

**West 70th Street/Cornelia Area Study
Study Advisory Committee**

Meeting #1 – April 12, 2007, 7:00 p.m. – 9:00 p.m.

MEETING SUMMARY

Attendees: Les Wanninger, Wayne Houle, Jack Sullivan, Beth Bartz, Marie Cote, Warren Plante, Marie Thorpe, Geof Workinger, Marc Usem, Jean White, Steve Brown, Joe Florenzano, Peter Warner, Dave Hatzung, Bradley Beard, Paul Beverage, Dan Bowles, Arnie Perschin, Harold Benson, Tom Foley, Bob Shotwell, Arrie Larsen Manti, Jerry Cohen, David White.

1. Introduction – Les Wanninger, ETC Chair

Short powerpoint presentation provided overview of the Study Advisory Committee, study area and purpose. Les summarized that traffic, speed and crash data has been collected for the corridor. All written comments received and comments made at the public hearings have been reviewed and summarized. The City's Comprehensive Plan, including the Transportation Plan is currently being completed. As part of the Transportation Plan, future 20-year forecasts will be provided and used for this corridor study. The powerpoint presentation is available on the City's website – <http://www.ci.edina.mn.us/Traffic/70thStreetStudy.htm>

2. Process Overview – Beth Bartz, SRF

An overview of the process was also included in the powerpoint presentation. The next steps of the study were discussed, including the prioritization of issues, development of alternative solutions, evaluation of alternative solutions, draft report, public hearing, evaluation of public input, refinement of alternative solutions and development of implementation strategy.

3. Identification of Issues

A summary of all written comments received and comments made at the public hearings were presented to the SAC members. A summary of the issues is listed under item #5.

Data collected to date was presented on boards. A copy of the boards is available on the City's website – <http://www.ci.edina.mn.us/Traffic/70thStreetStudy.htm>.

Comments regarding the boards included:

- General Issues Map – The white numbers with arrows across West 70th Street indicate how many pedestrians were crossing West 70th Street during the peak hours.
- Weekday Traffic Volumes – Historical data for other years have been reviewed and plotted for West 70th Street, West 66th Street and West 77th Street – <http://www.ci.edina.mn.us/Traffic/70thStreetStudy.htm>.

- Weekday Traffic Volumes – Two-lane roadways can carry approximately 15,000 vehicles per day. This threshold can increase or decrease, depending on factors such as the spacing of intersections, turn lanes at intersections, the number of driveways along the segment, parking, and pedestrians.
- Weekday Traffic Volumes – A request was made for daily traffic volumes on other similar roadways in the City of Edina and other cities, for comparison purposes. Mn/DOT has a website link <http://www.dot.state.mn.us/tda/maps/trafficvol.html> to view daily traffic volumes by city. Scroll down to the Municipal State Aid Roadway AADT, where the cities are listed alphabetically. This website link will provide daily traffic volumes for the City of Edina and other city roadways.
- Weekday Traffic Volumes – The weekday daily traffic volumes identified on West 70th Street and West 66th Street are adjusted AADT(Average Annual Daily Traffic) volumes, which take into account the time period collected (month, day of week etc.). The weekday daily traffic volumes identified on the local residential streets are ADT (Average Daily Traffic) volumes, which does not include adjustment for the time period collected. The weekend daily traffic volume identified on West 70th Street is also an ADT volume.
- Weekday Traffic Volumes – The truck percentages include Class 6 vehicles (three-axle single-unit trucks) and larger. Class 5 vehicles (two-axle, six-tire single unit trucks) represent an additional 2 percent trucks (between TH 100 and France Avenue) and 3 percent trucks (west of Metro Boulevard) along West 70th Street.
- Study Area Weekday Traffic Volumes – The daily counts on the residential streets were collected by the City's traffic safety coordinator in September/October 2006. Two tubes are laid consecutively along the roadway (which collect the data), at a location far enough north or south of West 70th Street where steady flow is detected.
- Side-Street Vehicle Delays – These delays are associated with intersection turning movement counts collected in September/October 2006. The majority of the side-street delays are associated with the left-turn movement. The a.m. peak hour is between 7:30 – 8:30 a.m. The p.m. peak hour is between 4:45 p.m. – 5:45 p.m. The intersection of West 70th Street and France Avenue has been added to the figure.

4. Summary of Issues

A discussion of whether we have the data to support each issue or not, and whether we need more data to help in the decision making took place. Based on our discussion, the following items were requested:

- Review Sunday data related to the church. A review of the hourly traffic volumes along West 70th Street west of West Shore Drive indicate that there is no significant difference in the Tuesday and Wednesday volumes between 3:00 and 9:00 p.m. By hour, the Saturday volumes are equal or higher than the Sunday volumes.
- Review historical data for West 66th Street and West 77th Street – see <http://www.ci.edina.mn.us/Traffic/70thStreetStudy.htm>.

- Need to provide functional class map, crosswalk and traffic control policies for the City of Edina – <http://www.ci.edina.mn.us/Traffic/70thStreetStudy.htm>.
- Address how the improvements on West 70th Street east of France Avenue (roundabouts) and land use changes will impact our study segment.
- Determine how many vehicles are traveling from west of Highway 100 to the east along West 70th Street. Also, determine how many are leaking through the neighborhood. Two types of O-D (origin-destination) studies that were identified. A license plate study could be conducted to document license plate numbers at the west end of the corridor, to match with license plate numbers at the east end of the corridor. Although the origin location could be easily identified, the number of exit locations (destinations) could be extensive. An O-D survey could be conducted where eastbound motorists are pulled aside and quickly asked questions to determine where their trip originated, where it will end, and what route they are taking. With a survey, more detailed information can be obtained from the driver.
- School related data was discussed. There are 5 buses @ 60 students, providing bus stops to those north of West 70th Street to minimize number of students crossing. 550 students at the school, some walking and some dropped off (higher percentage).
- One member suggested a name change of the study. After further discussion, the name of the study will be changed to the West 70th Street/Cornelia Area Study.
- Take into consideration how the Crosstown improvements will help to reduce traffic volumes on West 70th Street.

5. Prioritizing the Issues

SAC members prioritized the issues using a dot exercise. Each member was given 10 dots to place next to the issues that concerned them the most. The results are summarized below.

Traffic Issues

- High speeds and cut-through traffic on neighborhood streets to the north and south are due to difficulty in accessing West 70th Street, congestion at France Avenue and the perception that neighborhood routes are faster (25 dots).
- Safety concern for pedestrians, bicyclists and school-aged children – unsafe and difficult to cross West 70th Street (23 dots).
- High traffic volumes on West 70th Street (20 dots).
- Difficult to enter West 70th Street from side streets and driveways (19 dots).
- Need to encourage motorists to use other routes, such as I-494, TH 62, France Avenue and West 76th/77th Street (15 dots).
- High speeds on West 70th Street with the perception that there is little to no police enforcement of the speed limit (14 dots).
- Aggressive driving behavior includes passing on shoulders or in turn lanes, honking, tailgating, failing to yield to pedestrians and running traffic signals (11 dots).
- With no access to the west and south, West 70th Street is the only access for residents south of the corridor (8 dots).

- Safety concerns with the traffic operations of the northbound TH 100 off ramp, Normandale Road and Christ Presbyterian Church (8 dots).
- Need to define how much of the traffic using West 70th Street is local/residential traffic versus cut-through/non-neighborhood traffic and what is considered “local” (West Edina residents, West Edina workers who live in West Richfield etc.) (6 dots).
- Traffic noise and air pollution (1 dot).
- Perceived high truck traffic volume and associated noise on West 70th Street (no dots).
- Perception that much of the traffic on West 70th Street is “non-local” (no dots).

Neighborhood Issues

- Residents are concerned that future redevelopment in the Southdale area will continue to increase traffic volumes on West 70th Street and affect its residential character (11 dots).
- Residents do not trust City officials (City Council, Planning Commission, ETC, City staff) (6 dots).
- There is the tension between the need for east-west travel on West 70th Street as a through route versus its character as residential street (6 dots).
- Residents believe we need to eliminate the State Aid designation of West 70th Street in order to lower the speed limit, restrict trucks and eliminate the possibility of a four-lane expansion (6 dots).
- Residents believe redevelopment (high rise buildings, hotels, condos) is a higher priority than the adverse traffic impacts on existing neighborhoods (3 dots).
- Residents are concerned with the decrease in home value due to traffic issues and the potential of West 70th being expanded (3 dots).
- Residents believe there is a hidden agenda and predetermined plan for West 70th Street (1 dot).
- There is a concern with the selection of Study Advisory Committee members – lack of residents on the committee (no dots).
- Residents believe any expansion of West 70th Street is to support commercial growth (1 dot).
- Residents believe study is narrowly focused and needs to be expanded (no dots).
- Residents want to actively participate, not just provide input (no dots).

A comment was made regarding the dot exercise that we should have conducted the dot exercise separately for the traffic and neighborhood issues. We should have given dots for the traffic issues first, and then another set of dots for the neighborhood issues. The reason given is that members generally placed most of their dots on the traffic issues first, even though neighborhood issues are still a concern. An additional comment was that if the traffic issues are addressed, they may address some neighborhood issues at the same time. Beth commented that the exercise was conducted to get a general feeling of what the main issues are.

6. Significance of the Problem

SAC members were asked to complete a survey addressing the following two questions. The results of the survey have been plotted on the attached graph.

How important is it that “the problem” be solved?

1 Not Important - Not really a problem	2 Minor Importance - Annoying but tolerable	3 Moderate Importance - Effects quality of life, should consider options	4 Very Important - Should solve if at all feasible	5 Critical - Must be solved
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What are we willing to pay (both direct and indirect costs) to solve “the problem”?

1 Nothing	2 \$\$ easily obtained Little or no impacts;	3 \$\$ planned within city operating budget; some impacts	4 \$\$ special funding or assessment; Broad impacts to all or more impacts to some	5 Whatever it costs; whatever the impact
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7. Preview Next Meeting - Topics

- Transportation education
- Regional to local
- Discussion of state-aid requirements
- Key city policies on sidewalks, crosswalks, traffic signs, police enforcement etc.
- Comprehensive plan – update process and status

8. Adjourn

Meeting adjourned at approximately 9:15.