

**Traffic Safety Advisory Committee
City of Apple Valley
November 9, 2011
7:00 p.m. Municipal Center**

Minutes

1. Call to Order

The meeting was called to order at 7:00 p.m. by Chair Arthur Zimmerman

Members Present: Todd Blomstrom, Linda Dolan, Harald Eriksen, Charles Grawe, Michael Marben, Joe Shaw, Arthur Zimmerman

Members Absent:

Consultants/Alternates Present: Tom Sohrweide, Dave Bennett

Others Present: Stephanie Abraham, Rich Billion, Isaac Field, Tiffany Field, Jennifer Laber, Brian O'Loughlin, Dan Zimmerman

2. Approval of Agenda

MOTION: Mr. Marben moved, second by Mr. Eriksen, to approve the agenda as presented. Motion passed 7-0.

3. Approval of September 14, 2011 Minutes

MOTION: Mr. Blomstrom moved, second by Mr. Grawe, to approve the Minutes of September 14, 2011 as presented. Motion passed 5-0 (Mr. Marben and Mr. Eriksen abstained).

4. Audience Items

There were no audience items.

5. Resident Request for Left Turn Lane on 140th Street at Everest Avenue

Mr. Blomstrom reviewed the current four-lane road alignment and explained that any addition of a left-turn lane would require substantial modifications to the roadway. One major challenge to modification is the stacking and vehicle movements into Eastview High School in the morning rush. Mr. Sohrweide reviewed the vehicle crash data history for that area. The crash rates at this intersection were very comparable to other segments of 140th Street. The rates were also quite similar to the average intersection crash rate over the past 2.5 years. He recommended the City continue to monitor the intersection at this time.

MOTION: Mr. Blomstrom moved, second by Ms. Dolan, to monitor the intersection and revisit this issue in the following year. Motion passed 7-0.

6. Upper 136th Street – Neighborhood Involvement Program

Mr. Blomstrom reviewed recent concerns from residents regarding speeding traffic Upper 136th Street. He noted that further changes in traffic patterns were likely when the Cedar Avenue redesign is complete. Mr. Sohrweide conducted further evaluation on some of the sight distances and recommended reverse curve signage and 25 miles per hour speed advisory signs. Baseline volume data was also collected for future comparison. The resident expressed interest in yard signs that neighbors could erect on their own property. Mr. Blomstrom conducted research and found a sign program in Wisconsin. Signs often lose their effectiveness if they are up for more than a few days. The possible solution is to buy a small number of signs to loan to interested neighborhoods. The Committee expressed a general interest in launching a small pilot sign loan program in Apple Valley.

MOTION: Ms. Dolan moved, second by Mr. Eriksen, to recommend the purchase of six to ten signs to be provided to neighborhoods on loan as a pilot project. Motion passed 7-0.

7. Update on Speed Data on Garden View Drive Between CR 42 and CR 46

Mr. Blomstrom provided an overview of the resident's concerns and presented updated speed data. The percentage of speed violators was not significantly different from many other city streets. However, the traffic volume on Garden View Drive is significantly higher as it is a collector roadway. The city will continue to monitor speeds on the roadway.

8. Resident Concerns regarding Crosswalk on 147th Street at Garrett Avenue

Mr. Blomstrom said that this concern has been raised previously. In 2008, the crosswalk signage was converted to a modern school crosswalk. He noted that the City has eliminated nearly all of the crosswalks at uncontrolled intersections that cross four-lane undivided roadways. He said the City is looking at a three-lane road design on 147th Street between Flagstaff Avenue and Johnny Cake Ridge Road. He noted that the proximity of the Municipal Center and emergency vehicle driveways to the intersection of 147th Street and Galaxie Avenue must be considered when looking at possible road design changes to 147th Street.

Mr. Sohrweide said he did some initial study of the possibility of converting the four-lane design to a three-lane design. He said he does not believe the conversion would create poor operating situations at the cross intersections. The three-lane design will tend to slow vehicle speed and generally facilitates pedestrian crossings.

Mr. Sohrweide said that study of the specific crosswalk in question showed that the gaps in vehicle traffic are not very frequent. Because of the curve in the roadway, the westbound traffic approaching from the east has poor sight lines. However, in his observations, the westbound traffic appeared to be better at yielding to pedestrians in the crosswalk. The 85th percentile speed was 36 miles per hour.

Mr. Sohrweide presented seven recommendations:

- 1) Re-evaluate the signage and placement of the current pedestrian sign
- 2) The school should formalize a pick-up and drop-off plan
- 3) The school should provide a safety patrol or adult crossing guard for students
- 4) Establish a 20 miles per hour school zone speed limit
- 5) Consider converting this section of roadway to a three-lane design
- 6) If the three-lane design is implemented, conduct follow-up study
- 7) Replace the diagonal striping with standard zebra striping

The residents expressed a concern about the slippery nature of the current crosswalk striping paint. They also expressed concern that a vehicle stopped in the outside lane for a pedestrians in the crosswalk can shield view of the pedestrian for vehicles approaching on the inside lane. The residents also expressed a desire for the establishment of a school speed zone.

Mr. Blomstrom noted that Greenleaf Elementary has a somewhat similar crossing situation and installed a median and utilizes a crossing guard to aid crossings. Mr. Marben explained that school speed zones are only enforceable when children are present and near the street, not broadly when school is in session.

Mr. Blomstrom recommended the City evaluate if any changes to the signage are appropriate, remove two trees on the east side of the crosswalk to improve sight lines, further study the sight lines after tree removal to see if more work is necessary, work with the school to develop a safe route to school plan, work with the school to establish a crossing guard program, collect additional speed data, and establish a school speed zone. He recommended holding any recommendation on conversion to a three-lane design until further study has been completed.

MOTION: Mr. Grawe moved, second by Mr. Shaw to recommend the City evaluate if any changes to the signage are appropriate, remove two trees on the east side of the crosswalk to improve sight lines, further study the sight lines after tree removal to see if more work is necessary, work with the school to develop a safe route to school plan, work with the school to establish a crossing guard program, collect additional speed data, and establish a school speed zone, to but withhold any recommendation on conversion to a three-lane design until further study has been completed. Motion passed 7-0.

9. Resident Request for Crosswalk/ Stop Sign at 144th Street at Embry Path

Mr. Blomstrom said that Embry Path was overlaid earlier this year. Several years ago, the city removed a crosswalk at 147th Street and Embry Path. A resident requested the restoration of that crosswalk and the addition of a four-way stop at 144th Street and Embry Path. Evaluation determined that the intersection does not meet the warrants for a four-way stop. He recommended the installation of crosswalk on all four legs of the intersection of 144th Street and Embry Path. He noted that this is functionally relocating the crosswalk from the intersection with 147th Street to the intersection with 144th Street.

MOTION: Mr. Eriksen moved, second by Mr. Marben, to install the crosswalks on all four legs of the intersection of 144th Street and Embry Path next spring. Motion passed 7-0.

10. Crosswalk for Intersection of Pennock Avenue at Whitney Drive

Mr. Blomstrom said crosswalks exist at two of the three legs of the intersection. He recommends completing the third leg with a crosswalk and noted that minor concrete work would be required.

MOTION: Mr. Blomstrom moved, second by Mr. Grawe, to install the crosswalk on the remaining leg of the intersection of Pennock Avenue and Whitney Drive. Motion passed 7-0.

11. Other Traffic Concerns Communicated to the City of Apple Valley

Police Concerns

Mr. Marben reported no new police concerns.

Public Works' Concerns

Mr. Blomstrom said there is a pedestrian ramp linking the frontage road to County Road 42 near the intersection of County Road 42 and Hayes Road. The ramp is very difficult to maintain in the winter due to snow storage between the roads. However, if a significant number of pedestrians appear to have been using the ramp to access County Road 42, the ramp will be reopened.

12. Education Issues

Mr. Shaw is attending the Toward Zero Deaths Conference.

13. Adjourn

MOTION: Mr. Blomstrom moved, second by Mr. Marben, to adjourn. Motion passed 7- 0. Meeting was adjourned at 9:05 p.m.