

# Welcome to the Sunset Drive open house!

*October 3, 2023*

The presentation will begin at 5:30 p.m.





# Sunset Drive reconstruction

County Road 51 in Spring Park

Amber Klein, P.E., project manager for design



# Today's presentation

- Project overview
- Engagement to date
- Revised recommended design
- Open discussion



# Project overview

# Overview



Sunset Drive (County Road 51) between Shoreline Drive and Shadywood Road (County Road 19)



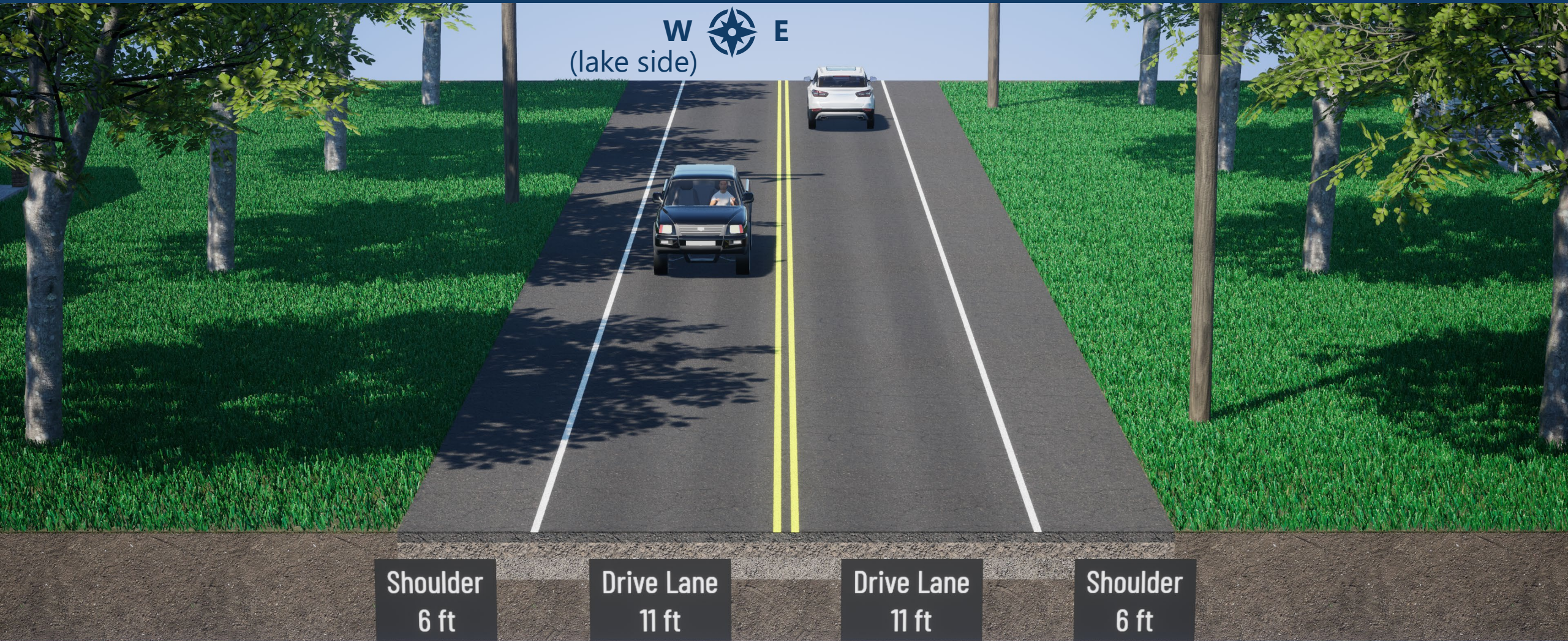
Partnering with Spring Park, Orono and Three Rivers Park District



Construction in 2025

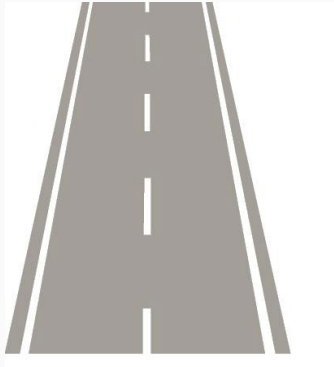


# Sunset Drive today

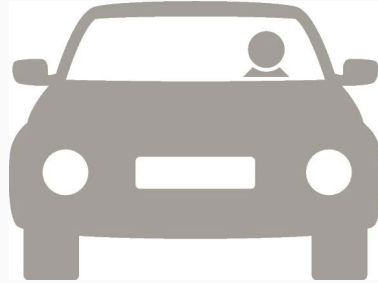


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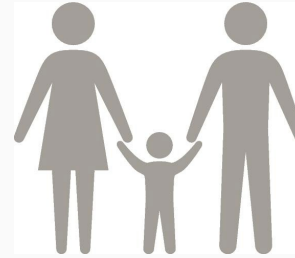
# Project goals



Update aging roadway and underground utilities



Improve traffic flow and roadway function at key intersections



Enhance features for people walking, biking and rolling, including traffic calming at key crossing locations



Improve trail access for present and future needs

# Anticipated project schedule

**We are  
here**

**Fall 2021**  
Collect existing  
conditions  
feedback

**Winter 2021-22**  
Share  
improvement tools

**Spring-Summer 2023**  
Gather concept  
feedback and  
refine design

**Fall 2023-Fall 2024**  
Detailed design  
development

**Spring 2025**  
Construction  
begins





# Engagement to date



# Engagement to date



6 pop-ups/open houses with over 170 comments



Installed project signage at kickoff in 2021



13 email updates, 4 mailed postcards



1 survey, 33 responses



5 Sunset Series educational topics



150+ Online comment mapping comments, 300+ visits to design options website



6+ months of local ads and 9 Facebook posts



130 flyers and 44 comment cards

# Engagement timeline highlights

## Open house 1

Existing conditions  
Nov 15, 2021



~30 attendees  
~60 comments  
150+ Online comment  
map comments

## Open house 2

Design options  
Feb 23, 2023



~50 attendees  
~60 comments  
33 survey responses  
~300 views of design  
options website

## Neighborhood meeting

Design options  
June 6, 2023



~40 attendees and  
36 comment cards

## Open house 3

Recommended design  
June 24, 2023



~30 attendees  
8 comment cards

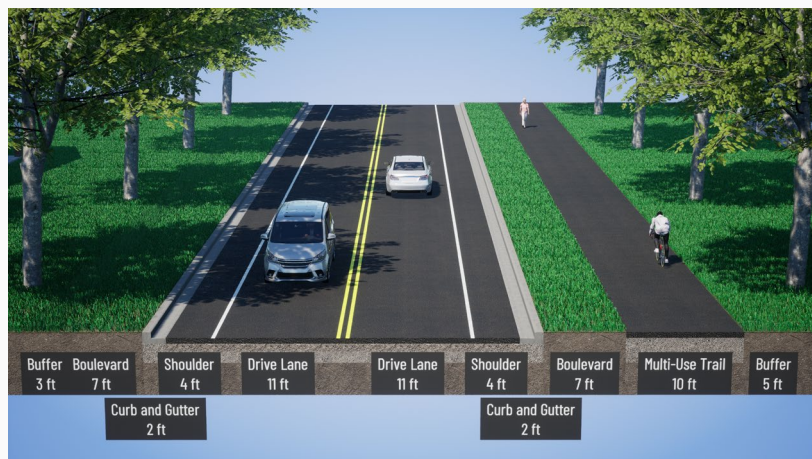
# What we heard: existing conditions

- Speed is a concern. Traffic calming measures are needed.
- Desire for a trail or sidewalk along Sunset Drive, as well as connection to Dakota Rail Trail.
- Desire for additional lighting.
- Concern for blind corners.
- Desire to move power lines underground.

# What we heard: design options

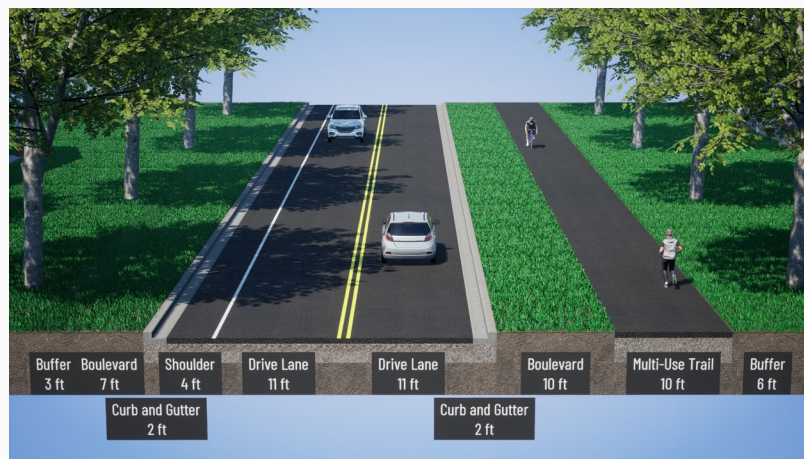
## Concept 1

Multi-use trail and two bikeable shoulders



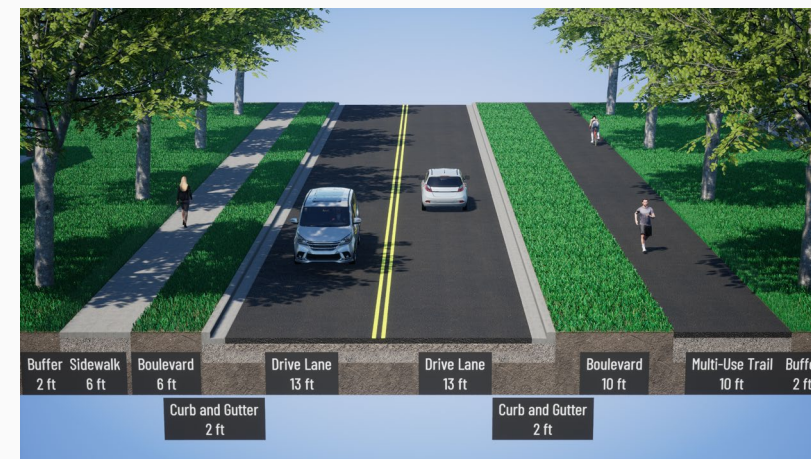
## Concept 2

Multi-use trail and one bikeable shoulder



## Concept 3

Trail, sidewalk, no shoulders



# What we heard: design options

## Concept 1: 59%

Multi-use trail and two bikeable shoulders



- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

## Concept 2: 56%

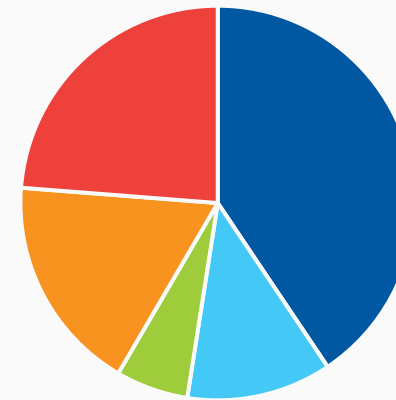
Multi-use trail and one bikeable shoulder



- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

## Concept 3: 53%

Trail, sidewalk, no shoulders



- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

# Recommended design shared at June 24 open house



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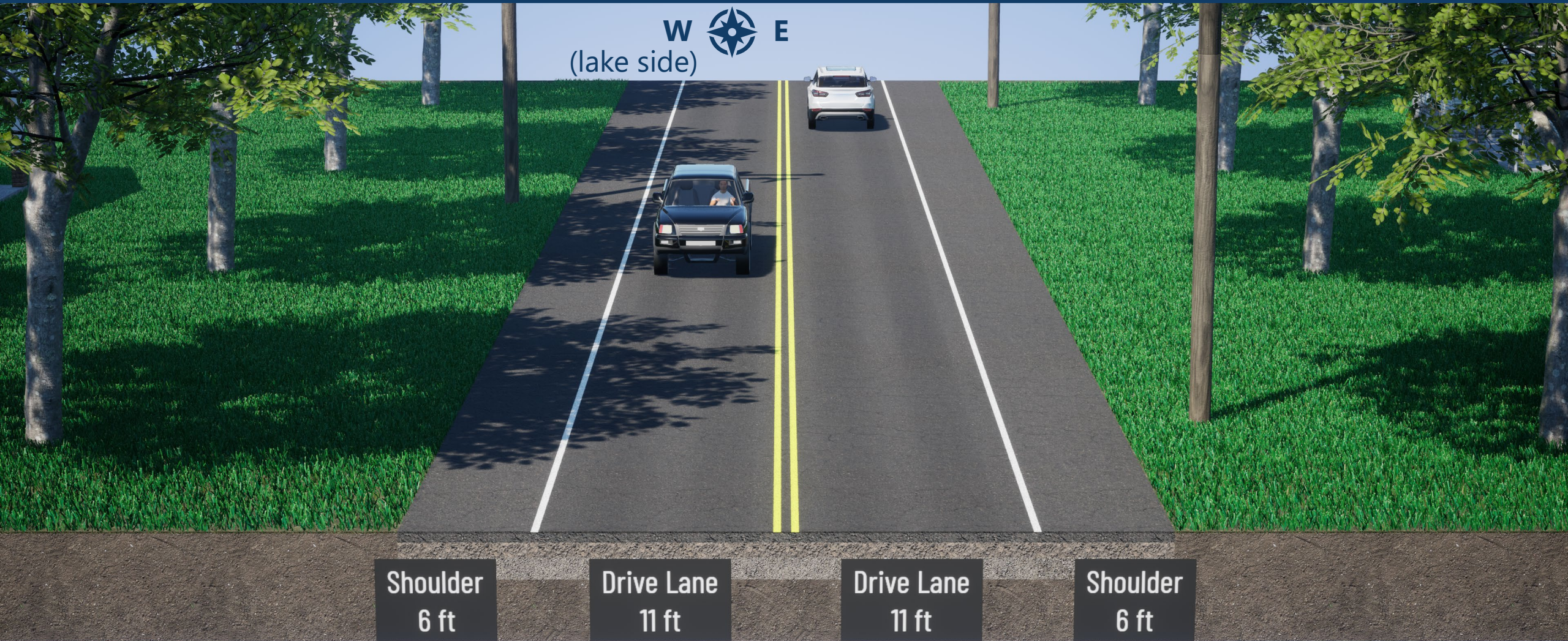
# What we heard: recommended design

- Excitement for the addition of a walking facility and improved aesthetics.
- Desire for limiting impacts to properties along Sunset Drive.
- Request to reduce or eliminate the boulevard.
- Desire for new sewer, water, electrical, and lighting.
- Concern that the proposed footprint would cut too far into properties along Sunset Drive.



# Revised recommended design

# Sunset Drive today



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# Recommended design shared at June 24 open house



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# Revised recommended design



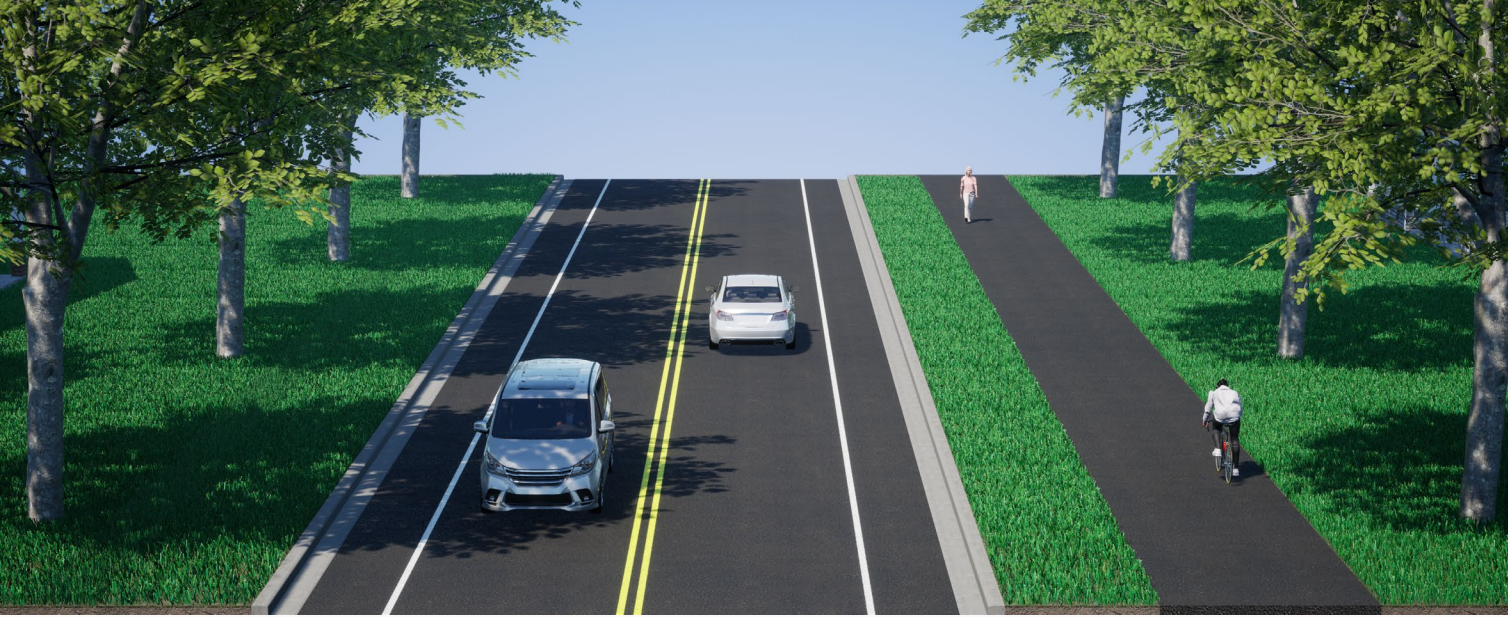
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# What we changed

- Removed the bikeable shoulders
- Reduced the road width by **6 ft** (original: 34 ft, revised: 28 ft)
- Reduced boulevard by **1 ft** (original: 7 ft, revised 6 ft)
- Reduced shared use path by **2 ft** (original: 10 ft, revised: 8 ft)

Total space savings: 9 feet

# Revised recommended design



Original recommended design:  
**51 ft** from edge of curb to edge of path



Revised recommended design:  
**42 ft** from edge of curb to edge of path




# Design throughout the corridor



# The recommended design will adapt along the corridor

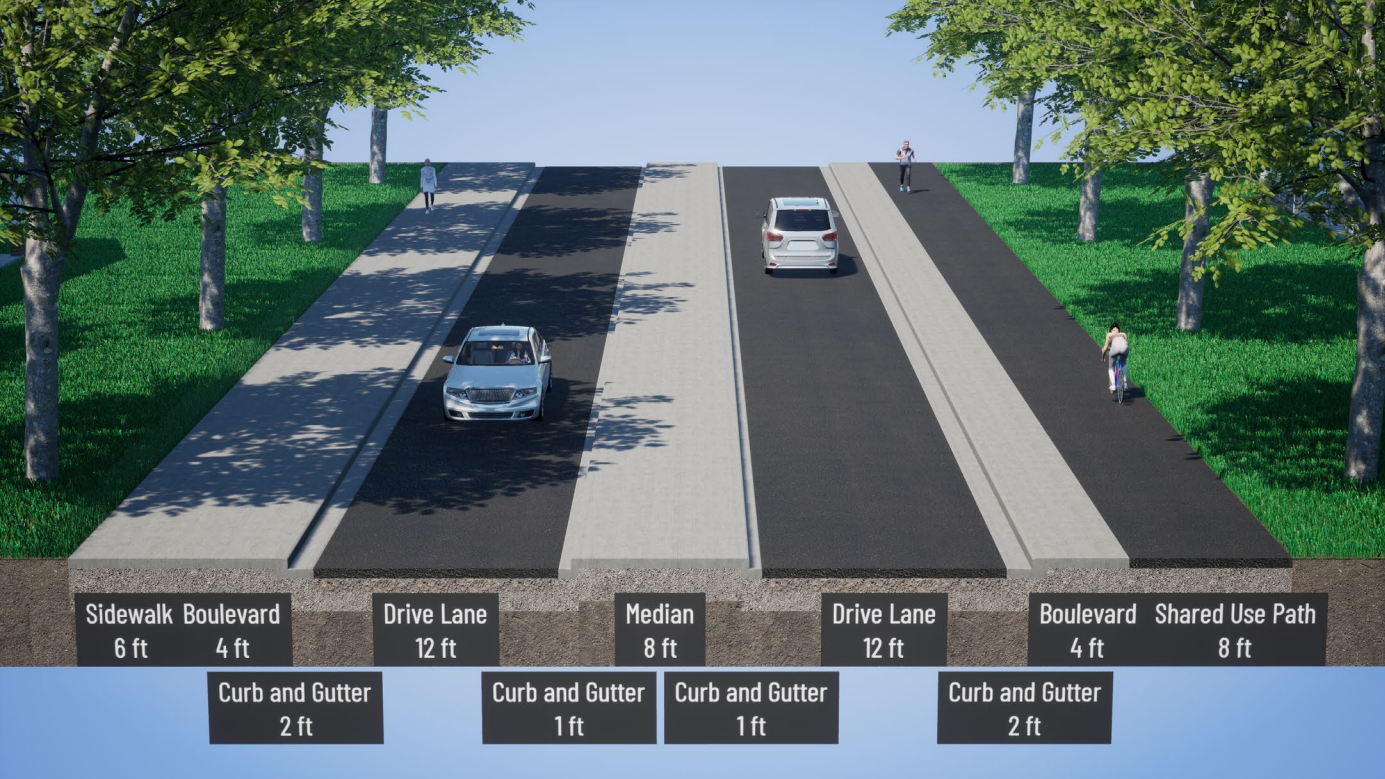
- Accommodate for intersections
- Accommodate for different roadway functions
- Enhanced pedestrian crossing for high volume pedestrian crossing like at Dakota Rail Regional trail crossing
- Transition between designs
- **Check out the design layout for specifics in your area!**

The recommended design will adapt along the corridor

-  Median
-  Paved boulevard
-  Grass boulevard

Sunset Drive reconstruction

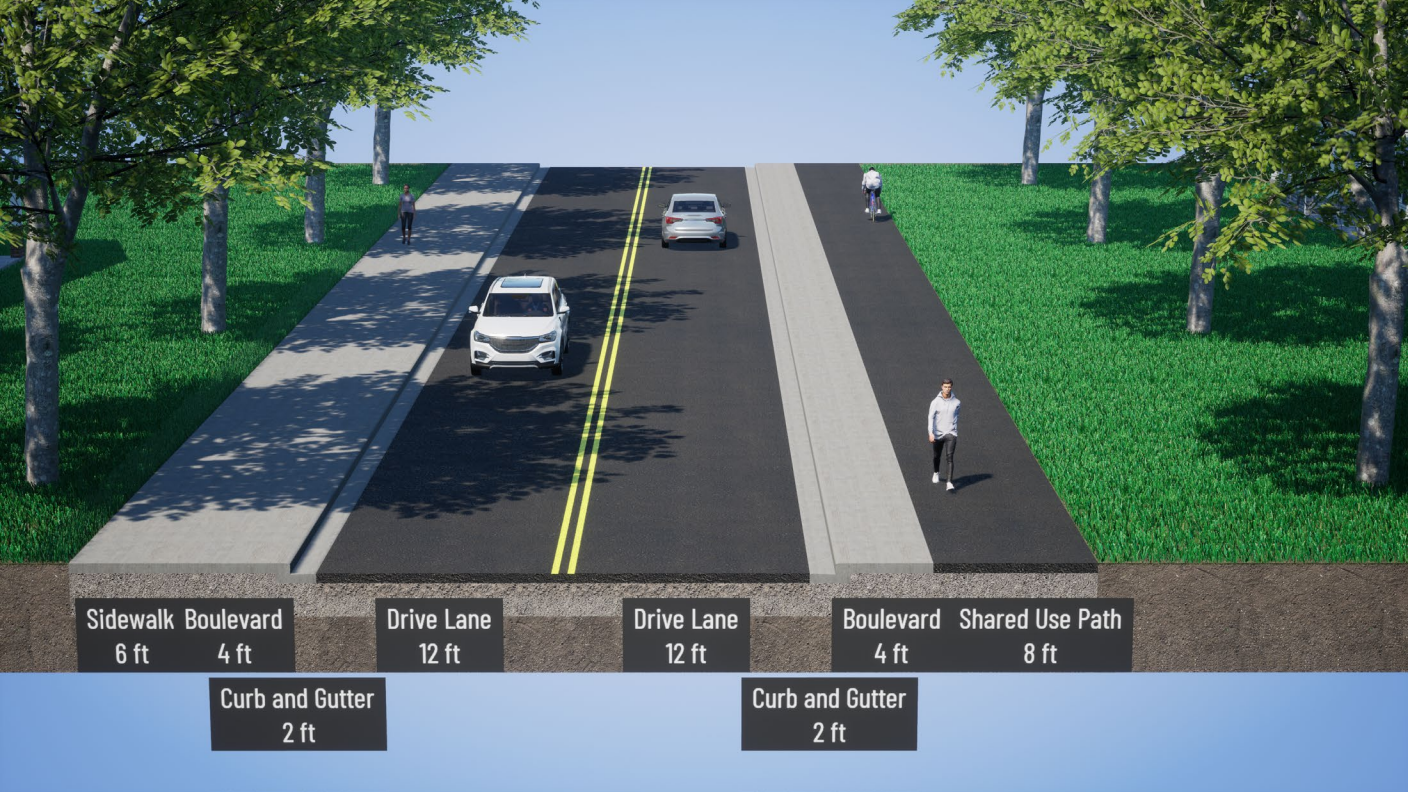




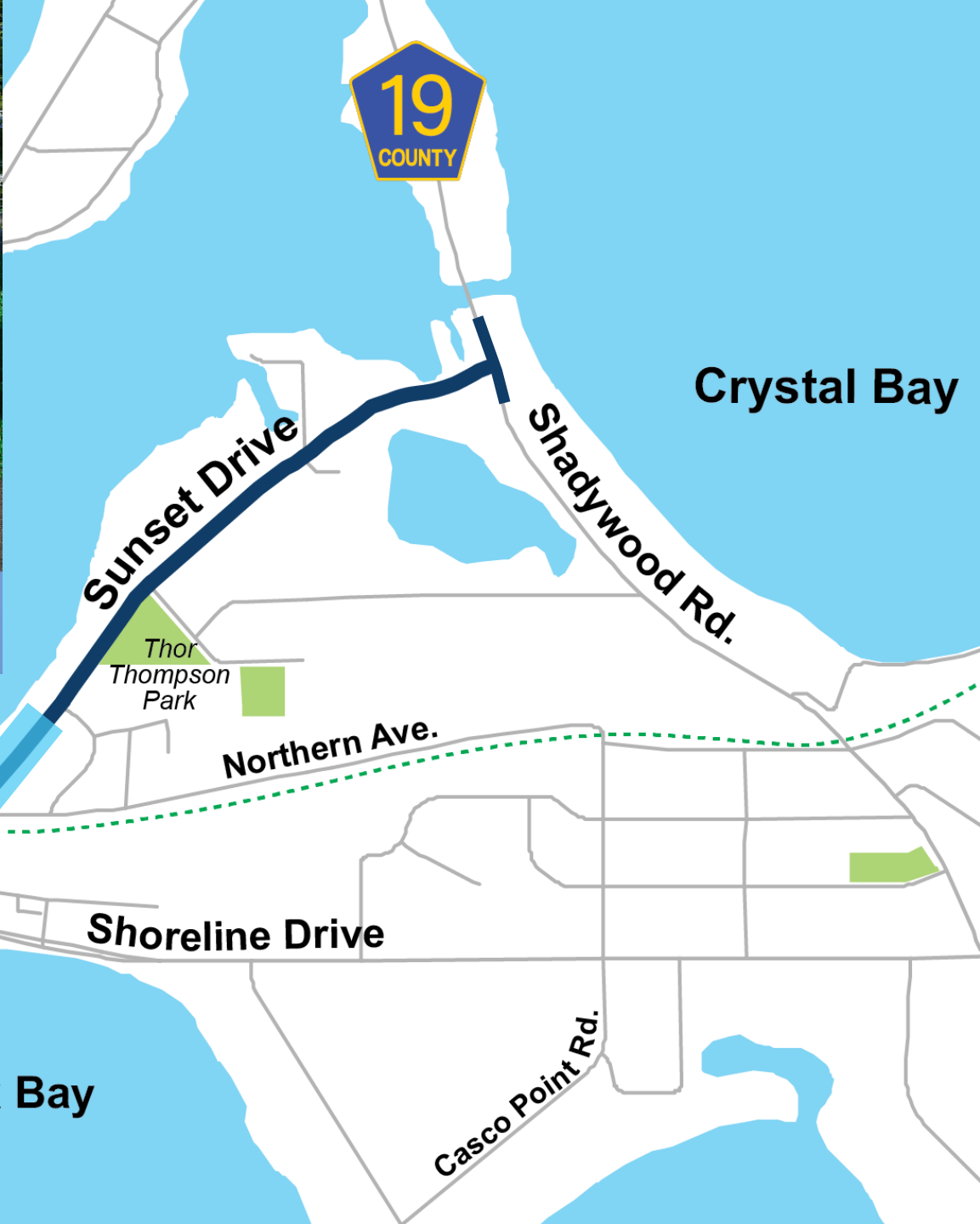
 Median

Sunset Drive reconstruction



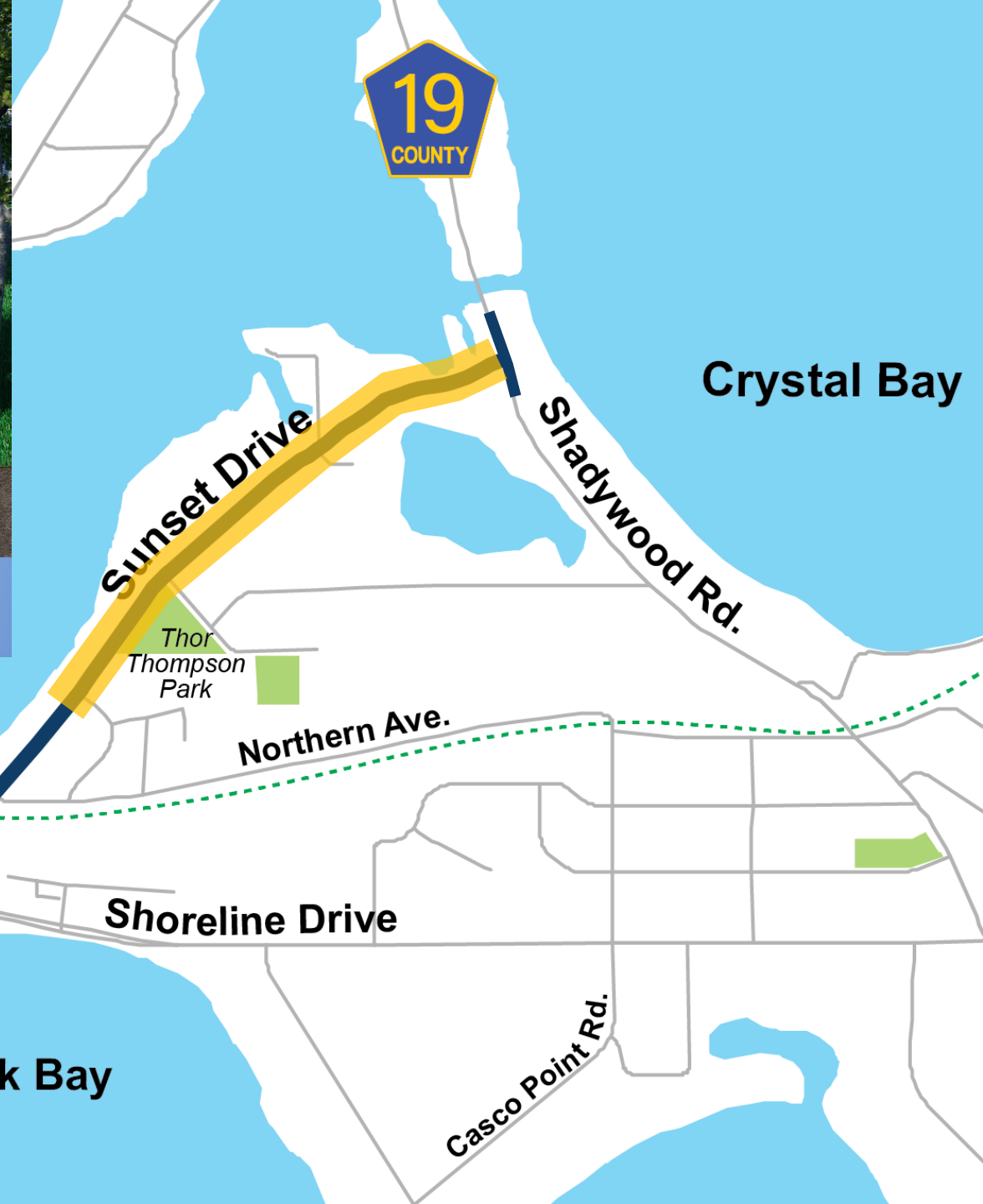
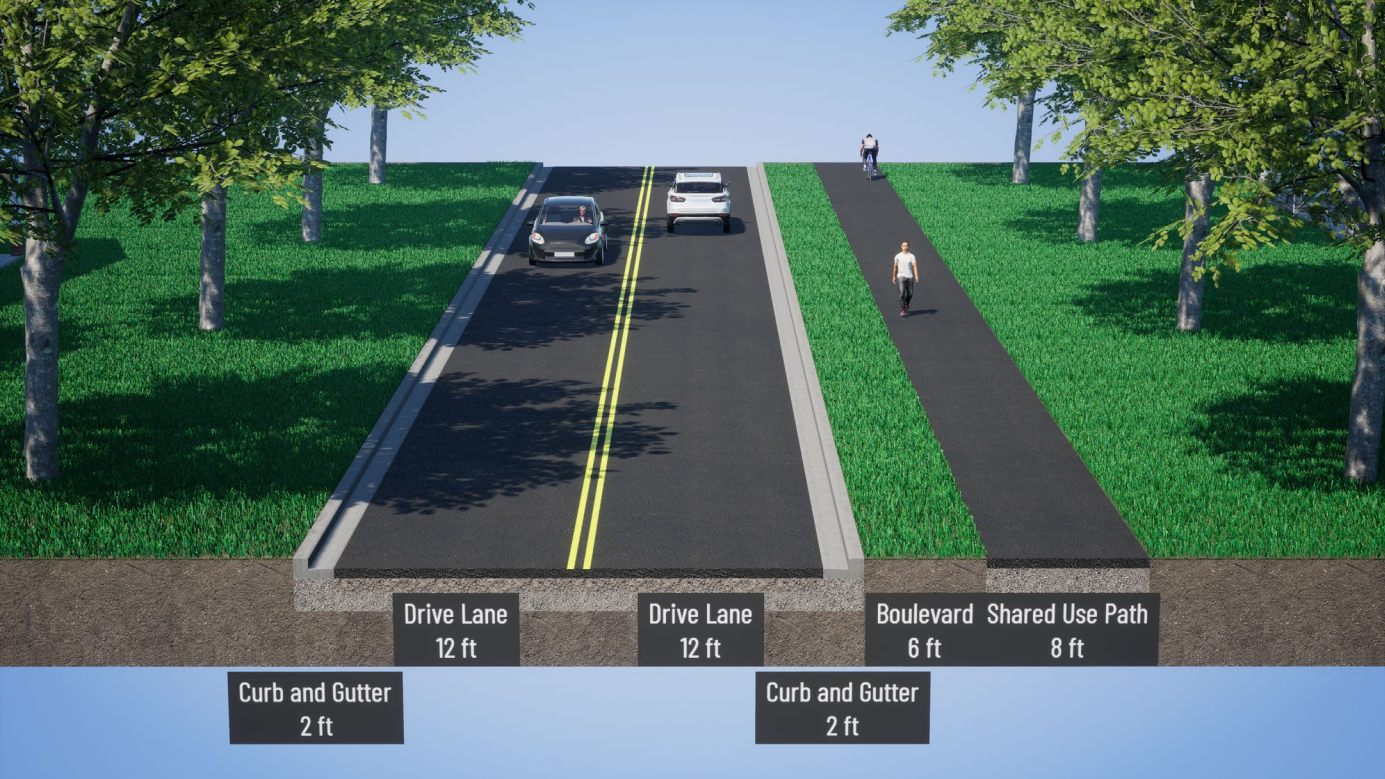


Sidewalk	Boulevard	Drive Lane	Drive Lane	Boulevard	Shared Use Path
6 ft	4 ft	12 ft	12 ft	4 ft	8 ft
Curb and Gutter				Curb and Gutter	
2 ft				2 ft	



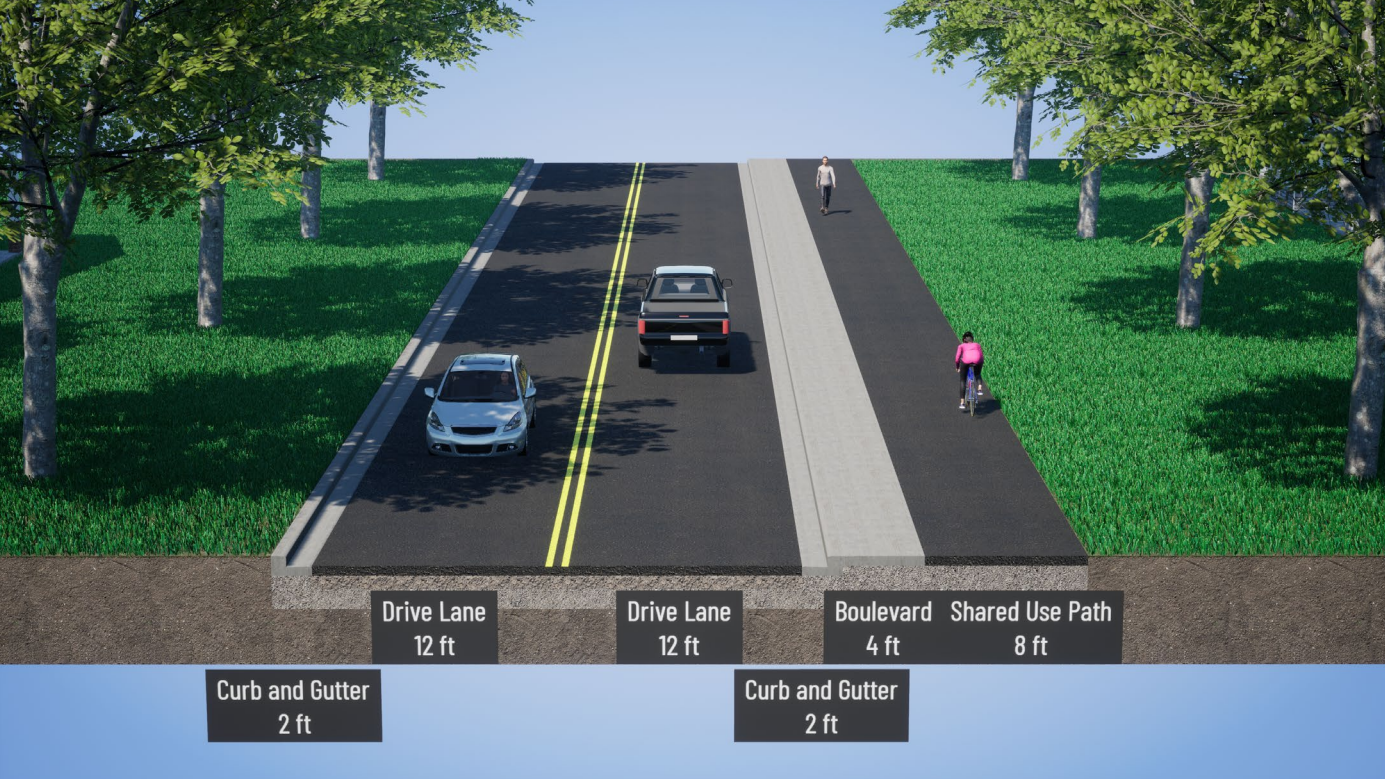
 Paved boulevard

Sunset Drive reconstruction



 Grass boulevard

Sunset Drive reconstruction



Opportunity to adapt these neighborhood segments to a paved boulevard

Sunset Drive reconstruction

# Comparing a paved and grass boulevard



Paved boulevard:  
**40 ft** from edge of curb to edge of path



Grass boulevard:  
**42 ft** from edge of curb to edge of path

# A closer look at key areas



# Sunset Drive at Rockvam Boat Yards



# Sunset Drive at Rockvam Boat Yards



Sunset Drive at  
Park Lane



Sunset Drive at  
**Park Lane:**  
Grass  
boulevard



Sunset Drive at  
**Park Lane:**  
Paved  
boulevard



# Sunset Drive at Lord Fletchers



# Sunset Drive at Lord Fletchers



# Frequently asked questions



# Why Complete Streets?

- Roadway design approach that balances the needs of all users
- Improves safety, mobility, accessibility and convenience for people of all ages and abilities.
- Helps create livable communities by balancing the needs of all roadway users.
- Connects people to jobs, schools, health care and other important destinations

# Bike routes

## Legend

### Open bikeway

— On-Street

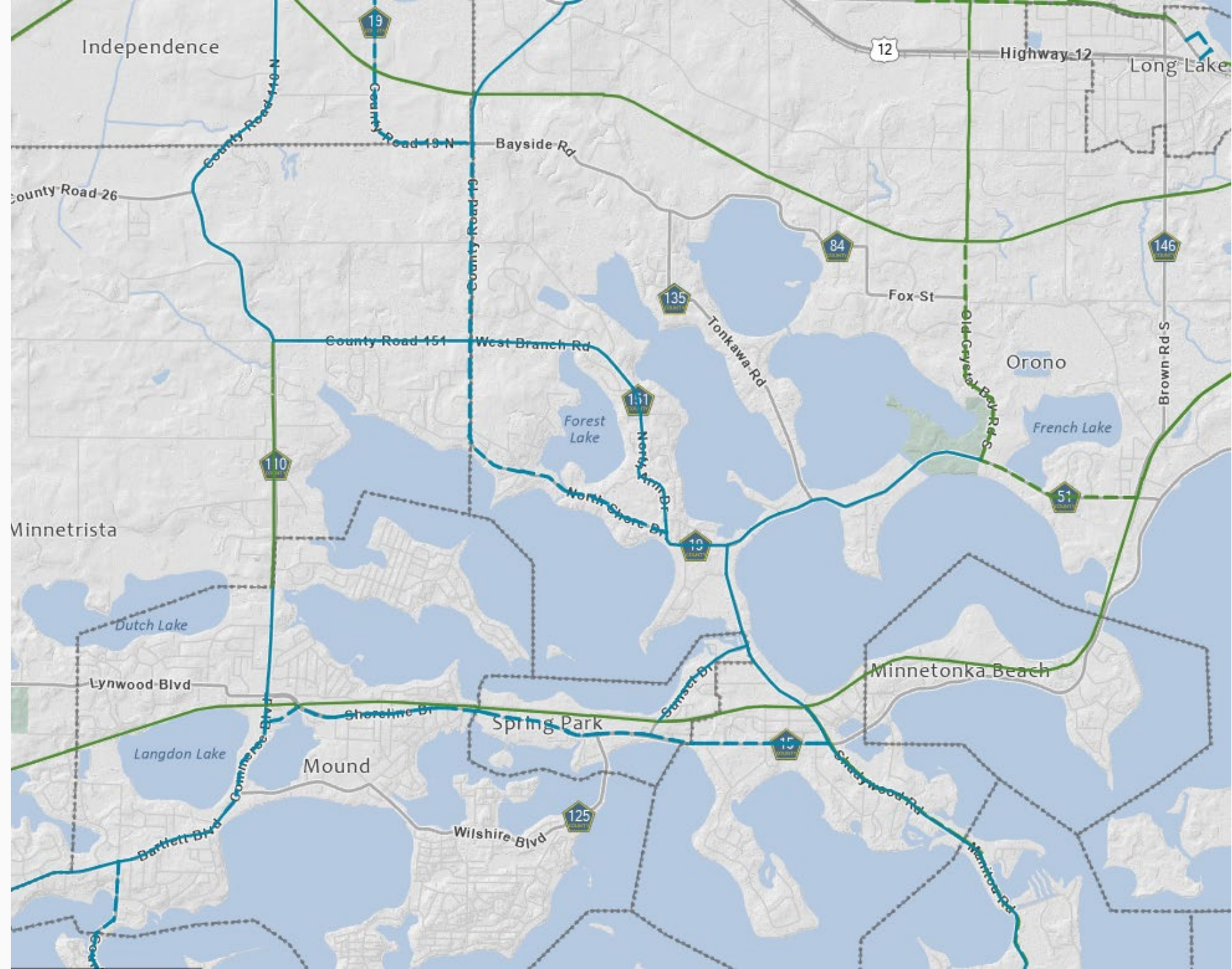
— Off-Street

### Planned bikeway

— On-Street

— Off-Street

### City boundary



# Shared use path vs sidewalk

- Prioritize facilities for walking, rolling and biking
- A trail is more inclusive for all mode types, including families, people living with disabilities, and older adults
- Sidewalk is specially used for walking
- A trail offers more space for several people to use the facility at once comfortably

# Revised recommended design



66 FT. RIGHT OF WAY

# Why Green Streets?

- Incorporates environmentally sustainable principles and practices
- Captures runoff and slows, filters and cleans prior to discharge into the lakes and wetlands
- Improves air quality and water quality
- Examples; Grass boulevards, trees, permeable pavement, specialty drainage structures, rain gardens

# Why is a grass boulevard preferred?

- Creates separation between trail users and roadway users
- Helps capture and treat stormwater
- Enhance aesthetic appeal along corridor
- Are more environmentally-friendly.
- Space needed for mailboxes, signage, trees, lighting and snow storage.

# Open discussion

# How to stay connected

*[hennepin.us/sunset-drive](http://hennepin.us/sunset-drive)*

*[transportation@hennepin.us](mailto:transportation@hennepin.us)*

*612-348-8448*



*Don't forget to sign up for email updates on the website!*