

# County Road 11 and Eagle View Elementary Site Circulation Study

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**BOLTON  
& MENK**

# Overview

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Study Overview

Goals and Objectives

Alternatives

Engagement

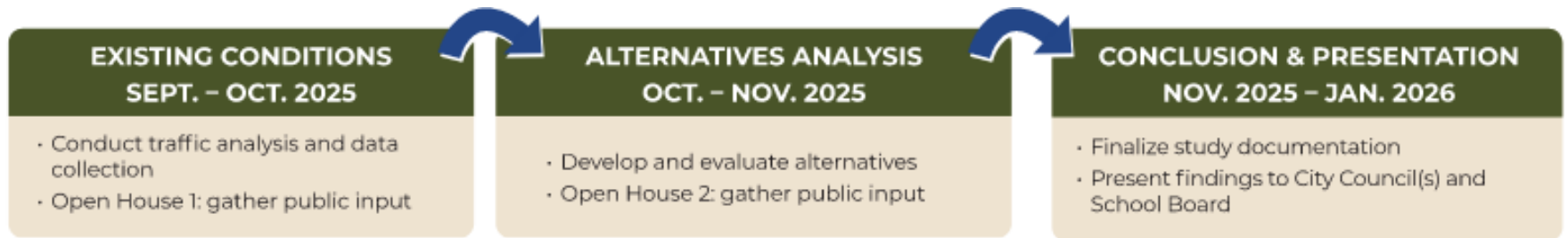
Evaluation

Recommendation



# Project Schedule

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# Project Overview

## SCHOOL OPERATIONS



Parent Pick-Up and Drop-Off occurs within the parking lot on site, entering and exiting via the western access point on County Road 11.



Buses enter and exit school property via the eastern access point on County Road 11.



Parent pick-up and drop-off utilizes multiple lanes of the existing west parking lot. Drivers experience excessive delay leaving school property.



Horizontal and vertical curves make visibility exiting school property difficult.

## QUICK FACTS

- Average non-school peak speed on County Road 11: 50 - 55 mph
- Average school peak speed on County Road 11: 40-42 mph

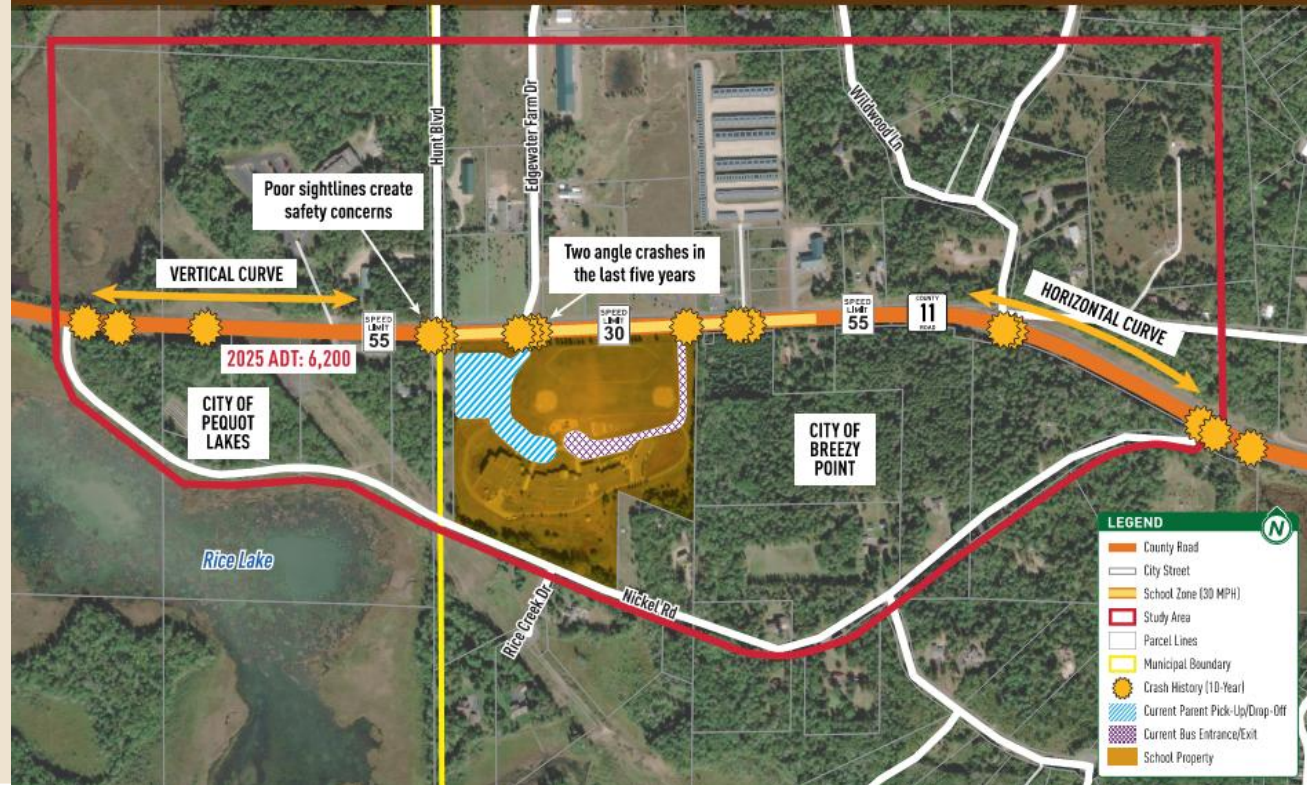


Summer months can increase daily traffic by up to 20% on County Road 11.



Crashes have occurred at the school access points, as well as along County Road 11, increasing in recent years.

## STUDY AREA CONSIDERATIONS

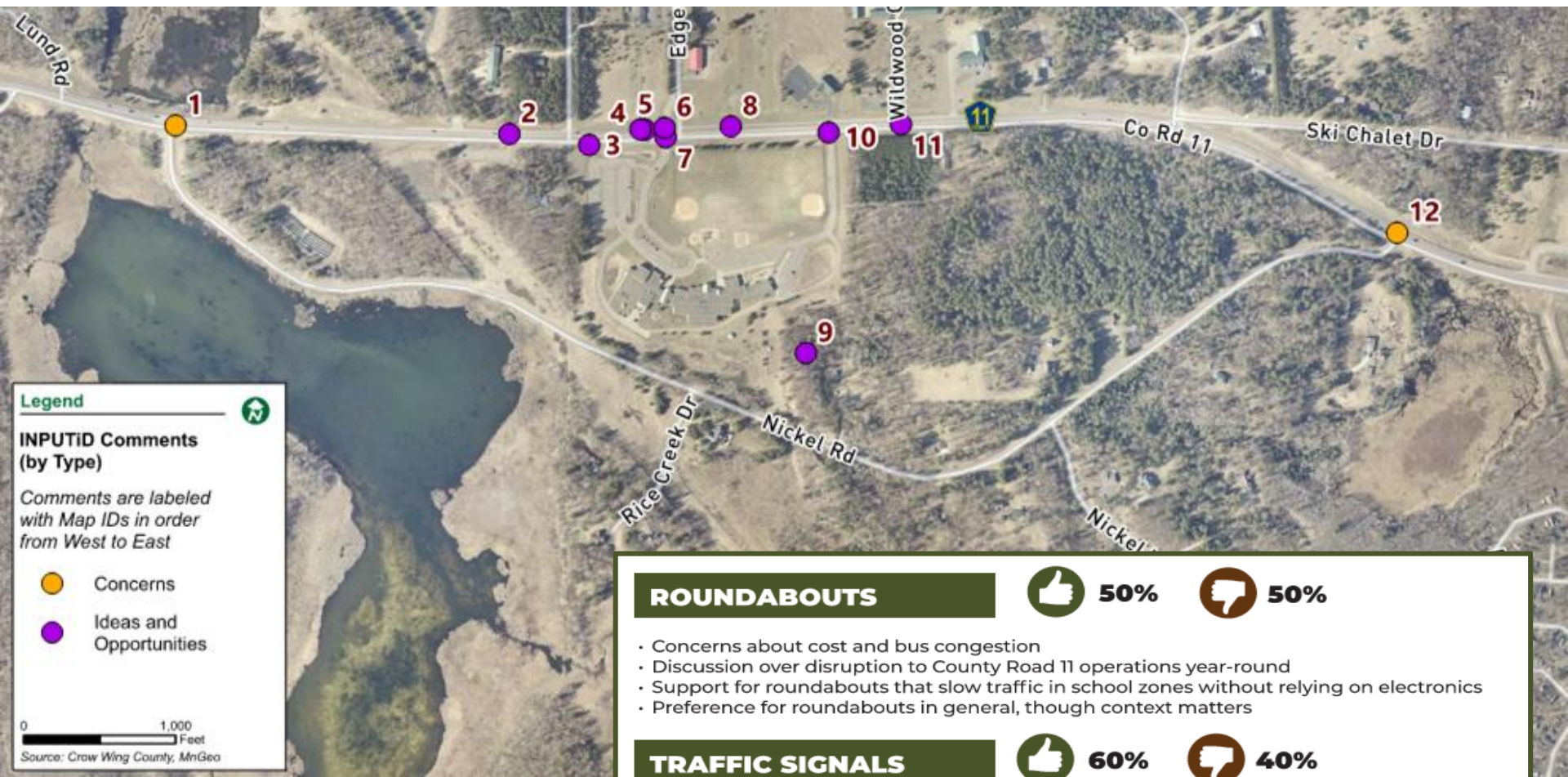


# Project Goals

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- Establish a shared vision for a **collaborative system**
  - Serves the current and future needs of all users for both the school and the County Road
- Develop **safe and functional** alternatives for County Road 11 during all times of the year
- Maintain **acceptable access** points for nearby properties
- Establish **safe and efficient facilities on the school site**
  - Accommodate parent pick-up and drop-off in addition to busing

# Public Engagement



## ROUNDABOUTS



50%



50%

- Concerns about cost and bus congestion
- Discussion over disruption to County Road 11 operations year-round
- Support for roundabouts that slow traffic in school zones without relying on electronics
- Preference for roundabouts in general, though context matters

## TRAFFIC SIGNALS



60%



40%

- Traffic signals as a more practical and cost-effective solution
- Suggestion to use temporary construction lights to test effectiveness
- Employ traffic signals that activate only to allow bus movements

# Alternatives

## CSAH 11

Single Lane Roundabout(s)

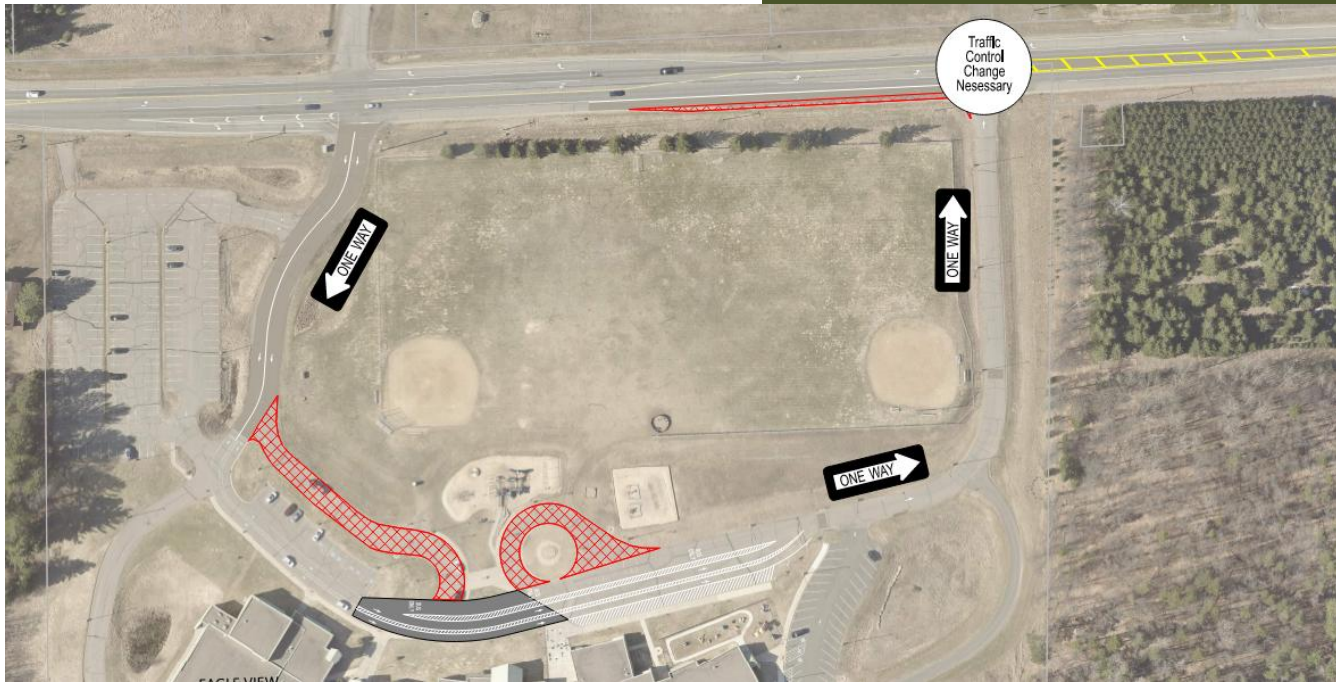


Signalized Intersection(s)



# Alternatives School Site

One Way Loop

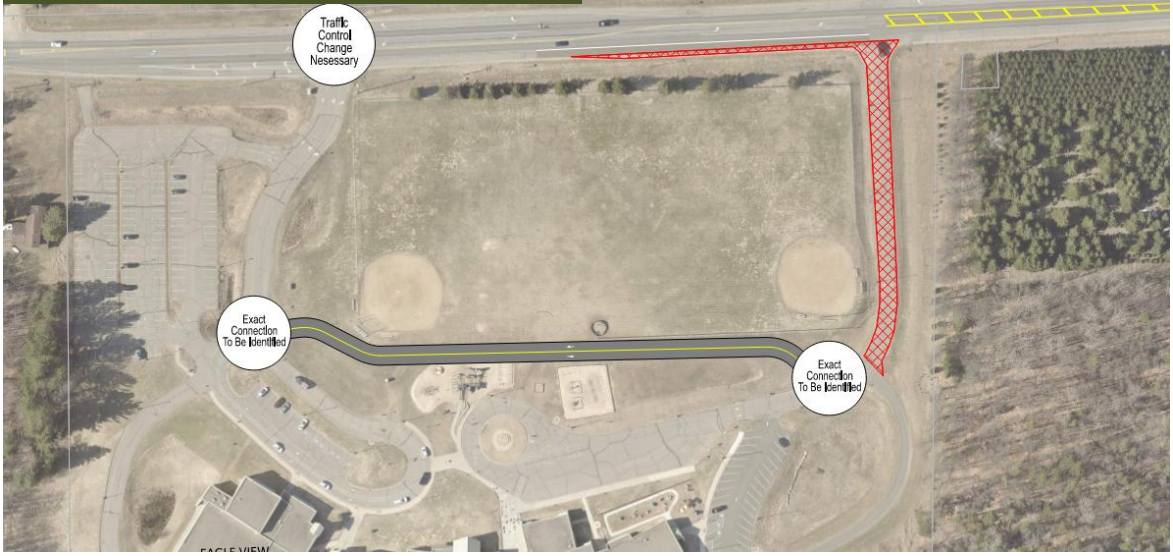


# Alternatives School Site

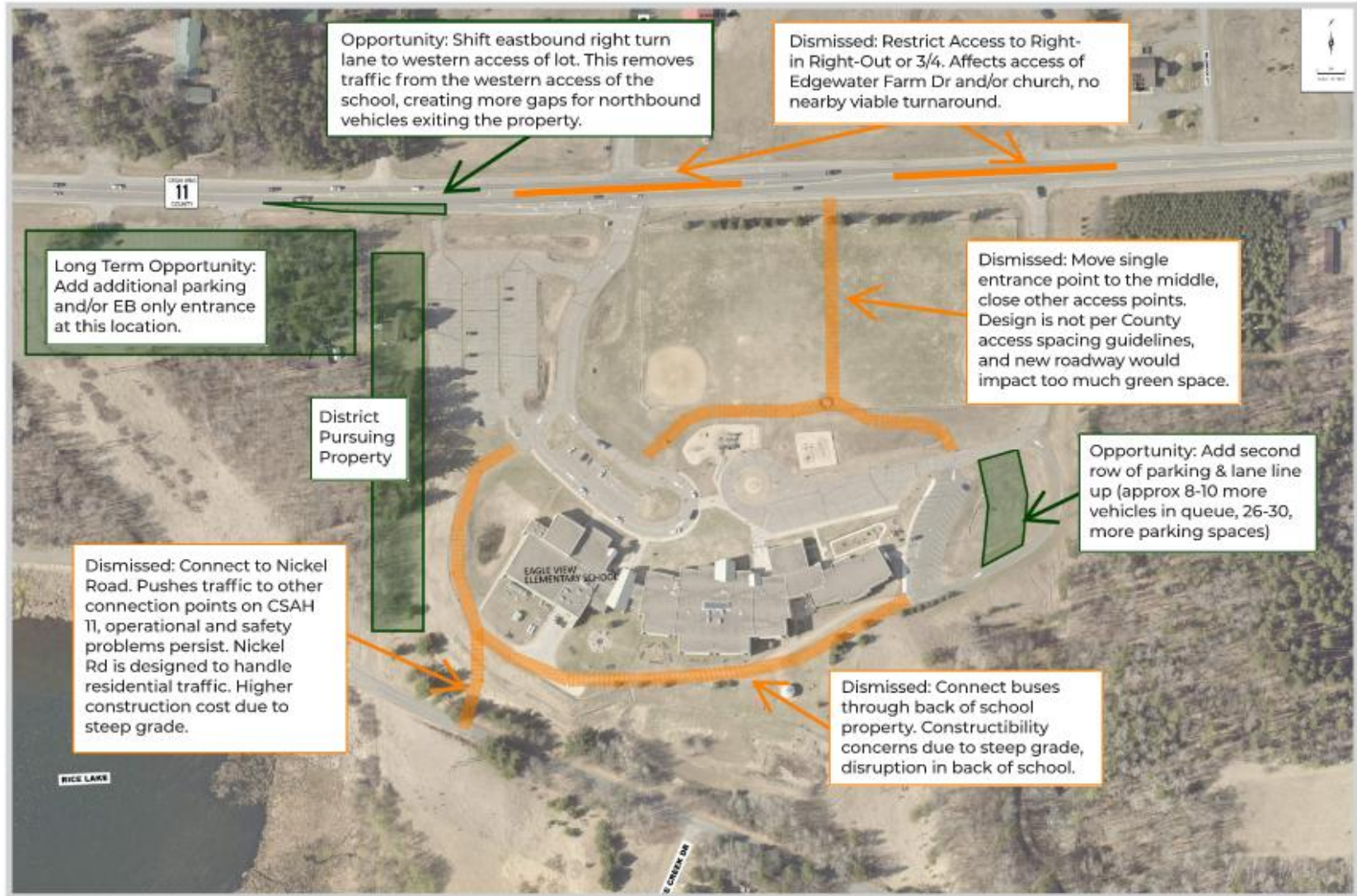
Single Access A (dismissed)



Single Access B (dismissed)



# Opportunities and Dismissals



# Evaluation

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- Eight alternative combinations were evaluated
  - Evaluation criteria included safety, mobility, public feedback, and cost

# Recommendation

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- Implementing a single lane roundabout at the western school access intersection achieves project goals and shows the most benefit for the school and mainline CSAH 11
  - There are options to address safety and congestion issues immediately at a lower cost

# Interim Alternative

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- Immediately addresses the safety concerns and difficult sight lines
  - Angle crash history at west school access intersection
  - Vehicles that are northbound (exiting the school property) at either intersection need proper visibility to know the road is clear and safely make their turn.
- The proposed interim concept is to reconstruct the eastbound right turn lane and northbound approaches to achieve a clearer line of sight and a more safe and comfortable experience for drivers to exit the school property
  - This can be done at both the east and west intersections



# Interim Alternative

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# Recommendation Summary

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- The most fiscally responsible solution in the immediate time frame is to implement the interim alternative of reconstructing the eastbound right turn lanes and northbound approaches at each school access.
- In the event that safety or operational issues persist, the long term recommendation for this area is to implement a roundabout at the West School Access intersection.

# Final Steps

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- Present Study Findings to City Council (Breezy Point and Pequot Lakes), as well as ISD #186 School Board
- Finalize Study Documentation, submit ICE report through MnDOT