

CITY OF NORTHFIELD

TRANSPORTATION PLAN UPDATE

TRANSPORTATION STAKEHOLDER WORKSHOP

Thursday, November 15, 2007
4:00 – 5:30 PM
Northfield Community Resource Center, Rm 103

INVITED

Northfield Fire Department
Northfield Police Department
Northfield Hospital EMS
State Highway Patrol
Benjamin Bus, Inc.
Deb Little, Northfield Transit
Alice Sather, A & R Taxi, Inc.
Tom Stringer, Northfield School District
Perkins Specialized Transportation
Taylor Truck Line, Inc.
St. Olaf College
Carlton College

PARTICIPATED

Nancy Johnson, Northfield Lines Inc. Benjamin Bus Inc.
Alice Thomas, Planning Committee
Jared Welund, City of Northfield
T.J. Heianicy, City of Northfield
Deb Ritter, City of Northfield
Alice Sutter, Taxi (A & R)

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

Workshop Purpose: Provide a forum for transportation providers 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, 320th Street)
- Ring Road concept and establishing a grid of roadways to help alleviate travel demand on TH 3 and TH 19
- Need to integrate east–west & north–south corridor links with an emphasis on mobility that are both internal and external to the city

Accommodating All Roadway Users

- 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
- Need to consider locations for accessible helicopter landing areas for emergencies
- Bicycle facilities and public transit need to be better connected
- Connect transit facilities with south Twin Cities Metropolitan Area and Rice County
- Incorporate transit studies and plans into overall multimodal approach and include in transportation plan
- Options for pedestrian accessibility needs to be improved by better developing the system to provide for mobility and safe walking areas
- Consider relationship between stop signs and where park areas are accessed so children can safely cross streets

Growth and Development Concerns

- Access to the downtown area is difficult, especially from the west; needs to be a balance between vehicle and pedestrian access; do not reduce parking

Existing Roadway Deficiencies

- Roads need to be designed to an appropriate width to accommodate emergency vehicles and buses (e.g. leaving community center campus buses have to drive over curb because road is too narrow, fire trucks can't get into some cul-de-sacs)
- Roadways divided with a median do not allow school buses to stop traffic for children to cross to the other side of the street
- Develop and hold firm to accepted engineering design standards for collector and minor arterial roadways
- Private street standards can make areas difficult to access with emergency vehicles

- TH 3/Greenvale intersection – difficult to find gap to access TH 3 and make turning movement
- Greenvale, Jefferson Parkway (TH 3 to Division), North Avenue, and CSAH 1 are inadequate to serve their role as collector/arterial roadways; need to be improved to provide more mobility
- Signal needed at TH 3 and 3rd Street
- Greenvale has good access in an emergency to avoid conflicts with the railroad tracks, but street is narrow and hard to get through
- TH 19 has safety and congestion problems, need additional lanes

Implementation

- Need to push Mn/DOT to fund TH 19 improvements
- Don't use duplicative street names where the ending is the only difference (e.g. Cannon Road & Cannon Lane, etc.)
- Enforce traffic violations downtown after 10 PM
- Street signage placement and reflectivity need to be evaluated and improved
- Define emergency routes to access parts of the city