Fridley: University Ave (47) and Hwy 65
Corridor Development Initiative

Workshop 1: February 21, 2019
Workshop 2: March 7, 2019
Workshop 3: March 21, 2019
Workshop 4: April, 4, 2019

City of Fridley

DEPARTMENT OF TRANSPORTATION

LISC Twin Cities
Helping people and places prosper

Workshop I: Gathering Information

Presenters:

- **Scott Hickok,** Community Development Director, City of Fridley
- **Melissa Barnes**, MN Department of Transportation
- **Andy Hingveld**, WSB

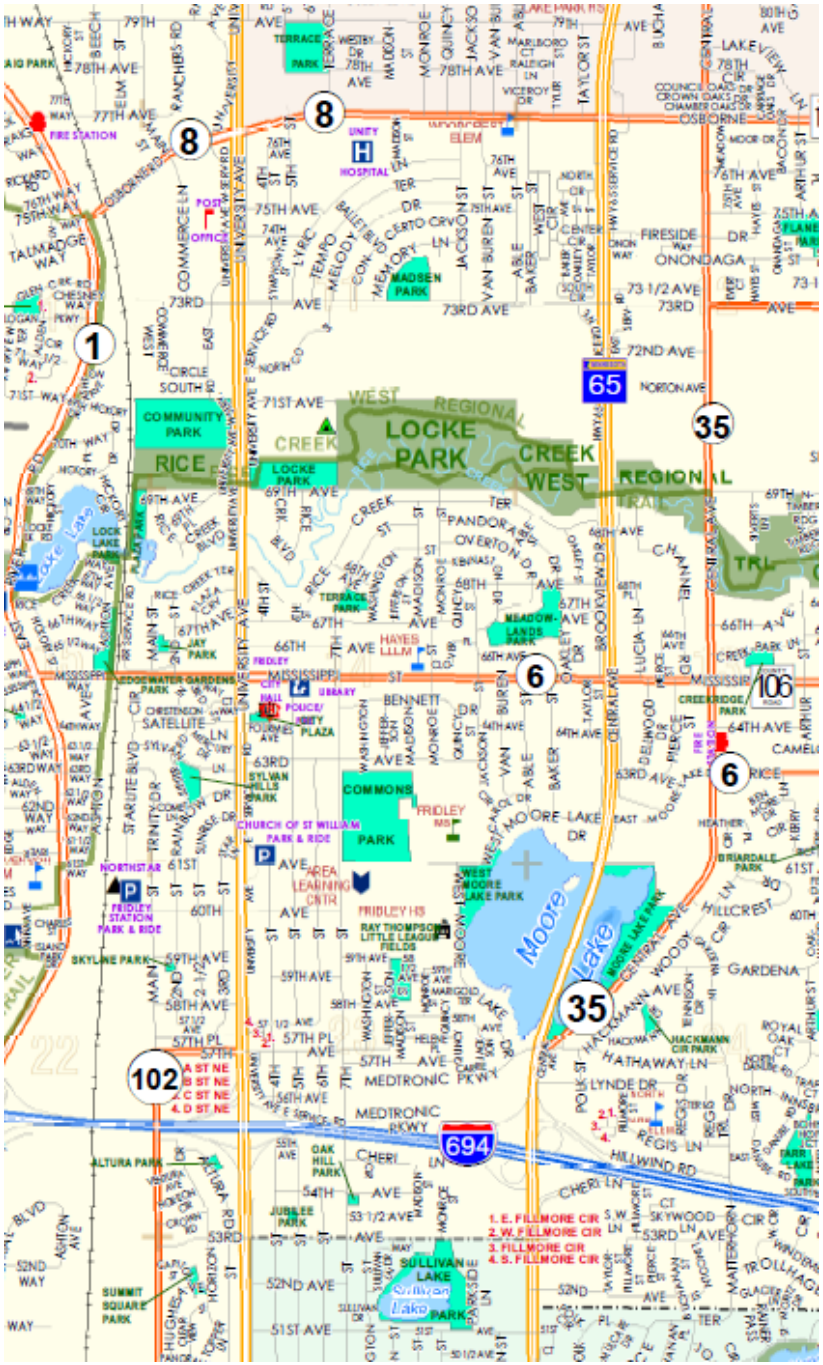
Facilitation:

- **Barbara Raye**, Center for Policy Planning and Performance

Fridley:

University Ave NE (Hwy 47)

Hwy 65



Upcoming Workshops

Workshop II: Street Options Exercise

Thursday, March 7

Workshop III: Panel Discussion – Learning from other cities

Thursday, March 21

Workshop IV: Framing the Recommendations

Thursday, April 4

All workshops will be 6:00 – 8:00 pm

at the Fridley City Hall

City of Fridley Highway 47 and Highway 65

Transportation Planning Background

Overview of Presentation

- Transportation System
  - Roadways, transit, pedestrian and bicycle, freight
- Project Area Nodes
  - TH 47 and TH 65
- Studies and/or Projects Affecting Project Area Nodes
  - MnDOT, Met Council and Anoka County
- Constraints/Considerations
  - Speed, right of way, number of travel lanes
- Identified Issues
  - Concerns identified by public
- Treatments

Transportation System

Transportation System

There are many networks to the overall transportation system. These networks serve a number of users and can compete with one another for space within corridor right of way. Networks in an area can include:

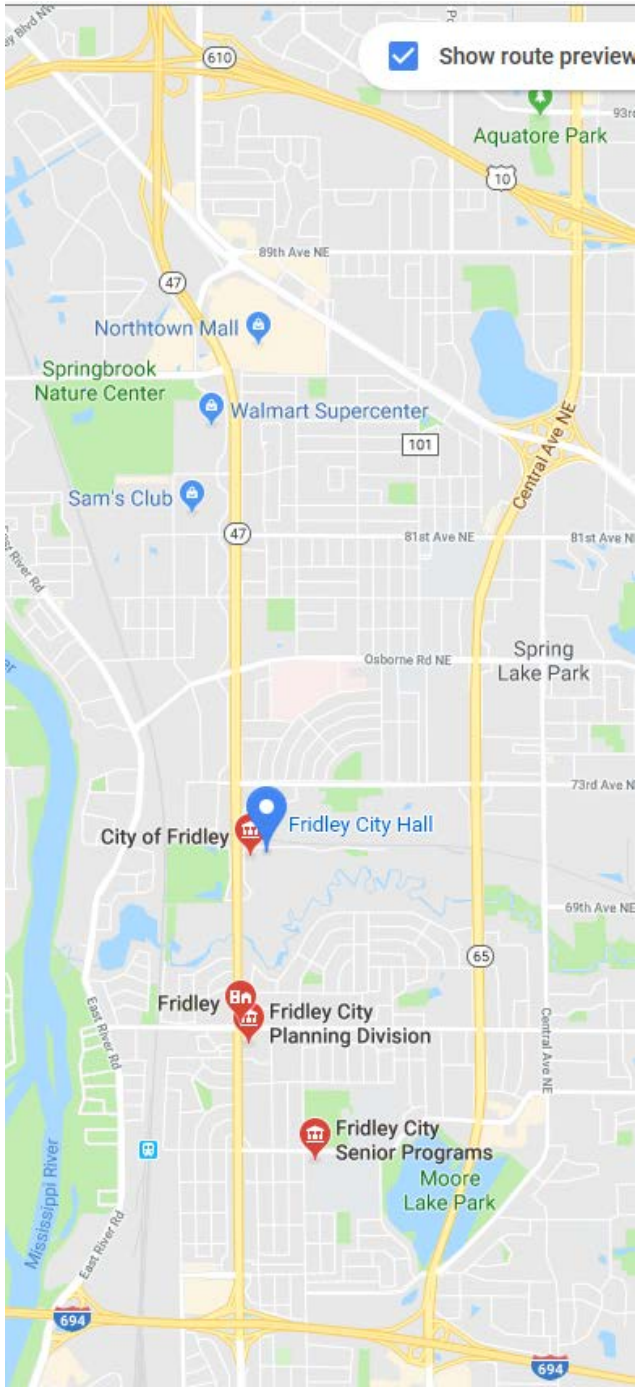
- Roadways
- Transit
- Pedestrian and bicycle
- Freight

Roadway Network

- State roadways
  - Interstate – I-694 is a nearby example
  - US highways – US 10 is a nearby example
  - Trunk highways – TH 47 (University Avenue) and TH 65

  Generally state roadways have the following characteristics:

  - Serve longer trips
  - Have more traffic
  - Provide less access
  - Have higher speed limits
  - Accommodate larger/freight vehicles
  - Pedestrian and bicycle accommodations vary
  - Many forms: freeways, expressways, divided highways, undivided highways

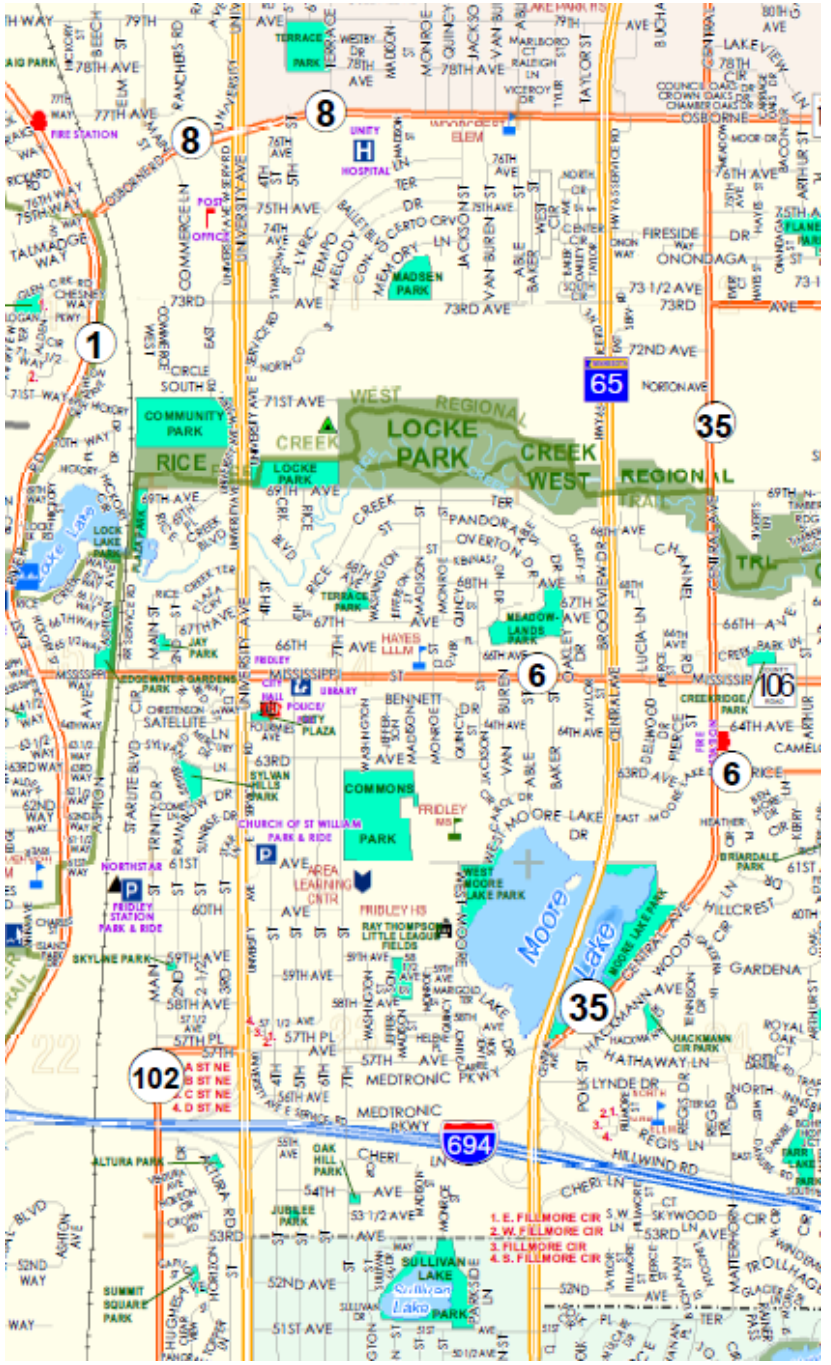


Roadway Network

- County roadways
  - County state aid highway (CSAH) – CSAH 8 (Osborne Road) and CSAH 6 (Mississippi Street)
  - County road (CR) – CR 102 (57th Avenue west of TH 47)

Generally county roadways have the following characteristics:

- Serve medium to longer length trips
- Have more traffic
- Provide less access
- Have higher speeds
- Accommodate larger/freight vehicles
- Pedestrian and bicycle accommodations vary
- Many forms: expressways, divided highways, undivided highways



Roadway Network

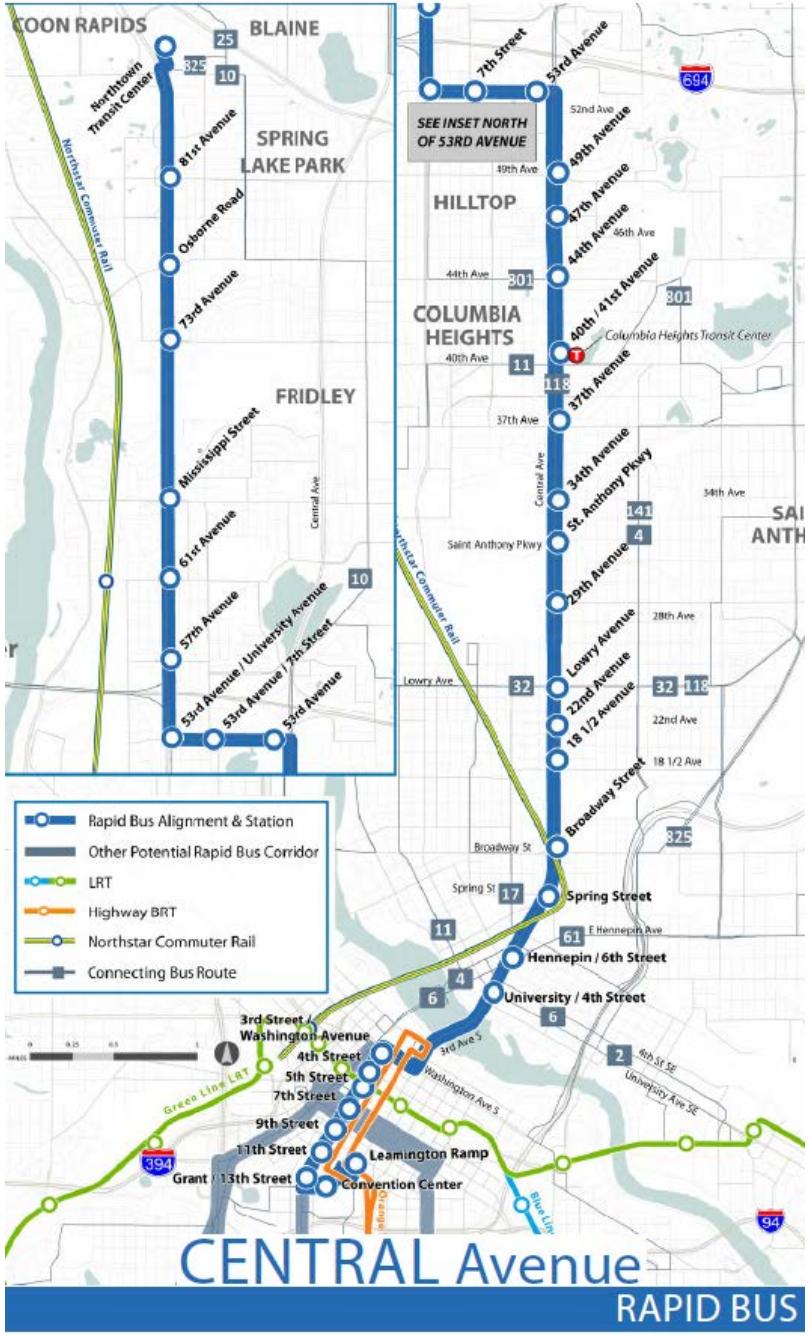
- City roadways
  - Municipal state aid system – receive state funding
  - City street – do not receive state funding

  Generally city roadways have the following characteristics:

  - Serve short- to medium-length trips
  - Have less traffic
  - Provide direct access
  - Have lower speeds
  - Easier to navigate for non-motorized users/pedestrian and bicycle accommodations vary
  - Freight accommodations vary
  - Limited forms: undivided road, divided roadways

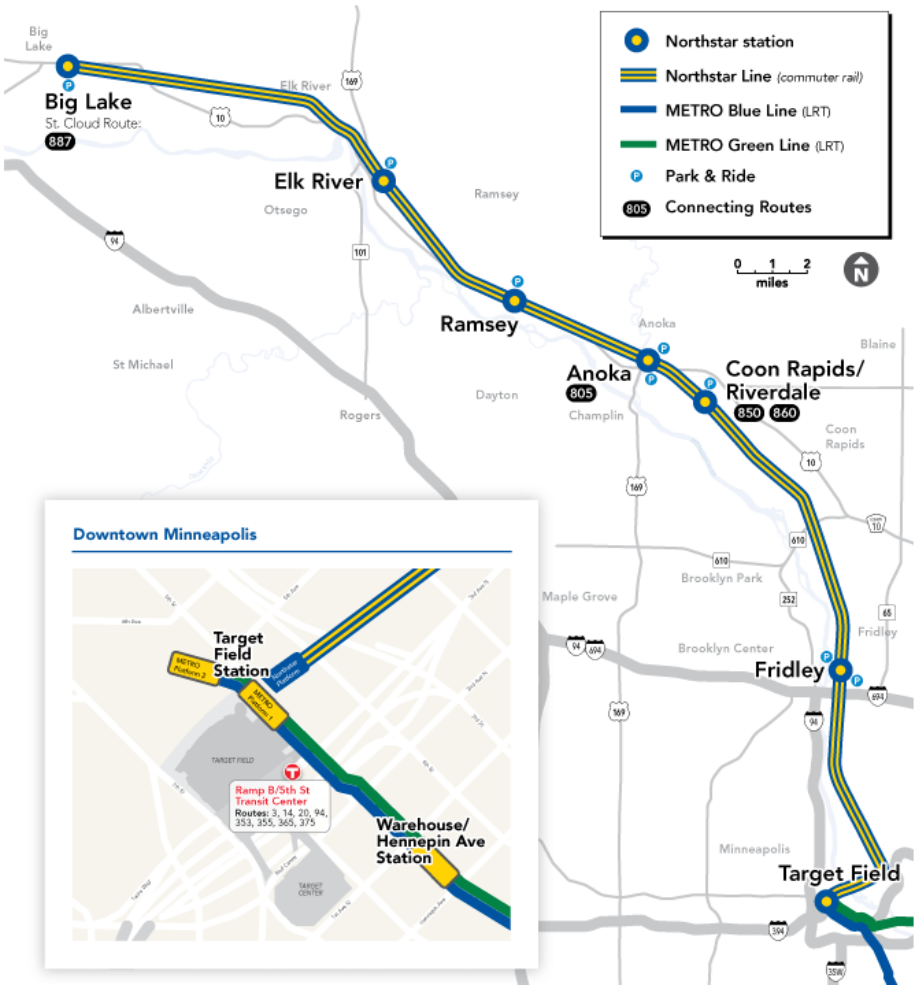
Transit Network

- Bus transit
  - Local route – generally provides more frequent service – has set starting and ending points and stops (10 – TH 47, CSAH 8, 53rd Ave, and TH 65 from Medtronic Parkway to the south; 801 – TH 47 frontage road at 53rd Avenue and to the south)
  - Limited stop – may provide similar service route connectivity as local route – has set starting and ending points and more limited stops in between (824 –TH 47; 59 – TH 65)
  - Express route – generally provides AM and PM peak commute service to downtown – limited number of stops (854 – TH 47)
  - Bus rapid transit – more of a light rail feel, fewer stops, longer connection (Central Avenue identified in transitway study – on TH 47 and 53rd Ave in Fridley – not funded)
- Park and ride lots
  - 61st Avenue near intersection with TH 47



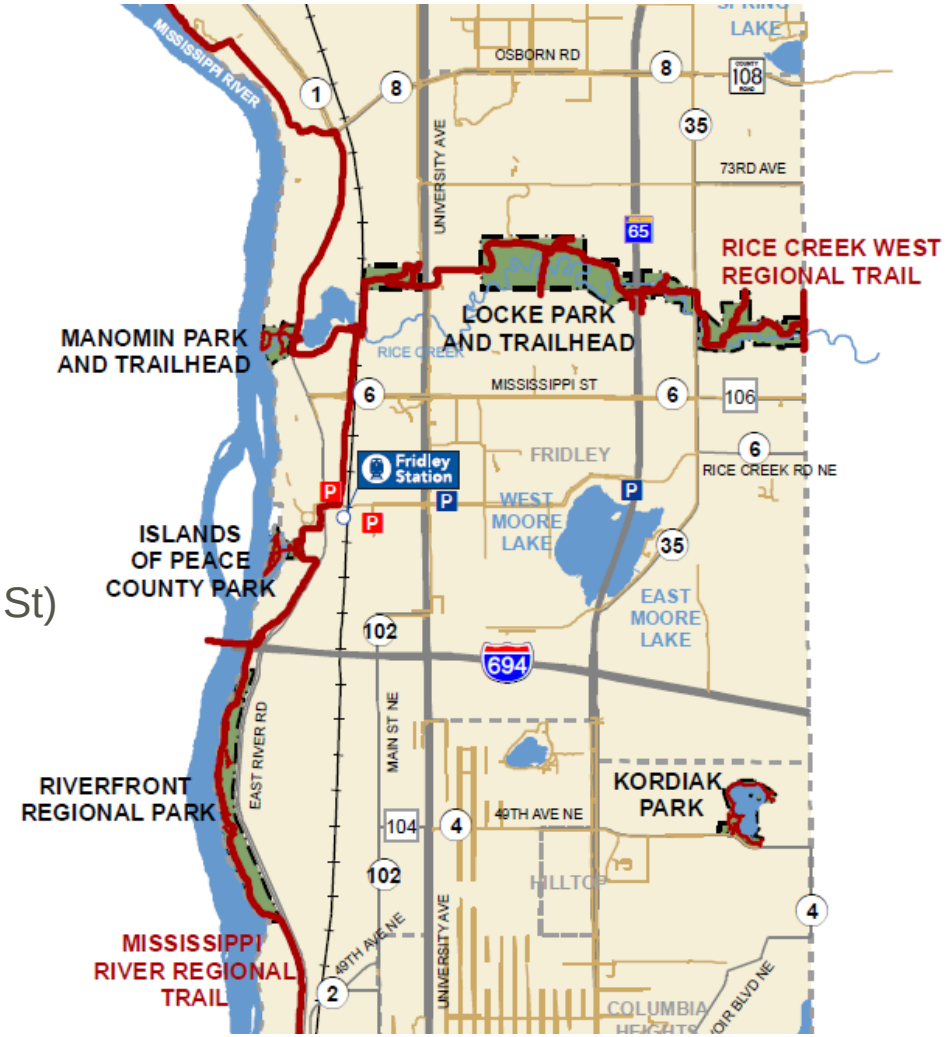
Transit Network

- Rail transit
  - Light rail transit – not in project area
  - Commuter rail (Northstar) – near project area – west of TH 47 off of 61st Avenue – serves commuter trips between Big Lake and Minneapolis
  - Northern Lights Express – Duluth to the Twin Cities – no stops in Fridley closest stop is Coon Rapids



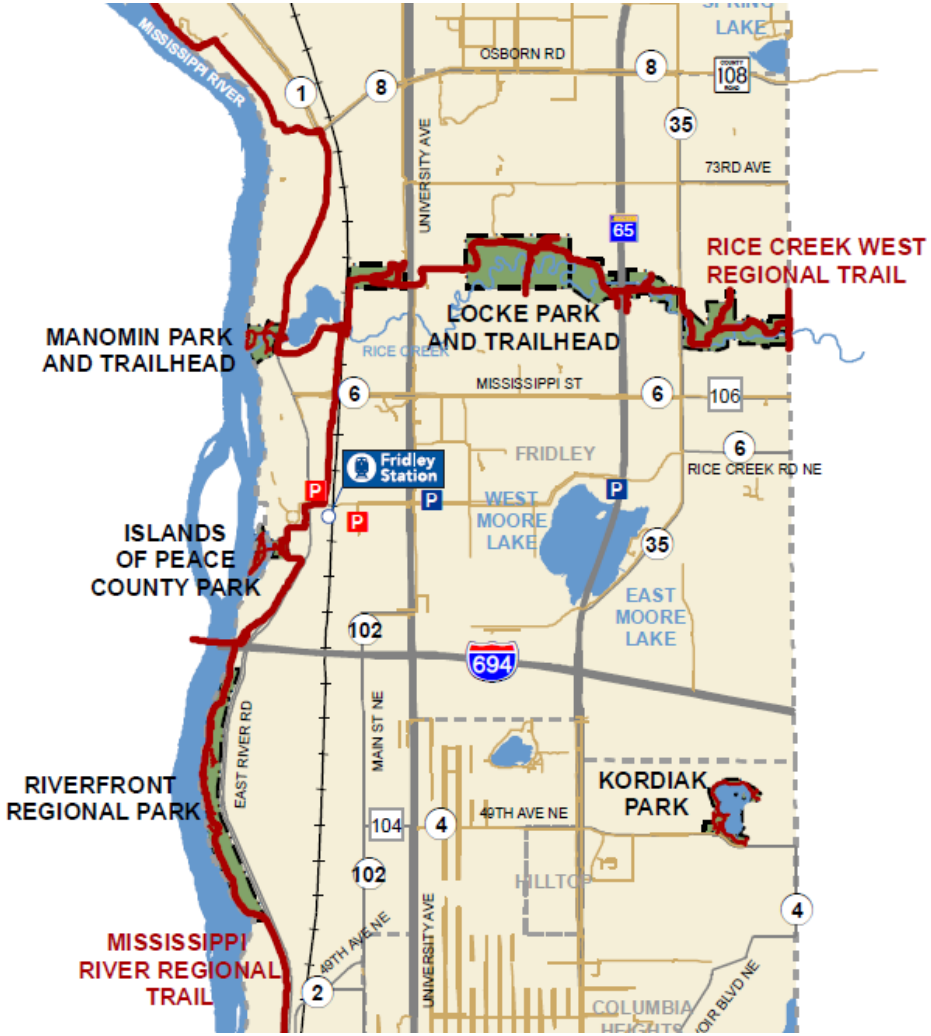
Pedestrian and Bicycle

- Trails and sidewalks
  - Regional trails – Rice Creek West Regional Trail
  - County trails – located along county roadways or in county parks (Springbrook Nature Center or Kordiak Park – outside study area)
  - City trails/sidewalks –
    - East side of TH 47 61st Ave to Fourmtes Ave NE; CSAH 6 (Mississippi St) to University Service Road (Community Park); west side of TH 47 from University Service Road to CR 132 (85th Avenue)
    - Osborne (CSAH 8) – west of TH 47 to Moundsview
    - 73rd Avenue – TH 47 to Moundsview
    - Mississippi (CSAH 6) – west of TH 47 to Moundsview



Pedestrian and Bicycle

- Trails and sidewalks
  - City trails/sidewalks (continued) –
    - 63rd Ave – portions east of TH 47
    - 61st Ave – west of TH 47 to Central Ave
    - 57th Ave – west of TH 47 to Main St
    - 53rd Ave – east of Monroe (near TH 65)



Freight

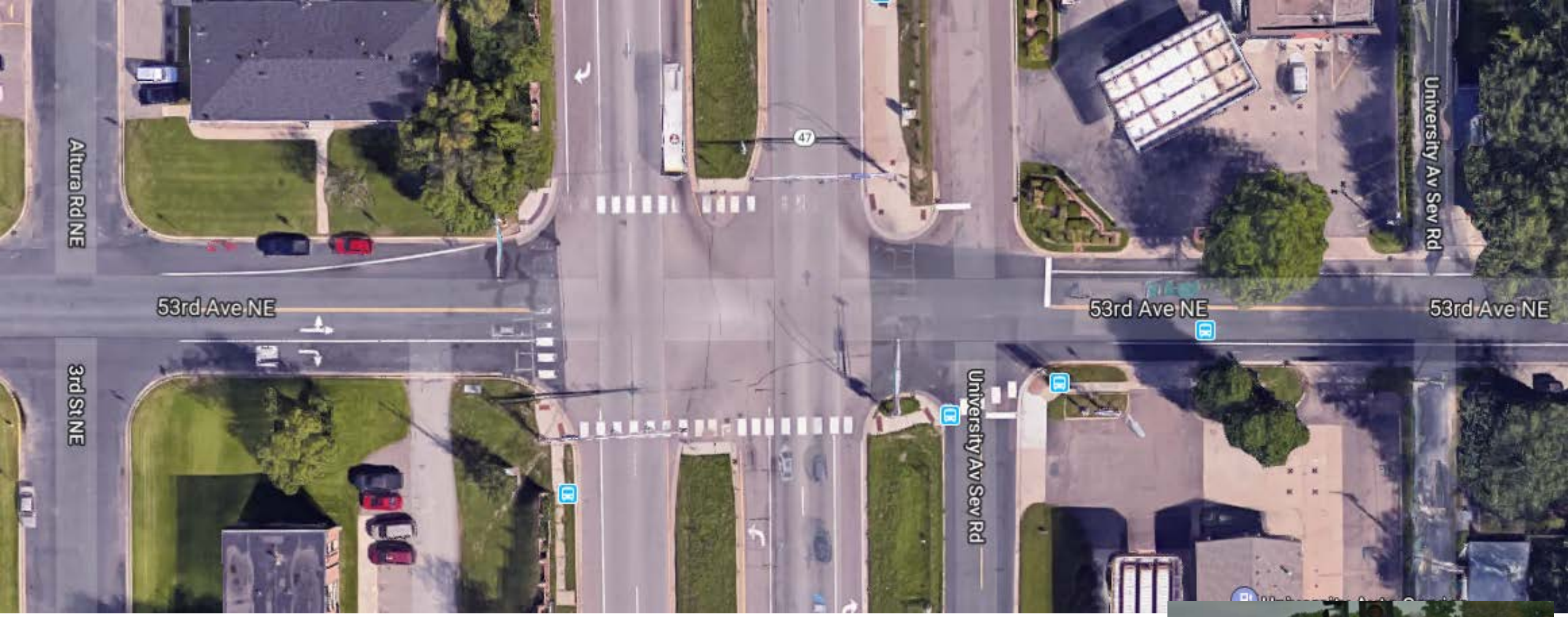
- Primary roadways
    - TH 47 – approximately 1,250 trucks a day out of 32,500 – 34,000 vehicles (2017). Metro area study identified it as a Tier 2 freight corridor.

      Identified as a truck delay hotspot in Minneapolis and Fridley.
    - TH 65 – approximately 880 trucks a day out of 30,500 – 31,500 vehicles (2017). Metro area study identified it as a Tier 1 freight corridor.
    - I-694 and US 10 (outside study area)
- Railway
    - Spur crossing of TH 65 souths of 72nd Avenue NE (not near roadway crossings/intersections)
    - BNSF line west of TH 47

Project Area Nodes

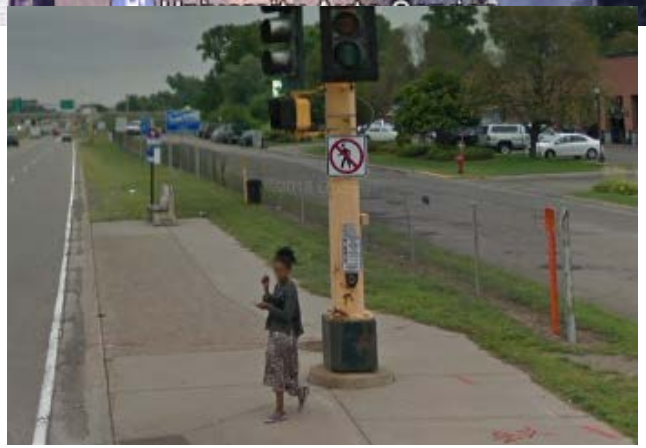
TH 47 Focus Area

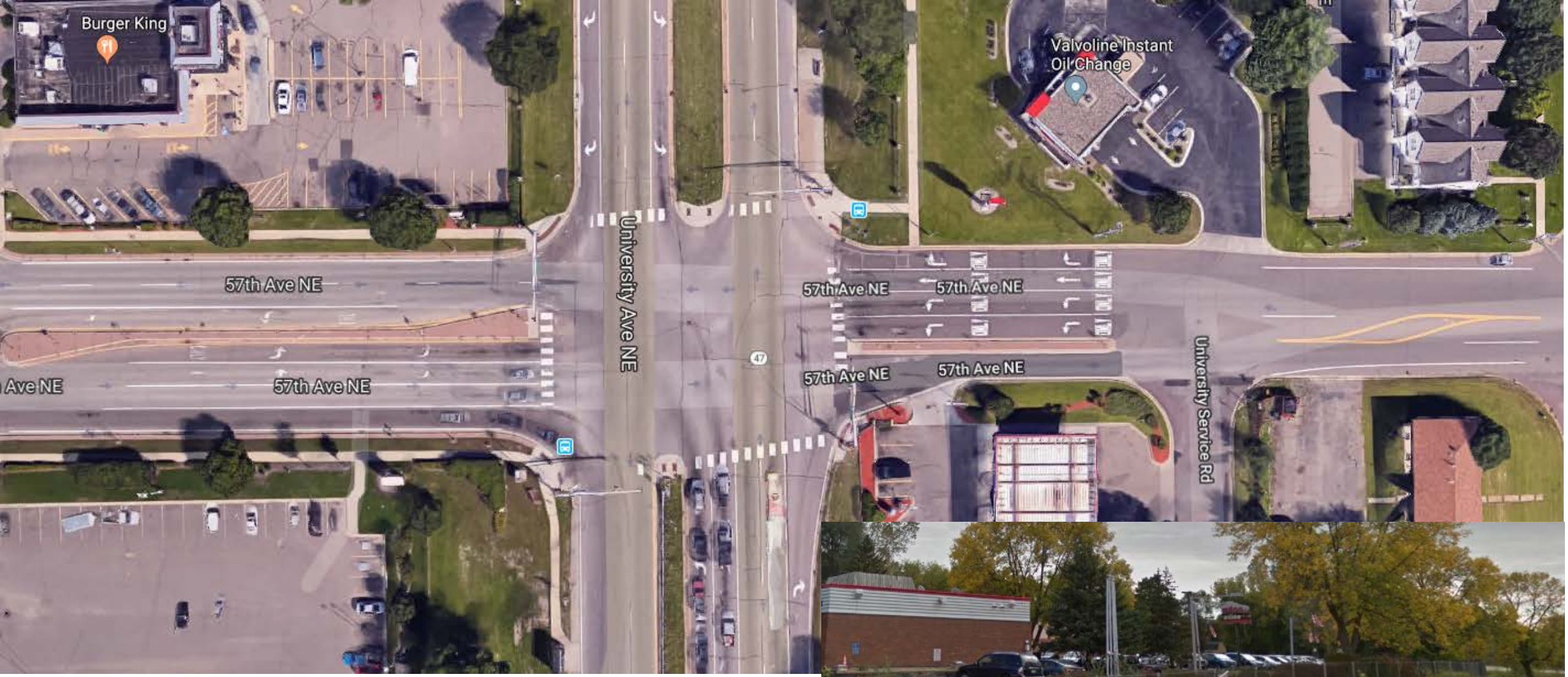
- Focus area between 53rd Avenue NE to CSAH 8 (Osborne)
- Key intersections
  - 53rd Ave
  - 57th Ave
  - 61st Ave
  - CSAH 6 (Mississippi St)
  - University Service Road/University East Service Road/69th Ave
  - 73rd Ave
  - CSAH 8 (Osborne Rd)



TH 47 and 53rd:

- Long crossings – median refuge does not have push button
- ADA deficiencies – crossing alignment, count down timers, aps missing on east side
- Infrastructure condition – fencing, noise wall on west side of corridor, signal poles, ped ramps, pavement, sidewalks
- Lacks east-west connectivity for pedestrians/bicyclists
- Limited landscaping treatments
- Bus stop has sidewalk; no shelters





TH 47 and 57th:

- Long crossings – median refuges have push buttons; skew angles
- ADA deficiencies – count down timers, get trapped in a tight area by Super America
- Infrastructure condition – fencing south side of intersection, signal poles, ped ramps, sidewalks
- Bus stop has sidewalk; south side has a shelter, north side does not
- Some landscaping
- Connectivity to the west for pedestrians/bicyclists, none to east

TH 47 and 61st:

- Shorter crossing than most – no median refuge
- ADA deficiencies – count down timers, slight skew/alignment concerns
- Infrastructure condition – fencing north side of intersection, nice fencing south side of intersection
- Bus stop has sidewalk; south side has a shelter, north does not
- Limited landscaping treatments – nearby trees on west side of corridor for development; fence on east side of corridor in front of new development (south side of intersection)
- East-west connectivity for pedestrians/bicyclists

TH 47 and CSAH 6:

- Long crossings – median refuge with push button
- ADA deficiencies – count down timers, slight skew/alignment concerns
- Infrastructure condition – fencing north side of intersection, fencing condition on east side on the south side of the intersection; nice fence on west side of the south side of the intersection
- Bus stop has sidewalk; south side has a shelter, north does not
- Some landscaping treatments
- East-west connectivity for pedestrians/bicyclists

TH 47 and 69th Ave:

- Shorter crossings compared to other intersection – no median refuge or push buttons
- ADA deficiencies – count down timers
- Infrastructure condition – better than other intersections along the corridor
- Bus stop has sidewalk; no shelters
- Limited landscaping/aesthetics
- East-west connectivity for pedestrians/bicyclists

TH 47 and 73rd Ave:

- Long crossings – skew of intersection adds to length, median refuge with push button on TH 47, small refuge on north side of intersection; no median refuge push button on 73rd
- ADA deficiencies – count down timers, lining up of crossings
- Infrastructure condition – signal poles, ped ramps, pavement, sidewalks, medians
- Bus stop has sidewalk; no shelter on north side of intersection; shelter on south side of intersection
- Limited landscaping/aesthetics
- East and north-south connectivity for pedestrians/bicyclists; lack of connectivity to the west

TH 47 and CSAH 8:

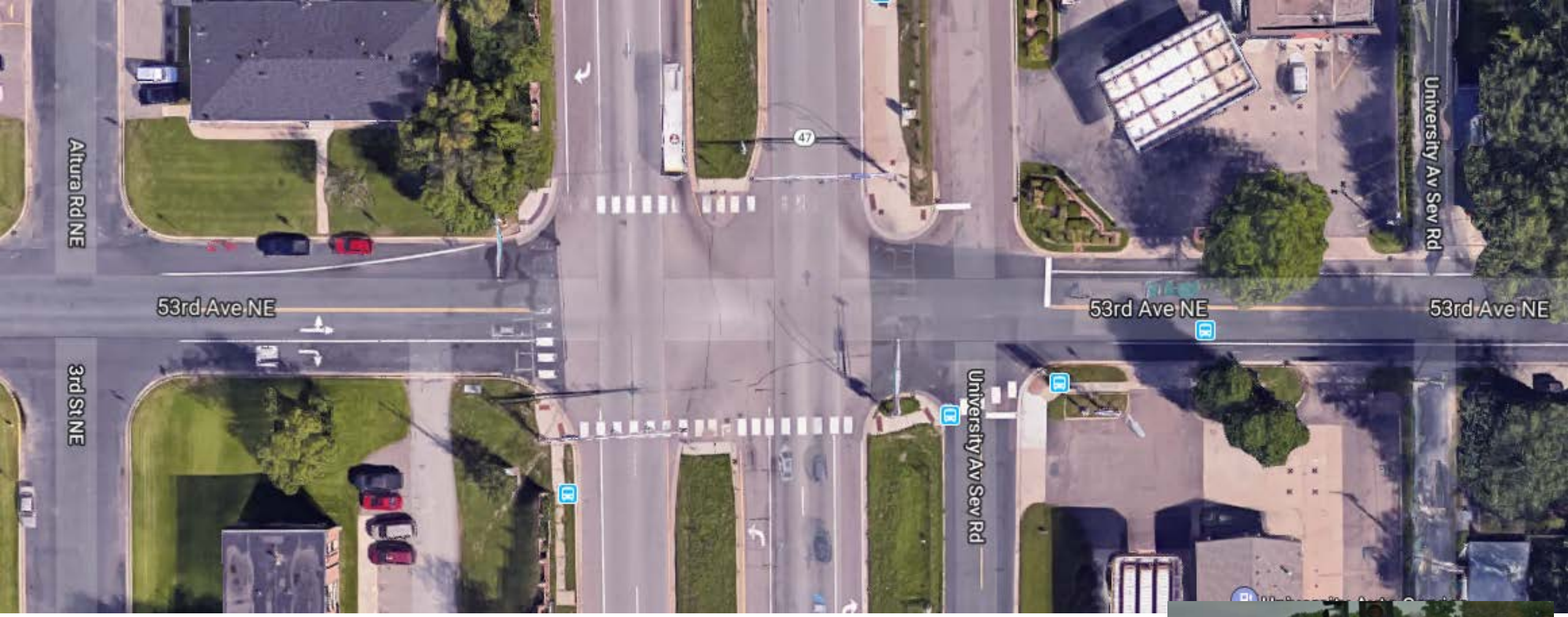
- Long crossings – skew of intersection adds to length, median refuge with push button on TH 47, no median refuge push button on CSAH 8
- ADA deficiencies – count down timers
- Infrastructure condition – signal poles, ped ramps, pavement, sidewalks
- Bus stop has sidewalk; no shelter
- No landscaping/aesthetics
- East-west and north south connectivity for pedestrians/bicyclists

TH 47 and CSAH 8:

- Long crossings – skew of intersection adds to length, median refuge with push button on TH 47, no median refuge push button on CSAH 8
- ADA deficiencies – count down timers
- Infrastructure condition – signal poles, ped ramps, pavement, sidewalks
- Bus stop has sidewalk; no shelter
- No landscaping/aesthetics
- East-west and north south connectivity for pedestrians/bicyclists

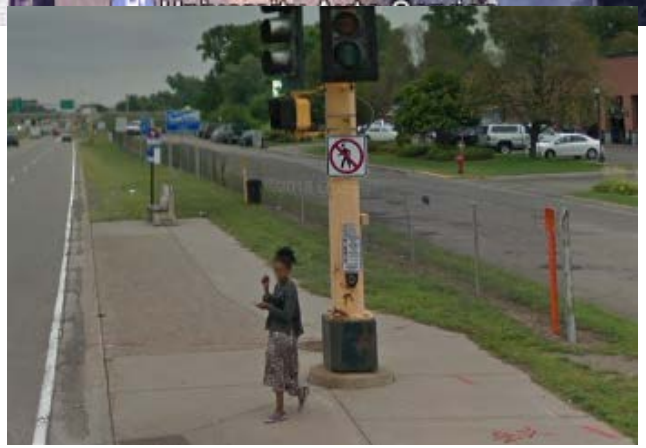
TH 65 Focus Area

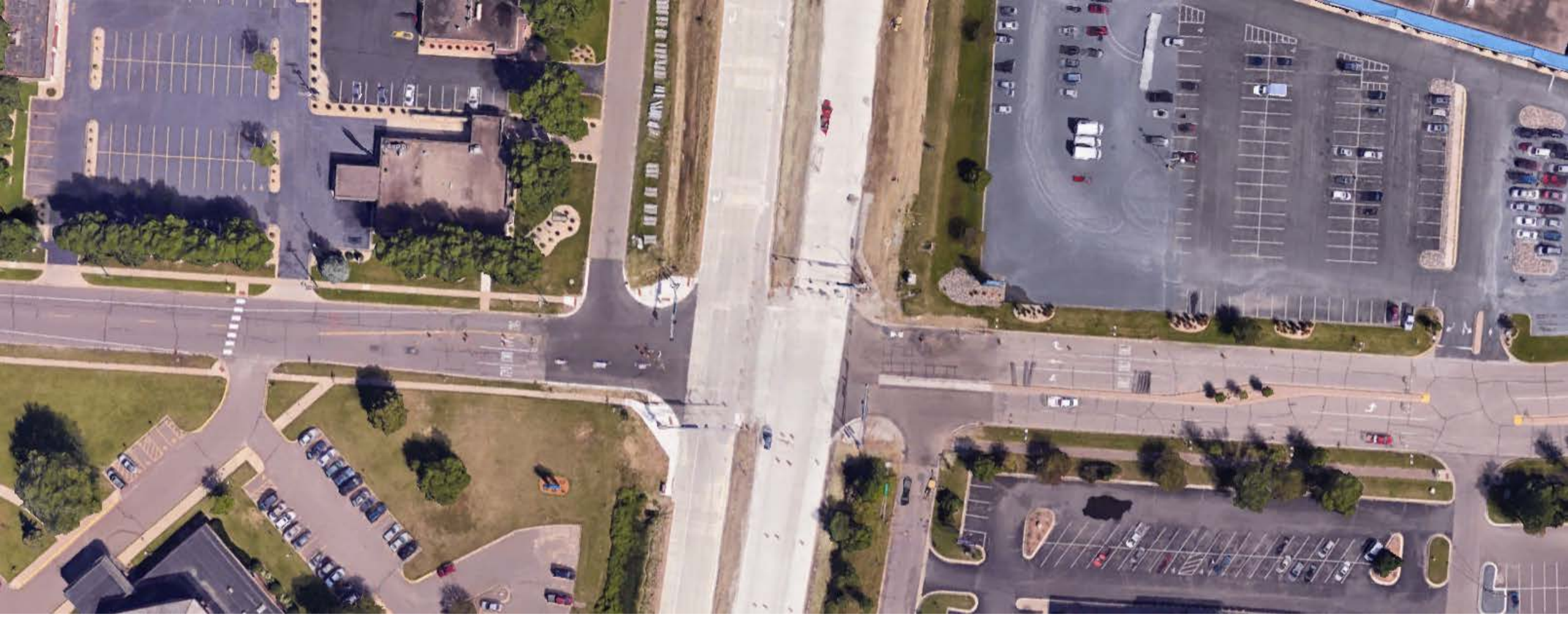
- Focus area between 53rd Avenue NE to CSAH 8 (Osborne)
- Key intersections
  - 53rd Ave
  - Moore Lake Drive
  - CSAH 6 (Mississippi St)
  - 73rd Ave
  - CSAH 8 (Osborne Rd)



TH 65 and 53rd:

- Long crossings – median refuge does not have push button
- ADA deficiencies – crossing alignment, count down timers, aps missing on east side
- Infrastructure condition – fencing, noise wall on west side of corridor, signal poles, ped ramps, pavement, sidewalks
- Lacks east-west connectivity for pedestrians/bicyclists
- Limited landscaping treatments
- Bus stop has sidewalk; no shelters





TH 65 and Moore Lake:

- Long crossings – median refuges have push button
- ADA deficiencies – many addressed in recent construction
- Infrastructure condition – intersection is good – tie-ins (sidewalk, sidestreet, etc.) are less so
- East-west connectivity for pedestrians/bicyclists
- Limited landscaping treatments
- Bus stop has sidewalk; no shelters

TH 65 and CSAH 6:

- Long crossings – median refuges have push button
- ADA deficiencies – many addressed in recent construction
- Infrastructure condition – intersection is good – tie-ins (sidewalk, sidestreet, etc.) are less so
- East-west connectivity for pedestrians/bicyclists
- Limited landscaping treatments – but many trees near intersection quadrants
- Bus stop has sidewalk; no shelters

TH 65 and 73rd:

- Long crossings – median refuges have push button
- ADA deficiencies – many addressed in recent construction
- Infrastructure condition – intersection is good – tie-ins (sidewalk, sidestreet, etc.) are less so
- East-west connectivity for pedestrians/bicyclists
- No landscaping treatments
- Bus stop has sidewalk; no shelters

TH 65 and CSAH 8:

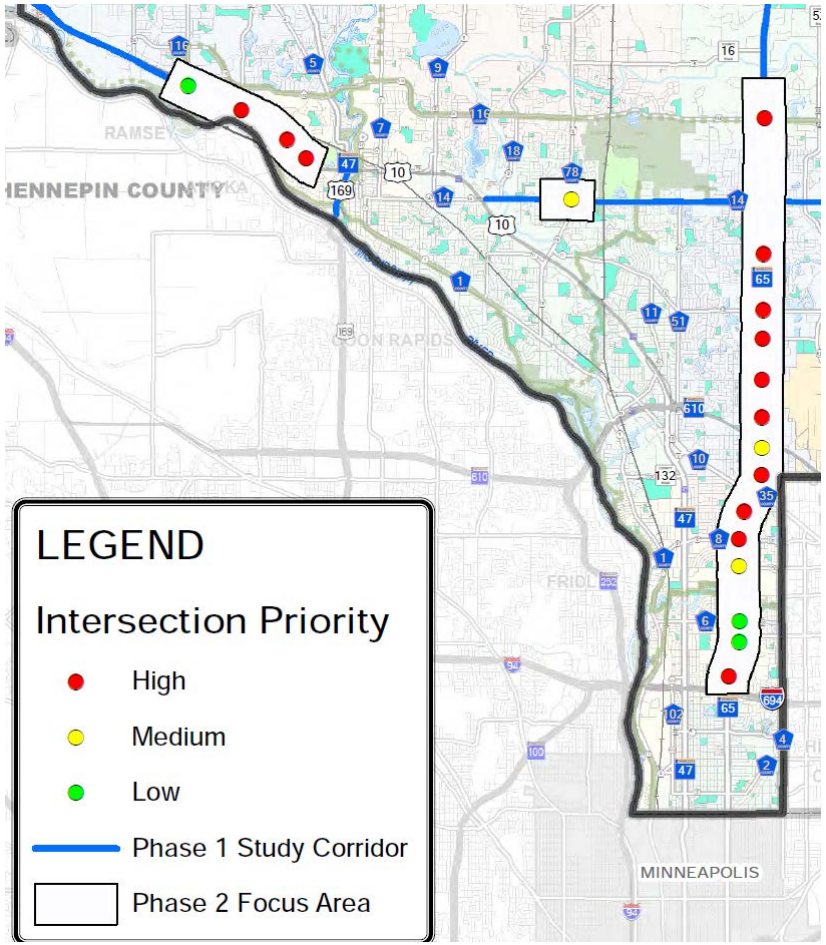
- Long crossings – median refuges have push button; median refuge on east side of CSAH 8
- ADA deficiencies – many addressed in recent construction
- Infrastructure condition – intersection is good – tie-ins (sidewalk, sidestreet, etc.) are less so
- East-west connectivity for pedestrians/bicyclists
- No landscaping treatments
- Bus stop has sidewalk; no shelters

Studies and/or Projects

Identified Needs/Improvements

There are a number of regional and local studies that have occurred that have identified improvements that could impact the study area. Funding and timing has not been identified for all of the improvements:

- Principal Arterial Intersection Conversion Study (Met Council/MnDOT)
  - TH 65 and CSAH 8 (high priority)
  - TH 65 and 73rd (medium priority)
  - TH 65 and CSAH 6 (low priority)
  - TH 65 and Moore Lake Drive (low priority)



Of the 91 intersections, 34 were categorized as high-priority for grade-separation. The high-priority intersections exhibit needs that justify high-capacity at-grade improvements or grade-separation. These intersection locations should be addressed in more detail to determine the right-sized investments. The medium-priority intersections typically do not need grade-separation based on current demand. However, additional studies could show needs for high-capacity at-grade improvements or limited needs for grade-separated elements.

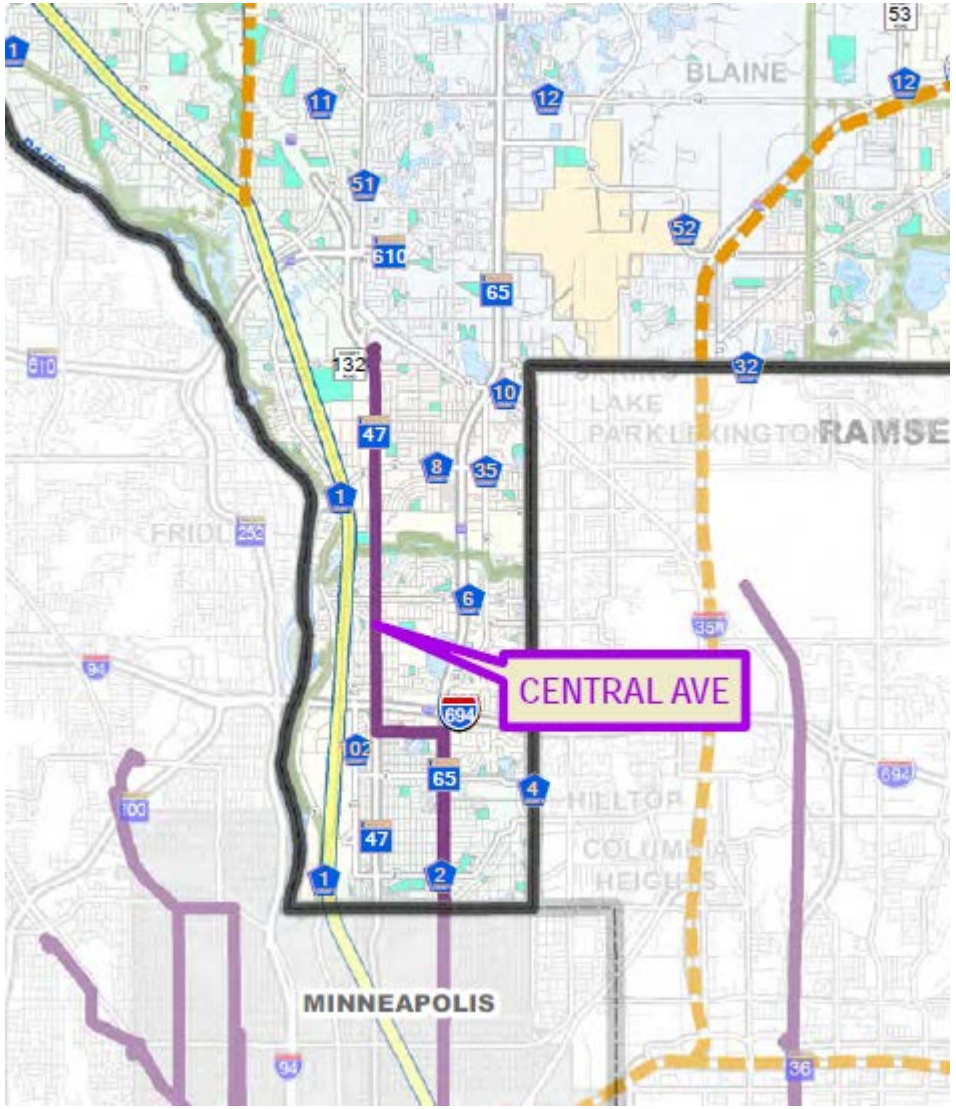
Identified Needs/Improvements

- Regional Truck Highway Corridor Study (Met Council)

The objective of this phase of the study was to identify key regionally important truck freight corridors in the Twin Cities metropolitan area, from among principal and minor arterials.

  - TH 65 is a Tier 1 truck route
  - TH 47 is a Tier 2 truck route – has one of the top 30 delays; south of I-694 there are more problems (safety, additional delay)

- Transportation Policy Plan – Enhanced Transit Revenue Scenario (Met Council)
  - Central Avenue BRT in Fridley



Identified Needs/Improvements

- CSAH 8 Roadway Modification (Anoka County and Cities of Fridley and Spring Lake Park) (2019/2020 for some improvements)
  - Proposed road diet – going from four-lanes to three lanes
  - Intersection at TH 47 similar to today
  - Intersection at TH 65 some changes:
    - Eliminate second through lane eastbound

Figure 1: Existing Lane Configuration

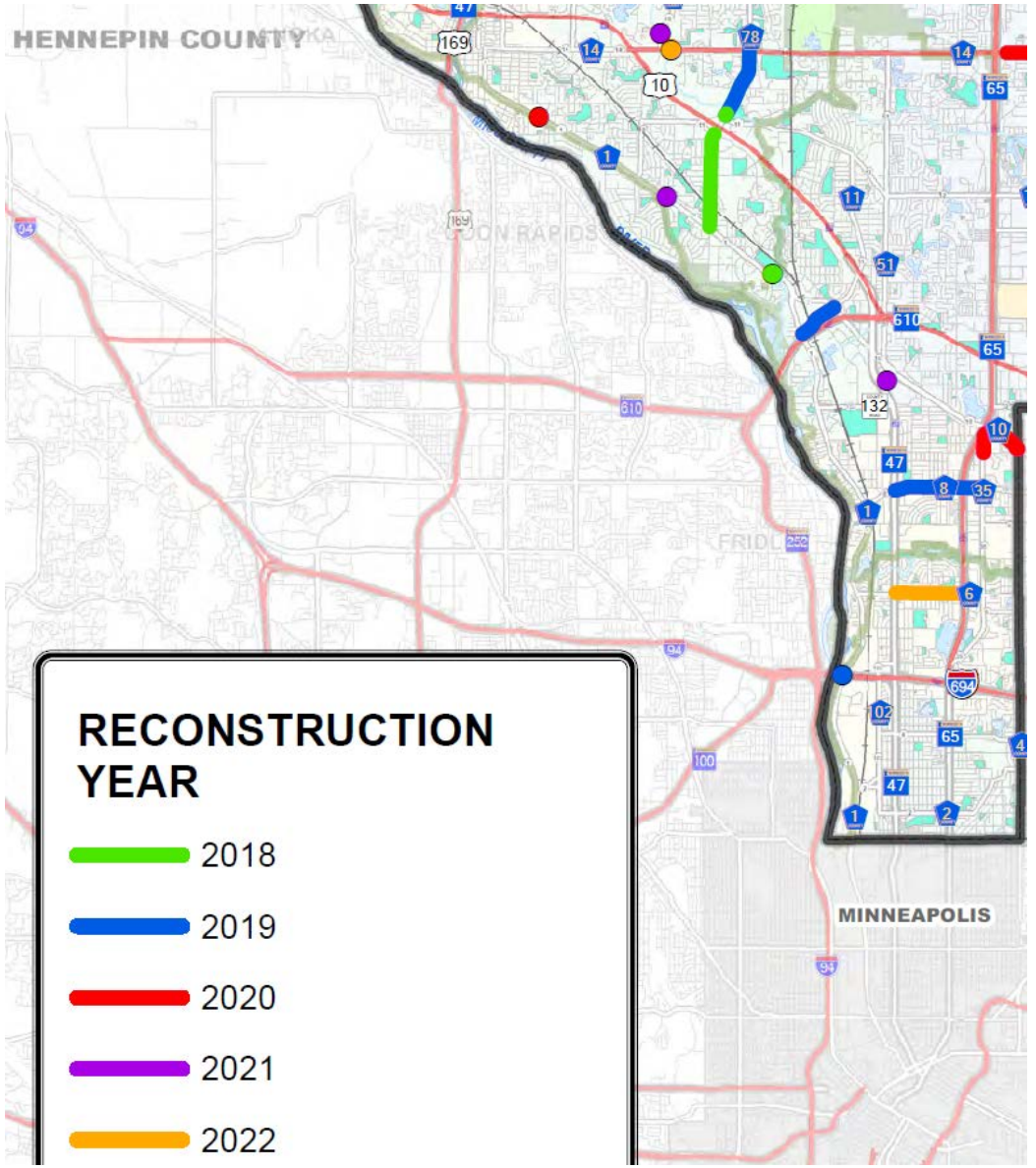
Figure 2: Proposed Lane Configuration

Identified Needs/Improvements

- CSAH 6 Reconstruction (Anoka County and City of Fridley) (2021 consultant services – 2023 reconstruction).

  Project limits are from CSAH 1 (East River Road) to Ramsey County border (Stinson Blvd)

  - Pavement problems
  - Structurally deficient rail bridge



Constraints/Considerations

Speed

- MnDOT is the agency that can modify speed limits
- There are several criteria that go into establishing speed limits these factors include:
  - Road type and condition
  - Location and type of access
  - Length of roadway
  - Existing traffic control devices
  - Crash history and sight conditions
  - Speed study – 85th percentile speeds is traditional
  - In locations where there are high pedestrian and bicyclist activities there may be opportunities to consider a lower percentile
- Traditionally studies generally result in higher posted limits if limits are below statutory limits

Right of Way

- Right of way is the space in which transportation improvements can be made. The land is owned or there is an easement for transportation uses
- If improvements extend beyond existing right of way limits, additional land or easements on the land must be purchased
- Connecting roadway right of way – varies by owner, and type of roadway

Number of Travel Lanes

- Overall traffic volumes on TH 47 and TH 65 are over 30,000 vehicles a day. With that amount of traffic, options are not likely to include eliminating travel lanes on the roadways.
- Anoka County studies have identified the potential for reducing to a three-lane roadway along sections of CSAH 8. Intersections with TH 47 and TH 65 are proposed to remain similar to existing conditions with the exception of remarking the existing through/right-turn in the eastbound direction as a right-turn only lane.
- Anoka County intends to study CSAH 6 in the next few years, its volumes are generally lower than those on CSAH 8. It presently is a four-lane roadway, so there may be opportunities to narrow the roadway corridor. Intersection operations will be a part of that study.

Identified Issues

Identified Issues

- Safety – high crash locations identified in Anoka County 2040 Plan
  - CSAH 8 (Osborne) and TH 47 and TH 65
  - TH 47 and 73rd
- Safety – emergency vehicle access (TH 47) near city hall
- Safety – people crossing the roadway at mid-block or going against walk/don’t walk indicators
- Safety – length of crossing and time provided
- Signal timing – wait time at intersections on TH 47 and TH 65 and crossing streets

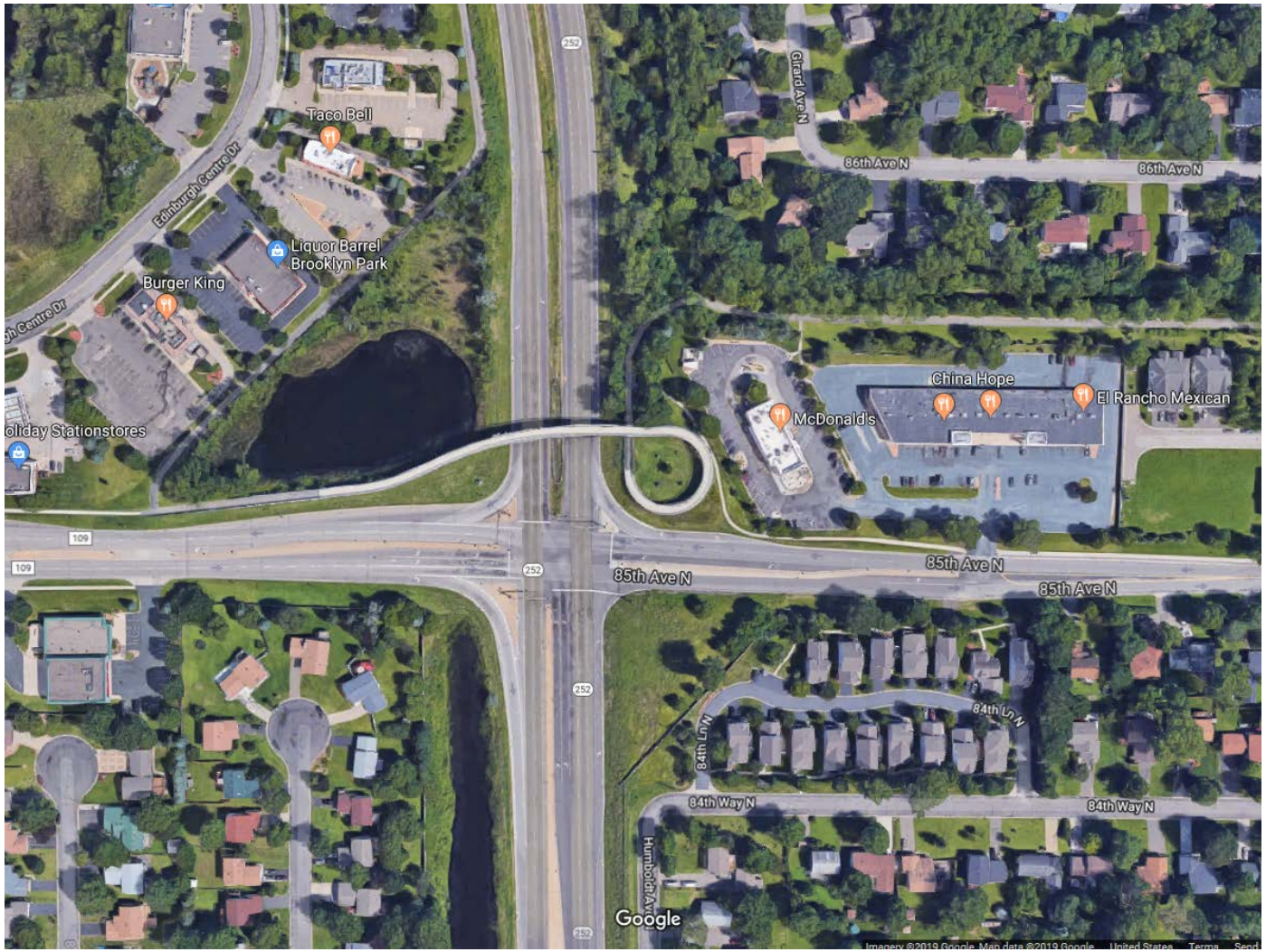
Identified Issues

- Signal timing – wait time at intersections on TH 47 and TH 65 and crossing streets
- Lighting – lack of pedestrian scale
- Chain-link fence (TH 47)
- Infrastructure condition
- Overall corridor appearance
- Consistency with ADA requirements – TH 47 and cross streets
- Transit shelters – lack of, inconsistent application

Treatments

Overpasses and Underpasses

- Should be a part of a connected network
- Use
- May need to limit/eliminate at-grade crossing opportunities
- Lighting, drainage, graffiti removal and security can be challenges for underpasses
- Expensive

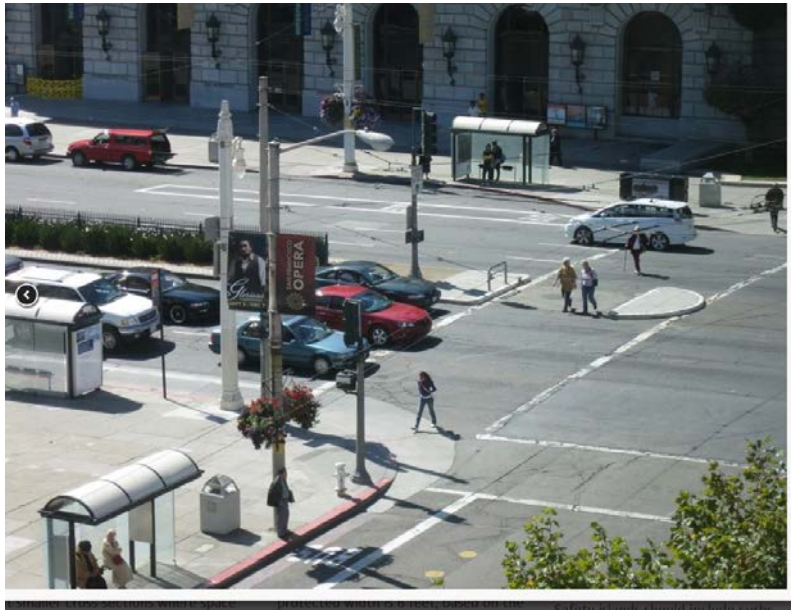


Lighting

- Pedestrian scale
- Focus at intersection and along cross streets
- Illuminate walking areas

Raised or Depressed Pedestrian Crossing/Crossing Islands

- Good application on cross streets
- Potential to enhance median treatment on mainline (larger median area)
- Incorporate push button on mainline



High Visibility Crosswalks

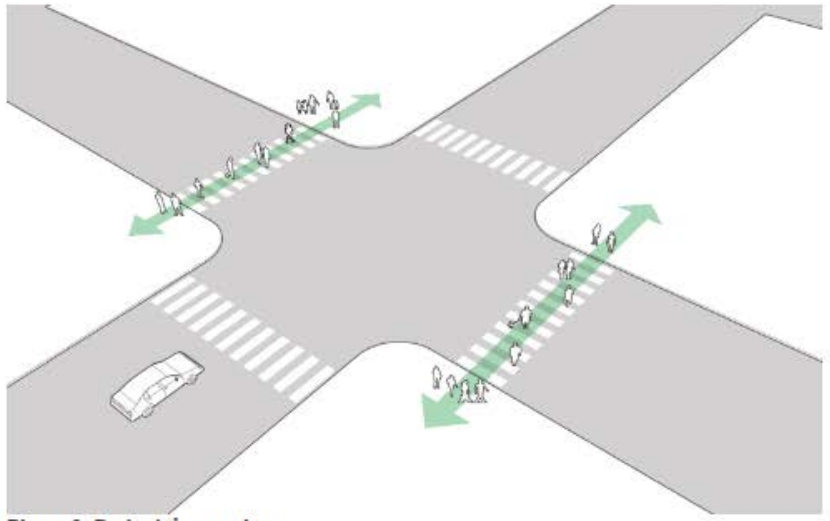
- Large markings
- More durable materials
- Regular maintenance
- Consider Minnesota weather – snow plows
- Incorporate stop bars

Curb Extensions

- Good application on cross streets
- Potential to enhance median treatment on mainline (larger median area)
- Incorporate push button on mainline

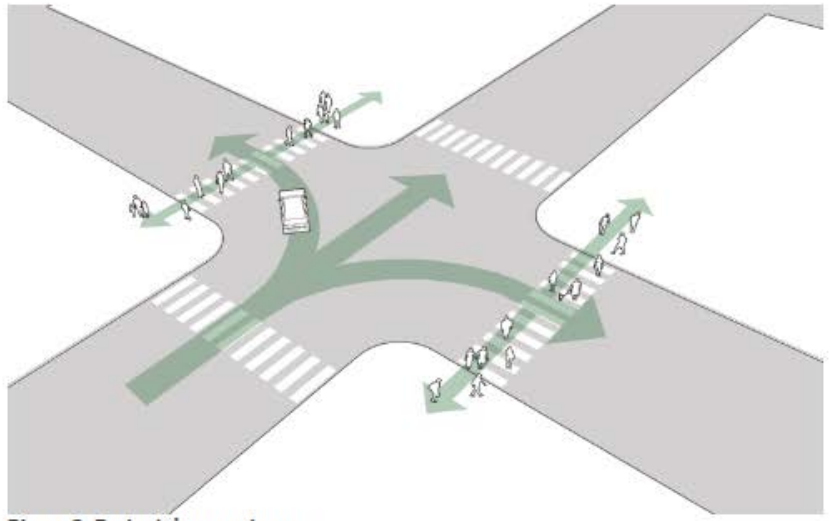
Signal Timing/Modifications

- Where concentrated area of pedestrians consider leading pedestrian intervals – gives pedestrians a 3 – 7 second heard start when entering the intersection. Enhances pedestrian visibility.
- Review pedestrian phases – lengthen time if needed
- Prohibit right-turn on red



Phase 1: Pedestrians only

Pedestrians are given a minimum 3–7 second head start entering the intersection.



Phase 2: Pedestrians and cars

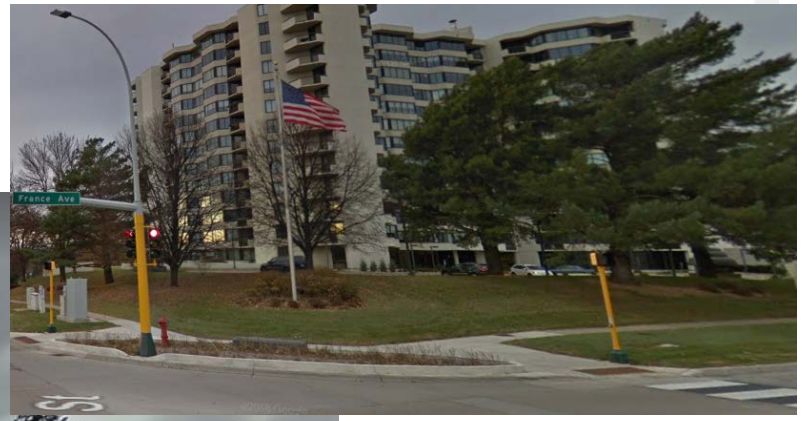
Through and turning traffic are given the green light. Turning traffic yields to pedestrians already in the crosswalk.

Wide Landing Pad and Shelters

- Provide sidewalk connection to bus stop
- Situate bus stop out of immediate intersection area
- Provide shelters

Landscaping

- Scale for the area – maintain sight line visibility
- Incorporate as part of redevelopment
- Pedestrian lighting
- Maintenance and durability



Narrow Cross Street

- Consider on city street crossings
- Potential to enhance median treatment
- Reduces crossing distances
- Space for landscaping

Opportunities at Big Intersections

- Consider leading pedestrian intervals
- Review cycle lengths
- Add safety islands/refuges
- Reduce crossing distances on cross street if possible
- Space for landscaping
- Siting of transit stops beyond intersection
- Provide bus shelters/adequate ped storage

8th Avenue & Excelsior Blvd – Redevelopment Opportunity