



REPORT/RECOMMENDATION

To: MAYOR AND COUNCIL	Agenda Item Item No: <u>VI.A.</u>
From: Wayne D. Houle, PE Director of Engineering	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Discussion <input type="checkbox"/> Information
Date: August 6, 2012	
Subject: Public Hearing – France Avenue Intersection Enhancements, Resolution No. 2012-103.	

ACTION REQUESTED:

Approve attached Resolution No. 2012-103, approving Option 3 as the proposed layout for the France Avenue Intersection Enhancements project.

INFORMATION/BACKGROUND:

As you will recall the City of Edina was granted \$1,000,000 Federal Transportation Enhancements funding for the construction of pedestrian and intersection enhancements at 76th Street, 70th Street, and 66th Street, along with providing missing sidewalk segments on the east side of France Avenue.

The Edina Transportation Commission reviewed the feasibility study at the July 9 Special ETC meeting and the July 19 ETC meeting. The ETC made recommendations to modify Option 3 and add more information regarding costs to be included in the feasibility study that is currently being submitted to the City Council.

The costs for the project still exceed the rescoping application that was submitted to the Met Council. Staff suggests if the City Council would like to go forward with Option 3, which the extra costs are mostly right-of-way acquisition and urban design element costs, that they be funded through either the Centennial Lakes TIFF fund or through Special Assessments or delay constructing the urban design piece and ask adjoining property owners to donate the required right-of-way. If the City Council would like to go forward with the Special Assessments then a public hearing should be scheduled for the September 7 City Council meeting.

ATTACHMENTS:

- Resolution
- Feasibility Study: France Avenue Intersection Enhancements, dated July 27, 2012



**RESOLUTION NO. 2012-103
RECEIVING FEASIBILITY STUDY
AND APPROVING OPTION 3
FOR
FRANCE AVENUE INTERSECTION ENHANCEMENTS
IMPROVEMENT NO. BA-404**

WHEREAS, the City of Edina was granted \$1,000,000.00 Federal Transportation Enhancements funding for the construction of pedestrian and intersection enhancements at 76th Street, 70th Street, and 66th Street; and

WHEREAS, the Edina Transportation Commission (ETC) reviewed the feasibility study at a July 9 Special ETC meeting and at their regular July 19 meeting; and

WHEREAS, the ETC recommended modifying Option 3 and adding more information regarding costs in the feasibility study;

WHEREAS, the City Council has received the France Avenue Intersection Enhancements, dated July 27, 2012; and

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF EDINA, MINNESOTA:

1. The City Council approves Option 3 layout for the France Avenue Intersection Enhancements project.

ADOPTED this 6th day of August, 2012.

Attest: _____
Debra A. Mangen, City Clerk

James B. Hovland, Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN)SS
CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of August 6, 2012, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this _____ day of _____, 20____.

City Clerk

ENGINEERING DEPARTMENT



FEASIBILITY STUDY

FRANCE AVENUE INTERSECTION ENHANCEMENTS

IMPROVEMENT NO. BA 404

Revised July 27, 2012

ENGINEERING DEPARTMENT
CITY OF EDINA

I hereby certify that this feasibility study was prepared by me or under my direct supervision, and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota.

Charles T. Rickart

Charles Rickart, PE 26082 07/27/12
Reg. No. Date

Approved *Wayne D. Houle* 7/27/12
Wayne D. Houle, PE Date
City Engineer



FEASIBILITY STUDY – BA 404

(Revised July 27, 2012)
ENGINEERING DEPARTMENT
CITY OF EDINA

FRANCE AVENUE INTERSECTION ENHANCEMENTS

76th Street, 70th Street and 66th Street

Federal Transportation Enhancement Project – S.P. 120-020-37

Revised July 27, 2012

1. EXECUTIVE SUMMARY

The City of Edina was successful in securing Federal Transportation Enhancement funding and a subsequent Scope Change and Sunset Date extension for the construction of Pedestrian / Intersection Enhancements at 76th Street, 70th Street and 66th Street. In addition the project will provide missing sidewalk connection on the east side of France Avenue insuring that all areas on both sides of France Avenue have an opportunity to access one of the planned crossing locations.

The primary goal of the project is to provide safe, efficient and aesthetically pleasing crossings of France Avenue for pedestrian and bicycles. In order to achieve these goals, direction was provided by; previous studies for the France Avenue/Southdale area; Federal and State design guidelines; the City's 2008 Comprehensive Plan; two Stakeholders meetings, and; input from the Edina Transportation Commission.

Based on the review of the existing conditions and the project goals, three (3) intersection design concepts were developed, reviewed and analyzed. The options included:

- Option 1 – Separated Bike/Pedestrian Lanes with Boulevard
- Option 2 – Separated Bike/Pedestrian Lanes with no Boulevard
- Option 3 – Sidewalk with Boulevard

Each option was evaluated and included specific corridor, pedestrian, bike, transit, intersection and traffic signals elements. Based on the evaluation of these options and input from the Stakeholders, Option 1 was selected as the initial preferred concept. However, following preparation of the project cost estimates and input from the Edina Transportation Commission, Option 3 – Sidewalk with boulevard (on-street bike lanes, side streets only), was the concept recommended to bring forward for further review and approval by the City Council.

The estimated permanent right of way needed for Option 3 is 44,700sf compared to 82,000sf for Option 1.

The estimated cost included with approved Scope Change and Sunset Date extension was \$2,045,000, which included no right of way cost and minimal landscaping (urban design) and lighting costs. The comparable cost for Option 3 is \$2,309,600 and \$3,624,000 for Option 1. The total estimated cost including right of way and urban design elements for Option 3 is \$5,799,100 compared with \$9,145,500 for Option 1.

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2. LOCATION

The intersection improvements are located along France Avenue at 76th Street, 70th Street and 66th Street as shown in **Figure 1** below.

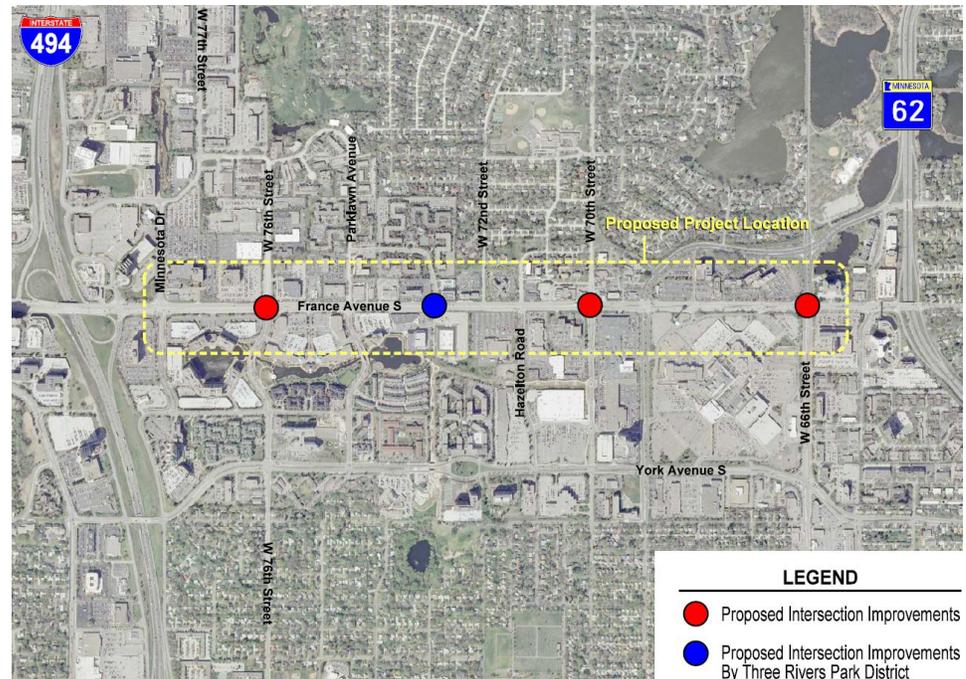


Figure 1. Project Location Map

3. INITIATION & ISSUES

Background / History

The City of Edina was successful in 2007 in securing Federal Transportation Enhancement funding for the 72nd Street Pedestrian Bridge over France Avenue. As a result of several studies, change in policy direction and new leadership at the City the concept of a bridge over France Avenue was deemed no longer practical. The City then requested and was granted a Scope Change and a one year Sunset Date extension from the Metropolitan Council for the project.

The re-scoped project will accomplish the same goals, safely and efficiently for less overall cost, in partnership with the other agencies and with greater community support. The vision for the re-scoped project stems from the County's "France Avenue Corridor Study" completed in 2009.

Intersection enhancements such as; median refuge islands, accessible pedestrian signals, pedestrian warning signs, enhanced pedestrian corner treatments, etc, will be provided at three primary intersections.

66th Street: This proposed crossing would provide access to; medical buildings, Southdale Mall, Aquatic Center, Rosland Park, TLC Bike Boulevard, and access to transit.

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70th Street: This proposed crossing would continue the complete street project recently constructed west of France Avenue. It would serve primarily single family neighborhood, The Galleria, Target, Promenade, Southdale Library, Hennepin County Government Center, and access to transit.

76th Street: This proposed crossing would serve primarily multi-family housing and connect to Centennial Lakes Park, Promenade, Three Rivers Park District Nine mile trail in Richfield, Edinborough Park, medical facilities, and access to transit.

Three Rivers Park District (TRPD) is also planning improvements to Gallagher Drive. Although this intersection will be improved by TRPD the proposed crossing will serve the future planned regional trail, Promenade, multi-family housing, and access to transit.

In addition to the intersection enhancements the proposed project will provide missing sidewalk connections insuring that all areas on both sides of France Avenue have an opportunity to access one of the planned crossing locations.

The final approved Scope Change project included the following elements.

- Median refuge islands with landscaping at intersections
- Intersection improvements including-
 - Narrowing of existing lanes at intersections
 - Removing free right turn islands
 - Enhanced corner treatments
 - ADA compliant pedestrian accommodations
 - Pedestrian level lighting
- Signal Improvements including-
 - APS signals
 - Countdown timers
 - Vehicle and bike detection
- East/West bike accommodations
- Eastside missing sidewalk connections with in the existing R/W
- Improved better accessibility to transit
- Minimal R/W acquisition only at intersections

Included in the Scope Change request was a construction cost estimate for the proposed project based on the above typical improvements. Detailed survey and quantities were not calculated. The following outlines the estimated costs from the Scope Change request.

Intersection improvements	\$ 1,005,000
Revised signal systems	\$ 600,000
Signing and striping	\$ 36,000
Trail / sidewalk	\$ 54,000
Retaining walls	\$ 150,000
Guard rails	\$ 50,000
Lighting	\$ 80,000
Traffic control	\$ 20,000
Landscaping	\$ 50,000
Total Cost	\$ 2,045,000

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A copy of the approved Scope Change and Sunset Date extension request is included in the **Appendix**.

Following the approval of the Scope Change request a topographic survey was completed that better defined the impacts and costs of the proposed plan. Based on the updated information it was determined that some right of way would be needed to complete the project. The following shows the updated cost to complete the plan approved with the Scope Change.

Approved Scope Change Revised Cost

76th Street:

R/W = \$194,200
Construction = \$545,300
Urban design = \$16,000

70th Street:

R/W = \$163,500
Construction = \$521,000
Urban design = \$16,000

66th Street:

R/W = \$73,100
Construction = \$503,400
Urban design = \$16,000

Total Intersection:

R/W = \$430,800
Construction = \$1,569,200
Urban design = \$48,000

Sidewalk Connections:

R/W = \$72,500
Construction = \$181,900
Urban design = \$0

Total Cost:

R/W = \$503,300
Construction = \$1,751,100
Urban design = \$48,000

Total Project Cost = \$2,302,400

The City has worked with several agencies during the preliminary studies, concept development and the proposed re-scoping of the project since the original TE application was submitted and approved. These agencies have included:

- Hennepin County Community Works
- Hennepin County Transportation
- Three Rivers Park District
- Transit for Livable Communities
- Metro Transit
- Minnesota Department of Transportation

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FRANCE AVENUE INTERSECTION ENHANCEMENTS

Project Goals / Objectives / Direction

The proposed improvements are anticipated to provide a catalyst for France Avenue that will:

- Encourage pedestrians to use enhanced intersections by creating inviting passages from surrounding areas, development along France Avenue, and buildings at the enhanced intersections.
- Create inviting and comfortable parallel corridors leading to enhanced intersections with patterns and details that reflect the France Avenue corridor.
- Orient buildings with primary entrances at corners to encourage pedestrian activity.
- Discourage crossings at locations other than enhanced intersections.
- Create inviting and safe waiting spaces at enhanced intersections.
- Ensure safe and comfortable space is available at medians in the event a pedestrian cannot cross the entire street.
- Establish continuity in design among enhanced intersections.
- Create, to the degree possible, designs oriented to pedestrians within the street crossing zones that are related to, but still distinct from, the waiting spaces.
- Improve transit accessibility

City of Edina 2008 Comprehensive Plan

The proposed project is consistent with the direction outlined in the City's 2008 Comprehensive Plan.

Land Use and Community Design

Chapter 4 of the plan addresses the relationship between Land Use and the function of roadway corridors. As shown below in **Figure 2** France Avenue is identified as a primary thoroughfare where as 66th Street, 70th Street and 76th Street are residential and/or business thoroughfares. The Comprehensive Plan outlines that the residential and business thoroughfares should provide for non-motorized connections.

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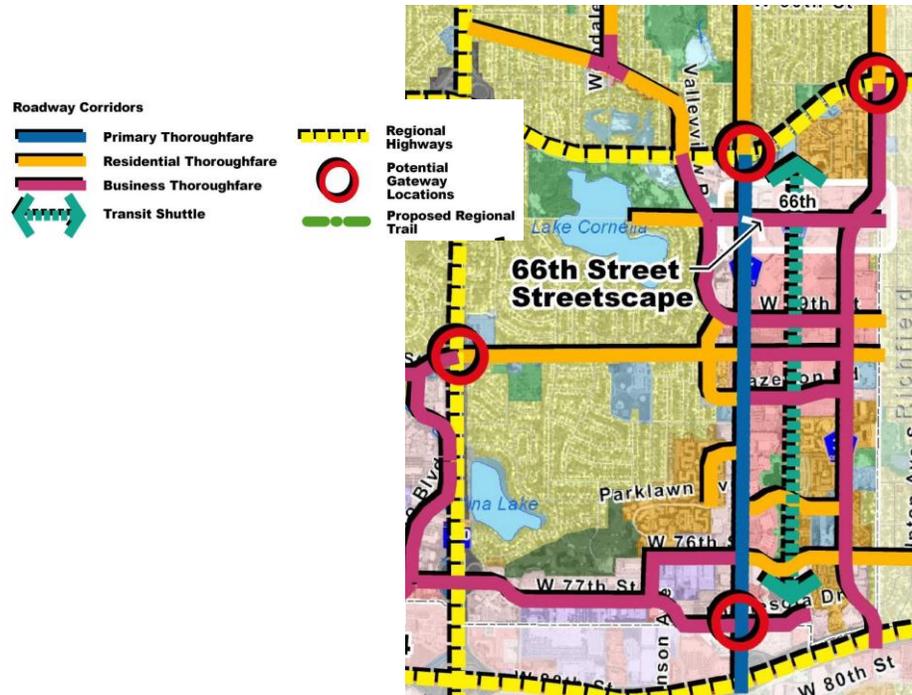


Figure 2. Community Design Roadway Corridors

Sidewalk / Bicycle Facilities

Chapter 7 of the plan addresses locations of proposed sidewalk and bicycle facilities and funding options within the City. Figures 7.10, Sidewalk Facilities and 7.11, Bicycle Facilities from the Comprehensive Plan are included in the **Appendix**. Both indicate a need for additional facilities along France Avenue and the primary cross streets. **Figure 3**, below shows the relationship and need to provide improved safe and efficient connections between the residential land uses west of France and the commercial land uses east of France Avenue.

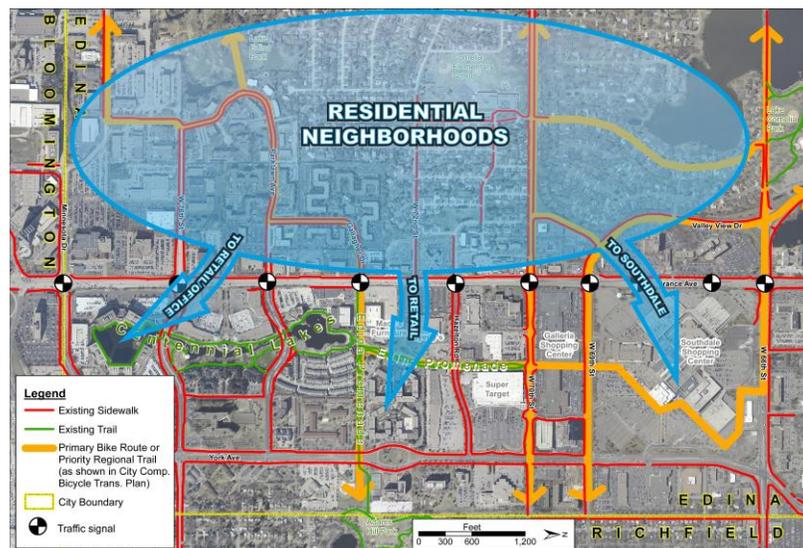


Figure 3. Existing Pedestrian / Bike Network

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Stakeholder Meeting Input

In order to insure that all interests in the area were addressed a Stakeholders group was established. The Stakeholders included:

- Edina Transportation Commission
- Edina Planning Commission
- Hennepin County Public Works
- Hennepin County Housing, Community Works and Transit
- MnDOT
- Three Rivers Park District
- Metro Transit
- Bike Edina Task Force
- Transit for Livable Communities
- Local Businesses
- Local Residents

This group has had two meetings. The first meeting was held at the City of Edina Public Works Facility on May 31st, 2012 at 7:00 PM. There were approximately 18 people in attendance, including city staff, project consultant team members, and representatives from various agencies and organizations, including the Edina Transportation Commission, Bike Edina Task Force, do.town, Hennepin County, Three Rivers Park District, and the City of Bloomington. A presentation was given by the project consultant team, and discussion was encouraged. Several major themes emerged from the discussion. All stakeholders agreed that the existing France Avenue design could be improved for cyclists and pedestrians. Stakeholders proposed several ideas and themes for improvement, including the need for France Avenue to be a Gateway to Edina, a need to improve transit access, a need to improve conditions for corridor residents, the importance of encouraging vibrant street life, and the importance of improving pedestrian and cyclist safety.

Several specific strategies were discussed, including a “Dutch style” bicycle and pedestrian intersection design strategy, the importance of vertical elements in the design, and the importance of providing varying textures and colors to provide visual cues. The meeting was concluded with direction to staff and the consultant team to further develop and evaluate several concepts.

The second stakeholders meeting were held at the City of Edina Public Works Facility on June 26th, 2012 at 7:00 PM. There were approximately 21 people in attendance, including city staff, project consultant team members, and representatives from various agencies and organizations, including the Edina Transportation Commission, Edina Planning Commission, Edina City Council, Hennepin County, Three Rivers Park District, the City of Bloomington, and several persons active in the local business community. A presentation was given by the project consultant team, and discussion was encouraged. The consultant team presented three conceptual alternatives for the identified intersections and requested feedback from the stakeholders.

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The three options included two variants of the “Dutch style” intersection design and one option with traditional bike lanes. The stakeholders discussed the strengths and weaknesses of each option, and the group agreed that Option 1 was the preferred option because it provided the greatest degree of separation between motorists, cyclists, and pedestrians. Further discussion reinforced the need for strong vertical elements in the design to ensure a top-quality experience for pedestrians as well as cyclists. The meeting was concluded with direction to staff and the consultant team to focus on Option 1, while enhancing the design with additional vertical elements. Minutes from each meeting are included in the **Appendix**.

Edina Transportation Commission Review

A special Edina Transportation Commission (ETC) meeting was held on July 9th, 2012 to discuss the proposed improvements and Option 1 as the recommended alternative. Based on the high cost of Option 1 and a rethinking of the need for bike facilities on France Avenue, the consensus at the meeting was to move forward with a modified Option 3 that would include an 8 foot sidewalk with an 8 to 10 foot boulevard between the roadway and the sidewalk. A copy of the meeting minutes is included in the **Appendix**.

A regularly scheduled ETC meeting was held on July 19th, 2012 to further discuss the proposed improvements and the revised Option 3 based on their comments from the July 9th meeting. Concerns were raised again with the cost of the improvements proposed with the revised Option 3. The meeting included a discussion of what elements of the project could be removed to reduce the cost. The recommendation of the ETC at the meeting was to move forward with Option 3 and to work with the City Council on what elements could be removed to get to an acceptable budget for the project. A City Council Workshop to discuss the project with the ETC is planned for August 6th. A copy of the draft meeting minutes is included in the **Appendix**.

Agency Meetings/Comments

Hennepin County

The project development team met with Hennepin County Staff on June 25th, 2012 to discuss the proposed improvements and options for France Avenue. Their primary concerns/comments included:

- Raised planters/curbs along the median curb or in the boulevard. Due to a potential safety problem for vehicles leaving the roadway.
- They wanted to ensure appropriate truck turning movements were maintained at the corners. They have had some issues at intersections with tight radii where large vehicles track on the sidewalk where pedestrians may be standing.
- Narrowing of lanes is fine, but during final design we will need to be cognizant of the joints and especially the crown lines.
- They were less enthused about a pedestrian push button station in the median. They would like the signal timing to allow pedestrians to cross in one cycle.
- They would like to see a detail plan once a concept is selected.
- A concern raised was the use of the average PM peak hour as the analysis period vs. a holiday peak.

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Metropolitan Council

Informal comments were received from Metropolitan Council staff via email following the first Stakeholders meeting. The comments and responses to those comments are included in the **Appendix**.

Metro Transit

The project design team met with Kristin Thompson, Brad Smith and Cindy Harper of Metro Transit on July 5th, 2012. We discussed the project and shared the proposed improvements. The members of Metro Transit were supportive of the proposed improvements including removing cyclists from the travel portion of the roadway, and did not foresee any issues with the existing bus routes and stops, and agreed that the improvements would be a major upgrade for Metro Transit.

We discussed the desire to possibly add bus shelters. They provided details on their standard bus shelters and the standard concrete pad. They informed the design team that bus shelters are added only if there are 25 boarding's at the bus stop. If the ridership numbers were not up to the set amount, they would not maintain or construct the shelter. However, the City could put up a shelter of their choosing at the City's cost.

It was not anticipated that any of the bus stop locations or routes would change in the future. Given the current northbound condition near Hazelton and 72nd Street, where the bus stop is at a location without a sidewalk, they would consider relocating these to a location that has more room, possibly on Hazelton Avenue. It is proposed to add a sidewalk in this location, but a problem with snow removal still exists given the proximity to the existing retaining wall. One option to provide additional space for the bus stop would be removing the dedicated right turn lane. They do not like to place bus stops adjacent to right turn lanes given the difficulty of entering back into traffic.

4. EXISTING CONDITIONS

France Ave Corridor

France Avenue is a north / south Hennepin County Road (CSAH 17), "A" Minor Arterial roadway. In general, in the area south between TH 62 (Crosstown) and I-494, it is a 6 lane (3 lanes in each direction) roadway with left and right turn lanes at the primary intersections. A 40 mph speed is posted on the roadway.

Sidewalks

Sidewalks are currently provided on the west side of France Avenue the entire length from 66th Street to 76th Street. The width is approximately 6', for most of the sidewalks, with no boulevard. The only exception is near 66th Street where the sidewalk is 5' with a 5' boulevard. On the east side a 5' sidewalk is provided from 76th Street to Parklawn Avenue (on private property) with a boulevard that varies in width. Mid-block between Parklawn and Gallagher (430' N. of Parklawn) a 6' sidewalk is provided. A 5' sidewalk is also provided on the east side from 175' south of 66th Street to the north.

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Transit

Transit service is provided along France Avenue with 5 primary routes each is discussed below and summarized in **Table 1**. The location of the existing transit stops are shown in **Figures 4a – 4c**.

Route 6 provides local bus service throughout the Edina Southdale Area and parts of Minneapolis. The route provides local stops along France Avenue between Minnesota Drive and Hazleton Road before accessing the Southdale Transit Center.

Route 578 provides express bus service throughout several Edina neighborhoods including the Southdale area with downtown Minneapolis. This route travels along France Avenue between 69th and 70th Street before accessing the Southdale Transit Center and downtown Minneapolis via TH-62 and I-35W.

Route 579 provides express bus service between the Southdale Transit Center and the University of Minnesota. The route uses 66th Street, 69th Street, France Avenue, and York Avenue to access the Southdale Transit Center before using TH-62 and I-35W to access the University.

Route 587 provides express bus service between the Edina Southdale area and downtown Minneapolis. This route travels along France Avenue between 69th Street and Gallagher Drive. It also serves Valley View Drive and Normandale Road before accessing downtown Minneapolis via TH-100 and I-394.

Route 684 provides express bus service between Eden Prairie, the Southdale Transit Center, and downtown Minneapolis. The route passes through Edina on TH-62, and using Valley View Drive, 66th Street and 69th Street, and York Avenue to access the Southdale Transit Center before continuing to downtown Minneapolis. Operated by Southwest Transit.

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FRANCE AVENUE INTERSECTION ENHANCEMENTS**

Route	Project Area Service	Destinations	Frequency Headway				
			Rush Hour	Midday	Evening	Saturday	Sunday/Holiday
6	76th Street, as well as France Avenue between Minnesota Drive and Hazleton Road	U of M Dinkytown SE Minneapolis Downtown Minneapolis Hennepin Avenue S Uptown Transit Station France Avenue S Xerxes Avenue S Southdale Transit Center Edina Industrial Park	4-10	10-15	15	15	15
578 Express	66th Street, 69th Street, as well as France Avenue between 69th Street and 70th Street	70th Street Tracy Avenue Benton Avenue 77th Street Bush Lake Road Highwood Drive France Avenue Southdale Transit Center York Avenue Downtown Minneapolis	30	--	--	--	--
579 Express	66th Street, 69th Street, as well as France Avenue between 66th Street and 69th Street	Southdale Transit Center U of M	60	--	--	--	--
587 Express	69th Street, as well as France Avenue between 69th Street and Gallagher Drive	France Avenue Valley View Road Normandale Road Downtown Minneapolis	30-40	--	30-40	--	--
684 Express	66th Street, 69th Street	Eden Prairie (various) Southdale Transit Center Downtown Minneapolis	30	--	--	--	--

Table 1. Existing Transit Route Summary

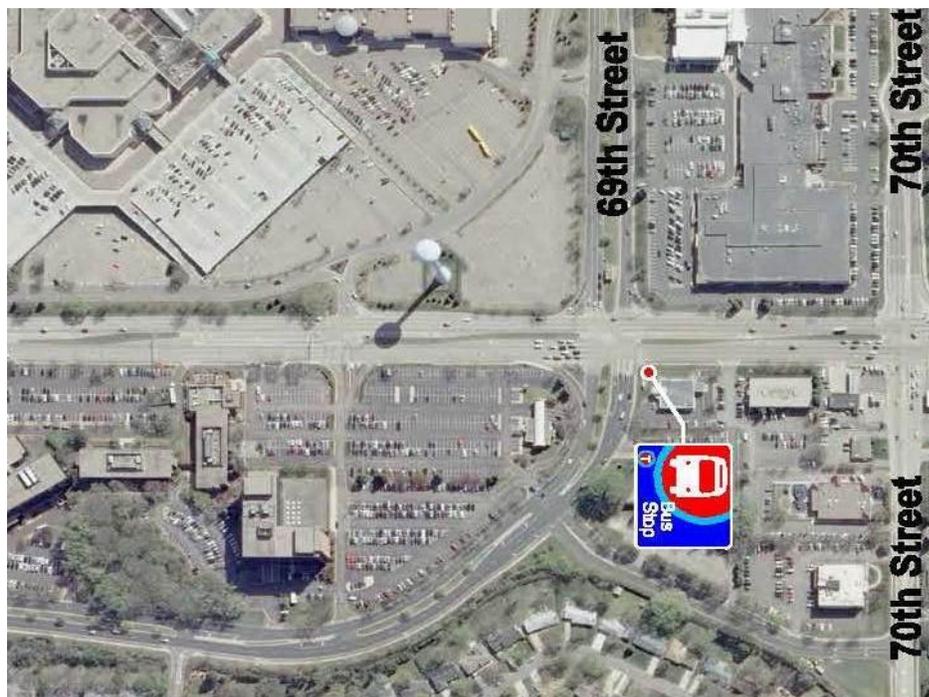


Figure 4a. France Ave Existing Transit Stop Locations

Feasibility Study
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Figure 4b. France Ave Existing Transit Stop Locations

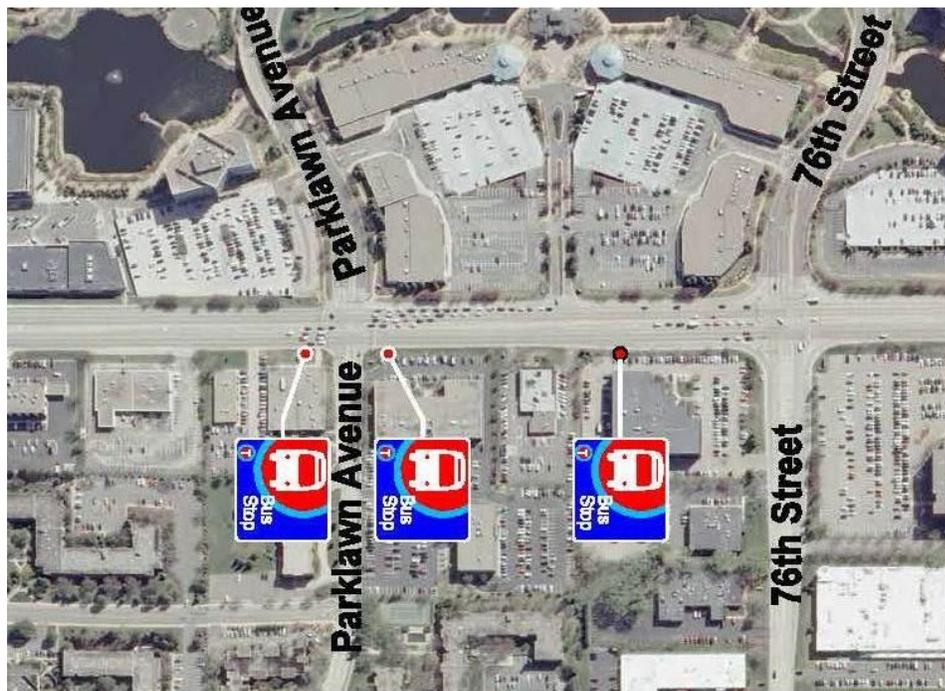


Figure 4c. France Ave Existing Transit Stop Locations

**Feasibility Study
FRANCE AVENUE INTERSECTION ENHANCEMENTS**

France Ave at 76th Street

76th Street is an east / west city street providing access between the commercial / residential areas east and west of France Avenue. It was identified in the City's Comprehensive plan as a component of the east / west reliever roadway to I-494. 76th Street is classified as an "A" Minor Arterial with a posted speed of 30 mph. **Figure 5** below shows the existing roadway typical sections at France Avenue and 76th Street.

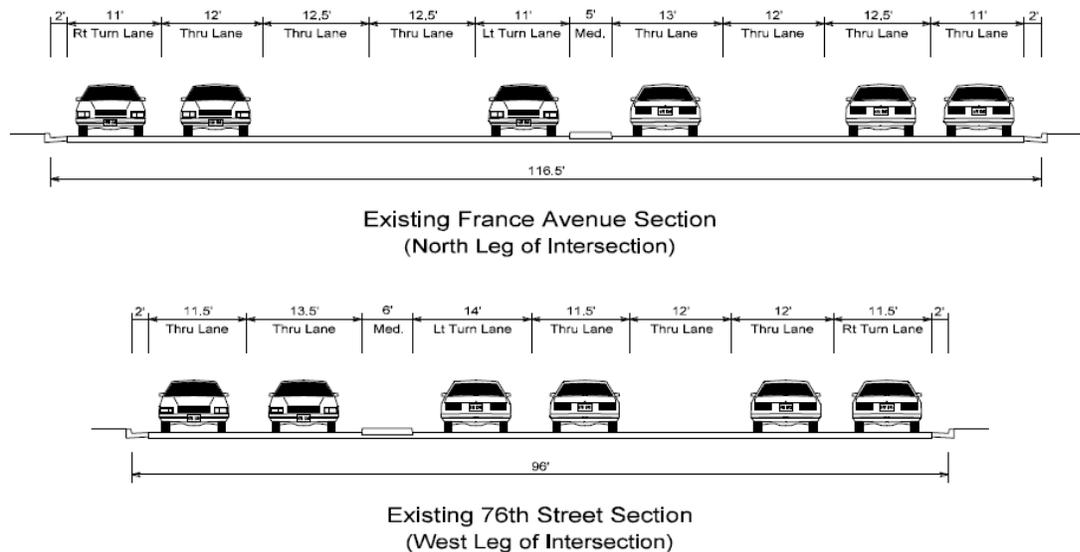


Figure 5. France Ave at 76th Street Typical Sections

France Ave at 70th Street

70th Street is an east / west city street providing access between the residential areas west of France Avenue and the commercial areas to the east of France Avenue. In 2010 70th Street was reconstructed east of France Avenue to include three single lane roundabouts. West of France Avenue, 70th Street was reconstructed in 2011 as a "complete street" including a single lane in each direction, bike lanes, parking lanes, a roundabout and a traffic signal system to help control speed. 70th Street is classified as a Collector Roadway in the City's Comprehensive Plan a posted speed of 30 mph east of France Avenue and 25 mph west of France Avenue. **Figure 6** below shows the existing roadway typical sections at France Avenue and 70th Street.

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FRANCE AVENUE INTERSECTION ENHANCEMENTS**

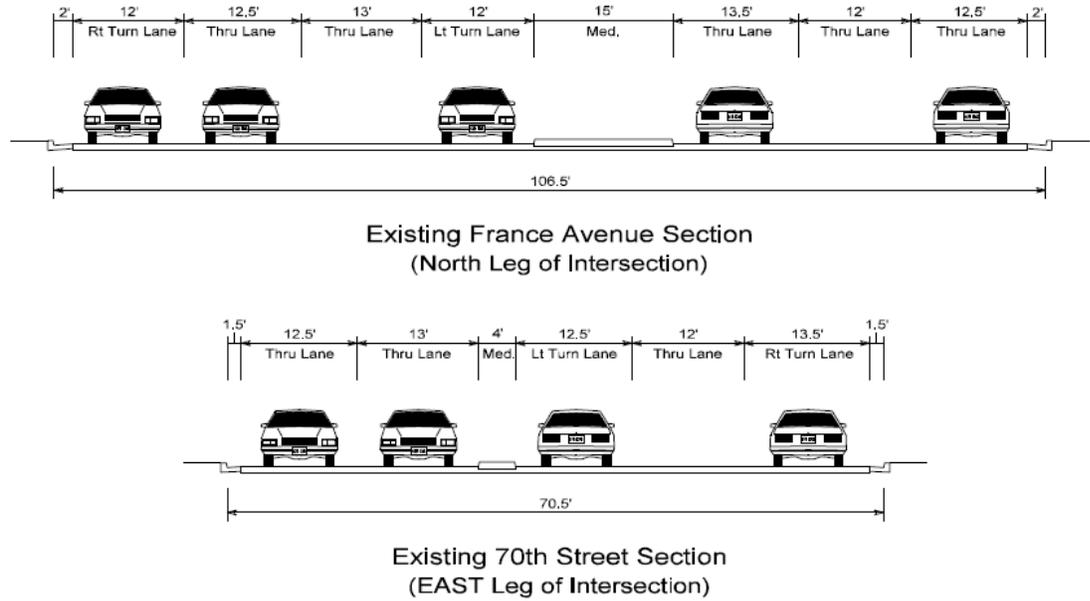


Figure 6. France Ave at 70th Street Typical Sections

France Ave at 66th Street

66th Street is an east / west city street west of France Avenue and a Hennepin County Road (CSAH 53) east of France Avenue. This roadway provides access between the residential areas west of France Avenue and the Commercial areas to the east of France Avenue primarily Southdale Center. 66th Street is classified as an “A” Minor Arterial with a posted speed of 30 mph. **Figure 7** below shows the existing roadway typical sections at France Avenue and 66th Street.

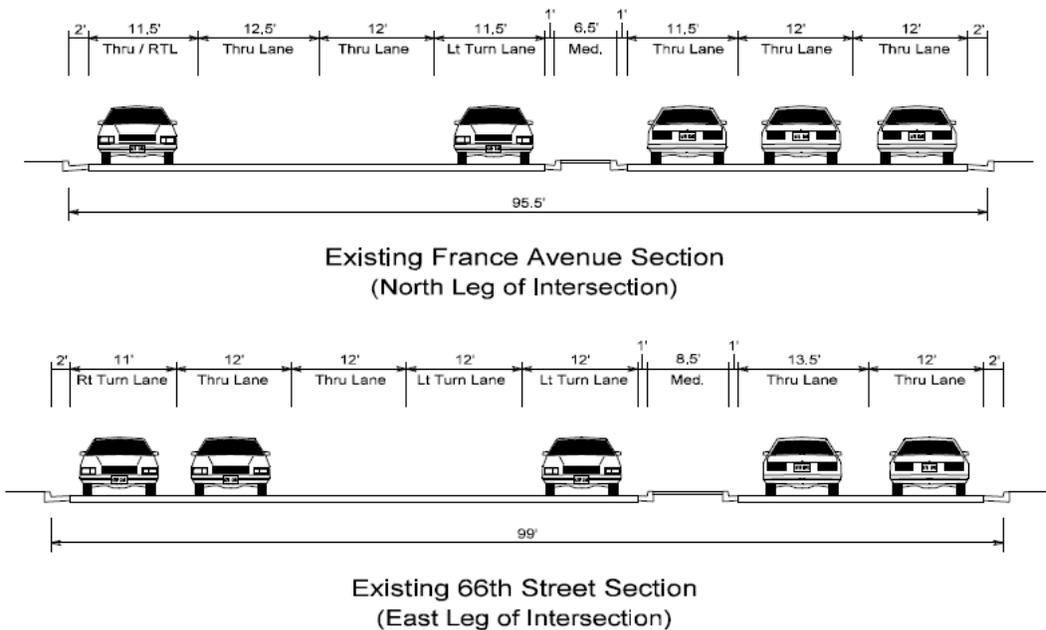


Figure 7. France Ave at 66th Street Typical Sections

5. CORRIDOR ANALYSIS

Traffic Analysis

Traffic volume data was collected for France Avenue and the adjacent side streets in comparing the past two counting years (2009 and 2011) traffic has actually decreased slightly on France Avenue below is a summary of the traffic volume data used in for the analysis.

France Avenue

2009 Count – 26,000 vpd to 28,500 vpd

2011 Count – 24,300 vpd to 27,800 vpd

76th Street

2009 Count – 8,000 vpd to 9,100 vpd

70th Street

2009 Count – 9,300 vpd to 10,600 vpd

66th Street

2009 Count – 10,000 vpd to 16,100 vpd

Traffic operations were evaluated for the France Avenue Corridor in order to evaluate lane configuration alternatives using 2009 traffic volume data. This section describes the methodology used to assess the operations and provides a summary of traffic operations.

Analysis Methodology

The traffic operations analysis is derived from established methodologies documented the *Highway Capacity Manual 2000* (HCM). The HCM provides a series of analysis techniques that are used to evaluate traffic operations.

Intersections are given a Level of Service (LOS) grade from “A” to “F” to describe the average amount of control delay per vehicle as defined in the HCM. The LOS is primarily a function of peak traffic hour turning movement volumes, intersection lane configuration, and the traffic controls at the intersection. LOS A is the best traffic operating condition, and drivers experience minimal delay at an intersection operating at that level. LOS E represents the condition where the intersection is at capacity, and some drivers may have to wait through more than one green phase to make it through an intersection controlled by traffic signals. LOS F represents a condition where there is more traffic than can be handled by the intersection, and many vehicle operators may have to wait through more than one green phase to make it through the intersection. At a stop sign-controlled intersection, LOS F would be characterized by exceptionally long vehicle queues on each approach at an all-way stop, or long queues and/or great difficulty in finding an acceptable gap for drivers on the minor legs at a through-street intersection.

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The LOS ranges for both signalized and un-signalized intersections are shown in **Table 2**. The threshold LOS values for un-signalized intersections are slightly less than for signalized intersections. This variance was instituted because drivers' expectations at intersections differ with the type of traffic control. A given LOS can be altered by increasing (or decreasing) the number of lanes, changing traffic control arrangements, adjusting the timing at signalized intersections, or other lesser geometric improvements. LOS also changes as traffic volumes increase or decrease.

	Control Delay (Seconds)	
	Signalized	Un-Signalized
A	≤ 10	≤ 10
B	10 – 20	10 – 15
C	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	> 80	> 50

Source: HCM

Table 2 - Intersection Level of Service Ranges

LOS, as described above, can also be determined for the individual legs (sometimes referred to as “approaches”) or lanes (turn lanes in particular) of an intersection. It should be noted that a LOS E or F might be acceptable or justified in those cases where a leg(s) or lane(s) has a very low traffic volume as compared to the volume on the other legs. For example, improving LOS on such low-volume legs by converting a two-way stop condition to an all-way stop, or adjusting timing at a signalized intersection, could result in a significant penalty for the many drivers on the major road while benefiting the few on the minor road. Also, geometric improvements on minor legs, such as additional lanes or longer turn lanes, could have limited positive effects and might be prohibitive in terms of benefit to cost.

Although LOS A represents the best possible level of traffic flow, the cost to construct roadways and intersection to such a high standard often exceeds the benefit to the user. Funding availability might also lead to acceptance of intersection or roadway designs with a lower LOS. LOS D is generally accepted as the lowest acceptable level in urban areas. LOS C is often considered to be the desirable minimum level for rural areas. LOS D or E may be acceptable for limited durations or distances, or for very low-volume legs of some intersections.

The LOS analysis was performed using Synchro/SimTraffic:

Synchro, a software package that implements Highway Capacity Manual (HCM) methodologies, was used to build each signalized intersection and provide an input database for turning-movement volumes, lane geometrics, and signal design and timing. In addition, Synchro was used to optimize signal timing parameters for future conditions.

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SimTraffic is a micro-simulation computer modeling software that simulates each individual vehicle's characteristics and driver behavior in response to traffic volumes, intersection configuration, and signal operations. The model simulates drivers' behaviors and responses to surrounding traffic flow as well as different vehicle types and speeds. It outputs estimated vehicle delay and queue lengths at each intersection being analyzed.

Corridor Analysis

The traffic operations analysis was completed for several lane configuration alternatives along France Avenue. The PM peak hour traffic conditions from 2009 were used for the analysis. Each alternative including the results of the analysis is discussed below. A summary table of each analysis alternative is included in the **Appendix**.

1. Existing Lane Configuration – This analysis provided the base line condition that was used to compare the results of the other lane configuration alternatives. The results of the existing analysis found that several movements are at Level of Service (LOS) E or F. In addition some of the existing max vehicle queues exceed the available turn lane storage.
2. Removing Free Right Turn Lanes – By removing the free right turn lanes it was found that there was very little impact to the overall operations and that there would be a minimal increase in vehicle delays.
3. Removing One Through Lane on France Avenue – Removing one of the through lanes increased the number of intersection movements that are at LOS E or F. Average vehicle delays increased by 10 to 20 sec per vehicle at the intersections.
4. Removing Additional Left Turn Lanes – This alternative removed one left turn lane at locations where there were dual left turn lanes. The results of the analysis found that at every location where the lane was removed the left turn queues exceed the available storage. In addition, the overall intersection average intersection delays increased by an additional 5 to 10 secs per vehicle.

One concern that was raised by Hennepin County was the use of the average PM peak hour as the analysis period. The concern is that even though we don't typically design for a holiday peak, this area of France Avenue with Southdale and the other retail uses, tend to have a more extended holiday timeframe and that the level of traffic on France Avenue is actually higher on an average.

Based on the traffic operations analysis results it was determined that the final concepts would be developed based on only eliminating the free right turn lanes and no other lane reductions.

Crash Analysis

A crash investigation of the past 5 years (2007 – 2011) was completed for the corridor. The results indicate that there were 258 crashes in the corridor from 66th Street to 76th Street with 95 of those crashes at the intersections proposed to be improved with this project. The results also conclude that the overall crash rate and severity rate in the corridor is below the state wide average for the same type of roadways. The investigation found that there were 4 pedestrian or bicycle crashes in the corridor. Three of the four were with vehicles turning right failing to yield to bicycles. These crashes are listed below.

- 66th Street – Northbound right-turn vehicle failed to yield to bike (2011)
- 69th Street – Southbound right turn vehicles struck bike (2011)
- 69th Street – Northbound through vehicle struck pedestrian (2011)
- Gallagher Drive – Westbound right turn vehicle failed to yield to bike (2011)

A table showing the results of the intersection analysis is included in the **Appendix**.

6. IMPROVEMENT OPTIONS

Urban Design Context

Any improvements to selected intersections along France Avenue must be made in the context of the City's other plans for the corridor, including its Comprehensive Plan, transportation plans, and plans for economic development. In general these plans have suggested a gradual transformation of France Avenue from a vehicular-oriented street to one that offers a "living street" experience for not only people in motorized vehicles but also to pedestrians, bicyclists, and transit users. Such a reorientation will affect not only the design of France Avenue and the streets that intersect it, but also the private property adjacent to France Avenue. The City, County, and the owners of private property will need to work together to achieve this goal.

The concept is to fully connect the public domain of the street with the private domain of buildings. This will create a realm for social interaction, a place that provides an opportunity for people to meet and congregate, purposefully or serendipitously, or simply move between locations. To achieve this goal, France Avenue will be transformed into a tree-lined boulevard with several distinct features will be added to France Avenue including new and additional street, pedestrian, bicycle, and transit elements, as discussed below.

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A generalized concept of one of the proposed intersections as envisioned under Option 1 illustrating a novel approach to moving bicyclists through the intersection by superimposing what is essentially a roundabout for bicycles over a standard vehicular intersection. Note that existing free-right turning movements have been eliminated and the median enhanced to improve pedestrian safety by decreasing crossing distance. This is true of all alternative options. Similarly all of the proposed options would significantly improve pedestrian comfort and enhance the identity of the corridor by increasing the number of trees providing an overstory canopy along streets, sidewalks, and in the median. Although it would be preferred to have new structures about the street, particularly at corners, some existing buildings will remain removed from the street, requiring that sidewalks be extended from the street to those more distant structures. This concept for locating new buildings near sidewalks or improving the sidewalk connection for existing buildings would be applied in all alternative options.

Corridor Elements

The stated goal of the City to transform France Avenue between TH 62 Crosstown and I-494 into an attractive and distinct tree-lined living street with its own distinguishing identity that not only differentiates it from other corridors but also from other segments of France Avenue. To do this, the primary change will be the relationship between buildings and the street. In general, buildings will move closer to the street. At intersections, buildings will be adjacent to both France Avenue and the intersecting street. In locations where streets and existing buildings will remain distant, connecting plazas and generous sidewalks will encourage better pedestrian connectivity. Eventually intervening parking lots will be eliminated or at least become less common; a landscaped buffer will separate the street from pedestrians; doorways to buildings will open to intersections or sidewalks parallel to the street.

The cross section of the corridor would also change. Lane width would be reduced to 11 feet with opposing traffic separated by a substantial planted median of 10 or more feet. For Option 1, bicycles would be accommodated on France Avenue with a 5 foot bike lane in each direction. In that option, planters or a 20-foot planted buffer would separate France Avenue from the sidewalk.

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For Option 2 the bike lane would be separated only by a curb. For Option 3, bicycles would simply share the road with traffic. Sharrows for assisting the turning movements of bicyclists would be included at certain cross streets in some options. Inexperienced bicyclists may prefer to ride on the sidewalk but that is contrary to the city's existing public policy although it may be allowed under state standards if the sidewalk's layout meets state criteria.

The sidewalk would be a least seven feet wide under the first two options, running parallel to the street. For Option 3, the walk would be 8 feet wide. Under all options the sidewalk placed adjacent to buildings may actually be wider to accommodate outdoor civic or commercial activities.

The roadway median (between opposing lanes of traffic) and the sidewalk median (between the sidewalk and the street) would be slightly bermed to reduce headlight glare and planted with, as appropriate, flowers, shrubs, and trees. Plantings would be unique and contribute to creating a unique identity to the corridor.

Street and pedestrian lighting will be installed along the roadways and sidewalks. The roadway lighting will be standardized yet unique to the corridor. The pedestrian lighting will be identical to the pedestrian lighting with an "E" emblem as used recently elsewhere in the City. Both street and pedestrian lighting will be placed uniformly along the edge of the roadway or sidewalk to emphasize the linearity of the corridor. It is anticipated that street lights may become necessary as trees mature and ambient light shining on the roadway is reduced. The lighting of the roadway will not be immediately installed as part of the currently proposed improvements to intersections and sidewalks, although conduit for future installation may be included. However, some intersection and pedestrian level lighting is included with the project. Lighting of buildings, signs, and places of outdoor gathering will be coordinated to establish an overarching architectural identity for the corridor.

Gateway monuments would demarcate the entrances to this segment of France Avenue, announcing its distinct identity as a uniquely designed and managed destination. Similar, although less pronounced identifying markers would occur where cross streets intersect France Avenue. Wayfinding for motorists, pedestrians, and bicyclists will need to be installed to facilitate active-transportation. For motorists, this may include active messages, particularly for events, seasonal information, and directions to and the availability of parking facilities. For bicyclists, it may be providing direction to major nearby destinations and for pedestrians, kiosk bulletin boards providing room for announcements of public events.

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Distinctive gateway monuments not only define the entrances to a corridor but presage the character of the whole district, inviting participation and providing an identity to an iconic street in a vibrant community. Such monuments can be destinations themselves, provide community and historical information, and must be attractive throughout the day and year.

Pedestrian Elements

The primary attribute of the pedestrian realm will be the sidewalk itself. The walk will be concrete with a scoring pattern unique to the corridor. The preference will be to have buildings abut the sidewalk. It will be a standard seven to eight foot width depending on the option selected with an additional 18-inch shy distance next to buildings to allow for façade projections and fenestrations. The walk may be widened to accommodate future commercial uses, such as restaurant patios and sidewalk cafes, or even developed into small plazas or pocket parks in coordination with future private development. The concept is to create opportunities for people to interact. Additional pedestrian amenities, such as benches, tables, arbors, or drinking fountains may be included. Some of these amenities may be installed in coordination with private development that is anticipated to occur along the corridor in the upcoming years and decades.

The boulevard buffer between the sidewalk and the street is critical for developing the pedestrian realm. The buffer will provide an area for trees, shrubs, and flowers. At a minimum, there will be an 8 foot bio-swale boulevard buffer planted with trees between the sidewalk and street. Flowers will be planted near cross streets to emphasize the intersections. To provide for plant health and vigorous growth, irrigation and soils designed for compact urban locations are assumed for all boulevard and median plantings. For Option 1, planter boxes filled with shrubs and flowers will provide separation between bicyclists and pedestrians.

The scale of the plantings will be massive and perfuse to visually complement the width of the street, the height of adjacent buildings, and the vibrancy of activity. In particular, large distinctive street trees, primarily deciduous, will enclose the sidewalk and street while providing a pedestrian scale space and detailing beneath the canopy, creating a safe enclosure for people moving through the corridor on foot. Shrubs and flowers will provide interesting details to pedestrians.

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By working with private developers, the pedestrian realm can become a place for social interaction. Providing amenities that make it comfortable for people to walk and congregate is essential. Explicitly marking where pedestrians are located and providing a wayfinding system increases pedestrian safety and encourages people to walk. Pedestrian activated crossing signals and video activated signals for bicycles will enhance the safety for active transportation while improving the systems' responsiveness to the needs of pedestrians and bicyclists.

Bike Elements

For Option 1, bicycles will be accommodated along France Avenue with a dedicated lane for northbound bikes and a dedicated lane through the intersection of 66th Street, 70th Street and 76th Street for southbound bikes. The preferred width is six feet. At intersections, a specially adopted layout, essentially a roundabout for moving bicyclists safely through traffic will be accommodated. Left turns will be accommodated through the roundabout rather than crossing traffic over to a left turn lane. Bike lanes will be separated from lanes for motorized traffic by a wide curb. At intersections, bike lanes will be color-coded.

For Option 2, bicycles will be accommodated on the France Avenue but separated from traffic by a curb. For Option 3, bike lanes will only be provided on selected cross streets. No dedicated bike lanes will be placed on France Avenue for Option 3.

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Accommodating bicycle parking will be critical in the corridor. Parking by building entrances, outdoor public gathering spots, and at transit nodes will need to be coordinated with private development. In addition, “on-street” bicycle rental vending may become an option in the area and will need to be accommodated off of France Avenue and other intersecting streets. It will be critical that the location of bicycle lanes, parking, and rental not interfere with pedestrian movement. Coordination with private developers to accommodate bicycle parking, including the possibility of having bicycle lockers, may be necessary.



Edina has designated France Avenue as a secondary bike route. Although, given various alternative routes, it will probably be used only by more experienced riders. Under Option 1, the introduction of the bicycle roundabout superimposed over a standard intersection provides a safe way for bicyclists to negotiate the intersection. Signal detection methods for bicyclists will be provided under all options.

Transit Elements

Coordination with transit providers will be essential for transforming France Avenue into a living street. Linking the sidewalk’s pedestrian system with the streets’ transit system will require site-specific coordination. Providing a corridor-specific transit shelter at all transit stops will encourage use of the transit system. Coordinating vending machines for newspapers or at a minimum defining their locations will benefit the appearance of the corridor. The placement of transit shelters must not interfere with pedestrian or bicycle movement. Providing bicycle storage lockers at transit stops will encourage residential neighbors to use transit and provide an opportunity to reinforce France Avenue as a destination.

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A seamless transition from transit to bicycling and walking is critical for establishing a living street.



The location and design of transit shelters can provide an iconic element for the corridor. It is anticipated that a uniquely designed bus shelter that will be coordinated with other design elements in this corridor will reinforce the street's distinctiveness.

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Intersection Elements

Crosswalks will be marked with the proven safety improvement, a traditional zebra-striped crosswalk with stop bars. This will provide the best safety measures for pedestrians. A wide center median, at least 10 feet, will create a pedestrian refuge in the center of France Avenue. The median should extend beyond the crosswalk into the intersection to provide an additional buffer for stranded pedestrians. City and County standards will be applied to curb cut locations and design.

Traffic Signal Elements

The appearance of traffic signals, poles, and masts will be coordinated with lighting fixtures and standards. It is anticipated that the color of traffic semaphores will be bronze. American with Disabilities (ADA) standards will be applied to all traffic signal elements. Video detection or other detection methods will be used to identify if a pedestrian or bicyclist is approaching or in a crossing and the cycle times adjusted to allow sufficient time for crossing and turning movements. Turning movements for cars will be delayed if the presence of a pedestrian or bicyclist is detected. A manual override system will be provided for both pedestrians and bicyclists.



The design of the functional aspects of intersection and traffic signal elements will reinforce the aesthetic and urban design characteristics of the corridor by providing safety and comfort to pedestrians and bicyclists.

7. PROPOSED IMPROVEMENT ALTERNATIVES

Three primary intersection options were prepared and evaluated, taking into consideration of the design elements discussed in the previous section and input from the Stakeholders and Edina Transportation Commission. Each option is discussed below with their advantages and disadvantages,

Intersection Option 1 - Separated Bike/Pedestrian Lanes with Blvd

This option provides a one-way off-road bike lane separated by a boulevard and an elevated pedestrian sidewalk also separated from the bike lane, from 76th Street to 66th Street for northbound and at the intersections of 66th Street, 70th Street and 76th Street for southbound. At the intersections the bikes would be separated in their own crossing using a modification of the “Dutch” design. **Figures 8a – 8c** show Option 1 at each intersection.

Advantages:

- Aesthetically pleasing with more opportunity's to provide landscaping
- Provides buffer to pedestrians and bikes
- Biscuits allow for better sight distance for bikes and vehicles
- Widened Median allows for refuge island for pedestrians
- Increased buffer in corners for pedestrians
- Biscuits allow for signal pole placement
- Decreased distance for pedestrians and bikes to cross
- Safer crossing for pedestrian and bicyclists.

Disadvantages:

- Requires significant R/W
- High Cost
- Pedestrians need to wait further back behind bike lane
- Additional maintenance for snow removal

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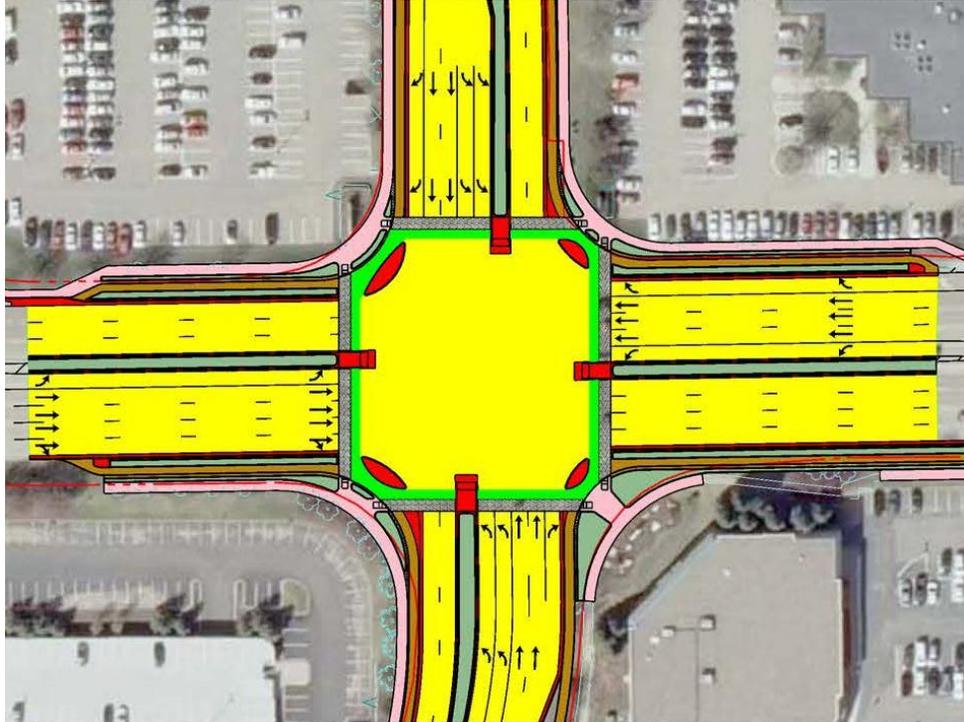


Figure 8a. France Ave at 76th Street Option 1

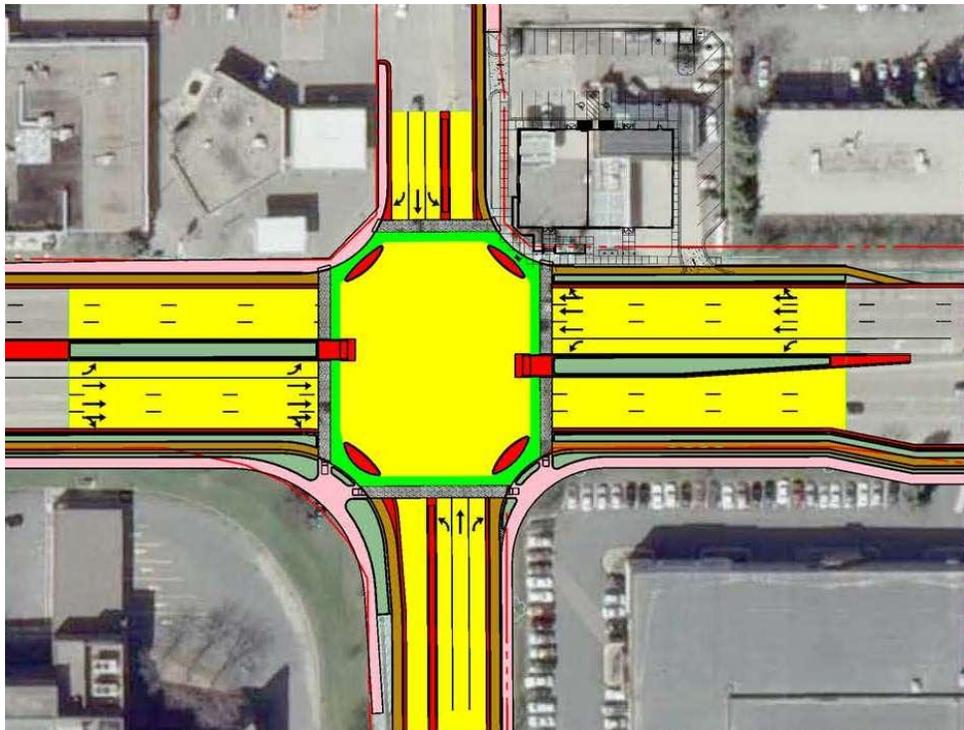


Figure 8b. France Ave at 70th Street Option 1

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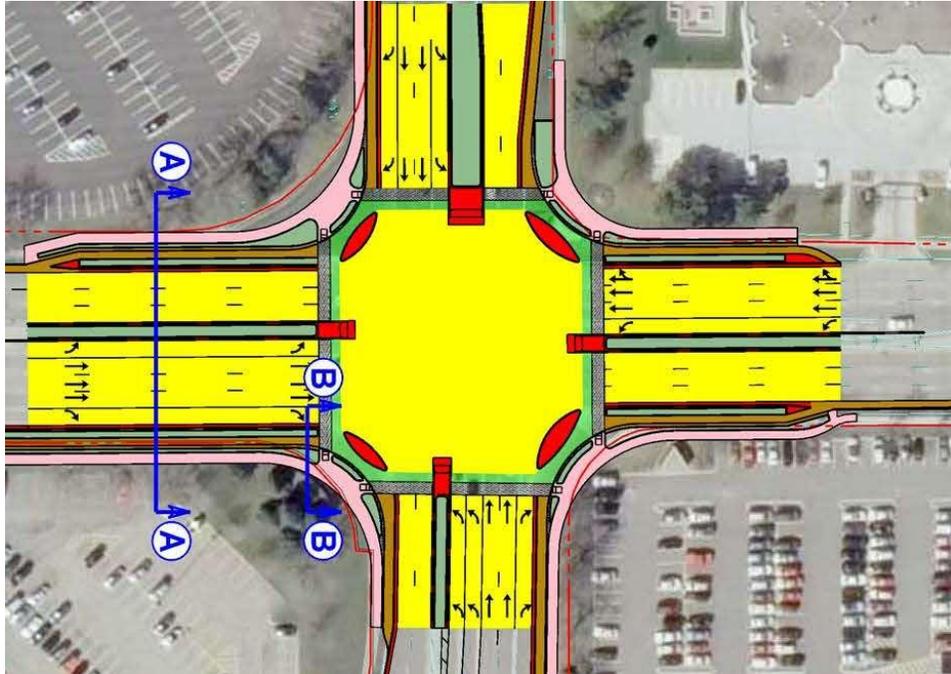


Figure 8c. France Ave at 66th Street Option 1

Intersection Option 2 – Separated Bike/Pedestrian Lanes with no Blvd

This option provides an off-road bike lane with no boulevard and an elevated pedestrian sidewalk separated from the bike lane from 76th Street to 66th Street for northbound and at the intersections of 66th Street, 70th Street and 76th Street for southbound.. At the intersections the bikes would be separated in their own crossing using a modification of the “Dutch” design. **Figures 9a – 9c** show Option 2 at each intersection.

Advantages:

- Provides some opportunity to provide landscaping
- Provides buffer for pedestrians and bikes
- Biscuits allow for better sight distance for bikes and vehicles
- Widened median allows for refuge island for pedestrians
- Increased buffer at corners for pedestrians
- Biscuits allow for signal pole placement
- Decreased distance for pedestrians and bikes to cross
- Less R/W required than Option 1

Disadvantages:

- Requires more R/W than Option 3
- Higher Cost than Option 3
- Pedestrians need to wait further back behind bike lane
- Additional maintenance for snow removal
- Barrier curbs are susceptible to damage

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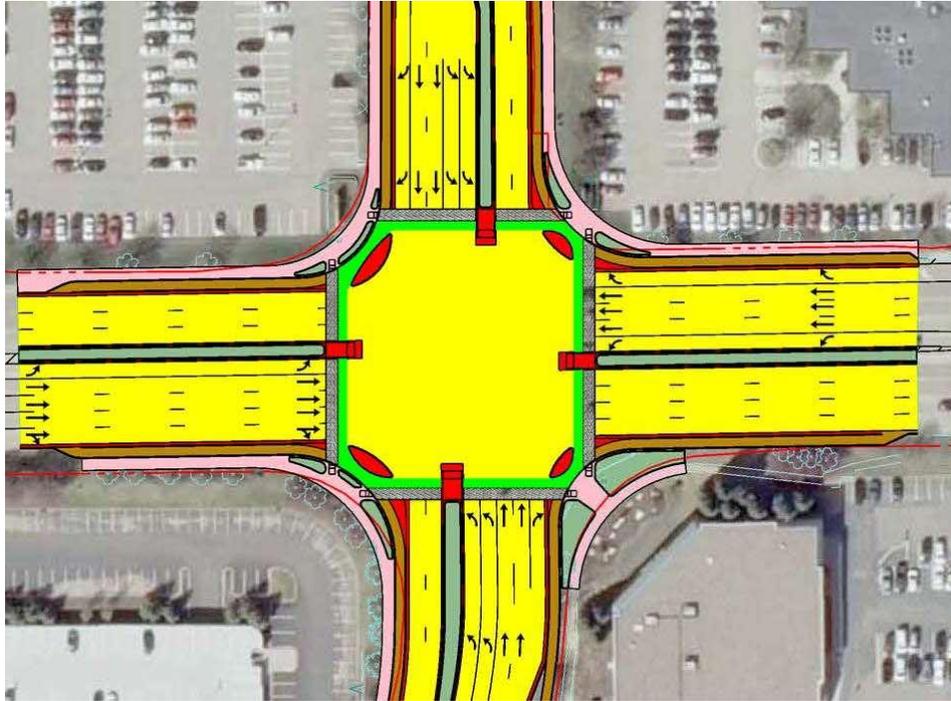


Figure 9a. France Ave at 76th Street Option 2

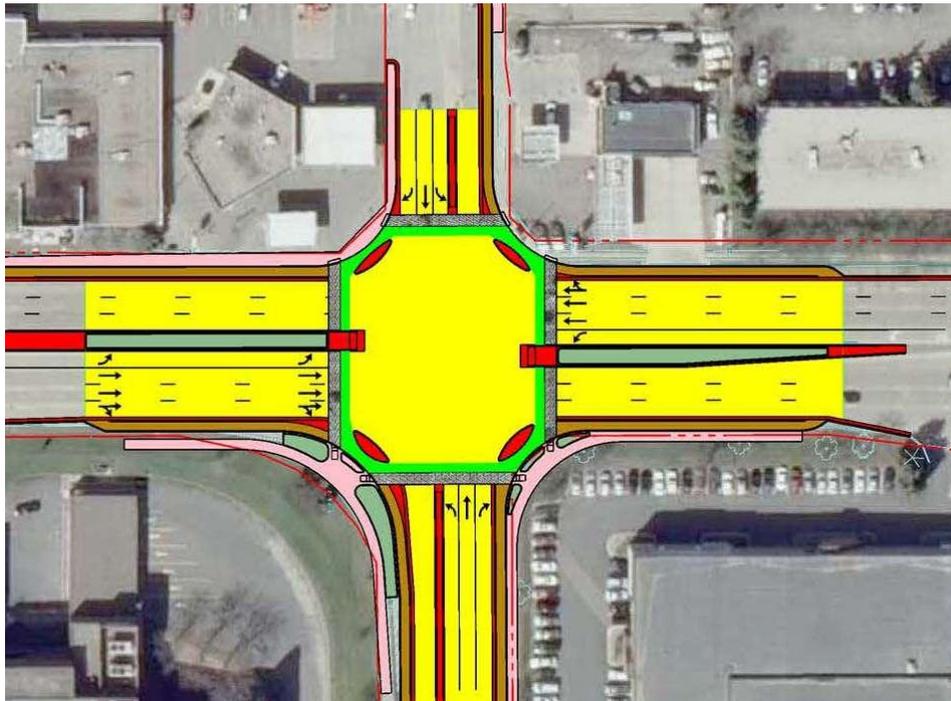


Figure 9b. France Ave at 70th Street Option 2

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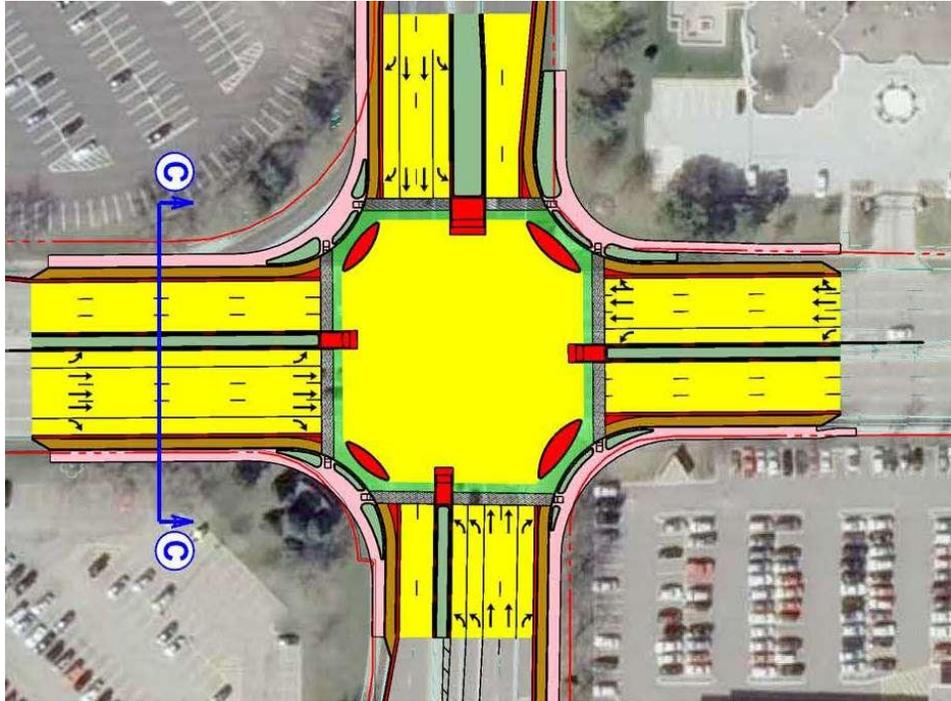


Figure 9c. France Ave at 66th Street Option 2

Intersection Option 3 – Sidewalk with Blvd (On-Street Bike Lanes, Side Streets Only)

This option provides a standard on-road bike lane only on the cross streets at 76th Street, 70th Street and 66th Street. No on-road or separated bike lanes would be provided on France Avenue. A sidewalk would be provided with a boulevard between the roadway and sidewalk on the eastside of France Avenue from 76th Street to 66th Street and on the westside only at the intersections. At the intersections the bikes and pedestrians would use the same crosswalk facility. **Figures 10a – 10c** show Option 3 at each intersection.

This option also provides for the possible future expansion to a project that would provide separated bike and pedestrian facilities (similar to Option 1). This would however require purchasing additional right of way or negotiations with adjacent property owner as the properties would develop.

Advantages:

- Provides some opportunity to provide landscaping
- Provides buffer for pedestrians
- Widened median allows for refuge island for pedestrians
- Would require minimal to no additional R/W
- Lower cost than any other option
- Is the accepted way to handle bike lanes at intersections
- Expandable to separated Bike/Ped facilities in the future.

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Disadvantages

- Increases the width to cross for pedestrians from options 1 and 2
- Pedestrians close to traffic in corners
- Signal Pole placement will require longer mast arm poles
- Would require widening along entire France corridor for future expansion of a bike lane

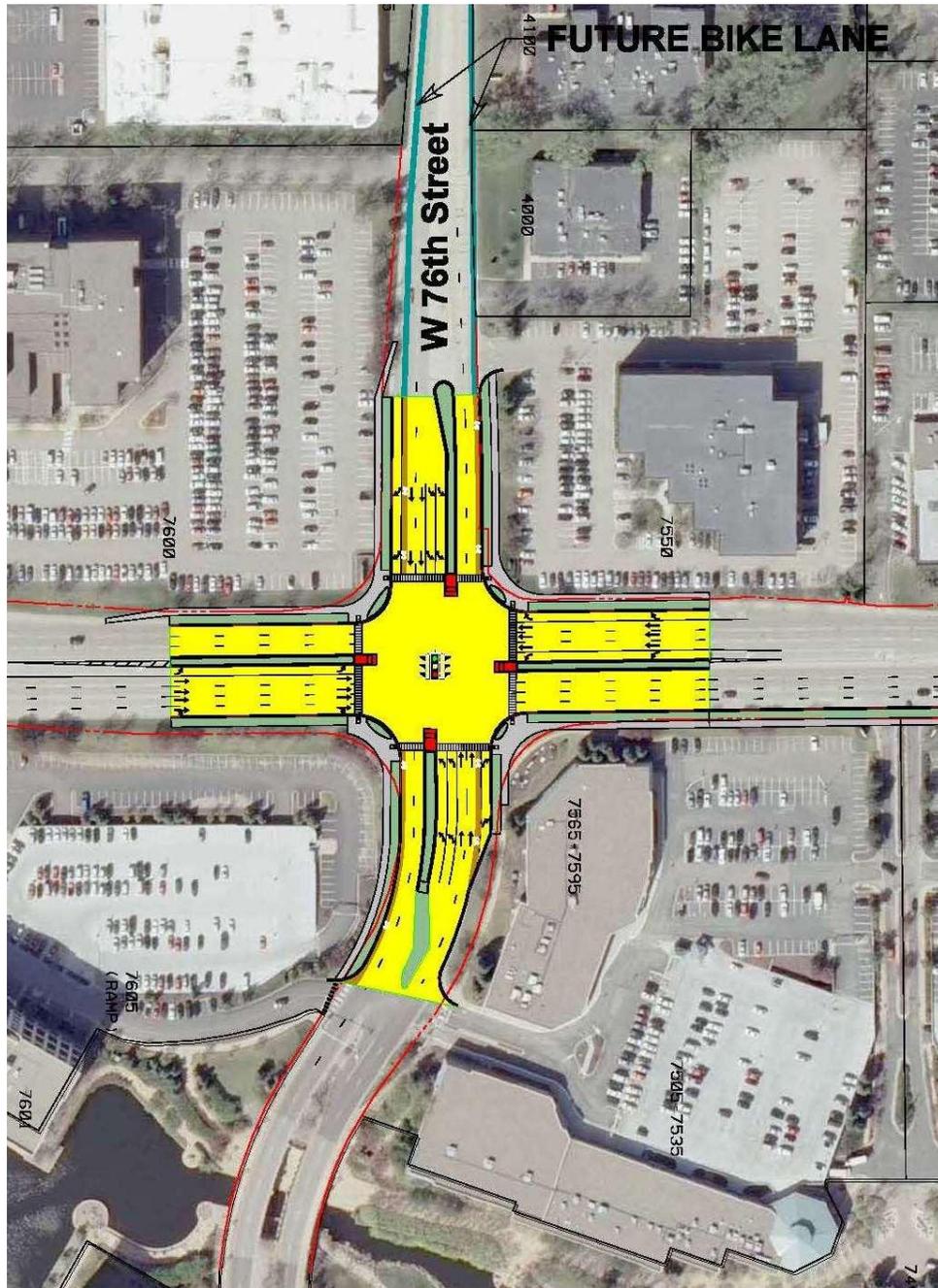


Figure 10a. France Ave at 76th Street Option 3

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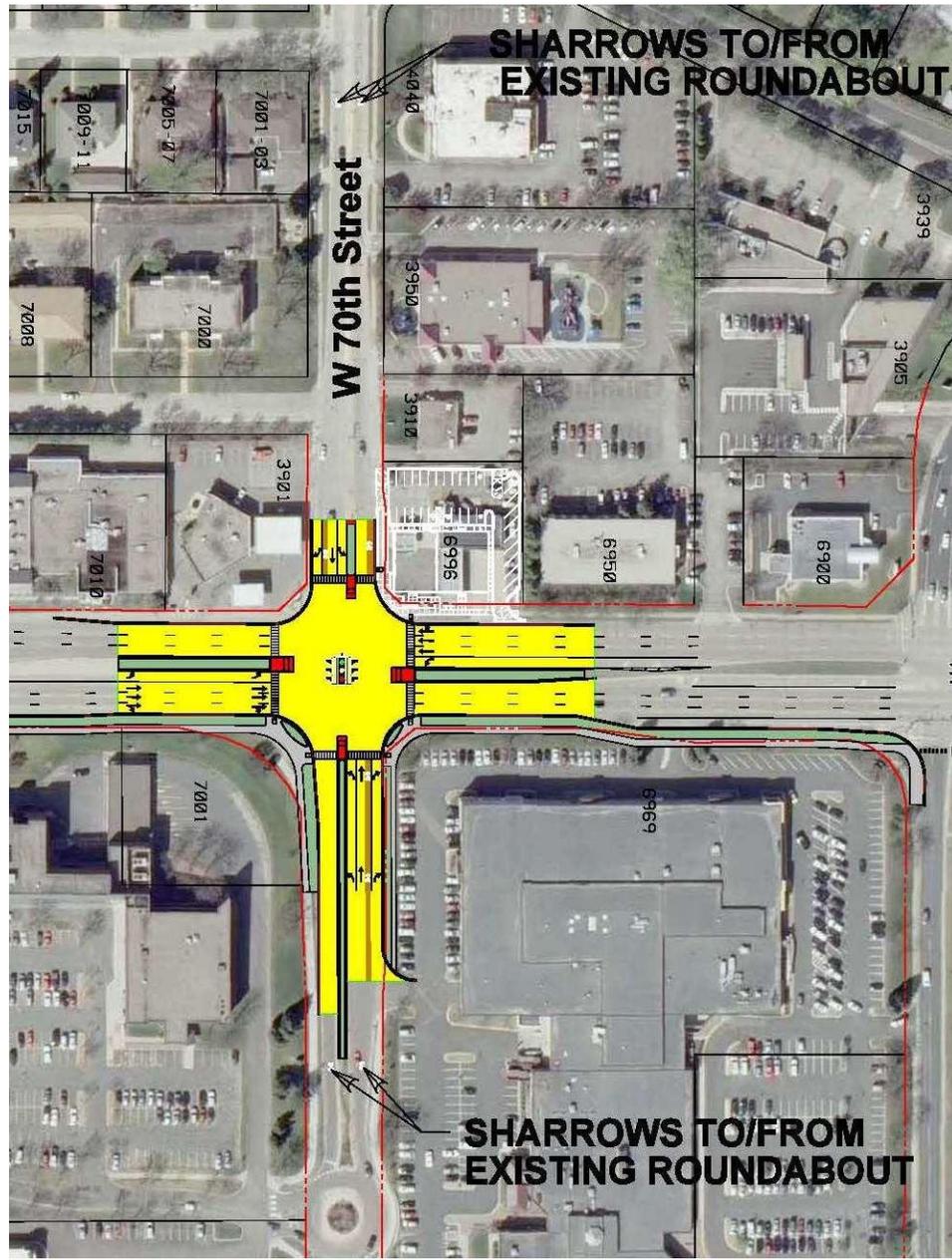


Figure 10b. France Ave at 70th Street Option 3

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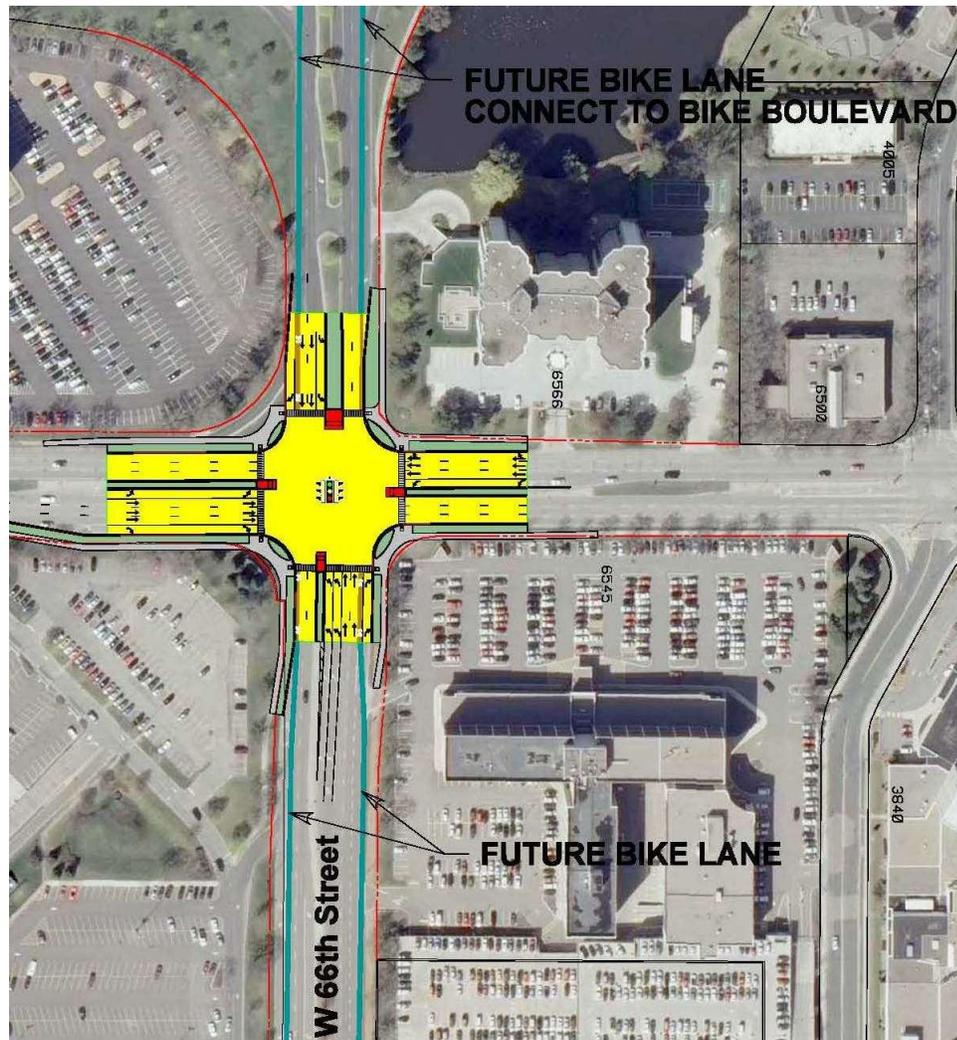


Figure 10c. France Ave at 66th Street Option 3

Other Intersection Design Options Considered

Other intersection design options were also considered but were determined to be not feasible because they would physically fit the France Avenue situation or would create a significant impact to adjacent property. These options included:

- Continuous flow intersection
- Michigan left turns
- Grade separated cross street

Corridor / Sidewalk Connection Options

Three sidewalk connection options were considered for completing the gaps in the sidewalks on the east side of France Avenue including:

- Continuing the preferred alternative the entire length with curb adjustments.
- Continuing the preferred alternative the entire length with curb adjustments except at locations where there were impacts to property other than just right of way.
- Making only sidewalk connections without any significant right of way impacts or curb impacts.

8. RECOMMENDED IMPROVEMENTS

Based on the evaluation of these options and input from the Stakeholders, Option 1 was selected as the initial preferred concept, however following preparation of the project cost estimates and input from the Edina Transportation Commission, Option 3 – Sidewalk with Boulevard (On-Street Bike Lanes on Side Streets Only), is the preferred and recommended concept. The proposed improvements will include the following:

- Reducing the vehicle lanes to the minimum State Aid requirements on northbound France Avenue the entire length from 76th Street to 66th Street and on southbound France Avenue and the side streets only through the intersections at 66th Street, 70th Street and 76th Street.
- Removing and relocation of the France Avenue northbound outside curb from 76th Street to 66th Street and southbound outside curb at the intersections of 66th Street, 70th Street and 76th Street.
- Removing free right turn islands in all quadrants at 76th Street, in the southeast quadrant at 70th Street, in the southeast quadrant at 69th Street, in the southeast quadrant of the Southdale entrance, in the northeast quadrant of the Southdale exit and in the southeast, southwest and northeast quadrants at 66th Street.
- Widening the center median on France Avenue and the side streets to a 10 foot width only at the intersections of 66th Street, 70th Street and 76th Street.
- Providing an 8 foot landscaped boulevard on the eastside of France Avenue from 76th Street to 66th Street.
- Providing an 8 foot sidewalk on the eastside of France Avenue from 76th Street to 66th Street and on the westside of France Avenue only at the intersections of 66th Street, 70th Street and 76th Street.
- Providing a minimum 6 foot landscaped boulevard on the side streets at 66th Street, 70th Street and 76th Street.

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- Providing a 6 foot sidewalk on the side streets where sidewalks currently exist at 66th Street, 70th Street and 76th Street.
- Either a 5 foot on-street bike lane or a shared lane with “Sharrow” eastbound and westbound on 66th Street, 70th Street and 76th Street through France Avenue.
- ADA compliant pedestrian ramps at all intersections and driveways on the eastside of France Avenue from 76th Street to 66th Street and on the west side of France Avenue at 66th Street, 70th Street and 76th Street.
- Revised traffic signal systems at 66th Street, 70th Street and 76th Street including APS pedestrian push buttons, countdown pedestrian signal timers, median refuge island pedestrian push buttons and new vehicle and bicycle detection systems.
- Urban design feature including, landscaping, monuments, planter boxes, bollards and colored or stamped concrete at the intersection of 66th Street, 70th Street and 76th Street.

Figures 11a – 11c show the recommended improvements. Detailed plan sheets for the corridor are included in the **Appendix**.



Figure 11a. France Ave Preferred Alternative

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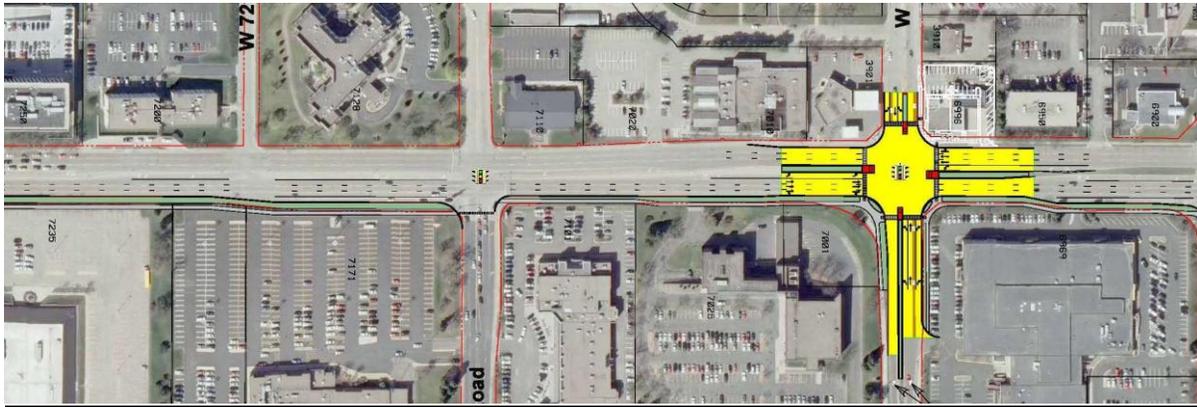


Figure 11b. France Ave Preferred Alternative

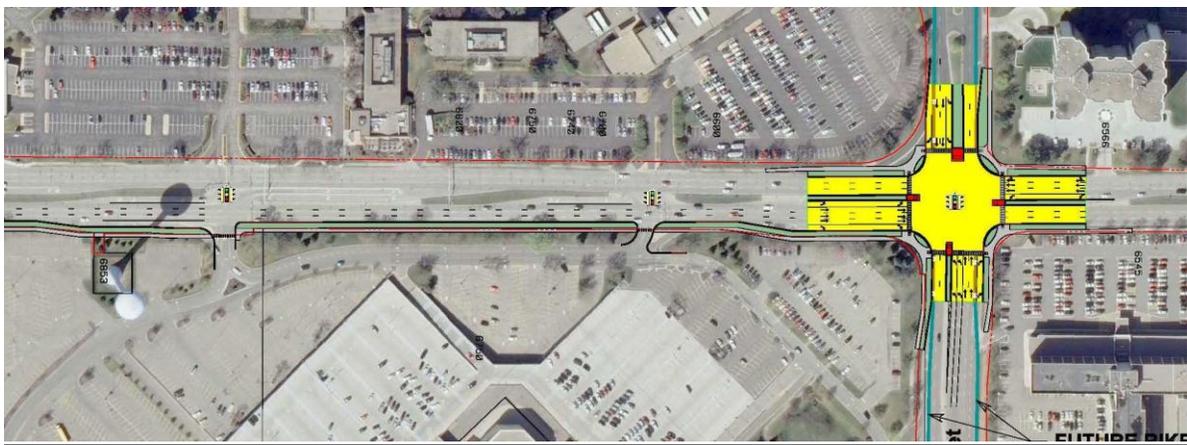
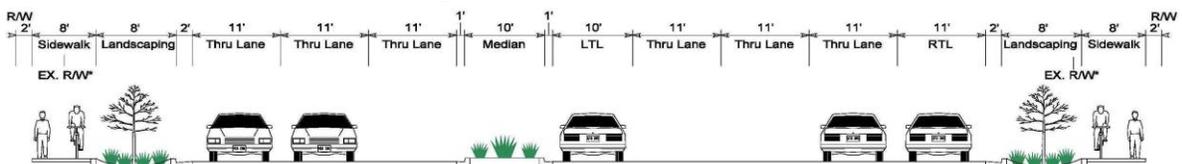


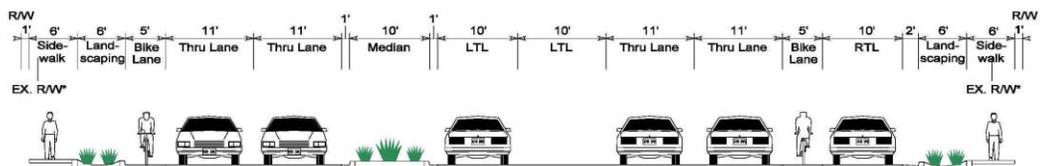
Figure 11c. France Ave Preferred Alternative

The proposed typical sections for France Avenue and the Side Streets are shown in **Figure 12**.



Proposed France Avenue Section

*Existing R/W Varies



Proposed Side Street Section

Figure 12. France Ave Option 3 Typical Section

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The area from Gallagher Drive to north of Hazelton Road will require slight modifications from the typical section. From Gallagher Drive to Hazelton Road, adjacent to the Macy's and Byerly's property, it is proposed to construct the sidewalk with a railing, on top of the existing retaining wall. The area between the roadway and existing retaining wall will be a landscaped boulevard. This will require slight modifications to the existing parking lots. The area north of Hazelton Road will include a slightly narrower (4 to 6 foot) boulevard to avoid significant impacts to the existing parking lot. **Figure 13** shows a detail of this area.

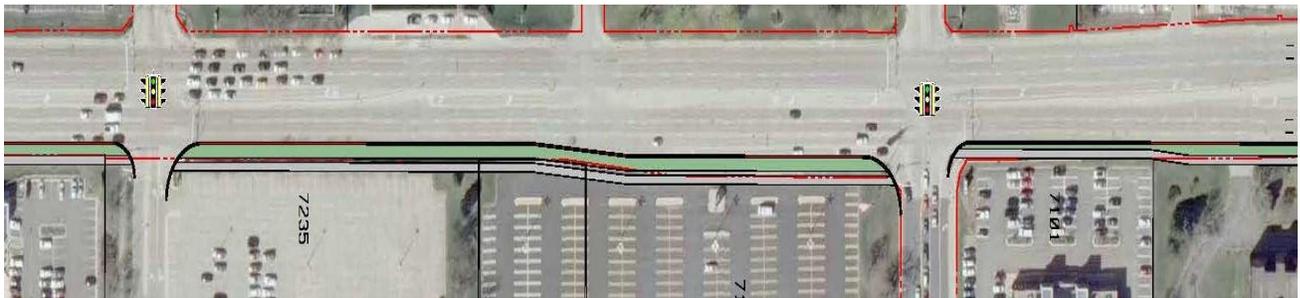


Figure 13. France Ave – Gallagher Dr to Hazelton Rd

A detail of a typical intersection corner showing the location of the interaction of the pedestrian, the location of the ADA ramps and location of areas where additional landscaping could occur is shown in **Figure 14**.



Figure 14. France Ave Concept 3 Intersection Detail

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Several urban design refinements are included as part of Option 3 based on Stakeholder input and discussions with Edina's Transportation Commission. The refinements include a focus on sidewalks with a row of trees along the median and sidewalks to enhance the pedestrian experience. Enhancements for pedestrians crossing France Avenue and other streets are also included with this option. Additional plantings, irrigation, engineered soils, gateway markers, lighting and other amenities would be included.

The cross section and plan view figures below for Option 3 illustrates several unique urban design elements including gateway monuments, boulevard and median tree plantings, pedestrian lighting, and paving patterns that together provide an identity and create a composition unique for France Avenue.

Distinctive corner with raised planters with shrubs and flowers, roadway identification markers and coordinated bollards will provide a buffer between pedestrians and motorized traffic. The planter, scoring patterns, markers and bollards will also clearly orient walkers, especially those with physical impairments to clearly marked crosswalks.

Figures 15a – 15g capture these suggested refinements for the corridor and a typical intersection.



Figure 15a. France Ave Corridor Urban Design Concept

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Figure 15b. France Ave Intersection Urban Design Concept



Figure 15c. France Ave Intersection Urban Design Concept

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Figure 15d. France Ave Urban Design Concept Corner Detail



Figure 15e. France Ave Urban Design Concept Lighting Detail

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Figure 15f. France Ave Urban Design Concept Corner Detail



Figure 15g. France Ave Urban Design Concept Corner Detail

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9. RIGHT-OF-WAY & EASEMENTS

The estimated permanent right of way and temporary easements needed for Options 1 and 3 are outlined below. These areas represent the estimated worst case and best case for right of way needs.

Option 1

76th Street:
Perm R/W = 18,000sf
T/E = 15,000sf

70th Street:
Perm R/W = 8,500sf
T/E = 7,300sf

66th Street:
Perm R/W = 8,500sf
T/E = 7,600sf

Sidewalk Connection Areas
Perm R/W = 47,000sf
T/E = 35,200sf

Total Option 1:
Perm R/W = 82,000sf
T/E = 65,100sf

Option 3

76th Street:
Perm R/W = 7,100sf
T/E = 1,850sf

70th Street:
Perm R/W = 3,800sf
T/E = 3,800sf

66th Street:
Perm R/W = 1,800sf
T/E = 2,600sf

Sidewalk Connection Areas
Perm R/W = 32,000sf
T/E = 22,000sf

Total Option 3:
Perm R/W = 44,700sf
T/E = 30,250sf

Right of way acquisition will need to follow the Federal Right of Way Acquisition process. This is one of the critical elements in meeting the project sunset date timeline of March 31st, 2013. In order to meet this timeline the process will need to begin by September 1st, 2012. This process would also include potential condemnation if required.

10. PROJECT COSTS

As part of the Scope Change and Sunset Date extension request the estimated project cost was **\$2,045,000**. This included minimal landscaping (\$50,000) and minimal lighting (\$80,000). The cost also did not include any additional right of way.

Estimated costs were developed for Option 1 and Option 3. These costs include estimated right of way, urban design elements and construction for each intersection as well as the sidewalk connection improvements. The estimated costs do not include indirect costs such as engineering, legal and administration, etc.

The costs are based on preliminary estimated quantities and current average bid prices per item. The right of way costs assume \$35/sf for permanent and \$20/sf for temporary easements, based on recent acquisition data.

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A summary of the preliminary estimated cost is shown below. The detailed preliminary cost breakdown is included in the **Appendix**.

Option 1

76th Street:
R/W = \$1,005,000
Construction = \$755,000
Urban design = \$213,000

70th Street:
R/W = \$480,000
Construction = \$711,000
Urban design = \$201,000

66th Street:
R/W = \$487,500
Construction = \$730,000
Urban design = \$207,000

Total Intersection:
R/W = \$1,972,500
Construction = \$2,196,000
Urban design = \$621,000

Sidewalk Connections:
R/W = \$2,525,000
Construction = \$1,428,000
Urban design = \$403,000

Total Cost:
R/W = \$4,497,500
Construction = \$3,624,000
Urban design = \$1,024,000

Total Project Cost = \$9,145,500

Option 3

76th Street:
R/W = \$285,500
Construction = \$577,000
Urban design = \$367,000

70th Street:
R/W = \$209,000
Construction = \$550,000
Urban design = \$367,000

66th Street:
R/W = \$115,000
Construction = \$556,000
Urban design = \$367,000

Total Intersection:
R/W = \$609,500
Construction = \$1,683,000
Urban design = \$1,101,000

Sidewalk Connections:
R/W = \$1,560,000
Construction = \$626,600
Urban design = \$219,000

Total Cost:
R/W = \$2,169,500
Construction = \$2,309,600
Urban design = \$1,320,000

Total Project Cost = \$5,799,100

The comparable cost to the Scope Change and Sunset Date extension estimated cost of **\$2,045,000** is **\$3,624,000** for Option 1 and **\$2,309,600** for Option 3.

It should be noted that the estimated cost of Option 1 does not include the bike lane and right of way acquisition adjacent to the Macy's/Byerly's site. The addition of these costs would increase the total cost to **\$10,308,000**.

The estimated costs for Option 3 do include the additional right of way and sidewalk connections adjacent to Macy's/Byerly's site. In addition the urban design cost does include additional urban design features such as monuments, additional landscaping, assuming the larger boulevard area, additional pedestrian level lighting and the additional boulevard area on the side streets.

Feasibility Study
FRANCE AVENUE INTERSECTION ENHANCEMENTS

As indicated previously, concern was raised over the cost of the recommended Option 3 compared to the original budget of \$2,000,000. Based on discussions with the ETC costs for specific plan elements were requested. Listed below are the elements and the associated cost savings should they be eliminated from the project.

- A. Locating the sidewalk adjacent to the Macy's and Byerly's sites behind the curb with no boulevard: R/W = \$350,000, Construction = \$50,000
- B. Not including the Urban Design Monuments: Construction = \$450,000
- C. Negotiating right of way cost with Southdale: R/W = \$498,400
- D. Negotiating right of way cost with Galleria: R/W = \$157,500
- E. Negotiating right of way cost with US Bank: R/W = \$93,100
- F. Not replacing the existing (narrow) sidewalk adjacent to Centennial Lakes and south of Gallagher Drive: R/W = \$250,000, Construction = \$38,040
- G. Not including trees outside of intersections: Construction = \$27,000
- H. Not including any street lighting: Construction = \$345,000

11. FUNDING

As indicated in the approved Metropolitan Council Scope Change request, the estimated project cost is \$2,045,000. Funding for the project is currently allocated using the following funding sources.

Federal TE funding	\$1,090,000
Southdale Area TIF funding	\$1,000,000
Total programed funding	\$2,090,000

Should the project be approved the remaining funding could be provided using additional Southdale Area TIF funding, State Aid funding, Hennepin County Road landscaping/safety improvement funds or other local funding sources such as an area special assessment.

Hennepin County will have a solicitation in the fourth quarter of 2012 for landscaping/safety improvements along County roadways. It will be competitive process. The County will be setting aside about \$1 Million a year with about \$500,000 per mile of roadway per City.

Any of the additional costs above the programed funding could be included in the area special assessment. The area special assessment would require that the project follow the 429 process. In the project area from 66th Street to 76th adjacent to France Avenue there are 15 parcels on the eastside that would benefit from the project especially the addition of the sidewalk and other urban design features.

**Feasibility Study
FRANCE AVENUE INTERSECTION ENHANCEMENTS**

12. FEASIBILITY

The proposed improvements as outlined in this study are found to be necessary, cost effective, and feasible from an engineering standpoint.

13. PROJECT SCHEDULE

The project is on a very aggressive schedule to meet the sunset extension date of March 31st, 2013. The following general schedule is anticipated. A detail schedule is included in the **Appendix**.

Meetings

Stakeholder Meeting #1	May 31 st , 2012
Hennepin County Staff	June 25 th , 2012
Stakeholder Meeting #2	June 26 th , 2012
Metro Transit Staff	July 5 th , 2012
Edina Transportation Commission (Special Meeting)	July 9 th , 2012
Edina Transportation Commission	July 19 th , 2012
Edina City Council Work Session	August 6 th , 2012
Edina City Council	August 6 th , 2012

MnDOT Federal Project Process

Project Development	April – December 2012
Project Memorandum	October 2012
Right of Way	
Begin Appraisals	September 1, 2012
Offer letters	November 1, 2012
Begin condemnation (if needed)	December 1, 2012
Title and position	March 2013
Detail Design	August 2012 – March 2013
Final Approval (City, County, MnDOT)	March 2013
Begin Construction	Summer 2013

APPENDIX

Scope Change and Sunset Date Extension request
Edina Comprehensive Plan Figure 7-10 Sidewalk Facilities
Edina Comprehensive Plan Figure 7-11 Bike Facilities
Stakeholders Meeting #1 minutes
Stakeholders Meeting #2 minutes
ETC July 9th Special Meeting approved minutes
ETC July 20th Meeting draft minutes
Met Council comment summary
Level of Service summary tables
Crash investigation summary table
Estimated cost summary
Detail project schedule
Option 3 Detail Plan Sheets

SUNSET DATE EXTENSION and SCOPE CHANGE REQUEST
S.P. 120-020-037
France Avenue / 72nd Street Pedestrian Bridge
Edina, Hennepin County, Minnesota

1. PROJECT BACKGROUND

A. Project Name:

72nd Street Pedestrian Bridge over France Avenue in the City of Edina

B. Location Map:

A location map is attached as **Exhibit 1**.

C. Sponsoring Agency:

City of Edina
4801 W. 50th Street
Edina, MN 55424

D. Other Participating Agencies:

Hennepin County and MNDOT have been or will be involved in the review and/or approval of the project. No financial participation is anticipated from these agencies.

E. Project Description:

The current project includes the construction of a pedestrian and bicycle bridge over France Avenue in the vicinity of 72nd Street South. The bridge would provide a connection between the commercial, retail and offices located east of France Avenue and the residential neighborhoods west of France Avenue. The City is requesting a change in scope to provide more logical and efficient connections to these areas. **Section 4** of this request outlines the proposed scope change.

F. Funding Category:

The project is funded with Federal Transportation Enhancement (TE) funds.

G. Federal Funds Allocated:

Federal funds in the amount of \$1,000,000 have been secured.

H. Local Share and Source:

The City has included this project in their 2010 – 2014 Capital Improvement Program (CIP) for 2012 using Southdale Area Tax Increment Financing funds and Municipal State Aid funds for the local funding match.

I. Fiscal Year Program:

The current project is programmed for Fiscal Year 2012.

2. PROJECT PROGRESS

A. Project Schedule:

A revised project schedule is attached as **Exhibit 2**. The current progress on the project is attached as **Exhibit 3**.

B. Right-of-Way Acquisition:

The adjacent property owners to the 72nd Street are aware of the project and preliminary discussions on potential right of way needs were completed.

C. Permits:

The following table is a list of anticipated permitting agencies and the status of their reviews:

Agency	Permit	Status
MPCA	NPDES	Not yet submitted, with Final Plans
Nine Mile Watershed District	Wetlands (if required)	Not yet submitted, with Final Plans

D. Approvals:

The following is a list of agencies with approval authority and the status of each approval:

Agency	Approval Required	Status
Met Council	Sunset Date Extension	February 2012
	Scope Change Request	February 2012
MnDOT	Project Memorandum	Not yet submitted, April 2012
	Final Plan Approval	Not yet submitted, July 2012
Hennepin County	Preliminary Plan	Not yet submitted, March 2012
	Final Plan Approval	Not yet submitted, July 2012
City of Edina		
Transportation Commission	Preliminary Plan	February 2012
City Council	Preliminary Plan	March 2012
	Final Plan Approval	June 2012

E. Identified Funds Spent to Date on Project:

To date, local City funds, grant monies and funding by other agencies in excess of \$100,000 have been spent on the preparation of studies in the area, preliminary concept plans and alternatives for the proposed improvements.

3. JUSTIFICATION FOR EXTENSION

A. What is unique about this project that requires an extension of the Sunset?

A sunset extension request has become necessary primarily due to:

1. New Transportation Studies/Projects impacting the project area.

Several transportation studies and improvements have been initiated and completed in the project area during the time since the original TE application was approved for funding. Since the project was selected a number of things have developed that warrant consideration of an alternative to a pedestrian bridge as the best solution for improved pedestrian and bicycle access to and within the Greater Southdale/Centennial Lakes area. These projects included:

- Hennepin County/Edina - France Avenue Corridor Study – 2009
Hennepin County together with the City of Edina completed the France Avenue Corridor Study which shows enhanced pedestrian/bike friendly intersections. The proposed re-scoped project would be consistent with the County's plan. Included in **Appendix A** is a copy of the study.
- Three Rivers Park District (TRPD) - Regional Trail Alignment process – 2010. This trail will provide an east-west connection to the TRPD regional trail system. **Exhibit 4** illustrates the proposed Nine Mile Regional trail corridor.
- Metro Transit - Bicycle and Pedestrian Connections to Transit infrastructure Study – 2009. This study identifies a high priority corridor project (Edina "G" project) north/south along France Avenue from 70th Street to Minnesota Drive. The study recommends ADA Pads, curb cuts, crosswalk (paint) streetlights, benches, bike lockers, shelters and trash receptacles. It also notes that there are many locations along France Avenue that have deficient lighting near bus stops. Pedestrian level lighting near the bus stops would improve pedestrian safety. These improvements will enhance use of alternative modes of transportation.
- Edina - W. 70th Street Corridor Study and Improvements – Initiated 2007, completed 2011. The completion of the 70th Street project between Highway 100 and France Avenue includes sidewalks, bike lanes and reflects complete streets/ living streets design. An improved intersection at France and 70th street would provide a link from this recently completed project to the 70th Street sidewalk on the eastside of France Avenue. This would also provide connections to the Promenade pedestrian corridor east of France Avenue.

- Transit for Livable Communities (TLC) - Bike Boulevard project – Initiated 2009, anticipated completion 2012. The City has been awarded TLC funding for the construction of a bike lane that would connect from 58th Street south via Wooddale Avenue to 70th Street, this project helps build Edina’s bicycle network which is consistent with the adopted Edina bike plan.
- Edina – Southdale Area Pedestrian Study – 2009. This study analyzed pedestrian movements in the Promenade/Centennial Lake corridor.

2. *Transportation Commission and Bike Edina Task Force review of the proposal.*

The Edina City Council established the Edina Transportation Commission (ETC) to help guide the City in implementing its vision for an integrated, multi-modal local transportation system as stated in the City’s Comprehensive Plan. The system will provide safe and efficient transportation options for all users (motorists, transit riders, bicyclists, and pedestrians of all ages and abilities) in a way that promotes the economic, environmental, social, and personal vitality of the City and its residents. The Commission shall:

- A. Advise the City Council on the operation of the local transportation system (all modes, users, and abilities).
- B. Develop strategies, plans and recommendations to implement the City’s multi-modal transportation vision.
- C. Review neighborhood street capital investment projects for adherence to adopted City policies and planning documents.
- D. Review and comment on large development proposals, such as those requiring an Alternative Urban Areawide Review, Environmental Assessment, or Small Area Plan.
- E. Discuss regional transportation improvements by outside agencies that may affect the local transportation system.
- F. Promote the City’s transportation vision through education and open forums.
- G. Review and comment on citizen transportation concerns, traffic complaint reports, and data.
- H. Review and recommend transportation-related funding.
- I. Advise the City Council on additional matters when directed by the City Council.

The Bike Edina Task Force was established prior to the City’s 2008 Comprehensive Plan update. This task force studied the City’s bicycle system and prepared a detailed report recommending improvements to the City’s bicycle system. This document was included as part of the approved Comprehensive Plan.

Both the ETC and the Bike Edina Task Force have reviewed the current Pedestrian Bridge proposal and have raised questions on the location and efficiency of the overpass at 72nd Street. The primary question is, will people use the overpass with the land use attractions and pedestrian facilities spread out on both sides of France Avenue from 65th Street to 78th Street? And, is the 72nd Street overpass the most appropriate solution for pedestrians and bicyclists? **Exhibit 5** shows the Pedestrian and Bicycle Framework on both sides of France Avenue.

3. *Concern over the need and effectiveness of a Pedestrian Bridge in this location.*

As indicated, both the ETC and Bike Edina Task Force has raised a concern with location and effectiveness of the pedestrian bridge at the 72nd Street location. With a north/south pedestrian corridor (the Promenade) located east of France Avenue and several residential communities and businesses located west of France Avenue, concentrating the primary crossing at 72nd Street has been questioned.

The concern is that pedestrian and bicyclists will use the existing signalized intersections to cross France Avenue even with the overpass at 72nd Street in place. Providing multiple enhanced crossings of France Avenue appears to be a more logical solution that would be used by more pedestrians and bicyclists. **Exhibit 5** shows the Pedestrian and Bicycle Framework on both sides of France Avenue.

Hennepin County together with the City of Edina prepared a study in 2009 that evaluated and recommended improvements to enhance safety, vitality, identity, cohesiveness and visual quality of the France Avenue corridor. Based on that study, enhancing multiple crossing along France Avenue would create a more useable pedestrian and bicycle network than with the proposed overpass. A copy of the study is attached in **Appendix A**.

The City Council with recommendation from the ETC has initiated further study to review and determine what the appropriate locations and crossing enhancements should include with the proposed at-grade crossing alternatives. **Section 4** of this request outlines the alternatives and locations being considered.

4. *New policies related to transportation and active living.*

The City of Edina, Hennepin County and MnDOT have all adopted new policies guiding transportation related to pedestrian and bicycle projects in the time sense the initial application. The primary focus of the policies is an emphasis that streets are designed and operated to enable safe access for all users. These policies include:

- Edina Comprehensive Plan Update – 2008
- Edina Comprehensive Bicycle Plan – 2008
- Hennepin County Active Living Resolution – 2007

- Hennepin County Complete Streets Resolution – 2009
- MnDOT Complete Streets - 2009
- Edina support for a Statewide Complete Streets Policy – 2010
- Edina authorization to pursue Living Streets Policy – 2011
- Edina, Richfield and Bloomington Do.Town Campaign – 2011

5. *City Leadership Transitions*

The City of Edina hired a new City Manager in November of 2010 and a new Assistant City Manager in July of 2011. This new staff leadership together with new members on the City Council and Transportation Commission has established a new vision for the City’s pedestrian and bicycle system.

6. *Identification of a new source for the Local Matching funds*

The matching funds for the project were originally programmed using City property taxes and State Aid funds. In 2011 the City Council identified Centennial Lakes Tax Increment Financing (TIF) district funds as an alternative source for matching funds and programmed the project accordingly in the 2012 – 2016 CIP.

The above delayed direct action on the project as each study, public process and new policy provided more information to be considered. In May 2011 the Edina City Council formally referred the matter to the Edina Transportation Commission (ETC). The ETC reviewed the referenced studies and policies and recommended that the City not pursue the proposed pedestrian bridge, but pursue several enhanced at grade crossings as an alternative. In November 2011 the City Council reviewed the ETC’s recommendation and voted to direct staff to prepare a sunset date extension and scope change request.

B. What are the financial impacts if this project does not meet its sunset date?

The City and other agencies have invested significant time and funding in excess of \$100,000 in exploring solutions to improving the pedestrian and bicycle accessibility and flow across France Avenue and in the Southdale/Centennial Lakes area.

C. How does this project implement regional policies?

The proposed Sunset Date Extension and re-scoping the project from a bridge at a single location to three redesigned enhanced intersections is consistent with the Metropolitan Council’s Transportation Policy Plan’s philosophy of developing higher benefit/lower cost projects. The Met Council Transportation Policy Plan includes the following primary policy for pedestrian and bicycle travel:

Policy 18: Providing Pedestrian and Bicycle Travel Systems: The Council, state, and local units of government will support efforts to increase the share of trips made by bicycling and walking and develop and maintain efficient, safe and appealing pedestrian and bicycle transportation systems.

The project meets the following strategies associated with this policy:

- Strategy 18a. - Bicycle and Pedestrian Regional Investment Priorities
- Strategy 18b. - Connectivity to Transit
- Strategy 18c. - Local Planning for Bicycling and Walking
- Strategy 18d. – Inter-Jurisdictional Coordination
- Strategy 18e. - Complete Streets

D. What are the implications if the project does not obtain the requested extension?

An extension of the sunset date is critical to allow time for the successful implementation of one of the City’s primary Pedestrian/ Bicycle objectives to “Create pedestrian and bicycle interconnections among major generators with continuity across major roadway and other barriers”. If the extension were not granted the City would forfeit the TE funding on the project and postpone the project until funding can be obtained. Postponing the project until an unknown future date would seriously complicate political approval processes, render useless some of the work done to date, and be very inefficient. Furthermore, postponing leaves a significant gap in the Cities trail and bike system.

E. What actions will the agency take to resolve the problem facing the project in the next three to six months?

City has identified potential solutions to the providing a more efficient and user friendly project.

Exhibit 2 describes the schedule that the City is committed to, to bring this project to a successful conclusion. This schedule will allow the City to complete the right-of-way acquisition and Project Memorandum early enough in 2012 to allow construction to begin in early 2013.

4. SCOPE CHANGE REQUEST

A. Project Description

The following is the proposed scope change project description. The primary changes from the original description are shown as *italicized*.

The France Avenue Pedestrian Crossing project would complete a missing link by overcoming the France Avenue barrier (ADT 28,700) for the pedestrian and bicycle circulation system in this part of Edina. The pedestrian and bicycle amenities will include a significant emphasis on aesthetics and special amenities such as public art, water fountains at a similar caliber to the Centennial Lakes pedestrian circulation network. *Intersection enhancements such as; median refuge island, accessible pedestrian signals, pedestrian warning signs, enhanced pedestrian corner treatments, etc, will be provided at 66th Street, 70th Street and 76th Street. This intersection together with the Gallagher Drive intersection being improve by Three Rivers Park District will* result in the provision of safe and efficient pedestrian and bicycle facilities connecting a significant activity centers east of France Avenue with established neighborhoods to the west. The Promenade and Centennial Lakes trail systems serve high density residential areas, medical offices, movie theatres, Centennial Lakes Park, Edinborough Park, the YMCA, Hennepin County Regional Library and Service Center and a multitude of retail shops including Target, the Galleria and Southdale Shopping Center. The Promenade trail also includes an east-west leg which connects to the City of Richfield *and the future Nine mile regional trail. The total project cost is estimated to be approximately \$2,045,000.*

The re-scoped project will accomplish the same goals, safely and efficiently, for less overall cost, in partnership with the other agencies and with greater community support. The vision for the re-scoped project stems from the County's "France Avenue Corridor Study" completed in 2009. Attached in **Appendix A** is a copy of the study.

B. Location Map

A location map is attached as **Exhibit 1**.

C. Project Layout

The proposed project will provide improvements at three primary intersections.

66th Street: This proposed crossing would provide access to; medical buildings, Southdale Mall, Aquatic Center, Rosland Park, TLC Bike Boulevard, and access to transit.

70th Street: This proposed crossing would continue the complete street project recently constructed west of France Avenue. It would serve primarily single family neighborhood, The Galleria, Target, Promenade, Southdale Library, Hennepin County Government Center, and access to transit.

76th Street: This proposed crossing would serve primarily multi-family housing and connect to Centennial Lakes Park, Promenade, Three Rivers Park District Nine mile trail in Richfield, Edinborough Park, medical facilities, and access to transit.

Three Rivers Park District (TRPD) is also planning improvements to Gallagher Drive. Although this intersection will be improved by TRPD the proposed crossing will serve the future planned regional trail, Promenade, multi-family housing, and access to transit. Prior to TRPD choosing the Gallagher Drive trail alignment, the hope was that the 72nd Street bridge project would directly serve the trail. Once the public process was completed and the alignment was chosen, it was known that the bridge would not directly serve the trail. Making a connection between the bridge and trail would involve property redevelopment, land acquisition and/or easements at an increased cost.

In addition to the intersection enhancements the proposed project will provide missing sidewalk connections insuring that all areas on both sides of France Avenue have an opportunity to access one of the planned crossing locations.

Several alternative intersection enhancements have been consider, **Appendix B** outlines the enhancements being considered and their potential benefit to the France Avenue corridor. A map showing the proposed intersection improvements and locations of the improvements in relationship to the existing pedestrian and bicycle system is included as **Exhibits 6**. As illustrated on the map providing multiple crossing locations will greatly reduce the distance pedestrians will need to travel to get to a safe crossing, thereby increasing the number of users for the system.

D. Work to be completed

With approval of the Sunset Date extension and Scope Change request, the City will complete the Project Memorandum, Construction Plans and Right of Way acquisition. **Exhibit 2** shows the proposed project schedule.

E. Agency Coordination

The City has worked with several agencies during the preliminary studies, concept development and the proposed re-scoping of the project since the original TE application was submitted and approved. These agencies have included:

- Hennepin County Community Works
- Hennepin County Transportation
- Three Rivers Park District
- Transit for Livable Communities
- Metro Transit

Support letters from some of these agencies (Hennepin County and Three Rivers Park District) are included in **Appendix C**.

F. Revised cost estimate

The original estimated construction cost of \$2,090,000 was based on 2007 dollars. Today’s costs for the same project would be close to \$2,250,000. This does not take into account City Council direction that the bridge would need to have extensive aesthetic treatments and would need to look like a “piece of sculpture”. This would also add to the original cost estimate for this single crossing of France Avenue.

Base on the proposed change in scope the following estimated cost has been developed accommodating improvements to three (3) crossings of France Avenue. It is assumed that the Gallagher Drive intersection improvements would be completed by TRPD. These costs are based on preliminary concept plans and will be refined during final design.

Revised project cost estimate:

Intersection improvements	\$ 1,005,000
Revised signal system	\$ 600,000
Signing and Striping	\$ 36,000
Trail / Sidewalk	\$ 54,000
Retaining walls	\$ 150,000
Guard rail	\$ 50,000
Lighting	\$ 80,000
Traffic Control	\$ 20,000
Landscaping	\$ 50,000
Total Cost	\$ 2,045,000

G. Key Criteria rescoring

The following outlines each prioritizing criteria with the changes in the previous responses show as *italicized*. The original score is also included.

1. Urgency (250 points). Discuss if/how the project proposes or addresses each of the following: (**Original Score = 205**)

- Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities

RESPONSE: The City of Edina *completed* an area study examining the potential to provide attractive trail and sidewalk connections from the north end of Centennial Lakes towards Southdale Shopping Center and beyond. The pedestrian and bicycle amenities will include a significant emphasis on aesthetics and special amenities such as public art, water fountains at a similar caliber to the Centennial Lakes pedestrian circulation network. The City *has constructed* the trail network east of France Avenue. The *France Avenue Pedestrian Crossing plan* would complete a missing link by overcoming the France Avenue barrier for the pedestrian and bicycle circulation system in this part of Edina. *The proposed plan will provide multiple crossings at a lower cost than the original plan.*

- Significantly addresses a strong un-met need or area of concern/problem associated with the development of an integrated bicycle or pedestrian transportation network or providing a safe bicycle or pedestrian route

RESPONSE: As a part of the pedestrian circulation study public meetings many residents of the Cornelia neighborhood west of France Avenue have expressed a strong desire to be able to access the wide variety of shops, businesses and recreational amenities east of France Avenue without having to drive to them. The neighborhood proximity to the Centennial Lakes area is within walking distance; however, residents are discouraged from walking due to the France Avenue barrier to pedestrians and cyclists. ***The proposed plan will improve access to transit, not only by providing crossings of France Avenue, but also by providing missing sidewalk connections and the opportunity to improve transit stops.***

2. Impact (250 points). Discuss how the project addresses each element below (respond as appropriate to A. or B., not both): **(Original Score = 207)**

A. Bike/Ped Infrastructure (QA #1, and QA #8):

- Fills gaps, overcomes barriers, and/or connects system segments in pedestrian/bicycle network. The applicant should provide a map showing the location of the project within the context of an existing and planned bicycle or pedestrian network. If the project is removing a barrier, the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across that barrier.

RESPONSE: The proposed project is intended to overcome a significant barrier between residential neighborhoods west of France Avenue and the commercial and recreational amenities east of France Avenue. France Avenue currently carries 28,700 vehicles per day and is generally 8-10 lanes wide at intersections making crossing very intimidating for most people. The east side of France Avenue does not have adequate provisions for pedestrian and bicycle traffic also limiting the attractiveness of crossing the street. Conversely, the Centennial Lakes area and Promenade located approximately 500 feet east of and parallel to France Avenue provide a high quality pedestrian environment that connects commercial businesses, retail, recreation, and civic amenities situated among the landscaped gardens, ponds and open spaces. ***The France Avenue Pedestrian Crossing project will provide enhancements to the existing signalized intersections*** thus allowing residents to easily move between their neighborhoods to the vibrant Centennial Lakes area without the need to get in cars. ***The project will provide more efficient and usable crossings at up to four locations rather than one.***

- Project provides a high-demand facility or program. Relative levels of demand will be determined using population density and connections to significant travel attractors. Metropolitan Council staff will determine population density using 2000 residential population within one mile of the project. The applicant should also list below significant destinations that are near the facility or that the facility provides close connections to. Destinations can be recreation areas such as parks, beaches, rivers, lakes, etc; or commercial or mixed-use districts, major employment areas or other major cultural destinations.

RESPONSE: The number and variety of destinations for pedestrians and cyclists using the *France Avenue Pedestrian Crossings is expansive. The France Avenue Pedestrian Crossings and trail systems* will connect to the Edina Promenade and Centennial Lakes trail networks which provide pedestrian access to virtually a small city within Edina. *The proposed project will also connect to the future Nine Mile Creek Regional Trail.* The following is a sampling of some of these destinations:

- Centennial Lakes Park
 - Edinborough Indoor Park
 - Southdale YMCA
 - Hennepin County Library
 - Hundreds of retail shops between 66th and 1-494 including Southdale Shopping Center, Galleria Shopping Center, Yorktown Mall, Target
 - Fairview South dale Medical Center
 - Medical and other offices in and throughout Centennial Lakes Business Park
 - Restaurants ranging from fast food to white table cloth
 - Skateboard Park
 - *Westin and Residence Inn Hotel's*
 - *City Parks including: Aquatic center, Frisbee golf course, Fred Richardson golf course*
 - *LA Fitness Health Club*
- Addresses safety concerns. The applicant should describe how the project addresses an identified safety problem.

RESPONSE: Existing pedestrian and bicycle access across France Avenue is provided at signalized intersections between 1-494 and 66th Street. Although these intersections provide pedestrian indications, the sheer width of the roadway and volume of traffic create an imposing barrier for pedestrians, especially elderly, handicapped and children. *The proposed France Avenue Crossing plan would provide intersection enhancements by narrowing roadway lane widths, providing a secure median island refuge and improvements to the pedestrian refuge areas in each corner of the intersection, all* to provide safe efficient and comfortable alternatives for residents west of France to cross the roadway and connect with the beautiful pedestrian environments created with Centennial Lakes and the Promenade.

- Provides more than a local benefit. An example of such a project is a bicycle trail that is part of a county, regional or state trail system, or one that links different trail systems together.

RESPONSE: *The France Avenue Pedestrian Crossing plan* is part of a larger trail *regional trail network* which runs generally east - west across Edina connecting with many activity centers and north south trails along the way. The future *Nine Mile Creek Regional Trail* extends east into Richfield and is planned to extend west through the City of Edina.

3. Relationship between Categories (100 points). Projects will score higher if they provide multiple benefits toward the purpose of the Transportation Enhancements program. Applicants should review the respective category criteria to determine the extent to which the project relates to the other two categories: **(Original Score = 35)**

- What is the relationship to the Scenic and Environmental group? For example, how does the bike/ped project provide a natural resource enhancement?

RESPONSE: The *France Avenue Pedestrian Crossing plan* will connect people with the Centennial Lakes trail network and Promenade trails. Both of these trail corridors provide users the ability to interact with the natural environments including a variety gardens and manicured landscapes, open spaces, water features as well as attractive design elements within the public realm and adjacent private properties. Centennial Lakes and The Promenade both display very high design aesthetic which gives pedestrians and cyclists a pleasurable experience as they travel through. *The design aesthetic of the intersection enhancements will be developed in conjunction with public involvement and will result in an attractive streetscape which will enhance civic pride.*

- What is the relationship to the Historic and Archaeological group? For example, how does the bike/ped project take advantage of or enhance historic and cultural resources or provide orientation/interpretation to users?

RESPONSE: The *France Avenue Pedestrian Crossing plan* will connect residents with current cultural activities which occur on regular basis at Centennial Lakes Park, Edinborough Park and Southdale as well as civic amenities such as libraries.

4. Relationship to Intermodal/Multimodal Transportation System (100 points). Discuss how the project will function as a component and/or enhancement of the transportation system: **(Original Score = 79)**

- How will the bicycle or pedestrian facility benefit the experience of users of the transportation system?

RESPONSE: *The improved safety through intersection enhancements* will allow residents west of France Avenue to make many short trips to the Centennial Lakes/Southdale area by walking or biking in lieu of using automobiles. *By providing several* convenient and efficient alternatives to driving *rather than just one crossing* will encourage more people to walk or bike and result in healthier people and more interesting travel experiences.

- How will the project benefit multiple modes of transportation? An example of a project that would do this would be a bicycle facility that connects to a transit center or a mixed-use pedestrian-oriented district, or a pedestrian project that is a component of a transit-oriented development.

RESPONSE: The Promenade and Centennial Lakes trail corridors are anchored at the north (Southdale Shopping Center) and south (Edinborough) ends by Transit Centers offering connections to Metro Transit buses. Residents living west of France Avenue will have a convenient and attractive trail to connect them with regional transit options without using automobiles. The Promenade and Centennial Lakes corridors are located in one of the best regional examples of a vibrant pedestrian district. Providing convenient access to this district and the transit hubs by means of *the enhanced pedestrian crossings of France Avenue and providing the missing sidewalk connections along France Avenue* will entice residents to access these amenities without getting into automobiles.

- How does the facility serve trips that could otherwise be made by motor vehicles?

RESPONSE: The Promenade and Centennial Lakes corridors are located in one of the best regional examples of a vibrant pedestrian district. Providing convenient access to this district and the transit hubs by means of the *new enhanced crossings of France Avenue and providing the missing sidewalk connections along France Avenue* will entice residents to access these amenities without getting into automobiles.

5. General/Integrative Criteria – Development Framework Implementation (150 points). (Original Score = 125)

There would not be any change for this criterion.

6. General/Integrative Criteria – Maturity of Project Concept (150 points). (Original Score = 83)

See **Exhibit 3** for updated Appendix K Schedule.

Sunset Date Extension / Scope Change Request
Exhibit 1: Location Map



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#39 File\name: K:\0616-270\004\Exhibits\1\Project_Location_Map.dgn



France Avenue / 72nd Street Pedestrian Bridge
City of Edina, Minnesota

**Sunset Date Extension /
Scope Change Request**
Project Location Map

Sunset Date Extension / Scope Change Request
Exhibit 2: Revised Project Schedule

Proposed Revised Project Schedule

Right of Way Acquisition

- Title Research April 2012
- Initial Parcel Work and Landowner Notification April 2012
- Construction Limits Determined April 2012
- Acquisition May to October 2012
- Title and Possession November 2012
- R/W Certificate #1 December 2012

Project Development and Documentation

- Draft PM Submittal April 2012
- Final PM Submittal (pending Mn/DOT review time) June 2012
- PM Approval (pending Mn/DOT review time) August 2012

Final Design and Construction

- Layout Submittal to County for Approval April 2012
- Final Design Preparation
 - 60% Plan Submittal June 2012
 - 95% Mn/DOT Plan Submittal August 2012
 - Mn/DOT State Aid Plan Approval October 2012
- Permits November 2012
- Bidding December 2012/January 2013
- Construction Spring 2013

Sunset Date Extension / Scope Change Request
Exhibit 3: Progress Schedule for Sunset Extensions

PROGRESS SCHEDULE FOR SUNSET EXTENSIONS

ENVIRONMENTAL DOCUMENTATION

EA

Project Memorandum

Completed/Approved

Date of Approval _____

Not Complete

Anticipated Date of Completion – Submittal to MnDOT April 2012, MnDOT approval August 2012.

OPPORTUNITY FOR PUBLIC HEARING (not necessary for Project Memorandum)

Completed

Date of Approval _____

Not Complete

Anticipated Date of Completion _____

FINAL ENVIRONMENTAL ASSESSMENT (Not required for Project Memorandum)

Completed/FONSI Approved

Date of Approval _____

Not Complete

Anticipated Date of Completion _____

STUDY REPORT (required for Environmental Assessment Only)

Completed

Date of Approval _____

Not Complete

Anticipated Date of Completion _____

CONSTRUCTION PLANS

Completed (Includes signature of District State Aid Engineer)

Date _____

Not Complete

Anticipated Date of Completion – Submittal to MnDOT 60% June 2012, MnDOT approval October 2012.

RIGHT-OF-WAY ACQUISITION

Completed (Includes approval of right-of-way Cert. #1 or #1A)

Date of Approval _____

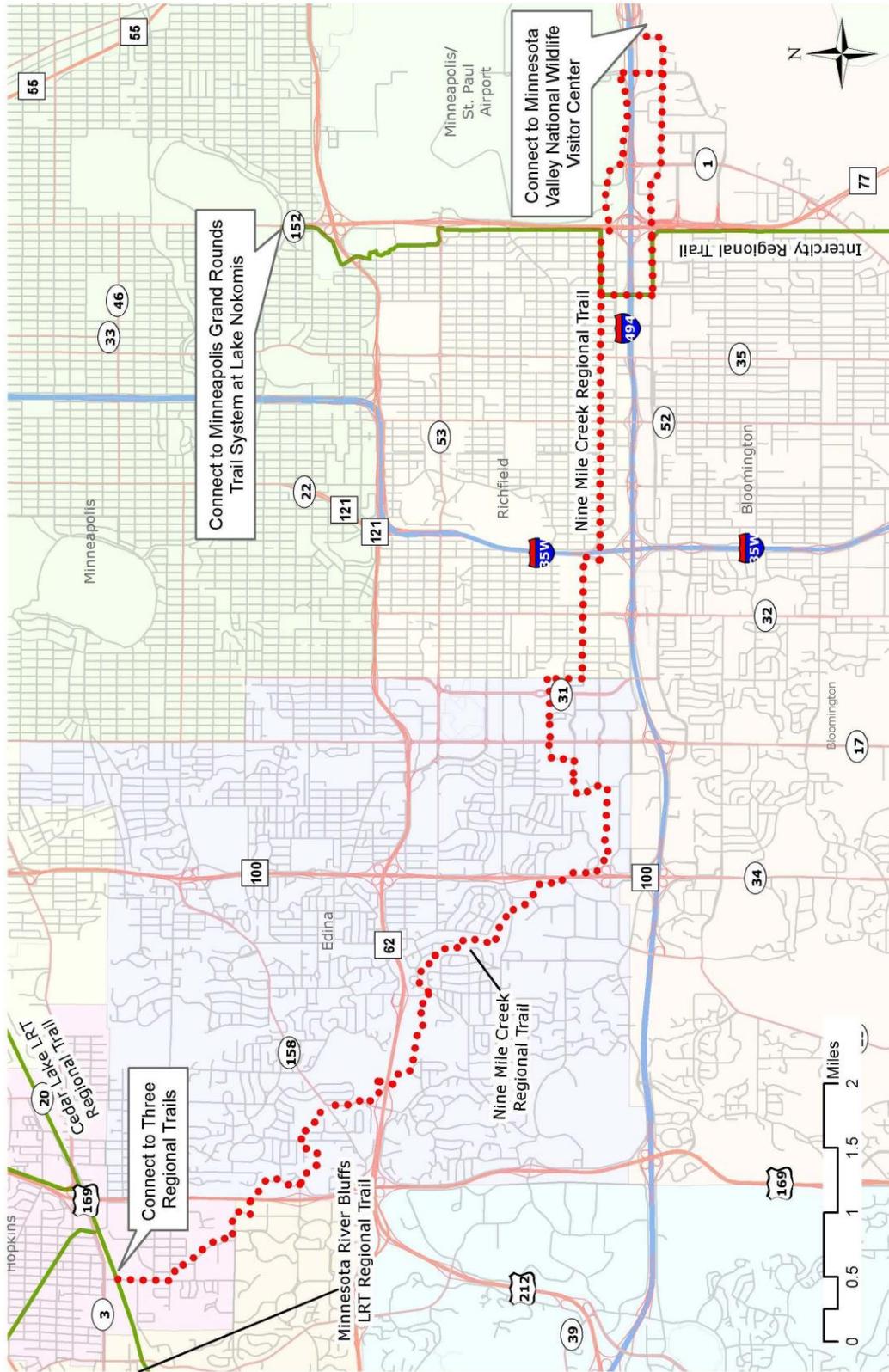
Not Complete

Anticipated Date of Completion – December 2012

LETTING

Anticipated Letting Date – January 2013

Sunset Date Extension / Scope Change Request
Exhibit 4: Nine Mile Creek Regional Trail



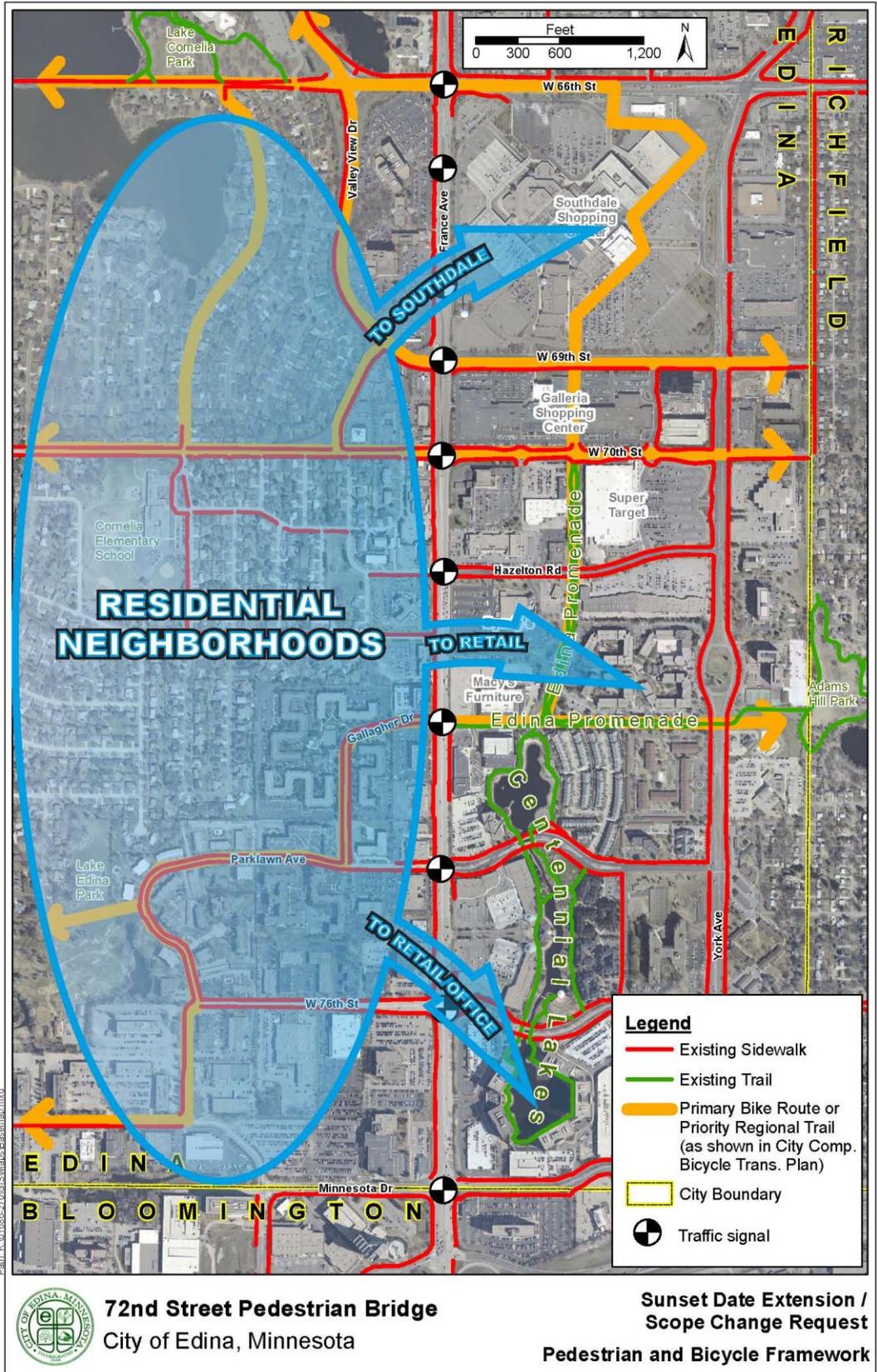
Nine Mile Creek Regional Trail

- Nine Mile Creek Regional Trail Corridor
- Three Rivers Park District Proposed/Existing Regional Trails



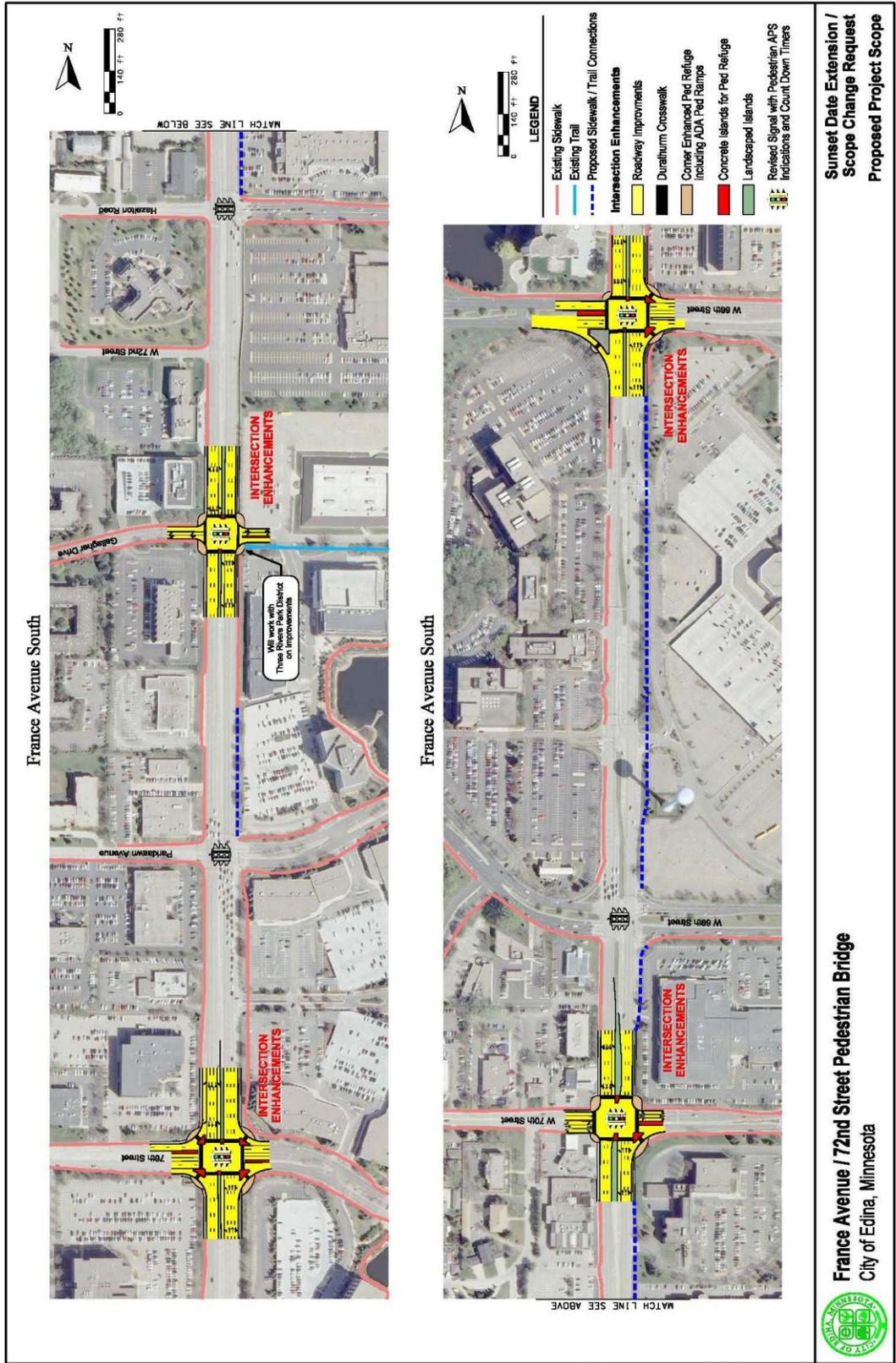
This GIS Data is provided "as is" without warranty of any representation of accuracy, timeliness, or completeness. The user acknowledges and accepts the limitations of the Data, including the fact that the Data is dynamic and is in a constant state of maintenance, correction, and update.
 Map prepared by Three Rivers Park District
 Planning Section - KKG
 04-2011

Sunset Date Extension / Scope Change Request
Exhibit 5: France Avenue Pedestrian and Bicycle Framework



Sunset Date Extension / Scope Change Request

Exhibit 6: Proposed Improvements

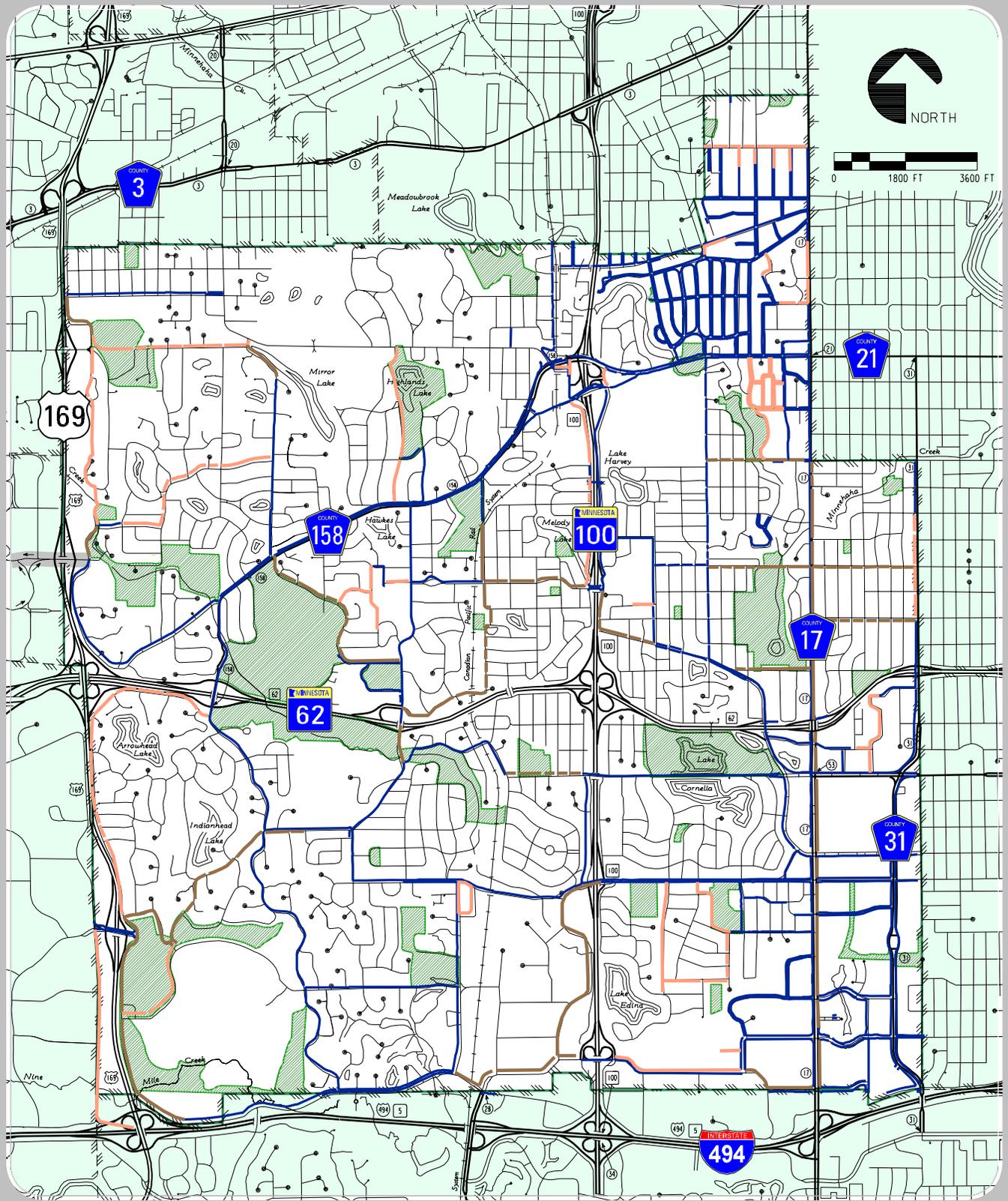


Sunset Date Extension /
Scope Change Request
Proposed Project Scope

France Avenue / 72nd Street Pedestrian Bridge
City of Edina, Minnesota



Scale: 1"=100' (1/2"=200')
Map File: 1/26/2022
Map Filename: K:\1066-270\Coord\KINB114\66-27-Proposed Project Scope - 1.dgn



LEGEND:

- Existing Sidewalk
- Proposed School / Business Sidewalk
- Proposed State-Aid Sidewalk

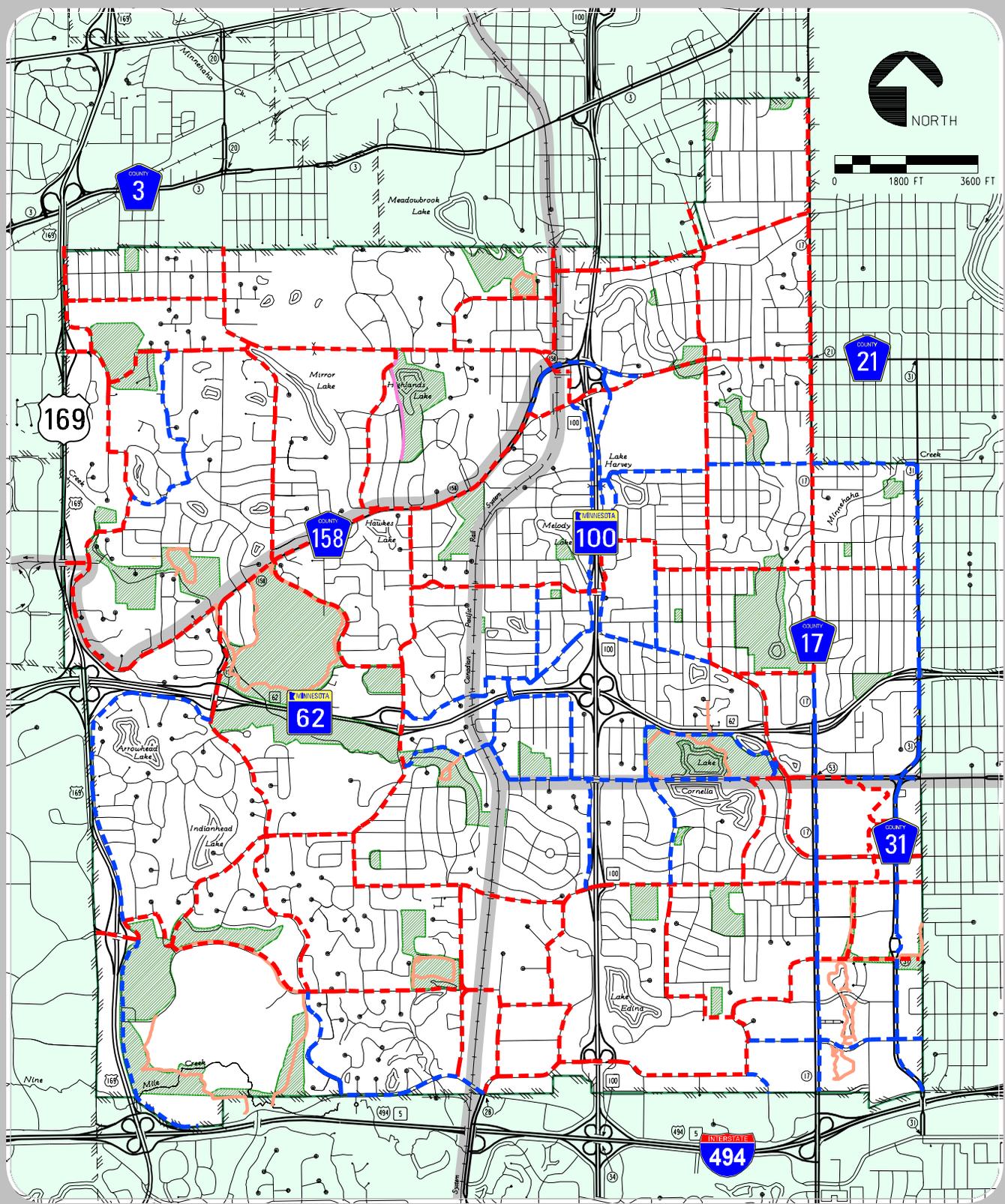
Note: Park Pathways are included on Figure 7.11



**City of Edina
2008 Comprehensive Plan Update**

Sidewalk Facilities

Figure 7.10



LEGEND: Existing Park Pathway Existing Hennepin County Corridors Proposed Park Pathway From the 2007 Edina Comprehensive Bicycle Transportation Plan

----- Primary Route ----- Secondary Route



City of Edina 2008 Comprehensive Plan Update

Bicycle Facilities

Figure 7.11

Date Printed: 10/22/2008
MSB Filename: K:\0686-03\Cad\Plan\Fig-7-11.dgn

France Avenue Pedestrian Improvements

S.P. 120-020-037

Stakeholder Meeting #1 Meeting Minutes

5/31/2012

City of Edina Public Works Building

In attendance:

Surya IyerEdina Transportation Commission
Tom LaForce.....Edina Transportation Commission
Katherine Bass.....Edina Transportation Commission
Jennifer Janovy.....Edina Transportation Commission
Marty MathisBike Edina Task Force
Alice HulbertBike Edina Task Force
Sara Maaskedo.town
Karen Nikolai Hennepin County
Cary Teague..... City of Edina
Gene Persha Edina Resident
Tom Johnson Hennepin County
Jonathan Vlaming.....Three Rivers Park District
Robyn Anderson..... City of Bloomington
Reuben Collins WSB & Associates
Chuck Rickart..... WSB & Associates
Andrew Plowman..... WSB & Associates
Craig Churchward..... LHB
Wayne Houle..... City of Edina

Meeting Start Time 7:00 PM

I. INTRODUCTIONS

Houle led group introductions.

II. PRESENTATION

Houle Provided Background information, History, and Project Foundation

Discussion:

Mathis noted that Bike Edina Task Force should be included in the list of project stakeholders.

Churchward presented information about project goals, objectives and direction.

Rickart presented information about traffic volumes, crash data, and background data.

Discussion:

LaForce asked a question about where the traffic volumes were collected. Rickart noted that County has specific locations where they place counters on regular intervals.

Bass asked if the lower crash rates observed at the intersections was a reflection of people not wanting to cross France Avenue. Rickart clarified that the data represented vehicle crash rates and that we do not have good data regarding the number of bikes or pedestrians traveling along the corridor.

Rickart presented information regarding the roadway typical sections.

Churchward presented information about urban design elements such as parking, corner radius, bollards, ped ramps, landscaping, medians, etc. He mentioned the important distinction between horizontal and vertical elements.

Discussion:

Mathis commented about the poor visibility of salmon colored crosswalks and the higher visibility associated with zebra stripe crosswalks.

Johnson noted that Hennepin County re-stripes most roadways annually, but that often the County asks Cities to maintain crosswalks.

Churchward presented information about the impact of sidewalk width on pedestrian comfort, potential crosswalk improvements, and the impact of design elements on placemaking. He mentioned the importance of details such as pedestrian scale lighting, natural foliage and creating barriers between motorists and pedestrians.

VIDEO: Dutch Bike Lane Corner Enhancements

Churchward invited meeting attendees to share ideas.

Discussion:

LaForce asked what the speed limit was and if we know what typical speeds are. Johnson responded that the speed limit is 40 mph, and noted that the frequent signals along the corridor may keep drivers from reaching higher top speeds. Others indicated that they felt speeds were often higher than 40 mph.

Hulbert mentioned the need for gateways at either end of the corridor and a need to limit sight lines along the corridor to encourage drivers to slow down.

Persha commented about the poor state of the bus stops at Gallagher. There are poor pedestrian connections to the stops. Peds often get splashed by water from

puddles in the road as they wait for buses. The shelters are in poor condition and unsightly. He noted that smaller street widths would really enhance the corridor.

Bass commented that it is important to remember and convey the message that people live on France Avenue. It is an existing neighborhood. More residential development is anticipated. It's not just a commercial corridor. She mentioned that SWLRT will skip Edina and that other communities will benefit from the investment. Edina needs to work hard to give people a reason to continue coming to Edina if it is to compete.

Churchward commented on the need to create street life, the need to provide for a pedestrian "experience", the need to create the ability for people to "park once"

Janovy asked what the available space was for sidewalks along the corridor, and how we will deal with grade issues along the east side of the corridor. Teague responded that the existing ROW varies along the corridor, and that opportunities to develop sidewalks and obtain ROW occur as parcels redevelop.

Bass asked if the city has any ordinances or codes that require buildings to architecturally engage the street. Teague responded that the city has some tools they can use to persuade developers, but the tools are not very strong and the city can not require it at this time.

Vlaming mentioned a need to understand where motorists are coming from and going, and thought that many of them are trying to avoid TH-100. He noted that 50th & France works well because it is a small geographic area. France Avenue is a much longer corridor, so he recommended that this study focus heavily on developing "nodes". The existing landscape is dominated by parking lots, but it has great potential. He noted that Three Rivers Park District has a very strong interest in enhancing the Gallagher Drive intersection and hoped there would be a way to include it in the study.

Persha noted that France Avenue is an unpleasant pedestrian environment and that strolling along the corridor is not a realistic objective. We should focus on moving people across France rather than along France. He reiterated a need for gateways and for a "naming" strategy for the area.

Vlaming noted that Bloomington has had success naming areas (such as South Loop)

Hulbert noted that 50th & France has been a successful commercial node because a conscious decision was made to narrow the roadways to create a pleasant pedestrian feeling.

Vlaming mentioned the need to find commercial businesses that cater to the needs of the local residents rather than meeting regional needs.

Hulbert asked if MnDOT would be open to lane width reductions. Johnson responded that the county was open to the idea, but that there are challenges relating to concrete joints that will need to be addressed.

Rickart presented information regarding design constraints, LOS expectations, design standards, funding limitations, and schedule constraints that must be considered.

Discussion:

Mathis asked how much funding was available. Houle responded that about \$2 million is available for the project including the federal funding and the local match.

Persha mentioned the need to engage more citizens in the process now or else they will be reactive later. He noted a need to train drivers to be more sensitive to pedestrians, and noted that California has done a good job with this and with marking crosswalks. He has never observed a parent with children trying to cross the roadway because it is not safe.

Jenovy reiterate that the TE funding source is for specific intersection improvements. She asked about the potential for bike lanes along France Avenue. Rickart responded that they are not included in the study, but there is a need to ensure that the outcome of this study does not preclude them later. Houle pointed out that France is not on the County bike plan, but there is still potential for cyclists to use France to feed other routes.

Johnson reiterated that the grant funding will only pay for certain items and stated the importance of communicating to the public exactly what items are eligible for inclusion in the project.

Jenovy mentioned that the City may have access to additional funding sources, and mentioned the Centennial Lakes TIF district.

Rickart mentioned the importance of sticking to the project schedule, which will also limit the realistic possibilities.

Churchward agreed that this project and study should be viewed as a catalyst for many rounds of potential future improvements.

Hulbert mentioned a desire for planter boxes to create a physical separation from vehicles.

Jenovy stated the need for an "Edina Brand".

Nikolai mentioned the importance of placemaking and the need to include land-use planning in this study process.

Meeting Concluded at 9:00 PM.

France Avenue Pedestrian Improvements

S.P. 120-020-037

Stakeholder Meeting #2 Meeting Minutes

6/26/2012

City of Edina Public Works Building

In attendance:

Ann BradenEdina Transportation Commission
Courtney Whited.....Edina Transportation Commission
Tom LaForce.....Edina Transportation Commission
Jennifer Janovy.....Edina Transportation Commission
Arlene Forrest Edina Planning Commission
Mike Fischer Edina Planning Commission / LHB
Joni BennettEdina City Council
Karen Nikolai Hennepin County
Tom Johnson Hennepin County
Amy GurskiThree Rivers Park District
Gene Persha Edina Resident
Sherry Hastings Business Community
Laurie VanDalen Business Community
Robyn Anderson..... City of Bloomington
Reuben Collins WSB & Associates
Chuck Rickart..... WSB & Associates
Andrew Plowman..... WSB & Associates
Craig Churchward..... LHB
Wayne Houle..... City of Edina
Cary Teague..... City of Edina
Steve Sletten City of Edina

Meeting Start Time 7:00 PM

I. INTRODUCTIONS

Houle led group introductions.

II. PRESENTATION

Houle presented a recap of the last stakeholder meeting and presented an overview of the agenda for further discussion.

Houle played the Dutch Intersection Design video.

Rickart and Churchward presented information establishing project objectives and context.

Rickart presented information related to the design process, project expectations, and traffic operations. He presented information about the traffic analysis completed for several options, including removing free-right-turns, eliminating a lane on France Ave, and removing dual-left-turns on side streets.

Discussion:

Braden asked if the options considered were evaluated as independent options, or as incremental options.

Rickart indicated that all scenarios assumed that free-right-turns would be removed, but that the other options were considered independently.

Johnson indicated that Hennepin County has established LOS D as the standard, and that this project would be evaluated relative to that standard.

Rickart presented graphics and explanations about Option 1.

Discussion:

Nikolai asked a question about where the stop bar will be located relative to the crosswalk and the bike lane. She stressed the importance of having the stop bar located away from the crosswalk to enhance safety. Rickart responded that there would likely be 1' separation between the crosswalk and the stop line, and that the stop line is typically 2' wide for a total separation of 3'.

Anderson asked for clarification about the scope of the project and whether the proposed bike lanes were intersection treatments only or for the whole France Ave corridor. Rickart confirmed that the proposed improvements are for intersections only. Houle indicated that this project is viewed as a catalyst project setting the stage for future improvements along the corridor.

Fischer asked if we knew how much ROW we were gaining by implementing narrower lanes, and if that gain eliminated the need for substantial ROW takings. Rickart responded that we were gaining a few feet by using narrower lanes, but we are also proposing wider medians, so the proposed wider bike lanes and sidewalks will require additional ROW.

Anderson asked whether right-turn-on-red would be permitted at this location. Rickart responded that the design team is still looking at this and a decision has not been made.

Persha asked about how bus stops would be handled at these intersections. Rickart stated that there aren't any bus stops at any of the intersections that would be impacted, however, enhancements are planned for some of the bus stops along the east side of France with the construction of the sidewalk.

Churchward presented conceptual renderings of the proposed improvements and provided information about the importance of vertical elements and textures for bike/ped facilities.

Discussion:

Hastings commented that she liked the renderings, and stated that alternate textures are important for motorists as well to signal that they are entering a different type of space.

VanDalen asked for clarification about the cost of the project and the anticipated funding source. Houle Responded that the total project cost is about \$2 million. \$1 million will be provided by the federal government, and \$1 million will come from the TIF district.

Rickart presented information about Options 2 and 3 and pointed out operations characteristics of each.

Discussion:

Hastings asked if the median was wide enough to be a safe haven for pedestrians. Rickart responded that the median was designed to be 10' wide and about 13' long, which should provide a comfortable space for pedestrians.

VanDalen commented on the time and disruption the current work Hennepin County has been doing on France Avenue and asked if this project was going to have to replace some of the work they are doing now. Houle responded that the work Hennepin County is doing is routine maintenance, and that some of these intersection improvements would replace areas they are working on now.

Sletten asked if the medians would have a different look or texture than the rest of the crosswalk area. Churchward responded that this decision has not been made yet, but that medians with different texture might enhance the feeling of safety for pedestrians.

Nikoli asked for clarification on whether the sidewalks along the east side of France were included in this project. Rickart replied that they would be included in this project.

Houle stated that maintenance of the sidewalks and trails, including snow removal, would be a city responsibility. The city already maintains the sidewalks here and has the equipment necessary to do so.

Persha commented that the two traffic signals between 66th and 69th are dangerous. There are no crosswalks, but people dart across anyway.

Anderson commented that the proposed improvements would help establish a gateway effect to help people recognize pedestrians.

Rickart presented information relating to the upcoming steps in the process, including MnDOTs functional group reviews and scheduling.

Houle invited any additional questions.

Discussion:

Whited asked if there was concern about drivers choosing to use York Avenue instead if the proposed improvements resulted in slower operating speeds. Houle responded that the City has been trying to encourage people to choose York Avenue for several years because it is viewed as being underutilized, so if this project displaces traffic, it could be a benefit.

Whited asked if the city was reaching out to existing businesses to help encourage things like providing bike racks. Teague responded that the city has ordinances in place that requires any new construction to provide a minimum number of bike parking spaces, but that there are no tools to make existing businesses provide bike parking.

Fischer commented that it was extremely important for the City to establish a firm vision for the corridor so that the City can negotiate with property owners as they want to redevelop. He commented that developers are typically very willing to provide streetscape elements when there is an established vision.

Houle stated that one outcome of the stakeholder meeting was to receive direction from the stakeholders about any preferences that stakeholders had for any of the options.

Hastings noted that she preferred Option 1 because it provided the greatest level of separation between the roadway, bike lanes, and the sidewalk. Fischer agreed that the separation between the modes is an attractive element of Option 1.

Anderson asked if there were concerns about the visibility of cyclists if a planted strip was between motorists and cyclists. Churchward responded that plantings would either be very low, or else tree trunks are only momentary disruptions.

Braden asked if this solution had been implemented anywhere else in the Metro area where it could be viewed. Houle answered that this solution is new and has not been implemented elsewhere in the Metro.

Bennett commented that it seemed like the proposed options are all trying to squeeze bike facilities along a roadway that cyclists don't often use, and questioned whether the space would be better used for pedestrians. She expressed concern that the proposed sidewalks were not wide enough or substantial enough to provide a top pedestrian experience, and questioned whether the bike facilities are a good use of funds in this location. She expressed an interest in seeing additional vertical elements to separate pedestrians from motorists, and referenced her experiences in New York and Santa Barbara. Houle responded that the design process is ongoing, and that additional vertical elements will be considered in the future.

Janovy asked if the proposed sidewalk width was known and whether there would be a boulevard. Rickart responded that the desired width is 8' and that a boulevard will be provided every place where possible.

Forrest asked if there were known bike/ped counts along France Avenue. Anderson commented that the do.town initiative will be doing bike/ped counts. Nikoli responded that planning journals have reported that once cities have implemented high-quality facilities, the bike/ped counts have increased dramatically.

Bennett reiterated her previous comment and clarified that she is very supportive of bicycle facilities. However, she noted that if accomplishing the objective of providing bike lanes along France Avenue results in suboptimal pedestrian space, she would prefer to see the bike facilities removed to better accommodate pedestrians.

Houle summarized the meeting by asking for confirmation that the consensus of the group was that Option 1 is the preferred alternative moving forward, with special attention to ensure that appropriate vertical elements are used to provide a top-tier pedestrian experience. The group confirmed his summary.

Meeting Concluded at 9:00 PM.

**MINUTES OF
CITY OF EDINA, MINNESOTA
SPECIAL MEETING OF
TRANSPORTATION COMMISSION
EDINA PUBLIC WORKS & PARK MAINTENANCE FACILITY
JULY 9, 2012
7:00 P.M.**

ROLLCALL Answering roll call was Members Bass, Braden, Janovy, LaForce, Nelson, and Whited.

APPROVE OF MEETING AGENDA

Motion was made by member Janovy and seconded by member Braden to approve the agenda. Member LaForce asked if the meeting format would be the same as last time. Motion was made by member Janovy and seconded by member LaForce to go straight to discussion. All voted aye. Motion carried.

REPORTS/RECOMMENDATIONS

France Avenue Intersection Enhancements

Member Janovy asked how the project went from \$2m to \$10.3m. Consultant Chuck Rickart of WSB & Associates, said *something closer* to option 3 was assumed in the cost of the *funding application* which requires minimal right-of-way (ROW), bike boulevard, etc. He said option 1, the most expensive, includes significant intersection work and twice the amount of ROW which tripled the cost. Mr. Rickart described option 1 has having an off-street bike lane from W. 76th to Crosstown, with the exception of the Macy's and Byerly's location that will have a share-the-road until future redevelopment happens, separated by landscaped boulevard, a 2 foot buffer and a 7 foot walkway.

Discussion:

Member Janovy asked where the bike plan came from. Mr. Rickart said it was part of the rescoping and city engineer Houle said based on feedback from the first meeting, it sounded like people liked it. He said it would also be a natural connection the planned trail.

Is there a funding source? Mr. Houle said there is the Centennial Lakes TIF funding. He said city manager Neal mentioned setting up a special funding district which would be special assessment but the earliest that a public hearing could be scheduled would be September.

Member LaForce said he did not feel comfortable forwarding option 1 to the City Council if there wasn't a definite funding source. Member Janovy said there are many who are interested in the TIF funds and she cannot advocate for an extra \$7m.

Mr. Rickart said the direction from last meeting was option 1. Member Braden said they did not know the cost then and asked if they should scale back. Mr. Houle they should scale back. Mr. Rickart said he did not have all the cost ready for the other options.

Chair Nelson said the original scope includes sidewalk on the eastside, improving access to transit, and getting people across safely. Member Janovy said she does not recall a dedicated bike lane in the original scope. She said in her research, she has found some items (cycle track, left turn and colored lanes) that are being proposed are recommended by *FHWA International Program* for further evaluation and she asked if this was a concern. Mr. Rickart said while they need approval from MnDOT, he is not concerned because these treatments are currently being used in other communities.

Member Janovy said Councilmember Sprague wanted to know what makes this specific design better for pedestrians. Mr. Rickart said the crossings are shorter and if needed, there is a refuge.

The cycle track does not go all the way through on the west side because it is cost prohibitive (only at the intersections). Mr. Houle said other intersections would be completed at a later date (Hazelton, Gallagher, etc.). Member LaForce asked if they are deciding the future of these other intersections now and Mr. Houle said yes.

Mr. Houle said the proposed design is to have trees closer to traffic, then bikers, and a planter between bikers and pedestrians and this cannot be changed very much based on feedback from Hennepin County. Landscape architect Craig Churchward, said he may want the planter to be 5' high because this is better for plantings. Member Janovy asked if the County has given any feedback yet and Mr. Houle said no.

Mr. Houle said they may want to consider a different option and change the schedule so that they go to City Council for approval in August instead of July 17.

Mr. Houle was asked about bike parking options at bus stops and Nice Ride. He said they did not discuss parking with Metro Transit and regarding bus shelters, Metro Transit will install them if they have 25 boarding passengers per day. He said Nice Ride identified 50th & France as a location but they are currently out of funding.

The commission was asked if they would like to move the curb over another 5 foot and eliminate the bike lane. Member LaForce said this is incomplete but there is no funding for option 1. Mr. Houle said option 3 has bike lanes only at the intersections and they could reserve space for a future bike boulevard.

Member Janovy asked if the sidewalk could be made wider to accommodate bikers also. She said she thinks the City Council was asking for sidewalk, benches, pedestrian lights, and planters.

Chair Nelson asked if the intent was to have a north/south connection to the Promenade. Mr. Rickart said W. 66th and W. 70th are the City's Comp Plan bike crossings. Chair Nelson asked if the goal was crossing safely. Mr. Churchward said he thought the bigger goal was to not have the orientation towards cars on the corridor. Chair Nelson said he liked option 1, if they had the money, but he does not want to change the design and then do a redo later. Mr. Churchward said if the north/south movement is no longer the desire and east/west is, then they can relook at the design.

Chair Nelson said there is a bike lane on W. 70th that ends at the last roundabout and suggested continuing this to France Ave to connect with the Promenade. Mr. Rickart said whatever is done needs to accommodate crossings at W. 66th and all other primary bike routes.

Mr. Churchward said he feels responsible for creating the grand vision. He said he had Grand Ave, St. Paul, in mind but instead the bikers will remain secondary, while cars are primary on the corridor if his understanding is correct. Member LaForce said France Ave is not the same as Grand Ave because Southdale is set further back. It likely will be residents and employees who will be on France Ave so it should be made enjoyable and safe for them. Member Bass said this could be a catalyst for rezoning. She said option 1 is bold and she liked it. She said they do not have a shared vision for France Ave and that there also isn't a community vision.

Member Whited asked if the businesses have been told that they are to get closer to France Ave and Mr. Houle said no. Mr. Churchward said ideally, they would bring the sidewalk closer to the businesses and this would be part of a vision of having a tree-lined boulevard. This would be done during redevelopments. Mr. Houle said Southdale is willing work on a sidewalk around their perimeter.

Member Janovy said there is a vision for France Ave in the Living Streets Policy and for other streets. She believes, however, that there will be resistance to spending \$10.3m and this will make it difficult to get other bike lanes approved.

Member LaForce said they need to reach a consensus on elements and he would like to see finished connections or connection to something that already exist (unlike the one block of sidewalk on Interlachen Blvd). Member Bass said the system is not perfect but it has to be built out bit by bit. Member LaForce said there is no plan for future connection. Member Bass asked what they could do that could set them up for a five year plan. Member Janovy asked how they could reduce speed limit on France and if a speed study could be included. Mr. Rickart said they could request a speed study from the County but it would add additional cost.

Continuing with his elements, member LaForce suggested a sidewalk on the eastside that would be done correctly to avoid a redo later on, wide boulevard, refuge, free right turns, etc. Chair Nelson liked the idea of a sidewalk becoming a bike lane in the future. Mr. Rickart said 8 foot is the federal required width for a 2-way, multi-use path. Mr. Churchward said this is the right size for three people. He said any wider would look like a lot of concrete based on today's usage. He said if they can reduce speed it will help, otherwise trees will help. He said he prefers 10 foot of soil area between the curb and sidewalk because of less maintenance to tree roots. He said 66th & Lyndale in Richfield does have large trees in smaller areas so it can be done but it would require good soil, sprinkler, etc. Member Janovy asked if there are innovate ways to use runoff water to feed the trees and he said yes.

Member Janovy asked about brand identify and how do you know what is right. Mr. Churchward said they need to know what the roadway is going to be for the next 30 years. Mr. Houle suggested leaving space for the monuments and creating a task force to work on branding.

Chair Nelson said they should make crossings safe and easier, add sidewalk and make it as wide as possible and plant boulevard trees. He said even this is going to be more than \$2m and the bridge was estimated at \$6-8m so it was known that additional funding would be needed.

Member Whited suggested talking to businesses about sponsoring benches along the corridor. Member Janovy asked if the special assessment district would only be for beautification and Mr. Houle said he did not know the details but whatever is done has to show benefit to the properties.

Member Braden suggested improving the three intersections, east/west crossings and continuing the W. 70th bike lane from the roundabout to France.

Member LaForce asked if people would stroll on France Ave. Member Bass said maybe not now but hopes that the City will pursue zoning that brings building closer to the street. She said this would encourage strolling. She said also that land use and transportation are inextricably intertwined and *she believes there should be formal collaboration between the ETC and the Planning Commission.*

Member LaForce asked Mr. Houle to repeat to them what he had heard. Mr. Houle said the elements are finish the connections for the sidewalks and bikeways, design the 8-foot sidewalks so they do not need to be reconstructed in the future, put in as much boulevard as possible, provide pedestrian level lighting, provide safe cross-walk markings, remove free rights from the travel lanes, enlarge the medians to provide refuge areas, and provide space for monuments.

Member Janovy asked about pedestrian level lighting and Mr. Rickart said they will need to look into this. Regarding the monuments, Mr. Churchward said they need to be dramatic and look like a destination. Member Bass said there is one at Cahill and W. 70th that is a good example. She said it should also signal to drivers immediately that they have entered a different space. Mr. Churchward mentioned Fairview as a gateway playing off this for the rest of the corridor.

Member Braden asked Mr. Houle who much more he is comfortable spending and he said between \$1-2M. He said there may be State Aid money available for ROW acquisitions.

Motion was made by member Janovy and seconded by member Bass to not recommend forwarding the current feasibility study to Council and to incorporate an alternative design for consideration at their August 6 meeting. All voted aye. Motion carried.

Meeting adjourned at 9 p.m.

**MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
CITY COUNCIL CHAMBERS
JULY 19, 2012
6:00 P.M.**

ROLLCALL Answering roll call was Members Bass, Braden, Franzen, Iyer, Janovy, LaForce, Nelson, Thompson, and Whited.

APPROVAL OF MEETING AGENDA

The Streetcar presentation was moved up to after Approval of Minutes by Chair Nelson.

Motion was made by member Franzen and seconded by member Bass approving the revised agenda. All voted aye. Motion carried.

APPROVAL OF MINUTES

REGULAR MEETING OF JUNE 21, 2012

Motion was made by member Janovy and seconded by member LaForce to approve the June 21 minutes. All voted aye. Motion carried.

SPECIAL MEETING OF JULY 9, 2012

Edits were made as follow: Page 1, 3rd paragraph, 1st sentence "...said *something closer* to option 3 was assumed in the cost of the *funding application...*" Page 1, last paragraph, delete "a group" and replace with "*FHWA International Program.*" Page 3, 7th paragraph, 4th sentence add "*...and she believes there should be formal collaboration between the ETC and the Planning Commission.*" **Motion was made by member Janovy and seconded by member Bass to approve the July 9 minutes as edited. All voted aye. Motion carried.**

STREET CAR PRESENTATION

Andy Brown, 5512 Park Place, and a member of the ETC Transportation Options Working Group presented an idea for a streetcar system for the eastern and southeastern side of Edina. He said the idea is to differentiate Southdale from other retail areas by creating a system to support the transportation infrastructure in an area that is becoming more urban. He said it is based on the streetcar system in Portland, Oregon. His presentation included potential routes, benefits to the community, links to Greater Rail & Transportation Infrastructure, infrastructure investments and goals, Portland's costs and benefits, and links to learn more about federal funds.

During discussion, Mr. Brown explained that the street car would travel on the street and follows the same traffic laws as motor vehicles; travels mid-traffic at street level with no need to step up or down; right-of-way not needed like for light rail; and capacity is same size as bus. Mr. Brown was asked if the population would justify the investment and he responded that it could base on the level of development in the Southdale area. He was asked about operating hours and he said it would run all hours, except overnight. Mr. Brown said he shared the idea with Mr. Robb Gruman, administrator for Fairview Southdale Hospital and chair of the Edina Chamber of Commerce. Mr. Gruman, who was in attendance, said he is organizing a group to look at the merit for the long term.

Member Braden said linking to the Greater Rail would require this to be part of the regional plan. Mr. Brown said he has focused more on fact finding so far and that there will be a need for economic and non-economic support from local businesses before seeking regional support. The consensus was that the Transportations Option Working Group would continue this discussion.

COMMUNITY COMMENT – None.

REPORT/RECOMMENDATIONS

Traffic Safety Committee (TSC) Report of July 11, 2012

Director Houle withdrew the speed table from the agenda until the next meeting.

Section A.2 Member Janovy said she was the one that brought this forward. Assume parking will only be allowed where allowed. Wayne said it is based on the parking rule. Can this be put in there because contractors may not go looking for the code. Concern about 12 ft wide – is this sufficient in all case? Construction Management Plan generated by staff – Houle said it would be posted at jobsite with contractor name/phone #. Regarding 12 ft wide – push cars into neighborhood and wider you go more cars are pushed further in. 20 ft clearance for fire code? Does this apply? For traveling no, but for parking their outrigger. Would benefit from being specific said Janovy but good step in the right direction. Cannot park on grass. Shuttle employees in is encouraged. Maybe have ETC review said Houle. Janovy said goal is to have less negative impact. Yes, ETC to review.

Motion was made by Member Janovy and seconded by member Iyer approving withdrawal of the speed table from the agenda and construction management plan. All voted aye. Motion carried.

France Avenue Pedestrian and Bike Crossings Feasibility Study

Director Houle said a revised option 3 would be presented and that the City Council would like to discuss the original re-scoping prior to the August 6 public hearing. He said the ETC would be informed when the meeting date is set.

Mr. Chuck Rickart, project manager, presented. Mr. Rickart explained that the 2007 federal grant was for a pedestrian overpass bridge and the re-scope change is where they are now which is for intersection enhancements at 76th, 70th and 66th. He said the scope change approved by the Met Council included median refuge islands with landscaping at intersections; intersection improvements (narrowing of existing lanes at intersections; removing free right turn islands; enhanced corner treatments; ADA compliant; and pedestrian level lighting); signal improvements (APS signals, countdown timers and vehicle and bike detection); east/west bike accommodations; provide better accessibility to Transit; and minimal right-of-way (ROW) acquisition only at intersections. Mr. Rickart said the presentation to the Met Council was a preliminary concept plan and he estimated the cost to be \$2,045,000 based on aerial mapping only; a “typical” intersection design; minimal landscaping in center median and adjacent to intersections; minimal pedestrian level lighting; and no ROW acquisition was assumed.

Mr. Rickart said after the special meeting with the ETC on July 9, the preliminary concept plan (scope change) was designed to include staying in the ROW as best they could (except for the intersections); sidewalk all the way; widened intersection for landscaping; and medians staying the same. He said the estimated cost for this design was \$2,302,400, including some ROW costs.

Continuing, Mr. Rickart said on May 1, the City Council expressed a desire for an urban design for the corridor - more than just landscaping, and LBH was hired. He said they looked at the entire corridor to ensure that whatever is done at the three intersections could be done at the others. Additionally, two stakeholders meeting were held to gather feedback, plus a special meeting with the ETC. He said at the first meeting the feedback was that the space between the road and sidewalk was important. He said they designed three options (1. Separated bike/pedestrian with boulevard; 2. Separated bike/pedestrian with no boulevards; and 3. On-road bike lane with sidewalks), plus leaving the original scope change as an option also. The options were presented at the second stakeholders’ meeting and the consensus was to move forward with option 1; however, at that time costs and ROW impacts were not known.

At the special meeting with the ETC on July 9, Mr. Rickart said the consensus was that the estimated cost of \$9,145,500 was too high and the recommendation was to go with a revised option 3 (no bike lanes on France Ave; east/west bike

lanes consistent with Bike Plan; and provide sidewalk connections on France Ave with boulevards). Mr. Rickart turned over the presentation to Mr. Craig Churchward of LBH to explain the urban design feature.

Mr. Churchward said the idea was premised on other planning documents relating to the community as a whole and unique features of France Ave with the potential of becoming a main street for the community and as such create a sense of identity for the whole community. Mr. Churchward said if a full build out cannot be done, they could look at ways to create an incremental development as the road changes character – less cars, more pedestrians. He said this could be accomplished using visible vertical elements - large trees outside and inside medians; monuments to create sense of place; flowers that would be vibrant/noticeable; and pedestrian lighting. He said creating something unique or a level of detail says you care. He also said to create a motif that can be used over and over as properties are redeveloped along France Ave.

In conclusion, Mr. Rickart said the estimated cost for revised option 3 is \$5,799,100 and that it is the urban design and ROW that has significantly increased the cost over the scope change estimated cost of \$2,045,000. He said to meet the mandatory sunset date of March 31, 2013, the following schedule must be adhere to: project development – Apr to Dec 2012; project memorandum – Oct 2012; ROW acquisitions – Sept 2012 to Mar 2013; detail design – Aug 2012 to Mar 2013; final approval (City/County/MnDOT) – Mar 31, 2013; and begin construction Summer 2013.

Discussion

Member Franzen said there is an extra 2 feet of excess ROW and asked if it could be narrowed up. Mr. Rickart said if they use a 'pathway' classification it would be needed and they have not gotten MnDOT's approval yet. Chair Nelson asked about narrowing of existing lane at intersections and if the entire corridor would be this way. Director Houle said the north bound lanes would be reduced while the south bound side would be reduced only at the intersections. Member Janovy asked if they would be ripping out sidewalks to put in new ones and if the new sidewalks would link up to existing sidewalks. Mr. Rickart said they will not be ripping out any sidewalk and that they would be matching up to existing sidewalks with the exception of 66th.

Member Janovy said it looks like bike lanes are being added where there is a right turn lane, and it was not clear that they continue on the other side of the street in all cases. Mr. Rickart said it depends on the intersection; 70th for example will end at the intersection and bikers can get across on the sidewalk to the existing bike lane; other intersections will end. Member Janovy said this design does not match what ordinance allows (no biking on sidewalk). She also said that statements are made on page 29 of the report without details and these will need to be clarified for City Council.

Member LaForce asked if sidewalk on the eastside is multi-use and Mr. Rickart said yes. He also asked if the plan is to remove the trees at Macy's in order to place the sidewalk and Mr. Rickart said they have not worked out the fine details yet but as it looks now, the trees would be removed.

Member Braden asked about transit shelter locations and Mr. Rickart said Metro Transit is not proposing any changes at this time. He said they talked about moving one stop around to Hazelton and off France.

Member Whited asked about monument cost and Mr. Churchward said \$75,000 is included for six each monuments. She also asked about irrigation cost and Mr. Churchward said it is included.

Chair Nelson said he likes the idea of the sidewalk at Byerly's and Macy's but wondered about the additional ROW cost since the ROW has increased cost so much. Mr. Rickart said he did not have this specific ROW cost available but could forward it at a later time. Director Houle said he has shown the plans to Byerly's and they like the design so there is a possibility that the City may be able to get the ROW without cost or minimal cost; however, the City has to be cognizant of their parking requirements. He said there is also the option of putting the sidewalk below and then moving it up when the site is redeveloped in the future. Member Janovy asked about the grade of the sidewalk and Mr. Rickart said it would be ADA compliant.

Member Janovy asked about the following elements and Mr. Rickart responded accordingly: crosswalks width is 8 feet; all free rights are being removed; they will be working with the County on a bike detection system; for crossings, the County prefers a design that allows pedestrians to cross all the way majority of the time without the need for a push button in the middle of the intersection but the City will seek approval for a push button; a speed study should not add extra cost; Director Houle said the state looks at the 85% percentile speed that vehicles are currently traveling to set the speed limit.

Member Janovy suggested option 3 without the boulevard and a sidewalk along the curb. Mr. Rickart said the cost would be \$2.3M. She asked what kind of sidewalk can they have without additional ROW and Mr. Plowman said it would be 6-7 feet against the curb. Mr. Churchward added that it would not be 6-7 feet of usable space – there would be shy distance and it's not developing the idea that was talked about with the public and the ETC of generating a living street for the community. Member Janovy agreed but said that \$6M is more than what she believes would be approved so there is a need to strike a balance to get closer to the budget and make it safe for pedestrians. Mr. Churchward said the three intersections need to be a statement for the rest of the corridor. He recommended a design that will be functionally correct and to reduce cost, eliminate the trees and monuments because they can be added later. Member Braden asked if they've explored other funding options because she would hate to lose the boulevard. Director Houle said they've talked about special assessment and the City Council will be discussing this project at a workshop before the Aug 6 public hearing.

Chair Nelson said he likes the idea of option 3 because it sets up the intersections for future expansion, and is considering moving it forward with potential cost savings. He said the workshop session is the place to allow the City Council to express their interest and cut and paste. He said the \$5.8M is significantly more than the \$2M that they started with but it is the right size for the corridor. Member LaForce agreed and suggested for the workshop that they come prepared with cost estimate without the monuments, not doing extra radius adjustments, but he is not so sure about removing the trees. Mr. Rickart said they will have detail costs for the meeting and member Iyer requested receiving the estimated costs before the meeting.

Member Janovy said she wants the boulevard and for the project to be as beautiful as it can be but they should also consider 69th and not strand pedestrians. She said the monuments seem like an easy thing to cut but is under the impression based on a couple conversations, that even with special assessments, that this project is too costly. She said they need to be able to show that it can be done for less. She asked if the City Council will be asked to approve the feasibility study on August 6 and Director Houle said yes; however, they can continue until the next meeting if they so choose. Member Iyer said he would like to focus on where to reduce cost and see what they can get for \$3M or \$4M.

Member Bass said she likes the idea of looking at something less costly. She said they did not see a feasibility study for the overpass and suspect that they would be in this same spot. She said the value and utility of the project as it is now conceived will be of much greater use to residents and the cost per user will be a lot lower than the original project. Member Braden said she has not heard about the value that this will be to commercial properties and how they might be able to contribute in say ROW dedication. Chair Nelson agreed that the bridge would be around the same cost. He believes there is a way to do the project but the workshop is the place to work things out.

Motion was made by member Franzen to approve option 3 based on the discussion and to look at ways to reduce ROW cost; have landowners share in contribution of ROW; construction cost reduction such as free rights, etc. and forward to Council. Member Iyer asked for an amendment to not mention option 3 because the concepts along the corridor are what they want. Motion not seconded.

Member Thompson suggested approving the scope change revise and then see show what they can get for \$3M and \$4M in meeting the Living Streets and urban design principles. Member Janovy said she can support this and add on up to a point that the City Council is comfortable with. Member LaForce said he does not know what the City Council is

comfortable with. He said the City Council saw the original project and they added the urban design. He said further that maybe they are interested in everything and suggested pushing it forward to them to see what their cost threshold is.

Motion made by member Franzen and seconded by member LaForce to move forward with option 3, provided that all of the additions to the revised scope change be clearly delineated so that they can have a discussion at the City Council workshop regarding what should be added or not added, including finance options.

Aye: Franzen, Braden, LaForce, Whited, Nelson, Bass, Thompson, Iyer

Nay: Janovy

Motion carried.

DRAFT

Reviewer	Agency	Title	Comment	Date	Response
James Andrew	Met Council	bike planning, regional solicitation/TIP management/ Funding and Programming staffer	I think these are great designs for intersections but they are very unusual for the US as you mention so it may take some education/getting used to. Are these already approved designs? Be sure to check in sooner than later with State Aid and FHWA to find out if variances will be needed.	6/27/2012	We agree that education will be a big aspect to this design. We anticipate signing and applying the right messages to all users is important. We are planning to meet with State Aid/Federal Aid folks soon to discuss the design and be sure no variances are needed and start applying for the variances if they are. We believe from a pure lane width, reaction distance, clear zone, etc. that we are meeting all state aid and federal aid requirements.
Steve Elmer	Met Council	freight planning, avid bicyclist	I hope they don't have any right-turning trucks or buses at these intersections. From what I've seen of the Dutch designs, the turning radii would need to be tightened considerably to accommodate the bike/ped pathway which would be problematic for large truck and bus right turns. Honestly, I think I'd have to see the actual designs to accurately comment. I'm sure the design engineers are cognizant of truck movements. Personally, I'm not a fan of Dutch intersections and I wouldn't support them in my neighborhood, i.e., Snelling Avenue. If the corridor isn't even on a bike route, we shouldn't be making improvements that would attract a lesser experienced group of cyclists to the corridor.	6/27/2012	The intersections are designed to accommodate WB-62 vehicles. The trucks will be able to negotiate the turn without having to use the biscuit islands.
Ann Braden	Met Council	Senior Planner	Metro Transit - If you haven't done so already, we need to get their input soon. As far as I know, John Dillery (john.dillery@metc.state.mn.us) is still the sector planner for Edina/Bloomington. I'm excited about the design options developed so far and I hope the project continues apace and doesn't encounter any fatal flaws along the way.	6/27/2012	We met with Cindy Harper, Kristin Thompson and Brad Smith of Metro Transit on Thursday, July 5th. We shared the design with them, and received positive feedback. They did not believe there would be any issues with the design from a bus stop/bus route perspective. At this point, they don't believe they will be changing any routes or bus stop locations, although depending on what alternative is chosen near the Byerly's/Macy's area, they may consider moving the bus stop to a location that is more accessible.

PM - EXISTING

Intersection		Appr	Forecast Volumes				Total Delay by Movement (Sec/Veh)			Level of Service by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)		Appr	Average & Maximum Traffic Queueing (feet)							
Control	Location		L	T	R	Total	L	T	R	L	T	R	Delay	LOS	Delay	LOS		Left-Turn			Through		Right-Turn		
																		Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Ave Queue	Max Queue	Storage
Signalized	17: 66th Street & France Avenue	NB	153	806	279	1238	63	22	4	E	C	A	23	C	27	C	NB	115	227	325	96	187			
		WB	224	309	246	779	53	40	3	D	D	A	32	C			WB	86	160	325	99	185			
		SB	250	639	56	945	42	15	12	D	B	B	22	C			SB	183	302	300	81	209			
		EB	65	354	85	504	61	48	6	E	D	A	43	D			EB	59	151	200	118	218			
Signalized	37: 69th Street & France Avenue	NB	124	1021	200	1345	39	16	5	D	B	A	16	B	28	C	NB	87	181	160	75	174			
		WB	171	145	81	397	60	80	8	E	F	A	56	E			WB	128	259	250	79	209	2	56	75
		SB	115	774	54	943	62	22	5	E	C	A	25	C			SB	86	206	220	104	248			
		EB	46	274	189	509	61	57	14	E	E	B	42	D			EB	32	140	150	104	312	38	166	200
Signalized	52: 70th Street & France Avenue	NB	237	1086	125	1448	38	17	10	D	B	B	20	B	28	C	NB	154	294	500	78	185	1	18	70
		WB	122	233	91	446	34	38	28	C	D	C	35	C			WB	76	157	150	99	185			
		SB	84	963	75	1122	73	23	22	E	C	C	27	C			SB	80	152	290	117	252			
		EB	158	453	113	724	39	44	28	D	D	C	40	D			EB	108	174	150	191	307			
Signalized	62: Hazelton Road & France Avenue	NB	6	1144	232	1382	56	15	6	E	B	A	14	B	17	B	NB	8	78	180	104	213	45	105	300
		WB	154	22	219	395	47	41	14	D	D	B	28	C			WB	101	170	150	25	180	66	184	
		SB	245	1076	7	1328	60	6	4	E	A	A	16	B			SB	116	124	100	106	328			
		EB	13	26	9	48	42	43	14	D	D	B	36	D			EB				35	96			
Signalized	72: Gallager & France Avenue	NB	18	1335	21	1374	70	5	6	E	A	A	6	A	7	A	NB	16	61	265	12	114			
		WB	9	0	63	72	43	0	14	D	A	B	18	B			WB				10	69	34	75	50
		SB	23	1029	78	1130	60	4	4	E	A	A	5	A			SB	18	74	245	35	105			
		EB	78	0	55	133	54	0	6	D	A	A	34	C			EB	63	133		29	65			
Signalized	77: Parklawn & France Avenue	NB	74	1140	58	1272	55	26	4	E	C	A	27	C	28	C	NB	62	165	325	168	379	19	49	
		WB	79	43	137	259	60	41	11	E	D	B	31	C			WB	64	119	100	31	125	44	125	
		SB	89	982	22	1093	50	22	19	D	C	B	24	C			SB	75	180	410	142	281			
		EB	97	47	95	239	80	40	19	F	D	B	49	D			EB	99	221		70	180			
Signalized	82: 76th Street & France Avenue	NB	58	911	159	1128	67	26	14	E	C	B	26	C	34	C	NB	55	125	950	115	216	53	125	100
		WB	199	157	65	421	58	45	2	E	D	A	44	D			WB	83	154	200	57	127	10	122	100
		SB	102	1046	49	1197	64	26	7	E	C	A	28	C			SB	91	195	460	162	328	2	134	310
		EB	174	481	249	904	67	55	10	E	E	B	44	D			EB	80	175	200	189	342	57	272	250
Signalized	97: Minnesota Drive & France Avenue	NB	47	974	183	1204	74	26	5	E	C	A	24	C	30	C	NB	46	161	240	143	296	32	335	
		WB	295	130	53	478	63	41	8	E	D	A	50	D			WB	231	408	400	60	307	7	64	100
		SB	48	1480	31	1559	55	21	12	E	C	B	22	C			SB	47	132	150	98	344			
		EB	108	340	300	748	69	64	8	E	E	A	42	D			EB	97	196	200	144	253	8	75	240

PM - ELIMINATE DUAL LEFTS (westbound at 66th, westbound and eastbound at 76th)

Intersection		Appr	Forecast Volumes				Total Delay by Movement (Sec/Veh)			Level of Service by Movement			LOS by Approach (Sec/Veh)		LOS by Intersection (Sec/Veh)		Appr	Average & Maximum Traffic Queueing (feet)							
Control	Location		L	T	R	Total	L	T	R	L	T	R	Delay	LOS	Delay	LOS		Left-Turn			Through		Right-Turn		
																		Ave Queue	Max Queue	Storage	Ave Queue	Max Queue	Ave Queue	Max Queue	Storage
Signalized	17: 66th Street & France Avenue	NB	153	806	279	1238	64	26	30	E	C	C	31	C	41	D	NB	112	216	325	129	295			
		WB	224	309	246	779	188	43	9	F	D	A	76	E			WB	253	346	325	191	508	56	127	
		SB	250	639	56	945	43	17	13	D	B	B	24	C			SB	180	283	300	81	225			
		EB	65	354	85	504	60	52	16	E	D	B	47	D			EB	58	142	200	133	264	53	173	150
Signalized	37: 69th Street & France Avenue	NB	124	1021	200	1345	36	15	5	D	B	A	15	B	27	C	NB	83	163	160	68	140	2	49	220
		WB	171	145	81	397	60	74	8	E	E	A	56	E			WB	134	262	250	79	197	4	74	75
		SB	115	774	54	943	60	20	4	E	C	A	24	C			SB	80	181	220	90	206			
		EB	46	274	189	509	56	57	15	E	E	B	41	D			EB	26	113	150	98	193	41	149	200
Signalized	52: 70th Street & France Avenue	NB	237	1086	125	1448	37	18	20	D	B	C	21	C	29	C	NB	147	274	500	87	251			
		WB	122	233	91	446	34	37	29	C	D	C	35	C			WB	76	164	150	100	191			
		SB	84	963	75	1122	73	24	22	E	C	C	28	C			SB	82	178	290	121	257			
		EB	158	453	113	724	39	45	39	D	D	D	43	D			EB	106	174	150	208	310			
Signalized	62: Hazelton Road & France Avenue	NB	6	1144	232	1382	50	15	6	D	B	A	14	B	17	B	NB	6	40	180	106	202	48	145	300
		WB	154	22	219	395	48	41	13	D	D	B	28	C			WB	107	174	150	19	136	66	199	
		SB	245	1076	7	1328	61	6	3	E	A	A	16	B			SB	117	124	100	109	358			
		EB	13	26	9	48	45	48	22	D	D	C	43	D			EB				43	119			
Signalized	72: Gallager & France Avenue	NB	18	1335	21	1374	68	5	6	E	A	A	6	A	7	A	NB	18	57	265	17	119			
		WB	9	0	63	72	53	0	14	D	A	B	18	B			WB				8	44	36	74	50
		SB	23	1029	78	1130	57	4	4	E	A	A	5	A			SB	22	74	245	35	103			
		EB	78	0	55	133	52	0	6	D	A	A	32	C			EB	61	132		28	58			
Signalized	77: Parklawn & France Avenue	NB	74	1140	58	1272	52	25	4	D	C	A	26	C	27	C	NB	58	171	325	167	342	17	53	
		WB	79	43	137	259	59	44	11	E	D	B	31	C			WB	63	124	100	35	134	41	114	
		SB	89	982	22	1093	57	22	18	E	C	B	25	C			SB	77	180	410	147	272			
		EB	97	47	95	239	69	41	20	E	D	C	45	D			EB	96	191		76	181			
Signalized	82: 76th Street & France Avenue	NB	58	911	159	1128	68	32	39	E	C	D	35	D	47	D	NB	59	138	950	131	257			
		WB	199	157	65	421	188	47	6	F	D	A	108	F			WB	198	225	200	176	380	39	123	100
		SB	102	1046	49	1197	68	28	8	E	C	A	31	C			SB	94	198	460	154	343	13	112	310
		EB	174	481	249	904	103	58	22	F	E	C	57	E			EB	166	225	200	211	380	88	275	250
Signalized	97: Minnesota Drive & France Avenue	NB	47	974	183	1204	77	26	4	E	C	A	25	C	29	C	NB	49	145	240	142	252	22	387	
		WB	295	130	53	478	59	43	9	E	D	A	49	D			WB	237	403	400	49	143	12	101	100
		SB	48	1480	31	1559	55	20	10	E	C	B	21	C			SB	43	113	150	90	196			
		EB	108	340	300	748	66	66	8	E	E	A	42	D			EB	92	192	200	146	248	7	86	240

France Avenue Crash Summary - 66th Street to 76th Street (2007-2011)

Location	Number of Crashes				Vulnerable User Crashes		Crash Rate	MnDOT Metro District Average Crash Rate
	Total	Fatalities	Injuries	Property Damage Only	Pedestrians	Cyclists		
66th Street	36	0	18	18	0	1	0.5	0.7
70th Street	31	0	8	23	0	0	0.5	0.7
76th Street	28	0	11	17	0	0	0.4	0.7
Full Corridor - 66th Street to 76th Street	258	0	97	161	1	3	2.8	5.1

OPINION OF PROBABLE COSTS FRANCE AVENUE IMPROVEMENTS (INTERSECTIONS) (OPTION 3)

WSB Project: France Avenue TE Improvements
 Project Location: City of Edina
 WSB Project No.: 1686-30
 Date: 7/13/2012

Opinion of Probable Cost

Item Number	Description	Unit	Unit Price	PROJECT TOTAL		76th		70th		66th	
				Estimated Quantity	Estimated Cost	Estimated Quantity	Estimated Cost	Estimated Quantity	Estimated Cost	Estimated Quantity	Estimated Cost
2021.501	MOBILIZATION	LUMP SUM	\$80,000.00	1.00	\$80,000.00	0.34	\$27,200.00	0.33	\$26,400.00	0.33	\$26,400.00
2031.501	FIELD OFFICE TYPE D	EACH	\$8,000.00	1.00	\$8,000.00	0.34	\$2,720.00	0.33	\$2,640.00	0.33	\$2,640.00
2104.501	REMOVE CURB	LIN FT	\$4.00	14600	\$58,400.00	5000	\$20,000.00	5600	\$22,400.00	4000	\$16,000.00
2104.505	REMOVE CONCRETE PAVEMENT	SQ YD	\$5.00	4400	\$22,000.00	1500	\$7,500.00	1500	\$7,500.00	1400	\$7,000.00
2104.509	REMOVE HYDRANT	EACH	\$800.00	6	\$4,800.00	2	\$1,600.00	2	\$1,600.00	2	\$1,600.00
2104.509	REMOVE DRAINAGE STRUCTURE	EACH	\$150.00	12	\$1,800.00	4	\$600.00	4	\$600.00	4	\$600.00
2104.511	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$5.00	14600	\$73,000.00	5000	\$25,000.00	5600	\$28,000.00	4000	\$20,000.00
2105.501	COMMON EXCAVATION (P)	CU YD	\$12.00	3120	\$37,440.00	960	\$11,520.00	960	\$11,520.00	1200	\$14,400.00
2105.525	TOPSOIL BORROW (CV)	CU YD	\$20.00	750	\$15,000.00	350	\$7,000.00	150	\$3,000.00	250	\$5,000.00
2211.503	AGGREGATE BASE (CV) CLASS 5 (P)	CU YD	\$22.00	300	\$6,600.00	100	\$2,200.00	100	\$2,200.00	100	\$2,200.00
2503.541	15" RC PIPE SEWER DES 3006 CL V	LIN FT	\$25.00	240	\$6,000.00	80	\$2,000.00	80	\$2,000.00	80	\$2,000.00
2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$1,000.00	30	\$30,000.00	10	\$10,000.00	10	\$10,000.00	10	\$10,000.00
2504.602	HYDRANT	EACH	\$4,000.00	12	\$48,000.00	4	\$16,000.00	4	\$16,000.00	4	\$16,000.00
2506.501	CONST DRAINAGE STRUCTURE TYPE CC-48	LIN FT	\$350.00	180.00	\$63,000.00	60	\$21,000.00	60	\$21,000.00	60	\$21,000.00
2506.516	CASTING ASSEMBLY	EACH	\$500.00	30	\$15,000.00	10	\$5,000.00	10	\$5,000.00	10	\$5,000.00
2521.501	4" CONCRETE WALK	SQ FT	\$3.00	25700	\$77,100.00	10500	\$31,500.00	5200	\$15,600.00	10000	\$30,000.00
2531.501	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$12.00	11500	\$138,000.00	3500	\$42,000.00	4000	\$48,000.00	4000	\$48,000.00
2531.501	CONCRETE CURB & GUTTER DESIGN B660	LIN FT	\$25.00	500	\$12,500.00	500	\$12,500.00				
2531.618	TRUNCATED DOMES	SQ FT	\$40.00	420	\$16,800.00	140	\$5,600.00	140	\$5,600.00	140	\$5,600.00
2563.601	TRAFFIC CONTROL	LUMP SUM	\$60,000.00	1.00	\$60,000.00	0.34	\$20,400.00	0.33	\$19,800.00	0.33	\$19,800.00
2565.616	REVISE SIGNAL SYSTEM	SYSTEM	\$200,000.00	3.00	\$600,000.00	1.00	\$200,000.00	1	\$200,000.00	1	\$200,000.00
2582.618	SIGNING AND STRIPING	LUMP SUM	\$10,000.00	3	\$30,000.00	1	\$10,000.00	1	\$10,000.00	1	\$10,000.00
CONSTRUCTION SUBTOTAL					\$1,403,440.00		\$481,340.00		\$458,860.00		\$463,240.00
2545.511	LIGHTING UNIT TYPE SPECIAL 2	EACH	\$6,000.00	48	\$288,000.00	16	\$96,000.00	16	\$96,000.00	16	\$96,000.00
2571.503	ORNAMENTAL TREE 6' HT CONT	TREE	\$250.00	120	\$30,000.00	40	\$10,000.00	40	\$10,000.00	40	\$10,000.00
2571.504	SHRUB	SHRUB	\$50.00	240	\$12,000.00	80	\$4,000.00	80	\$4,000.00	80	\$4,000.00
2540.602	BOLLARD	EACH	\$800.00	48	\$38,400.00	16	\$12,800.00	16	\$12,800.00	16	\$12,800.00
2540.602	MONUMENT	EACH	\$150,000.00	3	\$450,000.00	1	\$150,000.00	1	\$150,000.00	1	\$150,000.00
2572.607	ENGINEERED SOIL	CU YD	\$50.00	1920	\$96,000.00	640	\$32,000.00	640	\$32,000.00	640	\$32,000.00
URBAN DESIGN SUBTOTAL					\$914,400.00		\$304,800.00		\$304,800.00		\$304,800.00
CONSTRUCTION TOTAL					\$2,660,840.00		\$944,140.00		\$855,660.00		\$861,040.00
				20% CONTINGENCY	\$343,000.00	20% CONTINGENCY	\$158,000.00	20% CONTINGENCY	\$92,000.00	20% CONTINGENCY	\$93,000.00
				Total	\$2,660,840.00	Total	\$944,140.00	Total	\$855,660.00	Total	\$861,040.00
				R/W		R/W		R/W		R/W	
				Permanent (sf)	12,700	Permanent (sf)	7,100	Permanent (sf)	3,800	Permanent (sf)	1,800
				@ \$35/sf	\$444,500.00	@ \$35/sf	\$248,500.00	@ \$35/sf	\$133,000.00	@ \$35/sf	\$63,000.00
				Temp	8,250	Temp	1,850	Temp	3,800	Temp	2,600
				@ \$20/sf	\$165,000.00	@ \$20/sf	\$37,000.00	@ \$20/sf	\$76,000.00	@ \$20/sf	\$52,000.00
				R/W Total	\$609,500.00	R/W Total	\$285,500.00	R/W Total	\$209,000.00	R/W Total	\$115,000.00
Total Cost					\$3,270,340.00		\$1,229,640.00		\$1,064,660.00		\$976,040.00

OPINION OF PROBABLE COSTS FRANCE AVENUE IMPROVEMENTS (PREFERRED CONNECTION)

WSB Project: FRANCE AVENUE TE IMPROVEMENTS
 Project Location: City of Edina
 WSB Project No.: 1686-30
 Date: 7/12/2012

Opinion of Probable Cost

Item Number	Description	Unit	Unit Price	PREFERRED EAST SIDE BIKE/WALK CONFIGURATION	
				Estimated Quantity	Estimated Cost
2021.501	MOBILIZATION	LUMP SUM	\$50,000.00	1.00	\$50,000.00
2031.501	FIELD OFFICE TYPE D	EACH	\$8,000.00	1.00	\$8,000.00
2104.501	REMOVE CURB	LIN FT	\$4.00	4400	\$17,600.00
2104.505	REMOVE CONCRETE PAVEMENT	SQ YD	\$5.00	2000	\$10,000.00
2104.509	REMOVE HYDRANT	EACH	\$800.00	12	\$9,600.00
2104.509	REMOVE DRAINAGE STRUCTURE	EACH	\$150.00	22	\$3,300.00
2104.511	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$5.00	4400	\$22,000.00
2105.501	COMMON EXCAVATION (P)	CU YD	\$12.00	1600	\$19,200.00
2105.525	TOPSOIL BORROW (CV)	CU YD	\$20.00	800	\$16,000.00
2211.503	AGGREGATE BASE (CV) CLASS 5 (P)	CU YD	\$22.00	200	\$4,400.00
2557.603	FENCE DESIGN SPECIAL	LIN FT	\$40.00	1000	\$40,000.00
2360.501	TYPE SP 12.5 WEARING COURSE MIX (3,C)	TON	\$64.00	100	\$6,400.00
2503.541	15" RC PIPE SEWER DES 3006 CL V	LIN FT	\$25.00	200	\$5,000.00
2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$1,000.00	22	\$22,000.00
2504.602	HYDRANT	EACH	\$4,000.00	12	\$48,000.00
2506.501	CONST DRAINAGE STRUCTURE TYPE CC-48	LIN FT	\$350.00	132	\$46,200.00
2506.516	CASTING ASSEMBLY	EACH	\$500.00	22	\$11,000.00
2521.501	4" CONCRETE WALK	SQ FT	\$3.00	35200	\$105,600.00
2531.501	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$12.00	4400	\$52,800.00
2531.618	TRUNCATED DOMES	SQ FT	\$40.00	250	\$10,000.00
2563.601	TRAFFIC CONTROL	LUMP SUM	\$5,000.00	1.00	\$5,000.00
2571.504	SHRUB	SHRUB	\$50.00	1600	\$80,000.00
2571.503	ORNAMENTAL TREE 6' HT CONT	TREE	\$250.00	90	\$22,500.00
2572.607	ENGINEERED SOIL	CU YD	\$50.00	1600	\$80,000.00
2582.618	SIGNING AND STRIPING	LUMP SUM	\$10,000.00	1	\$10,000.00
					\$704,600.00

20% CONTINGENCY **\$141,000.00**
Construction Total \$845,600.00
 R/W
 Permanent (sf) 32,000
 @ \$35/sf \$1,120,000.00
 Temp (sf) 22,000
 @ \$20/sf \$440,000.00
R/W Total \$1,560,000.00
Total Cost \$2,405,600.00

FRANCE AVENUE PEDESTRIAN CROSSING IMPROVEMENTS
S.P. 120-020-037
CITY OF EDINA, MN

SCHEDULE

Based on a typical Scope of Work and the Federal funding process guidelines, the following schedule would be anticipated:

Phase 1 – Project Development

Notice to Proceed Phase 1.....	April 3, 2012
Data Collection / Survey.....	In Progress
Submit Agency Review Letters (MnDNR, SHPO, Etc).....	Completed
Meeting with Hennepin County.....	May 7, 2012
Stakeholder Group Meeting #1.....	May 31, 2012
Draft PM / Prel Design Plan to City.....	Week of June 4, 2012
City Staff Review Meeting.....	Week of June 11, 2012
Stakeholder Group Meeting #2.....	June 26, 2012
Draft PM / Prel Design Plan to Mn/DOT and County.....	June 29, 2012
Mn/DOT / County Review.....	Up to 6 Weeks
Address Mn/DOT and County comments.....	Weeks of August 6 and August 13, 2012
Final PM / Prel Design Plan to Mn/DOT and County.....	August 17, 2012
Final Mn/DOT and County Approval of PM.....	Up to 5 Weeks
PM Approved.....	October 2012
Construction Limits Determined.....	June 29, 2012
Right of Way Plan to City and County.....	July 13, 2012
Initial Parcel Work and Landowner Notification.....	May / June / July 2012
Parcel Descriptions and Exhibits.....	July 2012
Right of Way Appraisals.....	August / September 2012
Right of Way Acquisition (Offers).....	October 2012
Title and Possession.....	December 2012
R/W Certificate #1.....	December 2012

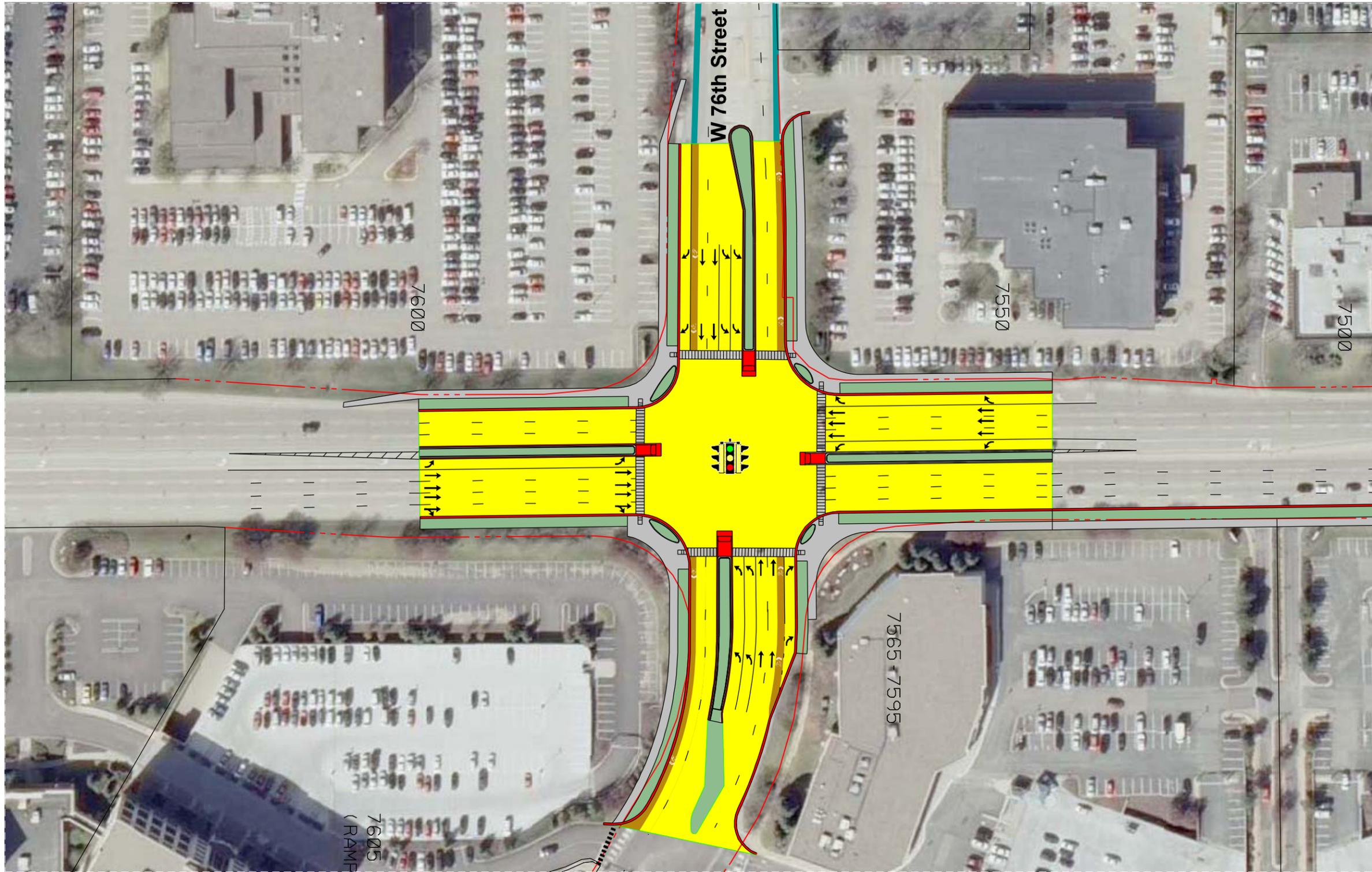
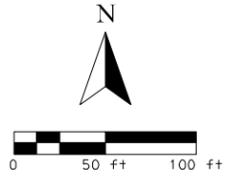
Phase 2 – Detail Design / Bidding

Notice to Proceed Phase 2.....	August 7, 2012
Draft (60%) Final Plan Submittal to City, County and Mn/DOT.....	September 28, 2012
City Staff / County / Mn/DOT Review Meetings.....	Week of October 8, 2012
Mn/DOT, County and City Review.....	Up to 8 weeks
Address Comments.....	December 2012
Final Plan Submittal to Mn/DOT / County and City.....	December 21, 2012
Final Mn/DOT Approval of Plans.....	Up to 8 Weeks
Final Approved Plans.....	March 2013
Advertising for Bids.....	April / May 2013
Bid Opening.....	May 2013

Phase 3 – Construction Administration

Notice to Proceed Phase 3.....	June 4, 2013
Begin Construction.....	June 15, 2013
Complete Construction.....	October 2013

France Avenue South



LEGEND	Proposed Roadway	Bike Lane/Share the Road	Concrete Median / Curb & Gutter	Concrete Sidewalk	Landscaping Area	Future Bike Lane	Crosswalk	Existing Right-of-Way	Restriping
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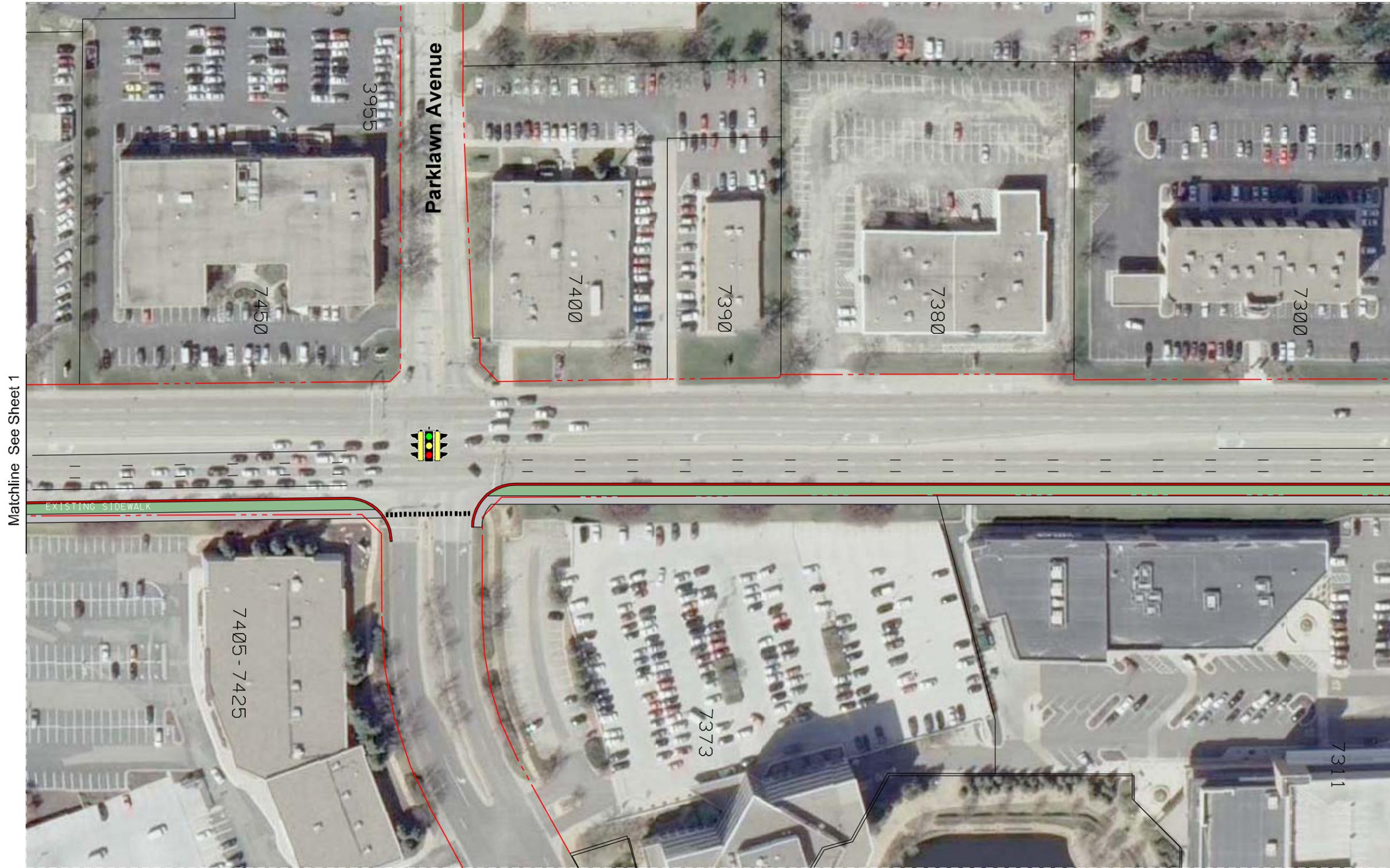
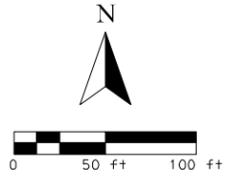
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France Avenue TE Intersection Improvements
 S.P. 120-020-037
 City of Edina, Minnesota

July 27, 2012
Sheet 1 of 6
Option 3 Proposed Improvements

France Avenue South



LEGEND	
	Proposed Roadway
	Bike Lane/Share the Road
	Concrete Median / Curb & Gutter
	Concrete Sidewalk
	Landscaping Area
	Future Bike Lane
	Crosswalk
	Existing Right-of-Way
	Restriping



France Avenue TE Intersection Improvements
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 City of Edina, Minnesota

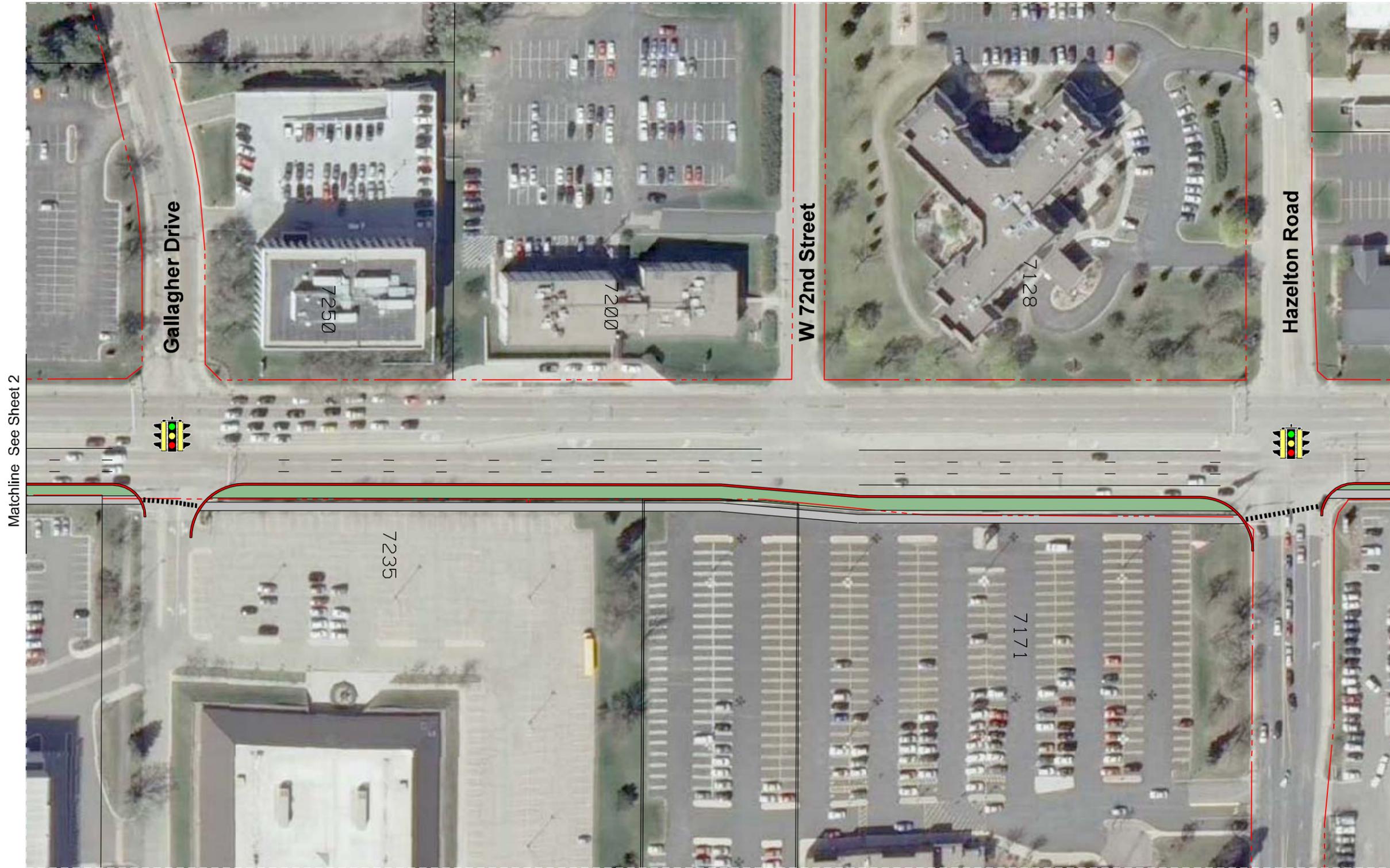
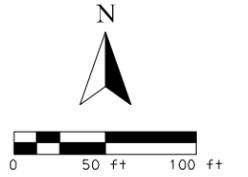
July 27, 2012

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Option 3 Proposed Improvements

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France Avenue South



LEGEND	Proposed Roadway	Bike Lane/Share the Road	Concrete Median / Curb & Gutter	Concrete Sidewalk	Landscaping Area	Future Bike Lane	Crosswalk	Existing Right-of-Way	Restriping
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France Avenue TE Intersection Improvements
 S.P. 120-020-037
 City of Edina, Minnesota

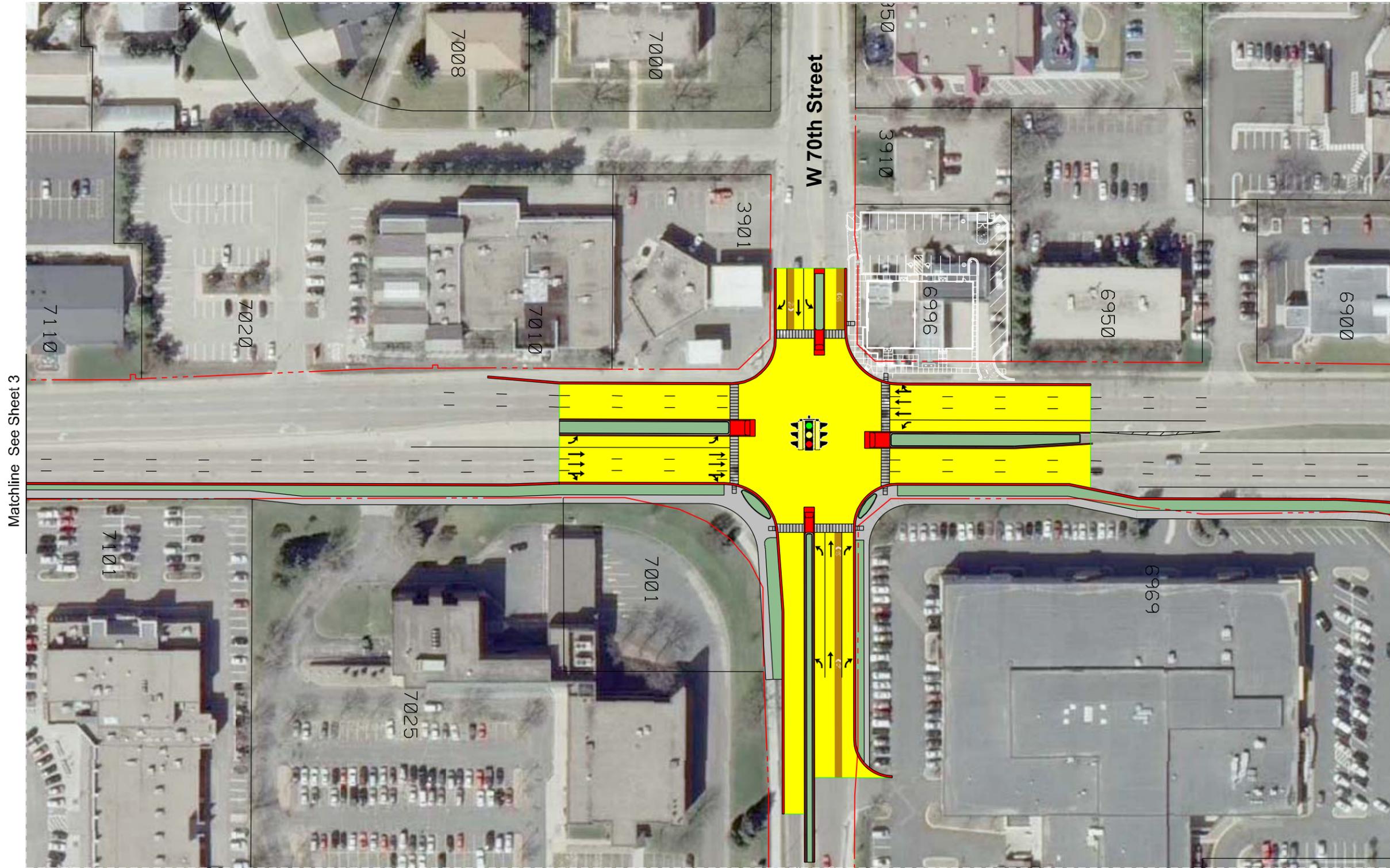
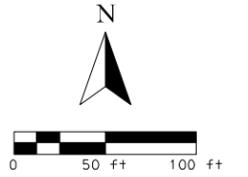
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Option 3 Proposed Improvements

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France Avenue South



LEGEND	Proposed Roadway	Bike Lane/Share the Road	Concrete Median / Curb & Gutter	Concrete Sidewalk	Landscaping Area	Future Bike Lane	Crosswalk	Existing Right-of-Way	Restriping
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France Avenue TE Intersection Improvements
 S.P. 120-020-037
 City of Edina, Minnesota

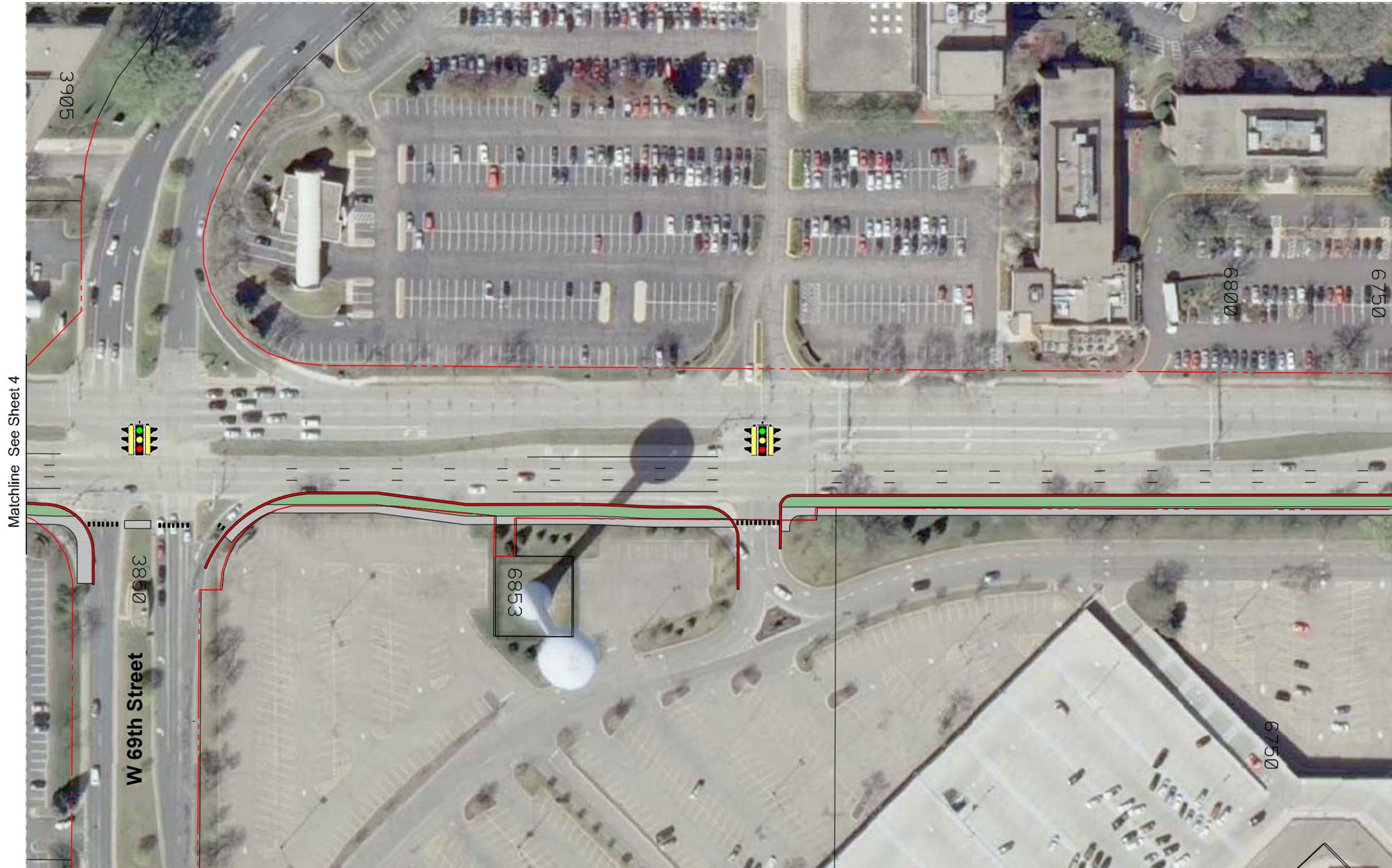
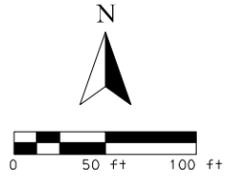
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Option 3 Proposed Improvements

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France Avenue South



LEGEND	
	Proposed Roadway
	Bike Lane/Share the Road
	Concrete Median / Curb & Gutter
	Concrete Sidewalk
	Landscaping Area
	Future Bike Lane
	Crosswalk
	Existing Right-of-Way
	Restriping

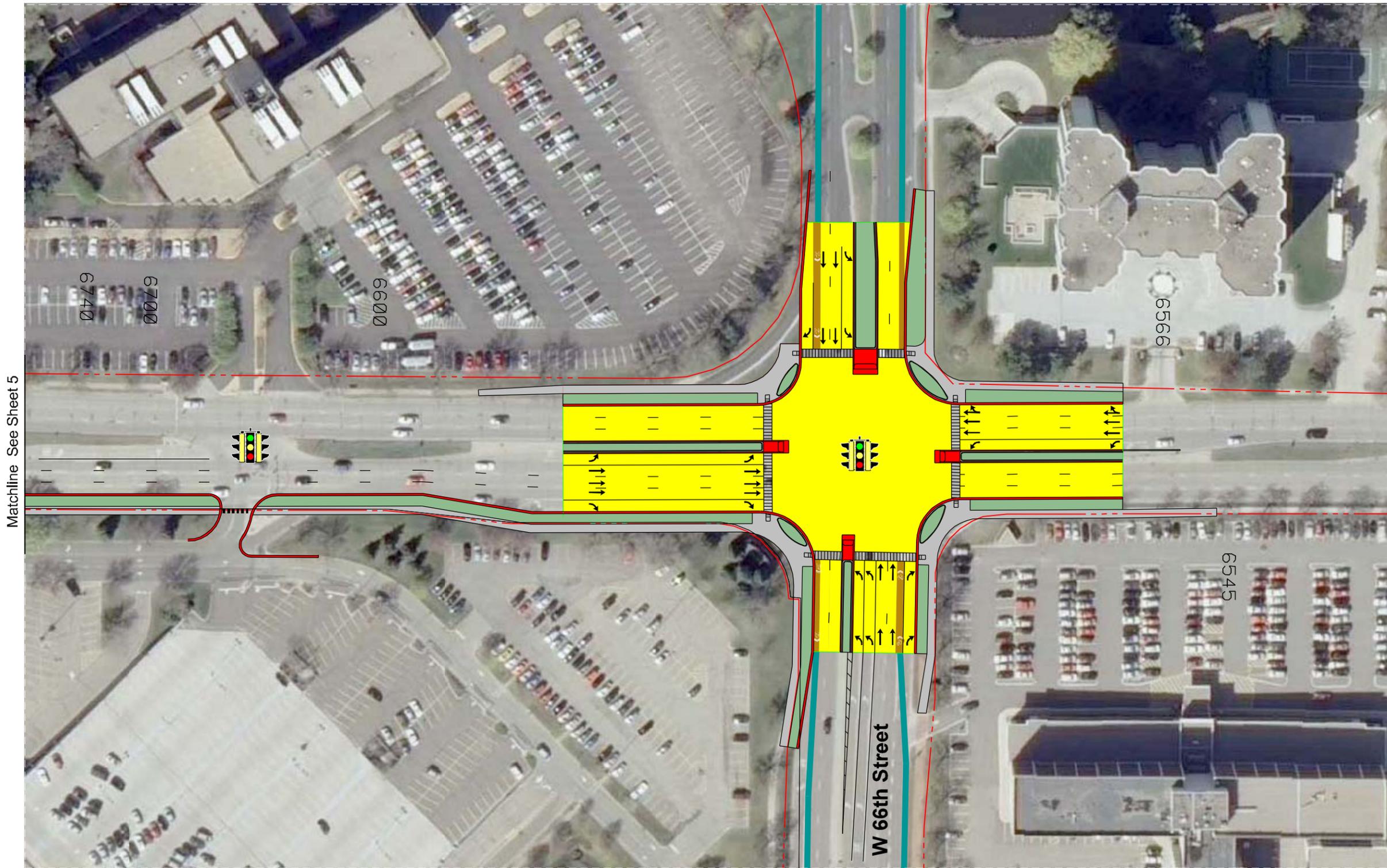
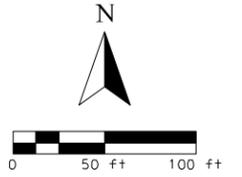


France Avenue TE Intersection Improvements
 S.P. 120-020-037
 City of Edina, Minnesota

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Option 3 Proposed Improvements

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France Avenue South



LEGEND	
	Proposed Roadway
	Bike Lane/Share the Road
	Concrete Median / Curb & Gutter
	Concrete Sidewalk
	Landscaping Area
	Future Bike Lane
	Crosswalk
	Existing Right-of-Way
	Restriping



France Avenue TE Intersection Improvements
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 City of Edina, Minnesota

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Option 3 Proposed Improvements

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