

VICTORY NEIGHBORHOOD PEDESTRIAN NEEDS ANALYSIS AND STRATEGIC PLAN

Wenck File #2140-01

Prepared for:

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1.0 SUMMARY

The firms of Wenck Associates and Damon Farber Associates prepared a strategic plan for improvements to the intersection of Penn Avenue N., 44th Avenue N. and Osseo Road in Minneapolis, Minnesota on behalf of the Victory Neighborhood Association. This strategic plan is the result of a study conducted to investigate measures to improve the pedestrian friendliness and neighborhood character at the intersection. The study culminated in the development of a recommended plan for roadway, traffic control, traffic calming and streetscaping improvements for the intersection.

A set of ten objectives were established that account for major interests of the Victory Neighborhood Association, Metro Transit, Hennepin County, City of Minneapolis and local business owners and residents. With consideration for those objectives, a rigorous analysis was performed, including data collection, review of existing policies and planned improvements and traffic analysis to develop a recommended plan that would improve pedestrian and traffic conditions in the study area.

The recommended strategic plan includes the following elements:

- Roadway reconstruction.
- Pedestrian and traffic control improvements.
- Transit considerations.
- Streetscape improvements.
- Bicycle considerations.
- Cost estimate.
- Phasing of improvements and ongoing maintenance.

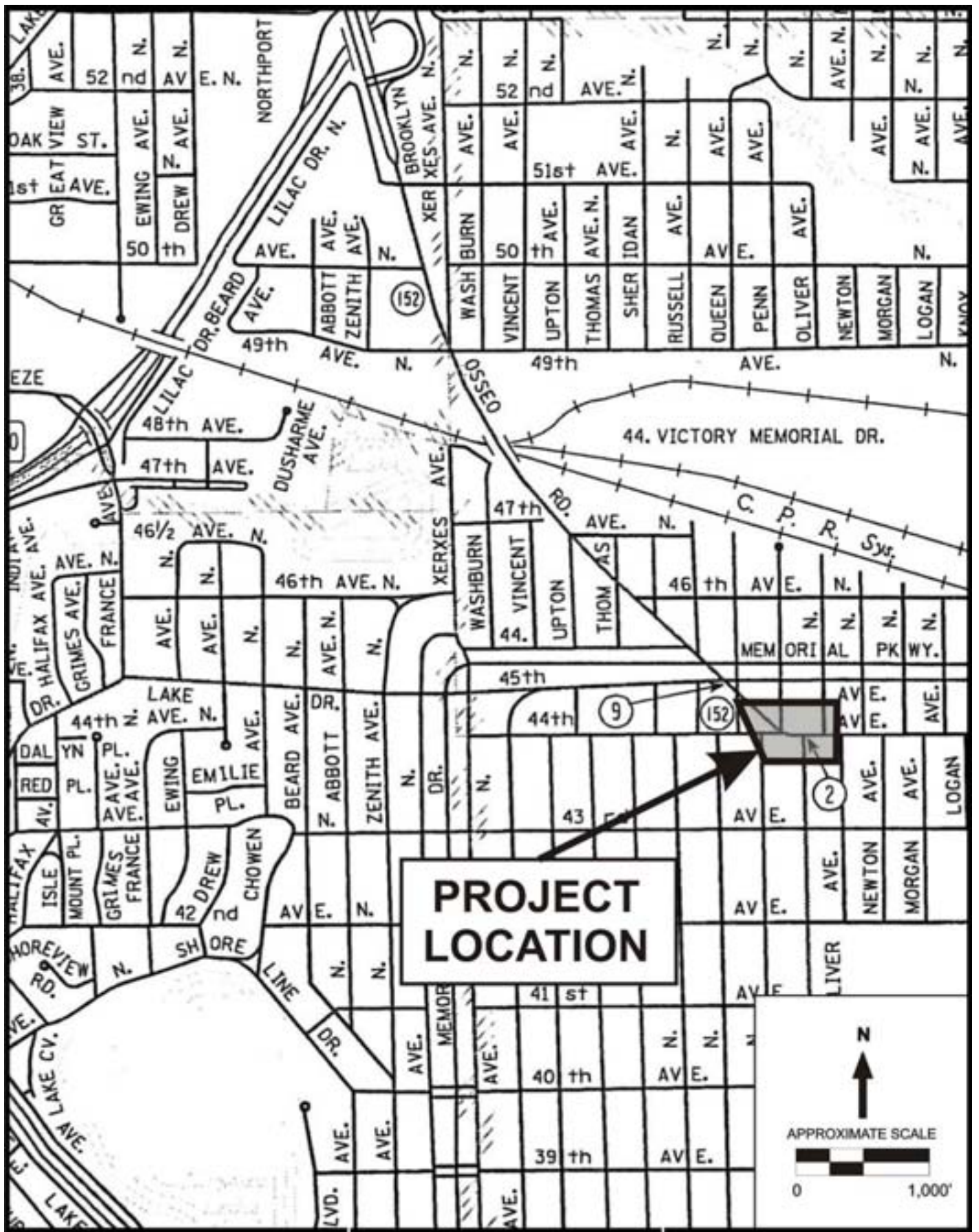
Follow-up is needed by the Victory Neighborhood Association, together with the City of Minneapolis and Hennepin County, to establish concurrence on a recommended plan and to accomplish subsequent steps to implement the appropriate improvements.

2.0 PURPOSE AND STUDY APPROACH

The Victory Neighborhood Association retained Wenck Associates, together with Damon Farber Associates, to analyze the traffic and infrastructure conditions that diminish pedestrian safety, undermine access and convenience and deter patronage of businesses in its primary business node, located at the intersection of Penn Avenue N., 44th Avenue N. and Osseo Road. The location of the study intersection is shown in Figure 2-1. The goal of this analysis is to develop a strategic plan that presents specific recommendations to be implemented by the neighborhood, adjacent business, local governments and other partners to rectify the infrastructure issues at the study intersection.

In addition to the Victory Neighborhood Association, the concept of pedestrian and traffic improvements involves multiple other stakeholders, including Metro Transit, Hennepin County, the City of Minneapolis and property owners in the study area. The strategic plan for the study intersection was developed through an extensive process aimed at meeting the needs and objectives of the Victory Neighborhood Association with an improvement program that would be acceptable to all stakeholders. The following steps were taken to accomplish this goal.

- On May 21, 2008 a kickoff meeting was held with representatives of the Victory Neighborhood Association to discuss the scope of the project, determine a project schedule and identify principal issues that the study would seek to resolve.
- On June 9, 2008 a meeting was held with representatives of the Victory Neighborhood Association, the City of Minneapolis, Hennepin County and Metro Transit. The purpose of this meeting was to gather information regarding the existing conditions and future plans for the intersection and further identify issues at the intersection with input from the affected agencies.
- Background information regarding study intersection was collected to establish an understanding of the government agencies' plans for the future of the intersection and existing traffic conditions. Traffic data and signal timing information was collected at the intersection during the AM and PM peak periods of a typical weekday. Bus routes and stops currently servicing the area were identified. The relevant designations of the study intersection were identified from planning documents produced by the Metropolitan Council, Hennepin County and the City of Minneapolis.
- The existing concerns and problems were compiled to determine the most pressing needs at the study intersection. These issues and interests of involved stakeholders were used to develop a set of objectives to improve the pedestrian friendliness of the intersection.
- Several alternative concepts were developed to meet the project objectives. Based on an evaluation of these alternatives, a preferred concept plan was selected. A set of strategic recommendations has been developed for application by the Victory Neighborhood Association, the City of Minneapolis, Hennepin County and Metro Transit in implementing the preferred concept plan.



3.0 PROJECT OBJECTIVES

The following set of objectives has been established to account for major interests of the Victory Neighborhood Association and other involved stakeholders to provide high quality pedestrian and traffic operations in the study area:

- Create a more pedestrian friendly environment to attract shoppers and to foster a strong community relationship between residents and businesses.
- Calm traffic movements on Osseo Road, 44th Avenue N., and Penn Avenue N.
- Provide safe and efficient traffic operations on Osseo Road, 44th Avenue N., and Penn Avenue N.
- Increase pedestrian accessibility to commercial area from the neighborhood and from Victory Memorial Parkway.
- Increase awareness and business activity for area businesses.
- Create a cohesive look and feel for the Osseo Road/44th Avenue N./Penn Avenue N. intersection area.
- Conform with objectives and guidelines in Access Minneapolis Plan.
- Conform with engineering guidelines for City of Minneapolis.
- Conform with planning and engineering guidelines of Hennepin County.
- Conform with policies of Metro Transit.

4.0 EXISTING CONDITIONS

The study area focuses on the junction of three roadways, Penn Avenue N., 44th Avenue N. and Osseo Road. The angled approach of Osseo Road and the offset between the north and south legs of Penn Avenue N. result in the unusual geometrics of the intersection shown in Figure 4-1.

TRAFFIC CONTROL

The intersection operates under traffic signal control. The three existing signal phases are 1) traffic from northbound Penn Avenue N., 2) traffic from eastbound and westbound 44th Avenue N. and 3) traffic from eastbound Osseo Road.

Because of the unusual phasing and associated traffic conflicts, pedestrian crossings are currently prohibited at three of the four typical north-south crossings. The lone north-south pedestrian crossing is located on 44th Avenue N., east of Penn Avenue N., as shown in Figure 4-1.

TRAFFIC VOLUMES

Average daily traffic volumes for 2007 were acquired from the City of Minneapolis. The average daily traffic volumes for streets adjacent to the intersection are shown in Figure 4-2. Peak period traffic counts were performed at the intersection on June 3, 2008. The traffic volumes observed during the AM and PM peak hours are shown in Figure 4-3.

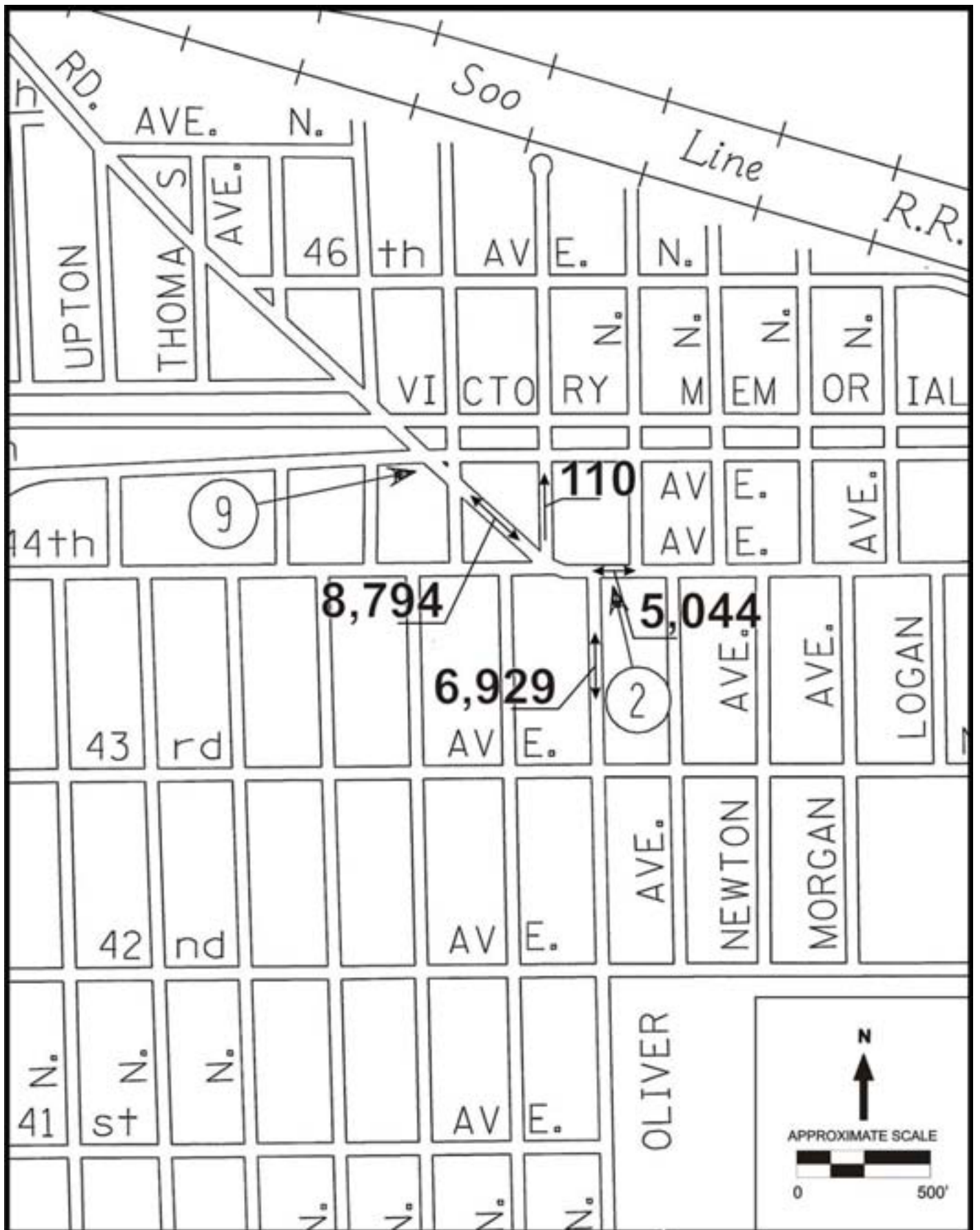
CRASH HISTORY

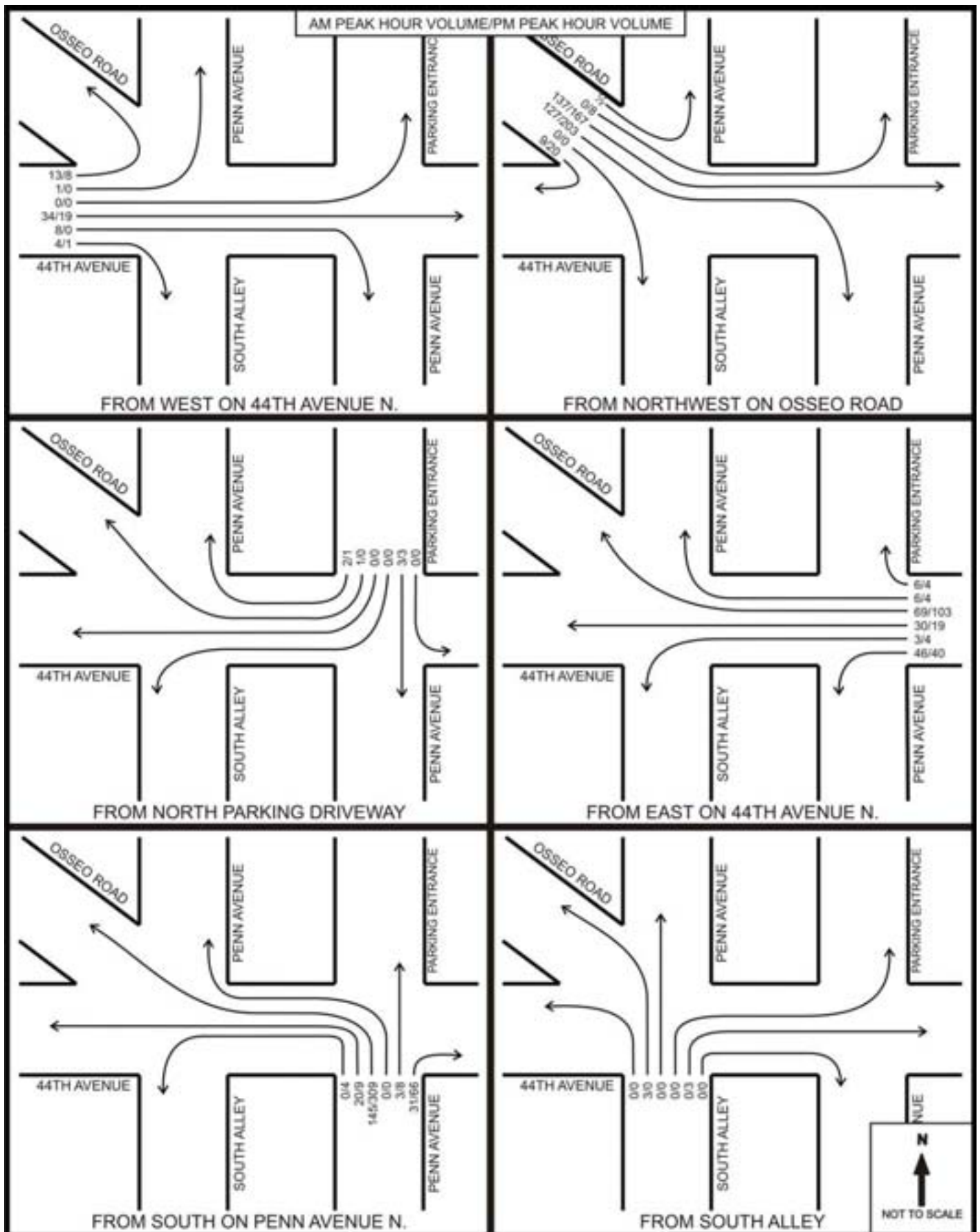
There were 22 total reported incidents at the Osseo Road/44th Avenue N./Penn Avenue N. intersection between April 2004 and February 2008. Two of the accidents involved bicyclists; one of the bicycle accidents involved a pedestrian. There were no other accidents involving pedestrians.

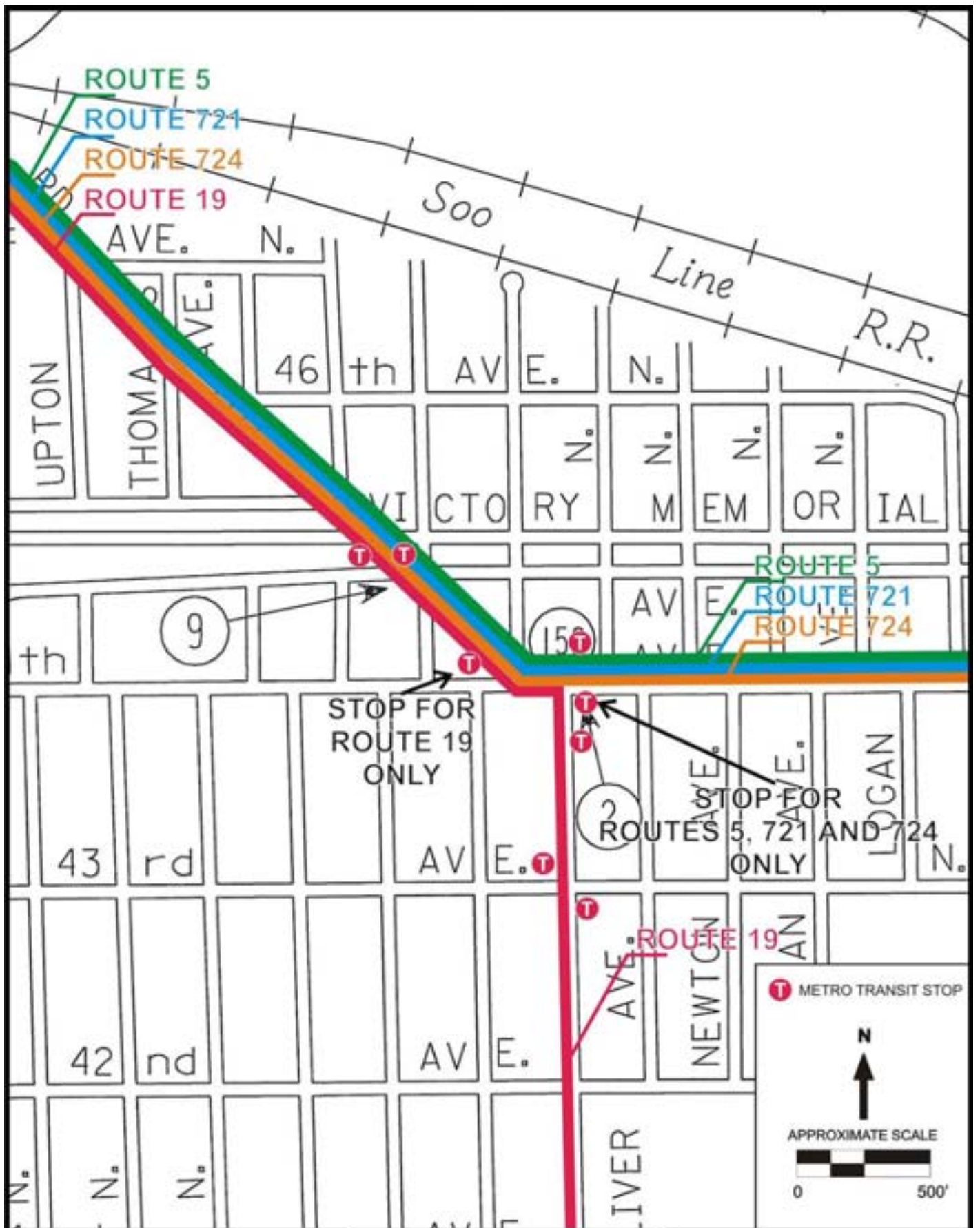
TRANSIT

The intersection is serviced by four Metro Transit bus routes. The existing routes and bus stop locations are shown in Figure 4-4. The existing eastbound bus routes maintain separate stops in close proximity at the intersection, with the eastbound Route 19 bus stopping just north of 44th Avenue N. on Osseo Road, and the eastbound buses for Routes 5, 721, and 724 stopping just east of Penn Avenue N. at the existing bus shelter.









5.0 PLANS AND POLICIES THAT INFLUENCE FUTURE CONDITIONS

The study intersection is subject to the plans and policies of several stakeholders, notably the Metropolitan Council, Hennepin County and the City of Minneapolis. These plans and policies establish a set of guidelines for the development of potential improvements to the pedestrian friendliness of the intersection. Below is a summary of the plans and policies that impact the study intersection.

COUNTY STATE AID HIGHWAY STANDARDS

Penn Avenue N. south of 44th Avenue N., Osseo Road and 44th Avenue N. east of Penn Avenue N. are County State Aid Highways (CSAH). Due to the state funding received for these roadways, they must conform to CSAH standards.

METROPOLITAN COUNCIL FUNCTIONAL CLASSIFICATIONS

The functional classifications of the roadways entering the study intersection are shown in Figure 5-1. Osseo Road and 44th Avenue N. east of Penn Avenue are classified as A Minor Arterials. Penn Avenue N. south of 44th Avenue N. is a B Minor Arterial. All other streets in the area are classified as local streets.

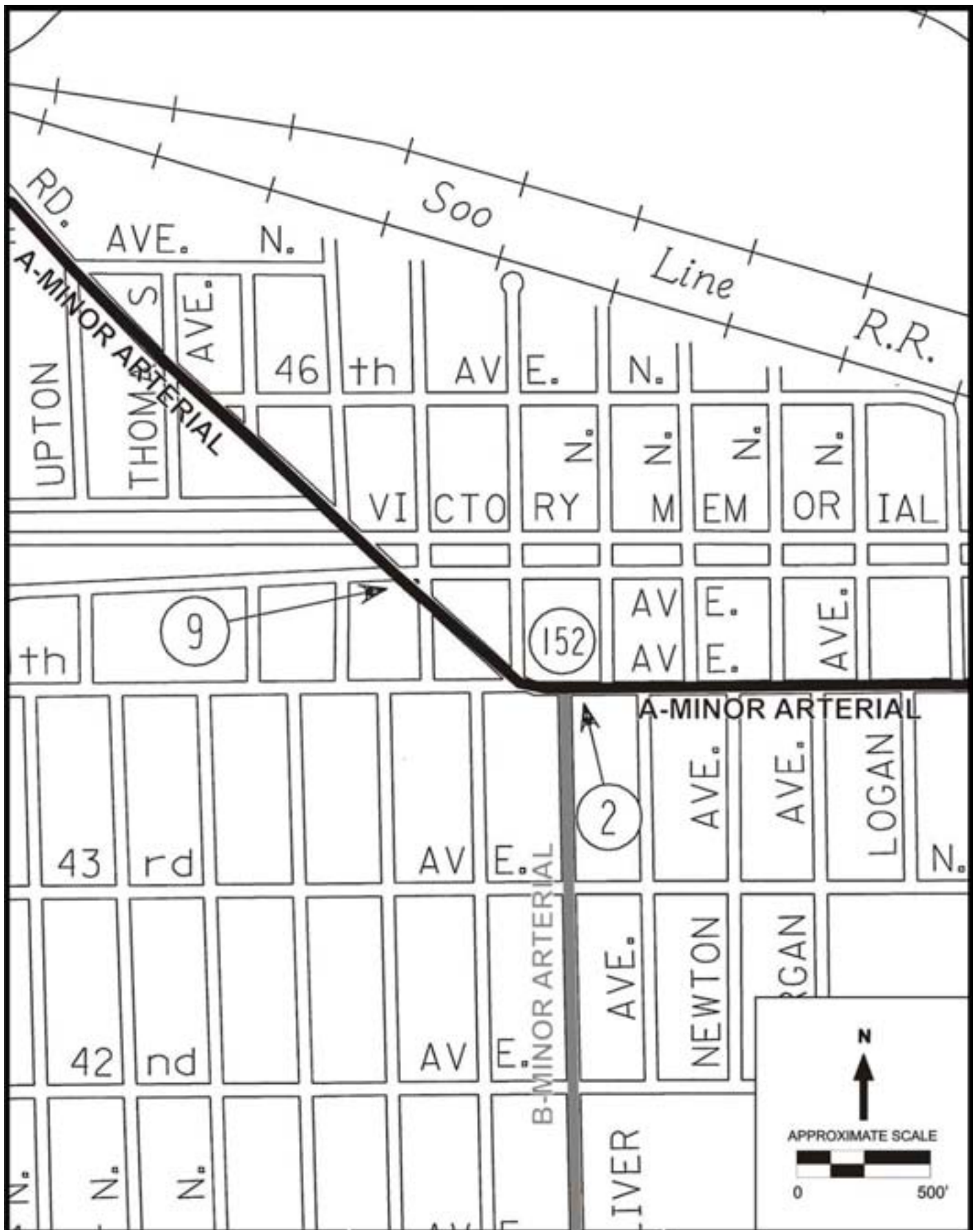
HENNEPIN COUNTY AND CITY OF MINNEAPOLIS BICYCLE PLANS

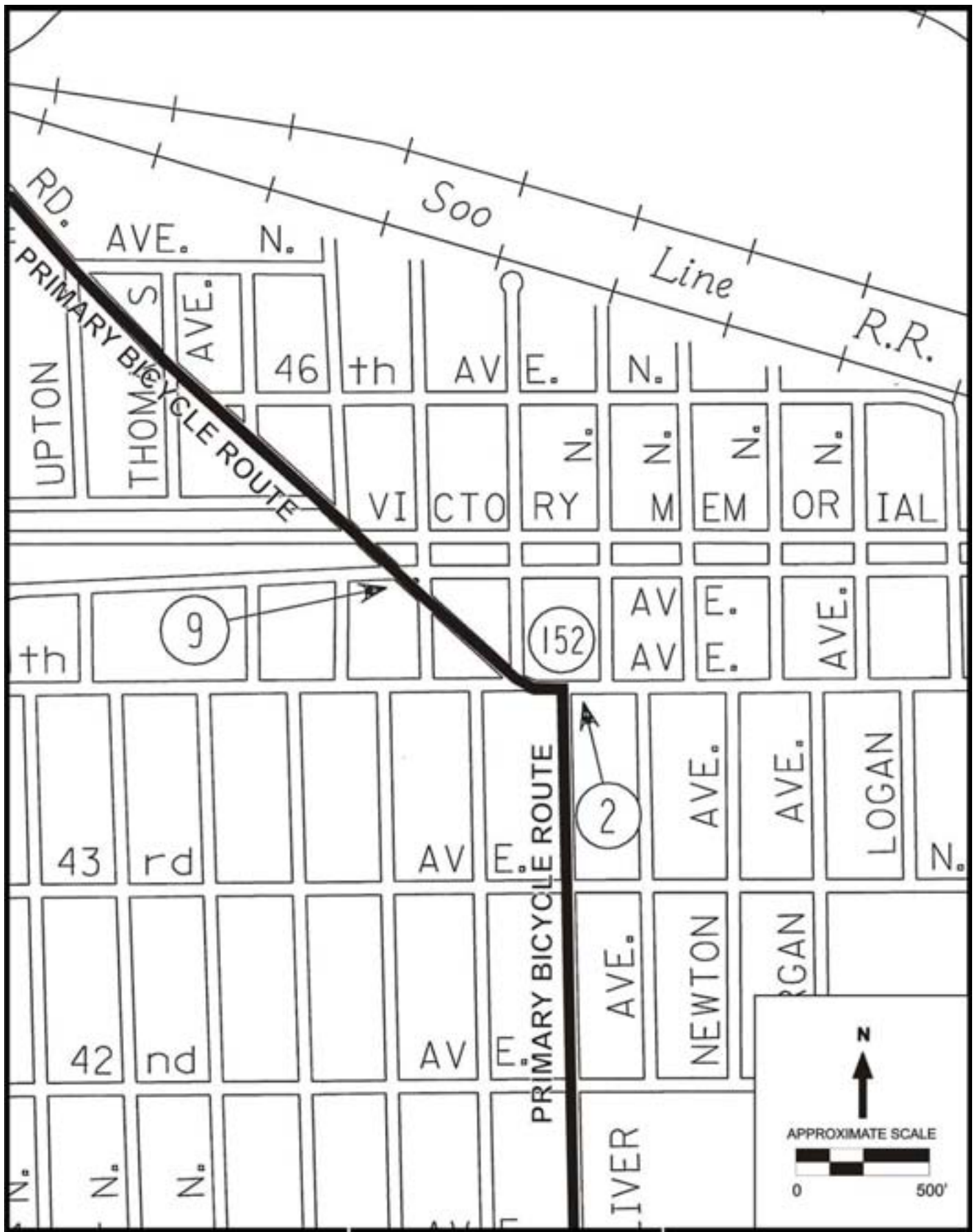
As shown in Figure 5-2, Osseo Road and Penn Avenue N. are designated by the Hennepin County Bicycle Transportation Plan as Primary Bicycle Routes. Primary Bicycle Routes are stated to have a goal of full bicycle accommodation, either on- or off-street facilities for bicyclists within or adjacent to the road right-of-way. The City bicycle plan envisions bicycle lanes on Penn Avenue south of 44th Avenue N. and a signed bicycle route for 44th Avenue N. east of Penn Avenue.

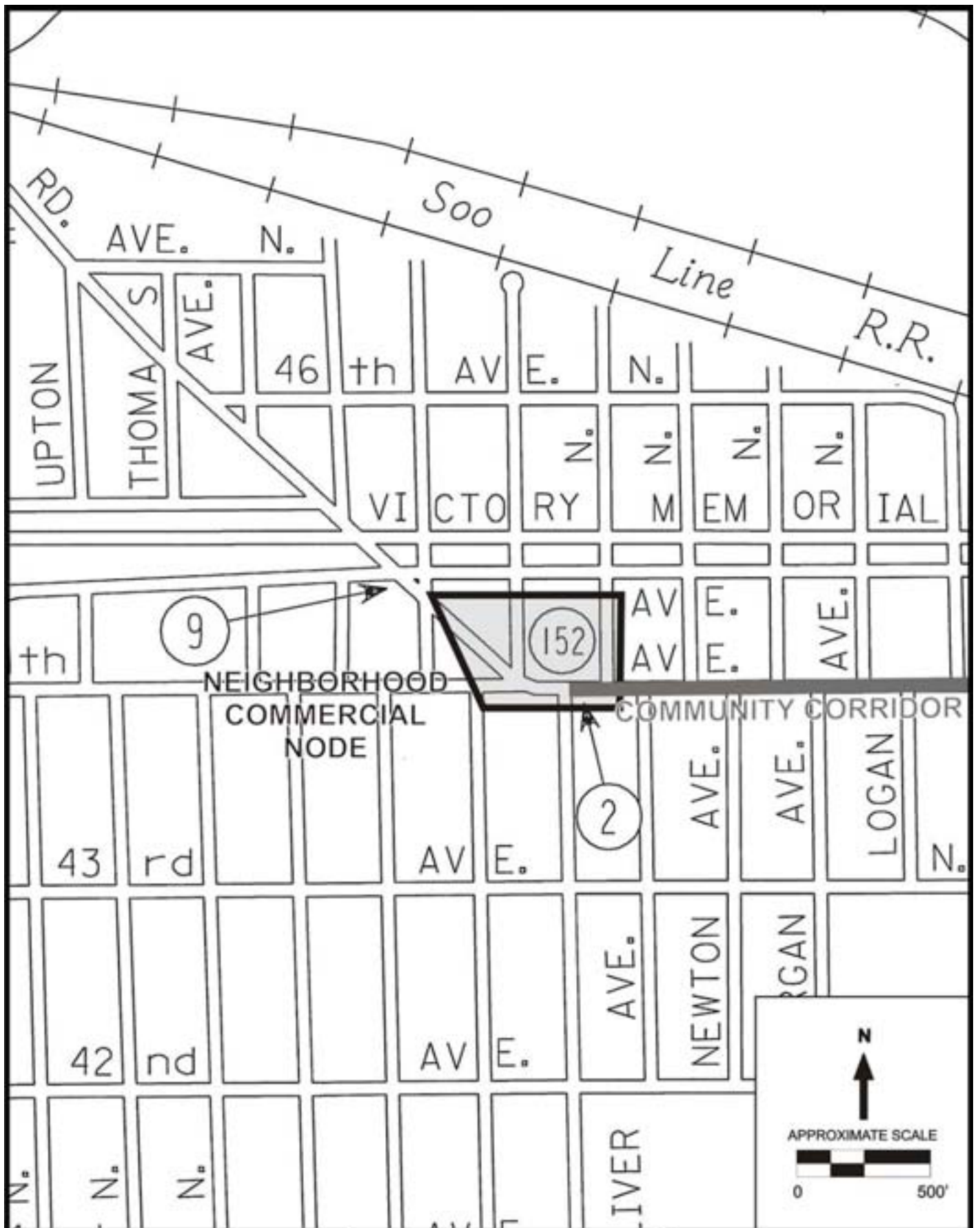
ACCESS MINNEAPOLIS PLAN

The Access Minneapolis Plan has placed several designations on the roadways entering the study intersection and on the surrounding area. These designations provide guidelines on appropriate geometry, aesthetics and use of roadways and areas.

The Access Minneapolis Place Type designations for the study intersection are shown in Figure 5-3. The study intersection is identified as a Neighborhood Commercial Node in the Access Minneapolis Plan. A Neighborhood Commercial Node is characterized by small to mid-sized businesses located adjacent to an intersection. The plan also designates 44th Avenue N., east of Penn Avenue N. as a Community Corridor. Community Corridors typically support diverse residential areas and can support limited commercial uses. Community Corridors are typically located adjacent to Neighborhood Commercial Nodes.







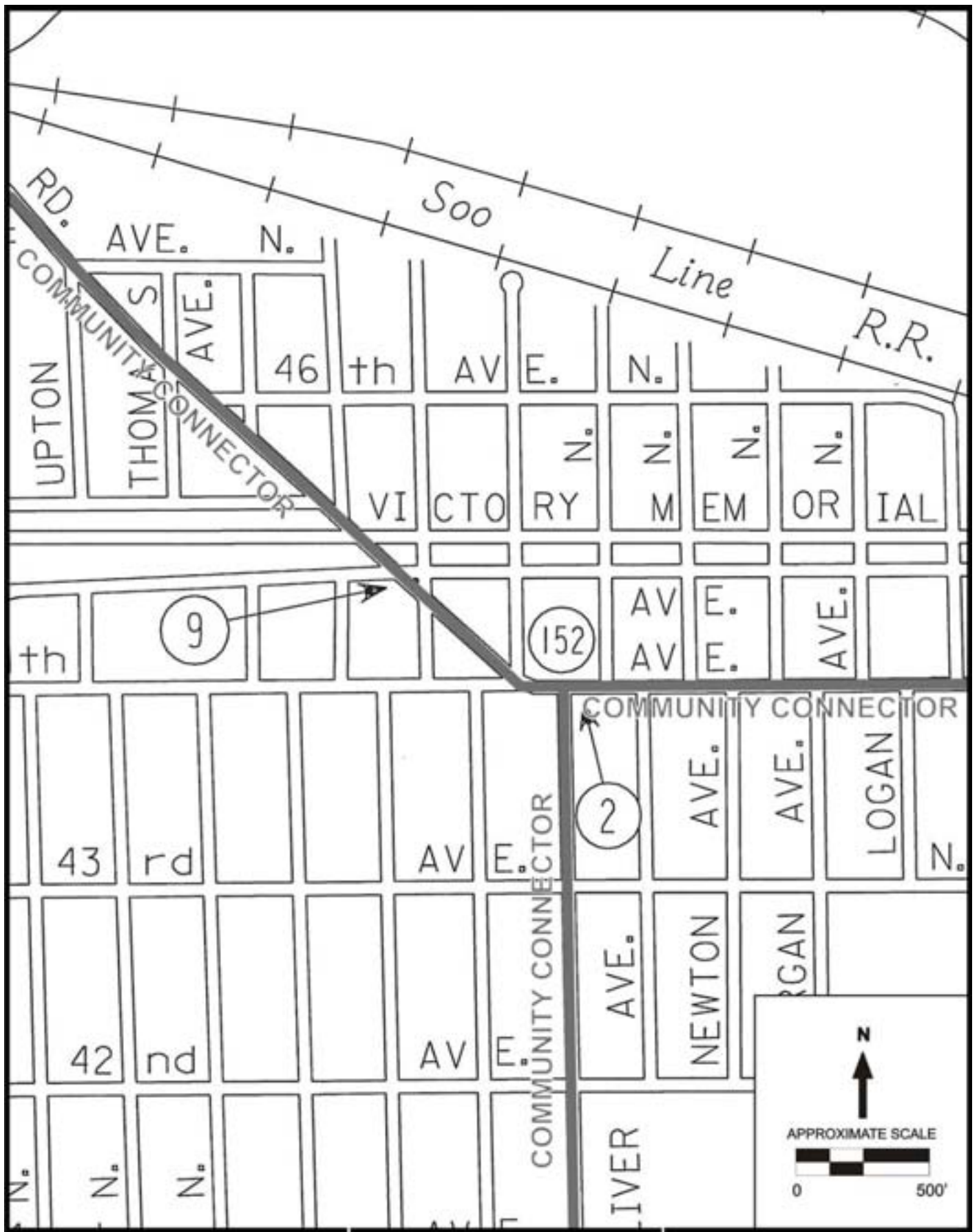
The Access Minneapolis Street Design Type designations for the study intersection are shown in Figure 5-4. Osseo Road, Penn Avenue N. south of 44th Avenue N. and 44th Avenue N. east of Penn Avenue N. are identified as Community Connectors. A Community Connector connects neighborhoods, commercial corridors and other districts and serves as the main street of a neighborhood commercial node.

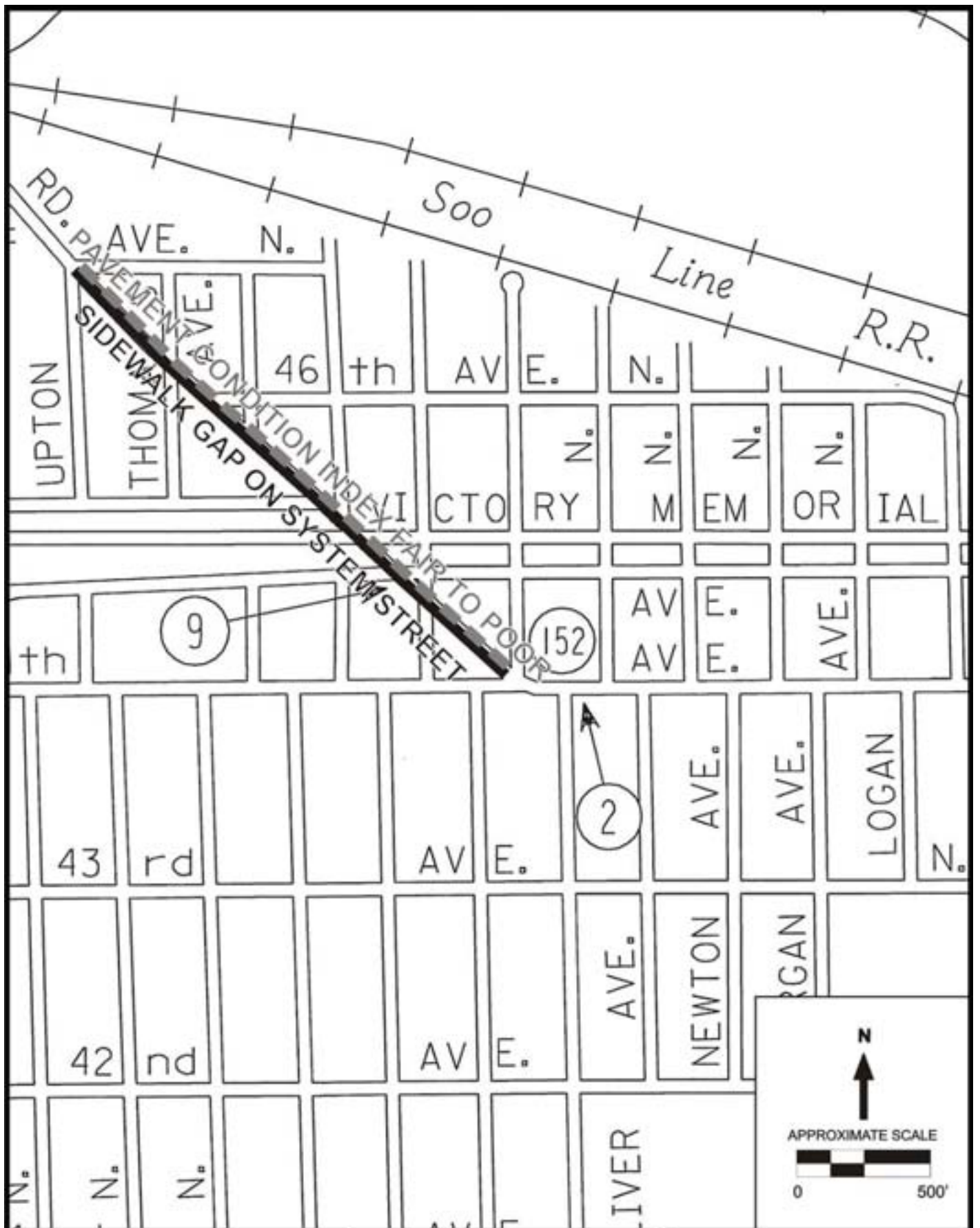
The identified needs contained in the Access Minneapolis Plan near the study intersection are shown in Figure 5-5. The plan identifies the south side of Osseo Road as a gap in the existing sidewalk system and identifies needed pavement improvements on Osseo Road.

PLANNED IMPROVEMENTS

A summary of currently planned improvements at the study intersection is provided below:

- The City of Minneapolis is planning to replace the existing traffic signal controller for the Osseo Road/44th Avenue N./Penn Avenue N. intersection within the next few months. The new controller would allow for vehicle and pedestrian actuation if additional improvements are made to the existing signals. No such improvements are planned.
- The intersection of 44th Avenue N. and Penn Avenue N. has been programmed in the City of Minneapolis CIP as project TR007, which would involve traffic and pedestrian safety improvements, possibly including the addition of overhead signals. This project is scheduled for 2011.
- The City of Minneapolis has submitted a grant application to the Non-Motorized Pilot Program for \$750,000 install a “festival street” concept in the study area
- Metro Transit completed the Northwest Metro Transit Restructuring Plan in June 2007, altering routes to maximize the efficiency of the bus system. There are no current plans to make further changes to the bus routes in the area.





6.0 INVESTIGATION OF PROBLEMS

Through site visits, meetings with ViNA staff and other stakeholders and other investigations, the following two basic types of problems in the intersection area have been identified:

- Deficiencies in existing conditions.
- Inadequate compliance with planning designations.

Specific issues under these two categories of problems are presented below.

DEFICIENCIES IN EXISTING CONDITIONS

The following items are existing issues that are currently posing problems for users or potential users of the study intersection.

Existing Geometry

Several problems with the existing geometry are summarized below:

- Pedestrian crossings are prohibited at three of the four corners between the north side and south side of Osseo Road/44th Avenue N. This creates an unreasonable inconvenience on pedestrians and results in unsafe crossings at the locations where pedestrians are prohibited.
- The unusual size and angles of the intersection creates confusion for pedestrians in the study area. Pedestrians are not able to easily determine how they are supposed to travel to their destination along the allowed paths.
- The lane drop caused by the exclusive right turn lane from eastbound Osseo Road at Penn Avenue N. causes issues with motorists desiring to continue eastbound on 44th Avenue N.
- The sidewalk width is greatly restricted on the south side of 44th Avenue N. east of Penn Avenue N. due to the bus shelter. This choke point significantly reduces the efficiency of pedestrian flow in the area.
- There is no curb ramp on the south side of the west leg of 44th Avenue N. The existing crosswalk directs pedestrians to walk directly into the alley.

Traffic Control

Two notable problems, in addition to the pedestrian restrictions, identified with the traffic signal control at the intersection are provided below:

- The alley and parking lot driveway approaches at the intersection across from the offset Penn Avenue N. legs are not subject to any traffic control. This is a non-standard situation, which creates increased accident potential for motorists entering the intersection from this alley and parking lot driveway.

- The existing pedestrian signals do not show a flashing “DON’T WALK” indication between the “WALK” and solid “DON’T WALK” indications. The flashing “DON’T WALK” indication is required by the Minnesota Manual on Uniform Traffic Control Devices.

Physical Condition

Below are several notable problems identified in the physical condition of roadways and pedestrian provisions in the study area:

- The crosswalks and pavement markings are in poor condition and motorists are not given proper guidance through the intersection. Pedestrian crossings are not clearly delineated.
- There is no sidewalk present on the west side of Osseo Road. Combined with the lack of pedestrian crossings at the intersection, the lack of a sidewalk serves as a serious deterrent to pedestrian traffic.
- Repeated pavement overlay has shortened the curbs to non-standard height in many locations. The non-standard height is a safety hazard for pedestrians and motorists.
- The intersection lacks sufficient lighting to encourage pedestrians to the area after dark due to safety concerns.
- No concrete pad is present under the existing bench at the bus stop on the south side of Osseo Road at 44th Avenue N.

Bus Stop

The existing bus routes maintain separate eastbound stops in close proximity at the intersection, with the eastbound Route 19 bus stopping just north of 44th Avenue N. on Osseo Road, and the eastbound buses for Routes 5, 721, and 724 stopping just east of Penn Avenue N. at the existing bus shelter. This causes confusion for transit users.

Streetscaping

Below are several notable problems identified with the existing streetscaping in the study area:

- The study area has an overall lack of visual indicators/cues which can contribute to creating a sense of place. The current commercial node appears to be more a place to pass through than an area that one might stop and participate.
- Bicycle connections to Victory Memorial Parkway are weak and the neighborhood commercial node is not identified.
- The public realm lacks amenities of street trees, plantings, signage, and street furnishings.
- Existing sidewalks are in poor condition with inconsistent patching, differential settling, cracks and weeds.
- Adjacent to public sidewalks, paved areas such as parking lots, alleys and private drive aisles are not screened. This contributes to pedestrian and vehicular conflict and confusion and an overall visual appearance of a harsh environment.
- Overhead power lines contribute to visual disorder of the district.

INADEQUATE COMPLIANCE WITH PLANNING DESIGNATIONS

Below are notable deficiencies identified between the existing character of the study area and the planning characteristics identified for the place and facility types.

Access Minneapolis

The study area is identified as a Neighborhood Commercial Node, but does not have several of the characteristics of an area with that designation.

- The Access Minneapolis plan indicates that landscaped buffer areas, planted trees and streetscaping are appropriate for this area. The study area does not meet these characteristics.
- Neighborhood Commercial Nodes are intended to be oriented to pedestrian traffic. With the wide streets, sidewalk deficiencies, prohibited pedestrian crossings and lack of pedestrian phasing, this does not describe the study area.

East of Penn Avenue N., 44th Avenue N. is designated as a Community Corridor. This roadway does not contain the landscaped buffer areas described for this place type.

Osseo Road, Penn Avenue N. and 44th Avenue N. are designated as Community Connectors in the Access Minneapolis plan. Community Connectors are characterized by trees and landscaping along the roadway. It also should be noted that the Community Connector designation is specified for B-Minor Arterials and Collectors. Osseo Road and 44th Avenue are designated as A-Minor Arterials. This discrepancy impacts the planned character of the road.

Hennepin County and City of Minneapolis Bicycle Plans

The existing intersection does not have any bicycle lanes or other accommodations. This situation is contrary to both the County and City bicycle plans. The County envisions establishing primary bicycle routes on both Osseo Road and Penn Avenue N. south of 44th Avenue N. The City envisions establishing bicycle lanes on Penn Avenue south of 44th Avenue N. and establishing a bicycle route on 44th Avenue N. east of Penn Avenue.

7.0 PEDESTRIAN AND TRAFFIC CONCEPT PLAN

Considering the issues identified in the previous section, three principal elements were identified that have particular importance in the development of a pedestrian and traffic concept plan: pedestrian crossings, traffic control and geometry and bus stops.

PEDESTRIAN CROSSINGS

The existing pedestrian restrictions result in unlawful crossings due to the large inconvenience they cause. These restrictions are ineffective and promote unsafe behavior. It was determined that pedestrian crossings at two additional locations are needed to adequately accommodate pedestrian access to and from homes, businesses and bus stops:

- Osseo Road, west of the north leg of Penn Avenue N.
- 44th Avenue N., west of the south leg of Penn Avenue N.

GEOMETRY

The low traffic volumes observed accessing Penn Avenue N. north of 44th Avenue N. facilitated the consideration of creating a cul-de-sac on the south end of the block. Discussions with local business owners and ViNA led to the conclusion that a cul-de-sac at this location should be considered. The construction of a cul-de-sac at this location would be expected to have two main benefits: 1) walkability at the intersection would be improved due to the continuous pedestrian movement along Osseo Road and 44th Avenue N. afforded by the sidewalk and 2) the elimination of access on 44th Avenue N. would reduce traffic conflicts at the intersection, improving safety.

Preliminary investigations were performed to determine if the intersection would provide satisfactory operations with fewer traffic lanes, which would calm traffic and reduce the crossing distance for pedestrians at the intersection. Preliminary analysis indicated that two eastbound lanes should be maintained on Osseo Road to avoid excess delays and long queues on this approach. This analysis also indicated that westbound traffic on 44th Avenue N. did not require two lanes to provide satisfactory traffic operations.

TRAFFIC CONTROL

For safety purposes, the ideal outcome would be to apply traffic signal control for both movements that presently do not have signal control: northbound alley and southbound driveway approach opposite the south leg of Penn Avenue. The southbound driveway approach could be controlled with the same phase as northbound Penn Avenue. The northbound alley is more complicated in that it would require a new phase that is separate from all other traffic phases. Further consideration should be given during the design phase regarding the most prudent traffic

control for the alley, i.e. whether signal control can be provided or whether this low volume approach should be controlled with a stop sign.

Pedestrian crossings at 44th Avenue N., west of the south leg of Penn Avenue N. were determined to be compatible with the existing northbound Penn Avenue N. phase. To accommodate the new pedestrian crossing of Osseo Road north of 44th Avenue N., City staff have recommended separate phases for eastbound and westbound traffic on 44th Avenue N. A walk signal for pedestrians crossing Osseo Road would occur at the same time as eastbound traffic on 44th Avenue N. would have a green signal.

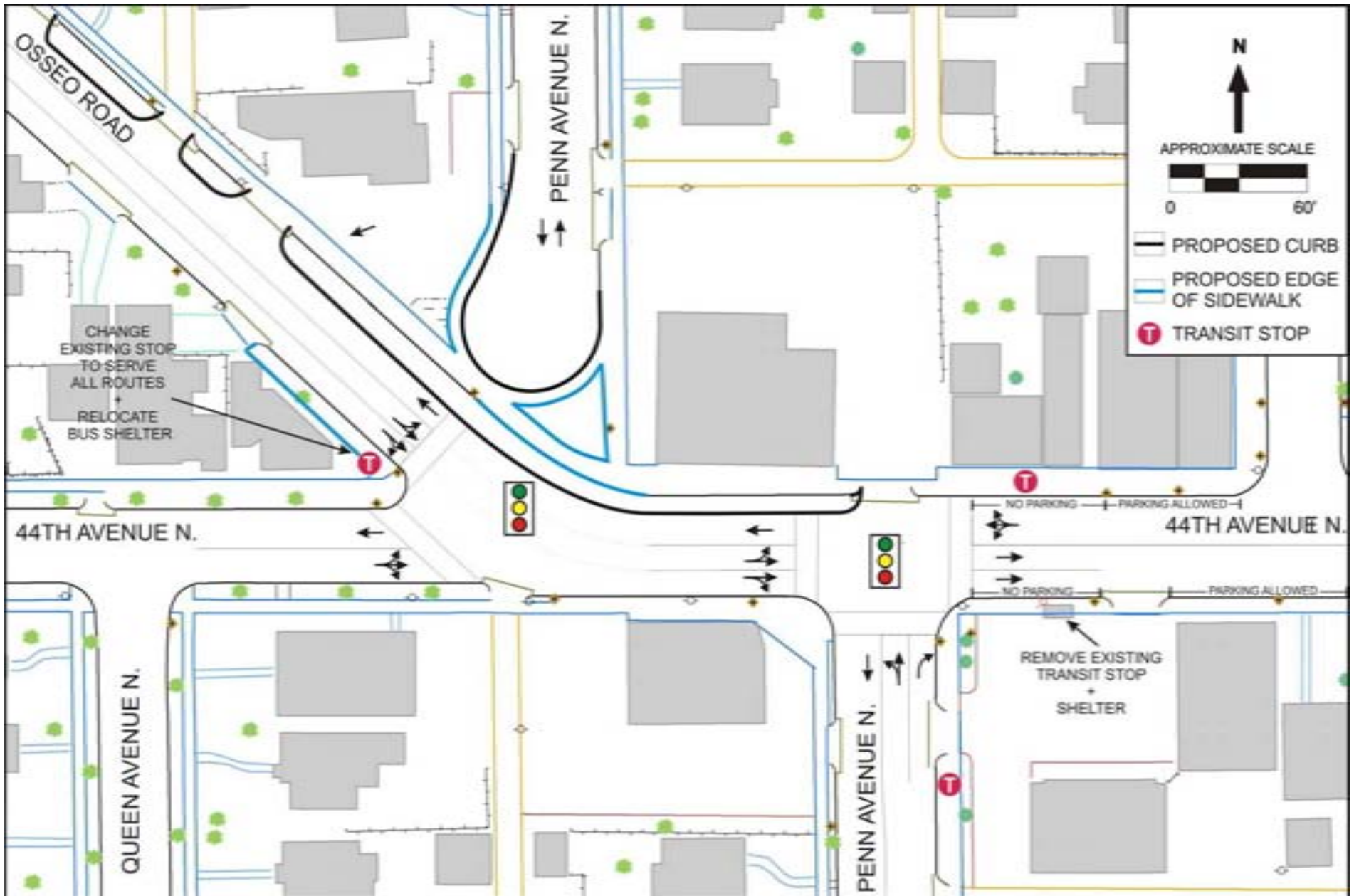
BUS STOPS

The feasibility of providing a single bus stop for all eastbound routes at the intersection was investigated to solve the existing issue. It was determined that a consolidated stop on Osseo Road, west of the north leg of Penn Avenue N. is a feasible solution to this problem.

TRAFFIC AND PEDESTRIAN CONCEPT PLAN

A preliminary concept plan for the study intersection was developed based on preliminary results of the investigations. This preliminary concept plan is shown in Figure 7-1. This concept was developed to meet the objectives of the project by increasing the pedestrian friendliness of the area, while maintaining effective traffic operations through the intersection. The key features of the concept plan are provided below:

- Westbound traffic through the intersection departing on Osseo Road would be reduced to one lane, reducing the pedestrian crossing distances at several locations at the intersection.
- Penn Avenue N., north of 44th Avenue N., would terminate in a cul-de-sac north of the intersection. Cul-de-sac design standards recommend a minimum design radius of 30 feet. With the construction of a 6 foot sidewalk around the perimeter of the cul-de-sac, 72 feet of right-of-way would be required. Figure 7-1 shows one possible placement of the cul-de-sac. City staff have expressed a preference that the cul-de-sac be located as far north as possible. The design of the cul-de-sac should involve further coordination with the affected property owners to ensure minimal negative impacts on their properties. For example, it would be desirable to preserve the tree located on the southeast corner of the 4400 Penn Avenue N. property.
- All bus routes traveling eastbound on Osseo Road would stop on the near side of 44th Avenue N. The existing stop and shelter on the far side of Penn Avenue N. would be removed. A new shelter would be constructed at the consolidated stop.
- The southbound driveway entrance to the intersection would be subject to traffic signal control. Further consideration should be given to the most prudent means of controlling northbound traffic on the alley, i.e. either signal control or stop sign control.
- All elements of the concept plan would be designed and constructed to applicable standards. For example, all crosswalks would have accessible curb ramps, all road design characteristics would conform with State-Aid Standards, and any bicycle improvements would conform with the Mn/DOT Bikeway Facility Design Manual.



Extensive considerations have been given to operation of the traffic signal system serving this overall intersection area. Changes are needed to the existing signal timing patterns in order to accommodate the recommended new pedestrian crossing of Osseo Road just north of 44th Avenue N. The consultant team had prepared draft recommended signal timing changes and reviewed these suggestions with City and County staff. Following that review, City staff have suggested a different signal timing plan, which would achieve practically the same objectives as the consultant's draft plan. Thus, subject to possible further refinements during the design phase, this report is supportive of the signal timing plan recommended by City staff. Under the plan recommended by City staff, the signal system would operate with four phases as follows:

- *Phase 1.* Eastbound 44th Avenue traffic would have the green signal, and pedestrians crossing Osseo Road just north of 44th Avenue would have the walk signal. This phase would be vehicle and pedestrian actuated in order to minimize disruption to other traffic movements
- *Phase 2.* Northbound Penn Avenue and the opposite southbound driveway approach both would have the green signal, and the pedestrian crosswalks across 44th Avenue both west and east of Penn Avenue would have the walk signal. The crosswalk on the west side of Penn Avenue does not exist at the present time and would afford a new pedestrian crossing opportunity.
- *Phase 3.* Westbound 44th Avenue would have the green signal. Though the City staff plan does not anticipate any pedestrian movements during phase 3, we would encourage that two pedestrian crossings have the walk signal during this phase: across Penn Avenue on the south side of 44th Avenue and across the driveway approach on the north side of 44th Avenue.
- *Phase 4.* Southeast-bound Osseo Road traffic would have the green signal, and the following three pedestrian crossings would have the walk signal: across 44th Avenue on the west side of Osseo Road, across Penn Avenue on the south side of 44th Avenue, and across the driveway approach on the north side of 44th Avenue.

8.0 RECOMMENDED STRATEGIC PLAN

The purpose of this chapter is to expand upon the pedestrian and traffic plan presented in the previous chapter in order to establish a comprehensive strategic plan. The intention of this strategic plan is to meet the project objectives cited earlier in the report in the best possible manner.

Building upon the pedestrian and traffic concept plan presented in Figure 7-1, the following specific elements have been added:

- Streetscape improvements
- Bicycle considerations
- Cost estimate
- Phasing of improvements and ongoing maintenance

STREETSCAPE IMPROVEMENTS

The overall goal of streetscaping is to create a rich urban experience that emphasizes the pedestrian and retains and attracts unique businesses to a quality neighborhood destination.

The reconfiguration of the street and signalization of intersections is the first step in creating a pedestrian safe and friendly experience and allowing motorists to experience an improved traffic flow and movement. The next step in creating a sense of place is the investment within the public realm to enhance the street to a memorable and enjoyable place to visit for neighbors and visitors.

Upon the selection of a preferred street configuration, a streetscape design concept plan was developed to reflect the overall goals and opportunities that were established during the previous tasks. The streetscape concept plan is shown in Figure 8-1 and elevation views at selected locations are shown in Figure 8-2. Improvements to the public realm can make the most significant contribution to the visual enhancement of the district. Enhancements are most cost effective when accomplished concurrently with street improvements. Such improvements can include a range of streetscape elements, each with an associated cost.

Basic Investment (Low Cost)

At a minimum, public improvements should include, but are not limited to the elements listed below and shown in Figure 8-3:

- **New sidewalk:** Concrete paving associated with all new street improvements.
- **Street trees:** located along the north side of Osseo Road and 44th Ave N. and along all other streets in the district where viable. Trees are located in planted boulevards or tree grates. Where sidewalks are not replaced, trees can be inserted into tree grates or cut-outs in the existing pavements.
- **Lighting:** Installation of a consistent pedestrian scale fixture along all new street improvements

Moderate Investment (Moderate Cost)

The recommended moderate investment streetscape elements can be added to the basic streetscape, based on neighborhood priorities and identified funding sources. Examples of these elements are summarized below and shown in Figure 8-3.











- **Gateways:** Clearly identify the VINA Neighborhood through the use of gateways, markers and signage.
- **Fencing and planting to screen parking area:** Visually screen parking lots and remove excessive paving greatly contributes to emphasizing the pedestrian over the car.
- **Pavement accents or special scoring:** Adds detail, color and interest to the floor of the neighborhood. To the extent decorative paving would be provided, it is important for such paving to be quite smooth, with limited joints, in order to enhance accessibility for persons with disabilities.
- **Site furnishings:** Benches, Trash Receptacles contribute to the image as a “people place” where people are invited and encourage enjoying and lingering.

Additional Investments (High Cost)

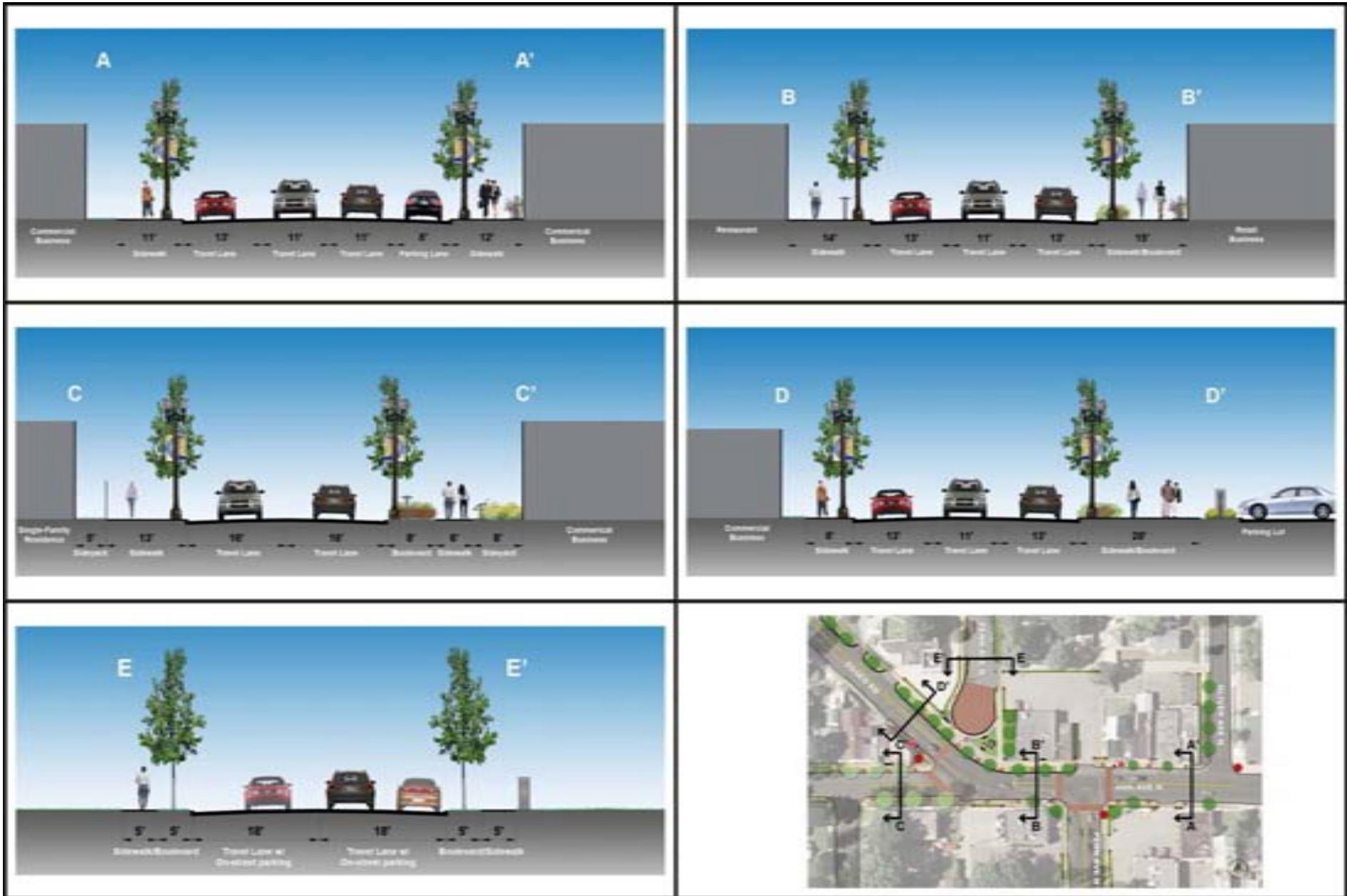
Other investments that contribute to making VINA a unique place could include the elements shown in Figure 8-4 and described below:

- **Public gathering places:** Installation of special paving in the Penn Avenue N. cul-de-sac provides a flexible “festival space” for community gathering and events.
- **Additional planting areas**
- **Banners/ hanging flower baskets**
- **Art installations sculpture, murals**
- **Water features:** Fountains, pavement jets or drinking fountains.



-  New Street Trees
-  Street Lights
-  Specialty Paving
-  Benches
-  Planting Areas
-  Public Art
-  Gateway Elements
-  Flower Pots
-  Kiosk
-  Screen Fence

N
↑
NOT TO SCALE



Basic Enhancement



- new sidewalk
- street trees, boulevard plantings, and decorative lighting provide separation from street for pedestrians

Moderate Enhancement



- decorative paving as accents and to distinguish areas of significance
- tree grates and curb planters provide a measure of protection for plantings



VICTORY NEIGHBORHOOD
PEDESTRIAN NEEDS ANALYSIS

FIGURE 8-3

STREETSCAPE ENHANCEMENT
OPTIONS

Additional Enhancement



- informational kiosk
- banner signage and flower baskets on street light poles
- benches and waste receptacles
- public art
- stormwater treatment
- parking lot screening

Identify Future Parking

An improved neighborhood commercial node often will bring an accompanying need for adequate parking. The neighborhood is encouraged to be proactive in identifying shared parking opportunities within the community to reduce future congestion and improve the user experience.

Private Enhancements

Immediate and effective short term strategies' can contribute to the identity and visual appeal of the district as a viable shopping and business node. Improvements could include:

- **Façade treatments**
- **Window awnings**
- **Interesting signage and building lighting**
- **Flowers in pots and window boxes**
- **Store front furnishing:** Benches and tables to encourage pedestrians to linger
- **Bring your business out on the street:** Dining, Bicycles, Garden ornaments that express the function of the business.

Future Redevelopment

The desire to infill or redevelop properties within the corridor will increase the density and will support opportunities for a larger variety of business opportunities. A horizontal and vertical mix of uses is desired. A mix of complimentary housing styles and scales should be incorporated into the corridor and neighborhood district. New uses should improve the public realm and reinforce activities at street-level. The mix of uses is designed to promote daytime activity with shoppers and workers and activity will continue in the evening with residents and visitors enjoying existing and new opportunities within the neighborhood node.

BICYCLE CONSIDERATIONS

The potential for a strong bicycle connection between the study intersection and the Victory Memorial Bikeway should be investigated. The Hennepin County Bicycle Master Plan identifies Osseo Road and Penn Avenue south of 44th Avenue as part of the primary bicycle route system. Primary Bicycle Routes are stated to have a goal of full bicycle accommodation, which would provide both on and off-street facilities for bicyclists within or adjacent to the road right-of-way. This indicates that improvements along Osseo Road to improve the bicycle connection to the commercial area are consistent with current plans. This issue requires further investigation that is beyond the scope of this effort.

To raise the awareness of the commercial area from the bikeway, signage similar to that shown in Figure 8-5 is recommended. Under the concept shown, a decorative sign would be placed on the bikeway at Oliver Avenue N. The sign would inform pedestrians and bicyclists on the trail that the neighborhood commercial area is just one block south on Oliver Avenue N. A possible alternative would be to place the sign on the trail at Penn Avenue N.



COST ESTIMATE

A preliminary construction cost estimate was completed for the concept plan presented in Figure 7-1 and Figure 8-1. For the purposes of creating a cost estimate for this strategic plan, the following presumptions have been established:

- Total reconstruction of streets and sidewalks would be performed.
- No removal or replacement of underground utilities is included.
- Right of way acquisition costs are not included.
- The basic streetscaping concept will be implemented.

It is important to note that this cost estimate has been established using general unit costs, not detailed estimates of quantities and unit costs that are typically associated with cost estimates established from construction plans. The actual construction cost of the concept plan is subject to many unknown factors, such as subsurface conditions, right of way acquisition costs and market conditions at the time of bidding, and could vary significantly.

The estimated total cost to complete the recommended plan with the presumptions stated above is \$930,000. The cost would increase by \$210,000 if the moderate streetscape enhancement items are added. With the inclusion of both the moderate and additional streetscape enhancements, the cost would increase by \$750,000. Depending on the interests of stakeholders and the availability of funds, it would be possible to supplement the basic plan with selected streetscape elements from the moderate and/or additional categories. A detailed estimate of the construction and streetscape costs is provided in the appendix.

PHASING OF IMPROVEMENTS AND ONGOING MAINTENANCE

Implementation of this strategic plan will largely depend on the amount and timing of available funds. If funding is available in the near-term, the permanent improvements defined by the recommended plan should be undertaken without intermediate improvements. In the event that funding for the permanent improvements is not available in the next few years, we would strongly encourage the City and County to accomplish a substantial repair program in the interim. Under these circumstances, such a repair program would be needed to alleviate numerous serious deficiencies noted earlier in this report regarding traffic controls and the physical conditions of streets and sidewalks.

In order to provide satisfactory pedestrian and traffic operations in the project area on an ongoing basis in future years, the roadway, sidewalks, pavement markings, lighting and streetscape elements all need to be adequately maintained. As noted earlier in the report, recent maintenance of these items has been less than desired. One example of a recommended change in maintenance practices would be repainting of all pavement markings, including crosswalks, on an annual basis, preferably in the spring.

9.0 APPENDIX

CONSTRUCTION COST ESTIMATE

Item	Unit	Quantity	Unit Cost	Total Cost
Removals				
Remove and dispose bituminous pavement	SY	5,730	\$5.00	\$28,650.00
Remove and dispose concrete curb and gutter	LF	2,770	\$3.00	\$8,310.00
Remove and dispose concrete sidewalk	SF	20,360	\$2.00	\$40,720.00
Removals Total				\$77,680.00
Miscellaneous Removals				
Utilities	LS	1	\$10,000.00	\$10,000.00
Remove Bus Shelter	LS	1	\$5,000.00	\$5,000.00
Erosion Control	LS	1	\$1,000.00	\$1,000.00
Misc. Removals Total				\$16,000.00
Construction				
Construct bituminous pavement	SY	5,080	\$20.00	\$101,600.00
Construct concrete curb and gutter	LF	2,780	\$20.00	\$55,600.00
Construct concrete sidewalk	SF	22,360	\$6.00	\$134,160.00
Construction Total				\$291,360.00
Miscellaneous Construction				
Construct bus shelter	LS	1	\$10,000.00	\$10,000.00
Construct traffic signal system	LS	2	\$125,000.00	\$250,000.00
Signage	LS	1	\$1,000.00	\$1,000.00
Striping	LS	1	\$2,000.00	\$2,000.00
Erosion Control	LS	1	\$1,000.00	\$1,000.00
Construction Total				\$264,000.00
Subtotal				\$649,040.00
Mobilization				\$40,000.00
Total				\$689,040.00
Contingency				\$100,000.00
Rounded Total				\$800,000.00

ViNA Streetscape Improvements

Minneapolis, Minnesota			Enhancement Level					
			Basic		Moderate		Additional	
Description	Unit	Unit Cost	Qty.	Cost	Qty.	Cost	Qty.	Cost
decorative street lighting	EA	\$ 3,500	28	\$ 98,000		\$ -		\$ -
shade tree	EA	\$ 500.00	26	\$ 13,000		\$ -		\$ -
concrete planter curb	LF	\$ 65.00		\$ -	400	\$ 26,000		\$ -
irrigation	LS	\$ 5,000.00		\$ -	1	\$ 5,000		\$ -
planting bed with shrubs	SF	\$ 7.50		\$ -	3,300	\$ 24,750		\$ -
specialty paving	SF	\$ 20.00		\$ -	5,775	\$ 115,500		\$ -
tree grate	EA	\$ 1,000.00		\$ -	8	\$ 8,000		\$ -
banners / pair	EA	\$ 150		\$ -		\$ -	28	\$ 4,200
benches	EA	\$ 1,500		\$ -		\$ -	7	\$ 10,500
bike rack	EA	\$ 750		\$ -		\$ -	10	\$ 7,500
curbside rain gardens	SF	\$ 50		\$ -		\$ -	1,525	\$ 76,250
decorative bowl planters	EA	\$ 375		\$ -		\$ -	12	\$ 4,500
drinking fountain	EA	\$ 2,250		\$ -		\$ -	2	\$ 4,500
gateway entry monument	EA	\$ 35,000		\$ -		\$ -	3	\$ 105,000
hanging flower baskets	EA	\$ 250		\$ -		\$ -	56	\$ 14,000
kiosk	EA	\$ 10,000		\$ -		\$ -	1	\$ 10,000
parking screen fence	LF	\$ 250		\$ -		\$ -	625	\$ 156,250
public art	EA	\$ 75,000		\$ -		\$ -	1	\$ 75,000
waste and recycling receptacle	EA	\$ 550		\$ -		\$ -	5	\$ 2,750
Subtotal				\$ 111,000		\$ 179,250		\$ 470,450
Contingency	%	15%		16,650		26,888		70,568
Total Projected Cost				\$ 127,650		\$ 206,138		\$ 541,018
Items Not Included								
cost escalation				\$ -		\$ -		\$ -
contractor costs				\$ -		\$ -		\$ -
utilities & infrastructure				\$ -		\$ -		\$ -
earthwork				\$ -		\$ -		\$ -
drains and utilities				\$ -		\$ -		\$ -
demolition & removals				\$ -		\$ -		\$ -