

Highway 3 Unsignalized Intersection

Multimodal Review

Northfield Transportation Advisory Committee

July 15, 2026



A safe transportation network for all

Study Goals

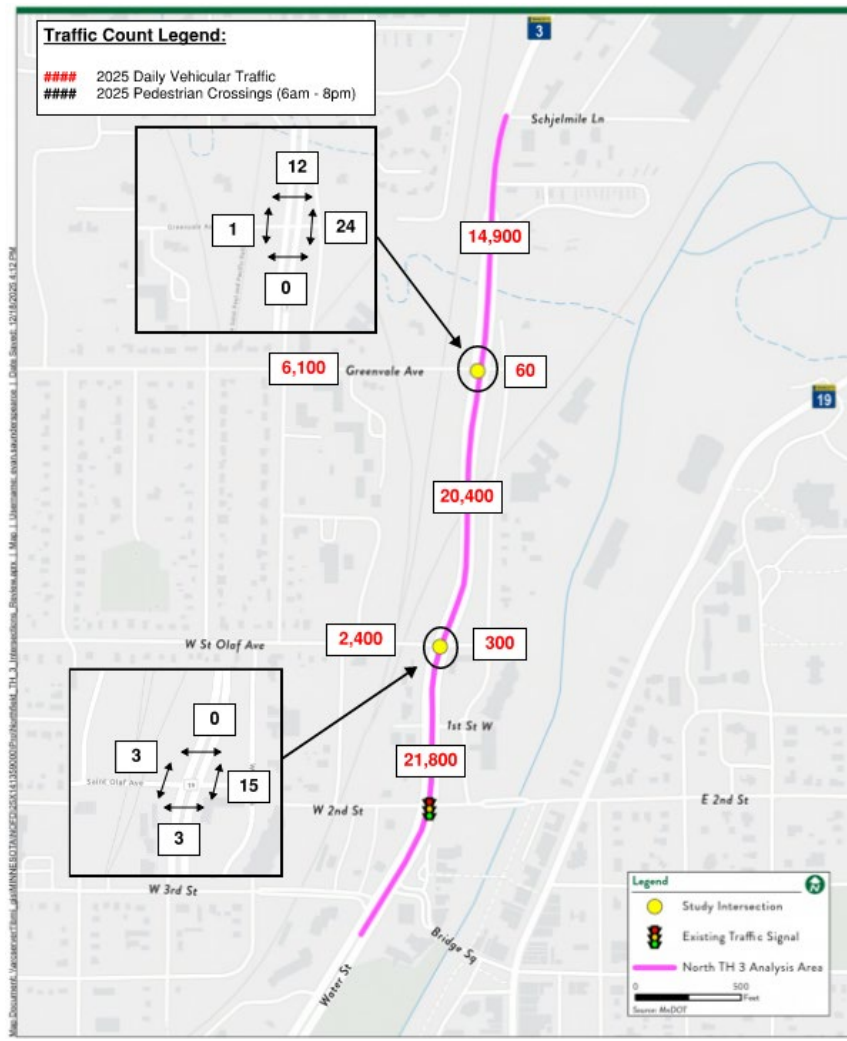


- Identify multimodal concerns and issues at unsignalized intersection locations
- Improve safety of crossings and public safety agency access locations
- Identify potential traffic control and/or geometric changes that may be considered to improve multimodal accessibility and public safety access
- Partner with MnDOT and other agencies to conduct a future corridor study that incorporates and addresses multimodal accessibility and public safety



Study Area Overview (North Area)

- **TH 3**
 - 40 mph N. of Greenvale
 - 30 mph S. of Greenvale
- **Greenvale Ave**
 - Marked crossing w/ median and RRFB
 - On-street bike lanes north on TH 3
- **St. Olaf Ave**
 - Marked crosswalks on St. Olaf approaches
 - On-street shared bike/vehicle lanes west of TH 3
 - On-street bike lanes on TH 3

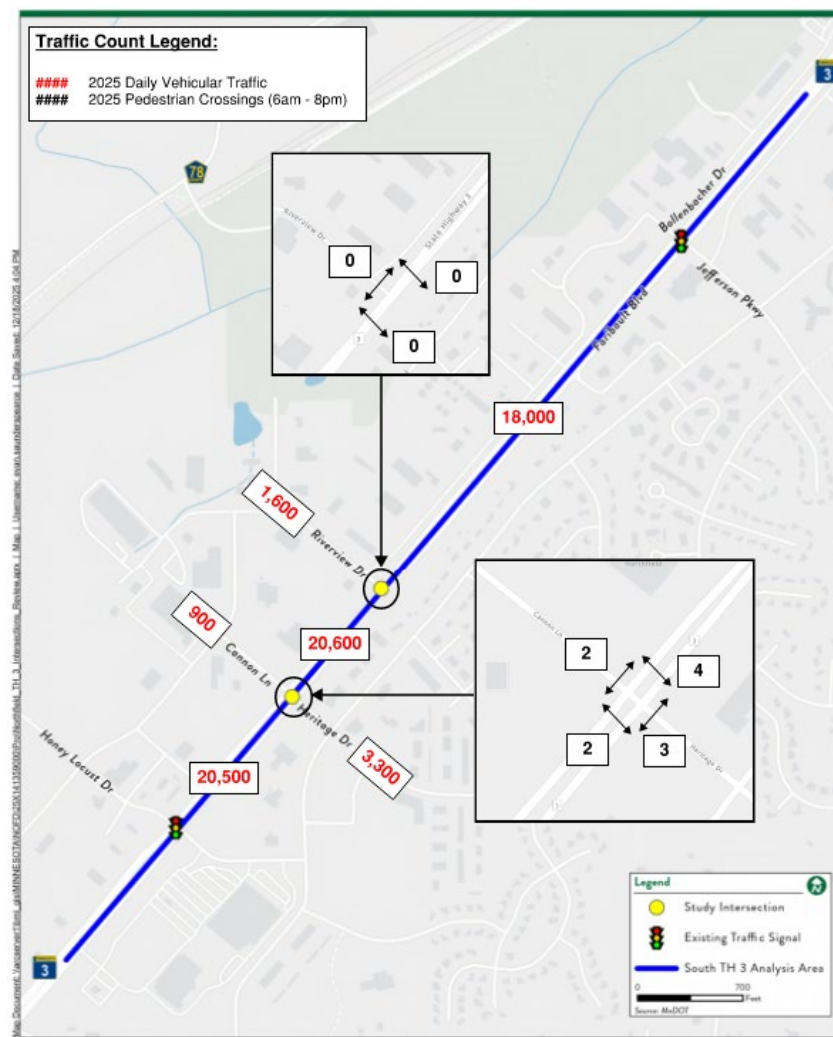


Existing Condition



Study Area Overview (South Area)

- **TH 3**
 - 50 mph
- **Riverview Dr**
 - Future trail on east side of TH 3
 - Police Department
- **Cannon Ln/Heritage Dr**
 - Future trail on east side of TH 3
 - Ice Arena to southwest

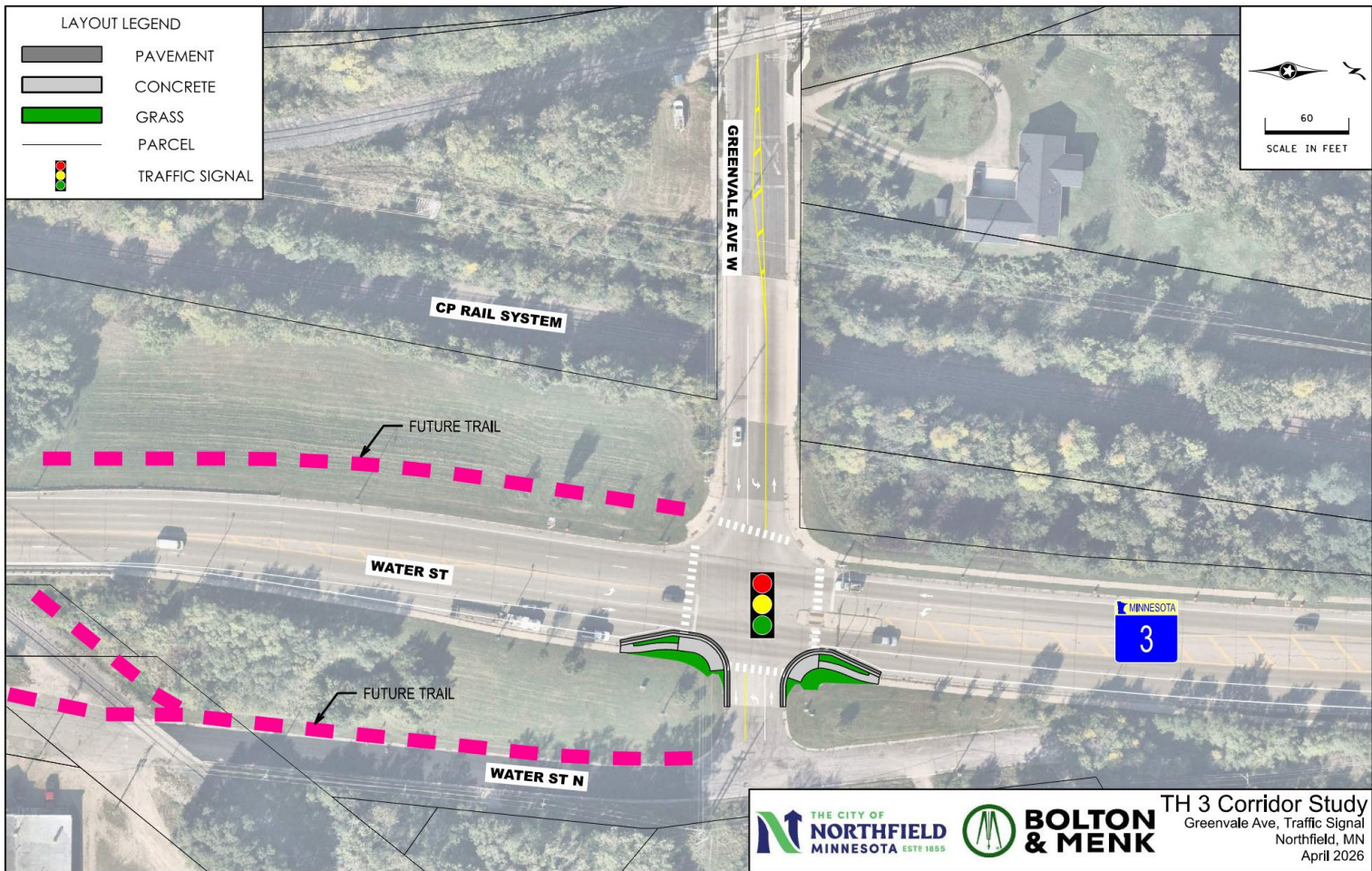


**Existing
Condition**

Existing Safety Analysis

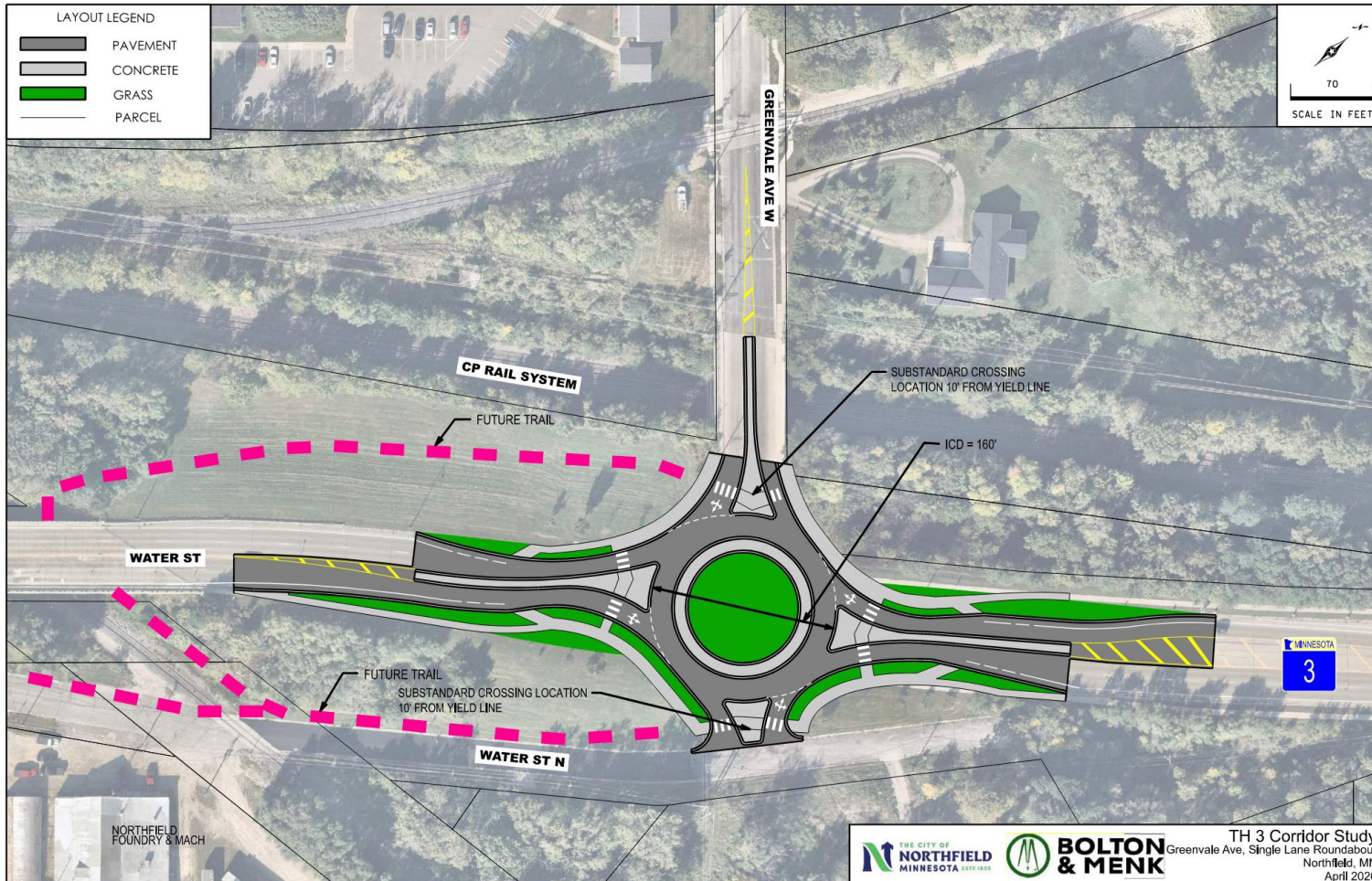


- Two intersections operating out of the expected normal safety range compared to similar intersections
 - Greenvale Ave
 - Rear-end crashes most common (64%)
 - Cannon Ln/Heritage Dr
 - Right-angle crashes most common (55%)



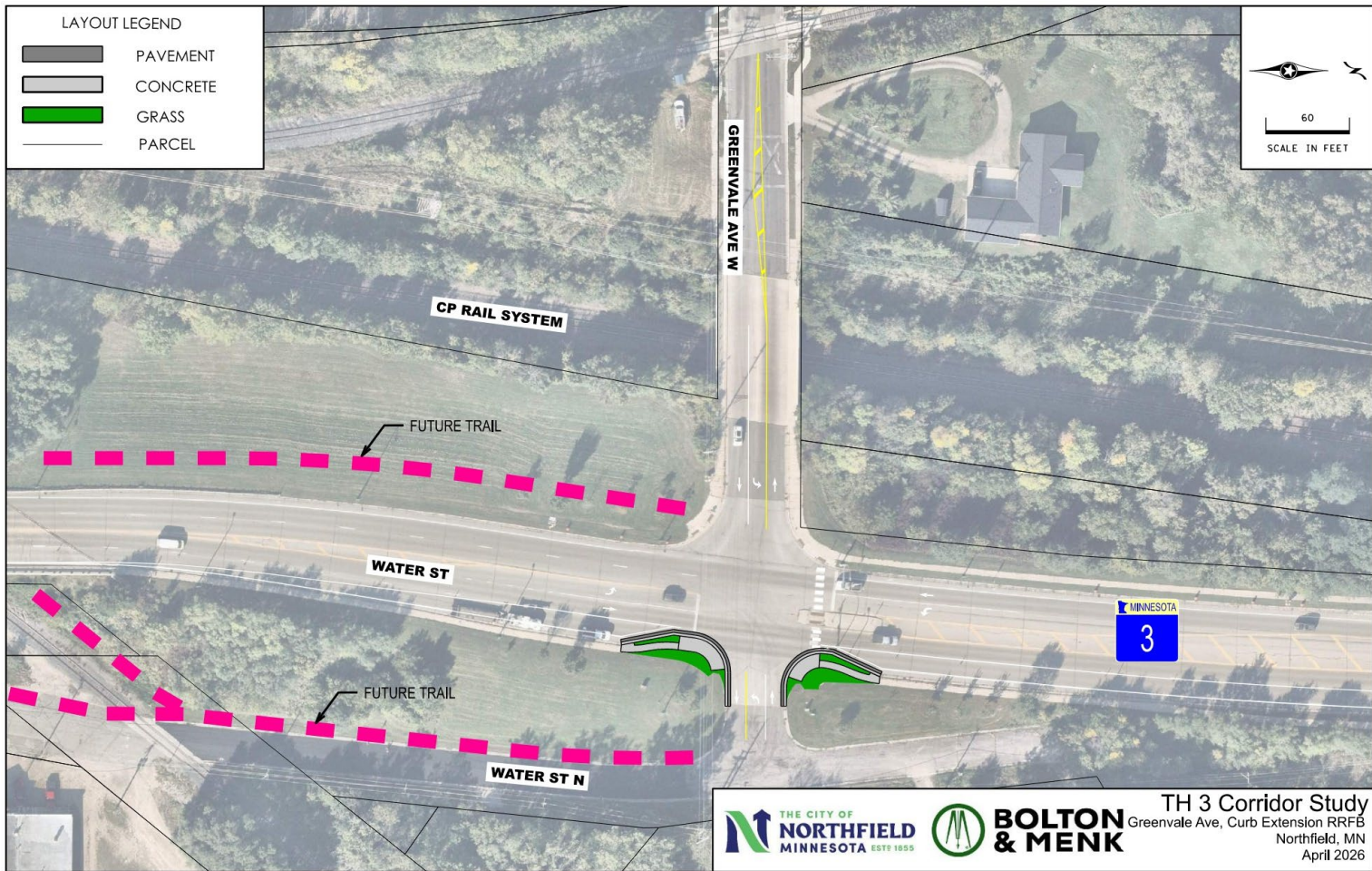
Greenville Ave Option 1 (Signal)

-Limited
Justificati
on



Greenvale Ave Option 2 (Roundabout)

- Reduces crash potential and speeds
- Limited justification



Greenvale Ave Option 3 (Enhanced Crossing)

- Shorten crossing with curb extensions
- Keep RRFB

Intersection	Option	Pedestrian/Bicyclist Factors				Strategic Plan Goals	
		Increased Safety	Reduced Exposure	Improved Connections	Increased Comfort	Upgraded Crossings	Consistency with Plan Improvements
TH 3 & Greenvale Ave	Existing (Two-Way Stop Control)	O	O	O	O	O	O
	Traffic Signal	-	+	+	++	4	+
	Roundabout	+	++	+	+	4	+
	Enhanced Crossing/Curb Extensions (Two-Way Stop Control)	+	+	+	+	2	+

Legend	Pedestrian/Bicyclist Factors and Strategic Plan Goals
Substantial Benefit	++
Positive Benefit/Meets Factors or Goals	+
No Change from Existing	O
Reduced Benefit	-



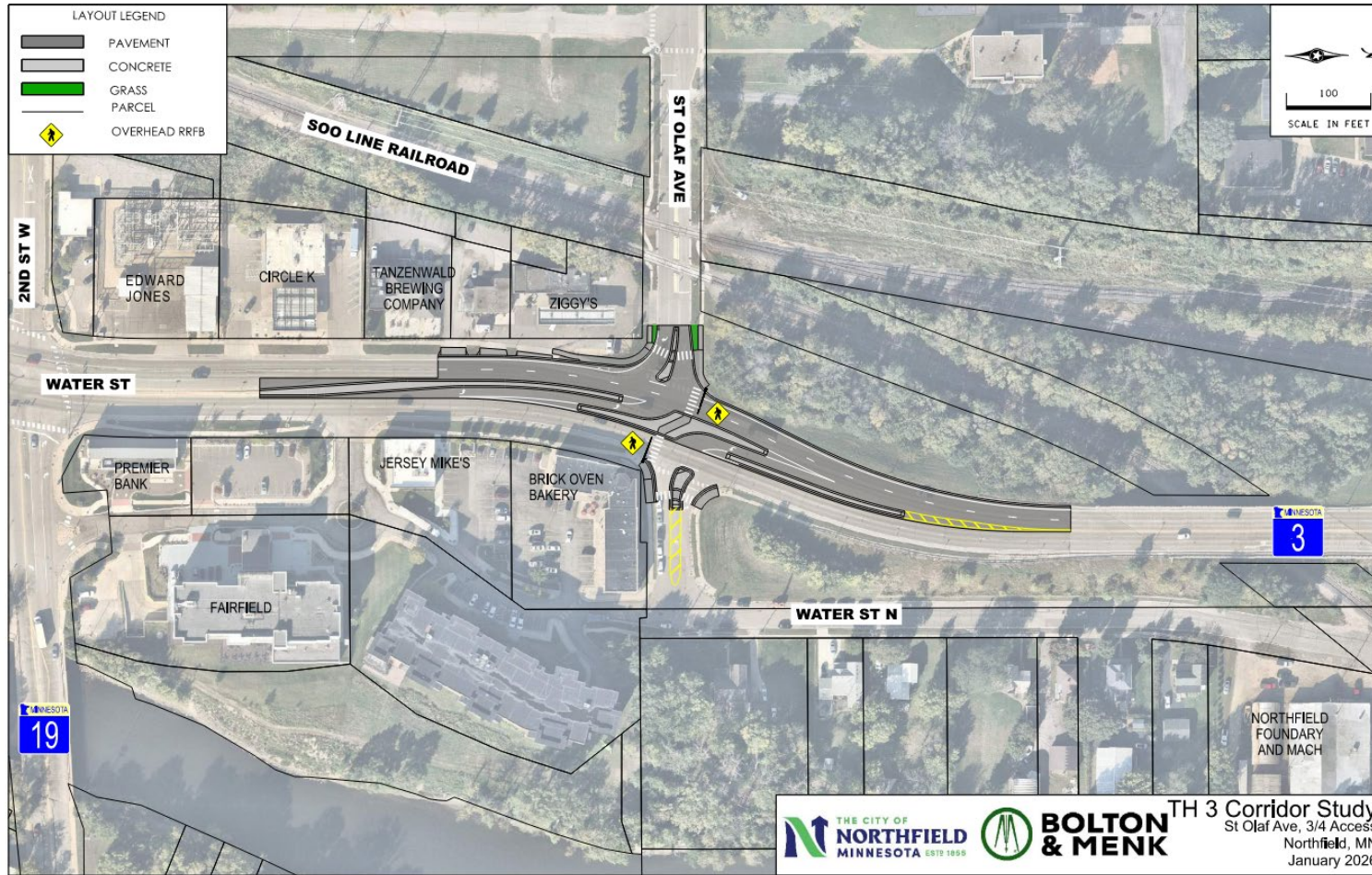
Ped/Bike Evaluation Matrix

Intersection	Option	Pedestrian Toolbox tools					
		Curb Ramps	Corner Treatments	Crosswalks	Median Refuge Islands	RRFBs	Roundabouts
TH 3 & Greenvale Ave	Existing (Two-Way Stop Control)	X		X	X	X	
	Traffic Signal	X	X	X		Traffic Signal	
	Roundabout	X		X	X	Potential RRFB	X
	Curb Extensions (Two-Way Stop Control)	X	X	X	X	X	

X denotes tool implemented in option

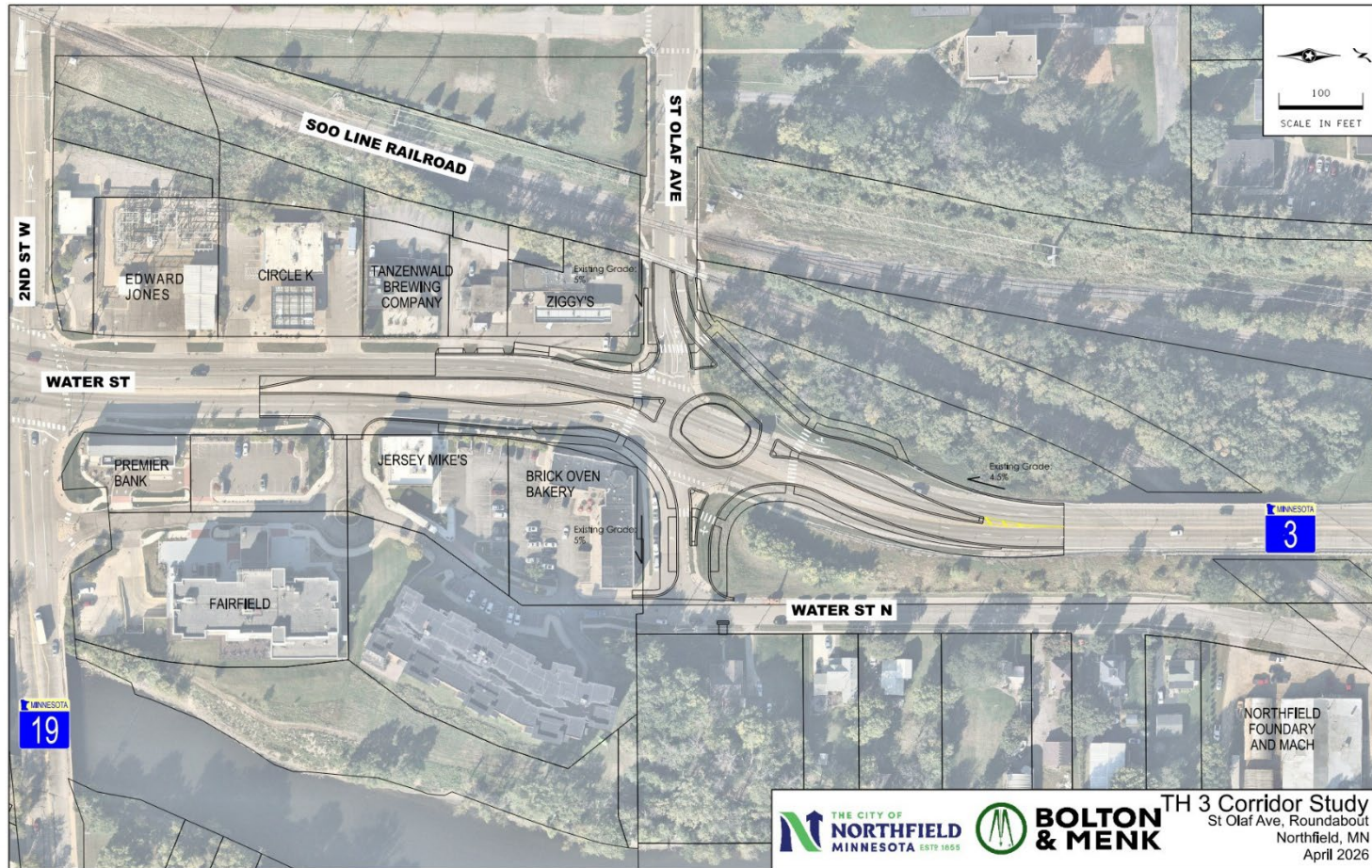


Ped
Toolbox
Matrix



St. Olaf Ave Option 1 (3/4 Access)

- Best for
ped
- Impacts
to access



St. Olaf Ave Option 2 (Roundabout)

- Numerous design and speed concerns
- Consider roundabout at 2nd St instead

Intersection	Option	Pedestrian/Bicyclist Factors				Strategic Plan Goals	
		Increased Safety	Reduced Exposure	Improved Connections	Increased Comfort	Upgraded Crossings	Consistency with Plan Improvements
TH 3 & St. Olaf Ave	Existing (Two-Way Stop Control)	O	O	O	O	O	O
	3/4 Access	+	+	+	+	1	+
	Roundabout	O	+	+	+	4	+



Ped/Bike Evaluation Matrix

Legend	Pedestrian/Bicyclist Factors and Strategic Plan Goals
Substantial Benefit	++
Positive Benefit/Meets Factors or Goals	+
No Change from Existing	O
Reduced Benefit	-

Intersection	Option	Pedestrian Toolbox tools					
		Curb Ramps	Corner Treatments	Crosswalks	Median Refuge Islands	RRFBs	Roundabouts
TH 3 & St. Olaf Ave	Existing (Two-Way Stop Control)						
	3/4 Access	X		X	X	Potential RRFB	
	Roundabout	X		X	X		X

X denotes tool implemented in option



Ped Toolbox Matrix



Riverview Dr Option 1 (Emergency Vehicle Hybrid Beacon)

- Signals that are dark until activated
- Tied to what occurs at Cannon Ln



Riverview Dr Option 2 (Signal)

- Would have to be justified by emergency vehicle access
- Justification helped if EBL traffic from Cannon Ln shifted here
- Tied to what occurs at Cannon Ln



Intersection	Option	Pedestrian/Bicyclist Factors				Strategic Plan Goals	
		Increased Safety	Reduced Exposure	Improved Connections	Increased Comfort	Upgraded Crossings	Consistency with Plan Improvements
TH 3 & Riverview Dr	Existing (Two-Way Stop Control)	O	O	O	O	O	O
	Emergency Vehicle Hybrid Beacon	+	+	+	+	2	+
	Traffic Signal	-	+	+	++	3	+

Legend	Pedestrian/Bicyclist Factors and Strategic Plan Goals
Substantial Benefit	++
Positive Benefit/Meets Factors or Goals	+
No Change from Existing	O
Reduced Benefit	-

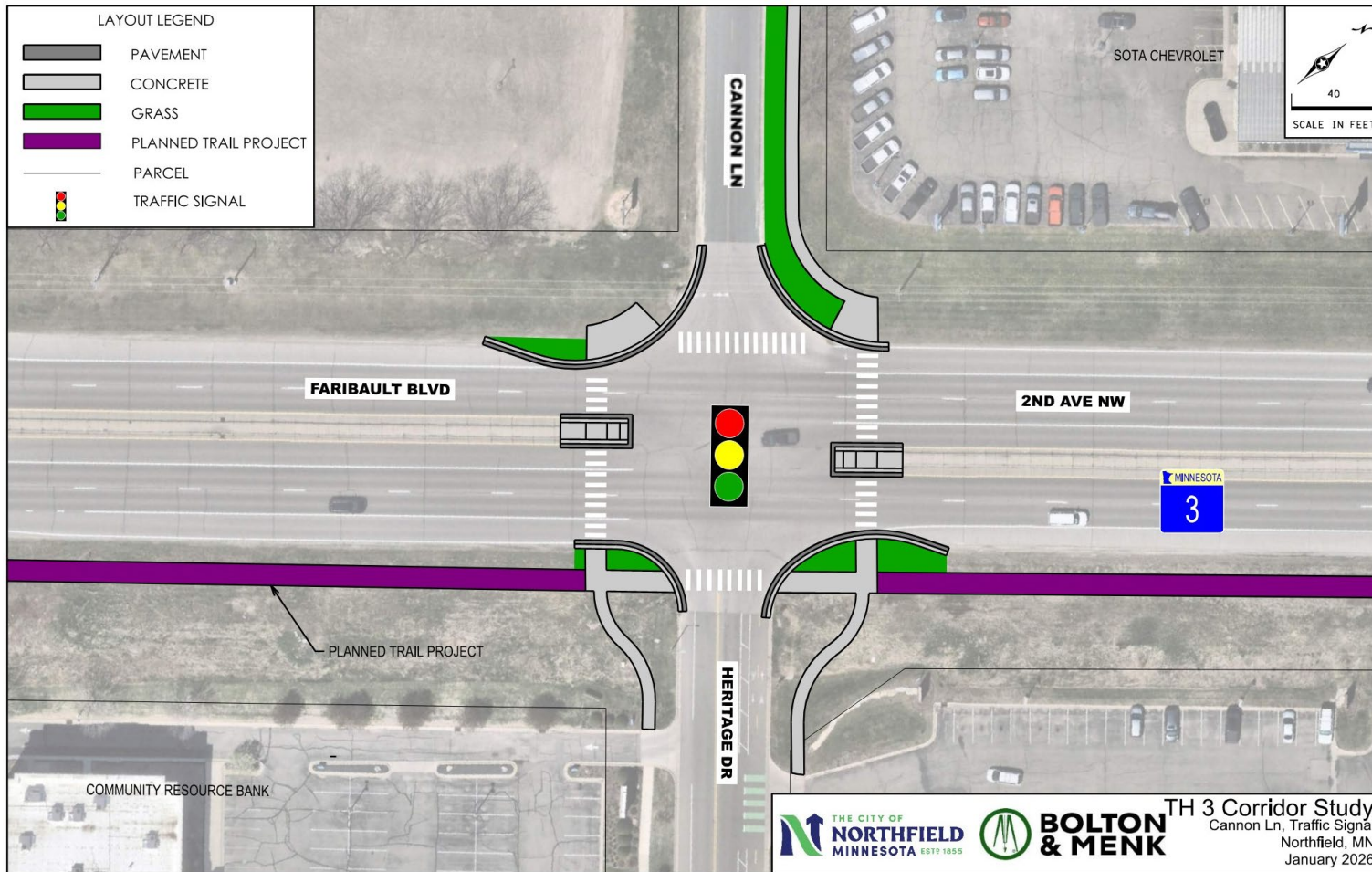
Ped/Bike Evaluation Matrix

Intersection	Option	Pedestrian Toolbox tools					
		Curb Ramps	Corner Treatments	Crosswalks	Median Refuge Islands	RRFBs	Roundabouts
TH 3 & Riverview Dr	Existing (Two-Way Stop Control)						
	Emergency Vehicle Hybrid Beacon	X	X	X	X	Hybrid Beacon	
	Traffic Signal	X	X	X	X	Traffic Signal	

X denotes tool implemented in option

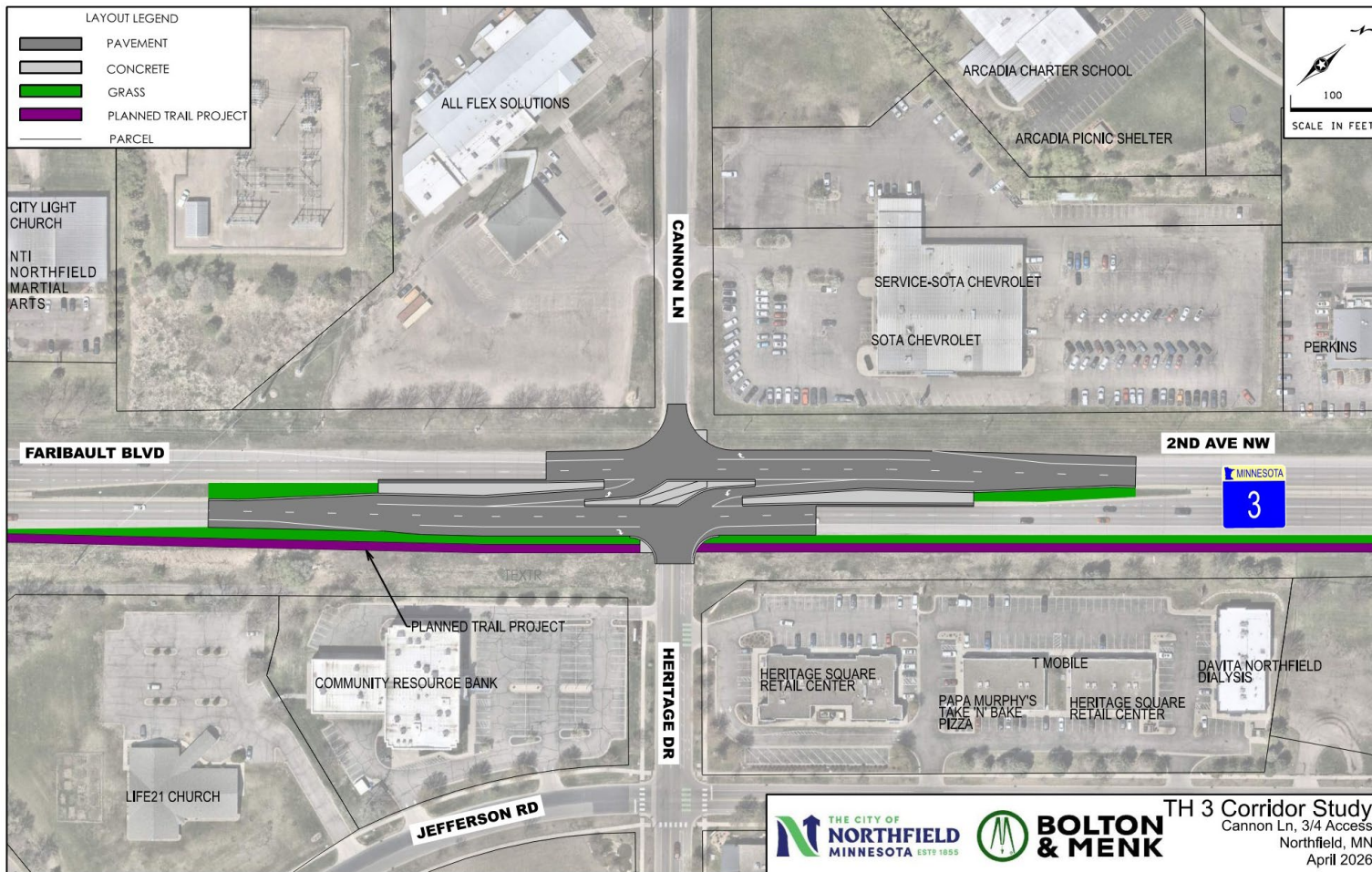


Ped
Toolbox
Matrix



Cannon Ln/Heritage Dr Option 1 (Signal)

- Signal justification just met
- Signal spacing not preferred
- Tied to what occurs at Riverview



Cannon Ln/Heritage Dr Option 2 (3/4 Access)

- Best for peds
- Impacts to access
- Tied to what occurs at Riverview



Intersection	Option	Pedestrian/Bicyclist Factors				Strategic Plan Goals	
		Increased Safety	Reduced Exposure	Improved Connections	Increased Comfort	Upgraded Crossings	Consistency with Plan Improvements
TH 3 & Heritage Dr/Cannon Ln	Existing (Two-Way Stop Control)	O	O	O	O	O	O
	Traffic Signal	-	+	+	++	4	+
	3/4 Access	O	+	+	O	O	O

Legend	Pedestrian/Bicyclist Factors and Strategic Plan Goals
Substantial Benefit	++
Positive Benefit/Meets Factors or Goals	+
No Change from Existing	O
Reduced Benefit	-

Ped/Bike Evaluation Matrix

Intersection	Option	Pedestrian Toolbox tools					
		Curb Ramps	Corner Treatments	Crosswalks	Median Refuge Islands	RRFBs	Roundabouts
TH 3 & Heritage Dr/Cannon Ln	Existing (Two-Way Stop Control)						
	Traffic Signal	X		X		Traffic Signal	
	3/4 Access	X			X		

X denotes tool implemented in option



Ped Toolbox Matrix

Next Steps



- MnDOT has received this study
- MnDOT reviewing and considering
- Incorporation into current and future studies
 - TH 3 from Greenvale to 5th St – in scoping stage
 - TH 19 east of TH 3 (2nd St) – planned future study
 - TH 3 from Woodley St to CSAH 1 – potential future study
- Extent of incorporation in future projects under consideration
- Future projects could be done in isolation or together

Discussion