



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

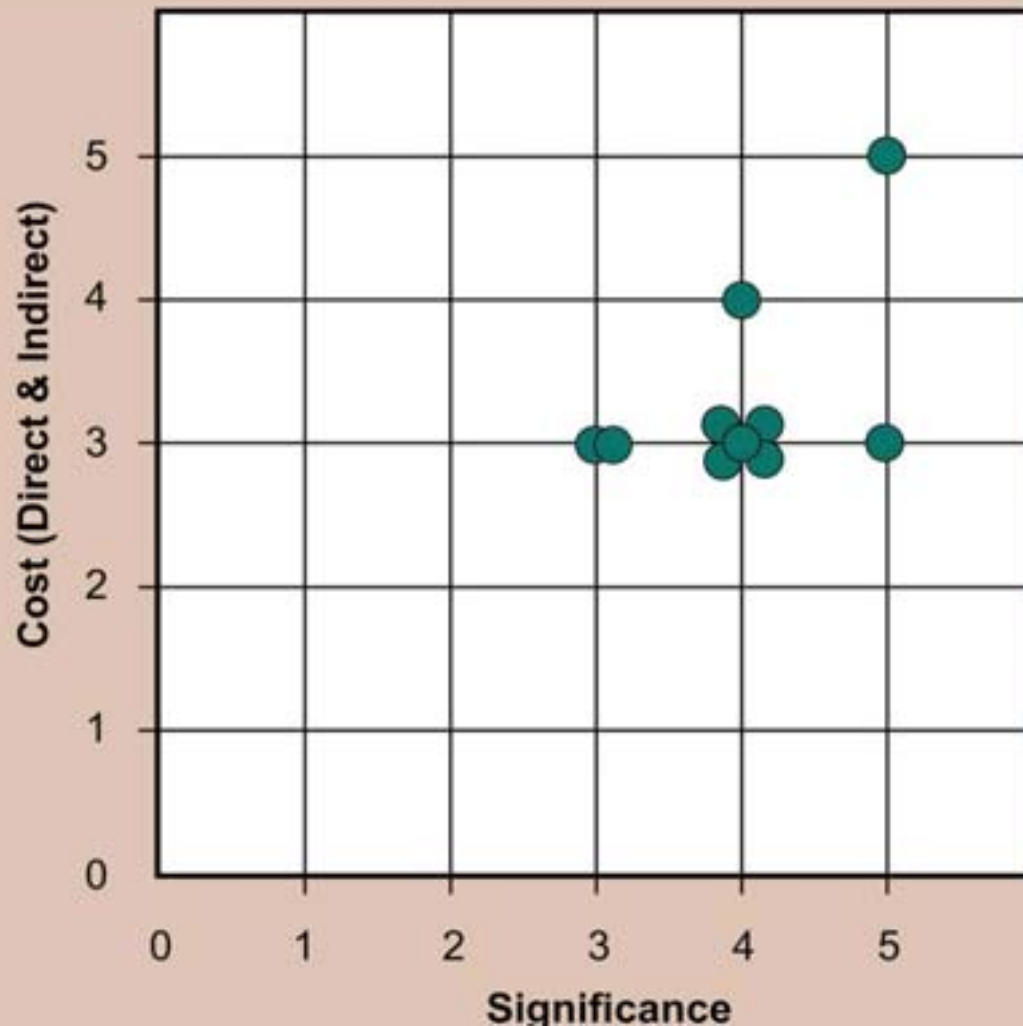
Public Involvement Process

- 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

Significance of the Problem vs. Cost



SAC members were asked to complete a survey addressing two questions:

- How important is it that "the problem" be solved? (1-not important to 5-critical)
- What are we willing to pay (both direct and indirect costs) to solve "the problem" (1-nothing to 5-whatever it costs)

● SAC Member Survey

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 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 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 Roadway and Intersection Improvements

- Roadway and intersection improvements should be considered to eliminate the time incentive for motorists to divert to local streets.

Arterial Intersection Improvements

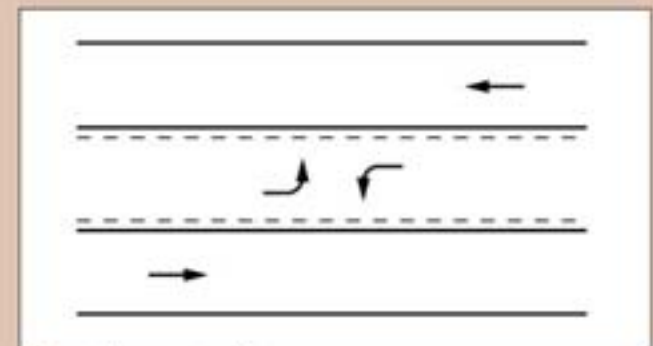
- Normandale Boulevard/West 84th Street
- Normandale Boulevard/Poplar Bridge Road
- France Avenue/West 84th Street
- France Avenue/West 90th Street
- West 84th Street Corridor

Options to Consider for West 84th Street

- Current four-lane section – “do nothing”
- Current four-lane section – removal of traffic signal at Stanley Avenue
- Current four-lane section – replace traffic signals at Quinn Avenue and Morris Avenue
- Modify to three-lane section
 - Removal of all-way stop control at Quinn Avenue and Morris Avenue
 - Removal of traffic signal at Stanley Avenue
- Address school crossing concerns for all options



Current four-lane section



Three-lane section

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

Reduce convenience and lengthen travel time by diverting travel path



Partial Closure



Turn Restrictions

Provides the greatest disincentive for “cut-through” traffic, but also an inconvenience to residents



Example of Possible Diverter Solution

Traffic Management – Speed Reduction

Reduce speed and lengthen travel time by “narrowing” road from outside



Neckdown

Reduce speed and lengthen travel time by “narrowing” road from the center



Center Island

Reduce speed by brief rises in pavement surface



Raised Intersection



Choker



Traffic Circle



Speed Table



Speed Hump

Traffic Management – Education/Enforcement

Raise awareness



Speed Trailer



Pedestrian Flashers

Neighborhood Gateway Concept



Your Comments

- On the comment form, please provide input regarding the problem statement and range of alternatives identified. Are there other concerns not stated here? Are there other solutions that should be considered?

Next Steps

- Next steps will include the analysis and evaluation of arterial and neighborhood concept improvements
- This analysis and evaluation will be presented at the next open house, prior to a SAC recommendation to TTAC and the City Council

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