

City of Northfield 2022 NW Area Mill and Overlay Project

September 7, 2021 | City Council Meeting



Trail, Sidewalk, and On-Street Bikeway Improvements

Trail / Sidewalk Improvements

- Thye Pkwy
- Highland Ave / Ivanhoe Dr
- Greenvale Ave / Spring St
- Sheldahl Rd



On-street Bikeways

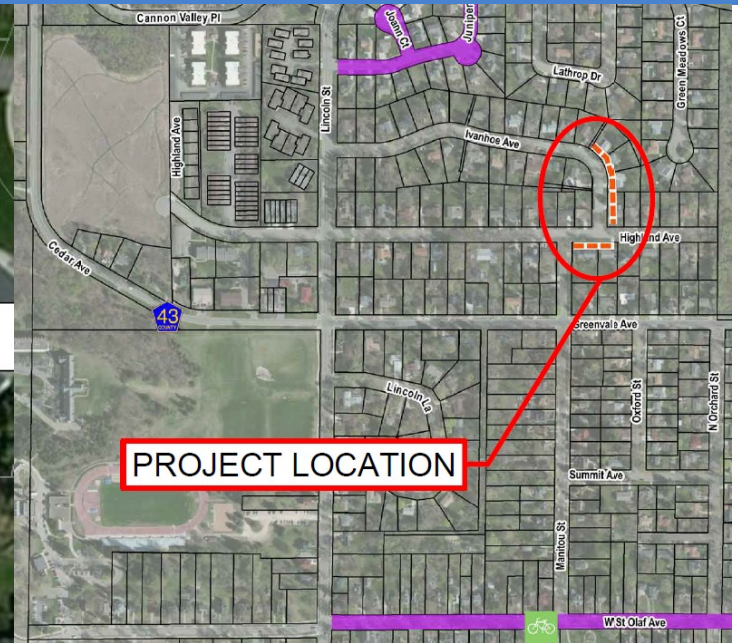
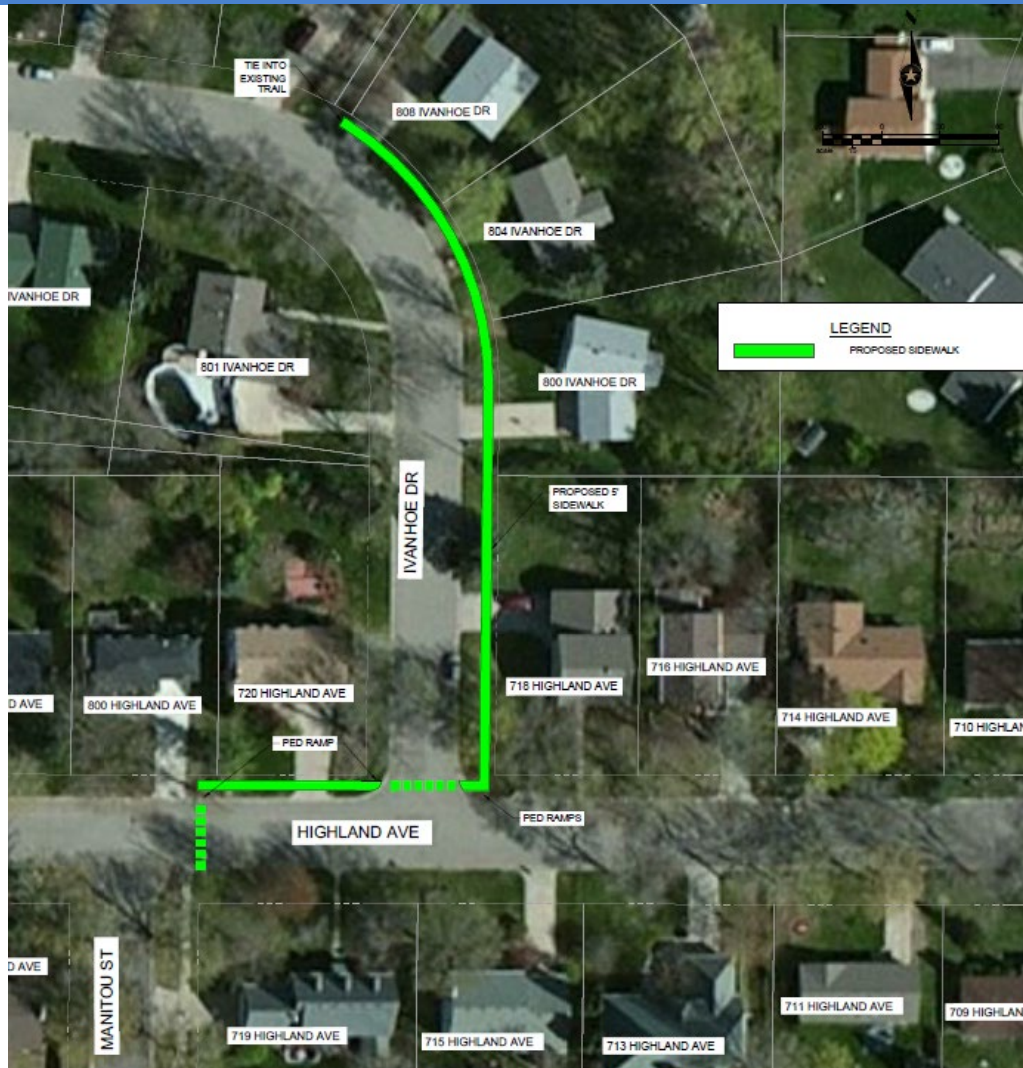
- Lockwood Dr
- Forest Ave
- Thye Pkwy
- St. Olaf Ave
- North Ave



August 17 City Council Meeting Discussion

- Highland Ave / Ivanhoe Dr Sidewalk
- Spring St / Greenvale Ave Sidewalk
- North Ave On-Street Bikeway
- TH-3 / Greenvale Ave pedestrian signage
- St. Olaf Ave Railroad Crossing Improvements

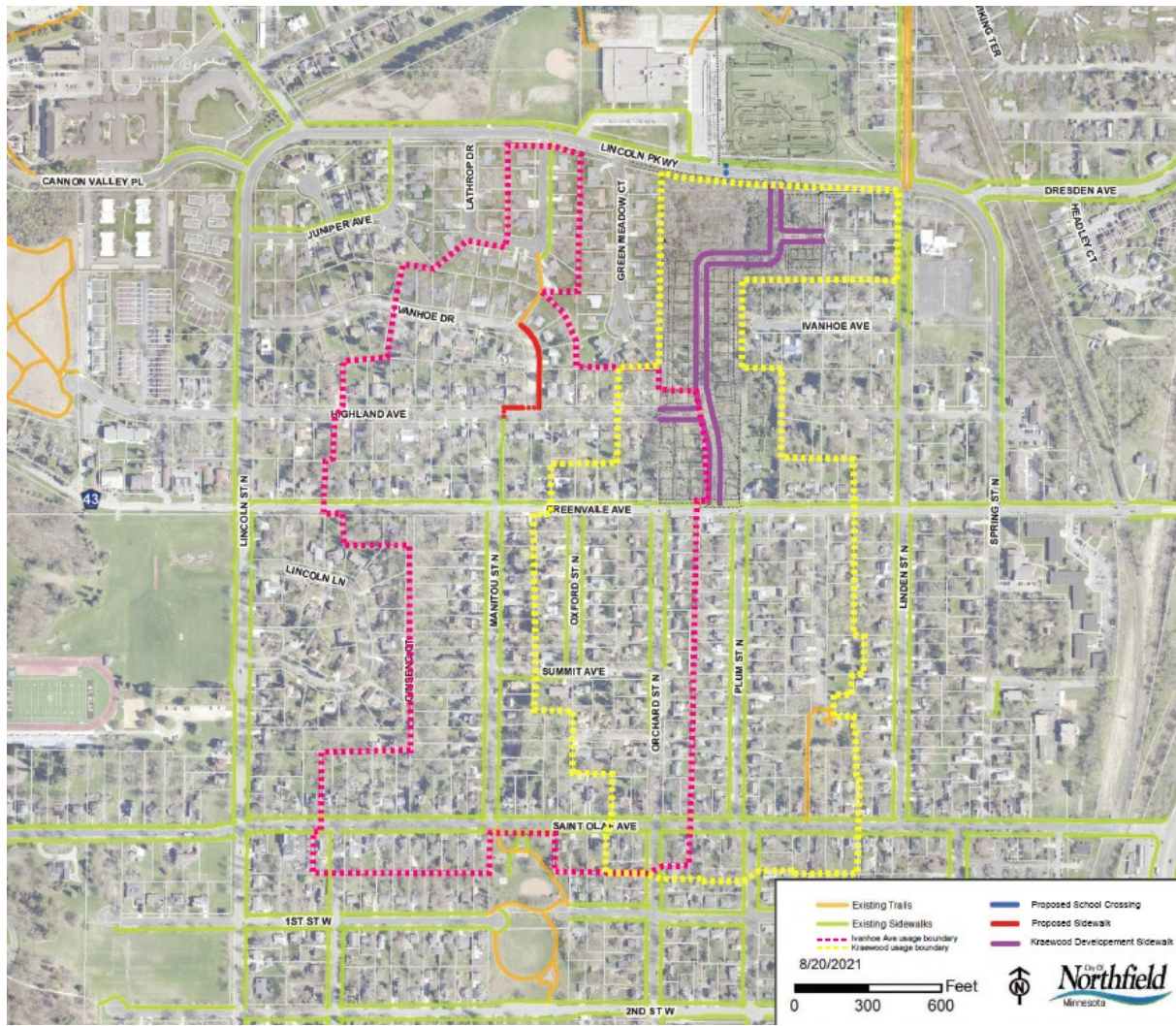
Highland Ave / Ivanhoe Dr Sidewalk



- Route shown suggested by multiple comments from public feedback
- Also recommend to replace existing trail between Ivanhoe Dr and Lathrop Dr

Highland Ave / Ivanhoe Dr Sidewalk

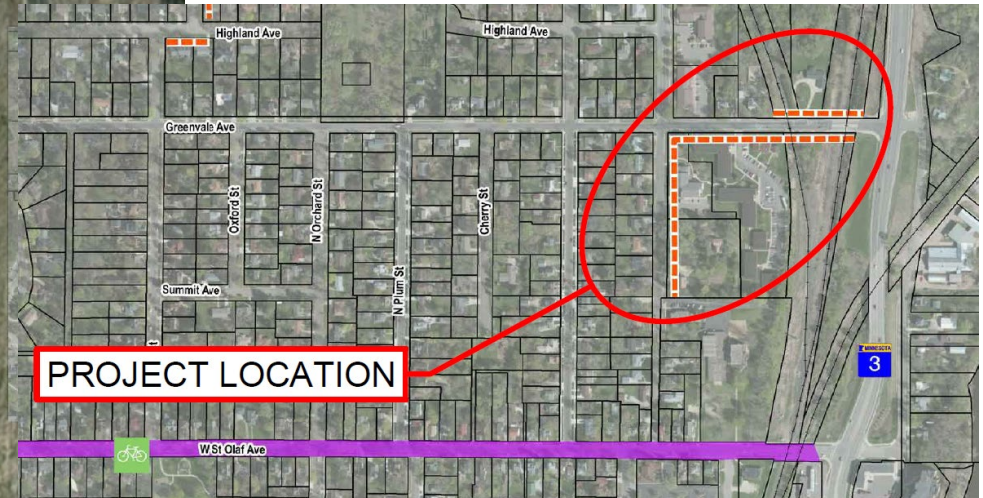
- Kraewood Development scheduled for 2022 construction
- Highland/Ivanhoe route within 0.75 miles of 209 houses (130 houses only served by this route)
- Kraewood route within 0.75 miles of 178 houses (100 houses only served by this route)
- Both routes will fill in gaps in sidewalk network and serve different residents



Greenvale Ave / Spring St Sidewalk



- Plats show 60-foot ROW on Spring St to St. Dominic's; 66-foot ROW on Greenvale Ave
- Temporary easements likely required on both Spring St and Greenvale Ave (permanent may be needed for curb ramp)
- Sidewalk to be placed on back of curb to limit private property impacts



Why Bikeway Implementation?

City of Northfield Complete Streets Policy

Vision

Pedestrians, bicyclists, transit, motorists, freight carriers, and emergency responders must be able to safely move along and across Northfield's street network. The City of Northfield Complete Streets policy intends to ensure all streets within the City are planned, funded, designed, constructed, operated and maintained to safely accommodate users of all ages and abilities.

Purpose

The purpose of this Policy is to design surface transportation corridors that balance the needs of all users while implementing the principles of the Comprehensive Plan of enhancing Northfield's sense of place and creating a highly connected multi-modal transportation network. As part of developing pedestrian and bicycle infrastructure through the implementation of this Complete Streets policy, Northfield intends and expects to realize long-term cost savings in improved public health, better environmental stewardship, reduced fuel consumption, and reduced demand for motor vehicle infrastructure through the implementation of this Complete Streets policy. Complete Streets also contribute to walkable neighborhoods which can foster interaction, create a sense of community pride and improve quality of life.

Goals

1. Incorporate the vision, purpose, and goals of this Policy into all aspects of the project development process for surface transportation projects within the City of Northfield.
2. Create a balanced, highly interconnected and attractive surface transportation network which is consistent with the Comprehensive Plan and Transportation Plan and other relevant policies of the City.
3. Manage stormwater and improve Cannon River water quality by reducing impervious surfaces, narrowing street widths where suitable to the context, planting street trees, and, where appropriate, increasing stormwater infiltration along streets through the design of the public right-of-way.
4. Promote the use of the latest and best "complete streets" design standards, principles, policies, and guidelines within the context of the community.

COMPREHENSIVE PLAN for Northfield



Prepared by
ACP Visioning + Planning, Ltd.
Development Economics

Prepared For
The City of Northfield, Minnesota

SAFE ROUTES TO SCHOOL PLAN CITY OF NORTHFIELD



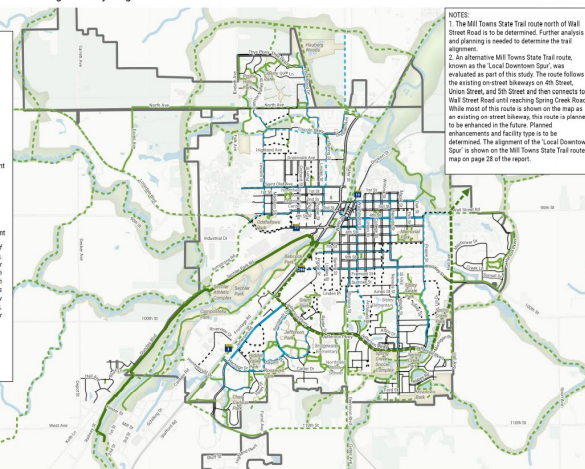
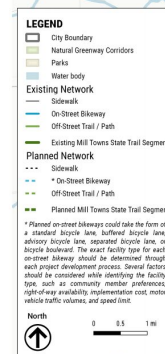
August 2009

SRF CONSULTING GROUP, INC.
ENGINEERS | PLANNERS | DESIGNERS

SRF NO. 0086756



Northfield Planned Walking and Bicycling Network

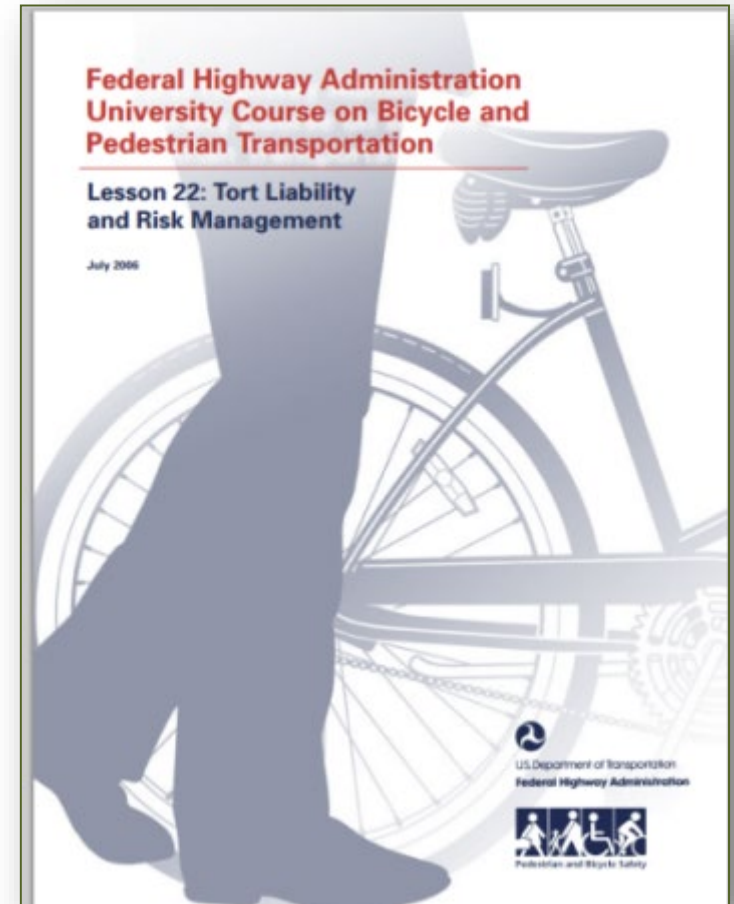


NOTES:
1. The Mill Towns State Trail route north of Wall Street Road is to be determined. Further analysis and planning is needed to determine the trail alignment.
2. An alternative Mill Towns State Trail route, known as the 'Local Downtown Spur', was evaluated as part of this study. The route follows the existing on-street bikeway on 4th Street, Union Street, and 5th Street and then connects to Wall Street Road and heading Spring Creek Road. While most of this route is shown on the map as an existing on-street bikeway, this route is planned to be enhanced in the future. Planned urban centers and facility type is to be determined. The alignment of the 'Local Downtown Spur' is shown on the Mill Towns State Trail route map on page 28 of this report.



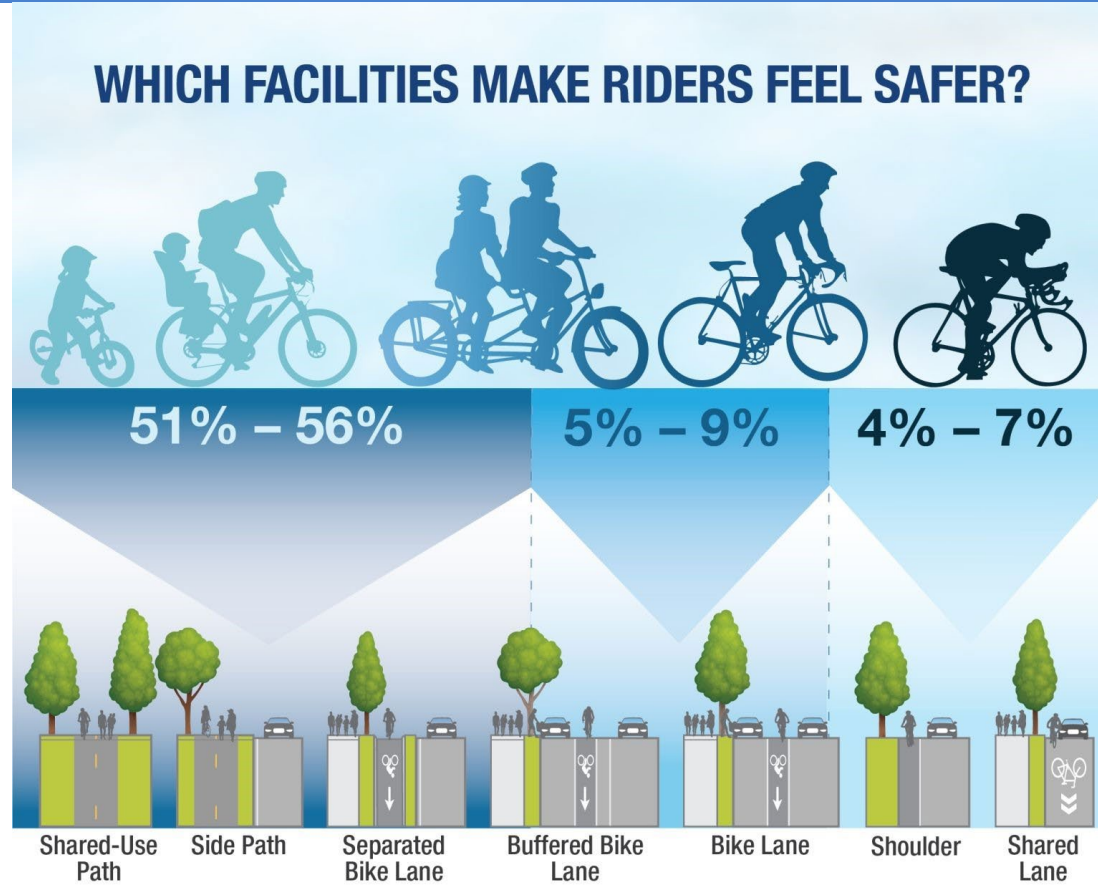
Not Just Local, but at National Level Too

“It is no longer acceptable to plan, design, or build roadways that do not fully accommodate use by bicyclists and pedestrians... bicyclists and pedestrians are intended users of the roadway.”



www.fhwa.dot.gov/publications/research/safety/pedbike/05085/pdf/lesson22lo.pdf

North Ave On-Street Bikeway Selection



Note: Percentages represent the level of comfort that people feel bicycling, according to peer-reviewed surveys as recently as 2016.

Source: FHWA Bikeway Selection Guide: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

For more information, please visit FHWA's Bicycle and Pedestrian Program webpage: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/

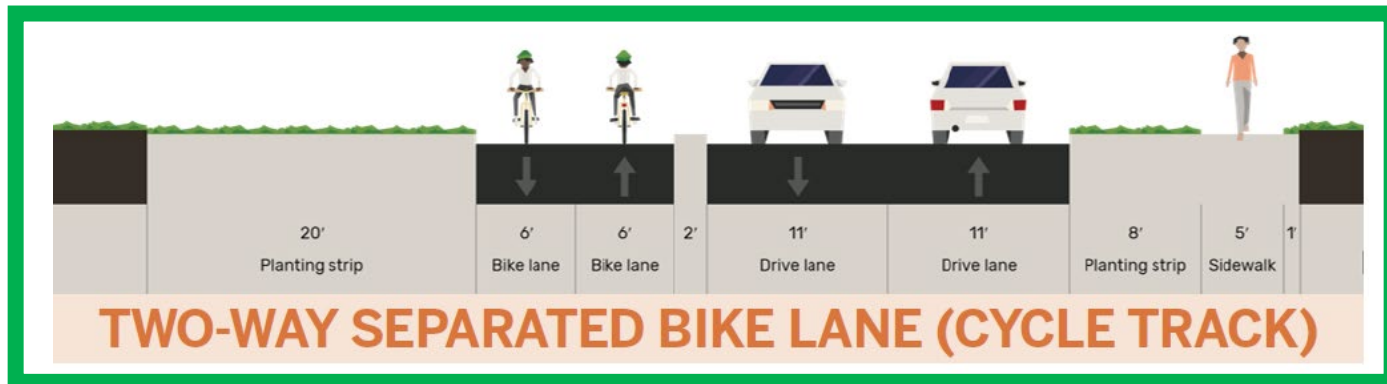


U.S. Department
of Transportation
**Federal Highway
Administration**

North Avenue On-Street Bicycle Facility



North Avenue On-Street Bicycle Facility



RECOMMENDATION

- Buffered bike lanes supported 4 – 0 over cycle track from open house feedback
- Trail received significant negative feedback

North Avenue On-Street Bicycle Facility



TH 3 / Greenvale Ave Pedestrian Access

- “Desire path” along west side of TH 3 south of Greenvale Ave
- Must walk on shoulder of bridge to cross railroad
- Existing sidewalk on east side of TH 3
- Recommend sign directing pedestrians to cross at pedestrian signal on north side of intersection; recommend installation of similar sign at Spring St intersection



TH 3 / Greenvale Ave Pedestrian Access

- Long Term Pedestrian/Bike Underpass Under TH 3
- Old Tiger Trail Project Plan
- Bids were high, and was not constructed in 2014
- This is still on the Ped/Bike Plan



St. Olaf Ave Quiet Zone Improvements



- 2006 quiet zone assessment recommended installation of 2 – 100' long raised medians on either side of railroad crossing for future quiet zone
- East median would prevent truck access from gas station/auto body shop on south side
- Will continue to work with property owner and railroad for solution

Thank You!

Questions?



Project Website

For more information on the project, visit:
<https://www.ci.northfield.mn.us/1445/2022-NW-Area-Mill-and-Overlay-Project>

