

**Greater Cornelia /
West 70th Street
Traffic Study**

SAC - November 6, 2008

1. Introduction

SAC Chair – Stephen Brown

2. Comment Cards – Summary

City staff – Wayne Houle

3. Draft Report – Review and Discussion

Consultant – Marie Cote, SRF

4. Public Comment

5. SAC Recommendation - Discussion

SAC Chair – Stephen Brown

6. Next Steps

SAC Chair – Stephen Brown

7. Closing

SAC Chair – Stephen Brown



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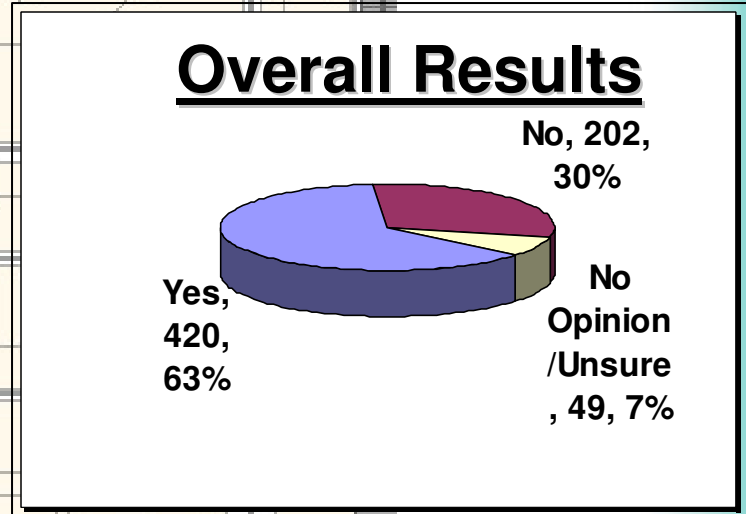
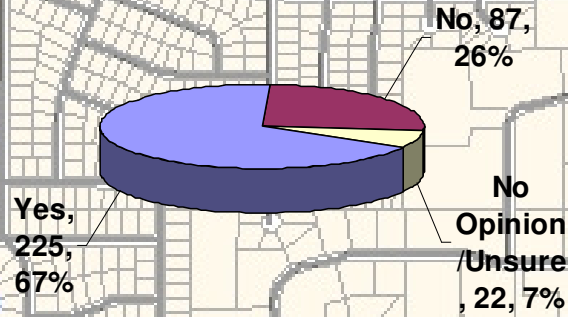
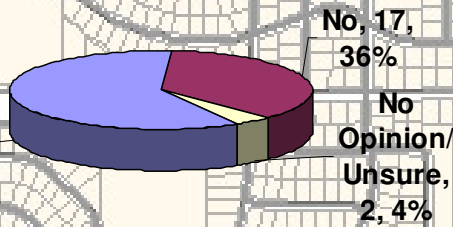
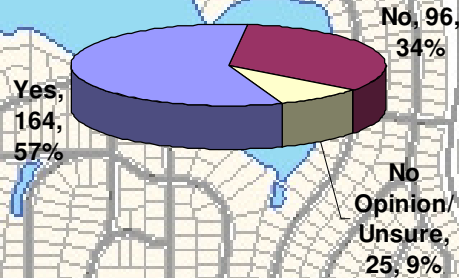
7. Closing

SAC Chair – Stephen Brown



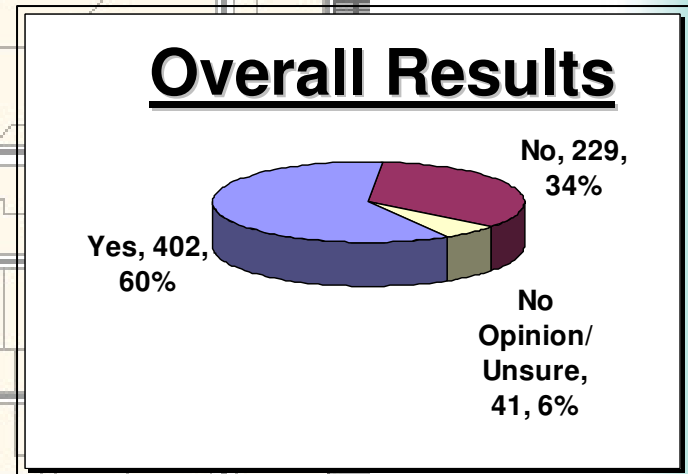
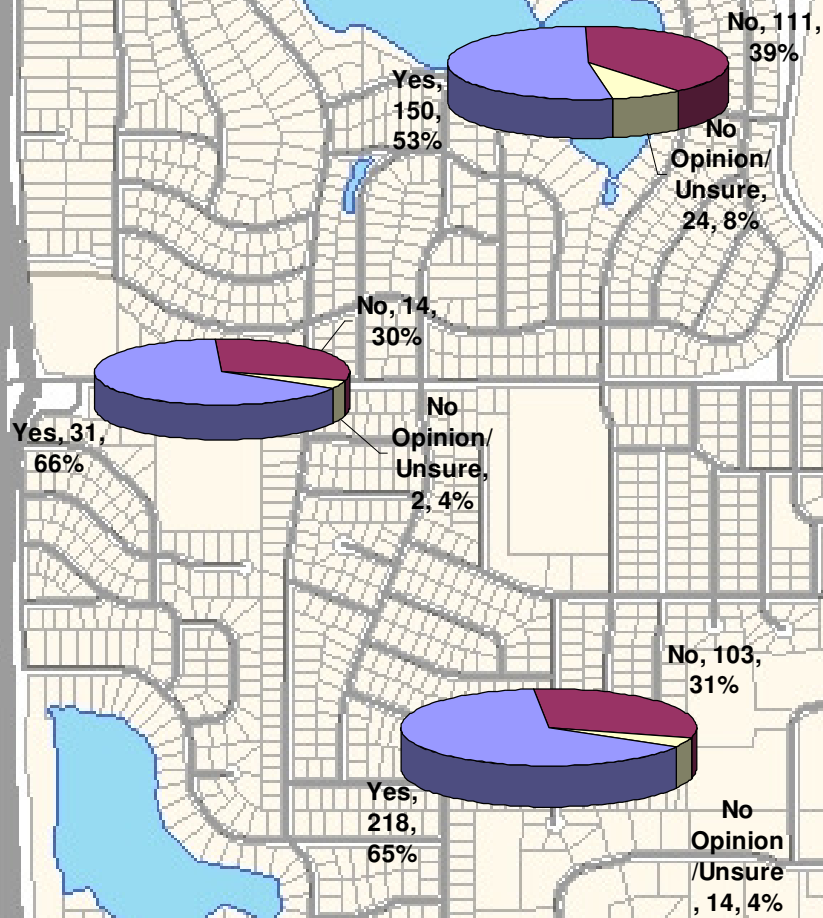
QUESTION NO. 1:

Do you feel that traffic volumes along W. 70th St. warrant changing the configuration of the roadway?



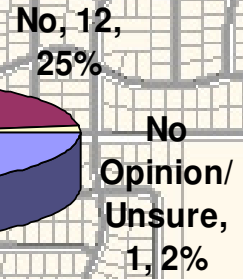
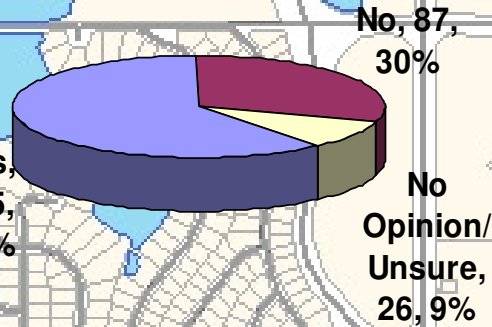
QUESTION NO. 2:

Do you feel that vehicle speeds along W. 70th St. warrant changing the configuration of the roadway?

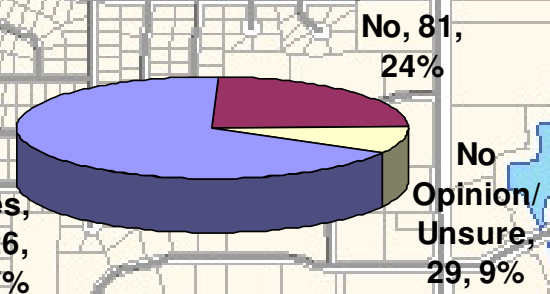


QUESTION NO. 3:

Do you feel that safety of pedestrians is jeopardized with the current state of the roadway??

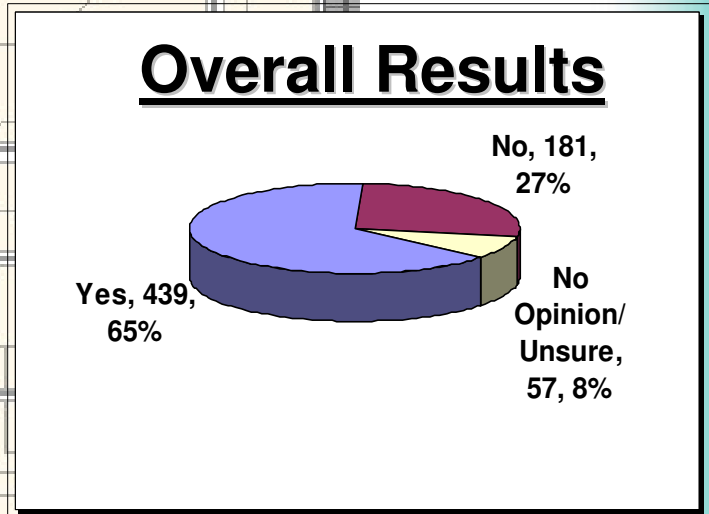


Yes, 35, 73%



Yes, 226, 67%

No, 81, 24%
No Opinion/Unsure, 29, 9%

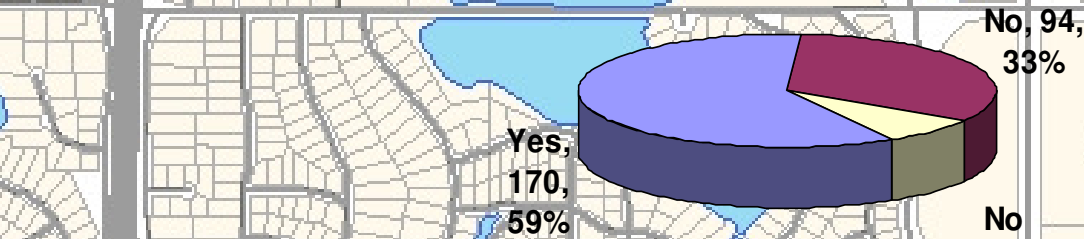


Yes, 439, 65%
No, 181, 27%
No Opinion/Unsure, 57, 8%

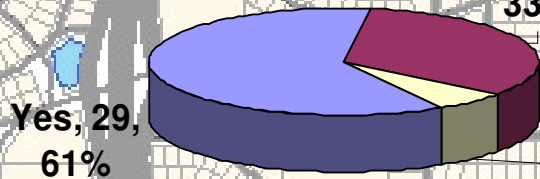


QUESTION NO. 4:

Do you feel that safety and timely access to W. 70th St. from the side streets is jeopardized with the current state of the roadway?



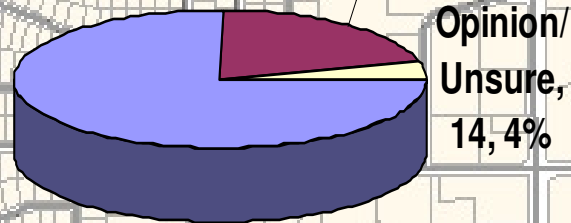
No, 16,
33%



No
Opinion/
Unsure,
3, 6%

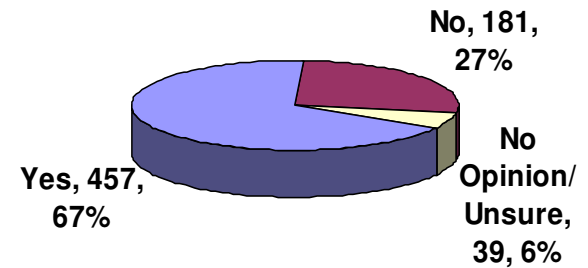
No, 70,
21%

Yes, 254,
75%



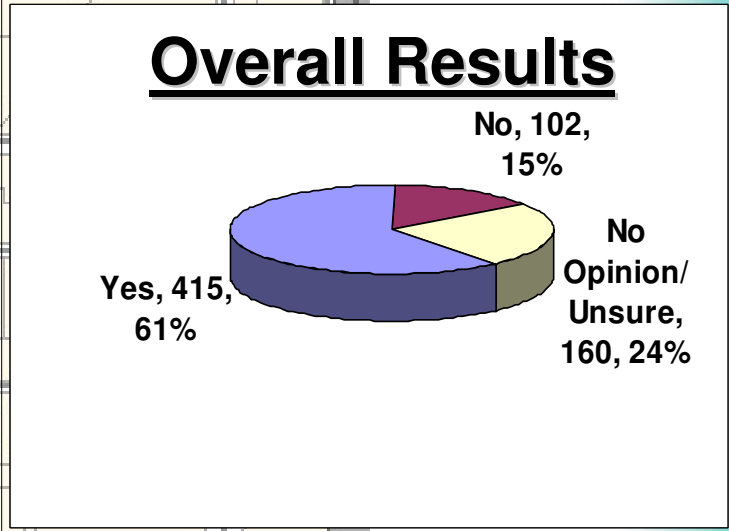
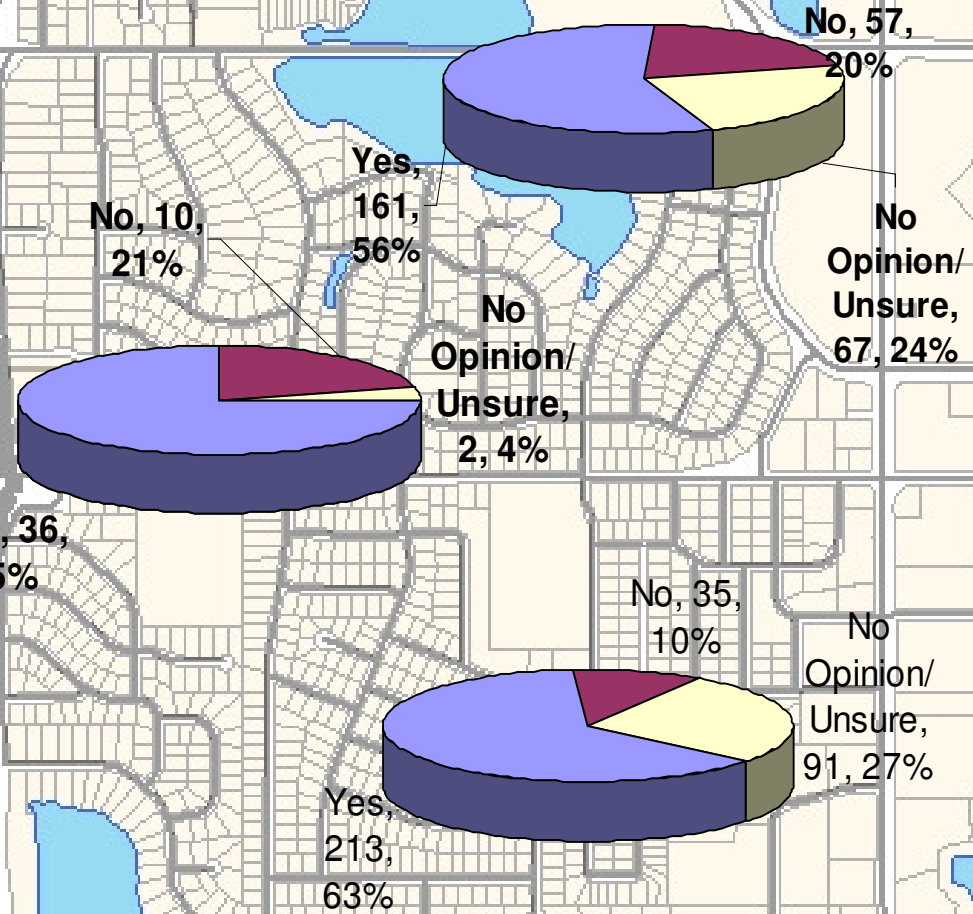
No
Opinion/
Unsure,
14, 4%

Overall Results



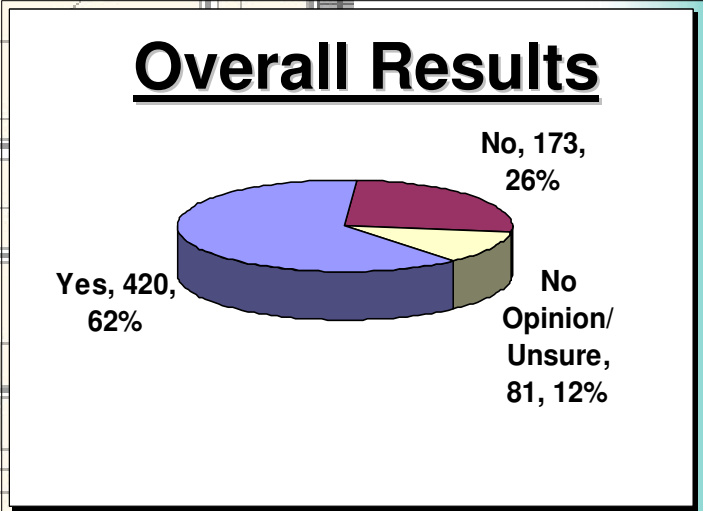
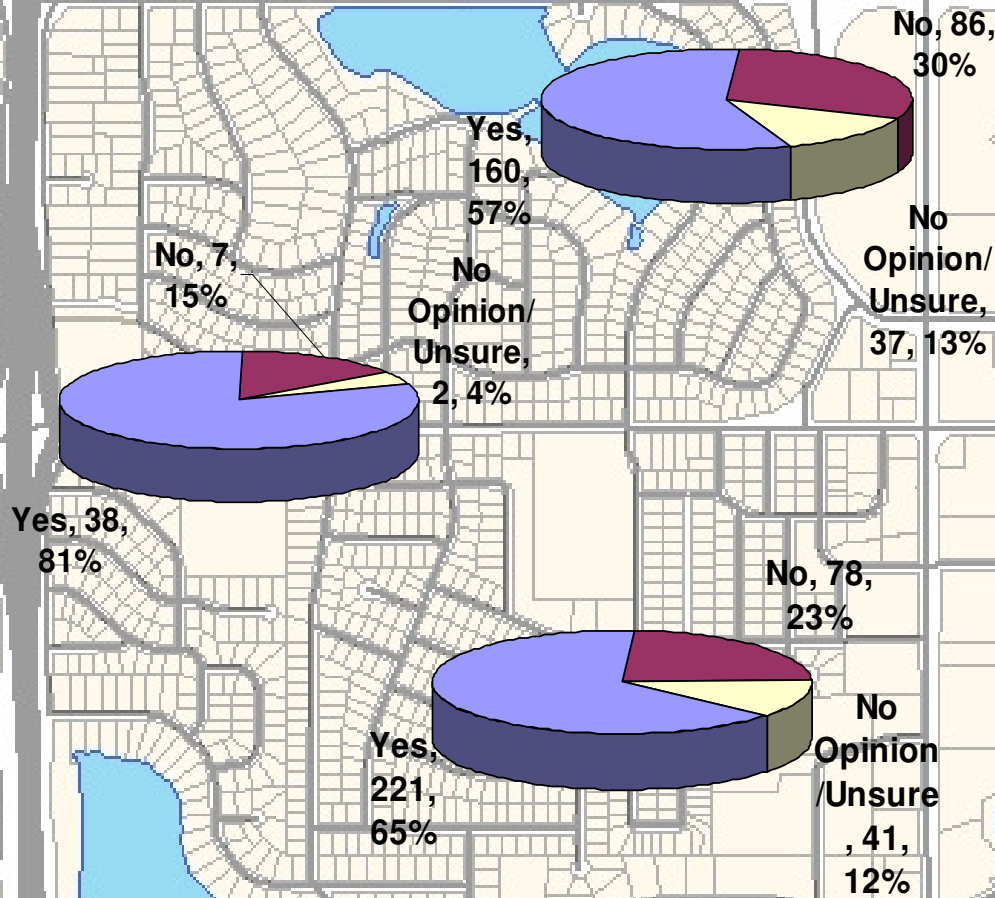
QUESTION NO. 5:

Do you feel that safety and timely access to W. 70th St. from driveways is jeopardized with the current state of the roadway?



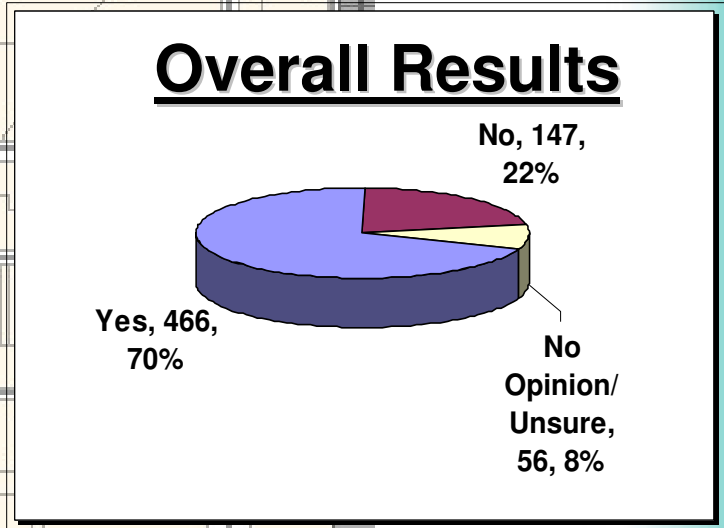
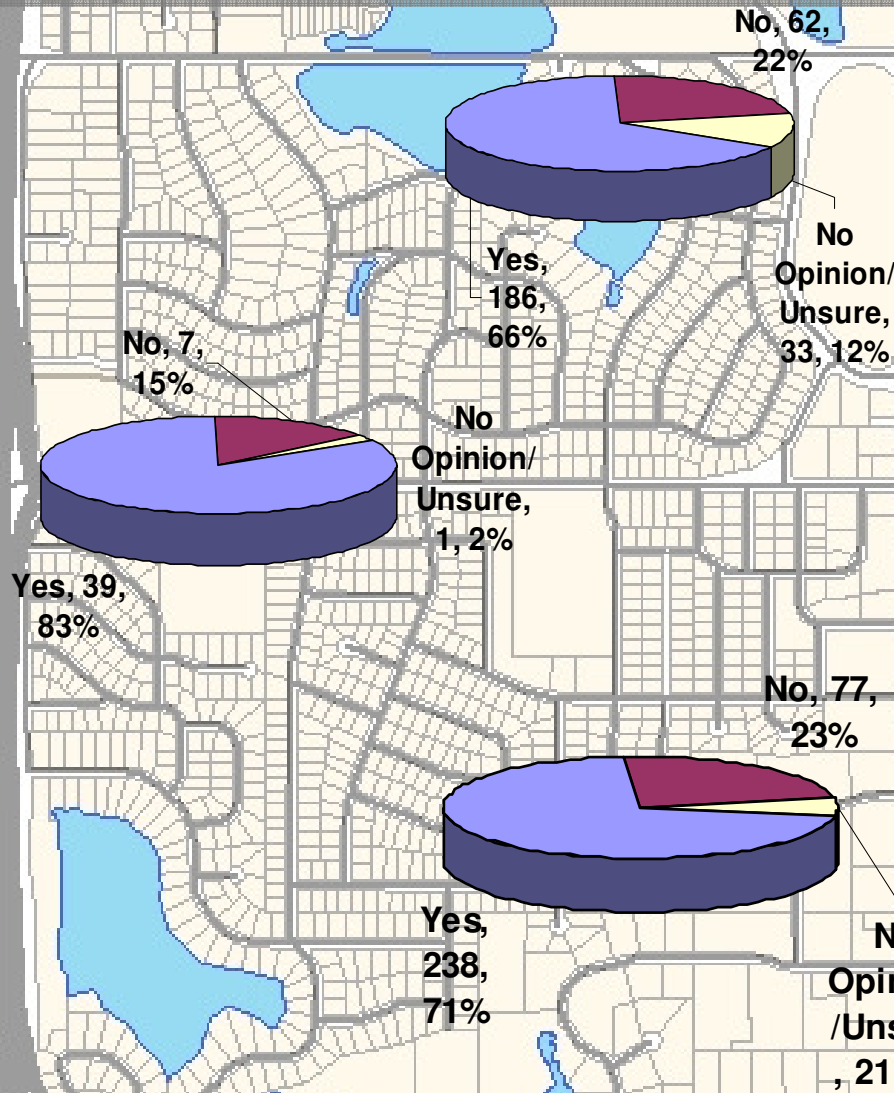
QUESTION NO. 6:

Do you feel that an effort should be made to reduce vehicle volumes?



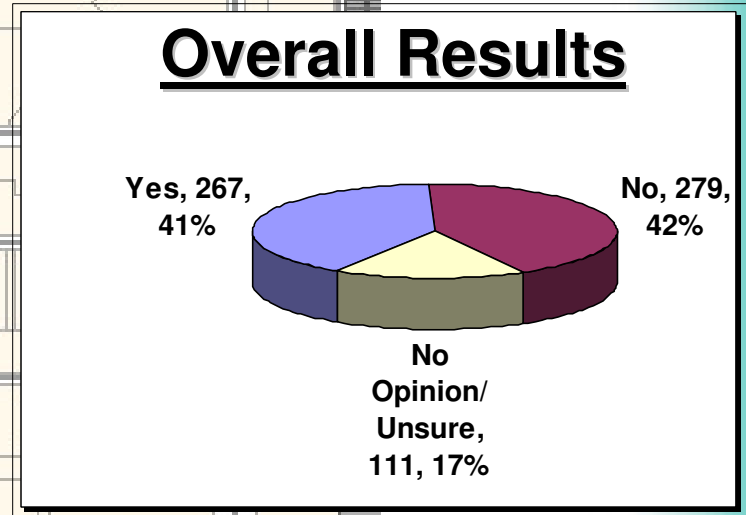
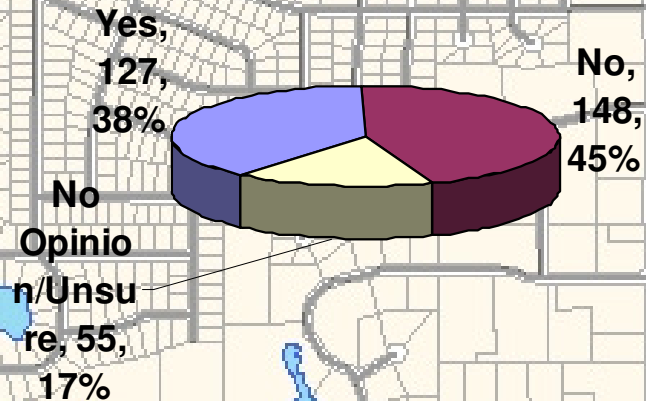
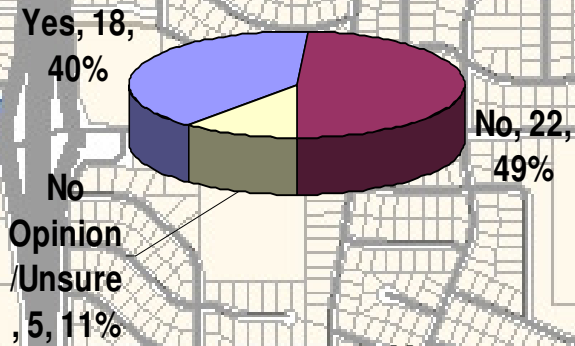
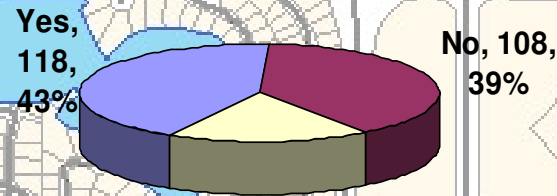
QUESTION NO. 7:

Do you feel that reducing speeds of vehicles using W. 70th St. is important?



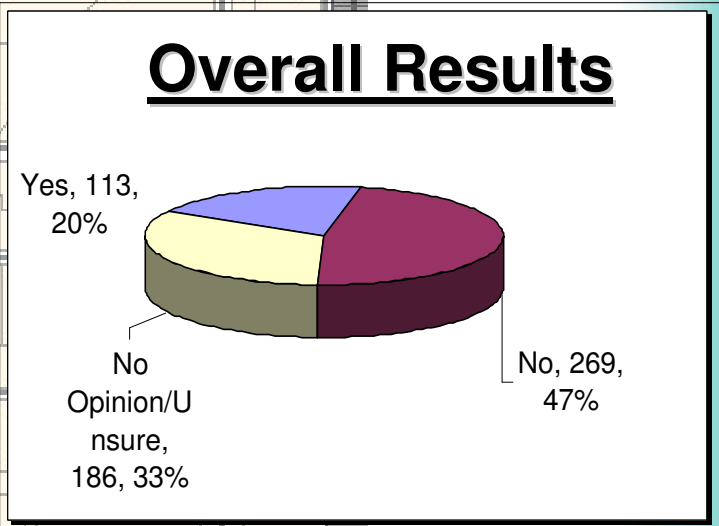
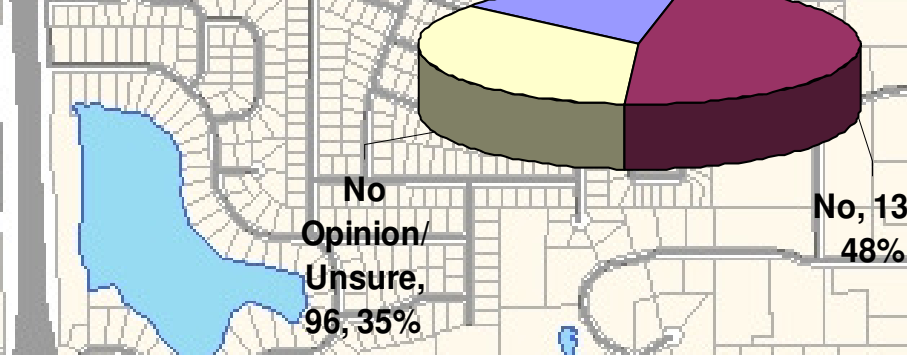
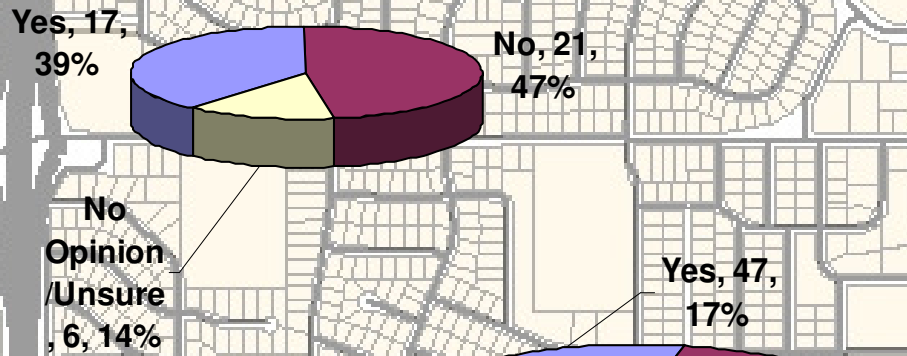
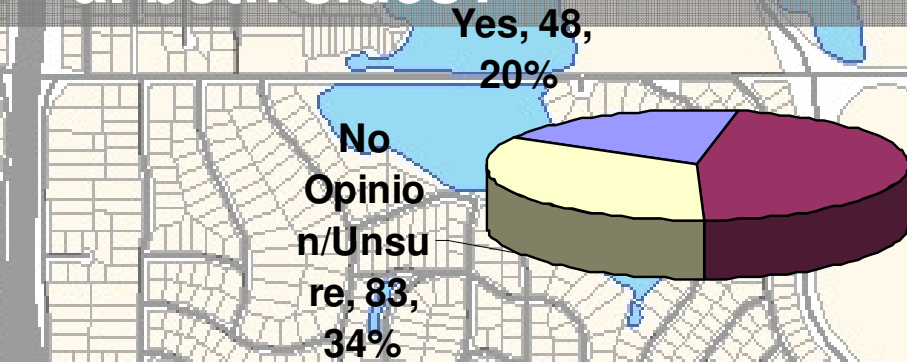
QUESTION NO. 8:

Do you feel that reducing speed is more important than reducing volume?



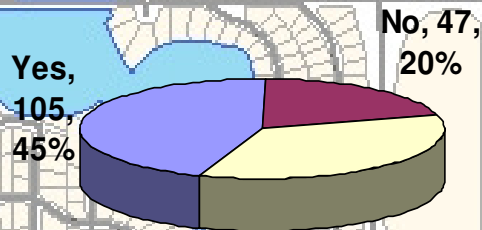
QUESTION NO. 9:

Do you feel that on-street parking should remain on:
a. both sides?

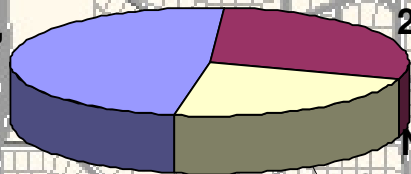


QUESTION NO. 9:

Do you feel that on-street parking should remain on:
b. one side?



Yes, 15,
48%



No, 9,
29%

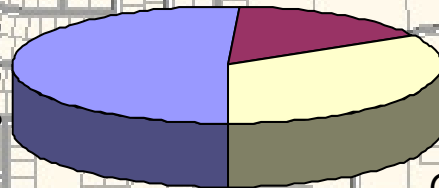
No
Opinion/
Unsure,
7, 23%

No, 47,
20%

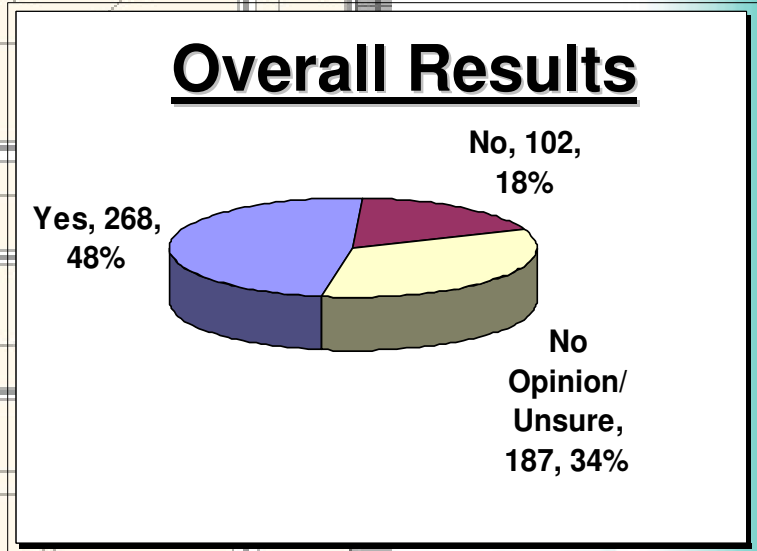
No
Opinion/
Unsure,
83, 35%

No, 45,
16%

Yes,
145,
50%



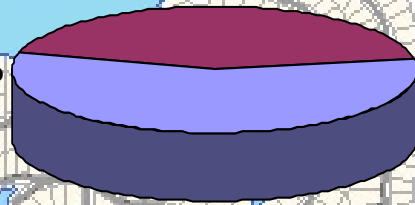
No
Opinion/
Unsure,
96, 34%



QUESTION NO. 9:

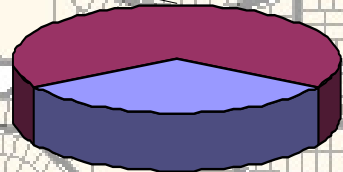
Do you feel that on-street parking should remain on:
i. which side? North or South

North
Side?,
31, 43%



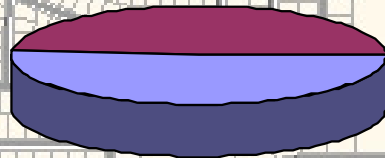
South
Side?,
41, 57%

North
Side?,
10, 67%



South
Side?,
5, 33%

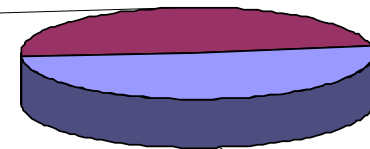
North
Side?,
43,
48%



South
Side?,
46,
52%

Overall Results

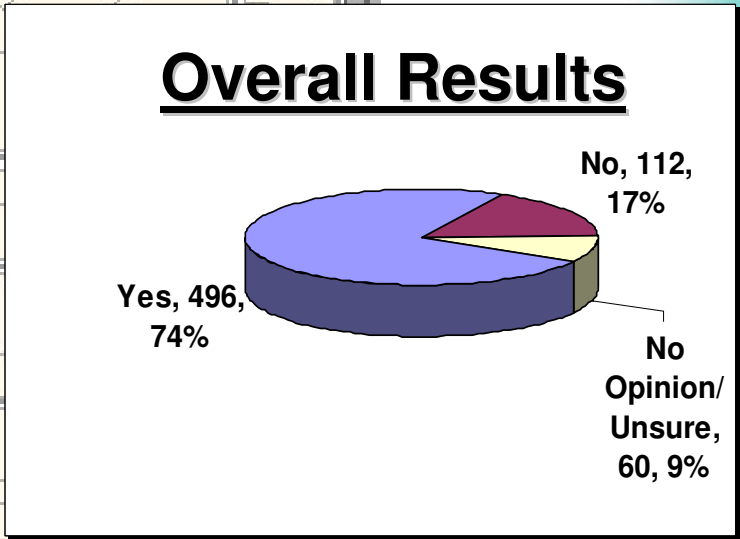
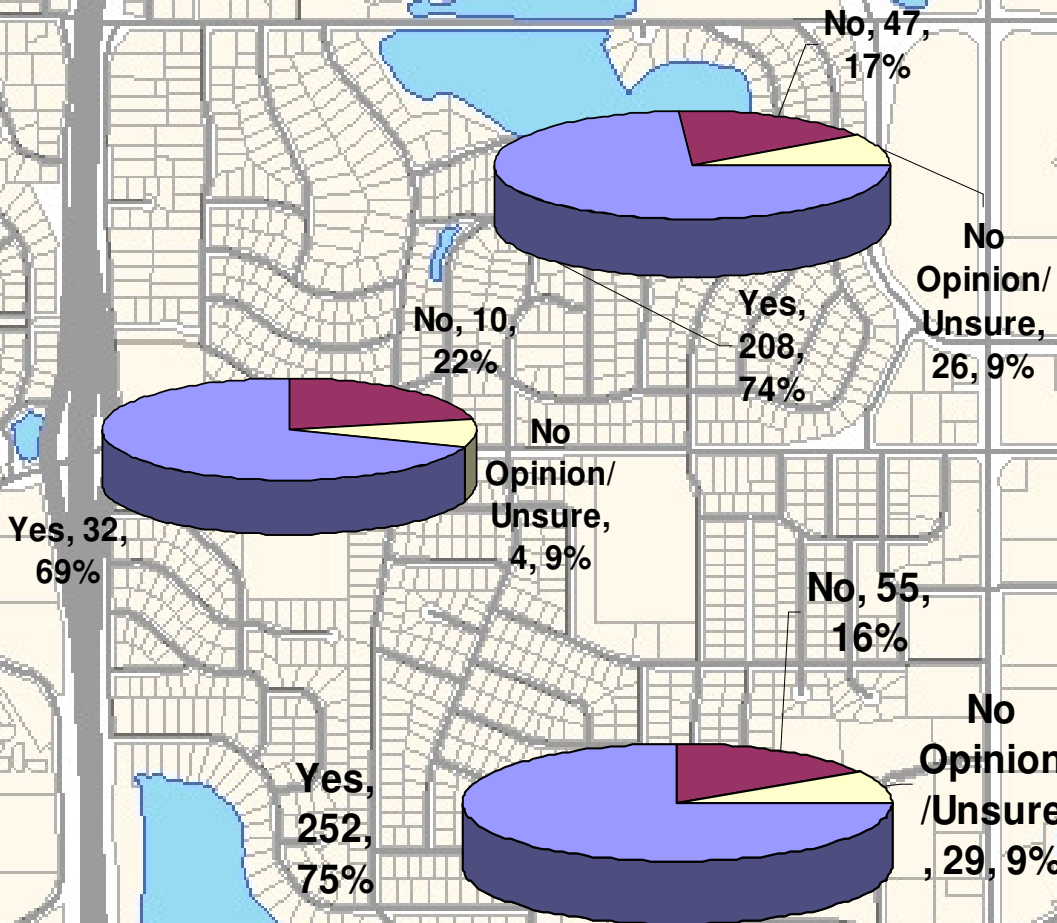
North
Side?,
85, 48%



South
Side?,
92, 52%

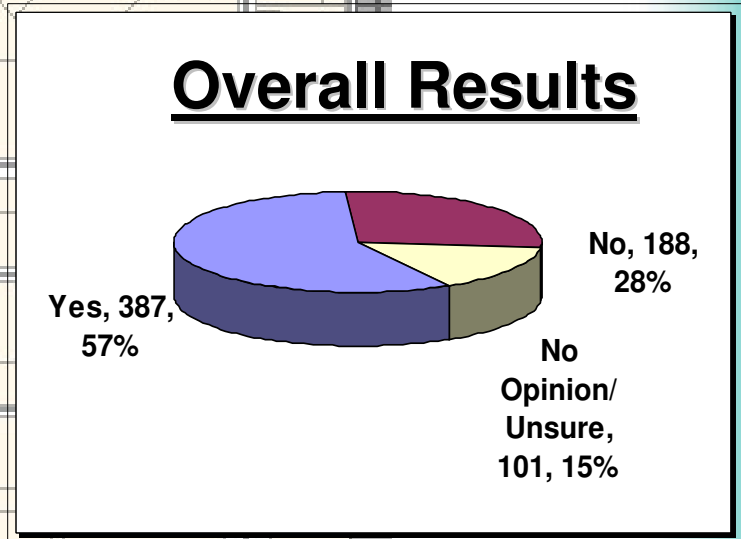
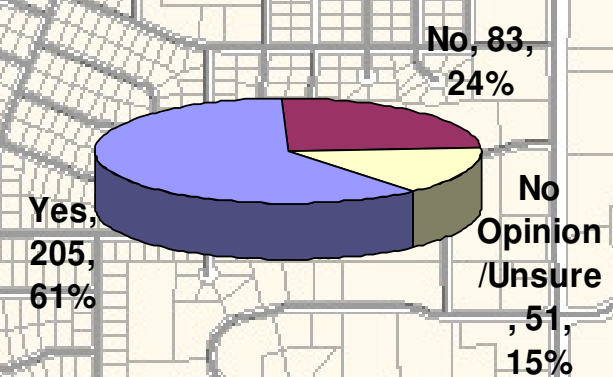
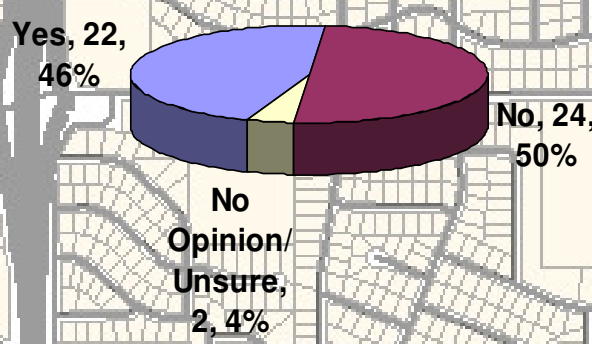
QUESTION NO. 10:

Do you feel that current designated pedestrian crosswalks should be upgraded?



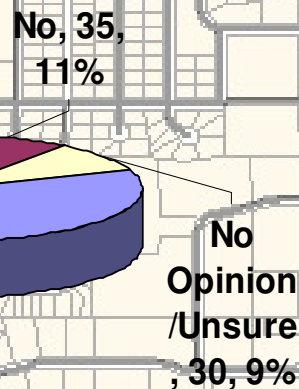
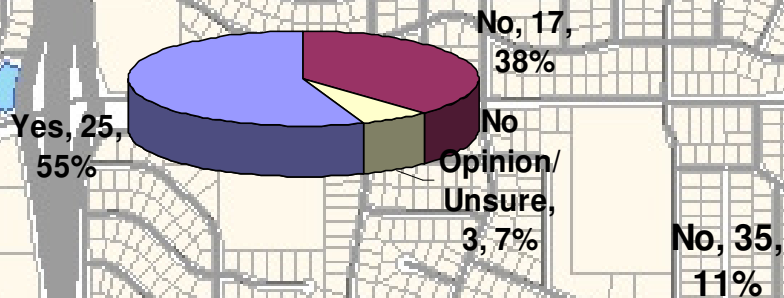
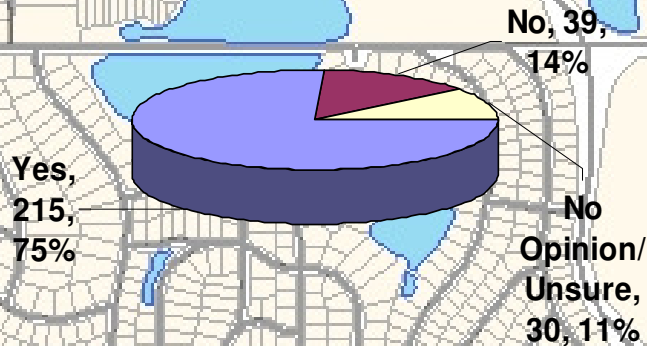
QUESTION NO. 11:

Do you feel that designated bicycle lanes should be incorporated along the roadway.

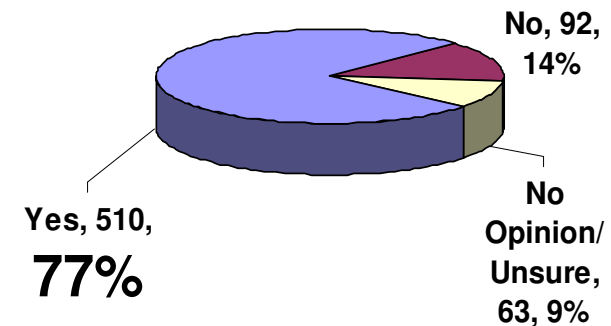


QUESTION NO. 12:

Do you feel that you have received effective communications regarding the W. 70th St./Greater Cornelia Area Traffic Study?



Overall Results



1: Arneson Parkway

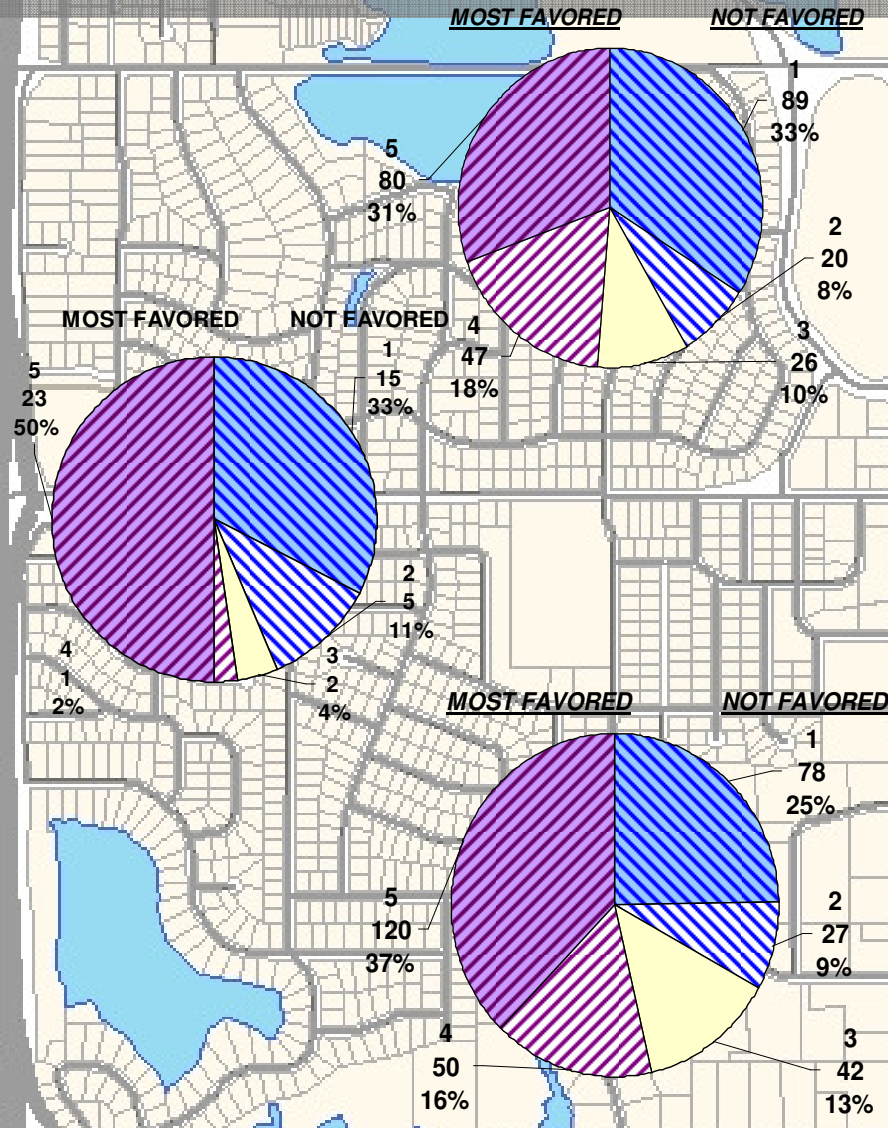
2: Modified Arneson Parkway

3: Three Lane Option

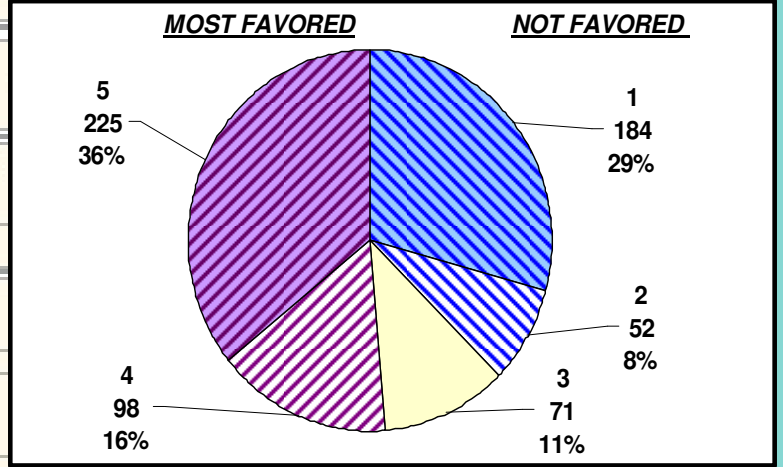
4: Current Roadway Design (As-is)



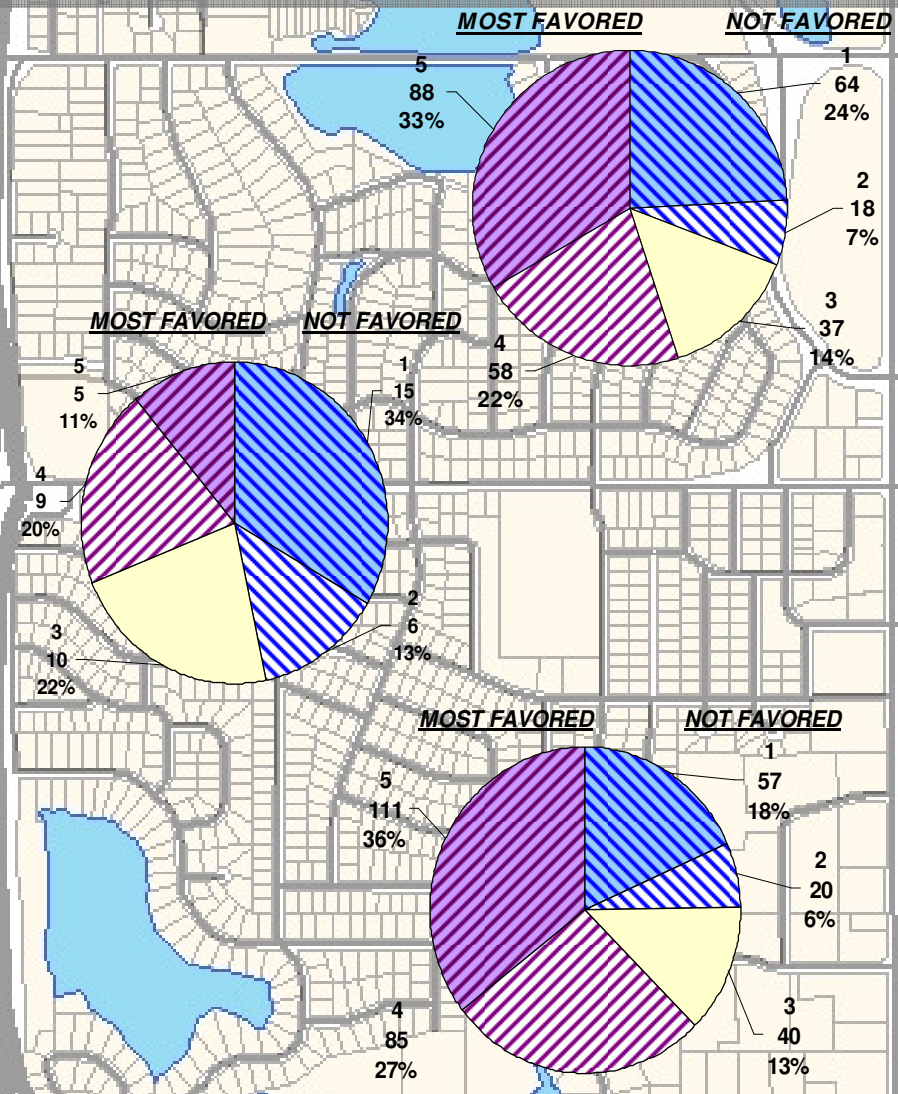
OPTION 1: Arneson Parkway



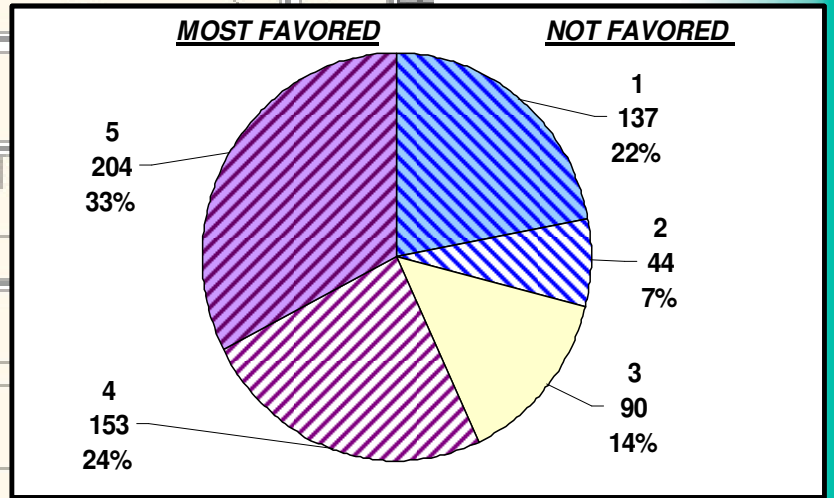
Overall Results



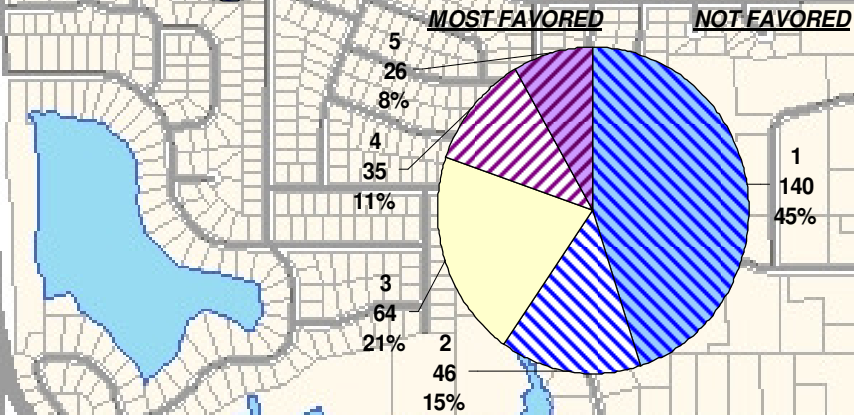
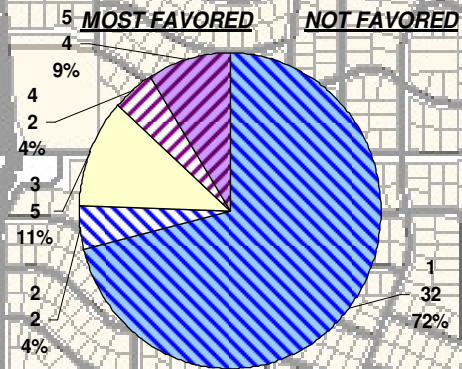
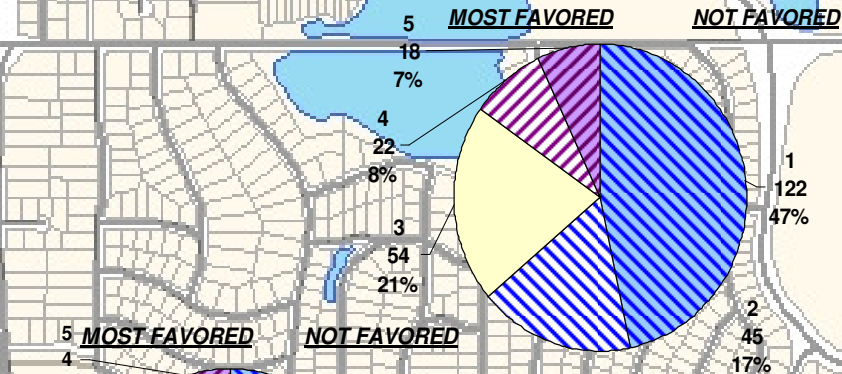
OPTION 2: Modified Arneson Parkway



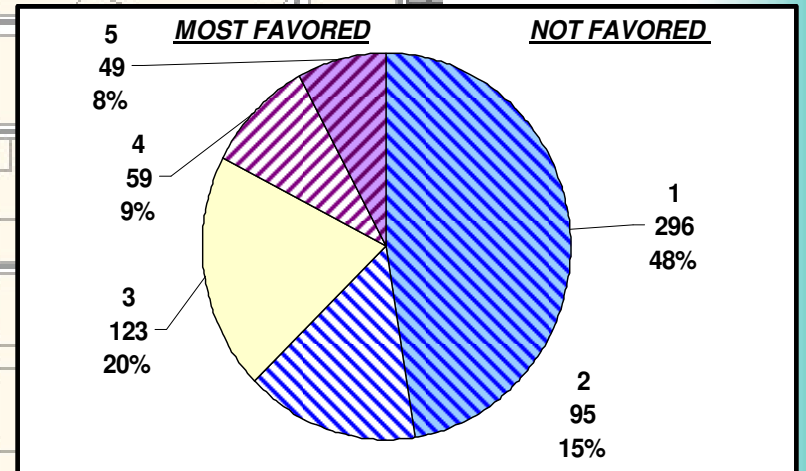
Overall Results



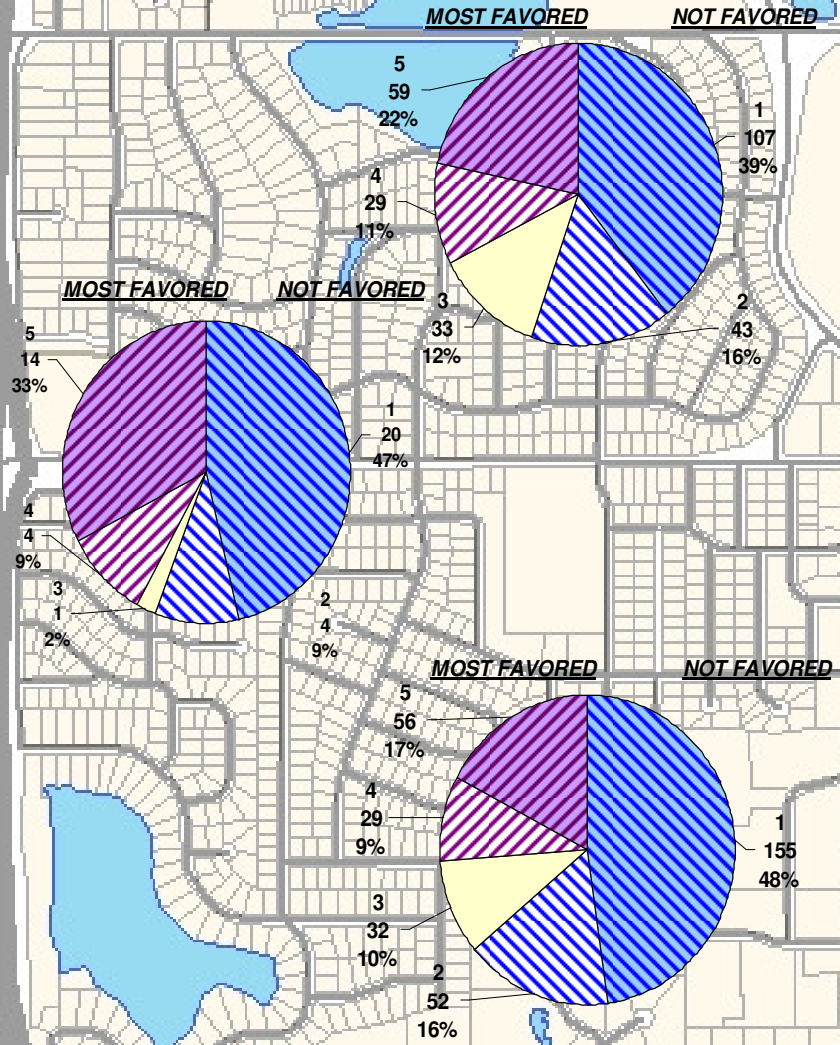
OPTION 3: Three-lane Option



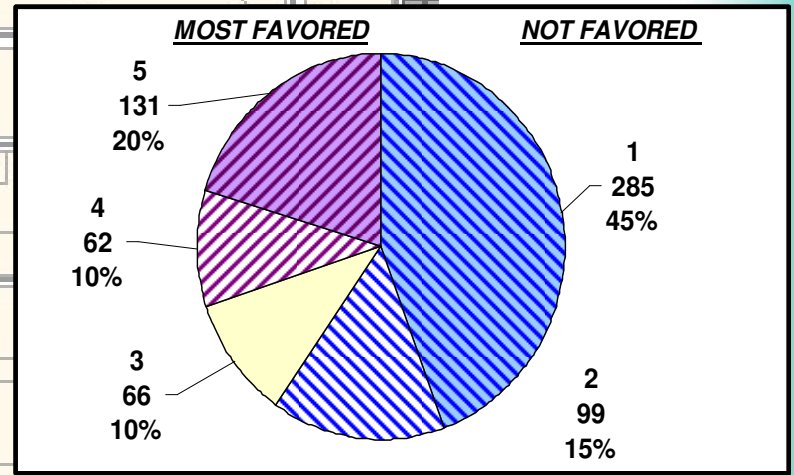
Overall Results



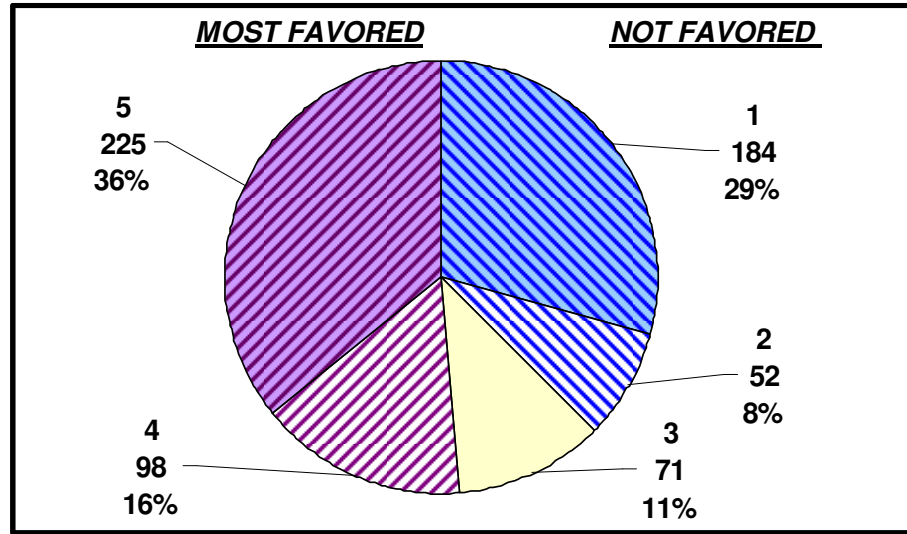
OPTION 4: Current roadway (As-is)



Overall Results



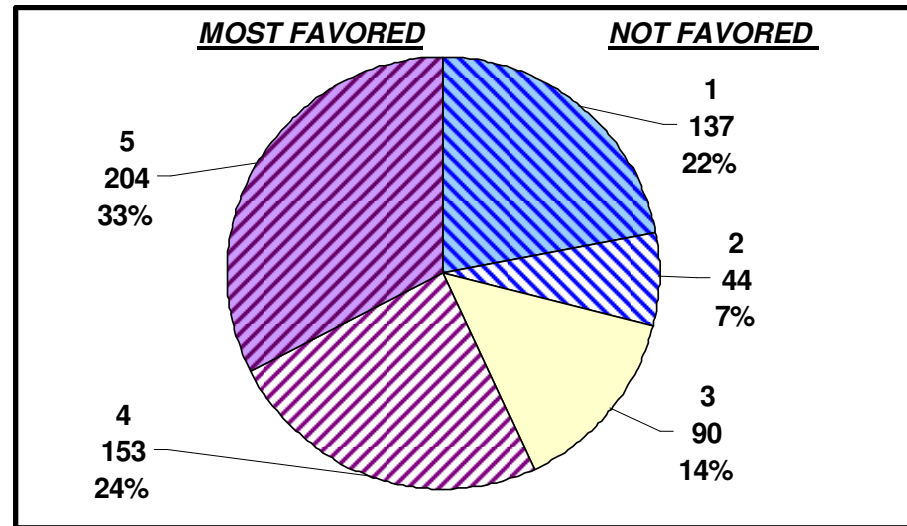
1: Arneson Parkway



323 / 52%

236 / 37%

2: Modified Arneson Parkway

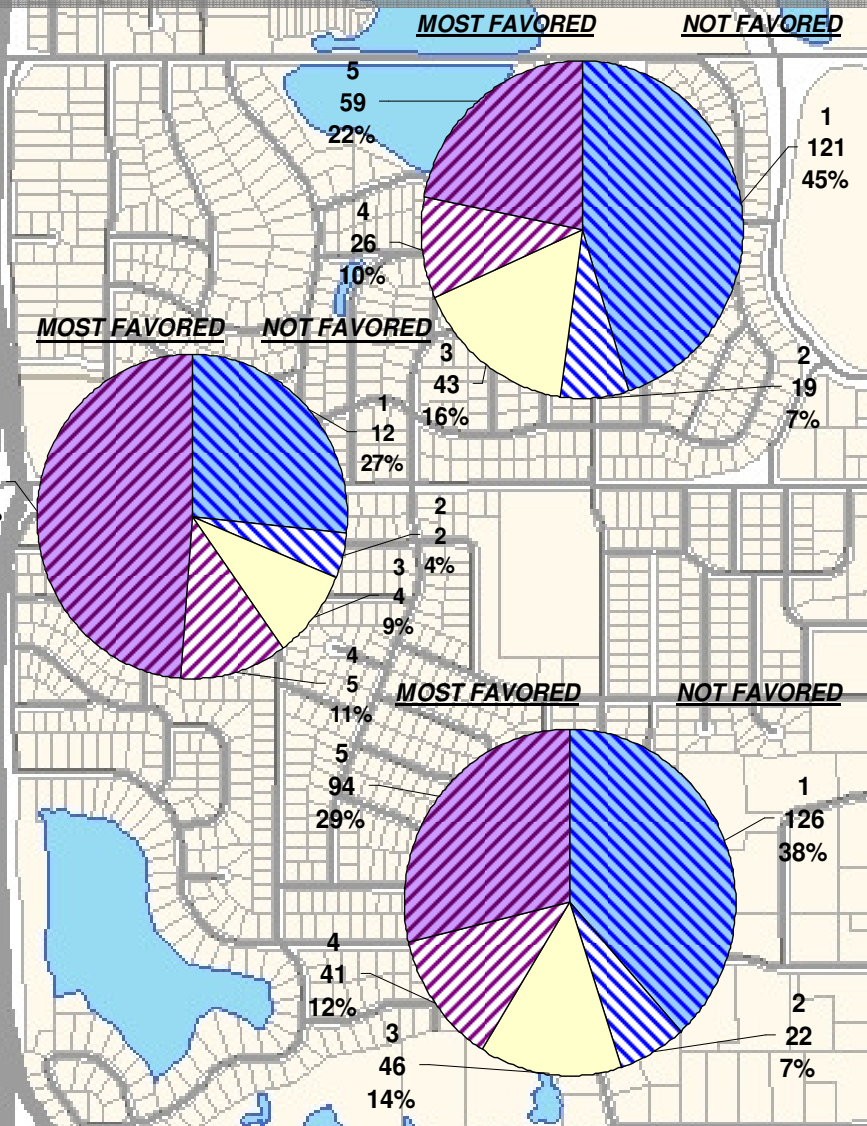


357 / 57%

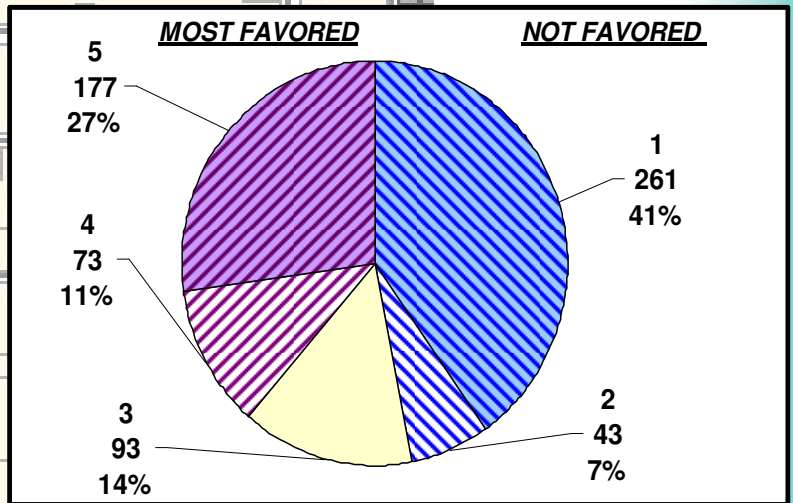
181 / 29%

WEST END:

Should this intersection be modified?

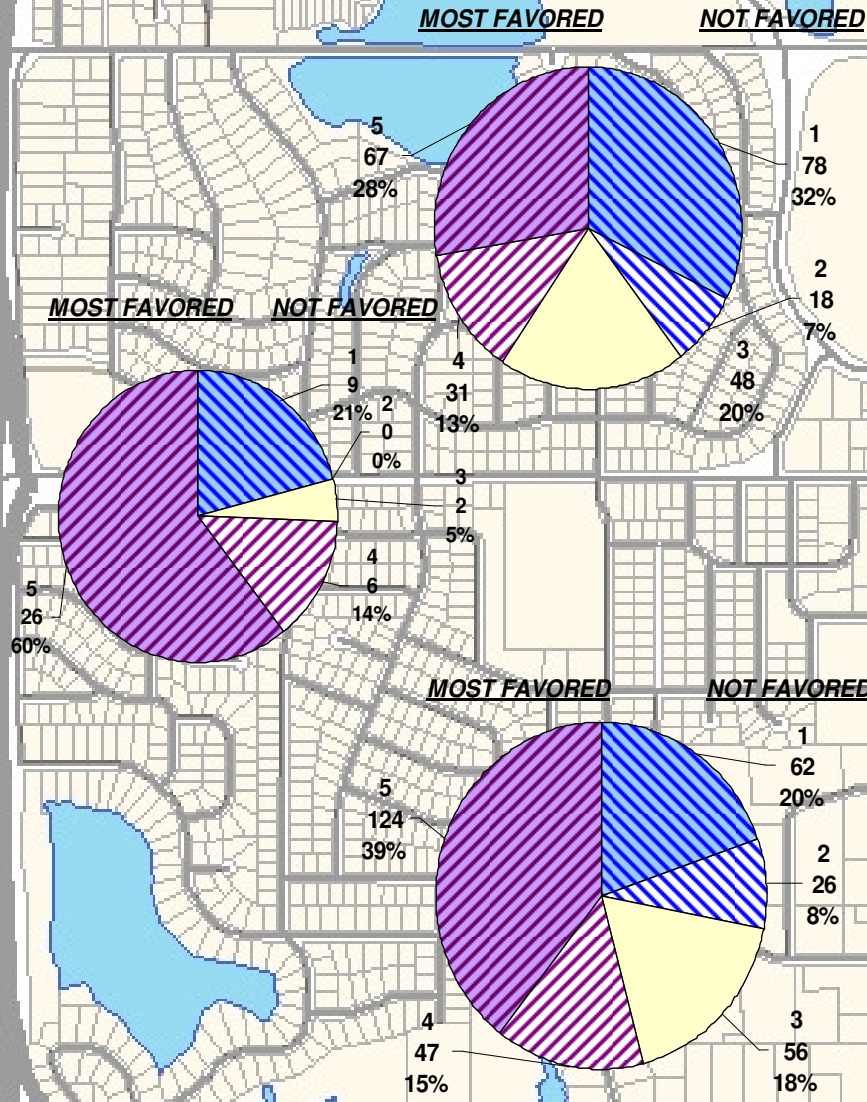


Overall Results

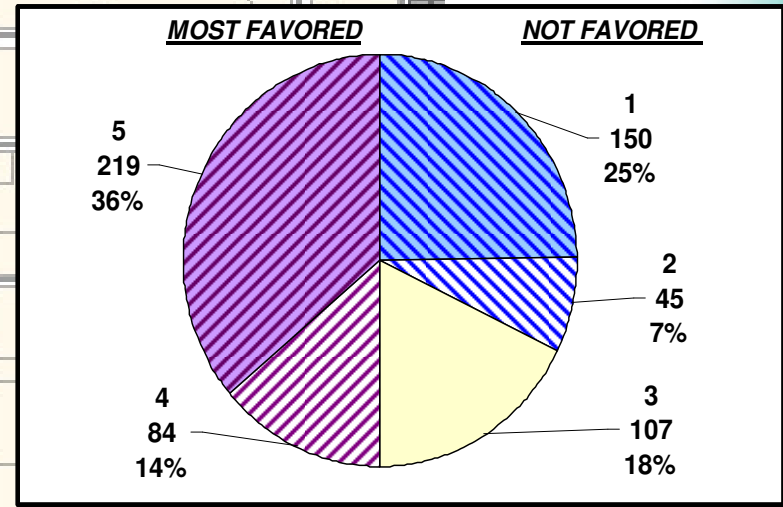


WEST END:

Should there be signs added to identify alternative routes?

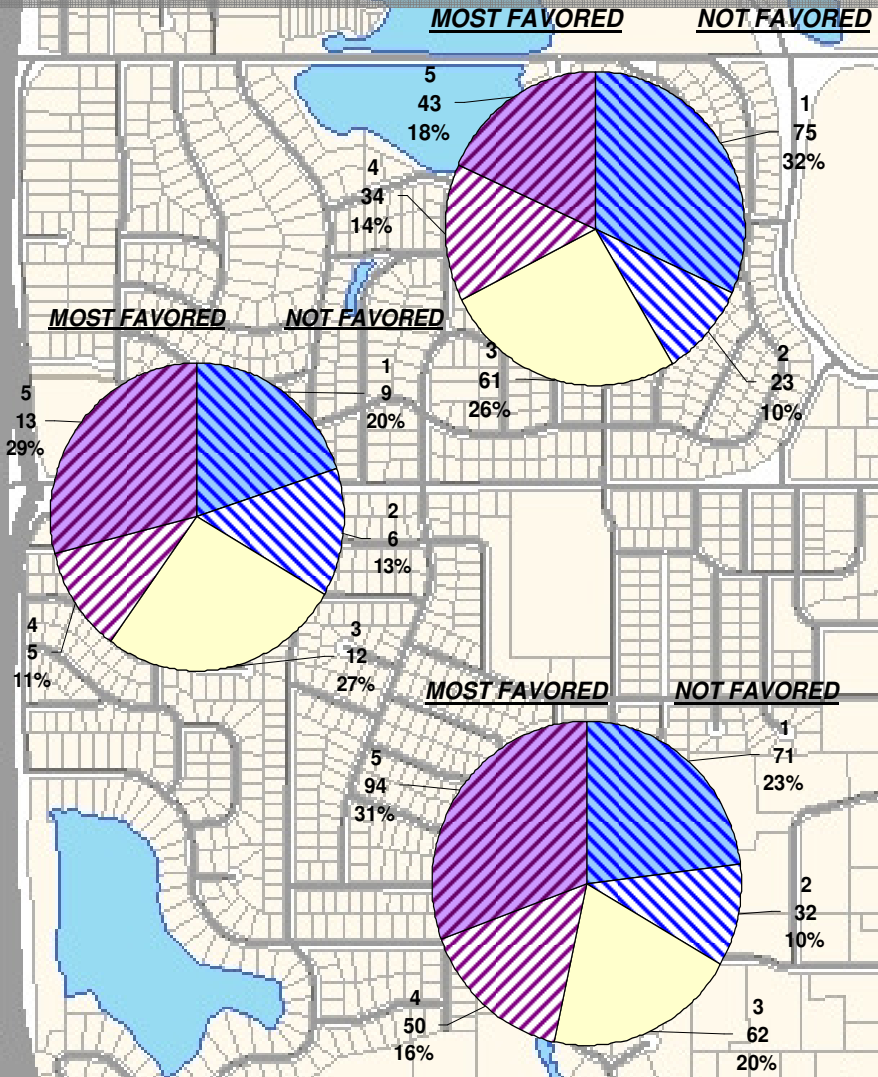


Overall Results

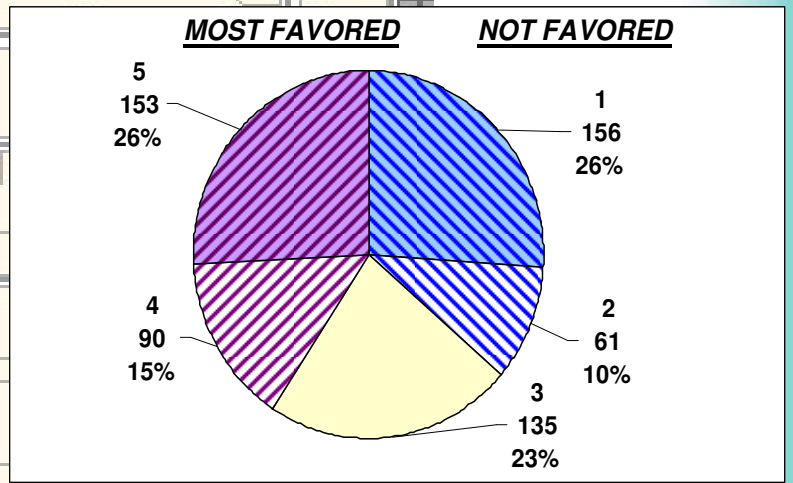


WEST END:

Should it include better access from south frontage road?

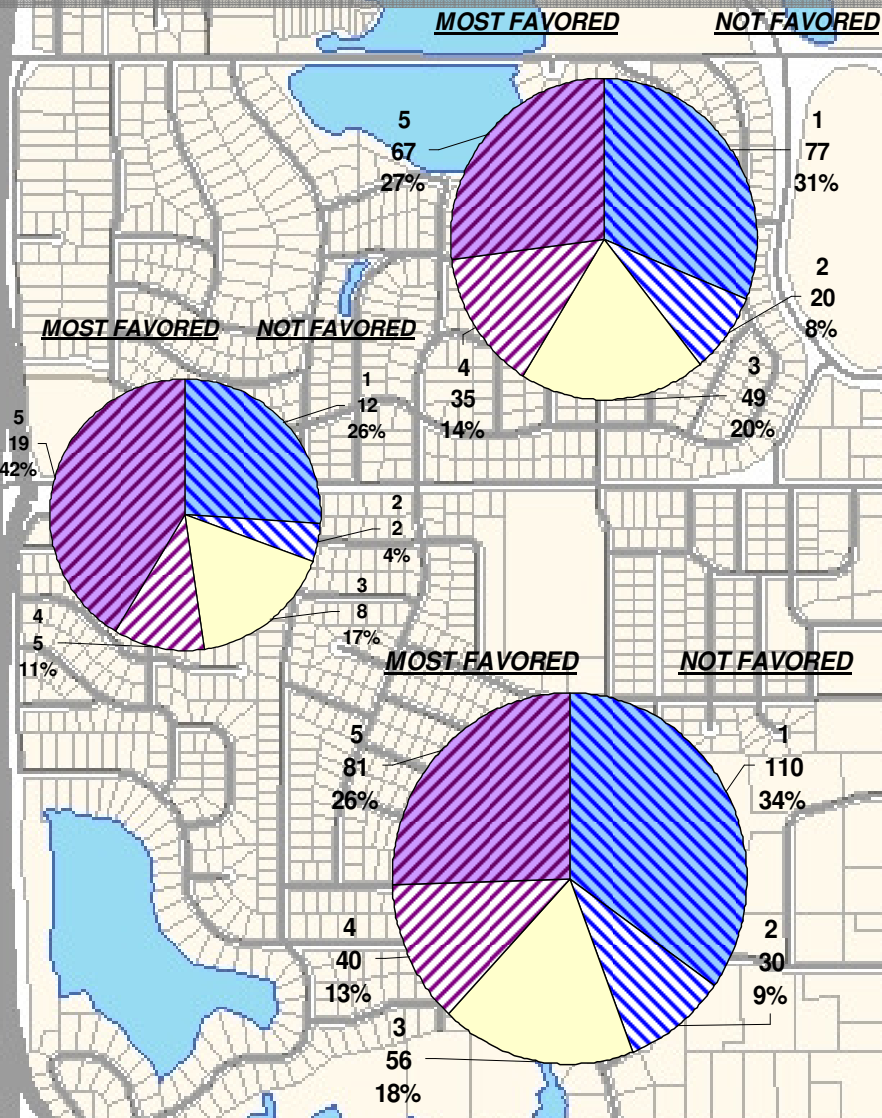


Overall Results

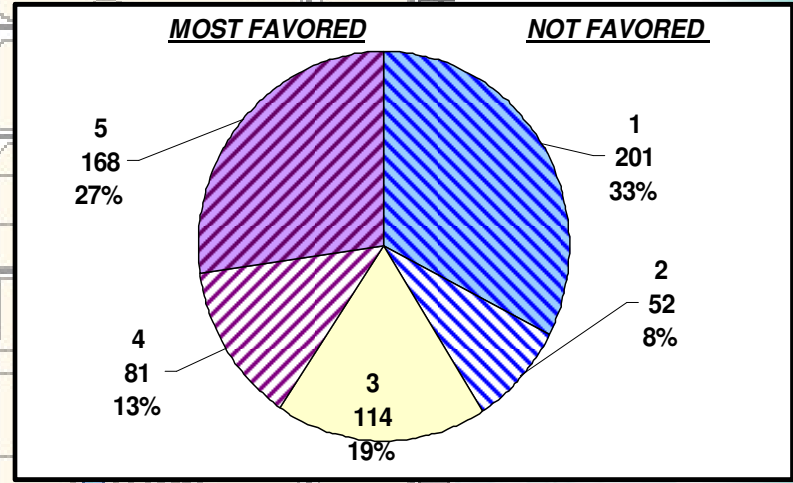


WEST END:

Should it include planting vegetation in the median on West 70th Street?

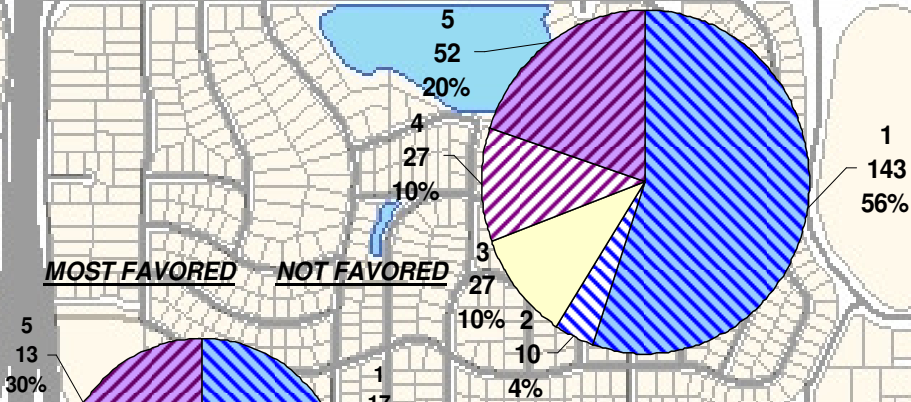


Overall Results

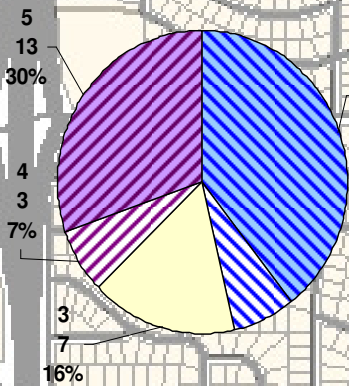


WEST END: Should it include a roundabout?

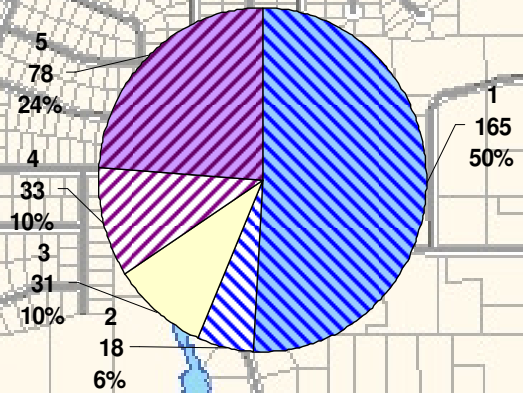
MOST FAVORED NOT FAVORED



MOST FAVORED NOT FAVORED

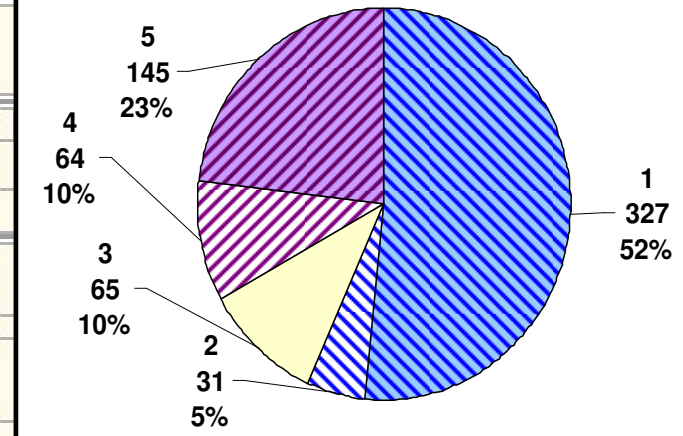


MOST FAVORED NOT FAVORED



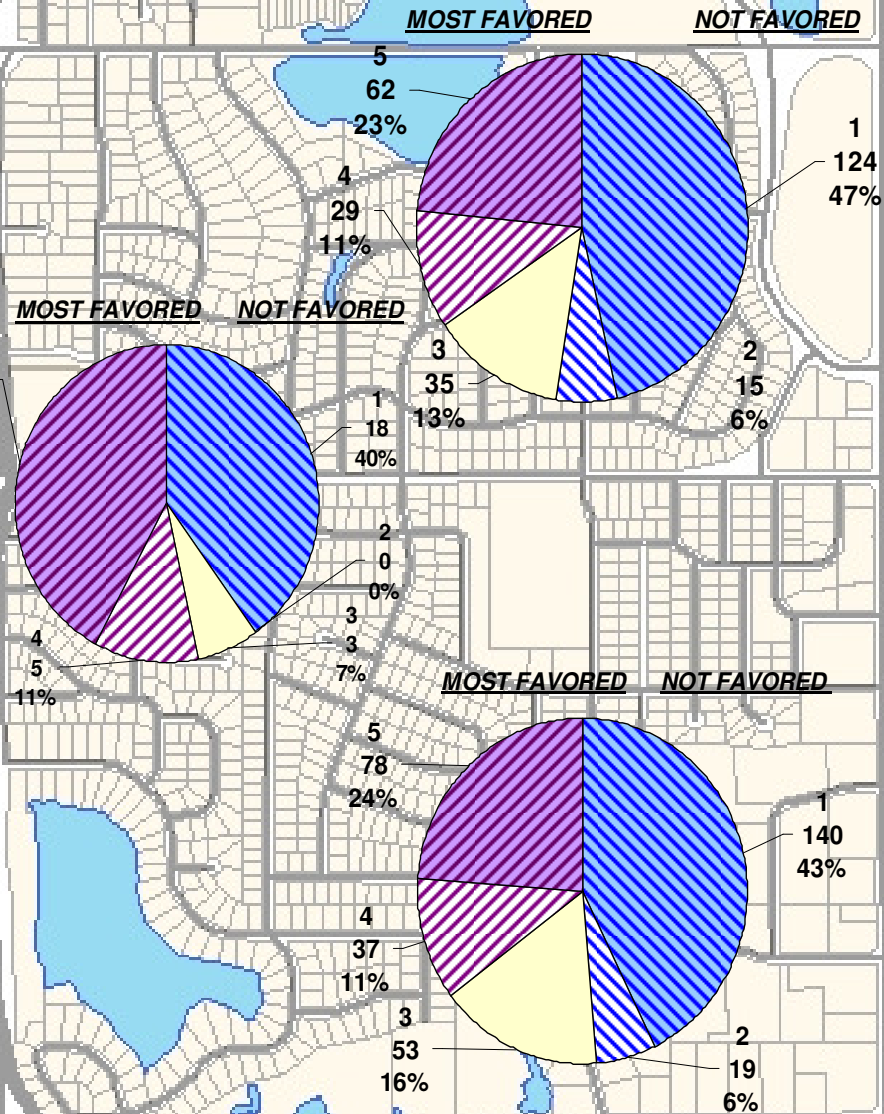
Overall Results

MOST FAVORED NOT FAVORED

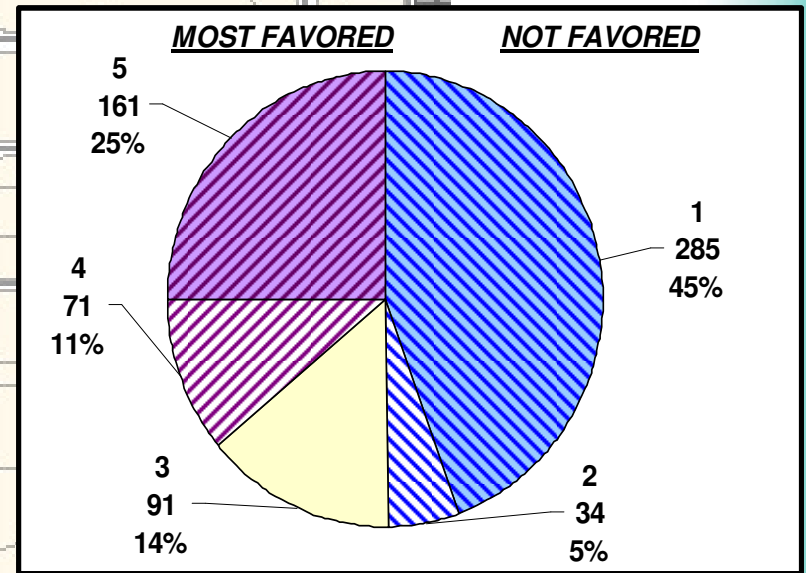


EAST END:

Should this intersection be modified?

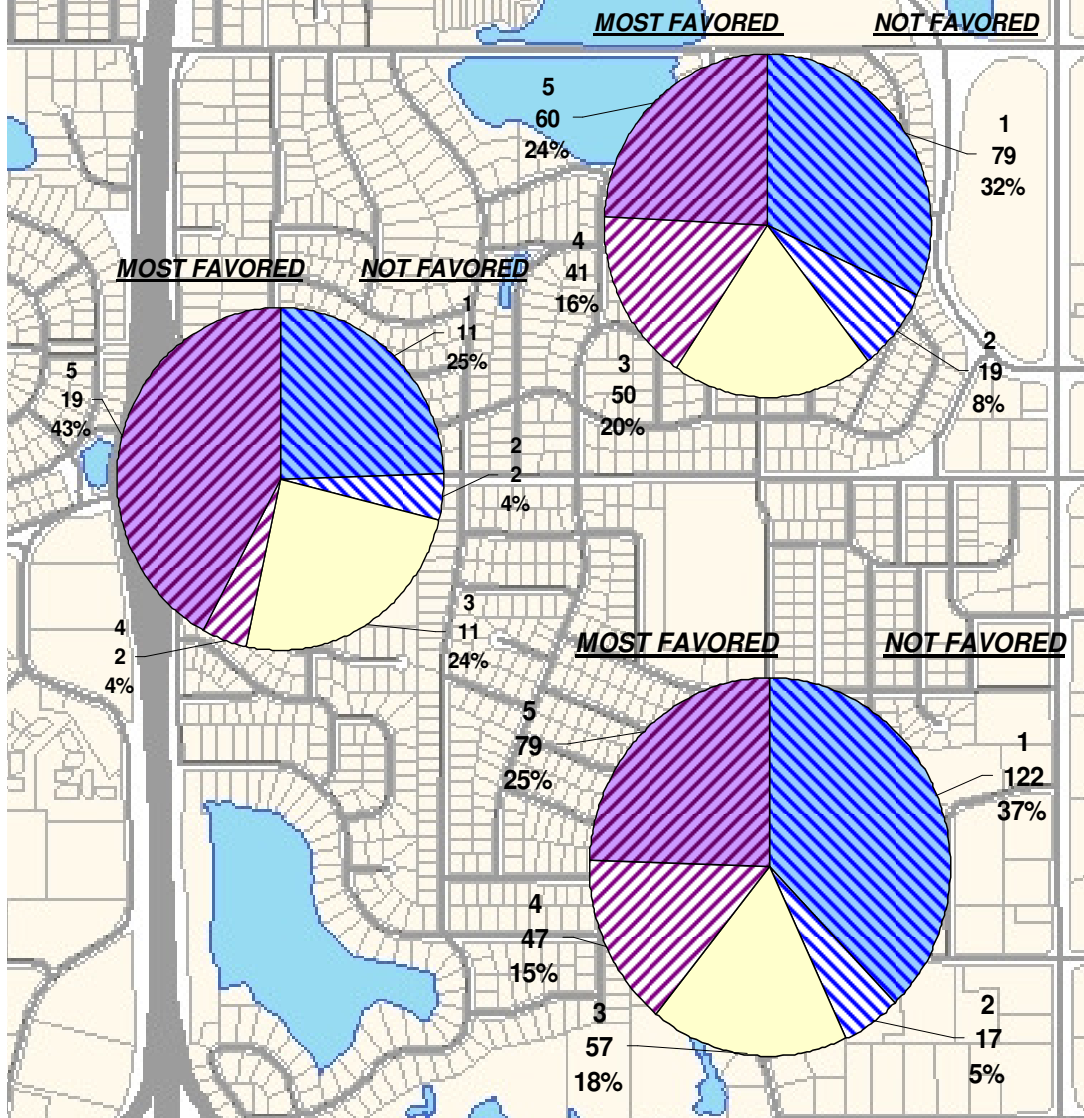


Overall Results

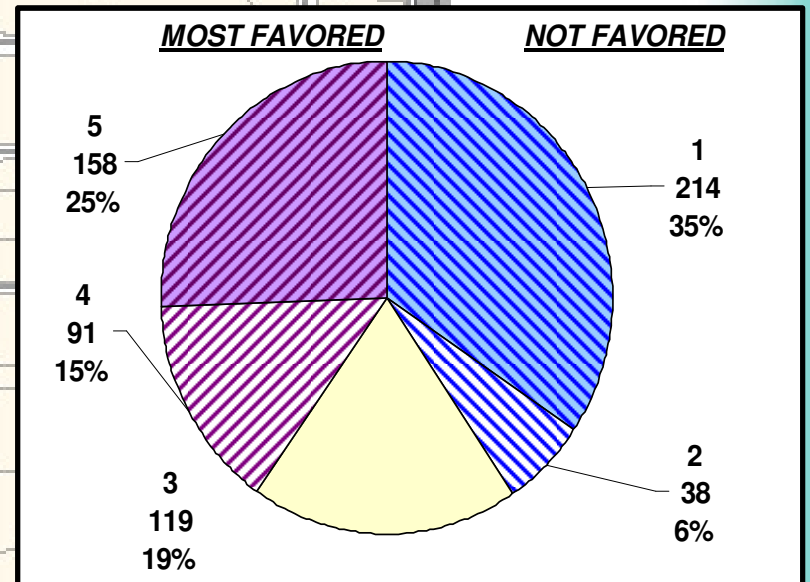


EAST END:

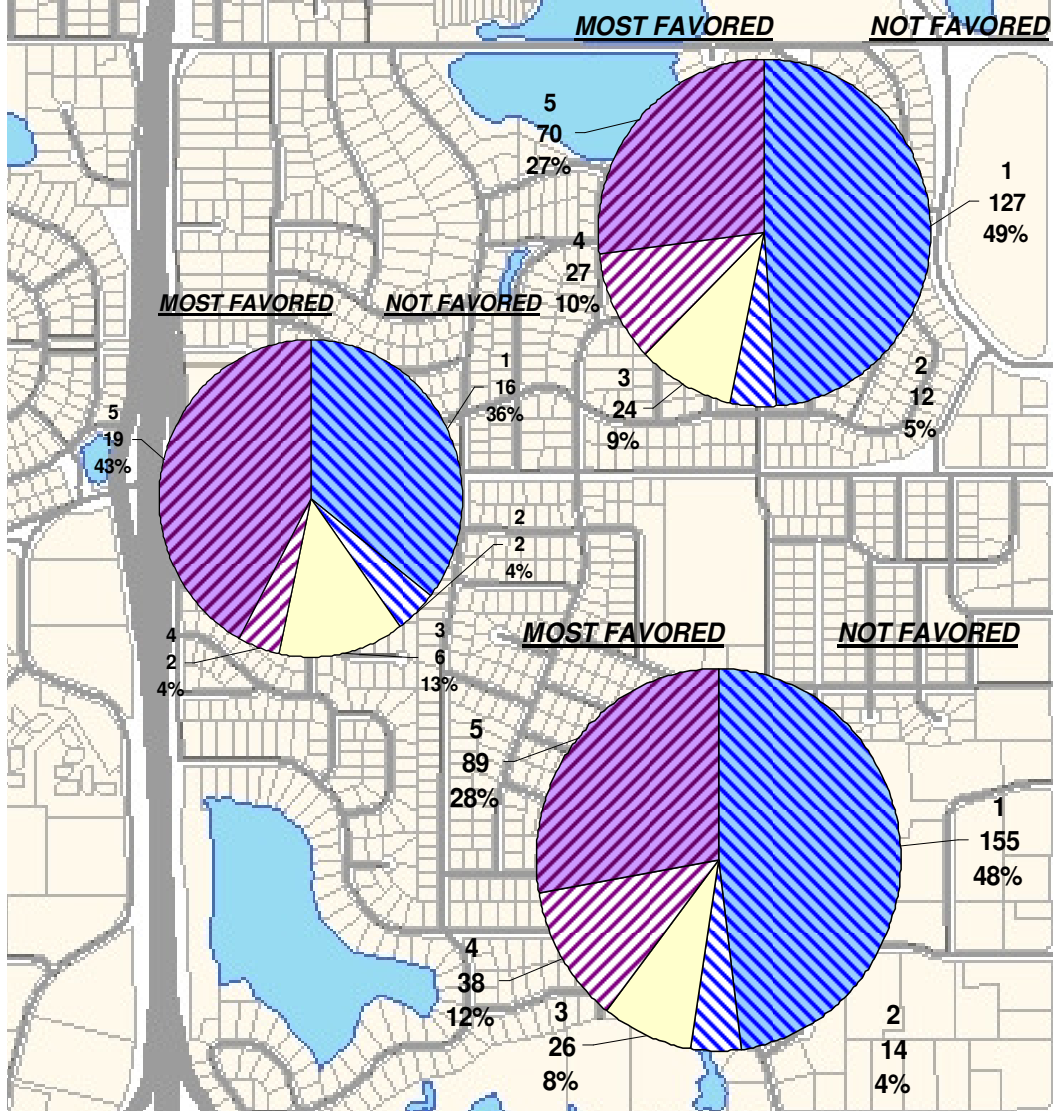
Should it include planting vegetation in the median on West 70th Street?



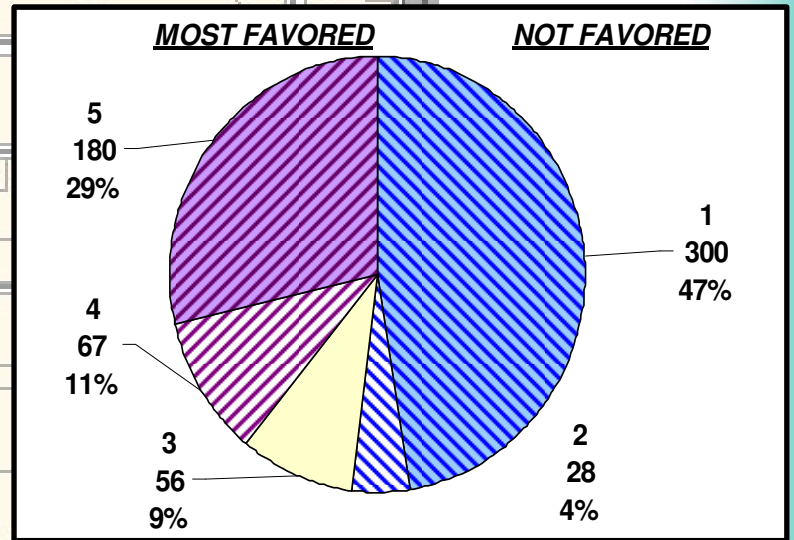
Overall Results



EAST END: Should it include a roundabout?

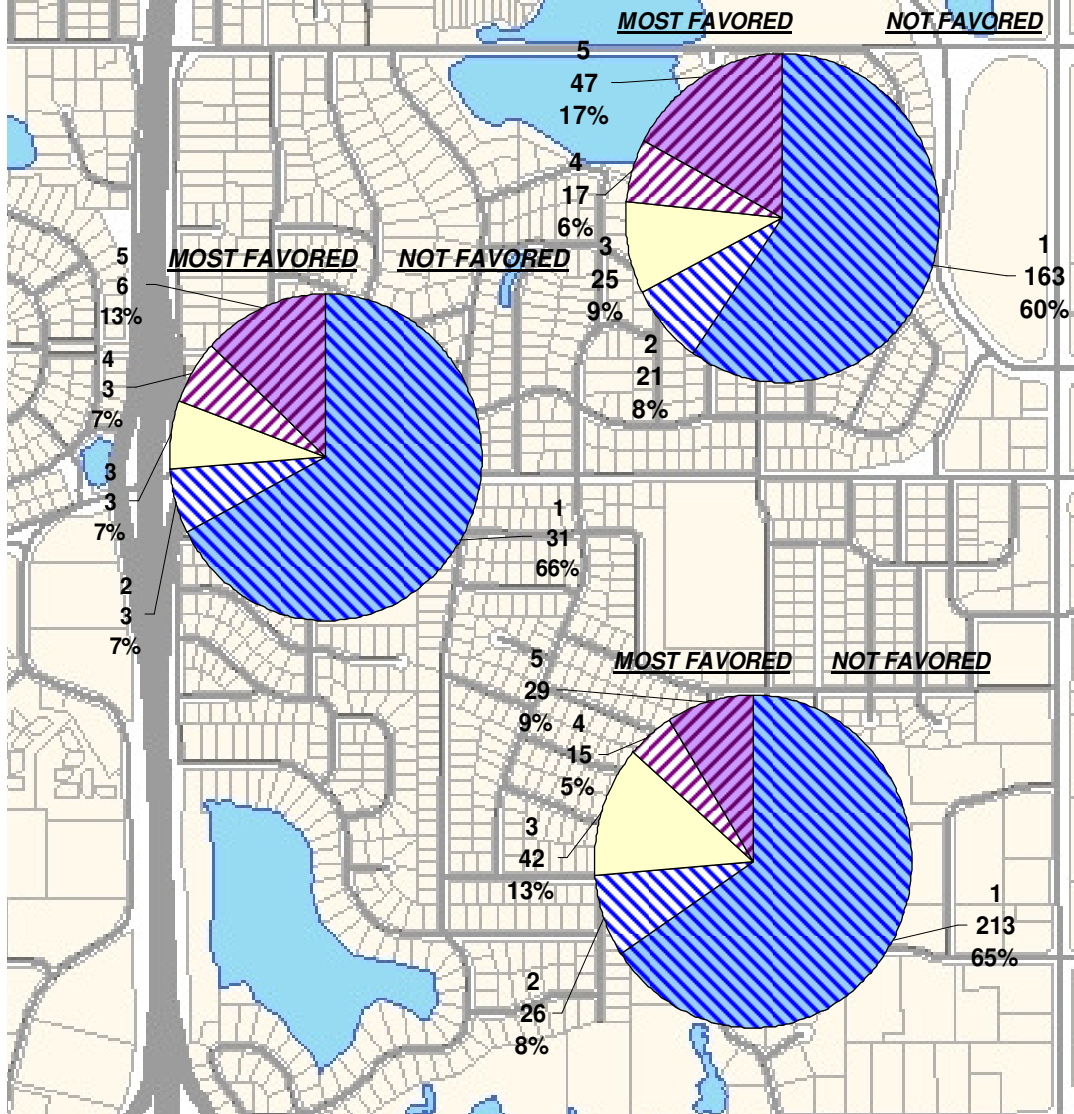


Overall Results

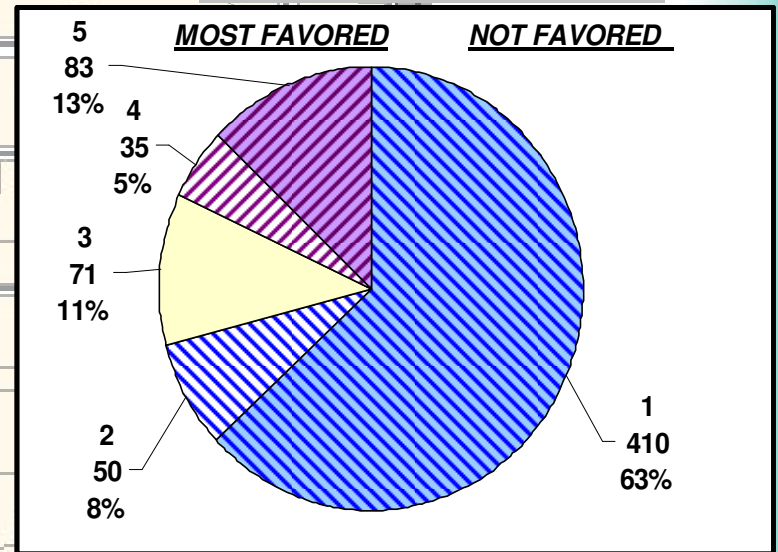


FUNDING:

Do you favor eliminating Municipal State Aid funding from West 70th Street?

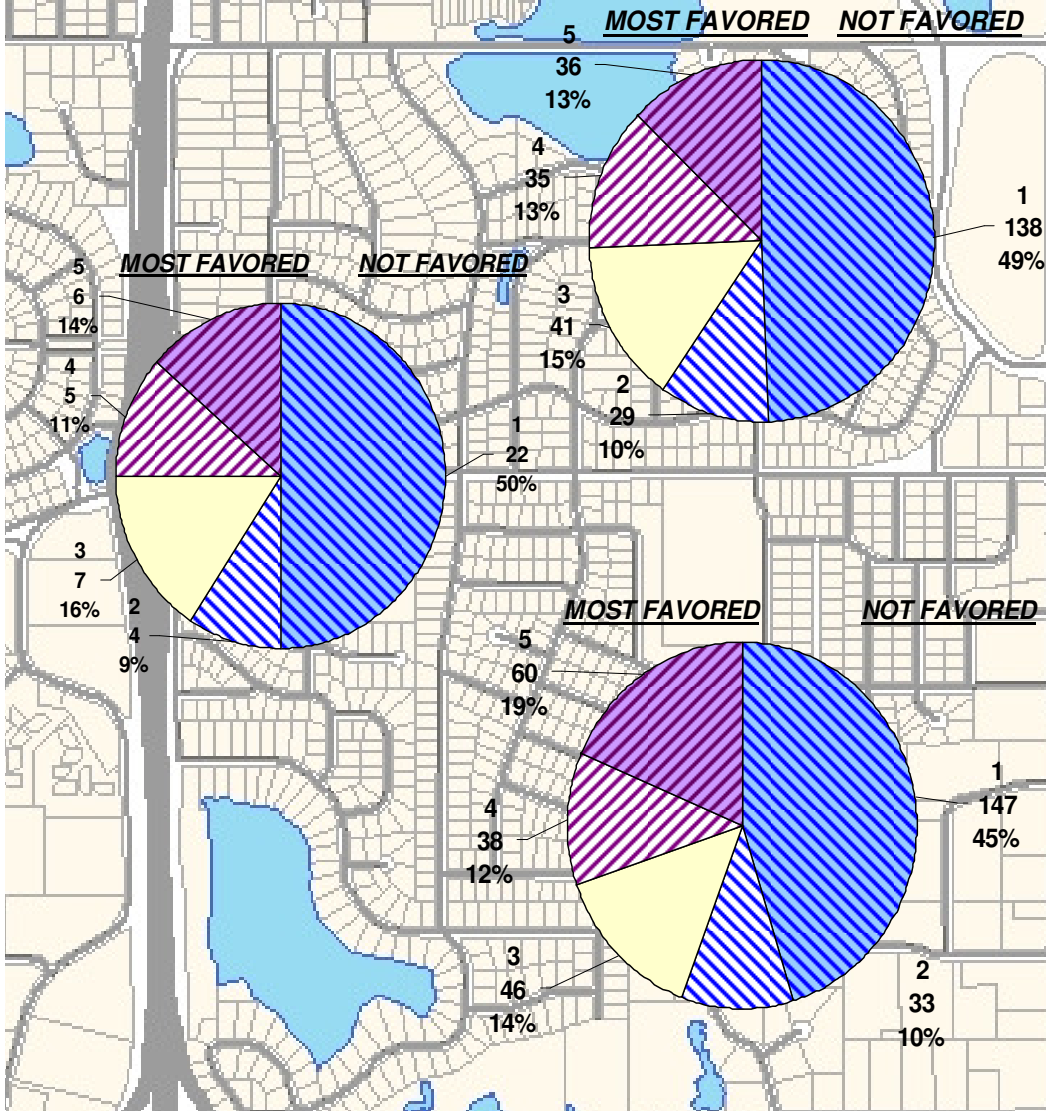


Overall Results

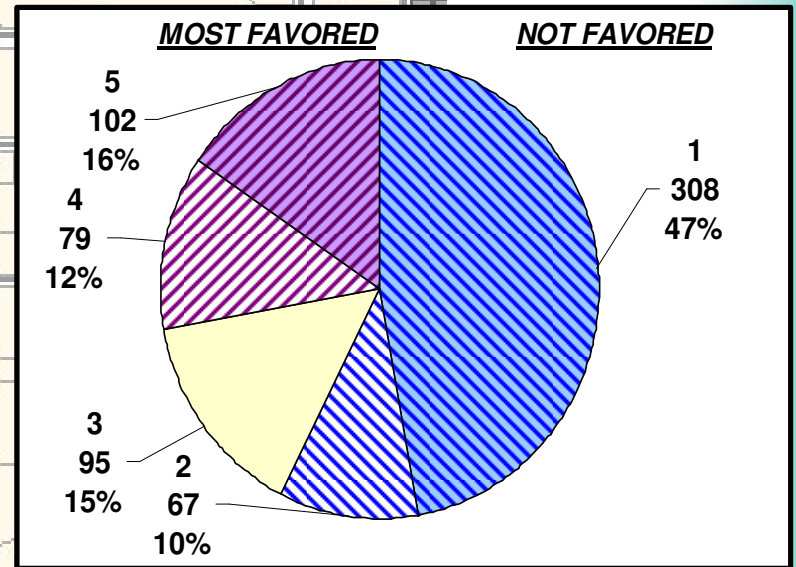


FUNDING:

Do you favor higher property taxes to support one of the options?

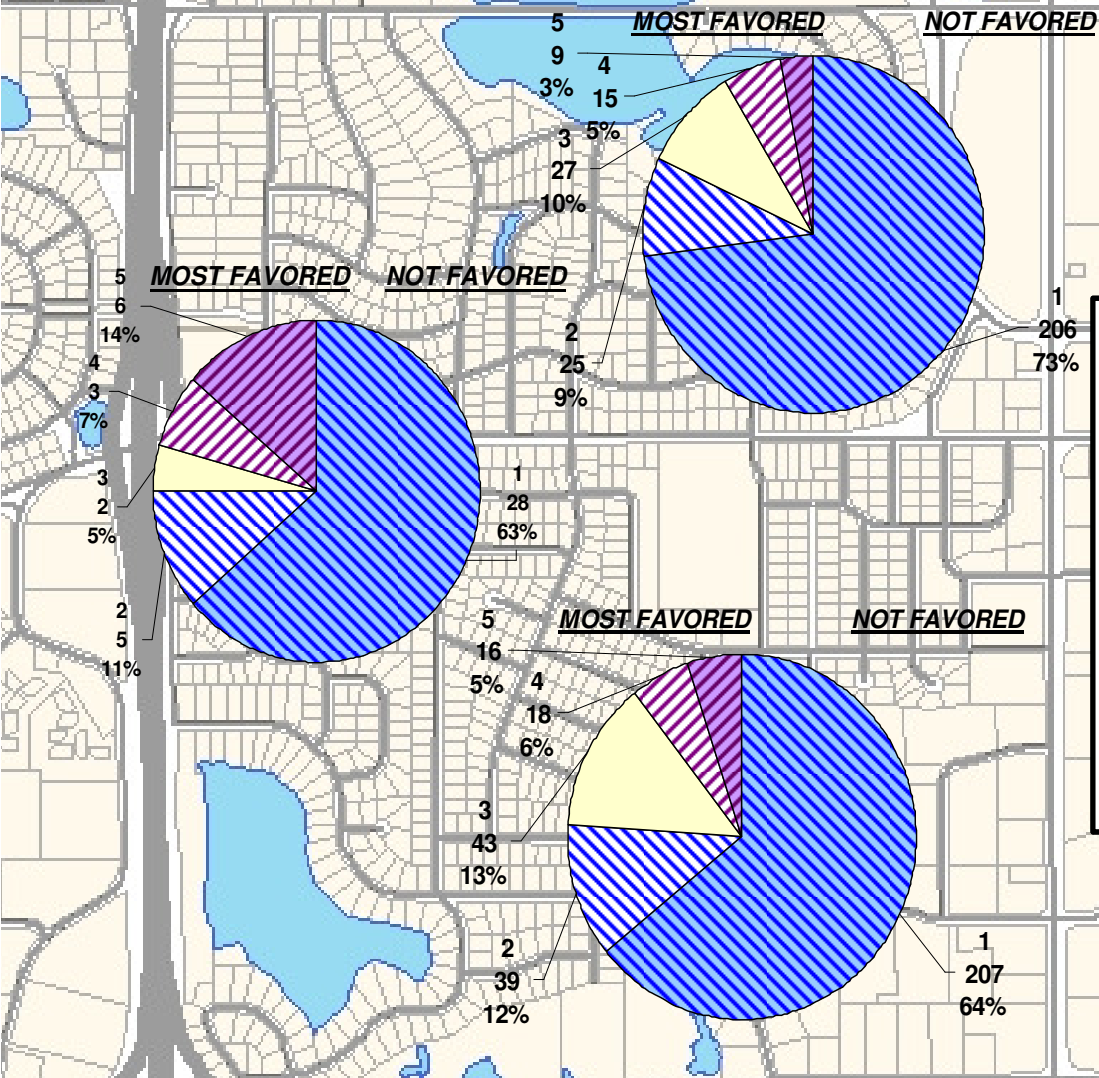


Overall Results

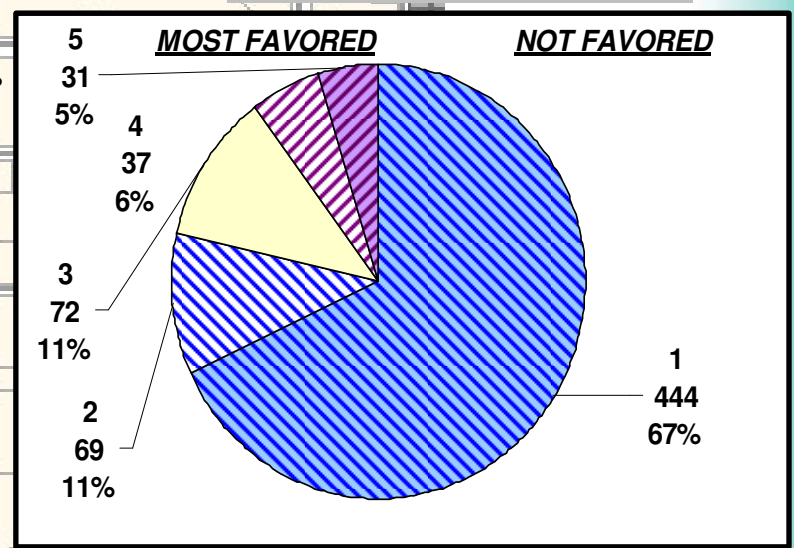


FUNDING:

Do you favor a special assessment to your property to support one of the options?



Overall Results



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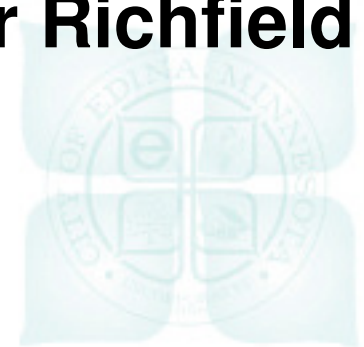
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- **Varied traffic volumes**
 - Historically higher than the current 13,600 vehicles per day
- **Anticipated 2030 traffic volumes to be 19,300 vehicles per day.**
- **Hourly volumes not typical – consistent traffic volume throughout the day**
- **Significant amount of traffic exceeds 30 mph speed limit**
 - Significant volume over 35 mph



- **Access onto West 70th Street difficult during peak travel times**
- **25 percent of the West 70th Street traffic could potentially be influenced to take another route if their travel time was shorter**
 - **Traffic traveling south on Highway 100 then east to the Southdale, Galleria or Richfield areas – per OD study.**



- **Four-lane roadway would not completely address side-street and driveway delays**
 - not being considered
- **Two-lane and three-lane options can accommodate future traffic while providing enough delay to influence drivers to take alternate routes**



Four final study options were developed:

- **Option 1 – Arneson Parkway**
- **Option 2 – Modified Arneson Parkway**
- **Option 3 – Three-Lane Roadway**
- **Option 4 – Current Roadway Design**

Corridor end options:

- **West End Option**
- **East End Option**

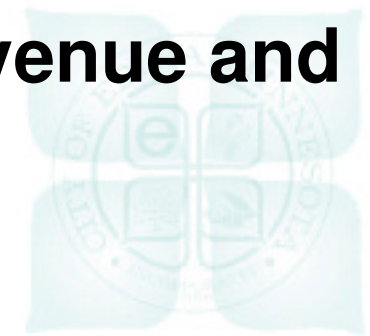


Option 1 – Arneson Parkway

- **Presented by the West 70th Street Homeowner's Association**
- **Two 10-foot driving lanes, a one-foot wide rumble strip, multi-purpose vehicle lanes on both sides, and a parking lane on one side**
- **Pushbutton pedestrian crossings at Cornelia Drive, West Shore Drive and Wooddale Avenue**
- **Traffic signal at West Shore Drive**
- **New noise reducing asphalt pavement**
- **Left-turn lanes at West Shore Drive, Wooddale Avenue and Cornelia Drive will be removed**
- **Road sensors to trigger extended left-turn lights**

Option 2 – Modified Arneson Parkway

- **Two 11-foot driving lanes, “bike only” lanes on both sides, and a parking lane on one side**
- **Pushbutton pedestrian crossings at Cornelia Drive, West Shore Drive and Wooddale Avenue**
- **Traffic signal at West Shore Drive**
- **New smoother asphalt pavement**
- **Designated left-turn lanes at the intersections of West Shore Drive, Wooddale Avenue and Cornelia Drive will remain**





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Option 3 – Three-lane Roadway

- **Two 14-foot driving lanes in each direction with a continuous center turn lane**
- **Does not include any on-street parking or bike/multipurpose vehicle lanes**
- **New smoother asphalt pavement**



Option 4 – Current Roadway Design

- Does not include any changes from what is currently in place
- Future construction would include some type of smoother asphalt pavement



Engineering Technical Recommendation

- **City staff and consultant recommend the Modified Arneson Parkway option based on the following reasons:**
 - Option 1 & 2 equally supported by public, but are significantly different in design and function.
 - Basics of engineering design
 - Lack of left-turn lanes and its impact on safety
 - Lack of left-turn lanes and its impact on operations and flow



- **Option 2: Modified Arneson Parkway option should be implemented**
- **Continue to work with Mn/DOT to eliminate the northbound Highway 100 off-ramp free right-turn lane to eastbound West 70th Street**
- **Continue to work with MNDOT for improved signage at the west end of the corridor to redirect motorists to the frontage road north of West 70th Street**

SAC Draft Recommendation

- **Continue to coordinate with Cornelia Elementary School and Arneson Acres Park representatives to improve pedestrian/bicycle safety in the area**
- **Establish a 15- mph school speed zone adjacent to Cornelia Elementary School**
- **Continue to work with Christ Presbyterian Church representatives to modify traffic management measures during peak services, if necessary**

Implementation:

- **Approval of an SJR by Mn/DOT State Aid for a new traffic signal at West Shore Drive**
- **Approval of a variance by Mn/DOT State Aid for the proposed 8-foot parking lane width**
- **Approval of a 15-mph school speed zone adjacent to the Cornelia Elementary School**
- **Documentation of acceptable levels of service with 20-year traffic volumes on a two-lane roadway to Mn/DOT State Aid**
- **Approval of a No Parking resolution on the north side of the corridor**



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