Welcome . . . . . .

Poplar Bridge Neighborhood
TRAFFIC STUDY

OPEN HOUSE

Study Process

- Carefully define the problem
- Identify alternative solutions to the problem – will require changing human behavior
- Evaluate alternatives
- Recommend a solution to decision makers

Study Advisory Committee

- Neighborhood Representatives
- Poplar Bridge Elementary Representative
- West 84th Street Representative
- Fire Station #4 Representative
- Business Representative

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

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

Problem Statement

- Congestion has encouraged through traffic to abandon the arterial system and seek alternate routes through the neighborhood, raising concerns for pedestrians, motorists and residents
- Other issues have been identified as priority concerns

Data Collection and Analysis

- Daily and Hourly Traffic Volumes
- Travel Speeds
- Peak Hour Capacity and Congestion
- Travel Time Runs
- Origin-Destination Surveys

Key Findings

- Delays on I-494 and arterial roadways encourage drivers to seek alternative paths through the Poplar Bridge neighborhood
- Stanley Avenue and Nine Mile Creek Parkway currently experience a high level of “cut-through” traffic during peak hours
- Poplar Bridge Road west of France Avenue experience less “cut-through” traffic, but could become a secondary route
- “Cut-through” traffic is generally southeast to northwest during the morning peak and northwest to southeast during the evening peak

Key Findings

- 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

Strategy to Address Problems

A "3-Tiered Approach"

- Regional system improvements

- Arterial roadway and intersection improvements

- Neighborhood traffic management improvements

Regional System Improvements

- I-494 near the study area is heavily congested during the peak periods
- Additional capacity to I-494 would move longer trips back to the regional system
- The City of Bloomington should continue to support near and long term improvements to I-494 by Mn/DOT and efforts to identify funding for these improvements

Arterial Intersection Improvements

Intersection improvements should be considered to eliminate the time incentive for motorists to divert to local streets

- Normandale Boulevard/West 84th Street
- France Avenue/West 84th Street
- France Avenue/West 90th Street

West 84th Street Corridor

Options considered:

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

Since these options did not significantly improve corridor travel times and side-street delay, these modifications will not be considered in study alternatives

West 84th Street Corridor

Another option considered:

- Install traffic signals at Quinn Avenue and Morris Avenue

  Due to traffic signal warrant requirements, this option will not be considered in study alternatives

Neighborhood Traffic Management Improvements

- To address neighborhood traffic safety concerns, three broad approaches are generally considered:
  - Education
  - Enforcement
  - Engineering
- For long-term benefits, engineering methods are generally the most effective

Traffic Management – Volume Reduction

SRF Consulting Group, Inc.
086228
February 2008

Potential Diverter Solution A
Poplar Bridge Neighborhood Traffic Study
City of Bloomington

Figure 1

Traffic Management – Volume Reduction

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Potential Diverter Solution B
Poplar Bridge Neighborhood Traffic Study
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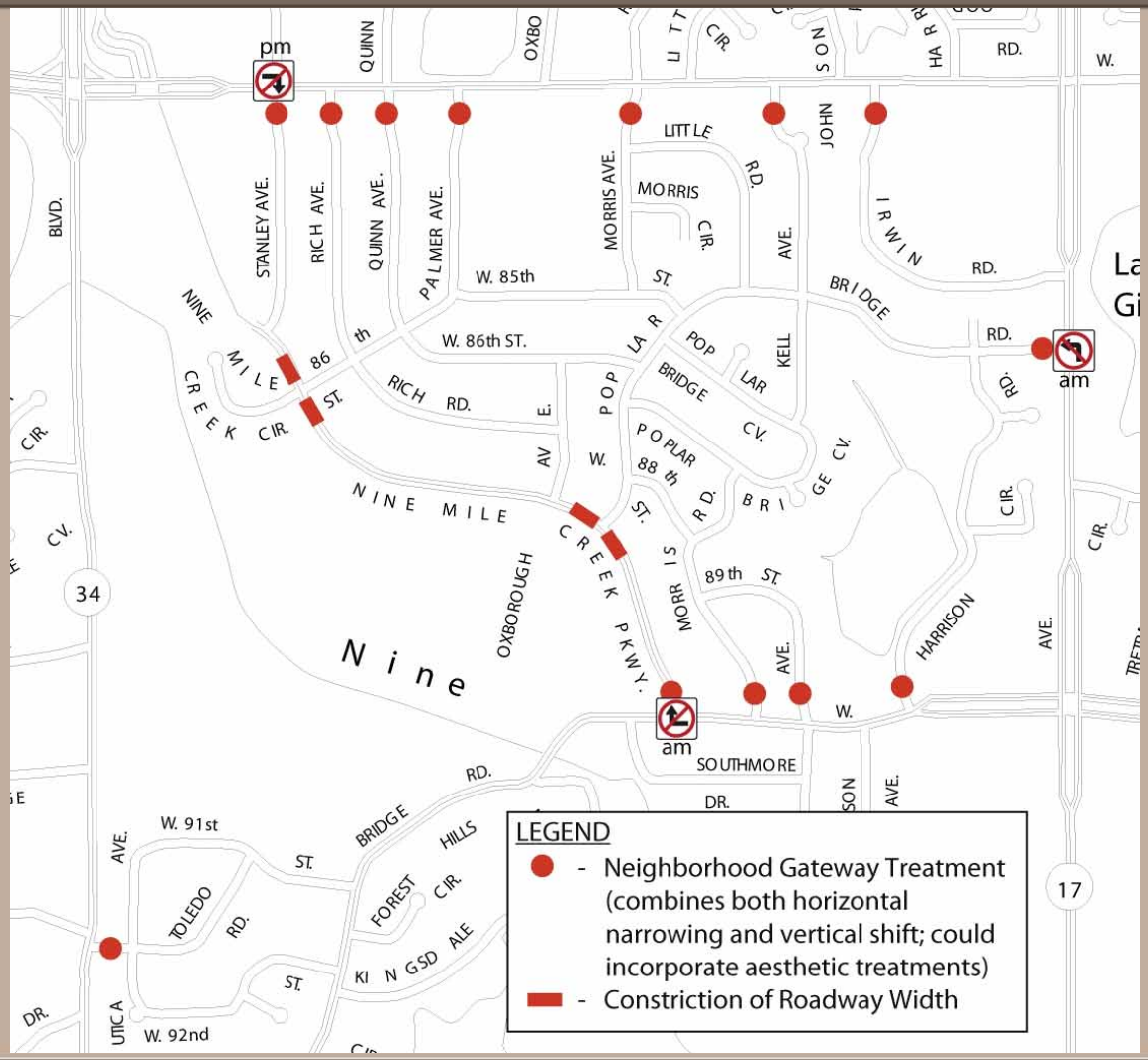
Figure 2

Neighborhood Gateway Concept and Turn Prohibitions



Alternatives to Consider

- Alternative A – No Change
- Alternative B – Intersection Improvements Alone
- Alternative C – Intersection Improvements with Diverter Solution A
- Alternative D – Intersection Improvements with Diverter Solution B
- Alternative E – Intersection Improvements with Gateways and Turn Prohibitions

Your Comments and Next Steps

- On the comment form, please provide input regarding selection of an alternative
- Your input will be provided to the SAC and TTAC, both of whom will make a presentation to the City Council

Contact Information

- www.ci.bloomington.mn.us
  keyword: Poplar Bridge
- Paul Jarvis 952-563-4548
  Amy Marohn 952-653-4532
- E-mail: trafficmanagement@ci.bloomington.mn.us