

UNIVERSITY AVENUE SERVICE DRIVE ONE-WAY CONVERSION PROJECT

APRIL 27, 2021



WELCOME

Restrooms & Drinking Fountain

Agenda

- Sign-In Sheet (10 minutes to allow for arrival - relocation)
- Overview of Concepts and FAQs (5 minutes)
- Comments / Questions (30 minutes)

INTRODUCTION

- **City Engineering Staff**

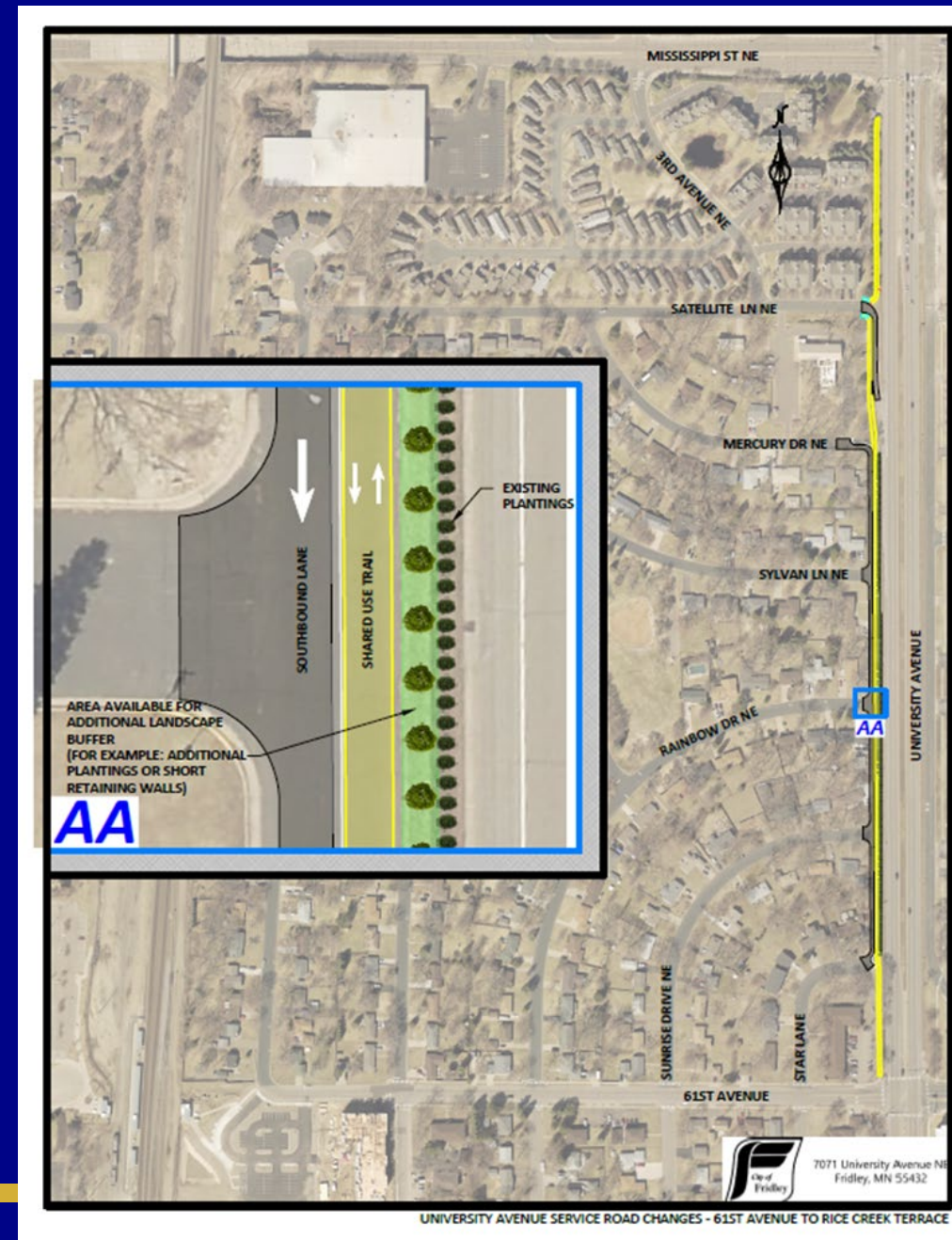
- Jim Kosluchar – Public Works Director / City Engineer
- Brandon Brodhag – Civil Engineer

- **Councilmembers**

- **You! – Please sign in**

MOTIVATION FOR PROJECT

- Provide additional space for landscaping buffer
- Provide a shared-use path as planned in the:
 - City's Comprehensive Plan
 - Active Transportation Plan
 - Avoids a path passing through the neighborhood
 - For commuters and multimodal users to get to work, commerce, recreation

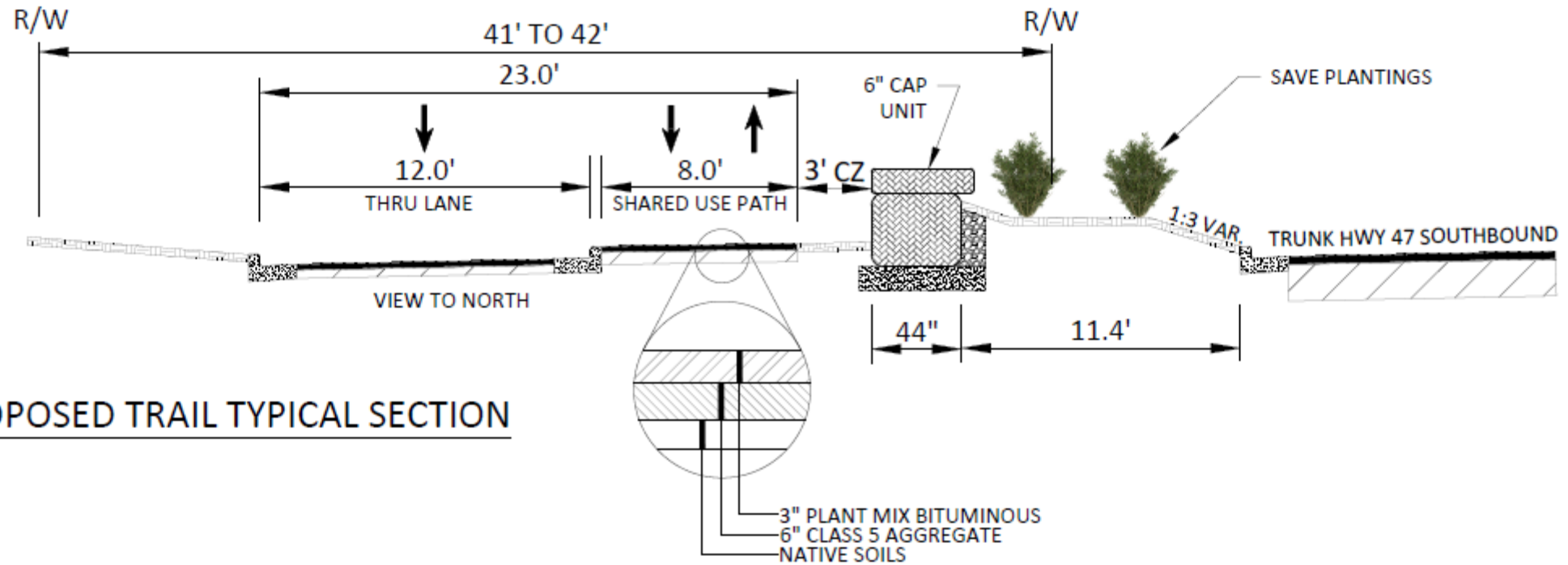


ROADWAY CONCEPTS

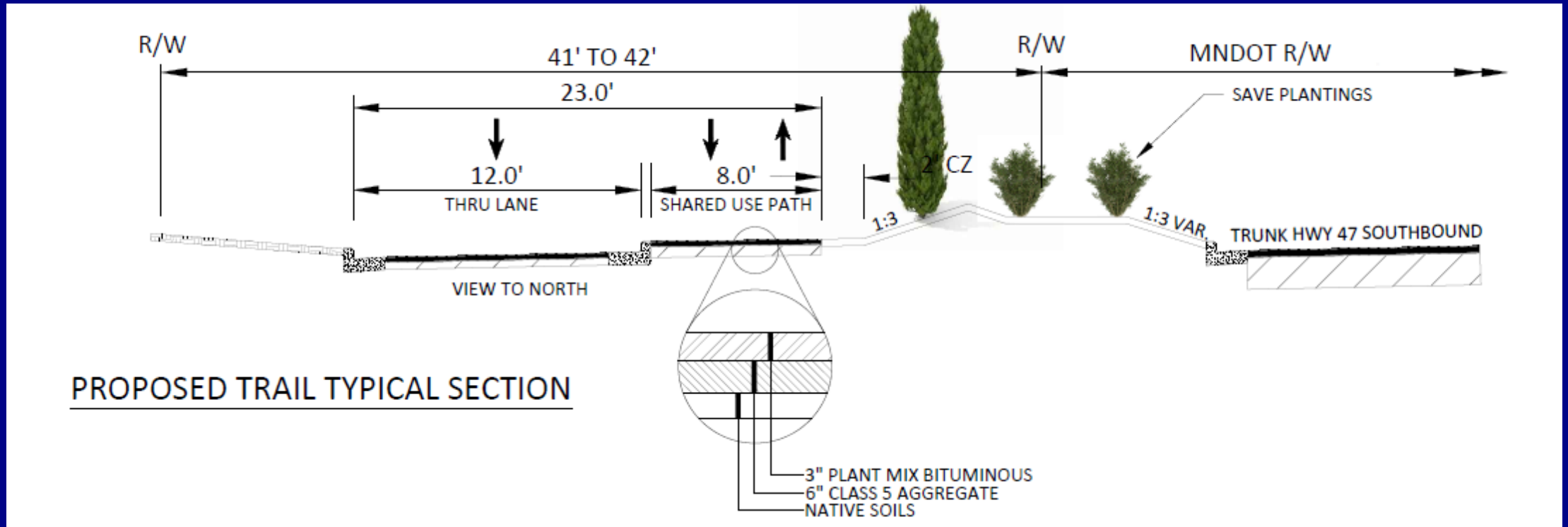
- 1) Typical Section A
- 2) Typical Section B



TYPICAL SECTION A



TYPICAL SECTION B



FURTHER OPPORTUNITY



UNIVERSITY & CENTRAL VISION

HWY 47 AND HWY 65

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

•October 27-28, 2020 - Virtual Open House

COMMENTS & QUESTIONS

- Your feedback is important
- Comments and Questions
- Discuss next steps

[FridleyMN.gov/projects](https://www.fridleymn.gov/projects)



Public Works Department

Streets • Parks • Water • Sewer • Stormwater • Fleet • Facilities • Engineering

University Avenue Service Road Project Frequently Asked Questions

What are the limits of the project?

3 different segments along Trunk Highway 47 (University Avenue) corridor:

- University Avenue West Service Road from Star Lane to Mercury Drive
- University Avenue West Service Road from 67th Avenue to Rice Creek Terrace
- University Avenue East Service Road from 66th Avenue to 67th Avenue

Why is the City doing this project?

In 2019, the City undertook a community visioning effort for Trunk Highways 47 & 65 that included a series of community engagement meetings with Fridley residents, MnDOT personnel, and City Staff. The primary recommendations for University Avenue included improved safety for motorized and non-motorized users, increased multimodal connection, and enhanced image of the corridor. The image of the chain link fence in particular was a frequent source of comment. More information about these meetings can be found at FridleyMN.gov/CorridorStudy.

Based on this feedback, and due to the land uses along the corridor, MnDOT and the City incorporated landscaping buffers as an alternative fencing material in lieu of traditional chain link during a scheduled fence replacement along University Avenue in 2020. Median and bus stop plantings were also installed as part of the Trunk Highway 47 Fencing and Landscaping project.

Inclusion of new trail connections and increased stormwater management within the City's Right-of-Ways was also identified in the City's Active Transportation Plan that was approved in 2020. The Plan identifies the west side of University Avenue as an opportunity for pedestrian and cycling access improvements. The project will allow room for these improvements in proximity to University Avenue, rather than providing a circuitous route through neighborhoods.

Why were these segments chosen?

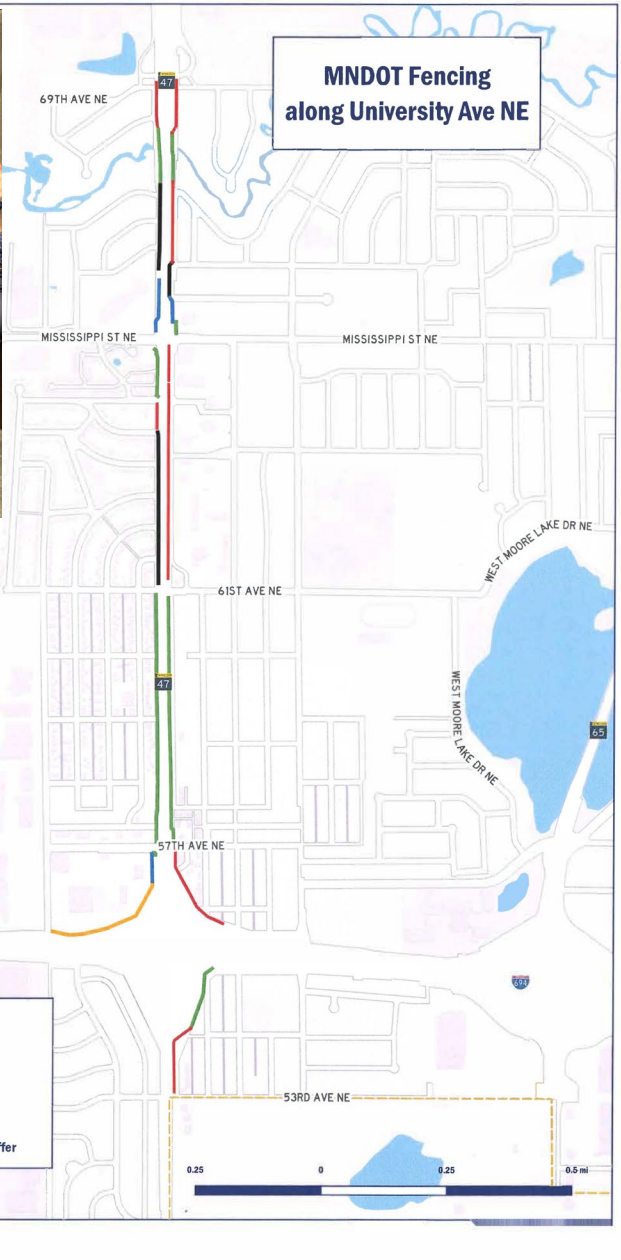
The whole corridor was analyzed, and these segments were identified as areas that required additional space to implement the improvements recommended for Trunk Highway 47.

Will the landscaping buffers be a visual barrier between the Service Road and Trunk Highway 47?

The project team is analyzing the best opportunities to elevate the height of the earth berm, plantings, and potential for a short retaining wall to provide the best possible visual barrier between the Service Road







MnDOT Staff have re-evaluated the need for fence and have been open to alternatives that would replace or eliminate the need for fence in certain areas along the corridor

Numerous engagement meetings have been an important part of the input for staff and the City Council who have directed improved aesthetics along the corridor

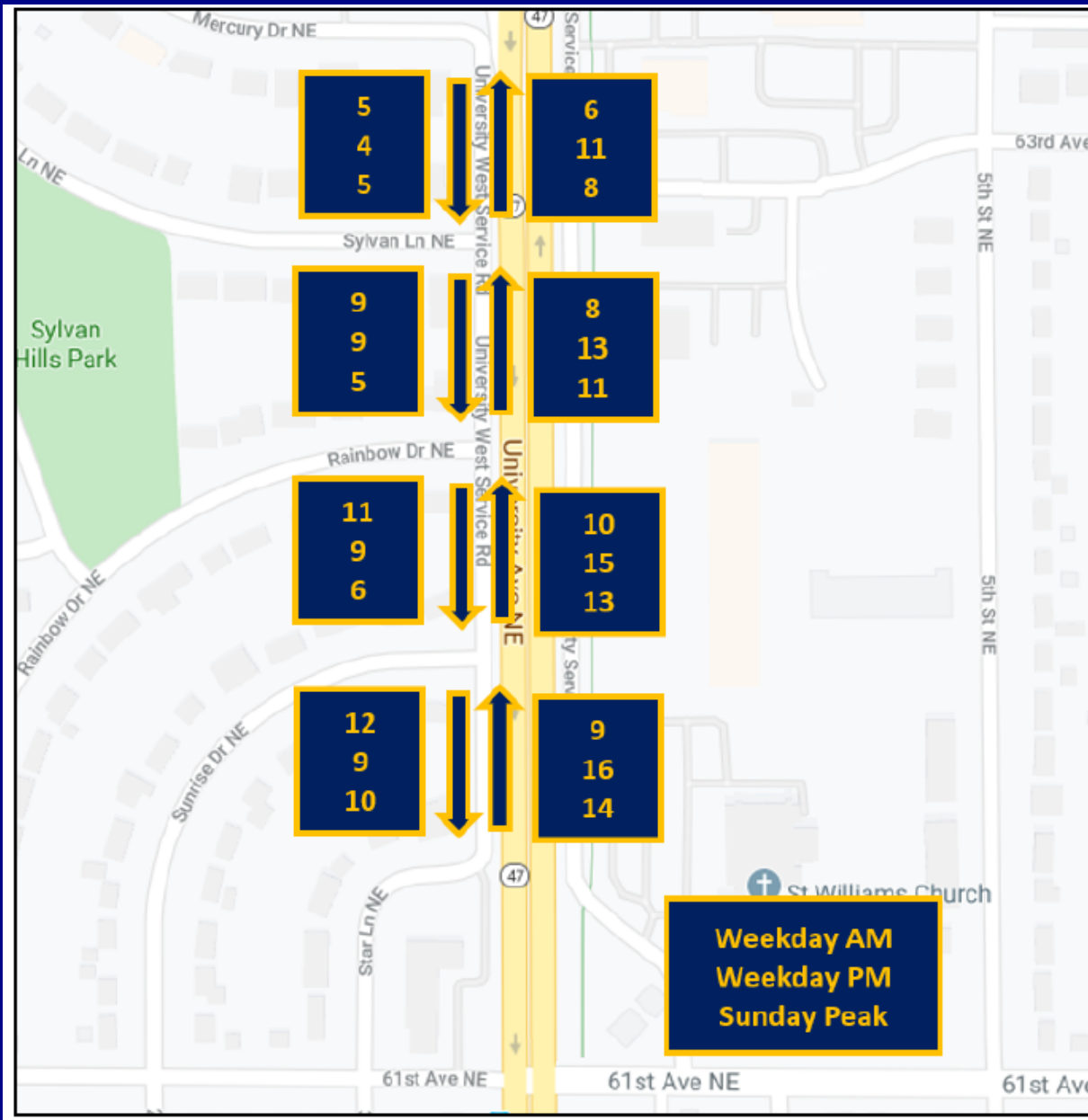
TRAFFIC STUDY

- Weekday traffic counts were collected in September 2019 along corridor
- 24-hour turning movement counts collected in the study area giving directional volumes (including Tuesday night and Sunday)
- Traffic modeling was completed by Spack Consulting in November 2019
- In the City of Fridley most of the local residential streets range in average daily traffic (ADT) from 100 to 2800.



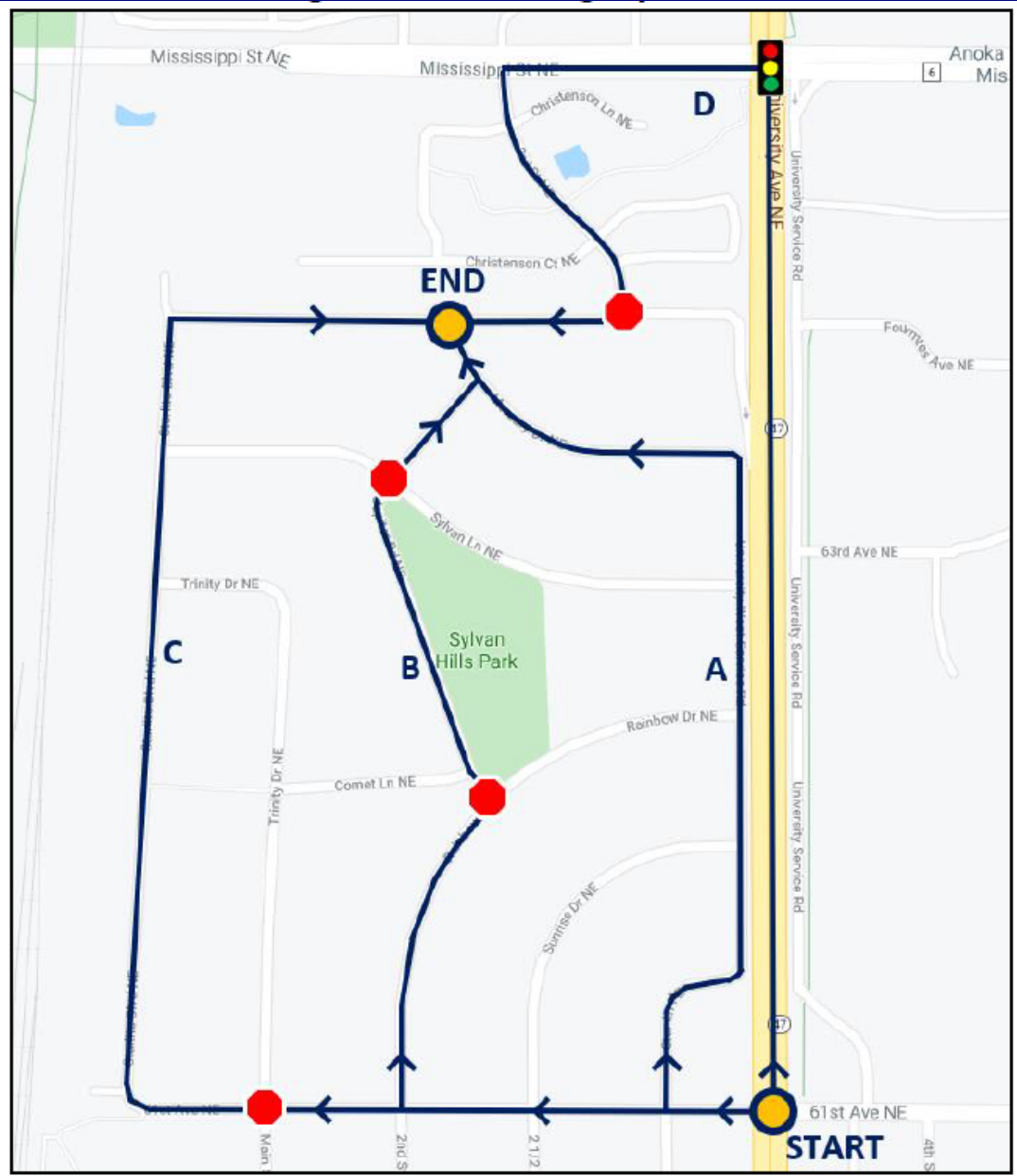
Current Service Road
100 to 300 trips per day total

Weekday slightly higher



Current Service Road
10 to 25 trips in peak hour

Evening slightly higher



Alternate routes were reviewed presuming northbound closure (segment A)

Max increase of ~0.2 miles round trip

Table 1 – Routing Details

Route	Distance (feet)	Number of Turns	Number of Stops
A	2,900	1	0
B	3,090	3	2
C	4,270	1	1
D	4,500	3	2



Alternate Route Increases

An additional vehicle every 6 minutes is the maximum increase of all streets during the peak hour (Rainbow Drive)

Most streets range from an additional vehicle every 10-20 minutes

Weekday and Sunday increases are similar

- In the City of Fridley most of the local residential streets range in average daily traffic (ADT) from 100 to 2800.
- Research from UC Berkley indicates quality of life along a residential street is negatively impacted when the ADT exceeds 1,000. Roadway capacity is several times higher.
- Rainbow Dr = 600 ADT increases to 690 ADT
- Starlite Blvd = 700 ADT increases to 750 ADT
- Jupiter Rd = 500 ADT increases to 575 ADT (from Rainbow Dr to Sylvan Ln)
- Jupiter Rd = 600 ADT increases to 650 ADT (from Sylvan Ln to Mercury Rd)
- The volumes added to these other roadways are anticipated to be small and will not impact the quality of life along these roadways or push any of the roadways above their capacities.