Addendum
Minnetonka City Council
August 17, 2015 Regular Meeting

14A. Resolution for the Cartway Lane / Ridgedale Drive project

Attached are comments received after the council packet was distributed.
Memorandum

To: City Council

From: Will Manchester, P.E., Director of Engineering

Date: August 17, 2015

Subject: Change Memo for the August 17, 2015

ITEM 14A – Cartway Lane / Ridgedale Drive

The attached comments were received regarding the Cartway Lane / Ridgedale Drive project following distribution of the packet.

Additional property owner comments are also attached.
   1) Target – 8/13/15
   2) Ridge Square North and South – 8/13/15
   3) Ridge Square North and South (Westwood Engineering) - 8/13/15
   4) Ridge Square North and South (Westwood Engineering) - 6/17/15
   5) City Response to Ridge Square North and South (SRF) – 7/1/15
The proposed reconstruction of Cartway Lane is a terrible idea. The residents living west of Ridgehaven have no simple way to return from Ridge Square North and South shopping centers. I believe that the residents to the west are the primary users of these shopping centers. Take extra land from either Highland Bank or Ridge Square North so that the road can be enlarged to accommodate the traffic to allow for passage north and south.

Kay D. Johnson
2227 Platwood Road
Minnetonka, MN 55305
To: Minnetonka Mayor, Council, City Staff, and Planning Commission

From: Kay and Ray Johnson

Date: August 16, 2015

Subject: Reconstruction of Ridgedale Drive/Cartway Lane

I was unable to attend the meeting of August 3 which was supposed to be the first of three meetings regarding the reconstruction of Ridgedale Drive/Cartway Lane. Now I understand that it is going to be voted on prior to the planned two additional meetings.

We are opposed to the proposed reconstruction of Cartway Lane/Ridgedale Drive. If built, the residents west of Ridgehaven have no simple way to return from shopping at Ridge Square North and South. I believe these residents are the primary users of these shopping centers. Those centers were established as neighborhood shopping centers to appease the residents who were upset about Ridgedale being built. I was on the planning commission at that time.

Possibly land could be taken from Highland Bank or Ridge Square North to enlarge Ridgedale Drive to allow both north and south access.

Please vote “no” on the present proposal to reconstruct Ridgedale Drive/Cartway Lane.

Kay A. Johnson
Ray A. Johnson
Good morning,

Enclosed is a comment about the Cartway road proposal that I’d like to have included in the addendum for today’s meeting packet. Thank you!

Robert Bertelsen
Robert Bertelsen  
13513 Larkin Drive  
Minnetonka, MN 55305

I’ve attended multiple traffic meetings held by the city regarding this area, and I appreciate that the city is looking at improving the Cartway traffic situation.

However, I can’t understand why the staff report says that residents are supportive of the project.

Residents do NOT support this proposed solution. We told the city that at the April 30 meeting – and some of us followed up with written comments following that meeting. Why aren’t those meeting minutes and written comments included in the packet?

Residents in Essex Hills and surrounding neighborhoods want to be able to access the businesses in the strip malls, and we feel this proposed solution is going to limit our access to the restaurants, stores, dry cleaners and other businesses in our area. Having access to those businesses is one of the reasons we paid a premium price to live in this neighborhood.

Not only does it hurt us as residents, it also hurts the businesses economically – ultimately leading to a loss of services and vitality surrounding our regional center.

The owners of the businesses up and down the street are convinced they will be hurt economically by the changes. They must know what they’re talking about, and we need to listen to them.

I work for Barnes and Noble – and I know if Target has concerns that this proposal will impact their traffic and parking, then it will definitely impact the traffic and parking for all the businesses at Ridgehaven.

The proposal looks like it will hurt the Ridge Square North and South businesses most of all. For the past year, I have been frustrated by the negative comments I’ve heard the city make about Ridge Square North
and South during meetings regarding residential development in the southwest quadrant. It feels disrespectful, and I believe it’s now creating an unfair bias against them.

If the residents don’t support this proposal, and the businesses don’t support this proposal, who’s for it?

My request is that the city slow down and work out a better solution that is good for the businesses and the residents, and therefore good for the entire community.
Kurt Stenson  
Senior Property Manager  
Property Management

Cushman & Wakefield/NorthMarq  
3500 American Blvd. W., Suite 200, Minneapolis, MN 55431

Please consider your environmental responsibility before printing this email.

Mayor Schneider,

As managing agent for the owners of the Ridgehaven Shopping Center, we are not on board with the recommended concept of the proposed Cartway Lane & Ridgedale Drive redevelopment for a number of reasons.

- The proposed development would devalue our property by having traffic cutting across into our property to either travel East or West along Ridgedale Drive.
- The Center already has a lack of parking and is already tight during the holidays, and with the proposed work we would lose an additional 74 parking spaces.
- If completed, it would be difficult to do any future development with the outlot parking area, which we currently use for storing snow in the winter.
- It would be very difficult for traffic to flow between our Center and the commercial properties to the south of us.
- There would be an additional expense in landscaping costs for the green space that would have to be completed.
August 13, 2015

Julie Wischnack
Community Development Director
City of Minnetonka
14600 Minnetonka Blvd.
Minnetonka, MN 55345
jwischnack@eminnetonka.com

Re:  Ridgedale Drive Alignment Alternatives

Ms. Wischnack;

Target Corporation (Target) is a property owner at 13201 Ridgedale Drive within the Ridgehaven shopping center. We have operated at this location since 1981. Access to and from Ridgedale Drive, Cartway Lane and Plymouth Road is critical to our success and that of our fellow retailers. The current designs offered by City staff present many concerns to Target in both ease of access and impacts to the shopping center parking. Target does not agree with the recommendations of staff based on the following;

1. All of the designs truncate the Ridgedale frontage Road system, connectivity west of Plymouth Road between the retail properties should be maintained.

2. The northbound traffic flow between the commercial properties directed into Byerly’s parking lot is confusing and constitutes a property taking, this is a movement that should be facilitated within the public realm.

3. The proposed alternatives clearly are for the peak period demand, SRF’s traffic analysis for Highland Bank indicates the affected intersections will operate at a Level service “C”.

4. There has not been a sufficient level of investigation to demonstrate why the Plymouth Road/I-394 three legged intersection may not be redesigned to add a fourth leg and accommodate traffic that is destined to I-394.

Target requests City Council reject the concept designs as presented and direct staff to engage property owners to arrive at an alternative which addresses connectivity, right of way boundaries and appropriate peak period traffic flow to balance the improvements in the area and not just west of Plymouth Road.

Target will commit to working with the City and the other stakeholders to arrive at an alternative to the plans presented to date.

Sincerely,

John E. Dietrich

CC: Kim Hayden and Marlys Brandell; Target Corporation
August 13, 2015

Julie Wischnack  
Community Development Director  
City of Minnetonka  
14600 Minnetonka Blvd.  
Minnetonka, MN 55345  
jwischnack@eminnetonka.com

Re: Ridgedale Drive Redesign

Ms. Wischnack;

As you are aware, we represent the owners of Ridge Square North and Ridge Square South, who have operated these malls for approximately 20 years. When we learned of the City’s plans to break the connectivity of the Ridgedale Drive frontage road system, we became very concerned that this proposal would impair the retail experience in the area for shoppers and, most particularly, the customers of our tenants. Our tenants have confirmed that they believe the proposed splitting of Ridgedale Drive at Cartway Lane will cause confusion for their customers, make their stores less accessible and decrease their visibility. Our concerns were strong enough that we engaged a traffic engineering firm, Westwood Engineering, to determine if a solution to the traffic concerns could be addressed without severing the connectivity of Ridgedale Drive. Westwood met with the City’s engineer and consultants, reviewed the applicable traffic data, and issued a June 17, 2015 report detailing its analysis of the problem and how it could be best solved without severing Ridgedale Drive as currently proposed. A copy of that report was delivered to the City.

Since that time we have continued to meet with City officials, other property owners, and neighborhood residents. We understand many of them share the same concerns. Ridge Square does not agree with the recommended redesign of Ridgedale Drive and hopes additional alternatives will be studied, including those laid out by Westwood.

Ridge Square is committed to working with the City, other property owners and residents to arrive at an alternative to the City staff’s proposed plans. We therefore request the City Council reject the current concept designs and direct staff to engage property owners to arrive at an alternative which maintains the connectivity that all residents and property owners now enjoy.

Very Truly Yours,

GRAY, PLANT, MOOTY, MOOTY & BENNETT, P.A.

Norman M. Abramson
August 13, 2015

Julie Wischnack, AICP
Community Development Director
City of Minnetonka
14600 Minnetonka Boulevard
Minnetonka, MN 55345

Re: Ridgedale Drive Alignment Alternatives

Dear Ms. Wischnack:

Westwood Professional Services has been contracted to provide unbiased traffic analysis consultation services on behalf of Ridge Square North and South Shopping Centers. Ridge Square North and South has reviewed the design options recommended by the City and does not support the current proposed revisions to Ridgedale Drive and Cartway Lane. We request the City Council to direct staff to engage with property owners to arrive at a mutually agreeable alternative which does not sever Ridgedale Drive.

After careful analysis of this project and its intended goals, our Client feels that the proposal will not accomplish the desired outcome and believes this project, as presented, will not offer an adequate solution. Furthermore, the intersection of Ridgehaven Lane and Plymouth Road has not been adequately studied to determine suitability for the addition of a fourth leg at the intersection. Our Client requests further study of this scenario.

The proposed project is not consistent with the City’s Comprehensive Plan. Ridgedale Drive is currently classified as a Major Collector which provides access from neighborhoods to other collector roadways, properties, and the arterial street system. Plymouth Road is classified as an A Minor Reliever and designed to interconnect major trip generators and provide for longer trips. The proposed layouts presented by City staff sever Ridgedale Drive at Cartway Lane. Customers coming to the stores from the neighborhoods to the north will be forced to exit onto Plymouth Road and travel south to the next intersection where they turn onto Ridgedale Drive to access our business. This proposal will also increase traffic and hinder mobility on Plymouth Road.

A balance of all roadway functions is important to any transportation network. Ridgedale Drive was established to provide direct access to the developments fronting the arterial roadway of
Plymouth Road thus substantially eliminating turning movements into and out of those properties from Plymouth Road. Ridgedale Drive provides access to adjacent development, while Plymouth Road provides mobility. The current continuous layout of Ridgedale Drive fosters the sharing of customers between uses and enhances the retail experience. This proposed new route would increase delay by adding an extra 5 minutes, which in the case of convenience or fast food type stops will cause customers to choose a different destination.

The layout provided by staff severs the connection between the businesses on the east and west sides of Plymouth Road, violating the intended purpose of Ridgedale Drive which is to provide access to and from businesses. The proposed alternative also divides the southern shopping areas such as Ridge Square North and South from the northern shopping areas of Target and Lunds/Byerly’s. Approving this project in its proposed alignment will not provide the connectivity to adjacent businesses which provides the accessibility necessary to serve our customers.

To truly address the problem requires understanding the origin and destination of the traffic that is queuing at the intersection. According to the City’s traffic engineering consultant, 65% of the drivers on Ridgedale Drive want to access I-394. The current proposal does not provide a direct connection to that intersection and is not solving any traffic congestion problems, merely shifting them to another location. With and without the City’s proposed project queuing at the Cartway Lane and Ridgedale Drive intersection can be problematic and can take two or three cycles of green time to dissipate. However, by providing a direct connection, the fourth leg at the intersection of Plymouth Road and I-394/Ridgehaven Lane, the solution the city is looking for with this project will be achieved. An illustration of this concept is attached to this letter.

In addition to analyzing the alternatives proposed by staff, Westwood has considered an additional alternative to mitigate traffic as analyzed by the city’s consultant. This alternative will provide better connectivity to I-394 by adding traffic lanes in the eastbound direction on Ridgehaven Lane. This will alleviate congestion for the residents of the neighborhood behind the shopping area, will reduce the demand at the Cartway Lane and Plymouth Road intersection by 65%, and reduce traffic using the Cartway Lane and Ridgedale Drive intersection by 60%. Traffic operational analysis of the study area intersections indicates this solution maintains connectivity along Ridgedale Drive, addresses traffic queuing along the corridor, and maintains mobility on Plymouth Road.

Table 1 shows a comparison of traffic operations from the current conditions, the staff proposed layout, and the concept adding a fourth leg to the Plymouth Road and I-394/Ridgehaven Lane intersection. As shown in the table, the levels of service (LOS) at the intersections are anticipated to be LOS C for the Westwood Concept Option with a queue length of 406 ft. The staff proposed layout expects the Plymouth Road and Cartway Lane intersection operations to be LOS D with queues of 382 ft. The two concepts share similar queue lengths.
At the Public Information Meeting held on August 3, 2015, some concerns were expressed regarding providing the fourth leg to the Plymouth Road and I-394 intersection. One concern involved the slopes of the roadway. Currently, Ridgehaven Lane has a 5.6% slope, the MnDOT design guide recommends 0.5% as the desired slope for 25 ft from the intersection. However, this is a design guide and concessions can be made to accommodate appropriate intersection sight distances. The grades in the area should not be used as a primary excuse not to consider this option further. As can be seen in the attached figure, the slope of the I-394 approach is 2.6% and Plymouth Road has slopes of 2.8% and 3.8%. The existing slopes at the intersection are not held to the strict letter of the design guide.
August 13, 2015

Therefore, our Client requests that the City Council reject the concept designs as presented and direct staff to engage with property owners to arrive at an alternative which does not sever Ridgedale Drive. The owner of Ridge Square North and South is committed to working with the City and other stakeholders to develop an alternative that will improve the traffic flow and connectivity for the area.

Sincerely,

WESTWOOD PROFESSIONAL SERVICES

[Signature]

Sonja Piper, P.E.
Sr. Transportation Engineer
June 17, 2015

Will Manchester, PE
City of Minnetonka
14600 Minnetonka Boulevard
Minnetonka, MN  55345

Lee Gustafson, PE –WSB
City of Minnetonka
14600 Minnetonka Boulevard
Minnetonka, MN  55345

Matt Pacyna, PE
SRF Consulting
One Carlson Parkway North, Suite 150
Minneapolis, MN 55447-4443

Re:  Cartway Lane

Mr. Manchester:

Westwood Professional Services has been engaged by the owners of the Ridge Square North and Ridge Square South Shopping Center to review and analyze the City of Minnetonka’s proposed Ridgedale Drive/Cartway Lane reconstruction project. We have completed our analysis of the options currently set forth by City staff and have the following comments.

The City has determined that the intersections of Ridgedale Drive with Cartway Lane and Cartway Lane with Plymouth Road are presenting minor operational issues with moderate vehicle queues during the highest hours of the Holiday season. To mitigate the queuing the City has developed several alternatives and has identified the attached Figures 1 and 2 as the preferred alternatives 1 and 3a, respectively.

From our review of the City’s concerns and the underlying data, we question why it is necessary to design for the highest annual hour rather than the age old industry standard of 30th highest hour volume in the year. Designing to the highest hour volume in the year is not sustainable unless it is being undertaken to address a safety issue, which is not the case here. Designing for the highest hour results in over-designing infrastructure to handle conditions present only one or two days a year. A better use of public funding would be designing for the 30th highest hour
volume of the year, which is the point at which traffic volumes are high but common day-to-day. No reason has been presented why Minnetonka should deviate from accepted traffic engineering practices.

If the City chooses to design to the highest hour of traffic usage, we do not agree that the chosen alternatives offer the best solution for Ridgedale Drive, and recommend that two additional options be considered, the No-Build option and the option depicted on Figure 3.

Both options presented by City staff sever Ridgedale Drive at Cartway Lane and also sever the connection between Ridge Square North and South and the stores and customers to the north. Alternative 1 (see Figure 1) does maintain a right turn movement from Cartway Lane onto Old Ridgedale Road, but eliminates the ability to travel north. This means that a resident in the neighborhood to the west can get to the stores south of Cartway Lane but cannot return home easily. In fact, on the return trip the driver would be forced to travel south to the Ridgedale Drive and Plymouth Road intersection, then turn left to travel north on Plymouth Road, putting an unnecessary trip on Plymouth Road and adversely impacting the mobility of the Plymouth Road traffic. This homeward bound driver would then need to turn left at the Cartway Lane intersection, again hindering the mobility of Plymouth Road. This new route home would take an extra 5 minutes, which in the case of convenience or fast food type stops will cause some customers to choose a different destination.

Alternative 3a (see Figure 2) does maintain a link between the stores to the north and the residents to the west, but in a very circuitous manner. This alternative eliminates the connectivity of Ridgedale Drive by breaking it into a new northern section as Cartway Lane extends to the north and a new southern section which stops short of the existing Cartway Lane intersection and turns into the Byerly’s parking area. From there it snakes to the north through a new access intersection which allows for ¾ access onto the northern Ridgedale Drive and continues in a circuitous manner to the primary entrance aisle for Target and Byerly’s. At this location, the neighborhood based trip would be forced to exit onto Ridgedale Drive at the Target traffic signal. Alternative 3a would require that a driver know to turn into the Byerly’s parking lot to access the Ridge Square North development, as there is insufficient visibility for the driver to understand where to access the site. Further, this circuitous path would appear to require cross walks and other paths for pedestrians to cross, making it a slow moving drive back to the south and therefore undesirable for motorists.

After a careful analysis of the goals of the project and all of the alternatives considered by City staff, our strong recommendation is that public dollars need not be spent on reconstructing the roadways in this area, and that the best alternative is the No-Build option. With this option, the character of Ridgedale Drive as a frontage road/collector road providing access to commercial and retail development associated with Ridgedale Mall to the east, Ridge Square North, Byerly’s, Target, and Best Buy to the west is maintained. Ridgedale Drive was established to provide direct access to the developments fronting on the arterial roadway of Plymouth Road while substantially eliminating turning movements into and out of those properties from Plymouth
Road. Ridgedale Drive provides access to adjacent development, while Plymouth Road provides mobility. The current continuous layout of Ridgedale Drive fosters the sharing of customers between uses and enhances the retail experience. The options proposed by staff violently sever the connection between the uses on the east and west sides of Plymouth Road, and violate the intended purpose of Ridgedale Drive to provide access to and from businesses. The proposed alternatives also subordinate the southern shopping areas such as Ridge Square North and South to Target and Byerlys. The No-Build option best serves the needs of all of the retail developments that strategically located along Ridgedale Drive, and costs the taxpayers nothing.

In addition to analyzing the alternatives proposed by staff, Westwood has considered additional alternatives to mitigate the Holiday season highest hour traffic queuing constraint mentioned above. During the Holidays, traffic can build at the intersection of Cartway Lane and Plymouth Road with the resulting vehicle queue extending into the Cartway Lane/Ridgedale Drive intersection and beyond to the northwest. This queue can take two or three cycles of green time to dissipate. Solving this problem requires understanding the origin and destination of the traffic that is queuing at this intersection. Westwood’s analysis indicates the traffic that is queuing is turning left onto Plymouth Road and is generally destined to I-394, which is accessed by turning right onto the eastbound and westbound ramps. Field observations verify that queuing vehicles waiting to access Plymouth Road stack more in the left turn lane furthest to the right, from which they can access I-394. Westwood recommends that the best solution to address this queuing is to enhance access to I-394, rather than destroy the connectivity of Ridgedale Drive. Figure 3 illustrates our proposed solution. We anticipate that the additional access to I-394 would also be well received by neighborhood residents who use the Ridgedale Drive/Cartway Lane route primarily to access I-394.

The Westwood alternative set forth in Figure 3 will provide better connectivity to I-394 by adding traffic lanes in the eastbound direction on Ridgehaven Lane. This will alleviate congestion for the residents of the neighborhood behind the shopping area and will also reduce the demand at the Cartway Lane and Plymouth Road intersection by 65%. It will reduce the traffic utilizing the Cartway Lane and Ridgedale Drive intersection by 60%, and may eliminate the need for a traffic signal at this location.

Westwood has analyzed the traffic operations of the existing condition, the City’s Alternative 3a, and the Westwood solution set forth in Figure 3 using traffic count information provided by the City. Table 1 below summarizes the findings.
June 17, 2015
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Table 1 – Critical Intersection Operations and Queues

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Traffic Control</th>
<th>Intersection Control Delay (seconds)</th>
<th>Overall Intersection LOS</th>
<th>95th Percentile Queue Length</th>
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<tbody>
<tr>
<td>Plymouth Rd &amp; Ridgeway Ln/I-394</td>
<td>Signal</td>
<td>26.8</td>
<td>LOS-C</td>
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<td>LOS-D</td>
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<td>LOS-D</td>
<td>SB Left - 476ft</td>
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Total Queue = 725ft

Option 3A

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<th>Intersection</th>
<th>Traffic Control</th>
<th>Intersection Control Delay (seconds)</th>
<th>Overall Intersection LOS</th>
<th>95th Percentile Queue Length</th>
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<tbody>
<tr>
<td>Plymouth Rd &amp; Ridgeway Ln/I-394</td>
<td>Signal</td>
<td>19.0</td>
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<td>36.1</td>
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Total Queue = 382ft

Westwood Concept Option

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<th>Traffic Control</th>
<th>Intersection Control Delay (seconds)</th>
<th>Overall Intersection LOS</th>
<th>95th Percentile Queue Length</th>
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<tbody>
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<td>Signal</td>
<td>33.7</td>
<td>LOS-C</td>
<td>EB Left - 116ft</td>
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<td>SB Left - 250ft</td>
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Total Queue = 406ft

If forced to choose one of the options proposed by staff, Westwood recommends Alternative 3a as it maintains a link to the stores to the north and residents to the west. However, Alternative 3a should be modified to define a through street connecting Ridgeway Drive with the proposed Byerly’s Street so that vehicles using this street can traverse in an uninterrupted manner to the Target/Byerly’s drive aisle intersection. This will require participation from Target to modify the entrance intersection.

However, we strongly recommend the No-Build Alternative as it maintains the connectivity of the stores and restaurants to the north and south of Ridgeway Drive. The no build alternate also
supports the hierarchy of the road system with Ridgedale Drive providing access opportunities to businesses in the area and Plymouth Road providing mobility to and from the area. We do not agree that any roadway should be designed to address traffic conditions that are present in the highest annual hour versus the 30th highest annual hour, as this is not sustainable.

The issue that needs to be resolved is not specifically the queuing at Cartway Lane and Ridgedale Drive, but rather the accessibility of the I-394 ramps for traffic from those roadway facilities. To address this issue, Westwood has proposed an alternative solution that builds on the existing infrastructure by allowing a straight through connection on Ridgehaven Lane that runs west to east. Traffic operations analysis of the study area intersections indicates this solution maintains connectivity along Ridgedale Drive, addresses traffic queuing along the corridor, and maintains mobility on Plymouth Road.

Please contact me if you have any questions.

Sincerely,

WESTWOOD PROFESSIONAL SERVICES

Vernon E. Swing, PE
National Transportation Engineering Service Leader

Attachments: Figures 1, 2, 3

Cc: Norman Abramson – Gary Plant Mooty
    Peter Beck – Beck Law Office
    Elliot Wolson, Ridge Square North
Memorandum

To: Will Manchester, PE, Director of Engineering
    City of Minnetonka
Cc: Vern Swing, PE
    Westwood Professional Services
From: Matthew Pacyna, PE, Senior Associate
      SRF Consulting Group, Inc.
Date: July 1, 2015
Subject: Ridgedale Drive/Cartway Lane Concept/Design Review □ Comment Responses

Background

The Ridgedale Drive/Cartway Lane Concept/Design traffic review was originally completed on December 30, 2014 with design concepts completed April 9, 2015. The City of Minnetonka directed SRF to provide Westwood Professional Services (at Westwood's request) traffic data associated with the developed design concepts. These concepts were developed to address the close proximity of the Ridgedale Drive/Cartway Lane intersection to Plymouth Road and the resulting operational issues from this close spacing. In response to a review of the provided information, Westwood prepared comments and summarized in a memo on June 17, 2015. Based on a review of these comments, SRF has prepared the following responses.

Responses to Westwood Cartway Analysis

1) Westwood characterized the delays as "minor operational issues with moderate vehicle queues during the highest hours of the holiday season." However, Westwood also stated that "During the Holidays, traffic can build at the intersection of Cartway Lane and Plymouth Road with the resulting vehicle queue extending into the Cartway Lane/Ridgedale Drive intersection and beyond to the northwest. This queue can take two or three cycles of green time to dissipate."

SRF Response - Staff regularly receive feedback from area residents regarding delays and queues at the area, particularly the southbound to eastbound movement at the Ridgedale Drive/Cartway Lane intersection. Cycle failures are frustrating to motorists and often result in motorists driving more aggressively than normal.

2) Why is it necessary to design for the highest annual hour rather than the age old industry standard of 30th highest hour volume in the year?

SRF Response - Both the typical weekday (i.e. non holiday) and holiday conditions were reviewed when performing analysis of this area. The peak holiday periods typically occur from late November through early January, primarily during weekends between 11 a.m. and 3 p.m. The weekday noon hour and p.m. peak hours are also often considered to be busy periods, particularly during the holiday season. Therefore, it is reasonable to assume the 30th highest annual hour does fall within or relatively close to the holiday period. Furthermore, retailers make a significant portion of their sales during the holiday season and adequate access during this time is a significant issue for them.
3) Westwood recommends that two additional options be considered, the No-Build option and the option depicted on Figure 3.

**SRF Responses:**

a. **No-Build** - Staff does not feel the No-Build condition is an option due to the current operations and feedback from constituents. As noted, there are challenges within this area and the proposed concepts are expected to improve operations within the area. Staff also desires to improve pedestrian/bicyclist connectivity, mobility, and safety within the area.

b. **Figure 3 Westwood Concept** - This type of improvement was considered during the concept development phase. The following challenges were identified with this type of concept and therefore was not further evaluated:

   a. The slope of the new approach would be approximately five (5) percent, which is generally considered too steep for winter conditions, particularly for an approach to a traffic signal where stops are likely to occur. This has the potential to create significant back-ups and safety concerns during icy conditions. Given the limited distance between Plymouth Road and Ridgedale Drive in this location, there is not sufficient space to construct a more level portion of roadway to alleviate this concern. Ideally, approaches for entering roadways should have a grade of 0.5 percent away from the roadway for 50 feet (25 feet minimum) per MnDOT Road Design Manual Section 5-1.04.02.

   b. The concept would introduce another traffic signal along Ridgedale Drive and in close proximity to existing traffic signals, which does not meet typical signal spacing guidelines and would create additional operational concerns.

   c. There is less vehicle storage along Ridgehaven Lane (115 feet) versus along Cartway Lane (185 feet).

   d. Future improvements along Plymouth Road at Ridgehaven Lane would likely reduce the vehicle storage in this location to less than 115 feet.

   e. Similar queuing issues are expected along Ridgehaven Lane and subsequently along Ridgedale Drive (approximately 300 feet in the southbound direction) that currently result from the Cartway Lane area. These queues have the potential to impact the signalized Target access along Ridgedale Drive.

   f. Truck maneuverability may be challenging and would possibly need to be restricted.

   g. FHWA/MnDOT/Hennepin County would need to approve this type of access modification, particularly since the Plymouth Road/Ridgehaven Lane/I-394 intersection operations would go from an overall LOS B/C operation (i.e. 20 seconds) to approximately an overall LOS C operation (i.e. 34 seconds), which is near the LOS C/D threshold.

4) The options proposed by staff violently sever the connection between the uses on the east and west sides of Plymouth Road, and violate the intended purpose of Ridgedale Drive to provide access to and from businesses.

**SRF Response** - All businesses will retain adequate access to the east and west sides of Plymouth Road via either Cartway Lane or Ridgedale Drive. The ability for motorists and pedestrians to maneuver between businesses north and south of Cartway Lane will also be adequate as Ridgedale Drive will continue to provide direct access or connections to area businesses, although minor increases in circulation are expected for some motorists depending on their ultimate origin/destination.
5) We anticipate that the additional access to I-394 would also be well received by neighborhood residents who use the Ridgedale Drive/Cartway Lane route primarily to access I-394.

_SRF Response □ See response to question #3_

6) The Westwood concept will provide better connectivity to I-394 by adding traffic lanes in the eastbound direction on Ridgehaven Lane. This will alleviate congestion for the residents of the neighborhood behind the shopping area and will also reduce the demand at the Cartway Lane and Plymouth Road intersection by 65%. It will reduce the traffic utilizing the Cartway Lane and Ridgedale Drive intersection by 60%, and may eliminate the need for a traffic signal at this location.

_SRF Response □ See response to question #3_

7) Alternative 3A should be modified to define a through street connecting Ridgedale Drive with the proposed Byerly’s Street so that vehicles using this street can traverse in an uninterrupted manner to the Target/Byerly’s drive aisle intersection. This will require participation from Target to modify the entrance intersection.

_SRF Response □ Staff has and continues to coordinate with Byerly’s and other local businesses to refine the concepts and internal circulation._