

LEGEND

VEHICLE MOBILITY

Study Corridor:

- 2-Lane* Roadway
- 3-Lane* Roadway
- 4-Lane* Roadway

Existing Daily Traffic Volumes (Source: MnDOT TDA)

Forecast 2035 Daily Traffic Volumes (Source: 2035 Long Range Transportation Plan)

*Through lanes. Turn lanes present at key intersections.

Key Study Intersections:

- Signalized Intersection
- Side-Street Stop-Controlled Intersection

Additional Access:

- Public Access (Side-Street Stop-Controlled)
- Private Access (Residential)
- Private Access (Commercial)

SAFETY

XX Number of Crashes (Source: MnDOT Crash Data, 2006-2015)

NON-MOTORIZED

- Existing Multi-Use Path
- Planned Multi-Use Path (Source: 2045 Transportation Plan Update)
- Planned Bike Path/ Bike Route/Sharrows (Source: 2045 Transportation Plan Update)

LAND USE

- Primary Public/Institutional
- Public Park
- Planned Residential Growth (Source: 2045 Transportation Plan Update)
- Planned Commercial Growth (Source: 2045 Transportation Plan Update)

CITIES AREA TRANSIT

- Route 3/4
- Route 6/7
- Route 12
- Bus Stop



CORRIDOR-WIDE:

- Heavy truck volumes throughout the corridor, especially during harvest season (2007 Corridor Study)
- Public street and private drive access do not meet current Category 5B spacing guidelines

Key residential growth area (2045 Transportation Plan Update)

Identified as a priority development site (2045 Land Use Plan)

Illustrative plans (post-2040) plans to signalize intersection (2040 Long Range Transportation Plan)

Intersection projected to be congested by year 2035 if no changes (2040 Long Range Transportation Plan)

Key commercial growth area (2045 Transportation Plan Update)

Illustrative plans (post-2040) plans to have 4- to 2-lane conversion north of 23rd Ave (2040 Long Range Transportation Plan)

North of 23rd Ave: Minor Arterial
South of 23rd Ave: Principal Arterial
No proposed changes to functional classification in future (2040 Long Range Transportation Plan)

Sidewalk switches sides (east side south of intersection, west side north of intersection) with minimal crossing infrastructure

All frontage road intersections between TH 2 and 23rd Street are close to MN 220 intersections (about 50 feet)

Multi-use trail is a key 2018 MPO project (2045 Transportation Plan Update)

Segment identified as candidate for potential safety project (2016 MnDOT District 2 Safety Plan)

Previous study found crash rate above critical (2007 Corridor Study)

New Heights Elementary School

East Grand Forks Senior High School

Currently operates at LOS D during PM Peak Hour (2040 Long Range Transportation Plan)

Large number of crashes. 50% of crashes are rear-end, with most of them occurring on TH 2.

- Intersection Issues Identified in MnDOT Safety Plan:
- Cross Product
 - Traffic Control
 - Skew
 - Primary Land Use
 - Severe RA Crash Density
 - Major Corridor Speed

Previous study found crash rate above critical (2007 Corridor Study)

- Improvements planned for Intersection:
- Right turn lane/merge lane modifications by 2027 (Source: 2040 Long Range Transportation Plan)
 - Signal timing modifications by 2027 (Source: 2040 Long Range Transportation Plan)
 - Confirmation Lights (Source: MnDOT Safety Plan)
 - Pedestrian Countdown Timers (Source: MnDOT Safety Plan)

- Additional Improvements to Consider:
- Roundabout or other traffic control
 - If to remain signalized, replace with flashing yellow arrow
 - Add advance warning flashers
 - Remove southbound and northbound channelized right turns

58% of crashes are right-angle

Buses stop in travel lane

Buses stop on shoulder

