

Augusta Drive Speed Concerns

Wednesday, October 8, 2025 11:27 AM

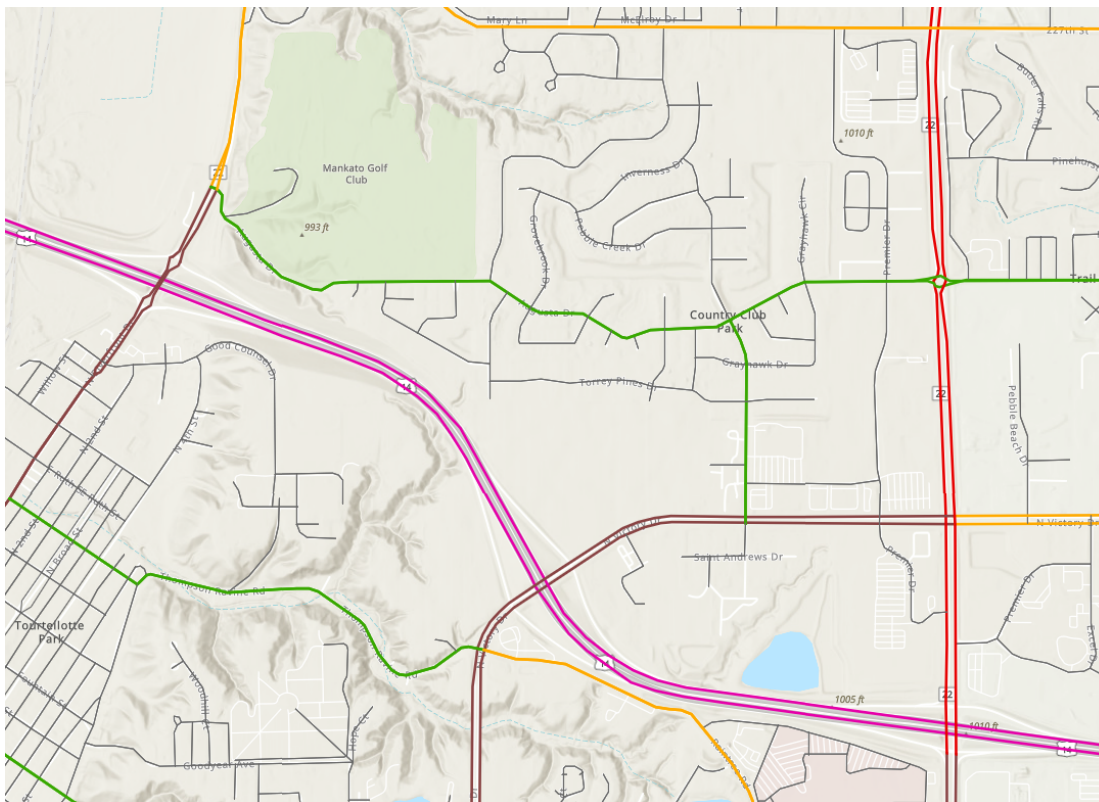
06-06-2025 Resident email Chad Honetschlager, Police Officer - Traffic Enforcement, about speeding (noted time periods 6-7AM and 4-5PM)
06-11-2025 Alec acknowledged receipt of request and will collect data.
06-11-2025 Resident response about placing speed device between residents back yard and Greyhawk.
06-16-2025 Resident noticed city took down the speed radar in the morning and inquired about seeing results
06-16-2025 Police Office response, noting additional patrols have been out but have not yet documented any excessive speed issues. Also contacted owner of vehicle with plate provided by resident
06-16-2025 City sent resident summary of results, 85th was 28 mph, driver behavior aligns with what is expected for a 30 mph posted roadway. ADT information was also provided.
06-16-2025 Resident questions the validity of the data collection and communicated that data was generally collected outside of when the speeding is occurring (morning, evening, and on the weekends). Resident requested a longer study.
06-17-2025 City staff followed up with Police about and provided speed data information collected to date.
06-17-2025 City following up on accuracy of data collection method.
06-17-2025 City staff continue correspondence on accuracy of data collection method. Developing a comparison to tube method.
06-17-2025 City staff continues to better understand speed measuring device limits.
06-17-2025 City responds to resident with speed collection information. Communicates that it intends to collect additional data, but notes that it did capture AM and PM periods that were identified by resident as concern time periods. Reinforces that Public safety staff a providing additional attention. **Inquired about what the resident ultimate goal for Engineering to take action on**
06-17-2025 Resident response to city inquiry. Concerns "no safe place to cross", increased daily traffic. **Communicated they believe an All-Way STOP is needed at Augusta/Greyhawk. Also mention a solar powered speed feedback sign as a potential effective tool.**
06-18-2025 City staff exchange about StreetLight data to support the review? (didn't see any additional StreetLight references)
07-01-2025 Speed data from tube counts (6/23 11AM to 6/27 8AM) - 85th percentile speed 35mph.
07-14-2025 City and Public Safety coordinate on temp speed wagon.
08-05-2025 Resident thanks city for speed limit control sign installation and requests one for the opposite direction.
10-05-2025 Resident initiates a follow up speed concern on Augusta.

Location link: <https://maps.app.goo.gl/4aLgTpBgUqwgzkMi6>

Augusta is an MSAS 157 and classified as a Minor Collector. One of it's purposes is to connect the higher-functional class roadways

Collector Roads

Mobility and land access are equally important on the collector road system. The collector system provides connections between neighborhoods and from neighborhoods to regional job concentrations and local centers. It also provides supplementary connections between major traffic generators within regional job concentrations. Direct land access should primarily be to development concentrations. Connectors typically serve short trips of one to four miles. Collectors connect primarily to minor arterials, other collectors, and local streets.




Augusta Dr
Tubes

Concerns: Sight lines look good with trees trimmed up.
Pedestrian crossing sight distance should be at least equal to the SSD: 200' for 30 MPH and 250 feet for 35 mph. It appears sight distance exceeds 250 to both the east and west.

ADT:

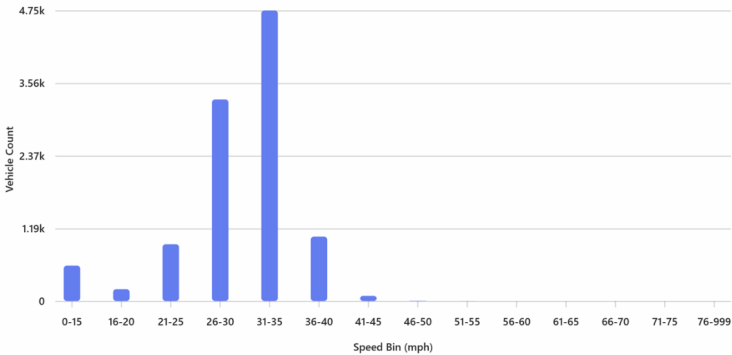
2093 west of St. Andrews Dr (No Speed data from MnDOT GIS)
3589 east of Premier Dr. (no speed data from MnDOT GIS)

Weekly Speed Review: Monday morning June 23, 2025 to Friday morning June 27, 2025

Note: the 85th percentile speed bin is 31 to 35 MPH.
10881 vehicles total in the data set
99.2% are traveling at less than 40 MPH.
89 vehicles exceeded the 41 MPH during the week

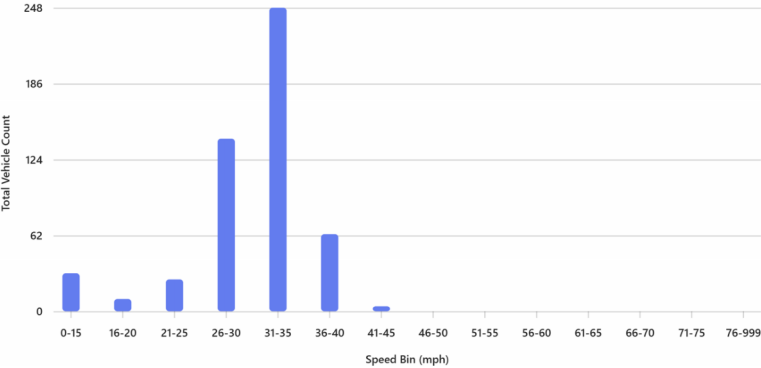


Augusta Dr
Tubes Sp...



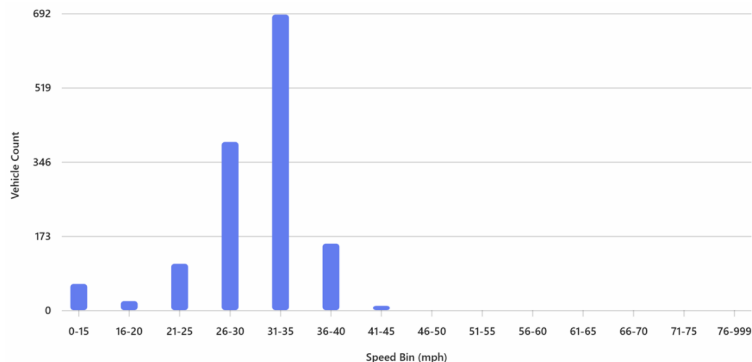
Speed Study Review for 6-7 AM:

Note: the 85th percentile speed bin is 31 to 35 MPH.
523 vehicles in the data set
99.2% are traveling at less than 40 MPH.
4 vehicles exceeded the 41 MPH



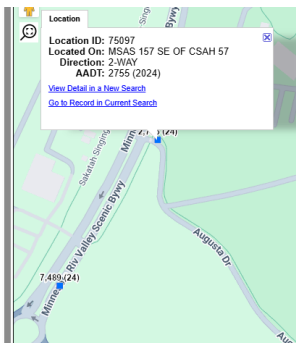
Speed Review for 4-5 PM

Note: the 85th percentile speed bin is 31 to 35 MPH.
1436 vehicles in the data set
99.3% are traveling at less than 40 MPH.
10 vehicles exceeded the 41 MPH



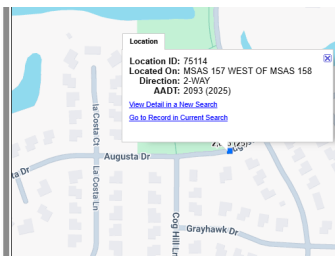
WEST END ADT:

Record	42806	of 45526	Goto Record	100
Location ID	75097	MPO ID		
Type	SPOT	HPMS ID		
On NHS		On HPMS	No	
SF Group	11 - Sim WADay/VMEnd (2025)	Route Type	MSAS	
AF Group	6-Urban Minor Collector (2025)	Route	157	
GF Group	6-Urban Minor Collector (2024)	Active	Yes	
Class Dist Grp		Category		
Seas Class Grp	Urban (2024)			
WMM Group				
QC Group	Default			
Fract1 Class	Minor Collector	Milepost		
Located On	MSAS 157			
Loc On Alias	Augusta Dr			
SE OF	CSAH 57			
More Detail				
STATION DATA				
Directions:	2-WAY	EB	WB	
	1	1		
AADT				
Year	AADT	DHV-30	K %	D %
2024	2,755 ³			
2023	2,781			
2022	2,212			
				LEGACY
				LEGACY
				LEGACY



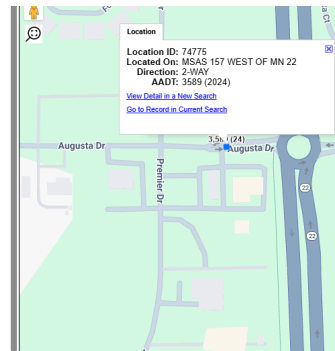
MIDDLE ADT:

Record	42483	of 45526	Goto Record	100
Location ID	75114	MPO ID		
Type	SPOT	HPMS ID		
On NHS		On HPMS	No	
SF Group	11 - Sim WADay/VMEnd (2025)	Route Type	MSAS	
AF Group	6-Urban Minor Collector (2025)	Route	157	
GF Group	6-Urban Minor Collector (2024)	Active	Yes	
Class Dist Grp		Category		
Seas Class Grp	Urban (2024)			
WMM Group				
QC Group	Default			
Fract1 Class	Minor Collector	Milepost		
Located On	MSAS 157			
Loc On Alias	Augusta Dr			
WEST OF	MSAS 158			
More Detail				
STATION DATA				
Directions:	2-WAY	EB	WB	
	1	1		
AADT				
Year	AADT	DHV-30	K %	D %
2025	2,093			
2024	2,238 ³			
2023	2,258			
2022	1,845			
				LEGACY
				LEGACY
				LEGACY

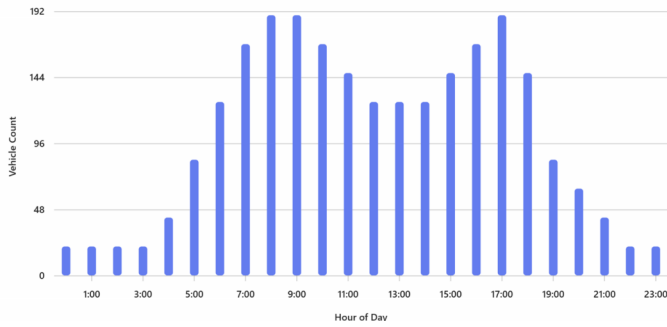


EAST END ADT:

Record	42483	of 45526	Goto Record	100
Location ID	74775	MPO ID		
Type	SPOT	HPMS ID		
On NHS		On HPMS	No	
SF Group	11 - Sim WADay/VMEnd (2025)	Route Type	MSAS	
AF Group	6-Urban Minor Collector (2025)	Route	157	
GF Group	6-Urban Minor Collector (2024)	Active	Yes	
Class Dist Grp		Category		
Seas Class Grp	Urban (2024)			
WMM Group				
QC Group	Default			
Fract1 Class	Minor Collector	Milepost		
Located On	MSAS 157			
Loc On Alias	Augusta Dr			
WEST OF	MN 22			
More Detail				
STATION DATA				
Directions:	2-WAY	EB	WB	
	1	1		
AADT				
Year	AADT	DHV-30	K %	D %
2024	3,588			
2023	4,250 ³			
2022	4,417 ³			
2021	4,549 ³			
2020	4,300			
				LEGACY
				LEGACY
				LEGACY



Multi-Way STOP review: Using the ADT noted in MndOT application at Grayhawk Drive, the intersection falls significantly short hourly volumes required to warrant an all-way stop. The requirement is at least 300 vph entering for any 8 hours.



2B.7 Multi-Way Stop Applications

Support

Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described in Section 2B.4 also apply to multi-way stop applications.

Guidance

The decision to install multi-way stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

- Where traffic control signals are justified, the multi way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left turn collisions as well as right-angle collisions.
- Minimum volumes:
 - The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 - The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 - If the 85th-percentile approach speed of the major street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

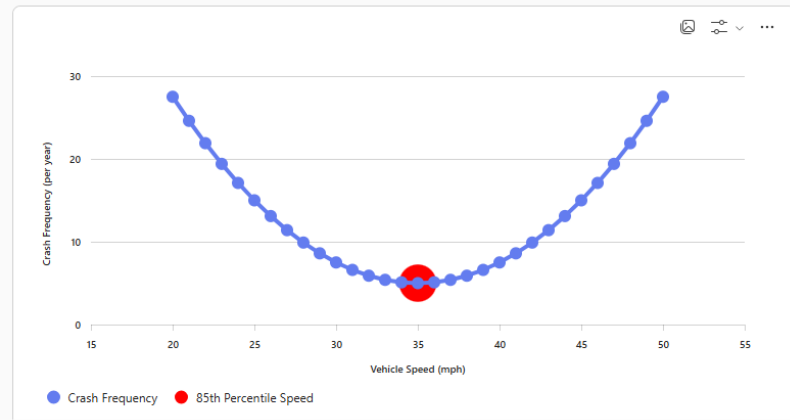


Crash_Summary_202...



Crash_Summary_202...

Here's a chart that illustrates the relationship between vehicle speed and crash frequency, with the 85th percentile speed (35 mph) highlighted:



Vehicles exceeding >40 MPH occur very isolated and in small numbers throughout the day, 2 or less making targeted enforcement an unlikely option.

