

March 2025

Public Engagement Summary

Moorhead I-94 & 20th St Interchange Study Public Engagement – Second Round (March 2025)

Overview

The second round of public engagement for the Moorhead I-94 & 20th St Interchange Study was held in March of 2025. This round of public engagement presented to the public the two interchange alternatives developed since the first round of engagement held in September of 2023. The purpose of the second round of public engagement was to keep the public informed of the study progress and solicit feedback on the two interchange alternatives. The second round of public engagement involved both online and in-person engagement.

Public Notifications

Notifications for the online and in-person engagement were in accordance with Metro COG's Public Participation Plan (PPP). The following methodologies were used to notify the public.

Notification Method	Date of Notification
Newspaper ad in FM Extra*	March 6 th
Press release	March 4 th
Website materials (Metro COG homepage banner, Metro COG website calendar, and materials on project page)	March 4 th
Social media announcements	Metro COG 1 st post: March 7 th City of Moorhead post: March 7 th Metro COG 2 nd post: March 11 th
Email to interested persons list, SRC members, and Stakeholders	March 4 th
Postcards (80 postcards sent to nearby residential & business properties)	Mailed on March 5 th
*Metro COG's PPP requires newspaper ads to be published at least 7 days prior to a public meeting. However, since the FM Extra publishes only weekly, it was deemed most effective to publish the ad on March 6 th rather than February 27 th .	

The public comment period was open until March 24th, 2025.

Public Open House

A public open house was held from 5:00 pm to 7:00 pm on March 11th, 2025 at the Triumph Lutheran Brethren Church located at 2901 20th St S in Moorhead. Approximately 30-35 people attended the public open house.

Meeting materials included:

- Sign-in sheet. 32 people signed in.
- NDDOT Title VI Public Participation Survey. 10 people filled out the Title VI survey.
- Four display boards
 - Project Background
 - Key Features
 - Partial Cloverleaf interchange layout
 - Single Quadrant interchange layout
- Printed table displays of the two interchange alternatives (Partial Cloverleaf and Single Quadrant)
- A Frequently Asked Questions handout
- A seven-question survey, which included space for open-ended comments. 16 surveys were completed.

Online Engagement

Online engagement consisted of project information and materials, a public survey, an email sign-up option and contact information. Online engagement was held on the project webpage which was hosted as part of Metro COG's website. This round of online engagement went live on March 4th and remained live through March 24th.

The same materials presented at the March 11th public open house were shown online. Similarly, the same survey provided at the public open house was provided online. In total, 22 people took the online survey.

Summary of Feedback

The vast majority of feedback was received via the online and paper surveys. The surveys were comprised of nine questions with one question being an open-ended comment opportunity. Key results from the surveys and comments are summarized below. For the full survey results, please refer to the attachment.

Improvements to interchange

- 14% - Would like no improvements to interchange
- 11% - Would like improvements to interchange but no ramps to/from east
- 75% - Would like improvements to interchange, including ramps to/from east

Parclo (Partial Cloverleaf) interchange

- 69% - Like this interchange configuration
- 3% - Are neutral about this interchange configuration
- 18% - Dislike this interchange configuration

Single Quadrant interchange

- 57% - Like this interchange configuration
- 5% - Are neutral about this interchange configuration
- 38% - Dislike this interchange configuration

A new north-south road from 28th Ave to 24th Ave on west side of M-State (applies to Parclo alternative)

- 56% - Would like to see this roadway
- 26% - Would not like to see this roadway
- 18% - Unsure

Upon reviewing the open-ended comments, the following themes were shared by the public:

- **7 comments** expressing interest in ramps to/from the east
- **5 comments** expressed confusion in lane assignments and/or missing pavement markings on 20th St at interchange
- **3 comments** would like improved bicycle/pedestrian accommodations at 20th St interchange
- **3 comments** would like more vehicle capacity on the 20th St interchange bridge
- **3 comments** expressed concerns about adding additional traffic onto 20th St

All open-ended comments can be viewed in the full survey results provided in the attachment.

Attachment 1

Survey Results

Q1 What is your name? (Optional)

Answered: 7 Skipped: 31

#	RESPONSES	DATE
█	█	█
█	█	█
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█	█	█
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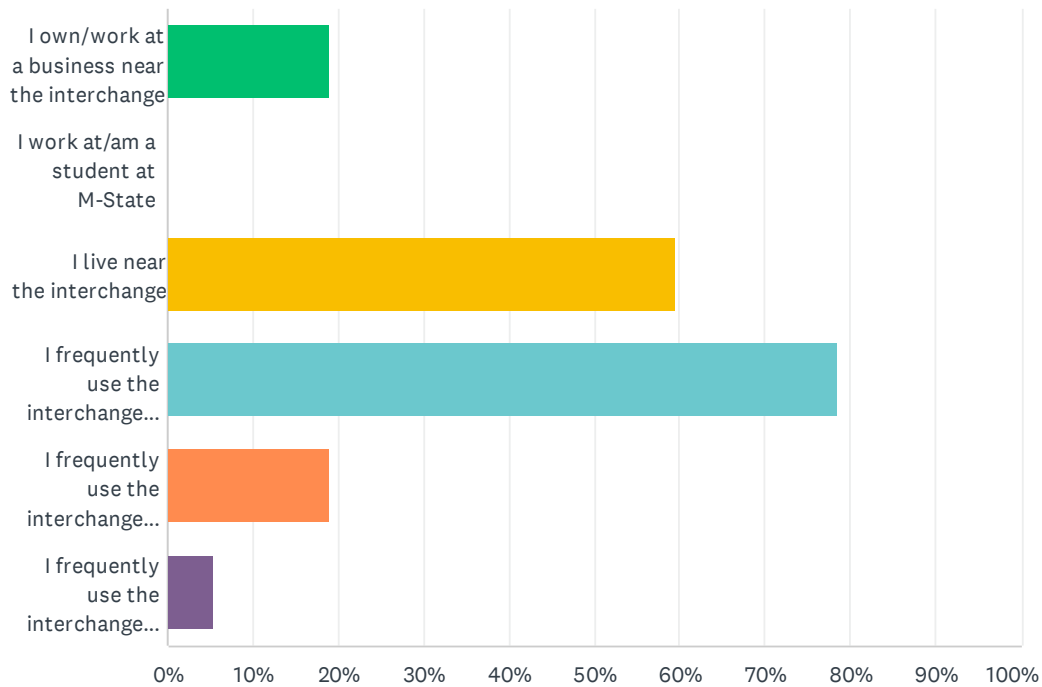
Q2 If you'd like to receive a response, please provide your e-mail address.
(Optional)

Answered: 6 Skipped: 32

#	RESPONSES	DATE
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Q3 What is your relationship with the interchange? (Select all that apply)

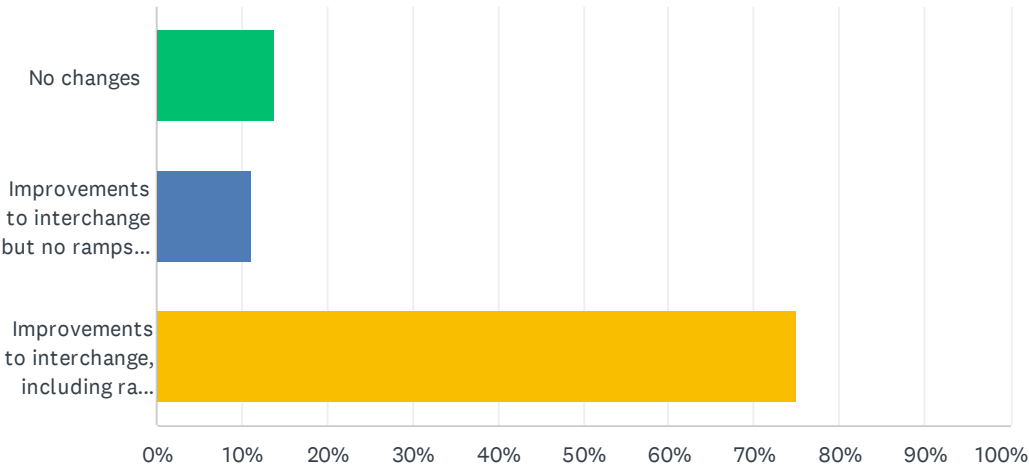
Answered: 37 Skipped: 1



ANSWER CHOICES	RESPONSES	
I own/work at a business near the interchange	18.92%	7
I work at/am a student at M-State	0.00%	0
I live near the interchange	59.46%	22
I frequently use the interchange (driving)	78.38%	29
I frequently use the interchange (walking/bicycling)	18.92%	7
I frequently use the interchange (public transportation)	5.41%	2
Total Respondents: 37		

Q4 In future years (7+ years), would you like to see changes/improvements to the I-94 & 20th St interchange?

Answered: 36 Skipped: 2



ANSWER CHOICES		RESPONSES	
No changes		13.89%	5
Improvements to interchange but no ramps to/from the east.		11.11%	4
Improvements to interchange, including ramps to/from the east.		75.00%	27
TOTAL			36

Q5 Feel free to share which improvements you'd like to see to the I-94 & 20th St interchange. (optional)

Answered: 19 Skipped: 19

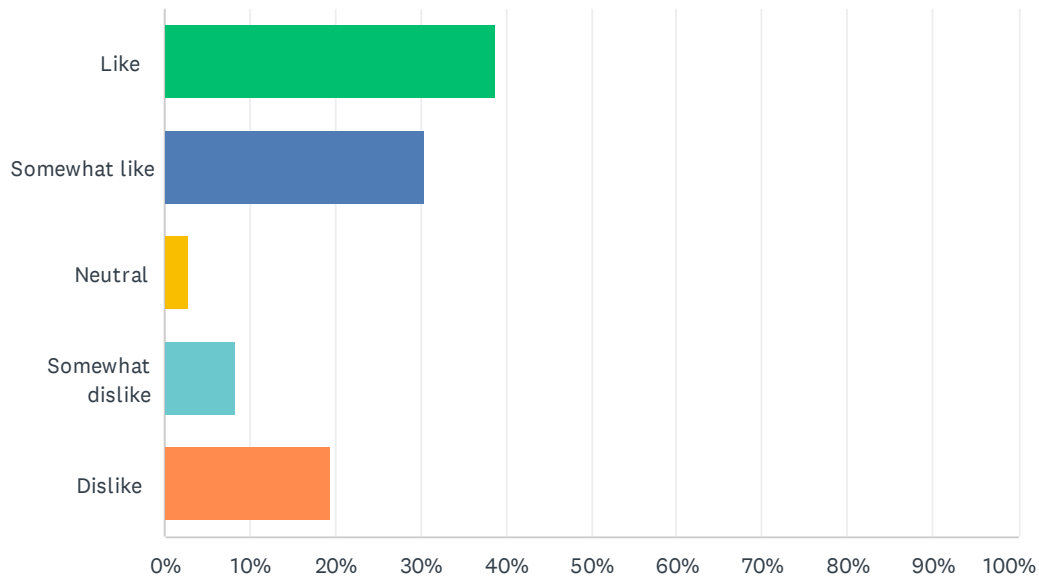
#	RESPONSES	DATE
1	None	3/22/2025 2:13 PM
2	In addition to wanting an exit onto 20th St when we are coming home from the Cities, I have also long thought we need a traffic light at the T intersection of 24th Ave and 20th street by the fire station. It is very difficult to turn left or right from 24th Ave onto 20th St.	3/17/2025 12:35 PM
3	Eliminate the interchange. Adding the street connection is good in all contexts	3/16/2025 4:08 AM
4	<div></div> I have a strong connection to the I-94 and 20th Street interchange and the surrounding area. While I could use this interchange regularly, I intentionally avoid it—especially during the morning commute—because it's unpredictable and feels unsafe. Delays can be caused by train crossings, interstate backups, and local congestion, making it difficult to gauge how long it will take to get through. The current road layout is narrow, poorly marked, and confusing—particularly for new drivers, older residents, or those unfamiliar with the area. It's unclear which lanes turn left or go straight, and the timing of entering the intersection or proceeding on a green light can be difficult to interpret. These factors make the interchange especially challenging to navigate and prone to close calls or accidents. Improving this interchange would significantly enhance safety and connectivity from a commuter and community perspective. It would make accessing key institutions like M State, MSUM, and the new Moorhead High School more straightforward and reliable—especially for visitors who may already be unsure of the layout. Compared to the 8th Street exit, this could become a much safer, more efficient route into south Moorhead. I strongly support the partial cloverleaf option, which appears to be the safest and most efficient design. Moving the traffic light further north and eliminating the complicated connection to 28th Street would streamline traffic flow and reduce confusion. Beyond traffic safety, this project also offers economic potential. Improving access along the frontage road on the north side of I-94 between 20th Street and Main Avenue SE could help catalyze development in an area with vacant lots, farmland, and underutilized space—especially near the Moorhead High School Career Academy and south of Menards. Finally, I would never consider using this interchange on a bike—it feels entirely unsafe for pedestrians or cyclists. A redesigned interchange could incorporate better multimodal access and promote safer travel options for all residents.	3/15/2025 10:09 AM
5	Entrance to East 94 and Exit from west 94	3/13/2025 10:26 AM
6	Add East West I94 entrance/exit near 20th st. Moorhead. Add alternating tamps for 8th st. on ramps to I94	3/13/2025 10:25 AM
7	Railroad crossing to the east from 20th st so. to 28th	3/13/2025 10:23 AM
8	It would be great to be able to get to 20th street either from east or west.	3/13/2025 10:20 AM
9	I will just recommend have fresh pain of the line that are on the lanes so they be more noticeable at night or inclement weather.	3/13/2025 10:19 AM
10	Silent zone for railroad. Easier to read/placement of speed limit signs on 20th street or each side of the 20th street bridge.	3/13/2025 10:17 AM
11	not worth the money to redo the interchange. Change the interchange by Menard's.	3/13/2025 10:12 AM
12	Ramps are great, left turn lane , straight, and right on northbound 20th St is needed sadly.	3/13/2025 10:10 AM
13	Any opportunity for safer pedestrian crossing from path to MState? Cascade improvement to 30th Ave/ 20th St intersection.	3/13/2025 10:07 AM
14	There needs to be a wider bridge with more lanes for traffic north and south, as well as an on/off ramp on 20th st going east and west.	3/13/2025 10:05 AM

I-94 and 20th St S Interchange Analysis

15	Definity access to both East & West directions onto & off I-94. Lane Clarity/ more lane options - divers are often confused which lane to be in to access 94 going west. 29th Ave access to 20th St no lost, also access to 28th Ave from 20th St is narrow, truck and plows have trouble going in.	3/13/2025 10:02 AM
16	Obviously it needs some changes. I like the simplicity of the partial cloverleaf and that the 28th Ave S, intersection moves north. Anything that makes traffic flow smoother would be good.	3/13/2025 9:57 AM
17	Single quadrant	3/11/2025 6:20 PM
18	Reconfigure north- and south-bound lanes on 20th St @ I94, including the village green blvd intersection. There is excessive weaving required, especially north-bound on 20th street.	3/11/2025 2:13 PM
19	It should be a diamond interchange. The off ramp from I94 onto 20th St heading North backs up so much during high AND low traffic areas. Also the left turn should have guiding lines as the turn leads you directly into a turning lane and not the straight lane.	3/10/2025 7:54 AM

Q6 Please share your preference on the Parco interchange alternative.

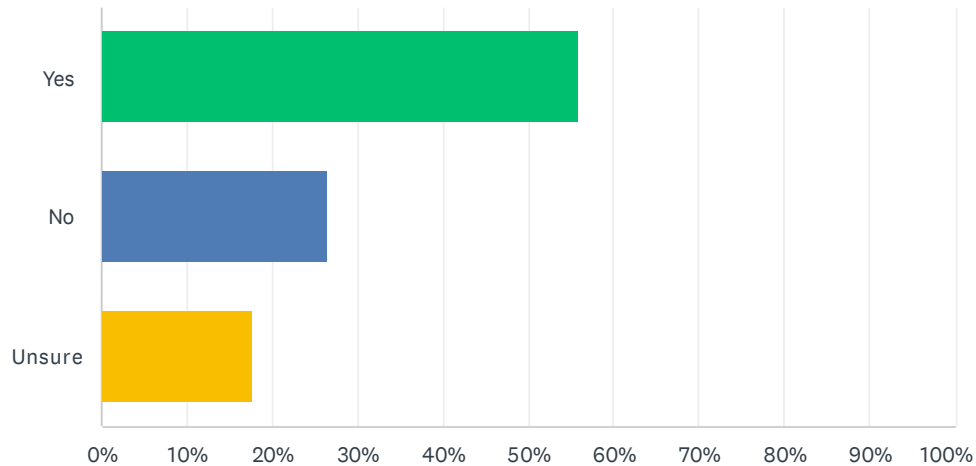
Answered: 36 Skipped: 2



ANSWER CHOICES	RESPONSES	
Like	38.89%	14
Somewhat like	30.56%	11
Neutral	2.78%	1
Somewhat dislike	8.33%	3
Dislike	19.44%	7
TOTAL		36

Q7 For the Parco interchange alternative, would you like to see a north-south connector road from 28th Ave to 24th Ave on the west side of the M State campus? (see Parco figure above for possible north-south connector road)

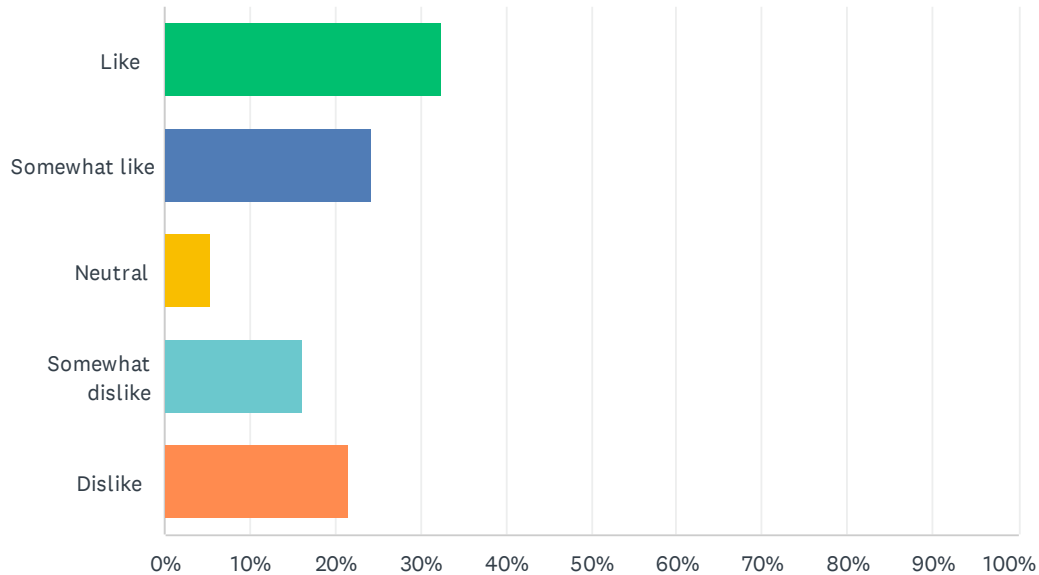
Answered: 34 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	55.88%	19
No	26.47%	9
Unsure	17.65%	6
TOTAL		34

Q8 Please share your preference on the Single Quadrant interchange alternative.

Answered: 37 Skipped: 1



ANSWER CHOICES	RESPONSES	
Like	32.43%	12
Somewhat like	24.32%	9
Neutral	5.41%	2
Somewhat dislike	16.22%	6
Dislike	21.62%	8
TOTAL		37

Q9 Please share any comments you have regarding the I-94 & 20th St interchange. (optional)

Answered: 19 Skipped: 19

#	RESPONSES	DATE
1	I do not understand the need to add additional traffic on 20th street which is a two lane road. We have 8th street, old 52 and 34th street that are all 4 lane roads. The selling point years ago on 34th street is that was supposed to be the "new" 8th street and take all of this traffic. I have seen traffic backed up from 12th avenue back to 6th Ave at certain times of the day. Now you want to add more traffic to 20th street? Again , another engineering dream that does not need to be done.....	3/22/2025 2:13 PM
2	We live [REDACTED] so often take 28th Ave from our place to/from Menards. God forbid we lose our direct Menards route ;) We use that a lot.	3/17/2025 12:35 PM
3	There is no good option here, the best option is to eliminate the connection entirely.	3/16/2025 4:08 AM
4	i'm glad to see this needed improvement is moving forward and it definitely favor partial cloverleaf.	3/13/2025 10:24 AM
5	Like the single quadrant interchange with the extra lane from 20th st. so to 28th ave S. Do not like the extra bridge and merging traffic.	3/13/2025 10:23 AM
6	It may not be worth the cost to have East access given the RR.	3/13/2025 10:21 AM
7	I would like to keep it simple and I feel the partial is the simpler option.	3/13/2025 10:20 AM
8	I answered to have no changes on the back, but if it is going to happen, I like the single quadrant interchange because easier access to 28th Ave going west and no change going east like what we have already.	3/13/2025 10:19 AM
9	Northbound turning East (right-hand turn) could use a right turn lane due to trains and often time traffic gets backed up with the current situation combined forward/ turn lane combo. Why does the partial cloverleaf EB off ramp have 2 left turn lanes only for once crossing the bridge (NB) then have a left turn lane to get back on the interstate going WB?	3/13/2025 10:17 AM
10	i like the single quadrant if I had to choose	3/13/2025 10:12 AM
11	33-40 million is NOT worth it for the tax payer of Moorhead or Minnesota, the people of Moorhead will get nothing more for spending this kind of money.	3/13/2025 10:11 AM
12	the flow for single quadrant is super neat. Would there be additional unexpected costs with the parclo interchange with the sanitization and recycling site? Environmental hazards or the like?	3/13/2025 10:10 AM
13	Traffic issues spike at RP crossing - would creating a bridge overpass across 29th Ave help mitigate? marginal cost might prohibit. I have no issue paying specials for this improvement!	3/13/2025 10:07 AM
14	I dislike how the patrol cloverleaf impacts businesses as well as residential & school traffic. I'm concerned with the proposed single quadrant and the traffic that will occur on the 28th Ave intersection that redirects people to 28th Ave or the interstate. Would there be a three-way stop? A traffic light?	3/13/2025 10:05 AM
15	Keep bike & foot traffic in mind, possibly making it easier to get from the bike path parell to 2th St, to the east of 20th st, towards Mstate	3/13/2025 9:57 AM
16	I'm no traffic guy, but I fail to see how these will help with traffic flow. I work at a business nearby and I use this exit everyday. These two options will not help with traffic flow. Yes they provide exit ramps to and from the east, but appears that these options would make traffic flow even worse	3/13/2025 8:31 AM
17	I don't think East-bound ramps are needed. I live north of 24th avenue and west of 20th street and sometimes need to go east on I94, but simply going to 8th street and using the diverging diamond is a great option that requires exactly zero lane changes once you are west bound on	3/11/2025 2:13 PM

I-94 and 20th St S Interchange Analysis

I94 towards 8th street. My main concern is if 20th street access from I94 becomes more convenient, 20th street will become very busy. Even more so than it already has become since the 20th/main underpass was completed. Next will be making 20th st 4+ lanes and then signals will be needed at 24th and 20th avenues. None of this is needed, currently, in my opinion. Most of the existing traffic issues at this interchange could be solved with a wider bridge, medians, actual turn lanes, and reworking the 28th avenue access south of Mstate.

18	Something needs to be done regarding the lack of EB access here. Either option is better than nothing. This will likely reduce traffic at 8th st and 34th St and make access to the neighborhood around the area easier.	3/7/2025 7:20 PM
19	Traffic is already pretty hectic in that area, so a vast improvement to the traffic flow would be adding additional lanes to 20th St S, especially before considering adding interstate connections.	3/4/2025 4:41 PM