

TRAFFIC COMMISSION – FIRST MEETING NOTES:

City Council Direction

Traffic Commission to Dos:

- Take neighborhood input through public hearing process
- Consider traffic control devices – stop signs, yield signs, parking restrictions, speed humps, pedestrian crossings
- Consider Council issues like Rice Creek Parkway Traffic Study Report
- Possible rework of the Neighborhood Traffic Management Policy for Council approval
- Summary report to Council
- Process – test and measure effectiveness of installations

Traffic Commission Not:

- Interstates, Trunk Highways, County Highways
- New Developments
- Traffic Control Signals
- Changes in pavement or closure of roads
- Only Council will initiate traffic studies
- Not 2040 Comprehensive Plan review

Process (to manage expectations – not involved in every traffic issue):

- Staff receives a petition, complaint, email or Council request
- Staff reviews – PD and Engineering. Use spread sheet to analyze how to proceed. Gather data. Process needs to stay the same. PD will start an Incident Communication Report (ICR) – Officer discretion
- Prioritize (hot spots – two officers on traffic unit)
- Follow procedure of education, engineering and enforcement (speed trailer, traffic tubes for counts, radar device)
- Report prepared for Traffic Commission (listened – studied – this is what we found)
- Hold neighborhood public hearing
- Make a recommendation to City Council

- PD will create a summary report of issues for each meeting

Next meeting – Could have Pat Sweeney talk on true risk (if we go against guidelines, we can open the City up to liability.)

85th Percentile Speed – the speed at or below which 85% of all vehicles are observed to travel under free flowing conditions. Traffic and Transportation Engineers use the 85th percentile speed as a guide to set the speed limit at a safe speed, minimizing crashes and promoting uniform traffic flow along a corridor. Visual factors that can influence speed include lane and shoulder widths, vertical and horizontal curves, sight distance and obstructions, and presence of surrounding developments to the roadway. With so many factors impacting the speeds on a roadway, the 85% becomes a good metric that can quantify these variables and put them into one useful number.

Urban District - ...street which is built up with structures devoted to business, industry, or dwelling houses situated at intervals of less than 100 feet for a distance of a quarter of a mile or more.

Blaine Ordinance Section 82-2 – States that the regulatory provisions of MN Statute Chapter 169 are hereby adopted as a traffic ordinance within the City are hereby incorporated in and made a part of the Code.