



AGENDA
Regular Meeting of the
Edina Transportation Commission
6:00 PM, Thursday, September 18, 2008
Edina City Hall
4801 West 50th Street
Council Chambers

MEMBERS PRESENT:

Les Wanninger, Jean White, Jennifer Janovy, Steve Brown, Geof Workinger, Julie Sierks, Warren Plante, Marc Usem,

MEMBERS ABSENT:

Tom Bonneville, Paul Mooty

STAFF PRESENT:

Jack Sullivan, Rebecca Foster

I. Call to Order

The meeting was called to order by chair Workinger.

II. Comments

a. Chair Comments

Chair Workinger said he would like Commissioner Brown to brief the ETC on the West 70th Street/Cornelia Area Traffic Survey. Commissioner Brown reported that approximately 700 of 1400 surveys have been returned. The survey results will be completed for the next SAC meeting which will be scheduled for mid to the end of October.

b. Public Comments

None.

III. Old Business

a. No Old Business – August Meeting was Cancelled

Commissioner Plante asked staff how the transportation issues were being addressed in and around the schools now that school has started. Mr. Sullivan gave an update on sidewalks that have been installed over the summer and that crosswalk paint has been freshened up. The staff is working with the public and private schools and residents with fall construction updates. The Traffic Safety Committee is also reviewing new concerns from residents to install or change crosswalk locations, speeds, or volumes of traffic in school neighborhoods. Mr. Sullivan said the City meets with the Edina School Transportation quarterly or on an as-needed basis to discuss current issues.

IV. New Business

Chair Workinger gave a warm welcome to the two newest ETC members Commissioner Janovy representing the Bike Task Force and student member Commissioner Sierks.

a. 7355 York Avenue – Southdale YMCA and CommonBond Housing

Assistant City Engineer Sullivan discussed the Transportation Impact Analysis of the new 72,000 sq ft YMCA facility immediately west of the existing facility. The building would be built in the parking lot of the current facility. Once the new YMCA building opens, a 130 unit multi-family building would be built on the site of the razed YMCA building.

Based on the review of the traffic study, the following questions and comments were raised by the City's traffic consultant, Mr. Rickart:

1. A figure should be provided showing the studied intersections in relationship to the proposed site.
2. Although the Executive Summary discusses the intersections and driveways analyzed, it should also be included in Section 2, Proposed Development and Study Area. In addition, a discussion on the existing and proposed access locations and geometry should be provided. [He assumed] that the proposed locations do not change and the existing geometry is proposed not to change. A figure showing the existing site access and circulation with respect to the proposal should be provided.
3. Traffic counts were conducted during the AM Peak, PM Peak and Saturday Peak. How was it determined that the Saturday late AM was the peak period?
4. A figure showing the location of the existing parking should be provided. The analysis shows that only 177 spaces are used on an average day. Are there events that require additional parking? The parking need should be based on a peak event.
5. Figure 3.4 should be updated to show all of the side street Stop signs.
6. Section 4, Projected Traffic indicates that the assumptions in the section were revised with City staff. This is true in some cases, but not all.
 - It is indicated that the Directional Orientation is based on a weighted distribution. This should be explained.
 - The city's model was not used for the analysis. This was okayed in this case because the intersections being analyzed were not all in the city's model. They will be added should the development get approved.
 - The background traffic assumed less than 1% per year growth rate based on the MnDOT State Aid projection factor. This is acceptable, however, other adjacent development should also be included in the projections (i.e. Westin, 69th and York, etc.).
7. The analysis results indicate that the intersection of York Avenue and Parklawn Avenue and York Avenue with the north site entrance will have some movements at unsatisfactory Levels of Service.
 - The overall Level of Service at the north side entrance will be at a LOS D with the westbound movement at LOS F. With the additional traffic associated with the adjacent developments this should be closely looked at again.
 - The queuing analysis only looked at the PM Peak hour. The traffic volume exiting the north side entrance is higher in the AM Peak. To insure that the queues and storage lengths are adequate, the AM Peak should also be analyzed at both intersections.
 - The mitigation, based on the queuing analysis, is to add a westbound right turn lane at the north side entrance. A mitigation analysis should be provided showing the LOS and queuing results with the addition of this lane. Also, a figure should be provided showing that the right turn lane can be accomplished on the site.

8. As discussed previously, the parking analysis should look at peak event for the YMCA. Providing a proposed 326 spaces, 11 less than today, is a concern. A shared parking analysis should also be conducted to determine exactly how much parking demand there truly will be on site.
9. The study discusses the use and availability of transit for the YMCA site. It should be expanded to include how people at the YMCA will get to the transit facilities. Are sidewalks provided/available? A detailed site plan should be provided.

Staff's recommendation is as follow:

Recommendation:

Review the attached transportation impact analysis submitted by Spack Consulting dated August 29, 2008 and follow up memo dated September 17, 2008. Staff and WSB believe that the memo addresses all the concerns.

If so desired by the Transportation Commission, adopt a motion recommending that traffic generated from the proposed 7355 York Avenue does not adversely affect the adjacent transportation system; with the following conditions:

1. The Development will be responsible for improvements to the infrastructure at the median nose of York Avenue and the north entrance/exit.

Info/Background:

Staff received a Transportation Impact Analysis (TIA) on August 29, 2008 for the construction of a new 72,000 sq ft YMCA facility immediately west of the existing facility. The building would be built in the parking lot of the current facility. Once the new YMCA building opens then a 130 unit multi-family building would be built on the site of the razed YMCA building.

The final build out for both buildings would be in 2011 or 2012.

Staff's initial review of the TIA and recommendation to the ETC at the time of submission of the ETC Packets (on September 11, 2008) is shown in the following:

Review the attached transportation impact analysis submitted by Spack Consulting dated August 29, 2008 and review a memo dated September 9, 2008 from WSB and Associates.

Currently staff and our traffic consultant WSB feel that this transportation submittal is not yet complete. Staff, WSB and Spack Consulting are working to resolve the outstanding items listed in the attached memo prior to the Edina Transportation Commission meeting on September 18, 2008.

Currently the conditions of the approval are:

1. *This development shall address all comments in WSB's September 9, 2008 memo to the satisfaction of the ETC and Engineering Department.*

2. *Improved site plan showing mitigation measures to the site, including new extended right turn lane.*

Therefore staff is withholding a recommendation on this project pending the resolution of the outstanding issues.

Commissioner Wanninger motioned to accept the traffic report and staff's recommendation including Assistant City Engineer Sullivan's additional recommendation that the development team be responsible for the relocation of the south entrance. The motion was seconded by Commissioner Brown.

All voted aye.

b. 6200 Interlachen Blvd – Interlachen CC Maintenance Bldg

Assistant City Engineer Sullivan discussed the construction of a new 24,000 sq. ft. maintenance and storage facility on Belmore Lane, east of John Street. Interlachen Country Club wanted to move the access from Waterman Avenue to Belmore Lane. This triggered a traffic impact study. Since the draft traffic study was completed, the development team decided to gate the proposed access to Belmore Lane and use it for only emergency access. Therefore, all trips generated from the new maintenance facility would continue to use Waterman Avenue. No action necessary.

V. Approval of Minutes

a. Regular Meeting of July 17, 2008

Commissioner Wanninger motioned to approve the minutes of July 17, 2008, and it was seconded by Commissioner Brown.

All voted aye.

Mr. Sullivan informed the ETC that staff will be meeting with the City Council about the 2008 Comp Plan Transportation Chapter next Wednesday. At that time, he will find out what direction will be needed for the Circulator Service in the Southdale Area and the East/West Connector.

Commissioner White informed the ETC about the SW Transit Way. They are studying Light Rail in the SW Area and Hennepin County Regional Rail Authority completed the alternative analysis and is into the draft environmental impact study now and they will have scoping meetings that are open to the public in October.

VI. Planning Commission Update (Commissioner Brown)

Commissioner Brown informed the ETC about the 2008 Comp Plan review.

VII. Staff Updates (Mr. Sullivan)

Staff updates included the W. 70th St. Cornelia Area Traffic Study survey and the Comp Plan as listed above.

Chair Workinger asked that a 'Bike Task Force Update' be added to the agenda for future meetings.

VIII. Adjournment

Meeting adjourned at 7:25 p.m.