

## VII. Transportation

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### A. INTRODUCTION

This chapter describes the existing transportation facilities within the City of Newport and their interrelationship with the regional transportation system of the metropolitan area. Transportation issues are identified and the impacts on the community including; future land use, economic development, and a program for street maintenance are discussed.

Transportation Facilities Serving the City of Newport Include:

- Streets and Roadways
- Railroads
- River Traffic and Barge Facilities
- Bike Trail and Pedestrian Facilities
- Public Transportation Facilities
- Aviation Facilities

### B. STREETS AND ROADWAYS

Streets and roadways provide the dominant mode of transport for the City of Newport. These facilities can be considered according to their functional classification, a technical term that describes the roadways uses and purpose. The roadways in the City of Newport may also be considered by their jurisdictional classification, which designates the governmental entity responsible for their construction, maintenance, and operation.

#### 1. *Functional Classification of Roadways*

Roadways are classified to describe the functions that they provide in a transportation network. A regional thoroughfare such as a Trunk Highway (TH) serves as an arterial roadway serving the nation's transportation needs, whereas a cul-de-sac on a street in a residential area may only provide access to the homes on that street. The functional classification describes the intended use of the roadway as such design constraints like speed limits, roadway widths, and load limitations can be made in a logical manner.

Functional classifications include:

**Principal Arterials:** are roadways that provide connectivity with other parts of the region, state, and nation. Arterial roadways are constructed with limited access points and 55-70 mph speed

limits. They are designed to move traffic easily and safely between cities and states. Arterial roadways are typically Interstate Highways such as I-494 or Trunk Highways such as TH-61.

**Minor Arterials:** are roadways that provide connectivity between cities and areas within a region. Minor Arterial roadways connect commercial, industrial, and residential centers; CSAH 38 (Seventh/Hastings Avenue) is a good example of this classification. **Expanders** are a type of arterial roadways which provide a way to make connections between developing areas outside the interstate ring or beltway. These routes are located circumferentially beyond the area served by the interstate ring. These roadways are proposed to serve medium to long suburb to suburb trips.

**Collector Streets:** are roadways that connect neighborhoods to business centers and commercial areas, 10<sup>th</sup> Avenue and 12<sup>th</sup> Street meet this definition.

**Local Streets:** provide access from individual parcels of land. In general, local streets connect to either Collector Streets or Minor Arterial Roadways; Collector Streets connect to Arterial Roadways.

## 2. *The Existing System*

Newport's transportation system contains examples of each functional classification as shown by Figure 7-1 2008 Street System and Jurisdictional Classifications. TH-61 and I-494 both are limited access Principal Arterial State Highways, which split the City of Newport.

There are three County Roads in the City of Newport: CSAH 38 (Hastings/Seventh Avenue) is a major truck route which provides access to the Ameristeel Industrial Park north of the City and the Marathon Oil Refinery south of the City. CSAH 38 is classified as an A Minor Arterial. The transfer of the new CSAH 38 (Maxwell Avenue, 7<sup>th</sup> Avenue and Hastings Avenue) has not been finalized and will not be until a Commissioner's Order is issued. This is expected to occur after the removal of Bridge 5600 and Dakota County removes their county road designation from the roadway on the west side of the Mississippi River.

CSAH 74 (65<sup>th</sup> Street), which could be considered a Collector Street, provides an access to TH-61 for residential traffic from the City of Cottage Grove. CSAH 20 and CSAH 18 (Military Road

and Bailey Road) are A Minor Arterials. These roadways provide access to I-494 and TH-61, funneling traffic from Woodbury, Afton, and Cottage Grove through the City of Newport.

The balance of roadways in the City are municipal streets. Glen Road is classified as a Minor Arterial that provides access to TH-61. Glen Road serves as a reliever roadway to CSAH 18, 20, and 74 funneling traffic from the Cities of Cottage Grove and Woodbury through Newport. 10<sup>th</sup> Avenue, 7<sup>th</sup> Avenue, Hastings Avenue, and 12<sup>th</sup> Street serve as local collector streets providing links to the City's local streets.

The City of Newport, having a population of less than 5,000, is not eligible for Municipal State Aid (MSA) Funding and is dependent on Washington County to make State Aid Municipal monies available to the City.

### 3. *Jurisdictional Transfers*

Several changes are proposed in roadway jurisdiction based on the Wakota Bridge project. These changes will take effect after and Order has been signed by the Commissioner of the Minnesota Department of Transportation. The transfers include:

County Roads going to City jurisdiction:

- 2<sup>nd</sup> Street from refinery to St. Paul Park Road
- 7<sup>th</sup> Avenue from 2<sup>nd</sup> Street to the city limits with St. Paul Park
- 4<sup>th</sup> Avenue from the refinery to 21<sup>st</sup> Street
- 7<sup>th</sup> Avenue from 2<sup>nd</sup> Street to the Glen Road intersection

City Roads going to County jurisdiction:

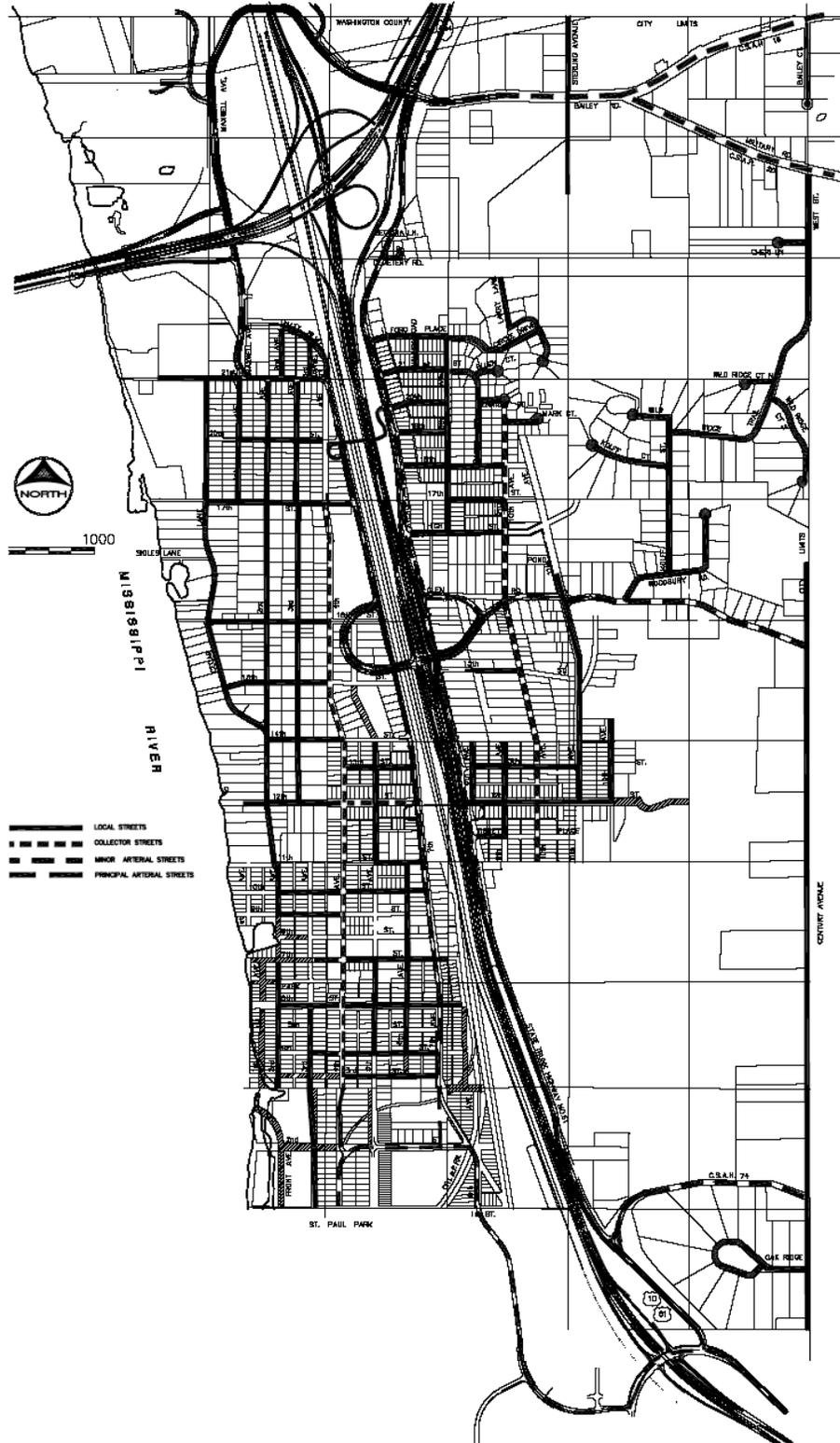
- Maxwell Avenue from city limits with St. Paul to 21<sup>st</sup> Street
- 21<sup>st</sup> Street from Maxwell Avenue to 7<sup>th</sup> Avenue
- 7<sup>th</sup> Avenue from 21<sup>st</sup> Street to Glen Road
- Glen Road from 7<sup>th</sup> Avenue to connection to Hastings Avenue
- Hastings Avenue from connection road to CSAH 22

In addition to these transfers, Washington County is in the process of developing a memorandum of understanding with the cities of Cottage Grove and Newport on the transfer of 65<sup>th</sup> Street (County Road 74).

#### **4. Existing Traffic**

The 12 year reconstruction of the I-494/TH-61 interchange has improved the I-494 river crossing and converted TH-61 from a controlled roadway with three stop lights to a 6-lane throughway. Traffic flow is much improved on TH-61. I-494 remains somewhat congested at the river crossing during rush hour peaks. This situation will be alleviated upon completion of the second river crossing bridge. The traffic volumes on City Streets have been much reduced by the highway improvement project. Table 7-1 summarizes the results of available traffic counts.

**Figure 7 - 1:  
2008 Street System and Jurisdictional Classification**



**5. Street Conditions and Capital Improvements**

During the past 15 years the City has embarked upon an aggressive street reconstruction program that has rebuilt approximately 70% of the streets in the community. The remaining 30% show the classic signs of pavement failure including alligating, raveled edges, and frequent patching, as are caused by poor drainage.

The City will need to develop streetscape standards that address the upgrade and resurfacing of the streets in the Old Town area west of TH-61, and in the Main Street area east of the highway. The City will likely continue to address these upgrades by selecting projects as funds permit, addressing upgrade of 2 to 3 miles of roadway every three to five years.

**6. Major Transportation Infrastructure Projects**

The State of Minnesota is scheduled to complete the construction of improvements to TH-61 and I-494 by 2010, bringing to a close a 12 year process of property acquisition and construction activities. The City lost around 9% of its local tax base, and approximately 500 jobs as a result of the economic impacts of the highway construction project. The City is working hard to foster and encourage redevelopment and infill development to take advantage of the improved regional transportation infrastructure. No new significant transportation projects are anticipated within the next 10-15 years.

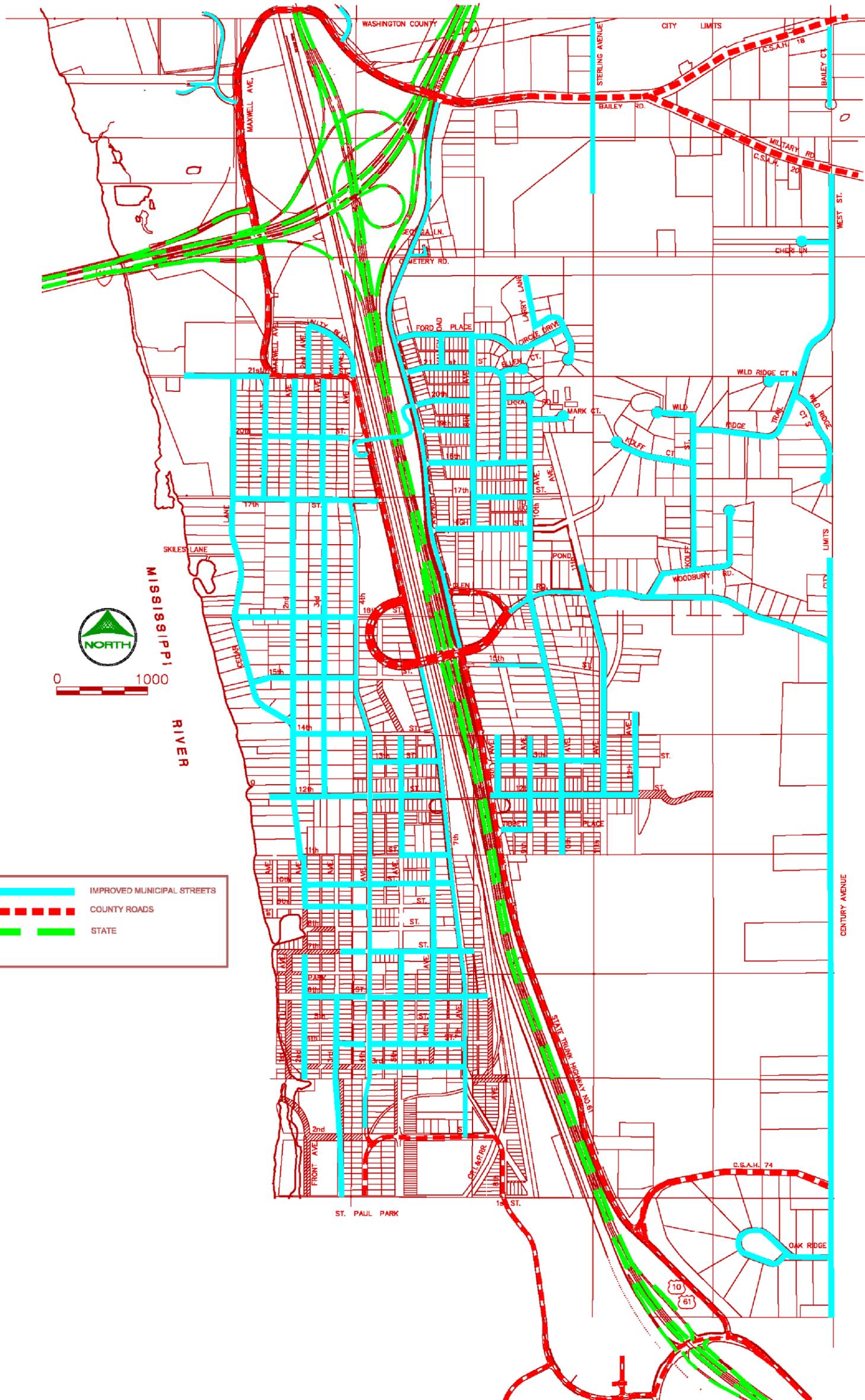
**Table 7 - 1:  
Year 2030 Traffic Projections**

LOCATION	ROADWAY CLASSIFICATION	NO. LANES	2005 TRAFFIC VOLUMES (ADT)	PROJECTED 2030 TRAFFIC VOLUMES (ADT)
TH-61	State Principal Arterial	6	55,000	96,000
I-494	State Principal Arterial	6	87,000	145,000
Glen Road	County A Minor Arterial	3	6,900	8,500
Hastings Avenue (CSAH 38)	County A Minor Arterial	2	5,000	9,300
Seventh Avenue (north of Overpass)	County A Minor Arterial	2	3,500	6,000
Bailey Road (CSAH 18)	County A Minor Arterial	2	11,000	17,900
Military Road (CSAH 20)	County A Minor Arterial	2	4,000	

Source Washington County



# City of Newport Jurisdictional Streets 2030 Comprehensive Plan - Draft





## **7. *Reconstruction of City Streets***

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### **C. RAILROADS**

The City of Newport provides a major throughway for both the Burlington Northern Santa Fe (BNSF) and the Canadian Pacific (CP) railways. These companies own two through tracks and various sidings in the City. The rail lines parallel TH-61 interconnecting Saint Paul with the City of Hastings and points south. Presently there are over 80 train trips through the City per day. BNSF railroad planners are considering adding another track. 20-year projections call for 120 train trips through the community. At the conclusion of the TH-61/I-494 project there will be four remaining low (rail traffic) volume railroad/street crossings in the City; First Avenue, at the Saint Paul Park/Newport boundary, Second Street east of 7<sup>th</sup> Avenue, on Maxwell Avenue at the Cold Storage Spur and lastly at Red Rock Road at the Saint Paul/Newport boundary.

A regional commuter rail connection between Saint Paul and Hastings is being discussed; Newport is equidistant between the two communities and would provide a logical site for a commuter stop and integrated park and ride facility.

### **D. RIVER TRAFFIC AND BARGE FACILITIES**

Although the City of Newport is located on the Mississippi River there is very little river based transportation activity that is associated with the community. Flood protection levees and steep banks preclude access to the river except for riparian property owners who maintain private docks for pleasure craft. There is a commercial/barge, bulk oil unloading facility that is located at the west end of 21st Street, which is operated by the Erickson Oil Company.

The City does not anticipate that significant development of new river accesses through 2030.

#### **E. BIKE, TRAIL AND PEDESTRIAN SYSTEMS**

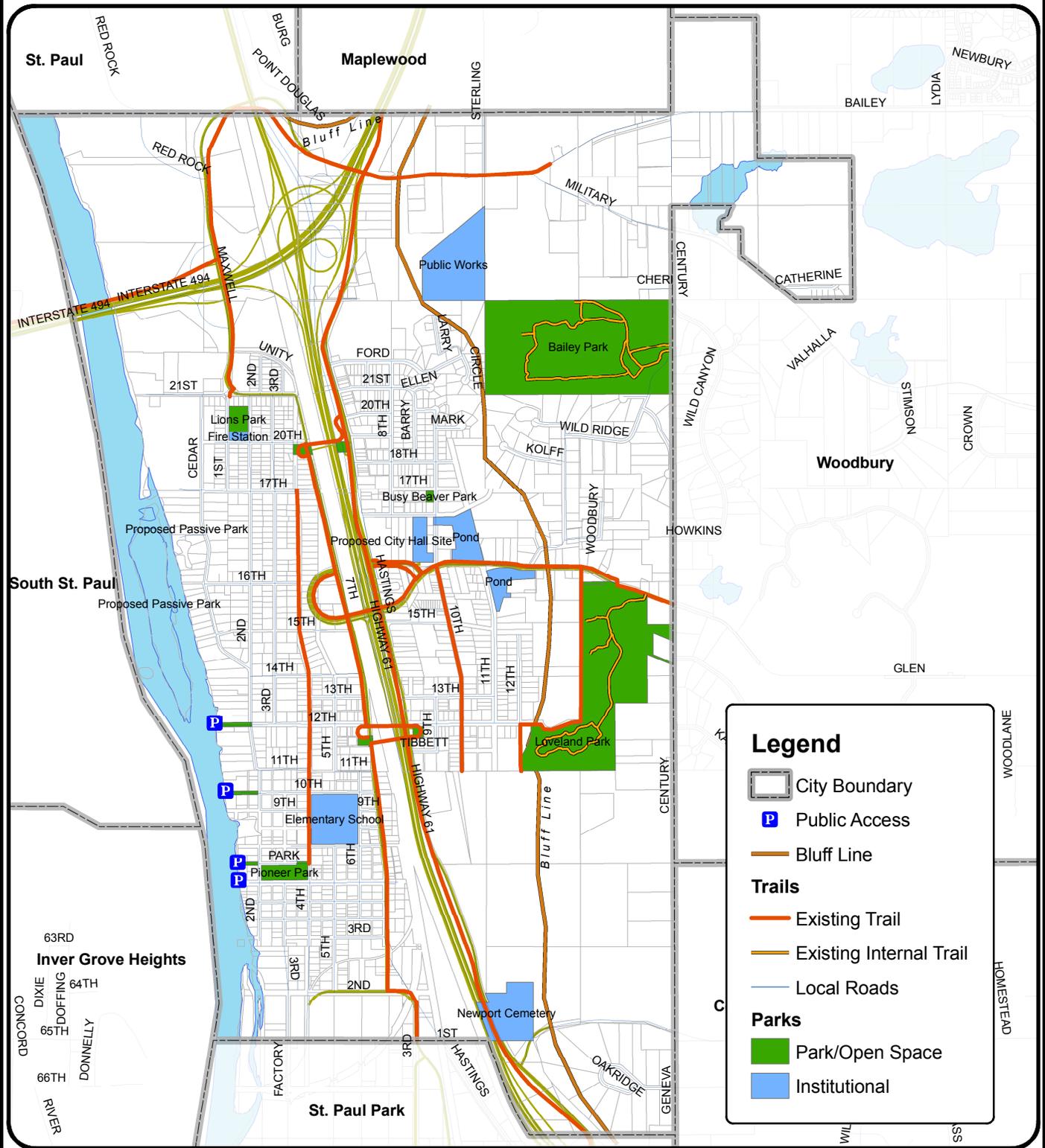
The City of Newport has developed a system of bike and pedestrian trailways providing interconnections to trails in the City of Saint Paul (Point Douglas), Saint Paul Park (CSAH 22) and the City of South Saint Paul (Mississippi River Regional Trail). Additional trail connections have been identified by the Parks Board. The existing trail system is shown on Figure 7-4. The existing and proposed system is shown in Figure 6-8.

Pedestrian and bicyclist connections are an important component of the City's planning for future transit service. The three transit station sites are served by existing and proposed pedestrian and cyclist routes. The recently constructed pedestrian/cyclist bridges over Highway 61 link the east side of the city with future transit stations.



# City of Newport Existing Parks and Trails

## Comprehensive Plan

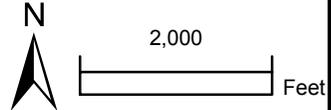


**Legend**

- City Boundary
- Public Access
- Bluff Line
- Trails**
- Existing Trail
- Existing Internal Trail
- Local Roads
- Parks**
- Park/Open Space
- Institutional

**TKDA**  
ENGINEERS • ARCHITECTS • PLANNERS

Data sources include the MN Department of Natural Resources, City of Newport, Metropolitan Council and TKDA.



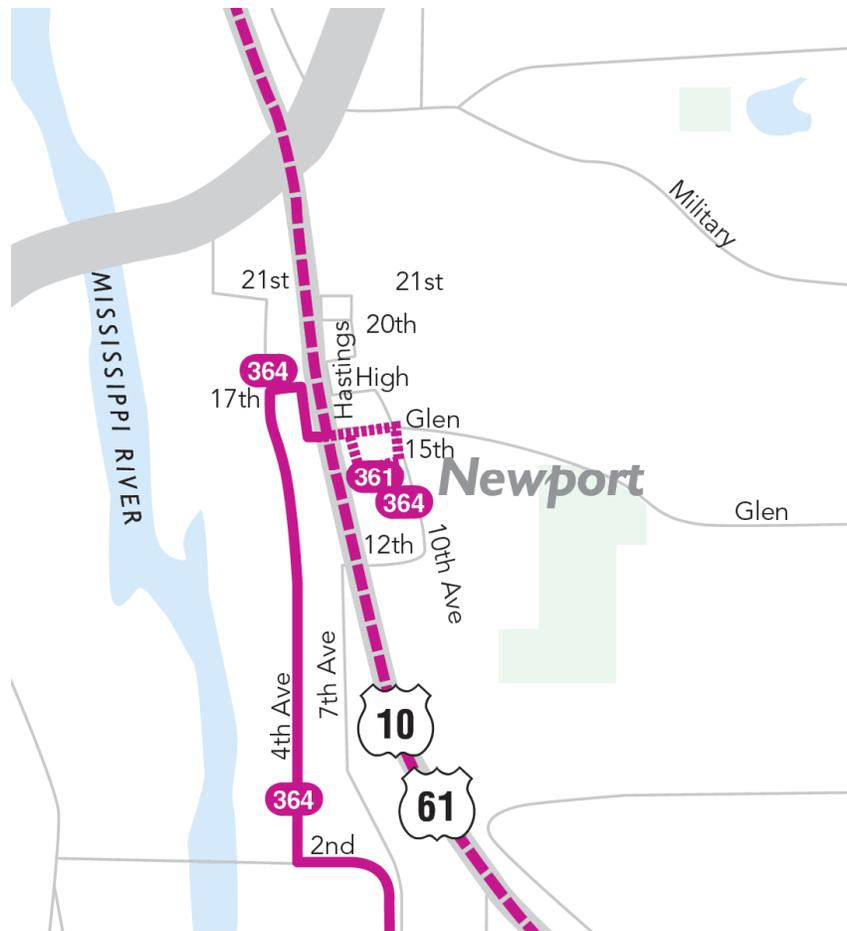
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## F. EXISTING PUBLIC TRANSPORTATION FACILITIES

Newport is within the Metropolitan Transit Taxing District, Market Area III. There are two levels of bus service for residents and employees in the City of Newport, including express service to downtown St. Paul and local service within the south Washington County area.

Metro Transit route #364 makes local stops on the route shown on Figure 7-5. . Metro Transit route #361 runs between the south Washington County area and downtown St. Paul, with stops in Cottage Grove and Lower Afton Road. Metro Transit route #365 runs between South Washington County and downtown Minneapolis, with stops in Cottage Grove and Lower Afton Road. One of the South County Circulator buses runs between Cottage Grove, St. Paul Park, and Newport.

**Figure 7 - 5:  
Metro Transit Bus Route**



Source: <http://www.metrotransit.org/>

The South County Circulator began service in Newport, St. Paul Park, and Cottage Grove in September 1997 with funding from the Metropolitan Council. The South Washington County Circulator is also referred to as route #320, Midday Service. The South Washington County Circulator is a dial-a-ride service providing flexible, personalized transit service to anyone who is able to travel independently. It will pick you up at your location and take you to where you want to go in Newport, St. Paul Park, and part of Cottage Grove. Dial-a-ride service is also available from Human Services, Inc.

The Metropolitan Council Office of Transportation and Transport Development, anticipates that the improvement of the I-494/TH-61 corridor will increase the need for public transportation facilities in the City of Newport. Their projections call for the development of the following facilities:

- Bus only shoulder lanes in each direction along mainline TH-61
- Signage and local bus circulator routes on Seventh Avenue

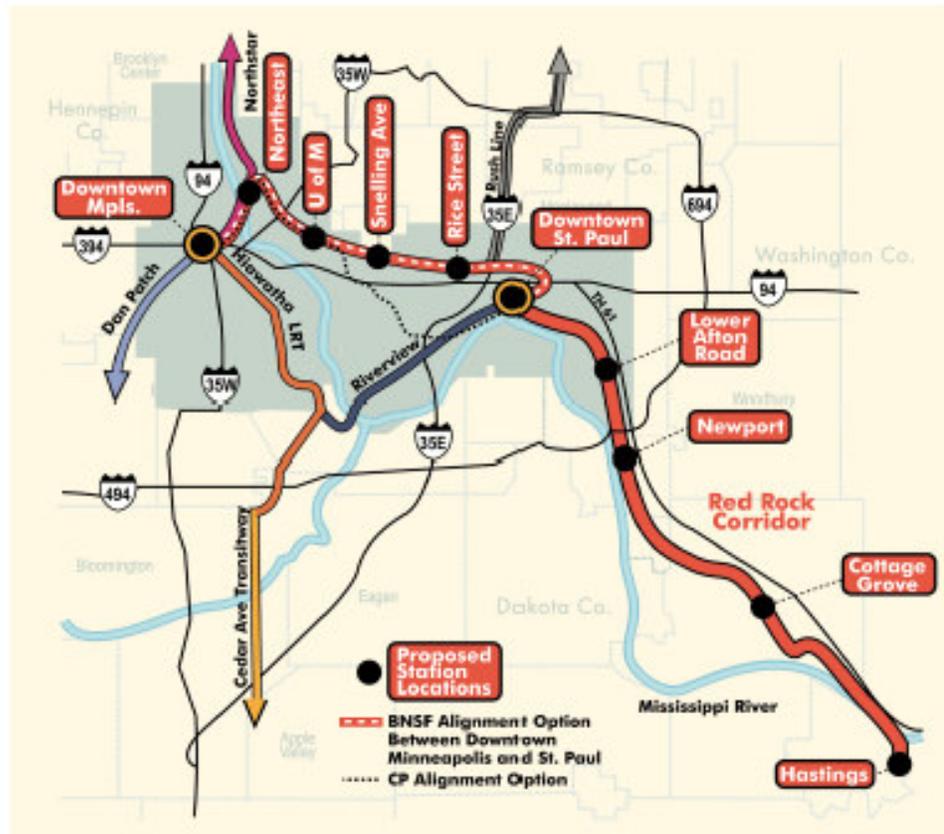
#### **G. RED ROCK CORRIDOR**

The Red Rock corridor is a proposed 30-mile transportation corridor connecting Hastings to St. Paul and Minneapolis. The Metropolitan Council's Transportation Policy Plan identifies the Red Rock Corridor as a transitway on a dedicated right-of-way. Studies are underway to design the transit services that will be provided within the Corridor. The Red Rock Corridor Commission is spearheading these studies.

A feasibility study for Commuter Rail service along the corridor has been completed. A potential stop was identified within the City of Newport on the rail line.

The City has identified three options for location of the stop within the City on the Future Lane Use Plan, Figure 4-3. The land use goals and policies support development of the stop, and redevelopment of housing, retail, office and commercial land uses that will take advantage of the proposed commuter facility. The City supports development of the transit corridor, and will continue to work with Washington County, the Metro Council, and Red Rock Corridor Commission as study and work to develop the corridor proceeds.

**Figure 7 - 6:  
Red Rock Corridor Commuter Rail System Map**



## H. AVIATION FACILITIES

The City of Newport does not have an aviation facility within its boundaries. The northwest part of the City is approximately 4 miles south of Holman Field, the St. Paul Reliever Airport. Fleming Field is approximately 1-1/2 miles southwest of the City of Newport. This airport is a general aviation facility with one runway, positioned in a northwest-southeast direction. A portion of Newport falls within airport safety zone C.

Newport is a member of the South Saint Paul airport joint zoning board. The joint board adopted the airport zoning ordinance on March 20, 1990. The ordinance's purpose statement is included in this comprehensive plan. A map of the airport safety zones as provided by the airport is shown in Figure 7-7.

The City is required by the Metropolitan Council's Metropolitan Development Guide to include a policy in its Comprehensive Plan, as well as a provision in its Zoning Ordinance, regarding the height of

structures. The City in its next series of ordinance codification will incorporate a section, limiting the height of structures and addressing airport safety zones.

To protect general airspace, the City will notify the Federal Aviation Administration using form 7460 and the Aeronautics Division of the Minnesota Department of Transportation if any proposed development includes a structure exceeding 200 feet above ground level.

### **Airport Zoning Ordinance: Purpose and Authority Section**

#### **SECTION I: PURPOSE AND AUTHORITY**

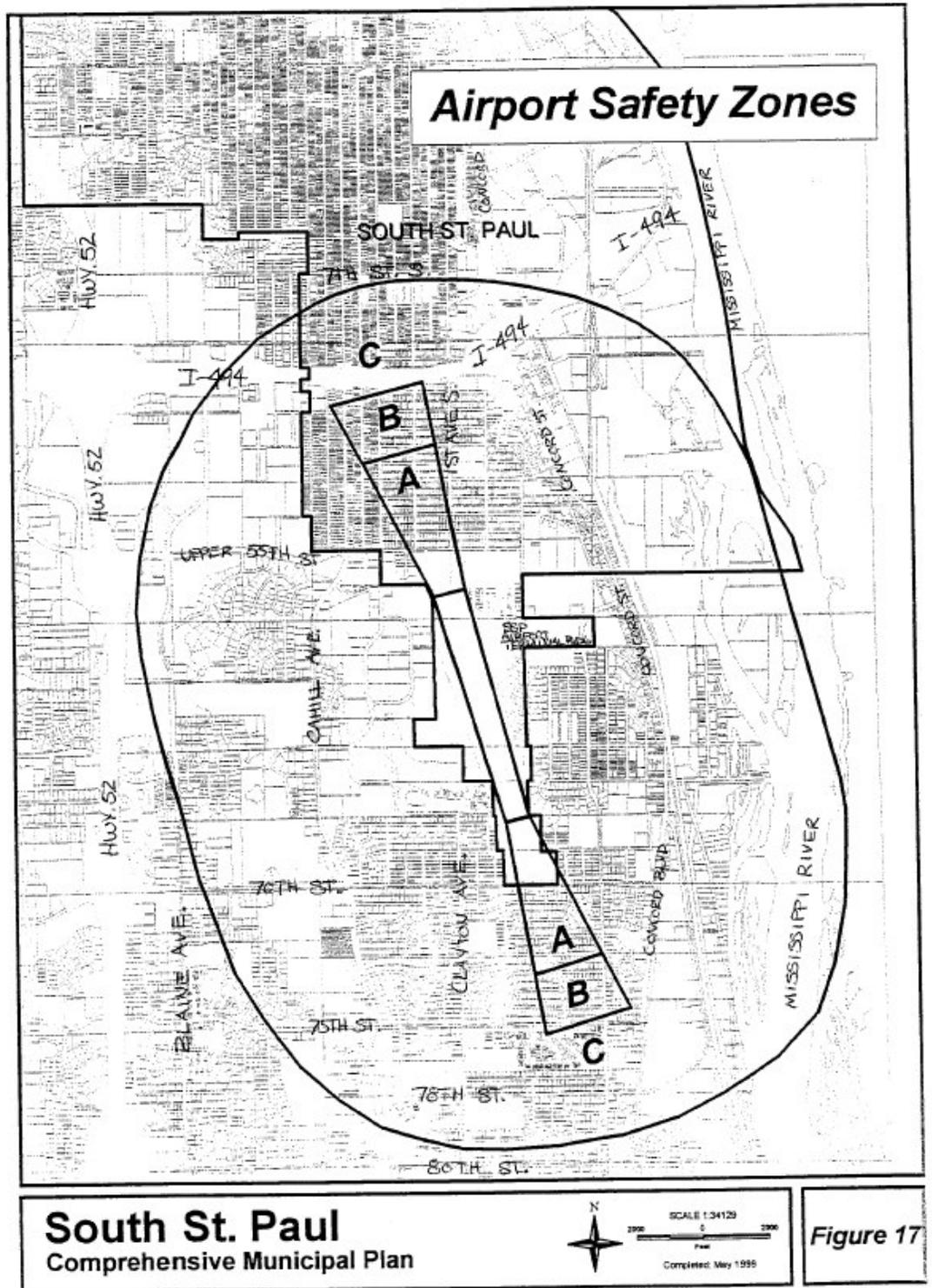
The South St. Paul Joint AIRPORT Zoning Board, created and established by joint action of the Councils of the Cities of Inver Grove Heights, Newport, St. Paul Park, and South St. Paul, pursuant to the provisions and authority of Minnesota Statutes 360.063, hereby finds and declares that:

- A. An AIRPORT hazard endangers the lives and property of users of the South St. Paul Municipal AIRPORT, and property or occupants of land in its vicinity, and also if of the obstructive type, in effect reduces the size of the area available for the landing, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of the South St. Paul Municipal AIRPORT and the public investment therein.
- B. The creation or establishment of an AIRPORT hazard is a public nuisance and an injury to the region served by the South St. Paul Municipal AIRPORT.
- C. For the protection of the public health, safety, order, convenience, prosperity and general welfare, and for the promotion of the most appropriate use of land, it is necessary to prevent the creation or establishment of AIRPORT hazards.
- D. The prevention of these AIRPORT hazards should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.
- E. The prevention of the creation or establishment of AIRPORT hazards and the elimination, removal, alteration, mitigation, or marking and lighting of existing AIRPORT hazards are public purposes for which political subdivisions may raise and expend public funds.

*Source: Ordinance adopted March 20, 1990*

**Figure 7 - 7:  
Airport Safety Zones**

\*\* The City of South St. Paul (the "City") has made every reasonable effort to ensure the accuracy of the information contained on this map. However, because of the possibility of errors beyond its control, the City does not guarantee the accuracy of the information contained on this map and is not liable for reliance on the accuracy of this information.



## **I. TRANSPORTATION ISSUES**

The following are current and emerging transportation issues:

- The impact of new development on the transportation system and its capacity to handle traffic.
- The Highway 61 project and the associated ancillary projects in the City of Newport
- Repair and reconstruction of City streets
- Transit and Commuter Rail Access
- Trails development
- Streetscape flexibility
- Speed management and enforcement

### ***1. Transportation and Land Use***

Traffic is directly related to land use. Traffic volumes determine whether the system of streets, roads and highways can handle the traffic generated by existing and proposed development.

The Metropolitan Council prepares travel demand forecasts based on its growth forecasts and allocates its growth forecasts to Traffic Analysis Zones (TAZ). The metropolitan region is divided into TAZs so that traffic projections can be determined and their impact on the transportation system can be analyzed. There are four TAZs in Newport. They are depicted on Figure 7 - 7 Newport Traffic Analysis Zones.

The Metropolitan Council has allocated population, household and employment forecasts to each of Newport's TAZs as detailed in Table 7 - 2.



The TAZ allocations in Table 7 - 2 are reported from Washington County's travel demand model developed for the County's update of its comprehensive plan.

**Table 7 - 2:  
Traffic Analysis Zone Allocation, 2000-2030**

TAZ	HOUSEHOLDS		POPULATION		EMPLOYMENT		AADT*	
	2005	2030	2005	2030	2005	2030	2005	2030
1093	265	340	675	864	221	764	2,575	6,150
1094	317	370	778	916	305	502	998	6,525
1095	0	0	0	0	280	280	360	1,010
1096	291	528	607	1,139	663	2,315	7,770	15,300
1096	494	892	1,078	1,971	635	2,639	10,650	19,600
<b>Totals</b>	<b>1,367</b>	<b>2,130</b>	<b>3,138</b>	<b>4,890</b>	<b>2,104</b>	<b>6,500</b>		

*\* AADDT projections include allowance for access to Business related travel to Red Rock Business Park trips in St Paul and for RDF Traffic.*

While projected 2030 traffic volumes represent an increase over historic numbers, they are within the planned capacity of the upgrades proposed for these streets. The projected traffic increases resulting from development within the City are consistent with the traffic carrying capacity of the existing streets.

The traffic volume a street can carry without becoming congested is dependent upon; the geometry, width, lane configuration, speed limit and traffic management controls (management controls include the numbers of traffic signals or stop signs, the numbers of driveways, and whether parking is permitted). These are factors, which will limit the traffic capacity of a street. Given those caveats, the range of capacity of a two-lane street can vary from 2,000 to 11,000 vehicles each day.

Assuming that the upgrades discussed in this section are completed, the projected 2030 traffic volumes will be accommodated by the City's transportation facilities.

## 2. *Goals*

### a. Access Management

- Require when possible new development and redevelopment projects to consolidate or minimize access points (curbcuts) onto major roadways.
- Study the feasibility of adopting access management ordinances in local zoning code.
- Reduce the number of access points to major public roadways by consolidating multiple points of access into a single point of access where appropriate.
- Emphasize safety and mobility on collector and arterial roads by limiting access on these roads and encouraging access on local streets.
- Adhere to Mn/DOT and Washington County access management policies on state and county highways to the greatest extent possible. Limit full access on Hastings Avenue and 7<sup>th</sup> Avenue (North of the Glen Road Interchange) to roughly one quarter mile or greater.

### b. Land Use

- Encourage transit oriented design principles (buildings close to street, high-density mixed-use, pedestrian links, visibility) for redevelopment areas, particularly in the areas near the proposed Red Rock Commuter Rail stop.
- Cluster commercial land use at key nodes along major transportation routes as opposed to strip commercial development.
- Study the development of a traffic access management areas and elements in the City's Zoning Ordinance.

### c. Roadway Improvements

- Develop standards and systems to ensure that there are smooth transitions of roadways accessing, regional, county, and local arterials
- Develop standards responding to the community's desires to maintain the character of the area west of TH-61 by employing traffic calming and other disincentives to traffic load shedding from collector and arterial streets.
- Develop standards for parking and streetscape improvements on Hastings Avenue and 7th Avenue.

- Develop a Capital Improvement Plan and Infrastructure Funding Plan which provides for the ongoing reconstruction of local streets.

### 3. *Action Steps/Implementation Strategies*

- a. Establish a program for the repair and reconstruction of collector and local City streets.
- b. Complete the Jurisdictional Transfers identified in this Chapter.
- c. Work with Washington County to develop an access management ordinance or program and implement it along county highways. This may include development of an Access management Memorandum of Understanding with the County.
- d. Work with Washington County and the Metropolitan Council to relocate the Metro Transit park-and-ride lot, and coordinate its location with the Red Rock Commuter Rail Commission to determine an optimal location that will contribute to the redevelopment and recovery of the City of Newport.
- e. Work with Washington County and the Metropolitan Council on the design and development of the Red Rock Commuter Rail stop and redevelopment of surrounding areas.