

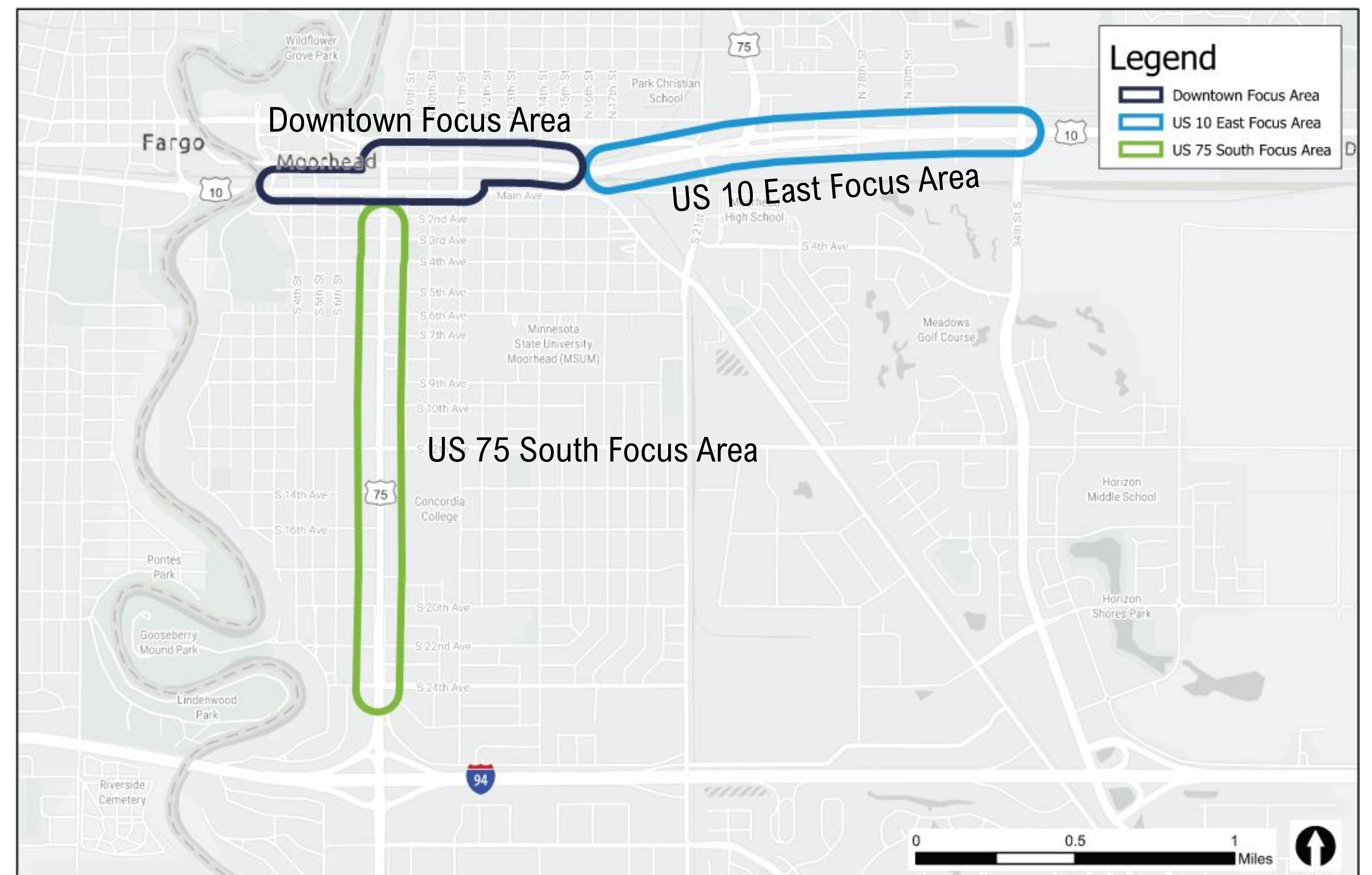
Presentation to the Metro COG Policy Board

May 21, 2020

Project Overview

About the study:

- Builds on work completed as part of the 2013 study
- Incorporates recommendations from the 12th Avenue corridor study
- Incorporates recommendations from the 11th Street underpass study
- Develops a vision and recommendations for three focus areas:
 1. Downtown Moorhead
 2. US 75 South
 3. US 10 East
- Recommendations will set framework for the Minnesota Department of Transportation (MnDOT) District 4 reconstruction projects in 2025 and 2026



Study partners:

- MnDOT District 4
- City of Moorhead
- Fargo-Moorhead Metro COG
- Downtown Moorhead, Inc.
- MATBUS
- Minnesota State University Moorhead

Public & Stakeholder Engagement Summary

1250+

people engaged

Broad public engagement and specific outreach for each Focus Area

10+ ENGAGEMENT STRATEGIES



pop-up meeting



public meeting



focus groups



web survey



paper survey



email



social media



newsletter



story map

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.

ROUND 1

126

surveys completed

43

people attended in-person engagement events

ROUND 2

261

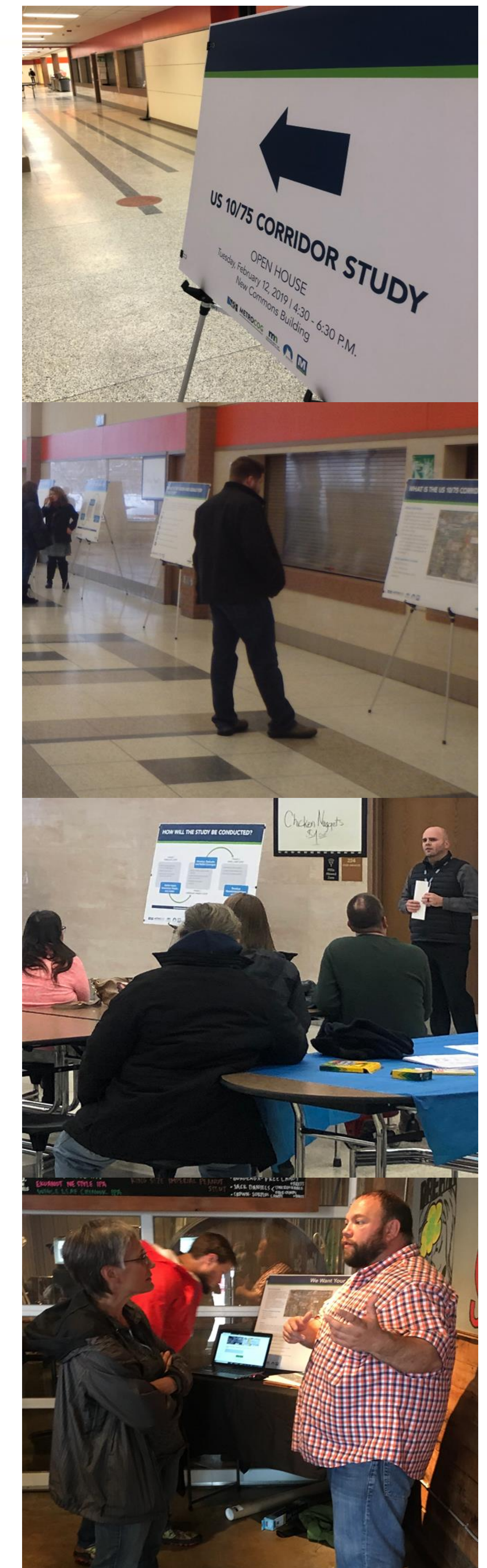
surveys completed

100

people attended in-person engagement events

730

written comments received

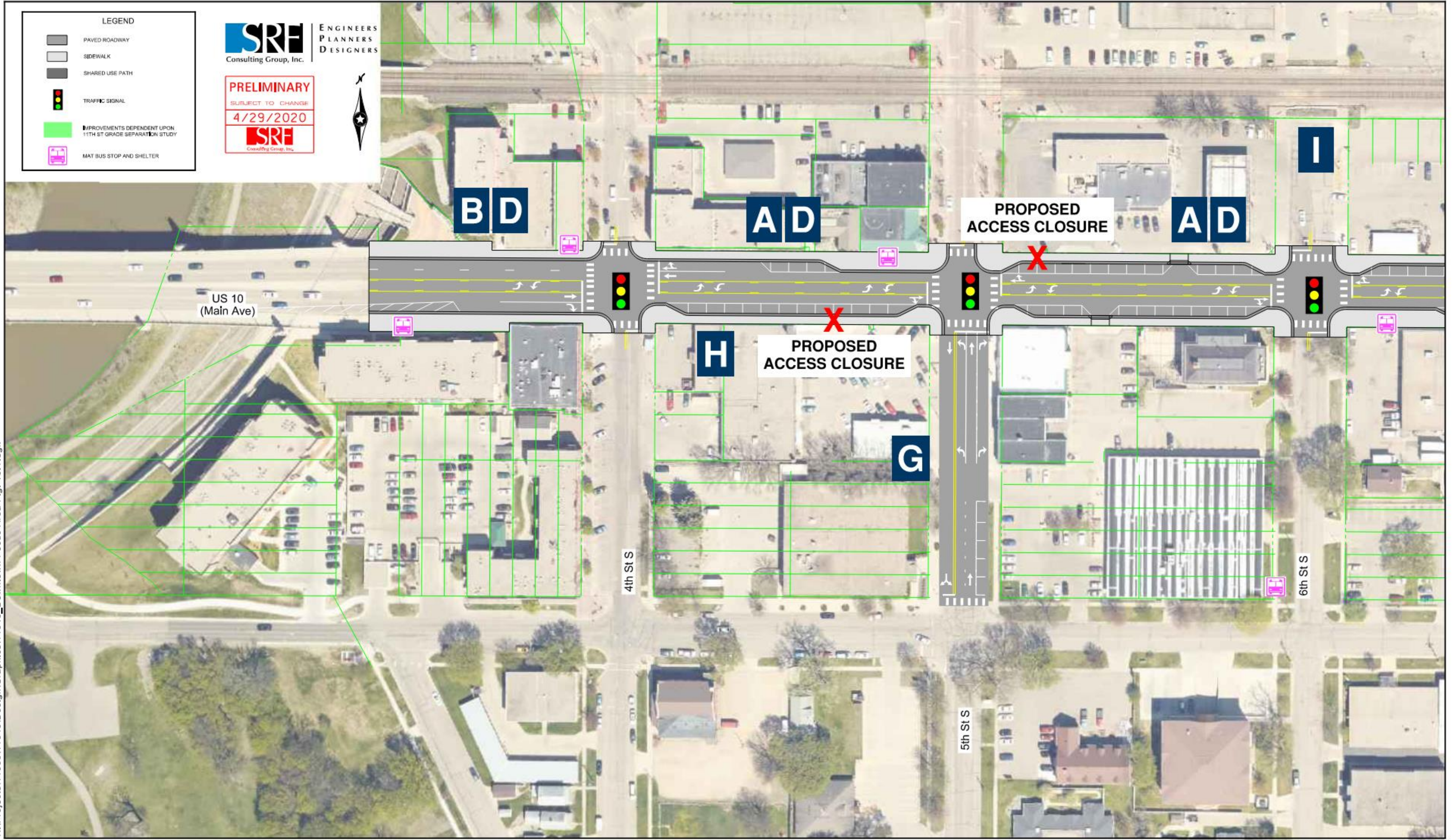




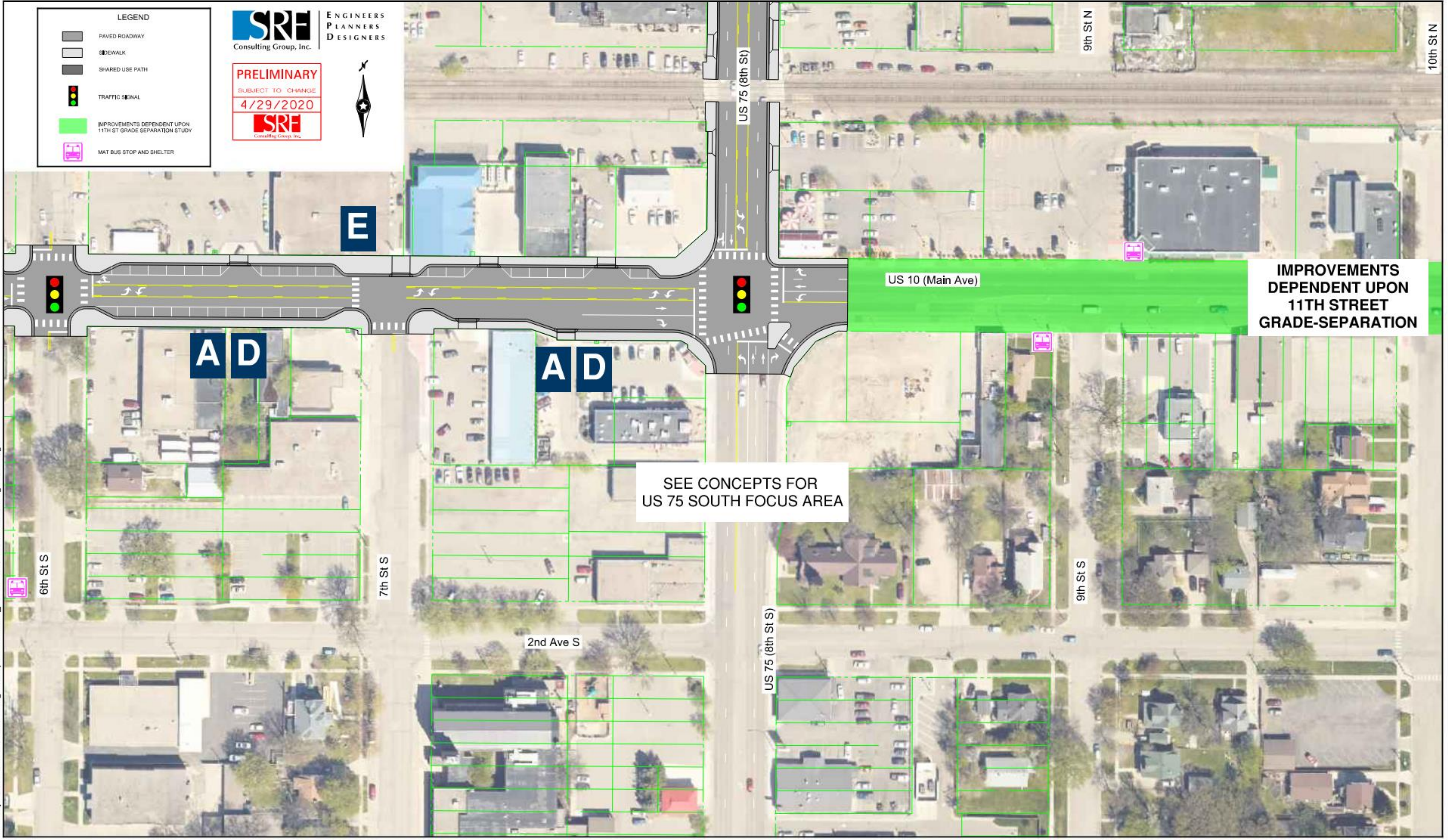
Downtown Focus Area

The vision largely prioritizes roadway design elements that focus on improving the environment for pedestrians and bicyclists by taking advantage of opportunities presented by reductions in vehicular traffic volumes along key downtown roadways.

Overarching Goals	Elements of Vision for Focus Area
Provide roadways that fit land use (i.e., appropriate access and design)	<ul style="list-style-type: none"> ▪ Downtown is a dense commercial area with many business accesses ▪ Future redevelopment will increase residential living opportunities
Accommodate appropriate users (i.e., complete streets)	<ul style="list-style-type: none"> ▪ Downtown has high pedestrian activity ▪ With future redevelopment opportunities, pedestrian activity will increase ▪ Numerous transit routes serve the corridors ▪ Need to prioritize walking and biking
Create an environment to stimulate growth	<ul style="list-style-type: none"> ▪ Prioritizing a pedestrian friendly environment stimulates growth ▪ Roadway design needs to consider changing environment in downtown
Provide flexibility for near and long-term transportation needs	<ul style="list-style-type: none"> ▪ Red River crossing at Main Avenue is important as a mobility corridor but also needs to balance the needs of a downtown that desires to become a more pedestrian friendly environment ▪ Future route jurisdiction change of US 10 /75 and railroad grade-separation will alter traffic patterns providing opportunities to “right-size” roadways ▪ Reconstruction of Main Avenue in Fargo will also alter traffic patterns proving opportunities to “right-size” roadways
Improve “Gateway” feel for US 10 and US 75 corridors	<ul style="list-style-type: none"> ▪ “Right-size” roadways to provide more space for streetscaping aesthetics



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SRE Locally Preferred Concepts for Downtown Focus Area

US 10 / US 75 Corridor Study
Moorhead, Minnesota

Job # 11648
4/29/2020

SRE ENGINEERS
PLANNERS
DESIGNERS
Consulting Group, Inc.

PRELIMINARY
SUBJECT TO CHANGE
4/29/2020

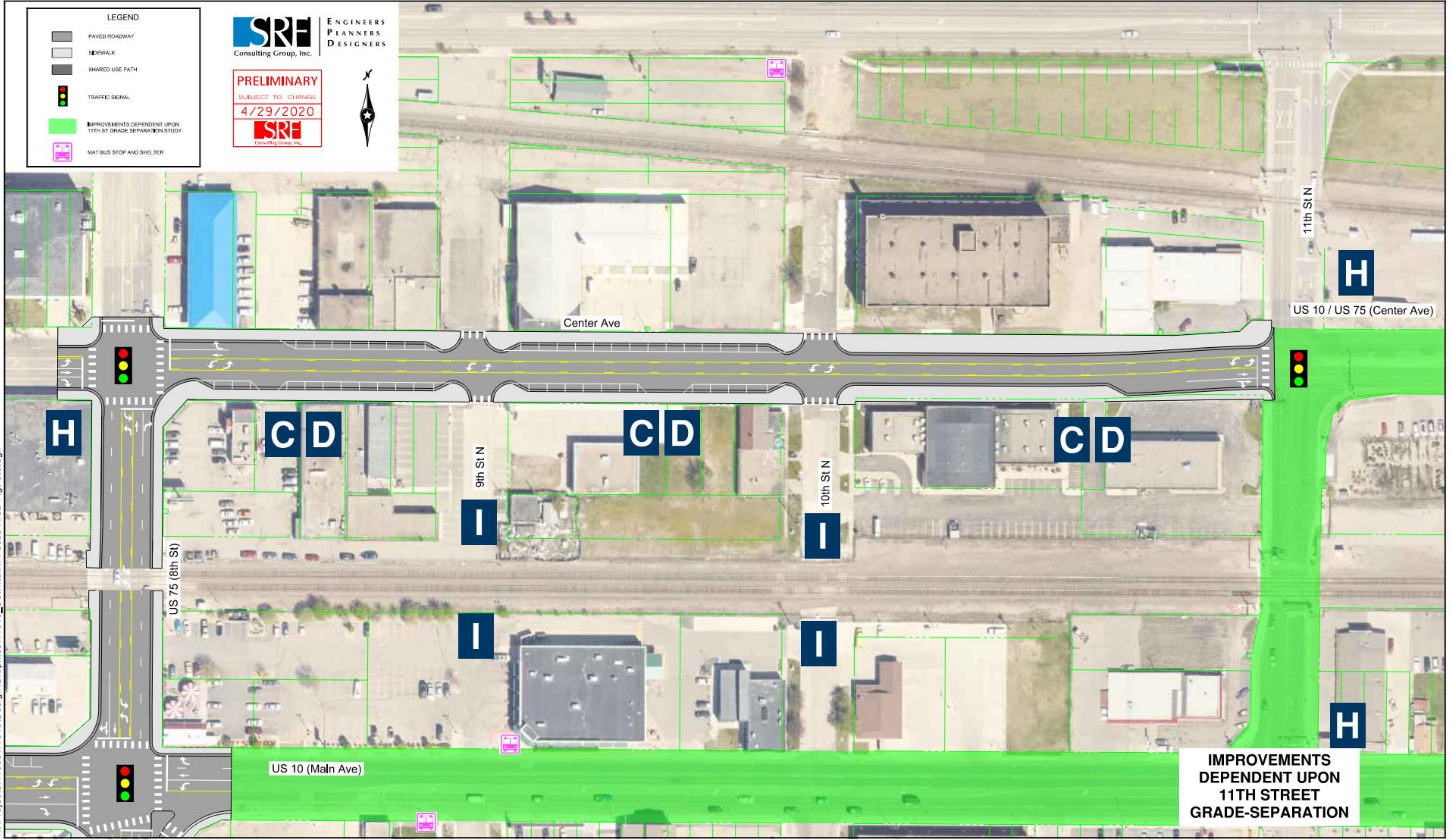
SRE
Consulting Group, Inc.

- LEGEND**
- PAVED ROADWAY
 - SIDEWALK
 - SHARED USE PATH
 - TRAFFIC SIGNAL
 - IMPROVEMENTS DEPENDENT UPON 11TH ST GRADE SEPARATION STUDY
 - MAT BUS STOP AND SHELTER

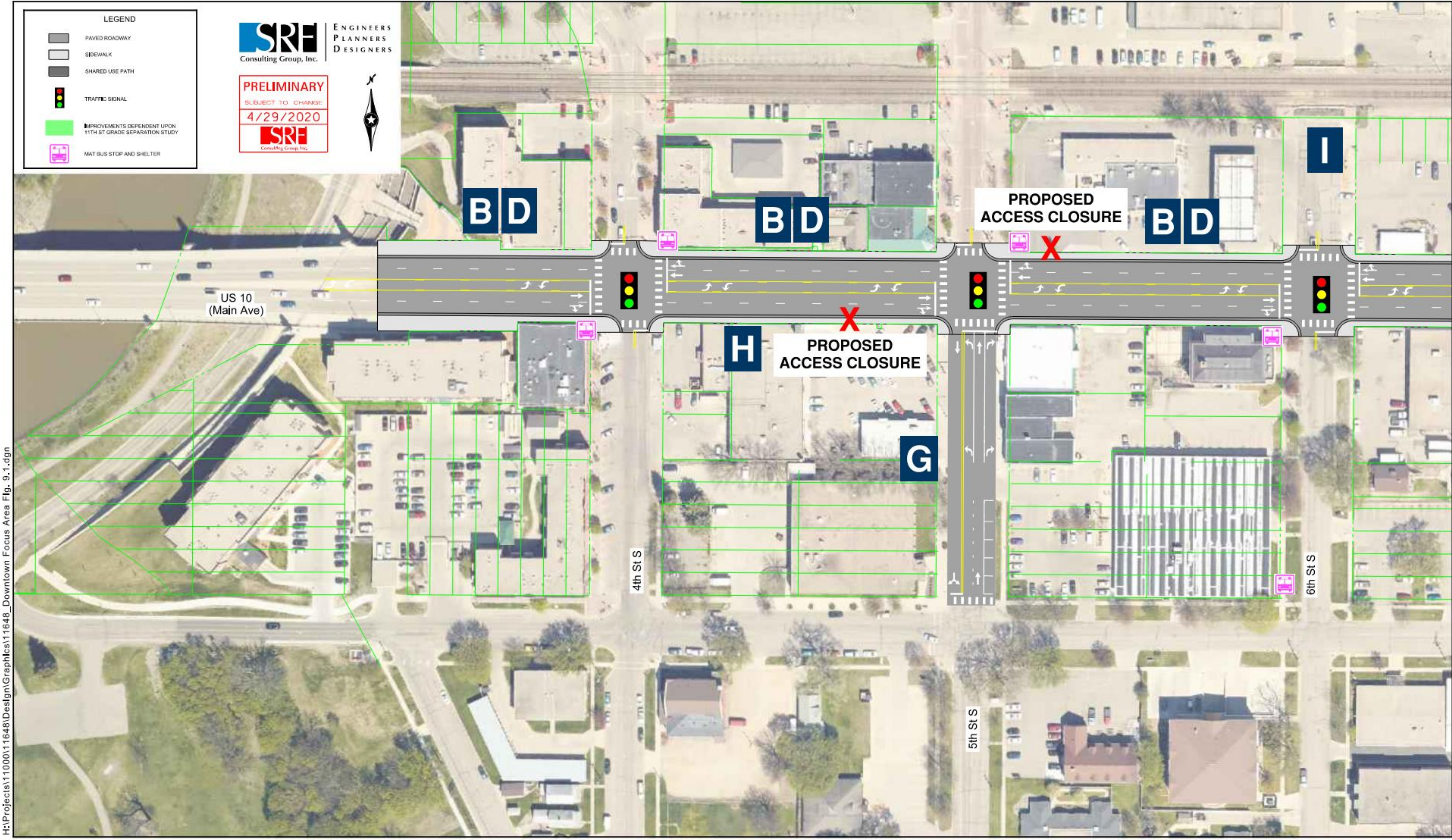
**IMPROVEMENTS
DEPENDENT UPON
11TH STREET
GRADE-SEPARATION**

SEE CONCEPTS FOR
US 75 SOUTH FOCUS AREA

Figure 27



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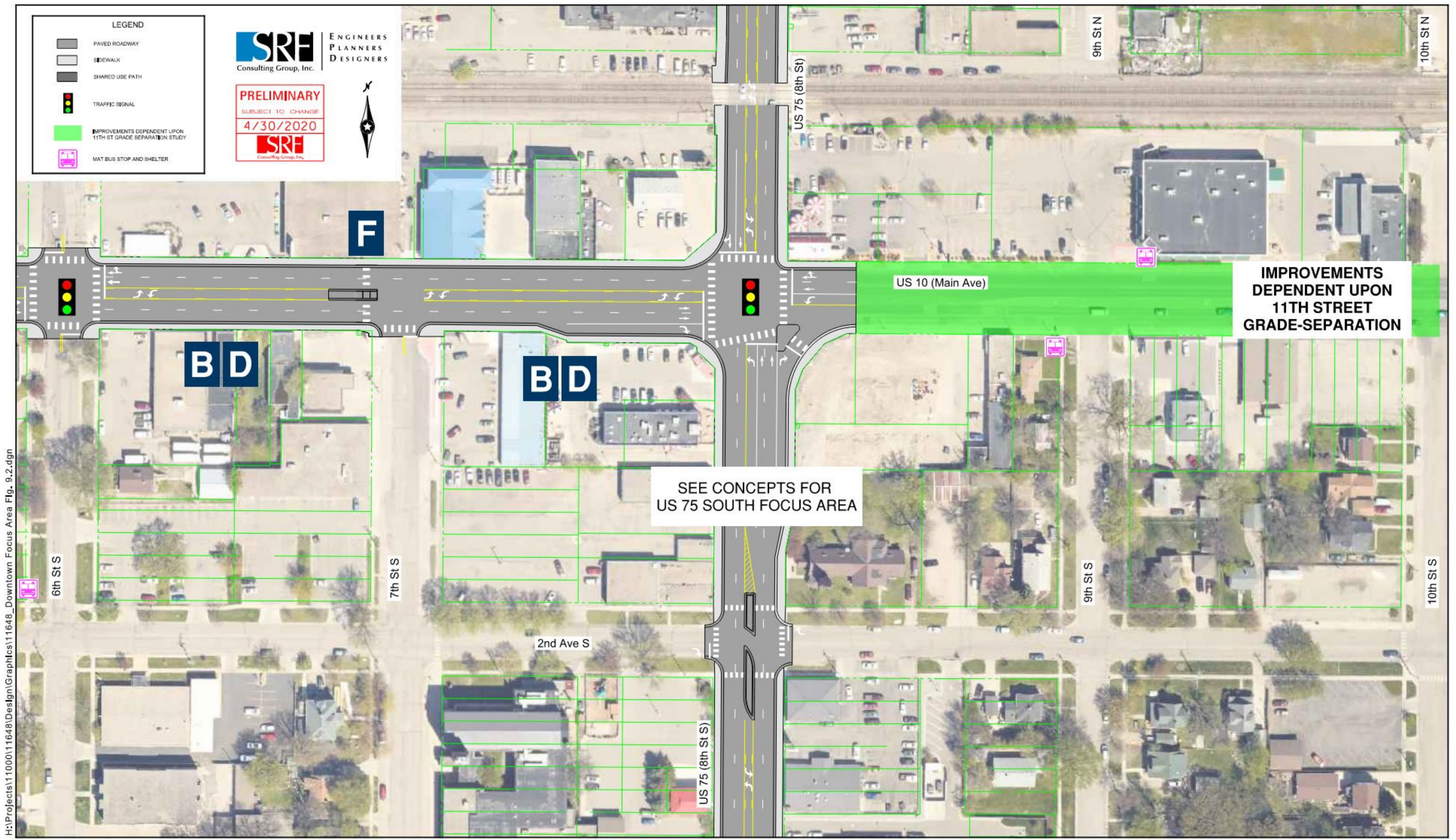
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SRE Alternate Concepts for Downtown Focus Area

US 10 / US 75 Corridor Study
Moorhead, Minnesota

Job # 11648
4/29/2020

Figure 28



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SRE **Alternate Concepts for Downtown Focus Area**
US 10 / US 75 Corridor Study
Moorhead, Minnesota

Figure 29

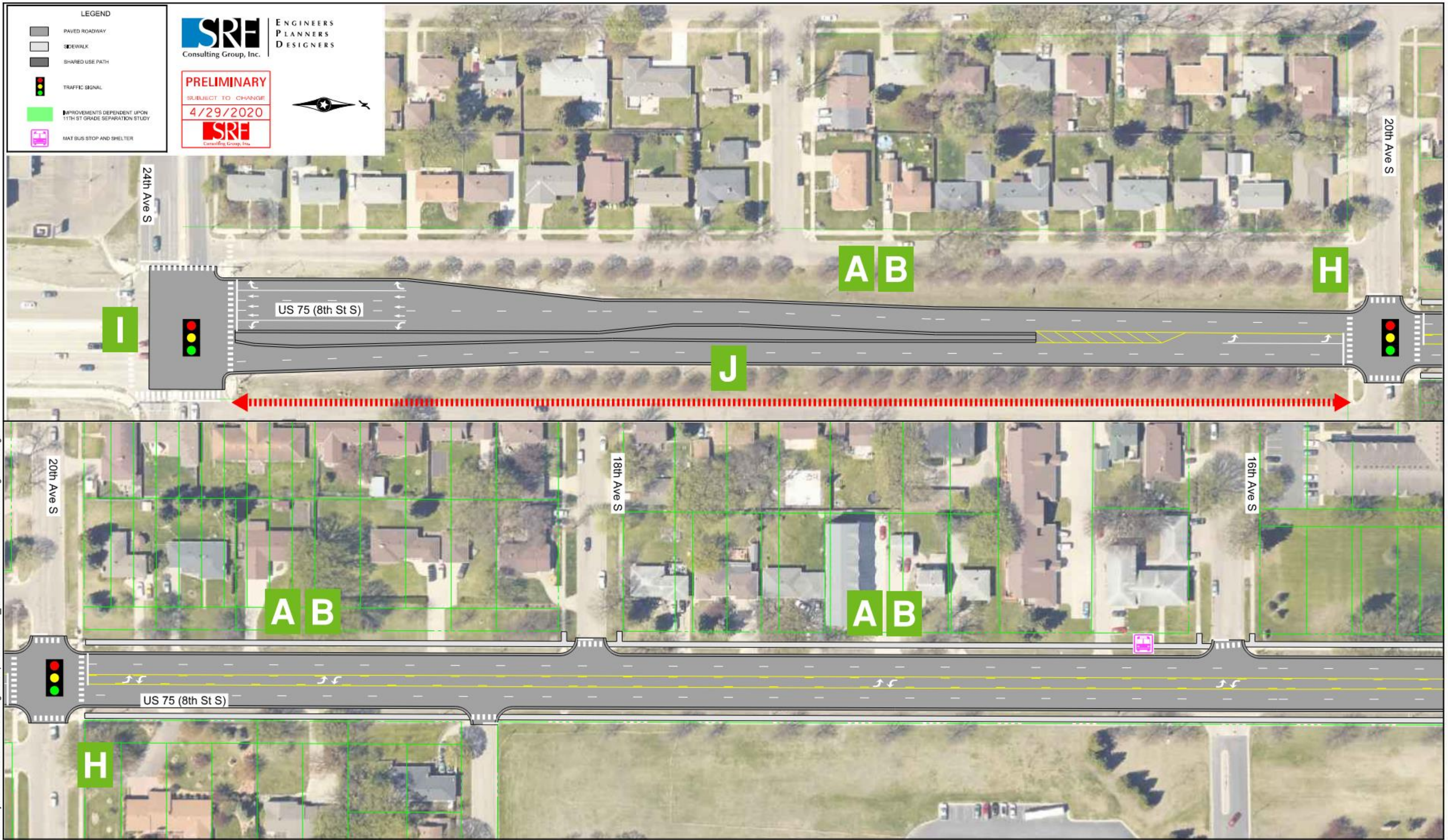
Job # 11648
4/30/2020



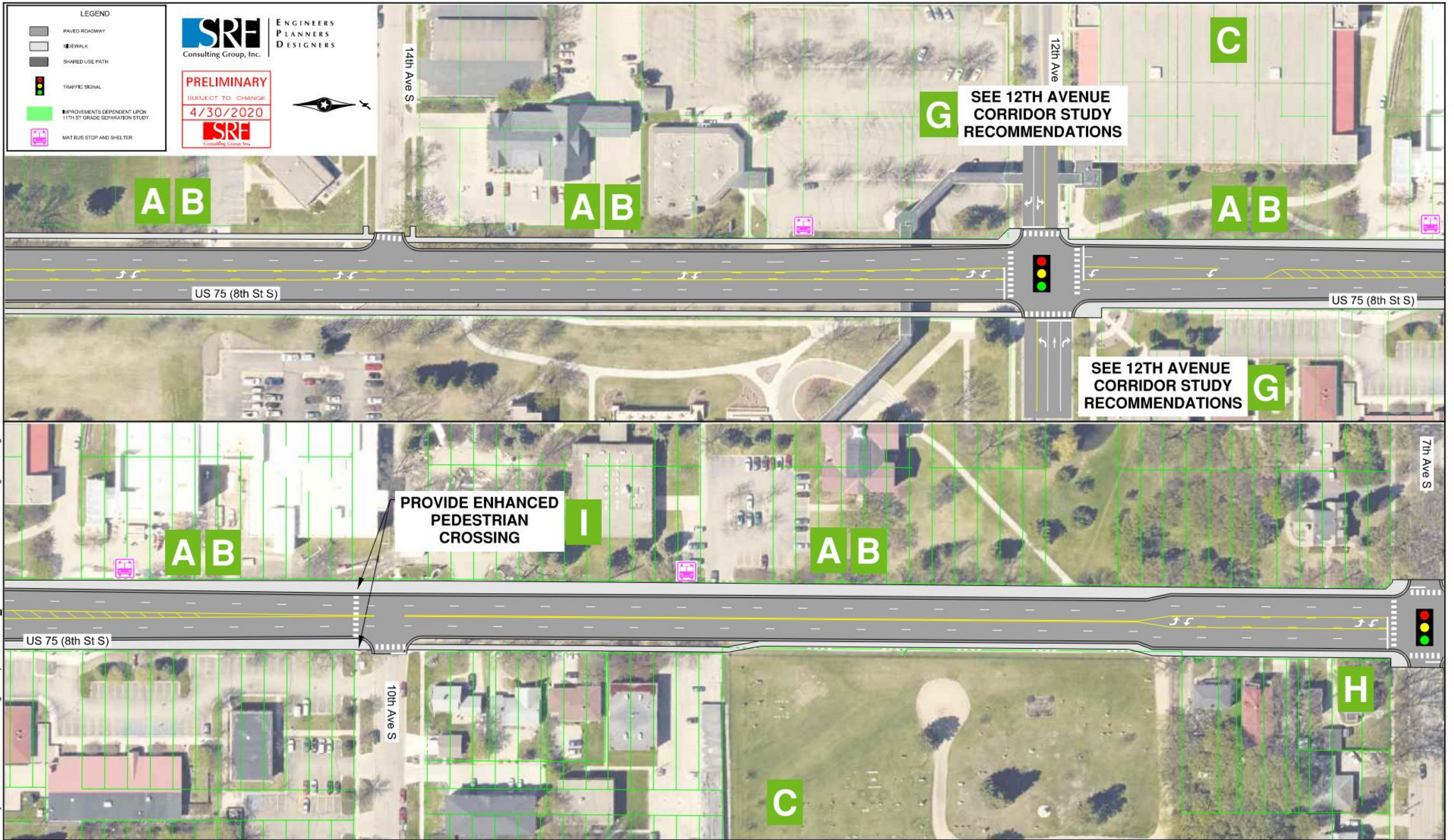
US 75 South Focus Area

The vision largely prioritizes maintaining the existing historical character with the large street trees having more of a neighborhood feel mixed with a collegiate environment with many pedestrians. Many of the homes in this area derive access directly from 8th Street (US 75). Roadway design elements focus on improving the environment for pedestrians and bicyclists while maintaining the historic feel of the corridor.

Overarching Goals	Elements of Vision for Focus Area
Provide roadways that fit land use (i.e., appropriate access and design)	<ul style="list-style-type: none"> ▪ Maintain access to residential land uses that still require direct access to 8th Street (US 75) ▪ Minimize impacts to business accesses between 5th and Main Avenues ▪ Maintain mobility for commuter users as 8th Street (US 75) is the main connection between I-94 and downtown Moorhead
Accommodate appropriate users (i.e., complete streets)	<ul style="list-style-type: none"> ▪ Improve crossings for the high pedestrian activity that cross 8th Street (US 75) ▪ Improve north-south trail connections
Create an environment to stimulate growth	<ul style="list-style-type: none"> ▪ Focus area is well developed so this is a low priority goal for US 75 South
Provide flexibility for near and long-term transportation needs	<ul style="list-style-type: none"> ▪ Address traffic safety and operational deficiencies at key intersections ▪ Address “jog” in corridor alignment
Improve “Gateway” feel for US 10 and US 75 corridors	<ul style="list-style-type: none"> ▪ Maintain historic feel of corridor by limiting impacts to existing street trees



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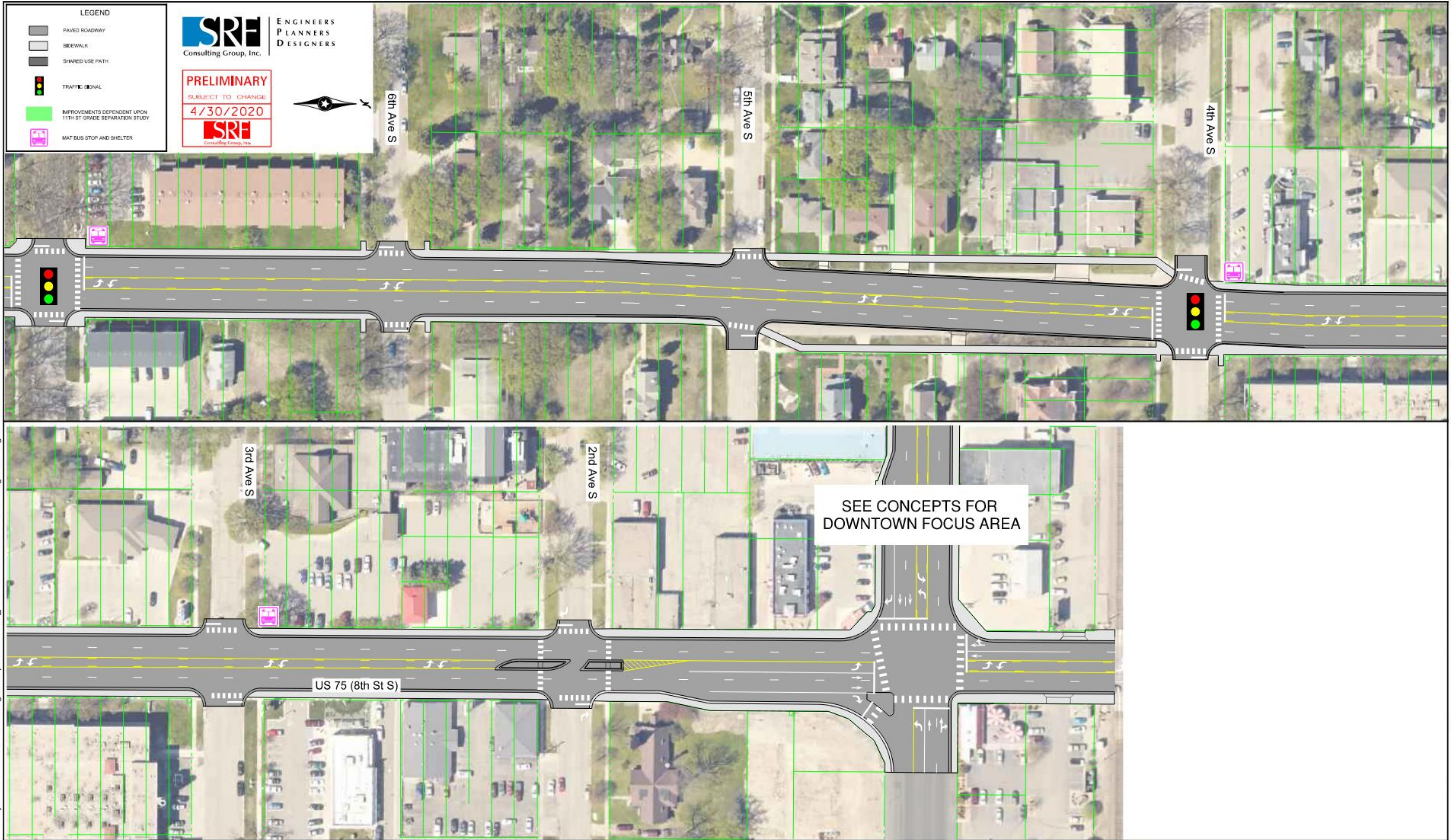
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SRE Locally Preferred Concepts for US 75 South Focus Area

US 10 / US 75 Corridor Study
Moorhead, Minnesota

Job # 11648
4/30/2020

Figure 32



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SRE Locally Preferred Concepts for US 75 South Focus Area

US 10 / US 75 Corridor Study
Moorhead, Minnesota

Job # 11648
4/30/2020

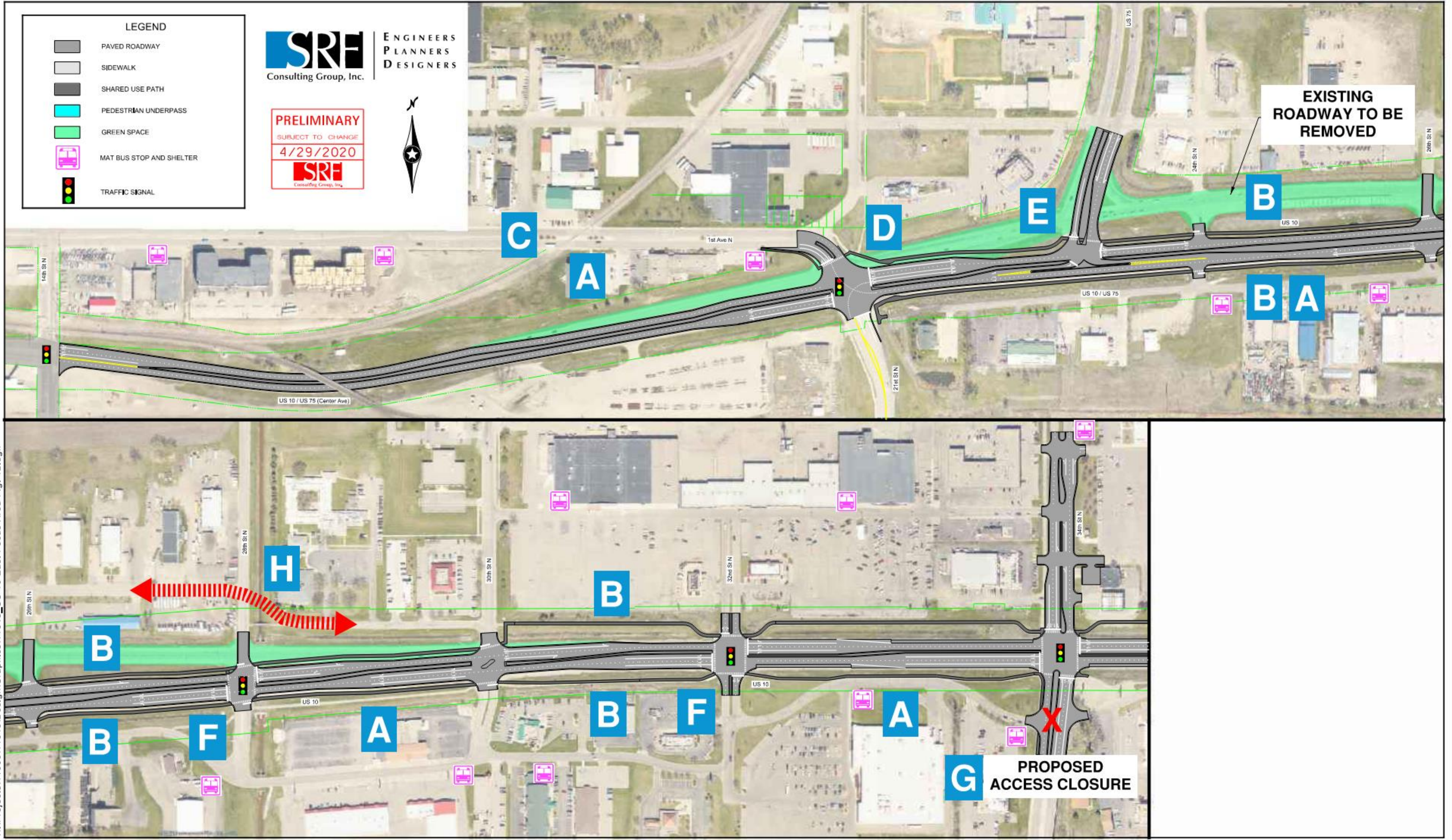
Figure 33



US 10 East Focus Area

The vision largely prioritizes connecting the urban character of downtown with US 10 east of the focus area in Dilworth while addressing safety and mobility issues and improving connections for pedestrians and bicycles. Roadway design elements focus on improving the character of the corridor.

Overarching Goals	Elements of Vision for Focus Area
Provide roadways that fit land use (i.e., appropriate access and design)	<ul style="list-style-type: none"> Connect urban character between downtown Moorhead and Dilworth
Accommodate appropriate users (i.e., complete streets)	<ul style="list-style-type: none"> Maintain mobility for commuters Improve US 10 crossings for pedestrians and bicycles Improve east-west trail connections and provide connection to downtown Moorhead
Create an environment to stimulate growth	<ul style="list-style-type: none"> Redevelopment opportunities exist so access needs to be safety managed and planned
Provide flexibility for near and long-term transportation needs	<ul style="list-style-type: none"> Address traffic safety and operational deficiencies at key intersections
Improve “Gateway” feel for US 10 and US 75 corridors	<ul style="list-style-type: none"> Connect urban character between downtown Moorhead and Dilworth



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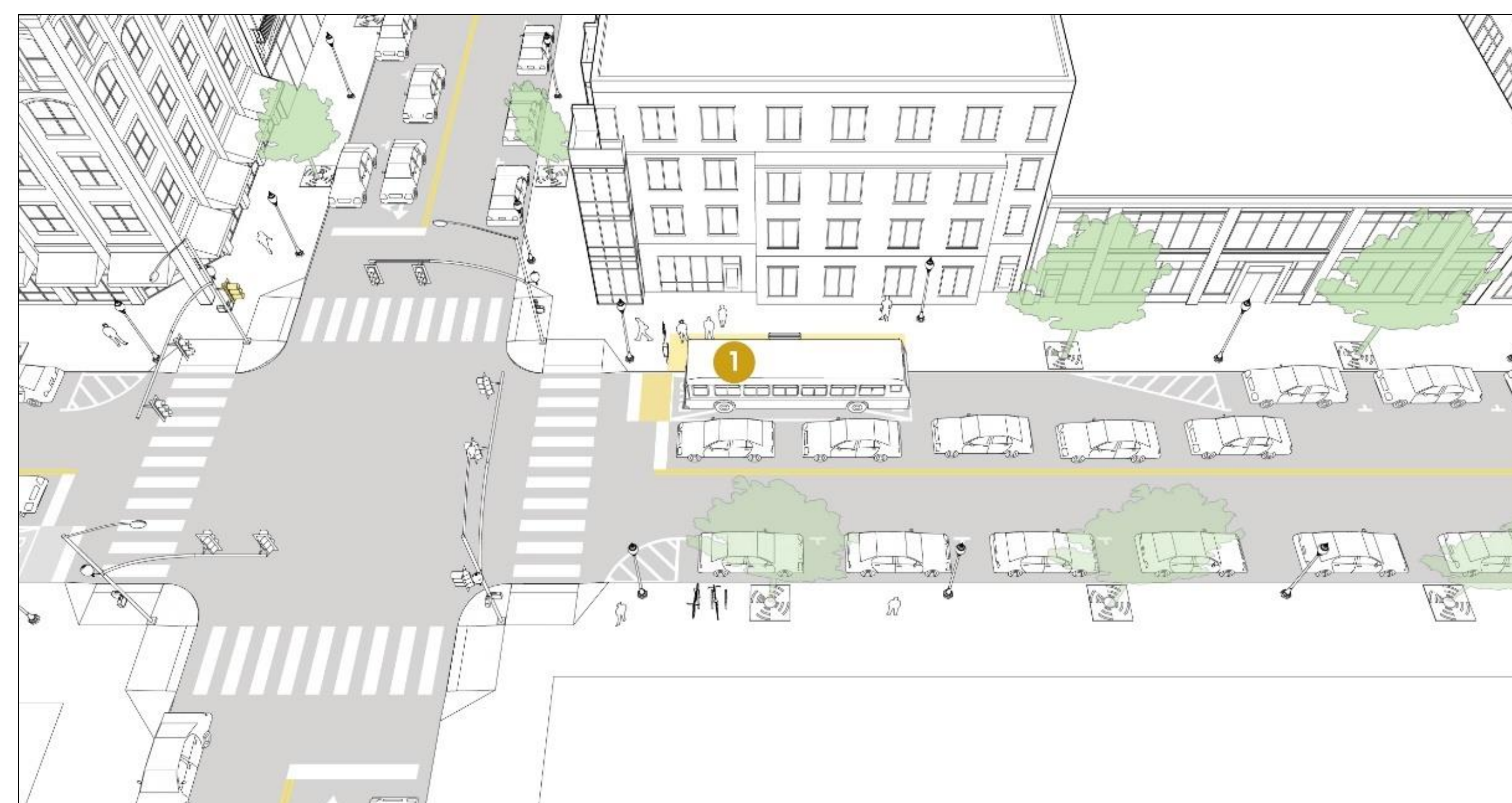
Transit Considerations

Key issues:

- Transit stops will need to be revised if Main Avenue (US 10) becomes a three-lane roadway.



1. Boarding Bulb Stop: These stops include curb extensions to allow transit buses to stop in the travel lane and still extend their platforms to the curb for easy passenger loading and unloading. These can either be nearside or farside. With TSP being implemented, often farside stops provide the best transit advantage. This type of stop reduces the risk for transit delays when traffic flows are heavier.



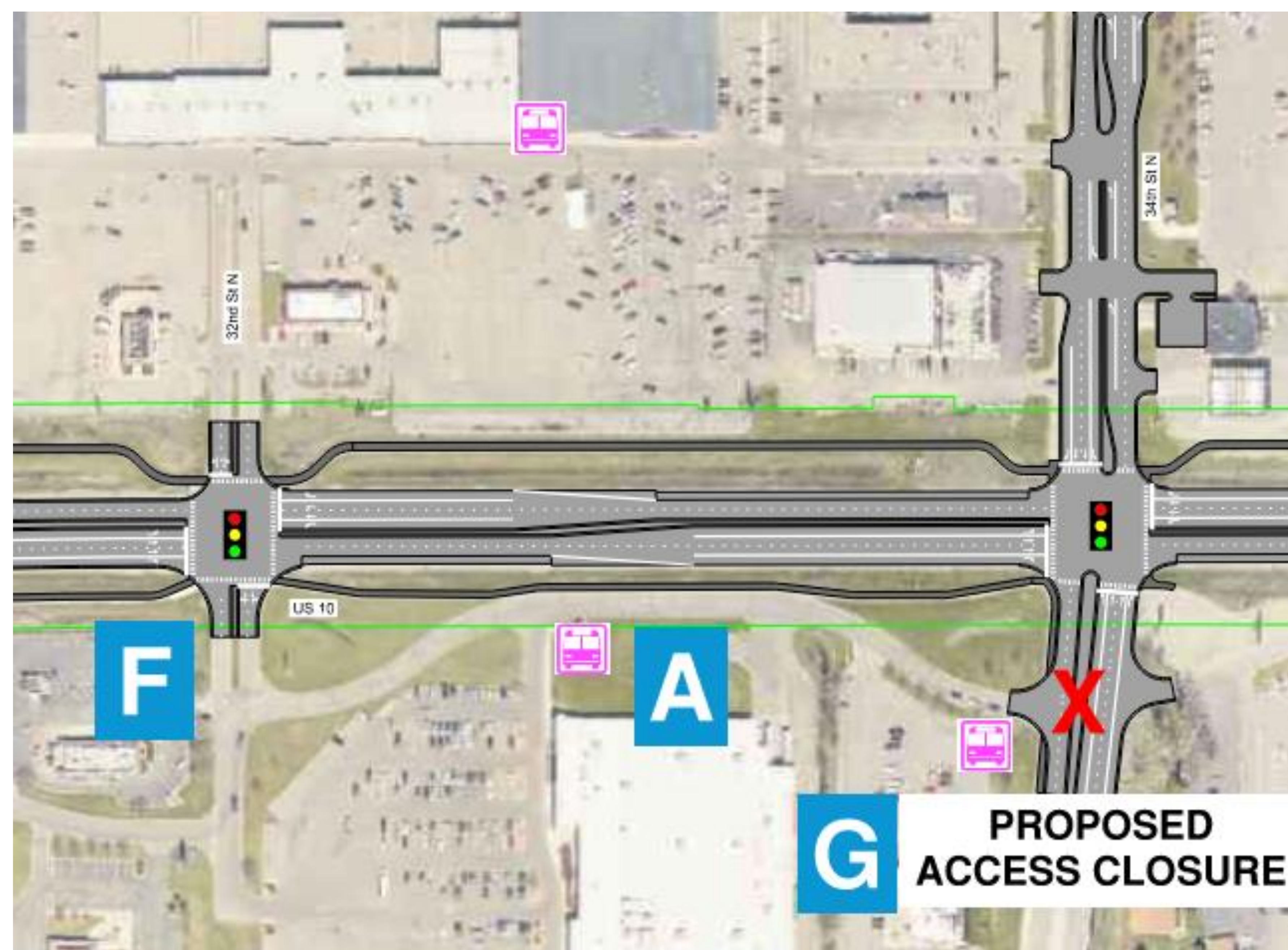
2. Curbside Pull-Out Stop: These stops require buses to pull-off the roadway next to the curb to allow for loading and unloading of passengers. Again, these can either be nearside or farside and farside typically provides the most benefit with TSP. These can be challenging and cause delays for transit if traffic flows are heavier as drivers need to re-enter the main travel lane.

Illustrations are from NACTO: <https://nacto.org/publication/transit-street-design-guide/stations-stops/stop-configurations/>

Transit Considerations

Key issues:

- Safety improvements at the US 10/34th Street intersection include closing the median to the southern frontage road impact Route 6.



1. Reverse Route Direction: This option would reverse the direction of Route 6 east of 34th Street. Buses would now head east through the 34th Street intersection and access the northern frontage, continue east, and then crossover US 10 to access the southern frontage road before returning to the west. The circulation west of 34th Street would remain as is.

2. Use Next Intersection East: This option would have Route 6 use the intersection just to the east of 34th Street to make a right-turn to access the southern frontage road. This would require relocation of the stops near 34th Street or require the buses to make a U-turn to head back east.

3. Install Bus-Only Right-Turn Lane: This option would install an eastbound bus-only right-turn lane just downstream of the 34th Street intersection. While this would be simplest option this introduces another access along US 10, and it would be difficult to keep non-transit buses from using the turn lane to access the businesses along the frontage road.

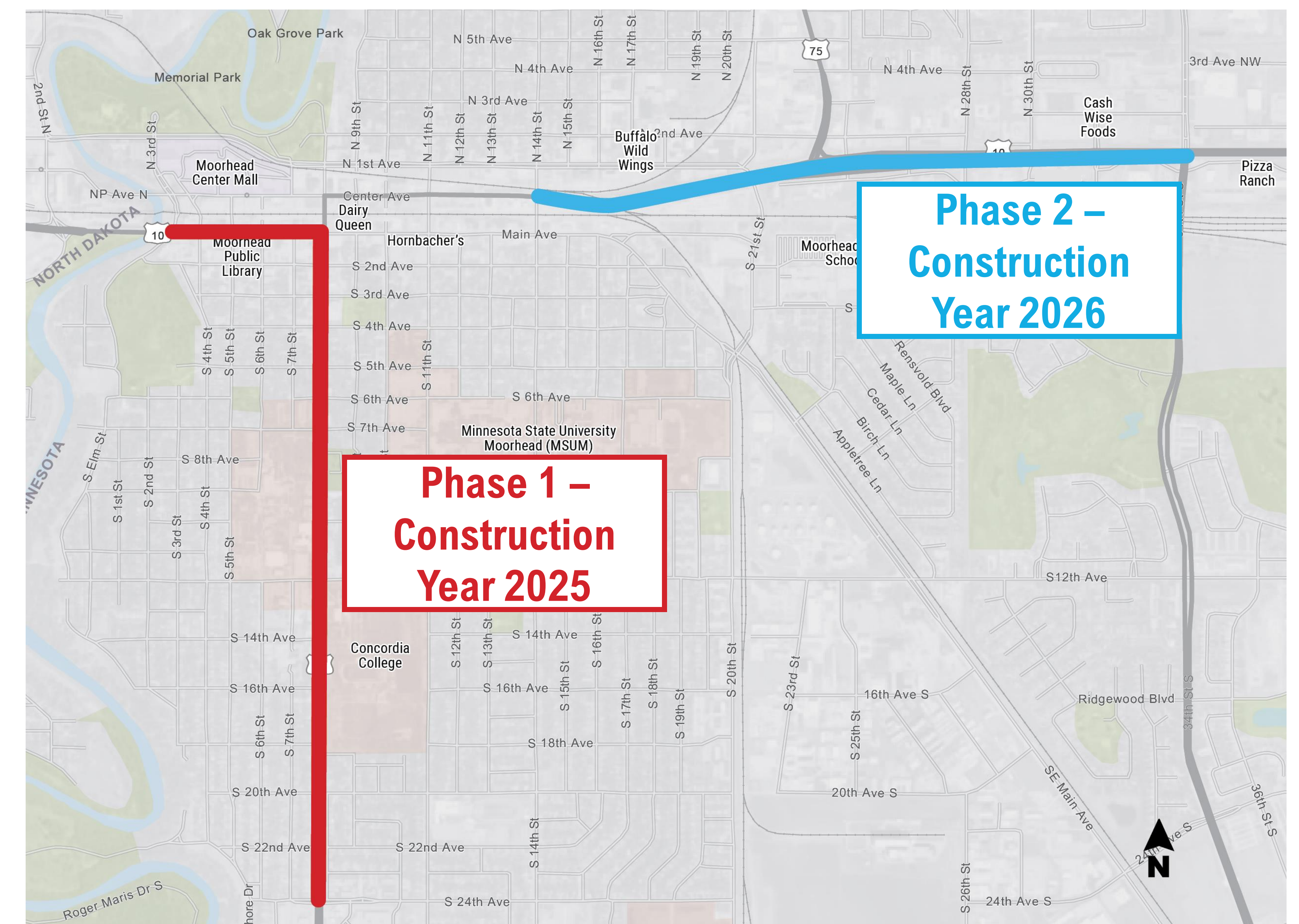
Implementation

Phase 1 (Construction Year 2025)

- Prioritizes the need to address deteriorating pavement conditions while minimizing potential construction staging and coordination issues with a future grade-separation project in downtown.
- The proposed location of grade-separation is anticipated to be at 11th Street. MnDOT and the City of Moorhead are currently working through the environmental documentation process and developing preliminary design plans; however, funding is not currently identified for any changes.

Phase 2 (Construction Year 2026)

- Reconstructs the US 10 East focus area. Lower priority for pavement rehabilitation needs compared to Phase 1.
- Construction staging and coordination is not expected to be an issue in the area because of the amount of existing right of way.
- Reconstruction of Main Avenue east of 8th Street will be planned and coordinated with any future downtown grade-separation project.



Thank You!

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Visit the study website to view a copy of the report:

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



February 2019 Public Meeting at Moorhead High School