



BACKGROUND

Greater Cornelia / West 70th Street Traffic Study August 22, 2008

The Issue:

To address long-term complaints from area residents regarding traffic volumes and speeds on West 70th Street, the Greater Cornelia / West 70th Street Traffic Study was initiated to evaluate traffic and safety, identify potential solutions for West 70th Street, costs, and associated impacts. The Greater Cornelia / West 70th Street Traffic Study area includes the West 70th Corridor from TH100 to France Avenue and access from residents along this roadway include adjacent neighborhoods.

The Status:

The Study Advisory Committee (SAC) for this study is at a point where they would like your input. Through the help of public hearings and an open house the SAC has identified four different options for the central part of the corridor and two options for the easterly end of the corridor. Attached you will find a comment card asking for your input. **Please review the entire mailing prior to filling out this comment card.**

Once the SAC has received and reviewed the comment cards a report will be prepared, reviewed, modified, and approved and then will be sent to the Edina Transportation Commission. The Edina Transportation Commission will then review, modify, and approve the report and send it to the City Council for review. The City Council will hold a public hearing regarding the proposed changes. The plan will be modified, rejected, or adopted. If adopted an implementation plan or feasibility study will then presented to the City Council.

The Options:

Descriptions of the four different options are listed below. A detailed comparison of these four different options is included with this packet.

Option 1: Arneson Parkway

Option 1: This is the option as presented by the West 70th Street Homeowner's Association. The corridor design includes two 10-foot driving lanes separated by a rumble 1-foot wide rumble strip, with multipurpose vehicle lanes (for bikes and small electric / motorized vehicles) on both sides, parking lane on one side, pushbutton pedestrian crossings at Cornelia Drive, West Shore Drive, and Wooddale Avenue, added signal at West Shore Drive, and new noise reducing asphalt pavement. Left turn lanes at West Shore Drive, Wooddale Avenue, and Cornelia Drive will be removed and extended left turn signaling with road sensors installed to trigger extended left turn lights. Planning level daily capacity is 8,000 to 10,000 vehicles per day. Overall project cost approximately \$850,000.

Option 2: Modified Arneson Parkway

Option 2: The corridor design includes two 11-foot driving lanes, with "bike only" lanes on both sides, parking lane on one side, pushbutton pedestrian crossings at Cornelia Drive, West Shore Drive, and Wooddale Avenue, added signal at West Shore Drive, and new asphalt pavement. Designated left turn lanes at the intersections of West Shore Drive, Wooddale Avenue, and Cornelia Drive will remain. Planning level daily capacity is 14,000 to 18,000 vehicles per day. Overall project cost approximately \$1,106,000.

Option 3: Three-lane Option

Option 3: This corridor design includes two lanes in each direction along with a continuous center turn lane. This option does not include any on street parking or bike / multipurpose lanes. This design also includes new smoother pavement. Planning level daily capacity is 14,000 to 18,000 vehicles per day. Overall project cost approximately \$975,000.

Option 4: Current roadway design (as is)

Option 4: This corridor design does not change what is currently in place. However, future construction would include some type of an overlay to deaden the wheel noise. Planning level daily capacity is 14,000 to 18,000 vehicles per day. Overall project cost \$775,000.

West and East End Options:

West End: The westerly end of the corridor encompasses the intersection of TH100 and the frontage roads to the north and south of West 70th Street. One option is to leave as is. As another option would be to incorporate two roundabouts, one on each side of TH100 (see attached sketch). The additional cost for the roundabout is \$1,000,000.

East End: The easterly end of the corridor encompasses both Valley View Road intersection as well as the France Avenue intersection. The France Avenue intersection is proposed to remain the same. However, there is an option of a roundabout at Valley View Road and West 70th Street (see attached sketch). The additional cost for this roundabout is \$800,000.

The Funding:

West 70th Street is currently a designated Municipal State Aid (MSA) roadway. Twenty percent of local municipality roadways are typically dedicated as MSA roadways. This means that funding for MSA roadways are derived from the State Gas Tax; this money is then distributed through the Minnesota Department of Transportation. In order to acquire this money for roadway projects, the municipality must abide by the rules put in place by the State Legislators. The City Council has established a local funding policy in Edina for MSA roadways. This policy special assesses twenty percent of the cost of the roadway to the adjacent properties; the other 80 percent is funded through MSA monies. The potential funding options could be:

1. 80% with MSA funds and 20% with special assessments to adjacent property owners.
2. Increase property taxes to the entire City to fund a specific roadway project.
3. Special Assessments to a specific area / neighborhood.

Some of the options do not meet current State rules and therefore would not be eligible for MSA funding. However, variances are possible for some of the options and would need to be applied for once an option is chosen. Approval of variances is NOT guaranteed.

OPTION	REQUIRED VARIANCE FROM MNDOT	
	ROADWAY	SIGNAL @ WEST SHORE DRIVE
1	Yes	Yes
2	Yes	Yes
3	No	Yes
4	No changes planned	No signal planned

The Comment Card Due Date:

Please return the comment card by September 5.