

STEERING COMMITTEE MEETING #7

Transportation

1.23. 2016



5:30 p.m. Work to Date

5:40 p.m. Transportation Issues

6:15 p.m. Draft Transportation Goals

7:00 p.m. Adjourn



Memorandum

To: *St. Anthony Village Comp Plan Steering Committee*

From: *Scott Mareck, AICP
WSB & Associates*

Date: *January 16, 2017*

Re: *WSB Project No. 2170-23*

Attached is a high level list of transportation issues that have been identified for the new St. Anthony Village 2040 Transportation Plan. Some of the key highlights for discussion include:

Roadway

- Intersection improvements needed along Silver Lake Road and various other locations throughout the City.
- Intersection and operational improvements needed in the vicinity of the “Village” redevelopment site.

Transit

- Background on Route 25 – request with Metro Transit/Park Board that the route be moved to Stinson Parkway/Stinson Boulevard between Kenzie Terrace and 29th Avenue NE? It currently shifts over to McKinley Street.
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Bicycle/Pedestrian

- How to identify Tier 1 alignment along St. Anthony Boulevard (e.g. “on-street bikeway”)?
- Where to establish alignment for Tier 1 corridors: north-south along Stinson Parkway/Stinson Boulevard north of St. Anthony Boulevard and northeast-southwest generally along Old Highway 8?
- Prioritize bikeway linkage along Silver Lake Road (connecting Stinson Boulevard and Silver Lake Park)?
- Ask Hennepin County to include the CSAH 88/29th Avenue intersection as part of (their portion of) upcoming reconstruction project?

Freight/Land Use Compatibility

- Address issues with freight trains idling within City?

St. Anthony Transportation Plan

Draft List of Issues

(from existing city/county plans)

1. Roadway and Bridge

1.1: Impacts of redevelopment property along Kenzie Terrace near Stinson Boulevard NE

1.2: Reconstruction of County Road C/Hennepin County Road 94 from I-35 to County Road 88

1.3: Intersection improvements needed:

- 39th Avenue and Silver Lake Road
- 39th Avenue and Stinson Boulevard
- 37th Avenue and Stinson Boulevard
- 37th Avenue and Silver Lake Road
- 37th Avenue and Highcrest Road
- Silver Lake Road and Silver Lane
- 29th Avenue and Stinson Boulevard
- 29th Avenue and Silver Lake Road
- 29th Avenue and New Brighton Boulevard
- Kenzie Terrace/Silver Lake Road/St. Anthony Boulevard
- St. Anthony Boulevard/New Brighton Boulevard
- Kenzie Terrace/Lowry Avenue/Stinson Boulevard
- Access points to “Village” redevelopment site

1.4: Silver Lake Road and 29th Avenue – significant problem intersection

1.5: Cut through traffic on 39th Avenue east of Silver Lake Road and north of Soo Line railroad tracks

1.6: City-wide pavement replacement and rehabilitation – Pavement Management Program

1.7: Access management and protection of adequate right-of-way along collector and arterial roadway corridors

1.8: Potential functional classification changes

2. Freight

2.1: Safety and operations of Canadian Pacific Railroad at-grade rail crossings

2.2: County Road C is a major freight corridor

3. Bike and Pedestrian

3.1: Safety improvements at high-volume/high-speed/skewed intersections:

- Kenzie Terrace/Silver Lake Road and St. Anthony Boulevard
- CSAH 88 and St. Anthony Boulevard
- 29th Avenue and CSAH 88
- 33rd Avenue and Highway 8/Highcrest Road

3.2: Planned bikeway and RBTN corridor along Stinson Boulevard (and potential sidewalk between St. Anthony Boulevard and 37th Avenue)

3.3: RBTN corridor along CSAH 88/Highway 8 (and potential pedestrian facilities)

3.4: Planned bikeway along County Road D/37th Avenue and other potential east-west bikeway connections: Silver Lane, 33rd Avenue, 29th Avenue, others?

3.5: Planned bikeway along Silver Lake Road

3.6: Identify ways to encourage increased bicycle and pedestrian movement to both local and regional destinations.

3.7: Build sidewalks along key pedestrian corridors including:

- South side of 29th Avenue east of Silver Point Park
- South side of 33rd Avenue
- Other?

3.8: ADA improvements at existing facilities – transition plan?

3.9: Planned bikeway along St. Anthony Boulevard as part of the “Grand Rounds” of the Minneapolis parkway system

4. Transit

4.1: Adequacy of fixed route transit service to accommodate growth

- Potential increased frequency on Routes 25, 32, 801; new Route 15 (formerly Route 4) included in Metro Transit Service Improvement Plan
- Potential to straighten Route 25 to stay on Stinson between Kenzie Terrace and 29th Street? (currently redirects to McKinley Street)

4.2: Identify ways to become more “transit friendly” by providing facilities and developing land use patterns that will encourage transit use

- Identify bus stop locations without connecting sidewalks/trails

4.3: Park and ride lots?

- Nearest are in New Brighton and Roseville
- Potential St. Anthony sites: City Hall, Kenzie Terrace, Cub Foods?

4.4: Coordination with potential Central Avenue Arterial BRT

Transportation Goals

- Maintain a well-connected system of collector and arterial roadways.
- Provide safe and efficient routes for emergency and public safety vehicles.
- Provide adequate capacity to relieve congestion.
- Encourage sound access management.
- Preserve necessary rights-of-way for the 20-year planning horizon.
- Maintain a safe and effective network of roadways for truck and rail freight movement.
- Coordinate with Canadian Pacific Railroad to proactively address freight rail safety.
- Coordinate transportation system investments with the St. Anthony Village Land Use Plan.
- Design, construct, and maintain roadways that fit the character of the adjacent land use.
- Implement safety improvements to address high crash locations.
- Proactively address bicycle and pedestrian safety concerns and gaps along roadways and at crossings.
- Bring sidewalks, trails, and intersections into compliance with ADA.
- Support traffic calming and design to minimize speed on minor City collectors and local roadways, especially Silver Lake Road.
- Invest in multi-modal transportation solutions including bicycle and pedestrian infrastructure.
- Preserve and accommodate adequate right of way for sidewalk and trail construction.
- Support investments in bicycle, pedestrian, and transit infrastructure to encourage walkability.
- Manage storm water effectively and minimize the construction of new impervious surfaces.
- Regularly assess transportation maintenance needs and include roadway, trail pavement, and other transportation infrastructure maintenance in the St. Anthony Village Capital Improvement Plan.