

**Chapter 4: Public Facilities Transportation**

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## **Section 1: Introduction**

The City of Robbinsdale's existing transportation system is essentially a system of State, County, and City roadways. Other modes of transportation include bus, freight rail service, and bikeways and walkways. Robbinsdale's road system is substantially complete. There are no plans to expand the local road system. Significant upgrades have been made to the regional road system (Trunk Highway 100) and County Road 81. The present road system is in fair condition due to a street improvement bond program implemented in the 1980s. The streets that were reconstructed in the 1980s are reaching the end of their service life (20 years) and will require reconstruction as they age. Although this 1980s program was highly successful, it will be important to establish an on-going street improvement program. The City will make roadway modifications that eliminate unsafe road design. Furthermore, designs that provide efficient movement of traffic yet promote safety and vehicle travel within posted speed limits for both County Roads 81 and 9 will be expected. However, the City should continue to use preventive techniques to reduce further deterioration of the street system. The use of these techniques and other steps will insure a safe, high quality transportation system

The transportation plan for the City of Robbinsdale should reflect regional consistency as well as a local strategy. Its policies should focus on saving lives, preventing injuries, and minimizing deterioration of the City's roadway system. City policies should provide for efficient alternative choices of transportation (including transit), which reduce congestion within neighborhoods and commercial areas. The City supports further study of both Light Rail Transit and Commuter Rail in the Northwest Corridor in the regional context. The City feels the Northwest Corridor has merit for future key commuter rail and Light Rail Transit connections as a result of the downtown bus hub and its proximity to the transit way corridor and the downtown. Alternatives including Bus Rapid Transit (BRT) have been also discussed; however, the success of the Hiawatha LRT line has re-invigorated the discussion of Light Rail Transit. Light Rail continues to be the preferred option locally. Over the long run, the implementation of these policies will contribute to the establishment of a coordinated regional transportation network.

**It should be noted that the Metropolitan Council 2030 Regional Transportation Plan does not identify commuter rail in the Northwest/Bottineau Corridor and no commitment has been made to other modes of transit, specifically, LRT or BRT.**

Robbinsdale continues to participate in regional transit planning. The currently ongoing Bottineau Transitway process is discussed further in this chapter.

## **Section 2: Plan Direction**

Transportation planning in the City will be primarily directed toward:

- The maintenance of the existing system.
- Safety and traffic flow improvements.
- Serving transit needs of the community and providing links to the regional system.
- Influencing land use decisions that link transportation services to housing and employment.
- Participating in the regional planning process for regional transportation system improvements.

## **Section 3: Goals, Objectives, and Policies**

**GOAL:** To provide for optimum accessibility for movement of people, goods and services that emphasize safety, efficiency and conservation of energy while minimizing the adverse effects on the natural and social environment.

**OBJECTIVE ONE:** Provide a high level of maintenance and an appropriate level of adjustments to the transportation system to allow a safe, efficient flow of traffic.

### **POLICIES:**

1. The City should use preventive measures to keep roadways in good operating condition, reducing further deterioration.
  - A. The City should continue to make repairs on the street system such as patching, resurfacing of deteriorating asphalt, and seal coating to prevent further deterioration.
  - B. The City should continue to enforce regulations aimed at preventing premature road deterioration by enforcing truck route regulations including tonnage standards on City streets.
  - C. The City should continue to reduce the possibility of snow and ice related accidents through effective snow removal.
  - D. The City should implement an active accident-monitoring program to assist in the identification of hazardous intersections and street segments.
  - E. The City should create an assessment policy.
  - F. The City should create a street/utility reconstruction program.
2. The City should continue to eliminate unsafe road design and geometrics in a way that balances pedestrian and vehicle movement.
  - A. The City should continue to reduce the number of access points along high traffic arterials.
  - B. The City should continue to implement the detachment/closure of frontage roads, which may result in unsafe turning movements.
  - C. The City should continue to eliminate, when feasible, poor road alignments, offset and skewed intersections except where the design of such does not hinder public safety.
  - D. The City should use traffic controls such as signage, signalization, lane markings, etc. to augment physical road design changes.

3. The City should undertake the necessary transportation system management studies to assist in improving the efficiency of existing streets and insuring that streets are performing their proper role.
  - A. The City should continue to upgrade the capacity of streets as determined to be necessary to accommodate both present and anticipated traffic volumes and loads.
  - B. The City should consider the traffic carrying capacity of streets as part of its review of projects that can be expected to create additional traffic.
4. The City should continue to coordinate street improvements with other public improvements (i.e. water lines, sewers, etc.) to minimize public cost and disruptions in traffic movement.
5. The City should continue maintenance of walkways and bikeways so they are free of hazardous obstacles.

**OBJECTIVE TWO:** Provide an effective choice of transportation modes for the city's residents.

**POLICIES:**

1. The City should continue to support efforts to increase transit ridership and transit development opportunities.
  - A. The City should cooperate with other public agencies, in particular Metro Transit, in securing adequate public transportation service within the community.
  - B. The City should work with Metro Transit and encourage cleaner emissions and the use of buses that are appropriate for the area they are serving.
  - C. The City should promote education efforts relating to existing transit opportunities in the City.
  - D. The City should support special programs to meet the transit service for persons with special needs.
  - E. The City should encourage the use of shared-ride transit approaches (i.e. car and van pooling) by the City's major employers.
  - F. The City should support private service agencies and groups to provide transit assistance to senior citizens and the handicapped.
  - G. The City should encourage housing development for transit dependent market groups to be located close to service areas to reduce transportation costs.
  - H. Availability of transit service may facilitate the development of higher density housing and commercial or mixed use development and redevelopment.
  - I. Transit corridors provide the potential for concentrations of residential uses that may accommodate the regional projections for increased population.
2. The City should actively participate in and promote innovative programs directed at providing alternative transportation choices within the community and region.
  - A. The City should continue to participate in further studies of the exclusive busway,

- right-of-way.
  - B. The City should cooperate with other public agencies, in particular Metro Transit (MT) and the Hennepin County Regional Railroad Authority (HCRRA) in the development of a transit hub, light rail transit and/or commuter rail.
  - C. The City should coordinate all future downtown redevelopment with transit hub, exclusive busway and light rail transit plans.
3. The City should continue to accommodate bicycling and walking as means of alternative transportation.
- A. The City should continue to encourage bicycling and walking by maintaining and expanding its present bikeway-walkway system and by continuing to implement the recommendations of the Bikeway-Walkway Plan.
  - B. The City should further encourage bicycling and walking by performing ongoing evaluations of the present bikeway-walkway system.
  - C. The City should continue to seek construction of public sidewalks consistent with the walkway plan so that a continuous pedestrian system exists throughout the City.
  - D. The City should continue to implement a comprehensive bikeway system throughout the community.
  - E. Design standards for construction of streets should incorporate curb ramps to permit easy and convenient accessibility.
  - F. The City should encourage orderly placement of bicycle amenities (i.e. bike stands) to serve as an incentive for increased bicycle use for both commuting and recreational purposes.
  - G. The City should see that bikeway-walkway development is coordinated with redevelopment.

**OBJECTIVE THREE:**

Reduce congestion within neighborhoods and commercial areas to minimize the impacts on the social and natural environments.

**POLICIES:**

1. The City should accommodate regional transportation demands by supporting improvements to regional transportation facilities.
  - A. The City should analyze regional transportation improvements to ensure that they do not adversely affect: (1) localized movements within the community, (2) the natural, social, and economic well being of the City.
  - B. The City should emphasize improved pedestrian and bicycle access across high traffic arterials.
2. The City should continue to improve traffic management techniques on the present arterial and collector street system.
  - A. The City should continue analysis of removing on-street parking in congested areas and during peak periods.

- B. The City should continue efforts to decrease conflicts between railroad/transit and vehicular traffic.
  - C. The City should continue to employ traffic regulation and enforcement measures to increase safety and capacity on arterial and collector street systems.
3. The City should reduce the adverse impacts of traffic volumes in residential neighborhoods.
- A. The City should take measures to reduce through traffic in residential neighborhoods.
  - B. The City should promote traffic safety in residential neighborhoods.
  - C. The City should continue analysis of localized areas of traffic congestion and support innovative solutions to these problems.
  - D. The City should support designs that encourage pedestrian safety, and traffic to move within posted speed limits especially on County Road 9 and 81.
  - E. The City should concentrate higher density residential redevelopment along transportation corridors to promote the efficiencies of “bringing people to transit.”

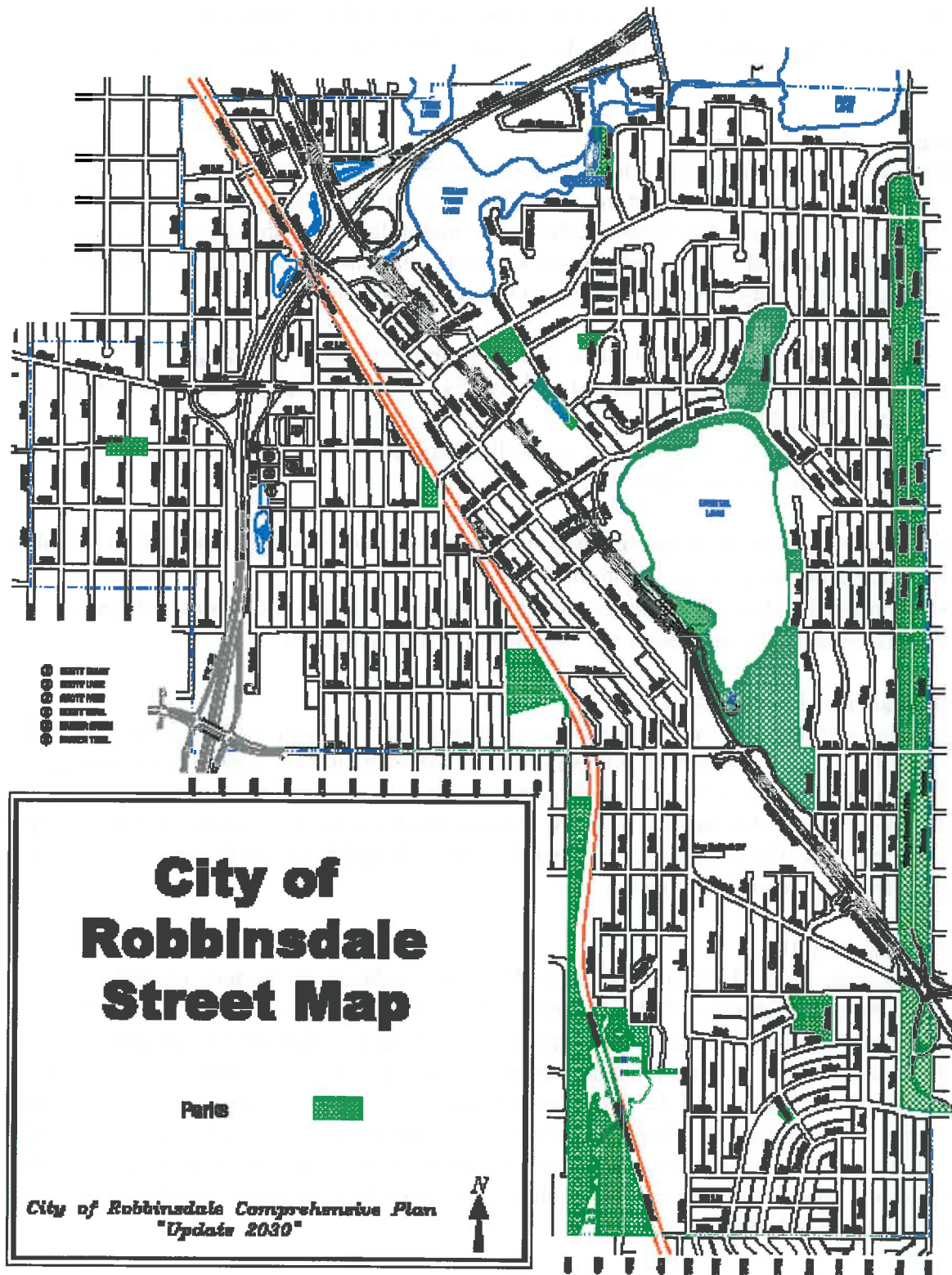
## **Section 4: Transportation Inventory**

### **Roads and Streets**

Robbinsdale has approximately 54 miles of roadways. These roadways include local, county and state road networks. Robbinsdale's road network is composed of a hierarchy of streets, physically designed in a grid pattern. As an entire system, these streets serve to provide for both inter- and intra- community traffic movements. Robbinsdale's street map is shown in **Figure 4A**.

The most significant roads in Robbinsdale are the T.H. 100, County Road 81, County Roads 8 and 9, and 36th Avenue North. These roadways are designated as arterials and carry the highest volumes of traffic within the City. Although only T.H. 100 is a part of the Metropolitan Highway System, these roadways serve important roles within the regional transportation network by carrying traffic to and from other communities. At the local level these roadways are of on-going concern due to the impact they create in the form of physical barriers segmenting the community into distinct sub-areas, and their impacts in regard to traffic safety and air and noise pollution.

Figure 4A City of Robbinsdale Street Map



Functional Classification

### **Functional Classification**

The map in **Figure 4B** identifies Robbinsdale streets and roads based upon a functional classification system. The criteria utilized in the functional classification system are summarized in **Appendix I**. The map also includes 2005 traffic counts and projected traffic for 2030.

### **Changes to Road System**

Robbinsdale is considered a fully developed suburb and no significant expansion of the existing road network is expected in the future. Nonetheless, significant improvements have occurred in the 1980's and most recently, 2000 to 2008 to the arterial highways in the system. In addition, adjustments to the road system, such as service road realignments and closures, occurred as a result of highway safety projects and downtown redevelopment.

The Highway 100 upgrade project made significant improvements including:

- Grade separating intersections at 36<sup>th</sup> Ave. N., 46<sup>th</sup> Ave. N., West Broadway Ave. and County Road 81.
- Bridges with limestone texture, sidewalks, handrails and ornamental street lights at all grade separated crossings.

County Road 81 has been extensively improved over a period of several years which included:

- Intersection upgrades with turning lanes.
- Improved pedestrian crossings with cross-walks that link to sidewalks and trails.
- Consolidated access points and frontage road improvements.

### **Maintenance of Road System**

An ongoing maintenance and repair program is vital to the City's local street system. In 1980, it was recognized that over half the streets in Robbinsdale were in dire need of reconstruction or overlay. Consequently, a \$2 million street improvement bond issue was approved by the voters to address this issue. Recent surveys of the existing street surface have shown that many streets are being rated as "fair". This suggests that the City will need to establish a street reconstruction program that is of a long-term nature.

### **Trunk Highway 100**

Trunk Highway 100 (T.H.100) is part of the Metropolitan Highway System, classified as a Principal Arterial Highway. Reconstruction of T.H. 100 from Glenwood Avenue North to County Road 81 included removing all signalized intersections, closing all substandard access locations, interchange construction and reconstruction, shoulder and median widening, and replacements of bridges. All the improvements for T.H. 100 resulted in it being upgraded from an expressway to a freeway. Elements included throughout the project included grading and paving, bridges, storm sewer and storm water retention ponds, regional and municipal utilities, retaining and noise walls, lighting and signing, landscaping and aesthetic treatments, and bicycle, pedestrian trails and bridges.



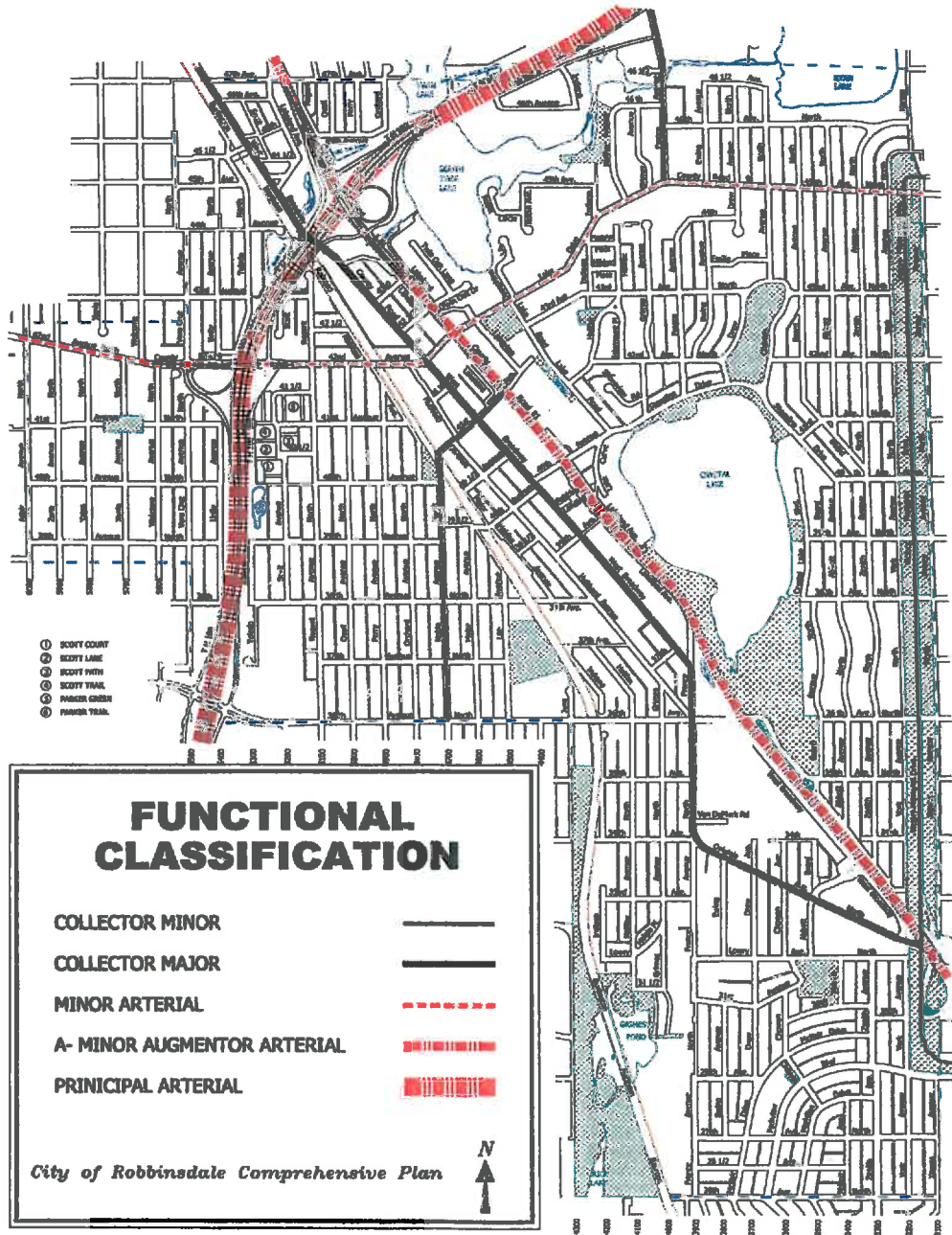
### **Traffic Forecasts**

By analyzing Average Daily Traffic (ADT), it can be anticipated that traffic volumes may increase or decrease on certain road segments with final implementation of the Highway 100 improvements and the proposed light rail transit line with a station near 42nd Avenue N. and Hubbard Avenue N. This is in response to both local and regional travel demand factors. **Figure 4C** shows the projected average daily traffic (ADT) for the year 2005, and 2030.

Some areas shown in **Figure 4C** indicate some traffic counts will go up, down, or remain the same. The following are examples that can be found in **Figure 4C**:

- County Road 81 – Traffic counts had been slowly declining to the current level of 12,500 ADT, but are expected increase to 16,000 ADT for 2030.
- Highway 100 – 2030 Traffic volumes are expected to double, from 66,000 ADT to 115,000 ADT between 36<sup>th</sup> and 42<sup>nd</sup> Ave. N, and nearly double northeast of County Road 81.
- Traffic on 42<sup>nd</sup> Ave. N. is less than the 1997 counts. It will increase, but the projected traffic will be almost 3,000 fewer ADT in 2030 than originally projected for 2020.
- 39<sup>th</sup> Avenue – Counts have decreased dramatically with the closure of 39<sup>th</sup> Avenue/T.H. 100
- Oakdale Avenue – Counts have steadily decreased since 1976.
- Zenith Avenue – Counts have been the same or similar since 1976.

Figure 4B City of Robbinsdale Streets and Roads Map



The Functional Classification system for roadways in Robbinsdale is shown to reflect the Metropolitan Regional Transportation Advisory Board Functional Classification map as identified in the System Statement. The City of Robbinsdale is concerned that the system classification of 36<sup>th</sup> Ave. N. as a local or collector street does not reflect the traffic volumes observed. Traffic volumes of 13,000 trips per day have been observed, which the City strongly feels elevates 36<sup>th</sup> Ave. N. to Minor Arterial volumes. It should be noted that 36<sup>th</sup> Ave. is a significant connecting route between Highway 100 and County Road 81, and is a primary access for North Memorial Medical Center. The Highway 100 improvements eliminated at-grade access at 39<sup>th</sup> Ave., and as a result, funneled more north and east bound traffic to 36<sup>th</sup> Ave. N., for destinations including the Terrace Mall area, County Road 81 and Crystal Lake.

## **ACCESS MANAGEMENT**

Robbinsdale has been considered fully developed since the 1970's, and therefore its street system is in place. Access management standards on file in the City Engineering office date to March 1, 1979. Large tracts of vacant land for redevelopment are simply not available that do not already have access to a public street, or would be served by the extension of a local street. Access management such as it is, occurs on a parcel by parcel basis when redevelopment occurs.

The highest volume of traffic occurs on State Highway 100, the only Principal Arterial in Robbinsdale with access controlled by MnDOT. Other high-volume Minor Arterial and Collector streets include: County Road 8 (West Broadway Ave.); County Road 9 (Lake Drive and 42<sup>nd</sup> Ave. N.); and County Road 81 (Bottineau Blvd.), all with access controlled by Hennepin County.

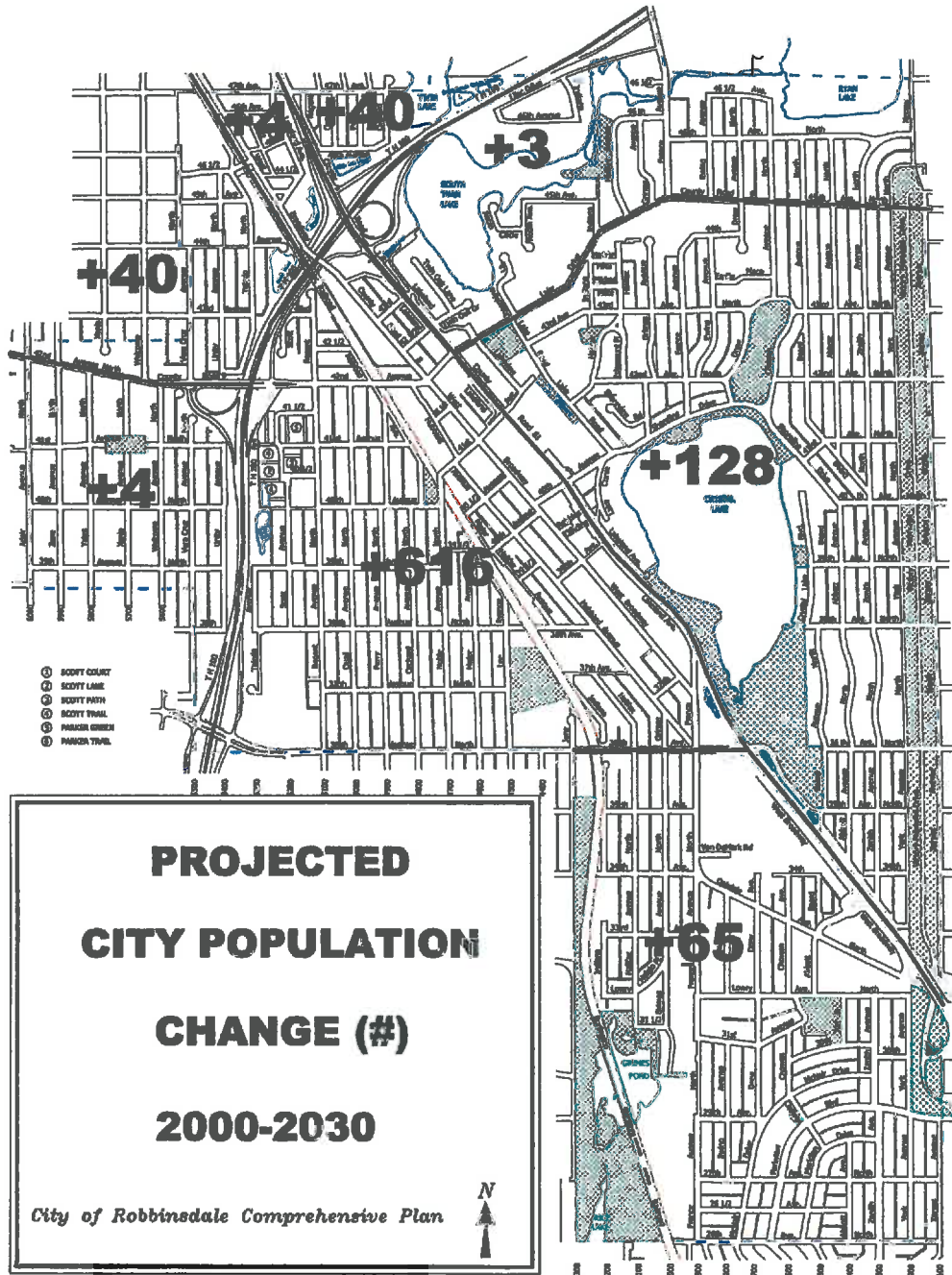
Subdivisions and plats occurring on land adjacent to State Highways and County Roads require approval by the respective agency controlling access.

The attached Appendix 1 includes "Functional Roadway Classification Criteria" that describes the characteristics of the various roadway classifications and provides guidance in the event of large scale redevelopment creating access needs not already accommodated by the existing street system.

## **TRAFFIC ASSIGNMENT ZONES**

Traffic Assignment Zones (TAZ) assist regional transportation planning efforts in identifying where traffic volumes are likely to change. Population, household, and employment totals have been assigned to small geographic areas termed Traffic Assignment Zones in **Figure 4D, 4E, 4F**. These assignments will provide a basis for more accurate traffic forecasting and transportation planning by the Metropolitan Council. The projections for population, households and employment explained in Section 2 have been used to illustrate the Transportation Assignment Zones.

Figure 4C Projected Population Increases based upon TAZ distribution

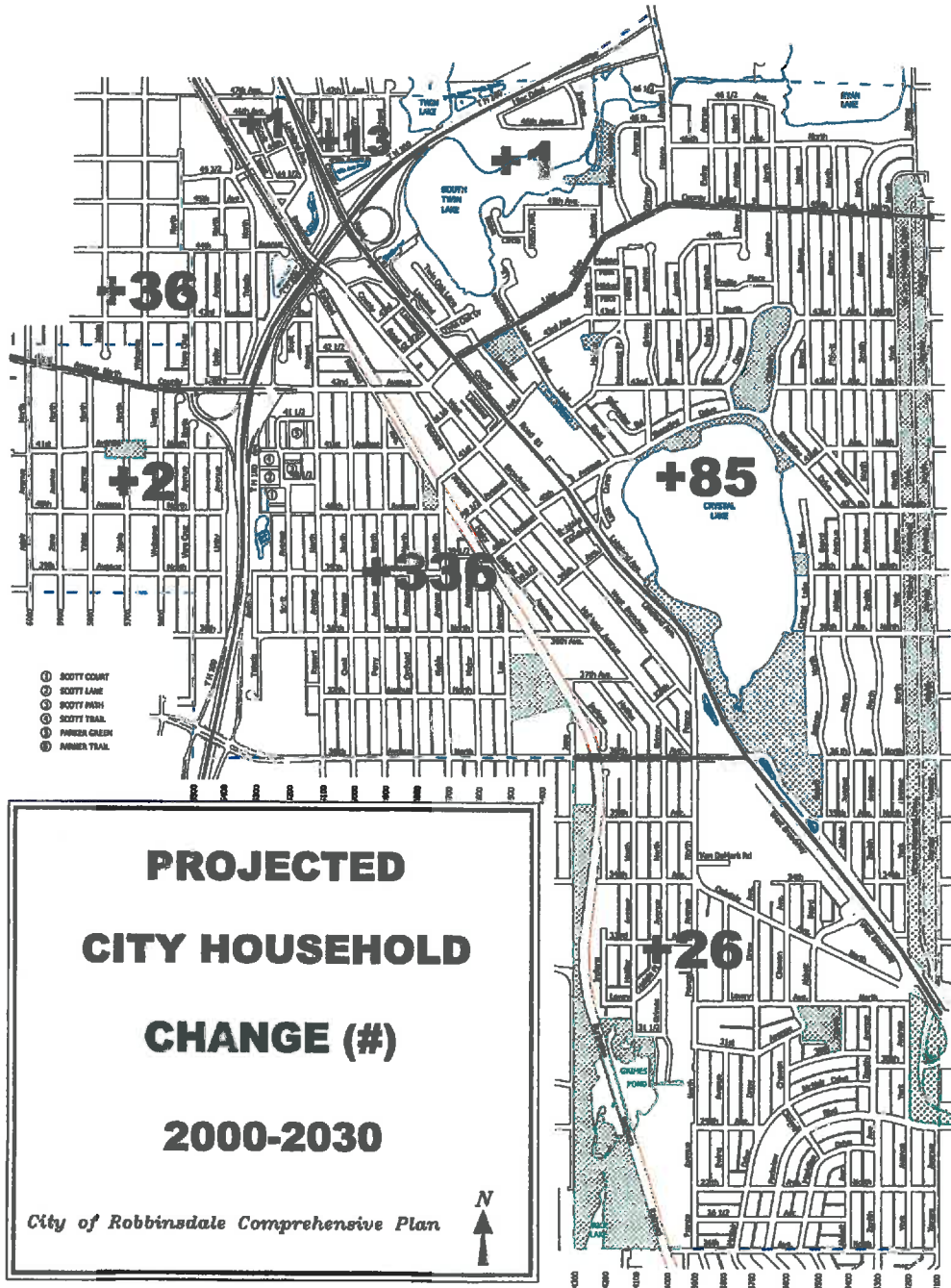


**Table 4 - C: Projected City Population Changes From 2000-2030**

<b>TAZ Districts</b>	<b>2000 Population</b>	<b>Change in #'s (New Residents)</b>	<b>2030 Projected Population</b>	<b>Proportion of Growth</b>
<b>705</b>	3,304	+ 65	3,369	7.2 %
<b>706</b>	27	+ 0	27	0
<b>708</b>	4,084	+ 616	4,677	68.4 %
<b>709</b>	3,386	+ 128	3,514	14.2 %
<b>710</b>	1,103	+ 4	1,107	0.4 %
<b>720</b>	570	+ 40	610	4.4 %
<b>721</b>	1,453	+ 3	1,456	0.3 %
<b>723</b>	100	+ 40	140	4.4 %
<b>724</b>	96	+ 4	100	0.4 %
<b>TOTAL</b>	14,123	= + 900	15,000	100%

**Source: City of Robbinsdale, Metropolitan Council TAZ 's**

Figure 4D Projected Household Increase based upon TAZ distribution.

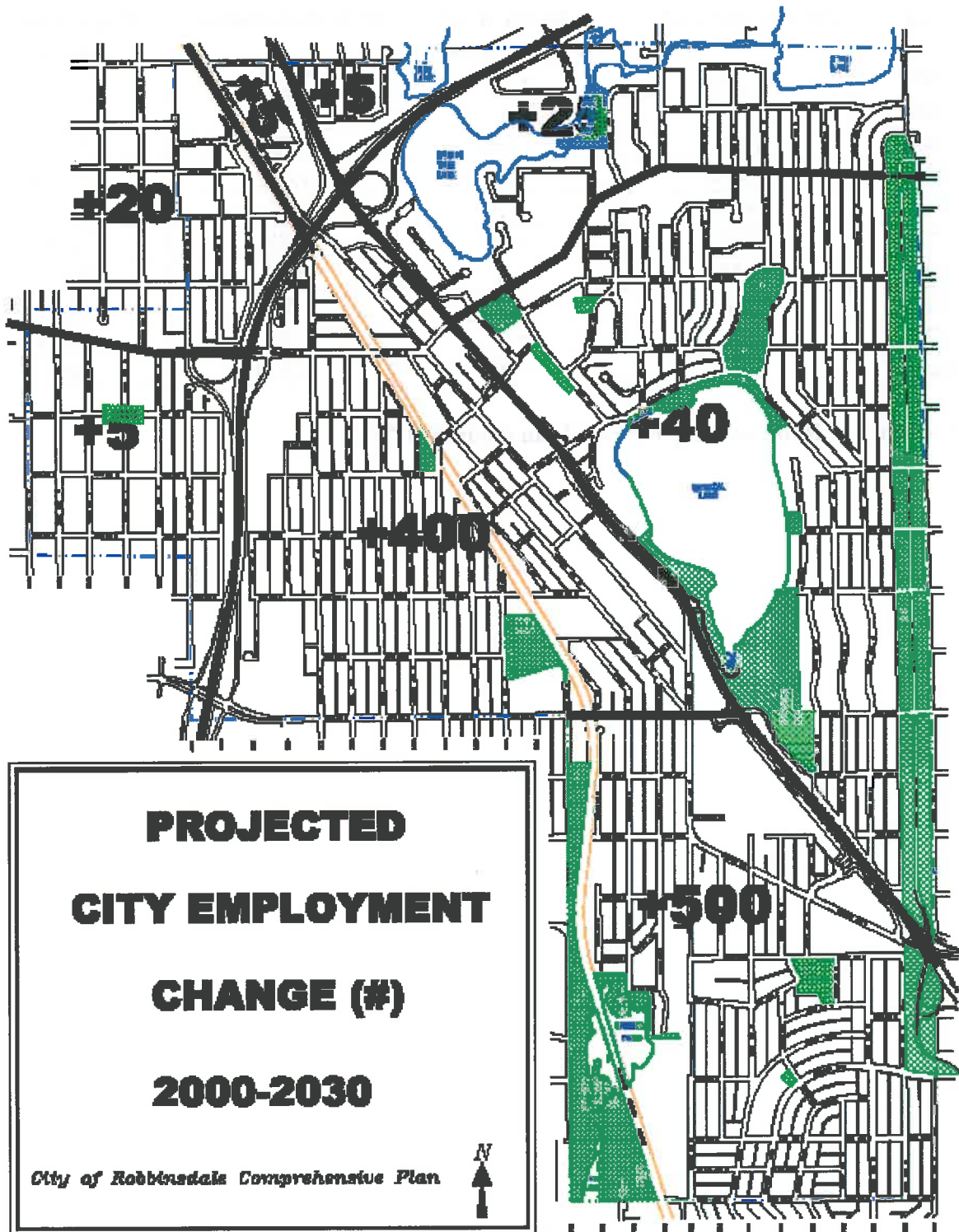


**Table 4 - D: Projected City Household Change From 2000-2030**

<b>TAZ</b>	<b>2000 Households</b>	<b>Change in #'s (New Households)</b>	<b>2030 Households</b>	<b>Proportion of Growth</b>
<b>705</b>	1,270	+ 26	1,296	5.2 %
<b>706</b>	9	+ 0	9	0
<b>708</b>	1,895	+ 336	2,231	67.2 %
<b>709</b>	1,464	+ 85	1,652	17.0 %
<b>710</b>	490	+ 2	492	0.4 %
<b>720</b>	252	+ 36	288	7.2 %
<b>721</b>	637	+ 1	638	0.2 %
<b>723</b>	41	+ 13	54	2.6 %
<b>724</b>	39	+ 1	40	0.2%
<b>Total</b>	<b>6,097</b>	<b>+ 500</b>	<b>6,700</b>	<b>100%</b>

**Source: City of Robbinsdale, Metropolitan Council TAZ 's**

Figure 4E Projected Employment increase based upon TAZ distribution.





**Table 4E: Projected City Employment Change From 1990-2030**

TAZ	2000 Jobs	Change in #'s (New Jobs)	Projected 2030 Jobs	Change in % (Growth Rate)
705	4,933	+ 500	5,433	+ 50 %
708	900	+ 400	1,300	+ 40 %
709	1,105	+ 40	1,145	+ 4 %
710	16	+ 5	21	+ 0.5 %
720	28	+ 20	48	+ 2 %
721	106	+ 25	131	+ 2.5 %
723	0	+ 5	5	+ 0.5 %
724	21	+ 5	26	+ 0.5 %
<b>Total</b>	<b>7,109</b>	<b>+ 1000</b>	<b>8,100</b>	<b>100 %</b>

Source: City of Robbinsdale, Metropolitan Council Traffic Analysis Zone's

No new commercial land is being created. The increase of jobs is dependant on increasing the density of commercial development and redevelopment with mixed use and higher density of development patterns, most likely dependant on regional, state or federal investment. As well, more residents will work from their homes via telecommuting.

TAZ 705 includes the Terrace Mall area and North Memorial Medical Center and would provide for half of the anticipated future jobs in Robbinsdale. A master plan for the North Memorial Medical Center Facility was adopted in the early 1990's. Since that time, acquisition and redevelopment of the Terrace Mall (former Ward's site) has been accomplished as well as development of a regional facility in Maple Grove. The only component of the master plan that may be constructed in the future would be a small medical office building on the corner of Abbott and Oakdale Avenues, North. However, there is no current need for the building.

### **Rail Facilities**

The City of Robbinsdale contains one rail facility, the Burlington Northern. This facility is a one-track facility, which runs northwest and southeast through the community. It exists primarily as a regional freight carrier. A small yard area was removed in the late 1980s. The chief concerns associated with the rail line are its existence as a barrier within the community, similar to the highways, and its inadequate buffering from adjacent uses in certain areas of the City. Light Rail Transit has been proposed to run parallel to the Burlington Northern tracks on the easterly side. This proposal is discussed under Public Transit in this section.

This rail corridor which is generally parallel with County Road 81 provides the best opportunity for Light Rail or other alternative regional high-volume or express transit services. It is contiguous with the western edge of the downtown area and has minimal crossings. In addition, the old Police and Fire Station has been redeveloped to facilitate a mixed-use transit center called Hubbard Market Place. The transit center is owned by Metropolitan Council. The volume of rail use is very low, and it is grade-separated at 36<sup>th</sup> Ave. N.

Future land use planning to accommodate the growth projections for Robbinsdale concentrates proposed “mixed-use” areas that will accommodate higher density residential (and other uses) alongside or between high volume transportation corridors. County Road 81 is a corridor that can accommodate higher density on both sides, generally northwest of Crystal Lake. The West Broadway corridor is traditionally the original transportation corridor dating from the days of the street car, and much of the higher density residential land uses in Robbinsdale have been concentrated on the West Broadway corridor. Therefore, most of the higher density redevelopment is expected between County Road 81 and the Burlington Northern – Santa Fe rail corridor.

Redevelopment is challenging, and the opportunity to accomplish higher densities should enable the process. However, land already subdivided into comparatively small parcels is expensive, and property owners have expectations of recapturing value from existing buildings and improvements. Oftentimes, redevelopment bears the additional financial burden of coping with soil contamination and removal of hazardous substances.

## **Aviation**

North Memorial Heliport - The only aviation facility in Robbinsdale is North Memorial Medical Center's Emergency Medical Heliport. Concerns related to the heliport are noise, number of flights, and keeping helicopters on approved flight paths. The City should continue to work with North Memorial Medical Center to mitigate heliport issues.

Crystal Airport - Portions of Robbinsdale are located within the designated air space of Crystal Airport located in the vicinity of County Road 81 and Bass Lake Road. **Figure 4F** identifies those areas of the community located within the airport air space.

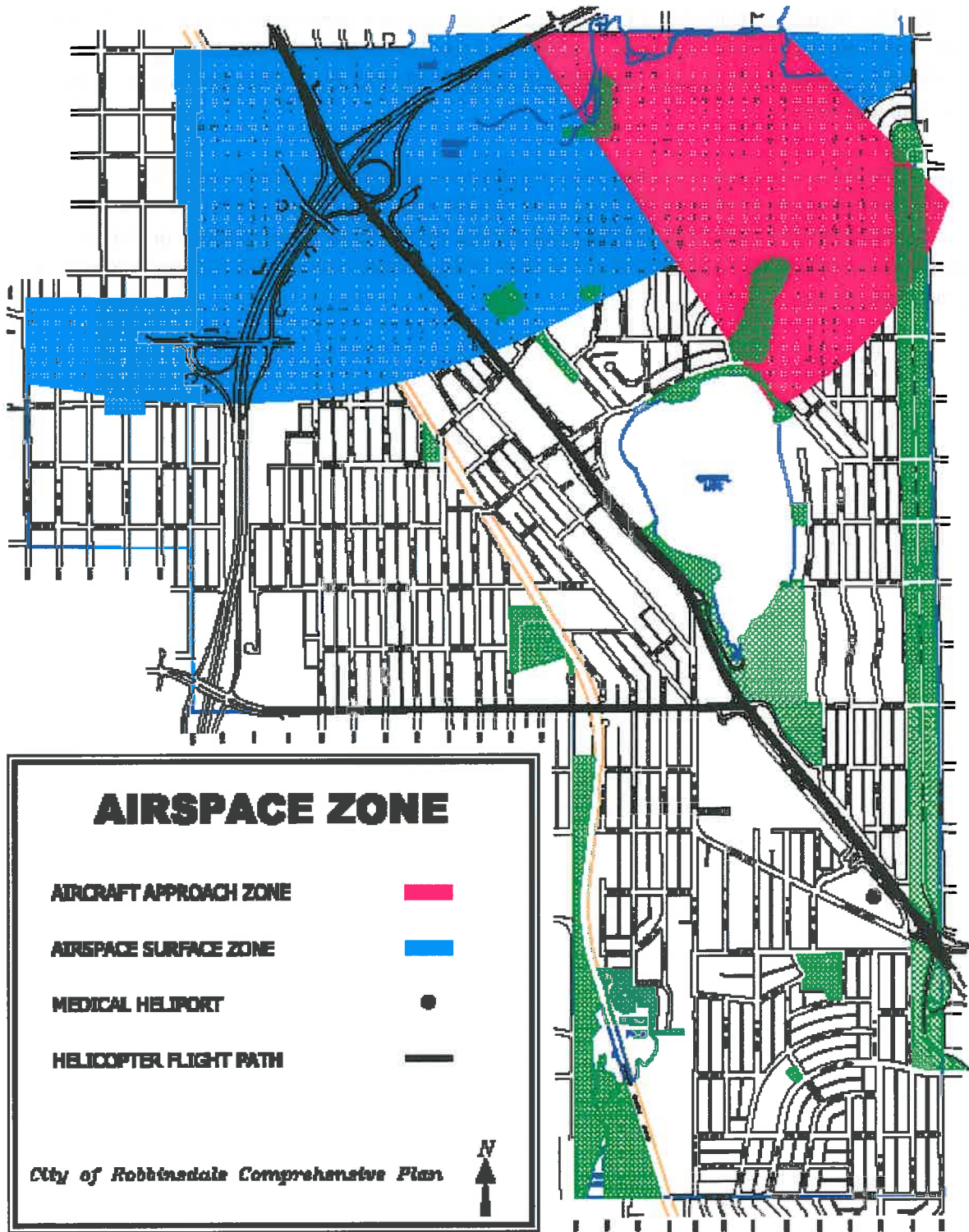
No major concerns exist with regard to the Crystal Airport, with the possible exception of the need to insure no future development in Robbinsdale interferes with the designated air space. According to State Statute, the following objects will be considered general obstructions to air navigation for Crystal Airport's designated air space zones.

1. Objects extending more than 500 feet above ground level at the site of the object.
2. Objects more than 200 feet above the ground or more than 200 feet above the established airport elevation, whichever gives the higher elevation, within three nautical miles of the nearest runway of an airport, and increasing in height in the proportion of 100 feet for each additional nautical mile of distance from the airport but not exceeding a maximum of 500 feet above ground.
3. Objects, which would increase the minimum obstruction clearance altitude of a federal airway or approved off-airway route.
4. Objects whose elevation will increase a precision or non-precision instrument approach flight altitude minimum or flight visibility minimum.

In 1980, at the request of the Metropolitan Airports Commission (MAC) the City of Robbinsdale joined with other affected municipalities in the creation of a Joint Airport Zoning Board as required. The Board, comprised of local representatives from communities directly affected by Crystal Airport's designated air space, was formed for the purpose of establishing, administering, and enforcing zoning laws for the area surrounding the airport and for the protection of the airport and the public.

Height restrictions resulting from the joint airport zoning have not been a factor in redevelopment in the vicinity of 42<sup>nd</sup> Ave. N. Height standards in the Robbinsdale zoning ordinance are more restrictive at present, and are not expected to become more permissive. Any requests for variances to height standards would still be subject to review for conformance with airspace restrictions.

Figure 4F Airspace Zone



## Public Transit

Robbinsdale is currently served by the Metro Transit network, a service of the Metropolitan Council. The service is generally focused on providing service with downtown Minneapolis with service via Robbinsdale provided in the form of fixed route bus service structured around timed transfer focal points at Robbinsdale transit center and other local locations such as North Memorial Medical Center. Routes from the Robbinsdale Transit Center serve primarily Minneapolis, Robbinsdale, Crystal, New Hope and Golden Valley. There are two distinct route structures, namely, one for off-peak periods (the “base” structure) and one for peak periods.

## Transit Market Area

According to the Metropolitan Council 2030 Regional Transportation Plan, Robbinsdale is included in Market Area II which describes transit service structured to fit the land use pattern generally exhibited by first and second tier suburbs.

**Transit Market II Area Features and Improvements**

Land Use Pattern	Service Options	Service Characteristics
Moderate concentration of jobs, housing and activities	Regular-route locals, all-day expresses, small-vehicle circulators, special needs paratransit (ADA, seniors,) ridesharing	<p><b>Frequencies:</b> 15-30 minute or 30-60 minute depending on land use pattern</p> <p><b>Span of Service:</b> 12-20 hours per day, 7 days per week.</p> <p><b>Access:</b> Services tied to park and ride lots and hubs.</p>

Route 14 is the primary local connection to north Minneapolis. A connection exists with Brooklyn Center Transit Center on weekdays and with Starlite Transit Center in the peak periods. Bus routes are less coordinated for timed transfers.

## Bottineau Boulevard Corridor Bus Rapid Transit (BRT)

The Metropolitan Council’s 2030 Transportation Policy Plan calls for a busway along County Road 81 between downtown Minneapolis, Maple Grove and points north, with branches during the peak period to serve major trip generators in the northwest suburbs. The project will be implemented in phases. Phase One includes BRT station shelters, limited-stop service through north Minneapolis, new park-and-ride lots in Brooklyn Park and the expansion of the Starlite Transit Center Facility. Subsequent phases call for exclusive bus-only lanes between Osseo and Robbinsdale, additional BRT stations and all-day service.

The Bottineau Blvd. Partnership, a committee intended to make policy recommendations regarding the BRT service for the Bottineau corridor had advanced a proposal that would have utilized Highway 100 for express connections to Downtown Minneapolis. The scenario for a dedicated busway extended from the north along the West Broadway Avenue corridor then connected with Highway 100 through one of the WPA vintage Lilac Way parks. The busway would then be an express route to downtown Minneapolis via south bound Highway 100, and Highway 55. It was projected that 4/5 of the BRT trips would simply by-pass the Robbinsdale

Transit Center. Only 1/5 of the BRT trips would connect with the Robbinsdale Transit Center and provide service to the West Broadway Corridor south of Highway 100. The scenario isolates transit from the Robbinsdale West Broadway corridor removing much of the appeal for higher density redevelopment that would have been transit oriented. The Robbinsdale City Council never adopted the BRT busway strategy.

### **Light Rail Transit**

In 1988, the Hennepin County Regional Railroad Authority (HCRRRA) proposed a northwest corridor alignment which would run west from downtown Minneapolis along Hwy 55 to the Burlington Northern tracks and then follows the tracks to 85<sup>th</sup> Avenue in Brooklyn Park. On this course, light rail transit would run diagonally through Robbinsdale from Sochacki Park with one station proposed at 42nd Avenue N. (now, the Robbinsdale Transit Center). The City Council gave conditional approval to the alignment in 1989 with the condition that a station proposed at 36th Avenue N was removed from the plan. Both stations originally proposed in Golden Valley have also been removed from the plan and therefore the 42nd Avenue N Station would be the last in-bound station before Penn and Hwy 55 in Minneapolis. This caused concern regarding the adequacy of parking proposed at the 42nd Avenue Station. Other concerns are increased auto and bus traffic, mitigation of noise and visual impact, safety along the line, and impacts on adjacent parks and wetlands.

The Hennepin County Regional Rail Authority (HCRRRA) has land along the Burlington Northern / Santa Fe railroad corridor and adjacent to the Hubbard Marketplace (Robbinsdale Transit Center). It is presumed that this land may contribute to the hoped-for future development of light-rail or commuter rail transit facilities.

### **Bottineau Transitway Planning**

Robbinsdale is currently participating in a Bottineau Transitway Alternatives Analysis Study with other jurisdictions along the corridor and Hennepin County Regional Railroad Authority. The study has advanced several scenarios (and eliminated scenarios):

- Commuter or Heavy Rail is not an option due to infrastructure needs and limited access opportunities.
- BRT is still being considered as an alternative to LRT, particularly if Federal funding is not available, or if funding is insufficient for LRT.
- Routing through Robbinsdale follows the Burlington Northern railroad corridor with a station platform at the Robbinsdale Transit Station on Hubbard Avenue, then splits into essentially two options near 36<sup>th</sup> Ave. N.
  - One option is to continue south along the Burlington Northern corridor into Golden Valley, then into Minneapolis.
  - The other option is to follow the 36<sup>th</sup> Ave. N. alignment to the Terrace Mall area, then along the west side of the County Road 81 corridor to a station serving North Memorial Medical Center. The scenario then continues to Minneapolis to link with a Lowry Avenue LRT scenario or a West Broadway BRT scenario for ultimate connection to downtown Minneapolis.

The City Council continues to express a preference for LRT, and is concerned about the impact, particularly on the 36<sup>th</sup> Ave. N. corridor if the strategy to provide service to North Memorial is pursued. However, the benefit of providing service to North Memorial is self-evident, but with a number of challenges to overcome.

### **Special Needs Transit**

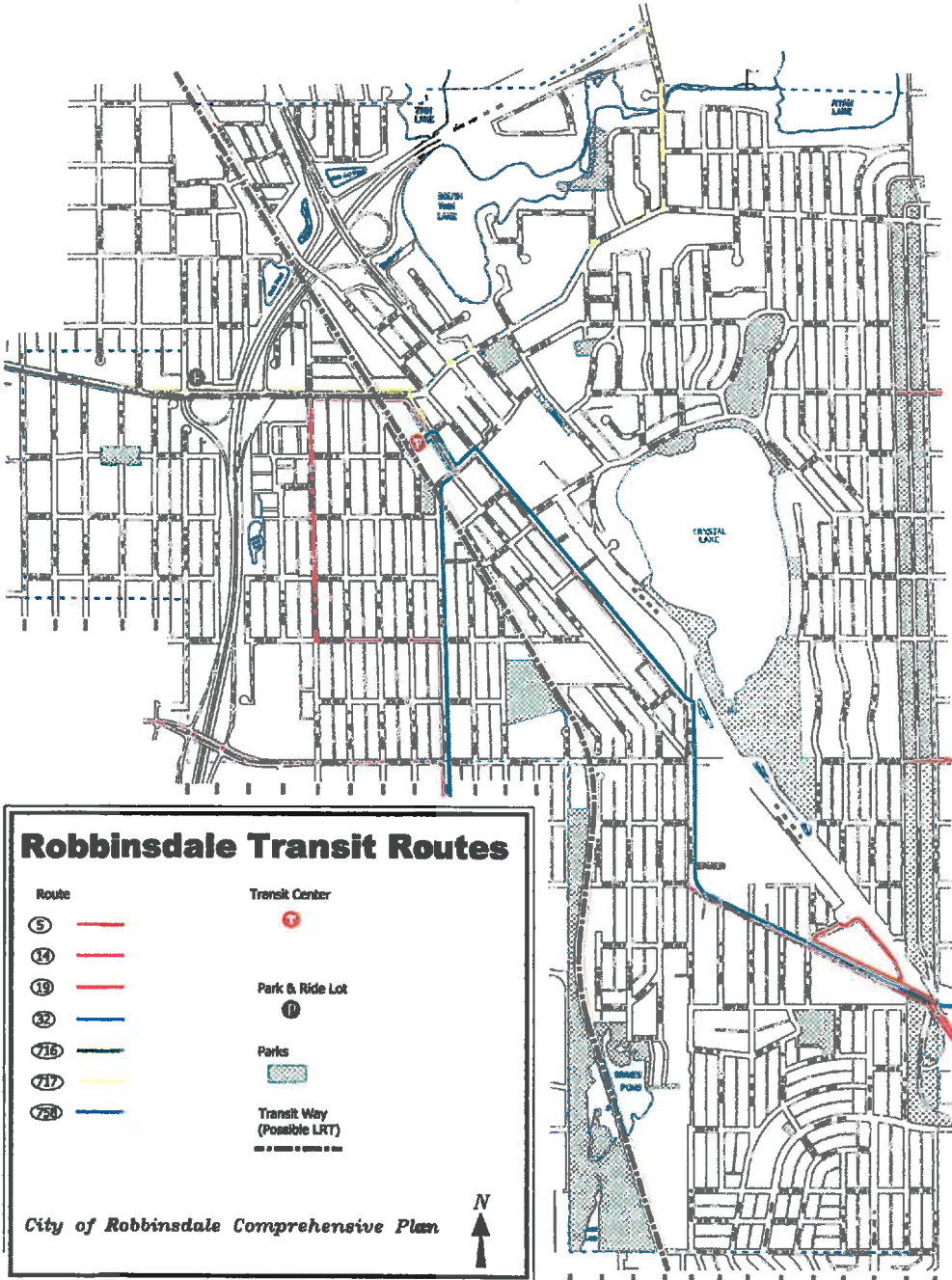
Robbinsdale, Crystal, Golden Valley, New Hope, and Brooklyn Center sponsor and fund a flexible fixed route mini-bus system to serve senior citizens (Five Cities Senior Transportation). The system serves senior housing developments and commercial areas within the five-city area. In addition, Metro Mobility, North Memorial Senior Transportation and some senior housing developments provide mini-bus service.

PRISM Express (People Responding In Social Ministry), is a private, dial-a-ride service serving Brooklyn Park, Crystal, Golden Valley, east end Plymouth and Robbinsdale. The service is a neighborhood based curb-to-curb mini bus or van shared ride for seniors and disabled for a low cost fare. Generally, a request for service must be called-in one day in advance.

### **Other Forms of Transit**

Robbinsdale has not actively promoted ride sharing, van pools or a bus circulator system. Several taxi companies adequately serve the City. **Figure 4G identifies Transit Routes.**

**Figure 4G Transit Routes**





## **WALKWAYS AND BIKEWAYS**

Bicycling and walking have become more popular forms of recreation as well as primary transportation modes. Consequently, it is important to provide appropriate bikeway and walkway facilities.

### **The Walkway System**

Foot travel within the community is accommodated by a sidewalk system, which has been largely developed in conjunction with the City street system. The existing and proposed sidewalks and their relationship to Class I Bikeways in the City are shown in **Figure 4H**. As shown by this map, the City is not uniformly serviced with sidewalks. A concept plan for the sidewalk proposed along County Road 81 between 40th and County Road 9, in that portion of the commercial core located on the east side of County Road 81, is shown on **Figure 4H**. Certain areas of the community lack sidewalks, while others are only partially serviced.

### **Barriers to Walking and Biking**

The City has observed that County Road 81, Trunk Highway 100, and the Burlington Northern Railroad right-of-way serve as barriers to bikers and walkers. The existing pedestrian bridge over T.H. 100 in the vicinity of 39th Avenue serves as a vital biking and walking link between east and west. A culvert has been installed to provide pedestrian links under T. H. 100 as part of the reconstruction of T.H. 100. At-grade crossings have been built for biking & walking across County Road 81 between 40th and 42nd Avenue North. The County Road 81 upgrade project has included sidewalks and trails along its length. Constraints to available land/right-of-way have caused the pedestrian facilities to vary from off-street trail (Class I) at Lakeview Terrace Park to Class III on-street on the cul-de-sac frontage road alongside Crystal Lake.

The City has an extensive network of sidewalks which contribute to its traditional urban neighborhood character. It will continue to improve the system with infill projects as resources become available.

### **The Bikeway System**

In 1984, the Minnesota Dept. of Transportation "turned back" to the City the land where the Lakeland frontage road existed (between 40th and 42nd). This turn-back land was immediately incorporated into redevelopment plans for the downtown area. The City then saw an opportunity to use some of this land for a major bikeway/walkway corridor running northwesterly from the Minneapolis parkway system near North Memorial Medical Center through the downtown area to Lions Park. This bikeway/walkway systems plan is shown in **Figure 4H**.

The bikeways are broken down into three categories: Class I, Class II and Class III. The priority corresponds to the class ranking (i.e. Class I - high priority, Class II - medium priority, Class III - low priority.) This plan serves to tie together biking and walking destinations throughout the City.

CLASS I: A class I bikeway/walkway consists of an off-road path, 8 foot in width. (In some cases they may be 6 foot due to limited space and/or anticipated volume of use.) A class I bikeway typical section is shown in **Figure 4H**. This type of bikeway/walkway would be constructed in the major corridor adjacent to County Road 81, except between 40th Avenue North and County Road 9 where it would be constructed on Lake Road.

CLASS II: A class II bikeway/walkway consists of two 6-foot wide, off-road paths (or sidewalks) on both sides of a street. In some cases, the width of the paths /sidewalks may be five or even four feet (in rare occasions) due to limited space, or prior to upgrading of the facility. This type of bikeway is proposed along streets such as Lake Dr., 36th, 39th and Oakdale Ave. A class II typical section is shown in **Figure 4H**.

CLASS III: A class III bikeway is essentially an existing street signed as a bike route. This bikeway design would be used where traffic volume is low enough to accommodate both bikes and cars. The route links parks and other parts of the bikeway/walkway system. A class III typical section is shown in **Figure 4H**. Examples of a class III bikeway are as follows: Halifax between Lake Dr. and 46th, Xenia between Lake Dr. and 39th, and Zenith between Lowry and 26th Ave. N.

## **REGIONAL TRAILS**

Robbinsdale has connections to the regional trail system. The Robbinsdale portion of the regional trail system is almost complete. The Three Rivers Park District is responsible for the development of the regional trail system. As a result, the regional trails have different priorities from that of the local trails. The following trails connect Robbinsdale to its neighbors and the region:

- **Wirth/Victory Memorial Parkway Regional Trail** This existing Regional Park System facility is located on the eastern border of the City of Robbinsdale and is maintained by the Minneapolis Park & Recreation Commission.
- **Crystal Lake Regional Trail** – Linking Robbinsdale and Crystal ultimately to Elm Creek Park Reserve in Maple Grove. Located along the east side of the County Road 81 corridor, the Three Rivers Park District is responsible for the Regional trails in Robbinsdale. Elements of the trail have been completed with improvements to County Road 81, (Bottineau Blvd.)
- **Twin Lakes Regional Trail** – Linking Brooklyn Center and Robbinsdale. This portion of the Regional Trail system is conceptual; however elements have been completed with the Highway 100 improvements. It links trails via tunnels and underpasses constructed with Highway 100 to the north, generally along the east side of (Middle) Twin Lake as it crosses into Brooklyn Center. Three Rivers Park District is responsible for this section.
- **Bassett Creek Regional Trail** – Linking Robbinsdale with Golden Valley and beyond. This trail section that links to Golden Valley across the southwest corner of Sochacki

Park is a local access to the Bassett Creek Regional Trail which otherwise bypasses Robbinsdale to the southwest in Golden Valley. Much of the corridor is still conceptual, however. The regional trail will also be maintained by the Three-Rivers Park District.

#### **OVER ALL TRAVEL DEMAND**

The City believes that travel demand can be reduced in the future through design, infrastructure improvements, and policy. The City shall continue to develop a compact, commercially diverse, pedestrian/bike and transit oriented Downtown. Robbinsdale residents will be able to walk or travel by transit to Downtown Robbinsdale without the use of the automobile. People who must travel outside of Robbinsdale or traveling to Robbinsdale may take advantage of the Hubbard Market Place transit station that someday may accommodate light rail as well as bus service. The transit station shall reduce transit travel time and encourage an increase in the amount of riders who use the system.

The City also supports employers and businesses in the City and in surrounding communities to encourage carpooling, telecommuting, ride-share, flexible work hours, and the use of public transit to help reduce the travel demand of the regions roadways at peak times of daily traffic. The City believes that its continued efforts supported by the policy of this Comprehensive Plan shall help to reduce the impact on the regional system.

Figure 4H Bikeway/Walkway System

