



Valley View Road Reconstruction (McCauley Trail to Mark Terrace Drive)

July 21, 2014

Dear Resident:

We had a very encouraging turnout for the July 7 open house. We appreciated the feedback which is helping to shape the project. Based on your feedback, we are proposing changes to the 5-ft boulevard and the curve near Comanche Court.

Boulevard Treatment

We heard concerns regarding the width of the 5-ft boulevard and the 5-ft sidewalk proposed for the south side of Valley View Road. We prefer a 5-ft boulevard because it creates a buffer between the roadway and pedestrians; however, we could reduce it to 3-ft without minimizing safety. Typically, the boulevard is hydro-seeded but we've found it difficult to grow grass in narrow boulevard areas; on the other hand, daylilies seem to thrive in narrow boulevard areas. Therefore, we are looking at the option of a 3-ft boulevard planted with daylilies. An example of a daylily planted boulevard can be seen on 70th Street, west of West Shore Drive (see Figure 1). The daylilies do not require as much maintenance as grass and the contractor would be responsible for a 3-year maintenance period.



Figure 1. Photo of 70th Street

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Curve near Comanche Court

As we discussed, the horizontal curve near Comanche Court is substandard based on State Aid standards. The minimum design speed on a State Aid roadway is 30 mph. The existing curve meets a 20 mph design speed. To be eligible for State Aid funding, the roadway must be brought up to the minimum standard or we request a variance for a lower design speed.

After hearing concerns about speed and safety and analyzing the impacts, we believe we can show that anything higher than 20 mph causes undue hardship. We feel a properly signed 20 mph curve with pavement markings will create a safer facility than the one that exists today for the following reasons:

1. Curb and gutter creates a more defined edge to the road and makes it feel narrower. This typically causes motorists to slow down.
2. This area will have advisory speed signs prior to the curve which will help to reduce confusion on appropriate speed.
3. This area will have pavement markings that meet State Aid standards. The pavement markings will help to reduce confusion and create a narrower feel to the roadway thus providing information to motorists on appropriate speed.

A 20 mph design curve will have less impact on the right-of-way than the 25 mph curve that was originally presented.

If you live on the south side of Valley View Road, we would like your feedback about a narrower boulevard with daylilies. Please email Andrew Plowman at aplowman@wsbeng.com or call 763-287-7149. Or, you can email me at cmillner@edinamn.gov or call 952-826-0318. Please include your address on any email correspondence to help us track the comments.

Sincerely,

A handwritten signature in black ink that reads "Chad A. Millner".

Chad Millner, P.E.
Director of Engineering

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