



*Welcome . . . . .*

*Poplar Bridge Neighborhood*  
**TRAFFIC STUDY**

**OPEN  
HOUSE**



# Study Overview

## Study Process

- Carefully define the problem
- Identify alternative solutions to the problem
- Evaluate alternatives
- Recommend a solution to decision makers

## Study Advisory Committee

- Neighborhood representatives
- West 84th Street representative
- Poplar Bridge Elementary representative
- Fire Station #4 representative
- Business representative

## Public Involvement Process

- SAC #1: Problem definition
- SAC #2: Identify alternatives
- Open House: Input on alternatives
- SAC #3: Evaluate Alternatives
- Open House: Input on alternatives
- SAC #4: Formulate recommendation
- Timeline: Six to eight months

## Role of the SAC

- Each SAC member is to represent the broader neighborhood interest
- The SAC will provide a recommendation to TTAC and the City Council
- City Council will make the final decision

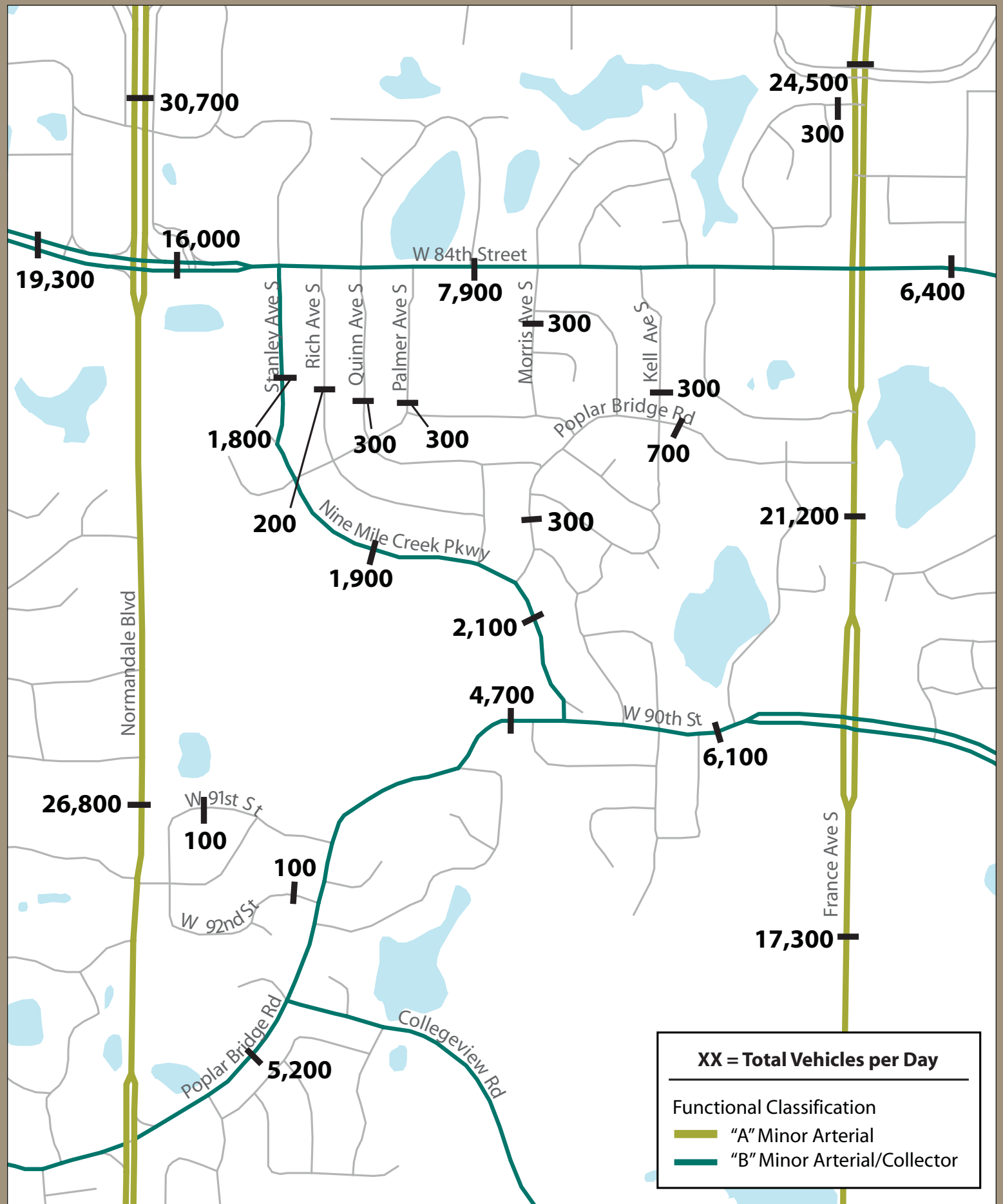
# Problem Statement

Congestion has encouraged through traffic to abandon the arterial system and seek alternate routes through the neighborhood (defined by West 84th Street on the north, France Avenue on the east, West 90th Street/ Poplar Bridge Road on the south, and Normandale Boulevard on the west), raising concerns for pedestrians, motorists and residents.

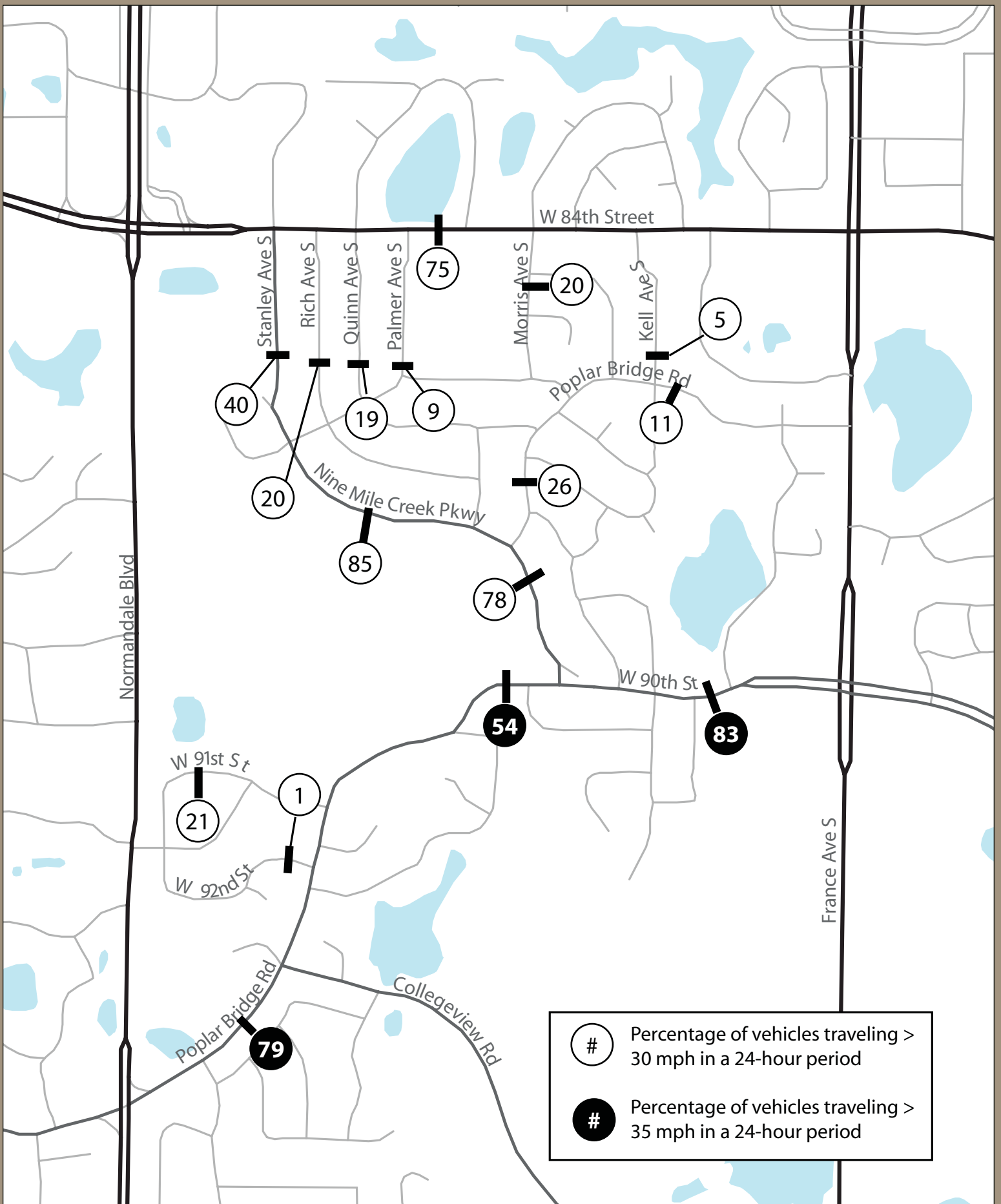
Specifically, the following issues have been identified as priority concerns:

- Left turns entering or exiting the neighborhood from West 84th Street are difficult during peak travel times
- Traffic to/from the Poplar Bridge Elementary School are forced onto residential streets
- Impatient drivers do not come to a full-stop at the stop signs along West 84th Street
- Pedestrians find it difficult or uncomfortable to walk along West 84th Street and to access Poplar Bridge Elementary
- The Normandale Boulevard and France Avenue intersections operate poorly during the morning and evening peak hours, influencing drivers to find alternate routes to avoid the intersections
- Stanley Avenue/Nine Mile Creek Parkway is used by traffic avoiding West 84th Street and France Avenue, during the rush hours
- Speeds are a concern on residential streets
- Neighborhood residents are concerned that as traffic volumes on the surrounding arterial roadways increase, volume, speed and safety concerns will increase on other local streets as well (Utica Avenue/ Toledo Road; Quinn Avenue/West 86th Street/Poplar Bridge Road)

# Traffic Volumes



# Speeds



# Key Findings

- Delays on I-494 and arterial roadways are encouraging drivers to seek alternative paths on local streets in the Poplar Bridge neighborhood
- Stanley Avenue and Nine Mile Creek Parkway are currently experiencing a high level of “cut-through” traffic during peak hours
- Poplar Bridge Road west of France Avenue is experiencing less “cut-through” traffic, but could become a secondary route
- “Cut-through” traffic movement is generally southeast to northwest during the morning peak and northwest to southeast in the evening peak
- More than 50 percent of the “cut-through” traffic has an origin or destination in the city of Bloomington
- While the Normandale Lakes office park is a destination for some of the “cut-through” traffic, a greater number is destined for I-494, Highway 100 and I-35W
- Travel time runs indicate that travel time reliability as well as average travel time may be an influence on drivers choosing to “cut-through” the Poplar Bridge neighborhood

# Study Goals/Evaluation Criteria



Study Goals: Goals for potential solutions	Evaluation Criteria: Alternatives* Analysis
Promote appropriate traffic volumes for the classification, capacity and character of residential streets	<ul style="list-style-type: none"> <li>• Ability of alternative to carry anticipated traffic volumes and/or redirect traffic volumes to more appropriate roadways</li> </ul>
Promote efficient flow of traffic along higher classification roadways: West 84th Street, France Avenue, Normandale Boulevard, Poplar Bridge Road (east of Normandale Boulevard), and West 90th Street	<ul style="list-style-type: none"> <li>• Level of service at key intersections</li> <li>• Travel time estimates</li> </ul>
Promote operational speeds consistent with speed limits	<ul style="list-style-type: none"> <li>• Ability of alternative to promote speed limit compliance</li> </ul>
Address roadway safety concerns, including: <ul style="list-style-type: none"> <li>• Stop sign controlled intersections along West 84th Street</li> <li>• Streets adjacent to Poplar Bridge Elementary School</li> </ul>	<ul style="list-style-type: none"> <li>• Ability of alternative to address traffic flow and/or geometric concerns creating problematic conditions</li> </ul>
Promote courteous motorist behavior	<ul style="list-style-type: none"> <li>• Ability of alternative to inform motorists of change of character at residential streets</li> </ul>
Promote a safer environment for pedestrians, bicyclists and school-age children	<ul style="list-style-type: none"> <li>• Ability to provide trail/sidewalk connections to key destinations in accordance with appropriate standards</li> </ul>
Provide a safer and time-efficient access to/from properties fronting West 84th Street (others?)	<ul style="list-style-type: none"> <li>• Ability of alternative to provide sufficient gaps to allow backing onto West 84th Street from adjoining driveways</li> </ul>
Provide a safer and time-efficient access to/from local streets intersecting West 84th Street (others?)	<ul style="list-style-type: none"> <li>• Ability of alternative to provide reasonable levels of delay at side street intersections</li> </ul>
Implement a proposed solution in a reasonable timeframe and at an affordable cost and limit right-of-way to be acquired	<ul style="list-style-type: none"> <li>• Concept-level cost estimate/ timeline for implementation</li> <li>• Amount of right of way required</li> <li>• Approvals needed to implement the alternative and anticipated success in securing those approvals</li> </ul>

*\*An Alternative is a complete and comprehensive package of improvements/changes to area streets and/or other transportation facilities or surrounding land which attempts to address a majority of the Study Goals*

# Strategy to Address Problems

## A “3-Tiered Approach”



- Regional system improvements



- Arterial roadway and intersection improvements

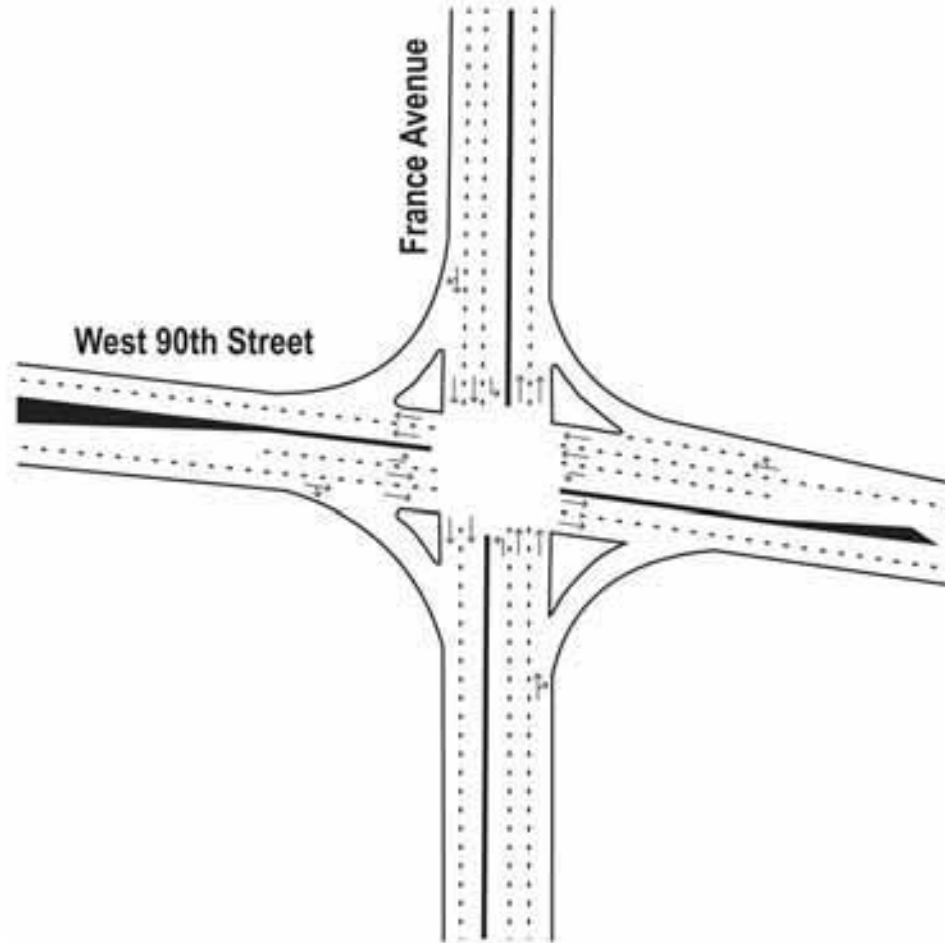


- Neighborhood traffic management improvements

# Proposed Intersection Improvements - West 90th Street and France Avenue

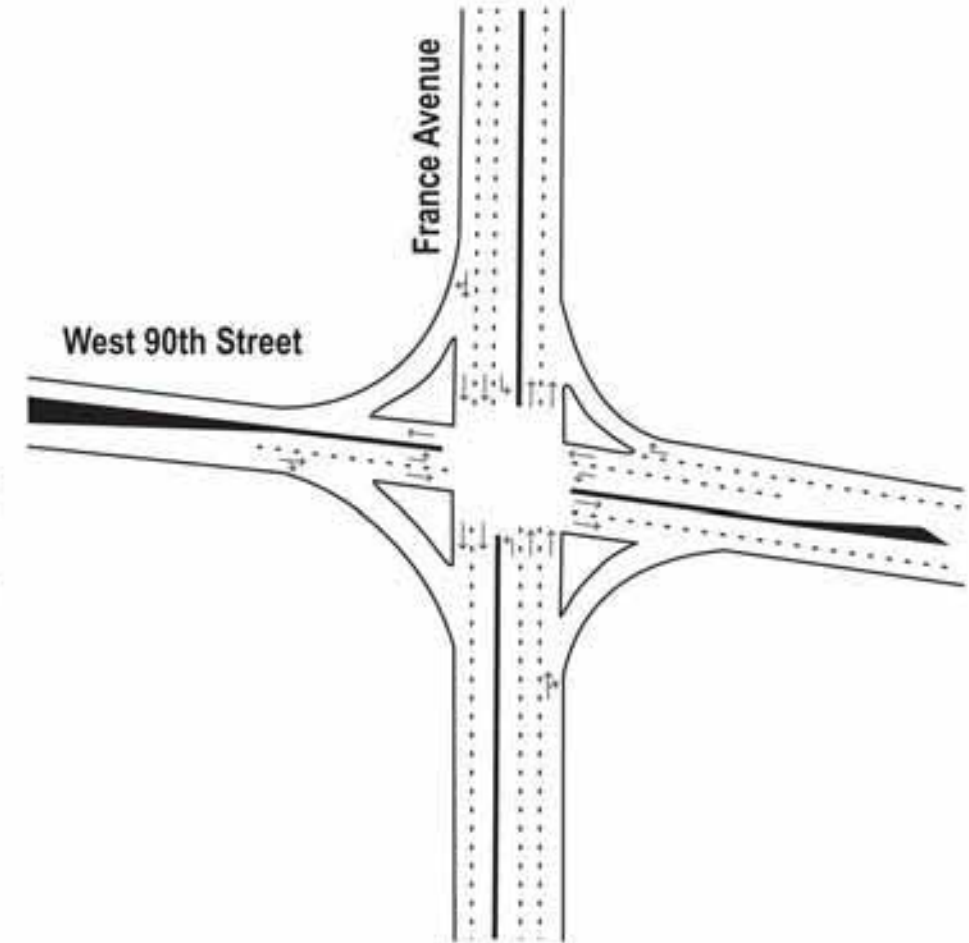


Existing Intersection Geometry



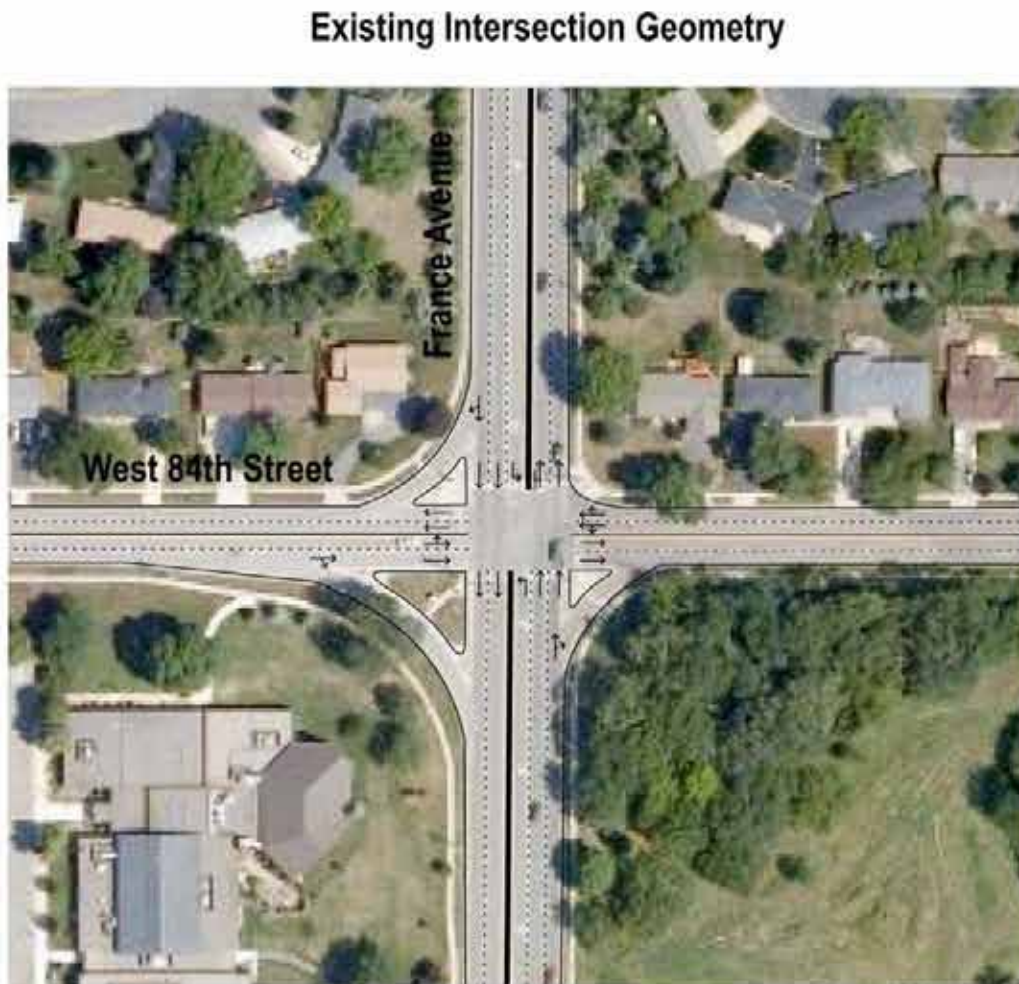
- High westbound volume traveling through neighborhood during the a.m. peak hour
- Operational problems in the p.m. peak hour

Proposed Intersection Geometry

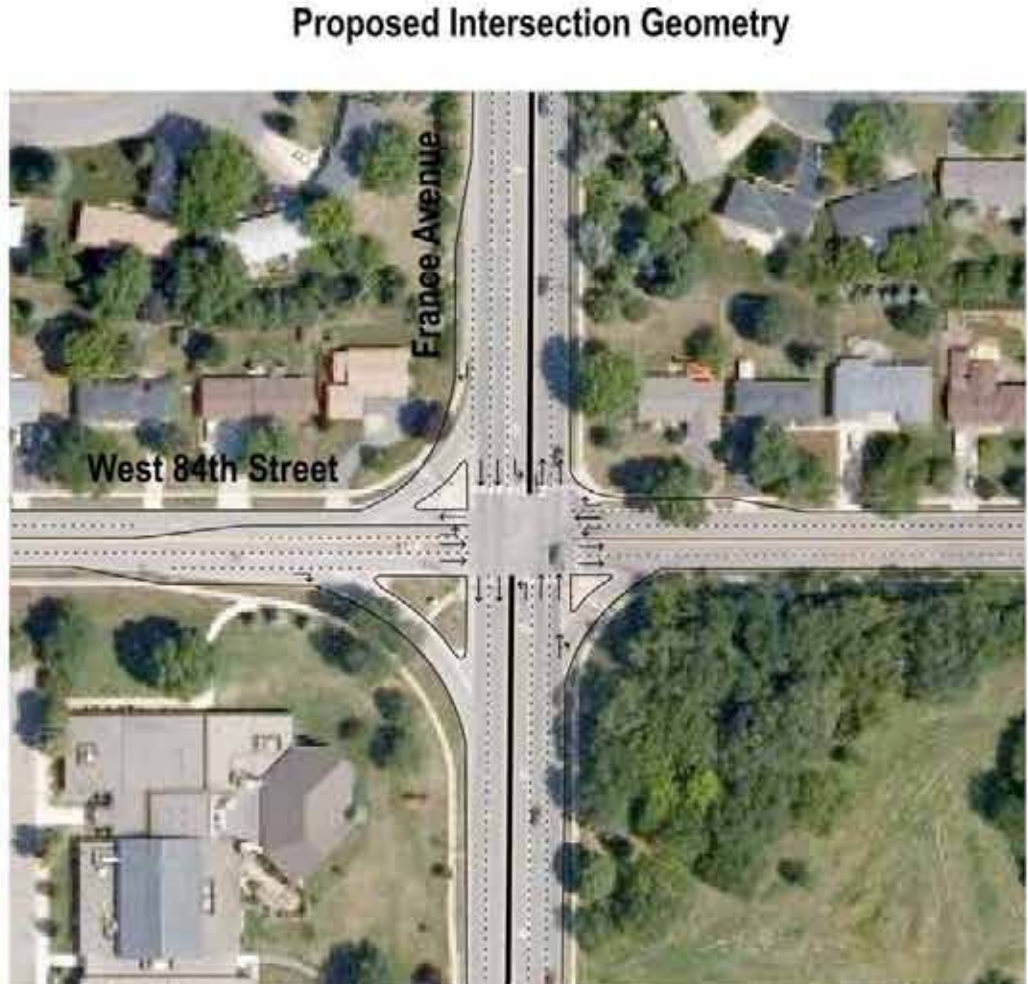


- Significant increase in delay for westbound through movement during the a.m. peak hour and eastbound through movement during the p.m. peak hour
- Westbound right-turn movement more "attractive"

# Proposed Intersection Improvements - West 84th Street and France Avenue



- Operational problems during peak hour conditions



- Similar intersection delay during the a.m. peak hour
- Approximately 70 percent reduction in intersection delay during the p.m. peak hour
- Significant reduction in delay for eastbound right-turn movement during the p.m. peak hour

# West 84th Street Corridor

- Four-lane section versus three-lane section
- Remove traffic signal at Stanley Avenue
- Remove all-way stop control at Quinn Avenue and Morris Avenue

*No significant improvement in corridor travel times and side-street delays.*

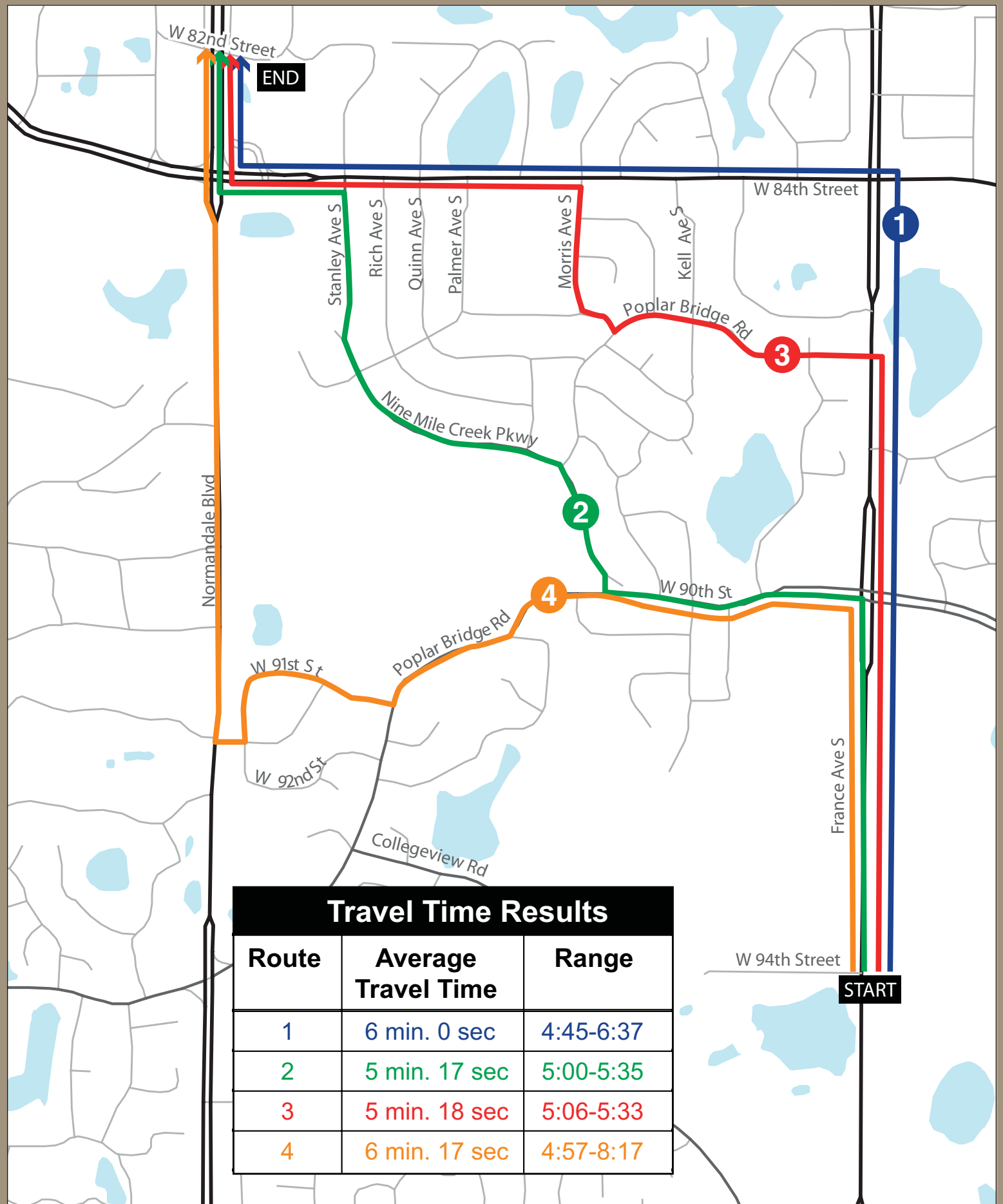
*Therefore, West 84th Street corridor modifications will not be considered in study alternatives.*

# Potential Diverter Solution A

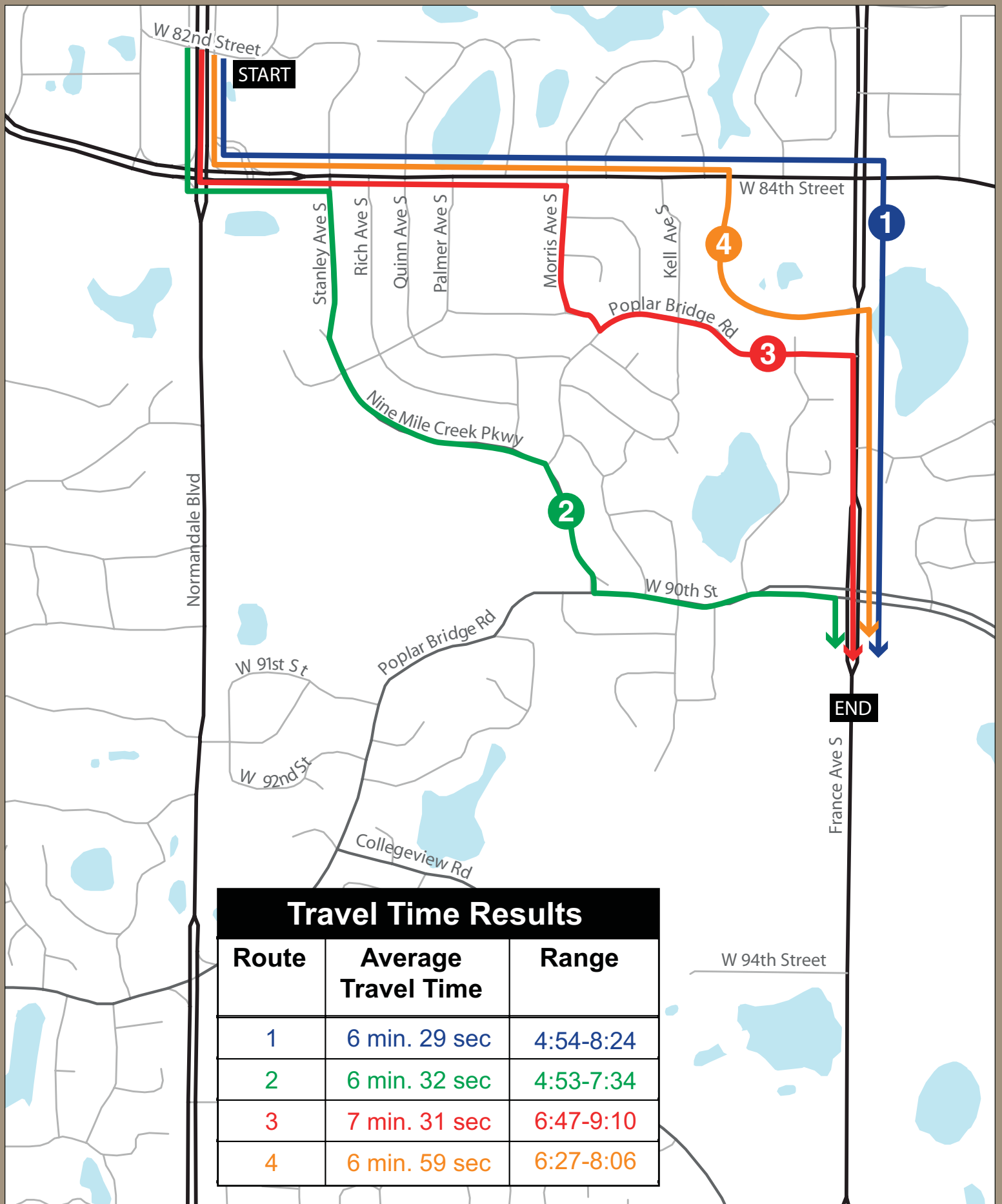




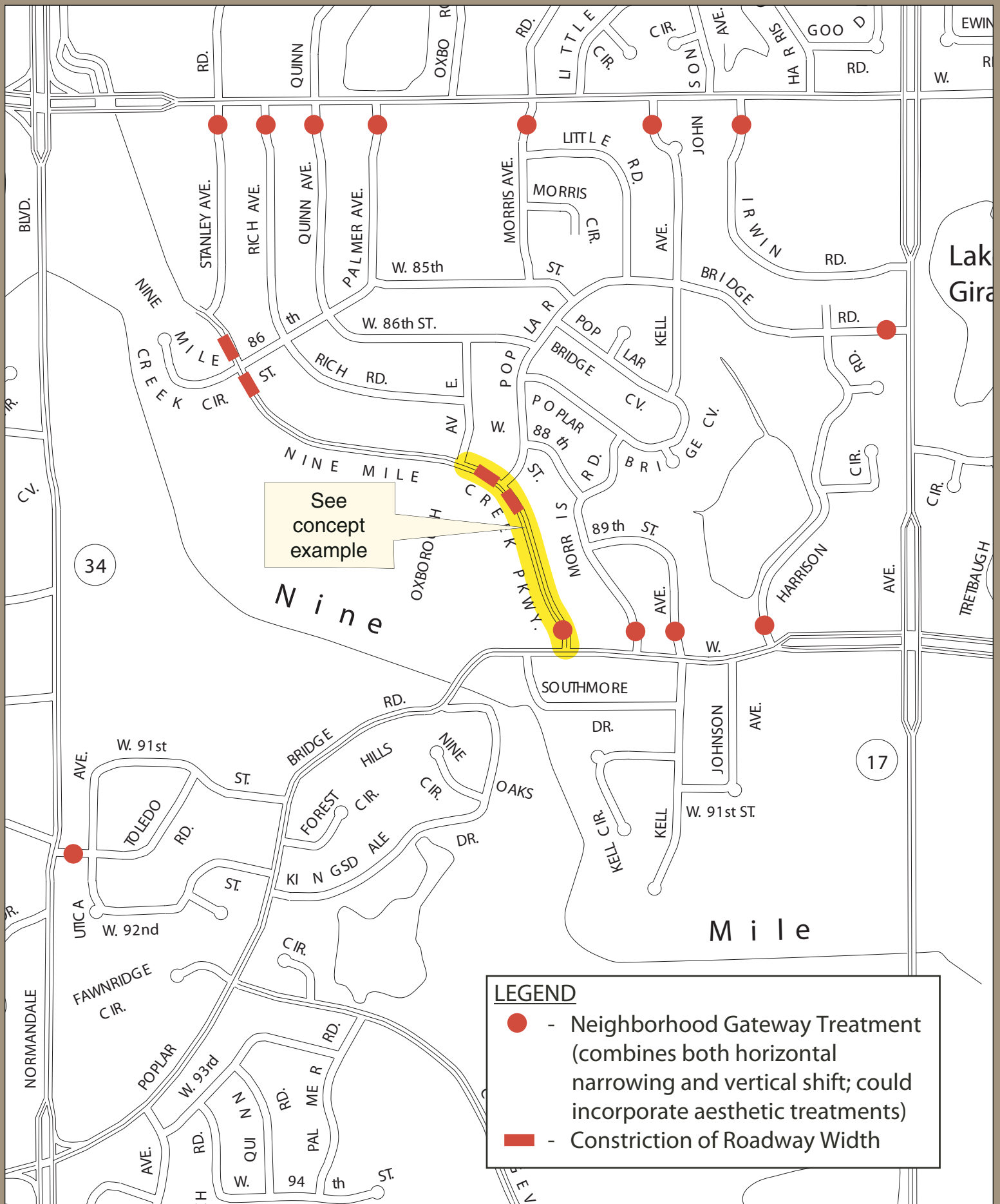
# A.M. Peak Hour Travel Runs



# P.M. Peak Hour Travel Runs



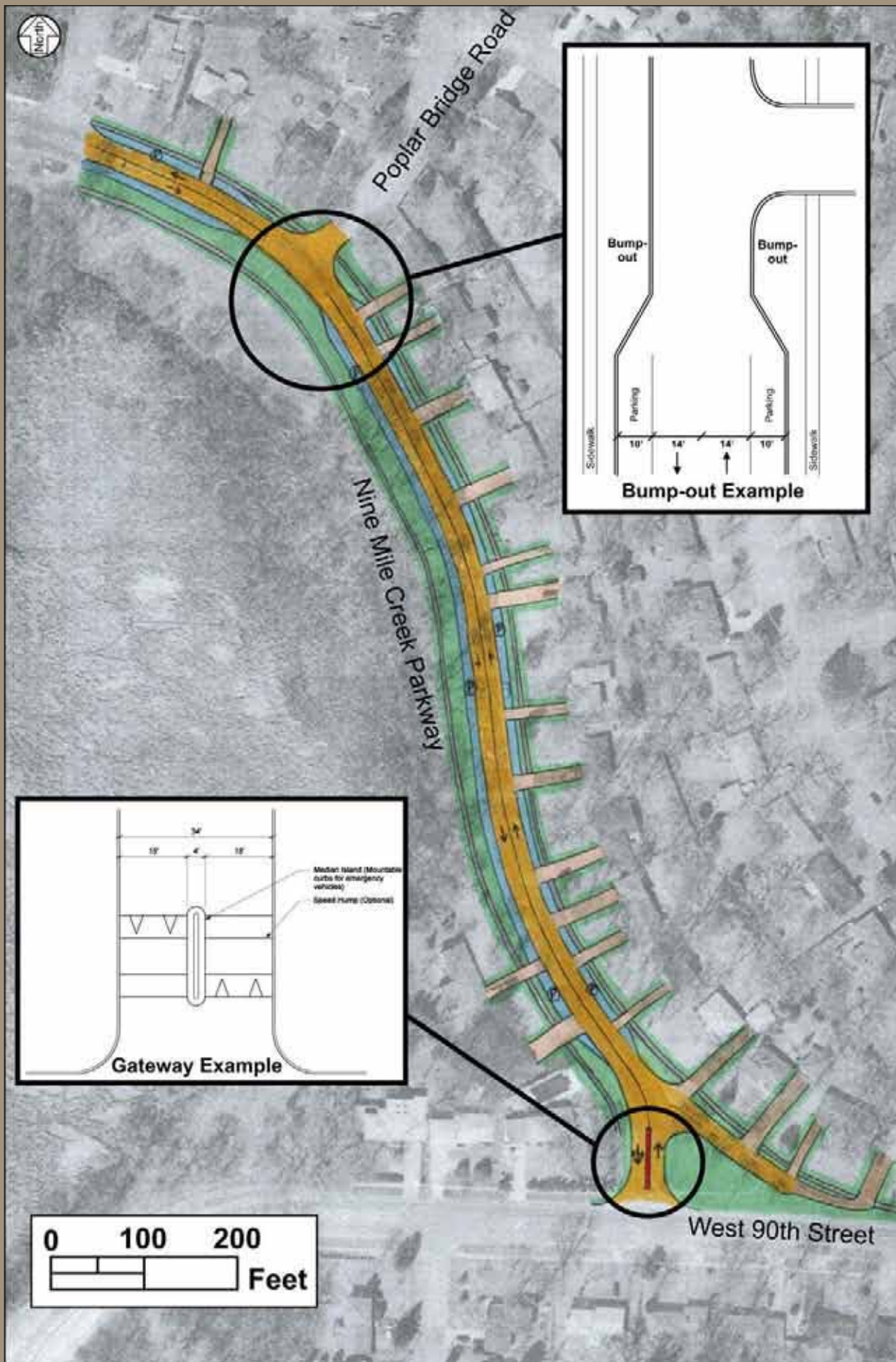
# Neighborhood Gateway Concept



**LEGEND**

- - Neighborhood Gateway Treatment (combines both horizontal narrowing and vertical shift; could incorporate aesthetic treatments)
- - Constriction of Roadway Width

# Potential Neighborhood Solution

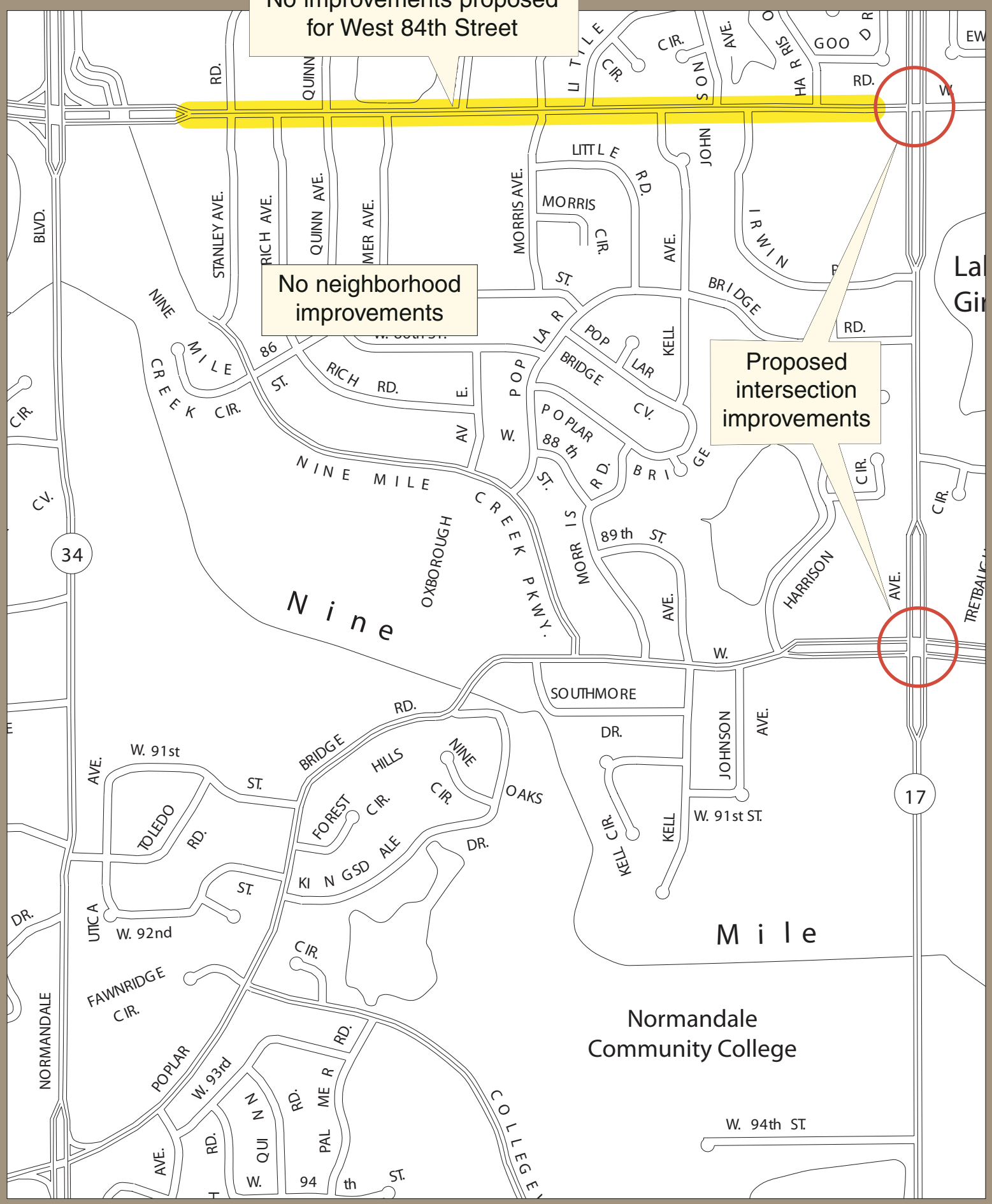


# Alternative B

No improvements proposed for West 84th Street

No neighborhood improvements

Proposed intersection improvements



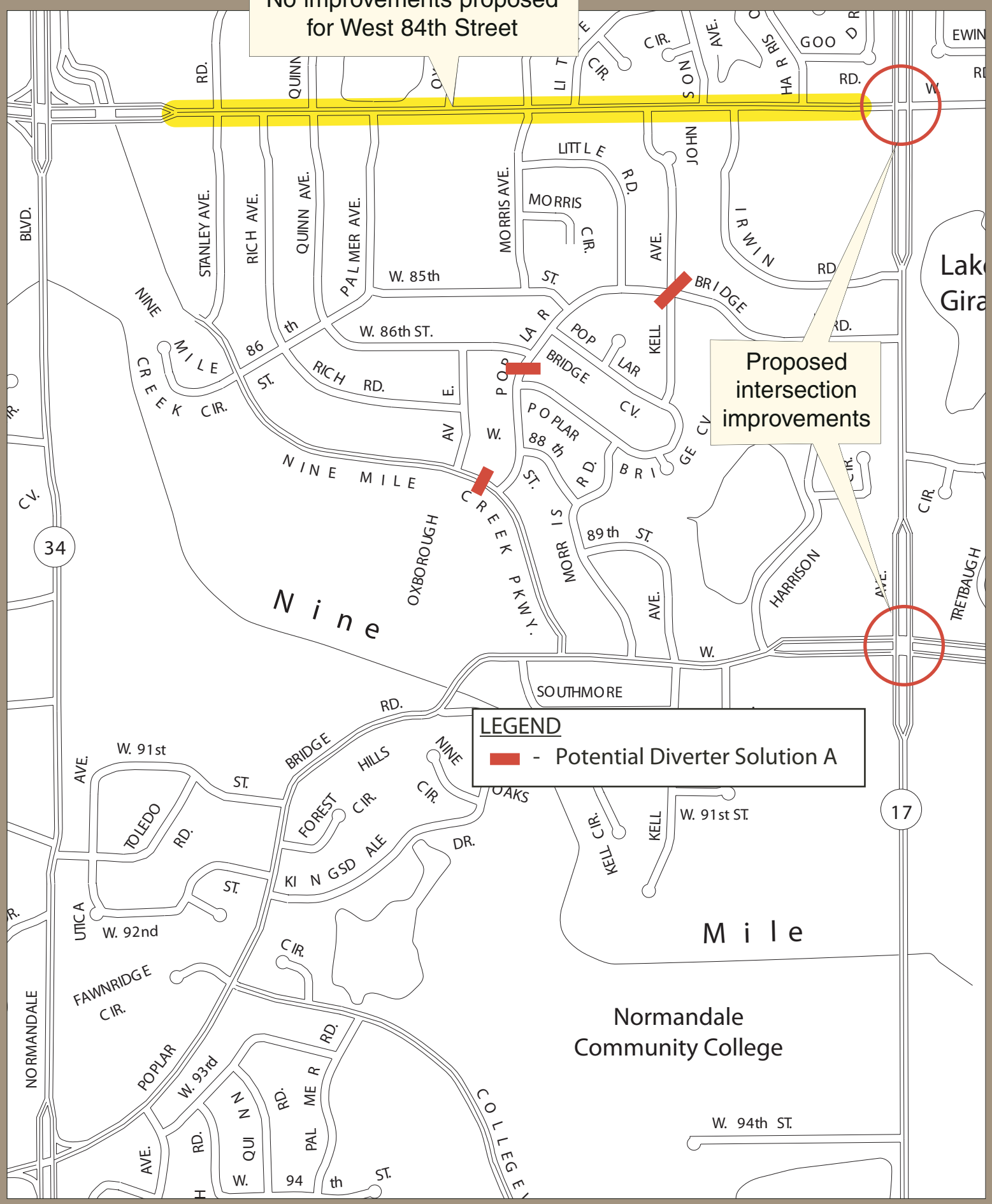
# Alternative C

No improvements proposed for West 84th Street

Proposed intersection improvements

### LEGEND

■ - Potential Diverter Solution A

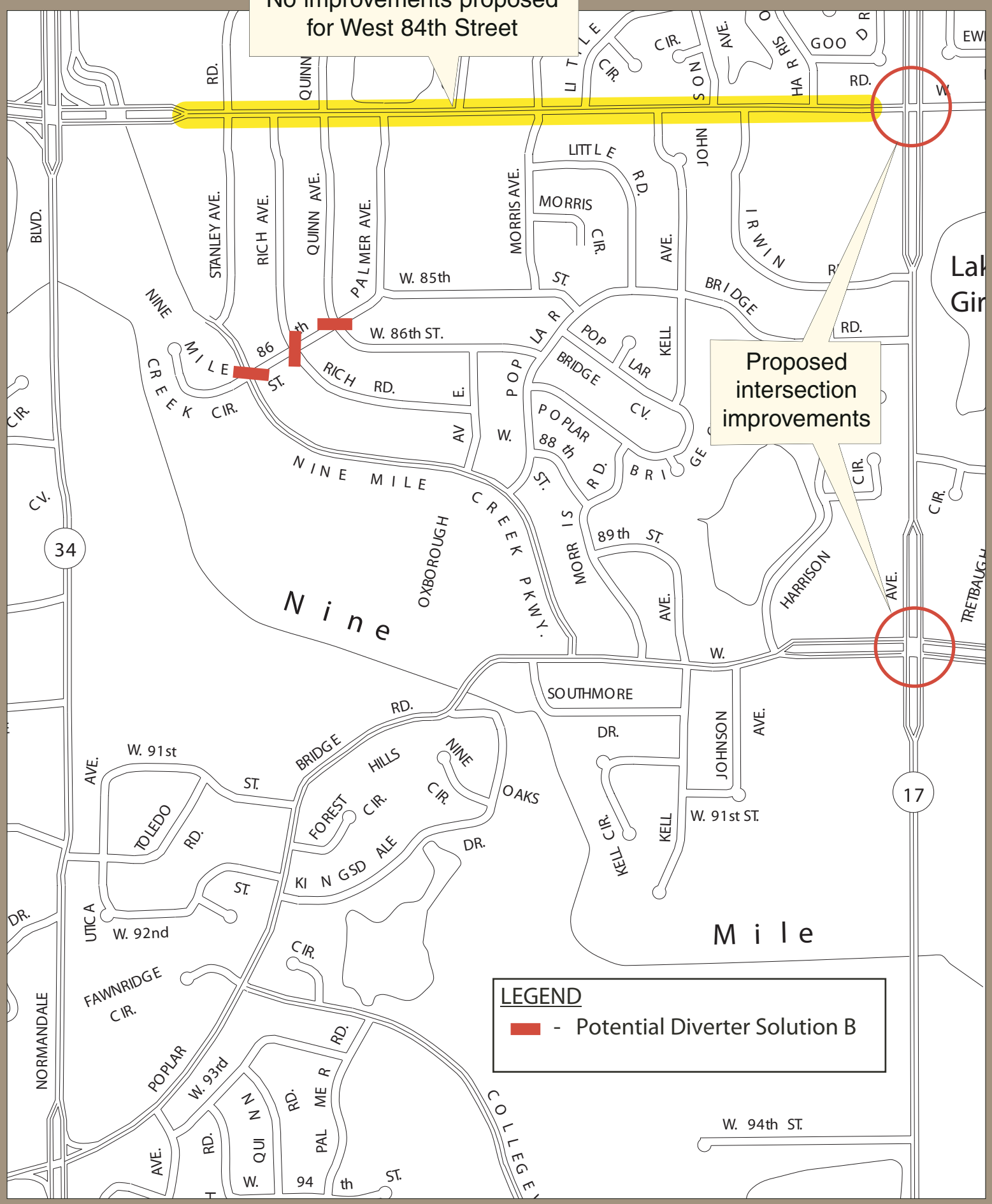


# Alternative D

No improvements proposed for West 84th Street

Proposed intersection improvements

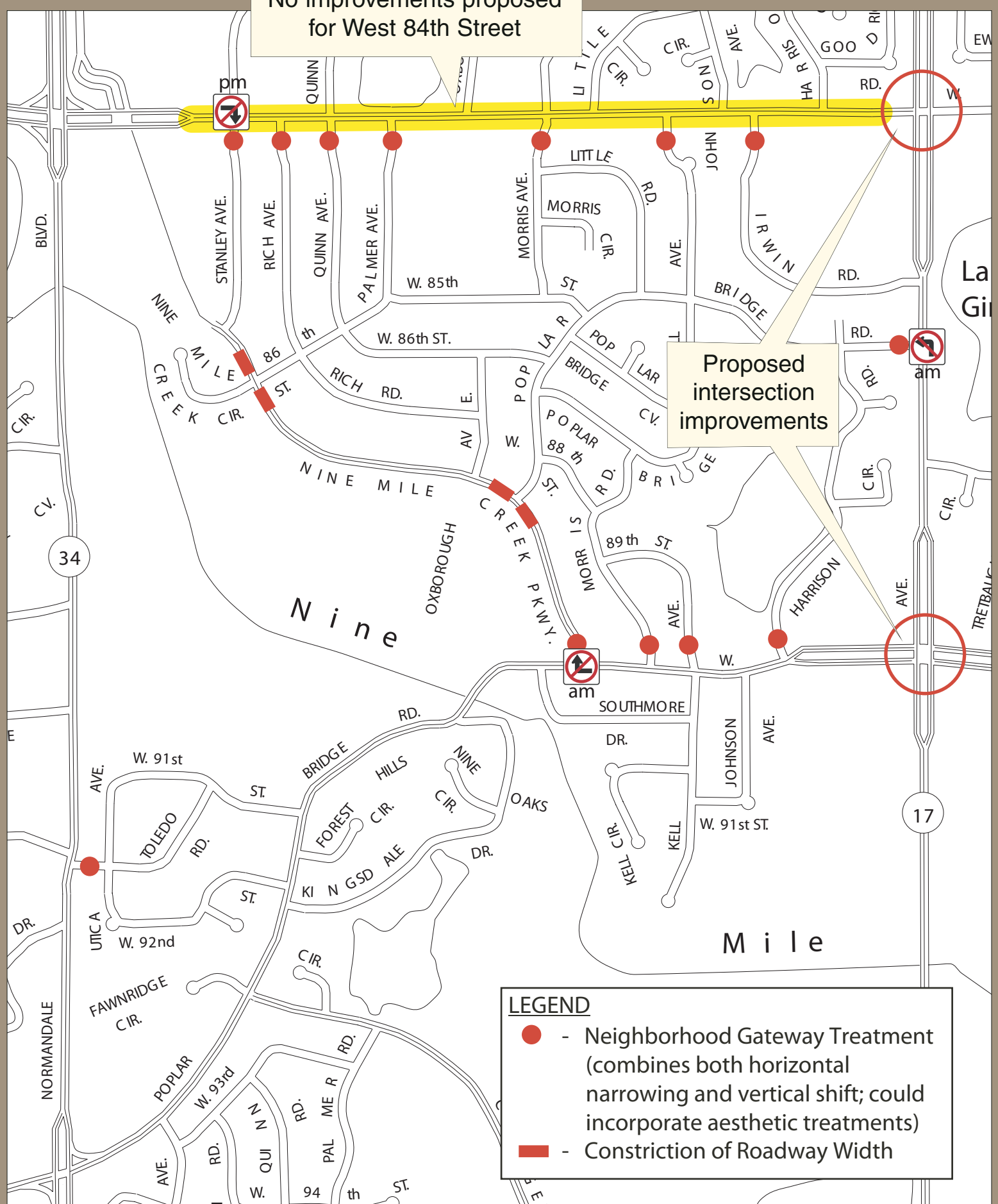
**LEGEND**  
■ - Potential Diverter Solution B



# Alternative E

No improvements proposed for West 84th Street

Proposed intersection improvements



**LEGEND**

- - Neighborhood Gateway Treatment (combines both horizontal narrowing and vertical shift; could incorporate aesthetic treatments)
- - Constriction of Roadway Width

# Your Comments/Next Steps

## Your Comments

- On the comment form, we would like your input regarding selection of an alternative

## Next Steps

- Your input will be provided to the SAC and TTAC, both of whom will make a presentation to the City Council

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## Contact Information

- [www.ci.bloomington.mn.us](http://www.ci.bloomington.mn.us)  
*Keyword: Poplar Bridge*
- Paul Jarvis 952-563-4548  
Amy Marohn 952-563-4532
- e-mail: [trafficmanagement@ci.bloomington.mn.us](mailto:trafficmanagement@ci.bloomington.mn.us)