



February 19, 2021

To: Nathan Stencil, Stencil Group
Scott Koester, Rebound Partners

From: Vernon Swing, PE

Re: 600 Greenvale Avenue Residential, Northfield, MN

Swing Traffic Solutions, LLC has conducted a traffic study for the 600 Greenvale Avenue residential development, also known as the Paulson Property in Northfield, Minnesota (see attachment Figure 1: Vicinity Map). The project is generally located across Lincoln Parkway from the Greenvale Elementary School and is bordered by Lincoln Parkway to the north and by Greenvale Avenue to the south. The project will include two distinct parts, Multi-family residential to the north and single family residential to the south. The Multifamily component will be accessed via a new driveway from Lincoln Parkway that will be located east of the bus and faculty access to the elementary school, and the single family will be accessed via a new access road connecting with Greenvale Avenue and moving northward into the site. The proposed development will include 137 midrise apartment units on approximately 6.115 acres, and 23 single family homes on 4.796 acres (see attachment Figure 2: Concept Site Plan). This memorandum documents the existing conditions, the anticipated site generated traffic and its distribution, and reviews the traffic operations of the Build conditions at the following intersections:

- Greenvale Avenue and Lincoln Street
- Lincoln Street/Lincoln Parkway and Cannon Valley Drive
- Greenvale Avenue and Southern Access
- Lincoln Parkway and Greenvale Elementary Access
- Lincoln Parkway/N Spring Street and Dresden Avenue
- N Spring Street and Greenvale Avenue

Existing Conditions

The existing conditions of the roadways providing direct and indirect access to the proposed development of the 600 Greenvale residential development site in Northfield, MN were gathered during a site visit conducted in October of 2020. The field review revealed the following:

- Lincoln Street/Lincoln Parkway/N Spring Street - Signed for 30 mph, with one lane in each direction. These roadways connect to form a continuous loop with Greenvale Avenue just to the north of St. Olaf, and include bike lanes and pedestrian facilities. Except for the Greenvale Avenue intersections this route is free flowing with side street stop control. Lincoln Parkway provides direct access to the Multi-Family residential, and indirect access to the Single Family homes via the intersections with Greenvale Avenue that lead to South Access.

- Greenvale Avenue – Signed for 30 mph, with one lane in each direction and runs in an east-west direction, and provides direct access to the single family portion of the development. The intersections with Lincoln Street and N Spring Street are all way stop controlled.

Data Collection

The COVID-19 pandemic has resulted in large reductions in vehicle trips taken for work and otherwise. Therefore, in order to determine the traffic utilizing the surrounding roadways a couple of methods were employed. Turning movement traffic counts were conducted during the week of October 5th, 2020 by Swing Traffic Solutions at the intersections of Greenvale Avenue with Lincoln Street and with N Spring Street in order to determine the trip distribution pattern in the area. These counts were adjusted up approximately 13 percent based on the MnDOT COVID traffic adjustment spreadsheet for the date the counts were collected to represent non-COVID conditions. Further, historical daily traffic volumes along Lincoln Parkway, Dresden Avenue and Cannon Valley Drive were reviewed to assist with area patterns. Figure 3 illustrates the existing COVID adjusted (Non-COVID traffic) traffic conditions for the AM and PM peak hours. Lastly, the historical daily traffic volumes on Highway 19 were reviewed to determine annual traffic growth patterns in the area indicating an annual rate of 2.6 percent.

The anticipated completion date for the site development and occupation is 2022 so this analysis considered the conditions in 2022 and adjusted the existing traffic counts by the 2.6 annual percentage to reflect those conditions. See Figure 4, 2022 No-Build Peak Hour Counts.

To quantify the impacts this development has on the surrounding roadway system, it is necessary to determine the trip generation potential of the proposed project and add the new trips back into the traffic passing the site, which will be addressed later in this study.

Intersection Capacity Analysis

The operating conditions of transportation facilities, such as roadways, traffic signals, roundabouts and stop-controlled intersections, are evaluated based on the relationship of the theoretical capacity of a facility to the actual traffic volume on that facility. Various factors affect capacity including travel speed, roadway geometry, grade, number of travel lanes, and intersection control. The current standards for evaluating capacity and operating conditions are contained in the 6th Edition of Highway Capacity Manual, published by the Transportation Research Board. The procedures describe operating conditions in terms of driver delay represented as a Level of Service (LOS). Operations are given letter designations with "A" representing the best operating conditions and "F" representing the worst. Generally, level of service "D" represents the threshold for acceptable overall intersection operating conditions during a peak hour. The Chart below summarizes the level of service and delay criteria for signalized and unsignalized intersections.

| LOS Designation | Signalized Intersection Average Delay/Vehicle (Sec.) | Unsignalized Intersection Average Delay/Vehicle (Sec.) |
|-----------------|---|---|
| A | ≤ 10 | ≤ 10 |
| B | > 10-20 | > 10-15 |
| C | > 20-35 | > 15-25 |
| D | > 35-55 | > 25-35 |
| E | > 55-80 | > 35-50 |
| F | > 80 | > 50 |

For side street stop-controlled intersections special emphasis is given to providing an estimate for the level of service of the minor approaches. Traffic operations at an unsignalized intersection with side street stop-control can be described two ways. First, consideration is given to the overall intersection level of service. This takes into account the total number of vehicles entering the intersection and the capability of the intersection to support these volumes. Second, it is important to consider the delay on the minor approaches, since the mainline does not have to stop. It is common for intersections with higher mainline traffic volumes to experience increased levels of delay and poor level of service on the side streets.

A final fundamental component of operational analyses is a study of vehicular queuing, or the line of vehicles waiting to pass through an intersection. An intersection can operate with an acceptable Level of Service, but if queues from the intersection extend back to block entrances to turn lanes or accesses to adjacent land uses, unsafe operating conditions could result. In this report, the Industry Design Standard 95th percentile queue length is used. The 95th Percentile Queue Length refers to that length of vehicle queue that has only a five-percent probability of occurring during an analysis hour.

A detailed intersection capacity analysis was conducted for the 2022 No-Build AM and PM peak conditions to establish a baseline for comparison with the Build conditions reflecting the completion of the project. The study intersections were analyzed using Synchro/Simtraffic software (Version 10). Result of the analysis are summarized in Table 1 and 2 for the AM and PM peaks, respectively.

Table 1
2022 No-Build AM Peak Operations

| Intersection | Level of Service and Delay (sec)¹ | Notes/95th Percentile Queues² |
|---------------------------------|---|--|
| Lincoln Street & Greenvale Ave | a/a (wb 7.3) | NB queue is forecast at 55 feet |
| Lincoln Pkwy & Cannon Valley Dr | a/a (sb 5.8) | SB queue is forecast at 61 feet |
| Lincoln Pkwy & Elementary DW | a/a (sb 6.1) | SB queue is forecast at 71 feet |
| Lincoln Parkway & Dresden Ave | a/a (sb 5.4) | SB queue is forecast at 48 feet |
| North Spring St & Greenvale Ave | a/a (sb 7.9) | WB queue is forecast at 63 feet |

1. LOS and delay reported from SimTraffic. First letter represents intersection LOS, while second letter represents worst individual approach LOS.
2. 95th percentile queues are a result from an average of 10 SimTraffic simulations.

Table 2
2022 No-Build PM Peak Operations

| Intersection | Level of Service and Delay (sec)¹ | Notes/95th Percentile Queues² |
|---------------------------------|---|--|
| Lincoln Street & Greenvale Ave | a/a (nb 7.4) | NB queue is forecast at 74 feet |
| Lincoln Pkwy & Cannon Valley Dr | a/a (sb 6.5) | SB queue is forecast at 67 feet |
| Lincoln Pkwy & Elementary DW | a/a (sb 4.5) | SB queue is forecast at 46 feet |
| Lincoln Parkway & Dresden Ave | a/a (sb 6.7) | SB queue is forecast at 60 feet |
| North Spring St & Greenvale Ave | a/a (eb 7.8) | SB queue is forecast at 75 feet |

1. LOS and delay reported from SimTraffic. First letter represents intersection LOS, while second letter represents worst LOS of individual approach.
2. 95th percentile queues are a result from an average of 10 SimTraffic simulations.

The results in Tables 1 and 2 indicate the study area intersections are functioning at an overall LOS A with manageable traffic queues. It is noted, the analysis assumed all school traffic, including faculty and staff would utilize one driveway which is more conservative and results in more intense delay and

queuing than actually occurs. Under current conditions there are 3 driveways, 2 for the parent drop off lanes which flow one-way and are segregated from the school buses and the faculty/staff areas.

Proposed Development

The proposed residential development will include a 4-story 137 unit midrise apartment building and 23 single family homes. Access to the multi-family apartment building will occur from a new driveway located approximately 150 feet east of the access to the Greenvale Elementary School faculty parking lot, while the access to the single family homes will occur via a new access road from Greenvale Avenue to the south. For the purposes of this study, it is assumed the development will be completed in 2021 and fully occupied in 2022. Therefore, 2022 was selected as the design year for study.

2022 Traffic Forecasts

As mentioned earlier, to account for general growth of background traffic in the area a review of historical ADT volumes was completed. Based on this review, traffic volumes have adjusted to account for an annual growth in traffic of 2.6 percent, Figure 4 illustrates the 2022 No-Build peak hour traffic conditions.

The number of vehicle trips generated by the proposed development have been estimated for the weekday daily, and AM and PM traffic peak hours using the data and methodologies contained in the 10th Edition of Trip Generation, published by the Institute of Transportation Engineers (ITE). Table 3 summarizes the trip generation estimates.

**Table 3
Trip Generation**

| Land Use | Land Use Code | Daily Traffic | AM Peak Hour | | PM Peak Hour | |
|----------------------|---------------|------------------|-----------------|----------|-----------------|----------|
| | | | Enter | Exit | Enter | Exit |
| Midrise Multi-Family | 221 | 745 Trips | 13 Trips | 36 Trips | 37 Trips | 23 Trips |
| Single Family | 210 | 217 Trips | 4 Trips | 13 Trips | 14 Trips | 9 Trips |
| TOTAL | | 962 Trips | 66 Trips | | 83 Trips | |

As shown in Table 3, the site will generate 17 entering and 49 exiting trips during the morning traffic peak hour; and 51 entering and 32 exiting trips during the afternoon traffic peak hour. These trips have been distributed to the study area roadway network using the existing distribution pattern and added to the 2022 No-build scenarios resulting in the 2022 Build Peak Hour traffic scenarios. (See Attachment Figures 5 and 6 for the Trip Assignment and 2022 Build conditions.)

2022 Build Traffic Operations

To determine the traffic impacts associated with the proposed development, the traffic operations at the study area intersections has been reanalyzed to reflect the 2022 forecast Build traffic. Once again Synchro/Simtraffic Version 10 was used for the analysis. Tables 4 and 5 below summarize the results of the analysis.

Table 4
2022 Build AM Peak Operations

| Intersection | Level of Service and Delay (sec)¹ | Notes/95th Percentile Queues² |
|---------------------------------|---|--|
| Lincoln Street & Greenvale Ave | a/a (wb 7.7) | NB queue is forecast at 64 feet |
| Greenvale Ave & South Access | a/a (sb 4.3) | SB queue is forecast at 27 feet |
| Lincoln Pkwy & Cannon Valley Dr | a/a (sb 4.6) | SB queue is forecast at 52 feet |
| Lincoln Pkwy & Elementary DW | a/a (sb 5.4) | SB queue is forecast at 81 feet |
| Lincoln Parkway & Site Access | a/a (nb 4.9) | NB queue is forecast at 41 feet |
| Lincoln Parkway & Dresden Ave | a/a (sb 6.1) | SB queue is forecast at 53 feet |
| North Spring St & Greenvale Ave | a/a (eb 7.2) | SB queue is forecast at 54 feet |

1. LOS and delay reported from SimTraffic. First letter represents intersection LOS, while second letter represents worst individual approach LOS.
2. 95th percentile queues are a result from an average of 10 SimTraffic simulations

Table 5
2022 Build PM Peak Operations

| Intersection | Level of Service and Delay (sec)¹ | Notes/95th Percentile Queues² |
|---------------------------------|---|--|
| Lincoln Street & Greenvale Ave | a/a (wb 7.4) | NB queue is forecast at 65 feet |
| Greenvale Ave & South Access | a/a (sb 3.8) | SB queue is forecast at 21 feet |
| Lincoln Pkwy & Cannon Valley Dr | a/a (sb 6.6) | SB queue is forecast at 59 feet |
| Lincoln Pkwy & Elementary DW | a/a (sb 5.7) | SB queue is forecast at 43 feet |
| Lincoln Parkway & Site Access | a/a (nb 4.8) | NB queue is forecast at 44 feet |
| Lincoln Parkway & Dresden Ave | a/a (sb 6.3) | SB queue is forecast at 57 feet |
| North Spring St & Greenvale Ave | a/a (sb 7.3) | EB queue is forecast at 62 feet |

1. LOS and delay reported from SimTraffic. First letter represents intersection LOS, while second letter represents worst individual approach LOS.
2. 95th percentile queues are a result from an average of 10 SimTraffic simulations

The results in Tables 4 and 5 indicate the study area intersections will function at the same level service with or without the project with negligible change in delay, and the anticipate vehicle queue distance is expected to remain approximately the same. Again, the analysis assumed the school traffic would use only one driveway.

Conclusions

This study considered the development of 600 Greenvale Avenue including 137 apartment units and 23 single family homes in the City of Northfield. The proposed development will generate 66 new AM Peak hour trips and 83 new PM peak hour trips.

The traffic operations were modeled and reviewed using the methodology from the Highway Capacity Manual version 6, published by the Federal Highway Administration, as reported by Synchro/Simtraffic 10. The results indicate no change in study area operations in terms of Level of Service and manageable vehicle queues.

In conclusion, the proposed development has appropriate access to the site and to the surrounding roadway network. The addition of the proposed development is not anticipated to noticeably impact traffic operations in the area. In other words, the roadway network serving the proposed development will function well with the project.

Please contact Vernon Swing at vswingtraffic@gmail.com or 612-968-4142 with any questions.

Attachment: Figures 1-6











