



# Appendix 2

## Meeting Notes



## GRANDVIEW DISTRICT TRANSPORTATION STUDY

### CONVENE WEEK SUMMARY

November 16<sup>th</sup>-20<sup>th</sup>, 2015

#### Goals

- Reconnect with stakeholders in the GrandView District planning process
  - Develop a shared understanding of the project background and history
  - Explore the role and desired outcomes of the Transportation Study in the larger process
  - Delve more deeply into the transportation-related elements of the existing and planned condition
- Establish a framework to assess existing transportation network
  - Street design standards
  - Roadway capacity
  - Parking management
  - Traffic management
  - Transit routes
  - Pedestrian linkages
  - Bicycle connections

#### Events held

- Site tour
- Public meetings
  - Public Workshop
  - City Council Meeting
  - Transportation Commission Meeting (Planning Commission invited to attend)
- Related agency and stakeholder meetings and phone calls

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- Metro Transit
- Watershed District
- Bike and Pedestrian Focus Group
- Canadian Pacific Railway and Twin Cities and Western Railroad Company
- Meetings/phone calls planned but not yet held (most scheduled for first week of December)
  - MnDOT
  - Hennepin County
  - Business and Property Owners Focus Group
  - Metropolitan Council

### Key outcomes

- Identified available and required data sources
- Identified four scenarios for analysis
  - Existing conditions
  - New development at Edina Comprehensive Plan levels
    - 30 housing units per developable acre
    - 1.5 FAR (Floor Area Ratio)
    - Can be seen as a shorter-term scenario
  - New development at GrandView Framework levels
    - Incorporates Former Public Works Site development density
    - 60 housing units per developable acre
    - 2.0 FAR
  - New development with a Highway 100 Lid
    - 125 housing units per developable acre
- Community priorities from Public Workshop
  - Consider all modes of movement
  - Incorporate Complete Streets
  - Reconnect zones within district for all modes
  - Transit

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- Bus routes and access
    - Advocacy for Park and Ride
    - Consider commuter rail
  - Pedestrian experience
    - Enhance both safety and routing
    - Improve experience
  - Motorists
    - District parking strategy
    - Reorganize highway ramps
    - Explore street and intersection configurations
    - Consider through-traffic and to-traffic
- Bike and pedestrian priorities from Focus Group meeting
  - Establish safe and appealing pedestrian and bike facilities
  - Improve and add safe crosswalks
  - Increase awareness of pedestrians and bicyclists
  - Encourage slower and safer traffic patterns
- Related agency meeting and phone call highlights
  - Metro Transit
    - Immediate opportunities for a park and ride
    - Bus service will continue and expand
    - Supportive of long-term transit planning in District
  - Watershed Districts
    - Supportive of district-wide stormwater management
    - Open to simplifying regulatory structure
    - Willingness to contribute to process
  - Railroads
    - No anticipated changes to facilities
    - Maintain or reduce at-grade crossings
    - Comply with overpass requirements

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## Next steps

- Complete remaining meetings and phone calls
- Proceed with assessment work tasks
- Prepare for Imagine Week in February, 2016

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## GRANDVIEW DISTRICT TRANSPORTATION STUDY

### CONVENE WEEK BIKE/PED FOCUS GROUP MEETING NOTES

November 19<sup>th</sup>, 2015

#### Present

- Dan Patterson (Hennepin County)
- Emily Boettge (former Bike Edina member)
- Mary Zarling (former Bike Edina member)
- Louise Weaver (resident, requested crosswalk)
- Jennifer Janovy (Edina Transportation Commission, former Bike Edina member)
- Mark Nolan, City of Edina
- Colin Harris, Alta Planning, design team
- Zabe Bent, Nelson\Nygaard, design team
- Iain Banks, Nelson\Nygaard, design team
- Lydia Major, LHB, design team
- Invited but couldn't attend: Nick Mason (former Bike Edina member), Lori Richman (former Bike Edina member), Tim Sudeith (former Bike Edina member) Gina Mitteco (MnDOT), Kelley Yemen (Hennepin County)

#### Notes from Meeting:

- Project schedule (Convene, Imagine, and Recommend Weeks)
- Photo tour of district – comments:
  - Looks dangerous and uninviting
  - When walking, people try to avoid the stretch of Vernon by Jerry's
  - Long distances between crossing opportunities lead pedestrians to make circuitous trips or cross at unmarked, uncomfortable locations
  - Even where crosswalks exist, they don't feel safe--pedestrians aren't expected

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- People driving cars aren't expecting pedestrians, and peds are not prominent at crossings
- No pedestrian-level street lighting
- On Vernon, speed seems too high; long stretches between signals make it feel like and motorists are speeding to not get stuck at the next traffic signal
- Heading east on Vernon, the turn left onto Interlachen is backed up causing lane jumping to avoid sitting through cycles
- Brookside and Interlachen feels dangerous, but is sometimes used to access Summit for cyclist using it as cut-through for cyclists avoiding Vernon southbound
- What is the possibility for a trail along the railroad? Limited cooperation from the railroad
- Could more appealing, park-like streetscaping slow traffic and improve safety?
  - Boulevards improve sense of safety and in the winter, sidewalks right on the curb become snow storage
- County is not currently planning Vernon construction project
- Existing planning and studies
  - Local: Living Streets, GrandView Framework, etc.
  - National: NACTO Urban Bikeway Design Guide, FHWA Separated Bike Lane Planning and Design
  - What are the realities of what can be constructed considering the roles of MnDOT, County, true construction opportunities, etc.?
    - Design team needs to understand what is important to the community and how important it is (priorities)
    - Interest in having implementation strategy with early actions first, with a focus on phased approach with priority projects
    - Could use a route other than Vernon, but it's hard to cross Vernon
    - Recommend reviewing the Hennepin County Bike Plan to understand community preferences
    - Need better bus stops. Small, little protection from elements. Need better markings
    - What about closing Arcadia? Arcadia seems to work well in most of the scenarios, but we will consider alternatives; could it be a non-motorized spine
    - How does the new connection over the RR work? Issues with access to existing buildings, requirements of RR, route down Brookside
    - Walk buttons don't work well--they don't respond or you wait for next cycle
    - Examples might be Excelsior, 50<sup>th</sup> @ France
- Mapping exercise highlighting key and dangerous crossings and routes

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## GRANDVIEW DISTRICT TRANSPORTATION STUDY

### CONVENE WEEK METRO TRANSIT MEETING NOTES

November 19<sup>th</sup>, 2015

#### Present

- John Dillery, Metro Transit
- Mark Nolan, City of Edina
- Zabe Bent, Nelson\Nygaard, design team
- Iain Banks, Nelson\Nygaard, design team
- Lydia Major, LHB, design team

#### Notes from Meeting:

- Project background and scope
- Existing transit system
  - One of the most important bus ridership nodes in Edina (Grandview = 4th heaviest use)
  - Route 46
    - Regular customers who don't have cars use route 46 (crosstown from Edina to St. Paul via s. Minneapolis, 30 minute frequency)
    - Reasonably good on-time performance
    - Schedule cycle is 120 minutes--efficient service, 50 minute running time,
    - Can't go farther
    - Needs more riders to be productive, trending good (like to have 20/service hour, running at 15-18 right now)
    - Short turn in Minneapolis at 46th and Hiawatha (to the blue line) during rush hour (lots of Minneapolis High School students)
  - 587 express comes up 100, around Eden, to Vernon, then continues up 100
    - Ridership is declining, so Edina would benefit from boosting ridership
    - About 1/2 the riders get on at Grandview
    - Most ridership is from the immediate 1 mile swath of 100
  - Existing turnaround is actually a really good fit with surrounding land uses

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- In the right place for schedule and access
  - Good operations because of BP gas station
  - It's a little too short (only serves one, should fit 2) so some buses park on Sherwood--could lengthen turnaround
- Possible future changes to system
  - 35W orange line will also connect long-term
  - Route 568 for Opportunity Partners in Minnetonka will be eliminated in March and an extension will be added to 46 (just one trip morning and afternoon)
  - Could be an opportunity to provide a route for Opus Two employers in Minnetonka
  - Route 146
    - Less attractive, probably get incorporated with 587 extension
    - Not an immediate change, but likely to happen
    - Could shorten route so that it terminates east of 100 (this would reduce layover on Sherwood at turnaround)
  - How does SWLRT affect this?
    - 587 could shuttle to the SWLRT, but more likely that 100 congestion could encourage more use
    - 587 will be faster than SWLRT
- Effects of GrandView District Framework proposals
  - Are roundabouts being considered? Not currently.
  - How many units are being added in various scenarios?
    - 30, 60, and 125 u/ac
    - PW breaking ground in 2017
  - Commuter Rail
    - Long term passenger train (likely self-propelled electric or diesel) seems possible, should not be precluded
    - Would require more park and ride
  - Could other express routes come here?
    - Possible, especially if higher density scenarios are realized
- Park and Ride
  - Use muni ramp in the interim with a defrayed maintenance expense from MT
  - Use ramp at PW site in the long term
  - Moving route is doable--Eden Ave needs some improvements to get a stop at that spot (in long term, need a restroom)
  - 100-150 spaces seems like a reasonable long-term projection (based on MetroTransit 2012 study)
  - How feasible is using the muni ramp as a Park and Ride in the short term?
    - Seems likely
    - Needs ADA improvements for route from ramp to stop--perhaps a partnership with City to fix that
    - Could consider a bus shelter at southwest corner of Interlachen and Vernon, but it would take a liquor store parking stall

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- Service changes happening March and June so it would be ideal to work out this possibility in time for the June change at the latest

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## GRANDVIEW DISTRICT TRANSPORTATION STUDY

### CONVENE WEEK WATERSHED DISTRICT MEETING NOTES

November 18<sup>th</sup>, 2015

#### Present

- Kevin Bigalke, Nine Mile Creek Watershed District
- James Wisker, Minnehaha Creek Watershed District
- Ross Bintner, City of Edina
- Bruce Jacobson, design team
- Lydia Major, LHB, design team
- Jason Wedel, LHB, design team

#### Notes from Meeting:

- Project description
  - Overall process
  - Project Team
- Existing issues and opportunities
  - Only Grandview Square has modern stormwater system in place (all other areas produce surface runoff into stormwater system)
  - Entire area is piped into the large TH 100 pipe and flows north to Minnehaha Creek
  - Hasn't been on the Watershed Districts' radar because there hasn't been large redevelopment
  - Contextual questions
    - What is the economic development context?
    - If major redevelopment is happening, is there opportunity for a regional treatment approach? (as opposed to site-by-site treatment)
    - Can we reveal the resource?
  - Activities in Nine Mile Creek watershed have to comply with their requirements, even if they drain to MCWD

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- There might be an opportunity to adjust the boundary between the two watersheds —James and Kevin will discuss further
- MCWD is connecting a trail system to Meadowbrook, then south through Todd Park, and then ideally south on rail line to this area
  - Does the city own some ROW of the railroad to the north?
  - Opportunities for connecting along creek will be difficult
  - James will look into those plans
- A district system seems logical to facilitate redevelopment
  - Less restrictive than Minneapolis about treating water on the first parcel it hits
  - Probably a chain of treatment
  - Options for making it visible, educational, etc.
- City and MCWD contributions
  - City is redoing their Water Resource Plan in 2016
  - Currently storm water from the City, County and MnDOT are all being mixed together and directed into large storm sewer located along TH 100. Should look for opportunities to create a treatment train prior to discharging into Minnehaha Creek.
  - MCWD could do analysis to support thoughts on what existing conditions are and what might happen in future scenarios
    - Could provide by February
    - Want to push innovation
- Ideal to follow-up with a roundtable of agencies (MCWD, Transit, County, MnDOT, City) to discuss district issues holistically
  - Lydia will work to arrange this, preferably during “Imagine Week” (week of February 15)

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## GRANDVIEW DISTRICT TRANSPORTATION STUDY

### CONVENE WEEK ALUMNI AND PUBLIC MEETING SUMMARY

November 18<sup>th</sup>, 2015

#### Sign-In Sheet

1. Gene Persha, [epersha@aol.com](mailto:epersha@aol.com) – The People
2. Scott Neal, [sneal@edinamn.gov](mailto:sneal@edinamn.gov) – City of Edina
3. Phil Johnson, [pji4784@aol.com](mailto:pji4784@aol.com) – Resident
4. Alicia Olson, [paliallc@usinternet.com](mailto:paliallc@usinternet.com) – Commercial Building
5. David Beatty, [david\\_b\\_beatty@msn.com](mailto:david_b_beatty@msn.com) – Resident
6. Bill Neuendorf, [bneuendorf@yahoo.com](mailto:bneuendorf@yahoo.com) – City Staff/Resident
7. Peter Sussman, [peter@sussman-mn.com](mailto:peter@sussman-mn.com) – Resident
8. Greg Domke, [gregdomke@comcast.net](mailto:gregdomke@comcast.net) – Resident
9. Jim Grotz, [info@jimgrotz.com](mailto:info@jimgrotz.com) – Resident
10. Joni Giesi, [jqiese@srfconsulting.com](mailto:jqiese@srfconsulting.com) – Resident
11. David Frenkel, [frbnkel@att.net](mailto:frbnkel@att.net) – Resident
12. Larry Chestler, [lchestler@me.com](mailto:lchestler@me.com) – Resident
13. Andy Brown, [Andrew.r.brown@att.net](mailto:Andrew.r.brown@att.net) – Resident
14. David Davison, [dd01@annben.us](mailto:dd01@annben.us) – Resident
15. Sue Davison, [smd@annben.us](mailto:smd@annben.us) – Resident
16. Randy Halvorson, [rhalvo@comcast.net](mailto:rhalvo@comcast.net) – Resident
17. Dick Loeffler, [ortertail22@aol.com](mailto:ortertail22@aol.com) – Resident
18. Sarah Crouch, [sarah.crouch@archfieldoffice.com](mailto:sarah.crouch@archfieldoffice.com)
19. Mic Johnson, [mic.johnson@archfieldoffice.com](mailto:mic.johnson@archfieldoffice.com)
20. Paul Nelson, [pnelson5220@gmail.com](mailto:pnelson5220@gmail.com) – Resident
21. Pat Olk, [apolok@comcast.net](mailto:apolok@comcast.net) – Resident
22. Connie Carrino, [crcarrino@q.com](mailto:crcarrino@q.com) – Resident
23. Kevin Staunnew – Resident
24. Jimmy Bennett, [jimmy@uwalumni.com](mailto:jimmy@uwalumni.com) – Resident
25. Ellen Jones, [ellen.jones@mac.com](mailto:ellen.jones@mac.com) – Resident

Also present: Lydia Major, Tiffani Navratil, Zabe Bent, Iain Banks, Colin Harris, Mark Nolan, Chad Millner, Bruce Jacobson

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### Notes from Meeting:

- Reorg Ramps
- Reconnect zones within district (for all ages)
- Bus routes and access
- Lid for increasing density
- Availability and access to P and R
  - o Consider commuter rail transit
- Consider traffic from P&R (in addition to redevelopment) Develop parking strategy
- Consider a thru traffic and to traffic
- Incorporate complete streets
- Consider all modes
- Enhance PED safety and experience
- Explore street and intersection
- Pedestrian Plaza (not bridge) across I 00
- Status of school district site?
- Dan Patch laws and interpretation
- Status of public works site?
- Multi-Jurisdictional Public Roundtable
  - o MNDOT, County, School, WD, MT, RR
- Metro transit P&R west of I00 green space on PW use UD to increase density?
- At least 3 scenarios should be explored
- Rail planning must include other communities and connections (talk to RRs)
- How to get people to station
- Other stations to connect with buses
- Consider other routes for shipping hazardous material
- Retain link road: Sherwood and Eden Avenue
- Have to have bus turnaround somewhere
  - o Move turnaround on Sherwood, or
  - o need new bus layover turnaround in new development
- Ramps to SB I00 should be reconfigured
- Bus routes in and out of P&R
- Passenger commuter rail
- Underground P&R
- Add arcadia/Eden Ave grill PED
- Liquor store intersection clarity
- Insufficient parking for library
- Clean up lanes for SB100
- Reconnect across major barriers
  - o Crosswalks needed
  - o ADA compatibility
- Retain link road and connections to Richmond hills and Eden
- Improve PED from Grandview SQ to Jerry's

Commented [CH1]: Park and ride

Commented [CH2]: clarify

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- PED friendly Vernon and 50<sup>th</sup>
- Move bus turnaround
- Circulator Bus in Edina (Grandview, 50<sup>th</sup>, Etc.)
- Close Freeway to Eden
- Move historic sites
- Reconfigure Highway Entry/Exit Ramps
- Lower Priority/Longer Term View of rail line
- Consider Eden as One-Way
- Reduce Vernon to Two lanes
- Access
  - o Getting into district
  - o Community center should have a placeholder for the station
- Connection
  - o Cut through traffic from I 69
- Integration
  - o Expand up concept
- Navigation
  - o Pedestrian Skyways
  - o Across Eden
  - o Use Eden more

Commented [CH3]: parking ramps or on- and off-ramps?

### Ideas Exercise 1

#### Things to Change

- Bring passenger commuter rail to area.
- Add underground park and ride parking facility
- Add sidewalk to North side of Acadia plus crosswalk near Eden Ave Grill.
- Clean up intersection near liquor store (Road not defined cars don't know where to go).
- Library Not enough Parking, can't use ramp.
- Clean up south bound ramp to Hwy 100.
- Improve pedestrian access across Eden Ave to Jerrys from Grandview
- Close Freeway entrance at Eden Ave.
- Reconfigure freeway ramps on east side of highway 100.
- Look at historic site across from Perkins.
- Improve parking for library → ramp? Opus ramp agreement?
- Complete street concept
- Put pedestrian "plaza" not ridge across freeway
- Reduce Vernon to two lanes seems like more traffic goes east the west?
- Make entrances to our Lady of Grace one way.
- Make Eden Ave one way.
- On ramp from 50<sup>th</sup> to SB Hwy 100
- Eliminate in-between on ramp between 50<sup>th</sup> and Eden Ave.
- Dan Patch, RR

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- What happened to transit? Centralized transit station?
- What happened to bus turn around west of Link st? How do bus routes serve the new development?
- Put low priority on rail – light rail – not near ??? need percent buses adequate.
- More creative modes for public transit within Edina. Perhaps circulator buses on regular schedule.
- Consider using Edina liquor as the future rail commuter site.
- Make Vernon more PED friendly
- Add blvd on Vernon
- Make Vernon 2 lanes instead of 4 lanes.

### Comment Cards

- Meet with Steve ???, Met council on light rail
- Meet with Dave Christianson, DOT, on intercity rail and Dan Patch Gag Rule
  - 651-336-3710
- What provisions have been made for passenger rail at the south to connect with SWRT? After the current round of hwy 100 construction, that corridor will be maxed out.
  - Jim Grotz – [info@jimgrotz.com](mailto:info@jimgrotz.com)
- Establish an underground metro transit park and ride
  - Andy Brown – [Andrew.r.brown@att.net](mailto:Andrew.r.brown@att.net)
- I would like to see a passenger commuter rail service along the rail line to connect with SWLRT Edina Line.
  - Andy Brown – [Andrew.r.brown@att.net](mailto:Andrew.r.brown@att.net)
- How can we connect Grandview to Southdale given all the new density going into Southdale?
  - Andy Brown – [Andrew.r.brown@att.net](mailto:Andrew.r.brown@att.net)
- Consolidate hwy 100 access to free up state land/MNDOT land in order to utilize more land for commercial and residential development. Fix that bad on ramp by church
  - Andy Brown – [Andrew.r.brown@att.net](mailto:Andrew.r.brown@att.net)

### Notes on Base Map

- Sidewalk ends. No cross walk to WT.
- Define Road Network.
- Clean up.
- More Parking
- No blvd. at sidewalk.
- No blvd. sidewalk.
- Good idea – str.
- No blvd. sidewalk.
- Safety Concern.

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- Necessary
- Can it be in 1-way and out on frontage road or vise-versa?
- Ped safety.
- Route not intuitive → DT skyline.
- Make this the major move?
- Want sidewalk.
- Want better East – West Connection.
- With stroller need to walk in traffic lane
- Didn't know ramp was here
- Hate! Confusing.
- Wait after pushing PED button is too long
- Strengthen connection
- Area feels separate from Grandview
- Need to connect 4 areas
- Improve pedestrian character
- While land bridge would be great at minimum GENEROUS PED bridge would be good.

#### Notes on Development Framework Plans

- Bridge is too skinny. What about winter?
- On Ramp
- Move Bus Turnaround
- No parking lot
- Keep Sherwood

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## GRANDVIEW DISTRICT TRANSPORTATION STUDY

### CONVENE WEEK PROPERTY OWNER/BUSINESS FOCUS GROUP MEETING NOTES

December 1<sup>st</sup>, 2015

#### Present

- Mark Nolan, City of Edina
- Bill Neuendorf, City of Edina
- Lydia Major, LHB, design team
- Bruce Jacobson, design team
- Mike Rummel, Jerry's Enterprises
- David White, School District Bus
- Dave Hoeschon, Holiday
- Steve Grausam, City Liquor Store
- Rich Stein, Library
- Sue Tveter, Library
- Kate Grywolz (sp?), Non-profit
- Maureen Millen Smith, Library
- Tracy Hvezda-Lehtola, Youth Services Library
- Jack Kronebusch, Library
- Sheila Fern, Library

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## Notes from Meeting:

- Train: 6 times a day, engineers stop for lunch at Jerry's
- Library needs parking
  - Bus commuters park here and senior center
  - Mon, Tues, Wed are bridge days at the Senior Center
  - Metro Transit is supporting, but some evening hours are being cut back
  - Need access to the bus stop for the library
    - final stop for the layover is a longer walk around the fence (need a route through the lot)
    - Both routes to the stop are treacherous (fast traffic, slippery ADA ped ramps
      - City is moving toward thermo painting to create a more lasting, less slippery solution
    - Bruce described the Framework solution to this area which seemed to have support
  - Navigating to library is a mystery because there is no direct access to Vernon
  - What if Southdale Library closes and the Edina Library becomes much busier?
- Eden Avenue will not become a car-free greenway or eliminate the ramps
  - Need to complete sidewalks as amenities
  - On-ramp from Eden to 100 is very dangerous
- Starbucks drive through blocks traffic
- Access to area by bike is very dangerous
- Safety for bikes and pedestrian within the district needs to be improved
  - Please recognize the reality that car drivers are not seeing pedestrians or bikes. They are on their cell phones and only trying to avoid cars. Give the pedestrians and bikes their own time to cross, and not have to share the crossing with turning cars.
- Intersection at BP/SA is very challenging to get from library to Jerry's (safer to do it on Don't Walk/Red, then to go on the Walk sign)
  - Maybe get the new type that launches bike/ped before autos
  - Many staff make that walk
  - Framework emphasized the connection from Library/condos to Jerry's (crossing like 50th/France in terms of cues)
- Intersection at Gus Young/Vernon/Interlachen is dangerous (close calls every day)
  - People use lot in front of liquor store as a road (incl. deliveries, very tight)
  - People try to make the left onto Interlachen
    - If they go right, they loop behind walgreens, but that is an active loading area
- Safety (of all modes) on Vernon is a primary concern of Jerry's
  - Want more traffic, understand that higher density res is proposed, need to understand traffic issues
  - Muni ramp, liquor storelot, and Jerry's lot are informally used as Park and Ride--need to make it easy and safe to move them out at peak times
    - Lots of ped traffic crossing by Holiday

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- Everyone gets dropped off at interlachen stop in the evening (pick up is dispersed, drop off isn't)
    - Many use holiday station for convenience (maintain)
  - Vernon is used as a reliever for 62
    - 169 being closed next summer will make this worse
    - Brookside is also a reliever behind Holiday, which is probably not helping business
  - Speed is too high
    - Change to single lane hasn't reduced speeds
    - Marking turn lanes with paint hasn't worked (rules do not apply to Edina residents)
    - From the south, nobody is slowing from 40 mph
  - Area is special because of the services (quantity and type) offered
- Interlachen
  - Holiday customers are repeat customers who know how to get in and out (typ for more complicated urban areas)
  - Small site has limitations--would not function if driveways were limited or if medians were added--can't expand site
    - Holiday also gets large tankers in daily (very difficult)
    - Tankers probably come off 100, to Vernon, then Interlachen
- Jerry's also needs ample driveway access on both sides
  - Needs easement for back access to loading docks
  - Since the water treatment facility went in, trucks come in off Arcadia, through PW site, across uncontrolled rail crossing, around ramp to back of building
    - Relocation of several vent pipes would reopen access around ramp
  - Front deliveries is 48' with a short truck can get in on south side of building (just for food store--not hardware or printing)
- Street behind liquor store is owned by city--not officially a street
  - Is it plowed by city? City hauls away snow, but city truck doesn't plow it?
  - Jerry's plows ramp (takes snow to front lot)
- Liquor store trucks go between Walgreens and jerry's, then back up north to liquor store
  - Large walgreens trucks sometimes blocks area
  - Most liquor store trucks are 25-30'
- Increasing ped and bike trips in last 10 years
  - Need more bike parking – racks
  - Safer exits onto Vernon from Jerry's (turning left, etc.)
- Bus area is "a disaster"
  - Not enough room, so everyone parks here and there
  - Road is much busier so it's hard to get buses in and out
  - Ped access stinks
  - Buses use both directions on Eden
  - 6:30 everything goes out, 9:30 everything comes back
  - Peak times

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- Fuel truck every week and a half (from Vernon--get stuck if they come the other way), other smaller trucks like UPS
- How closely is the TS tied to the PW facility plans?
  - Separate but related: council required that the transportation implications of PW site plans are on Vernon/Interlachen intersection
- Does reducing speed mean reducing lanes?
  - There are multiple strategies to be explored
- Next steps

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## GRANDVIEW DISTRICT TRANSPORTATION STUDY

### CONVENE WEEK PROPERTY OWNER/BUSINESS FOCUS GROUP MEETING NOTES

December 4<sup>th</sup>, 2015

#### Present

- Mark Nolan, City of Edina
- Bill Neuendorf, City of Edina
- Lydia Major, LHB, design team
- Mike Fischer, LHB, design team
- Randy Gruber, Edina Family Physicians
- Mike Rummel, Jerry's Enterprises
- Greg "Woody" Keehr, City of Edina, Edina Liquors
- Dick Ward, Our Lady of Grace

#### Notes from Meeting:

- Liquor store
  - Don't like the one-way access in the Framework plan impact on liquor store
    - Jerry's also has a concern about using that road behind EL as a thoroughfare -- very sticky
  - Area behind store is used by bus riders--needs to be planned
    - Prime stop
    - People don't know about the ramp
    - Metro Transit acknowledges 50 people park in the area
  - Framework plan Doesn't seem to work well with loading area
  - If you're not there by 7:30, you can't get a spot behind the store
  - Loading dock is on east side of store

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- Current maneuvering doesn't work well
    - Walgreens loads during noon hour, takes 1-1.5 hours and area isn't passable at that time (semis)
      - 3 a week or so
      - Smaller trucks more often
      - Doesn't deliver on the same schedule as Jerry's
      - Walgreens has a long-term lease from Semper Development
    - Liquor store gets 5-6 trucks of varying sizes
      - Some side trucks
    - Walgreens does smaller deliveries in front (chaotic)
      - Bus commuters use the parking in front
        - County owns?
- Edina Family doesn't see commuter parking much
  - Spots marked "clinic parking" don't get abused
  - Open 6:45am
  - Employees park on Eden Road and GrandView Ramp
  - Most people drive to your location
  - Most employees come from the North (Champlin, etc.)
  - 86 employees in two locations
  - Parking is inadequate (employees sometimes get reported for parking in GrandView Square)
  - Bigger trucks make deliveries (not semis, but big) -
    - tough to maneuver
    - A bus got stuck in the parking lot once (new driver couldn't back up without a manager)
  - No access on Vernon - probably county wanted to limit access
    - It would be valuable to add a right-in-right-out
    - Can't lose spaces, though
  - 300 patients a day between two locations
    - Most middle to older ages
  - Left turn out of Sherwood is difficult and dangerous
    - People want right on Vernon
    - Would more connections/options might relieve issue
    - Patients cut through Amoco (they have a sign to discourage that)
- OLG
  - Cognizant of change and willing to be involved
  - Very active campus
    - Large k-8 school generates traffic all day long
      - Very low bus rates
        - After school activities are one reason
        - Parents are primary reason
      - 65-75% Edina residents, remainder Eden Prairie and Bloomington
      - Could add pre-k program someday

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- 2500 families in the church
  - Most likely will get busier
- Most access on Eden
- Room for improvement
- Host Edina buses for staging
- At one point a park-and-ride was considered between on ramps
- A roundabout might work well on Eden at OLG entrance
  - Depends a lot on PW site
- Might also be opportunities to improve access on the frontage road
  - Underutilized
  - Would require redesign
  - Sign is on frontage road, but address is Eden Ave
- Very limited ped access
  - There is a sidewalk on Eden and frontage road, but it feels unwelcoming
  - Connects to ped bridge over 100
  - No crossing at Benton
- Different consumer than those in the commercial district
  - However, some go to do a little shopping/lunch after church (it would be nice to walk)
- Active until 9pm most nights
- Parcel of land by tracks
  - Bought it in 2006
  - No plans for development
  - If something fits their mission, it could be considered
- Willing to express public support for improvements
- Reiterate concerns about speed and safety on Vernon
- Train came through at 5:50 (they can run when they want--standard is 8:00am, noon, etc.)
- Have we heard from all the businesses?
  - Really need to talk to Walgreens, Starbucks,
- Ramp reconfiguration?
  - Eliminating the stacking capacity in the cloverleaf may have negative impacts (would cause stacking on city streets)
  - Need to fix dangerous ramps
- Next steps
  - Make a recommendation to City Council in May
    - Transportation network changes to ramps, intersections, etc.
    - Likely TIF district to pay for some improvements
    - Something to implement and better position with MnDOT, county, etc.
  - Project process recap

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## GRANDVIEW DISTRICT TRANSPORTATION STUDY

### MnDOT AND HENNEPIN COUNTY MEETING NOTES

December 9, 2015

#### Present

- Bob Byers, Hennepin County
- James Rosenow, MnDOT
- John Griffith, MnDOT
- David Tomporowski, MnDOT
- Mark Nolan, City of Edina
- Chad Millner, City of Edina
- Zabe Bent, Nelson\Nygaard, design team (via Skype)
- Lydia Major, LHB, design team

#### Notes from Meeting:

- Hwy. 100
  - No changes in 50 year plan (preservation work only)
  - Bridges are from the 1970s (may need re-deck) – check bridge inspection report
  - Could do cost-sharing projects
  - Elimination of ramp is possible; money available for safety upgrades \$800K (cooperative agreement)
  - TED program is largest pot likely to be available (\$10M cap)
- Hennepin County has been involved in visioning and reconfiguration (striping) projects
  - Aware of ped/bike issues (plating has limited some solutions) and crossing requests
  - 2-3 MPH slowing improvement resulted from changes to the south

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- Upcoming project to repair concrete (cooperative with city)
- Interested/open to improvements
- MnDOT is open to ramp changes as long as back-ups on I00 don't result
  - No issue eliminating a ramp
  - A double left turn might be needed on Vernon Bridge (or diverging T) so bridge would have to be rebuilt
  - Have we considered a traditional diamond on Vernon (Ped/minor crossing on Eden)? – Everything is on the table
  - Look at CR30 Maple Grove Parkway
- Freight use is light (2/day)
  - At-grade crossing is technically public
  - Rail line changes are limited (could use at-grade as a bargaining chip)
- Need more data on existing traffic patterns and redevelopment patterns to provide more input
  - Auxiliary lanes? Just don't want to design that forces back-ups
  - Short multi-lane ramps could help
  - MnDOT sold ROW back for development on CR30 project and would consider that here
  - Ask John about examples as we consider options
  - Tight diamond at Wooddale (sign and distance is tough)
  - Ask John for most recent mainline traffic counts
  - Hennepin County might be willing to put up a camera if we need more data
  - Consider example of 610 at Elm Creek configuration
- Thoughts on center BRT station with a vertical connection?
  - Makes road very wide, buses cross to drop off
  - Look at 46<sup>th</sup>, need to think about how people get to vertical connection station
  - Pull-off on either side is more likely cost-effective
  - 30-40M for central BRT feature
- MnDOT would like to explore alternatives (standing committee) – Talk to John – Will need data to be effective
- Hennepin County has a plat review and ped committee that could review informally
- MET Council approval process should be anticipated
- New name: GrandView Green

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## GRANDVIEW DISTRICT TRANSPORTATION STUDY

### CONVENE WEEK ALUMNI AND PUBLIC MEETING SUMMARY

February 16, 2016

#### Sign-In Sheet

1. Gene Persha, [epersha@aol.com](mailto:epersha@aol.com) – The People
2. Scott Neal, [sneal@edinamn.gov](mailto:sneal@edinamn.gov) – City of Edina
3. Greg Domke, [gregdomke@comcast.net](mailto:gregdomke@comcast.net) – Resident
4. David Davison, [dd01@annben.us](mailto:dd01@annben.us) – Resident
5. Sue Davison, [smd@annben.us](mailto:smd@annben.us) – Resident
6. Randy Halvorson, [rhalvo@comcast.net](mailto:rhalvo@comcast.net) – Resident
7. Pat Olk, [apolok@comcast.net](mailto:apolok@comcast.net) – Resident
8. Jimmy Bennett, [jimmy@uwalumni.com](mailto:jimmy@uwalumni.com) – Resident
9. Louise Weaver, [weavenow2005@yahoo.com](mailto:weavenow2005@yahoo.com) – Resident
10. Mary Zarling, [maryzar@comcast.net](mailto:maryzar@comcast.net) – Bike Edina
11. John Menke, [jmenke26@icloud.com](mailto:jmenke26@icloud.com) – Resident
12. Emily Buettge, [dbuettge@icloud.com](mailto:dbuettge@icloud.com) – Resident
13. Bob Stewart
14. Donald Eyberg – Bike Edina
15. Thomas Raeuchle – Resident
16. Lou Miranda, [lou@mirandacorp.com](mailto:lou@mirandacorp.com)
17. Katherine Bass, [kousbass@gmail.com](mailto:kousbass@gmail.com) – ETC
18. Lori Richman, [lrichman@qbp.com](mailto:lrichman@qbp.com) – Bike Edina
19. Lori Grotz
20. Andy Brown, [Andrew.r.brown@att.net](mailto:Andrew.r.brown@att.net) – Resident
21. David Provo – Resident
22. Katherina Sylvia, [ksylvia@minnehahacreek.org](mailto:ksylvia@minnehahacreek.org) - MCWD

Also present: Lydia Major, Tiffani Navratil, Zabe Bent, Iain Banks, Colin Harris, Mark Nolan, Chad Millner, Bruce Jacobson

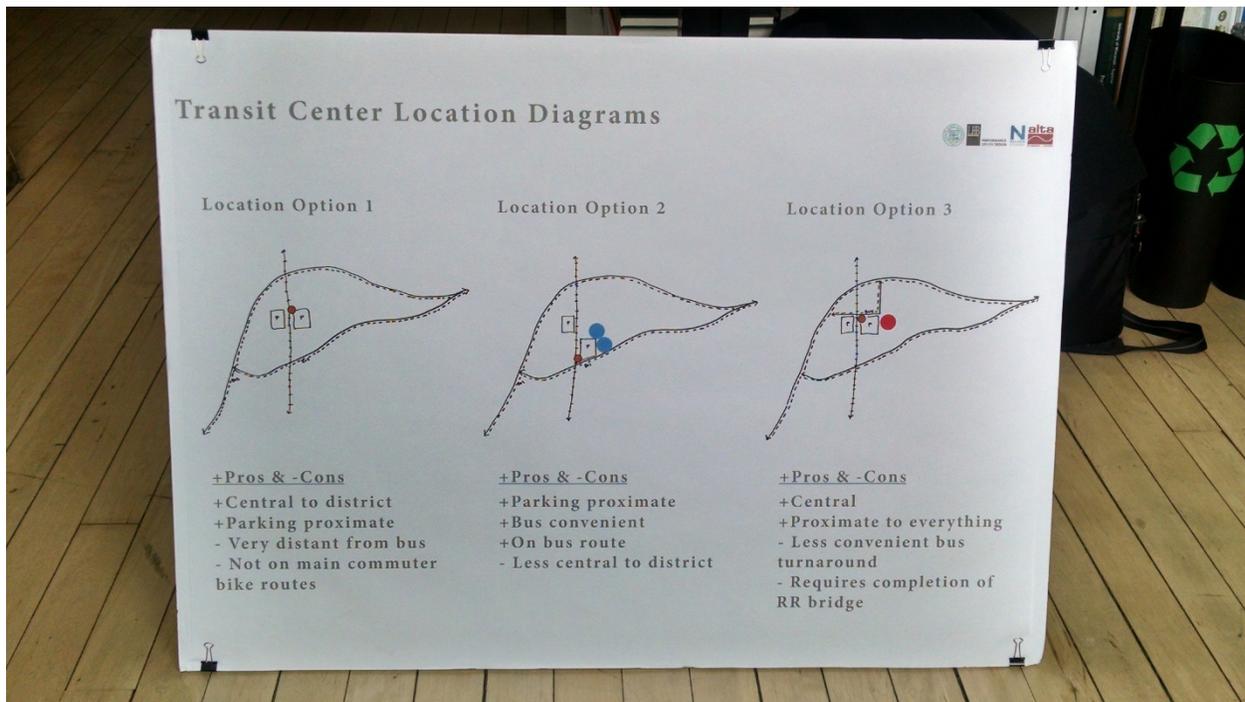
#### Notes from Meeting:

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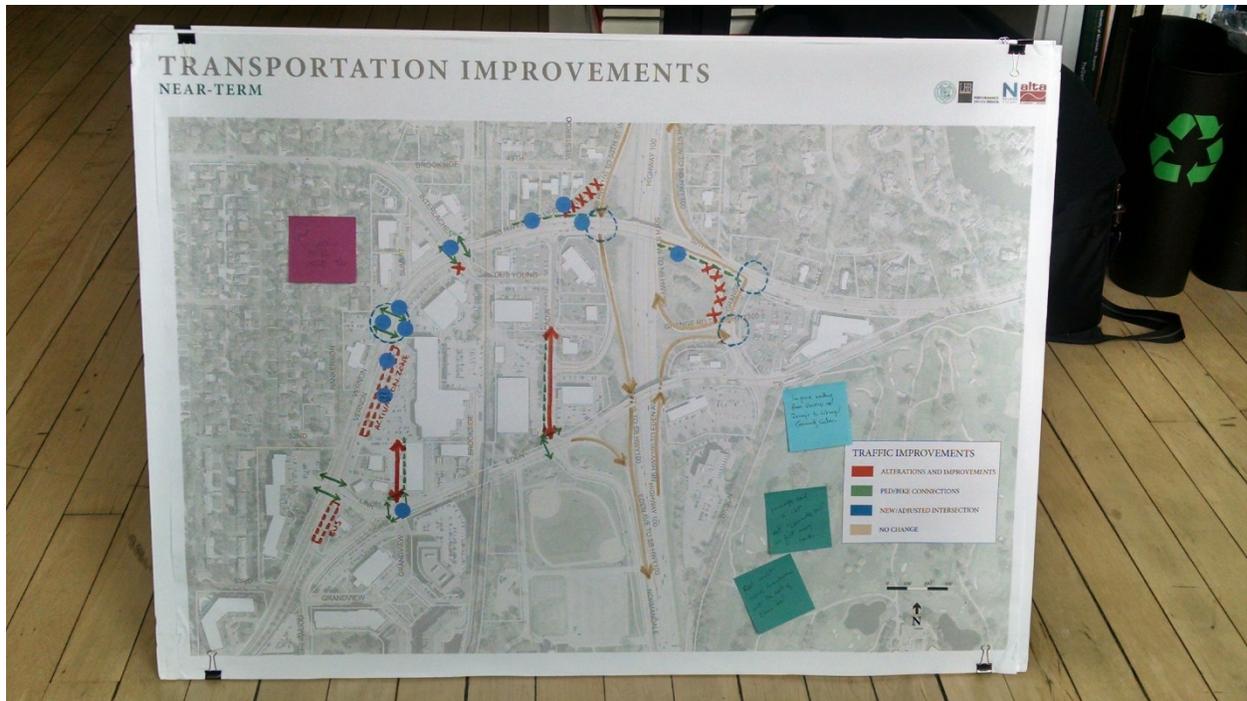
- Welcome and introductions
- Project history overview
- Role of Transportation Study
- Overview of Role of Imagine Week
  - Develop solutions and scenarios for the transportation network
    - Envision potential solutions, based on work done during analysis phase
    - Review and truth these solutions with the public, business and property owners, other agencies, etc.
    - Verify solutions in the field to ensure that assumptions are accurate and correct
  - Four action-packed days will include:
    - Design team charette
    - Field visits
    - Public/Alumni Workshop
    - City Council Meeting
    - Transportation Commission Meeting
- Design team introduced the Existing Condition Briefing Book
  - Opportunity to review it during this meeting and online and provide comments in-person, by email, or online
  - Key topics
    - Traffic Counts
    - Auto, Bike, and Ped Collisions
    - Pedestrian Realm and Bicycle Stress
    - Transit Network
    - Parking
  - Several comments were made which can be addressed by review of the Book
- Imagine Week Progress
  - Imagine a network that supports the Grandview Vision:
    - Safety improvement for all modes
    - Better traffic management
    - Implement a connected network
- Questions and answers (brief discussion pending more detailed answers during pin-up review portion of meeting)
- Incorporate into Solutions and Scenarios (brief overview presentation of phased improvement approach)
  - Near-term improvements
  - Mid-term improvements
  - Long-term improvements
- Pin-up review (comments on boards and comment cards)
- Brief wrap-up stating next steps
  - Recommend Week
    - Focus on the selection and development of a preferred alternative
    - Transportation strategy and implementation plan
  - Final Study Report

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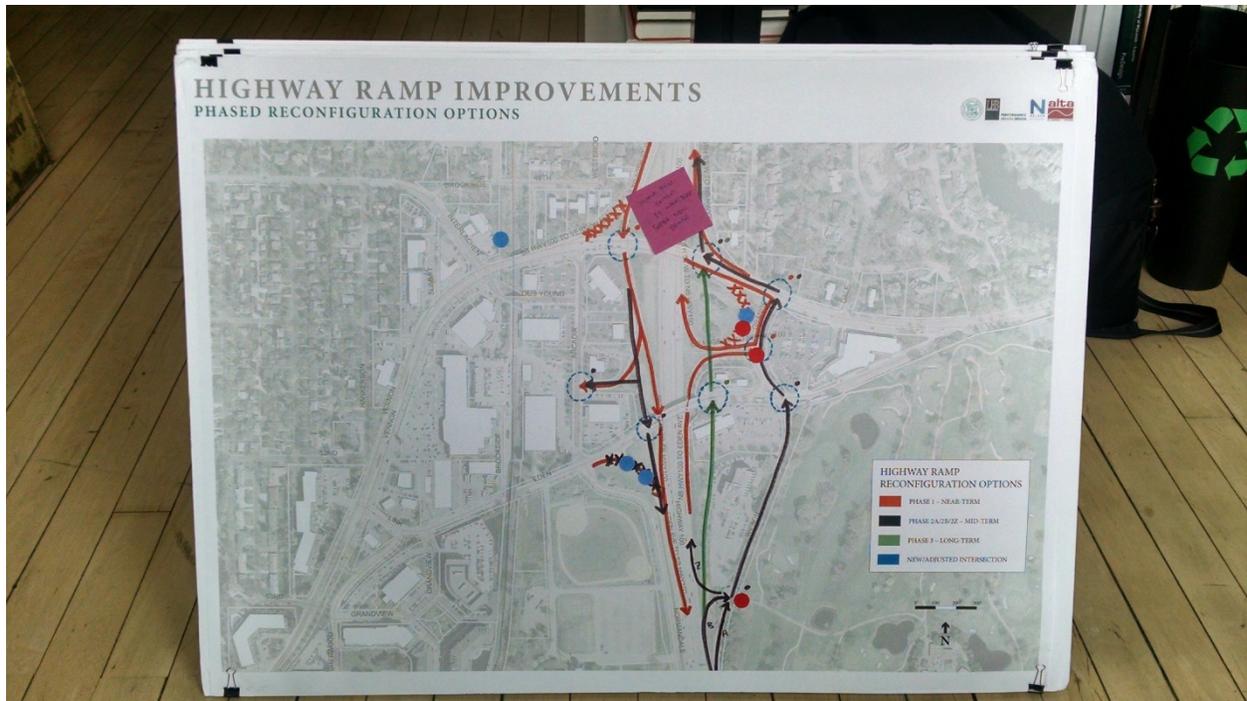
## Comments and dots on boards



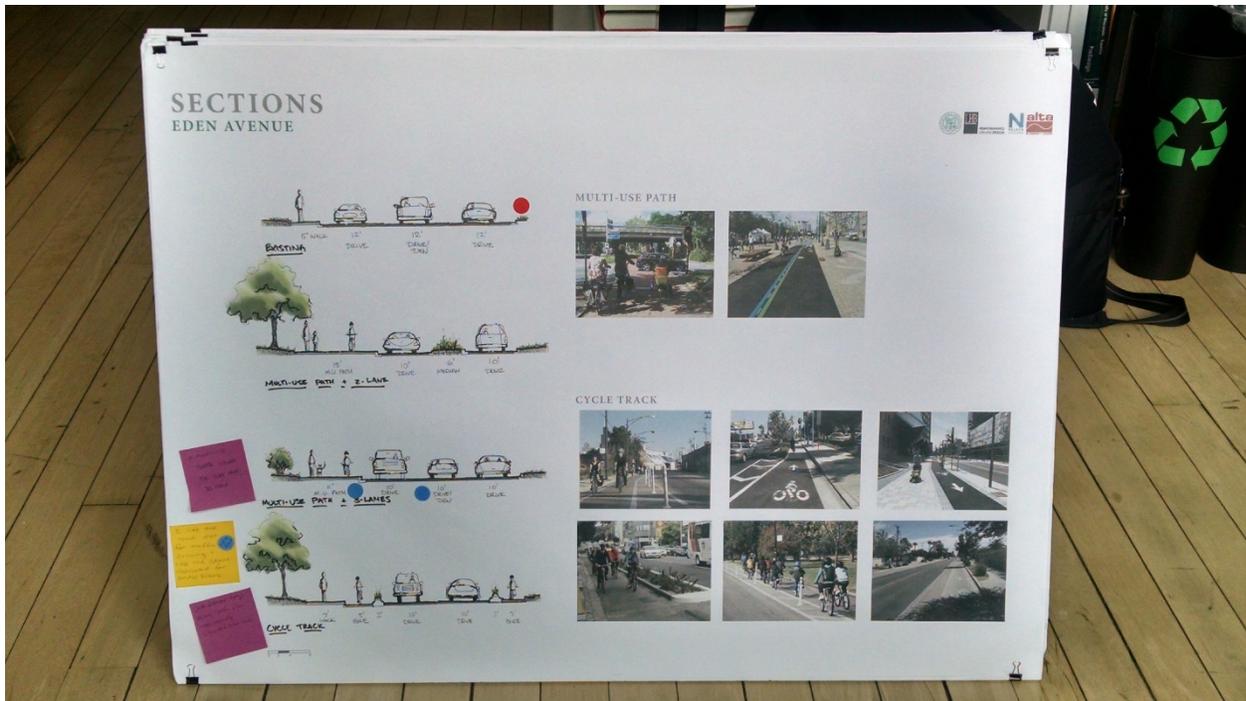
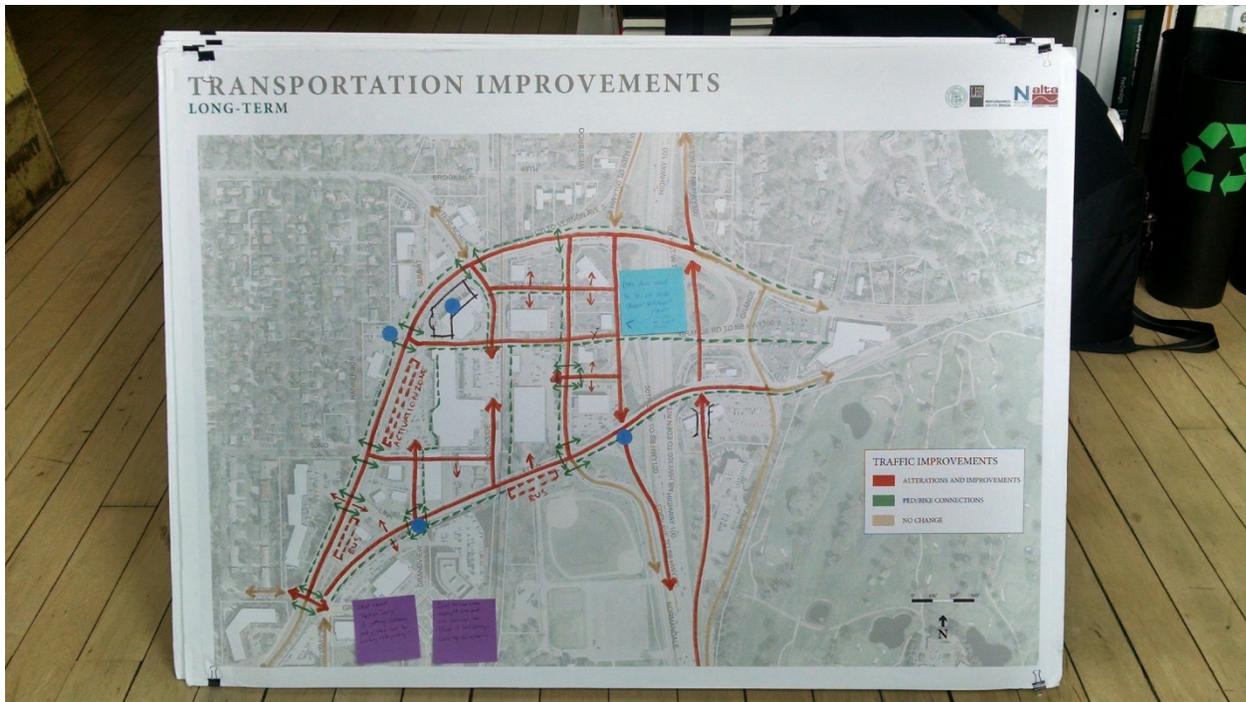
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## Comment Cards

- Commuter rail (heavy, fast trains) is less desirable than light rail (less hazard, better service to the community) for Grandview
- I like the cycle tracks and sidewalks. Trees for shade. Road diets—all good. Maybe we could consider amenities like drinking fountains to reduce plastic bottles and encourage active living. Pedestrian lighting for short winter days and late summer nights
  - o Emily Boettge, [dboettge@icloud.com](mailto:dboettge@icloud.com)
- It would helpful to have a pointer for a large group discussion; Perhaps more specificity as to meeting topic to avoid side-tracked conversations
- Tonight's presentation really demonstrated how important the transportation planning is to the ability of the Grandview Area to redevelop to its full potential. I was very impressed how well the presentation boards accurately depicted the vision of the original Grandview CAD. Thanks! Be sure to never lose the opportunity for a passenger rail amenity for Grandview!
  - o Greg Domke, [gregdomke@comcast.net](mailto:gregdomke@comcast.net)
- Preserving future transit opportunities provided by the rail corridor should include both space for a transit station and for slots to provide connections between the station and to parking areas, community center, and open space (above).
- I heard a lot about focus groups—how about some with the residents who actually live in the area and will be affected by traffic changes?
  - o John Menke, [jmenke26@gmail.com](mailto:jmenke26@gmail.com)

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## GRANDVIEW DISTRICT TRANSPORTATION STUDY

### BUSINESS AND PROPERTY OWNER MEETING NOTES

February 17, 2016

#### Present

- Mark Nolan, City of Edina
- Chad Millner, City of Edina
- Bill Neuendorf, City of Edina
- Lydia Major, LHB
- Mike Fischer, LHB
- Iain Banks, Nelson\Nygaard
- Zabe Bent, Nelson\Nygaard
- Dale Riley, Jerry's
- Mike Rummel, Jerry's
- Bill McReavy, Funeral Home
- Steve McDonald, AEM CPA

#### Notes from Meeting:

- Brief overview of work to date (Lydia)
  - Briefing book available online
  - Project schedule
- Presentation of Imagine Week work and questions
  - How does circulation work for loading behind Jerry's
    - Mike's ideas about multi-level circulation
  - The intersection just south of Walgreens is very dangerous

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- Improvements along Vernon (no free right off of SB100, improvements at Interlachen, and a new controlled intersection at this specific intersection) are intended to improve that situation
- What is the activation zone?
  - Using ROW and off-peak areas and times for kiosk uses, canopies and other ways of creating an active edge
  - Add it in public ROW in front of Walgreens/Liquor store
  - Can't lose parking spaces
- Need and timeline for shared street (Gus Young) that runs through McReavy
  - Long term
  - Grid is key in creating relief and options for traffic
  - Reconfiguration of buildings and parking
- Several participants express that they like the changes for safety along Vernon
- It's helpful to connect to neighborhood (reduces parking demand)
- They like ped access north from Grandview Square, but don't want to give up parking for a full street

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## GRANDVIEW DISTRICT TRANSPORTATION STUDY

### IMAGINE WEEK WRAP-UP MEETING NOTES

February 19, 2016

#### Present

- Mike Fischer, LHB
- Tiffani Navratil, LHB
- Zabe Bent, Nelson\Nygaard
- Bruce Jacobson
- Mark Nolan, City of Edina
- Bill Neuendorf, City of Edina
- Lydia Major, LHB (via phone)

#### Notes from Meeting:

- The project was very well received at last night's Transportation Commission Meeting
- Things to add to Briefing Book
  - Walk Score
  - Feet of Sidewalk (like the Bike Stress map)
  - Refine some exhibits in Briefing Book
  - Existing rail
- How to document the input that we've received?
  - Add to Briefing Book?
  - Separate document? All the notes from the focus group meetings should be added somewhere

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- Chapter 3 of Final Report – Community Engagement Process, describe key findings and outcomes
- Heavily reference to an appendix, with the notes from all of our meetings
- Who else do we need to consult?
  - Walgreen property owner (has a long-term lease with Walgreens) – City owns half the building, two separate parcels with a party wall in between.
    - Bill and Mike should lead that meeting
  - Include the Liquor store management in the same meeting
  - Mark and Bill should talk to Scott Neal first
  - OLG – discuss changes with leadership before the parishioners see them; present boards after a service once they are refined
    - Limit access out of private road onto Eden (right-only, no lefts)
  - Eden 100, Nancy (Bill will update Nancy, not critical at this time)
  - Perkins – show new highway ramp behind southern building, and just bisecting Perkins
  - Historical buildings – where best to move them? Into park by 70<sup>th</sup>?
- Questions about transportation improvements
  - Near, Short, Mid, and Long-term boards for implementation
  - Near-term scheme (0-2 years)
    - Ped/intersection improvements on Vernon
    - Bus garage site – might be available in the short term
    - Public Works site E/W connection
    - Brookside improvements, the entire loop
    - Sound wall by southbound Hwy 100 exit is supposed to go in next year – close the ramp as part of the project, they should have funds because the wall won't need to be as long as they were planning
      - EARLY PROJECT
    - Northbound free right needs to be a priority as well – sell it as a safety improvement
      - EARLY PROJECT
    - Is there a risk of installing a light by Wells Fargo and then, having to re-spend that money when we give it a road diet?
    - Add connection across Vernon into northern neighborhood

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- Wherever we stitch together the sidewalk system, we need to speak to Metro Transit to improve their bus facilities
- Vernon road diet is up to Hennepin County (probably needs to be in the Mid-term, but would depend on funding)
- Eden road diet could happen when the Bus Site and Public Works Site happen (probably needs to be in the Mid-term, but would depend on funding)
- Mid-term scheme
  - Shared street of Grandview should be in this plan, new bridge across tracks (or short-term, maybe)
  - Move Activation Zone to Mid-term only
  - Can the improvement to the southbound exit be accomplished sooner (Short term) as a major safety improvement?
  - Probably don't want to add the Z exit off of Wilson (it creates a northbound redundancy)
    - Take it off the plan
  - Don't want to significantly add to traffic on Wilson – kids use Wilson to get to school on their bikes, possibly
    - Would need to include a Complete Street treatment to Wilson if this becomes a final solution
  - If we could resolve the Perkins redevelopment issue, we could skip the A/B/Z ramp concept, and go straight to the final plan in the Mid-term (keep the final ramp on the Long-term board for now)
  - Add removal XXXX's to southbound frontage road between Vernon and Eden and northbound free right from Vernon
- Add an Immediate-term scheme? Short-term scheme (2-5 years)
  - Near (Immediate) and Short term are currently combined
- Would Jerry's kick-in for the Vernon ped improvements?
  - Get them involved in the very first moves
  - Real full-fledged signals at those points, full intersections
  - Mark and Bill have access to funds to get this part moving
  - Unique Commercial Area Taxing District in this area, which can be activated immediately – This area's current budget is only \$10K a year (versus \$350K on France)
  - Maybe Jerry's could sponsor a bus shelter
- Long-term scheme

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- Curve road by funeral home so it doesn't go through the building?
      - Bending roads sends the wrong message about our goals for long-term development
      - At the same time, there is no goal to take properties
    - Note size of typical blocks (200x200' – comparable to a downtown block)
    - Efficient system maximizes develop-ability
    - Last block of Grandview is ped-only (like Far-Term plan)
    - Show ped connection between Jerry's and Public Works (begin to illustrate in Short-term plan)
    - Possible new transit center on Eden
      - Show preferred location of transit center (Option 2)
      - Show possibility of rail service
      - Include discussion of options in the narrative
      - This should involve another discussion with Metro Transit
        - How can we increase the level of service to the district?
        - More buses on the same lie, most likely
      - What if BRT came to Hwy 100?
  - Far-term scheme
    - Show rail included in plan – illustrate the necessary timeline that would bring rail into the district, and ergo why it's a far-term component to the plan
      - High-capacity transit (not necessarily rail) could be in rail corridor or Hwy 100 corridor
    - Educate staff on Bottineau corridor and Southwest corridor stats, to recalibrate expectations
- Next steps
  - We've already established a good level of detail and phasing, so we should be able to get into a greater depth of analysis in the ideas and concepts brought forward at this point
  - What type of density is required before you absolutely HAVE to have high-capacity transit?
  - Existing analysis at existing density
  - Near-term analysis at existing density (intersection analyses)
  - Short-term at 30 units per acre
  - Mid-term at 60 units per acre

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- Long-term estimates and models will not be valid; too abstract – add to narrative instead
- How do you relate density to tax income (and other revenue streams), and cross-reference it with estimated construction costs of transportation improvements?
  - Big question for the final analysis
- Think of each improvement as a discrete project
- Intercepts – how far along do we get before we’re asking people for feedback?
  - Before Recommend Week for sure
  - Ballot box
  - Online feedback
  - Comment cards
  - Boards needs to be more legible (annotated) so people can understand them without people explaining them
  - Sherwood neighborhood, western neighborhood, Jerry’s, OLG, Senior Center, City Hall, Perkins
  - How quickly could we illustrate key details like Sherwood/Eden intersection?
  - What we show and ask for feedback on might vary slightly depending on the group we’ll be reaching out to
  - Postcard needs to be set up to reach out to residents
  - Neighborhood meetings
- MnDOT/Hennepin County meeting – do we do the existing and new-term analyses before or after? – BEFORE
- Design team needs to discuss game plan and how to execute these parts and pieces
- Should we push Recommend Week to May, so we have time to do these intercepts?
  - June 7<sup>th</sup> – everything should be done, so all the studies come together so they can move forward with the Public Works Site plan
  - June 22<sup>nd</sup> deadline as well
  - At this point, our goal is to stay with the current schedule of conducting Recommend Week in April.

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## GRANDVIEW DISTRICT TRANSPORTATION STUDY

### MnDOT and HENNEPIN COUNTY MEETING NOTES

March 4, 2016

#### Present

- April Crockett, MnDOT
- James Rosenow, MnDOT
- John Griffith, MnDOT
- David Tomporowski, MnDOT
- Bob Byers, Hennepin County
- Mark Nolan, City of Edina
- Chad Milner, City of Edina
- Lydia Major, LHB
- Mike Fischer, LHB
- Zabe Bent, Nelson\Nygaard

#### Notes from Meeting:

- Brief overview of work to date by Lydia, Mike, and Zabe
  - Overview of timeframe concepts
  - Brief discussion of Initial feedback from Imagine Week public meetings and description of upcoming planned engagement efforts
  - Upcoming analyses include traffic modeling, multi-modal analyses, etc.
  - More detailed development of key areas is planned before Recommend Week
- Discussion of concepts
  - Open to Complete Streets treatments but concerned about the impression that roadways are overbuilt or have excess capacity b/c peak at some locations can be slow

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- Analysis:
  - Initial findings on trip generation show network likely able to absorb most trips in short- and mid-term with improvements and adjustments
  - Need to cross-check/refine intersection analysis
  - Long- and far-term will likely need additional investment in high-capacity transit to absorb growth if pursued
  - Will follow up with detailed results in next round
- Team acknowledged peak conditions can be more severe, and confirmed AM/PM peak intersection analysis not just ADT. Also confirmed multimodal analysis to show tradeoffs.
- Open to removing free rights, as have been doing in other areas. Would like to coincide with other projects where possible (including sound wall project)
- Next steps
  - Continue working with team to discuss possible improvements, and to coordinate with related projects

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## Memorandum

DATE: May 13, 2016

FROM: Tiffani Navratil

RE: Grandview Intercept Board Comment Cards and Website comments after Imagine Week

### 1) Bike/Walking Paths

- a) We do not need any more bike lanes!
- b) Safe, separated, well-connected and well-lit biking and walking paths are ESSENTIAL I also strongly support passenger rail being added. I hope that real estate options that open up will not be subsidized by taxpayers and will accommodate small businesses (lots of small storefronts, not big ones!)
- c) Safe, pleasant and accessible to walk.
- d) Please no bike paths. It's made Wooddale a nightmare. Especially by a busy school zone and heavy intersections.  
Melanie, [mrscasserly@earthlink.net](mailto:mrscasserly@earthlink.net)
- e) Waiting 15-30 years to put in a bike/walk bridge over 100 is 15 years too late. This should be a priority now.  
Mark Goettler, 5920 Olinger Boulevard, 612-963-7351

### 2) Highway 100

- a) Regarding Highway 100 Right-of-Way: "Seriously consider the broader long term view including a LID option over HWY 100 that better integrates the entire area from City Hall to Jerry's."  
Richard Manser, [texasm@mac.com](mailto:texasm@mac.com), 612-326-0720, 5024 Edinbrook Lane, Edina, MN 55436, Visits area almost every day.
- b) Keep "death" ramp, but extend two merge lanes onto Highway 100 South.  
David Fesenmaier, [david.fesenmaier@yahoo.com](mailto:david.fesenmaier@yahoo.com), cell- 612-787-8504
- c) Regarding Highway 100 Right-of-Way and referring to display boards from the Feb. 16, 2016 Public Workshop: "Changing Hwy 100 access and exit ramps primarily but also traffic flow related to this project. It doesn't seem to be considering the community at large, it seems to be trying to jam a project in an area without much consideration for the existing community. The communication to immediate neighborhoods who will be directly affected by this project, is terrible, non-existent."  
Martha Driessen, [mdriessen@driessengroup.com](mailto:mdriessen@driessengroup.com), (612) 202-9758 4804 Golf Terrace 55424, Visits the area almost every day.
- d) Create access from Grandview to Jerry's. Improve ramp for southbound entrance to 100S. Now have to turn head 180 degrees to see ramp entering southbound ramp to 100S.

### 3) Vernon Avenue

- a) Open Vernon Ave. to the added traffic flow. Do not further restrict it to allow a few

bikes and thereby handicap hundreds of vehicles. Keep the traffic moving. It will encourage people to shop and visit and live in the area.

N. Ohara, 952-564-9273

- b) The entry onto Vernon from H100 must not be forced to a complete stop and then a right turn! This will severely back-up traffic coming off of 100! Big mistake.  
Michael Dolan, [mjdolan@dolan-mn.com](mailto:mjdolan@dolan-mn.com)
- c) Do not further restrict traffic on Vernon Ave. It was a terrible idea to change it from 4 lanes to 2 lanes. We now have traffic backed up for miles at rush hour. You have wasted a great roadway with great capacity. You are now doing this to other streets- why? To save police patrols?? DON'T TAKE our passage ways away from us. We paid for them- we want to use them.

#### 4) Rail Transit

- a) No! No to rail transit in back of Grandview Sq #1. Only feet away from building. Will shake all day! And noise!!!
- b) Where is the commuter rail to Target Field?
- c) Where is the commuter rail to Target Field and Southdale? Much needed.
- d) Regarding Former Public Works Site, Train Tracks: "We need Passenger Commuter Rail."

Andrew Brown, [Andrew.r.brown@att.net](mailto:Andrew.r.brown@att.net), 612-220-3045, 5512 Park Place, Edina, MN 55424, Visits the area almost every day.

#### 5) Parking

- a) Regarding Edina Library/Senior Center, Former Public Works Site, Jerry's and referring to Display boards from the Feb. 16, 2016 Public Workshop: "Need for LOTS of parking; not all can walk or bike. Concerns about parking." Commenter visits the area almost every day.
- b) No transportation but parking- either the library or Senior Center needs to move. Parking is impossible.
- c) More, more and yet more parking.

#### 6) Congestion

- a) Referring to Nov. 11, 2015 City Council Presentation: "There is so much traffic by Eden Ave. and the Hilltop - please consider not increasing the density with more cars!!"  
Concerns: "congestion." Commenter visits the area almost every day.
- b) Major concern – I live on the service road side (OLG side) and just with road and bridge closures, the service road is backed up and cars on service road use as a highway (35+), putting in condos and/or apartments will only cause more congestion. Thanks for asking for input!

#### 7) Grandview District Land Usage

- a) How about turning that land into multi-use sports facilities.
- b) We need a real Community Center there. Enough economic development of more apartments, condos and tall office buildings. Edina for people who live here now.
- c) Whatever is done should help with tax relief (not to the residents) to the city and not cause traffic congestion. Too small a plot of land to do condos/apartments.
- d) Referring to the Existing Conditions Briefing Book and February 17, 2016 City Council Presentation: "We don't need high density housing or private business at the Public Works site. It should remain public. It will be given to private developers and a TIF will follow - this is a joke - the area is certainly not blighted nor in need of assistance. Once

again the council will do as they please after giving lip service to involving residents.”  
Sue Keator, 5041 Yvonne, 55436, Visits the area almost every day.

- e) What is driving the redevelopment assumptions in the long term concept? This redevelopment COULD happen, but what makes it a good idea? Why envision this rather than something else? The transportation work is largely very good BUT there is a lack of leadership when it comes to Grandview. Pushing one's own views while controlling the resources and conversations is not leadership. The good work of Nelson Nygaard and Alta has been diluted by LHB/Mike Fischer's influence. It was irresponsible to hire LHB. Commenter visits the area a few times a month.
- f) Support a TIF district for infrastructure improvements. If the school bus site is going to be sold and not retained as publicly owned: Treat as public interest in considering use rather than immediate sale on open market.  
Peter Sussman, [peter@sussman-mn.com](mailto:peter@sussman-mn.com), 612-432-3981, 6904 Mark Terrace Drive Edina, MN 55439, Visits the area almost every day.

## 8) Traffic Flow

- a) NO roundabouts!!!
- b) NO MORE TRAFFIC CIRCLES please!
- c) Eliminate stop signs and stop lights.

## 9) Comments about Multiple Items

- a) Referring to the display boards from the Feb. 16, 2016 Public Workshop: “In no way does moving on off ramp south down Wilson Road help the long term. This is out of bounds, growing the problem, not mitigating it. Not even in the midterm. Don’t go there, it is a consultant’s pipe dream. Need for light rail connection.”  
Vincent Driessen, [Vdriessen@driessengroup.com](mailto:Vdriessen@driessengroup.com) 4804 Golf Terrace, Edina, MN 55424, Visits the area almost every day.
- b) Regarding Eden Avenue, Edina Library/Senior Center, School Bus Site: “A crossing at Eden Avenue, do not move the Senior Center, please move the school bus site.”  
Concerns: “Traffic/ walking”  
Diane Reinhart [duffdoggy@aol.com](mailto:duffdoggy@aol.com) 5250 Grandview Square Edina, MN 55436, Visits the area almost every day.
- c) Regarding Vernon Avenue, Eden Avenue, Former Public Works Site, Jerry's, General retail area, Highway 100 Right-of-Way, Train tracks and referring to Existing Conditions Briefing Book and Display boards from the Feb. 16, 2016 Public Workshop: “Vernon is terrible. Drivers are rude and dangerous. Almost all the streets are terrible for biking and walking. The illustrations from the display board were encouraging, but I want to voice my opposition to any multi-use path. MUPs are bad for cyclists and pedestrians. Besides being a lazy solution to accommodating cyclists and pedestrians, MUPs are more dangerous than other bike facilities like a protected bike lane, bike lane or even shared lanes.” Commenter visits the area almost every day.
- d) Regarding the February 17, 2016 City Council Presentation and Display boards from the February 16, 2016 Public Workshop: A 30 year plan is too long. To optimize the buildout of the area, transportation improvements within the district need to move faster. For example, all existing crosswalks should be improved immediately / immediately with the traffic calming. Edina should push for the Highway 100 exit improvements, as those on 7 and Minnetonka Blvd. will shortly be accomplished. Also, it is time to consider moving the Grange Hall and the school to Rosland Park, as they are already inaccessible and will be impacted by the plan. It is good that the area east of 100 are being considered, but they are not thought of as Grandview, but also should be redeveloped.

The city needs to buy the old bus garage to be able to have more complete plans. It is also time to merge the transportation and building planning to ensure their compatibility and give the public a clearer vision of how they fit together. Departmental silos create confusion, now that the basic work on both sides has been completed.

Joel Stegner, Joel.r.stegner@gmail.com, 952-843-3440, 6312 Barrie Road 1C, Edina, MN 55435, Visits area a few times a month.

#### **10) Miscellaneous**

- a) Let's have a mini trolley to let seniors get around like Wayzata.
- b) Edina signage is out of control – stop sheet-metaling our city.

#### **11) Discussions with parishioners at Our Lady of Grace Church**

Representatives from the design team were available after the 5pm mass on Saturday, April 9<sup>th</sup> and after the 7:30am, 9:30am, 11:30am and 6pm masses on Sunday, April 10, 2016. Several boards were displayed with the ideas generated during Imagine Week. Over 100 people stopped by the display to review the documents and ask questions.

Many people approached the display with specific questions about the current MNDOT construction projects, but once they engaged, offered opinions on the Grandview transportation plans. In general, most people reacted positively to the transportation directions being proposed for the area, though there was some negative reaction (primarily from the elderly) to recent bike lane development in Edina, especially along Wooddale Avenue. Some specific comments included:

- a) The Benton Avenue intersection (outside of the Grandview study area) should have a four-way stop sign to allow safer crossing of the intersection, which would also help traffic flow better. Many people leaving OLG use the frontage road access to Benton Avenue.
- b) One individual had a concern about removing the free-right turn from the Southbound Highway 100 ramp approaching Vernon. He believes traffic will back up all the way down to the highway if people are not allowed the free right turn onto Vernon.
- c) A few individuals were concerned about the addition of controlled intersections along Vernon Avenue, believing that traffic would get backed up and make it more difficult and time consuming to move through the neighborhood. In this case, there were more people (often in the same conversation) that disagreed and loved the idea of the controlled intersections for just that reason. Slow traffic down and make them behave like it is a neighborhood.
- d) Several individuals specifically requested a controlled intersection at the Jerry's Hardware/Walgreens driveway. Many people thought this should be an immediate priority for the City.
- e) A former Metro Transit employee requested that the City not change the bus layover near the Amoco station, as it was difficult to make happen originally.
- f) Several residents of Grandview Square were pleased with the proposed pedestrian improvements in the district, but especially with the proposed connections from Grandview Square across Eden to Jerry's.
- g) People uniformly agreed that the "death" ramp should be eliminated with the exception of one person (this person did fill out a comment card above) who believes it might be possible to extend both on ramps parallel down highway 100 allowing for a safer transition.
- h) A few individuals asked why we care so much about walkers and bicyclists. Their opinion

Memorandum

Date: May 13, 2016

is that there are more cars than walkers and bicyclists, so we should keep the attention on cars.

- i) A few people asked questions about what is happening with the Grandview Green (Lid) project.
- j) Several people also asked questions about the public works site and the plans for a community center. As usual, opinions varied on what to do on that site.

This constitutes my understanding of items discussed and decisions reached. If there are any omissions or discrepancies, please notify the author in writing.

c: LHB File

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## GRANDVIEW DISTRICT TRANSPORTATION STUDY

### RECOMMEND WEEK MEETING SUMMARY

May 18<sup>th</sup>, 2016

#### Sign-In Sheet

1. Gene Persha, [gpersha@aol.com](mailto:gpersha@aol.com) - Resident
2. Kim Montgomery, [edinashares@aol.com](mailto:edinashares@aol.com)
3. Andrew Brown, [Andrew.r.brown@atl.net](mailto:Andrew.r.brown@atl.net) - ETC
4. David Davison, [dd01@annben.us](mailto:dd01@annben.us) – Resident
5. Paul Nelson, [pnelson5220@gmail.com](mailto:pnelson5220@gmail.com) – Resident
6. Ellen Jones, [ellen.jones@mac.com](mailto:ellen.jones@mac.com)
7. Jimmy Bennett, [jimmy@uwalumni.com](mailto:jimmy@uwalumni.com) – Resident
8. Lori Richman, [lrichman@gbp.com](mailto:lrichman@gbp.com), 952-237-6778
9. Lou Miranda, [lou@mirandacorp.com](mailto:lou@mirandacorp.com) – ETC
10. Sue Davison, [smd@annben.us](mailto:smd@annben.us) – Resident
11. Randy Halvorson, [rhalvo@comcast.net](mailto:rhalvo@comcast.net) – Resident
12. Bob Stewart

Also present: Lydia Major, Tiffani Navratil, Zabe Bent, Iain Banks, Colin Harris, Mark Nolan, Chad Millner, Bruce Jacobson

#### Notes from Meeting:

- First Set of Notes
- Short-Term
  - o Gene – Information about bike path behind holiday station
  - o Arcadia Street section missing?
    - Lots of questions about short-term
  - o David – Hilltop will not like the narrowed Arcadia
  - o Gene- City has to deal with Starbucks traffic/parking
  - o Gene – Interlachen intersection is very dangerous
  - o Laurie (Bicyclist) - Prefers on-road bicycling. Agrees with proposed improvement in the short term

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- Kim – Short Term Project
  - It would help the council prioritize if we could attach funding sources to each project
- Mid-Term
  - Questions about one-way versus two-way Frontage Road
  - Concerns about removing parking with changes to Eden (Ellen and Kim)
  - Kim – Question about current traffic issues
- Long-Term
  - Pedestrian bridge looks too skinny
  - Gene – Questions about cooperation and coordination
    - Community Center
    - School District
    - Transportation Study
  - Kim – How do you plan when you do not know what is happening on key sites?
  - Ellen – Concerned about density numbers
    - The existing model does not reflect what she is experiencing
    - Concerned about 30-60-120 scenarios
      - Who approved these densities?
  - Kim – How does a full blown Community Center get factored into the traffic numbers?
  - Gene – Wants to be present at a meeting between city and school district
    - Need to quantify parking increases
    - Zip cars, other ideas like Nice Ride
  - Gene – “I want to be invited to the city/school board meeting.”
- 
- Second Set of Notes
- Short-Term
  - Where is MNDot on Study recommendations (supportive)?
    - (My comment) Many cities acknowledge mixed modes but....now set priorities that match objectives for public realm.
      - 1<sup>st</sup> Pedestrians
      - 2<sup>nd</sup> Bicycles
      - 3<sup>rd</sup> Transit
      - 4<sup>th</sup> Cars
      - Not balanced, but weighted toward these priorities
  - Issues around gas stations Interlachen
    - Ownership and topography
  - General Questions/Clarification of access and movement
  - Dedicated/protected bike lane on Arcadia – seems like this group wants high quality bike here
  - New street connection Eden to Jerry’s parking lot
    - Mixed owners
    - Work through issues soon
  - How to address parking (on-street and other) in the short term
  - How to address traffic back-up at Starbucks

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- Concerns about Interlachen/Vernon intersection
  - Not safe
  - How to include bike/pedestrian improvements
- Mid-Term/Long-Term
  - Is 'Frontage Road' two way? Lots of clarification about traffic movement/patterns etc.
  - Current access ramp to Arcadia (southbound) and its red-design as 2-way street
    - Potential access to district parking
  - Eden/Vernon intersection at the library
  - Still want to see more parking at library, at least on street at a minimum
  - How to mitigate heavy traffic backup on Vernon – will “road diet” help this?
  - (My Comment) Vernon side of the library could be innovative parking/plaza/flex court type of solution
  - Really like the protected bike lanes on Vernon
  - Are new intersections to cross Vernon for cars also – yes!
    - Trying to relieve pressure on Interlachen
    - Choice of mode, choice of route
  - Wider pedestrian bridge – what is its character, etc?
  - Discussion about shared street – cars? No cars?
  - Status of school bus property (2017-2018)
  - School; Grandview CC; Transportation Study
    - How do all of the pieces come together? “Three things going on at the same time.”
  - Potential funding strategies
    - Where is Metro Transit?
    - How to pay for district parking?
  - Lots of uncertainty – how to design infrastructure without fully defined development program
    - Do we know what the future uses (traffic counts) might be?
      - 30 DU/A; 60 DU/A; 120 DU/A
      - Traffic generation and impacts on the system (Delay)

Comment Card from Jimmy Bennett, [jimmy@uwalumni.com](mailto:jimmy@uwalumni.com):

- If woonerf and Arcadia are a dedicated pedestrian/bike cross (love the idea...farmer’s market, art fair, etc) I feel that you would absolutely want the Community Center on the north side of the public works site to best connect with the hot intersection of people and community movement. But even more importantly, this is “Grandview,” we must give the people their grand view. Part of the Community Center must have access to a level/patio/green space that is elevated (not much needed...stand on Starbucks, you can see everywhere). Apartments on north side will over-shadow shared cross and remove everyone’s grand view.
- I love the transportation network changes, very very nice work. Very multi-modal, focused, much safer – nice! A few questions
  - Once connecting west neighborhoods to Vernon Avenue, people will bypass Vernon/Interlachen signals and use Oxford/S2/S3 as thru streets. Not bad for those

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living there to improve access...but if those signals add too much time to travel – streets like Oxford may become pretty unsafe.

- Heading from Interlachen to I00S, the new “Frontage” Road could add much time/congestion. Seems like commuters must “enter” near heart of street.
- Short-term reroute behind Walgreens – it is basically a parking lot, will those be formalized?
- It seems that once plan is finalized, city needs to prioritize short-term options. I understand that TIF qualifying dollars, city support dollars (i.e. from safe streets, bikes, etc. funds), county, state, or Met Council \$ all impact the priority of certain projects (sub-projects). However, I feel that the plan ought to offer up a priority list (independent of development) of which “fixes” to do first (i.e. remedy Vernon/Interlachen, crosswalk, etc) in order to best improve the transportation (because we know this will be piece-by-piece)

### Notes on Transportation Improvements – Short-term

- Parking for Hilltop Restaurant an issue  
Separate bike lane (protected) or off roadway at Interlachen and Vernon

### Notes on Transportation Improvements – Mid-term – New 53<sup>rd</sup> Intersection

- As this transitions from highway access to local street, westbound traffic on 50<sup>th</sup> destined to go south on Hwy 100 may trend toward Eden Ave. on ramp. Traffic light needed at 50<sup>th</sup> and Eden?

### Notes on Transportation Improvements – Mid-term - Reconfigured Vernon/ Reconfigured Eden

- Don't think Eden should be designed before the public works designs are finalized.

### Notes on Transportation Improvements – Long-term – New Connection

- When this transportation plan is created it should also include the Interlachen/Brookside intersection which backs up during rush hour.
- There needs to be a small area plan in order to ensure all transportation assumptions are appropriate.
- Grandview District should include both sides of Eden.

### Notes on Transportation Improvements – Long-term – District Parking

- Would like to know the decision on programming/placement of Community Center before decisions are made on transportation.
- Parking seems inadequate for potential development.

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## GRANDVIEW DISTRICT TRANSPORTATION STUDY

### RECOMMEND WEEK WRAP-UP MEETING NOTES

May 20, 2016

#### Present

- Mark Nolan, City of Edina
- Mike Fischer, LHB
- Lydia Major, LHB
- Tiffani Navratil, LHB
- Zabe Bent, Nelson\Nygaard

#### Notes from Meeting:

- The project was very well received at last night's Transportation Commission Meeting
- Process for approval of final document
  - Shoot for July 19 City Council meeting
  - Staff review in mid/late June (Mark will consolidate staff comments into one document)
  - Public review and ETC review online in late June/early July (Mark will consolidate public comments into one document and ETC comments into one document)
- Adjustments/additions to the plans
  - Possible changes to parking system behind Jerry's
  - Could the Community Center parking be transit parking in the Short and Mid Term plan?
    - The new ramp behind Jerry's will take much longer to negotiate and complete
    - Overall concerns about paid parking, timed parking, and transit parking
  - Can we address the possible rebuilding of Interlachen in the study?
    - What would be required to make that street flow better?

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- If the purpose of the study is to make things better, how do you illustrate the trade-off's associated with the rebuilding of the road?
  - Some concern over 52<sup>nd</sup> and people cutting through the neighborhood to avoid Interlachen
  - Should we start naming roads, so there's more clarity as we reference new roads?
    - Check Framework plan for road name suggestions
  - Can there be a graphic showing signaled vs. signed vs. uncontrolled intersections?
    - Can we time the signals to favor traffic in a particular direction at peak times? Yes.
  - The bridges will need to be cantilevered or replaced to accommodate all the uses along their width
    - Can the current bridges support a cantilever structure? Unknown.
    - Can the cantilever on Eden happen in the Mid Term?
  - Frontage roads needs to be two-way to accommodate the shared street on Arcadia
    - They can also accommodate the lid over Hwy 100
  - The rail issue was well-addressed, but not the focus of the study
    - Address it in the Final Report in a similar way
    - Still a movement to preclude heavy commuter rail by getting light rail in the corridor
- Additional outreach required before final document is presented
  - Since the public meeting wasn't very well attended it seems wise to reach out to various neighborhood groups to notify them of the recommended changes, to ensure that they are aware of the progress that's been made
    - Mark will reach out to neighborhood contact in the Grandview Neighborhood in particular
  - Business owners need to be contacted again, ASAP
    - Jerry's, Bill MacGreavey, Walgreens
    - Jerry's, School District, and the City, as a possible partnership for the Bus Site
      - Can the City acquire that property in the near future?
      - What can legally today, be built on the site? What is the current zoning?
    - Mark will coordinate a meeting time with key stakeholders, but will invite entire business/property owner's group as in the past
  - Talk to the leadership group at OLG
    - Open to showing how their campus could recirculate
    - Tiffani needs to diagram what their potential could be, show we can share it with them before it is shown at a public meeting
    - The stormwater work from the watershed needs to be incorporated into this plan

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- Nice pedestrian route around entrance drive – possible future connection to transit stop
    - Trying to redirect traffic to the frontage road, rather than Eden (which will be a right-in, right-out)
    - Mike will coordinate and attend this meeting
  - We don't need to meet with MnDOT and Hennepin County again, but Mark will send a copy of the analysis to them for review (Zabe will send it to him)
    - Include a matrix to show how ramp structure would change
  - Mark will get feedback back to the consultant team after his meeting on Monday
- Review of the Final Report outline
  - Especially review locations outside of our study area that could have an impact on our study area
  - Final Report will have a similar look/format to the Briefing Book
  - Mark will review the outline with the staff team and get adjustments to Lydia

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## GRANDVIEW DISTRICT TRANSPORTATION STUDY

### BUSINESS AND PROPERTY OWNER MEETING NOTES

June 2, 2016

#### Present

- Mark Nolan, City of Edina
- Bill Neuendorf, City of Edina
- Lydia Major, LHB
- Mike Fischer, LHB
- Steve Grausam, Edina Liquor
- Kate Grywacz, Children's HeartLink
- David White, Edina Schools
- Randy Gruber, Edina Family Physicians
- Mark Olson, Vernon BP
- Nancy Grazzini-Olson, Eden 100 Building

#### Notes from Meeting:

- Lydia and Mike gave a presentation of the history of the project and the ideas that were presented during Recommend Week
- General questions about property impacts, driveway access, parking, etc.
- Edina liquor rep: Will the driveway closure push too much traffic through Walgreen's tight parking lot? Maybe a right turn out only?
- BP Station rep: tankers come in (usually in the middle of the night) up Vernon have to cross into incoming traffic to get into their property

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- Schools rep: Eden is going to carry more traffic--how will the intersections work? (They will be controlled)
- Could a blinking warning light at the death ramp merge help in the interim?
- Could the little frontage round by Physician's be converted back to parking? (the new ramp would help, too)

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## GRANDVIEW DISTRICT TRANSPORTATION STUDY

### SHERWOOD NEIGHBORHOOD MEETING NOTES

June 6, 2016

#### Present

- Mark Nolan, City of Edina
- Bill Neuendorf, City of Edina
- Lydia Major, LHB
- Mike Fischer, LHB
- 14 Residents:
  - Dorothy Lodahl
  - Eric Hoegger
  - Pat Olk
  - Steve Loehr
  - Susan Burchfiel
  - Jim Schoenberg
  - John Menke
  - Christine Ullom
  - Steve Ullom
  - Jack Abrahamsom
  - Eileen Abrahamson
  - Tara Finn
  - Huck Finn
  - Art Hearns
  - Betty Hearns

#### Notes from Meeting:

- Concerned with changes to access on Vernon at Sherwood; will library parking lot cause excessive delay out of Sherwood when the stop light is red? Will left turns from southbound Vernon have excessive delay into the neighborhood?

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- Change in access to Sherwood neighborhood might affect emergency response. Are Edina Police and Fire supportive of this change?
- Who owns the right of way by Sherwood and bus turnaround – City or County?
- Lots of confusion about one-way vs. two-way traffic on Grandview Square immediately in front of Senior Center; better signage needed.
- Clarify which intersections have stop signs and which have stop lights
- Avoid sea of paved parking in front of Library; prefer a “softer” entrance to residential neighborhood and commercial area.
- All road construction must be phased so that there is always access into /out of the Sherwood neighborhood.
- Are the new intersections on Vernon @ Sherwood and 53<sup>rd</sup> too close together? Will traffic get backed up? Will County give consent? Is this best practice?

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## GRANDVIEW DISTRICT TRANSPORTATION STUDY

### BUSINESS AND PROPERTY OWNER MEETING NOTES

June 14, 2016

#### Present

- Mark Nolan, City of Edina
- Bill Neuendorf, City of Edina
- Bob S., Jerry's
- Mike R., Jerry's
- Kent D., Jerry's
- Mike J., Jerry's

#### Notes from Meeting:

- They like the new signalized intersections on Vernon – easier for drivers to turn and pedestrians to cross
- Can locations of Metro Transit bus stops be changed? The drop off east of Interlachen seems to snarl traffic during the evening hours.
- Will buses snarl traffic on Vernon after it is reduced to 1 lane? Can bus pull over areas be included?
- There are some heavy delivery trucks and funeral processions on Arcadia, is this appropriate for a “shared street”?
- Concerned with traffic queuing on Arcadia for Starbucks drive-thru
- Concerns about traffic delays at intersections. Can final document illustrate the lane configurations at each intersection?
- Concerns about traffic delays when Vernon reduced to 2 lanes; should right turn lanes be included at main entrances to large commercial sites?

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- Site lines for drivers compromised by curving road and streetscaping fence
- Agree that Interlachen/Vernon intersection needs improvements
- Many drivers speed along existing Vernon Ave
- Can Eden Ave (from 50<sup>th</sup> to Vernon intersections) serve as a “short cut” for westbound traffic to avoid the Interlachen delay? This could also serve as convenient access to Jerrys site.
- The east-west roadway near McGreavy funeral home (30-year plan) looks very similar to the adjacent “shared street”; suggest it be redrawn to have same appearance as other new ‘local’ streets
- Is a traffic signal (with pedestrian button) warranted by City Hall where Eden Ave intersects with 50<sup>th</sup> St?
- Are separate bike and ped lanes warranted on Vernon?
- Property taxes are already high, who will pay for these improvements?
- How will new bike lanes on Vernon intersect with new signals? Will likely be lots of turns into parking lot and bicyclists will need to stop
- Overall, they strongly support the short term (0-5 year) improvements and are not opposed to the mid-and long-term improvements in the area
- They generally agree that additional density is appropriate in this mixed-use commercial district.
- They are willing to talk about the new street on the old car wash site they currently own.

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