



REPORT/RECOMMENDATION

To: MAYOR AND COUNCIL	Agenda Item Item No: <u>VI.C.</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: Public Hearing – Tracy Avenue Roadway Improvement No. BA-368, Resolution No. 2012-41	

ACTION REQUESTED:

If the City Council determines the project to be necessary, cost effective, and feasible, the Council shall adopt attached Resolution No. 2012-41 authorizing plans and specifications to be completed and bids taken for Tracy Avenue Roadway Improvement No. BA-368.

INFORMATION/BACKGROUND:

City staff initiated this project as part of the 2011-2015 Capital Improvement Plan (Project # PW-00-015).

The Feasibility Study was received by the City Council at the February 21, 2012 City Council Meeting. The overall project cost is \$1,287,400. Funding for this project will be from a combination of utility funds, Municipal State Aid (MSA) funds (monies received from the State Gas Tax as appropriated through Minnesota Department of Transportation, and special assessments). Please refer to the Feasibility Report for a breakdown of the costs and funding of the project. The proposed special assessment amount is estimated at \$4,418.75 per residential equivalent unit; this amount does not include the added cost of the roundabout, which is proposed to be funded through the MSA funds. Please refer to the Feasibility Study for the proposed Assessment Roll. Right-of-way for the roundabout will also be required from three property owners.

Staff and consultant recommendation includes a roundabout at the intersection of Benton Avenue and Tracy Avenue. The Edina Transportation Commission (ETC) recommends that the intersection at Benton Avenue and Tracy Avenue alignment remain as is. Both staff and consultant, and the ETC recommend the following for the remaining portion of the corridor: retain the sidewalk along the easterly side of the corridor, northbound parking-bay, which includes bump-outs at the intersections of Grove Street, Warden Avenue, and Hawkes Terrace, northbound bike lane, northbound through lane, southbound through lane, and southbound bike lane.

Included with this staff report is an advisory from the Edina Transportation Commission with their recommendation for the project. We have also included all correspondence that has been submitted since the February 21 submittal; this includes the school district procedure on addressing roadway projects adjacent to school district property.

ATTACHMENTS:

Resolution 2012-41

ETC Advisory Communication

Memo dated February 24, 2012 from WSB regarding Alternative Design Option

Additional Correspondence from School District and Residents



**RESOLUTION NO. 2012-41
ORDERING IMPROVEMENT FOR
TRACY AVENUE ROADWAY IMPROVEMENT
FROM VERNON AVENUE TO BENTON AVENUE
IMPROVEMENT NO. BA-368**

WHEREAS, a resolution of the city council, adopted the 6th day of February, 2012, fixed a date for a council hearing on Improvement No. BA-368, the proposed improvement of Tracy Avenue Roadway Improvement from Vernon Avenue to Benton Avenue; and

WHEREAS, ten days' mailed notice and two weeks' published notice of the hearing was given, and the hearing was held thereon on the 6th day of March, 2012, at which all persons desiring to be heard were given an opportunity to be heard thereon; and

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF EDINA, MINNESOTA:

1. Such improvement is necessary, cost-effective, and feasible to update aging infrastructure.
2. Such improvement is hereby ordered.
3. The city engineer is hereby designated as the engineer for this improvement. The engineer shall prepare plans and specifications for the making of such improvement.
4. The city council declares its official intent to reimburse itself for the costs of the improvement from the proceeds of tax exempt bonds.

Dated: March 6, 2012

Attest: _____
Debra A. Mangen, 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

7450 Metro Boulevard • Edina, Minnesota 55439

www.EdinaMN.com 952.936.9371 Fax 952.936.9399

ETC ADVISORY COMMUNICATION

Date: February 29, 2012

Subject: Tracy Avenue (Benton Avenue to Vernon Avenue) Roadway Improvements

Attachments: DRAFT February 16, 2012 ETC minutes, Tracy Avenue speed, volume, and accident data; Benton Avenue speed and volume data

SITUATION:

Per City ordinance 1509.03 the ETC reviews “neighborhood street capital investment projects for adherence to adopted City policies and planning documents.” The ETC conducted this review at our February 16, 2012 regular meeting and offers the following analysis and recommendations.

BACKGROUND:

The ETC was presented speed, volume, and accident data for Tracy Avenue and speed and volume data for Benton Avenue at our December 15, 2011 regular meeting.* The ETC discussed the February 6, 2012 feasibility study and appendices at our February 16, 2012 regular meeting. About 10 residents were present at this meeting; six residents provided comments.

Discussion took approximately 2.5 hours. Discussion focused on the roadway section between Vernon and Benton (bike lanes, parking, widening, sidewalk, curb extensions, and crosswalks) and the Tracy and Benton intersection (safety, operations, roundabout option, realignment option, pedestrian, bicycle, and transit facilities).

*This data is not provided in the study or appendices.

ASSESSMENT:

Members were polled for their opinions on the following:

- Do you support* bike lanes as proposed? — 9 Yes, 0 No
- Do you support parking as proposed? — 6 Yes, 3 No
- Do you support parking as proposed, but with fewer spaces? — 5 Yes, 4 No
- Do you support removing parking and widening bike lanes to 6'? — 2 Yes, 7 No**

- Do you support reducing the speed limit to 25 mph with the addition of bike lanes? — 2 Yes, 7 No
- Do you support seeking a variance to reduce the travel lane width to 10'? — 8 Yes, 1 No

The ETC discussed the merit of the roundabout in considerable detail. ETC consensus was that, while the roundabout may be superior in design to the current alignment, the intersection has a history of operating safely and therefore does not warrant the proposed improvement.

The following motions were made and carried:

- The ETC recommends approval of the roadway section as proposed. — 7 aye, 2 nay
- The ETC recommends leaving the Tracy and Benton intersection as it currently is. — 8 aye, 1 nay

The following additional points were noted:

- The ETC recommends additional consideration of pedestrian and bicycle facilities and safety at the Tracy and Benton intersection (whether roundabout, realignment, or offset).
- The ETC recommends that the concerns of the property owner at 5700 Benton be addressed in final design if roundabout or realignment option is chosen.

*Based on an assessment of adherence to adopted City policies and planning documents.

**Parking observation data was not provided to the ETC.

RECOMMENDATION:

- **The ETC recommends approval of the roadway section as proposed in the February 6, 2012 feasibility study.**
- **The ETC recommends leaving the Tracy and Benton intersection as it currently is (offset alignment).**

ROUTING:

Prepared by: Jennifer Janovy

Reviewed by: Katherine Bass, Nathan Franzen, Paul Nelson

To: Wayne Houle

Action Requested: Please distribute to the Council for March 6 regular meeting.

**MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COMMUNITY ROOM
February 16, 2012
6:00 P.M.**

New members, Courtney Whited, Tom LaForce and Surya Iyer were welcomed to the Commission.

ROLLCALL Answering roll call was Members Bass, Braden, Franzen, Iyer, Janovy, LaForce, Nelson, Schweiger, Thompson, and Whited.

APPROVAL OF MEETING AGENDA

Motion was made by member Franzen and seconded by member Thompson approving the meeting agenda. All voted aye. Motion carried.

APPROVAL OF MINUTES - REGULAR MEETING OF JANUARY 19, 2012

Motion was made by member Thompson and seconded by member Nelson to approve the minutes. All voted aye. Motion carried.

APPROVAL OF TRAFFIC SAFETY REPORT OF FEBRUARY 1, 2012

Motion was made by member Franzen and seconded by member Nelson accepting the February 1, 2012 Traffic Safety Report. All voted aye. Motion carried.

COMMUNITY COMMENT – None.

REPORT/RECOMMENDATIONS

Tracy Avenue Roadway Reconstruction Feasibility Study

City engineer Houle said the feasibility report completed by Mr. Andy Plowman of WSB & Associates, was handed out recently. He said Mr. Plowman was in attendance to answer questions. Mr. Houle said all of Tracy Avenue was in the Capital Improvement Plan for concrete replacement but upon closer scrutiny it was determined that more work was needed and therefore, the roadway was broken into two phases from Vernon Avenue to Benton Avenue, and Benton Avenue to the crosstown. Additionally, staff is working on a grant for up to \$500,000 through MnDOT for the crosstown interchange at Tracy Avenue. Some of the issues are concrete replacement and an offset intersection at Benton and, Mr. Houle said now is time to evaluate making changes. He said Council also asked that they consider a sidewalk on the west side.

He said discussions included leaving the intersection as is or realign with a roundabout. He said staff's recommendation is to realign the intersection with a roundabout which fits well with bus turning movements and does not slow fire trucks response time. He said the roundabout is safer because crossing distance for pedestrians are decreased and when in the roundabout drivers are only looking to the left instead of looking 4 ways like a 4-way intersection, and it also serves as a traffic calming measure. Additional recommended features include bike lanes to comply with the BETF's Bike Plan; instead of sidewalk on the west side which would require 9 ft. of right-of-way, they are instead going to improve crossings; 28 parking spaces; and bump-out intersections.

Discussion

In reference to residents' response in the second survey, chair Janovy asked if opinions had changed and Mr. Plowman said it was brought closer to a 50/50 split. Regarding the feasibility report stating support from the Countryside's Site Council, she said she has received information from the school district outlining the procedures to follow for their

support and while the Site Council's opinion is important, she said they do not speak for the superintendent and the board.

Everyone agreed that the roadway needs to be reconstructed and to keep existing sidewalk. Members' feedback is as follows:

Member Thompson said the bike lanes are critical to be consistent with Comp Plan. He said also to maximize parking on the eastside and that bump-outs would help to slow traffic.

Member Bass agreed with the bike lanes because it is a school and riding could help to relieve congestion around arrival/dismissal time. She also said research shows that bike lanes makes road safer. She said it does not appear that people are committed to parking and suggested eliminating parking so prevent widened of the roadway. Mr. Houle clarified that widening of the roadway is due to both parking and the bike lanes. He said widening on the west by 4 ft. is necessary because of a storm sewer pipe on the east that would need to be moved and would increase cost because of watershed rules.

Chair Janovy confirmed that per state law, bikers are allowed on the roadway.

Members Janovy, Schweiger, Braden, Iyer, LaForce, and Nelson agreed with the bike lanes. Member Iyer also agreed with maximizing parking. Member LaForce asked if Vernon to the north was also striped with bike lanes. Mr. Houle said no; he said this is the starting point and it gives them something to build on. Member Franzen said the ETC should focus on Comp Plan related issues and not on parking.

Member Whited said according to residents no one is biking now. She suggested doing before/after counts to show residents usage. She said she has seen an increase in biking on W. 58th since the new striping. Mr. Houle was asked about the bike lane on Interlachen Blvd. He said ridership have increased on Interlachen Blvd which is striped with a 3-4 ft. lane on certain segment and share the road on other segment. He said most homes do not front Interlachen Blvd and therefore parking was not an issue and the speed limit was and still is 30 mph. He said minor modifications were done to a property near Bywood West to accommodate the bike lane.

Chair Janovy said there is a cost associated with parking and that TLC has an article about the myth of free parking. She said based on 54 parking spaces, she calculated that the cost would be \$1800/space and residents would be assessed 20% of this cost. If spaces are reduced to 28, she said the cost goes up to \$3500/space. She said she has only seen one car parked there. Member Iyer concurred that he too has not seen too many cars parked there and that most times parking are only needed for lots of guests. He said the cost of parking though is relative. Member Bass said parking does spike but there is not an overwhelming demand and it is used infrequently. Chair Janovy was asked if residents would be assessed less if parking was eliminated and she said yes, approximately \$250. Member Nelson noted that parking did not appear important but the 2nd survey shows that residents are split 50/50. Member Franzen said they should be strategic about parking and balance it with bump-outs. Mr. Houle said this would give visual cue to slow down vs. having a wide open roadway and it was noted that last speed taken was at 36.7 meaning 85% of drivers were driving at this speed.

Regarding the offset intersection, Member LaForce said leaving it 'as is' is not an option. It was noted that one survey showed 65% favorable toward roundabout or realignment and another one showed 77% favorability. Mr. Houle said roundabouts work great because studies show reduction of accidents; pedestrian safety is maximized; and they simplify/reduces risk for drivers/pedestrians. Chair Janovy the intersection does not have a history of crashes so therefore, nothing to reduce. She said there are 10 years of safety data. Member Thompson said it is being added as a component to slow traffic and aid with flow during peak hours. Member Bass said the feel at the intersection is confusing and this is how drivers should feel so that they'll slow down. Member Nelson said he is a proponent of roundabouts but leave as is because there are not too many problems. He said the intersection is odd but it works well.

Member Franzen said it is functioning; however, the roundabout is safer and a better long term solution. In terms of size, Mr. Houle said it would be comparable to the ones on W. 70th, although traffic volume is lower.

Mr. Plowman cited Mendota Heights with similar lower traffic volume, same issue and skepticism. He said the roundabout was built and now everyone likes it. In addition to other features already noted, Mr. Plowman said studies show that air quality also improves due to less stopping. Mr. Houle was asked if the City has a policy for roundabouts and he said no because they are so new. He said Living Streets may address roundabouts.

Member Iyer asked about the cost vs. benefit. Mr. Houle said the volume is lower but the roundabout would help with traffic flow. Member Iyer said there is an advantage to keep flow going but the cost is too high. Mr. Plowman said the realignment is more expensive at \$240,000 while the roundabout would be \$165,000. Member Thompson said there is a place on Benton where parents make U-turn to pick up students. Mr. Plowman said he has observed this and the roundabout would eliminate the U-turns. Chair Janovy said this is an opportunity for education and enforcement at the site. She said from the first survey, 23% said they were fine with the intersection; 58% said it was a problem; and 19% were cautious. In the second survey 60% said to leave as is; and 40% said realign. She said she likes roundabouts but not at this location. She said this one should have off ramps for bikers and it should be designed for all ages. Mr. Plowman said off-ramps are only needed on dual lane roundabouts. Members Iyer and Bass concurred with Chair Janovy.

Residents Comments

Sue Nelson, 5701 Hawkes Ter – Ms. Nelson said she has been resident for 20+ years and a past educator at Countryside. She said realignment is a better option. She said she loves roundabouts but not in favor of one at this location because it will not help.

Susan Clark, 5812 W. 61st – Ms. Clark said high school students drives Benton to Tracy to get to the high school and she wondered if they will go all the way around the roundabout. She said it is good to consider the Countryside students. She said the school has said they would need additional crossing guards. She said one problem is solved and another created.

Judith Rogers, corner of Arbor Lane and Tracy – Ms. Rogers said drivers traveling south on Tracy from Vernon may not see children in the roundabout. She said if obstructions are not placed in the roundabout drivers may drive over it and if obstructions are placed, it may prevent drivers from seeing pedestrians.

Steve Enck, 5700 Benton – Mr. Enck said he is against the roundabout. He said he will not have safe access to his driveway; every road is up hill; has hindrance; stop signs are working; pedestrian lane for children are bigger; might improve flow of cars but not pedestrians; easier for crossing guards as is. And, speaking on behalf of his neighbor who is confined to a wheelchair, he said neither of them has seen any accidents in their time as residents. He said only two ideas were presented and suggested having three or four options including his suggestion to remove parking on Benton from Tracy to the school's driveway; widen Benton to the intersection, keeping the stop signs and allowing for better turn movement for the buses.

Chair Janovy asked if other options were considered including widen of the intersection. Mr. Plowman said widen would help the buses at the intersection but the idea was to create a design for the entire operation of the corridor including speeding which is a problem for the residents. He said roundabouts are safer for pedestrians because they are crossing 16 ft. of traffic at a time instead of 36 ft., plus four potential conflicts with the offset intersection. Member Franzen said Mr. Enck's driveway does seem to be a problem with the roundabout. Mr. Houle said he would work with him to realign and landscape.

Bill Rogers, 6100 Arbor Lane – Mr. Rogers said he submitted written comments. He said 71% of residents on his survey said the roundabout is not appropriate and neither is straight because it would cause T-bone accidents. He said east on Benton there is a pond like a roundabout and a fatality that happened there could happen at the roundabout and there have not been accidents to date. He said it is not broken, they do not want traffic to flow and if traffic backs up, so

what? He said there is new specifications in the works for visual impair pedestrians which this roundabout will not have. He said he liked Mr. Enck's idea.

Ken Kjelland, 5600 Tracy – Mr. Kjelland said he has been a resident since 1982. He said he attended two meetings, completed two surveys and report is still being submitted as is and not reflecting residents' input. He said he has concluded that residents do not have input.

Motion was made by member LaForce and seconded by member Bass for chair Janovy to write the recommendation for submittal to the Council with assistance from members Nelson, Franzen and Bass. All voted aye. Motion carried.

Members were polled regarding the following (polling included student member Schweiger):

Bike Lanes: all said yes (10).

Parking: Staff said their recommendation is based on residents' needs and to accommodate delivery vehicles which tend to block traffic. Chair Janovy said deliveries were not a reason to retain parking. Member Bass said to reduce the travel lanes down from 11 ft. to 10 ft. and not widen the road. She was informed that a variance would be required. 7 of 10 said yes to parking as proposed.

Reducing the speed limit to 25 mph because of the bike lanes: 2 of 10 said yes.

Motion was made by member Thompson and seconded by member LaForce to recommend the proposed design as is north of Benton. 7 ayes, 2 nays. Motion carried.

Roundabout:

Motion was made by member Nelson and seconded by member Iyer to leave intersection as is. 8 ayes, 1 nay. Motion carried.

Member Thompson said most residents were in favor of the roundabout. A suggestion was made to consider pedestrian enhancements to improve crossing even though not recommending roundabouts, e.g. dynamic speed monitor, crosswalks, enforcements, etc.

Motion was made by member Iyer and seconded by member Bass to modify previous motion to say leave intersection as is and consider pedestrian enhancements to improve crossing.

Motion was made by member Iyer and seconded by member Bass to have limited parking, bike lanes, and no change to the intersection.

Discussion ensued regarding a motion made earlier by member Thompson and this motion which are in conflict. Member Iyer withdrew his motion.

TLC Bike Boulevard Update

Mr. Houle said Katie Bruwelheide, traffic engineer with Alliant Engineering would give an update on the TLC Bike Boulevard. He asked that the ETC provide feedback before an informational meeting is scheduled with residents. He said the plan will be to come back to the ETC after the informational meeting with residents and then on to the Council for a public hearing.

Ms. Bruwelheide said the route starts at 54th & Zenith west on 54th to Wooddale Avenue, south of Wooddale to Valley View Road, under TH-62 and down to 70th into an existing bike path. She said construction is tentatively scheduled to begin August with completion by fall. She said they are requesting design exceptions on a couple segments. She said the

project has eight segments that are divided into two phases with phase two being the most difficult. Phase I is 54th to north of TH-62 and Phase II from north of TH-62 to W. 70th. Funding is not yet available for Phase II. The eight segments are:

Phase I

1. 54th Ave – Xerxes to France Avenue
Option: Bike Boulevard

2. (A) 54th – France to Minnehaha Creek
Option 1: Shared Lanes
Option 2: Advisory Lanes
Option 3: Shared Lane and Bike Lane

(B) 54th – Brookview Ave to Wooddale Avenue
Option 1: Shared Lanes
Option 2: Bike Lanes

3. Wooddale Ave – 54th to Valley View Road
Option 1: Bike Lanes
Option 2: Advisory Lanes

4. Valley View Road – Woodddale to Brookview Avenue
Option: Colored Shared Lanes

Phase II

5. Valley View Road – Brookview Ave to 64th Street
Option: Bike Lanes

6. Valley View Road – 64th to 65th Street
Option: Colored Shared Lanes

7. Valley View Road – 65th to 66th Street
Option: Dedicated Bike Lanes

8. Valley View Road – 66th to 69th Street
Option: Dedicated Bike Lanes

Discussion

This route, the first phase of the BEFT Bike Plan, was chosen and narrowed down from an original route and it aligns with Minneapolis’ bike lanes.

Motion was made by member Thompson and seconded by member Nelson for the consultant to present an option to the public that is most likely to be approved by State Aid. All voted aye. Motion carried.

Living Streets Workshop Recap

Motion was made by member Franzen and seconded by member Nelson to table Living Streets Workshop Recap until next meeting. All voted aye. Motion carried.

Living Streets Consultant Selection

After brief discussion, the consensus was to go with BARR Engineering, the only firm that submitted a proposal.

Edina Transportation Commission Bylaws

Chair Janovy said the bylaws should be adopted as written; however, she received permission to change the quorum from 5 to a simple majority of seated voting members, and also a section that seemed confusing was "If a quorum is not achieved within 15 minutes...." She said if they agree they can vote to make these changes at the next meeting.

Updates

Student Member - No updates.

Bike Edina Task Force – Minutes of January 12, 2012 - No updates.

Grandview Small Area Study

Member Nelson said the public comment period is still going on and the framework is online at www.edinacitizenengagement.org. He said two public meetings were held and approximately 25-30 people attended. Council will receive the recommendation on April 17.

Living Streets Working Group

Member Thompson said they need discuss how to move forward. Chair Janovy said they could consider creating a committee of the whole.

CORRESPONDENCE AND PETITIONS – None

CHAIR AND COMMISSION MEMBER COMMENTS

Member Nelson said France Avenue was recently restriped to single lane and he has seen cars using the shoulder as a driving lane. His suggestion of marking the shoulder to show that it is not a driving lane will be forwarded to Hennepin County by Mr. Houle.

Member Bass talked briefly about a campaign that the City of Rochester (See Safe Smart) is doing and a possible funding opportunity through the Met Council for France Avenue. She will talk more these at the next meeting. She also asked about Engineering Department staffing which Mr. Houle addressed below.

STAFF COMMENTS

Update on France Avenue Pedestrian Bridge Re-scoping

Mr. Houle said City Manager Neal and WSB & Associates consultant Chuck Rickart made the presentation to the Met Council. He said some of the Met Council's concerns were not addressing bike facility and at crossing video detection. He said the committee felt the bridge was safer than grade separation. He said the vote was 8 ayes and 10 nays. He said they will be appealing to the TAB and Mr. Rickart to checking to see they can appeal to the TAC. Mr. Houle said it is promising because the TAB recently overturned a sunset date for another project.

Staffing in the Engineering Department– Mr. Houle said the entire City has gone through a reorganization. He said he was the public works director/city engineer and as of recent he is no longer the public works director. He said they are currently advertising to fill the assistant city engineer position but this person will not be the liaison to the ETC. Mr. Houle will continue as the liaison until a transportation engineer is hired. Additionally, the utility engineer position will be vacant soon and this position will be changed to an environmental engineer (if approved by Council) and serve as the liaison to the EEC.

Mr. Houle asked the commission if they would be interested in an orientation on functionality of the City. He said assistant city manager Kurt has put together a PowerPoint presentation that they might find useful. They all agreed that this would be helpful. It will be scheduled one hour before the next scheduled meeting in March.

Regarding the agenda, Mr. Houle said it is set up similar to the Council agenda showing upcoming meeting dates and events. He said members can add meeting dates also.

ADJOURNMENT

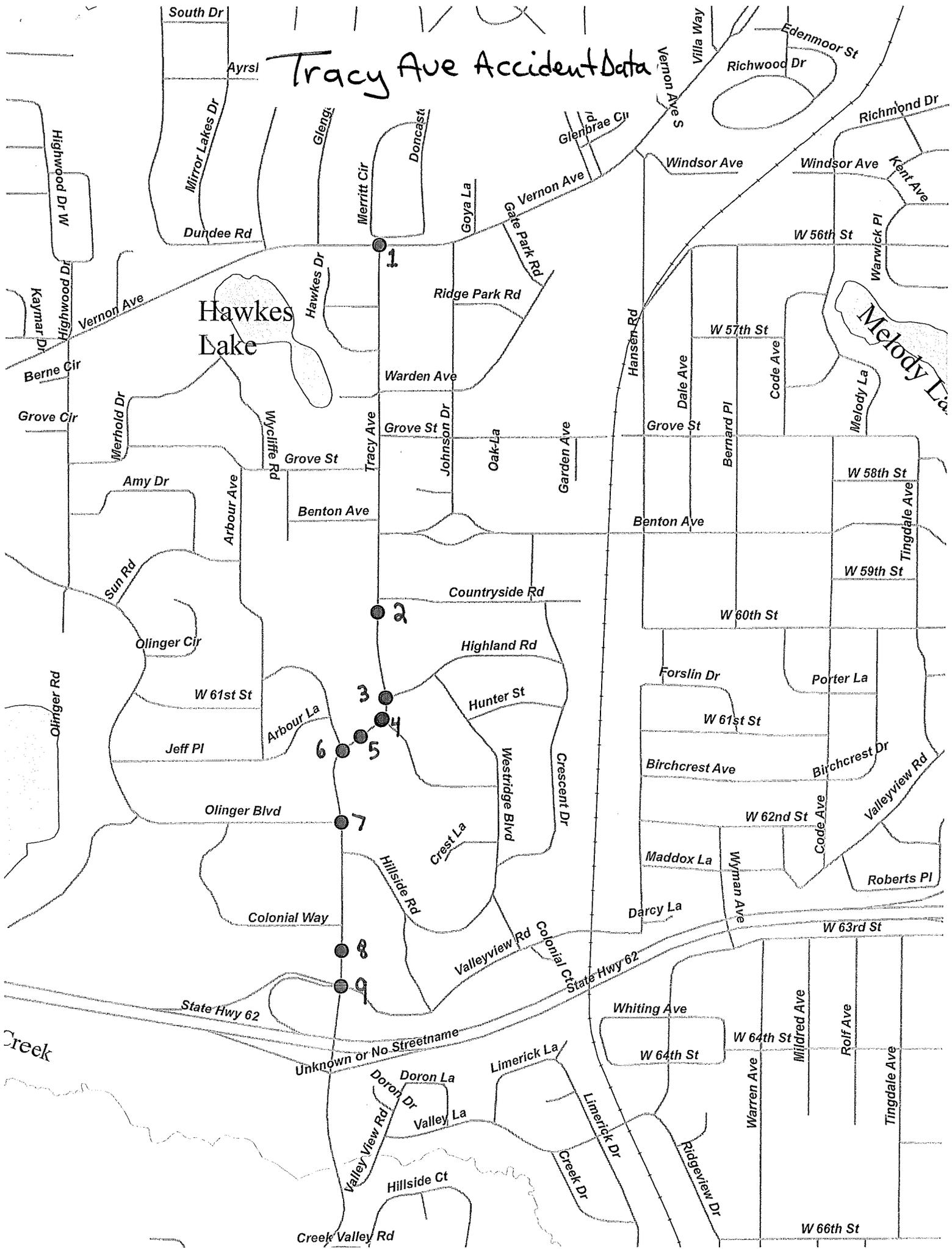
Meeting adjourned at 10:10 p.m.

ATTACHMENT

Attendance Spreadsheet

DRAFT

Tracy Ave Accident Data



Crash Statistics

Year: 2001 - 2010

Intersection: Tracy: Vernon to TH 62

Total Crashes: 33

Breakdown by Year

Year: 2010

Total: 4

Severity:		<u>Date</u>	<u>Time</u>	<u>Location</u>	
	2	Property Damage: No Apparent Injury	2/1; 8/7	2125; 1445	4; 1
	2	Injury: Possible Injury	2/8; 4/17	0800; 1500	4; 1
	0	Injury: Non-Incapacitating Injury			
	0	Injury: Incapacitating Injury			

Year: 2009

Total: 5

Severity:		<u>Date</u>	<u>Time</u>	<u>Location</u>	
	3	Property Damage: No Apparent Injury	1/6; 5/15; 12/15	1535; 1315; 0900	1; 3; 1
	2	Injury: Possible Injury	6/15; 9/17	0932; 1210	1; 1
	0	Injury: Non-Incapacitating Injury			
	0	Injury: Incapacitating Injury			

Year: 2007

Total: 1

Severity:		<u>Date</u>	<u>Time</u>	<u>Location</u>	
	0	Property Damage: No Apparent Injury			
	1	Injury: Possible Injury	4/23/2011	1725	9
	0	Injury: Non-Incapacitating Injury			
	0	Injury: Incapacitating Injury			

Year: 2006

Total:		10	<u>Date</u>	<u>Time</u>	<u>Location</u>
Severity:	6	Property Damage: No Apparent Injury	6/26 (2); 10/31 (2); 11/30 (2)	1715 (2); 1249 (2); 1200 (2)	9 (2); 7
	4	Injury: Possible Injury	4/12 (2); 9/12 (2)	1237 (2); 1843 (2)	9 (2); 1 (2)
	0	Injury: Non-Incapacitating Injury			
	0	Injury: Incapacitating Injury			

Year: 2005

Total:		3	<u>Date</u>	<u>Time</u>	<u>Location</u>
Severity:	2	Property Damage: No Apparent Injury	1/20; 2/14	1803; 0731	9; 7
	1	Injury: Possible Injury	5/2/2011	1555	1
	0	Injury: Non-Incapacitating Injury			
	0	Injury: Incapacitating Injury			

Year: 2004

Total:		2	<u>Date</u>	<u>Time</u>	<u>Location</u>
Severity:	2	Property Damage: No Apparent Injury	8/17 (2)	1130; 2340	6 (2)
	0	Injury: Possible Injury			
	0	Injury: Non-Incapacitating Injury			
	0	Injury: Incapacitating Injury			

Year: 2003

Total:		2	<u>Date</u>	<u>Time</u>	<u>Location</u>
Severity:	1	Property Damage: No Apparent Injury	3/3;	220	1
	1	Injury: Possible Injury	1/9;	740	9
	0	Injury: Non-Incapacitating Injury			
	0	Injury: Incapacitating Injury			

Year: 2002

Total: 3

		<u>Date</u>	<u>Time</u>	<u>Location</u>	
Severity:	3	Property Damage: No Apparent Injury	3/14; 4/15; 5/30	1000; 1500; 1000	3; 1; 8
	0	Injury: Possible Injury			
	0	Injury: Non-Incapacitating Injury			
	0	Injury: Incapacitating Injury			

Year: 2001

Total: 3

		<u>Date</u>	<u>Time</u>	<u>Location</u>	
Severity:	2	Property Damage: No Apparent Injury	3/12; 10/25	1300; 1100	5; 4
	1	Injury: Possible Injury	10/4/2011	1300	2
	0	Injury: Non-Incapacitating Injury			
	0	Injury: Incapacitating Injury			

Tracy Ave Speed and Volume

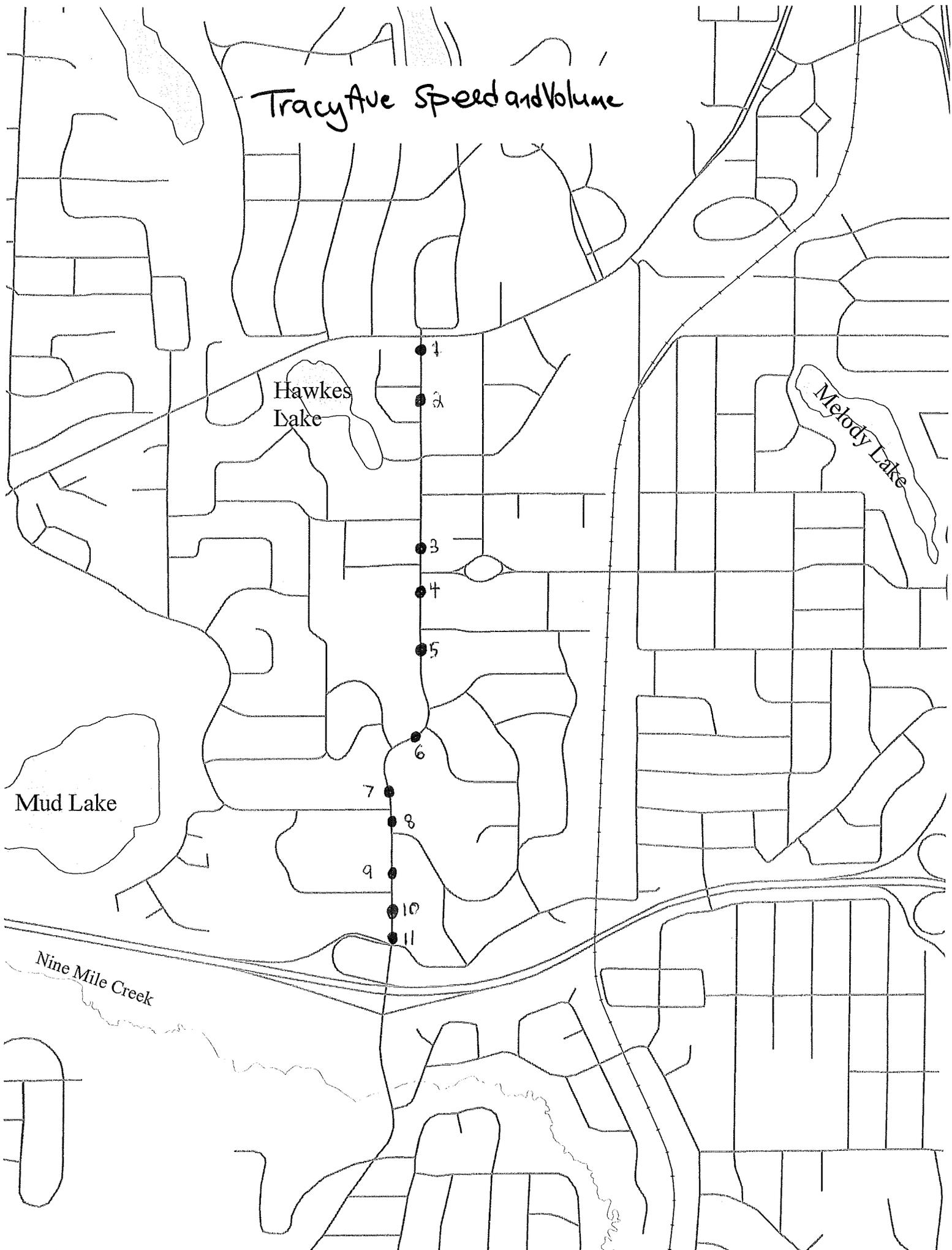
Hawkes
Lake

Melody Lake

Mud Lake

Nine Mile Creek

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- 11



Location	Description	Year	Average Daily Traffic	85th Speed	% Trucks
1	Tracy south of Vernon	MSA (5/2009)	4213	32	5.2
	Tracy south of Vernon	MSA (5/2005)	5064	38.1	5.6
	Tracy south of Vernon	08/27/01-08/31/01	8909	37.3	NA
	Tracy south of Vernon	MSA 1997	3460	NA	NA
	Tracy south of Vernon	MSA 1995	3994	NA	NA
	Tracy south of Vernon	MSA 1993	3128	NA	NA
	Tracy south of Vernon	MSA 1991	3321	NA	NA
	Tracy south of Vernon	MSA 1989	3076	NA	NA
	Tracy south of Vernon	MSA 1987	3415	NA	NA
	Tracy south of Vernon	MSA 1985	3538	NA	NA
	Tracy south of Vernon	MSA 1983	3085	NA	NA
	Tracy south of Vernon	MSA 1981	3790	NA	NA
	Tracy south of Vernon	MSA 1979	4015	NA	NA
	Tracy south of Vernon	MSA 1977	2766	NA	NA
	Tracy south of Vernon	MSA 1975	3235	NA	NA

2	Tracy south of Hawks Terrace @ 5629	06/17/08-06/25/08	3654	36.7	3.3
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Location	Description	Year	Average Daily Traffic	85th Speed	% Trucks
3	Tracy north of Benton	MSA 1997	3605	NA	NA
	Tracy north of Benton	MSA 1995	3766	NA	NA
	Tracy north of Benton	MSA 1993	3654	NA	NA
	Tracy north of Benton	MSA 1991	3623	NA	NA
	Tracy north of Benton	MSA 1989	3695	NA	NA
	Tracy north of Benton	MSA 1987	3354	NA	NA
	Tracy north of Benton	MSA 1985	3168	NA	NA
	Tracy north of Benton	MSA 1981	3408	NA	NA
	Tracy north of Benton	MSA 1979	3173	NA	NA
	Tracy north of Benton	MSA 1977	4636	NA	NA
	Tracy north of Benton	MSA 1975	3570	NA	NA

4	Tracy south of Benton	08/27/01-08/31/01	3558	NA	NA
	Tracy south of Benton	MSA 1997	4747	NA	NA
	Tracy south of Benton	MSA 1997	6483	NA	NA
	Tracy south of Benton	MSA 1995	4958	NA	NA
	Tracy south of Benton	MSA 1993	4814	NA	NA
	Tracy south of Benton	MSA 1991	5016	NA	NA
	Tracy south of Benton	MSA 1989	4947	NA	NA
	Tracy south of Benton	MSA 1987	4156	NA	NA
	Tracy south of Benton	MSA 1985	5828	NA	NA
	Tracy south of Benton	MSA 1981	5265	NA	NA
	Tracy south of Benton	MSA 1979	4266	NA	NA
	Tracy south of Benton	MSA 1977	3784	NA	NA
	Tracy south of Benton	MSA 1975	4435	NA	NA

Location	Description	Year	Average Daily Traffic	85th Speed	% Trucks
5	Tracy south of Countryside Rd.	06/17/08-06/25/08	5119	38.9	5.3
6	Tracy south of Ridgeway Rd. @ 6104	06/17/08-06/25/08	5062	31.7	4.2
7	Tracy north of Olinger Blvd	MSA (5/2009)	5984	29.2	5.5
	Tracy north of Olinger Blvd	MSA (4/2005)	6700	30.9	5.6
	Tracy north of Olinger Blvd	MSA 1997	4114	NA	NA
	Tracy north of Olinger Blvd	MSA 1995	5517	NA	NA
	Tracy north of Olinger Blvd	MSA 1993	5010	NA	NA
	Tracy north of Olinger Blvd	MSA 1991	5556	NA	NA
	Tracy north of Olinger Blvd	MSA 1989	4829	NA	NA
	Tracy north of Olinger Blvd	MSA 1987	5384	NA	NA
	Tracy north of Olinger Blvd	MSA 1985	4712	NA	NA
	Tracy north of Olinger Blvd	MSA 1979	4123	NA	NA
	Tracy north of Olinger Blvd	MSA 1977	4658	NA	NA
	Tracy north of Olinger Blvd	MSA 1975	4578	NA	NA

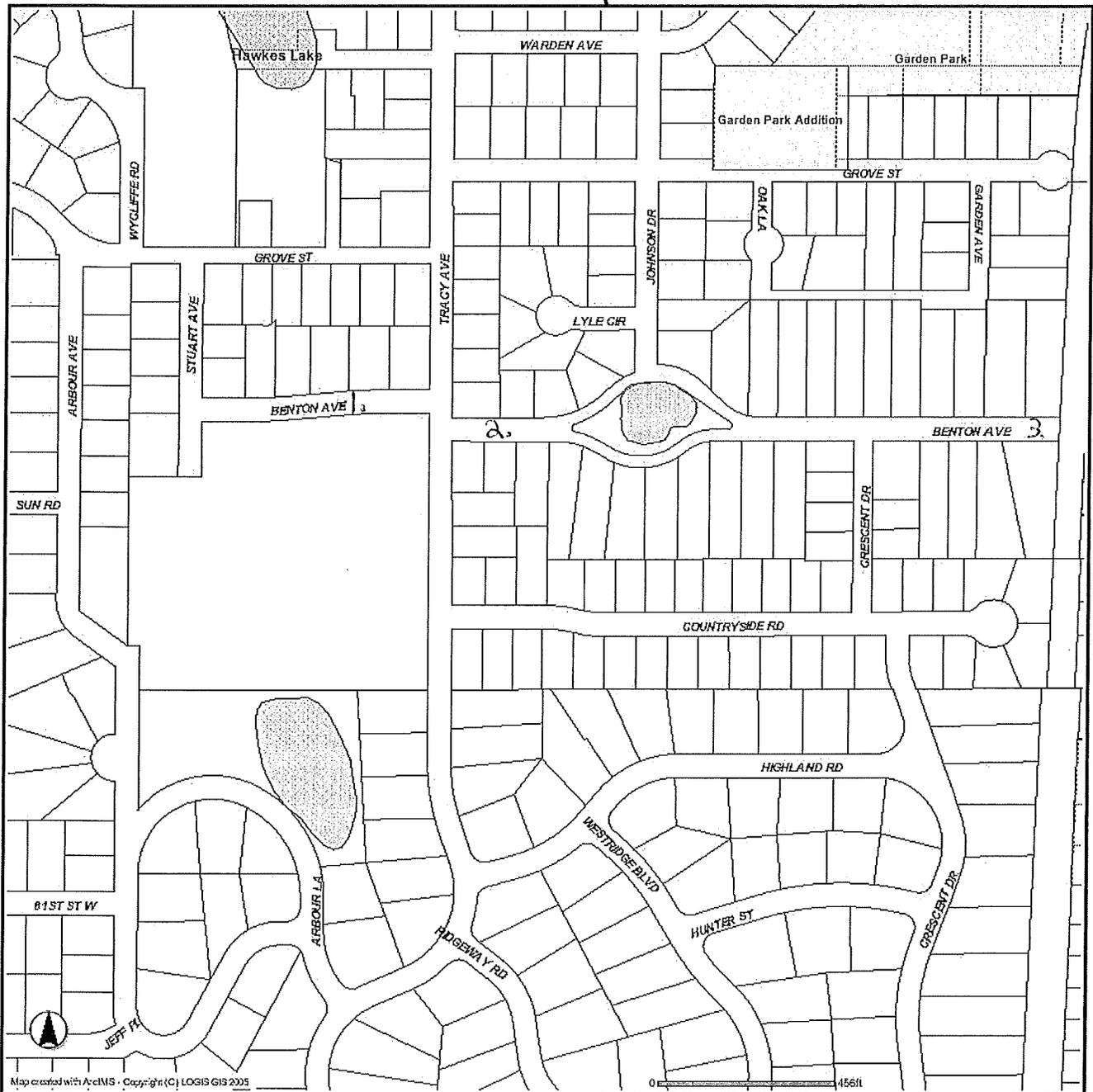
Location	Description	Year	Average Daily Traffic	85th Speed	% Trucks
8	Tracy north of Hillside	08/27/01-08/31/01	6010	NA	NA
	Tracy north of Hillside	MSA 1975	4578	NA	NA
9	Tracy north of Colonial Way	06/17/08-06/25/08	6821	36.8	4.5
10	Tracy south of Colonial Way	4/12/06-4/14/06	8660	37.9	NA
	Tracy south of Colonial Way	MSA (5/2005)	9444	36	5.6
	Tracy south of Colonial Way	08/27/01-08/31/01	7381	NA	NA
	Tracy south of Colonial Way	MSA 1997	6483	NA	NA
	Tracy south of Colonial Way	MSA 1981	9901	NA	NA
	Tracy south of Colonial Way	MSA 1979	5763	NA	NA

Location	Description	Year	Average Daily Traffic	85th Speed	% Trucks
11	Tracy north of Valley View	MSA (5/2009)	7730	34.7	5.6
	Tracy north of Valley View	MSA (5/2005)	9837	39.9	NA
	Tracy north of Valley View	08/13/01-08/17/01	7881	42.9	NA
	Tracy north of Valley View	MSA 1997	6266	NA	NA
	Tracy north of Valley View	MSA 1995	7249	NA	NA
	Tracy north of Valley View	MSA 1993	8155	NA	NA
	Tracy north of Valley View	MSA 1991	8542	NA	NA
	Tracy north of Valley View	MSA 1989	9164	NA	NA
	Tracy north of Valley View	MSA 1987	8576	NA	NA
	Tracy north of Valley View	MSA 1985	7455	NA	NA
	Tracy north of Valley View	MSA 1981	8276	NA	NA
	Tracy north of Valley View	MSA 1979	6832	NA	NA
	Tracy north of Valley View	MSA 1977	5298	NA	NA
	Tracy north of Valley View	MSA 1975	4435	NA	NA

Date Modified: 12/06/11

By Byron Theis

Benton Speed and Volume



Location	Description	Date	Average Daily Traffic	85th Speed	% Trucks
1	Benton 5700[Countrywide School]	07/30/98-08/05/98	391	NA	NA
	Benton 5714[Countrywide School]	05/26/98-06/01/98	381	NA	NA

2	Benton east of Tracy	06/19/01-06/22/01	3007	NA	NA
	Benton east of Tracy	07/29/98-08/03/98	2215	NA	NA
	Benton east of Tracy	05/26/98-06/01/98	3182	NA	NA
	Benton east of Tracy	MSA 1997	1897	NA	NA
	Benton east of Tracy	MSA 1995	2570	NA	NA
	Benton east of Tracy	MSA 1993	2459	NA	NA
	Benton east of Tracy	MSA 1991	2183	NA	NA
	Benton east of Tracy	MSA 1989	1765	NA	NA
	Benton east of Tracy	MSA 1985	2177	NA	NA
	Benton east of Tracy	MSA 1983	2071	NA	NA
	Benton east of Tracy	MSA 1981	1791	NA	NA
	Benton east of Tracy	MSA 1979	1380	NA	NA
	Benton east of Tracy	MSA 1977	1005	NA	NA
	Benton east of Tracy	MSA 1975	1508	NA	NA

Date Modified: 12/06/11

By Byron Theis

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Location	Description	Date	Average Daily Traffic	85th Speed	% Trucks
3	Benton west of Hansen-RECOUNT	MSA (10/2009)	3221	30.7	4.4
	Benton west of Hansen	MSA (6/2009)	2582	30.4	2.4
	Benton west of Hansen	MSA (4/2005)	3752	34.1	NA
	Benton west of Hansen	06/19/01-06/22/01	3586	34.1	NA
	Benton west of Hansen	MSA 1997	2977	NA	NA
	Benton west of Hansen	MSA 1995	3150	NA	NA
	Benton west of Hansen	MSA 1993	2951	NA	NA
	Benton west of Hansen	MSA 1991	2774	NA	NA
	Benton west of Hansen	MSA 1989	2710	NA	NA
	Benton west of Hansen	MSA 1987	2459	NA	NA
	Benton west of Hansen	MSA 1985	1149	NA	NA
	Benton west of Hansen	MSA 1983	1239	NA	NA
	Benton west of Hansen	MSA 1981	2795	NA	NA
	Benton west of Hansen	MSA 1979	1887	NA	NA
	Benton west of Hansen	MSA 1977	1973	NA	NA
	Benton west of Hansen	MSA 1975	2080	NA	NA

Date Modified: 12/06/11

By Byron Theis

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Memorandum

To: *Wayne Houle, City Engineer, City of Edina*

From: *Andrew Plowman, WSB & Associates, Inc.*

Date: *February 24, 2012*

Re: *Alternate Design Option Tracy/Benton Intersection
Tracy Avenue Reconstruction Project
Edina, MN
WSB Project Number 01686-25*

This memorandum is intended to provide analysis and recommendations regarding Council Member Mary Brindle's concept layout for the Tracy Avenue/Benton Avenue intersection. This concept is an alternate design to those provided in the February 6, Feasibility Report, in which three options were presented: leave as is, realignment, and a roundabout. The roundabout has been recommended by the consultant and staff. See next page, Figure 1 is Council Member Brindle's concept layout, sent in an email to Scott Neal on February 20, 2012. See next page, Figure 2 is the corresponding staff/consultant interpretation of the concept layout, including engineering judgment regarding some additions and modifications to the concept.

This summary will not provide in-depth analysis of the roundabout option or the realignment option. Please see the feasibility report for additional information.

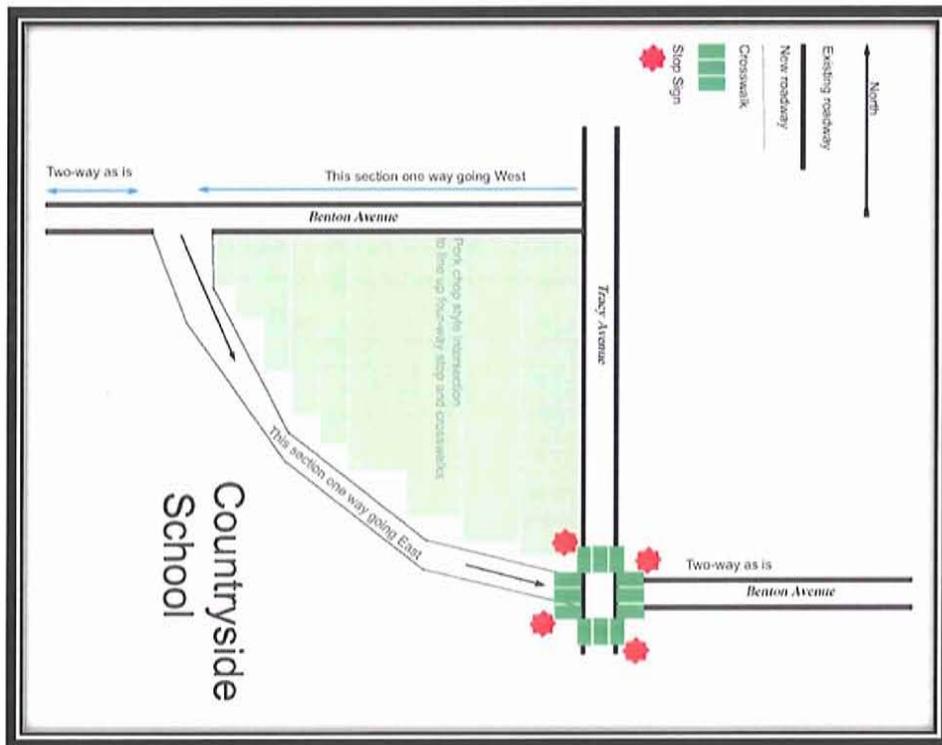


Figure 1: Councilman Brindle's Concept Layout

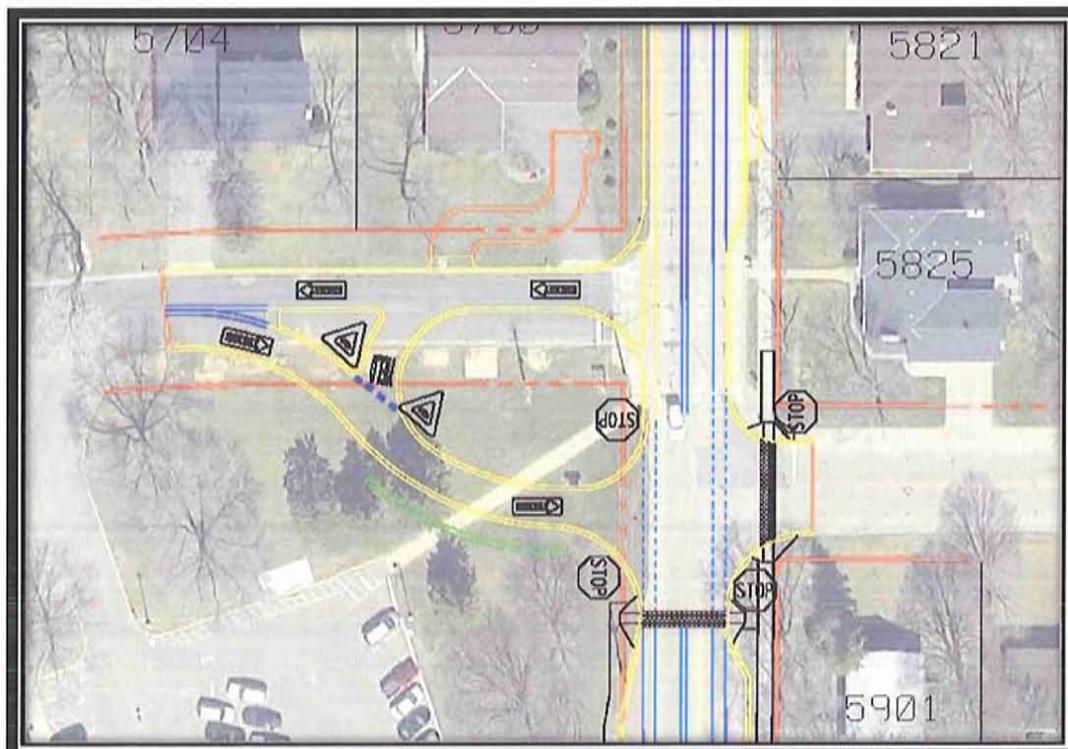


Figure 2: Staff/Consultant Concept Layout

Existing Intersection Deficiencies:

Overlapping Intersection

The existing intersection is an overlapping, four-way stop configuration. The east and west legs of Benton Avenue are offset 70' from centerline to centerline. There has not been a history of crashes at this location; however, the intersection is cumbersome, confusing, and we believe there is a potential for safety issues. The confusion is enhanced when Countryside Elementary School begins and ends each school day.

Section 3.4.5: Offset Driveways and Streets, from the MnDOT Access Management Manual, states that “Overlapping driveways should be avoided, unless the access points can be separated by sufficient distance to allow back-to-back, left-turn lanes (distance “B” in Figure 3.31).”, see Figure 3. The criterion for public streets is the same as driveways. To complicate matters, the intersection is controlled by one set of four stop signs, resulting in vehicles not yielding right-of-way in many circumstances, especially for motorists performing left turns.

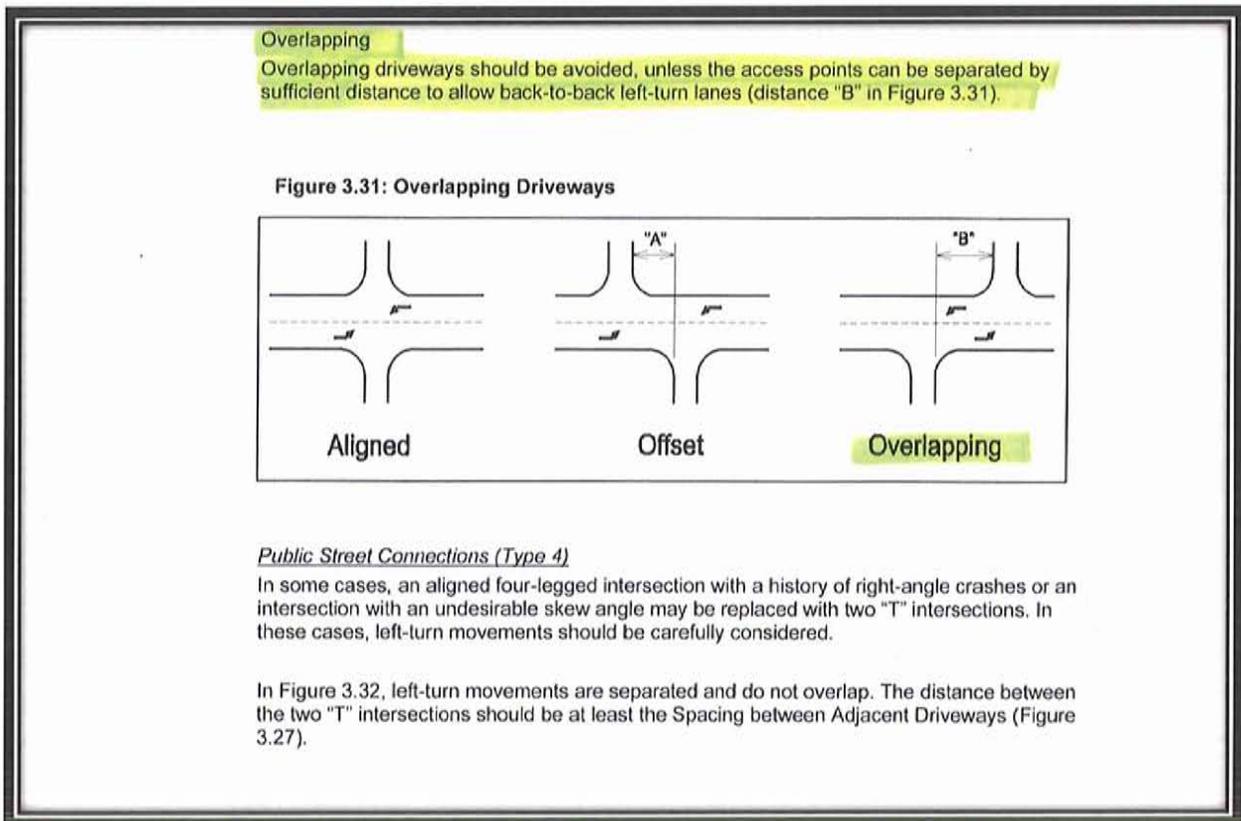


Figure 3: Section 3.4.5 from MnDOT Access Management Manual

We do not believe 70' is enough room for back-to-back, left turns to operate simultaneously. This is one reason why the intersection is controlled as one four-way stop.

School Bus Maneuvers

Many of the school buses enter from the east leg of Benton Avenue. This turn movement proves to be difficult, especially when there is a vehicle stopped at the west leg of Benton Avenue.



Photo 1: School Bus Movements

Parent Pickup U-Turns

There is an existing parking bay for parents to pick up children along the west side of Tracy Avenue, south of Benton Avenue. As indicated in Photo 7, several parents will make U-turns in the middle of the street to access the parking bay. This maneuver is considered to not be safe and is made worse by the crest vertical curve near the south end of the parking bay.



Photo 2: U-Turn to Access Parking Bay

Concept Description

Council Member Brindle's concept identifies splitting the west leg of Benton Avenue into two separate one way streets. This would realign the eastbound Benton Avenue approach with the intersection, while maintaining the westbound existing alignment. Below is a summary of the design features:

1. Removal of stop sign at existing northwest quadrant of the intersection, thereby, making the entrance uncontrolled.
2. One-way streets for the west leg of Benton Avenue. A retaining wall along the realigned eastbound roadway would still be necessary. Twenty (20) mph design speed curves are used for this alignment.
3. Addition of a return lane from westbound Benton to eastbound Benton. This would allow a legal maneuver for the resident at the northwest quadrant of the intersection to access Tracy Avenue without having to turn the wrong way on a one-way or being forced to make a tight U-turn at the end of the median.
4. Create an aligned four-way stop at the existing southern portion of the intersection. We modified the four-way stop to only include two crosswalks. Since there are no sidewalk facilities on the west side, we did not feel additional crosswalks would be warranted.
5. Realign 5700 Benton Avenue driveway. The existing City code requires 50' offset from an existing street curb return.

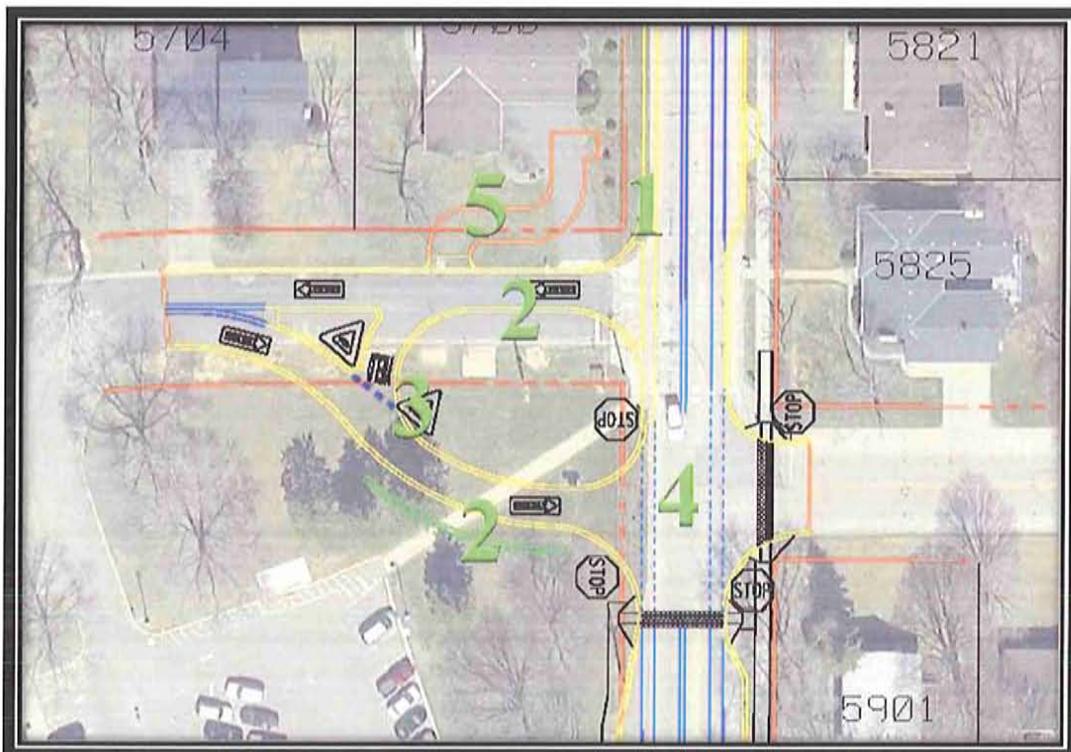


Figure 4: Proposed Concept Features

Concept Advantages/Disadvantages:

We analyzed the concept layout and have the following advantages and disadvantages identified:

Advantages:

1. Eastbound Benton Avenue is aligned with the intersection. This will allow people exiting the school easier access to every direction at the intersection.
2. Bus turn movements are more efficient. Although the buses still need to make a difficult maneuver, the bus drivers do not need to be concerned with vehicles being in their turn path.
3. Return lane allows for parents to make a legal U-turn to access the parking bay.
4. Eliminates the need to lengthen the driveway at 5700 Benton Avenue by 70'. The existing north curb of the west leg would remain in the same location.
5. Provided the existing roadbed on the west leg can remain, the cost will be reduced in comparison to the realignment option. However, the retaining wall would still be required.

Disadvantages:

1. The overlapping left-turn maneuver is not eliminated from occurring. In fact, the potential for complete gridlock of the intersection exists. As seen in Figure 5, only three southbound vehicles can block the entrance to Benton Avenue. It is not uncommon for a queue of ten vehicles at the existing intersection. This could attempt to be alleviated by adding a “Do Not Block the Intersection” Sign, but we believe the potential is high for queuing to still occur.

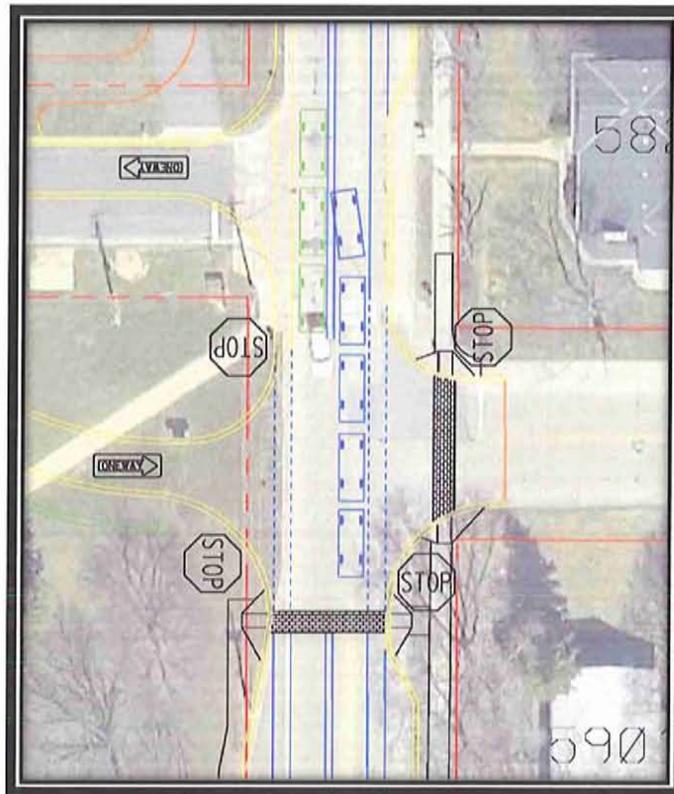


Figure 5: Potential Gridlock

2. Bus turn movements are more efficient; however, the movement is still difficult for the bus drivers, especially with traffic present within the Tracy Avenue corridor with the potential queuing of southbound vehicles.
3. A retaining wall is still needed to be constructed for this option, the same as the realignment option.
4. Although the number of conflicts at this four-way stop are less than the existing or realignment option (if the north entrance is excluded), there are still a larger number of conflicts than the roundabout option.
5. The same amount of R/W is required for this option as the realignment option.
6. The cost of this option is ~\$60,000 more expensive than the roundabout option.
7. Potential confusion and safety issue regarding one-way configuration.

Recommendation

Although there are some advantages to this option, we do not feel this option solves the intersection deficiencies as well as the realignment or roundabout options. This option does not fix the glaring overlapping intersection deficiency that exists today. In fact, removing the stop sign at the southbound-north approach has the potential to create an overall gridlock situation. We believe the realignment option or roundabout option would be better solutions to fix the efficiency of the operations and eliminate the potential safety issue.

Wayne Houle

Subject: FW: District's Admin Procedures on Tracy/ Benton
Attachments: ROADWAY PROCEDURES 2-16.docx

From: Dressen, Ric [<mailto:ricdressen@edina.k12.mn.us>]

Sent: Sunday, February 19, 2012 8:06 AM

To: Scott Neal

Cc: Bergman, Karen L; Nash, Margo M; Cathy Cella(home); Randy Meyer

Subject: District's Admin Procedures on Tracy/ Benton

Scott,

As per our Friday conversation, here is the District's admin procedures related to the Tracy/Benton Roadway. Also, if you could delete comments in the report that do not reflect these procedures, the District would appreciate. Let me know if you have questions.

Ric

ADMINISTRATIVE PROCEDURE

General Approach to Changes in Roadways and Intersections Near Edina Schools

1. The District will work cooperatively with the City as it makes decisions related to traffic flow challenges and roadway improvements.
2. In any consideration of traffic flow and roadway improvements, safety is always the District's top priority.
3. The District's Finance and Facilities Committee will review all proposals for roadway improvements impacting District facilities.
4. The District encourages students to walk or bike to school and will support them with crossing-guards. Any intersection changes must support safe walking and biking to school.
5. If District owned lane is required for any roadway changes, the City must make a request for the land, so that such request can be handled in accordance with District procedures.
6. Construction of intersections or roadways adjacent to school property during the school year must be completed in a way that minimizes any traffic challenges for students, families, staff and buses.
7. The District's approach is to ensure that its needs are adequately addressed by whatever plan(s) the City chooses to adopt.
8. The City should communicate questions, plans, proposals, or other issues related to traffic flow challenges and roadway improvements to Margo Nash. Ms. Nash will coordinate communication between the District, District personnel and school sites.

Countryside Specific Observations

1. The current intersection arrangement does not create limits for bus travel at the school.
2. The District's Board Finance and Facilities Committee welcomes a meeting with the City to discuss and review this project. Further involvement of the Board will be determined by the Committee.

Wayne Houle

From: Lynette Biunno
Sent: Thursday, March 01, 2012 11:11 AM
To: Wayne Houle
Cc: Susan Howl
Subject: FW: EMAIL CITY COUNCIL IF YOU AGREE: A Better Recommendation for Tracy Avenue to Keep the Parking

Good morning,

This message has been forwarded to the Mayor and Council members and Wayne Houle.



Lynette Biunno, Receptionist

952-927-8861 | Fax 952-826-0389
lbiunno@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business

Please make note of my new email address.
We're a *do.town* ... working to make the healthy choice the easy choice!

From: grustad@comcast.net [REDACTED]
Sent: Thursday, March 01, 2012 11:07 AM
To: Lynette Biunno
Subject: Fwd: EMAIL CITY COUNCIL IF YOU AGREE: A Better Recommendation for Tracy Avenue to Keep the Parking

To All

I strongly agree with the sentiments listed below. Please consider when making your decisions. It seems to me the crux of the matter is the need to provide bike lanes. While I do understand the quest for a greener community, I also understand the need to do what we can as responsible citizens to keep our costs in check, balancing the cost/benefit analysis. The widening of the road, as proposed, to install bike lanes (while keeping the parking lane) seems to be a costly endeavor, causing much heartache to the residents who live on the west side of the avenue, while benefitting the very few. The greatest concern for those of us who live on Tracy is the speed of the traffic. Upgrading the road surface, and widening the roadway will exacerbate this issue. My children are required to cross Tracy to catch their school bus. Unfortunately, there is no controlled crosswalk for them to utilize, and kids being kids, they opt for the shortest path from A to B. The potential for increased speeds on Tracy due to the widening of the roadway is a very big concern. Add to that the concern we all share: that of exiting our driveways with traffic moving well above the posted limits.

One more note: If the city plan is to include the addition of bike routes throughout, the bike lane on Tracy would start at the bridge (where there is no allowance for a bike lane unless the bridge gets re-built) nor is there a designated bike lane on Vernon (merely a striped shoulder). We would in effect be creating a 1 mile (roughly) bike route for a very few cyclists, at quite an additional expense. I think the lesser expense of installing "share the road" or "bike route" signs along the route, along with the "striping" of the roadway (thus creating a separation between the traffic lane and the parking/shoulder) would provide the necessary awareness to the drivers.

Also, please accept the recommendation to remove the "round-about" from consideration near the school. The existing configuration was designed to do exactly what we all desire near a school...have the automobiles proceed with caution and respect and be made more aware of their surroundings.

Let's all try to keep this roadway through this residential district as safe as possible. At the same time, please recognize that it is our goal to be fiscally responsible.

Thank you.

Greg Rustad

From: "Barbara Hoganson" <[REDACTED]>
To: edinacountryside@googlegroups.com
Sent: Thursday, March 1, 2012 9:51:25 AM
Subject: EMAIL CITY COUNCIL IF YOU AGREE: A Better Recommendation for Tracy Avenue to Keep the Parking

Bill Rodgers, Tracy Ave Chair requested the following be sent to the Countryside Neighbors and Other Interested Edina Residents.

A Better Recommendation for Tracy Avenue to Keep the Parking - If you agree to the following, please email the Mayor, City Council, Transportation Commission today if possible with the following content below, but no later than noon on Mar 6th. The email address to use still is edinamail@ci.edina.mn.us. Feel free to forward on the email, or copy and paste as you deem appropriate.

To Mayor Hovland, City Council Members, Transportation Commission, City Manager and Assistant City Manager

Here is a better recommendation for the Sidewalk, Boulevard, Parking Lane, Bike Route and Traffic Lanes on Tracy Avenue between Benton and Vernon. This recommendation is logical and makes sense. It will result in maintaining many of the requirements everyone is concerned with losing or adding to the Tracy Avenue Reconstruction Configuration. The recommendation as made is adding 3 feet of width to the traffic lanes. If the traffic lanes were increased from 11 foot wide to 12 or 13 feet wide the width of Tracy could be reduced instead of adding another foot to the width.

Please review this recommendation with an open mind. The Sharing the road with bikes is a concept that is used on 44th Street and seems to work there and on other Edina streets. I really like the idea of the wider sidewalk and allowing younger bikers to use the sidewalk. Again it keeps our children safe. Commuters and other adults don't mind sharing the road.

This is a win-win solution to a set of very complicated issues.

Here are comments and creative recommendations from Rick Conkey, resident living on Tracy Ave regarding keeping the Parking.

Bill Rodgers ECNA Chair for Tracy Project

Hello Barbara and Tracy Avenue homeowners ... I strongly support keeping parking on Tracy Avenue. Sheri and Andrew raise an important issue and something for all residents to consider. While Bill may be accurate regarding permits for large scale reconstruction, it's smaller projects, short notice issues and one off situations that can pose problems. I would like to add some additional points in favor of keeping parking:

1) Parking is an important asset to our properties. In a challenging market, with home values falling, it's important to consider the effect parking would have on prospective buyers. I believe there is a significant percentage of buyers for whom parking would be important. Because Tracy is such a well trafficked street our

home values are already challenged in a competitive real estate market. We should do what we can to promote the value and I believe having parking is positive to that end.

2) The ability to park on our street, in front of our homes makes Tracy Ave. more a residential street and not simply a throughway between Crosstown and Vernon. Parking with bump outs will promote a stronger 'neighborhood' feel, making our street more attractive.

3) A parking lane adds safety. It provides 'bailout' space in the event a driver needs to negotiate something unexpected.

4) On a personal level, we have many family members and friends who are now in their 70's and 80's (with a couple 90's mixed in to keep things exciting). When we host Mother's Day and Father's day, etc. side street parking would not be workable.

Some statistics have been cited in other comments that need to be clarified. Of the survey respondents who live on Tracy Ave., between Benton and Vernon, 44% deemed parking Important. That is the relevant stat to the project being considered. If by a strong majority the residents south of Benton prefer to not have parking that should be an important factor when that phase of the project gets underway. I don't believe it is mandatory that the two segments are the same with regard to parking (as an example 70th St. has sections of each). The two segments of Tracy are different; the south segment has shorter blocks on the east side and the school, park and fire station occupy a significant length of the west side. Also, the question is a very different consideration for non Tracy Ave. residents than for the homeowners actually on Tracy. We all have interest and a stake in the neighborhood but in this case the stakes are different for the two constituencies.

Since the planning process began I believed a primary objective should be to make Tracy Ave. feel more like a neighborhood street, the ability to park on your street, in front of your house, does that.

With regard to the Tracy Ave. reconstruction configuration currently proposed by the city and ETC, I sent an inquiry to Jack Sullivan and Andy Plowman looking for feedback on an alternate layout concept for Tracy Ave. At the time they did not feel it viable but I'd like to share it with the group as it may lead to other ideas. The alternate configuration is as follows:

Working From East To West:

7 ft. Shared Use Sidewalk

4 ft. Grass Boulevard

8 ft. Parking Lane

14 ft. Driving Lane

14 ft. Driving Lane

- The overall width including sidewalk and boulevard is 47 ft., compared to the current proposal at 50 ft. This would require only a 1 ft. widening on the west side of the street. I believe this would save all existing trees. Remember that there is currently a 13 ft. right of way on the west side of Tracy and 1 ft. on the east side (east of the sidewalk).

- The 14 ft. driving lanes allow comfortable width for cars and cyclists to share the road.

- The street could be 'signed' as a Bike Route, as is 44th Street.

- Serious cycling enthusiasts and commuter cyclists are very comfortable sharing residential roads with cars.

- The 7 ft. wide sidewalk can be comfortably shared by pedestrians, casual cyclists, and most importantly children on bikes. Children ages 5-9 have the highest crash involvement of all cyclists (Delaware DoT study), and cyclists under the age of 16 account for 13% of all cyclists killed and 25% of all injured (National Center for Statistics and Analysis. Bike lanes may encourage young children to ride in the street, placing them in greater danger.

I believe our focus should be to improve our neighborhood, promote its value, and provide a safe and functional environment for children and adult residents, alike. Our first responsibility is to our residents and neighborhood. Homes and families line Tracy from Crosstown to Vernon, it's not a commuter cyclist thoroughfare. I do support cycling as a positive transportation alternative but I don't think we need to overreach. A comfortably wide, signed, roadway can be safely shared.

Thanks for your consideration.

Hallee and Rick Conkey

Tracy Avenue Residents

Wayne Houle

From: Lynette Biunno
Sent: Thursday, March 01, 2012 10:10 AM
To: Wayne Houle
Cc: Susan Howl
Subject: FW: Tracy Avenue construction

Good morning,

This message has been forwarded to the Mayor and Council members and Wayne Houle.



Lynette Biunno, Receptionist

952-927-8861 | Fax 952-826-0389

lbiunno@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business

Please make note of my new email address.

We're a *do.town* ... working to make the healthy choice the easy choice!

From: Susan Chandler [REDACTED]
Sent: Wednesday, February 29, 2012 9:38 PM
To: Lynette Biunno
Cc: Scott Neal
Subject: Tracy Avenue construction

Hello,

I am writing as a 22-year resident of Edina, and a 13-year resident of Hawkes Drive. Hawkes Drive and Hawkes Terrace are perpendicular to Tracy and are the only streets off Tracy between Vernon and Hwy. 62 that depend on Tracy as our sole outlet.

I endorse a reconstruction plan for Tracy that will result in two bike lanes and the existing sidewalk on the east side of Tracy. I advocate for the elimination of a parking lane. Because of my location, I traverse Tracy multiple times daily. It's very rare for there to be a parked car on Tracy. In fact, I observe a parked car on Tracy about once every 2 months. I believe that creating a parking lane would be a waste of space, create an unnecessarily wide street at the expense of residents' yards, and encourage higher speeds.

The growing number of bicyclists will use Tracy Avenue more with the creation of bike lanes.

Thank you for your consideration.

Sincerely,

Susan Chandler
5709 Hawkes Drive, Edina

Wayne Houle

From: Judith Rodgers [REDACTED]
Sent: Thursday, March 01, 2012 9:36 AM
To: Lynette Biunno; jonibennett12@comcast.net; mbrindle@comcast.net; joshsprague@edinarealty.com; swensonann1@gmail.com; Scott Neal; Karen M. Kurt; Andrew Plowman; Wayne Houle
Cc: Barbara Hoganson; Rick Conkey
Subject: A Better Recommendation for Tracy Avenue

Please pass this on to Mayor Hovland and the Transportation Commission.

Thanks, Bill Rodgers

To Mayor Hovland, City Council Members, Transportation Commission, City Manager and Assistant City Manager

Here is a better recommendation for the Sidewalk, Boulevard, Parking Lane, Bike Route and Traffic Lanes on Tracy Avenue between Benton and Vernon. This recommendation is logical and makes sense. It will result in maintaining many of the requirements everyone is concerned with losing or adding to the Tracy Avenue Reconstruction Configuration. The recommendation as made is adding 3 feet of width to the traffic lanes. If the traffic lanes were increased from 11 foot wide to 12 or 13 feet wide the width of Tracy could be reduced instead of adding another foot to the width.

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Here are comments and creative recommendations from Rick Conkey, resident living on Tracy Ave regarding keeping the Parking.

Bill Rodgers ECNA Chair for Tracy Project

Hello Barbara and Tracy Avenue homeowners ... I strongly support keeping parking on Tracy Avenue. Sheri and Andrew raise an important issue and something for all residents to consider. While Bill may be accurate regarding permits for large scale reconstruction, it's smaller projects, short notice issues and one off situations that can pose problems. I would like to add some additional points in favor of keeping parking:

1) Parking is an important asset to our properties. In a challenging market, with home values falling, it's important to consider the effect parking would have on prospective buyers. I believe there is a significant percentage of buyers for whom parking would be important. Because Tracy is such a well trafficked street our home values are already challenged in a competitive real estate market. We should do what we can to promote the value and I believe having parking is positive to that end.

2) The ability to park on our street, in front of our homes makes Tracy Ave. more a residential street and not simply a throughway between Crosstown and Vernon. Parking with bump outs will promote a stronger 'neighborhood' feel, making our street more attractive.

3) A parking lane adds safety. It provides 'bailout' space in the event a driver needs to negotiate something unexpected.

4) On a personal level, we have many family members and friends who are now in their 70's and 80's (with a couple 90's mixed in to keep things exciting). When we host Mother's Day and Father's day, etc. side street parking would not be workable.

Some statistics have been cited in other comments that need to be clarified. Of the survey respondents who live on Tracy Ave., between Benton and Vernon, 44% deemed parking important. That is the relevant stat to the project being considered. If by a strong majority the residents south of Benton prefer to not have parking that should be an important factor when that phase of the project gets underway. I don't believe it is mandatory that the two segments are the same with regard to parking (as an example 70th St. has sections of each). The two segments of Tracy are different; the south segment has shorter blocks on the east side and the school, park and fire station occupy a significant length of the west side. Also, the question is a very different consideration for non Tracy Ave. residents than for the homeowners actually on Tracy. We all have interest and a stake in the neighborhood but in this case the stakes are different for the two constituencies.

Since the planning process began I believed a primary objective should be to make Tracy Ave. feel more like a neighborhood street, the ability to park on your street, in front of your house, does that.

With regard to the Tracy Ave. reconstruction configuration currently proposed by the city and ETC, I sent an inquiry to Jack Sullivan and Andy Plowman looking for feedback on an alternate layout concept for Tracy Ave. At the time they did not feel it viable but I'd like to share it with the group as it may lead to other ideas. The alternate configuration is as follows:

Working From East To West:

7 ft. Shared Use Sidewalk

4 ft. Grass Boulevard

8 ft. Parking Lane

14 ft. Driving Lane

14 ft. Driving Lane

- The overall width including sidewalk and boulevard is 47 ft., compared to the current proposal at 50 ft. This would require only a 1 ft. widening on the west side of the street. I believe this would save all existing trees. Remember that there is currently a 13 ft. right of way on the west side of Tracy and 1 ft. on the east side (east of the sidewalk).
- The 14 ft. driving lanes allow comfortable width for cars and cyclists to share the road.
- The street could be 'signed' as a Bike Route, as is 44th Street.
- Serious cycling enthusiasts and commuter cyclists are very comfortable sharing residential roads with cars.
- The 7 ft. wide sidewalk can be comfortably shared by pedestrians, casual cyclists, and most importantly children on bikes. Children ages 5-9 have the highest crash involvement of all cyclists (Delaware DoT study), and cyclists under the age of 16 account for 13% of all cyclists killed and 25% of all injured (National Center for Statistics and Analysis. Bike lanes may encourage young children to ride in the street, placing them in greater danger.

I believe our focus should be to improve our neighborhood, promote its value, and provide a safe and functional environment for children and adult residents, alike. Our first responsibility is to our residents and neighborhood. Homes and families line Tracy from Crosstown to Vernon, it's not a commuter cyclist thoroughfare. I do support cycling as a positive transportation alternative but I don't think we need to overreach. A comfortably wide, signed, roadway can be safely shared.

Thanks for your consideration.
Hallee and Rick Conkey
Tracy Avenue Residents