engagement input:

- Removing signal at 32nd Street would be bad for access and may increase traffic at already problematic 34th Street.
- Crossing at 30th Street is less useful than crossing at 32nd Street.
- Would like to see improved pedestrian and bicycle connectivity/crossings along corridor.
- Would like to see improved transit accommodations.
- Need to improve US 10/75 intersection and frontage roads.
- Not sure any changes should be made – prefer to keep the green space and make it a parkway.



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>



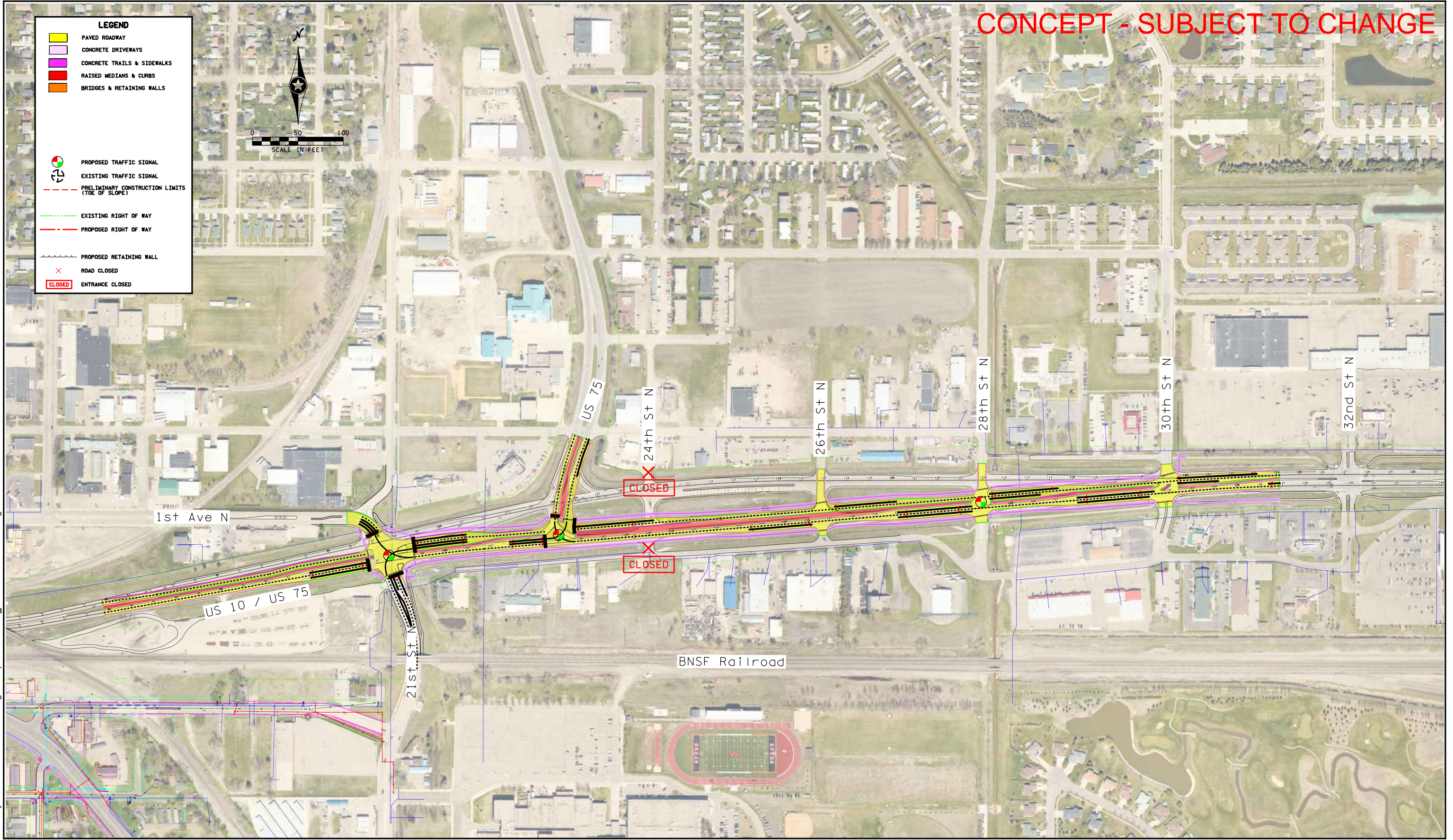
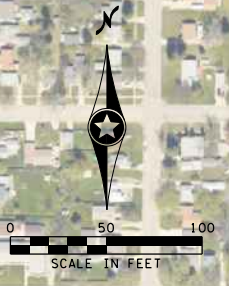
February 2019 Public Meeting at Moorhead High School

CONCEPT - SUBJECT TO CHANGE

LEGEND

- PAVED ROADWAY
- CONCRETE DRIVEWAYS
- CONCRETE TRAILS & SIDEWALKS
- RAISED MEDIANS & CURBS
- BRIDGES & RETAINING WALLS

- PROPOSED TRAFFIC SIGNAL
- EXISTING TRAFFIC SIGNAL
- PRELIMINARY CONSTRUCTION LIMITS (TOE OF SLOPE)
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED RETAINING WALL
- X ROAD CLOSED
- CLOSED ENTRANCE CLOSED



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