

Minnewashta Parkway Traffic Safety Workshop

July 29, 2024

5:30 – 7:00 PM

Chanhasen Recreation Center



CITY OF CHANHASSEN

A Community For Life.
Providing for Today and Planning for Tomorrow.

Agenda

Welcome & Introductions

Why are we here – our GOAL

Accomplishments

What's been suggested

What's in progress

Small group discussions

Report out

Summarize

Next steps



CITY OF CHANHASSEN

A Community For Life.
Providing for Today and Planning for Tomorrow.

Why are we here?

AATP has led to increased concerns about traffic safety on the corridor

Shared GOAL = Safety

Underlying STRATEGY = SAFE SYSTEM APPROACH

- Safer People – encourage safe, responsible driving behavior
- Safer Roads – design roadway environments to facilitate safe travel
- Safer Vehicles – expand availability of vehicle systems to prevent crashes and minimize impacts
- Safer Speeds – promote safer speeds through roadway design, education and enforcement
- Post-Crash Care – expedient access to medical care while preventing secondary crashes through traffic incident management practices



Accomplishments

- Driver speed feedback signs
- Permanent traffic signal at Hwy 5
- Speed trailer deployment
- Traffic Study
- Pedestrian crossing bollard at Kings Road
- Fog/Edge line striping
 - *11' lane width*
- Elevated enforcement presence
 - *The Public can monitor traffic stops using the Carver County Crime mapping tool*
<https://experience.arcgis.com/experience/f88596220ee14126acca3b2da4db246d>



Feedback

- What are your thoughts on these accomplishments?



What's been suggested

That's not under consideration

Declassifying the street as a Collector roadway

- *A Collector roadway collects traffic from local streets and funnels it to arterial roads or highways - this is what Minnewashta Pkwy was designed to do and does*

Removing the Street from the Municipal State Aid (MSA) system

- *MSA streets serve as vital transportation corridors within cities and are eligible for state funding to support maintenance, reconstruction, and improvements*

Restricting thru and/or truck traffic

- *This is neither appropriate nor allowed for a Collector roadway (Existing data ~30% thru traffic)*

Meaning of a Parkway

- *The term 'Parkway' has no bearing on the use or the intent of the street*

Widening the trail north of Stratford Ridge

- *Not feasible - major impact to private property*

Adding speed bumps

- This is not supported by Emergency Responders and Public Works

What's in progress

Active Initiatives

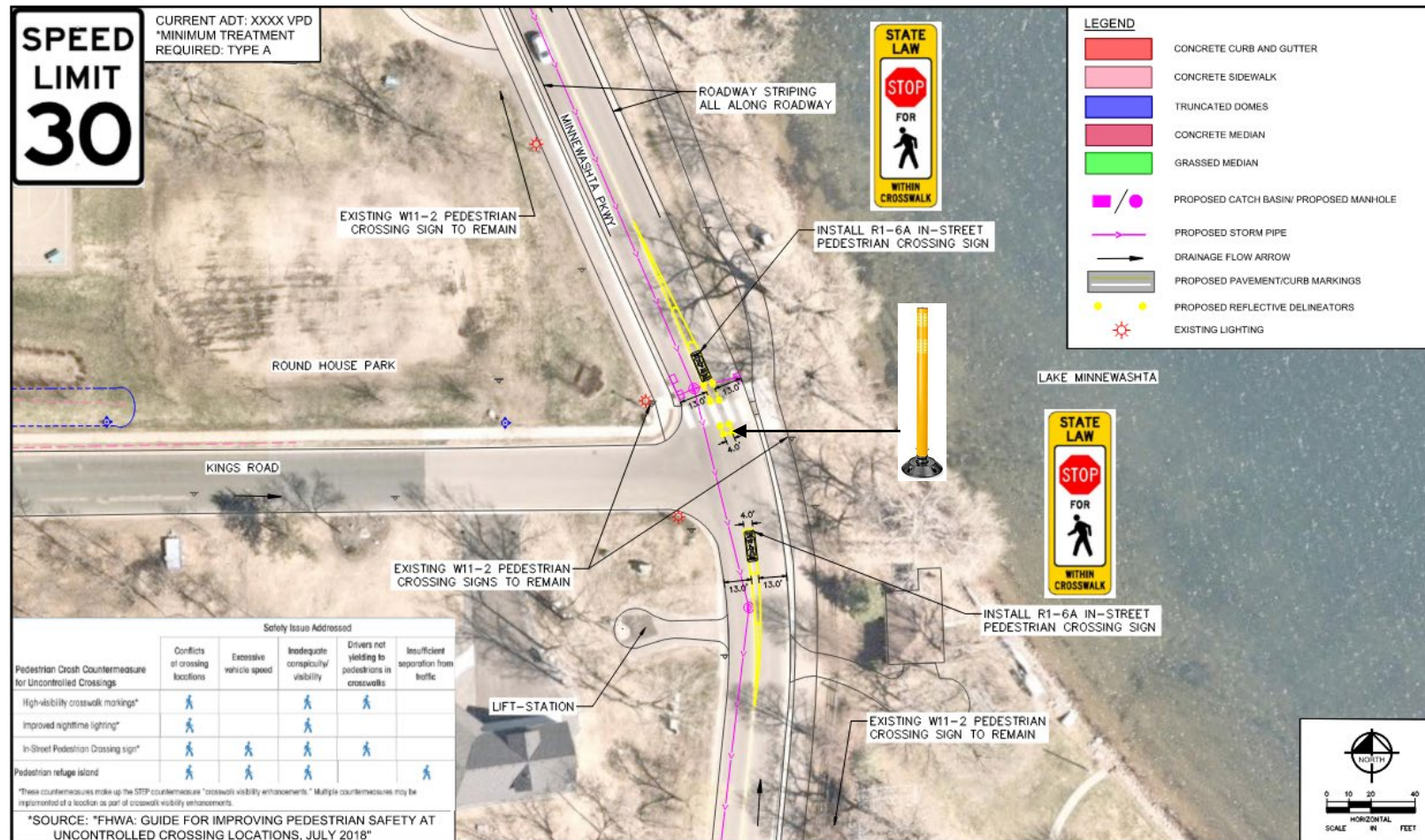
- Additional traffic calming strategies (ex. bump outs)
- Review lighting
- Pedestrian crossing improvements
- Signage inventory/assessment

Initiatives pending other work

- Considering a Speed Limit change could happen after:
 - *Hwy 5 project traffic volume impacts are known*
 - *Impacts of traffic calming measures are known*
- A permanent stop sign at Kings Road could be considered after:
 - *Hwy 5 project traffic volume impacts are known, related to access*
 - *Assessment of alternatives*

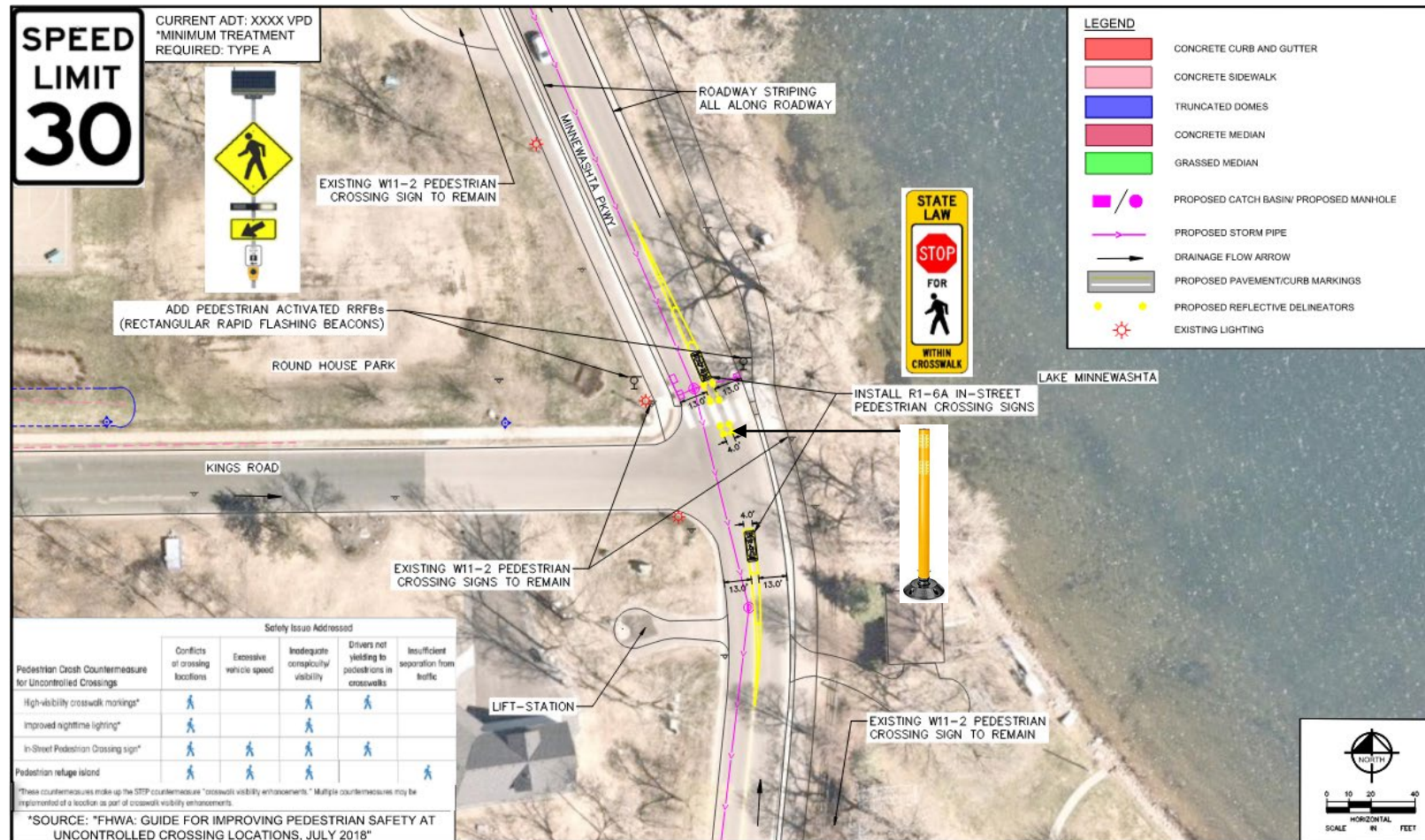


Kings Rd Intersection - Low Impact Alt.



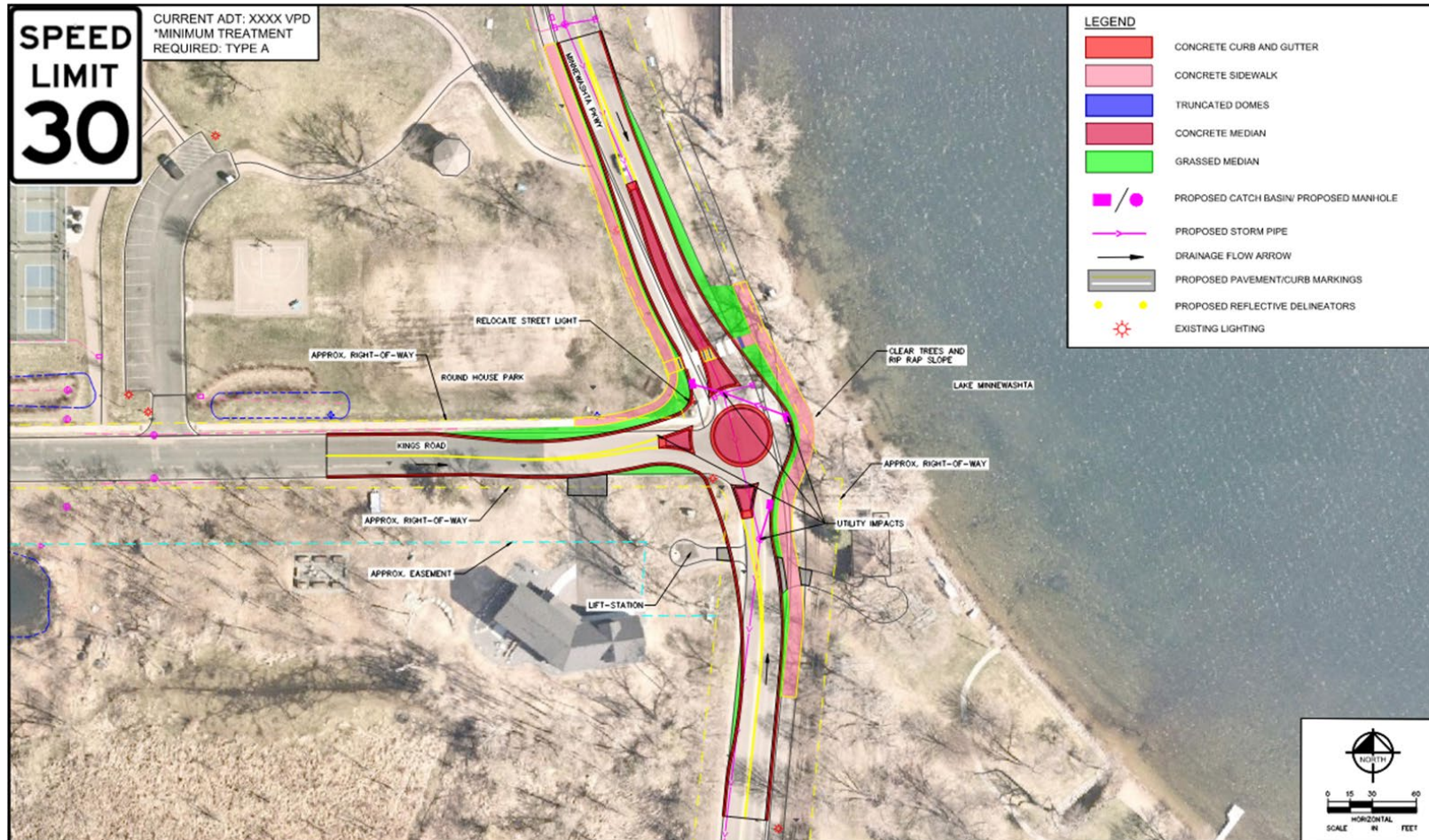
\$12,000 estimated construction cost + \$15,000 / streetlight

Kings Rd Intersection - Medium Impact Alt.



\$96,000 estimated construction cost + \$15,000 / streetlight

Kings Rd Intersection - High Impact Alt.



\$700,000 estimated construction cost + \$15,000 / streetlight

Feedback

- What are your thoughts on the pending actions?



Small Group Discussions

- Let's learn more about your thoughts and concerns



Report out and Summarize

- What did you say?
- What are the consistent themes



Next Steps

- What can you expect next?
- A summary document will be prepared and added to the TSC webpage



Thank you!
