

To: **Public Safety Committee**  
Through: **Ryan Schroeder, City Manager**  
From: **Ross Beckwith, Public Works & Parks Director/City Engineer**  
Date: **August 5, 2020**

## **Manomin Avenue Traffic Calming**

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### **BACKGROUND INFORMATION:**

The City has heard concerns from residents about traffic speeding down Manomin Avenue between Annapolis Street and Dodd Road. The Police Department performed a traffic count on this stretch of road during the last week of June 2020. Results from the Speed Enforcement Evaluator show 829 vehicles per day (vpd) traveled on Manomin Avenue. A residential street typically has less than 1,000 vpd, so 829 certainly falls within the common limits of this type of roadway.

The Police Department's traffic count also collected vehicle speed data. The results show the 85<sup>th</sup> percentile speed to be 26 mph. The 85<sup>th</sup> percentile speed is the speed at or below which 85% of all vehicles are traveling. This is a common measure used in traffic engineering. Having an 85<sup>th</sup> percentile speed well below the legal speed limit means that speeding on the street is a perception and not a reality.

The Police Department also provided crash data for this area of the city. Crash data from Manomin Avenue does not show accidents on this stretch of roadway from 2018 through present day.

The residents asked about traffic calming measures for their street. Traffic calming uses physical and other measures to improve safety for motorists, pedestrians and bicyclists. When a road feels narrow, it tends to slow vehicle speeds. Tools for traffic calming include bump-outs, speed bumps/humps, large trees enclosing the road and physically narrowing a roadway. See below for a series of photos showing permanent and temporary traffic calming measures.

Speed bumps/humps are an effective tool in slowing down vehicular traffic. However, they do have other unintended consequences. A speed bump/hump introduces a hazard into the roadway. Inattentive drivers, motorcycles and bicyclists, especially in dark or in inclement weather conditions, may hit one unexpectedly and lose control. Common complaints from residents that live adjacent to speed bumps/humps include vehicles aggressively accelerating once they pass the over and utility/garbage trucks bouncing over with a loud bang. Noise complaints come quickly from adjacent residents, especially in nice weather when their windows are open in their house.

Bump-outs are a physical narrowing of the roadway. These are most commonly seen at busy pedestrian intersection as it shortens the amount of time the pedestrian is physically in the street, allows pedestrians and motorists better see one another and provides the feeling for motorists that the road is getting narrow and they need to slow down. Installing a median in the center of road can also work similarly, as it forces drivers into a narrow outside lane where they would feel inclined to slow down. Adding

vegetation in such a median can also help with that feeling of confinement where drivers would slow down.

Additional signage, such as Children At Play has not been proven to reduce vehicle speeds. In fact, it gives residents a false sense of security that it is actually safer for pedestrians to be on the roadway and can allow them to let their guard down. That would actually have the opposite impact than intended. Additional speed limit signs also do not have the intended outcome of reducing traffic speeds. Dynamic speed signs, which show your actual speed, can help in certain instances but cost a few thousand dollars.

The option of constructing a cul-de-sac on one end of Manomin Avenue was also discussed. Constructing a cul-de-sac would certainly reduce the volume of traffic on the roadway. Besides the cost to construct a cul-de-sac, properties adjacent to the cul-de-sac would have to be removed to physically fit a cul-de-sac. Similarly, a one-way street could reduce traffic. The problem becomes that people are not likely expecting a one-way street to occur randomly in West St. Paul. In addition, on a street with residential traffic volume, the temptation is there for those to drive the wrong way for a short distance to get to the closest east-west street. A one-way would likely annoy the residents that lived on the street more than it would the drivers who use Manomin as a through street.

Trees can be an effective traffic calming measure, as they give the feeling of a narrower, more confined roadway. Trees would need to be quite mature though before they would create such a feeling. Planting small trees in the boulevards now would likely not have an impact for a decade or two.

It was asked if the State Patrol would be able to provide speed monitoring of Dodd Road (TH 149). This request could certainly be made to the state. It definitely carries a higher volume of traffic each day and has more crashes per year than Manomin Avenue. As far as all state roads go though, it is likely rather low on their priority list for roads with speed/crash issues, but a request could certainly be made.

### **FISCAL IMPACT:**

Installing temporary bump-outs with tube delineators or portable speed bumps would be the cheapest options for immediate traffic calming measures on any street. For about \$1,000 either of these could be purchased and installed by staff. However, prior to winter these devices need to be removed in order for snow plowing operations to occur.

### **STAFF RECOMMENDATION:**

Staff is looking for discussion/feedback from the Public Safety Committee regarding Manomin Avenue and the traffic concerns brought up by the residents.

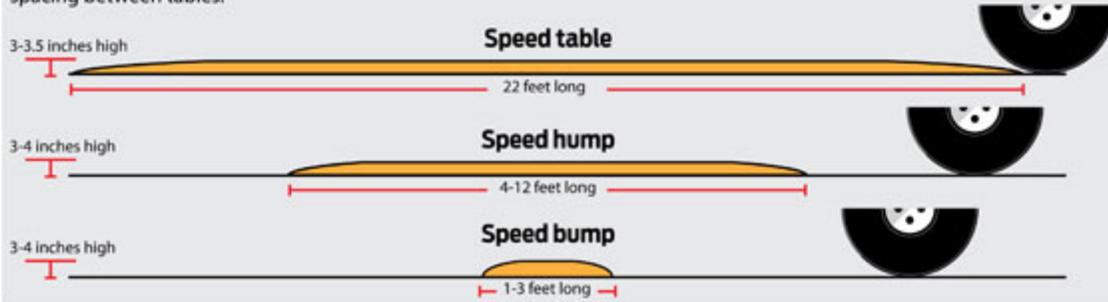






### Bumps, humps and tables

All have different effects on vehicle speeds. Bumps generally result in vehicles slowing to 5 mph or less, while humps cause vehicles to slow to about 20 mph. Speed tables generally result in vehicle operating speeds of 25-30 mph, depending on the spacing between tables.



**Speed Bump**



**Speed Hump**