



**To:** Edina Transportation Commission

**Agenda Item #:** VI. B.

**From:** Chad A. Millner, PE, Assistant City Engineer

**Action**

**Discussion**

**Date:** November 21, 2013

**Information**

**Subject:** 54th Street Reconstruction and Arden Park Stormwater Management Plan - Updates

**Action Requested:**

Review and comment on the 54th Street Reconstruction and Arden Park Stormwater Management Plan, and recommend it be forwarded to City Council for approval.

**Information / Background:**

Please recall that our consultant presented the 54<sup>th</sup> Street Reconstruction and Arden Park Stormwater Management Plan draft feasibility study to the ETC at their October 24 meeting. Staff and our consultant have reviewed additional information gathered at and since that meeting. A memo is attached with updated information for the commission to consider.

**Attachments:**

54th Street Reconstruction and Arden Park Stormwater Management Plan Draft Feasibility Study - Updates



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## MEMORANDUM

TO: Members of the Edina Transportation Commission (ETC)

FROM: Toby Muse, PE

DATE: November 13, 2013

RE: 54th Street Roadway Reconstruction Improvement No. BA-416 - Supplemental Items  
SEH No. EDINA 124747 16.00

The following items are a supplement to the draft feasibility study (study) dated October 21, 2013. These items will be included in the final study.

1. City staff met with MnDOT State Aid and Transit for Livable Communities (TLC) staff on November 4, 2013. The following items were discussed.
  - a. State Aid
    - i. Confirmed the shared use minimum lane width from centerline to face of curb is 14-feet.
    - ii. Confirmed a shared use lane is considered a Wide Outside Lane (WOL) per rule 8820.9941.
    - iii. Confirmed a variance can be requested for a 13-foot wide shared use lane, but the City will have to show hardship from a social, economic and environmental standpoint.
    - iv. The variance would likely not be approved if a safety concern is introduced as a result of the variance.
  - b. TLC
    - i. Supports the East typical sections proposed in the draft feasibility study.
    - ii. Understands the City is introducing a sidewalk on the north side of the corridor to promote further pedestrian activity.
    - iii. Will not request a re-payment of federal funds relative to the advisory bicycle lane project from 2012.
    - iv. Recommends painted dashed lines on either side of sharrow symbols; called priority shared lanes, throughout the corridor to assist users in further defining the shared bicycle lane location. An example of a priority shared lane is shown in the photo in Exhibit 1.
    - v. Recommends the sharrow symbol be placed 11-feet from face of curb on the east side of the project where the 7-foot parking lane is designated on the south side of 54<sup>th</sup> Street.
  - c. No centerline stripe is proposed along 54th St except the approaches to the stop condition at the Minnehaha Boulevard intersection.
2. Exhibit 2 attached is a copy of an email received from Public Works Director Brian Olson regarding sidewalk maintenance widths.

November 13, 2013

Page 2

3. Bicycle counts for 2012 and 2013 are attached as Exhibit 3.
4. Metro Transit has approved the removal of bus stops at the Halifax Avenue, Brookview Avenue and Kellogg Avenue intersections.
5. Graphics showing the difference between the north edge of the existing road and north edge of the proposed sidewalk are shown in Exhibit 4.

tm

Attachments

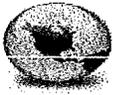
c: Chad Millner, City of Edina

Mark Nolan, City of Edina

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EXHIBIT 1



FW: 20131112 54th Street - Sidewalk Maintenance Widths  
Chad Millner to: tmuse@sehinc.com

11/12/2013 12:04 PM

2 attachments



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Here's the response from public works on the 54th Street Project.

Thanks,  
Chad

[<http://intranet/images/signature/citylogosig.gif>]

Chad Millner, Interim City Engineer  
952-826-0318 | Fax 952-826-0392  
cmillner@EdinaMN.gov | [www.EdinaMN.gov](http://www.EdinaMN.gov)  
...For Living, Learning, Raising Families & Doing Business

From: Brian Olson  
Sent: Tuesday, November 12, 2013 12:01 PM  
To: Chad Millner  
Subject: RE: 20131112 54th Street - Sidewalk Maintenance Widths

Chad,

Public Works does whatever we can to be as efficient as we can with City tax dollars. In fact, our mission statement states that we will provide "efficient, effective resource management" and we aim to provide the highest and best possible quality service. The sidewalk snowplow route that would have this section of sidewalk added has a 55" v-plow and blower attachment. We have indicated that a 5 foot sidewalk is ideal for our equipment to pass and minimize damage to yards. The narrower the sidewalk: 1) the more damage there is to adjacent yards, 2) the more complaints that we get due to front yard damage and 3) the slower we have to travel which increases the amount of time to completely remove the snow.

If it were up to the Public Works Department we would like the design to include at least a 5 foot sidewalk and a 6-8 foot grassy boulevard area for snow storage. The boulevard allows separation of the road plowing and the sidewalk plowing activities. I understand that the additional one foot width that is proposed in the design is a compromise and it will at least assist us in staying away from the lawn and provided a narrow area for a small windrow of snow.

As you know we can maintain anything if given the right tools and the appropriate amount of manpower. No disrespect intended but we could build a 3 foot sidewalk and hand shovel each sidewalk if we had the right amount of manpower. In another example, there is a smaller piece of equipment (52") at 50th and France that maintains a narrower sidewalk. In that instance, the business owners pay to have an employee stationed down there full time to take care of the issues that come up. That employee shovels, sweeps and plows their sidewalks. They pay for the equipment, they pay for the time and they pay for the materials to increase to that level of service.

The current six foot design on 54th, whereas not ideal, is acceptable.

Sincerely,  
Brian

[http://intranet/images/signature/citylogosig.gif]

Brian Olson, Public Works Director  
952-826-0311 | Fax 952-826-0392  
bolson@EdinaMN.gov<mailto:bolson@EdinaMN.gov> | www.EdinaMN.gov<  
http://www.EdinaMN.gov>  
...For Living, Learning, Raising Families & Doing Business

From: Chad Millner  
Sent: Tuesday, November 12, 2013 10:42 AM  
To: Brian Olson  
Subject: 20131112 54th Street - Sidewalk Maintenance Widths

Brian,

Staff will be recommending a 5-ft wide sidewalk along 54th Street at the 54th Street Project Public Improvement Hearing scheduled for Dec. 10. Below is text pulled from a letter we received from a resident concerning minimums sidewalk widths. From a public works maintenance standpoint, can you clarify adequate sidewalk widths for maintenance with the type of equipment the City currently operates?

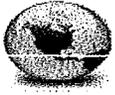
Thanks for your time in clarifying this matter,  
Chad

Text from Resident Letter

5. According to the city's Department of Public Works, the city's sidewalk sweepers sweep a 52" path (4'-4"). This is far less than the 72" (6'-0") Mr. Houle claimed at the 10/24 Transportation Commission meeting, and actually less than a typical 5' wide sidewalk. So, it isn't a factor in determining sidewalk width. Wooddale Avenue, which is maintained by the city, is currently 5' wide and has been that way since I've lived here (summer of 2002) and I haven't been aware of any problems with snow removal. Why are we being told 5' is not wide enough?

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Chad Millner, Interim City Engineer  
952-826-0318 | Fax 952-826-0392  
cmillner@EdinaMN.gov<mailto:cmillner@EdinaMN.gov> | www.EdinaMN.gov<  
http://www.EdinaMN.gov>  
...For Living, Learning, Raising Families & Doing Business



FW: 54th St  
Chad Millner to: tmuse@sehinc.com

10/31/2013 07:40 AM

2 attachments



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Here's a few of the counts. More coming by the end of the week.

[<http://intranet/images/signature/citylogosig.gif>]

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952-826-0318 | Fax 952-826-0392  
cmillner@EdinaMN.gov | [www.EdinaMN.gov](http://www.EdinaMN.gov)  
...For Living, Learning, Raising Families & Doing Business

From: Mark K. Nolan  
Sent: Wednesday, October 30, 2013 3:28 PM  
To: 'Mike Anderson'  
Cc: Chad Millner  
Subject: RE: 54th St

Mike,

I finally verified that the videos for Spring/Summer '13 were never taken. So we won't have those.

Do you have an ETA on Fall 2013 data tabulation?

Thanks,

[<http://intranet/images/signature/citylogosig.gif>]

Mark Nolan, AICP, Transportation Planner  
952-826-0322 | Fax 952-826-0392  
MNolan@EdinaMN.gov<<mailto:MNolan@EdinaMN.gov>> | [www.EdinaMN.gov](http://www.EdinaMN.gov)<  
<http://www.EdinaMN.gov>>  
...For Living, Learning, Raising Families & Doing Business

From: Mike Anderson [<mailto:manderson@alliant-inc.com>]  
Sent: Thursday, October 24, 2013 4:59 PM  
To: Mark K. Nolan  
Subject: 54th St

Mark,

Sorry for my late reply, but I was out of the office on a project today. I was able to look through the data you provided to us. Here is what we have:

\* Summer 2012 - 129 daily peds / 106 daily bikes. Vehicle count not provided.

\* October 2012 - 304 daily peds / 16 daily bikes. Vehicle count not

provided. (seems low, I am curious of weather conditions on that day?)

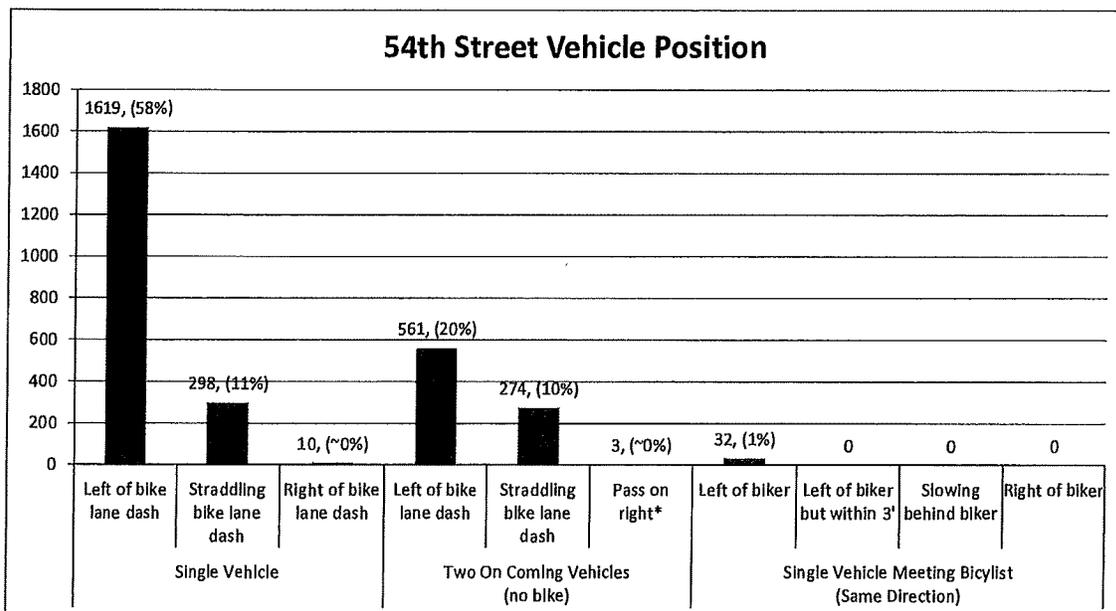
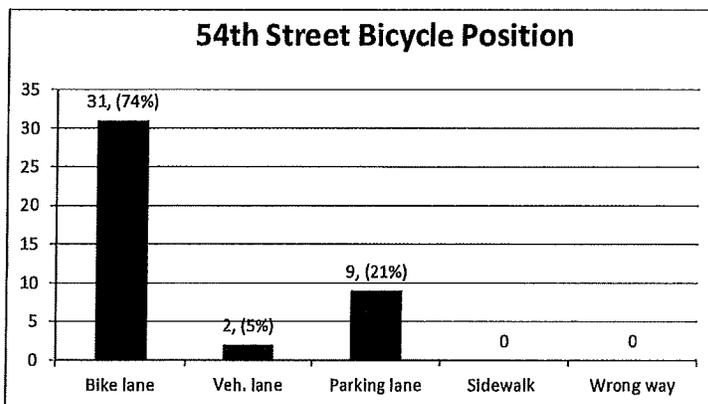
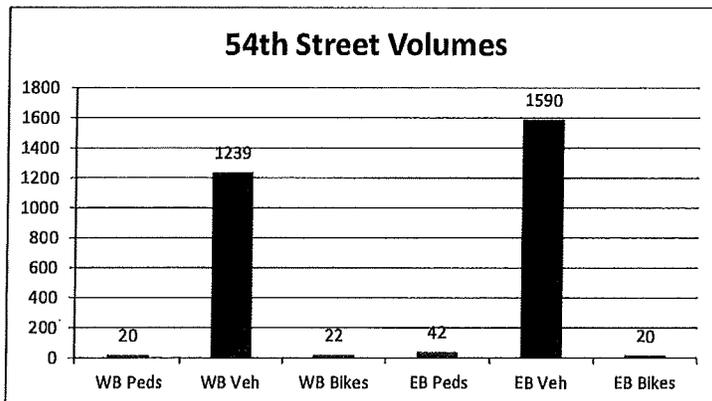
\* Spring/Summer 2013 - Data not provided to us.

\* Fall 2013 - Video recorded, but data not tabulated for 54th Street yet.

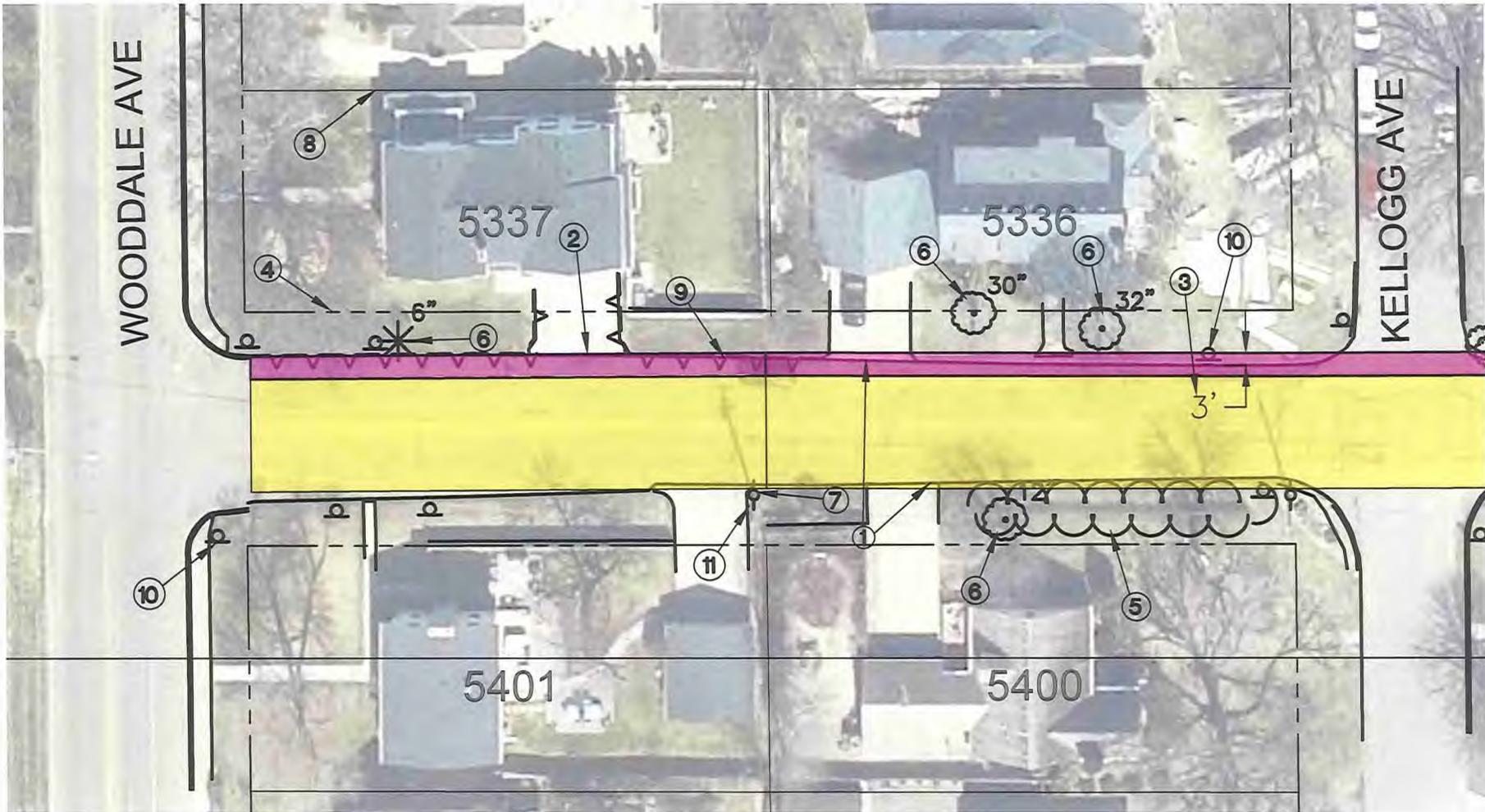
The spring/summer 2013 would be very informative to see. Were you able to track down these videos?

Hope this helps.  
Mike

54th Street Advisory Lane Vehicle and Bicycle Observation Data

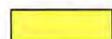


\*Vehicle passing on right due to motorist stopping to make left turn  
 Source: 24-Hour Study Period. Data collected on October 10, 2013



**LEGEND**

 - 6-FOOT WIDE CONCRETE BOULEVARD/WALK (1 FOOT CONCRETE BOULEVARD WITH 5-FOOT SIDEWALK)

 - 29-FOOT WIDE STREET (2-14 FOOT VEHICLE/BIKE LANES WITH 0.5 FOOT WIDE CURB ON EACH SIDE)

① - EDGE OF EXISTING STREET PAVEMENT

⑤ - EXISTING SHRUBS/BUSHES

⑨ - EXISTING RETAINING WALL/PAVER BLOCK

② - NORTH EDGE OF PROPOSED SIDEWALK

⑥ - EXISTING TREE

⑩ - EXISTING SIGN

③ - DISTANCE TO THE NEAREST FOOT BETWEEN EDGE OF EXISTING STREET PAVEMENT AND NORTH EDGE OF PROPOSED SIDEWALK

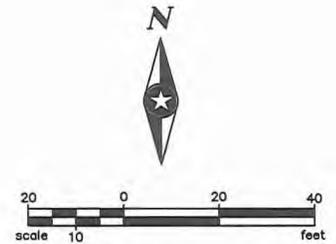
⑦ - EXISTING POWER POLE

⑪ - EXISTING TELEPHONE PEDESTAL

④ - EXISTING RIGHT-OF-WAY LINE

⑧ - EXISTING PROPERTY LINE

\*\* DISCLAIMER: CONSTRUCTION LIMITS ARE NOT SHOWN AND WILL BE MINIMIZED DURING FINAL DESIGN



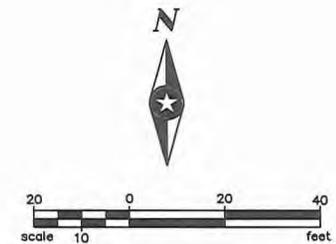
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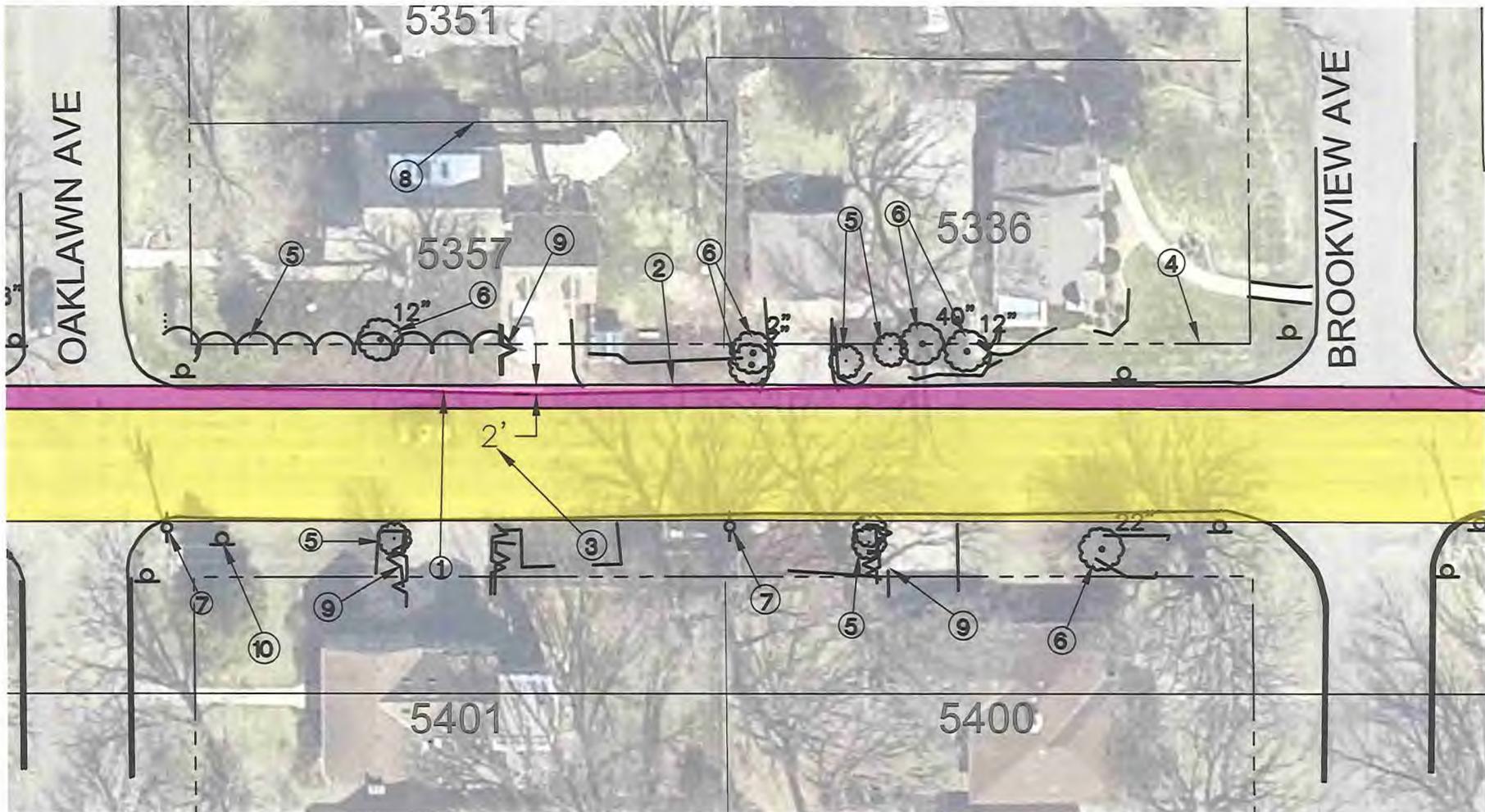
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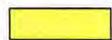


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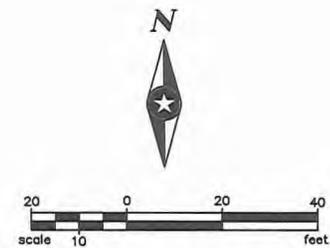
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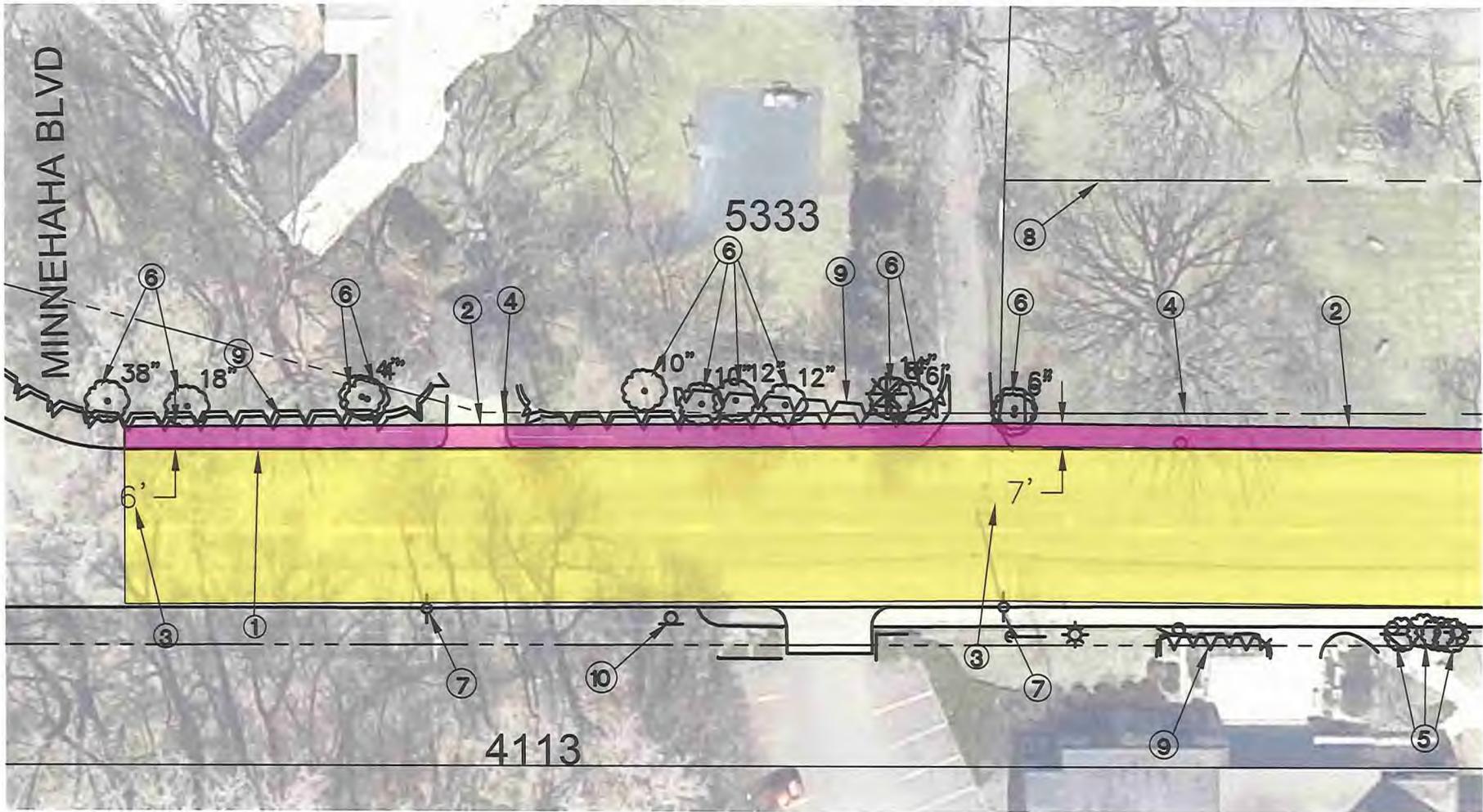
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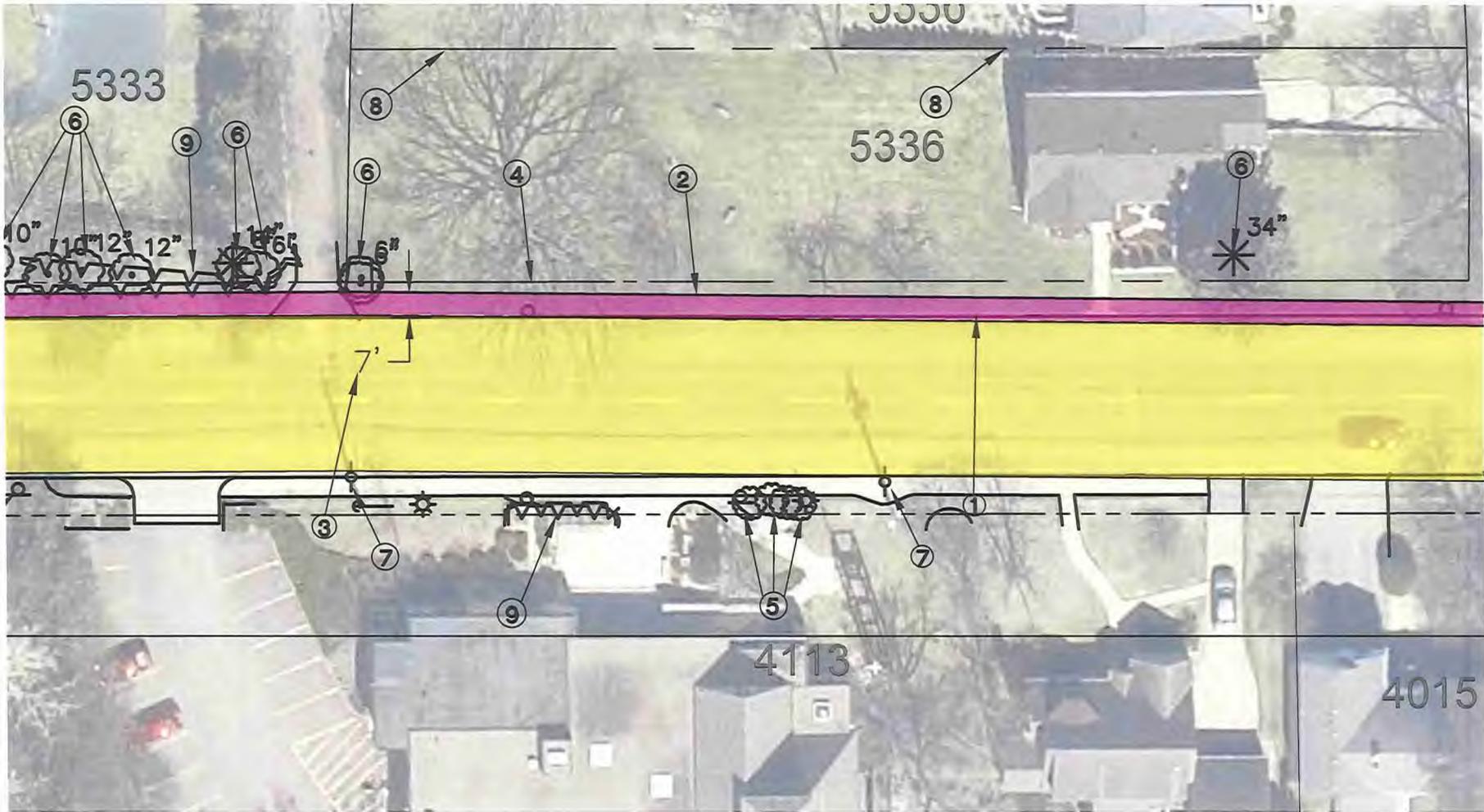
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- 6-FOOT WIDE CONCRETE BOULEVARD/WALK (1 FOOT CONCRETE BOULEVARD WITH 5-FOOT SIDEWALK)
- 40-FOOT WIDE STREET (1-7 FOOT PARKING LANE, 1-14 FOOT , AND 1-18 FOOT VEHICLE/BIKE LANES WITH 0.5 FOOT WIDE CURB ON EACH SIDE)
- 1** - EDGE OF EXISTING STREET PAVEMENT
- 2** - NORTH EDGE OF PROPOSED SIDEWALK
- 3** - DISTANCE TO THE NEAREST FOOT BETWEEN EDGE OF EXISTING STREET PAVEMENT AND NORTH EDGE OF PROPOSED SIDEWALK
- 4** - EXISTING RIGHT-OF-WAY LINE
- 5** - EXISTING SHRUBS/BUSHES
- 6** - EXISTING TREE
- 7** - EXISTING POWER POLE
- 8** - EXISTING PROPERTY LINE
- 9** - EXISTING RETAINING WALL/PAVER BLOCK
- 10** - EXISTING SIGN
- 11** - EXISTING TELEPHONE PEDESTAL

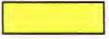
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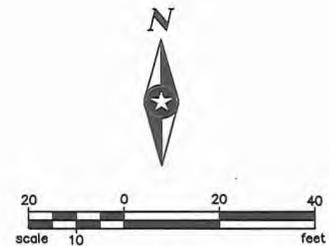
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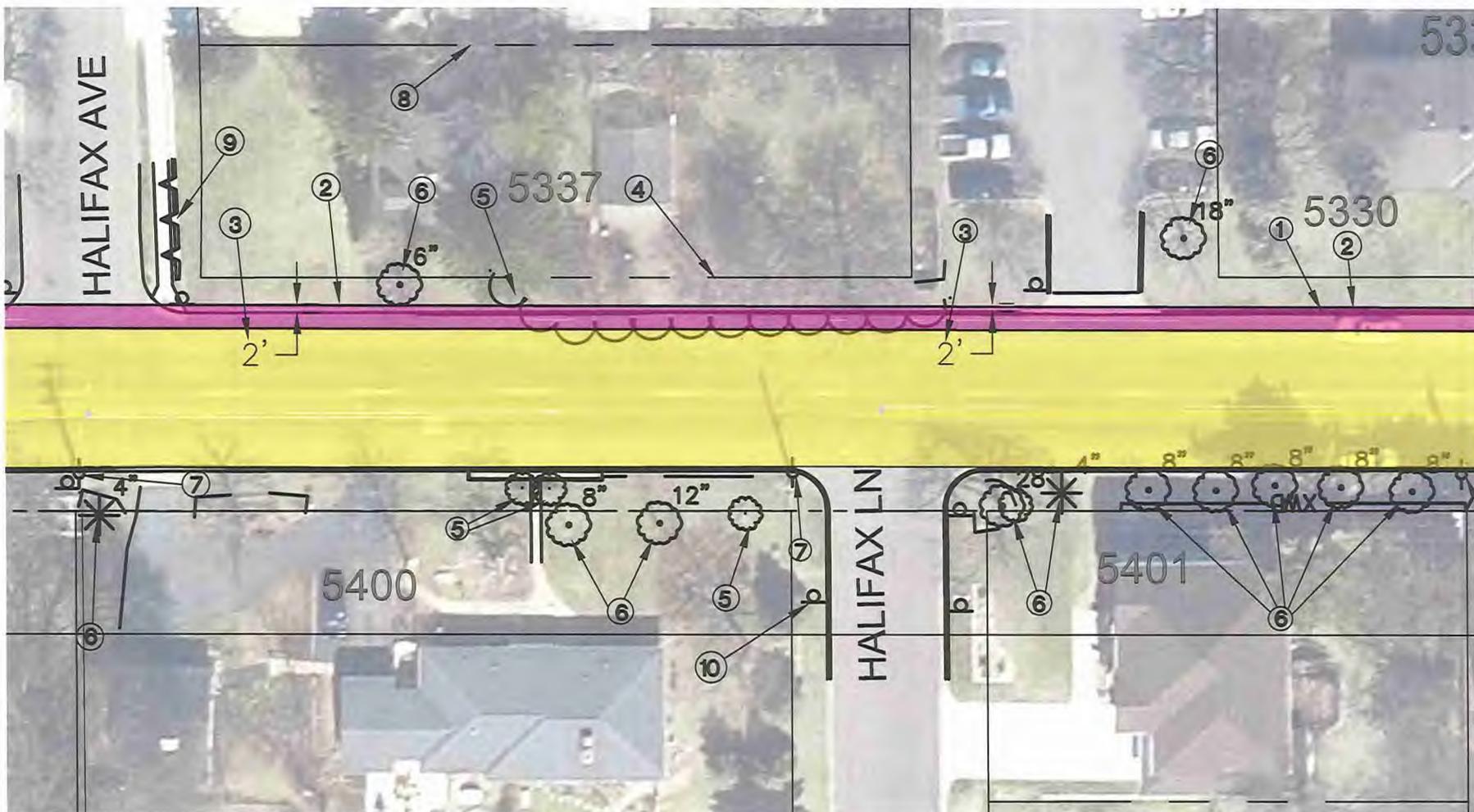
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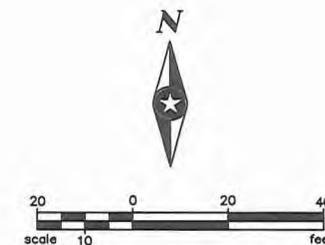
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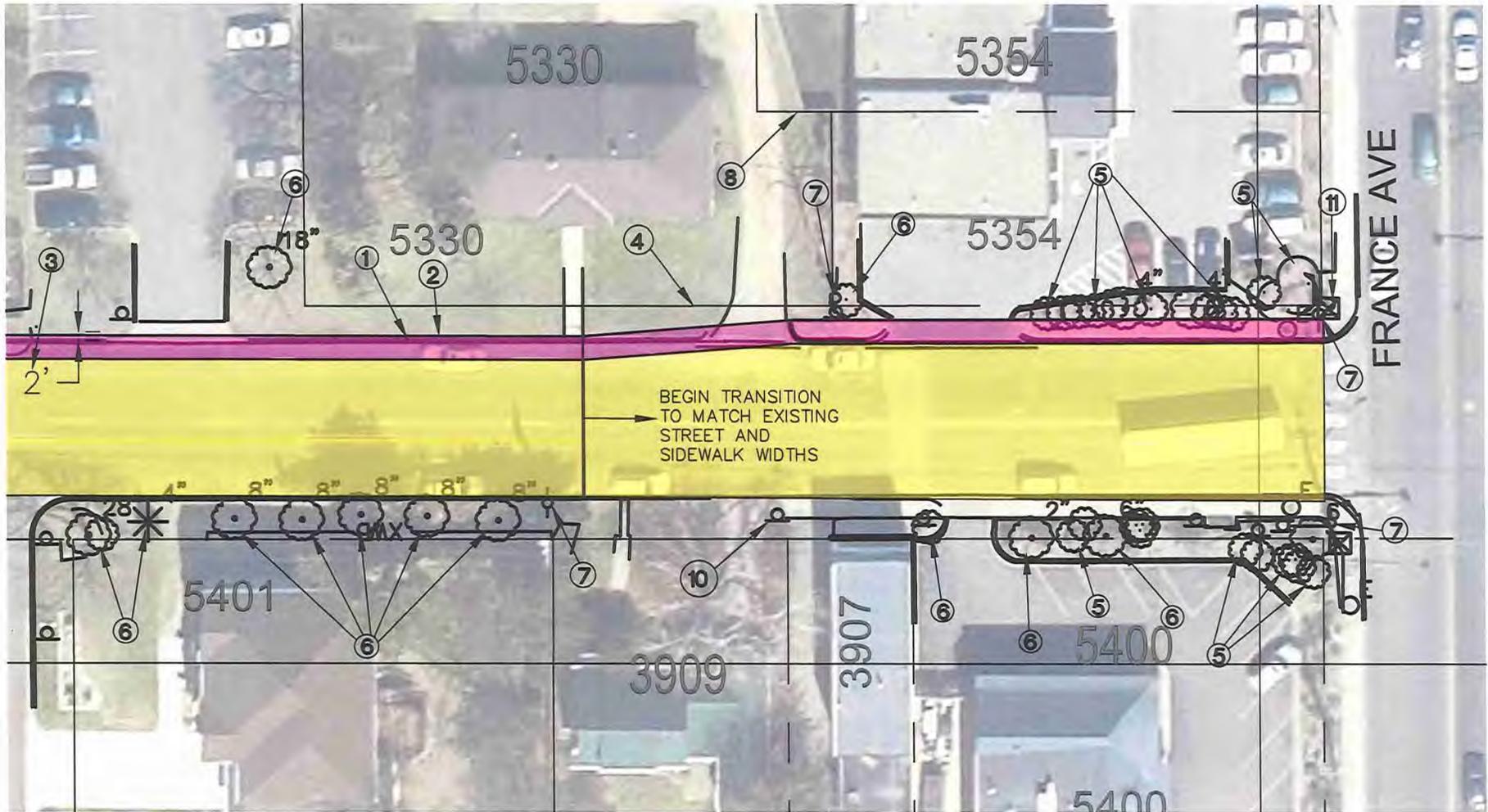
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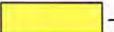
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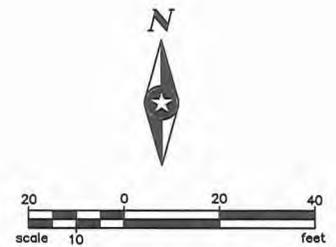
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