

2025 Street Rehabilitation Project No. ST2025-01

East Danube Road Traffic Calming Meeting

PREPARED BY:

ENGINEERING DIVISION

PUBLIC WORKS DEPARTMENT

DECEMBER 18, 2024



Welcome to the 2025 Street Rehabilitation Project Traffic Calming Meeting!

- Restrooms / Drinking Fountain
- Sign-In Sheet
- Agenda
 - Presentation – Existing Traffic Conditions, Traffic Calming Options, Improvement Initiation & Project Schedule
 - Question & Answer (General)
- Presented material is available on City's Project Webpage
 - City of Fridley Home → Utilities & Services → Public Works Projects → 2025 Street Rehabilitation Project



Visit the Project Webpage!

Project Personnel

City Engineering Staff

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Project Open House

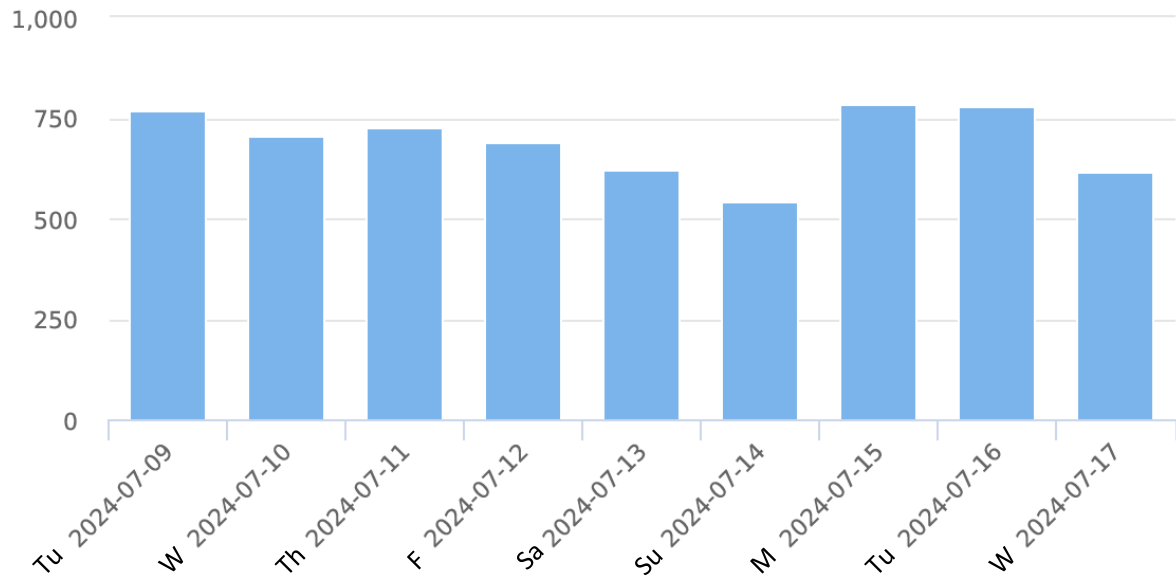
- City of Fridley Engineering Division hosted preliminary project open house on June 25, 2024.
- Received comments regarding excessive traffic volume & speed along East Danube Road corridor.
- Staff collected data on traffic volume & speed along East Danube Road in July and September 2024 during development of project Feasibility Report.



Existing Traffic Volume (East Danube Road)

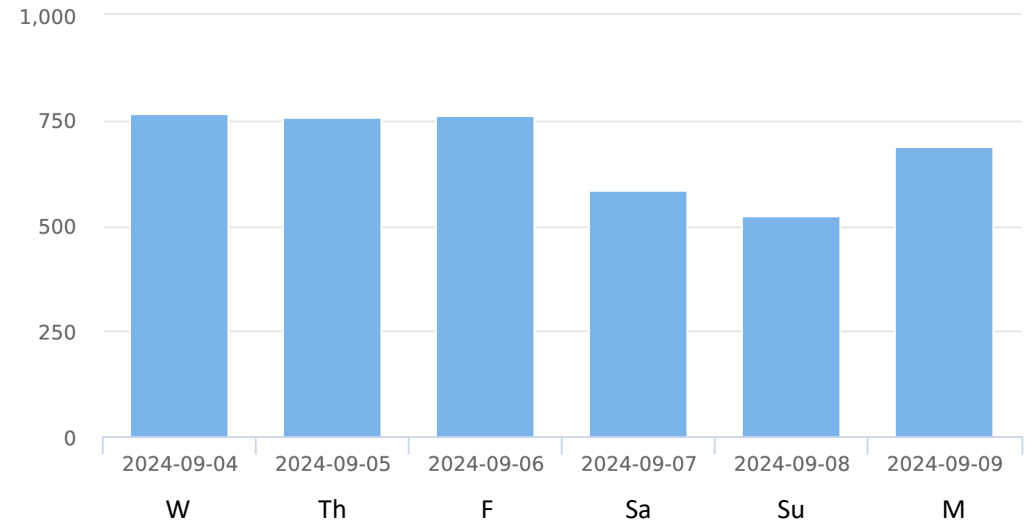
July 2024

•Average Daily Traffic (ADT) – 692 vehicles/day



September 2024

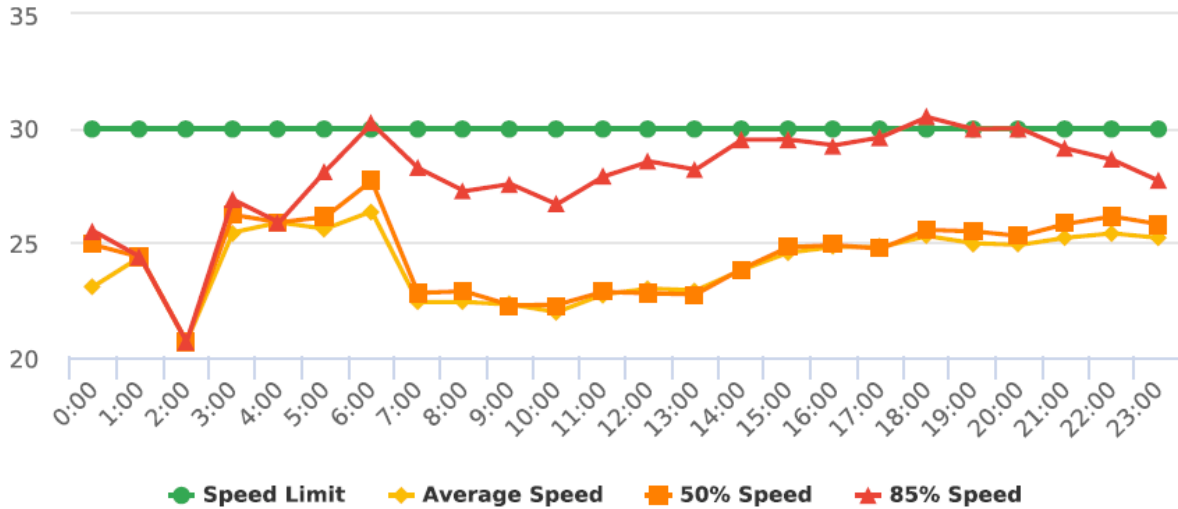
•Average Daily Traffic (ADT) – 681 vehicles/day



Existing Traffic Speed (East Danube Road)

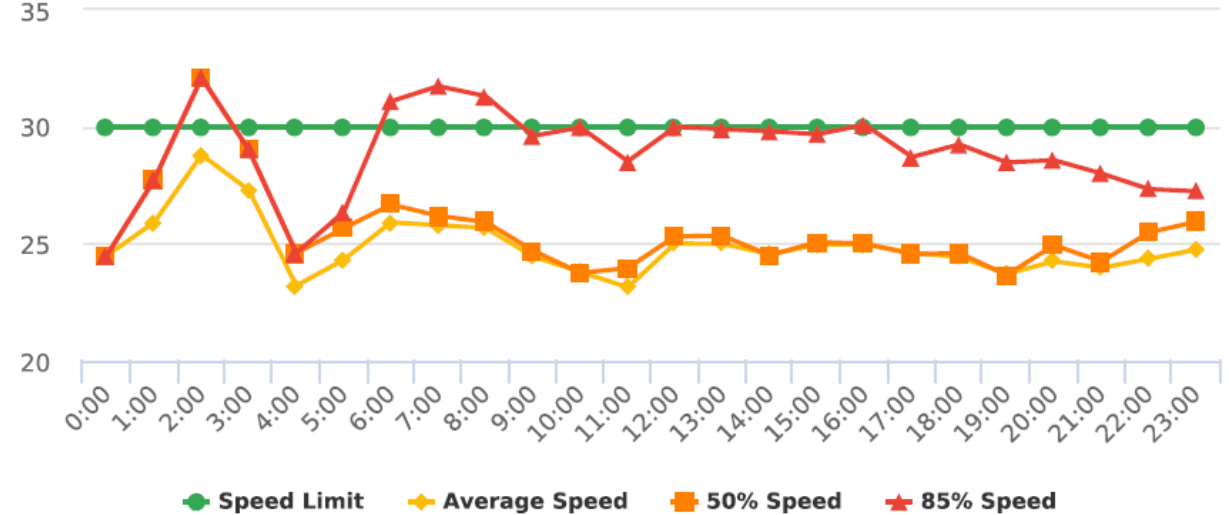
July 2024

•85th Percentile Speed – 29 mph



September 2024

•85th Percentile Speed – 30 mph



Summary of Existing Traffic Conditions

- Corridor exhibits atypical average daily traffic (ADT) volumes that exceed typical values for low volume residential roadways (ADT \leq 400 vehicles per day)
 - Likely due, in part, to additional pass-through traffic from Matterhorn Drive and North Innsbruck Drive
- 85th Percentile Speed data indicates corridor experiences vehicle speeds & frequency of speeding vehicles that are typical for roadways within the City
 - Perception of speeding vehicles may be elevated due to increased traffic
- Based upon existing traffic conditions, traffic calming implementation is not warranted, but may benefit adjacent properties.
 - Traffic calming improvements along East Danube Road not currently included in project scope
- Traffic calming improvements may be initiated by petition of benefitting properties adjacent to proposed improvement.

Traffic Calming Options

Speed Humps

Raised pavement section perpendicular to vehicle traffic designed to create vertical deflection and reduce traffic speeds

Design:

- Typically 12 feet in length along full roadway width with a 3" - 4" vertical deflection
- Installed with spacings of 200-500 feet to control speeds for extended lengths
- Delineated by pavement markings and signage
- Constructed of reinforced concrete or bituminous asphalt

Effect:

- Can reduce vehicle speeds to 15-20 mph in proximity of speed humps
- Can result in slight reductions in thru-traffic volumes

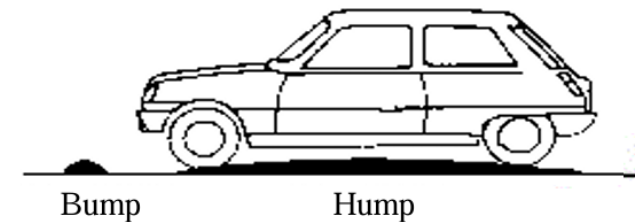
Pros/Cons:

- Create unavoidable vertical impediment to traffic and are effective for speed control
- Permanent additions to roadway pavement and cannot be removed without pavement reconstruction
- Create obstacle for snow plowing operations
- Minor delay to emergency vehicle response

Estimated Cost: \$5,000 - \$15,000 each (Concrete)



Speed Hump (Channel Road, Fridley)



Speed Cushions/Speed Pads

Two or more raised pavement sections perpendicular to vehicle traffic designed to create vertical deflection and reduce traffic speeds

Design:

- Typically 12 feet in length and 7 feet in width with a 3"-4" vertical deflection
- Installed with spacings of 200-500 feet to control speeds for extended lengths
- Delineated by pavement markings and signage
- Constructed of reinforced concrete or bituminous asphalt

Effect:

- Can reduce vehicle speeds to 15-20 mph in proximity of cushions/pads
- Can result in slight reductions in thru-traffic volumes

Pros/Cons:

- Create unavoidable vertical impediment to traffic and are effective for speed control
- Permanent additions to roadway pavement and cannot be removed without pavement reconstruction
- Create obstacle for snow plowing operations
- Typically reserved for dedicated EMS routes

Estimated Cost: \$5,000 - \$15,000 each (Concrete)



Speed Cushion/Speed Pads

Curb Bump-Outs (Chokers)

Curb extensions into the roadway at intersections or midblock locations which narrow the roadway and encourage lower traffic speeds

Design:

- Curb extensions restrict roadway width in select locations, reducing “margin for error” perceived by drivers
- Can be installed in series to create speed control over extended lengths
- Delineated by pavement markings or signage

Effect:

- Reductions in vehicle speed dependent on traffic volume and distribution

Pros/Cons:

- Create protected adjacent on-street parking
- Require loss of on-street parking in select locations
- Bump-out design requires additional considerations for roadway drainage
- Without dedicated pedestrian facilities, bicyclists and pedestrians may have to enter travel lane to navigate curb bump-outs
- Typically applicable to roadways with excessive pavement width and/or high density of on-street parking

Estimated Cost: \$10,000 - \$25,000 (site-dependent)



Curb Bump-Outs (3rd Street NE, Fridley)

Median Islands

Concrete medians along roadway centerline at select locations to narrow the roadway and encourage lower traffic speeds

Design:

- Concrete curbed median of variable width and length installed at select locations, reducing “margin for error” perceived by drivers
- Delineated by pavement markings and/or signage

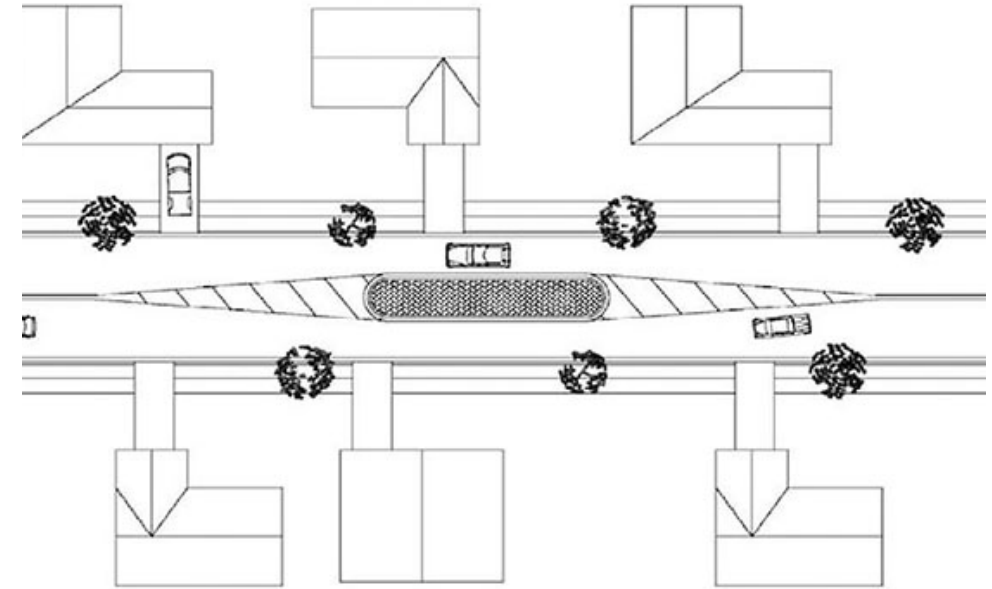
Effect:

- Reductions in vehicle speed dependent on traffic volume and distribution

Pros/Cons:

- Require loss of on-street parking adjacent to median islands
- May restrict driveway access from one direction for select properties
- Without dedicated pedestrian facilities, bicyclists and pedestrians may have to enter travel lane to navigate median islands
- Create minor obstacle for snow plowing operations
- Significant construction cost and impact to extend traffic calming benefits throughout entire corridor

Estimated Cost: \$15,000 - \$55,000 (site-dependent)



Median Island Schematic

Road Diet

Reduce overall roadway width across entire roadway segment to encourage lower traffic speeds.

Design:

- Roadway reconstructed to reduce overall pavement width
- Travel lanes typically reduced to 10-11 feet

Effect:

- Reductions in vehicle speed dependent on traffic volume and distribution

Pros/Cons:

- Significant increase in construction costs & disturbance
- Partial/full loss of on-street parking
- Typically reserved for roadways with excessive pavement width

Estimated Cost: \$50,000+ (site-dependent)



69th Avenue NE, Fridley (May 2020)



69th Avenue NE, Fridley (October 2020)

Traffic Calming Options

The following options are **not** utilized for traffic calming:

Stop Signs for Traffic Speed Control

- City does not employ stop signs as a form of speed control
- Studies indicate that stop signs used for speed control can result in greater average vehicle speeds as drivers speed up to make up for “lost time” at stop signs



Lowering Posted Speed Limit

- Changes to standard posted speed limit must be done Citywide after analysis and ordinance change
 - Changes must be made in “a consistent and understandable manner” (Minn. Stat. Chapter 169)
- Studies indicate that lower speed limits without other roadway changes or enforcement has little effect on driver behavior
- Lower speed limits along can result in increased speed differential between vehicles



Summary of Traffic Calming Options

- Of the options presented, concrete speed humps represent the most constructable traffic calming measure
- Implementation of any traffic calming improvements will require initiation by petition of benefitting adjacent properties
 - **Cost of improvements would be uniformly shared amongst benefitting adjacent properties**
 - **Speed Humps - ~\$2,000 per property**
- Any traffic calming improvements would be constructed in conjunction concrete pavement rehabilitation

Payment Options

1. Full/Partial Payment

- Lump sum payment within 30 days of the Final Assessment Hearing (October 2025)

2. Annual Installment

- Remaining assessment balance applied to property taxes & paid over 10-year term with an interest rate to be calculated by the Finance Director
- Anticipated interest rate between 4% - 7%
- Can be paid in full (with accrued interest) at any time during 10-year period. Pay by November 15th to avoid following year's interest.

Can combine these options by making partial payment and allowing remainder to be assessed to property taxes

3. Individual Deferral

- Individuals meeting certain criteria may request to have the assessment deferred until the future sale of the property
- To qualify: 65 or older, income level, etc.
- *Interest accrues until the property is sold*

Tentative Schedule

Item	Date
Open House	June 25, 2024
Preliminary Assessment Hearing*	December 09, 2024
Traffic Calming Public Meeting	December 18, 2024
Receive Petition for Traffic Calming Improvements	January 2025
Traffic Calming Feasibility Study	January 2025
Hearing on Improvements (Traffic Calming)*	January/February 2025
Award Project to Contractor	January/February 2025
Begin Construction	May/June 2025
Project Completion	September 2025
Final Assessment Hearing*	October 2025

* Denotes City Council Meeting

Denotes Mailed Notice

Thank You!

- Please contact the Engineering Division if you have questions or concerns
 - Assistant City Engineer – Brandon Brodhag (763-238-8086)
 - Graduate Engineer – Carl Lind (612-295-3990)
 - City of Fridley Engineering Division (763) 572-3554
- Visit the Project Webpage – Review tonight’s presentation, see latest project updates
 - City of Fridley Home → Utilities & Services → Public Works Projects → 2025 Street Rehabilitation Project
- Sign up for Project Updates & Notifications
 - Email us at Web-StreetProjects@fridleymn.gov



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