

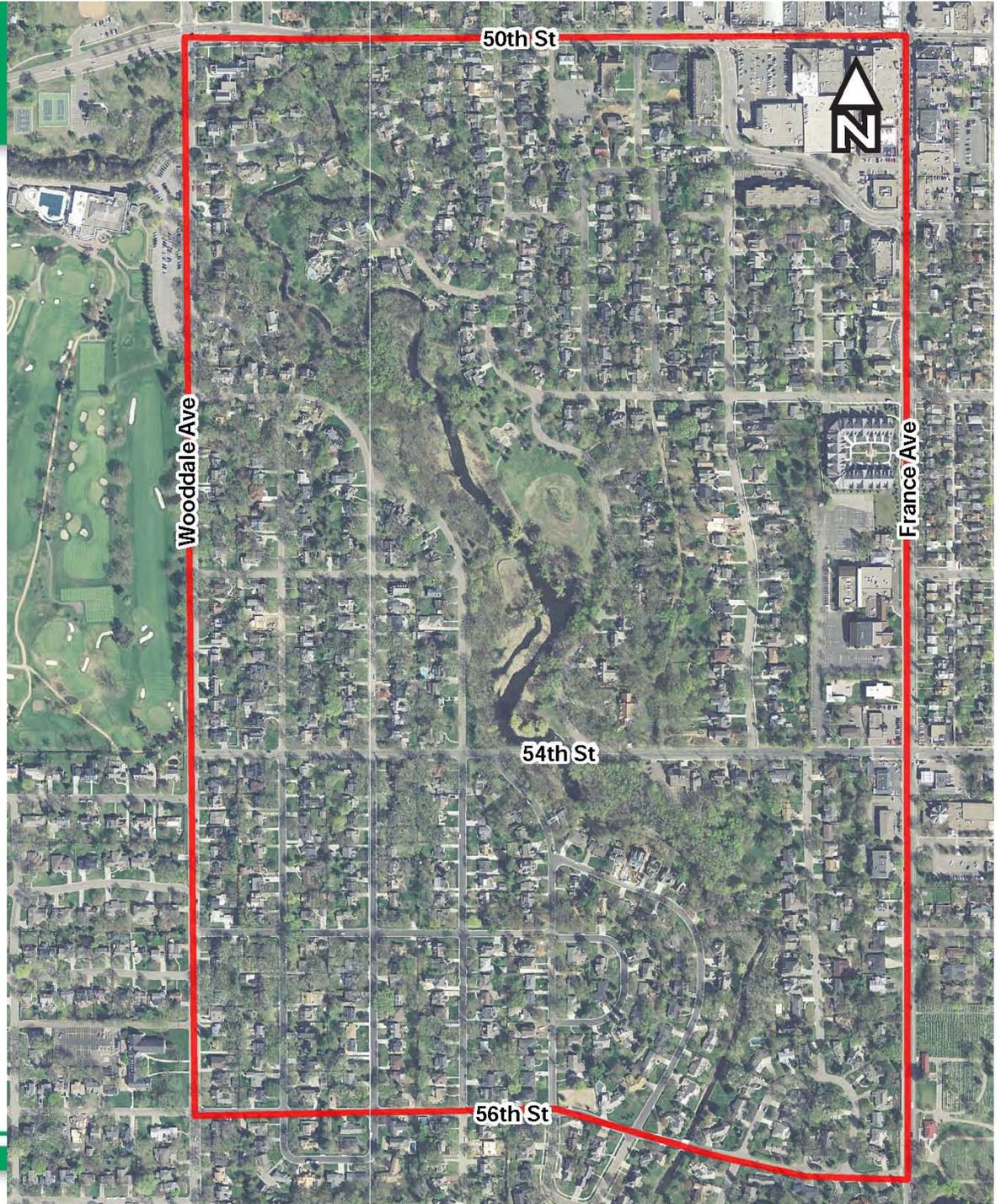


# **54<sup>th</sup> Street and Arden Park Area Stormwater Management Plan Public Engagement and Preliminary Engineering**

December 10, 2013

CITY OF EDINA

# Overall Project Area Map



# IAP2's Public Participation Spectrum



Increasing Level of Public Impact

	Inform	Consult	Involve	Collaborate	Empower
<b>Public participation goal</b>	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
<b>Promise to the public</b>	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and suggestions are fully reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.
<b>Example techniques</b>	<ul style="list-style-type: none"> <li>Fact sheets</li> <li>Web sites</li> <li>Open houses</li> </ul>	<ul style="list-style-type: none"> <li>Public comment</li> <li>Focus groups</li> <li>Surveys</li> <li>Public meetings</li> </ul>	<ul style="list-style-type: none"> <li>Workshops</li> <li>Deliberative polling</li> </ul>	<ul style="list-style-type: none"> <li>Citizen advisory Committees</li> <li>Consensus-building</li> <li>Participatory decision-making</li> </ul>	<ul style="list-style-type: none"> <li>Citizen juries</li> <li>Ballots</li> <li>Delegated decision</li> </ul>

## IAP2 Core Values

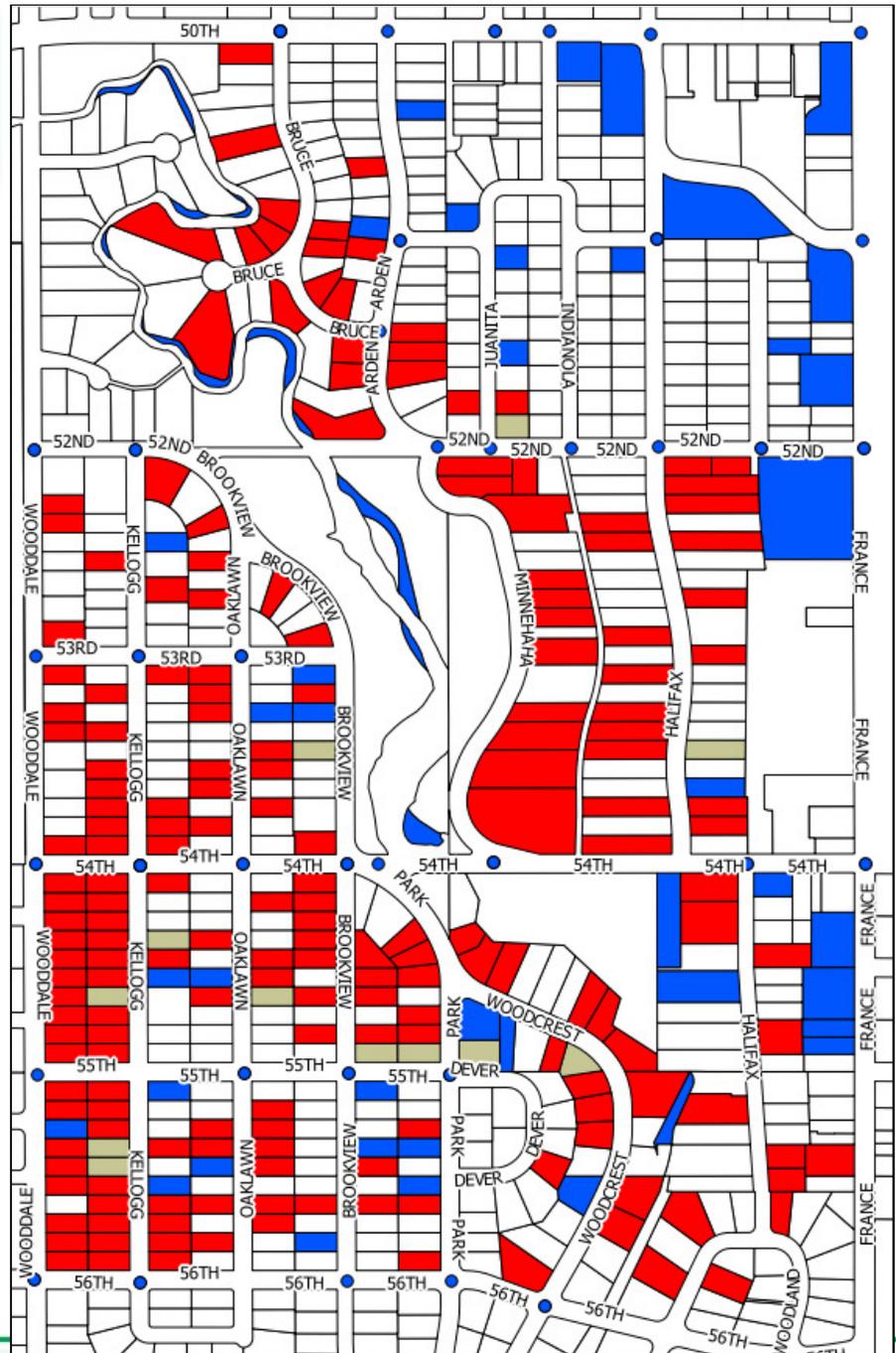
- Public participation is based on the belief that those who are affected by a decision have a right to be involved in the decision-making process.
- Public participation includes the promise that the public's contribution will influence the decision.
- Public participation promotes sustainable decisions by recognizing and communicating the needs and interests of all participants, including decision makers.
- Public participation seeks out and facilitates the involvement of those potentially affected by or interested in a decision.
- Public participation seeks input from participants in designing how they participate.
- Public participation provides participants with the information they need to participate in a meaningful way.
- Public participation communicates to participants how their input affected the decision.

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Project-area participants:

**Input on issues and needs  
June-July 2013**

- Doorknocking
- Intercept (in-person) or online surveys





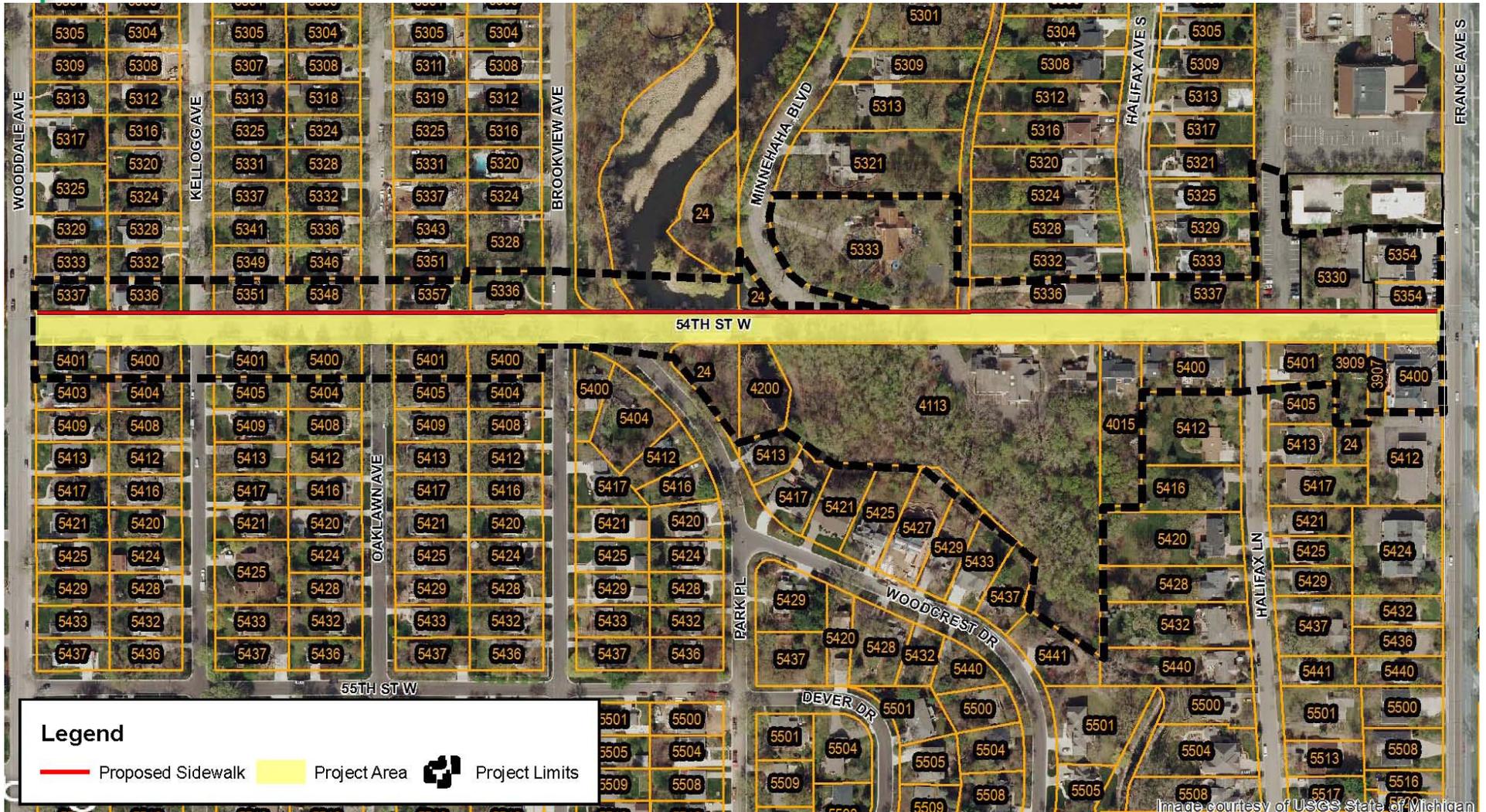
**54<sup>th</sup> Street Roadway  
Reconstruction Project  
BA-416**

Public Improvement Hearing

December 10, 2013



## Project Location



### Legend

- Proposed Sidewalk
- Project Area
- Project Limits



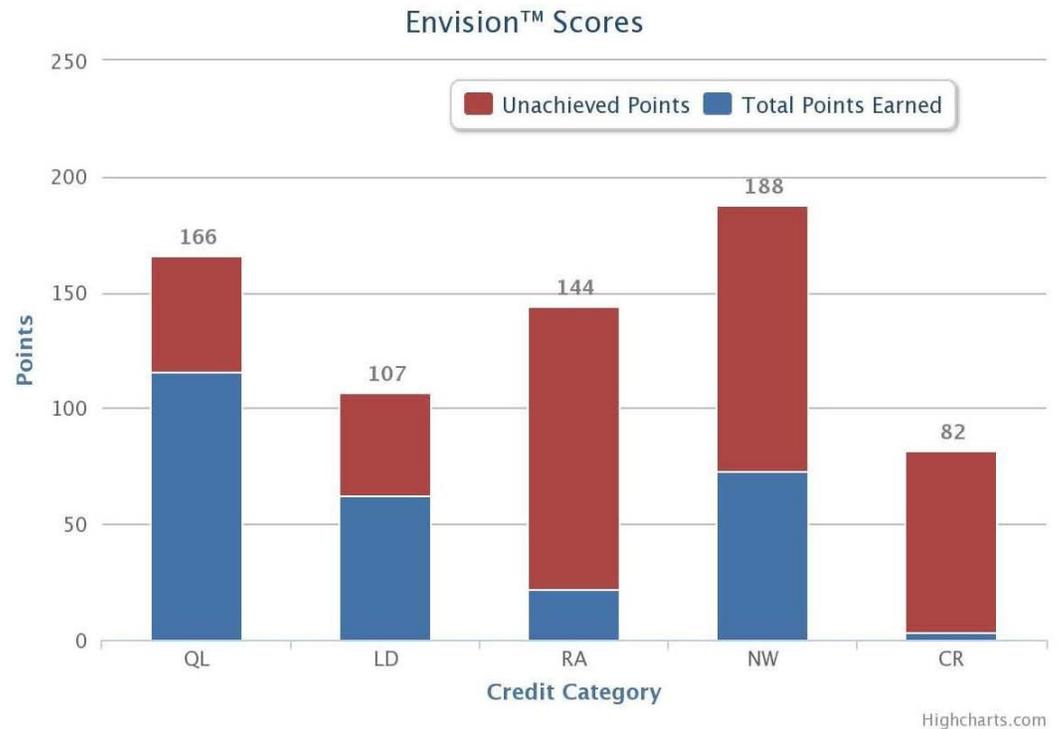
## Project Details

- MnDOT Municipal State Aid (MSA) Road
- 0.5 miles of road
- Bridge over Minnehaha Creek
- Robust stakeholder engagement – Process to *collaborate* with stakeholders to help shape design decisions and recommendations



# Envision™ Sustainability Evaluation

- New nationally recognized sustainability scoring system
- Measures what effect project decisions and recommendations have on sustainability



QL=Quality of Life; LD=Leadership; RA=Resource Allocation; NW=Natural World; CR=Climate & Risk

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## Stakeholder Issues and Design Parameters





## Stakeholder Issues and Design Parameters

### Issues – Street

- Safety
  - Bicycles
  - Pedestrians
  - Vehicles
- Lighting
- Traffic, speeding
- Parking availability
- Signage
- Pavement conditions
- Road geometry

### Issues – Creek

- Bridge, structurally deficient
- Runoff, environmental impact
- Access and safety
- Rapids preservation
- Drainage
- Aesthetics
- Maintenance
- Cleanliness



## Stakeholder Issues and Design Parameters

### Parameters

- Technical Parameters
  - MnDOT State Aid Design Rules
  - Minnehaha Creek Watershed District Rules
- City of Edina Comprehensive Plan
  - City of Edina Comprehensive Bicycle Transportation Plan
- City of Edina Living Streets Policy
- Bike Boulevard Project



## Existing Conditions

Two distinct and different existing street typical sections

- **West**
  - Average 32 feet wide
  - No sidewalk, curb and gutter
  - No parking
  - Dedicated bicycle lanes
- **East**
  - Average 40 feet wide
  - No sidewalk except at ECLC church and near France Ave
  - Curb and gutter
  - Parking on both sides
  - Advisory bike lanes



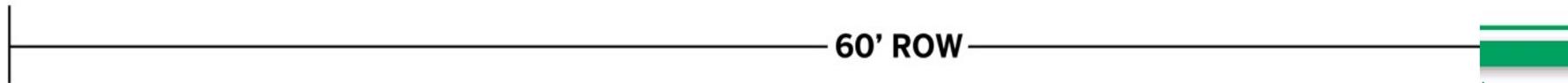
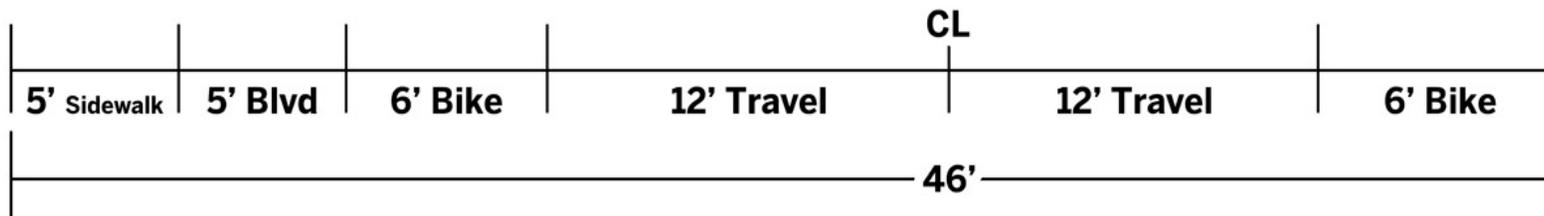
## Impact of Stakeholder Engagement

Issues/Components	SUMMER 2013		DECEMBER 2013	
Boulevard Width	5' Turf		1' Concrete	
Lane Width	17'	11'-12' Vehicle	14'	Sharrow
		6' Bike		
Sidewalk Width	5'		5'	



# Impact of Stakeholder Engagement

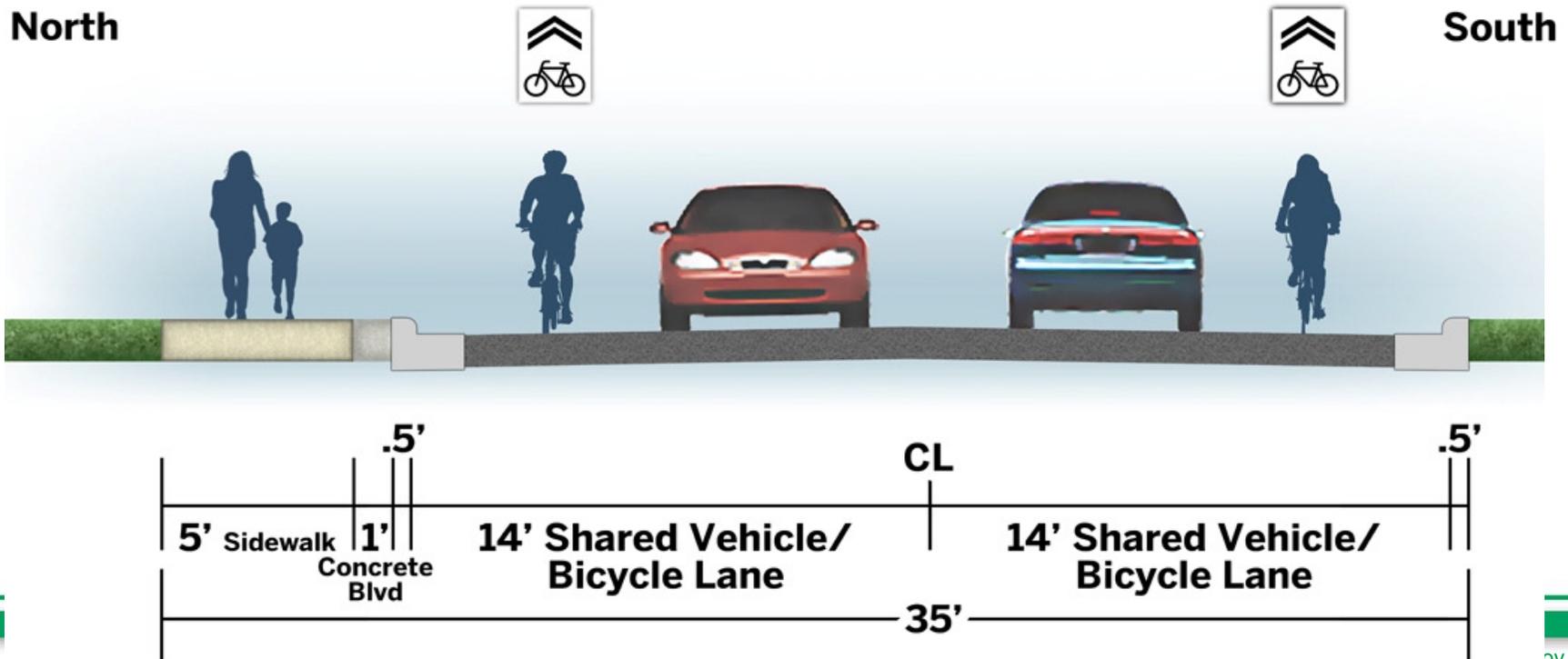
WEST: Summer 2013 original design concept





## WEST: December 2013 revised design

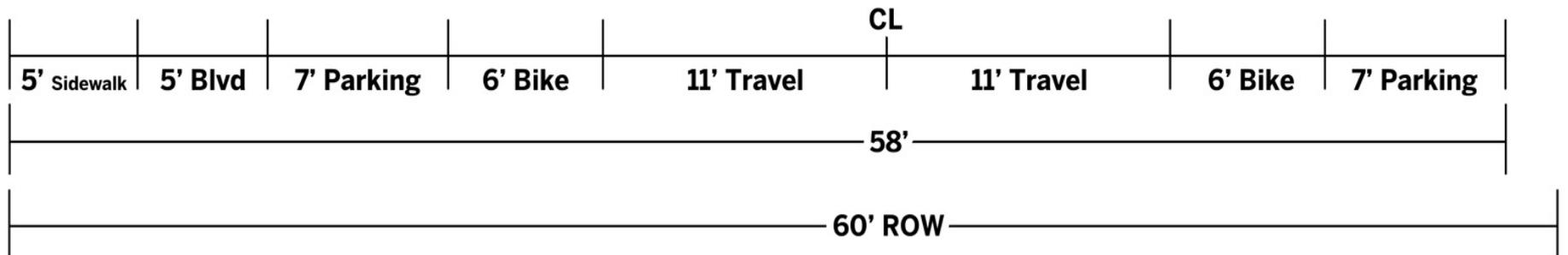
- 46' to 35' minimizes ROW impact; (3' wider than existing, north)
- Sidewalk on north side with detectable warning strip
- Consistent bicycle sharrow facility improves user expectation
- No tree removals





# Impact of Stakeholder Engagement

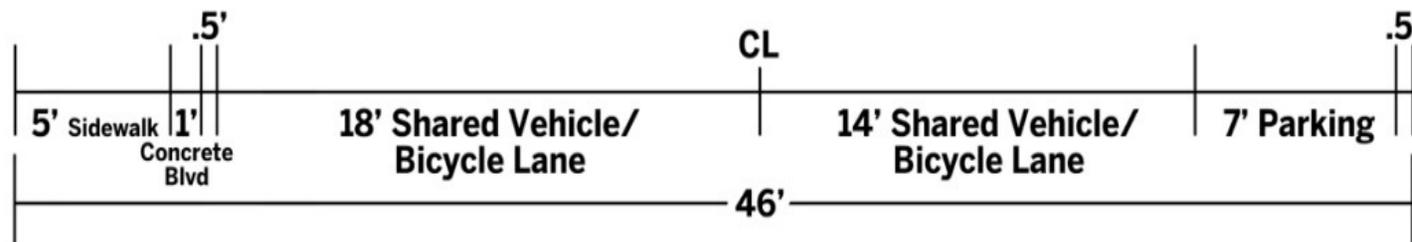
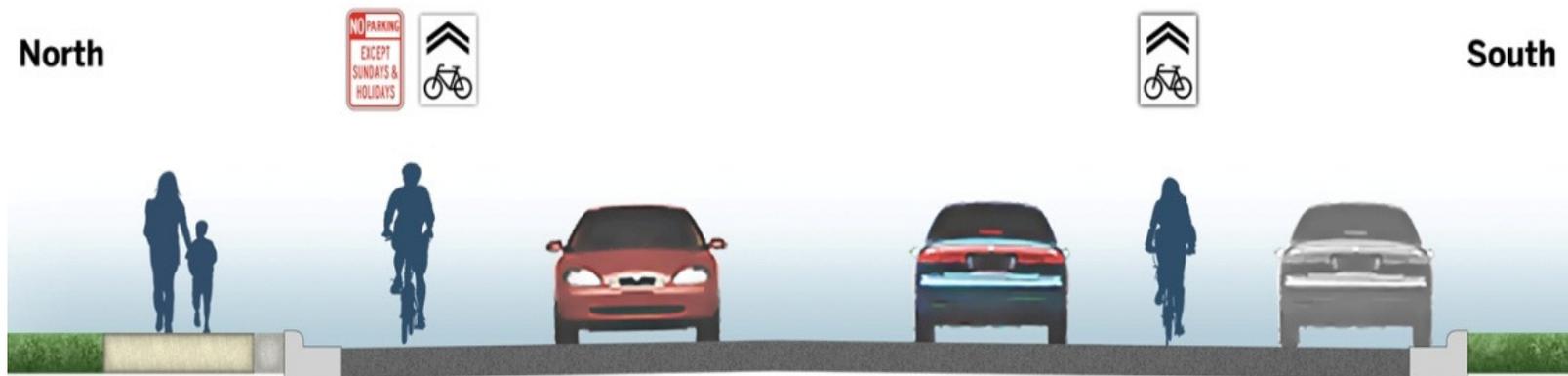
## EAST: Summer 2013 original design concept





## EAST: December 2013 revised design

- 58' to 46' Minimizes ROW impact; 6' wider than existing, north
- Sidewalk on north side with detectable warning strip
- Consistent bicycle sharrow facility improves user expectation
- Accommodates parking need on Sundays; variance required
- No tree removals





## Impact of Stakeholder Engagement - Bridge

Issues/Components	SUMMER 2013		DECEMBER 2013
<b>Crossing Safety at Minnehaha Boulevard/Bridge</b>	Stop Sign	Optional	<b>Included</b>
	Flashing Sign	Optional	<b>Not Included</b>
	Zebra Crosswalk	Optional	<b>Not Included</b>
			<b>Shelf under bridge to reduce ped. crossings</b>



## Impact of Stakeholder Engagement

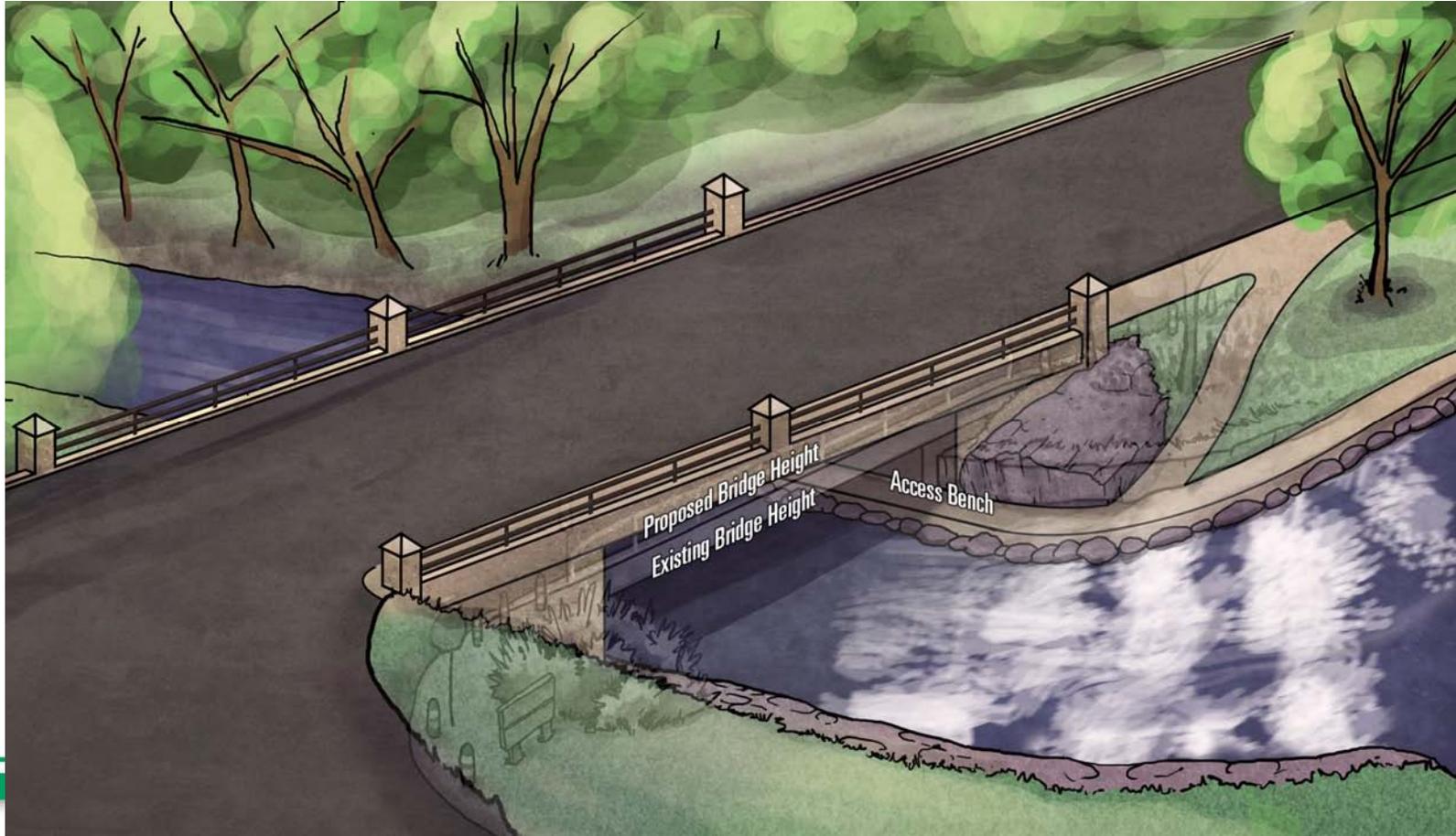
Bridge: Summer 2013 original design concept





## BRIDGE: December 2013 revised design concept

- Access bench under bridge improves safety by reducing pedestrian crossings





## Impact of Stakeholder Engagement - Summary

Issues/Components	SUMMER 2013		DECEMBER 2013	
Boulevard Width	5' Turf		1' Concrete	
Lane Width	17'	11' Vehicle	14'	Sharrows
		6' Bike		
Sidewalk Width	5'		5'	
Lighting Type	Not Specified		Downward Facing/ Dark Sky	
Bus Stop Pads	Optional		Not Included	
Bus Stop Bike Rack	Optional		Not Included	
Wayfinding Signs	Optional		Not Included	
Tree Removal (East/West)	8		0	
Removing Bus Stops	Optional		Included and approved by Metro Transit	



## Impact Summary, continued

Issues/Components		SUMMER 2013		DECEMBER 2013
<b>Crossing Safety at Minnehaha Boulevard/Bridge</b>		Stop Sign	Optional	<b>Included</b>
		Flashing Sign	Optional	<b>Not Included</b>
		Zebra Crosswalk	Optional	<b>Not Included</b>
				<b>Shelf under bridge to reduce ped. crossings</b>
<b>Bridge</b>	<b>Arch</b>	Optional		<b>Arch</b>
	<b>Slab</b>	Optional		
	<b>Lighting design</b>	Optional		<b>Further Feedback Req'd</b>
	<b>Railing design</b>	Optional		<b>Further Feedback Req'd</b>
	<b>Aesthetics</b>	Optional		<b>Further Feedback Req'd</b>



## Project Cost <sup>1</sup>

Item	City Utility	MSA	Special Assessment	Total Cost
<b>Roadway:</b>		\$1,307,824	\$176,576	
<b>Bridge:</b>		\$1,159,500		
<b>Roadway &amp; Bridge Total:</b>				<b>\$2,643,900</b>
<b>Utilities:</b>				
Storm Sewer <sup>2</sup>		\$541,600		
Water Main	\$122,500			
<b>Utilities Total:</b>				<b>\$664,100</b>
<b>Total Project Cost:</b>				<b>\$3,308,000</b>

<sup>1</sup> Costs are given in 2014 dollars

<sup>2</sup> Assumes 100% storm sewer participation from MSA. If MSA funds less than 100%, the difference will be included in the City's storm sewer utility fund



## Proposed Assessments

- Based on residential equivalent unit (REU)
- Estimated assessment  
**1 REU = \$6,400**
- Final assessments are calculated after final construction costs are determined



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## Project Schedule



Stakeholder Issues and Needs Gathering	June-July 2013
Public Design Component Workshop	August 19, 2013
Public Design Scenario Workshop	September 29, 2013
Public Design Feedback Session	October 23, 2013
Edina Transportation Commission Meeting	October 24, 2013
Edina Transportation Commission Meeting	November 21, 2013
Receive Feasibility Report and Public Hearing	December 10, 2013
MnDOT State Aid Variance Committee Meeting	March 20, 2014
Bid Opening	April/May 2014
Award Contract	May 2014
Begin Construction	June 2014
Complete Construction	Fall 2014
Final Assessment Hearing	Fall 2015