



MAYOR AND COUNCIL COMMUNICATION

DATE: 4/5/16

REGULAR

ITEM #: 4

MOTION

AGENDA ITEM: 50th street stoplight

SUBMITTED BY: Clark Schroeder

THROUGH: Clark Schroeder

REVIEWED BY: Julie Johnson

SUGGESTED ORDER OF BUSINESS:

- Introduction of Item.....Staff
- Report/PresentationStaff
- Questions from Council to Staff..... Mayor Facilitates
- Public Input, if Appropriate..... Mayor Facilitates
- Call for Motion..... Mayor & City Council
- Discussion Mayor & City Council
- Action on Motion Mayor Facilitates

PUBLIC POLICY STATEMENT

BACKGROUND AND STAFF REPORT: At the November 17th 2015 meeting discussion was had concerning a stop light on Manning avenue at 50th street. The following motion was voted and approved.

Councilmember Fliflet, seconded by Councilmember Smith, moved THE LAKE ELMO CITY COUNCIL WOULD LIKE BY MATTER OF RESOLUTION TO SUPPORT A TRAFFIC SIGNAL AT THE INTERSECTION OF NEW CSAH 15 AND 50TH STREET AND MAKE IT KNOWN THAT THE CITY WOULD LIKE THIS TO BE THE NUMBER ONE PRIORITY FOR THE COUNTY FOR THIS STRETCH OF ROADWAY RECENTLY TURNED OVER TO THE COUNTY FROM THE STATE OF MINNESOTA PREVIOUSLY KNOWN AS STATE HIGHWAY 5.

Subsequently, a City Council workshop was held on March 8th 2016 where Washington County presented safety and accident data for the Manning corridor from Highway 36 to the Fair Grounds. (See attachment). This presentation detailed traffic patterns for that corridor. According to this traffic study, no intersection meets the threshold for signal light at this time, but the county does see a benefit for having a signal light in the corridor to create gaps and spacing in traffic. It is proposed that a natural space for this would be at Manning and 50th. The county is planning to put in wooden poles and lights in 2017, the City did request it be put in place in 2016, but the County said it was too late to plan and install this summer. In the long run, Manning will be expanded to 4 lanes at which time the County will re-evaluate whether traffic growth on 50th street continues to warrant a signal.

In order to memorialize this direction from council, and incorporate the new County Study a resolution is presented for the council to consider.

RECOMMENDATION:

“Move to approve resolution 2016-25 supporting the installation of a traffic signal at the intersection of 50th street and county state aid highway 15(Manning Ave) as soon as possible”

ATTACHMENT(S):

Resolution 2016-25 50th street stop light

Washington County 3/8/16 presentation

**CITY OF LAKE ELMO
WASHINGTON COUNTY
STATE OF MINNESOTA**

RESOLUTION NO. 2016- 25

*A RESOLUTION SUPPORTING THE INSTALLATION OF A TRAFFIC SIGNAL AT THE
INTERSECTION OF 50TH STREET AND
COUNTY STATE AID HIGHWAY 15 (OLD HIGHWAY 5)*

WHEREAS, Washington County (the “County”) recently assumed jurisdiction of Trunk Highway 5, which travels across the entire City of Lake Elmo (the “City”); and

WHEREAS, the segment of old Trunk Highway 5 between Manning Avenue and Highway 36 has been renumbered to County State Aid Highway (CSAH) 15 (“CSAH 15”); and

WHEREAS, City has for many years had concerns about the ability of residents to be able to safely and conveniently access CSAH 15 from City streets, and

WHEREAS, The City Council passed a motion requesting a light at this intersection be placed as the highest priority for the 2016 County CIP, and

WHEREAS, now that CSAH 15 is under County jurisdiction, the City Council directed City staff to work with Washington County to study traffic patterns and options for traffic management on CSAH 15; and

WHEREAS, County staff presented the findings of their study to the City Council at a City Council workshop on March 8, 2016; and

WHEREAS, a summary of the results of the County’s study confirms that there can be extensive delays for vehicles attempting to turn left onto CSAH 15; and

WHEREAS, 50th street is a collector roadway on the City’s Municipal State Aid (MSA) System, serving multiple current and planned neighborhoods and developments; and

WHEREAS, the County’s study concludes that the intersection of 50th Street and CSAH 15 is a candidate for a full actuated traffic signal control, which would provide regional benefits to access and operations along the corridor; and

NOW, THEREFORE BE IT RESOLVED, the City Council hereby acknowledges the summary and findings of the County’s study and supports the conclusion that the intersection of 50th Street and CSAH 15 would benefit from full actuated traffic signal control; and

NOW, THEREFORE BE IT FURTHER RESOLVED, the City Council formally requests that the County program a project in 2017 or sooner to construct this improvement with the understanding that the City will be responsible for sharing the cost of this improvement.

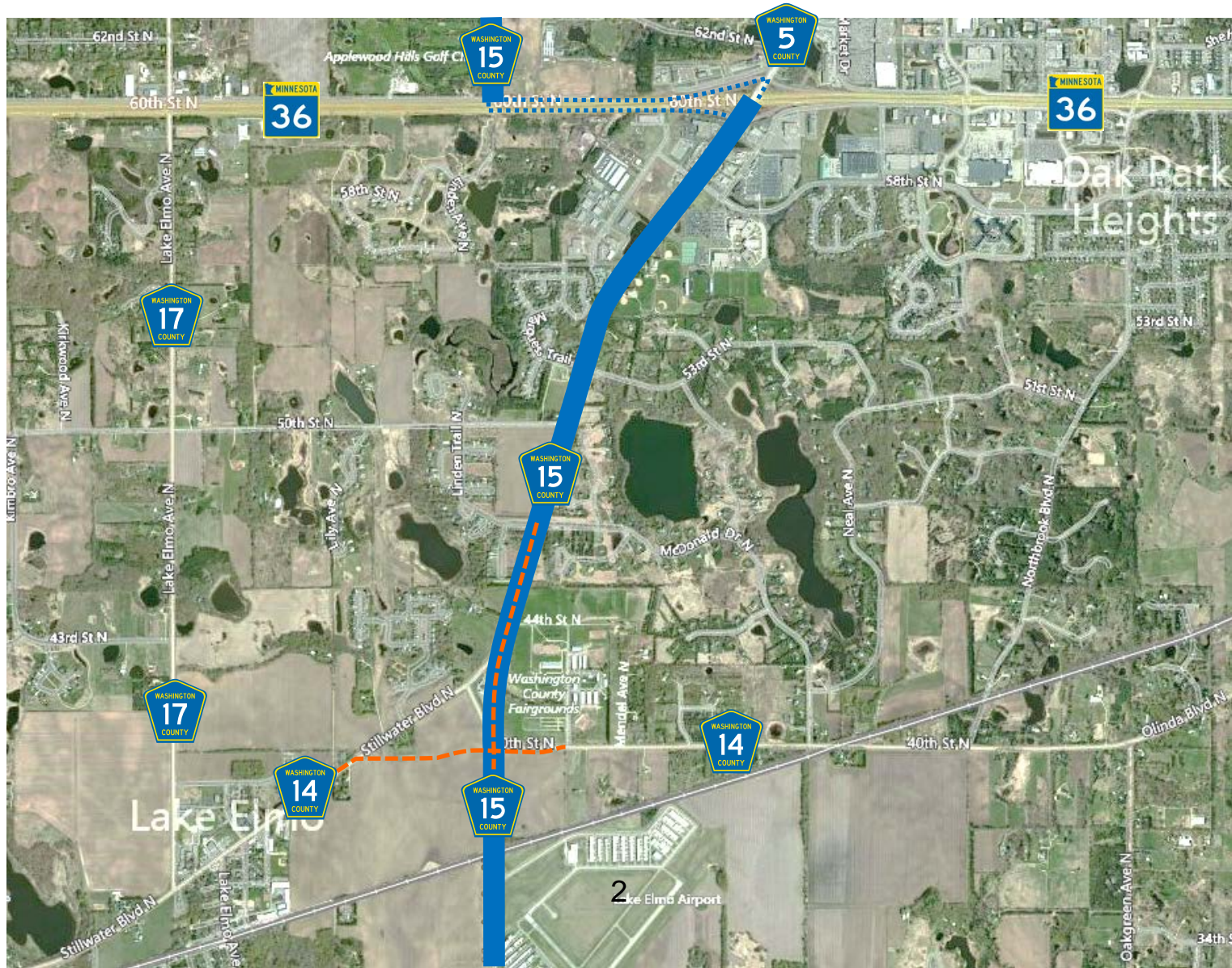


County Highway 15 (Stillwater Blvd)
Access Planning and Traffic Control

Lake Elmo City Council Workshop
March 8th, 2016

Joe Gustafson PE, PTOE
Traffic Engineer
Washington County Public Works
joe.gustafson@co.washington.mn.us

County Highway 15



Corridor Timeline

- Fatal rear-end crash at 50th St. in 2002
- Center left turn lanes added in 2009
 - Zero verifiable injury crashes since then.
- MnDOT “turned back” to County in 2015
- Realignment project planned for 2018
- Future 4-Lane divided corridor

CSAH 15 Corridor Issues

- Average Daily Traffic 18,000 – 23,000.
- Busiest 2-lane County Highway in Washington County
- Long delays to make left turns onto CSAH 15 during peak times.
- Cross streets have very low volumes, below established signal warrants.
- Cross streets are not connected to each other, not aligned.

Signal Considerations

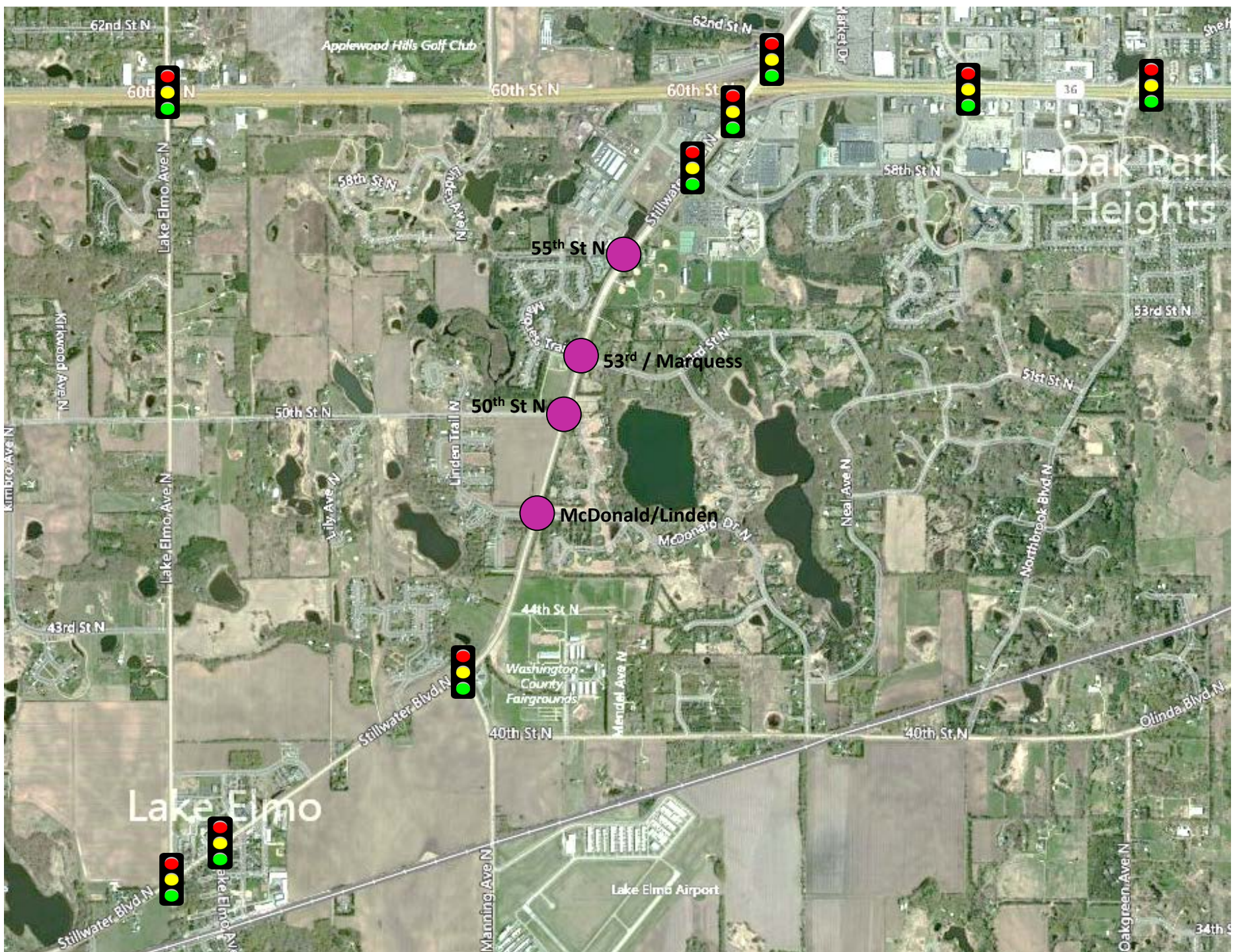
- Signals are NOT safety devices.
 - Crash rates normally increase overall.
- Signals are right-of-way assignment devices.
 - Maximum delays become capped, but delays become higher overall.
- Construction costs are split by leg.
- Operating costs are shared.
- Turn lanes are normally required

Signal Considerations

- Signal warrants thresholds not met at any of the intersections.
- Left turn delays are high at all of the intersections.
- Not realistic to signalize each intersection in the corridor.
- If a signal is installed, need to prioritize.

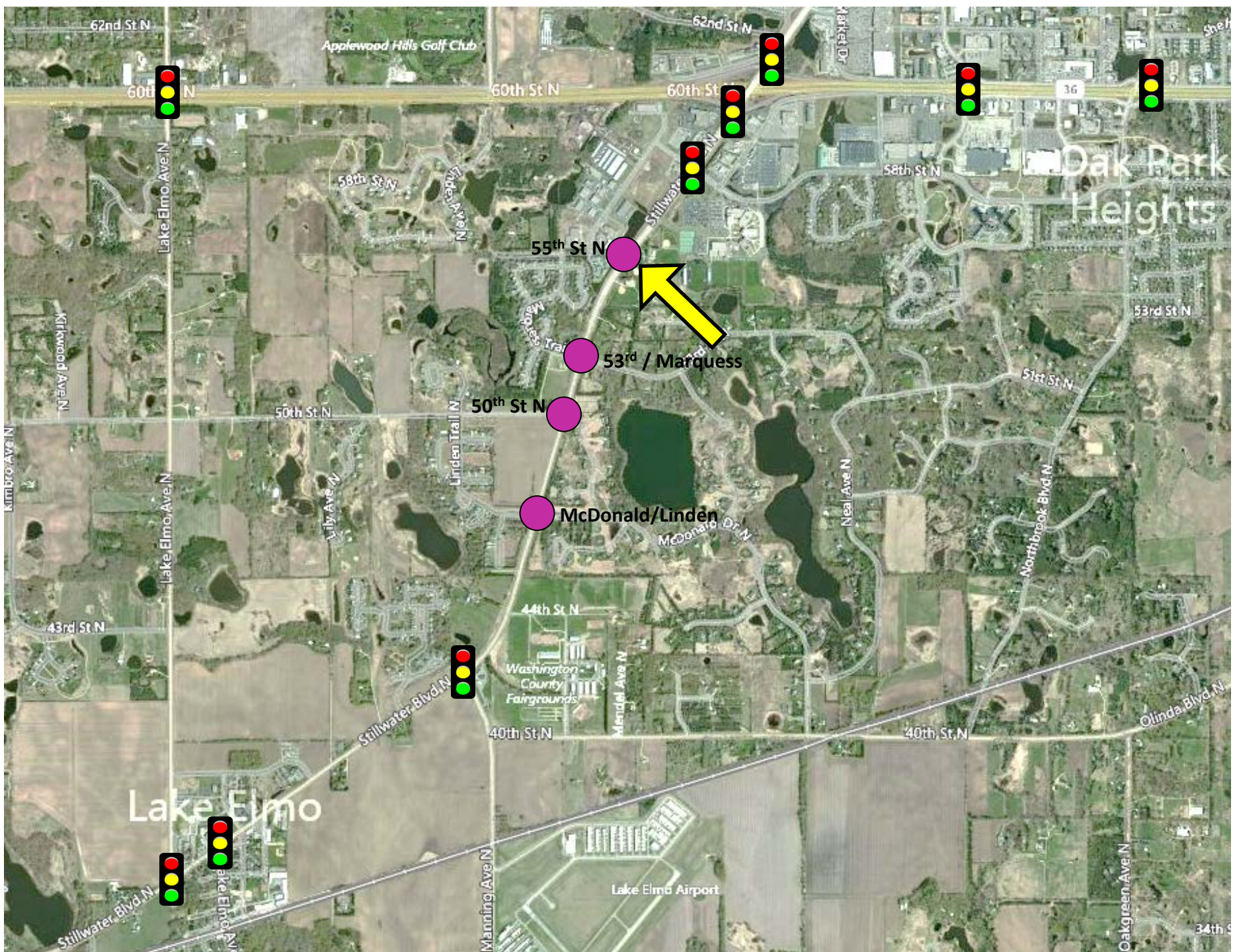
Unsignalized Intersections

- 55th Street
- 53rd Street / Marquess
- 50th Street
- Linden Trail / McDonald Drive
- Private driveways



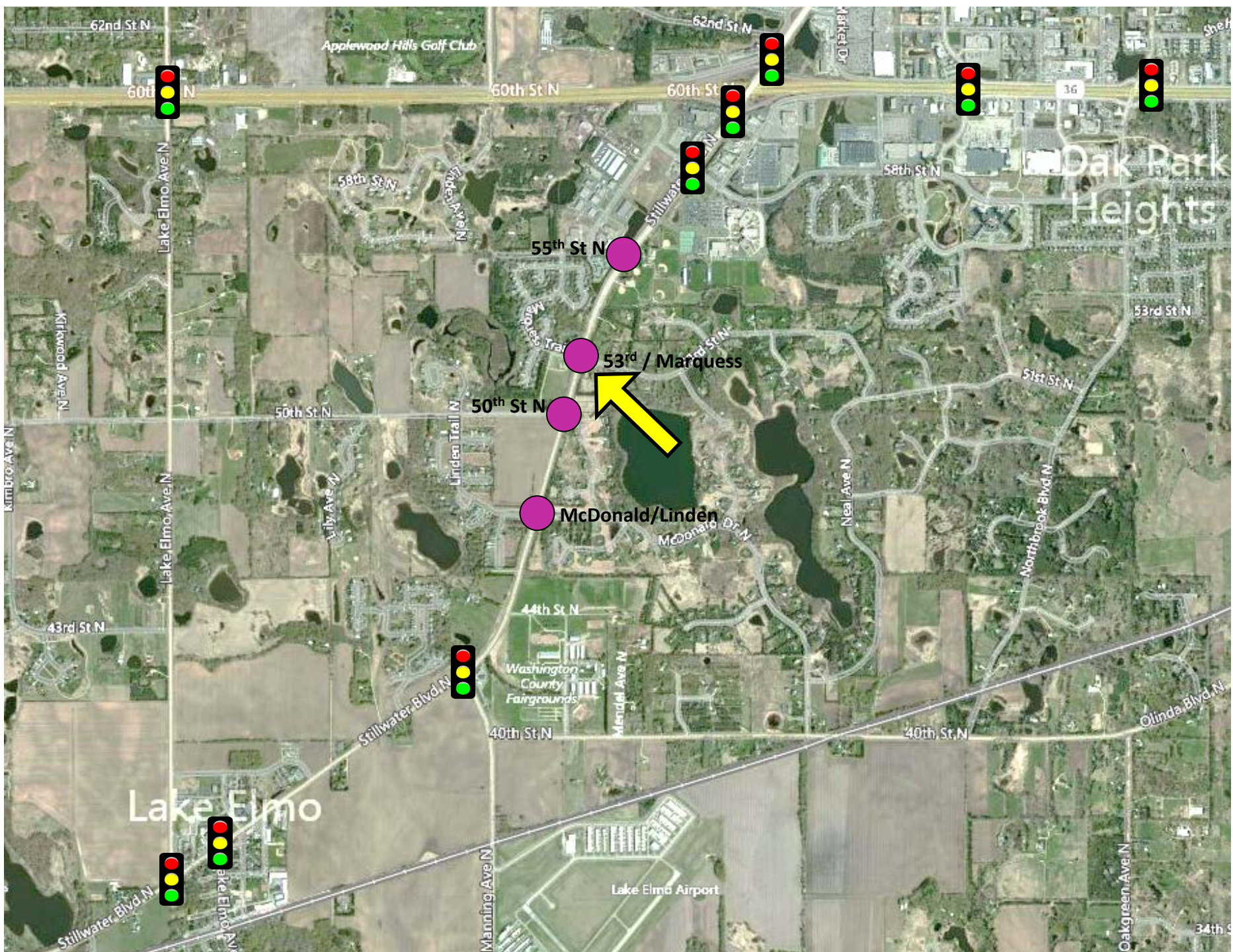
55th Street

- Serves OPH commercial area
- Serves Post Office Annex
- Serves Marquess neighborhood
- Serves Carriage Station office complex
- Does not serve any parcels on east side
- 298 vehicles made left turns 6am-7pm
 - Maximum: 40 vehicles during 7am-8am hour.



53rd / Marquess

- Serves Marquess neighborhood
- Serves St. John's Church
- 53rd serves large area of Baytown Twp.
- Connectivity to 55th Street
- 113 vehicles made left turns 6am-7pm
 - Maximum: 13 left turns vehicles 6am-7am
 - 13 left turns again during 9am-10am (tied).



62nd St N

Applewood Hills Golf Club

62nd St N

60th St N

60th St N

60th St N

36

Lake Elmo Ave N

58th St N

New Ave N

55th St N

Stillwater Ave N

58th St N

Dak Park Heights

53rd St N

Kirkwood Ave N

50th St N

50th St N

53rd / Marquess

51st St N

Kimbro Ave N

Lake Elmo Ave N

Lily Ave N

Linden Trail N

50th St N

McDonald/Linden

McDonald Dr N

Neal Ave N

Northbrook Blvd N

43rd St N

44th St N

Washington County Fairgrounds

Mendel Ave N

40th St N

40th St N

Olinda Blvd N

Lake Elmo

Lake Elmo Airport

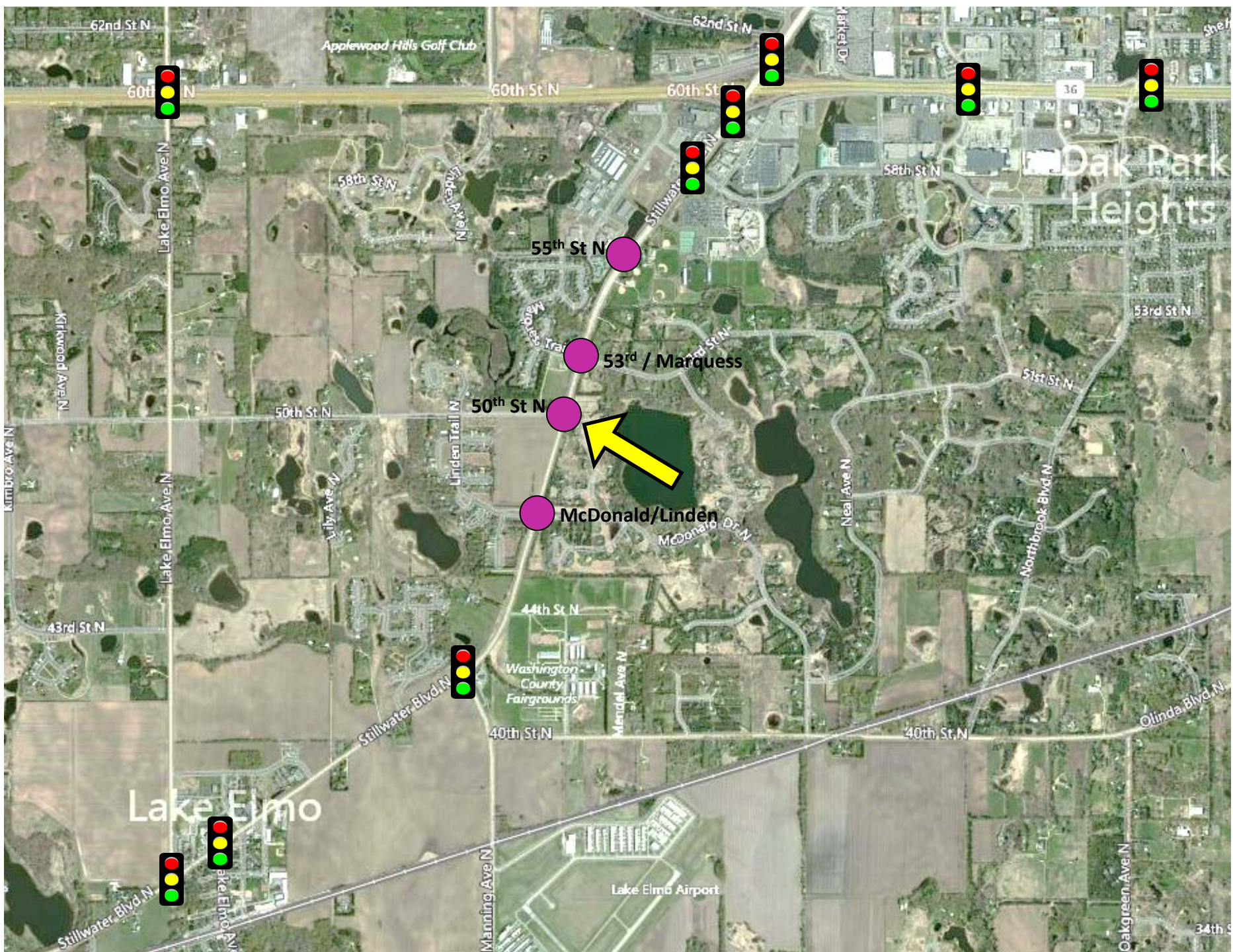
Manning Ave N

Oakgreen Ave N

34th St N

50th Street

- Municipal State Aid street
- Continuous to Lake Elmo Ave (CR 17)
- Serves relatively few neighborhoods
- Does not serve any parcels on east side
- 162 vehicles made left turns 6am-7pm
 - Maximum: 20 vehicles during 5pm-6pm hour.



Lake Elmo

Dak Park Heights

McDonald/Linden

53rd / Marquess

55th St N

50th St N

40th St N

40th St N

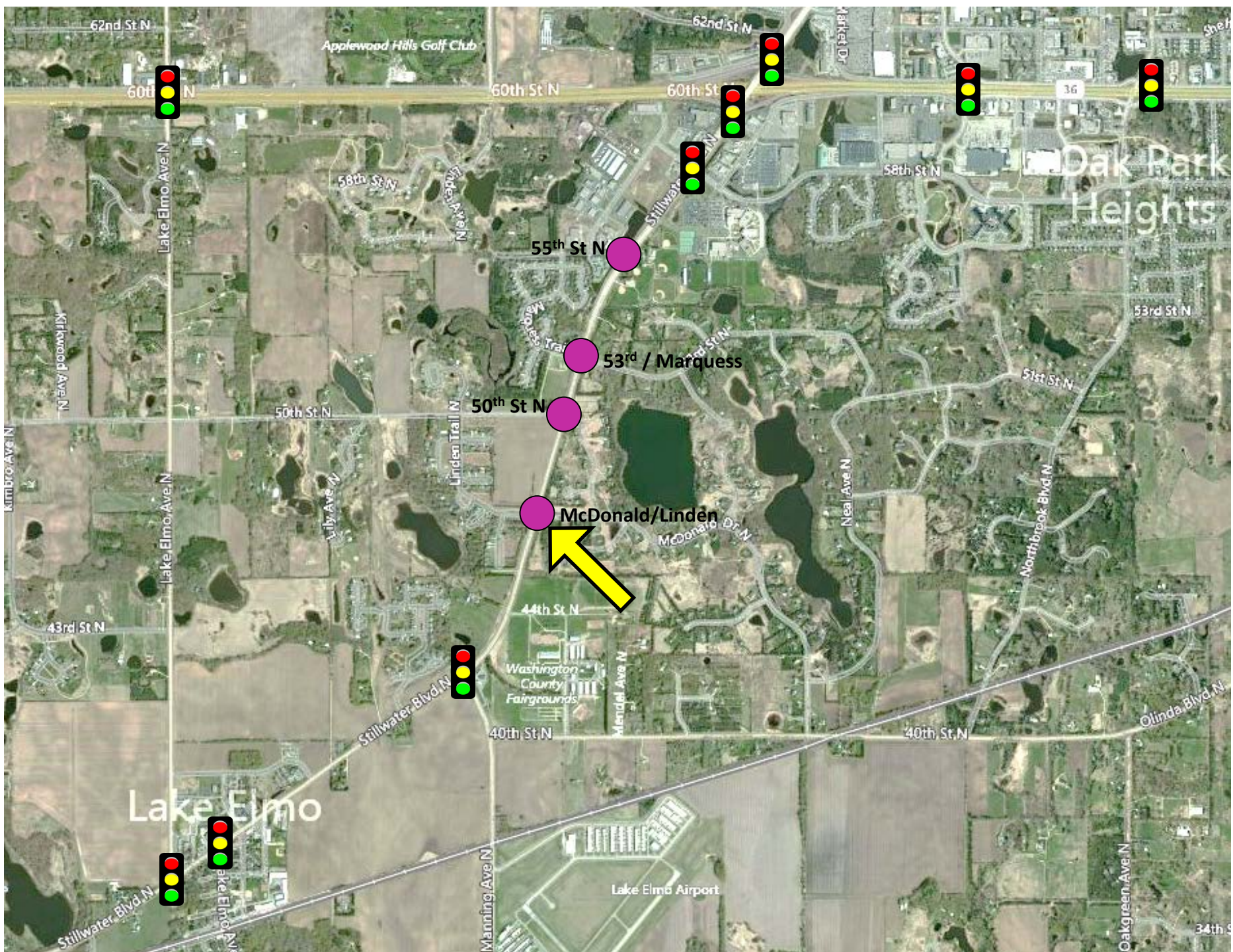
Lake Elmo Airport

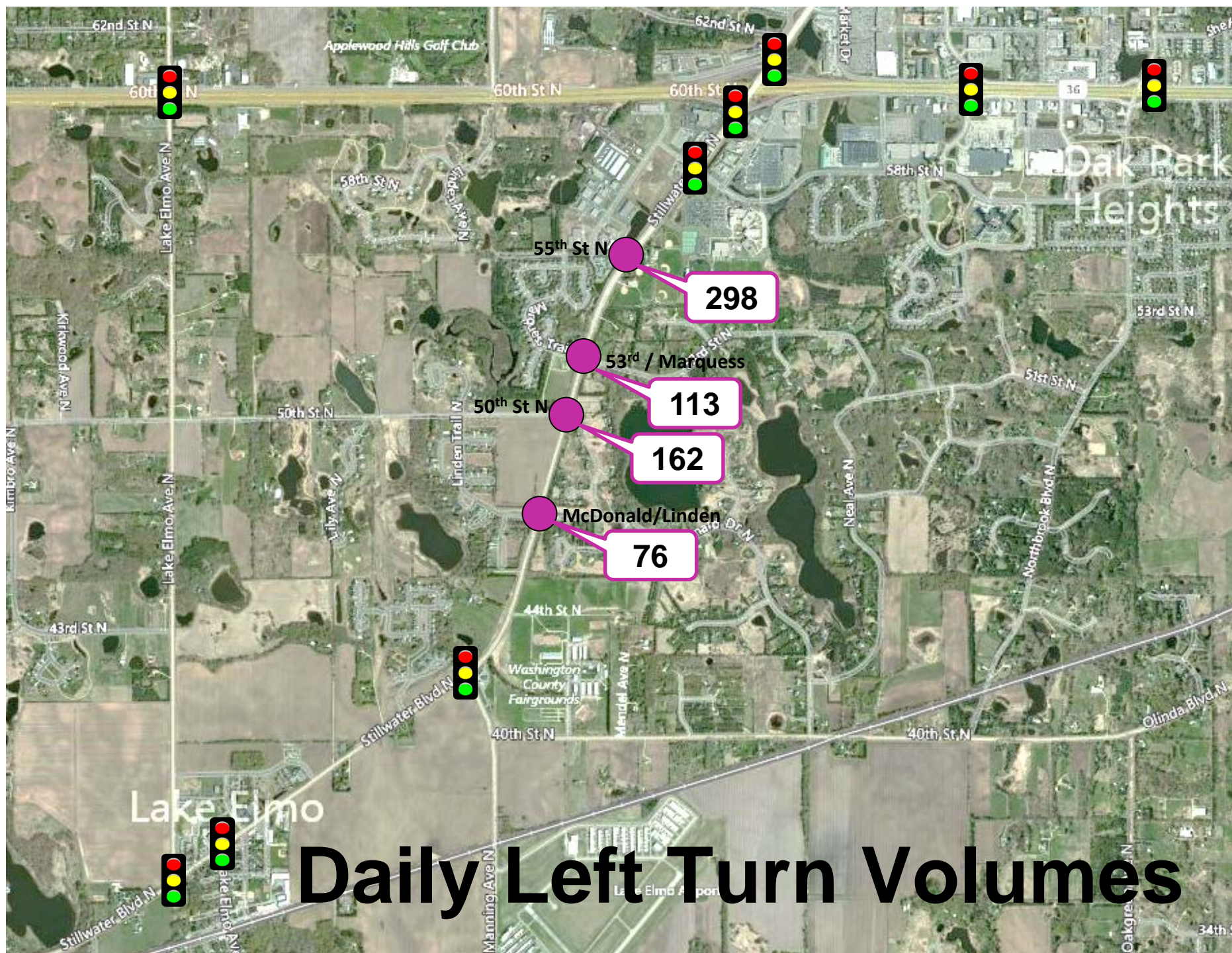
Washington County Fairgrounds

Applewood Hills Golf Club

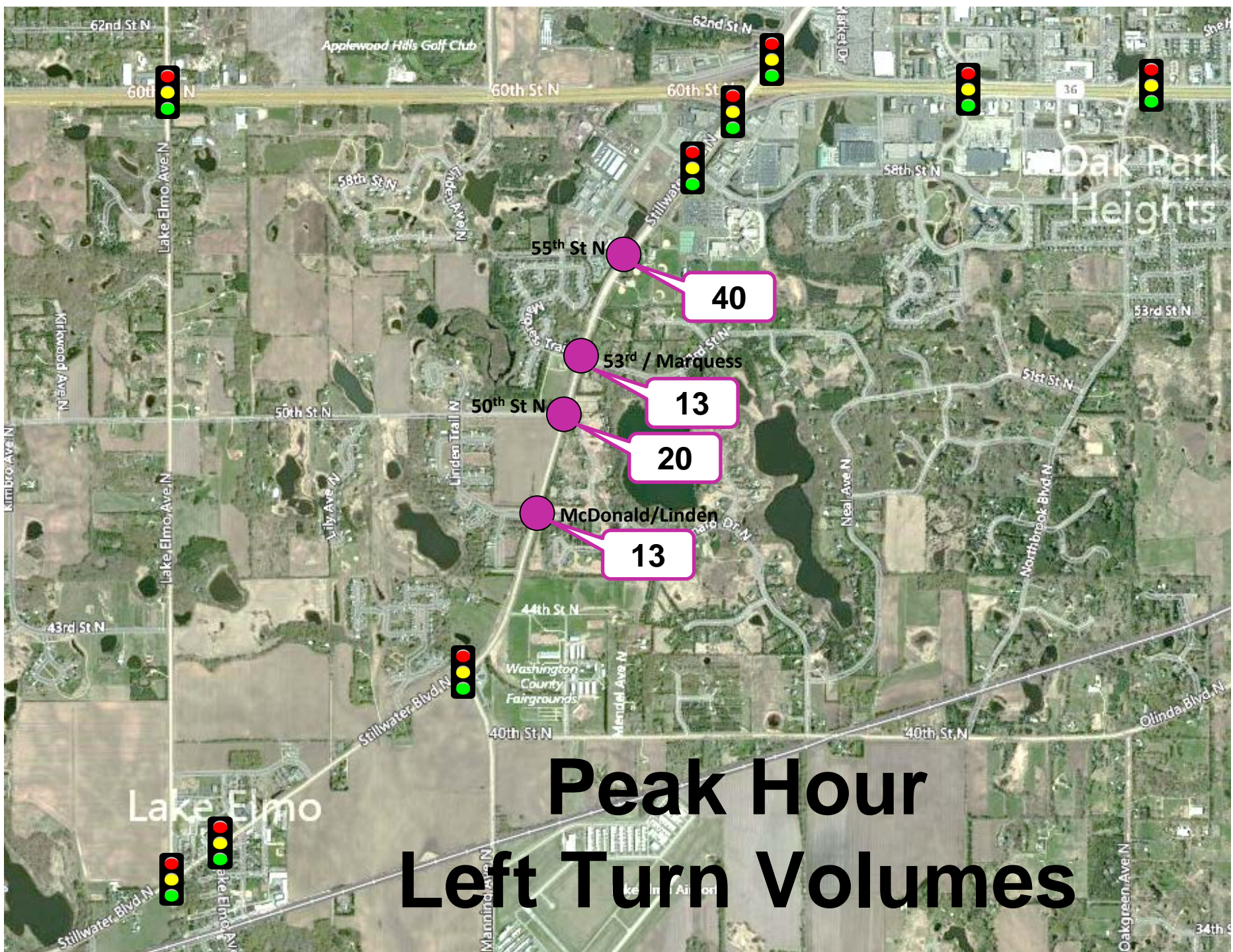
Linden / McDonald

- Serves large area of Baytown Twp
- Serves Linden Trail neighborhood
- Serves 50th Street, but only by way of Linden Trail.
- 76 vehicles made left turns 6am-7pm
 - Maximum: 13 vehicles during 7am-8am hour.



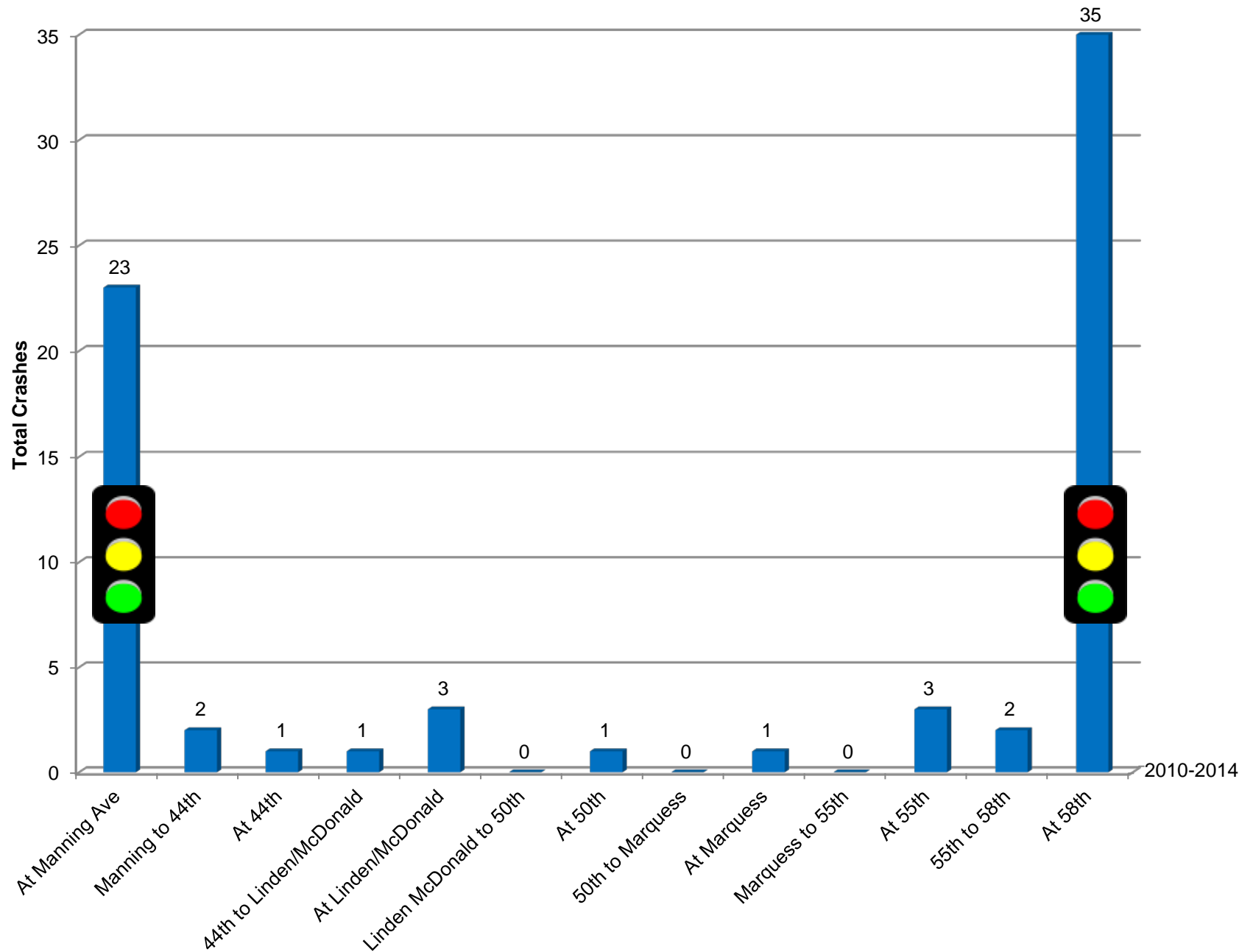


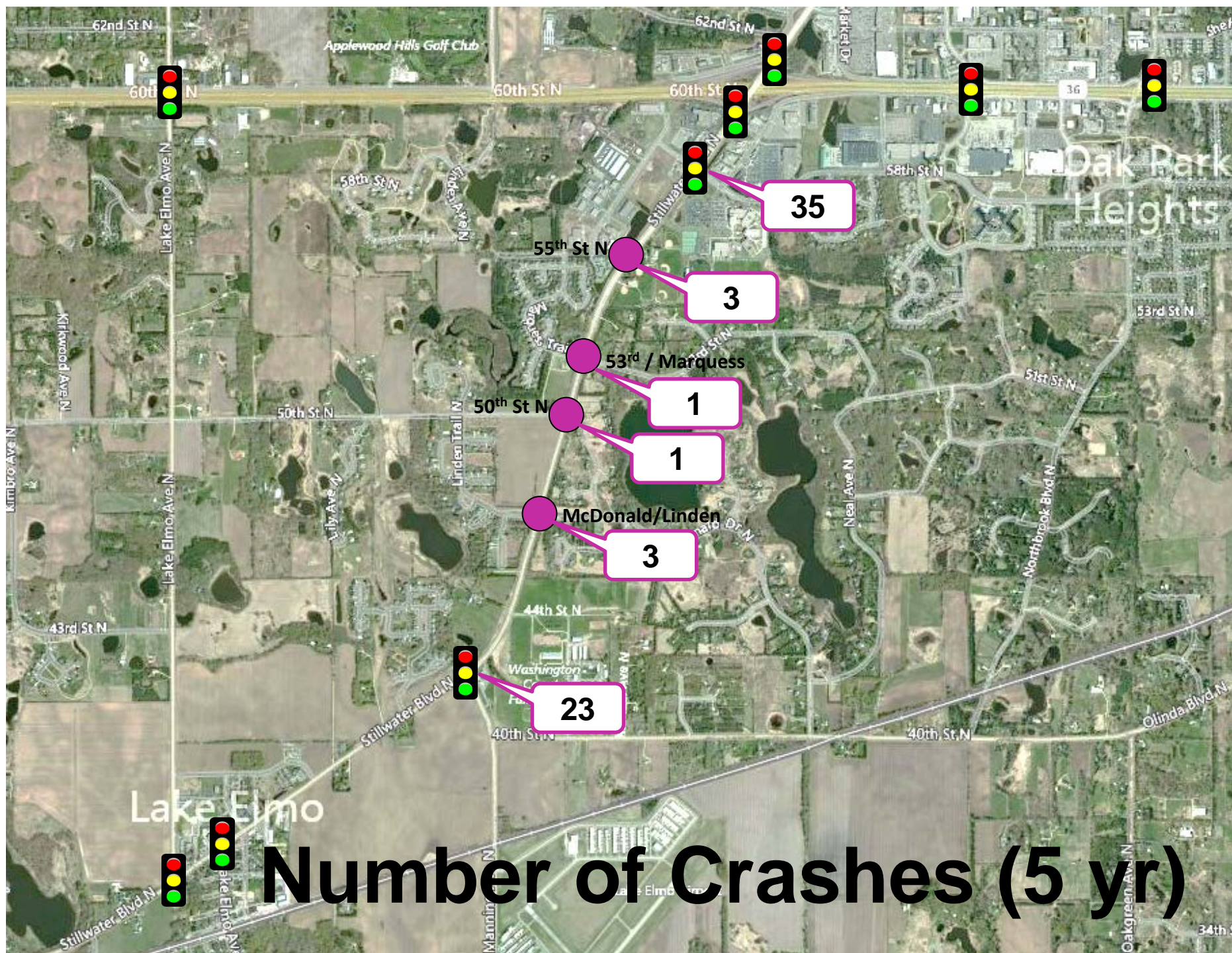
Daily Left Turn Volumes

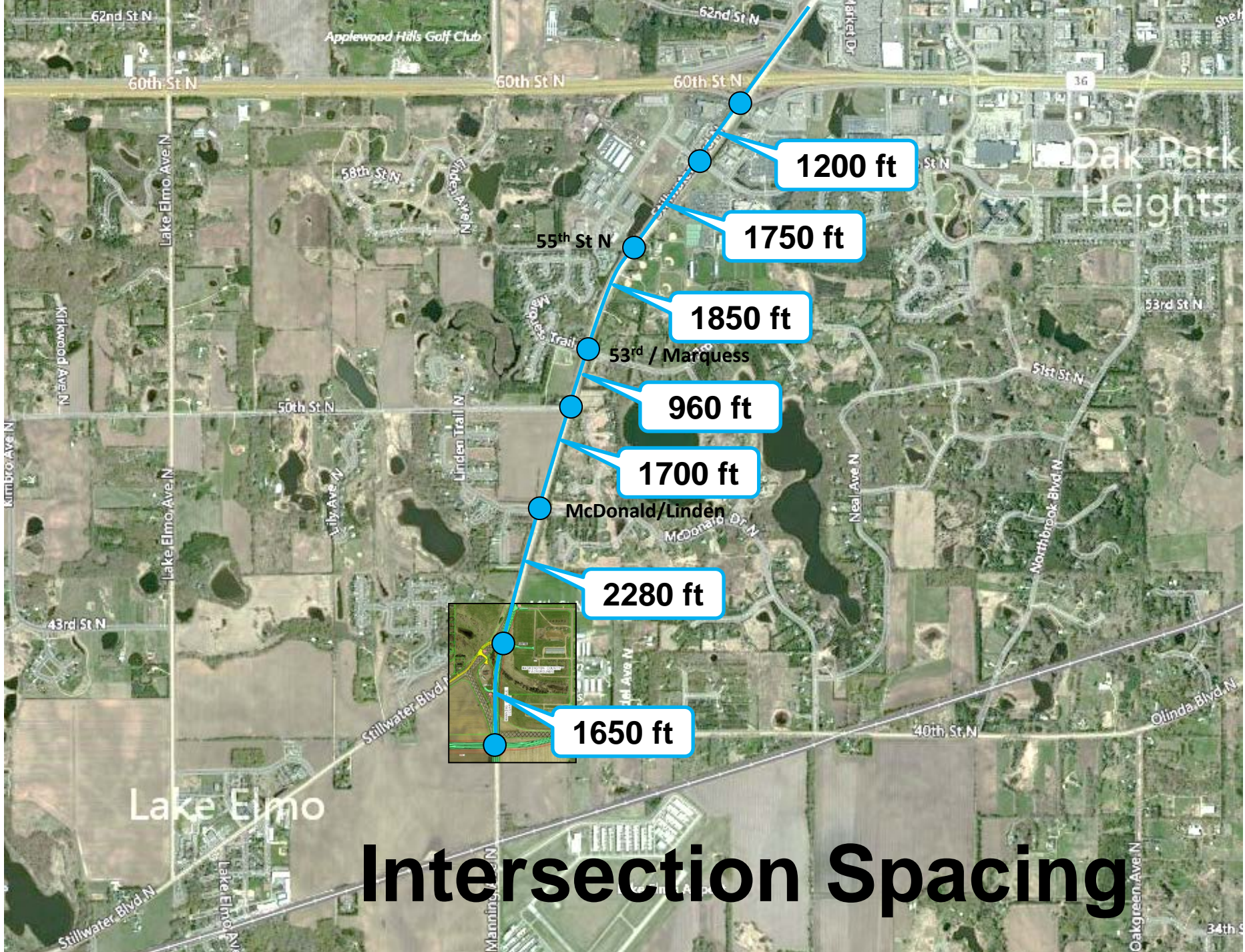


Peak Hour Left Turn Volumes

2010-2014 Crashes on Stillwater Blvd (CSAH 15)







Intersection Spacing

Signal Considerations

- 55th Street has the most left turns.
 - But also has access to 58th Street signal.
- 53rd/Marquess serves both sides.
 - But has relatively few left turns.
- 50th is a collector street, connects to Lake Elmo Avenue.
 - But it serves relatively few neighborhoods.
- McDonald/Linden serves both sides.
 - But it has the fewest left turns.

Signal Considerations

- No easy answer. However:
 - 55th Street has access to another signal.
 - Marquess has access to 58th Street.
 - 53rd Street (Baytown) has another route to 40th Street (CSAH 14)
 - McDonald/Linden has the fewest left turns.
- 50th Street is a collector street.
 - It does not have reasonable alternate routes.
 - It will soon serve more neighborhoods.

Additional Outcomes

If a traffic signal is installed at 50th:

- It will preclude a future signal at Marquess.
- County will expect the city to continue to make neighborhood connections to 50th.
- The signal would be an interim strategy to manage peak delays. It could be removed with future 4-lane widening project.
- Signal would be more likely to remain in place after 4-lane widening if 50th serves a higher amount of sidestreet traffic.

Cost Considerations

- 50th Street Cost Share Example:
 - Wood Pole Signal, \$180,000.00
 - County Share: \$120,000
 - City Share: \$60,000
 - Turn lanes are already in place
 - Yearly power cost approximately \$800.
 - County maintains signal indications
 - City maintains streetlights

Questions

- Does the city wish to pursue a signal project based on this information?
- If yes, which year? (2017 or later)
- Priority vs. other needs in Lake Elmo?

This resolution was adopted by the City Council of the City of Lake Elmo on this ____ day of _____, 2016.

Mike Pearson, Mayor

ATTEST:

Julie Johnson, City Clerk