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## Northstar Rail Corridor Post-Pandemic Study

Jackie Nowak | SRF Consulting

In each issue, the INCITER features an article coordinated by one of NCITE's technical committees. This article is a contribution from the **Planning Methods and Applications Committee**.

As part of the Northstar Rail Corridor Post-Pandemic Study completed by the Metropolitan Council, SRF Consulting Group developed a technical framework to inform decision-making regarding the future of the Northstar Rail Corridor. Recognizing the decline in ridership and operational challenges precipitated by the COVID-19 pandemic, the study evaluated potential scenarios for providing transit service in the Northstar Corridor, including the continuation of commuter rail service, extension to St. Cloud, and replacement with bus service. The technical framework included several quantitative evaluation measures and this summary will focus on one of those measures: ridership forecasts.

The timing of the study (2022) presented some significant challenges for generating ridership forecasts. While travel behavior was continuing to normalize in the pandemic era, data availability lagged. A new transit onboard survey was underway but not complete, and transit service levels were further disrupted by driver shortages. The study team was tasked with balancing the needs of decisionmakers with relevance and availability of information.



Northstar Rail. Source: Metropolitan Council

(Continued on page 13)

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## PRESIDENT'S MESSAGE

Greetings,

I hope all of you are having a great summer! Since the last newsletter, NCITE has held several events. The June Section Meeting was held at Washington County Government Center where we learned about the recently completed Highway 36 and Manning Avenue Interchange. A happy hour followed at Lift Bridge Brewery. A special thank you to our presenters!

The Great Lakes ITE District Meeting took place in Grand Rapids, MI on June 11-13. It was exciting to see such great representation from our local section!

The Summer Social was held on July 25<sup>th</sup> at CHS Field where the Saint Paul Saints played the Toledo Mud Hens. NCITE, MSES, WTS-MN, and ITS-MN worked together to plan this fun outing with over 200 people in attendance.

### Several exciting events are planned for the next few months:

- August 13<sup>th</sup>-16<sup>th</sup>: ITE International Annual meeting (Portland, OR)
- October 26<sup>th</sup>: NCITE Transportation Symposium (McNamara Alumni Center, Minneapolis, MN)
- November: NCITE Annual Meeting (Location/Date TBD)

NCITE's committees also meet regularly throughout the year. Visit the NCITE webpage [www.nc-ite.org](http://www.nc-ite.org), [LinkedIn](#), and [Twitter](#) for current information on upcoming Section-wide and committee events.

### Robert J. Green Undergraduate Student Scholarship

I'm happy to share that NCITE, in partnership with Alliant Engineering, have created a new scholarship (the Robert J. Green Undergraduate Student Scholarship). Bob worked in the traffic engineering community for 30 years and was involved in ITE throughout his career and served as president of NCITE in 2004 and president of the Midwestern District ITE in 2006. The purpose of this scholarship is to reward exceptional students who have expressed an interest in the transportation industry. Thank you to Alliant Engineering for your generous donation that will help students interested in pursuing traffic and transportation engineering.

NCITE now has a total of 5 Student Scholarships (each up to \$1000). The scholarship application period will be opening soon, please submit applications to [Chad Jorgenson](#).

### Interested in joining the 2024 NCITE Board?

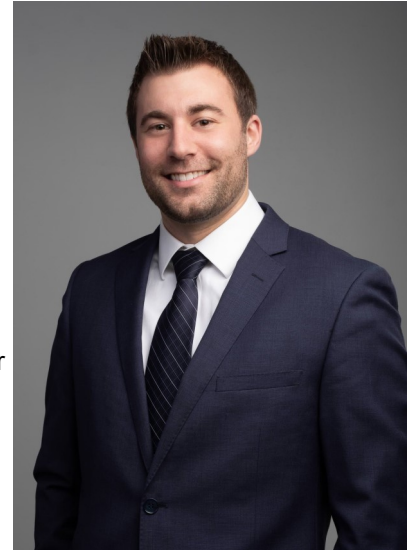
The NCITE Executive Board is responsible for the overall leadership and guidance of the Section. The following positions are up for election this year:

- Section Representative
- Treasurer
- Director (two positions)

Please reach out to [Phil Kulis](#) if you or someone you know would be interested.

I look forward to seeing you at our upcoming events!

Jeremy Melquist, 2023 NCITE President



**Jeremy Melquist**  
2023 NCITE President

## UPCOMING EVENTS

# ite Calendar

### ITE Calendar for District, Section, & Chapter Meetings

Stay Connected with NCITE & ITE Events  
Online & In Person | Dates Vary



### NCITE Calendar

Online & In Person | Dates Vary



## Portland 23

Annual Meeting and Exhibition

### ITE Annual Meeting

Portland, OR | August 13-16, 2023

**Attend an Upcoming NCITE Technical Committee Meeting!**  
**Check out upcoming topics here.**

For more information on the committees and how you can get involved:

[https://nc-ite.org/Committee\\_Listing](https://nc-ite.org/Committee_Listing)

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*For professional development opportunities:*

[http://nc-ite.org/content.php?page=Professional\\_Development\\_Meetings](http://nc-ite.org/content.php?page=Professional_Development_Meetings)

## SECTION MEETING UPDATES

The June Section Meeting was held on June 29th, 2023 at **The Washington County Government Center**.

**Brian Johnson, Pat Corkle** and **Alyssa Johnson** from **SRF Consulting**, presented on the **TH13 and Manning Avenue Interchange Project** that was led by Washington County. This project won the 2022 MCEA Urban Project of the Year.

Highlights included:

- A project overview.
- A recap of the public and agency engagement
- Review of the Traffic modeling and concept analysis.
- Overview of the construction staging and maintained of traffic
- Unique project opportunities in golf course irrigation.

A social gathering at Lift Bridge Brewing followed the presentation.

Watch the Presentation [here](#).



# SUMMER SOCIAL

The Summer Social this year was held on July 25th at a St Paul Saints ballgame and was in partnership with MSES, ITS Minnesota, and WTS.

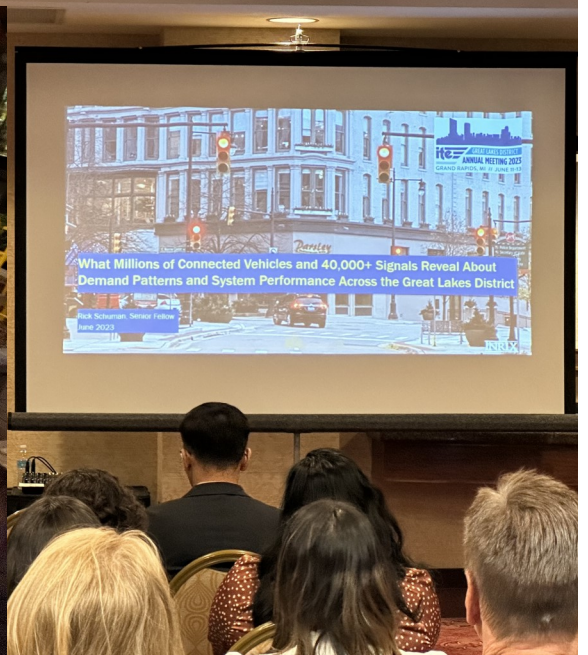
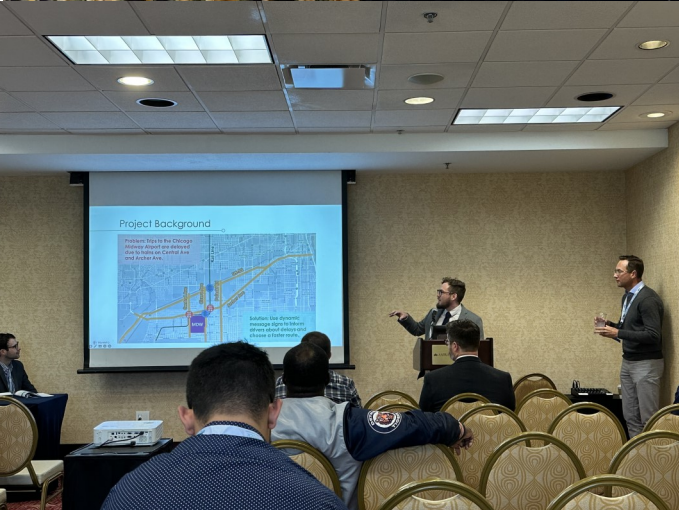
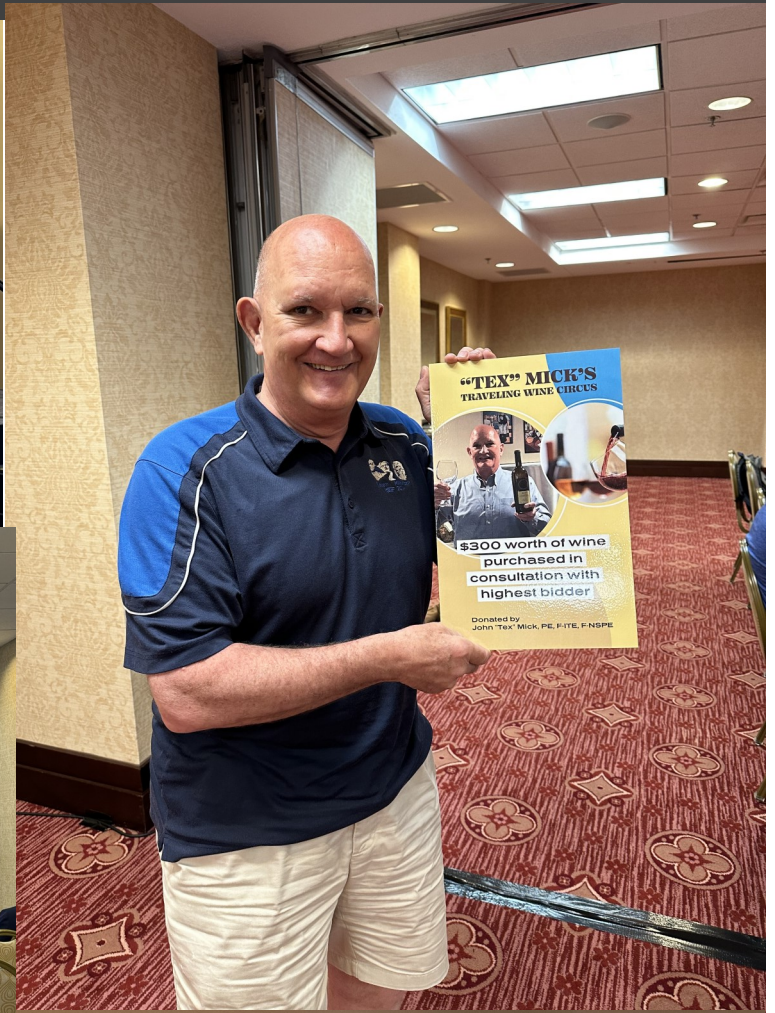


# GLITE ANNUAL MEETING

The Great Lakes ITE Annual Meeting was held on June 11-13, 2023 in Grand Rapids, Michigan, **NCITE won the 2023 Outstanding Section Award and the 2023 Section Momentum Award** thanks to all of the contributions of our members.



# GLITE ANNUAL MEETING



# GLITE ANNUAL MEETING



# GLITE ANNUAL MEETING



# GLITE ANNUAL MEETING



## YMC UPDATE

The ITE Young Member Committee had their famous Bike & Brew last month. They visited 5 breweries throughout the Saint Anthony Park/Como Area. Below is a picture of the group.

The YMC recently held a planning meeting at Surly Brewing. Their next event is a YMC happy hour on Thursday, August 24<sup>th</sup> at Graze. The September event will be a University of Minnesota Women's Volleyball game on September 14<sup>th</sup> at 7pm in the Maturi Pavilion with a pregame happy hour at Stub and Herbs starting at 5pm.



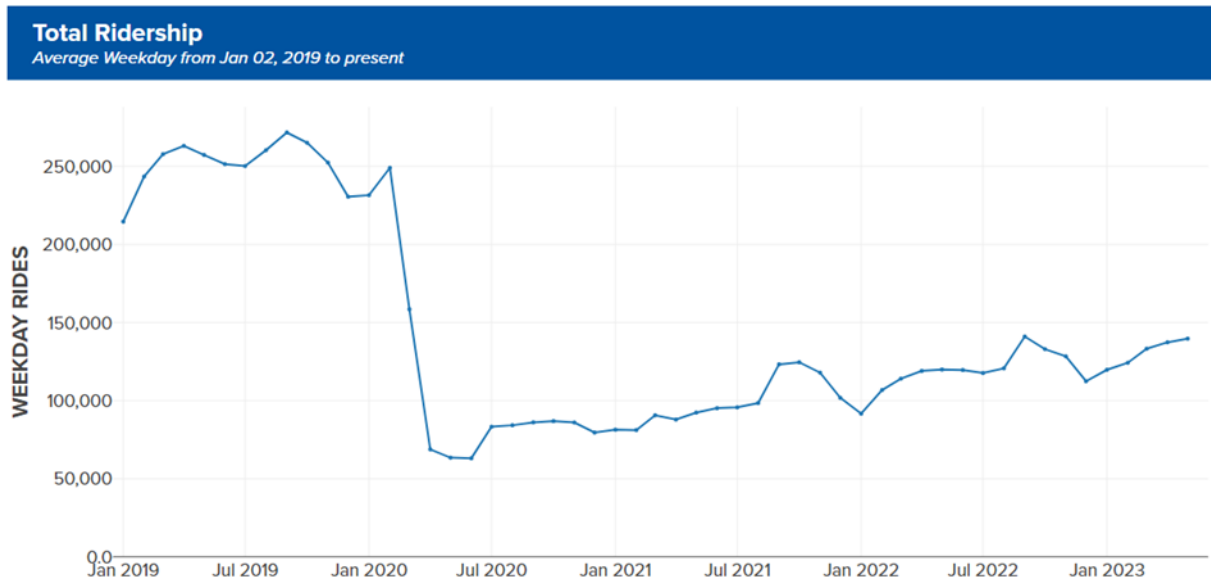

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If you would like to be added to the YMC email list, or know of any new hires/coworkers that would enjoy our events, please send email addresses to **Michael Odell** ([modell@alliant-inc.com](mailto:modell@alliant-inc.com))

### Technical Challenges and Solutions

Ridership forecasts for the Northstar Study were developed using the Federal Transit Administration (FTA)’s Simplified Trips On Projects Software (STOPS). STOPS has been the ridership forecasting tool of choice for the Twin Cities Regional for several years following the development of a Twin Cities Regional STOPS Model by the Metropolitan Council. This model produces both base year and horizon year (2040) estimates based on local population and employment forecasts. The study team further adapted the Twin Cities Regional STOPS Model, but faced two key challenges along the way, uncertainty in ridership recovery and the age of available onboard survey data.

Table 1: Average weekday ridership 2019 – 2023, data and chart provided by Metro Transit



At the time of the study, transit ridership was continuing to rebound from its lowest point in 2020 (see figure above). This rate of recovery was - and continues to be - variable. Given the uncertainty of the recovery and the potentially long-term implications for the Northstar Corridor, the base year of analysis was an important consideration. A pandemic-era ridership forecast was a priority for the study due to the disproportionate drop in Northstar ridership (-93 percent from 2016 to 2021). However, to acknowledge the ongoing ridership recovery of the system, a pre-pandemic forecast was also desired to provide a likely range of outcomes. A 2019 base year was selected as the latest possible year pre-pandemic.

A transit onboard survey is a key piece of information for customizing STOPS locally to reflect systemwide transit demand. At the time of the Northstar Study, the most recent fully completed onboard survey was from 2016. A pilot survey covering select routes (not including Northstar) completed in 2021 showed significant changes in transit user trip purpose and demographics relative to data collected in 2016. Demographics and trip purpose are important considerations for modeling travel behavior, however in this case the problem of larger magnitude was the change in level of demand throughout the system. In 2016 when the onboard survey was completed, Metro Transit served over 82 million riders annually (about 710,000 on Northstar). By 2019, this had dropped to about 78 million riders (about 770,000 on Northstar). In 2021, Metro Transit reported serving about 33 million riders (about 50,000 on Northstar).

The onboard survey data input for the STOPS model needed to be modified to account for this approximately 60 percent drop in system ridership for the 2022 base year forecasts. SRF obtained automated passenger count (APC) data from April 2022 from Metro Transit to reweight the 2016 onboard survey to 2022 ridership

levels. This reweighting process could not reflect the changes to trip purpose and rider demographics, but it was deemed the best option given the lack of additional data. In addition to reweighting the onboard survey, route- and stop-level counts were used to calibrate the STOPS model. The same data was obtained from 2019 to produce base year forecasts for 2019.

**Outcomes**

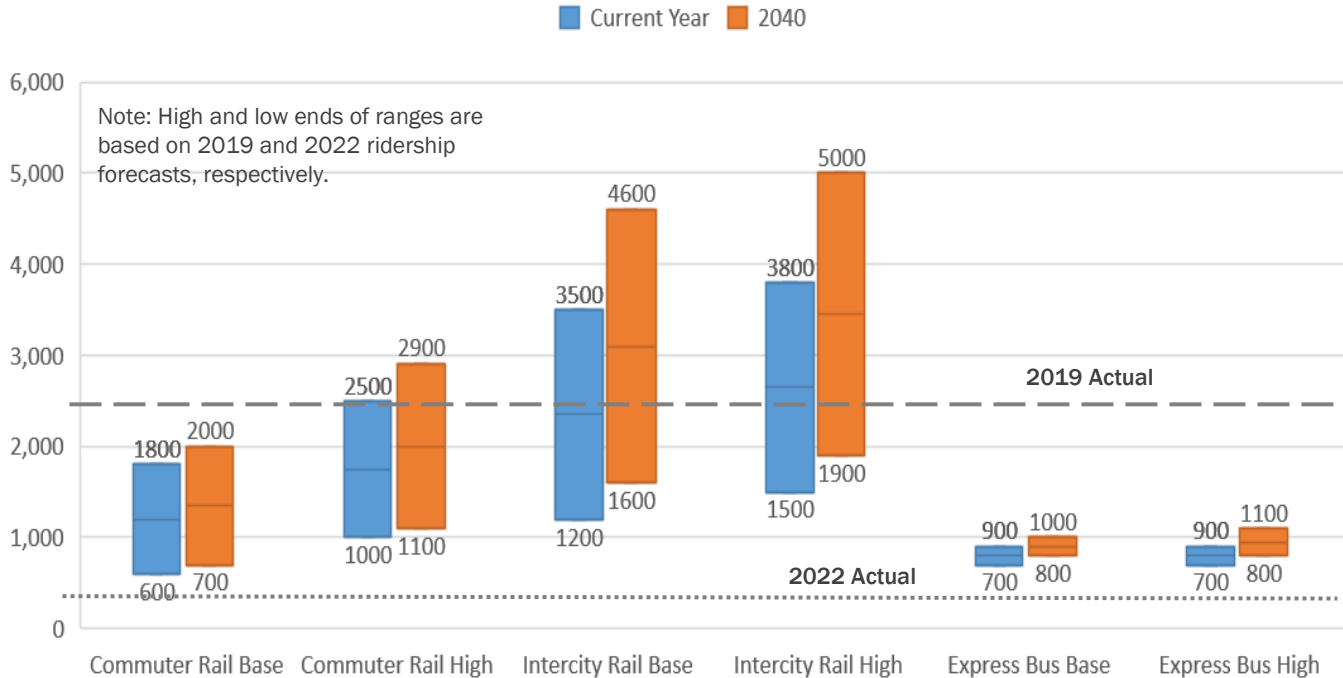
Weekday ridership forecasts representing 2019, 2022, and 2040 were provided for six transit service scenarios. The service scenarios represented three modes, each with a “high” and “base” level of service:

- Commuter rail from downtown Minneapolis to the existing Big Lake Station
- Intercity rail from downtown Minneapolis to the current Saint Cloud Amtrak Station
- Express bus service to existing Northstar rail station locations

The commuter rail “high” scenario is virtually the same as service offered in 2019. The commuter rail “base” scenario reflects the level of weekday service offered in 2022. The 2040 horizon year forecasts were presented as a range to reflect the different base years of analysis. The lower end reflects the more pessimistic 2022 base year while the higher end reflects the optimistic 2019 base year.

Table 2: 2019 Estimated Weekly Ridership

Estimated Weekday Ridership (Single Day, No Event Service)

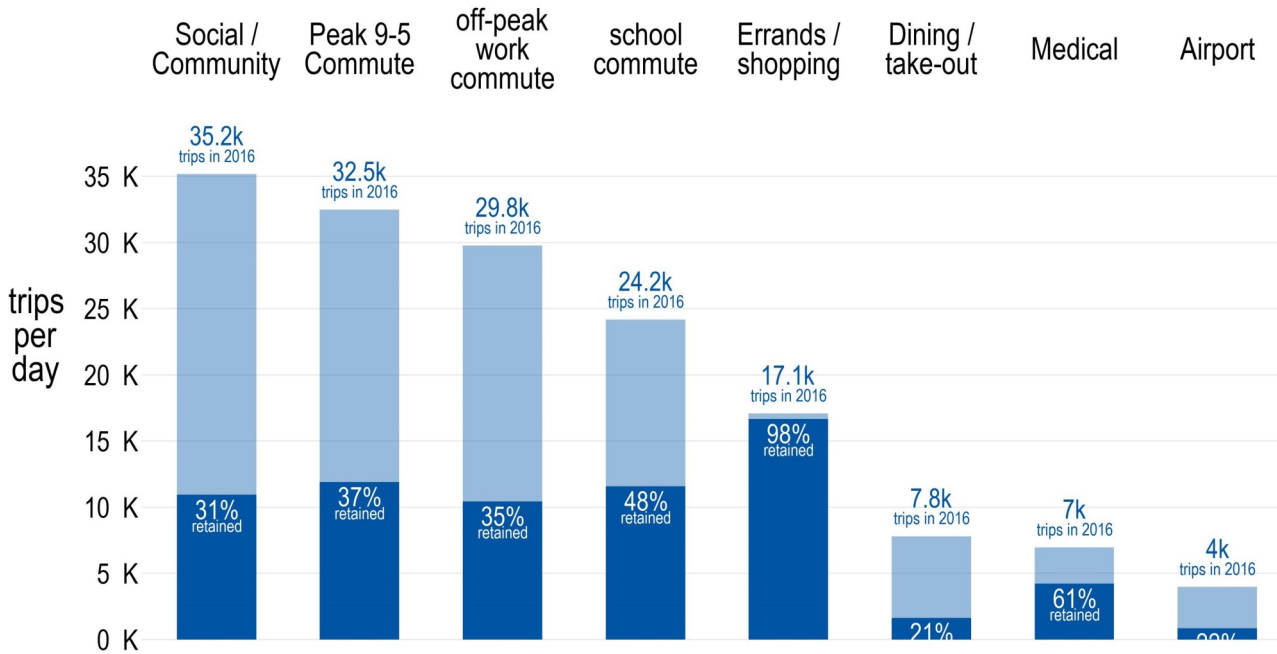


Northstar Rail Corridor Post-Pandemic Study (continued from page 14)

The intercity rail options extending daily bidirectional rail service to Saint Cloud yielded the highest forecasts followed by the commuter rail options most similar to existing Northstar service. Express bus results were the lowest. While the study team was able to match the 2019 “high” commuter rail forecast to the actual average daily ridership (about 2,500 riders) on Northstar in 2019 as expected, the 2022 base year forecasts exceeded the actual average weekday riders in 2022 on Northstar (about 280 riders), even in the “Base” service level scenario. This discrepancy is attributed to the lack of up-to-date onboard survey data available during the study and inability to account for changes to transit trip purpose and rider demographics.

While ridership forecasts were one component of the technical framework produced for the Northstar Rail Corridor Post-Pandemic Study, they were far from the only metric. Financial performance, accessibility and equity, community development, and environmental sustainability were also evaluated by SRF Consulting Group during the study. The results of these analyses were provided to Metropolitan Council staff for further discussion with decisionmakers.

Table 3: Trip Comparison 2016 to 2021



2021 daily ridership (darker color) is overlaid on 2021 ridership (lighter color). Comparison of the same routes in 2016 and 2021.



# Hennepin County ATMS Fiber Optic Cable Installation

Daniel Nelson, AICP | AECOM

In each issue, the INCITER features articles coordinated by NCITE's advertisers.  
This article is a contribution from **AECOM**.

AECOM has continued working with the Hennepin County Transportation Operations Department since 2020 to develop fiber optic cable design plans as well as to provide construction inspection and contract administration services during fiber-optic cable installation. Hennepin County has been building a county-wide fiber-based communications network to connect all county owned traffic signals and network-enabled traffic control and ITS components to its Advanced Traffic Management System (ATMS). The ATMS allows county traffic operational professionals to effectively and remotely monitor traffic signal performance and proactively address any traffic delay, communication, and maintenance issues in a timely manner.

AECOM has developed fiber-optic cable design plans and created bid packages from 2021 through 2023 that Hennepin County has used to solicit bids from Contractors. Design plans were prepared in Microstation and quantities of fiber-optic cable infrastructure were prepared for developing cost estimates for the County prior to soliciting for bids.

Fiber-optic cable installation was performed from April to November 2022, and recent construction on other corridors began in April 2023. AECOM has provided construction inspection and contract administration services for the County throughout the year. This has included applying for construction permits at locations where fiber routes cross MnDOT roadways or railroads. AECOM also documented quantities of equipment installed by the contractors and reviewed Contractor-submitted invoices for payment. Below is a listing of County corridors and estimated mileage of fiber that was installed by County contractors in 2022.

- CSAH 158 (Vernon / Gleason) –Interlachen Blvd. to McCauley Trail in Edina (2.6 miles) (pictured below)
- CSAH 40 (Glenwood) – Country Club Dr. to Xenia Ave. in Golden Valley (1.45 miles)
- CSAH 62 – County Road 101 to Baker Road in Minnetonka / Eden Prairie (3.4 miles)
- County Road 101 – Minnetonka Blvd. to Excelsior Blvd. in Minnetonka (2.4 miles)



Left Image: Fiber Conduit Installation in Eden Prairie. Right Image: Handhole/Fiber Installation in Edina.

Hennepin County ATMS Fiber Optic Cable Installation (*continued from page 16*)

AECOM is currently providing construction inspection oversight on additional corridors during the 2023 construction season, including those listed below

- CSAH 4 (Eden Prairie Road) – CSAH 62 to Pioneer Trail (CSAH 1) in Eden Prairie (4.1 miles) (pictured above)
- CSAH 66 (Duluth St. / Golden Valley Rd.) – from CSAH 102 (Douglas Dr.) to CSAH 2 (Penn Avenue) in Golden Valley (2.7 miles)
- CSAH 1 (Pioneer Trail) – Dell Road to Franlo Road in Eden Prairie (5.0 miles)
- CSAH 73 (Hopkins Crossroads) – Sunset Trail to Minnetonka Mills Rd. in Minnetonka (3.6 miles)
- CSAH 144 (141<sup>st</sup> St.) – Northdale Blvd. to Rogers High School in Rogers (0.5 miles)
- CSAH 81 (Industrial Blvd.) – from Industrial Blvd. to John Milless Dr. in Rogers (0.35 miles)
- CSAH 101 (Brockton Lane) – CSAH 81 to CSAH 30 (97<sup>th</sup> Ave.) in Maple Grove (2.7 miles)
- Maple Grove Parkway – from CSAH 81 to CSAH 30 (95<sup>th</sup> Ave. ) in Maple Grove (1.7 miles)
- Zachary / Hemlock Lane – from 93<sup>rd</sup> Ave. to CSAH 130 (Elm Creek Blvd.) in Maple Grove (2.2 miles)

Construction on these corridors has begun and is expected to be completed by the end of the fall season. AECOM will continue to provide construction inspection and contract administration services during fiber-optic cable installation in 2023.

In 2024, Hennepin County plans to install fiber and conduit to add overall fiber network redundancy along the following corridors:

- Yosemite Ave. / Brookside Ave. in St. Louis Park / Edina (1.5 miles)
- CSAH 5 (Minnetonka Blvd.) – County Road 101 to Williston Road and from Shady Oak Road to Chippewa Ave. in Minnetonka (3.5 miles)
- CSAH 81 / CSAH 153 from Penn Avenue to Abbott Avenue (0.75 miles)
- Wayzata Blvd. – CSAH 112 to Bushaway Road in Wayzata (2.0 miles)

It is expected that Hennepin County will reach a milestone of fiber network development which builds a solid foundation for county ATMS and continues to improve signal operations and traffic mobility along county roadways.



# 18th Avenue South and Little Earth Transportation Study

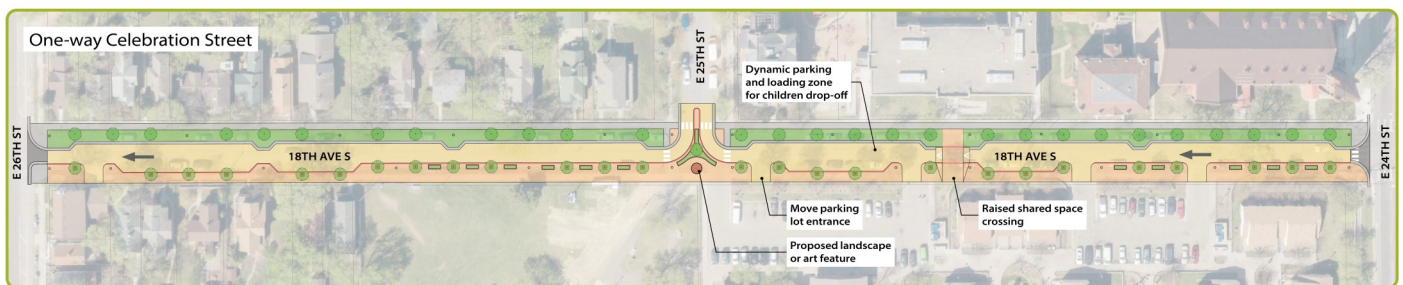
Heather Kienitz, PE | Short Elliot Hendrickson Inc.

In each issue, the INCITER features articles coordinated by NCITE's advertisers.  
This article is a contribution from **SEH**.

Known as the "heart of the Native community," Little Earth is a vibrant and culturally rich community in Minneapolis that houses over 1,000 residents from 38 tribal affiliations. Little Earth, and the East Phillips neighborhood in which it resides, is home to a mix of residences, small businesses, daycares, places of worship, and greenspace. Little Earth is the only urban indigenous preference project-based Section 8 community in the United States. The Little Earth Resident Association (LERA) has established itself as a community model for organizing around environmental and social justice issues through its provision of engagement, holistic programming, and representation. The lasting impacts of generational trauma on this indigenous community were compounded by the pandemic and the civil unrest that began in 2020. Facing additional challenges such as rising crime, safety concerns, and increased speeding, the residents of Little Earth and East Phillips came together to devise innovative, community-driven solutions focused on enhancing safety and celebrating their distinctive cultural identity and assets.

## Community-based solutions

In 2021, the City of Minneapolis and LERA formed a unique community partnership to implement a demonstration project to test temporary safety improvements, placemaking features, and to conduct community engagement. They obtained funding for this project through a NACTO Streets for Pandemic Response & Recovery grant that also allowed the City's Project Manager to co-work with the LERA director fostering trust and understanding. These partners engaged SEH to assist with the next steps to complete a Transportation Study and design concepts that reimaged three primary streets within the community: 18th Avenue South between 24th and 26th Streets, Ogema Place, and EM Stately Street. The goals for the project were to develop concept designs that improve safety and security, limit non-resident traffic on local streets, and enhance the public realm with green space and a sense of place that reflects the community. The project included innovative engagement and comprehensive traffic analysis to ensure future designs will meet the needs of the residents, businesses, and partners.



The 10% design for 18th Ave S discourages cut-through traffic via a diverter, provides a raised crossing and drop-off space for the daycare, and increased space for people to gather, walk, roll, and bike adjacent to the park.

### Engagement framework rooted in equity

Early engagement, spearheaded by the City's Project Manager and supported by SEH, played a pivotal role. Collaborations with various departments, organizations, and agencies, including LERA, Hennepin County, and more, ensured inclusive engagement for decision-making. The engagement process was innovative and inclusive, with activities designed to engage residents and stakeholders who may not typically participate. Adhering to pandemic protocols, SEH organized two highly attended outdoor community meetings during winter months with partner assistance, including fire pits, hot cocoa, s'mores, and children's activities at nearby Cedar Field Park. Interactive and enjoyable activities allowed community members to design their own streets and express their community values. Throughout the process, the team collaborated with partners, crafting an equitable engagement plan emphasizing representation, facilitating community connections to resources and partners, and genuinely reflecting the needs, desires, and cultures of Little Earth, the East Phillips neighborhood, local businesses, and agencies. Public input shaped the analysis and design concepts, ensuring alignment with the community's needs.

### Aligning with the community's vision

Data revealed that walking, biking, and transit were primary modes of transportation for residents. On 18th Avenue South, up to 30% of daily roadway users relied on walking and biking. A concerning speed study found nearly 50% of vehicles traveled over the 20-mph speed limit, posing pedestrian risks. Design goals addressed safety concerns, including deterring criminal activity, introducing traffic calming measures, improving access to community destinations, incorporating public spaces for community use, seeking low-cost interim improvements with a long-term plan, and integrating sustainable design solutions.

Based on community and city preferences, SEH completed 10% designs, reimagining streets for safer, more comfortable, and walkable environments. The extensive community engagement and comprehensive study set the stage for securing funding for permanent changes, transforming Little Earth and East Phillips into a safer, vibrant neighborhood that celebrates its heritage while embracing a sustainable future.



Participants designed people-friendly street cross sections during highly attended outdoor engagement events despite cold winter temperatures.

# Ayd Mill Road Improvements

*Tim Arvidson, PE | Stonebrooke Engineering.*

In each issue, the INCITER features articles coordinated by NCITE's advertisers. This article is a contribution from **Stonebrooke Engineering.**

Ayd Mill Road is a four-lane, divided, 1.7-mile-long urban corridor in the City of Saint Paul that connects I-35E on the south and Selby Avenue on the north.

The roadway corridor dates back to the 1870s when the Chicago, Milwaukee, Saint Paul, and Pacific Railroad acquired the Right of Way over a stream bed and constructed the Short Line Rail Corridor between Saint Paul and Minneapolis. The track is still used by Canadian Pacific and Amtrack Empire Builder today.

In the 1960s, the City of Saint Paul began construction on the Ayd Mill Road corridor on top of the existing stream bed, building what was then known as "Short Line Road." Short Line Road was intended to be a limited access direct link between I-35E and I-94. However, the corridor became very controversial, and the project was not completed due to opposition from various neighborhood groups. As a result, Ayd Mill Road opened as "Short Line Road" in 1965, connecting Selby Avenue to Jefferson Avenue with no connection to I-35E or I-94. The corridor remained a low-volume road for many years.

In 1999, the City began to reexamine the corridor, which became controversial once again. As part of an EIS Process, a task force was created that recommended turning the corridor into a park. Meanwhile, the Saint Paul Planning Commission recommended a four-lane extension to Saint Anthony Avenue, while the City Council desired a two-lane road with a trail. Once again, the project stalled.

In 2005, an EIS was completed with the preferred alternative recommending a permanent connection at I-35E at the south end and a four-lane extension connecting to Saint Anthony Avenue on the north.

However, in 2009 the City Council adopted a resolution to construct a two-lane road with a parallel shared-use trail. The City allocated \$1.7M to buy land for the trail. Nevertheless, a federal lawsuit was filed challenging the city's ability to use eminent domain, which the city lost. This required the city to return the federal money they intended to use to build the trail.

In 2019, a renewed effort was made by the City of Saint Paul to explore adding a twelve-foot trail to the corridor. However, due to Right-of-Way constraints, railroad impacts, budget, and other topographical constraints, widening the corridor was not an option. At this point, the crumbling roadway surface had degraded to the point that one-third of the city's citywide pothole repairs were being done on Ayd Mill Road, and the corridor represented the single biggest maintenance cost in the city.

With traffic volumes continuing to increase, it was apparent something needed to be done immediately, with a limited budget, that would satisfy the extreme variation of needs and wants of the corridor stakeholders.



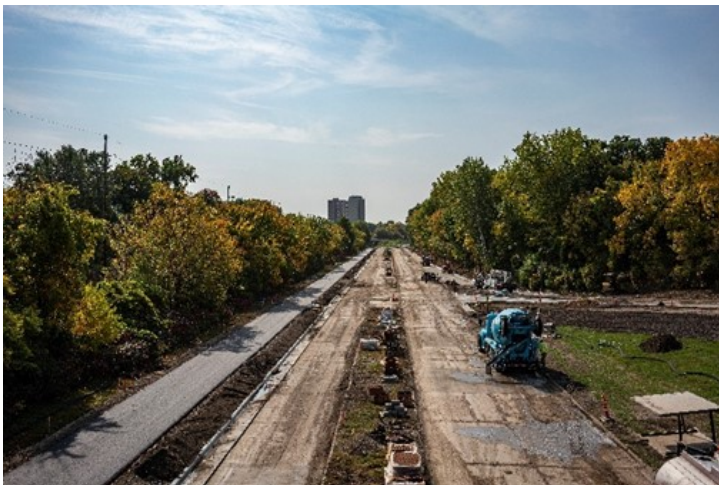
*Preconstruction photo of Ayd Mill Road taken in the southbound traffic lanes and facing north*

*Ayd Mill Road Improvements (continued from page 20)*

Stonebrooke’s efforts began with a traffic analysis to evaluate the results of reducing the number of lanes along the corridor, ultimately resulting in the removal of one of the two northbound lanes. The reduced width would also allow for improved separation of the north and southbound traffic and the construction of a shared-use trail. Following the analysis, Stonebrooke led a fast-tracked design effort that began in February 2020. The design was completed in May 2020, with construction starting in August of the same year.

In tandem with determining the traffic section, the City led a challenging public engagement process that garnered hundreds of comments across multiple city wards. Despite many negative concerns about the improvements during the planning phase, public opinion has changed dramatically since construction was completed.

The project completion was marked with a ribbon-cutting ceremony attended by the Mayor of Saint Paul and has since received numerous accolades from elected officials, advocacy groups, and the public. The corridor’s success has also been the focus of several media outlet stories.



*Left: Construction photo of Ayd Mill Corridor facing south taken after paving shared-use trail.*

*Right: Aerial photo post construction (Summer 2021) of Ayd Mill Road corridor facing north.*

## TECHNICAL COMMITTEE UPDATE



### Geometric Design Technical Committee

**Co-Chairs:** **KC Atkins** [KC.Atkins@hennepin.us](mailto:KC.Atkins@hennepin.us), **Amanda Vetter** [amanda.vetter@apexenggroup.com](mailto:amanda.vetter@apexenggroup.com)  
**Recent Agenda Items:** Presentation from Sri Durga Yada, PE (HDR) on the TH 29 Glenwood Overpass project with roundabouts.  
**Future Agenda Items:** Access Management Panel. If you are interested in participating in this discussion or any future meetings please contact KC.  
**Next Meeting:** TBD



### Intersection Traffic Control Technical Committee

**Co-Chairs:** **Catlin Wotruba** [wotruba@kljeng.com](mailto:wotruba@kljeng.com)  
**Recent Agenda Items:** Discussion on Pedestrian Treatments (Leading Pedestrian Intervals, Right Turn Signal Phasing, and Removing Right Turn Channelization)  
**Future Agenda Items:** Review and discussion on the Agency Signal Timing Parameter Spreadsheet  
**Next Meeting:** TBD in early September



### Emerging Technologies in Transportation Technical Committee

**Co-Chairs:** **Jake Eisinger** [jake.eisinger@co.washington.mn.us](mailto:jake.eisinger@co.washington.mn.us), **Christian Mayala** [christian.mayala@bolton-menk.com](mailto:christian.mayala@bolton-menk.com)  
**Recent Agenda Items:** CAV Shuttle, Autonomous Truck Mounted Attenuator  
**Future Agenda Items:** CAV in a box, Pavement Marking design for Lane Keep Assist.  
**Next Meeting:** TBD in October.



### Complete Streets and Safety Committee

**Co-Chairs:** **Sarah Irmen** [Sarah.Irmen@hdrinc.com](mailto:Sarah.Irmen@hdrinc.com) **Luis Flores** [luis.flores@co.ramsey.mn.us](mailto:luis.flores@co.ramsey.mn.us)  
**Recent Agenda Items:** Theodore Wirth/Broadway Bridge Walkthrough with bike ride.  
**Future Agenda Items:** Potential topics include BRT, Project site visits, accommodating peds/bikes in work zones, pedestrian toolkits, innovative project solutions, statewide pedestrian crash study, ped facility LOS, and more.  
**Next Meeting:** TBD



### Planning Methods and Applications Technical Committee

**Co-Chairs:** **Rachel Wiken** [Rachel.Wiken@metc.state.mn.us](mailto:Rachel.Wiken@metc.state.mn.us), **Erik Kappelman** [EKappelman@srfconsulting.com](mailto:EKappelman@srfconsulting.com)  
**Recent Agendas Items:** updates to the regional Activity Based Model (ABM) and 2050 socio economic data.  
**Future Agendas Items:** TBD  
**Next Meeting:** TBD



### Traffic Operation and Maintenance Discussion Group

**Committee Chair:** **Greg Boche** [greg.boche@woodburymn.gov](mailto:greg.boche@woodburymn.gov)  
**Recent Agenda Items:** MnDOT Standard Signs and Marking Summary. Sign replacement programs, Striping costs/materials. Sign Trucks. Sign Post types.  
**Future Agenda Items:** TrafficCalm Systems demo trailer and lunch afterwards at Wild Bills, Woodbuy. Roundtable  
**Next Meeting:** TBD



### Simulation and Capacity Analysis Technical Committee

**Co-Chairs:** **Kelsey Larson** [Kelsey.Larsen@bolton-menk.com](mailto:Kelsey.Larsen@bolton-menk.com) **Sharijad Hasan** [md.s.hasan@ndsu.edu](mailto:md.s.hasan@ndsu.edu)  
**Recent Agenda Items:** Joe DeVore from KLJ presented on the Lyndale Avenue 4 to 3 lane Conversion Pilot Project.  
**Future Agenda Items:** TBD. If interested in presenting, please reach out to Kelsey Larson.  
**Next Meeting:** TBD late August or early September.



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## MEMBERSHIP UPDATE

### New Members

**Oz Khan** - KLJ

**Neil G. Putnam** - KLJ

**Yasir Mahmood** - North Dakota State University

**Ross Ritter** - South Dakota State University

### Moves

None

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*If you or a friend has changed jobs or moved, we would like to stay in touch. Members, please update your information by visiting [https://nc-ite.org/Updating\\_your\\_Information](https://nc-ite.org/Updating_your_Information). To access this area, you will need to know your membership number. Your “username” is your membership number, and your “password” is the first 6 letters of your last name (e.g. Johnson=Johnso). Non-members please contact Jack Olsson via phone (651.393.6158) or email ([Jack.Olsson@kimley-horn.com](mailto:Jack.Olsson@kimley-horn.com)) for assistance. Please provide you name, title, employer, complete street address (including mailstop, if applicable), telephone number, fax number, and email address.*



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