

MEETING SUMMARY

Attendees: Chair Steve Brown, Les Wanninger, Warren Plante, Jean White, Marc Usem, Thomas Bonnaville, Geof Workinger, Paul Mooty, Peter Warner, Dave Hatzung, Harold Benson, Dennis Brown, Chris Holden, Tom Foley, Robert Shotwell, Wayne Houle, Marie Cote, and Beth Bartz

Attached general public attendance sheet.

Absent: Julie Sierks, Joe Florenzano, Arrie Larsen Manti, Bradley Beard, David White, Robert Byers, Wayne Norris, Jerry Cohen, Anne-Marie Cookson, and Jack Sullivan

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

1. Introduction – Geof Workinger and Steve Brown, ETC and SAC Chair

Workinger introduced Brown as the new SAC Chair. Brown covered the next steps of the study.

2. Summary of Public Input – City Staff

Houle discussed the Open House survey results and public comments from January 23, 2008 along with the answers to the Public Hearing questions and concerns of January 31, 2008.

3. Information on Issues Frequently Raised

Cote discussed the traffic as generated by the neighborhood alone. Houle discussed the rubberized pavement and use in Minnesota. Discussion ensued.

4. Alternative Concepts

Josh Sprague of the West 70th Street Homeowners Association presented Option 1: The Arneson Parkway concept. Cote presented the remaining three concepts. Discussion ensued.

5. Discussion of Pros and Cons

Cote discussed the "Concept Comparison" sheet for the different options. Discussion ensued.

6. Review Draft Survey

Houle describe that the survey was the SAC's survey and not staff's. Comments from the SAC and general public are needed as soon as possible. Discussion ensued.

7. Public Comments:

The following people spoke during this portion of the meeting:

- Ronald Rich, 7008 West Shore – disabuse notion that there are 10,900 local trips per day; would be 80% of 13,600 traffic vehicles counted, leaving thru traffic at 2700; any model can be used to make a good assumption, requires good data to be accurate; 10 trips per day are far out of the norm; did similar trips using board members and arrived at 4.31 trips because most people tend to avoid 70th because it is hard to get on/off; crowded street; issue is what is a trip, most people consider full length equivalent trip; actually 14-18% of traffic is local, not 80%, if used for design would be totally wrong. Historical data is often saying that traffic flow is increasing, not true; ranges in all studies have been 12,956; projection always shows increasing traffic, not the case; road at capacity, want to reduce it by 1/3 and divert traffic the way other traffic already diverts to other streets; make it a residential street.
- Josh Sprague, 4720 W. 70th - explained the make-up of open grade asphalt, its effectiveness in certain weather conditions, noise reduction, comparison of earlier mixes to new generation mixes, use of mixes by south and southwestern states and Canada and how to use the mix and have low maintenance; wants low volume traffic alternative; respect will of people.
- Dan Petrosky, 7204 Oaklawn – current volume on 70th drives people away from 70th to alternative routes such as 72nd; no one is talking about what is going to happen to 72nd with additional traffic.
- David Rodbourne, 4501 Dunberry – speedways at east and west end, slowing down drivers is important; concerned about slowing traffic on Wooddale between two lights; Dunberry could become an attractive bypass, need to consider placing interruptions so it is not so attractive.
- Laura Lehmann, 6820 Wooddale – residential issue, not a business issue, do not need much input from businesses; speeding from West Shore to Cornelia will continue even with stoplight; a stop sign at Creston might calm traffic; usage has reduced due to roundabouts east of France based on conversation with others who avoids them.
- Jan Ferrell, 4704 W. 70th - invite Mn/DOT to get feedback and answer to questions; requesting same courtesy shown to other properties when they are being assessed; less than 60 properties will be assessed, not the 600-1200 having input in the survey; previous survey showed only 10 people are interested in parking in front of house, those along 70th were out-numbered; state-aid vs. non-state-aid – will the assessment be 20% or 100%? do any of the 4 options meet Mn/Dot requirements? are any attainable? do any of them require removal from state-aid status? 70th & Metro was to be done in 1998 and remains unbuilt – when will funding becoming available for 70th? rebuild street as is with crosswalks, if necessary, to match R-1 zoning; maintain on-street parking; bike lanes on

66th; improve safety/access at 70th and 100 ramp; stop wasting money and counting on studies that will not solve underlying problem; how will 28% of eastbound traffic to Richfield be deterred? rebuild Metro and 100 intersections first; reserve 3-lanes for county roads and commercial areas.

- Colby Wilkins, 4515 W. 70th – everything that happened east of France happened without a 3-year study (Westin Hotel/narrower roadbed/reduced speed limits/landscaped medians/city initiated variances); what is the study direction? calming or moving traffic? someone decided east of France to calm traffic. It looks really nice and it works; getting closer to an authentic questionnaire; difficult time welcoming in neighborhood into process earlier on; why a multi-year study for a 1-mile roadway and no study for hotel and immediate approval; Cornelia School told not to join in earlier due to it being a political problem; intercession by Council to get neighborhood representation; 19,000 car projection but no answer as to who came up with this number and why it is necessary; vision is for a residential area; make decisions on hard numbers and peoples' intention.
- Kerri Casey, 4420 W. 70th – safety, property value and quality of life; a child was hit at Wooddale & 70th; left turn lanes not good options, passing in parking lanes; dog was killed; five car pile-up while making a right turn during non-peak time; backing out of driveway is dangerous; not enough gap in traffic; road is loud; if paying for the improvements would like to see survey more weighted to those on 70th; backing out will become more dangerous with bike lanes.
- Harold Babb, 4701 W. 70th – Normandale approach could be used if there was a decent intersection, instead using West Shore; apparently recommending a signal at Westshore and 70th based on 1983 traffic flow but SRF said then this will cause back-ups. Hope smart signal being proposed at West Shore will be smart enough to tell where drivers are headed.
- Kari Ciardelli, 4417 W. 70th – concerned that corridor has been studied for quite sometime, over-budget and nothing decided; plans are silly – one is status quo, one is highway; this is a residential street that divides one neighborhood; dangerous street, poorly patrolled by police; speeding; need to reduce volume and if done, traffic should not be there to go into side streets. Survey shows most prefer Option 1, now it is called something else; do not like inconsistency; were not given a chance to comment when cement blocks were installed in neighborhood and now everyone gets to comment on what happens on 70th.
- Rita Chamberlain, 7004 Bristol Blvd – 10 years ago served on Cornelia Traffic Safety Committee and was told that there were certain things they could not do then. Hope you have better luck this time; hard to make the case that roundabout is best for 70th and Valley View based on survey; roundabouts on the east side looks commercial-like and they are not used properly by drivers.

- Jonathan Fernands, 6905 West Shore Dr – in favor of roundabout at 70th & Valley View; make decision based on survey or data, not opinion or conjecture; roundabouts on the east coast works in residential areas; urged the committee to think about them as alternative on the east and west sides of the study area.

8. Preview Next SAC Meeting – September

- Present findings and feedback from the survey
- Present modified options
- Discuss feedback, pros and cons
- Public Comments
- Determine SAC recommendation to the Transportation Commission

9. Meeting Adjourned