

April 25, 2013

Dear Mr. Kelley

I am Kevin Kelleher. My wife, Dianne, and I live at 939 S. Lake Avenue in our owner-occupied home.

First, thank you for your patient work on the Park Point Small Area Plan. I know you are hearing from many on the issues, so I will be constructive and specific.

I like the idea of splitting the traffic between the Ariel Bridge and the S-curve. From my home I watch daily as large recreational vehicles (RVs) and vehicles pulling boats navigate the turn between Lake Avenue and 10th Street. In-bound or out-bound, the intersection offers problems for these vehicles.

Out-bound RVs and vehicles with boats often wait long periods of time for south-bound and north-bound traffic on Lake Avenue to open sufficiently to allow for a slow, and often wider turn onto the Lake Avenue. This often causes delays for traffic of all types behind the waiting RV or boat trailer.

In-bound traffic, as well, could be better. RVs and vehicles pulling boat trailers trying to turn west on 10th Street from south-bound Lake Avenue often require (or prefer) a wider turn radius, and will wait for any traffic at the 10th Street stop sign at Lake Avenue to clear before turning. This often delays traffic on S/B Lake Avenue. I watch these conditions occur every day.

I believe the two developments approved by the city, the hotel/marina, and the hotel/marina/RV park, will exacerbate the current conditions. Moving S/B traffic to Minnesota Avenue after the bridge makes great sense. It places at least half the business-related traffic (south bound) where the businesses are.

South-bound traffic is currently one lane. Designing S/B traffic on Minnesota Avenue need only be one lane as well, minimizing the impact to homes and businesses along the route.

Entrance and egress from both developments could be facilitated by adding right-turn lanes including wide turn radii. Exiting traffic would face S/B traffic only rather than traffic from both directions, and could blend enter easily with a wide-turn exit that merges exiting vehicles with that traffic.

As for traffic flow, a roundabout intersection in the area of the S-curve would allow S/B traffic the option of continuing south or circling north. Roundabouts are a common feature on Cape Cod, a setting not unlike Park Point. In addition, I used to work for the City of Edina, Minnesota, which recently placed a roundabout on a very busy road near the Southdale and Galleria malls. It accommodates fire trucks and delivery trucks, including semis. Such a roundabout would accommodate any RV or vehicle towing a boat.

Finally, a one-lane S/B Minnesota Avenue running from the bridge to the S-Curve could be designed with slight jogs in the traffic lane to accommodate turns at the hotel/marina and the hotel/marina/RV park, would have a traffic calming effect. Drivers drive slower on narrower roads, especially when they aren't a straightaway.

These suggestions actually benefit the developers, and minimize the impact to homes and businesses on Minnesota Avenue.

Thank you

Kevin Kelleher