THE FARIBAULT GENERAL AFFAIRS COMMITTEE WILL BE MEETING IN PERSON.

ATTENDEES WILL BE REQUIRED TO PRACTICE SOCIAL DISTANCING, AND IT IS KINDLY REQUESTED THAT ATTENDEES WEAR FACEMASKS WHILE AT CITY HALL.

A ZOOM MEETING WILL ALSO BE AVAILABLE:

CALL IN NUMBER: 1 312 626 6799; MEETING ID: 837 4456 2537

1. Agenda
   Documents:
   
   2020-06-23 GENERAL AFFAIRS AGENDA.PDF

2. Traffic Studies - 17th Street SW And Willow Street
   Documents:
   
   2. TRAFFIC STUDIES.PDF
City Council General Affairs Committee  
Tuesday, June 23, 2020 at 6:30pm or immediately following the City Council Meeting 
City Hall – City Council Chambers 

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AGENDA 

1. Call to Order 
2. Traffic Studies 
   - 17th Street SW 
   - Willow Street 
3. Adjourn 

Please contact the City Administrator’s Office if you need special accommodations while attending this meeting
Council Committee Memorandum

TO:          General Affairs Committee
THROUGH:     Tim Murray, City Administrator
FROM:        Mark DuChene, City Engineer
MEETING DATE: June 23, 2020
SUBJECT:     Traffic Studies
              - 17th Street SW
              - Willow Street

Discussion:

17th Street SW (from 9th Avenue SW to Willow Street):

Issue:
During before/after school student drop-off and pick-up times, traffic congestion leads to unsafe loading/unloading zones and lack of turn lanes means cars often pass on the right side of vehicles waiting to turn into the Middle School. Until 2019, 17th Street SW was under Rice County’s jurisdiction.

Current Roadway Geometrics:
17th Street SW is an approximately 50-ft wide (face-to-face of curb) 2-lane roadway with unmarked parking allowed on both sides of the street except for the north side of the road is signed “No Parking” between the western and easternmost driveways to the Middle School. It intersects 9th Avenue SW at a 4-way stop intersection with no dedicated turn lanes and it intersects Willow Street at a three-legged intersection with a stop condition on the 17th Street SW approach. There is a dedicated left turn lane and right turn lane on the 17th Street SW eastbound approach to Willow Street.

Options:
1- Leave as is. There have not been a significant number of complaints about any traffic issues in the area. The school does a good job of using additional persons to help with traffic flow during the peak school times.
2- Restripe the road and include dedicated turn lanes. This would include:
   - 12-ft center left turn lane (standard is 13-ft)
   - 11-ft thru lanes (one in each direction, standard is 12-ft)
   - 7.5-ft parking lanes on each side (min. is 7-ft, standard is 8-ft)

These dimensions are within the minimum standards of the MSAS design requirements which must be met as this road is on the City’s MSA system as a county road turnback. One additional positive outcome of this option is striping these lanes out as proposed should have a traffic calming (speed reduction) effect compared to the wide open feel of the road today.

3- Same as option 2 but widen the center turn lane and thru lanes to the more standard widths of 13-ft center turn lane and 12-ft thru lanes. This would eliminate the space for parking lanes on both sides but parking could be accommodated on one side if the centerline of the road was off center. Again, some level of traffic calming should be realized.

**Willow Street (from Division Street to 10th Street SW):**

**Issue:**
A concern was raised about the lane configuration of Willow Street between 10th Street SW and just south of River Trail Lane.

**Current Site Geometrics:**
Willow Street is a 44-ft wide (face of curb to face of curb) 2-lane roadway with unmarked parking allowed on both sides of the street from 1st Street SE to River Trail Lane. Northbound Willow Street from 1st Street SE to Division Street has a right-turn, thru and left-turn dedicated lanes. Willow Street south of River Trail Lane transitions into a 3-lane road section with a center two-way left turn lane. Southbound Willow Street at 10th Street SW has a dedicated thru lane and right-turn lane.

**Options:**
1- Leave as is. There has not been a significant number of complaints about any traffic issues in the area.

2- Restripe the road as is to keep the center two-way left turn lanes form River Trail Lane to 10th Street SW. The current striping is not consistent with the MN Manual Uniform Traffic Control Devices (MnMUTCD) and should be updated.

3- Extend the 3-lane section between River Trail Lane and 1st Street SE. This would provide dedicated left-turn space but eliminate on street parking on both sides.
4- Restripe the whole road from 10th Street SW to 1st Street SE as simply a 2-lane roadway and allow on-street parking on the whole street.

**Attachments:**
- Concept Layout for 17th Street NW with Parking on Both Sides