



County Road 26 (70th Street E.) from Allen Way to Cahill Avenue Improvement Project

WELCOME

to the **OPEN HOUSE**

OCTOBER 8TH, 2024 // 4:30-7:30pm

FORMAT:

*4:30 - 6 p.m: Allen Way to Babcock
6-7:30 p.m: Babcock Trail to Cahill Avenue*

CORRIDOR CRASH AND SAFETY ANALYSIS



- The crash rate is below average, with no serious injuries or fatalities
- Rolling, substandard vertical roadway profile does not meet roadway design speed

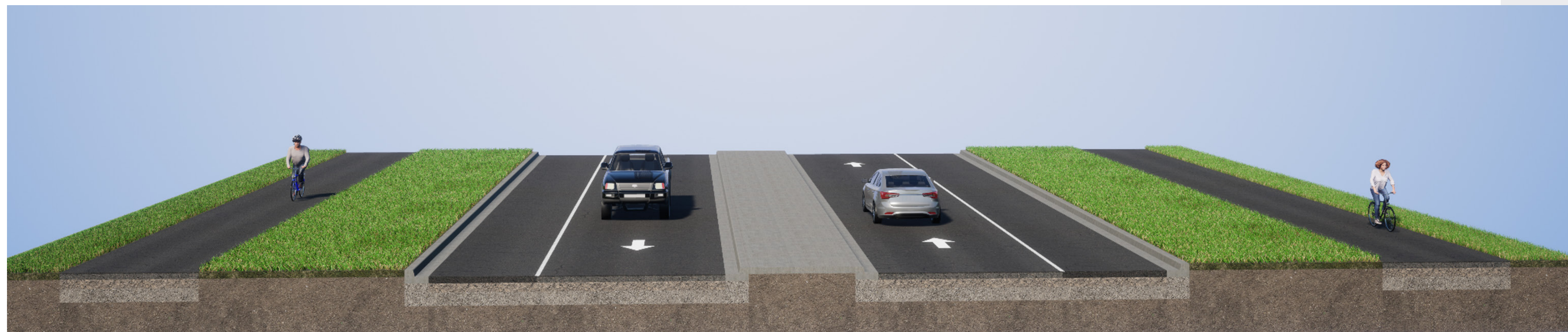
ROADWAY TYPICAL SECTION

EXISTING TYPICAL SECTION



- One through lane in each direction
- Rural Section (no curb and gutter) with narrow gravel shoulder
- Inconsistent turn lanes at side street intersections

POTENTIAL ROADWAY TYPICAL SECTION



**Trail facility is being evaluated and may only be feasible on one side*

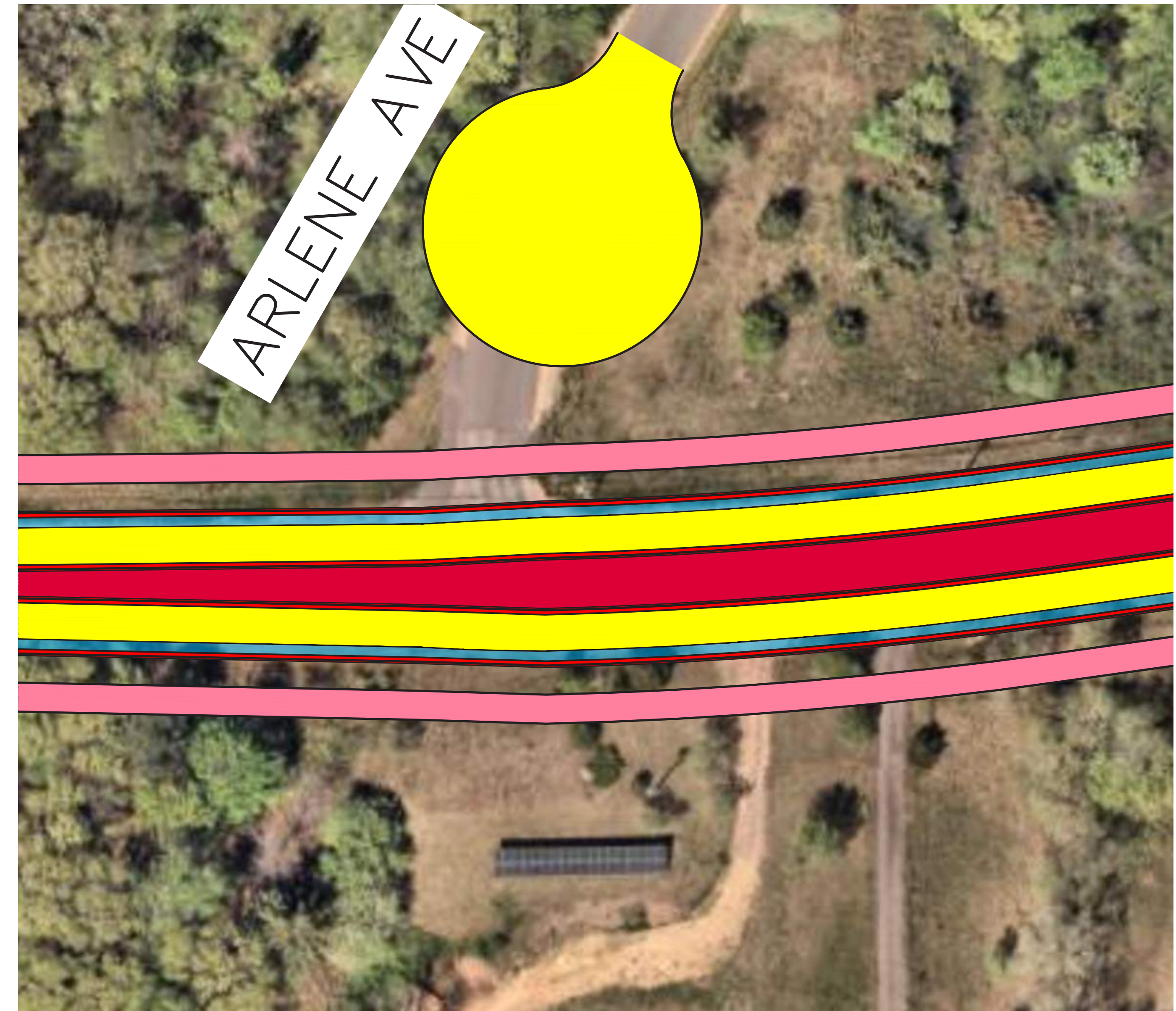
- One through lane in each direction
- Urban Section with curb and gutter
- Wider, paved shoulders
- Multi-use trail facilities
- Right and left turn lanes at city street intersections

POTENTIAL ACCESS MANAGEMENT MODIFICATIONS

TWO CONCEPTS BEING CONSIDERED AT ARLENE AVE

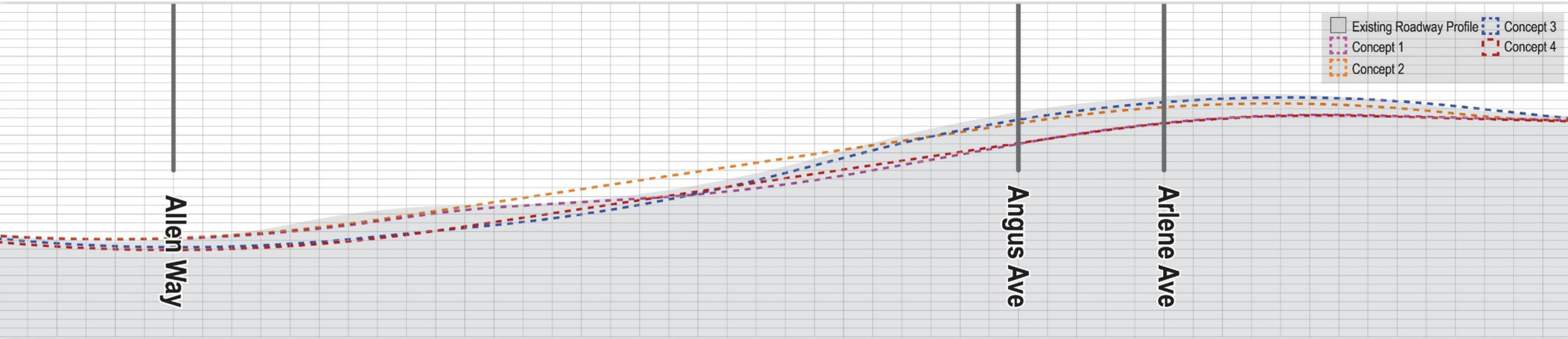


Right In Right Out



Cul-De-Sac

ROADWAY VERTICAL PROFILE CONCEPTS



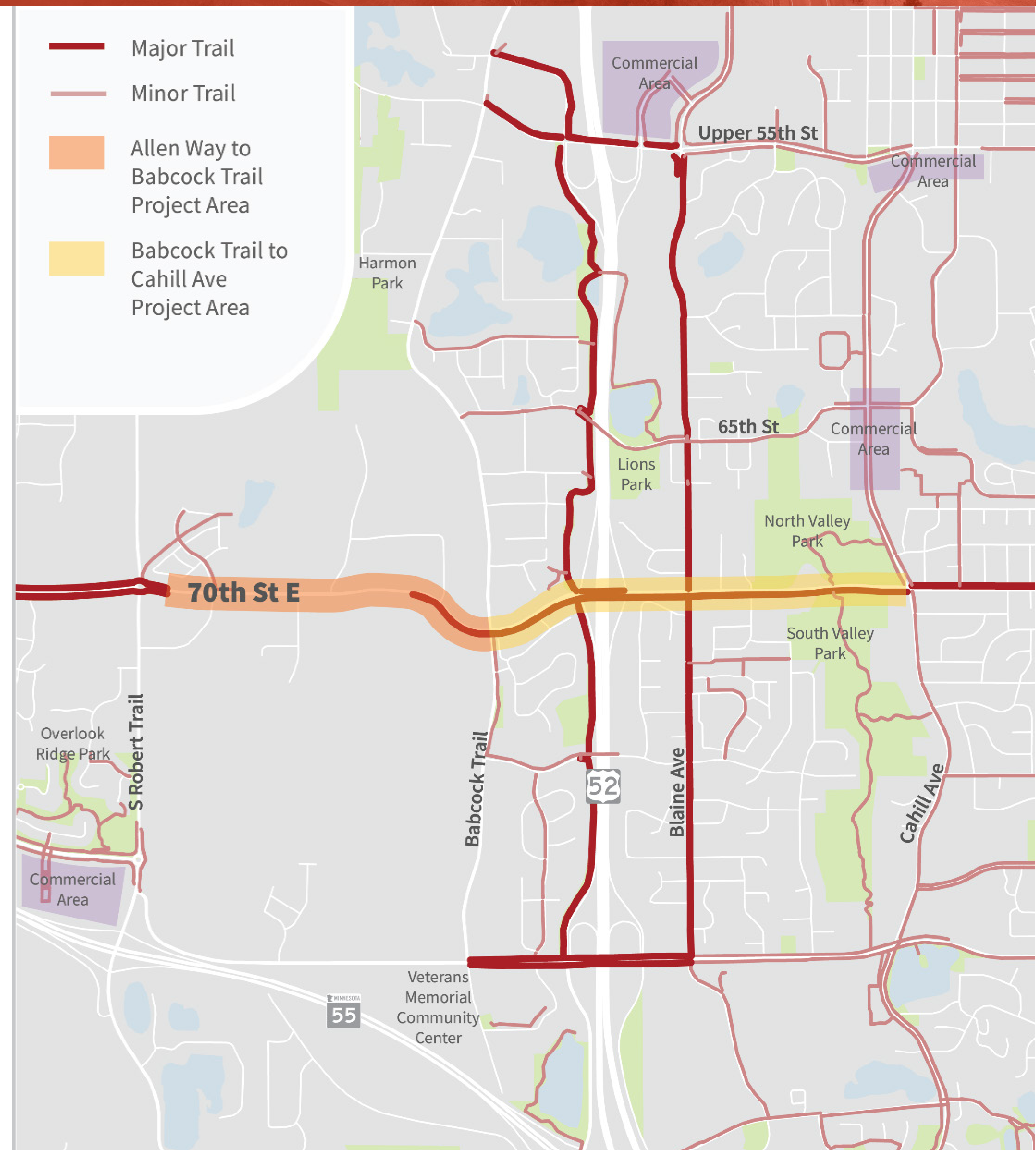
PROFILE EVALUATION CRITERIA

- Intersection and Stopping Sight Distance
- Profile Smoothness
- ADA and Bicycle Considerations
- Impacts to adjacent City roadway system and existing stormwater/environmental areas
- Impacts to adjacent private property owners
- Construction cost

TRAIL CONSIDERATION MAP

▶ ADDING A MULTIMODAL TRAIL WILL:

- Connect pedestrians and cyclists to the existing trail network
- Increase access to parks and area schools
- Provide safe options for pedestrians and cyclists

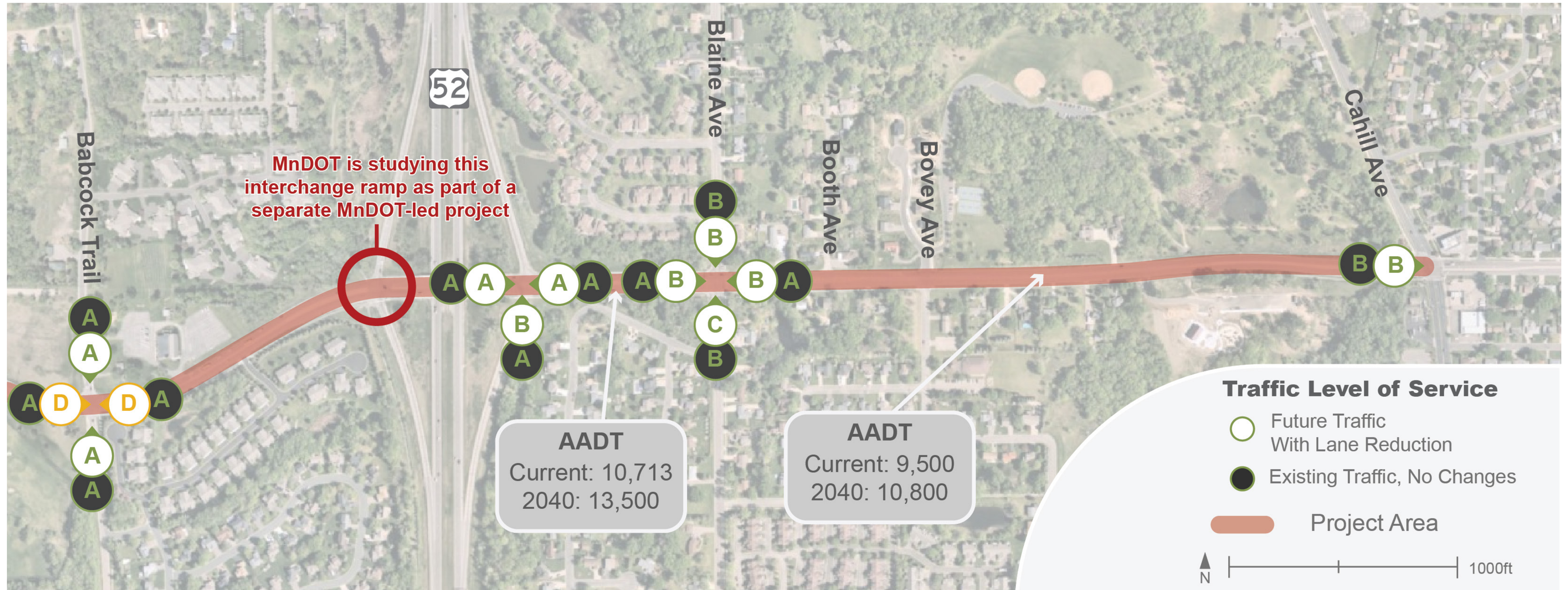


PROJECT SCHEDULE/NEXT STEPS

	Fall 2024	Winter 2025	Spring 2025	Summer 2025	2026-2027
Open House #1	★ Today				
Alternatives Evaluation					
Open House #2					
Preliminary Design Completion					
Final Design & Construction					

 Study Duration

EXISTING TRAFFIC CONDITIONS ANALYSIS



EXISTING LEVEL OF SERVICE (PM PEAK)

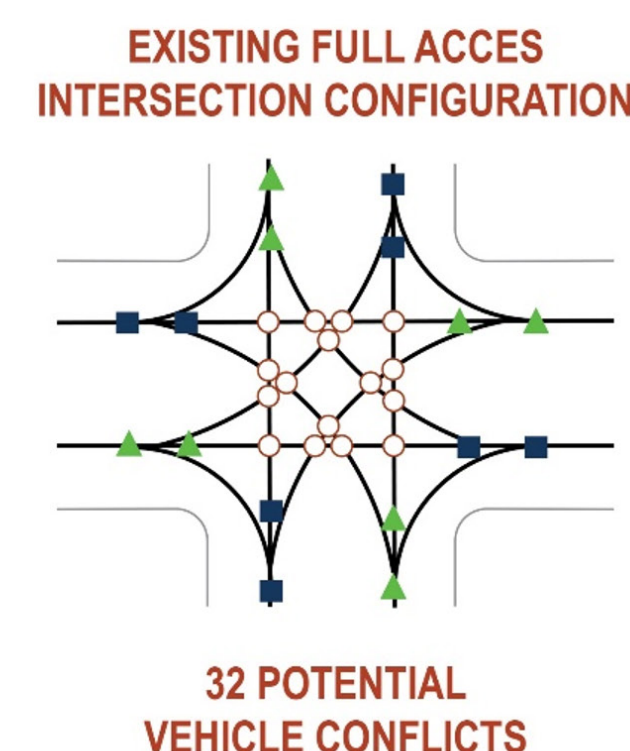
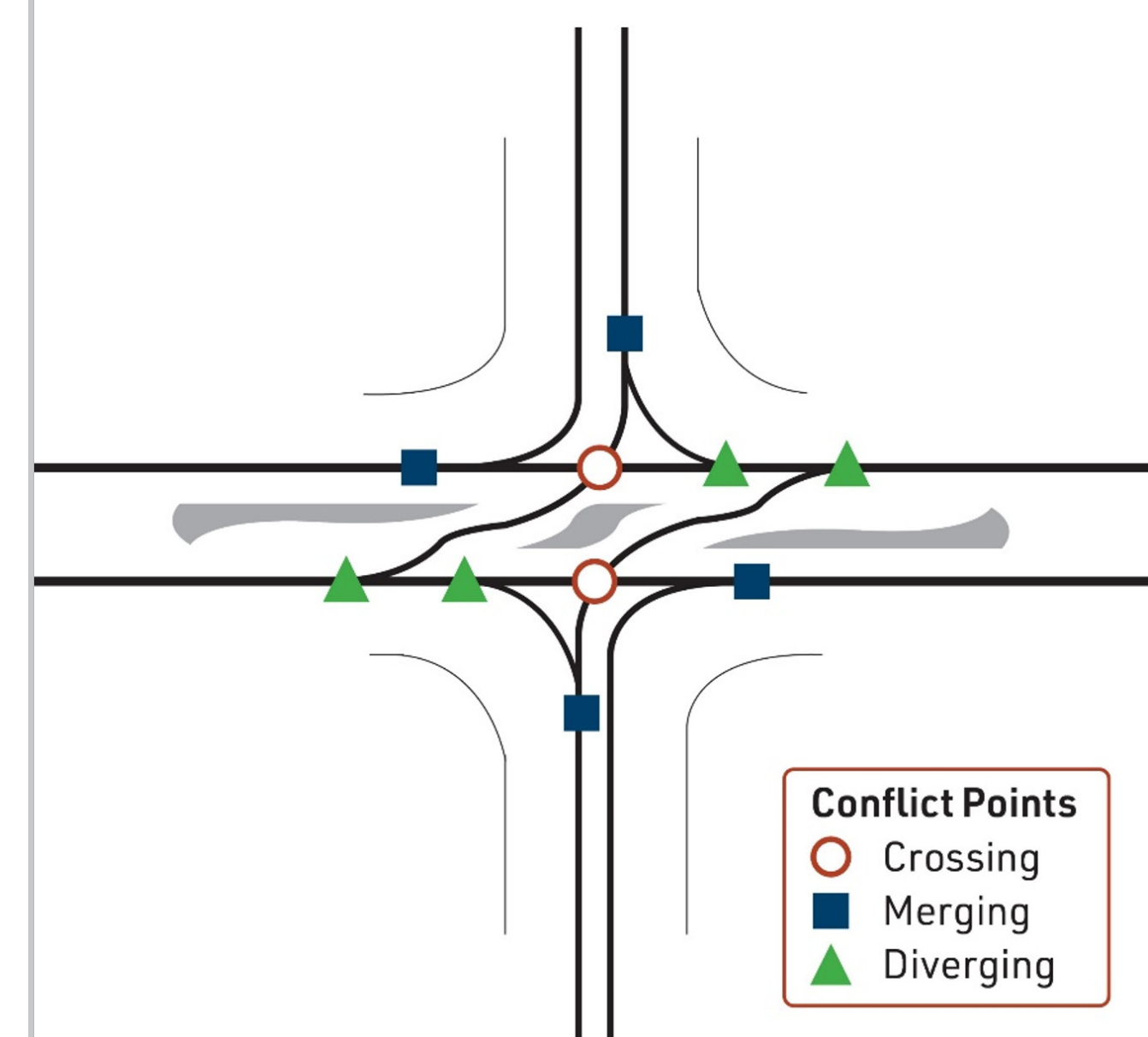
- Level of service intersection scores are generally high, showing free traffic flow during evening peak traffic.
- A roundabout is being considered by MnDOT at the southbound ramp of TH 52

CRASH ANALYSIS & ACCESS MANAGEMENT



*The corridor crash rate is below average, with no serious injuries or fatalities

**RESTRICTED ACCESS INTERSECTION:
10 POTENTIAL VEHICLE CONFLICTS**

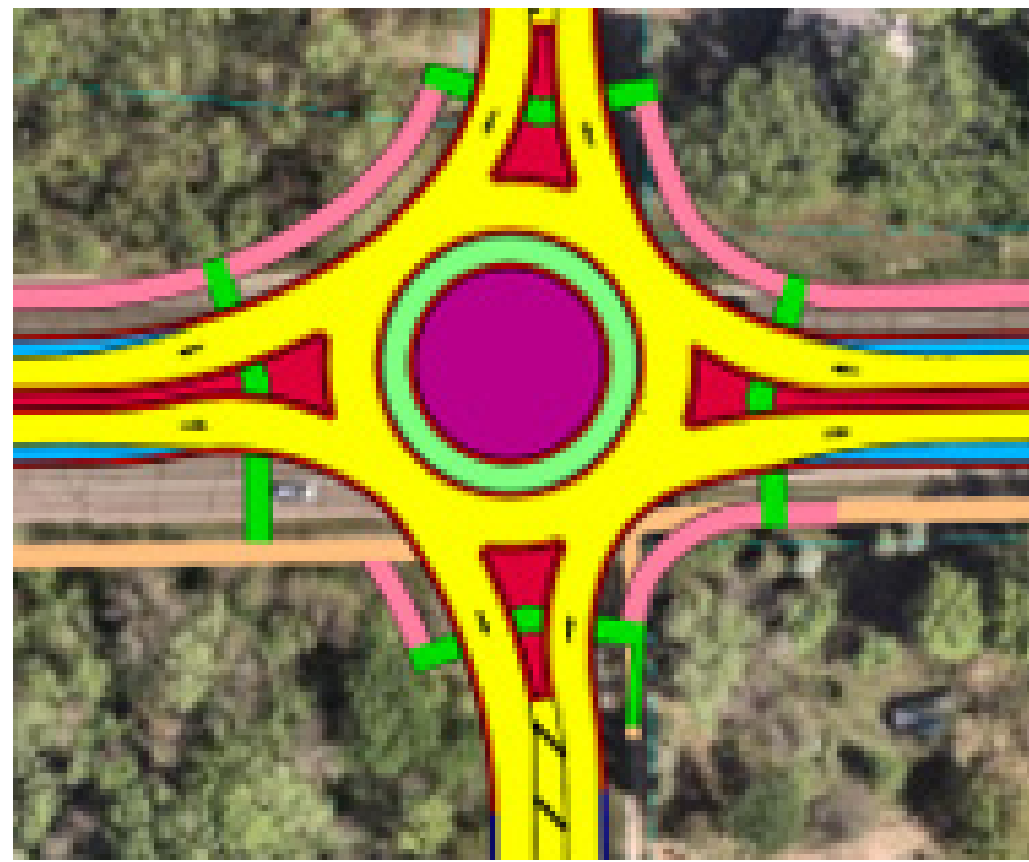


- Planning of the location, spacing, design, and operation of driveways, median openings and street connections to a roadway
- Managing access helps protect public investment in roadways and improve public safety

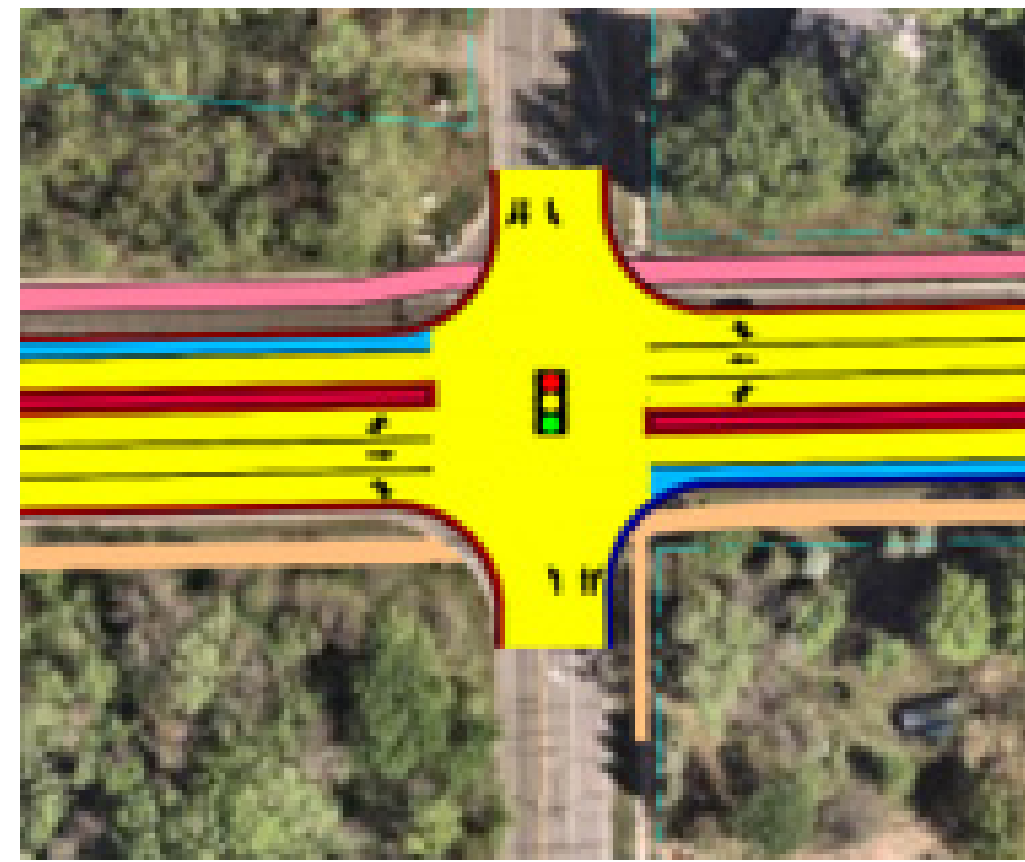
- ❗ **PRESERVES MOBILITY**
- ❗ **REDUCES DELAY**
- ❗ **MINIMIZES CRASH PROBLEMS**

INTERSECTION CONTROL MODIFICATIONS

BLAINE AVENUE

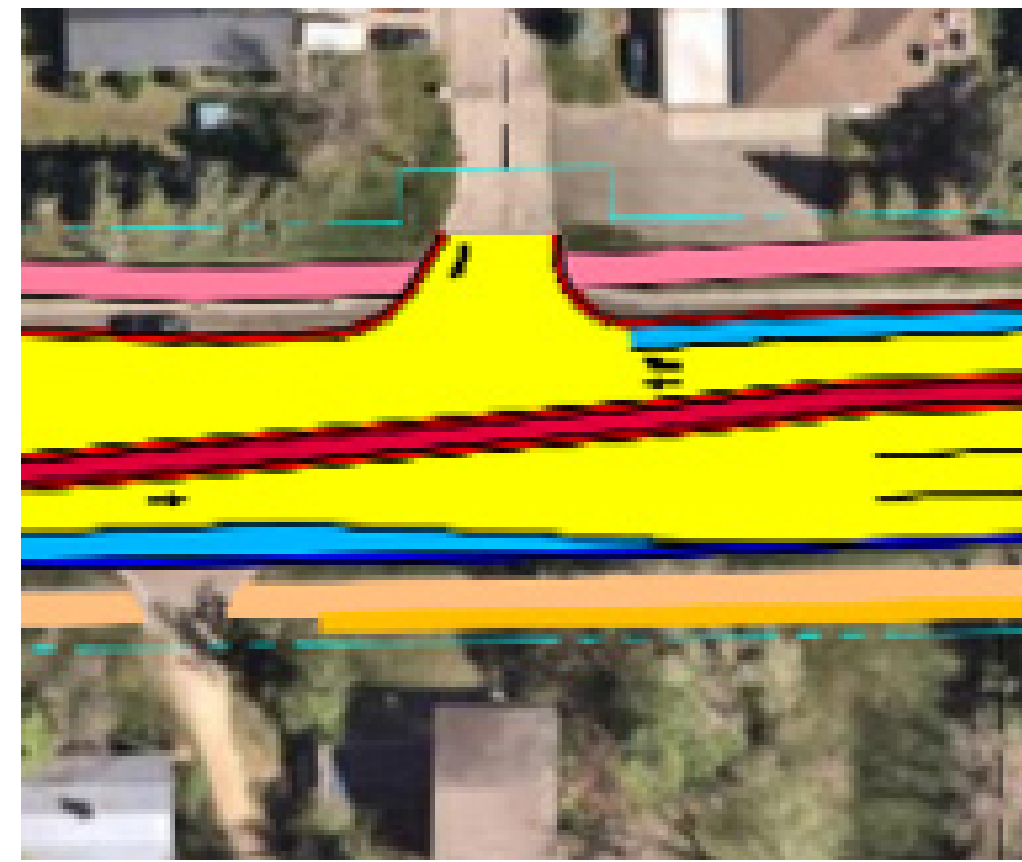


Roundabout



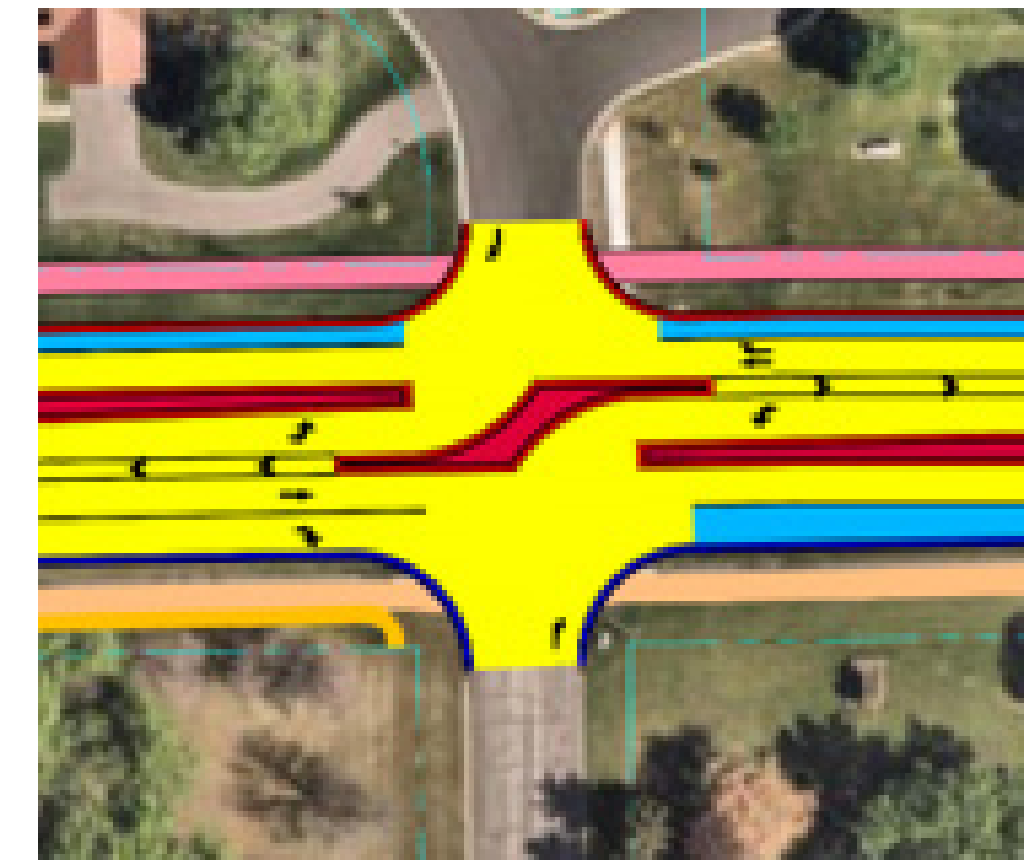
Signalized

BOOTH AVENUE

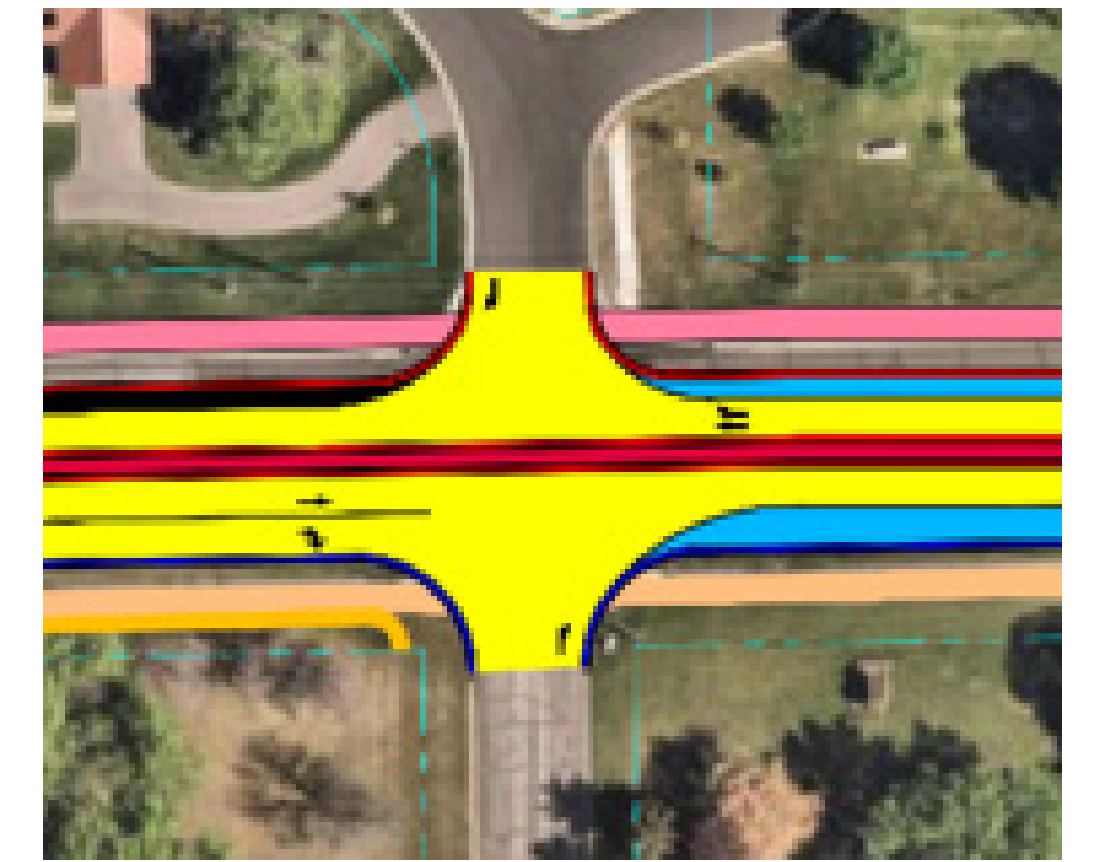


Right-In Right-Out

BOVEY AVENUE

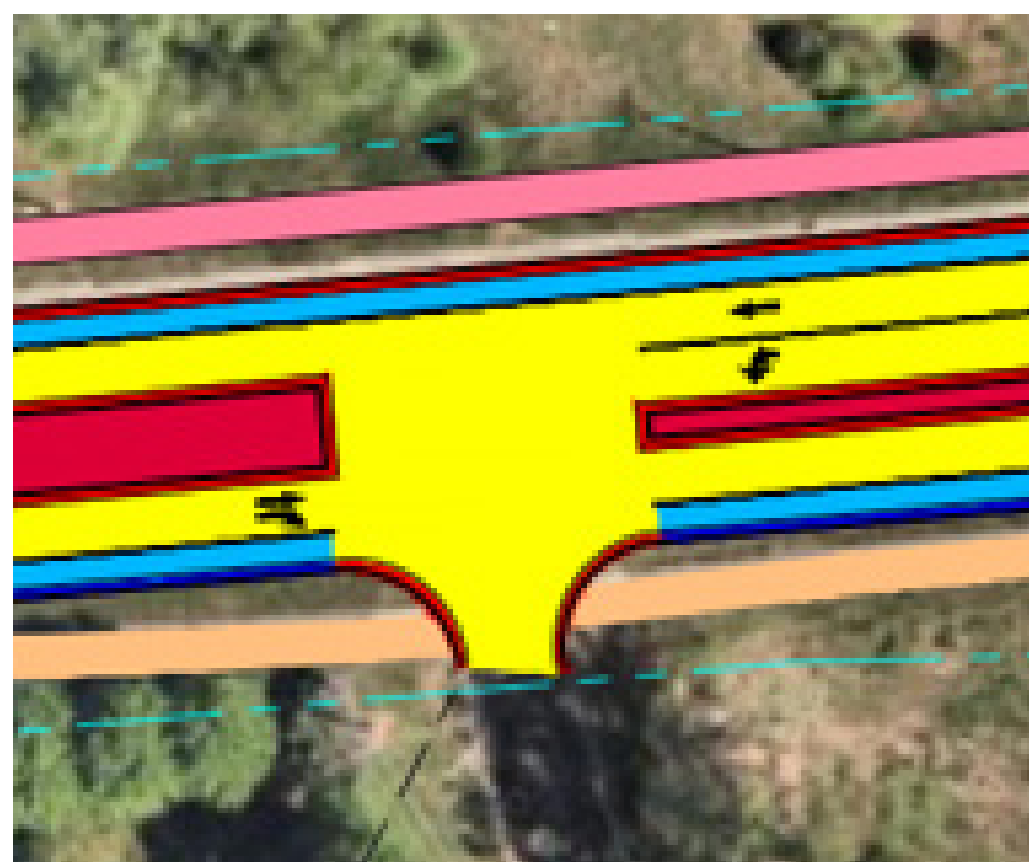


$\frac{3}{4}$ Access

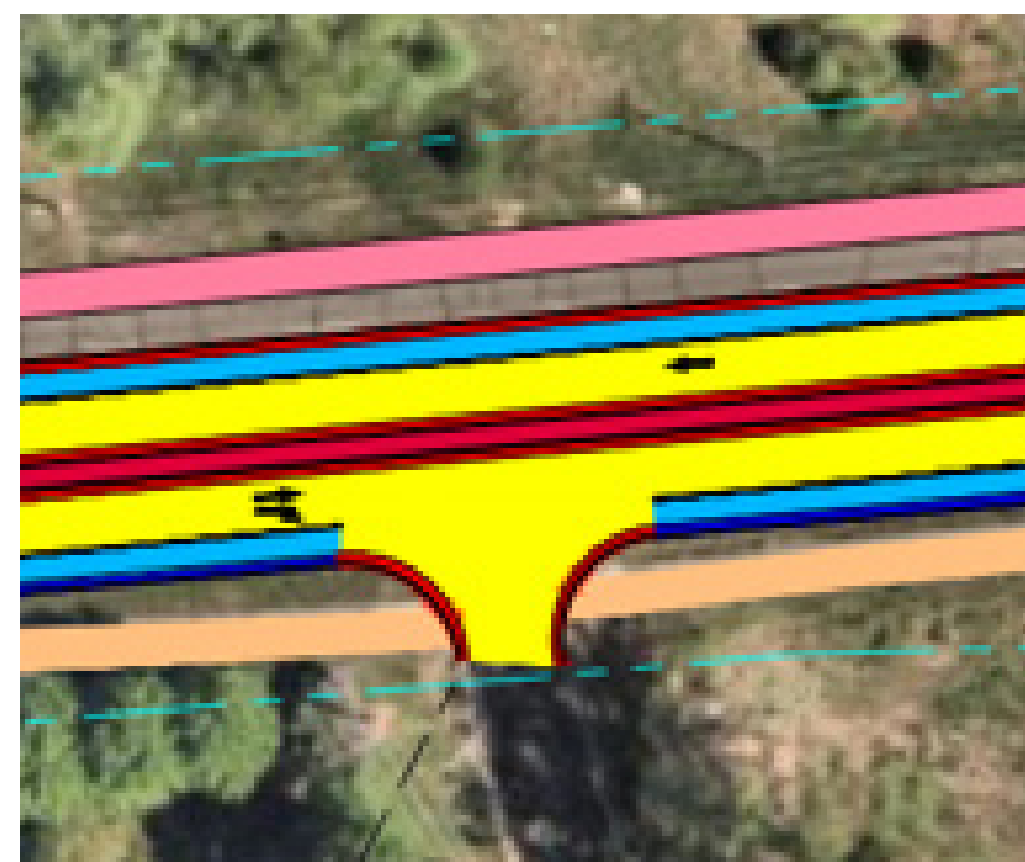


Right-In Right-Out

SOUTH VALLEY PARK

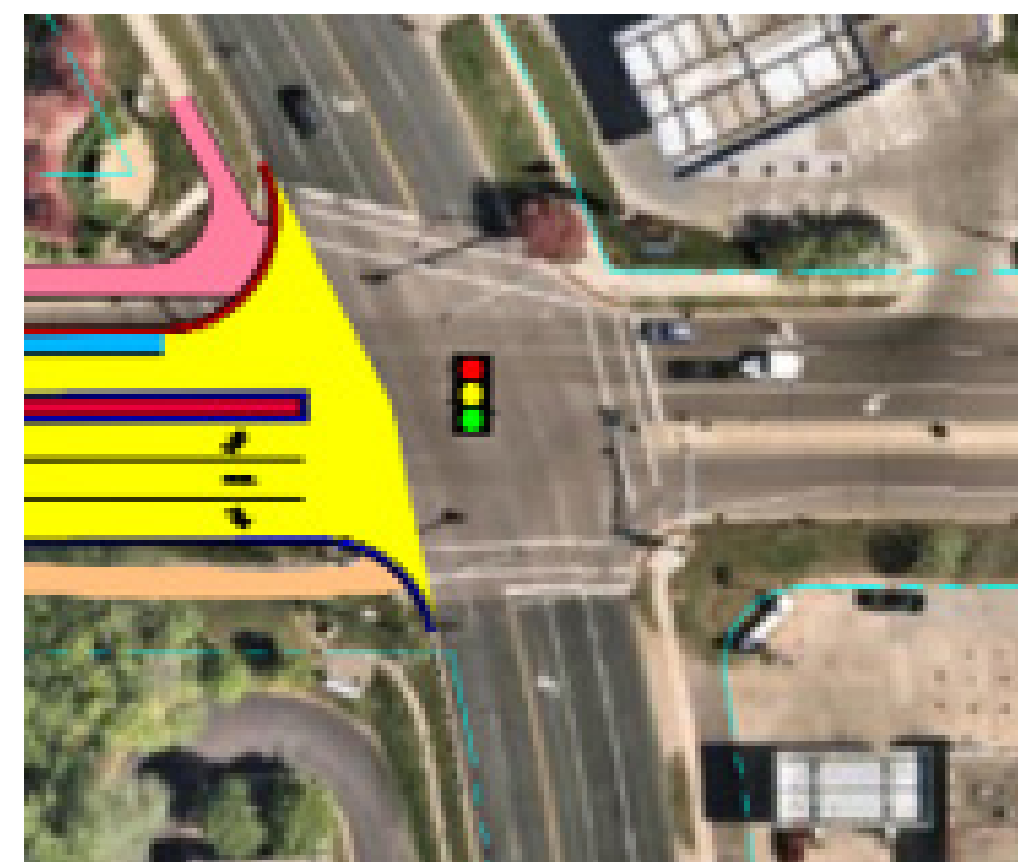


Full Access

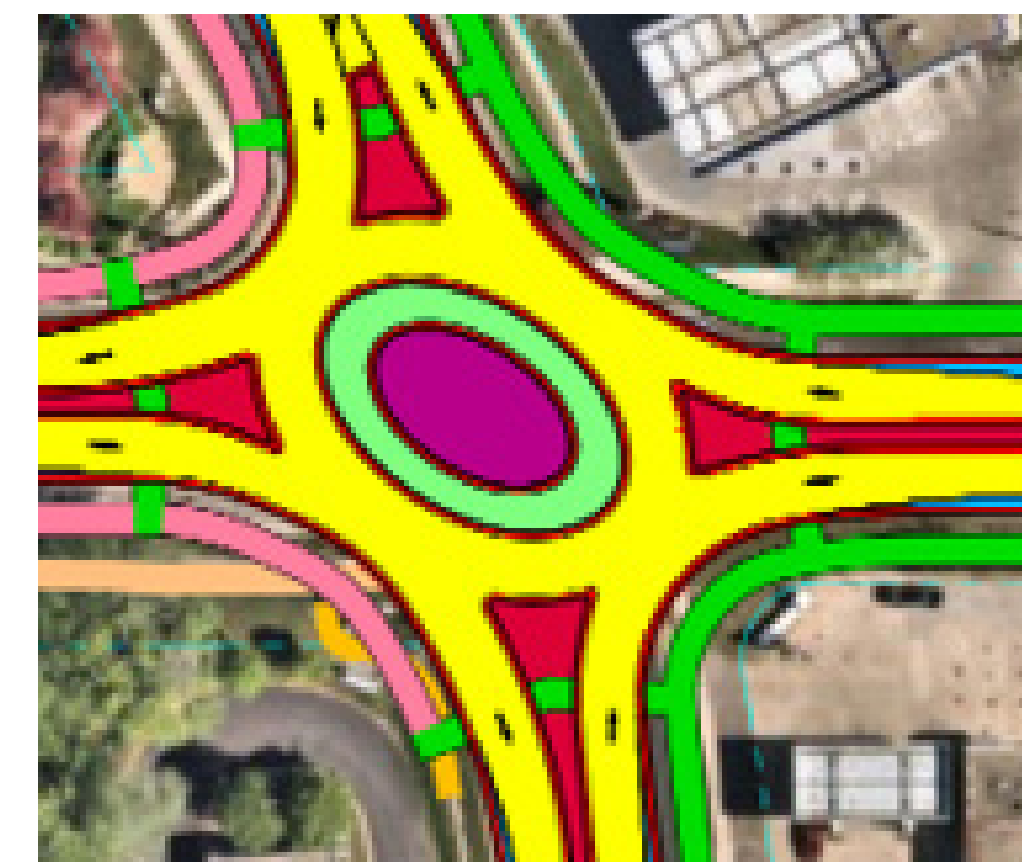


Right-In Right-Out

CAHILL AVENUE

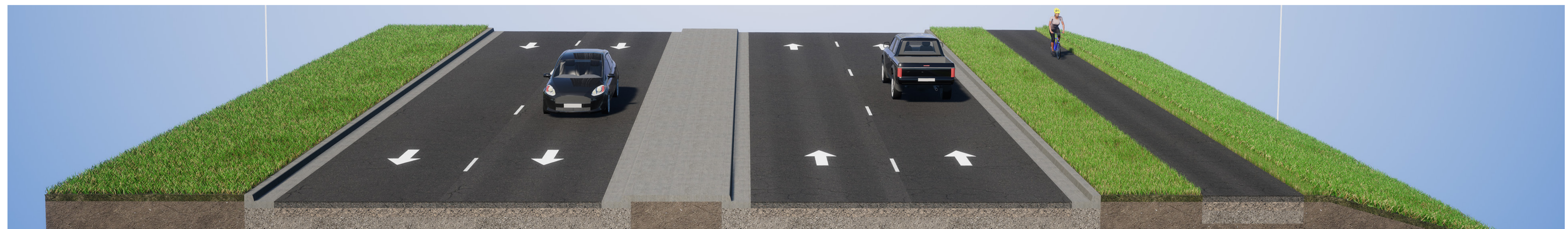


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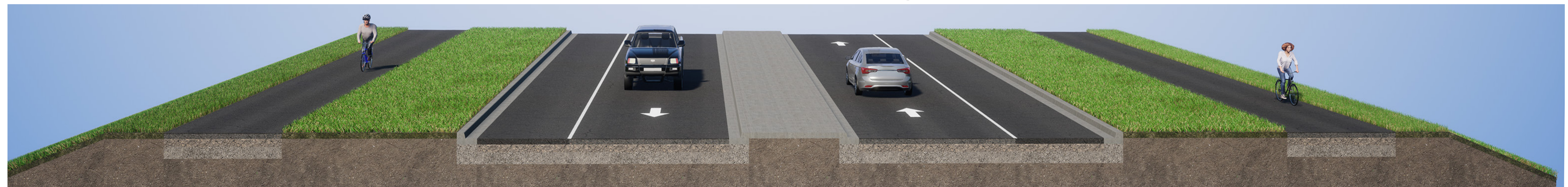


Roundabout

ROADWAY TYPICAL SECTION



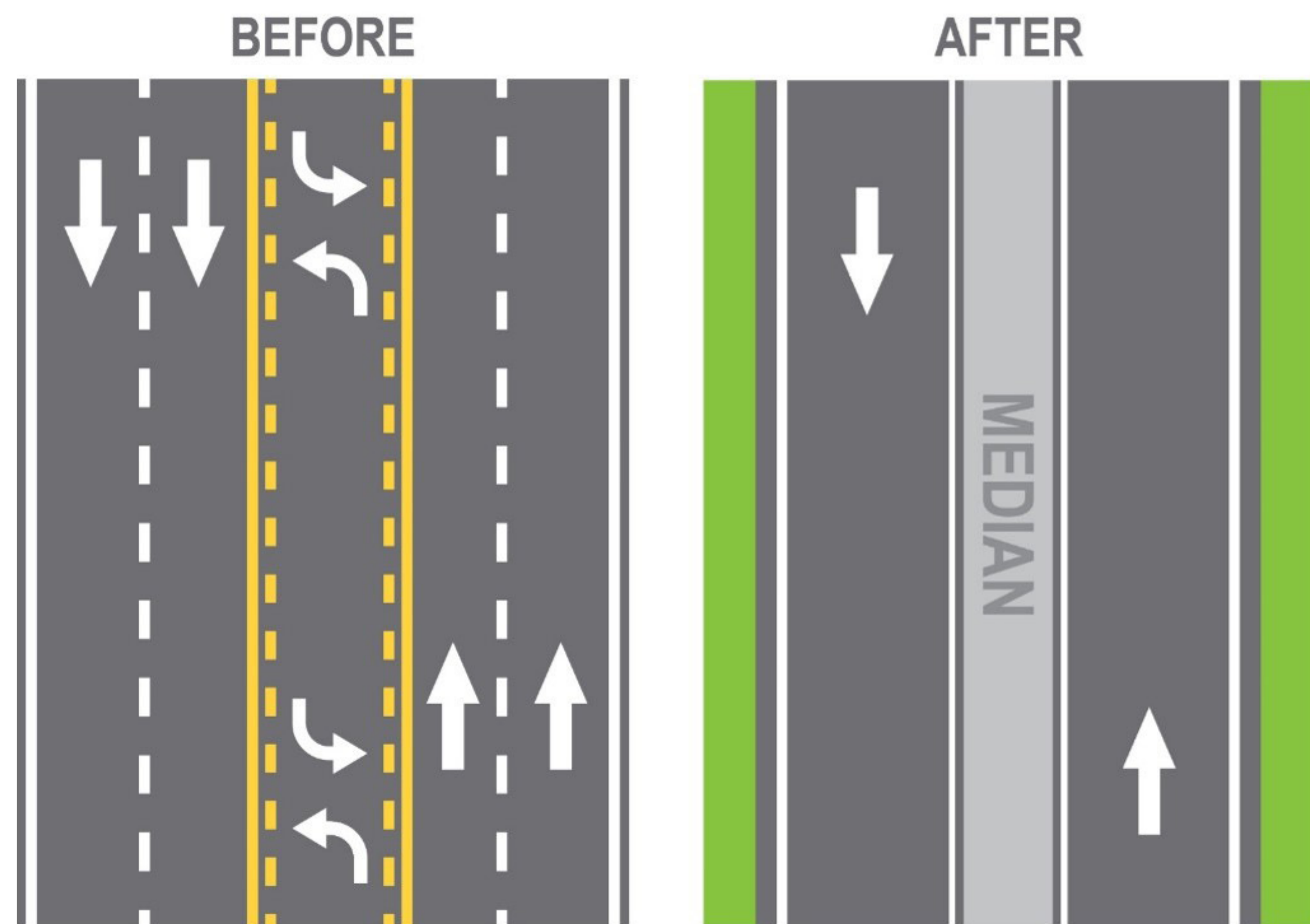
POTENTIAL ROADWAY TYPICAL SECTION (Looking East)



POTENTIAL IMPROVEMENTS

- One through lane in each direction
- Turn lane improvements at City side street intersections
- Multi-use trail facility added to north side of roadway
- Raised median along entire roadway section
- Access management improvements being considered at side street intersections

THROUGH LANE REDUCTION



BENEFITS OF A THROUGH-LANE REDUCTION

- Would have a minimal impact on traffic operations. A single through-lane with turn lanes at intersections would be correctly sized for future traffic volumes
- Shortens side street crossing distances at intersections, compared to a 5-lane roadway
- Provides space for other uses such as trails
- Reduces the number of potential vehicle conflict points, leading to decreased crashes

REDUCED VEHICLE CONFLICT POINTS

