

**Diffley Road (County State Aid Highway 30) & Braddock Trail Area
Intersection Improvement Project
February 11, 2019 Neighborhood Meeting Follow Up - Notes**

The City of Eagan and Dakota County held a meeting on February 11, 2019 as a follow-up to further discuss concerns heard at the Nov 28, 2018 meeting (see summary from Nov 28), to share information on highway safety in Dakota County, provide information on revised schedule for the original intersection improvement project, and share next steps proposed by the City and County. The February 11 PowerPoint presentation is posted on the County web page:

<https://www.co.dakota.mn.us/Transportation/PlannedConstruction/CR30Braddock/Pages/default.aspx>

City Engineer John Gorder and County Transportation Engineers Sarah Tracy and Kristi Sebastian presented information on the reasons for, and scope of, the original intersection project, and that this project is not moving forward in 2019 for a variety of reasons.

Information on overall County Highway safety plans and initiatives were presented, along with the County's proposed plan to assess the traffic circulation and pedestrian safety of the 43 schools adjacent to County roads, including the three near Diffley Road/ Braddock Trail.

Tracy provided recent crash data for (2015-2017) for three nearby intersections (Diffley/Daniel Dr, Diffley/ Braddock, Diffley/ Lexington). All three have had crash rates and severity less than or equal to averages of similar intersections statewide.

Concerns heard and suggestions provided from the informational meeting November 28 and City/County responses were presented.

Next steps by the City/County addressing the concerns heard were provided:

- Continue discussions with ISD 196 regarding the feasibilities of on-site school circulation and potential alternative access on Diffley Road
- County system-wide study of school areas adjacent to County Roads (43 total)
- City has initiated a system-wide Bicycle & Pedestrian Master Plan effort
- Additional assessment of the potential safety and traffic improvements at the Diffley/ Braddock intersection.
- Future public meetings will be held regarding these efforts

Meeting Questions & Answers/ Discussion

Q: Attendees asked why insurance accident files were not considered noting that the review seems incomplete.

A: The crash data presented is the official files from the State Department of Public Safety, this data is the records used state wide for safety evaluations by engineers and the data used to uniformly compare crash rates and severity rates . The police data provides that "apples-to-apples" comparison.

Q: There is sidewalk on certain streets south of Diffley Road, why did these neighborhoods include sidewalks while Braddock Trail does not?

A: These sidewalks were installed on collector streets with higher traffic volumes, either as part of original development, or retrofit. If sidewalks were petitioned for by residents on a lower traffic volume local street, such as Braddock Trail (south), the City's policy is that the installation costs would be assessed to the residents. The pedestrian and traffic volumes on Braddock Trail are not unique to the city, and don't reach the threshold for City financial participation in sidewalk installation. Also, it's been the City's experience that, even with City taking on the full responsibility for costs, proposed sidewalk installations have not been met with a majority consensus of affected neighbors. A petition from majority of impacted property owners would be welcomed.

Q: Concern for traffic safety and traffic patterns around school in the morning.

A: Eagan Policer Officer Luke Nelson addressed busyness of area at 7:00 to 7:15 AM, and that he is a frequent observer of the traffic in the area. He does observe U-turns on Braddock Trail to avoid the east to north left turn on Diffley Road, and stops drivers for warnings and tickets, as he sees appropriate.

Officer Nelson also suggested the Education aspect of the 4 E's of traffic and pedestrian safety (Education, Emergency Services, Enforcement, Engineering) could be further enhanced with the help of the schools. He is willing to participate at EHS orientation nights to discuss traffic safety.

Parent drivers from all areas of Eagan, including near the school and parents of high number of open-enrolled students contribute to traffic and circulation issues.

Q: Why can't we use rear (east) entrance to EHS school?

A: The recently installed security system is located at the south entrance.

Q: Past "no left turn" signs at EHS/DHMS driveways are no longer there, why was this change made?.

A: This change is meant to encourage traffic to take routes alternative to through the Diffley/Braddock intersection.

Q: The traffic signal timing on northbound Braddock Trail is too short, can this be increased?.

A: If more time is given to Braddock trail, then there would be less time or a longer wait which creates more delay and back up for other high volume moves such as left-turns Diffley to north Braddock Trail. This would likely increasing the number of cars choosing to take alternate routes to reduce their time to get to school including right turn and then a U-turns on Braddock or travel through the neighborhood from Daniel Drive to Braddock Trail.

Q: More efforts are needed to encourage walkers to school, then there will be fewer cars in the system, what is being done to facilitate this change? The School District has recognized that Diffley Road is difficult to cross, so buses are provided. County roads

throughout Eagan provide an important traffic function, but can be more difficult to cross compared to local city streets. The pending City and County bike and ped studies/plans are being prepared to identify possible improvements to encourage walkers City and County-wide.

Q / Comment: It's unsafe for kids to walk to bus, too. s there MnDOT safe routes to school funding available?

A: The County's pending study of the 43 schools adjacent to County roads may identify improvements that could be eligible for this funding.

Q: What about grade separated crossing, tunnel under Diffley Road? Is there easement/ available property for under pass?

A: While the engineering feasibility of a pedestrian tunnel could be further evaluated, there would be considerable cost with this option, and likely little anticipated use of a tunnel if it lengths the trip for a pedestrian.

Q: How about a pedestrian crosswalk signal light at Diffley/Daniel Dr? Do flashing lights between parking and Ridges Hospital work?

A: Regional and national studies show that lit and marked crosswalks provide equal safety to no marked crosswalk, especially at this type of roadway (multiple lanes) that create situations where one vehicle may stop for a pedestrian in a near lane, and a vehicle in the far lane is blocked from pedestrian view by the car in the near lane, but does not stop.

Q: Can Police presence be increased?

A: Officer Nelson indicated that he does focus attention in the area of the three schools when he can given the traffic volume and safety concerns. However, there are many areas of high traffic activity, and the Eagan PD doesn't have the resources to cover everywhere everyday.

Q: How are stakeholders going to be involved moving forward?

A: All attendees of the Nov 28 and Feb 11 meetings will be notified via email of public meetings for the City and County studies. The website will be updated when there is information to share as well.

Q: Is a speed study on Diffley Road going to happen? Is school zone on Diffley Road a possibility?

A: Options regarding best actions within this area of schools adjacent to the county roadway will be considered as part of county wide study

Comment: Officer Nelson was acknowledged by all attendees as a huge benefit to the discussion.

Q: Does County analysis have to be completed before improvement will come at Diffley Braddock? How many of 43 schools next to county road have school zones? Does ISD 196 have policy for busing south side of Diffley? School Zones have traditionally been established for areas where children expected to cross the roadway daily to reach school.

The zone is established as one component along with several other elements have been put in place by the school district and transportation agencies to provide for a safe crossing. ISD 196 provides busing for all students south of Diffley Road.

Q / suggestion: Traffic issues would be lessened if smaller buses would be used for the high school bussing.

A: The same buses are used for all three schools' routes, so the larger is needed for elementary and middle school routes.

Q / concern: The southwest corner of Diffley/ Braddock not being monitored for snow removal.

A: The additional snow removal efforts there are performed when City is trail plowing, after the streets are plowed. This can sometimes be 2-3 days after a snow event, so patience is appreciated.

Meeting was wrapped up with John Gorder thanking those who attended and encouraging everyone to sign in so we can include those interested in future correspondence.

The meeting adjourned at 8:00 p.m.