

**W. 70th Street Corridor Traffic Study
(Highway 100 to France Avenue)
Comments from Residents
November 28, 2006**

TYPE OF INPUT <small>(CS: comment sheet, E: email, L: letter, O: other)</small>	NAME	ADDRESS	WHO ARE YOU?			1. Identify issues and concerns. Specify location.	Speed:	Access:	Volume:
			Study Area Resident	Area Bus. Owner/Mgr	Other				
CS	Laura Lehmann Cuching Hamlen	6820 Wooddale Ave	X			We have an 8 year old son who attends Cornelia and we dare not let him cross 70th without an adult. Cars run red lights.	Too high near school and all along area where neighborhood streets access 70th	impossible anywhere but at Cornelia light unless turning right or it is midnight.	Very high volume- starts in morning, continues till evening
CS	Mark Manfred	4445 Dunham Dr	X			No concern	No concern	No concern	Reduce the current volume of traffic
CS	Craig Corah	4420 Judson Ln	X						
CS	George and Doris Cole	5601 Dewey Hill Rd, #303	X			Traffic has to merge from 2-lanes to 1-lane from 100 to 70th going east, and also at France to 70th going west.	30 mph OK if enforced		Excessive back up at going to work and coming from work times
CS	Michael Harrel	6813 West Shore Dr	X			Any solution that increases traffic on West Shore between 70th and 60th would detract from safety.			Con about increasing traffic on West Shore Drive between 66th and 70th
CS	Bob Rofidol	7125 Bristol Blvd	X			School- Pool-Walking	always a problem	Turn on 70th and light back up	yes
CS	Eric and Dona Greene	4505 Claremore CT	X			We feel widening 70th would increase the amount of traffic and make it harder to cross. Both of these things would make it more difficult for us and our 2 grade school children to walk and bike.	We were not aware of speeding, but maybe a light at Wooddale would slow down traffic. A light would also make it easier to cross besides going to Cornelia.	Even going west from the south is not a problem. Do people really feel this is problem enough to widen it?	I travel 70th several times a day and never thought it to be too busy or congested.
CS	Pamela Badger	4412 70th St W	X			Even at the traffic light it is difficult to cross- impossible every where else	Cars speed up to and through the traffic light at Cornelia and 70th	It is difficult to exit my driveway and also to make turns on to 70th from side streets.	In the 17 1/2 yrs I have lived here, traffic has increased dramatically. Plus there is a lot of early morning 4-6 am truck traffic.
CS	Ron and Mary Martin	4519 70th St W	X			Lack of management of the city traffic. Pedestrians crossing West 70th under heavy traffic conditions. Bicycling on West 70th a hazard. School children are constantly at risk in the neighborhood with the excess traffic.	Vehicle speed exceed the 30 mph between highway 100 and France avenue, and police enforcement is almost nonexistent.	Frustration and anger with residents trying to access west 70th from all side streets to west 70th during all of the day hours.	Studies indicate EXCESS volume of traffic on west 70th from highway 100 to France avenue. Commercial vehicles using West 70th street as a race track traveling to and from highway 100
CS	Miles and Linda Kunert	4717 Wilford Way	X			Speed!! Failure to yield to pedestrians/ bikes.	I have never NOT been tailgated during the speed limit on 70th (which I always do.)	We drive through the neighborhood to the light at Cornelia to turn left.	
CS	L Morgan and Marion Larson	7204 Monardo Ln	X						
CS	AL and Joanne Bolduc	7001 West Shore Dr	X			I do not have a concern. I can safely cross 70th at West Shore. The plastic signs are a great benefit but it is not horrific without them.	It's a given that people speed on 70th. They do not usually speed on South West Shore.	Despite what some would have you believe, turning onto 70th from West Shore is NOT a 3 5 minute wait. Granted cars can line up but a stop light won't help.	While traffic has increased, it doesn't merit widening street
CS	Hosmer and Marilyn Brown	7104 West Shore Dr	X			When biking and walking- hard to cross 70th	I have NOT NOTICED speed is EXCESSIVE	Impossible to access 70th from West Shore at peak time- need a stop light	Early morning is heavy- 7-8 am
CS	Nancy Beegle	7317 West Shore Dr	X			I can't run ("jog") across 70th without the fear of getting hit. I worry having my 13 yr old cross with his bike. I tell him to ride to Cornelia in order to safely cross.	W Shore Dr- HORRIBLE- not only the teens in area, but adults as well speeding.	W Shore is turning into a main artery into our "back" streets.	70th is impossible. It is sad when I need to take an unnecessary east turn because I need to go west.
CS	Gerald Lundeen	4909 Aspasia Ln	X				N. bound exits onto 70th excess speed ignoring red light, forcing way into lineup entering Christ Pres. Church.	Difficult and long waits to enter 70th from S. service road	High
CS	Joan Adams	4900 Larkspur Ln	X			See #3 other comments	See #3 other comments	See #3 other comments	See #3 other comments
CS	Jan Hall	7200 Bristol Cir	X			Children living area walk to Cornelia School		People want to avoid the long wait at the light at 70th and France so they turn right at Cornelia, go part school and then left on 72nd and right to go south on France	
CS	Kathy Coleman	6704 West Shore Dr	X				Issue more speeding tickets-drivers will know Edina is serious about speed limits!!	Coming south on W Shore Dr and making a left onto W 70th- very difficult and dangerous- some form of traffic control is needed at W Shore Dr and 70th	I do not see this as a "Southdale problem" I think people are coming off 62, 100 and 494 out of frustration. Also think volume due to business office buildings west of 100 (have a negative impact on 70th)
CS	Mark Grossman	4500 Andover Rd	X			Need for additional traffic lights at Wooddale, West Shore and Arneson Acres Park	Maintain 30 mph speeds with enforcement	No widening of 70th street- add signals to improve access from side streets	no widening of 70th street- reduce volume on 70th
CS	Joan McGirl	4504 Andover Rd	X			Andover Rd has no sidewalk- Children walk and play at Cornelia School	To many curves around Cornelia School. Speed could be deathly.	It is impossible to get on 70th from W Shore Dr. Walking to cross 70th is dangerous!	What is the maximum traffic 70th can take? What can residents do to keep traffic out of the school area and slow down 70th?
CS	Eric and Anne Marie Johnson	7216 Monardo Ln	X			During rush hours it is difficult to cross at any location other than Cornelia Drive, we will go out of our way to use Cornelia Drive to avoid other locations.	Cars exiting hwy 100 (northbound) fly right through the yield sign and don't slow down enough. A stop sign at the end of the ramp would help.	It is difficult to exit at Normandale (frontage road) when CPC is having services during rush hours.	Evening rush hours, Wednesday evening when CPC is having services, Sunday evening services and Tuesday am bible study. Traffic can be continuous.
CS	LeAnn Landis	4528 Belvidere Ln	X			1.) It is very difficult to cross 70th at West Shore Dr as a pedestrian or on bikes. 2.) Due to poor biking access (no bike lanes) in Edina- we try to go W on 70th to the W side of hwy 100 but very dangerous to get through 100 commons	Speeding is a constant problem on West Shore Dr. past Belvidere Ln going in both directions. Very heavy traffic since there is limited access to the southern housing development many people use W shore.	I think there is increase traffic on 70th to Wooddale and W Shore Dr to get to the housing south of 70th since there is no access from the southern side. Also, near impossible to access 70th St (esp. westbound/ L turn) from W Shore.	Obvious high (#) volume of cars on 70th and West Shore. Most the noise comes from speeding traffic, revving engines and honking
CS	Lionel A Blatchley	7432 West Shore Dr	X			An improvement issue with Cornelia School and Park right off 70th, also many driveways exit onto 70th.	In general, cars exceed the speed limit.	Access to W 70th from W Shore especially turning west is my biggest concern.	Has increased over last few years- fear it will get worse with Gramercy and Southdale development.

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			Study Area Resident	Area Bus. Owner/Mgr	Other	Safety:	Speed:	Access:	Volume:
CS	Richard K Simmons	4800 Dunberry Ln	X						Bad enough now. Widening the streets will only make it worse.
CS	Bill Hanson	7457 West Shore Dr	X				Speeding on 70th (especially when trying to turn onto 70th from West Shore Drive South)	Easier access to 70th West from West Shore Drive during morning and evening	
CS	Henry and Winifred Meeker	4800 Wilford Way	X			See below (to the right)		Stop light at W Shore Dr would give safer and more reliable access to 70th from south and north traffic	
CS	Margret and Gerald Mullin	4417 Clavermore Dr	X			Particularly for walkers or bikers going across 70th, on France Ave we are trapped!	too fast for most cars to negotiate safe passage	Very difficult left turn (to the west) onto 70th. We can easily go to the stop sign on 70th- our solution	increasingly without much thought to alternative transportation to decrease car traffic
CS	Gary Sundin	4700 Dunberry Ln	X			West shore drive North of 70th- speed, high volume of cars, slop encourages speeding	West Shore from Upper Terrance to 70th slopes and promotes speeding. Too many cut troughs.	Church traffic down dun berry makes it difficult at times to back out of driveway entering Dunberry weekdays.	Church people use Dunberry & W. Shore as a back way in/out. 70th St from 100 to West Shore too crowded 4-7 pm
CS	Dan Beegle	7317 West Shore Dr	X			Pedestrian crossing across 70th	70th St between 100 & France. West Shore Dr south of 70th	From south, entering onto 70th from West Shore Dr is very dangerous	Needs to be reduced! Making the road wider won't help pedestrians or local residents
CS	L. Morgan and Marian Larson	7204 Monardo Ln	X			We need a stoplight at West Shore Dr so we can get onto 70th and so our children can cross and go to school	Because of speeding cars, we feel that stoplight at West Shore Dr and possibly Wooddale would discourage speeding and cut through traffic. We should discourage truck traffic because this is a residential street.		
CS	Judie Dale	7007 Lynmar Ln	X			I cross (walking) 70th twice a say. It is not so bad at 7 am, but in the afternoon at 5:15 it is shear terror.	Cars do go by at a good clip but the biggest cars is the cops.		
CS	Josh Sprague	4720 70th St W	X			No crosswalks to Arnes Aces. Existing crosswalks near West Shore to Normandale have no dedicated flashing lights (like near the Galleria).	Too fast and not enforced ever	Poor- no way out of driveways without dangerously quick moves	Too much- this is a residential street not a truck route, that needs to be restored to its dignity
CS	Roberta Thorpe	6904 Cornelia Dr	X			Summer is busy on Cornelia Dr and W 70th, with more people using the crosswalk, parks and streets	Fast- Cornelia Dr between 70th and 66th. Fast on 70th	No problem from Cornelia Drive. More difficult at West Shore Drive	Higher during certain hours- AM and PM. There will always be a lot of traffic on 70th, always has been, always will be.
CS	David J Carlson	4713 Aspasia Cir	X			Big issue, especially in the area of Cornelia School. We believe there should be a 15 mph speed limit during hours school is in session (as is in the case in Hopkins)	Often a problem near Hwy 100/ 70th Interchange, as vehicles heading east and exiting 100 from northbound lane accelerate.	Data presented at meeting doesn't accurately reflect difficulty of accessing 70th and south service road near 100/70th interchange during hrs of 4-6 pm	As 34-yr residents of this neighborhood we question data which indicates a relatively small increase in traffic volumes in 20+ yrs, especially between 4-6 pm
CS	Gloria Nelson	4205 Dunberry Ln	X			Difficulty at Wooddale getting out on 70th sty. I have visited friends on other side of 70th - People do not obey the no (right) turn on red sign at stop light	People drive too fast- I have had people honk because I am going the speed limit.	70th should not be the main thoroughfare from France to Hwy 100	70th is a residential street- there is too much traffic on it. Traffic must be channeled to other streets.
CS	Kerri Casey	4420 70th St W	X			Cars go fast on 70th making it dangerous getting in and out my driveway. Our dog was killed in 200 at 5:15 pm. Our neighbor's cat was killed yesterday. Neighbor boy was hit by a car in 2001.	Almost no one goes 30 mph	Between 3-6 pm Mon-Fri it's very difficult to get in and out of our driveway. It's a good 2-3 min wait at times. To head east I have to go around the block because I can't get across.	Worst volume between 3-6, otherwise pretty steady
CS	Mark R Anderson	6600 Cornelia Dr	X						
Faxed CS	Dennis and Jan Ferkes	7313 West Shore Dr	X			Pedestrian crossing at West Shore Drive is dangerous. Cars do not stop as required by law.	consistent with other roads. I find France and York to be more intimidating.	I have learned how to access 70th St from West Shore Dr, but it isn't easy. When driving west, I will take whichever street to the south depending on when I have an opening in the traffic. I do not like waiting in the left turn lane going west with heavy traffic speeding by on my left, nor speeding toward me. The road is too narrow and I fell very uneasy.	Too much traffic at afternoon rush hour.
CS	Ted and Kari Iardelli	4417 70th St W	X			The biggest problem with safety is the speeding and passing in the shoulder.	Coming off from Hwy 100 people pass and speed	I live on 70th St, the only time I have trouble accessing is at about 4:30/5 pm- 5:30/6 pm M-F	The volume of traffic is really only bad at evening rush. However, people speed and pass in the shoulder.
CS	Gail Mayo	6836 Creston Rd	X			As a pedestrian you cannot safely crass 70th at West Shore Drive. As a driver you cannot safely cross 70th at West Shore, Creston ect.	Cars speed thru neighborhood & on 70th regularly. The noise is awful.	70th is being used as a thoroughfare for people coming off 100 & France & York. It should be an access for our neighborhood.	Too many vehicles, nonstop noise, pollution and devaluation of our neighborhood.
CS	Marge Andre	4209 70th St W	X			Bike safety (vehicles drive at excessive speeds) Pedestrian (vehicles disregard crosswalks). Children on foot & bikes trying to get to school and park.	70th St from Hwy 100 to France Excessive speed with NO enforcement of traffic violations	Difficult to make left turn into driveway although traffic light at Cornelia helps a great deal.	Excessive volumes for a residential street

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CS	Gary A Hudson	4512 Belvidere Ln	X			Drivers exceeding the speed limit make it difficult for pedestrians and bicyclists who wish to cross 70th Street as well as for drivers who wish to make right or left turns at either West Shore Drive or Wooddale or to cross 70th Street. For residents of 70th Street it is extremely difficult to get their vehicles onto 70th Street due to heavy and fast-moving traffic.	30 mph speed limit needs to be enforced on 70th Street between Hwy 100 and France. Police need to make arrests, enforcing the limit. Absolutely, another stoplight should be added to either West Shore Dr or Wooddale. Speed bumps would help slow down traffic. Also, those who turn south on West Shore Drive and Wooddale quickly gain high speed. Enforcement is needed there, too. Note: that in Richfield, the speed limit for 76/77th Street is 30 mph and effort is made to enforce it.	See "Safety" above (Left). It is difficult for residents to gain access or cross 70th Street, whether driver, bicyclists, or pedestrians.	The traffic count should have been made in a season other than summer and should count all statistics, including Mondays and Fridays. ALL use 70th and the neighborhood streets should show on statistics. Volume can also mean noise. Changing the surface of 70th Street could be done to reduce traffic noise.
CS	Greg Moon	6813 Cornelia Dr	X			excessive speed creates safety issues, especially with pedestrians & bikes on Cornelia Drive.	excessive speeds on Valley View Road between France & 66th Street: on 70th Street between France & Hwy 100, Cornelia Drive between 66th & 70th.		
CS	David Christenson	7312 West Shore Dr	X			Walkers (& runners) crossing 70th	West Shore & 70th	Some- left turn going east to West Shore	during afternoon rush hour
CS	Mareia Coon	4813 Wilforn Way	X						
CS	Dan Berntson	6728 Point Dr	X			Pedestrians and children's trikes etc. Need sidewalks to safely walk. Streets lighting should be added.			
CS	Rodwey Vucenicl	4604 Gilford Dr	X				West Shore Drive & Gilford Drive	Horrible wait times on 70th & West Shore	
CS	Ted Cadwell	7308 Wooddale Ave	X						
CS	Tim Swenson	4701 Upper TER	X			Must have good cross-walks/ controls for pedestrians			
CS	Janet Bohan	800 Coventry Pl	X					Access to France and York from side streets without lights is a problem as well, e.g. Parklawn to York	Traffic on York and France is a continuing problem. Consideration has to be given to those streets as well.
CS	Eugene & Rosemary Persha	6917 Cornelia Dr	X			Pedestrian crossing, school	70th & Cornelia, 78th & West Shore, 70th & France poor police monitoring.	Entrance & exit from Hwy 100 is crucial, absolutely crucial to the problem on 70th.	Diverting traffic off 70th which is duelly related to development in the area
CS	Mark Chamberlain	7004 Bristol Blvd	X						
CS	Jon R DeMars Victorsen	7213 Cornelia Dr	X				By Cornelia school		
CS	Dennis L brown	6121 Virginia Ave S		X	X				The 20 yr comparision of traffic data is flawed. It is not believable that it has not increased.
CS	Aune-Marie Plante	4801 70th st W	X			Highly unsafe for a school zone; not limited to peak times unsafe at most hours due to lack of control & monitoring	West Shore to Hwy 100 → lack of controls for traffic turning/ traveling east on 70th: no complete stops. No police monitoring evident	Unable to safely get in & out of my own driveway- victimized by aggressive drivers.	excessive volume is unregulated & mostly commercial through traffic.
CS	Michael and Debbie McConnell	4513 Belvidere Ln	X			Consider routing commercial traffic off 70th to 66th/ Valley view for Safety reasons (maybe using weight restrictions)		We experienced a steady increase in cars cutting through our streets. Street lights will likely increase this cut through behavior. Unless we can route some cars off 70th to other routes like 66th? 77th?	
CS	Kathy Lucas	4212 70th St W	X			Excessive speed on 70th St. Cross-walk safety	From Hwy 100 to France 40-50 mph when not bumper to bumper	It could not take me 10 minutes to get out of my drive	Shortcut to other places instead of 62 and 494 which are also congested. Freeway noise Volume!
CS	Karen and Charles Blalock	4520 Belvidere Ln	X			There is only one stoplight & it is at Cornelia/ 70th. The next most dense corner is West Shore- need a stoplight	No speed problems here Do your studies on days when high school kids are driving to school & parents are dropping of grade school & middle school		Both Wooddale and West Shore are two of the highest volume traffic & need traffic signals or signs
	Dick Johnson	7328 West Shore Dr	X				On West Shore Drive- could be from resident in my opinion	Settingon 70th Street from West Shore from about 4 pm to 6 pm	
CS	Christopher Rywelski	4517 Gilford Dr				I don't believe the enforcement of speed/traffic safety is adequate for an educational area.	Too fast for the "perceived" purposeof 70th.	Impossible for no.bound/so.bound traff to enter 70th during peak times of the day.	Too heavy for the "perceived" purpose of 70th.
CS	Joe Witchger	4754 Hibiscus	X			Biking & walking across 70th, speed on West Shore, Hibiscus & Cornelia. Also safety around pool/Lake Cornelia.	Normandale/Hibiscus further So. __ data shows speed @ turn where it has to be slower. Also @ 66th @ Lake Cornelia.	Crossing 70th by car, bike or foot, esp. during morning & afternoon rush hrs. 3-6:30 p.m. and Wed. nite & Sund. Morning turning left from Normandale to 70th @ CPC.	At times noted above timing of lights make it difficult to get across 70th at CPC & @ West Shore.
CS	Beth Choukalas	4801 Trillium Ln	X			Walking from 100 & 70th to So.Dale/Centennial Lakes - very dangerous crossing busy street. Walking anywhere is dangerous - if there are any lights - they area on "walk" barely long enough to across 1/2 of the street.	Cars exiting No. 100 going east very rarely slow down when entering 70th.	CPC causes major access problems for residents to enter 70th on Sundays, Wed; other occassions. They should enter on Normandale, no 70th.	
CS	Cliff & Carmen Waughtel	4409 Dunberry	X			Too much traff for a school, playground, etc.	All too high - someone will be killed - it's an accident waiting to happen.		Too high - reduce traff - not widen 70th.
CS	Douglas Maxwell	4712 Wilford Way	X			Impossible to enter 70th from West Shore during morning & evening heavy traff.			

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CS	Roger Harmon	7129 Cornelia Dr	X			Of great concern is the traff in the Cornelia School over on 70th and also Cornelia Dr.	Generally above 30 MPH on 70th and very often above 30 MPH on Cornelia Dr.	Cornelia at 70th is ok with the lites.	The volume is excessive on 70th and also on Cornelia.
CS	Pat Harmon	7129 Cornelia Dr	X			School grounds & playground.	Cornelia betw. 70th & 72nd. Many cars speed more than 30 mph should be 20 mph by school.	Cars use Cornelia (70th to 72nd) to cut thru to and from France.	Discourage cars from cutting thru past the school to get to France.
CS	Beth & Mark Ettinger	7202 West Shore	X			The school is right on 70th, cyclists on 70th as well as pedestrian traff.	People drive too fast - they go faster then 30 mph.	Living on a side street its difficult to cross or turn on 70th during morning and evening rush hour.	Very high, esp. when 494 and crosstown are backed up.
CS	Peggy Berg	7125 Cornelia Dr	X			Of school children - bikes	Cornelia & 72nd .	To France down 72nd after Cornelia Dr.	Large trucks and semis are a problem.
CS	Mr & Mrs Donald Johnson	7137 Cornelia	X				Make Cornelia 15 mph by the school. Non local cars bypass all the lights at France and go down Cornelia.		
CS	Charlie Peterson	4904 Poppy Ln	X	X		We avoid 70th - it is a "barricade."	Too quick, but "pent up" by delays.	Poor from West Shore.	#1 problem - we can't allow 70th to fuel the insatiable So.Dale retail area.
CS	Vitullo	4708 Wilford Way	X						
CS	Ruth Johnson	4809 W. 70th	X			I cannot cross 70th; I'm in a wheelchair.	Traff coming off of 4-way 100 exceeding speed limit.	Very hard to get out of our driveway due to volume.	
CS	Sandy Phillips	6800 Cornelia	X			Safety of kids, pedestrians is critical. Volumen of cars is making street unsafe for those So. & No. of 70th.	Speeders aren't stopped and ticketed because its too difficult. What about radar and two cops?	Very difficult to make left turns; too much backup of cars at peak hours.	Volume of traff needs to be decreased by any means possible.
CS	John Bohan	800 Coventry Pl	X			Pedestrian, bicycle children (school).			
CS	Nancy Siemers/Mike Bossard/Ryan & Megan Siemers	7004 Lynmar Ln & 7615 Edinborough Way	X						Could you direct So.Dale traff via signage at hwy 100 & 70th to crosstown and Valley View.
CS	Shellie Specter	7000 West Shore	X					I do not want a light or roundabout at West Shore & 70th. I'm willing to consider a stopsign. Access from West Shore on the so.side of 70th is terrible.	
CS	Kathy & Chuck Amlaw	4820 Larkspur	X			Get CPC traff off 70th - have them enter and exit on 70th.		Residences - CPC - Cornelia	The volume does not appear to have changed that much - don't exaggerate the increase!
CS	Raymond Ehlers	4212 70th St W				Traff is too fast on 70th causing it to be dangerous to try and cross the street.	Lower speeds should be made. Speed bump should be installed.		Too much traff. About 50 vehicles per minite for 6 hrs per day. Eliminate truck traff unless they have good reason to be there.
CS	Cheryl Heley	6632 West Shore	X			Cannot cross 70th easily on bike or foot; lack of sidewalks on main streets leading to lake Cornelia. This was just voted down. Apparently the majority of residents living on West Shore don't want them but as a safety issue they are needed but should be financed by the area - not just West Shore residents.	Total area, esp. 70th; West Shore.	Difficult to get on 70th but to not want a light on West Shore as it would encourage more cut thru.	
CS	Harold Babb	4701 70th St.	X			Left turn lanes at West Shore and 70th.	Speed at 70th & West Shore intersection.	My driveway 80' from intersection limited from east to west access is poor.	Excess of 14000 unis.
CS	Jan & John Ferrel	4704 W. 70th	X			Fear of being rear ended when slowing to enter my driveway; both east and west: 100' from West Shore intersection.	Excess speed of Edina squad cars (50-60 mph). Semi-trucks that rattle the house.	Difficulty making left turn from driveway during peak hours.	Inability for ped. Traff to cross at marked intersection esp. West Shore.
L	Phyllis & Joe Kohler	4512 W. 70th	X			See letter.			
L	Robert Davidson	7000 West Shore	X			See letter.			
L	Lyle Larson	4432 Fondell Dr	X			See letter.			
L	Norman Johnson	7020 West Shore	X			See letter.			
CS/L	Maureen Pollmann	7004 Heatherton Trl	X			I'm concern for the walkers - yound and old.	Enforce the speed limit, if peple know cars are being stopped they'll look at the speed they are driving.		
CS	Ruth McIntyre	7103 Bristol Blvd	X			Pedestrian crossing dangerous at: 70th & West Shore, Wooddale & 70th; France & 70th and Hazelton/France.	Reduce speed near Cornelia School to 25 mph or lower.	I use lights at Cornelia to go west on 70th, usually because its easier.	This is more of an issue around Christmas and/or city/school events (i.e. when all cars heading west/east from high school).
L / E	Tom O'Connell	7333 Oaklawn Ave	X			See letter and email.			
L	John Jurkovich	6821 Oaklawn Ave	X			See letter.			
L	John & Sandy Carlson	4433 Ellsworth Dr	X			See letter.			
CS	Tom & Michell Terwilliger	7421 Kellogg Ave	X			This is a large concern; we have 6 kids of which 3 we feel are too young to cross 70th to go to friends houses or to the Rosland park (we live so. Of 70th).	Speed is a hughe issue along with impatient drivers who run red lites at Cornelia & 70th as well as pass cars in the left turn lanes of cars turning right. This happens regularly at West shore & 70th @ Wooddale & 70th and @ cornelia & 70th. I hold the PD largely responsible for this. Speed is a problem on most residential streets in Edina which the PD do a poor job of controlling.	Access is a problem and has been along with all of these problems for over 20 years. That being said it is not a major concern and is a problem I can deal with.	Volume is a big concern for 70ths, Cornelia betw 70th & 72nd and 72nd from Cornelia to France. I believe that this area of Cornelia has roughly 1800 Cars per day and 72nd has 1700. These streets were not designed for that high of traffic. Speed is also a problem here.

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CS	Michael Ebnet	4501 Claremore Ct.	X			Great difficulty crossing 70th on foot, esp. when peds signs removed. They are very helpful.	Occasionally makes it difficult to get on to 70th at Wooddale or West shore.	See above.	Holiday backup in De. Has cars bumper to bumper from France to Hwy 100 at rush hour evenings.
CS	Shana Finnegan	4421 Dunberry Ln	X			I want 70th to provide safe access for my 5 and 8 year old children to go to school, park, etc.	I have stood on the sidewalk on 70th and watched commuters cut thru yellow and red lights while children are starting to cross.	Because 70th seems to function more like a hwy than a residential street, getting onto it is difficult.	My feeling is that the volume is greatest late in the day when commutes are using 70th as a shortcut to crosstown.
CS	Brian Finnegan	4421 Dunberry Ln	X			Safe place for my children, they attend Cornelia.	Reduce speeds and usage.		
CS	Marie Sullivan	4512 Hibiscus	X			Traff on 70th speeds, ignores crosswalks and pulls out into left turn lanes to pass slowing cars turning right. Very dangerous for Cornelia students and peds.	Speeding on 70th makes timing of lights ineffective at creating gaps in traff which are needed for crossing and merging onto 70th.	its's unreasonably difficult to get into and out of my n'hood. We need a left turn light on 70th to go south on Cornelia and lights at West Shore and 70th.	Too often eastbound 70th has no break in traff flow!!! Too many cars exiting 62 at Gleason or Tracy as well as those coming off No. and So. bound 100 flood 70th!
CS	Marianne Rother Richard Stein	7016 Bristol	X					This goes with volume.	Too many cars. We can wait 5:00 to get on 70th around 4:00 & 5:00 o'clock.
CS	David & Donna Hamilton	4805 W. 70th	X			Traff lite on West Shore; ped. Crosswalks at church and Arneson Acres.	25 mph (enforced) for all vehicles. Install speed bumps on 70th.	Restrict access by whatever mans. Redirect traff coming from west to 77th.	Cut volume by opening 77th to 100 north and south. Direct 100 trff away from 70th.
CS	Bob & Carmie Hobbins	4708 Upper Terr	X			Speed, dangerous left turns.	Very bad on West Shore.	Need more controlled intersections.	
CS	Barbara Halloran	4516 Belvidere	X			School, biking, walking, pollution, cut-thru traff, speeing	70th, West Shore, Cornelia, Wooddale, Dunberry.	Getting onto 70th from north to south or vice versa.	Excessive esp. when busienss employees from east of 100 clog 70th.
CS	Colby Wilkins	4515 W 70th St	X			Reduce speed to 25 mph, rmove state aid.	You said it yourself 80% speed. Remove state aid and lower the speed limit to 25.	Remove left turn lanes, put up signs to southdale from alternative routes.	Reduce the cut thru traff.
CS	Gail Davis	6953 Southdale Rd	X			All the current traff procedures too much pollution; cars turning onto 70th will be safe if cut-thru traff is diverted; right now its not safe for children to walk to school or parks.	Enforce it. Get the PD out of 68th & VV and put them onto 70th.	Only need local residence access.	Eliminate truck traff; reduce traff count; divert traff.
CS	Vaughn Asselstine	4413 Ellsworth	X			Bicycle/peds safety - our n'hood does not have sidewalks, and crossing the major streets that are our boundaries is very dangerous.	We are completely hemmed in by cars on all sides.	Need a stoplite @ West Shore & 70th and lots more stop signs on 70th. Need access to so.dale area with bridges or tunnels to cross France, and public walkways and transp. Around so.dale.	
CS	Lorenzo Tunesi	4413 Ellsworth	X			Difficult to cross the street everywhere except at Cornelia. Very dangerous road for bicycles.	Usually too high.	Difficult to go from the cornelia area to 70th going west. Too much traff to cross safely.	
CS	Dom & Kay Violante	6912 Hillcrest Ln	X			Cornelia School. Kids crossing 70th .	All along the street - 70th. Suggest speed bumps esp. near the school. Speed bumps s/be on Cornelia also.	I do not believe ther is an access problem getting onto 70th.	Volume is heavy only around rush hour, then it is not excessive.
CS	Bruce Kohn	4508 Claremore Ct	X			Risks if ther are changes made that increase traff of kinds of traff (such as more trucks).	Reprot at the open house said there are a lot of speeders w/o saying how fast. They go 45 mph in a 30 mph zone is worse than 31 mph.	Do not install traff lights that could make traff patterns worse e.g. by encouraging cutting thru n'hoods.	Do not do anything to increase traff on 70th or in the n'hood.
CS	Tom Randall	7229 Monardo Ln	X			Very difficult crossing streets, even when getting off the busin the evening. Temporary x-walk signs have helped. Entrance to CPC is a problem. Perhaps the no. frontage road could become a two-way street.		Very diffcult to turn west on to 70th from the frontage road.	As bus/circulator vehicle traveling down 70th to so.dale may encourage cars to stay home for quick trips to so.dale/galleria, etc.
CS	Larry Nickander	4708 Aspasia Cir	X			It would be safer with more stopsigns to slow down and discourage cars from using 70th arterial and semiphore. They would slow up with more stop signs and be a great revenue maker for PD.		Increase signage for using crosstown & 77th; prohibit trucks by weight.	The inconvenience of more stop signs should reduce volume.
CS	Jonathan Fernands	6905 West Shore	X			Speed, lack of police patrols.	Hwy 100 to Cornelia, both directions.		Reduce, period.
CS	Mark Mitchell & Virginia Kuebelbeck	7001 Heatherton Trl	X			Kids ability to cross 70th for school, going playground, swimming pool. Note: 70th is a loud street due to traff. It is loud when you are in your backyard or on the sidewalk	They city study proved how much the lights are violated. Speed limit s/be no more than 25 mph near Cornelia School and enforced from Hwy 100 to France.	Difficult on/off and getting worse. An expanded 70th will divide the n'hood north from south even more than it is now.	Increased volume as proven by SRF's study exacerbates safety issues, noise and air pollution, access. The church access clogs east-west during rush hours.
CS	Tom & Lynn Halloran	6824 Creston Rd	X			No safe crossing from No. 70th to South; need a light at West Shore.	All along 70th (100-France).	Always go to Cornelia to turn left at light on 70th; go to West Shore to turn right; make less traveled accesses ded-end to 70th to reduce L/R turns.	Too many cars use 70th - make it a parkway and route cars to 62/77th or 494.
CS	Duane Blake	7132 Gloucester	X			Crossing 70th on foot, walking on sidewalks next to roadway (like westside of France south of 70th).	On 70th at school on Cornelia south of school.		Too much traff on 70th, roads available to So.Dale are too limited increasing traff on 70th.
CS	Pat Warner	4445 Fondell	X			Few obey ped. Crosswalk laws. Children, park and school are a major factor. Sidewalks on side streets are not necessary as the traff is usually local.	Speed on 70th is abused and needs to be enforced. I suggest reducing the speed limit to 25 mph on 70th. Paint two yellow lines (no passing allowed signs) from France to 100 on 70th.	Emergency vehicles, new home/home repair constr. Traff continue to need and use 70th. Truck delivery for business need to utilize the crosstown and 76/77th exits. This s/b enforced and directional signage may be used to redirect that traff.	If traff is redirected to the crosstown and 76/77th exit, the speed is reduced to 25 mph on 70th betw. France and hwy 100, the volume should drop.
CS	Bud & Kathey Black	4444 Andover Rd	X			Ped. Crossing at West Shore and Wooddale. Basically pedx signs are ignored.	Most cars are going above limit from Cornelia to 100 stoplite - both directions.	Left turns or crossing at West shore & Wooddale take awhile from 3-7 p.m.	Too much, too many thru trucks.
CS	George & Claudia Peltier	4609 Gilford	X			Poor traff mgmt at CPC.	Sunday and Tuesday a.m., Sunday p.m.	Cannot exit on to 70th from West Shore many hours o the day.	Cannot turn right on red at grade school; cannot turn left off 70th at Wooddale.

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			Study Area Resident	Area Bus. Owner/Mgr	Other				
CS	Forrest & Lisa Flint	6837 Oaklawn	X			Study safety to kids at Cornelia School & peds going to swimming pool, i.e. sidewalks - school to pool.	Study impact of reducing it.	Study 4-way stops on all 4-way intersection to discover	Too many non-n'hood cars. Study ways to reduce this.
CS	Alfred Wendt	7401 West shore	X			Not a major issue other than to cross or make left turns.	Never felt this a problem.	Crossing over or making left turns is a major problem, esp. during rush hours.	As it affects crossing and turning from, to, during rush hours.
CS	Eric Larson Geeta Dash	7301 West Shore	X			Crossing 70th at West Shore, crossing France at 72nd by foot or bicycle - drivers turning left tend not to look for peds.	Speeding all along 70th betw Cahill and York.	Turning left onto 70th from West Shore.	As the chart showed, 70th is busy much of the day.
CS	Velia Melrose	4704 Aspasia	X			Cornelia students need 70th to remain a safe side street.	Maintain or decrease current limit betw 100 & France to discourage use of 70th.	It is only difficult to access 70th during rush hours, even then its not bad. Do not close off the streets access to 70th.	I don't see the need - heavy traff only happen once or twice a day.
CS	Michael & Marianne Kenfield	6913 Hillcrest	X			School & resident street. Never intended as main access to So.Dale area or so we were told 10 years ago when I looked at this same problem while a member of the Cornelia School site council. 70th is too easy an access for thru traff. Too many cars on their way to So.Dale area.			
CS	Paul Bastyr & Jennifer O'Brien	4512 Balfanz	X			Trying to cross 70th at Wooddale, Creston & West Shore walking on West Shore, Cornelia.	West shore, Cornelia, 70th.	Hard to make left turn out of West shore onto 70th in morning and evening.	Lots of cut thru traff on West Shore & Cornelia and lots of So.Dale area traff on 70th.
CS	Michael Schroeder	7020 Kellogg	X			The real safety concerns involve peds crossing of 70th. Do the peds counts demonstrate the number of children who might be crossing in the summer or perhaps more important do they account for the 'latent' demand for children crossing (presuming that many parent do not allow their children to cross the street)?	Seped may be the most critical part of the problem, esp. because there may be little we can do about the volume of traff. If speed problems can be addressed the peds safety issue may be somewhat resolved.	Getting onto 70th from any of the crossing streets (Cornelia excepted) particularly for left turn movements is a real issue. Waiting times can easily reach one minute, which results in impatience and potentially aggressive entering onto 70th.	Volume isn't as big a problem as speed. W/o the volume of traff we see today, the question might be: will speed increase?
CS	Nancy Thorvilson	7221 Oaklawn	X			Unsafe for everyone - cars, peds, cyclists. Making it a truck route will only make it worse! Need to enforce speed limits.	Too fast on all streets, esp. thru streets to and on 70th. Study (N.end of Cornelia, in front of school). Also Oaklawn So. Of 70th and West Shore. And what about enforcement?	One has to access on Cornelia or France at 70th, 69th or Hazelton. If traff actually traveled 30 mph one might have time but its usually going 40.	Volume too high in entire area due to traff on France so residents cut thru. But we don't need shortcuts from office/industrial park traff W. of hwy. 100 - this is a residential area with a school!!
CS	Richard Landis	4528 Belvidere Ln	X			Hazardous for bikers/peds. Difficult to access from side streets. Enforce traff laws; reroute some traff.	People drive too fast along 70th and many streets, e.g. West Shore both north and south of 70th.	Limit access to 70th fro use as artery betw 100 & Fance; expand lanes on crosstown 62 to handle more traff; make VV a more dominant artery to So. Dale. Increase use of 77/76th over 70th. Xerxes betw 62 & 66th is a known speed trap. Have PD enforce the limit on 70th (including buses.)	
CS	Julie Tonsager-Tabor	6932 Cornelia	X			I'm very concerned about safety in particular with children crossing 70th to go to school and the pool if they expand 70th.		I'm concerned that it may increase traff low on Cornelia.	
CS	Gary Copland	4805 Hibiscus	X			We avoid walking and bicycling on 70th because of the traff.		Turning left from the south frontage road (normandale) can be difficult at times.	Turning left from other south-side streets is next to impossible from 8-9:30 a.m and 4-6:30 p.m.
CS	Susan de Hoog	7215 Gloucester	X			Bike lanes would be very useful! There are many cyclists on the street - kids and adults. I know several adults who bike to work year round.			Excessive evening rush hour traff on 70th both east and west of hwy 100, and again at France.
CS	Clayt Tabor	6932 Cornelia	X			It the city was serious about safety, they would have added sidewalks on Cornelia and West Shore last month, but the city council voted them down in favor of aesthetics. Cost was \$800/resident over 10 years.		Make 70th less desirable as a shortcut.	
CS	John & Gwen Budd	4417 Fondell	X			Cars mostly ignore peds trying to cross 70th at designated crossings.		Inability to turn onto 70th esp. crossing traff from Wooddale and West Shore at peak times. But access to 100 is very convenient and we would oppose any realignment.	
CS	Paul & Joan Wehrmeister	7113 Cornelia	X			Number of cars on Cornelia	Cornelia - speeders	No or restrict truck traff/limit streets to residential traff.	Parkway traff.
CS	Jean Evers	4413 W. 70th	X			Peds and bikers on 70th. Turning out of our driveway onto 70th.	Coming over the hill from the west past our house and towards Cornelia school.	Very difficult to turn onto 70th east and west from 7 a.m. to 7 p.m.	Very high volume of traff.
CS	Vicki & Tim Barzen	4713 Upper Terr	X					70th & West Shore. A stop lite would help slow traff down and provide access to 70th.	
CS	Susan Jean Smith	7308 West Shore	X						
CS	Theresa Lau	4500 Andover Rd	X			Unsafe along 70th for n'hood children and adult peds and bikers.	Drivers tend to speed at least 5-10 miles above limit. Therefore we need to bring speed limit down to 20-25 mph and have cops stationed to monitor.	Access from both sides of 70th is difficult during rush hours.	High volume during rush hours on 70th prevents local residents on both sides of from getting onto 70th.

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			Study Area Resident	Area Bus. Owner/Mgr	Other	Safety:	Speed:	Access:	Volume:
CS	Karen Carlson	4713 Aspasia Cir	X			We get on to 70th from the frontage road for hwy. 100. We must deal with east-west traff. Church parkign lot traff and exit ramp from 100 traff.		It seems like an accident waiting to happen. It is very difficult to get onto 70th.	I don't believe that the bumper to bumper traff betw 4:30-5:30 p.m. is going to So.Dale shop.
CS	Lisa Billingham Mike Jensen	4517 Dunham	X			Cornelia School is on 70th. What are safety plans for children crossing the street; more cars could result in more potential burglars thru this n'hood.	Cars are forced to drive the speed limit due to the narrow street and turn lanes. 4-lanes will increase passing, w hich is accomplished by increasing speed.	We like the limited access to our n'hood. A major thoroughfare will increase cars into our streets.	The narrow street & 30 mph encourages drivers to use 62 and 494. The more attractive 70th is, the more we are encouraging drivers to use it as an alternative to 494 and 62. Use the money to improve 62 and leave residential streets alone.
CS	Robert Gubrud	4421 Ellsworth	X					Ability to make a left hand turn onto 70th from Wooddale.	
CS	Kristin Celms Darin Teske	4705 Wilford Way	X			I currently don't cross 70th when I'm walking/running.	Speeds can be 45-50 mph - speed limit is not enforced currently.	Access from n'hood currently difficult with volume and high speeds.	Even if volume hasn't increased significantly in 20 years, I don't believe road was built for the volume it has, and drivers are passing through and not acting like good citizens. Driving generally has grown 'angrier' overtime in Mpls/St. Paul.
CS	Lori Prebil	4504 Claremore Ct.	X			A light or stop sign at West Shore would be very helpful.	Drivers going west accelerate after the light at 70th & Cornelia.		Volume has increased, but not to the point of inconvenience.
CS	Daniel Baron	4817 Larkspur Ln	X			Yes - for both peds/bikes along 70th. Pulling out onto 70th is dangerous.	Across from CPC esp. but along the whole street as well.	It takes us a long time to pull onto 70th esp. during rush hour and on Sunday mornings.	Too many people cutting thru from hwy. 100 to So.Dale area.
CS	Leroy & Mary Shaw	4216 W. 70th	X			Due to the speed and volume of traff you take your life in your hands walking your kids to school or one of the parks.	The speed limit on 70th near Cornelia Elem s/b reduced to 20 mph for the safety of the students.	We put a trun around in our driveway but there are many times it takes several minutes to be able to exit.	When 62, 494 or 100 are backed up due to volume or accidents 70th becomes the overflow hwy. This is a residential street not a hwy. or truck route.
E	Joshua Sprague	4720 70th St W	X			See email message			
E	Nicole Vucenich	4604 Gilford Dr	X			See email message			
E	George & Bonnie Griffiths	4444 Dunham Dr	X			See email message			
L	David Rodbourne	4501 Dunberry	X			See letter.			
L / E	Michael DeMoss	6950 France		X	X	See letter and email.			
L	Greater W. 70th St. Homeowners Assoc.		X			See letter.			
CS	Remboldt	5129 Abercrombie Dr	X			70th at Rabun and Metro Blvd intersection - occluded like a bad artery. We are captives most of the day. Drivers ignore the stop no/turn red signal at 70th frontage road, reducing our chances of getting on 70th from Rabun to lethal! Drivers now use Rabun to Abercrombie to Ridgeview & Valley Ln to shortcut to 62 or 100 (which ever way they are traveling). Traff on Abercrombie has increased exponentially over the past year alone. When the new 160+ unit complex opens you have unequivocal gridlock. it is unreasonable to make 70th a hwy or to allow trucks at all. Let them access the office complex via 76th and stop the madness.			
CS	Mr & Mrs Donald Barck	4807 W. 70th	X			Our recommendation is to open 66th for an end off traffic.		Restrict truck traffic by limiting trucks to 6 wheels. Semi/high traffic areas around Atlanta have this restriction.	Certainly speed is a problem, but road noise is a bigger problem. The cement roadway with the many expansion joints are the reason for the extreme road noise.
CS			X						The only real problem from my point of view is that this roadway is one lane in either direction and there is a high volume of traffic.
CS	Joe Maley	6409 Sherwood Ave	X			Increased traff on 66th and lack of traction in winter for cars trying to get onto 66th from Sherwood could become more hazardous.			
CS	Al Corcoran	7316 West Shore	X			Crossing 70th on West Shore.			
CS	Ralph Weinberger	5167 Tifton Dr	X			Rush hour entry from Rabun to 70th to go east is dangerous with traff exiting so.bound hwy 100, childcare center on so'side of 70th and significant traff from the west side.		Same issues as "safety" - becomes very difficult to access 70th during morning and afternoon rush hours.	See other comments

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L	Margaret & Paul Krause	6828 Oaklawn				See letter.			
L	Michael Harrel	6813 West Shore Dr				See letter.			
L	Richard Kremer	6836 Oaklawn				See letter.			
L	Arthur Lowell	7505 Kellogg				See letter.			
E	Darcy & Bobby Schnitzer	7300 Gloucester				See email.			
E	Rosie Wirth	6612 Brittany				See email.			
E	Mark Grossman	4500 Andover Rd				See email.			
E	Teresa Wedin	66th & France				See email.			
E	Xing (Samuel) Li	4424 70th St				See email.			
E	Paul Linstroth	7217 Trillium				See email.			
E	Rose-Mary Utne					See email.			
E	Mary Hoover	4753 Hibiscus				See email.			
E	Ardis Blumenthal	6704 Limerick				See email.			
E	Rosie Wirth	6612 Brittany				See email, follow-up to previous.			
E	Cheryl Heley	6632 West Shore				See email			
E	Char Auld	Aspasia Ln				See email			
E	Tom Ries					See email			

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CS	Laura Lehmann Cuching Hamlen	6820 Wooddale Ave	Who died and decided to designate 70th "The Western Gateway to Southdale?" What about Vallyview/66th? What about 77th to 76th?	Differentiate between what traffic is local/ residential and what is "cut through" from 100 to Southdale. Could try to re-rough the latter to 66th and/or Valley view or improve 77th/ 100 interchange.	This whole process has angered a lot of residents. "A broad-based consensus" is supposed to be reached and we find out our participation is limited to writing down ideas ("which we my or may not agree with, we just promise to look at them, and the committee will make decisions.") I'd hardly call that a consensus- building process. We feel it will just be another project ramrodded down our throats just like the whole Southdale 20/20 deal. What a joke community input on THAT was. Let all the City Council members who live in Country Club decide what's right for us down near Southdale.
CS	Mark Manfred	4445 Dunham Dr	Make it an attractive street for a residential area.		First and foremost, don't widen the street or increase speed limit. Find ways to reduce traffic flow. Secondly, make the street more visually attractive for the residential neighborhood.
CS	Craig Corah	4420 Judson Ln		Will the street be narrower or wider? More stop lights?	It took us 15 yrs to get you to put light @ 70th and Cornelia for school. You will not ... to new lights in our neighborhood. So homeowners don't trust the city.
CS	George and Doris Cole	5601 Dewey Hill Rd, #303	Edina Industrial Blvd and W 77th not utilized properly to tale pressure off of 70th St.		It would probably receive the most opposition, but one of the improvements to be considered should be construction of 2 lanes each way on 70th.
CS	Michael Harrel	6813 West Shore Dr		Define how the proposed solution will avoid increasing the amount of travel through traffic on West Shore Drive between 70th and 60th.	Adding residents to the committee could be a dangerous move. Different neighborhoods could have different view of the best plan. Selecting residents to add to the committee would be a very difficult task because no single viewpoint will satisfy everyone.
CS	Bob Rofidol	7125 Bristol Blvd		How to avoid increase traffic	Why did you agree to a super target and 2 hotels be fore this study? You lost many options.
CS	Eric and Dona Greene	4505 Claremore CT	I have never seen it too busy besides maybe rush hour and then I go to the light at Cornelia to get on 70th. Again, add a light at Wooddale.	I find that many people use 70th to get to France locations faster. Let's Promote Valley View and put a light at Wooddale (as not to cause and back up at 100) to get some of the traffic off (if it is a problem). Try it for 2 years and see before spending large amounts of money only to make it a "Gateway" we don't want.	I think we should try some smaller temporary solutions to the "traffic problem" before major reconstruction of 70th. Lots of areas have speeding, high volumes at rush hour, ect. How is the problem to be solved with making it bigger, easier, ect. I don't hear people complaining who live here. It seems to be coming from outside the residential body. Put a representative from the neighborhood on your committee. We do want a vote this time around. Thank you!
CS	Pamela Badger	4412 70th St W		Why access can't be changed from Hwy 100 like the change made to 66th St. Speed bumps and additional traffic lights are also needed	Home values are declining on 70th street for those of us who would like to sell. Yet our taxes went up over 8% this year.
CS	Ron and Mary Martin	4519 70th St W	Commercial vehicles especially 18 wheelers are rocking and destroying west 70th street. Our house shakes when they pass our residence, plus the noise they create.	In reality, what is the City Council going to do to solve the west 70th street dilemma? We feel resistance from the City Council, and by doing nothing over the years, they have encouraged high density traffic in a residential neighborhood.	The grimace Condos being built an West 70th Street will make a substantial increase in additional traffic, noise, ect. Unless this problem is solved soon it will only get worse. Is this section of Edina now becoming the 2nd Hennepin Avenue? Does the City Council really care about this section of Edina, other than it's Commercial value? WE NEED HELP NOW!
CS	Miles and Linda Kunert	4717 Wilford Way	Where is the visual speed enforcement on 70th? I've never seen any. (I've used 70th for 40 yrs).	How can changes to 70th address neighborhood's concerns while adequately serving the Edina/ West Richfield Communities.	Please put me on your E-mail list
CS	L Morgan and Marion Larson	7204 Monardo Ln		Who is complaining about 70th? People who live south of 70th between France and 100 should have the most input because they have no access to the south and west and only 72nd exit (uncontrolled) on the east. Thru traffic and short cut takes should have the least to say. This is a residential street!	Why didn't the city council consider these problems of traffic before they Okayed those big new buildings near Southdale?
CS	AL and Joanne Bolduc	7001 West Shore Dr	Noise: the truck traffic and other traffic noise is substantial and the trucks run all night. During the day, we have trouble having a conversation in our own back yard, even though we have extensive trees to provide a sound muffler. Black top would be much better.	How can you make other streets take some of the burden? Straighten 77th? One way? Reclassifying a "State aid road"? Why can't we have asphalt?	No stop light at 70th and West Shore, we live on the corner and anything you do on 70th affects us and our property values. Despite the cries of those who live south of 70th, making a turn from West Shore to 70th DOES NOT take 3-4 of 5 minutes. It is not bad. I do not experience this I see other cars DAILY making a swift turn. You would be asking me to live 24/7 with noisy, visually, unappealing, and unnecessary light. It would not solve a problem, only create more lines and more blocked driveways. Unless you intend to make 70th a lovely, scenic parkway, quit calling it "Gateway to Southdale." This is a neighborhood, calling it a gateway invites even more traffic!
CS	Hosmer and Marilyn Brown	7104 West Shore Dr		W 70th is a great convenience to local residents. They need an effective traffic moving corridor	Keep in mind over al car traffic may reduce from gas prices and mass transit and population density will increase- we can't prevent over long run- some traffic increase is inevitable.
CS	Nancy Beegle	7317 West Shore Dr		How can we defer traffic from entering 70th? There is 62 that should be the "main entrance to Southdale" or Valley View- not 70th.	I'm extremely disappointed that the City Council approved the Centennial Lakes/ Galleria- Western buildings. They obviously don't care about the "East" residents with this vote. It seems like this initiative will be a laughing matter with them.
CS	Gerald Lundeen	4909 Aspasia Ln	Too much Christ Church traffic. They should use north service road only and close off parking lot entry onto 70th.	What input do area residents really have? What time tables for changes do you have?	

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CS	Joan Adams	4900 Larkspur Ln	See #3 other comments	1.) How can we retain the characters jog 70th as a residential street- or even enhance it? 2.) How can residents of this area avoid loss of property values?	What would be the positive/negative results if 70th St were to be made one-way, westbound between France and the northbound service road (Normandale Rd.)? Then make 66th St accessible from hwy 100 and designated one-way, eastbound. What effects would this have on fire/police coverage? CPC could enter their parking lot north of the church and exit onto 70th going west or exit onto Dunberry going east.
CS	Jan Hall	7200 Bristol Cir		What will be done to discourage this cut off on 72nd St and along Cornelia between 70th and 72nd. This is a very dangerous situation for walkers.	Perhaps a walkway could go over 70th from N to S on Cornelia. Could ramps be opened at 66th to exit and enter 100? Or maybe drivers could exit at 66th and enter at 70th there are connecting frontage roads, so this doesn't seem too far fetched.
CS	Kathy Coleman	6704 West Shore Dr		What is the best way to manage the traffic? It is not going to go away so how do we regulate it and slow it down?	I did not care for the anger and lack of courtesy demonstrated at the meeting Tuesday night. Do residents feel like they are not being heard? What are all the homemade signs doing on 70th?
CS	Mark Grossman	4500 Andover Rd		How to reduce traffic volume on 70th.	
CS	Joan McGirl	4504 Andover Rd	We need a stop light (not stop sign) on West Shore Dr.	Why not divert traffic from 100 to 66th for Southdale and France? There is fewer residents on 66th Street. Let's stay away from Cornelia School. Also what about 77th St to reach France and Southdale.	Cornelia School is 10 acres: play ground, hockey, ice skating, tennis, football and soccer. It is always crowded with kids and adults.
CS	Eric and Anne Marie Johnson	7216 Monardo Ln	Crossing 70th is extremely dangerous for cars, walkers and bikers. People want to access the other side of the street to visit playmates, parks and home after getting off the bus.	How will the traffic on 70th be impacted by the retail expansion of the area south of Southdale? How many fewer cars would be on 70th if children could safely cross at West Shore and not have to rely on their parents to drive them to and from playmates houses?	Don't let people make left turn into the CPC parking lots. It would be better to direct them to the rear of the church. Install a light at West Shore drive to allow another exit point other than the one at Cornelia School (Cornelia Dr). Don't expand street to two full lanes this would encourage more people to use 70th to avoid turners from getting rear ended. A light at 70th with crosswalk buttons is a must!! Don't raise the speed limit. 30 mph is good, 25 by Cornelia School with blinking school zone lights would be a good idea, many other areas have these already.
CS	LeAnn Landis	4528 Belvidere Ln		1.) can there be another way to have people access housing south of 70th so they don't have to take 70th down West Shore and vise versa. This would lower traffic at corner of 70th and West Shore from the south. 2.) Would a stop light at 70th and West Shore really solve the problem?	1.) I know the figure of 5% of vehicles speed on West Shore Dr is wrong. We live on West Shore and at least 1/2 of the cars speed part in both directions w/ in a couple blocks of 70th. 2.) Edina is not a bike friendly town and I think exercise should be encouraged by having bike lanes and if not sidewalks for pedestrians, then wider, safer streets for walking. 3.) Good luck!!!
CS	Lionel A Blatchley	7432 West Shore Dr	From 494 and France N I usually take 72nd to access local streets to W Shore. Are there other optional routes?	Would a light at W Shore improve access and traffic control? What are the primary destinations of east and west traffic? What are the implications of planned development for traffic management? Are too many lights around Southdale forcing traffic to divert to 100 rather than 62? What will happen when 62/35 W is under construction?	Turn out at the meeting obviously shows this is a very important community issue. Too bad some people expected an opportunity to unload their opinions. Recommend that the Transportation Commission maintains as much communication as possible in as many ways as feasible, Thank you for your efforts.
CS	Richard K Simmons	4800 Dunberry Ln	The answers to above: safety...not good; speed...too fast; access...difficult; volume...increasing.	key issue will be the "proposals"	How about a democratic- people vote an the proposals? Seems fair and right.
CS	Bill Hanson	7457 West Shore Dr			I would like to make sure that solution does not restrict access from neighborhood directly to France Ave (via 72nd St) (or via Hazelton)
CS	Henry and Winifred Meeker	4800 Wilford Way	I have witnessed numerous near misses at this intersection- particularly cars from south direction turning left to access west direction on 70th.		A stop light at 70th W Shore Dr synchronizing with light at 70th and 100 and 70th and Cornelia would break up the continuous traffic flow (particularly from westbound on 70th from 100) and allow residents on 70th from West Shore dry to Cornelia safer access from there driveways.
CS	Margret and Gerald Mullin	4417 Clavermore Dr	fear of what will happen when cross-town (62) closes. This closing must be part of an overall transportation solution. Roadways are obsolete	as listed above- tough choices development must be controlled from Southdale to Centennial Lakes until traffic solutions are presented	best of luck! Residents will not be quiet on this one! Thanks, I would favor experiments for solutions as you are already planning.
CS	Gary Sundin	4700 Dunberry Ln	Church promised to re-route traffic away from Dunberry and other side streets but still experience lots of church traffic down Dunberry. Plz make church aware of this.	•reduce volume and speed along West Shore north of 70th •No stoplight at West Shore & along 70th this will only re-enforce West Shore as a cut-through route. We want cut thru's reduced! No stoplight! Please eliminate "U" turns at West Shore & Dunberry, several daily I have had lawn damage & sprinkler damage!	We see many, many cars turn from 66th southbound West Shore and travel all the way to 70th and cross or turn, and many do the same going northbound. It is clear that these are not residents but cut-thru's. We fear a light at West Shore will only encourage and increase this. Plz do not consider a light at that intersection. Also, several U-turns daily occur at Dunberry & West Shore that caused lawn & sprinkler damage. Again cut-thru's that don't know where they are going are doing this. We need better signs or directions so people stop making wrong turns on West Shore.
CS	Dan Beegle	7317 West Shore Dr			Question for planers & City Council: if we know we've had traffic problems in the area for over 20 years why are we making exceptions to city codes and building high rise/ high density housing in the area? Commit: From what we've seen, the planers & Council don't really care what the residents think...Why will this project be any different?

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CS	L. Morgan and Marian Larson	7204 Monardo Ln		Do we need to kill someone before we cut down on speeding?	There are five bus stops on 70th and people need a safe crossing to and from the bus (we are promoting public transit, I hope). When worked downtown I used the bus on 70th, but would hate to have to get off the bus tonight after work and try to walk across 70th to go south on Normandale Rd.
CS	Judie Dale	7007 Lynmar Ln		I cannot accept your data on the boards Tuesday. The difference since I moved here 12 years ago is great than you had since '84.	my biggest fear is the cops!! Do you realize it only takes about 7 seconds to go 3 blocks at 70 mph. They go by so very fast - probably about 100 mph, sirens blaring and lights flashing. Until determined otherwise this is a residential street. You mark my words - one of these days there's going to be a horrific accident because of it. Just hope it doesn't involve my family.
CS	Josh Sprague	4720 70th St W	Recertification- need boulevard plantings.	How to drop state aid status and advantages of that, to street control. How to reduce traff and remove 70th as a commercial gateway. How to reroute traff to commercial corridors - 77th, 494, 62.	No one is discussing dropping state aid - needs to be addressed. There have been no focus groups to gather community input, and the public open house did not allow testimony on the problem from the residents. See letter also.
CS	Roberta Thorpe	6904 Cornelia Dr	Noise, trucks should be restricted from using West 70th and all side streets. Resurface street with a quieter compound. Keep it residential. A stop and go light at West Shore Dr may slow traffic and provides a safe crossing.	How can we retain a residential street, reduce traffic, noise and speed, and increase safety. And make it attractive. Keep it a residential street. 3 COMMENTS: I don't see West 70th as a major problem. Let's keep the solutions to traffic, speed, safety, and access simple. We don't need a lot of "DATA" to address these issues- simply ask and include the residents for feedback. Traffic can be decreased with less development being approved in the Southdale area! Speed can be reduced with better law enforcement. Reduce speed to 25 MPH (school zone). Other communities have reduced speed by their schools. Do not allow trucks to use West 70th or side streets. Resurface streets with asphalt to reduce noise. The boulevard between street sidewalk should be kept consistant and well maintained. NO personal landcaping on/in this area, e.g. flowers, rocks, or other plants. A stop and go light at West Shore Dr may even decrease traffic using 70th. I hope the city will not spend a lot of money time unnecessary surveys and "data"collecting. How difficult can this be? Above all, please keep 70th street a	
CS	David J Carlson	4713 Aspasia Cir	The assumption that 70th street is a major access point for Southdale we believe is incorrect. It is true only for people living in the far south western portion of Edina and for our area.	1) How can traffic flow on W 70th St be improved in a manner that improves safety for all (school kids, pedestrians, bikes, cars) and yet does not cause further deterioration of neighborhood? 2) In addition to our local traffic and traffic from SW Edina going to S'dale, who else is using this road and for what reason? We suspect many use it during evening rush to avoid Eastbound Cross-town and 494	1) Any solution which seeks to widen this road or permit more trucks will be unacceptable. 2) It is apparent that Edina City Hall has a real credibility and trust issue, judging from the tone of the comments by many of the attendees at the last nights meeting. Hopefully by pursuing this planning process thoughtfully, and by listening to the concerns of this area residents, this credibility/ attitude problem will improve.
CS	Gloria Nelson	4205 Dunberry Ln	People take short cuts turning on 70th- and then on to Cornelia Drive to Dunberry thinking they can get out to France- living at end of Dawson on Dunberry I watch the speed by my house go around the circle and go past Dawson at the other end. There should be some type of sign stating this is not a through street to France.	Traffic noise on 70th- I can hear it from my house NO truck traffic allowed	70th should not be considered the "Gateway to Southdale"! You have failed in your job as city planning in approving more housing (high rise buildings) which will bring more traffic into this area- Why is a study like this being done now rather than before approval of this kind.
CS	Kerri Casey	4420 70th St W	Police cars regularly use 70th to get to Southdale w/ lights and sirens going 60 mph Very Dangerous on this road. Why don't they use 62to Valley View? If they're coming from City Hall should be no problem.	My biggest concerns are the speed (excessive) & the flow which is only a big problem between 36-pm Mon-Fri. Another traffic light at Creston could help the flow & police enforcement of the 30 mph would help the speed. My key question is how do we have a safe street without causing a major disruption in the neighborhood or a safe street without causing a major disruption in the neighborhood or access to Southdale?	My biggest concern is the flow. The light at Cornelia Drive is only triggered by traffic coming onto 70th from Cornelia Dr so if no one needs to come out there the cars on 70th NEVER stop and I can't get into the street. If the light had a regular cycle there would be a break in the flow to let me out. I propose another light at Creston Ave & 70th coordinated with the Cornelia & Hwy 100 lights to control the flow better allowing for breaks would help tremendously. Those rush hour cars looking for a quick through might go another "faster way" I like the easy access to stores & Hwy 100 myself, but the speed of vehicles & traffic flow are problems. It's not the volume as much as the flow. Continuous flow might be good for allowing Hwy 100 to clear but it causes the excessive speed & inability to get onto 70th . The summary is I don't mind 70th street at any time but weekday rush hour. That's when our dog was killed, that's when it's the hardest (almost impossible) to get in or out of the driveway, and it causes me to just barrel out of my driveway to get onto 70th. I almost hit a bicyclist last week because I didn't see him because I was looking for cars & my minute br

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CS	Mark R Anderson	6600 Cornelia Dr	As options are considered for 70th St, please do NOT consider diverting more traffic to West 66th St. Volume of traffic, safety and speed are already an issue on West 66th . In addition to vehicle traffic, 66th has a lot of pedestrian traffic to and from the park. Joggers, dog walkers, soft ball players, swimming pool, nature area, frisbee golf and even people fishing on both sides of 66th in Lake Cornelia enjoy this area for their recreation. This Cornelia Lake Area and Roseland Park area is a great asset to Edina and a great benefit to all residents. It is why a great number of current residents were drawn to this area and will be in the future. If more traffic is diverted from 70th St or the Greater Southdale Plan to 66th it will become more dangerous, unsafe and the enjoyment and benefits this unique Lake Cornelia/ Roseland Park provide will be greatly diminished. Thank You		
Faxed CS	Dennis and Jan Ferkes	7313 West Shore Dr			I don't think there are any solutions that will work other than widening the road to four lanes. And I know this is a very unpopular option. Also it is not smart to reconstruct West Shore Drive and Cornelia north of 70th at the same time. These are the only two roads that can be used to access 66th Street going north from 70th Street
CS	Ted and Kari Iardelli	4417 70th St W	If you make this a four lane road, you well just encourage speeds increasing and possible more traffic which in turn is just going to leave us in the same predicament but with more trafficked higher speeds.	Why are we concerned with making 70th more accessible to people then redirecting to 62 & 494 to use Valley View off ramp and France or Xerxes/York	Please do not widen this street, this will only encourage more traffic and a higher rate of speed. Focus on redirecting traffic to use the highway system. Please look at 66th Ave between Penn and 35W, Is this what you want this residential area between 100 and France to look like? We have houses, parks and a school. People need to learn to be more patient when they think they are waiting for such a long time, its really only a few seconds or minutes. many people come off the highway to cut though and get on the highway further down. France Ave is not four lanes and 66th is not four lanes. Take a look at 66th- that gets more traffic in the morning than 70th We tend to get late afternoon rush and delivery traffic in the early afternoon Our property values well decline and you would be taking the "quart" out of Edina. We are "sub" urban not "urban". Is this the direction Edina really wants to go? Listen to the residents! Thinking this saves time when in fact it does not. The traffic study shows a very minute if almost non existent increase in traffic, the problem is the speed and the cut through, as well as semi-truck traffic. There is never a problem in the morning or on week
CS	Gail Mayo	6836 Creston Rd	We never let our 21 yr old daughter cross 70th till she drove a car. She was always told- go th Cornelia cross at the lights. Same with our 15 yr old daughter. It is ridiculous! Our neighbors son Will Pappas was hit by a car on 70th by Cornelia School.	1) Why the Council thinks it's ok to say 70th is an access to the greater Southdale shopping area, Valley View, 494 and 62 should be. This is a neighborhood with schools, parks, PEOPLE and CHILDREN!! 2) How to stop speeding on 70th, what can we do to bring back a neighborhood parkway?	I hope that there will be public input on how 70th is really used. The last survey (re: streets in Wooddale) seemed to be ineffective. I think there should be a compressive plan to all of Edina streets & shopping areas not just one area at a time. Public safety & neighborhoods are KEY to Edina. I can count 34 children on our block alone. Young neighbors continually move into this neighborhood. Older people like to walk in the neighborhood. Since there are no sidewalks we are forced to walk in the street. I feel the City should do what is in the best interest for the people they serve.
CS	Marge Andre	4209 70th St W	Trucks using the roadway 24.7 and traveling at excessive speeds.	Will the city decide the future of 70th? Will it remain residential and truly be residential or will it "officially" become commercial, 4 lanes and properties along 70th removed or rezoned. It can't remain as it is.	1) I am concerned that Edina residents are not included as study advisors to the ETC (study scope and EC team) 2) regarding the study process, what are the alternative solutions being considered. This is listed before several ECT meetings so I assume some exist. 3) I am concerned that 70th street is classified as "Western Gateway to Southdale" Isn't Valley View to 69th the logical "Western Gateway" since 70th St is residential/ 4) I am concerned about the lack of public input. Information meetings are not the same as a public hearing where input from residents as public and on th record. 5) I am concerned about the additional traffic that will be an 70th St due to additional development.

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CS	Gary A Hudson	4512 Belvidere Ln	Be aware of the ripple effect of impatient on 70th. Drivers turn south at 70th Street an West Shore Dr, turn onto Belvidere, then turn south 1/2 block and head toward France on what becomes 72nd Street and vise versa. Those of us on Belvidere note the increase in traffic and these are not local vehicles but ones using Belvidere as a short-cut. Again, speed is exceeded so that drivers can make time. Measure to reduce and slow traffic are needed on neighborhood streets as well as 70th Street. NOTE Well: 70th Street and other neighborhood streets need to be preserved as residential streets. Signage and restrictions are needed to encourage use of alternate routes such as 494, 76/77th street, Highway 62, Valley View Road for access to the Southdale shopping area, France Ave, ect. In no way should there be redesign of 70th Street so that it becomes a major and/or faster route to Southdale.	What changes can be made to 70th Street to preserve it as a residential street? What steps can be made to discourage speeders on 70th Street? What steps can be taken to reduce the number of drivers who use 70th Street to access or depart from the Southdale shopping area despite new construction projects which will be magnets for ever-increasing drivers.	The goal should not be to redesign 70th Street into expressway for access to Southdale. I personally heard one of the SRF members offer the example of removing all the homes on one side of 70th Street to make possible a redesign of 70th Street. This is unacceptable and needs to be taken off the table immediately. Be aware that because of the heavy traffic and noise, many pedestrians avoid walking along 70th Street. This influences the pedestrian stistical counts. Changes are needed which will enhance the property values of 70th Street and neighborhood residentes, not reduce them. One or two neighborhood residents need to be added to the group studying the 70th street problem. More public hearings are needed to be scheduled in facilities large enough to accommodate attendees with GENEROUS TIME for public comment. There should be a public hearing on the problem statement, not just a committee meeting. There should be No more meetings in whicj public comment is suppressed. Revise the Problem Statement, removing any wording suggesting 70th Street has a role in providing western access to the Southdale area. No "solutions" such as left turn lanes on France and 49th Street (facir
CS	Greg Moon	6813 Cornelia Dr	Cut-through traffic on Cornelia Drive to Valley View Road via West 68th Street.	How to keep major traffic flows off neighborhood streets. Why now? To address the effect of high-rise development near Southdale.	The holistic approach should have included zoning changer dealing with residential & business development near Southdale- it did not. The City Council decided to change zoning requirements without citizen's input. Now may want our input to solve the impending traffic increase that will be caused by high-rise development.
CS	David Christenson	7312 West Shore Dr	Truck traffic		We don't want the area south of 70th isolated
CS	Mareia Coon	4813 Wilforn Way			I dread the possible "solution" to 70th Street traffic density of increased numbers of 70th street lanes. The additional lanes and perceived ease of travel would only be an invitation to more traffic that should be kept on 494 or 62. If we want to move more people between offices west of Hwy 100 or near the Hwy 100/494 area, why not make public parking and on/off ramps eminently accessible in central areas adjacent to the freeways and run public transportation to the offices and shopping areas? Decrease the lanes and speed on 70th, don't increase them. Make Hwy 62 wider and double the lanes from Hwy 62 onto 35 W to remove the backed up traffic and chokehold on exit ramps.
CS	Dan Berntson	6728 Point Dr	As an avid bicyclist I want greater safety while trying to turn left on eastbound 70th.	How is the project funded? Have there been or will there be zoning changes which would result in fewer residents and more businesses?	What is CPC's plan for a privet residence on north side 70th that was recently purchased by a group of "investors" on CPC's behalf?
CS	Rodwey Vucenicl	4604 Gilford Dr		Limited non residential traffic	Please put a stop light at 70th and West Shore Drive
CS	Ted Cadwell	7308 Wooddale Ave	Costs up, property value reduced!	Cost impact- improvements increase traffic flow. With additional costs unavoidable more traffic makes for lower residential value. Those that pay lose! Explain the benefit to the residents.	Do more stop lights help or hinder 70th Street traffic, safety ect.
CS	Tim Swenson	4701 Upper TER			We are concerned about the West Shore Drive project. We have been asking about the "bump out" planned for West Shore Drive & Upper Terrance, because we saw plans showing a loss of trees in our yard. We would like information.
CS	Janet Bohan	800 Coventry PI		How can this study accomplish anything until the city produces a traffic simulation model it has promised for almost a year but has done nothing toward it.	As long as the city Council continues to encourage multi-story residential development between France and York and Hwy 62 and Hwy 494 there will be continuing acceleration of the traffic problem in this area.
CS	Eugene & Rosemary Persha	6917 Cornelia Dr	cut through traffic must be addressed on Cornelia, West Shore drive & 66th Street	Creative attempts that are not dictated by cost, the state, MnDOT, Hennepin County - just possible alternatives such as service roads limits on truck usage, weight restrictions, parkway. The key word here is creativity.	We need alternative as EIS (environmental impact statement) has with bus, cars, benefits, ____, attributes, etc. These must be alternatives (absolute minimum of these) and the graphics depiction of what these are. We do not want one plan as the plan. We want choices, possibility - you need to have smaller group to serve as sub advisory grop not just consultants. Check where traffic is coming from. The residents (some) need to be involved with rough draft (alternative making). We residents need to see all the comments put into some readable form.

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CS	Mark Chamberlain	7004 Bristol Blvd		Can we close access to 70th Street West from Hwy 100? Can we put a biground about in at 70th & West Shore? A stoplight would be disasterous for those on the SW corners- they would never get out of their driveways if cars were stopped at a light.	You can't increase devsvity in the Southdale area without increasing traffic. I find it impossible to belive that traffic has only increased by 400 cars per day on the east end of West 70th in the last 22 yrs when a gravel pit was replaced by a shopping center and 5 office buildings! We have lived in the 2nd house off of 70th since 1988 and as an observation, I would say traffic has increased substantially, not the mere 3% you contend. Also, when France is a disaster to go on most of the day, (stoplights every block) cars will go on 100 to West 70th to France rather than 494 or Cross-town to France. Bottom line-stop putting more density into the Southdale area!
CS	Jon R DeMars Victorsen	7213 Cornelia Dr		a) Are drivers opting for 70th Street access to Hwy 100, because France access to 494 & also to Cross-town are congested? b) Are drivers opting for Cornelia- 72nd St, cutting through by school to advoid congestion at right hand turn at france?	I question if a better alternative for school buses would have been a circle drive on the east side of Cornelia School?
CS	Dennis L. Brown	6121 Virginia Ave S		Think we need to better understand the composition of the traffic: cars vs trucks, local vs thru vs cut-thru. From this data people will be able to make some compromises is what they think about what is influencable and what is not.	
CS	Anne-Marie Plante	4801 70th st W	No consideration of residents' needs & concerns- concerns are NOT in evidence. Consultants obviously did not even factor in diversion of volume to 62 & 494 & 77th	Ways to control & divert commercial traffic & control Sunday church volume * Study what % are out-of-area vehicles & semi truck traffic	*take back control from county- divert to 62, 77th & 494 *you did NOT measure the church's volume as a problem on weekend! They generate HUGE volume.
CS	Michael and Debbie McConnell	4513 Belvidere Ln		Regional traffic is important to study because the Southdale commercial area will bring much more regional traffic from Hwy 100 to France.	What other corridors can be opened between 100 and France to take some burden off 70th? Please consider 66th as access to 100 and France as well as 77th. We would appreciate putting the RAW data on the web site in a down loadable format. I am very concerned that really big decisions are being made on very small sample of data. Would the ___ be better, the samples were bigger.
CS	Kathy Lucas	4212 70th St W	* noise pollution. Health concerns dust & product spills from truck	When Hwy 100 was shut down from Excelsior Blvd north for road repair two weekends in a Oct. 2006, traffic became more normal. There is a There is a huge Brooklyn Center Brooklyn Park to apts on Parklawn.	TRUCKS- target: US Postal: Jerry's: Oreo Cookies; Sysco; 16 wheelers noise and acessive speed thru residential area. Heavy equmnt trucks using 70th as short cut by passing Hwy 100, France, 494 and 62. Thrucks are really bad for sleep between 3 am - 5 am.
CS	Karen and Charles Blalock	4520 Belvidere Ln	Do not want heavy industry semi trucking on 70th discourage traffic with forced stops & encourage onto 77th	77th is industrial & can be widened to connect 100 & France, particularly for trucks & manufacturing produts mougment.	Why highest traffic on 70th when the business district of 77th can utilized without upsettine private homes. Like the planes for 50th just add stop signs and cemiforces for both vehicles & pedestrans on Valley View first. All this of course, is because of the new building at Greater Southdale
	Dick Johnson	7328 West Shore Dr			
CS	Christopher Rywelski	4517 Gilford Dr	Turn lanes, center lanes, zebra cross-walk lines are over-worn.	Does the current infrastr. Support (adequately) turn lanes? (on 70th) Doe the current in-road sensors @ 70th & Cornelia actually work? Does the stretch of 70th (betw France & 100) have an adequate # of posted speed limit sings? Whwere does most of the 70th traff (either e.bound or w.bound) originate from? (comments that follow are based upon current "pre-study" observations).	I don't preceive the current "speed enforcement" measures as effective. Police patrols have only been observed in the Edin Hist. Socity parking lot (and occassionaly by the church on Sundays) but never have seen any obviously speeding car stopped. Being from NY city originally I don't beleive that the lites on France are appro. "tuned" to allow proper flow of traffic both No. or So. and therefore encourage traff flows to take alter. routes E or W before 62 or 494...where 70th becomes the best logical route.
CS	Joe Witchger	4754 Hibiscus	Reducing speed on 70th may result in bypass traff on Normandale/Hibiscus.	How to make it easier to across CPC traff on Sund. Mornings. How to encourage outside traff to use Valley View instead of 70th include both Southdale traff and west of 100 traff cutting thru.	Also concerned about impact of new develop - it appears you have this as a base concern. Is your data skewed because of vacation weeks/weekends of data taken.
CS	Beth Choukalas	4801 Trillium Ln			Traff from CPC needs to be studied on Sun & Wed. Study the times to get on 70th from Normandale during these times. The city must include the n'hood residents!
CS	Cliff & Carmen Waughtel	4409 Dunberry	Need to address effect of CPC church; need to monitor when Cornelia School is in session.		When construction begins on 62/35W problems on 70th will multiply several times. Open 66th to move traff using frontage road.
CS	Douglas Maxwell	4712 Wilford Way		Explain details of options A & B & C.	
CS	Roger Harmon	7129 Cornelia Dr	Something has to be done to reduce the traff on cornelia betw. 70th & 72nd streets.	Reduction of traff on 70th. No pass thru truck traff on 70th.	Put traff lites on West Shore at 70th will be a start. I agree with the solution put forward by the "Save 70th.org."
CS	Pat Harmon	7129 Cornelia Dr	Every school day thee are cars parked on eastside of Cornelia betw. 70th & Mavelle. Also on both sides of Mavelle east of 70th to Gloucester.	Traff on 70th. No cut thru truck traff.	Put another stoplite (a 4-way stop sign) at West Shore & 70th. We agree with the solutions put forth by the "save 70th.org."

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CS	Beth & Mark Ettinger	7202 West Shore		Why not 4-way stop signs instead of lites? That would deter traff this would be on 70th and West Shore.	You need to have residents represent areas around 70th. Differentiate betwe residential traff vs. "other" traff such as cutting thru, shoppint, etc. by evaluating this 70th can be a local traff only street.
CS	Peggy Berg	7125 Cornelia Dr	People losing part of their property or homes ; 4-way stop at West Shore.	is the solution visionary or mercenary? What are the chances of no trucks (other than ___ delivery) or semis in the area (at least on sides streets).	
CS	Mr & Mrs Donald Johnson	7137 Cornelia			
CS	Charlie Peterson	4904 Poppy Ln		We need prioritize n'bor movement; walking, biking.	Need to keep 70th primarily a n'hood road. Discourage this from being a thoroughfare to retail. I would discourage the So.Dale growth as it is lowering quality of life as France becomes a bottleneck and 70th a victim. We need a website input page.
CS	Vitullo	4708 Wilford Way		Would like to know how many vehicles are travelling less than 35 if you go back out and count vehicle type truck; you need to define truck. Example vehicle with more than 2 axles.	Are you going to have a survey form on website?
CS	Ruth Johnson	4809 W. 70th		Data from CPC during the week and on the weekend. Differences betw. regional and local traffic?	Traffic study during the school year? And all the way to Hwy. 100.
CS	Sandy Phillips	6800 Cornelia	Can't make a left turn out of Arneson park; pollution & emissions need to be controlled; Cornelia is being used as a cut-thru to 66th and the crosstown.	How will you decrease the traff on 70th by diverting traff to other routes? How will you access traff to be generated by new large bldgs, etc. hotel? Check out data on truck traff on 70th.	Change directional sign at 70th & 100 from "Normandale Rd" to Normandale Rd to 66th St" with an arrow so traff understands they can reach 66th on the frontage road. Use that to divert some traff off 70th on to frontage and to 66th st. Also divert traff to 77th. On Cornelia & 68th, stop sign isn't respected. Rolling stops and no stops are every day facts of life. Cops need to have plan unmarked car there regularly. Look at 66th, Valley View, 77th, etc. to decreate traff on 70th. Suggest Normandale to divert traff to 66th.
CS	John Bohan	800 Coventry Pl		___ traff counts on 70th were taken during summer. What are countd during school year? What is commercial traff count vs. other land trucks such as ___ used for passengers transport). Obvious reason for question - would banning commercial traff help?	You need to build a model of the traff in the defined area of current traff. - by season (summer, school year, Dec); impace of changes (Westin, Greater __, etc.) Project traff by year and intersection. The city council has been talking about this for at least a year.Yet Wayne Houle has yet to scope out the parameter of such a study per his comments at last ETC meeting.
CS	Nancy Siemers/Mike Bossard/Ryan & Megan Siemers	7004 Lynmar Ln & 7615 Edinborough Way	Pedestrian traff across 70th to go No. needs to be safe other that @ Cornelia. It has been helpful that the No. turn stoplite now has treen arrow and greenlite.	Has this study brought representatives from each n'hood to the table in a forum based discussion of the issues & solutions.	Will improving the 70th corridor increase the traff? Will these changes be developed in a way that will accommodate the growth of years to come? Will the changes made effect taxes/assessments? Are tehre plans to improve/landscape: for sound control, headlight control? Can the study be repeated during the school year? This is 9 months out of the year.
CS	Shellie Specter	7000 West Shore		How will you change the character of our n'hood? I do not want it to change.	We've lived here 19 years. Traff on 70th increased after centennial lakes center was built. Traff has increased with Westin & proposed other projects, we project a big increase on 70th. We worry about decreased property values. 70th should remain a n'hood street not a hwy linking Hwy 100 to So.Dale. Another fear is that you will removed the 3 houses alonge the no.side of our property, suddenly making our home adjacent to 70th. Do not make 70th a bigger street - please keep it a small n'hood street. Also from my discussion with the traff expert who testified at city council meeting re: Westin project, I understand his solution to reducing traffic on 70th was to make driveways for Westin & Target directly opposite one another. We used to have that - it worked very poorly, so they were later offset. With the realigning of the driveways, I anticipate it will become almost impossibel to leave the Target parking lot. it will be frustrating. Your overhead said you were including Richfield n'hood reps - but you did not include our n'hood reps. Why not? Can traff going into CPC not use 70th? Can they enter and exit their lot using another street? Getting onto
CS	Kathy & Chuck Amlaw	4820 Larkspur	Sofar no study has been made of CPC traff volume and access. This applies to the many activities during the week as well. This trff must be studied.	How much of the traff is commercial trucking traff?	The n'hood must be represented on the advisory council; if not hold public meetings in Richfield; get them off the council. Also let the business community and CPC come to these public meetings and not be on the council. Put all your data on the Edina website.
CS	Raymond Ehlers	4212 70th St W		Lower traff volume; lower speed.	I want to save lives from auto accidents.
CS	Cheryl Heley	6632 West Shore	Cut thru traff.	Cut thru traff to avoid two sets of metered lights - at Hwy 100; then at hwy 62. SD. Needs to promote ways to get to w/o 70th; straighten out 77th - too confusing for nonresidents; this could be an entry to S.D; set lights around S.D. area- currently you stop every street.	We have lived here for 14 years; the traff has increased much more significantly than what was shown. Summer traff is slower. Transportation issues must be addressed prior to additional building in S.Dale area. Frontage roads on either side of Hwy 100 are very underused.
CS	Harold Babb	4701 70th St.	See letter.	Reduction of traffic on 70th; left turns on 70th; parking from 100 to France; good access to residents.	My home is isolated case with driveway access only 80' from intersection left turn lanes poses a dangerous ingress from the west. Transportation Comm, is aware of the above.
CS	Jan & John Ferrel	4704 W. 70th	Eastbound cars making left turns into CPC - no left turn lane backs up to Hwy 100.	Why has the study determined that 70th is "the western gateway to the Greater So.Dale area"? Either widen the road and take our home or divert traffic to other roadways. Please do not leave "homes" on a 4-lane hwy.	For "fair" representation there should be at least one resident of 70th on the advisory CMTE. Please explain how MENDOTA minimum requirements impact a new road bed on 70th (A state gas tax road) i.e. safety on a road carrying 15,000 cars a day. Please do not remove parking on our street.

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L	Phyllis & Joe Kohler	4512 W. 70th			
L	Robert Davidson	7000 West Shore			
L	Lyle Larson	4432 Fondell Dr			
L	Norman Johnson	7020 West Shore			
CS/L	Maureen Pollmann	7004 Heatherton Trl	See letter.	Will houses be removed to widen 70th; are trolley cars in the plan for So. Dale's expansion; will we loose value to our property.	Start meetings on time - let stragglers know to arrive on/or before schedule time at next meeting; introduce yourself and job title; what did SRF purpose to get the job; I want to commend both ladies from SRF for being prepared and able to keep the crowd under control.
CS	Ruth McIntyre	7103 Bristol Blvd	Aesthetics - beautify 70ths, Valley View, Freeway off ramps to demarcate visually your entry into a residential zone. A beautiful example is shown at Centennial Lakes.	What are best ways to reduce traff on 70th and make area/n'hood safer and more livable for residents?	Attached as per instructions from 11/28 mtg. Where you asked for residential ides - see attached maps/ideas. Map #3 - could city plant trees, bushes and gardens (perennial) in this vacant grass area? Map #4 - why not plant more trees in highlighted lot (edges of property) to buffer homes directly to west and north and south from more comercial properties to east? See letter of 5 pages (all her personal ideas but with input from n'bors
L / E	Tom O'Connell	7333 Oaklawn Ave			
L	John Jurkovich	6821 Oaklawn Ave			
L	John & Sandy Carlson	4433 Ellsworth Dr			
CS	Tom & Michell Terwilliger	7421 Kellogg Ave	70th is probably my biggest concern because from that the other problems arise such as access, speed, safety. In addition the more volume on 70th the more volumen that will be on Cornelia & 72nd.	Is the Cornelia n'hood (both north and south of 70th) going to have the majority say in what happens with 70th? I feel strongly that they should because they are the ones most effected by this and obviously have the most financial interest. 70th already divides the Cornelia n'hood enough as it is. Creating more volumen or widening it will only add and magnify this and problems of safety etc. Posted speeds are ignored and widening the street would increase speeds not help and the PD have demonstrated that they will not control speed. I have lived in the Cornelia area for 30 years (I grew up here and moved back 12 years ago). I have seen cars pulled over for speeding only a handful of times and that is by CPC. Never have I seen it near Cornelia School. One of my major concernn is that the county will have a large amount of say in the final plan because the city wants their help financially. Cont'd in next column.....	This is unfair to not only residents along 70th but throughout all of Cornelia because their property values will be hurt. I also have large concerns that the So.Dale area will have heavy influence. At the mtg last week one of the consultants referred to 70th as the "Gateway" to So.Dale Obviously it gets used by many people as this but 70th should not be used to help access to So.Dale. That should not be the intent. The So.Dale and other retailers in the area came into this market with 70th as is, as did the n'bors. 70th should not be altered i.e. increased volume at the expense of the n'bors for the benefit of So.Dale. Betw So.Dale and Fairview this is basically what happened with 66th & Valley View. In that situation n'hors were not effected nearly as much as they would with the expansion of 70th. Nonetheless us a resident of Edina it is more difficult and takes me longer to get thru the 66th & Valley View & crosstown & 66th areas. My last thought is that the city, county, So.Dale, consultants, etc. cannot use as a reason that expansion is needed because the problem is getting much worse. The fact is that traff volume on 70th f
CS	Michael Ebnet	4501 Claremore Ct.		How many cars are coming off 72nd & Metro Blvd onto 70th?	It think there's only one sure way of cutting the # of vehicles on 70th: eliminate traff from 72nd and Metro Blvd. That traff can head south. This is in keeping with the SRF study bullet...solutions are necessary to attract traffic to other routes. A temporary barrier south of the enw apts. could test this idea. I believe So.Dale businesses would lose only a few customers because employees of businesses only have to go a half mile south to find a non-n'hood route.
CS	Shana Finnegan	4421 Dunberry Ln	Clearly attempts to help peds by having crosswalks; have no success as drivers do not yield to peds.	How can traff be rerouted to lessen the demand on 70th or discouraged? What are the plans to prevent my n'hood street from turning into a hwy to feed the business district?	I am very concerned about ulterior motives to use this info as a means to an end; not in the interest of the n'hood residents. Why is there no one from the Edina n'hood on your committee; particularly when a precedence was set by having Richfield residents!
CS	Brian Finnegan	4421 Dunberry Ln	Define broad acceptance? It has to be measurable.	If traff has not increased in they past 20 years, why are we doing anything? Who is paying for this? Who is/are the people that want a change? (resident, city, business owners)?	Making a 4-laned road is not what hthis n'hood wants. That will only increase traff and speed. The residents want a representative!! In no way should this project displace current residents.
CS	Marie Sullivan	4512 Hibiscus	N'hood streets should remain open to residents needing access to schools. I need to get to Southview, the comm. Center and the high school w/o having to use France or 62! We also need access to parks throughout the city for sports.	How will we manage non-resident cut-thru traff on 70th, 66th and the Cornelia/72nd "L"? Slow traff 'enforce' speed limits, stop illegal driving and secure viable crosswalks on 70th & 66th? Obtain more reasonable access in/out of the n'hood south of 70th? Protect 70th from expansion (widening) and additional use as a route to/from the southdale area development?	We need to stop congested traff on France from blocking intersections. Cars should not enter intersections unless there is enough room for them on the other side of the intersection. Industrial, commercial traff from the area west of 100 and south of 70th s/be required to use Industrial Blvd or 78th or 77th. We should disconnect Metro Blvd from 70th except for the new apt. bldg. Do not widen 70th. That would draw even more traffic and pollution to a n'hod already shut in by 100, 62 and France. make 70th a parkway. Prohibit trucks going to the southdale area from using 70ths; we were told employees of the new super Target would be "asked" not to use 70th - this is a ridiculous idea and is an example of the city insulting residents' intelligence. Putting signs on freeways attempting to direct traff will not work.
CS	Marianne Rother Richard Stein	7016 Bristol		We need to discourage traff to use as an alternative to the So.dale area and crosstown.	Get the redevelop. (Planning Comm) i.e. city council to quit approving increase density in so.dale area. You don't have the roads to handle traff. Post no truck traff (Target is a biggy) Slow traff by school. Roundabouts somewhere on 70th discourages traff.
CS	David & Donna Hamilton	4805 W. 70th	No trucks, other than pickups and local delivery vans; no big trucks for So.Dale, Galleria and Target.		70th should be tarred to cut noise. 70th is lined with homes, a park, a school and a church. It is a residential street. We are not a "corridor" or a "gateway."

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CS	Bob & Carmie Hobbins	4708 Upper Terr	Environmental impact of proposed solutions - exhaust/air pollution, noise pollution, runoff/water pollution.	How can we disperse commuter traff fleeing the gridlock on 494 and 62 by using 70th as alternative?	
CS	Barbara Halloran	4516 Belvidere	Need to look comprehensively at trff patterns to make best possible decisions for entire Cornelia area.	How can we, as residents, be involved in decisions (before they are made); how can traff on 70th be diverted to manage excessive volume? How can we make 70th attractive to bikers and walkers to encourage alternative means of transportation?	I felt hat Cornelia area residents have been ignored in the city - Council's decision making process. We have been given no opportunity to make our concerns known and to give input into possible solutions. This process may be an attempt, but major projects have already been approved that negatively affect us. Isn't this process 'too little, too late'? I've lived in this comm. for over 30 yrs. and have never before felt that Edina Council members treated residents in a disrespectful manner.
CS	Colby Wilkins	4515 W 70th St	Solicit the ongoing opinions of Edina residents and add them to your list along with Richfield residents.	How you will make it more difficult for cut thru traff, stop trucks, transfer state aid to another road.	We have followed the study and city commissions for the past 9 mths. By all external appearances, the study's outcomes is pre-determined to explain 70th for the benefit of southdale and the new hotel. We have every intention of seeing that you do a legitimate study with an outcome that preserves (restores) residential integrity. Your vision 20/20! Turn 70th into a parkway. Why did comments not start until 11/28 and be due in 7 days.
CS	Gail Davis	6953 Southdale Rd	The study is too narrow of focus. This is not a study to manage current traff. For residents it's a study to reduce traff.	Is the city council going to listen to residents to divert traf and eliminate truck traff?	The residents have a different vision than SRF and the city. Please listen now. The city council is batting zero right now with Westin and Centennial locations a possible 3rd on the horizon. Get traff off of 70th NO WEST 70TH GATEWAY!! DO NOT WIDEN WEST 70TH!! Right now thee is way too much cut thru traff off of 70th going north on Cornelia and over to Southdale Rd. All this traff ends up on 66th. So divert traff up Normandale or Hwy 62.
CS	Vaughn Asselstine	4413 Ellsworth	Make 70th a true n'hood street (lots of lights and stop signs) and it will be miserable for outsiders; they will go to 62 and VV and not ino ur n'hoods.	How can we get people out of their cars? We are exacerbating our traff problems if we work towards accomm. more traff. We travel other ways - on foot, bike, bus.	Our area has everything we ened close by - doc. offices, hospital, library, YMCA, parks, lake, shopping, restaurants, movie theatres and we can't walk there. Put a couple of bridges over France and safe places to walk at so.dale and to the pool and you will be surprised at what happens. people are leaving here to live downtown or in ex-urbs because they want to get out of their cars ad walk. We are fat and sucking up oil and runing our own environment. Edina could lead the way (if we dared). We need a n'hood assoc. so that the area residents have a voice in our areas develop. This study needs representative participation from the residents. That meeting at Braemar was not well-controlled. People were frustrated. The people need to be heard and not just in these letters - we need to hear each other too.
CS	Lorenzo Tunesi	4413 Ellsworth		I want to know whether issues of safety can be addressed without making a 4-lane hwy at 70th.	It seems to me that traff lights are needed at 70th and Wooddale and also at 70th and West Shore (like 50th & west of France). I am concerned that 70th might ebcome a super hwy like France. I don't think more lanes is the solution.
CS	Dom & Kay Violante	6912 Hillcrest Ln		How to slow down traffic. Widening street will increase traffic and danger to students of Cornelia School.	
CS	Bruce Kohn	4508 Claremore Ct	Do not do anything to increase traff near Cornelia Elemn. Reduce traff.	Do n'hood residents (both on and off 70th) think there is a problem? The consultants said thee has been a problem for 20 years eavent hough 70th traff hasn't increased all that much. Do the n'hood residents think the wait is too long to get onto 70th? How fast are speeders going? 31? Are the other n'hood elem. schools in Edina near such busy streets? What stpes can be taken to direct traff away from 70th and the rest of the n'hood? and to discourage undesirable traff such as thru truck traff?	The most promising infor at the open house was the proposal to encourage less traff on 70th. Keep this a residential n'hood. Hold meetings in space that will hold everyone. Hold a series of n'hood meetings where you encourage discussion instead of cutting it off like you did at this one. you migh achieve that by holding different meetings for different parts of the n'hood. Make representatives of the n'hood part of the city's deliberations. have the responsible city officials attend the n'hood meetings and take accountability before and be responsive to n'hood residents.
CS	Tom Randall	7229 Monardo Ln	Bike path and ped. Routes to mass transit hub (so.dale) are not emphasized enough, this would be another oppty. For traff reduction.	How can 77th be used to handle some traff volume from 70th, my personal observation is that 77th is under utilized as corridor to Centennial/so.dale. How can this study incorporate add'l mass transit options for the corridor? How does the bike task force view the corridor in its plans?	I am completely against any solution or proposal which would increase speed, volume, road size or other disruptive impacts to the n'hood. I am for mass transit options. Encourageing bike and peds traff. Use and alternatives of 77th s/b incl. in this assessment. Study area residents s/b represented on the group. It's very difficult to understand why Richfield would be represented but not Edina residents of the study area.
CS	Larry Nickander	4708 Aspasia Cir		Given 3 choices: residents wanting to exit Edina; people with destinations in Edina; and those going thru Edina where is the pressure for change coming from? Has anyone sat down with rental people and potential new owners at so.dale?	494 & Normandale con - did the extended construction at 494 & Normandale skew your data? No.bound 100 - did the no.bound back up on 100 skew your data? The study should be tipped toward less use of 70th not accommodating more use!

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CS	Jonathan Fernands	6905 West Shore	Aesthetics. Our property value are affected.	How widening the street will impact traff volume. How narrowing the street will impact traff volume.	The city has id'd problems that have precipitated a study of the 70th corridor. You have not articulated any goals for an outcome of this study. I find it doubtful that the city would contract and pay for this study with out having even a basic understanding of what some expected goals and outcomes might be. Therefore, I and many of my fellow residents have become alarmed by the vagaries in the language used in the open house at Braemar. At best, the process has been vague, and any worst, perhaps, its been shrouded in secrecy. Transparency is a vital part of good governance. I suggest the Transp. Comm. and the city council start embracing that principle regarding the 70th traff. study. That said, the goal should be to understand what the city realistically envisions for traff volume on 70th. Once articulated, an adequate plan to manage the volume can be devised. Widening, narrowing, reshaping intersections, and a host of other redesign measures all hinge on volume. Articulate what you envision for volume and the citizenry can embrace the plac or fight the plan. Either way it's our right.
CS	Mark Mitchell & Virginia Kuebelbeck	7001 Heathertron Trl	Truck traff s/b eliminated. No reason to have truck traff at all!! The city should look into using 76th and 66th rather trhan 70th to serve as the Western So.dale Corridor. 76th does not have residential dwellings where property value suffer due to the above outlined issues.	Please consider the foll: return 70th to a n'hood street. Drop the status as a state aid road so that the city of Edina can control how this road is improved. Hwy 62/494/France/66th/76th s/b the main access to So.Dale. More stoplights and/or use of roundabouts will slow down traff speeds and increase safety for peds and street crossers. Narrow the street to a 2-lane.	Restrict access @ Hwy 100. Transform 70th to a parkway and beautify the street rather than widening it. The city needs to look beyond studying just 70th street. They should look at the issues and solutions holistically from 494 to 62 and from 100 to York. Changes to 70th should just be a part of an overall comprehensive view of how this entire area should function both as a residential and commercial area. Our houses, school and parks have suffered degradation due to the current situation. It is time to ensure that the roads that were originally designed to feed traff to and from So.Dale are set up better to do so.
CS	Tom & Lynn Halloran	6824 Creston Rd	City council voted too early on Westin dev. 70th should not be widened due to expanded develop. in So.Dale area. It is residential and should stay that way, esp. with schools/parks.	How to reduce traff on 70th; speed; make safer crossings to park and school; 70th n'bers are using alternate routes (66th south of 70th by Cornelia school) to access France, therefore West shore, Cornelia, etc. are getting busier and unsafe; need sidealks!!	Please consider residents over develop. as this is our community. Business are important, but not over n'hoods (which make Edina a great place to live).
CS	Duane Blake	7132 Gloucester		Reduce traff on 70th methods and plans.	Earlier studies on So.Dale area advised improvements to and from Hwy 62 and 494 with France and York changed to one way, what happended to this idea? Also limited oppority. To effect outcomes because of limited n'hood meetings.
CS	Pat Warner	4445 Fondell	Rude behavior by drivers from hand gestures to actual swerving toward peds and other vehicles when the traff is not moving the way they want it to move. Black top 70th to hwy. 100. Paint the existing turn lanes and parkign areas as they are today to make this single lane traff. City of Edina should take over the mgmt of this stretch of road. They already maintain the sidewalks during the winter. Also, all trees and shrubs should remain as is on the 70th roadway.	I would ilke to see the traff data collected from some period of time: Sept thru April (while school is in session); CPC activities are also active during this time. This traff study should not just reflect So.Dale area shopping. What would reducing the speed limit do to the street traff? I would like to hear about noise reduction (blacktop paving 70th) for those folks living on 70th.	Greate So.Dale area does not need 70th to be yet another hwy. We already have VV, France, Xerxes, hwy 100, crosstown and 77th and 494 exits.
CS	Bud & Kathey Black	4444 Andover Rd		Why do we need an extravagant remodel program? Don't overlook the simple solution.	Put thru stops signs, not stoplites at both West Shore and Wooddale. This will slow traff, allow locals easy access and discourage thru travelers looking for a quick way to So. Dale. Not to mention give peds a chance to cross 70th w/o taking their lives in their hands. And it is also the cheapest, most practical solution!
CS	George & Claudia Peltier	4609 Gilford		Can we have at light at West Shore & 70th. Can we reduce flow on 70th so you can cross at crosswalk safely.	
CS	Forrest & Lisa Flint	6837 Oaklawn		Study methods to reduce volume & non-n'hood cars using 70th. If more 4-way stop signs, slower speeds. Do not spend time studying ways to accommodate higher volume and capacity of cars.	The issue is that the growth of the So.Dale area is causing 70th, a residential street, to become a commercial street. Everyone knows this. You should study ways of reducing the volume of non-n'hood cars on 70th and improvements to it, to make it a high quality, picturesque, well landscaped, safe, street for residential cars, children and peds.
CS	Alfred Wendt	7401 West shore	Adding left turn lanes by painting stripes on the roadway has squeezed right lanes and adds some confusion for drivers, but is more or less acceptable.	Providing access for cross over and left turns w/o adding signal lights. We have far too many signal lights in this area of Edina.	Ban truck travel on 70th and limit it to personal, delivery or moving vehicles. Improve west end access to 77th on hwy. 100 Improve 77th to an expressway at least to the Ridhfield border. Post signs on 70th (each end) promoting it as a residential street. Recommend to the planning groups that we limit high rise develop. in the So.Dale/Centennial Lakes area. New constr. on the west side of hwy. 100 can only aggrivate the situation. We wonder about the traff statistics on 70th. We have lived in our area for 21+ years. Traff is definitely worse than it was at the time we moved here.

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CS	Eric Larson Geeta Dash	7301 West Shore	We need to maintain the integrity of the n'hoods - 70th s/b preserved as a n'hood street where drivers follow the rules.	Is it possible to redirect traff feasibly, away from 70th to routes like 494 to France, 62 to Valley View, etc. for So.Dale customers?	We need to start enforcing the speeds and peds walks more now, before any future changes are instituted, to train drivers. We need Edina resident representation on the committees (people wo actually live in these n'hoods).
CS	Velia Melrose	4704 Aspasia	Property values.	How can we avoid having 70th made wider. Are you lying to us, this is already a done deal? Are we wasting our time?	I feel you should institute measures to discourage the use of 70th to access the Galleria, another traff signal, speed bumps. Traff would use the crosstown & 494 to get to France.
CS	Michael & Marianne Kenfield	6913 Hillcrest	Do not divide the Cornelia n'hood with a 70th thru way. If 50th thru Minneapolis was deemed a n'hood street, the 70th is even more so.	Alternatives to continued increase of trff on 70th street, driving in no small part by the decision of the city council to create high density of So.Dale area first and then after they've cause the problem, ask what should be done about the traff problem.	Look at creating a 76/77th street traff corridor.
CS	Paul Bastyr & Jennifer O'Brien	4512 Balfanz	Church traff on 70th is a mess and cut thru n'hood.	How to relieve traff on 70th and not make it a gateway to So.Dale. It seems that betw France, York, 62 and 494 there s/b plenty of access w/o running more traff thru our n'hood.	It is sometimes also difficult to cross 66th to get to the park from West Shore. Sidewalks would be nice because of visibility issues with the curve and hill. Maybe some permanent flashing yield to ped signs? We do not want 70th widened to 4-lanes.
CS	Michael Schroeder	7020 Kellogg		Is 70th going to be a barrier or a seam in the Cornelia N'hood? So much attention is being directed toward the nature of trff that I fear this basic question will be overlooked. Managing the traff on 70th is only part of the answer. With more than half its lenght occupied by street facing homes, 70th is as much a n'hood street as a local traff corridor. How can this street be designedas a seam for our n'hood instead of the barrier that it has become.	It think there may be a problem with the way peds are counted. Because 70th is perceived as an unsafe place for children, there may be parents who keep their children from crossing 70th. If the street was safer for crossings, there may be an increase in the amount of peds traff we see crossing the street. Is there any way to better understand or anticipate this?
CS	Nancy Thorvilson	7221 Oaklawn		How long does it take a vehicle to travel from 62 to 494 on France at different times of day (both N&S bound)? That's why people cut thru on Cornelia and West Shore. How much traff/day should 70th support if its kept as a residential street? If it's a 4-lane state road? And if that, how can access and speed be controlled? And how can traff be directed on roads better able to handle it to/from So.dale? And what if the ill-concerned city council plan to further increase residential and commercial density of the So.Dale areas is implemented? How mcuh more traff will that add? The area already can't support existing traff!!	Can you find out what percentage of traff is non-residents? If its large that will tell you that that traff needs to be directed - maybe with better access from office/business west of 100 onto Hwy 100 @ 70th and 78th. Don't forget access @ south end of York to funnel onto 494 - its twisty @ Penn & France. Also need to look @ access to 494 from France - probably needs a remodel like @ Penn. That tends to drive traff back up to 70th. Also in your study you should have probably done a count @ 68th & VV - lots of traffic cuts thru there to eventually go N&E on France & 66th to avoid the traff @ France by So.Dale. But #1 your mistake is considering 70th the western gateway to So.Dale! Its not (thats what VV was re-done to be). It s/b considered a western gateway for local traff. #1 suggestion - have a represenative for n'hood (save 70th.or) as ad hoc committe member to represent n'hood sentiment rather than a bunch of people spread chaos at meetings of Transp. Comm.
CS	Richard Landis	4528 Belvidere Ln		How to encourage growth and develop. in the So.Dale corridor while improving livability for its residents? Peds/bike lanes are essential.	I like the parkway concept for 70th. Discourage non-n'hood traff on 70th by improving other arteries. Need more study and analysis of options by a qualified consultant. Consider at least one additional traff signal (West Shore is the worst) along 70th.
CS	Julie Tonsager-Tabor	6932 Cornelia	I'm concerned about how it affects the value of our home. I'm concerned with increased noise. We already have hwy. 100, 62 and France that contribute to noise. This is suppose to be a residential n'hood.	How will they ensure the safety of the children is preserved. How will it affect housing values in the immediate area. How does it affect noise levels.	I am against this project and if it does move forward, it will make us seriously consider moving from this area.
CS	Gary Copland	4805 Hibiscus	When crosstown is rebuilt, 70th will get more traff, let along the traff additions caused by Gramercy develop. and So.Dale redevelop. 70th is already at maximum capacity.	How to reduce or maintain volume of traff on 70th. How to deal with increased traff w/o lane additions? Can flow from hwy 100 exits be reduced or better timed (particularly those leaving the hwy and turning east (right) onto 70th	70th is a residential street. No other street like it in Edina has 2 lanes of traff in each direction, neither should this one.
CS	Susan de Hoog	7215 Gloucester		What are the alternate routes for traff to use to get to/from France and hwy 100? If we can't make cars go away, then how can we move them thru easier and smoother?	Lets face it, the street is a thru-way, cars don't want to slow down. It sounds like if the feeder streets can blend cars in easier it would improve flow for them. Thanks for holding the public open house.
CS	Clayt Tabor	6932 Cornelia		What is the ratio of study area residents: business owners and non-study area residents who are for creating greater access?	With hwy. 100, France, 494 & 62 as access points to So.Dale, why would you even consider increasing access by way of 70th. You should be looking at ways of relieving 70th, Cornelia & West Shore fo some of the excess traff they are receiving.
CS	John & Gwen Budd	4417 Fondell	Concern with declining property values if 70th becomes a 4-lan access road to So. Dale.	Why is Edina approving high rises and other develops. that draw heavy traff when traff is already such a huge problem on 70th, France and other roads? Why is 70th called the "Western gateway to So.Dale."	Part of the attraction of the Cornelia N'hood is convenience to shopping and major hwys, esp. 100 and we realize that traff volume comes with this access and convenience. We know that there are not any magical solutions. But we are strongly opposed to things that would make things worse and change the character of the area such as widening 70th and building more high rises in the So.Dale area.
CS	Paul & Joan Wehrmeister	7113 Cornelia	Resurface Cornelia, West Shore with asphalt.	What can be done to limit traff on Cornelia, 70th, etc.? Can residential traff monitered again on a school day? Will the residents in the study area have a member or members on the study committee?	We were very disappointed that the mayor of Edina didn't speak to the gathering choosing instead to leave the bldg. No leadership!! The city should have a paid committee for traffic studies. It also appears that no member of the city council was interested in the 70th St problem.

**W. 70th Street Corridor Traffic Study
(Highway 100 to France Avenue)
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TYPE OF INPUT	NAME	ADDRESS	Other:	2. What are the key questions you want to have answered by this study?	3. Other comments:
(CS: comment sheet, E: email, L: letter, O: other)					
CS	Jean Evers	4413 W. 70th	The noise currently on 70th is very loud and it is hard to have windows open in spring/summer.	Does the City of Edina plan to turn 70th betw France and hwy 100 into a 4-lane street and take the blvd and sidewalk out. If so, the traff will be very close to our bedroom.	
CS	Vicki & Tim Barzen	4713 Upper Terr		Is 70th going to become a key access to the new So.Dale expansion? I hope not. Please consider using the 62 to VV access and possible developing something south of the single family areas.	Thank you for all your help in trying to make our n'hoods better. I'm sorry some of the n'bors choose to be rude, we're not all like that.
CS	Susan Jean Smith	7308 West Shore		Speed safety at West Shore intersection reduce volume.	I would like to see a small group of residents of 70th street area as part of this study.
CS	Theresa Lau	4500 Andover Rd	Need a traff light for West Shore and 70th to slow down as well as direct traff.	What are the alternatives to get to So.Dale. How can some traff be steered away from 70th.	Widening 70th will only encourage traff increase at the street.
CS	Karen Carlson	4713 Aspasia Cir	We are dealing with much, much more ehre. This is traff avoiding hwy 62 and 494, I believe (Not "Gateway to So.Dale.")	What could be done to better improve our access to 70th?	Collect data at other times of year other than summer. It would be helpful to eliminate/prohibit truck traff. High rise in So.Dale area will increase 70th traff, we must be pro-active. Slow down speed limit to 25 mph, esp. with Cornelia School on 70th. Thank you.
CS	Lisa Billingham Mike Jensen	4517 Dunham	What does Richfield think? Do those residents on 70th east of York think this is a good idea? Drivers will want to drive from 100 to 35W. What is Richfield's plan?	What are the benefits to those of us in the Cornelia area? How will widening 70th make our lives better? How will this increase our property values?	Ask kids at Cornelia think? Have you consulted the Cornelia PTO?
CS	Robert Gubrud	4421 Ellsworth		What are the possible alternatives, i.e. VV/66th/Industrial Blvd/77th: Why is develop. of "Greater So.Dale area" a key factor? What is the value/benefit to local area residents?	Why is the city council & sometimes Planning Comm more interested in promoting interests of commercial developers (who are not residents) rather than locals who pay taxes. We do not need nor benefit from more commercial/high rise develop. Open to other perspectives. Include residents of the area on corridor study, i.e ETC - in all future meetings and deliberations. We have not been included and represented.
CS	Kristin Celms Darin Teske	4705 Wilford Way		The meeting seemed to focus mainly on traff volume. We need to ask what we want our n'hoods to be - should we feel like we're living next to a speedway? Why should 70th be treated like a hwy when 62 is so close?	In addition to making traff flow more smoothly, traff levels need to be reduced through 70th. Redirect traff to 62, which is why 62 is there. Place traff lights at West Shore and possibly Wooddale. Enforce speed limit of 30 mph. Don't divide n'hood in two by widening this road. This is about more than traff flow. This has been a residential n'hood - does the city still want it to be or just an extension of So.Dale? We don't want West Shore to get any busier, esp. w/o sidewalks.
CS	Lori Prebil	4504 Claremore Ct.	Please avoid widening 70th. That is the least acceptable solution to this situation.	What steps can be taken to avoid making 70th even more attractive short cut? Most residents ___ to make it a slower, less convenient way to ___ France from 100. NOTE: returned correspondence was ripped and is missing a piece (damaged in mail) hence the blank lines.	Try better signage on 62, 100 & 494 to direct traff away from 70th.
CS	Daniel Baron	4817 Larkspur Ln		How can we make this situation better for residents/property owners in the area?	Not a lot of time for input.
CS	Leroy & Mary Shaw	4216 W. 70th	Widening the street will take many tress that are very old, decrease property values and bring more commercial traff in to this residential area. I'm concerned the ETC has their own thoughts and won't consider the residents wants and desires.	What are other alternatives except 70th the western corridor to S'dale? Why can't closing 70th @ France and/or 100 be considered. Why can't traff be roted onto VV, 66th or 76th? Why isn't there weight restriction on residential streets? Why don't the police work trff and reduce speed on 70th? With 83% of vehicles exceeding the speed limit this could supplement the city's budgets.	The recent traff study was completed during the summer when Cornelia Elem was closed for renovation. This does not take into effect the school traff where parents are driving kids to school because they're afraid to allow them to cross 70th. The ETC must be open to other options other than 70th being the western corridor to S'Dale. One of the ETC members flatly stated" We'll enver consider closing Hwy 100 exit to 70th or the France Ave intersections with 70th. Residents must be included in all decisions. Why won't all options be considered rather than just the ETC's vision for revitalizing S'dale regardless of what it does to the surrounding families who live in the n'hood and are voters.
E	Joshua Sprague	4720 70th St W			
E	Nicole Vucenich	4604 Gilford Dr			
E	George & Bonnie Griffiths	4444 Dunham Dr			
L	David Rodbourne	4501 Dunberry			
L / E	Michael DeMoss	6950 France			
L	Greater W. 70th St. Homeowners Assoc.				
CS	Remboldt	5129 Abercrombie		To find an alternative route for truck and other heavy traffic and remove from 70th. This is primarily a residential area and should be protected. You would never permit heavy trucks on Sunnyside or 50th for that matter. This is sheer discrimination.	

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CS	Mr & Mrs Donald Barck	4807 W. 70th		These conditions are easily fixable. Of all the problems, the amount of excess traffic and the extreme road noise are the biggest hindrance.	
CS				What are the possible solutions that could be considered? I think solutions that are relatively innovative will be most successful, in this case. W. 70th traffic is difficult and emotionally-charged problem.	I would not be in favor of slower posted speed limit on 70th. I would not be in favor of additional stoplights. I would be in favor of a quieter street surface (though sound/noise is not a significant problem for me at my address). I would be in favor of adding travel space either an alternate route or more lanes. I would not be in favor of eliminating or reducing exit options from 70th to side streets - this would reduce the livability and neighborliness of the n'hood. I think it is important to balance all points of view in developing solutions.
CS	Joe Maley	6409 Sherwood Ave		Is the traff on 66th likely to be increased? I believe many travelers use 66th as a thoroughfare to avoid the traff on 62 at certain times of the day. Perhaps this could be alleviated in some way.	Sherwood inclines upward for about 10 yards as it meets 66th. In the winter when roads are slick it is difficult to gain enough traction to avoid eastbound cars that are not seen quickly because they are hidden as they approach the bridge over 100. They appear rather suddenly.
CS	Al Corcoran	7316 West Shore		Since the volume of traff is similar to 20 yrs ago it would appear to me that is not an urgent concern.	When the traffic begins east on 70th from hwy 100 there is no gap in traff flow. There could be better semiphore control as well as now control of traff coming off no.bound hwy 100 onto east 70th. That gap is necessary to get across 70th.
CS	Ralph Weinberger	5167 Tifton Dr	With the in-process construction of condominiums (Grammercy Club Condo) we expect both safety and access to worsen.	Can a traff light be installed on the intersection of Rabun and 70th to reduce safety risks and access delays?	
L	Margaret & Paul Krause	6828 Oaklawn	See letter.		
L	Michael Harrel	6813 West Shore Dr	See letter.		
L	Richard Kremer	6836 Oaklawn	See letter.		
L	Arthur Lowell	7505 Kellogg	See letter.		
E	Darcy & Bobby Schnitzer	7300 Gloucester	See email.		
E	Rosie Wirth	6612 Brittany	See email.		
E	Mark Grossman	4500 Andover Rd	See email.		
E	Teresa Wedin	66th & France	See email.		
E	Xing (Samuel) Li	4424 70th St	See email.		
E	Paul Linstroth	7217 Trillium	See email.		
E	Rose-Mary Utne		See email.		
E	Mary Hoover	4753 Hibiscus	See email.		
E	Ardis Blumenthal	6704 Limerick	See email.		
E	Rosie Wirth	6612 Brittany	See email, follow-up to previous.		
E	Cheryl Heley	6632 West Shore			
E	Char Auld	Aspasia Ln			
E	Tom Ries				