



Feasibility Study

TH 246 & Jefferson Parkway Roundabout

City of Northfield

S.P. No. 6614-28

S.A.P. No. 149-117-009

NFIEL 150976 August 28, 2019



Building a Better World
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August 28, 2019

RE: TH 246 & Jefferson Parkway Roundabout
Feasibility Study
City of Northfield
S.P. No. 6614-28
S.A.P. No. 149-117-009
SEH No. NFIEL 150976 4.00

Mr. David Bennett
City of Northfield
801 Washington Street
Northfield, MN 55057

Dear Mr. Bennett:

Enclosed, please find the Feasibility Study (Study) for the roundabout at TH 246 and Jefferson Parkway and also the pedestrian crossing and sidewalk at TH 246 and Northfield High School sidewalk.

This study provides further analyses of the four roundabout alternatives including the pedestrian crossing.

We extend special thanks to City staff for their assistance, their timely response to requests and the data furnished to use while preparing the study.

Please contact us with any questions you may have regarding this study. We are available at your convenience to discuss details and recommendations included in this study.

Sincerely,

A handwritten signature in blue ink that reads "Wayne Houle".

Wayne Houle, PE (Lic. MN)
Project Manager

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Feasibility Study

TH 246 & Jefferson Parkway Roundabout
City of Northfield

S.P. No. 6614-28, S.A.P. No. 149-117-009
SEH No. NFIEL 150976

August 28, 2019

I hereby certify that this report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.



Wayne Houle, PE

Date: August 28, 2019

License No.: 25057

Short Elliott Hendrickson Inc.
10901 Red Circle Drive, Suite 300
Minnetonka, MN 55343-9302
952-912-2600



Executive Summary

The intersection of TH 246 and Jefferson Parkway was identified over 10 years ago in both the 2008 Comprehensive Transportation Plan and also in the 2009 Safe Routes to School Plan as needing improvements to create a safer intersection for all modes of transportation. The City adopted a solution in 2016 with the Intersection Control Evaluation and Traffic Impact Statement for future implementation of a roundabout at this intersection. The Safe Routes to School Plan recommended that a grade separated facilities would be the safest design to separate pedestrians, bicyclists, and motor vehicles.

The Feasibility Study analyzed four roundabout alternatives for the intersection of TH 246 and Jefferson Parkway. This Study also includes a pedestrian crossing at Northfield High School entrance and TH 246 along with a sidewalk from this location to Marvin Lane. We analyzed two bump-out options for this crossing, both options will accommodate bicyclists along TH246.

The four alternatives are:

1. This alternative includes a roundabout, two underpasses, and two at-grade pedestrian crossings.
2. This alternative includes a roundabout and four underpasses. The underpasses are located below each roadway approach to the intersection.
3. This alternative includes a roundabout and four underpasses. The underpasses are located between the roadway approaches and the center of the roundabout. The center of the roundabout will be depressed to the level of the underpasses to create a plaza within the roundabout.
4. This alternative includes a roundabout and four at-grade pedestrian crossings.

City staff and consultant provided a public engagement process which included web surveys, Open House, and meeting with members of the community.

The costs for these four alternatives are:

Alternative	Project Cost
1	\$ 2,970,000.00
2	\$ 3,325,000.00
3	\$ 3,368,000.00
4	\$ 1,900,000.00

Funding for the project is from:

MnDOT Local Partnership Program	\$483,480
MnDOT Local Road Improvement Program	\$900,000
Local Funding	\$516,520 to \$1,984,520

Based on adopted City Plans such as the Transportation Plan, Safe Routes to School Plan, and Complete Streets Policy along with public input for this project we recommend the City adopt the design of Alternate No. 2. Alternative 2 provides 100% grade separation of the pedestrians and bicyclists and other rollers, from motor vehicles. The medians of the approaches along with the center of the roundabout will be landscaped based on a combination of input from the public and the City's Gateway Plan. We are also recommending bump-out Option 1 for the pedestrian crossing at TH246 and the High School.

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Certification Page
Executive Summary
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	20190826 D n S Detert Letter.pdf
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Feasibility Study

TH 246 & Jefferson Parkway Roundabout

Prepared for City of Northfield, Minnesota

1 Introduction and Background

1.1 Introduction

The purpose of this study is to define a roundabout alternative to move forward with for the intersection of TH 246 and Jefferson Parkway. This will allow City staff to proceed with the required State of Minnesota approvals to modify a Trunk Highway. These improvements were identified in previous studies which included the 2012 Gateway Plan, the 2016 Intersection Control Evaluation and Traffic Impact Study, and the 2019 adoption of the Mill Towns Regional Trail Alignment, which is based on the 2005 Master Plan.

The primary objectives of this study is to provide the City with the following critical data:

1. A defined roundabout alternative that provides the safest design regarding separation of pedestrians, bicyclists, and motor vehicles.
2. A design that is accepted by the community.
3. A design that is as sustainable and economical as possible.

1.2 Background

An Intersection Control Evaluation (ICE) report was prepared for and accepted by the City in 2016 for the TH 246 and Jefferson Parkway Intersection. The goals of the ICE were:

1. Alleviate peak hour congestion
2. Improve pedestrian and bicyclist access
3. Improve school ingress / egress
4. Improve safety for all users

The ICE determined the most appropriate type of traffic control for to be a roundabout design that would:

1. Create the safest intersection design as per the Safe Routes to School Plan and the Complete Streets Policy.
2. Create the most efficient traffic operations as per the 2008 Comprehensive Transportation Plan and today's traffic operations standards.

The vision of the 2012 City's Complete Streets Policy requires that all streets within the City planned, funded, designed, constructed, operated and maintained to safely accommodate users of all ages and abilities.

The 2009 Safe Routes to School Plan recommended improvements to the intersection of TH 246 and Jefferson Parkway. This plan identified the best pedestrian safety improvement at this

intersection would be a grade-separated pedestrian crossing. The plan also identified a Plan of Action for the intersection which included short to long term improvements.

A Traffic Impact Analysis (TIA) was also prepared in 2016 to evaluate traffic impacts to the intersections surrounding and including TH 246 and Jefferson Parkway intersection. The TIA included conclusions of a single lane roundabout with some grade separation of pedestrians / bicyclists from motor vehicles. A pedestrian crossing at TH 246 and Northfield High School access was also recommended. Other recommendations were also included with the TIA, which are not included with this feasibility study.

The 2012 Gateway Plan also identified the Dennison Boulevard (TH 246) as a north/south gateway corridor at the southern edge of the City. This corridor connects the southerly residential areas to the downtown area to the north and also to TH52, which connects to the City of Rochester. The Gateway Plan recommended the following:

Landscaped Enhancements:

- Naturalized forest plantings with understory and prairie plantings (Northfield High school entry road to Jefferson Parkway - both sides of the roadway)
- Naturalized forest plantings with understory and prairie plantings (Jefferson Parkway to Northfield Middle School entry road - west side of the roadway)
- Boulevard evergreen wind row (Jefferson Parkway to Arbor Street - east side of the roadway)

Streetscape Enhancements:

- Enhanced intersection treatment at the intersection of Dennison Boulevard / MN Highway 246 and Jefferson Parkway. The improvements should include decorative paving, additional signage, and new pedestrian ramps.
- Way-finding/ Monument signage.

Gateway Nodes:

- There is one major gateway node at the intersection of Dennison Boulevard / MN Highway 246 and Jefferson Parkway. This intersection should be improved with a secondary streetscape treatment that could include additional lighting, enhanced intersection treatments, and limestone entry walls.

Funding for the project is expected to come from two Minnesota Department of Transportation (MnDOT) grants: MnDOT's Local Partnership Program (\$483,480) and MnDOT's Local Road Improvement Program (\$900,000) and local funding. These grants were acquired in 2017 and 2018.

The City Council adopted the alignment for the Minnesota Department of Natural Resources Mill Towns State Trail alignment through the City of Northfield. The adopted alignment crosses the intersection of TH 246 and Jefferson Parkway in an east/west direction, see Figure in Appendix C. A future construction date has not been set for this regional trail.

2 Preliminary Engineering

2.1 Roundabout:

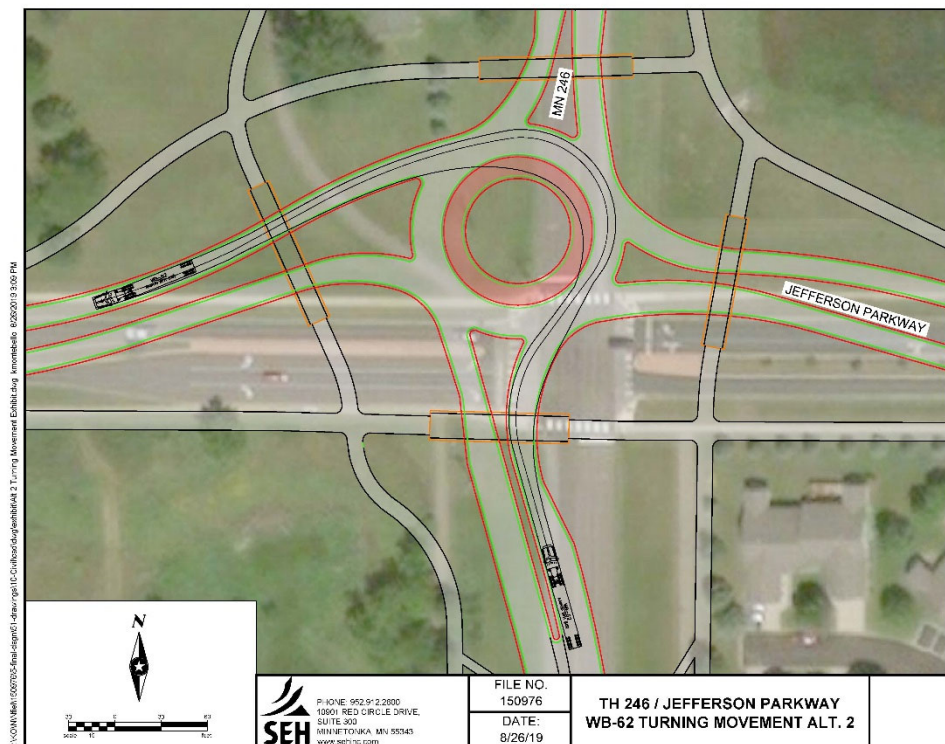
The intersection of TH 246 and Jefferson Parkway is elevated in such a way that provides a safe grade separated facilities. The rural design of TH 246 with its deep ditches enables the

underpasses to be installed with minimal grade differences; compared to other roadway underpasses that do not have deep ditches. In most cases you will be able to see through the underpass when located at intersecting trails or approximately 50-feet away from the entrance of the underpass. The underpasses are proposed to be 10-feet high and 14-feet wide. The trails to and from the culverts are proposed to be 10-feet wide. A 16-foot wide culvert can accommodate a 12-foot wide trail and will add approximately 3% to the project cost of Alternatives 2 & 3. The underpasses will be designed with lights inside the culverts. The sidewalk and trails leading up to the roundabout will be lighted with pedestrian style lights.

The overall roundabout is designed to be shifted to the northwest of the current intersection. This shift in location allows for a design that that will not require easements from the adjacent townhomes that are located to the southeast of the intersection. However, this will require the Northfield School District to donate property of easements for the construction of the roundabout. The roadway elevation will be increase by approximately two to three feet to help accommodate the proposed underpasses; no approach to or from the roundabout will exceed 4 percent grade.

All of the roundabout designs include bike ramps to and from the roadways. This allows a bicyclists that is biking along the roadway to exit the roadway prior to the roundabout and utilize the share use pathways to navigate around the intersection. The west to east movement is completed by exiting the roadway at the entrance to Bridgewater Elementary and re-entering Jefferson Parkway at Estate Lane intersection.

The design standards used to design the roundabout must adhere to Trunk Highway standards, which the design vehicle is an over the road truck – known as a WB-62. Agriculture vehicles will also be able to navigate through the roundabout, see figure below for truck turning movements through the roundabout.



Public Utilities affected by this project include a 12-inch diameter watermain, which will be relocated to accommodate the roundabout and underpasses. Storm sewers will be designed within the roundabout as required by MnDOT.

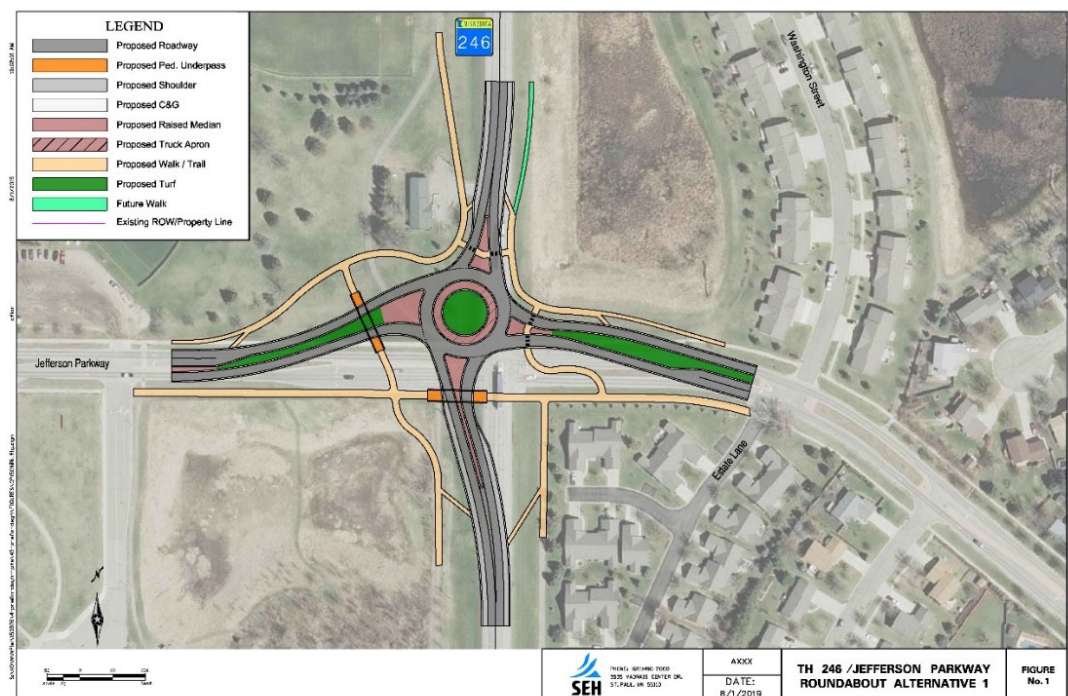
One concern is the effect of the rising sun in the morning and setting sun in the evening. The position of the sun is constantly changing, therefore one roadway or intersection alignment is not better over other alignments. When you do approach a typical all way stop or signalized intersection you are traveling in one direction towards the intersection. If the sun happens to be on the same alignment you will be fighting with the glare of the sun until you are through the intersection. When navigating a grade separated roundabout you will only need to look left when navigating around the roundabout, therefore decreasing the amount of glare from the sun.

The streetscape design for this project will be designed from input from the public as well as recommendations from the Gateway Plan. Once an alternative is chosen we will present a landscape plan to the City Council.

The four alternatives are shown below; larger scale drawings can be found in the appendix:

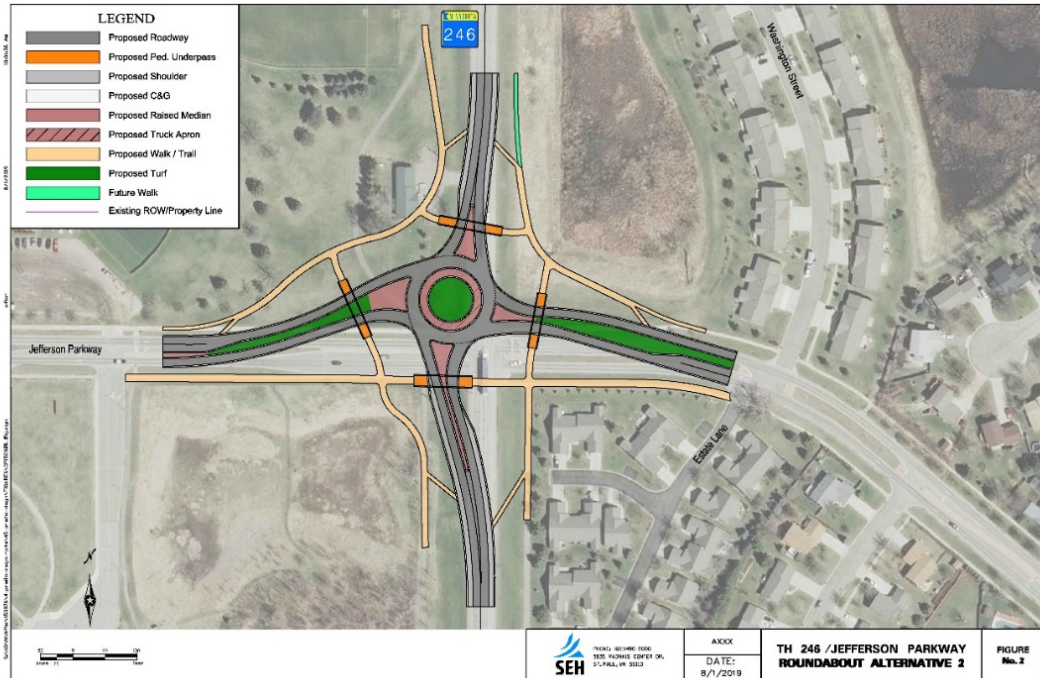
Alternative 1:

This alternative provide two at grade pedestrian crossings and two underpasses. The underpasses provide grade separation for pedestrian and bicyclists that will use the future Mill Towns Trail as well as residents that transverse between school buildings; Northfield High School is north of Jefferson Parkway and Bridgewater Elementary and Northfield Middle School are south of Jefferson Parkway. The sidewalk stub to the northeast will be designed for a future sidewalk.



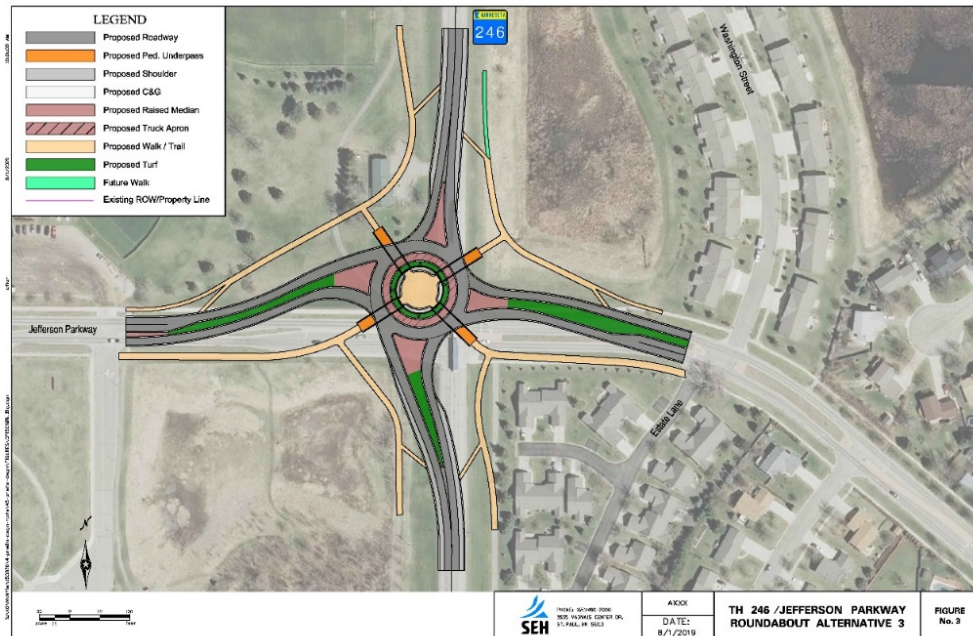
Alternative 2:

Alternative 2 provides four underpasses to create a 100% grade separated facility. The underpasses are located below each of the four roadways leading into the roundabout.



Alternative 3:

Alternative 3 provides four underpasses to create a 100% grade separated facility. The underpasses would be located between the roadways entering the roundabout and would be positioned perpendicular to the roundabout. The middle of the roundabout will be depressed to allow for a “plaza” like setting in the middle of the roundabout. The plaza will be protected with parapets around the interior of the roundabout preventing any errant vehicles from entering the plaza area. The plaza area will be lighted with downward facing lights along with lights within and outside of the underpasses. The plaza and underpasses will also have security cameras installed that will be linked to the police station.



Due to Alternative 3's unique design we have provided two visualizations; one of a person entering the underpass and another as you enter the inside of the roundabout.



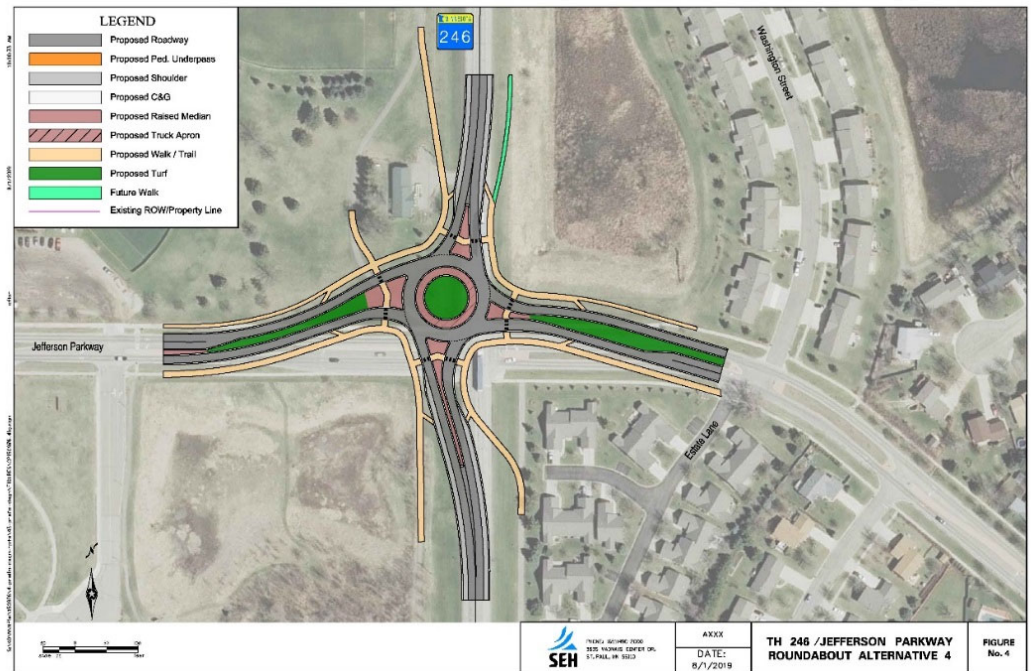
Approaching the underpass via Mill Towns State Trail from the southwest.



Looking northeast into the grade separated roundabout from the southeast tunnel.

Alternative 4:

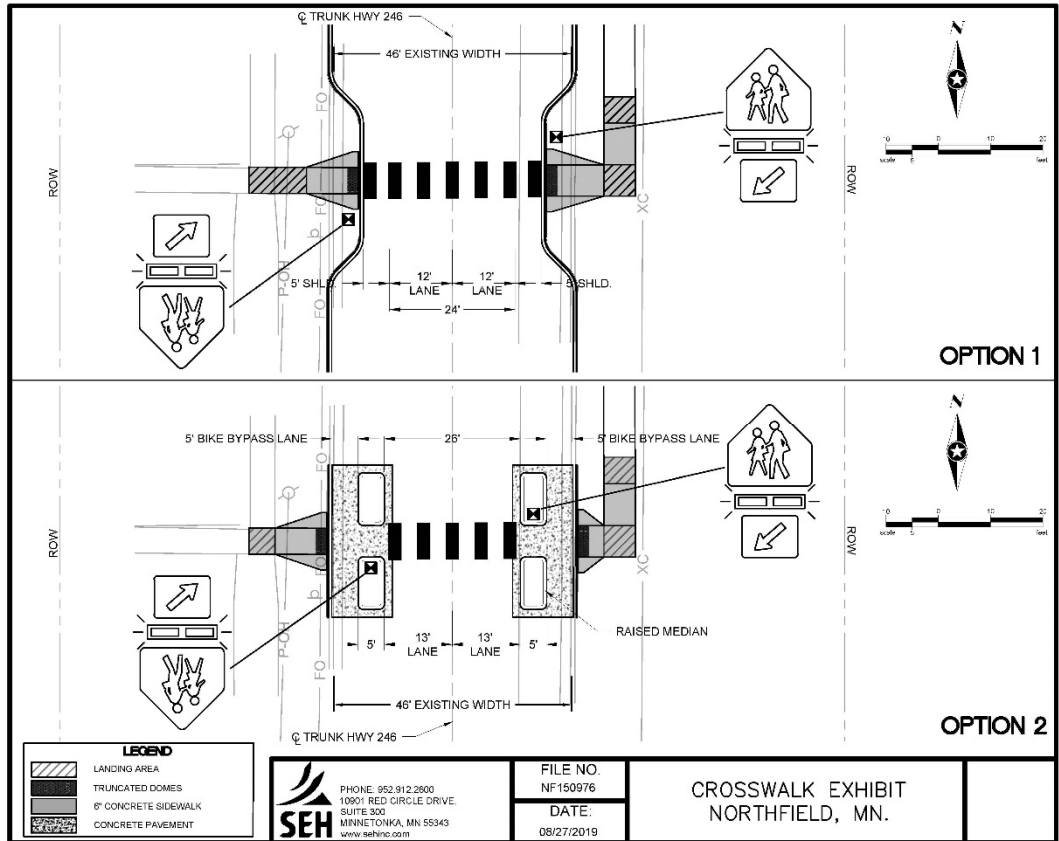
Alternative 4 includes four at-grade pedestrian crossings. The intersection will be designed to accommodate future underpasses, meaning that the roadway profile will not need to change to install future underpasses.



2.2 Pedestrian Crossing and Sidewalk:

The 2016 TIA also included a pedestrian crossing at TH 246 and the pedestrian access to Northfield High School. A 5-foot wide sidewalk will be constructed along the easterly side of TH 246 from Marvin Lane to the pedestrian crossing. The pedestrian crossing will be designed to the safest standards which includes a marked crosswalk, bump-outs to reduce the crossing width, and also provide a pedestrian crosswalk flasher system. The proposed pedestrian crosswalk flasher system is a Rectangular Rapid Flashing Beacon's (RRFB), which is identical to the flashing system installed at the pedestrian crossing at Arbor Street and TH 246.

We have provided two options for the bump-outs, see figure below. One option is to provide a typical bump out that will have two 12-foot traffic lanes and space for two 5-foot bike lanes. The other option would provide bike bypass lanes adjacent to the curb; this option has two 13-foot traffic lanes. Both options provides for future protected bike facilities along TH246.



3 Public Engagement

Public engagement for this project included posting the project to the City web site, providing a web base survey for the project, City staff reaching out to residents at 50 North on August 8, presenting at the City Council Workshop on July 16, and hosting a public Open House on August 21.

A project presentation was presented at both the City Council Workshop and at the Open House, see attached presentations in Appendix D. A question and answer session was held at both events. Some of the questions and comments were:

- Underpasses need to be inviting in nature and in width
- Make the pedestrian crossings safe
- Concerns about left turns out of high school and across new pedestrian crossing
- What design vehicle are you using?
- How does this fit with our complete streets philosophy and safe routes to school plan?
- What creates maximum usability – multigenerational users
- Get input from seniors as to how they would access 50 North
- How will the issue regarding the sun in the early mornings be resolved
- Eliminate any potential hazards by grade separating the pedestrians and cyclists from the motor vehicles

- Will buses and other agriculture vehicle be able to use the roundabout?
- Will emergency vehicles be able to navigate through the roundabout?

Comment cards and a public input “coloring book” was also provided to the Open House attendees. We have received 12 comment cards and 22 “coloring book” inputs; these are attached to the appendix of this study.

We asked the attendees of the Open House (52 attendees), 50 North (23 attendees), attendees at the pool, and members of the Mayor’s Youth Council as to which alternative they preferred. Attendees could indicate on comment cards, the “coloring book” input, or by placing a dot sticker on the alternative board. The results are shown in Table 1.

Table 1 – Alternative Options Summary

Method	Alternative			
	1	2	3	4
Alternative Board - Open House	0	26	12	0
Alternative Board – 50 North	4	16	2	1
Alternative Board - Pool	0	8	4	0
Alternative Board – Mayor’s Youth Council	0	10	3	0
Comment Cards	0	7	1	0
"Coloring Book" Input	0	7	6	0
Web Survey	42	85	54	26
Totals	46	159	82	27

4 Opinion of Probable Cost / Funding

Table 2 shows a summary of the cost for the alternatives along with the 10-year cost impacts to a typical \$200,000 home. All costs include the sidewalk and pedestrian crossing as TH 246 and Northfield High School Pedestrian Entrance. All project costs as in 2019 dollars. The estimated construction costs will become more accurate as final design progresses.

Table 2 – Summary Cost of Alternatives

Alternative	Description	Project Cost	10-Year Cost Impact on \$200,000 Home
1	Roundabout, two underpasses, two at-grade pedestrian crossings, pedestrian crossing at HS	\$ 2,970,000.00	\$15.00
2	Roundabout, four underpasses (under individual legs of intersection), pedestrian crossing at HS	\$ 3,325,000.00	\$20.00
3	Roundabout, four underpasses (into depressed center of intersection), pedestrian crossing at HS	\$ 3,368,000.00	\$21.00
4	Roundabout, four at-grade pedestrian crossings, pedestrian crossing at HS	\$ 1,900,000.00	\$ -

Appendix A

Alternatives

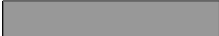









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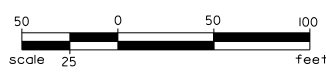
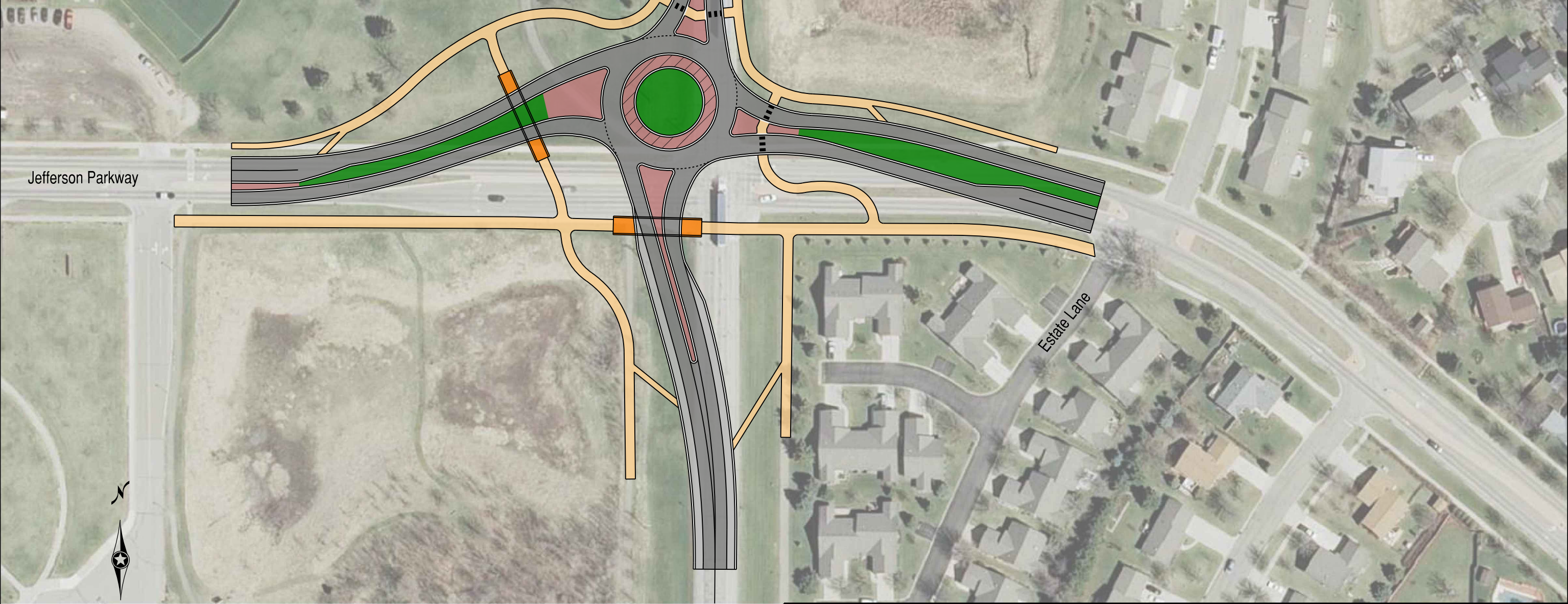

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LEGEND

-  Proposed Roadway
-  Proposed Ped. Underpass
-  Proposed Shoulder
-  Proposed C&G
-  Proposed Raised Median
-  Proposed Truck Apron
-  Proposed Walk / Trail
-  Proposed Turf
-  Future Walk
-  Existing ROW/Property Line

PHONE: (651)490-2000
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

AXXX
DATE:
8/1/2019

**TH 246 / JEFFERSON PARKWAY
ROUNDBOUT ALTERNATIVE 1**

**FIGURE
No. 1**











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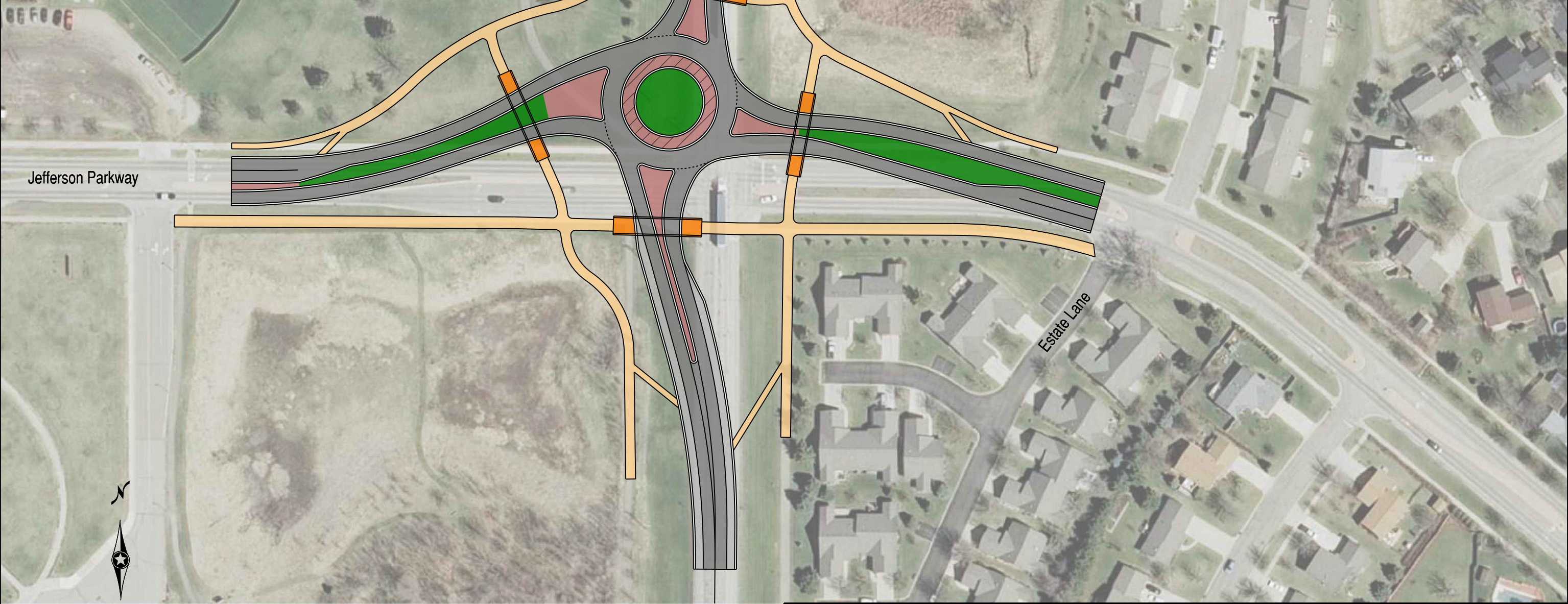
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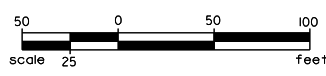

-  Proposed Roadway
-  Proposed Ped. Underpass
-  Proposed Shoulder
-  Proposed C&G
-  Proposed Raised Median
-  Proposed Truck Apron
-  Proposed Walk / Trail
-  Proposed Turf
-  Future Walk
-  Existing ROW/Property Line



Jefferson Parkway

Estate Lane

Washington Street

PHONE: (651)490-2000
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

AXXX
DATE:
8/1/2019

**TH 246 / JEFFERSON PARKWAY
ROUNDBOUT ALTERNATIVE 2**

**FIGURE
No. 2**











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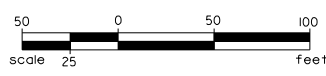
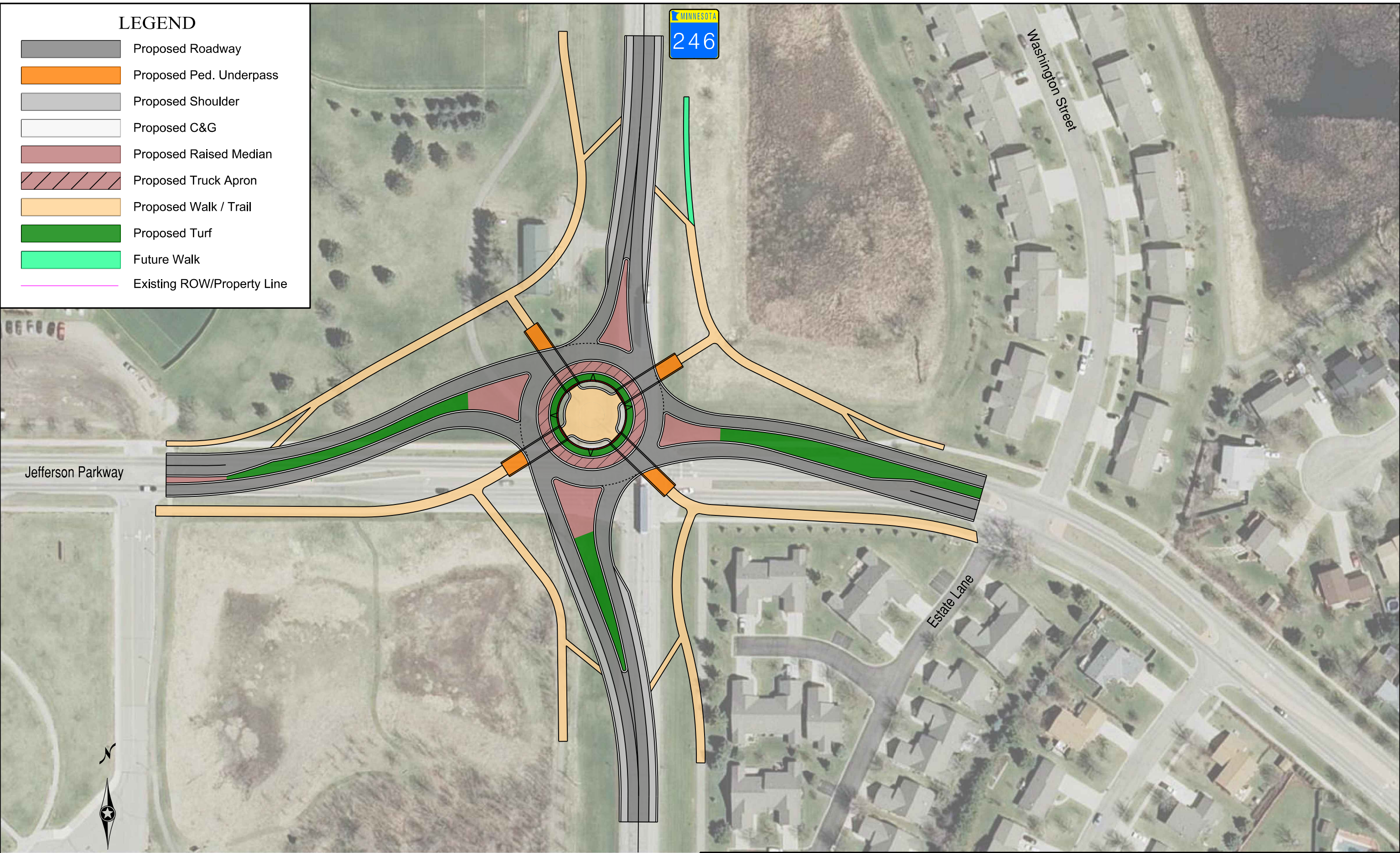

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LEGEND

-  Proposed Roadway
-  Proposed Ped. Underpass
-  Proposed Shoulder
-  Proposed C&G
-  Proposed Raised Median
-  Proposed Truck Apron
-  Proposed Walk / Trail
-  Proposed Turf
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-  Existing ROW/Property Line

PHONE: (651)490-2000
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

AXXX
DATE:
8/1/2019

**TH 246 / JEFFERSON PARKWAY
ROUNABOUT ALTERNATIVE 3**

**FIGURE
No. 3**



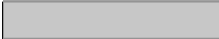







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LEGEND

-  Proposed Roadway
-  Proposed Ped. Underpass
-  Proposed Shoulder
-  Proposed C&G
-  Proposed Raised Median
-  Proposed Truck Apron
-  Proposed Walk / Trail
-  Proposed Turf
-  Future Walk
-  Existing ROW/Property Line

MINNESOTA
246

PHONE: (651)490-2000
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

AXXX
DATE:
8/1/2019

**TH 246 / JEFFERSON PARKWAY
ROUNABOUT ALTERNATIVE 4**

**FIGURE
No. 4**

Appendix B

Public Input

Open House Input.pdf

Online Input.pdf

20190826 LHakala Email.pdf

20190826 D n S Detert Letter.pdf



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OPEN HOUSE ATTENDANCE ROSTER

RE: TH 246 & Jefferson Parkway Roundabout
City of Northfield, MN

Date of Meeting: August 21, 2019
Time of Meeting: 5:00 PM

Project Manager: Wayne Houle
SEH Minnetonka Office

Location: City Hall
SEH No.: NFIEL 150976 16.00

Please Print

Name: Tom Rindstedt
Address: 2002 Lake Drive

Name: David Detert
Address: 2128 Taylor Court

Name: Daniel Casper Sanchez
Address: 518 Nevada Ct

Name: Peg Euders
Address: 2077 Lake Drive

Name: Vic & Ray Swanson
Address: 1902 Estate Ln

Name: Bill Edwards
Address: 1900 Estate Ln

Name: John Pogue
Address: 1423 Archibald St
NPLD

Name: Steve Janusz
Address: 1741 Quire Ln
Northfield

Name: ~~Sharon~~ Sharon Howard
Address: 1101 Maple St
NFD MN

Name: RON SOMMERS
Address: 8524 DENNIS DR
NORTHFIELD

Name: Sham Eversen
Address: 1819 Estate Ln

Name: Stacy Beckwith
Address: 416 Carter Drive
Northfield MN 55057

Name: Evelyn Bunn
Address: 888 Cannon Valley Dr
55057

Name: Kay Smith
Address: 2035 Lake Dr.
Northfield, MN 55057

Name: Greg Siems
Address: 1306 Washington St

Name: Edna Zobel
Address: 1603 Washington
nfd



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for All of Us®

OPEN HOUSE ATTENDANCE ROSTER

RE: TH 246 & Jefferson Parkway Roundabout
City of Northfield, MN

Date of Meeting: August 21, 2019
Time of Meeting: 5:00 PM

Project Manager: Wayne Houle
SEH Minnetonka Office

Location: City Hall
SEH No.: NFIEL 150976 16.00

Please Print

Name: Joan Janasz
Address: 17411 Quire Lane

Name: David + Evelyn Brahec
Address: 1217 Superior Drive

Name: Katie Coudron
Address: 1703 Brent Lane
Northfield

Name: Mrs Valdecantos
Address: 6 Fairway Drive

Name: Matt Hillmann
Address: 716 Superior Dr.

Name: _____
Address: _____

Name: Marcia Warring
Address: 404 Bunker Dr
N/F

Name: _____
Address: _____

Name: Ann Richards
Address: 1291 E Woodley St

Name: _____
Address: _____

Name: Livne Jensen
Address: 20 Park Dr

Name: _____
Address: _____

Name: Pam Fickensch
Address: 2016 Wisconsin St
Northfield

Name: _____
Address: _____

Name: Brenda Shelby
Address: 124 Arbor St
N.Fld

Name: _____
Address: _____



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OPEN HOUSE ATTENDANCE ROSTER

RE: TH 246 & Jefferson Parkway Roundabout
City of Northfield, MN

Date of Meeting: August 21, 2019
Time of Meeting: 5:00 PM

Project Manager: Wayne Houle
SEH Minnetonka Office

Location: City Hall
SEH No.: NFIEL 150976 16.00

Please Print

Name: Gary Brock
Address: 1402 Constitutional

Name: Donna Rock
Address: _____

Name: Ken & Rosalie Klumisch
Address: 1800 Estate LN
Nfld MN 55057-3212

Name: Wayne Kivol
Address: 1003 maple

Name: Anne Larson
Address: 501 St. Olaf Ave
Northfield

Name: Bruce Andersen
Address: 501 St. Olaf Ave.
Northfield

Name: Blair Fowler
Address: 311 Aster Dr
Nfld. Mn.

Name: Peggy Prowe
Address: 5619 9th St E
Northfield

Name: John & Emily Thoms
Address: 832 Fremont St E
Nfld, MN 55057

Name: John Hull
Address: 1291 E. Woodley
Nfld

Name: Teri Knight
Address: 319 Plum St. S

Name: Noel Stratman
Address: 400 Ivanhoe Ave

Name: Sue Warring
Address: 404 Bunker Drive

Name: Lois Stratman
Address: _____

Name: Lore Oberko
Address: 701 Bannberg Ct

Name: KATHIE WESTLUND
Address: 1805 LIA DR
NFLD MN 55057



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OPEN HOUSE ATTENDANCE ROSTER

RE: TH 246 & Jefferson Parkway Roundabout
City of Northfield, MN

Date of Meeting: August 21, 2019
Time of Meeting: 5:00 PM

Project Manager: Wayne Houle
SEH Minnetonka Office

Location: City Hall
SEH No.: NFIEL 150976 16.00

Please Print

Name: Carmen Sevak
Address: 2123 Hidden Valley
Nfld Mn Rd

Name: _____
Address: _____

Name: Tom Baranick
Address: 1501 Rolvaag Ct
Northfield MN

Name: _____
Address: _____

Name: Christian Hakala
Address: 1210 Maple St
Northfield, MN 55057

Name: _____
Address: _____

Name: Laura Hakala
Address: 1210 Maple St
Northfield MN 55057

Name: _____
Address: _____

Name: Thad Monroe
Address: NPD

Name: _____
Address: _____

Name: Jodi Doeden
Address: 905 Superior Dr.
Nfld

Name: _____
Address: _____

Name: _____
Address: _____

Name: _____
Address: _____

Name: _____
Address: _____

Name: _____
Address: _____

TH 246 & Jefferson Parkway Roundabout

COMMENTS & FEEDBACK

* NAME

David Bennett

*

*

*

(* Indicates optional)

COMMENTS:

Circle #2

① Separate left turn from other routes

② ~~Center~~ Center of area of #3 could be a source of truck because of merging into traffic

③ Center of roundabout with #2 much more ^{visually pleasing}

Please leave your feedback in the comment box tonight or mail in with this pre-addressed card. Comments may also be directed to David Bennett at david.bennett@ci.northfield.mn.us or by phone at (507) 645-3006. Your feedback will be shared with project staff and included in the project record. For more information on the project, go to www.ci.northfield.mn.us/1070/Highway-246-and-Jefferson-Parkway-Inter

TH 246 & Jefferson Parkway Roundabout

COMMENTS & FEEDBACK

* NAME Peggy Prowe
* EMAIL [REDACTED] * PHONE [REDACTED]
* ADDRESS 619 9th St E, Nd.

(* Indicates optional)

COMMENTS: Alternative 2 would serve the community and
the state trail best.
Minimal - alternative 1.
The underpasses look very pedestrian / bicycle friendly.

Please leave your feedback in the comment box tonight or mail in with this pre-addressed card. Comments may also be directed to David Bennett at david.bennett@ci.northfield.mn.us or by phone at (507) 645-3006. Your feedback will be shared with project staff and included in the project record. For more information on the project, go to www.ci.northfield.mn.us/1070/Highway-246-and-Jefferson-Parkway-Inters

TH 246 & Jefferson Parkway Roundabout

COMMENTS & FEEDBACK

* NAME Lori Oberito * PHONE _____

* EMAIL _____

* ADDRESS 701 Bamberg Ct Northfield MN 55057

(* Indicates optional)

COMMENTS: 4 underpasses please

Please leave your feedback in the comment box tonight or mail in with this pre-addressed card. Comments may also be directed to David Bennett at david.bennett@ci.northfield.mn.us or by phone at (507) 645-3006. Your feedback will be shared with project staff and included in the project record. For more information on the project, go to www.ci.northfield.mn.us/1070/Highway-246-and-Jefferson-Parkway-Inters

TH 246 & Jefferson Parkway Roundabout

COMMENTS & FEEDBACK

* NAME Ken + Rosalie Klimisch * PHONE [REDACTED]
* EMAIL [REDACTED]
* ADDRESS 1800 Estate Lane Nfld MN.

(* Indicates optional)

COMMENTS:

- Alternative #2 seems safest method.
- Shorten ^{nose of} grass median on Jefferson Pkwy that blocks exit (to left) from Estate Lane on to Jefferson Pkwy.

Please leave your feedback in the comment box tonight or mail in with this pre-addressed card. Comments may also be directed to David Bennett at david.bennett@ci.northfield.mn.us or by phone at (507) 645-3006. Your feedback will be shared with project staff and included in the project record. For more information on the project, go to www.ci.northfield.mn.us/1070/Highway-246-and-Jefferson-Parkway-Inters

TH 246 & Jefferson Parkway Roundabout

COMMENTS & FEEDBACK

* NAME Linne Jensen * PHONE [REDACTED]
* EMAIL [REDACTED]
* ADDRESS 20 Park Dr.

(* Indicates optional)

Roundabout for motor vehicles is great.
COMMENTS: Alternative 3 is best - separates motor vehicles from pedestrians/bicyclists while allowing pedestrians/bicyclists direct crossing option - convenient AND safe.
Also has great options for public art.
Thanks

Please leave your feedback in the comment box tonight or mail in with this pre-addressed card. Comments may also be directed to David Bennett at david.bennett@ci.northfield.mn.us or by phone at (507) 645-3006. Your feedback will be shared with project staff and included in the project record. For more information on the project, go to www.ci.northfield.mn.us/1070/Highway-246-and-Jefferson-Parkway-Inters

TH 246 & Jefferson Parkway Roundabout

COMMENTS & FEEDBACK

* NAME Evelyn Burr

* EMAIL [REDACTED]

* PHONE [REDACTED]

* ADDRESS 888 Cannon Valley Dr # 103

55057

(* Indicates optional)

COMMENTS: I like roundabouts. I prefer underground to
surface level for pedestrians + 4 under instead
of 2.

Please leave your feedback in the comment box tonight or mail in with this pre-addressed card. Comments may also be directed to David Bennett at david.bennett@ci.northfield.mn.us or by phone at (507) 645-3006. Your feedback will be shared with project staff and included in the project record. For more information on the project, go to www.ci.northfield.mn.us/1070/Highway-246-and-Jefferson-Parkway-Inters

TH 246 & Jefferson Parkway Roundabout

COMMENTS & FEEDBACK

* NAME Sue Warring

* EMAIL _____

* PHONE [REDACTED]

* ADDRESS 404 Bunker Drive

(* Indicates optional)

COMMENTS: #2 seems to be safest for all children crossing
Also safest for cars!

Please leave your feedback in the comment box tonight or mail in with this pre-addressed card. Comments may also be directed to David Bennett at david.bennett@ci.northfield.mn.us or by phone at (507) 645-3006. Your feedback will be shared with project staff and included in the project record. For more information on the project, go to www.ci.northfield.mn.us/1070/Highway-246-and-Jefferson-Parkway-Inters

TH 246 & Jefferson Parkway Roundabout

COMMENTS & FEEDBACK

* NAME Marcia (1) arrun* PHONE _____
* EMAIL [REDACTED]
* ADDRESS 704 Bunker

(* Indicates optional)

COMMENTS: I prefer Alternative #2. Your #3
will see teenagers hanging out = getting into
trouble

Please leave your feedback in the comment box tonight or mail in with this pre-addressed card. Comments may also be directed to David Bennett at david.bennett@ci.northfield.mn.us or by phone at (507) 645-3006. Your feedback will be shared with project staff and included in the project record. For more information on the project, go to www.ci.northfield.mn.us/1070/Highway-246-and-Jefferson-Parkway-Inters

TH 246 & Jefferson Parkway Roundabout

COMMENTS & FEEDBACK

* NAME Frank Kelly * PHONE [REDACTED]
* EMAIL _____
* ADDRESS _____

(* Indicates optional)

COMMENTS: Please continue to try to convince
MNDOT to bring the speed limit
down to 30 mph @ the city limit @ 246

Please leave your feedback in the comment box tonight or mail in with this pre-addressed card. Comments may also be directed to David Bennett at david.bennett@ci.northfield.mn.us or by phone at (507) 645-3006. Your feedback will be shared with project staff and included in the project record. For more information on the project, go to www.ci.northfield.mn.us/1070/Highway-246-and-Jefferson-Parkway-Inters

TH 246 & Jefferson Parkway Roundabout

COMMENTS & FEEDBACK

* NAME Mar Valdecarlos * PHONE [REDACTED]
* EMAIL [REDACTED]
* ADDRESS 6 Foreway Drive

(* Indicates optional)

COMMENTS: After so many years I am thrilled we are
already in the beginning stages of this important
work.

Please leave your feedback in the comment box tonight or mail in with this pre-addressed card. Comments may also be directed to David Bennett at david.bennett@ci.northfield.mn.us or by phone at (507) 645-3006. Your feedback will be shared with project staff and included in the project record. For more information on the project, go to www.ci.northfield.mn.us/1070/Highway-246-and-Jefferson-Parkway-Inters

TH 246 & Jefferson Parkway Roundabout

COMMENTS & FEEDBACK

* NAME Steve Janusz * PHONE [REDACTED]

* EMAIL [REDACTED]

* ADDRESS 1741 Quie Ln Northfield

(* Indicates optional)



COMMENTS: Appreciate the process used to evaluate solutions

to a difficult intersection. I feel alternative 2
presents the best in safety and how it will look for
people entering and leaving the city downtown.

[REDACTED]

Please leave your feedback in the comment box tonight or mail in with this pre-addressed card. Comments may also be directed to David Bennett at david.bennett@ci.northfield.mn.us or by phone at (507) 645-3006. Your feedback will be shared with project staff and included in the project record. For more information on the project, go to www.ci.northfield.mn.us/1070/Highway-246-and-Jefferson-Parkway-Inters

TH 246 & Jefferson Parkway Roundabout

COMMENTS & FEEDBACK

* NAME ERIC JOHANSON * PHONE [REDACTED]
* EMAIL [REDACTED]
* ADDRESS 613 UNION ST.

(* Indicates optional)

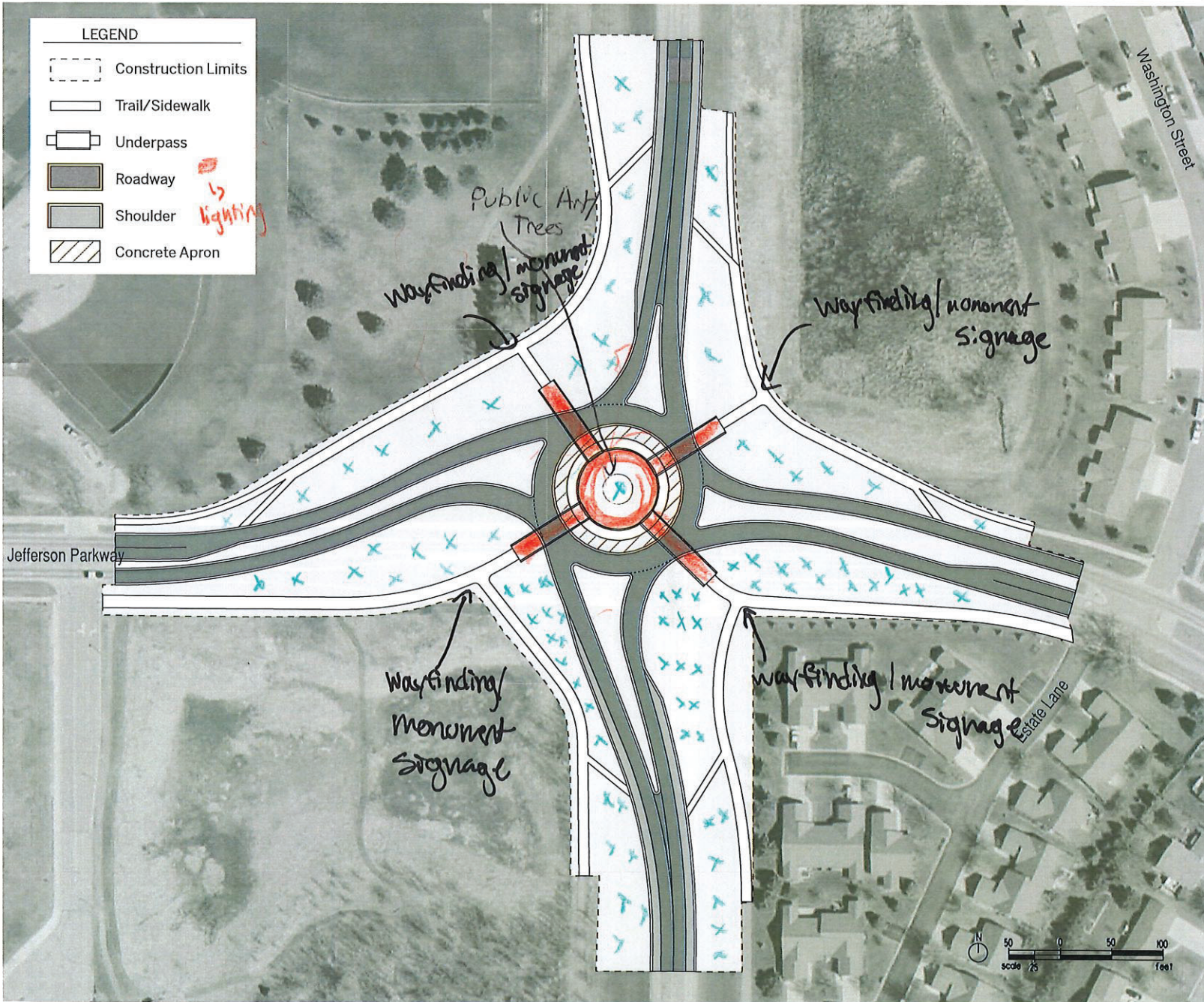
COMMENTS: MAKE SURE OPTION 2 HAS SUFFICIENT WIDTH FOR
A PEDESTRIAN LANE + 2 ONE-WAY BIKE LANES

Please leave your feedback in the comment box tonight or mail in with this pre-addressed card. Comments may also be directed to David Bennett at david.bennett@ci.northfield.mn.us or by phone at (507) 645-3006. Your feedback will be shared with project staff and included in the project record. For more information on the project, go to www.ci.northfield.mn.us/1070/Highway-246-and-Jefferson-Parkway-Inters

INTERSECTION ILLUSTRATION

ALTERNATIVE 3

x = trees/prairie



This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. With this scenario, all pedestrians and bicycles would be separated from vehicle traffic. The underpass would end in the center of the roundabout creating an internal pedestrian-bike intersection with artistic elements added within the roundabout below grade.

Cost impact for a \$200,000 home is \$21/year for 10-years.

I like this alternative best because:

It provides the safest method of transportation for pedestrians/cyclists

My ideal Features include:

- Trees alongside the road and inside the center of the roundabout
- tunnels that go under the roads should have adequate lighting as

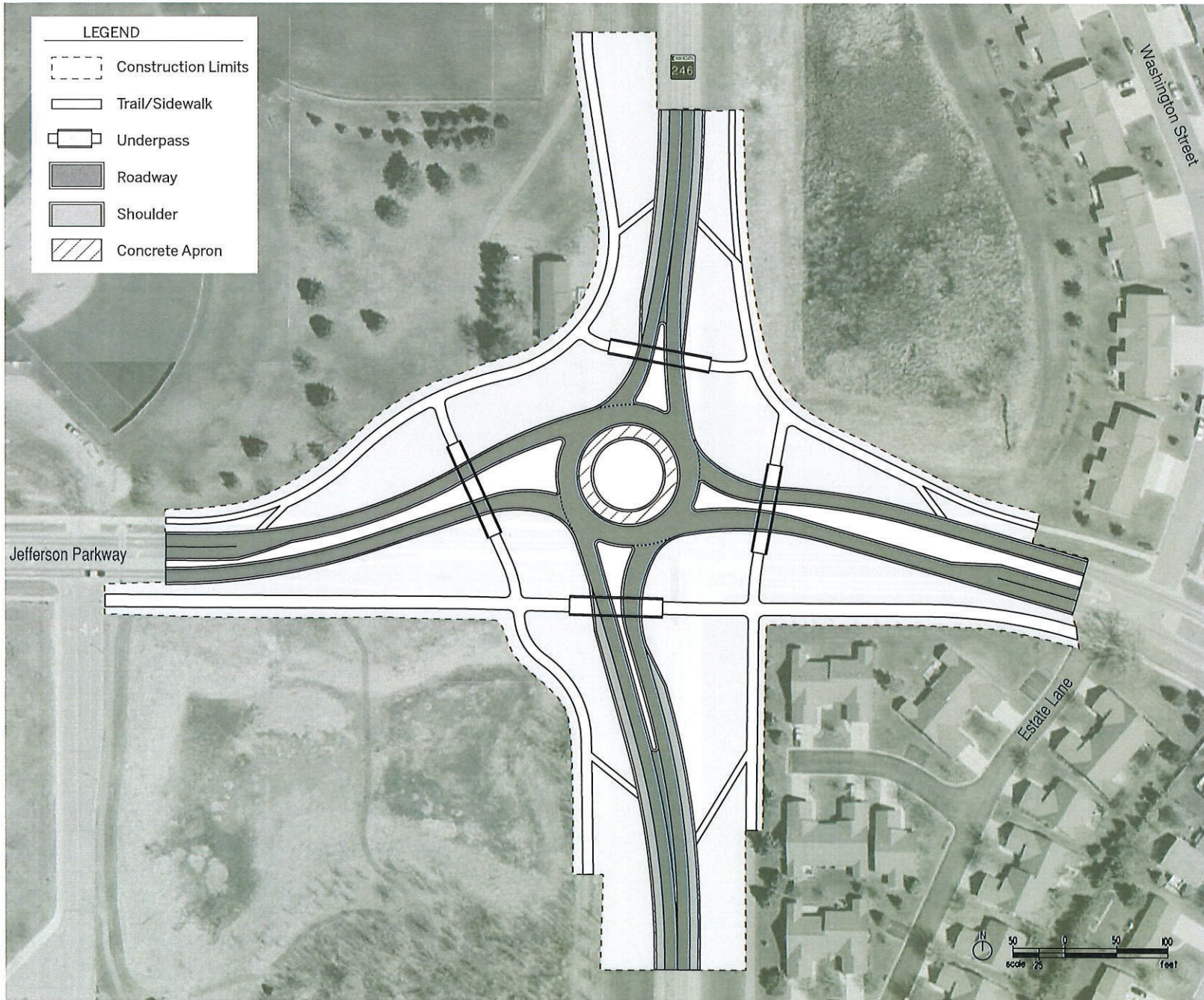
Notes/comments: well in the center

This option proves to be the most efficient for drivers as they do not need to worry about peds/cyclists.

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 2



This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. In this scenario all pedestrian and bikes would be separated from vehicle traffic.

Cost impact for a \$200,000 home is \$20/year for 10-years.

I like this alternative best because:

Easy access to every direction.

Pedestrian underpass.
Safe for students.
Easy to bike to school.
My ideal Features include:

Good lighting, on underpass!
Make it seem like you are not in a tunnel - openings? greens?

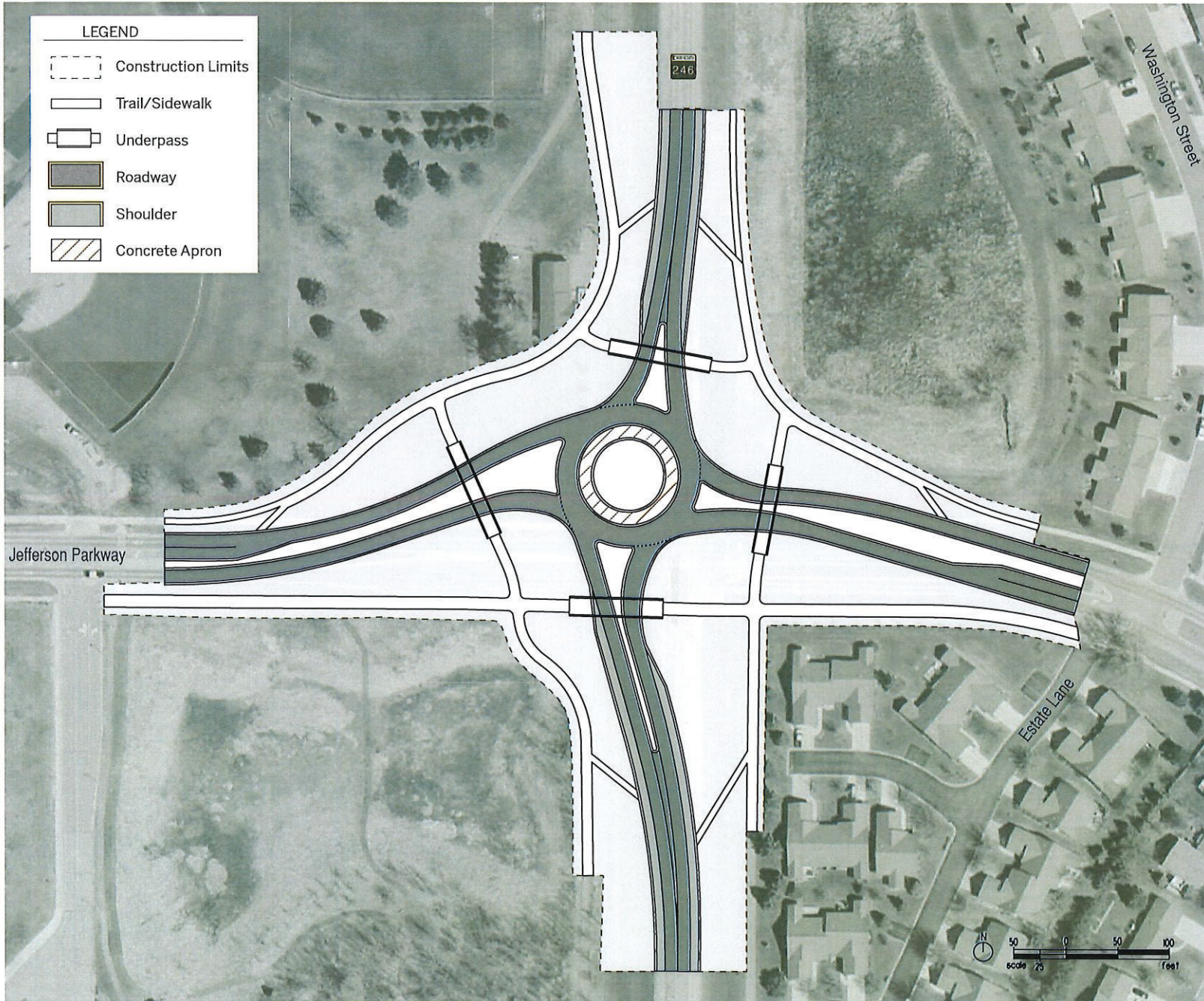
Notes/comments:

Keeps bikes going in the same direction (as opposed to # 3)

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 2



This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. In this scenario all pedestrian and bikes would be separated from vehicle traffic.

Cost impact for a \$200,000 home is \$20/year for 10-years.

I like this alternative best because:

Direct, safe ped/bike routes in all directions.

My ideal Features include:

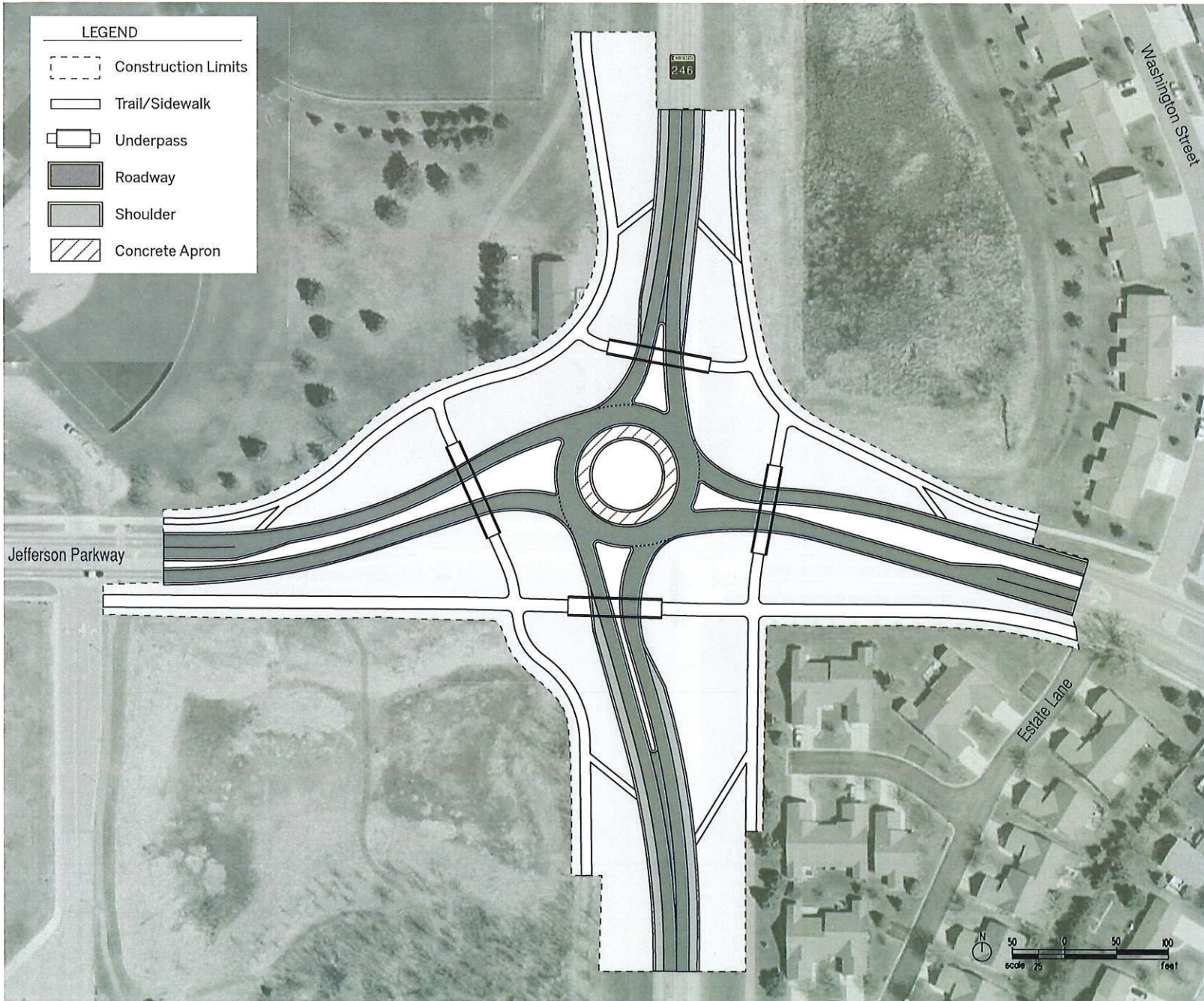
Bike/ped separation for maximum safety (good marking, making it clear where peds and bikes belong)

Notes/comments: Minimizes distance to travel (important for peds) and turns for bikes

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 2



This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. In this scenario all pedestrian and bikes would be separated from vehicle traffic.

Cost impact for a \$200,000 home is \$20/year for 10-years.

I like this alternative best because:

all cross walks are underground safer for all children + drivers

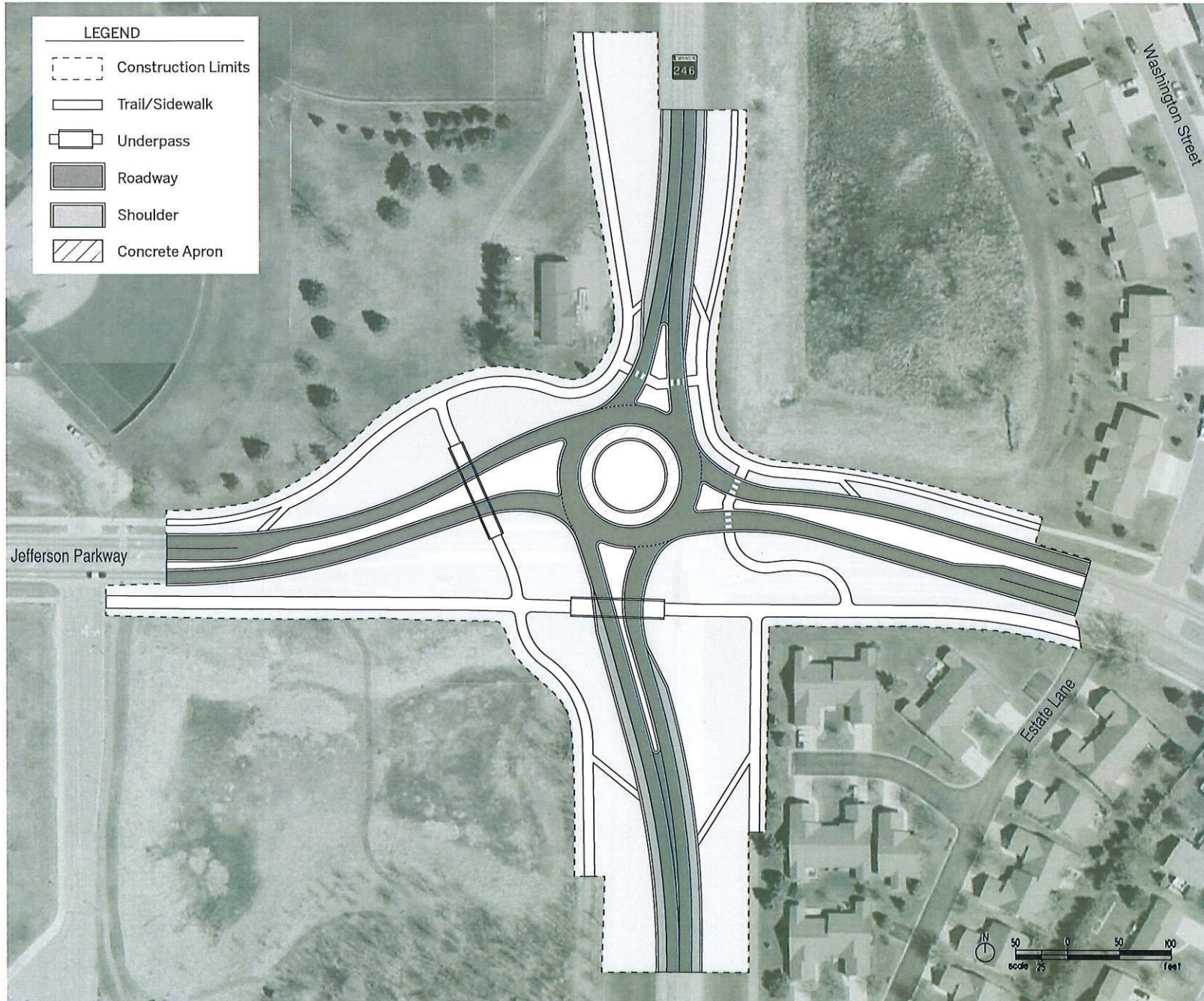
My ideal Features include:

Notes/comments:

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 1



This roundabout alternative includes 2 grade separated pedestrian underpasses: one on the west side of the roundabout connecting the school campus and one on the south side connecting the Mill Towns State Trail. The east and north sides of the intersection would have at grade pedestrian crossings.

Cost impact for a \$200,000 home is \$15/year for 10-years.

I like this alternative best because:

NO

My ideal Features include:

unsafe or inconvenient for pedestrians to cross

Notes/comments:

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 2

This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. In this scenario all pedestrian and bikes would be separated from vehicle traffic.

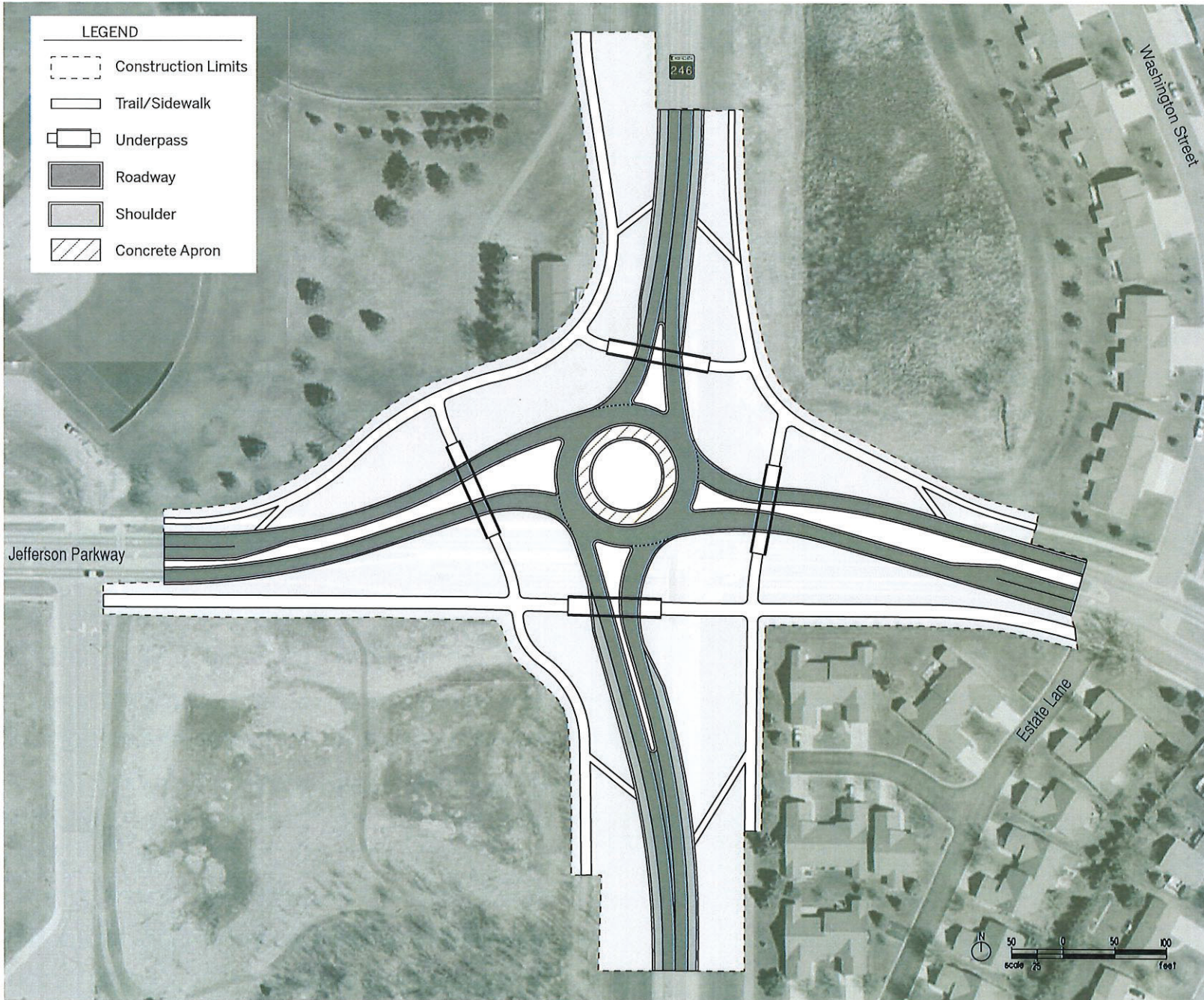
Cost impact for a \$200,000 home is \$20/year for 10-years.

I like this alternative best because:

OK but pedestrian crossings inconvenient

My ideal Features include:

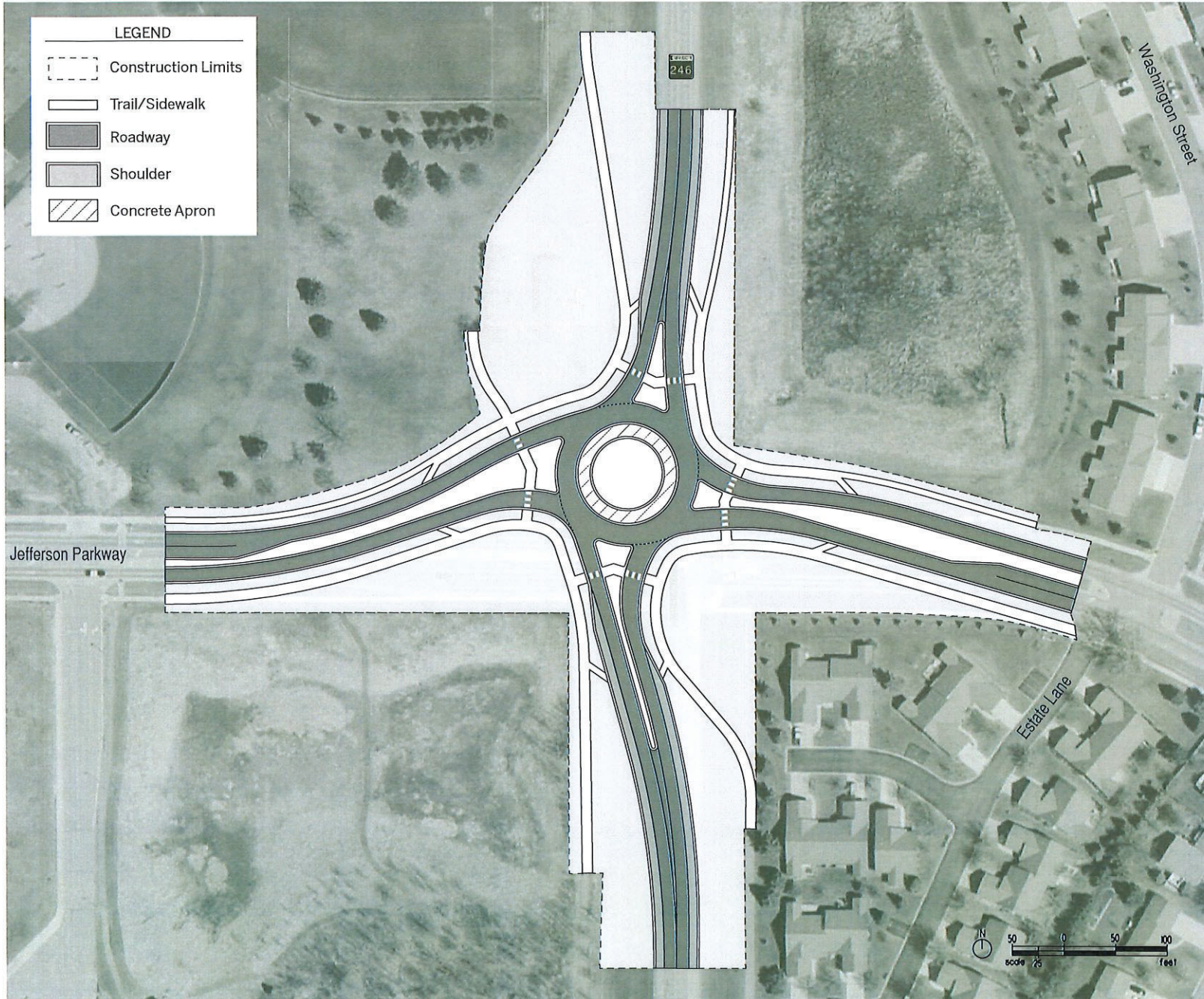
Notes/comments:



WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 4



This roundabout option includes at grade pedestrian crossings on all four legs of the intersection. It would not provide any grade separated crossings for pedestrians or the Mill Towns State Trail.

There is no additional tax impact with this alternative.

I like this alternative best because:



My ideal Features include:

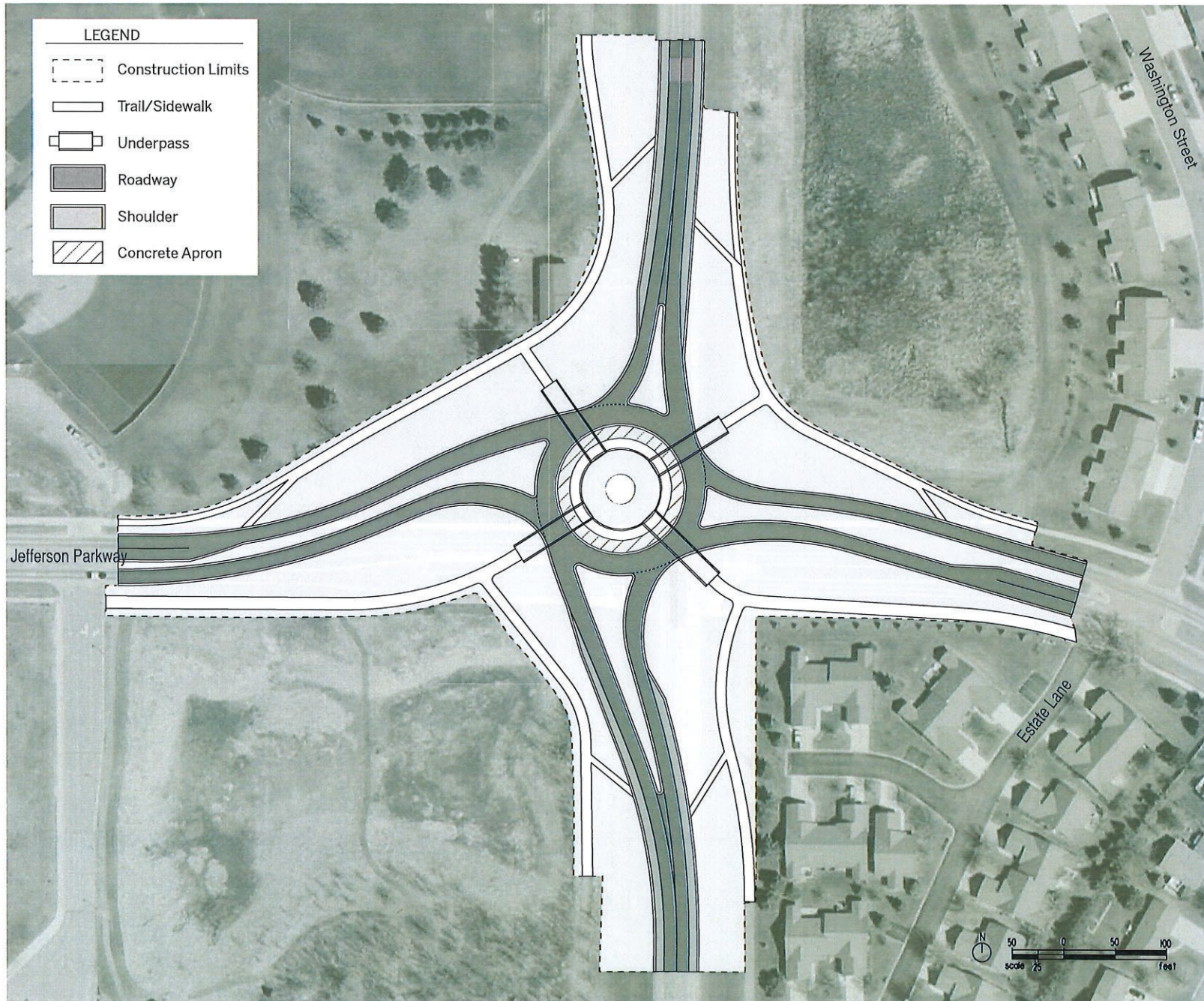
unsafe for pedestrians

Notes/comments:

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 3



This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. With this scenario, all pedestrians and bicycles would be separated from vehicle traffic. The underpass would end in the center of the roundabout creating an internal pedestrian-bike intersection with artistic elements added within the roundabout below grade.

Cost impact for a \$200,000 home is \$21/year for 10-years.

I like this alternative best because:

Pedestrian/Bicycle traffic separated from motor vehicles. Pedestrian/Biker routes more direct.

My ideal Features include:

internal pedestrian bike intersection. Round-about for motor vehicles.

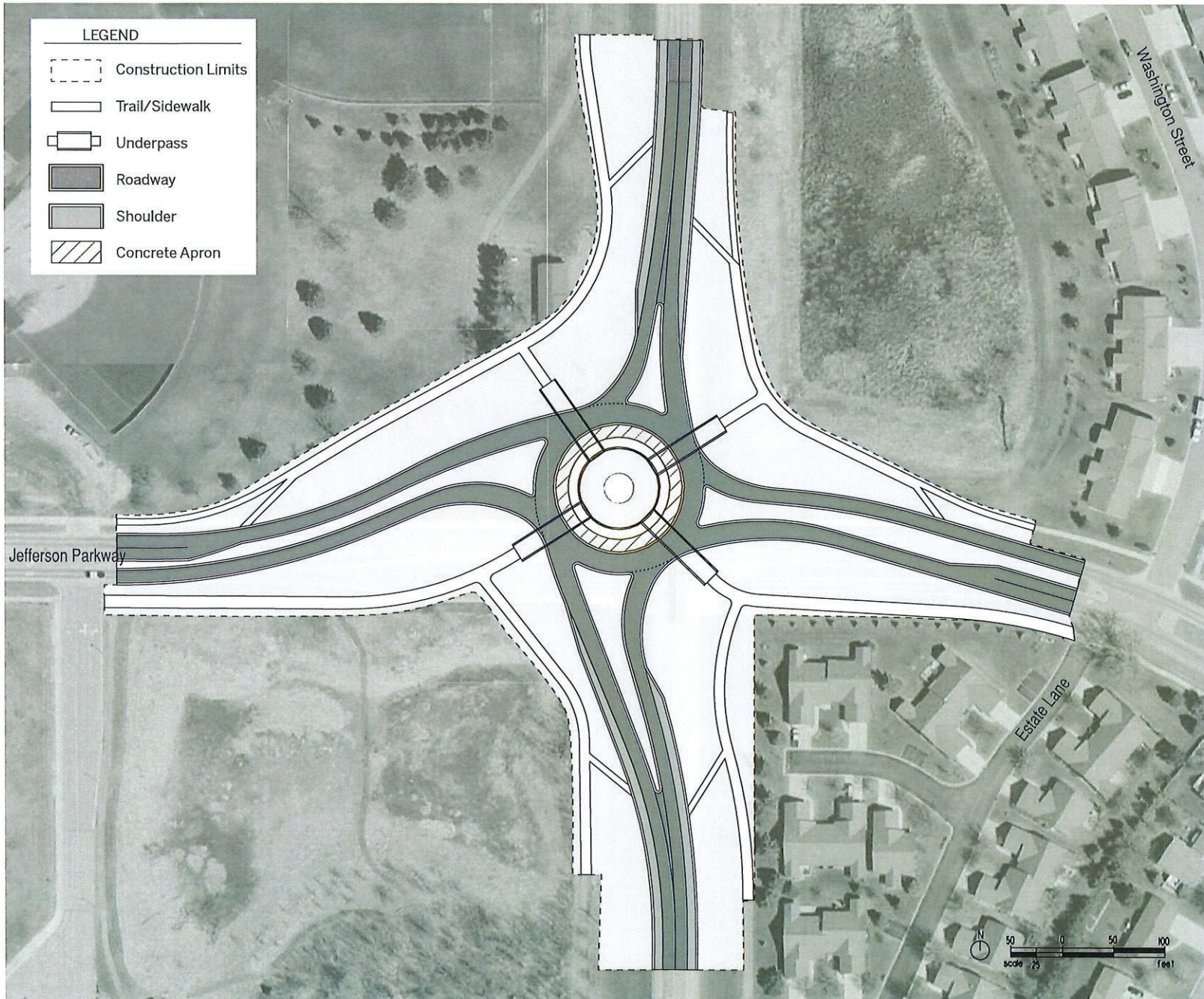
Notes/comments:

All directions have equal consideration. Great options for public art.

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 3



This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. With this scenario, all pedestrians and bicycles would be separated from vehicle traffic. The underpass would end in the center of the roundabout creating an internal pedestrian-bike intersection with artistic elements added within the roundabout below grade.

Cost impact for a \$200,000 home is \$21/year for 10-years.

I like this alternative best because:

Keeps traffic flowing

No at-grade crossings

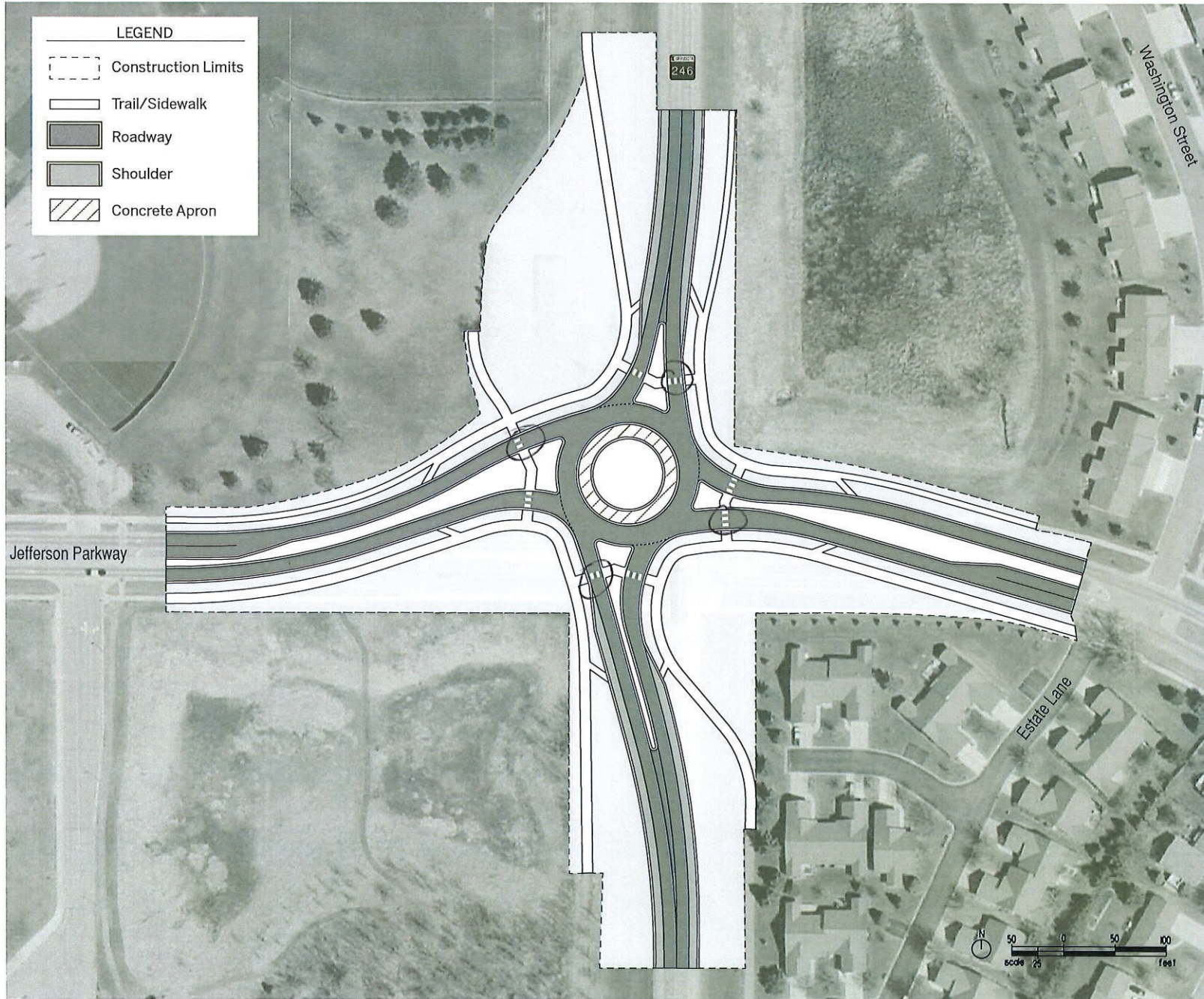
My ideal Features include:

Notes/comments:

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 4



This roundabout option includes at grade pedestrian crossings on all four legs of the intersection. It would not provide any grade separated crossings for pedestrians or the Mill Towns State Trail.

There is no additional tax impact with this alternative.

dislike
I like this alternative best because:

- Dangerous crossings

Crosswalks will stop traffic from exiting roundabout

My ideal Features include:

Notes/comments:

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 2

This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. In this scenario all pedestrian and bikes would be separated from vehicle traffic.

Cost impact for a \$200,000 home is \$20/year for 10-years.

I like this alternative best because:

I liked the easy-to-see-through underpasses described on the intro

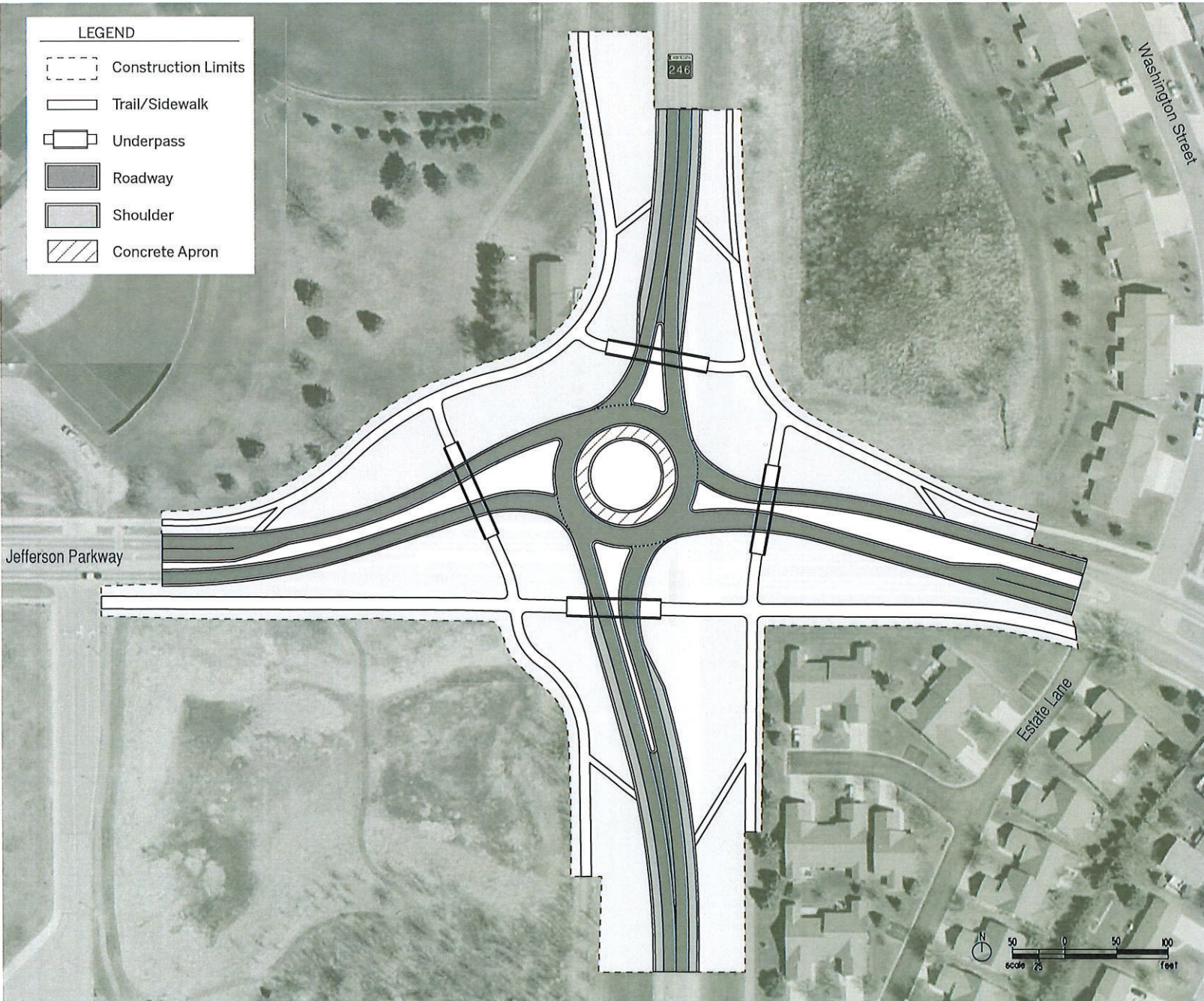
My ideal Features include:

session - 4 separate underpasses best for all-pedestrians, bikers and

Notes/comments: *dog walkers please no high growth on center circle - leave car -*

LEGEND

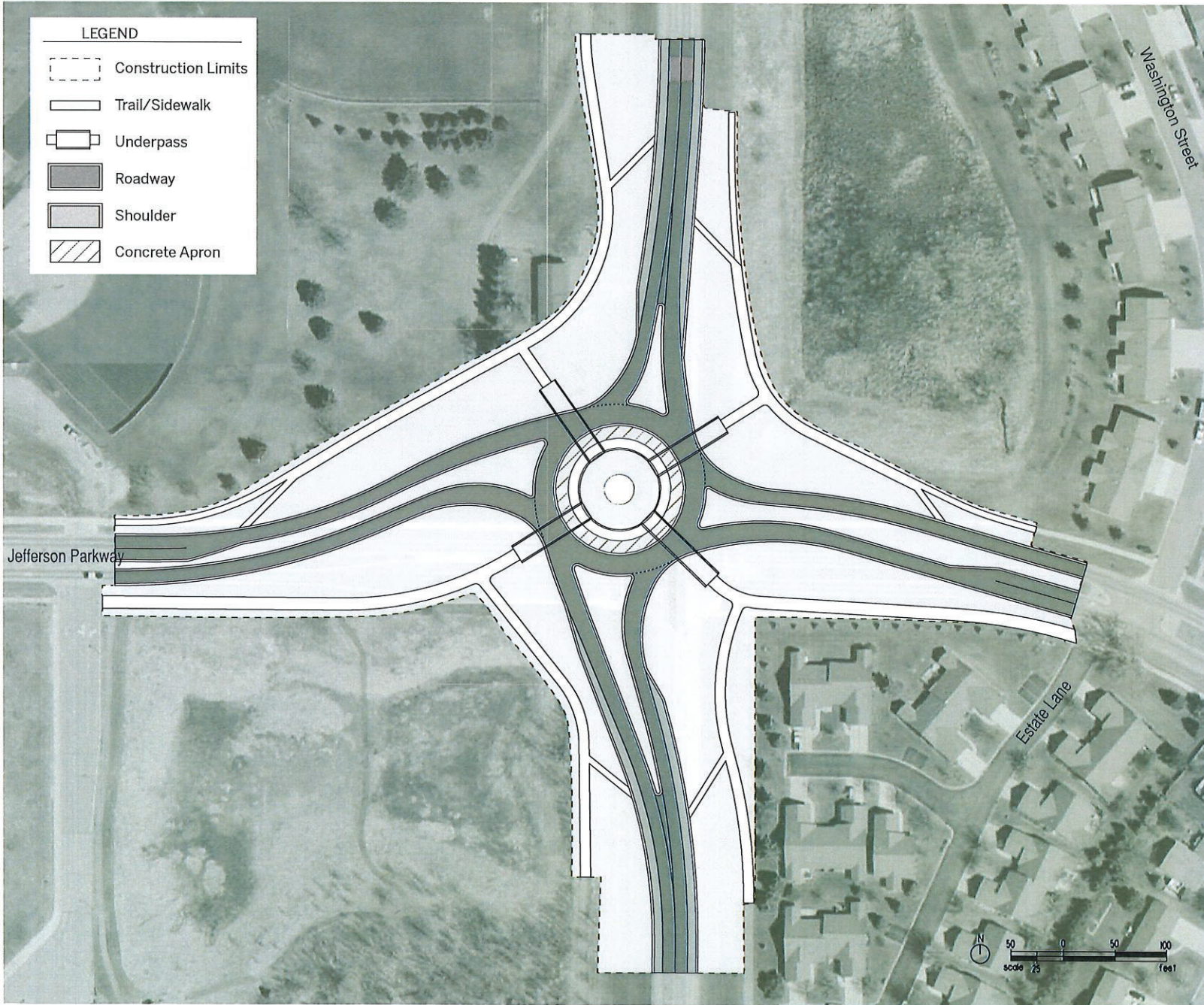
-  Construction Limits
-  Trail/Sidewalk
-  Underpass
-  Roadway
-  Shoulder
-  Concrete Apron



WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 3



This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. With this scenario, all pedestrians and bicycles would be separated from vehicle traffic. The underpass would end in the center of the roundabout creating an internal pedestrian-bike intersection with artistic elements added within the roundabout below grade.

Cost impact for a \$200,000 home is \$21/year for 10-years.

I like this alternative best because:

My ideal Features include:

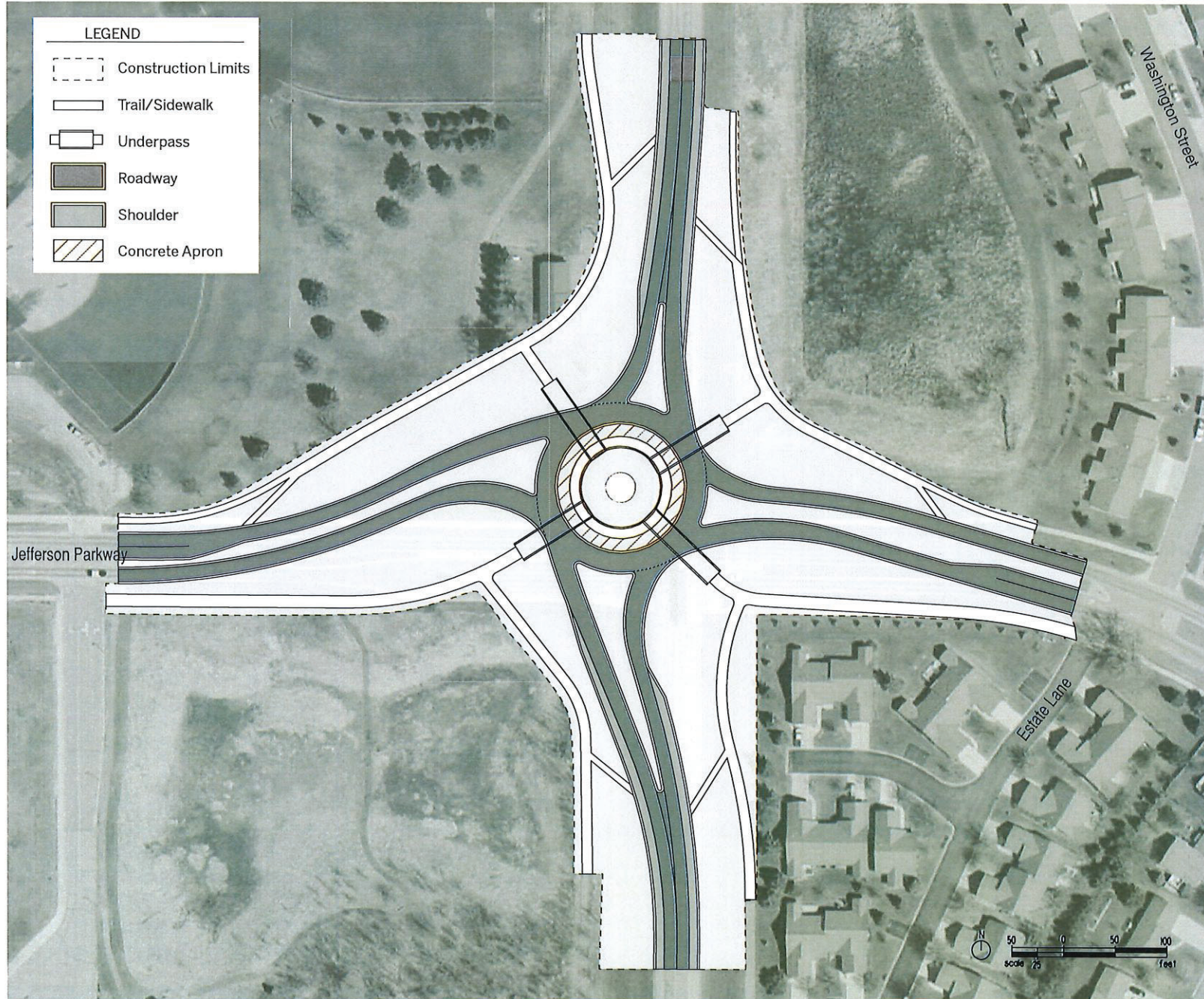
Notes/comments:

not great for dog walkers

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 3



This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. With this scenario, all pedestrians and bicycles would be separated from vehicle traffic. The underpass would end in the center of the roundabout creating an internal pedestrian-bike intersection with artistic elements added within the roundabout below grade.

Cost impact for a \$200,000 home is \$21/year for 10-years.

I like this alternative best because:

straight thru crossings

My ideal Features include:

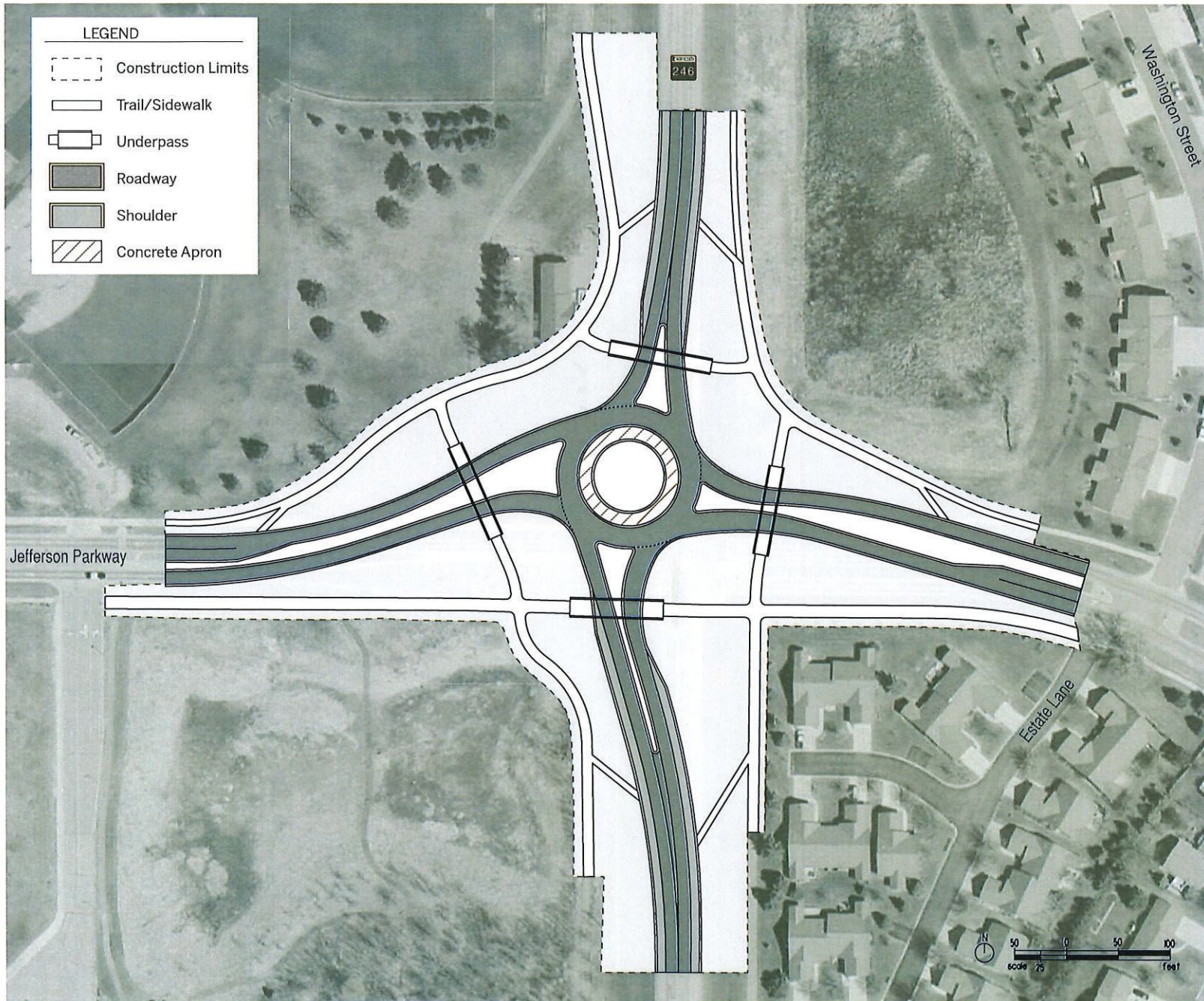
*if this - Northfield
signage / natural /
artistic concrete on
middle plaza area*

Notes/comments:

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 2



This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. In this scenario all pedestrian and bikes would be separated from vehicle traffic.

Cost impact for a \$200,000 home is \$20/year for 10-years.

I like this alternative best because:

all underpass crossing

My ideal Features include:

*prairie/native planting
northfield signage*

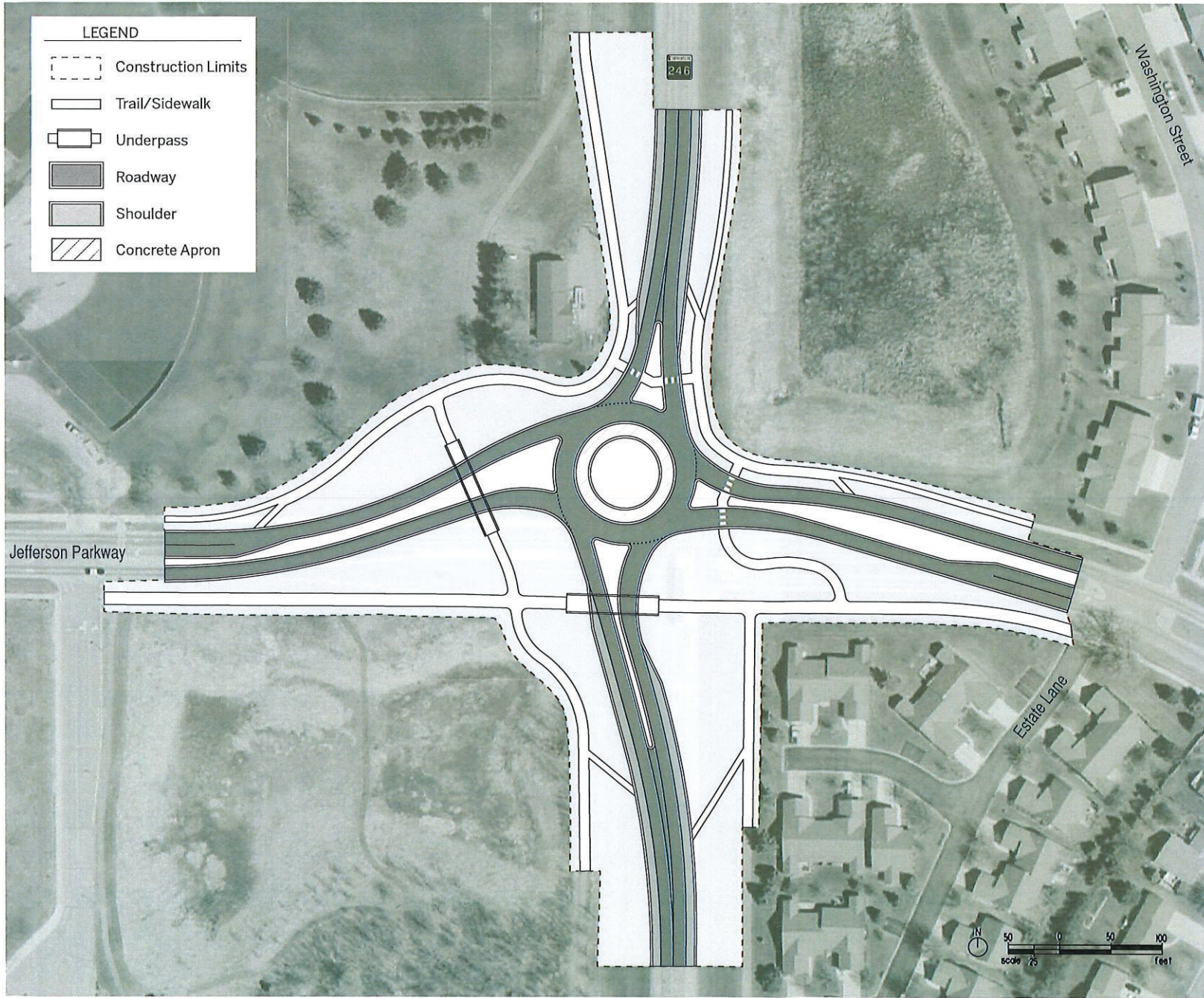
Notes/comments:

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 1

3



This roundabout alternative includes 2 grade separated pedestrian underpasses: one on the west side of the roundabout connecting the school campus and one on the south side connecting the Mill Towns State Trail. The east and north sides of the intersection would have at grade pedestrian crossings.

Cost impact for a \$200,000 home is \$15/year for 10-years.

I like this alternative best because:



My ideal Features include:

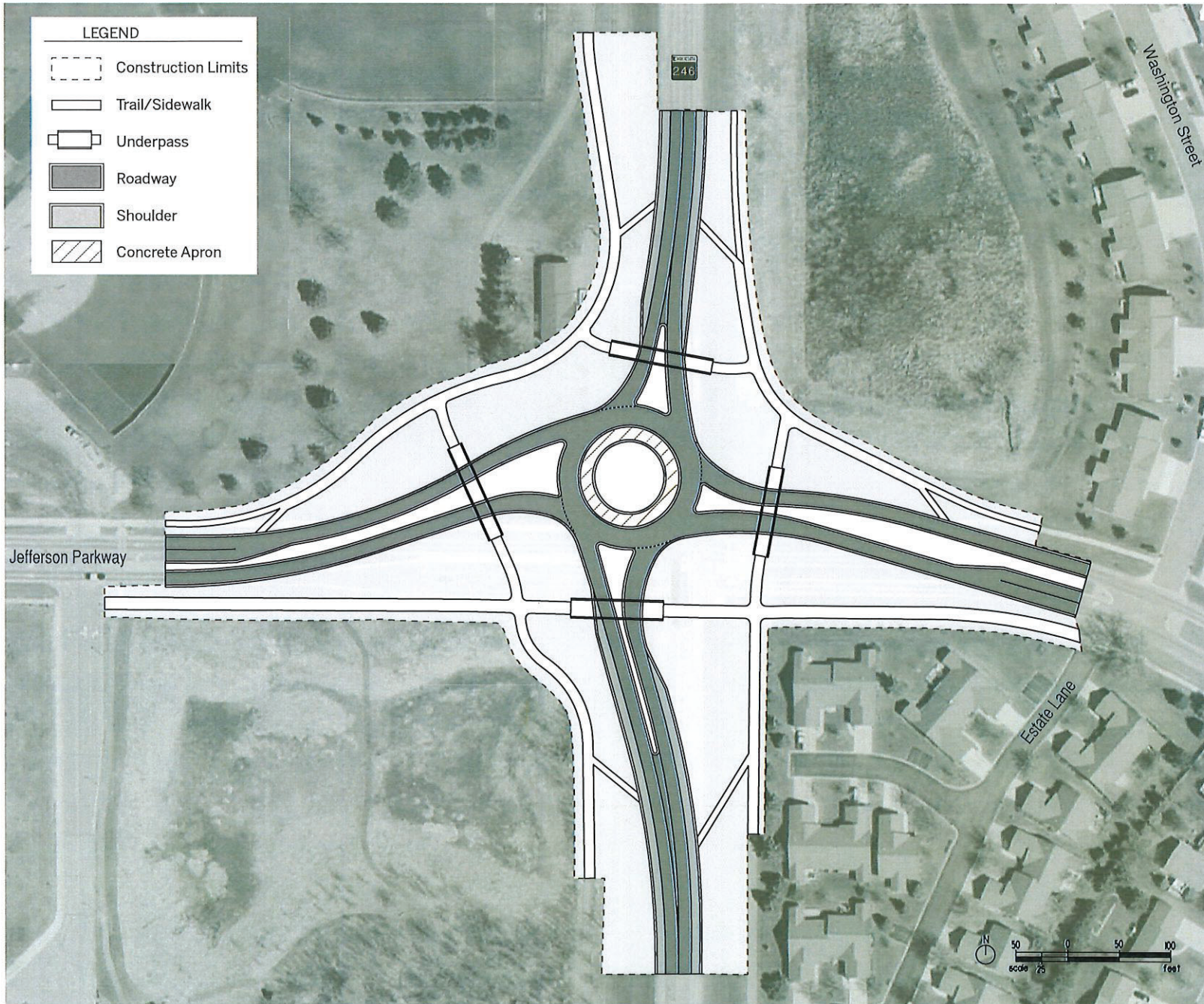
Notes/comments:

two underpasses are not sufficient. people will still attempt to cross at grade, potentially unsafely

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 2



① is roundabout alternative
cludes grade separated
pedestrian underpasses
on all four legs of the
intersection. In this
scenario all pedestrian and
bikes would be separated
from vehicle traffic.

Cost impact for a \$200,000
home is \$20/year for 10-years.

I like this alternative best
because:

*clear / direct crossings
for pedestrians*

My ideal Features include:

*public art, native
forest and prairie
plantings throughout,
enhanced intersection
treatments*

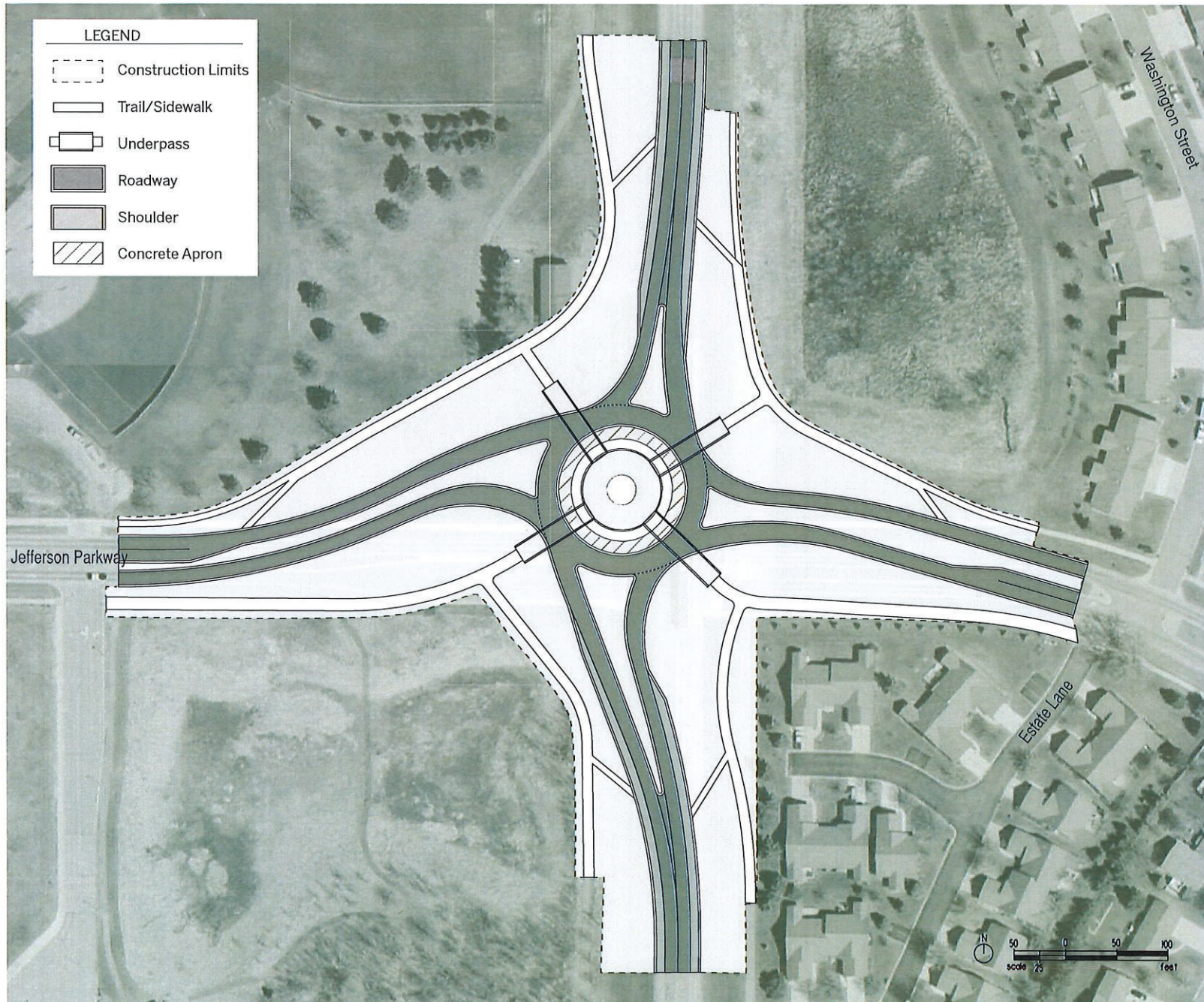
Notes/comments:

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 3

2



This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. With this scenario, all pedestrians and bicycles would be separated from vehicle traffic. The underpass would end in the center of the roundabout creating an internal pedestrian-bike intersection with artistic elements added within the roundabout below grade.

Cost impact for a \$200,000 home is \$21/year for 10-years.

I like this alternative best because:

My ideal Features include:

Notes/comments:
would be acceptable but seems overly complicated

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 4

4

This roundabout option includes at grade pedestrian crossings on all four legs of the intersection. It would not provide any grade separated crossings for pedestrians or the Mill Towns State Trail.

There is no additional tax impact with this alternative.

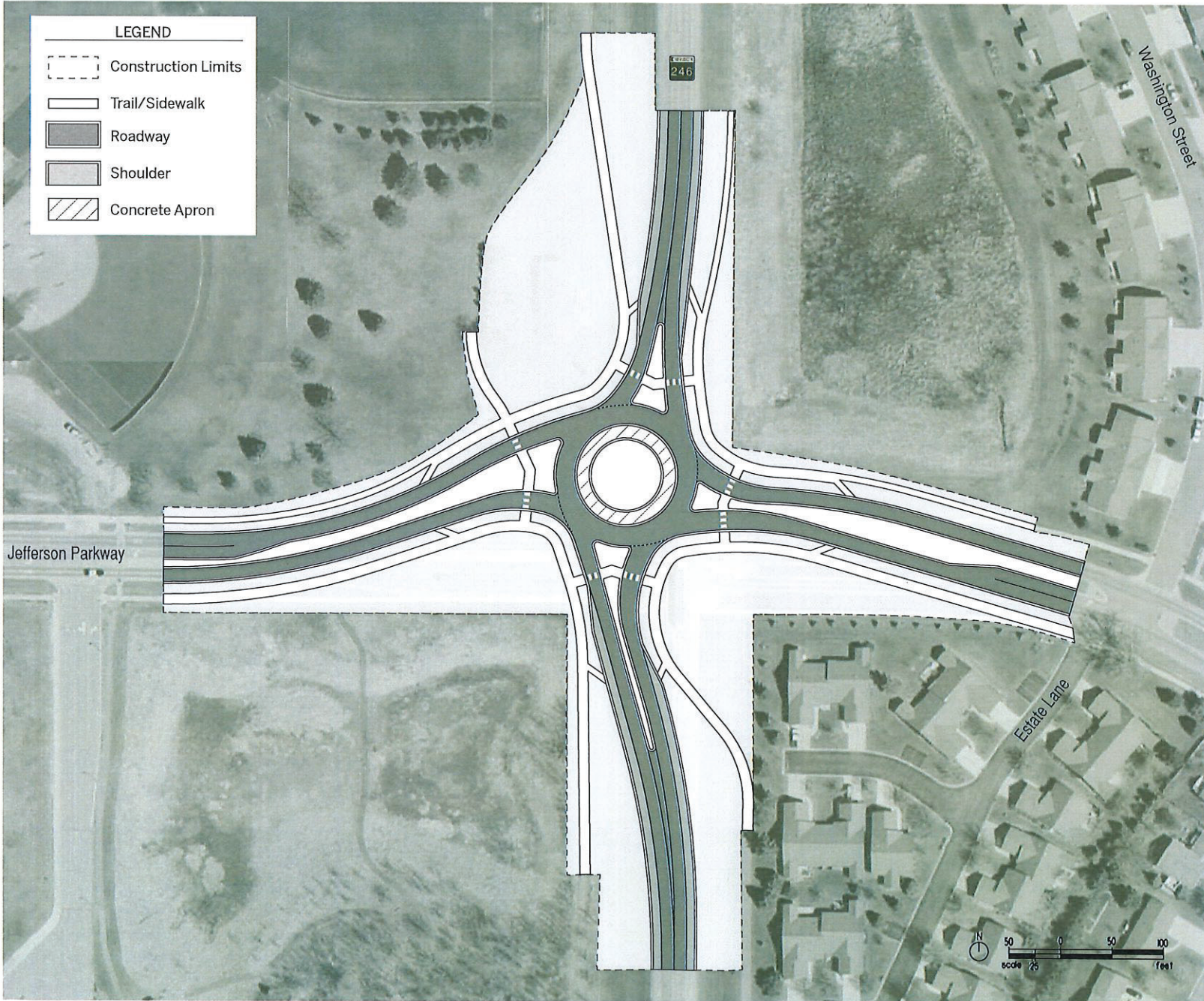
I like this alternative best because:



My ideal Features include:

Notes/comments:

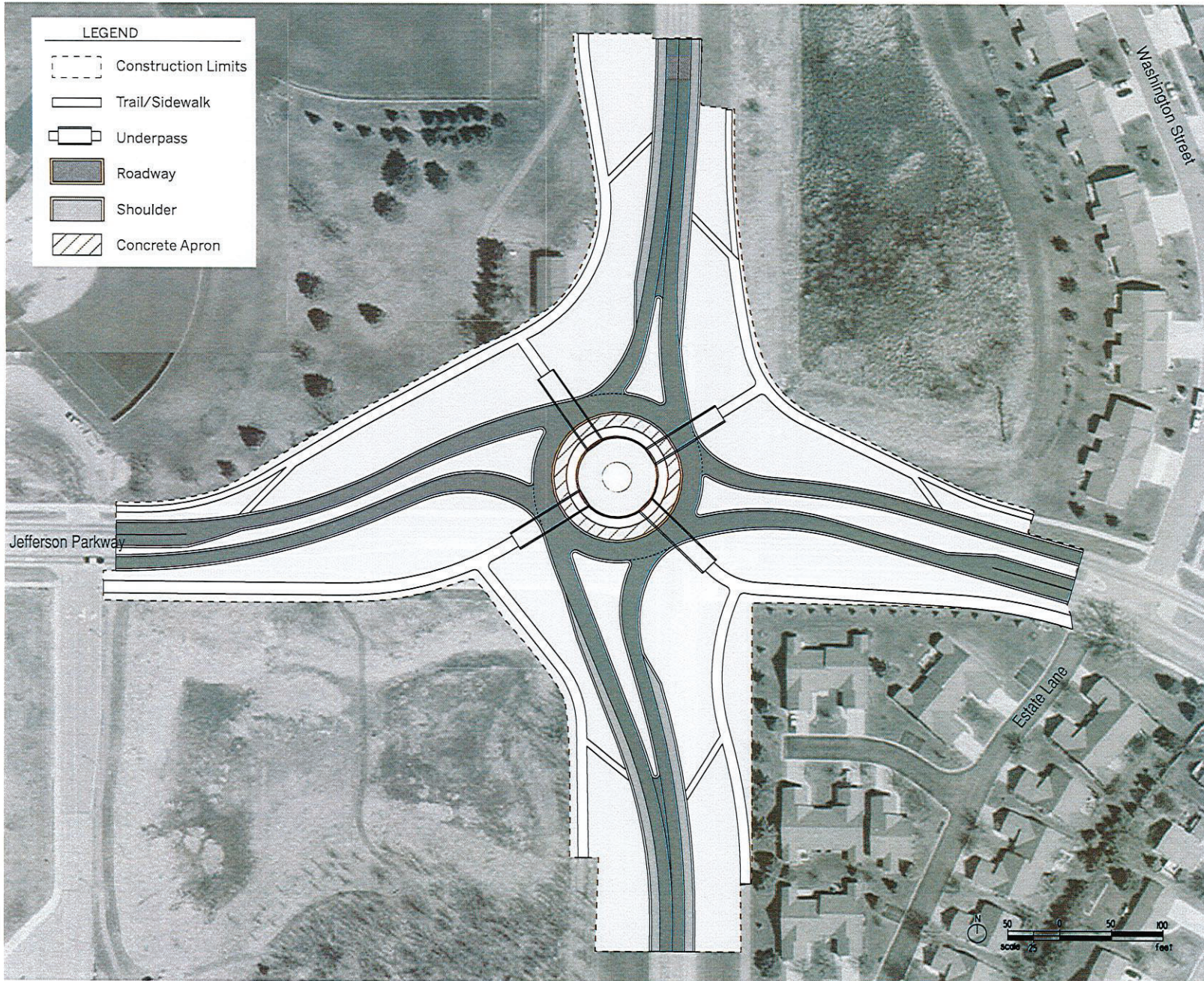
seems like the least safe option for all kinds of traffic



WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 3



This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. With this scenario, all pedestrians and bicycles would be separated from vehicle traffic. The underpass would end in the center of the roundabout creating an internal pedestrian-bike intersection with artistic elements added within the roundabout below grade.

Cost impact for a \$200,000 home is \$21/year for 10-years.

I like this alternative best because:

all pedestrian + bikes separated from cars

My ideal Features include:

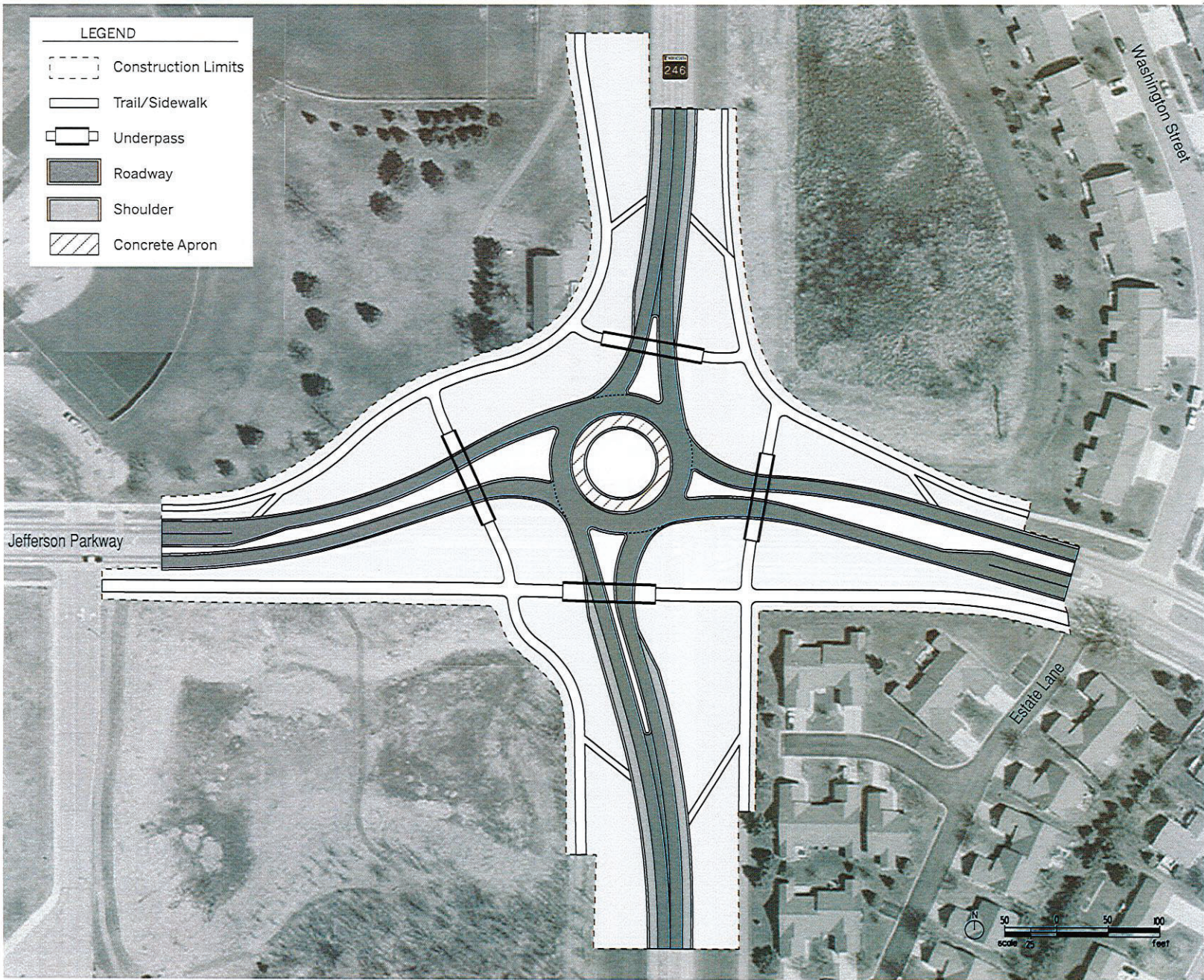
*enhanced lighting
naturalized planting*

Notes/comments:

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 2



This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. In this scenario all pedestrian and bikes would be separated from vehicle traffic.

Cost impact for a \$200,000 home is \$20/year for 10-years.

I like this alternative best because:

all pedestrian + bikes separated

My ideal Features include:

*enhanced lighting
native plantings*

Notes/comments:

like alternative 3 as well but concerned about snow removal in pedestrian bike center

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION ALTERNATIVE 2

This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. In this scenario all pedestrian and bikes would be separated from vehicle traffic.

Cost impact for a \$200,000 home is \$20/year for 10-years.

I like this alternative best because:

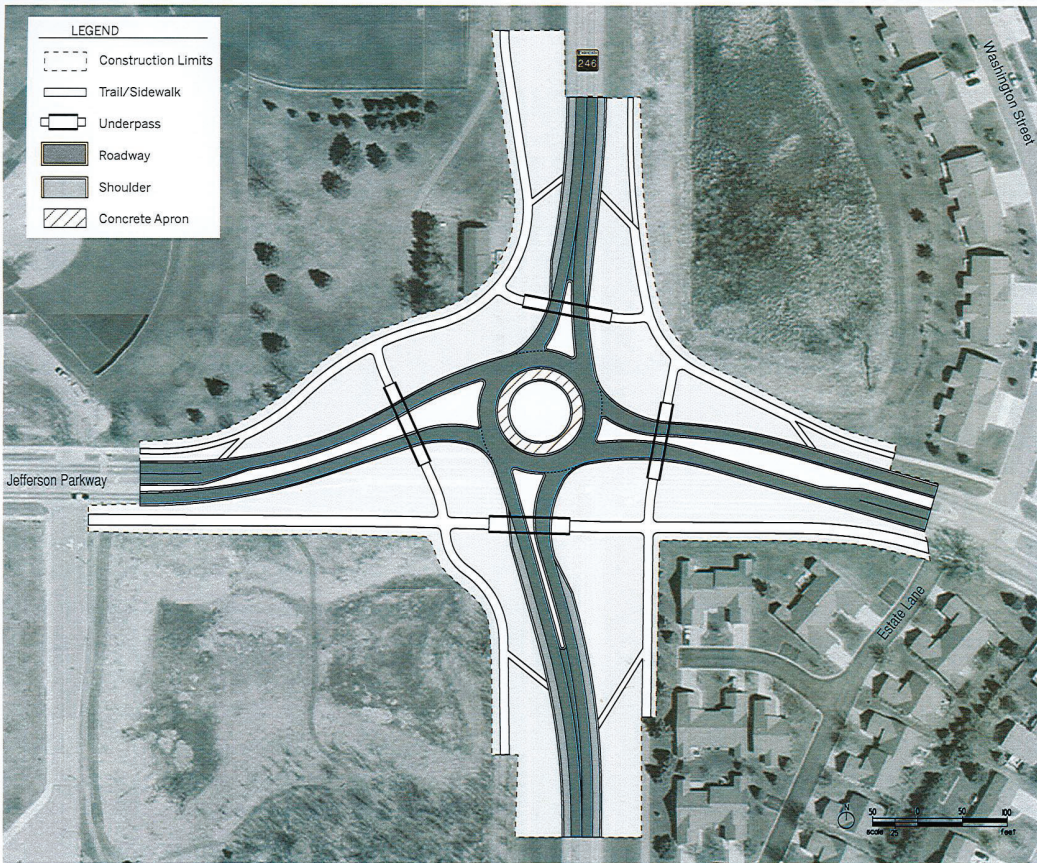
- Keep pedestrian and bikes separated from vehicle traffic
- Enable in the roundabout center plantings or art forms at surface level of roundabout

My ideal Features include:

- underpasses
- increased safety for vehicles, walkers and bikers

Notes/comments:

At first I liked Alternative 3 but now feel its better to keep the roundabout center ~~at~~ at ground level for safety



WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

INTERSECTION ILLUSTRATION

ALTERNATIVE 3

This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. With this scenario, all pedestrians and bicycles would be separated from vehicle traffic. The underpass would end in the center of the roundabout creating an internal pedestrian-bike intersection with artistic elements added within the roundabout below grade.

Cost impact for a \$200,000 home is \$21/year for 10-years.

I like this alternative best because:




1. No grade level crossings-
2. safest
3. Easiest to maintain
4. most visually pleasing.

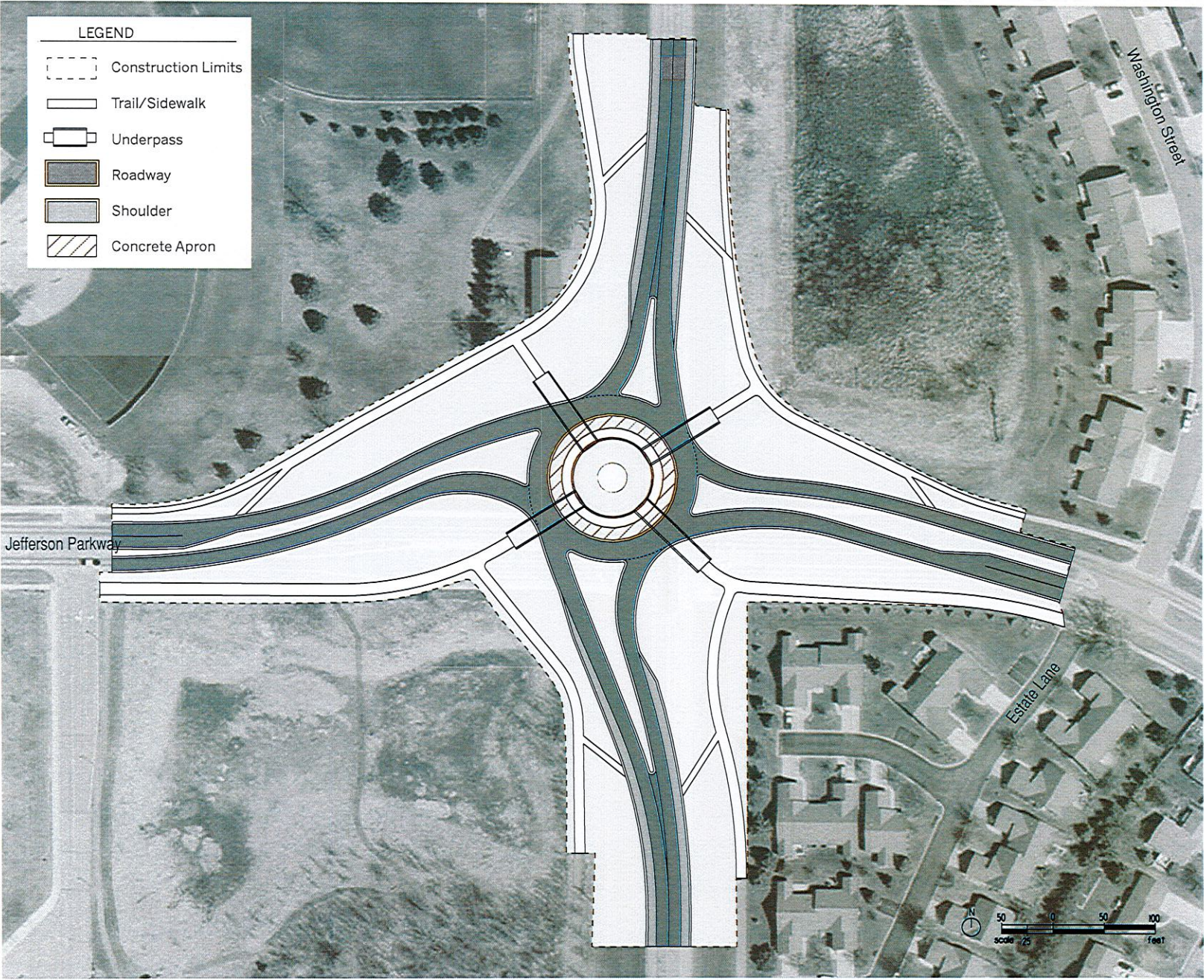
My ideal Features include:

Notes/comments:
 Second choice would be #2.

Wayne Kwelf

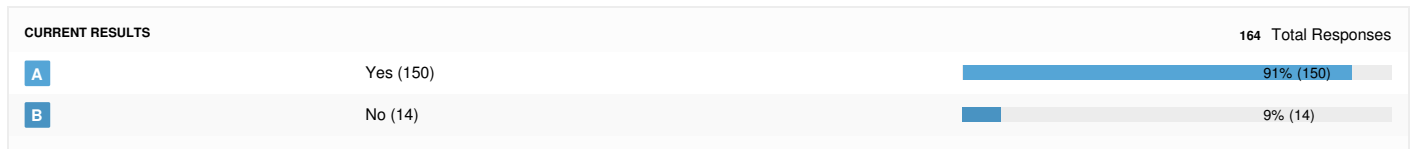
LEGEND

-  Construction Limits
-  Trail/Sidewalk
-  Underpass
-  Roadway
-  Shoulder
-  Concrete Apron



WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

Are you aware of the roundabout project at Highway 246 and Jefferson Parkway?



REGISTERED VS NON-REGISTERED

	A	B
Registered Voters (125)	90.4% (113)	9.6% (12)
Non-Registered Voters (39)	94.9% (37)	5.1% (2)

ALL RESPONDENTS

	A	B
All respondents (164)	91.0% (150)	9.0% (14)
Registered Voters in Northfield, MN (125)	90.4% (113)	9.6% (12)
Live in Northfield, MN (156) - Self-reported	91.7% (143)	8.3% (13)
Subscribers to Northfield, MN (156)	91.7% (143)	8.3% (13)
Register respondents from anywhere (131)	90.0% (118)	10.0% (13)

Are you aware of the roundabout project at Highway 246 and Jefferson Parkway?

A Yes **B** No

PRECINCT	A	B
BRIDGEWATER TWP (4)	100.0% (4)	-
DUNDAS (4)	100.0% (4)	-
NORTHFIELD TWP (1)	100.0% (1)	-
NORTHFIELD W-1 P-1 (7)	100.0% (7)	-
NORTHFIELD W-1 P-2 (22)	90.9% (20)	9.1% (2)
NORTHFIELD W-2 P-1 (35)	85.7% (30)	14.3% (5)
NORTHFIELD W-2 P-2 (23)	87.0% (20)	13.0% (3)
NORTHFIELD W-3 P-1 (11)	90.9% (10)	9.1% (1)
NORTHFIELD W-3 P-2 (10)	90.0% (9)	10.0% (1)
NORTHFIELD W-4 P-1 (8)	100.0% (8)	-
NORTHFIELD W-4 P-2 (1)	100.0% (1)	-
SEQUIM 404 (1)	-	100.0% (1)
WATERFORD TWP (2)	100.0% (2)	-
WEBSTER TWP P-2 (1)	100.0% (1)	-
WHEELING TWP (1)	100.0% (1)	-

131 REGISTERED VOTERS

AGE RANGE	A	B
18-29 (3)	66.7% (2)	33.3% (1)
30-39 (21)	95.2% (20)	4.8% (1)
40-49 (48)	89.6% (43)	10.4% (5)
50-59 (37)	89.2% (33)	10.8% (4)
60-69 (12)	91.7% (11)	8.3% (1)
70-79 (9)	88.9% (8)	11.1% (1)
80-89 (1)	100.0% (1)	-





131 REGISTERED VOTERS

VOTERS GENDER	A	B
F (66)	89.4% (59)	10.6% (7)
M (65)	90.8% (59)	9.2% (6)

131 REGISTERED VOTERS

Are you aware of the roundabout project at Highway 246 and Jefferson Parkway?

A Yes B No

-
-  **Anonymous user's Opinion** Responded B Yes
I think engaging middle and high school students in this conversation would be important (as they are among the most likely to utilize the pedestrian portion of this). Could the City also have booths/feedback opportunities for parents at fall conferences for Bridgewater, Northfield High School, and Northfield Middle School this fall? You might gain a different type of perspective.
 -  **Anonymous user's Opinion** Responded A No
I think it's a great idea. I hope it comes to fruition soon.
 -  **Anonymous user's Opinion** Responded B Yes
I feel that the roundabout is a better option than what is currently in place. I am concerned that middle school and high school students insights and opinions may not be included in this poll. Youth often have incredible insight into issues and they can often help solve those very same issues in very creative ways. They will be the most important user of whatever changes are made.
 -  **Anonymous user's Opinion** Responded B Yes
We should not be spending money on new construction until our current broken roads are fixed. Put in stop lights.

Share your feedback on the roundabout project at Highway 246 and Jefferson Parkway.

Anonymous user's Opinion



This "problem" intersection could have been fixed with temporary stop lights. Sure the City not MNDot would have to pay for them but 400,000 is a lot less than 3-4 million. Since the city seems determined to have a roundabout so we can keep up with the neighbors, I think the safest would be 4 underpasses. 4 way stops allow for gaps in traffic. It's tough enough to get out of the high school parking lot now, with a roundabout it will be a constant flow of traffic with no gaps. I hope since this is going to be a single lane roundabout that that lane is wide enough to accommodate Buses, farming equipment and semi's. You can't get out of the More 4 parking lot onto Division without hopping the curb or going into the wrong lane of traffic. Quit making streets so narrow.

Anonymous user's Opinion



If there isn't an underpass for safe travel for pedestrians and bikes, I do not feel this will be successful.

Anonymous user's Opinion



Why a roundabout at a corner that simply needs a set of four-way stoplights? This seems like a ridiculous way to spend money, and time on a project that could have a much simpler solution. Having grown up with roundabouts by my high school, I can tell you that they become racetracks for HS drivers; I was nearly hit by a classmate as he was speeding around one as I was crossing on the other side. Let's not have any more deaths at this intersection. Further, the disruption to neighborhood traffic during construction will be a nightmare to boot.

Anonymous user's Opinion



I think it is absolutely absurd to be thinking/talking about this when so many roads in Northfield are in need of repair. This is typical government over spending without taking care of core broken infrastructure. DO NOT DO THIS. Fix our broken roads instead!

Anonymous user's Opinion



Sick and tired of all the roundabouts! Way to go making the area even more unfriendly to our farming community when the narrower roadways don't allow equipment to navigate. Yet another stupid design idea associated with Northfield. First we put medians down the middle of Jefferson Pkwy so farmers have to find new routes to get their crops from the field to market. Not to mention how tight that road is for busses to get in and out of Bridgewater. Then the re-design of Division that makes access for at least half of the local population difficult because it's not designed to allow even a pickup to turn into or out of parking lots as the entry points are too narrow. Not to mention how narrow the roadway becomes with the bump outs making on-street delivery parking even more precarious than it is further north on Division. We need some logic incorporated into designs... Looking pretty cannot be the only qualifier- look where that got you with the grasses. Ignorance at the city government level is unacceptable - ornamental grass doesn't stay short! Now more money need to be spent for plants that don't get bigger than two foot to allow visibility for walkers as well as vehicles. Don't get me started on all the weeds in the area either.

Anonymous user's Opinion



Highway 246 should be permanently re-routed through the city at County Road 81 (110th Street) and then north on Highway 3 (Dahomey Ave). The intersection at Woodley Street W. and Division Street S. and the residential neighborhood those streets pass through is not suitable for semi-trailers and other heavy trucks.

Anonymous user's Opinion



Absolutely no common sense in this town. When Jefferson Parkway was built it was a disaster. The city engineer didn't even consult with the fire department if they could get through all the bump outs and turn lanes into Bridgewater. If there is ever a real emergency and traffic is backed up or stopped because of an accident, how will anyone get through to help. Dumb, dumb, dumb. Use common sense and use tax dollars wisely. Dollars belong to all tax payers and not everyone in Northfield is wealthy. Hard to have affordable housing with misuse of tax dollars.

Anonymous user's Opinion



I love the idea of a roundabout to alleviate traffic. After looking at costs, the only fiscal option is #4, but I prefer Option 2 with full underpasses for pedestrians & bicycles.

Anonymous user's Opinion



A roundabout is an appropriate solution.

Anonymous user's Opinion



I think that a stop light that adjusts to traffic flow would be the best, most cost efficient, and safest for the kinds of traffic going through that intersection. It could be a "No Turn On Red" if that would help with students and bikes. I think that most of the pedestrian safety I round-a-bouts occurs because many round-a-bouts are placed where there is little or no pedestrian traffic. This is more highly populated by bikers and walkers than most of those.

Anonymous user's Opinion



It's long over due. That super busy intersection is a fatal accident just waiting to happen!

Anonymous user's Opinion



I am in favor of this project for the safety of the students and those who utilize the walkways. Northfield is a community that has a tremendous amount of walkers and joggers. As many already know this intersection is extremely congested during the school year. However, with Option 4 I would worry about safety as this is a lot of underground space for individuals to hang out and potentially create other safety concerns (vandalism and/or harm to others).

Anonymous user's Opinion



A roundabout is not going to solve the traffic congestion problem for these roads! Yes, you forgiving it also farming community, too. The speed sign by the Middle School - needs also to fixed with a set time for what speed - don't put when children are present - that is just ridiculous! There should not be on-again off-again school zone signs - there should be a continued School Zone sign before the High School on Division and stay until past the Middle school on Division/Hwy 246. And then you have an even higher Speed Limit on 246 60 mph - how are you going to get folks to slow down before they even get to the roundabout? Under passes are never a good thing no matter how big, wide and bright you make them, what about a proper walk over structure for walking and biking - less intimidating than a tunnel?!?! Not too mention you have two retaining ponds in the area opposite each other at this corner. Tunnels flood!!! This year should be a good indicator with all our rain - the consultants and City Staff are not waiting attention.

Anonymous user's Opinion



good idea.

Anonymous user's Opinion



I don't believe any of your "surveys" that say roundabouts are safer and more efficient. My experience has taught me that most Minnesota drivers can't figure out what to do at the typical roundabout and almost always approach too fast. They don't know if they are supposed to yield or not to other vehicles within the roundabout. Try adding in pedestrians and you are asking for an accident. My solution would be a simple traffic light. That could be supplemented by a live traffic cop during peak hours (before and after school. This would save the taxpayers at least \$1.5million over your proposed

roundabout. Another comment on the pedestrian underpass feature on several of the plans: how are you going to keep them clear of ice and snow? Also flash floods every time it rains. Have you had a look at the bike trail underpass at Hwy. 3 and Riverside Park? It's impassable about 75% of the time.



Anonymous user's Opinion

I like the idea as long as there is an underpass for pedestrians. The roundabout on Hwy 1 is great.



Anonymous user's Opinion

No. Absolutely not. This is a heavily traveled road for school busses and semi for local farmers. A round about would worsen the traffic issue with bridge water, the high school and the middle school even more than it is now. A stop light is what this intersection needs. Allows all four directions of travel to get out of that intersection and if it's made a no turn on red it will allow safer travel for pedestrians. I am so sick of Northfield trying to be like surrounding towns and develop more roundabouts. Not to mention roundabouts such for emergencies vehicles such as fire trucks and ambulances slows down response time. What happened to Northfield being unique? We are a community build on "cows and colleges" so why not help out farmers and school age children by widening that road instead.



Anonymous user's Opinion

It should be a stoplight, not a roundabout...even with the pedestrian underpass, I think a stoplight would be preferable



Anonymous user's Opinion

I am very much in favor of option 4, the option with no tunnels and only at grade pedestrian crossings. I'm worried about the cost of maintenance of the tunnels, potential flooding issues, that kids would not want to walk through them, and that at least some pedestrians would avoid them and cross at grade anyway, with no protection from vehicles that would be moving more quickly than they would be otherwise. The additional cost of building the tunnels is, of course, also a point against them.



Anonymous user's Opinion

The least costly #4 project is the best. There is no reason to pay for nor do we need #1 or 2. This city needs to put money into fixing the streets that are in horrible shape and not invest almost 4 million into 1 round about. We cannot even leave our house without dodging or hitting massive craters (potholes) and in places the holes are all across the street. There is 2 ways to get out of our street onto Jefferson Road and both are total holes. Getting onto Jefferson Road there is a huge hole. Then going south on Jefferson is one hole after another. Our taxes are huge but nothing is done with our streets. These craters are very hard on rims and tires.



Anonymous user's Opinion

I feel an underpass is a very bad idea. Safety is a real concern with middle schoolers and anyone walking through. It can be dark or wet and an overpass would be visible at all times and a safer option



Anonymous user's Opinion

I love the idea! But I STRONGLY PREFER BRIDGES to underpasses!! If we can't have bridges, I like option 3, but 2 is also fine -- they both connect all four corners.



Anonymous user's Opinion

When I look at the design for Alternative 3, with the central bike/pedestrian hub, it raises fears about safety. I think that people, particularly women walking or biking alone, would feel unsafe entering a tunnel where they cannot see around the corners. The designs that feature straight tunnels would allow a person to know that somebody is not lurking inside.



Anonymous user's Opinion

This NSD family is extremely supportive of a project to improve this congested and unsafe intersection! We vote for any option that includes four (4) underpasses to keep foot and bike traffic separate from vehicles. Better for all users!



Anonymous user's Opinion

As a cyclist, I'm concerned that the all alternatives assume that bicycles will use the sidewalks to cross this intersection. I'd agree with that assumption for young children, but I know that many recreational cyclists ride on both Jefferson Parkway and 246. Having a connector from the street to the sidewalk to direct cyclists to this underpass or at-grade crosswalk is a waste of money; most cyclists will continue on the road through the roundabout. When our kids ride their bikes, they are on the sidewalks and will appreciate any alternative with an underpass at that dangerous intersection.



Anonymous user's Opinion

Alternative 3 seems safer to me than 2. Having all four tunnels connected, anyone going through will see what is going on in all of the other tunnels. It is the most expensive, but not much more than alternative 2.



Anonymous user's Opinion

Much too busy for pedestrian, vehicle and bike traffic. Medians must be removed or a dedicated bike lane must be included.



Anonymous user's Opinion

I think a roundabout at that intersection is a great idea. I hope the plan is to do the work in the summer because traffic will be horrendous if it's done during the school year. I love the idea of underground paths for peds and bikers, it seems the safest option.



Anonymous user's Opinion

This needs to be done in a way that best protects walker and bikers and makes the navigation on the roundabout easiest for vehicles, snow removal, etc.



Anonymous user's Opinion

How will crosswalks be implemented?



Anonymous user's Opinion

I think this is a good idea to keep traffic moving during busy times. I would like a safe option for pedestrians and bikers. That is my main concern.



Anonymous user's Opinion

I prefer Option 2. I'm not sure how a roundabout will completely alleviate congestion at the intersection. A huge issue is parents dropping off and picking up kids at Bridgewater. The left turn lane going into Bridgewater gets backed up and traffic gets congested. The district needs to work on a different plan for the school drop off and pick up procedures, otherwise a roundabout will not have any benefit.



Anonymous user's Opinion

Traffic is definitely a concern but the safety for the pedestrians is most important. I would say either of the two underpass or the four underpass options are the best

**Anonymous user's Opinion**

I think this is an excellent idea, however there should also be a class or information taught to everyone about how to use roundabouts...signage would help. Too many people slow down or stop even if someone is entering on the other side of a round about. I live off of the new one on highway 1 and there are plenty of people who understand them and plenty who don't. Eventually it will get better with more understanding and use.

**Anonymous user's Opinion**

I am not a fan of roundabouts and would prefer a stop light. That said, I would choose # 2 for price/safety features. I would not want children to have to cross the road near a roundabout and can only support the tunnels as a true, safe approach.

**Anonymous user's Opinion**

The cost is great, but I see Alternative 2 as being much safer and more convenient for bikers/walkers.

**Anonymous user's Opinion**

Alternative 3

**Anonymous user's Opinion**

Umm why put it here? It would be a lot more helpful to the MAJORITY of Northfield citizens to put the round about on the same road but at the intersection by the allina clinic.

**Anonymous user's Opinion**

Pay for it now and save lives. It's an investment in the community.

**Anonymous user's Opinion**

Important for safety and better traffic flow, need underpasses due to huge pedestrian and cyclist numbers crossing to go to soccer fields, Homes, schools and businesses.

**Anonymous user's Opinion**

Are there any safety concerns regarding loitering or other activity in the underpasses, especially Alternative 3?

**Anonymous user's Opinion**

I believe a roundabout with pedestrian walkways under the roundabout is the best solution for the City. We lived in Woodbury for over 20 years and they implemented a round about with bike/walking trail underneath it and it significantly improved traffic flow on the south side of Woodbury close to the new high school and Bielenberg sports arena. The current 4 way stop is not a good alternative and most people don't know how to drive at a 4 way stop (left turn drivers turning in front of people going straight across from each other, "Minnesota Nice" drivers waving people through which only makes the 4 way stop more confusing). Once people start to learn how to drive on roundabouts (which they should be able to do with the increasing number of them in the state), this would be a great improvement

**Anonymous user's Opinion**

YAY! Thank you for getting something done at this intersection. I am strongly in favor of all of the intersections having a pedestrian underpass. I am aware that this is a MNDOT issue, but it is very relevant to this area and that is that the speed limit needs to be lowered to 30 MPH at the city boundary south of the middle school. The signage is not only confusing, but laughable as one is traveling north on Highway 246 and notes the sign stating end of school limit-yet Bridgewater and the high school are right there-?! Lowering the speed limit to 30 MPH makes sense for so many reasons, that is probably why every other entrance to the city limits has that speed limit. Please advocate with MNDOT about this.

**Anonymous user's Opinion**

The intersection is scary for all ages. I am all for protecting all ages that are trying to cross. And I am all for keeping the traffic flowing. People are taking chances trying to come out of the schools because of the heavy traffic.

**Anonymous user's Opinion**

Slowed down traffic and less Wildlife hurt

**Anonymous user's Opinion**

The safest option for the many kids that cross that intersection would be option 2. I would be very nervous about my child crossing an intersection at grade level with a roundabout.

**Anonymous user's Opinion**

Alternative 1 is the best compromise. It keeps pedestrians off the road on the busier West and South sides, but is less costly than the 2 other options that go below grade.

**Anonymous user's Opinion**

Cars need to stop at the intersection not a yield going into a roundabout. Talk about never stopping for walkers then.

**Anonymous user's Opinion**

Make sure the yield signs have solar powered flashing red lights around the perimeter. Too many don't understand the concept of yield.

**Anonymous user's Opinion**

I understand options 2 and 3 for the roundabout/pedestrian crossings are the most costly but this is where the city should be spending our money. We need safer city options for our citizens on feet and bikes. These 2 options make the absolute best sense for our school campus that is only going to grow .- PLEASE make the right choice!!

**Anonymous user's Opinion**

Tunnels all the way! Keep cars and people seperated. Overhead walk ways can lead to objects getting thrown down on cars. Roundabouts are so much safer than stop lights so please stay with this plan. People run red lights, you can run through a round about, and if you do, it is a slower side impact, not a T-bone. Traffic will only grow at this intersection over the years. Do it now while you can.

**Anonymous user's Opinion**

Alternative #4. Although, I agree that now is not the time to spend money on a solution looking for a problem. Fix the streets first. And get the hippies to cut down the "natural prairie" in their yards that blocks the view of intersections. That's an accident waiting to happen.

Anonymous user's Opinion

Roundabout Reality Right now all traffic is at a stop so it is easier to stop if needed and everyone can see everything. It is the ONLY entrance to the three schools. I see lots of issues here. First: the accidents. They WILL happen. -There will be too much traffic coming from all directions to avoid it. Busy parents and students are preoccupied or impatient.-accident. -Many drivers are unaccustomed to how roundabouts work- accident. -The sun still rises during prime school drop off driving time causing dangerous glaring visibility issues with swirling traffic.-accident. There has already been a pedestrian death at that intersection because of the glaring sun. -It snows here...a lot. Icy, snowy, turning roads-accident. -Long busses trying to navigate sharp turns with other vehicles-accident. Second: once the accident happens; -How do the emergency responders get to the scene? What about when we get 3' of snow day with ice underneath? There is not enough room for responders to arrive at the accident at the roundabout or to other emergencies past the roundabout in residential areas. There is not enough land area at the intersection to have extra lanes. Time is essential in an emergency situation. -How do the students get to school because of the back up of traffic? -What happens to the parents and students who may witness a fatality...of a friend or loved one? Traffic Light; I think a traffic light will cause traffic backup which will lead to irritated or late drivers to run a light.-accident. There are only 2 times during the day that traffic is an issue. The rest of the time it is not necessary. Right now all traffic is at a stop at all points of the intersection so it is easier to stop if needed and everyone can see everything. There have not been any accidents or deaths since the 4-Way stop signs have gone up. Yes, you may have to wait a bit, but the traffic actually moves fairly quickly considering the amount of vehicles going through the intersection. The stop signs are working. Because of poor planning, there is not a safe way for our kids to walk to school. I do not think parents will send their kiddos off to school via a ramp over or under the intersection. That solution has its own set of problems.

Anonymous user's Opinion

None of them. Make It a 4 way stop with street lights. Waste of \$\$\$ that needs to be spent elsewhere on our horrible roads in Northfield. But since that doesn't matter, I urge everyone to keep in mind the heavy use we get out of this road from semis and farming equipment. The 3rd option is absolutely outlandish and a horrible accident waiting to happen. Not to mention unnecessary work. I don't care how our roads "look", I need them to get me to where I need to go. I need them to get the semis hauling supplies and goods where they need to go, and to let our farmers use them to get their equipment where it needs to go. Quit trying to be an ascetically pleasing big town and make our small town functional.

Anonymous user's Opinion

Totally agree... "Anonymous user's comment on Aug, 01 at 12:48pm This "problem" intersection could have been fixed with temporary stop lights. Sure the City not MNDot would have to pay for them but 400,000 is a lot less than 3-4 million. Since the city seems determined to have a roundabout so we can keep up with the neighbors, I think the safest would be 4 underpasses. 4 way stops allow for gaps in traffic. It's tough enough to get out of the high school parking lot now, with a roundabout it will be a constant flow of traffic with no gaps. I hope since this is going to be a single lane roundabout that that lane is wide enough to accommodate Buses, farming equipment and semi's. You can't get out of the More 4 parking lot onto Division without hopping the curb or going into the wrong lane of traffic. Quit making streets so narrow."

Anonymous user's Opinion

Option 3

Anonymous user's Opinion

Not option 3

Anonymous user's Opinion

I'm glad to hear that this project is moving forward (though I appreciate that no final decision has yet been made). I prefer either Alternative 2 or 3 (both of which allow all pedestrian and bike traffic to cross without interacting with vehicular traffic).

Anonymous user's Opinion

That intersection has always needed traffic lights. Roundabouts have become popular, but are costly, tight, and narrow for semis and farm equipment. Please, first try stop lights, rather than going ahead with any of the four options.

Anonymous user's Opinion

I don't care for any of the choices. Stoplights would be a better choice and safer.

Anonymous user's Opinion

I think the roundabout project will be great. I live very close to that intersection and use it frequently. It can be a difficult intersection given traffic back-ups, particularly at school start/end times. My kids also bike to school almost every day through that intersection so I would like to give them a safe way to do that with bike/pedestrian traffic fully separate from vehicles. The tunnels would really help with that.

Anonymous user's Opinion

This intersection is a key connection for so many important places in Northfield. Option 2 is best because it allows straight across travel, makes it easy to see through the underpasses to where you're going, avoids the blind corners and extra space below grade of Option 3.

Anonymous user's Opinion

Live in the area and not a fan of the roundabout idea. I believe it slows traffic down without making people come to a stop makes traffic slower and more unsafe, plus in a school zone with adolescent drivers and busses! Yikes! If the roundabout is a done deal the city better get it right for pedestrians and bikers! Jefferson Parkway is already cramped with no space for bikers from 246 west to at least Roosevelt. Extremely unsafe especially for kids.

Anonymous user's Opinion

I strongly support a roundabout for both safety and traffic flow. Alternative 4 seems dangerous for pedestrians, most of whom are children in this area. Safety should be prioritized first, then cost-effectiveness.

Anonymous user's Opinion

I like Alternative B. I like that pedestrians do not have to cross the intersection over the street, and that each crossing gets its own short tunnel.

Anonymous user's Opinion

I would like to see pedestrian crossing at this intersection made safer. I'd like to feel confident that my kids could walk to school safely, but I am concerned about tunnels/underpasses being sketchy. I'm not sure I like any of the proposals.


Anonymous user's Opinion


I am strongly in favor of Alternate 2. It is imperative that pedestrian and bike traffic be separated from cars at this intersection. Alt 2 is slightly less expensive than Alt 3 and would be less confusing and congested as well.

Anonymous user's Opinion

Great idea to improve traffic flow and improve safety for pedestrians and cyclists. As a daily commuter who passes this intersection, I worry constantly about safety for our kids on the way to school.

Anonymous user's Opinion

 I think a low lying and 'open' (not very raised and full of foliage) round about with pedestrian underpass is needed. Possibly only 2 tunnels. One going north south on west side of intersection and one east west on the south side of the intersection.

 **Anonymous user's Opinion**

I do support a roundabout. I would prefer standard crosswalks. Below grade tunnels tend to have issues with flooding, snow, and graffiti. Below grade tunnels combined with youth sounds like a bad idea.

Anonymous user's Opinion

I find that roundabouts work pretty well to bring safety and smooth traffic flow to troubled intersections like this one at Hiway 246 and Jefferson Parkway. I don't like the heavy trucks using Hiway 246 thru Northfield; but, I am even more troubled by highway bypasses that are killer routes for economic activity in small towns. I would support Alternative 2 as a complete solution to a very old problem that should be solved once and for all.

Anonymous user's Opinion

Stoplights would be a safer option for kids.

Anonymous user's Opinion

No. Keep it a 4way stop. Its much harder for buses and snowplows and emergency vehicles to get through and roundabouts are a pain to get through.

Anonymous user's Opinion

The intersection in question is treacherous for vehicles and far worse for a pedestrian or biker. I vote Alternative 2. Give pedestrians and bikers a straight pathway to where they are going. Keep children and parents safe on their way to school.

Anonymous user's Opinion

Alternative #3 looks very promising. Roundabouts are very effective and we need safer access for cyclists.

Anonymous user's Opinion

Absolutely yes to the roundabout with the underpass access for walkers and bikers!

Anonymous user's Opinion

I have witnessed multiple near misses with pedestrians at this intersection and am glad that the city is moving forward with plans to improve the intersections safety.

Anonymous user's Opinion

Alternative 2 seems best to me. The easier each traffic lane can be crossed by pedestrians, the better, so 2 looks superior to 3, with pedestrians funneled to the roundabout, and 1 or 4, with apparent underpasses that might be nasty in rain or snow.

Anonymous user's Opinion

Can we please do stop lights instead!! That is so much more cost effective!!!

Anonymous user's Opinion

I don't think a roundabout is a safe or efficient option for that intersection. People will be hurrying to try and get in, and they will only be looking one way. This is going to cause accidents.

Anonymous user's Opinion

Of the options I very much prefer #4. I think keeping everything at grade is much safer for everybody. Crossing one lane of traffic at a time is much safer and easier for pedestrians than crossing all lanes. I also don't like feeling vulnerable in tunnels. I grew up around and around roundabouts. I think they work great for what they're best at - keeping traffic moving at a reasonable speed. I'm not sure this is the best application for one though. This looks like a traffic light kind of problem, with an emphasis smart flow and responsiveness to pedestrians. But if the city is set on a roundabout it's #4 hands down.

Anonymous user's Opinion

Option 1 is probably the best bet. We don't need 4 underpasses or a hub in the middle but having the ability for the students to cross without concern of getting hit would be great.

Anonymous user's Opinion

The tunnels would solve the pedestrian/car issue however it creates a whole new safety personal safety issue much like the tunnel under Hwy 19 on Carleton's property. How can you possibly keep them a safe space when you can't see what's going on in them from the outside? Drugs, assaults, and vandalism are 3 things that immediately spring to mind about what could be taking place in them. Not something I'd want to send my K-5 kid to/from school through much less any one else.

Anonymous user's Opinion

Alternative 2 is the best. That being said, the City needs to stop spending so much money on stupid things, like bump outs, and save our money for things like this. Streets in town need to be fixed. Even then, the homeowners usually end up paying for improvements on top of maintenance. Think more like a responsible homeowner and save ahead for these unavoidable big ticket items. Most people don't have time to go to counsel meetings and depending on where you live, you may not be represented by your council person.

Anonymous user's Opinion

I'm glad the city is putting a roundabout here. I prefer alternative 3 but if funding is a significant issue alternative 1 would be okay (2 doesn't seem that much less expensive than 3). I don't like alternative 4; I'd feel less comfortable with that one, since there wouldn't be options to avoid crossing in front of cars.


Anonymous user's Opinion

I think it's a great idea, and necessary to improve traffic flow and child safety.


Anonymous user's Opinion

If it has to happen, ANYTHING BUT 4. The safety of the kids going to and from school during high traffic should be paramount. While 4 is the most cost effective, it also does not provide a way for children to safely cross streets with continual traffic. Stoplights would be cheaper.

Anonymous user's Opinion

 I believe the problem is FAR LESS dire than it's being made out to be. It's a FOUR-WAY STOP. Learn to handle it. If there were regular, frequent serious accidents with injuries or deaths it MIGHT warrant a change, but I believe the whole "roundabout" trend is far more because it's trendy, Euro, and a great boondoggle for wasting vast amounts of tax money. They're slow, cost a fortune, and require Minnesotans to learn to merge - at which they appear to be very poor. I've seen no pressing need to spend 2 - 3 MILLION dollars for yet another overblown tax grab.


Anonymous user's Opinion

 Pedestrian's & bikes need to be separate from traffic as much as possible. I'm not sure how anyone can think any differently since it is much safer to have a separate walkway for walkers and bikers. It is very unsafe as it is right now when biker's ride down jefferson on the street. I realize they are supposed to ride on the street but that is ridiculously unsafe. There is no room to pass the bikers so the vehicle is stuck going 1 mile an hour behind the bike.


Anonymous user's Opinion

 Yes

Anonymous user's Opinion

 Well, my feedback at this point is probably pointless as I see that the roundabout has been chosen, which quite frankly stuns me. Putting a roundabout right next to the high school where brand-new 16 year old drivers are expected to navigate something that many seasoned drivers cannot is asking for trouble. While the roundabout might keep traffic flowing at the intersection of Jefferson and 246, it's going to create a massive backup into the middle school parking lot and cause accidents where the lot empties onto 246, unless there are plans for another roundabout to allow traffic out of the lot. As a parent of middle schoolers, it is currently difficult, and sometimes dangerous, to turn left (north) out of the middle school parking lot with traffic coming from the north and the south. The only reason there are breaks from the north is because of the 4-way stop. When the roundabout is in, there will never be a break in traffic, which will make pulling out and turning left, or north, out of the middle school parking lot even harder, and more dangerous. I'm hoping that someone has considered this issue.


Anonymous user's Opinion

 #2 all the way.


Anonymous user's Opinion

 I am happy to see this project move forward as I find the walk from the Carleton neighborhood to the school precinct daunting with the current four-way stop.


Anonymous user's Opinion

 Great idea; long overdo. The community should do whatever possible to make this intersection hazard, safe. Use concrete so you don't have to maintenance it in 3 years and replace it when it rutts due to high turning bus stresses, as other agencies have done.


Anonymous user's Opinion

 This has been a real problem, even with a death. I am quite happy that we will have a means that will increase traffic flow without injuring pedestrians.


Anonymous user's Opinion

 Let's Get it built!


Anonymous user's Opinion

 4 While safety is the top priority so should the cost!


Anonymous user's Opinion

 Let's be careful when choosing landscaping. No tall anything.


Anonymous user's Opinion

 I appreciate what a well design roundabout can do to slow traffic, maintain traffic flow and adjust to vehicle size of the one lane is well constructed. In addition I looked the concept of separating pedestrian and bicycle traffic from vehicles. I support the underpass strategy for long-range community planning. It's always challenging to think more forward when designs are less familiar. We need to be planning so that all modes of movement can be done safely. The cost for the underpasses do feel a bit out of alignment, especially given that most are prefab systems.


Anonymous user's Opinion

 A roundabout at this intersection is a well needed improvement to the overall flow of traffic. The proposals show an additional \$1M for 2 underpasses and a nearly \$1.5M for all 4 underpasses. Underpasses are a great way to keep the pedestrian and bicycle traffic safe but is this really going to cost that much more for culverts? The work is already being done to the area and the cost is going to be 75% (almost double) with those? Doesn't seem reasonable. If any underpasses are done, there should be no pedestrian and bike traffic at automobile grade. If this is also truly a safety improvement, the school district should endorse the project by re-evaluating the elementary school boundaries (immediately south east of here is Sibley and its 3 blocks from Bridgewater) and remove the requirement that students living east of 246 are provided busing to schools. This would save taxpayers some school transportation costs.

Anonymous user's Opinion

 I think the round about is a lousy idea. It's never that busy except the 30 to 45 minutes when school is out. Pedestrian crossing is a problem at this intersection. So the tunnels are a good idea. Northfield is trying too hard, and not really succeeding. Take care of what you have! Do what the overall community wants, not the few!


Anonymous user's Opinion

 Make the extra roundabout wide for tractor trailers. Have signage ncouraging people to USE THEIR TURN SIGNALS so people don't wait to decide to enter the circle. A public education on how to navigate the roundabout would be nice as well. I have seen some metro roundabouts backed up to 10 cars because either drivers aren't signaling their direction or people don't know how to get into traffic.

Anonymous user's Opinion

 I drive this route every morning. The school traffic is really bad at certain times of the morning. If a roundabout will help the traffic back-up then I am all for it. My one concern is for how kids and bikers will cross. I am sure that a safety factor will be part of the design and plan.

Anonymous user's Opinion

 I think there should be one. During school start/end times there is such chaos and people do not pay attention enough to notice when pedestrians are waiting or crossing.

Anonymous user's Opinion

 Stupid idea.



Anonymous user's Opinion

I do not care for roundabouts at all.



Anonymous user's Opinion

Good Idea.



Anonymous user's Opinion

Yes, this is long overdue and should be a high priority project to increase safety at this very busy intersection.



Anonymous user's Opinion

Thank you! Much needed and I hope we get more roundabouts in Northfield.



Anonymous user's Opinion

I think a roundabout is a good idea and should help with traffic flow. It's also important to consider pedestrians in that area though with 3 schools in proximity.



Anonymous user's Opinion

Option #2



Anonymous user's Opinion

I appreciate the steps he Cory is taking to address that terrible intersection and pedestrian needs. I have reviewed the proposals and support the design that has 4 tunnels. I do a lot of biking in the Des Moines area, the city is very bike friendly, they have several tunnels under busy roads which I appreciate. It makes your biking experience 'continuous' vs interrupted. Ultimately, it keeps kids safe from crossing that busy, dangerous intersection. The European design is not ideal. Crossing traffic in that small space adds risk to traffic and seems like it might be a pain to clear during winters.

Which roundabout alternative do you support?



REGISTERED VS NON-REGISTERED

	A	B	C	D
Registered Voters (150)	17.3% (26)	40.0% (60)	29.3% (44)	13.3% (20)
Non-Registered Voters (57)	28.1% (16)	43.9% (25)	17.5% (10)	10.5% (6)

ALL RESPONDENTS

	A	B	C	D
All respondents (207)	20.0% (42)	41.0% (85)	26.0% (54)	13.0% (26)
Registered Voters in Northfield, MN (150)	17.3% (26)	40.0% (60)	29.3% (44)	13.3% (20)
Live in Northfield, MN (192) - Self-reported	19.3% (37)	41.7% (80)	25.5% (49)	13.5% (26)
Subscribers to Northfield, MN (194)	19.1% (37)	42.3% (82)	25.3% (49)	13.4% (26)
Register respondents from anywhere (161)	19.0% (30)	40.0% (64)	29.0% (47)	12.0% (20)

Which roundabout alternative do you support?

A Alternative 1 **B** Alternative 2 **C** Alternative 3 **D** Alternative 4












PRECINCT	161 REGISTERED VOTERS			
	A	B	C	D
BRIDGEWATER TWP (9)	22.2% (2)	55.6% (5)	-	22.2% (2)
CASTLE ROCK TWP (1)	100.0% (1)	-	-	-
DENNISON (1)	-	100.0% (1)	-	-
DUNDAS (6)	33.3% (2)	50.0% (3)	16.7% (1)	-
GREENVALE TWP (1)	-	-	-	100.0% (1)
NORTHFIELD TWP (2)	50.0% (1)	50.0% (1)	-	-
NORTHFIELD W-1 P-1 (7)	-	28.6% (2)	57.1% (4)	14.3% (1)
NORTHFIELD W-1 P-2 (32)	15.6% (5)	37.5% (12)	37.5% (12)	9.4% (3)
NORTHFIELD W-2 P-1 (36)	19.4% (7)	38.9% (14)	30.6% (11)	11.1% (4)
NORTHFIELD W-2 P-2 (23)	21.7% (5)	43.5% (10)	21.7% (5)	13.0% (3)
NORTHFIELD W-3 P-1 (13)	7.7% (1)	46.2% (6)	30.8% (4)	15.4% (2)
NORTHFIELD W-3 P-2 (11)	18.2% (2)	36.4% (4)	27.3% (3)	18.2% (2)
NORTHFIELD W-4 P-1 (10)	20.0% (2)	60.0% (6)	20.0% (2)	-
NORTHFIELD W-4 P-2 (2)	-	-	50.0% (1)	50.0% (1)
SEQUIM 404 (1)	-	-	100.0% (1)	-
WATERFORD TWP (2)	-	-	50.0% (1)	50.0% (1)
WEBSTER TWP P-1 (1)	-	-	100.0% (1)	-
WEBSTER TWP P-2 (1)	100.0% (1)	-	-	-
WHEELING TWP (2)	50.0% (1)	-	50.0% (1)	-


AGE RANGE	161 REGISTERED VOTERS			
	A	B	C	D
18-29 (10)	30.0% (3)	20.0% (2)	40.0% (4)	10.0% (1)
30-39 (35)	28.6% (10)	51.4% (18)	17.1% (6)	2.9% (1)
40-49 (65)	13.8% (9)	43.1% (28)	32.3% (21)	10.8% (7)
50-59 (31)	16.1% (5)	35.5% (11)	29.0% (9)	19.4% (6)
60-69 (11)	18.2% (2)	27.3% (3)	27.3% (3)	27.3% (3)
70-79 (7)	14.3% (1)	14.3% (1)	57.1% (4)	14.3% (1)
80-89 (1)	-	100.0% (1)	-	-
unknown (1)	-	-	-	100.0% (1)


VOTERS GENDER	161 REGISTERED VOTERS			
	A	B	C	D
F (83)	19.3% (16)	48.2% (40)	24.1% (20)	8.4% (7)
M (78)	17.9% (14)	30.8% (24)	34.6% (27)	16.7% (13)

Which roundabout alternative do you support?


A Alternative 1 **B** Alternative 2 **C** Alternative 3 **D** Alternative 4

-  **Anonymous user's Opinion** Responded **B** Alternative 3
 I like #3 best of all. Go BIG, or go home! I don't see the extra cost to be that significant of an issue between the first three alternatives. So, if you can't see to implement the 3rd plan then I would endorse #4.
-  **Anonymous user's Opinion** Responded **B** Alternative 3
 If you are going to do it, do it all the way... Go with Option 3, and make it really nice. It is a focal point coming into our community from the south. An extra buck or two per year will be worth it in my opinion. I also like the two tunnels in this model, meeting in the middle, as long as it is kept clear during the winter so pedestrians can still use it.
-  **Anonymous user's Opinion** Responded **D** Alternative 1
 This seems like the most reasonable balance between pedestrian safety and available budget. It would be nice for all crossings to be tunnels, but because that is so much more expensive, I think have the south and west crossings underground make the most sense. That's where most of the pedestrian traffic is.
-  **Anonymous user's Opinion** Responded **C** Alternative 2
 I really appreciate the City moving this potential improvement forward. This intersection is currently dangerous (including a recent pedestrian death caused by a motor vehicle driver), inefficient in moving motor vehicle traffic at high-volume times of day, and an impediment for pedestrians and bicyclists of all ages, especially kids who should be encouraged to walk or bike to the three schools in the area. A roundabout with pedestrian- and bike-friendly features would be tremendous. I think Alternative 2 is the best design, as it maximizes safety by separating pedestrians and people on bikes from motor vehicle traffic in all directions of travel, and offers a more-direct route for pedestrians and people on bikes than Alternative 3. People walking and riding bikes for transportation generally want the most direct route from point A to point B. The central underpass ped/bike roundabout seems like an unnecessary feature (and adds cost).
-  **Anonymous user's Opinion** Responded **B** Alternative 3
 #3 looks pretty sweet
-  **Anonymous user's Opinion** Responded **B** Alternative 3
 #3 and don't mind the cost because when they pass the bike friendly user fee tax Northfield will be biking thru piles of cash not running Stop signs.
-  **Anonymous user's Opinion** Responded **C** Alternative 2
 I like two. It seems best for keeping pedestrian and bike traffic away from vehicles. Three just seems too complicated for plowing and keeping the snow clear. In reality round a-bouts confuse old people. Please tell me this is not going to be a tight circle? With snowy or icy roads it just means more cars get stuck. Blocking the entire round a-bout.
-  **Anonymous user's Opinion** Responded **C** Alternative 2
 Alt. 2 gives the most flexibility without the seemingly impossible complication of having all pedestrians and bikes meet in the underpass center, as happens in3&4...
-  **Anonymous user's Opinion** Responded **A** Alternative 4
 Why is the lowest cost roundabout (alternative 4) still approximately 2 times the money of a normal roundabout? Do alternative 4. Use the money saved to redoing the landscape disaster on division street. Maybe some of the funds can help cover the overtime used to plow around all the bumpouts.
-  **Anonymous user's Opinion** Responded **A** Alternative 4
 Why would we overspend here when we could manage our dollars better to keep taxes low or spend them in places more meaningful to the average citizen? The simplest, functional option at this intersection is a fine solution.
-  **Anonymous user's Opinion** Responded **B** Alternative 3
 I live right by this intersection and currently have a middle schooler soon to be high schooler. I want option 3 three because as pedestrians and bikers all in our family go all 4 directions. In order to ease traffic the pedestrians should not be forced to travel out of their direct path.
-  **Anonymous user's Opinion** Responded **C** Alternative 2
 I like alt 2. This intersection scares me and I'm an adult. I don't like the idea of kids trying to cross the street to get to the underpass if there are only 2. For \$5 more, I say let's keep everyone safe and keep the traffic flowing.
-  **Anonymous user's Opinion** Responded **D** Alternative 1
 I'm not crazy about underground anything, however pedestrian safety has to be addressed at this intersection. How long would these underground tunnels be and what safety precautions are being taken with them? (Lighting, cameras?)
-  **Anonymous user's Opinion** Responded **C** Alternative 2
 #3 is totally impractical in this state! It could work somewhere with low rain fall and no snow. I like #2
-  **Anonymous user's Opinion** Responded **B** Alternative 3
 With safety and ongoing operation expenses in mind, the intersecting underpasses as shown in Alternative #3 would allow only one adult to be stationed in the middle point to monitor all tunnels during peak transportation times. Alternatively, cameras could be wired to the central connecting point of the underpasses and monitored by an outside source (police, schools, etc).
-  **Anonymous user's Opinion** Responded **A** Alternative 4
 Is this yet another solution in search of a problem? Is there really a SIGNIFICANT problem at this specific 4-way stop due to a significant increase in injuries and/or deaths at this intersection? If there actually IS a problem, implement the LEAST expensive option. Recent projects (what was done to the downtown, the corner of Third St. and Hwy. 3, and the projected third street project), shows a bias toward overblown projects with significant assessments for homeowners and taxpayers.

 **Anonymous user's Opinion** Responded **C** Alternative 2
I like number two... many say number three, but it seems to me that it would be less safe for walkers, especially, with potential of creepers lurking around a corner...?

 **Anonymous user's Opinion** Responded **A** Alternative 4
I think a traffic signal and the lowest cost would effectively solve the problem. Roundabouts do not facilitate traffic during high congestion periods. Seems like Northfield is looking for expensive ways to solve problems. Our children are smart enough to learn to cross a street safely. Paid crossing guards could be hired for much less for the short amount of time that the assistance is needed on a daily basis.

 **Anonymous user's Opinion** Responded **B** Alternative 3
no comment

 **Anonymous user's Opinion** Responded **D** Alternative 1
Don't see the value in having two additional underpasses that terminate at the drainage ditch/holding pond.



FW: Roundabout alternatives
 David Bennett
 to:
 Wayne Houle
 08/27/2019 08:46 AM
 Hide Details
 From: David Bennett <David.Bennett@ci.northfield.mn.us>
 To: Wayne Houle <whoule@sehinc.com>
 History: This message has been replied to.

FYI

David E. Bennett, P.E. (MN)
 Public Works Director/City Engineer

801 Washington Street, Northfield, MN 55057
 P: (507) 645-3006 F: (507) 645-3055
 E: David.Bennett@ci.northfield.mn.us
 Web: www.ci.northfield.mn.us

From: Rhonda Pownell <Rhonda.Pownell@ci.northfield.mn.us>
Sent: Monday, August 26, 2019 9:50 PM
To: David Bennett <David.Bennett@ci.northfield.mn.us>
Cc: Ben Martig <Ben.Martig@ci.northfield.mn.us>
Subject: Fw: Roundabout alternatives

FYI

From: Laura Hakala <hakalal@charter.net>
Sent: Monday, August 26, 2019 2:17 PM
To: Rhonda Pownell
Subject: Roundabout alternatives

CAUTION: This email originated from outside of the organization.

Dear Mayor Pownell,

Regarding the upcoming vote on the 246/Jefferson Parkway roundabout, I ask you to support alternatives 2 or 3, which feature below-grade pedestrian and biking pathways. We have a great opportunity to make this intersection as safe and efficient as possible. Now is the time to invest in underground passages which will alleviate congestion in the roundabout due to drivers stopping for crosswalks, and ensure safe passage near three schools.

I do not feel that street-level pedestrian crossings are appropriate at this location. A few days ago I drove through a roundabout in Lakeville which had pedestrian crossings, and I could not see the crossing until I was upon it. I would not feel comfortable allowing my middle and high schoolers to use street level crossings at such an intersection. I would feel uncomfortable trying to cross there myself during peak traffic. If we truly want to make this as safe and user-friendly as possible, we must separate the bike and foot traffic from the vehicle traffic completely. I ask for your vote on either alternative 2 or 3.

Thank you,
 Laura Hakala
 1210 Maple St
 Northfield

Sent from my iPad



August 23, 2019

To Northfield City Council:

We would like to express our support for Option Two for the configuration of the pedestrian and bicycle underpass with the construction of the roundabout at Highway 246 and Jefferson for the following reasons:

1. We anticipate that with construction of the state bike path, there will be dramatic increase in the bicycle traffic using the underpass for 8 months of the year. Option Two accommodates that bike traffic from all four directions, has the best sight lines for bike traffic and best avoids bikes inadvertently meeting from the sides, as in the center of Option 3.
2. As noted during the presentation Wednesday evening, construction of the roundabout is an opportunity for the community to make a statement about the beauty and culture of the community. This would best be accomplished with Option Two. If the center of the roundabout is landscaped and even includes art, it would create a powerful impression on motorists moving through the city on Hwy 246. An example of such an impressive roundabout is on Hwy 3 heading into Apple Valley. Option Three would not be able to offer such a visual impact.
3. Option Two would offer a simpler maintenance configuration for snow management.
4. A raised and landscaped roundabout center would block some of the sunlight and headlight concerns that were raised at the meeting on August 21st.

Thank you for considering our opinion.






David and Sharon Detert
2128 Taylor Court
Northfield MN 55057

Appendix C

Mill Towns State Trail

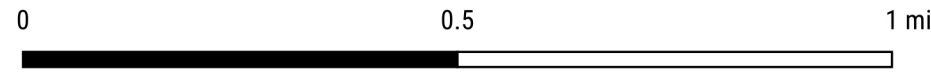
Mill Towns State Trail: Planned Route Through Northfield

Legend

-  Existing Trail
-  Planned Mill Towns State Trail Route
-  Local Downtown Trail Spur

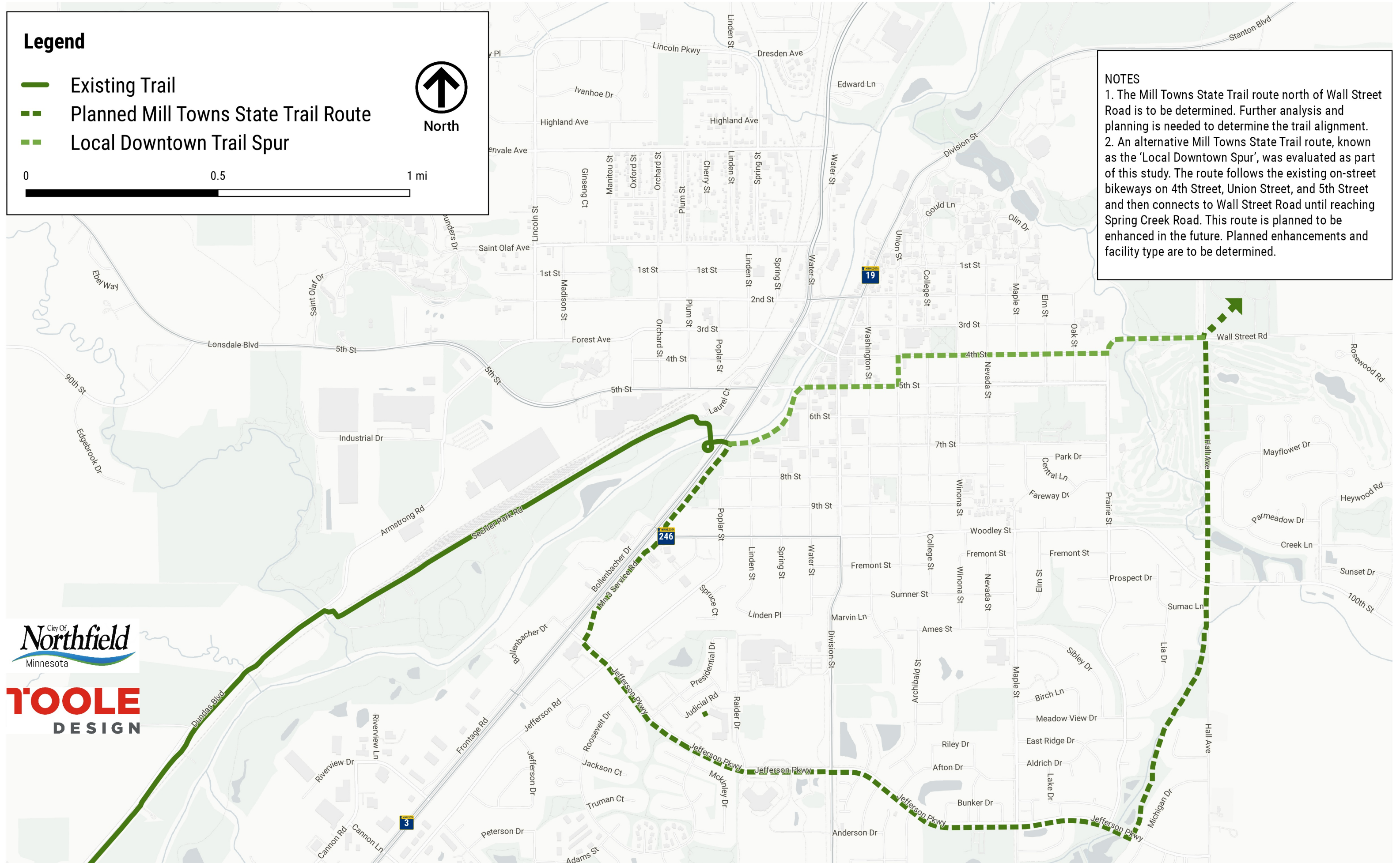


North



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 bikeways on 4th Street, Union Street, and 5th Street and then connects to Wall Street Road until reaching Spring Creek Road. This route is planned to be enhanced in the future. Planned enhancements and facility type are to be determined.



Appendix D

Public Presentations

July 16, 2019

City Council Workshop

City of Northfield TH246 & Jefferson Parkway Roundabout Project



History & Schedule

2016:

Approved Intersection Control Evaluation & Traffic Impact Analysis
City Council adopted roundabout as preferred option.

2017/2018:

Acquired funding from:

MnDOT's Local Partnership Program (\$483,480)

MnDOT's Local Road Improvement Program (\$900,000)

2019:

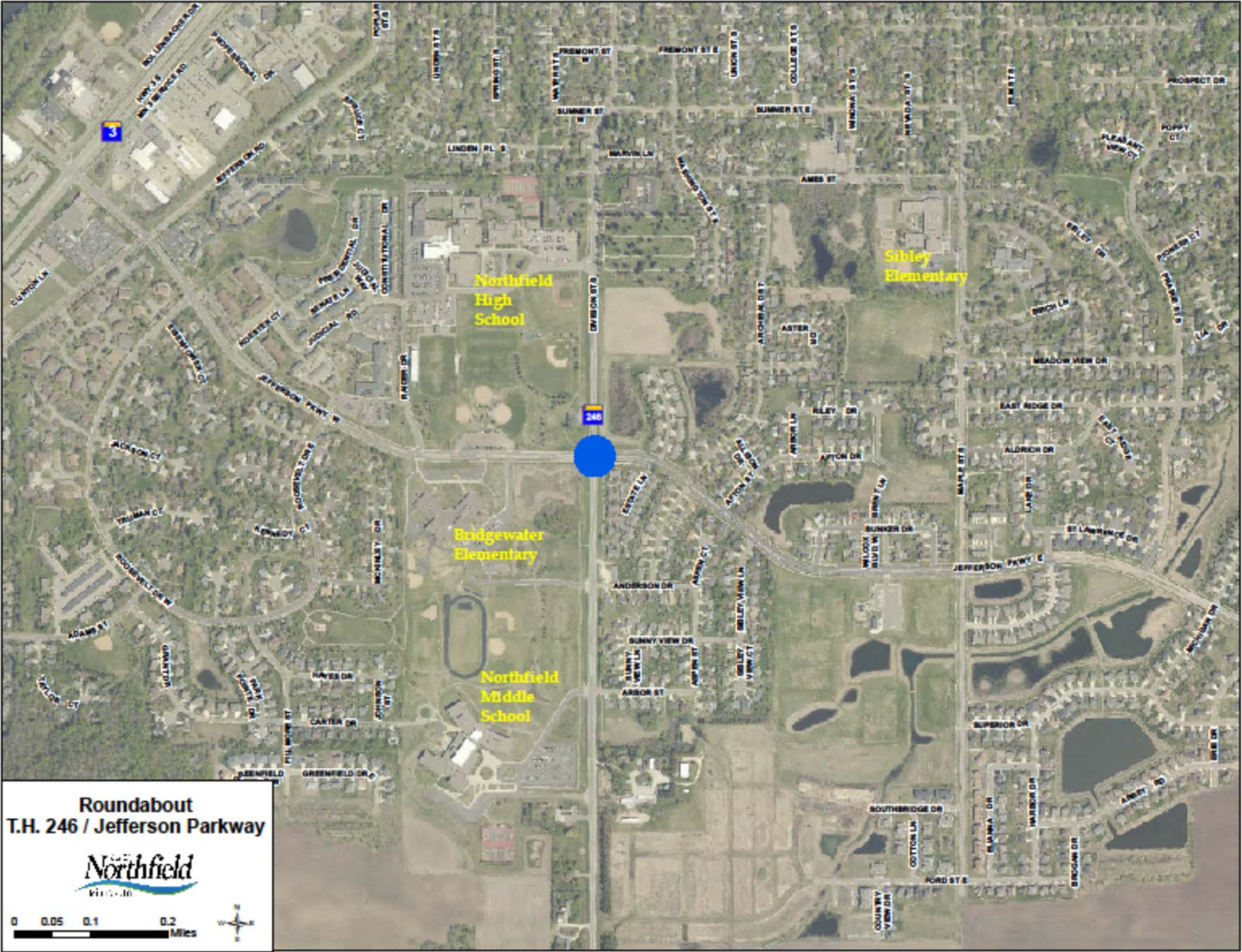
Adopted Mill Town Regional Trail Route
Roundabout Feasibility Study / Design

2020:

Construction



Project Location



TH 246 at Jefferson Parkway

- History / Problem
 - Peak hour operational issues causing lengthy backups and delays.



- Lack of pedestrian crossings and infrastructure making accessibility to schools challenging.

TH 246 at Jefferson Parkway

- Goals
 - Alleviate peak hour congestion
 - Improve pedestrian and bike access
 - Improve school ingress/egress
 - Improve safety for all users



TH 246 at Jefferson Parkway

- Considerations
 - All-way stop
 - Traffic operation will continue to worsen
 - Level of Service (LOS)
 - A = free flow conditions
 - F = stopped, congested flow
 - Currently LOS D and delay of 28 sec/veh
 - Projected LOS F and delays continue to increase
 - Driver confusion with multiple lanes and traffic legs
 - Traffic signal
 - Not warranted at this time (possibly 2040 when traffic volumes increase)

TH 246 at Jefferson Parkway

- From Intersection Study
 - ❖ Roundabout
 - Best for traffic flow (operates at higher level of service than a stop sign or signal)
 - LOS B in 2040 with delay of 10 sec/veh
 - Fewer vehicle crashes and less severe
 - Single lane have been found safe for pedestrians and bicyclists
 - Reduces confusion that exists at the all-way stop
 - Reduces speeds – Increased Safety

Roundabout Safety

❖ Pedestrian / Bike

No serious injury or fatalities at any roundabout in Minnesota in the last 10 years.

❖ Vehicles

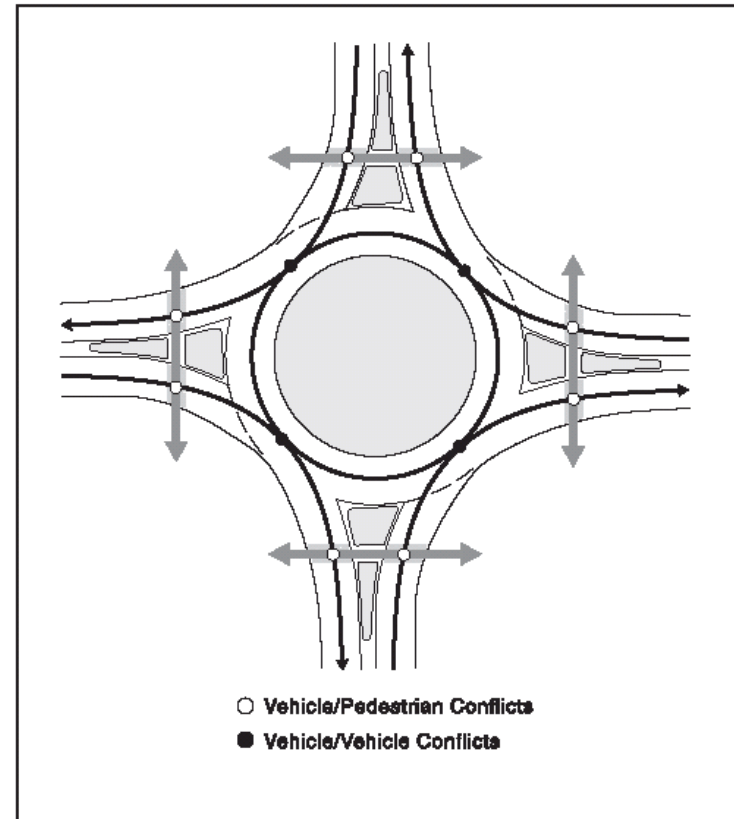
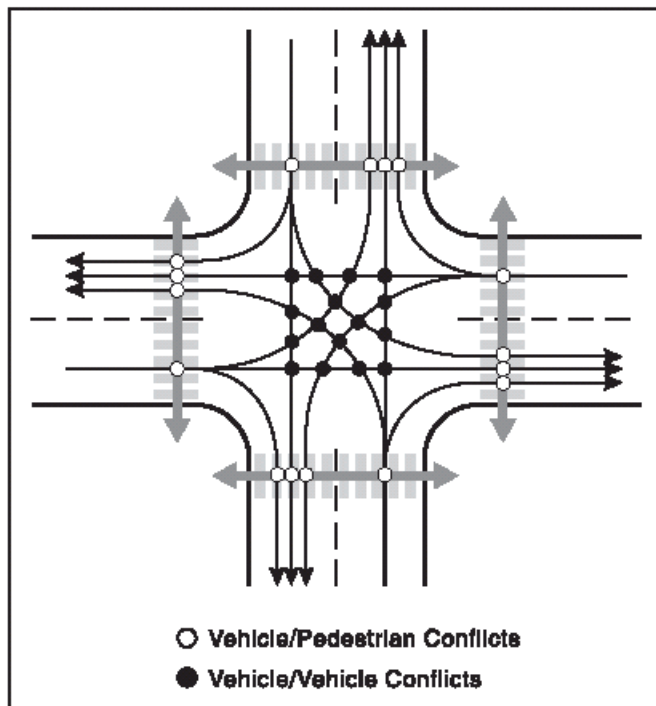
In comparison to a traffic signal:

- 78% reduction in severe crashes; and
- 48% reduction in overall crashes.





Increased Vehicle & Ped Safety



Source – Roundabouts: An Informational Guide (FHWA)





Safety – Increased Ped Safety

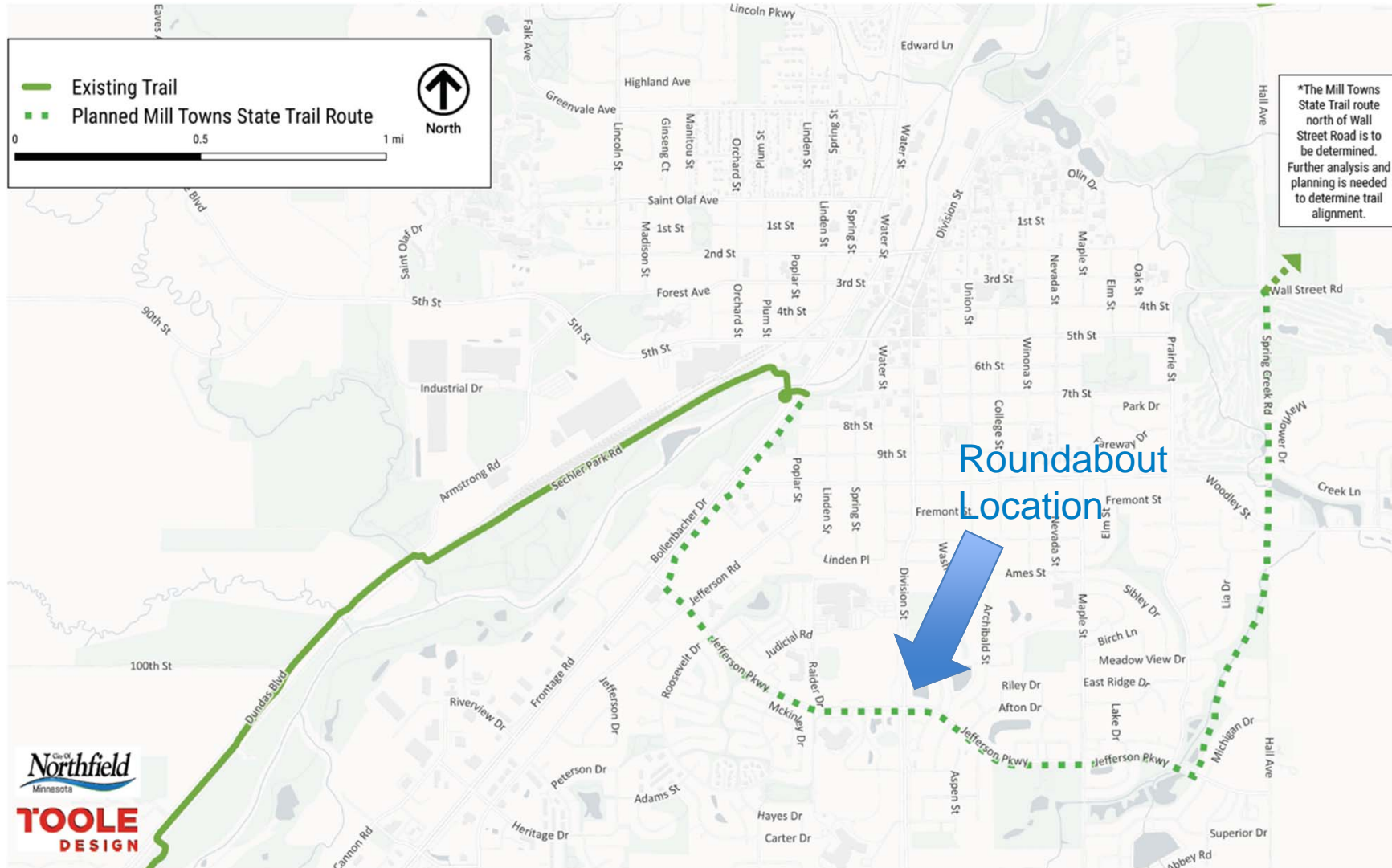
- Shorter crossing distance
- Pedestrian only looks one direction
- Drivers at signals watch the light
- Drivers at typical intersections tend to look left and turn right
- Pedestrian crossing separated from intersection – allows driver to pay more attention to pedestrian



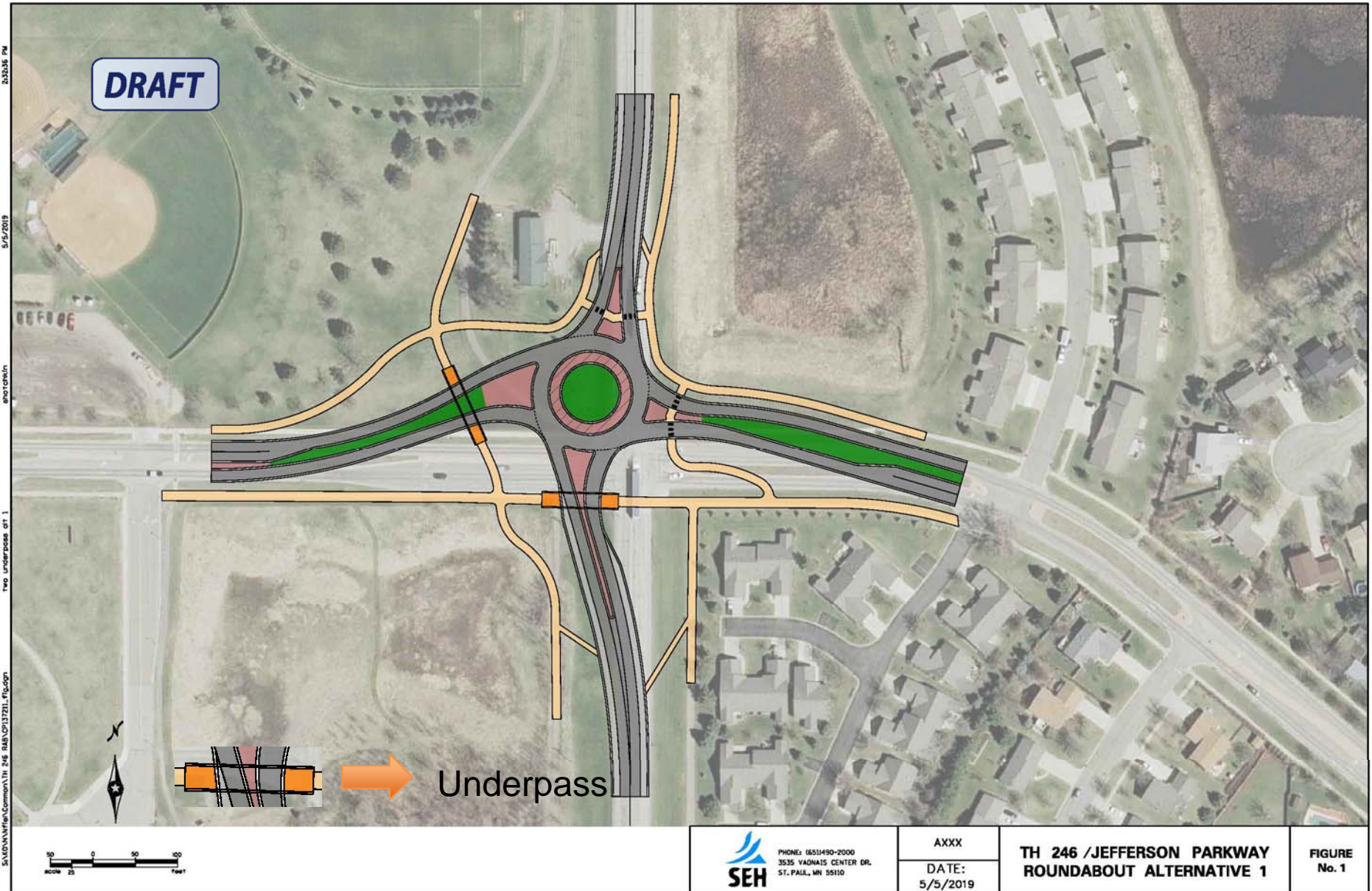
Mill Towns State Trail Route

2019 – Council adopted Mill Town Regional Trail Route

Mill Towns State Trail: Planned Route Through Northfield



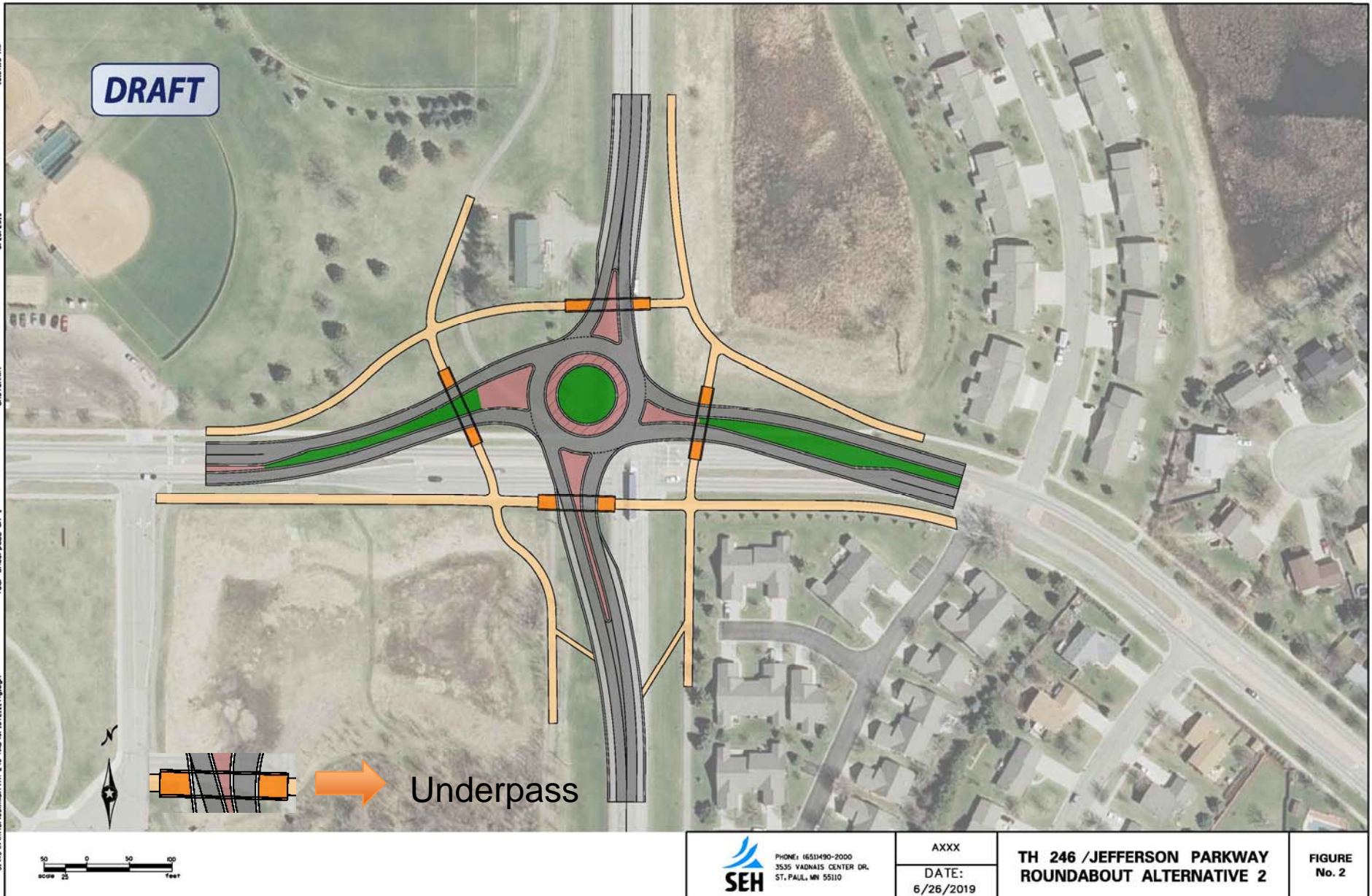
Alternative 1



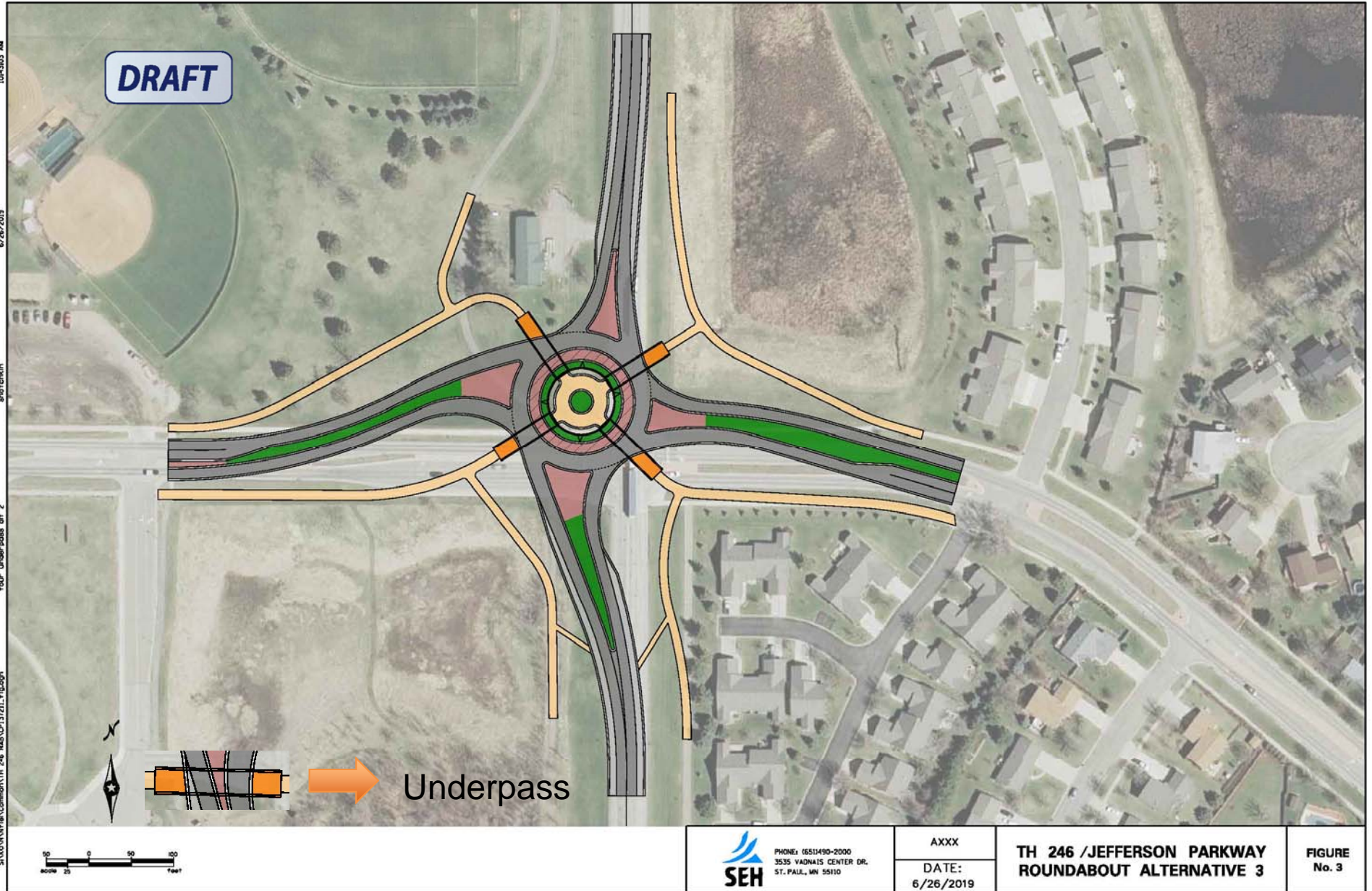
Underpass Illustration



Alternative 2



Alternative 3



Alternative 3



High School Ped Crossing

- High School Crossing included in project costs for all alternatives.



Costs

ALTERNATIVE

1
2
3
4

PROJECT COST

\$ 2,970,000
\$ 3,325,000
\$ 3,368,000
\$ 1,900,000

PROJECT FUNDING

MnDOT's Local Partnership Program	\$483,480
MnDOT's Local Road Improvement Program	\$900,000
City Municipal State-Aid	<u>\$500,000</u>
Total Funding	\$1,883,480



Schedule

- August 21: Open House/Public Input
- September 3: City Council Approves preferred alternative
- September: MnDOT Level 1 Design Approval
- November / December: Final Design
- January / February: Bidding
- May / June: Construction start

Questions / Comments

Thank you



August 21, 2019

Open House

City of Northfield TH246 & Jefferson Parkway Roundabout Project



Project Location



History

2016:

Approved Intersection Control Evaluation & Traffic Impact Analysis
City Council adopted roundabout as preferred option.

2017/2018:

Acquired funding from:

MnDOT's Local Partnership Program (\$483,480)

MnDOT's Local Road Improvement Program (\$900,000)

2019:

Adopted Mill Town Regional Trail Route
Feasibility Study / Design

2020:

Construction



History

PREVIOUS STUDY

GATEWAY CORRIDOR IMPROVEMENT PLAN

The City of Northfield Gateway Corridor Improvement Plan (2012) identifies the intersection of TH 246/Dennison Blvd & Jefferson Parkway as a Local Gateway Node. Key findings and recommendations for the corridor and intersection include:

Landscape Enhancements

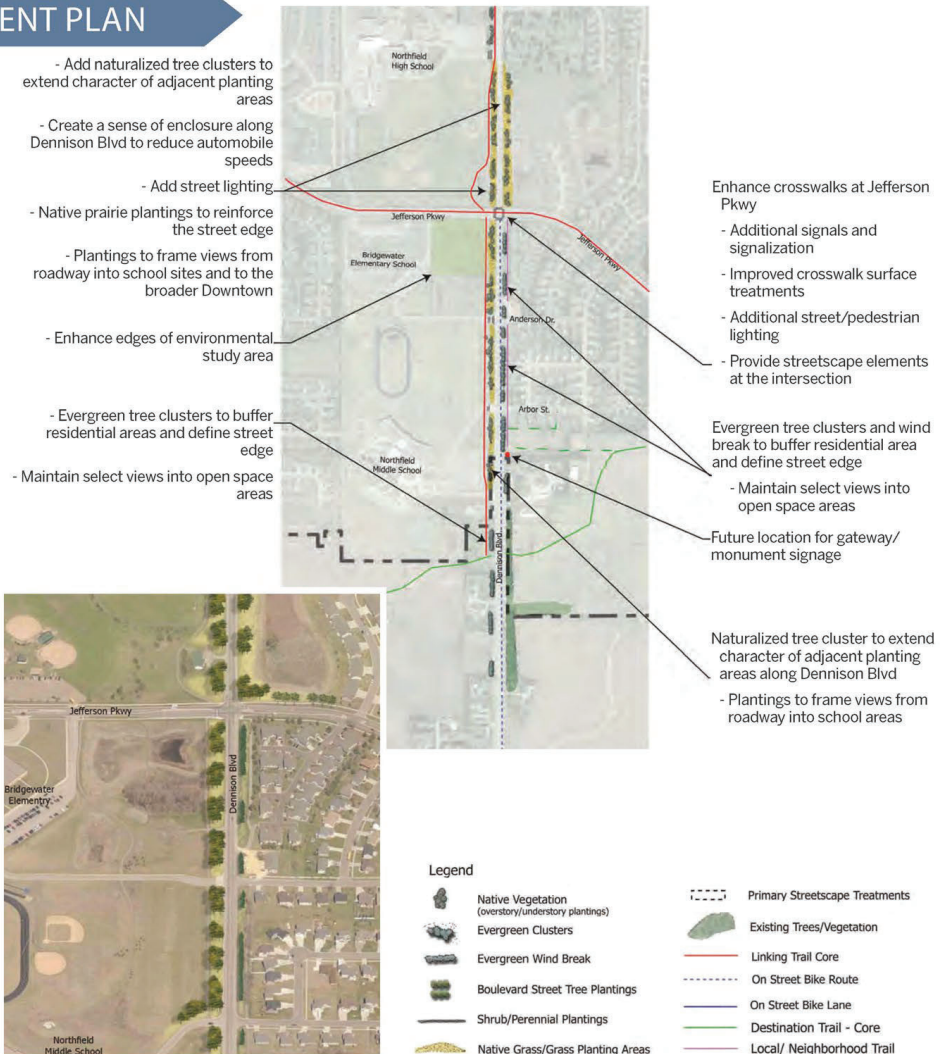
- Naturalized forest plantings with understory and prairie plantings (Northfield High School entry road to Jefferson Parkway - both sides of the roadway)
- Naturalized forest plantings with understory and prairie plantings (Jefferson Parkway to Northfield Middle School entry road - west side of the roadway)
- Boulevard evergreen wind row (Jefferson Parkway to Arbor Street - east side of the roadway)

Streetscape Enhancements

- Enhanced intersection treatment at the intersection of Dennison Boulevard / MN Highway 246 and Jefferson Parkway. The improvements should include decorative paving, additional signage, and new pedestrian ramps.
- Way-finding/ Monument signage

Gateway Nodes

There is one major gateway node at the intersection of Dennison Boulevard / MN Highway 246 and Jefferson Parkway. This intersection should be improved with a secondary streetscape treatment that could include additional lighting, enhanced intersection treatments, and limestone entry walls.



Problem

Peak hour operational issues causing lengthy backups and delays.



Lacks pedestrian facilities making accessibility to schools and through intersection challenging.

Goals

Goals:

- Alleviate peak hour congestion
- Improve pedestrian and bicyclists access
- Improve school ingress / egress
- Improve safety for all users



Previous Considerations

- All-way stop
 - Traffic operation will continue to worsen
 - Level of Service (LOS)
 - A = free flow conditions
 - F = stopped, congested flow
 - Currently LOS D and delay of 28 sec/veh
 - Projected LOS F and delays continue to increase
 - Driver confusion with multiple lanes and traffic legs
- Traffic signal
 - Not warranted at this time (possibly 2040 when traffic volumes increase)

Consideration

From Intersection Study:

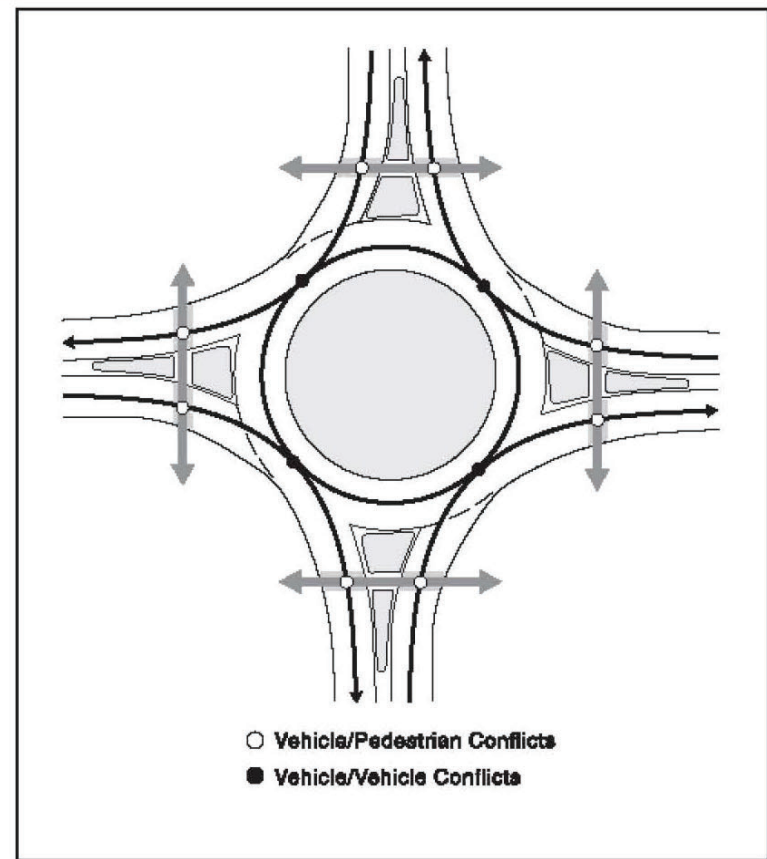
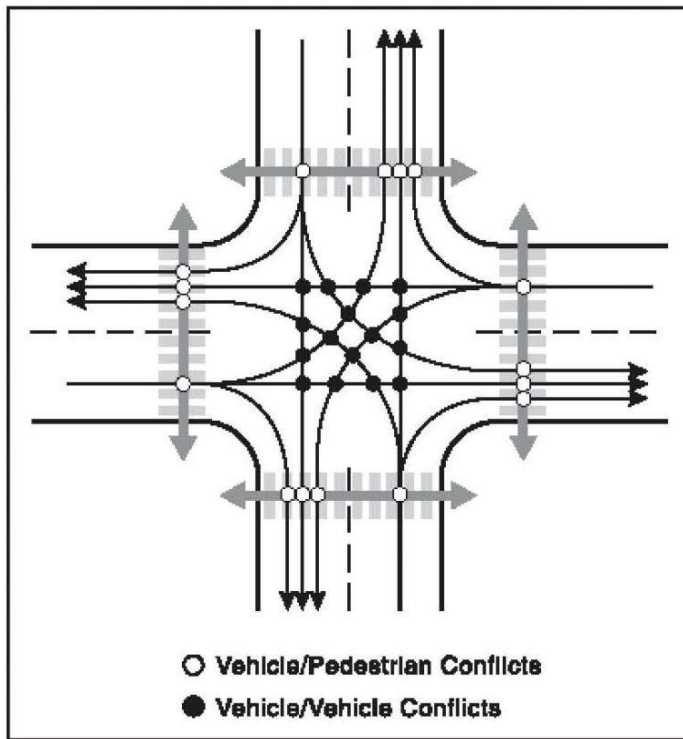
- Roundabout
 - Best for traffic flow (operates at higher level of service than a stop sign or signal)
 - LOS B in 2040 with delay of 10 sec/veh
 - Fewer vehicle crashes and less severe
 - Single lane have been found safe for pedestrians and bicyclists
 - Reduces confusion that exists at the all-way stop
 - Reduces speeds – Increased Safety

Roundabout Safety

- Pedestrian / Bike
 - No serious injury or fatalities at any roundabout in Minnesota in last 10 years
- Vehicles
 - In comparison to a traffic signal:
 - 78% reduction in severe crashes; and
 - 48% reduction in overall crashes.



Increased Vehicle & Ped Safety



Source – Roundabouts: An Informational Guide (FHWA)





Safety – Increased Ped Safety

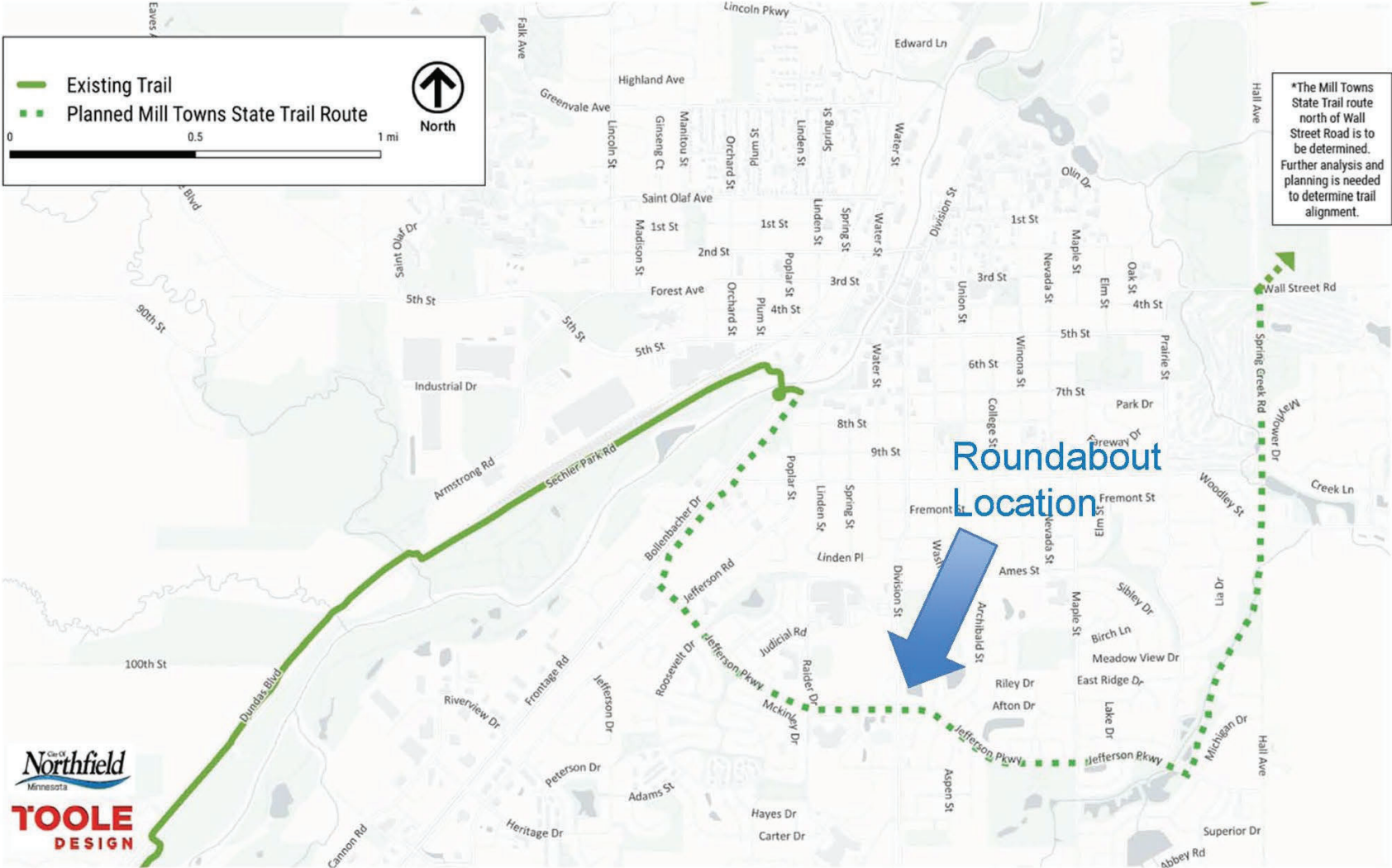
- Shorter crossing distance
- Pedestrian only looks one direction
- Drivers at signals watch the light
- Drivers at typical intersections tend to look left and turn right
- Pedestrian crossing separated from intersection – allows driver to pay more attention to pedestrian



Mill Towns State Trail Route

2019 – Council adopted Mill Town Regional Trail Route

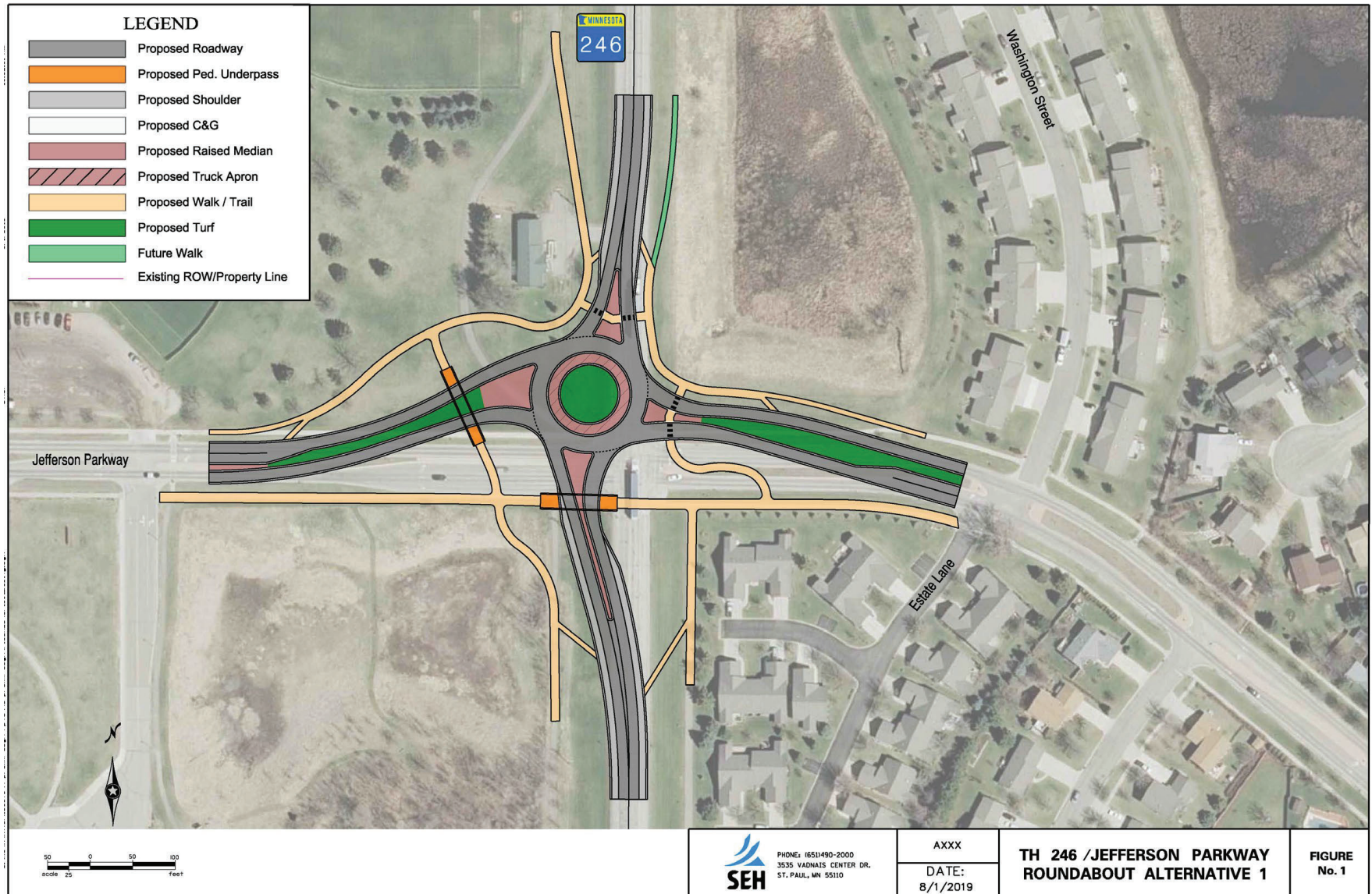
Mill Towns State Trail: Planned Route Through Northfield



Grade Separated Pedestrians / Bicyclists from Automobiles

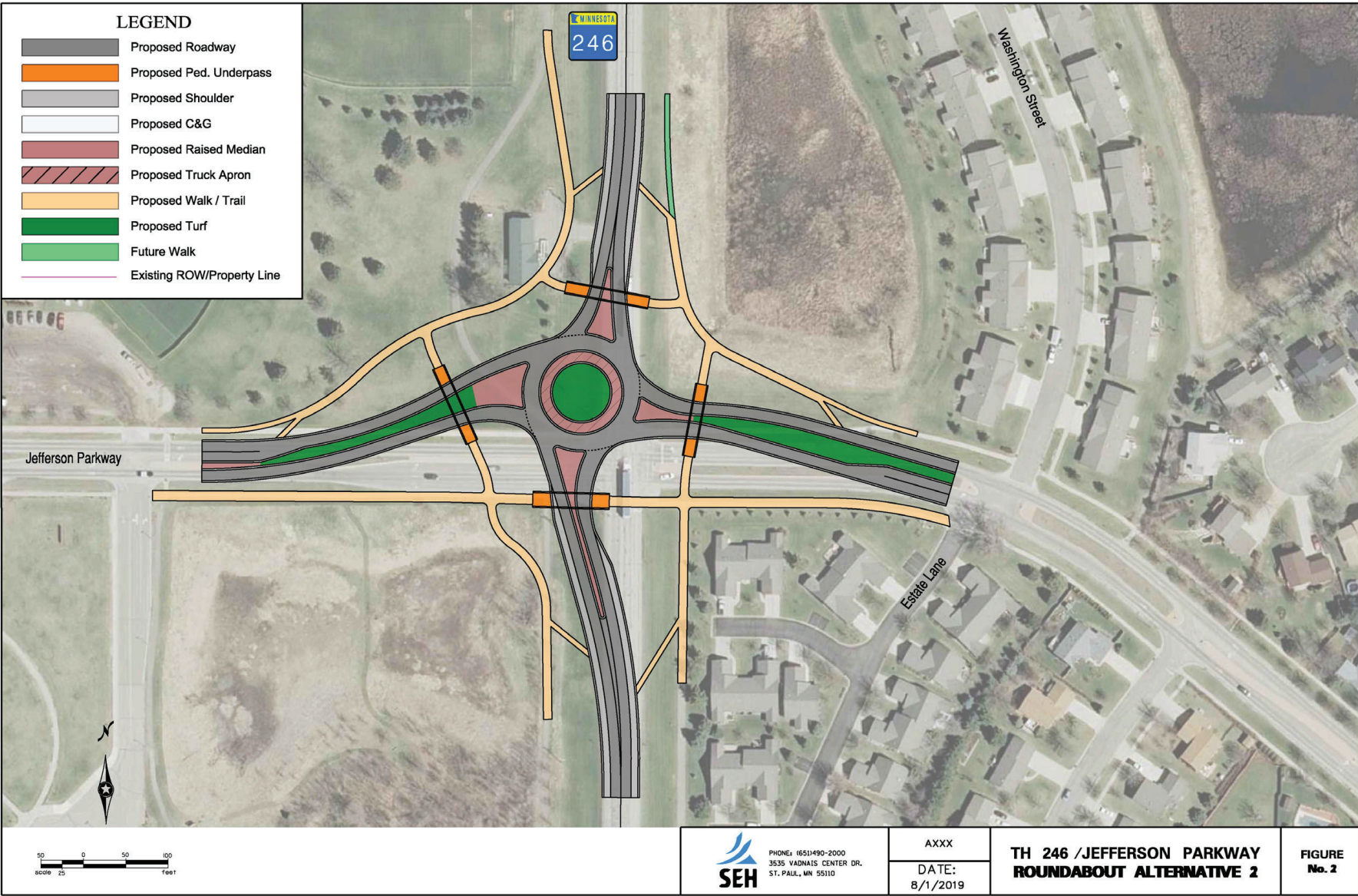


Alternative 1



Cost Impact for a \$200,000 home is \$15/year for 10 years

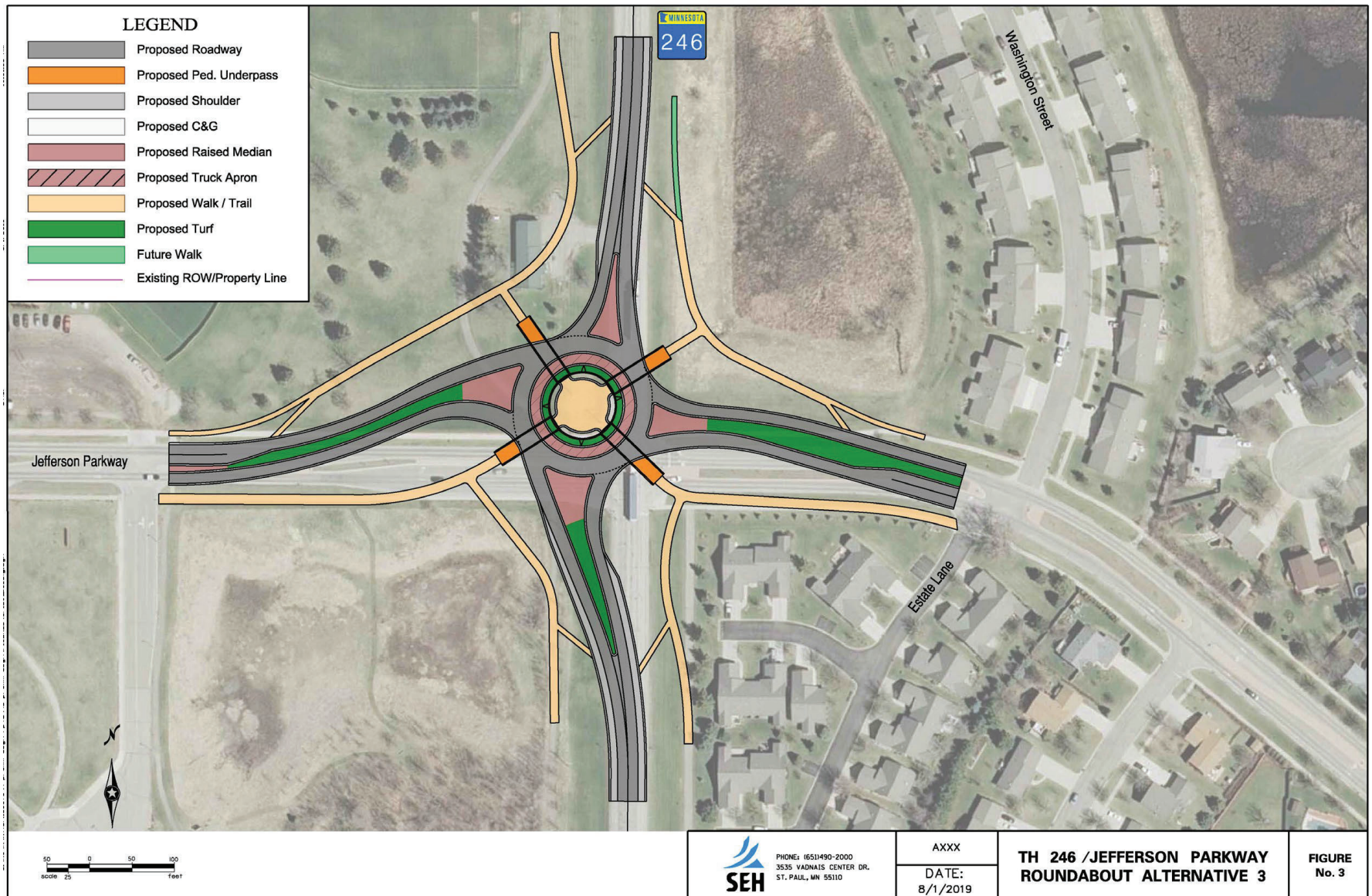
Alternative 2



Cost Impact for a \$200,000 home is \$ 20/year for 10 years



Alternative 3



Cost Impact for a \$200,000 home is \$21/year for 10 years



Alternative 3

Grade Separated



Interior is
about 75-ft
in diameter

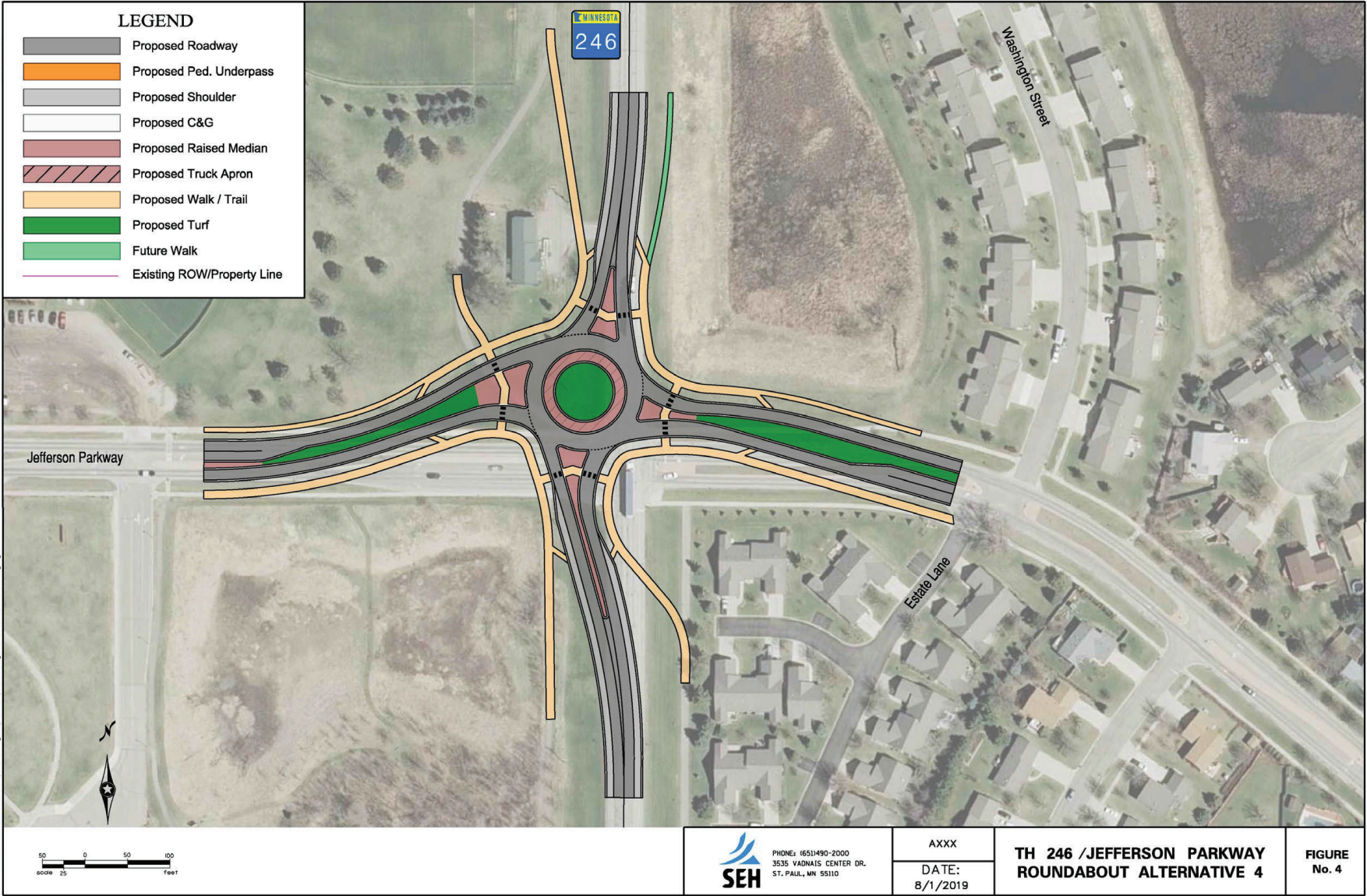


Approaching the underpass via the Mill Towns State Trail from the southwest



Looking northeast into the grade separated roundabout from the southeast tunnel

Alternative 4



Cost Impact for a \$200,000 home is no additional tax impact



High School Pedestrian Crossing

- High School Crossing included in project costs for all alternatives.



Costs

ALTERNATIVE

1
2
3
4

PROJECT COST

\$ 2,970,000
\$ 3,325,000
\$ 3,368,000
\$ 1,900,000

GATEWAY /CORRIDOR ELEMENTS

PRECEDENTS + EXAMPLES

WAYFINDING/MONUMENT SIGNAGE



PUBLIC ART



ENHANCED LIGHTING



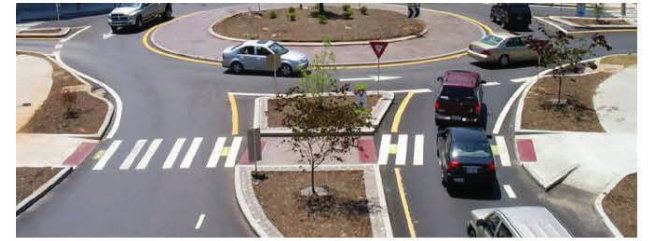
DECORATIVE PAVING



LIMESTONE ENTRY WALLS



SEATING



ENHANCED INTERSECTION TREATMENTS



PRAIRIE PLANTINGS



NATURALIZED FOREST PLANTINGS



STORMWATER MANAGEMENT



INPUT OPPORTUNITY!

STEP 1

Check out the project information, including the 4 alternatives, proposed elements, and previous corridor improvement plan

INTERSECTION ILLUSTRATION ALTERNATIVE 1

LEGEND

- Construction Limits
- Trail/Sidewalk
- Underpass
- Roadway
- Shoulder
- Concrete Apron

Handwritten Annotations:

- PRAIRIE
- WAYFINDING
- PERENNIAL PLANTS
- PUBLIC ART
- PERENNIAL PLANTS
- WINDROW TREES
- PLAZA/ NODE W/ SEATS
- NATURALIZED TREE PLANTINGS

Project Information:

This roundabout alternative includes 2 grade separated pedestrian underpasses: one on the west side of the roundabout connecting the school campus and one on the south side connecting the Mill Towns State Trail. The east and north sides of the intersection would have at grade pedestrian crossings.

Project cost: \$2,970,000
Assumption: \$1,100,000
bond Average \$200,000
household impact: \$15 per year

I LIKE THIS ALTERNATIVE BEST BECAUSE:

- It provides grade separation for peds/ bikes

MY IDEAL FEATURES INCLUDE:

- PUBLIC ART
- PLAZ/SEATING NODE
- PLANTS

NOTES/COMMENTS:

- Included stormwater BMPs where possible

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

STEP 2

Choose your preferred alternative and fill out the illustration card with as much or as little text, color, and comments as you'd like.

STEP 3

Return to:
CITY HALL
801 WASHINGTON STREET
NORTHFIELD, MN 55057

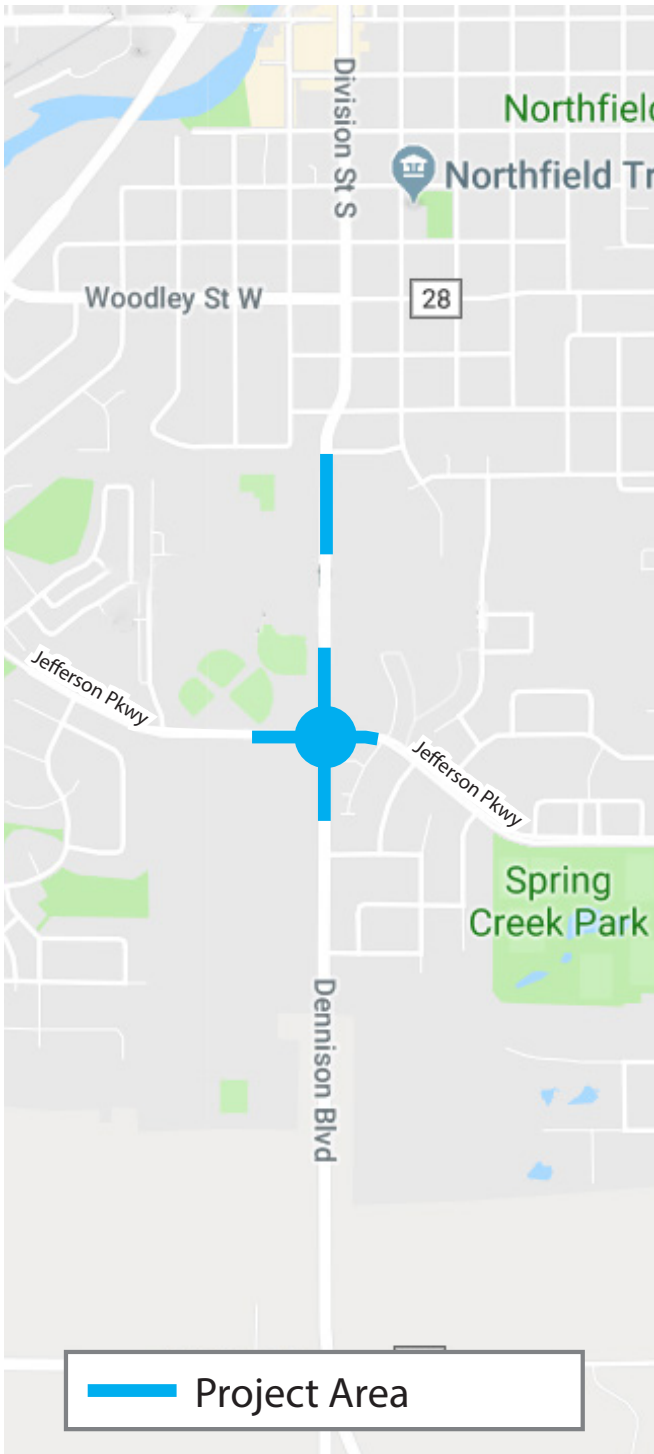
Schedule

- August 21: Open House
- September 3: City Council Approves preferred alternative
- September: MnDOT Level 1 Design Approval
- November / December: Final Design
- January / February: Bidding
- May / June: Construction start

Questions / Comments

Thank you





PROJECT INPUT

TH246 & JEFFERSON PARKWAY INTERSECTION

The City of Northfield would like your input on the proposed improvements to the TH246 & Jefferson Parkway Intersection.

To improve safety at the intersection and along the corridor we are sharing proposed concepts for public review and comment. The following pages provide some background information for the project and then asks you to share your ideas, concerns, and preferences about the proposed improvements.

Additional information about the project can be found at the project website:

<https://mn-northfield2.civicplus.com/1070/Highway-246-and-Jefferson-Parkway-Inters>

PROJECT CONTACT

David Bennett
PUBLIC WORKS
DIRECTOR / CITY
ENGINEER

507-645-3006

DAVID.BENNETT@
CI.NORTHFIELD.
MN.US



PREVIOUS STUDY

GATEWAY CORRIDOR IMPROVEMENT PLAN

The City of Northfield Gateway Corridor Improvement Plan (2012) identifies the intersection of TH 246/Dennison Blvd & Jefferson Parkway as a Local Gateway Node. Key findings and recommendations for the corridor and intersection include:

Landscape Enhancements

- Naturalized forest plantings with understory and prairie plantings (Northfield High School entry road to Jefferson Parkway - both sides of the roadway)
- Naturalized forest plantings with understory and prairie plantings (Jefferson Parkway to Northfield Middle School entry road - west side of the roadway)
- Boulevard evergreen wind row (Jefferson Parkway to Arbor Street - east side of the roadway)

Streetscape Enhancements

- Enhanced intersection treatment at the intersection of Dennison Boulevard / MN Highway 246 and Jefferson Parkway. The improvements should include decorative paving, additional signage, and new pedestrian ramps.
- Way-finding/ Monument signage

Gateway Nodes

There is one major gateway node at the intersection of Dennison Boulevard / MN Highway 246 and Jefferson Parkway. This intersection should be improved with a secondary streetscape treatment that could include additional lighting, enhanced intersection treatments, and limestone entry walls.

- Add naturalized tree clusters to extend character of adjacent planting areas
- Create a sense of enclosure along Dennison Blvd to reduce automobile speeds
- Add street lighting
- Native prairie plantings to reinforce the street edge
- Plantings to frame views from roadway into school sites and to the broader Downtown
- Enhance edges of environmental study area
- Evergreen tree clusters to buffer residential areas and define street edge
- Maintain select views into open space areas










- Enhance crosswalks at Jefferson Pkwy
- Additional signals and signalization
- Improved crosswalk surface treatments
- Additional street/pedestrian lighting
- Provide streetscape elements at the intersection

- Evergreen tree clusters and wind break to buffer residential area and define street edge
- Maintain select views into open space areas
- Future location for gateway/monument signage

- Naturalized tree cluster to extend character of adjacent planting areas along Dennison Blvd
- Plantings to frame views from roadway into school areas



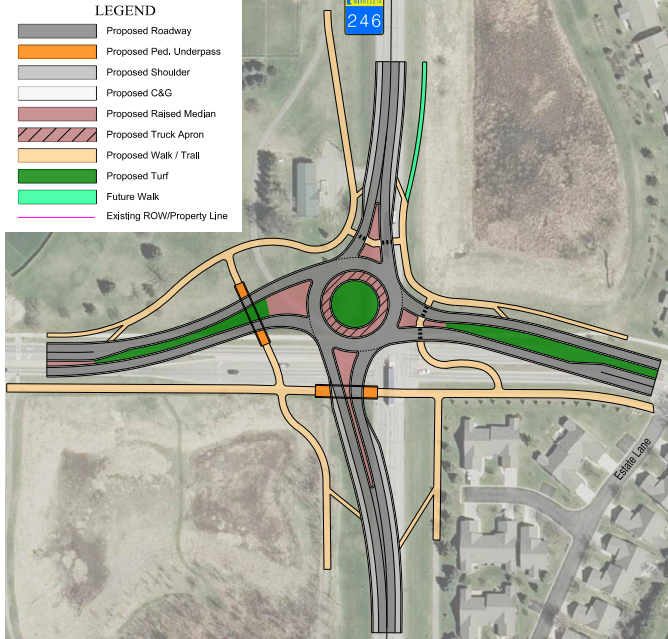
Legend

	Native Vegetation (overstory/understory plantings)		Primary Streetscape Treatments
	Evergreen Clusters		Existing Trees/Vegetation
	Evergreen Wind Break		Linking Trail Core
	Boulevard Street Tree Plantings		On Street Bike Route
	Shrub/Perennial Plantings		On Street Bike Lane
	Native Grass/Grass Planting Areas		Destination Trail - Core
			Local/ Neighborhood Trail

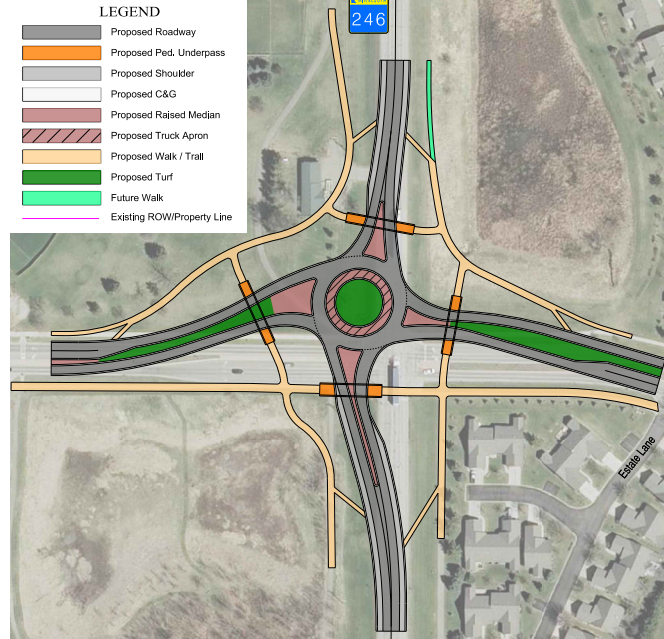
PRELIMINARY DESIGNS

ROUNDAABOUT ALTERNATIVES

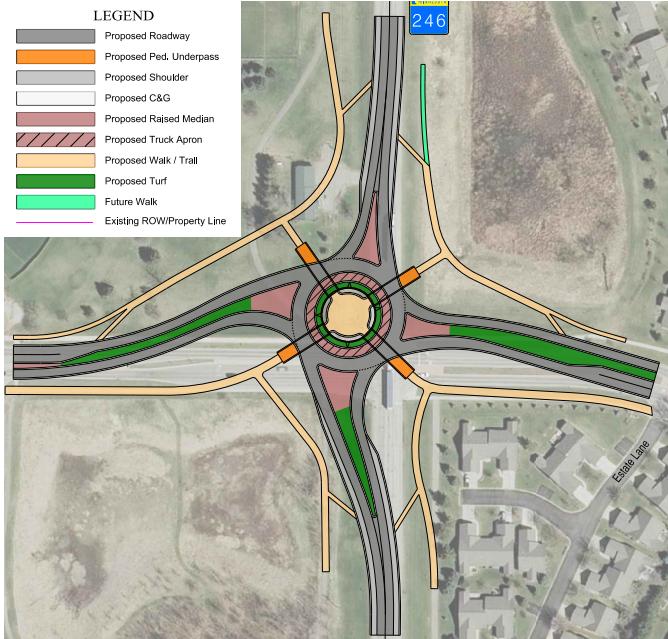
ALTERNATIVE 1



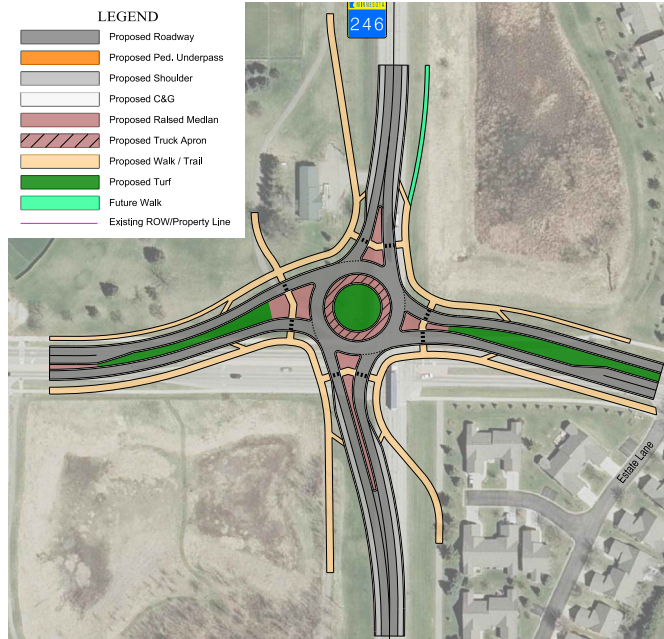
ALTERNATIVE 2



ALTERNATIVE 3



ALTERNATIVE 4



ALTERNATIVE 3

How would Alternative 3 look and feel? These visualizations help us study the scale, paving materials, artistic elements, and greening options. In this example, concrete, natural stone accents, perennial plants, colored concrete, and perforated weathering steel art screens help create a distinct experience for local and regional trail users.



Approaching the underpass via the Mill Towns State Trail from the southwest



Looking northeast into the grade separated roundabout from the southeast tunnel

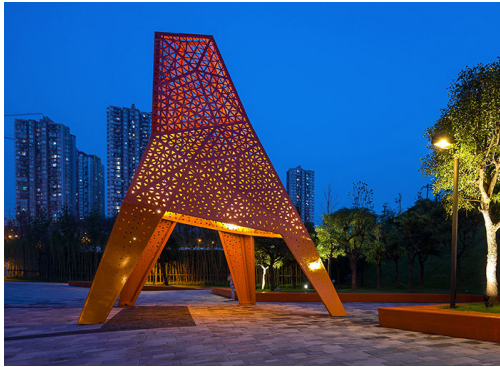
GATEWAY /CORRIDOR ELEMENTS

PRECEDENTS + EXAMPLES

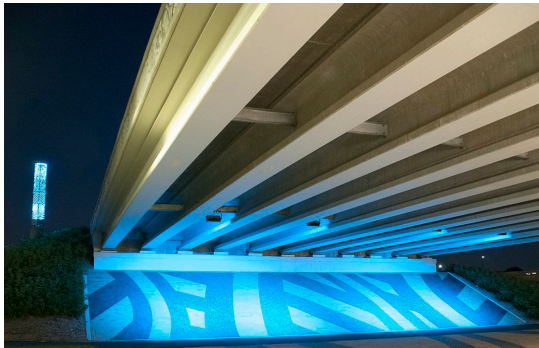
WAYFINDING/MONUMENT SIGNAGE



PUBLIC ART



ENHANCED LIGHTING



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LIMESTONE ENTRY WALLS



SEATING



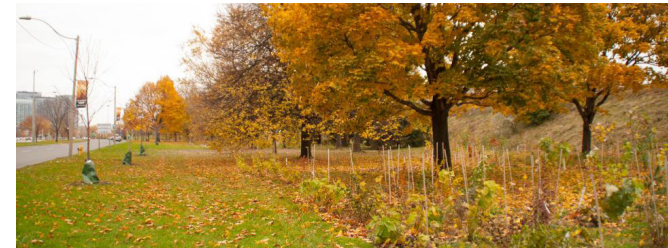
ENHANCED INTERSECTION TREATMENTS



PRAIRIE PLANTINGS



NATURALIZED FOREST PLANTINGS



STORMWATER MANAGEMENT



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STEP 1

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INTERSECTION ILLUSTRATION ALTERNATIVE 1

LEGEND

- Construction Limits
- Trail/Sidewalk
- Underpass
- Roadway
- Shoulder
- Concrete Apron

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

This roundabout alternative includes 2 grade separated pedestrian underpasses: one on the west side of the roundabout connecting the school campus and one on the south side connecting the Mill Towns State Trail. The east and north sides of the intersection would have at grade pedestrian crossings.

Project cost: \$2,970,000
Assumption: \$1,100,000 bond
Average \$200,000 household impact: \$15 per year

I LIKE THIS ALTERNATIVE BEST BECAUSE:

- It provides grade separation for peds/ bikes

MY IDEAL FEATURES INCLUDE:

- PUBLIC ART
- PLAZ/SEATING NODE
- PLANTS

NOTES/COMMENTS:

- Included stormwater BMPs where possible

STEP 2

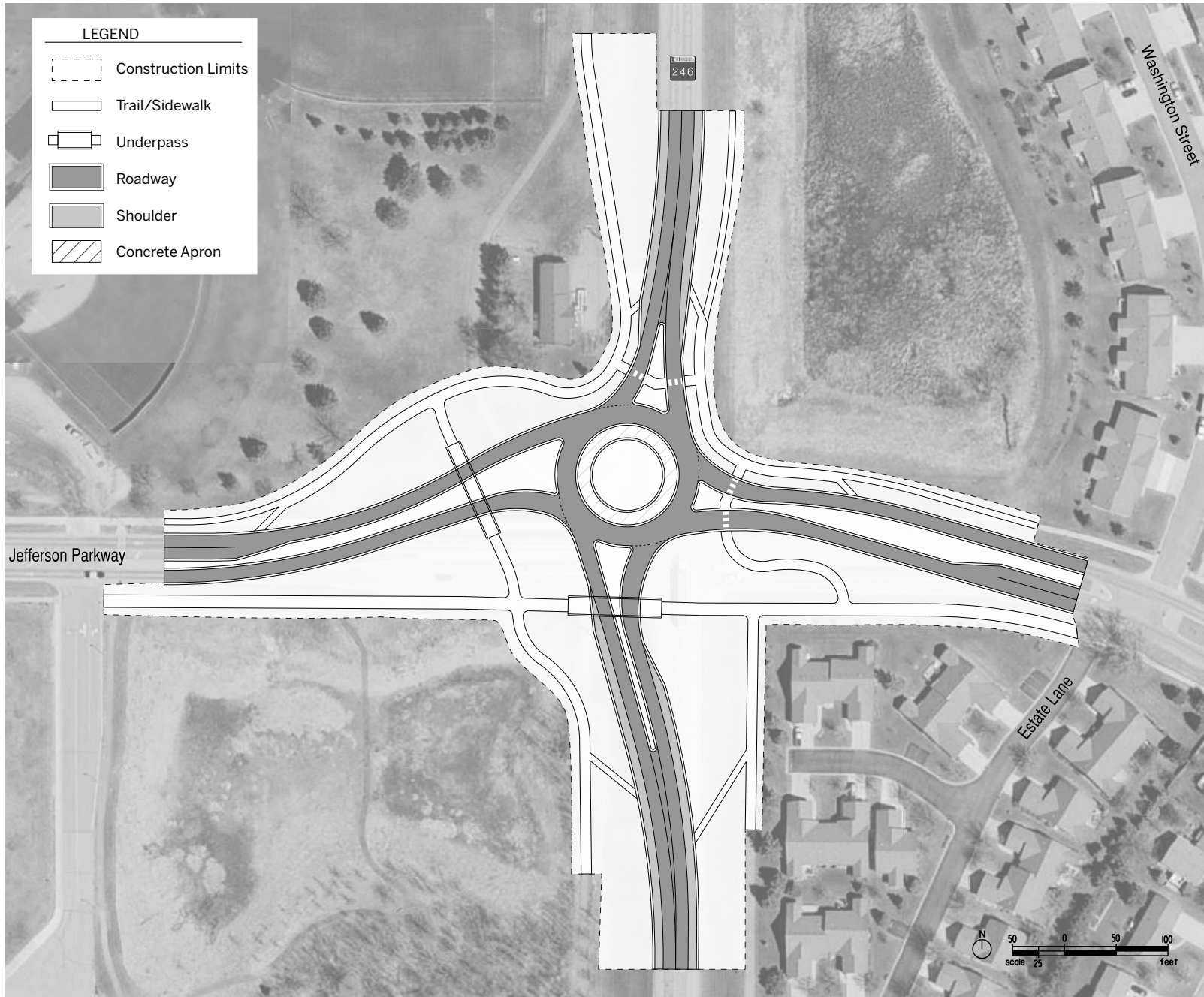
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STEP 3

Return to:
CITY HALL
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NORTHFIELD, MN 55057

INTERSECTION ILLUSTRATION

ALTERNATIVE 1



This roundabout alternative includes 2 grade separated pedestrian underpasses: one on the west side of the roundabout connecting the school campus and one on the south side connecting the Mill Towns State Trail. The east and north sides of the intersection would have at grade pedestrian crossings.

Cost impact for a \$200,000 home is \$15/year for 10-years.

I like this alternative best because:

My ideal Features include:

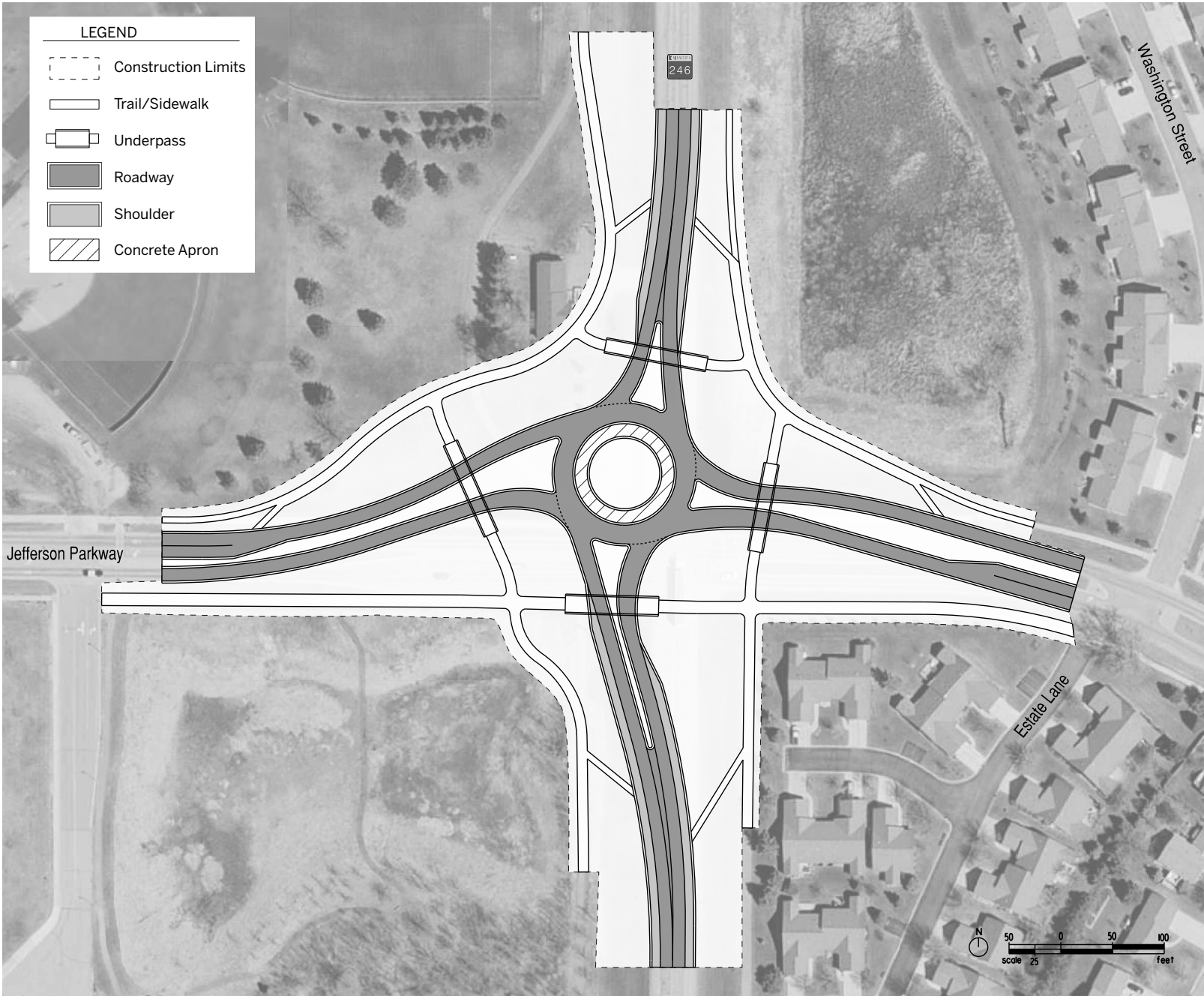
Notes/comments:

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

OTHER COMMENTS:

INTERSECTION ILLUSTRATION

ALTERNATIVE 2



This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. In this scenario all pedestrian and bikes would be separated from vehicle traffic.

Cost impact for a \$200,000 home is \$20/year for 10-years.

I like this alternative best because:

My ideal Features include:

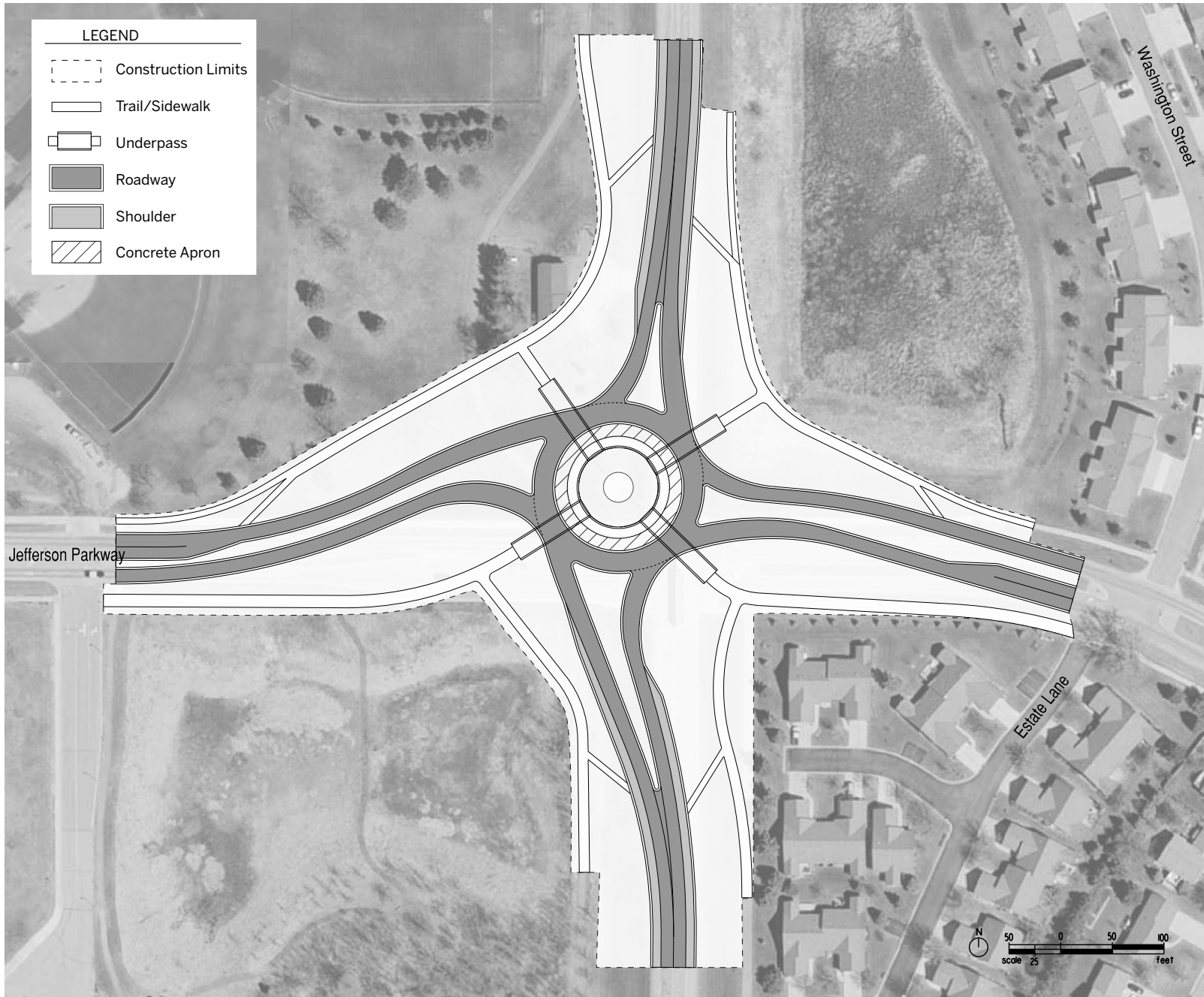
Notes/comments:

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

OTHER COMMENTS:

INTERSECTION ILLUSTRATION

ALTERNATIVE 3



This roundabout alternative includes grade separated pedestrian underpasses on all four legs of the intersection. With this scenario, all pedestrians and bicycles would be separated from vehicle traffic. The underpass would end in the center of the roundabout creating an internal pedestrian-bike intersection with artistic elements added within the roundabout below grade.

Cost impact for a \$200,000 home is \$21/year for 10-years.

I like this alternative best because:

My ideal Features include:

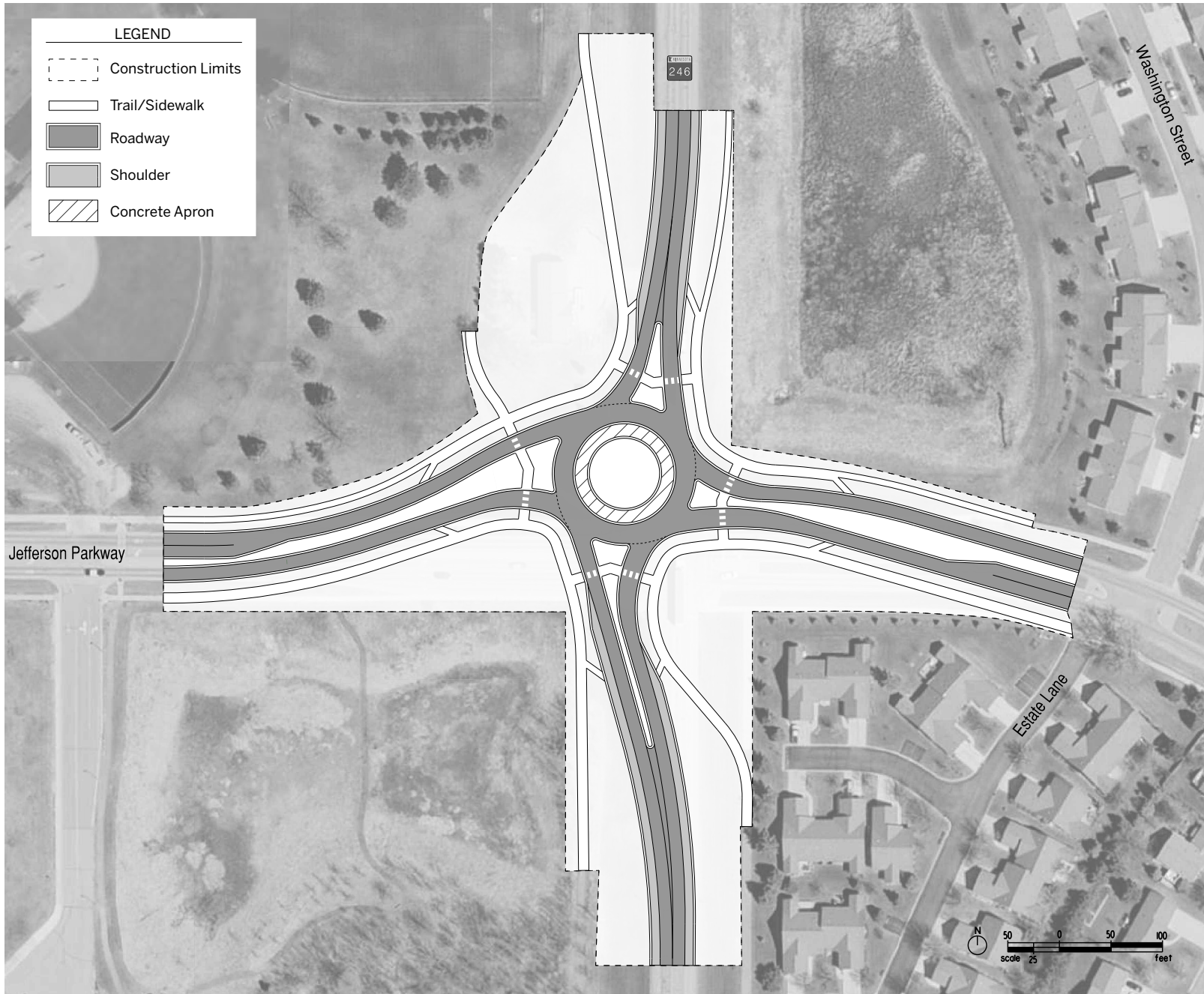
Notes/comments:

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

OTHER COMMENTS:

INTERSECTION ILLUSTRATION

ALTERNATIVE 4



This roundabout option includes at grade pedestrian crossings on all four legs of the intersection. It would not provide any grade separated crossings for pedestrians or the Mill Towns State Trail.

There is no additional tax impact with this alternative.

I like this alternative best because:

My ideal Features include:

Notes/comments:

WHERE JEFFERSON + 246 MEET: WHAT I'D LIKE TO SEE

OTHER COMMENTS:



Building a Better World for All of Us[®]

Sustainable buildings, sound infrastructure, safe transportation systems, clean water, renewable energy and a balanced environment. Building a Better World for All of Us communicates a company-wide commitment to act in the best interests of our clients and the world around us.

We're confident in our ability to balance these requirements.

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