



**MINUTES OF THE
Edina Transportation Commission**
Thursday, April 20, 2006
Edina City Hall
4801 West 50th Street
Community Room

MEMBERS PRESENT:

Les Wanninger, Warren Plante, Marie Thorpe, Jean White, Marc Usem, Geof Workinger, Joni Kelly Bennett, Dean Dovolis

MEMBERS ABSENT:

Ellen Cerf

STAFF PRESENT:

Steve Lillehaug, Sharon Allison

I. Call to Order

The meeting was called to order by chair Wanninger.

II. New Business

a. City of Edina Speed Limit Policy – Consideration of 25 MPH in residential areas

Lillehaug explained that current State Statute allows for cities to reduce speed limits to 25 mph on local roadways. Typically, the speed can only be reduced on local roadways after Mn/DOT has conducted a traffic study to determine warrant. The change must be done on a street-by-street basis. Lillehaug said uniform speed from one jurisdiction to the next is desirable so drivers know what to expect. Staff does not support lowering the speed unless it is lowered for the entire state because inconsistent speed limit could create unsafe situations. Staff does support a lower speed limit in areas such as school zones. Staff recommended that the Transportation Commission adopt the following motion:

“The City of Edina’s current *City Speed Limits Traffic Policy* shall be maintained with the basic minimum speed limit of 30 mph. The City of Edina shall not consider lowering the speed limit of a residential street unless documented safety issues exist and traffic speed study has been conducted by Mn/DOT indicating the speed should be lowered; or the statewide urban, local, residential speed limit is lowered from 30 mph to 25 mph.”

Staff also recommended that the Transportation Commission supports and recommends a City resolution calling for a statewide lowering of the urban, residential speed limit on local roadways from 30 mph to 25 mph.

Bennett said the City policy states that the City cannot change speed limit to below 30 mph. Lillehaug said this policy was probably not updated. Are other cities using the 25 mph speed limit? Lillehaug said the city of Eagan did a study and drivers’ speed remained the same. He is not sure if they are using 25 mph speed limit. Wanninger said based on staff’s

recommendation, it seems as though they are in favor of lowering the speed, but not at this time.

Thorpe motioned to move this issue to May's meeting. Motion was seconded by Workinger.

Ayes: 6 (Wanninger, Plante, Thorpe, White, Usem, Bennett)

Nays: 1 (Workinger)

Absent: 2 (Cerf)

Motion carried.

Note: Dovolis was not present to vote on this issue.

**b. Traffic Impact Analysis Policy – Traffic Studies and Consultants
Memorandum dated March 1, 2006**

A request was made for staff to modify the policy that governs hiring consultants to perform traffic studies. Currently, developers hire their own traffic consultant and the requestor would like the City to take on this responsibility because of possible conflict of interest. Lillehaug said some cities do hire the traffic consultant, but developers must escrow money to pay the consultant. Staff believes that the current policy has served the City well and is not recommending changes.

Workinger motioned to create a resolution supporting the current policy. Seconded by White.

Ayes: 7

Nays: 0

Absent: 2 (Cerf, Dovolis)

Motion carried.

III. Old Business

a. Two Wheels To Town Bicycle (TWTT) Initiative – Resolution of Support

TWTT is hoping to get resolutions of support from four cities – Edina, Bloomington, Richfield and Minneapolis to build interconnected bike paths in order to create an alternate transportation choice similar to Munster, Germany, where at least 35% of the population gets around on bicycles. TWTT is also looking for each city to commit staff time to work on the plan and to attend meetings. Dave Gepner said Minneapolis received \$25 million for alternative transportation and they may be willing to share the money amongst the four cities. The Parks and Engineering Departments from all four cities met recently, to discuss connectivity of paths. A short clip on biking in Munster was shown.

Staff recommended that the ETC adopt the following motion:

“The Edina Transportation Commission recommends approval of the Two Wheels TO Town (TWTT) Bicycle Initiative – Resolution of Support from the City of Edina.”

Dovolis motioned to accept the resolution of support. Seconded by White. Workinger motioned to amend the motion to include *having someone as a point of contact who would be responsible for bicycle use and safety*. The amendment did not pass.

Ayes: 7
Nays: 0
Absent: 1 (Cerf)
Motion carried.

b. Proposed Highway 100 Interim Improvements Project – Staging of Project and Temporary Traffic Impacts on Local Edina Streets

Lillehaug said the City will be reactive to issues relating to this project. The project is scheduled to begin May 5 and end October 6. Detour will be on the regional streets; however, Edina can expect to have some diverted traffic. Police enforcement will be stepped up.

IV. *Planning Commission Update (Commissioner Workinger)*

The Target redevelopment project was voted down because the Southdale Promenade was ignored by the developer and the Planning Commission did not receive enough guidance from the Council. Workinger said they felt it would not be right to approve a project that ignored what the City had recently approved.

V. *Handouts*

a. Roundabouts

Lillehaug said roundabouts, long popular in European countries, are becoming popular in the United States because an intersection that does not meet warrants for stoplights can be made safe with a roundabout. He said he anticipates the ETC getting requests in the future for consideration of roundabouts. He showed a short clip on how to drive in roundabouts.

b. Review of the Interlachen Boulevard/Blake Road Trail by Steven Rusk and associated correspondence

Mr. Steve Rusk, 5040 Hankerson, representing a large group of concerned residents, handed out a memo to the Commissioners regarding what they “think is an unsafe design for the Interlachen/Blake Recreational Trail.” Mr. Rusk said they showed the plans to the Three Rivers Park District and Mn/DOT and “they are opposed to the current side path design because of safety issues.” Some of their safety concerns are: a 12-ft trail going across already difficult to access intersections; 4-24 times more dangerous than riding on the road; and increased risk to motorists and cyclists. They recommended that the money be used to sign the road properly and that the City coordinate with safety experts before moving further. Dovolis asked if they are against the sidewalk or the combined path. The response was that the trail is unsafe. The residents asked for support from the ETC in developing an alternative to the current design.

Lillehaug said they could lose funding if they change the plan; however, they will not move forward if unsafe conditions are discovered. Staff recommended that the ETC not make a decision and allow staff to consider the issues that were raised. No decision was made at this time.

Residents in attendance were: Lee Ann Gustafson, 1 Cooper Avenue; Dwaine Lindberg, 7200 York Avenue South, #221, Bob Krengel, 405 Blake Road; Tom Stein, 409 Blake Road South; Fred Hoff, 301 Blake Road South; John Lorentz, 5034 Lincoln Circle; P. Simpson, 509 Blake Road South; J. Indhira, 5524 Interlachen Boulevard; Kevin Hughes, 17 Merilane; and Geo McColl, 5524 Interlachen Boulevard.

VI. *Open Discussion*

Wanninger said they will be meeting with each of the *NE* business districts separately; Wanninger and the Mayor will be meeting with Minneapolis Councilperson Hodges. An open house is scheduled for May 11, 4:30-6:30 p.m. in the Council Chambers.

Meeting adjourned. The next meeting is scheduled for May 18, 6:00-8:00 p.m., in the Community Room, City Hall.