City of Northfield

City Hall
801 Washington Street
Northfield, MN 55057
northfieldmn.gov

Meeting Agenda

Wednesday, July 15, 2026

1:00 PM

Council Chambers

Northfield Transportation Advisory Committee

1:00 PM - REGULAR AGENDA
CALL TO ORDER AND ROLL CALL

APPROVAL OF AGENDA

APPROVAL OF MINUTES

1. 26-369 January 21, 2026 NTAC Meeting Minutes

Attachments: 01-21-2026 NTAC Meeting Minutes DRAFT

2. 26-370 April 15, 2026 NTAC Meeting Minutes

Attachments: 1 - 04-15-26 NTAC Meeting Minutes - Draft

OPEN PUBLIC COMMENT

Persons may take one opportunity to address the Board/Commission for two (2) minutes (not including interpreter's time) on any topic, even if on the agenda, with the condition that they may not speak on the same item later in the meeting. No notification of the Chair is required. However, speakers are asked to complete a sign up card. Persons wanting a response to a question must submit the question in writing to the recording secretary. Questions must include name and information on how to contact. You may use the back side of the comment cards available in the meeting room. Persons cannot gift their 2 minute speaking time to other members of the public.

BOARD MEMBER AND COMMISSIONER REPORTS

REGULAR AGENDA

Persons that wish to speak on a regular agenda item must provide name and address by completing & submitting a sign up card. Persons may also contact the staff liaison via the City's website no later than 12:00 noon on the day of the meeting. The Chair will call up individuals to speak, based on preregistration and cards submitted, after the staff report on an item. Please be respectful of the public's and the Commission's time. Members of the public wishing to speak must adhere to the following guidelines:
• Speak only once for no more than two minutes (not including interpreter's time) on the topic unless the speaker is addressed by the Commission;
• Identify your relationship to the topic;
• Have a spokesperson or two for your group to present your comments;
• Persons wanting a response to a question must submit the question in writing to the recording secretary, including name and how you would like to be contacted.

3. 26-371 Highway 3 Intersection Study

Attachments: 1 - 2026-07-15_NTAC_TH 3 Intersections_rev01

2 - 2026-05-14_Northfield TH 3 Intersection Analysis - Draft Report_red

4. 26-372 Northfield Lines Provides an Overview of the Metro Express Bus Service

Attachments: Metro-Express-BusSchedule-25-26

5. 26-373 NTAC Provides Input on Scoping for Northfield Safe Streets For All Plan.

Attachments: 1 - SS4A RFP NTAC Presentation

2 - Safe Streets & Roads for All Plan RFP DRAFT v2

6. 26-374 NTAC Reviews and Comments on MnDOT Greater MN Transit Plan.

Attachments: Greater MN Transite Plan

7. 26-375 Update on Hiawathaland Transit Bus Service to Pool and Communication outreach.

STAFF UPDATES

ADJOURNMENT

File #: 26-369, **Version:** 1

Northfield Transportation Advisory Committee Meeting Date: July 15, 2026

To: Members of the Northfield Transportation Advisory Committee

From: Amy Truman, Administrative Associate

January 21, 2026 NTAC Meeting Minutes

Action Requested:
Please review the January 21, 2026 NTAC meeting minutes and approve or approve with amendments.

Summary Report:
N/A

City Plans & Policies Relevance:
N/A

Alternative Options:
N/A

Financial Impacts:
N/A

Tentative Timelines:
N/A

City of Northfield

City Hall
801 Washington Street
Northfield, MN 55057
northfieldmn.gov

Meeting Minutes - Draft
Northfield Transportation Advisory Committee

Wednesday, January 21, 2026 | **1:00 PM** | **2nd Floor Training Room**

1:00 PM - CALL TO ORDER AND ROLL CALL

Also Present: Dave Bennett, PW Director/City Engineer; Dianne Ford, Three Rivers Community Action/Hiawathaland Transit; Mathias Hughey, Associate City Planner; Emery John, Community Development Program Associate; Ben Martig, City Administrator; Brad Ness, City Council Member at Large; Jeff Schroepfer, Chief of Police; Cindy Stock, Administrative Associate; Erica Zweifel, Mayor

Chair Schroeer called the meeting to order at 1:01 p.m. and took Roll Call.

Present: 9 - Committee Member Brandon Cash, Committee Member Jesse Cashman, Committee Member Kathy Kopseng, Committee Member Galen Malecha, Committee Member Jessica Peterson White, Chair William Schroeer, Committee Member Mike Slavik, Committee Member Jennelle Teppen and Committee Member Foster Transburg

Absent: 3 - Committee Member Jane Bartho, Committee Member Jim Purfeerst and Committee Member Ashton Macklin

APPROVAL OF AGENDA

Motion by Committee Member Cashman, seconded by Committee Member Cash, to approve the Meeting Agenda for January 21, 2026. The Motion carried by the following vote:

Yes: 9 - Committee Member Cash, Committee Member Cashman, Committee Member Kopseng, Committee Member Malacha, Committee Member Peterson White, Chair Schroeer, Committee Member Slavik, Committee Member Teppen and Committee Member Transburg

APPROVAL OF MINUTES

Motion by Committee Member Cashman, seconded by Committee Member Kopseng, to approve the Meeting Minutes from July 16, 2025. The Motion carried by the following vote:

Yes: 9 - Committee Member Cash, Committee Member Cashman, Committee Member Kopseng, Committee Member Malacha, Committee Member Peterson White, Chair Schroeer, Committee Member Slavik, Committee Member Teppen and Committee Member Transburg

1. 26-054 Consider Approval of Meeting Minutes from July 16, 2025 NTAC Meeting.

Attachments: 1- July 16 2025 Minutes DRAFT

REGULAR AGENDA

2. 26-055 Consider Input on MnDOT Trunk Highway 19 Improvement Project.

Attachments: 1 - OH1_Hwy 19 Reconstruction_v3-38941748-v1

2 - 20250813_p660328_OpenHouse-38941749-v1

MnDOT is in final design, and the August 13, 2025 Open House they held was fairly well attended, where MnDOT shared final project recommendations. MnDOT is scheduling meetings with shareholders & businesses to review the final layout for along the corridor. 2026 - overlay TH19 from I35 to Decker Avenue; 2028 - TH19 regrade between Decker and TH3. For student safety, MnDOT has proposed a marked crosswalk in the St. Olaf Natural Lands Crossing area. NTAC members should follow-up with MnDOT for timing of implementation.

MnDOT received Federal Grant; City to pay for repairs to utilities along corridor.

KEY TAKEAWAYS:

NTAC ACTION:
(1) Members share with MnDOT any feedback related to the realignment of the Garrett/Decker intersection.
(2) Members send MnDOT letter to include the identified areas stated during public engagement of the living fence/snow fence for the blowing snow/icing issues, with the 2028 project or the 2030 TH19 project (I35 to Lonsdale).

STAFF ACTION:
(1) City & Post support interim temporary delineators in prevention of vehicles bypassing in shoulders at the employee crossing. Post sending MnDOT approval.
(2) Bennett to get MnDOT construction summer 2026 schedule for Committee Member Cash (St. Olaf) for purposes of high traffic volume during college campus orientations, classes, etc. Most likely 1 lane closed/other lane open with flaggers.

3. 26-095 Consider motion for City Council to approve Resolution Supporting Further Exploration of Southeast Minnesota Transit Management Organization Feasibility Study.

Attachments: 1 - Res SE MN TMO Support

2 - 260121 SE MN TMO Presentation

3 - SE MN TMO Feasibility Study Presentation Final

4 - SE MN TMO Feasibility Study

5 - RFQ with Dates

Motion by Committee Member Peterson White, seconded by Committee Member Cashman, to approve motion for City Council to approve Resolution Supporting Further Exploration of SE MN Transit Management Organization Feasibility Study. The Motion carried by the following vote:

Yes: 9 - Committee Member Cash, Committee Member Cashman, Committee Member Kopseng, Committee Member Malacha, Committee Member Peterson White, Chair Schroeer, Committee Member Slavik, Committee Member Teppen and Committee Member Transburg

4. 26-096 Consider motion recommending City Council approval of Resolution requesting MnDOT provide safety solutions for Walking and Biking at grade and below the upcoming 2032 Trunk Highway (TH) 3 Bridge Replacement over the Cannon River and 2033 TH-3 Bridge Replacement over the Railroad.

Attachments: 1 - Res Th-3 Bridge Replacement Safety Solutions

2 - SP 6612-105_6612-107_TH 3 Northfield TAC Meeting_7-16-25

3 - TIGER Trail Alignment

4 - Hwy 3 Trail underpass

Motion by Committee Member Malecha, seconded by Committee Member Cashman, to approve motion for City Council to approve Resolution requesting MnDOT provide safety solutions for Walking and Biking at grade and below the upcoming 2032 TH3 Bridge Replacement over the Cannon River and 2033 TH3 Bridge Replacement over the Railroad. The Motion carried by the following vote:

Yes: 9 - Committee Member Cash, Committee Member Cashman, Committee Member Kopseng, Committee Member Malacha, Committee Member Peterson White, Chair Schroeer, Committee Member Slavik, Committee Member Teppen and Committee Member Transburg

5. 26-056 Discuss Next Steps Related to Turnback of Trunk Highway 246 from County Road 1 to Trunk Highway 3 from MnDOT to the City of Northfield.

City of Northfield received authorization from the State Legislature in May, 2025 on the turn back of TH246 from CR1 to TH3 from MnDOT, with the draft Agreement to be completed in late January, 2026 and City Council to potentially approve in March, 2026.

KEY TAKEAWAYS:
- Have active grant for roundabout; will hear timing, phasing and $'s in next few months
- Improvements & plans need to be coordinated with high school's construction project especially with worst area of concern being north to TH3
- Bennett to take in consideration the safety of agricultural vehicles in this corridor not just pedestrians
- Why more mini-roundabouts when increase in crashes?; suggested frontage road vs roundabout - ultimately internal roads still will need to connect to highway/main road
- Chair Schroeer acknowledged the committees' & city's time, hard work & progress that has been made in the last year to put this into action and with the state thus far; and at some point, due to many high traffic concerns on this street, would like to share with the public as well, that this is coming
NTAC ACTION:
(1) Members forward input/needs to Bennett regarding improvements by high school
(2) Resolution in near future per Chair Schroeer

STAFF ACTION:
(1) Next meeting, Bennett look at roundabout elevations; bring back discussion on more roundabouts vs. increase in crashes

BOARD MEMBER AND COMMISSIONER REPORTS

KEY TAKEAWAY:
Committee Member Malecha shared Rice County had meeting at county level looking at adding a bike trail from TH3 to Faribault along CR 20 route. This is being put off for awhile as they have future discussions on doing a larger plan on non motorized transportation within the county roadway system. Malecha suggested this board either do a resolution today encouraging the county to do a for motorized transportation study along the county roadway system, or write letters to County Engineer, Dennis Luebbe and the Commissioners.

Motion by Committee Member Peterson White, seconded by Committee Member Transburg, to approve motion that the Northfield Transportation Advisory Committee send a letter of support to the Rice County Board of Commissioners encouraging them to study, create and adopt a non-motorized transportation plan for the county road system connecting the communities.

Yes: 9 - Committee Member Cash, Committee Member Cashman, Committee Member Kopseng, Committee Member Malacha, Committee Member Peterson White, Chair Schroeer, Committee Member Slavik, Committee Member Teppen and Committee Member Transburg

ADJOURNMENT

Meeting adjourned at 2:23 p.m. by Chair Schroeer.

File #: 26-370, **Version:** 1

Northfield Transportation Advisory Committee Meeting Date: July 15, 2026

To: Members of the Northfield Transportation Advisory Committee

From: Amy Truman, Administrative Associate

April 15, 2026 NTAC Meeting Minutes

Action Requested:
Please review the April 15, 2026 NTAC meeting minutes and approve or approve with amendments.

Summary Report:
N/A

City Plans & Policies Relevance:
N/A

Alternative Options:
N/A

Financial Impacts:
N/A

Tentative Timelines:
N/A

City of Northfield

City Hall
801 Washington Street
Northfield, MN 55057
northfieldmn.gov

Meeting Minutes - Draft
Northfield Transportation Advisory Committee

Wednesday, April 15, 2026 | **1:00 PM** | **2nd Floor Training Room**

1:00 PM - CALL TO ORDER AND ROLL CALL

Also Present: Dave Bennett, PW Director/City Engineer; Tracy Borgschatz, Transportation Co-Director, Hiawathaland Transit; Glen Castore, Supervisor, Bridgewater Township; Dianne Ford, Transportation Co-Director, Hiawathaland Transit; Emery John, Program Associate; Jenny Larson, Executive Director, Three Rivers (CAP); Ben Martig, City Administrator; Cindy Stock, Administrative Associate; Scott Wopata, Community Development Director

Chair Schroeer called the meeting to order at 1:06 p.m. and introductions were made, with Associate Stock taking Roll Call.

Present: 5 - Committee Member Galen Malecha, Committee Member Jessica Peterson White, Chair William Schroeer, Committee Member Foster Transburg and Committee Member Ashton Macklin

Absent: 6 - Committee Member Jane Bartho, Committee Member Brandon Cash, Committee Member Jesse Cashman, Committee Member Jim Purfeerst, Committee Member Mike Slavik and Committee Member Jennelle Teppen

APPROVAL OF AGENDA

There was no Quorum for Approval of the Meeting Agenda.

APPROVAL OF MINUTES

There was no Quorum for Approval of the January 21, 2026 Meeting Minutes.

1. 26-189 January 21, 2026 NTAC Meeting Minutes

Attachments: 01-21-2026 NTAC Meeting Minutes DRAFT

OPEN PUBLIC COMMENT

There was no Public Comment.

BOARD MEMBER AND COMMISSIONER REPORTS

There was no Board Member & Commissioner Reports.

REGULAR AGENDA

2. 26-190 Hiawathaland Transit - Expanding/Improving Transit Service in Northfield.

Attachments: 1 - NFLD TAC Presentation April 2026

2- Hiawathaland Transportation Services Northfield

Hiawathaland Transportation Services Northfield-Express

Dianne Ford, Jenny Larson and Tracy Borgschatz presented on the Hiawathaland Transit in relation to its need to expand and improve its services in the Northfield community. It currently services Rice, Wabasha and Goodhue counties.

KEY TAKE AWAYS

1. Services Offered: (a) Deviated Routes - MnDOT standards = 8 rides/hour
(b) Dial-A-Ride - MnDOT standards = 3 rides/hour
2. Northfield Ridership - all routes declined in 2025
3. 2027 MnDOT transitioning to Formula-Based Funding
(a) Rural transit systems projection is 2-6% funding decrease
(b) Hiawatha Transit need to adjust services to absorb funding decrease
(c) Service expansion will require additional investment MnDOT
4. (d) Transit Route Redesign key considerations: ridership & demand, equity & access, service efficiency & productivity, community engagement, operational feasibility, connectivity & integration, financial impacts, phasing & implementation, communication strategy and performance monitoring
5. City & Hiawatha Partnership Opportunities: marketing & outreach collaboration, community events & promotions, communications support, employer & economic development partnerships and equity & accessibility initiatives

Miscellaneous Considerations:

(a) a 3rd route viable (b) add hospital to existing route? (c) extend service beyond 6:00 p.m.
(d) City of Dundas contribute financially (e) gaps exist on Express Route? (f) provide payment technology

DISCUSSION

1. Why MnDOT responsible for funding all Greater MN transit?
2. After COVID - no buses 2024 into 2025. Acquisition of buses. Prices doubled. Create memorandum of understanding with each community.
3. MnDOT can pull funding if not operating at efficiency standard.
3. How far in advance can person request ride? Depends on availability & time
5. Where ridership is at in 2025 versus 2022? Decrease is Express Routes possibly due to Kraewood Flats.
6. Demographic numbers are reported monthly to Carleton & St. Olaf colleges.
7. Decline in Hispanic ridership during ICE raids.
8. Target (store) route - expect increase in ridership numbers.
9. Currently nation-wide shortage of bus drivers.
10. Hiawatha is open to outside funding other than MnDOT - what available in area? Can NTAC help?
11. Hiawatha have routes want to launch but lack of bus drivers & funding.
12. 2% decrease is about $200,000 in Hiawatha's budget.
13. Rochester looking at creating "hub" for connecting routes.
14. Partner with City to accommodate youth riders i.e. Northfield pool/summer day programs/camps (Dial-A-Ride) but can't be a charter bus (Three Rivers Head Start set a program up?) - based on availability so many days/week; some communities donate funding.
15. Need to get transit service information to Townships. Lack of information in Twp's.

NTAC members supported to bring outreach support resolution to Council.

3. 26-191 Electric Vehicle Car Share Study Update and Startup Funding Models.

Attachments: 1 - Carshare Project One-Pager

Community Development Director, Scott Wopata, shared an update on the EV Car Share Study and startup Funding Models, which is supported in the City's 2045 Comprehensive, Transportation & Strategic Plans.The City is coordinating with RMI (Rocky Mountain Institute), who received a grant from GM to assist with a study for EV car share program, and would like to collaborate with the City in developing strategies to bring clean, affordable and shared mobility to under served communities with gaps in public transportation.

KEY TAKE AWAYS

1. *The Goal: reduce transportation costs and improve access to jobs, healthcare and education*
2. *The Challenge: to make rural transportation efficient and cost effective due to low density and bus ridership, scale challenges, and dual need within the community and to the region (Twin Cities etc)*
3. *Study aligns well with Northfield's characteristics of:*
   - *a. Need for occasional car access for college students*
   - *b. Need for 1.2 cars/household for senior couples*
   - *c. Amenity in high-density multi-family*
   - *d. No available alternatives such as Uber/Lyft*
   - *e. Dual purpose within the community and region*
4. *Current Timeline Process:*
   - *2024: City not awarded Federal Funding to plan/implement pilot car share program*
   - *2025: (a) St. Oalf/Carleton pilot a small ZipCar car share program with immediate success (b) RMI secured private funding to work with City*
   - *2026: RMI & City reviewing similar models nationally that focus on colleges, rural, EV, scalable and local feasibility sites*
   - *Current: Pending: (a) presentation to colleges (b) applied for $50K grant to offset vehicle acquisition (c) presentation to NTAC*
5. *Model Proposed: (a) HourCar as nonprofit operator (b) Phase 1 Launch in August 2026 at both colleges (c) Phase 2 Launch in 2027 at 3rd location in Northfield*
6. *Concerns with Model Proposed: (a) high upfront cost (b) risk mitigation/sharing (c) marketing (d) maintenance (e) right-sizing the scale*

NTAC ACTION

Seeking NTAC's support and feedback. Due to lack of meeting time remaining, there was no discussion with committee members; forward questions and comments to Scott Wopata.

4. 26-192 NTAC receives an update on Southeast Minnesota Transit Management Organization Implementation Phase.

Attachments: 1 - Resolution 2026-020

2 - Appendix G SE MN TMO Implementation Plan DRAFT 6-16-25

3 - RFQ with Dates

NTAC did not receive the SE MN Transit update due to lack of meeting time remaining. This item will be moved to the July 15th meeting, along with the January 21, 2026 Meeting Minutes for Approval.

ADJOURNMENT

Meeting adjourned at 2:31 p.m. by Chair Schroeer.

File #: 26-371, **Version:** 1

Northfield Transportation Advisory Committee Meeting Date: July 15, 2026

To: Members of the Northfield Transportation Advisory Committee

From: David Bennett, Public Works Director/City Engineer

Highway 3 Intersection Study

Action Requested:
NTAC discusses and provides input on proposed intersection improvements on Highway 3.

Summary Report:
As part of the 2025-2028 Northfield Strategic Plan, creating an improved pedestrian and biking crossing plan for TH-3 is identified as a strategic initiative. In addition, at the July 2025 NTAC meeting MNDOT provided an update that they will be scoping the 2032 TH 3 Bridge Replacement over the Cannon River and 2033 Bridge Replacement over the UP-Railroad Tracks.

To complement the work planning with MnDOT, the City reviewed four intersections on TH3. The primary goal of this traffic analysis is to identify potential traffic control and/or geometric changes that can be considered to improve multimodal accessibility and safety along the corridor, especially for pedestrian and bicyclist movements across TH 3 as stated in the City's Strategic Plan (2025-2028). The intersections include:

- TH 3 and Greenvale Avenue West
- TH 3 and Saint Olaf Avenue West
- TH 3 and Riverview Dr
- TH 3 and Heritage Drive/Cannon Lane

The study reviews existing roadway corridor characteristics which include Roadway Functional Class, Typical Roadway Section, Speed Limits, Traffic Control, and Pedestrian & Bike Facilities.

<u>TH-3 & Greenvale Avenue</u>
To improve intersection safety along with walking and biking multiple improvement options review reviewed. All options include extension of a trail to the TH-3 Railroad Bridge.

Option 1 - Traffic Signal
Option 2 - Roundabout
Option 3 - Curb Extension with Side Street Stop Control and RRFB

<u>TH-3 & St. Olaf Avenue</u>
To improve intersection safety along with walking and biking multiple improvement options review reviewed.
Option 1 - ¾ Access (No east-west across TH-3)

Option 2 - Roundabout

TH-3 & Heritage Drive/Cannon Lane
To improve intersection safety along with walking and biking multiple improvement options review reviewed.

Option 1 - Traffic Signal
Option 2 - ¾ Access (No east-west across TH-3)

Riverview Drive
The police department identified issues with access onto TH-3 for emergency response especially during high traffic times.

Option 1 - Emergency Vehicle Hybrid Beacon (this option could also function as pedestrian beacon.
Option 2 - Traffic Signal (this would also allow emergency vehicles to signal the light)

Bolton-Menk will present the overview of the study, the next steps would be coordination with MnDOT upcoming bridge improvement projects and meeting with the public.

City Plans & Policies Relevance:
Northfield Strategic Plan

Alternative Options:
Discussion Only

Financial Impacts:
NA

Tentative Timelines: Continue coordination with MnDOT

Highway 3 Unsignalized Intersection

Multimodal Review

Northfield Transportation Advisory Committee

July 15, 2026

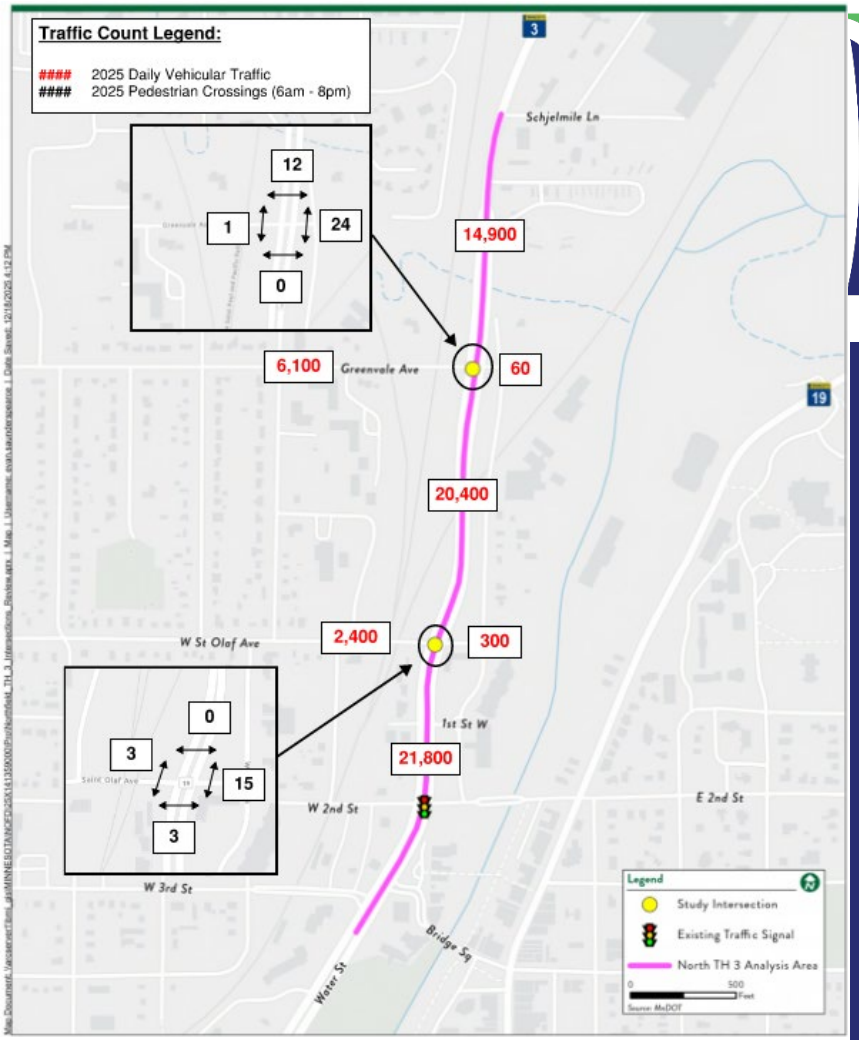
A safe transportation network for all

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)

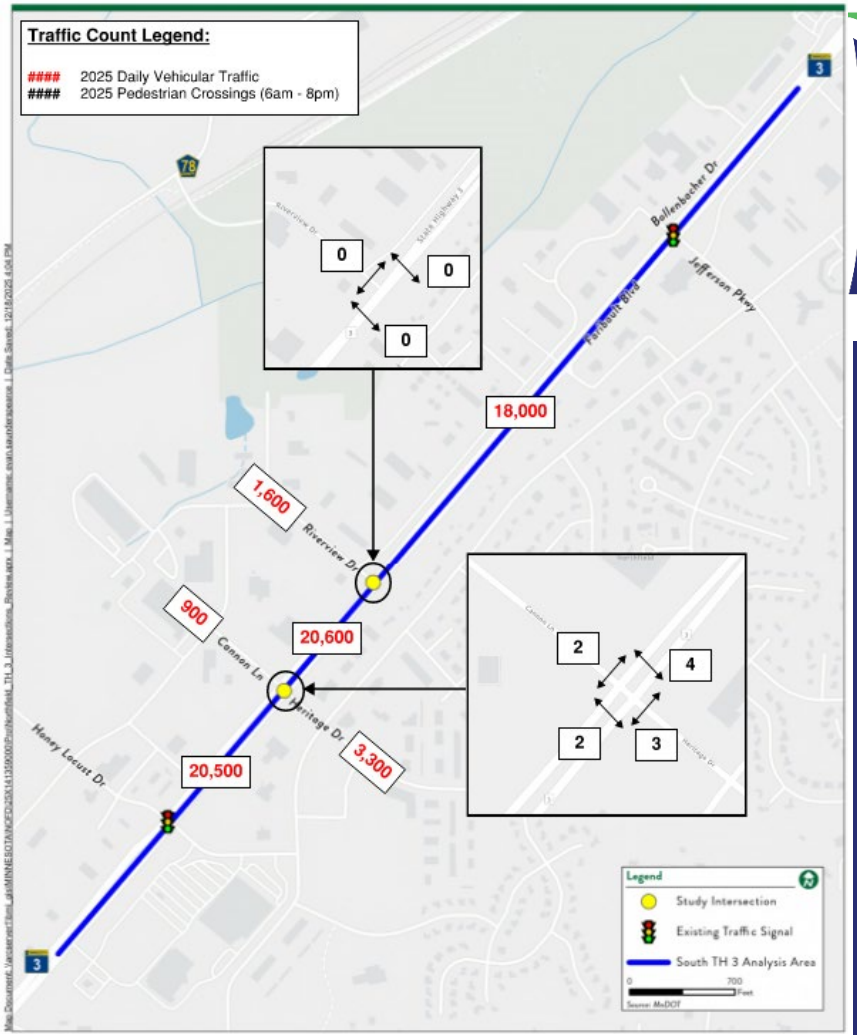
- **TH 3**
  - 40 mph N. of Greenvale
  - 30 mph S. of Greenvale
- **Greenvale Ave**
  - Marked crossing w/ median and RRFB
  - On-street bike lanes north on TH 3
- **St. Olaf Ave**
  - Marked crosswalks on St. Olaf approaches
  - On-street shared bike/vehicle lanes west of TH 3
  - On-street bike lanes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



Existing Condition

Study Area Overview (South Area)

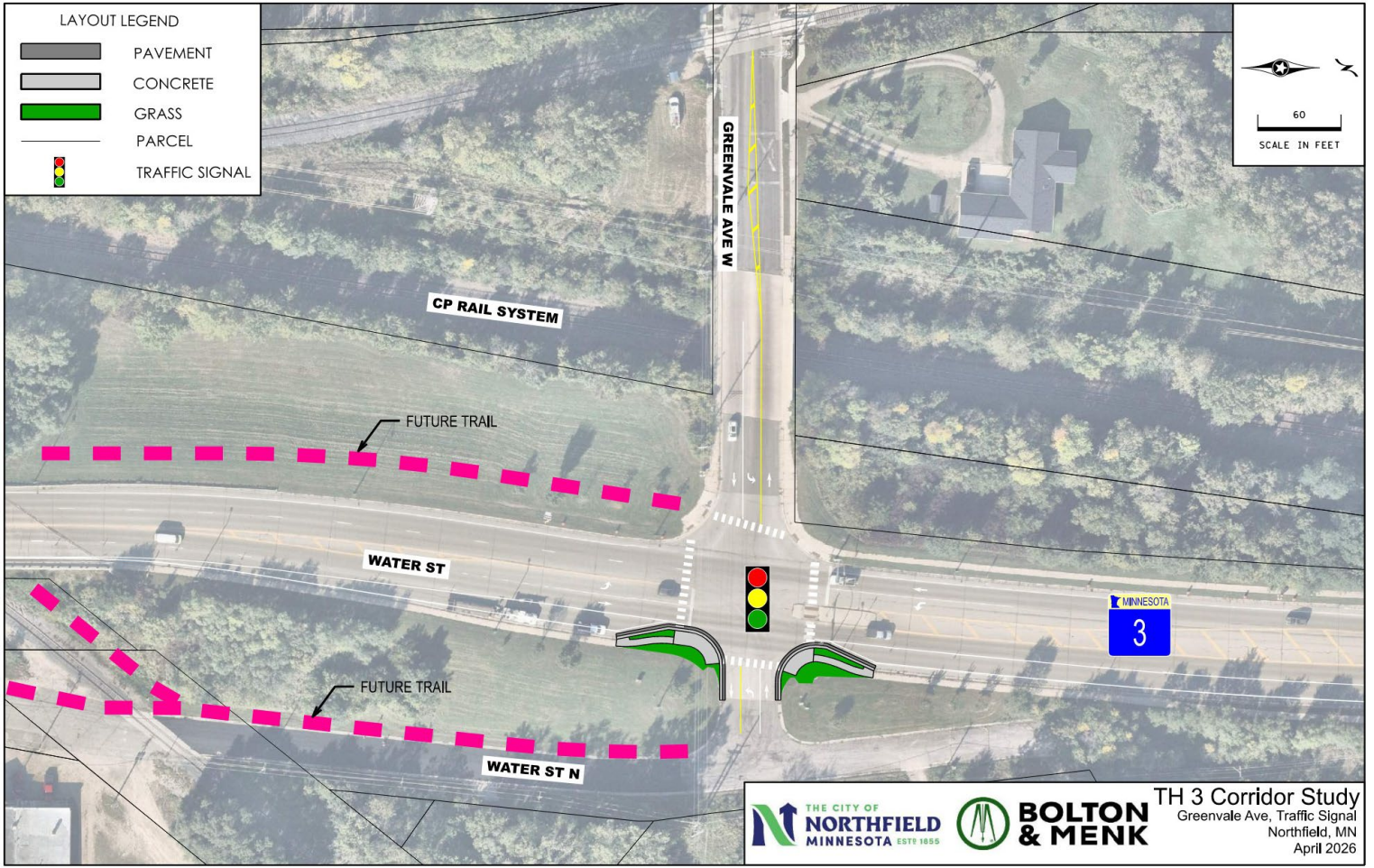
- TH 3
  - 50 mph
- Riverview Dr
  - Future trail on east side of TH 3
  - Police Department
- Cannon Ln/Heritage Dr
  - Future trail on east side of TH 3
  - Ice Arena to southwest



Existing Condition

Existing Safety Analysis

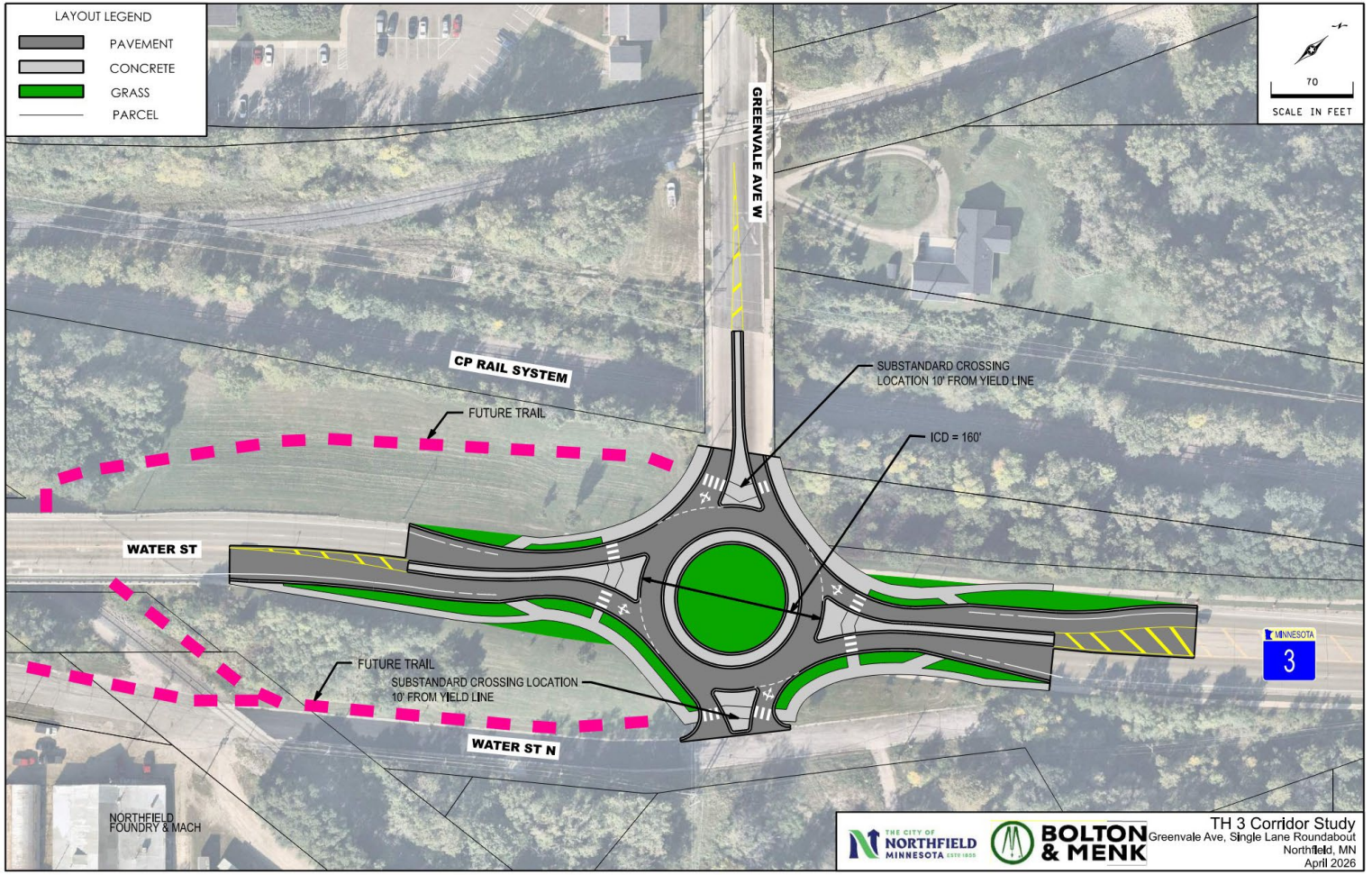
- Two intersections operating out of the expected normal safety range compared to similar intersections
  - Greenvale Ave
    - Rear-end crashes most common (64%)
  - Cannon Ln/Heritage Dr
    - Right-angle crashes most common (55%)



Greenvale Ave

Option 1 (Signal)

-Limited Justification

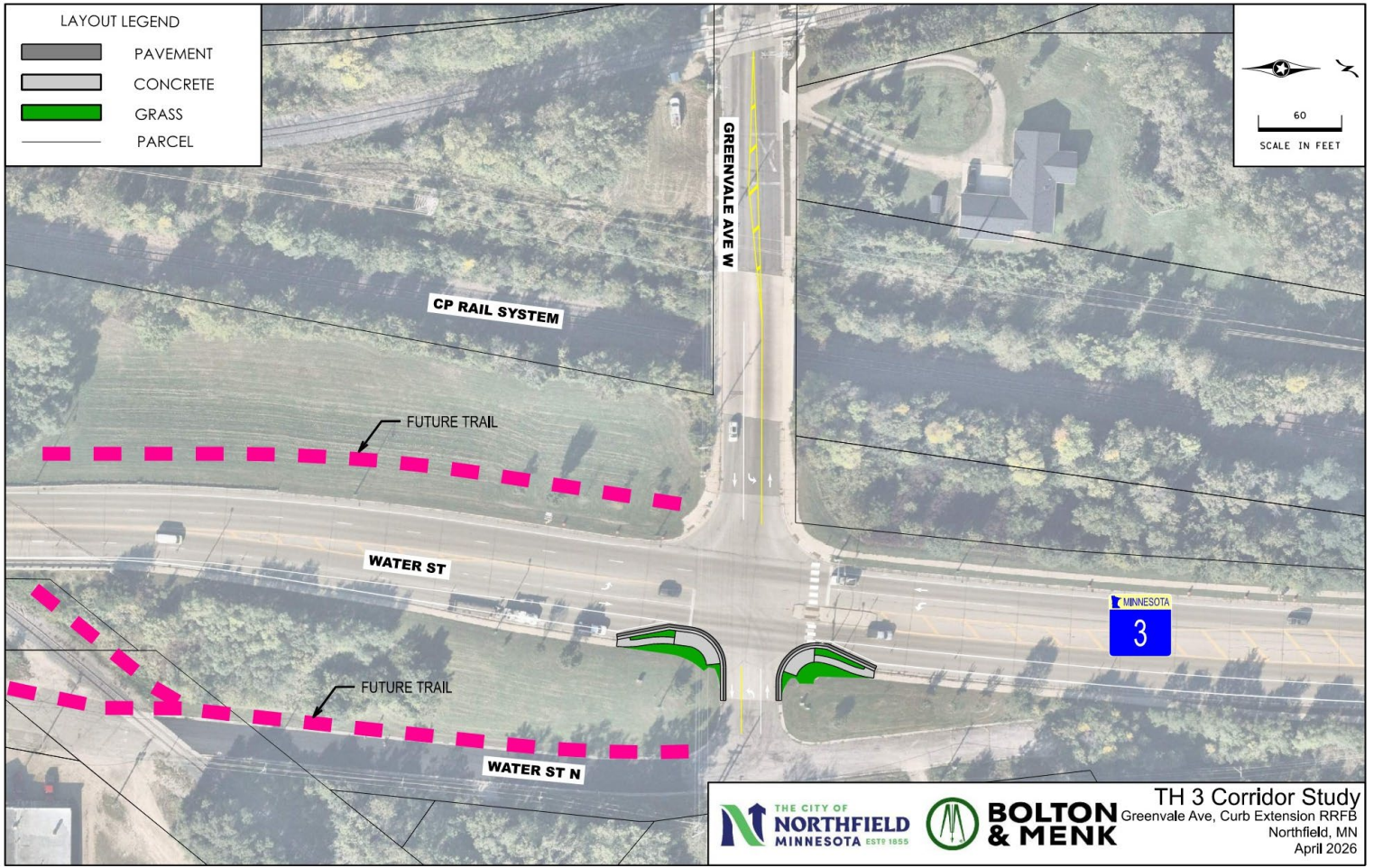


Greenvale Ave

Option 2 (Roundabout)

-Reduces crash potential and speeds

-Limited justificati



Greenvale Ave

Option 3 (Enhanced Crossing)

- Shorten crossing with curb extensions
- Keep RRFB

Ped/Bike Evaluation Matrix

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	–

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	

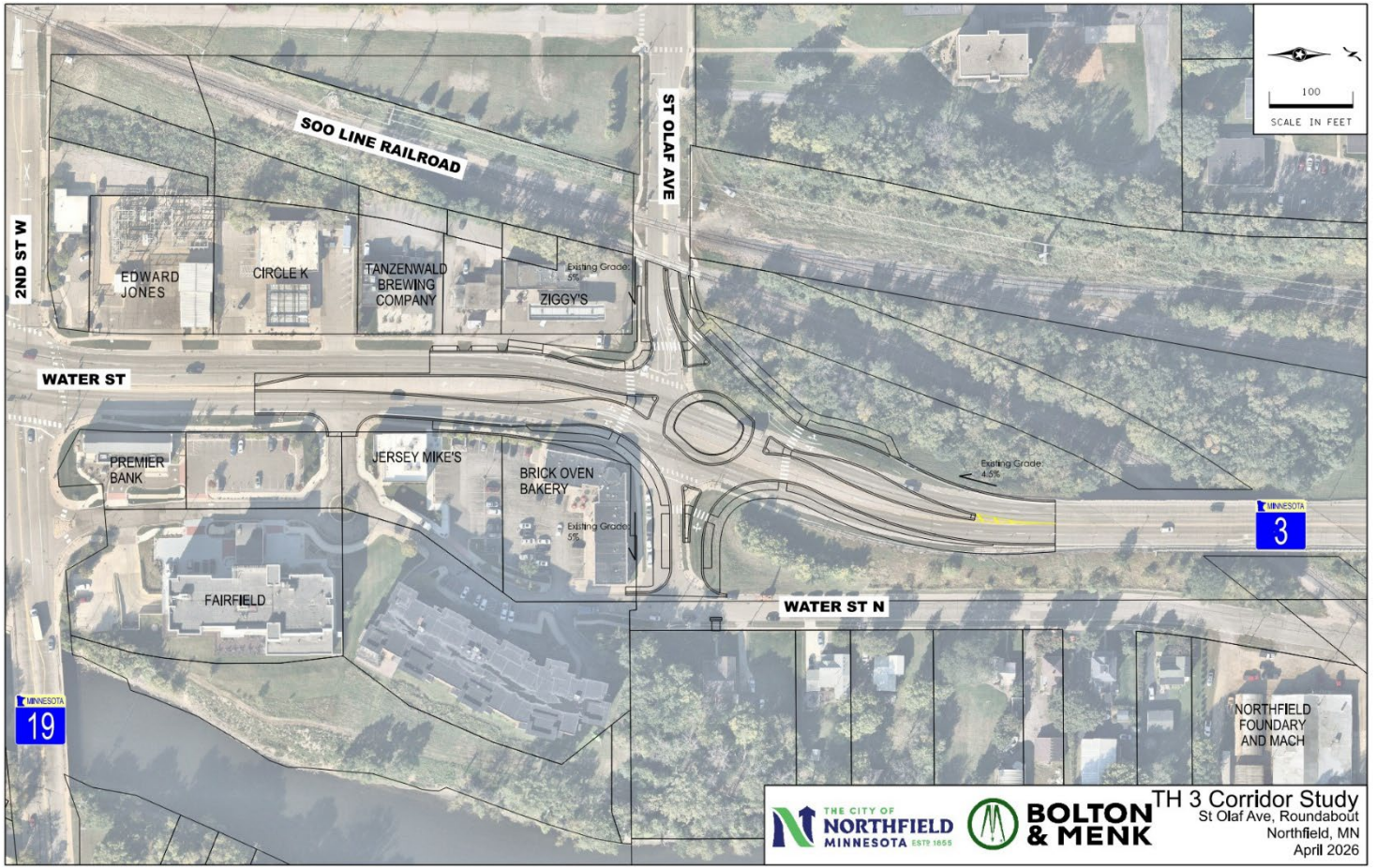
X denotes tool implemented in option

Ped Toolbox Matrix

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

-Best for peds

-Impacts to acces



St. Olaf Ave Option 2 (Roundabout)

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

Ped/Bike Evaluation Matrix

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	+

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

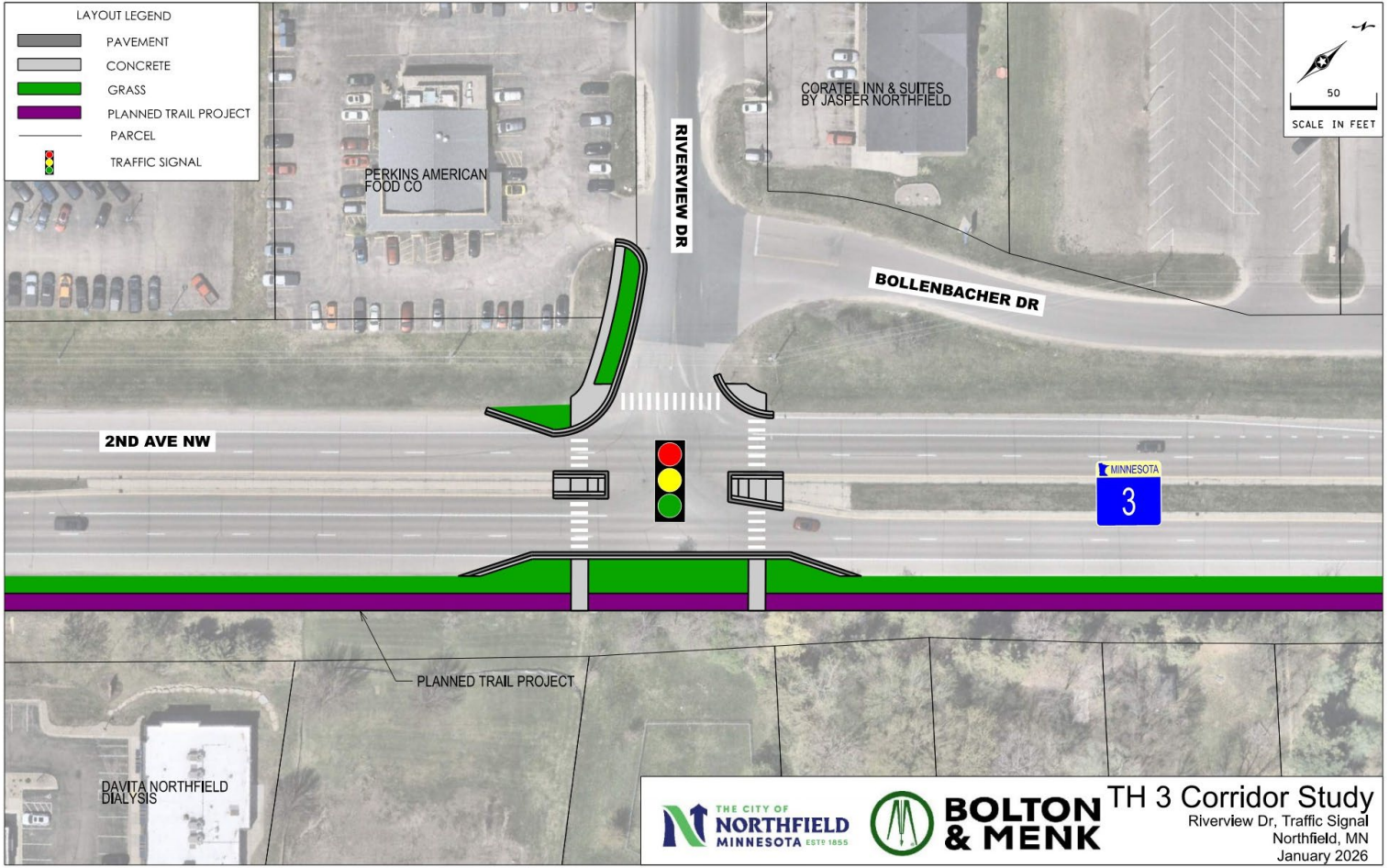
Intersection	Option	Pedestrian Toolbox tools					
		Curb Ramps	Corner Treatments	Crosswalks	Median Refuge Islands	RRFBs	Roundabouts
TH 3 & St. Olaf Ave	Existing (Two-Way Stop Control)						
	3/4 Access	X		X	X	Potential RRFB	
	Roundabout	X		X	X		X

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

Ped/Bike Evaluation Matrix

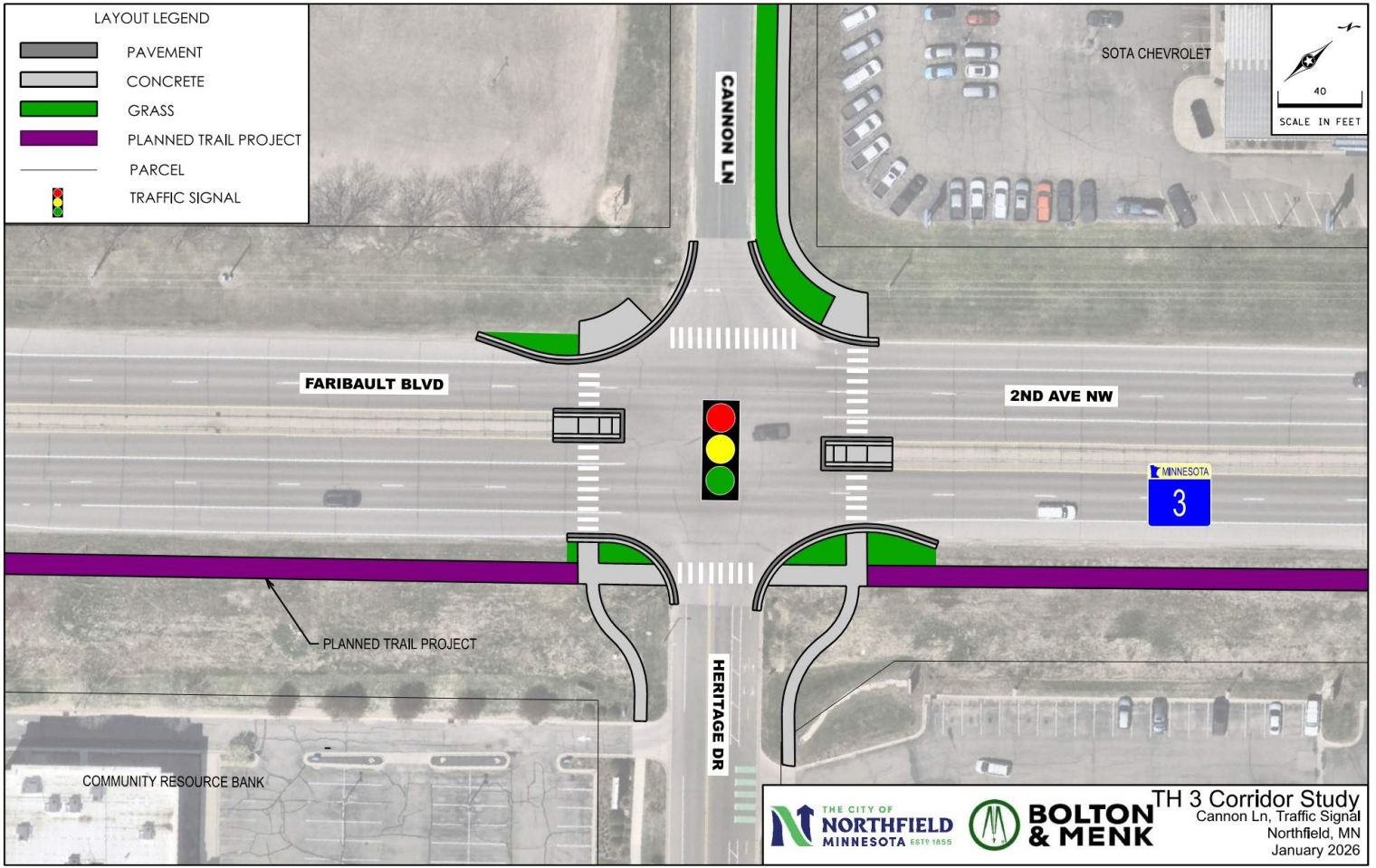
Intersection	Option	Pedestrian/Bicyclist Factors				Strategic Plan Goals	
		Increased Safety	Reduced Exposure	Improved Connections	Increased Comfort	Upgraded Crossings	Consistency with Plan Improvements
TH 3 & Riverview Dr	Existing (Two-Way Stop Control)	O	O	O	O	O	O
	Emergency Vehicle Hybrid Beacon	+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

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

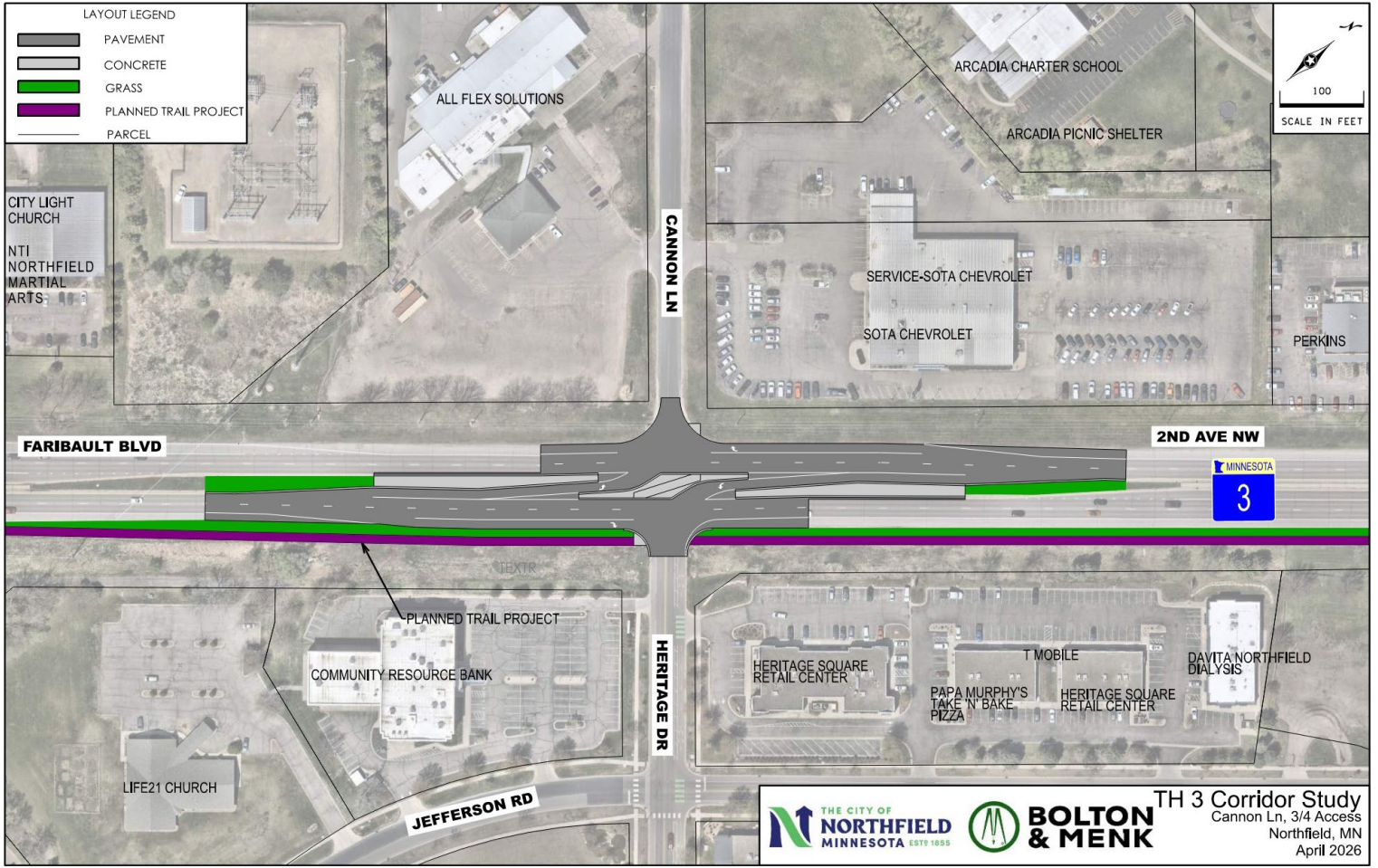
Ped Toolbox Matrix



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

Ped/Bike Evaluation Matrix

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	–

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

Real People. Real Solutions.

MEMORANDUM

Date: 5/14/2026

To: City of Northfield

From: Bryan Nemeth P.E., PTOE
Kevin Mackey P.E., PTOE
Vu Dang

Subject: TH 3 Unsignalized Intersection Multimodal Review
City of Northfield, MN
Project No.: 25X141359.000

Introduction

This memorandum documents traffic analysis that was conducted for four unsignalized intersections along Minnesota Trunk Highway 3 (TH 3) in Northfield, Minnesota. The primary goal of this traffic analysis is to identify potential traffic control and/or geometric changes that can be considered to improve multimodal accessibility and safety along the corridor, especially for pedestrian and bicyclist movements across TH 3 as stated in the City's Strategic Plan (2025-2028).

Analysis documented in this memorandum is intended to serve as a first step in identifying potentially viable solutions that can be studied in more detail in coordination with a future corridor study or could be implemented on their own. The City of Northfield would like to partner with the Minnesota Department of Transportation (MnDOT) to conduct a future corridor study on TH 3 to develop a plan for the traffic lanes and traffic control for the corridor through the City of Northfield, especially with the upcoming bridge projects in 2032 (TH 3 bridge over the Cannon River) and 2033 (Greenvale Viaduct Bridge over the RR, west of TH 3).

Study Area Overview

Traffic analysis was focused on the following four intersections on TH 3:

- TH 3 and Greenvale Avenue West
- TH 3 and Saint Olaf Avenue West
- TH 3 and Riverview Dr
- TH 3 and Heritage Drive/Cannon Lane

Existing Roadway Conditions

Land Use Context

Northern Study Area

The northern portion of the TH 3 study area near Greenvale Avenue and Saint Olaf Avenue is shown in **Figure 1**. Land uses in this area include:

- Largely residential west of TH 3
- Industrial uses along TH 3 north of Greenvale Avenue, with some industrial also present on the east side of TH 3 between Greenvale and Saint Olaf Avenues.
- Commercial uses along TH 3 south of Saint Olaf Avenue

Figure 1: Northern Study Area Land Use

Southern Study Area

The southern portion of the TH 3 study area near Heritage Drive/Cannon Lane and Riverview Drive is shown in **Figure 2**. Land uses in this area include:

- Predominantly commercial on both sides of TH 3.
- Residential area located further east of TH 3.
- Northfield Police Department is located along Riverview Drive, west of TH 3.
- Industrial area located northwest of TH 3

Figure 2: Southern Study Area Land Use

Corridor Profile

Key characteristics of the TH 3 corridor are provided below

- **Roadway functional classification**
  - TH 3 is a minor arterial roadway north of 5th Street and a principal arterial roadway south of 5th Street.
- **Typical roadway section**
  - At Heritage Drive/Cannon Lane and at Riverview Drive, TH 3 is a four-lane, median-divided section.
  - At Saint Olaf Avenue, two through lanes are provided in each direction. A narrow median is present on the south leg (no median on the north leg).
  - At Greenvale Avenue, two northbound through lanes and a single southbound through lane are present.
    - The south intersection leg opens up to two receiving southbound through lanes (only one southbound through lane on north leg)
- **Speed limits**
  - At the intersections with Heritage Drive/Cannon Lane and Riverview Drive, the posted speed limit on TH 3 is 50 mph.
  - At Saint Olaf Avenue, the posted speed limit on TH 3 is 30 mph.
  - Greenvale Avenue is a speed transition area. The speed limit on TH 3 is 40 mph north of Greenvale Avenue and 30 mph south of Greenvale Avenue.
- **Traffic Control**
  - All study intersections are under side street stop control.
- **Pedestrian and Bicyclist Facilities**
  - **Greenvale Avenue**
    - A crosswalk with a median refuge is present on the north leg.
      - This crossing is supplemented with an overhead rectangular rapid flashing beacon (RRFB)
    - Marked crosswalks are not present on other intersection approaches.
    - Sidewalks are present parallel to TH 3 on the northeast, northwest, and southeast intersection quadrants.
    - Sidewalks parallel to Greenvale Avenue are present on both sides of the roadway on the west intersection approach.
    - On-Street bike lanes on TH 3 north of Greenvale Ave.
      - Unmarked and unsigned south of Greenvale Ave

- **Saint Olaf Avenue**
  - No marked crossings are provided to cross TH 3.
  - Crosswalks are however present parallel to TH 3 on both the east and west intersection legs.
  - Sidewalks are present parallel to TH 3 on the northeast, southeast, and southwest intersection quadrants.
  - Sidewalks parallel to Saint Olaf Avenue are present on the east and west intersection legs.
  - On-street shared bike/vehicle lanes on St Olaf Ave west of TH 3.
  - On-street bike lanes on TH 3 north and south of St Olaf Ave.
- **Riverview Drive**
  - No marked crossings are present at the intersection.
  - No sidewalks are present at the intersection.
    - A trail along the east side of TH 3 is planned for future implementation
- **Heritage Drive/Cannon Lane**
  - No marked crossings are present at the intersection.
    - A trail along the east side of TH 3 is planned for future implementation
  - No sidewalks are present at the intersection, but a bidirectional on-street bike lane is present on the southeast approach of Heritage Drive (on the north side of Heritage Drive).

Existing Traffic Data

14-hour turning movement counts were collected at study intersections on November 6, 2025. **Figure *3*** and **Figure *4*** show estimated daily traffic volumes and 14-hour pedestrian counts at the south and north study subareas, respectively. Full turning movement count data can be found in **Appendix A**. Visual graphics detailing the collected AM and PM peak hour turning movement counts can be found in **Appendix B**. The peak hours were identified as:

- AM Peak: 7:15 to 8:15 am
- PM Peak: 4:30 to 5:30 pm

[The remainder of this page is intentionally left blank]

Figure 3: Existing Traffic Data Near Heritage Drive/Cannon Lane and Riverview Drive

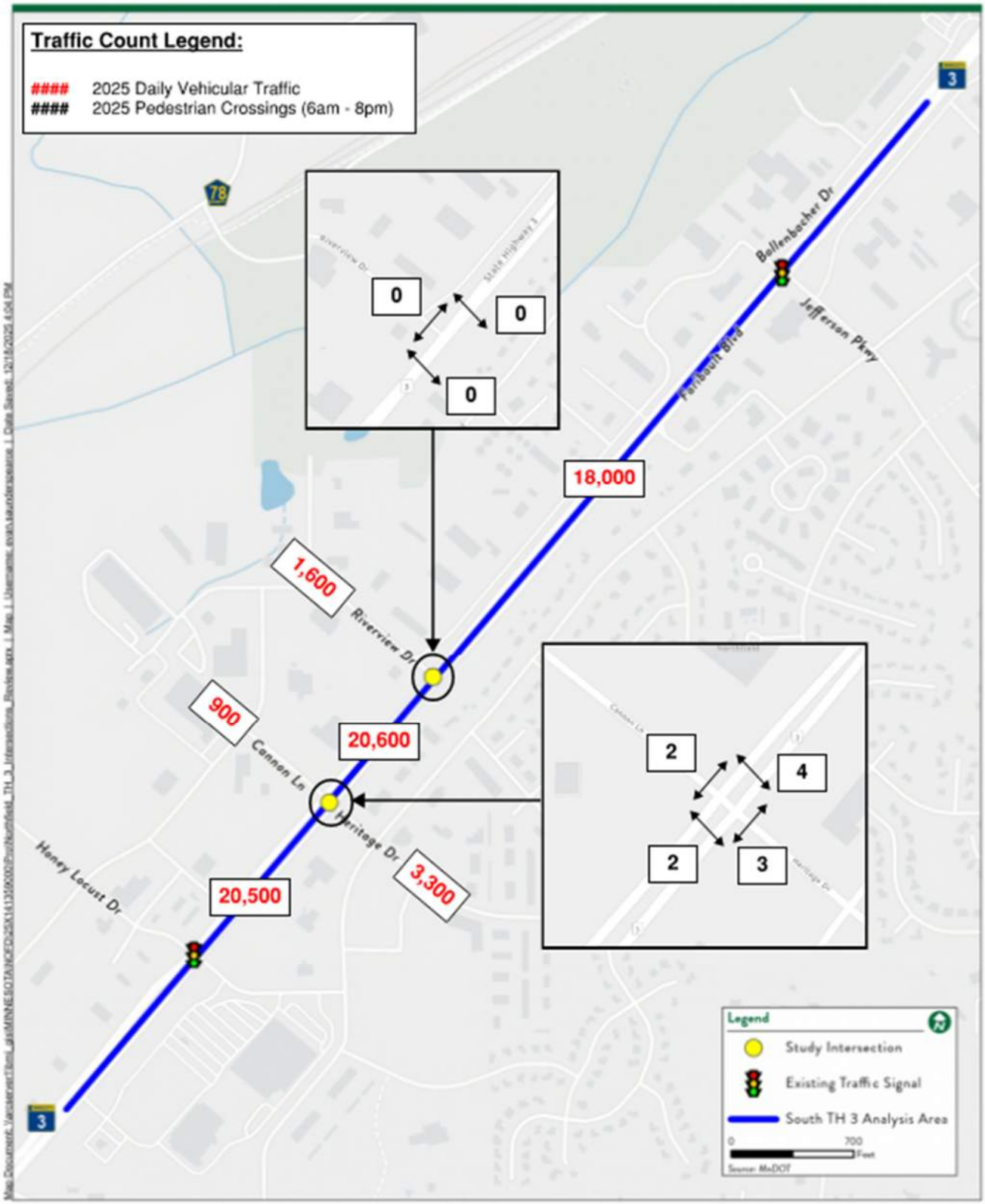
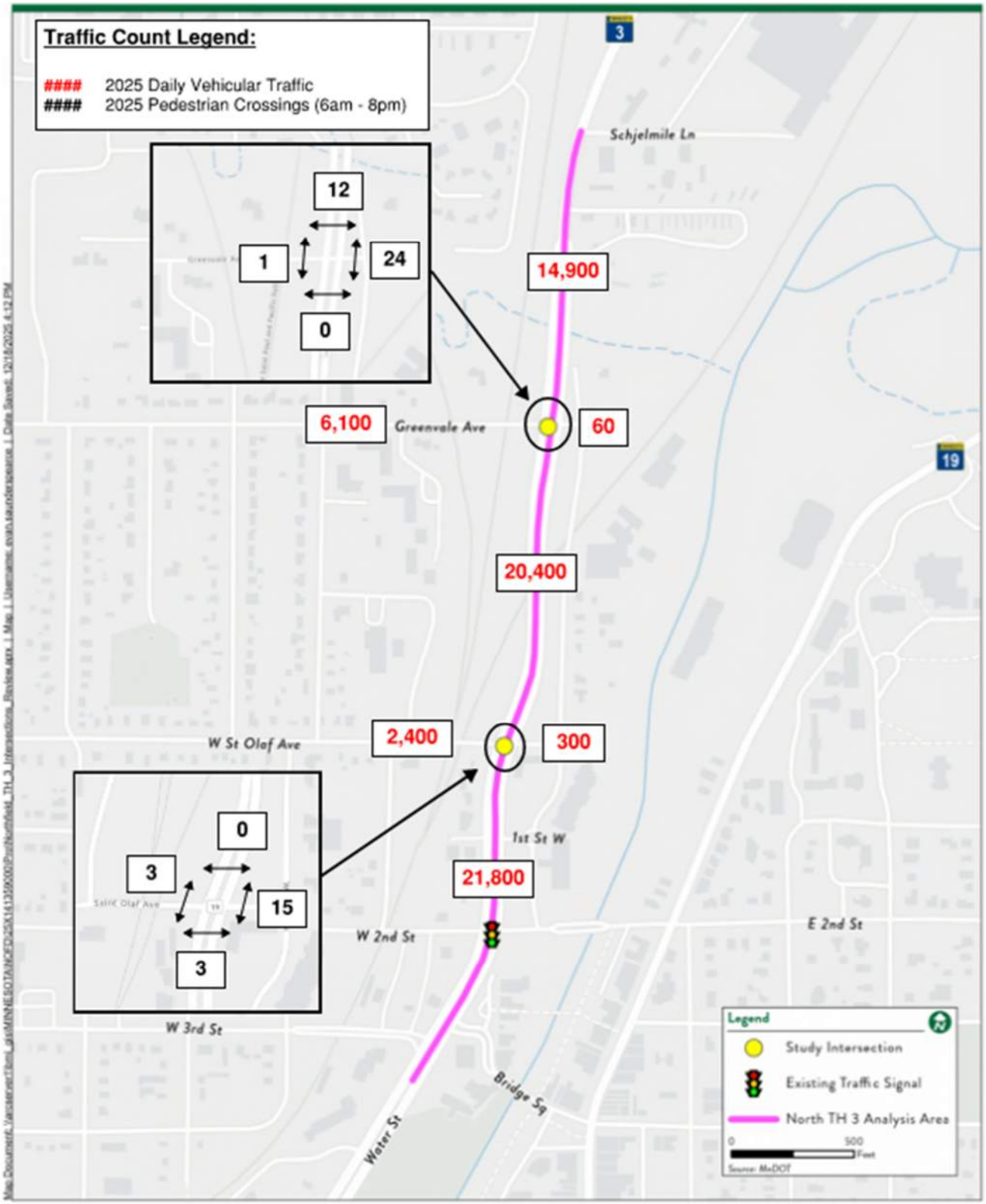


Figure 4: Existing Traffic Data Near Saint Olaf Avenue and Greenvale Avenue



Traffic Operations Analysis

AM and PM peak hour intersection level of service (LOS) analysis was performed for the four study intersections using the Synchro/SimTraffic software package (Version 12). LOS is a metric used to describe the quality of traffic flow, ranging from LOS A to LOS F. LOS A represents near free-flow traffic conditions with minimal delays and LOS F represents a breakdown in traffic flow characterized by severe congestion and major delays. In Minnesota, operations at LOS D or better are typically considered acceptable.

Table 1 below provides LOS and traffic queuing results for 2025 existing conditions.

Table 1: 2025 Existing Condition Traffic Operations Results

Scenario: Existing 2025 Layout		AM Peak											
		Traffic Delay (sec/veh)					Trafic Queuing (feet)					
Intersection	Approach	Movement			Approach	Intersection	Left Turn		Through		Right Turn	
		L	T	R	(Delay - LOS)	(Delay - LOS)	Avg	95th	Avg	95th	Avg	95th
TH 3/Water St & Greenvale Ave W	EB	39 - E	38 - E	12 - B	14 - B	3 - A	100	200	100	200	100	200
	WB	-	-	4 - A	4 - A		25	25	25	25	25	25
	NB	7 - A	0 - A	-	2 - A		50	100	-	-	-	-
	SB	-	1 - A	0 - A	1 - A		-	-	0	25	0	25
TH 3/Water St & Saint Olaf Ave W	EB	66 - F	47 - E	8 - A	14 - B	2 - A	25	25	50	75	50	75
	WB	56 - F	36 - E	6 - A	21 - C		25	25	25	25	25	25
	NB	6 - A	1 - A	0 - A	2 - A		25	50	25	25	25	25
	SB	5 - A	0 - A	0 - A	1 - A		25	25	0	25	0	25
TH 3/2nd Ave NW & Heritage Dr/Cannon Ln	NEB	2 - A	1 - A	0 - A	1 - A	1 - A	25	50	-	-	-	-
	NWB	15 - C	22 - C	5 - A	8 - A		50	75	50	75	50	75
	SEB	17 - C	20 - C	3 - A	12 - B		25	50	25	50	25	50
	SWB	4 - A	0 - A	0 - A	1 - A		25	50	-	-	-	-
TH 3/2nd Ave NW & Riverview Dr	NEB	3 - A	0 - A	-	1 - A	1 - A	25	50	-	-	-	-
	SEB	20 - C	-	6 - A	14 - B		50	100	-	-	50	100
	SWB	-	0 - A	0 - A	0 - A		-	-	-	-	-	-

Scenario: Existing 2025 Layout		PM Peak											
		Traffic Delay (sec/veh)					Trafic Queuing (feet)					
Intersection	Approach	Movement			Approach	Intersection	Left Turn		Through		Right Turn	
		L	T	R	(Delay - LOS)	(Delay - LOS)	Avg	95th	Avg	95th	Avg	95th
TH 3/Water St & Greenvale Ave W	EB	111 - F	-	10 - B	11 - B	4 - A	75	150	75	150	75	150
	WB	-	-	2 - A	2 - A		25	25	25	25	25	25
	NB	16 - C	0 - A	0 - A	5 - A		100	175	25	75	25	25
	SB	3 - A	2 - A	0 - A	2 - A		25	25	25	25	25	25
TH 3/Water St & Saint Olaf Ave W	EB	393 - F	16 - C	19 - C	57 - F	4 - A	50	100	75	175	75	175
	WB	141 - F	-	14 - B	46 - E		25	25	25	25	25	25
	NB	8 - A	1 - A	0 - A	2 - A		25	50	25	25	0	25
	SB	7 - A	0 - A	0 - A	1 - A		25	25	25	25	-	-
TH 3/2nd Ave NW & Heritage Dr/Cannon Ln	NEB	3 - A	1 - A	0 - A	1 - A	2 - A	25	25	-	-	25	25
	NWB	34 - D	31 - D	11 - B	15 - C		50	100	50	100	50	100
	SEB	36 - E	28 - D	6 - A	20 - C		25	50	25	50	25	50
	SWB	6 - A	1 - A	0 - A	2 - A		50	75	-	-	-	-
TH 3/2nd Ave NW & Riverview Dr	NEB	6 - A	1 - A	-	2 - A	1 - A	25	50	-	-	-	-
	SEB	29 - D	-	9 - A	16 - C		50	75	-	-	50	75
	SWB	-	0 - A	0 - A	0 - A		-	-	-	-	-	-

Key takeaways from level of service analysis are:

- Given the free-flow traffic condition on TH 3 (stop signs only on side streets), overall intersection levels or service are at LOS A at each study intersection.
- Stop-controlled approaches do experience peak hour delays.
    - Side street delays are most significant at Saint Olaf Avenue (eastbound approach LOS F and westbound approach LOS E in the PM peak hour). Approach delays are most attributable to left turn movements from Saint Olaf Avenue to TH 3
    - Eastbound left turn movements at Greenvale Avenue experience high delay (LOS E in the AM peak and LOS F in the PM peak), however this is a low volume movement (15 vehicles in the AM peak hour, fewer than 10 vehicles per hour for the remainder of the day)
    - Side street delay is less significant at Heritage Drive/Cannon Lane and Riverview Drive, however left turns operate at LOS D or E in the PM peak hour
- Modeled queue analysis does not reveal widespread queuing issues, however the northbound left turn queue at Greenvale Avenue can exceed storage length at times in the PM peak hour (95th percentile queue exceeds storage length).

Crash Analysis

Crash data from 2021–2025 was collected for the four study intersections along TH 3 to assess the area's crash history and identify current safety concerns. Data was obtained from the Minnesota Department of Transportation (MnDOT) MnCMAT2 crash database. The assessment includes crash rates, crash severity, and crash types.

No fatal crashes were reported at the four study intersections during the analysis period.

Crash Rate Analysis

Crash rate analysis normalizes the number of crashes by the amount of traffic volume experienced at an intersection. Crash rate analysis included an assessment of the critical crash rate. The critical crash rate is a statistically derived crash rate above which a location's observed crash rate is unlikely due to random variation, indicating a potential safety problem.

Table *2* summarizes observed intersection crash rates, average crash rates for similar intersections, the critical crash rate for each intersection, and the critical index at each intersection. The critical index is calculated by dividing the observed crash rate by the critical crash rate. If the critical index is above 1.0, this means the observed crash rate exceeds the critical crash rate, indicating a potential safety concern.

After reviewing crash rates, observed crash rates at the Greenvale Avenue and Heritage Drive/Cannon Lane intersections exceed the critical crash rate. More discussion about crash patterns at study intersections is provided in the next section.

Table 2: Intersection Crash Rates (2021 - 2025)

Intersection	Traffic Control	Total Crashes (2021 - 2025)	Crash Rate				Fatal & Serious Injury Rate			
			Observed Rate	*Statewide Average*	*Critical Rate*	Critical Index	Observed Rate	*Statewide Average*	*Critical Rate*	Critical Index
Heritage Dr/Cannon Ln	TWSC	11	0.27	*0.15*	*0.25*	1.05	0.00	*0.41*	*3.28*	0.00
Riverview Dr	TWSC	3	0.05	*0.15*	*0.24*	0.23	0.00	*0.41*	*3.53*	0.00
St. Olaf Ave W	TWSC	2	0.05	*0.15*	*0.26*	0.21	0.00	*0.41*	*3.53*	0.00
Greenvale Ave W	TWSC	11	0.33	*0.15*	*0.27*	1.22	2.98	*0.41*	*3.73*	0.80

Crash Type and Severity Distribution

- The observed distribution of crash types (rear end, angle, etc.) and crash severities is summarized in **Table *3***. Key observations from this analysis are provided below:
- **Greenvale Avenue** (crash rate is above the critical crash rate) – Rear end crashes are the most common crash type (7 of 11 reported crashes), with these most frequently occurring on the southbound approach (4 of 7 rear end crashes). Two rear end crashes resulted in possible injuries (no serious injuries).
    - Southbound rear end crash potential may be due to the lack of a southbound right turn lane or motorists stopping quickly due to a pedestrian crossing the roadway. Adding a right turn lane would increase pedestrian crossing distances, likely decreasing pedestrian safety. The overhead RRFB was installed prior to 2017 so there is advance notice to motorists of pedestrians crossing.
    - Three angle crashes were reported, with one resulting in a serious injury
- **Heritage Drive/Cannon Lane** (crash rate is above the critical crash rate) – Angle crashes are the most common crash type (6 of 11 reported crashes).
    - Five crashes occurred in 2025, with three of these crashes being angle crashes
    - No crashes resulted in serious injuries
- Crash frequencies are much lower at the Riverview Drive and Saint Olaf Avenue intersections.
    - No crashes resulted in serious injuries

Table 3: Crash Severity and Crash Type

Intersection	Crash Severity					Crash Types								
	F	A	B	C	PDO	Right Angle	Left Turn	Head On	Rear End	Sideswipe Passing	Sideswipe Opposing	Run Off Road	Ped/Bike	Other
Heritage Dr/Cannon Ln	0	0	3	3	5	6	0	0	3	2	0	0	0	0
Riverview Dr	0	0	1	2	0	3	0	0	0	0	0	0	0	0
St. Olaf Ave W	0	0	0	0	2	0	0	0	1	0	0	0	0	1
Greenvale Ave W	0	1	1	2	7	3	0	0	7	0	0	1	0	0

Severity description: F – Fatal, A – Incapacitating injury, B – Non-incapacitating injury, C – Possible injury, PDO – Property Damage Only

Traffic Control Warrant Analysis (2025)

Signal warrant analysis was performed for the four study intersections following guidance in the Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD). All-way stop control was not considered as a viable option at any study intersection given the imbalance of traffic volumes on the major and minor approaches.

Assumptions related to the number of lanes and the consideration of minor approach right turn volumes were made based on guidance in the MnDOT Intersection Control Evaluation Manual.

Full results from warrant analyses for 2025 existing conditions are provided in **Appendix C**, with a summary of results provided below.

- **Greenvale Avenue**
  - A traffic signal is warranted under existing traffic volumes. Warrant 1 (8 Hour Warrant), Warrant 2 (4 Hour Warrant), and Warrant 3 (Peak Hour Warrant) are all met.
  - Note that a signal would not be warranted if minor approach right turns were omitted from analysis. No dedicated eastbound right turn lane exists today, therefore eastbound right turn volumes were included in the analysis.

- **Saint Olaf Avenue**
  - No traffic signal warrants are met with existing traffic volumes.

- **Riverview Drive**
  - No traffic signal warrants are met with existing traffic volumes.
  - A traffic signal may however be warranted at Riverview Drive if the intersection at Heritage Drive/Cannon Lane were converted to a ¾ access (due to traffic shifting to Riverview Drive).
    - Angle crash history at Heritage Drive/Cannon Lane justifies the consideration of changes at that intersection

- **Heritage Drive/Cannon Lane**
  - A traffic signal is warranted under existing traffic volumes. Warrant 1 (8 Hour Warrant), Warrant 2 (4 Hour Warrant), and Warrant 3 (Peak Hour Warrant) are all met.
  - Note that a signal would not be warranted if minor approach right turns were omitted from analysis. No dedicated eastbound right turn lane exists today, therefore eastbound right turn volumes were included in analysis.
    - There is a two-way bike lane that prevents right turns from getting around through and left turning vehicles

Potential Intersection Improvements

Based on analysis described above, intersection improvements were considered at the four study intersections. Proposed improvements are described below.

Greenvale Avenue

Traffic analysis revealed an elevated crash rate and poor side street gap availability during high traffic time periods. Intersection improvement alternatives described below are intended to address both of these issues in addition to enhancing multimodal access and safety near the intersection.

Option 1 – Traffic Signal

- A drawing showing this concept is provided in **Figure *5***.
- A signal is warranted under existing traffic volumes and would provide increased traffic control to support pedestrian activity.
    - A traffic signal would meet MnDOT signal spacing guidelines (nearest signal is about 0.4 miles away at 2nd Street, MnDOT standard on TH 3 is 0.25 miles between signals)
- This option also assumes the northbound approach is converted to have a dedicated left turn lane and a shared through/right turn lane. This change is proposed to reduce pedestrian crossing distances on this approach (current configuration has two northbound through lanes and a dedicated left turn lane).
    - Assumes curb extensions on the east side of the intersection, benefitting pedestrians crossing both the north and south legs by reducing crossing distances.
    - The MnDOT corridor study should assess the viability of curb extensions on an arterial roadway that is part of the trunk highway system
- Based on safety research, a traffic signal is estimated to reduce crash potential by around 39% (CMF 7848 from the Crash Modification Factors Clearinghouse). It is assumed that a signal would also be justified by signal warrants in order to provide this safety improvement.
- Traffic operations analysis shows that acceptable operations are expected with signal control and proposed lane revisions (AM peak LOS A, PM peak LOS B).
    - Some longer queues are expected in the PM peak hour, but are not considered to be unacceptable
    - Traffic analysis with projected future traffic volumes may reveal the need for turn lanes not shown in **Figure *5***

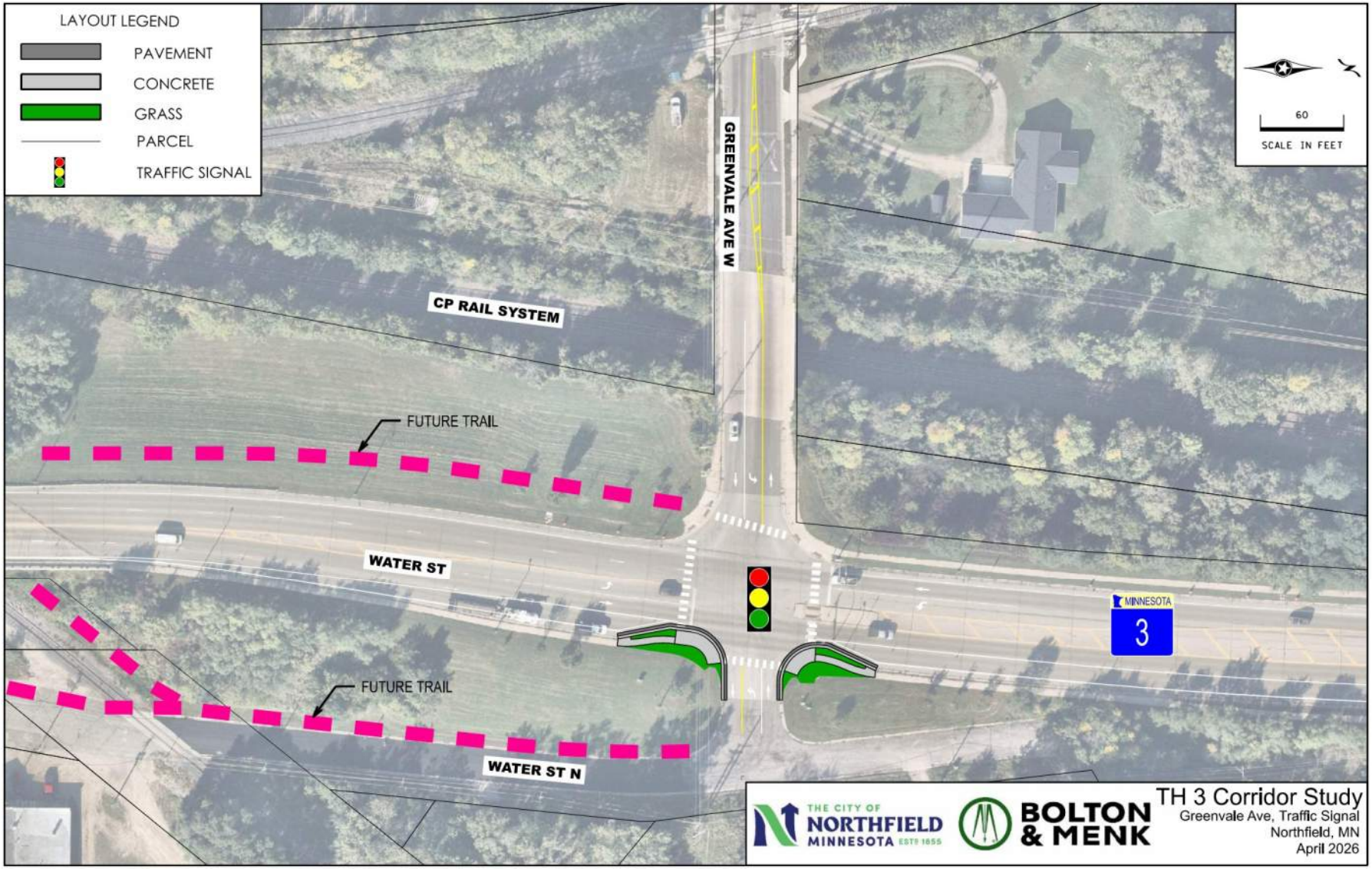
Table 4: Modeled 2025 AM/PM LOS at Greenvale Avenue – Traffic Signal With Lane Reconfiguration

Scenario: 2025 - Signal at Greenvale Ave w/NBLT and one NB shared TH+RT		AM Peak											
		Traffic Delay (sec/veh)					Trafic Queuing (feet)						
Intersection	Approach	Movement			Approach (Delay - LOS)	Intersection (Delay - LOS)	Left Turn		Through		Right Turn		
		L	T	R			Avg	95th	Avg	95th	Avg	95th	
TH 3/Water St & Greenvale Ave W	EB	16 - B	-	6 - A	7 - A	8 - A	25	50	75	100	75	100	
	WB	-	-	3 - A	3 - A		-	-	25	25	25	25	
	NB	20 - C	4 - A	-	8 - A		50	125	50	100	50	100	
	SB	-	9 - A	6 - A	9 - A		-	-	125	225	125	225	

Scenario: 2025 - Signal at Greenvale Ave w/NBLT and one NB shared TH+RT		PM Peak											
		Traffic Delay (sec/veh)					Trafic Queuing (feet)						
Intersection	Approach	Movement			Approach (Delay - LOS)	Intersection (Delay - LOS)	Left Turn		Through		Right Turn		
		L	T	R			Avg	95th	Avg	95th	Avg	95th	
TH 3/Water St & Greenvale Ave W	EB	22 - C	-	8 - A	9 - A	12 - B	25	50	75	125	75	125	
	WB	-	-	3 - A	3 - A		-	-	25	25	25	25	
	NB	32 - C	5 - A	10 - B	14 - B		100	225	50	200	50	200	
	SB	34 - C	13 - B	9 - A	13 - B		25	25	175	325	175	325	

[The remainder of this page is intentionally left blank]

Figure 5: Traffic Signal Concept at Greenvale Avenue

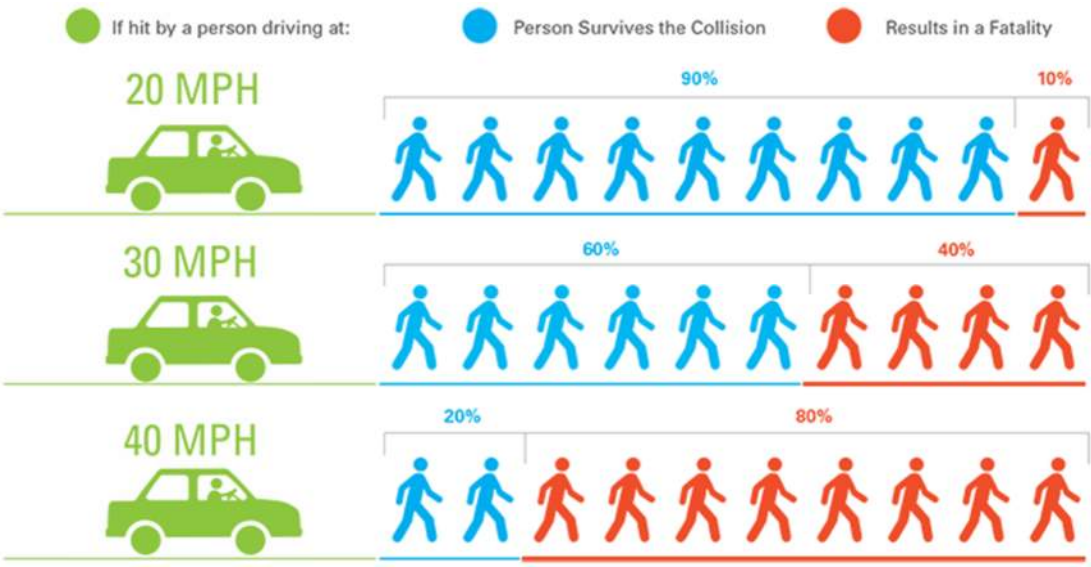


Option 2 – Roundabout

- A drawing showing this concept is provided in **Figure *7***.
- MnDOT typically considers a roundabout justified if signal warrants are met.
    - A traffic signal is warranted under existing traffic volumes. Warrant 1 (8 Hour Warrant), Warrant 2 (4 Hour Warrant), and Warrant 3 (Peak Hour Warrant) are all met
- Roundabouts are considered a proven safety measure by the Federal Highway Administration (FHWA).
    - FHWA data shows roundabouts reduce fatal and injury crash potential by 82% when replacing two-way stop control
    - It should be noted that low-severity crash potential may increase at roundabouts, but fatal and injury crash potential is significantly reduced
        - At intersections where the major roadway carries more than 10,000 vehicles per day, MnDOT crash data shows fatal and serious injury crash rates are 62% lower at roundabouts than at two-way stop controlled intersections (data includes both single and multilane roundabouts)
- Roundabouts also force vehicle speed reductions to traverse the intersection (typical circulating speeds are between 15 and 20 mph).
    - Greenvale Avenue is a speed limit transition area. A roundabout would support a reduction in TH 3 vehicle speeds at this location
    - Speed reduction benefits pedestrians at the intersection, and can offer downstream speed reduction benefits for the TH 3 corridor
        - Traffic speed data collected at the intersection found the following:
            - Typical existing southbound speeds: 43 to 47 mph
            - Typical existing northbound speeds: 35 to 39 mph
        - Research shows that pedestrian fatality risk increases significantly when traffic speeds are higher. **Figure *6*** illustrates the likelihood of a pedestrian crash resulting in fatality at different vehicle speeds

[The remainder of this page is intentionally left blank]

Figure 6: Pedestrian Fatality Risk at Different Vehicle Speeds



Source: San Francisco MTA Vision Zero Action Plan, February 2015

- Traffic operations analysis shows acceptable operations with a single lane roundabout with 2025 traffic demands (LOS C or better throughout the day).
    - Modeling shows acceptable delays but some longer queues on the northbound and southbound approaches similar to the signalized alternative. Analysis with future traffic volumes may reveal a 2x1 roundabout is required to accommodate anticipated traffic demands though a single lane would be preferred
        - The inscribed circle diameter of the roundabout shown in **Figure *7*** is large enough to accommodate a 2x1 roundabout, however this would be a small 2x1 roundabout. A larger roundabout would impact the nearby railroad bridge.

[The remainder of this page is intentionally left blank]

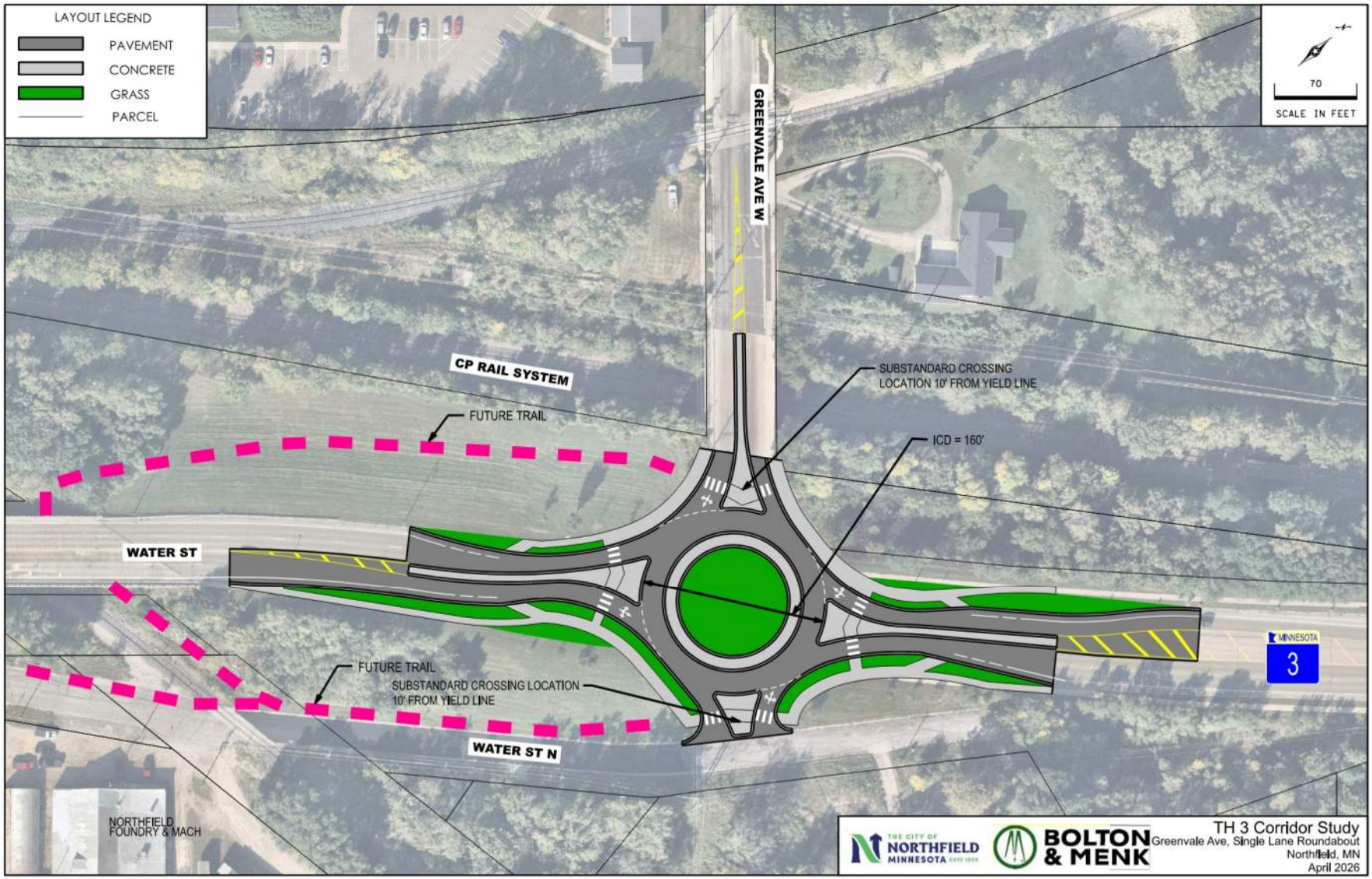
Table 5: Modeled 2025 AM/PM LOS at Greenvale Avenue – Single Lane Roundabout

Scenario: 2025 Single-Lane RAB		AM Peak		
		Traffic Delay (sec/veh)		Traffic Queueing (feet
Intersection	Approach	Approach (Delay - LOS)	Intersection (Delay - LOS)	95th
TH 3/Water St & Greenvale Ave W	EB	11 - B	12 - B	50
	WB	7 - A		0
	NB	13 - B		175
	SB	12 -B		125

Scenario: 2025 Single-Lane RAB		PM Peak		
		Traffic Delay (sec/veh)		Traffic Queueing (feet
Intersection	Approach	Approach (Delay - LOS)	Intersection (Delay - LOS)	95th
TH 3/Water St & Greenvale Ave W	EB	15 - B	23 - C	75
	WB	8 - A		0
	NB	17 - C		250
	SB	33 - D		375

[The remainder of this page is intentionally left blank]

Figure 7: Roundabout Concept at Greenvale Avenue



Option 3 – Curb Extensions with Side Street Stop Control and RRFB

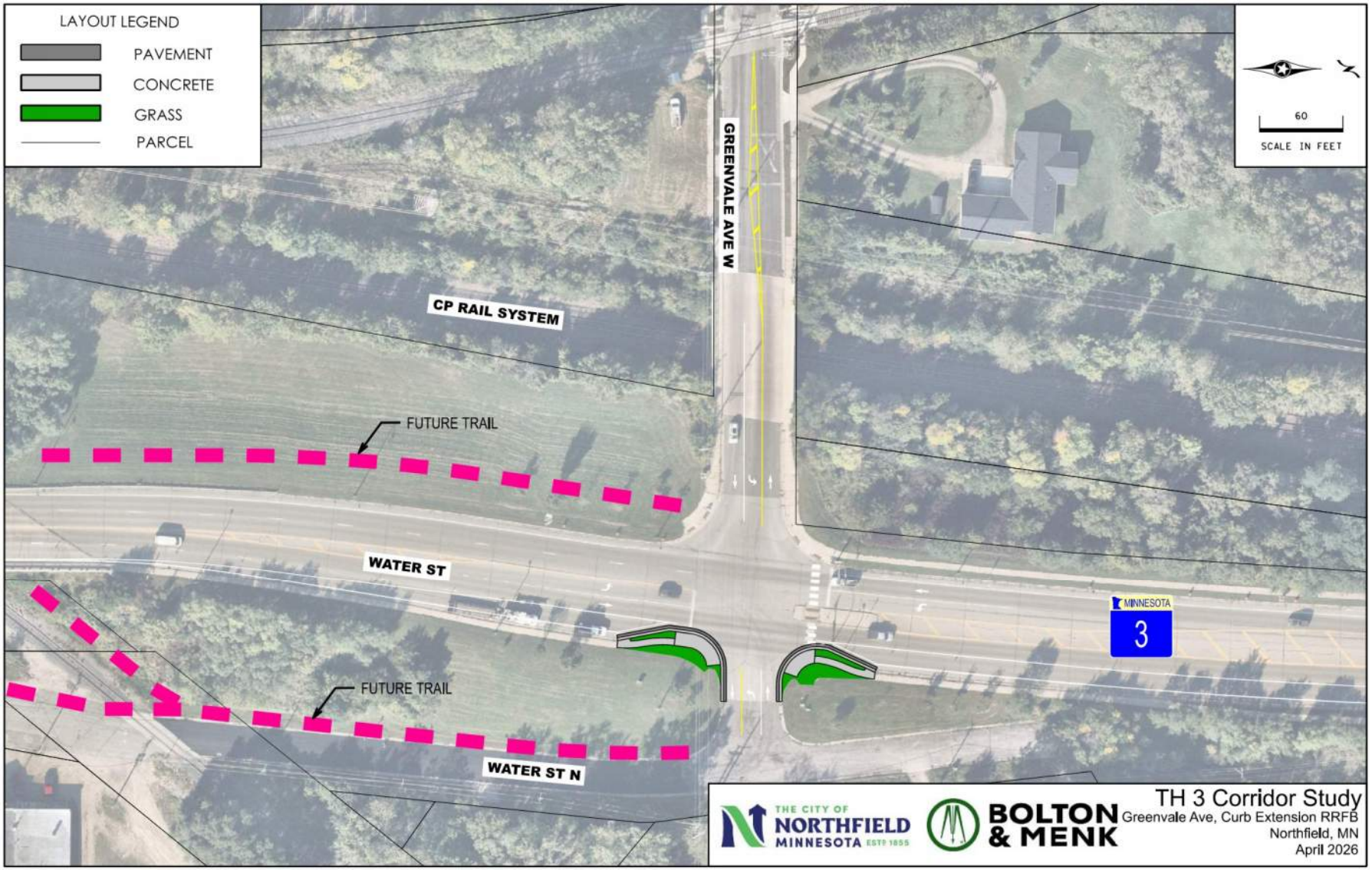
- A drawing showing this concept is provided in **Figure *8***.
- This option would maintain the existing overhead rectangular rapid flashing beacon (RRFB).
- This option has the same geometric features as Option 1, but maintains existing side street stop control rather than adding a traffic signal.
    - The northbound approach is converted to have a dedicated left turn lane and a shared through/right turn lane (current configuration has two northbound through lanes and a dedicated left turn lane)
    - Assumes curb extensions on the east side of the intersection
        - Further study and design should assess the viability of curb extensions on an arterial roadway that is part of the trunk highway system
    - Lane widths could also be narrowed (i.e. convert 12 foot lanes to 11 foot lanes)
- This option would not improve gap availability for side street movements nor would it mitigate southbound rear end crash trends observed in the crash data. It would however benefit pedestrians by reducing crossing distances. Curb extensions, reduced lane widths, and a reduced number of through lanes may also offer a traffic calming (vehicle speed reduction) benefit.
    - Nearly all eastbound approach traffic is making right turns (around 99% of daily traffic on the eastbound approach), therefore the through lane reduction for northbound traffic would not impact gap availability for the vast majority of side street movements

Table 6: Modeled 2025 AM/PM LOS at Greenvale Avenue – Curb Extensions With Side Street Stop Control

Scenario: 2025 - EB/WB Stop at Greenvale Ave West w/NBLT and one NB shared TH+RT		AM Peak											
		Traffic Delay (sec/veh)					Trafic Queuing (feet)					
Intersection	Approach	Movement			Approach (Delay - LOS)	Intersection (Delay - LOS)	Left Turn		Through		Right Turn	
		L	T	R			Avg	95th	Avg	95th	Avg	95th
TH 3/Water St & Greenvale Ave W	EB	50 - F	-	13 - B	17 - C	6 - A	50	125	75	150	75	150
	WB	-	-	5 - A	5 - A		-	-	25	25	25	25
	NB	7 - A	1 - A	-	3 - A		50	100	0	25	0	25
	SB	-	5 - A	0 - A	5 - A		-	-	25	125	25	125

Scenario: 2025 - EB/WB Stop at Greenvale Ave West w/NBLT and one NB shared TH+RT		PM Peak											
		Traffic Delay (sec/veh)					Trafic Queuing (feet)					
Intersection	Approach	Movement			Approach (Delay - LOS)	Intersection (Delay - LOS)	Left Turn		Through		Right Turn	
		L	T	R			Avg	95th	Avg	95th	Avg	95th
TH 3/Water St & Greenvale Ave W	EB	119 - F	-	6 - A	11 - B	6 - A	25	50	75	100	75	100
	WB	-	-	5 - A	5 - A		-	-	25	25	25	25
	NB	21 - C	1 - A	1 - A	8 - A		100	200	25	125	25	125
	SB	7 - A	2 - A	0 - A	2 - A		25	25	25	50	25	50

Figure 8: Curb Extensions with Side Street Stop Control Concept at Greenvale Avenue



Saint Olaf Avenue

At Saint Olaf Avenue, recorded crash history has been minimal, however side street movements experience significant delays during high traffic time periods. It is often observed that drivers accept more risky traffic gaps when delays are excessive, therefore improvements are being considered as a proactive safety measure.

Option 1 – ¾ Access (Maintain Side Street Stop Control)

- A drawing showing this concept is provided in **Figure 9**.
- This option revises intersection access to not permit left turn or through movements from St. Olaf Avenue to TH 3. Northbound and southbound left turns from TH 3 would remain permitted.
    - The eastbound left turn and through movements experience major delay under the existing configuration
    - Compared to existing conditions, the revised access configuration reduces the number of vehicle-to-vehicle conflict points from 32 to 10. It reduces the number of crossing conflict points (typically the most dangerous types of conflicts) from 16 to 2.
    - Restricted access also reduces number of conflict points for pedestrians. Pedestrians have fewer vehicle movements to monitor.
- This concept also includes an overhead rectangular rapid flashing beacon (RRFB), similar to what exists at Greenvale Avenue today. A crosswalk would be added, utilizing the proposed channelizing median as a refuge.
    - An enhanced pedestrian crossing is included in this concept due to the proximity to Saint Olaf College
        - A future study should assess the need for an RRFB at this location. Traffic data for this study was collected in November, which may impact observed walking and biking demand. The need for pedestrian enhancements may also be influenced by decisions made at Greenvale Avenue and elsewhere on the TH 3 corridor
    - FHWA considers RRFBs and refuge islands to be proven safety countermeasures.
        - FHWA data shows that RRFBs reduce pedestrian crash potential by 47% and typically result in vehicle yielding rates over 90%.
        - FHWA data shows that pedestrian refuge islands reduce pedestrian crash potential by 56%
- With a ¾ access configuration, all movements are expected to operate at LOS A during the AM and PM peak hours.

Table 7: Modeled 2025 AM/PM LOS at Saint Olaf Avenue – ¾ Access

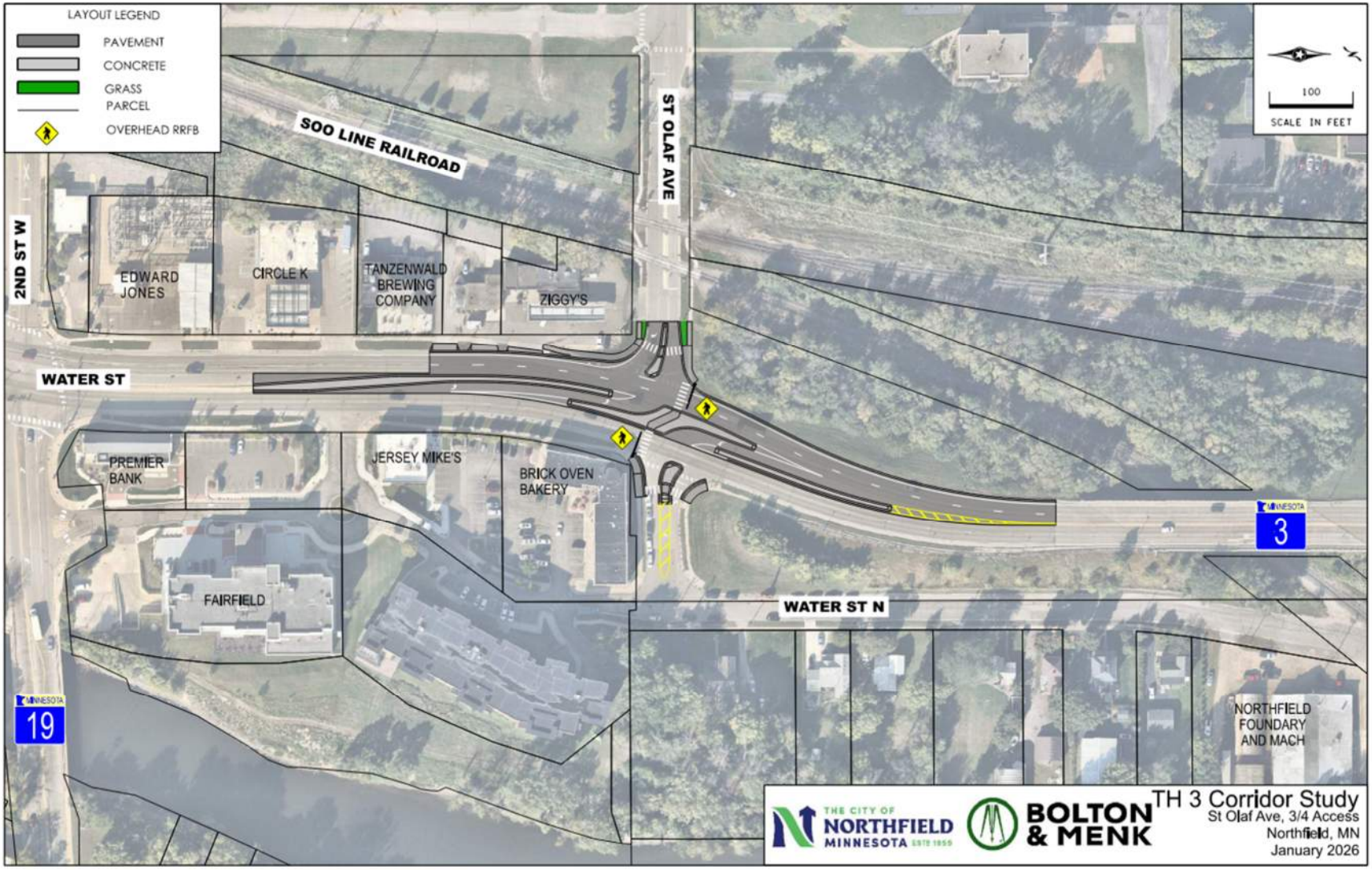
Scenario: 3/4 Access at Saint Olaf Ave W		AM Peak											
		Traffic Delay (sec/veh)					Trafic Queuing (feet)					
Intersection	Approach	Movement			Approach	Intersection	Left Turn		Through		Right Turn	
		L	T	R	(Delay - LOS)	(Delay - LOS)	Avg	95th	Avg	95th	Avg	95th
TH 3/Water St & Saint Olaf Ave W	EB	-	-	6 - A	6 - A	1 - A	-	-	-	-	50	75
	WB	-	-	4 - A	4 - A		-	-	-	-	25	50
	NB	5 - A	0 - A	0 - A	1 - A		25	50	0	25	0	25
	SB	5 - A	0 - A	0 - A	1 - A		25	25	0	25	0	25

Scenario: 3/4 Access at Saint Olaf Ave W		PM Peak										
		Traffic Delay (sec/veh)					Trafic Queuing (feet)					
Intersection	Approach	Movement			Approach	Intersection	Left Turn		Through		Right Turn	
		L	T	R	(Delay - LOS)	(Delay - LOS)	Avg	95th	Avg	95th	Avg	95th
TH 3/Water St & Saint Olaf Ave W	EB	-	-	8 - A	8 - A	1 - A	-	-	-	-	50	75
	WB	-	-	6 - A	6 - A		-	-	-	-	25	25
	NB	7 - A	0 - A	0 - A	1 - A		25	50	0	25	-	-
	SB	8 - A	0 - A	0 - A	1 - A		25	25	25	25	-	-

- With access restrictions at Saint Olaf Avenue, some traffic would shift to other intersections, including Greenvale Avenue. High-level analysis at Greenvale Avenue did not find significant operations impacts as a result of these traffic shifts away from Saint Olaf Avenue.
- **Access Impacts to Note -** While this option mitigates side street delays during peak traffic periods and reduces crash potential, impacts to property access may be unacceptable.

[The remainder of this page is intentionally left blank]

Figure 9: ¾ Access Concept at Saint Olaf Avenue



Option 2 – Roundabout

- A drawing showing this concept is provided in **Figure 10**.
    - The roundabout is shown as a multilane roundabout due to the proximity of the signal at TH 3/TH 19/2nd St which complicates the ability to transition to a single lane roundabout at the intersection of TH 3/St Olaf Ave. The signal includes two through lanes on northbound TH 3 and two through lanes on southbound TH 3 to the south of St Olaf Ave. The ability to taper to one through lane in each direction and provide the necessary queue storage may not be possible in the approximately 625 feet available between the two intersections. This will need to be verified with forecast volumes at both intersections
    - The roundabout may be possible but there are design concerns related to safety that are apparent, especially when attempting to avoid significant right-of-way takes
        - Pedestrian safety when crossing the south leg is potentially compromised due to the space for vehicles between the pedestrian crossing and the roundabout circulating lanes
        - Pedestrian safety when crossing the south leg is potentially compromised given the high volume of eastbound right turns and skew angle
        - Motorist safety is potentially compromised due to the unusual skew, circulating lane design, and fastest path for the southbound to westbound and southbound through movements
- This option could mitigate impacts to property access associated with Option 1.
- MnDOT typically considers a roundabout justified if signal warrants are met.
    - No signal warrants are met with existing traffic volumes, but a roundabout could potentially be considered justified due to property access needs and safety benefits
- Roundabouts are considered a proven safety measure by the Federal Highway Administration (FHWA).
- Roundabouts typically force vehicle speed reductions to traverse the intersection (typical circulating speeds are between 15 and 20 mph). This is not attainable on the northwest corner.
- Traffic operations analysis shows acceptable operations with a single lane roundabout with 2025 traffic demands (LOS C or better throughout the day).
    - Modeling shows acceptable delays but some longer queues on the northbound and southbound approaches. Analysis with future traffic volumes may reveal a 2x1 roundabout is required to accommodate anticipated traffic demand queues though a single lane would be preferred
    - The multi-lane roundabout as shown in the concept is anticipated to provide similar or improved traffic operations when compared to the single lane roundabout
    - With the excess capacity available with a multi-lane roundabout there may be concern with traffic speeds, lane keeping, and safety until volumes are higher to necessitate the multi-lane design

Table 8: Modeled 2025 AM/PM LOS at Saint Olaf Avenue – Single Lane Roundabout

Scenario: 2025 Single-Lane RAB		AM Peak		
		Traffic Delay (sec/veh)		Traffic Queueing (feet)
Intersection	Approach	Approach (Delay - LOS)	Intersection (Delay - LOS)	95th
TH 3/Water St & Saint Olaf Ave W	EB	9 - A	16 - C	25
	WB	8 - A		25
	NB	17 - C		250
	SB	15 - C		200

Scenario: 2025 Single-Lane RAB		PM Peak		
		Traffic Delay (sec/veh)		Traffic Queueing (feet)
Intersection	Approach	Approach (Delay - LOS)	Intersection (Delay - LOS)	95th
TH 3/Water St & Saint Olaf Ave W	EB	13 - B	23 - C	50
	WB	9 - A		25
	NB	22 - C		325
	SB	27 - D		375

Roundabout Items to Consider in Future Analysis

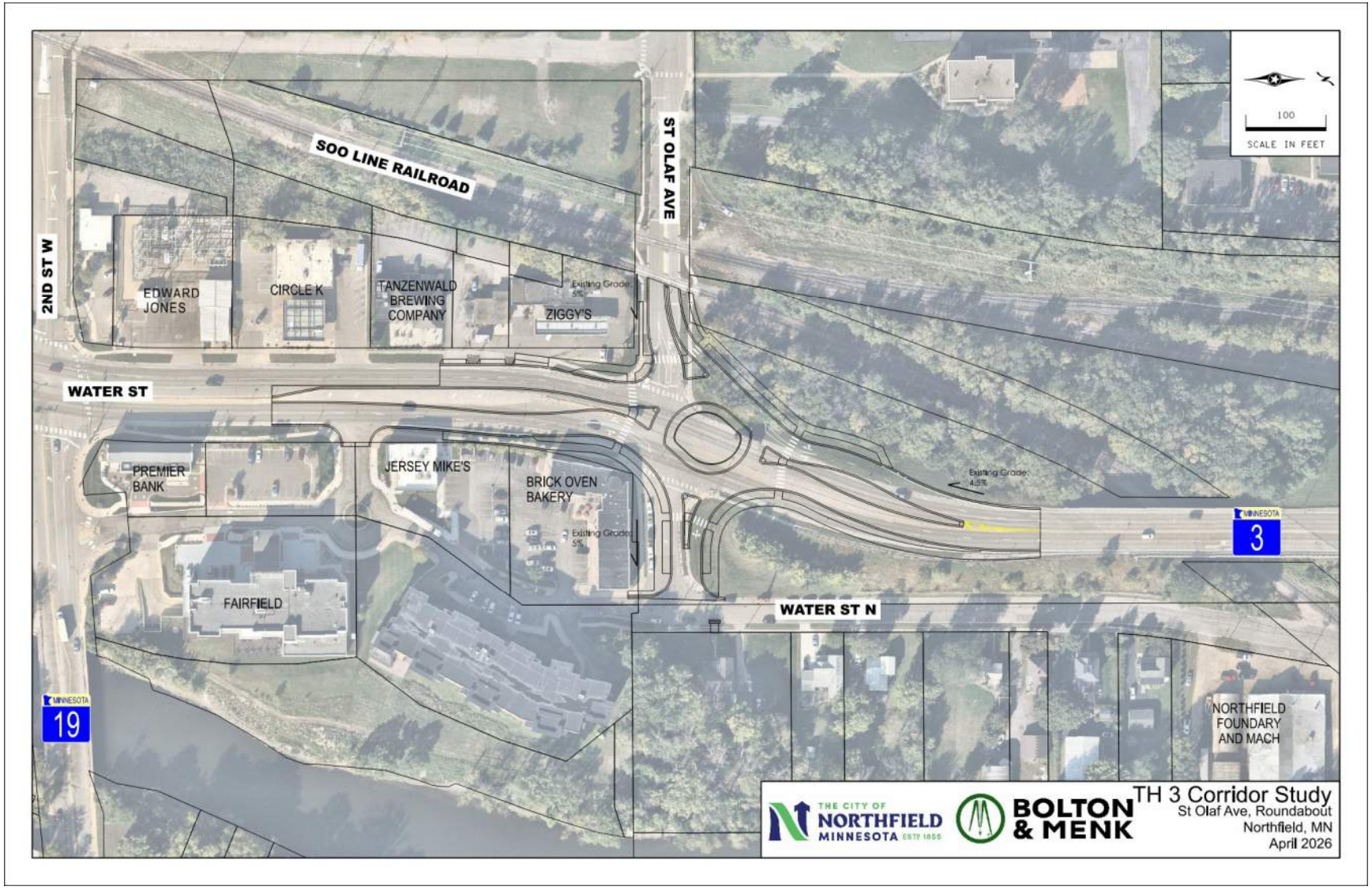
As part of a more detailed future corridor analysis, the following should be considered:

- **Roundabout Sizing:** Since TH 3 is a MnDOT route, a minimum inscribed circle diameter of 150 feet is proposed. This may need to be adjusted based on design vehicles, fastest paths, and updated guidance from MnDOT. A single lane or smaller sized roundabout may work better with the surrounding area.
- **Roundabout Shape**: Additional refinement of the central island and approaches should be considered such as whether an oval or peanut design that may be possible with additional right-of-way. The grades and proximity to the bridge complicate moving the east leg further north as would be preferred for a peanut shaped roundabout.
- **Intersection Skew:** The existing intersection skew is in the opposite direction than is usually conducive for roundabouts, so designing for optimal fastest paths is challenging.
- **Fastest Paths**: The southbound approach has numerous fastest path concerns, specifically the southbound to westbound movement and the southbound through movements. A closer look at grades, right-of-way, and other site constraints is required that is beyond the scope of this study.

- **Queues Near Railroad Crossing**: The potential for queue spillback across the railroad tracks on the west approach should be studied in more detail. A roundabout would however likely reduce queue issues compared to the existing side street stop control.
- **Eastbound Approach**: The intersection skew requires a wide eastbound approach to accommodate trucks. Vehicles larger than a school bus would need use of both eastbound approach lanes to head south on TH 3. A free right movement was considered but removed due to the impacts to pedestrian safety and sight lines.
- **Pedestrian Crossing**: A mid-block pedestrian crossing south of the roundabout or elimination of the south side crossing would be preferred, though removal of it would be in opposition to improved pedestrian access across TH 3.
- **Grades**: A roundabout may need to be shifted to the north, closer to the bridge, making grades for the east approach steeper.
- **Traffic volumes**: A review of projected growth on TH 3 will impact the design need.
- **TH 19/2nd St**: Due to the complexities of a multilane roundabout at TH 3 and St Olaf Ave, and the access concerns, a roundabout should be considered and evaluated at the intersection of TH 3/TH 19/2nd St. This could replace the currently signalized intersection.

[The remainder of this page is intentionally left blank]

Figure 10: Roundabout Concept at Saint Olaf Avenue



Heritage Drive/Cannon Lane

At Heritage Drive/Cannon Lane, the crash rate exceeds the critical crash rate, with angle crashes being the most common crash type. Five crashes occurred in 2025 alone, with three of these being angle crashes. Improvement options below are intended to reduce crash potential.

Option 1 – Traffic Signal

- A drawing showing this concept is shown in **Figure 11**.
- A traffic signal is warranted with existing traffic volumes.
    - A signal at Heritage Drive/Cannon Lane would be around 0.22 miles from the adjacent signal at Honeylocust Drive. MnDOT signal spacing standards for TH 3 states that signals should be spaced at least 0.25 miles from one another. Since signal spacing standards would nearly be met, MnDOT could potentially approve of a signal at this location. This should be assessed further with MnDOT since TH 3 is their roadway.
- This concept would also extend medians to provide median refuges on both approaches of TH 3.
    - FHWA data shows that pedestrian refuge islands reduce pedestrian crash potential by 56%
- The concept also includes curb extensions on the northeast and southwest quadrants of the intersection to reduce crossing distances.
    - MnDOT will need to be coordinated with to assess the viability of curb extensions on an arterial roadway that is part of the trunk highway system
- Based on safety research, a traffic signal is estimated to reduce crash potential by around 39% (CMF 7848 from the Crash Modification Factors Clearinghouse).
    - With proper signal design and signal timing, traffic signals can substantially reduce angle crash potential. CMF 7849 estimates a 54% reduction in angle crash potential after signal installation. It is assumed that a signal would also be justified by signal warrants in order to provide this safety improvement.
- A traffic signal is expected to result in efficient traffic flow, with AM and PM peak hour LOS A anticipated under 2025 traffic conditions.

[The remainder of this page is intentionally left blank]

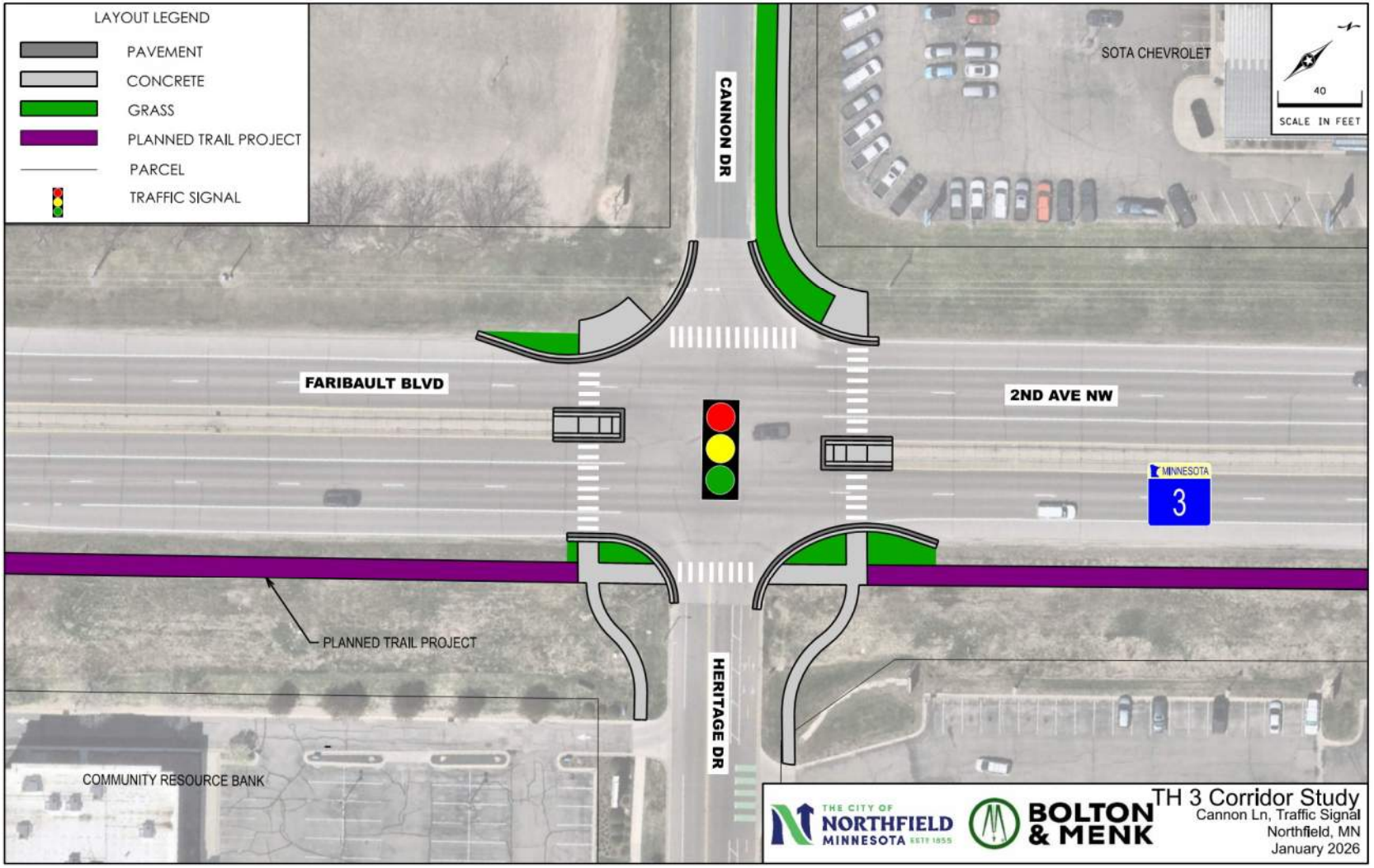
Table 9: Modeled 2025 AM/PM LOS at Heritage Drive/Cannon Lane – Traffic Signal

Scenario: 2025 - Signal at Heritage Dr/Cannon Ln		AM Peak											
		Traffic Delay (sec/veh)					Trafic Queuing (feet)					
Intersection	Approach	Movement			Approach	Intersection	Left Turn		Through		Right Turn	
		L	T	R	(Delay - LOS)	(Delay - LOS)	Avg	95th	Avg	95th	Avg	95th
TH 3/2nd Ave NW & Heritage Dr/Cannon Ln	NEB	20 - C	9 - A	2 - A	9 - A	8 - A	25	50	100	150	25	50
	NWB	16 - B	16 - B	6 - A	8 - A		50	75	50	75	50	75
	SEB	20 - C	9 - A	2 - A	10 - B		25	50	25	50	25	50
	SWB	16 - B	16 - B	6 - A	7 - A		50	75	50	100	25	50

Scenario: 2025 - Signal at Heritage Dr/Cannon Ln		PM Peak											
		Traffic Delay (sec/veh)					Trafic Queuing (feet)					
Intersection	Approach	Movement			Approach	Intersection	Left Turn		Through		Right Turn	
		L	T	R	(Delay - LOS)	(Delay - LOS)	Avg	95th	Avg	95th	Avg	95th
TH 3/2nd Ave NW & Heritage Dr/Cannon Ln	NEB	26 - C	11 - B	3 - A	11 - B	8 - A	25	25	125	175	25	50
	NWB	14 - B	10 - B	6 - A	8 - A		50	75	50	75	50	75
	SEB	18 - B	18 - B	6 - A	13 - B		25	50	25	50	25	50
	SWB	22 - C	4 - A	1 - A	7 - A		75	125	75	125	25	25

[The remainder of this page is intentionally left blank]

Figure 11: Traffic Signal Concept at Heritage Drive/Cannon Lane



Option 2 – ¾ Access (Maintain Side Street Stop Control)

- A drawing showing this concept is shown in **Figure 12**
- This option revises intersection access to not permit left turn or through movements from Heritage Drive/Cannon Lane to TH 3. Northbound and southbound left turns from TH 3 would remain permitted.
    - Compared to existing conditions, the revised access configuration reduces the number of vehicle-to-vehicle conflict points from 32 to 10. It reduces the number of crossing conflict points (typically the most dangerous types of conflicts) from 16 to 2.
    - Restricted access also reduces number of conflict points for pedestrians. Pedestrians have fewer vehicle movements to monitor.
- No marked crosswalks are anticipated to be provided across TH 3 in this option.
- Traffic operations analysis shows all intersection movements are expected to operate at LOS A under 2025 AM and PM peak hour traffic volumes.

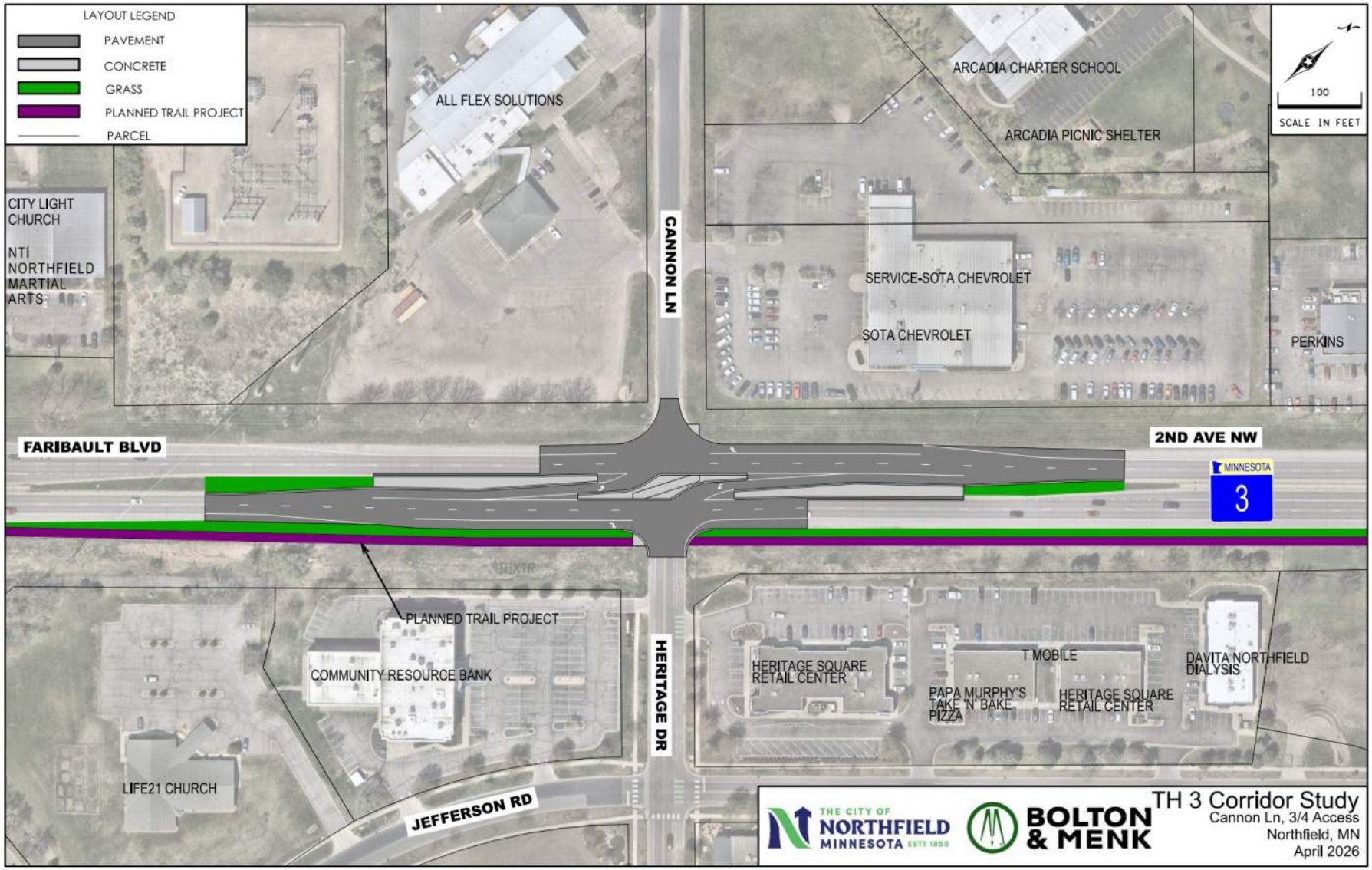
Table 10: Modeled 2025 AM/PM LOS at Heritage Drive/Cannon Lane – ¾ Access

Scenario: 3/4 Access at Heritage Dr/Cannon Ln		AM Peak											
		Traffic Delay (sec/veh)					Trafic Queuing (feet)					
Intersection	Approach	Movement			Approach (Delay - LOS)	Intersection (Delay - LOS)	Left Turn		Through		Right Turn	
		L	T	R			Avg	95th	Avg	95th	Avg	95th
TH 3/2nd Ave NW & Heritage Dr/Cannon Ln	NEB	2 - A	0 - A	0 - A	1 - A	2 - A	25	50	-	-	0	25
	NWB	-	-	4 - A	4 - A		-	-	-	-	50	50
	SEB	-	-	2 - A	2 - A		-	-	-	-	25	50
	SWB	6 - A	3 - A	2 - A	4 - A		25	50	-	-	-	-

Scenario: 3/4 Access at Heritage Dr/Cannon Ln		PM Peak											
		Traffic Delay (sec/veh)					Trafic Queuing (feet)					
Intersection	Approach	Movement			Approach (Delay - LOS)	Intersection (Delay - LOS)	Left Turn		Through		Right Turn	
		L	T	R			Avg	95th	Avg	95th	Avg	95th
TH 3/2nd Ave NW & Heritage Dr/Cannon Ln	NEB	5 - A	1 - A	0 - A	1 - A	2 - A	25	25	-	-	0	25
	NWB	-	-	4 - A	4 - A		-	-	-	-	50	50
	SEB	-	-	5 - A	5 - A		-	-	-	-	25	50
	SWB	8 - A	3 - A	2 - A	4 - A		50	75	0	25	-	-

- If Heritage Drive/Cannon Lane is converted to a ¾ access, minor street left turns and through movements will need to reroute to adjacent intersections. Analysis based on November 2025 turning movement data suggests a signal would be warranted at Riverview Drive in this scenario.

Figure 12: ¾ Access Concept at Heritage Drive/Cannon Lane



Riverview Drive

At Riverview Drive, side street movements experience some delays during high traffic time periods. The crash rate is not excessive, however all three reported crashes since 2021 were angle crashes, indicating some gap acceptance challenges at this location.

Option 1 – Emergency Vehicle Hybrid Beacon

- This option would add a beacon that is activated by emergency vehicles leaving the nearby Northfield Police Station.
    - A similar beacon is in Cottage Grove on 80th Street S near the Cottage Grove Fire Station #2 (https://maps.app.goo.gl/S3G6j2sMtN2KDQff8)
- The primary goal of this alternative is to improve emergency vehicle response times, especially during higher traffic time periods.
- As proposed, an emergency vehicle hybrid beacon would function similarly to a pedestrian hybrid beacon. Hybrid beacons remain dark until actuated, then cycling through flashing yellow, solid yellow, solid red, and flashing red indications. This sequence warns drivers, stops traffic, then allows vehicles to proceed once the intersection is clear.

Figure 13: Emergency Vehicle Hybrid Beacon in Cottage Grove

- Depending on pedestrian accommodations decisions made at nearby adjacent intersections, pedestrian actuation may potentially be integrated into the beacon for it to also serve as a pedestrian beacon.
    - A more in-depth assessment of corridor-wide pedestrian needs should be taken into consideration with MnDOT input
    - If pedestrian actuation is incorporated into the beacon, additional pedestrian enhancements at the intersection should be considered. Such enhancements include extending medians to provide pedestrian refuges and curb extensions. Such a concept is shown in **Figure 14**
        - MnDOT will need to be coordinated with to assess the viability of curb extensions on an arterial roadway that is part of the trunk highway system

Figure 14: Combined Emergency and Pedestrian Hybrid Beacon Concept at Riverview Drive

Option 2 – Traffic Signal

- A drawing showing this concept is shown in **Figure 15**.
- A traffic signal may be warranted at Riverview Drive if access restrictions are implemented at adjacent intersections with backage connectivity.
    - Based on November 2025 traffic data, a signal is warranted if left turn movements from Cannon Lane move to Riverview Drive
- If a signal was added at Riverview Drive, added elements would be desirable to enhance multimodal accessibility and comfort. The concept presented here includes extended medians to serve as refuges and curb extensions.
    - MnDOT will need to be coordinated with to assess the viability of curb extensions on an arterial roadway that is part of the trunk highway system
- A signal is expected to operate at LOS A during both the AM and PM peak hours under 2025 traffic volumes.

Table 11: Modeled 2025 AM/PM LOS at Riverview Drive – Traffic Signal

Scenario: 3/4 Access at Heritage Dr/Cannon Ln & Signal at Riverview		AM Peak											
		Traffic Delay (sec/veh)					Trafic Queuing (feet)					
Intersection	Approach	Movement			Approach (Delay - LOS)	Intersection (Delay - LOS)	Left Turn		Through		Right Turn	
		L	T	R			Avg	95th	Avg	95th	Avg	95th
TH 3/2nd Ave NW & Riverview Dr	NEB	17 - B	4 - A	-	5 - A	5 - A	25	50	50	100	-	-
	SEB	12 - B	-	3 - A	9 - A		25	75	-	-	25	50
	SWB	-	7 - A	2 - A	7 - A		-	-	75	125	25	75

Scenario: 3/4 Access at Heritage Dr/Cannon Ln & Signal at Riverview		PM Peak											
		Traffic Delay (sec/veh)					Trafic Queuing (feet)					
Intersection	Approach	Movement			Approach (Delay - LOS)	Intersection (Delay - LOS)	Left Turn		Through		Right Turn	
		L	T	R			Avg	95th	Avg	95th	Avg	95th
TH 3/2nd Ave NW & Riverview Dr	NEB	20 - C	4 - A	-	5 - A	5 - A	25	50	50	75	-	-
	SEB	16 - B	-	5 - A	10 - B		25	75	-	-	25	75
	SWB	-	6 - A	1 - A	6 - A		-	-	100	150	25	50

[The remainder of this page is intentionally left blank]

Figure 15: Traffic Signal Concept at Riverview Drive

Summary

A matrix summarizing traffic analysis and features associated with different intersection improvement options is provided in **Table 12**. Note that cost estimates assume improvements occur in isolation at each intersection (2031 dollars), therefore actual implementation costs may be lower if incorporated into a larger project on Highway 3.

A pedestrian and bicyclist focused evaluation matrix and consistency with strategic plan goals is provided in **Table 13**.

The options are also compared to consistency with pedestrian toolbox tools in **Table 14**.

[The remainder of this page is intentionally left blank]

Table 12: Intersection Improvement Summary Matrix

Intersection	Option	MnMUTCD Warrant Analysis	Multimodal Accommodations	Vehicle Traffic (2025 Traffic Conditions)	Estimated Cost (2031 dollars)	Items to Verify in Future MnDOT Corridor Study
TH 3 & Greenvale Ave	Existing (Two-Way Stop Control)	Meets signal warrants with existing lane configuration	Existing RRFB with median refuge on north approach	Crash rate (2021-2025) exceeds the critical crash rate, suggesting opportunities for safety improvements Poor eastbound left turn operations during peak periods (AM peak LOS E/PM peak LOS F)	-	-
	Traffic Signal		Added traffic control for TH 3 movements Also adds curb extensions and reduces number of northbound through lanes, reducing pedestrian crossing distances across TH 3 Improves east-west connection with signal-controlled crossing	Estimated 39% reduction in crash potential with traffic signal Acceptable operations (AM peak LOS A, PM peak LOS B) Long modeled NB/SB queues	$960,000	Future conditions operations analysis to verify lane configuration needs Assess the viability of curb extensions on an arterial roadway that is part of the trunk highway system
	Roundabout		Traffic calming benefit Pedestrian refuges provided on all approaches (on splitter islands) Improves east-west connection with two-stage one-lane low-speed crossings	Estimated 62% to 82% reducing in fatal/serious injury crash potential Acceptable operations (AM peak LOS B, PM peak LOS C) Long modeled NB/SB queues	$4.2 milion	Future conditions operations analysis to verify roundabout sizing (single lane vs. 2x1)
	Curb Extensions with Two Way Stop Control		Adds curb extensions and reduces number of northbound through lanes, reducing pedestrian crossing distances across TH 3	Does not mitigate predominant crash types (southbound rear end crashes) Poor eastbound left turn operations during peak periods (AM peak LOS E/PM peak LOS F)	$90,000	Assess the viability of curb extensions on an arterial roadway that is part of the trunk highway system
TH 3 & St. Olaf Ave	Existing (Two-Way Stop Control)	Signal warrants not met	Crosswalks present parallel to TH 3, but no other accommodations	Poor eastbound/westbound approach LOS in PM peak hour (EB LOS F, WB LOS E). Significant delays for side street left turns in AM peak hour as well.	-	-
	3/4 Access		Median refuge + RRFB reduce crossing distances and ped/bike crash potential. FHWA data shows median refuges reduce pedestrian crash potential by 23% and RRFBs reduce pedestrian crash potential by 47% Fewer vehicle movements that conflict with pedestrians/bikes Improves east-west connection with two-stage crossing and RRFB	Reduces conflict points from 32 (existing) to 10 (proposed) Efficient traffic flow - AM/PM peak hour LOS A Property access impacts	$1.7 million	Assess corridor-wide ped/bike demand to determine need for RRFB
	Roundabout		Traffic calming benefit Pedestrian refuges provided on all approaches (on splitter islands) Improves east-west connection with two-stage one-lane low-speed crossings	Estimated 62% to 82% reducing in fatal/serious injury crash potential Acceptable operations (AM and PM peak LOS C) Long modeled NB/SB queues	$4.5 million	Future conditions operations analysis with the signal at 2nd St and survey to verify roundabout sizing and site constraints (single lane vs. 2x1)
TH 3 & Riverview Dr	Existing (Two-Way Stop Control)	Signal warrants not met with existing configuration Signal may be warranted if access revisions are made at adjacent intersections	None	Acceptable operations, but some PM peak delays for left turning vehicles on minor approach (LOS D)	-	-
	Emergency Vehicle Hybrid Beacon		Potential to integrate pedestrian pushbuttons into emergency vehicle hybrid beacon Can extend medians to provide refuge islands and add curb extensions to enhance pedestrian crossing and reduce ped/bike crash potential. FHWA data shows median refuges reduce pedestrian crash potential by 23% and RRFBs reduce pedestrian crash potential by 47% Improves east-west connection with two-stage crossing and RRFB	Minimal impacts	$420,000	Assess corridor-wide ped/bike demand to determine need for pedestrian integration into hybrid beacon Assess the viability of curb extensions on an arterial roadway that is part of the trunk highway system
	Traffic Signal		Added traffic control for TH 3 movements, adds curb extensions and provides median refuges, reducing pedestrian crossing distances across TH 3. FHWA data shows median refuges reduce pedestrian crash potential by 23%. Improves east-west connection with signal-controlled crossing	Efficient traffic flow - AM/PM peak hour LOS A	$1.2 million	Assess the viability of curb extensions on an arterial roadway that is part of the trunk highway system
TH 3 & Heritage Dr/Cannon Ln	Existing (Two-Way Stop Control)	Meets signal warrants with existing lane configuration	2-way bike lane present on east approach (Heritage Drive), but no other accommodations	Acceptable operations, but some PM peak delays for left turning vehicles on minor approaches (LOS D/E)	-	-
	Traffic Signal		Added traffic control for TH 3 movements, adds curb extensions and provides median refuges, reducing pedestrian crossing distances across TH 3. FHWA data shows median refuges reduce pedestrian crash potential by 23%. Improves east-west connection with signal-controlled crossing	Efficient traffic flow - AM/PM peak hour LOS A	$1.3 million	Assess signal spacing needs – this intersection is around 0.22 miles from an existing signal at Honeylocust Dr Assess the viability of curb extensions on an arterial roadway that is part of the trunk highway system
	3/4 Access		¾ channelizing island could serve as a pedestrian refuge	Reduces conflict points from 32 (existing) to 10 (proposed) Efficient traffic flow - AM/PM peak hour LOS A	$2.3 million	-

Table 13: Intersection Improvement Pedestrian/Bicyclist Evaluation Matrix

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)	0	0	0	0	0	0
	Traffic Signal	-	+	+	++	4	+
	Roundabout	+	++	+	+	4	+
	Curb Extensions (Two-Way Stop Control)	+	+	+	+	2	+
TH 3 & St. Olaf Ave	Existing (Two-Way Stop Control)	0	0	0	0	0	0
	3/4 Access	+	+	+	+	1	+
	Roundabout	0	+	+	+	4	+
TH 3 & Riverview Dr	Existing (Two-Way Stop Control)	0	0	0	0	0	0
	Emergency Vehicle Hybrid Beacon	+	+	+	+	2	+
	Traffic Signal	-	+	+	++	3	+
TH 3 & Heritage Dr/Cannon Ln	Existing (Two-Way Stop Control)	0	0	0	0	0	0
	Traffic Signal	-	+	+	++	4	+
	3/4 Access	0	+	+	0	0	0

Table 14: Intersection Improvement Pedestrian Toolbox 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	
TH 3 & St. Olaf Ave	Existing (Two-Way Stop Control)						
	3/4 Access	X		X	X	Potential RRFB	
	Roundabout	X		X	X		X
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	
TH 3 & Heritage Dr/Cannon Ln	Existing (Two-Way Stop Control)						
	Traffic Signal	X		X		Traffic Signal	
	3/4 Access	X			X		

File #: 26-372, **Version:** 1

Northfield Transportation Advisory Committee Meeting Date: July 15, 2026

To: Members of the Northfield Transportation Advisory Committee

From: David Bennett, Public Works Director/City Engineer

Northfield Lines Provides an Overview of the Metro Express Bus Service

Action Requested:
None, Discussion

Summary Report:
Northfield Lines offers Metro Express Bus service during the school year for Carleton and St. Olaf. It is a daily route service to the Twin Cities, the route allows passengers to connect to the Metro Blue Line or Metro Green Line light rail station. The Metro Express is also available for the public to use; however, public ridership has been very low.

Bryce Berry with Northfield Lines will be present to share an overview of the service, challenges, opportunity for growth and what is limiting use from the public.

City Plans & Policies Relevance:
Northfield Comprehensive Plan

Alternative Options:
Discussion Only

Financial Impacts:
None

Tentative Timelines: NA

Northfield Lines
Metro Express

2025-2026 Schedule

Morning Schedule	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Carleton College	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM	9:00 AM
Downtown Northfield	9:05 AM	9:05 AM	9:05 AM	9:05 AM	9:05 AM	9:05 AM	9:05 AM
St. Olaf College	9:15 AM	9:15 AM	9:15 AM	9:15 AM	9:15 AM	9:15 AM	9:15 AM
MSP Airport	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM
Mall of America	10:15 AM	10:15 AM	10:15 AM	10:15 AM	10:15 AM	10:15 AM	10:15 AM
Dinkytown	X	X	X	X	10:45 AM	10:45 AM	10:45 AM
MSP Airport	X	X	X	X	11:15 AM	11:15 AM	11:15 AM
Mall of America	X	X	X	X	11:30 AM	11:30 AM	11:30 AM
St. Olaf College	11:00 AM	11:00 AM	11:00 AM	11:00 AM	12:15 PM	12:15 PM	12:15 PM
Downtown Northfield	11:10 AM	11:10 AM	11:10 AM	11:10 AM	12:25 PM	12:25 PM	12:25 PM
Carleton College	11:15 AM	11:15 AM	11:15 AM	11:15 AM	12:30 PM	12:30 PM	12:30 PM
Afternoon Schedule	**Monday**	**Tuesday**	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Sunday**
Carleton College	11:15 AM	11:15 AM	11:15 AM	11:15 AM	12:30 PM	12:30 PM	12:30 PM
Downtown Northfield	11:20 AM	11:20 AM	11:20 AM	11:20 AM	12:35 PM	12:35 PM	12:35 PM
St. Olaf College	11:30 AM	11:30 AM	11:30 AM	11:30 AM	12:45 PM	12:45 PM	12:45 PM
MSP Airport	12:15 PM	12:15 PM	12:15 PM	12:15 PM	1:30 PM	1:30 PM	1:30 PM
Mall of America	12:30 PM	12:30 PM	12:30 PM	12:30 PM	1:45 PM	1:45 PM	1:45 PM
Dinkytown	X	X	X	X	2:15 PM	2:15 PM	2:15 PM
MSP Airport	X	X	X	X	2:45 PM	2:45 PM	2:45 PM
Mall of America	X	X	X	X	3:00 PM	3:00 PM	3:00 PM
St. Olaf College	1:15 PM	1:15 PM	1:15 PM	1:15 PM	3:45 PM	3:45 PM	3:45 PM
Downtown Northfield	1:25 PM	1:25 PM	1:25 PM	1:25 PM	3:55 PM	3:55 PM	3:55 PM
Carleton College	1:30 PM	1:30 PM	1:30 PM	1:30 PM	4:00 PM	4:00 PM	4:00 PM

Northfield Lines
Metro Express

2025-2026 Schedule

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Carleton College	1:30 PM	1:30 PM	1:30 PM	1:30 PM	4:00 PM	4:00 PM	4:00 PM
Downtown Northfield	1:35 PM	1:35 PM	1:35 PM	1:35 PM	4:05 PM	4:05 PM	4:05 PM
St. Olaf College	1:45 PM	1:45 PM	1:45 PM	1:45 PM	4:15 PM	4:15 PM	4:15 PM
MSP Airport	2:30 PM	2:30 PM	2:30 PM	2:30 PM	5:00 PM	5:00 PM	5:00 PM
Mall of America	2:45 PM	2:45 PM	2:45 PM	2:45 PM	5:15 PM	5:15 PM	5:15 PM
Dinkytown	X	X	X	X	5:45 PM	5:45 PM	5:45 PM
MSP Airport	X	X	X	X	6:15 PM	6:15 PM	6:15 PM
Mall of America	X	X	X	X	6:30 PM	6:30 PM	6:30 PM
St. Olaf College	3:30 PM	3:30 PM	3:30 PM	3:30 PM	7:15 PM	7:15 PM	7:15 PM
Downtown Northfield	3:35 PM	3:35 PM	3:35 PM	3:35 PM	7:25 PM	7:25 PM	7:25 PM
Carleton College	3:40 PM	3:40 PM	3:40 PM	3:40 PM	7:30 PM	7:30 PM	7:30 PM

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Carleton College	3:40 PM	3:40 PM	3:40 PM	3:40 PM			
Downtown Northfield	3:45 PM	3:45 PM	3:45 PM	3:45 PM			
St. Olaf College	3:55 PM	3:55 PM	3:55 PM	3:55 PM			
MSP Airport	4:45 PM	4:45 PM	4:45 PM	4:45 PM			
Mall of America	5:00 PM	5:00 PM	5:00 PM	5:00 PM			
Dinkytown	X	X	X	X			
St. Olaf College	5:45 PM	5:45 PM	5:45 PM	5:45 PM			
Downtown Northfield	5:55 PM	5:55 PM	5:55 PM	5:55 PM			
Carleton College	6:00 PM	6:00 PM	6:00 PM	6:00 PM			
Downtown Northfield	6:05 PM	6:05 PM	6:05 PM	6:05 PM			
St. Olaf College	6:15 PM	6:15 PM	6:15 PM	6:15 PM			
MSP Airport	7:00 PM	7:00 PM	7:00 PM	7:00 PM			
Mall of America	7:15 PM	7:15 PM	7:15 PM	7:15 PM			

City Hall
801 Washington Street
Northfield, MN 55057
northfieldmn.gov

File #: 26-373, **Version:** 1

Northfield Transportation Advisory Committee Meeting Date: July 15, 2026

To: Members of the Northfield Transportation Advisory Committee

From: David Bennett, Public Works Director/City Engineer

NTAC Provides Input on Scoping for Northfield Safe Streets For All Plan.

Action Requested:
NTAC Provides Input on Scoping for Northfield Safe Streets For All Plan.

Summary Report:
The City of Northfield was awarded a USDOT Planning Grant for Safe Streets and Roads for All.

The City Adopted 2025-2028 Strategic Plan includes a strategic initiative to create a Safe Street for All Plan. Completion of the plan will help identify specific priorities for improved pedestrian safety. An Action Plan is required in order to become eligible for Federal Implementation grants. Typically, those grants provide 80% federal funding and 20% local match.

Achieve Infrastructure Sustainability *Infrastructure that supports community needs*	A flood resistant community	- Flood plan adoption - Flood plan implementation	Flood plan fully implemented by 2028	a) Implement downtown flood improvements b) Implement neighborhood flood improvements c) Implement City-wide pedestrian crossing improvement plan d) Create Pedestrian and Biking Crossing Improvement Plan for TH-3 e) Create a safe street for all plan f) Create a dam removal strategy
	Improved pedestrian safety	- #__ of upgraded pedestrian crossings installed - #__ of pedestrian plan improvements completed	- 10 new pedestrian crossings installed 2025-2028 - TH3 pedestrian & biking plan improvements completed by 12/2028 - Safe Streets for All Plan complete 12/2028	
	Dam-free river	Dam removal decision	Dam removal completed by 12/2029	

Background
The Safe Streets and Roads for All Comprehensive Safety Action Plan is meant to address and prevent roadway fatalities and serious injuries. The components of a safety action plan consist of:

- Leadership Commitment and Goal Setting
  - Commitment by Council to an eventual goal of zero roadway fatalities.
  - Includes a target date for zero fatalities or a percent reduction by a certain date.
- Planning Structure
  - A committee, or similar body, charged with the development of the action plan.
- Safety Analysis
  - Analysis of existing and historical trends, crash locations and severity.

    - Analysis includes all roadways within the city and identifies high risk locations.
- Engagement and Collaboration
    - Robust engagement with the public, including businesses and community groups.
    - Engagement with other transportation agencies (townships, cities, county, state).
    - The plan is coordinated with other city plans.
- Policy and Process Changes
    - Assessment of current policies, plans, guidelines, and standards.
    - Identify opportunities to revise or develop new policies, guidelines, or standards.
- Strategy and Project Selection
    - Identify a set of projects and strategies that will address safety problems.
    - Projects and strategies are prioritized in a list that provides a time range of when the countermeasures are expected to be deployed.
- Progress and Transparency
    - Develop a method to measure progress after the plan is developed.
    - Develop a method to ensure transparency with the public on progress toward achieving zero roadway fatalities.

From 2018 - 2024 Northfield experienced 5 fatal and 14 serious injury crashes according to MnDOT crash reporting. The previous five years 2013 - 2017 experienced zero fatal and 8 serious injury crashes indicating a recent increase in crash severity. Developing a Safety Action Plan will allow the city to determine current and future crash prone locations and develop quick, low cost, and effective solutions to safety problems in these areas.

In reviewing some agencies recently completed Safe Streets and Roads for All Plan, the plans were more in depth than the standard Engineering Toolkit of improvement but thoughtfully identified areas of concern in the City and developed concepts are more impactful. When you get to the conceptual level, you more easily secure grant funding in the implementation phase. So NTAC, should be thinking of areas in the City that we could use more planning focus and have that developed as part of the plan.

City Plans & Policies Relevance:
Northfield Strategic Plan

Alternative Options:
Discussion Only

Financial Impacts:
Grant Funds $300,000
Cash Match $75,000 - Was included in the 2027 requested budget. Staff is including the matching funds subject to grant award in the upcoming 2027 and 2028 Budget

Tentative Timelines: Plan time is to be complete Fall 2028.

Safe Streets and Roads for All RFP

Northfield Transportation Advisory Committee

July 15, 2026

A safe transportation network for all

Today's Outline

- Grant Overview
- Key Action Plan Components
- Questions / Comments

Safe Streets and Roads for All Grant Overview

- USDOT / FHWA grant to support local agencies in reducing fatalities and serious injuries on roads within their jurisdiction
- Split into two different grant types
  - Planning and Demonstration grants – are used to develop, complete, or supplement an Action Plan
  - Implementation Grants – are used to implement strategies from an Action Plan to address roadway safety

Safe Streets and Roads for All Grant Overview

- The City of Northfield applied for a Planning grant for the 2025 fiscal year
- The City was successfully awarded a $300,000 grant
- A local 20% cost share of $75,000 is required
- Total project cost of $375,000 to develop a Safety Action Plan

Safe Streets and Roads for Grant Status

- The City is working with the FHWA to develop a grant agreement
- Once an agreement has been executed the city can hire a consultant to develop the Action Plan
- Staff are currently creating a Request for Proposals (RFP) for the development of this plan

Key Action Plan Components

- An Action Plan consists of 7 key components
  1. Leadership and goal setting
  2. Planning structure
  3. Safety analysis
  4. Engagement and collaboration
  5. Policy and process changes
  6. Strategy and project selections
  7. Progress and transparency

1. Leadership and Goal Setting

- An official public commitment by a governing body (City Council) to an eventual goal of zero roadway fatalities and serious injuries
- The commitment must include one or both of the following
  - The target date for achieving zero roadway fatalities
  - A percentage reduction of roadway fatalities by a certain date with the eventual goal of eliminating fatalities

2. Planning Structure

- A committee, task force, implementation group or other body charged with oversight of the development of the Action Plan
- The City will create a Project Management Team to oversee the development of the Plan
- Regular updates will be provided to NTAC and the City Council

3. Safety Analysis

- A safety analysis of historical trends to provide a baseline level of fatal and serious injury crashes
- Include an analysis of locations where crashes occur as well as contributing factors
- Include an analysis of systemic safety issues (high-risk road features, specific needs of relevant road users, demographics)
- Will include all roads within Northfield city limits without regard for ownership. (City, County, State Highways)

4. Engagement and Collaboration

- Robust community engagement with the public and relevant stakeholders
  - Community groups
  - Carleton & St. Olaf
  - Northfield Public Schools
  - Rice / Dakota Counties
  - Minnesota Department of Transportation
- Four public open houses
- Two additional City-wide open houses

5. Policy and Process Changes

- An assessment of current policies, plans , guidelines, standards, and manuals to identify areas to improve processes to prioritize transportation safety
- The Action Plan will discuss implementation through the adoption of revised policies, guidelines, and standards

6. Strategy and Project Selection

- Identify a set of specific projects and strategies that will address the safety issues identified
- The strategies will focus on a Safe System Approach and will be effective for all road users
- Identified projects are prioritized in a list providing time ranges for deployment (short, mid, long range)

6. Strategy and Project Selection

- Priority projects will have additional concept development
- Funding opportunities will be identified for the implementation of these priority projects

7. Progress and Transparency

- Posting of the final Action Plan online
- Annual public reporting of progress toward reducing fatalities and serious injuries

Committee Feedback

- The draft RFP contains all the requirements listed in this presentation
- Any additional considerations?

Questions?

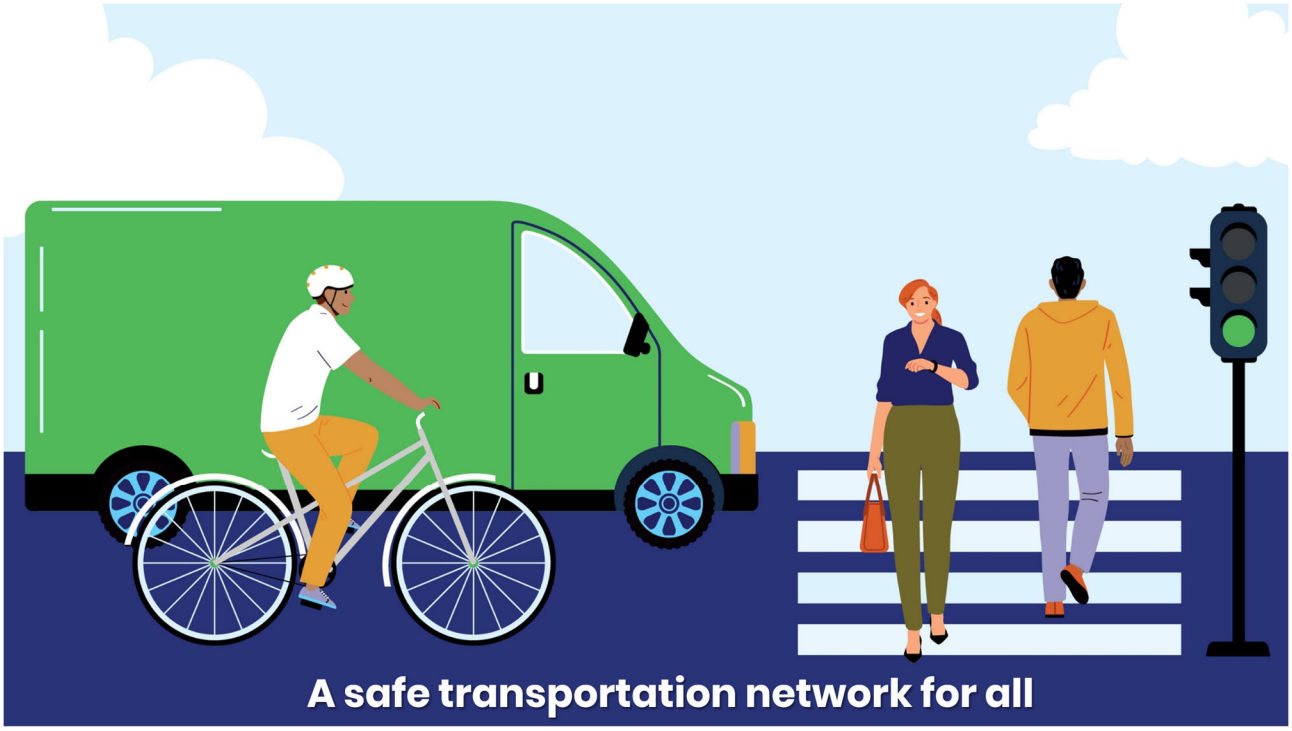
Safe Streets and Roads for All

NORTHFIELD
MINNESOTA

City of Northfield, MN
Request for Proposals

Issued On: XX/XX/XXXX

Due On: XX/XX/XXXX



I. Background

The City of Northfield is seeking qualified professional planning and engineering teams to develop a Safe Streets and Roads for All Action Plan.

The City of Northfield lies in Rice and Dakota Counties, Minnesota approximately 40 miles south of St. Paul. Northfield is a growing community of approximately 22,000 residents currently. Minnesota Highways 3 and 19 serve as the main arterials for the community.

On June 10th, 2025, the City submitted an application for the Safe Streets for All (SS4A) federal grant program and was successfully awarded $300,000 in January of 2026. The City will provide a 20% match providing a total project budget of $375,000. The purpose of the grant is to develop a safety action plan with the aim of reducing and eliminating roadway fatalities and serious injuries in Northfield.

II. Proposals

1. The proposal shall be concise and relevant for communicating the teams approach to the project. The proposal shall include at a minimum:
    i. A restatement of the goals and objectives of the project to demonstrate the responders view and understanding of the project.
    ii. A detailed work plan identifying the work tasks to be accomplished within each phase, and the budget hours to be expended on each task.
    iii. Project team and experience of members proposed to be involved in the project.
    iv. A proposed schedule of the project.
    v. Hourly rates for project staff.
    vi. Acknowledgment of receipt of RFP addenda, if any.
    vii. Name, title, address, telephone, and email address, of the contact person during the period of evaluation.

2. Proposals shall not be more than 30 pages in length and prepared on 8-1/2" X 11" format. Exhibits may be on 11" X 17" pages and should be included in the total page count. All exhibits should be relevant to the RFP requirements.

3. The City shall not be liable for any pre-contractual expenses incurred by the consultant in preparing its proposal in response to this RFP.

4. Any exceptions or assumptions to the requirements in this RFP must be included in the proposal submitted by the consultant.

5. By submitting a proposal, the consultant represents that they have thoroughly examined and become familiar with the work required under this RFP and that they are capable of performing quality work to achieve the objectives of the City in a timely manner.

III. Scope of Work

Task 1 – Project Management

1. Project Administration – The consultant shall ensure that deliverables are on time and regular communication with the City is provided throughout the project. The consultant shall provide a schedule with tasks and deliverables. The consultant shall comply with the City's standard Consultant Service Contract and U.S. Department of Transportation General Terms and Conditions under the Fiscal Year 2025 Safe Streets and Roads for All Grant Program.

2. Sub-consultant Coordination – The consultant will be responsible for coordinating with sub-consultants to complete project deliverables.

3. Project Schedule – The consultant shall prepare a project schedule. The schedule shall be updated monthly and provided to the project management team (PMT) at monthly meetings.

4. Project Website – The Consultant shall assist with materials and links to a website for online public input. The City will host a project website with a link to the consultants provided website. The City will maintain an email list for interested parties to receive project updates.

5. Monthly Invoices – The City shall be billed monthly throughout the duration of the project. All invoices shall indicate the percentage of the project

completed and the percentage of the project billed to date for each work task and the total project.

Task 2 – Agency Collaboration

1. PMT Meetings – The Consultant will conduct meetings with the PMT, city staff, and other stakeholders as required. One PMT meeting a month is anticipated for the duration of the project. The Consultant will prepare agendas and distribute minutes to the PMT. In addition, a PMT meeting shall be held two weeks prior to Council/Committee meeting to review meeting material.

2. Council / Committee Meetings – The Consultant shall attend and prepare presentation materials for up to three (3) City Council meetings and three (3) Transportation Advisory Committee meetings as requested by the city.

Task 3 – Leadership Commitment and Goal Setting

The Consultant shall help develop a policy and resolution to an eventual goal of zero roadway fatalities and serious injuries. The policy and resolution will include a goal and timeline for elimination of roadway fatalities and serious injuries being achieved by a set target date or an ambitious percentage reduction in roadway fatalities and serious injuries with an eventual goal of elimination.

Task 4 – Engagement and Collaboration

The City is expecting robust community engagement with the public and relevant stakeholders, including businesses, colleges, and community groups, that allow for community representation and feedback to be incorporated into the Action Plan. Jurisdictions such as Rice and Dakota Counties and the Minnesota Department of Transportation should be included in the process to ensure the Action Plan is aligned with other governmental plans to the extent practical.

1. Public Involvement – The proposal should provide an overall approach to public involvement to facilitate information sharing throughout the project schedule. The approach shall use design solutions that involve all stakeholders to consider a range of goals. Task 4 as described in the RFP should be considered as the minimum level of public engagement required. Consultants are encouraged to include additional public involvement strategies that they feel could be effective for this project.

2. Public Meetings – The Consultant shall conduct four public meeting, they shall be held in each Council Ward to receive input from the public to develop the plan. When the plan is in draft form, two public meetings shall be held to share the plans with the community. These meeting should be open house style with presentations (if needed). The open house materials, including drawings, exhibits, and renderings shall be prepared by the consultant as needed. The consultant shall prepare project meeting mailings, mailing lists, and provide any supplies needed at the meeting. The City will mail the letter provided by the consultant. The City will coordinate the location and reserve rooms for the public meeting.

Task 5 – Safety Analysis

1. The Consultant will conduct an analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across the City. This shall include an analysis of locations where there are crashes and the severity of crashes, as well as contributing factors and crash types by relevant road users (motorists, walkers, bikers, transit users, etc.).

2. The Consultant will conduct an analysis of systemic and specific safety needs as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographics, and structural issues).

3. To the extent practical the analysis should include all roadways within the jurisdiction, without regard for ownership.

4. Based on the preformed analysis, a geospatial identification of higher risk locations shall be developed by the consultant (a high injury network or equivalent).

Task 6 – Policy and Process Changes

The Consultant shall perform an assessment of current policies, plans, guidelines, and standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan will include recommendations for implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.

Task 7 – Strategy and Project Selections

1. The consultant shall identify a comprehensive set of projects and strategies, shaped by data, the best available evidence, and noteworthy practices, as well as stakeholder input and equity considerations. These strategies and countermeasures will focus on a Safe Systems Approach, effective interventions, and consider multidisciplinary activities. To the extent practical data limitations are identified and mitigated.

2. Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures could be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs, projects, and strategies, and explain prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.

3. Any projects or strategies identified in the list above that are considered to need urgent attention to correct a safety issue should be identified. Further concept development of these priority projects as agreed upon with the City shall exhaust any remaining funds up to the $375,000 allocated for this project. Further competitive funding opportunities should be identified for the implementation of these projects in a manner that will make application of said grants as seamless as possible.

4. Any projects or strategies that have little to no associated implementation costs should also be differentiated from the rest of the list. These projects should be implemented as soon as possible or according to a suggested implementation timeline. Any strategies with minimal additional cost should be developed completely to be implemented as applicable.

Task 8 – Progress and Transparency

1. The Consultant shall develop a method to measure progress over time after an Action Plan is developed, including outcome data. This is a means to ensure ongoing transparency with residents and other stakeholders. The approach must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan.

2. After the Action Plan has been accepted the Consultant shall create a final report in the format specified by the FHWA and containing the costs of each eligible project and strategy carried out using the grant, lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.

Task 9 – Submission of Work

1. The Consultant shall provide the City with all work in digital format.

2. The Consultant shall prepare 2 bound hard copies of the Action Plan.

3. The Consultant must retain all working files and reports for a minimum of three (3) years, unless notified by the City of the need to extend the retention period. The firm will make files available upon request from the City of Northfield, The Minnesota Department of Transportation, and the Federal Highway Administration.

IV. Evaluation

City Rights: The City may investigate the qualifications of any consultant under consideration, require confirmation of information furnished by the consultant, and require additional evidence of qualifications to perform the work described in this RFP. The City reserves the right to reject any or all proposals if such action is in the public interest, cancel the entire RFP, issue subsequent RFPs, issue addenda to the RFP, appoint the evaluation committee to review proposals, establish a short list of candidates for interview, negotiate with any of the RFP consultants, and reject any subconsultant.

Evaluation Requirements: A review of each proposal by the City will identify the consultant firm that most closely meets the needs of the project. Proposals will be scored by the evaluation committee with the following rubric:

Description	Possible Points

Qualifications, familiarity, and experience of the firm and the proposed team members	25 Points
Understanding of the opportunities, challenges, and priorities for the City	20 Points
Understanding of the project overall and completeness of the proposal	10 Points
Approach, methodology, services, capacity to complete the work, creativity, problem-solving, and specialized experience necessary for the project	20 Points
Applicable experience	15 Points
Cost of services, hourly costs of personnel, and cost control measures	10 Points
Maximum Total Points Available:	**100 Points**

V. Goals and Objectives

The project shall provide the City of Northfield with a Safe Streets and Roads for All (SS4A) Action Plan that meets all of the requirements of the Federal Highway Administrations SS4A grant terms and conditions and the grant agreement.

VI. Department Contacts

Prospective responders who may have questions regarding this Request for Proposals may call, email, or write:

Sean Simonson
Engineering Manager
801 Washington Street
Northfield, MN 55057
507-645-3049
Sean.Simonson@northfieldmn.gov

Or

Jacob Ives
Graduate Engineer
801 Washington Street
Northfield, MN 55057
507-650-4775
Jacob.Ives@northfieldmn.gov

Proposals shall be submitted no later than 2 PM, CST, on XX/XX/XXXX

VII. Contract

Included is attachment X, which is the City of Northfield's standard professional services contract. Respondents are to thoroughly familiarize themselves with the provisions contained therein, including the insurance requirements and will be required to execute this contract prior to presentation of the same to the Northfield City Council.

VIII. Attachments

File #: 26-374, **Version:** 1

Northfield Transportation Advisory Committee Meeting Date: July 15, 2026

To: Members of the Northfield Transportation Advisory Committee

From: David Bennett, Public Works Director/City Engineer

NTAC Reviews and Comments on MnDOT Greater MN Transit Plan.

Action Requested:
NTAC Review and Provides Comments on MnDOT Greate MN Transit Plan.

Summary Report:
MNDOT has developed a draft Greater MN Transit Plan that is open for public comments until July 20. The strategies and action within the plan focus on four key themes:

1. Right Sizing the System
2. Building Regional Connections
3. Improving Transit Service Delivery and Planning
4. Innovating with new Technology

The strategies and action above align with the broader state goals such as workforce access, economic development, climate action, and aging in place. Staff are reviewing the plan and will provide comments to share with the committee next week. Below is a summary on how the Greater MN Transit Plan compares to the Northfield Comprehensive Plan.

At a high level, the **Draft Greater Minnesota Transit Plan** and the **Northfield 2045 Comprehensive Plan** are highly complementary. The state plan establishes a regional policy framework for transit across Greater Minnesota, while Northfield's plan applies those principles locally. There are relatively few direct conflicts, but there are several gaps where one plan is more specific than the other.

Areas of strong alignment

1. Transportation as access to opportunity

Both plans frame transit as more than transportation-they describe it as a way to connect people to employment, education, healthcare, shopping, and community life rather than simply moving vehicles. Northfield's "Access" chapter uses this as a central organizing principle, which closely mirrors the statewide draft's emphasis on mobility and access.

2. Equity

Both plans prioritize improving mobility for people who have fewer transportation options, including:

- older adults
- people with disabilities
- lower-income households
- people without access to a vehicle

- rural residents

Northfield explicitly identifies neighborhoods with lower vehicle ownership and notes that existing routes do not adequately serve them. The Greater Minnesota draft similarly emphasizes equitable service across populations.

3. Regional connectivity

Both documents recognize that communities like Northfield depend on regional transit connections. Examples include:

- Faribault
- Rochester
- Twin Cities
- neighboring rural communities

Northfield identifies regional connections as essential for jobs, education, and healthcare, while the Greater Minnesota draft promotes stronger intercommunity travel throughout Greater Minnesota.

4. Multimodal transportation

Both plans encourage integrating:

- walking
- bicycling
- transit
- roadway improvements

rather than treating transit as a standalone system.

5. Sustainability

Each plan links transit investments with:

- reduced emissions
- environmental stewardship
- efficient land use
- resilient communities

Northfield places sustainability alongside equity and economic development as one of its core planning principles.

6. Public engagement

Both plans were developed through extensive public outreach and emphasize continuing community involvement in implementation.

Where the plans do not fully align

These are generally differences in emphasis rather than outright contradictions.

1. Northfield is much more service-specific

Northfield identifies concrete operational problems, including:

- buses every two hours for regional service
- limited evening service
- no service before approximately 6 a.m.
- no late-night service
- difficult transfers
- routes missing major destinations
- limited frequency

The Greater Minnesota draft tends to discuss service quality at a statewide policy level without identifying

these specific operational deficiencies.

2. Transit frequency
Northfield strongly emphasizes:
- higher frequency
- longer service hours
- easier transfers

The statewide draft discusses improving service but generally does not prioritize frequency improvements to the same level because it must balance needs across many rural transit systems.
Potential gap:
- State plan focuses more broadly on maintaining and expanding access across Greater Minnesota.

3. Transit hub investment
Northfield places considerable emphasis on its new Transit Hub and improving pedestrian access to it, particularly crossing Highway 3 safely.
The Greater Minnesota draft supports multimodal hubs in general but does not specifically prioritize Northfield's Transit Hub or associated local infrastructure.

4. Land use integration
Northfield tightly integrates transit with:
- future housing
- redevelopment
- economic development
- mixed-use growth
- neighborhood planning

The statewide transit plan has relatively little discussion of local land-use policy because zoning and development decisions remain local responsibilities.

5. Climate emphasis
Northfield embeds climate action throughout the plan.
The Greater Minnesota draft supports sustainability but gives greater attention to:
- system preservation
- funding
- statewide coordination
- agency performance

rather than to local greenhouse gas reduction strategies.

6. Performance measures
Northfield proposes implementation measures tied to community outcomes, such as accessibility and quality of life.
The statewide plan focuses more on transit agency performance measures, funding priorities, and statewide implementation.

Opportunities where the plans reinforce each other
Northfield could leverage the Greater Minnesota Transit Plan to justify funding requests for:
- expanding regional service to Faribault, Rochester, and the Twin Cities
- increasing service frequency
- extending evening and early morning hours

- improving transit access for seniors and people with disabilities
- improving first-mile/last-mile connections
- enhancing pedestrian and bicycle access to transit stops
- strengthening regional coordination among transit providers

These local priorities are generally consistent with the statewide vision and could be framed as implementation of state policy.

City Plans & Policies Relevance:
Northfield Comprehensive Plan

Alternative Options:
Discussion Only

Financial Impacts:
None

Tentative Timelines:
N/A

File #: 26-375, **Version:** 1

Northfield Transportation Advisory Committee Meeting Date: July 15, 2026

To: Members of the Northfield Transportation Advisory Committee

From: David Bennett, Public Works Director/City Engineer

Update on Hiawathaland Transit Bus Service to Pool and Communication outreach.

Action Requested:
None, Discussion

Summary Report:
The City will provide an update on ridership participation on the trial year bus service to the Memorial Park Pool.

Staff will share some initial communication planning and work with Hiawathaland Transit.

City Plans & Policies Relevance:
Northfield Comprehensive Plan

Alternative Options:
Discussion Only

Financial Impacts:
None

Tentative Timelines: NA