

AGENDA
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COMMUNITY ROOM
March 15, 2012
6:00 P.M.

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MEETING AGENDA
- IV. APPROVAL OF MINUTES – Regular Meeting of February 16, 2012
- V. COMMUNITY COMMENT
*During “Community Comment,” the Transportation Commission will invite residents to share relevant issues or concerns. Individuals must limit their comments to **three minutes**. The Chair may limit the number of speakers on the same issue in the interest of time and topic. Generally speaking, items that are elsewhere on tonight’s agenda may not be addressed during Community Comment. Individuals should not expect the Chair or Commission Members to respond to their comments tonight. Instead, the Commission might refer the matter to staff for consideration at a future meeting.*
- VI. REPORTS/RECOMMENDATIONS
 - A. State Complete Streets meeting update – Elin Schold-Davis
 - B. Grandview Small Area Study – Kevin Staunton
 - C. Safe Routes to School Resolution – Katherine Bass
 - D. Speed Limit Policy
 - E. Living Streets Workshop Recap
 - F. Edina Transportation Commission Bylaws
 - G. I494 Auxiliary Lane Municipal Consent
 - H. Updates
 - i. Student Member
 - ii. Bike Edina Task Force - February 9, 2012 Minutes
 - iii. Grandview Small Area Study
 - iv. Living Streets Working Group

v. TLC Bike Boulevard Update

- VII. CORRESPONDENCE AND PETITIONS
- VIII. CHAIR AND COMMISSION MEMBER COMMENTS
- IX. STAFF COMMENTS
 - A. Update on France Avenue Pedestrian Bridge Re-scoping
 - B. Gallagher Drive & Three Rivers Trail
 - C. Tracy Avenue Roadway Reconstruction Project Update
- X. ADJOURNMENT

The City of Edina wants all residents to be comfortable being part of the public process. If you need assistance in the way of hearing amplification, an interpreter, large-print documents or something else, please call 952-927-8861 72 hours in advance of the meeting.

SCHEDULE OF UPCOMING MEETINGS/DATES/EVENTS

Thursday	March 15	Regular ETC Meeting	6:00 P.M.	COMMUNITY ROOM
Mon	Mar 19	Annual Boards & Commissions Dinner Meeting	5:00 P.M.	HUGHES PV. CENTENNIAL LAKES
Tuesday	April 17	Grandview Area Plan to City Council	7:00 PM	COUNCIL CHAMBERS
Thursday	April 19	Regular ETC Meeting	6:00 P.M.	COUNCIL CHAMBERS
Mon	Apr 23	Annual Volunteer Reception	5:00 P.M.	BRAMAR RM WARREN HYDE CLUB HS
Thursday	May 17	Regular ETC Meeting	6:00 PM	COMMUNITY ROOM

**AGENDA
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION ORIENTATION
COMMUNITY ROOM
March 15, 2012
5:00 P.M.**

- I. Orientation for anyone that wishes to attend.



REGULAR TRANSPORTATION COMMISSION MEETING
REPORT/RECOMMENDATION

<p>To: Edina Transportation Commission</p> <p>From: Wayne D. Houle, PE City Engineer</p> <p>Date: March 15, 2012</p> <p>Subject: State Complete Street Meeting Update</p>	<p style="text-align: right;">Agenda Item No.: <u>VI.A.</u></p> <p>ACTION:</p> <p><input type="checkbox"/> Recommendation/Motion</p> <p><input type="checkbox"/> Discussion</p> <p><input checked="" type="checkbox"/> Information</p>
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Info/Background:

ElinSchold-Davis will present an update of this item. No additional information is included with this report.



REGULAR TRANSPORTATION COMMISSION MEETING
REPORT/RECOMMENDATION

<p>To: Edina Transportation Commission</p> <p>From: Wayne D. Houle, PE City Engineer</p> <p>Date: March 15, 2012</p> <p>Subject: Grandview Small Area Plan</p>	<p style="text-align: right;">Agenda Item No.: <u>VI.B.</u></p> <p>ACTION:</p> <p><input type="checkbox"/> Recommendation/Motion</p> <p><input type="checkbox"/> Discussion</p> <p><input checked="" type="checkbox"/> Information</p>
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Info/Background:

Kevin Staunton, Steering Committee Chair of the Grandview Small Area Plan will present an update of this item. No additional information is included with this report.



REGULAR TRANSPORTATION COMMISSION MEETING
REPORT/RECOMMENDATION

To: Edina Transportation Commission	Agenda Item No.: <u>VI.C.</u>
From: Wayne D. Houle, PE City Engineer	ACTION:
Date: March 15, 2012	<input checked="" type="checkbox"/> Recommendation/Motion
Subject: Safe Routes to School Resolution	<input type="checkbox"/> Discussion
	<input checked="" type="checkbox"/> Information

Recommendation/Motion:

Recommend to the City Council to approve the attached resolution supporting creation and funding of a Minnesota Safe Routes to School Grant Program.

Info/Background:

Edina Transportation Commission Member Katherine Bass will present the attached Safe Routes to School Resolution.

Attachments:

- Resolution of Support for the Creation and Funding of a Minnesota Safe Routes to School Grant Program

Resolution of Support for the Creation and Funding of a
Minnesota Safe Routes to School Grant Program

Whereas, Minnesota Department of Transportation received 82 Safe Routes to School grant requests in 2011 totaling \$23 million but were only able to fund 16 with the \$3.8 million in federal funds that were available; and

Whereas, about one-third of the children in the United States are obese or overweight; and

Whereas, the number of obese and overweight children has tripled in the last 20 years and is expected to increase at an even more rapid rate; and

Whereas, 43% of children that live less than a mile from school are driven to school; and

Whereas, walking one mile to and from school would equal 2/3 of the recommended daily physical activity, and

Whereas, many (most???) children do not get the recommended 60 minute minimum of moderate to vigorous physical activity each day; and

Whereas, \$14 billion is spent annually in United States on child obesity related health care; and

Whereas, studies have shown that physical activity has a positive effect on scholastic achievement, cognitive ability, reducing tobacco use, insomnia, depression, anxiety and body mass index; and

Whereas, epidemiologists have forecasted that today's American children may be the first generation to live shorter lives than their parents because of disease related to physical inactivity.

NOW THEREFORE, BE IT RESOLVED, that _____ encourages the Minnesota Legislature to pass and Governor Dayton to sign a bill that creates a Minnesota Safe Routes to School Program and funds it with an allocation of \$3 million in the 2012 Bonding Bill.

RESOLUTION DECLARED AND ADOPTED.

DATED: _____

SIGNATURE: _____

TITLE: _____



REGULAR TRANSPORTATION COMMISSION MEETING
REPORT/RECOMMENDATION

To: Edina Transportation Commission	Agenda Item No.: <u>VI.D.</u>
From: Wayne D. Houle, PE City Engineer	ACTION:
Date: March 15, 2012	<input checked="" type="checkbox"/> Recommendation/Motion
Subject: Speed Limit Policy	<input type="checkbox"/> Discussion
	<input checked="" type="checkbox"/> Information

Recommendation/Motion:

If the ETC agrees, forward the attached information in the form of an advisory communication to the City Council.

Info/Background:

Edina Transportation Commission Member - Chair Jennifer Janovy has prepared the attached memo on the City's speed limits policy

Attachments:

- Speed Limits Policy memo
- City Council minutes regarding speed limits
- MnDOT Study and Report on Speed Limits Executive Summary
- City of Edina Speed Limits Traffic Policy
- House Research MN Speed Limits memo
- MS 160.263 Bicycle Lanes and Ways

CITY SPEED LIMITS POLICY MEMO

SITUATION

The City Council has authority to establish 25 mph speed limits on streets within its jurisdiction on which it has established bike lanes by ordinance or resolution. Bike lanes and a 25 mph speed limit have been established on W. 58th (Xerxes to France) and W. 70th (France to Hwy 100). The Tracy Avenue project (Vernon to Benton) was recently approved with bike lanes and a 25 mph speed limit.

The City Council has also established reduced speeds in school zones.

BACKGROUND

The City's speed limit policy states that speed limits "can only be modified by the Commissioner of Transportation on the basis of engineering and traffic investigation that indicates enhanced safety.... *Only* a school zone and bridge can be regulated below 30 mph if justification exists."

In 2006 the Council discussed speed limits and passed the following motion:

"The City of Edina's current City Speed Limits Traffic policy shall be maintained with the basic minimum speed limit of 30 MPH. The City of Edina shall not consider lowering the speed limit of a residential street unless documented safety issues exist and a traffic speed study has been conducted by Mn/DOT indicating the speed should be lowered; or the statewide urban, local, residential speed limit is lowered from 30 MPH to 25 MPH. The updated policy shall be the basis for the City's speed limits traffic policy."

At this time, the Council also passed a resolution in support of lowering the statewide residential speed limit to 25 mph. See minutes attached.

In 2008 the Council passed a resolution calling for legislation to study the feasibility of a 25 mph speed limit metro-wide. Legislation was enacted and a study completed. The study report can be read at <http://www.dot.state.mn.us/speed/pdf/Speed%20Limit%20Task%20Force%20Final%20Report.pdf>. The report recommended some changes to the State speed limit statutes, but did not recommend lowering the default speed limit in urban districts to 25 mph. See attached Executive Summary.

The Comprehensive Plan includes a policy statement on speed limits: "Support state legislation to decrease statutory urban speeds from 30 to 25 mph" (p. 7-42).

Currently, there is no state legislation to decrease the speed limit in an urban district.

ANALYSIS

Statements in the City's speed limit policy appear to conflict with State statutes regarding speed limits. These statements are highlighted in the attached policy. While the policy does not need to allow the City to exercise all of the authority provided to it by statutes, the policy should accurately communicate that authority. The attached House Research memo explains MN speed limit laws.

The Council has demonstrated that it is interested in exercising its authority to reduce speeds on streets on which bike lanes have been established and in school zones. As the policy making body for the City, the Council can adopt a speed limits policy that supports these actions.

RECOMMENDATION

That the City Council adopt a speed limits policy that:

- Allows the City Council to reduce speed limits as provided by law;
- Accurately communicates the authority the City has to reduce speed limits; and
- Supports Living Streets goals.

ATTACHMENTS:

- City Council minutes regarding speed limits
- MnDOT Study and Report on Speed Limits Executive Summary
- City of Edina Speed Limits Traffic Policy (highlighted)
- House Research MN Speed Limits memo
- MS 160.263 Bicycle Lanes and Ways

Excerpts from City Council Minutes Re: Speed Limits

June 6, 2006 City Council

RESOLUTION NO. 2006-64 APPROVING THE TRANSPORTATION COMMISSION RECOMMENDATION LOWERING THE STATEWIDE RESIDENTIAL ROADWAY SPEED LIMIT TO 25 MPH; AND APPROVING STAFF'S RECOMMENDATION REGARDING THE 25 MPH RESIDENTIAL SPEED LIMIT Assistant Engineer Lillehaug said the Transportation Commission at their March 16, 2006, meeting, asked staff to review the City's Speed Limit Policy and prepare a report for consideration of a 25 MPH Speed Limit Policy for residential areas. On April 20, 2006, staff recommended that the current Speed Limit Policy of 30 MPH be maintained unless documented safety issues exist and a speed study had been conducted by Mn/DOT or the statewide limit was lowered to 25 MPH.

On May 18, 2006, the Transportation Commissioners voted to recommend to the Council adoption of a resolution recommending a 25 MPH speed limit policy in residential areas. Staff evaluated the current policy, including safety, cost, implementation strategy and enforcement. Mr. Lillehaug stated that safety was the most important factor. He said the more consistent something was the safer it was. Mr. Lillehaug added changing the approximately 1100 speed limit signs on residential streets would be expensive and no funds have been designated for this purpose. Mr. Lillehaug noted that a number of requests have been received to lower the speed limit. Streets classified as collector or arterial could not be posted lower than 30 MPH. Some roads were state aid roads where the City receives funding for maintenance of the roads. Reclassifying the roads could affect the City's budget.

Staff recommended rather than adopting a 25 MPH Speed Limit Policy, they recommended a City resolution calling for a statewide lowering of the urban, residential speed limit on local roadways from 30 MPH to 25 MPH. He said if the state to lowered the speed limit statewide, more cities would implement the 25 MPH speeds making more consistent speeds statewide.

Jean White, a member of the Transportation Commission summarized the discussion on this issue at the May Transportation Commission meeting.

Member Hulbert questioned whether this issue could be used by the Transportation Commission as an addition to their tool box to aid traffic calming. She further suggested not making a decision until information was received from other cities about their speed policies.

Mr. Hughes said in summary, a motion could be adopted that would refer the issue back to the Transportation Commission because they did not have a full complement of members when the vote was taken and recommend their focus being on other cities who have implemented a 25 MPH residential speed limit and what criteria they used for their decision. He indicated another scenario would be to keep the issue at the Council level and direct staff to find information from other cities and bring that information directly back to the Council.

Following a Council discussion, Member Swenson made a motion approving the following resolution as follows:

RESOLUTION NO. 2006-64
RESOLUTION OF SUPPORT FOR
STATEWIDE LOCAL, RESIDENTIAL ROADWAY
25 MPH SPEED LIMIT

WHEREAS, drivers traveling at high speeds are less aware of their surroundings and have less time to notice and react to pedestrians and bicyclists; and

WHEREAS, relatively small increases in vehicle speed can greatly increase the chances that a pedestrian will die in a vehicle-to-pedestrian crash; and

WHEREAS, experts on street design say that 20 to 25 miles per hour is the maximum safe speed for residential streets; and

WHEREAS, the City of Edina supports ensuring speed limits maximize safety for all roadway users including drivers, pedestrians and bicyclists; and

WHEREAS, the City of Edina supports goals that do not unfairly raise the expectations of our citizens with regard to the relative safety of the streets; and

WHEREAS, passage would result in a uniform statewide speed limit that would create consistency with regard to the way similar streets are posted and speeds are enforced in our communities.

NOW, THEREFORE, IT IS THEREBY RESOLVED that the City Council of the City of Edina does hereby strongly support a statewide lowering of the speed limit from 30 miles per hour to 25 miles per hour on local, residential roadways.

Passed and adopted this 6th day of June, 2006. Member Housh seconded the motion.

Ayes: Housh, Masica, Swenson, Hovland

Nays: Hulbert

Motion carried.

Member Masica made a motion approving staff's recommendation regarding the 25 MPH residential speed limit as follows:

"The City of Edina's current City Speed Limits Traffic policy shall be maintained with the basic minimum speed limit of 30 MPH. The City of Edina shall not consider lowering the speed limit of a residential street unless documented safety issues exist and a traffic speed study has been conducted by Mn/DOT indicating the speed should be lowered; or the statewide urban, local, residential speed limit is lowered from 30 MPH to 25 MPH. The updated policy shall be the basis for the City's speed limits traffic policy."

Member Swenson seconded the motion.

Ayes: Housh, Masica, Swenson, Hovland

Nays: Hulbert

Motion carried.

March 3, 2008

RESOLUTION NO. 2008-27 CALLING FOR LEGISLATION STUDYING THE FEASIBILITY OF 25 MPH SPEED LIMIT METRO-WIDE ADOPTED Following discussion, motion made by Member Bennett and seconded by Member Masica to adopt Resolution No.2008-27 calling for legislation studying the feasibility of 25 MPH speed limit metro-wide.

Ayes: Bennett, Housh, Masica, Swenson, Housh, Hovland
Motion carried.

July 21, 2009

*RESOLUTION NO. 2009-66 ADOPTED – SAFE ROUTES TO SCHOOL REPORT AND SIGNAGE PLAN Motion made by Member Brindle and seconded by Member Housh to adopt Resolution No. 2009-66 adopting Edina schools speed zone study and signage plan.

Motion carried on rollcall vote – five ayes.

October 5, 2010

RESOLUTION NOS. 2010-94 AND 2010-95 ADOPTED – RESTRICTING PARKING AND REVISING SPEED LIMIT ALONG WEST 58TH STREET FROM FRANCE TO XERXES The Council discussed the challenges of configuring parking restrictions and on-street bike lanes and considered whether a “walkable zone” with lowered speed limits, should be created around this and other parks to assure pedestrian and bicycle safety. It was indicated that high “walkability” scores for residential properties also increased value. Mr. Houle reviewed the widths of bike trails that shared roadways and explained the intent was to lower speed in areas of on-street bike lanes on this MSA roadway.

The Council considered whether action should be postponed to allow time to research creating a “walkable zone” or if these actions should be taken so it could be determined whether they were effective. Members Bennett and Brindle requested that a joint work session with staff and the ETC should be held to discuss the option of a “walkable zone” to increase pedestrian and bicycle safety. Member Swenson introduced and moved adoption of Resolution No. 2010-94, relating to parking restrictions on West 58th Street from France Avenue to Xerxes Avenue and No. 2010-95, reducing the speed limit on West 58th Street between France Avenue and Xerxes Avenue. Member Bennett seconded the motion.

Ayes: Bennett, Brindle, Swenson, Hovland
Motion carried.

December 21, 2010

RESOLUTION NO. 2010-128 ADOPTED — RESOLUTION NO 2010-95 FOR WEST 58TH STREET BIKEWAY CORRECTED Motion made by Member Housh and seconded by Member Bennett to adopt Resolution No. 2010-128, designating West 58th Street between France Avenue and Xerxes Avenue as bicycle route and designating a 25 mph speed limit.

February 6, 2012

Adopt Resolution 2012-24 correcting Resolution No. 2010-58 – designating bicycle lanes on West 58th Street between France Avenue and Xerxes Avenue and designating a 25 mph speed limit.

December 20, 2011

Adopt Resolution No 2011-133 West 70th Street speed limit.

EXECUTIVE SUMMARY

This report documents a series of recommendations developed by the Minnesota Department of Transportation for speed limits on local roads. The report also describes the process Mn/DOT utilized to reach these recommendations. This process benefited from the participation of several local government engineers in a Task Force convened by Mn/DOT. Mn/DOT has conducted the speed limit study and prepared this report to meet the requirements of Laws of Minnesota 2008, Chapter 287, Section 119, STUDY AND REPORT ON SPEED LIMITS. The input of all of the Task Force members was valuable and informative and helped to form a consensus for the group's recommendations.

Implementation of speed limit statutes involves an overlap of two principles:

- Definitions: what type of roadway the motorist is driving on, and
- Speed Limits: what the appropriate speed is for that roadway.

The direction from the Legislature to Mn/DOT acknowledged these two principles. Mn/DOT was specifically tasked to study and report on the following topics:

- Are the definitions of urban district, rural residential district and residential roadway appropriate?
- Is 30 MPH in urban districts appropriate?
- Are there locations where 25 MPH is appropriate?
- Is 30 MPH in rural residential districts appropriate?
- Is 55 MPH in rural residential districts within a city appropriate?
- Are there rural residential district locations within cities where 30 MPH is appropriate?

In response to these questions, Mn/DOT has developed proposed changes to the text of the statutes (2008 Minnesota Statutes, Chapter 169, TRAFFIC REGULATIONS). The full versions of those changes appear elsewhere in this report. The remainder of this section presents overviews and highlights of the major recommendations developed by Mn/DOT.

Recommendations on Definitions

Urban District

The current definition of Urban District was found to be acceptable; however some agencies interpret the term "streets" to include highways and others do not. The Task Force concluded all similar types of roadways regardless of ownership should uniformly apply the Urban District criteria. Consequently, the Task Force recommends that highways should be specified to clarify the matter.

Rural Residential District

In the current statute text, this definition only applies for township roads; it does not apply within cities or for county roads. The definition is confusing and outdated. It does not reflect certain types of modern, large-lot, subdivision designs along roadways (in cities and townships) or well-managed access roadways through commercial or residential areas. The recommended change

deletes the exclusive township reference and allows this definition to be applied regardless of jurisdiction. A Rural Residential District could be located in either a township or city, along a roadway owned by any jurisdiction. The proposed changes also clarify the residence spacing measurements for this definition and recognize the specific development conditions which meet the Rural Residential District criteria.

Residential Roadway

The current language for this definition reads, in part, “‘residential roadway’ means a street or portion of a street that is less than one-half mile in length” This wording lacks clarity and does not match the intended application. The recommended language has been clarified as to conditions for its appropriate application and includes only short (less than one-half mile) lengths of roadways and not short portions of a long stretch of roadway.

Recommendations on Speed Limits

30 MPH in an Urban District

At this time, Mn/DOT recommends no change to the basic Urban District speed limit of 30 MPH. Mn/DOT acknowledges that the Task Force membership brought different views to this issue. Several members favor a speed limit change to 25 now, if it could be successfully achieved, or a move toward 25 in the future. Several factors were cited in support of a 25 MPH speed limit. One key factor is the citizen-level support for the change. Another important factor is the increased pedestrian survival rates at lower speeds in the event of vehicle-pedestrian crashes.

Other factors were inconclusive or argued against a change. Analysis of pedestrian crash data between Minnesota, Wisconsin, and Iowa yielded inconclusive results as to the safety benefits of a 25 MPH (Iowa and Wisconsin) versus 30 MPH (Minnesota) residential speed limit. Furthermore, a review of the survival rates at different speeds, coupled with the number of pedestrian fatalities on low-speed roads, indicates that to cause a significant change in pedestrian safety, travel speeds would need to change from 30 to 20 MPH or even lower. The level of resources currently committed to law enforcement and driver education make it difficult to enforce the existing 30 MPH limit. The judgment of the Task Force members, and of law enforcement personnel who were interviewed, is that in the current funding environment it would be difficult to establish proper enforcement of a 25 MPH statutory speed limit. This could lead to a larger disparity in actual travel speed. Signing alone would not be expected to overcome that. Even if signs were posted at 25, merely posting speed limit signs have not been shown to cause a change in driver behavior. Dispersion in travel speeds amongst drivers is a greater factor in safety than is the posted or statutory speed limit of 30 MPH or 25 MPH. There is concern that lowering the speed limit without a large enforcement effort to support the change would not result in a safety improvement. In addition, the need to post signs to educate drivers to the new speed limit would be expected to impose a significant burden on some communities.

Considering all aspects of the issue, Mn/DOT concludes that 30 MPH is the best speed limit for Urban Districts in Minnesota at this time. Efforts today should be aimed at achieving compliance with the existing 30 MPH statutory speed limit. Though the topic could be revisited

in the future if additional resources can be devoted to improved enforcement of and education regarding the existing speed limit.

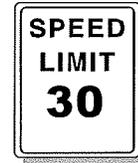
30 MPH in a Rural Residential District / 55 MPH in a Rural Residential District within a City

These are related points. Strictly speaking, the term “Rural Residential District within a city” is a misnomer, as by current Minnesota Statute definition a “Rural Residential District” can only occur in a township. It was understood that what was meant by the question is the following: “For areas within a city that would be defined as Rural Residential District if in a township, is 55 MPH the appropriate speed limit?”

The Task Force members were unanimous; 55 is not an appropriate speed limit for a rural residential area within a city. Mn/DOT recommends that, in tandem with the revised definition for Rural Residential Districts, a new speed limit should be set for this category of roadway. To determine the correct statutory speed for these roadways, several representative speed studies have been conducted on Rural Residential District roads. As a result of these studies, it was determined that 35 MPH is the reasonable speed limit on these roads. The Rural Residential District definition and its accompanying speed limit are proposed to be consistent for all road authorities.



CITY SPEED LIMITS TRAFFIC POLICY



City of Edina

PURPOSE: A speed limit sign is a regulatory device informing motorists of the legal speed limit imposed on the roadway. In the United States, studies indicate drivers ignore speed limits and drive at a speed they consider reasonable, comfortable and convenient.

Pursuant to Minnesota State Statute 169.14, speed restrictions are established by State Statute and can only be modified by the Commissioner of Transportation on the basis of engineering and traffic investigation that indicates enhanced safety. The entire City of Edina is classified an urban district and the basic speed limit is 30 MPH. Only a school zone or a specific bridge can be regulated below 30 MPH if justification exists. Certain arterial roads and freeways within Edina have been zoned greater than 30 MPH by the Commissioner.

PROCESS: Your traffic safety concern or request will be formalized by the staff member you have contacted. That person will work with you and gather the pertinent facts and help clearly define the problem and seek a solution. Those facts will be reviewed by the City Engineer, the Police Chief, and the Assistant City Manager. That group will make a recommendation to the City Council regarding the matter. The staff safety review recommendation will be shared with you. If you disagree with the recommendation or can bring forth additional information and/or facts that are persuasive as related to the City warrants/policies for the requested issue, you can appear at the second Council meeting of the month and present your viewpoint. We suggest you alert any interested parties to attend the meeting with you. In all cases the City Council is the final authority on traffic safety matters. Any subsequent review of the same or similar request is at the discretion of the City Council.

- POLICY:**
1. The provisions of the Minnesota Manual on Uniform Traffic Control Devices (MUTCD) shall be followed.
 2. Traffic investigation and engineering in accordance with established engineering practices shall occur prior to consideration on requesting a speed limit change.
 3. Absent supporting facts, the basic statutory speed limit shall not be altered.

CITY SPEED LIMITS (Continued)

4. The City of Edina cannot legislate speed limits below 30 MPH.
5. The City of Edina can request the Minnesota Commissioner of Transportation to reduce speed limits on City streets that have a speed limit greater than 30 MPH.
6. The City of Edina can pursue engineering, education and enforcement efforts to reduce the speed of vehicles on City streets.

Minnesota Speed Limits

Minnesota's traffic laws include regulation of speeding. State law sets speed limits on state highways and local roads, establishes penalties, and authorizes the Department of Transportation (MnDOT), and in some case local governments, to change the limit. *See* Minn. Stat. § 169.14.

Basic requirements and speed limits

Speed limits set in statute are default maximums, but under some circumstances MnDOT and local government can modify them. The statutory speed limits are: 30 m.p.h. for city streets and town roads in an "urban district," which is any segment of a city street or town road that is built up with structures less than 100 feet apart for a minimum distance of a quarter-mile; 65 or 70 m.p.h. for interstates (depending on whether it is, respectively, within or outside an urbanized area of at least 50,000); 65 m.p.h. on divided highways with controlled access; 10 m.p.h. for alleys, mobile home parks, and campgrounds; and a default of 55 m.p.h. on other roads. Minn. Stat. §§ 169.011, subd. 90; 169.14, subd. 2; 327.27, subd. 2.

Under a 2009 change, the speed limit was increased by 10 m.p.h. when passing on two-lane highways with a posted limit of at least 55 m.p.h. Minn. Stat. § 169.14, subd. 2a. A 40-m.p.h. minimum speed limit applies on interstates.

State law also requires that "no person shall drive a vehicle on a highway at a speed greater than is reasonable and prudent under the conditions." Minn. Stat. § 169.14, subd. 1. This condition can place an additional obligation on a motorist to lower the speed of travel, particularly if there are dangerous conditions like snow or the presence of a pedestrian.

Adjusted limits in speed zones

MnDOT has the authority to establish speed zones in which the speed limit is higher or lower than the default limits set in law; such limits go into effect once signs are posted. Speed zones are established after MnDOT conducts an engineering and traffic investigation that analyzes factors like roadway design, physical characteristics, traffic volume, crash history, and observed speeds. MnDOT's policy is that the limit should normally be set near the 85th percentile (the speed at or below which 85 percent of vehicles are traveling).

Restricted local authority

Cities, counties, and towns have limited power over setting speed limits, even on their own streets and highways. If requested by a local road authority, MnDOT must perform an engineering and traffic study of the road. However, MnDOT—not the local authority—determines the safe and reasonable speed limit as well as whether to establish a speed zone. This general rule has a few exceptions.

- ▶ If MnDOT has established a speed zone for a city street or town road in an urban district that is at least a quarter-mile long, the city or town can lower the speed limit to 30 m.p.h. Minn. Stat. § 169.14, subd. 5b.
- ▶ In a rural residential district, a local road authority may reduce the speed limit to 35 m.p.h. A "rural residential district" is a segment of a city

street or town road with houses spaced less than 300 feet apart for a minimum distance of a quarter-mile. Minn. Stat. § 169.011, subd. 69a.

- ▶ On a residential roadway, a local road authority may reduce the speed limit to 25 m.p.h. A “residential roadway” is a city street or town road whose total length is up to a half-mile. Minn. Stat. § 169.011, subd. 64.
- ▶ In school zones, a local road authority may prescribe a lower limit that is not less than 15 m.p.h. or more than 30 m.p.h. below the surrounding limit. School zones are defined as a segment of street or highway that abuts school grounds where children have access to the roadway or where a school crossing is established. Minn. Stat. § 169.14, subd. 5a.
- ▶ Subject to certain requirements, lower speed limits can also be set on other roadways, including: (1) park roads (at not less than 15 m.p.h., or more than 20 m.p.h. below the surrounding limit); (2) on streets that have a designated bicycle lane (at not less than 25 m.p.h.); (3) in alleys; and (4) in mobile home parks. Minn. Stat. §§ 160.263, subd. 4; 169.14, subds. 5c and 5e; 327.27, subd. 2a.

Both MnDOT and local road authorities can set speed limits within highway work zones, which are effective while workers are present, and MnDOT can set temporary construction zone limits along long-term construction projects.

Penalties for speeding violations

Speeding is generally a petty misdemeanor punishable by a base fine normally ranging from \$40 to \$150 and no prison sentence. The amount of the fine is doubled if the violation (1) occurs in a work zone or school zone, (2) involves speeds of 20 m.p.h. or more above the posted limit, or (3) occurs when passing a parked emergency vehicle with flashing lights. In addition, a \$75 court surcharge is imposed for speeding convictions and there can be a law library fee. If a speeding violation is committed in a manner that endangers persons or property, it can be charged as a misdemeanor with maximum penalties of a \$1,000 fine, 90 days’ imprisonment, or both. Minn. Stat. § 169.89, subd. 1.

A driver’s license will be revoked for at least six months for driving over 100 m.p.h. Minn. Stat. § 169.14, subd. 1a. Minnesota does not use a point system, which assigns points to traffic violations and removes driving privileges if too many points accumulate. However, multiple speeding or other traffic violations within a year can lead to loss of a license. Minn. Stat. §§ 169.89; 171.17.

Speeding violations on a driver’s record

A law first enacted in 1986 known as the “Dimler amendment” governs which speeding violations are recorded on a motorist’s driving record maintained by the Department of Public Safety and accessed by insurance companies (but records are still kept by the courts). Speeding violations are not placed on the driving record if the driver traveled:

- ▶ no more than 10 m.p.h. above the speed limit in a 55 m.p.h. zone; or
- ▶ no more than 5 m.p.h. above the speed limit in a 60 m.p.h. zone.

The prohibition on recording violations does not apply when the speed limit is 65 or 70 m.p.h.; if the speeding violation occurred in a commercial motor vehicle; or if the driver holds a commercial driver’s license (class A, B, or C). Minn. Stat. § 171.12, subd. 6.

160.263 BICYCLE LANES AND WAYS.

Subdivision 1. [Repealed, 1987 c 255 s 15]

Subd. 2. **Powers of political subdivisions.** The governing body of any political subdivision may by ordinance or resolution:

- (1) designate any roadway or shoulder or portion thereof under its jurisdiction as a bicycle lane or bicycle route;
- (2) designate any sidewalk or portion thereof under its jurisdiction as a bicycle path provided that the designation does not destroy a pedestrian way or pedestrian access;
- (3) develop and designate bicycle paths;
- (4) designate as bikeways all bicycle lanes, bicycle routes, and bicycle paths.

Subd. 3. **Designation.** (a) A governing body designating a bikeway under this section may:

- (1) designate the type and character of vehicles or other modes of travel which may be operated on a bikeway, provided that the operation of such vehicle or other mode of travel is not inconsistent with the safe use and enjoyment of the bikeway by bicycle traffic;
- (2) establish priority of right-of-way on the bicycle lane or bicycle path and otherwise regulate the use of bikeways as it deems necessary; and
- (3) paint lines or construct curbs or establish other physical separations to exclude the use of the bikeways by vehicles other than those specifically permitted to operate thereon.

(b) The designating governing body may, after public hearing, prohibit through traffic on any highway or portion thereof designated as a bicycle lane or bicycle route, except that through traffic may not be prohibited on a trunk highway. The designating governing body shall erect and maintain official signs giving notice of the regulations and priorities established under this subdivision and shall mark all bikeways with appropriate signs. Marking and signing of bikeways by the designating governing body shall be in conformance with the Minnesota Manual on Uniform Traffic Control Devices.

Subd. 4. **Speed on street with bicycle lane.** Notwithstanding section 169.14, subdivision 5, the governing body of any political subdivision, by resolution or ordinance and without an engineering or traffic investigation, may designate a safe speed for any street or highway under its authority upon which it has established a bicycle lane; provided that such safe speed shall not be lower than 25 miles per hour. The ordinance or resolution designating a safe speed is effective when appropriate signs designating the speed are erected along the street or highway, as provided by the governing body.

History: 1976 c 199 s 15; 1987 c 255 s 3,4



REGULAR TRANSPORTATION COMMISSION MEETING
REPORT/RECOMMENDATION

To: Edina Transportation Commission	Agenda Item No.: <u>VI.E.</u>
From: Wayne D. Houle, PE City Engineer	ACTION:
Date: March 15, 2012	<input type="checkbox"/> Recommendation/Motion
Subject: Living Streets Workshop Recap	<input type="checkbox"/> Discussion
	<input checked="" type="checkbox"/> Information

Info/Background:

This item was continued from the February 16, 2012 ETC Meeting.

ETC Chair and ETC Members who attended the Living Streets Workshop will provide an update of the February 15 Living Streets Workshop. Attached are workshop notes compiled by ETC Chair Janovy. Also attached are the slides from the night-before workshop.

Attachments:

- Complete Street Workshop Notes
- Complete Street Night-before Workshop Presentation

How would your community benefit from a Living Streets policy?

- Safe access to parks, local and 9-mile trail
- Good for business, improve access to non-drivers
- Safety “free range kid” environment
- Age in place
- Quality of life
- Good marketing and image
- Preserve and enhance natural assets
- Connectivity – social and physical
- Creating places to gather
- Improved access to other trails
- Safe routes to schools
- Creative community with competitive edge
- More value for assessment dollars
- Looking at street projects systematically
- Equity of options
- Interconnectiveness of trails to residents
- Multi-use landscaping; environment and beauty
- Redefining streets to include social connections
- Community building
- Increased real estate values
- Model for statewide efforts
- Creating better destinations through more trans mode access
- Healthier places and people
- Reduce transportation costs for school district, less cost for roads
- Creating neighborhood meeting places
- Decision making guidelines
- Better informed community
- Serve all users in an increasingly diverse city

Exercise: decision-making process

- What current documents are relevant to development of a living streets policy?
 - Comprehensive plan, transportation chapter
 - Ordinances
 - CIP
 - Bike plan
 - Assessment policy
 - Green step cities
 - MN DOT standards
 - Local standards
- What is the process used to make decisions now?
 - Start with a study
 - Each street has a different process
 - Notices in advance, neighborhood notices
- Trans Commission and to council
- What in this process is keeping you from creating living streets?
 - Design charettes
 - Public education campaign citywide
 - Walking tour
 - Development process preceding design
 - Vision exercise
 - Baseline policy and informing people
 - Using exceptions to guidelines
 - Identifying stakeholder

Edina Living Streets Policy Development Workshop Notes

1. What will be the vision behind a new Living Streets policy?

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in a way that promotes safety and convenience and enhances community identity, economic vitality, and opportunities for active living, better health, and environmental sustainability.

Living Streets:

- Create space for community connections
- Encourage children to walk and bike regularly
- Makes Edina a place where friends and relatives want to visit or walk
- Are tree lined
- Make walking or biking an easy choice
- Fit with land use policy and mixed use developments
- Apply to new projects and reconstruction
- Are a place where you want to walk
- Eliminate barriers to key destinations
- Provide infrastructure that encourages walking and biking in an attractive environment
- Give people options

It was noted that the vision statement should be something that residents aspire to; it should be inspirational; and it should be visual (so people can see it).

2. Which users and modes will be included?

- All modes, all users, and all abilities
- Four priorities:
 - Safe access for all users
 - Streets will vary in character (context sensitive)
 - Transportation network will enhance neighborhoods
 - Will incorporate green management
- Additional attributes:
 - Foster income equity
 - Pedestrian-oriented design
 - Connect people, not just places
 - Foster active lifestyles
 - Be inviting places
 - Support healthy commerce
 - Be sustainable

3a. How will the policy address Living Streets needs in scoping, planning, design, construction, operations, and maintenance?

Living Streets include consideration of all elements of complete streets—all modes and users. Living Streets look to create more value for the investment. Process to include property owners/residents in the design. City provides information as a factual basis for decision making. Residents should be asked for positive identification of wants and goals, not negative “problems.” Funding for Living Streets should come from shared public funds, rather than special assessments. City should pursue budget alternatives to minimize direct costs to residents.

3b. To which types of projects will the policy apply (new construction, reconstruction, resurfacing, restoration, rehabilitation, operations, retrofits, and other maintenance)?

All of the above.

4. What exceptions will the policy make, and how are the exceptions approved? Is there accountability?

- Incorporate FHWA list for exceptions
- Refer to Comp Plan and other approved documents
- Have process that includes study and analysis, staff recommendation, ETC review and City Council approval

5. How will the policy address the needs to create a network for all users? How will it encourage connectivity?

The policy will identify and then help to overcome barriers to active transportation. It was noted that the city should have a policy of not vacating transportation right of way. There was a discussion about identifying existing right of way easements that may not be obvious and considering whether these could be developed for pedestrian and/or bicycle paths.

6. Which roads would be covered by the proposed policy? How will it apply to roads under another agency’s jurisdiction?

All roads within the city’s jurisdiction (local and collector) will be covered. PUD will give city leverage over private roads. The city can seek to partner with other agencies to influence decisions re: roads not within the city’s control.

7. Will design guidelines be specified the policy? If so, which ones? How can it address the need for design flexibility in balancing the needs of all users?

Policy should include a palette of design options for street types and should provide guidelines for minimum design.

8. How will the policy take adjoining land use/context into account?

City will inventory building and zoning codes to bring into agreement with Living

Streets principals and minimum design guidelines. Policy will include a palette of design options for street types and minimum design guidelines, from which developers can choose. Form-based zoning, which has less detail about what uses are permitted and more detail about size, shape, and features.

9. How will you know if the policy is working? What performance measures should be considered?

- Percent of bicycle and pedestrian network completed
- Measurement of mode shift
- Surface water management plan—reduction in impervious pavement
- Resident/community satisfaction
- Traffic volumes and speeds

10. What implementation steps will be mentioned in the policy?

- Modify City code
- Review, modify, delete out-dated policies
- Review special assessment policy
- Educate neighborhoods—communicate
- Prioritize projects in CIP—prioritize by modes; prioritize by vulnerability (in other words, look at which users are most vulnerable and address their safety, access, convenience first)
- Develop options for design palette
- Design charrettes
- Seek out additional funding/grants

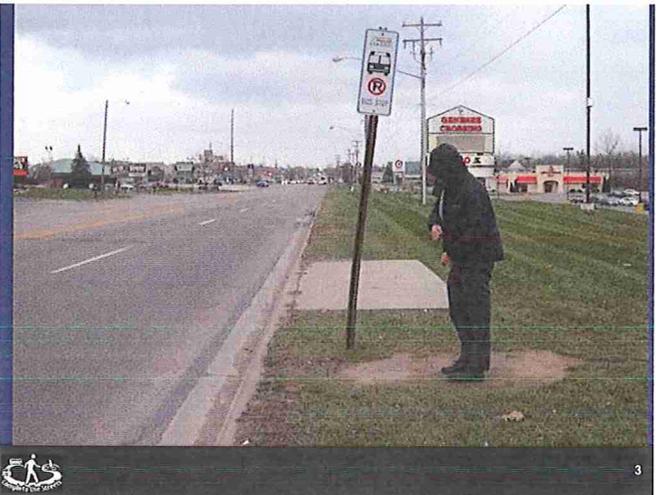


Living Streets

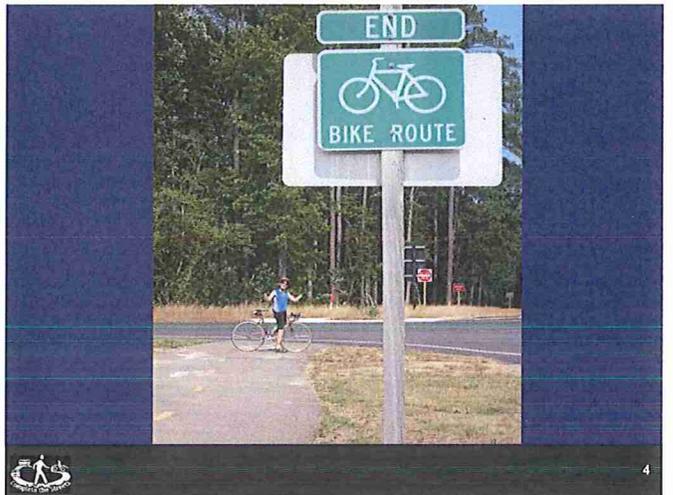
Ryan Snyder



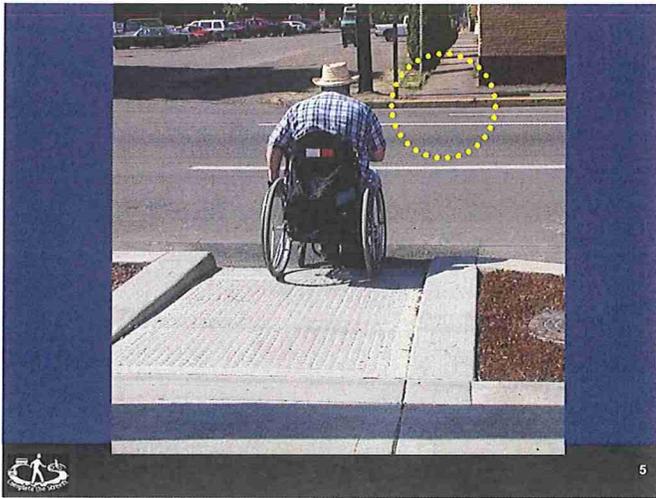
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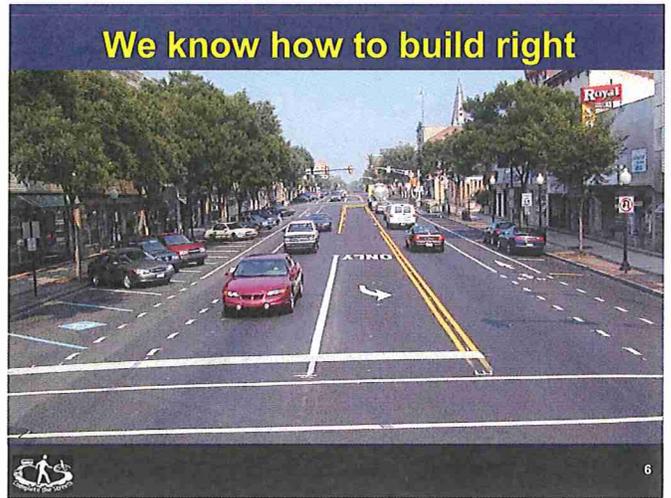
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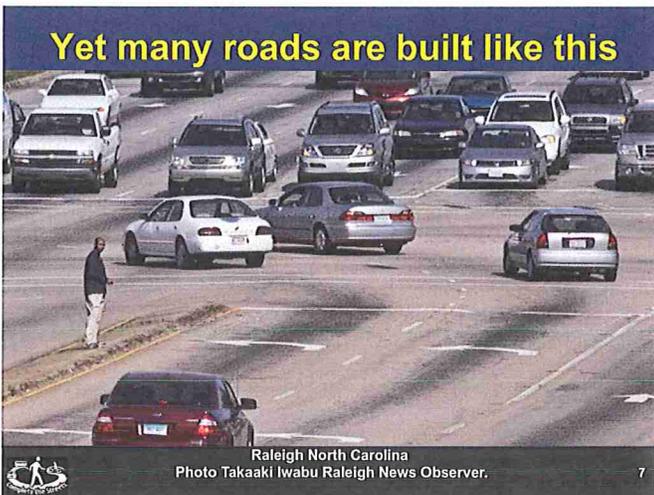
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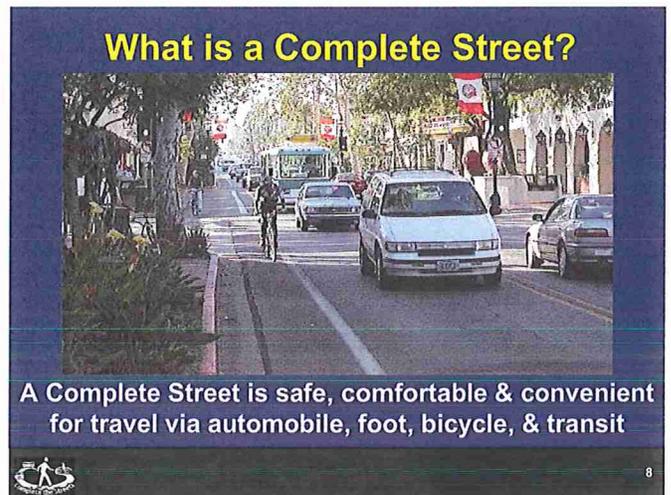


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Raleigh North Carolina
Photo Takaaki Iwabu Raleigh News Observer.

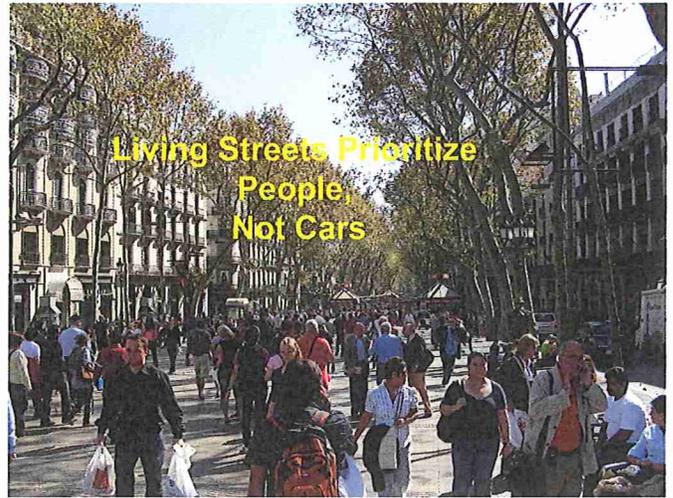
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A Complete Street is safe, comfortable & convenient for travel via automobile, foot, bicycle, & transit

8

Everyone wins with Living Streets

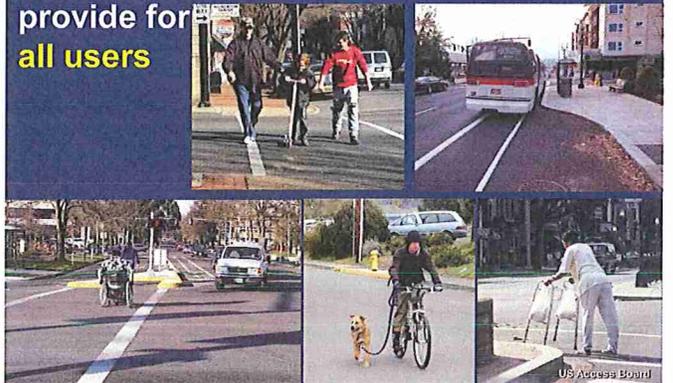


Living Streets Prioritize People, Not Cars

10 Principles of Living Streets



1. Living Streets policies provide for all users



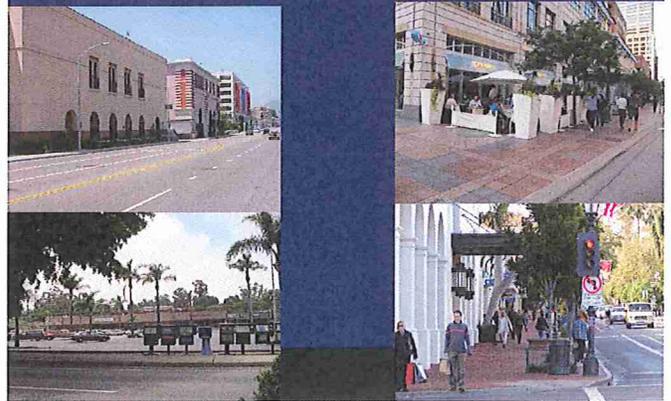
US Access Board



2. Living Streets integrate income equity into their design and function



3. Pedestrian-oriented design



4. Living streets connect people through everyday interaction and shared responsibility to street design and planning.

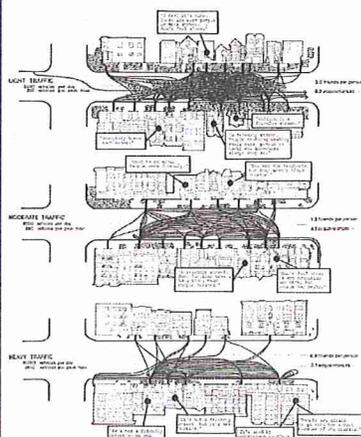
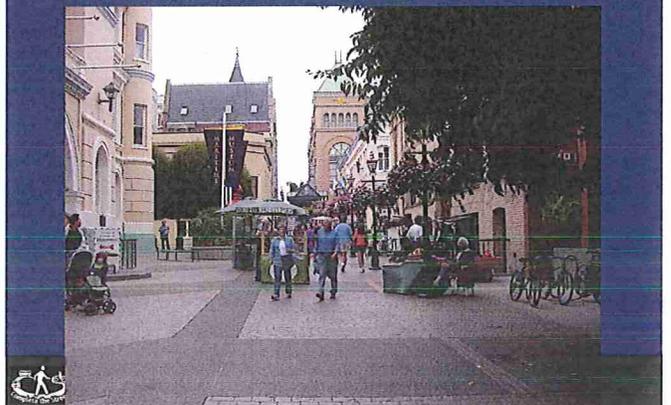


FIGURE 3. San Francisco Neighborhood and walking on the streets: how show where people would buy, ball fields, or apartments. It's about where people are said to gather.

5. Enhance neighborhoods



6. Foster active life styles



7. Green management



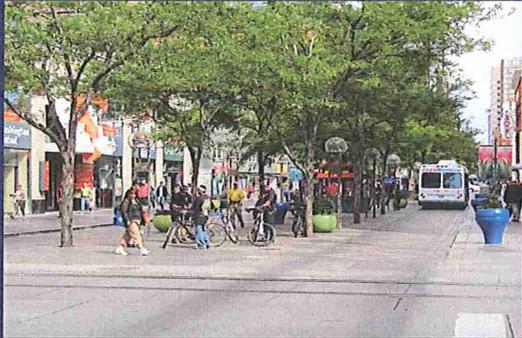
8. Inviting Places



9. Support Healthy Commerce

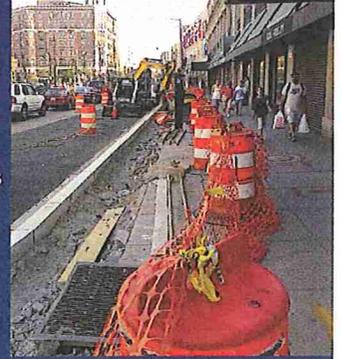


10. Vary in Character



Why have a living streets policy?

- To make the needs of all users the **default** for **everyday** street design practices:
 - No need to **prove** ped, bike and transit facilities are **needed**
 - Rather, it's **assumed** they're needed **unless proven otherwise**



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Why have a living streets policy?

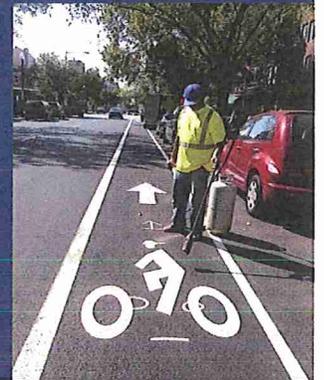
- To shift transportation investments so they create better streets **opportunistically**:
 - Take advantage of all planning, construction, operations and maintenance activities



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Why have a living streets policy?

- To ensure existing funds are used differently:
 - Every project creates better streets **now**.



Why have a living streets policy?

- To save **money**:
 - Retrofits cost more than getting it right initially



Why have a living streets policy?

- To give street design professionals political and community support for innovative solutions that help make active living possible



NYC DOT

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Who wants Living Streets?

- Most Americans would rather **drive less** & walk more
- Transit is **growing faster** than population or driving
- About **one-third** of Americans **don't drive**:
 - 21% of Americans over **65**
 - Children **under 16**
 - Low income** Americans can't afford to drive

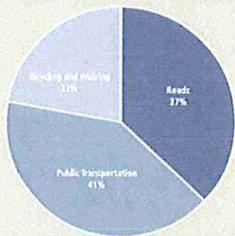


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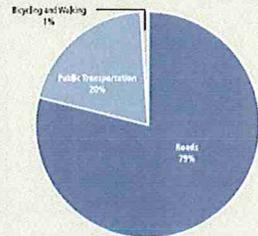
Americans want complete streets

How Respondents Would Allocate Transportation Funding



Roads	37%
Public Trans	41%
Bike/walk	22%

How Transportation Funding is Currently Allocated



Roads	79%
Public Trans	20%
Bike/walk	1%

From Active Transportation for America: the case for Increased federal investment in bicycling and walking. RTC 2008

28



Benefits: older Americans

- 21% over 65 do not drive
- Over 50% of non-drivers **stay at home** on a given day because they lack travel options
- 54% of older Americans living in inhospitable neighborhoods would **walk and ride more** if things improved



29



Benefits: health

- Now Americans move without moving
- Healthy water to drink and swim in
- 60% are at risk for **diseases** associated with **inactivity**:
 - Obesity
 - Diabetes
 - High blood pressure
 - Other chronic diseases



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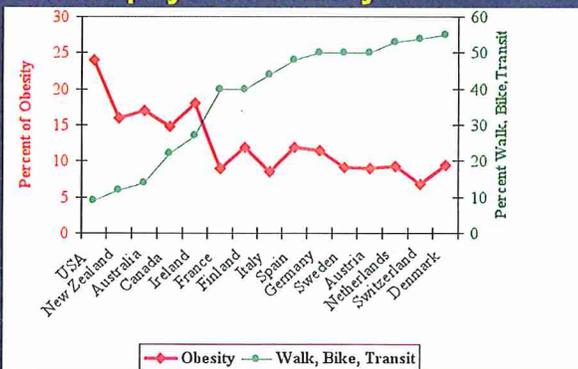
Benefits: physical activity

- Residents more likely to **walk** in a neighborhood with **sidewalks**
- Cities with more **bike lanes** have more **bicycling**
- 1/3 of regular **transit users** meet **min. daily physical activity** requirement during their commute



31

Benefits: physical activity



Source: Pucher, "Walking and Cycling: Path to Improved Public Health," Fit City Conference, NYC, June 2009

32

Benefits: safety

- **Intersections** designed for pedestrians can reduce pedestrian risk by 28%
- **Sidewalks** reduce pedestrian crash risk by 88%



33

Benefits: people with disabilities

- Improved mobility for people with disabilities and reduced need for expensive paratransit service



34

Benefits: the environment

- Fewer emissions
- Less noise pollution
- Less wear & tear on our roads
- Less need to widen roads
- Less water runoff into local waterways
- Conserve and reuse water
- Save energy
- Reduce waste



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Benefits: Less need to widen roads

- Trips in metro areas:
- 50% - less than 3 miles
 - 28% - less than 1 mile:
 - 65% of trips under 1 mile are now taken by car



36

Benefits: the economy & your wallet

- Multi-modal streets:
- Increase home values
 - Revitalize retail
 - People can leave their car at home



37

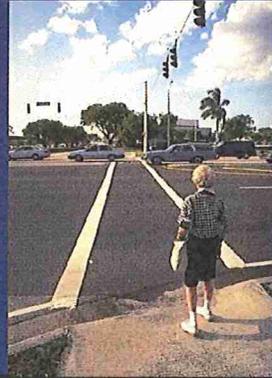
Benefits: more livable communities

Living streets
create better
places to live



38

How LS changes the built environment



39

LS changes intersection design



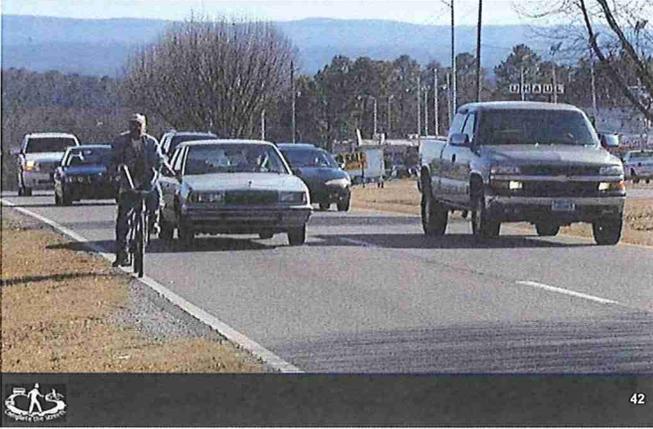
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LS changes intersection design

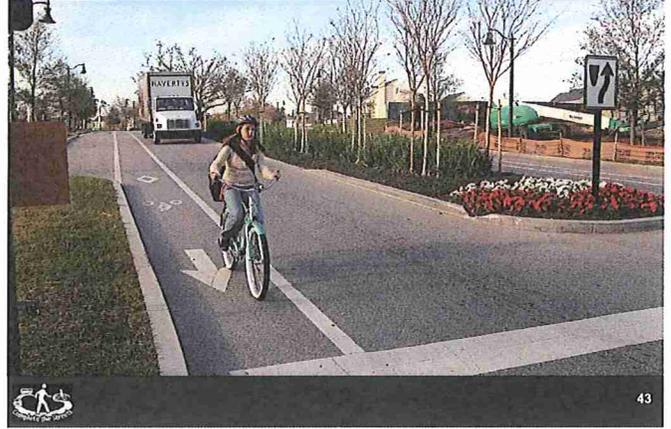


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LS changes bicycling



LS changes bicycling



LS changes transit



LS changes transit



LS changes accessibility



46

LS changes accessibility



47

LS changes water runoff treatment



48



LS changes water runoff treatment



49

Living streets and trails

- Streets provide **access** to trails
- LS + trails = **comprehensive** non-motorized network
- LS take pressure off **overcrowded** trails



The many types of Living Streets



A slow-speed shared street



51

The many types of Living Streets



One crossing completes a Safe Route to School



52

The many types of Living Streets



Shoulder bikeways on rural roads



53

The many types of Living Streets



Busy multi-modal thoroughfares



54

The many types of Living Streets



Transit routes



The many types of Living Streets



Suburban thoroughfares



The many types of Living Streets



Residential skinny streets



The many types of Living Streets



Historic Main Street



The many types of Living Streets



Low traffic shared streets



59

The many types of Living Streets



60

The many types of Living Streets

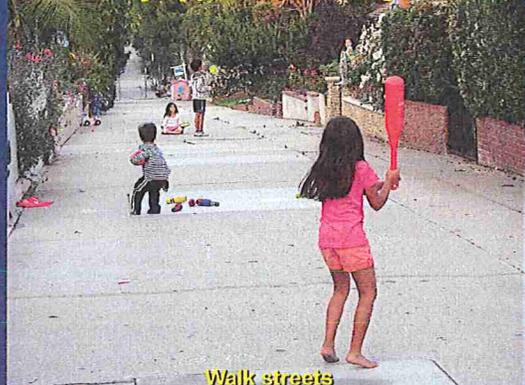


Low traffic shared streets



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The many types of Living Streets

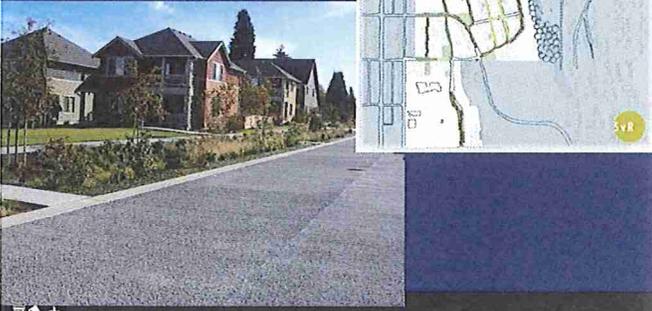


Walk streets



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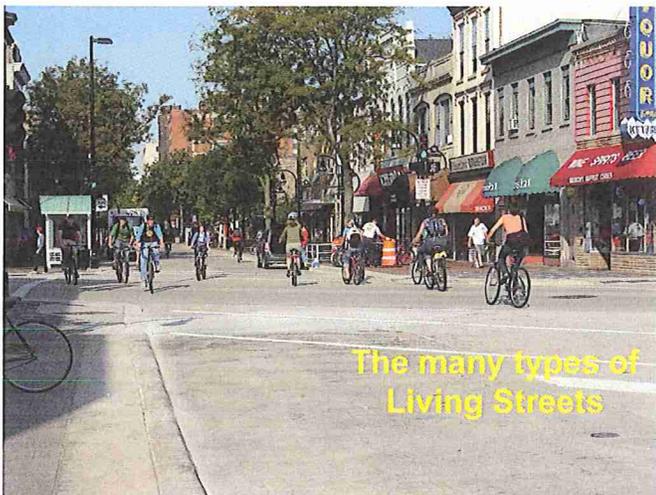
The many types of Living Streets



High Point Redevelopment



The many types of Living Streets



The many types of Living Streets

Living Streets & Context Sensitive Solutions

➤ Living Streets doesn't mean **every street** has sidewalks, bike lanes, transit

➤ Context sensitivity:

1. External context: land use
2. Internal context: who is **likely to use** the street - bicyclists, pedestrians, transit users, drivers?



Illustration: AARP



What about funding?

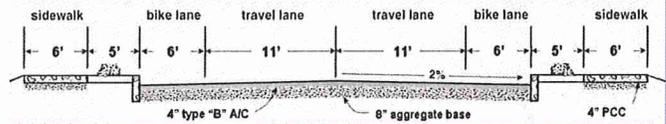
- Living streets is about using **existing resources** differently:
 - STP, Equity Bonus, CMAQ, TE, State, Bond measures, gas tax, sales taxes, and now the stimulus \$... the usual suspects
- While retrofit funding is important, it is not necessary to get started
- **Additional** funding is not needed



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Does it cost more?

1. Avoid costly retrofits
2. Minimal additional funding
3. Save money with better design



Transformative Moment

- Faltering national **economy**
- Increasing **gas prices** (Plan B)
- **Obesity** epidemic: CDC now recommends CS to prevent obesity
- Growing awareness: **quality of life** an economic engine
- Climate change & **sustainability**

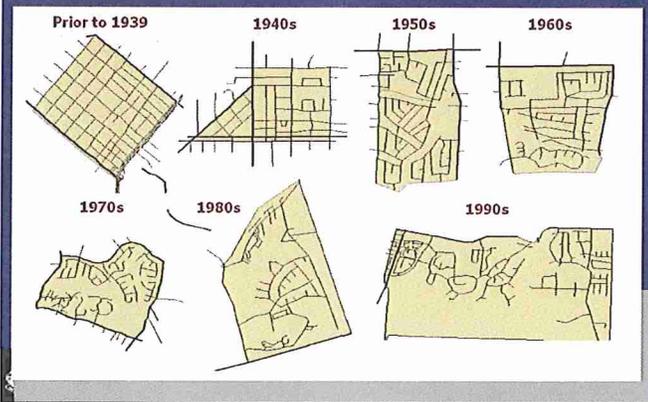


A Living Streets Policy

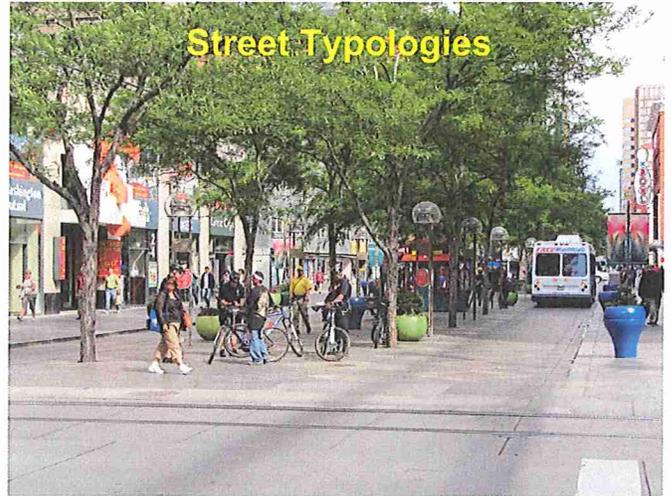
... ensures that the entire right of way is planned, designed, and operated to follow living streets principles."

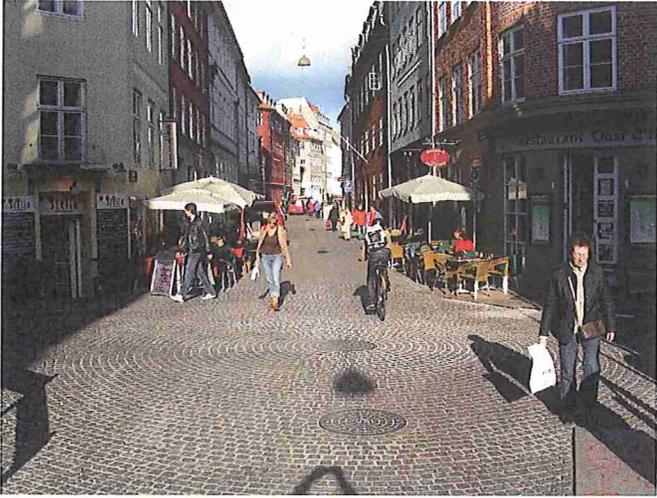


Street Networks and Classification

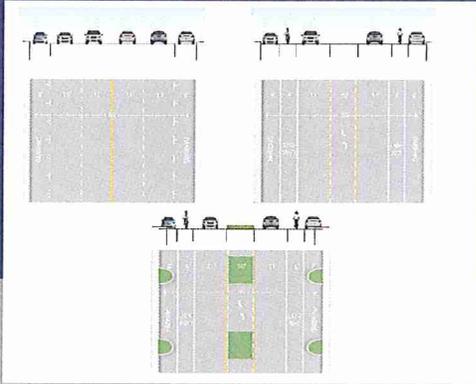


Street Typologies

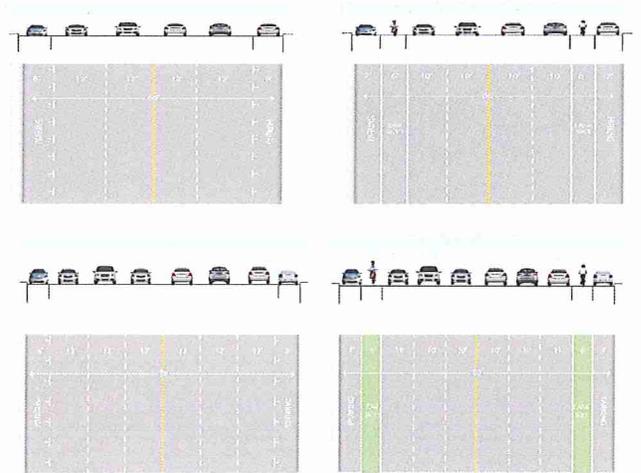




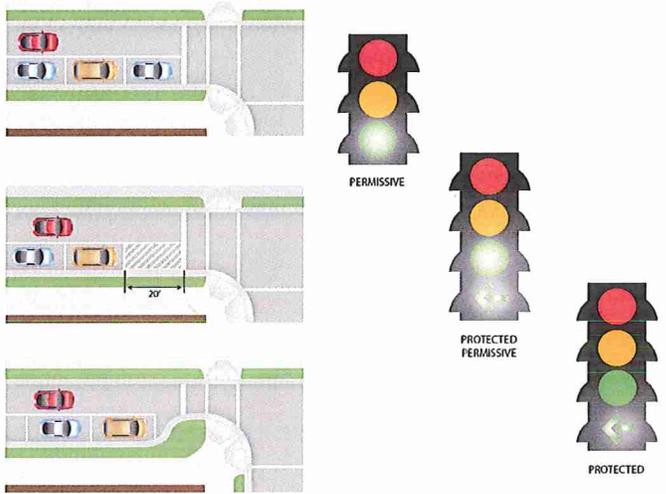
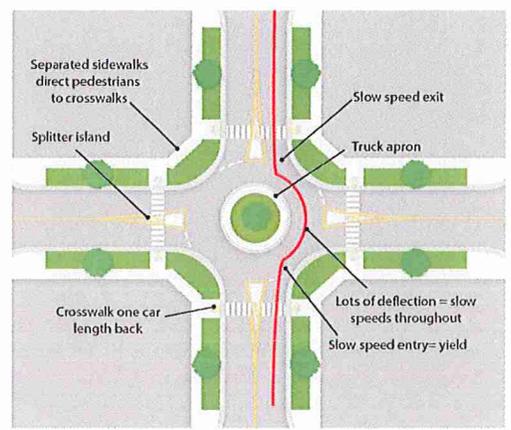
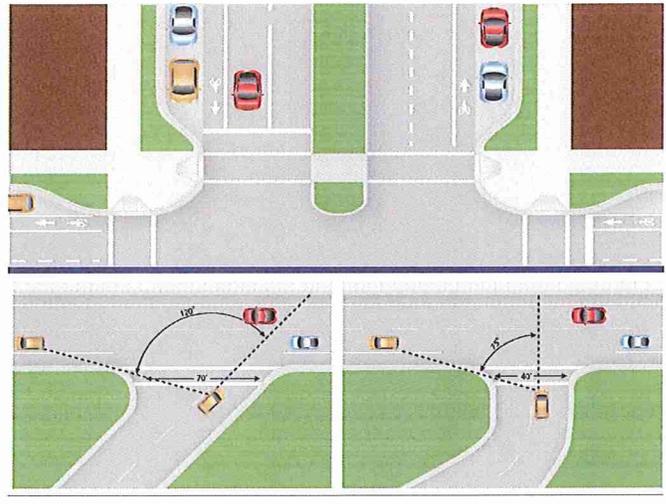
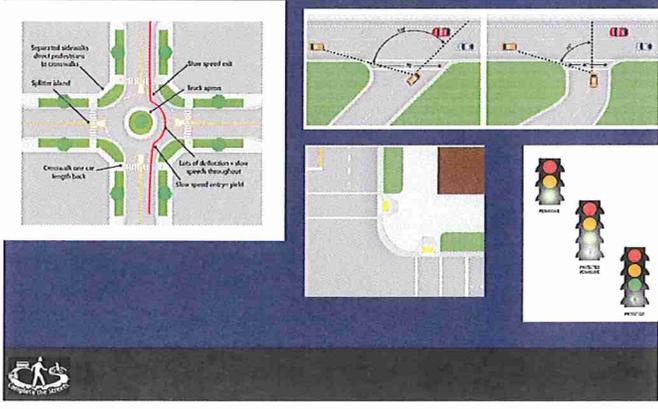
Traveled Way Design



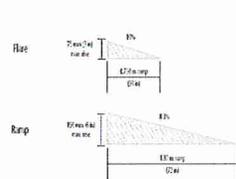
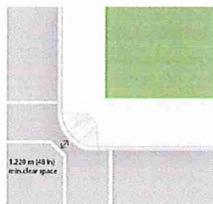
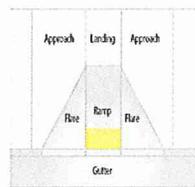
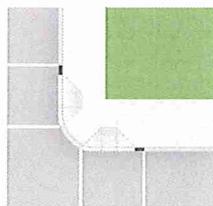
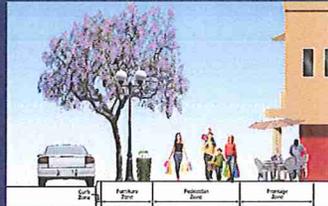
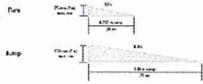
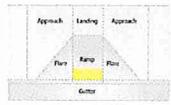
Access Management



Intersection Design

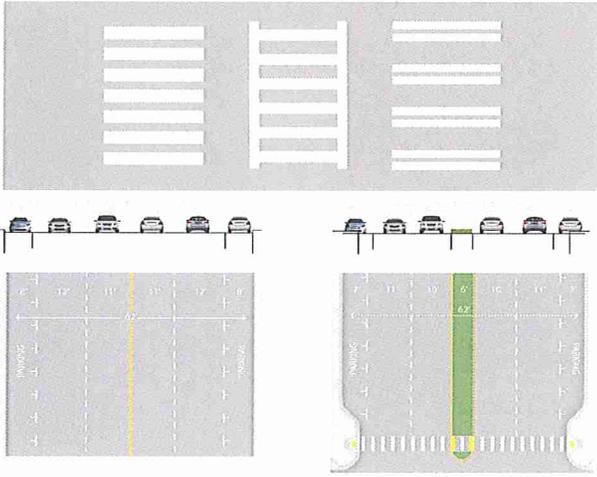


Universal Access



Pedestrian Crossings





Bikeway Design

Bullfrogs allow bikers to see around.

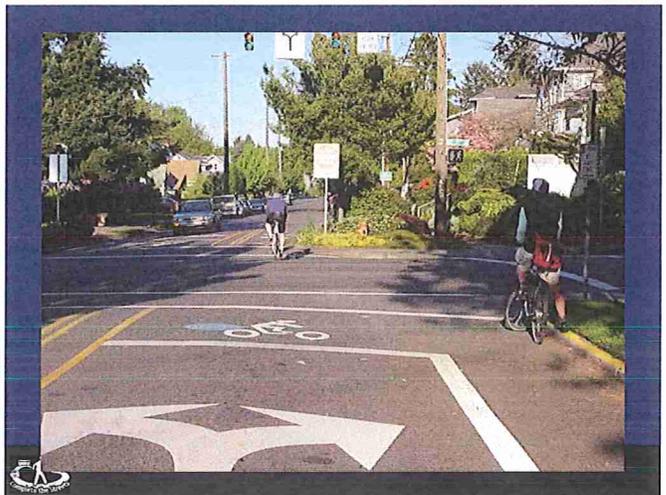
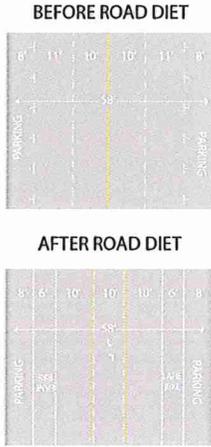
Orange chevron provides extra width to safely pass crossing left-turners.

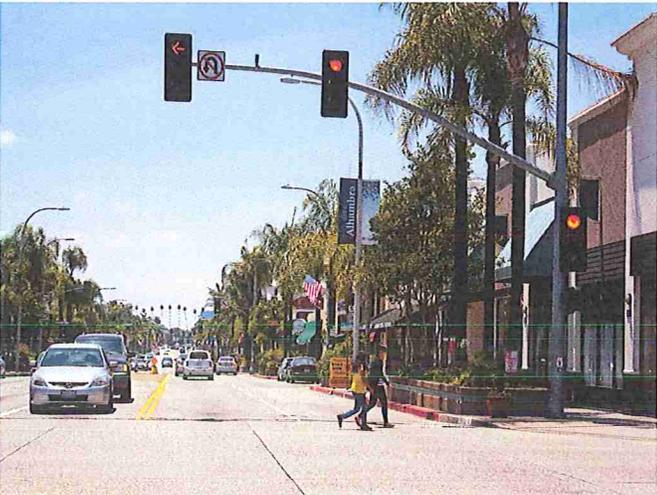
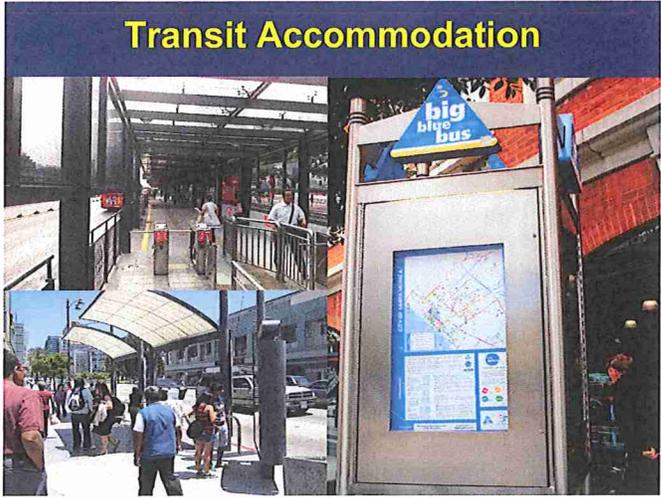
Stop sign turned to four through movements on bikeway street.

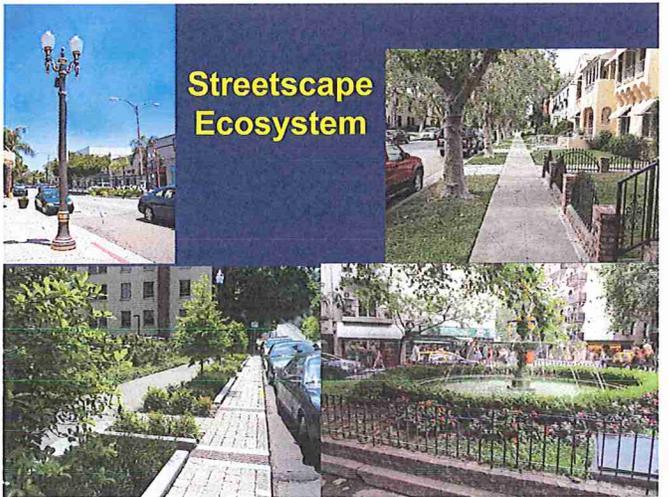
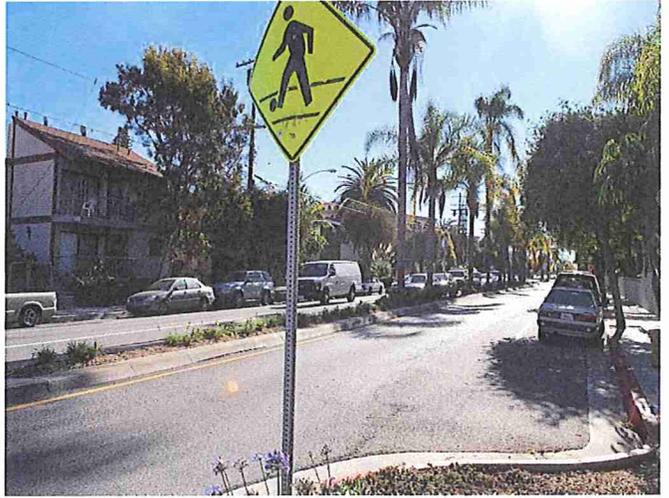
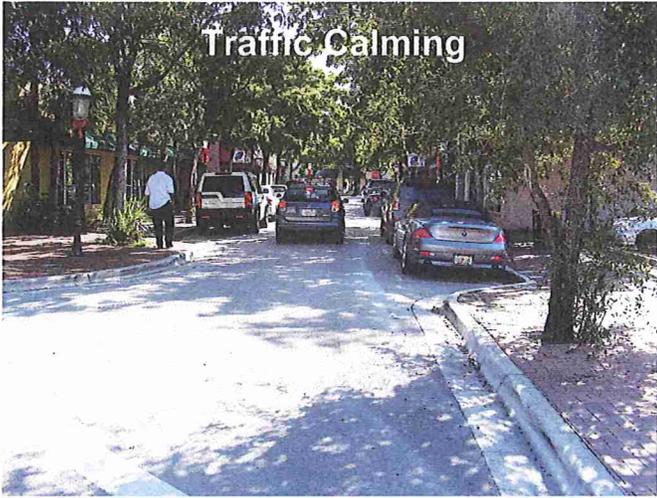
Bullfrogs allow bikers to see around.

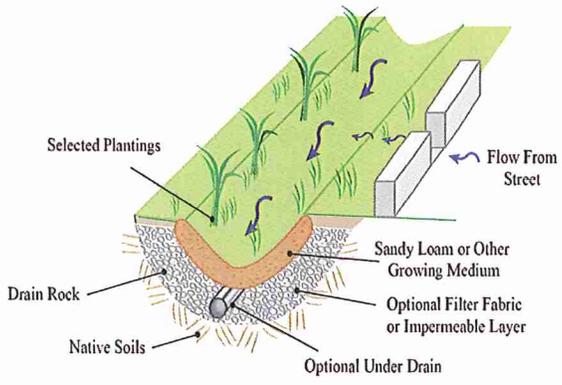
Wider opening allows biker to see around.

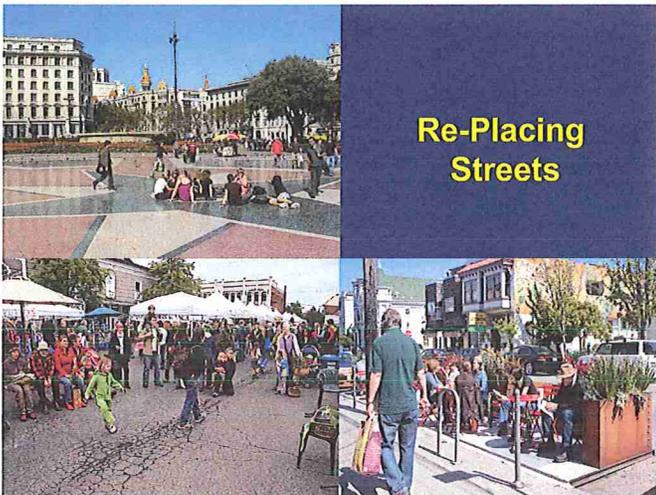
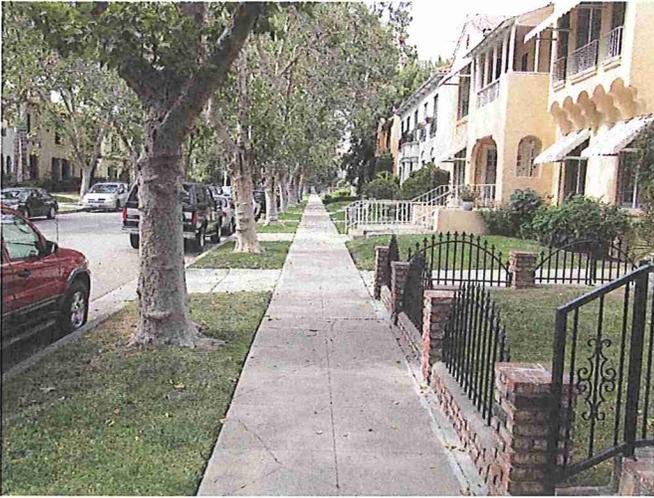
Raised median provides extra width to safely pass turning through.

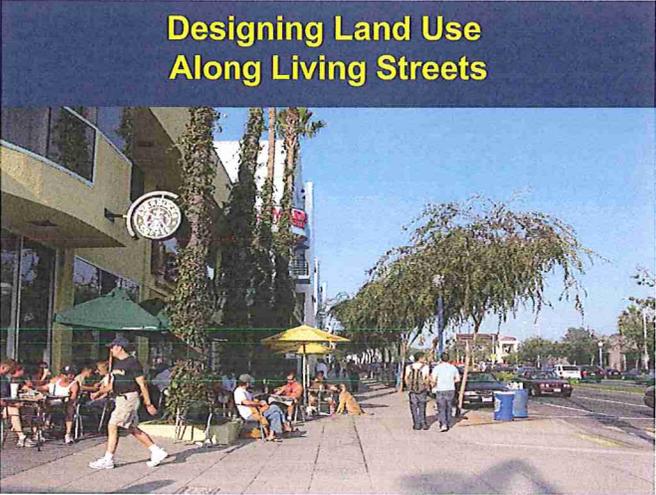
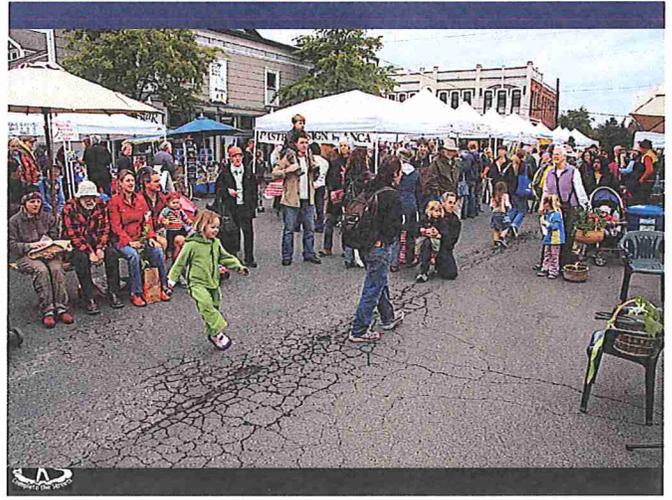
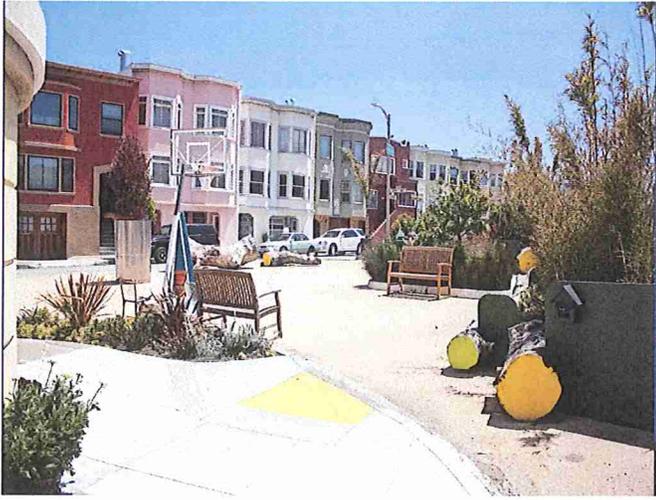


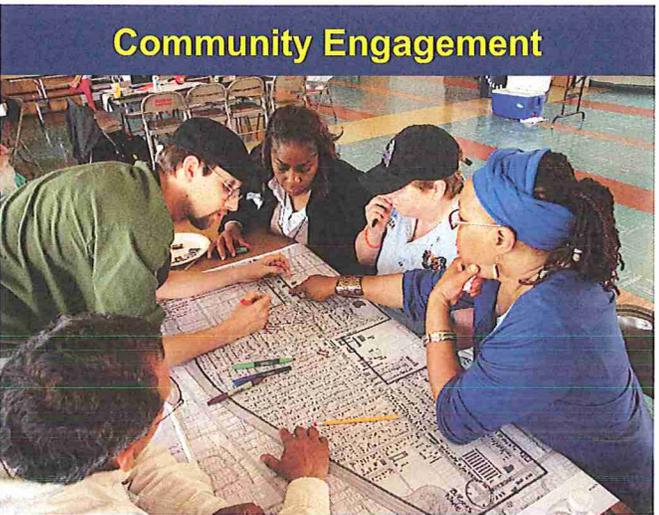












Ryan Snyder
ryan@rsa.cc
310-475-3895

ryan snyder associates
transportation planning for livable communities

11
2



REGULAR TRANSPORTATION COMMISSION MEETING
REPORT/RECOMMENDATION

To: Edina Transportation Commission	Agenda Item No.: <u>VI.F.</u>
From: Wayne D. Houle, PE City Engineer	ACTION:
Date: March 15, 2012	<input checked="" type="checkbox"/> Recommendation/Motion
Subject: Edina Transportation Commission Bylaws	<input type="checkbox"/> Discussion
	<input checked="" type="checkbox"/> Information

Recommendation/Motion:

Recommend adoption of the proposed bylaws to be then routed to the City Council by Assistant City Manager Karen Kurt.

Info/Background:

Attached are proposed bylaws for the Edina Transportation Commission that were distributed to the ETC at the February 16, 2012 ETC Meeting. The attached bylaws do reflect a recent change to the City Code Section 1500.07 on Quorum.

These bylaws are the result of an extensive process to create unified bylaws for the City's boards and commissions. The bylaws reflect the input of a panel of representatives from each board and commission (Chair Janovy served as the ETC's representative) and the City Council.

Staff is requesting that the ETC review and adopt the proposed bylaws. Assistant City Manager Karen Kurt will be collecting bylaws from each of the boards and commissions and forwarding them to the Council as a group for approval later this spring.

Attachments:

- Edina Transportation Commission Bylaws

EDINA TRANSPORTATION COMMISSION

Bylaws



Section 1: Introduction

The bylaws outlined below are approved procedures for the Edina Transportation Commission. Members should review and understand City Code sections 1500 and 1509 included in the appendix of these bylaws. In the event of a conflict between the City Code and the Edina Transportation Commission bylaws, the City Code will prevail.

Some components of these bylaws are common across all City boards and commissions. The City Staff Liaison should be consulted prior to considering bylaw amendments. Proposed bylaw amendments should be announced one meeting prior to voting on the proposed change. Bylaw amendments require the approval of a majority of the voting Edina Transportation Commission members and approval by the City Council.

In addition to the city code and these bylaws, the Edina Transportation Commission will be guided by those policies and procedural documents applicable to the Edina Transportation Commission or City advisory boards in general. Copies of these documents will be made available to members at the beginning of their service with the Edina Transportation Commission.

Section 2: Mission and Business Address

Refer to city code sections 1500.01 and 1509 for the Edina Transportation Commission mission. The business office for the Edina Transportation Commission is located at Edina Engineering Department, 7450 Metro Boulevard, Edina, Minnesota, 55439. Members of the public can also contact the Edina Transportation Commission at edinamail@EdinaMN.gov.

Section 3: Membership

Membership Composition

Refer to city code sections 1500.03 and 1509.04.

Terms of Membership

Refer to city code section 1500.04.

Contact Information

Edina Transportation Commission members are required to provide a mailing address and phone number or email address to the City Clerk. This contact information is available to city staff and members of the public.

Responsibilities

Edina Transportation Commission members are expected to be present and adequately prepared for all meetings and to actively participate in meeting discussions. Members who are unable to complete assigned tasks should notify the Chairperson as soon as possible.

EDINA TRANSPORTATION COMMISSION

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Attendance

Refer to city code section 1500.09. If a member cannot attend a regular meeting, he or she should notify the staff liaison as soon as possible and ideally no later than two hours prior to the start of the meeting. Cancelled meetings will be counted as meetings held and attended for purpose of calculating attendance percentages.

Resignation or Removal

Refer to city code section 1500.04. The Edina Transportation Commission may ask the City Council to review a member's appointment based on the member's failure to perform the responsibilities outlined above.

Section 4: Meetings

Meeting Notice

Refer to city code section 1500.07. All board and commission meetings are open to the public. To comply with legal requirements and ensure accessibility to the public, the City Clerk gives official notice of all Edina Transportation Commission meetings on the City's website and at City Hall.

Regular Meetings

Refer to city code section 1500.07. Regular meetings of the Edina Transportation Commission are held at Edina City Hall, 4801 West 50th Street, Edina, Minnesota, 55424 or another officially noticed location on the third Thursday of the Month. A regular meeting may be rescheduled by the Edina Transportation Commission at a prior meeting.

Annual Meeting

In April, the Edina Transportation Commission will hold an annual meeting to:

- Elect officers for the upcoming year,
- Review and update bylaws as necessary, and
- Affirm the regular meeting schedule for the upcoming year.

Special Meetings

Special meetings of the Edina Transportation Commission may be called by the Chairperson, City Council, City Manager or by the directive of a majority of the Edina Transportation Commission voting members. Members will be notified of the special meeting by written or email communication at least three calendar days in advance of the meeting. To comply with the open meeting law and to ensure accessibility to the public, the City Clerk posts official notice of all special meetings. A quorum is not required for special meetings; however, members cannot take action on a motion unless a quorum is present.

Cancelling Meetings

Meetings of the Edina Transportation Commission can be cancelled by the Chairperson, City Council, City Manager or by the directive of a majority of the Edina Transportation Commission voting members. Meetings may be cancelled for insufficient business, lack of quorum, conflict with a holiday, inclement weather or in the event of a community emergency.

EDINA TRANSPORTATION COMMISSION

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Quorum

A simple majority of voting members, appointed and serving, shall constitute quorum for any regular or special meeting. If a quorum is not established or maintained during the course of a meeting, no votes on board or commission business may be taken except a motion to adjourn or recess.

Meeting Agendas

Meeting agendas will be prepared by the Chairperson in consultation with the City Staff Liaison. Members may request that items be added to the agenda; however, the addition of such items is subject to approval by a majority of the voting members. The meeting agenda and related materials will be sent electronically (AND/OR) mailed the Thursday prior to the scheduled regular meeting.

Meeting Proceedings

During regular meetings, business will be conducted in the order listed below. The order of business may be changed with the support of a majority of the voting members.

- Call to order
- Roll call
- Approval of agenda
- Approval of minutes from preceding meeting
- Public hearings
- Community comment
- Reports and recommendations
- Correspondence
- Commission comments
- Staff comments
- Adjournment

Meetings will be conducted according to the latest edition of *Roberts Rules of Order*.

Community Comment

During "Community Comment," the Chair will ask to hear from those in attendance who would like to speak about something not on the agenda that is relevant to the Edina Transportation Commission. Individuals must limit their presentations to three minutes. Chair has the right to limit the number of speakers making similar statements and to limit comments related to matters previously discussed. The Edina Transportation Commission is not required to respond to the comments. In order to maintain a respectful environment for all those in attendance, disruptive behavior such as the use of signs, clapping, cheering or booing is not allowed.

Motions and Voting

A simple majority of voting members present and voting will decide all motions before the Edina Transportation Commission. At the request of a member, a roll call vote will be taken when there is a divided vote on any item. A tie vote on any motion will result in a failure to pass. Student members are not eligible to vote.

Meeting Minutes

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Refer to city code section 1500.08. City staff will prepare minutes for Edina Transportation Commission meetings. The minutes will include which members were present and absent, a summary of each item discussed and any motions proposed, and the votes on those motions. If a member of city staff is not present to record minutes, the Edina Transportation Commission will appoint a secretary to prepare the minutes. The secretary will prepare draft minutes within two weeks of the meeting date and forward the draft to the Chair and City Staff Liaison. Approved minutes will be posted on the City's website and forwarded to the City Clerk for distribution to the City Council by the City Staff Liaison.

Section 5: Officers

Refer to city code section 1500.06. The Edina Transportation Commission will hold elections for the officer positions of Chairperson and Vice Chairperson at the annual meeting in April. The Chairperson may make and second motions and vote on all motions. The duties of the Chairperson include but are not limited to:

- Prepare the agenda in consultation with the City Staff Liaison.
- Lead the meeting in accordance with the agenda and facilitate discussion on agenda items.
- Invoke a reasonable time limit for speakers during public testimony.
- Ensure that the bylaws are followed and actions are properly taken.
- Maintain meeting decorum.
- Extend meetings or schedule special meetings as necessary.
- Cancel meetings, in consultation with the City Staff Liaison.
- Facilitate the development of the annual work plan.
- Develop annual calendar of anticipated agenda items for each month.
- Consult with members regarding attendance issues.
- Encourage active participation by Edina Transportation Commission members and the members of the public.

The Vice Chairperson performs the duties of the Chairperson in their absence. If both the Chairperson and the Vice Chairperson are absent, an acting chairperson may be assigned in advance by either officer or at the meeting by a majority vote of the members.

Section 6: City Staff Liaison

Refer to city code section 1500.02. The Edina Transportation Commission has a City Staff Liaison appointed by the City Manager. The City Staff Liaison is expected to work cooperatively with Edina Transportation Commission members. Members may not direct city staff but can request assistance through the City Staff Liaison to carry out the Edina Transportation Commission mission. The duties of the City Staff Liaison include but are not limited to:

- Work with Chairperson to prepare and distribute meeting agendas.
- Reserve meeting rooms and other needed meeting equipment.
- Record and prepare meeting minutes (or delegate the responsibility to another city staff member).
- Provide technical expertise and access to city resources.
- Work with Chairperson to ensure bylaws are followed and annual work plans are submitted.

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- Relay information or directives from City Council meetings or work sessions relevant to the Edina Transportation Commission.
- Respond to Edina Transportation Commission inquiries in a timely manner.
- Forward information to and between Edina Transportation Commission members.
- Record meeting attendance, include the current attendance record with each packet and consult with the Chairperson and City Clerk regarding attendance issues.
- Provide orientation materials to new members and chairperson.
- Handle funds allocated to the Edina Transportation Commission in accordance with its directives, city policies and legal requirements.
- Serve as the custodian of Edina Transportation Commission records.
- Work with City Clerk to serve all notices required by law or these bylaws.

Concerns with the performance of the City Staff Liaison should be directed to the Assistant City Manager.

Section 7: Committees and Working Groups

Introduction

Committees or Working Groups may be established by a majority vote of the Edina Transportation Commission to study issues in greater depth and report findings. Committees or Working Groups present their analysis to the Edina Transportation Commission for discussion and recommendations. The Edina Transportation Commission has the sole authority to make final recommendations on all matters on which a Committee or Working Group has given guidance. The Edina Transportation Commission defines the scope and the duration of the Committee or Working Group's mission. In no case may the Committee or Working Group exceed the authority granted by the Edina Transportation Commission.

Committee and Working Group participants may not include enough voting Edina Transportation Commission members to constitute a quorum for the Edina Transportation Commission. Committees or Working Groups may be designated as standing (ongoing) or temporary in nature.

Definitions

Committees and Working Groups may be comprised of two or more people, one of which is the chair appointed by the Edina Transportation Commission. A Committee is comprised of current Edina Transportation Commission members only. A Working Group is led by a Edina Transportation Commission member, but will also include members of the public.

Working Group Announcement

Public notice will be given of the formation of any Working Group, including a press release from the City to local media outlets. Individuals will have a minimum of 14 days after the public notice to express interest in joining before members are selected.

Public Access

Based on the potential public interest in the topic, some Committees and Working Groups meetings may be designated as public meetings by the Edina Transportation Commission or the City Council. If a Committee or Working Group's

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meetings are designated as public meetings, official meeting notices, written agendas and written minutes are required. Refer to Section 4 of these bylaws for additional information on meeting notices.

Appointments and Chair Assignments

Committees: The Edina Transportation Commission Chairperson will ask for Committee volunteers from the Edina Transportation Commission membership. A majority vote may approve the Committee appointments once sufficient volunteers are established. The Committee will elect its own chair and notify the Edina Transportation Commission Chairperson.

Working Groups: The Edina Transportation Commission Chairperson will ask for volunteers from the Edina Transportation Commission to serve as the Working Group Chair. The Working Group Chair is approved by a majority of the Edina Transportation Commission members. The Working Group Chair will recommend other Working Group members. By definition, those members will include individuals outside of the Edina Transportation Commission. The Chair may also nominate a co-chair who is not a Edina Transportation Commission member. Working Group appointments will be made by a majority vote of Edina Transportation Commission members.

The duties of the Committee or Working Group Chair(s) include but are not limited to:

- Set the meeting schedule and, if required, notify the City Staff Liaison for public notification.
- Prepare and distribute a written meeting agenda, if required.
- Lead the meeting in accordance with the agenda and facilitate discussion on agenda items.
- Ensure that this section of the bylaws and Edina Transportation Commission directives are followed.
- Maintain meeting decorum.
- Recommend members and notify Edina Transportation Commission of changes in membership (Working Group only).
- Report on the Committee or Working Groups activities at each regular Edina Transportation Commission meeting.
- Communicate to the Committee or Working Group any directives, questions or input from the Edina Transportation Commission.

Resignation or Removal

A Committee or Working Group member may voluntarily resign by submitting his or her written resignation to the Chair of the Committee or Working Group. A Committee or Working Group member may be removed by a majority vote of the Edina Transportation Commission.

Disbanding

A Committee or Working Group may be disbanded at any regular meeting of the Edina Transportation Commission by a majority vote of the members. Committees or Working Groups will automatically be disbanded if no member of the Edina Transportation Commission is available to serve or appropriate volunteer membership cannot be established.

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Section 8: Communication

Applicability

This section applies to all types of media and communication methods including face-to-face, telephone, email and social media.

Communication Between Members Outside of Meetings

Edina Transportation Commission related communication between members when a quorum of voting members is present constitutes a violation of open meeting laws if it takes place outside of publicly-noticed meetings. Members are prohibited from discussing Edina Transportation Commission business in such a situation. Since email communication is common outside of meetings, the following email protocol is adopted:

- Any email communication intended for a majority of Edina Transportation Commission members should go through the City staff Liaison so that an appropriate record can be established.
- Members should not respond "reply all" to group messages.
- Members should not blind copy (bcc) other members.

Members must not engage in a serial discussion of Edina Transportation Commission business. A serial discussion occurs when members discuss official business with a majority of voting members through successive communications. Serial communication can occur through a combination of communication methods such as face to face, email, telephone or on a social media site.

Communication with the Public Outside of Meetings

Edina Transportation Commission members are encouraged to share their work with members of the public within the guidelines noted in the paragraph below.

When communicating Edina Transportation Commission business with the public, members should understand and convey the following:

- The deliberations and decisions of the Edina Transportation Commission will be based solely on information contained in the public record presented to all Edina Transportation Commission members participating the deliberation or action.
- The member's comments do not represent the opinion or viewpoint of other commissioners or the Edina Transportation Commission as a whole.

Members should exercise care not to communicate how they intend to vote on any pending matter or give the appearance any matter has been pre-decided.

Public Announcements and Press Releases

The City's Communications and Marketing Department will approve and coordinate any public announcements, press releases or other media contact desired by the Edina Transportation Commission.

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Section 9: Financial Transactions

All financial expenditures by the Edina Transportation Commission must relate to the Edina Transportation Commission mission and be covered under the Edina Transportation Commission budget. All expenditures must be approved in advance by a majority of the voting members. The City Staff Liaison is responsible for ensuring that all approved expenditures or reimbursements meet the criteria above as well as other city financial policies. Expenditures that do not meet the criteria above will not be reimbursed. The Edina Transportation Commission does not have the authority to execute contracts or to otherwise financially obligate the City of Edina. Any contract related to Edina Transportation Commission business will be managed by the City Staff Liaison and may be subject to City Council approval.

Section 10: Ethical and Respectful Conduct

Conflict of Interest

Members may not use their position on the Edina Transportation Commission for personal benefit. The interests of the Edina Transportation Commission must be the first priority in all decisions and actions. Any member who has a financial interest in, or who may receive a financial benefit as a result of, any Edina Transportation Commission action or decision must disclose this fact as a conflict of interest. A member who has disclosed a conflict of interest should abstain from discussion and voting on the matter.

Gifts

Edina Transportation Commission members may not receive personal gifts from any “interested person” in conjunction with their board and commission duties. An “interested person” is a person, or representative of a person or an association, who has a direct financial interest in a recommendation under the Edina Transportation Commission’s purview. This section does not apply to lawful campaign contributions. The Edina Transportation Commission may recommend acceptance of general gifts or donations through the City’s donation policy.

Respectful Behavior

The City of Edina is committed to providing a work environment free from violence for all elected and appointed officials, employees and visitors. The City does not tolerate any form of violence in the workplace including threats or intimidating actions by or against any of the groups cited above. Violence and threats may include, but are not limited to:

- Any act which is a physical assault
- Any threat, behavior or action which is interpreted by a reasonable person to carry the potential to harm or endanger the safety of others, or result in an act of aggression, or destroy or damage city property.

The Chairperson and City Staff Liaison have the right to call for the immediate removal of anyone who threatens or commits an act of violence on City property.

Respectful behavior also includes how Edina Transportation Commission members relate to each other, City staff and members of the public. Members share a joint responsibility in modeling, monitoring and addressing behavior within the group.

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During Edina Transportation Commission interactions, members should strive to:

- Treat people with courtesy, politeness and kindness
- Encourage others to express their opinions and ideas
- Listen to what others have to say
- Use the ideas of others to improve decisions and outcomes
- Recognize cultural differences

Members should avoid:

- Speaking over or cutting off another individual's comments
- Insulting, disparaging or putting down people or their ideas
- Bullying other members by displaying a pattern of belittling, demeaning, judging or patronizing comments.

How to Report

Members can report cases of unethical conduct to the City Staff Liaison, Assistant City Manager, City Manager or City Attorney.



REGULAR TRANSPORTATION COMMISSION MEETING
REPORT/RECOMMENDATION

To: Edina Transportation Commission	Agenda Item No.: <u>VI.G.</u>
From: Wayne D. Houle, PE City Engineer	ACTION:
Date: March 15, 2012	<input checked="" type="checkbox"/> Recommendation/Motion
Subject: I494 Auxiliary Lane Municipal Consent	<input type="checkbox"/> Discussion
	<input checked="" type="checkbox"/> Information

Recommendation/Motion:

Recommend that the City Council approve the attached draft resolution for Municipal Consent for the I494 Auxiliary Lanes.

Info/Background:

Minnesota Department of Transportation (MNDOT) presented the improvements of the I494 Corridor at the January 19, 2012 ETC Meeting. MNDOT is now asking the City of Edina for Municipal Consent for the addition of Auxiliary Lanes on I494.

The bridge replacement project at Xerxes Avenue over I494 is also scheduled to be replaced at the same time as the addition of the auxiliary lanes. MNDOT staff has agreed to place an enhanced crosswalk at Xerxes Avenue and Edinborough Way as requested by the ETC. A sketch of this intersection will be available at the ETC Meeting.

As per State Statute, the City Council has scheduled a Public Hearing for this request for April 3, 2012, see attached report.

Staff is requesting that the ETC review and recommend to the City Council to approve the Municipal Consent for this project. Scott Pederson with MNDOT will be present to answer any questions you may have regarding the project.

Attachments:

- Draft Resolution
- City Council Report of March 6, 2012 Setting Public Hearing

RESOLUTION NO. 2012-_____
A RESOLUTION APPROVING MUNICIPAL CONSENT
FOR THE IMPROVEMENT OF
I-494 AUXILIARY LANE

Whereas, the Commissioner of Transportation has prepared a final layout for the improvement of Westbound Interstate 494 within the Cities of Bloomington, Richfield, and Edina from Trunk Highway 100 to Interstate 35W and seeks the approval thereof, and

Whereas, the final layouts are on file in the Minnesota Department of Transportation Office, Roseville, Minnesota being marked, labeled and identified as Layout No. 1B SP 2785-364 from Ref. Pt. 5+00.385 to Ref. Pt. 7+00.254, and

Whereas, improvements to City Streets and appurtenances have been included in the said final layout, and

Whereas, the Metropolitan Council's "Transportation Policy Plan" the Minnesota Department of Transportation – Metropolitan District's "20 year Transportation Improvement Plan" identifies Interstate 494 as a future managed corridor, and

Whereas, the City believes the implementation of a managed corridor on Interstate 494 should only be considered at such time when analysis confirms that the managed lane costs and benefits are positive and consistent with the MnPASS System Study-Phase 2, and

Whereas, the City believes that the management strategy for the Interstate 494 corridor should consist of a segment of roadway that provides a logical starting point and a logical terminus supported by analysis.

Now, Therefore, Be It Resolved: The City supports the construction of the proposed auxiliary lane on Interstate 35W and the reservation of that capacity for the conversion to a managed lane as part of a corridor-wide managed lane initiative, and

Now, Therefore, Be It Resolved: The final layouts designated as Layout Number 1B SP 2785-364 for the provisions of a lane of capacity on Westbound Interstate 494 between Trunk Highway 100 and Interstate 35W located within the corporate limits be and is hereby approved.



REPORT/RECOMMENDATION

To: MAYOR AND COUNCIL	Agenda Item Item No: <u>IV.H.</u>
From: Wayne D. Houle, PE <i>WDH</i> City Engineer	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Discussion <input type="checkbox"/> Information
Date: March 6, 2012	
Subject: Resolution 2012-43 Setting April 3, 2012 Public Hearing for Municipal Consent – I494 Auxiliary Lane	

ACTION REQUESTED:

Set public hearing date of April 3, 2012, to consider adoption of the municipal consent for I494 auxiliary lane between northbound Interstate 35W entrance loop to westbound Interstate 494 and the exit ramp from westbound Interstate 494 to northbound Trunk Highway 100.

INFORMATION/BACKGROUND:

As per State Statutes, the Minnesota Department of Transportation (MNDOT) is required to submit a Municipal Consent Package for MNDOT projects that are proposed within a municipality and that affect certain operations of the transportation system. Attached you will find a letter from MNDOT outlining the city's responsibility along with supporting submittals. The Edina Transportation Commission (ETC) reviewed the preliminary bridge and roadway layout at their January 19, 2012, meeting and is expected to review the final layout at their March 15 meeting.

The bridge located across I494 at Xerxes Avenue will also be replaced at the same time as this project.

ATTACHMENTS:

- Resolution 2012-43
- February 8, 2012, Letter from MNDOT



**RESOLUTION NO. 2012-43
SETTING PUBLIC HEARING FOR MUNICIPAL CONSENT
FOR IMPROVEMENT OF I494 AUXILIARY LANE**

WHEREAS, the Minnesota Department of Transportation (MnDOT) is improving the I494 auxiliary lane between northbound Interstate 35W loop to westbound Interstate 494 and the exit ramp from westbound Interstate 494 to northbound Trunk Highway 100; and

WHEREAS, MnDOT is required to receive Municipal Consent for projects within a municipality that affect certain operations of the transportation system; and

WHEREAS, the Edina Transportation Commission (ETC) reviewed the preliminary bridge and roadway layout at their January 19, 2012, meeting and is expected to review the final layout at their March 15 meeting; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF EDINA, MINNESOTA, that a public hearing shall be held on the 3rd day of April, 2012, in the Council Chambers at City Hall at 7:00 p.m. to consider improvement of I494 and Xerxes Avenue Bridge; and

BE IT FURTHER RESOLVED that the City Clerk shall give mailed and published notice of such hearing and improvements as required by law.

Dated: March 6, 2012

Attest: _____
Debra A. Mangan, City Clerk

James B. Hovland, Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS
CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of March 6, 2012, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this _____ day of _____, 20____.

City Clerk

ENGINEERING DEPARTMENT



Minnesota Department of Transportation

1500 West County Road B2
Roseville, MN 55113

February 8, 2012



Mr. Wayne Houle
City of Edina –Director of Public Works
7450 Metro Boulevard
Edina, Minnesota 55439

RE: SP 2785-364 I-494 Municipal Consent

Dear Mr. Houle:

I am transmitting a copy of the staff approved layout for the above referenced project. This project provides for the construction of an auxiliary lane on Westbound Interstate 494 between the Northbound Interstate 35W entrance loop to Westbound Interstate 494 and the exit ramp from Westbound 494 to Northbound Trunk Highway 100. Two other projects are being developed in conjunction with this project that will replace the Xerxes Avenue Bridge over Interstate 494 and resurface Interstate 494 between Trunk Highway 100 and 24th Avenue. The project(s) are currently programmed for a June 8, 2012 letting.

Construction for the projects is anticipated to begin in the Fall of 2012 and be completed in the Fall of 2013.

The proposed project is being funded with Congestion Management/Safety Project funds and does not require any local participation

A project requires municipal consent if it alters access, increases or reduces traffic capacity, or the project requires the acquisition of right-of-way. This project is adding capacity to Westbound Interstate 494 and thus requires municipal consent. I have enclosed our guidance regarding the municipal consent process, all applicable laws that relate to municipal consent, a draft resolution for the proposed project, and a copy of the staff approved layout for the project.

I would be happy to assist the City of Edina in any way that I can throughout the process with presentations or otherwise. Please feel free to contact me at (651) 234-7726 at any time to discuss this process.

An Equal Opportunity Employer



Sincerely,



Scott A. Pedersen, P.E.

MnDOT Metropolitan District – Right of Way Engineer

Enclosures: Staff Approved Layout 1B
Sample Resolution
Guidance for Municipal Consent
Applicable Statutes regarding Municipal Consent

cc: John Griffith, West Area Manager
April Crocket, West Area Engineer
File.



Municipal Consent

Contact

Steve Ryan, P. E. steve.ryan@state.mn.us
Project and Process Guidance Engineer
Office of Technical Support
395 John Ireland Boulevard, MS 676
St. Paul, MN 55155
(651) 366-4675

Forms

For a generic layout-approval resolution for use by a municipality, see *Sample Resolution* in the Appendix.

Threshold Criteria

Municipal consent should only be requested from a city if it is required.

When Required

Municipal approval is required for any trunk highway project that results in any of the following within a municipality:

- Alters access,
- Increases or reduces traffic capacity, or
- Requires acquisition of permanent right-of-way.
- (Changing capacity means adding or reducing the number of through lanes. For example, adding auxiliary lanes is not a change in capacity).

Exceptions

Municipal consent is NOT required (regardless of impacts to access, capacity, or R/W) for projects needed for any of the following:

- Regulate traffic, or
- Install traffic control devices, or
- Other safety measures
- The term “other safety measures” refers to traffic safety measures. For example, the addition of a turn lane is a traffic safety measure; the replacement of a structurally-deficient or fracture-critical bridge is not.

Also, maintenance activities do not trigger the need for municipal consent.

Examples

Permanent Easements (such as Drainage Easements) **require** municipal consent (because they take permanent right-of-way).

Roundabouts are used for traffic regulation and as a safety measure, and thus are **exceptions** that do not require Municipal Consent even if they involve permanent right-of-way taking.

Roles and Procedures

Municipal consent should only be requested from a city if it is required. (See Threshold Criteria above).

Sometimes a city may choose to waive municipal consent on a specific project. In that case the city council must pass a resolution clearly identifying the project and waiving its right to municipal consent for that project. However, the typical municipal consent process is as outlined below.

Procedure (for obtaining municipal consent)

1. Mn/DOT (District) submits to the city the final layout with a letter requesting city approval. The letter includes a good faith cost estimate of the city's share of the project's cost and the following (either in the letter or in an attached report):
 - project purpose
 - route location
 - short description of the proposed design of the highway
 - any additional supporting data
2. City schedules and holds public hearing (within 60 days of submittal).
City must schedule within 15 days of receiving Mn/DOT's request for approval and must give 30 days public notice.
3. City passes resolution approving / disapproving (within 90 days of public hearing).
After 90 from the date of the public hearing, if the city has not passed a resolution disapproving the layout, the layout is deemed approved.

4. If city disapproves, Mn/DOT decides whether to:
 - a. Meet city's condition(s), assuming city approved with conditions:
Mn/DOT writes city a letter indicating this and attaches revised layout with change(s). This ends the MC process.
 - b. Go to the appeal process.
 - c. Stop the project (do not build the project, or scale project down so that municipal consent is no longer required).
5. If in the final plan Mn/DOT alters access, capacity or R/W, Mn/DOT must re-submit changed portion of plan for city's approval. (The city is not required to hold another public hearing and has 60 days to approve or disapprove).

City Approval

The city can approve either by a formal approval resolution (see generic resolution in Appendix), or by not passing a resolution disapproving the layout within 90 days of the public hearing.

The city's review – with regards to layout approval – is limited to the project elements in the final layout that are within the boundaries of that city. A city cannot impose a condition on its approval that is outside of the city's boundaries.

The process allows the city one opportunity to exercise approval or disapproval of the final layout (unless Mn/DOT alters the plan with regards to access, capacity, or right-of-way). Once a city approves the layout, it cannot rescind its approval later. If a city disapproves with conditions, and if Mn/DOT agrees to meet those conditions – and notifies the city in writing (including copy of revised layout) – then municipal consent has been obtained.

The municipal consent statute applies to changes on "any route on the trunk highway system lying within any municipality." If a T.H. borders a city and no section of the T.H. is completely within the city limits, municipal consent is still required for any of the designated changes (access, capacity, or right-of-way) that do occur within that city. However, if the changes triggering the municipal consent process are on the other side of the T.H. – and thus outside the city's limits – then municipal consent is not required from that city and is not requested from that city.

City Disapproval

If a city disapproves the final layout, Mn/DOT can stop the project (or scale it back so that municipal consent is no longer required), or Mn/DOT can take the project to the appeal process.

If the city disapproves – but includes condition(s) for approval, Mn/DOT has the above options plus the option of meeting the city’s condition(s), and thus obtaining the city’s approval. To do this, Mn/DOT sends the city a letter to that effect with the layout attached (revised to show the change(s)). This completes the municipal consent process; Mn/DOT then has the city’s approval. (Sending the letter and revised layout is NOT a resubmittal for further consideration by the city).

Appeal Process

The appeal process is the same for interstate and non-interstate projects. However, the Mn/DOT Commissioner is not bound by the recommendations of the appeal board with respect to interstate highways.

If Mn/DOT decides to go to the appeal process, the first step is to establish an Appeal Board of three members: one member appointed by the Commissioner, one member appointed by the City Council, and a third member agreed upon by both the Commissioner and the City Council. (If a third member cannot be agreed upon, the Commissioner refers the selection to the chief justice of the Supreme Court, who then has 14 days to appoint the third member).

After the appeal board is established, the Commissioner refers the final layout to the Appeal Board. The Appeal Board then has 30 days to hold a hearing at which the Commissioner and the City Council may present their cases for or against approval of the layout. Within 60 days after the hearing, the Appeal Board must make its recommendation regarding the final layout. The recommendation can be:

- for approval, or
- for approval with modifications, or
- for disapproval.

The board can also make additional recommendations consistent with state and federal requirements as it deems appropriate. The board must submit a written report with its findings and recommendations to the Commissioner and the City Council.

Legal Basis

The Minnesota municipal consent statutes (see links below) were revised in the 2001 legislative session.

State Municipal Consent Statutes

Definitions	MN Statute 161.162
Highway Project Review	MN Statute 161.163
Final Layout Approval Process	MN Statute 161.164
Commissioner Action; Interstate Highways	MN Statute 161.165
Commissioner Action; Other Highways	MN Statute 161.166
Reimbursement of Expenses (for Appeal Board Members)	MN Statute 161.167

Helpful Links

[Mn/DOT](#)

[Public Involvement](#)

Glossary

Municipality: A statutory or home rule charter city.

Municipal Consent: A municipality's approval of Mn/DOT's final layout for a project on a Trunk Highway when such approval is required by State Statute – see Threshold Criteria below. (Approval is by a resolution passed by the elected council of the municipality – the City Council).

Appendix

Municipal Consent Process
Sample City Resolution

Municipal Consent Process

Mn/DOT – HPDP/Scoping

Basic Process

1. Mn/DOT submits the final layout to the City with a letter requesting City approval of the layout.
2. The City holds public hearing within 60 days of Mn/DOT's submittal and gives a 30-day (minimum) public notice of the hearing.
Mn/DOT presents the layout at the public hearing **60 days**
3. The City Council passes a resolution approving / disapproving the layout (within 90 days of public hearing).
If after 90 days from the public hearing the City has not passed a resolution disapproving the layout, the layout is deemed approved **90 days**
4. If the City approves, Mn/DOT can proceed with the project.
5. If the City disapproves, Mn/DOT's options are:
 - o Make the changes requested by the City (if any)
 - o Refer the layout to an Appeal Board
 - o Stop the project
 - o Modify the project so municipal consent is not required
 - o Prepare a new final layout and start the MC process over from beginning

Before Appeal: Total Maximum time = 150 days

Appeal Process

1. Mn/DOT notifies the City that it is appealing.
2. An Appeal Board of three persons is established:
 - o Mn/DOT appoints a member **Undefined time to establish appeal board**
 - o The City appoints a member
 - o Third member selected by mutual agreement between the City & Mn/DOT.
If they cannot agree, Mn/DOT requests the MN Chief Justice to select.
The Chief Justice appoints third member within 14 days of Mn/DOT's request. **14 days**
3. Mn/DOT refers the final layout to the Appeal Board. **Undefined time**
4. The Appeal Board holds a hearing (within 30 days of receiving final layout from Mn/DOT).
The City and Mn/DOT each present their case **30 days**
5. The Appeal Board makes its recommendation (within 60 days of the hearing):
 - o Approval, or
 - o Approval with modifications, or
 - o Disapproval of the final layout**60 days**
6. If the Board approves, Mn/DOT can proceed with the project.
7. If the Board disapproves, or approves with modifications, Mn/DOT's options are:
 - o Make recommended modifications (if any), and proceed with the project
 - o Stop the project
 - o Modify the project so municipal consent is not required
 - o Prepare a new final layout and start the MC process over from beginning
 - o If it is an Interstate Highway project, Mn/DOT may proceed with the project using the layout that was not approved (and sends a report to the City and the Appeal Board stating the reasons for doing so).

**Maximum for Appeal Process = 104 days +
(plus time to establish appeal board, etc.)**

TOTAL Possible Time = 254 days +

NOTE: If final construction plans contain changes to access, capacity, or right-of-way from the layout approved by the City, Mn/DOT resubmits the changed portion of the plans to the City for approval. (City has 60 days to approve). This holds whether municipal consent was obtained through the basic MC process or through the appeal process.

2011 Minnesota Statutes

161.162 DEFINITIONS.

Subdivision 1. **Applicability.** The terms in sections 161.162 to 161.167 have the meanings given them in this section and section 160.02.

Subd. 2. **Final layout.** (a) "Final layout" means geometric layouts and supplemental drawings that show the location, character, dimensions, access, and explanatory information about the highway construction or improvement work being proposed. "Final layout" includes, where applicable, traffic lanes, shoulders, trails, intersections, signals, bridges, approximate right-of-way limits, existing ground line and proposed grade line of the highway, turn lanes, access points and closures, sidewalks, proposed design speed, noise walls, transit considerations, auxiliary lanes, interchange locations, interchange types, sensitive areas, existing right-of-way, traffic volume and turning movements, location of storm water drainage, location of municipal utilities, project schedule and estimated cost, and the name of the project manager.

(b) "Final layout" does not include a cost participation agreement. For purposes of this subdivision "cost participation agreement" means a document signed by the commissioner and the governing body of a municipality that states the costs of a highway construction project that will be paid by the municipality.

Subd. 3. **Final construction plan.** "Final construction plan" means the set of technical drawings for the construction or improvement of a trunk highway provided to contractors for bids.

Subd. 4. **Governing body.** "Governing body" means the elected council of a municipality.

Subd. 5. **Municipality.** "Municipality" means a statutory or home rule charter city.

History: 2001 c 191 s 3; 2002 c 364 s 3

2011 Minnesota Statutes

161.163 HIGHWAY PROJECT REVIEW.

Subdivision 1. **Projects requiring review.** Sections 161.162 to 161.167 apply only to projects that alter access, increase or reduce highway traffic capacity, or require acquisition of permanent rights-of-way.

Subd. 2. **Traffic safety measures.** Nothing contained in sections 161.162 to 161.167 limits the power of the commissioner to regulate traffic or install traffic-control devices or other safety measures on trunk highways located within municipalities regardless of their impact on access or traffic capacity or on the need for additional right-of-way.

Subd. 3. **Construction program.** Nothing contained in sections 161.162 to 161.167 limits the commissioner's discretion to determine priority and programming of trunk highway projects.

History: 2001 c 191 s 4

2011 Minnesota Statutes

161.164 FINAL LAYOUT APPROVAL PROCESS.

Subdivision 1. **Submission of final layout.** Before proceeding with the construction, reconstruction, or improvement of any route on the trunk highway system lying within any municipality, the commissioner shall submit to its governing body a final layout and project report covering the purpose, route location, and proposed design of the highway. The final layout must be submitted as part of a report containing any supporting data that the commissioner deems helpful to the governing body in reviewing the final layout submitted. The supporting data must include a good faith cost estimate of all the costs in which the governing body is expected to participate. The final layout must be submitted before final decisions are reached so that meaningful early input can be obtained from the municipality.

Subd. 2. **Governing body action.** (a) Within 15 days of receiving a final layout from the commissioner, the governing body shall schedule a public hearing on the final layout. The governing body shall, within 60 days of receiving a final layout from the commissioner, conduct a public hearing at which the Department of Transportation shall present the final layout for the project. The governing body shall give at least 30 days' notice of the public hearing.

(b) Within 90 days from the date of the public hearing, the governing body shall approve or disapprove the final layout in writing, as follows:

(1) If the governing body approves the final layout or does not disapprove the final layout in writing within 90 days, in which case the final layout is deemed to be approved, the commissioner may continue the project development.

(2) If the final construction plans contain changes in access, traffic capacity, or acquisition of permanent right-of-way from the final layout approved by the governing body, the commissioner shall resubmit the portion of the final construction plans where changes were made to the governing body. The governing body must approve or disapprove the changes, in writing, within 60 days from the date the commissioner submits them.

(3) If the governing body disapproves the final layout, the commissioner may make modifications requested by the municipality, decide not to proceed with the project, or refer the final layout to an appeal board. The appeal board shall consist of one member appointed by the commissioner, one member appointed by the governing body, and a third member agreed upon by both the commissioner and the governing body. If the commissioner and the governing body cannot agree upon the third member, the chief justice of the Supreme Court shall appoint a third member within 14 days of the request of the commissioner to appoint the third member.

Subd. 3. **Appeal board.** Within 30 days after referral of the final layout, the appeal board shall hold a hearing at which the commissioner and the governing body may present the case for or against approval of the final layout referred. Not later than 60 days after the hearing, the appeal board shall recommend approval, recommend approval with modifications, or recommend disapproval of the final layout, making additional recommendations consistent with state and federal requirements as it deems appropriate. It shall submit a written report containing its findings and recommendations to the commissioner and the governing body.

History: 2001 c 191 s 5

2011 Minnesota Statutes

161.165 COMMISSIONER ACTION; INTERSTATE HIGHWAYS.

Subdivision 1. **Applicability.** This section applies to interstate highways.

Subd. 2. **Action on approved final layout.** (a) If the appeal board recommends approval of the final layout or does not submit its findings and recommendations within 60 days of the hearing, in which case the final layout is deemed approved, the commissioner may prepare substantially similar final construction plans and proceed with the project.

(b) If the final construction plans change access, traffic capacity, or acquisition of permanent right-of-way from the final layout approved by the appeal board, the commissioner shall submit the portion of the final construction plans that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 3. **Action on final layout approved with changes.** (a) If, within 60 days, the appeal board recommends approval of the final layout with modifications, the commissioner may:

(1) prepare final construction plans with the recommended modifications, notify the governing body, and proceed with the project;

(2) decide not to proceed with the project; or

(3) prepare final construction plans substantially similar to the final layout referred to the appeal board, and proceed with the project. The commissioner shall, before proceeding with the project, file a written report with the governing body and the appeal board stating fully the reasons for doing so.

(b) If the final construction plans contain changes in access or traffic capacity or require additional acquisition of permanent right-of-way from the final layout reviewed by the appeal board or the governing body, the commissioner shall resubmit the portion of the final construction plans that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 4. **Action on disapproved final layout.** (a) If, within 60 days, the appeal board recommends disapproval of the final layout, the commissioner may either:

(1) decide not to proceed with the project; or

(2) prepare final construction plans substantially similar to the final layout referred to the appeal board, notify the governing body and the appeal board, and proceed with the project. Before proceeding with the project, the commissioner shall file a written report with the governing body and the appeal board stating fully the reasons for doing so.

(b) If the final construction plans contain changes in access or traffic capacity or require additional acquisition of permanent right-of-way from the final layout reviewed by the appeal board or the governing body, the commissioner shall resubmit the portion of the final construction plans that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 5. **Final construction plans issued.** The commissioner shall send a complete set of final construction plans to the municipality at least 45 days before the bid opening for informational purposes.

History: 2001 c 191 s 6

2011 Minnesota Statutes

161.166 COMMISSIONER ACTION; OTHER HIGHWAYS.

Subdivision 1. **Applicability.** This section applies to trunk highways that are not interstate highways.

Subd. 2. **Action on approved final layout.** If the appeal board recommends approval of the final layout or does not submit its findings or recommendations within 60 days of the hearing, in which case the the final layout is deemed approved, the commissioner may prepare substantially similar final construction plans and proceed with the project. If the final construction plans change access or traffic capacity or require additional acquisition of right-of-way from the final layout approved by the appeal board, the commissioner shall submit the portion of the final construction plan that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 3. **Action on final layout approved with changes.** (a) If the appeal board approves the final layout with modifications, the commissioner may:

(1) prepare final construction plans including the modifications, notify the governing body, and proceed with the project;

(2) decide not to proceed with the project; or

(3) prepare a new final layout and resubmit it to the governing body for approval or disapproval under section 161.164, subdivision 2.

(b) If the final construction plans contain changes in access or traffic capacity or require additional acquisition of permanent right-of-way from the final layout reviewed by the appeal board or the governing body, the commissioner shall resubmit the portion of the final construction plans that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 4. **Action on disapproved final layout.** If the appeal board disapproves the final layout, the commissioner may:

(1) decide not to proceed with the project; or

(2) prepare a new final layout and submit it to the governing body for approval or disapproval under section 161.164, subdivision 2.

Subd. 5. **Final construction plans issued.** The commissioner shall send a complete set of final construction plans to the municipality at least 45 days before the bid opening for informational purposes.

History: 2001 c 191 s 7

2011 Minnesota Statutes

161.167 REIMBURSEMENT OF EXPENSES.

Members of the appeal board shall submit to the commissioner an itemized list of the expenses incurred in disposing of matters presented to them. The appeal board members shall be reimbursed for all reasonable expenses incurred by them in the performance of their duties. The commissioner shall pay these costs out of the trunk highway fund.

History: 2001 c 191 s 8

LAYOUT AND PROFILE No. 1B COPY No. _____
I-494 VICINITY OF BLOOMINGTON & RICHFIELD _____
FROM TH 100 TO I-35W _____
ADD AUXILIARY LANE ALONG I-494 WB _____

Prepared December 2011 Scale: Hor. 1 inch = 100 ft.
By S PEDERSEN/CB/RR

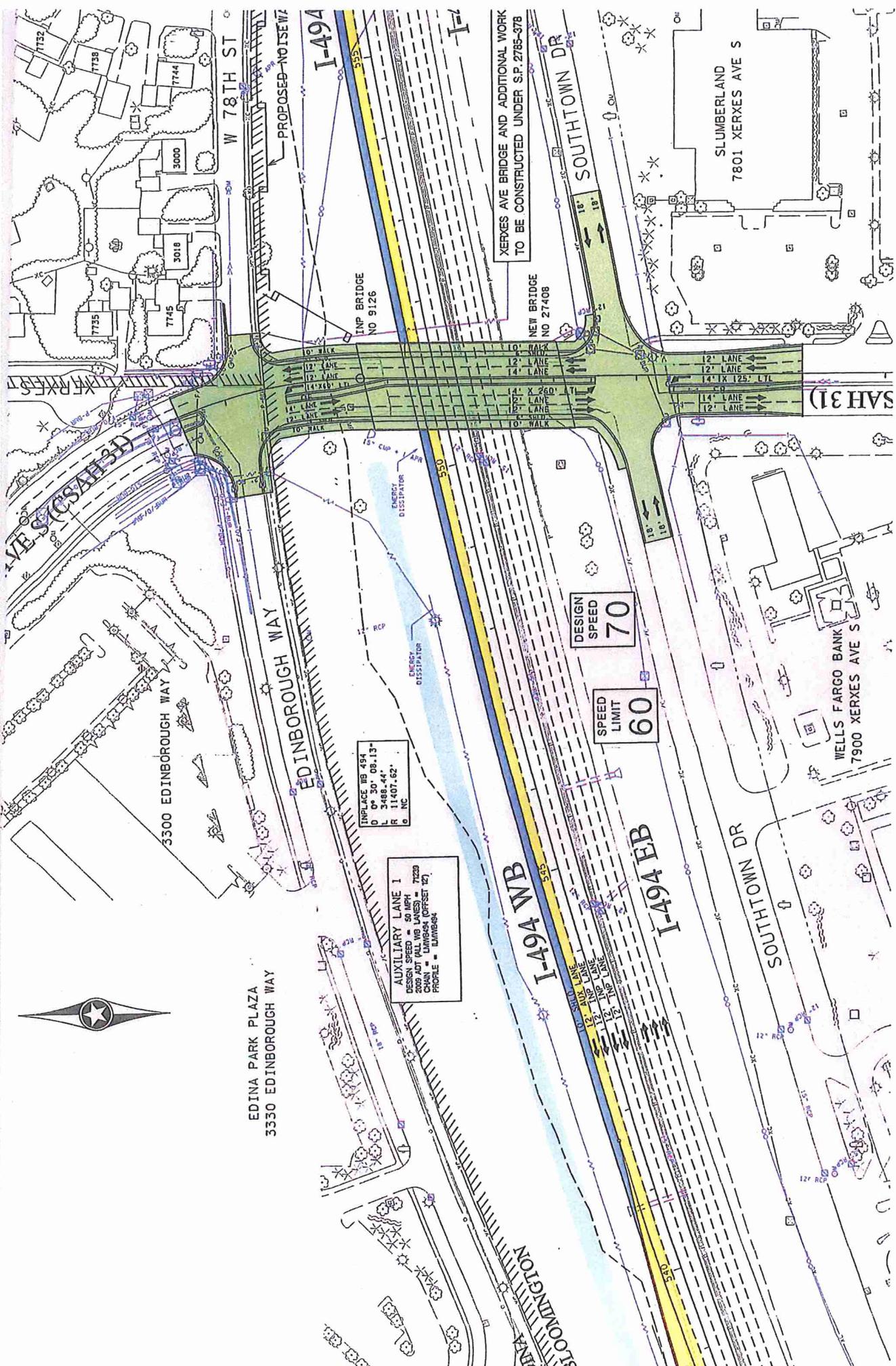
The alignment and grades shown on this map are tentative and subject to change without notice.	Staff Approval Date: 02-01-2012 	The traffic volumes shown are estimated for year 2008-2009 OFFICE OF TRANSPORTATION DATA & ANALYSIS
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S.P. 2785-364 T.H. 494 A.J. T99765 PPMS Activity 1140
S.P. _____ T.H. _____ A.J. _____ PPMS Activity _____
S.P. _____ T.H. _____ A.J. _____ PPMS Activity _____

Copy To: _____ For: _____



EDINA PARK PLAZA
3330 EDINBOROUGH WAY



INPLACE WB 494
D 0' 30" 08.13"
L 3488.4'
R 1407.62'
O 1% C

AUXILIARY LANE 1
DESIGN SPEED = 50 MPH
2009 AUT (ALL VEG LANCES) 70229
PROFILE = IAWR644

DESIGN
SPEED
70

SPEED
LIMIT
60

I-494 WB

I-494 EB

I-494

I-494

SOUTHTOWN DR

SLUMBERLAND
7801 XERXES AVE S

SAH 31

WELLS FARGO BANK
7900 XERXES AVE S

SOUTHTOWN DR

BLOMINGTON



REGULAR TRANSPORTATION COMMISSION MEETING
REPORT/RECOMMENDATION

To: Edina Transportation Commission	Agenda Item No.: <u>VI.H.ii.</u>
From: Wayne D. Houle, PE City Engineer	ACTION:
Date: March 15, 2012	<input type="checkbox"/> Recommendation/Motion
Subject: Bike Edina Task Force – February 9, 2012 Minutes	<input type="checkbox"/> Discussion
	<input checked="" type="checkbox"/> Information

Attachments:

- Bike Edina Task Force – February 9, 2012 Minutes



Bike Edina Task Force: News & Meeting Outcomes

February 9, 2012

Purpose: The Bike Edina Task Force (BETF) meets to serve citizens and partner with City staff and elected officials to promote bicycle improvements in Edina for education, encouragement, infrastructure, enforcement, and ongoing assessment. We support implementation of the approved [City of Edina Comprehensive Bicycle Transportation Plan](#) that serves all levels of bicyclists, connects key destinations including safe routes to schools, and integrates with the Twin Cities' regional bike network. Our **vision** is a progressive bicycle-friendly community where citizens can integrate cycling into their daily lives.

Time & Location: BETF monthly on the 2nd Thursday of each month at 8 p.m. in the Mayor's Conference Room at Edina City Hall. For questions contact Brad Schaeppi or Peter Kelley, Co-Chairs. Guests are welcome.

Distribution: BETF, guests, City Manager, City Engineer, Edina Police BETF Liaison Sgt. Timothy Olson, SHIP contact Robyn Wiesman, and Mayor & City Council. Also, Jack Sullivan to forward to the Edina Transportation Commission, and Dianne Plunkett Latham to post for the Edina Energy and Environment Commission.

- **Present:** Kirk Johnson, Alex Johnson, Jennifer Janovy, Don Eyberg, Sally Dunn, Peter Kelley, Larry Olson, Tom Randall, , Rob Erickson, Marty Mathis, Carl Follstad
- **Absent:** Brad Schaeppi , Alice Hulbert, Carl Gulbranson, Ellen Jones
- **Guests:** None
- **Recorded by:** Kirk Johnson

1. Tracy Avenue Improvements

- a. Jennifer Janovy & Peter Kelley have a copy of the feasibility study.
- b. Peter relayed that Wayne Houle stated that bike lanes do not add significant costs.
- c. Some widening is needed on the west (4 ft) to accommodate parking on the east side of the street & bike lanes on both sides of street (unless parking is eliminated, then widening is not needed).
- d. No parking study was completed. If parking were removed, all residents would have side street parking within reasonable distances. Staff is not proposing

removing parking, but is proposing reducing the number of spaces by adding parking bays. There are currently about 54 parking spaces on this section of Tracy; with parking bays there would be about 28.

- e. Noted that there will be a street reconstruction and there will be assessments regardless of the addition of bike lanes or maintenance of parking. Because Tracy is a state aid street, residents are assessed 20% of the project cost.
- f. Agreed that BETF advocates inclusion of the bicycle lanes on Tracy, due to proximity to Countryside School, connection to Edina High School and Valley View, plus intersection with Benton which is included in a first priority recommendation for bicycle routes according to the Comprehensive Plan. BETF is hesitant to advocate for the roundabout unless specific bicycling facilities are included to make it clear and safe for cyclists. Experienced cyclists may feel comfortable riding in the roundabout; they are advised to take the full lane and not drive near the perimeter for safety. Off-ramps from bike lanes onto an extra wide sidewalk should be provided for less experienced cyclists. It was noted the ramps and extra wide sidewalk are not shown in the current roundabout design. If needing to rank options between roundabout and realignment option, the realignment may be the better alternative as it is more typical for bicyclists, walkers, and motorists. Kirk Johnson and Peter Kelley to prepare a letter of support for the city council.

2. **TLC Bicycle Boulevard**

- a. Consultant is moving ahead with plans.
- b. Formally to be presented at the ETC meeting next week.
- c. Public meeting will be end of February or later.
- d. Steve Clark from TLC (grant provider) has been involved.

3. **Bicycle Racks Installations:** Wayne Houle is waiting for racks to be delivered. The mild winter may allow installation before spring (if the racks are received in time).

4. **Road striping priorities:** A city engineer is working on these for the four roads (70th, Cahill, Antrim, and Valley View) selected earlier for first treatments from the Bicycle Plan.

5. **Bicycle Rodeo**

- a. Saturday, April 21st at Cornelia from 10 a.m. to noon.
- b. Larry Olson sent a signup sheet and expects everyone and their helpers to be involved.

6. **ETC Topic:** Edina Shares the Road signs: Any inputs? There is a goal to have common wayfinding in the Twin Cities metro area. Jennifer Janovy will do some research.

7. **Peter's recap from talking with Wayne Houle:**

- a. No particular policy for sweeping routes for bicycle lanes – might be addressed in future policy. BETF supports Edina Engineering Department and or Public Works in defining this policy.

- b. Discussed benefits of improving the gap in bicycle lane going west on Interlachen to north on Blake. BETF supports Edina Engineering Department to continue working through this issue (apparently tied to a variance from the property owner).
- 8. **Tour de Edina 2012:** Marty Mathis is participating this year. Marty will let BETF know how to help behind the scenes. Kirk Johnson will inform Mary Brindle that Peter Kelley and Brad Schaeppi are BETF leads this year.
- 9. **Facebook** page is up to 25 people. Peter Kelley will look into settings for adding people.
- 10. **Website:** Blog entry is written. Peter will post Kirk's article and photos for winter lighting. Goal is to have at least two articles a month. Peter will have an editorial schedule next meeting to accomplish this.
- 11. **Living Streets meeting:** Coming up February 15th. Alice Hulbert and Rob Erickson expressed interest to attend, Jennifer will follow-up. There is an open meeting also on February 14th. Contact Jennifer for more information.



REGULAR TRANSPORTATION COMMISSION MEETING
REPORT/RECOMMENDATION

<p>To: Edina Transportation Commission</p> <p>From: Wayne D. Houle, PE City Engineer</p> <p>Date: March 15, 2012</p> <p>Subject: Grandview Small Area Study</p>	<p style="text-align: right;">Agenda Item No.: <u>VI.H.iii.</u></p> <p>ACTION:</p> <p><input type="checkbox"/> Recommendation/Motion</p> <p><input type="checkbox"/> Discussion</p> <p><input checked="" type="checkbox"/> Information</p>
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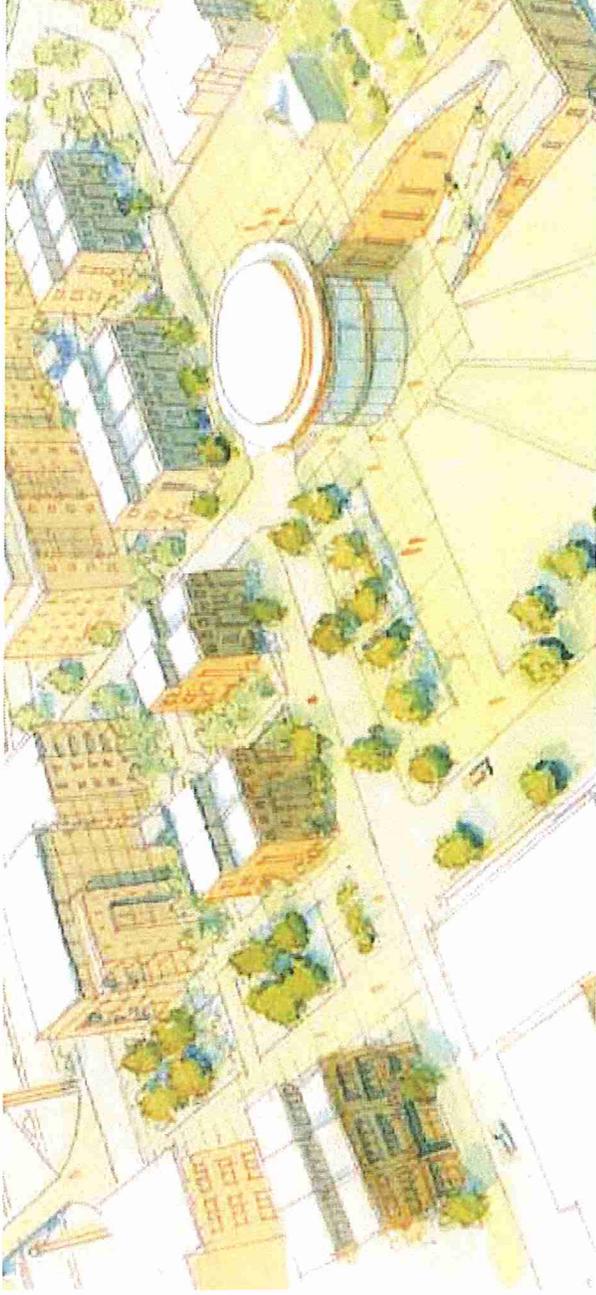
Info/Background:

Edina Transportation Commission Member Paul Nelson requested that we distribute the attached Grandview District Development Framework.

Attachments:

- Grandview District Development Framework

GrandView District Development Framework



Edina, Minnesota

December 7, 2011

Revised January 17, 2012

Revised January 25, 2012

Revised January 31, 2012

Transportation

The GrandView area street and movement network is primarily composed of Vernon/50th Street (reliever/augmenter arterial), Eden (local street, state-aid facility) and the multiple ingress/egress ramp system of Highway 100 (designated a principal arterial). There are other local streets, but most provide limited service (such as Summit Avenue) or access that dead ends (such as Brookside off Eden).

The highway interchange has several on and off ramps that, according to MnDOT, are redundant and/or unsafe. Vernon is a county facility that, south of Interlachen, has seen a reduction of average daily traffic over the past 10 years. Eden provides a secondary connection within the District east and west over Highway 100. Eden is designated the primary bike route through the District; Vernon and Interlachen are designated as secondary routes.

There are two major recommendations that support the overall movement and transportation goals of the plan. First, the Framework proposes that the Highway 100 interchange be reconfigured into a split-diamond interchange to better manage through-traffic and to provide improved local access/circulation via frontage roads east and west of the highway. Over time, this would provide a more connected local system (i.e., more local streets) with direct access to Highway 100 via the frontage roads.

Second, the Framework proposes a new east-west street along the north half of the public works site (spanning the CP Rail corridor) connecting to Arcadia from Vernon, that would be paired with Gus Young Lane to provide a one-way

circulation pattern. It would operate as one-way in (eastbound) from Vernon on the new GrandView Crossing, and one-way out (westbound) to Vernon/Interlachen on Gus Young Lane. This pattern would eliminate the left hand turn from Vernon (southbound) to Gus Young Lane.

Bike improvements would focus on more lane area and identification along Vernon and Eden, consistent with Living and Complete Streets principles. Over the long term, east-west bike and pedestrian access would be improved by adding a new bridge over Highway 100 that would connect the GrandView Commons to Tupa Park, City Hall, and the Minnehaha Creek mill area. In addition to more bike parking facilities in the District, the plan recommends an off-road option within the District: an at-grade bike path alongside the CP Rail ROW from Eden connecting to Brookside.

Functional Class

- Highway 100: Principal Arterial.
- 50th Street: A Minor Augmenter.
- Vernon Avenue: B Minor Connector.
- Interlachen Boulevard: Major Collector.
- Eden Avenue: Local Street.

Traffic Volume

- 13,000–23,000 AADT along West 50th Street/Vernon Avenue.
- 4000–8000 AADT along Eden Avenue.

Goals

- Support a more efficient, compact, and safe interchange access to Highway 100 from Vernon and Eden.

- Create a more bike and pedestrian friendly environment by applying Complete Streets and Living Streets principles to Vernon, Eden, and the local street network.
- Create an improved circulation and access network between public streets/parcels and private development/destinations.
- Create an enhanced parking environment that, in part, depends on shared, centrally-located District parking supplies.
- Partner with Metro Transit to implement a community-scale Park and Ride and bus turnaround loop in the area.
- Complete the historical transition of Vernon from old Highway 169 to a local District street.
- Identify and implement a demonstration project for “Complete/Living” streets principles.
- Provide additional auto, bike, and pedestrian connections east and west in the District.
- Maintain and improve parking, access, and circulation in the short term for convenience, retail, and service uses.
- Complete the pedestrian and bike system. Make bikes and pedestrians a priority and allow for a safe crossing over Highway 100.
- Take a leadership role related to the Highway 100 interchange. Build the “reason platform” for multi-modal access and gateways.
- Preserve the CP Rail corridor for future, possible public transit, and non-motorized movement/connection in the District.
- Reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network.

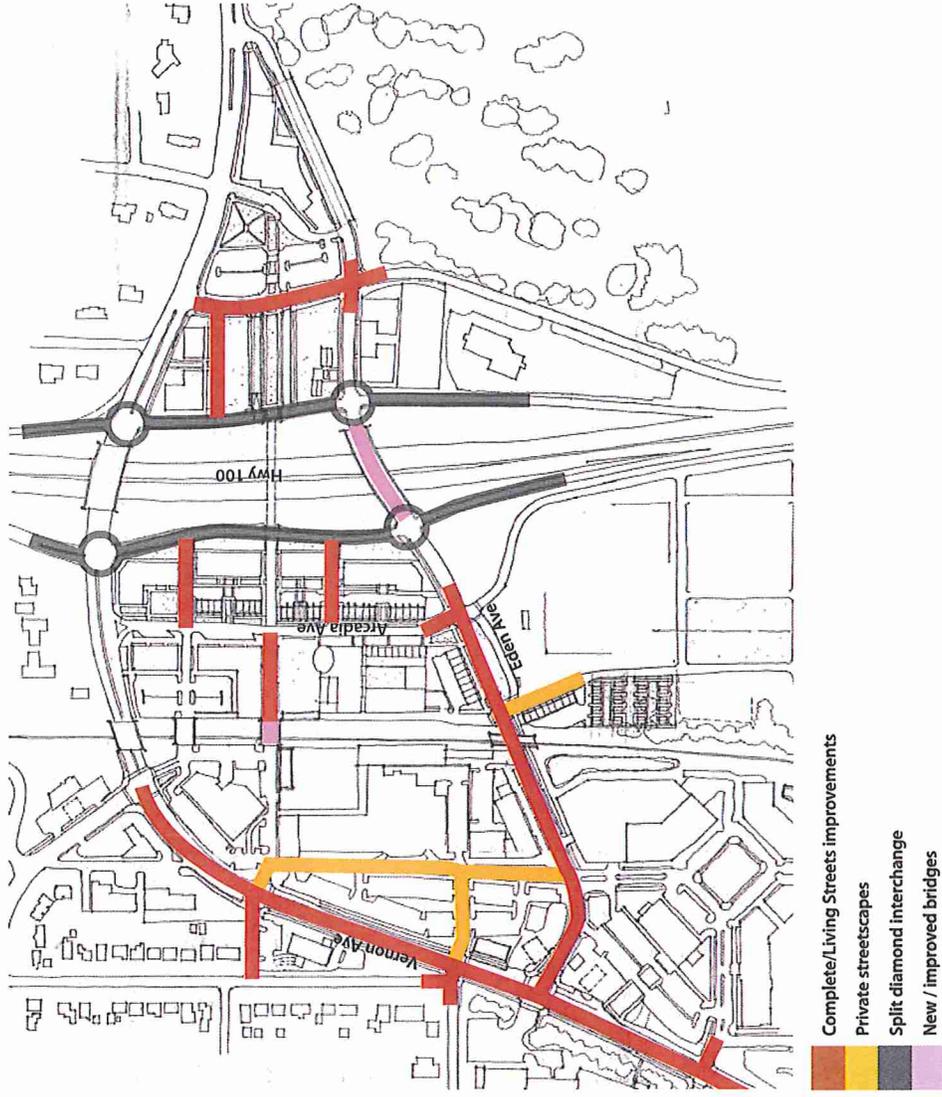
Transportation

District Street Framework

The movement framework for the District begins with addressing policy issues like the adoption of the Living Streets principles and applying Hennepin County's Complete Streets policy, as well as considering larger and more long term ideas like reconstructing the Highway 100 interchange using a "split diamond" configuration. This approach accomplishes a number of objectives that meet the District Principles and provides an incremental approach to addressing change over time.

The existing slip ramp location off the southbound ingress ramp would be retained but would be combined with an additional connection to Gus Young as part of the one way frontage road system. Traffic would be controlled at four signalized intersections.

In the short term, there is an opportunity to begin implementing streetscape, bike, and pedestrian improvements. Another important recommendation is to implement the GrandView Crossing/Gus Young one-way street pair that will help manage traffic access and circulation in the upper core of the District.

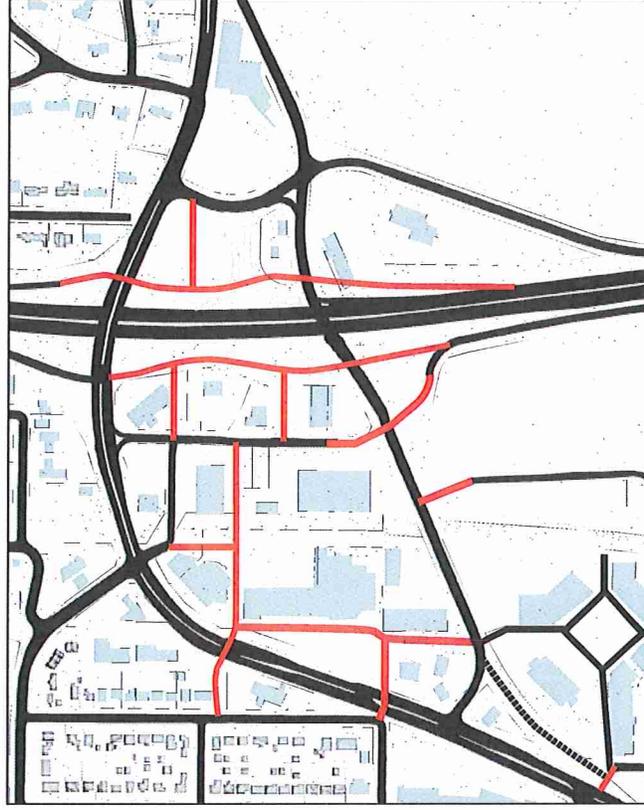


Transportation

District Street Framework

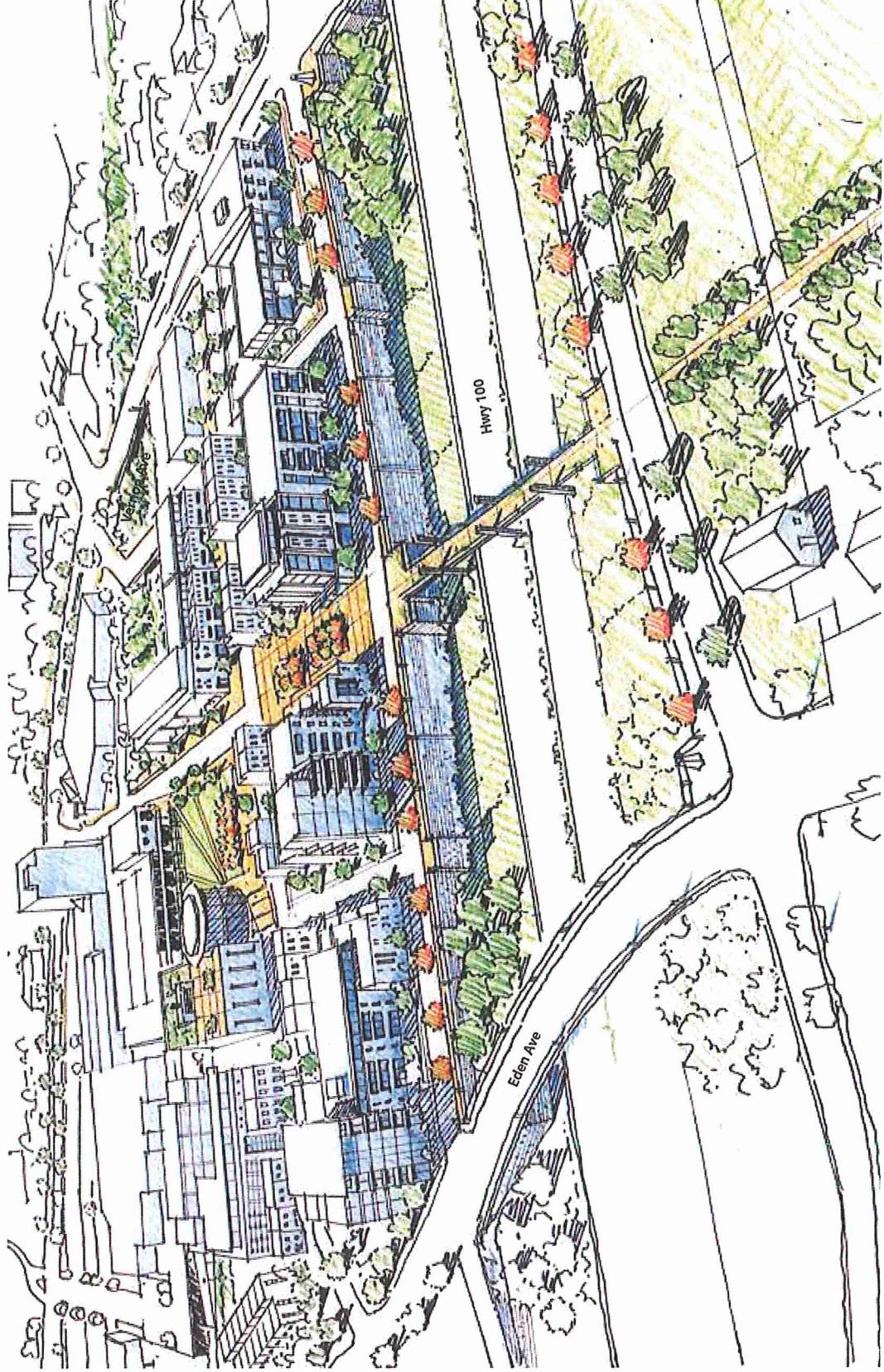


Existing



Proposed

Transportation

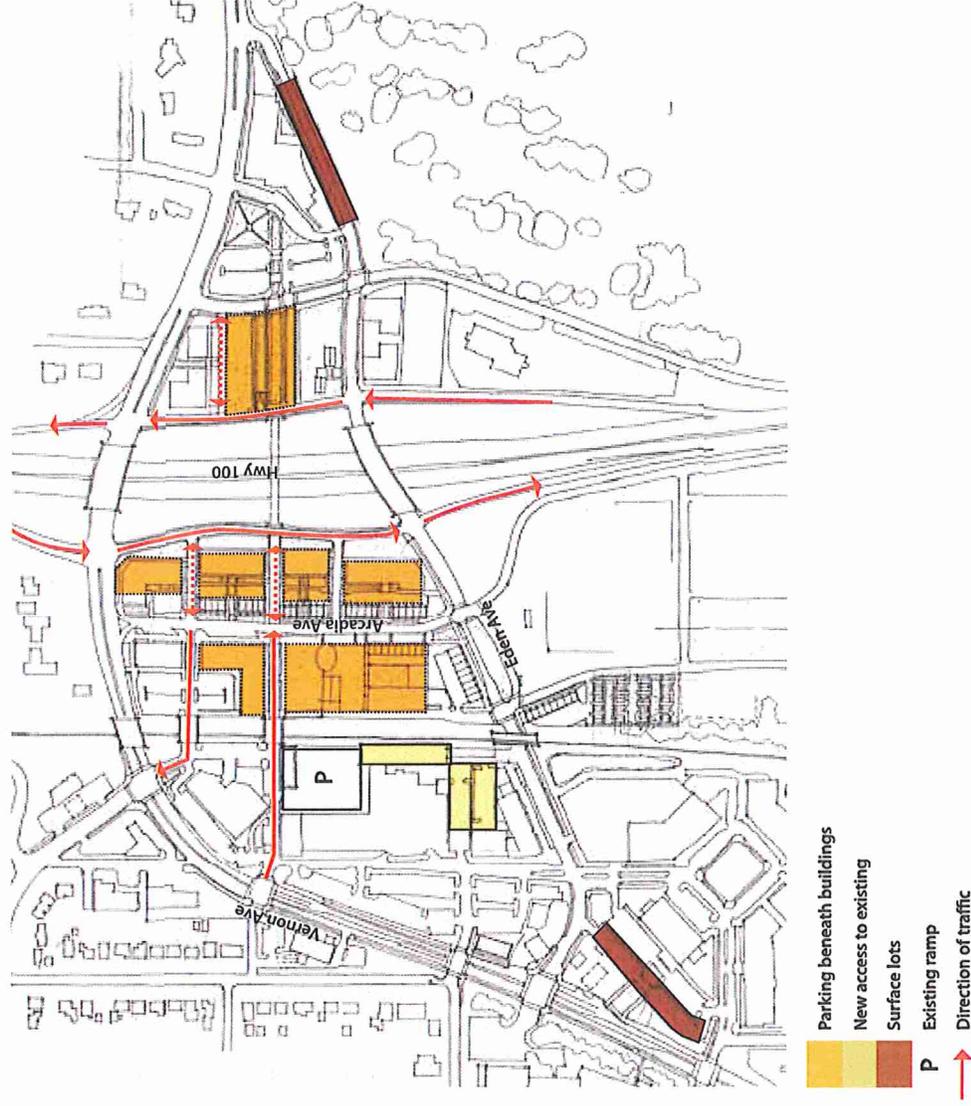


Highway 100 and West Frontage Road Looking West

Transportation

Parking

- Consider the use of the current city parking ramp (located behind Jerry's) to accommodate future park and ride patrons and general parking district supply; increase the capacity of this structure in the future if economically possible/practical.
- The public works site should be considered as a location for a Metro Transit park and ride facility as a way to provide parking to weekly commuters and to provide parking for a community/civic building, public green, residences and other uses. In addition, the top level (deck) of this structure is intended to serve as the GrandView Green, the major public realm amenity in the district.
- Additional parking (structure) is proposed to the south and contiguous to Jerry's grocery store to provide better service access to the loading area and provide additional parking supply.



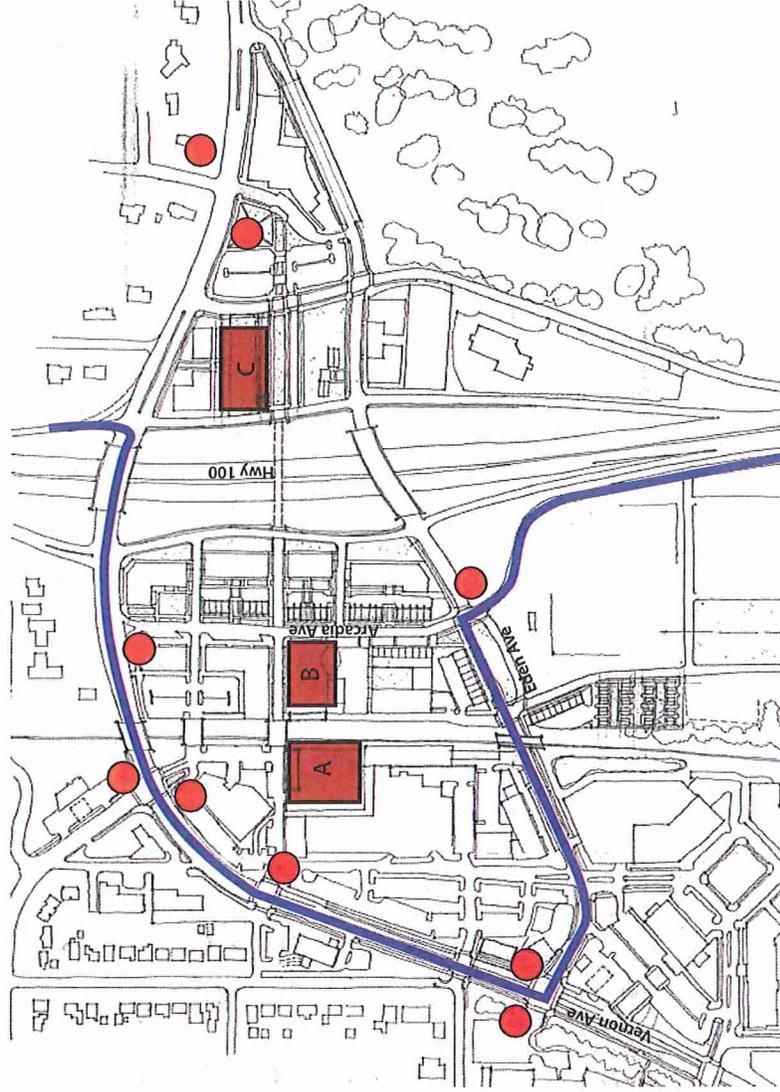
Transportation

Park and Ride Options

Metro Transit operates the #587 Express route through the GrandView District before turning north on Highway 100 to downtown. They have a well documented market that they serve in southwest Edina, and board riders on a daily basis who are parking in front of the library, in the city ramp, and in front of a number of businesses. They are highly motivated to locate a "community" scale park and ride facility that would accommodate no more than 200 cars. At least two sites have the potential to serve this need: the existing city ramp and a potential structure on the public works site.

The existing city ramp is currently undergoing a construction project (new water treatment plant on the ground floor) and according to the city, this would make adding additional levels problematic. Access will also be an issue as well when the new GrandView Crossing is built. The city does think additional parking could be located over Brookside behind and east of Jerry's.

Under the right conditions and with some minor improvements, the public works site could be converted into a park and ride lot tomorrow. This would be an interim solution (a similar scenario involving the site as an interim use for the Edina bus garage could also be considered). The advantage of locating a park and ride on the public works site is that it is a fee simple site that could be used with little change to existing conditions. In general, a park and ride could provide a surplus of parking during nights and weekends, and serve overflow parking in the District as well.



Location	Spaces	Notes
A Use existing ramp	244	Access issues
C New ramp in "cloverleaf"	n/a	Long term
B New ramp on public works site	200	Fee simple

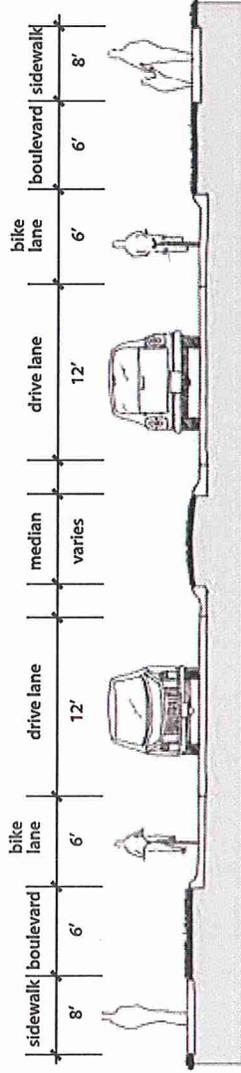
587 Express Route

Existing bus stops

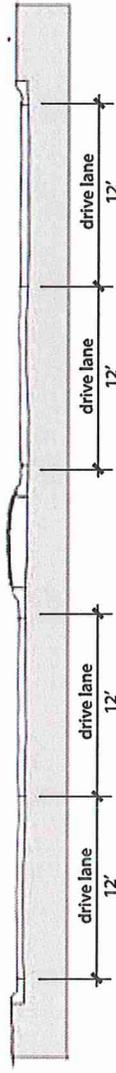
Transportation

Vernon Avenue Right-Sizing

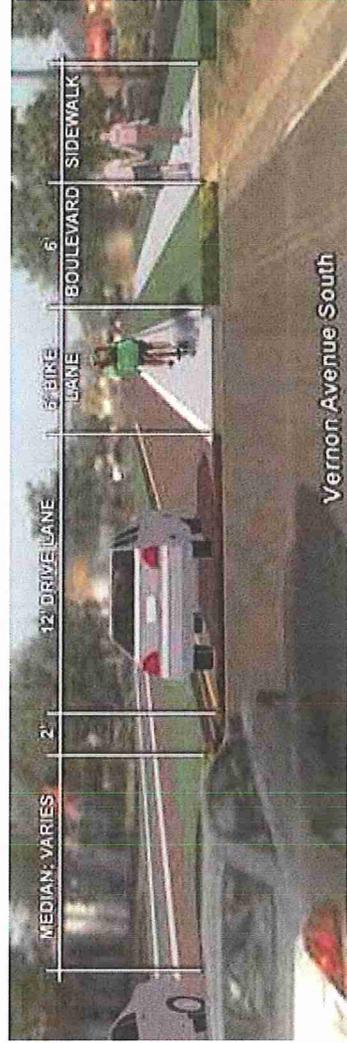
South of the Interlachen intersection, Vernon Avenue would be reconfigured into a three lane, divided section that would better accommodate local traffic movement, provide a dedicated bike lane, and capture some of the ROW for pedestrian improvements and street crossings.



Proposed Section for Vernon Avenue



Existing Section for Vernon Avenue



Vernon Avenue South

Vernon Avenue Looking South: A new three lane section would allow additional space for bikes and pedestrians, and provide controlled left turn lanes.

Transportation

Highway 100 Improvements

A major proposal involves the short term and long term configuration of the Highway 100 interchange. The plan proposes a “split-diamond” arrangement that would manage access on and off the highway at signalized intersections. These intersections would be at Vernon and Eden, and would connect with parallel, one-way frontage roads.

This configuration would allow regional traffic to clearly and safely access the highway and still move into the District with predictability and safety. Long term prospects might include the transfer of unused MnDOT ROW for local and community uses such as civic building sites, future bus rapid transit support, parking, and open space.



Short Term Improvements

	New ramps
	Eliminated ramps
●	Signal

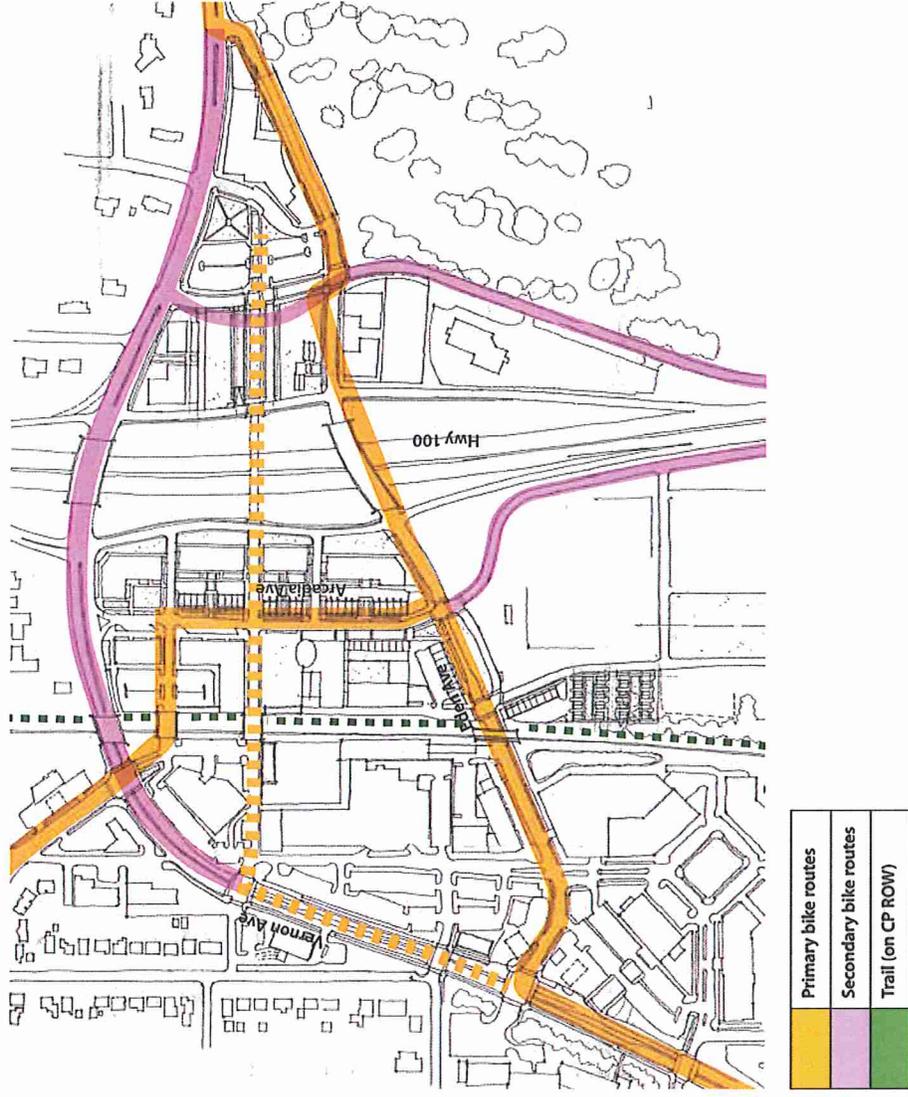


Long Term Improvements

Transportation

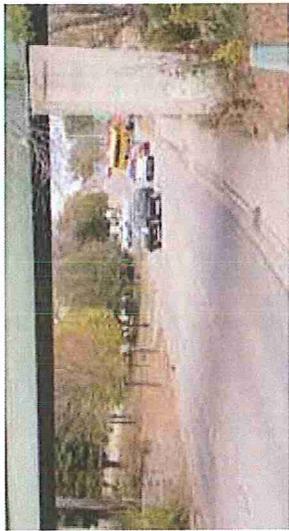
Bicycle Improvements

Bike lanes are shown for Vernon, a secondary bike route, and Eden, a primary bike route, through the District. The lanes are shown with enhanced paint and striping as well as additional lane area. A potential bike facility using the CP Rail right-of-way or adjacent land could connect Eden, at grade, to Brookside, thereby providing an off-road option to move through the District.

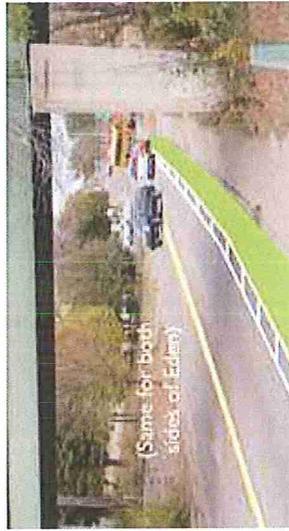


Transportation

Bicycle Improvements Eden Avenue



Existing



Proposed



Precedent

Vernon between Eden and Interlachen



Existing

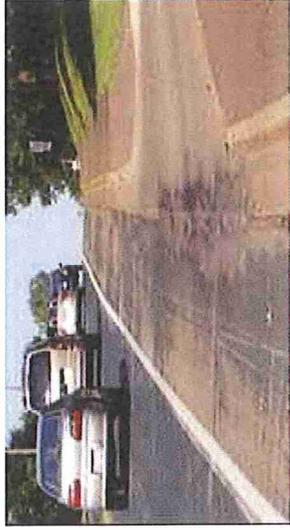


Proposed

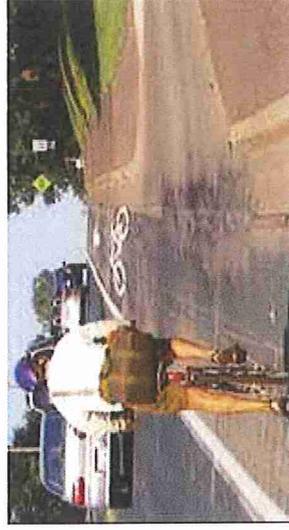


Precedent

Vernon south of Eden



Existing



Proposed

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Steering Committee

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Bill Neucendorf	David Novak
Tim McIlwain	Linda Urban
Bright Dornblaser	Tom Mattison
Andy Brown	Ken and Adele Floren
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Greg Domke	Jim Smith
Sandy Fox	Kevin Staunton, Chair
Dick Crockett	Michael Fischer
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Tom Bonneville	Collin Bredeson
Kim Montgomery	Deron Lindquist
Tim Murphy	Eric Bredesen
Thomas Raechle	Jim Baisch
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Consultant Team

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Close Landscape Architecture
HR Green
Community Design Group
Springsted Inc.

Executive Summary

The Development Framework presented here is part of a small area planning process required by Edina's Comprehensive Plan for those parts of our community (like the GrandView District) designated as Potential Areas of Change. It follows the 2010 GrandView District Small Area Guide Plan process. That process – led by a group of community residents and business and property owners – resulted in adoption by the Edina City Council of seven Guiding Principles for the redevelopment of the GrandView District.

The process of crafting this Development Framework has been led by a 52-member Steering Committee made up of residents of the community and owners of area businesses and properties. The 52 members of the Steering Committee have dedicated countless hours since April of 2011 listening to community members, considering options, and debating alternatives for the future of the District. Thanks to a grant from the Metropolitan Council, we have had the good fortune to be supported in our efforts by a talented group of consulting experts. We have also been fortunate to have the patient support of City staff throughout the process.

Our objective in creating this Development Framework is to build upon the seven Guiding Principles adopted by the City Council. In the pages that follow, we share a vision of how to bring those Guiding Principles to life. While there are many details essential to fulfilling that vision, our goals can be summarized as efforts to:

1. **Create a place with a unique identity announced by signature elements like:**
 - A central commons on the Public Works site with indoor and outdoor public space that connects the civic cornerstones of the District and serves the neighborhood and community needs;
 - A “gateway” at Highway 100 that announces the District as a special place, using elements like an iconic pedestrian and bicycle bridge spanning Highway 100; and
 - An innovative, cutting-edge approach to 21st-century sustainability.

2. **Completely rethink and reorganize the District's transportation infrastructure to:**

- Make the District accessible and inviting to pedestrians and cyclists;
 - Create connections between the different parts of the District;
 - Maintain automobile-friendly access to convenience retail;
 - Create separate pathways for “pass-through” and “destination” automobile traffic; and
 - Preserve future transit opportunities provided by the rail corridor in a way that ensures that the kinds of opportunities pursued in the future are consistent with the character we envision for the District and provide benefit to the surrounding neighborhood.
3. **Leverage public resources to make incremental value-creating changes that enhance the public realm and encourage private redevelopment consistent with the vision that improves the quality of the neighborhood for residents, businesses, and property owners.**

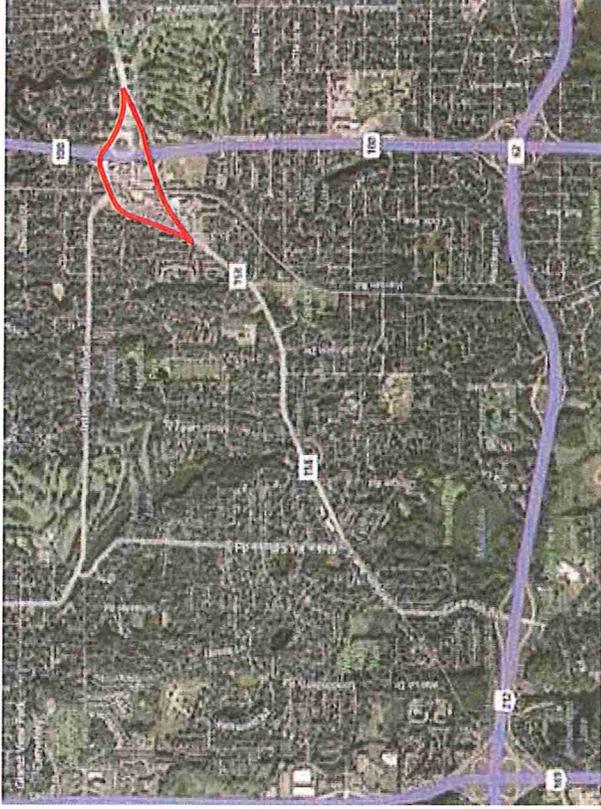
This Development Framework makes substantial progress in charting the path to be followed in redeveloping the GrandView District. By creating a vision that meets the seven Guiding Principles, it provides guidance to city officials, residents, business and property owners, and developers as opportunities for change emerge in the District. To ensure that the future redevelopment of the District is consistent with the vision articulated in this Framework, we recommend that it become part of the City's Comprehensive Plan.

We want to be clear, however, that we recognize that the Framework (like the Comprehensive Plan) provides broad direction rather than detailed requirements. This Framework is intended to be a vision of the future rather than a blueprint. Achieving the vision will require, among other things:

- A feasibility study that examines the costs and resources available to bear those costs;

- An examination of the height and density necessary to make the vision financially feasible while ensuring that it results in the human scale and neighborhood character that is the essential to the Framework;
- Developing a strategy to allow for a vibrant business and residential community by managing the mix of retail, office, residential, and public uses of land while maintaining the currently successful neighborhood service and convenience character;
- A determination of a range of possible housing choices that support the character and experience of the District.
- A community building/public green programming group should work to determine appropriate program and uses.

We discuss these and other “next steps” in the Implementation section. Consistent with the “community-led” spirit of the initial stages of this process, we recommend that these “next steps” include active participation by community members, support of staff, and leadership from the City Council.



Study Area Location



REGULAR TRANSPORTATION COMMISSION MEETING

REPORT/RECOMMENDATION

To: Edina Transportation Commission	Agenda Item No.: <u>VI.H.v.</u>
From: Wayne D. Houle, PE City Engineer	ACTION:
Date: March 15, 2012	<input type="checkbox"/> Recommendation/Motion
Subject: TLC Bike Boulevard Update	<input type="checkbox"/> Discussion
	<input checked="" type="checkbox"/> Information

Info/Background:

Alliant Engineering is waiting for a reply from MNDOT as to the use of Auxiliary Bike Lanes on the project. We are hoping to share an update at the ETC Meeting, which we will then be able to set public meeting dates.