



# Stakeholders Meeting #1

France Avenue TE

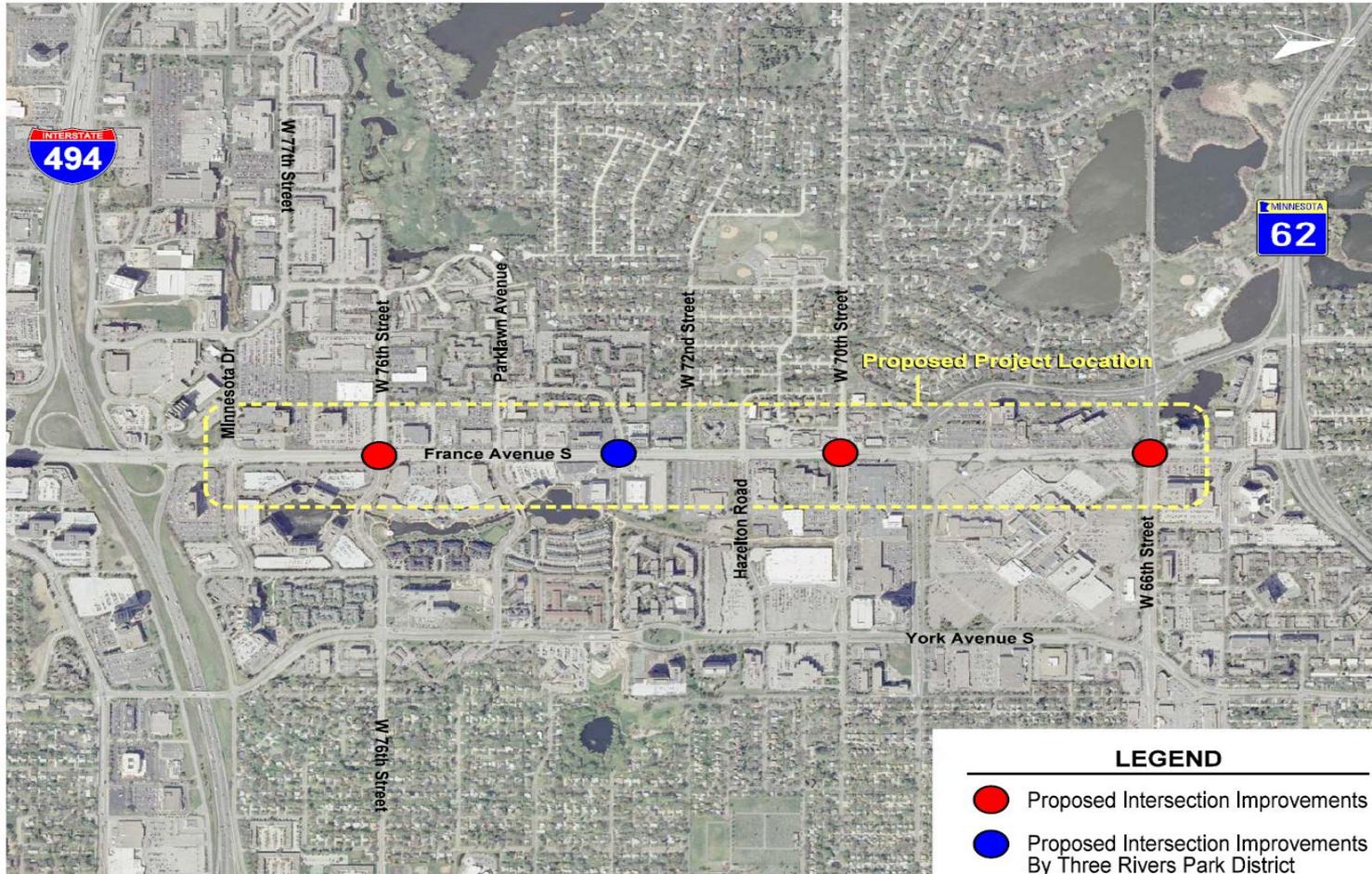
S.P. 120-020-037

Intersection Enhancements

May 31, 2012



## Project Location





## Welcome / Introductions

### Project Development Team

City Staff – Wayne Houle, City Engineer

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



## Welcome / Introductions

### Stakeholders

Edina Transportation 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



## Background / History

- 2007 Federal Grant Application for 72<sup>nd</sup> Street Pedestrian Bridge
- Policy Direction – Living Streets
- Scope Change and Sunset Date Extension
- Proposed Project
  - Intersection Enhancements 66<sup>th</sup> St, 70<sup>th</sup> St and 76<sup>th</sup> St
  - Sidewalk Connections on east side of France Ave



## Project Foundation

- Greater Southdale Area Land Use and Transp Study - 2005
- Edina Promenade Urban Design Plan - 2007
- City Comprehensive Plan – 2008
- Pedestrian Activity Study of Edina Promenade Vicinity – 2009
- France Avenue Corridor Study - 2009



## Project Goals / Objectives / Direction

Provide a Catalyst for France Avenue that will:

- Encourage pedestrians to use enhanced intersections by creating inviting passages from surrounding areas, development along France Avenue, and buildings at the enhanced intersections.
- Create inviting and comfortable parallel corridors leading to enhanced intersections with patterns and details that reflect the France Avenue corridor.
- Orient buildings with primary entrances at corners to encourage pedestrian activity.
- Discourage crossings at locations other than enhanced intersections.



## Project Goals / Objectives / Direction

- Create inviting and safe waiting spaces at enhanced intersections.
- Ensure safe and comfortable space is available at medians in the event a pedestrian cannot cross the entire street.
- Establish continuity in design among enhanced intersections.
- Create, to the degree possible, designs oriented to pedestrians within the street crossing zones that are related to, but still distinct from, the waiting spaces.
- Improve transit accessibility



## Existing Traffic Volumes

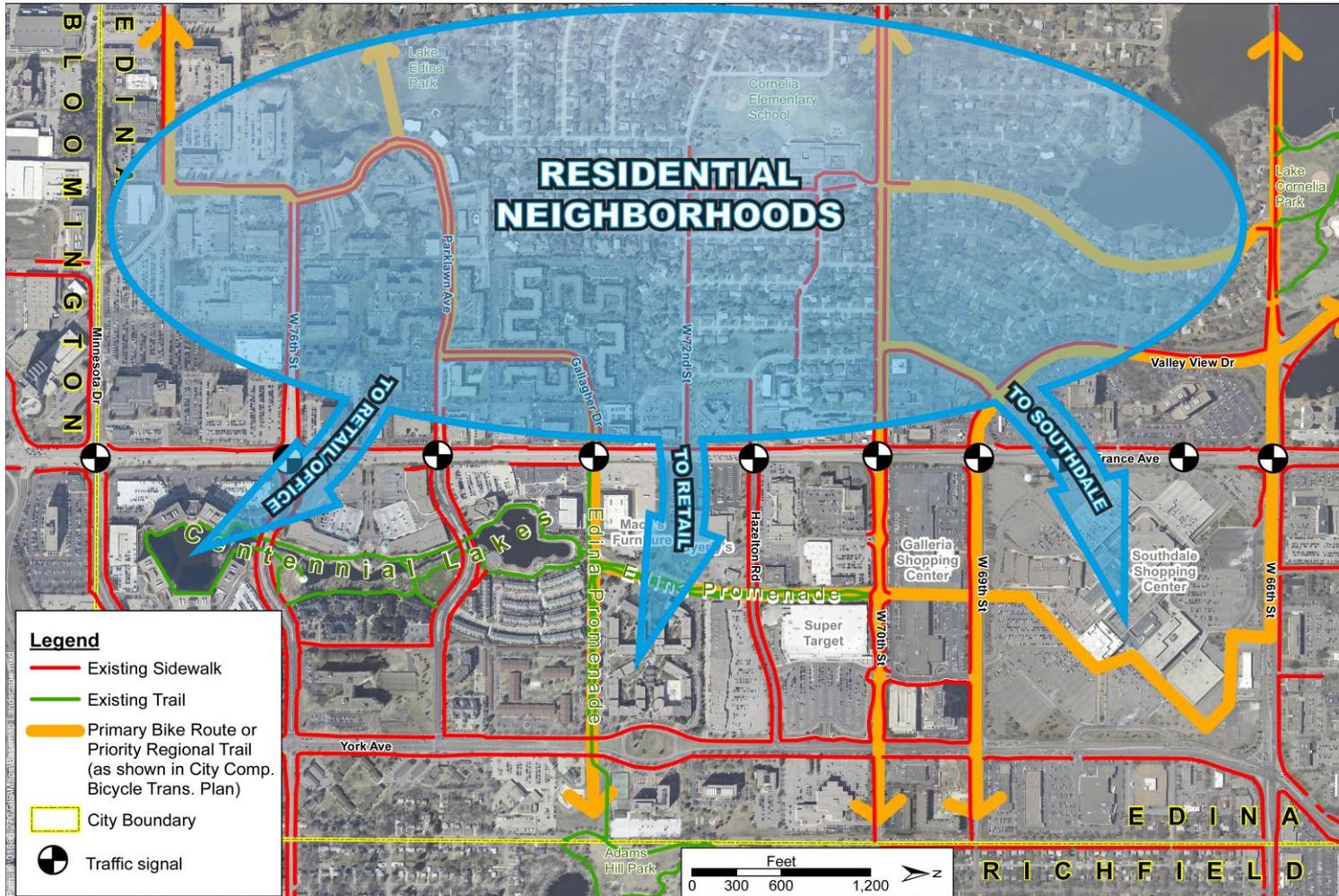
- France Avenue Traffic has Decreased
  - 2009 Counts – 26,000 vpd to 28,500 vpd
  - 2011 Counts – 24,300 vpd to 27,800 vpd
- 76<sup>th</sup> Street – 8,000 vpd to 9,100 vpd
- 70<sup>th</sup> Street – 9,300 vpd to 10,600 vpd
- 66<sup>th</sup> Street – 10,000 vpd to 16,100 vpd

## Pedestrian / Bike Generation

- Residential Development west of France
- Commercial / Retail east of France



## Existing Pedestrian / Bike Network





## 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
<b>Full Corridor - 66th Street to 76th Street</b>	<b>258</b>	<b>0</b>	<b>97</b>	<b>161</b>	<b>1</b>	<b>3</b>	<b>2.8</b>	<b>5.1</b>



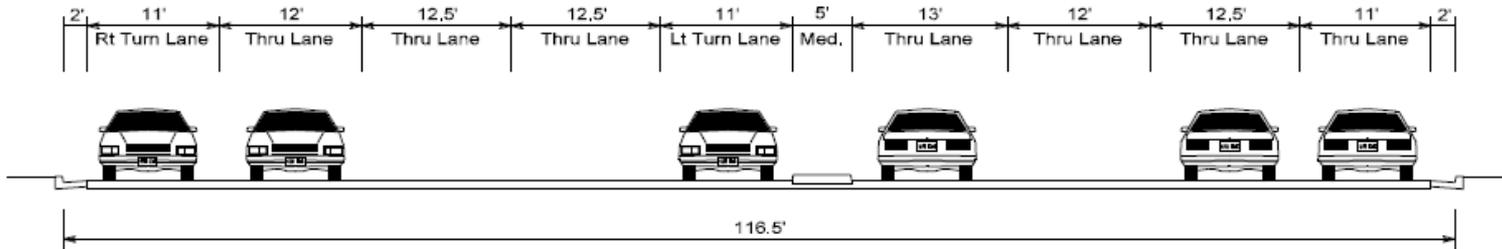
## Pedestrian / Bike Crashes

- 2011 – 66<sup>th</sup> Street - Northbound right-turning vehicle failed to yield to cyclist
- 2011 – 69<sup>th</sup> Street – Southbound right-turning vehicle struck cyclist
- 2011 – 69<sup>th</sup> Street – Northbound through vehicle struck pedestrian
- 2011 – Gallagher Drive – Westbound right-turning vehicle failed to yield to cyclist

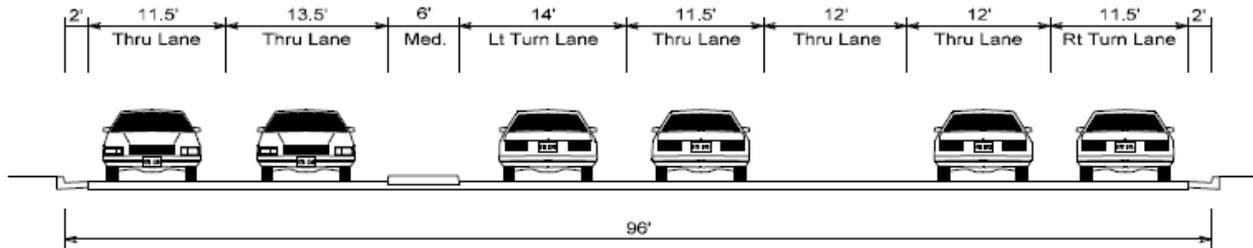


# Existing Street Typical Sections

## France Avenue and 76th Street Intersection



Existing France Avenue Section  
(North Leg of Intersection)

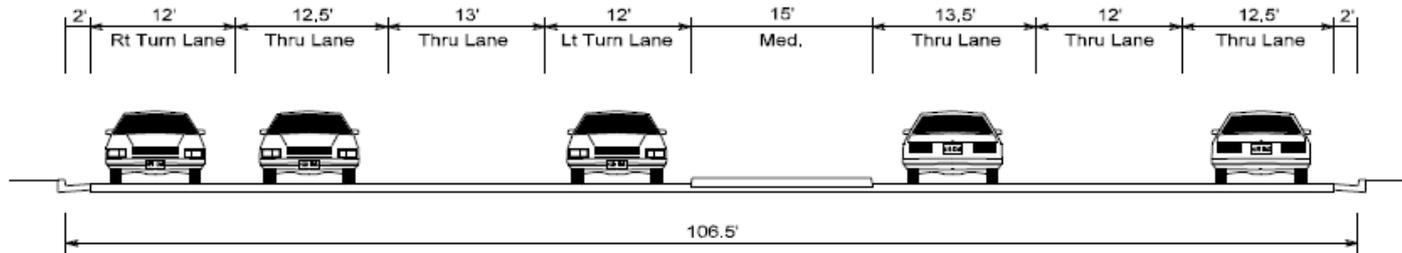


Existing 76th Street Section  
(West Leg of Intersection)

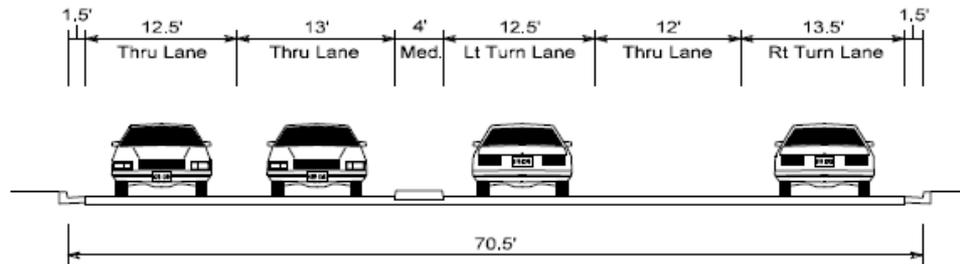


# Existing Street Typical Sections

## France Avenue and 70th Street Intersection



Existing France Avenue Section  
(North Leg of Intersection)

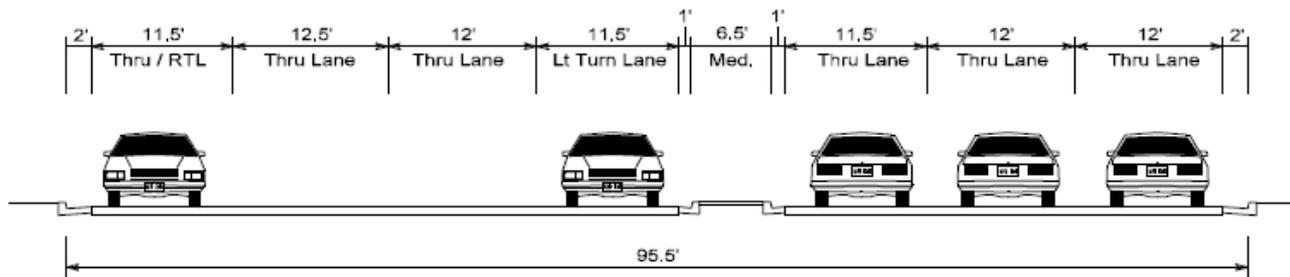


Existing 70th Street Section  
(EAST Leg of Intersection)

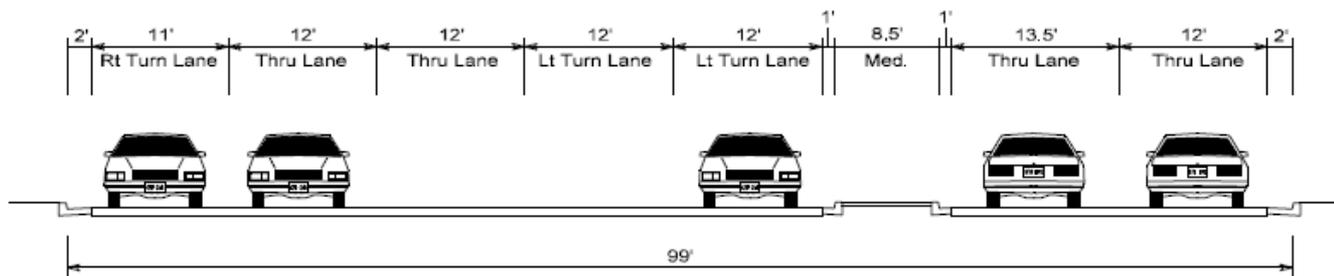


# Existing Street Typical Sections

## France Avenue and 66th Street Intersection



Existing France Avenue Section  
(North Leg of Intersection)



Existing 66th Street Section  
(East Leg of Intersection)



# Potential Improvement Concept

## Urban Design Precedents – Place Making





# Potential Improvement Concept Urban Design Precedents – Place Making





# Potential Improvement Concept

## Urban Design Precedents – Place Making





# Potential Improvement Concept

## Urban Design Precedents – Place Making





# Potential Improvement Concept Urban Design Precedents – Place Making



Courtesy HNTB

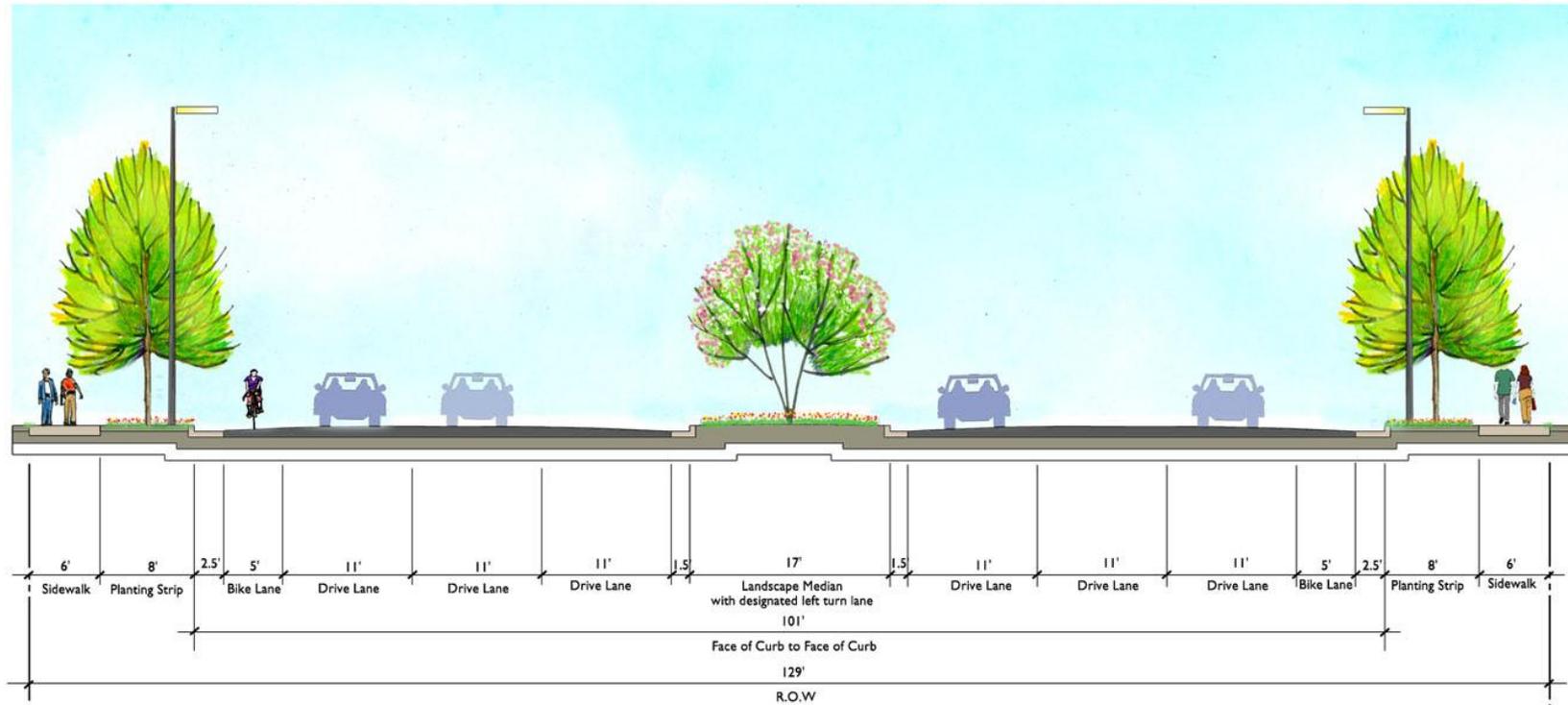


# Potential Improvement Concept Urban Design Precedents – Place Making





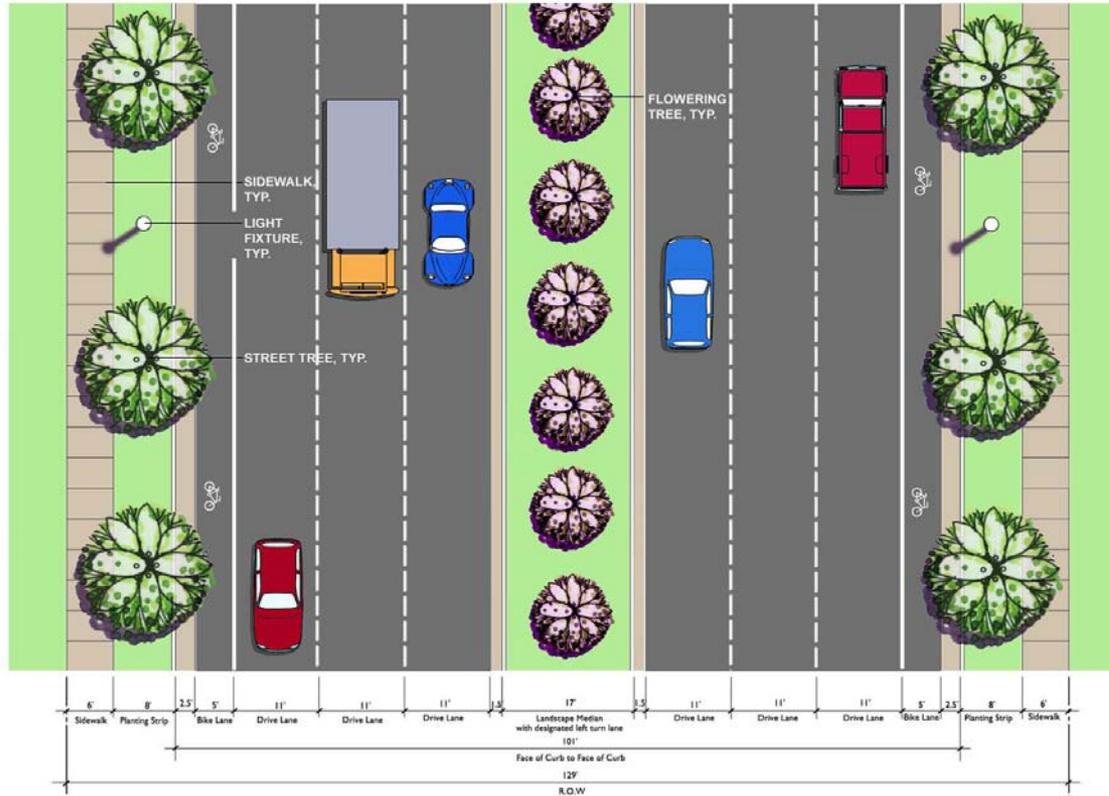
## Potential Improvement Concept



**BOULEVARD CROSS-SECTION WITH BIKE LANES**



## Potential Improvement Concept



BOULEVARD PLAN WITH BIKE LANES

Courtesy Charlotte, NC

CC



## Potential Improvement - Crosswalk Elements

### Traffic Signal Improvements

- Countdown timers
- APS System
- Video vehicle detection
- Bike detection
- Signal phasing for ROR



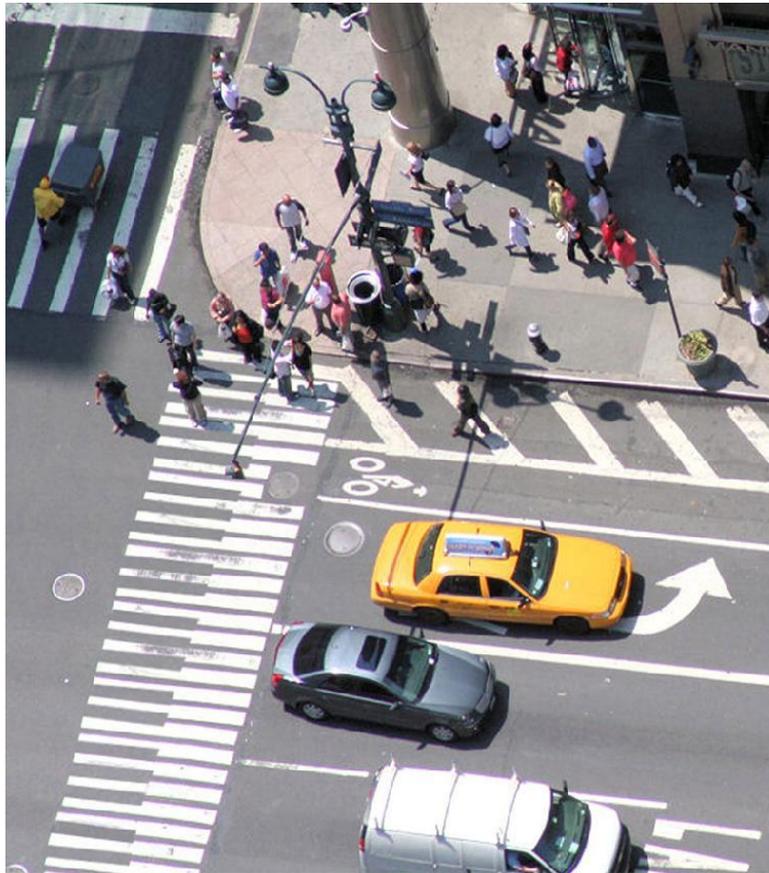


# Potential Improvement - Crosswalk Elements



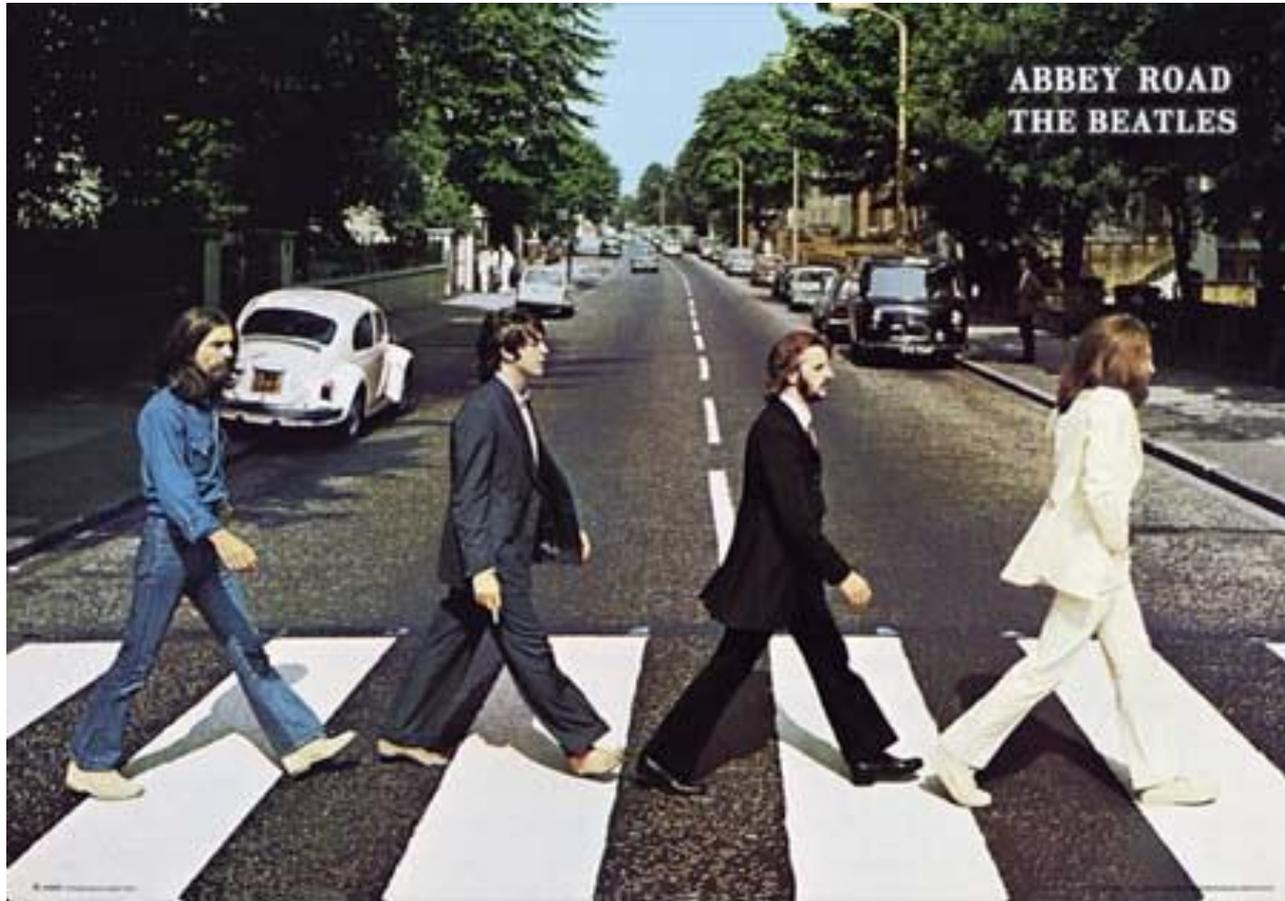


# Potential Improvement - Crosswalk Elements





## Potential Improvement - Crosswalk Elements





## Potential Improvement - Bicycle Elements

### On Road Bike Lanes

- Extend existing lanes where possible
- Plan for future lanes
- Delineates where cyclist are or would be
- Dutch Bike Lane Design (Video)

[http://www.youtube.com/watch?feature=player\\_embedded&v=FlApbxLz6pA](http://www.youtube.com/watch?feature=player_embedded&v=FlApbxLz6pA)





# Potential Improvement Concept

## Summary of Potential Improvements

Improvement Option	Reduces Crossing Distance	Space for Other Uses	Refuge for Pedestrians	Delineation of Crosswalk	Vehicle Speed Reduction	Improves Pedestrian Safety
Narrowing Lanes	●	●				●
Widen Center Median	●		●			●
Crosswalk Enhancements				●	●	●
Intersection Corner Enhancements			●			●
Turning Radii Revisions / Free Right Turn Modification	●		●		●	●
Removing Lanes	●	●				●
Pedestrian Level Lighting						●



## 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



## Project Expectations

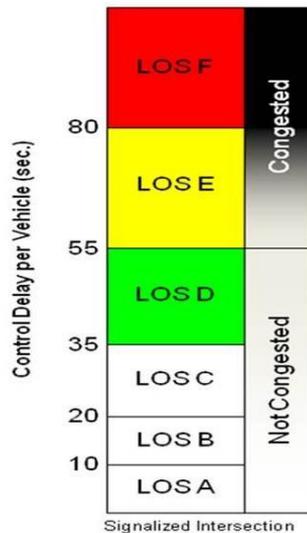
- Balance Operation of Vehicles, Pedestrians and Bicycles

- Traffic Operations

Intersection LOS

Vehicle Delay

Corridor Mobility



- Pedestrian Operations

Space

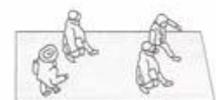
Flow rate

- Bike Operations

Facilities provided

Conflicts

Speed Differential





## Project Expectations

### Project Approvals

MnDOT

Federal Aid

State Aid

Functional Groups (Traffic, Ped/Bike, Planning, Design, ROW, etc) - Review

Hennepin County

City of Edina

Nine Mile Creek Watershed District - Permit

MPCA – Permit



## 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 26 <sup>th</sup> , 2012
Edina Transportation Commission	July 9 <sup>th</sup> , 2012
Edina City Council	July 17 <sup>th</sup> , 2012



## Comments / Questions?

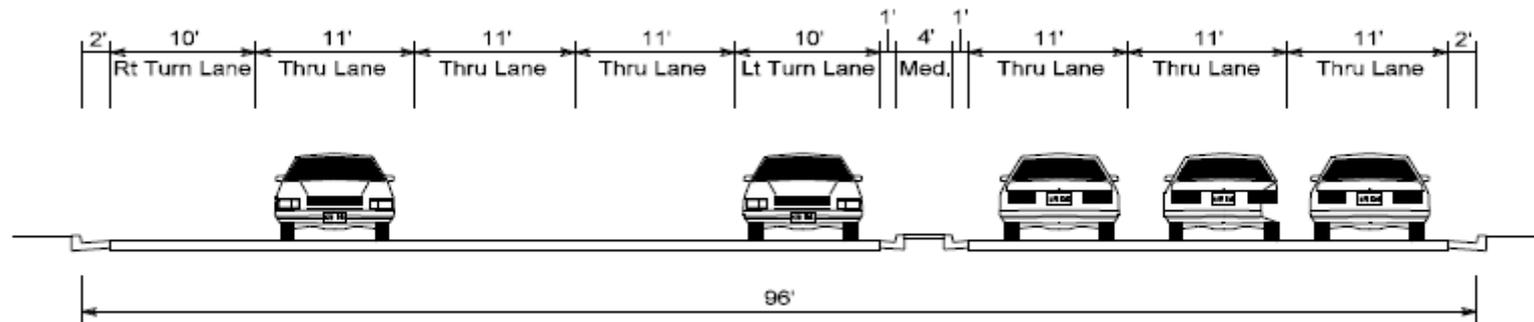


## Project Expectations

### State Aid Rules

Minimum requirements for lane width, medians, etc.

### State Aid Minimum Dimensions

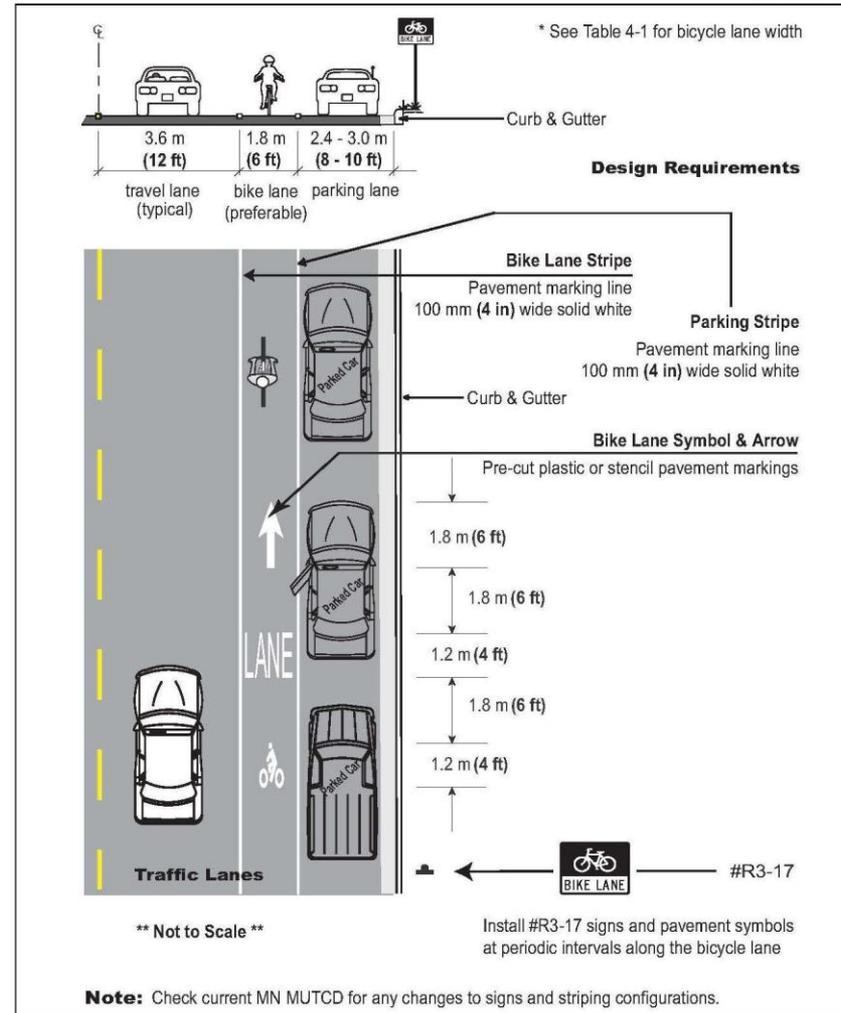


40 mph Roadway > 10,000 ADT  
(Example - North Leg of Intersection with RTL & LTL)



## Project Expectations

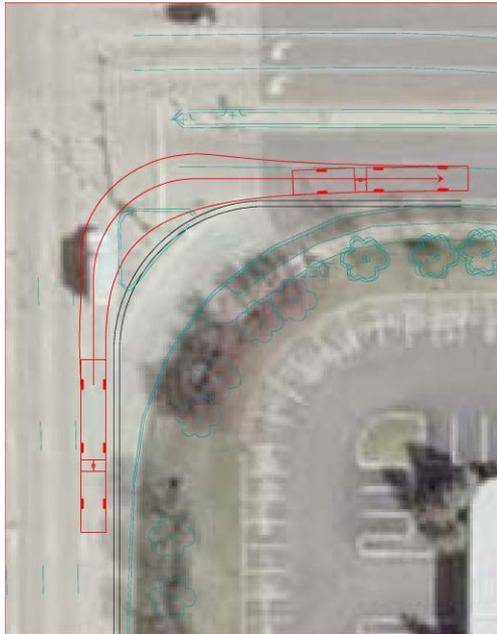
MnDOT Bikeway Design Manual - Minimum requirements for on-road bike lanes





# Project Expectations

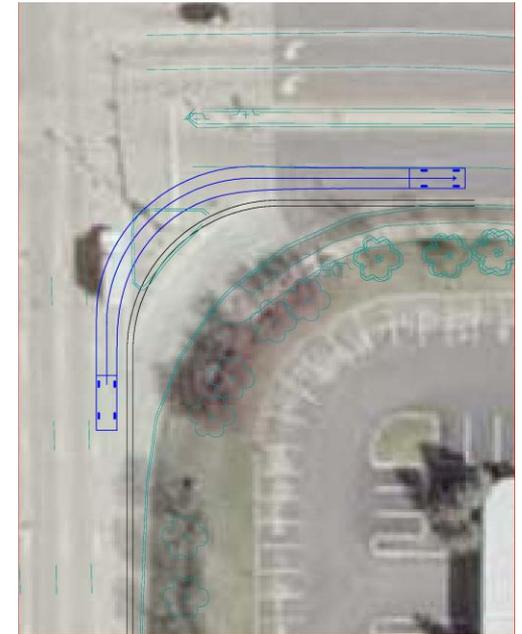
## Turning Radii Design



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
<b>PM Approved.....</b>	<b>October 2012</b>
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
<b>R/W Certificate #1.....</b>	<b>December 2012</b>



## 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
<b>Final Approved Plans .....</b>	<b>March 2013</b>
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