



To: MAYOR AND COUNCIL

Agenda Item #: VIII. C.

From: Chad A. Millner, PE, Director of Engineering

Action

Discussion

Date: March 3, 2015

Information

Subject: Valley View Road Design Modification– Birchcrest B Neighborhood Roadway Reconstruction, Improvement No. BA-410

Action Requested:

Staff recommends that the council approve the modification to Valley View Road and driveway slopes in order to accommodate a future sidewalk with fewer impacts.

Information / Background:

At the Jan. 6, 2015, City Council meeting, the council received an advisory communication from the Transportation Commission recommending the council consider modification to Valley View Road to accommodate a future sidewalk as outlined in the recently approved Sidewalk Facilities Map with fewer impacts. These modifications would occur along Valley View Road from Clover Ridge Road to Code Avenue. As you may recall, staff recommended a sidewalk in its engineering report at this location but at the Dec. 9, 2013, public hearing, it was removed from the project.

Please also recall the Birchcrest B Neighborhood Roadway Reconstruction project was awarded to Palda and Sons, Inc., in Apr. 2014. The project was delayed until 2015 because another project, also awarded to Palda and Sons, Inc., had an unforeseen scope expansion.

As outlined in the feasibility report on Dec. 9, staff's recommendation was to shift the road approximately 3-ft to the east / south of its current alignment. This shift provided extra space to reduce impacts during sidewalk installation. The approved plans do not include this alignment shift. A sidewalk could be constructed with no re-alignment but the impacts would be greater and the likelihood for the sidewalk to be built adjacent to the curb line with no boulevard space would also increase. This goes against our standard practice of providing a buffer between pedestrians and traffic.

If the council determines it is in the best interest to re-align, we would need to consider changes to driveways slope. Below, Figure 1 shows the curb shifted but no change in driveways slope to accommodate a future sidewalk. This option would have more impacts during future sidewalk installation because it would require removing driveway pavement and aprons that most likely have not reached the end of their useful life.

SHIFT CURB 3'—MATCH EXISTING DRIVE

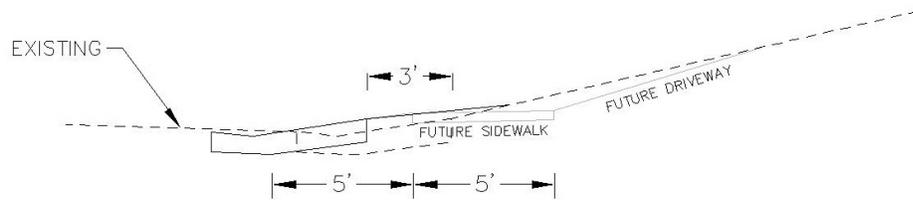


Figure 1. Curb Shifted but No Driveway Slope Change

Figure 2 shows the curb shifted with changes to the driveways slopes for a future sidewalk. The curb re-alignment and driveways slopes could be designed so that less pavement would be removed during future sidewalk installation. This would greatly reduce impacts and not require replacing the same pavement twice before the end of its useful life.

SHIFT CURB 3'—CONSTRUCT DRIVE FOR FUTURE WALK

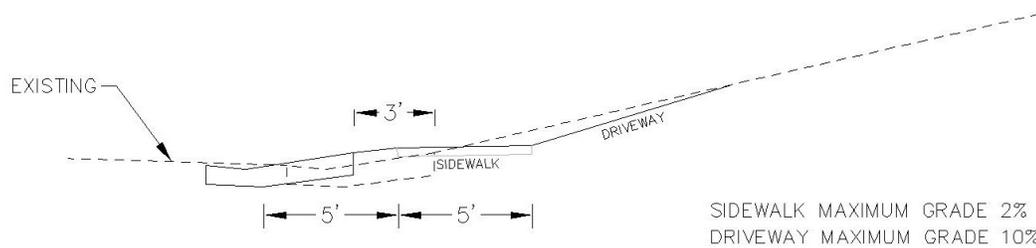


Figure 2. Curb Shifted with Driveway Slope Change

The table below summarizes the three options for consideration by the council assuming a sidewalk is constructed 10-years from today.

Option #	Description	Impacts During Future Sidewalk Installation	Additional Cost with Current Project (1)	Estimated Sidewalk Installation Cost in 2025 (10-yrs) (2)
1	No alignment change, constructed as approved on Dec. 9, 2013	Greatest	\$0	\$350,000
2	Alignment change with no change in driveway slopes	Less than option #1 but greater than option #3	\$90,000	\$280,000
3	Alignment change with change in driveway slopes	Least	\$110,000	\$200,000

(1) Cost in 2015 dollars based on 2014 bid unit prices.
 (2) Assumes 2015 dollars with a 3% yearly inflationary rate.

Secondly, a resident in the project area suggested constructing a nature trail within MnDOT's right-of-way (ROW) along Highways 100 and 62 instead of the sidewalk. The location would be from Benton Avenue to possibly as far as Tracy Avenue. MnDOT's staff was not in favor of the trail because of safety concerns (proximity to highways) and highway capacity issues. There isn't enough ROW for the required clear space between high speed highways and a pedestrian facility other than the open space area in the northwest quadrant of the highways. MnDOT is not inclined to release rights because the space may be needed to address future highway capacity and because a local pedestrian facility could be accommodated within City ROW.

Staff recommends approval of Option #3 that modifies both Valley View Road alignment and driveway slopes in order to accommodate a future sidewalk. If council approves these changes, staff will redesign Valley View Road with these changes. This would occur in March allowing ample time to get the contractor undated plan sheets prior to construction. The additional cost of \$110,000 would be funded by a combination of storm sewer utility and Pedestrian and Cyclist Safety (PACS) funds at \$50,000 and \$60,000, respectively.

Attachment:

ETC Advisory Communication

ADVISORY COMMUNICATION



To: MAYOR AND COUNCIL Item No. IX. C.

From: Mark K. Nolan, AICP, Transportation Planner
Edina Transportation Commission

Date: January 6, 2015

Subject: Edina Transportation Commission Advisory Communication: Birchcrest B – Valley View Road Sidewalk

Attachments: None

Action Requested:

City Council direct City staff to modify the design of Valley View Rd. to anticipate that a sidewalk will be added at a later date. Modifications would include relocating the curb to reduce the impact of a future sidewalk on adjacent properties.

Situation:

The recently adopted Sidewalk Facilities Map shows a sidewalk on Valley View Rd. from Normandale Rd. to Code Ave. This section of Valley View Rd. will be reconstructed in 2015 as part of the Birchcrest B neighborhood street reconstruction project. **The final design for Valley View Rd. does not include a sidewalk; however, the design can be modified to provide for constructing a sidewalk at a later date. The ETC recommends making this modification.**

Background:

The Birchcrest B neighborhood street reconstruction project feasibility study proposed a 5' sidewalk and variable 5' boulevard on the north side of Valley View Rd. from Normandale Rd. to Code Ave. The study also proposed relocating the curb to lessen the impact of the sidewalk on adjacent properties.

In December 2013, the City Council approved the Birchcrest B project but did not include the sidewalk on Valley View Rd.

Traffic volumes and speeds on Valley View Rd. warrant a sidewalk. This section of Valley View Rd. carries more than 1,700 vehicles per day (local streets should carry <1,000 VPD). Eighty-fifth percentile speeds are 36 miles per hour (speed limit is 30 mph; pedestrian safer speed is <25 mph).

In December 2014, the City Council adopted a new Sidewalk Facilities Map that identifies a future sidewalk on Valley View Rd. from Normandale Rd. to Code Ave. The Plan uses impartial criteria to determine where sidewalks should be located. Criteria for locating a sidewalk on this section of Valley

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View Rd. include traffic speeds and volume, visibility of pedestrians walking along the roadway, and pedestrian connectivity.

This sidewalk would connect to a sidewalk on the west side of Normandale Rd. (to be constructed in 2015) and a sidewalk planned for Maddox Lane (scheduled for 2017). It is part of a wider sidewalk network that connects to the Grandview District, pedestrian bridges over Hwy 100, the Wyman Ave. bridge over Hwy 62 (scheduled for 2017), and a future sidewalk connecting to Garden Park (part of Hansen Rd. scheduled for 2017).

Analysis:

Although neighbor opposition to the sidewalk continues, the Sidewalk Facilities Map public engagement process also identified neighborhood support. Sidewalks serve not only those who live adjacent to them, but also the wider “walk shed.”

The Birchcrest B project was let and a bid accepted in early 2014. Construction was scheduled for 2014, but delayed to 2015 due to contractor workload.

Because a sidewalk was not included in the project, the final design for Valley View Rd. keeps the curb in its current location. With this design, if a sidewalk is constructed at a later date it will have a greater impact on adjacent yards. **By taking the opportunity provided by road reconstruction to relocate the curb, the City can reduce the impact of a future sidewalk on adjacent yards.**

Some additional engineering work (in-house) would be required to modify the street design. A change order would also be required to implement the modified design. Costs for additional engineering work could be paid from the PACS fund. Costs for relocating the curb would be paid from the storm water utility fund.

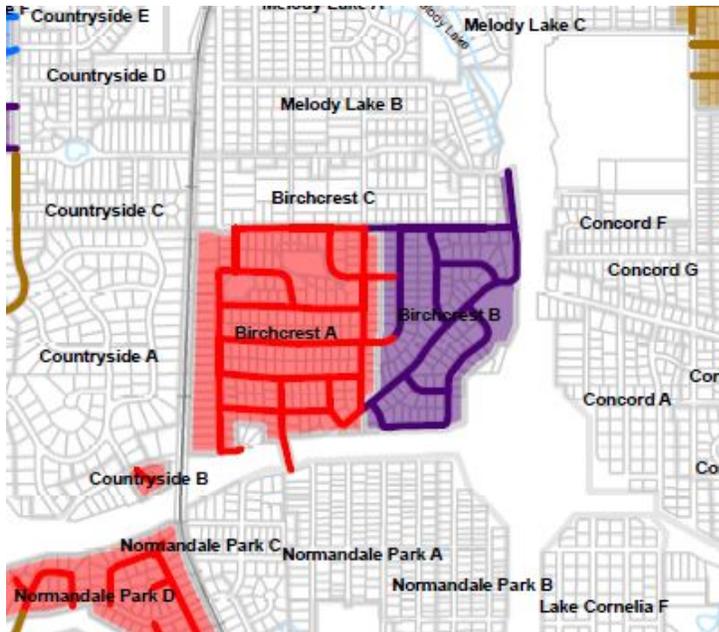
Recommendation:

The ETC discussed the above facts at the December 2014 meeting and concluded that if the city is not going to construct a sidewalk on Valley View Rd. with the Birchcrest B neighborhood street reconstruction project, then it would be wise to **modify the design of Valley View Rd. to anticipate that a sidewalk will be added at a later date. Modifications would include relocating the curb to reduce the impact of a future sidewalk on adjacent properties. The ETC voted unanimously in favor of this recommendation.**

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Prepared by: Jennifer Janovy
Reviewed by: Tom LaForce and Dawn Spanhake
Date: December 23, 2014



From City of Edina 2013-2019
Anticipated Local Street Reconstruction
Map
(Red = 2017; Purple = 2015, delayed
from 2014)



From City of Edina Sidewalk Facilities
Plan (Sidewalks in 2015 and 2017 project
areas above include: Normandale Rd.; W.
60th St.; Valley View Rd.; Maddox Ln.;
Wyman Ave.; and Hansen Rd.)