

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

Meeting #5 – November 29, 2007, 7:00 p.m. – 9:30 p.m.

MEETING SUMMARY

Attendees: Les Wanninger, Wayne Houle, Jack Sullivan, Marie Cote, Beth Bartz, Matt Pacyna, Pat Corkle, Steve Brown, Bob Shotwell, Jerry Cohen, Warren Plante, Peter Warner, Tom Foley, Dave Hatzung, Dennis Brown, Marc Usem, Geof Workinger, Joe Florenzano, Paul Beverage, Harold Benson.

All handouts from the meeting are posted on the City's website – <http://www.cityofedina.com/traffic/70thstreetstudy.htm>.

1. Introduction – Les Wanninger, ETC Chair

Les started the meeting with a brief discussion regarding the homework assignment to drive the West 70th Street segment with the new roundabouts. The assignment was to make the following driving and walking trips and report your observations and experiences. A summary of the input was discussed and presented in a powerpoint presentation.

2. Segment Concept Alternatives for Future West 70th Street

Marie introduced Pat Corkle of SRF to present the concept alternatives prepared for the study. The SAC members were reminded that the four alternatives were developed by the group at our last SAC meeting. It was mentioned that no decisions will be made at tonight's meeting on a recommended alternative. These are the base alternatives where additional enhancements (trails, parking bays etc.) will be discussed later in the meeting. The following alternatives were presented for group discussion:

- Arneson Parkway – A two-lane roadway alternative with roundabouts and a continuous center median.
- Traffic Signal Alternative with Three-Lane Section – A three-lane roadway with the current traffic signal at Cornelia Drive and a new traffic signal at West Shore Drive.
- Traffic Signal Alternative with Two-Lane Section – A two-lane roadway with the current traffic signal at Cornelia Drive and a new traffic signal at West Shore Drive.
- Combined Traffic Signal/Roundabout Alternative with Two-Lane Section – A two-lane roadway with the current traffic signal at Cornelia Drive and a roundabout at West Shore Drive.

Marie then presented the Alternative Comparison matrix which compared the concepts. This matrix discussed how the alternatives would reduce corridor traffic volumes, reduce travel speeds, impact driveway access, reduce side-street delays, change the roadway character and improve pedestrian safety.

There were concerns with school safety as it relates to the roundabouts. In comparison to a traffic signal, the safety at the one-lane roundabouts will be comparable to a traffic signal, if not better, once motorists and pedestrians become familiar with traveling through the roundabouts. Additional data on school safety at roundabouts was requested. SRF will also try to find video footage of roundabout operations near schools.

The Traffic Signal Alternative with Two-Lane Section does not include a continuous center median because u-turns cannot be accommodated at the signalized intersections. There is the option to widen the signalized intersections to accommodate u-turns. It was also mentioned that these concept alternatives are the base alternatives for discussion and analysis. With additional input from the open house and SAC members, it is possible that certain elements from each of the alternatives could form a new alternative.

A SAC member asked if a pedestrian bridge could be considered to address pedestrian safety. There are many issues that need to be considered with a pedestrian bridge, such as the amount of space (right-of-way) needed, the challenge to have pedestrians use the bridge versus crossing illegally at grade and the need to properly fence off West 70th Street to physically prohibit at grade crossings.

3. Intersection Improvements

- West 70th Street at Valley View Road – Two concepts were presented to the group. One layout includes a proposed roundabout at West 70th Street and Valley View Road. The second layout includes a direct connection from West 70th Street to Valley View Road/69th Street. Access changes to side-streets and driveways were identified.
- West 70th Street at Highway 100 and Normandale Road/Frontage Road – A concept was presented for the west end with two roundabouts at the west and east Highway 100 ramp intersections. Other roadways are also incorporated into the roundabout design. The east roundabout could make it easier to get to West 66th Street. This is a high cost, complex concept that would require a detailed operations analysis (VISSIM) and the coordination with Mn/DOT staff.
- West 70th Street at France Avenue – A concept was presented for the east end at France Avenue. This grade-separated concept is a high cost, complex concept that would require additional analysis and the coordination with Hennepin County staff. This is a concept that could be beyond the 20-year time frame.

4. Potential Cross-Section/Right-of-Way Dependent Elements

Beth led an exercise for the Arneson Parkway alternative that directed the SAC members to decide what other elements should be considered for the roadway, such as a wider median, sidewalk, trail, bike lane and parking bays. The exercise identified how each added element would impact what is out there today.

SRF will layout roadway cross-section options for each of the alternatives, with a plan view added. As part of the open house comment sheet, residents will be asked whether on-street parking in front of their house is a desired element for the future roadway concept.

5. Meeting Summary

Les Wanninger asked that all previous Study Advisory Committee (SAC) meeting summaries be approved by the SAC group. A motion was made and seconded approving all previous meeting summaries.

6. Preview Next Meeting – Topics

- Open House on January 23rd – comment sheets with survey questions and estimated “ballpark” costs will be provided
- Public Hearing on January 31st at City Hall
- Additional SAC meetings as needed