

# Memo

**To:** Honorable Mayor and City Council  
**From:** Joe Kohlmann, City Administrator  
**Date:** June 10, 2014  
**Re:** Birch Bluff Road

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Phil Roe has provided the attached information regarding Birch Bluff Road. Mr. Roe surveyed the residents on Birch Bluff Road about a "preferred solution" and provided the options "dead end" and "speed humps". It should be noted that an option was not presented for "No Action".

Also is a letter from Eric Lindquist where he states (according to SLMPD report):  
"Percentage of speeds traveled:

20 mph or less = 47%  
21-23 mph = 27%  
24 mph or faster = 26%"

The same data set could also be interpreted to read:

6,762 total vehicles measured on Birch Bluff:  
1-25 mph = 92% of vehicles  
26+ mph = 8% of vehicles

There is also a letter attached indicating an impact on property values for residents on Birch Bluff Road. The City Council should base their decision on public safety and public use.

Also provided is a "Fire Apparatus Access Roads" appendix.

Staff has provided the speed trailer results from the SLMPD. Staff would also recommend that the following agencies or Staff members be contacted for a formal position statement, prior to any decision being made: City Engineer; South Lake Minnetonka Police Department; Excelsior Fire District; Hennepin County Medical Center; Public Works Department; City of Shorewood; and any other potentially impacted agencies.

**Council Action Requested:**

Review and discuss the information from residents on Birch Bluff Road.

### Traffic Survey Summary

Location: Birch Bluff Road  
 Start Date: 06-04-13  
 End Date: 06-14-13

Zone: Residential  
 Start Time: 12:57:37  
 End Time: 12:16:09  
 Travel Direction: SW

Speed	1 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	30 - 31	32 - 33	34 - 35	36 - 37	38 - 39	40 - 999
Volume	2374	784	873	513	226	81	23	9	5	0	3	12
% of Total	48.41%	15.99%	17.8%	10.46%	4.6%	1.65%	0.46%	0.18%	0.1%	0%	0.06%	0.24%
										Total Vehicles: 4903		

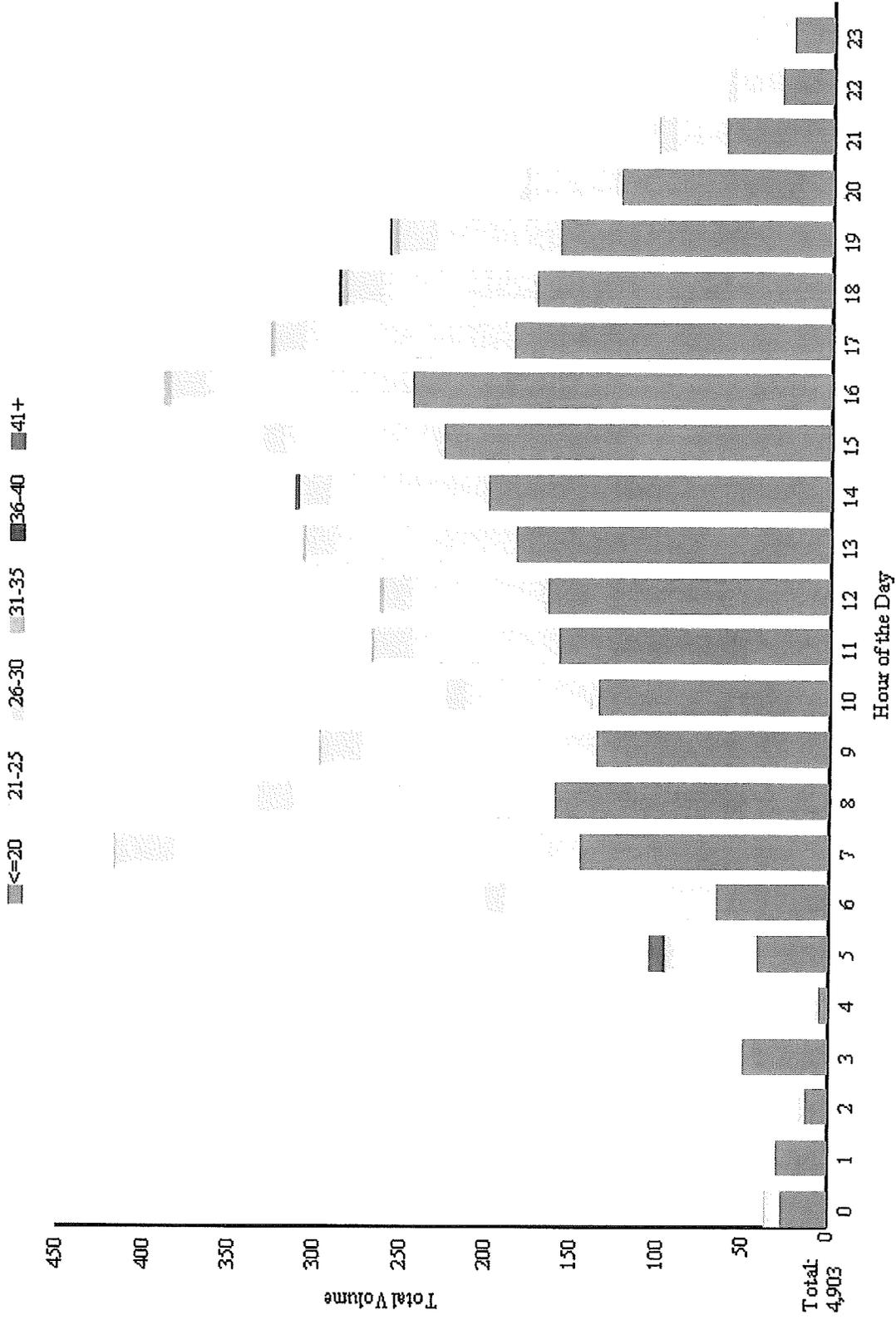
Speed Statistics		10 MPH Pace		Number Exceeding Limit				
Posted	20	Pace Speed	16 to 25	Speed	20+	30+	40+	Total
#At/Under Limit	2753	# in Pace	3094	Number	2109	29	12	2150
# Over Limit	2150	% in Pace	63.1%	Percent	43.01%	0.59%	0.24%	43.85%
Average Speed	18.17	85% Percentile	24					

### Speed/Time/Volume Graph

Location: Birch Bluff Road  
 Dates: 06-04-13 to 06-14-13

Zone: Residential  
 Speed Limit: 20 MPH

Travel Direction: SW



### Traffic Survey Summary

Location: Birch Bluff Road  
 Start Date: 06-14-13  
 End Date: 06-21-13

Zone: Residential  
 Start Time: 12:18:52  
 End Time: 10:51:27  
 Travel Direction: NE

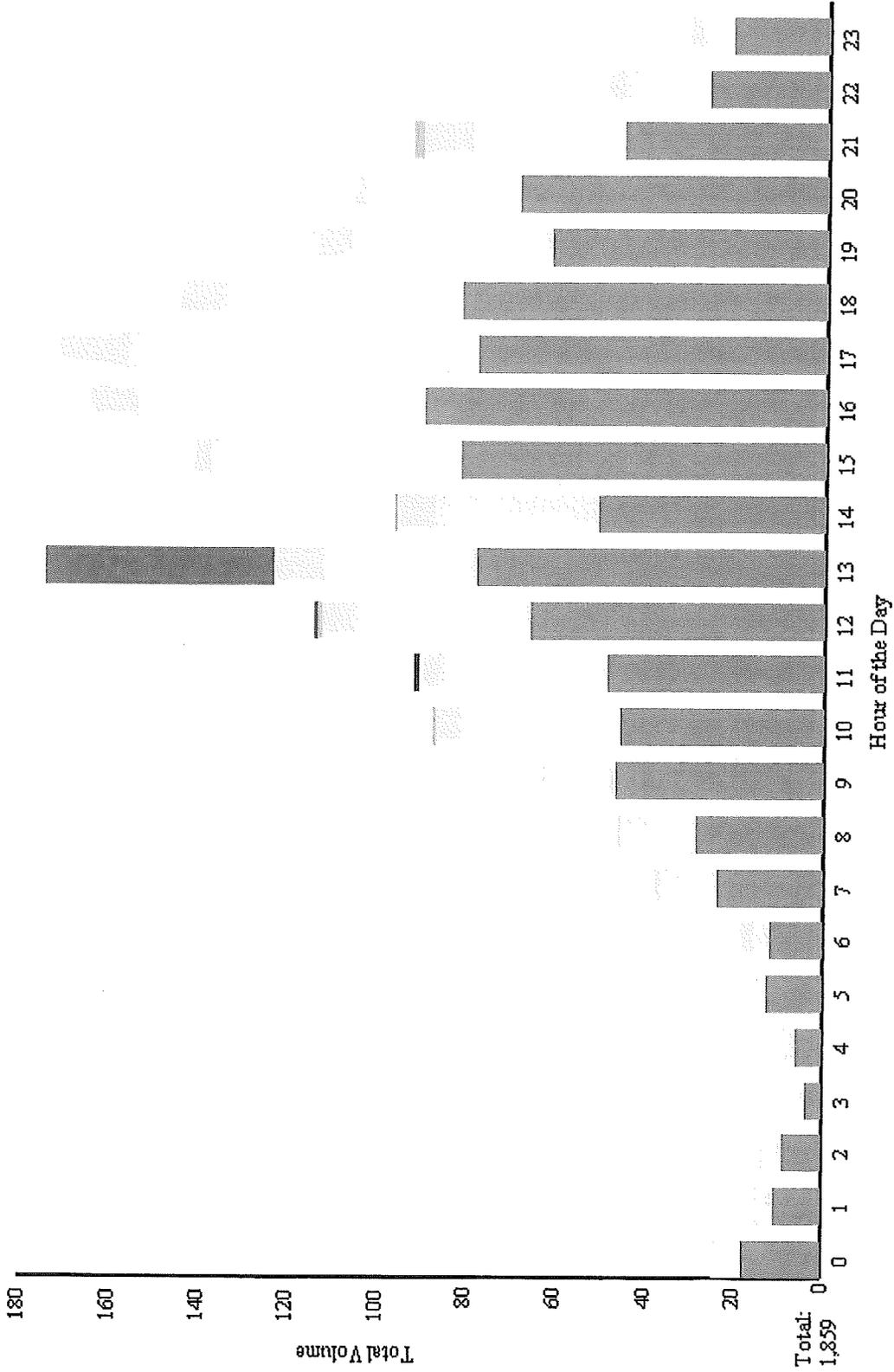
Speed	1 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	30 - 31	32 - 33	34 - 35	36 - 37	38 - 39	40 - 999
Volume	875	277	271	248	94	28	10	2	1	0	1	52
% of Total	47.06%	14.9%	14.57%	13.34%	5.05%	1.5%	0.53%	0.1%	0.05%	0%	0.05%	2.79%
										Total Vehicles: 1859		

Speed Statistics		10 MPH Pace		Number Exceeding Limit				
Posted	20	Pace Speed	16 to 25	Speed	20+	30+	40+	Total
#At/Under Limit	1021	# in Pace	1193	Number	780	6	52	838
# Over Limit	838	% in Pace	64.17%	Percent	41.95%	0.32%	2.79%	45.07%
Average Speed	20.18	85% Percentile	25					

**Speed/Time/Volume Graph**

Location: Birch Bluff Road  
 Dates: 06-14-13 to 06-21-13  
 Zone: Residential  
 Speed Limit: 20 MPH  
 Travel Direction: NE

<=20  
 21-25  
 26-30  
 31-35  
 36-40  
 41+



Total:  
1,859

# Tonka Bay City Council Meeting

10 June 2014

## Issue:

The traffic volume and speed on Birch Bluff (BB) has created a significant public safety issue for all of the BB residents be they walking, riding or driving.

## Approach:

City Council asked that the BB residents be surveyed to determine the level of support the BB residents had for either Dead Ending the street or the installation of Speed Humps. A Speed Hump being a 12' wide strip of asphalt peaking at about 5' to 6" at its center.

## Conclusion:

All Surveyed residents are supportive of taking hard action to resolve the speed issue and limit the number of cars/day to that of similar neighborhood streets such as Wyldhurst.

## Survey Approach:

All properties (34) were visited to seek residents input on their desired outcome, Dead End or Speed Humps.

## Survey Results:

- 34 properties were visited
- 31 residents were available and commented. Unfortunately 3 residents could not be contacted.
- 100% of the surveyed residents recognized the issue and wanted resolution, noting that the fourth time is the charm.
- 30/31, 97%, wanted to either Dead End BB or install Speed Humps. One resident was undecided as to the best solution but felt action was required.
- 26/31, 84%, preferred the Dead End option.
- 5/31, 16%, preferred the Speed Hump option and were quite vocal as to this preference. Note: If you are adding up the numbers, I have included a double vote from 220 BB as it was the only split decision.
- 1/31, 3%, undecided as to solution but wanted the problem solved.
- Several residents noted that Crescent Beach is a security/safety issue after 10PM and Dead Ending BB would go a long way to resolving the issue.

## Other Contacts:

The Police Chief and Fire Chief were contacted independently by E. Lindquist and are supportive of either solution to the BB issue.

First student Bus Co. has no issue with the proposed changes to BB and can adapt their pick up schedules accordingly.

## Recommendation:

Evaluate the cost/benefit of both Dead Ending and Speed Humps. Immediately implement the best option.



E. LINDQUIST  
3-JUN-14

## **Proposed Resolution of Birch Bluff Traffic Issue**

Over the course of the last several years many of your neighbors have voiced concerns to the police, the city council and each other about the large increase in the number of cars traveling our section of Birch Bluff from Hwy. 19 to Crescent Beach. Each of you recieved a note from Erik Linqvist out lining the work that he did last summer with the Southlake Police and their portable radar trailer. In a nut schell traffice over the 14 day period was 6778 cars one way, or begining to approach 1000 round trips/day cars. 25% of those with speeds well in excess of the 20 MPH limit. I and others have voiced our concern about our personal safety as we walk or ride on the street. To allieviate that concern a proposal has been made to the Mayor & City Council to either Dead End Birch Bluff just after Crescent Beach or install Speed Humps. The Speed Humps will certainly drive speed down to the 20 MPH limit but is unlikely to minimize the number of cars/day. Dead Ending Birch Bluff will take care of both issues and still provide bicycle access to Pleasant street. The Mayor & City Council have asked that we as residents on Birch Bluff indicate our desired solution.

Owner Preference for Birch Bluff Traffic Issue Resolution

Address	Owner	Signature	Preferred Solution	
			Dead End	Speed Humps
10	SANDRA BOTES	<i>Sandra Botes</i>	X	
20	Diane Haley	<i>Diane Haley</i>	X	
30	Traci Dokken	<i>Traci Dokken</i>	X	
35	Richard Lee Upgren	<i>Richard Lee Upgren</i>		
40	L E Severino & N J Severino	<i>L E Severino</i>	X	
45	Thomas P Hughes Et Al	<i>Thomas P Hughes</i>	X	
47	Paul R Henschel Et Al	<i>Paul R Henschel</i>	X	
50	K E Erickson & A J Wilemsep	<i>K E Erickson</i>	X	
55	DAVID L & NANCY M STOVALL	<i>David Stovall</i>		X
60	DAVID & PAMELA SOLTAU	<i>David Soltau</i>	X	
65	M R Menzel & J L Aragon	<i>M R Menzel</i>	X	
70	THOMAS G & PATRICIA SIMS	<i>Patricia Sims</i>		X NO DEAD END
72				
75	Jeffrey & Margaret Gaffney	<i>Margaret Gaffney</i>	X	
80	PATRICK KRANZ, MARCIA MICHALIK	<i>Patrick Kranz</i>		X
82	DAVID & DIANA BIEBIGHAUSER			
85	Philip R & Alice L Roe	<i>Alice L Roe</i>	X	
90	LARRY & THERESA FISHER	<i>Larry Fisher</i>	X	
95	Phillip J Montville	<i>Phillip J Montville</i>	X	
100	JAYME & KIM OLSON	<i>Jayme Olson</i>	X	
105	Philip R & Alice L Roe	<i>Philip R &amp; Alice L Roe</i>	X	
110	JEAN S ZAMOR	<i>Jean Zamora</i>		X NO DEAD END
120	ERIC LINDQUIST, BARBARA LINDQUIST	<i>Eric Lindquist</i>	X	
130	THOMAS L & ERIN P REHMAN	<i>Thomas Rehman</i>	X	
140	ELINOR M TEMPLE	<i>Elinor M Temple</i>	X	
150	MICHAEL & CYNTHIA GLEYSTEN	<i>Michael Gleysten</i>	X	
160	JOHN B & MARY LOU BECKER	<i>John Becker</i>	X	
170	LARRY A ZAMOR			
180	VIVIAN V KUNTUZOS	<i>Vivian Kuntuzos</i>	X	
190	J K Price & R M Ambort-Price	<i>J K Price</i>	X	
200	PATRICK R MATRE	<i>Patrick Matre</i>	X	
210	BRADLEY BLOSS, PENNY JO BLOSS	<i>Bradley Bloss</i>	X	
220	THOMAS & SUSAN HALLIN	<i>Thomas Hallin</i>	X	X
230	MARK & TERRI WALKER	<i>Mark Walker</i>	X	
245	Marjorie A Johnson	MARJORIE IS VERY CONCERNED & WANTS TO BE INVOLVED IN THE DISCUSSION. SHE HAS SERIOUS CONCERNS WITH PLEASANT TRAFFIC & LEFT TURNS ON D 17 AS WELL AS THE CONDITION OF THE ROADBED OF PLEASANT. ALSO FEELS TRAFFIC IS TOO HEAVY ON BIRCH BLUFF/PA		

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Lindquist  
120 Birch Bluff Rd  
Tonka Bay, MN 55331  
763-350-2375

April 27, 2014

RE: Speed and Traffic on Birch Bluff Rd

Dear Birch Bluff Homeowner,

First let me apologize for the length of time it has taken me to get this letter out to you. To be honest, I was hoping to try and tackle this issue on my own, however quickly realized that the support of my neighbors would only enhance the ability to get results. I am of course referring to the number of cars using Birch Bluff as a cut across street and the speeds at which those vehicles are traveling. By tax records, there are currently 39 homes on the short stretch of Birch Bluff between Wildhurst and Pleasant Ave.

Last Spring I contacted the Tonka Bay police and asked what could be done. I began weekly, if not daily, conversations with Deputy Chief Dave Pearson who came out to discuss possible solutions. Prior to anything being done, he had asked that some data be collected using a speed/traffic monitor – you may have remembered seeing this last June. I was able to finally obtain the results of the two week speed in and traffic study. The study was conducted for one week monitoring northbound traffic and one week monitoring south bound traffic – the results were as follows.

#### 14 Day Traffic & Speed Count

- 6778 cars traveling in one direction (an average of 485 cars a day traveling one direction)
- Percentage of Speeds traveled
  - o 20 mph or less = 47%
  - o 21 – 23 mph = 27%
  - o 24 mph or faster = 26%
- **64 cars (approx. 1%) were traveling at speeds of 40 mph or greater**

If you assume that homeowners typically account for 75% of traffic on a residential street, that would essentially mean that Birch Bluff homeowners are making 363 one way trips down the street. Also consider that the placement of the monitoring device would eliminate nearly 1/3 of the homes from consideration.

As homeowners and tax payers, it is up to us to demand that something be done. I am happy to say that Phil Roe has also taken up this cause and has been working with City Council to address the situation and put forth some possible solutions, the most favorable result would be to dead end Birch Bluff prior to the public beach access. We can help support this cause by signing a petition that either Phil or I will be circulating. Until that time, please feel free to contact me with any questions or concerns you may have.

Best Regards,

Eric Lindquist

To: Tonka Bay  
Residents of Birch Bluff Road

From: George W. Stickney & Kevin W. Stickney  
Realtors; Coldwell Banker Burnet – Wayzata  
Residential Land Developers; BPS Properties  
gwSTICKNEY.com | 952.250.2015 | kwstickney@cbburnet.com

Date: May 14<sup>th</sup>, 2014

Subject: Dead End/Park Dedication at Corner of 245 Birch Bluff & Pleasant

In our professional opinion a cul-de-sac and extended park dedicated area at the northwest corner of 245 Birch Bluff would enhance neighbors property values and increase the city's tax base.

This proposal would:

-Reduce Thru Traffic, therefore

- Reduce cars speeding thru the neighborhood
- Reduce road noise
- Create a safer street for kids, pets, walkers, bikers etc...
- Wouldn't have to put in and maintain speed bumps
- Enhance sense of community feel...adds charm to neighborhood
- Additional green space/Park area...Neighborhood gathering spot
  - Option for a field, sport court, playground idea at cul-de-sac
- Home Buyers historically have placed premiums on properties located on dead-end streets
  - i.e. Wildhurst Rd/ Old Orchard Rd to the North... same beaches, nice views, large lots & neighbors property values benefit from quiet, safe, dead end streets.

We believe this would be a mutually beneficial pursuit for the neighbors and city.

## APPENDIX D

# FIRE APPARATUS ACCESS ROADS

*The provisions contained in this appendix are not mandatory unless specifically referenced in the adopting ordinance.*

### SECTION D101 GENERAL

**D101.1 Scope.** Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the *International Fire Code*.

### SECTION D102 REQUIRED ACCESS

**D102.1 Access and loading.** Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34 050 kg).

### SECTION D103 MINIMUM SPECIFICATIONS

**D103.1 Access road width with a hydrant.** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm). See Figure D103.1.

**D103.2 Grade.** Fire apparatus access roads shall not exceed 10 percent in grade.

**Exception:** Grades steeper than 10 percent as approved by the fire chief.

**D103.3 Turning radius.** The minimum turning radius shall be determined by the fire code official.

**D103.4 Dead ends.** Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

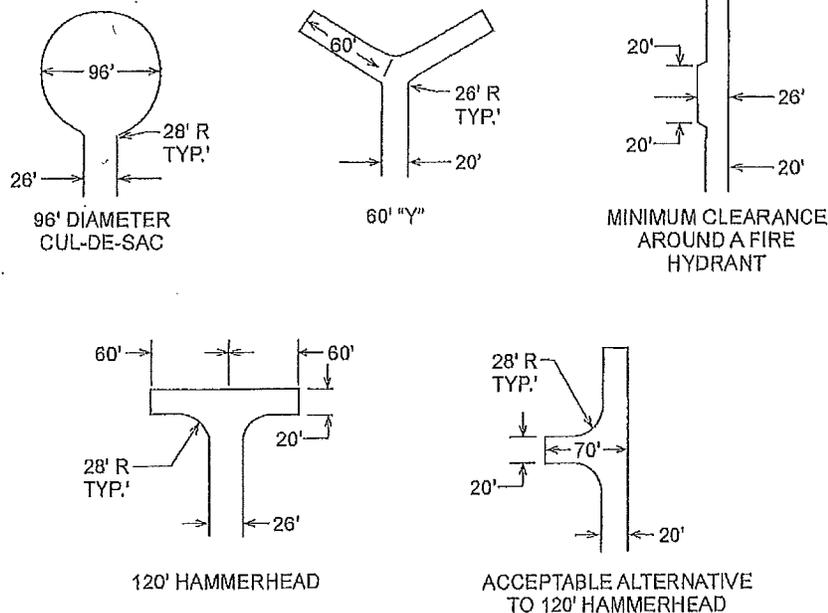
**TABLE D103.4  
REQUIREMENTS FOR DEAD-END FIRE  
APPARATUS ACCESS ROADS**

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0-150	20	None required
151-500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
501-750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
Over 750	Special approval required	

For SI: 1 foot = 304.8 mm.

**D103.5 Fire apparatus access road gates.** Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. The minimum gate width shall be 20 feet (6096 mm).



For SI: 1 foot = 304.8 mm.

**FIGURE D103.1  
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND**

2. Gates shall be of the swinging or sliding type.
3. Construction of gates shall be of materials that allow manual operation by one person.
4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official.
6. Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools or when a key box containing the key(s) to the lock is installed at the gate location.
7. Locking device specifications shall be submitted for approval by the fire code official.

**D103.6 Signs.** Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

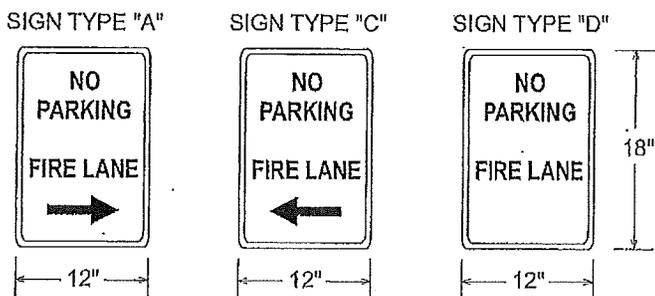


FIGURE D103.6  
FIRE LANE SIGNS

**D103.6.1 Roads 20 to 26 feet in width.** Fire apparatus access roads 20 to 26 feet wide (6096 to 7925 mm) shall be posted on both sides as a fire lane.

**D103.6.2 Roads more than 26 feet in width.** Fire apparatus access roads more than 26 feet wide (7925 mm) to 32 feet wide (9754 mm) shall be posted on one side of the road as a fire lane.

#### SECTION D104 COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

**D104.1 Buildings exceeding three stories or 30 feet in height.** Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have at least three means of fire apparatus access for each structure.

**D104.2 Buildings exceeding 62,000 square feet in area.** Buildings or facilities having a gross building area of more than 62,000 square feet (5760 m<sup>2</sup>) shall be provided with two separate and approved fire apparatus access roads.

**Exception:** Projects having a gross building area of up to 124,000 square feet (11 520 m<sup>2</sup>) that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems.

**D104.3 Remoteness.** Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

#### SECTION D105 AERIAL FIRE APPARATUS ACCESS ROADS

**D105.1 Where required.** Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.

**D105.2 Width.** Fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm) in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height.

**D105.3 Proximity to building.** At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building.

#### SECTION D106 MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS

**D106.1 Projects having more than 100 dwelling units.** Multiple-family residential projects having more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads.

**Exception:** Projects having up to 200 dwelling units may have a single approved fire apparatus access road when all buildings, including nonresidential occupancies, are equipped throughout with approved automatic sprinkler systems installed in accordance with Section 903.3.1.1 or 903.3.1.2.

**D106.2 Projects having more than 200 dwelling units.** Multiple-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.

**SECTION D107  
ONE- OR TWO-FAMILY RESIDENTIAL  
DEVELOPMENTS**

**D107.1 One- or two-family dwelling residential developments.** Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with separate and approved fire apparatus access roads and shall meet the requirements of Section D104.3.

**Exceptions:**

1. Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.3, access from two directions shall not be required.
2. The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.