

**Poplar Bridge Neighborhood Traffic Study
Study Advisory Committee (SAC) Meeting #3
Minutes
March 3, 2008
5:00 P.M.**

SAC Member Attendees:

Bruce Koke
Ken Tenk
Timm Wienke
Karen Larson
Jay Forster
Pat Tschohl
Brian Garthwaite
Mary Lechtenberg
Russ Burnison
Mark Thorson
John Gingerich

City Staff:

Paul Jarvis
Amy Marohn

SRF:

Marie Cote
Beth Bartz

1. Opening Remarks

Beth Bartz, SRF, welcomed those in attendance.

2. Review of Agenda/Meeting Objectives (by Beth Bartz)

- Evaluation of alternatives presented at the 1-7-08 Open House
- Summary of Open House comments
- Discuss alternative specifics and analysis
- Discuss at end of meeting how to package this information for next Open House on 3-24-08.
- Comments from 3-24-08 Open House will come back to SAC for recommendation.

- SAC recommendation will go to TTAC (Traffic & Transportation Advisory Commission) and City Council. City Council will make the final decision.

3. Summary of Open House Comments (by Amy Marohn)

- Sixty-seven comments and e-mails were received from the 1-9-08 Open House.
- Comments were sorted by topics and summarized as follows:
 - Diverter Options - Stanley neighborhood – 24 favored, 2 opposed
 - Entry Treatments - 7 favored, 3 opposed
 - Access onto 84th Street – 20 people expressed concern
 - Nine Mile Creek Parkway (three-lane conversion) – 5 comments received did not like the way the street functions as a three-lane roadway.
- Received petition from Quinn/82nd/Oxoborough neighborhood supporting the continued use of stop signs or equivalent signal lights at Quinn/84th Street.

Cote noted in reviewing the comments, there was a wide range of comments from the 84th Street residents.

Bartz indicated the 3-24-08 Open House will provide a structured feedback form, i.e. preferences, choices.

4. Evaluation of Potential Alternatives (by Marie Cote)

- Intersection Improvements
 - ✦ 84th / France – Cote noted during peak hour conditions, there are currently operational problems at this intersection. In future during the PM, there is a 70% reduction in intersection delay, assuming the intersection improvements are made and other assumed system improvements are made. (See note in Section 5)
 - 84th/France – eastbound: recommending an exclusive left turn lane, maintain the two throughs and extend exclusive right turn lane.
 - 84th/France – westbound: recommending a single through lane and when it goes past intersection, expand it to two lanes as well as extending/adding an exclusive right turn lane.
 - 84th/France – southbound: recommending extending the exclusive southbound right turn lane.
 - ✦ 90th / France – presently has operation problems in PM peak

- Westbound – recommending reducing approach to one through lane which will make the right turn more attractive
- Eastbound – recommending one through lane, one left and one right turn lanes.

Results:

In AM, westbound through delay will be twice as long which will deter motorists from going west and encourage them to go to the north.

In PM peak hour the average delay is about 30 seconds and will increase to 60 seconds.

5. Concept Development

- Diverters – handout
 - Kell (Figure 1), Poplar Bridge, and 86th, Poplar Bridge Curve, Nine Mile Creek Parkway between Oxborough and Poplar Bridge Road.
 - Figure 2 – consistent with proposal received from neighborhood

Bartz emphasized that diverters would be physical barriers; turn restrictions would be an operational restriction and become an enforcement issue.

- Gateways and Constrictions- handout
 - 90th/Nine Mile Creek Parkway – based on volumes at this intersection, this can be narrowed down to one lane which would add more delay during the PM peak hour to prevent cut through.
 - The handout shows a sample of an entry treatment. They would be applied to each intersection shown with a dot.
- W. 84th Street Corridor - handout

Note: 2030 operations analysis at intersections are consistent with Normandale Lake District Plan, assuming future redevelopment in area and upgrade of T.H. 169 to a full freeway facility from Old Shakopee Road to 494. It also includes the reconstruction of 169/494 interchange to free flowing interchange without signals. Also includes the capacity expansion on 494 from France to 35W with an auxiliary eastbound lane.

The above assumptions affect this study by:

- Volumes in the AM and PM peak hour will be lower than existing volumes today.
- AM existing volumes: 400 westbound vehicles and 350 eastbound vehicles.
- PM existing volumes: 350 westbound vehicles and 960 eastbound vehicles.

Bartz noted there are 2200 vpd on Stanley/Nine Mile Creek Parkway (190 during PM peak hour). The origin-destination study indicates 93% were cut-through vehicles. If 190 vehicles are taken off Stanley, those vehicles will go to Normandale or France. How does that affect other roadways in the area? Looking ahead to 2030, they don't anticipate those numbers to change much. The increment of growth will be moved up to 494.

The following alternatives for the W. 84th Street corridor were analyzed using year 2030 volumes:

- Alternative 1:
 - Existing four-lane roadway with existing traffic controls
 - Maintain Stanley Avenue traffic signal
 - Maintain all-way stop control at Quinn and Morris Avenues

- Alternative 2:
 - Existing four-lane roadway
 - Remove Stanley Avenue traffic signal
 - Install side-street stop control at Stanley Avenue
 - Maintain all-way stop control at Quinn and Morris Avenues

- Alternative 3:
 - Existing four-lane roadway
 - Maintain Stanley Avenue traffic signal
 - Remove all-way stop control at Quinn and Morris Avenues
 - Install side-street stop control at Quinn and Morris Avenues

- Alternative 4:
 - Proposed three-lane roadway with existing traffic controls
 - Maintain Stanley Avenue traffic signal
 - Maintain all-way stop control at Quinn and Morris Avenues

- Alternative 5:
 - Proposed three-lane roadway
 - Remove Stanley Avenue traffic signal
 - Remove all-way stop control at Quinn and Morris Avenues
 - Install side-street stop control at Stanley, Quinn, and Morris Avenues

- Alternative 5A:
 - Proposed three-lane roadway
 - Remove Stanley Avenue traffic signal
 - Remove all-way stop control at Quinn and Morris Avenues
 - Install side-street stop control at Stanley, Quinn and Morris Avenues
 - Reroute side-street traffic volumes at Stanley Avenue

- Alternative 6:
 - Proposed three-lane roadway
 - Maintain Stanley Avenue traffic signal
 - Remove all-way stop control at Quinn and Morris Avenues
 - Install side-street stop control at Quinn and Morris Avenues

- Alternative 7:

- Proposed three-lane roadway
- Maintain Stanley Avenue traffic signal
- Remove all-way stop control at Quinn and Morris Avenues
- Install traffic signals at Quinn and Morris Avenues

Noted side street average delay on 84th Street at Palmer is 13 seconds, 8 seconds at Kell, and 15 seconds at Irwin.

During the PM peak period at the all-way stop on 84th Street, 900 vehicles are stopping for 13 vehicles coming from Quinn Avenue.

During the PM peak period at the all-way stop on 84th Street, 900 vehicles are stopping for 19 vehicles coming from Morris Avenue.

Cote noted that all-way stops are typically and best used when they are installed at intersections where there are equal volumes on all legs of an intersection.

The following are projected results of the eight alternatives discussed earlier:

- Alternative #1 – improves traffic flow in peak PM hour
- Alternative #2 – delays in northbound/southbound exceed 5 minutes. This would likely decrease the amount of cut-throughs and encourage motorists to stay on France/84th. The southbound PM is the problem. They can look at vehicles to take American Boulevard and a right on France and continue south on France.
- Alternative #3 – would operate acceptable without all-way stop
- Alternative #4 - only scenario that increases travel time
- Alternative #5 – improvement in travel time
- Alternative #5A – lowest travel time – similar side street delays
- Alternative #6 – highest delays – 30 second side street delays which is acceptable from traffic engineering perspective
- Alternative #7 – modeling did not show a huge difference in side street delays. Average delays are not significant compared to other roadways

Bartz noted from data analyzed, putting the Stanley / Nine Mile Creek Parkway traffic on 84th Street will not make 84th any worse than it is today under existing conditions.

6. Upcoming Meetings

The committee discussed the following options for presentation at upcoming Open House on 3-24-08:

- Diverters – will have the largest impact on volumes
- What is best way to manage 84th Street traffic? Gateways, turn restrictions

- What combination of improvements at 84th/France, 90th/France, diverters, turn restrictions, gateways, 84th Street.
- 84th/France and 90th/France intersection improvements should be included with every alternative
- Signal warrants must be met for additional signals on 84th Street. 84th Street is a state aid street and the City must abide by guidelines to receive funding.
- SAC members felt the Open House should focus on the Poplar Bridge/Stanley Avenue cut through rather than changes to 84th Street.
- Agreed upon package options:
 - Option A –
 - 84th/France intersection improvement
 - 90th/France intersection improvement
 - Diverter A
 - Diverter B
 - No changes to 84th Street
 - Option B –
 - 84th/France intersection improvement
 - 90th/France intersection improvement
 - Diverter B
 - No changes to 84th Street
 - Option C –
 - 84th/France intersection improvement
 - 90th/France intersection improvement
 - No diverter, restrictions and gateways
 - No changes to 84th Street
- Each of these options would be presented as a 1 to 5 scale.
- Marohn reminded the SAC to be sure they get enough information regarding the neighborhood choices because this will be the only opportunity to get that information.
- SAC members felt it best to treat 84th Street separately than cut-through on Nine Mile Creek/Stanley Avenue.
- Open House on March 24, 2008 from 5:00 – 7:00 p.m. at Poplar Bridge Elementary School
- Last SAC Meeting - #4 in April, 2008

7. Adjourn

- The meeting adjourned at 7:31 p.m.