



FRIDLEY: HWYS 47 (UNIVERSITY AVE) & 65 (CENTRAL AVE)

Corridor Development Initiative Summary Report and Final Recommendations

Sponsored by:
City of Fridley and
MN Department of Transportation



Submitted by: Gretchen Nicholls, Twin Cities LISC
June 2019



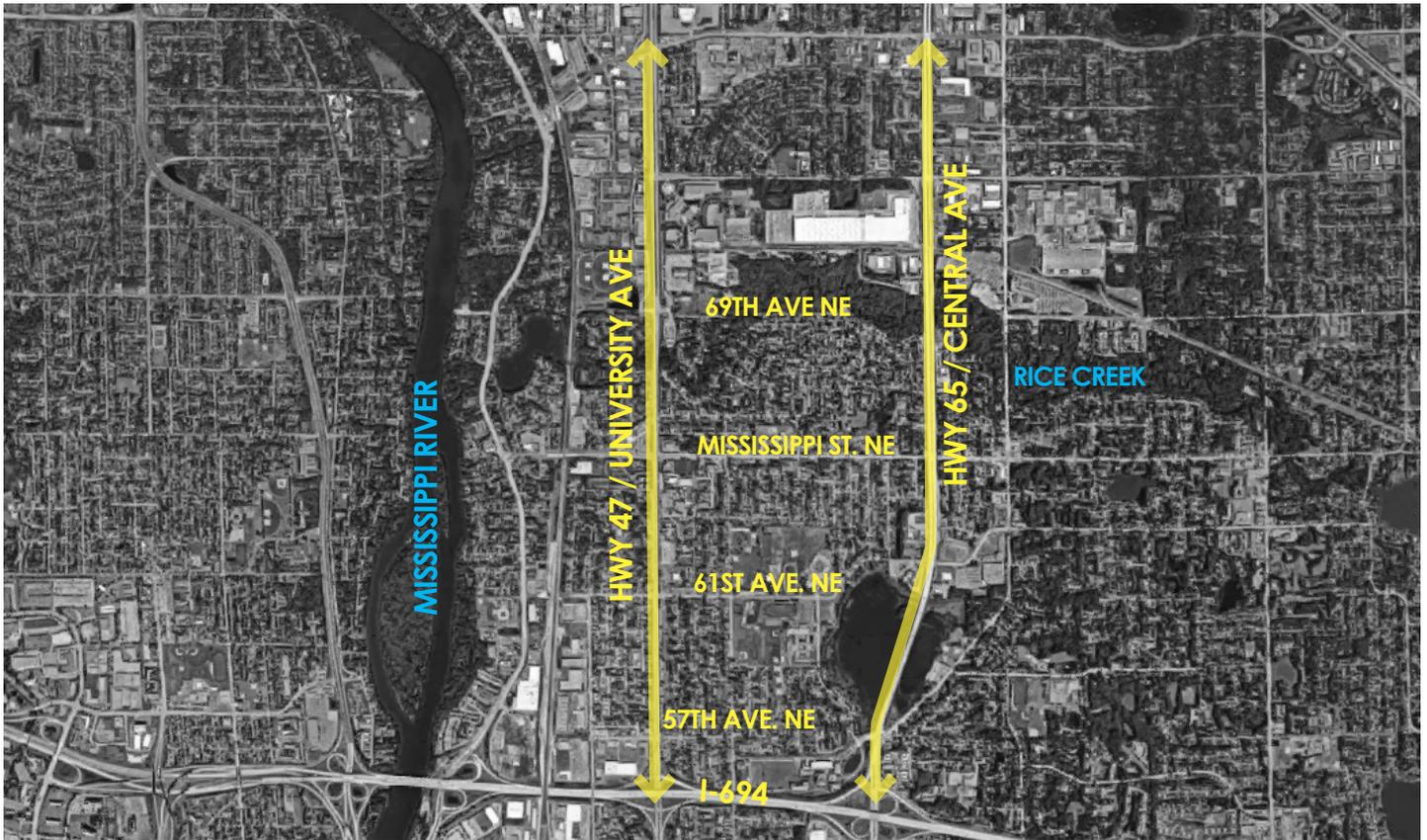
INTRODUCTION

The City of Fridley, in partnership with the Minnesota Department of Transportation (MnDOT) enlisted Twin Cities LISC's Corridor Development Initiative (CDI) to facilitate a series of community workshops from February to April, 2019 to gather community input to guide future improvements for Highways 47 (University Avenue) and 65 (Central Avenue). The recommendations were presented to the Fridley City Council on June 24, 2019 for their consideration.

Input gathered by Fridley community members has been clear. Traveling from east to west in Fridley often means a difficult journey. The two main highways that pass north and south, University Avenue (Hwy 47) and Central Avenue (Hwy 65) offer important regional access for increasing volumes of traffic, but have become hugely problematic for local residents trying to navigate or cross, especially by foot or by bike. The thought of anyone, especially a child or mobility challenged person, attempting to cross these major corridors is cause for concern. The tension between regional and local needs is at a crossroads in Fridley – in its truest form.

The challenges and problems identified above are not easily solved. There are things that can be implemented in the short-term that must be done immediately to improve safety. However, for major changes to occur, it will take considerable time, effort and resources, as well as collaboration between the City of Fridley, Anoka County Highway Department, and the Minnesota Department of Transportation (MnDOT) through a series of projects and redevelopment efforts to achieve long-term goals. Spring Lake Park, Columbia Heights and affected neighboring communities could be collaborated with for continuity of design.

To begin addressing these problems and challenges that exist along Highways 47 and 65, the city and MnDOT have partnered to gather community input about ideas for how the two highway corridors can find a better balance between these tensions. This is especially important as land uses along the corridor continue to evolve and change, increasing access for non-motorized traffic (pedestrians, bikes, strollers and wheelchairs), and the needs of users crossing the corridors have become more apparent given the rise in number of crashes, injuries and fatalities. How can these major corridors better align with the diverse needs and changing communities they serve? What do we want these corridors to be? And how can we begin planning for those changes to happen?



OVERVIEW

Highways 47 and 65 provide north-south regional mobility to commuters traveling from Anoka County (and in the case of TH 65, from areas even further north) to the core of the Twin Cities. The two corridors bisect the city of Fridley and create barriers to east-west travel. Both highways, owned by MnDOT require balancing to efficiently move the traffic flow moving north and south, and the need to calm traffic to provide greater safety for pedestrians and bikes that attempt to navigate wide intersection crossings. To solve for traffic flow and congestion, MnDOT provides more “green” time on the traffic signals for the north-south traffic, which in turn limits the time provided to motorists, pedestrians and bicyclists traveling east-west and exacerbates challenges identified by the city. Long wait times even outside periods of peak north-south travel cause pedestrians and vehicles to take risks. Pedestrians cross without a cross walk signal, and vehicles are more likely to run red lights.

Because of the ease of traffic flow north-south and design of the highways (feeling more like a rural highway or throughway with wide medians and expansive right of way), speeds can be excessive, which hinders east-west connectivity and mobility for all users – motorists, pedestrians, and bicyclists. The lack of safety is felt and documented at multiple spots along these highways, primarily at the major intersections (57th Ave, 61st Ave, Mississippi, 69th Ave, 73rd Ave, 81st Ave, and Osborne Rd). The City of Fridley, MnDOT and Anoka County share these concerns over safety. Both MnDOT and Anoka County have conducted safety studies to identify ways to solve for safety concerns, and they are in the early stages of implementing those improvements.



Bus stops along both corridors need improvement, which would increase transit as a viable option. From the dangerous placement of the bus stops (e.g. near freeway entrance ramps), poor maintenance, lack of lighting and access, inadequate snow removal service, and the need for updating in general, there is much that can be done to make transit more user-friendly and safe.

Another dimension to the discussion is around creating a sense of place and identity. People slow down when they see something interesting. According to MnDOT data there are more local trips on University Avenue than Central Avenue. Fridley wants people to know they are in their community, and to share a sense of pride about what that means. How can the experience of these major corridors reinforce that sense of place? What would capture the unique characteristics that make Fridley stand out?

University Avenue (Highway 47) has become more of a main-street for local trips, suggesting that future improvements should work toward creating a local feel with more multi-modal access. Consider the role that the medians could play to calm traffic and create a greater sense of place. Meanwhile, Highway 65 is used more as a principle arterial. Corridor treatments should reflect these qualities in regard to their look and feel, speed levels, and multimodal accommodation. In addition, the southern portion of both corridors (I-694 – Mississippi Street) warrant slower speeds due to the closer proximity of the land uses to the street, than the northern portions (73rd Avenue – Osborne Rd).

As a result of the community input, seven primary goals have been identified along with a number of supporting strategies.



RECOMMENDATIONS

The City of Fridley, Anoka County, and MnDOT have discussed the changing nature of University Avenue (Highway 47 and Central Avenue (Highway 65) for many years due to changing land uses and properties closer to University and Central Avenues. The unsightly nature of these transportation corridors has created aesthetic concerns. Equally important is how the highways relate to, and what they say about, the community. MnDOT and the County also perceive the change, and invite the opportunity to hear from the community to enlighten their policy decisions. To that end, the following goals were defined:

- I. Improve safety for non-motorized (pedestrians and bicyclists) and motorized users at key intersections and along the highways (57th Ave, 61st Ave, Mississippi, 69th Ave, 73rd Ave, 81st Ave, and Osborne Rd) .
- II. Improve the east-west roadways to better serve the community and invite greater mobility for all
- III. Enhance the sense of place and community identity - including but not limited to identifying one as a main street
- IV. Better align Highways 47 and 65 with redevelopment and evolving land uses and densities
- V. Provide better accessibility and connectivity to local businesses and community destinations
- VI. Improve transit options and functionality (i.e. bus rapid transit currently being planned the Highway 65)
- VII. Work toward mitigating air, noise, water pollution and environmental impact

The proposed strategies that correlate with these goals are listed in ***Attachment A: Goals and Strategies for Highway 47 and Highway 65.***



OVERVIEW OF THE CORRIDOR DEVELOPMENT INITIATIVE PROCESS

The Corridor Development Initiative consisted of four community workshops held at Fridley City Hall. Over 130 community members attended the workshops, aimed at gathering input on community values and concerns, exploring options for improving the corridors, and learning from other communities that shared their stories. Attendance was strong throughout the four workshops – a testimony to the importance of these issues for the community. The process involved a technical team composed of a transportation planning expert (WSB Engineering), a facilitator, designers, and city staff to inform and support participants as they explored ideas. Participants considered a range of development options for two corridors, and identified a range of goals and strategies to improve pedestrian and bike access, safety, and alignment with evolving land uses.

The **Corridor Development Initiative** pulls citizens out of the reactionary role that they play in community development decisions, and into a proactive role where they play an active part in directing development for their community. It models a new way to engage cities and communities by raising the level of dialogue around redevelopment issues, and setting the stage for future development.

FRIDLEY CDI ADVISORY GROUP

An advisory group provided guidance for the CDI process, forming outreach strategies, and supporting the design and content of the community workshops. Thank you to the Advisory Group members, who contributed greatly to the processes' success:

Advisory Group Members:

- **Melissa Barnes**, MnDOT
- **Sheila Kauppi**, MnDOT
- **Renee Raduenz**, MnDOT
- **Lizzie Pohl**, MnDOT
- **Joe MacPherson**, Anoka County
- **Mark Hanson**, Fridley Environmental Quality and Energy Commission
- **Ron Mattson**, Bike and Walk Group
- **Barbara Raye**, CDI facilitator
- **Gretchen Nicholls**, CDI coordinator



Mark your calendars!
We encourage you to attend all four events

Workshop I: Gather Information
 Thursday, February 22, 2019; 6:00 - 8:00 pm

Workshop II: Street Design Options Exercise
 Thursday, March 7, 2019; 6:00 - 8:00 pm

Workshop III: Panel Discussion: *Learning from other cities*
 Thursday, March 21, 2019; 6:00 - 8:00 pm

Workshop IV: Framing Recommendations
 Thursday, April 4, 2019; 6:00 - 8:00 pm

ALL EVENTS ARE FREE AND OPEN TO THE PUBLIC AND ARE LOCATED AT:

Fridley City Hall
 7071 University Ave NE, Fridley, MN 55432

For more information, contact:
 Scott Hickok at (763) 572-3590 or scott.hickok@fridleymn.gov
 Gretchen Nicholls, Twin Cities LISC at (651) 265-2280 or gnicholls@lisc.org

**Or visit www.fridleymn.gov
 or www.tclisc.org/twin_cities/grants_loans/corridor.php**

The City of Fridley invites you to an important conversation to guide the future design of University Avenue and HWY 65. What are the community's goals and priorities from a transportation and livability viewpoint? How about the aesthetic look (i.e. fences)? Do the corridors work well for the businesses, and other evolving uses? With support from a team of design and transportation experts, community members will participate in a series of workshops to explore what's possible for these key corridors.

Childcare will be provided by request only. Please RSVP to Gretchen Nicholls at 651-265-2280 one week in advance of each workshop if you would like to request childcare.

The Corridor Development Initiative is a program of Twin Cities LISC



Above: Save the Date postcard that was mailed to residents.

City representatives:

- **Wally Walsopal**, Fridley City Manager
- **Scott Hickok**, Fridley Community Development Director

COMMUNITY OUTREACH

A variety of methods were used to notify the community about the Fridley HWYS 47 and 65 CDI community workshops. Information about the community workshops was distributed through:

- Postcard mailings
- Fliers, posters, and email notices
- Electronic sign-boards along University Avenue
- Facebook and other social media outlets
- The City of Fridley web site

Child care and translation services were available upon request to limit obstacles for participation. Food and beverages were also provided. All participants that signed in for any of the workshops were notified in advance about upcoming sessions by email.

ON-LINE SURVEYS

MN Department of Transportation further enhanced the community workshop process by providing opportunities for people to provide input through on-line surveys. Three surveys were developed to supplement the information gathered from the in-person workshops. The first survey complemented the questions posed in workshop 1, the second survey gathered feedback on the scenarios created through workshop 2, and the third and final survey provided a way for people to comment on the final recommendations defined in workshop 4. All input gathered from the on-line surveys are provide in Attachments B, F, and H.

CDI TECHNICAL TEAM

The LISC CDI technical team lead the community workshops with support from City staff. The CDI team includes:

- **Barbara Raye**, Center for Policy Planning and Performance (facilitator and evaluator)
- **Jack Corkle**, WSB Engineering (transportation planner)
- **Katie Thering**, (Interactive exercise – Wksp 2)
- **Tom Leighton**, Tangible Consulting (Interactive exercise – Wksp 2)
- **Gretchen Nicholls**, Twin Cities LISC (CDI Coordinator)

The series of CDI community workshops were held at Fridley City Hall. They included:

Workshop I: Gathering Information

Thursday, February 21, 2019

Presentations were provided by:

- **Sheila Kauppi** (Manager, North Area, MN Department of Transportation), and
- **Andy Hingeveld** (WSB Engineering) on Transportation Planning 101.

Participants were asked to respond to four questions:

1.) In what ways are HWYS 47 & 65 an asset to the City of Fridley?

Themes: Provide north-south and freeway access, connection to jobs and employment, brings people into the community.

2.) In what ways have HWYS 47 & 65 changed during your time in Fridley?

Themes: Increased speed and traffic, more turning lanes and wider roads, more residential and commercial uses, more vehicles, more safety concerns for pedestrians and bikers, ugly fencing, more air and noise pollution, Fridley has become a “pass through” community for people from other places.

3.) How does HWYS 47 & 65 impact your interest and/or ability to walk, bike or use public transportation?

Themes: Struggle crossing intersections, unsafe for kids, strollers or people with disabilities, need better bus stops, good to have express bus routes, poor lighting, major barriers for bikers and pedestrians, great access to Anoka County trail system.

4.) How does HWYS 47 & 65 impact your ability to travel (by any means) east and west across Fridley?

Themes: Lights are too long, not safe, choice of travel usually only by car for safe crossing, stressful to drive, lack of sidewalks, tough to go east-west during busy hours, cross streets are very valuable, bus stops can be dangerous.

Workshop II: Development Opportunities – Mapping Exercise

Thursday, March 7, 2019

Participants rotated to four tables that represented different portions (north and south) of Highways 47 and 65 to identify strategies to improve access, safety, and sense of place. Representatives from the four tables reported out to the large group to share what was discussed. The ideas were mapped out in a summary sheet for future consideration (See Attachment G).





Workshop III: Panel Discussion

Thursday, March 21, 2019

Panelists include:

- **Scott Bradley**, Context Sensitive Solutions, MnDOT
- **Kristin Asher**, City of Richfield
- **Anne Kane**, City of White Bear Lake
- **Mark Maloney**, City of Shoreview
- **Jack Corkle**, WSB Engineering

Panelists reflected on their efforts to improve key corridors similar to Highways 47 and 65. Scott Bradley (MnDOT) shared images that illustrate how to create more complete transportation corridors using context sensitive solutions. Community members learned from their experiences, and what to consider when considering various options (e.g. costs, ongoing maintenance needs, unique elements to create a sense of place, leveraging improvements from private investment, etc.). For a full overview of the Panel Discussion, and presentations see Attachments I and J.

Workshop IV: Framing Recommendations

Thursday, April 4, 2019

Draft Goals and Strategies were reviewed and edited by participants to reach consensus for the final recommendations (Attachment A).

COMMUNITY PARTICIPATION

The four community workshops were well attended, averaging about 60 participants per session. Participants were largely residents, with some business owners from the immediate and surrounding area. City officials, city staff, MN Department of Transportation, Anoka County, and Metro Transit staff also attended. Over 50% of attendees participated in 2 or more of the four workshops, and over 27% attended three or more sessions. A detailed list of attendees is provided in Attachment K.

EVALUATION SUMMARY OF THE CDI PROCESS

Feedback forms were provided at the end of each of the four sessions. Not all participants completed an evaluation form and not all those that did return a form answered all of the questions.

- Overall people were satisfied to very satisfied with the project and each of the sessions. Over the four sessions 78 responses were “somewhat” to “very” satisfied and three were “somewhat dissatisfied.” No one responded “very dissatisfied” about any session or the overall project.
- Only one out of eighty-six responses indicated they would not recommend the project to other cities. All twenty-two responses at the last meeting indicated they supported the final recommendations.
- Questions were also asked to assess what participants saw as helpful/working well and what could be improved.

Responses to the question of what worked well for participations throughout the four sessions included:

- All four sessions were good and all the activities were helpful
- (4) The table/small group discussions and then large group consensus
- Good conversations
- So many opportunities for feedback
- Start and stop on time

Responses to what could have been improved included:

- More time for discussion and Q&A, additional session(s), longer meetings
- More space and smaller groups – some discussions felt crowded or rushed due to size of group
- Clarity of what has already been decided
- Better slides/less content on each one – made it hard to read/see

- Participants were also asked what they gained from the process.

People reported gaining:

- (8) Understanding of the project and how development works
- (5) New information
- (3) Different perspectives of other residents and their suggestions
- (2) Community support
- (2) What also a vision of what our city could be
- Seeing strong alignment on safety

Sample comments included:

- ✓ *It was great to hear different perspectives throughout the community*
- ✓ *Understanding a wider range of viewpoints*
- ✓ *People seem to have the same concerns. They want a safe, welcoming, “friendly Fridley” to grow and maintain*

- Final comments were also welcome.

Some examples are:

- Almost all people in the audience are white. How can you get people of color to the table?
- I appreciate the effort of my city to organize and offer this opportunity.
- Great job leading the process again ☺
- Thank you for including us in this process.
- Good value for our \$\$ does not mean the same as cheap.
- Thank you for all your extra efforts. It’s not always easy to manage groups.

CONCLUSION

The Corridor Development Initiative submits the attached Goals and Strategies for Highway 47 (University Avenue) and Highway 65 (Central Avenue) recommendations to the Fridley City Council and Planning Commission, and the MN Department of Transportation for your consideration.

ATTACHMENTS

- A. Goals and Strategies for Highway 47 (University Avenue) and Highway 65 (Central Avenue) CDI recommendations
 - B. On-line survey responses to final recommendations
 - C. Map of the study area
 - D. Workshop I presentation (Transportation Planning 101 – WSB Engineering)
 - E. Small Group Discussion Notes (Workshop I)
 - F. On-line survey responses – Improving the Fridley corridors
 - G. Mapping Exercise Summary Sheets (Workshop II)
 - H. On-line survey responses to mapping scenarios
 - I. Panel Discussion Meeting Notes (Workshop III)
 - J. Presentations from Workshop III (Scott Bradley, City of Richfield, City of White Bear Lake)
 - K. Attendance list for the Fridley HWYS 47 & 65 CDI workshops
 - L. Announcement/publicity flyer for the Fridley HWYS 47 & 65 CDI workshops
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ATTACHMENT A. GOALS AND STRATEGIES FOR HIGHWAY 47 (UNIVERSITY AVENUE) AND HIGHWAY 65 (CENTRAL AVENUE) CDI RECOMMENDATIONS



GOALS & STRATEGIES FOR HIGHWAY 47 & HIGHWAY 65 (University Ave) (Central Ave)

Sponsored by:



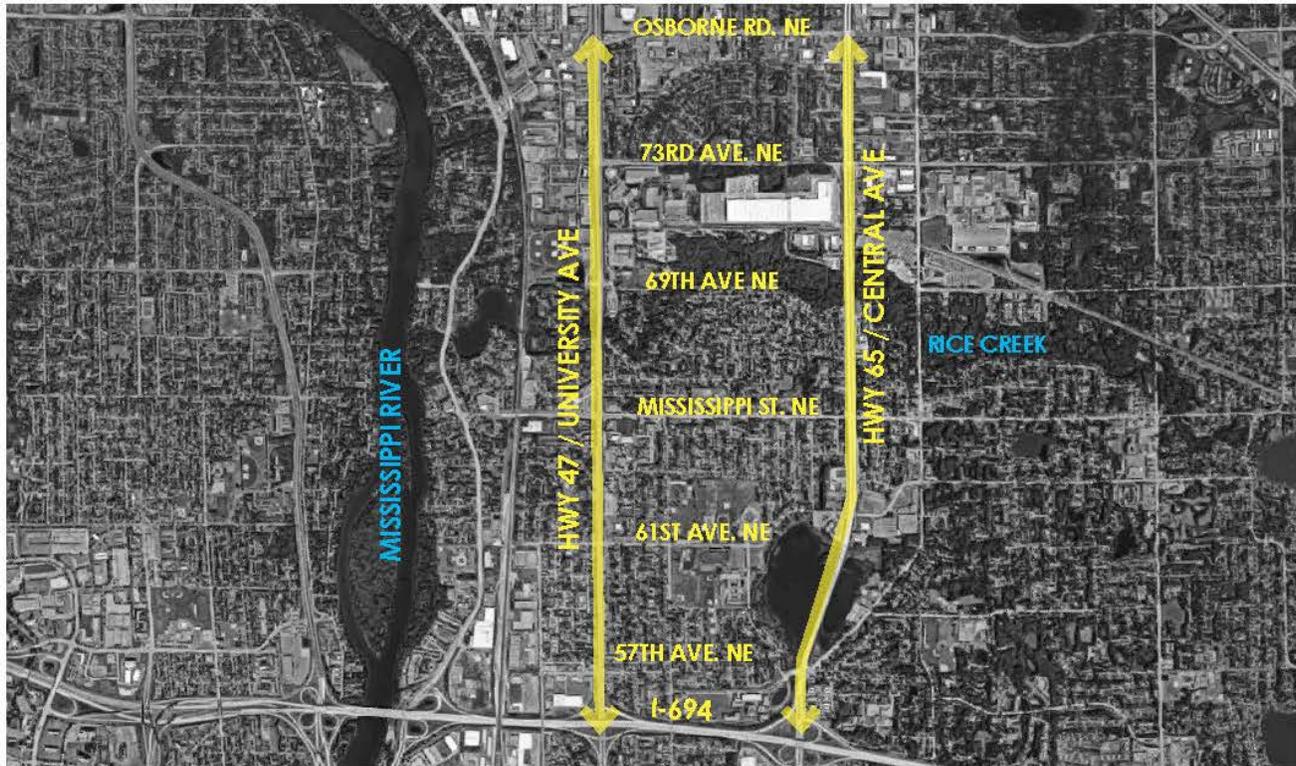


INTRODUCTION

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Above: The intersection of Hwy 47/University Ave & 57th Avenue NE

Bus stops along both corridors need improvement, which would increase transit as a viable option. From the dangerous placement of the bus stops (e.g. near freeway entrance ramps), poor maintenance, lack of lighting and access, inadequate snow removal service, and the need for updating in general, there is much that can be done to make transit more user-friendly and safe.

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As a result of the community input, seven primary goals have been identified along with a number of supporting strategies.



Above: Cars traveling south on Hwy 65

RECOMMENDATIONS

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- VII. Work toward mitigating air, noise, water pollution and environmental impact

GOALS AND POTENTIAL STRATEGIES



I. Improve safety for non-motorized (pedestrians and bicyclists) and motorized users at key intersections along the highways (57th Ave, 61st Ave, Mississippi, 69th Ave, 73rd Ave, 81st Ave, and Osborne Rd)

- A. Slow speeds (calm traffic) through design elements and visual cues.
- B. Prioritize multimodal design at intersections (57th Ave, 61st Ave, Mississippi, 69th Ave, 73rd Ave, 81st Ave, and Osborne Rd). This could be done through a number of elements such as:

- Protected bike boxes or bikeways
 - Accommodating both recreational and commuter biking
 - Connected sidewalks and multiuse trails
 - Making trails and sidewalks more visible to motorists
 - Wider/more prominent cross walk markings
 - Placement of stop bar being set back to make pedestrians/bicyclists more visible
 - Pedestrian lead with signal timing
 - Shorten crossing distance where possible
 - Median refuges and push buttons for signals at halfway crossing points
 - Consider pedestrian crossings on Central and Fireside Drive to accommodate residents of Fridley Terrace (i.e. ADA compliant overpass, underpass, crosswalk, light, etc.)
 - ADA compliant facilities – countdown timers, audible sound, etc. (Make sure pedestrian crossing signals are loud enough for people that are visually impaired)
- Coordination with the Anoka County Highway Department will be needed for Osborne Road and Mississippi Street, as it is the road authority for these corridors.*





- C. Lengthen turn lanes to allow vehicles to slow down in time, and consider protected left turn lanes at key intersections (Mississippi Street and Osborne Rd).
- D. Consider stop light delays from red to green so that the intersection is cleared before traffic restarts.
- E. Consider a pedestrian/bicycle well-lit underpass crossing at Mississippi and University Avenue, or at 69th Avenue as part of the Rice Creek Regional Trail, and connect to the Mississippi River trail.
- F. Consider flashing yellow turn arrows at all intersections to improve traffic flow.
- G. Add solar lighting at intersection corners and along stretches of highway for more visibility.
- H. Add pedestrian and bicycle connections along Highway 47 where it goes under I-694.

II. Improve the east-west roadways to better serve the community and invite greater mobility for all

- A. Prioritize multimodal design for intersecting roadways.
- B. Narrow the distance to cross the streets from all directions through the use of medians
- C. Bring bike trails closer to the main roads when approaching intersections, so that cars turning right can see them.
- D. Calibrate traffic light timing to allow for sufficient time for pedestrians to cross safely, and for left turn lanes to proceed without needing multiple cycles (Example of good light timing – County Road 10 & Able).
- E. Consider blinking yellow left turn arrows at all intersections in each direction to improve traffic flow.



F. Suggested improvement for Mississippi St NE (Coordinate with Anoka County Highway Department):

- Study the traffic on Mississippi St NE to determine if all lanes are necessary. Consider re-striping Mississippi Street as a 3-lane section. Where possible convert to bike lanes with buffers (Coordinate with Anoka County Highway department), and dedicated right-turn only lanes in both directions on Highway 65
- Create barriers or buffers between sidewalks and Mississippi St NE – too close to fast traffic and not safe for kids
- Provide sidewalk connections to get to bus stops north of Mississippi St NE
- Address drainage under railroad

G. Suggested improvements for 61st Avenue NE:

- 61st Avenue NE intersection at University Avenue should be a pedestrian focal point for east-west access, connecting to the Northstar Commuter Station.

H. Suggested improvement for 57th Avenue NE:

- Add sidewalks along 57th Avenue to connect residential area to shopping area west of University Avenue.

III. Strengthen the sense of place and community identity



- Incorporate classic design that will stand the test of time, look elegant, and proudly represent the community.
- Identify sustainable, low maintenance landscape solutions that provide aesthetic appeal and environmental mitigations.
- Use low, native plantings that are tolerant of road conditions and won't obstruct sight lines near intersections.
- Work toward a consistent use of fencing, lighting, and design to allow corridors to feel more cohesive (work with neighbors to determine style and maintenance plan). No chain link!



- E. Consider fencing only in residential or high use areas for both corridors.
- F. Ensure that fencing does not block sight lines.
- G. Consider long-term landscape maintenance costs (e.g. irrigation, replacement of plants, etc.), and options to utilize hardscape strategies when needed to minimize maintenance costs.
- H. Create unique features that are memorable and showcase Fridley’s assets (e.g. Fridley Civic Campus and Rice Creek Regional Trail, Moore Lake, Medtronic, etc.).
- I. Supplement colorful signage such as banners on street lights to celebrate and recognize Friendly Fridley (or “Welcome to Fridley” signs).
- J. Light up the road signs for better visibility.

IV. Better align redevelopment and evolving land uses with the Highways 47 and 65

- A. Create development review standards that bring buildings closer to roadways – providing visual signals that slow traffic.
- B. Work with property owners along the roadways to encourage landscaping and beautification on private land.
- C. Enhance corridors through public/private partnerships.
- D. Create different objectives for University and Central Avenues. University to be have more of a city boulevard feel (slower and more business oriented), and Central to provide faster traffic flow (more industrial above Mississippi St NE).

V. Provide better accessibility and connectivity to local businesses and community destinations

- A. Consider ways to enhance service roads to better attract visitors to local businesses (e.g. create a main-street feel, special service districts to maintain landscaping, etc.).
- B. Improve way-finding.
- C. Enhance non-motorized access to regional and community park and trail facilities (consider a grade separation for pedestrians/bicyclists at 69th Avenue NE).



VI. Improve transit options and functionality (i.e. bus rapid transit is currently being planned for Central Ave to 53rd Avenue to University and anchor at the Northtown Park and Ride)

- A. Improve transit stops, access, and experiences by providing
- A dedicated pull-off for buses
 - Transit shelters where none exist
 - Improved transit shelters to protect people from the elements
 - Sidewalk connections that are ADA compliant and connect to a broader network other than just being at the transit stop
 - Pedestrian-scale lighting
 - Waste and recycling collection (note: more than containers that overflow)
 - Landscaping (encourage citizen groups to assist with maintenance – adopt a road)
 - Move bus stop to the north side of 57th Avenue so that it is not near the entrance of I-694
 - Move the bus stop at the Hackman connector at Central Avenue

Coordination with Metro Transit will be needed for bus stops improvements



VII. Work toward mitigating air, noise, water pollution and environmental impact

- A. Address drainage and storm water issues caused by heavy rains and snow melt.
- B. Don't disturb the ecology of Moore Lake, and connect Rice Creek Regional Trail to Moore Lake Park.
- C. Consider a safe trail for anglers to the east-west Moore Lake connection that doesn't disturb the shoreline.





Above: Photos from the Street Design Options Exercise on March 7, 2019.

COMMUNITY ENGAGEMENT

Recognizing that refinement and implementation of potential improvements will require on-going dialogue and collaboration, the City and MnDOT are committed to the following as opportunities for more detailed planning and implementation occur:

- Identify community standards for aesthetics along the corridors (e.g. lighting, fencing, barriers, landscaping, etc.).
- Provide opportunities for stakeholders to inform street design options during project planning.
- Incorporate broad-based public involvement from stakeholder groups when considering design improvements.
- Provide regular updates on upcoming studies, projects, existing status, etc. on the corridors at council meetings or in community newsletters.
- Engage more with the Anoka County Highway Department so that the needs of residents and businesses are heard and can be incorporated in to upcoming improvement projects/studies.
- Incorporate goals and strategies outlined in the City's comprehensive plan as they relate to development/redevelopment along these corridors when considering highway improvements.
- Metro Transit planning for expansion of bus rapid transit (BRT) service must include community stakeholders and transit users.



Above: Hwy 47/University Ave at Mississippi Street NE.

IMPLEMENTATION OBJECTIVES:

To advance these goals and strategies, it will be helpful to prioritize in the following way:

- 1.) Identify potential funding sources and submit requests for Highway 47 and 65 improvement projects (potential sources include: BUILD grants, safety grants – Highway Safety Improvement Program, Transportation Enhancements Program, and Surface Transportation Program). Funding for improvements on local connecting roadways could come from: Cooperative Agreement Program, Transportation Enhancement Program, Local Roadway Improvement Program, and from the Surface Transportation Program (specific county highways).
- 2.) Address short term goals that correlate with the MnDOT and Anoka County safety studies. Both studies have identified critical safety upgrades that can be implemented in the near-term. Keep the community updated on plans.
- 3.) Mid-term goals should focus on the sections of Highways 47 and 65 that run from I-694 to Mississippi Street NE. This southern portion of the highways already has land uses that promote traffic calming and increases in pedestrian and bike activity
- 4.) Long-term strategies that advance the northern segment of Highways 47 and 65 (Mississippi Street to Osborne Road) that would require major road redesign, such as roundabouts or separated grades.

Lessons and inspiration can be gained from other corridors across the region, such as:

- TH 96 in Shoreview
- Silver Lake Road in New Brighton
- HWY 97 at HWY 61 in Forest Lake
- 66th Street in Richfield
- TH 61 in White Bear Lake



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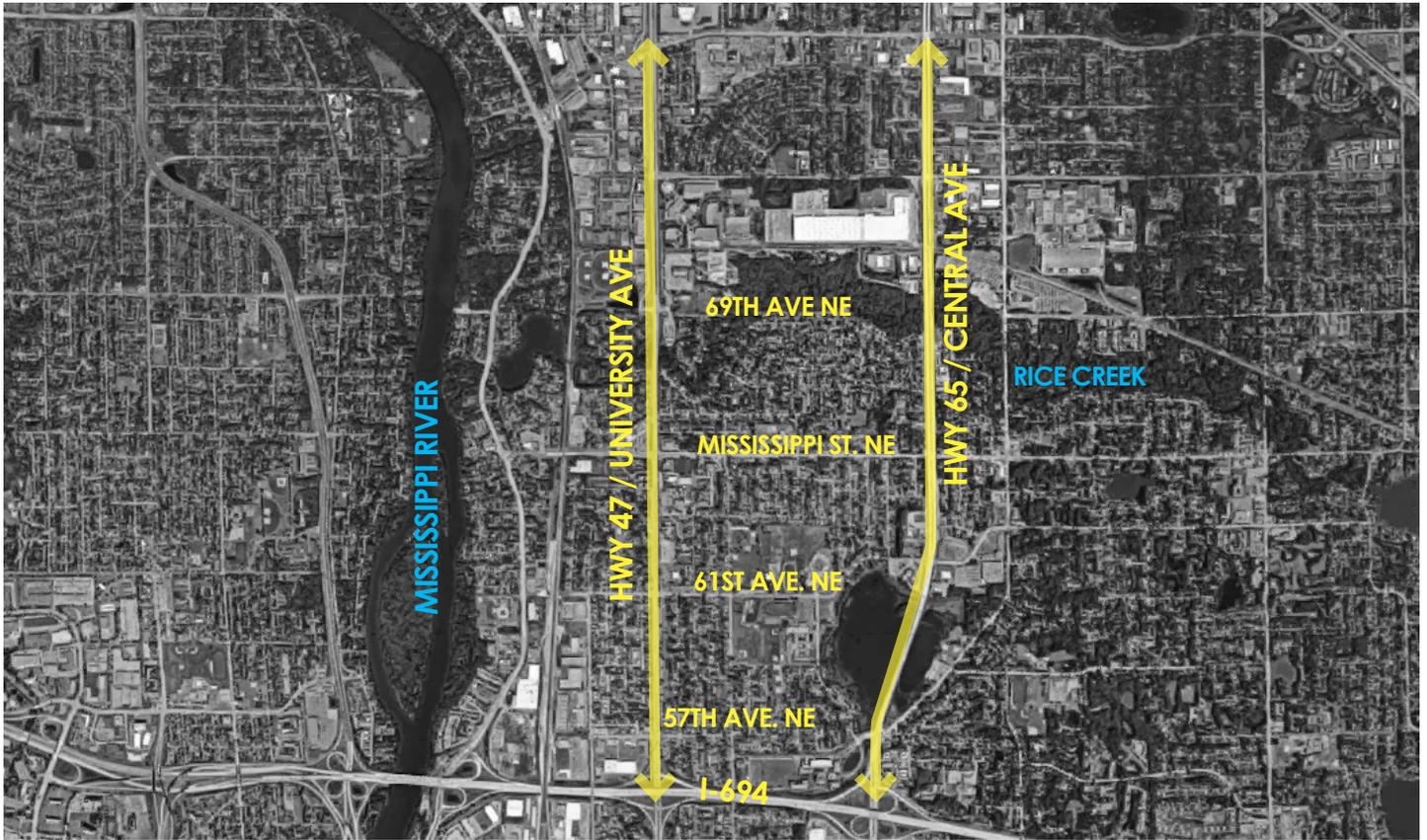
Elizabeth.Willis@metrotransit.org

ATTACHMENT B. ON-LINE SURVEY RESPONSES TO FINAL RECOMMENDATIONS

Reactions to Final Recommendations <i>43 comments</i>	What do you support? <i>8 comments</i>	What would you edit or add? <i>30 comments</i>	Additional Comments <i>4 comments</i>
Please remember that bicycling in a suburb is different than bicycling in an urban environment. We have five months per year that are marginal at best for biking or walking any more than several blocks.	Need to separate traffic and sidewalks on Mississippi St.	Mississippi St. NE is a main thoroughfare. Cannot afford to reduce the number of traffic lanes to add little used bike lanes.	
I enjoyed reading the final recommendations, especially the ones that made our community more walking and bike friendly.	Pedestrian and biking walkways.		
I like the bike friendly changes and the idea of making university slower and more community oriented/ main street feel.		I attended the sessions and final review and agree with the majority of the recommendations. I want to emphasize that changes planned for 69th Ave closure from the east service road aren't clear. I want to make sure that Rice Creek Blvd NE and Holiday Hills has the same access to the trail and bus stops as it does now. If that closure goes through we won't be able to easily access the trail or bus stops, especially in the winter.	
Disappointing. There's no hard solution discussed about Highway 47 vs 65; these are distinct roads and should be discussed separately.	Moving of Southbound bus stop at 57th and University Ave.	More green space would be nice, as well as a small town downtown feel like Anoka along university	Not all proposed ideas are realistic. Provide a feasible, prioritize list of things that MNDOT, Anoka County, City of Fridley, or even citizens can effect or change.
Nothing submitted in your recommendation will help ease the problem. Adding bike lanes will only add to the problems. The only solution would be to add a real rail service (not using railroad tracks) as what we have is useless because of the limited service. Redesign University at least from north town to Minneapolis making it a one lane highway in each direction and run a rail line down the middle with a train running every 15 minutes which should have been done a long time ago.	NOTHING it all is catch phrasing with no solution provided to solve the congestion of automobile and truck traffic.	Propose pedestrian priority/technology on crosswalk signals. Pedestrians are not simply running into traffic because they do not want to wait for traffic lights to change, they are running into traffic because they have to wait an incessantly long time for the traffic lights specifically timed for vehicles to change.	
I love the idea of making University slower & more of a local town feel & making Central the faster go through. University is in my backyard and slowing down traffic would be great. It would cut down on the noise which would make me VERY happy and it would also be great because there would be less accidents. It would also be safer for the kids to cross the street which has always been an issue and concern. Taking care of 61st as a pedestrian crossing was addressed when it came up as a Northstar access point but I think it should be more of a concern for every day access. That street is used a LOT more than 69th is because kids use it daily when they go to & from school. That is MUCH more important than just a crossing for bikes for a trail that someone might use for recreation.	I support the same things I just stated above. More pedestrian crossings. Specifically if it was over University and 61st which wasn't really addressed.	I would also add painting the street lights on University specifically by the 694 entrance/exit. They are old and look horrible. It makes Fridley look trashy.	Pay attention to people who live here. We are the ones who have to deal with this every day. Not the people who just drive through. We are invested in everything here and want our kids to be safe. This isn't just about making our trip to work faster or making something look better. We need things better for a reason.
I hate it. My 1st thought was time to move out of (unfriendly) Fridley! The entire thing ruins university and hwy65. Flashing yellow lights are the stupidest thing ever invented. Those are where I see accidents. Flashing yellow lights are the reason I almost lost my daughter, granddaughter! This will drive residents and businesses out of Fridley!	The only thing I support is longer green lights going east and west.	If you're going to put up a fence it better be the CHAIN LINK!! Everything else is ugly and will be graffitied immediately. Pedestrians and bikes need to obey the rules of the road! The rules don't change for them! Adding bike lanes will make for more dangerous roads.	Instead of 4 mass group meetings you should be getting every single resident opinions! If bike lanes and flashing yellow arrows are added I'll stop driving in Fridley. I'll stop elsewhere. Speed limits need to be increased on both roads along with the intersecting roads. This is truly the worst plan I've ever read. Definitely the most dangerous for DRIVERS who are the most important people to consider. Stop blaming design or drivers on inhuman behavior of stupid people who can't follow simple traffic laws.
Really like the idea of the flashing yellow light for turning at intersections and using stop light delays. The people that run red lights are increasing tremendously.			

<p>Central and Osborne needs help for sure. Still would like to railroad tracks on a bridge or tunnel. Also let's go for the rain garden every where effective and easy. Keep service roads. let us not become a concrete jungle. Would like to see specific plans before implementing. Let's avoid errors like city hall poor stone work and sunlight too strong so blinds our used to close view</p>	<p>Crosswalks, better more safer bus stops.</p>	<p>Improved safety and improving east-west road intersections. I'd love to see MINDOT implement some easy tests/trials of changing the timing of intersections and adding some yellow flashing arrows. (The recent addition of the yellow flashing arrow at East River Road and Mississippi is great.) Improved sidewalks and trails to promote more and safer pedestrian mobility options. Better aesthetics and access to businesses on the University Corridor.</p>	<p>Frequent interaction with residents for approval before moving on</p>
<p>I think this has captured resident concerns and desires.</p>	<p>Improved safety and improving east-west road intersections. I'd love to see MINDOT implement some easy tests/trials of changing the timing of intersections and adding some yellow flashing arrows. (The recent addition of the yellow flashing arrow at East River Road and Mississippi is great.) Improved sidewalks and trails to promote more and safer pedestrian mobility options. Better aesthetics and access to businesses on the University Corridor.</p>	<p>III - B. remove extra "that"</p>	
<p>After attending the meetings, I feel the recommendations do accurately communicate what was expressed during those input meetings.</p>	<p>I support the recommendations there but since there are a lot of them I'd prioritize them this way, from highest to least priority: safety, aesthetics, community identity.</p>	<p>Coordinate with Anoka County intersection improvements. For example road striping on Old Central at Hwy 65 needs to be updated for the higher level of traffic we have today. Lane striping, painted directional signage and arrows. I sent specifics to Joe McPherson at Anoka County. Current striping does not handle the back up of traffic on southbound Old Central from Hwy 65 to almost to the Moore Lake Beach....on extreme days.</p>	
<p>Extensive. Some likely not obtainable.</p>	<p>Safety, environmental, image and traffic flow recommendations.</p>	<p>It was stated that we should consider moving traffic faster through Highway 65/central Avenue above Mississippi Boulevard. It is true that there are industries in this area however I wish to remind everyone that above Mississippi Boulevard on Highway 65 (Central Avenue, not far from Highway 65 Central Ave. are apartment buildings, residential areas, trailer court, grade school, hospital and Spring Lake Park High School.</p>	
<p>I note that it is anticipated that funding would come from a number of sources. If all funding could not be obtained, it is my concern that we would have a situation with a partial program. Thus resulting in traffic moving on Highway 65/Central Avenue at a speed similar to 694.</p>	<p>We must improve pedestrian and bicycle safety in the City of Fridley. This must be a priority, not second to moving traffic faster through our community</p>	<p>It was also suggested that on Highway 65/Central Avenue there would be possible rapid transit systems. I'm assuming this would include light rail. It has been my experience while working in Minneapolis as an occupational therapist and performing home visits and I had to turn off of major roads that had light rail, into residential areas, approximately 50% of the time my trip was delayed due to light rail movement as well as other vehicles delayed by light rail. The only way I would anticipate light rail working on highway 65/Central Avenue, would be to build it above the road. Thank you for this opportunity to give my feedback.</p>	

ATTACHMENT C. MAP OF THE STUDY AREA





City of Fridley Highway 47 and Highway 65

Transportation Planning Background

1

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

2

Transportation System

3

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

4

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



7

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



9

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



10

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)



11

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

12

Project Area Nodes

1

TH 47 Focus Area

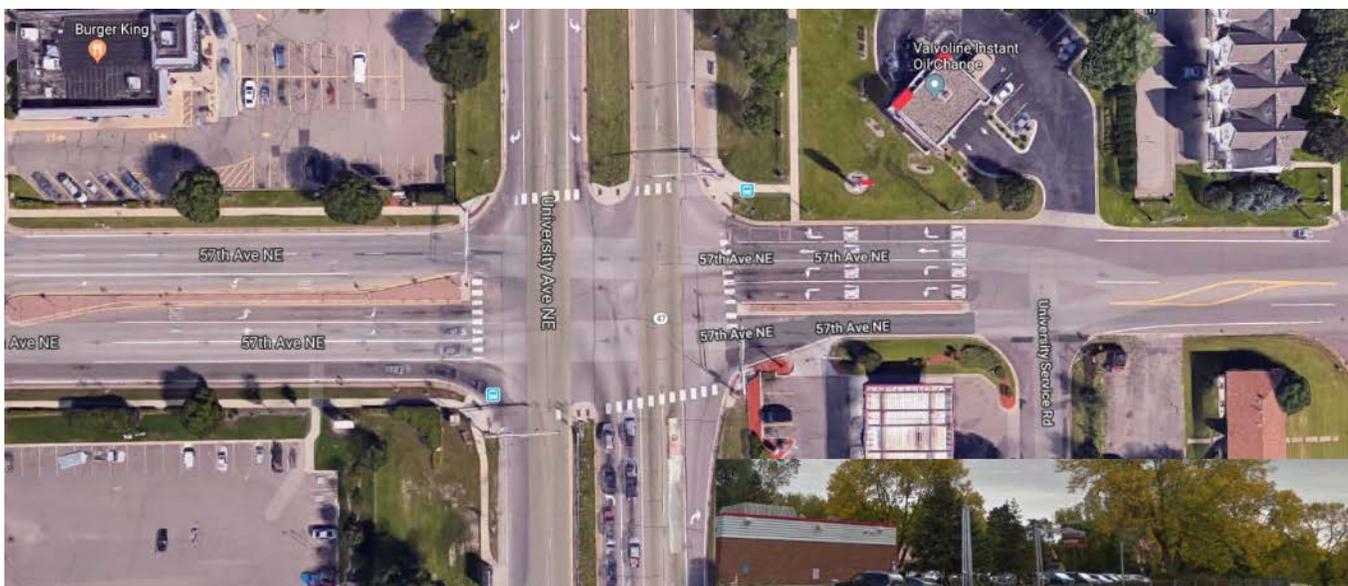
- Focus area between 53rd Avenue NE to CSAH 8 (Osborne)
- Key intersections
 - 53rd Ave
 - 57th Ave
 - 61st Ave
 - CSAH 6 (Mississippi St)
 - University Service Road/University East Service Road/69th Ave
 - 73rd Ave
 - CSAH 8 (Osborne Rd)

2



TH 47 and 53rd:

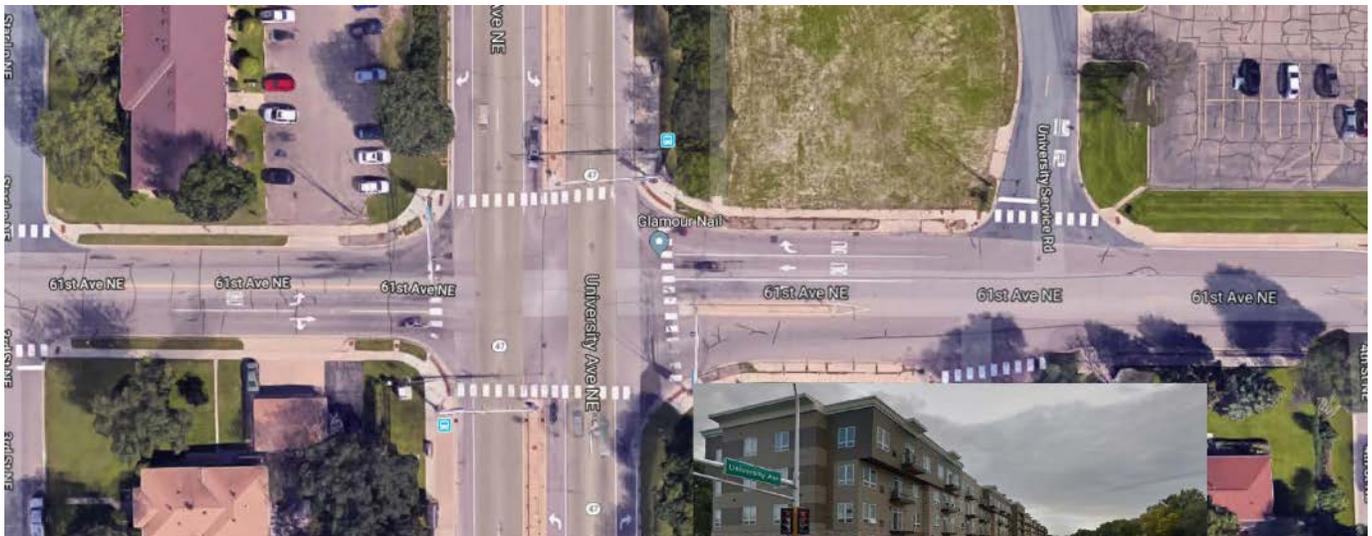
- Long crossings – median refuge does not have push button
- ADA deficiencies – crossing alignment, count down timers, aps missing on east side
- Infrastructure condition – fencing, noise wall on west side of corridor; signal poles, ped ramps, pavement, sidewalks
- Lacks east-west connectivity for pedestrians/bicyclists
- 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

5



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

6



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

7



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

8



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

9



TH 47 and CSAH 8:

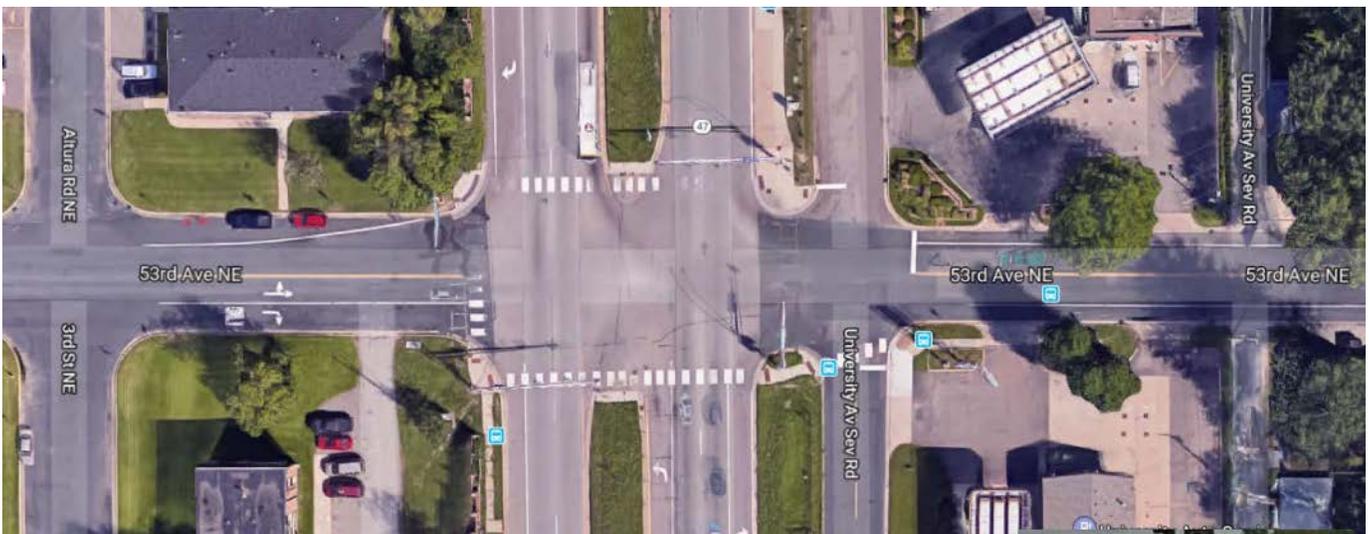
- Long crossings – skew of intersection adds to length, median refuge with push button on TH 47, no median refuge push button on CSAH 8
- ADA deficiencies – count down timers
- Infrastructure condition – signal poles, ped ramps, pavement, sidewalks
- Bus stop has sidewalk; no shelter
- No landscaping/aesthetics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

10

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)

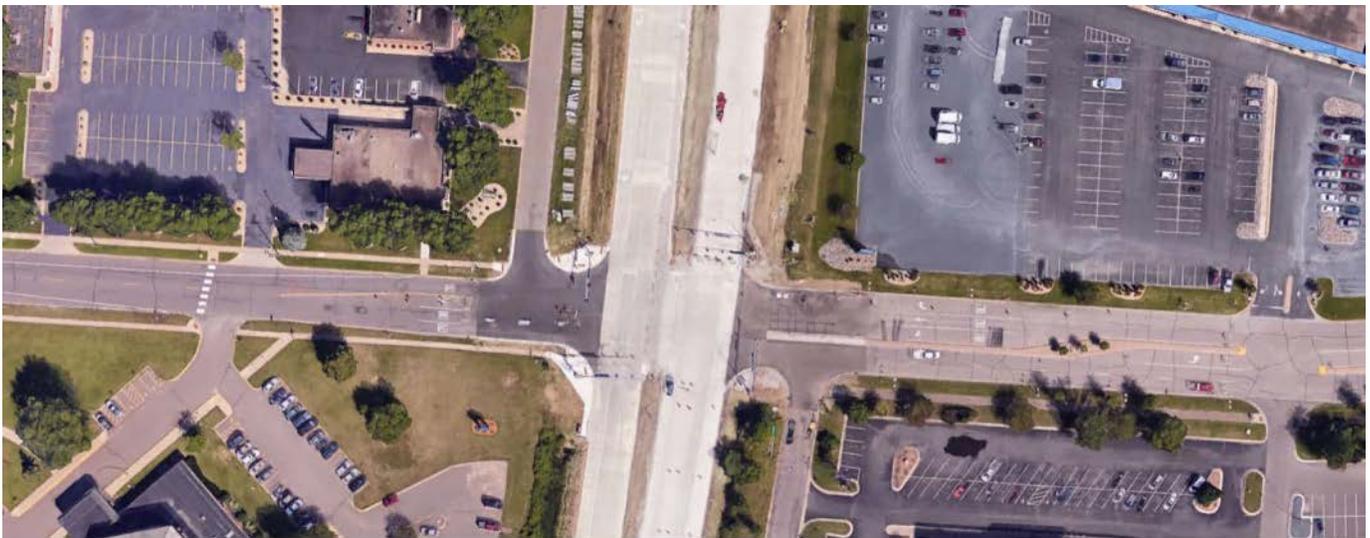
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TH 65 and 53rd:

- 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

3



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

4



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

5



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

6

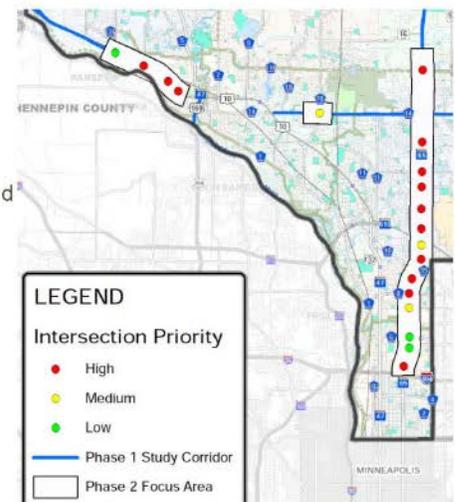
Studies and/or Projects

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.

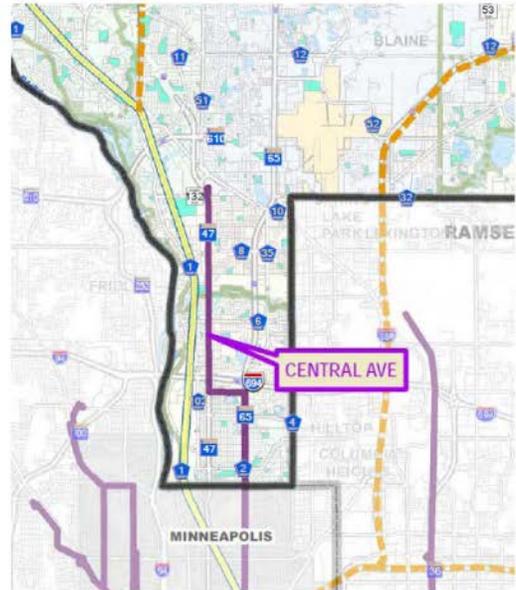


Identified Needs/Improvements

- 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



3

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



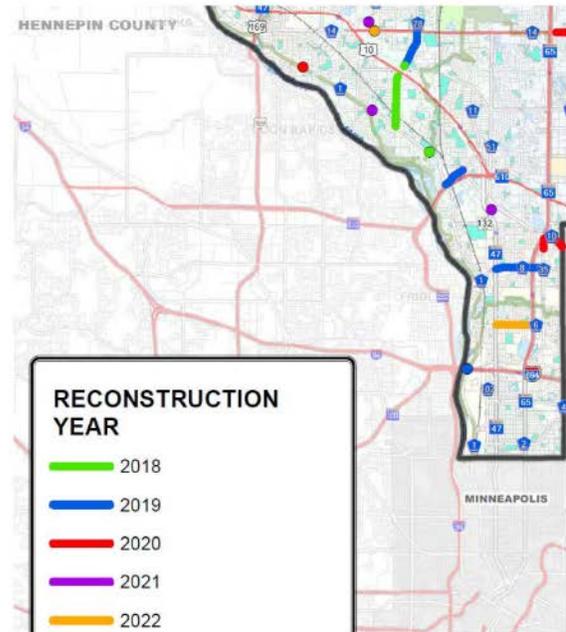
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Identified Needs/Improvements

- 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



5

Constraints/Considerations

6



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

7



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

8

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.

9

Identified Issues

10



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

11



Identified Issues

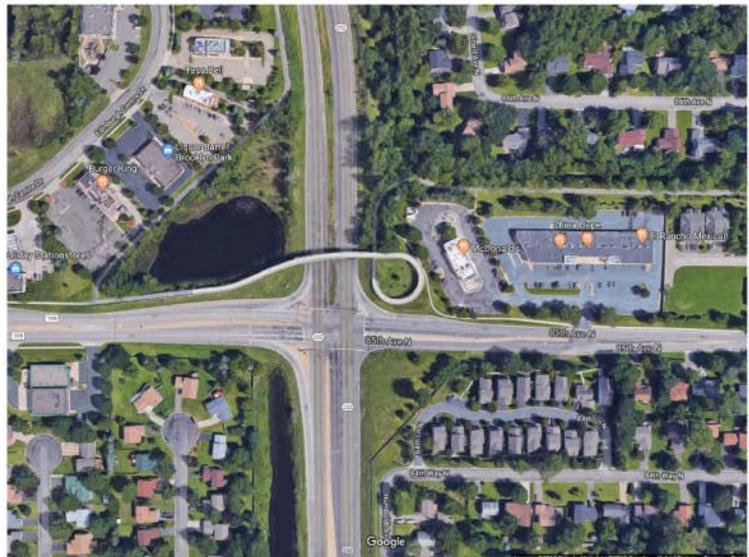
- Signal timing – wait time at intersections on TH 47 and TH 65 and crossing streets
- Lighting – lack of pedestrian scale
- Chain-link fence (TH 47)
- Infrastructure condition
- Overall corridor appearance
- Consistency with ADA requirements – TH 47 and cross streets
- Transit shelters – lack of, inconsistent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

12

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



3

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

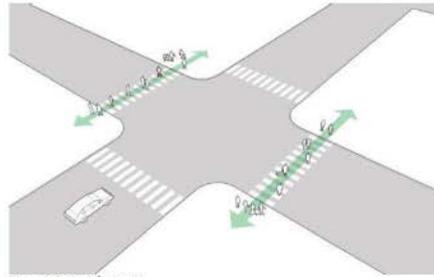
- Good application on cross streets
- Potential to enhance median treatment on mainline (larger median area)
- Incorporate push button on mainline



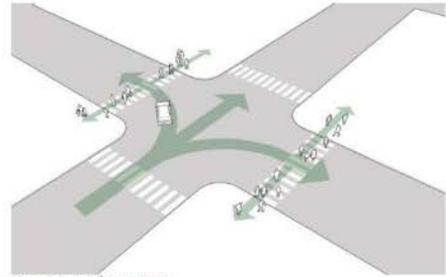
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Signal Timing/Modifications

- Where concentrated area of pedestrians consider leading pedestrian intervals – gives pedestrians a 3 – 7 second head 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.

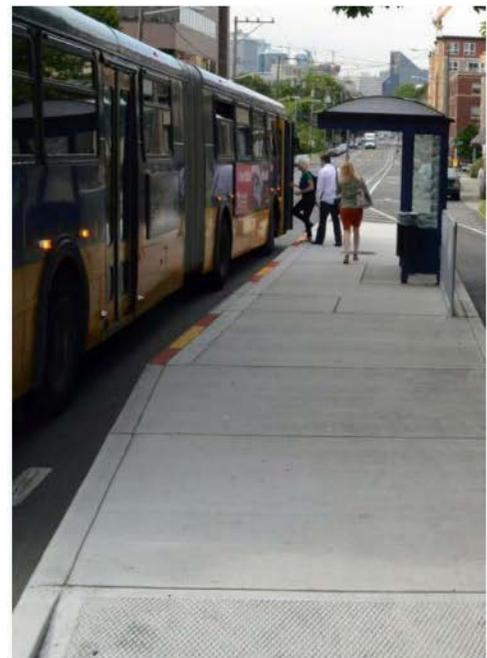


Phase 2: Pedestrians and cars
Through and turning traffic are given the green light. Turning traffic yields to pedestrians already in the crosswalk.

1

Wide Landing Pad and Shelters

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



2

Landscaping

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



3

Narrow Cross Street

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



4

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



5

8th Avenue & Excelsior Blvd – Redevelopment Opportunity



6

ATTACHMENT E. SMALL GROUP DISCUSSION NOTES (WORKSHOP 1)

Fridley: University Ave (47)/Hwy 65

Workshop I – Small Group Discussion

1. In what ways are 47/65 an asset to the City of Fridley?

<p><u>North South and Freeway Access</u></p> <ul style="list-style-type: none"> • Thru-way to get to business and 3-way to get to 694/Mpls (going north and south) • Getting to Anoka • Good access to north or downtown (two options) • Ability to get places we need to go (downtown, etc.) • Convenient secondary route to downtown or north • Good way to get out of town – north or south • Access to freeways • People traveling our area • They are two of the largest connections (North and South) • Only north/south access • Easy access to freeways • Freeway access • Traffic uses highways instead of cutting through neighborhoods • Easy commute/access • Good close access to 35W and 694 and 610 • Good access for large vehicles from nearby sites • Good access to Minneapolis, St. Paul, Twins games • Business exposure • Mobility/freight • Good access to business, churches, commercial, industrial and schools 	<p><u>Jobs and Employment</u></p> <ul style="list-style-type: none"> • Truck access – businesses • Supports employers (commercial and industrial) • Truck traffic business in and out • Main commercial centers • Access to shopping • Brings people to shop/work/play/spend • Businesses have visibility <p><u>Visitors to Fridley</u></p> <ul style="list-style-type: none"> • Provide an image (positive or negative) of our city • Brings people to our community • Funnels people into Fridley • Access to freeways • People traveling our area • Connect us to other communities • People from other communities to come to Fridley – shop, etc. <p><u>Other</u></p> <ul style="list-style-type: none"> • Location • Emergency vehicle full access • Transit access • Good speed limit – cars • Location of City Hall on 47
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2. In what ways have 47/65 changed during your time in Fridley?

<p><u>Increased Speed and Traffic</u></p> <ul style="list-style-type: none"> • Higher traffic levels (65 to Blaine) • Speed limit has increased • Much higher traffic and congestion • Longer wait times to cross for few cars • Higher speed • More congestion at intersections • <u>Lot more traffic</u> • Speed changes (faster) • Speed limit increase • Traffic increase • Volume increase but roads haven't improved • Increased speed • Increased traffic (on both) • Increased speed • Higher speeds • Higher usage • Volume has greatly increased • Main commuter roads <p><u>Road Design</u></p> <ul style="list-style-type: none"> • More turning lanes • Wider roads • Most improvements have been around cars/traffic • 47 from one lane to two • More signal (?) has been initiated <p><u>Landscaping and Fencing</u></p> <ul style="list-style-type: none"> • Now have rusty fences • Getting rid of some chain link ugly fence • Median along University is not maintained • Like new fence on Hwy 47 – rod iron fence 	<p><u>Residential and Commercial Uses</u></p> <ul style="list-style-type: none"> • Busier – more trucks, more residents and businesses, more buses, more housing, light rail and transit stations • Northtown • More businesses have left/closed between 694 and Mississippi on the east side • New construction along the corridor • Aesthetics (Cielo Apartments) • Development • Improvements (example: Medtronics, Minco, Target districts) <p><u>Pedestrian/Bike/Transit</u></p> <ul style="list-style-type: none"> • Improved bicycle options • More pedestrians have been hit/killed on 56/47 • Added bike and pedestrian paths in a couple places (57th to 53rd and Central) • Hazardous to pedestrians, bikes • Bus stops • Creative pedestrian crossing on Hwy 65 and 694 • Good public transportation (bus) <p><u>Safety</u></p> <ul style="list-style-type: none"> • Increased fatalities • More accidents • More pedestrian deaths <p><u>Other</u></p> <ul style="list-style-type: none"> • Noise and air pollution increase • Became a “pass through” for others outside of Fridley • Fridley has become a “drive through” city • Love the garbage cans at the bus stops • Out of district school traffic • Community Park (access to)
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3. How does 47/65 impact your interest and/or ability to walk, bike or use public transportation?

<p><u>Crossing Intersections</u></p> <ul style="list-style-type: none"> • Struggle crossing intersections • No clear crosswalks • Timing of lights, high traffic, etc. – affect interest in pursuing a walk or bike ride • Long wait times impact walking and short crossing times • Stop light(s) flow • Can't cross safely • Traffic lights are set for cars/autos • Difficulty with pedestrian crossings on both 65 and 47 <p><u>Safety for Walking and Biking</u></p> <ul style="list-style-type: none"> • Uncomfortable to walk or send my kids walking across • There are walkways/bikeways that could use improvement • Safety for biking/walking • Avoid walking/biking because of traffic speed and volume • Avoid walking and biking • Impossible to use for family bikes/strollers • Lack of safe bike/ped crossing to connect to shops or bike paths • Major barrier for biking and pedestrians • Taking life in your own hands to cross and/or bicycle along on shoulder • Safety concerns • Barrier for bikes/pedestrians (especially small kids) • Scary walking across Hwy 65 • Safe routes to schools, parks, other destinations • Great access to Anoka County trail system • Bad for kids walking to school 	<p><u>Transit</u></p> <ul style="list-style-type: none"> • I use 47 for busing to downtown – it's nice to have express buses • 65/Mississippi, bus stop only has bench and it is destroyed every winter • Bus stops marginal – block visibility and traffic • Too many stops for public transportation, less desirable too • Lack of bus shelters/maintenance • Snow can cause hazards for people using transit • Bus stops tacky – benches falling into ditch. Uninviting and unprotected. • Bus pulls into dirt shoulder to pick-up • Better bus stops <p><u>Lighting and Landscaping</u></p> <ul style="list-style-type: none"> • Poor lighting • Needs maintenance on landscaping <p><u>Other</u></p> <ul style="list-style-type: none"> • Length of rides • Fumes from traffic is toxic • Disconnects community • Barriers/silos • Good winter maintenance is needed
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4. How does 47/65 impact your ability to travel (by any means) east and west across Fridley?

<p><u>Timing of Intersections</u></p> <ul style="list-style-type: none"> • Lights are too long • Slow! Lights feel like forever to change • Need to be a certain age to cross 65/47 • Signal turning could/should be adjusted • Long lights to cross • Timing of lights (delay) – make more intelligent, not enough time to cross • Turning/timing – drive danger due to timing • Flashing left amber (needed) • Loss of safe driving due to short turn signals • Emergency vehicles reset lights timing • 47 has 2.5 minute cycles. Turn lanes get 10 seconds. • 65 has 4.5 minute cycles. Turn lanes get 10 – 20 seconds. • Timing of light signals for pedestrians are too short • Timing of turn signals <p><u>East West Travel</u></p> <ul style="list-style-type: none"> • Takes longer to get across Fridley than downtown via 94 • Tough to go east/west during busy hours • Cross streets are very valuable <p><u>Areas of Interest</u></p> <ul style="list-style-type: none"> • 61st/University – blind spots for cars/walkers (bushes) • 65 and Moore Lake needs higher priority with schools and churches • Designated turn lanes (Mississippi and 65) going east • 53rd is designed too tight for semis • 47 and Mississippi bus stop/pedestrians/cars – dangerous 	<p><u>Lighting and Landscaping</u></p> <ul style="list-style-type: none"> • Lighting • Bad lighting around 47 and 85th – people have been injured there! • Lights seem low <p><u>Safety</u></p> <ul style="list-style-type: none"> • Not safe – hazardous, impacts our travel negatively • Impacts choice of travel usually only by car for a safe crossing • Slower • Not safe for children <p><u>Commuters vs. Local Trips</u></p> <ul style="list-style-type: none"> • Local residents/trips are less priority for other to go through Fridley to get to their work • Stressful to drive (congestion) • Elongating right acceleration lanes to merge onto the highway • Takes time to get access – longer during rush hour <p><u>Sidewalks</u></p> <ul style="list-style-type: none"> • Lack of wide sidewalks/crossings • Lack of sidewalks <p><u>Other</u></p> <ul style="list-style-type: none"> • Right turn lanes or left turn lanes “back in the Eighties” • Going south off 69th
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5. How do you envision the desired appearance of these corridors?

<p><u>Landscaping</u></p> <ul style="list-style-type: none"> • The reputation of Fridley is negative by the poor appearance of intersections and corridors. Needs to be significantly updated. • Unique • Look at Hwy 96! • No more chain link fences – catch garbage • Aesthetically pleasing • Matching fancy (black iron) fences would be nice • Nicer trees/pretty blooming/type of landscape • Improved landscaping • Distinctive cosmetic styles, aesthetics, etc. • Cleaner – landscaping • More thoughtful about tree maintenance • Landscaping, trees • Low maintenance landscaping (good visibility) • Continuity of fencing and landscaping • Better landscaping along Hwy 47 • Median landscaping and traffic calming • Chain link fence (city initiated, state said city would be responsible for any accidents or injuries) • State mow the median regularly and pick up trash • Fix eye sore of Black Desert parking lots and associated eye sore of parked cars by planting trees in parking lots that will beautify and provide summer shade and cooling for customers while beautifying the drive by viewing. Use earth friendly water/air breathing pavers around trees to allow them to survive and thrive. <p><u>Moore Lake</u></p> <ul style="list-style-type: none"> • Make Fridley and Hwy 65 drive thru/crossing of Moore Lake a destination much enjoy drive • Line Hwy crossing of Moore Lake with planting of cotton less cottonwood trees and enjoy as it canopies, frames, and accents the lake crossing un-doing the damage of putting a major road thru a lake (require that every 	<p><u>Pedestrian and Bike Improvements</u></p> <ul style="list-style-type: none"> • ADA compatible • Bike lane accessible • Walkways/pathways • Better access to bike/walking trails and routes for those that live between 47 and 65 • No overpass on University Ave and Mississippi • Visual cues for multi-modal lanes • Continuity of bike lanes • Separation between pedestrians/bike and highways <p><u>Lighting</u></p> <ul style="list-style-type: none"> • Lighting • Lighting is needed – modernized • Well lit • 49er’s too old lighting styles, etc. • Better lighting • Lights down center median <p><u>Safety</u></p> <ul style="list-style-type: none"> • Safety – school • Larger safe zones – consider large families (with bikes or strollers) • More traffic calming effects – “boulevard” <p><u>Transit</u></p> <ul style="list-style-type: none"> • Clean bus stops – make safe, back away from the road • Good, aesthetically pleasing transit options and stops (shelters) <p><u>Speeds and Traffic Flow</u></p> <ul style="list-style-type: none"> • Wide enough • Islands are close to intersections – need to be cleaner • Smarter cycles/timing on signals (more efficient) • Safe adequate sidewalks • Not raise speed limits • Not lower speed • Effect of driving apps on traffic flow (example: 73rd is picked up by apps because no stops and becomes busier)
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<p>3-5 years the trees are inspected pruned)</p> <ul style="list-style-type: none"> • Make the Moore Lake causeway an asset for the community 	<p>Other</p> <ul style="list-style-type: none"> • Fridley station needs a public restroom • Functionality is most important • Aware of utility parking on streets • No trash • Grade separations • Place-making • Connect Locke park over 47
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6. What additional information would be helpful to consider options for 47/65?

<p>Questions</p> <ul style="list-style-type: none"> • What would the cost of improvements be to citizens? • How many people would walk or bike to work or school if it was safer? • Other examples of updates? • How do we move to “complete streets”? • How to improve these major roads to improve our “community”? <p>Requests for Data</p> <ul style="list-style-type: none"> • Crash statistics and data on accidents • Sound and pollution study • More info on tier 1, 2, and 3 <p>Suggestions/Comments</p> <ul style="list-style-type: none"> • Change 47/694 exit/entrances to pit in an overhead • Walkway for transit people • Could 65 or 47 be the main street to go through, and maybe have a higher speed limit or access and the other road be used for more local traffic? • Walkways, biking, school access • More county money provided for southern Anoka County!! (And MnDOT money) 	<p>Suggestions/Comments (continued)</p> <ul style="list-style-type: none"> • Traffic calming • Round-a-bouts • Bus cut outs • Keep ADA and people with mobility issues in mind when designing • Do X left turns, not L • Light rail – both highways • Express on Hwy 65 • Additional access to frontage roads/businesses, like half way between major intersections • Make Hwy 65 prettier through Moore Lake • Plans for BRT in the area • Project timelines and impact use of roads • Heavy traffic going north on 65 – relief • Police info on speeding, accidents • Pedestrian injuries at intersections • Better signage at crosswalks • Vehicles stop further back from crosswalks • Speed limits set reasonably • Access from City Hall to go south onto 47 by emergency vehicles • Removal of turn onto service road from 47 going south
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ATTACHMENT F. ON-LINE SURVEY RESPONSES – IMPROVING THE FRIDLEY CORRIDORS

Improving the Fridley Corridor

This report was generated on 03/05/19. Overall 31 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

The following charts are restricted to the top 12 codes. Lists are restricted to the most recent 100 rows.

In what ways are 47/65 assets to the City Fridley?

Great commercial-industrial access to freeways and metro area. Easy and convenient alternate travel
Travel through city.

They bring in a large amount of potential costumers

Good for moving lots of traffic (vehicles) north and south. Good place for transit.

I think they have helped development north of the city so it has increased the state tax base.

Provide easy access to downtown

They provide quick access to downtown and neighboring communities. Several popular businesses.

They are main arteries to access downtown Minneapolis

Quick access to Minneapolis and to the adjacent northern suburbs.

They are major arteries connecting us to other cities, and highways

bring a lot of people to Fridley or through Fridley so they are aware of our wonderful community

Provides access to our city

Good thoroughways to get from one end to the other.

Having a main highway to connect us to downtown is an asset

They provide a means for a moderate flow of traffic to pass through Fridley in a reasonable time.

major transportation arteries for quick transit

The medians could be used for pollinator friendly natives and monarch habitat

They are the main roads north/south through the city & where the stores are.

The main roads north and south

Quick north/south access

Easy north/south routes. Convenient to access.

Allow major flows of traffic to move through pretty fast

Businesses on those roads bring people together

Main thoroughfares

Easy and quick ways to get to the highway.

They are the main routes through the city.

They support a lot of traffic and are the corridors to our city

They help people in vehicles and public transportation travel north and south. They are access points to nearby businesses and freeways.

They both provide access to our communities without overpowering the landscape.

In what ways have 47/65 changed during your time in Fridley?

Become much more noisy and busy

Speed & much higher amounts of traffic. Congestion and higher levels of personal injury, less safe.

Busier and more traffic

They have become more dangerous to pedestrian traffic with large rounded corners and increased speed

Over time, businesses have disappeared and replaced with housing.

Steadily increased traffic/congestion.

Gotten busier

Both roads have become much busier, traffic has increased; they've become mini freeways to northern

In the past 15 years we have lived here I have noticed the amount of traffic has increased

More traffic. Long waits at lights to get across on on to either 47/65.

Both are way more congested with Pedestrians and vehicles.

a lot more rentals, so we are losing our sense of community, a lot of vape shops and thrift stores

It's busier and the roadway is congested

The city bought lots of land along 47 and now it feels too enclosed in with those Cielo apartments.

Both have gotten busier, with much faster traffic that seems to simply pass through Fridley

more traffic and harder to cross going east/west

Not much in terms of landscape on roadside median as its been lawn grass.

They have gotten busier.

They have gotten busier

Hwy 65 has increased dramatically in car volume and car speed in the 20 years I've been in Fridley.

Way busier than years ago. Seems roads are not adequate for the current traffic volume.

More traffic

Busier with commuter traffic

People drive faster, cell phone usage, pedestrians cross whoever and wherever they want,

Lots of extra people hanging around, bus station, Walgreens, 47.

They have gotten way more congested with the additional traffic added to them

The new fences on university look nice.

Pedestrians continue to die on these roads after drivers have hit them with their vehicles.

I've lived in Fridley for 5 years and I've only noticed that drivers run the red lights more often.

How does 47/65 impact you're your interest and/or ability to walk, bike or use public transportation?

Way too much vehicle and commercial traffic

Strictly avoid it because of low safety in crossing.

Traffic is much too fast and congested to cross. Needs vehicle bridges

I would like to be able to transit safely from the New Brighton side to the Northstar station.

They serve as barriers to moving east/west through the City. Can be very dangerous to cross.

How does 47/65 impact you're your interest and/or ability to walk, bike or use public transportation?

They are mostly barriers that divide the community into 3 parts. I don't feel safe crossing them.

I am not comfortable crossing on bike or foot, or allowing my children to cross.

I won't let my kids cross them walking or on bikes. Too dangerous.

We tried to avoid both them them, including trying to cross them because they are so busy

We want our kids to be able to cross 65 safely. We are not confident in allowing it regularly.

I live between 61st and Mississippi. I rarely allow my children to bike or walk across 47 at either

Traffic is bad, so I do not cross either roads on foot or bicycle

I cannot cross them safely

I will walk across 47 on Mississippi but otherwise don't need it for anything but driving.

I am uncomfortable using the public transportation on either. Only 47 has a bike path nearby

They are very poor and dangerous. There's not enough space in this box for me to elaborate.

buses never seemed to stop or show up on 65 when I took them. You can't walk/bike at all.

Would be nice to see the lawn grass replaced with pollinator friendly native plants and trees

I have to find walking paths that cross them. Not all do.

We drive, only really bike around on rice creek trails

It doesn't

Don't try to walk or bike across them, too dangerous.

Hard to walk/bike crossing these roads

To dangerous to ever walk or bike it!

Too scared to do any of that

I don't take my kids towards 47 because of the random foot traffic. 65 we can't bike too busy

They really are not pedestrian friendly at this time!

Does not change

These roads are major barriers to traveling east or west. They are horrible to walk or bike across because they're built for vehicles with these uses as an afterthought. I plan trips with kids very carefully when trying to cross these roads. Lack of plowing of the underpass from the Rice Creek trail system means in the winter I usually cross over the Highway 65 ditch or go to the light at Mississippi Street and ride next to vehicles because there is zero bike space on Mississippi Street. I often take the trail along the west side of University but it's in disrepair and the crossings are ill planned at 73rd and Osborne.

It doesn't impact it. We still have access and are comfortable using the parks and paths. Public transportation is easily accessible at all major intersections, but could be safer with larger shelters.

How does 47/65 impact your ability to travel (by any means) east and west across Fridley?

Extremely difficult to travel east/west in Fridley. I try to avoid it at all costs.

Travel time way to long. Easier of me to get downtown.

Convent but slow. Stop lights take for ever. Need bridges and on ramps for vehicle traffic

It can be a challenge during high traffic times, but that's to be expected.

Takes a very long time to cross since priority is given to north/south movements.

How does 47/65 impact your ability to travel (by any means) east and west across Fridley?

Slows it down. I don't use or frequent parts of Fridley because of it.

If you get stopped at a light it will add 5 minutes to your day crossing each of those roads.

I will only let my kiddos go by car. We try to avoid walking or biking on paths that cross

It can be at times very time consuming

Yes. Long wait times at lights. Dangerous to cross on foot or by bike.

Again, rarely do I let them Bike or cross. I have seen too many Drivers ignore the lights and almost

In general, driving is fine, even though the lights take forever

It takes longer than it should

The lights at Mississippi and 47 are too quick and if you're not close enough don't always see your

Crossing either is time consuming and feels dangerous

The traffic volume of 47/65 can make lights crossing them very long, but otherwise doesn't hinder tr

wait times are frustrating and I've missed the train because I've been stuck at the light

I have to find roads that cross them. Most do.

When needing to cross, the lights are really long. Certain times of day, I can wait for up to 7 ligh

It's terrible - the lights take forever, causing people to "run the red" because they know how long.

Busy roads to cross. Lights are often not long enough causing some drivers to run yellow lights.

Hardly ever do it that way as Mississippi is stop n go

Doesn't, I can do it.

Mississippi and 65 is HORRIBLE. The lights are too long.

They are the life blood of the city.

They are critical

When driving, the lights for people turning or crossing University allow so little time that many run red lights rather than sit another long cycle. Rushing drivers because of the bad signal timing make the intersections less safe for all travel modes. They are prioritized against use by our neighborhoods and benefit the people coming from the exurbs at our expense. Anoka County roads that cross these are so terribly designed for biking or walking that it's double dangerous for these uses. Just try to walk or bike to Cub Foods sometime; it's like they're trying to make pedestrians run a death maze (planner says "go where I think you should go or you die"). And there aren't even sidewalks on both sides of that county road. Mississippi Street has no bike lanes or shoulders and is terrible for biking. Because University is designed like a highway, it might make it seem "ok" that the county roads are so fast and overly wide. These vehicle-centric roads then encourage overly fast driving not only on them but through our neighborhoods. It's all a trickle down design from the fact that we have three highways that run north to south and none of them work well.

Most lights going east and west are too short to get the full line of vehicles through.

How do you envision the desired appearance of these corridors?

Should be much more friendly to pedestrian and bicycle traffic

Hopefully much improved appearance. MNDOT investment has been strictly functional-moving traffic.

Grade separations, bridges for vehicles and on ramps

Something that will entice commuters to stop and stay a while. Also, pedestrian friendly.

Less hardscape. Landscaping in strategic segments. Construct urban section north of 69th Ave.

Improving the Fridley Corridor

How do you envision the desired appearance of these corridors?

Everyone complains that these corridors are dumpy looking. Why can't they be spruced up?

Flowering trees, upgraded lights (not just traffic lights)

Ped bridges would be good. Maybe use empty space on NE corner 61 st and univ.

Safer for peds absolutely

I would love to see pedestrian bridges or overpasses with pedestrian/bike paths to ensure a safety.

An underpass at 47 and 61st would be ideal. It links the bus to light rail

I wish it would be updated and modern with more bike friendly lanes and crossings

Overpasses

Open space, not big buildings and fences lining the sides.

I would rather see one of them become a slower, more local, street rapid bus service, a protected off street bike/walking lane, lights that adapt to traffic

More trees. More walking/biking paths.

They kept neat and clean

Privacy/noise walls for the residential sections

Need roads to handle traffic volume, but also be friendly for the community.

Overpasses for pedestrians and bikers

some of the businesses Monty's, Broadway Bar, old gym etc are soooooo dated.

Would like more green in the summer that is maintained, something that won't be killed in winter

Large sidewalks, slower traffic, turn lanes getting onto 65

It will need to have the charm of a small town with the function of a bigger community.

I would love to see wildflowers planted in the mediance since you only mow them twice a summer.

University would be slowed down for vehicles and look more like a boulevard with trees. It would have bike lanes or trails, more room for transit, better lighting and smarter signals. Highway 65 would look more like a freeway with separated grade crossings.

Have pedestrian and bicycle overpasses

What additional information would be helpful to consider options for 47/65?

Should be much more friendly to pedestrian and bicycle traffic

Focus on moving traffic has impacted Fridleys appearance and reputation negatively.

Traffic flow is only going to increase. Don't bandage the problem, just build the vehicle bridges

No overpasses, ever. They are the worst invention for pedestrians. Underpasses are more palatable.

More lighting. Trails/sidewalks. Revise signal timing for better LOS to side streets and peds.

Is it a design requirement that the intersections have to have "humps" like at 47 and Mississippi?

motorist using 694 going east from hwy 47 to hwy 65 slow down the speed to get in the traffi lanes

Sidewalks, better crosswalks or pedestrian bridges for safety

The new appt. Bldgs and fence look nice for now. Hopefully it will be maintained.

I think have ped bridges at cross streets, Mississippi and Osborne are important

Something needs to be done soon to improve car and bike/foot traffic across 65.

What additional information would be helpful to consider options for 47/65?

Pedestrian safety should come first!!

If we want to encourage healthy living, can we please stop allowing unhealthy businesses in our city

Longer turn lanes

I think they're pretty good the way they are.

If they are going to continue to grow, pedestrian/bike bypasses need to be put in

They both need full-length bike paths or protected bike lanes.

turn arrows that blink yellow at non peak traffic hours

The city doesn't have a lot of bike paths besides the MRT and the roads. More E/W ones would be goo

I don't know

Make hwy 47 a freeway with fewer access points connecting up to 10 from 694.

With increased traffic, consider pedestrian bridges. Sound barriers around residential areas would h

SLOW the traffic speed residents don't mind but commuters hate it, that's who mostly on these roads

City does a great job maintaining medians and boulevards

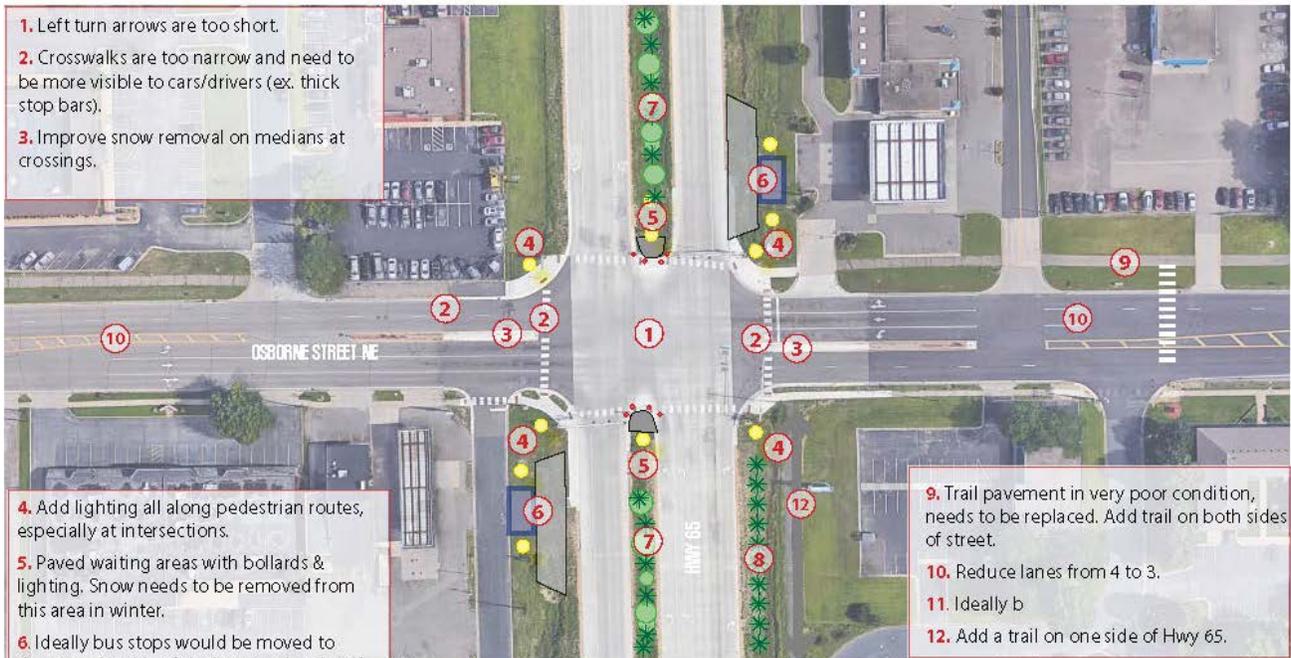
Make them pedestrian friendly as well as being able to accommodate the heavier traffic. Proper lighting would be wonderful.

The traffic light timing at 65 and moore lake is wrong. It is faster to loop around to the east moore lake because that side of the road goes first. The left turn lanes should clear out at the same time. Ot the northbound lane turning last.

The impact of East River Road being a fast, four lane road factors into this because that makes three such roads that are difficult to cross in one narrow city. All make vehicle travel the number one priority at expense of safety and other travel modes. Again, I would like to see information on making Highway 65 more like a freeway and University Avenue slowed. This is about our values and I want to see our city be more livable rather than, say, valuing truck travel over safety. Would also like frontage road width to be considered because along some parts of University there are four lanes of travel plus two frontage roads. That means plenty of space for making improvements.

Keep the current four lane highways, so our community has the traffic flow without impeding on our neighborhoods.

HWY 65 NORTH: Hwy 65 & Osborne Street NE



- 1. Left turn arrows are too short.
- 2. Crosswalks are too narrow and need to be more visible to cars/drivers (ex. thick stop bars).
- 3. Improve snow removal on medians at crossings.

- 4. Add lighting all along pedestrian routes, especially at intersections.
- 5. Paved waiting areas with bollards & lighting. Snow needs to be removed from this area in winter.
- 6. Ideally bus stops would be moved to the opposite side of the intersection, but if not possible, then a dedicated lane in the shoulder for bus pull off with an improved shelter & more lighting. Add garbage cans.
- 7. Native vegetation in medians.
- 8. Add low landscaping to deter garbage.

- 9. Trail pavement in very poor condition, needs to be replaced. Add trail on both sides of street.
- 10. Reduce lanes from 4 to 3.
- 11. Ideally b
- 12. Add a trail on one side of Hwy 65.



City of Fridley | Workshop II Summary Sheets | March 7, 2019

HWY 65 NORTH: Hwy 65 & 73rd Avenue NE

Note: 73rd is a good "alternative" truck route to Osborne & Mississippi which have more intersections.



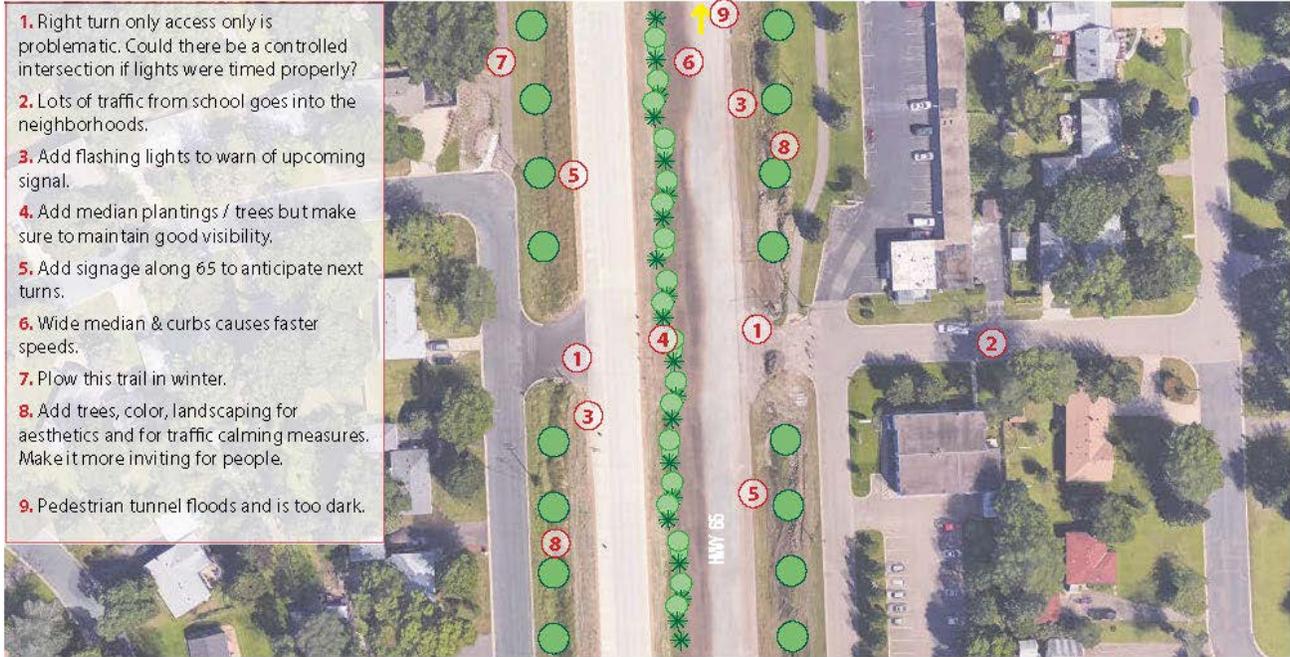
- 1. Need larger pedestrian areas around bus stops or a dedicated lane in the shoulder for bus pull off with an improved shelter & more lighting. Add garbage cans.
- 2. Left turn lights are too short.
- 3. Improve the median for pedestrians.
- 4. Add traffic control measure around median, people clip their turns and it ruins the grass.

- 5. On cross streets have cars stop back from pedestrian crossing.
- 6. Native vegetation in the medians.
- 7. Cars turning left block traffic.
- 8. This will transition to residential, plan for more development.
- 9. Repaint crosswalk stripes.
- 10. Mitigate noise & air pollution with more trees.
- 11. Bike trail that connects to Rice Creek Trail.
- 12. Add public art such as a mural/ sculpture.



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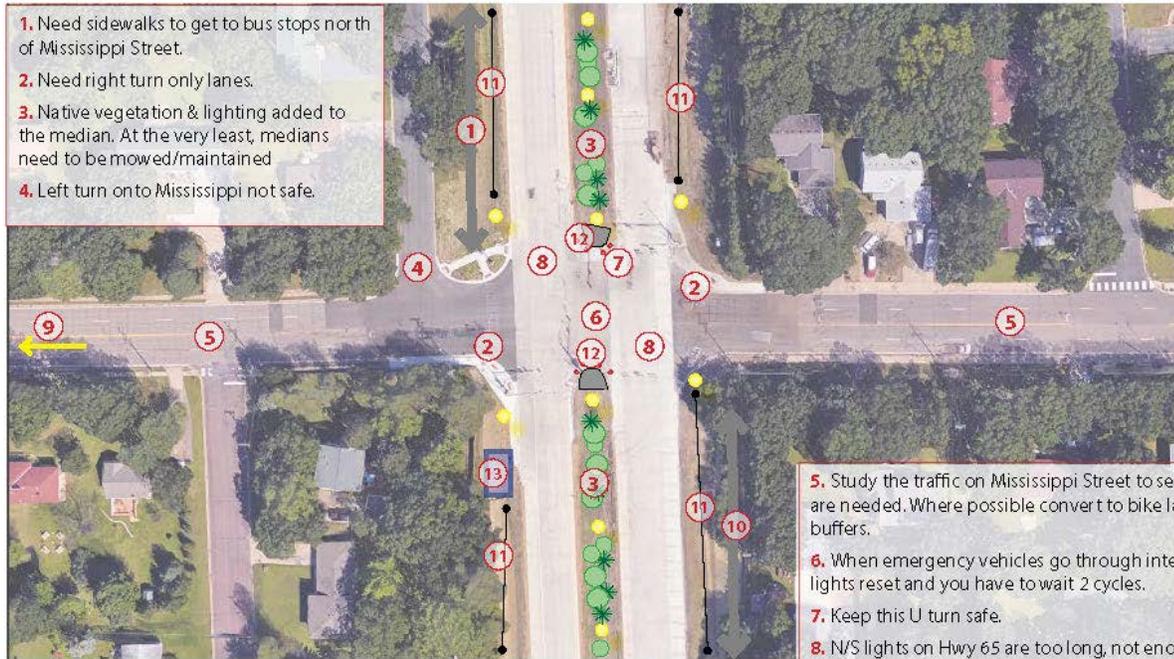
HWY 65 NORTH: Hwy 65 near 69th Ave NE



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HWY 65 SOUTH: Hwy 65 & Mississippi Street



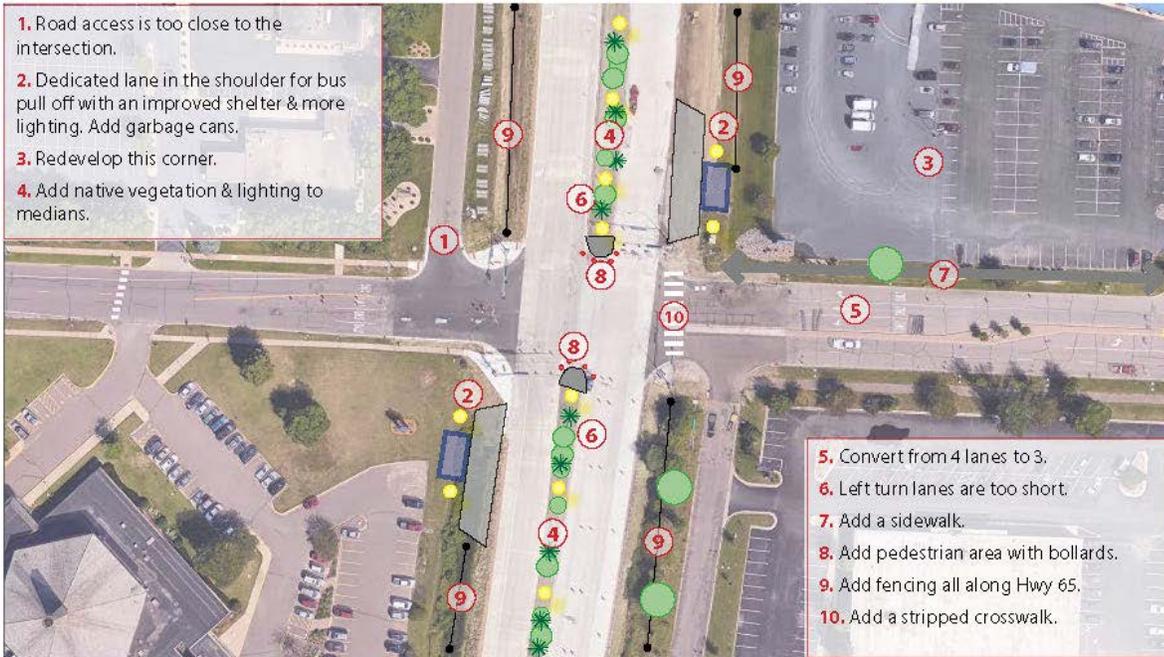
1. Need sidewalks to get to bus stops north of Mississippi Street.
2. Need right turn only lanes.
3. Native vegetation & lighting added to the median. At the very least, medians need to be mowed/maintained
4. Left turn onto Mississippi not safe.

5. Study the traffic on Mississippi Street to see if all lanes are needed. Where possible convert to bike lanes with buffers.
6. When emergency vehicles go through intersection the lights reset and you have to wait 2 cycles.
7. Keep this U turn safe.
8. N/S lights on Hwy 65 are too long, not enough time for E/W lights on Mississippi.
9. Is it possible to have 4-way stops only at certain times of day near Hayes Elementary? Ex. blinking red light.
10. Possible pedestrian access?
11. Add fencing all along Hwy 65
12. Add pedestrian area with bollards.
13. Set bus stop back from road.



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HWY 65 SOUTH: Hwy 65 & E Moore Lake Drive



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HWY 65 SOUTH: Hwy 65 & Medtronic Parkway

1. Very heavy traffic during school hours (2 private schools.)

2. Add bus shelter & solar lighting and encourage use.

3. Add native vegetation & solar lighting to medians.

4. Lane not needed.

5. [Callout on map]

6. Dangerous pedestrian crossing here. Poor signage about lane purpose.

7. Gas station creates problematic traffic. Difficult to turn in/out for gas station. Totino Grace cars back up. Dark intersection.

8. Finish the Moore Lake Trail / this is an unsafe pedestrian path.

9. Move bus stop to north of intersection. It is too close to 694 and stops the flow of traffic.

10. Medtronic should have dedicated turn lanes to busy parking garage.

11. E/W lights are too short. Pedestrians need more time to cross.

12. Add striped crosswalk.

13. Add directional signage for upcoming intersection.

14. Move bus stop to other side of intersection.

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HWY 47 NORTH: University Avenue & Osborne

1. Trail would be better if it was parallel to University Ave. as it approaches the intersection so cars turning right onto Osborne can see people on trail better.

2. Narrow the distance to walk across the street from all directions.

3. Dedicated lane in the shoulder for bus pull of with an improved shelter & more lighting.

4. Extremely dangerous intersection for cars trying to cross and/or turn out of service road left onto Osborne.

5. Low, native plantings that are tolerant of road conditions.

6. Trail pavement in very poor condition.

7. Make this a full right-turn lane.

8. Covert from 4 lane to 3 lanes.

9. Add sidewalk between University & frontage road.

10. Better traffic control for cars exiting after church services.

11. Unsafe pedestrian refuge areas.

12. Make sure pedestrian crossing signals are loud enough for visually impaired.

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HWY 47 NORTH: University Avenue & 73rd Ave NE

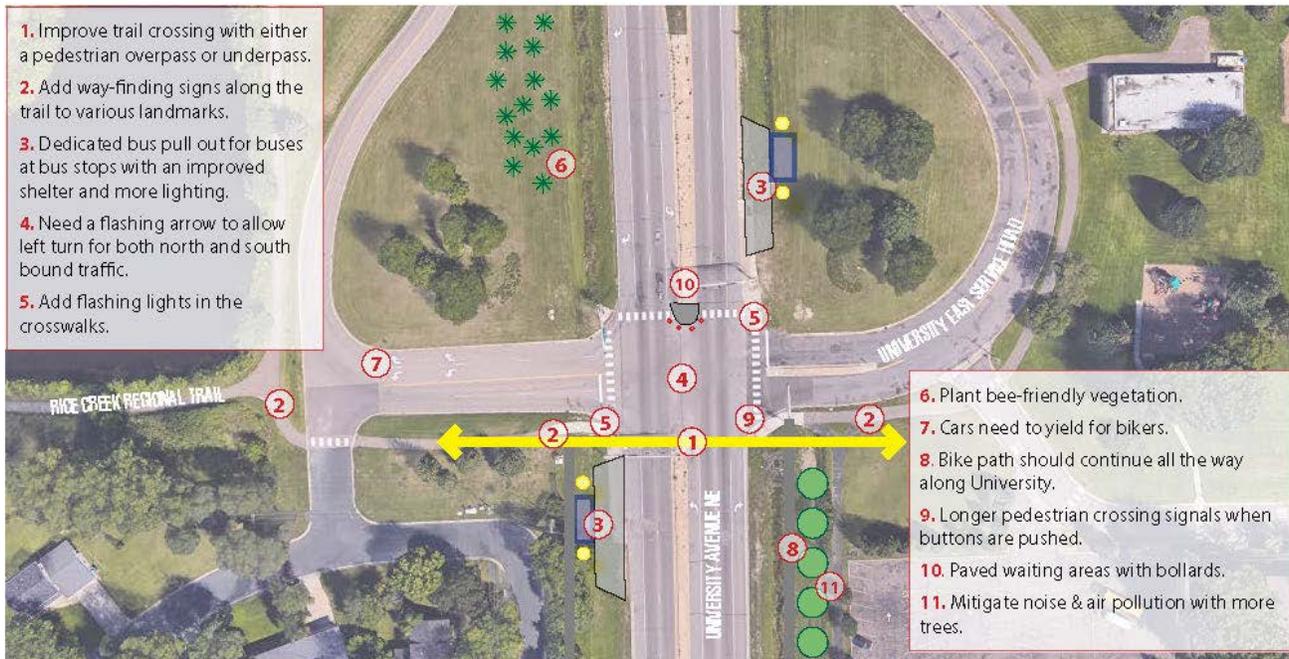
1. Intersection floods occasionally. Drainage needs to be addressed and improved.
2. Islands at corners to slow down cars turning right. Note that in winter snow piles make visibility impossible.
3. Add bike path / sidewalks. Repave existing trails where needed.

4. Possibly add a stop sign at this intersection.
5. Low, native plantings that are tolerant of road conditions.
6. Paved waiting areas with bollards.
7. Improve bus stops and add lighting.
8. Add trees along the bike path.
9. Poor line of sight for people turning left.
10. Make crosswalk straight across with stop line ahead for right turn.



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HWY 47 NORTH: University Avenue & 69th Ave NE



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HWY 47 SOUTH: University Avenue & Mississippi Street

1. Crossing University Ave. as a pedestrian is scary and nearly impossible to do gracefully. A handicap accessible grade separation such as an underpass on the northern side of University would be an improvement.

2. A "no turn on red sign" would be an interim improvement for pedestrian safety.

3. Keep the sidewalk under the railroad clean of sand, glass, etc.

4. Add painted crosswalk.

5. Replace chain-link fencing with something more attractive.

6. This sidewalk is terrible for bikers.

7. Continue sidewalk to connect to other trails.

8. Improve the timing of the lights, especially left turn arrows. Only one large vehicle or 2-3 small ones can cross per arrow. Opposing left turn lights should be timed with each other.

9. Mississippi is the only reliable East/West corridor in Fridley. Remove as many stop signs between 47 & 65 as possible.

10. Add solar lighting at the corners.

11. Worst left turn arrow in the city.

12. Convert from 4 lanes to 3.

13. Vehicle access no longer needed here, convert into trail and move pedestrian crossing up so cars can stop further back.

14. Drainage from railroad needs to be addressed along Mississippi.

15. Add vegetation to medians.

16. Add a bus stop structure & garbage bins to clean up the appearance of the stop. This corner always looks dirty.

17. This bus stop is tucked too far back & is covered by trees & bushes. Buses can't see people waiting and have passed right by.

18. Create a connection along Mississippi St. to the Mississippi River Trail, and allow access to the river, parks, library & school.

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HWY 47 SOUTH: University Avenue & 61st Avenue NE

1. 61st Avenue is the critical pedestrian access to the Northstar Station (west of the map). This intersection has the potential to be the focal point of a pedestrian corridor E-W across Fridley.

2. Bus shelter set back from University Ave.

3. Path along service road is not wide enough for pedestrians and bicycles. Add a striped crossing across 61st Avenue.

4. Vegetation added to medians.

5. Create a stronger pedestrian route.

6. Remove tree for better visibility, and make corner larger & safer for pedestrians.

7. Add solar lighting at the corners.

8. Remove chain link fence and replace with black iron fencing.

9. Improve side street level of service.

10. All left turn lanes are too short to be able to slow down in time.

11. Timing of lights for pedestrians is way too long -- causes missed buses.

12. Fence by apartments causes sightline issues for westbound traffic turning north on 47.

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HWY 47 SOUTH: University Avenue & 57th Avenue NE

1. Add pedestrian crossing striping to this intersection.
2. Bus shelters set back from University Ave., also add trash receptacles & maintain them.
3. Need more signage for the blind person in this building.

4. Car stop line set further back from crosswalk.
5. Paved waiting areas with bollards & lighting. Snow needs to be removed from this area in winter.
6. Larger corner for pedestrians to safely stand on.
7. Remove bush for visibility
8. Add sidewalks along 57th Avenue to connect residential area to Cub Foods and other stores west of University.
9. Dangerous crossing -- cars do not stop.

10. Cub parking lot needs an exit to Main St. to eliminate pressure on 57th Ave. (between Cub & Home Depot).
11. Bad rush hour traffic back-up.
12. Move the bus stop to the north of 57th Ave. so it isn't near the entrance of 694.
13. Add solar lighting to intersections.
14. Louder walk signals for elderly & handicapped people.
15. Add sidewalks along University that go under 694.
16. Turn lanes always backed up.
17. Add native vegetation to median.
18. Mow this median.
19. Fewer lanes on 57th Avenue (add sidewalks).
20. Angle of crosswalk makes it hard to see pedestrians.

City of Fridley | Workshop II Summary Sheets | March 7, 2019

FRIDLEY STREET DESIGN OPTIONS WORKSHOP

University Avenue (Hwy 47) & Hwy 65

General Comments (not specific to an intersection)

Blinking yellow left turn arrows at all intersections in each direction would give the largest bang for your buck.

Are there different objectives for Central & University? Such as faster traffic flow for Central & more of a city boulevard feel for University? Hwy 65 is a way to get to Blaine, more industrial. University is slower and more business oriented.

Light up the road signs for better visibility. Several signs are old & cracked.

Make sure to get feedback from the disabled community on what isn't working for them.

Hwy 65 currently feels like just a through road, not a "place"

Fridley is not walkable.

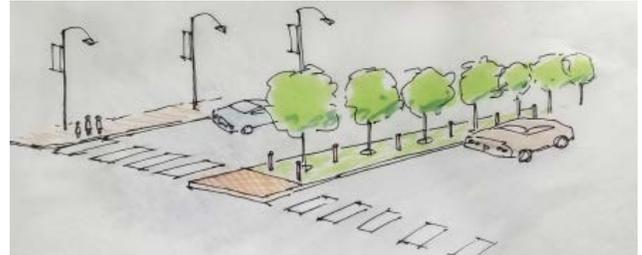
Residents are not aware of what the businesses are, they aren't serving the community. Want more local businesses.

Fridley needs a system of bike lanes/trails, not only recreational but to get around.

We want more from Anoka County.

Remember to address drainage and deal with heavy rain.

Where does the snow go when plowed? Where is it piled up?



Pedestrian safety, increased lighting, and improved median landscaping were themes throughout all of the intersections.

Add more "Welcome to Fridley" signs.

Paint stop light poles throughout the corridor. Rust is ugly. Identify locations for public art along 47 and/or 65.

Study County Hwy 10 & Able for an example of good light timing that works.

Throughout the corridors, bus stops need to be maintained & improved. Wherever possible bus pull off lanes would be ideal.

A bike path along 65 is needed, even across Moore Lake.

The sidewalks on Mississippi are so close to fast traffic, they aren't safe for kids. Biking to get to regional trail is not safe.

Don't disturb the ecology of Moore Lake. Add features to the park to draw activity. Connect Rice Creek Trail to Moore Lake Park.

ATTACHMENT H. ON-LINE SURVEY RESPONSES TO MAPPING SCENARIOS

Summary 1: Uni. Ave & Osborne 7 comments	Summary 2: Uni. Ave & 73rd Ave NE 6 comments	Summary 3: Uni. Ave & 69th Ave NE 4 comments	Summary 4: Uni. Ave & Mississippi 3 comments	Summary 5: Uni. Ave & 61st Ave NE 4 comments	Summary 6: Uni. Ave & 57th Ave NE 7 comments
Native Vegetation should include milkweed and other pollinator attracting plants 4. Suggestion of 4 way stop	Native Vegetation should include milkweed and other pollinator attracting plants	Native Vegetation should include milkweed and other pollinator attracting plants	Native Vegetation should include milkweed and other pollinator attracting plants	Native Vegetation should include milkweed and other pollinator attracting plants	Native Vegetation should include milkweed and other pollinator attracting plants
- Left turns onto University Avenue North and South need to be longer. Too many people run red lights especially heading North. - Brighter lights at crosswalks to see pedestrians. Difficult to see them in the winter.			#11 is an understatement. If pedestrians push button for cross traffic turning left and heading north, only FOUR vehicles get through. Then at least three more turn on a red light. - Pedestrians walk from east side to west side in the middle of the road, not the crosswalk. I had to slam on my brakes one day so someone could walk in front of my car to catch his bus that was heading south. Saw it happen the other way and an officer tried to stop a lady from crossing in the middle of the road. She started yelling at him. He was trying to prevent HER from getting run over and killed. - People wouldn't obey #2		How about putting pedestrian crosswalks over the roads so vehicle traffic can move and the pedestrians do not have to worry about traffic, all parties benefit instead of penalizing the vehicle traffic!!!
Improve trail condition, solution to decrease pedestrian crossing distance and/or improve median. Improve bus stops (shelter, sidewalk all the way to paved platform). Consider completely different pavement for crosswalk areas instead of just paint to really make stand out. #11 is indeed a very dangerous crossing because not enough space/time to spot car turning right onto Osborne from University.	Improve bus stops (shelter, sidewalk all the way to paved platform). Trail on both sides.	Improve bus stops (shelter, sidewalk all the way to paved platform). Path/trail going south. Improved/safer crossing for Rice Creek Regional Trail	Improve timing/length of turn arrows. Improve bus stops - make more visible going south. #13 remove access for frontage road, move crosswalk up - safer for pedestrians and better visibility for cars Solution to decrease pedestrian crossing distance and/or improve median. How corners come out into intersection further - vehicles turning right don't need such large turning radius.	Improved bus shelters/platforms. Improve pedestrian crossing, lighting, etc.	#11 additional/improved pedestrian crossings, signage and traffic calming in and around shopping area, and across University. Add sidewalk/crossing areas from 57th turning south to stores through parking lots Improved bus shelters and access to/from them from nearby housing and retail.
	Add signs for churches, parks, schools that are between Hwy 65 and 47. This should be done at each of the major intersections. I do not see quality fencing along 65 and 47 all the way through this area. It was given "hi marks" by the panelists the other night. At this point it appears this is required of developers but not all areas can be forced on developers. Not sure if it is possible but sidewalks need to be installed that connect bus stops to a street or sidewalk. At 73rd and University... people have to walk in the ditch or on the hwy. to get onto a street or someplace to walk.				
heavy use...redo approaches into bobs produce and past office but very dangerous...How about those crazy roundabouts that Minnesota drivers cannot figure out what to do, slow down and stop and look. Instead of maintaining speed. Do not allow church traffic to come off of lot onto Osborne. make it one way in and a different way out. Again rein gardens. Keep it simple. Keep the service roads. Keep same road. make the slow pokes stay in the right lane.				keep plants low and simple rain gardens please	rain gardens
			Following much input and time spent by concerned citizens of Fridley I am concerned when all the planning and changes are considered and done. We will have a situation where University and Central Avenue are widened, with traffic passing through our city with greater speed and none of the other recommendations done. What assurances to the citizens of Fridley have to ensure the other changes and recommendations are performed.		Following much input and time spent by concerned citizens of Fridley I am concerned when all the planning and changes are considered and done. We will have a situation where University and Central Avenue are widened, with traffic passing through our city with greater speed and none of the other recommendations done. What assurances to the citizens of Fridley
#11, #13 as well as those in 2021 as part of Anoka County's Osborne Rd project. It is really silly that there is not a paved path leading to the bus stop in the NE corner of the intersection. There needs to be no right turn on red at this intersection and blinking yellow left hand turn options should never be added to any intersections on University. Speeds are far too high to make that safe for drivers and that feature combined with right hand turn on red makes it impossible for a pedestrian to get safely across the road. There needs to be park chop shaped medians at the right hand turns to give pedestrians a safe refuge & then only have to cross a few feet of the road.	NE corner of intersection needs a paved path between bus stop and frontage road. Due to heavy truck traffic, pedestrians taking bus to area industries need a sidewalk or trail heading west. Pedestrians from neighborhood to the North, cross 73rd at Symphony instead of at light. How do we fix that problem? Maybe a 4-way stop makes sense.	We are going to need a safe walking route from regional trail to Woodcrest Church School for new townhome residents. Plan bus shelter areas for future BRT (need a 12' x 30' area) stops. Flashing left area is a bad idea for pedestrian crossing. Stop light timing needs to be adjusted to accommodate new housing growth off 69th. #10 comment needs to be added to south side of intersection also.	#3 or 18 notes mentioning the ice buildup problem under the RR wing that makes sidewalk on Mississippi unusable most of the year, force people into the street. An access to bus stop in SW corner needs to be created outside decorative S chain link fencing without forcing people out of their way into the Christenson Crossing Drive. NE corner floods and is in terrible condition (impossible for wheel chairs) and should be rebuilt with a park chop corner as a pedestrian refuge. ADA-compliant pedestrian refuge medians need to be added to Mississippi & University.	Add raised curb, pedestrian medians and raised park chop right hand turn separations at all corners of intersection. Installation of a 2 sec leading pedestrian interval is really needed here because vehicle drivers do not yield to pedestrians. SLK is a good on-street bike route with the way you can bike on sidewalk as you approach intersection.	#8 is being added with federal grant in 2021. This intersection need major beautification!

		I agree with the yellow arrows. Also speed up the light change when cars want to cross 69th. Many times we wait when there is no traffic and the lights stay red for nothing.			
			Redevelop Holly Center		
			Regarding 49 - Mississippi is NOT the only reliable E/W corridor and with the schools/a daycare/churches and being a 100% residential area, removing stop signs is a terrible idea. People already drive too fast. Mississippi should have wider sidewalks/pedestrian trail on the north and south sides such as how well traveled by kids and bicycles and the existing sidewalks are in poor condition. Instead of ruining Mississippi, develop 73rd Ave as the better E/W corridor. It's mostly industrial/Target warehouse, and the residential north side is well separated by a frontage road. Repave it, add a center L/R turn lane, repave the trail on the south side, and increase speed limit to 45. It already has no stop signs between 65 & 47 and is much better suited and more easily adoptable for faster E/W travel than Mississippi.		
			Perhaps learn how to power and lay fall in the turn lanes so we don't have to risk our lives before you address the priority!		
	#4 The stop sign is a terrible idea				
#4 Absolutely! Every day this intersection makes me cringe as cars pull across there constantly without regard for oncoming traffic. I'd say that the same for the intersection at Osborne and Commerce (by the Dairy Queen). Cars pull out and across the intersection at peak times (when shifts let out from the businesses down the road) without adequate space and regardless of oncoming traffic. My daughter is 15 and learning to drive, and I am constantly warning her about this area, teaching her how to drive defensively, and always ALWAYS assume someone is going to do something very stupid. It's terrifying thinking of her coming through this area as a newbie driver.	Stoplight is too short for cars driving eastbound on 73rd, crossing University. During rush hour, usually only 3 cars get through on a light (if everyone is paying attention). One way to keep the timing of the lights the same would be to allow both right-hand lanes to go straight rather than just the middle lane. Currently the right-hand lane is right-turn only. If cars could go straight using more lanes, more cars could get through on a green light.				
Continue trail on east side to Northtown or at least add wayfinding signs so people know it continues on the other side. With how difficult university is to cross trail on both sides seems reasonable to reduce the crossing back and forth as the trail moves.			Encourage slower traffic on Mississippi and facilitate connection between trail on university and the MRT. The two blocks between the two are terrible on bike (no where to bike) or foot (the drain tile makes the sidewalk slippery with algae in the summer and super icy in the winter).		The steep hill from cut to 57th makes it easy for pedestrians to be missed as cars try to lane the gap and not roll back. Paved down access from main to cut could provide a safer alternative (staircase).

Summary 1: HWY 65 & Osborne

6 comments

Can we just eliminate the hard red arrow when the light is green? I spend so much time sitting at red arrows with green lights and no traffic in sight. So many places just have the flashing yellow arrow in these cases. Either way YES! Green arrows are way too short.

Native Vegetation should include milkweed and other pollinator attracting plants

2015 pedestrian (6am-7pm) traffic counts on Osborne Rd showed 63 people crossing Osborne instead of at the intersection, mid-block near Taylor St. According to residents in area, this is mostly high school students from Fridley Terrace Manufactured Home Park going to SLP HS. Crossing 5 lanes of traffic at intersection with no median and free right-hand turns on red drive the mid-block crossing.

SLP city trail on north side of Osborne is being repaved in 2020 as part of road redesign project, however, that may be only the section of the trail west of Hwy. 65.

#4 is a must at ALL intersections. Hard to see pedestrians in the winter when it's dark and they are wearing black clothing.

Excellent ideas about the bus stops.

Agree with improved trails, crosswalks, and lighting. Lighting should be dark sky compliant. Bus stop improvements are needed. Made medians a safer place of refuge for pedestrians. Add stop-bar pavement markings in front of crosswalk.

Summary 2: HWY 65 & 73rd Ave NE

5 comments

Native Vegetation should include milkweed and other pollinator attracting plants

Not sure what comment 8 is supposed to mean. This property area is zoned commercial/industrial and cannot legally be zoned to residential.

Love the idea of public art. It will make the pedestrian area more interesting.

larger medians, clear stop-bar markings on pavement well in front of cross walks.

No residual addition. Fridley does not need anymore multi family housing. If this is to transition to anything it should be business related to bring more income into fridley. Public art such as murals or sculptures are a waste of tax dollars especially when all it will do is get vandalized.

Summary 3: HWY 65 near 69th Ave NE

5 comments

Native Vegetation should include milkweed and other pollinator attracting plants

1. Traffic levels would not meet warrants to justify a stop light.
2. The preschool is quite small. Perceived traffic is likely more from worship facility, which primarily only occurs on Friday afternoons. This problem could be solved if stop light at Mississippi & Hwy 65 were modified to allow longer left hand turns during a 1-hr time period on Friday afternoons.

The pedestrian tunnel needs definite attention.

improve pedestrian tunnel, traffic calming landscaping

This does not solve the issues pedestrians and bikers face crossing 65. This is a busy intersection for students going to and from schools. It is dangerous. We need a pedestrian bridge or make an overpass so local traffic can get through the cross street.

This plan is a fail. This plan solves nothing.

All the bus stops upgrade add ins should be partially funded by metro transit or achieved somehow without upgrading and spending tax dollars only to do so. Adding trash cans to all stops is certainly a good idea against trash being tossed everywhere but then who would be responsible to pay to have it cleared? The city? Again more tax dollars to keep that clean. What is the traffic at each of these bus stops? Maybe that should be considered before any large investments to improve bus issues is considered. What would this area be re developed to? If redeveloped then it should be business use not residential.

Summary 6: Hwy 65 & Medtronic Parkway

9 comments

Native Vegetation should include milkweed and other pollinator attracting plants
City has brought safety issue of bus stop (#14) to Metro Transit's attention, but they say they cannot move it east as they would need to make it ADA compliant once they change it and they don't have funding to cover that cost.
You need to install overhead or underground tunnels for pedestrian and bicyclist to improve vehicle traffic flow, sync up traffic signals to prevent having to stop at each intersection traffic would flow much better.
Bus station shelter is a great idea. This is a heavily used route and it's very exposed to the elements.
Agree with all concerns

I like the service roads, they offer another route when traffic is slow or at a stand still. How about doing rain gardens and forget the trees since they pose another issue of cars hitting them and more care issues.Simple is best. We must have extra money to lavish this town ..Thanks Gwen McCarthy
Following much input and time spent by concerned citizens of Fridley I am concerned when all the planning and changes are considered and done. We will have a situation where University and Central Avenue are widened, with traffic passing through our city with greater speed and none of the other recommendations done. What assurances to the citizens of Fridley have to ensure the other changes and recommendations are performed.
Need a barrier of some sorts along brookview and 65. Scary to think what would happen if a car loses control and crosses over onto brookview Dr. Also need a median between n and s bound 65
This does not fix the issues at this intersection. Who is in charge? Do they understand the issues at these intersection?

ATTACHMENT I. PANEL DISCUSSION MEETING NOTES (WORKSHOP III)

Fridley CDI Hwys 47 and 65: Panel Discussion – Learning from Other Cities (workshop 3)

March 21, 2019

Fridley City Hall

Panelists:

- **Scott Bradley**, Context Sensitive Solutions, MnDOT
- **Kristin Asher**, City of Richfield
- **Anne Kane**, City of White Bear Lake
- **Mark Maloney**, City of Shoreview
- **Jack Corkle**, WSB

Scott Bradley, Mn DOT

- Presented a series of slides to illustrate how to create more complete transportation corridors.
- Before and after images to reevaluate flexible approaches to reallocate space – balance trade-offs for community and environmental priorities
- Context sensitive solutions – 15 principles (what stands out as most important?) – *See handout*
- Highways as main streets – cost savings by integrating context sensitive solutions (\$15.7 Million per mile reconstruction, saved 37 percent - \$250,000 per mile). More concern and costs for ongoing maintenance.
- Simulator – contrasting pavement color was a successful strategy for slowing traffic
- Predictive modeling tools to project crash rates are coming on board
- More attention to thinking differently about how land use and transportation are or are not mutually supportive (context zones, functions of roadways)
- Excelsior Blvd Case Study (St. Louis Park) – context sensitive, emerging town center, moving toward transit-oriented development, post reconstruction crash stats dropped 67 percent
- Hwy 169 Case Study (St. Peter) – Federal Tiger Grant of \$15 million, included utilities
- Hwy 68 Reconstruction Case Study (Marshall)
- Hwy 4 Case Study (Cosmos) – complete green street, addressed runoff and storm-water improvements

Kristin Asher, Richfield

- Richfield is very similar to Fridley as a first ring suburb
- Interstate 35 W splits the city in half, two cross streets that go over the freeway
- Plan to renew roads – asked “how do roads serve the community?” 50 – 100 year decisions
- Identified Guiding Principles – ranked by importance
 - Multimodal design
 - Connectivity and the public realm

- Local economy
- Design for people
- Community character and identity
- Sustainable solutions
- Health and active lifestyles
- Unique location
- Transportation Commission hosted a public comment process
- Project development planning process – pushed back on road growth assumptions, built problem statements, identified goals and tools, considered cross-sections and concepts
- Project goals were established for 66th Street and Portland Avenue (both County roads)

Anne Kane, White Bear Lake

- Reconstruction of Hwy 61 in collaboration with MnDOT
- Causeway between Goose Lake (speed limit transitions from 50 mile per hour to 40 mph), already constrained by water, city didn't intervene on 2012 mill overlay project
- Traffic calming strategies: Incorporated gateway signage, widened medians, narrowed lanes (11 ft wide), pulled buildings closer to the road
- Hardy landscape – native plant materials, low maintenance, provided color
- Pedestrian crossings into the White Bear Shopping Center, access to Marina and Boat Works (needs to be signed better)
- Median provided a welcome mat, selective landscaping, hardscape (contrasting concrete), stone pillars, banners – people know they are somewhere special
- Maintenance costs have been \$85,000 - \$100,000 per year. Installation of railroad crossing at 4th Street cost the City \$135,000.
- Strategically placed improvements – focused on key 1.5 miles rather than the full length through city
- Didn't give enough care to landscaping at first – needed to redo
- Carriage walks – snow makes it a challenge
- Great community feedback – kept community informed about when road improvements would happen/road lane closures/turn restrictions
- Balance competing priorities – result is more pedestrian activity, greater road safety

Mark Maloney, Shoreview

- Reconstruction of Hwy 96 was done 20 years ago
- City has no downtown, no central business district
- City Council wanted people to know they are in our community – the Hwy 96 corridor identifies with the community center off Hwy 96, the City wanted to leverage project to support city goals
- Hwy 96 Improvements were made pre-Complete Streets. Much more information is available now about how to create multimodal roads
- Not many commuter bikers back then (more today)

- Prior to improvements the public Considered 96 to be more of a through-road, not a place
- Construction began in 1999 – seen as an extension of the community/city
- Trees – planted different species, underestimated how many trees would get hit by cars (lost 50% of trees), no plan for what to do
- Still struggling with how to take care of maintenance. Recommend to go low maintenance, natural plantings, xeriscape (drought and salt tolerant). While there was strong support for a partnered approach. There has been occasional push back on why the city should pay for improvements – not the city’s street.
- City pushed County to install colored concrete – didn’t work, weathered differently, colored cross walks have all been replaced.
- Important that it supports the City’s pedestrian facilities
- We know more today – what are the different tools for design context, more defined policies now (back then we made it us as we went)
- Shoreview will be coordinating improvements for Hodgson Road with Ramsey County.

Jack Corkle, WSB

- Short term investment – sticker shock, longer term investment – really big sticker shock.
- What can be inexpensive but still look nice? (low-maintenance plantings, salt tolerant plantings, classic lighting and hardscaping that will last the test of time, wider stripping, visually larger cross walks, move stops behind intersections, etc.)
- Create development review standards - When redevelopment happens, bring buildings closer to the roadway – creates a sense of place, calms traffic, more landscaping on private land.
- Consider maintenance costs, wear and tear, life expectancy – 20 years is pretty good life
- Do not use red concrete! Red changes as it weathers.
- Classic look – think about what will stand the test of time, look elegant, to represent the community. What is the image you want to promote?
- Redevelopment – is the area going to change? New development should fit the vision for the area
- Focus on community priorities and goals – may be different in different parts of the corridors (e.g. park district)
- Understand the budget and level of commitment to achieve goals

DISCUSSION

Textured streets – is it a proven solution?

SB Rumble strips provide superb visibility, mixed reactions for the sound. They are effective for getting the attention of the driver, not good for motorcycle and bikes, performs well for safety, complaints about noise from neighbors. There is a quieter solution – mumble strips. Caution for use in pedestrian environment – 5 ft wide, avoid use of brick/concrete pavers or excessive jointing – bad for wheel chairs.

Speed – is 55 mph likely?

- SB Design speed is used as an important step for road cross sections. Establish target operating speed (ideal speed for University Ave), segments change and transition. Leverage land use to get people to drive ideal speed.
- MM Practitioners have learned the hard way – signs do not solve it. It’s a system of signals that determine speed, not wishful thinking. Design speed is a comprehensive conversation about everything that is in the corridor.
- SB Self-reinforcing road ways.

Impressed with 66th Street – Identified ways to accommodate bikes and walkers. Have you considered other electric motorized vehicles (scooters, bikes, segways)?

- KA We really do not see them. There are electric wheel chairs and bikes. The topic never came up, and we do not see them being a problem. They can be on the cycle tracks.
- AK You cannot completely satisfy everyone. Bike advocates wanted two lanes. The Bruce Vento trail will add additional trails for bikes.
- SB Complete streets approach works toward multimodal safety/balance, and accepts that all modes won’t be practical in all areas – need to figure it out.

Emergency vehicles and freight should be included in solutions. Think about the road network, how to avoid creating problems.

Service roads can be confusing – cannot figure out how to get to certain places/businesses. What can we do to roll the service roads into the main road?

- KA The width of the right of way offers a lot of potential for change. Some value the service roads as a speedway. If there are more road crossings, that goes away.

The median on 96 is inviting – mostly paved. The median south of Mississippi is mostly grass. What determined how the medians are treated?

- MM Before it was a rural highway (one lane in each direction). Some places where the median is 4 – 6 ft wide we wanted to put something living. Learned that you need to place trees where they won’t create sight issues. Vertical challenges need to be considered when traveling 55 mph (blocks vision). We are revisiting our decisions to create safer spaces. We built medians as wide as we could because we had the space. Experimented with different types of plants. New technology with 3D modeling can help with sight distance issue.

Complements to the City of White Bear Lake on your use of trees. What was the cost of the road treatments, maintenance, and who does it?

- AK The project was \$2.3 million for all the city enhancements (replace curb in median, plus an extra \$135,000 for railroad pedestrian crossing). \$1.5 million was the base bid for improvements desired by the city. Irrigation was extended to the median – required much negotiation with

Scott Hickok, City of Fridley: The fact that they are interested in this process suggests that they are open to other improvements, more that could happen.

SB I have seen communities get involved with projects with no funding in sight, working toward community visioning. Even if MnDOT is not ready for a major project, the community can find potential collaborators that can yield progress. The Avenue of the Arts achieved elements that progress their vision. Being engaged and considering opportunities never hurts.

Fences are a point of contention in Fridley. What thoughts do you have on fencing?

AK I noticed the beautiful fencing on the way here – important for safety. Maintenance is an issue for the city. There is desire to do something more decorative than chain link. Can cause controversy.

KA Richfield added fences in partnership with new developments. They worked with neighbors to agree on the same fence, and maintain it. The city also owns some fences. We are trying to control so that all the fencing looks the same.


Toward More “Complete” Transportation Corridors
 Scott Bradley – MnDOT Office of Environmental Stewardship






Understanding Context Sensitive Solutions (CSS)
 Philosophy and Core Strategies



- Strive towards a shared stakeholder vision to provide a basis for decisions
- Demonstrate a comprehensive understanding of contexts
- Foster continuing communication and collaboration to build consensus
- Exercise flexibility and creativity to shape effective transportation solutions while preserving and enhancing community and natural environments

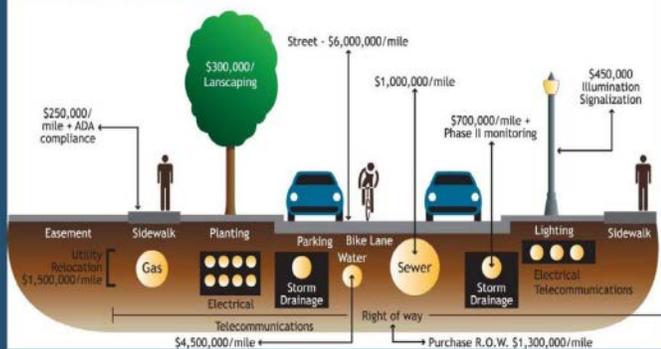






Washington State DOT “Highways as Main Streets” Research Perspectives on Costs Shared at National Complete Streets Peer Exchange

Typical City Infrastructure Costs Today
City streets are more than pavement.



Analysis of completed projects over 10 years determined that:

- Use of a CSS / community design process could have saved over 30% of costs (\$9 million avg. per project) on 40 highway main street reconstruction projects
- Over \$380 million could have been saved over the 10 year period

Only \$250,000 (1.6%) of \$15.7 million needed to construct typical city street infrastructure may need to be allocated for pedestrian/ ADA and bicyclist accommodation needs (ongoing operations & maintenance is another concern)



Space Allocation & Flexibility in Design Opportunities



Less of a Complete Street



More of a Complete Street





MN Hwy 61 Reconstruction Case Study Vignette Influencing Driver Behavior Through Schroeder, MN



Vehicle Simulator Evaluation of Potential Traffic Calming Options

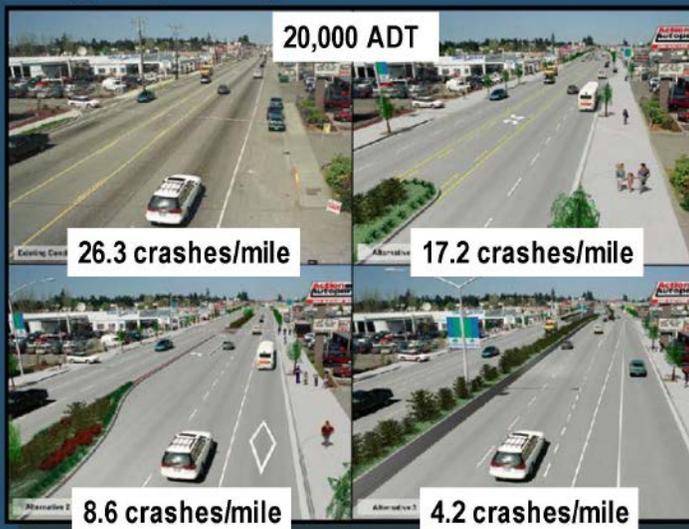


More than a 70% Decrease in the Annual Average of Post-Reconstruction Crashes



Optimizing Return On Investments AASHTO Highway Safety Manual Predictive Modeling Tools

Existing



Option 1

Option 2

Option 3





Transportation & Land Use Integration Opportunities

Re-examining Multi-functional Arterials & Context Zones



Transportation & Land Use Integration Opportunities

Flexible Design Standard Ranges Appropriate to Each Roadway Type & Setting

- Lane Width
- Paved Shoulder Width
- Parking Lane Width
- Bike Lane Width
- Median Width
- Curb Return
- Number of Travel Lanes
- Clear Sidewalk Width
- Roadside Buffer Width
- Shy Distance
- Total Sidewalk Width
- Desired Operating Speed

Regional Arterial	Rural	Suburban Neighborhood	Suburban Corridor	Suburban Center	Town/Village Neighborhood	Town/Village Center	Urban Core
Lane Width ¹	11' to 12'	11' to 12'	11' to 12'	11' to 12'	10' to 12'	10' to 12'	10' to 12'
Paved Shoulder Width ²	8' to 10'	8' to 10'	8' to 12'	4' to 6' (if no parking or bike lane)	4' to 6' (if no parking or bike lane)	4' to 6' (if no parking or bike lane)	4' to 6' (if no parking or bike lane)
Parking Lane ³	NA	NA	NA	6' parallel	6' parallel; see 7.2 for angled	6' parallel; see 7.2 for angled	6' parallel
Bike Lane	NA	5' to 6' (if no shoulder)	5' (if no shoulder)	5' to 6'	5' to 6'	5' to 6'	5' to 6'
Median	4' to 6'	16' to 18' for LT; 8' to 8' for pedestrians only	10' to 18' for LT; 8' to 8' for pedestrians only	16' to 18' for LT; 8' to 8' for pedestrians only	10' to 18' for LT; 8' to 8' for pedestrians only	16' to 18' for LT; 8' to 8' for pedestrians only	16' to 18' for LT; 8' to 8' for pedestrians only
Curb Return	30' to 50'	25' to 35'	30' to 50'	25' to 50'	15' to 40'	15' to 40'	15' to 40'
Travel Lanes	2 to 6	2 to 6	4 to 6	4 to 6	2 to 4	2 to 4	2 to 6
Clear Sidewalk Width	NA	5'	5' to 6'	5' to 6'	5' to 6'	5' to 10'	5' to 12'
Buffer ⁴	NA	6'+	6' to 10'	4' to 6'	4' to 6'	4' to 6'	4' to 6'
Shy Distance	NA	NA	NA	0' to 2'	0' to 2'	2'	2'
Total Sidewalk Width	NA	5'	5' to 6'	5' to 14'	10' to 16'	12' to 18'	12' to 20'
Desired Operating Speed	45-55	35-40	35-55	30-35	30-35	30-35	30-35

1. 12' preferred for regular transit routes, and heavy truck volumes > 5%, particularly for speeds of 35 mph or greater.
 2. Shoulders should only be installed in urban contexts as a retrofit of wide travel lanes to accommodate bicycles.
 3. Buffer is assumed to be planted area (grass, shrubs and/or trees) for suburban neighborhood and corridor contexts; street furniture and door zone for other land use contexts. Min. of 6' for transit access.
 4. Curb return radius should be as small as possible. Number of lanes on street parking, bike lanes, and shoulders should be utilized to determine effective radius.

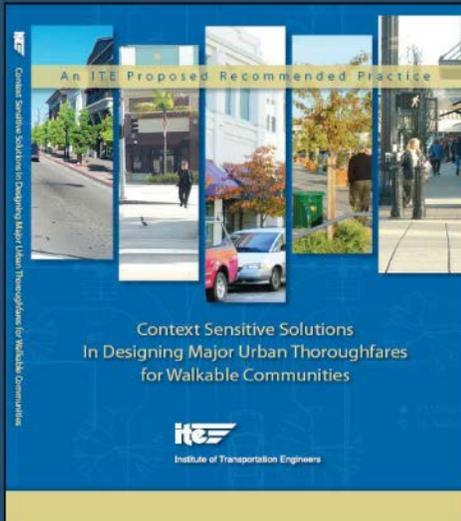
Matrix Approach with Flexible Ranges of Design Values for Each Combining (5) Roadway Types and (7) Roadway Context Zones





CSAH 3 Excelsior Blvd Case Study - St. Louis Park

Case Study (1 of 5) in ITE's 2006 Proposed Recommended Practice Publication



CSAH 3 Excelsior Blvd Case Study

- **Flexibility in design to reallocate space to balance the stakeholder needs and objectives while improving safety and mobility for all modes and users** (transit, freight, motorists, bicyclists & pedestrians)
- **Annual crash rates dropped over 60%** in the first few years after completion of reconstruction segment one





TH 169 in St. Peter Case Study

Highway as the Main Street (Interregional Corridor) thru a Historic District



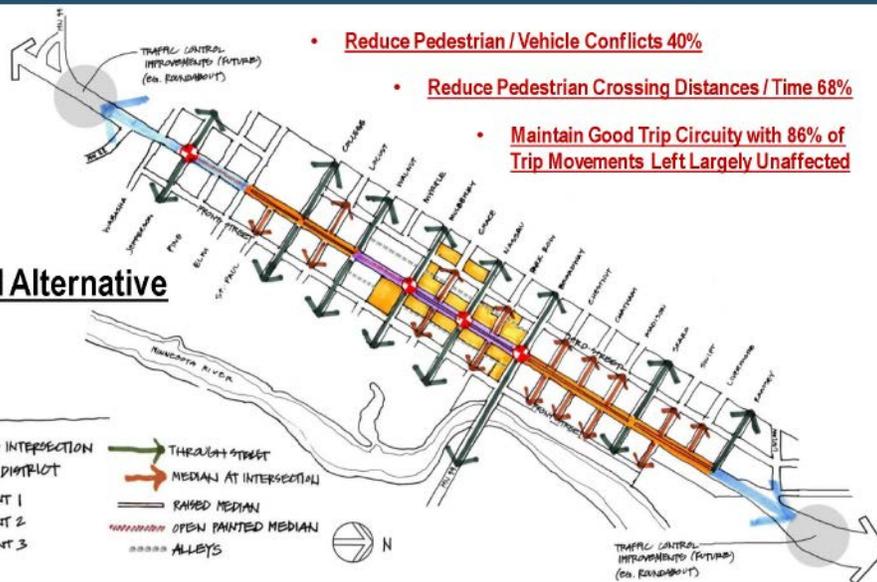
Project Purpose

- Improve Pedestrian Safety
- Improve Pedestrian Mobility
- Improve Corridor Appearance
- Maintain Historic District Integrity
- Maintain Vehicle Mobility



TH 169 in St. Peter Case Study

Preferred Alternative





TH 169 in St. Peter Case Study

Complete Streets Related Costs (\$1 million) were 6% of Total Project Costs (\$15 million+)

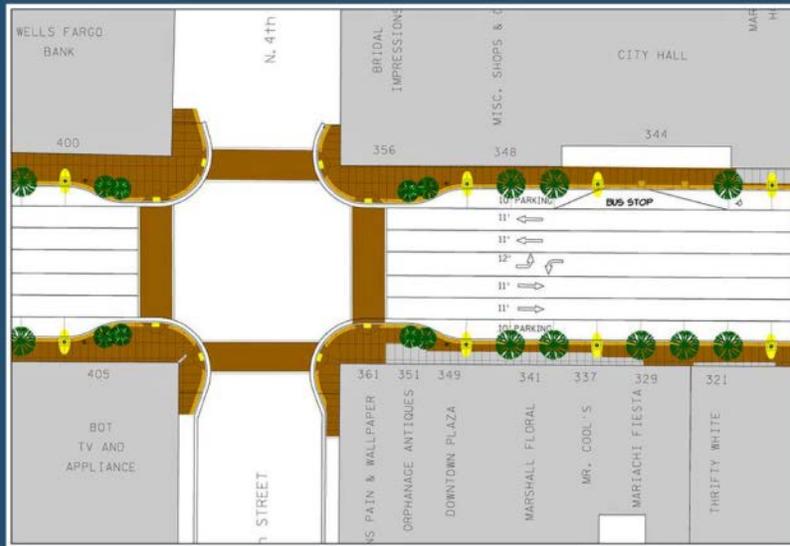


TH 68 Reconstruction in Marshall





TH 68 Reconstruction in Marshall



TH 68 Reconstruction in Marshall





Sampling of Images



Sampling of Images





TH 4 Through Cosmos

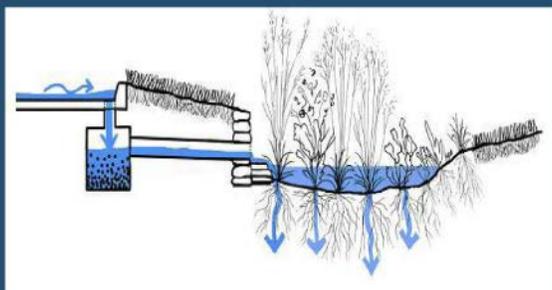


Complete Green Streets

A Minnesota GreenStep Cities Program Best Practice Area

Balancing Gray & Green Infrastructure

Green Infrastructure - strategically planned and managed networks of natural lands, working landscapes and open spaces providing ecological services and other benefits for human populations



North St Paul Living Streets Plan



Richfield



- Pop. 35,228
- Charter City
- 1940s
- Primarily residential
- 7 square miles
- Transit service



Guiding Principles

Transportation • Land Use • Public Realm • Open Space

City Council

Debbie Goettel, *Mayor*
Pat Elliott
Tom Fitzhenry
Edwina Garcia
Sue Sandahl

Transportation Commission

Martin Kirsch, *Chair*
Terry Ahlstrom
Ghislaine Ball
Tim Carter
Steve Hurvitz
Gary Ness
Kenneth Severson
Patrick Sorenson
David Taylor

Workshop Participants

Gerry Charnitz, *Chair, Community Services Commission*
Bob Shotwell, *Community Services Commission*
Jennifer Bornholdt, *Chamber of Commerce*
Laura Barrett, *Chamber of Commerce*
Joe Hoover, *Resident*
MaryKaye Champa, *Arts Commission*
Kevin Klos, *Arts Commission*
Dan Kitzberger, *Planning Commission*
Joshua Root, *Planning Commission*
Chris Olson, *Advisory Board of Health*
Kathy Rappos, *Bike Advisory Group*
Flynn Rico-Johnson, *Do.town*
Katherine Bass, *Edina Transportation Commission*
Maury Hooper, *Hennepin County*



Guiding Principles

City of Richfield

Guiding Principles

I. Multimodal Design

Multimodal Design of public rights of way will be consistent with the City's Complete Streets policy and will utilize innovative and non-traditional design standards in a way that is equitable for all modes/ users, inter-modal activities, and is respectful of the surrounding community.

- Provide pedestrian facilities and amenities within the right of way
- Provide bike lanes at least 8 feet wide
- Include transit facilities, plan for intermodal transfers, and provide bike lockers & racks
- Add bike rentals and Nice Ride stations



II. Connectivity and Public Realm

The street and public right-of-way network will be used to connect various **Public Realm** amenities so that a range of inter-modal activities (walking, biking, driving, etc.) support how neighborhood residents travel to and from destinations such as schools, parks/open space, shops and businesses.

- Provide a well-connected network of streets, paths & transit
- Accommodate multimodal connections to local destinations
- Enhance connections to the regional transit and bicycle networks
- Implement signage and way-finding



III. Local Economy

Community improvements and reinvestment will reinforce and support all businesses in the **Local Economy** and provide a safe and more convenient way to access and connect for neighbors, residents, pedestrians, cyclists and motorists.

- Maintain/improve visibility and convenient access to businesses
- Employ paving strategies that provide safe access for all users and modes of travel
- Provide wider retail sidewalks that support a variety of users and uses
- Promote building use and type that reinforces street enclosure and defines the public realm



IV. Design for People

How people use community amenities and facilities is the most important criteria regarding the planning, engineering, implementation and maintenance of any improvement. **Design for People** will address universal accessibility as well as comfort, safety, and convenience for all users.

- Provide comfortable places to sit and walk
- Employ Complete Streets design that emphasizes all users
- Design streets that are a human scale with narrower lane widths, setbacks, etc.
- Plant boulevard and shade trees



V. Community Character and Identity

The design and implementation of community facilities and improvements will recognize the **Community Character** of single family residential scale and pattern and will also respond to local features such as natural resources, public art, aesthetics and gateways.

- Respond to residential neighborhood use and scale with appropriate street size and speeds
- Design wayfinding that represents local character
- Preserve a mature tree canopy
- Incorporate opportunities for public art



VI. Sustainable Solutions

New improvements, growth and development will utilize **Sustainable Solutions** that are adaptable, flexible, built to last and that consider implications of long term maintenance to ensure the future economic, environmental and social health of the community.

- Understand the environmental setting and context of the area
- Incorporate green stormwater practices such as rain gardens, tree trenches and pervious pavers
- Buy utilities where possible
- Accommodate future maintenance and operations with dedicated funding sources



VII. Healthy and Active Lifestyles

Elements will be incorporated into planning and design efforts to encourage comfortable corridors and places to walk and bike to, safe and well-landscaped routes that inter-connect the community, and promote **Healthy and Active Lifestyles**.

- Create safe, convenient, and fun non-motorized travel opportunities
- Design a safe, well-defined network of routes to walk and bike to school
- Provide well-marked, designed, and visible street crossings
- Implement signage and way-finding



VIII. Unique Location

Community and transportation improvements will support a well-designed and functional regional system which complements local land uses, and capitalizes on Richfield's **Unique Location** through enhanced access to the regional multimodal transportation system to improve livability and convenience.

- Emphasize design that accommodates local traffic over through traffic
- Enhance regional transit and trail connections
- Maintain convenient freeway access



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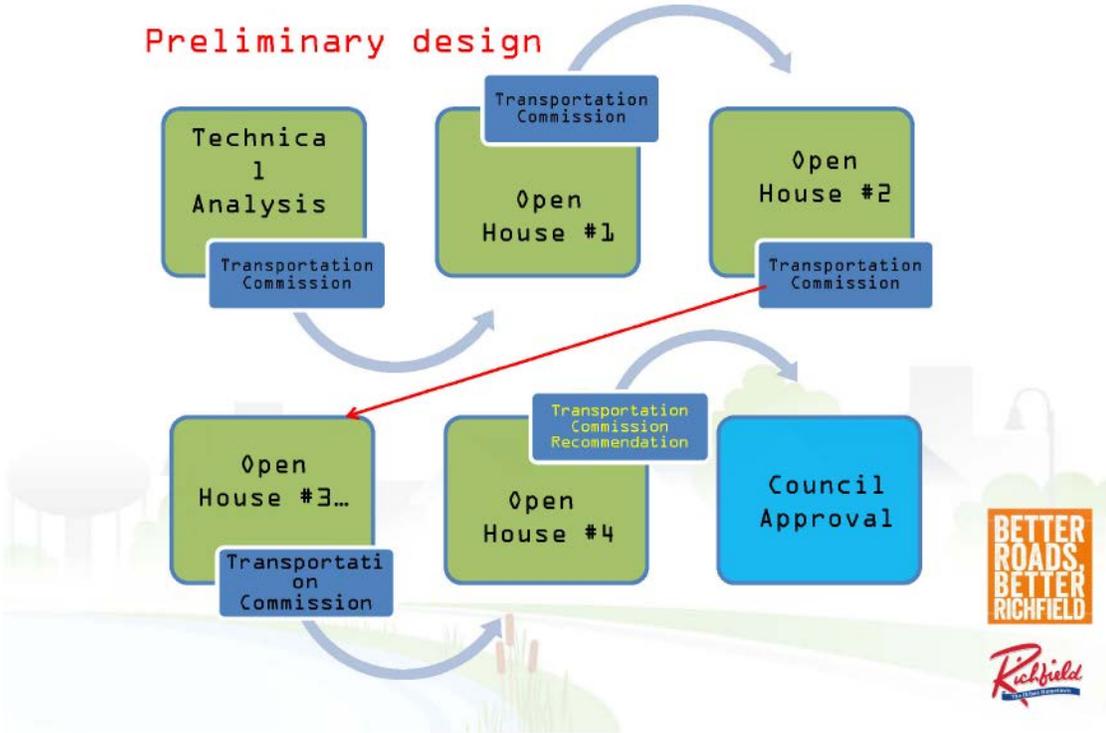
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Project Development & Planning Process



Typical Problems (OH1)

- Pedestrian safety and comfort, especially crossing roads
- Transit/ADA
- Lack of bicycle facilities
- Cars going too fast
- Winter maintenance
- Additional greenspace



SWEET
STREETS:
better roads.
better
Richfield

Richfield

Tools to consider (OH2)

- 4 to 3 lane conversion
- Narrowing lanes
 - Provides space
 - Reduces speeds
- Roundabouts
- Medians & median refuges
- Striping
- Landscaping
- Access
- Rapid flashing beacons



BETTER
ROADS.
BETTER
RICHFIELD



66th Street Example

PROJECT GOALS

- ☑ **Pedestrian** – Improve pedestrian experience both along and across the roadways
- ☑ **Transit** – Improve passenger waiting experience, building on pedestrian safety
- ☑ **Recreational Bicycling** – Provide space comfortable for recreational bicyclists
- ☑ **Commuter Bicycling** – Provide dedicated space for commuter bicyclists
- ☑ **Vehicle Safety** – Provide center turn lane to minimize conflicts and narrow lanes to reduce speeds
- ☑ **Environment** – Add green boulevards
- ☑ **Maintenance** – Add snow storage space

Coordination

- | | | |
|-------------------------------------|---------------------------|------------------------------|
| ■ City Council Workshop | ■ County Coordination | ■ Metro Transit Coordination |
| ■ Transportation Committee Meetings | ■ Property Owner Meetings | ■ MnDOT Coordination |
| | ■ FHWA Coordination | |

SWEET
STREETS:
better roads.
better
Richfield



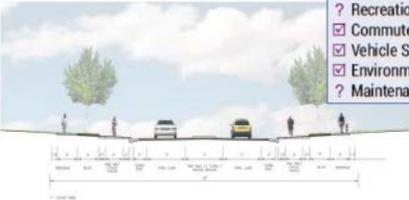
66th Street Alternatives Analysis

Concept	Image	Primary Reason Not Advanced
<p>Concept 1 On-Street Bicycle Lanes with Two Sidewalks</p>		<ul style="list-style-type: none"> Does not accommodate recreational bicyclists
<p>Concept 3 Sidewalk and Multiuse Trail</p>		<ul style="list-style-type: none"> Does not accommodate commuter bicyclists

66th Street Alternatives Analysis

Concept #4A – One-Way Cycle Tracks with 2 Sidewalks

66th Street East of Nicollet



Project Goals Achieved
<input checked="" type="checkbox"/> Pedestrian
<input checked="" type="checkbox"/> Transit
<input type="checkbox"/> Recreational Bicyclist
<input checked="" type="checkbox"/> Commuter Bicyclist
<input checked="" type="checkbox"/> Vehicle Safety
<input checked="" type="checkbox"/> Environmental
<input type="checkbox"/> Maintenance

Primary Reason Not Advanced:

Does not Accommodate Recreational Bicyclists



66th Street Alternatives Analysis

PREFERRED CONCEPTS

Concept #2 – On-Street Bicycle Lanes with Sidewalks and Multiuse Trail

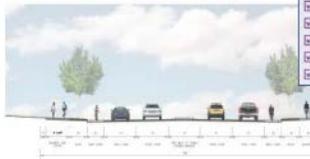
66th Street East of Nicollet



Project Goals Achieved

- Pedestrian
- Transit
- Recreational Bicyclist
- Commuter Bicyclist
- Vehicle Safety
- Environmental
- Maintenance

66th Street West of Nicollet



Project Goals Achieved

- Pedestrian
- Transit
- Recreational Bicyclist
- Commuter Bicyclist
- Vehicle Safety
- Environmental
- Maintenance

PREFERRED CONCEPTS

Concept #4B – One-Way Cycle Tracks with 2 Sidewalks, Boulevard Between Vehicels and Cycle Track

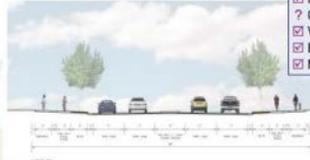
66th Street East of Nicollet



Project Goals Achieved

- Pedestrian
- Transit
- Recreational Bicyclist
- ? Commuter Bicyclist
- Vehicle Safety
- Environmental
- Maintenance

66th Street West of Nicollet



Project Goals Achieved

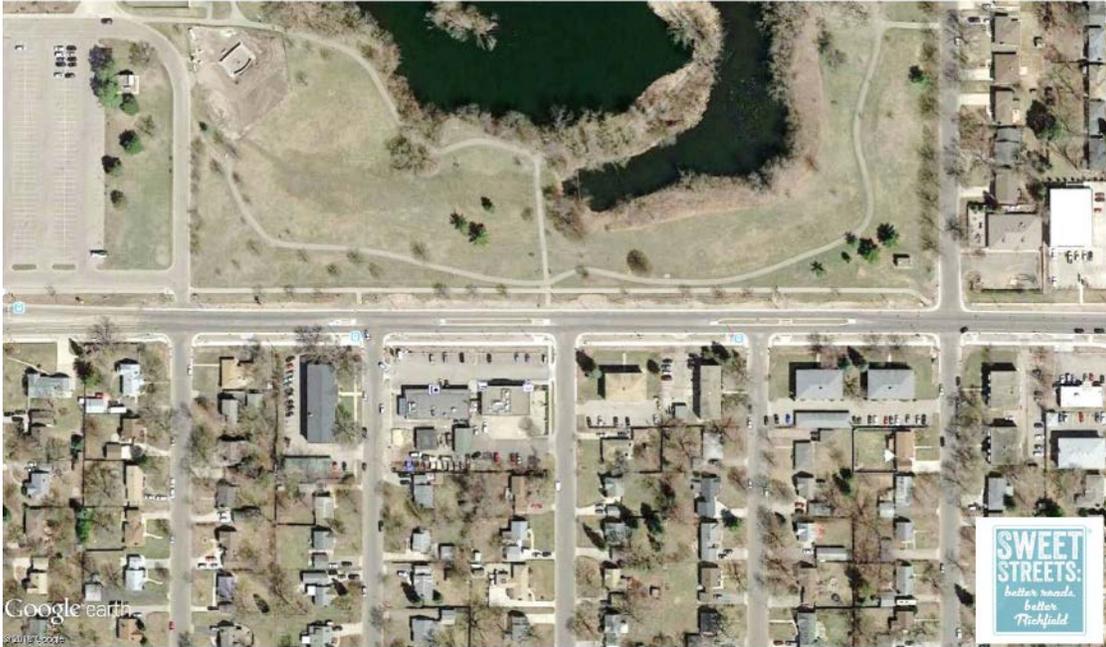
- Pedestrian
- Transit
- Recreational Bicyclist
- ? Commuter Bicyclist
- Vehicle Safety
- Environmental
- Maintenance



Google earth

BETTER
ROADS
BETTER
RICHFIELD





CR 35 (Portland) Previous Condition



Portland Now



**SWEET
STREETS:**
*better roads.
better
Richfield*

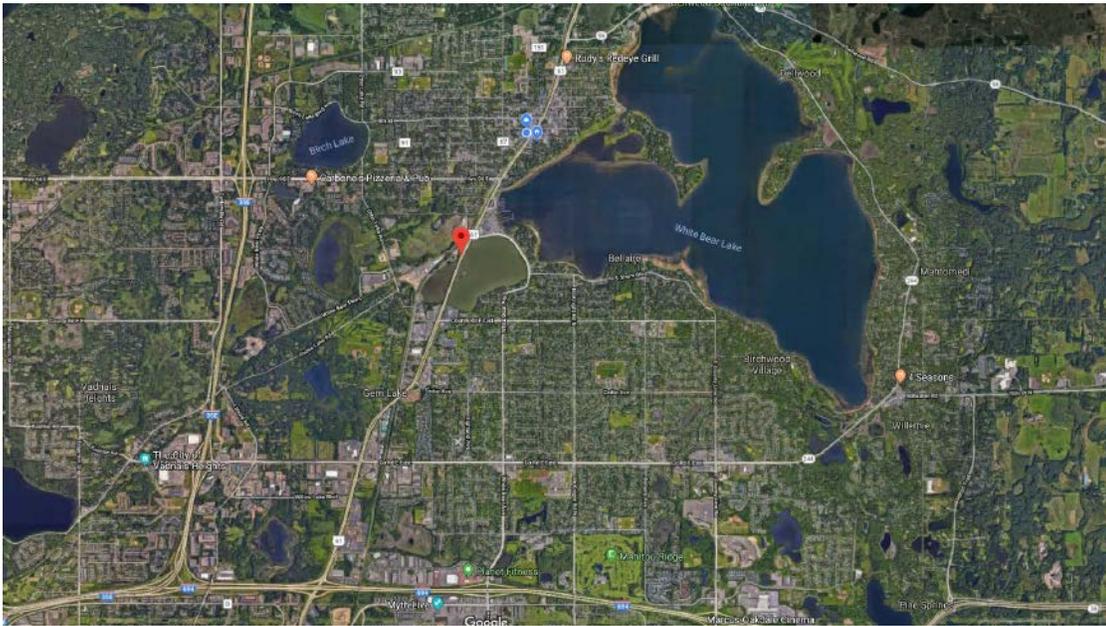


Fridley CDI Workshop 3 March 21, 2019

City of White Bear Lake
Highway 61
Corridor Improvement Project

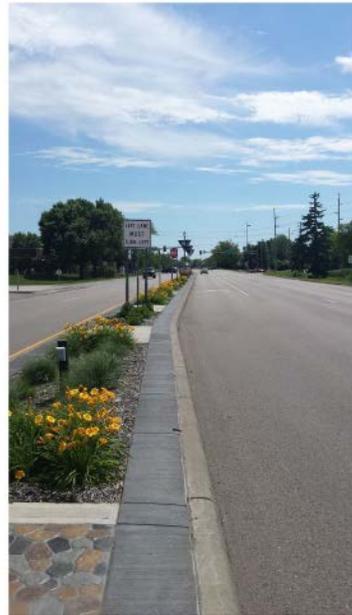
Completed in 2014 in
Collaboration with MnDOT

























ATTACHMENT K. ATTENDANCE LIST FOR THE FRIDLEY HWYS 47 & 65 CDI WORKSHOPS

Fridley CDI HWY 47/65

Workshop Attendance

W 1	W 2	W 3	W 4	Last Name	First Name	Address	City	Zipcode	Res.	Bus.	Other
	1		1	Almeroth	Phil	6351 Squire Dr NE	Fridley	55432	X		
	1	1	1	Anderson	Gary	413 Rice Creek Blvd			X		
		1		Anderson	Leroy	7581 Aiden Way			X		
1				Bagg	Ted	5535 E Oberlin Circle	Fridley		X		
1	1	1	1	Bahls	Donna	7514 Alden Way NE	Fridley	55432	X		
1		1	1	Barnes	Melissa		Roseville				Mn DOT
	1		1	Barnette	Bob	541 Rice Creek Blvd			X		City Council Member
	1			Bauer	James	7630 Bacon Dr.			X		
1				Bernardy	Connie	2810 Linden Drive	New Brighton				State House Representative
	1			Blurdorn	Susan	7650 Jackson			X		
1	1	1	1	Bolin	Paul						City of Fridley
1	1	1	1	Bolkcom	Ann	6821 Hickory St					City of Fridley
			1	Bradley	Scott					X	MnDOT
1				Callahan	Erin	1510 Berne Rd	Fridley		X	X	
		1		Connelly	John					X	Twin Cities North Chamber of Commerce
1	1	1	1	Dahl	Debbie						City of Fridley
	1			Delp	Dan	187 Stonybrook Way			X		
		1	1	Doll	Dorothy	6870 Brookview Dr NE			X		
			1	Doll	Christopher	6870 Brookview Dr NE			X		
	1		1	Dritz	Amy	210 Longfellow St NE	Fridley		X		
1	1	1	1	Eaton	Scot	6420 East River Rd	Fridley		X		
1	1		1	Eggert	Mary	1090 Hathaway Ln	Fridley		X		
1	1	1	1	Eggert	Stephen	1090 Hathaway Ln	Fridley		X		
			1	Ferris	Heidi	75 Rice Creek Way			X	X	
			1	Ferris	Iris	75 Rice Creek Way			X		
			1	Ferris	Eleanor	75 Rice Creek Way			X		
			1	Ferris	Kjell	75 Rice Creek Way			X		
	1		1	Finch	Veronica	531 Rice Creek Blvd NE			X		
1		1	1	Flood	Lionel	51131 7th St NE	Fridley		X		
1	1	1	1	Foell	Justin	6005 Gardena Circle	Fridley		X		Fridley EQEC
1	1	1	1	Gaynor	Curtis	1414 Creek Park Ln	Fridley	55432	X	X	
1			1	Gemeda	Ayantuu						Metro Transit
1				Gourde	Dan	609 Rice Creek Terrace	Fridley		X		
		1	1	Grant	Don	1620 Rice Creek Rd NE	Fridley	55432	X		
1				Greenlaw	David	6766 7th St NE	Fridley	55432	X		
1				Greenlaw	Marlene	6766 7th St NE	Fridley	55432	X		
1				Greyoak	Deanna	7409 Concerto Curve NE	Fridley		X	X	
1	1		1	Hansen	Mark	40 66 1/2 Way NE	Fridley		X		
	1	1	1	Hansen	Lynn	230 Rice Creek Blvd NE	Fridley	55432	X		
1	1	1	1	Hickok	Scott						City of Fridley
	1	1	1	Holm	Bill	7424 Melody Dr			X		
		1	1	Hunstad	Jerry	7664 Jackson St NE			X		
			1	Iacono	Michael	1183 Regis Lane			X		
	1			Januscheitis	Mark	6594 Fridley St NE	Fridley	55432	X		
1				Johnson	Caroline	6800 75th NE	Fridley		X		
		1		Johnson	Tom	6050 3rd St NE	Fridley	55432			
1				Johnston	Richard	456 Rice Creek Blvd	Fridley		X		
1	1			Jones	Blaine	54 Locke Lake Rd NE	Fridley		X	X	
1	1	1	1	Jones	Julie						City of Fridley
1				Jorgensen	Gillian	6581 Lucia Ln NE	Fridley		X		
1		1	1	Kauppi	Sheila	1500 West CR B2	Roseville	55113			Mn DOT
		1		Kluth	Jerry	7869 Greenwood Dr.	Mounds View				
1				Kosluchar	Jim	7071 University Ave NE	Fridley	55432		X	City of Fridley
			1	Krantz	Deb	1881 Station Pkwy NW	Andover	55448		X	
		1		Krogalee	Arvid	6711 Quincey St			X		
1				Laine	Sen. Carolyn	1908 41st Ave NE	Columbia Heights		X		
1	1	1	1	Loberg	Roy	860 Overton Dr NE	Fridley		X		
			1	MacPherson	Joe						Anoka County
1		1		Maeckelberg	Gerald R.	425 Rice Creek Blvd	Fridley		X		
1				Maeckelberg	Margaret	425 Rice Creek Blvd	Fridley		X		
			1	Mamdani	Abdulla	5812 Matterhorn Dr	Fridley	55432	X		
1				Mavrogenis	Nick	6170 Brairdale Ct NE	Fridley	55432	X		
		1		McCarthy	Gwen	7610 Alden Way			X		
			1	McClellan	Terry	7671 Brigadoon Pl			X		
1	1	1		McCoy	Patrick	145 Sylvan Ln	Fridley		X		
1				McGrath	Patricia	5535 E Oberlin Circle	Fridley		X		
1			1	Meisner	Com. Mandy	7836 Alden Way NE	Fridley	55432	X		
		1		Meisner	Ross	7836 Alden Way NE			X		
			1	Miller	Andy	5849 Tennis Drive			X		
1				Miskowiec	Larry	440 Ely St NE	Fridley	763	X		

ATTACHMENT L. ANNOUNCEMENT/PUBLICITY FLYER FOR THE FRIDLEY HWYS 47 & 65 CDI WORKSHOPS

FRIDLEY: UNIVERSITY AVE AND HWY 65 | CORRIDOR DEVELOPMENT INITIATIVE
COMMUNITY WORKSHOPS

HOW WOULD YOU IMPROVE UNIVERSITY AVENUE AND HWY 65?

The City of Fridley invites you to an important conversation to guide the future design of University Avenue and HWY 65. What are the community's goals and priorities from a transportation and livability viewpoint? How about the aesthetic look (i.e. fences)? Do the corridors work well for the businesses, and other evolving uses? With support from a team of design and transportation experts, community members will participate in a series of workshops to explore what's possible for these key corridors.



MARK YOUR CALENDARS!

We encourage participants to attend all four events. All events are free and open to the public.

WORKSHOP I: GATHER INFORMATION

Thursday, February 21, 2019; 6:00 - 8:00 pm

Fridley City Hall

7071 University Ave NE, Fridley, MN 55432

What is important and unique about University Avenue and HWY 65? What are the concerns about mobility and aesthetics, and what can be improved?

WORKSHOP II: STREET DESIGN OPTIONS EXERCISE

Thursday, March 7, 2019; 6:00 - 8:00 pm

Fridley City Hall

7071 University Ave NE, Fridley, MN 55432

Join your neighbors in an interactive workshop to create alternative street design scenarios for University Avenue and HWY 65. Design and transportation experts will be on hand to share ideas and insights.

WORKSHOP III: PANEL DISCUSSION: LEARNING FROM OTHER CITIES

Thursday, March 21, 2019; 6:00 - 8:00 pm

Fridley City Hall

7071 University Ave NE, Fridley, MN 55432

Explore the opportunities and challenges of street design solutions with a panel of cities who will reflect on their experiences, and inform a strategic road map for the future of University Avenue and HWY 65.

WORKSHOP IV: FRAMING RECOMMENDATIONS

Thursday, April 4, 2019; 6:00 - 8:00 pm

Fridley City Hall

7071 University Ave NE, Fridley, MN 55432

Contribute to the creation of street design recommendations for University Avenue and HWY 65, which will be submitted to the Fridley City Council and Planning Commission, and MN Dept of Transportation.

Sponsored by the
**CITY OF FRIDLEY &
MN DEPT OF TRANSPORTATION (MN DOT)**



The Corridor Development Initiative
is a program of Twin Cities LISC



FOR MORE INFORMATION, CONTACT:

Scott Hickok, City of Fridley at
(763) 572-3590 or scott.hickok@fridleymn.gov
Gretchen Nicholls, Twin Cities LISC at
651-265-2280 / gnicholls@lisc.org

Or visit www.fridleymn.gov

Or the TC LISC web site www.tclisc.org/twin_cities/grants_loans/corridor.php

Childcare will be provided by request only.
Please RSVP to Gretchen Nicholls at 651-265-2280
one week in advance of each workshop if you
would like to request childcare.