



DATE: July 2, 2008

TO: Traffic and Transportation Advisory Commissioners

FROM: Chad Smith, PE (Traffic Engineer)
Jen Desrude, PE (Development Coordinator)

RE: Super Target (Case # 10790ABCDEF-08)

This proposal is for a new Super Target, along with auxiliary retail and restaurant buildings, to be located at the southwest corner of Normandale Boulevard and West Old Shakopee Road. The application is for Comprehensive Plan Amendment, Rezoning and Preliminary and Final Development Plan.

The applicant submitted a traffic study for the site completed by Westwood Professional Services, Inc. and the City hired WSB and Associates, Inc. to review the traffic study, along with Engineering staff, and analyze the traffic modeling. Both the Westwood traffic study and the WSB review are included with the TTAC materials.

The following is a summary of the traffic analysis:

- The intersection at Normandale Boulevard and West Old Shakopee Road will go from an overall Level of Service (LOS) D to a LOS F with this development. Queues on the east and south approaches would extend to the railroad crossing and exceed the left turn storage length proposed on all approaches.
- The Westwood traffic model does not take into account the impact of railroad operations on their proposed signal at the entrance of the Super Target site or the traffic signal at West Old Shakopee Road and Normandale Boulevard, nor does the traffic study include the current trend of increasing rail traffic along this railroad corridor.
- The Westwood analysis assumes 17% more PM peak hour trips on West 110th Street and 12% more PM peak hour trips on Nesbitt Avenue. This will impact quality of life factors for the residents that live along those streets.
- The Westwood model assumes that 5% of the trips to the site will utilize an existing access easement with the neighboring property to the west. This cross access easement must be renegotiated and revised. The intent of the original access easement was with a warehouse, which is assumed to generate 97% less trips. In addition, the location of the proposed cross access is in a different location than is described on the easement.
- Creation of a high volume, signalized intersection (Super Target Access and Normandale Boulevard) in close proximity to the skewed railroad crossing of Normandale Boulevard increases crash potential at this location.

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- Extension of the median and northbound traffic queues on the Normandale Boulevard south approach will negatively impact access to the single family homes and Montessori School driveways east of the site.
- Additional traffic at West Old Shakopee Road and Old Shakopee Circle will increase delays for traffic on Old Shakopee Circle (delays exceed model ability to analyze).
- Increased traffic on West Old Shakopee Road and the use of the eastern Holiday Gas Station driveway will increase crash and operational conflict potential between eastbound West Old Shakopee Road traffic and driveway traffic attempting to use left turn lanes to Normandale Boulevard.
- Weekend daily site generated traffic is expected to be higher than projected weekday daily site generated traffic. Since existing weekend traffic volumes are lower than weekday traffic, the percent increase in weekend traffic volumes is expected to be greater than weekday traffic volumes.
- This proposed Comprehensive Plan change may influence additional intensification of land uses in the area where the existing transportation infrastructure is not adequate to accommodate such changes.

Based on the above analysis, Engineering Staff recommends denial of this application.

Attached are a Super Target site plan, the Westwood Traffic Study and the WSB Traffic Study Review.