

GRANDVIEW DISTRICT TRANSPORTATION STUDY



PERFORMANCE
DRIVEN DESIGN.



May 19, 2016

CONVENE WEEK PROGRESS

Priorities identified at Public Meeting

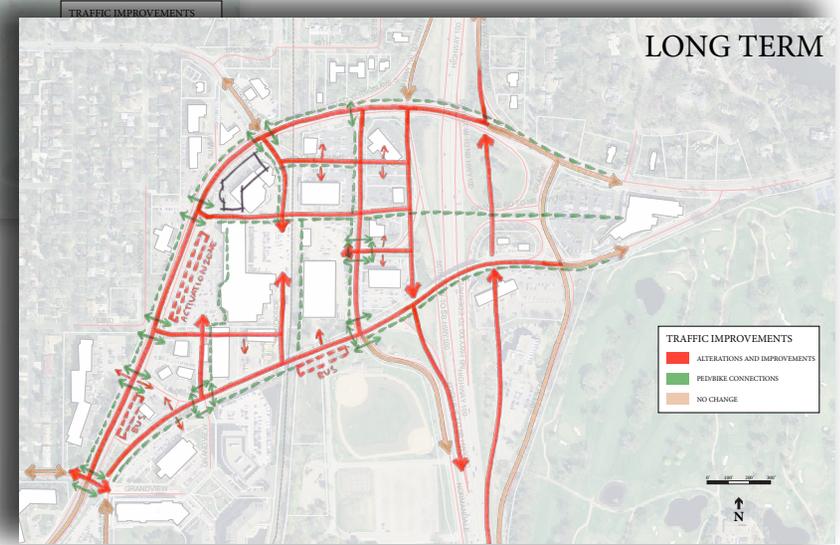
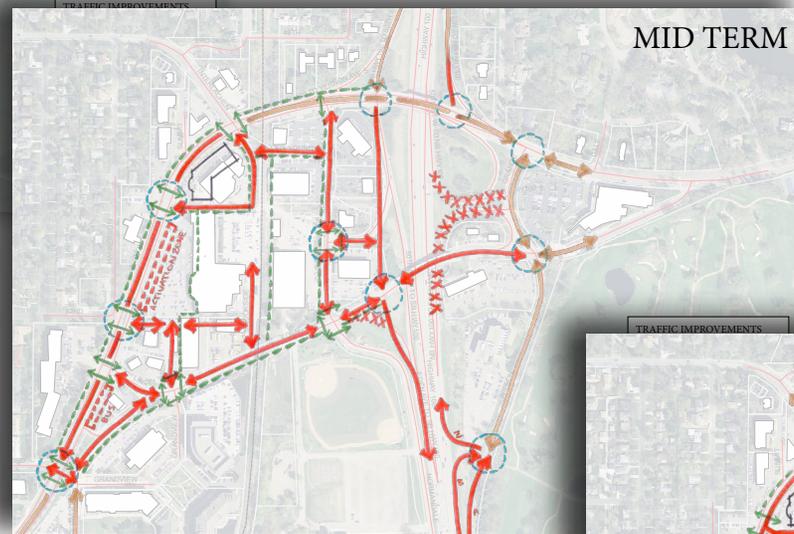
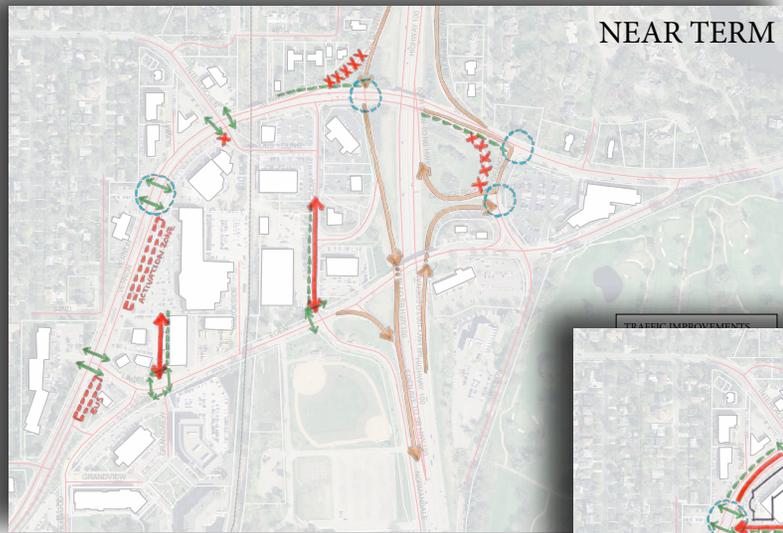
- Consider all modes of movement
- Incorporate Complete Streets
- Reconnect zones within district for all modes
- Transit
 - Bus routes and access
 - Advocacy for Park and Ride
 - Consider commuter rail
- Pedestrian experience
 - Enhance both safety and routing
 - Improve experience
- Motorists
 - District parking strategy
 - Reorganize highway ramps
 - Explore street and intersection configurations
 - Consider through-traffic and to-traffic

Identified 4 scenarios for analysis

- Existing conditions, New development at Edina Comprehensive Plan levels, at Grandview Framework levels, and with a Highway 100 Grandview Green



IMAGINE WEEK PROGRESS PHASED TRANSPORTATION IMPROVEMENTS



- Phased implementation of key elements
- Prioritizing safety improvements
- Supporting multiple modes
- Complementing parcel redevelopment
- Progression of ramp reconfiguration

IMAGINE WEEK PROGRESS

Priorities identified at Public Meeting

- Reviewed Existing Conditions
- Presented phased system approach
- Pin-up review and Q&A

Other meetings and events

- Transportation Commission meeting
- Intercept event at Our Lady of Grace
- Intercept boards at Library and Jerry's

Key comments and questions

- Support for pedestrian improvements, especially crossings
- Add 4-way stop at Benton
- Will local traffic back up if free-right turn onto TH100 is gone?
- Will controlled intersections back up traffic on Vernon?
- Add controlled intersection at Jerry's/Walgreens



ROLE OF RECOMMEND WEEK

Identify preferred solutions for the transportation network

- Refinement of phased approach
- Deeper focus on key solutions
- Confirmation of the impact of proposed change
- Implementation planning

Four action-packed days will include:

- Design team charette
- Field visits
- Public/Alumni Workshop
- City Council Meeting
- Transportation Commission Meeting



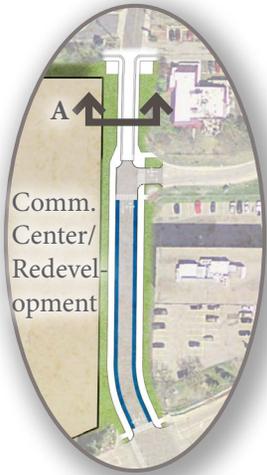
SOLUTIONS AND SCENARIOS

SHORT-TERM (0-5 YEARS) TRAFFIC IMPROVEMENTS



SOLUTIONS AND SCENARIOS

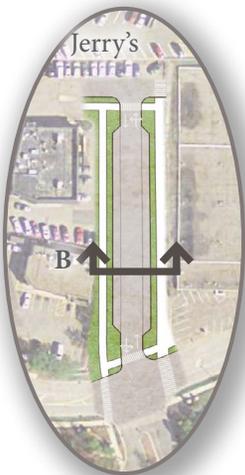
SHORT-TERM (0-5 YEARS) TRAFFIC IMPROVEMENTS



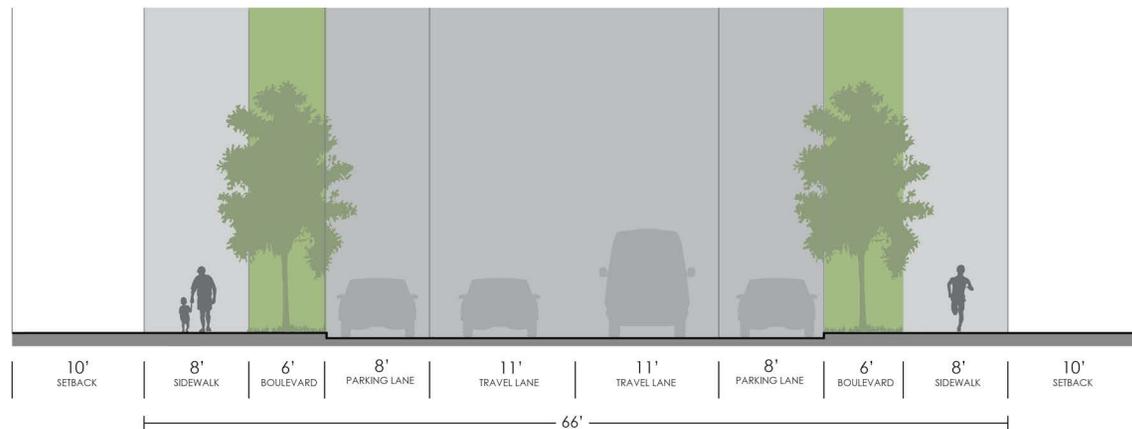
RECONFIGURED
ARCADIA



SECTION A: SHARED STREET (ARCADIA)



NEW CONNECTION FROM
EDEN TO JERRY'S



SECTION B: TYPICAL INTERNAL STREET

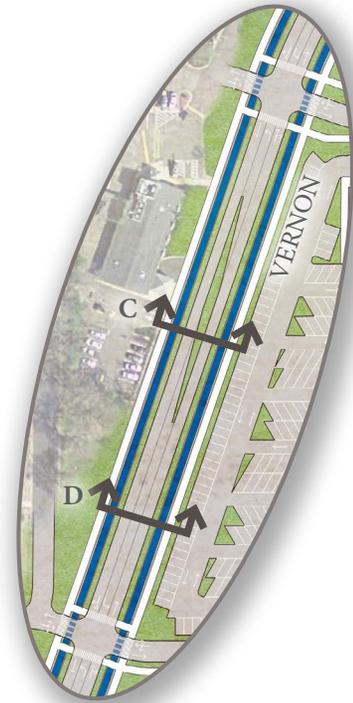
SOLUTIONS AND SCENARIOS

MID-TERM (5-15 YEARS) TRAFFIC IMPROVEMENTS

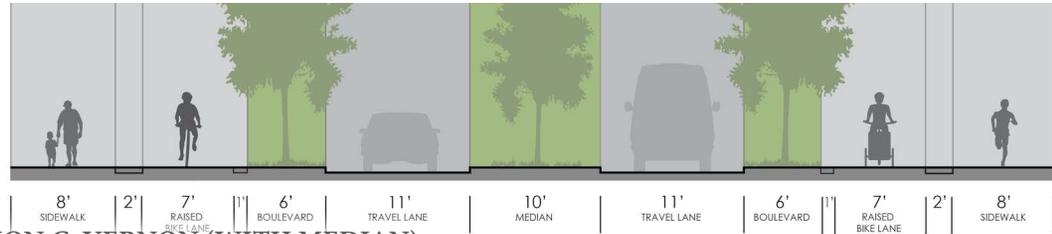


SOLUTIONS AND SCENARIOS

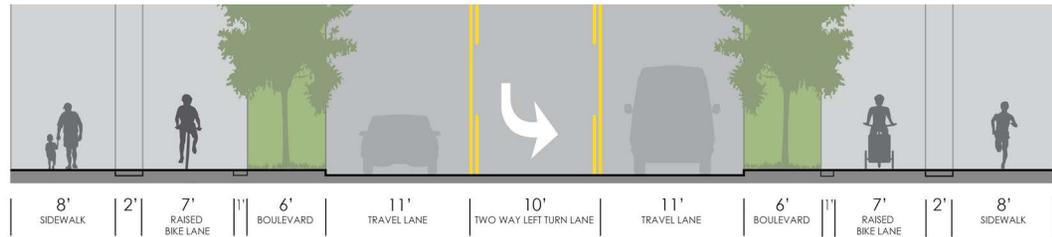
MID-TERM (5-15 YEARS) TRAFFIC IMPROVEMENTS



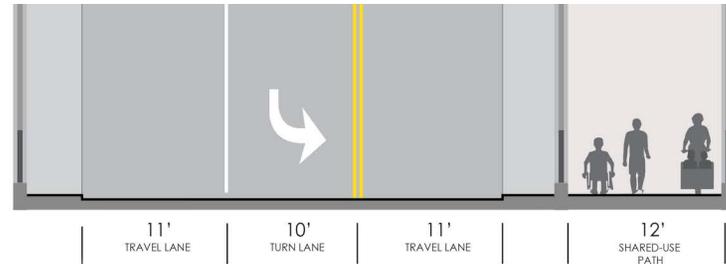
RECONFIGURED
VERNON



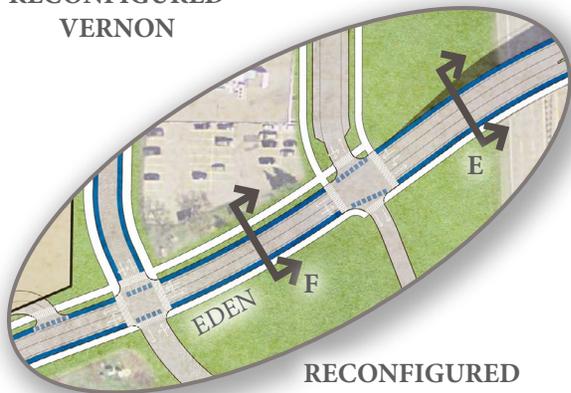
SECTION C: VERNON (WITH MEDIAN)



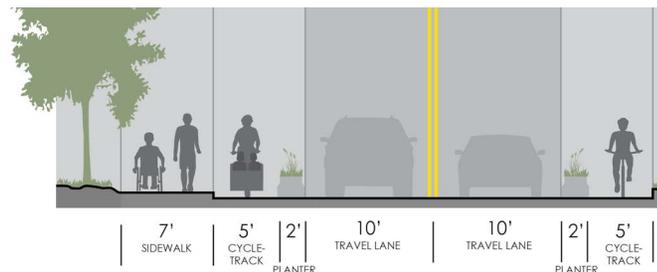
SECTION D: VERNON (WITHOUT MEDIAN)



SECTION E: EDEN AVENUE BRIDGE



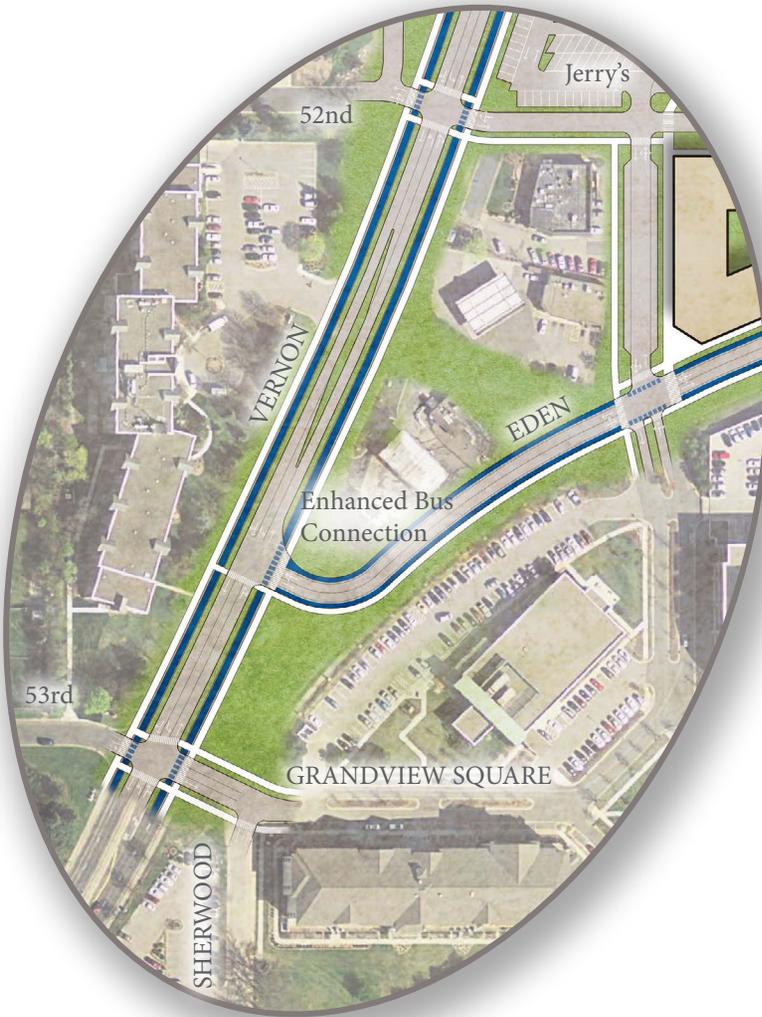
RECONFIGURED
EDEN



SECTION F: EDEN AVENUE

SOLUTIONS AND SCENARIOS

MID-TERM (5-15 YEARS) TRAFFIC IMPROVEMENTS



NEW 53RD INTERSECTION



NEW WEST-SIDE RAMP CONFIGURATION

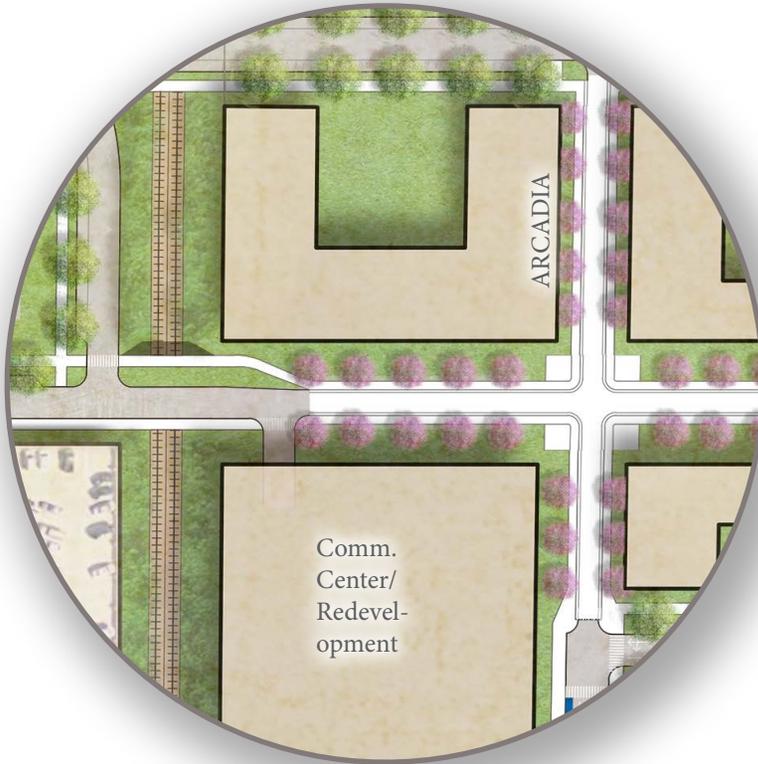
SOLUTIONS AND SCENARIOS

LONG-TERM (15-30 YEARS) TRAFFIC IMPROVEMENTS

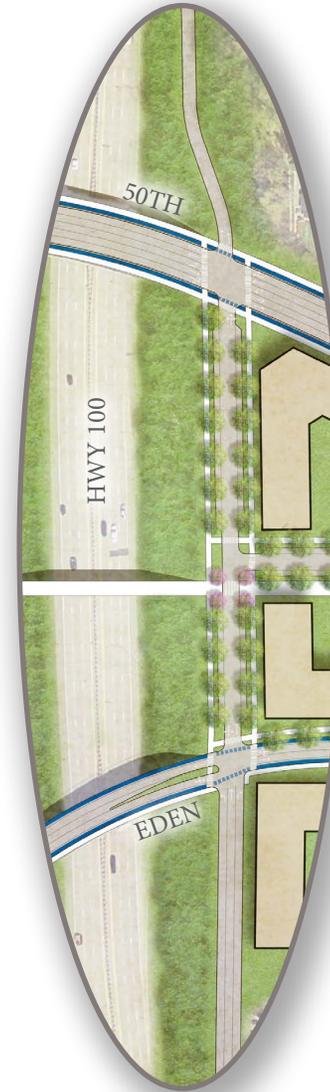


SOLUTIONS AND SCENARIOS

LONG-TERM (15-30 YEARS) TRAFFIC IMPROVEMENTS



NEW CONNECTION
NORTH OF PUBLIC WORKS SITE



NEW EAST-SIDE RAMP
CONFIGURATION

SOLUTIONS AND SCENARIOS

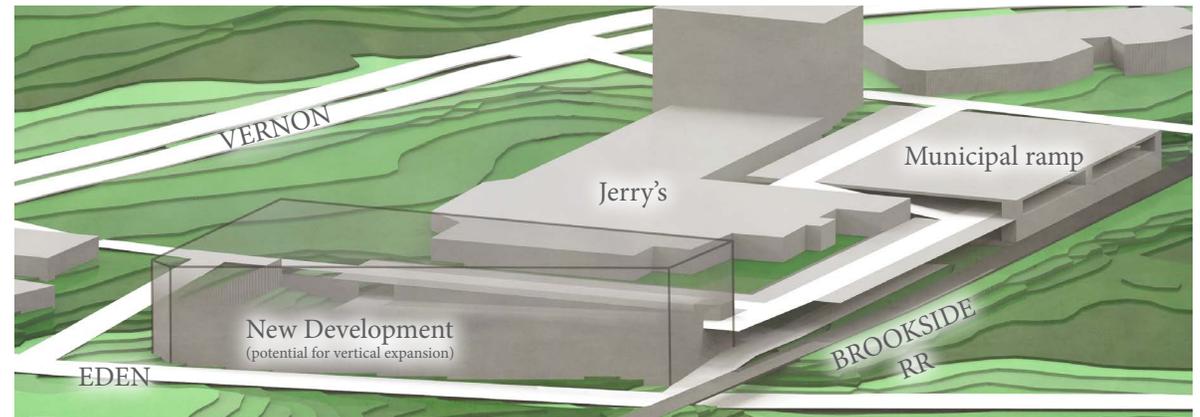
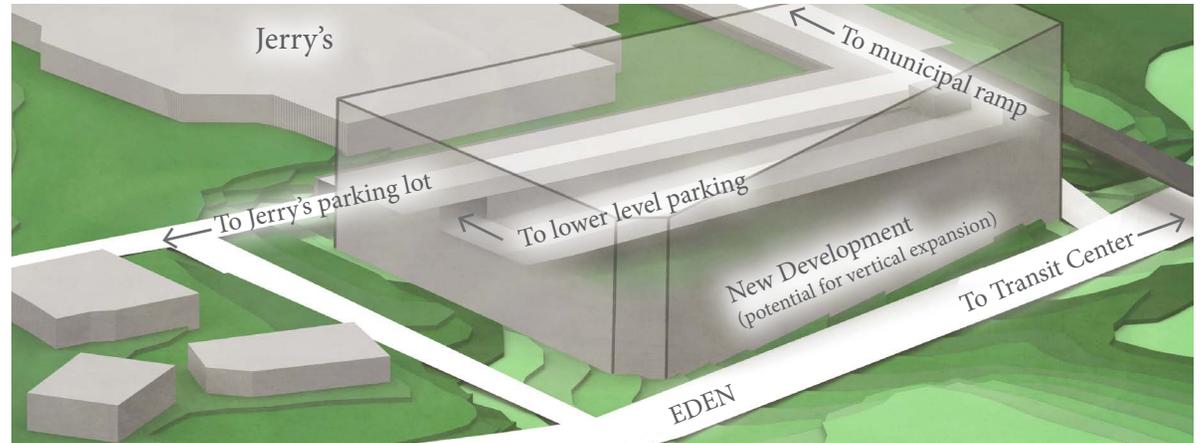
LONG-TERM (15-30 YEARS) TRAFFIC IMPROVEMENTS



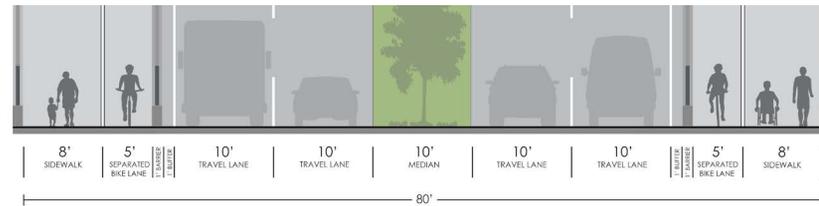
DISTRICT PARKING



50th/VERNON
RECONFIGURATION

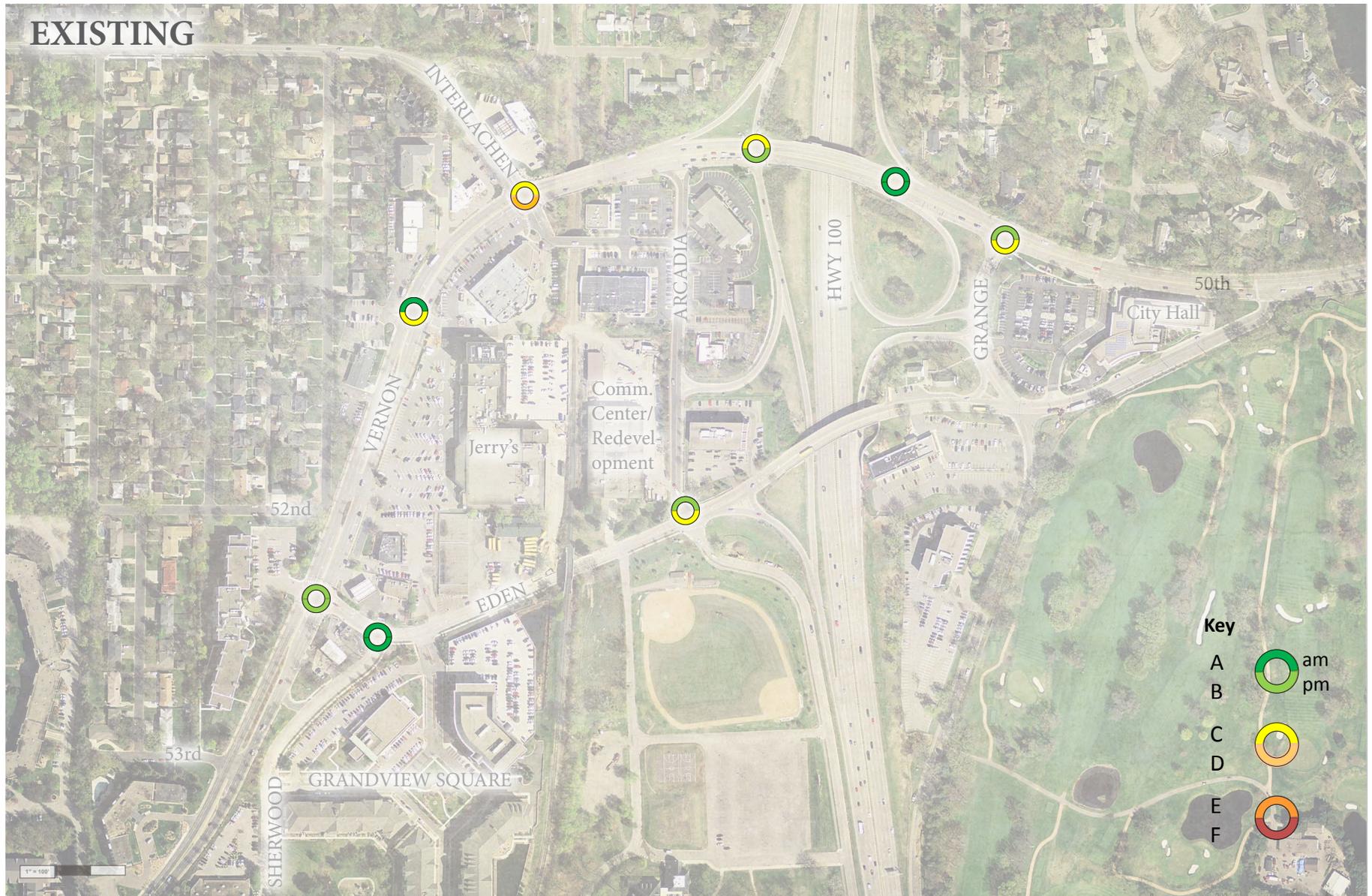


DISTRICT PARKING MODEL

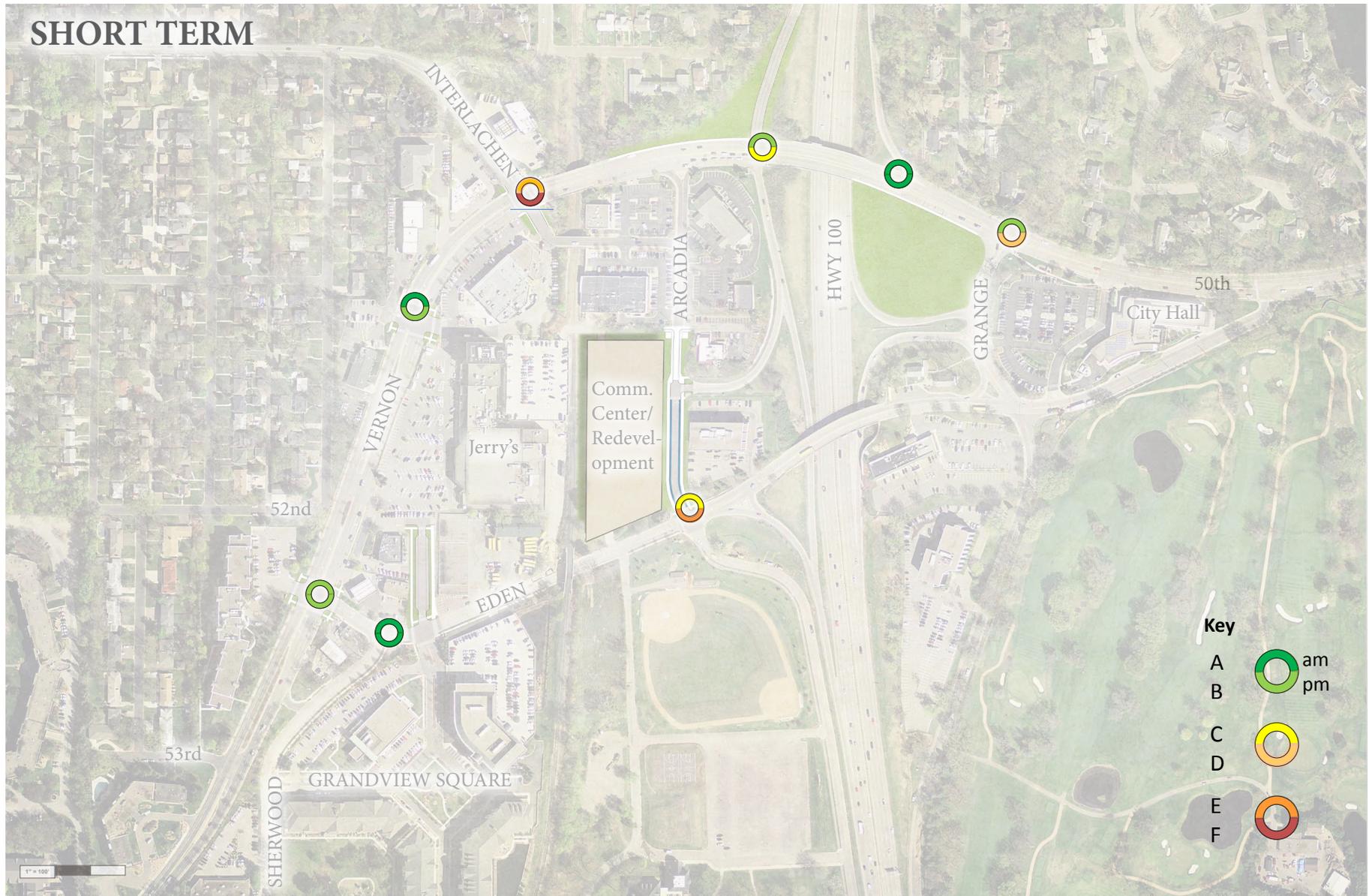


SECTION G: 50th/VERNON (5-LANE)

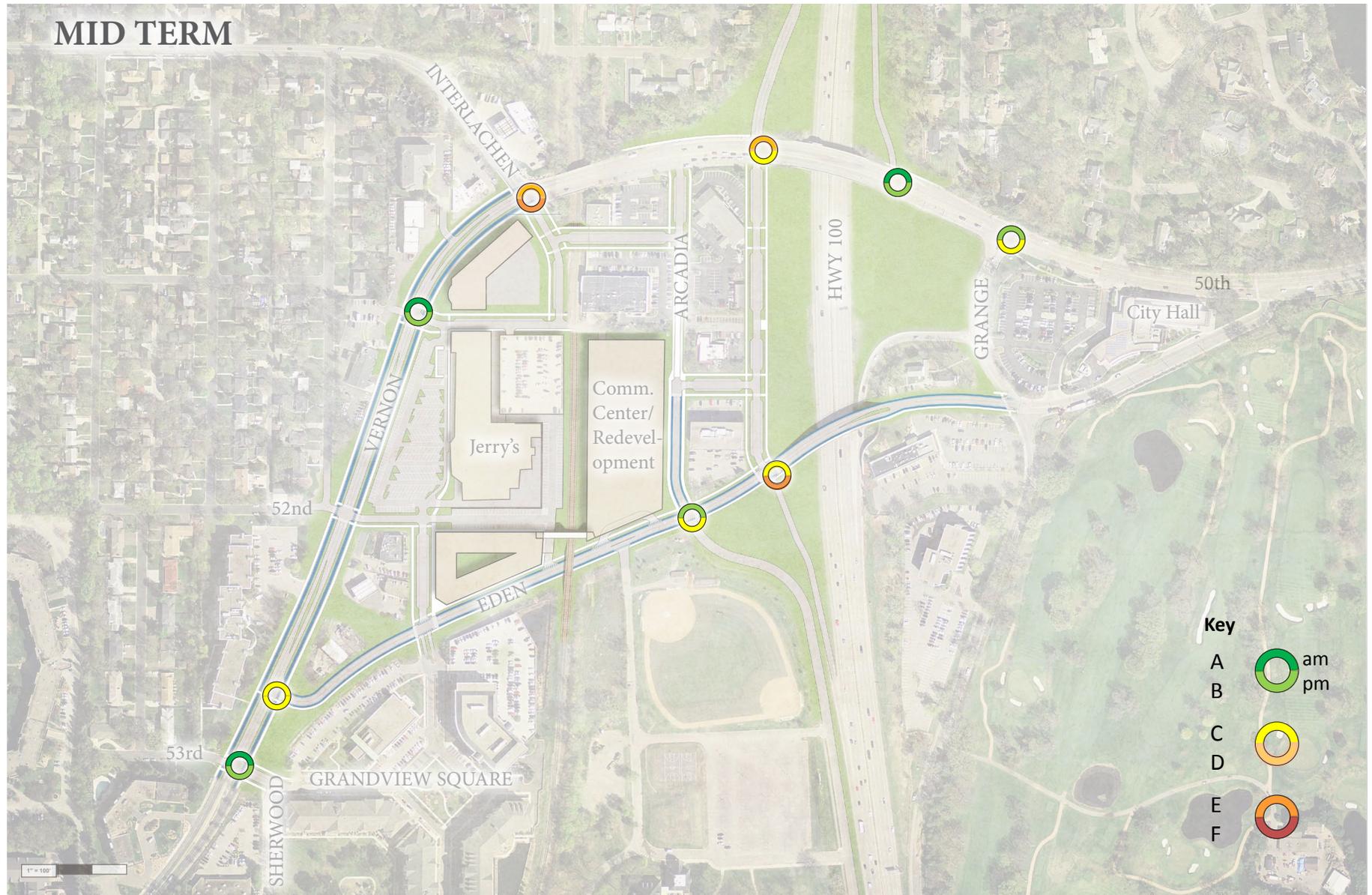
TRANSPORTATION IMPROVEMENTS ANALYSIS RESULTS



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TRANSPORTATION IMPROVEMENTS ANALYSIS RESULTS



INTERSECTION DELAY

	Existing	Short-Term	Mid-Term
50 th @ SB 100			
Vernon/50 th @ Interlachen			
Vernon @ Jerry's			
Vernon @ Eden			
Eden @ Sherwood			
Eden @ Arcadia/Normandale			
50 th @ Grange			
Grange @ NB 100			
Vernon @ 53 rd /Grandview			
Frontage Rd @ SB 100			
50 th @ NB 100			

Key

- A am
- B pm
- C
- D
- E
- F

* LONG TERM ANALYSIS RESULTS NOT SHOWN BECAUSE THEY EXCEED THE DETAILED MODELING TIME HORIZON.

MULTI-MODAL ANALYSIS

	Existing/ Near-Term	Short-Term (30 units/ac)	Mid-Term (60 units/ac)	Long-Term (120 units/ac)
Vehicle Trips				
- AM	4,048	+10%	+20%	+40%
- PM	4,197	+17%	+34%	+68%
Ave. Auto Delay*				
- AM	42 secs	41 secs	82 secs	
- PM	86 secs	114 secs	107 secs	
Ave. Auto Speed *				
- AM	15mph	13mph	10mph	
- PM	11mph	8mph	9mph	
Pedestrian Connectivity (% sidewalks continuous)	25%	25%	66%	100%
Crossing Experience (% crosswalks marked)	19%	38%	91%	100%
Bicycle Connectivity (% routes continuous)	0%	0%	66%	100%
Access to Transit	○	○	◐	●
Access to Parking	○	○	◐	●

* LONG TERM ANALYSIS RESULTS NOT SHOWN BECAUSE THEY EXCEED THE DETAILED MODELING TIME HORIZON.

NEXT STEPS

FINAL STUDY REPORT

- June/July 2016
- Review by staff
- Review by Transportation Commission
- Review by City Council



Grandview District Transportation Study, City of Edina

May 19, 2016



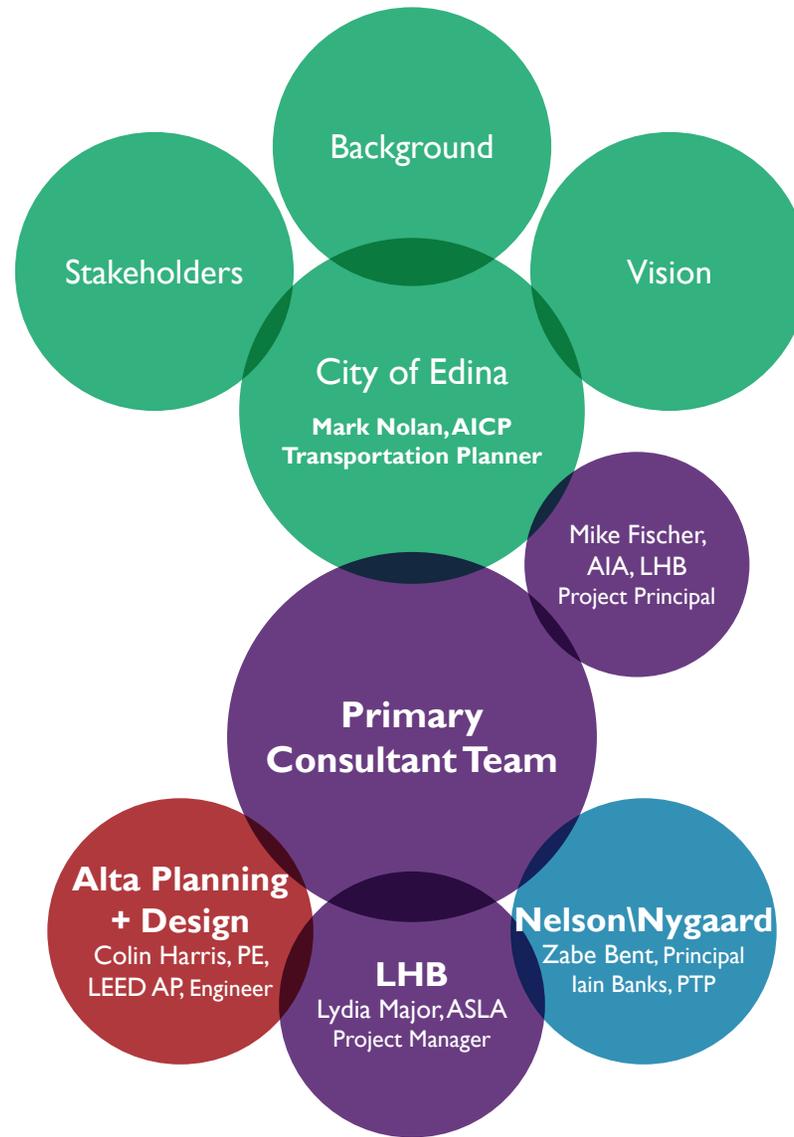
PERFORMANCE
DRIVEN DESIGN.



NYGAARD



WELCOME AND INTRODUCTIONS



PROJECT HISTORY

GRANDVIEW DISTRICT SMALL AREA GUIDE PROCESS

7 GUIDING PRINCIPLES

1. Leverage publically owned parcels
2. Meet the needs of businesses and residents
3. Turn barriers into opportunities
4. Pursue logical increments; make vibrant, walkable, and attractive
5. Organize parking; provide convenience
6. Improve movement for all ages and modes
7. Identity and unique sense of place



2010

GRANDVIEW DISTRICT DEVELOPMENT FRAMEWORK

3 PRIMARY GOALS

1. Create a place with a unique identity announced by signature elements
2. Completely rethink and reorganize the District's transportation infrastructure
3. Leverage public resources to make incremental value-increasing changes that enhance the public realm and encourage voluntary private investment

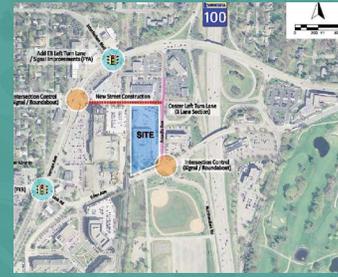


2012

PUBLIC WORKS SITE PROGRAM DEVELOPMENT

CURRENT DEVELOPMENT SCHEME

1. Residential – 170 units
2. Civic building – 60,000 SF
3. Restaurant and retail – 8,000 SF
4. Park and Ride – 100 spaces
5. Site parking – 643 spaces



EDINA'S LIVING STREETS

2013

GRANDVIEW DISTRICT TRANSPORTATION STUDY PROJECT GOALS

1. Identify needs, challenges, and opportunities
2. Review, evaluate, and affirm previously recommended changes
3. Offer specific recommendations, retaining the flexibility to respond to unknown challenges and opportunities
4. Recommend prioritized, phased improvements
5. Recommend improved connections to adjacent neighborhoods; focus on bicycle and pedestrian connections
6. Analyze motorized travel to guide intersection and roadway modifications
7. Follow the Living Streets Policy and Implementation Plan guidelines



2015

ROLE OF TRANSPORTATION STUDY

- Identify needs, challenges, and opportunities based on variable density scenarios
- Review, evaluate, and affirm recommendations from the Grandview Framework Plan
- Offer specific recommendations, retaining the flexibility to respond to unknown challenges and opportunities
- Recommend prioritized, phased improvements
- Recommend improved connections to adjacent neighborhoods; focus on bicycle and pedestrian connections
- Analyze motorized travel to guide intersection and roadway modifications identified in the Development Framework
- Follow the Living Streets Policy and Implementation Plan guidelines



SHARED STREET



PEDESTRIAN BRIDGE



Grandview District Transportation Study, City of Edina

May 19, 2016



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