Stakeholders Meeting #2

France Avenue TE

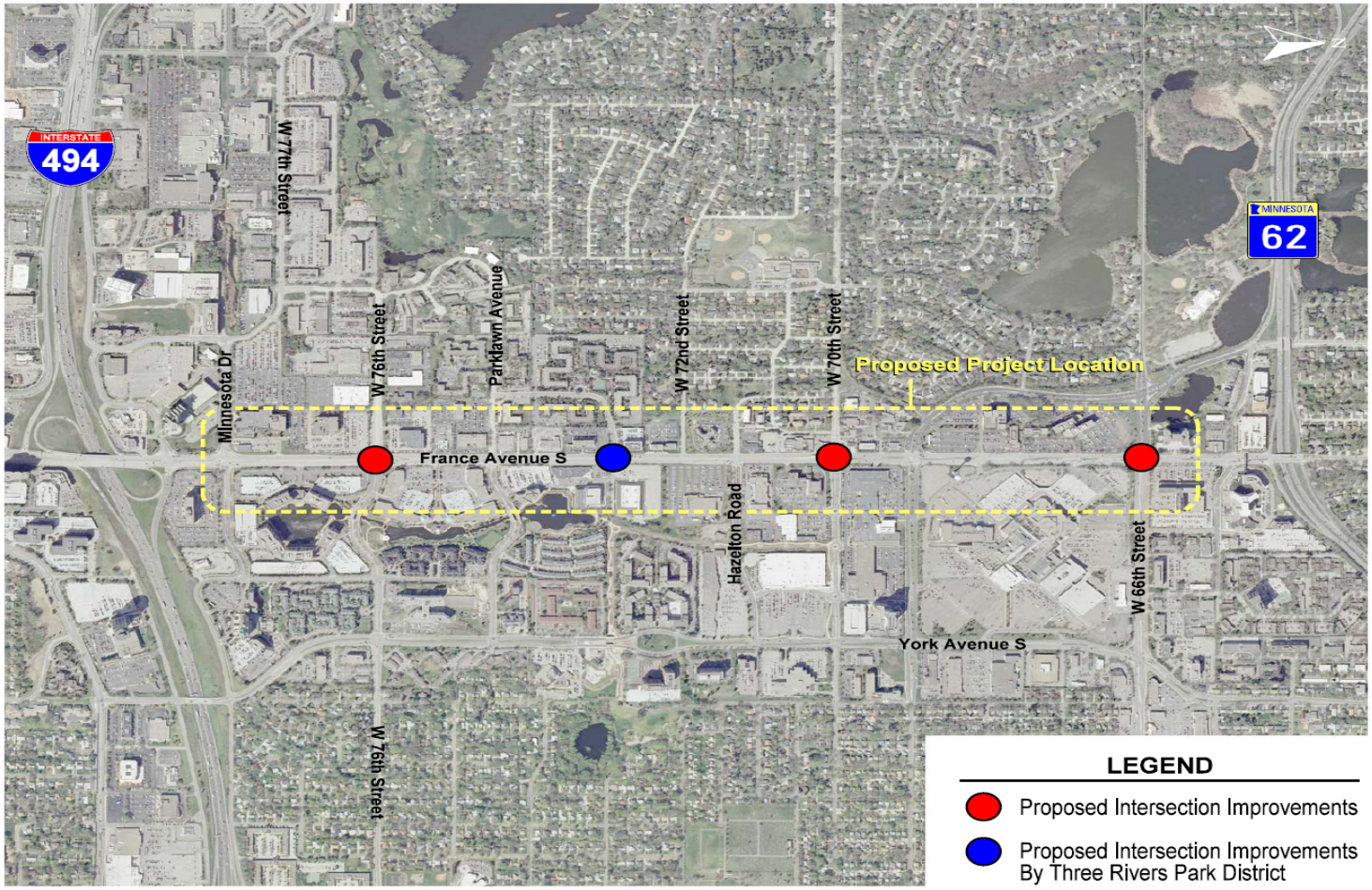
S.P. 120-020-037

Intersection Enhancements

June 26, 2012

WH

Project Location



WH

Welcome / Introductions

Project Development Team

City – Wayne Houle, City Engineer

City – Cary Teague, Community Development Director

WSB – Charles Rickart, Project Manager

WSB – Andrew Plowman, Project Engineer

WSB – Reuben Collins, Ped/Bike Designer

LHB – Michael Schroeder, Urban Design Project Manager

LHB – Craig Churchward, Transportation Landscape Architect

WH

Welcome / Introductions

Stakeholders

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

WH

Stakeholder Meeting #1 Recap

- Background information, History, and Project Foundation
- Project goals, objectives and direction.
- Traffic volumes, crash data, and background data roadway typical sections.
- Urban design elements such as parking, corner radius, bollards, pedestrian ramps, landscaping, medians, etc.
- Distinction between horizontal and vertical elements.
- Design constraints, LOS expectations, design standards, funding limitations, and schedule constraints that must be considered.

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Dutch Design Video

- Click here to see the Dutch Junction Design Video.

Design Process

Best Practices – Design Guidelines (APA 2010)

Rules / Guidelines

FHWA (Federal Funding / Environmental Documentation)

ADA/PROWAG

MnDOT (State Aid / Bikeway Design)

Hennepin County

Approved Design

Design Exceptions

State Aid Variance

Request to Experiment

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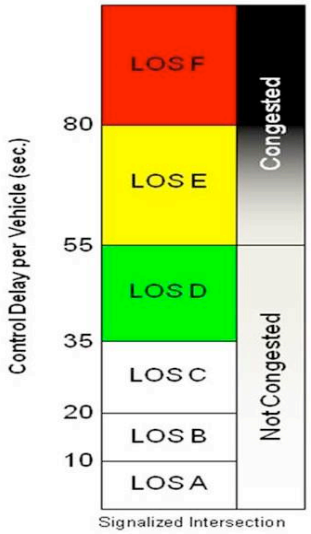
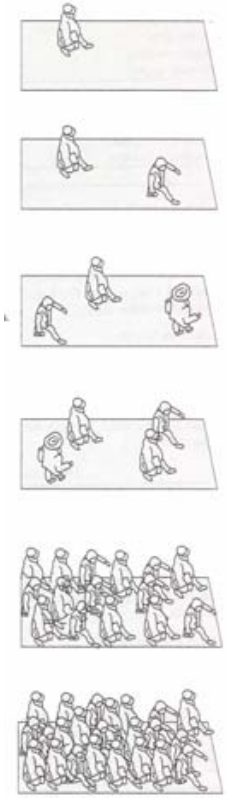
Project Expectations

- Balance Operation of Vehicles, Pedestrians and Bicycles
- Traffic Operations
  - Intersection LOS
  - Vehicle Delay
  - Corridor Mobility



- Pedestrian Operations
  - Space
  - Flow rate
- Bike Operations
  - Facilities provided
  - Conflicts
  - Speed Differential



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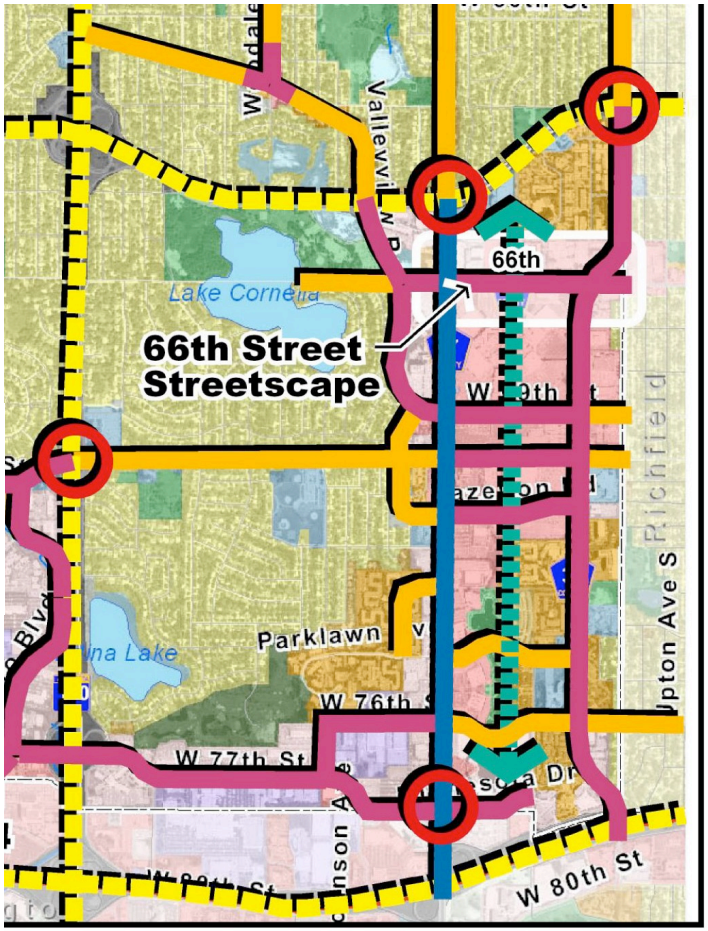
Project Context

City Comprehensive Plan – 2008

Roadway Corridors

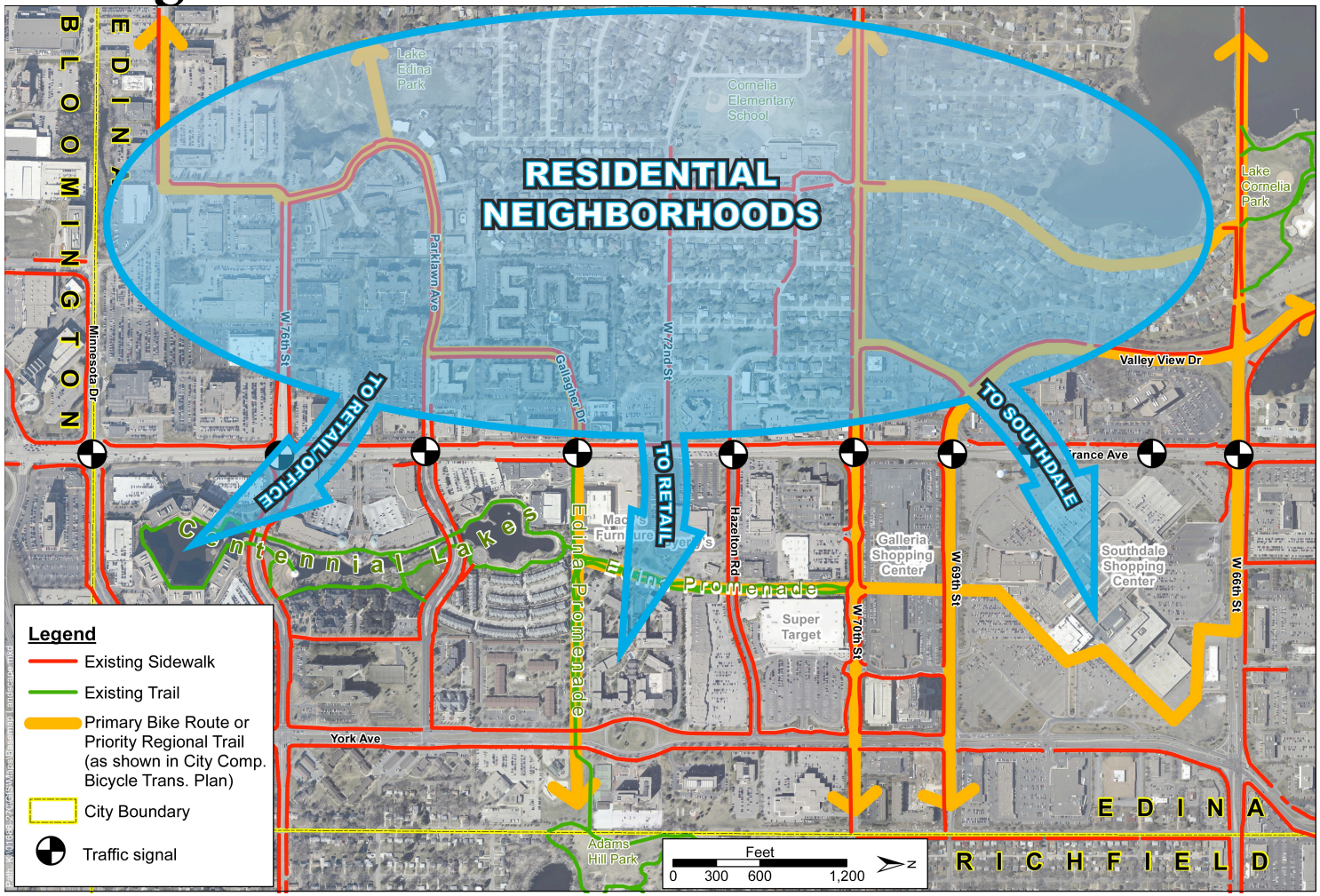
- Primary Thoroughfare
- Residential Thoroughfare
- Business Thoroughfare
- Transit Shuttle
- Regional Highways
- Potential Gateway Locations
- Proposed Regional Trail



Community Design Roadway Corridor-Proposed

Figure 4.5

Existing Pedestrian / Bike Network



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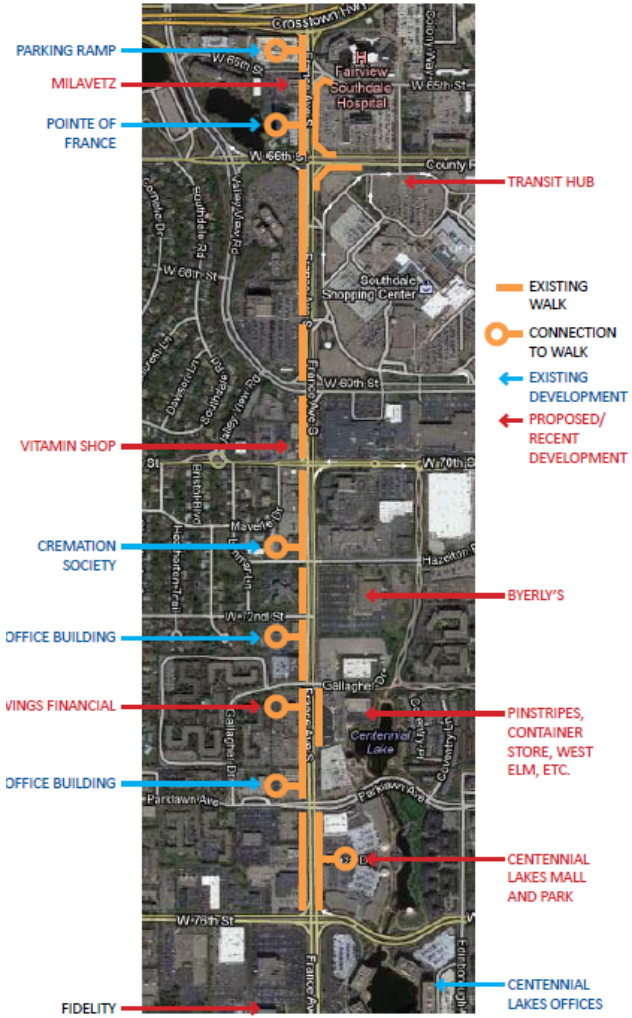
Creating an Urban Corridor

- Define and promote identity
- Use incremental development to foster a corridor approach
- Orient buildings and entrances to sidewalks and intersections
- Use sidewalks to create pedestrian space and linkage
- Use public and private development opportunities to create connectivity
- Respond individually to a building and its setting



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Existing Traffic Volumes

- France Avenue Traffic has Decreased

  2009 Counts – 26,000 vpd to 28,500 vpd

  2011 Counts – 24,300 vpd to 27,800 vpd
- 76th Street – 8,000 vpd to 9,100 vpd
- 70th Street – 9,300 vpd to 10,600 vpd
- 66th Street – 10,000 vpd to 16,100 vpd

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Traffic Operations Review

- PM peak hour (Average day worst case condition)
- Holiday conditions ???
- Existing operations
  - Movements at LOS E and F
  - Some max queues exceed storage
- Removing free right turn lanes
  - Minimum increase in delay
- Removing through lane on France Avenue
  - Increase in delay, more movements at LOS E and F
- Removing additional left turn lanes
  - Left turn queues exceed storage

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Design Elements – All Options

- Narrowing lanes – State Aid standards
- Widen and landscaped medians
- Enhanced pedestrian and bike crosswalks
- Enhanced intersection corner treatments
- Traffic signal improvements – ped/bike phasing and detection, APS, countdown timers, etc.

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Options Considered

- Option 1 – Off street bike lanes with landscaped Blvds (Modified Dutch design)
- Option 2 – Off street bike lanes at street level with no landscaped Blvds
- Option 3 – On street bike lanes
- Other options considered
  - Continuous flow intersection
  - Michigan left turns
  - Grade separated cross street

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Option 1

Advantages:

1. Aesthetically pleasing
2. Provides buffer to pedestrians and bikes
3. Easily continued concept along corridor
4. Biscuits allow for better sight distance for bikes and vehicles
5. Widened Median allows for refuge island for pedestrians
6. Increased buffer in corners for pedestrians
7. Biscuits allow for signal pole placement
8. Decreased distance for pedestrians and bikes to cross

Disadvantages

1. Requires increased R/W, especially in corners
2. Pedestrians need to wait further back behind bike lane
3. Additional maintenance for snow removal

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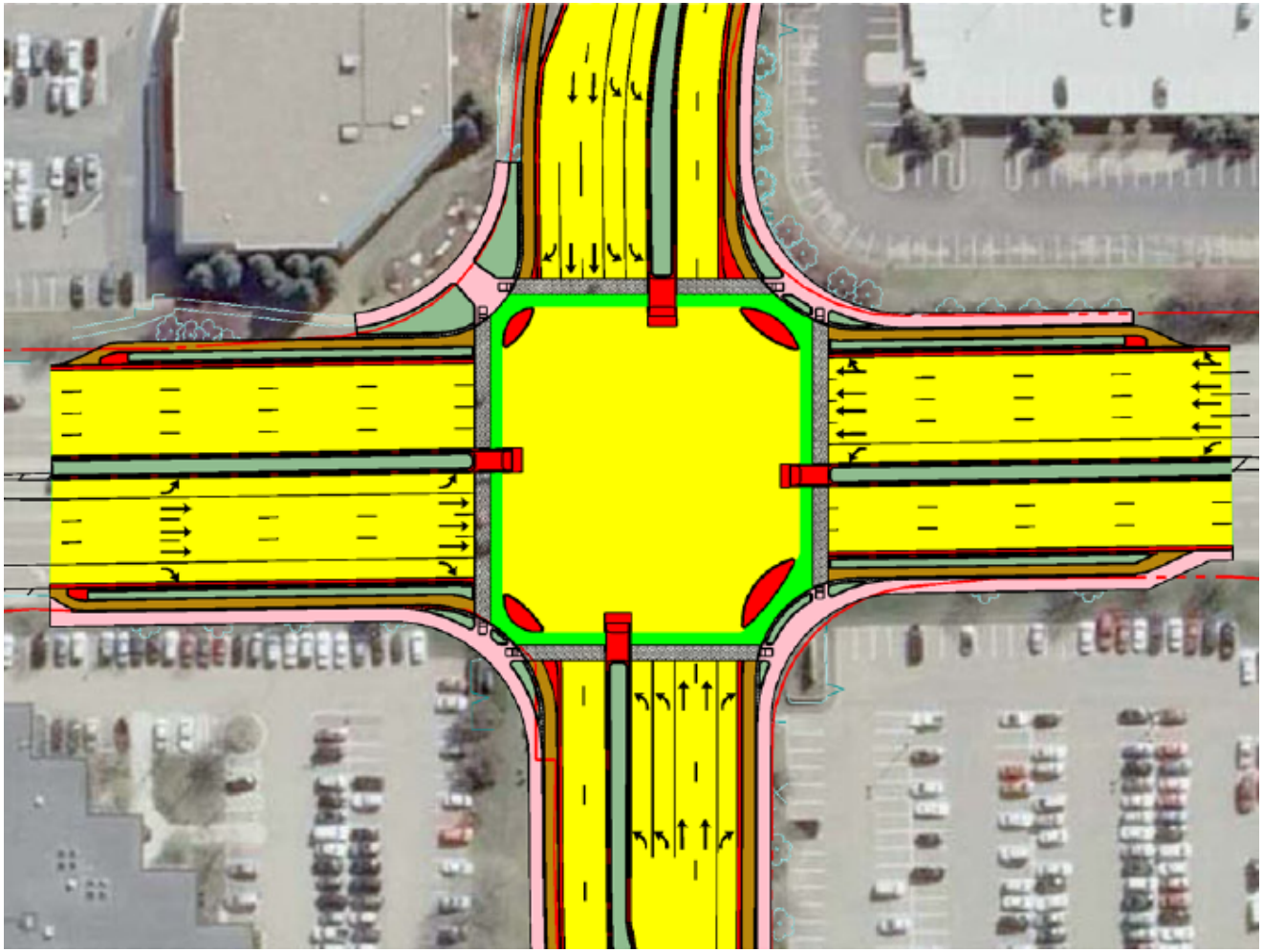
Option 1 – 76th Street



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Option 1 – 76th Street

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Simulation Video

- Click here to see the 76th & France Simulation Video.

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France Avenue at 76th Street Intersection Layout

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France Avenue at 76th
Building and Street Connectivity

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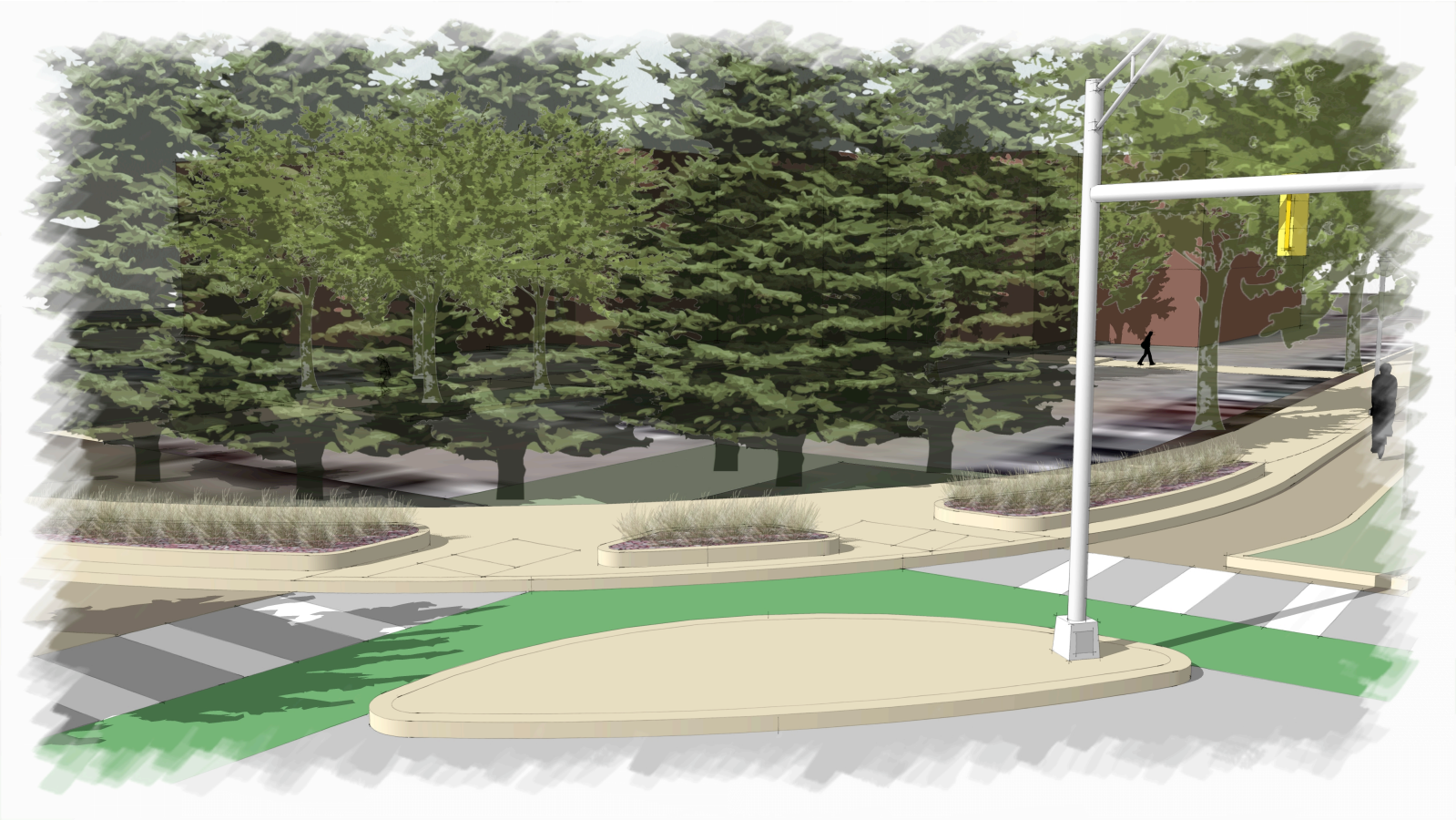
France Avenue at 76th Street Pedestrian Scale and Details



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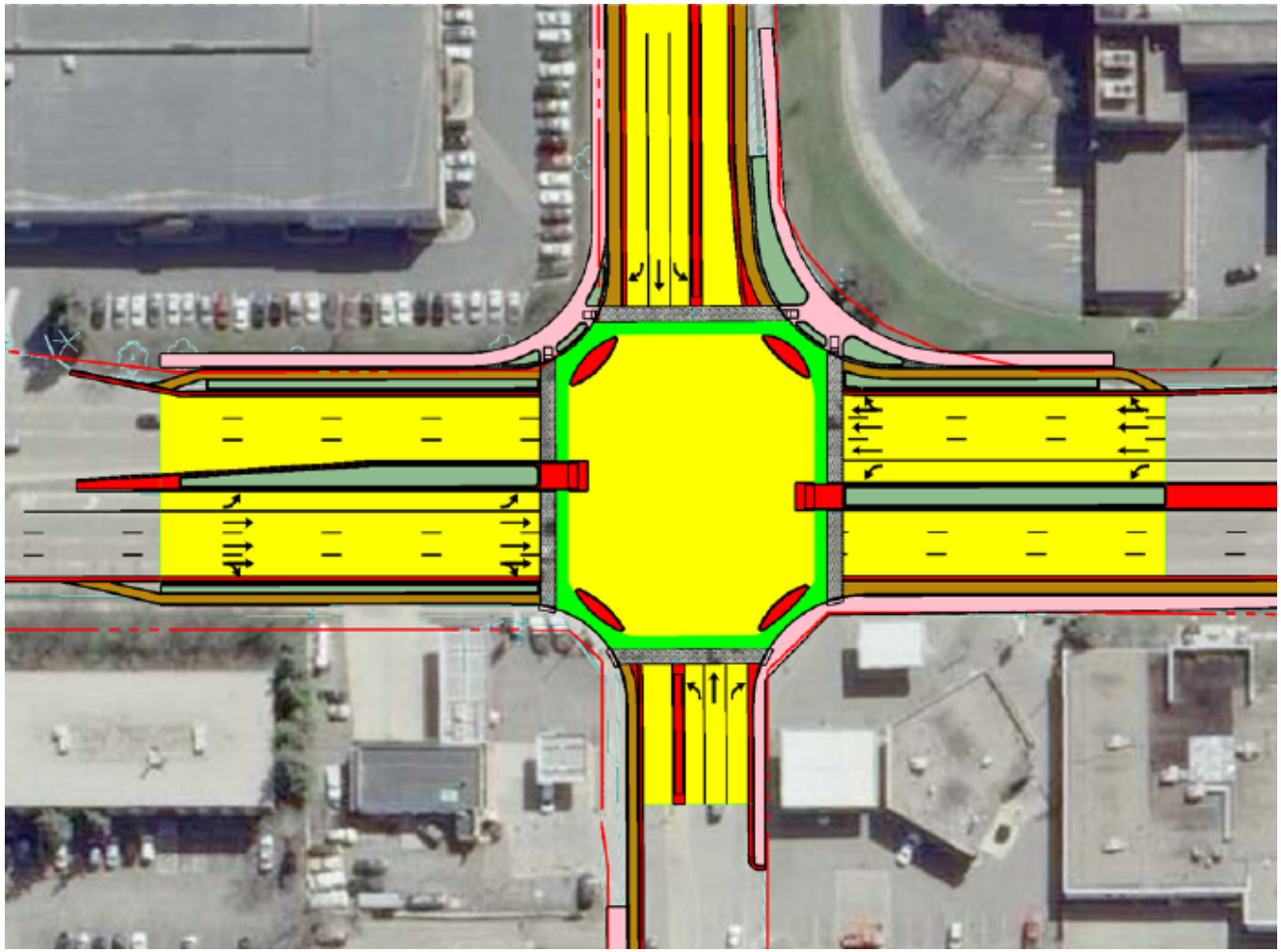
Option 1 – 70th Street



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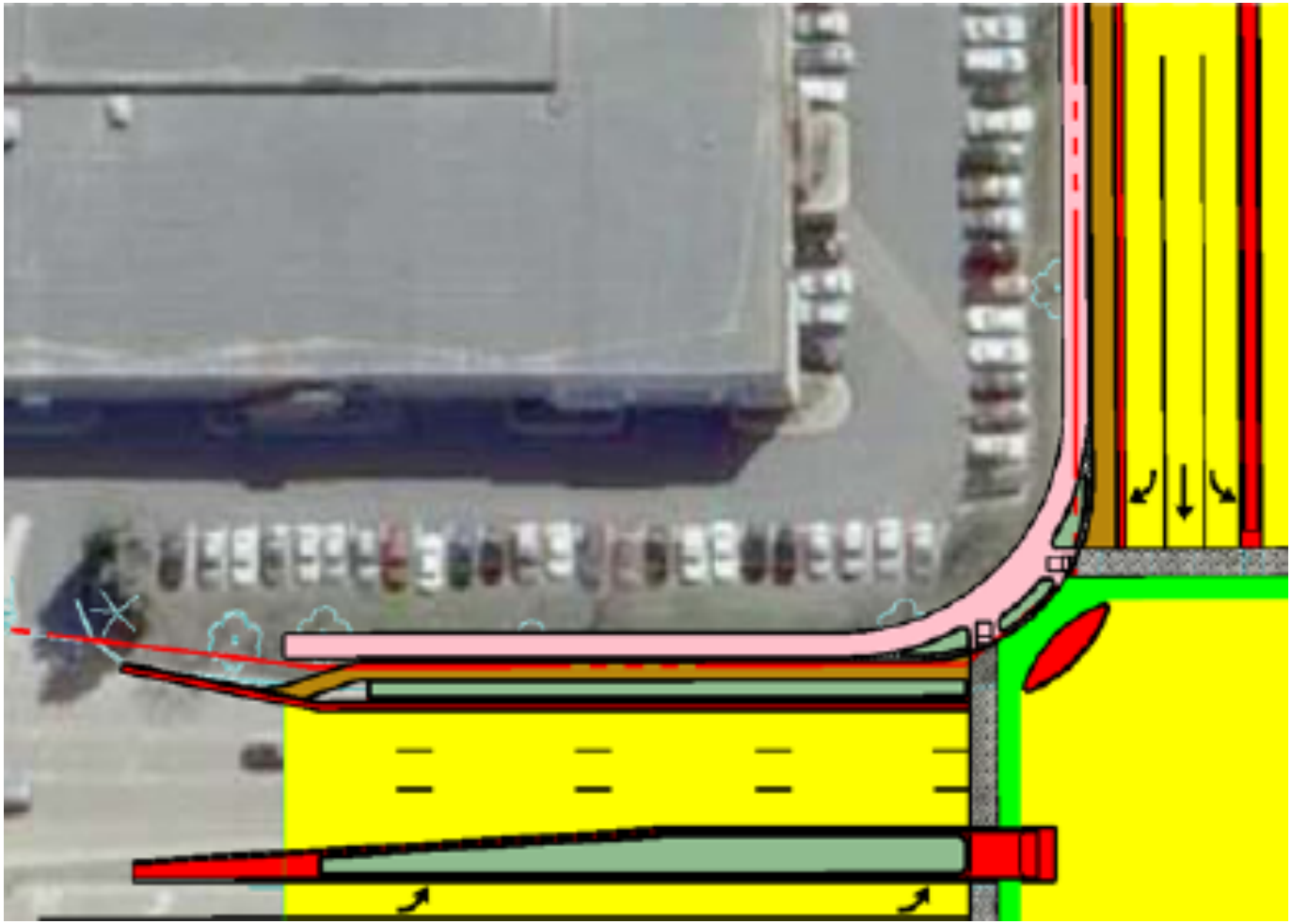
Option 1 – 70th Street



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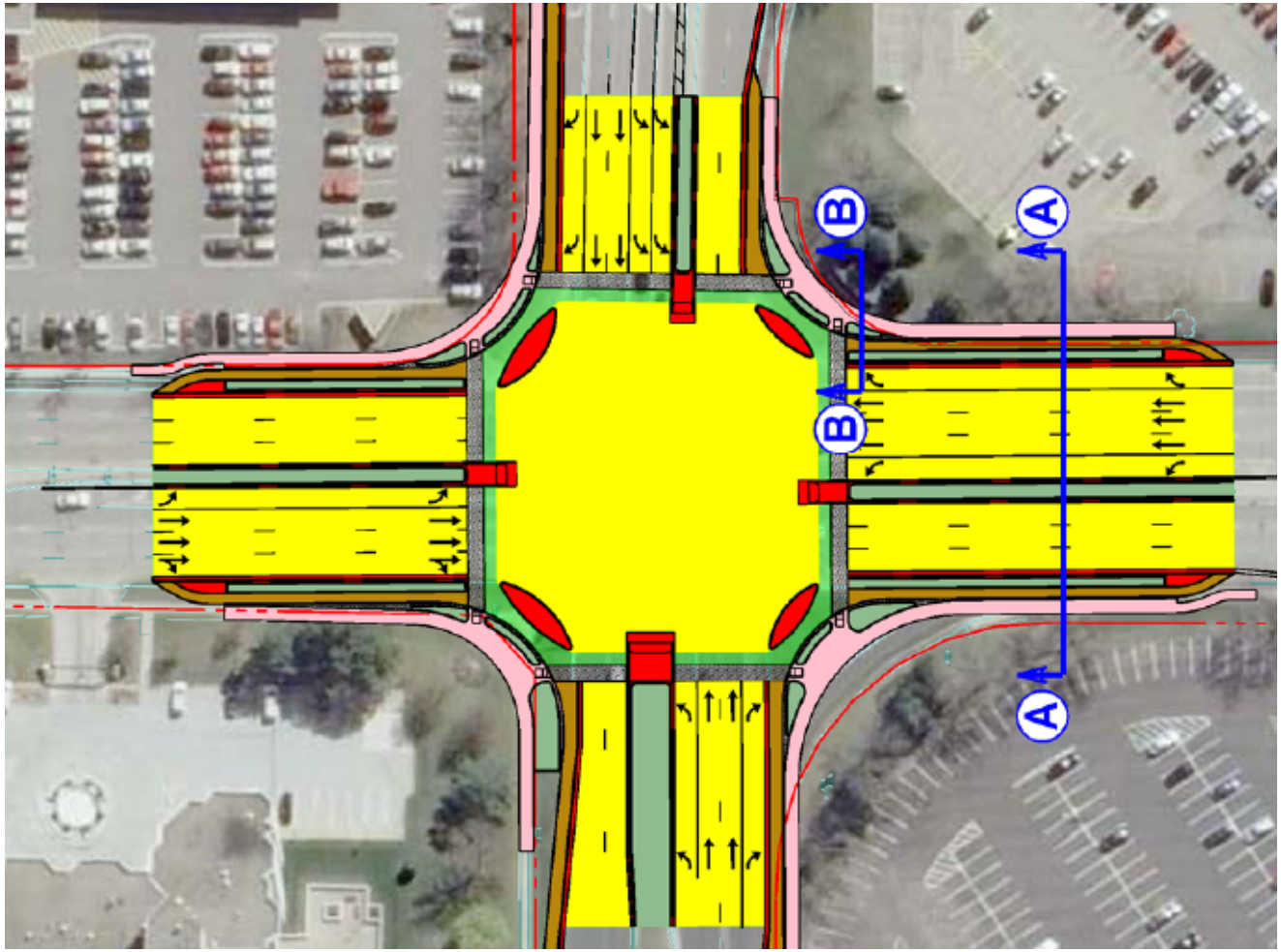
Option 1 – 66th Street



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Option 1 – 66th Street

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Option 2

Advantages

1. Provides buffer for pedestrians and bikes
2. Biscuits allow for better sight distance for bikes and vehicles
3. Wider median allows for refuge island for pedestrians
4. Increased buffer at corners for pedestrians
5. Biscuits allow for signal pole placement
6. Decreased distance for pedestrians and bikes to cross
7. Not as much R/W required as Option 1

Disadvantages

1. Requires more R/W than Option 3
2. Pedestrians need to wait further back behind bike lane
3. Additional maintenance for snow removal
4. Barrier curbs are susceptible to damage from vehicles and snow plows

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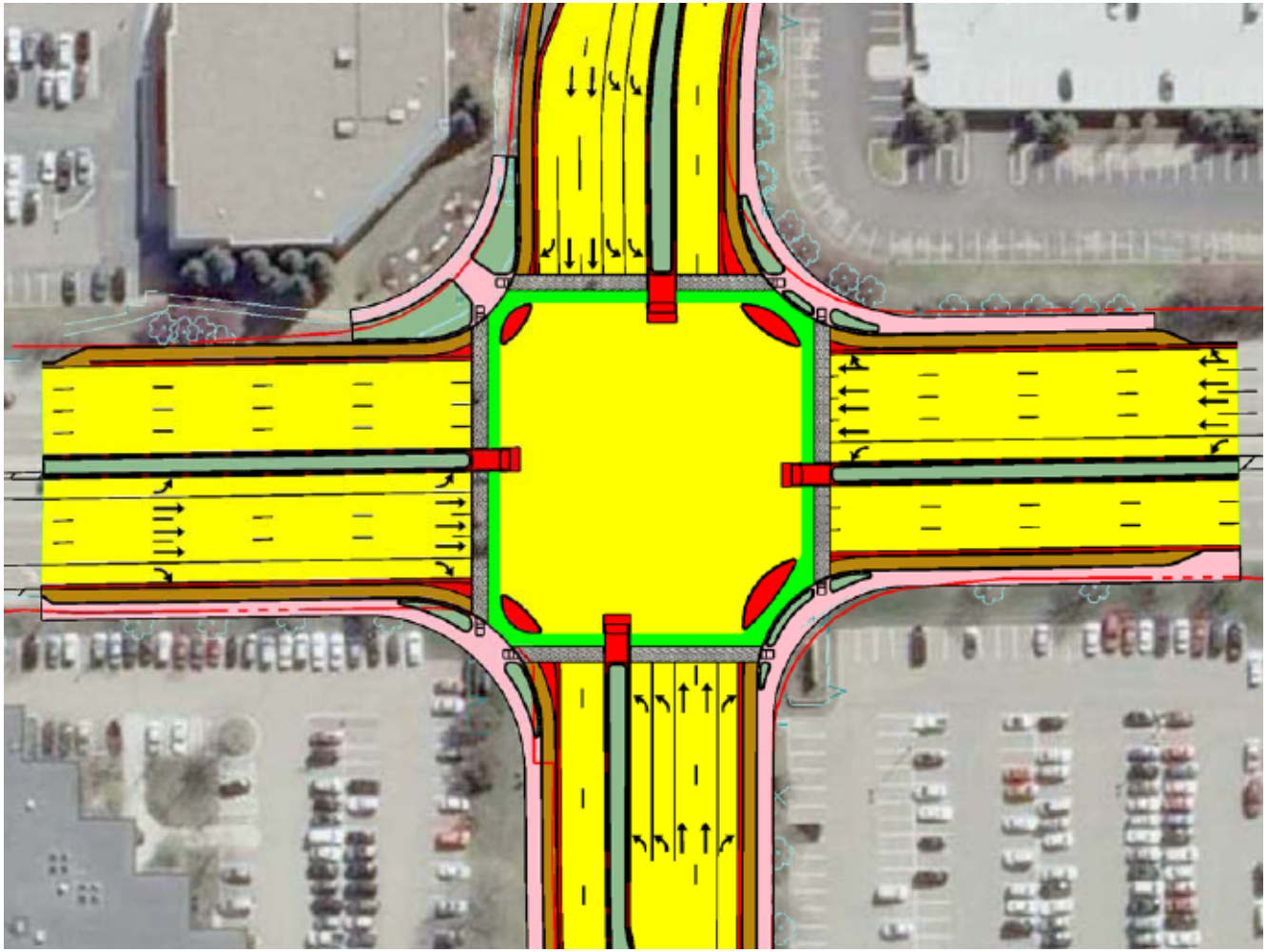
Option 2 – 76th Street



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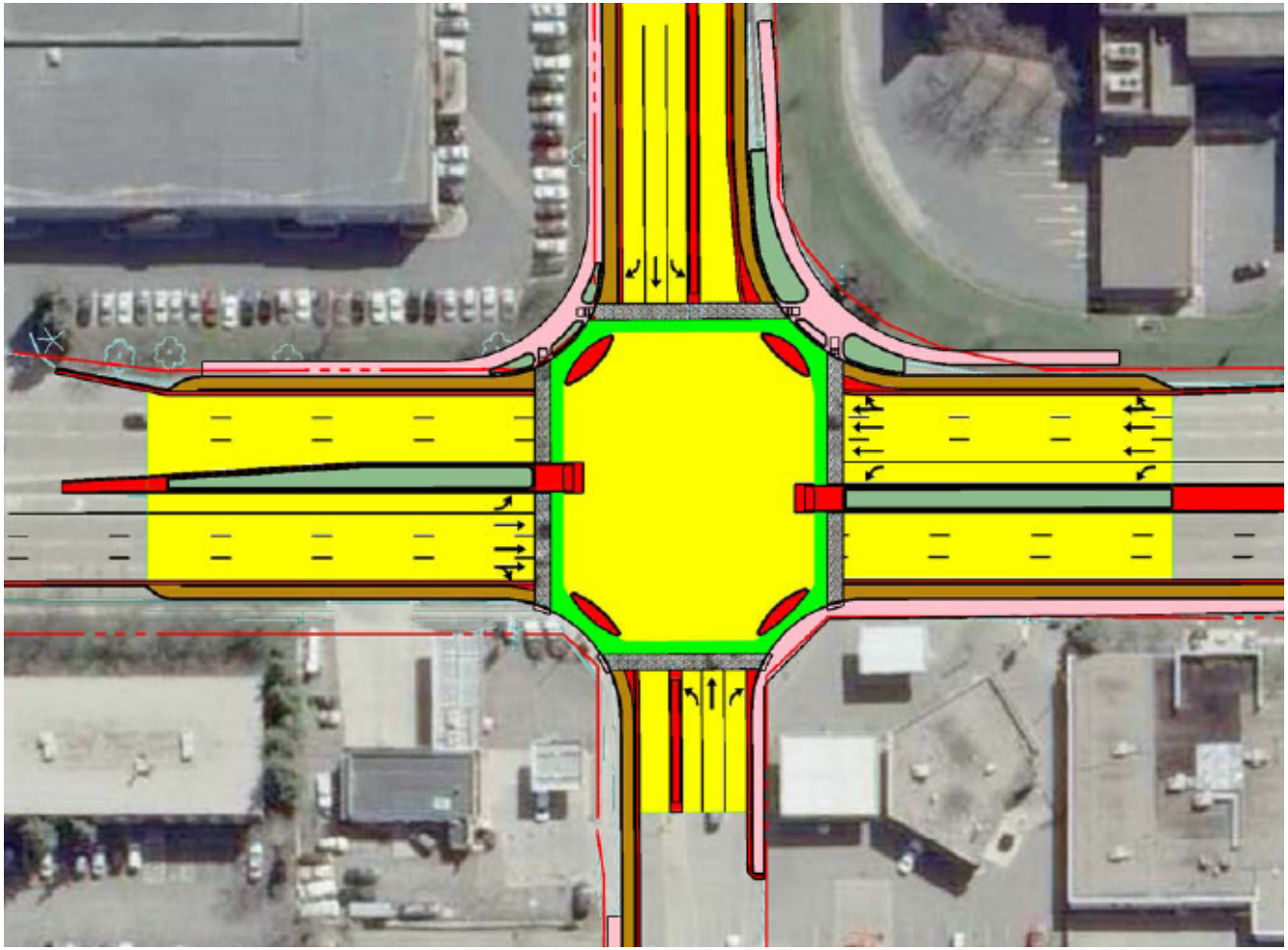
Option 2 – 76th Street

CR

Option 2 – 70th Street



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Option 2 – 70th Street

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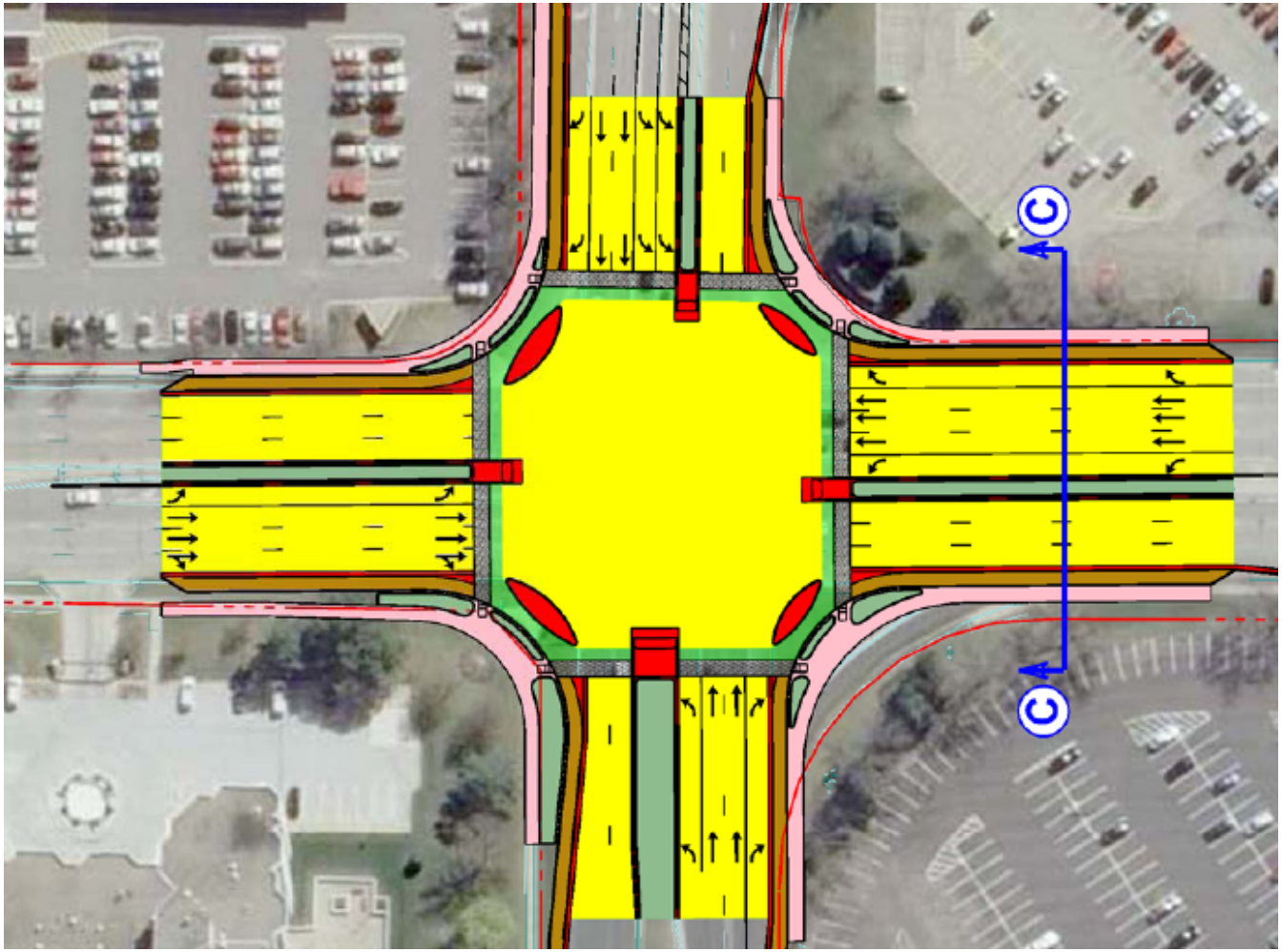
Option 2 – 66th Street



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Option 2 – 66th Street

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Option 3

Advantages:

1. Would require minimal to no additional R/W
2. Is the accepted way to handle bike lanes at intersections
3. Widen median allows for refuge island for pedestrians

Disadvantages

1. Increases the width to cross for pedestrians
2. Chance for right hook crash on thru-right vehicle movements and weaving crashes for designated right turn movements
3. Is not aesthetically pleasing
4. Most cyclists would not feel comfortable riding along France Ave with 3+ lanes in and speeds in excess of 40 mph
5. Provides no buffer for pedestrians
6. Would require widening along entire France corridor for future expansion

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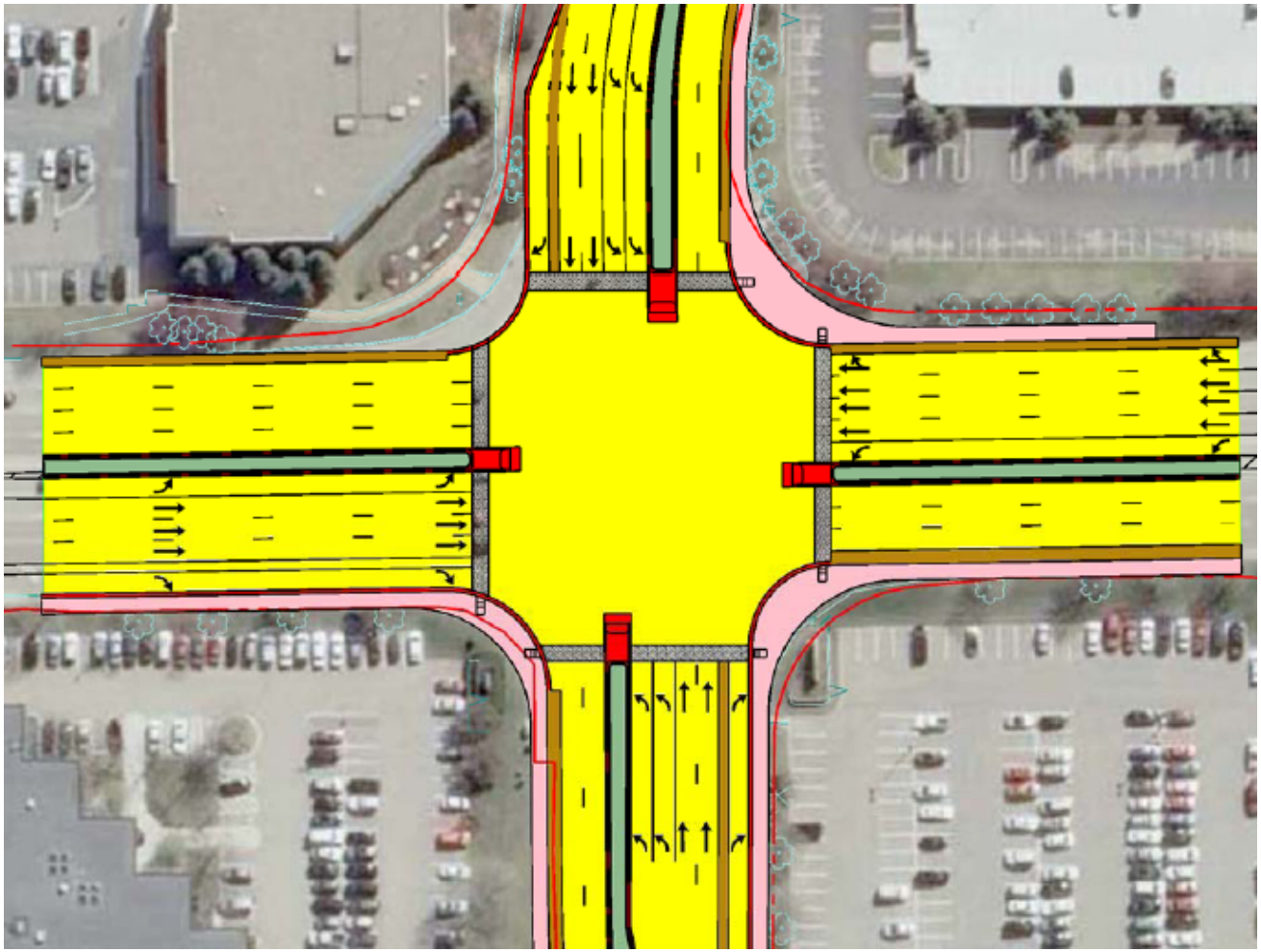
Option 3 – 76th Street



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Option 3 – 76th Street

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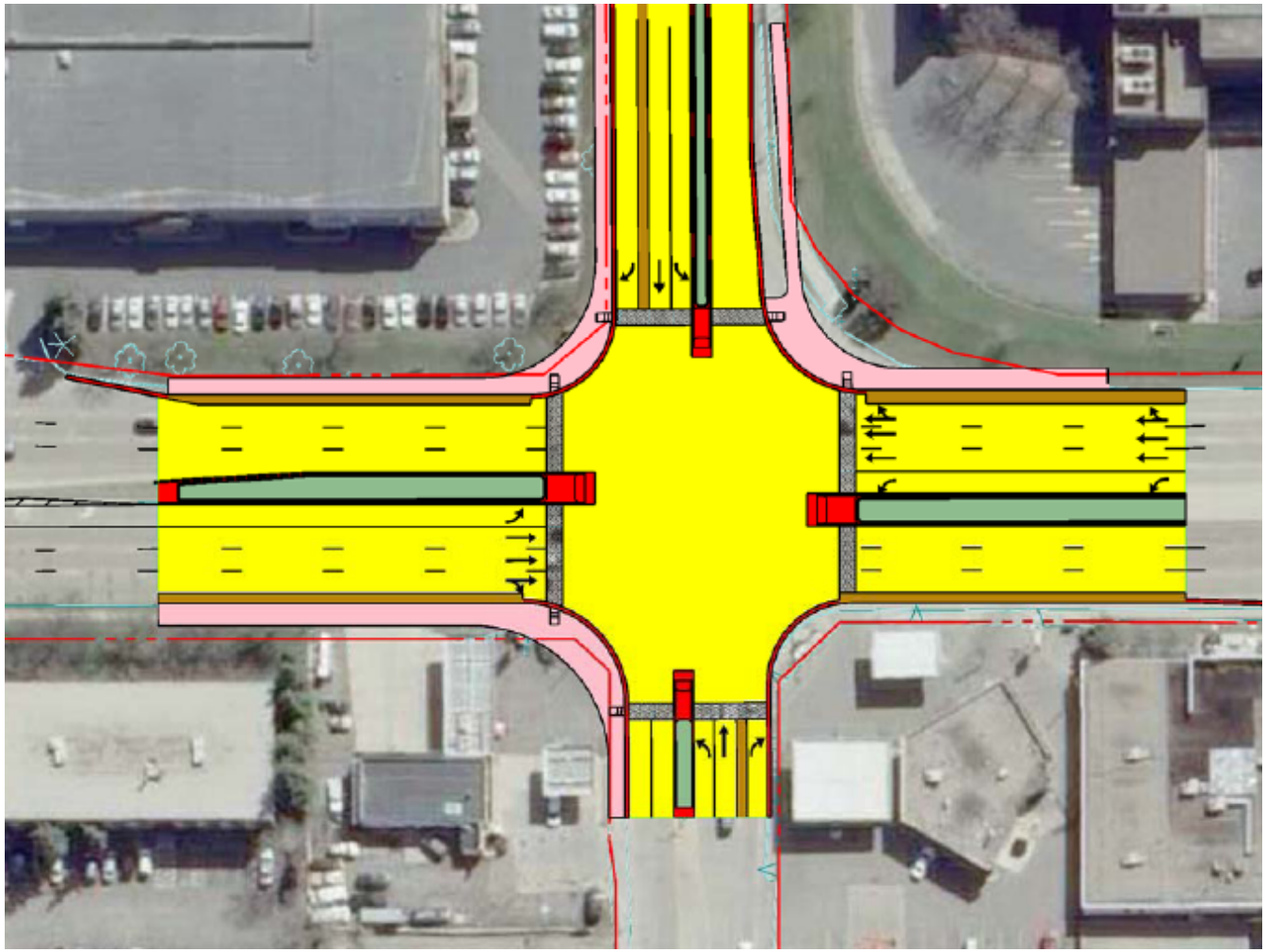
Option 3 – 70th Street



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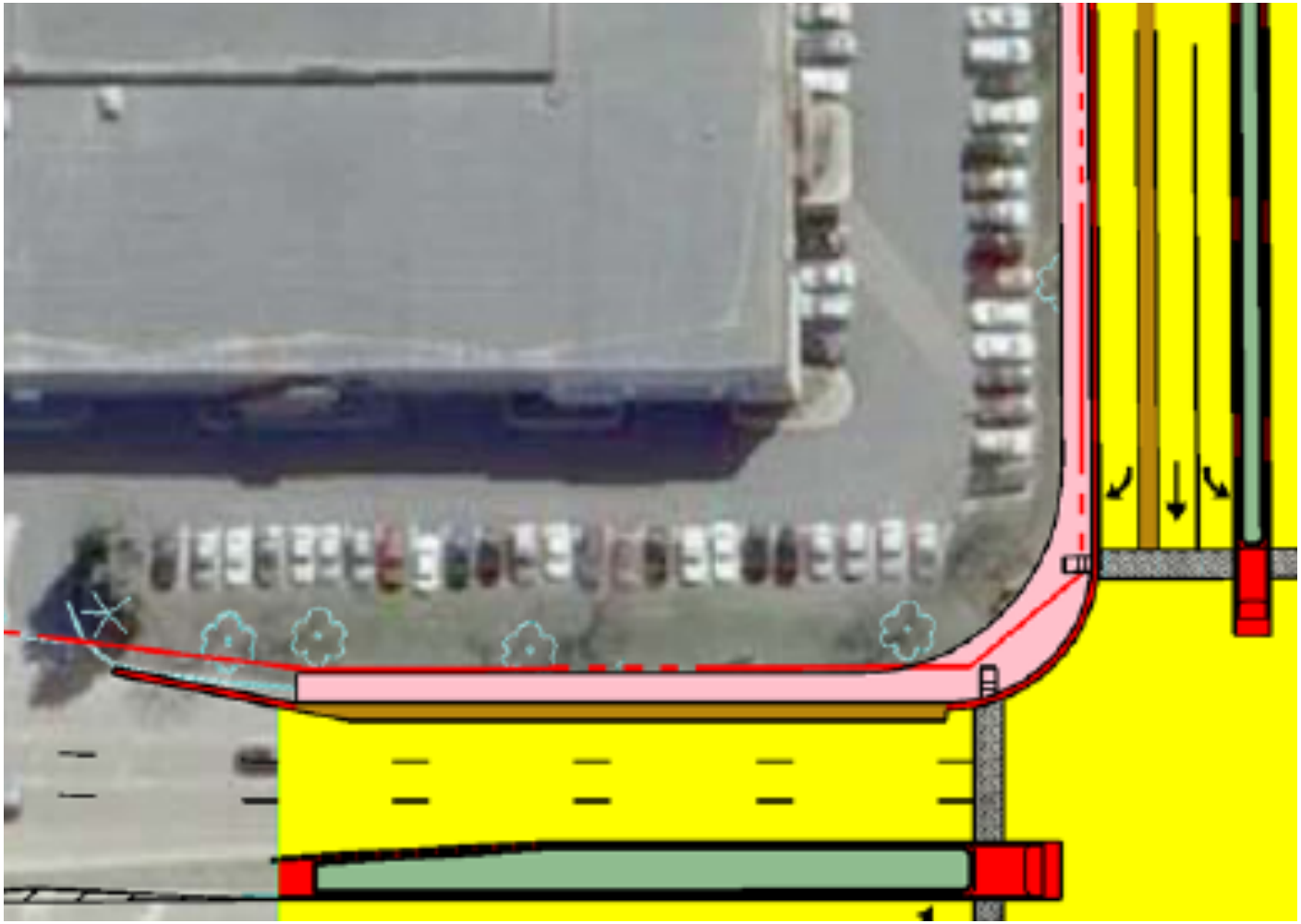
Option 3 – 70th Street



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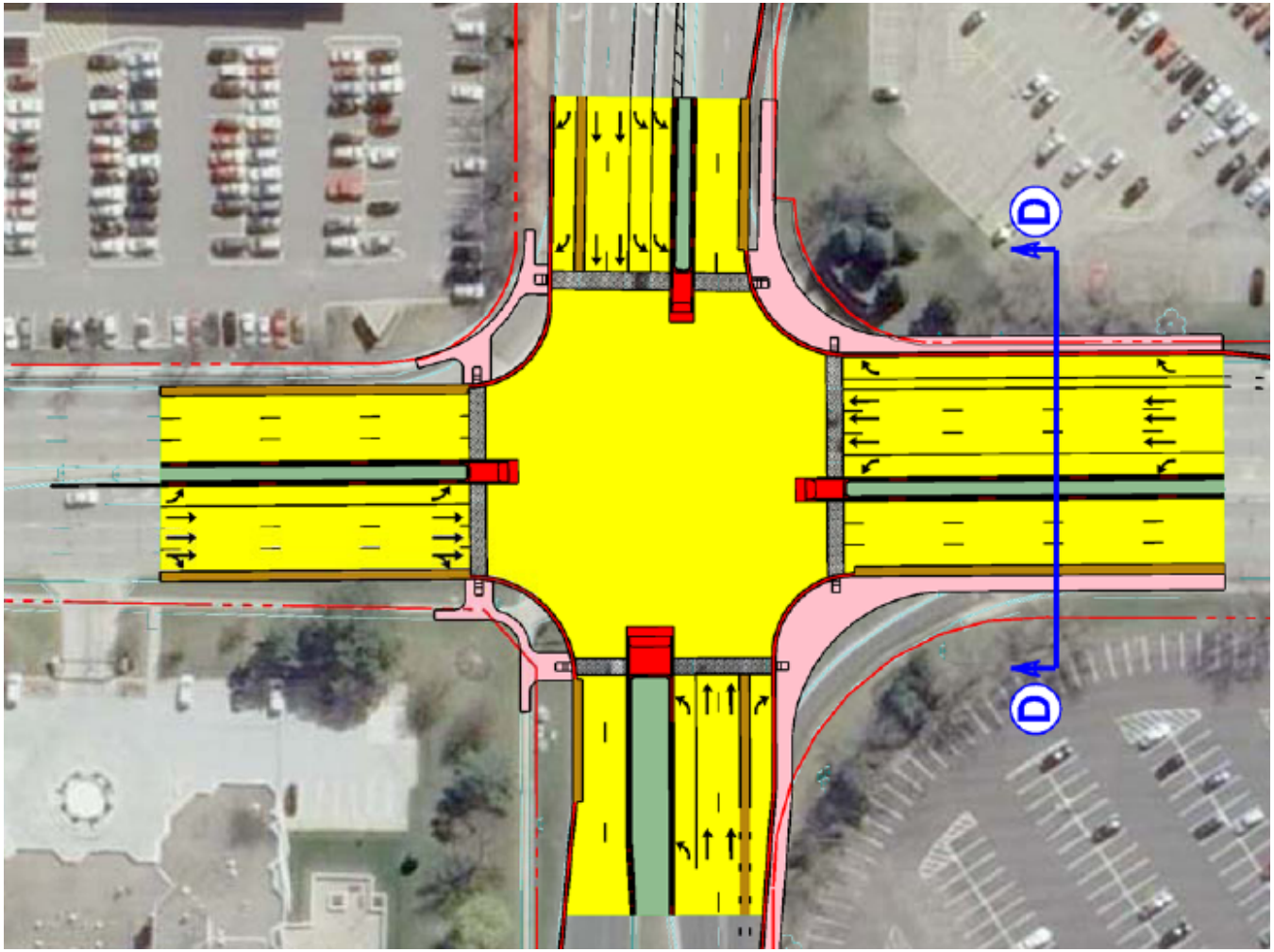
Option 3 – 66th Street



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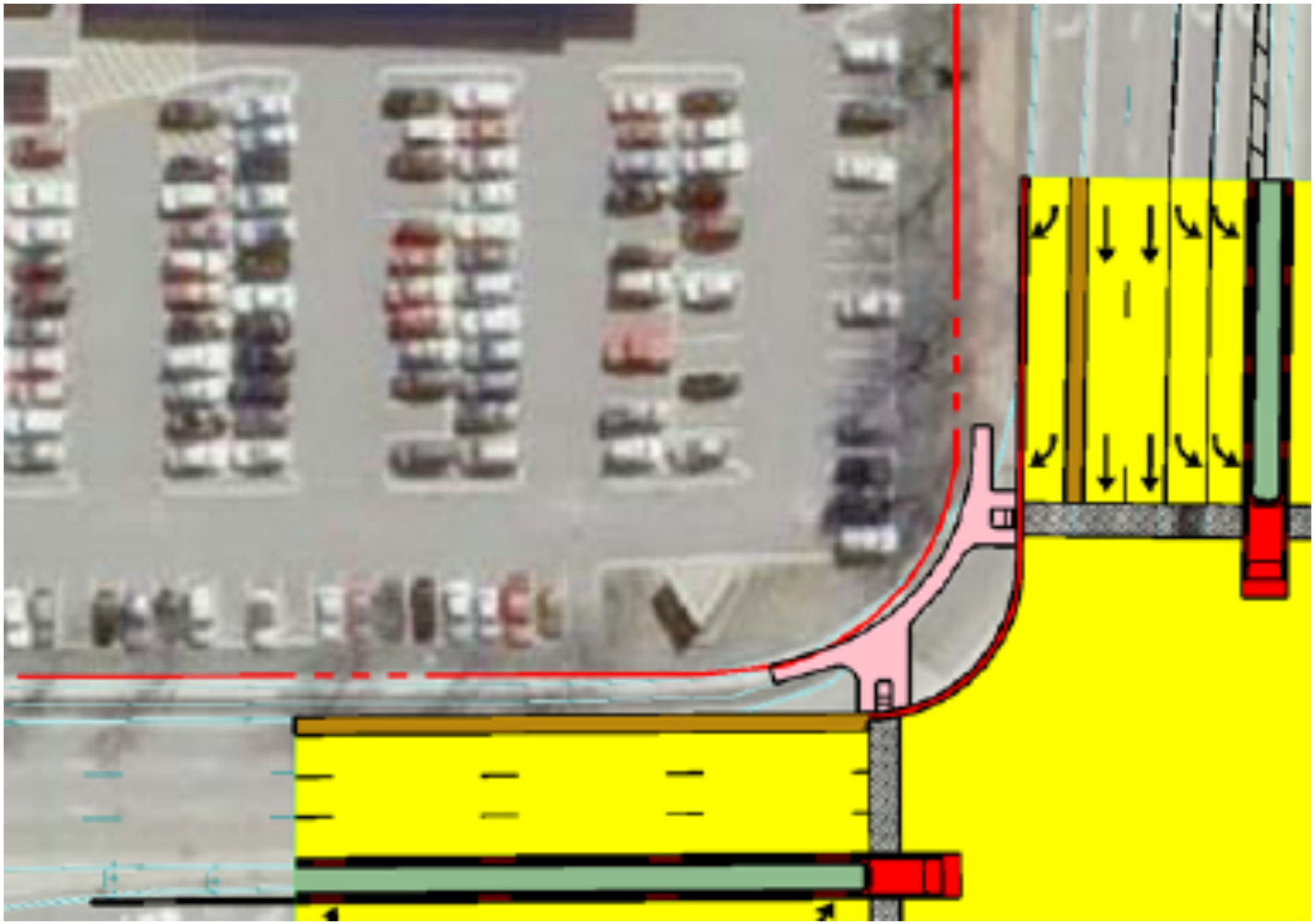
Option 3 – 66th Street



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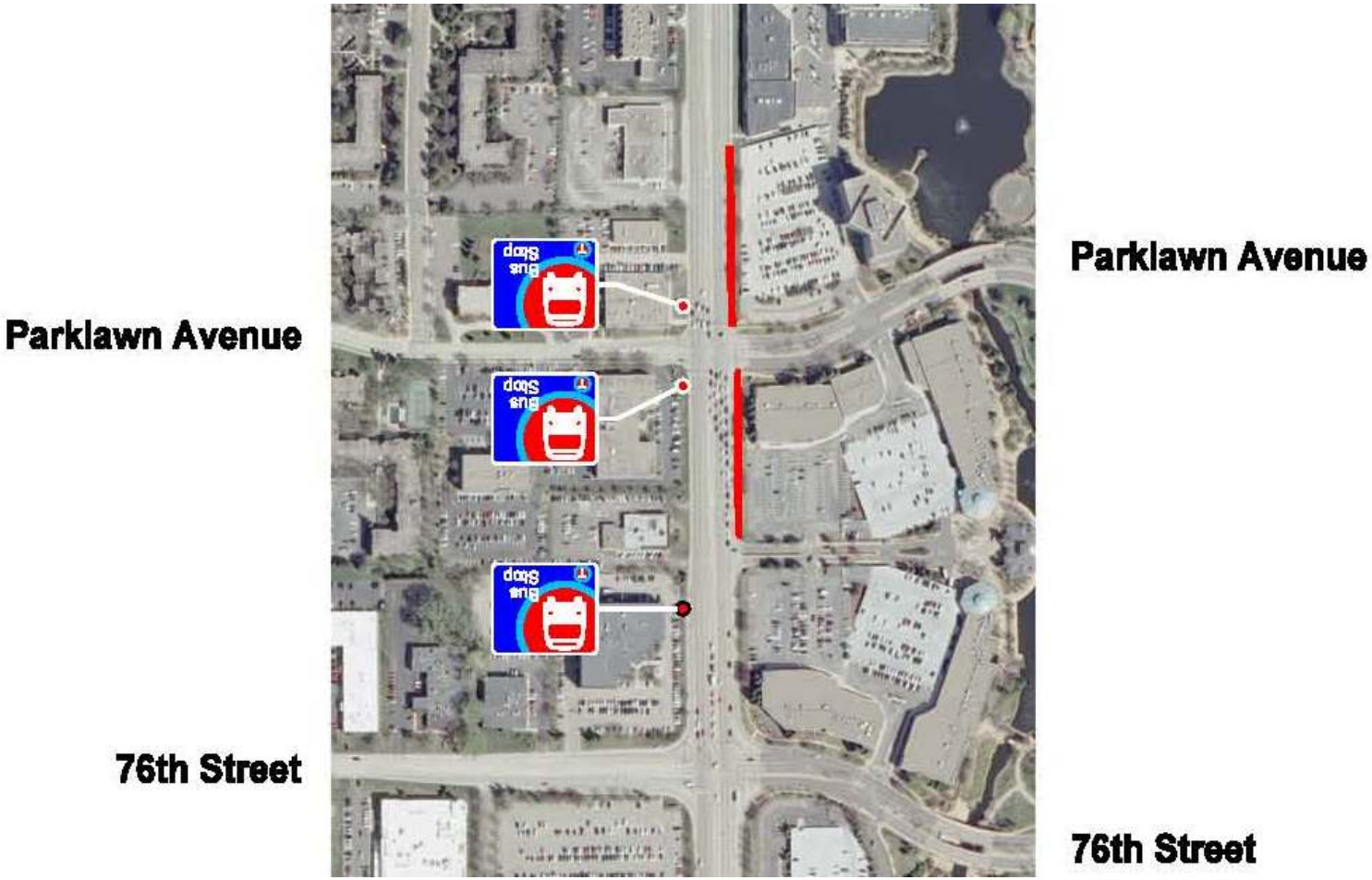
Sidewalk Segment Connections and Transit Stops



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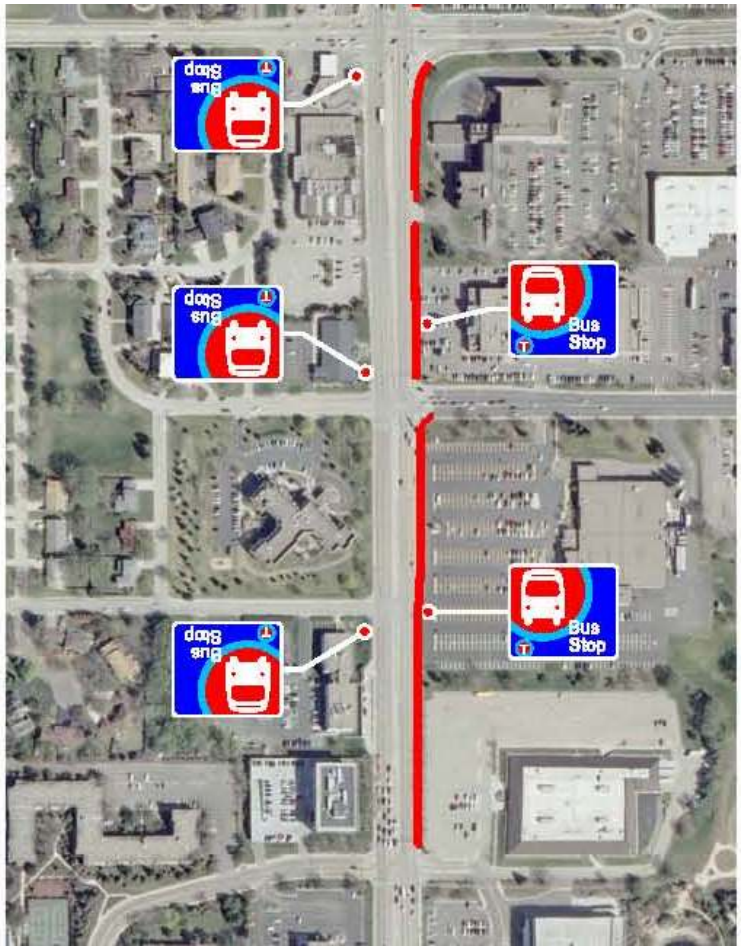
Sidewalk Segment Connections and Transit Stops

70th Street



70th Street

Hazelton Road

72nd Street

Gallagher Drive

CR

Sidewalk Segment Connections and Transit Stops

66th Street

66th Street

69th Street

70th Street

70th Street

CR

Project Review and Approvals

- MnDOT
  - Functional Group
    - Planning
    - Ped/Bike
    - Traffic
    - Design
    - ROW
  - State Aid
  - Federal Aid
- Hennepin County
- City of Edina
- Nine Mile Creek Watershed District - Permit
- MPCA – Permit

CR

Schedule

MnDOT Federal Project Process

Project Development	April – December 2012
Project Memorandum	October 2012
Right of Way (if required)	December 2012
Detail Design	August 2012 – March 2013
Final Approval (City, County, MnDOT)	March 2013
Begin Construction	Summer 2013

Upcoming Meetings

Stakeholder Meeting #2	June 26th, 2012
Edina Transportation Commission	July 9th, 2012
Edina City Council	July 17th, 2012

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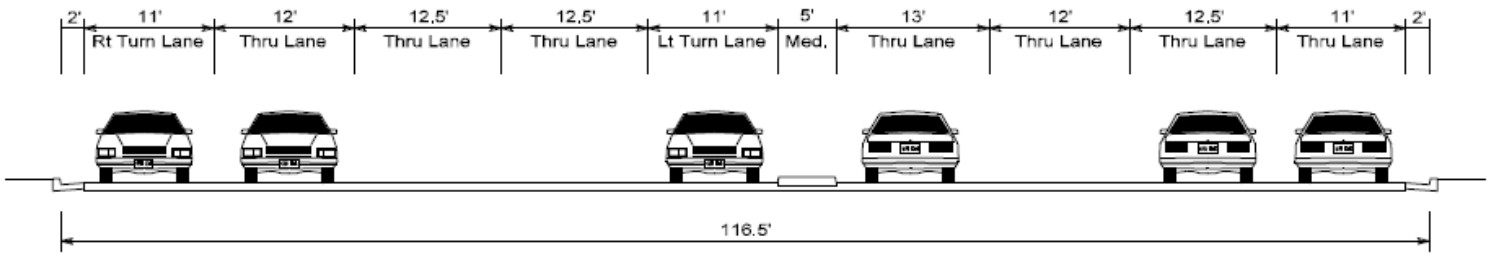
Comments / Questions?

Crash Summary

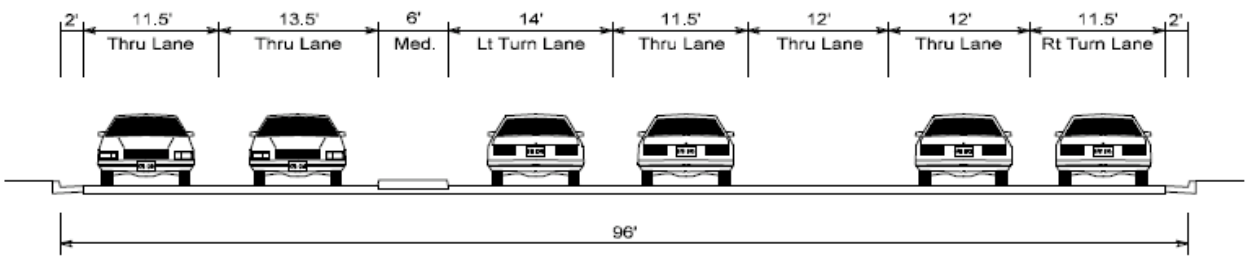
France Avenue Crash Summary - 66th Street to 76th Street (2007-2011)								
Location	Number of Crashes				Vulnerable User Crashes		Crash Rate	MnDOT Metro District Average Crash Rate
	Total	Fatalities	Injuries	Property Damage Only	Pedestrians	Cyclists		
66th Street	36	0	18	18	0	1	0.5	0.7
70th Street	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

Existing Street Typical Sections

France Avenue and 76th Street Intersection



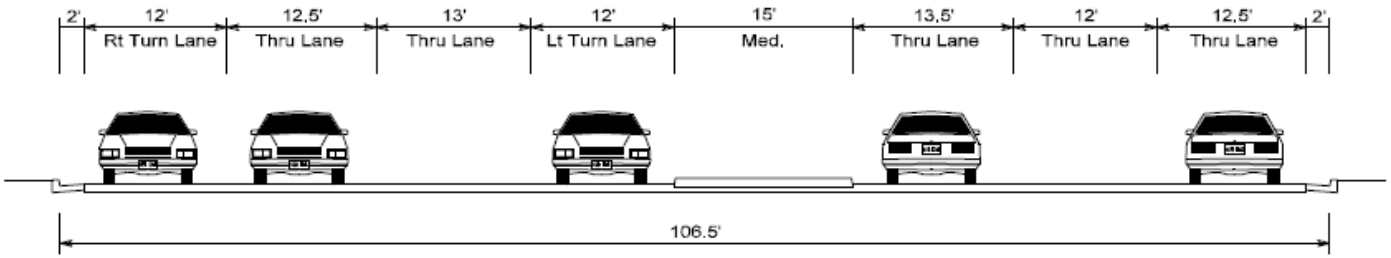
Existing France Avenue Section
(North Leg of Intersection)



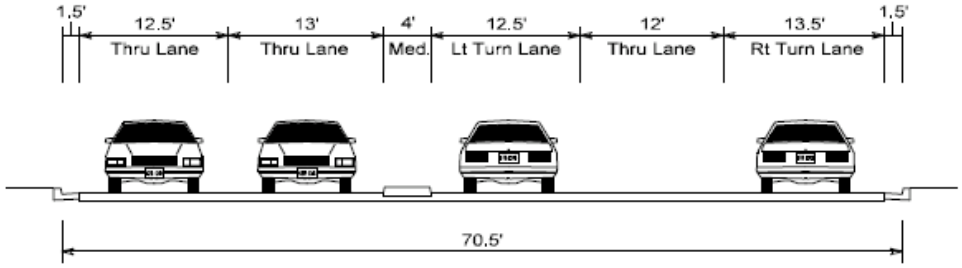
Existing 76th Street Section
(West Leg of Intersection)

Existing Street Typical Sections

France Avenue and 70th Street Intersection



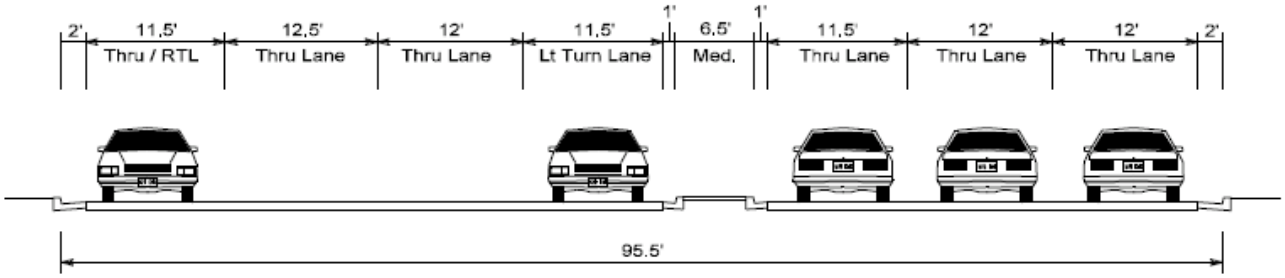
Existing France Avenue Section
(North Leg of Intersection)



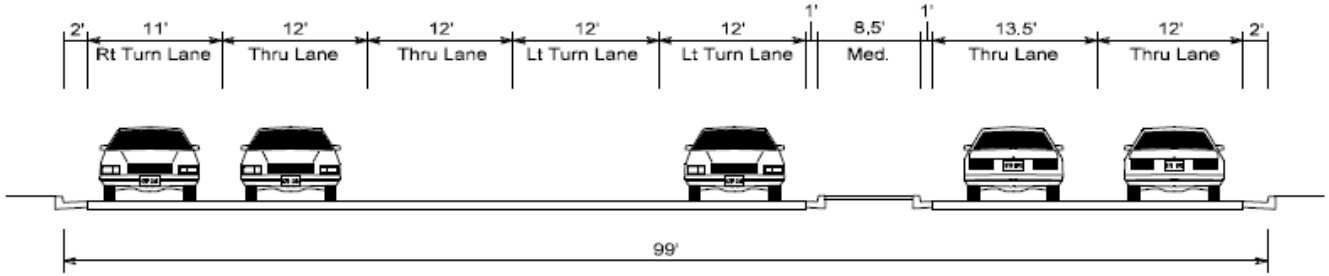
Existing 70th Street Section
(EAST Leg of Intersection)

Existing Street Typical Sections

France Avenue and 66th Street Intersection



Existing France Avenue Section
(North Leg of Intersection)

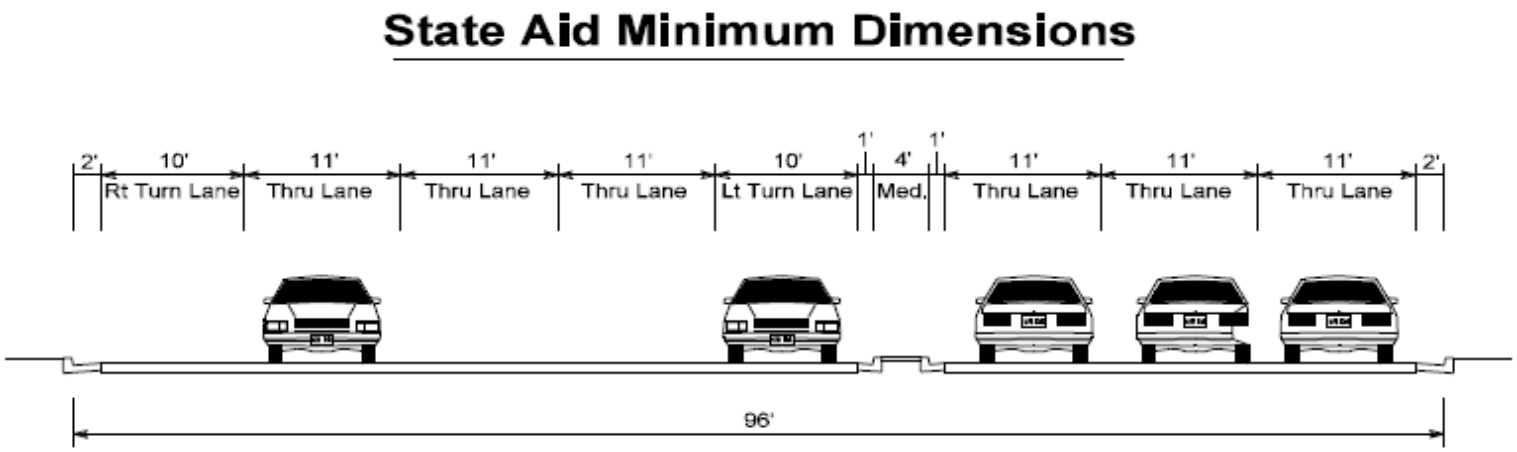


Existing 66th Street Section
(East Leg of Intersection)

Project Expectations

State Aid Rules

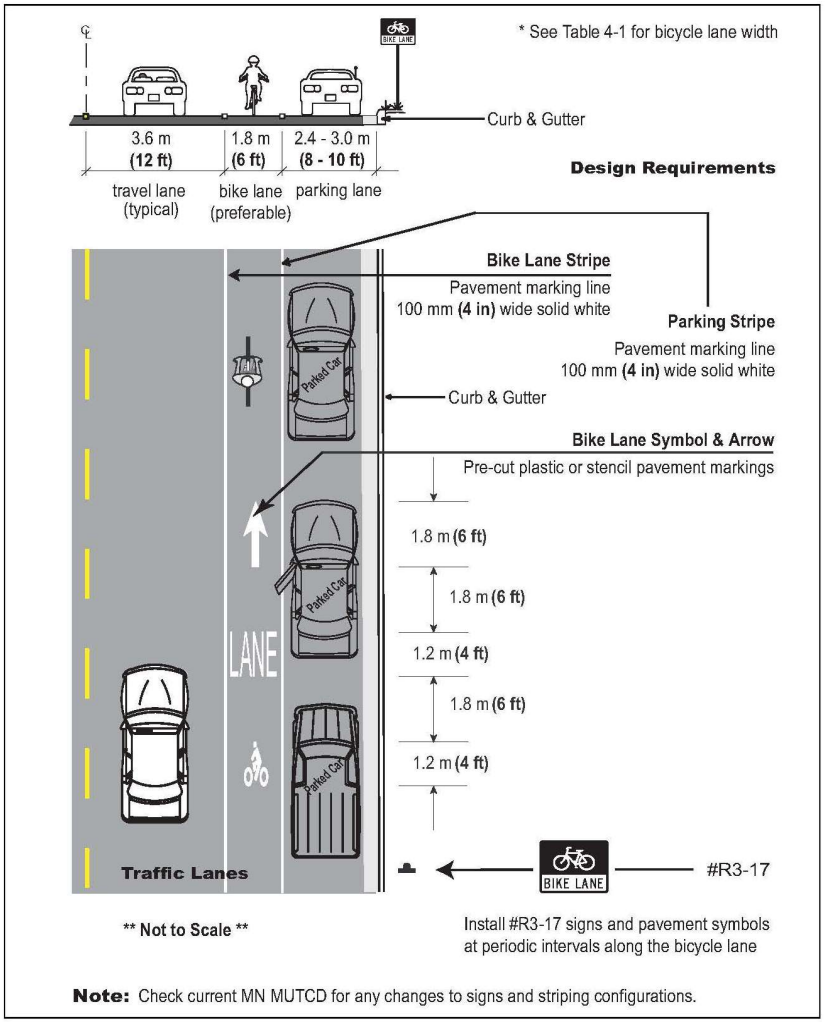
Minimum requirements for lane width, medians, etc.



40 mph Roadway > 10,000 ADT
(Example - North Leg of Intersection with RTL & LTL)

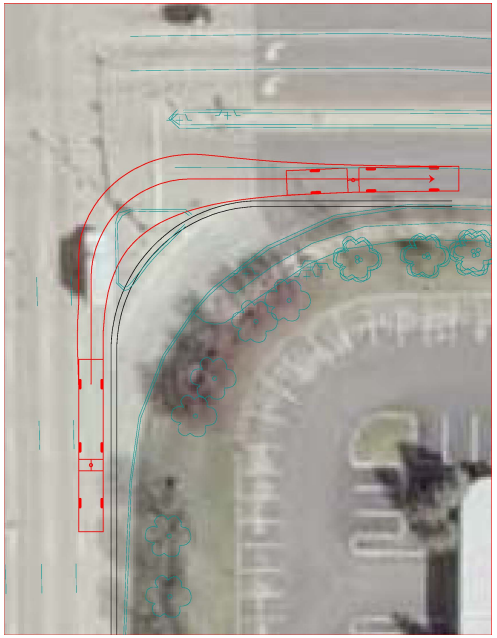
Project Expectations

MnDOT Bikeway Design Manual -Minimum requirements for on-road bike lanes

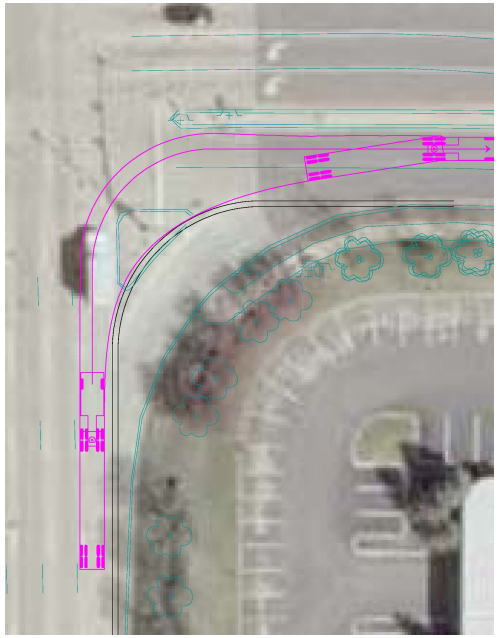


Project Expectations

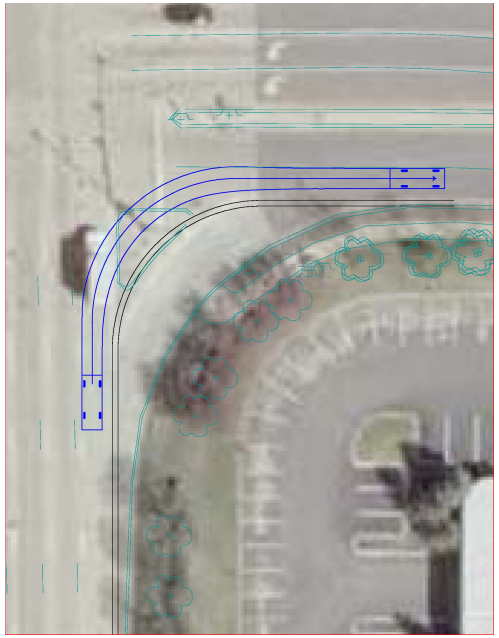
Turning Radii Design



Metro Transit Bus



WB 62 Truck



Passenger Car

Detail Schedule – Phase 1

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**

Detail Schedule – Phase 2

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