Responding to Citizen Traffic Requests in St. Louis Park

2016 CEAM Annual Meeting
January 27, 2016
Traffic Control Requests

• Traffic Committee meets monthly

• Members
  • Police,
  • Public Works,
  • Community Development, and
  • Engineering

• Traffic Policy
  • MnMUTCD
  • Criteria in Traffic Policy
  • Engineering study

• City Council approval is needed for many requests
Traffic Control Policy

- Only City jurisdiction
- Manage expectations
- Consistency
- Different for Arterial, collector, and MSA routes
Traffic Request Process

Receive request in writing

Do you have enough information?

No → Call with questions

Yes → Inform requestor of timeline

Inform requestor of timeline

Perform data collection

Traffic Committee Meeting
Does Traffic Cmte recommend?

- Yes: Inform requestor
- No: Is it on a Residential Street?
  - No: Inform requestor
  - Yes: Inform requestor—provide information regarding petition process

Inform requestor
Inform surrounding property owners
Schedule CC Meeting if needed
Implement

Inform requester
Receive petition
Traffic Policy

• If criteria for installation of traffic controls are not met:
  • Petition from 70% of residents within a six hundred (600) foot radius from the intersection/site.
  • Special studies and installation of traffic calming controls would be at residents or neighborhood cost.
Does Petition meet requirements?

No → Inform requester
Yes

Does it require additional study/infrastructure cost?

Yes → Inform requester
No

Inform surrounding property owners

Inform requester

City Council

No → Inform requester
Yes → Implement
Request Criteria for Qualifying Devices

- Arterial, collector, and MSA routes
  - MMUTCD followed.
    - (Minnesota Manual for Uniform Traffic Control Devices)
- Residential/ Neighborhood
  - MMUTCD guideline
  - Must not increase traffic on adjacent streets
  - Not jeopardize safety
  - 50% cut through
  - Stop signs
    - Crash (5 or more in 3 years)
    - Volumes
      - greater than 5000 VPD for all way
      - less than 5000 VPD for two way
  - Sight lines
- Pedestrians in sensitive areas
Toolbox

- Speed
- Bicycle/Pedestrian Safety
- Accidents
- Best practices
- Google Earth
Speed

- Traffic Counters
- Speed trailer
- Hand held radar gun
- Additional Police enforcement
Bicycle/ Pedestrian Safety

- Education campaign
- Centerline crosswalk signs
- Video Counts
http://www.dot.state.mn.us/sharetheroad/index.html
Pedestrian Crossings: Uncontrolled Locations
Crash Mapping Tool
http://www.dot.state.mn.us/stateaid/crashmapping.html

Minnesota Crash Mapping Analysis Tool

Crash data and roadway last updated in June 2015.
Dataset is from 1/1/2005 thru 6/1/2015, as reported to Department of Public Safety. Lag time between crash occurrence and data entry into DPS database can last approximately 2-3 months. Application information updated four times per year (approximately quarterly).

Application and Instructions
- MnCMAT Program - username/password required
- Users Manual (PDF, 4 MB)
- Webinar Training - 2/17/11

Resources and Information
- Approval Forms for External MnCMAT Usage
  - Consultant Approval Form (Word, 135 KB)
  - Governmental Agency Approval (Word, 135 KB)
- Case Studies - General Guidelines (PowerPoint, 420 KB)
- Crash Data Flowchart
- Data Key Filters (Excel, 190 KB)
- MnCMAT Material (PowerPoint, 18 MB)

Interactive BaseMap
- Interactive BaseMap
Google Earth
Thank you

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