

Route 13 Assessment

70th Street > Parkland > Metro Boulevard > Parkland (Lake Edina)

Overview

Route 13 starts at 70th Street and Nine Mile Creek and follows the creek south. The route is proposed through both parkland and on the west side of Metro Boulevard right-of-way. An easement along the west side of the Gramercy Club may be required. Road reconstruction to remove one lane of parking along Metro Boulevard is proposed. Route 13 includes a new pedestrian and bicyclist bridge over Highway 100 which will connect to parkland on the west side of Lake Edina. Route 13 ends at the Lake Edina parkland.



Route 13 is generally proposed on the west side of Metro Boulevard. The top photograph is representative of Metro Boulevard where parkland does not exist and where road reconstruction is proposed to accommodate the trail. The bottom photograph is representative of parkland areas adjacent to Metro Boulevard and where road reconstruction may not be required to accommodate the trail.



Economic Assessment

Preliminary Construction Estimate:
\$5,600,000

Route 13 Assessment, cont'd

70th Street > Parkland > Metro Boulevard > Parkland (Lake Edina)

Social Assessment

<p>Adjacent Residential Yards</p> <p>Different areas of residential property offer varying levels of privacy and access which may be altered by the trail.</p> <p><i>Number of residential front yards</i> 0</p> <p><i>Number of residential side yards</i> 0</p> <p><i>Number of residential back yards</i> 1</p>	<p>Proximity of Adjacent Homes</p> <p>Homes closer to the proposed trail have greater opportunity for potential trail related impacts (visual, noise, privacy).</p> <p><i>Average distance from house to trail</i> 40'</p> <p><i>Average distance from house to property line</i> 50'</p> <p><i>Number of houses < 25 feet</i> 0</p>
---	--

Technical Assessment

<p>Space Requirements</p> <p>If adequate right-of-way is not available, additional easements or street redesign may be required.</p> <p><i>Proposed street redesign: Remove one lane of parking along Metro Boulevard.</i></p>	<p>Driveway Crossings</p> <p>Each driveway crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.</p> <p><i>Single family driveway crossings</i> 0</p> <p><i>Multi-family driveway crossings</i> 0</p> <p><i>Low turnover commercial crossings</i> 5</p> <p><i>High turnover commercial crossings</i> 2</p> <p><i>Total driveway crossings</i> 7</p>
<p>Road Crossings</p> <p>Each road crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.</p> <p><i>Number of road crossings</i> 2</p> <p><i>Speed limit of roads</i> 2 at 30 mph or less</p> <p><i>Average annual daily traffic</i> 1 at <5,000 vehicles/day</p> <p style="padding-left: 100px;"><i>1 at 5,000 - 6,999 vehicles/day</i></p> <p><i>Functional Class</i> 1 local road</p> <p style="padding-left: 100px;"><i>1 collector road</i></p>	

Route 13 Assessment, cont'd

70th Street > Parkland > Metro Boulevard > Parkland (Lake Edina)

CAT Design Recommendations

Route 13 recommendations include routing the trail along the south and west edge of Metro Boulevard.

Additional CAT Member Narrative

No additional CAT Member comments were received.

This page left intentionally blank.