

## **Wooddale Valley View Small Area Plan**

### **Background Information: Transportation and Street Design**

## Transportation Chapter of the Edina Comprehensive Plan

According to the Transportation Chapter of the *Comprehensive Plan*, the City's transportation facilities should effectively serve land uses that the city supports and/or anticipates. Toward achieving this end, the Transportation Chapter outlined policies and approaches that will be followed to:

- Provide a guidance document for City staff and elected officials regarding the planning and implementation of effective transportation facilities and systems over the planning horizon.
- Give citizens and businesses background information on transportation issues and allow them to be better informed regarding the city's decision-making on transportation issues.
- Communicate to other government agencies Edina's perspectives and intentions regarding transportation planning issues.

## Crosswalks

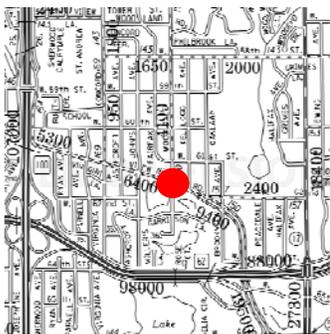
Pedestrian crosswalks are provided at the Wooddale Avenue/ Valley View intersection for crossing Wooddale Avenue on the south side of Valley View Road and crossing Valley View Road on the east side of Wooddale Avenue. As illustrated to the left, no other crosswalks are provided at the intersection, and the crosswalk on the east side of Wooddale Avenue is in need of maintenance (re-painting). Traffic flow at the intersection is controlled by an all STOP (4-Way) sign.



## Daily and Peak Hour Traffic

### *Historical and Current Traffic Volumes*

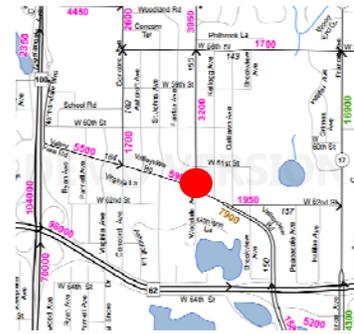
Two-way daily traffic volumes quantify traffic flow. A review of historical and current daily traffic volumes shows that there have been significant changes over the years that speak directly to the study area's importance as a through street. Presented below are findings from Mn/DOT count programs that were conducted in 1999, 2005, and 2013.



1999



2005



2013

## Historic Traffic Counts

View Road decreased between 1999 and 2005, and the change between 2005 and 2013 has been practically negligible. Traffic volume counts taken before 1999 were not available. It is before this time where the Valley View Road/TH 100 interchange was modified to eliminate access to southbound TH 100. It is suspected that the daily traffic volumes on Wooddale and Valley View Road were higher before the interchange modification was implemented.

Table below details the two-way, daily traffic volumes and shows estimates of two-way, PM peak hour volumes. PM peak hour volumes on collectors are generally between 11 percent and 13 percent of counted daily volumes.

**Two-Way Traffic Volumes**

Year	Two-Way Daily Traffic Volume			Two-Way PM Peak Hour Traffic		
	On Wooddale, North of Valley View	On Valley View, West of Wooddale	On Valley View, East of Wooddale	On Wooddale, North of Valley View	On Valley View, West of Wooddale	On Valley View, East of Wooddale
1999	4100	6400	9400	515	800	1175
2005	3050	5000	7900	380	625	990
2013	3200	5900	7900	400	740	990

Source: Mn/DOT MSA Street Series Mapping  
Biko Associates, Inc.

The traffic volumes presented are consistent with traffic volumes one would expect to find on collector roads. It is suspected that a significant percentage of the traffic counted on Wooddale Avenue and Valley View Road is pass-through traffic, not local traffic. It stands to reason that these volumes would be even higher if a greater percentage drivers used these two streets as shortcuts to avoid traffic congestion along France Avenue, south of 50th Street, when travelling to/from Southdale, the west side of TH 100, and/or northbound TH 100.

**Traffic Crashes**

Traffic crashes reported in the City’s Comprehensive Plan, for the 2002 - 2006 period, total 30. The crashes are not described except for their locations:

- 10 at the intersection of Wooddale and Valley View
- 5 at the intersection of Kellogg and Valley View
- 10 at the intersection of 62<sup>nd</sup> and Valley View
- 5 at the intersection of Brookview and Valley View

### Study: Intersection at Oaklawn, 62<sup>nd</sup> and Valley View

Two possible approaches were studied at this intersection to reduce the number of crashes. These included: a) traffic circles and 2) intersection reconfigurations with improved signage.



#### *Traffic Circle / Roundabout Approach*

After preliminary analysis was conducted, the traffic circle approach was eliminated from further consideration because of:

- Right-of-way impacts
- Impacts on existing driveways providing access to private property

Because Wooddale Avenue and Valley View Road are MSA streets, Mn/DOT design standards for traffic circles would need to be implemented. These standards require a minimum 130 foot-wide diameter for the inner circle. At this diameter, the traffic circle would encroach on private property and require property acquisitions. It was also learned that even in those locations where private property would not be impacted, the approach lanes to the traffic circle would block existing driveways and essentially deny access between the street and private properties.

#### *Intersection Reconfiguration Approach*

The intersection of Oaklawn/62nd/Valley View was used as a case study to determine if less intrusive approaches (e.g., installing better signage and/or reconfiguring the intersection) would help address safety issues.

There are four factors that should be considered when considering any improvements that address safety issues at the intersection:

Factor 1: The intersection is actually two intersections - The geometric design of what is referred to as the Oaklawn/62nd/Valley View intersection actually includes two intersections; the intersection of Oaklawn Avenue/62nd Street and the intersection of 62nd Street/Valley View Road. These two intersections are only 50 feet apart (centerline to centerline).

Factor 2; Vehicles get clogged. Storage distance for southbound vehicles on 61st Street is less than 20 feet long.

Factor 3: The general lack of adequate traffic control devices. The intersection is currently controlled by two STOP signs:

- for southbound traffic on Oaklawn Avenue approaching the 62nd Street curve referred to above
- for westbound traffic on 62nd Street approaching Valley View Road

Factor 4: The curvilinear alignment of 62nd Street where it intersects Oaklawn Avenue. Right angle intersections are inherently safer than curved intersections because they permit drivers to more clearly observe other vehicles approaching the intersection. The curvilinear alignment of 62nd Street does not permit drivers approaching the Oaklawn Avenue/62nd Street intersection from the east to clearly observe northbound vehicles from Valley View Road. It is also suspected that the curvilinear alignment could encourage some of the westbound drivers, who will follow the curve to approach the 62nd Street/Valley View Road intersection, to enter the curve at higher than desirable speeds.

Solutions to improve safety at the two intersections should address the four factors listed above.

#### *Three Alternatives Explored*

During the Small Area Plan study, three minimally intrusive alternatives were suggested for consideration when the City implements future improvements on 62nd Street in 2016.

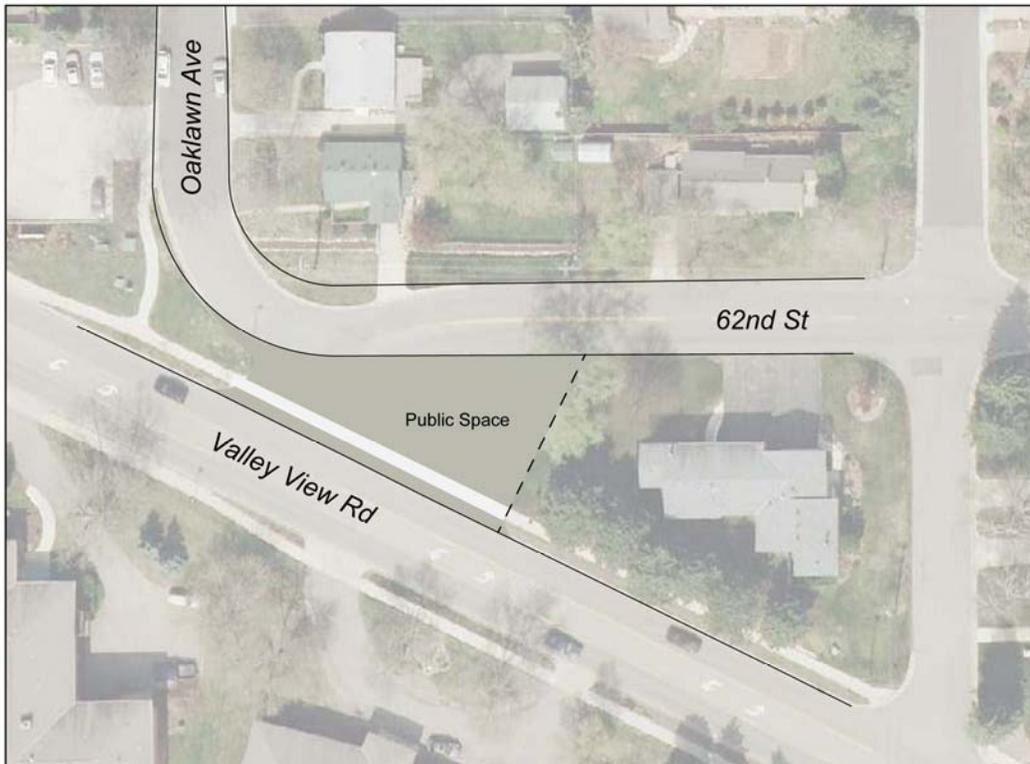
One alternative simply calls for the installation of a STOP sign for westbound traffic on 62nd street as it approaches its intersection with Oaklawn Avenue.

The second alternative eliminates the two intersections in their current locations and relocates them 90 feet to the east. **This alternative would have impacts on property line to the east.**

The third alternative eliminates the two intersections in their current locations and focuses all the intersection movements at the intersection of 62nd Street/Brookview Avenue. **This alternative may or may not have impacts on property line to the east. The alternative shows a public space established partially on private property. This would ideal, but likely not absolutely necessary in this alternative.**



**Figure 19**  
**Alternative 2 for the Oaklawn Intersection**



**Figure 20**  
**Alternative 3 for the Oaklawn Intersection**

While the first alternative addresses conflicting traffic flows, it does not provide adequate storage for southbound vehicles on 62nd Street. Either of the remaining two alternatives better address all four of critical issues (storage distance on southbound 62nd Street, proximity of the intersections, curvilinear alignment of 62nd Street, and need for a traffic control device to stop westbound traffic on 62nd Street).

As well, both alternative two and three will leave a remnant of public land that could be developed for a public art or a gateway installation.

Ultimately a traffic study should be conducted to determine which of the two alternatives is best suited for implementation. Evaluation criteria that might be used when comparing the two alternatives include:

- Safety for traffic, pedestrians, and cyclists
- Convenience of travel (reduction in inconvenient travel patterns)
- Extent to which regional and sub-regional traffic will be diverted to local streets
- Right-of-way implications and potential need to acquire private property
- Public Works feasibility (adherence to Mn/DOT requirements for MSA streets)
- Urban design, appearance and ability to adhere to goals identified in the Wooddale/Valley View Small Area Plan
- Cost

### Access to and from Adjacent Properties

In keeping with the definition of collector streets, access to/from adjacent properties is one of the functions of Wooddale Avenue and Valley View Road. Access between Wooddale Avenue and residences is frequent along Wooddale Avenue north of Fairfax Avenue. . The predominant access along Valley View Road, between St. Johns and Kellogg Avenues, is to/from businesses.

Sixteen driveways that serve businesses are located within the immediate study area. While this number of driveways ensures a high level of access to/from businesses, it can also contribute to traffic congestion and unsafe driving conditions, especially during peak travel periods where the volume of pass-through traffic on Wooddale Avenue and Valley View Road is at its highest. The 16 driveways are pin-pointed below.



Existing Property Access Points

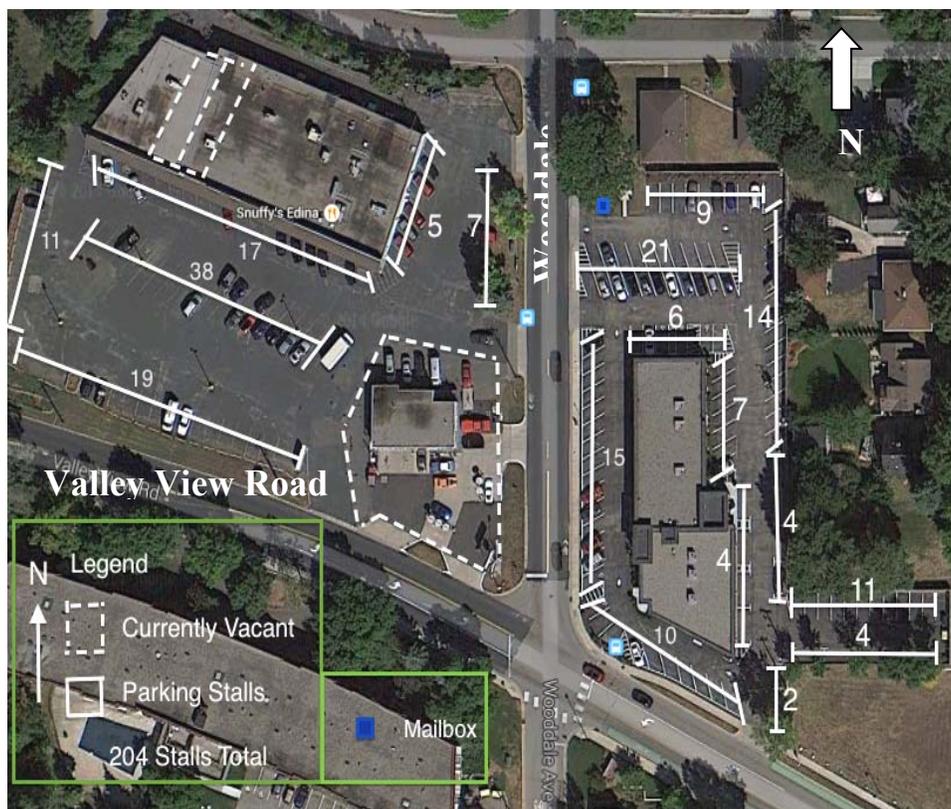
## Parking

The commercial developments on the northwest and northeast corners of the Wooddale Avenue/Valley View Road intersection support approximately 12 local businesses. The northwest development, Edina Village Market, includes two structures, a strip mall and a vacant gas station. The northwest development is bordered to the north and west with single family residential uses. A multi-family apartment building is directly south of the Edina Village Market.

The northeast development, the Valley Wood Center, includes leasable office and retail space. The development is bordered by residential uses to the north, east, and west. To the south, there is higher density housing and a small office building.

### *Parking Supply*

The total parking supply at the intersection of Wooddale Avenue and Valley View Road comprises 204 off-street spaces in surface parking lots that serve land uses in the northwest and northeast quadrants of the intersection. There are 97 stalls in the northwest surface lot and 107 stalls in the northeast surface lot. Parking supplies and their locations are shown on the figure below.



**Figure 22**  
Existing Parking Locations and Quantities

### *Parking Demand*

With the parking supply defined, counts were taken periodically to quantify parking demand or occupancy. Results of the counts are shown below in Table 2.

**Table 6**  
**Parking Demand at Edina Village Market and ValleyWood Center**

<b>Day/ Date/ Time</b>	<b>Occupancy EVM Lot</b>	<b>Percent Occupied EVM Lot</b>	<b>Occupancy VWC Lot</b>	<b>Percent Occupied VWC Lot</b>
Saturday 9/20/14 11:00 - 11:30 AM	37	38 %	19	18 %
Saturday 9/20/14 2:00 - 2:30 PM	24	25 %	14	13 %
Saturday 9/20/14 4:00 - 4:30 PM	15	15 %	6	1 %
Wednesday 9/24/14 4:30 - 5:00 PM	16	16 %	45	42 %
Friday 9/26/14 1:30 - 2:00 PM	36	37 %	44	41 %
Friday 9/26/14 4:00 - 4:30 PM	21	22 %	36	34 %
Wednesday 10/1/14 6:00 - 6:30 PM	31	32 %	49	46 %

Source: Economic Development Services, Inc.  
Biko Associates, Inc.

As shown in Table 6, both surface lots have excess capacity; supply that is not being utilized. Utilization (parking demand) never exceeded 38 percent at the Edina Village Market and never exceeded 46 percent at the Valley Wood Center.

## Alternative Modes of Travel

This report section has been prepared to describe alternative modes of travel within the study area. Transportation facilities within the study area have been installed/constructed for three alternative modes; 1) pedestrian, 2) transit, and 3) bicycle.

### *Pedestrian Mode of Travel*

Sidewalks within the study area have already been discussed on page 3, in the roadway design descriptions. As shown to the left blue lines are illustrated on Wooddale Avenue and Valley View Road. This symbol indicates “existing sidewalks.”

Safe and convenient pedestrian circulation is negatively affected in the study area because of the lack of: sidewalks on both sides of the streets, a full complement of crosswalks at the intersection of Wooddale Avenue and Valley View Road, pedestrian-oriented street lighting, and direct and well-marked pedestrian linkages between the sidewalks/streets and adjacent properties.

Neither the shopping mall on the northwest corner of the intersection (Edina Village Market) nor the mall on the northeast corner (Valley Wood Center) provides any curb appeal other than buffering (vegetation) to prevent residents’ views of the sites from Fairfax Avenue and 61st Street. Two sites have grass planting strips (boulevards) along the edges that meet the street/sidewalks.

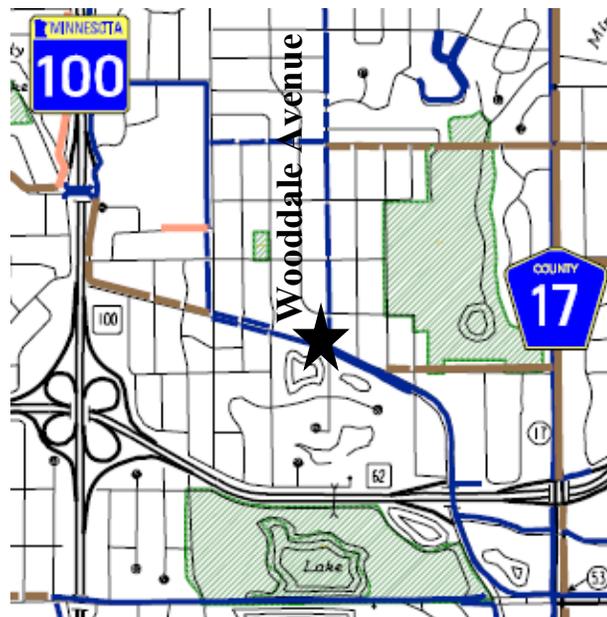


Figure 23  
Existing Sidewalks

### ***Transit Mode of Travel***

The immediate study area is served by three transit routes; Route 6B, Route 6U, and Route 587. Routes 6B and 6U are regular routes, and Route 587 is an express route.

Both Routes 6B and 6U and Express Route 587 have stops on the northeast and southeast corners of the Wooddale Avenue/Valley View intersection. The two regular routes directly serve neighborhoods and commercial nodes in Edina and South Minneapolis and connect to other locations in downtown Minneapolis. Route 6B includes a loop that circulates on France and Wooddale Avenues and Valley View Road. Routes 6U links the Wooddale Avenue/Valley View Road to the Southdale Mall.

Route 587 is an express route and, as such, has limited stops. It runs between downtown Minneapolis and France Avenue, using TH 100 as its line-haul route.

Regular routes 6B and 6U also stop at the southwest and southeast corners of the Wooddale Avenue/Fairfax Avenue intersection.

Transit riders are pedestrians at some time during their trip. Therefore, the pedestrian environment, which includes sidewalks, safe and secure pedestrian circulation paths, and pedestrian-oriented lighting, is of critical importance to transit riders. The Wooddale Avenue/Valley View study area is not as strong as it could be with regards to pedestrians. Sidewalks are not always available (e.g., along the north side of Valley View Road west of Wooddale Avenue and along the west side of Wooddale Avenue north of Valley View Road), and lighting is not provided that is focused on pathway illumination for pedestrians.

### ***Bicycle Mode of Travel***

As mentioned in the previous section on parking, cyclists were observed to ride their bikes and park at the two commercial developments in the study area. Bicycle facilities that have been implemented in the area include primary and secondary routes. The primary routes (shown in red to the left) are routes that connect to regional activity centers and schools and allow travel to locations outside the City of Edina. The secondary routes (shown in blue) work in concert with the primary routes to establish finer-grained network and serve localized travel. As shown to the left, Wooddale Avenue is a primary route, as is Valley View Road east of Wooddale Avenue.



**Figure 25**  
**Existing Bicycling Facilities**

A “parkway route” is shown to extend south of Valley View Road along Wooddale Avenue. It is demarcated with “Share the Road” advisory symbols.

### ***Bike Parking Counts***

It was also observed during the counts taken on Saturday, 9/20/14, that cyclists bike to the two commercial corners and park their bikes. Bicycle counts from this one day are detailed below.

- Northwest (Edina Village Market) Surface Lot:
  - 11 - 11:30..... 3 bikes-
  - 2 - 2:30..... 1 bike
  - 4 - 4:30..... 5 bikes
  
- Northeast (ValleyWood Center) Surface Lot:
  - 11 - 11:30..... 1 bike
  - 2 - 2:30..... 1 bike
  - 4 - 4:30..... 2 bikes



**Legend**

**Bike Paths**

- Bike Boulevards
- Bike Lanes
- Green Shared Bike Lanes
- Shared Lane Markings

**Sidewalks**

- - - Poposed State-Aid Sidewalk
- Existing Sidewalk

# Wooddale-Valley View Neighborhood Commercial Node

#### D. SUMMARIES OF (BINDING OR RELEVANT) PREVIOUS PLANS.

*The following was contributed by project consultant Bill Smith of Biko Associates*

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#### **SUMMARY #4. CAPITAL IMPROVEMENT PLAN / PLANNED PUBLIC REALM IMPROVEMENTS**

No capital improvements are planned or programmed inside the boundaries of the WVV Neighborhood Commercial Node (as defined in Assessment #9) at this time. However, two potential street reconstruction projects were noted by City of Edina staff, each with potential benefits/impacts on the WVV node.

*Email comment from Chad Millner, Director of Engineering, City of Edina:*

“Potential projects include the following street reconstruction projects:

- 2018: 62nd Street from Valley View to France
- 2019: maybe a neighborhood south of Valley View”

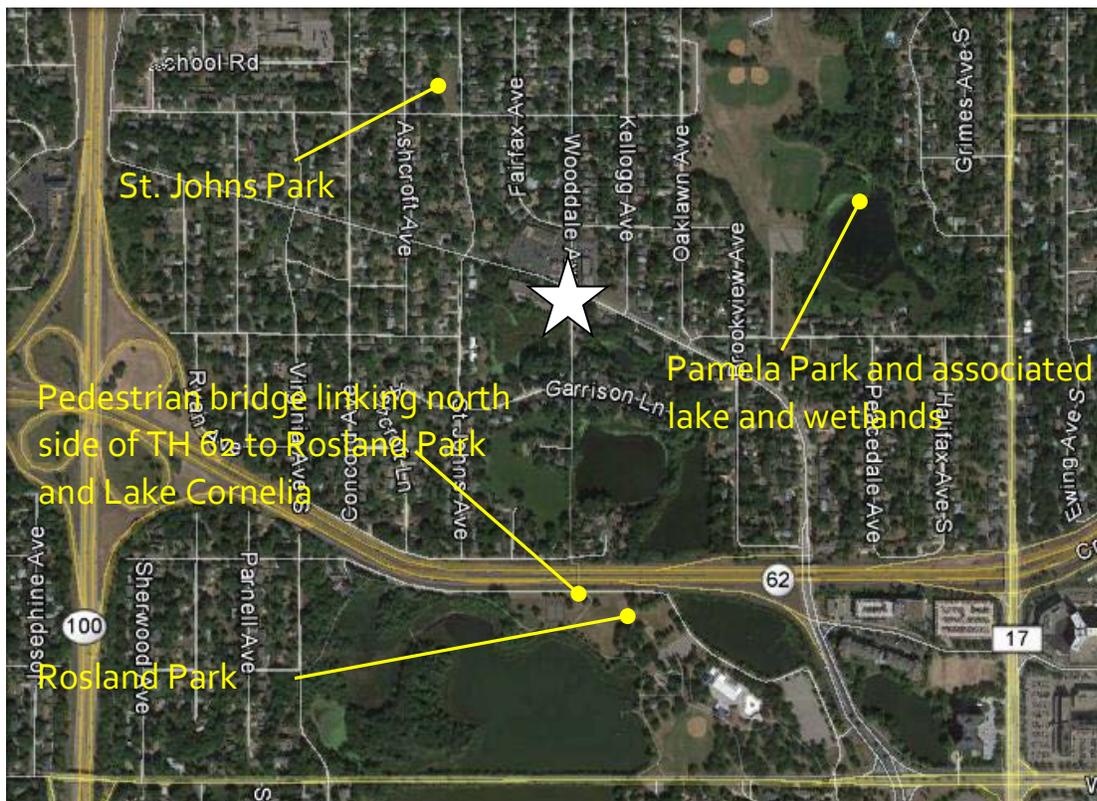
## D. SUMMARIES OF (BINDING OR RELEVANT) PREVIOUS PLANS.

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### SUMMARY #6. NEARBY PARKS AND OPEN SPACES

This area south of Valley View Road is comparatively lower in elevation than Valley View Road. This area is wet and includes Lake Nancy and Lake Otto; actually two ponds that are surrounded by private property.

Rosland Park is located south of TH 62 and is associated with Lake Cornelia. A pedestrian bridge provides access across TH 62 to Rosland Park and Lake Cornelia. Recreational trails for hikers and cyclists are located in Rosland Park.



Outside the immediate Small Area Plan study area, but reasonably close, is Pamela Park. It is located between Oaklawn and France Avenues, south of 58th Street. By comparison to Rosland Park, Pamela Park is programmed for more active uses and includes play fields and ball fields. A small lake and wet area are also associated with Pamela Park. Access between the immediate study area and Pamela Park can be gained by any of the east/west streets that cross Wooddale Avenue.

A third park, St. Johns Park, is located north and west of the immediate study area. It is north of 60th Street and fronts on St. Johns Avenue. It is a small park that serves the immediate neighborhood.

Located on the east side of TH 100, between Southview Lane and 60th Street, are two public schools. The schools are Concord Elementary and Southview Middle School. Recreational fields and play grounds are located at the two school sites.

## D. SUMMARIES OF (BINDING OR RELEVANT) PREVIOUS PLANS.

The following was contributed by project consultant Bill Smith of Biko Associates

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### SUMMARY #7. NEIGHBORHOOD ORGANIZATIONS

Neighborhoods are defined in the City of Edina as geographic areas that exist as sub-areas within the city as a whole. Each property within the city resides within a single neighborhood.

The city encourages the voluntary formation of Neighborhood Associations for the purpose of facilitating communication between residents, city staff and officials, fostering interaction between individuals on issues of common geographic concern and building a better community through cooperative action. In keeping with this philosophy, the city will seek to notify and consult with Neighborhood Associations on matters of neighborhood interest. For example, Neighborhood Associations will be notified when:

- Significant neighborhood projects are being discussed or proposed such as street reconstruction, park development or redevelopment, or land use planning.
- A mailing goes out to residents in the neighborhood related to a city matter or public hearing.
- A developer requests a neighborhood meeting for the purpose of sketch plan review.
- The city is seeking to organize a neighborhood group for resident input.

The two neighborhoods most immediately affected by any future, potential changes in the Wooddale/Valley View study area are Concord and Pamela Park. Estimated population and number of households are shown on the map to the right. The star symbol shows the location of the Wooddale Avenue/Valley View intersection.

