Welcome!

Blake Road Corridor Study

Public Open House #1

Study Partners:

Hopkins minnesota

City of Edina, Minnesota

St. Louis Park Minnesota

Hennepin

Three Rivers Park District

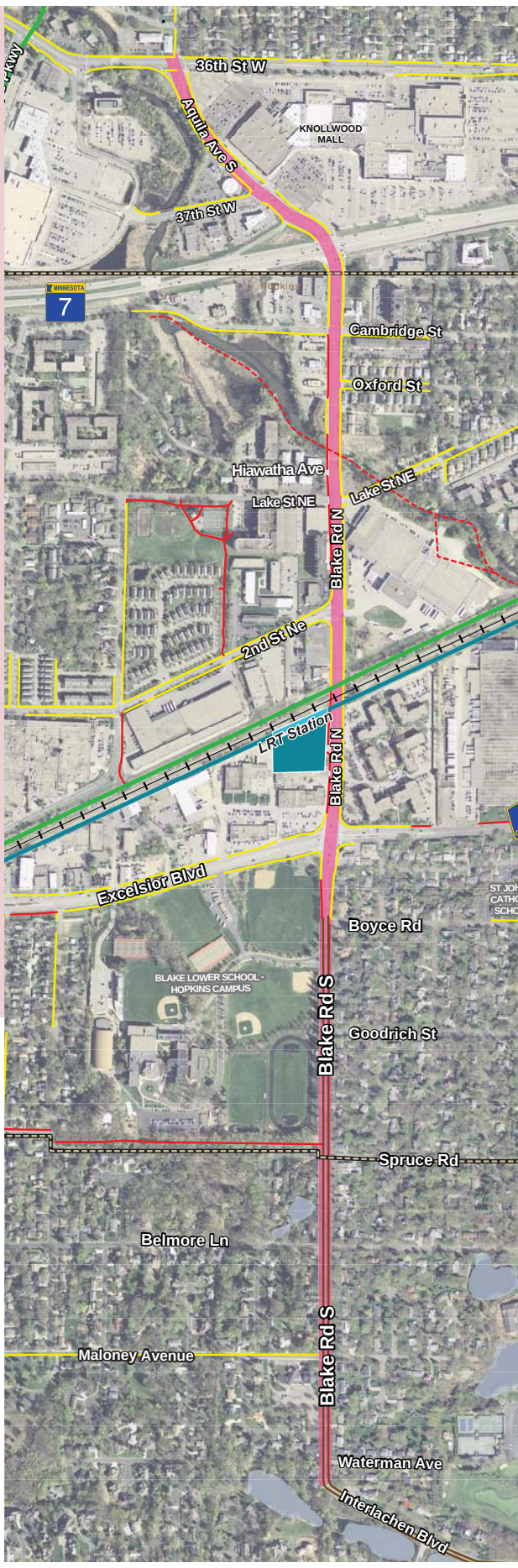
Minnehaha Creek Watershed District — Quality of Water Quality of Life

Minnesota Department of Transportation

Project Background

The purpose of this open house is to collect input on transportation needs and problems on Blake Road/Aquila Ave between 36th Street and Interlachen Boulevard in the Cities of St. Louis Park, Hopkins and Edina. The study will address opportunities to:

- Provide better transportation accommodations for pedestrians, bicyclists and bus transit
- Provide better connections and access to the planned light rail station at Blake Road and 2nd Street for all modes
- Provide better connections and access to adjacent neighborhoods, commercial nodes, schools and recreational facilities
- Provide transportation infrastructure to support redevelopment in and near the corridor that will enhance economic growth, community connectivity, and residential diversity



This planning study will provide study partners with a framework for addressing existing and future problems along the corridor. Study recommendations will be used to seek funding for improvements from local, state, and federal sources.

Study Partners:

Hopkins minnesota · City of Edina, Minnesota · St. Louis Park Minnesota · Hennepin · Three Rivers Park District · Minnehaha Creek Watershed District · Minnesota Department of Transportation

In coordination with the Southwest Light Rail Project Office

Blake Road Corridor Study

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Study Goals

Draft goals have been developed to guide the study. These goals will be used for developing and evaluating alternatives.

Goals

- Facilitate access to the future Southwest LRT Blake Road station for residents/workers in Hopkins, St. Louis Park, and Edina
- Create a corridor that is comfortable, safe, and functional for all users: pedestrians, bicyclists, motor vehicles, freight, and transit
- Facilitate redevelopment and support a vibrant corridor
- Improve access to and connectivity across TH 7
- Protect and enhance natural resources adjacent to the corridor, including Minnehaha Creek
- Improve connections between the corridor and adjacent neighborhoods, parks, and trails
- Improve connections to Minnehaha Creek corridor

Public and Agency Participation Approach

Open House Meetings

Project Web Site
www.hopkinsmn.com

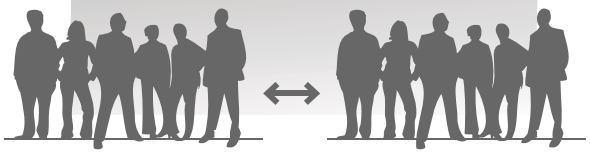
City Council Meetings

Gather input, inform and aim to understand the full range of stakeholder concerns

Technical Advisory Group Meetings*

Agency Coordination

Neighborhood and Business Owner Meetings



***Technical Advisory Group Members:**

Steve Stadler - Hopkins
Meg Beekman - Hopkins
Nate Stanley - Hopkins
Michael Mornson - Hopkins
Phil Elkin - St. Louis Park
Sean Walther - St. Louis Park
Mark Nolan - Edina
Chad Ellos - Hennepin County
Katie Walker - Hennepin County
James Wisker - Minnehaha Creek Watershed District
Randy Newton - SW LRT Project Office
Ryan Kronzer - SW LRT Project Office
Josh Bowe - Three Rivers Park District
April Crockett - MnDOT

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Study Schedule

Task	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb
1 Project Management	■	■	■	■	■	■	■	■	■	■	■	■
2 Public Involvement												
TAC Meetings	★	★	★	★	★	★	★	★		★	★	
Public Meetings				★			★		★			
City Council						★		★				
Community Works Steering Committee						★						
Maintain Project Website		■	■	■	■	■	■	■	■	■	■	■
Coordination with Blake Road Corridor Collaborative				★		★						
Coordination with Corridor Businesses				★		★						
3 Data Collection	■	■	■									
4 Document Existing and Future Traffic	■	■	■									
5 Identify Corridor Goals and Objectives	■	■	■									
6 Alternatives Development		■	■	■	■	■						
7 Evaluation and Selection of Preferred Alternative					■	■	■	■	■			
8 Implementation Plan								■	■	■		
9 Prepare Final Report										■	■	■

Recommendations
from Previous Plans and Studies



Hopkins Comprehensive Plan

- Improve adequacy and safety of pedestrian facilities between Excelsior Boulevard and Highway 7
- Seek funding for trail along Blake Road
- Encourage redevelopment in the Blake Road Corridor: commercial, office, and residential
- Improve connectivity to Minnehaha Creek and Cottageville Park

Blake Road Corridor Community Assessment

Areas of Concern

- Crime and safety
- Limited recreational programming
- Absence of an accessible, high-quality community center or park
- Poor lighting and unsafe walking areas

Blake Road Corridor Small Area Plan

- Enhance and connect green and open space: Cottageville Park, Minnehaha Creek, and Strong Pedestrian/Bike Trails
- Pursue redevelopment opportunities at Hopkins Cold Storage Site, Cottageville Park, and future LRT station
- Improve streetscaping on Blake Road
- Concentrate mixed use development near future LRT station

Transitional Station Area Action Plan:

SWLRT Opening Day Improvements

- Improve walking environment along Blake Road, Excelsior Boulevard, and 2nd Street by adding planted boulevards, pedestrian-scale lighting, and street furniture
- Improve pedestrian connections to Cedar Lake Regional Trail
- Improve pedestrian crossings of Blake Road
- Stripe on-street bike lanes on Blake Road
- Reconstruct Cedar Lake Regional Trail under Blake Road
- Provide new bus facilities to connect bus routes with SW LRT station
- Build a new east-west road following the south edge of the LRT line and connecting Blake Road to Pierce Avenue, and install new traffic signal at Pierce Avenue and Excelsior Boulevard
- Support redevelopment: higher-density employment and residential
- Improve filtration of stormwater as it enters Minnehaha Creek

Improvements
to be considered in corridor alternatives

Bicycle and pedestrian

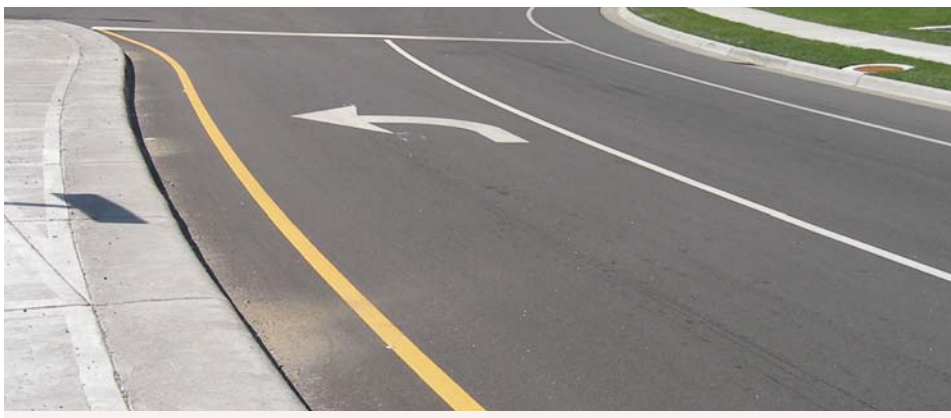
- Bicycle facilities
- Sidewalks
- Safety
- Pedestrian/bicycle crossings of Blake Road
- Pedestrian/bicycle crossings of TH 7
- Access to Cedar Lake Regional Trail
- Grade separation of Cedar Lake Regional Trail and Blake Road
- Grade separation of future trail along Minnehaha Creek (underneath Blake Road bridge over Minnehaha Creek)

Transit

- Bus stop locations/facilities
- Bus transit facilities
- Access to future SW LRT station

Environmental and Streetscaping

- Access to Minnehaha Creek
- Stormwater
- Landscaping
- Lighting
- Utilities (overhead/underground)

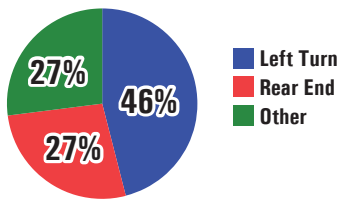


Traffic and roadway design

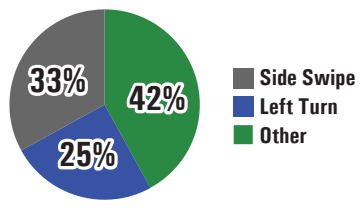
- Future traffic volumes
- Number of lanes
- Turn lanes
- Lane widths
- Need for center medians
- Median width (if determined needed)
- Parking
- Overall cross-section width
- Intersection operations
- Right of way acquisition
- Safety
- Need for widening or replacement of bridge over Minnehaha Creek
- Grade separation of TH 7 and Blake Road/Aquila
- Access to Blake Road/Aquila Avenue for vehicles and pedestrians
- Passenger drop off at future SW LRT station

Crashes: Intersections
2011-2013

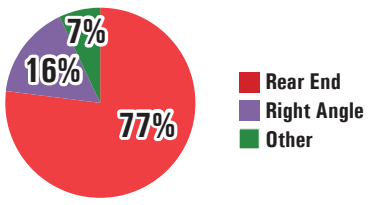
36th St:
11 crashes



37th St:
12 crashes

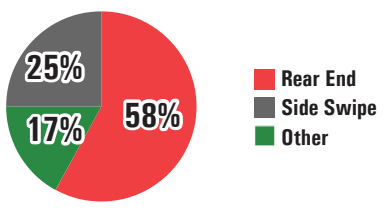


TH 7:
60 crashes

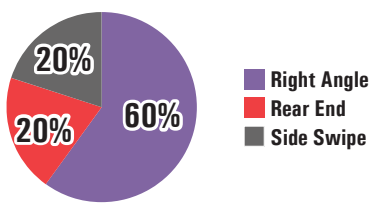


Crashes Involving Pedestrians: 2

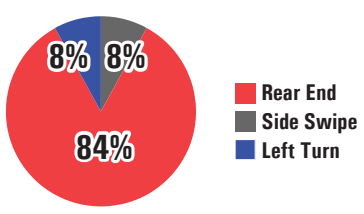
Cambridge St:
12 crashes

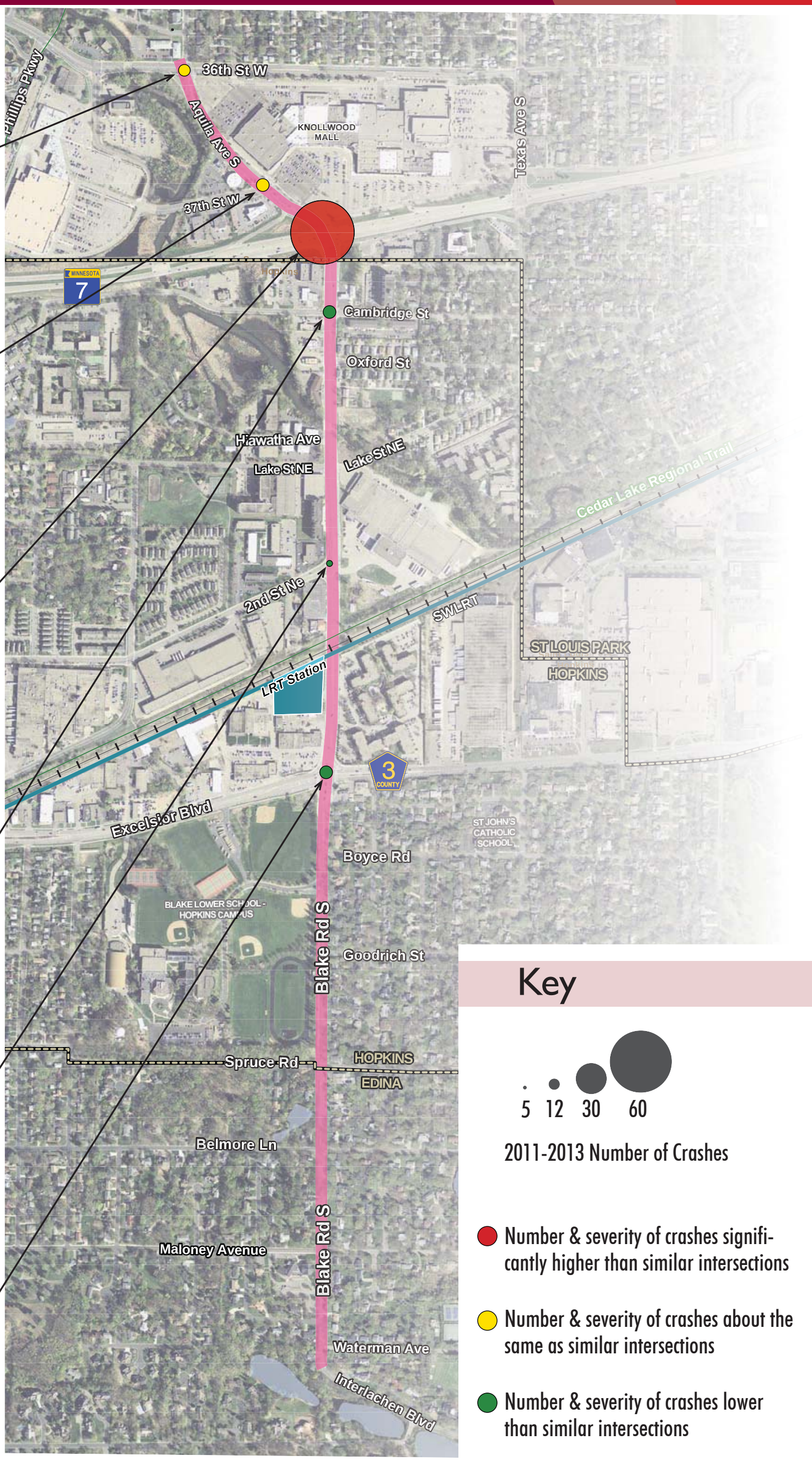


2nd St:
5 crashes



Excelsior Boulevard:
12 crashes





Key

2011-2013 Number of Crashes

- Number & severity of crashes significantly higher than similar intersections
- Number & severity of crashes about the same as similar intersections
- Number & severity of crashes lower than similar intersections

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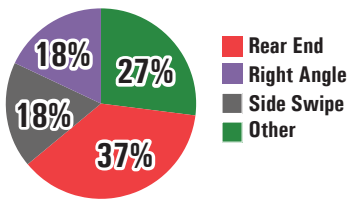
Crashes: Segments
2011-2013

36th St - 37th St:
1 crash (Right Angle)

37th St - TH 7:
0 crashes

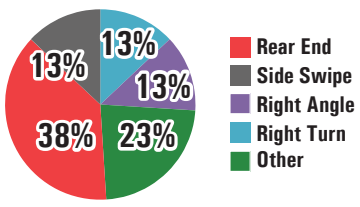
TH 7 - Cambridge St:
1 crash (Side Swipe)

Cambridge St - 2nd St:
11 crashes



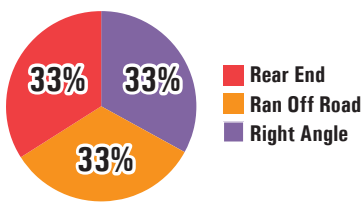
Crashes Involving Bicyclists: 2

2nd St - Excelsior:
8 crashes

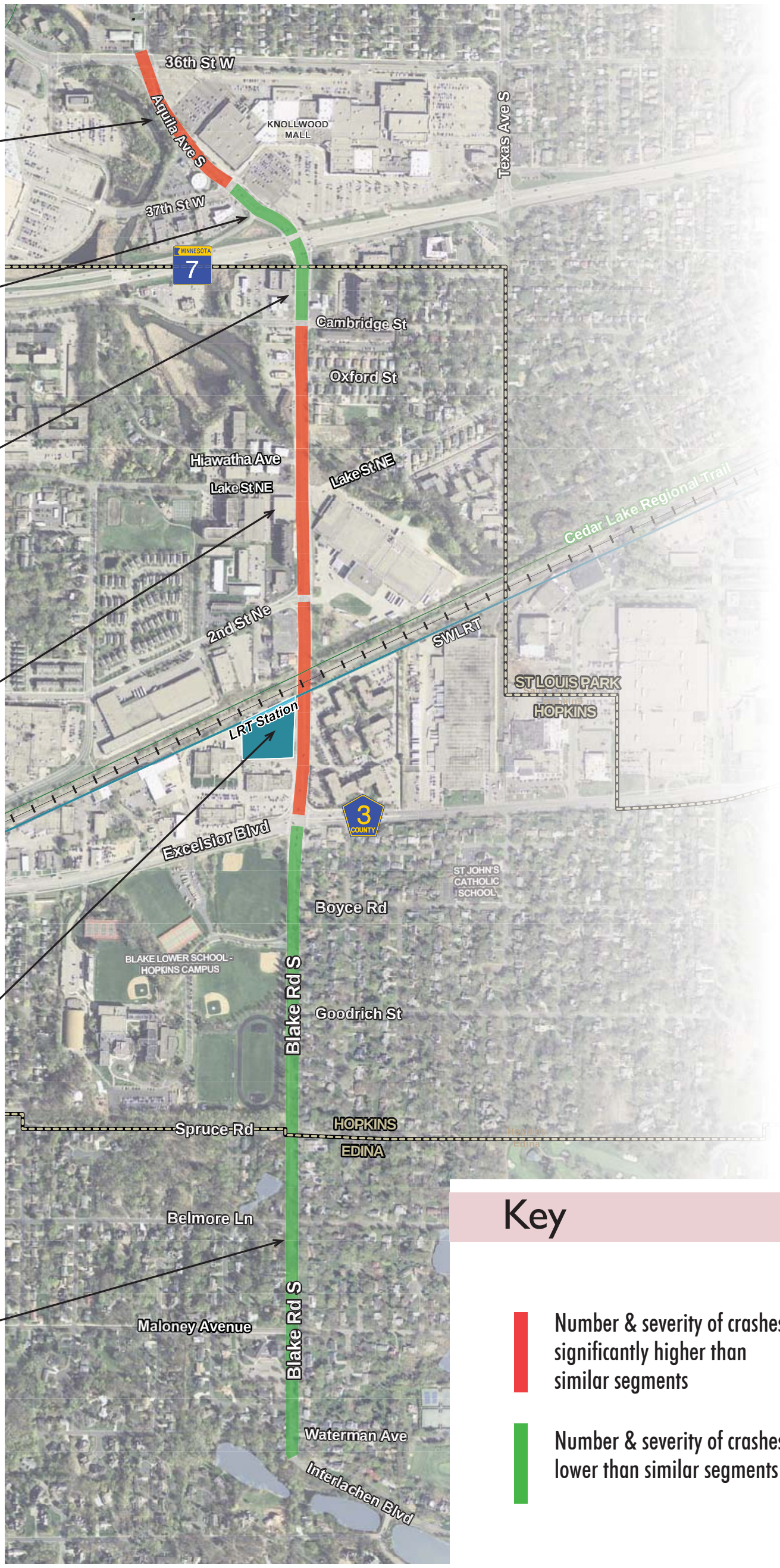


Crashes Involving Pedestrians: 1

Excelsior - Interlachen Blvd:
3 crashes



Crashes Involving Bicyclists: 1



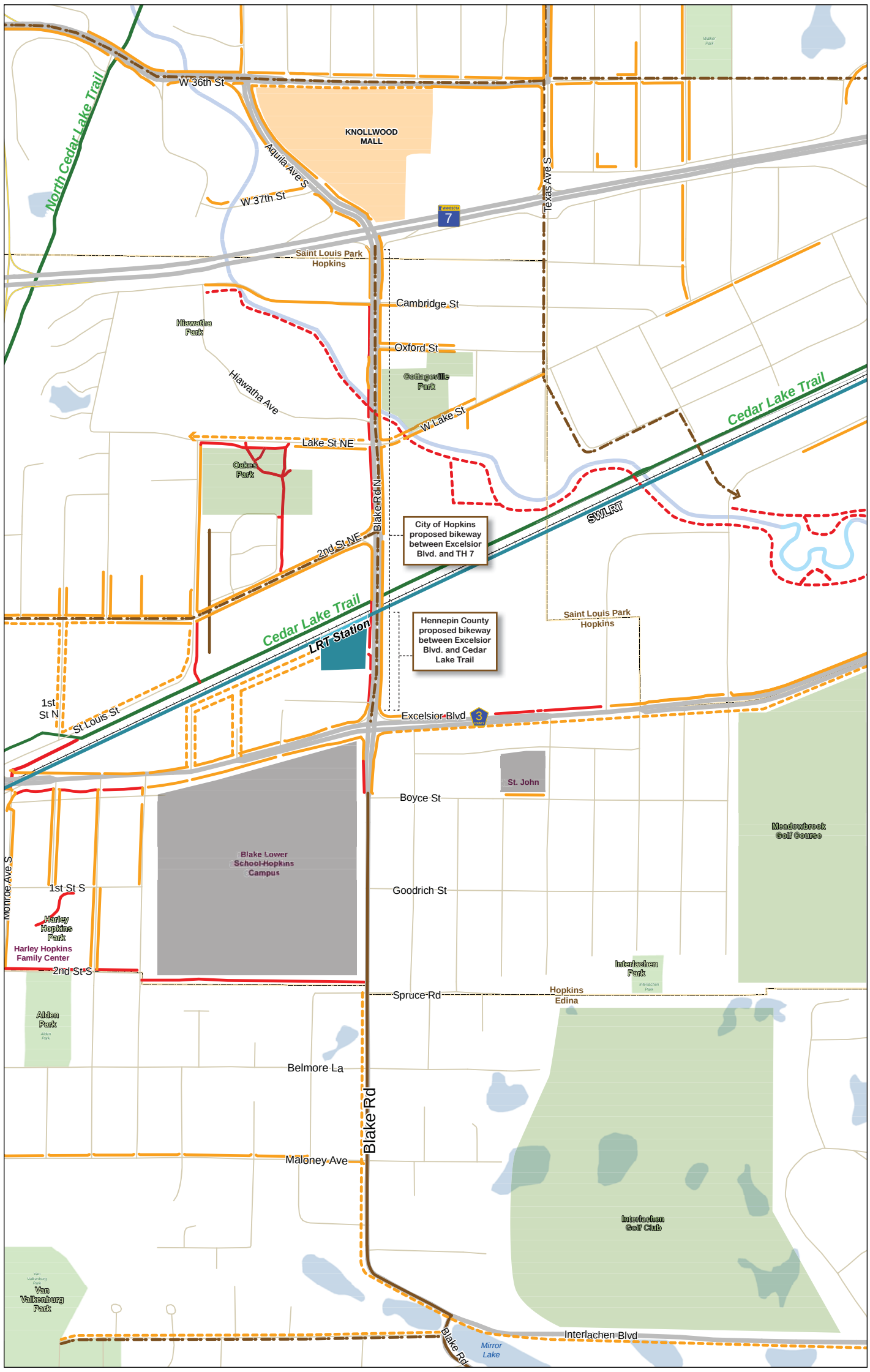
Key

Number & severity of crashes significantly higher than similar segments

Number & severity of crashes lower than similar segments

Blake Road Corridor Study

Trails, Sidewalks, and Bikeways



Key:

- Existing Regional Trail
- Existing Local Trail
- Proposed Trail
- Existing Sidewalks
- Proposed Sidewalks
- On-Street Bike Lane
- Proposed On-Street Bike Lane
- Railroad

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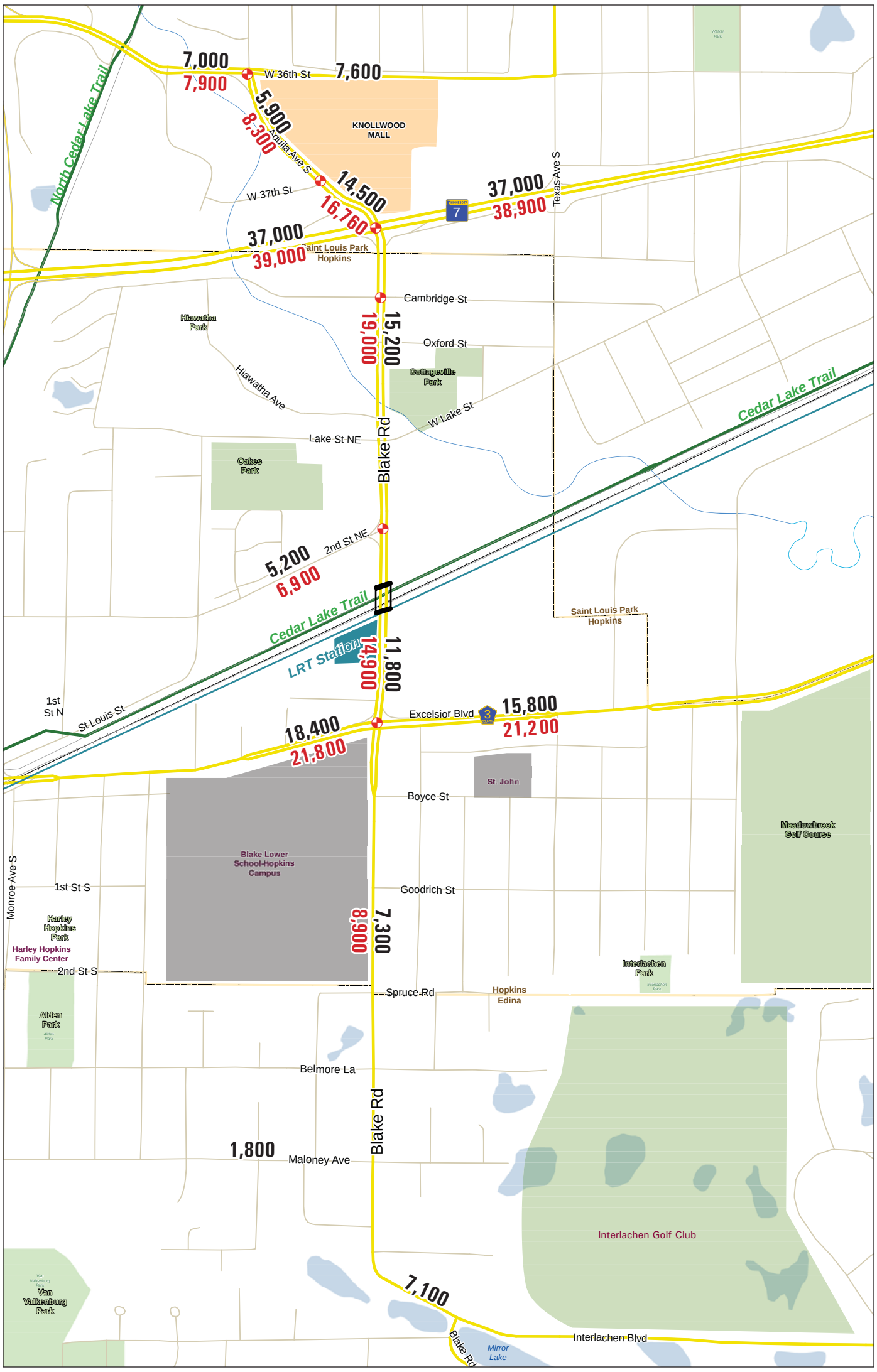
Traffic Control & Volumes

Existing & Forecast



Key:

2010/2011 Annual Average Daily Traffic Volume (ADT)

2035 Forecasted Average Daily Traffic Volume (ADT)

based on anticipated land use & development

Traffic Signal

Gated Railroad Crossing

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Level of Service
Intersections

36th St:

AM Level of Service	Existing	Future
Overall	**A**	**A**
North Bound	A	A
South Bound	A	A
East Bound	A	A
West Bound	B	B

PM Level of Service	Existing	Future
Overall	**A**	**A**
North Bound	A	A
South Bound	A	A
East Bound	A	A
West Bound	B	B

37th St:

AM Level of Service	Existing	Future
Overall	**A**	**B**
North Bound	A	A
South Bound	A	A
East Bound	B	B
West Bound	C	D

PM Level of Service	Existing	Future
Overall	**B**	**B**
North Bound	A	A
South Bound	C	C
East Bound	B	B
West Bound	E	E

TH 7:

AM Level of Service	Existing	Future
Overall	**C**	**D**
North Bound	D	E
South Bound	D	F
East Bound	C	D
West Bound	C	D

PM Level of Service	Existing	Future
Overall	**E**	**F**
North Bound	E	F
South Bound	F	F
East Bound	D	F
West Bound	D	E

Cambridge St:

AM Level of Service	Existing	Future
Overall	**B**	**B**
North Bound	B	A
South Bound	B	B
East Bound	C	C
West Bound	C	C

PM Level of Service	Existing	Future
Overall	**B**	**B**
North Bound	B	B
South Bound	C	C
East Bound	B	D
West Bound	E	B

Lake St:

AM Level of Service	Existing	Future
East Bound	C	C
West Bound	C	C

PM Level of Service	Existing	Future
East Bound	B	F
West Bound	E	F

2nd St:

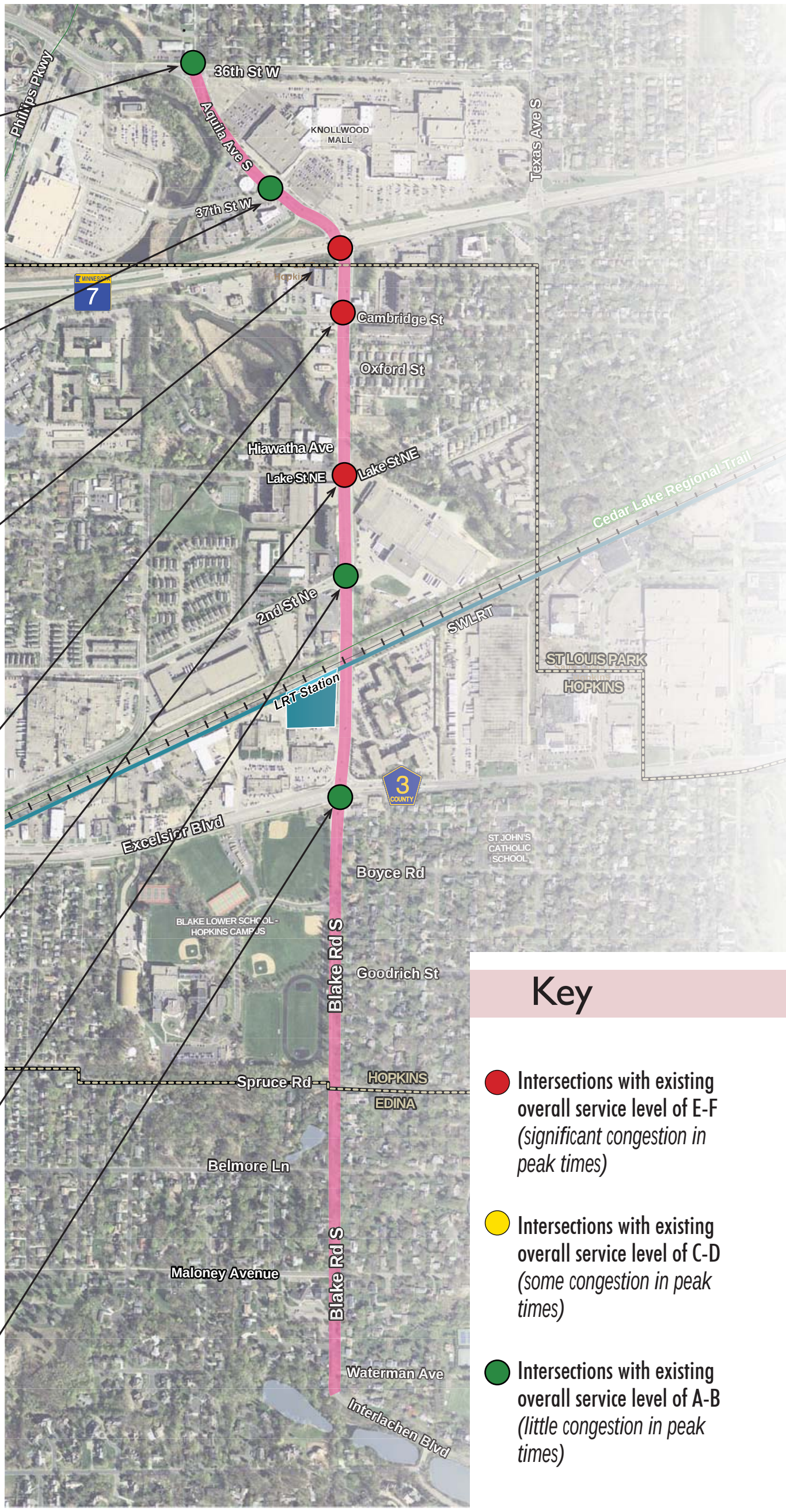
AM Level of Service	Existing	Future
Overall	**B**	**B**
North Bound	B	B
South Bound	A	A
East Bound	C	C
West Bound	C	C

PM Level of Service	Existing	Future
Overall	**B**	**C**
North Bound	A	B
South Bound	B	C
East Bound	C	C
West Bound	E	B

Excelsior Boulevard:

AM Level of Service	Existing	Future
Overall	**C**	**C**
North Bound	D	D
South Bound	C	C
East Bound	C	C
West Bound	C	C

PM Level of Service	Existing	Future
Overall	**C**	**C**
North Bound	D	D
South Bound	C	C
East Bound	C	C
West Bound	C	C



Key

- Intersections with existing overall service level of E-F *(significant congestion in peak times)*
- Intersections with existing overall service level of C-D *(some congestion in peak times)*
- Intersections with existing overall service level of A-B *(little congestion in peak times)*

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Level of Service
Segments

36th St - 37th St:
4-lane divided with turn lanes

Existing	Future
A	A

37th St - TH 7:
4-lane divided with turn lanes

Existing	Future
B	B

Due to the proximity of traffic signals, intersection level of service is more representative of this operation of this segment.

TH 7 - 2nd St:
4-lane undivided with turn lanes

Existing	Future
C	D

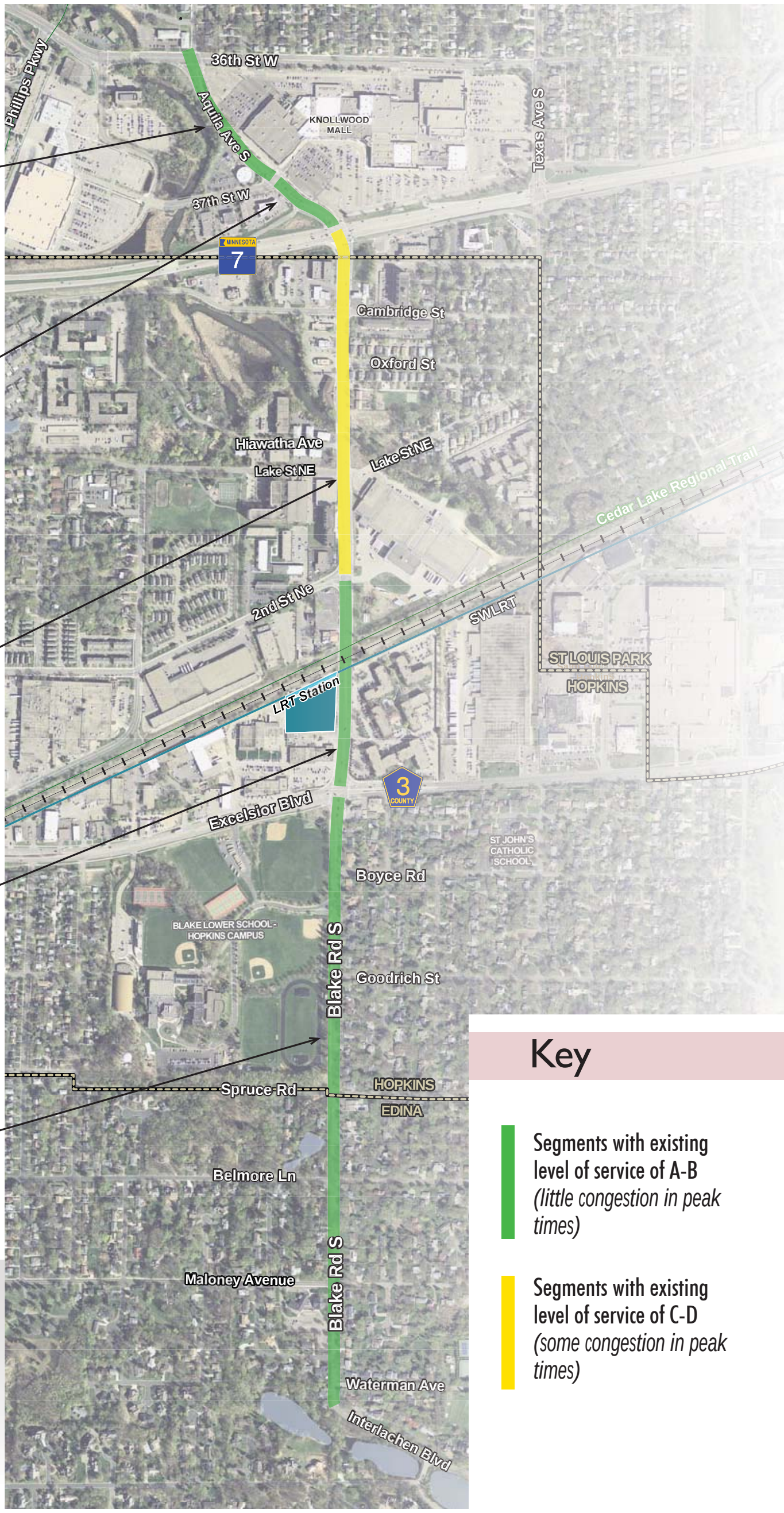
2nd St - Excelsior:
4-lane undivided with turn lanes

Existing	Future
A	A

Segment level of service does not consider at-grade railroad crossing

Excelsior - Interlachen Blvd:
2-lane without turn lanes

Existing	Future
B	D



Corridor Capacity:

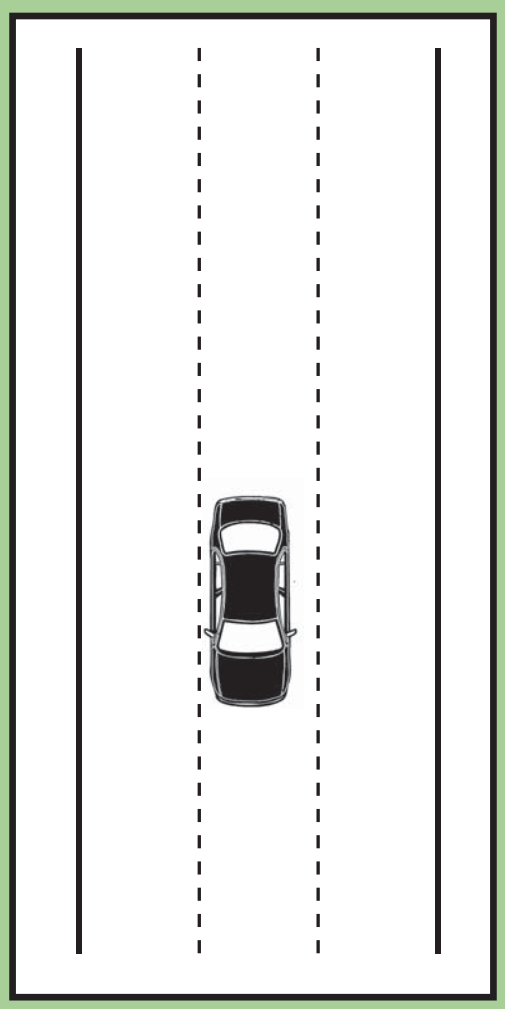
Type of roadway	Annual Average Daily Traffic (AADT)
2-lane without turn lanes	8,000 - 10,000
2-lane with turn lanes/3 lane	14,000 - 17,000
4-lane undivided with turn lanes	18,000 - 22,000
4-lane divided with turn lanes	28,000 - 32,000

Key

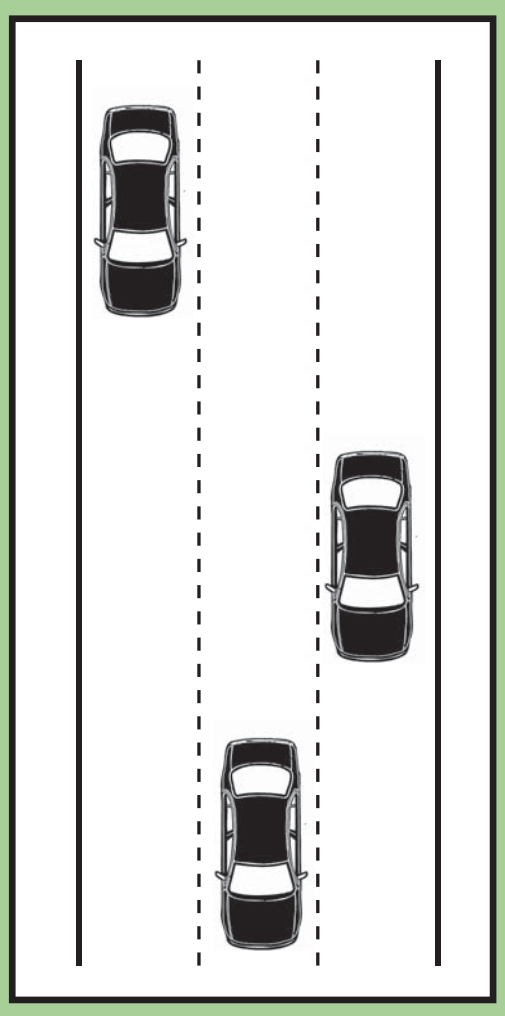
Segments with existing level of service of A-B *(little congestion in peak times)*

Segments with existing level of service of C-D *(some congestion in peak times)*

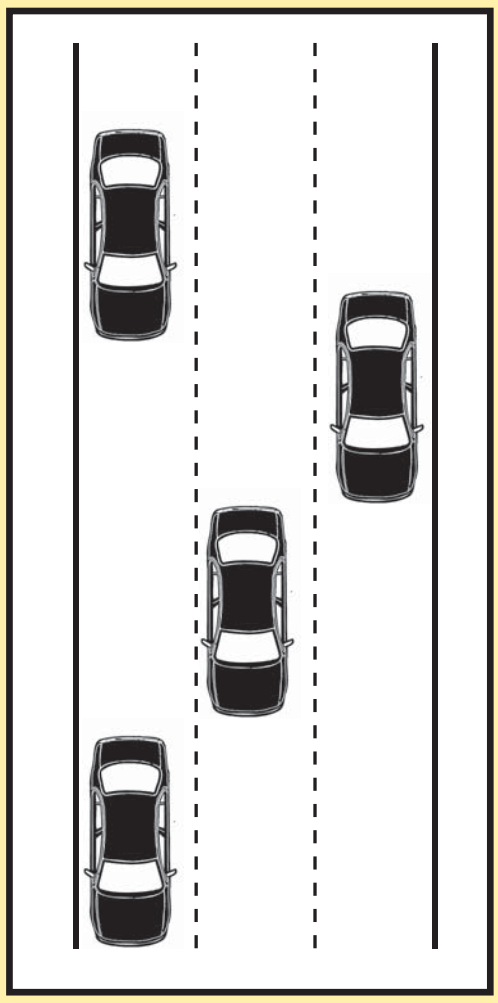
Level of Service



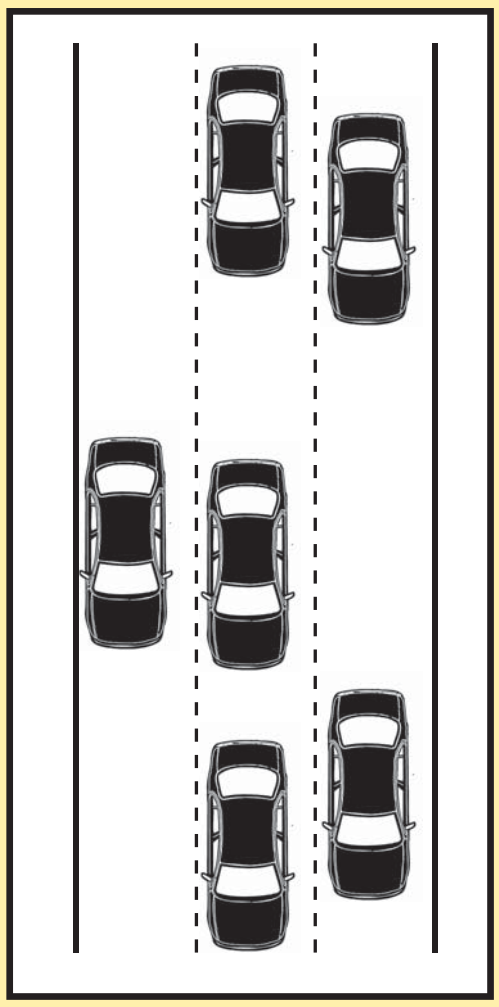
Level of Service **A**



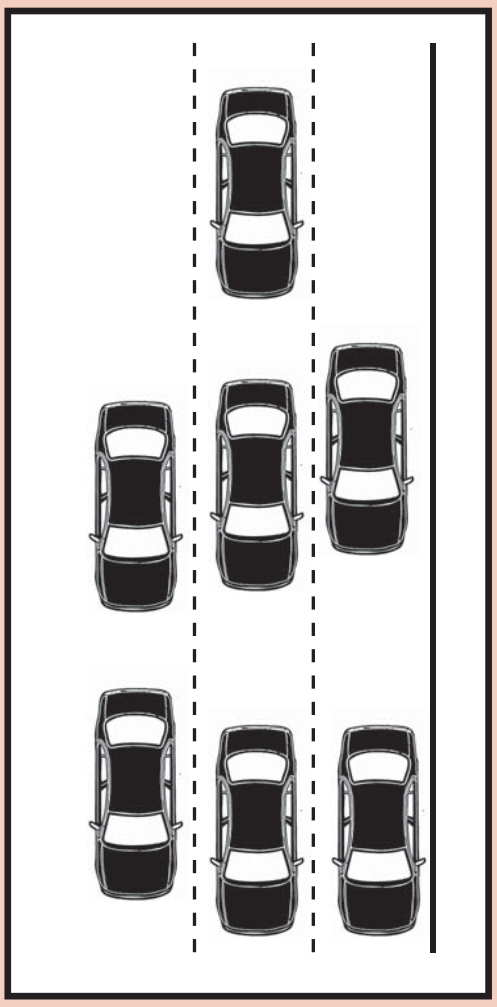
Level of Service **B**



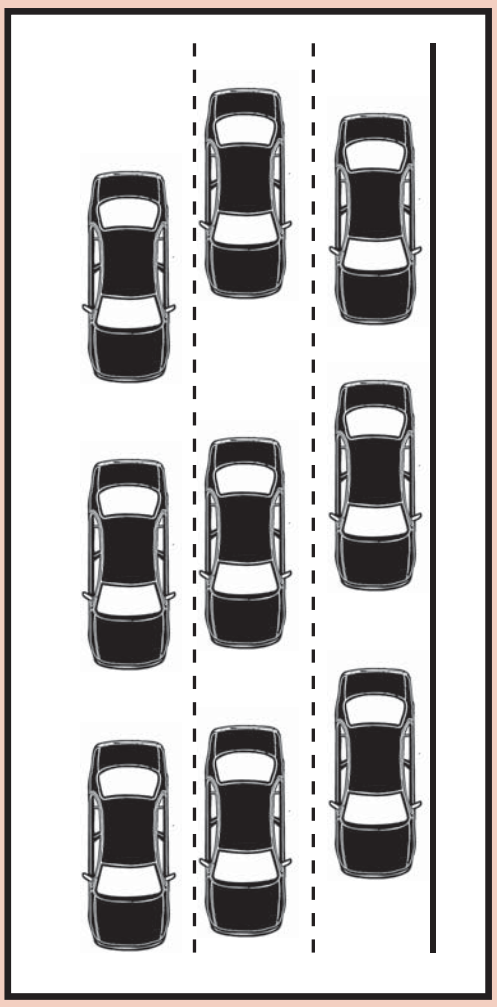
Level of Service **C**



Level of Service **D**



Level of Service **E**



Level of Service **F**

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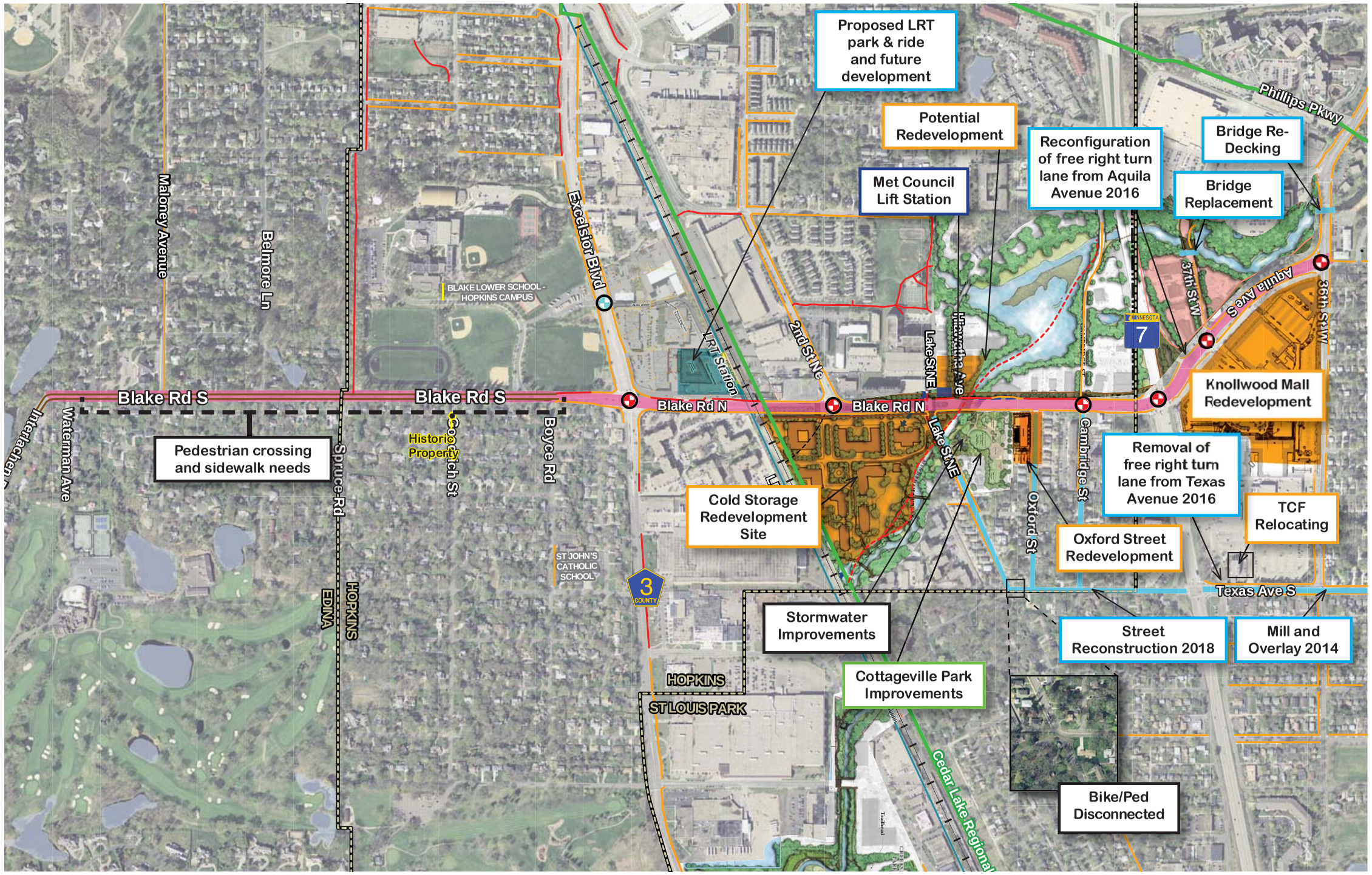
Blake Road Corridor Study:

Opportunities and Constraints



KEY

- Project Study Area
- Redevelopment Site
- Signals
- Proposed Signal
- Bituminous Path
- Existing Sidewalks
- Existing Regional Trail
- Proposed Trail
- On Street Bike Lane
- Municipal Boundary
- Railroad