



CITY OF SPRING PARK
WORK SESSION AGENDA
DECEMBER 18, 2023 – 5:30 PM
SPRING PARK CITY HALL

(Work Session discussion times are approximate)

1. 5:30: Sunset Drive Discretionary Public Hearing (**3 minutes per person, items not previously brought forth**)
2. 6:00: Council Deliberation and Discussion for Recommendation
3. 6:25 Miscellaneous
4. 6:30: Adjourn



Staff Memo: Sunset Dr Follow Up Information

To: Spring Park – Mayor and Council

From: County Staff

Subject: Follow up from 11/20 Work Session

At the November 20th work session and City Council meeting, we took note of a few questions from the City Council and would like to provide responses to them.

- When were the traffic counts taken?
 - The annual average daily traffic (AADT) count for Sunset Drive is 3,100 vehicles per day. The last counts were collected on 6/14/2021-6/15/2021.
- Could we put bikeable shoulders on the road just through Rockvam?
 - At the 4061 Sunset/ Rockvam building in our current proposed design there is 6.4 ft to 7.9 ft of separation from the back of the proposed trail to the face of the building.
 - To shift the trail from behind the curb to the roadway we need to accommodate both directions of bike traffic on the northbound roadway side. This requires a design of a two-way cycle track. The required features of this are a 3 ft minimum separation from roadway traffic and an 8ft minimum two-way cycle track. The typical section from the centerline of the roadway becomes 11 ft through lane, 3 ft separation, 8 ft two-way cycle track, 2 ft curb & gutter, 4 ft boulevard, and 6 ft sidewalk. The far outside edge of the sidewalk would land right at the edge of the 4061 Sunset building face leaving no separation. This moves the cyclist 4 ft farther from the building but puts pedestrians right up to the building face with no separation. We will continue to explore options that further separate the trail and the 4061 Sunset building face.
- Can parking be added?
 - If parking is desired along the corridor the proposed curb & gutter would need to be bumped out to create 8 ft by 21 ft parking spaces. Especially in front of 4050-4060 Sunset, where parking is currently allowed, the sidewalk would also need to bump out causing the proposed sidewalk to encroach into private property, making the need to purchase permanent easement. The cost for the parking lanes, adjustment to utilities, added drainage needs and any additional right of way for the parking spots would be incurred by the City alone.
- Can mailboxes go on the lakeside?
 - Mailbox locations typically go back to the same location. I have reached out to the Local Postmaster Rebecca Gerads to discuss mailboxes. I was told it might be after the holidays before she is able to return my call.

City of Spring Park

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WWW.CI.SPRING-PARK.MN.US

- What is the cost difference associated with the grass boulevard and concrete boulevard?
 - The average bid price for concrete walk for the boulevard is around \$20 SF and the average price for seeding and the seed for the grass boulevard is \$0.3 SF. To place the 4ft wide section of concrete in the two Inset sections from the layout would cost an estimated \$112,000 and the 6 ft wide grass boulevard section cost estimate would be \$3,000. The added drainage cost for the concrete boulevard could range from \$200,000 to \$500,000.



Crash Summary

Sunset Spring Park

| Crash Severity/Crash Year | | | | | | | | | | | | |
|---------------------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Crash Severity | Total | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| K - Fatal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A - Serious Injury | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| B - Minor Injury | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| C - Possible Injury | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| N - Prop Dmg Only | 7 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| Total | 14 | 1 | 3 | 1 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 2 |

| Crash Severity/Number of Vehicles | | | | | |
|-----------------------------------|-----------|----------|----------|----------|----------|
| Crash Severity | Total | 0 | 1 | 2 | 3+ |
| K - Fatal | 0 | 0 | 0 | 0 | 0 |
| A - Serious Injury | 1 | 0 | 0 | 1 | 0 |
| B - Minor Injury | 3 | 0 | 1 | 2 | 0 |
| C - Possible Injury | 3 | 0 | 2 | 1 | 0 |
| N - Prop Dmg Only | 7 | 0 | 2 | 5 | 0 |
| Total | 14 | 0 | 5 | 9 | 0 |

| Relationship to Intersection Summary | | Total | % |
|--------------------------------------|--|-----------|--------------|
| Not at Intersection/Interchange | | 7 | 50.0 |
| Four-Way Intersection | | 0 | 0.0 |
| T or Y Intersection | | 3 | 21.4 |
| Five-Way Intersection or More | | 0 | 0.0 |
| Roundabout | | 0 | 0.0 |
| Intersection Related | | 1 | 7.1 |
| Driveway Access Related | | 1 | 7.1 |
| At School Crossing | | 0 | 0.0 |
| Railway Grade Crossing | | 1 | 7.1 |
| Shared Use Path or Trail | | 0 | 0.0 |
| Interchange or Ramp | | 0 | 0.0 |
| Crossover Related | | 0 | 0.0 |
| Acceleration/Deceleration Lane | | 0 | 0.0 |
| Other/Unknown | | 1 | 7.1 |
| Total | | 14 | 100.0 |

| Basic Type Summary | | Total | % |
|-----------------------------|--|-----------|--------------|
| Pedestrian | | 0 | 0.0 |
| Bike | | 1 | 7.1 |
| Single Vehicle Run Off Road | | 4 | 28.6 |
| Single Vehicle Other | | 0 | 0.0 |
| Sideswipe Same Direction | | 0 | 0.0 |
| Sideswipe Opposing | | 0 | 0.0 |
| Rear End | | 2 | 14.3 |
| Head On | | 1 | 7.1 |
| Left Turn | | 0 | 0.0 |
| Angle | | 3 | 21.4 |
| Other | | 3 | 21.4 |
| Total | | 14 | 100.0 |

| Weather 1 Summary | | Total | % |
|-------------------------------------|--|-----------|--------------|
| Clear | | 9 | 64.3 |
| Cloudy | | 3 | 21.4 |
| Rain | | 2 | 14.3 |
| Snow | | 0 | 0.0 |
| Sleet, Hail (Freezing Rain/Drizzle) | | 0 | 0.0 |
| Fog/Smog/Smoke | | 0 | 0.0 |
| Blowing Sand/Soil/Dirt/Snow | | 0 | 0.0 |
| Severe Crosswinds | | 0 | 0.0 |
| Other/Unknown | | 0 | 0.0 |
| Total | | 14 | 100.0 |

| First Harmful Event Summary | | Total | % |
|------------------------------|--|-----------|--------------|
| Pedestrian | | 0 | 0.0 |
| Bicyclist | | 1 | 7.1 |
| Motor Vehicle In Transport | | 8 | 57.1 |
| Parked Motor Vehicle | | 1 | 7.1 |
| Train | | 0 | 0.0 |
| Deer/Animal | | 0 | 0.0 |
| Other - Non Fixed Object | | 0 | 0.0 |
| Collision Fixed Object | | 3 | 21.4 |
| Non-Collision Harmful Events | | 1 | 7.1 |
| Other/Unknown | | 0 | 0.0 |
| Total | | 14 | 100.0 |

| Light Condition Summary | | Total | % |
|-------------------------|--|-----------|--------------|
| Daylight | | 14 | 100.0 |
| Sunrise | | 0 | 0.0 |
| Sunset | | 0 | 0.0 |
| Dark (Str Lights On) | | 0 | 0.0 |
| Dark (Str Lights Off) | | 0 | 0.0 |
| Dark (No Str Lights) | | 0 | 0.0 |
| Dark (Unknown Light) | | 0 | 0.0 |
| Other/Unknown | | 0 | 0.0 |
| Total | | 14 | 100.0 |



Crash Summary Sunset Spring Park

| Time of Day/Day of Week | | | | | | | | | | | | | | |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------|-------|
| From To | 00:00 01:59 | 02:00 03:59 | 04:00 05:59 | 06:00 07:59 | 08:00 09:59 | 10:00 11:59 | 12:00 13:59 | 14:00 15:59 | 16:00 17:59 | 18:00 19:59 | 20:00 21:59 | 22:00 23:59 | Total | % |
| SUN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 21.4 |
| MON | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 14.3 |
| TUE | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 14.3 |
| WED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7.1 |
| THU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 14.3 |
| FRI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 14.3 |
| SAT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 14.3 |
| Total | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 1 | 5 | 2 | 0 | 14 | 100.0 |
| % | 0.0 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 7.1 | 21.4 | 7.1 | 35.7 | 14.3 | 0.0 | 100.0 | 100.0 |

| Driver & Non-Motorist Age/Gender Summary | | | | | | | | Month Summary | | |
|--|------|------|-----|----------|-------|-------|--|---------------|-------|--|
| Age | M | F | NR | No Value | Total | % | | Total | % | |
| <14 | 0 | 0 | 0 | 0 | 0 | 0.0 | January | 0 | 0.0 | |
| 14 | 0 | 0 | 0 | 0 | 0 | 0.0 | February | 0 | 0.0 | |
| 15 | 0 | 0 | 0 | 0 | 0 | 0.0 | March | 0 | 0.0 | |
| 16 | 0 | 0 | 0 | 0 | 0 | 0.0 | April | 4 | 28.6 | |
| 17 | 0 | 0 | 0 | 0 | 0 | 0.0 | May | 1 | 7.1 | |
| 18 | 0 | 0 | 0 | 0 | 0 | 0.0 | June | 5 | 35.7 | |
| 19 | 1 | 0 | 0 | 0 | 1 | 4.2 | July | 0 | 0.0 | |
| 20 | 0 | 0 | 0 | 0 | 0 | 0.0 | August | 1 | 7.1 | |
| 21-24 | 0 | 0 | 0 | 0 | 0 | 0.0 | September | 1 | 7.1 | |
| 25-29 | 4 | 1 | 0 | 0 | 5 | 20.8 | October | 2 | 14.3 | |
| 30-34 | 2 | 0 | 0 | 0 | 2 | 8.3 | November | 0 | 0.0 | |
| 35-39 | 1 | 1 | 0 | 0 | 2 | 8.3 | December | 0 | 0.0 | |
| 40-44 | 0 | 1 | 0 | 0 | 1 | 4.2 | Total | 14 | 100.0 | |
| 45-49 | 2 | 0 | 0 | 0 | 2 | 8.3 | Physical Condition Summary | | | |
| 50-54 | 1 | 0 | 0 | 0 | 1 | 4.2 | Apparently Normal (Including No Drugs/Alcohol) | 18 | 78.3 | |
| 55-59 | 3 | 1 | 0 | 0 | 4 | 16.7 | Physical Disability (Short Term or Long Term) | 0 | 0.0 | |
| 60-64 | 1 | 0 | 0 | 0 | 1 | 4.2 | Medical Issue (Ill, Sick or Fainted) | 1 | 4.3 | |
| 65-69 | 0 | 1 | 0 | 0 | 1 | 4.2 | Emotional (Depression, Angry, Disturbed, etc.) | 0 | 0.0 | |
| 70-74 | 0 | 1 | 0 | 0 | 1 | 4.2 | Asleep or Fatigued | 0 | 0.0 | |
| 75-79 | 1 | 0 | 0 | 0 | 1 | 4.2 | Has Been Drinking Alcohol | 4 | 17.4 | |
| 80-84 | 0 | 1 | 0 | 0 | 1 | 4.2 | Has Been Taking Illicit Drugs | 0 | 0.0 | |
| 85-89 | 0 | 0 | 0 | 0 | 0 | 0.0 | Has Been Taking Medications | 0 | 0.0 | |
| 90-94 | 0 | 0 | 0 | 0 | 0 | 0.0 | Other/Unknown | 0 | 0.0 | |
| 95+ | 0 | 0 | 0 | 0 | 0 | 0.0 | Not Applicable | 0 | 0.0 | |
| No Value | 0 | 0 | 0 | 1 | 1 | 4.2 | Total | 23 | 100.0 | |
| Total | 16 | 7 | 0 | 1 | 24 | 100.0 | | | | |
| % | 66.7 | 29.2 | 0.0 | 4.2 | 100.0 | 100.0 | | | | |

Selection Filter:

WORK AREA: County('659472') - SPATIAL FILTER APPLIED - ROUTE FILTER APPLIED

Analyst:

Adam Edwards

Notes:

Open house 4 - Revised recommended design

Open house #4 - Revised recommended design

Hennepin and Bolton & Menk hosted a public open house on Oct. 3, 2023. This event was held to share the revised recommended design and gather feedback. The event featured a formal presentation, Q&A, boards, and a road design layout. After the event, a boulevard preference survey was posted on the website and sent out via email.



Oct. 3, 2023



Gillespie Center



5:30-7:30 a.m.



45+ attendees



17 comment cards and 18 survey responses

35
total comments



Advertisement methods



Postcard



Website update



Social media



Email blasts

Materials

The open house included a formal presentation, digital and printed comment card, and a boulevard preference survey to provide feedback.

Comment breakdown

35

Total comments

9

Digital comment cards

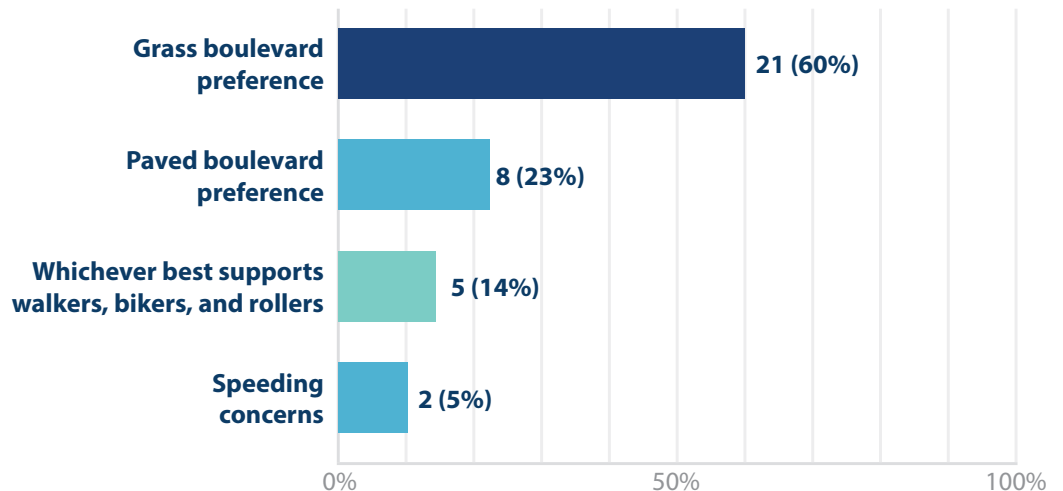
8

Written comment cards

18

Survey responses

Comment themes



Boulevard preference survey

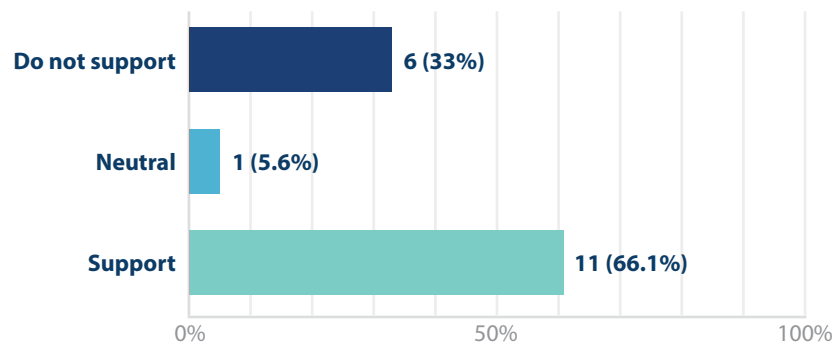
Overview

Our team released a boulevard preference survey to help gain more insight from the community. The survey was released on Oct. 23, 2023 and closed on Nov. 10, 2023. The following page gives a high-level analysis of the survey results.

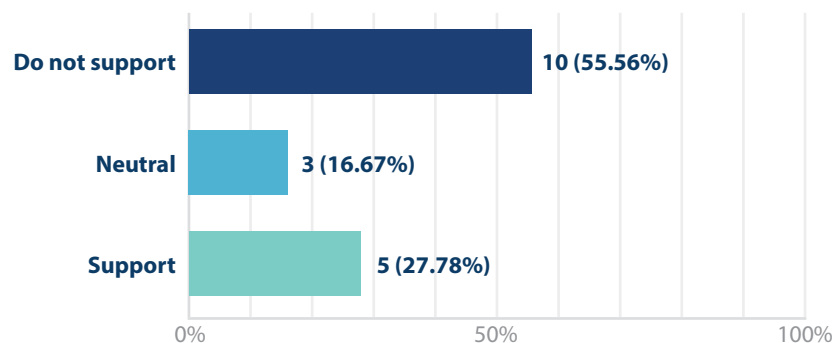


18
total surveys

The grass boulevard design pictured above includes a 12 foot drive lane, two foot of curb and gutter, a six foot grass boulevard, and an eight foot shared use path. This totals 42 foot from edge of curb to edge of path. Please rate your support for this design.



The paved boulevard design pictured above includes a 12 foot drive lane, two foot of curb and gutter, a four foot paved boulevard, and an eight foot shared use path. This totals 40 foot from edge of curb to edge of path. Please rate your support for this design.



I am a...(check all that apply)

| | |
|---|----|
| Resident with a property on Sunset Drive | 8 |
| Resident near Sunset Drive | 6 |
| Business owner on Sunset Drive | 0 |
| Person who uses Sunset Drive for walking, biking, and rolling | 10 |
| Person who uses the Dakota Rail Regional Trail | 13 |
| Person who drives Sunset Drive frequently | 11 |
| Interested community member | 9 |
| Other | 1 |