

Route 19 Assessment

Parkland (Lake Edina) > Fred Richards Golf Course > Parklawn Ave > Gallagher Drive > France Avenue

Overview

Route 19 begins at the Lake Edina parkland and includes three variations all of which are proposed within existing public right-of-way, parkland, or where the City previously obtained permission to locate the trail. The route is proposed within Highway 100 right-of-way from Lake Edina to Burgundy Condos. The route then heads east behind Burgundy Condos to the south side of Fred Richards Golf Course and north side of the Pentagon Park Redevelopment Area to Parklawn Avenue. An easement along Fred Richards Golf Course entrance may be required. Route 19 proposes road reconstruction to remove one parking lane and/or reduce shoulder width along Parklawn Avenue and Gallagher Drive. Trail users will have the option of crossing France Avenue at the existing signal at Gallagher Drive or travel one block north to a planned pedestrian/bicycle bridge. Route 19 ends at France Avenue.

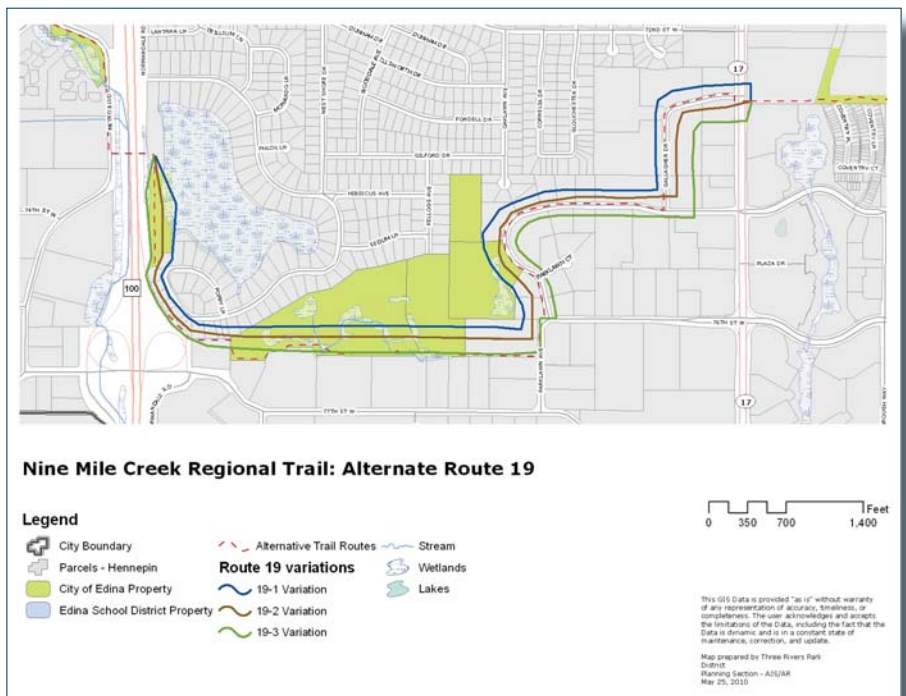
Route 19-1 is proposed along the west side of Parklawn Avenue and west side of Gallagher Drive.

Route 19-2 is proposed along the west side of Parklawn Avenue and east side of Gallagher Drive.

Route 19-3 is proposed along the east side of Parklawn Avenue and east side of Gallagher Drive.



Route 19 proposes utilizing Mn/DOT right-of-way along the Highway 100 on-ramp (top photograph). A physical barrier such as a jersey barrier is proposed between the trail and vehicular traffic. The bottom photograph is representative of Parklawn and Gallagher Drives where the trail is proposed within public right-of-way and in association with road reconstruction to reduce parking or shoulder width on one side of the street.



Economic Assessment

Preliminary Construction Estimate: **19-1** \$2,100,000; **19-2** \$2,100,000; **19-3** \$2,200,000

Route 19- 1 Assessment, cont'd

Parkland (Lake Edina) > Fred Richards Golf Course > Parklawn Ave > Gallagher Drive > France Avenue

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> <table> <tr> <td><i>Number of residential front yards</i></td> <td style="text-align: right;">11</td> </tr> <tr> <td><i>Number of residential side yards</i></td> <td style="text-align: right;">1</td> </tr> <tr> <td><i>Number of residential back yards</i></td> <td style="text-align: right;">15</td> </tr> </table>	<i>Number of residential front yards</i>	11	<i>Number of residential side yards</i>	1	<i>Number of residential back yards</i>	15	<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> <table> <tr> <td><i>Average distance from house to trail</i></td> <td style="text-align: right;">60'</td> </tr> <tr> <td><i>Average distance from house to property line</i></td> <td style="text-align: right;">55'</td> </tr> <tr> <td><i>Number of houses < 25 feet</i></td> <td style="text-align: right;">0</td> </tr> </table>	<i>Average distance from house to trail</i>	60'	<i>Average distance from house to property line</i>	55'	<i>Number of houses < 25 feet</i>	0
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<i>Number of houses < 25 feet</i>	0												

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 and/or reduce shoulder depending on location along Parklawn and Gallagher Drive.</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> <table> <tr> <td><i>Single family driveway crossings</i></td> <td style="text-align: right;">0</td> </tr> <tr> <td><i>Multi-family driveway crossings</i></td> <td style="text-align: right;">20</td> </tr> <tr> <td><i>Low turnover commercial crossings</i></td> <td style="text-align: right;">0</td> </tr> <tr> <td><i>High turnover commercial crossings</i></td> <td style="text-align: right;">3</td> </tr> <tr> <td><i>Total driveway crossings</i></td> <td style="text-align: right;">23</td> </tr> </table>	<i>Single family driveway crossings</i>	0	<i>Multi-family driveway crossings</i>	20	<i>Low turnover commercial crossings</i>	0	<i>High turnover commercial crossings</i>	3	<i>Total driveway crossings</i>	23
<i>Single family driveway crossings</i>	0										
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<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> <table> <tr> <td><i>Number of road crossings</i></td> <td style="text-align: right;">1</td> </tr> <tr> <td><i>Speed limit of roads</i></td> <td style="text-align: right;">1 at 30 - 40 mph</td> </tr> <tr> <td><i>Average annual daily traffic</i></td> <td style="text-align: right;">1 at 9,001 - 47,000 vehicles/day</td> </tr> <tr> <td><i>Functional Class</i></td> <td style="text-align: right;">1 'A' minor arterial (reliever) road</td> </tr> </table>	<i>Number of road crossings</i>	1	<i>Speed limit of roads</i>	1 at 30 - 40 mph	<i>Average annual daily traffic</i>	1 at 9,001 - 47,000 vehicles/day	<i>Functional Class</i>	1 'A' minor arterial (reliever) road			
<i>Number of road crossings</i>	1										
<i>Speed limit of roads</i>	1 at 30 - 40 mph										
<i>Average annual daily traffic</i>	1 at 9,001 - 47,000 vehicles/day										
<i>Functional Class</i>	1 'A' minor arterial (reliever) road										

Route 19- 2 Assessment, cont'd

Parkland (Lake Edina) > Fred Richards Golf Course > Parklawn Ave > Gallagher Drive > France Avenue

Social Assessment

Adjacent Residential Yards		Proximity of Adjacent Homes	
Different areas of residential property offer varying levels of privacy and access which may be altered by the trail.			
<i>Number of residential front yards</i>	10	<i>Average distance from house to trail</i>	60'
<i>Number of residential side yards</i>	1	<i>Average distance from house to property line</i>	55'
<i>Number of residential back yards</i>	15	<i>Number of houses < 25 feet</i>	0

Technical Assessment

Space Requirements		Driveway Crossings	
If adequate right-of-way is not available, additional easements or street redesign may be required.			
<i>Proposed street redesign: Remove one lane of parking and/or reduce shoulder depending on location along Parklawn and Gallagher Drive.</i>			
Each driveway crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.			
<i>Number of road crossings</i>	2	<i>Single family driveway crossings</i>	0
<i>Speed limit of roads</i>	1 at 30 mph or less	<i>Multi-family driveway crossings</i>	18
	1 at 31 - 40 mph	<i>Low turnover commercial crossings</i>	0
<i>Average annual daily traffic</i>	1 at <5,000 vehicles/day	<i>High turnover commercial crossings</i>	2
	1 at 9,001 - 47,000 vehicles/day	<i>Total driveway crossings</i>	18
<i>Functional Class</i>	1 local road		
	1 'A' minor arterial (reliever) road		

Route 19- 3 Assessment, cont'd

Parkland (Lake Edina) > Fred Richards Golf Course > Parklawn Ave > Gallagher Drive > France Avenue

Social Assessment

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Technical Assessment

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Route 19 Assessment, cont'd

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CAT Design Recommendations

Route 19 recommendations include minimizing park/golf course tree impact, minimizing and/or mitigating potential landscaping impacts near apartments and working with landowners when determining final route. Route 19-2 is recommended as it appears to have least impacts. In addition, it is recommended that a barrier be constructed between the trail along Highway 100 and adjacent homes where vegetative screen was previously planted and proposed for removal to accommodate the trail.

Additional CAT Member Narrative

Disclaimer: The views and opinions expressed in the CAT Member Narrative are those of the author and do not reflect the official policy or position of Three Rivers Park District.

"Route 19 Narrative addition:

Route 19 runs between Highway 100 and France Avenue and touches a diverse assortment of property types. Each presents unique challenges. Primary concerns for various segments of Route 19 include:

- 1) From the undeveloped city parkland of Lake Edina south along the MNDOT right of way on Highway 100, the trail abuts residential back yards, raising privacy and safety concerns of the residents.*
- 2) At the Burgundy Place corner, a narrow 90 degree turn with limited visibility will be required. This raises safety concerns for the trail users.*
- 3) Along the south side of the Fred Richard Golf Course there are many mature trees including spruce, oak, and maple. These trees serve as a natural screen between parkland and commercial property. It is hoped that the trees will be saved during trail construction.*
- 4) Parklawn and Gallagher Avenues are home to 21 multi-tenant residential buildings. Along that stretch:
 - a. 78 on-street parking spaces will be lost.*
 - b. Within 8 tenths of a mile the trail will cross between 17 and 21 driveways. 13 to 17 of those (depending on the route) are for the parking lots of high-density residential buildings. The potential for trail user and residential vehicle traffic intersecting seems high.*
 - c. Parklawn and Gallagher Avenues currently have sidewalks and multiple bus stops. The residents would like the trail cleared in the winter to allow access to the bus stops and parking areas. This would be an additional cost to the City of Edina as Three Rivers Park District does not maintain the trail in the winter."**

- Nancy Crain, Segment 19 Representative

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