Poplar Bridge Neighborhood
TRAFFIC STUDY

September 2008

SRF Consulting Group, Inc.

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EXECUTIVE SUMMARY

Study Purpose

In an effort to address concerns from residents regarding traffic volumes and speeds on residential streets in the area, a traffic study for the Poplar Bridge neighborhood was initiated to evaluate traffic volumes, speeds and safety, address pedestrian/bicycle concerns, identify potential solutions for the surrounding arterial streets and within the neighborhood itself, and provide recommendations that best fit the community's needs.

Study Process

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

Study Findings

- Delays on I-494 and arterial roadways are encouraging drivers to seek alternative paths on residential streets in the Poplar Bridge neighborhood
- Daily traffic volumes on most residential streets that were measured within the study area are within a reasonable range for residential roadways, with the exception of Stanley Avenue/Nine Mile Creek Parkway.
- The percentage of vehicles traveling over the posted speed limit in a 24-hour period exceeds 80 percent on Nine Mile Creek Parkway and West 90th Street within the study area.
- Stanley Avenue and Nine Mile Creek Parkway are currently experiencing a high level of "cut-through" traffic during the morning and evening 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 hour and northwest to southeast during the evening peak hour
- 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 Approach to Address Problems

In order to address the high volume of cut-through traffic in the neighborhood, the following "3-tiered" approach was used to develop alternatives that would encourage through traffic to use regional and arterial routes, and discourage use of residential streets:

- Examine near and long term improvements to I-494 to encourage motorists to stay on the regional facility.
- Consider arterial roadway and intersection improvements to relieve congestion at the intersections of West 84th Street/France Avenue and West 90th Street/France Avenue and eliminate the time incentive to divert through residential areas.
- Identify neighborhood traffic management improvements to further reduce through traffic, slow traffic and improve safety for pedestrians and bicyclists within the neighborhoods.

SAC Recommendation

- The SAC recommends implementation of the West 84th Street/France Avenue and West 90th Street/France Avenue intersection improvements. If one has to be chosen over the other due to funding constraints, the West 84th Street/France Avenue intersection is the higher priority.
- A series of trials and tests of the turn restrictions, gateway treatments and diverters within the neighborhood is being recommended.
- A neighborhood survey after the trial/testing phase and then a decision about the final improvements can be made.
- A minority recommendation was to conduct the trial and test of neighborhood improvements prior to the arterial intersection improvements are implemented. The reason for this minority recommendation is that residents do not want to wait any longer to see some type of action taking place.

STUDY PROCESS

Study Purpose

In September 2007, a traffic study was initiated for the Poplar Bridge neighborhood in response to concerns from residents regarding traffic volumes and speeds on residential streets in the neighborhood. The main objective of the study was to evaluate traffic volumes, speeds and safety; address pedestrian/bicycle concerns; identify potential solutions for the arterial and residential streets; and provide recommendations that best fit the community's needs.

Study Area

The Poplar Bridge neighborhood study area is bounded by West 84th Street, Normandale Boulevard, France Avenue and Poplar Bridge Road/West 90th Street. Public involvement also included the neighborhoods north of West 84th Street. Arterial roadways in the area include Normandale Boulevard and France Avenue serving north-south movements and West 84th Street and Poplar Bridge Road/West 90th Street serving east-west movements.

Problem Statement

Congestion has encouraged through traffic to abandon the arterial system (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) and seek alternate routes through the neighborhood, 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 the Poplar Bridge Elementary School
- 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 a heavily traveled route for traffic avoiding West 84th Street and France Avenue, especially during the rush hours
- Traffic on residential streets tends to drive in excess of the speed limit, especially on Nine Mile Creek Parkway
- Speeds are a concern on Poplar Bridge Road west of Nine Mile Creek Parkway, and on West 90th Street
- 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, Morris Avenue, West 86th Street and Poplar Bridge Road)

Study Advisory Committee (SAC)
Using a teamwork approach that involves the public, the City of Bloomington invited neighborhood residents and key stakeholders to participate on a Study Advisory Committee (SAC) to guide and direct the study. The SAC included:

- Poplar Bridge Neighborhood Representatives (10)
- Poplar Bridge Elementary School Representative
- West 84th Street Representative
- Fire Station #4 Representative
- Business Representative

The SAC was challenged with identifying problem areas and issues of concern, reviewing analysis results, evaluating alternatives, and facilitating public input throughout the process. The role of each SAC member was to represent the broader neighborhood interest and provide a recommendation to the Bloomington Traffic and Transportation Advisory Commission (TTAC) and City Council upon the study's completion. The City Council made the final decision.

Public Involvement Process
Public participation and consensus building was considered central to developing solutions that could be supported by diverse residents and stakeholders with potentially different interests and values. The public involvement components including the participation of the SAC are described below:

- **SAC #1** – Process Overview, Defining the Problem, Understanding the Problem and Significance of the Problem
- **SAC #2** – How to Solve the Problem, Preliminary Evaluation Criteria and Potential Alternatives for Consideration
- **Open House #1** – Study Background and Potential Alternatives for Consideration
- **SAC #3** – Summary of Open House Comments, Evaluation of Potential Alternatives and Concept Development
- **Open House #2** – Input on Alternative Concepts
- **SAC #4** – Summary of Open House Comments, Discussion of Alternatives and Developing Recommendation
- **TTAC**
- **City Council Public Hearing**

CURRENT TRAFFIC PROBLEMS AND ISSUES

The study included a thorough data collection plan to clearly identify current traffic and safety problems in the Poplar Bridge neighborhood. A comprehensive understanding of the issues was critical to building credibility with stakeholders and developing solutions that adequately address study area needs.

Data Collection Plan

With direction from City staff, the following data collection plan was developed and implemented, focusing on the morning and evening peak hours:

- ***Roadway tube counts:*** Roadway tubes were placed at 16 locations on neighborhood streets in the study area to determine weekday and hourly traffic volumes and peak travel time patterns. Daily volumes were also available for other arterial roadways in the study area.
- ***Speed data:*** Roadway tubes also collected information regarding vehicle speeds, which were compared to posted speeds for each residential street in the study area.
- ***Origin-Destination (O-D) surveys:*** Stations were set up on Nine Mile Creek Parkway/Stanley Avenue between West 84th Street and West 90th Street and on Poplar Bridge Road west of France Avenue to conduct O-D surveys during the morning and evening peak hours. The survey results determined the amount of "through" traffic currently traveling on residential streets in the study area.
- ***Travel time runs:*** Travel time runs were conducted for several routes through the study area during the morning and evening peak travel periods to identify the differences in travel time using residential versus arterial streets.
- ***Peak hour turning movement counts at key intersections:*** Turning movement counts were conducted at key intersections during the morning and evening peak hours to evaluate the intersection operations and average delay currently experienced by drivers at these intersections.

Study Analysis

A thorough analysis was conducted to identify the magnitude of the current traffic problems and address the following questions:

- What are the current traffic volumes on residential streets in the study area?
- What percent of the morning and evening peak hour traffic is traveling through the neighborhood?
- Are residential streets experiencing higher speeds than the posted speed limit?
- Is there a time savings in using residential street routes versus arterial routes?
- How are the arterial intersections currently operating?

Study Findings

The data collection task and analysis of current conditions is summarized below and in the attached Figures 1 – 10 in Appendix A.

- Delays on I-494 and arterial roadways are encouraging drivers to seek alternative paths on residential streets in the Poplar Bridge neighborhood
- Daily traffic volumes on most residential streets that were measured within the study area are within a reasonable range for residential roadways, with the exception of Stanley Avenue/Nine Mile Creek Parkway.
- The percentage of vehicles traveling over the posted speed limit in a 24-hour period exceeds 80 percent on Nine Mile Creek Parkway and West 90th Street within the study area.
- Stanley Avenue and Nine Mile Creek Parkway are currently experiencing a high level of "cut-through" traffic during the morning and evening 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 hour and northwest to southeast during the evening peak hour
- 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 ALTERNATIVES

Given the above findings, the SAC identified the following evaluation criteria that would address the study goals and be used in the alternatives analysis to determine feasible solutions to the problem:

- Ability of alternative to carry anticipated traffic volumes and/or redirect traffic volumes t more appropriate roadways
- Level of service at key intersection
- Travel time estimates
- Ability of alternative to promote speed limit compliance
- Ability of alternative to address traffic flow and/or geometric concerns creating problematic conditions
- Ability of alternative to inform motorist of change of character at residential streets
- Ability to provide trail/sidewalk connections to key destinations in accordance with appropriate standards
- Ability of alternative to provide sufficient gaps to allow backing onto West 84th Street from adjoining driveways
- Ability of alternative to provide reasonable levels of delay at side-street intersections
- Concept level cost estimate
- Timeline for implementation
- Amount of right-of-way required
- Approvals needed to implement the alternative and anticipated success in securing approvals

Study Approach

To address the high volume of cut-through traffic in the neighborhood, a "3-tiered" approach was used to develop alternatives that would encourage through traffic to use regional and arterial routes, and discourage use of residential streets. The "3-tiered" approach examined potential improvements to I-494 to encourage motorists to stay on the regional facility, considered arterial roadway and intersection improvements to encourage through traffic to use arterial routes, and neighborhood improvements to discourage the use of residential streets.

Regional System Improvements
The Minnesota Department of Transportation's (Mn/DOT) I-494 regional facility is heavily congested during the peak periods near the study area. In the evening, eastbound motorists on I-494 frequently experience heavy delays west of Highway 100/Normandale Boulevard. As a result, motorists exit I-494 to use other arterial routes and residential streets to complete their trip. Additional capacity to I-494 would move longer trips back to the regional system. A potential project includes an additional eastbound auxiliary lane east of Highway 100 to I-35W. Due to the lack of funding, this project is not currently in Mn/DOT's improvement program. 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
Alternatives to improve traffic flow during peak conditions were developed for the arterial roadways and intersections. Travel times using the arterial roadways were found to be less predictable than those on residential streets. Improving traffic flow and reducing intersection delays are necessary to reduce travel times via these routes and encourage through traffic to return to the arterial roadway system.

An operations analysis was completed for the study intersections to determine how these intersections are expected to operate under year 2030 traffic volumes. The year 2030 traffic forecasts used in the analysis assume the following:

- Future development assumptions consistent with the Normandale Lake District Plan
- Construction of the TH 169/I-494 regional interchange
- Capacity expansion project along I-494 from France Avenue to I-35W

<u>West 84th Street Corridor</u>

In order to improve operations and reduce side-street and driveway delays along West 84th Street, the following corridor alternatives were considered and analyzed:

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

The year 2030 operations analysis results for these alternatives did not indicate a significant improvement in corridor travel times and side-street delays. Therefore, these alternatives were not carried forward as study alternatives.

For the three-lane alternative, the analysis results indicated that the all-way stop controlled intersections of West 84th Street/Quinn Avenue and West 84th Street/Morris Avenue would operate poorly with significant queuing problems during the p.m. peak hour for year 2030 conditions. An additional analysis indicated that all key intersections along the West 84th Street corridor would operate at acceptable levels of service if the all-way stop controlled intersections of West 84th Street/Quinn Avenue and West 84th Street/Morris Avenue were modified to side-street stop control. Since removal of the all-way stop control at these intersections does not have strong support from the community, this alternative was not favored.

For new traffic signals at the intersections of West 84th Street/Quinn Avenue and West 84th Street/Morris Avenue, an additional reason why this alternative was eliminated is based on traffic signal warrants not being met due to low volumes on the side streets.

Proposed improvements were focused at major arterial intersections along the West 84th Street and France Avenue corridors within the study area. A discussion of each of the intersection improvements are summarized below:

West 84th Street/Normandale Boulevard

This intersection was analyzed as part of the larger Normandale Lake District Plan. The following improvements are consistent with the results of that study:

- Modification of the west approach to provide triple left-turn lanes, two through lanes and dual right-turn lanes.
- Installation of an additional right-turn lane on the east approach to provide dual right-turn lanes.
- Installation of a shared through/right-turn lane on the north approach.

West 84th Street/France Avenue (see attached Figure 11 in Appendix A)

The efficiency of this intersection is currently limited by the split phasing required with the eastbound/westbound shared left-turn/through lanes. A significant reduction in intersection delays are expected with the following improvements:

- Modification of the west approach to provide an exclusive left-turn lane. The two existing eastbound through lanes would remain. However, the westbound through lanes departing from the intersection would be reduced from two lanes to one, and would widen again west of the intersection. In addition, the installation of an exclusive right-turn lane is recommended.
- Modification of the east approach to provide an exclusive left-turn lane. The westbound through lanes would be reduced from two lanes to one. In addition, the installation of an exclusive right-turn lane is recommended.
- Installation of a right-turn lane on the north approach.

West 90th Street/France Avenue (see attached Figure 12 in Appendix A)

Currently, there is a heavy westbound volume traveling through this intersection, continuing through the neighborhood during the morning peak hour. A reverse eastbound movement exists in the evening peak hour, to a lesser extent. The main purpose of the following improvements is to narrow down the west approach of this intersection to be less inviting. In addition, it was important to make the West 90th Street to France Avenue route in the morning and the reverse route in the evening more attractive.

- Modification of the west approach to provide a left-turn lane and a shared through/right-turn lane. The westbound through lanes departing from the intersection would be reduced from two lanes to one.
- Modification of the east approach to provide a left-turn lane, a through lane and an exclusive right-turn lane.
- Adjust the signal timing to provide more green time to the north and south approaches, while increasing delay to the east and west approaches.

Implementation

Implementation of the proposed measures at the intersections of West 84th Street/France Avenue and West 90th Street/France Avenue will require coordination and approval of Hennepin County due to shared jurisdiction. It will also require coordination with the planned sewer main replacement in the West 84th Street corridor west of France Avenue.

Preliminary cost estimates (excluding right-of-way costs) were developed for the arterial intersection improvements.

West 84th Street/France Avenue

- Signal Modifications – $100,000 to $150,000
- Roadway Widening – $200,000 to $250,000

West 90th Street/France Avenue

- Signal Modifications – $50,000 to $100,000
- Roadway Modifications – $100,000 to $125,000

Neighborhood Traffic Management Improvements
While improvements to the regional and arterial roadways sought to reduce congestion and improve travel time, attracting motorists to these routes, neighborhood improvements were explored as a means to slow traffic through residential streets, improving safety while also discouraging through traffic by increased travel time.

When examining potential neighborhood safety improvements, there are three broad approaches that are generally considered:

- Education
- Enforcement, and
- Engineering

Each of these approaches has associated benefits and drawbacks. Of the three approaches, engineered solutions have the added consideration of aesthetic impacts. Some engineered approaches provide the opportunity to incorporate vegetation, which can be viewed as a benefit, while other approaches require additional signage and pavement markings to provide advance notification and clarification to drivers, which may be perceived as a drawback. Engineered solutions must also be respectful of the existing aesthetic and historic qualities of an area.

If an engineered approach is considered, it is important to understand that some engineered approaches are more effective at controlling vehicle speeds, while others are more effective at controlling volumes. When considering methods to control speed, certain techniques are typically more effective than others. Techniques that are generally used to control speeds are listed below in order from most to least effective.

- Combined Application (combination of two or more of the measures listed below)
- Vertical shifts of the roadway surface
- Horizontal shifts of the roadway alignment
- Constriction of the roadway width
- Enforcement
- Signage and Striping

The location of engineered approaches also impact effectiveness. Locating an engineered approach mid-block essentially acts to reduce the block length, reducing the distance drivers can accelerate. Locating engineered solutions at intersections do not provide as much benefit in speed reduction because drivers typically need to slow down at intersections to determine if the intersection is clear to move through.

Techniques that are generally used to address traffic volumes are listed below in order from most to least effective.

- Physical prohibition of movement (full or partial street closures)
- Modified travel path (one-way designations, restricted turns)

Given concerns regarding improvements previously implemented in the neighborhood, improvements requiring vertical shifts of the roadway surface were not considered as "workable" solutions. It was also determined that these improvements should be carefully placed throughout the neighborhood to prevent the end result from simply shifting travel patterns within the study area, rather than discouraging through-traffic in its entirety.

Through the public involvement process, the following neighborhood traffic management improvements were considered:

Diverter: This type of treatment includes a barrier placed diagonally across a four-legged intersection, blocking the through movement. This type of barrier is often used in sets to make travel through neighborhoods more circuitous (see attached Figures 13 and 14 in Appendix A). Barriers could become a permanent landscaped area between the disconnected roadways. Barriers could also be places on one leg of a three-legged intersection, creating an L-shaped intersection that blocks the through movement.

Gateway Treatment: This type of treatment is used at entrances to residential neighborhoods typically adjacent to collector or arterial roadways to give the neighborhood a sense of identity (see attached Figure 15 in Appendix A). They combine a speed hump (optional) with a roadway constriction through a center median island and are proposed at entry points where roadways are of sufficient width (greater than 30 feet) to include the center island and will not conflict with driveways. This measure informs drivers that they are passing into a residential neighborhood and signals an expected change in driving behavior. Median could be mountable if necessary for emergency vehicle access. It provides a positive indication of a change in environment from arterial/collector roadways to residential street.

Bump-Out: This type of treatment includes a physical curb reduction of roadway width at intersections (see attached Figure 15 in Appendix A). These are similar to lane narrowing, but used at intersections. It widens street corners at intersections to discourage cut-through traffic, to improve pedestrian access and to define neighborhoods.

Turn Restriction: Posting turn restrictions at entrances to residential neighborhoods, typically adjacent to collector or arterial roadways. These measures help reduce heavy turn movements on cut-through traffic routes through neighborhoods. These turn restrictions can be limited to specific hours of the day.

No accepted traffic model is available to assess the potential effectiveness of these proposed measures, although academic research has shown these measures to reduce traffic speeds and improve vehicular and pedestrian safety. A byproduct of reducing travel speeds is a commensurate increase in travel times through neighborhood routes. Further, the safety improvement measures will communicate to motorists that civil and courteous driving, respectful of pedestrian and non-motorized improvements are expected on residential streets and that through traffic is unwanted. It is hope that this message, in combination with the inconvenience presented by the measures, will encourage through traffic to remain on the arterial routes.

Implementation

Implementation of these measures must consider inconvenience to area residents as well as emergency vehicle access. They must also be considered as a master plan that recommends the location of each measure for the entire study area.

Preliminary cost estimates were developed for each type of neighborhood traffic management improvement.

Gateway Treatment – $30,000 to $50,000

Diverters – $50,000 to $100,000

Proposed Study Alternatives

Working closely with SAC members, the following proposed study alternatives were developed to provide a combination of solutions at the final open house that residents and stakeholders can comment on. With the exception of Alternative A, the proposed alternatives are illustrated in the attached Figures 16 – 19 in Appendix A.

- Alternative A – No Change
- Alternative B – Intersection Improvements Only
- Alternative C – Intersection Improvements with Diverter Solution A
- Alternative D – Intersection Improvements with Diverter Solution B
- Alternative E – Intersection Improvements with Gateway Treatments and Turn Restrictions

SAC RECOMMENDATION

At its final meeting on April 14, 2008, the SAC reviewed all comments received from the open house, regarding the five proposed alternatives. Based on the comment card results and their discussion, the SAC adopted the following recommendation to the Bloomington City Council upon the study's completion:

- The SAC recommends implementation of the West 84th Street/France Avenue and West 90th Street/France Avenue intersection improvements. If one has to be chosen over the other due to funding constraints, the West 84th Street/France Avenue intersection is the higher priority.
- A series of trials and tests should occur within the Poplar Bridge neighborhood in the following order:
    - Turn restrictions and narrowing of the entry points at key points into the neighborhood (resembling Alternative E).
    - One diverter at Nine Mile Creek Parkway/Poplar Bridge Road (as part of Alternative C).
    - Two additional diverters installed (as part of Alternative C), if the one diverter results in traffic diversions in the neighborhood.
- A neighborhood survey after the trial/testing phase and then a decision about the final improvements can be made.
- A minority recommendation was to conduct the trial and test of neighborhood improvements prior to the arterial intersection improvements are implemented. The reason for this minority recommendation is that residents do not want to wait any longer to see some type of action taking place.

TTAC RECOMMENDATION

At its meeting on April 24, 2008, the TTAC adopted the following recommendation to the Bloomington City Council upon the study's completion:

- Motion 1 – Recommend improvements at the intersection of West 84th Street/France Avenue (5 to 0)
- Motion 2 – Recommend improvements at the intersection of West 90th Street/France Avenue (4 to 1)
- Motion 3 – Recommend trial of turn restrictions and entry treatments (4 to 1)
- Motion 4 – Recommend trial of one diverter on Nine Mile Creek Parkway between Poplar Bridge Road and Oxborough Road (4 to 1)
- Motion 5 – Recommend trial of two additional diverters at Poplar Bridge Road between Poplar Bridge Curve and Poplar Bridge Road and Kell Avenue (4 to 1)
- Motion 6 – Recommend a neighborhood survey after the trial phase (4 to 1)
- Motion 7 – Recommend the neighborhood survey be extended to the other residents in Bloomington (via Bloomington Briefing) (3 to 2)
- Motion 8 – Recommend approving the proposed timeline/order
    - Motion 1 – First
    - Motion 2 – Second
    - Motion 3 through 7 – Third

CITY COUNCIL RECOMMENDATION

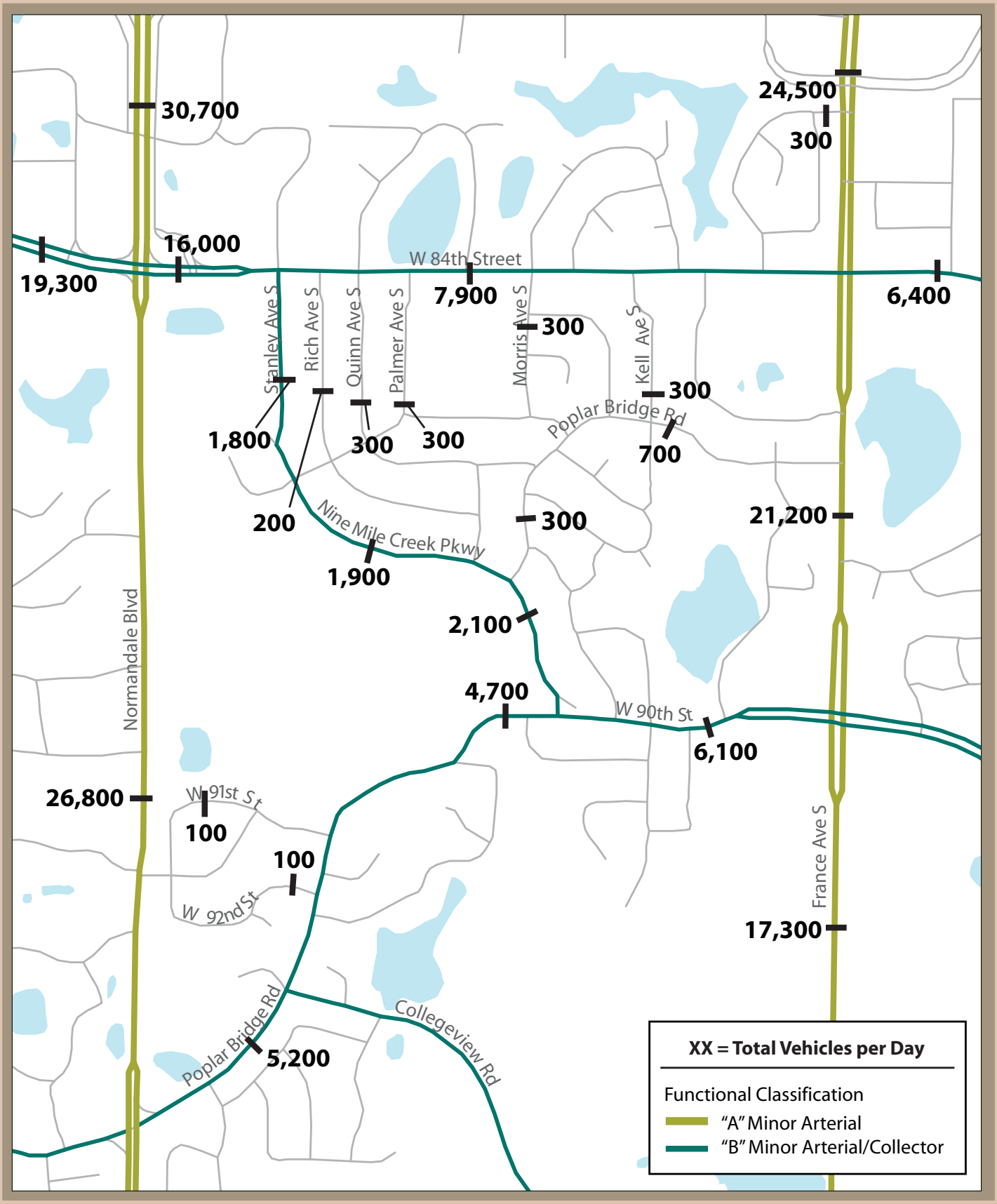
At the City Council public hearing on June 2, 2008, the City Council adopted the following recommendation:

- The City Council approved the SAC and TTAC recommendation plan. The Council directed staff to do earlier trials and tests in the order presented with entry treatments, turn restrictions and diverters. They also directed staff to come back with timing and cost for the West 84th Street/France Avenue intersection improvements as it relates to the planned sewer main replacement in the West 84th Street corridor west of France Avenue.

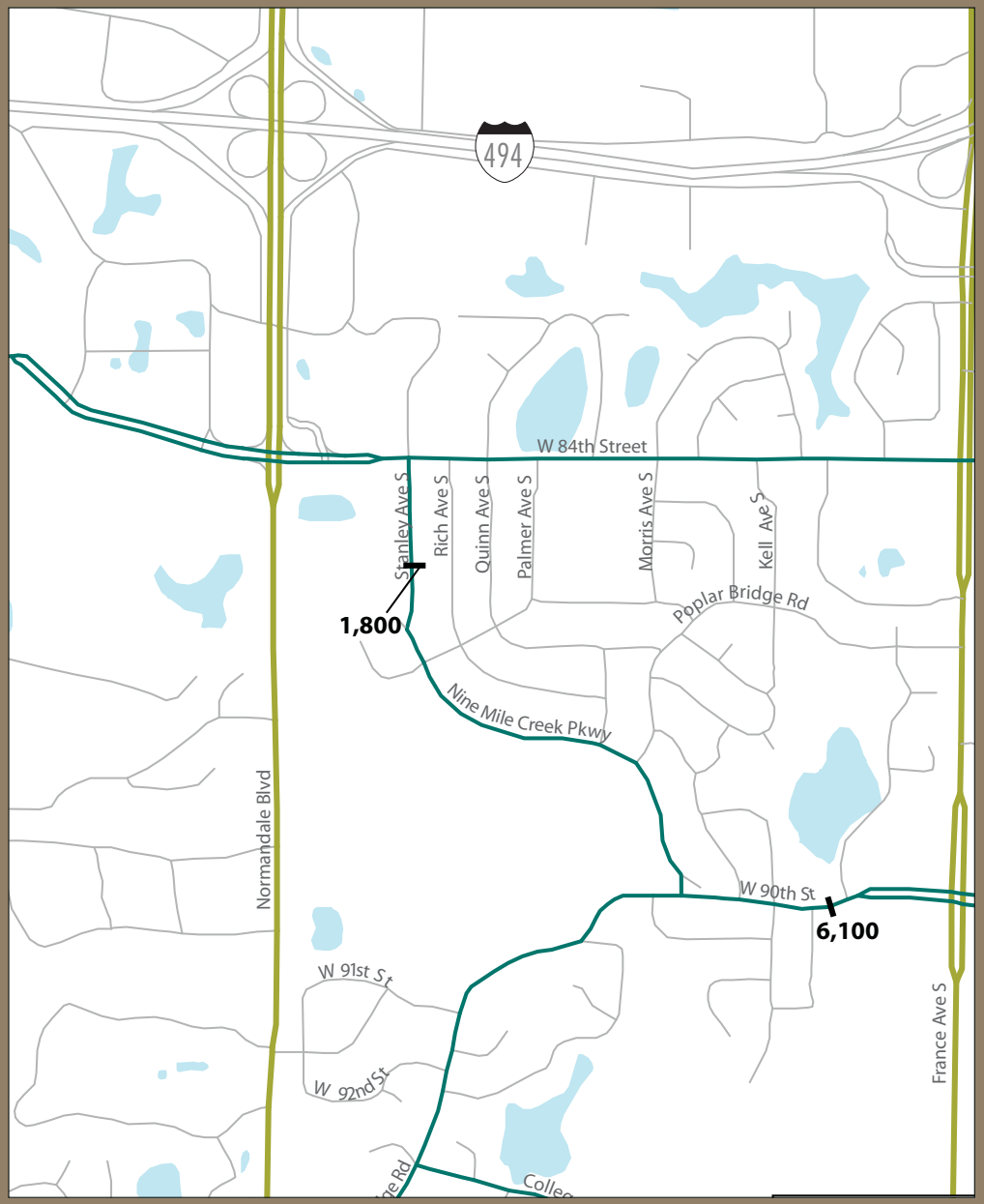
APPENDIX A

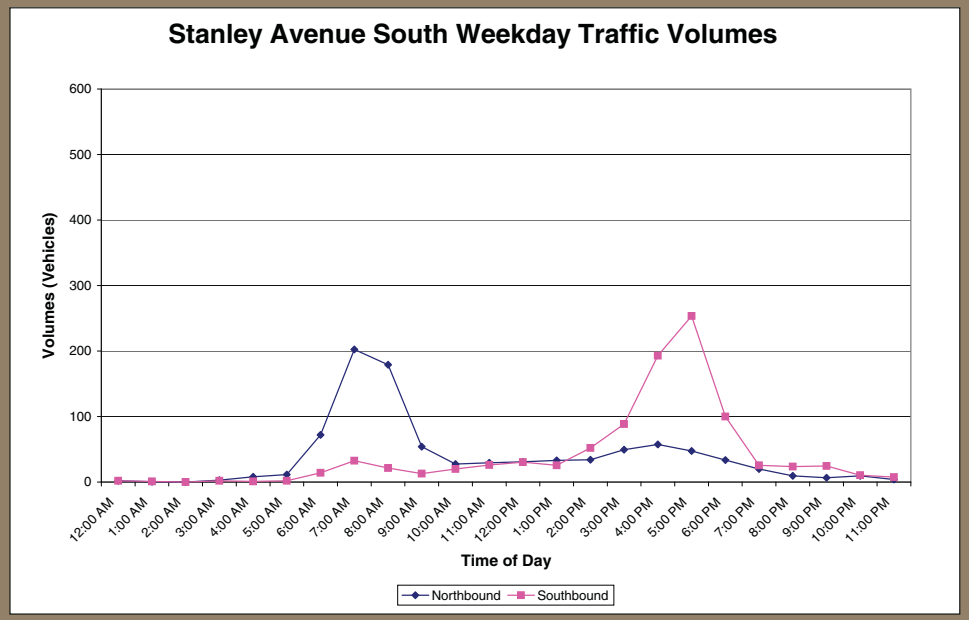
Study Figures

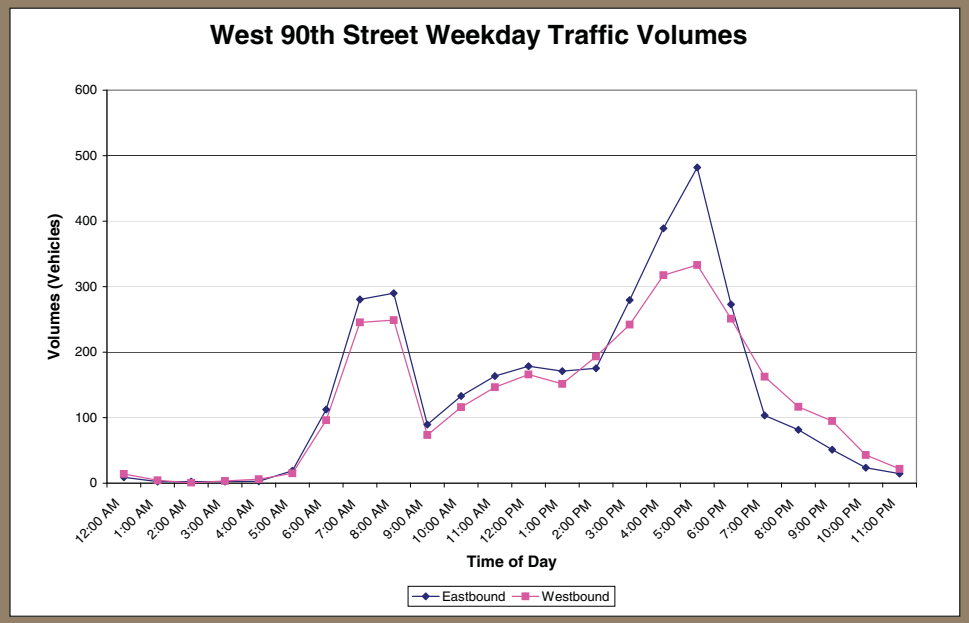
Traffic Volumes



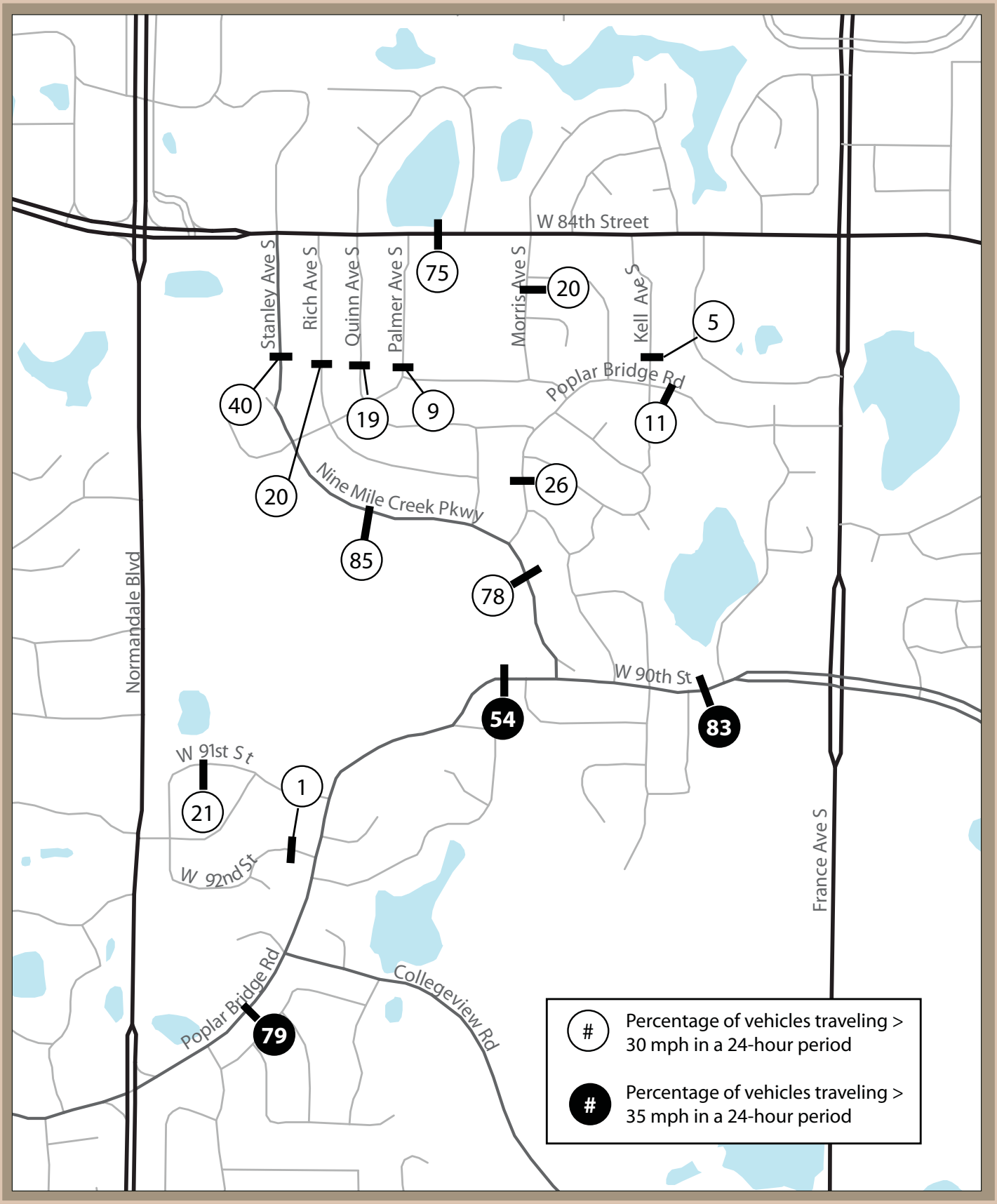
Traffic Volumes





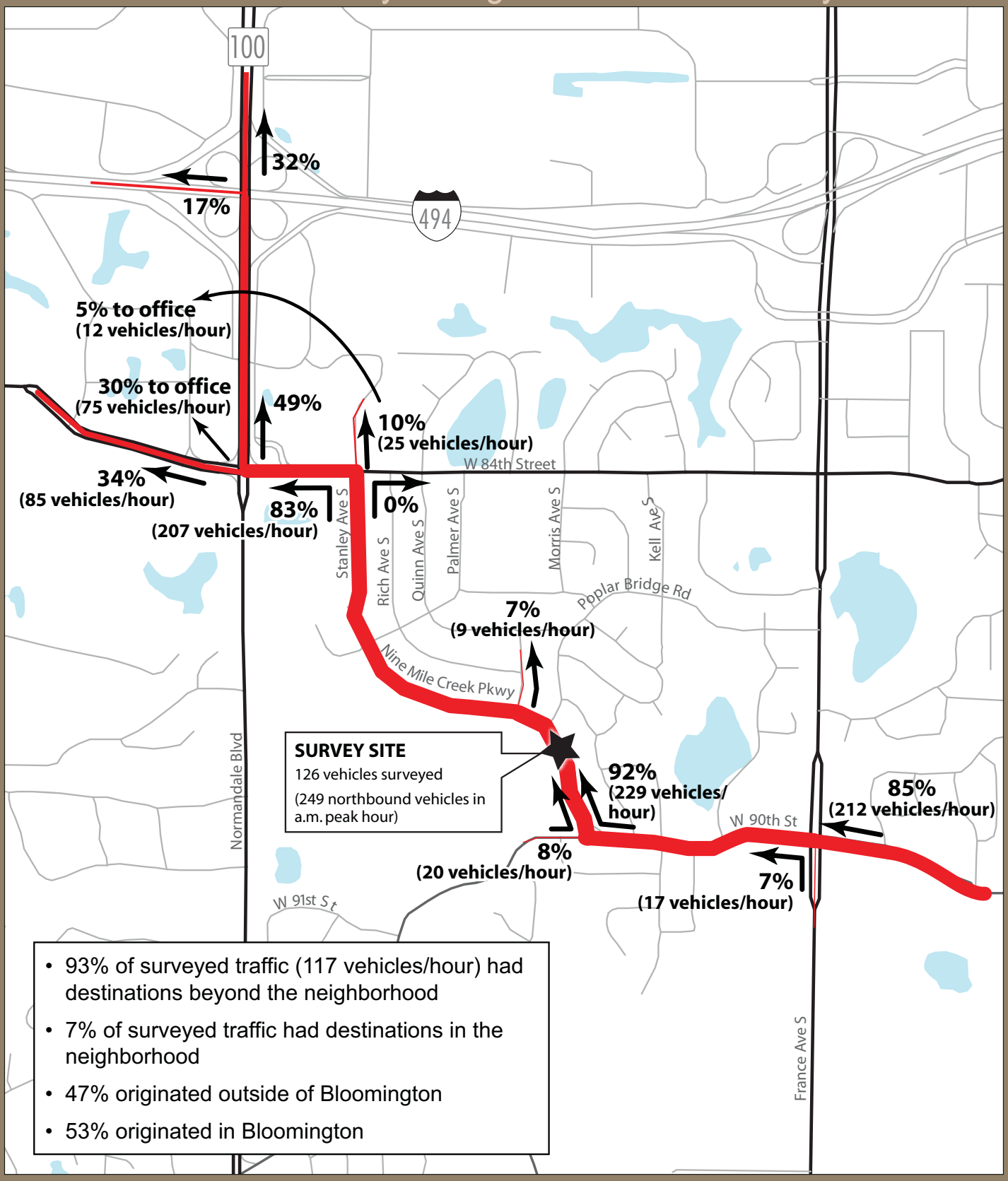


Speeds


W 84th Street
Stanley Ave S
Rich Ave S
Quinn Ave S
Palmer Ave S
Morris Ave S
Kell Ave S
Poplar Bridge Rd
Nine Mile Creek Pkwy
W 90th St
W 91st St
W 92nd St
Normandale Blvd
France Ave S
Collegeview Rd
75
20
5
40
19
9
11
20
26
85
78
54
83
21
1
79
Percentage of vehicles traveling > 30 mph in a 24-hour period
Percentage of vehicles traveling > 35 mph in a 24-hour period

A.M. PEAK Hour O-D Survey

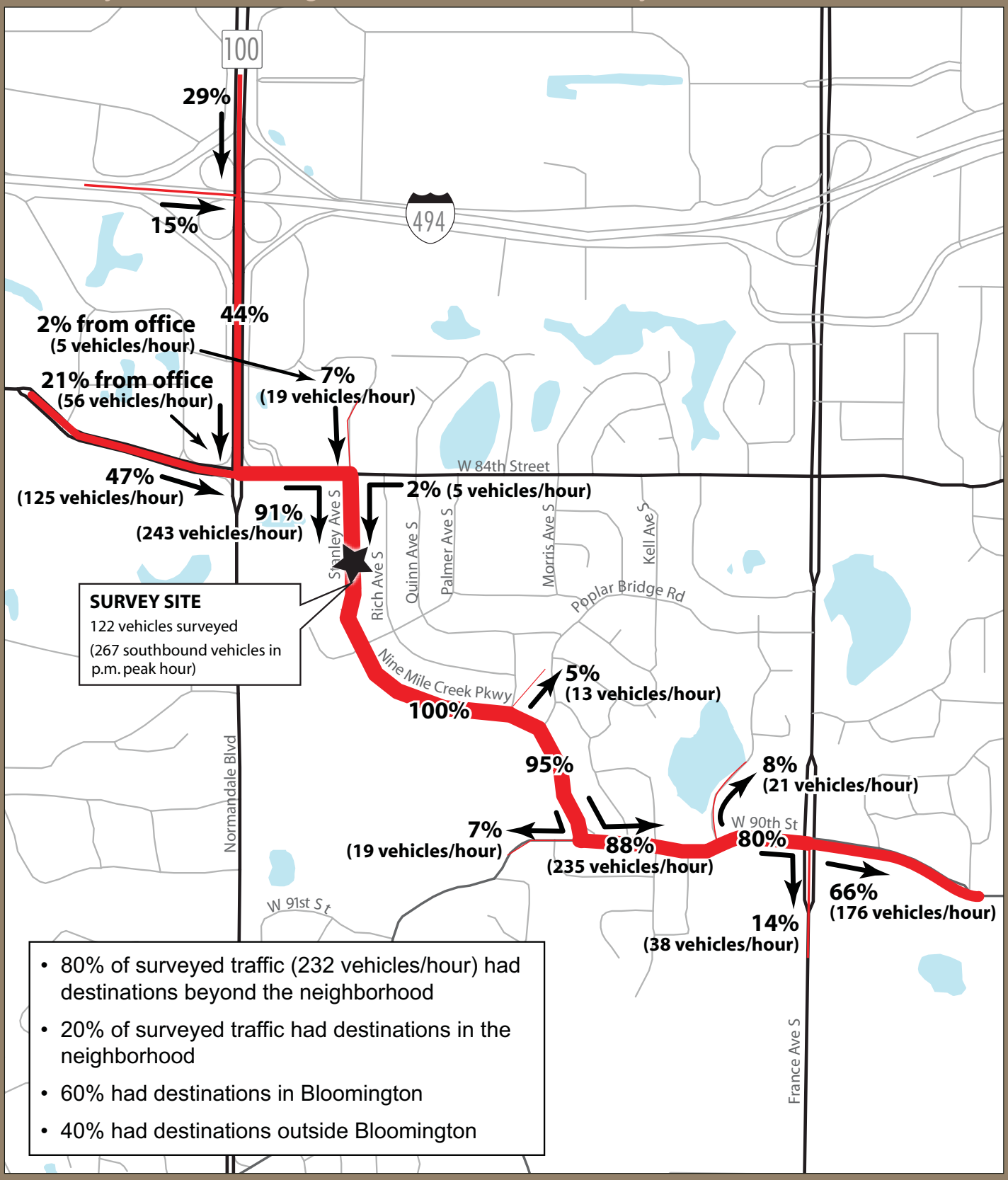
Nine Mile Creek Parkway – Origin-Destination Survey



- 93% of surveyed traffic (117 vehicles/hour) had destinations beyond the neighborhood
- 7% of surveyed traffic had destinations in the neighborhood
- 47% originated outside of Bloomington
- 53% originated in Bloomington

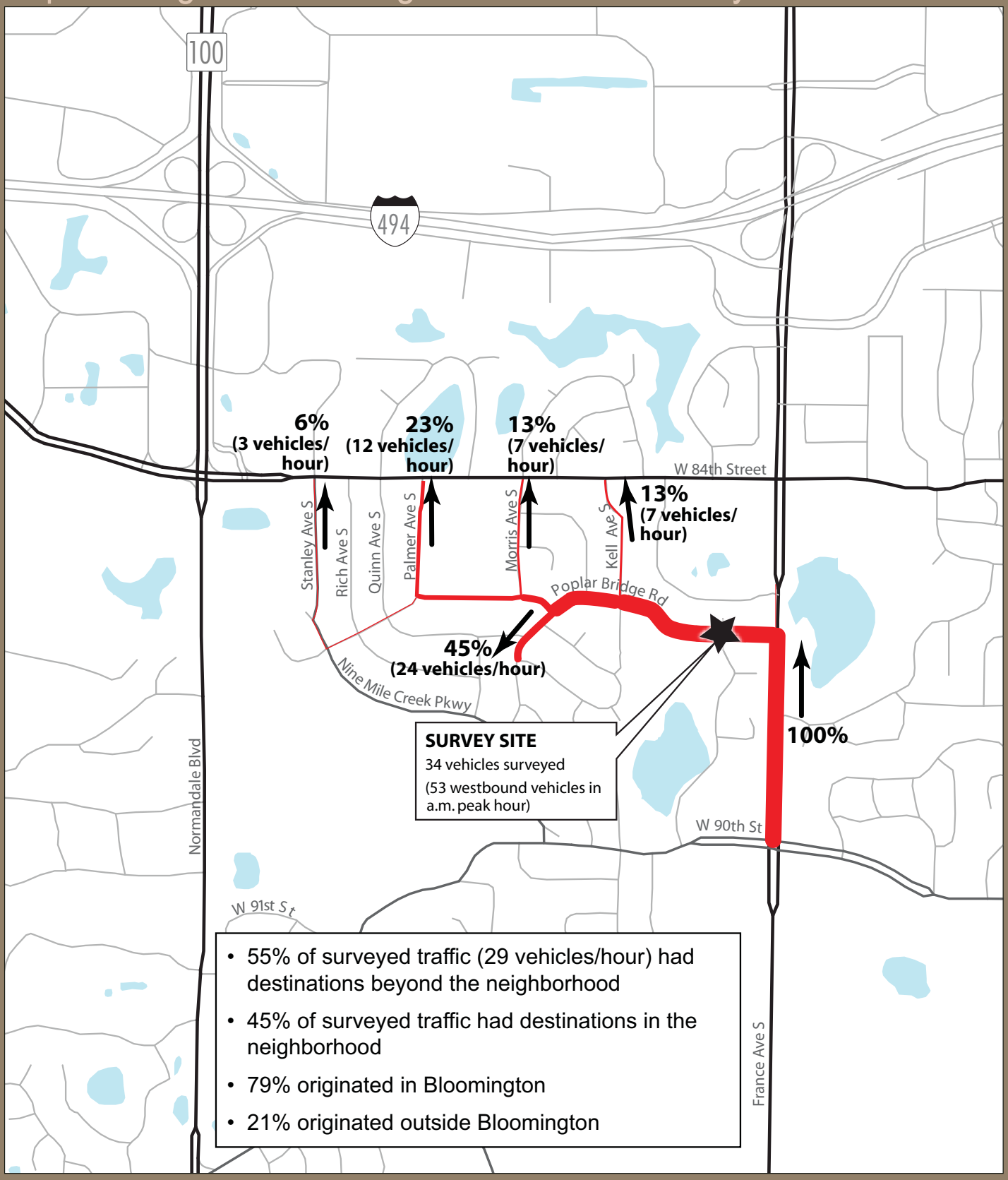
P.M. PEAK Hour O-D Survey

Stanley Road – Origin-Destination Survey



A.M. PEAK Hour O-D Survey

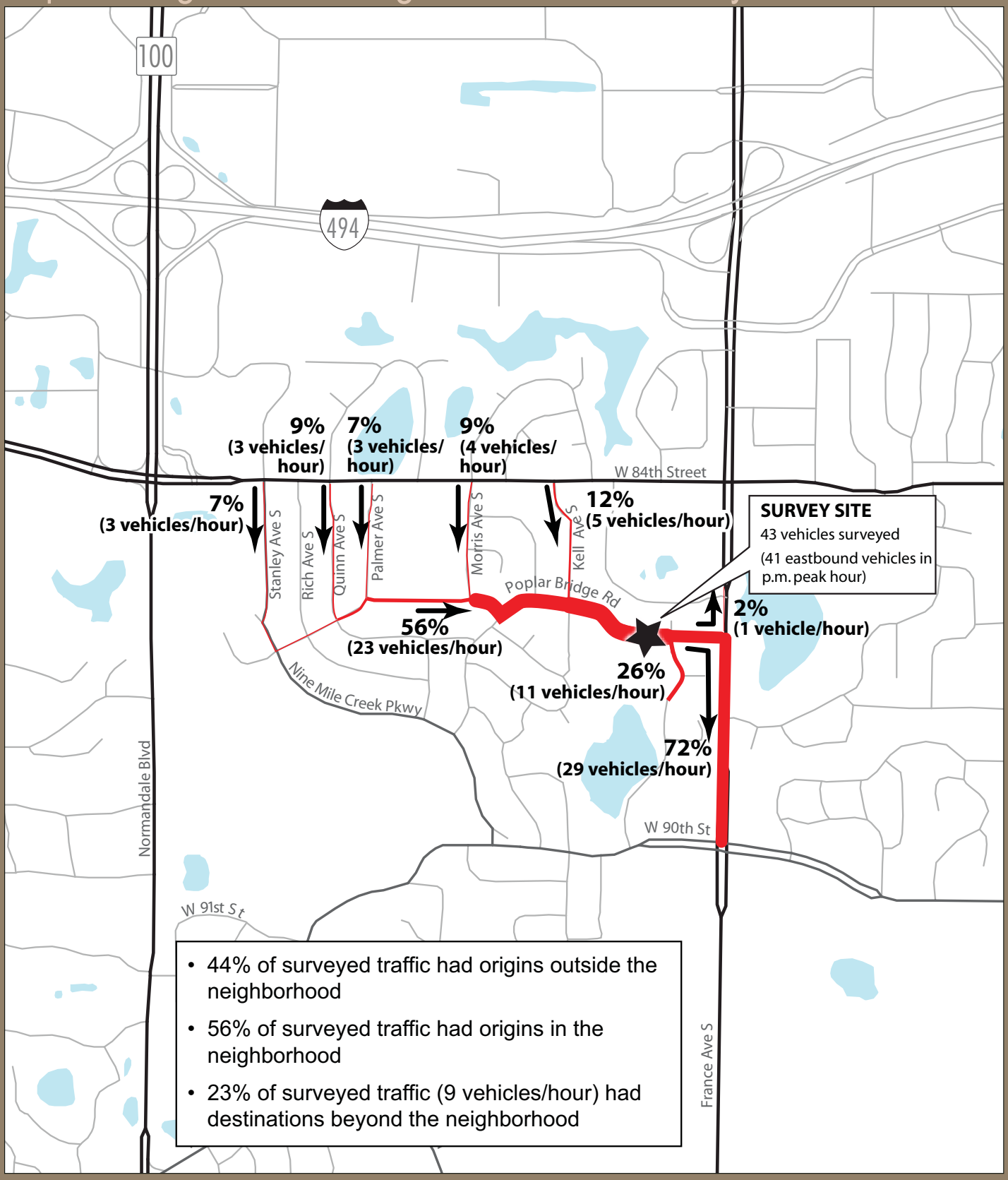
Poplar Bridge Road – Origin-Destination Survey



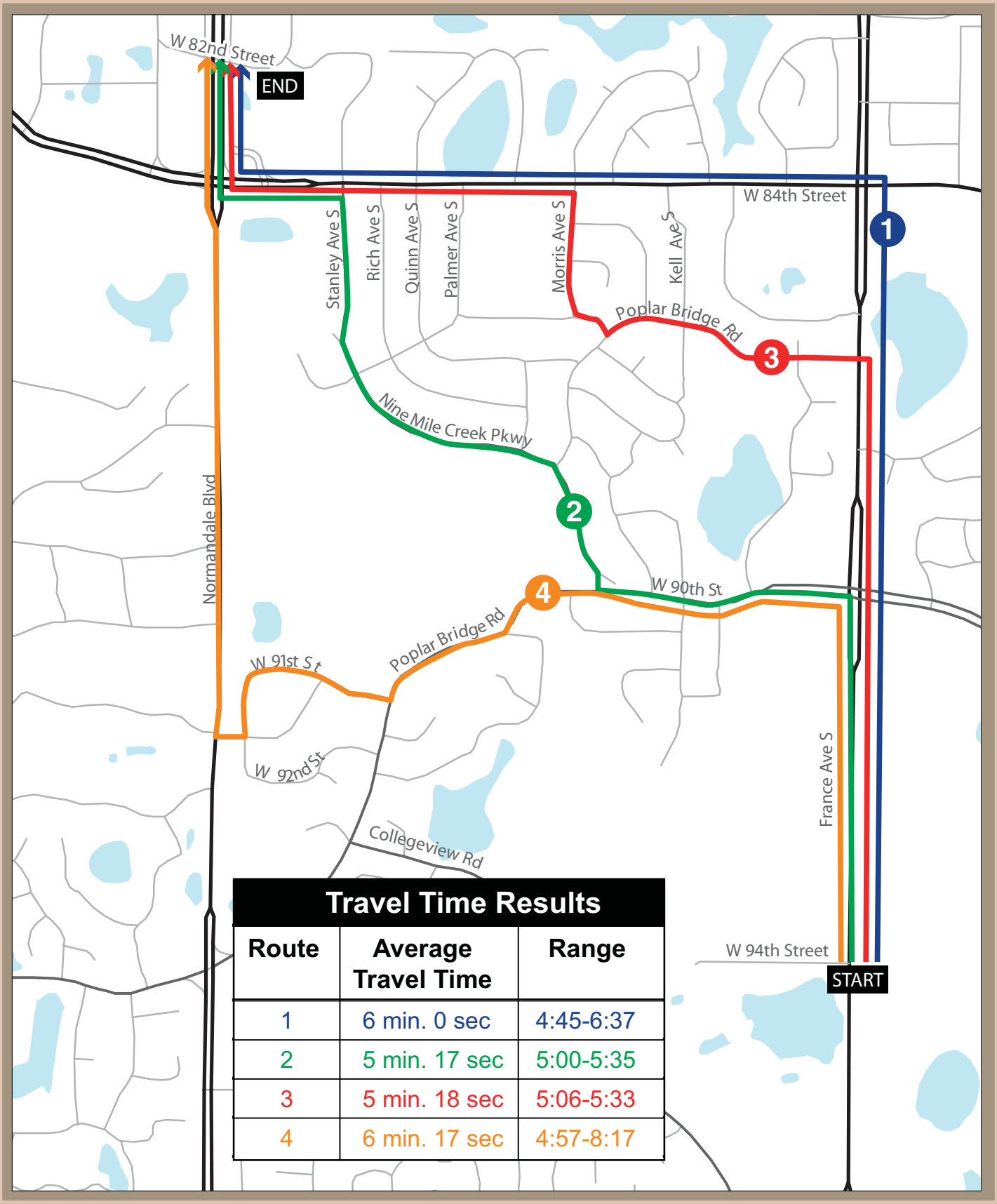
- 55% of surveyed traffic (29 vehicles/hour) had destinations beyond the neighborhood
- 45% of surveyed traffic had destinations in the neighborhood
- 79% originated in Bloomington
- 21% originated outside Bloomington

P.M. PEAK Hour O-D Survey

Poplar Bridge Road – Origin-Destination Survey



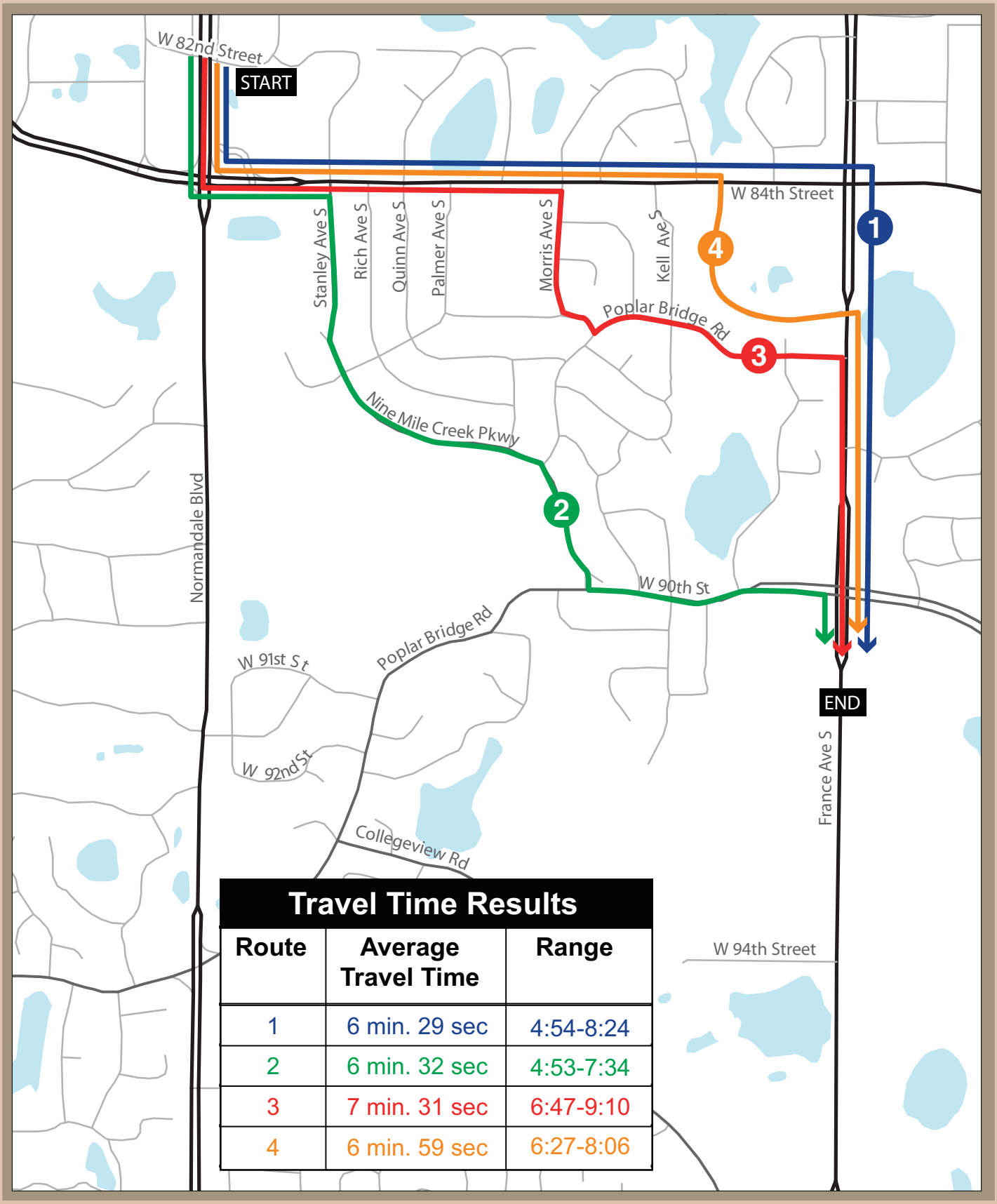
A.M. Peak Hour Travel Runs



Travel Time Results

Route	Average Travel Time	Range
1	6 min. 0 sec	4:45-6:37
2	5 min. 17 sec	5:00-5:35
3	5 min. 18 sec	5:06-5:33
4	6 min. 17 sec	4:57-8:17

P.M. Peak Hour Travel Runs

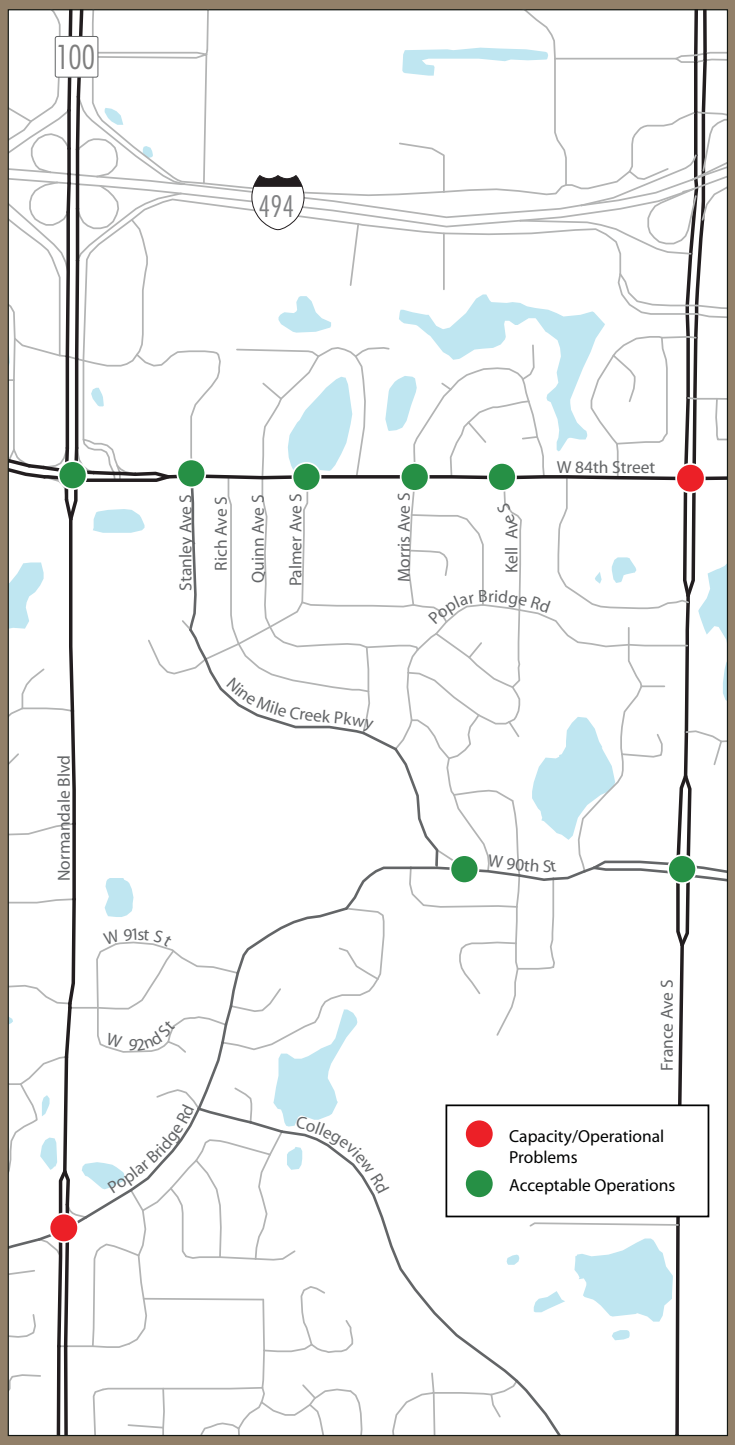


Travel Time Results

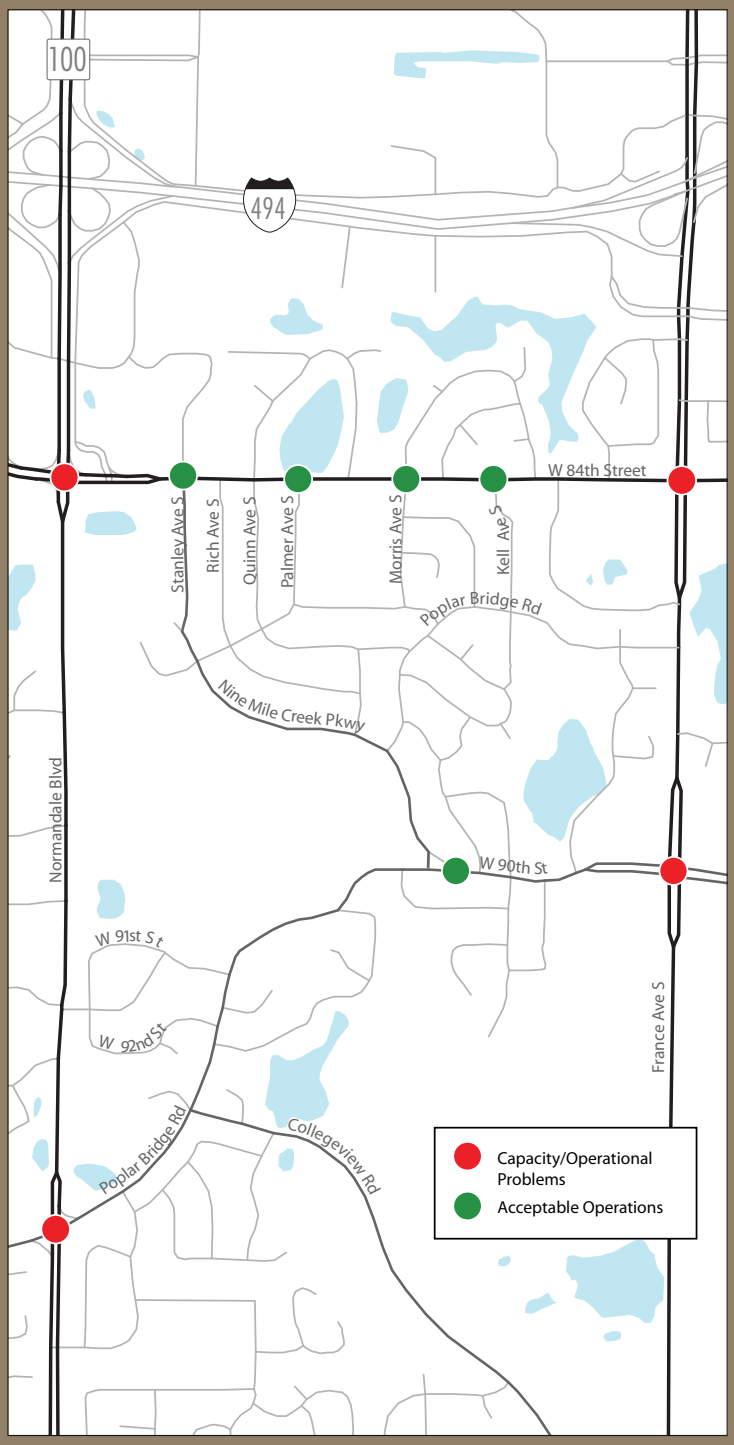
Route	Average Travel Time	Range
1	6 min. 29 sec	4:54-8:24
2	6 min. 32 sec	4:53-7:34
3	7 min. 31 sec	6:47-9:10
4	6 min. 59 sec	6:27-8:06

Peak Hour Capacity Constraints

A.M. Peak Hour



P.M. Peak Hour

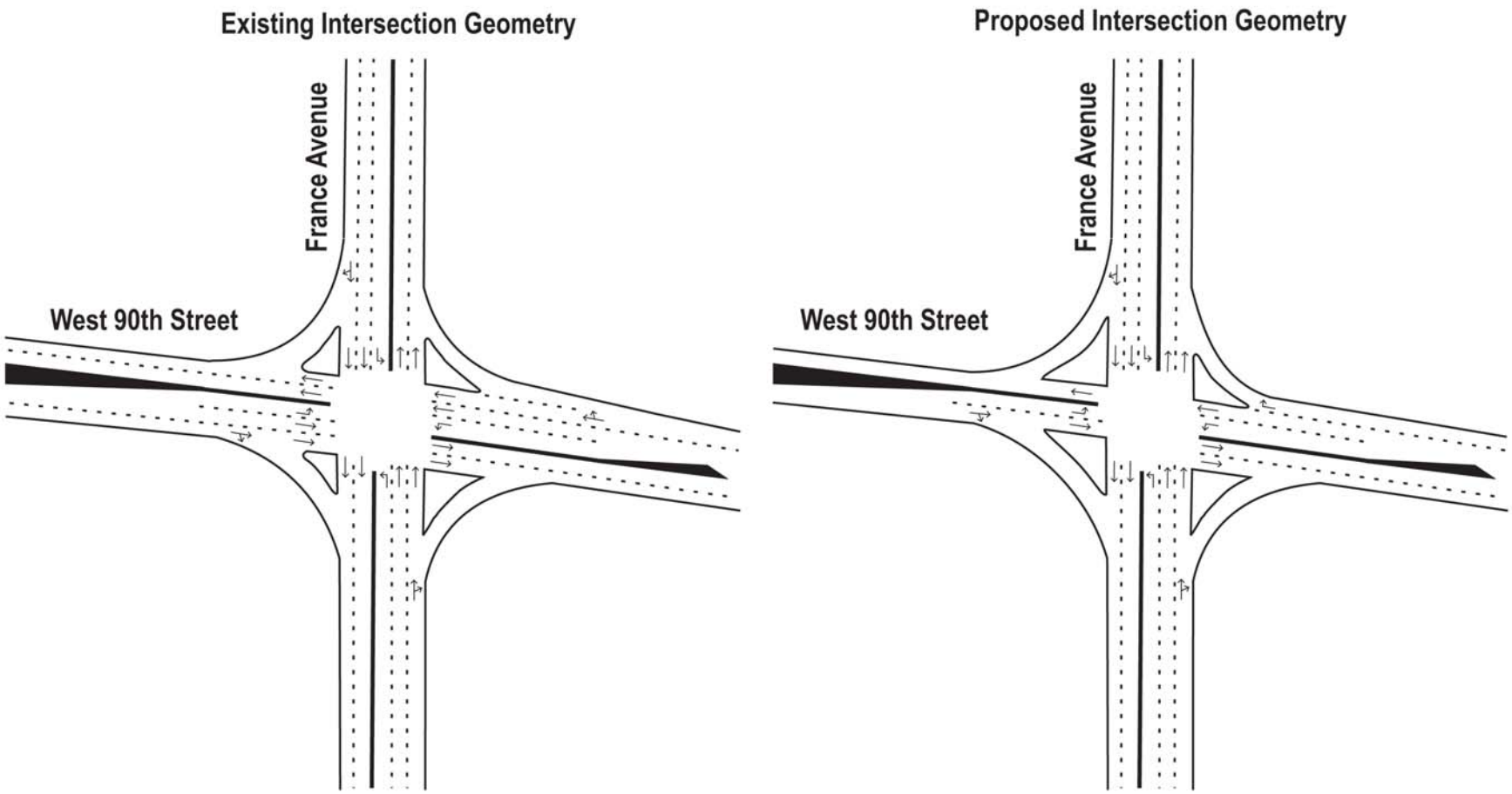


Proposed Intersection Improvements - West 84th Street and France Avenue

- 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

Proposed Intersection Improvements - West 90th Street and France Avenue



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

- 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"

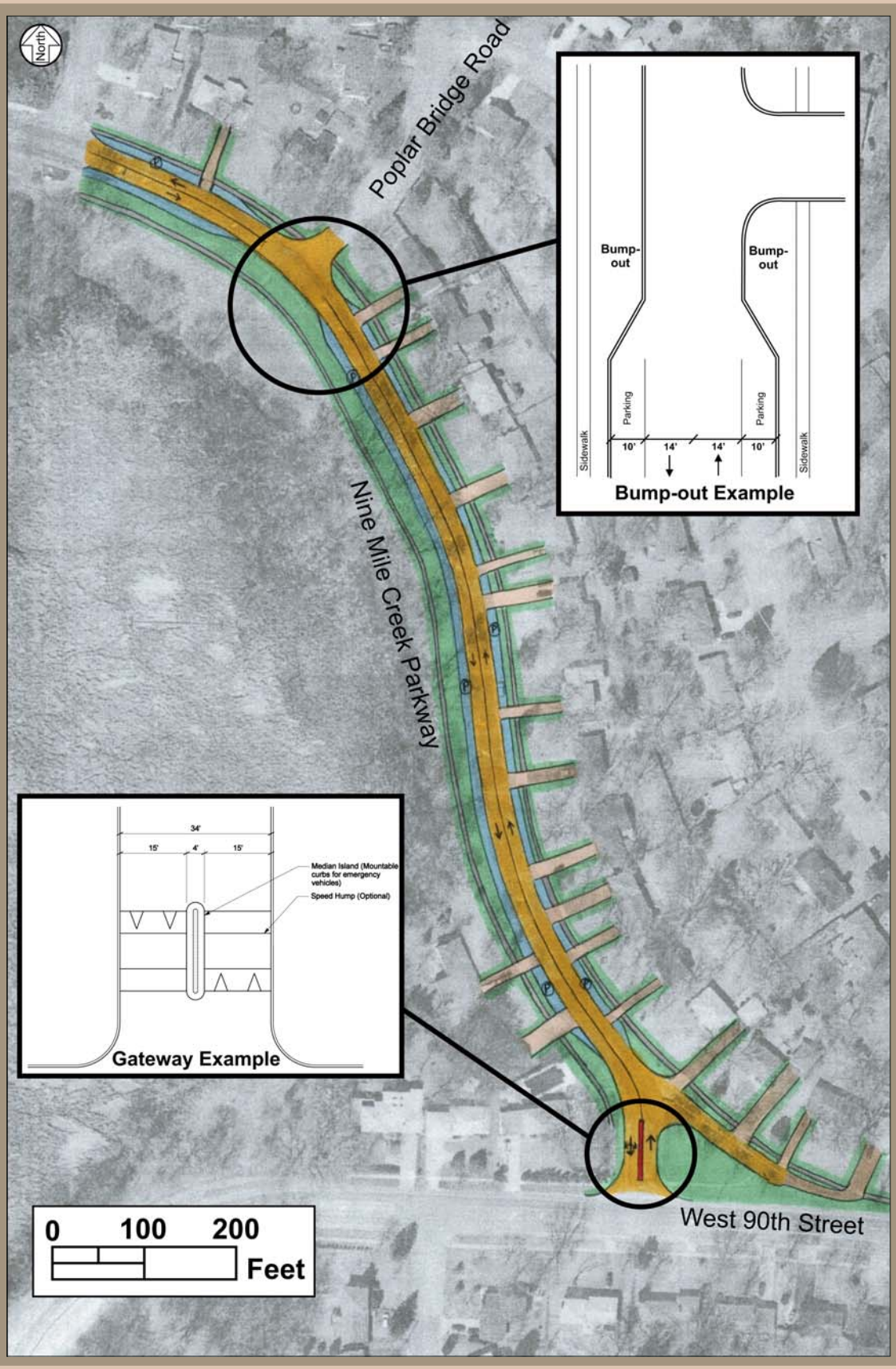
Potential Diverter Solution A

SRF

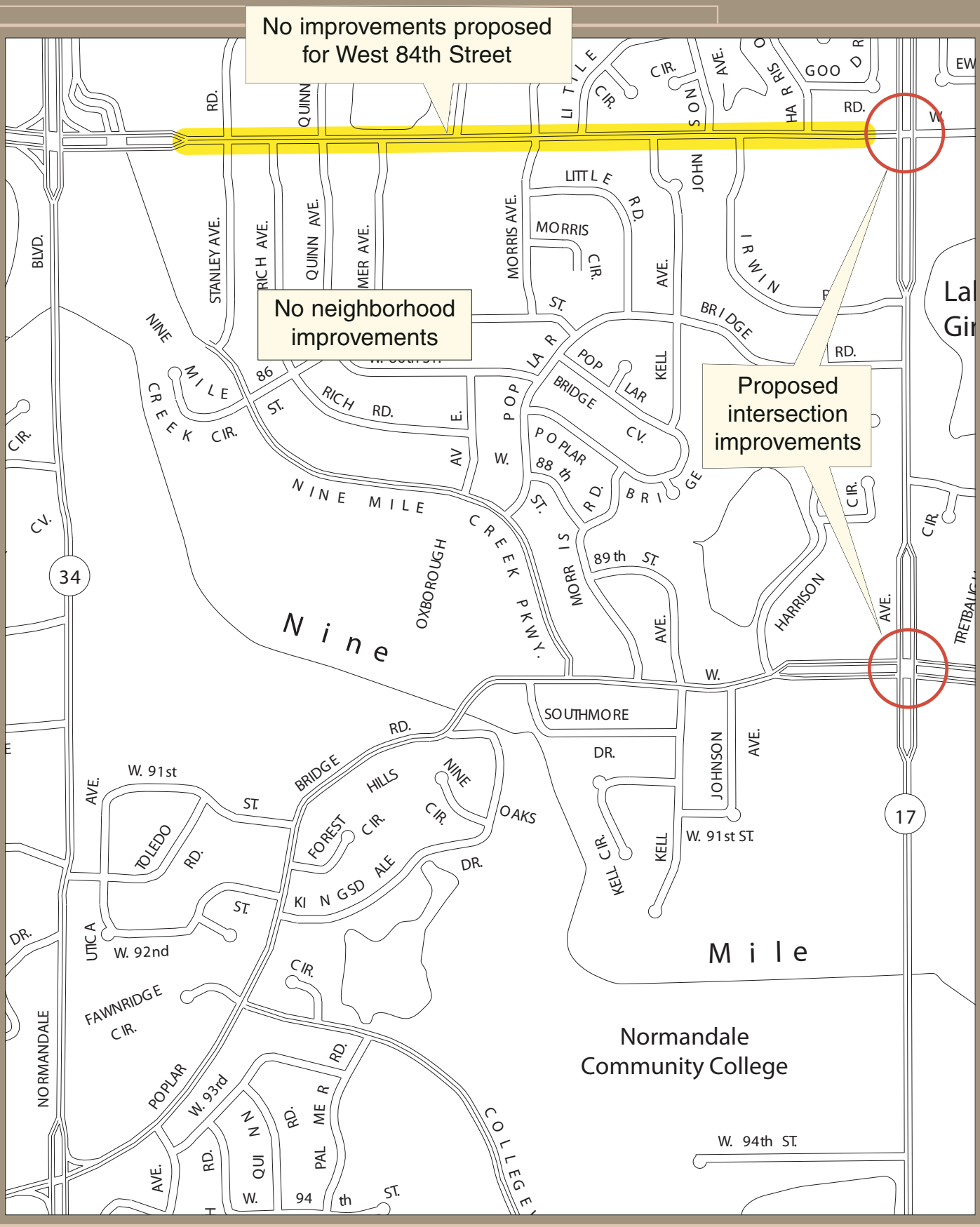
Potential Diverter Solution B

SRF

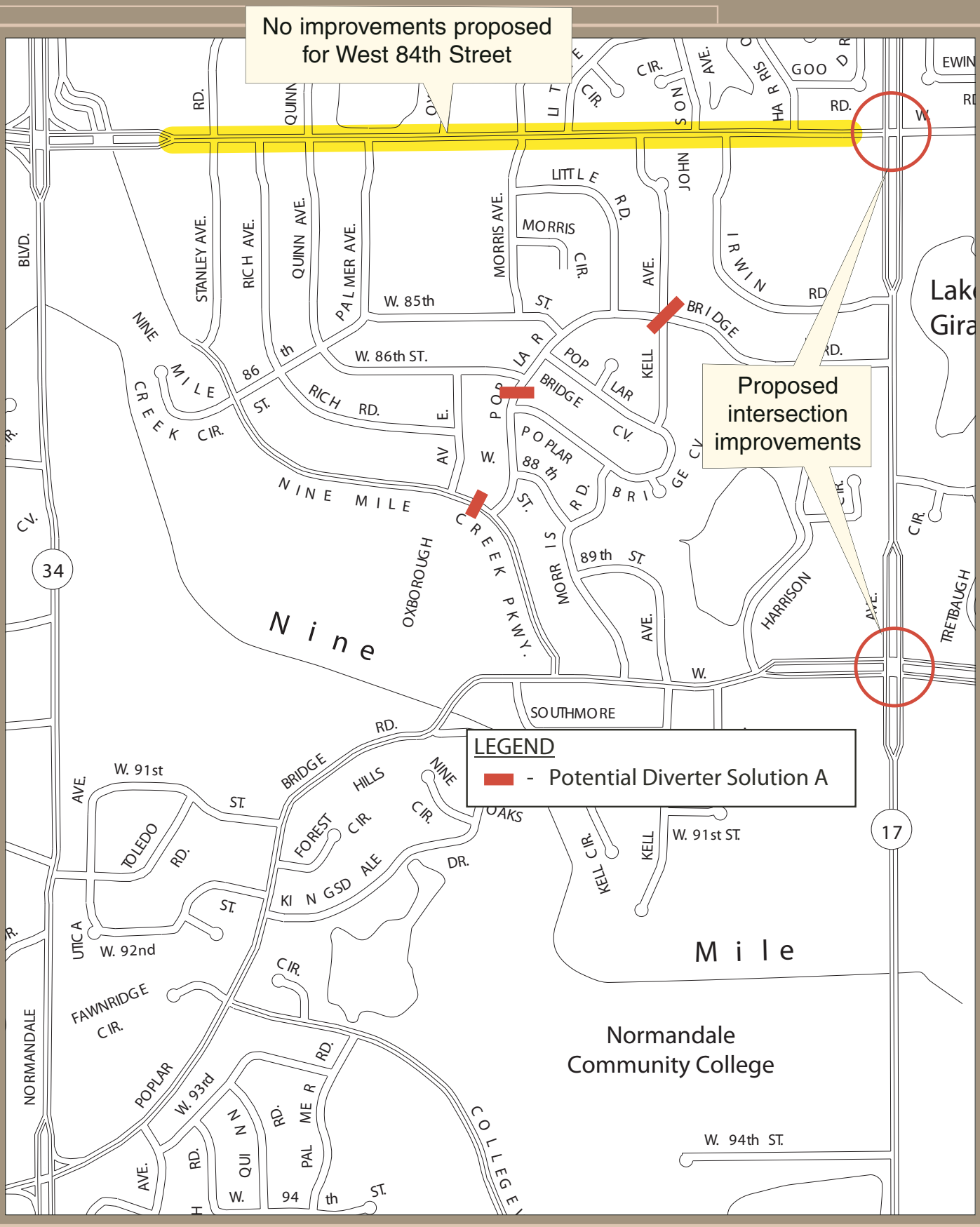
Potential Neighborhood Solution



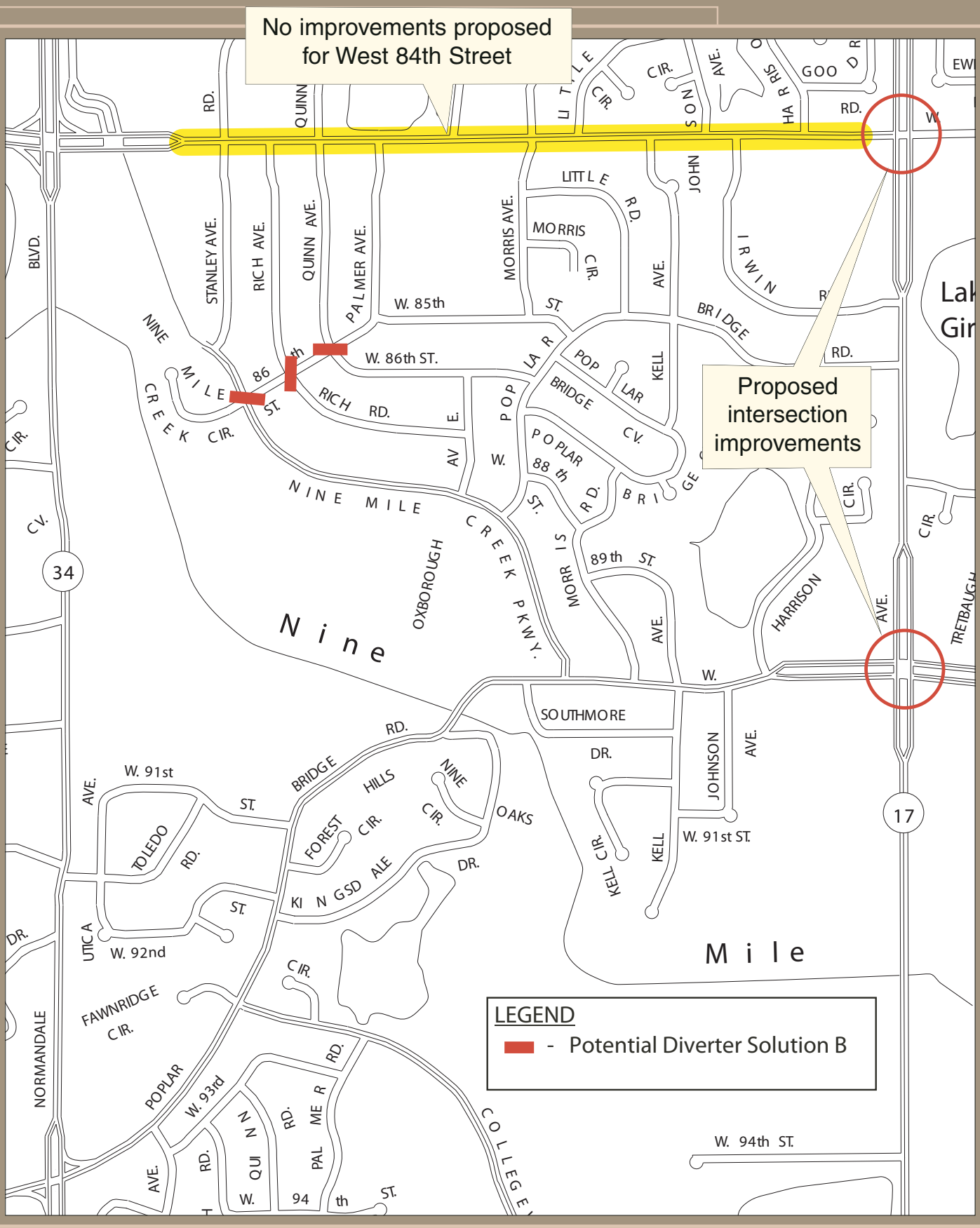
Alternative B



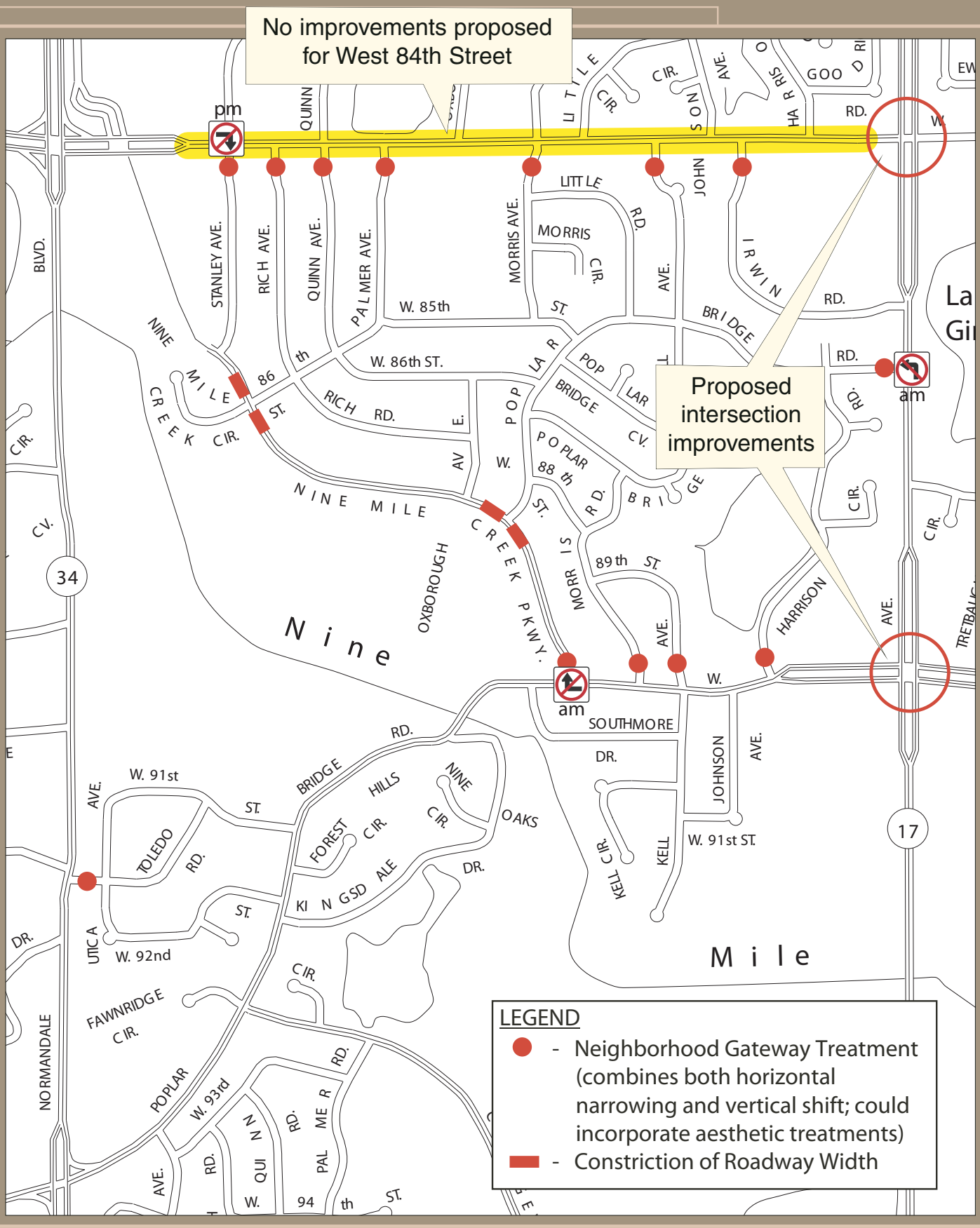
Alternative C



Alternative D



Alternative E



APPENDIX B

Study Advisory Committee Meeting Minutes
Open House Summary Comments

Poplar Bridge Neighborhood Traffic Study
Study Advisory Committee (SAC) Meeting #1
Minutes
October 22, 2007

1. Introduction

Introductions were made by the following presenters and attendees:

Presenters: Beth Bartz, SRF
Marie Cote, SRF

Attendees:

Name	E-Mail Address	Phone
Amy Marohn, staff		952-563-4532
Paul Jarvis, staff		952-563-4548
Chad Smith, staff		952-563-4915
Gary Anderson		952-858-4513
Brian Garthwaite		952-835-9829
Mary Lechtenberg		952-835-3727
John Gingerich		952-831-4900
Pat Tschohl		952-831-5644
Ken Tenk		952-896-1036
Karen Larson		952-921-9677
Curt Braatz		952-831-5034
Mark Thorson		952-835-7069
Timm Wienke		952-835-0528

2. Process Overview

Bartz explained they will be studying the Poplar Bridge Neighborhood as a "system" network and looking at how to influence or change human driving behavior in this area. She noted there are some principles about how to change human behavior and solutions that work well and some that do not work so well. People are motivated by time and some people are motivated by impatience. She noted if time is the same, some people would rather be moving than sitting at a

traffic signal. We need to acknowledge the fact that this study is not an easy problem or solution.

A Study Advisory Committee was formed and individuals from the neighborhood were invited to participate in this process. It was necessary to limit the size of the committee to work with. Bartz stated, in addition to the four meetings for the SAC, there will be two open houses during which other residents will be provided information and they can provide input.

The Study Advisory Committee includes:

- Neighborhood Representatives
- Poplar Bridge Elementary Representative
- Fire Station #4 Representative
- Business Representative

Role of SAC:

- SAC members were selected by City staff.
- 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

Marohn explained how the SAC members were chosen. Looking for a broad group of representatives from the entire neighborhood area, they started with the block captains for the neighborhood groups. They also contacted the contact person, Ken Tenk, who submitted the traffic calming application on behalf of Stanley Avenue and Nine Mile Creek Parkway. The committee also includes a fire station, business, and school representative.

Ground Rules:

- Listen respectfully, consider all perspectives
- Provide recommendations based on data and sound transportation planning/engineering practice
- Consider broader implications for both City policies and its transportation network
- Provide implementable recommendations in terms of feasibility and financial resources
- Meetings will be conducted in an orderly fashion
- Non-committee members can attend and observe, but cannot comment

Bartz noted that the functionality of I-494 affects the traffic flow in this area and as a result, there are problems during the peak hours in this neighborhood. She stated we do not have the ability to change I-494 and need to look at items in the smaller picture that we can have an affect on.

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

Public Involvement Process:

- SAC #1 Meeting – Problem Definition
- SAC #2 Meeting – Identify Alternatives
- Open House: Input on Alternatives
- SAC #3 Meeting – Evaluate Alternatives
- Open House: Input on Alternatives
- SAC #4: Formulate Recommendation
- Timeline: Six to Eight Months

3. Defining "the Problem"

Members of the SAC were given the opportunity to discuss and list their areas of traffic concerns for the neighborhood. Specific elements of "the problem" as perceived by SAC members were:

- 4-way stop: 84th/Quinn, 84th/Morris – drivers ignoring stop sign, complicated by bus stop, rush hour, left turns difficult

- No platooning – no gaps for left turns @ 84th/ Morris, 84th/Quinn and at any of the streets without stop signs

- East-West movement – Only options are: I-494, American Blvd, 84th, more traffic in the evening because of problems on I-494

- Stanley – morning and evening – not just local traffic (Fed Ex trucks). Issue is volume, speed also during mid-day times.

- Nine Mile Creek Parkway / Stanley – cutting corner

- Nine Mile Creek Parkway / 90th – 90% vehicles turn left in PM peak hour. Speed trailer has been effective, when used, on Nine Mile Creek Parkway.

- Increasing Problems on other Streets:

  - Toledo – more cut-through – speed and safety issues

  - Quinn – W. 86th – Poplar Bridge – France –

  - Avoiding congestion on 84th/France during PM peak

  - Quinn getting worse – not sure if problem on east end of Poplar Bridge

  - Little Road – not so bad in AM, worse in PM, especially if I-494 is backed up – exiting neighborhood to 84th eastbound is difficult

- Poplar Bridge Elementary School – all driveways on Palmer – difficult to make left turns from Palmer to 84th so folks go south on Palmer to 86th to Stanley
- School walkers – safety concerns – 84th Street especially
- Speeds on 90th in whole study area (Normandale – France), restriping has helped
- Northbound France motorists making left turns at Irwin (illegal turn at pork chop) to avoid lights to westbound 84th
- France / 84th improvements
- American Boulevard improvements

4. Summary of Data and Analysis – Understanding the Problem

Cote provided traffic data to the committee for understanding the problem and noted that additional data will be presented at the next meeting. She presented data on the volume, speed, and peak hour (AM and PM) capacity constraints.

She explained the functional classification of the roadways with I-494 as the higher classificationroadway which carries the higher volume. "A" minor arterial roadways are France and Normandale and "B" minor arterial or collector roadways are streets such as 84th, 90th, Poplar Bridge, and Collegeview.

Traffic volumes have been collected on many of the roadways in the study area. She noted that local residential streets typically carry 1,000 vpd or less per day. Some of the residential streets in the study area (i.e. Stanley) carry more than that. (See Traffic Volumes on website).

Speed data was also collected on many of the streets in the study area. The boards show the percent of vehicles traveling over the speed limit (See Speeds on website).

Turning movements at intersections were collected during the peak traffic hours and this information was used to create a model of these intersections. Cote explained that "level of service" is based on the average delay at an intersection. In the AM peak hours, there are problems at the intersections of 84th/France and also at Poplar Bridge Road/Normandale. During the PM peak hours, all the arterial roadway intersections that surround the neighborhood have operational problems. (See Peak Hour Capacity Constraints on website.)

Origin-Destination Studies will be completed in the near future (were completed in the weeks following the 1st SAC meeting) at various locations. During these studies, personnel will stop vehicles and ask their origin and destination for their trip as well as other information such as route, etc.

Bartz will bring the concept that is being talked about in the Normandale Lake District Study to the next meeting for discussion and inclusion in this study.

5. Significance of the Problem

Bartz provided each committee member a two-question survey with the following questions:

- How important is it that "the problem" be solved?

- What are we willing pay (both direct and indirect costs) to solve "the problem.?"

On a scale of 1 to 5, the members were asked to rate the first question with 1 being "Not important" to 5 being "Critical." Also they were asked to rate the second question with 1 being "Nothing" to 5 being "Whatever it costs."

Bartz noted the results were as follows:

First question: Most answers were at the 4 level with a couple at 3 and one at the 5 level.
Second question: Most answers were at the 3 level with one at 5 and two at level 4.

From this brief survey, she noted that the entire committee seems to be on the same page of believing there is a problem and since the rankings are close together, it is likely the group can come together to work out a recommendation.

6. Prioritizing the Specific Elements of the Problem

From the list of problems identified in #3 above, the committee members were each given seven dots to place on the "problem" areas. They could put all their dots on one item, or spread them over many. The results indicated problems at:

- Four-way stops at 84th/Quinn and 84th/Morris (5)
- Lack of platooning (3)
- East-west movements (4)
- Stanley Avenue speed and volume (9)
- Nine Mile Creek Parkway / Stanley / 90th intersections (6)
- Quinn – W. 86th – Poplar Bridge – France traffic pattern (7)
- School walkers – safety (5)
- 90th Street between Normandale and France – speeding (5)
- France / 84th improvements (5)
- American Boulevard improvements (7)

When asked why we are having a speed problem in this area, Smith noted it is likely not above average compared to other parts of the City and that speeding is an increasing issue everywhere.

Bartz spoke of a neighborhood pace car program which motorists in a neighborhood sign a pledge that they will not drive over 30 mph.

Bartz noted a "problem statement" will be created which captures of the above referenced problems.

7. Summary of Tasks 3, 5 and 6: Agreement regarding "the Problem"

Data from the Origin-Destination study will be evaluated to learn more about the travel patterns and times and how to solve the problem. From that information, potential alternatives and solutions will be formulated. They will need to consider available right-of-way and not come up with a solution that will force traffic to another local roadway. A feasible solution will keep it within the right of way and the solution could involve Hennepin County.

8. Preview next meeting

The next meeting will be held either December 3rd or 10th. Committee members will be notified when the date has been finalized.

The Committee was encouraged to attend the Normandale Lake District Plan Open House on Thursday, October 25th, from 4:30 to 6:00 p.m. at the Bloomington Civic Plaza.

9. Adjourn

The meeting adjourned about 7:05 p.m.

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Poplar Bridge Neighborhood Traffic Study
Study Advisory Committee (SAC) Meeting #2
Minutes
December 10, 2007

SAC Members Attendees:

Curtis Braatz
Mark Thorson
Ken Tenk
Mary Lechtenberg
Dr. Gail Swor
Joy Forster
John Gingerich
Brian Garthwaite
Timm Wienke
Pat Tschohl
Karen Larson
Russ Burnison
Bruce Koke

City Staff:

Paul Jarvis
Chad Smith
Amy Marohn

SRF:

Marie Cote
Beth Bartz

1. Opening Remarks

Beth Bartz, SRF, welcomed those in attendance.

2. Review of Agenda/Meeting Objectives

- There will be a total of four SAC meetings.
- The 1st meeting was used to identify the areas of traffic concerns and review some traffic data for the area.
- At SAC meeting #2, we will:
  - Recap what the problem is and define problem.

- Review origin-destination studies and other data.
- Discuss criteria used to evaluate alternatives.
- Discuss range of alternatives.

- The 1st open house will be held in January, 2008.
- Following open house #1, SAC will meet for 3rd meeting and begin evaluation process.
- The second open house will be held in late winter to evaluate the options.
- SAC recommendation will be developed at SAC meeting #4.

3. Recap for Meeting #1

- Bartz summarized last meeting's concerns into a "Problem Statement" (see Handouts link).

4. Summary of Data and Analysis – How to Solve the Problem

Marie Cote, SRF, reviewed the following traffic data:

- Traffic volumes (see Travel volumes link from SAC meeting #1).
- Traffic speed (see Speeds link from SAC meeting #1).
- Origin-destination survey results (see O-D Survey results boards link).
  - Cote noted of the 126 vehicles surveyed in the AM peak hours on Nine Mile Creek Parkway, 93% had destinations beyond the neighborhood and 7% had destinations within the neighborhood. Of the 122 vehicles surveyed in the PM peak hours on Stanley, 80% had destinations beyond the neighborhood and 20% had destinations within the neighborhood.
  - The numbers on the boards below the percentage reflect what the total number of vehicles per hour would be if the sample size was projected onto the total volume for the peak hour.
- Travel Time Analysis during AM and PM peak hours (see Travel time analysis boards link).
  - Although the average travel time for the different routes only varies by less than one minute, Route #1 on the arterial and collector streets takes longer and has more variability than the routes on the local streets (Route #2).
  - Cote stated that routes that are quicker and/or more reliable tend to be the routes that attract more motorists.

5. Preliminary Evaluation Criteria

Bartz summarized the "Study Goals/Constraints/Facts/Evaluation Criteria" (see Handouts link).

- Bartz referenced the "engineer's rule of thumb" which states if you want drivers to change their route, there has to be a 30% difference between what they currently experience and the route you want them to move to.

- She noted that part of the approach to changing human behavior is to make it less pleasant to do the thing you don't want them to do and more pleasant to do the thing you want them to do.

- She noted the stop signs placed on W. 84th Street are possibly working against the system because motorists are annoyed that it is taking them more time to travel 84th Street. Staff noted those stop signs were installed in 1991. Bartz noted consideration could be evaluated as to their removal. SAC member indicated neighborhood concern with access onto W. 84th Street if stop signs are removed.

6. Potential Alternatives for Consideration

Cote addressed the alternatives (see Presentation link).

- Regional Improvements:

  - Although the City cannot control improvements on the regional system, they can continue to encourage and recommend changes.

  - Bartz noted a possible improvement to I-494 between France and I-35W would be an auxiliary lane (a lane which connects ramp to ramp). This lane would provide capacity to I-494 between those two interchanges. However, it would result in the loss of a shoulder in that area.

- Arterial Roadway and Intersection Improvements (see Handout link).

- Neighborhood Traffic Safety Improvement Opportunities (see Handout link).

  - Noted there are three approaches: Education, Enforcement, and Engineering. Cote noted the engineering methods are generally the most effective.

  - Possible options for improving 84th Street (besides the intersection improvements):

    1) Leave 84th Street as it currently exists.
    2) Leave 84th Street as it currently exists and remove traffic signal at Stanley.
    3) Modify 84th to a three lane section (one lane in each direction and two-way left turn center lane), remove stop signs at Quinn and Morris, and possible removal of traffic signal at Stanley.

  - Members discussed: the removal or additional signals on 84th Street, potential effects on gaps in traffic flow, median refuge at school crossing (with the option of one lane in each direction and two-way left turn lane), pedestrian bridge over 84th Street, limiting commercial truck traffic on Stanley/Nine Mile Creek, solar powered pedestrian crossings, and American Boulevard relationship to this area.

  - Bartz noted the alternatives considered may not be the final solution but different scenarios will be tested and the information gained from the testing can help shape a final scenario.

- A committee member discourages any changes to W. 84th Street that would encourage motorists to travel more quickly.

- Bartz noted 84th Street is challenging because it started its life as a residential street and has taken on a higher function over time because of its location in the grid. It is also challenged by a school, fire station, etc.

- Cote stated they will set up a model (with pedestrian traffic also) to demonstrate and test movements on and onto W. 84th Street with some of the proposed options.

- Bartz listed issues that will be studied as: capacity, speed, visibility, pedestrian crossings, bus stops, etc.

- Bartz noted the goal is to move traffic from the neighborhood to arterial routes. The result may take local residents longer or make it less convenient. There needs to be a balance as to how much the neighborhood is willing to tolerate.

- Types of Measures and Effectiveness (see Handouts link) were discussed by Bartz and Cote. These measures address reduction in traffic speeds and traffic volumes and include speed humps, speed table, raised intersection, diagonal diverter, half closure, traffic circle, choker, center island narrowing, and landscaping.

- It was noted that the committee was open to studying the option of installing diverters in the neighborhood.

- A committee member felt many of these devices could be temporarily installed to test their effectiveness before permanent installation.

- It was noted that speed tables were placed on Stanley several years ago as a temporary trial. A committee member noted they were noisy for homeowners along Stanley.

- A committee member stated about four years ago the Stanley neighborhood presented the City Council with a petition signed by 100% of the residents on Stanley Avenue, south of W. 84th Street, to request that barricades be placed between Stanley and Nine Mile Creek (with a removable gate for emergency vehicles). To prevent cut-through traffic, diagonal diverters could be placed on 86th Street at other intersections to the east. This committee member noted this would be a fairly inexpensive recommendation.

- A committee member emphasized that volunteer fire fighters live in this neighborhood and any changes to the street network would affect their travel time response time to reach Fire Station #4.

7. Upcoming Meetings

- Open House on January 7, 2008, 5:00-7:00 p.m. at Poplar Bridge Elementary School with City staff and SRF staff.

- There will be a storyboard open house format with SRF staff providing a short orientation at 6:00 p.m. There will be opportunity for residents to provide feedback.

8. Preview next meeting

- The next meeting will be in late February, 2008.

9. Adjourn

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Poplar Bridge Neighborhood Traffic Study
January 7, 2008 5pm-7pm

Comment Cards

Street Name	Phone	Comments	Problem				Options							Comment
			Volume	Speed	84th St Access	Other	Diverters/ Closure/Partial Closure	Stop Control	Entry Treatment/Vertical or Horizontal	Other/ American Boulevard	Regional	Arterial/ Collector	Local	
Forest Hills Cir.	952-831-5221	Is it possible to have MnDOT extend the island at Normandale and Poplar Bridge Road going south to accommodate more than 6-7 cars turning left onto Poplar Bridge Road going south. It sometimes takes several stop lights to get into that left turn lane.				1						1		
Goodrich Rd	952-835-0253	Additional traffic light on 84th Thank. I favor the narrowing of lanes on 84th street. Whatever you decide please bear in mind the safety of young children, older adults and just singles that love to walk safely in our circle. As part of our Circle I personally favor the speed bumps. Have a nice day						1	1			1		
Harrison Rd.	952-836-0513	Would you ever consider making some neighborhood streets more narrow, particularly Poplar Bridge by France (as this might become congested soon) with a median? If a median was put down center or another similar option, it would naturally slow down traffic there thus naturally discouraging people from using these neighborhood streets for a cut-thru. Not to mention it would beautify the neighborhood at the same time. This appeals to me. I prefer this option to speed humps, tables or raised intersection. I also don't care for speed trailers or flashers as they take away from the neighborhood "feel" and make it feel more industrial/city-like. Would adding sidewalks help narrow the roads - as well as provide a cue to drivers that this is a neighborhood? I would love more sidewalks personally (selfishly on Harrison Rd.).							1				1	
Irwin Rd	952-837-8027	Should use turn restriction signs at entrances into neighborhood (with intial enforcement push) to restrict cut-through traffic without the expense of construction. Could the use of American Boulevard at Bush Lake Road be made more usable with advertising the availability of such. It could take a lot of traffic from 84th Street.				1				1		1	1	turn restrictions
Irwin Rd.	952-835-2215	After rains, my street is flooded and it is dangerous and hazardous to enter the street because of flooding caused by the bad drain in front of the house and across the road.												Street flooding
Irwin Rd.	952-835-4834	From everything I observed, you neglected to consider the "whole" picture on 84th Street from Normandale to France Av. You cannot now make a left turn onto France Avenue from Irwin Road at any time. I challenge the committee to try to make a left turn from Irwin Road onto 84th Street during rush hour. It is next to impossible - you have forgotten completely about people living east of Stanley, or thereabouts. Look at the whole street please - 84th between Normandale and France Av.			1							1		
Irwin Rd. #117	952-835-8955	Girard Park East and West condos each house 60 households. In addition, there are 20 (I think) houses on Irwin as well. We need, at the very least, a three-way stop at Irwin and 84th. As it is now (and it will get worse as the area takes more traffic), making a turn from Irwin to the left onto 84th is a guessing game during heavy traffic - even to turn right is difficult. There is no left turn (northbound) from Irwin to France, and the left turn from France to Irwin is a scramble on a short quick U-turn -- another bad spot as traffic grows. A three-way stop sign at Irwin & 84th could save lives.			1			1				1		
Kell Av.	952-832-9177	Put more stop lights on 84th to make the cars stop especially at evening rush hour. It is almost impossible to turn into Kell off of 84th some days. I moved into the area in 1994. The traffic has increased a lot since then. Also trying to get out of your driveway is hard. I live right before the curve on Kell and in the morning especially, cars go so fast. They come off of France and Poplar Bridge Road to Kell to get to 84th. It is hard to back out without causing an accident. Are all the large trucks-semis suppose to be on 84th, especially if you make it two lanes?	1		1			1				1		
Kingsdale Dr.	952-832-0171	Posted study results are helpful and comprehensive. I was surprised to see the traffic volumes so high. The chart depicting speeds at >30 mph and >35 mph weren't surprising though. Nine Mile Creek Parkway is so "open" - it invites 35-40 mph speed. I like the idea of raised intersections or speed humps to discourage that tendency. Removal of the Stanley & 84th stoplight also surprised me. I use it almost daily. But it does make sense. I would not take Nine Mile Creek to Stanley to 84th if I couldn't easily cross 84th.		1	1			1	1			1	1	
Little Cir.	952-835-9994	1) Should not have a rushed meeting due to a basketball game. Residents desire that 2) I see no mention of some transportation methods to augment. Perhaps bus shuttle to ferry people to a park and ride to help reduce trips. 3) The representatives should have been introduced separately and who they represent.								1				
Little Rd.	953-831-0847	Stop lights at 84th & Quinn and 84th & Morris a must unless they interfere with fire call volunteers. Restraining devices for outbound traffic on Poplar Bridge Road, Stanley @ Nine Mile Creek Parkway, Nine Mile at 90th a must. Eliminate non-neighborhood residence traffic however possible.	1		1		1	1				1	1	
Little Rd.	612-508-7820	Please enforce stop signs and speed limits on 84th between France and Normandale. Add semaphore at 84th and Morris.						1		1				
Little Rd.	952-831-2964	1) Cut-thru traffic has increased on Little Road - alternative to Morris Avenue. 2) Reduction of 84th to 3 lanes (traffic calming) would be great but removal of stop signs at Morris would make it difficult to enter or exit 84th. Do not understand concept. 3) Traffic calming could increase speeds on 84th? 4) Why not restrict volume of traffic entering 84th east at Normandale. Poplar Bridge area is residential. Force the cut-thru traffic to go onto 494.	1				1	1		1	1	1		
Morris Rd.	952-832-0652	I'm afraid that you will make it difficult/impossible for me to get out of my street at rush hour. My street has no outlet. Today I had to wait a long time just to get across the eastbound lane of 84th to get to the school. If I had to cross two lanes without a stop, I would be seriously restrained. Please leave a stop sign/light.			1			1				1		
Morris Rd.	831-7399	1.DO NOT PUT SPEED BUMPS IN UNDER ANY CIRCUMSTANCES!!!!!!!!!!!!!!!!!!! 2.LEAVE STOP SIGNS WHERE THEY ARS....REMEMBER WHY THEY PUT THEM UP IN THE FIRST PLACE.....IT WAS BECAUSE 84TH STREET HAD TURNED INTO A RACE TRACK... 3.HOW EASY IS IT GOING TO BE BE TO GET ONTO 84TH ST. IF IT'S CHANGED INTO 3 LANES?????? 4.WOULD APPRECIATE A REPLY TO THIS E-MAIL.... THANK YOU TOM WALLERUS			1			1	1			1		
Nine Mile Creek Parkway	952-806-9802	We have too much traffic for the area and the speeds are too high. The only option I think will work would be to close Nine Mile Creek Parkway (the traffic reduction option at Poplar Bridge Road). Enforcement reduction does not work. The long term solution is to widen the highways.	1	1			1						1	
Nine Mile Creek Parkway	952-831-1310	Restriping Nine Mile Creek Parkway hasn't slowed traffic sufficiently. It is still difficult to get out of my driveway due to fast clusters of traffic from the south and cars coming off Stanley as these are not visible. Cars from Stanley are upon me before I realize it. If possible, I want physical restrictions built on Nine Mile Creek Parkway (neck down, choker). I use American Boulevard where possible. If access to American were easier near the Holiday gas station at Normandale and 84th, perhaps more people would use it.		1					1	1			1	

Poplar Bridge Neighborhood Traffic Study
January 7, 2008 5pm-7pm

Comment Cards

Street Name	Phone	Comments	Problem				Options							Comment
			Volume	Speed	84th St Access	Other	Diverters/ Closure/Partial Closure	Stop Control	Entry Treatment/Vertical or Horizontal	Other/ American Boulevard	Regional	Arterial/ Collector	Local	
Nine Mile Creek Parkway	952-835-4393	We moved to Nine Mile Creek Parkway almost four years ago. In that four years, the traffic has increased at least 25%. Before they spent money on striping the parkway, everyone knew this was a bad idea. This has never slowed the traffic. I feel it was money ill spent. When they asked us our opinion, I had asked if they could install some "no turn signs" on 84th & Stanley, 90th and Nine Mile Creek Parkway. The time for no turns would be 4-7PM or 3-6PM. They already have put up signs on Normandale so people could not cut through their neighborhood. Now with the new offices that are going to be built, they will increase traffic by 15% it is said. We now have over 2,500 cars per day on the road. The new number of cars per day will now be over 3,000 cars per day. This does not include the number of cars that will come from the new apartment building that will also go up. Why would the City think that our home values will increase? I see this as devaluing our homes. I don't want my home to lose value or the area to become too congested to appreciate the walking paths and the view I have on the parkway. The only solution I see is to place a permanent cement island with landscaping on it to divert traffic on 84th Street back to Normandale or France which should be used instead. On 90th Street, they could put the sign up, "No turn between 4-7PM." That way residents can still come in there. Closing off 84th Street and Stanley will also stop the teenagers late at night on the parkway in the summer. We do enjoy having our windows open. In doing these changes, I know we can sustain our property values and go back to enjoying our parkway. If the City does anything less will only damage this beautiful area and force us to move before traffic gets like France Avenue.	1				1			1		1	1	Signage
Nine Mile Creek Parkway	952-831-8470	1. We are long time residents (20+) years and have seen our street go from a quiet parkway to a very busy cut-through with traffic going at times far above the speed limit. We have three school-aged children who ride bikes and walk in the neighborhood. At present, the side of the street that we live on has the road butting right up to our curb. We must either cross in the middle of the street or walk in neighbors' yard to get to a safe place to walk or ride. There is no buffer between the parking on our side of the road and must at times cross into very heavy traffic to get to our side of the street when parked across the street. The parkway is a beautiful place to walk and ride bikes. However, the present stripping does no allow for safe biking on the west side of the road. 2.The present stripping is not sufficient for slowing traffic. To have a turn lane simply allows traffic to continue at a very rapid rate; not even having to slow to allow someone to turn. Many times, cars have passed me using the turn lane as a passing lane. 3. I propose single traffic lanes with parking lanes on BOTH sides of the street for parking AND bike use. No turn lanes. This will allow the residents to have sufficient parking (which we presently DO NOT have), a safer place to bike and get to sidewalks and force cars to slow to allow us to turn. 4. I know we can't stop progress, but it would be nice to stop some of the high-rise office buildings, etc. that keep going up. 5. I got just a brief overview of the proposal for a diverter on the parkway and am not sure if I'm completely clear on what is being proposed, however, I would very much be in favor or trying to eliminate as much out of the area traffic as possible. (We still need a parking/biking lane on our side of the street though. Please consider my comments. We love the area, but HATE the traffic	1	1		1	1			1			1	
Nine Mile Creek Parkway	952-831-6603	Having lived on Nine Mile Creek Parkway since 1972 I have been involved and seen many changes to the street. Twice a day there is moderate traffic on the parkway. During the day when driving down the parkway from 90th street you can be the only car on the roads. I am opposed to closing off any part of Nine Mile Creek Parkway. This is unneccessary. Speed bumps are acceptable. I think the major problem is 84th Street no Nine Mile Creek Parkway. Most of your effort should be directed there. If 60% of the traffic at night are Bloomington citizens I can accept this. I drive through their areas too.					1 (no)		1					
Nine Mile Creek Parkway	952-831-0767	We need a stronger police presense on Nine Mile during rush hours. Speed is the greatest issue. We have two elementary-aged kids and they can't even ride their bike in the designated area without almost being hit. People pass me in the turning lanes and I'm almost rear ended daily as I slow down to turn in my own dirveway. The speeding is a serious safety concern. We would love to see Stanley become a dead end street, or Nine Mile cut-off at Oxboro. Better Yet, GET RID of this so-called "turning" lane in the center and make Nine Mile a two-lane road. IT has made our area a very undesireable place to raise a family. SPEED is a serious concern. We really need a stronger, more regular police presence, issuing tickets during RUSH HOURS - not the occasional car going down on a Sunday afternoon.		1			1							
Palmer Av.	952-831-2958	The stop signs on 84th are needed by the school and neighbors (locals) to enable access to our homes. Stanley-Quinn-Morris are needed - control speed - enable turns to the neighborhood (locals). Reroute the traffic.		1	1			1				1		
Palmer Av.	952-831-3052	I saw no viable alternatives at this meeting. Leave everything as it is. I will continue to drive around the block to get to the 4 way stops at Morris or Quinn to get onto 84th. (or off it during the afternoon and evening. Do not remove the 4 way stops on 84th.			1			1		1				
Poplar Bridge Curve	952-831-1122	"Diversions" and other volume reduction methods are not acceptable for the neighborhoods. Approach should be toward outer problem (84th / American Blvd.). Sending traffic to American Boulevard is best solution.					1 (no)					1	1	
Poplar Bridge Rd.	952-831-5908	The traffic diverters on Poplar Bridge Road are an excellent idea. We have lived on the corner of Poplar Bridge Road and Kell for 40 years, always feared the speed when raising children, now fearing the speed for my grandchildren on Kell. Love the neighborhood and the diverters would solve an age old problem.		1			1						1	
Quinn Av.	952-837-0102	Please do not take out stop sign on Quinn. Suicide lanes do not work and will not work on 84th. When going home and taking Nine Mile Creek Parkway to go northbound, people go into the suicide lane to pass me. Always have problems when I pick up my child from this school going westbound 84th and turning on Palmer. People roll to a stop on Quinn and 84th.			1			1				1		

Poplar Bridge Neighborhood Traffic Study
January 7, 2008 5pm-7pm

Comment Cards

Street Name	Phone	Comments	Problem				Options							Comment
			Volume	Speed	84th St Access	Other	Diverters/ Closure/Partial Closure	Stop Control	Entry Treatment/Vertical or Horizontal	Other/ American Boulevard	Regional	Arterial/ Collector	Local	
Quinn Ave	952-831-3713	I am writing this in regard to the recent meeting. We went to the meeting in hopes of hearing of possible remedies for the excess traffic on 84th. We only heard of trying to bring the traffic back onto 84th with the elimination of the stop signs, which in our opinion have helped to slow down and alleviate some of the traffic. We truly believe that if traffic is allowed to move faster down 84th it will only encourage more traffic to choose that route. Traffic will take the path of least resistance. We think it's better to address the access and traffic issues on American Blvd. and Hwy 494. If half of the drivers using 84th don't need to use it as stated in your data, then that traffic should be put back onto American Blvd. and Hwy 494 through other measures and building of high rise residential and office buildings should be stopped until this can be accomplished. With an elementary school and residential homes on both sides of 84th, traffic is a major concern. Unfortunate as having traffic flow through the neighborhood, it did help to spread out the traffic. I think the city needs to address the impact that traffic has on neighborhoods when needed highway corrections have not been implemented successfully and building of high density structures is allowed to continue. But please know that the stop signs really help to encourage traffic to slow down or possible use American Blvd. However, American Blvd. access needs to be addressed. People need to somehow be easily directed onto it. It's too confusing as it presently is. Can converters be installed to force east-west traffic from Normandale to France to follow American Boulevard? If traffic is allowed to move quicker through arterial streets, we believe it will only encourage more travel to choose that route. 84th Street was never intended to be a main arterial street. A councilmember back in 1960 "scratched" the intended original plan to route traffic down Nine Mile Creek.	1	1	1	1 (on Am Blvd)			1		1		
Rich Ave S.	952-831-2164	It would appear that part of this study is missing. No reference to the pending construction of the multi-unit apartment complex on Stanly Road, North of 84th Street was referenced. As a former member of TTAC (chair for 4-years), we were told of the number of trips made daily by the residents. I have been told by city officials the number of additional trips by this development would be in the neighborhood of 2400-2500 daily. Also include the additional traffic that would come from the new construction West of Normandale that would use American Blvd (the bridge) and one could easily expect a number higher than that the would use Stanley Road to access east or westbound traffic on 84th street. It has be indicated that a westbound "pork chop" or separate right turn lane would be constructed at the intersection. Good Idea! Now what about the eastside of the intersection? It was indicated that this northbound segment would be a bus route, as it now is, with perhaps a transit station in the area. Perhaps more bus traffic! Presently the westbound buses traveling north on Stanley Road have a difficult time making the right hand turns to go North. Not enough room. Many times I have encountered the bus wanting to make a turn while I am waiting to make a left on 84th Street. A number of times I have had to back up to give the bus enough space to make the North bound swing. I am surprised that the traffic signal has not been taken out. I have heard that at least on bus has hit a car because they have to swing wide left to turn and then hit a car on the right side as a result. The timetable for 84th street is down the line. However, with the coming construction of the apartment complex, the 84th and Stanley Road situation has to be taken into consideration now, and coincide with the apartment development. This situation cannot wait. It will only cause more problems. Yes, we are told that Stanley Road will be cut through to the North to American Blvd. I question how many people will choose to go through the France Avenue and American Blvd. Intersection (another boondoggle area) instead of staying on 84th street to complete their trip. Then there's also the question of Right of Way (ROW) to American Blvd, from the South. The idea of removing stop signs along 84th Street - not a bad idea to take out the one at Quinn Ave. Personally a traffic light at Morris would be a good idea. Lyle Berg brought this up many years ago. As a member of the Metropolitan Council Traffic Advisory Board (TAB), I have seen a presentation that shows the Normandale Blvd.(Highway 100) and 494 as one of seven top employment areas in the Metropolitan area. I would never have guessed it to be when we moved here in 1961. Oh yes 84th street was never a problem then because it never went through to France Ave at that time. Yep, two-lane dirt road that terminated at the stable where Poplar Bridge school now sits. I urge this study to take into consideration of the restructuring of 84th and Stanley Road as a top priority. It can't wait for the rest of the traffic plan to take place. I'm sure that there is funding somewhere.	1			1		1		1 (transit)				
Rich Rd.	952-832-9250	Number one concern: My children for 10 years have been picked up by the school bus on Nine Mile Creek Parkway and Poplar Bridge Road. I fear for my children's (and my life) due to the high speeds and high levels of traffic along that route. I support measures to get non-residents off of our residential roads. Please keep my kids safety #1.	1	1								1		
Southmore Dr.	952-831-6662	Dangerous to access 90th off of Southmore Drive because of speeding drivers going east on 90th. Westbound drivers also are speeding - curve sign says 20 mph. Turning lanes are being used as passing lanes by speeders.		1								1		
Stanley Av.		The traffic on our street, not only the amount of cars but the speed at which they travel, is a major concern for us. We have a daughter that will be two soon and we do not feel comfortable with her playing outside with us during peak hours. We really feel that this has become a major problem that is only going to get much worse! We believe that reducing the traffic and slowing speeds down should be taken care of immediately! Thank you.	1	1									1	
Stanley Av.	763-520-8440 (D) 952-831-3631 (N)	Something has to be done! The traffic on Stanley just gets worse and it's a two-lane residential street not equipped for the volume or the trucks! I feel the best alternative is the diverter system proposed on Nine Mile Creek, or what amounts to the closure on Nine Mile Creek. That will alleviate the issues on most roads and get the traffic back on the four-lane roads equipped for the traffic levels. The speed is one thing, but the volume is the real problem.	1	1			1						1	
Stanley Av.	952-835-4931	The only viable solution is to eliminate the route that enables Stanley Av. to be used as a freeway. I cannot get out of my driveway in the AM and almost get hit each night when trying to get into my driveway. The alternative that diverts traffic seems the only one with potential to change traffic patterns. It has now been 30+ years and time to act.	1				1						1	
Stanley Av.	952-239-9157	As the voice of reason, the diverter method is the best option. While indeed an inconvenience to local citizens, by and large, the minor inconvenience is well worthwhile, as the only group who are currently convenienced is the cut-through traffic.	1				1						1	
Stanley Av.	952-831-2126	I would like you to try diverters on Poplar Bridge Road. I think it would work. Please do something to help us on Stanley Av.	1				1						1	
Stanley Av.	952-831-0791	My biggest concerns: 1) The number of cars on Stanley during rush hour (Stanley is a huge collector street). 2) The speed of traffic - safety walking and entering/exiting Stanley and my driveway. Solution: 1) I like the idea of removing stop signs on 84th and the stop light on Stanley to improve flow on 84th. 2) I believe that the diverting traffic - closing Nine Mile Creek and diverting on other streets will reduce cut through traffic. Please consider this alternative.	1	1			1	1				1	1	

Poplar Bridge Neighborhood Traffic Study
January 7, 2008 5pm-7pm

Comment Cards

Street Name	Phone	Comments	Problem				Options							Comment
			Volume	Speed	84th St Access	Other	Diverters/ Closure/Partial Closure	Stop Control	Entry Treatment/Vertical or Horizontal	Other/ American Boulevard	Regional	Arterial/ Collector	Local	
Stanley Av.	952-842-8016	Closure on Nine Mile Creek at Poplar Bridge is the best solution thus far for the residents in the neighborhood and Poplar Bridge School. Living on Stanley Avenue for the past 15-20 years, I have only seen the volume of traffic grow. Stanley Avenue is a residential street, it's not a highway, interstate, it is not even a parkway, it is a residential street. Let's get back to basics and make this a residential street again. The only way I see this happening is to divert traffic to prevent "cut through" traffic from occurring. I would be willing to travel another 20 minutes to make Stanley a residential street again.	1				1						1	
Stanley Av.	952-897-0762	There is one viable solution to solve my highest concern. The road closure on Nine Mile and associated diverters will be an effective long term solution. I understand the associate inconvenience to myself as a driver. This is an easy choice for me.	1				1						1	
Stanley Av.	952-835-1195	Need to cut all through traffic off Stanley but still need lights to get onto 84th Street.	1		1		1	1				1	1	
Stanley Av.	952-831-2126	I'm for the diverters - spread the traffic unto some other streets - not just Stanley.	1				1						1	
Stanley Av.	952-831-2437	Diverter - closure of Nine Mile Creek Parkway including associated diverters. This is the only solution that is acceptable and will work effectively.	1				1						1	
Stanley Av.	952-842-8016	We need to use the proposal of diverting the traffic out and off our residential streets. Thus, the proposal of closing of Nine Mile Creek at Poplar Bridge would be the best solution to our traffic problems.					1						1	
Stanley Av.	952-893-1212	I think the best solution proposed is the one about putting diverters in Nine Mile Creek and Oxborough. I think that solution is more effective and when you consider possible inconveniences for the residents in the area, it is also the least disruptive. However, it will be very efficient in diverting traffic that is just passing through which is the biggest problem.	1				1						1	
Stanley Av.	952-831-0791	I am in favor of diverting traffic as proposed by placing the three traffic diverters as posted on Nine Mile Creek and the two other side streets. It would be quick, would not have to be permanent if not effective and not costly.	1				1						1	
Stanley Av.	952-831-2073	Prefer traffic closure between Poplar Bridge Road and Oxborough Rd. on Nine Mile Creek.	1				1						1	
Stanley Av.	952-893-1826	Diverters only.					1						1	
Stanley Av.	952-831-2140	Please stop the building in this Poplar Bridge area. Please let us have the diverting travel plan. This traffic that we have now is awful. A little inconvenience would be just fine in our neighborhood area. Backing out of our driveway is very bad. The speed is very bad at this time. Slow down to the speed limit and cars pass you (on Stanley).		1			1						1	
Stanley Av.		(Diverters). Closure of Nine Mile Creek Parkway including associated diverters. This is the only acceptable solution instead of a band-aid.					1						1	
Stanley Av.	952-831-2910	I have lived on Stanley since 1963. I have enjoyed this area for some years. Now I believe the volume of traffic is unacceptable. Please consider the installation of diverters to manage traffic volume to an acceptable level. If diverters are not a viable option, please consider other options that would reduce our traffic volume. Please do not remove traffic signal at Stanley and 84th Street.	1				1						1	
Stanley Av.	952-831-2140	The diverting travel plan would help a lot. The traffic and speed of cars is very bad. This street is not made for this fast car travel - can't back out of driveway.	1	1			1						1	
Stanley Av	952-831-9323	The speed of traffic on Stanley Avenue is of great concern to me. I take care of my granddaughter 2 days a week & worry about her learning to ride a bike on Stanley. I support the plan to break up Stanley in 3 places to slow down traffic. I also want the stoplight to remain at 84th & Stanley.		1			1	1					1	
Stanley Av.	952-835-6834	Traffic "calming" techniques like narrowing the street or using speed tables do more to "aggregate" traffic than to "calm" it. This will lead to a more dangerous situation than exists now. To see any real improvement with traffic in this neighborhood, you need to change the actual flow of traffic. I think a solution using diverters is a far better solution than simply landscaping the streets. I struggle every morning to back out of my driveway. It is a dangerous corner.	1	1			1		1 (no)				1	
Stanley Av.	952-835-6834	Traffic is poor during rush hours only. I struggle with backing out of my driveway during these times. We live on a steep hill at a corner and the traffic flying around the corner doesn't have time to react when they see me (or I see them) especially when it's icy.	1	1									1	
Stanley Av.	952-888-0101	Closure on Nine Mile Creek between Oxborough and Poplar Bridge.					1						1	
Stanley Av.	952-831-2750	My main concern is safety at the curve of Nine Mile Creek and Stanley. I have a hard time when walking my dog with the cars not stopping. In the summertime when the neighborhood children are playing outside, the cars sometimes go too fast around the curve. Also in the morning, I am waiting to back out of my driveway, like my neighbors we are all sitting in our driveways trying to get to work. Coming home down 84th and turning left onto Stanley is also a concern.	1	1									1	
Stanley Ave	952-893-0923	Something drastic needs to be done to our street on Stanley to slow dow the traffic! I run a childcare and when my parents pick up and drop off their children they complain how fast the cars go past my home. It is very unsafe as at times they park in the street with their children. I also stroll the children and when I'm walking with them, I'm very uncomfortable when some vehicles don't even slow down or go further away from us. At times in the middle of the night when the bars close, some people are racing down our street a few times leaving beer bottles in our yard and skid marks too! (3 responses submitted)		1									1	
W. 82nd St.	952-831-1589	If you decide to get off of eastbound 494 at Normandale, the only exit is 84th or Poplar Bridge. Is there a way to reinstall the physical connect to bring cars from Normandale to American Boulevard?								1	1			
W. 82nd St.	952-842-1026	The reason for the congestion is that the speed limit on 84th is 30 mph. Making us slow down still more will not clear up the congestion. All the speed bumps, islands, chokers, and 3-lane design are only okay if you never have to get in or out of the neighborhood. They will all make it so much harder every time I want to come home or go anywhere.				1			1 (no)			1		
W. 84th St.	952-948-0326	The number one concern is all the out of area traffic. I have a 3-lane off my driveway and cars will fly by at 30 mph to make the light. This is very dangerous for my kids or anyone crossing the street. Please get this part of the area under control. Dead ending or diverting traffic would be ideal.	1	1		1	1						1	
W. 84th St.	952-920-0116	1) Has a survey resulted (accident problems) with left hand turns into gas station and/or restaurant area? 2) Or: cross over turns to some area from Normandale heading north? Especially this turn needs to be abolished. 3) How much space is required for a turn around at Stanley Road instead of the stop sign? This would slow traffic and certainly ensure safety. 4) The stop sign at 84th & Quinn is rarely observed especially at peak times. 5) American Boulevard at peak times is stop and go because of the setting of stop lights. 6) Three-lane traffic and stop sign removal would make left turns impossible at peak hours because of volume. Owners on 84th would find this change most undesirable.			1	1	1	1		1		1		

Poplar Bridge Neighborhood Traffic Study
January 7, 2008 5pm-7pm

Comment Cards

Street Name	Phone	Comments	Problem				Options							Comment
			Volume	Speed	84th St Access	Other	Diverters/ Closure/Partial Closure	Stop Control	Entry Treatment/Vertical or Horizontal	Other/ American Boulevard	Regional	Arterial/ Collector	Local	
W. 84th St.	612-243-4502 (W)	84th Street traffic is heavy - especially at peak times making it difficult to enter/exit driveways. Traffic control devices and/or traffic volume do not seem to create breaks in traffic to aid with entry/exit. At times at PM peak eastbound traffic on 84th Street will be backed from France Av. to Kell. I would like to see something that reduces 84th Street traffic while at the same time reducing traffic cutting through the other neighborhood streets. 1) American Blvd. still seems to be an under-used route. 2) I think 84th & Poplar Bridge traffic volume have increased as 3) office buildings in the Normandale Lake area have increased. 4) Traffic speeds are often well above 30 MPH on 84th. 5) The three lane concept for 84th is interesting - are there traffic modes to predict the effect?	1							1		1		
W. 85th St.	952-893-0790	I like the neighborhood gateway concept. Turn lanes and traffic lights on 84th Street seems like a good idea. Making 84th a more pleasant place to walk (for kids) would be nice.							1				1	
W. 91st St.	952-831-3079	Support test pilot of diverters on Nine Mile Creek. Improve 84th / France intersection.					1					1	1	
	952-681-5450	Principal at Poplar Bridge Elementary. How about a flashing yellow light just east of stop light in front of school to alert drivers to upcoming light? This will not affect traffic flow issues but would improve safety for students. It may be too close to stop sign - I haven't looked.				1				1				
Nine Mile Creek Parkway		Hi, I would like to see the following: 1) Highest speed humps. 2) No left turns during peak hours form NMCP to 90th and Stanley to 84th. 3) Larger island on the intersection of 90th and NMCP and Stanley and 84th with only one lane. I think this will force drivers to have to wait longer at the intersection hence discouraging them to use this route. I live on the corner of 90th and NMCP and I won't mind if the island came up to my driveway. 4) 90th and France - make it one lane rather than two going west (towards 90th) 5) Fake police cars to scare them from speeding. I think this is it for now... I will send in more suggestions as I think of them. Thanks Sunil Lachhiramani					1			1				

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/Oxoborugh 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.

Comment Card Summary
March 24, 2008 Open House

Summary notes: The total number of comments were 78. If multiple comment cards were received from a single household, the comments were combined. There were only two instances where the comments received from a household had a somewhat different ranking of the options. On these, the 5's and 1's were the same and the other three option rankings were averaged.

The comments have been sorted by neighborhood to help the readers identify trends in the comments based on where the resident lives.

The results of the ranking of each alternative has been shown below. Since not every comment card had rankings for each option, some explanation of the analysis is needed. The "Average Rank" for each alternative is based only on the rankings received. For example, for Alternative A the average rank is 2.24. This is the sum of the all the ranking points divided by the number of rankings that were recorded. However, in the "Percent of comment cards" column, you can see that 35 percent of the cards had no ranking at all for this alternative.

Alternative A: No Changes

Rank (x)	# of Responses (f)	(fx)		Percent of comment cards
1	27	27		35
2	4	8		5
3	9	27		12
4	3	12		4
5	8	40		10
No Rank	27			35

$\Sigma_{f\ w/ranking}$ =	51	Σ_{fx} =	114
Average Rank =	**fx/f=**	**2.24**	
Total Rank Points =		114	

Alternative B: Intersection Improvements Alone

Rank (x)	# of Responses (f)	(fx)		Percent of comment cards
1	19	19		24
2	9	18		12
3	8	24		10
4	10	40		13
5	6	30		8
Not Ranked	26			33

$\Sigma_{f\ w/ranking}$ =	52	Σ_{fx} =	131
Average Rank =	**fx/f=**	**2.52**	
Total Rank Points = 131			

Comment Card Summary
March 24, 2008 Open House

Alternative C: Intersection Iprovements with Diverter Solution A

Rank (x)	# of Responses (f)	(fx)		Percent of comment cards
1	18	18		23
2	4	8		5
3	3	9		4
4	5	20		6
5	33	165		42
Not Ranked	15			19

$\Sigma_{f\ w/ranking}$ =	63	Σ_{fx} =	220
Average Rank =	**fx/f=**	**3.49**	
Total Rank Points = 220			

Alternative D: Intersection Improvements with Diverter Solution B

Rank (x)	# of Responses (f)	(fx)		Percent of comment cards
1	19	19		24
2	4	8		5
3	7	21		9
4	16	64		21
5	8	40		10
Not Ranked	24			31

$\Sigma_{f\ w/ranking}$ =	54	Σ_{fx} =	152
Average Rank =	**fx/f=**	**2.81**	
total ranked points = 152			

Alternative E: Intersection Improvements with Gateway and Turn Prohibitions

Rank (x)	# of Responses (f)	(fx)		Percent of comment cards
1	12	12		15
2	11	22		14
3	12	36		15
4	3	12		4
5	17	85		22
Not Ranked	23			29

$\Sigma_{f\ w/ranking}$ =	55	Σ_{fx} =	167
Average Rank =	**fx/f=**	**3.04**	
total ranked points = 167			

Comment Card Summary
March 24, 2008 Open House

Summary of Ranking

Alternative	Average Ranking	Total Points
A	2.24	114
B	2.52	131
C	3.49	220
D	2.81	152
E	3.04	167

W 84th Street Options

Option	# of Responses	% of Total Comments
Converting W 84th Street from a 4-lane to a 3-lane	14	18
Remove stop signs along W 84th Street at Morris Ave	9	12
Remove stop signs along W 84th Street at Quinn Ave	8	10
Remove traffic signal at Stanley Ave	12	15

Improvement Priority

Option	# of Responses	% of Total Comments
Intersection Improvements	14	18
Neighborhood Diverters	24	31
Neighborhood Gateways	11	14

Who am I?

Location	# of Responses	% of Total Comments
North of 84th Street	10	13
On 84th Street	5	6
South of 84th Street	63	81

Block #	Street	e Neighborhood Cut-Thru Traffic						W 84th street Options				Improvement Priority			Who Am I					Comments							
		Alt A	Alt B	Alt C	Alt D	Alt E	Strong Preference	Converting 4 to 3 lane	Remove Stop Signs at Morris	Remove Stop Signs at Quinn	Remove Signal at Stanley	Intersection Improvements	Neighborhood Diverters	Neighborhood Gateways	Res. South of W. 84th Street	Res North of W. 84th Street	Business Owner Near Study Area	Property Owner that abuts 84th	None of the above	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Preference	West 84th Street	Other comments
N of 84th, Quinn to Oxborough																											
8200	Oxborough Av.															X										Leave 84th the way it is now, including stop signs and lights.	Most solutions seem to encourage more traffic on 84th Street. More stringent speed enforcement would be needed.
8200	Oxborough Av.																									Leave W. 84th as is for benefit of residents north of 84th as well as Poplar Bridge School, churches, etc.	
8300	Oxborough Av.	1	3	3	4	2						X				X											
8200	Quinn Rd.								X	X																Put in lights. Too many people go right through the signs. Something has to be there.	
8200	Quinn Rd.																									Not interested in having anything done to 84th Street.	
4900	W. 82nd St.					5		X								X										I am very concerned about inattentive rush hour drivers speeding and not paying attention while driving past Poplar Bridge Elementary. A number of kids live on the north side of 84th and must cross. Drivers are often distracted/talking on cell phones an	
N of 84th, Morris to Johnson																											
8200	Johnson Av.	3	2	4	5	1						X				X											
8300	Johnson Cir.	1	1	1	1	3		X				X				X								Seems to have the best chance of keeping traffic off 84th.		This seems to have the best chance of reducing the amount of traffic on 84th.	The goal should be to reduce not to speed up traffic on 84th.
8200	Morris Rd.		4	5	3											X											
8300	Morris Rd.	1	1	1	1	1										X										All above are bad ideas. Don't forget why they put these up in the first place. If it ain't broke, don't fix it.	
8300	Morris Rd.															X		X							Most don't pertain to us. We are on the north side of 84th (corner of 84th/Morris).	Do not remove stop signs or lights on 84th.	We have lived in our house for 20 years. Before stop signs and signals, it was often impossible to get onto 84th from Morris Rd. Please don't go backwards in this
8300	Little Cir.							X								X										Putting diverters and gates south of 84th Street will force more traffic on 84th. Put a diverter at 84th/Normandale to promote a route other than 84th.	I don't believe the plan works for me. It just makes 84th between Normandale and France more attractive without any stops. Hence more traffic and faster. Power points, signs, and this sheet should all clearly define various alternatives and be correct!
4400	W. 82nd St.	1	1	5	1	1			X	X	X															Removing these stop signs & signal would make it extremely difficult for us residents north of 84th from Stanley to Johnson to get out during rush hours. 84th Street is our only outlet!	
N of 84th, Harrison to 82nd																											
8300	Goodrich Rd.	5	2	1	4	3			X	X	X					X											
8300	Goodrich Rd.		5		4		B					X				X					Speed up motorists and backups.		Doesn't impact us.				
Stanley, S of 84th																											
8400	Stanley Av.	1	1	5	4	2	C				X		X		X										It shares the burden throughout.		
8400	Stanley Av.	1	1	5	1	1	C	X	X	X	X				X							Stanley was not made for 1800 cars. There is NO sidewalks for ped. 84th street is 4 lane should stay that way. 84th street has side walks for people Keep cut thru traffic off Stanley 84th Street was designed for the traffic, there is sidewalks there for a				None of this should be put in place	

Block #	Street	e Neighborhood Cut-Thru Traffic						W 84th street Options					Improvement Priority			Who Am I					Comments							
		Alt A	Alt B	Alt C	Alt D	Alt E	Strong Preference	Converting 4 to 3 lane	Remove Stop Signs at Morris	Remove Stop Signs at Quinn	Remove Signal at Stanley		Intersection Improvements	Neighborhood Diverters	Neighborhood Gateways	Res. South of W. 84th Street	Res North of W. 84th Street	Business Owner Near Study Area	Property Owner that abuts 84th	None of the above	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Preference	West 84th Street	Other comments
8400	Stanley Av.			5							X			X		X							Looks like best solution for all These diverters will help stop the cut-thru traffic & seems like the best designs for the 9-mile creek and Stanley and adjoining neighborhoods			This plan would benefit families on neighborhood streets It will help solve some of the problems of traffic cutting thru to 90th St. Diverters will do this!!	Please do not remove (traffic light). This would make access to 84th st. terrible! Please do not remove the signal at Stanley or the two stop signs. These help slow down traffic.	
8400	Stanley Av.			5	3		C							X		X					Not acceptable.	Not effective.	I think with this solution it is not necessary to do other gateway treatments in the neighborhood.	Acceptable but not as good as solution above.	Not effective.	Diverters are the best, surest, and most cost effective solution. Solution A is the best placement to allow local access from 84th and 90th		
8400	Stanley Av.	1	1	5	5	1	C D							X		X					Are you kidding?	Are you kidding?	These are residential streets; we need to divert as much traffic as possible that are not residents to maintain the safety of neighborhood atmosphere.	Again, Alternative D is great because it diverts the traffic that is through traffic out of our neighborhood. This is a big safety issue and the City should protect its tax paying residents.		I do have a strong preference to divert the traffic off the residential streets and back onto Hwy 100 and 494. The highways were built for the volume of traffic not making residential streets the alternative interstates		Let's make the residential streets for the residents again and not make them into interstate highways. No through traffic should be allowed on the residential streets. Safety first.
8400	Stanley Av.			5			C	X						X		X										Because I think it would be very good for the whole area. I'm for C because it's only fair for us on Stanley Ave. to have some of the 2,000 cars a day off our street		
8400	Stanley Av.	1	1	5	4	3	C		X	X	X			X		X					Something has to be done.		This will help the cut-through traffic.	This would greatly help but would hamper the locals.		This alternative will best control the cut-through traffic.	These options would get traffic back to the roads that were intended to carry heavy traffic loads.	
8400	Stanley Av.			5			C							X		X							By far the best.					
8400	Stanley Av.	1		5	4		C							X		X							Very good. Would have excellent results. Need to have an aggressive solution to a long-time serious problem.	2nd choice if don't use C.		Because it would be a solution instead of a band-aid.		
8400	Stanley Av.	1	4	4	4	2		X	X	X				X		X												
8500	Stanley Av.	1	2	5	3	2	C							X		X							Nine Mile Creek should be closed with diverters on Poplar Bridge Road.			It will limit the number of cars coming both ways. To make the whole neighborhood quiet and more peaceful for those who live there.		
8500	Stanley Av.	1	2	5	3	2	C							X		X		x								Because it helps the most people who live in the Poplar Bridge area.		
8500	Stanley Av.															X												
8500	Stanley Av.	1	1	5	3	2	C							X		X							Minimizes impact on residents while diverts through traffic effectively. It is the best solution.			Best results with low impact to neighborhood residents.	Not much value on this.	
8500	Stanley Av.	1	2	5	4	3	C							X		X										I believe that diverting traffic is the best solution and I support diverters being placed in a wider area of the neighborhood as it eliminates the long dead-end of Nine Mile and spreads traffic diverters out in the areas	Please consider an engineering solution such as the diverters to permanently change to traffic issues. It will not change without a series of permanent intervention.	
8500	Stanley Av.	1	2	5	4		C									X												
8500	Stanley Av.	2	3	5	4	1	C				X			X		X					To do nothing would be very disappointing to many of the residents in this neighborhood.	This will do very little to control cut-through traffic.	I think this is the best solution. It changes the flow of traffic in a manner that attempts to be fair to the surrounding streets.	This solution changes the flow of traffic, but I worry that it would just cause the cut-through problem to move east. Probably pushes the problem onto the roads near the school.	Turn restrictions are confusing to motorists and need to be strictly enforced to make a difference. Bad. Do you honestly think the turn rules will be enforced?	I feel that it is very important to change the flow of traffic instead of adding features that increase congestion in an attempt to reduce volume.	If one of the diverter solutions is implemented, there is no need for a signal at Stanley. If there are no other changes, the signal needs to stay.	I like my stop light at Stanley. Thanks for working with the office park study group to ensure cohesion between the studies.
Nine Mile Creek Parkway and Circle																												
5000	Nine Mile Creek Cir.	3	4	1	1	5	E								X	X							Nine Mile Creek Circle residents can no longer go south, extra gas, time and emissions to get anywhere southeast. I travel southeast 5-8 times/week (double if you count the return trip)	I live on Nine Mile Creek Circle and work north. I can no longer go north nor take advantage of American Blvd. and Bush Lake Road as alternatives to 494, 100.	I would prefer traffic is slowed by other means; less punishing to the residents and any one they are trying to have visit.	Serious concerns about diverters having impact on emergency vehicles. I purchased the house because of the easy access to 494, 100 and 35W and do not want to be cut off	Need a safe way to get onto or cross 84th. Removing light at Stanley eliminates the benefit to improvements in the Normandale/American Blvd. area and removes the safety.	Strongly against diverters.
5000	Nine Mile Creek Cir.	4	4	1	1	5	A & E	X							X	X										I find the first to have less impact on the way I drive and the second also has less impact on the way I drive as well as some solutions for others along the parkway who have traffic issues	The light on 84th and France needs to be timed differently in order to allow more traffic to clear on 84th during rush hours.	

Block #	Street	c Neighborhood Cut-Thru Traffic						W 84th street Options				Improvement Priority			Who Am I						Comments							
		Alt A	Alt B	Alt C	Alt D	Alt E	Strong Preference	Converting 4 to 3 lane	Remove Stop Signs at Morris	Remove Stop Signs at Quinn	Remove Signal at Stanley	Intersection Improvements	Neighborhood Diverters	Neighborhood Gateways	Res. South of W. 84th Street	Res North of W. 84th Street	Business Owner Near Study Area	Property Owner (parcel) at 84th	None of the above	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Preference	West 84th Street	Other comments
4600	Nine Mile Creek Parkway	1	1	4	2	5	C & E		X	X				X	X					We need to make a change.	We need neighborhood improvements.	Can we start with temporary diverters? Can we combine this with Alternative E?		I love this option. Can we add speed bumps along Nine Mile? If combined with Alternative C, it would be best!	Make center turn lane series of curbs. E is best with added speed bump along Nine Mile Creek to further reduce speed.	This may give motorists the perception that 84th is faster.	Sidewalk along west side of Nine Mile with a bike route.
4600	Nine Mile Creek Parkway	1	1	4	5	5	D & E					X			X								I would like this for cutting traffic in half. Cul-de-sacs and circles are very popular in Bloomington and people live on them and like them. With all the new buildings going up, it is a good solution.	This option appears to work well on Normandale diverting traffic back to main arteries like 84th, 90th, and Normandale. With new building of apartments and future offices, then would be a good option.	I live on Nine Mile Creek Parkway. I have only lived here 4 years and traffic has increased at least 20%; property values are going to go down. Walkers, bikers and people who live there are disgusted. If you are going to continue to build more building	These are not helpful solutions for children that need stop lights and stop signs. Walkers and bikers. Building a walking bridge in the future, you will need stop lights.	
4600	Nine Mile Creek Parkway	1	1	5	3	4	C						X		X					Not acceptable - it is too dangerous. There are simply too many cars traveling too fast.	I don't believe this will have any significant impact.	The changes are spread out throughout the neighborhood equally. This seems like it would stop the problem.	Not spread out evenly - seems like it will funnel the traffic down Nine Mile to Poplar Bridge.	If this could be enforced, this would be acceptable.	I live on Nine Mile and the traffic is so heavy at peak times. Drivers drive so fast, I can hardly exit my driveway and have almost been rear-ended turning into my driveway.		FedEx trucks continue to speed through the neighborhood. The noise is terrible. In addition, my children are not safe walking to and from the bus stop. They have a right to get to school safely and the city has a responsibility provide them safety.
4600	Nine Mile Creek Parkway	1	1	5	4	3	C	X					X		X					Too much traffic going too fast on Nine Mile Creek Parkway.	This will change traffic very little. It may increase speed because people will be farther behind in their commute.	This option would stop 95% of traffic not from the neighborhood.	This would be okay but traffic would still find its way through the neighborhood.	Would have little effect. Most will ignore the no right turn.	Alternative C. This will be the only solution that will keep traffic out of the neighborhood.	Slow down traffic on 84th if it is the only way out for some.	
5000	Nine Mile Creek Parkway	1	1	1	1	3	E						X		X													
5000	Nine Mile Creek Parkway					5	E								X									I feel this would be the best option for my area.				
5100	Nine Mile Creek Parkway			5			C								X													
5100	Nine Mile Creek Parkway			5			C								X										47 years of cars and more cars down Nine Mile Creek and Stanley.		Many dollars have been spent on 84th / Normandale intersection. It's time to give the residents some traffic relief.
5100	Nine Mile Creek Parkway			5																							I would like to see Nine Mile Creek Parkway become two lane with parking and a diverter to discourage cut-through traffic.
4900	Nine Mile Creek Pkwy.	5		1	1	5									X													
4900	Nine Mile Creek Pkwy.	1	2	5	4	3	C						X		X							Best choice to keep cars on main roads.			Yes, we need dead-ends/diverters to diminish traffic and slow people down! Nine Mile is not a safe road - diverters are the only solution in our opinion. Yes, we need dead-ends/diverters to diminish traffic and slow people down! Nine Mile is not a safe		Thank you for taking action. We have started to feel that our block/neighborhood isn't safe for kids. I don't want to move.
5000	Nine Mile Creek Pkwy.	3	3	1	1	5	E	X			X			X	X					No change better than any diverter.	Better than diverter.	Putting diverters in is like punishing the people that live on these streets. Absolutely not! Diverters would add traveling time to emergency vehicles.	Absolutely not!	Ten hour hindrance AM & PM better than 168 hour per week.	No right turns would be manageable because it affects us only a portion of each day versus diverters is a 24-hour deal. Serious concerns about emergency vehicle access with diverters.		Absolutely no diverters.
5000	Nine Mile Creek Pkwy.	4	5	2	1	5	E				X	X			X					I most definitely and vigorously oppose any diverters on Nine Mile Creek Parkway. I would rather that you do nothing than implement diverters.	This is probably the most logical and reasonable solution for the long term and greater benefit of Bloomington vs. the interests of a single Bloomington neighborhood.	If a diverter solution is implemented, this is the lesser evil. I would prefer to see a roundabout with stop signs, speed bumps and turn prohibitions during peak AM & PM hours on 90th and 84th vs. a complete blocking of Nine Mile Creek Parkway. It would	I vehemently oppose this diverter and am opposed to any restriction of my access to 90th or 84th Street. We purchased our property in large part because of its easy access to major arteries.	This is the best option as it maintains access to residents and should reduce volume and speed during AM and PM rush hours which is the only time it's really a problem. Residents should not be "punished" for the violations of commuters.	I live on Nine Mile Creek Parkway, choose the location for its access and the fact that it is a parkway. I feel diverters would decrease property values and the diverters punish residents.		I was at the first open house as well and I don't think information was clearly and easily presented or understood at either session. I believe an open forum would be beneficial.
Rich, Quinn and Palmer, S of 84th																												
8500	Quinn Av.	5	1	3	1	1	A						X		X							improvements would just allow more traffic and would cause me to take 84th St because my two roads I travel are Nine Mile Creek Pkwy and Poplar Bridge Rd. This will put me on 84th St more thus creating more of a problem which		Too much money	I believe that once 494 & 35W get expanded that it will reduce the problems	because they don't work for some people. We can move stop sign at Morris but living on Quinn I would never be able to turn left from WB 84th St to SB Quinn. I also do no think the stop light should be removed because it creat	
8500	Quinn Av.	5	1	1	1	5	E								X													

Block #	Street	e Neighborhood Cut-Thru Traffic						W 84th street Options					Improvement Priority			Who Am I						Comments							
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8500	Quinn Av.	5	1	1	1	5	E								X					Put speed bumps along 84th.			Traffic would turn right on Quinn from 84th - go to 85th and still be able to cut through.		To keep speeding traffic off Quinn. Av.		
8500	Quinn Av.	3	5	1	1	1	C, D, E					X			X										Keep a neighborhood friendly. Don't block any of us in	Terrible thoughts	
8400	Rich Av.	2	2	5		1	C	X					X		X						Does nothing to help.	This one works.	Emergency involving central part of each loop leg, Stanley/Rich could make egress/ingress problematic.	All this accomplishes is moving the traffic onto Rich. Why have the hassle for no gain?	C solves the problem with no clear cut-through alternative. It also does not compromise emergency traffic. ??		
Poplar Bridge and other, internal neighborhood																												
8400	Kell Av.	3	5	1	1	4	B					X			X					For me on Kell Av., I do not see major problems at the moment.	This is the best first step to address concerns.	Diverters could potentially create more traffic on Kell Av. Diverter at Kell and Poplar Bridge would make it inconvenient to get to France.		Best long term solution.	E would be the best long term fix. I am strongly against diverters.		As a realtor living in the area, property value would shift as traffic patterns change. Those who bought on busier streets knew so when they purchased. Speed bumps on Poplar Bridge and Stanley should be considered.
8900	Kell Av.		4			5	E						X		X					No	For westbound 90th, keep curbing as is but stripe for left lane access only. Have striping allow entrance to day care and apartment, maintaining left lane as only right of way. Existing narrowing is too dangerous.	No	No	Will need enforcement help.	Option E meets the goals the best (so far).		
8400	Little Rd.					5																		Best solution.				
8400	Little Rd.	3	3	1	5	3	D						X		X										Might result in less traffic coming through.		
8400	Little Rd.	1	1	1	5	3	D	X							X					No change? Why bother?	Just moves more traffic on 84th - unacceptable.	Bad - blocks my access to France.	Does not help my problem. Does help others.	Looks too expensive for results. No help for my problem.	Least worse! No attempt to slow flow on 84th.	Volume and speed on 84th. Our ability to enter 84th from Morris.	Greatest problem is folks who live on Stanley. Need to block traffic that is just flowing through. Try Alternative D.
8800	Morris Rd.			5			C						X		X							This plan is the best solution to stop traffic through the neighborhood.			Best solution to stop the traffic through the neighborhood.	Please do not remove these signs.	Must keep stop light at Stanley.
8600	Oxborough Av.	3	4	1	5	2	D							X	X						Maybe this would help the Stanley Ave problems. Traffic would again use 84th street				Alternate D might work. It would be nice to be able to try it out before anything permanent is done. Also, we need to be sure traffic isn't being rerouted around the school - 85th st - kids safety comes first.	Leave stop light and stop signs as they are - They provide the safest access to 84th from the north and south side homes Don't like any of the above. Stop signs are needed! 4 lane are needed on 84th - Improving France & 84th would help.	I think that improvements to the 84th St & 90th St intersections is very important as a first step. Install stop signs at each intersections along Nine Mile Creek Parkway and at least the first two intersections north and south of 84th st. These would mak
8700	Oxborough Av.	2	3	4	1	5	E							X	X									Bumps on Nine Mile Creek - try these first.			
8600	Poplar Bridge Curve	1	4	2	4	3	B & D				X	X			X										Eliminates cut through traffic early, with little impact on residents.	Avoid unnecessary delays, as traffic seldom approaches the signal from the south.	
8600	Poplar Bridge Curve	5	5	1	4	2	A B					X			X						Best alternative, especially when considering Alternative D.	Bad alternative - Destroys Poplar Bridge Road and isolates the SE Poplar Bridge neighborhood.	Addresses the real (immediate) concern.	Too much effort for non-speed areas and low volume areas.	Alternative C is the worst; it only diverts Poplar Bridge Road onto Poplar Bridge Curve, then to other streets. Alternative D is better than C. Volume is only a problem on Stanley and Nine Mile Creek and only at rush hour. Alternative C is too restricti	84th/France is largest problem. Alternative B suggests intersection improvements.	Neighborhood speed is only a problem on Stanley and Nine Mile Creek. (36 year resident). Also please coordinate with the study being done on 84th and Normandale. It suggest a "diverter" road to American Blvd. Thanks for the great job you have done !
4000	Poplar Bridge Rd.	1	2	5	2	5	C & E						X	X	X										It would be best to slow down and restrict the cut through traffic in front of my house between France and Kell.		
4000	Poplar Bridge Rd.	1	3	5	2	4	C	X							X							With northbound on France not being able to make a left turn on Poplar Bridge Rd. from 3-7 PM			To limit traffic the most (any plan that works best to limit traffic). Stay on main streets.		
4200	Poplar Bridge Rd.						E					X			X									Why not do a roundabout on Poplar Bridge and Kell to slow traffic but not restrict our routes? Or speed bumps?			
4600	W. 85th St.	1	3	5	4	2	C	X				X			X										The changes are straight forward. Adding bumps or narrowing just adds a driving challenge.		

Block #	Street	e Neighborhood Cut-Thru Traffic						W 84th street Options				Improvement Priority			Who Am I						Comments							
		Alt A	Alt B	Alt C	Alt D	Alt E	Strong Preference	Converting 4 to 3 lane	Remove Stop Signs at Morris	Remove Stop Signs at Quinn	Remove Signal at Stanley	Intersection Improvements	Neighborhood Diverters	Neighborhood Gateways	Res. South of W. 84th Street	Res North of W. 84th Street	Business Owner Near Study Area	Property Owner that abutes 84th	None of the above	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Preference	West 84th Street	Other comments
4800	W. 86th St.	2	3	3	5	2	D								x								The best one.		It has the least inconvenience and will accomplish the objectives.		
4800	W. 86th St.			5			C								X							Most impact on neighborhood.					
4900	W. 86th St.	5	1	1	1	1	A	X							X										Larkin Hoffman wants a freeway down 84th.	Developers want more traffic down 84th.	SRF has done some good work on traffic calming in Edina. Why can't SRF do the same in Bloomington?
4900	W. 86th St.			5			C							X	X							Appears to be the best for the neighborhood.			Appears to benefit more people.		
4900	W. 86th St.			5	3									X	X							This option appears to satisfy the overall neighborhood needs the best.	This option would not be the best solution for the entire neighborhood in the long run.				
Irwin Rd																											
8500	Irwin	4	5	2	1	3	B					X			X										Seems most feasible		
W.84th St																											
5000	W. 84th St.			5	2	1												X				This solution promotes the safety as well as comfort for all neighborhoods in the fairest move for the dollar.				Absolutely no removal of any of these "friendly reminders" to slow down and respect the children and neighborhood school/residents.	Safety first is the reason these signals were installed.
5000	W. 84th St.	3	4	1	1	5	E							X		X		X		Push on 494 improvements hard.	Don't really understand where traffic will go; seems to me it will increase traffic on 84th.	Too restrictive, fire and police access problems.	Too restrictive, fire and police access problems.	Balanced and practical solution, still allows some local access north and south.	Balanced and practical solution while allowing some traffic to move north and south through area.	Speeding will return. None address the safe access concerns from north of 84th. Leave as is.	See petition signed by 71 homes north of 84th on Quinn, W. 82nd, Oxborough.
5100	W. 84th St.	3	4	2	4	5			X		X			X				X									
5100	W. 84th St.	1	1	5	5	2	C & D					X			X			X		Changes need to be made for safety reasons. I live on a highway the way it is. Build more buildings is the worst deal for the area so at least stop the commuter routes.	No help on commuter routes.	Plan looks good.	This plan also looks good.	Plan might help, but does nothing later in day.	Plan C or D will stop all cut-through traffic. This will make the area a lot safer for everyone. To do any work on 90th or 84th will not do a thing for the main problem we are here.	Removing stop signs and lights would be like having 494 and 35W cross, let's guess what would happen.	The City needs to do something soon. You are adding more buildings all the time and dragging your feet on roads. If this keeps up, Bloomington will be just a business district.
S of PB Rd/90th St/94th St																											
4500	W 90th St					1									X									Absolutely no way to control - Everyone will just go up to Kell Ave to the north and go down Southmore Dr, then they will be complaining, a no win situation		Making the stop at Nine Mile Creek Pkwy & 90th only 1 lane to the north is also going to really slow traffic & make turning even more difficult	

Poplar Bridge Neighborhood Traffic Study
Study Advisory Committee (SAC) Meeting #4
Meeting Transcript
April 14, 2008

SAC Members Attendees:

Curtis Braatz
Ken Tenk
Mary Lechtenberg
John Gingerich
Brian Garthwaite
Timm Wienke
Pat Tschohl
Russ Burnison
Bruce Koke
Gary Anderson

City Staff:

Paul Jarvis
Chad Smith
Amy Marohn

SRF:

Marie Cote
Beth Bartz

Item 1. Meeting Objective – Develop Recommendation to TTAC and Council

Bartz: Welcomed those in attendance. Tonight is about discussion and facilitating your thoughts and coming to a resolution about a recommendation from this group to both TTAC and the City Council. This is the last official meeting of the Study Advisory Committee. We will talk more about the next steps at the end of the agenda.

Item 2. Overall Impression of Open House Feedback

Bartz: Invited committee's overall impressions and patterns.

SAC Member: Most people want something done and are at odds at how they want to do it.

Bartz: No single clear consensus.

SAC Member: Felt there was a lot of confusion generated through miscommunication at the meeting and a lot went away not knowing what the various options are. Some had misunderstanding about the board numbers and options.

Bartz: Comments given to SAC Members were organized by street.

Bartz: Stanley Avenue and Nine Mile Creek comments – there was a very distinct pattern. Stanley (south of 84th) preferred Alternative C and most of those people rated each alternative and expressed a strong preference. Nine Mile Creek was more mixed with a lot of C's and E's. The residents on the other streets responded with more of a mix. North of 84th there was a lack of comments.

SAC Member: Nine Mile Creek and Stanley has the greatest volume to deal with and that's where most of the comments came from. The interior streets don't have the same problems as Nine Mile and Stanley because of the volume. He didn't see a lot of comments from the interior which will be affected by diverters (Alt. C). He compiled a list of how residents would have to get out of the neighborhood with either C or D. The people who left comments were all north of there and didn't have many people south of that Poplar Bridge Road segment. He feels that is why C came out higher. Everyone wrote as to how it would affect them, not the neighborhood. He feels we need to take into account how it affects the neighborhood, not an individual street.

Bartz: There were 78 households responding.

Marohn: In cases where we received more than one comment card from a household, there were two instances where a single household had more than one response and the rankings were not the same. The "5" and the "1" were the same and the middle ones averaged out to "3." All comments were included in the comment section.

SAC Member: What is the population of households in the study area?

Marohn: The mailing area is 1200 households.

Bartz: In terms of participation, we had a fairly low percentage.

Cote: 6-1/2 %

Marohn: A higher proportion (150+ people) at the open houses but not everyone filled out comment cards.

Item 3. Discussion of Alternatives

Bartz: Reviewed each alternative and comments. Rank 1 meant you did not feel this alternative met the needs of the project and Rank 5 indicated that you thought this was good.

Alternative A: No Changes

Rank (x)	# of Responses (f)	(fx)		Percent of comment cards
1	27	27		35
2	4	8		5

3	9	27		12
4	3	12		4
5	8	40		10
No Rank	27			35

$\Sigma_{f\ w/ranking}$ =	51	Σ_{fx} =	114
Average Rank =	**fx/f=**	**2.24**	
Total Rank Points =		114	

Bartz: Reviewed rankings and comments from comment spreadsheet.

SAC Member: This alternative should be discarded based on the responses.

SAC Member: Felt it was good to include it in the original options.

* * *

Alternative B: Intersection Improvements Alone

Rank (x)	# of Responses (f)	(fx)		Percent of comment cards
1	19	19		24
2	9	18		12
3	8	24		10
4	10	40		13
5	6	30		8
Not Ranked	26			33

$\Sigma_{f\ w/ranking}$ =	52	Σ_{fx} =	131
Average Rank =	**fx/f=**	**2.52**	
Total Rank Points = 131			

Bartz: Reviewed rankings and comments from comment spreadsheet.

SAC Member: As far as priority as to funding, etc., the 84th/France would need to be done first. The 90th/France is not going to have as much of a significant impact on everything as 84th/France will. If you stop the split light, it will improve things immensely.

Others recalled that in the past the signal was changed to split phase because of accidents.

Smith: Changing to split phase is usually because of a crash history.

SAC Member: One concern he has of splitting the recommendation up and recommending that 84th and France have higher priority is that the other one may not get done. Then you may end up in a year or two after it is done and wish we had done 90th/France also. Anything that is going to back up at 90th will increase the amount of diversion. The perception of a minute or two seems like hours when you are sitting. If there is a slow-up at any point, you take the first

chance you can to get to where you want to go.

SAC Member: Seconds seem like an eternity when you're driving. If you decrease those seconds at 90th/France, they will go north instead of sitting there. And when 84th works good, that is where they will go.

SAC Member: If they divert it north, she really wants to look at the left turn lane turn bay on France being extended. In the middle of the day, she sometimes can't get into it. If we are trying to force people on France to turn left onto 84th, I think we need to take a look at taking away that church turn lane and making it one really long collector lane/left turn bay.

SAC Member: It would still be a left turn lane for the church if you wanted to go to the church.

Cote: For the 84th Street intersection with the proposed improvements, there isn't a significant change in the morning but with the exclusive separate left turn lanes (eastbound-westbound) having them go at the same time and some of the other improvements, there is a 70% reduction in intersection delay.

Cote: For 90th Street intersection with proposed improvements, the overall operation will work better but there are some delays for the westbound – eastbound through movement. The goal is to make these people wait longer so if they are going westbound, then they actually experience a delay and are encouraged to take a right to go northbound.

SAC Member: So the added volume taking the right was taken into account when you were talking about the times of delay on France and 84th?

Cote: We did make a slight adjustment and you really won't be able to know exactly what that volume is but there is some additional capacity to handle that.

Bartz: How does that information change your thoughts about Alternative B?

Bartz: Recommended intersection improvements at 84th/France are going to reduce the delay by 70%. At 90th/France, it is a different animal. At 84th/France we are trying to get the traffic to move through there better. At 90th/France, the improvements were designed to create more delay for the traffic moving straight through the intersection. Instead, if you are desiring to go generally toward the northwest, it gives an advantage for those people who want to turn north on France instead of going straight through the intersection.

SAC Member: If we encouraged traffic to stay on 90th and go all the way to Normandale and then go north, that would alleviate traffic on 84th. However, I think that is a roundabout thing that I don't think people will take that route to get north.

SAC Member: More concerned about the 84th improvement.

SAC Member: Isn't the PM on 84th Street much higher than the AM?

Others: Yes

SAC Member: That is what we are trying to keep off the other side streets is the heavy PM traffic.

SAC Member: I had it back up as far as Little Road (eastbound) and that is midway between France and Normandale.

* * *

Alternative C: Intersection Improvements with Diverter Solution A

Rank (x)	# of Responses (f)	(fx)		Percent of comment cards
1	18	18		23
2	4	8		5
3	3	9		4
4	5	20		6
5	33	165		42
Not Ranked	15			19

$\Sigma_{f\ w/ranking}$ =	63	Σ_{fx} =	220
Average Rank =	**fx/f=**	**3.49**	
Total Rank Points = 220			

Bartz: Reviewed rankings and comments from comment spreadsheet.

SAC Member: Would like the fire department to address.

SAC Member: The fire department is concerned about the diverters. I think this would be the first diverter in the City.

Smith: There is one diverter at 93rd and James separating an industrial/commercial area from residential.

SAC Member: Is it possible to modify Alternative C by eliminating the two diverters on Poplar Bridge and posting no left turn signs during rush hour in the morning on the corner of France/Poplar Bridge?

Bartz: Any combination is possible.

SAC Member: If you look at the map, the default route will be France to Poplar Bridge Road to whatever the street name is…you are either going up Morris, Kell, Palmer, Quinn. That will be the default because of the 84th/France. Maybe with the improvements at 84th/France, they won't do that but that diverter on Alternative D just makes that as a primary cut-through route and that has less capacity than Nine Mile and Stanley.

Bartz: Showed what was done in Anoka about a diverter. They still continue a sidewalk or a trail connection. You can make that trail connection if you plant it with grass, etc. But you could develop it in such a way that emergency vehicles could still cut across that diverter.

Smith: Isn't it the problem of emergency responders getting to the fire station?

SAC Member: Where some of these diverters are won't affect us so much in getting there but it can. If you look at some of these addresses, it would be a nightmare for us trying to figure out what side of the diverter to go to. We would probably have to go to GPS, etc. if we went with this.

SAC Member: In some cases, could we consider half closures in place of diverters?

Smith: There are a couple concerns with that. With a residential neighborhood like this, there isn't enough opposing volume to keep them from driving the wrong way. You really can't do it for a half block because there are houses along that block. You can do it for 50 feet to the first driveway but that is such a short distance that the tendency is go ahead and cut through the wrong way.

SAC Member: It either has to be a diverter or not a diverter. Think about everyone that is north and west of Poplar Bridge Road, you are not going to have any way to get to 90th unless you do about seven turns.

SAC Member: As a resident of the community, I recognize that depending on where the diverters are, it is going to be inconvenient for me to go south or north. But I can accept if my route has to change, to help other people on Stanley and Nine Mile Creek, that is the way it has to be. When I talked to people at the Open House, I got the strong sense that nobody wants any cars to drive on their road in front of their house. That is not reality and there has to be concessions and now the ability to accept them with the understanding that it might not be the most convenient. You have to accept there are going to be some inconveniences. It would be great if everyone could get a helicopter and fly where they want to go and not have to worry about it.

SAC Member: He was involved in the design section of the B solution (Alt. D) but when he saw the consultants drawing of diverter Option A (Alt. C), he thought it was much better. The reason it is better is that it also addresses Poplar Bridge's concern as being an alternate cut-through route. Also it addresses the problems and divides the pain of inconvenience. The Stanley people would be happy with just a cul-de-sac but we got involved with all the rest to be fair to the neighborhood.

Bartz: What does the quiet back row think?

SAC Member: Just do the diverter on Nine Mile and not the others and see. I guess I don't think of people out of this area finding their way through the neighborhood if they can't have their straight shot. I think they will find a different way (main route).

Cote: So you are saying test this one out first?

SAC Member: She has a friend who lives on Poplar Bridge and she doesn't notice anything except school traffic. Someone said something about an extra long dead-end. I don't know which option that was a concern with.

SAC Member: Diverter Option A leaves a long driveway for one resident. Diverter Option B leaves a long cul-de-sac on Nine Mile Circle.

SAC Member: Going eastbound in the PM on 84th Street is going to be improved with the intersection. We are probably going to lose some traffic going through the neighborhood

because they will go the fastest way. They are going the fastest way on Stanley/Nine Mile currently because of the jam-up on 84th and France. I think the diverters would be burdensome for the residents and think there are other ways of modifying D or E to help with the traffic situation on Stanley. If that didn't work, if you were going down Nine Mile in the afternoon to go left on 90th to go farther east, if you didn't allow a car to turn there, they are not going to go down Stanley and Nine Mile (turn restrictions out of the neighborhood). The people in the neighborhood can get out without all the diverters. I am jumping ahead because I like the idea of the improvements to the intersection and think that is important. The charts say you are going to save 71% of the time on 84th Street. So people will want to go the fastest way. I can imagine they can go fast there and you have left turn restrictions and somebody is going to weave through the neighborhood to take Poplar Bridge because it is going to take a long time to do that. If it took a long time to do it, put a couple of stop signs in. In Minneapolis, you have stop signs every block which I am not saying you have to do that. If you had them every other block, that would really slow them down.

* * *

Alternative D: Intersection Improvements with Diverter Solution B

Rank (x)	# of Responses (f)	(fx)		Percent of comment cards
1	19	19		24
2	4	8		5
3	7	21		9
4	16	64		21
5	8	40		10
Not Ranked	24			31

$\Sigma_{f\ w/ranking}$ =	54	Σ_{fx} =	152
Average Rank =	**fx/f=**	**2.81**	
total ranked points = 152			

Bartz: Reviewed rankings and comments from comment spreadsheet.

SAC Member: This alternative leaves open the Poplar Bridge to basically either Morris or one of the other streets going up 84th as an alternative cut through route.

Bartz: It does leave open this whole path and you could come up all the way through here.

SAC Member: What I was talking about is you come up France to Poplar Bridge Road.

SAC Member: You put some no left turn signs for no through traffic in the morning and do something similar from the north coming south in the afternoon. A no right turn on Irwin or Morris, Kell.

SAC Member: If you do a restriction entrance on Poplar Bridge Road so it is not allowed off of France but people will find a way around it. They will come up Harrison off 90th, go behind the apartments to get on Poplar Bridge.

SAC Member: Poplar Bridge is not as big of an issue, based on OD survey results.

Cote: Currently there wasn't a high cut-through percentage on Poplar Bridge. It would be a good candidate to become more attractive as a cut-through.

SAC Member: If you are traveling northbound France and see it backed up, they are only ditching off because it is backed up.

Cote: If people drive through this once and if they know the area well enough, then they may take a left and cut through the neighborhood. It could happen.

SAC Member: If the France intersection improves greatly, people aren't going to go there.

SAC Member: It does affect me but because of the Poplar Bridge comments early on in this discussion, they were concerned about the cut-through traffic and they found they didn't have a lot of cut-through traffic. A lot of it was to and from the school.

SAC Member: As an earlier comment about the other solution, is there an option from this one of just doing one?

Cote: Yes, any options can be considered.

Bartz: I would be a little bit more concerned about this one. If you just take this one into account, I think Rich would quickly become an easy secondary route.

SAC Member: If you just put one on Nine Mile where you are suggesting, people will just go to Poplar Bridge, take a left on 86th, back to Nine Mile, and up Stanley. That will be an easy move.

SAC Member: These are people from Apple Valley who just want to get there faster. Doesn't seem like they are going to make all these turns. These people are from so far away and are looking for an easy route and if this easy route is broken, are they going to wind through the neighborhood. I don't know.

SAC Member: He agrees. Someone might try it once and once they hit the first U-turn, forget this.

SAC Member: On Poplar Bridge, there are cars parked on both sides, on driveways, etc. which may be a safety thing but it will slow people down. I can't envision people winding all the way through there if the intersection of 84th/France is improved because they will get through there faster.

SAC Member: There is a ton of traffic that turns off of Nine Mile and goes up Poplar Bridge Road right now. He feels they are all going up to the school.

Cote: At this point, (Nine Mile Creek Parkway) 2100 vehicles. At this point (Poplar Bridge just north of Nine Mile Creek Parkway) 300 vehicles and 700 vehicles (Poplar Bridge north of 85th Street). And all of these (other side streets) are 200, 300. 300 is a nice number for a residential street.

SAC Member: When you have a left turn restriction, how many people are going to ignore it?

SAC Member: Police are adamantly against no turn signs because they say half of the people ignore them and when they monitor, they arrest most of the neighbors.

Smith: He would guess over 50% of the traffic would violate.

Cote: Would guess a right turn restriction is even harder to enforce and get compliance.

* * *

Alternative E: Intersection Improvements with Gateway and Turn Prohibitions

Rank (x)	# of Responses (f)	(fx)		Percent of comment cards
1	12	12		15
2	11	22		14
3	12	36		15
4	3	12		4
5	17	85		22
Not Ranked	23			29

$\Sigma_{f\ w/ranking}$ =	55	Σ_{fx} =	167
Average Rank =	**fx/f=**	**3.04**	
total ranked points = 167			

Bartz: Reviewed rankings and comments from comment spreadsheet.

SAC Member: Barricades throughout the neighborhood would be disruptive throughout the neighborhood whereas the improvements to the intersections will alleviate a lot of the problems.

SAC Member: Do we have to make all the changes at one time?

Bartz: No

SAC Member: Can they be phased in?

Bartz: Yes

SAC Member: Maybe wait until the improvements on France and see what happens then.

Bartz: That could be an option.

Upcoming Meeting Update:

- TTAC meeting on April 24, 2008
- Study Session with Council on May 12, 2008

- Public Hearing – June 2, 2008

Cote: This is last meeting for SAC. Attendance at above meetings is not required but if you would like to testify on your own behalf or to represent the SAC process, you are certainly free to attend. The SAC recommendation will be transmitted in writing.

Back to Alternative E

SAC Member: Favors Alternative E

SAC Member: Feels the neighborhood restrictions are too restrictive. Likes the way it is shown on Nine Mile where you have the bump-out to slow traffic down. He's torn between the no left turn and no right turn from the Poplar Bridge and Stanley entrances into the neighborhood. There are a lot of people saying that they would need enforcement in order to make that work. He thinks of Nine Mile as two lanes with a bike route on one side that could go through the bump-out instead of into the street and that would slow the traffic down and the turn restrictions you wouldn't have as much traffic on Nine Mile and Stanley. If you forced the southbound Nine Mile Creek Parkway traffic to make a right onto Poplar Bridge Road/90th, that would take a lot of people off of here because I bet almost all of the cars make a left. So if you said no, you can't take one and just change that intersection, they couldn't do it.

SAC Member: One thing that would help that intersection is to narrow it (Nine Mile Creek Parkway and 90th) to one lane out. Right now there are two lanes (one left and one right). If you cut that back to one lane so they have to wait for all the traffic to go left or right, it would increase the delay and people would go elsewhere.

SAC Member: You can go either left or right…in other words, they back up in front of those two houses that are there on the right hand side. Traffic is in both lanes beyond their driveways. They are using the turn lane as a back-up lane all the way up. They are using the right hand lane to go right. If you make them down to one lane where you have them backed up to my house, they will quit doing it because you are not giving them good access to 90th.

SAC Member: I think Alternative E is probably the most cost effective. I've been here for 27 years and I believe sooner or later, 494 is going to be improved. Then we are going to be sitting in the neighborhood with all these diverters. Will they be ripped out?

SAC Member: I hate to be doing all the talking. I'm with Timm on this Alternative E. One thing I did earlier today is drive down 70th Street, they've done those mini-roundabouts and constricted it to one lane each way. Granted, you have people go through there at 25 mph. It is supposed to 15 mph but they are cutting the width around that roundabout to about 12 to 15 feet each way. I stepped off my street in front of my houses and it is 16-17 steps so that puts it at 45 feet. And you have four lanes there. If you put a big enough circle in the middle of the street at each one of those intersections at Poplar Bridge and Oxborough and Nine Mile Circle. If you constrict it down where they have to, you really have to slow up. You aren't going to go through a 15 foot wide intersection that you have to turn in at 45 mph. That is going to increase that travel time to put it back more in line with …. And with the intersection improvements at 84th/90th, it is not going to take the traffic away like a diverter will. But it doesn't punish the whole neighborhood.

SAC Member: What do you think of adding a stop sign at Poplar Bridge where the bump-out is and narrows the traffic down and slow them down.

SAC Member: The only place people are going to pay attention to a stop sign possibly is Nine Mile Circle and Nine Mile Creek because you have a street coming in from your left.

SAC Member: They aren't going to go right through it.

SAC Member: Well, they go through it at 84th Street with a full intersection.

SAC Member: The dangerous part is they tend to slow down and then they go without a full stop.

Cote: I will give you my stop sign speech. I am strongly against stop signs to slow people down. We are doing the study in Edina and there are streets that are right at the mid-point, there are stop signs on every street, and they are complaining that you need to do something more. They are not stopping. As a traffic engineer, there isn't anything else that I can propose if people are not obeying the law. It's unsafe because they are not stopping and kids are confused....should they walk, etc. If it is unwarranted, they know there is no one they have to wait for, so they will just roll and go.

SAC Member: One thing to achieve.....need to repave the entire Nine Mile Creek .....

Jarvis: They will probably just sealcoat and cover up the lines and repaint them.

SAC Member: Then they would do the bump-outs.

Smith: Construct curbs, etc. It is not a cheap solution.

SAC Member: Who is going to burden the cost?

Smith/Cote: No one has answered that question.

Cote: She was asked that question many times at the meeting and again, the study does not include how this will be funded but the city at this time does not have a bucket of money sitting in the corner to fund any of these improvements.

SAC Member: With France Avenue involved, would that have to be approved by the County also?

Smith: Anything on the County roads would have to be approved by the County and MnDOT.

SAC Member: Just another observation in driving around other streets in Bloomington, the roads are in terrible shape so it is going to be....what has priority...this or the other city streets that will not take up much more traffic without smoothing things out.

SAC Member: We've talked about 84th and Morris Road where there is a stop sign and I live close to that. I see a few people roll through it but most of the people slow down so they are almost stopped. The police sit there once in a while but I disagree with your assessment of the stop sign. I think that the bulk of the people are law abiding citizens that drive through there and the same way with the no right and no left turns. If you get half the people to follow that, it solves some of the problem. Granted, you're not going to get everybody to do that but I think the diverters are a bad idea, personally. For the fire department response, if I lived in that

area and they couldn't get to my place because of the diverter, that would be horrible. I don't live in that area, but I understand those who live in that area and the problems that are there.

SAC Member: As a resident, his bigger issue is just more the speed and lack of attentiveness to traffic signs on 84th Street. I'm not expecting the volume to change but reading comments on 84th, it seemed that others have the same feeling that a lot of issues are that people drive too fast and don't obey the signs. I take the bus and stand for about seven minutes every morning and it is rare that a car stops. Most of them don't even slow down. Putting a stop sign in the interior of the neighborhood, especially if it is one a school bus has to go uphill on in the wintertime, it is probably going to cause some issues. I share some concern too about the cost. A couple people asked me at the open house what was going to be the most costly. Some of these might be more effective but if we don't have the budget, then they are no better than not doing anything at all.

SAC Member: Doesn't see our charge is the cost. Our charge is to do what we think should be done and let the City Council decide what they want to do.

SAC Member: I would think you are going to have a hard time enforcing it but by the same token, the cost of a sign, you might reduce it by 50%. So just considering the signs and not all the other stuff.

SAC Member: Even 20% would make a big difference.

Item 4. West 84th Street Options

Bartz: Noted on the comment sheet that none of the alternatives included any change to 84th Street. We asked people if they thought some changes to 84th Street should be considered. Bartz summarized responses.

SAC Member: Talked to neighbor about 84th Street and the dynamic speed display sign. He pointed out that some of those are used as a device to see how fast you can go. Every once in a while they put the speed wagon out on 84th and he jokingly said it is a pretty good idea to instead of giving the number, it would give your speed is "too fast" or "reasonable.: He feels that makes more sense than putting a number on there if it is above the speed.

Jarvis: He thinks they have some form of that because there are ones that are green and if you go over 30 mph, it turns red and flashes at you.

Smith: That is not permitted by the MMUTCD either. If anyone gets in a crash, you have a non-compliant device.

SAC Member: On 84th, there are a lot of comments about the volume. And through this study, I've told people that nothing is going to be done about the volume. She saw a lot of the concerns of people that live on 84th. Some of those things I don't know if we did a good enough job to make that clear. This helps Stanley and not about changing the volume on 84th.

SAC Member: Granted, 84th is on the north side of this study but I really felt the study was for inside the quadrant, of what to do with the interior streets rather than try to solve the 84th problem. That is a huge problem and the only way to solve that ....if they ever do anything with that Stanley Avenue going up to American Boulevard.

Cote: But in order to solve the solutions within the neighborhood, you do have to have a good understanding of what is happening on the perimeter roadways for it all to make sense.

SAC Member: I don't think we can solve 84th Street resident's problems with what is done in the interior roadways.

Cote: Again, as we went through the comments, there wasn't an overwhelming response for one particular choice. Actually the numbers are pretty small as far as comments.

SAC Member: Question on France/84th approval from County....is there any question that they won't approve the recommendation.

Smith: It hasn't been presented to them, so we don't have any opinion from them. Regarding the 84th/France recommendations, he doesn't see why they wouldn't approve them. 90th/France that is a little bit more questionable because we are saying is we would like to increase the eastbound/westbound delay at the intersection. That is probably something the County wouldn't be excited about. From their perspective, they are trying to maximize the capacity of the roadway and this would go in the opposite direction.

SAC Member: At the same token, when we restricted 90th beyond 90th and France, to one lane each way, why did they leave two lanes going west.

Smith: The policy is that we don't touch the traffic signal and spend money at the intersection. We transition back to the existing intersection.

SAC Member: Was just wondering because it really created a safety issue in front of the day care center and apartment building.

Cote: In general as far as funding, the County doesn't have a whole lot of money ....there is a difference between County approvals versus County financial contributions.

Item 5. Develop Recommendation to TTAC and Council

Bartz: One thing we have rejected is tonight is Alternative A. Some considerations that just came up during our conversation:

- Testing
- Phasing – put them in in a sequence
- Mix and Match

Bartz: Asked SAC Members who would be in favor of some type of diverter. Five SAC Members were in favor. Four SAC Members opposed. For those supporting diverters, what type of diverter option should be looked at?

SAC Member: One on Nine Mile, Poplar Bridge.

Bartz: Other types of diverters?

SAC Member: Based on the results, suggest Alternative C. This isn't my personal opinion, but from the comments.

SAC Member: From both open houses, the diverter options have been preferred.

SAC Member: I also agree with Ken. I've seen diverters work. I work in Minneapolis by the school, we have one. It makes a really big difference having it.

SAC Member: He would also consider the phase-in. It wouldn't have to be all at once. We might have to think a little bit harder whether one of those or two of the three pockets of where the diverters are better than another. It wouldn't have to be all at the same time but the understanding that if it is necessary, that would be considered.

Bartz: Let me throw an idea out there that Marie and I would recommend given all this information. This is well informed information after a similar study to this at 50th/France. In terms of neighborhood participation, we probably had a little more participation in the 50th/France study than at Poplar Bridge. The recommendation was to include some neighborhood traffic calming (residential safety improvements) but we had a lot of comment sheets very strongly in favor of them. The SAC voted in favor of them. Their version of the TTAC recommended them, went through the City Council and then it came time to actually implement them, and in this case, they did decide to assess some of the cost back to the residents). The situation that Edina finds themselves in is that we have people coming out of the woodwork saying I never heard about this. I didn't know about it. We're opposed to this and Edina has found themselves in a real mess at the moment. Something like the diverters really has the ability to significantly benefit some people. It also has the ability to inconvenience people who right now are not inconvenienced because the traffic isn't finding a way to their street. What Marie and I came to is that a way to avoid the Edina situation might be to put some of diverters in place for a test period. The beauty of the diverters is that you can do that with a jay barrier, with the fence construction barrier, with a number of different means that are relatively inexpensive and could be put in and easily removed.

SAC Member: Do you put a sign there that says. How do you communicate to the public?

Smith: We wouldn't sign it at all. We would sign on the approach to where that is so there is a warning that there is something in the road. To sign it significantly in advance as we typically do when we do road closures, people drive around the barricade, drive all the way up to the point where there is no more road left because they don't believe the signs.

SAC Member: They were doing that when Nine Mile was under construction and they actually were speeding on Nine Mile when the construction was going on.

Bartz: What would go along with that are probably traffic counts right before that test period and during the end of the test period. You probably would want to have the blockage in place for at least a month for the traffic to reflow. You could also follow it up with a mailed out survey to all the residents in the neighborhood because by this point, they've probably all noticed it. The survey could ask them if they like it, is it too inconvenient. You could actually test out some different scenarios. She put that out as a thought for your consideration. It would be some way to be able to get to see what actually happens to the traffic patterns and get a broader representation of opinions before something is permanently implemented.

SAC Member: Would you also track the phone calls coming in.

Cote: She would guess they would have a lot of phone calls.

SAC Member: He would like to see something less restrictive and phase in diverters if the other one didn't work. In other words, if you went to the turn restrictions and that didn't reduce the traffic by 40-50-60%, then you would say, that's not working, let's put the diverter in and we'll stop the traffic.

Cote: It is something to consider…to be fair, diverters are going to be a significant impact. The thing to consider is only 78 households that commented. We don't know for sure, but that is the question we ask about Edina. In general, people who do not think there is a problem and people who tend to say there doesn't need to be anything done, those typically will be the ones who stay at home. Then when you implement something, then it's wait a minute. Now you are implementing something. I have no idea what you are doing. It's not any different than council meetings or public hearings. If you hear about a project or development going in and you're okay with it, you typically will stay at home and usually the people who go out are the ones who are against it. We did our best to get the information out to the neighborhood but that is something we'll have to wait and see if you test it.

SAC Member: If my daughter was speeding with my car, I would tell her I don't like the speeding with the car as a warning and if she continued to do that, I would take the car away. So it is kinda the same principle. Let's try one thing that is less restrictive and at least the comeback is well, it didn't work so we have to do something more restrictive.

SAC Member: I appreciate your point….what is our timeframe? We can test this and that, but at some point we need to implement it six – nine – twelve months.

SAC Member: Would you proceed and make the recommendation to do the rework on 84th and 90th to get that in front of people.

Bartz: At this point, what we want to do tonight is get your recommendation. What do you feel as a group. But generally speaking, at least the 84th and France improvement seem to be something that should be done to enhance traffic flow through that intersection.

Cote: I would agree with where the group is going if you would prioritize those two, 84th would get more bang and it seems like it makes sense and 90th is a more innovative way to increase delay and is hard to tell how that intersection will affect people. So as a first phase when you talk about timing, the question is approvals and funding, but if either of those are implemented, then you could see what the impact is for that.

Smith: Without the improvements on 84th and France, this would probably work and I think there is some truth to that and I think there is also some truth to the ……. without those improvements at 84th/France and other things you are looking at are probably not going to be super effective. They may be effective on a specific street but the ultimate route you are diverting it to will likely not be an arterial street, it will be another local street so that is one reason to maybe look at that first. Also I heard about starting with the least restrictive first. That's the improvement the least restrictive because it is reducing restrictions in a sense to the flow versus adding them. The danger of not having that in place before you do any of the rest of these, you can implement something to get a diversion for another local street. You deem it a failure and you're done. The down-side is those intersection improvements are probably some of the longest design approval processes that we have out there because we are going through multiple outside agencies for review and it is a fairly significant amount of dollars with maybe a little bit of right of way acquisition, all those tend to stretch the timeline. If you wait for that improvement, it may be a while before you see anything.

Bartz: Generally speaking, Chad, if SAC made the recommendation for 84th/France, TTAC agreed, Council concurred....the actual timeline for getting the funding together and getting approvals together, are we talking 2011...2010?

Smith: I don't see the County stepping up with money very quickly, if at all. I don't think we will score well for federal applications so I don't see a need to wait around and try to apply for federal funds because we would be looking for 2013 which would be the first funding year. That pretty much kicks it back to full City Council funding. If the Council finds the money, it is potentially possible to get that done by next construction season if we didn't have to buy right of way. They would have to decide that real quick.

SAC Member: Aren't they trying to find money for 84th/Normandale?

Smith: Yes, they are.

SAC Member: So that probably will go first before this.

Smith: That would be the Council priority decision but that is a high priority too. 84th/Normandale is a project they are hoping to get federal money for so the City is going to apply for construction in 2013 at the soonest. This could be something they could slide in between. Where that ranks with the 3,000 other projects that aren't even street related, parks, etc., doesn't know where that would fall in priority wise.

Bartz: We have two components to our recommendation. One is that we are rejecting the do nothing. The second is 84th/France should be implemented. Someone want to venture a suggestion about the diverter testing.

SAC Member: We have 6% of the neighborhood commenting on this and we are going to affect 100% of the neighborhood with diverters. You are going to end up with the situation that you have in Edina right now because all these people who didn't find the time to come to these meetings, didn't pay attention to their mail and now it is affecting them and they are going to be at City Hall right now. The ones that are the least interested when you have a meeting, will be the most vocal at City Hall six months from now. From the 78 people that think that diverters are great, what about the other 94% that didn't participate in this.

SAC Member: Your point is good. It would probably take a psychologist to explain to us why people are that way. We interpret no response is they don't care what happens because they didn't respond. Or like you said, they were quiet but when it didn't suit what they thought it would be and didn't care enough, then they get angry or upset.

SAC Member: I wouldn't even test any kind of diverter until the 84th/France is done because it will just back up more. To me, that has to be approved and implemented before you try the other alternatives. The other thing is to try the signs, phased in, and diverters. But don't do anything before the improvement.

Bartz: What's the level of agreement with that suggestion?

SAC Member: If you put signage on each entrance, now you are affecting everybody that is turning into the neighborhood as opposed to one block ...Nine Mile Creek that you are trying to stop the traffic on. So you are just flowing through as opposed to everybody that is getting

into .....

Cote: The signs that are proposing at this point is in the morning, no left and no right and in the PM would be no right at Stanley.

SAC Member: Can you do it with the signal on Stanely/84th by having a no left turn on the light.

Smith: Suggested it be on a sign post since the turning driver would be focused on the road not the signal.

SAC Member: If you just have the no right turn that you made on Stanley, it would be one way to get people to stop.

Bartz: Let's break the suggestion down into a couple pieces. First part of suggestion: None of the remainder of the elements be implemented until the intersection improvement is in.

SAC Member: He would be opposed to the timeframe. It took us a year to find out what the options are on Stanley. I'd like to start with something and have a chance to work.

SAC Member: But I think like a lot of people said already though, the chance of this other stuff working correctly if we can't get the flow done at 84th/France, you aren't going to see the benefit of what we've done because they are still going to put up with coming into the neighborhoods because it is still faster than going through 84th/France.

Cote: The most important point that Chad made is that anything you do to get some percentage of the cut-through traffic out of the neighborhood, you have to have some place for them to go where it is going to operate better. So again, 84th/France, you can't just move them there and then they change their route and then it is horrible and then they are going to say, okay, this is not working....I'm going to find another route through the neighborhood. You have to have that one chance where they say, tomorrow I'm going to try this and then try it, and it has to work well. It is just their behavior, so they will continue to do that as it operates well. But if they don't have that positive experience, it's not going to be successful.

Bartz: Let's take the second part of the suggestion. The first suggestion was about timing. The second piece was that some testing be done. And we'll talk about the alternatives. Asked the group if it makes sense to do some testing of these alternatives before permanent implementation.

SAC Member: Definitively thinks there should be testing done on diverters or constriction at Stanley/84th because there you also can make a left and right. If you bring it down where they have to go either one lane left or right, it makes that experience for that intersection longer and they will look for that alternative. The same thing going south. When you go south back to 90th and Nine Mile, you constrict that to one, they have to wait much longer, they will get fed up with that and go somewhere else.

Bartz: Is there consensus that there should be some testing of solutions?

SAC Members: Agreed.

Bartz: Third piece of suggestion.....as those solutions are tested, that we start with the least

restrictive ....which would be the turn prohibitions and we sequence into more restrictive but that we don't spend an inordinate amount of time doing all kinds of different testing. Yes?

SAC Member: I think your suggestion of a 30 day test or six weeks (whatever it takes to change a person's mind).

Bartz: The first would be turn restrictions. What's the second?

SAC Member: Restricting one lane at both ends of Stanley and Nine Mile ....

Bartz: So you are talking about narrowing here.

SAC Member: Northbound at Stanley intersection, you only have one lane coming southbound as it is. You have two lanes going northbound ... that's your morning traffic....it may back all the way to Ken's house but if they have to wait through three lights to get through the intersection, there are still going to find somewhere else to go.

Bartz: Do other folks agree?

SAC Member: I'm really confused by the process. I think we picked alternatives last meeting for the neighborhood to look at and come back with suggestions and it seems like we are getting completely away from that. We are coming up with new alternatives that we didn't even discuss. I think we are all over the board here. I think we should just stick to what we decided at the last meeting and go with it. Do a majority....I think it is impossible to come up with a consensus ...we are going to be here until midnight. I think we identified 84th/France and 90th/France and it seems like the majority of the people were for that. Don't know if 90th/France is off the board now or what. I'm against diverters and I'm here to represent the fire department.

SAC Member: The comments on the diverter options had strong neighborhood responses. People liked it or didn't like it. I didn't see that with Option E. It was more across-the board....which didn't seem to phase a lot of people ...they were either kinda for it or kinda against it. To me that would probably be an easier direction to go because you wouldn't upset so many people.

SAC Member: It ranked second and it disrupted the neighborhood the least. If I were selfish, I would want a diverter. I'm trying not to be selfish in this.

Bartz: When you talk about the turn restrictions...some narrowing....we could just call this Alternative E with some additional consideration given to the number of these gateway elements and what they amount to.

SAC Member: If Jay is looking for a recommendation, I know there are a certain amount that want the diverters but I am on the other side of the coin. I'm with Alternative E as what we want to go forward and we do testing within Alternative E to see if it accomplished what we want to accomplish.

SAC Member: Alternative E would be sticking with one of the principles that was laid down at the meeting.

SAC Member: Don't get me wrong, if you guys think that diverters are the way to go, we (fire

department) will work around it. What are the benefits…what are the cons.

SAC Member: Was that brought up at the open house?

Bartz: Emergency concerns? Yes.

SAC Member: It did come up but doesn't think it was directly addressed in presentation at the meeting that the Fire Department would have a problem with diverters. I don't think those words were said.

Cote: Again, with the discussion that is occurring even as Beth was getting started with the intersection improvements first and testing the turn restrictions and talking about constrictions, those are all components of Alternative E. Alternative E does include the intersections and it does include a variety. It could be Alternative E phased but it just stepping through the most restrictive and least expensive.

Bartz: Let me throw this out. What if we throw it as a recommendation that the first priority is getting improvements at 84th/France, the second priority would be to implement Alternative E which includes the turn restrictions and some of the gateway restrictions. Also looking at 90th/France improvements. If those aren't successful, then some consideration be given again in the future to a diverter solution.

SAC Member: Do you have a timeframe on that? I heard number one would take 2-3 years to complete. So that's 2-3 years before we test again.

Bartz: Maybe we drop the testing phase. Maybe….our recommendation is Alternative E and start with this intersection improvement here and then we think about can we start some of this to get some relief to the neighborhoods at the same time we are doing this. That might take a little bit of time for us and city staff to think our way through that and how could we accomplish some kind of relief for the neighborhood.

SAC Member: Does this mean we meet again after the intersection improvements are made?

Smith: He would guess not because it would be a couple years down the road and all the block captains could change by then.

SAC Member: Years ago the request for turn restrictions signage was submitted and they said there are too many violators and too much enforcement, so we stopped that tried to go on to other things. I would hate to see us waste all our efforts and the committee by only looking at intersection improvements and try these things in two to three years.

Bartz: She hears his concern, three years is a long time to wait to see any relief for those folks living on Stanley.

SAC Member: What's the alternative? Throw away all the open houses. We wasted everybody's time and came to the open houses and ignored what they said. That's okay if you think it is better, that is what we are here for. But I think we need to come up with something for now, not two or three years to get started.

SAC Member: I think Chad can address this. I don't think we can do anything that will alleviate the problem on Stanley and Nine Mile within a two year period because of funding.

Smith: We aren't really talking too many years if everything came together and didn't need right of way, we could do the construction in 2009 so it would be 16 months out and you would have an idea if the 84th/France improvement helped.

SAC Member: To that point, I want to go back a little bit to what Jay (fire department) said. It seems to me that 84th//France and 90th/France have to be together. He would flip it and put 90th/France ahead of the other. It's just my opinion. One concern that he has about some manipulation about Alternative E with the turn restrictions and the gateways....how are we then going to decide which are the important gateways and do any of the red dots along 84th come into play. I am fairly certain that if there is a turn restriction on Stanley, that is just going to move to Rich. If there is a turn restriction on Rich, it will just bang, bang, bang down the line. So I am going to guess that the people who voiced their opinion in the community saw that. Plus there is the expense ....I would suggest that maybe and I know there is disagreement about the use of diverters but rather than going to the least restrictive of whatever the options are, go to the second least restrictive. In other words, one up. Because it would be just a little bit more than what we would expect to be the minimum amount so you would shift the traffic pattern but yet still give us a flavor for what would be next.

Bartz: What would you suggest that next would be?

SAC Member: If the goal is to reduce the amount of traffic that goes down Stanley and Nine Mile, and the community suggests diverters, then I think we consider the diverter alternatives. It addresses the most immediate traffic flow through the problem provided that the improvements to the intersection are done. We don't need to go to that if those don't happen.

SAC Member: What you just said about if you don't have a right turn on Stanley, it will go to Kell, if you have a blockage on Nine Mile, I'll guarantee you that Morris is going to get killed. They will go to Morris, to Poplar Bridge Road, to 86th, to Oxborough, back to Nine Mile.

SAC Member: That is because you know the neighborhood. Who is going to find that out? Maybe 10%.

SAC Member: If there is a tree out there, only one has to find it and you will have ten more behind it.

SAC Member: I understand your point because I don't know how costly or time consuming it is to do temporary diverters and testing. I'm not saying it has to be permanent right away. You can make those improvements and then you build your temporary diverters for the first part and there's your task. You are going to know pretty quick and it will answer your question of where is traffic going to go and how long does that sustain. I suspect that the first couple of weeks that that is in there that it will be sprinkled throughout but as people discover that they can no longer go through as easy as they used to. If it doesn't improve, then you put in place the next set of temporary diverters and see.

Cote: Those are actually two very good alternatives to compare. What I am hearing now is that it could be Alternative E and do the intersection improvements and then you are testing some components of the turn restrictions or constricted roadways. On that alternative, you could see ...it could be possible that with the no rights, you will just take a right on the next street. The next one is Alternative C. You have to have the intersection improvements done first and then you would be testing some components of Alternative C by putting in one of the

diverters instead of all three. The same thing as the first is that then you could have people finding alternate routes because you don't have the other two in place but again each of them have some alternate routes that could develop through the testing. So the question to the group would be between those two, what are people's thoughts?

SAC Member: Can you do the study and project what the diversion effects would be.

SAC Member: You could do that and then we could start the testing immediately so we could bring it to a conclusion.

Cote: The best way to see the impact is to actually go back out there and recount and calculate the delay.

Smith: Particularly for all these in the neighborhood changes because you are changing a travel time. It is a pretty small change .....individual effects are going to be so small that we couldn't accurately model it. We could guess. The variation in travel time is so small it would be difficult to try to model.

Cote: One crash on 494 directly affects any of these intersections. We can go out there and we can do for a whole week and you are going to have a variation.

Cote: Based on travel diversion curves, I believe it's a 30% advantage you have to have in your time difference if you are going to go through the neighborhood versus staying on France/84th to get to make that change from one route to another. A 30% improvement in your travel time.

SAC Member: I'm for making a decision but putting it off.

Cote: To wait until 2009 construction season and going back out a month after and collecting the data is a pretty positive timeframe.

SAC Member: Everyone on Stanley wants the diverters but there are some people right there on Nine Mile that are very opposed. I would feel better as far as comments to stop at Stanley and make it a cul-de-sac. As far as the testing, I would go with that because those people are all happy to have a diverter whereas on that little jog, those people are vehemently opposed to it.

Bartz: That is a very long cul-de-sac particularly from the emergency services point of view.

Smith: We have looked at it and we can't put a cul-de-sac unless we buy a house/property.

SAC Member: Our charge was to address the issue of the cut-through traffic in the neighborhood and just cutting Stanley off and not doing anything else is not going to solve the problem. They will just take the next available street and that would be Rich. So stopping the traffic on Stanley won't address the issue of the cut-through. This is my opinion, not necessarily that of the neighborhood area, there is risk in the decision that I won't have the convenience of being able to get to the southeastern part by way of Nine Mile and 90th and instead I would have to go to 84th/France...that is okay...this process isn't to allow me to get from here to there. It is to cut the traffic through the neighborhood. If we have to take the inconvenience of one to solve the other one. That is my opinion.

Bartz: I've put something on the board and realize it is not ideal but if we talked about sequence of timing of all these things, even though you may not get the same benefit that you would have if the 84th and France improvements are already in place. In order for the Stanley folks to see something in 2008, to start the turn prohibition tests in 2008 and may find if there is possible, to someway to temporarily or permanently narrow the entry points at Stanley and Nine Mile....don't know if that is possible...

SAC Member: What you are saying is...you put your two no turns and constrict the northbound Stanley.

Bartz: We could do all three.

SAC Member: Turn restrictions and then constrict the northbound Stanley to one lane so they can't back up in two lanes to turn left or right and the same thing going south at 90th.

Bartz: I don't know if that's possible....but I'm throwing it out.

SAC Member: You could do that very easy with jersey barriers.

Bartz: We have to do it in a way that is safe because it is one thing to be able to see a jersey barrier that is 90 degrees, perpendicular to your travel path. It's another thing to have them on your side. Because the City isn't fully in control of all of this and it depends on funding availability, a goal to implementing the 84th/France improvements and 90th/France improvements in 2009 and as soon as they are in, start the diverter test. First test, Nine Mile Creek, Poplar diverter and potentially at the other two. Incorporated with that would be a neighborhood survey of the diverter testing. Of course, the timing of this is going to be worked out with whenever that intersection construction happens and there are other considerations too, i.e. school, no school, winter, snow.

SAC Member: If it comes down to it, I think we should be willing to give up the 90th/France improvements if it gets blocked by the County or State depending on what Chad said.

Cote: So would you, before the diverter test, see what kind of impact you are having with the above.

SAC Member: Then I think you would for sure have people go through the neighborhood if you don't fix France, they are absolutely going through the neighborhood or ignore the turn prohibition because they will be backed up to Quinn on France if they can't turn. So then you would force them to the neighborhood where I personally don't think that many will find another path.

Bartz: So, are you saying that moving on before the intersections are done is okay or not?

SAC Member: They will find a new way through the neighborhood if they can't get through on France.

Bartz: She thinks they are good points. I think this is a tough point. We all recognize the Stanley folks have lived through this situation for a long time and we would like to give them relief sooner than later. It is just hard to figure out what to give them.

SAC Member: It is going to take longer yet but ultimately we're making a recommendation

and we're not going to make a decision on this. It will be the City Council. As far as 90th/France and what I've been hearing, that isn't even going to fly. 84th/France is going to fly.

Bartz: Let me ask this question. Other than the timing of when this happens, is everybody generally in agreement that this is the general group of things that should happen. So we have the right things....it's just a matter of sequence and timing?

SAC Member: I would like to go back to the other suggestion of having no left turn on Nine Mile but you can't do it. That would cut PM traffic; it wouldn't have anything to do with AM traffic.

SAC Member: You can't make a left turn off Nine Mile to 90th because that is where everyone goes. People in the neighborhood will take another street.

Bartz: They can't go straight so you are forcing them to go right.

Smith: The concern would be like with a lot of these options that the cars will go somewhere.

SAC Member: They are going up 90th to 98th Street.

Smith: Or they could come down Palmer, 86th, to Poplar Bridge Road and through the neighborhood. That is a possibility if you don't give them a clear desirable route that you don't want them to go to.

SAC Member: If they do that, they are going to take Quinn, to Poplar Bridge .....

Bartz: Let me try one more thing. What if we took this piece and generally said that is going to happen. What we are going to do is try to do the intersection improvements and then we'll look at the turn prohibitions, then we will look at the diverter solutions. We will start following the intersection improvement. However, we will add a comment that we recognize that this means that there won't be any relief for the Stanley Avenue residents until this intersection improvement is in place and that we recognize this is a solution that needs to be solved. We acknowledge the pain and suffering of the folks on Stanley Avenue and if something can be done in the interim, that the Committee would support some interim solution if work can be done. But at least there is acknowledgement for your fellow neighbors that somehow you are not uncaring about the situation that they are in.

SAC Member: Everyone pooh-poohed it but I know that there is one thing that aggravates more people than anything else is the amount of commercial delivery FedEx trucks that use that route because of the noise and their speed. There are lots of streets in the City that say no through trucks and that would cut down some of the noise that we are getting.

Cote: One of the goals of the study for the neighborhood solution as a whole is not to move the problem to another street and we understand that it has been a problem for Stanley and Nine Mile for a very long time but the solution to a problem is not to create another problem on another street.

SAC Member: In 2009, who will these neighborhood response reports go to. This committee will dissolve after tonight.

Bartz: They would go to TTAC.

Smith: TTAC and City Council.

SAC Member: I guess I would like to go back with what we originally went with. That we truly need number one that you have listed whether it gets done in 2009 or whenever. That is the one that we all agree on that needs to be done. That's the number one priority that I think we should recommend to the City Council and be done and then we try these other things too and ..... that should be our strongest recommendation.

Bartz: Do you want to talk about this some more or are you comfortable with where it's at.

SAC Member: I'm comfortable with where it is. I think that intersection has to be done but I am deeply concerned that it is going to go on and on and on because they are not going to find the funding. How that can be moved up I don't know what the next step will be. The Council could say they are going to table it because we don't have the funds and everything else. I'm on Rich. It doesn't bother me one way or another. I don't care if they did anything and I'm retired so I don't go to work in the morning so I don't worry about it either.

SAC Member: You just have to worry about getting run over when you're walking to Nine Mile.

SAC Member: I walk on Nine Mile a lot and there are times that they do go faster than what I think they should but when you're standing there and you see a car go by, it appears to be faster.

Cote: As Beth was mentioning, we can add some additional comments to the recommendation that emphasizes the SAC's concern with timing and funding of the intersection improvements and that is the first important phase that needs to be implemented in order to go through because where she is right now is the intersection improvements and then the testing of the less restrictive improvements and alternative E and then do an effectiveness test and then move into the diverter testing and alternative C.

SAC Member: I guess I'm not sure that if they had no left turn restrictions at Stanley and 84th and Nine Mile and 90th that that is going to cause a lot of people to go through the other streets. It sounds reasonable but I'm not sure they won't do that.

SAC Member: They won't if they can get through on France.

Cote: That is why we are stepping through this.

SAC Member: I think France has to be fixed. If you go with one recommendation, it might have more power and the other ones are a little bit later and they are not a lot of money...(talking testing).

SAC Member: It's taken four years just to get the meeting. Now we are going to have a weak recommendation.

SAC Member: I don't think you can say that. There is a clear direction...84th and France to be fixed. That's our recommendation.

SAC Member: When will it come back to us.

SAC Member: It doesn't need to come back to us. We're all taxpayers; we can go see the Council any time we want.

SAC Member: Intersection improvement. They will say, can't afford it...we're not going to do it. I'm all for trying other things for 30 days or whatever and if it doesn't work, you are going to know what works or not. We're already speculating on whether....maybe it will work on Stanley and maybe it won't...maybe it will divide up enough so it won't affect the residents. I don't have a problem with that. We are just recommending the stuff that we do the improvement and move on to some of these other less expensive things and give it a try.

SAC Member: That is the other thing we'd have to look at if they say no because the 84th and France is too expensive. What do we do after that? What is the next alternative? Do we do Alternative E and try to cut down the amount of traffic making things very inconvenient or do you go to the diverter which will make the whole neighborhood inconvenient.

Bartz: Frankly, I don't know what your opinion is, Marie, but I would think that if you're not improving the intersections you are not going to see a whole lot of effectiveness come out of any other devices.

SAC Member: I'm just giving the worst case scenario. If they say no to the improvement, what do we do?

Bartz: I think E only has a chance because you're improving the path that you want the drivers to be on and you're making it less convenient for the path that they are on today so your net is increasing. If you only have a half of that difference, I think you've got to get the bigger stick out.

SAC Member: Are you saying if we don't do 84th/France, do we jump to diverters?

Smith: He feels the order of magnitude cost-wise ...if they are going to do 84th/France improvements, they aren't willing to do the diverters either because they are the same order of magnitude cost. They are six digit projects.

SAC Member: By changing the flow of traffic at 84th/France by cycling the lights, would that offer improvement?

Cote: In order to recycle the lights again because the split phasing does take up more of the green time, you have to have the separate left turn lanes so you do have to make the lane changes. You cannot just change timing.

Bartz: If you were to give a minority report, what would your minority recommendation be?

SAC Member: We are at the reason why Stanley was never fixed, because it's not easy. We've told them (the City) to move the problem but no one is willing to say do it.

Bartz: If you were a SAC of one, we have the input of these five alternatives, they have gone out to the neighborhood, you've seen all the data, what is your recommendation?

SAC Member: I would like to see a quick test on each of the popular solutions.

Bartz: Those being?

SAC Member: The closure on Nine Mile Creek with a couple other little things so traffic can't get around 85th.....and the turn restrictions.

SAC Member: Don't they have no turns off Normandale during northbound morning traffic?

SAC Member: There are some ....

SAC Member: That is an issue of safety so they will enforce that but .....they don't have the manpower to enforce.

SAC Member: You are talking about a temporary test .....put the diverters in.....just to see how they work. I'm not for necessarily the neighborhood diverters so much but some type of blockage will have the biggest impact. It doesn't take much to satisfy Stanley; we just want traffic moved. We put this much effort into the study.....we had a speed table put in and it took a year to find out that it didn't work.

Bartz: So here is what I am going to recommend: SAC recommendation is this and add a minority report from our Stanley representative. I think there is some validity to this based on the input that we received from the public as well because there was such a clear difference of opinions. We will forward that as information for the TTAC and City Council to consider.

Cote: So repeat that again. The SAC receommendation will be:

Bartz: The SAC recommendation will be that we:

> Recommend implementation of the 84th/France and 90th/France improvements. If one has to be chosen over the other because of funding constraints, 84th/France is to be the priority. After that, we will do a series of tests including the turn prohibition test and the narrowing of the entry points (Alternative E). The second test will be Nine Mile Creek/Poplar Bridge diverter (part of Alternative C). The third sequence being adding the other two in there (Alternative C). That there be some sort of neighborhood survey of the testing phase and then a decision about the ultimate solution is.
>
> The minority report is essentially that this testing of the turn prohibitions and the Nine Mile Creek/Poplar Bridge diverter is done immediately and not postponed until after the 84th/France improvements are made. The concerns that we have with this committee's recommendation is that intersection improvements to 84th/France will be delayed due to lack of funding and that under the SAC recommendation, there is no immediate relief for the Stanley residents.

Thank you all very very much. As Marie stated earlier, April 24 is the TTAC meeting, May 12 is the City Council Study Session, and June 2 is the Public Hearing.

Item 6. Adjourn

The meeting adjourned at 8:00 p.m.