

November 8, 2017 – Cliff Road Neighborhood Meeting Response to questions

The following is a summary of some of the main questions posed either during or following the meeting.

Issue: Concern for Speed on Cliff Road

Response: Unfortunately, simply changing the posted speed does not change driver behavior or make the road safer. Posted speeds for urban and suburban county roadways are established through a speed study and authorization from the Minnesota Department of Transportation (MnDOT). The posted speed for Cliff Road between Johnny Cake Ridge Road and Trunk Highway 3 is 50 mph. This speed was established in February 1990. Because the speed study is old, County staff recently worked with staff from MnDOT to informally review the area to determine if requesting a study would be appropriate. Given the overall conditions along Cliff Road and the current travel speeds, a speed study would not be likely to result in a lower posted speed for the corridor. Additional information about speed limits is included in the presentation (Slide 17). Enforcement is the best way to address traffic traveling over the posted speed.

Issue: Better accommodations are needed for Pedestrians and Bicyclists

Response: Pedestrian and bicyclist safety will be a key piece of the evaluation as we consider potential roadway improvements and traffic controls. The need for trails along Cliff Road and the need to provide a safe crossing of Cliff Road will be part of the discussions.

Issue: What Traffic Control may or may not be considered for the intersection of Cliff Road and Dodd Road?

Response: Based on a review of traffic conditions at the intersection and considering safety and operational implications, an all-way stop or signal will not be considered at this time. A roundabout is an option, but needs to be considered in context with the improvement needs of the corridor.

Issue: Concern for Noise

Response: Due to the nature of a county road serving both through travel and access to residential streets, treatments for noise such as walls are not very effective. This is why county roads are exempt from state noise standards. Therefore, the County does not place noise walls along the roadway to address noise concerns.

State Statutes 116.07, Subd. 2a. **Exemptions from standards** states:

No standards adopted by any state agency for limiting levels of noise in terms of sound pressure which may occur in the outdoor atmosphere shall apply to ... (3) .. an existing or newly constructed segment of a road, street, or highway under the jurisdiction of a road authority of a town, statutory or home rule charter city, or county, except for roadways for which full control of access has been acquired.

Issue: Passing on the Shoulder

Response: It is illegal for motorists to pass on the shoulder. Temporary set-ups which include barricades so that motorists cannot pass on the shoulder and signing which notes the law is placed at a location where passing on the shoulder is a concern. This is done in collaboration with enforcement and media help to address this problem not only while the set-up is in place but for a time after the installation. A permanent set-up or signing is not used because it sends a message that passing on shoulders in other areas may be ok. Signing for actions that are illegal at every location is not effective in the long term and can take the driver's attention away from other key messages.