

City Council Agenda Item #14
Meeting of August 17, 2015

Brief Description: Resolution for the Cartway Lane and Ridgedale Drive project

Recommended Action: Adopt the resolution

Background

The 2016 street rehabilitation program includes the reconstruction of the Cartway Lane and Ridgedale Drive intersection area to reduce traffic congestion. The project extends east and west of Plymouth Road on Cartway Lane and on Ridgedale Drive north and south of the intersection with Cartway Lane. The addition of sidewalks and street lighting to improve pedestrian mobility in the area is also included in this project.

Traffic in the Ridgedale area has been studied for many years. Beginning in the late 1980s, the city and adjoining communities commenced the I-394 Corridor Study. Approximately a decade later, the area continued to grow, and traffic signal improvements were implemented along Plymouth Road, Cartway Lane and Ridgedale Drive. In 2007, the Ridgedale Center traffic study evaluated the area as part of the mall expansion.

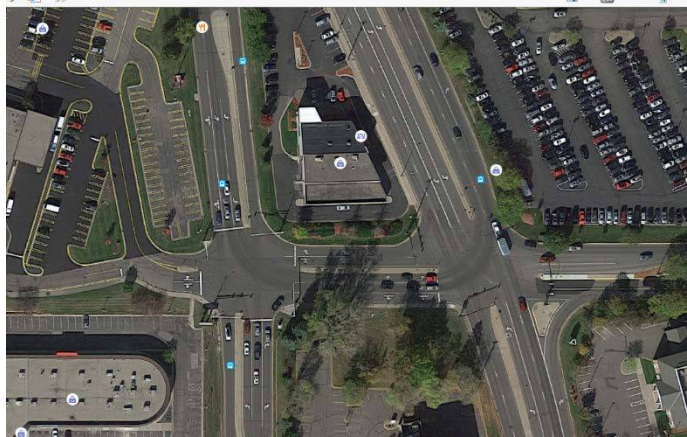
In 2012, the Ridgedale Village Center Study further analyzed traffic associated with the long-term vision for the area, and an update began on the I-394 Corridor study. In 2014, the Highland Bank redevelopment project provided additional traffic analysis in the area, which included a further detailed review of the Cartway Lane and Ridgedale Drive intersection. Based on the extensive history, it was apparent traffic improvements to the area were necessary to ease current congestion.

The 2016-2020 Capital Improvement Program (CIP) was reviewed by the city council on April 27, 2015. As a part of that discussion, several Ridgedale area improvements were discussed including road, infrastructure, and pedestrian improvements. These improvements are part of the long-term transformation of this area as envisioned in the Ridgedale Village Center Study.

Consideration and subsequent approval of the Highland Bank redevelopment on Plymouth Road brought attention to congestion on Cartway Lane. The discussion highlighted the need to address congestion problems and associated transportation and pedestrian deficiencies in this area. As a result, the 2016-2020 CIP funds significant improvements to Cartway Lane and Ridgedale Drive. In order to ensure cohesion for the entire Ridgedale area, master plans for decorative lighting and pedestrian facilities are being developed.

Proposed Improvements

The primary source of congestion in this area is due to the heavy southbound left-turn movement on Ridgedale Drive to go eastbound on Cartway Lane, followed by a heavy left-turn movement for eastbound Cartway Lane to go northbound on Plymouth Road. This multiple dual left-turn situation handles approximately 500-600 vehicles in peak hour movements during non-holiday peak times, and substantially higher numbers during holiday peak hours. The design feature that has been developed to reduce this congestion eliminates the Cartway Lane and Ridgedale Drive signal system. Eliminating this signal will reduce delays by allowing just one signal to control the heavy left-turn movement, instead of two.



The recommended concept also takes some of the Ridgedale Drive traffic that currently adds to the congestion and redirects it to the Ridgedale Drive and Plymouth Road intersection.

The road reconfigurations are being designed to fit within the existing curb lines where possible to minimize impacts, and to reuse the existing asphalt where allowable. The project will also be phased to minimize traffic disruptions as much as possible.

The decorative lighting master planning study that is currently underway is intended to be completed in 2015 so the results from that study can be incorporated into the lighting needs for this project.

Public Input

Staff and the city's consultants hosted informational meetings with local businesses and the affected neighborhoods on August 3, 2015 as a follow up to the initial informational meetings held on April 30, 2015. At the meetings, the recommended concept was presented and many questions relating to the roadway changes were answered. Several times at each meeting it was stressed that there is not one perfect solution for addressing the congestion. In fact, the traffic in the area will never be optimal.

Business owners generally understood the rationale behind the concept, but were split on their support of the project primarily due to the change in travel patterns. Ridge Square businesses were particularly concerned about taking away the through movement on Ridgedale Drive and the westbound Cartway Lane left turning movement. Staff also

spoke with Byerlys and the Ridgedale mall property manager before the informational meetings, and both parties affirmed their support for the recommended concept.

Direct access to I-394 near Ridgehaven Lane

Some business owners asked if a full intersection could be constructed at Ridgehaven Lane and Plymouth Road. This currently exists as a westbound-only access from Plymouth Road to Ridgedale Drive, located north of Cartway Lane. The city's traffic consultant reviewed the option and determined that introducing a full intersection at this location would not provide enough space for stacking of cars for the Target entrance signal to the north.

Additionally, it would result in queues spilling back into the Target signal intersection, creating a similar situation to what currently exists at the Cartway Lane and Ridgedale Drive intersection. The queuing of these intersections was also shown to potentially delay traffic on Plymouth Road. Furthermore, it was discovered that in order to effectively reduce the potential of heavy queuing and delays to the intersections on Ridgedale Drive, significant impacts to the Target property west of Ridgedale Drive would be necessary due to extending Ridgehaven Lane to provide appropriate vehicle stacking, thus impacting parking. Finally, grade constraints would require raising Ridgedale Drive to meet MnDOT and Hennepin County design standards.

Closing Cartway Lane

Staff was also asked by some businesses if closing Cartway Lane and improving Ridgedale Drive at the intersection of Plymouth Road was considered. Closing Cartway Lane would push the traffic congestion to this intersection. The increased volume due to the elimination of Cartway Lane would require significant reconstruction for a wider intersection at Ridgedale Drive and Plymouth Road.

As the traffic signals are interconnected, signal timing and configuration changes along Plymouth Road would be necessary to not only the Ridgedale intersection, but to all intersections. This would create additional delays to the entire area along Plymouth Road and Ridgedale Drive. It would further cause vehicles to stack west from the intersection at Plymouth Road and to the north on Ridgedale Drive during the peak hours and holiday season, impeding driveway access to businesses in this area and creating even further delays than exist today.

Residents also had many questions relating to travel patterns, but were generally supportive of the project. Minutes of both meetings and a memo from the city's traffic consultant further discussing details of the options considered are attached.

Estimated Project Costs and Funding

The total estimated construction cost, including engineering, administration, easement acquisition and contingency is \$3,500,000. The budget amount for the project is shown below and is included in the 2016-2020 CIP. Estimated costs will be fine-tuned during

final design and as easement acquisition becomes more apparent. When final costs are known at the time bids are awarded, the city council will likely be requested to amend the CIP to reflect any funding changes.

	Budget Amount	Proposed Funding	Expense
Construction Costs			\$3,500,000
Municipal State Aid	\$2,000,000	\$2,000,000	
Street Improvement Fund	340,000		
Storm Water Fund	600,000	340,000	
Tax Abatement	660,000	660,000	
Electric Franchise Fees	500,000	500,000	
Total Budget	\$4,100,000	\$3,500,000	\$3,500,000

Schedule

If the recommended actions are approved by the city council, staff anticipates developing the final plans from September through January with final council approval in mid-February. Bids would be presented for acceptance around April 1, 2016, and construction would likely begin around May 1, 2016.

The following are tentative dates which would continue the public engagement for area.

- October 5 - Neighborhood meeting to discuss street lighting, landscaping, walkability, and design update
- October 19 - City council study session
- November 12 – Final neighborhood meeting

Recommendation

Adopt the attached resolution:

- 1) Approving layout #3
- 2) Ordering the improvements
- 3) Authorizing preparation of plans and specifications
- 4) Authorizing easement acquisition

for the Cartway Lane and Ridgedale Drive Project No.16501.

Submitted through:
Geraldyn Barone, City Manager

Originated by:
Will Manchester, PE, Director of Engineering

Resolution No. 2015

Resolution approving Layout #3, ordering the improvements in, authorizing preparation of Plans and Specifications, and authorizing Easement Acquisition for the Cartway Lane and Ridgedale Drive Project No. 16501

Be It Resolved by the City Council of the City of Minnetonka, Minnesota as follows:

Section 1. Background.

- 1.01. A concept layout was prepared by and/or under the direction of the engineering department of the City of Minnetonka with reference to the proposed Cartway Lane and Ridgedale Drive Project No. 16501.
- 1.02. This layout was received by the City Council on August 17, 2015 with the project to be known as:
- Cartway Lane and Ridgedale Drive, Project No. 16501.

Section 2. Council Action.

- 2.01. The concept layout is hereby approved and the preparation of plans and specifications are hereby authorized.
- 2.02. The proposed improvements are hereby ordered as proposed.
- 2.03. The city engineer is hereby designated as the engineer for this improvement.
- 2.04. The city attorney and the city engineer are hereby authorized to acquire necessary easements by negotiation or condemnation.

Adopted by the City Council of the City of Minnetonka, Minnesota, on August 17, 2015.

Terry Schneider, Mayor

Attest:

David E. Maeda, City Clerk

Action on This Resolution:

Motion for adoption:

Seconded by:

Voted in favor of:

Voted against:

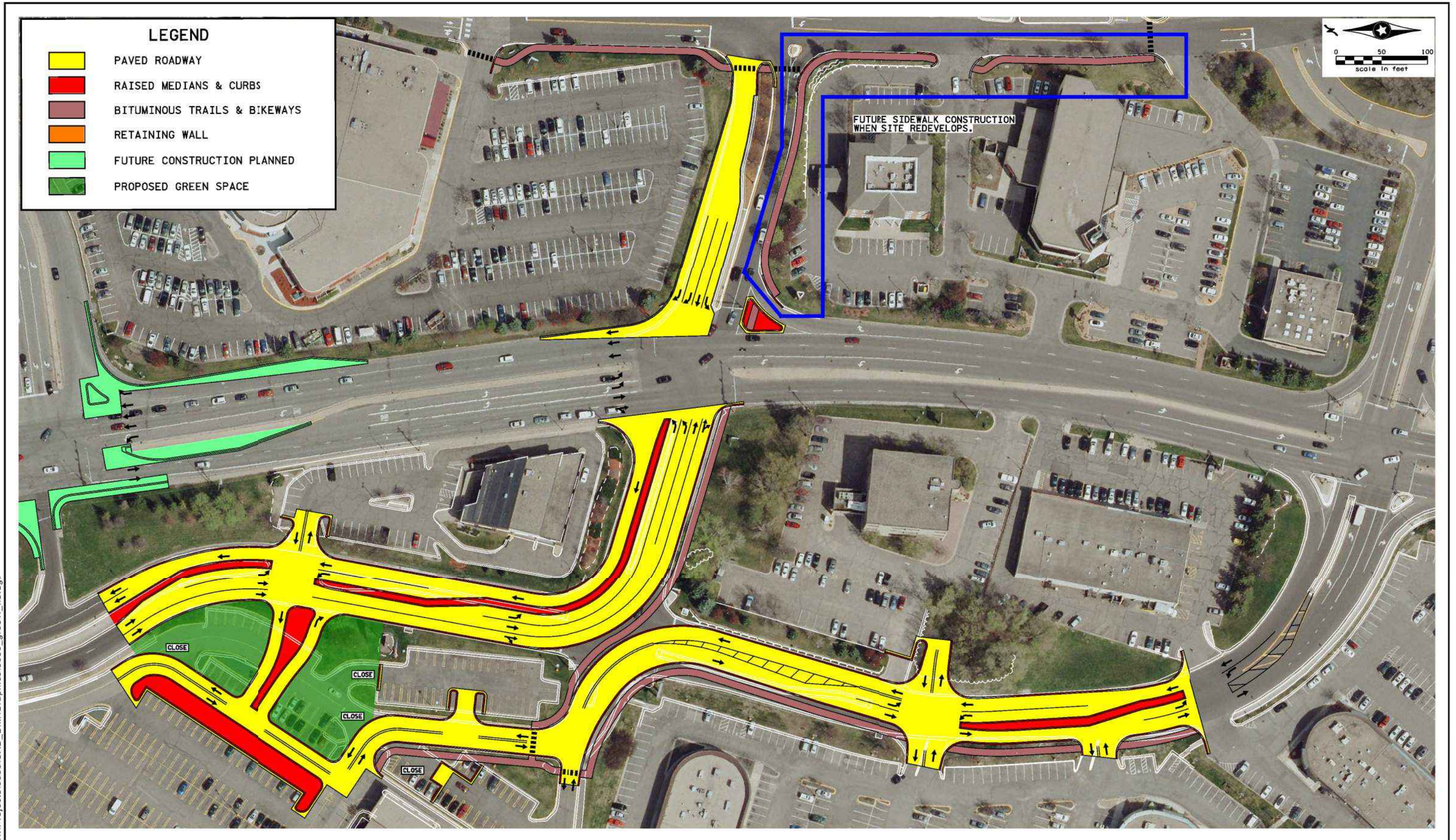
Abstained:

Absent:

Resolution adopted.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the City Council of the City of Minnetonka, Minnesota, at a duly authorized meeting held on August 17, 2015.

David E. Maeda, City Clerk



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To: Will Manchester, PE, Director of Engineering
City of Minnetonka

From: Matthew Pacyna, PE, Senior Associate
SRF Consulting Group, Inc.

Date: August 12, 2015

Subject: Cartway Lane Improvement Evaluation

Introduction

During the development approval process for the Highland Bank site in 2014, the adjacent neighborhood expressed concerns with existing operations within the study area, specifically the southbound Ridgedale Drive to Plymouth Road movement via Cartway Lane. This movement has been a concern of area residents and City staff for many years and in particular, the holiday periods when area businesses experience a significant increase in activity. Although the *Highland Bank Redevelopment Study* and subsequent addendum did not specifically identify the need for improvements, City leaders requested an evaluation to determine if any improvements could be developed to address the issues expressed by area residents. Therefore, the following information summarizes the assumptions, methodology, and results of this evaluation.

Supplemental Data Collection

As part of the *Highland Bank Redevelopment Study*, peak hour intersection turning movement and pedestrian counts were completed in September 2014. The 2014 counts were also compared to historical year 2012 turning movement counts within the same area. However, since several residents expressed concerns during the holiday period (Thanksgiving through the New Year), supplemental turning movement counts were collected in early December 2014 at the following study intersections:

- Plymouth Road/Cartway Lane
- Plymouth Road/Ridgedale Drive
- Ridgedale Drive/Cartway Lane

These counts were collected for both the weekday and weekend (Saturday) peak periods. Based on the data collected, the Saturday peak hour (approximately 1:30 p.m. to 2:30 p.m.) represents the higher of the two conditions. However, it should be noted that the data collected does not represent the peak holiday condition, which typically occurs on Black Friday or the week before Christmas. In addition to the peak hour counts, 15-minute pulse counts were collected at business access points along Ridgedale Drive during the same Saturday period to better understand general area travel patterns. Other traffic volume was provided by MnDOT. Peak hour field observations were also conducted to verify operations and queuing within the study area.

Existing Operations

To quantify existing operations within the study area, a detailed traffic operations analysis was completed. Analysis completed as part of the *Highland Bank Redevelopment Study* and addendum was utilized, while the supplemental holiday period data was incorporated as part of this evaluation. The goal of the existing operations analysis is to provide a baseline condition in which the operations of alternatives can be compared.

Results of the existing operations analysis for the existing weekday (September), Saturday (September), and Saturday (December - holiday) periods summarized in Table 1 indicate that during the typical September weekday and Saturday conditions, all study intersections operate acceptably. However, during the Saturday (holiday) period, the Ridgedale Drive/Cartway Lane intersection operates poorly, which is consistent with observations and stakeholder feedback.

Table 1. Existing Peak Hour Operations Analysis Comparison

Intersection	Peak Hour Level of Service (Delay)		
	Weekday P.M. September 2014	Saturday Midday September 2014	Saturday Midday December 2014
Plymouth Road/I-394 South Ramps	B (16 sec.)	B (18 sec.)	C (20 sec.)
Plymouth Road/Cartway Lane	C (23 sec.)	C (28 sec.)	D (38 sec.)
Plymouth Road/Ridgedale Drive	C (20 sec.)	C (22 sec.)	C (23 sec.)
Ridgedale Drive/Cartway Lane	C (29 sec.)	D (36 sec.)	E (65 sec.)

Note: The weekday p.m. represents 4:30 p.m. to 5:30 p.m., while the Saturday midday represents 1:30 p.m. to 2:30 p.m.

In addition to level of service, observations were conducted to verify operations and queueing within the area. The observations confirmed the results of the operations analysis. In particular, southbound queues from the Ridgedale Drive/Cartway Lane intersection extended approximately 750 feet during the December Saturday midday period. Furthermore, these queues extended beyond the Verizon Wireless access more than 50 percent of the peak hour. These queues are the result of the close intersection spacing along Cartway Lane between Plymouth Road and Ridgedale Drive (200 feet), which limits the efficiency of the signal operations.

Concept Development

SRF worked with City staff to develop, evaluate, and refine potential concepts to address existing issues. Although several concepts were initially considered, there were three preliminary concepts the City wanted to evaluate further (see Appendix). Each of the concepts would remove the existing traffic signal at the Ridgedale Drive/Cartway Lane intersection and create a new access point into Byerly's opposite the existing Verizon Wireless access. Alternatives 1, 2, and 3 provide different roadway connections serving area businesses, as well as pedestrian facilities. To help evaluate these alternatives, an operations analysis was completed to determine how each concept addressed concerns raised.

Results of the preliminary concept operations analysis indicate that Alternative 3 provides the best traffic operations, while maintaining business access and connectivity. Under Alternative 3, the 95th percentile queues along southbound Ridgedale drive improve from approximately 750 feet to 400 feet during the peak period, which no longer would extend beyond the Verizon Wireless access. Therefore, City staff felt that Alternative 3 best met the goals of the project.

Table 2. Peak Hour Operations Analysis - Alternative Comparison

Intersection	Level of Service (Delay)		
	Alternative 1	Alternative 2	Alternative 3
Plymouth Road/I-394 South Ramps	C (22 sec.)	C (22 sec.)	C (20 sec.)
Plymouth Road/Cartway Lane	D (46 sec.)	E (61 sec.)	D (36 sec.)
Plymouth Road/Ridgedale Drive	C (30 sec.)	C (28 sec.)	C (27 sec.)
Ridgedale Drive/Cartway Lane	D/F (90 sec.)	N/A	N/A

Note: Each alternative would remove the traffic signal at the Ridgedale Drive/Cartway Lane intersection.

Additional Alternatives Discussion

Alternative 1

This alternative would provide efficient operations along Ridgedale Drive to Cartway Lane, as well as pedestrian connection along Cartway Lane. A primary concern of Alternative 1 was the operations and safety of the right-in/right-out where Ridgedale Drive meets Cartway Lane. In particular, the majority of the northbound right-turning vehicles from Ridgedale Drive onto Cartway Lane would be destined to northbound Plymouth Road. This would require these vehicles to cross two or three lanes of traffic in a short distance, which technically would be considered an illegal maneuver. Another concern was the limited connectivity between businesses south of Cartway Lane and the Byerly's/Target area.

Alternative 2

This alternative would provide efficient operations along Ridgedale Drive to Cartway Lane, as well as pedestrian connection with less conflict points than Alternative 1. However, similar to Alternative 1, this configuration would limit connectivity between businesses south of Cartway Lane and the Byerly's/Target area, which was a concern raised by area stakeholders.

Alternative 3

This alternative would provide efficient operations along Ridgedale Drive to Cartway Lane, similar to Alternative 2. However, Alternative 3 also provides a connection between businesses south of Cartway Lane and the Byerly's/Target area.

Other benefits of this type of conversion along Ridgedale Drive include:

- 1) Provides additional capacity at the Plymouth Road/Cartway Lane intersection.
- 2) Allows for the east-west split phasing signal timing to be eliminated, providing more flexibility in the traffic signal operations.

Other Concepts Considered

Ridgehaven Lane Connection

One of the first concepts considered was the creation of the west leg of the Plymouth Road/I-394 South Ramp intersection. From a traffic operations perspective, this would attract a significant amount of motorists that currently use Cartway Lane to access Plymouth Road (and eventually I-394) more directly to their destination. However, there were several key issues/concerns identified with this type of connection.

- 1) Requires additional improvements currently planned for year 2017 along Plymouth Road to be implemented with this type of connection to maintain similar operations.
- 2) The existing grade difference along Ridgehaven Lane between Plymouth Road and Ridgedale Drive is approximately four to five percent. A grade of this magnitude would be difficult for motorists to start/stop during icy winter conditions and is not desirable.
 - a. A uniform approach grade between one-half percent (ideal) and two percent (adequate) would need to be considered.
 - b. To achieve a two percent approach grade, Ridgedale Drive would need to be reconstructed approximately two to three feet higher than its current configuration. Ridgedale Drive would need to be raised even further to achieve a one-half percent approach grade.
- 3) There is limited vehicle storage along Ridgehaven Lane between Plymouth Road and Ridgedale Drive (approximately 100 feet).
 - a. This allows for only four to five vehicles to store in each lane. From a preliminary operations analysis, this lack of vehicle storage results in queues extending back to the Target access during the holiday periods.
 - b. Ideally, at least 200 feet of storage would be provided along Ridgehaven Lane between Plymouth Road and Ridgedale Drive to limit any queuing impacts to the Target access. To achieve this type of storage, significant right-of-way and parking impacts to the Byerly's/Target area would be expected.
- 4) A new traffic signal would need to be installed at the Ridgedale Drive/Ridgehaven Lane intersection and operated/coordinated with the existing traffic signal at the Plymouth Road/I-394 South Ramp intersection.
- 5) Given the need for a new traffic signal at Ridgedale Drive/Ridgehaven Lane, MnDOT has indicated the desire to remove the existing Target access signal. Additional Target access modifications would also need to be considered if the signal were removed.
- 6) Introduces another approach that pedestrians/bicyclists would conflict with along the west side of Plymouth Road.

Two illustrations of the Ridgehaven Lane connection are shown in the Appendix for reference.

Cartway Lane Closure

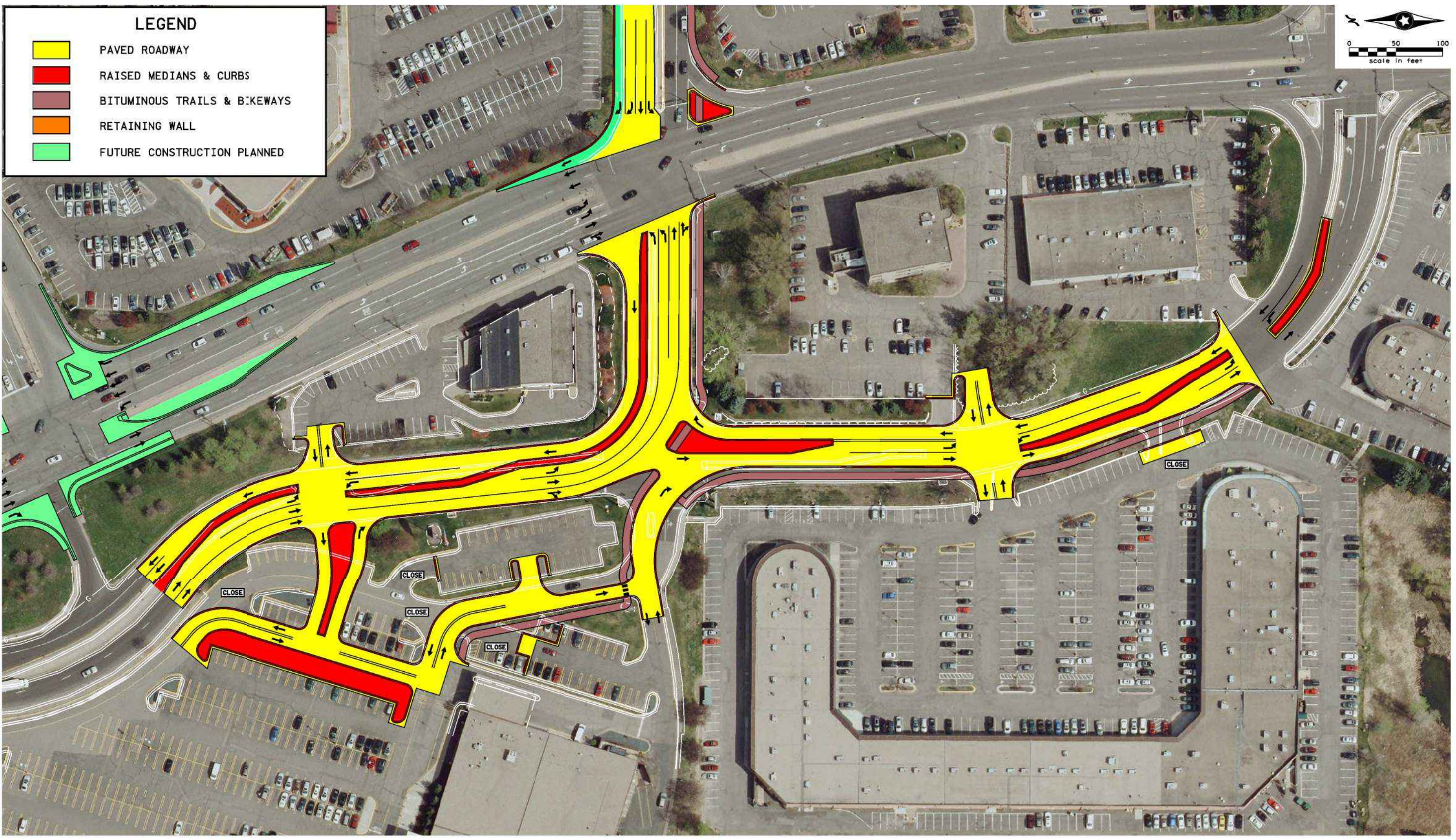
Some area businesses expressed concerns with Alternative 3 and asked if the existing issue could be addressed by closing Cartway Lane, effectively shifting all traffic west of Plymouth Road to the Plymouth Road/Ridgedale Drive intersection. SRF reviewed this potential closure and determined that significant capacity improvements would be necessary to accommodate the change in travel patterns. Furthermore, this would increase the travel distance for motorists along Ridgedale Drive destined for Plymouth Road to the north or I-394.

Conclusions/Recommendations

Based on the operations analysis and overall roadway and pedestrian facility connectivity, Alternative 3 best addresses the goals of the evaluation. As Alternative 3 has moved forward and been shared with public and area stakeholders, additional refinements have been incorporated based on the feedback received. These refinements include extending pedestrian facilities east of Plymouth Road, as well as an additional westbound right-turn lane on the east approach of Cartway Lane at Plymouth Road.

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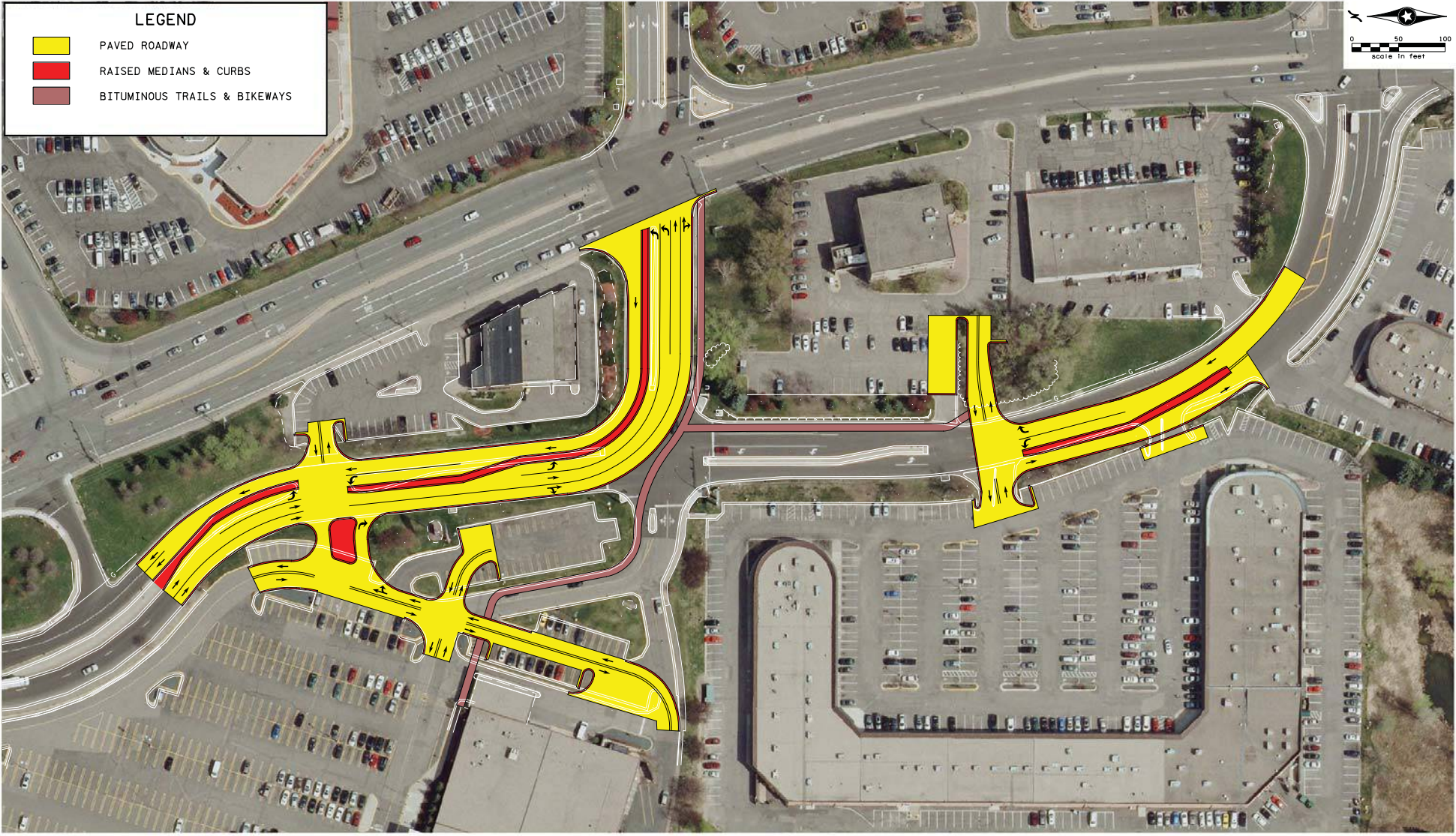
APPENDIX



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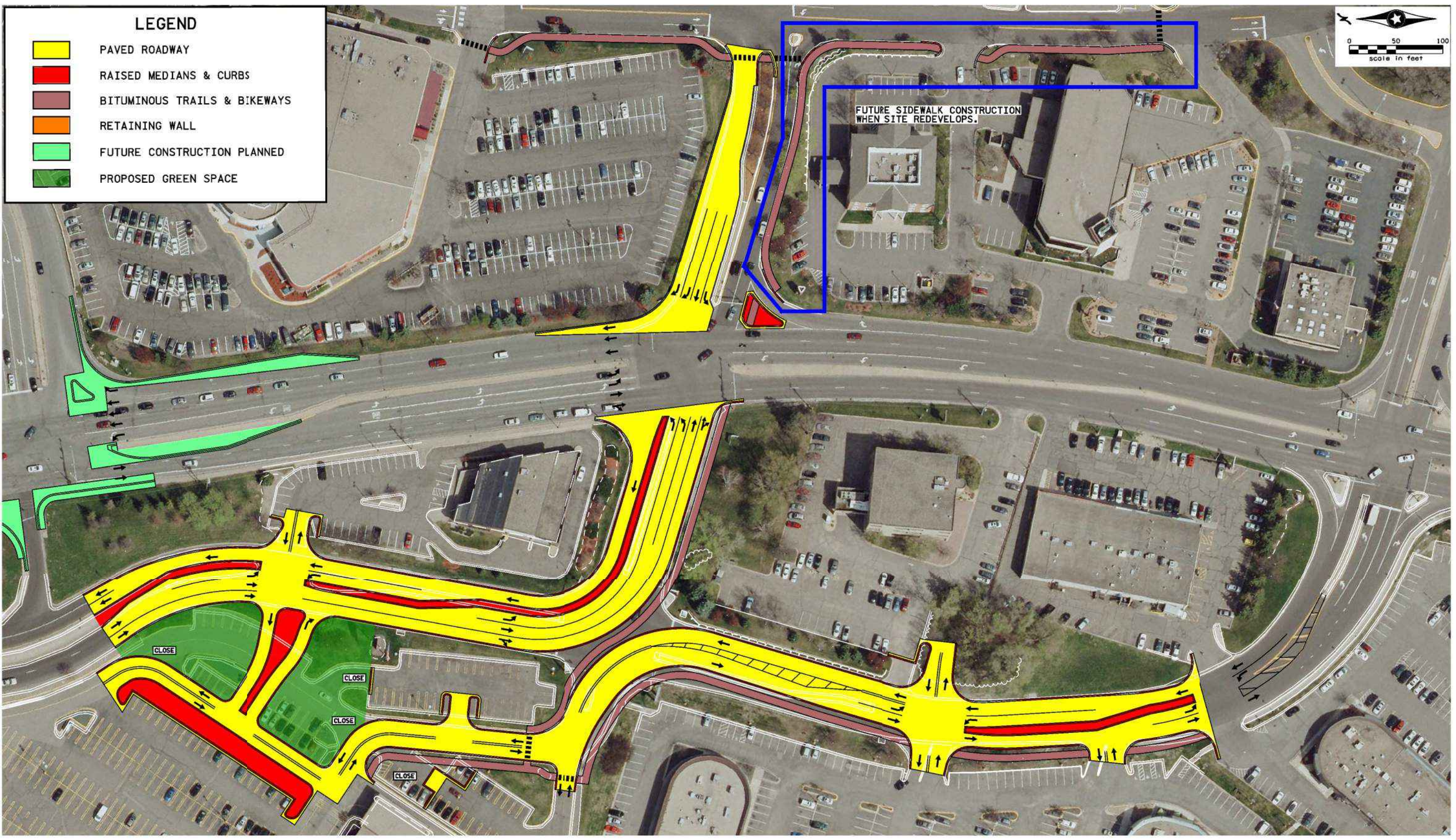
LEGEND

- PAVED ROADWAY
- RAISED MEDIANS & CURBS
- BITUMINOUS TRAILS & BIKEWAYS



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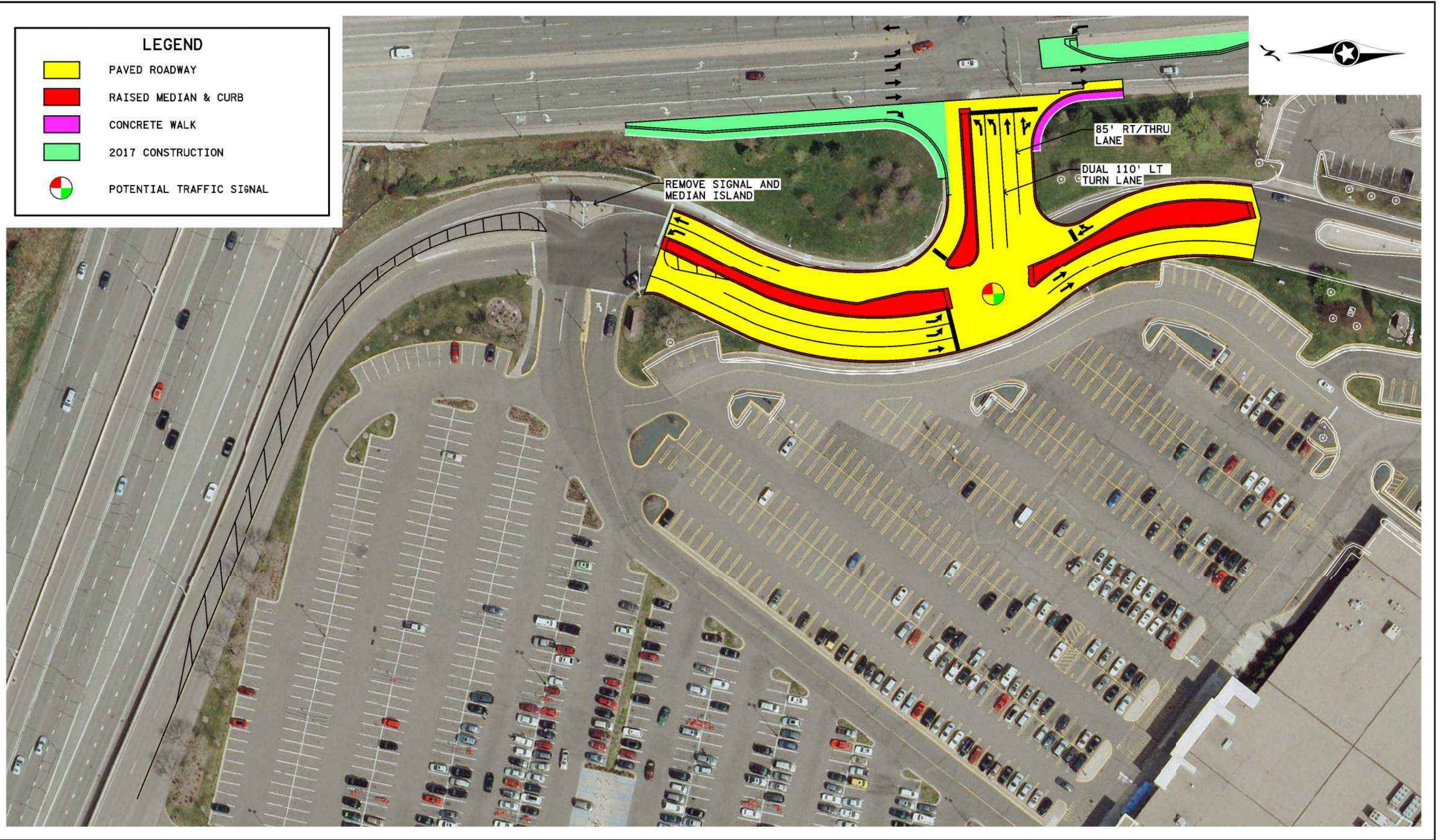
Figure 2



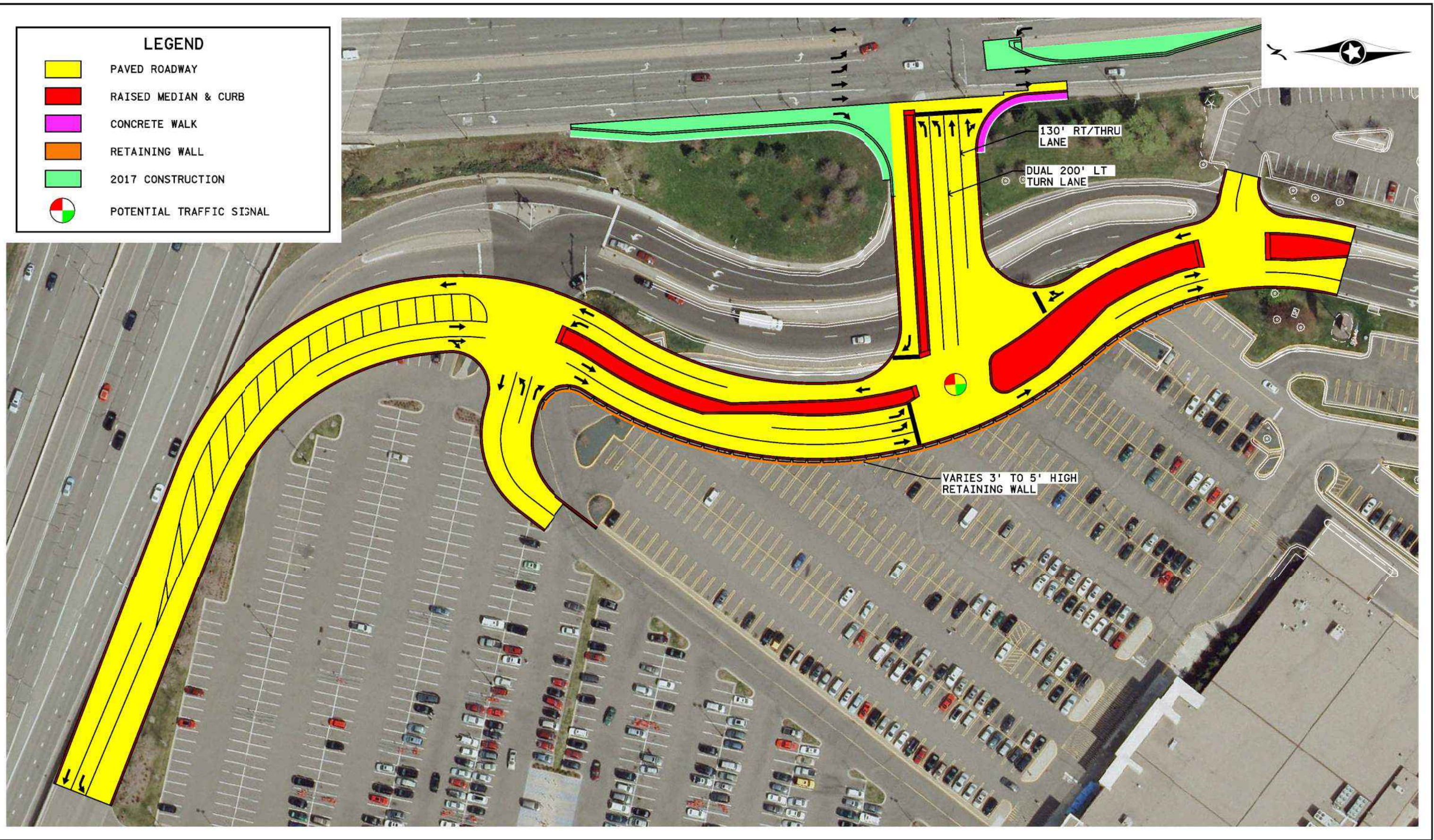
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Figure 3

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Cartway Lane / Ridgedale Drive Community Meeting
August 3, 2015
3:00 p.m.

Verizon

- Will the Highland Bank project start this month? (yes)
- Will there be a stoplight south of Highland Bank? (no)
- Does not want trailer to start as will obstruct visibility to business.
- Will there be any assessments for the project? (none)
- How will this project be funded? (State Aid, Street, Storm)
- Wants no-build option.

Westwood Engineering (Sonya)

- Has concerns about intersection at Ridgedale Dr/Plymouth Rd.
- Wants further look at Ridgedale Dr/Plymouth Rd area as well as Ridgehaven Ln/Plymouth Rd.
- Why can't Ridgehaven Ln at Plymouth Rd and Ridgedale Dr become full access by building up grades on Ridgedale Dr in this area?

Twins Pro Shop – Ridge Square

- Concerned with broken connection to the south from proposed layout. Breaks connection of Ridgedale Drive north of Cartway Ln and south of Cartway Ln.

Target – John Dietrich

- Funneling public traffic into private property at Byerly's which is "shared" Target parking area. Doesn't want forced trips into development and worried about too much traffic.
- Has additional capacity of Plymouth Rd improvements been looked at to help Cartway Ln.
- Feels shortening Ridgedale is a lack of frontage road.
- Concerned this layout is "messy" at Byerly's, too much traffic.
- Has agreement with Cusman-Wakefield (Byerly's) for control of access changes and parking.
- Why can't Ridgehaven Ln at Plymouth Rd and Ridgedale Dr become full access by building up grades on Ridgedale Dr in this area?

Startline Running

- Says it looks "messy."
- Wants to widen Ridgedale Dr to ease congestion.
- Does not want connection of Ridgedale Dr north and south of Cartway Ln to break.

LG

- Says eliminating Ridgedale Dr connection from north and south of Cartway Ln will push traffic problem to the south.
- Wants to eliminate Cartway Ln and move all traffic to Plymouth Rd/Ridgedale Dr.

Highland Bank

- Can city build a cul-de-sac at the end of Ridgedale Dr?

City

- Talked about pedestrians and how the city council has a desire to make the area walkable.
- Walkability study and connections

SRF

- Discussed queues on Plymouth Rd/Ridgedale Dr.
- Discussed green time on Plymouth Road.

Cartway Lane / Ridgedale Drive Community Meeting
August 3, 2015
5:30 p.m.

1. Wants to keep light levels low as street light planning gets underway.
2. What does the city propose south of Cartway Ln?
3. Concern of noise/traffic south of Cartway Ln.
4. Are studies going to be done? Apply to standards of zoning. Studies will determine where lights go and sidewalk.
5. How do I get to my house from Larkin/Essex?
6. Does developer have a choice on sidewalk & lighting or is it city? (City will require).
7. Four lanes eastbound & one lane westbound on proposed Cartway Ln. Does not understand how this will work when existing westbound was greater before. Thinks city can do better than one lane.
8. Will the signal be moved from Cartway Ln to Verizon?
9. Wants to know how to get to Verizon from south.
10. How will I get to Target from south?
11. Will city consider stoplight on north exit from Target?
12. Will Target signal remain?
13. Does this signal make sense?
14. Which way will people leaving Highland Bank go? Takes away cut across.
15. Why can't city build an access straight from Plymouth Road at Ridgehaven Ln direct link to Target with full access?
16. Wants to make certain the Ridgedale Vision Study walkability comments from that process is incorporated into new studies.
17. Wants city to take input from residents during studies.
18. Road construction for Cartway Ln is proposed to begin next year.
19. When proposed Cartway Ln project is reconstructed, will there be any road closures.
20. What direction will folks go from Highland Bank?
21. Has Breadsmith & Caribou been notified?

❖ Interactive map to website

From: Kamel Aossey [REDACTED]
Sent: Monday, August 10, 2015 11:32 AM
To: Jeffrey Thomson <jthomson@eminnetonka.com>
Cc: Will Manchester <wmanchester@eminnetonka.com>
Subject: Comments on Ridgedale Area Community Meeting - 8/3/2015

Please include the following in the packet for the August 17, 2015 City Council Meeting.

We attended the meeting regarding the proposed plans for resolving issues with traffic around Cartway Lane. Sadly, it appears that in an attempt to solve the issue with Cartway Lane traffic, the options presented all cause much more serious issues. The plan presented as the most viable gives an obvious impression of attempting to negatively impact the businesses in Ridge Square and Ridge Square South. We are aware that the City is eager to develop those properties differently, and one might read this plan as an all-out effort to force the businesses in these two shopping areas out of business, thereby forcing the owners to sell the properties to developers. The plan presented not only negatively impacts these shopping centers, but also the residents living west of the businesses. Certainly we could get to the shops, but getting home again requires either going on Plymouth Road and encountering four stop lights, or travelling through the Byerly's parking lot, which is certainly not ideal and is actually quite dangerous.

One might also question the city selecting WSB & Associates to develop the options, given Lee Gustafson's prior position with the City. He know the plans to develop this area differently, and it could be suggested that played a part in choosing to work with them. He could hardly be considered neutral.

Rather than choosing a bad plan now, we would suggest the city should save taxpayer money and revisit this issue after the unfortunate Highland Bank Project has been completed. At that time, choose an organization that will take into consideration existing businesses and residents.

Kamel & Patty Aossey

From: Monica Wenmark [REDACTED]
Sent: Thursday, August 06, 2015 10:56 AM
To: Will Manchester <wmanchester@eminnetonka.com>
Cc: Jeffrey Thomson <jthomson@eminnetonka.com>
Subject: FW: 8/3/2015 community meeting comments

Thank you for the meeting on the construction of Cartway Lane and Ridgedale Drive.

I just wanted to again stress my concern of taking Ridgedale Drive which is the frontage road for our business by **#1 blocking the left turn entrance into Ridgesquare going north and dumping the frontage road into Byerly and Target parking lot (messy was a good choice of word for that). #2 diverting the south bound traffic away from our business and making them go around the parking lot or out to Plymouth road and back in.** In your diagram you have the extra parking area closed off why not used that area to widen the frontage road and open up the exit to 394. Please don't kill our business by diverting traffic away and making it harder than it is to shop. Part of the attraction of strip malls are the easy in and out. Customers like to drive up and get out. Don't make this another West End, Arbor Lakes with horrible parking and accessibility. It is hard enough to keep our small business going. Don't ruin what we've spent years building by making it harder to get here. Again Ridgedale Drive is a frontage road please keep it one as long as there are business needing the access and exposure.

Thank you,
Monica Holden and the Staff
StartLine Running Store
12979 Ridgedale Drive

From: Jon Quale [REDACTED]
Sent: Tuesday, August 04, 2015 2:08 PM
To: Will Manchester <wmanchester@eminnetonka.com>; Jeffrey Thomson <jthomson@eminnetonka.com>
Subject: Ridgedale Area Community Meeting

Gentlemen,

We have serious concerns about the plan that the city is pushing forward. The plan has severe adverse effects on the retail businesses in the Ridgedale Square. At the meeting the effects of the plan on retail in the center was at best a 4th priority after, traffic onto Plymouth Road (understandable), walkways and bike trails, and the big block retailers Target and Bylerly[®].

At least 2 of the suggestions made to keep the smaller retailers in business were dismissed out of hand. Closing Cartway Lane and improving Ridgedale Drive and the intersection at Plymouth Road was said to just push the problem down the road and dropped.

The traffic light change at the intersection Ridgehaven Lane onto Plymouth Road was more bother than keeping the smaller retailers in business.

The plan to dump the traffic into the parking lot of Bylerly[®] or create a turnaround is hard for us to see the logic.

The plan would cause confusion and frustration for our customers negotiating the maze to find us.

I have to question if there is a future plan for the property where Ridgedale Square is sitting once all the retailers are gone?

Thank you,

Jon Quale
Vice President / Partner
The Original Mattress Factory