

University Ave West Service Rd Traffic Changes Between Mercury Drive and Star Lane

PREPARED BY:
ENGINEERING DIVISION
PUBLIC WORKS DEPARTMENT
FEBRUARY 25, 2020



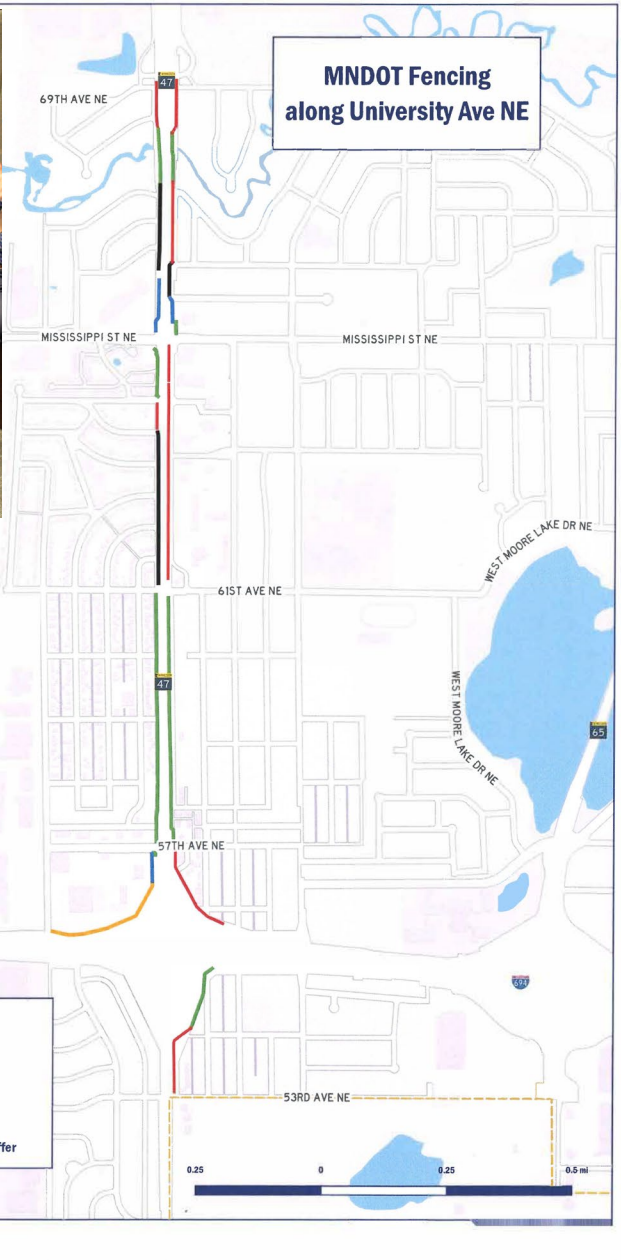
- Restrooms / Drinking Fountain
- Agenda
 - Sign In Sheet
 - Presentation
 - Q & A (general)
- Website – presentation will be posted

- Jim Kosluchar
 - Public Works Director / City Engineer
- Brandon Brodhag
 - Civil Engineer
- Scott Hickok
 - Community Development Director
- Council Representatives

- Brief overview of project
- Comments received at September 2019 Neighborhood Meeting
- Incorporate comments received in Feasibility Report to be prepared for City Council



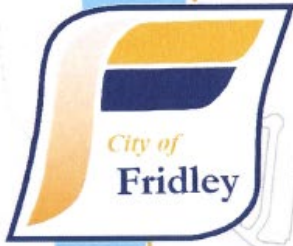
The University Avenue Corridor has long required chain linked fence to separate the right-of-way from adjacent parcels



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

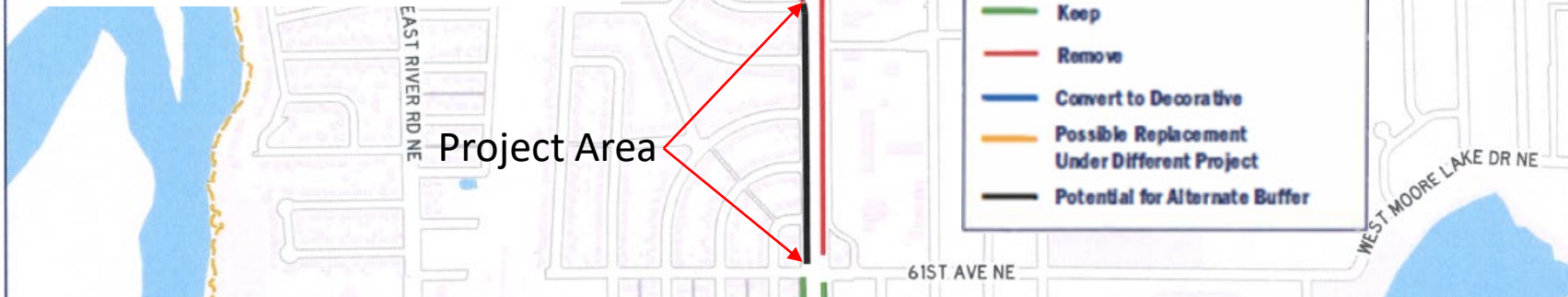
Numerous engagement meetings have been an important part of the input for staff and the City Council who have directed improved aesthetics along the corridor

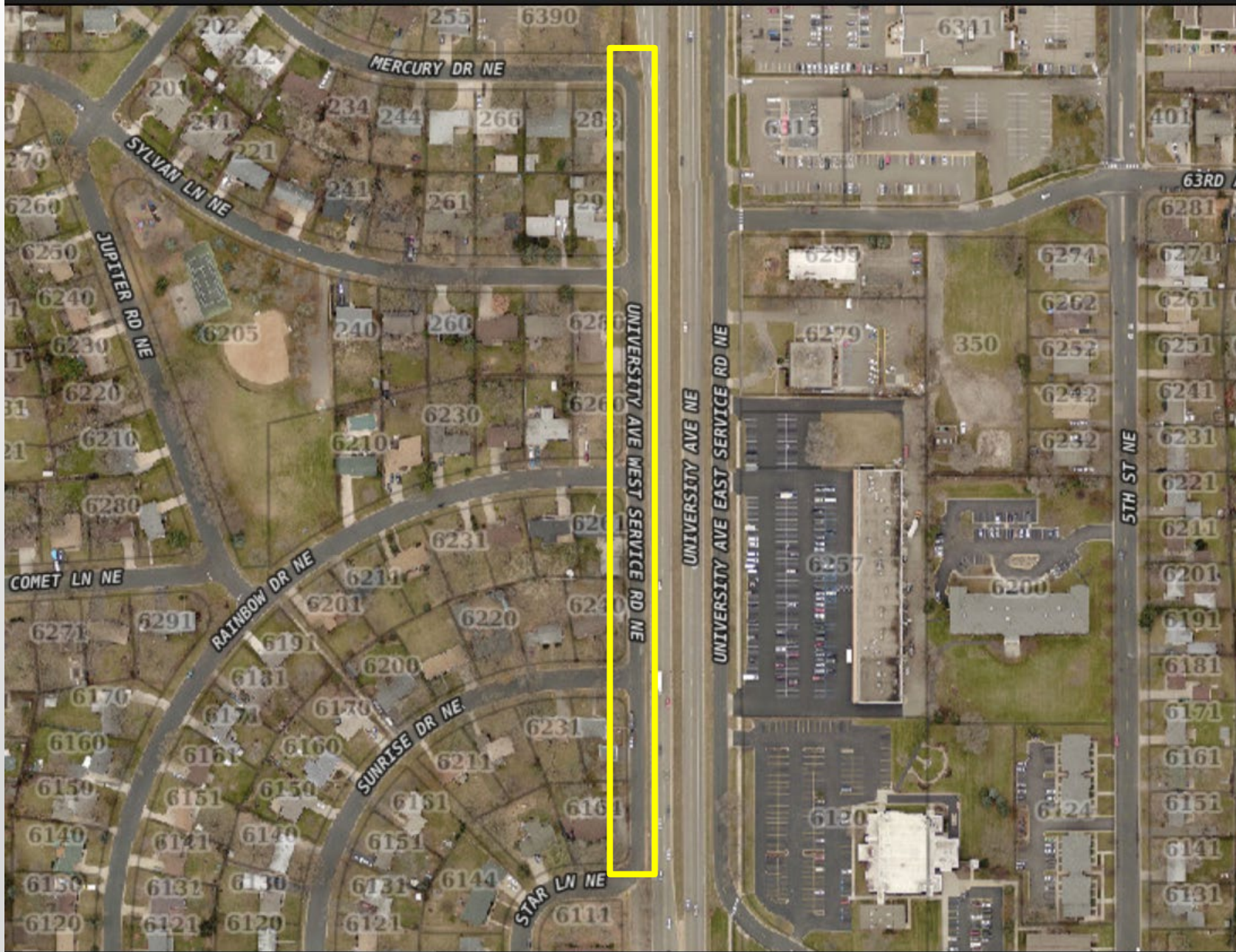




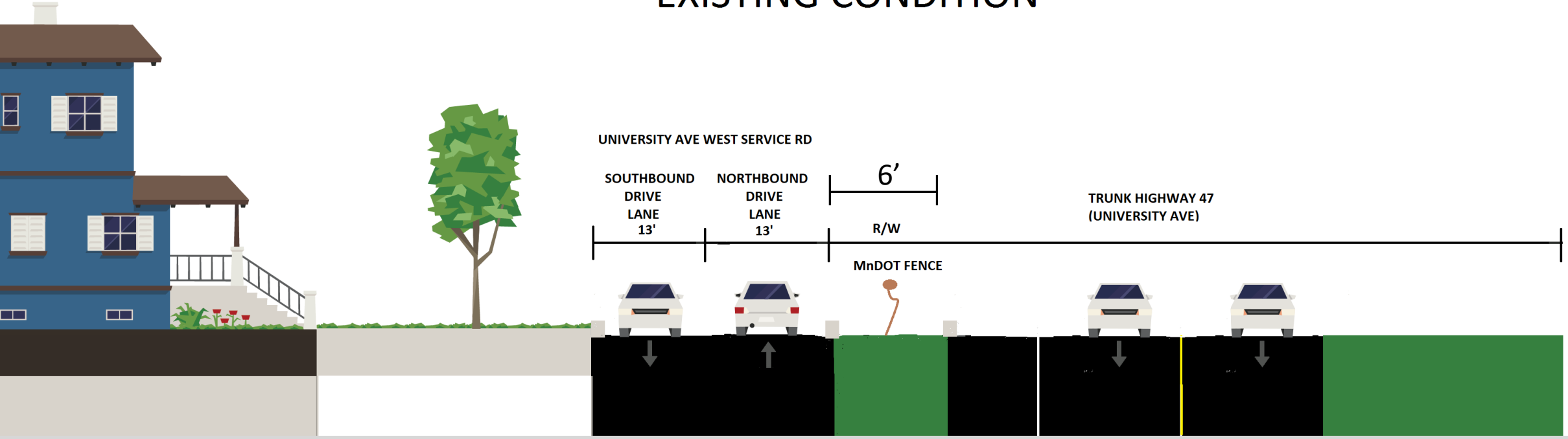
MNDOT Fencing along University Ave NE

One of the locations where Council has directed aesthetic improvements is on the west side of University Avenue between Star Lane and Mercury Drive



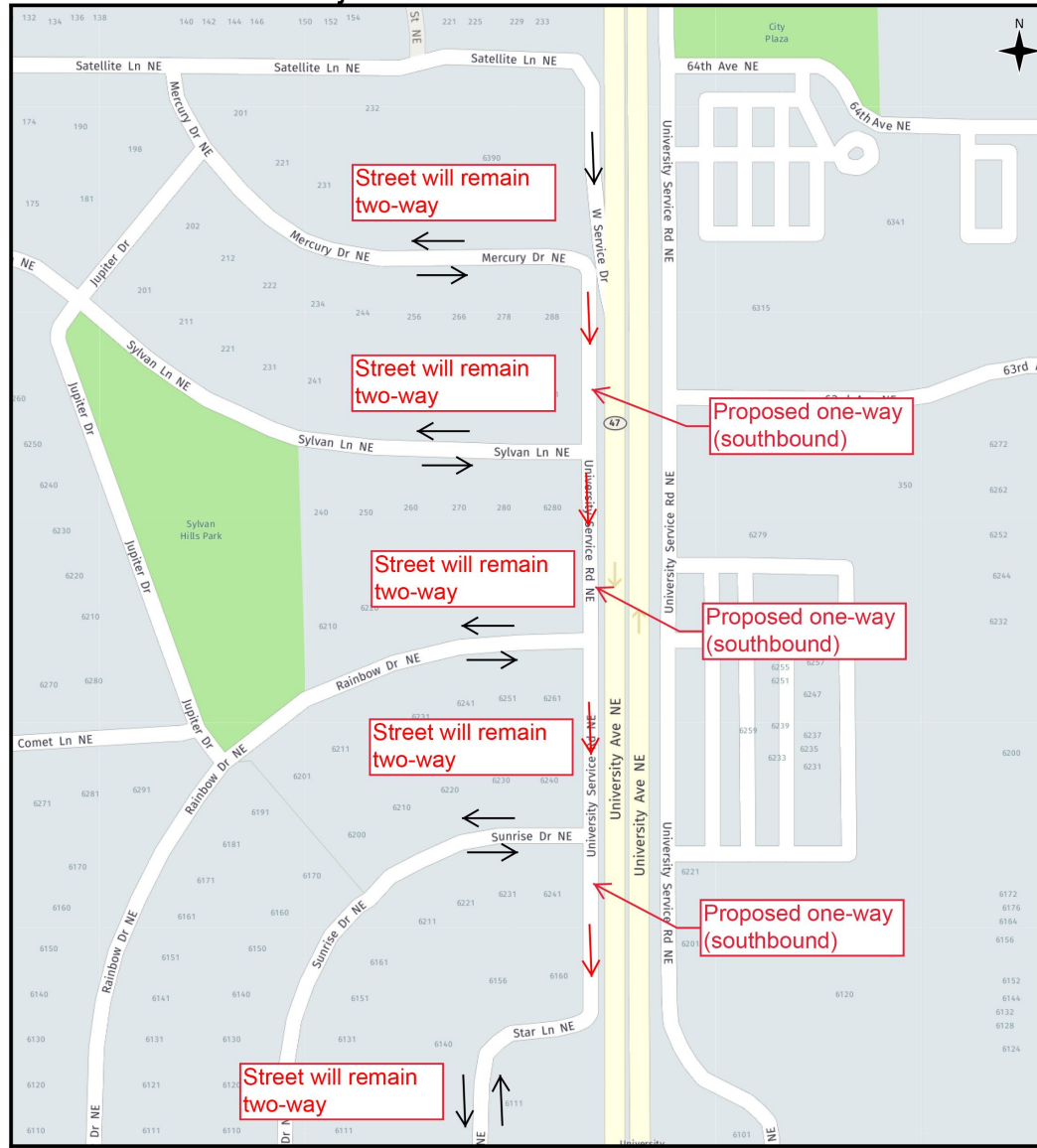


EXISTING CONDITION





University Ave West Service Road Traffic Change In Conjunction With Reduced Street Width



**UNIVERSITY
AVE WEST
SERVICE RD**

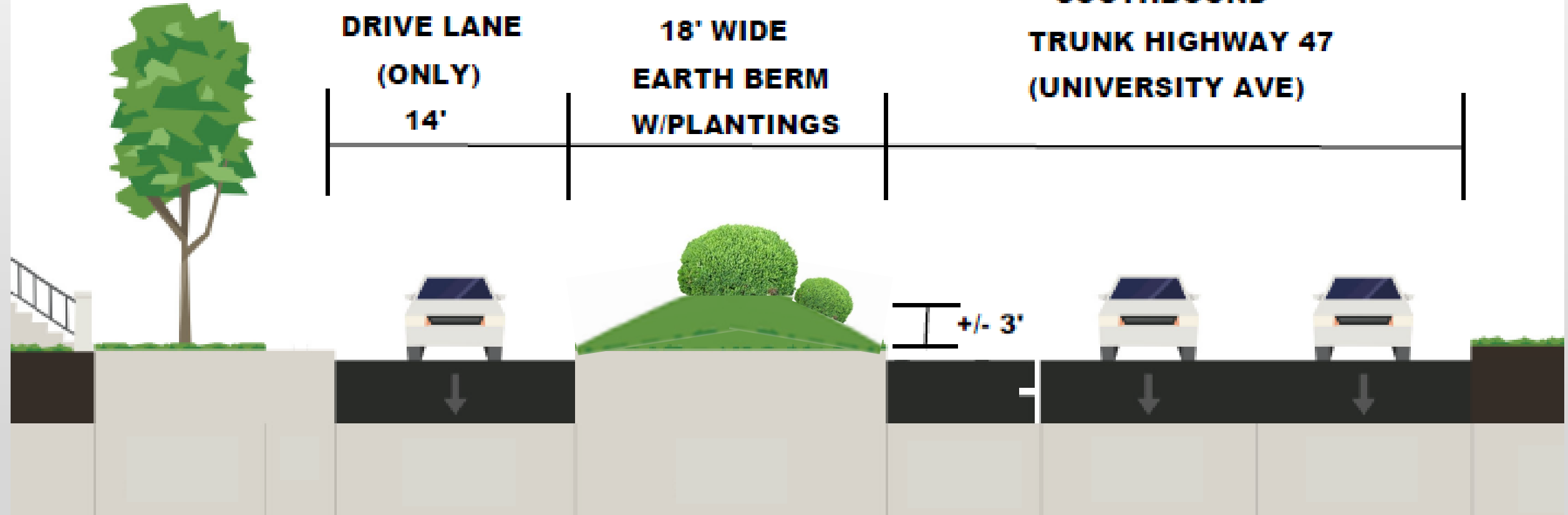
**SOUTHBOUND
DRIVE LANE
(ONLY)**

14'

**18' WIDE
EARTH BERM
W/PLANTINGS**

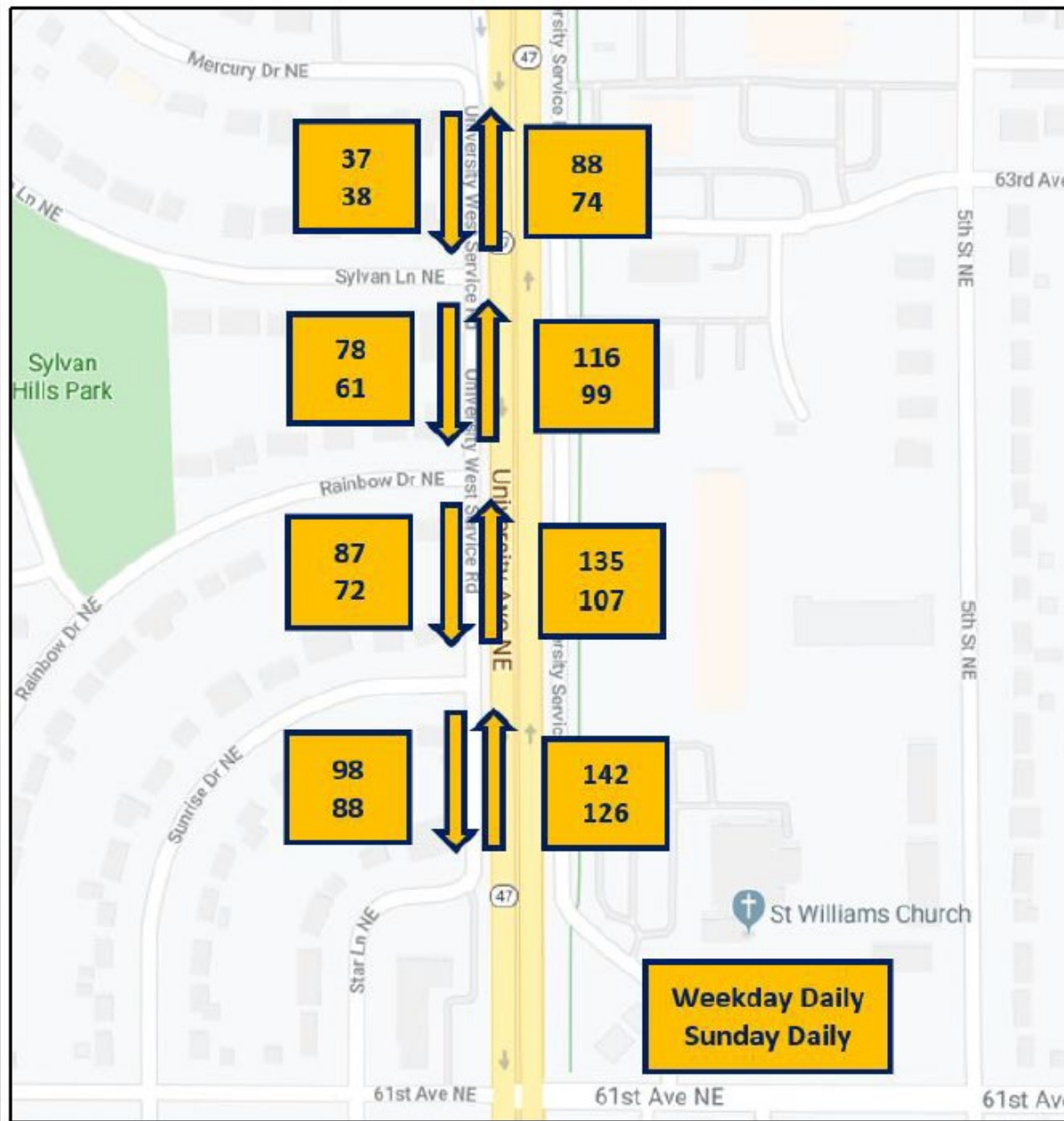
**SOUTHBOUND
TRUNK HIGHWAY 47
(UNIVERSITY AVE)**

+/- 3'

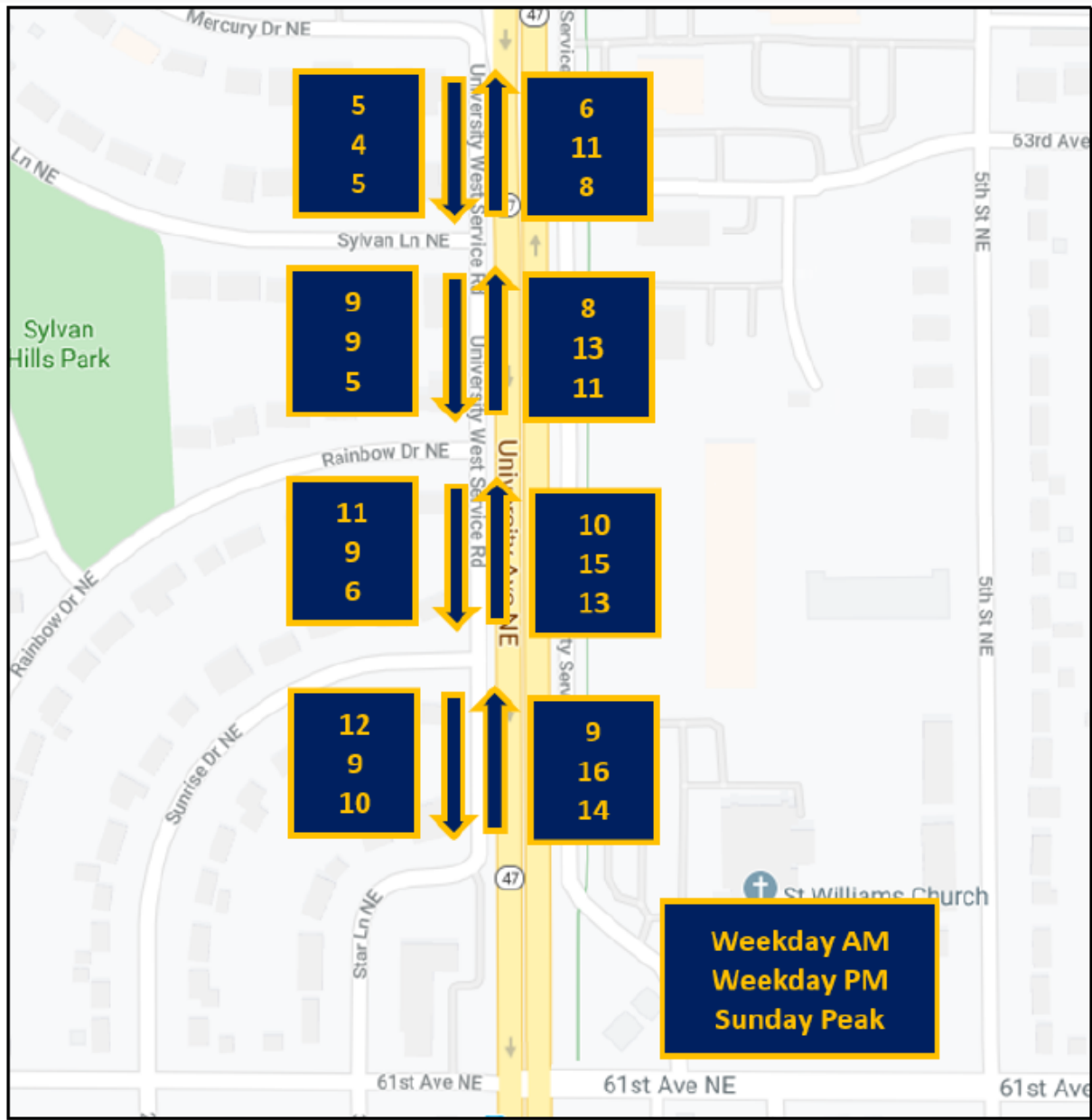


- First meeting in 2019 – questions, concerns, some support
- Questions included:
 - Increase in traffic with reroute
 - Maintenance (snow, vegetation, pavement)
 - Pedestrian / bicyclist accessibility

- 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.



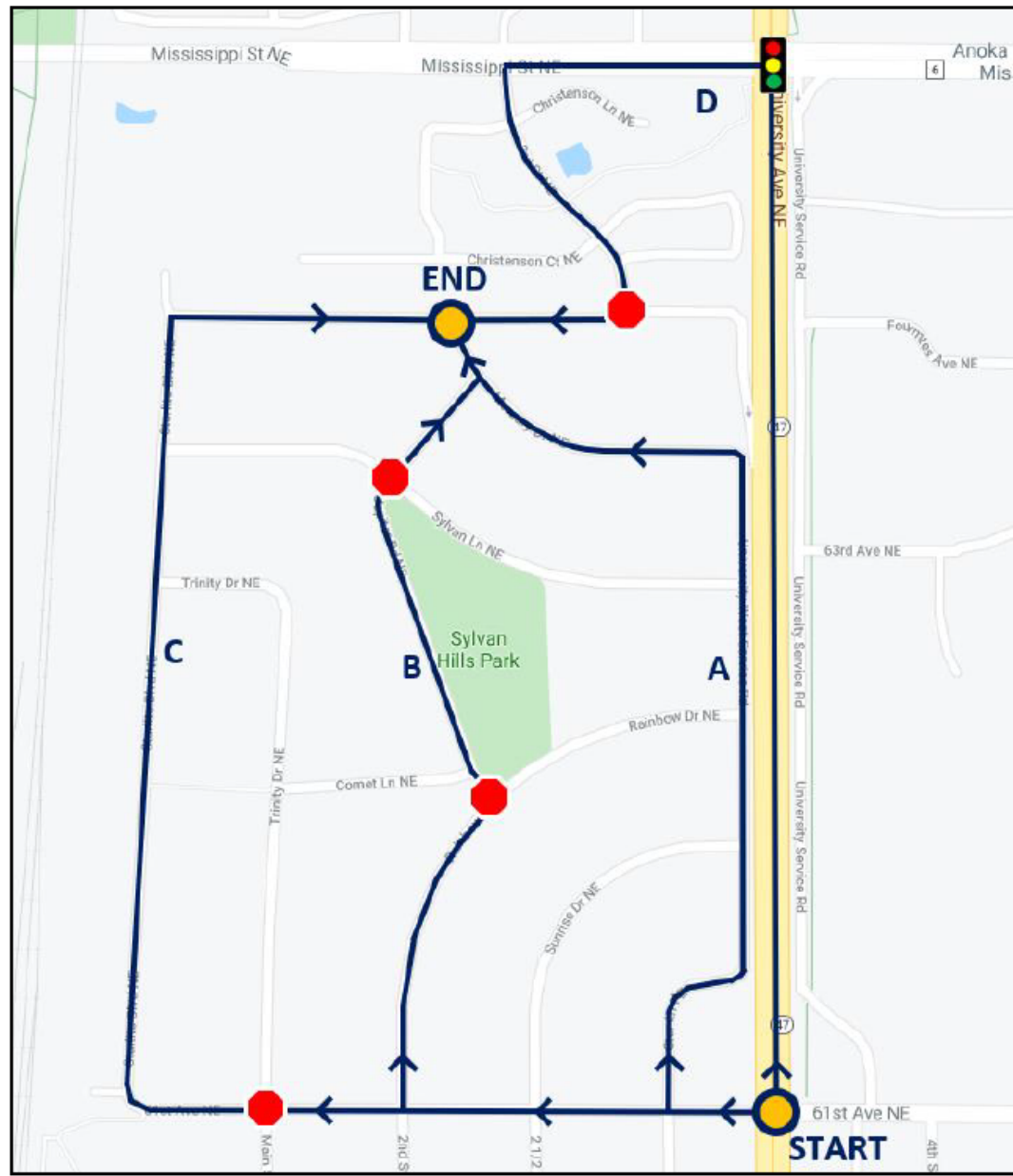
Current Service Road
 100 to 300 trips per day total
 Weekday slightly higher



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.

Conversion to One-way

Long-Term Maintenance Costs Verified to be Nearly the Same

- **Pavement**

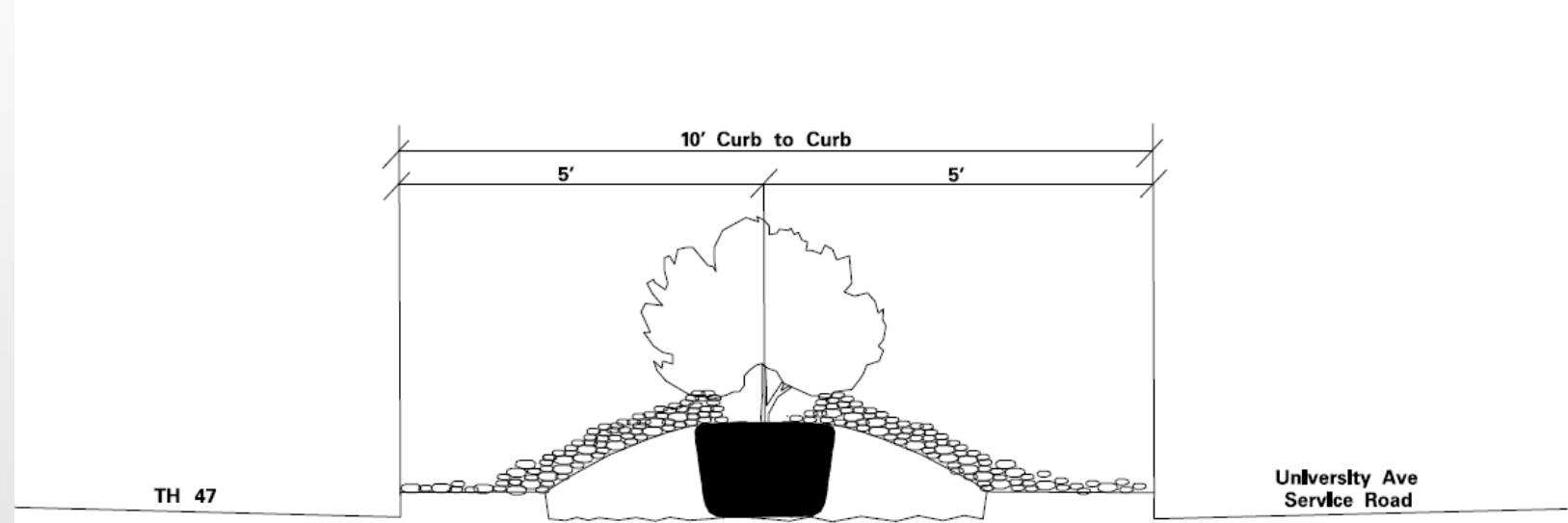
- Less pavement to maintain +
 - Better for water quality +

- **Snow**

- Easier for plowing +
 - Space for windrow +
 - Less pavement to plow +

- **Vegetation**

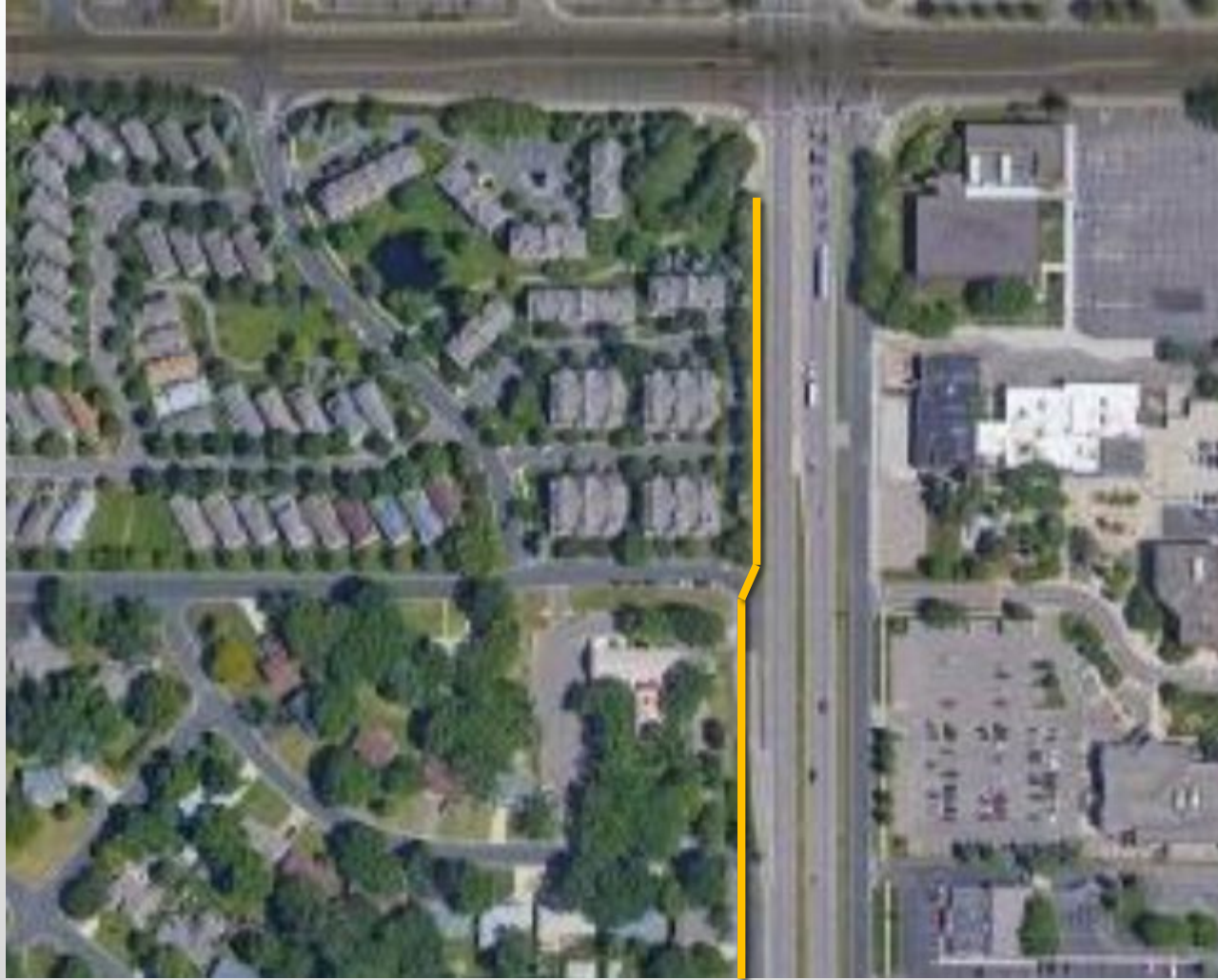
- More aesthetically pleasing +
 - Additional costs for adding the vegetation –
 - Additional costs for maintaining the vegetation –



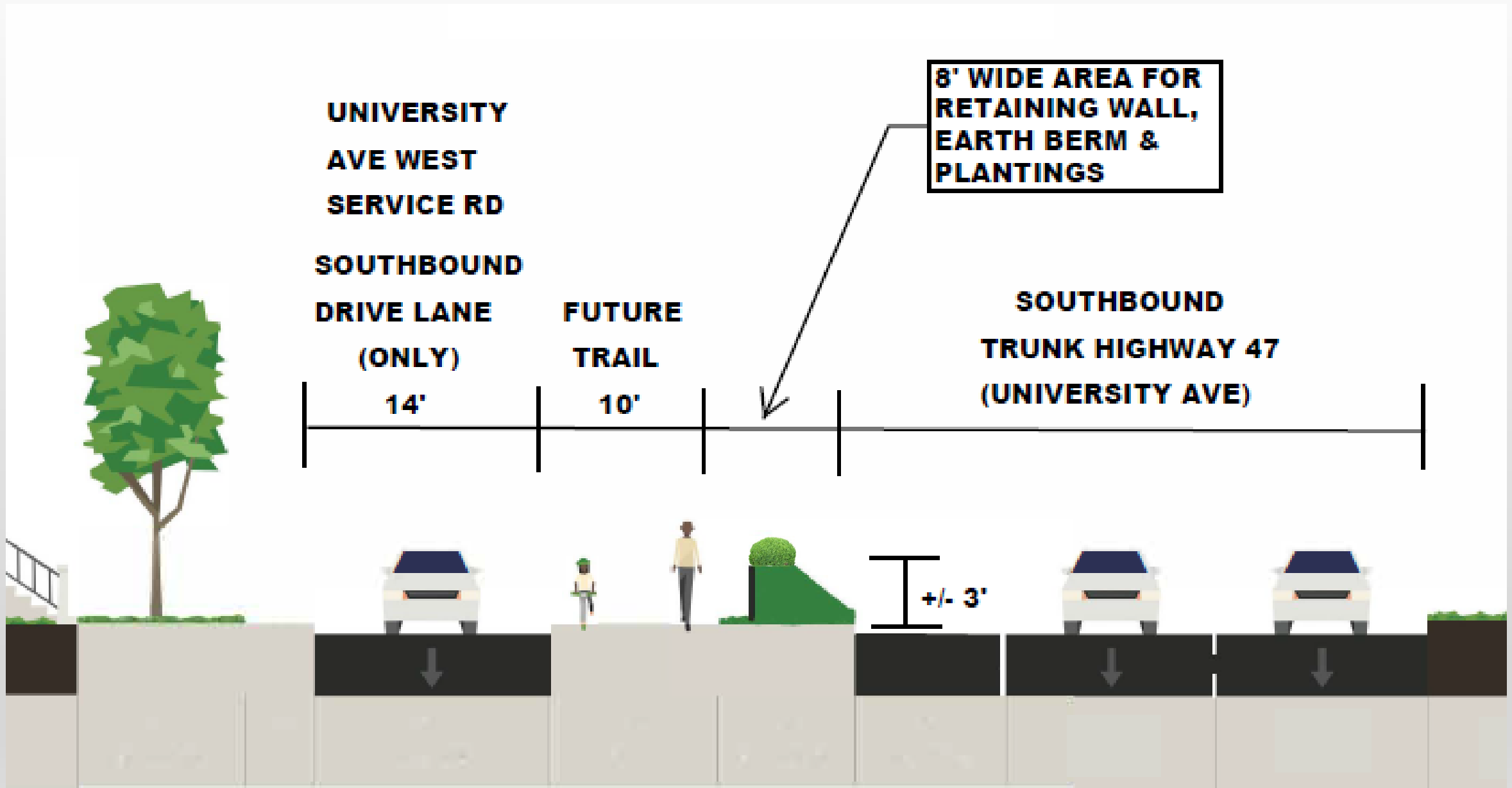
Typical Section Median Planting



Alternative Buffer Plantings



Future trail on the east side of the service road from 61st Avenue to Mississippi Street is identified in the Active Transportation Plan



- Comment cards are in the lobby – please complete one.
- There may be additional surveys or notices by email, so please provide your email address on sign-in sheet.
- Questions?

Thank you For Attending!

Contact Us!

- You can also **call or email us** to discuss
 - Questions or
 - Concerns or
 - Special needs for access

City of Fridley Engineering – Project Staff

(763) 572-3554

StreetProject@fridleymn.gov

www.fridleymn.gov

