



Bayport Council Work Session February 3, 2020

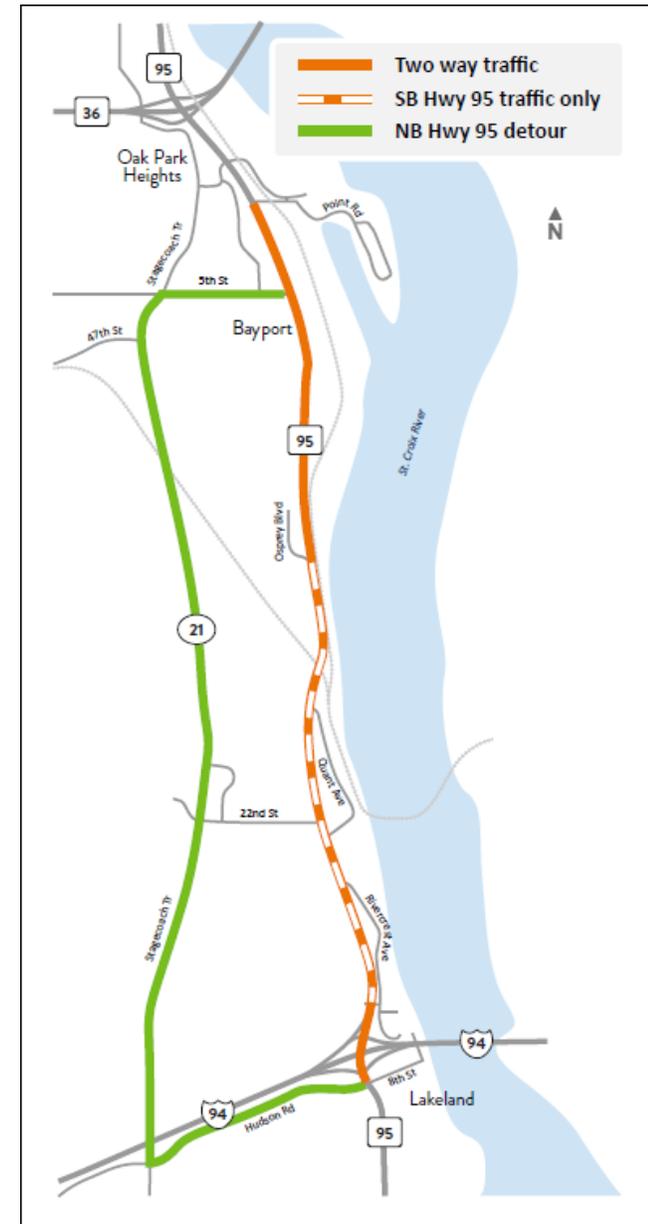
Adam Josephson, East Area Manager
Mackenzie Turner Bargaen, Bicycle & Pedestrian Coordinator
Kaare Festvog, Traffic and Speed Zoning Supervisor

Project

- Hwy 95: 8th Ave N to I-94 (5 miles)
- Mill and overlay, city utilities, ADA, sidewalk, lighting
- Project construction cost: \$6.4 M
 - \$453K – city lighting and ped flasher
 - \$481K – city water and sanitary
- Construction: May – October 2020

Pedestrian and bike improvements with project:

- Andersen Elementary enhanced crossing
- Median island near 6th Ave N to calm traffic
- Eleven foot striped lanes to visually reduce road width
- LED Street lighting (Central to 5th)
- ADA and sidewalk upgrades (2nd Ave S to First State Bank)
- R/R bridge lane shift to provide southbound shoulder for bikes
- New pavement and crosswalk striping



Project: Crossing at Andersen Elementary School

RRFB

(rectangular rapid flashing beacon)

- Ped actuated flashing strobe
- Ped refuge in median
- 50% crash reduction expected
- RRFB signal (only) bid cost: \$37,000

Project

- Raised median island between 2nd and 3rd
- ADA accessibility
- New pedestrian crossing markings
- White fog line between lane and parking
- Lane effectively reduced from 20' to 11'
- Median landscaping (not shown)



Additional Bike, Pedestrian and Safety Options

- These are options to consider
- There are trade off's for each option
- Acceptability (city, businesses, residents)
- Options have not been designed, devil can be in the details
- Funding and cost splits have not been discussed
- Maintenance responsibilities have not been discussed
- Deliverability (current project, separate project, permit)

Traffic Volumes along Hwy 95

| | <u>North of 5th</u> | <u>South of 5th</u> |
|---|---------------------|--------------------------------|
| ➤ Bridge opened: August 2017 | • ? (2019) * | • ? (2019) * |
| ➤ County project on Stagecoach Trail in 2018 may have impacted | • 14,800 (2018) | • 11,800 (2018) |
| ➤ Change in local travel patterns since bridge opened may have impacted | • 12,300 (2017) | • 11,800 (2017) |
| | • 11,900 (2016) | • 12,000 (2016) |
| | • 11,900 (2015) | • 11,400 (2015) |
| | • 11,100 (2014) | • 11,400 (2014) |
| | • 10,600 (2013) | • 10,700 (2013) |
| ➤ Seasonal Variation: 20-25% | • 10,600 (2012) | • 10,700 (2012) |
| ➤ Appears traffic volumes have increased 10-15% since bridge opened | • 10,300 (2011) | • 11,000 (2011) |
| | • 10,300 (2010) | • 11,000 (2010) |
| | • 11,000 (2000) | • 11,700 (2000) |

* 2019 data not yet available

How are Speed limits determined

- Mn Statute 169.14 (see flyer)
- Factors considered
 - Road type and condition
 - Location and type of access points
 - Existing traffic control devices
 - Crash history
 - Traffic Volume
 - Sight distance
 - Test drive results
 - Speed study
- 2014 Legislation required speed limit reviews on two lane highway around state be reviewed

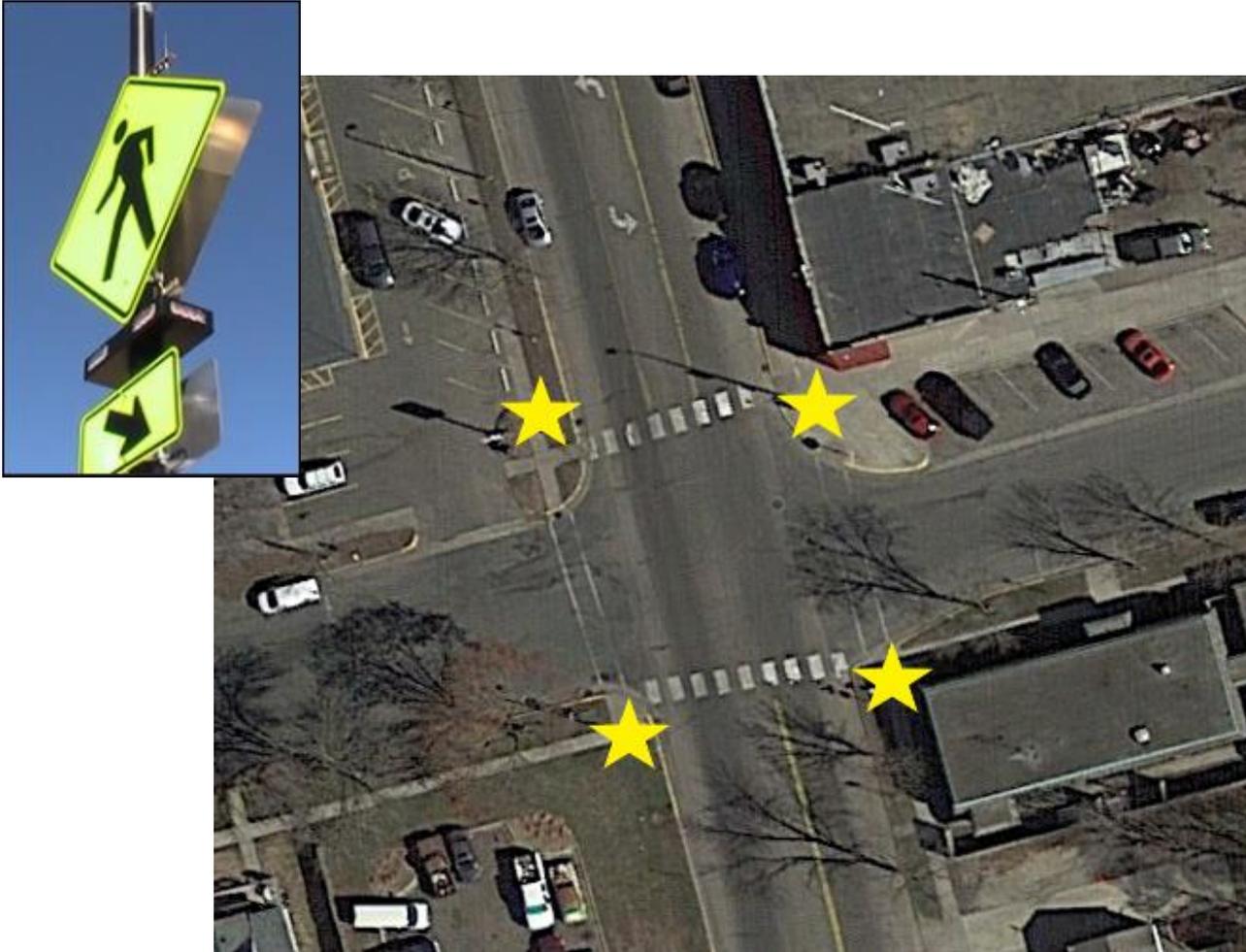


Option 1: Add a "Your Speed is Sign" on south end of town

- Dynamic Speed Display
- Placed in Speed Transition Zones
- North end of town near 7th Ave N (45-30 MPH)
- South end of town near 3rd Ave S (40-30 MPH)
- Estimated cost: \$10,000

Option 2: Additional RRFB's along Hwy 95

(example - Hwy 95 and Central Ave)



RRFB's at all four corners that would activate all at once when ped pushes button

Highly visible on Hwy 95 and visible on city street approaches

Location to consider

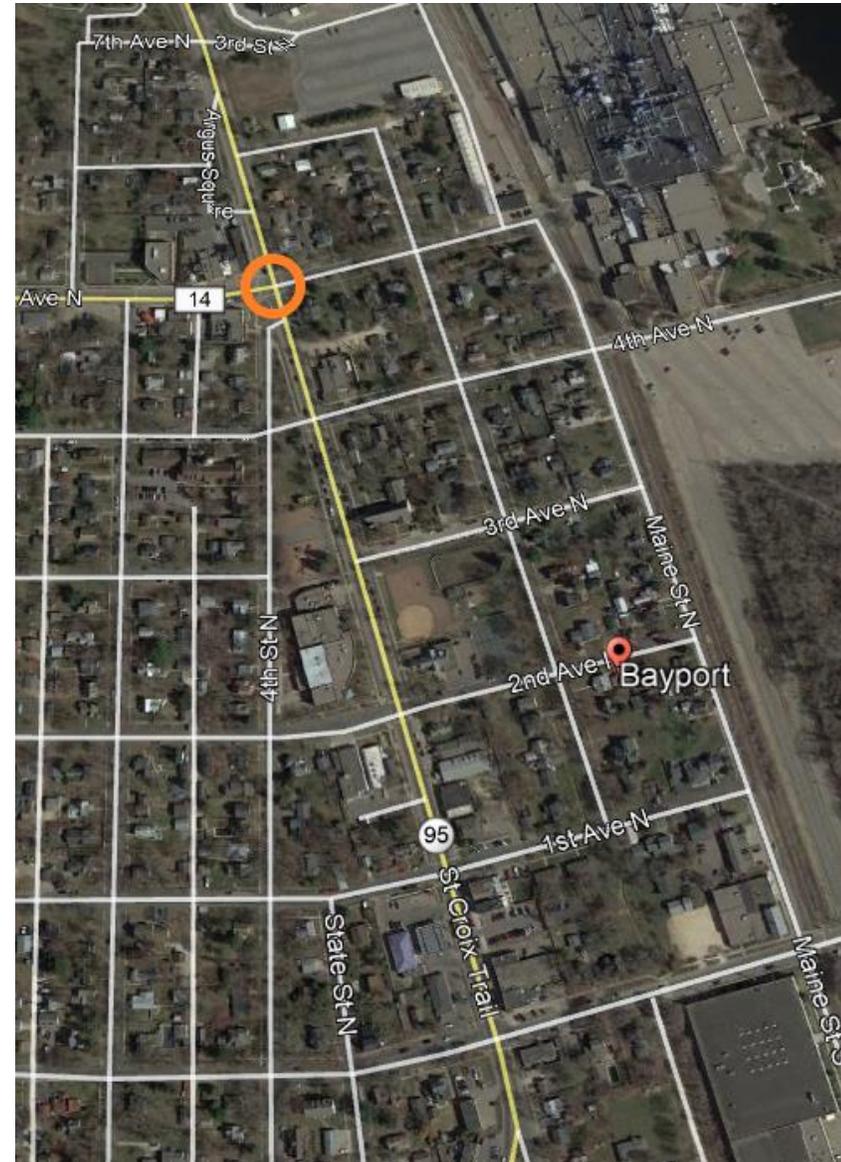
- **5th Ave N (CSAH 14)**
- 4th Ave N
- **3rd Ave N (in project)**
- 2nd Ave N
- 1st Ave N
- **Central Ave**
- 3rd Ave S

Estimated cost: \$40-50K per intersection

Traffic Signal

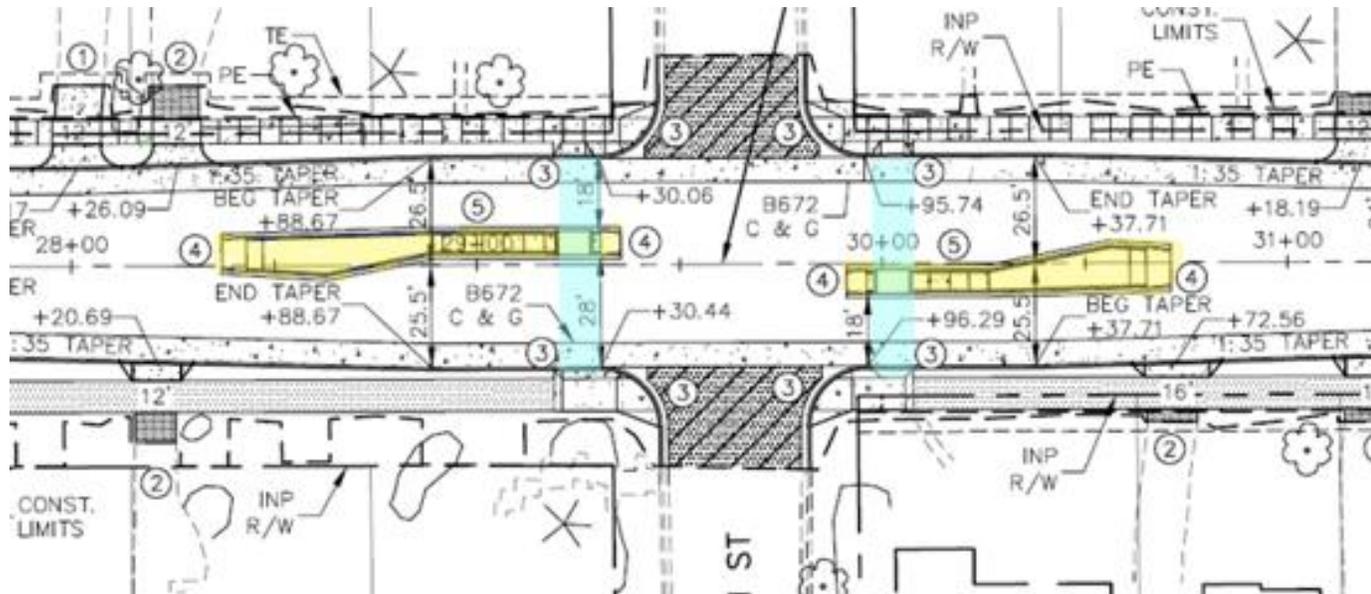
Hwy 95 (3rd St) at 5th (CSAH 14)

- Traffic Signal Warrant Process
 - * Traffic volumes, crash history, ped volume, other
 - * Traffic Signal is not warranted (volumes on 5th to low)
- Trade offs
 - + Stop traffic on Hwy 95 to allow traffic on 5th better access
 - + Ped crossing at signalized intersection
 - Increased crashes
 - Increased delay
 - Stopped vehicles may extend through adjacent intersections
 - +/- Traffic pattern changes on city streets
 - Lost parking near intersection for turn lanes
- Estimated Signal Cost: \$300,000

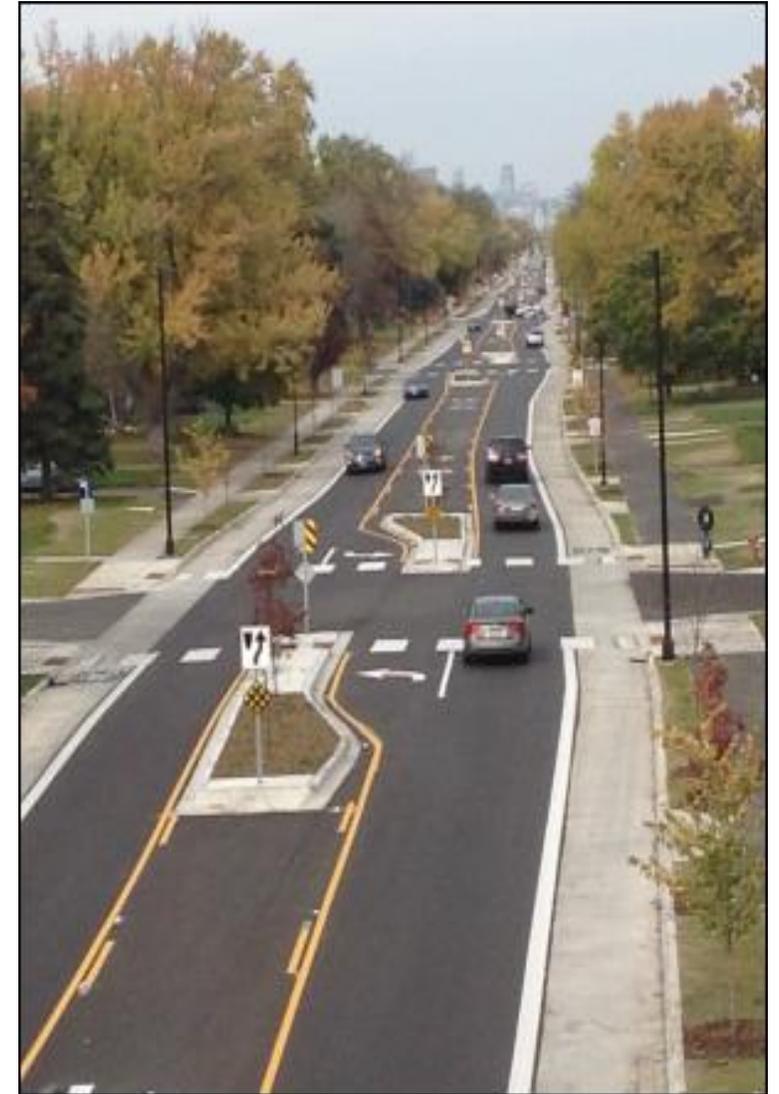


Option 3 - Raised Median Islands

Example: Portland at East 71st St in Richfield



- Improved pedestrian crossing
- Will reduce parking near intersection
- Cost for islands in Richfield was \$8-10K per island



Option 4: Increase sight distance at intersections

Example: 2nd Ave N

Existing: 30'

Option: extend parking restriction to 50' at crossings



“ Decreased visibility due to parked cars on the road leaves us guessing on when a safe time to pull out into the street” ... Bayport Resident

Option 5 - median to provide ped refuge area

Example: 4th Ave N

Option: 200 ft median island, right-in/right out access restrictions

Provides ped refuge area, slows traffic, simplifies turning movements



Option 6 - Restripe center median area

Existing: Two-Way Left-Turn Lane (TWLTL)

Option: Stripe median islands instead of TWLTL

Example: between 3rd and 4th

Visually reduces road width to help calm traffic



Other:

- Discuss modified shift schedules with Andersen Windows to reduce peak traffic impacts
- In-street pedestrian crossing signs in summer (city initiative)
- School crossing flags (city initiative)
- Continue increased enforcement
- Other