

# CITY OF NORTHFIELD

## TRANSPORTATION PLAN UPDATE

### BUSINESSES STAKEHOLDER WORKSHOP

Thursday, November 15, 2007  
1:00 – 2:30 PM  
Northfield Community Resource Center, Rm 103

**INVITED**

Northfield Area Chamber of Commerce  
Northfield Downtown Development Committee  
Holden Farms, Inc.  
Malt-O-Meal Company, Inc.  
McLane Company, Inc.  
Multek, Inc.  
Target/Cub Foods

**PARTICIPATED**

Jerry Anderson  
Jim Gleason  
Rob Taylor  
Larry Larson, Land Vista  
David Ludescher, Chamber  
Chris Sawyer, College City Beverage  
Joseph Kuchinka, Insurance Brokers of MN  
Rick Risberg, Frandseu Bank & Trust  
Mark DuChene, I&S Engineers and Architects  
Nancy Johnson, Northfield Lines Inc. Benjamin Bus Inc.  
Roy Barwelt, Multer  
John McCarthy, City of Dundas  
Tom McMahan, City of Dundas  
Kathy Filslerieqqe, Northfield Chamber of Commerce  
Charlene Covlonbe Fiore, EDA Office  
Mary Quinn Ceou, Northfield Hospital  
Andrew Yurek, Northfield Hospital, EMS  
Katy Ciehler-Hess, City of Northfield  
Robert Bierman, Furniture & Flooring  
Marilyn Maas, Kwik Trip

**FACILITATORS:** Bolton & Menk, Inc. – Chris Chromy, Gina Mitchell, Bryan Nemeth

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Workshop Purpose: Provide a forum for roadway users to identify their needs and current challenges, as well as potential solutions. Each participant was asked to summarize their top 3 priorities they would like the City of Northfield to consider as the City updates its Transportation Plan.

Written comments regarding each participant's top 3 priorities are attached to this summary. Below is a summary of priorities identified by small group discussions.

### Summary of Priorities

*Roadway Connectivity Needs* – Several developing areas were identified as lacking roadway connectivity and the need for new roadway corridors including:

- North-South between TH 19 and CSAH 23 (NW Corridor Study Area), including second access to hospital from CSAH 23
- East-West between developing areas east of the Cannon River and I-35 (Cannon River Bridge)
- East-West between CSAH 23 and TH 3 (Thye Parkway, 320<sup>th</sup> Street)
- Ring Road concept and establishing a grid of roadways to help alleviate travel demand on TH 3 and TH 19
- Improving continuity of CSAH 23
- Need to integrate east–west & north–south corridor links now and stop pushing out further to the edges; needed internal and external to the city

### *Accommodating All Roadway Users*

- Roadways need to be designed to better accommodate buses, trucks, emergency vehicles, and other large vehicles, especially at intersections. Turn lanes are necessary.
- Collector streets need to be designed as collector streets, not residential streets
- Bicycle facilities should be included on some, but not all roads
- Connections need to be provided between different modes of transportation (i.e. sidewalks to access bus stops)
- Safety of pedestrian and bicyclists needs to be considered

### *Growth and Development Concerns*

- Growth should be encouraged on the north and west sides of the city so it can easily access I-35 and the metro area. Growth should be discouraged on the south and east sides of the city until sufficient corridors can be established
- Lack of connections between neighborhoods results in higher traffic volumes and congestion on collector and arterial roadways (i.e. Jefferson Parkway and TH 246)
- Maintaining accessibility to business districts along TH 19
- Future business park in northwest part of city would require improvements to Garrett/Decker Avenue, intersection with TH 19
- TH 246 and County Road intersections need improvements
- Paving of CR 96 may impact needed improvements to connect with CSAH 47

### *Existing Roadway Deficiencies*

- Woodley Street and Division Street Intersection needs turn lanes
- Woodley Street is too narrow and needs sidewalks
- Cedar Avenue needs sidewalks
- Jefferson Parkway, congested and portions do not accommodate buses or bicycles
- Emergency vehicles are held up by traffic signals, need preemption equipment
- Lack of Connectivity between neighborhoods results in higher traffic volumes on collector and arterial roadways
- CSAH 1 from between TH 246 & TH 3 intersection needs capacity and realignment improvements
- TH 19 & Laurel Court intersection needs improvements to accommodate turning movements
- New railroad crossings necessary to reduce congestion and allow for emergency vehicle access
- Lack of collector roadways with adequate mobility (roadway capacity and design speed) for responding vehicles to efficiently travel between emergency site and hospital
- TH 19 has safety and congestion problems, need additional lanes
- TH 3 transition from 4 lanes to 2 lanes

### *Implementation*

- Be proactive rather than reactive
- Lost opportunities due to political indecision is not acceptable
- Regional vision (Northfield, Dundas, Rice County, Dakota County & adjacent townships) to support improvements on CSAH 1, TH 19, and Northwest Corridor are necessary
- Acquire necessary right-of-way to meet long term needs
- Need a plan with timeframe to complete CSAH 1 & TH 19 corridor improvements
- Identify priorities in the transportation plan and establish community “buy-in” for correct engineering solution to transportation problem; focus on common good for the transportation system and not the vocal minority neighborhood interest
- Need to establish expertise to bring stakeholders together
- Need city staff person to be given directive to go out and obtain funding for identified priorities
- Many small scale, less expensive problem areas could be addressed versus a do nothing approach