



Highway 47/University Avenue

Columbia Heights, Fridley, Spring Lake Park, Blaine

Introduction and PEL Background

- Average 4 fatal crashes/year on Highway 47 and 65 from their intersection in Minneapolis to US 10.
- Generally - crash rate is higher in Hennepin County, but rate of serious injury/death is higher in Anoka County.
- **Planning and Environmental Linkages study** identified several concepts for both 47 and 65 but didn't pick a preferred alternative.



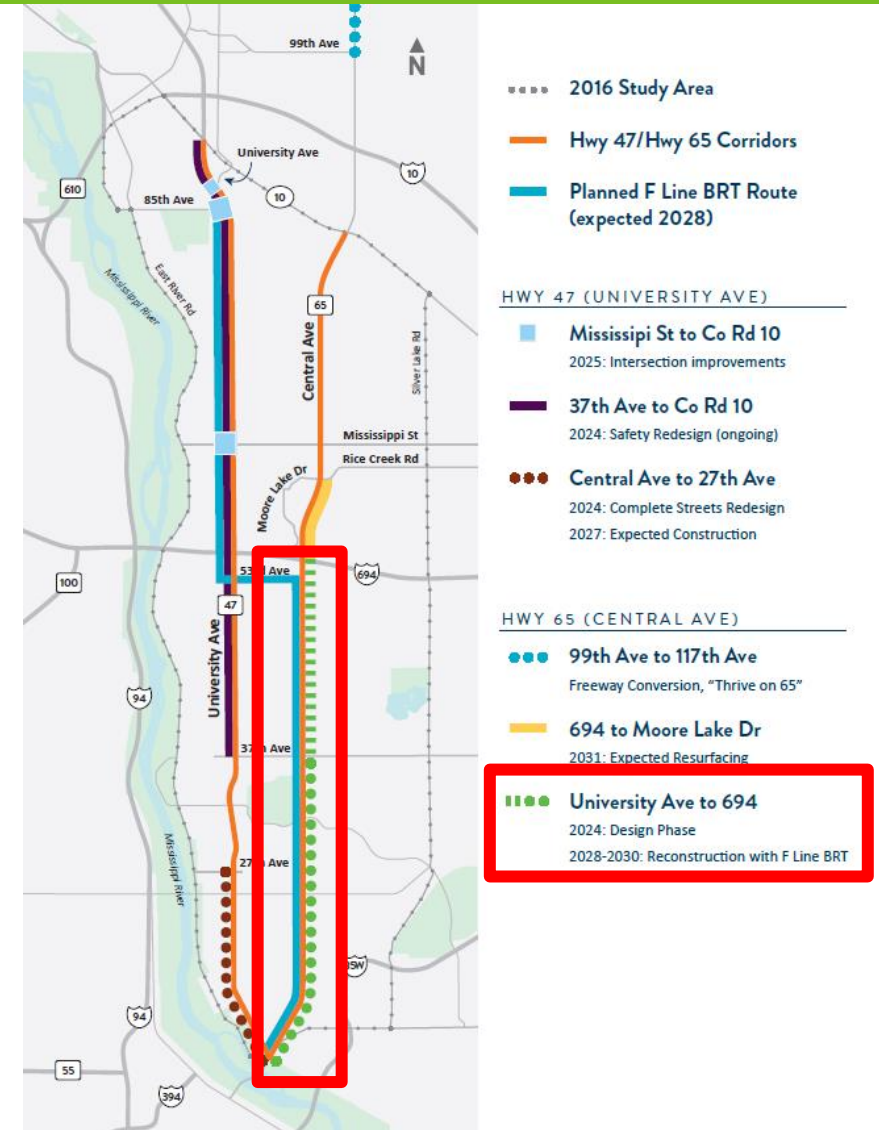
2028 Construction – Highway 65

- Central Ave Reconstruction

- Implement safety improvements from PEL study
- Improve pavement condition
- Design with F Line BRT improvements

- Funding

- \$25 million set aside for Anoka County portion in FY 2028
- MnDOT looking into funding options for Hennepin County portion



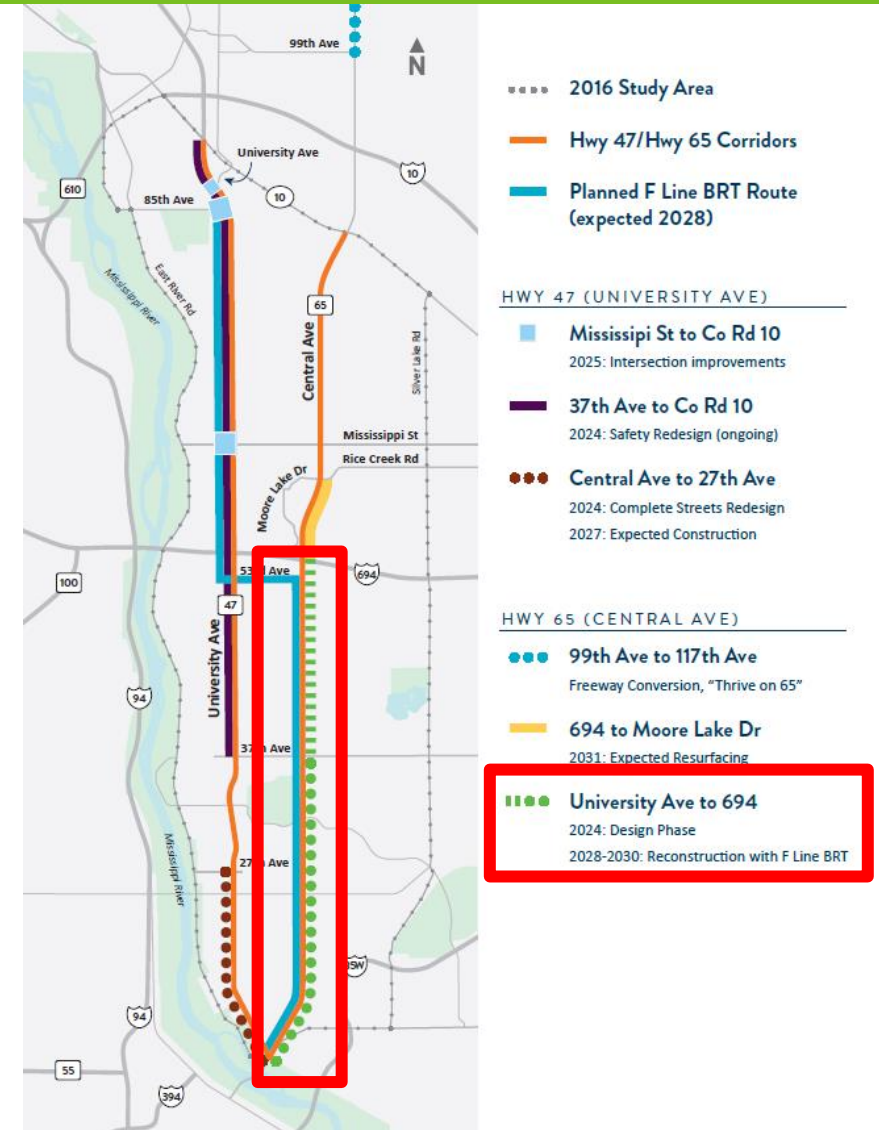
2028 Construction – Highway 65

- Safety Improvements

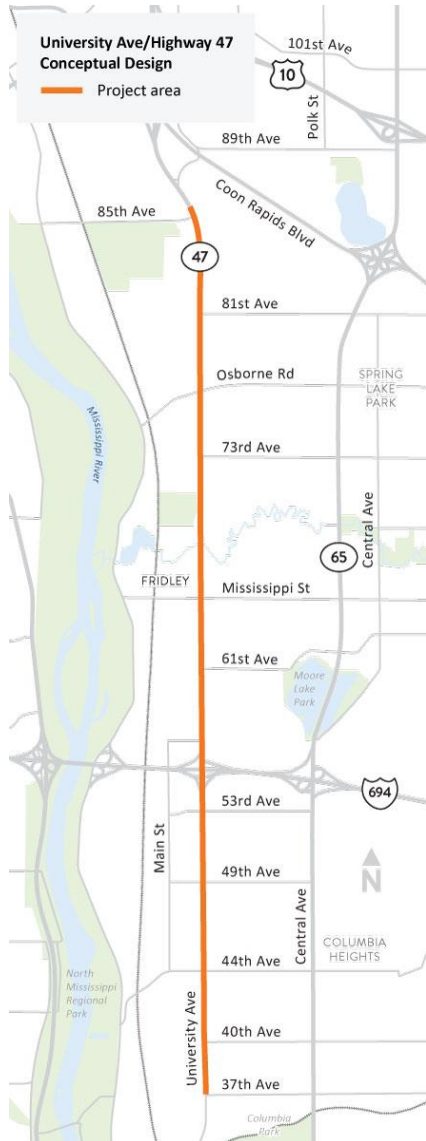
- Conversion from 4 lanes to 3 lanes (w/center turn lane) – up to 47% reduction in crashes
- Adding separated bike facilities – up to 56% reduction in bicycle crashes
- Adding median refuge islands – up to 56% reduction in pedestrian crashes

- Mobility Considerations

- May increase delay slightly for motorists during rush hour
- Evaluating adding general purpose lanes, turn lanes, and/or bus lanes back in where needed

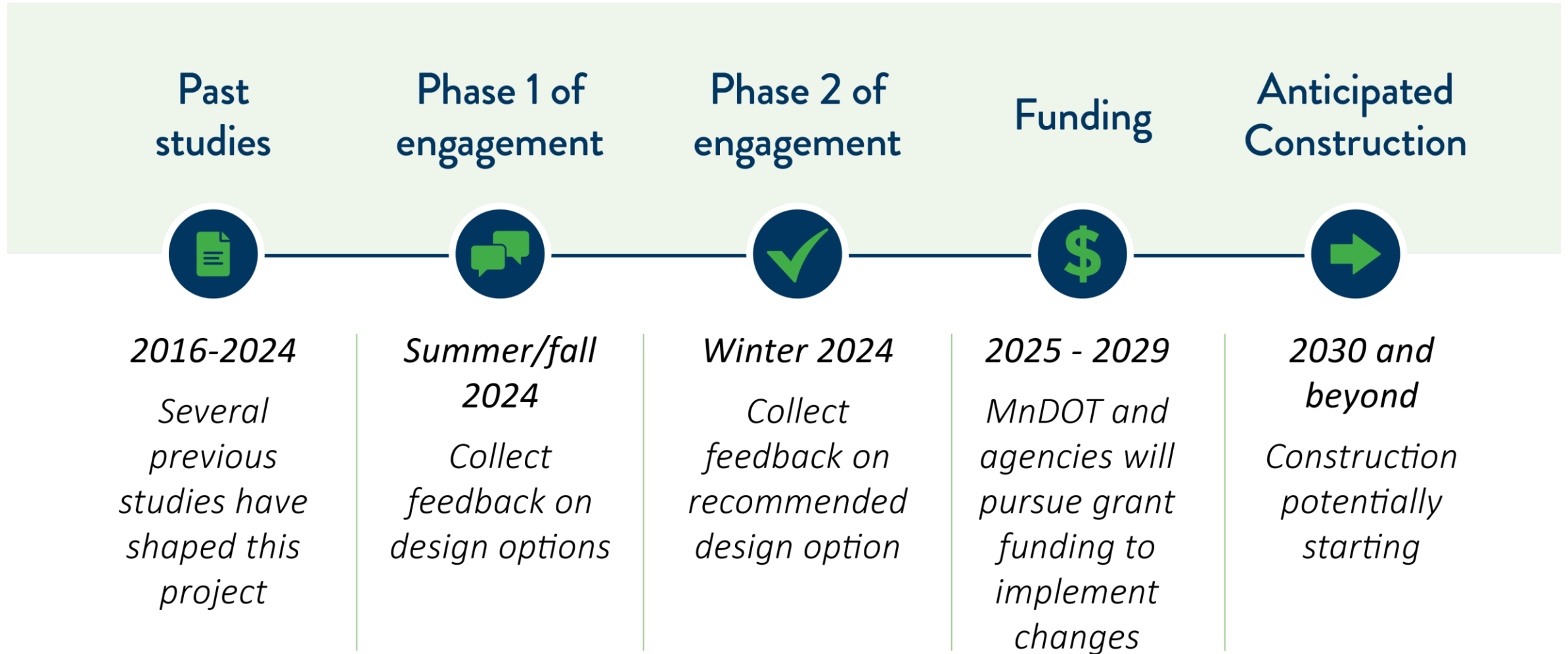


Project overview



- Highway 47 conceptual design contract
 - Further evaluate the design of safety improvements from PEL study
 - Design the future of 47 in a way that is compatible with F Line construction, and other locally led projects.
- Funding
 - MnDOT has \$12M planned for resurfacing in 2030. Safety improvements from PEL study are significantly more expensive, additional funding required.
 - Improvements on Highway 47 may come over a series of projects instead of all at once in 2030

Timeline



What we have heard

It's too easy for pedestrians and bicyclists to get hit by cars.

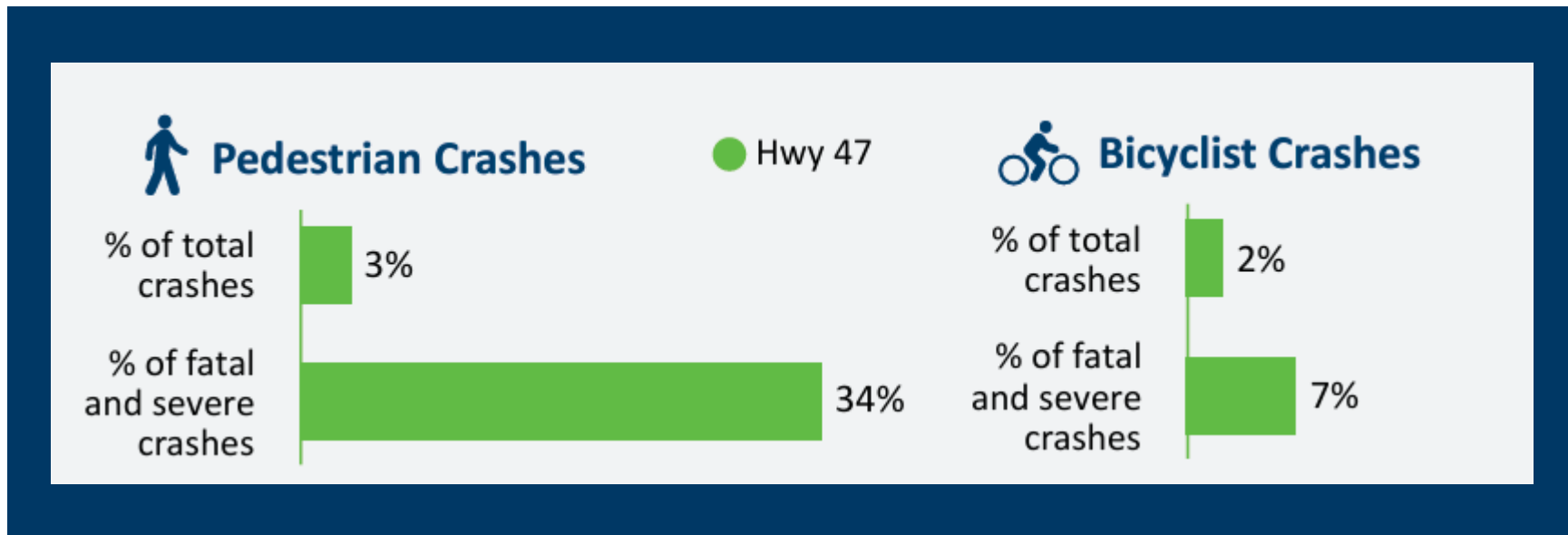
Multi-lane roundabouts could keep traffic flowing while slowing car speeds.

Cars are often speeding.

The signal wait times aren't right for pedestrians. People often cross against the light.



What we have learned



Walkability and bikeability: Most Pedestrians do not feel safe while traveling. These vulnerable travelers are involved in 39% of all deadly and serious injury crashes.

Driver safety: Most drivers also do not feel safe, technical analysis identified 27 locations where the number of crashes is higher than the average.

What we have learned



CRASH DATA (2014 - 2023)

Proposed changes



**37th Ave NE
to 53rd Ave NE**

Traffic Signals (2 lane roadway)
Single Lane Roundabouts (2 lane roadway)
Multi-Lane Roundabouts (4 lane roadway)

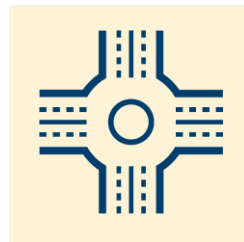
**53rd Ave NE
to Osbourne Rd NE**

Traffic Signals (4 lane roadway)
Multi-Lane Roundabouts (4 lane roadway)

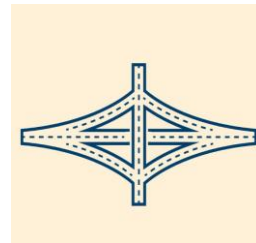
**North of Osbourne Rd NE
to University Ave NE**

Multi-Lane Roundabouts (4 lane roadway)
Fully Grade-Separated Interchanges

Proposed changes



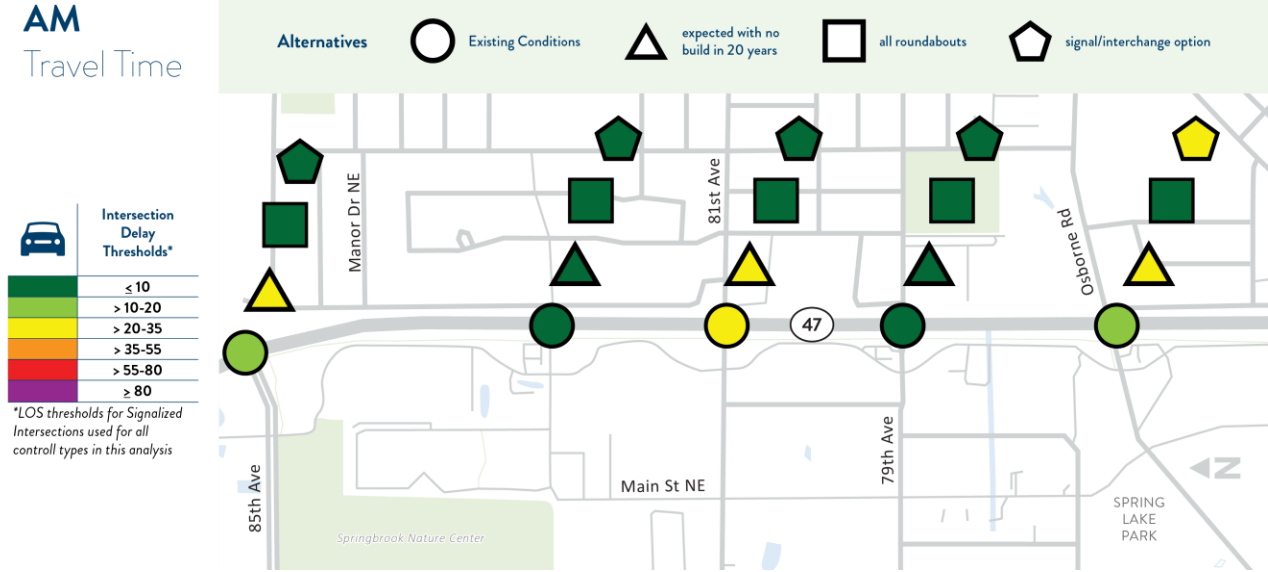
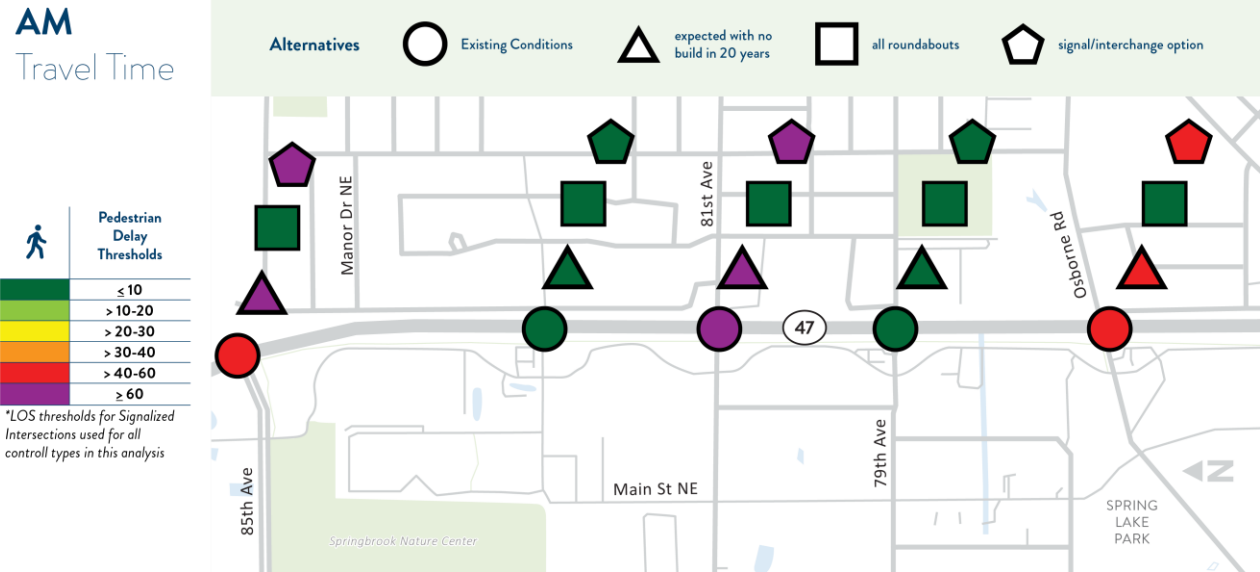
Multi-lane RB
(4 lane roadway)



Grade separated
(4 lane roadway)

**North of Osbourne Rd NE
to University Ave NE**

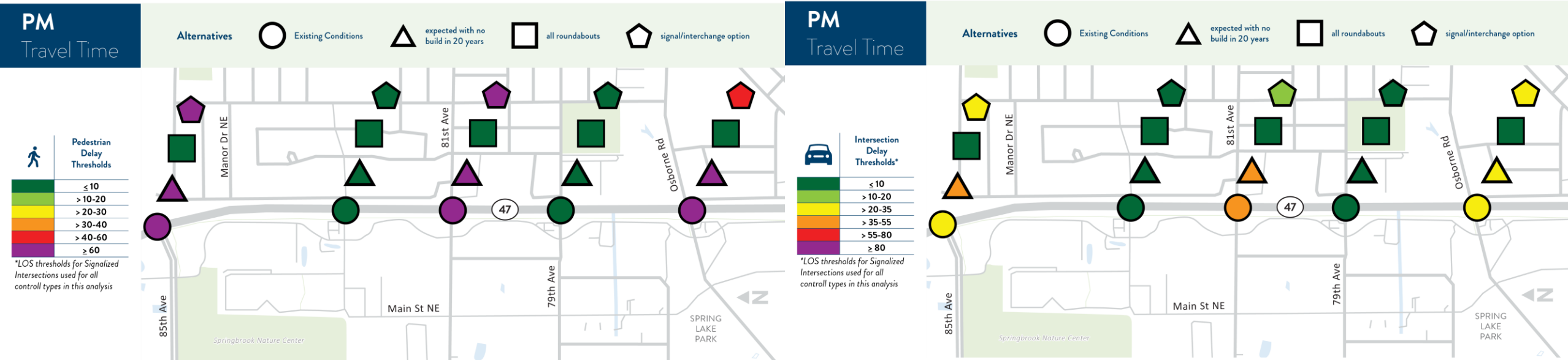
Traffic analysis results



Key takeaways

- Roundabout Option showed the least traffic and pedestrian delays during a.m. periods.
- Overall, Signal/Interchange Option results are comparable to existing conditions at most intersections.

Traffic analysis results



Key takeaways

- Roundabout Option showed the least traffic and pedestrian delays during p.m. periods.
- Signal/Interchange Option is expected to cause long queues at 53rd Ave during the p.m. hours.
- Overall, Signal/Interchange Option results are comparable to existing conditions at most intersections.

Benefit Cost Analysis

Legend

Estimated Safety Benefit:

a cost saving projection for the total number of human lives saved and property damage prevented by the roadway improvements

Estimated Operational Benefit:

Cost benefit from time saved by roadway users.

Benefit/Cost Ratio:

A Benefit Cost Ratio greater than one has greater benefit relative to cost.

No Build

Projected Annual Total Crash Cost
\$22.7M

Estimated Safety Benefit:
N/A

Estimated Operational Benefit:
N/A

Benefit/Cost Ratio:
N/A

Roundabouts Option

Projected Annual Total Crash Cost
\$8.9M

Estimated Safety Benefit:
\$217.5M

Estimated Operational Benefit:
\$539.5M

Benefit/Cost Ratio:
15.0

Signal/Interchange Option

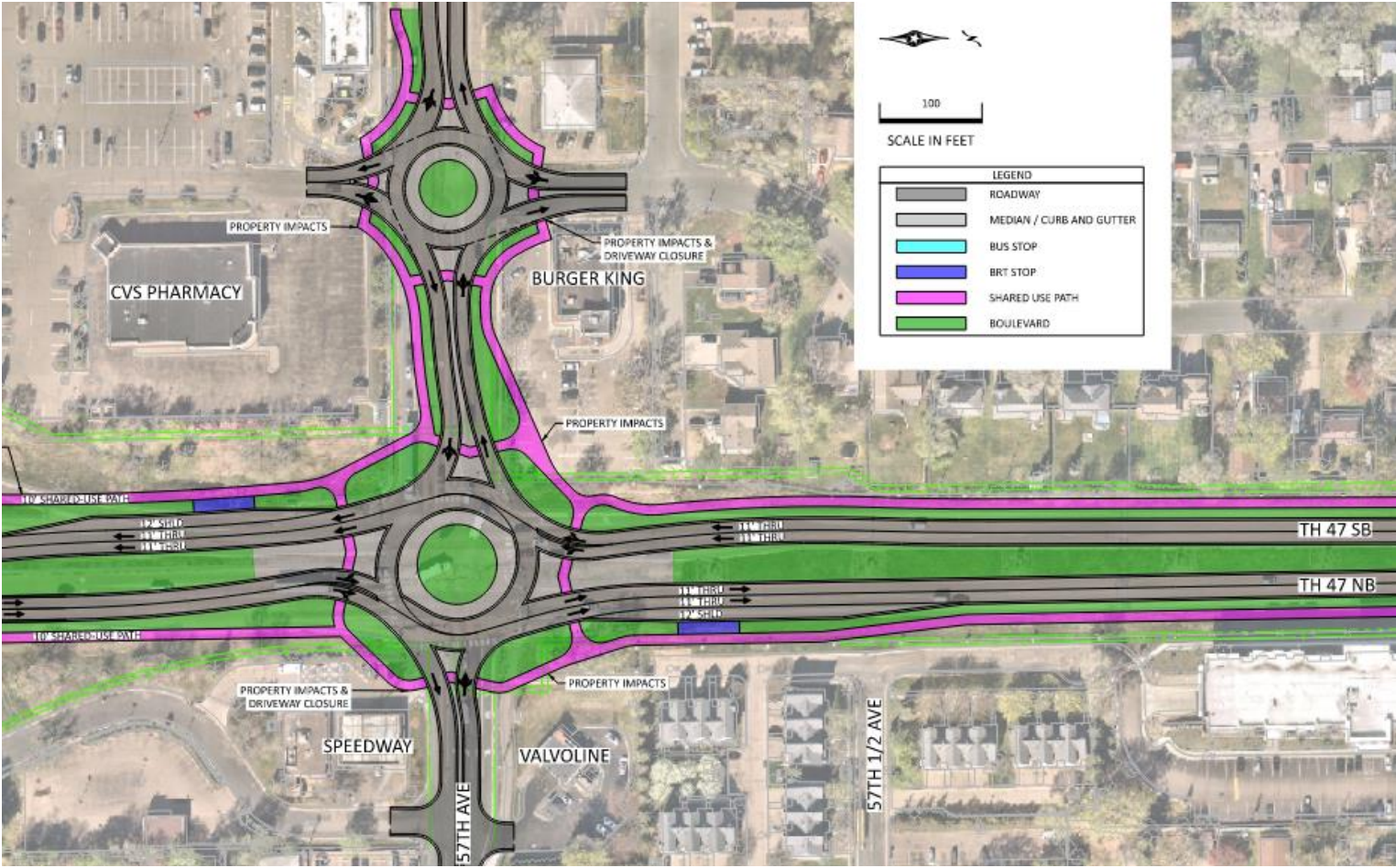
Projected Annual Total Crash Cost
\$15.5M

Estimated Safety Benefit:
\$114M

Estimated Operational Benefit:
\$101M

Benefit/Cost Ratio:
1.0

Local Participation



Pedestrian grade separation



Potential Option:

- Could be effective, but if the crossing isn't direct, pedestrians may still attempt to cross at street level.

- MnDOT continuing to refine designs based on public feedback
- MnDOT planning another round of public engagement in December – to share details on roundabouts, pedestrian bridges, and traffic signals and to compare the differences
- By the end of 2024 – have a good sense for what makes sense at each intersection



In 2025 – start to pursue grants and work with partners to fund construction as early as 2030

Questions



- Additional thoughts?
- Which option do you prefer? What considerations for your community should we keep in mind?
- Anything else you'd like us to know about your community or the corridor in general?