

# Route 3 Assessment

Londonderry Drive > Lincoln Drive > Vernon Avenue > Gleason Road

## Overview

Route 3 begins at the intersection of Lincoln and Londonderry Drives and heads south on the east side of Lincoln Drive and then east on the north side of Vernon Avenue within existing road right-of-way. Road reconstruction is proposed around Langford Drive and between Habitat Court and Walnut Drive to reduce shoulder width and/or remove one parking lane and minimize potential impacts to adjacent properties. Route 3 ends at Gleason Road.



The above photograph illustrates Lincoln Road near United Health. The trail is proposed on the east side of the road.



This photograph (courtesy of Bob Schwartzbauer) is taken along Lincoln Avenue near the Highway 169 and 62 interchange. The trail is proposed on the east side of the road in this location.



**Nine Mile Creek Regional Trail: Alternate Route 3**

### Legend

- City Boundaries
- Parcels - Hennepin
- City of Edina Property
- Edina School District Property
- Selected Route
- Alternative Trail Routes
- Stream
- Wetlands
- Lakes

0 275 550 1,100 Feet

This GIS Data is provided "as is" without warranty of any representation of accuracy, timeliness, or completeness. The user acknowledges and accepts the limitations of the Data, including the fact that the Data is dynamic and is in a constant state of maintenance, correction, and update.  
Map prepared by Three Rivers Park District Planning Section - ASJ/AB  
May 25, 2010

## Economic Assessment

Preliminary Construction Estimate: \$1,600,000

# Route 3 Assessment, cont'd

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## 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.		Homes closer to the proposed trail have greater opportunity for potential trail related impacts (visual, noise, privacy).	
<i>Number of residential front yards</i>	9	<i>Average distance from house to trail</i>	45'
<i>Number of residential side yards</i>	9	<i>Average distance from house to property line</i>	40'
<i>Number of residential back yards</i>	4	<i>Number of houses &lt; 25 feet</i>	4

## Technical Assessment

Space Requirements		Driveway Crossings	
If adequate right-of-way is not available, additional easements or street redesign may be required.		Each driveway crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.	
<i>Proposed street redesign: Reduce shoulder width near Langford Court and remove one lane of parking between Habitat Court and Walnut Drive.</i>		<i>Single family driveway crossings</i>	7
		<i>Multi-family driveway crossings</i>	2
		<i>Low turnover commercial crossings</i>	1
		<i>High turnover commercial crossings</i>	1
		<i>Total driveway crossings</i>	11
Road Crossings			
Each road crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.			
<i>Number of road crossings</i>	8		
<i>Speed limit of roads</i>	8 at 30 mph or less		
<i>Average annual daily traffic</i>	7 at <5,000 vehicles/day		
	1 at 7,000 -		
	9,000 vehicles/day		
<i>Functional Class</i>	7 local roads		
	1 collector road		

# Route 3 Assessment, cont'd

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### CAT Design Recommendations

Route 3 recommendations include replacing trees/natural buffers that may be impacted, addressing the lack of pedestrian crossings at Gleason Road, and using right-of-way as much as possible. The west side of Lincoln Drive, south side of Vernon Avenue, and variations including either option were eliminated from further study due to the presence of limited right-of-way, steep roadside embankment, drainage ditch, and safety of crossing a collector street mid-block.

### 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.

*"Segment 3 is an all-on-road route. It will run along Lincoln Drive, which becomes Vernon Ave. about one-half (1/2) way through the route. It will run along side Lincoln Drive and Vernon Ave. Lincoln Drive/Vernon Ave. is a collector roadway, meaning it is more heavily trafficked than most streets in Edina. Although the speed limit is 30 m.p.h., virtually everyone exceeds that speed. At least 3 bus routes use this road, including Edina Public Schools buses. The trail will replace the existing sidewalk that runs nearly the entire length of the segment. The trail will abut the streets that are the only access and egress from United Healthcare's headquarters where approximately 1100 cars enter and leave five days per week. Every one of those cars will have to cross the trail twice per day. At least 600 people live in condos and houses along this route. Many, if not most, are senior citizens. Any of those residents who leave their homes will have to cross the trail. In this segment, the trail will intersect with 8 streets and at least 11 driveways. To deal with this safety problem, the Park District plans to erect 8 stop signs for bicyclists. That means that if the cyclist stops, (s)he must stop every 0.15 miles on average. Safety is a major concern of everyone living in this segment that I've spoken to.*

*Of course, the trail in segment 3 will abut over 30 homes that are about only 60 feet from the trail, on average. Four homes will be within 25 feet of the trail. For those homeowners who look out their windows, up to an estimated 500,000 bicyclist and walkers will appear to be passing through their living rooms. The trail will abut at least 9 front yards, 14 side yards and 9 back yards. Many of the homeowners along this route have added landscaping consisting of trees, shrubs etc. that provide a screen from the passing traffic and the traffic on Hwy-62. Approximately 130 trees, at least six (6) inches in diameter, including 25 year-old pines and other landscaping will be destroyed. Those cannot not be replaced."*

*- Robert Schwartzbauer, Segment 3 Representative*

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