

August 18, 2010

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Mr. Cris Gears, Superintendent
Three Rivers Park District
3000 Xenium Lane North
Plymouth, MN 55441

Dear Mr. Gears,

I note in the "news" section on your web site that Three Rivers Park District has approximately thirty miles of regional trail in the "Current planning" category and approximately nine miles of regional trail under construction. These trails would add approximately 40% to the existing regional trail system. (see attached map)

The 2010 Three Rivers Park District General Fund Operating Budget contains the following statements or information.

"Property tax revenues, the single largest revenue source in the budget comprising 84% of the budgeted revenue, have been impacted by a reduced collection rate combined with a shrinking tax base."

"The Park District's ability to levy taxes for operations is limited to .03224% of this valuation; meaning that as the valuation decreases, the levy limit for the Park District also decreases. While Park District tax levies have not approached this limit in the past, continued decreases in valuation will severely limit the Park District's ability to raise tax revenues to maintain existing operations."

"To help offset these increases to the base budget in 2010, the Park District has eliminated the annual cost of living increase for employees, reduced the amount of capital equipment to be purchased and enacted conservation plans to reduce utility and fuel costs."

Tables on Page 8-9 indicate that TRPD is within \$4.2 million dollars of its levy limit with operating expenses that are increasing at the rate of \$1.75 million per year for the existing system.

What this information indicates to me is TRPD is rapidly expanding its regional trail system while at the same time is approaching its levy limit to fund safety and maintenance for that system.

I live immediately adjacent to the proposed Nine Mile Regional Trail in Edina. In my area the trail would be a "wood-decked timber boardwalk" located in a floodway/floodplain. A structure of this type, in this location, would be expected to be "high maintenance", evidence the experience Minneapolis has had with a timber roadway.

I am very concerned about the ability of TRPD to fund safety and maintenance of the trail system over the long term, since TRPD seems to be expanding the need for safety and maintenance while at the same time it is facing a limit on funding for these items.

I would appreciate your replying to me with the plan TRPD has in place to provide adequate funding for safety and maintenance for the planned additions to the trail system.

Your prompt reply would be appreciated.

Wm Westerdahl
Wm Westerdahl
5912 Walnut Dr
Edina, MN 55436 cc: Edina City Council

August 25, 2010

Three Rivers
Park District
Board of
Commissioners

William Westerdahl
5912 Walnut Drive
Edina, MN 55436

Dear Mr. Westerdahl:

Much of the planned development of additional regional trails will occur some years into the future. Funding for operation of each portion of the regional trail system will be identified as part of the planning process. Construction of the Nine Mile Creek Regional Trail in Edina is approximately five years away, and a route has not yet been identified, so it is too early for specific operational plans to be developed. However, in answer to your questions about safety and trail maintenance I can provide some information about how Three Rivers Park District operates regional trails.

Visitor safety and trail security are high priorities and are considered as part of the planning process for every trail. There will always be competing priorities for public dollars, but the public has indicated that they value safe, well-maintained trails.

In patrolling and maintaining regional trails, we have found cost-effective ways to get the job done. Staff work groups and work assignments are organized to maximize efficiency. Much of the maintenance work is supplemented by seasonal employees, and specialized equipment is often shared with other park operations to avoid unnecessary duplication. Public Safety utilizes a combination of certified and non-certified staff as well as seasonal staffing to most cost-effectively deliver desired levels of service. Although additional miles of trail have the potential to increase total operating costs, we expect to minimize any such increases through careful planning and creative solutions.

In addition to staff, volunteers are a growing part of our trail operations. The Park District has a long-standing volunteer trail patrol that provides assistance to trail users and helps monitor trail user behaviors. We also have a popular Adopt-a-Trail program, which engages community groups and families in volunteer efforts to assist with trail clean-up.

We appreciate input from citizens, and we will keep your letter on file.

Sincerely,



Cris Gears, Superintendent

c: John Keprios, Park and Recreation Director, City of Edina

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From: PAMELA ALBINSON [mailto:palbinson@msn.com]

Sent: Monday, August 30, 2010 9:52 AM

To: Lynette Biunno; kwkadash@comcast.net

Cc: Bonnie Rolstad; ladygeorge; evy schneider; EDINAWEST; lucymike lynch; howard hamburger; andrea senger

Subject: Fw: Lincoln Drive sidewalk and bike trail

Please note amended Edina e-mail address to City Hall. Thanks.

----- Original Message -----

From: PAMELA ALBINSON

To: edinamail@et.edina.mn.us ; kwkadash@comcast.net

Cc: Bonnie Rolstad ; ladygeorge ; evy schneider ; EDINAWEST ; lucymike lynch ; howard hamburger ; andrea senger

Sent: Monday, August 30, 2010 9:48 AM

Subject: Lincoln Drive sidewalk and bike trail

On behalf of the Edina West Pet Board Committee comprised of 14 members we vehemently oppose the proposed Bike/Sidewalk Trail (Section 3) for all the reasons listed at Points of Concern related to Section 3 of the proposed Nine Mile Creek Trail. There are 11 statements of why this should not happen, and we agree with them all. They are very factual and very well stated. My assumption is you have received this list.

We have a wonderful neighborhood of walkers, some with pets, who enjoy the beauty, safety, and slow pace of "our sidewalk." Few suburbs have sidewalks which conjure up a sense of community. Your proposed Bike/Sidewalk Trail would be quite invasive to say nothing of congested and unsafe. Walkers feel quite possessive of this amenity and, quite frankly, I doubt that they would step aside for speeding bikes. I envision many accidents happening to people and to animals being walked. The density of people, dogs, bikes, and overall 169 traffic will deplete any sense of a neighborhood feeling.

Please give careful consideration to the resident comments who are so against this proposed trail and vote strongly against Section 3. There are better alternatives. Thank you.

=====

Pam Albinson

6115 Lincoln Drive #251

Edina, MN 55436

952-938-4847

palbinson@msn.com

PAlbinson@msn.com

244

Date: September 06, 2010

Mr. James Hovland, Mayor
Juni Bennett, Council Member
Mary Brindle, Council Member
Scott Housh, Council Member
Ann Swenson, Council Member

Ladies and Gentlemen:

Taking the opportunity offered by the Edina City Council, we want to express our concern about the Proposal for a Bicycle/Walking Trail along Nile Mile Creek Through the city. As we understand the proposal and its options are currently under consideration by the City of Edina.

One of the trail options being considered by the Three Rivers Park District is along Lincoln Drive /Vernon Avenue from Caribou Stop sign to the stop light at Vernon/Gleason designated as **Section 3**.

Our concern is that if the City Council would select Section 3, we will lose the sidewalk on Lincoln Drive and Vernon Avenue. This sidewalk has existed for more decades, serving and giving opportunities for safe walking for a large number of residents and even workers at United Healthcare, who take their lunchtime walk daily in this area. We, personally, use this sidewalk almost daily for the past 20+ years.

Our claim is:

We want the City Council seriously consider retaining the recent condition of the sidewalk along the Lincoln Drive/ Vernon Avenue, from Caribou stop to Vernon /Gleason Avenue Bridge.

Every day, from early morning to late evening a big number of people are taking their walk on this sidewalk. Many of these people are elderly, some of them walking dogs, and there are young mothers with strollers as well. For the sake of the **safety of all pedestrians** it is very important to keep the existing sidewalk on this section of the road in the same way and condition as it has been used for many years by this neighborhood.

In reviewing the Proposal for the Bicycle/Walking Trail, **please consider retaining the sidewalk in its current configuration**; further, consider the safety and cost of the roadwork in making this big change in this area which many of us won't or wouldn't dare to use anymore in the proposed, altered form because of safety reasons. Also, we are not sure which part the estimate of bicyclists refers to, but the 500,000 number seems far too excessive. Another thought to take into consideration is, that during the late fall, winter and early springtime people are walking on this sidewalk, but we haven't yet seen bicyclists in the cold, snowy months on this road. But be that as it may, we are convinced that losing the safe walking areas in this part of the neighborhood would reduce the quality of life for its residents, cause considerable problems, indeed conflicts for both pedestrians and bicyclists. We urge you not to spend moneys for such dubious alteration of questionable, unproven value.

Thank you for considering our point of view and request when making this important decision.

Sincerely
Agnes & Laszlo Fulop
6650 Vernon Ave. S.
Edina, MN 55436

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From: MLWPACEWSW@aol.com [mailto:MLWPACEWSW@aol.com]

Sent: Friday, September 17, 2010 2:20 PM

To: Lynette Biunno

Cc: klins86@yahoo.com; norman61@me.com; nortonap@gmail.com; rschwartzbauer@comcastnet

Subject: Proposed Nine Mile Creek Trail - Section 3

To: Edina City Council

I was dumbfounded to learn that Section 3 of the trail options would sacrifice the highly used pedestrian sidewalk on Lincoln Drive. It covers one mile from Caribou Coffee to the stoplight at Lincoln/Vernon/Gleason.

Surely you jest. This popular concourse is used daily, in all weather, by residents of adjacent homes and housing complexes - also serving employees of United Health on Lincoln Drive.

As I ride my bike almost daily on the adjacent roadway, it pleases me to see so many people of all ages walking, running or exercising their dogs.

To put cyclists, pedestrians and dogs-on-leash on a common path, with increased 2-way traffic and no divider is a recipe for disaster. This increased risk would surely dissuade older pedestrians, who are now among its greatest users. The backup option - section two - is better only because section 3 is so bad.

Unfortunately its proposed route in back of United Health would destroy native trees and compromise the fragile wetlands along the Creek with elevated boardwalks. It would cross Vernon/Gleason at the stoplight.

This is not only a very busy intersection, but serves as a shortcut for rush hour traffic (2:45-5:45pm) of motorists from Opus, United Health, and 169 south seeking quicker access to Vernon, Gleason and Crosstown east. I pass through this intersection twice daily, and consider it risky, even with a semaphore.

Bike trails are important, but they are not an imperative when weighed against their consequences and against the abundance of bike trails which already exists.

Bredesen and Normandale Parks each offer double two mile loops - one for bikes and one for pedestrians These one-way bike loops are much safer overall than the proposed trail.

A short trip by bike or car to Hopkins will allow access to two long distance trails -- the LRT South which extends to Shakopee; the LRT North to Lake Minnetonka, continuing to Victoria.

The Three Rivers Park District, which would operate the proposed trail through Edina, already operates 62 hiking/biking trails on 14 different sites, including nearby Bryant and Hyland Lakes.

So why is another trail necessary, particularly when it would cost some \$35 million, intrude on public and private land and increase the possibility of accidents with its numerous intersections?

As a serious cyclist who has logged over 150,000 miles since moving to Edina in 1967, I am skeptical of the claim that the proposed trail would be used by half a million cyclists per year.

April to October is a generous measure of weather conducive to cycling. In those 5 months an average of 100,000 cyclists per month would be needed to claim 500,000 per year. That factors to an average of 3,333 per day.

Since most families can only cycle on weekends, that average would have to be boosted for Saturday/Sunday.

In my experience, that volume would discourage use of the trail by families, who should be the primary objective of a park trail.

Don't overlook --

Bike purchasers overestimate use. Just check any Edina garage.

Trail advocates also overestimate use in their enthusiasm for trails.

Congestion and stop signs are deterrents to trail use, but weather is the biggest factor. As Minnesotans know, good weather is often at odds with weekends.

Surely there is a better use of \$35 million than this intrusive trail through Edina neighborhoods.

Thank you for considering my views.

Sincerely, Robert J. Wilkins
6612 Scandia Road
Edina MN 55439

952-941-3732

Email: mlwpacewsw@aol.com

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From: Avelina Schneider [mailto:avel_schn@msn.com]
Sent: Friday, September 17, 2010 4:53 PM
To: Lynette Biunno
Subject: Three Rivers Bicycle/Walking Trail Along Nine Mile Creek

To: Mayor James Hovland
Council Member Joni Bennett
Council Member Mary Brindle
Council Member Scott Housh
Council Member Ann Swenson

From: Avelina T. Schneider
6115 Lincoln Drive #244
Edina, MN 55436
Phone: 952-933-6332
E-mail: avel_schn@msn.com

Re: Three Rivers
Bicycle/Walking Trail Along Nine Mile Creek

Honorable Ladies and Gentlemen,

I would like my name to be added to those *opposed* to the Trail option known as Section 3 along Lincoln/Vernon Drive from Caribou Coffee to the Vernon/Gleason stop light.

I walk this sidewalk **every single day** at least once, more often twice or three times with my small dog. This is a very busy street/thoroughfare already with the Caribou strip mall, United Health, many town house and condominium communities, a church, double homes and many side streets feeding into it. Many automobiles use it, some because it is the way to their residences, some because they work at United Health (I don't even know the number in their workforce at that location, but it has a huge parking lot and ramp and it is totally full every day), some to do business at the strip mall and many, many who want to avoid the Hwy 169 - Crosstown traffic.

The sidewalk is also very, very busy. Many people such as myself walk their pets there two or three times a day. I have seen disabled adults walking along the sidewalk with their aides or caregivers. I have seen a disabled child with an aide/caregiver. There is a man who drives his power wheelchair there on most nice days. Many people who are just "elderly" walk there as well. Employees from United Health walk/jog there during their lunch hour and many walk along there as they take a cigarette break. In short, the sidewalk is already busy to capacity and is not compatible to bike traffic, not even on the street, much less sharing a path with the people who live and work there. It would be too dangerous to try to put bikes and walkers on the same path with just a yellow line down the middle. The width of the street and sidewalk areas are also too narrow to accommodate this added bike trail and, to widen it would add unnecessary risk to current users and destroy the little neighborhood ambience we now enjoy.

I also take my dog to Walnut Creek Park almost every day. It is my chief alternate choice of places to take him. The option known as Section 2 is a much more satisfactory one. I walk in that neighborhood as well and know it very well. While I know the people along the route will be unhappy, it will impact far fewer homes and virtually no street traffic. Families with children use the park quite a bit, but if I understand the plan, the path would only go along the south side. If I understand the plan correctly, it looks like it would only share that south side for maybe 100 yards. I think it's possible they could build a separate path alongside the existing one, like at Bredesen. There is room. A boardwalk through the wetlands would make a lovely ride for the cyclists.

I hope addressing this letter to all of you is acceptable. If each of you wants a letter, just let me know, I will be happy to write to you individually.

If you would like to contact me for any reason, please call or write.

Thank you for your consideration,
Avelina T. Schneider

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Robert A. Schwartzbauer

*6107 Waterford Court S.
Edina, MN 55436
952-933-9610*

September 22, 2010

Mayor James B. Hovland Esq.
Krause & Hovland Chartered
310 Groveland Ave.
Minneapolis MN. 55403

City Council Members
4801 W. 50th Street
Edina MN. 55424

Re: Working Session with Three Rivers Park District Board

Dear Mayor and Council Members,

I am the Community Assessment Team representative for alternative Section 3 of the proposed Regional Trail through Edina. Section 3 would be located on the North side of Vernon Ave. and the East side of Lincoln Drive between the intersection of Vernon and Gleason Rd. on the East and the intersection of Lincoln Dr. and Duncan Lane near the Caribou Coffee Shop at Hwy. 169 on the West. It would replace the existing sidewalk in that area. Section 2 is the Creek-based route that is the alternative to Section 3. Section 2 would follow Nine Mile Creek from the intersection of Vernon and Gleason, through Walnut Ridge Park to Duncan lane and Lincoln Dr. I am writing because I understand that there will be a working session between the Council and Three Rivers Park District Board during which the council will have the opportunity to discuss issues related to location of the proposed Trail.

Safety is the most important issue for all residents of Section 3; safety of pedestrians, bicyclists and automobile drivers. Vernon Ave./Lincoln Dr. is a very busy roadway, principally because it is the only access/egress to and from United Healthcare's Headquarters. According to United Healthcare's property director, approximately 1100 cars enter and exit their parking facility every weekday. Each of those drivers would have to cross the proposed trail twice each day, since there is only one entrance/exit. Furthermore, every resident who lives North of Vernon and/or East of Lincoln would have to cross the Trail in order to leave his or her residence by car. That is because Nine Mile Creek forms the northeastern leg of a triangle bounded by Section 3 on the other

two sides. There is only one route into and out of each condominium complex, town home complex, and neighborhood. There are at least 790 residents of this Section, assuming only one resident per dwelling unit—a very conservative assumption. Thus, on an average, there would be approximately 1900 cars crossing the Trail twice each day totaling approximately 3800 Trail crossings.

Recognizing this safety problem, the Park District is proposing to place 8 sets of stop signs for bicyclists in this one and one-quarter (1.25) mile Section of the Trail. Any council member that bikes knows what is likely to happen: Commuter bicyclists won't use the trail; they will ride in the street rather than stop every approximately 800 feet; Recreational users are unlikely to use the Trail because the Trail would abut a heavily trafficked street and contain many road crossings. Both the Department of Natural Resources as well as the Park District's own surveys reach the same conclusion in their reports on constructing Trails in general and this Trail specifically.¹ The third interested group—walkers, are happy with the sidewalk as is.

During the council's discussion with the Park District Board, if the council believes it would be appropriate, please ask the Board this question: "Does the board recommend placing a Trail immediately next to a busy thoroughfare, with 8 bicycle interruptions within one and one-quarter miles, where there are likely to be approximately on average over 3,000 Trail crossings by automobiles every day." If the Board answers negatively, the city can eliminate Section 3 from further consideration as a possible route.

Please remember, too, that the resolution the council passed on this issue on January 6, 2009, was passed after extensive debate on its wording. The final version of that resolution approved water quality improvement projects including an "off-road multipurpose trail accompanying the Creek to the extent possible...." Nothing in the studies by Three Rivers Park District or the Environmental Quality Board suggests that it would be impossible to construct the Trail along Section 2, the creek-based alternative to Section 3.

There are many other reasons not to locate a Trail on Section 3 including the lack of aesthetic attraction. But because of the serious safety risks alone, I respectfully request the Mayor and City Council to eliminate Section 3 from further consideration as a possible Trail route.

Very truly yours,



Robert A. Schwartzbauer

¹ MNDNR, Trail Planning, Design and Development Guidelines 2007, §2.2. Environmental Quality Worksheet, Nine Mile Creek Regional Trail, June 3, 2010 pg. 7

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From: Dan Atkins [mailto:Dan@Danalytics.net]
Sent: Friday, September 24, 2010 12:25 PM
To: John Keprios
Cc: Solvei Wilmot
Subject: What would TR do?

John, I have one question. What would TR do?

Not long ago, I was about to depart for the Nine Mile Creek open house to learn more about the proposed routes for the Regional Trail. My college aged son wanted to go and as he scampered off to find his shoes he naturally left the TV on. The History Channel was running their 'Presidents' program and Edward Herrmann's voice announced "Number 26..Theodore Roosevelt".

I thought the timing interesting in that Teddy Roosevelt is clearly the one American President one would most closely associate with the word '*park*'. It got me thinking about the proposed park trail. What would TR do in this situation? That really doesn't take any thought because anyone even vaguely familiar with Teddy Roosevelt knows exactly what TR would do. TR would put the trail on park land. The words on the Roosevelt Arch on the North entrance to Yellowstone may say it best. "*For the Benefit and Enjoyment of the People*". This trail certainly isn't Yellowstone but we can nonetheless do the right thing in our little corner of the world.

Teddy Roosevelt would not even consider the hollow arguments by the self interested NIMBY's. To use Edward Herrmann's words about TR "...he could not be bullied". Let's not allow ourselves to be bullied by the intimidating "*this November*" statements of those that don't want to share. Instead, let's be on the right side of history and put this trail on our park land and to use TR's words "*unite people in connection with the heartbreakingly gorgeous land they share*".

Dan Atkins Dan@DANalytics.net
(952) 941-1300 <http://SanityVacuum.com>
Managing Partner: Capsaicin LLC, Owner, D & J Properties
Board Member & Webmaster: <http://MinneAnalytics.org> <http://MNChess.com>

btw: I was going to add the following but my son said it isn't really necessary for the overall point, as TR's awesomeness is fairly well established.

Interestingly, the very next morning I heard on MPR that they polled 238 of the nation's leading presidential scholars. As far as most "Influential" Presidents in the history of the United States TR ranked 2nd. Back in 1982 he was only 5th. History is looking more favorably on the decisions TR made. When it comes to the route of the trail I think we can be on the right side of history and put it on park land.

PS. In the poll's specific categories TR ranked 1st for "Imagination" and 1st for "Willing to take risks" and 2nd for domestic accomplishments. I would hope that we have the imagination to take the risk and get something done and be on the right side of history.

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From: LMARY691@aol.com [mailto:LMARY691@aol.com]
Sent: Sunday, September 26, 2010 11:02 AM
To: Lynette Biunno
Subject: Re: Proposed Three Rivers trail in Edina

September 26, 2010

Mayor James Hovland
Council Member Ann Swenson
Council Member Scott Housh
Council Member Joni Bennett
Council Member Mary Brindle

Re: Proposed Three Rivers trail in Edina

It appears that the costs associated with Three Rivers' projects only go up. I refer you to Sunday's Star Tribune report headlined: Trails are cleared of snow only if cities step up."

If these people get their hands on Edina's creek land, the city will be dictated to until the end of time. Remember, this is the group that wants other taxpayers to help share the pain of repairing the Coon Rapids dam on the Mississippi.

Why should Edina assume the responsibility and expense of keeping trails open year round? (And there will be great pressure from other municipalities to keep it running.)

Three Rivers insists municipalities shoulder the costs of insurance and winter upkeep and that a specific size and color of limestone chips be used in controlling ice. The chips are available ONLY from one aggregate source in Burnsville.

My question here is: What are the ties between the aggregate pit and Three Rivers? Would you ask this question on Wednesday night?

Three Rivers needs to be watched and I hope that's what you will do. And I plead with you to keep the trail off 9 Mile Creek.

Jim Landberg
5408 Creek View Lane
Edina MN 55439

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From: Alihul [mailto:alihul@aol.com]

Sent: Thursday, September 30, 2010 10:59 AM

To: Lynette Biunno; John Keprios; clarencebeeks@hotmail.com; ninemiletrail@threeriversparkdistrict.org; KGrissman@threeriversparkdistrict.org

Subject: joint meeting Sept 29 please forward to edina city council and 3 rivers parks commissioners

Mayor Hovland, Council Members Housh, Swenson, Bennett, and Brindle,

I appreciate your continued efforts to involve the community in the planning process for the 9 Mile Creek Trail and in maintaining an extremely transparent agenda of information exchange. Last evenings meeting helped to alleviate concerns regarding the financial health of the project, the environmental impact, and safety concerns due to the multipurpose nature of the trail. The willingness of 3 Rivers planners to work with city officials regarding the detailed alignment of the trail as it traverses existing park facilities, privacy accommodations for adjacent property owners, and the kinds of materials used for the boardwalk segments demonstrate the level of detail and the cooperative alliance that will characterize this project. New information presented by Kelly Grissman including the number of road crossings (30 for the creek based vs 11 for the road based option), the large number of letters sent by high school students, and the fact that of the 118 letters in favor of the trail (97 unique letters and 21 form letters) only one supported the road based option, indicating a stronger case for the creek based rather than the road based option. I have become aware of a new alignment proposal being promoted as the recommendation of the 3 Rivers CAT group. I find it interesting that the folks who produced this alignment are promoting it as work of the CAT entity. I was a member of the CAT group as was Joseph Hulbert, neither of us were aware of any ongoing meetings or alignment development. I suspect that Eric Burfeind, the rep for Edina High School, was also not included in these "CAT" meetings. It is misrepresentation by this group to imply that they have any official standing or privilege, and they should not be given a voice in any hearings that is not also afforded to other special interest groups who choose to step forward.

I see one area in which clarification is needed to make a sound decision- the height of the proposed boardwalk. I did check with the Planning Department this morning and was told by Chris that the adjacent houses must have their lowest level at 2 feet above the 100 year flood level. While the question remains as to the exact height of the boardwalk it is clear that the boardwalk, whether built at the 100 or the 50 year flood plain level, would not be higher than the dining room of houses built adjacent to the creek.

In reading over my notes of the meeting I have some concerns about the proposed decision making process. It is clear that the majority of the funding will come from surface transportation grants and that the local match will be split between 3 River and the 9 Mile Creek Watershed. 3 Rivers is a highly successful grant applicant, but will need a decision by February in order to prepare the application by the June 2010 deadline. The grant will become available in 2015 and 2016, so the potential to work with the Watershed's goal of restoration between 2013-2015 is possible. If the deadline is missed, the next funding round will be in 2013, with grant distribution in 2017 and 2018- well past the dates that would allow a coordinated joint project with the Watershed. All of this assumes that the project will receive funding, but there are no guarantees.

We have worked through a very long and emotional information gathering process. If there is a very protracted course as input is sought from the Park Board, Transportation Commission, Health and Human Relations Commission, School Board, and 3 Rivers Board of Commissioners the potential to work with the Watershed may be lost, the ugly division that is scarring our community will continue, and of course residents will be denied the opportunity to enjoy this new park, if approved, for several more years. The Council will be criticized for scheduling a public hearing during the Christmas season if the meeting schedule falls into late December. I would like to suggest that you set the public hearing on this matter at the next Council meeting. A public hearing scheduled for late November or early December will give ample time for other Boards to weigh in, will allow 3 Rivers the lead time they need to prepare a successful grant application, will allow interested citizens who wish to testify to adjust their schedule, and will give the residents some closure to this very protracted discussion. Council Member Housh hit the nail on the head- It's time for a decision, up or down.

Alice Hulbert

BETF rep to the CAT group

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From: Hulbert, Joseph [mailto:Joseph.Hulbert@morganstanleysmithbarney.com]
Sent: Thursday, September 30, 2010 12:17 PM
To: John Keprios
Subject: CAT Group Trail Alignment Proposal

Hello John,

Recently you passed along an e-mail from a CAT group member Pete McCarty that was suggesting a new trail alignment. This past spring I volunteered to be the park board representative of the CAT group. I have followed this issue very closely as the trail will come as close to my property as any other along all suggested routes. I was surprised to see this recommendation from the CAT group as I was completely unaware that a new route was being proposed by the group I was supposed to be a part of. I was not included in that proposed alignment or process in any way. I called my neighbor Nancy Crain who is the segment 19 CAT member and she was unaware of that proposal as well.

It seems as if the original purpose of setting up a CAT group has become fractionalized and the intent derailed. I do not think this proposal should be given consideration in front of the park board as "The CAT Group" for that reason. I'm certain there are many residents along their new proposed route that would be far from thrilled and should be informed if what now seems like a special interest group is given forum. I believe the appropriate forum should be the publicized hearing in front of City Council. The CAT group that I was a part of was given time to discuss the issues and present ideas to the Three River Park District. I thought our job as a CAT group was completed with the publication of our Assessment.

Would you please pass this e-mail along to other Park Board members and our City Council

Sincerely,

Joseph Hulbert
Vice President, Financial Advisor
Morgan Stanley Smith Barney
8300 Norman Center Drive
Suite 1150
Bloomington, MN 55437
952-921-1997 direct
800-927-1990 toll free
952-921-1944 fax

Investments and services offered through Morgan Stanley Smith Barney LLC, member SIPC.

Important Notice to Recipients:

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Sept. 30, 2010

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To Mayor Houland:

I attended the meeting at Southview last night about a potential bike trail to connect the metro area. I am indeed concerned that 3 Rivers Park District has mentally decided on the option of elevated wooden boardwalks, and is already taking decisions to endorse this option — "We can remove the Blanding's turtles" and "Parklawn can be prepared Now to facilitate the project."

Hmmm.

My major concerns: Funding - Crime - *Useage* -

I have family I visit 3 seasons of the year, and once a week go past Lake Independence, as well as Ottertail Lake near Hugo in the east metro. I have never seen a biker or anyone on the Ottertail site - I have seldom seen one near Lake Independence, and never a "family grouping." Are the trails used?

Other concerns - there are too many projects happening in a small space. ① The watershed of Minnehaha Creek is there. ② A project at the Colonial site seems likely.

③ Overpasses must be built — but doesn't it seem likely 62 will have to be enlarged in the next 10 years or so? ④ Edina's beautiful trees will take a huge "hit." ⑤ And the idea of using the railroad property by 70th and Cahill !!! My understanding is those tracks will before long be used as commuter railways are extended. So an overland trail seems ill advised, but a "boardwalk" is really wacky. I say "NO" to all of it!

Thanks for reading this,
Alta Fossum
6712 Cahill Rd — 55439
952-941-7022

CC: Edina Park Board
Edina City Council
From:
altafossum@hotmail.com

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Robert A. Schwartzbauer

*6107 Waterford Court S.
Edina, MN 55436
952-933-9610*

September 30, 2010

John Keprios
Parks and Recreation Director
City of Edina
4801 W. 50th Street
Edina MN. 55424

Re: Update on Working Session with Three Rivers Park District Board

Dear Mr. Keprios,

I enjoyed watching the joint session last evening. It was the first time since the public comment period that Three Rivers Park District ("3RPD") has made public its summary of the factors analyzed as part of its work. The summaries are fairly complex, as you know, so if necessary I will respond to them in further correspondence.

In the meantime, I want to comment on a few things that were presented that I found confusing. For example, the mayor asked if a route was chosen that included 5F, would 3RPD recommend going back to vet that section because he understood that vetting had not occurred. Cris Gears, Park District Superintendent said that all routes had been vetted to his knowledge. I think he made a mistake. 5F was first made public at the final CAT session on May 17, 2010. CAT had previously been shown a final draft of the Bonestroo EAW before May 17 that did not include anything on 5F. The final EAW is dated June 3, 2010 and does not contain any work on 5F. There has never been a CAT team member representing 5F. This has nothing to do with my section, but I thought the Council might want to know especially as it could affect timing.

Second, I found it surprising that the routes were presented as only two alternatives: either an all creek-based route or an all road based route. There are at least 5 creek based routes that have corresponding alternative road based routes and vice versa. One could "mix and match" creek and road based routes and create what might be the best route. For example, if you followed routes 1, 2, 4, 5F, 9, 11, and 13 you would have a creek based route from Hwy-169 to Hwy-100 except for section 5F which is classified as road based but primarily goes through Bredesen Park and Countryside Park. This route would have two advantages, at least: It would avoid constructing an overpass to the school

property. It would also avoid any problems that exist with easements from the school district and/or Creek Valley Church. Certainly, during the CAT meetings we were never told we must limit ourselves to all creek or all road based route. I believe we all thought we were to focus on the best of the 14-15 sections presented. My point is this: the way this has been presented it appears the council has only two alternatives: All road or all creek. If you look at all connecting sections, you would expand the alternative options dramatically.

Third, one council member—member Brindle I think, asked a question that I thought was designed to get into a discussion of the joint role of financing between 3RPD and Three Rivers Watershed District. In any case that role was never discussed. Clearly the council member's question was intended to get at whether there are any financing advantages of a creek based route versus a road based route. The council may recall a meeting on water quality in January, 2009, attended by Kevin Bigalke and Jonathon Vlaming. At that meeting they testified that this is the situation: If a trail is built next to creek based reconstruction work, within certain parameters, 3RPD and the Watershed District would share the costs, 50-50. If a trail is built on a road way not adjacent to a Watershed District waterway, the Watershed District cannot contribute financially. Thus, 3RPD would be short 50% of its finances. Typically, in such situations, we were told that 3RPD will seek "partnerships" often with the cities that are planning to do road work along the road based route. See last bullet point, second slide on page 24 of last night's slideshow. In Edina, an all road based alternative would require such a partnership and road reconstruction on at least 8 road segments. See top slide on page 21 of last night's slideshow. Thus, there is potentially a very significant financial difference between a creek based route where 3RPD has its usual and customary partner waiting, and a road based route where no ready partner exists. In a road based route, Edina may be expected to share one-half the costs.

I have sent a copy of this letter to Mayor Hovland by e-mail. If he wants everything channeled through you John, he should trash the whole e-mail.

Very truly yours,

/s/

Robert A. Schwartzbauer

Cc: Mayor James B. Hovland

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From: Denise Fryzek [mailto:denise.fryzek@hotmail.com]
Sent: Friday, October 01, 2010 9:35 AM
To: Lynette Biunno
Subject: Proposed Bicycle Trail through Edina

Hello City Council,

I attended the meeting of the Edina City Council and the Three Rivers Park Board members recently at the South View Middle School. Would like to give you my thoughts from listening to this piece of the process in determining if and where a bike route might go.

As a citizen of Edina I want to say that I support a bike route going through Edina and connecting to the Three Rivers bike routes that are already available, however I would support the safest route possible for all residents.

I have two main thoughts.

One thing that I noticed from the presentation is that it is not apparent to me that the residents of Edina actually want a bike route. The data that was presented is very misleading. The main point from the data is that residents want "walking and biking" opportunities. With these two activities lumped together into one category we really don't know the breakout of each of them. We don't know if walking is desired, biking is desired or both walking and biking is desired. I don't doubt that both are desired but in what ratios? Studies are often designed to benefit the opinions one is trying to capture. It's important to be able to "read" a study objectively.

The other point I would like to bring up is of safety. This is my main concern. As a resident who does a fair amount of driving back and forth through the community, in the past couple of years I have become a very cautious driver and it is because I am very much afraid of hitting a cyclist. On a daily basis, as I drive around town, I look twice and three times about me to be sure I don't hit a cyclist. I believe we have to be more proactive in considering safety. With more and more cycles on the road, we must consider the safety of the cyclist and how the cyclists and cars share the spaces. I am afraid that if we don't give the cyclists a more separate place to ride then we will have more difficulties managing the safety of the cyclists mixed in with the cars.

This brings me to another thought. It seems as if there is a wide range of bicycling styles these days. I wonder if there is a set of bike rules that cyclist should be following and if so how would they know about them? We have training and laws regarding driving motorized vehicles, does the State of Minnesota have any rules about cyclists and can we do some educating regarding them?

Thank you,

Denise Fryzek

952-928-9078

denise.fryzek@hotmail.com

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From: kirkjohnsonster@gmail.com [mailto:kirkjohnsonster@gmail.com] **On Behalf Of** Kirk Johnson
Sent: Monday, October 04, 2010 11:13 AM
To: Ann Swenson; James Hovland; Joni Bennett; Mary Brindle; Scot Housh; John Keprios
Cc: Lynette Biunno; Susan Howl; Jennifer Janovy
Subject: Fwd: Response to Denise Fryzek from Kirk Johnson, Bike Edina Task Force

Mayor, Councilmembers, and Mr. Keprios: Just FYI -- I'm sharing a response from the BETF to a resident inquiry that came through Edina Mail, below.

Thanks Joni (and Jennifer) for passing this along.

----- Forwarded message -----

From: Kirk Johnson <Kirk.Johnson@loganlogic.com>
Date: Mon, Oct 4, 2010 at 11:03 AM
Subject: Response to Denise Fryzek from Kirk Johnson, Bike Edina Task Force
To: denise.fryzek@hotmail.com

Dear Denise Fryzek: Hello, I'm writing on behalf of the Bike Edina Task Force (BETF), a volunteer citizen-based group that works with residents and City staff & elected officials to promote and support bicycling, particularly the [City of Edina Comprehensive Bicycle Transportation Plan](#). Thanks for your inquiry. I realize you may have had other response to your message, so please pardon me if some of this information is duplicated. One of our council members forwarded your message to the attention of the BETF, so I wanted to do my best to respond:

1. **Multi-use trail:** The proposed Three Rivers Park District trail project is specifically a *multi-use* regional trail. The proposed regional multi-use trail would accommodate both pedestrian and bicycle use. The findings from the 2006 needs survey can be applied in this situation because the survey asked about walking and biking trails jointly and the trail provides joint opportunities for walking and biking. If you are interested in more details about the survey, you could contact John Keprios, Park & Recreation Director through the Edina Mail.
2. **Safety:** I agree safety is an important matter for all users of the road. I appreciate your caution as you use the road. Edina staff and elected officials also share your concern for safety. As Chair of the BETF, we support this through educational opportunities such as community service messages on Channel 16, facilitating bicycle rodeos at schools, leading monthly skills rides, leading community rides, and speaking at events...just a few examples -- all to address the very important need for bicycle safety.

3. **Rules/Statutes:** Yes, bicyclists do have statutes to know about and follow, just as motorists do on our roads. Generally all bicyclists have the same rights and duties on the road as motorists. This is true regardless of age or "style," as you mention. The State of MN has rules which are linked from our www.BikeEdina.org site in the Commuting area. Your note reminds me we should move this statute to the main page near the top -- thank you. Here is a [direct link to MN statute for bicycle operation, 169.222](#). To help educate others about these laws, I think it is important to be aware of them, practice using them, and take opportunities to help others know about them too.

Thank you for your questions and please feel free to contact me if you have any questions about the BETF or my comments above.

--

Kirk Logan Johnson
Chair, Bike Edina Task Force
Kirk.johnson@LoganLogic.com
(612) 916-9966 (Cell)

From: Denise Fryzek [<mailto:denise.fryzek@hotmail.com>]
Sent: Friday, October 01, 2010 9:35 AM
To: Lynette Biunno
Subject: Proposed Bicycle Trail through Edina

Hello City Council,

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As a citizen of Edina I want to say that I support a bike route going through Edina and connecting to the Three Rivers bike routes that are already available, however I would support the safest route possible for all residents.

I have two main thoughts.

One thing that I noticed from the presentation is that it is not apparent to me that the residents of Edina actually want a bike route. The data that was presented is very misleading. The main point from the data is that residents want "walking and biking" opportunities. With these two activities lumped together into one category we really don't know the breakout of each of them. We don't know if walking is desired, biking is desired or both walking and biking is desired. I don't doubt that both are desired but in what ratios? Studies are often designed to benefit the opinions one is trying to capture. It's important to be able to "read" a study objectively.

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This brings me to another thought. It seems as if there is a wide range of bicycling styles these days. I wonder if there is a set of bike rules that cyclist should be following and if so how would they know about them? We have training and laws regarding driving motorized vehicles, does the State of Minnesota have any rules about cyclists and can we do some educating regarding them?

Thank you,
Denise Fryzek
952-928-9078
denise.fryzek@hotmail.com

--

Kirk Logan Johnson
Kirk.johnson@LoganLogic.com
(612) 916-9966 (Cell)

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October 4, 2010

Dear Mr. Kaprios,

My name is Linda Kuntz and we lived at 6725 Cahill Road for many years. I am writing to you because I read the article in the Trib regarding the proposed path of the Bike Trail behind the house – to be built on a raised boardwalk. My concern is that the creek can rise quickly and develop a very dangerous current. Recent floods in southern MN developed the same situation – a little creek can turn into a flooded river in no time. If this plan is used, there must be a high, safe fence along the trail – similar to what is over the Crosstown. A railing will only invite inquisitive kids to crawl over or under it to explore. There are deep holes in the terrain, which could be deep enough for a child to drown. Please use the above precautions when designing the trail. Thank you.

Sincerely,



Linda Kuntz – 9419 Clubhouse Rd. – Eden Prairie 55347 Phone 952-941-8965

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From: Alihul [mailto:alihul@aol.com]

Sent: Tuesday, October 05, 2010 9:53 AM

To: Lynette Biunno; KGrissman@threeriversparkdistrict.org; KirkJohnson@LoganLogic.com

Subject: 9 Mile Creek alignment

Edina City Council Members and Park Board Members- I have been a member of the 3 Rivers CAT group for the past 2 years. I must commend 3 Rivers Parks staff for their efficiency, professionalism, and willingness to provide all requested information to a fairly demanding and mostly hostile group. As a member of the 3 Rivers CAT group representing the BETF I have concerns about the proposed plan to allow only CAT group members to make comments to the Park Board regarding the proposed alignment of the 9 Mile Creek Trail. The CAT group has been meeting for more than two years. In a good faith effort to address the concerns of the CAT group the 3 Rivers Parks District paid \$75,000 for the EAW. They have spent in excess of \$100,000 in meetings and research to produce the 130 page CAT team analysis of the proposed alignments, which includes a section in which each property owning member was allowed to have their individual comments published. The CAT group has been heard from, and heard from again. At the recent joint 3 Rivers/ Edina City Council meeting it was decided that the Edina Park Board would be asked to make a recommendation on the trail alignment at a meeting in which public comment would not be allowed. Now a plan is being floated to allow CAT group members to make a presentation to the Park Board. This idea disregards the pledge you all have made to conduct City business in a transparent manner with input from all community members. To hold a meeting of the Park Board and allow only members of a specific special interest group to testify is a despicable failure of transparency which you each should be embarrassed to be a part of. Each segment representative on the CAT group represents about 15 property owners, and there is no guarantee that they actually are presenting the views of everyone on their segment. There are 13 segment representatives for people who live along the proposed route, and one representative for the biking community through a BETF representative. There are no representatives for the remaining 48,000 people who live in Edina, people who would use the trail for walking and other activities, and one BETF member certainly can't represent the extremely large and diverse interests of cyclists who could use the trail- people ranging from 2-90 years old and live in Edina and in neighboring communities. Its time to be the leaders you pledged to be when you ran for office, it is time to treat the opinions of the remaining 48,000 residents of the City with equal consideration. You need to follow the process you announced at the joint meeting last week, allow the Park Board to make a recommendation at a meeting free of input from community members, then hold a public hearing at the City Council level and allow input from everyone.

Alice Hulbert

THE GALLUP PANEL™
HELPING PEOPLE BE HEARD

Oct. 6, 2018



Dr Jacqueline Mithun
5308 Halifax Ave S
Minneapolis, MN 55424-1403

Dear Director,

I would hope Edina would see fit to spend a little extra on a bike trail & do it right. A route along the creek would be more scenic and usable for more people (eg elderly & kids) with no big hills. A creek trail would be safer with fewer crossings streets and driveways to cross. It would also be further from homes (175' vs 90') on average, and be within 25' of 3 homes vs 8 homes on the road.

A trail could be used by walkers, runners, and x-c skiers as well.

Sards like a no-brainer to me.

Jacqueline
Mithun

HELPING PEOPLE BE HEARD

[HTTPS://PANELMEMBERS.GALLUP.COM/](https://panelmembers.gallup.com/)

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October 10, 2010

Edina City Council

Mayor James Hovland
Council Member Joni Bennett
Council Member Mary Brindle
Council Member Scott Housh
Council Member Ann Swenson
Edina City Hall, 4801 W. 50th Street, Edina, MN 55424

Edina Park Board

Todd Fronek, Jennifer Kenney, Joseph Hulbert, Bill Lough,
Keyya Steel, Randy Meyer, Ellen Jones, Daniel Peterson, Rob Presthus, Louise Segreto
Edina City Hall, 4801 W. 50th Street, Edina, MN 55424

Dear Council Members and Park Board Members:

We are writing to express our continued strong objection to the proposed section 9 routing of the regional bike trail between Nine Mile Creek and our homes. This particular routing would be devastating to our privacy, the peaceful enjoyment of our properties, and our property values. We have many objections to this route, but these are some of the more significant:

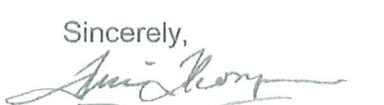
- 1) Loss of Privacy and Peaceful Enjoyment of our Properties: Our street, Valley Lane, has become a busy thoroughfare between the High School and the Southdale Shopping district. In addition, we have a public sidewalk in front of our homes that has become one of the most popular walking and jogging routes in the city. The addition of a public regional trail immediately behind our homes would turn our homes into virtual "Fish Bowls".....homes without privacy. We understand why paths through natural areas are popular. But, trails that are mere feet from backyard decks and swingsets are uncomfortable for both the homeowner and the trail user.
- 2) A Massive Boardwalk is Required: Due to the wetland, a trail in back of our homes would require the construction of an elevated boardwalk. Imagine the near continuous noise of bicycles and pedestrians on the boardwalk from dawn to sundown. Further, despite assurances to the contrary by Joni Bennett and Kelly Grissman when they walked the route with us, the structure is being proposed not near the creek, but adjacent to our property lines, less than 12 yards from our decks and patios. It will be easier for a trail user to see inside our homes than to see the creek! The structure would virtually cut us off from the creek, both visually and physically. A picture is attached of the structure that would be built.
- 3) Loss of Property Values: We estimate that our homes will suffer a loss in property value of approximately \$100,000 each if section 9 is adopted and built. Experts agree. Attached please find our comment letter to 3RPD that outlines the details. This financial sacrifice is much too great for our families.
- 4) Safety and Security of the Neighborhood: Our children have been raised with the understanding they could not play in the front yard unaccompanied by an adult due to the busy thoroughfare street and busy public sidewalk (Valley Lane). For the past 45 years, the backyards in our neighborhood have provided a safe, secure area for our

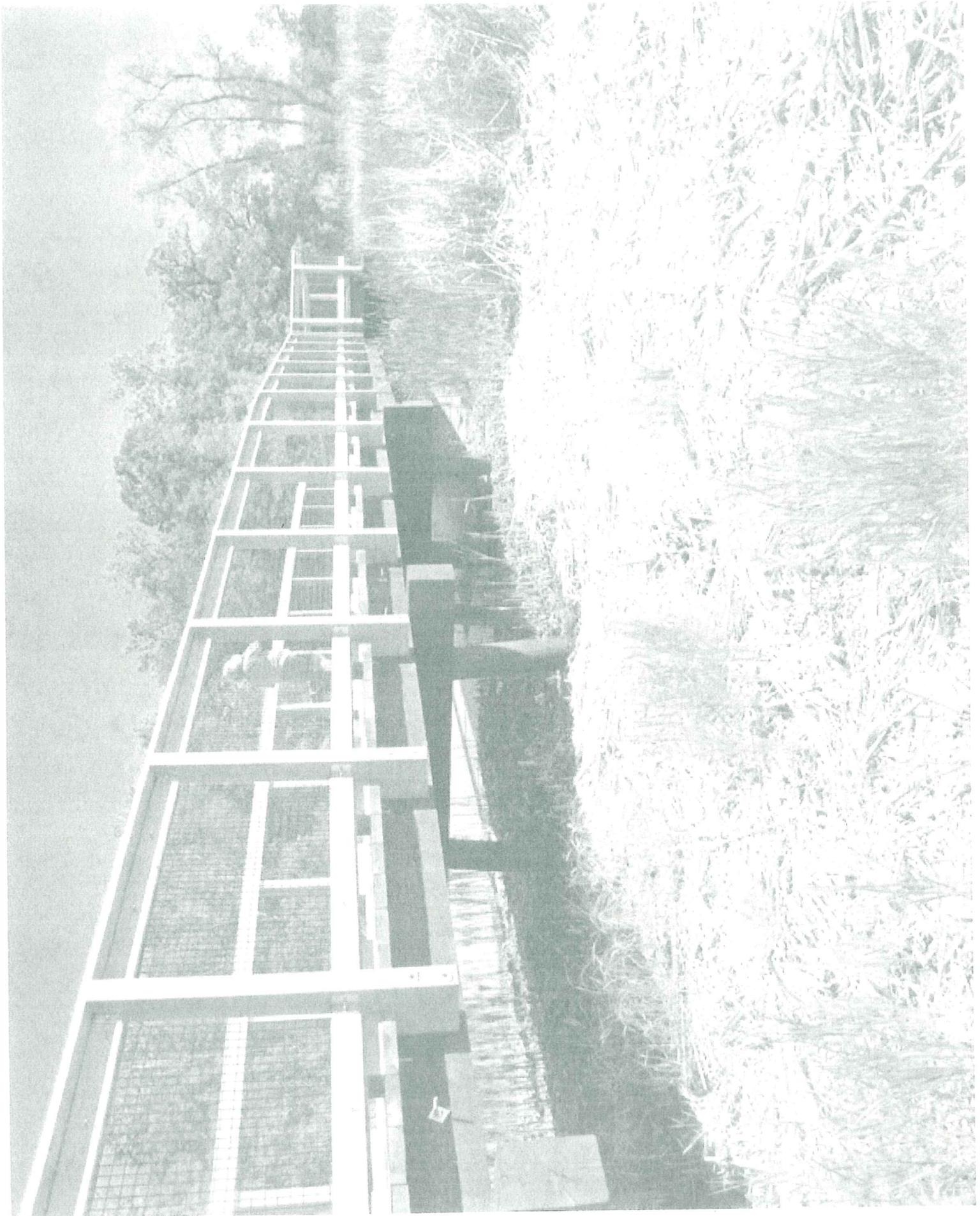
years, the backyards in our neighborhood have provided a safe, secure area for our children....separate and private from the busy car and pedestrian traffic in the front. Most parents never allow young children to play in parks unattended regardless of how safe the area is. A section 9 routing would force us to have the same concerns about our own back yards.

- 5) Habitat and Wetland Destruction: Most of Nine Mile Creek has remained one of the last undeveloped natural areas in Edina. Despite its narrow swath, most adjacent landowners have left the creek banks wild in order to enjoy the beauty of the habitat and the wildlife it supports. Bulldozing a 16 foot wide road, and/or constructing massive boardwalks would essentially eliminate much of this last undeveloped wetland and wildlife habitat in Edina. Our city will lose a true gem.
- 6) Many Good Alternatives Exist: The maps produced by 3RPD indicate that there are route alternatives that do not so negatively impact homeowners and neighborhoods. Further, we believe that there are other alternatives that weren't considered at all. (Throughout this process, we, the public, were never given the opportunity to propose routes. We have been restricted to commenting on routes proposed by 3RPD.)

Thank you for your thoughtful consideration of our objections. We are confident that your careful consideration will result in alternative routing of the bike trail and prevent the devastation of our neighborhood.

Sincerely,

 DAVID & TAMIE THOMPSON	 Paul & Constance Ratelle	 Chad & Andrea Schwinghammer
David & Tami Thompson 5517 Valley Lane Edina, MN 55439	Paul & Constance Ratelle 5521 Valley Lane Edina, MN 55439	Chad & Andrea Schwinghammer 5513 Valley Lane Edina, MN 55439



DAVID & TAMI THOMPSON

5517 Valley Lane
Edina, MN 55439
(952) 942-3384
E-mail: thompson_davidj@yahoo.com

July 8, 2010

** COPY **

Three Rivers Park District
Attn: Nine Mile Creek Regional Trail
3000 Xenium Lane
Plymouth, MN 55441

Subject: Response to Nine Mile Creek Trail EAW Regarding Property Values

Dear Three Rivers Park District:

We appreciate the opportunity to provide feedback on the "Environment, Social, Technical, and Economic Assessment" that was prepared and presented on the proposed Nine Mile Creek Trail. We noted that the report included no discussion on the impact that the trail will have on property values of adjacent properties. We believe that this is a glaring omission and should be addressed before route selection is determined. While not all adjacent properties may be negatively impacted, we believe that there are many residents along the trail who will suffer significant loss in property value if a trail is routed between their private back yards and the creek.

To support our contention that property values will be negatively affected and should be studied before going forward, we offer the following:

1. Residents at 5513, 5517, and 5521 Valley Lane invited Mr. Tom Ries, from Edina Realty to visit their properties, review the published alignment of segment 9, and offer an expert opinion on the effect that this route would have on the market values of the properties. Mr. Ries is a 35 year real estate veteran, specializes in Edina residential properties, and has no personal stake in any particular alignment of the trail. Mr. Ries' expert opinion is that a segment 9 alignment would have "significant negative impact to market value" of these properties. He estimates the effect to be at least \$50,000 per property and perhaps much more if a boardwalk structure is constructed.
2. Presently, Edina appraises and taxes creek-side residential properties as "waterfront" properties. These properties are valued and taxed at a higher level than comparable non-waterfront properties. It stands to reason that separating these properties from the waterfront amenity by a regional trail and necessary privacy screening would transform these properties from waterfront properties to non-waterfront properties and result in reduced valuation and taxation. This would especially be true for those residents whose access to, and view of the creek would be completely eliminated by the proposed elevated boardwalk.
3. Published studies of the effects of trails on property values offer varied and/or inconclusive results. However, in a 2003 study, Effects of Off-Street Bike Trails on Home Values in Hennepin County, Minnesota by Jennifer Shilcox, the data is clear that destruction of adjacent open space for the purposes of creating off-street bike trails is destructive to property values. While the study suggests that off-street bike trails would only likely reduce the value of adjacent properties, it shows definitively that the destruction of open space for the purpose of off-street trails would certainly destroy value. Routing the Nine-Mile Trail through the narrow band of wetland would indeed destroy the open space and property values in many neighborhoods.

We believe that it is in the best interest of TRPD, The City of Edina, and affected property owners for TRPD to commission a professional and independent inverse condemnation appraisal before a route is selected. The present economic assessment is incomplete without a more thorough understanding of the costs to property owners and a plan to compensate them where necessary. A \$20 to \$25 million project, seven miles in length, and adjoining hundreds of private properties deserves this type of study and evaluation.

Sincerely,

David Thompson

Tami Thompson

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to: Kelly Grissman; ThreeRivers Park District; ninemiletrail@threeriversparkdistrict.org
John Keprios, City of Edina Park & Recreation Director; jkeprios@ci.edina.mn.us
Edina City Council Members (Jim Hovland, Scot Housh, Ann Swensen, Joni Bennett,
Mary Brindle)edinamail@ci.edina.mn.us
Alice Hulbert, Bike Edina Task Force
State Representative 41A Keith Downey; rep.keith.downey@house.mn
METC Representative Polly Bowles; polly.bowles@metc.state.mn.us

From : Diane Fansler

Re: Route 7 of Proposed Nine Mile Creek Regional Trail

Please add this Addendum to the letter I submitted to you yesterday for your use and response. Thank you.

Addendum 1-I inadvertently left off this paragraph from the last page:

9A4-Adoption of the proposed Route 7 plans and requires invasion onto all private property along the route on a consistent, constant, intrusive basis from the time of construction ever forward. Constructing the trail up to or very close to the affected property lines of 12 private residences all zoned single family will necessitate invasion into the private properties for construction, service, etc. I am not challenging Edina's ROW, but I firmly believe that this is a misuse of this ROW when this usage relies upon and requires said invasion of properties. John Keprios, Jesse Struve, and other Edina City officials explained city ROW as being for the purposes of accessing utilities such as gas/water/sewer, and for construction of such common-value entities as sidewalks. At no time did anyone state or imply that ROW was to be used for 1-a permanent structure that 2-will completely cover and 3-will extend to the end of the ROW and 4-will require use of private property for all construction and future maintenance/access of 1-this structure and 2- reconstruction/moving/alterations/replacement to the current and future city/public/private utilities located within and/or under the ROW to be used by the proposed trail.

Addendum 2-I did not address the CAT cost estimate of \$600,000 for this segment of the trail because I believe that this estimate is totally moot since 1-ThreeRivers provides no basis for this figure and 2-the numerous omissions, inaccuracies, deficiencies, and errors that I have pointed out that alter and increase costs of construction and maintenance, including from the areas of 1-erroneous and incomplete Environment Assessment including negative environmental impacts; 2-safety and security to trail users, residents, and traffic; 3-costs, negative impacts, and encroachment on private properties during construction; 4-costs, negative impacts, and encroachment on private properties throughout future trail use; 5-erroneous and incomplete Technical Assessment; 6-erroneous and incomplete Design Recommendations; and 7-erroneous and incomplete Social Assessment. However, I wish to publically state that the CAT cost estimate is grossly inadequate and without reasonable foundation.

Addendum 3-All my analysis, information, and comments cover the portion of Route 7 directly within and concentrating on the east side of ValleyViewRd between Valley Lane and Antrim Road. ThreeRivers does not provide specific routes at either end of Route 7, asserting the Route 7 is ValleyViewRd between Tracy Avenue and Antrim Road.

3A-Route 7's reported southern endpoint is Antrim Road. However, the CAT does not specify any route on Antrim Road, but lists numerous possible nebulous alternatives without even placing the trail within the 73ft ROW.

3B-The situation at Route 7's northern endpoint is even more confusing and convoluted.

3B1-The CAT lists Tracy Avenue, but where on Tracy Avenue, which stops and starts and jumps several blocks in between portions? ThreeRivers does not include any information, analysis, or reference to anything further north than West 66th Street or perhaps as far north as Valley Lane: (For example, the CAT bases its entire report on 5 road intersections Route 7, whereas there are 5 intersections on the east side of Valley View Rd between Antrim Rd and West 66th Street. Since there are 12 properties on the east side of ValleyViewRd between ValleyLane and Antrim Road, I have chosen to include this portion in my analysis.

3B2-In addition, I do not have sufficient expertise or personal knowledge of the SQ or unique complications that would result if the trail extends further north along Valley View Rd than Valley Lane. To the extent that Route 7 extends northward beyond Valley Lane along Valley View Road, all the issues I brought up affecting the portion from ValleyLane to Antrim Road would also be relevant to and must be addressed by CAT's research, plans, and communications.

3B3-These considerations must be included, communicated to, and allow feedback from residents both a-as they directly affect this portion of the proposed trail and b-their snowballing effect from the northern endpoint of the segment throughout the trail to Antrim Road.

3B4-Issues I foresee include but are certainly not limited to a-possibly crossing/impacting on Highway 62, b-possibly by-passing 9MileCreek and/or its wetlands, c-possibly blocking entrance/egress from the Fire Station/Paramedics at 6250 Valley View Road, d-possibly impacting the primary entrance/egress of the new high-occupancy Senior Care Center approved by the Edina City Council this past week, and e-certainly impacting on trail users, residents, and road users including ValleyView Rd, sideroads, and Highway 62.

3B5-These 5 areas (and others of which I am not personally aware) deserve the same Environmental Assessment, Technical Assessment, and Social Assessment that CAT purports to have done for the segment affecting the east side of ValleyViewRd extending 5 roads northward from Antrim Road.

Respectfully submitted,

Diane A Fansler
dianefansler@yahoo.com
5709 West 66th Street
Edina, MN 55439

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to: Kelly Grissman; ThreeRivers Park District; ninemiletrail@threeriversparkdistrict.org
John Keprios, City of Edina Park & Recreation Director; jkeprios@ci.edina.mn.us
Edina City Council Members (Jim Hovland, Scot Housh, Ann Swensen, Joni Bennett, Mary Brindle)edinamail@ci.edina.mn.us
Alice Hulbert, Bike Edina Task Force
State Representative 41A Keith Downey; rep.keith.downey@house.mn
METC Representative Polly Bowles; polly.bowles@metc.state.mn.us

From : Diane Fansler

Re: Route 7 of Proposed Nine Mile Creek Regional Trail

1-I am submitting this letter to the above persons requesting your consideration and response. I am vehemently and rationally opposed to adoption of Route 7 of Nine Mile Creek Regional Trail on the east side of Valley View Rd from Tracy Ave to Antrim Rd. Paragraphs will be numbered and sub-pointed for reference, clarity, and accuracy of your response.

2-My credibility and knowledge in addressing this matter are significant and apply directly to numerous important issues. A-I am the owner/resident/taxpayer of 5709 West 66th Street for more than 29 ½ years, including being the main residence of my son from age 9 months to his recent completion of medical residency in CA. B-I am a life-long advocate for children, including serving as a teacher at Edina High School and/or Edina Valley View Middle School for more than 26 years. C-Therefore, I have extensive personal experience with this exact route since I traveled it daily between my residence and my teaching job. D-I am an avid biker and jogger who participates in one or both of these activities nearly daily. E-I have considerable, successful experience analyzing research methodology and veracity, including serving as EHS Debate Coach for numerous highly successful teams up to second place nationally and an MST degree with concentrations in testing and research. F-I am an active, concerned citizen and proponent of Edina and my neighborhood. I inform myself and vote in all elections. I am especially active in issues that affect Edina Schools, including active support for all School bonds and Board elections. I have given Edina Police permission and approval to use my driveway to assist with improving neighborhood safety through enforcement of traffic violations including excessive speed, failure to stop at signs, etc.

3- My involvement with the proposed Nine Mile Creek Regional Trail has been more limited than my desires or usual participation due to the impending death of my Mother in Wisconsin. Although my physical participation has been limited especially during the past 6 months, my opposition to Route 7 is based on: A-thorough reading, study, and analysis of relevant published articles including Edina Sun Current, St Paul Pioneer Press, Minneapolis StarTribune, Edina Schools website, Edina School Board minutes, Edina City Council minutes, ThreeRivers website, and 9milecreek website; B-attendance, direct interviews, contemporaneous notes and documents at the June 30th Public Informational Hearing at Southview Middle School including Kelly Grissman, John Keprios, Ciara Schlichting, Brent Christensen, and Edina resident attendees;

C-extensive interviews, contemporaneous notes, and in-depth analysis of documents from meetings with Edina City employees including June 29, July 1, July 7, and July 8, 2010, including John Keprios, Jesse Struve, and Boyd Tate; D-Telephone and face-to-face conversations including Kelly Grissman, John Keprios, and numerous Edina residents most directly affected by Route 7 including residents and frequent walkers/bikers/joggers along the Route throughout June and July, 2010; E-review of documents, website, minutes, and personal conversations with Edina Schools personnel and SchoolBoard members; F-attendance, contemporaneous notes, and discussion at Neighborhood meetings and presentations in July, 2010; G-informal discussion with legal counsel;

H-personal contact and discussion with owners of 10 of the 12 affected properties on the east side of ValleyView Road; (owners of 2 properties are currently OOT); and

I-personally riding MTC Route 578 buses 4 times in the past 2 months, including both directions, with pick-ups/drop-offs both within and beyond Route 7; and J-personally assessing Route 7 via approximate measurements and photographs including on July 7-12/2010 particularly Valley View, Tracy, Right-of-Way on both, yards, houses/structures, and driveways of the affected 12 properties.

4-A critical area contributing to my opposition to Route 7 is negative environmental impact. ThreeRivers' Environmental Assessment of Route 7 is incomplete, inaccurate, misleading, and so generic that it doesn't directly address the actualities and realities of Route 7. Their reported Route 7 conclusions also fail to fulfill their reported mission, goals, considerations, responsibilities, or procedures.

4A-Therefore, I am requesting a thorough, accurate Environmental Assessment of Route 7 in accordance with the mission, goals, considerations, responsibilities, and procedures published by ThreeRiversParkDistrict and solicited by Edina City Council and Edina Park and Recreation Department on behalf of the citizens of Edina. It is imperative that this study be accurately and thoroughly completed and reported before further consideration of Route 7 as part of the NineMileCreekRegionalTrail.

4B-Since I will be referring frequently to this document, I will quote herein page 5 of ThreeRivers CAT analysis published June 2010:

"The EAW's purpose is to identify and quantify the potential environmental impacts for each of the alternative trail routes under consideration. The EAW findings will help determine if any alternative trail routes should be removed from further consideration due to potential environmental impacts and determine the preferred Nine Mile Creek Regional Trail route through Edina.

The EAW evaluates a variety of components including but not limited to land use, cover types, fish, wildlife, and ecologically sensitive resources, water resources, water-related land use management, erosion and sedimentation, water quality, geologic hazards and soil conditions, traffic, air emissions, odors, noise, and dust, nearby resources, visual impacts, land use regulation, infrastructure and public services, cumulative potential effects, and other potential environmental impacts."

4C-ThreeRivers' published 'Route 7 Assessment Environmental Assessment' appears to be generic "cut and paste" and doesn't provide accuracy, completeness, or specificities of potential environmental impacts let alone assurance of mitigation of the 2 areas addressed; 1-Fish, Wildlife, and Environmentally Sensitive Resources and 2-Surface

Water Runoff/Erosion and Sedimentation. This EA is seriously flawed, inaccurate, incomplete, and contradictory, both within itself as well as contradicting outside facts, reports, statistics, and publications provided by City of Edina and others.

4C1-RiverRivers' conclusion "The trail would be constructed along the roadway with little impact to habitat that is suitable to wildlife." This statement is totally false since the proposed trail (10 ft wide with 3 ft borders on both sides totaling 16 ft) would eliminate the current sidewalk and boulevards as well as eliminating the entire parklane/shoulder rather than "reducing shoulder width" as ThreeRivers claims. (Note: ThreeRivers ThreeRivers claims 67.5 ft Right-of-Way on ValleyView Rd; City of Edina claims 66ft ROW. ThreeRivers TechAssessment claims 11 ft available for trail; how can 11 ft provide 16 ft of trail even using their figures? City re-striped and moved yellow lines to center of ValleyViewRd this spring; distance from centerline to east curb of road is 21 ½ ft of the approximate 33 ft ROW Edina claims, which means that ThreeRivers would have to **eliminate** entire parklane/shoulder, entire sidewalk, and both boulevards to even approach the 16 ft reported as needed for trail! And no where is it considered that this "parklane/shoulder" to be eliminated is required and used, including consistently by MTC Bus 578, Edina Schoolbuses, and Edina Police, Fire, and Paramedic equipment.)

4C-2Whether ThreeRivers labels the area as "unsuitable" or not, considerable wildlife currently chooses to live, breed, eat, and sleep within the area chosen for Route 7, particularly using the numerous established trees (many 75 years old), numerous established hedges and dense plantings chosen with wildlife as a primary goal (many more than 30 years old), and compact lower vegetation with dense groundcover on the boulevards averaging 7.5 feet wide between the road and sidewalk and east of the sidewalk. (Personal note: Route 7 would eliminate at least 5 trees aged more than 25 years and my 83 ft hedge of 50+ honeysuckle/lilac/trees that I planted 28 years ago more than 1 ½ feet within the property line as identified by City Personnel at that time. I developed this hedge specifically for wildlife and privacy. Personally his spring I have viewed a deer, geese, ducks, rabbits, squirrels, chipmunks, an opossum, and 10 varieties of birds actively using this specific hedge.)

4C3-In addition to the wildlife actively using the habitat that adoption of Route 7 would totally eliminate, numerous additional wildlife that regularly cross the proposed trail would be negatively impacted. I have studied and support the research and conclusions developed by Protect 9 Mile Creek group regarding the habitat that NineMileCreek provides. Although Route 7 is not directly affected by fish, virtually all the other animals cited by Protect9MileCreek and some additional animals that use land would be negatively impacted by adopting Route 7. Numerous wildlife travel both east-west and north/south crossing ValleyViewRd, especially traveling to/from the creek, Bredesen Park, EHS and VVMS ecology areas, Highway 62, parkland, and private property. In the past year, I and my adjacent neighbors have observed hundreds of such animals, including 4 types of waterfowl, deer, mink, opossum, raccoons, and (endangered) Blanding turtles crossing proposed Route 7, sometimes remaining on ValleyViewRd, on the proposed Route itself, or in our yards for significant periods of time.

4C4-ThreeRivers denies negative environmental impact for fish, wildlife, and environmentally sensitive resources through adoption of Route 7; however, they propose generalized Mitigation Strategies. These Mitigation Strategies do not directly address or adequately mitigate the true environmental conditions, habitat, vegetation, wildlife, etc

that would be negatively affected as I presented in the preceding paragraphs. Indeed, the Mitigation Strategies admit significant additional negative environmental impact beyond those centering on wildlife issues I outlined above. (To be developed in C9-C19 below). 4C5-ThreeRivers reports: “Mitigation Strategies –Individual trees provide many benefits such as wildlife habitat, shade, rainfall interception, carbon sequestration, and improved air and water quality. The impact to individual trees would be minimized by:

Placing the final trail alignment to avoid individual trees to the greatest extent practical.

Protect preserved trees located in the immediate vicinity of trail construction with tree protection fencing around the root protection zone.

Replacing individual trees that are removed by planting new trees in the immediate vicinity of the tree removal location.”

4C6-ThreeRivers does not consider or present any factual, statistical, study/evidence/observation/facts/quantification on the trees currently located on proposed Route 7! Since ThreeRivers is claiming to develop a 16ft wide trail on 11 ft of claimed land available and is further claiming more ROW than Edina allows on ValleyViewRd, it is impossible for me to quantify the number of trees to be affected, or, therefore, to quantify the extent of the negative environmental impact including on the areas of wildlife habitat, shade, rainfall interception, carbon sequestration, and improved air and water quality cited by ThreeRivers EA. Yes, I recognize that considerable negative environmental impact from tree removal will result in these 6 areas as well as in other areas that I will cover later in this letter.

4C7-ThreeRivers EA only tangentially acknowledges negative environmental impact from trees in 6 areas but doesn't even acknowledge the negative environmental impacts from removal of other vegetation, including the considerable loss of current vegetation and groundcover to result from the elimination of the 7 ½ ft planted boulevard along the entire Route 7.

4C8-Again, I request that ThreeRivers (or their agents such as Bonestroo) complete an Environmental Assessment of proposed Route 7 using valid measurements and valid quantifications based on actual trail proposals for this route, and then to provide Mitigation Strategies that address these specific negative environmental impacts. Further, I request that this valid environmental study and mitigation proposals be presented to affected Edina residents and allow us to respond to their veracity BEFORE further inclusion of Route 7 in the Edina portion of NineMileCreekRegionalTrail.

4C9-As I cited in “C” above, the second area addressed in ThreeRivers' published 'Route 7 Assessment Environmental Assessment' is surface water runoff/erosion and sedimentation.

“Surface Water Runoff/Erosion and Sedimentation. Inventory & Assessment
-The increase in impervious surface along the entire trail system will generate an additional runoff.

-Unmitigated runoff has the potential to exacerbate existing erosion issues adjacent to the proposed trail. Unmitigated runoff from the trail also has the potential to adversely affect the water quality of the waterbodies it is tributary to. Therefore the best management practices are recommended to minimize erosion potential. Nine Mile Creek Watershed District (NMCWD) rules further define the requirements for the design of the best management practices.”

4C10-I agree with the 2 areas presented in the EA on the certainty of additional runoff from trail construction and the negative impact on existing erosion and water quality. However, it must be pointed out that the EA does not present any quantification, facts, or specificities even in these areas and fails to include numerous other likely negative environmental impacts from this increased run-off.

4C11-In the EA's statement that the entire trail will be impervious surface, it does not address or attempt to quantify the additional runoff to be generated 1-by the loss of planted ground surface 16ft-wide along the entire ValleyViewRd, or 2-to compare the SQ with additional runoff to be generated by the impervious surface, or 3-the negative impacts of current erosion and water control entities that would be covered/replaced/eliminated by the new trail surface.

4C12-Further, the EA does not seem to be aware of or to acknowledge the current significant amount of erosion on this Route. Three personal, quantified examples of the extent of erosion in my immediate area: 1-a section of the boulevard to be replaced is adjacent to part of my hedge near a storm sewer; it has had a sizable sinkhole since the City ran a sump pump connection pipe through the area a few years ago; 2-last summer a huge section of ValleyLane just east of the ValleyViewRd intersection collapsed into a large sinkhole, including road, sidewalk, and boulevard; 3-last fall I paid \$15,000 for new erosion control in my backyard and to repair damage from erosion due to the repeated pumping of the swimmingpool from the backyard of 5712 Grace Terrace into my backyard.

4C13-The EA acknowledges the potential of negative impact of unmitigated runoff on water quality, but, again, the EA does not acknowledge or quantify the SQ, the probability of increased runoff, or the extent of potential harmful effects on water quality. Further, the EA does not acknowledge or address that Route 7 of ValleyViewRd is located on a hill and that all the runoff goes downhill directly into Nine Mile Creek!

4C14-The EA does not address the current water control devices, their efficacy, or what effects replacing/removing/moving/covering them would exacerbate or create. Again, I will rely on personal experiences: 1-several times annually nearly every year in the 29 years I have lived here, the storm sewers on ValleyViewRd adjacent to Tracy Avenue are unable to keep up with rainfall/snowmelt, etc, resulting in street flooding, water backup, etc; and 2-within one four-year-period of my residency, we experienced a "100 year storm" and a "500 year storm", both of which resulted in very serious, longer term problems including road closures for more than 3 days, sewer backups into our houses, significant property damage, etc.

4C15-The Mitigation Strategies presented in the EA do not address current or potential negative environmental effects. First, none are specified! Then, the EA presents a blanket assurance that "best management practices" are recommended and lists several of these without showing how any of them applies to the SQ or top proposed Route 7!

4C16-The EA does not present information or mitigation strategies for current sedimentation or potential for future negative effects resulting from adoption of Route 7. I do not have professional or personal experience with sedimentation and, therefore, cannot do the EA's job for them in this area. However, I ask that sedimentation, its current status, potential future problems of sedimentation resulting from adoption of Route 7, and specific mitigation strategies to deal with these be addressed in my requested Environmental Assessment of proposed Route 7. Further, I request that this

valid environmental study and mitigation proposals be presented to affected Edina residents and allow us to respond to their veracity BEFORE further inclusion of Route 7 in the Edina portion of NineMileCreekRegionalTrail.

4C17-In addition to incomplete, misleading, and/or irrelevant statements on the two areas that it mentions (1-Fish, Wildlife, and Environmentally Sensitive Resources and 2-Surface Water Runoff/Erosion and Sedimentation), the EA finds Wetlands and its Mitigation Strategies to be NA.

4C18-In addition to incomplete and misleading information and mitigation strategies on 1-fish,wildlife, and environmentally sensitive resources and 2-surface water runoff/erosion and sedimentation, the EA completely ignores several areas that its CAT Analysis publication promised to evaluate. Several of these are pertinent to Route 7, including some that potentially create significant negative environmental impacts.

CATAnalysis areas that the EA ignored that may be relevant to Route 7 include: 1-land use, 2-land cover types, 3-ecologically sensitive resources, 4-geologic hazards, 5-soil conditions, 6-traffic, 7-air emissions, 8-odors, 9-noise, 10-dust, 11-nearby resources, 12-visual impacts, 13-land use regulation, 14-infrastructure, 15-public services, 16-cumulative potential effects, and 17-other potential environmental impacts.

PLEASE: these areas must have a valid environmental assessment, be reported and accessible to concerned parties, receive feedback, and responded to BEFORE continuing with Route 7.

4C19--NONE of the areas most crucial and most likely to produce negative environmental and other negative impacts resulting from a road-based trail are even touched upon in the EA of Route 7. Traffic, air emissions, odors, noise, dust, visual impacts, infrastructures, and public services will all have significant negative impacts both during construction and after completion of the proposed Route 7.

5-Another area of urgent and compelling reasons for my opposition to Route 7 is lack of safety.

5A-The entirety of Route 7 is on a portion of Valley View Road that already is dangerous to both users and residents due to 1-heavy usage as a major thoroughfare (nearly 10,000 vehicles daily via City of Edina's 2009 official Volume and Speed Count but please note that counts are done only every 2-4 years since 1975, almost entirely in summer months, and do not accurately reflect average daily traffic during the far busier months when schools are in session let alone peak usage!); 2-traffic congestion especially related to the four daily start-end times of VVMS ValleyView Middle School) and EHS Edina High School) five days weekly for 9 ½ months each year (City's 2009 Volume and Speed Count shows consistently high volume beginning at 6:00am through past 9:00pm) ; 3-traffic congestion to/from numerous day/evening/weekend activities at EHS, VVMS, EPAC (Edina Performing Arts Center), and athletic/community events at facilities in or adjacent to EHS, VVMS, and EPAC nearly 365 days per year; 4-primary usage by Edina School buses transporting students to/from VVMS and EHS as well as picking up/dropping off/transporting neighborhood students to other Edina schools (most probably in excess of 60 buses daily just for EHS/VVMS am/pm start/end times); 5-usage by the MTC for Route 578 including 6 bus stops within Route 7 on the "park lane/shoulder" on the east side of Valley View Road that provide important transportation for neighborhood residents and school personnel linking commuters

directly with downtown Minneapolis and to MTC's Southdale Hub; 6-heavy pedestrian usage of the sidewalk as the primary commuter route for students/staff/resident visitors to EHS, VVMS EPAC, and playing and practice fields; 7- heavy pedestrian usage of the existing sidewalk as a popular route for joggers, dog-walkers, exercise walkers, and pushers/companions of carriages for young children; 8-necessity, reliance, and primary usage by Edina Emergency Vehicles and Staff, especially fire equipment/personnel and paramedics equipment/personnel housed at the Fire Station located at 6250 Tracy Avenue serving area neighbors/residents as well as the 3000+ students, 300+staff, and additional visitors at EHS and VVMS; (I personally owe my life to these Paramedics who were able to quickly reach me at my residence, provided advanced life support, and transported me to Fairview Southdale Hospital less than 3 years ago); 9-necessity, reliance, and primary usage by Edina City Public Works employees, including workers serving the streets and public utilities areas, especially maintenance, installation, and repairs to water mains, storm sewers, sanitary sewers, and streets, including snow plowing and removal on this busy major thoroughfare; 10-necessity, reliance, and significant usage by workers from public and private utility companies servicing the other utilities housed under/adjacent ValleyView Road including gas, electric, cable; 11-primary usage by a growing number of service vehicles for neighborhood residents such as garbage removal, home/yard maintenance, and deliveries; 12-intersections on the east side of ValleyViewRd with 5-6 major roads of high vehicle traffic including necessity for southbound ValleyViewRd traffic to make left turns onto these 6 streets across the proposed trail and westbound traffic from these 6 streets to make left turns and cross the bike trail; and 13-consistent vehicular violations including speeding, stopsigns, inattentive driving, lane usage, proper distance, failure to yield right-of-way. (These are traffic violations which I have personally observed, recorded, and reported to Edina Police. Statistically, the maximum posted speed within all of Route 7 is 30 mph; one of the most recent City Volume and Speed Count reports an average speed of 39.3mph with 15% in excess of 40mph! I am not criticizing the Edina Police; they are unable to dedicate more manpower, equipment, and time to his area.)

5B-In addition to the current dangers and imperiled safety along Route 7 which I outlined in the preceding paragraph, the proposed bike trail will significantly increase dangers to trail users, residents, and traffic.

5B1-The existing sidewalk and boulevards will be eliminated and replaced with a 10ft trail with 3 foot borders on each side (according to John Keprios and other Edina City personnel). The proposed trail will be extremely dangerous to users, residents, and traffic alike. The trail is to be shared by northbound bikers, southbound bikers, and pedestrians, separated by paint stripes. In addition to the dangers especially to pedestrians on a shared trail, dangers to trail users include highspeed downhill northbound bikers, narrowness of trail without sufficient enforcement on single-lane use, trail adjoining congested, speeding traffic on ValleyView road, intersections with 5-6 busy streets with numerous stopsign violators, and crossing driveways on ValleyViewRd. One of those affected driveways is mine; I will be virtually imprisoned without being able to access my house and will be required to cross three lanes of pedestrians and bikers before entering a busy street which now will have the shoulder also eliminated! In addressing placement of crosswalks, Edina City acknowledges "the potential for accidents and

injury” and reports that “in Minnesota, the rights of pedestrians are not as respected by motorists.”

5B2-Portions of the proposed Trail 7 cross intersections that already experience significant vehicular accidents. Edina City records are extremely inaccurate here. Personal verification: city records claim 1 accident at the intersection of Tracy and ValleyViewRd in the past 4 years; I have personally witnessed at least 12 accidents in this time period despite not being present for more than 2/3 time due to work, etc. One day last winter there were 5 accidents in a 2-hour period at the intersection including 2 that ended up past my property line in my front yard, damaging structures, 30-year-old trees, mailbox, etc.

5B3-The east shoulder will have to be eliminated to allow for trail construction. This shoulder is currently used heavily by MTC buses (including 6 stops), Edina schoolbuses, and emergency/law vehicles. ValleyViewRd is already highly congested, with stop-and-go traffic several hours per day. Elimination of the shoulder will not allow emergency vehicles to by-pass, which further endangers trail users, area residents, and the 3300+ students/staff at VVMS and EHS.

6-Several components of the CAT Design Recommendations for Route 7 are incomplete, non-specific, misleading, and false. Further, it should be noted that no resident directly affected by Route 7 was included on the CAT; Dave Henry is listed as representative for sections 5E and section 7 whereas section 5 has 2 additional representatives!

6A- CAT Design Recommendations for Route 7

“Route 7 recommendations include improving the Antrim Road and Valley View Road intersection to allow safe pedestrian/bicycle movement to Edina middle and high schools from the regional trail. In addition it is recommended to design the trail in a manner to reduce vehicular speeds and increase safety in the neighborhood. The east side of Valley View Road appears to be more feasible as it already has a sidewalk and as a result, the residents and community are familiar with pedestrians and bikes on the east side of the street. The west side of Valley View Road was eliminated from further study due to limited available road shoulder and steep roadside embankments.”

6A1-“Route 7 recommendations include improving the Antrim Road and Valley View Road intersection to allow safe pedestrian/bicycle movement to Edina middle and high schools from the regional trail.” First, although 1 of the 3 rationales for Edina to be part of ThreeRiversBikeTrail was to provide access to EHS and VVMS, according to John Keprios and other City officials, “the schools don’t want it”...the schools have other plans for their property...the city doesn’t have the same ROW’s on school property as on property adjacent to private homeowners.” Indeed, Route 7 magically appeared as a proposed part of the Edina trail, section 6 alternatives near the schools were eliminated, and other viable alternatives were not studied/added including along MNDOT Hwy 62/Schools/Public ROW, connections along Gleason Rd, intersections with the 2.4 miles Braemar Golf Course Perimeter Walk, along Highway 169/Braemar Arena, etc. Further, the Antrim-ValleyViewRd intersection is limited to 66 ft ROW. Third, additional negative snowballing will impact throughout Route 7 from any traffic/safety controls applied at this end-point.

6A2-“In addition it is recommended to design the trail in a manner to reduce vehicular speeds and increase safety in the neighborhood.” My responses: a- state regulations

prohibit speed limits lower than 30mph; b-Edina police are unable to control current speeding (recall the previously documented 39.3 mph average at 85% of traffic and 15% above 40mph); c-additional trail user traffic will exacerbate the traffic control problems; d-ThreeRivers will not provide significant, sufficient additional patrols/enforcement; e-CAT does include any possible remedies, 6-Edina's "Suggested Traffic Calming Measures" for dealing with "speeding, pedestrian/bicycle safety, traffic volumes, and accidents" rely on seasonal speed bumps, signage, and semi-fours. None of these will provide significant relief, especially since ValleyViewRd is a major thoroughfare including winter months.

6A3- "The east side of Valley View Road appears to be more feasible as it already has a sidewalk and as a result, the residents and community are familiar with pedestrians and bikes on the east side of the street." This assertion is FALSE. My responses: a-the existing sidewalk is used predominately by pedestrians whereas Route 7 proposes to eliminate it and replace it with a trail shared by two lanes of bikers with a narrower lane than the current sidewalk for pedestrians; b-the second portion (assertion) is totally false since Minnesota law requires bikers to ride with the traffic-flow; therefore east side residents and community are more familiar with northbound bikers and traffic, whereas west side residents and community should be equally familiar with southbound bikers and traffic. Indeed, all of the most recent Edina City Volume and Speed Control Reports Daily Vehicle Classifications show 50% higher numbers of southbound (west side) bikers than northbound (east side) bikers. Since the major rationale for placing Route 7 on the east side of ValleyViewRd relies on a false assertion, the proposed adoption of east side Route 7 must be eliminated.

6A4-"the west side of Valley View Road was eliminated from further study due to limited available road shoulder and steep roadside embankments." Again, this conclusion is based on false information: a-ValleyViewRd was re-striped in the past few months to be centered at 21 ½ ft from both east and west sides of road (previously for more than 29 years as verified by myself and 7 long-term residents, the stripes were closer to the east side of the road with a much larger parklane/shoulder on west side of road); b-whether using ThreeRivers or Edina city figures on ValleyView Rd ROW, the proposed trail's 16 ft would require elimination of the east side shoulder and elimination/replacement of the east side sidewalk and boulevard up to east side property lines; c-this will result in one very narrow lane of northbound traffic on the east side of ValleyViewRd; d-therefore, the current 21 ½ ft located on the west side of ValleyViewRd's centerstripe cannot accommodate one lane of all southbound traffic, left-turn lane for southbound traffic at 6 intersections, right-turn lane for all southbound traffic at 1-2 intersections, as well as emergency vehicle/MTC bus/schoolbus/parking/emergency stopping; e-therefore, if Route 7 is installed on the east side of ValleyViewRd, the street must be widened along the west side within the same approximate 33ft ROW that exists on the east side. These facts contradict the CAT conclusion of both "limited road shoulder" and the necessity to work within the steeper embankment of the west side of ValleyViewRd. For numerous reasons including safety and traffic flow, the ROW along ValleyViewRd's west side will have to be developed into this embankment even if the trail itself were located on the east side of the street.

7-The information reported in Route 7 Assessment Social Assessment is also flawed, misleading, incomplete, and false.

7A- Route 7 Assessment social Assessment Adjacent Residential Yards reports “varying levels of privacy and access which may be altered by the trail” as 2 residential front yards, 7 residential side yards, and 9 residential back yard. Factual numbers are 5 front yards, 9 sideyards, and 7 back yards. Please note that several properties are negatively impacted on more than one portion of yards.

7B-- Route 7 Assessment Social Assessment Proximity of Adjacent Homes acknowledges that “homes closer to the proposed trail have greater opportunity for potential trail related impacts (visual, noise, privacy)” but inaccurately reports average distance from house to trail as 60’, average distance from house to property line as 30’, and number of houses <25 ft as 2. Even using the most generous of the sundry ROW figures used by Edina City and ThreeRivers, I find the Assessment figures to be grossly false with factual average distance house to trail as significantly closer than 60’ (perhaps 30’), average distance house to property line much shorter than 30 ft (estimating 20 ft), and at least 7 houses that would be closer than 25 ft to a trail located 11 ft from the east side of the ValleyViewRd curb. In fact, the entire front of the house, entire front yard, and most of the driveway of John Howells’ property located at 6725 ValleyViewRd would be within single-digit ft of the trail and my property located at 5709 west 66th Street would be nearly as negatively impacted.

7C-The Assessment and ThreeRivers reports do not address or include compensation for the reduced property evaluations that would result.

7D-The Assessment and ThreeRivers do not offer sufficient mitigation remedies for the negative impacts that would result.

7E-The Assessment and Three Rivers do not address the negative impacts **during construction** or **future negative impacts** upon proposed trail completion including noise, traffic, air emissions, odors, dust, infrastructure replacements, public service replacements, and additional funding requirements.

8-The Route 7 Assessment Technical Assessment is also inaccurate, incomplete, misleading, and false.

8A- Route 7 Assessment Technical Assessment Space Requirements concludes “Proposed street redesign: Reduce shoulder width and/or remove park lane along ValleyView Road.”

8A1-As documented earlier, Route 7 would require the entire shoulder/park lane along the east side of ValleyViewRd to be eliminated by this plan and the shoulder/park lane along the west side needing to be widened significantly through the west ROW. As documented above, ValleyViewRd is already highly congested and a site of numerous accidents and traffic violations.

8A2-The loss of parking spots is not addressed anywhere by ThreeRivers. These spots are crucial to residents and visitors at EHS and VVMS.

8B- Route 7 Assessment Technical Assessment Road Crossings acknowledges that “each road crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.”

8B1-However, the Assessment Technical Assessment Road Crossings reports 5 road crossings, whereas there are 6 on the east side of ValleyViewRd and additional crossings along the west side whose traffic may likely need to cross the trail as well.

8B2-The Assessment Technical Assessment Road Crossings reports 5 roads with speed limit of 30 mph or less. It ignores the facts that the average actual speed of traffic on these 5 (or actually 6+) intersecting roads and on ValleyView Rd itself far exceed the posted speed limit.

8B3-The Assessment Technical Assessment Road Crossings does not address the high number of additional violations at these intersections with ValleyViewRd including failure to heed stop signs, failure to yield to pedestrians, etc, that will greatly endanger trail users.

8B4-The Assessment Technical Assessment Road Crossings reports average annual daily traffic of 5 roads at <5,000 vehicles daily. As documented earlier, figures used by the City and ThreeRivers rely on traffic counts taken during a 4 days period only once every four years and rarely if ever are during the more typical, higher-usage school months. I challenge ThreeRivers to provide studies done more frequently and more recently, during the 9-10 months of school usage.

8B5- The Assessment Technical Assessment Road Crossings lists the functional class of 5 intersecting roads as "local road." This is also misleading if not false, since several regulations and classifications including our city evaluations and ROW reflect property fronting on high usage roads.

8C- Route 7 Assessment Technical Assessment Driveway Crossings accurately reports that "Each driveway crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an 'incident'" and finds that 4 single family driveways will be crossed by the trail.

8C1-However, the Assessment Technical Assessment Driveway Crossings fails to address how severely and negatively the affected driveways will be impacted, including bringing the trail to within feet of residences, obliterating significant portions of driveways, endangering both residents and trail users during entrance/egress, destroying privacy, significantly decreasing ability to use these driveway by residents/their guests/those servicing the properties, increasing the above referenced negative environmental issues, and compromising property values and usage.

8C2- The Assessment Technical Assessment Driveway Crossings fails to recognize that several of these driveways both cross the proposed trail and are adjacent to one of the intersecting roads, thereby compounding the above negative impacts and dangers to trail users and residents.

8C3- The Assessment Technical Assessment Driveway Crossings fails to recognize that several of these driveways both cross the proposed trail and are adjacent to a current stop of the MTC bus or Edina Schoolbuses on the shoulder, which will be eliminated by Route 7. This will greatly increase danger to trail users, driveway users, and bus passengers.

9-I also wish to address ThreeRivers' total failure to consider negative impact and actual encroachment on private property both during construction and throughout future usage of the proposed trail.

9A1-Even using the most conservative of ThreeRivers figures, the proposed trail would have to extend to the actual property line of each of the 12 properties along ValleyViewRd. This does not allow for construction equipment or personnel, which, therefore would be within the personal properties during construction as well as upon completion to service the infrastructure/utilities/etc that currently exist on the shoulder, sidewalk, and boulevards to be eliminated and replaced by the impervious surface of the trail.

9A2-No consideration is included to deal with the costs or logistics of moving/replacing/altering/servicing these numerous, crucial infrastructures and utilities including the above cited storm sewers, water mains, sewers, gas lines, etc.

9A3-Three Rivers does not consider the costs, logistics, or negative impacts on several other aspects on residents' private property necessitated by constructing the trail up to the property lines both during and after construction including 1-privacy; 2-replacement of thousands of feet of expensive existing fence and above-referenced trees, hedges, landscaping; 3-noise pollution; 4-odors; 5-access to private property; 6-visual impacts; 7-erosion; 8-sedimentation; 9-soil conditions; 10-air emissions; 11-pollutants; and 12-safety/security.

10-This letter is a serious effort to address numerous omissions, errors, deficiencies, and inaccuracies used and reported by ThreeRivers which result in the proposed Route 7 of NineMileCreekRegionalTrail. Therefore, I am vehemently and rationally opposed to adoption of Route 7 of Nine Mile Creek Regional Trail on the east side of Valley View Rd from Tracy Ave to Antrim Rd.

11-I request that ThreeRivers (or their agents such as Bonestroo) complete an Environmental Assessment of proposed Route 7 using valid measurements and valid quantifications based on actual trail proposals for this route, and then to provide Mitigation Strategies that address these specific negative environmental impacts. Further, I request that these valid environmental study and mitigation proposals be presented to affected Edina residents and allow us to respond to their veracity BEFORE further inclusion of Route 7 in the Edina portion of NineMileCreekRegionalTrail.

Respectfully submitted,

Diane A. Fansler
dianefansler@yahoo.com
5709 West 66th Street
Edina, MN 55439

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John,

FYI . . . The following is a copy of the email I sent to Three Rivers Park and it is also the same as the letter I sent directly to Kelly Grissman.

I am writing this letter regarding the Nine Mile Creek Regional Trail proposals for Edina. I attended the open house on Feb. 11th and both studied the map enlargements and chatted with Kelly Grissman. I was quite upset after learning that the trail #2 proposal runs literally through my backyard as well as the backyards of my neighbors. My home at 6621 Londonderry Drive is located on the wetland area.

I am opposed to this trail #2 proposal for several reasons. First, we purchased our home only 5 months ago and one of the reasons we bought this home was due to the privacy and location on the wetlands. We specifically asked about the possibility of any building or altering of the wetland area and were told this is a protected area and nothing of that sort would occur. Understandably, my family was very upset to learn about the Three Rivers proposal of a 10-ft. wide asphalt path for public access -day and night -- which would run through our property. We would never have purchased this home had we known something like this was a possibility. People make a conscious decision to live near an existing park, lake, playground, golf course or other area regularly accessed by the public. Clearly, those of us who live along the wetland area made this decision because we want to enjoy the privacy and the wildlife of this location.

Second, the wetland area is first and foremost a wildlife sanctuary. Public access with a multi-use trail would most certainly disrupt the wildlife habitat. We all know the wildlife habitat in the suburban areas is shrinking with the construction of housing, buildings and freeways. In particular, the area in our neighborhood along the creek is the only safe way for deer to travel between Hopkins and Edina without having to cross busy Highway 169. We often see deer grazing in our backyard in the early morning hours and at dinner time which would most likely be popular times for joggers, walkers and bikers to be on the trail. Obviously, deer would abandon their once quiet and safe environment. It is unconscionable to think that anyone or any group would seriously consider disruption of the wildlife habitat simply to provide a scenic ride or walk.

Third, the trail option #2 causes a security concern. Because the location of the trail would run either directly through or along property lines, this brings the public right into our backyard and the yards of our neighbors

where children play and pets are kept. There is also the concern for the security of our homes with the public having easy access to our properties. Unlike the city streets, this trail would be difficult for Edina Police to patrol.

Finally, Edina currently has almost 40 public parks and 7 walking paths for the enjoyment of its residents and visitors. Most, if not all, of these are easily accessible by existing roads. We would favor the option of the proposed trail #3 as a way to connect Hopkins to Edina via Lincoln Drive to Vernon Avenue to Bredesen Park walkway. Vernon Avenue already has an existing bike lane designated for bikers and joggers. This option uses existing roadways and walkways and costs nothing.

I appreciate this opportunity to express my concerns about the Nine Mile Creek proposed Edina trails. I also would love to have you visit our neighborhood and see for yourself how the proposed trail #2 would impact my family and my neighbors. Please call me and stop by. If I may make a suggestion, it would have been helpful to have had the map enlargements left at Edina City Hall for a period of a week so residents could come at their convenience and take their time to write feedback notes. This would be an improvement of only two hours on one evening.

Thank you,

Patricia Hasselstrom
6621 Londonderry Drive, Edina, MN
952-920-2101

-----Original Message-----

From: John Keprios <JKeprios@ci.edina.mn.us>
To: Lucky4317@aol.com
Sent: Thu, 20 Feb 2009 3:58 pm
Subject: Handout

Feel free to contact me with any questions.

Thank you,
John Keprios, Director
Edina Park & Recreation Department
4801 W. 50th St.
Edina, MN 55424
Voice: (952) 826-0430
Fax: (952) 826-0385
jkeprios@ci.edina.mn.us

"We Create Community through People, Parks and Programs"

<<Handout Small Handout.pdf>>

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

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Hi John,

I am writing to express my support for the proposed Nine Mile Creek Regional Trail. I am both a bike commuter and a recreational rider. I live in Minneapolis about 3 blocks south of the Greenway (Bryant access) and ride often out to Minnetonka and into Minneapolis. For my recreational rides, I often venture out along the river, to St. Paul, or into the suburbs. I think the proposed trail will be a great addition for the biking community because the loop it creates (by connecting the Mississippi river and the Hopkins depot) will take riders to many places without riding a boring out-and-back route.

I don't know if you are collecting demographics on people who weigh in about the trail and plan to use it once completed, but I am a 47-year-old female who stops at stop signs and stop lights when riding on streets, and at street crossings when riding trails (i.e., I'm not a renegade single-speeder or wannabe racer).

Thanks,

Pam Price

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Dear Mr. Vlaming and Mr. Keprios,

We live at 7001 West Shore Drive (intersection of West Shore and 70th) and are writing to encourage you to use 66th Street in Edina as a bike trail path and not 70th street for Segment 16. There are several reasons for this idea.

First, 66th street is both a logical and aesthetic decision in that it would link with already existing trails. The trail would go by the pool and the park and enhance an already beautiful area. My sister, who lives in St. Louis Park and is an avid biker, was thrilled when she found out about the possibility of a link on 66th. She **will not** use a 70th street trail as 70th is too busy and not very pretty or relaxing. Auto exhaust also inhibits a fulfilling bike ride.

If we want to encourage recreational biking and healthy family exercise, it makes sense to put a trail on a **safer site with already established links.**

Second, the study committee for 70th street concluded that parking was important on both sides!!! A bike trail would require the taking of land, blvds, tree canopies etc. And a loss of **all** parking for half of those on 70th. We are already dealing with possible other encroachments which would bring the street/trail extraordinarily close to the living room and bedrooms of many on 70th street.

Finally, I am concerned about the driveways of those on 70th. How would it impact those driveways- especially drainage?

I have always appreciated the biking and hiking trails **within the park systems.** A trail on 66th meets that criteria much better than 70th.

We appreciate your attention to our viewpoint.

Joanne and Al Bolduc

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Kelly,

I very much appreciate your prompt replies to my emails. I am sure you are very busy and I want to thank you for your efforts.

Below is my understanding of the time lines you have given me for the EAW and for nominating the segment neighborhood representatives.

EAW

Data collection, one month	Completed 8/31/09
EAW preparation, two weeks ,	Completed 9/15/09
Public comment period, 30 days,	Completed 10/15/09
Review and response, three weeks,	Completed 11/7/09
Presentation of findings to Edina City Council, Three Rivers Park District Board,	
Community Member Assessment team, three weeks,	Completed 12/1/09

NOMINATING COMMUNITY NEIGHBORHOOD SEGMENT ASSESSMENT TEAM

Mailing lists for each trail segment neighborhood available to public,	Completed 9/12/09
Maps of neighborhood trail segment available to public,	Completed 9/12/09
Nominating ballots received by Three Rivers Park District,	Completed 9/30/09

I can see a major problem with this time line. You have allowed only eighteen days between the availability of maps and mailing lists of the neighborhood segments and the time the nominating ballots are due in to the Three Rivers Park District. This is not sufficient time for people in the neighborhood to become informed about individuals interested in becoming a neighborhood representative or on the issues surrounding the EAW. The date of 9/30/09 is well before public comment on the EAW.

I would suggest moving the mailing and return of nominating ballots to 11/1/09. This would accomplish the following: It would allow people in the segment neighborhoods sufficient time to become acquainted with perspective neighborhood representatives. People in the segment neighborhoods would become more informed through listening to, or participating, in the public comments on the EAW. It would allow a full month to organize the neighborhood assessment team before presentation of the findings of the EAW.

I would be interested in your comments.

Bill Westerdahl
westyw@comcast.net

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To all the following:

Edina Park & Recreation Department, John Keprios

Three Rivers Park District, Kelly Grissman

Senior Manager of Planning with Three Rivers Park District, Jonathan Vlaming

Edina City Council Members: Mayor James Hovland, Joni Bennett, Mary Brindle, Scot Housh, Ann Swenson

We would like to express our concern with the proposed Regional Trail/bike path along Nine Mile Creek in Edina. The following are the issues we would like to bring to your attention:

Wetlands, Animal Habitat and Environment – Edina does not have an overabundance of natural areas – especially wetlands. In the area along the Creek behind Valley Lane the wetlands host Owls, Egrets, Fox, Loons, returning families of Wood Ducks, Deer, and countless species of birds that continue to thrive in this setting. It is difficult to imagine any of these habitats thriving by paving a thoroughfare for biking along the Creek. Pollution feeding the creek including road salt, fertilizer, and trash continue to be issues we struggle with while trying to keep the Creek healthy. Articles in recent Star Tribune point to concerns about road salt finding its way into 9 Mile Creek that are already found to be well above safe levels for wildlife. It is difficult to envision a solution providing the same protection of the Creek after a 16' wide path is added (10 feet for paved path & 3 feet on each side for "shoulder"). Since the Nine Mike Creek area is already rather narrow adding this path would mean that this amazing wildlife would no longer be able travel freely up and down the Creek because of the increased usage. We would like to see the environmental impact study for this project.

9 Mile Creek Watershed/Flooding – this area of the Creek often overflows the banks and floods into the yards of the neighboring homes. It is hard to see how a path could be built allow for proper drainage and still be environmentally friendly, or aesthetically pleasing.

Safety – Many areas of Nine Mile Creek are secluded and relatively remote. If a path is built along the Creek that allows for biking, walking, during any hour of the day or night, we question the safety for homes and children at play – specifically those homes/schools that remain close (within 100 feet specifically) to the Creek boundaries. We wonder about police supervision as it can be far from any street they currently patrol. We also question the proximity to our schools - the proposed path will connect to the Three Rivers Park District's regional trail network, which currently has more than 90 miles of trail. Estimated number of trail users is approximately 500,000 per year -this brings a large number of people each day into close proximity to our schools creating a safety concern for many of us who have children attending those schools.

Budget and Priorities – Today's current financial climate hardly seems the appropriate time to be spending precious financial resources. The State budget deficit stands at more than \$4.27 billion - much of that affecting our schools. Both Valley View Middle School and The Edina High School have called special meetings to discuss with the public the effects that budget cutbacks will be having on the education of our children. The construction and ongoing maintenance of a bike trail does not fall into an "absolute necessity" category as we face difficult financial and budgetary choices. It is extremely difficult to hear as constituents of Edina that we have unknowingly funded money to The Three Rivers Park District for a project that if completed we will be responsible as taxpayers to continue and sustain the upkeep of.

This is a project that clearly jeopardizes the environment of one of the most beautiful wildlife areas we host in Edina, and stands to change directly both the people and wildlife along its path. We look forward to hearing you comments and solutions to each of these issues.

Sincerely,

The Melander's
6025 Killarney Lane

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BOB & MIRIAM HARTUNG
6519 Biscayne Blvd.
Edina, MN 55436
952-930-3652
Mmartin952@comcast.net

We are residents of Parkwood Knolls near Walnut Ridge Park and we are writing to voice our deep concerns about the proposed biking trail through the Parkwood Knolls area, in particular Walnut Ridge Park.

The proposed estimated cost of \$20-30M for 7 miles of bike trail in the middle of a deep recession, when essential services such as teachers are being cut back due to funding, is exorbitant beyond reason. Incurring this huge debt is a misplacement of the community's priorities. In addition there will need to be maintenance costs; the existing walking path has not been well maintained so there is no reason to think the biking path would be maintained if the current facilities are not well maintained; as a single example, the hockey rink is in dire need of repairs – the light poles are crooked and rusted and the boards around the perimeter are dilapidated.

Until recently, there has been very little information about this proposed bike trail that will affect many people in the community in an adverse way. Any meetings thus far have been informational only without any input from concerned citizens.

Some of our concerns are the negative impact on Walnut Ridge Park.

- many people in our community who have children who play in the park on the playground and the sports playing field are concerned for the safety of their children and some have stated they will not let their children go there unsupervised if the bike trail goes in
- non-bikers will have to cross the bike path to go to the playground and playing fields
- at the present time, the parking lot is filled to capacity with children's sports events; more cars will increase on-street parking
- the biking path will be within a few feet of the children's playground and sports field
- the projected path is within a few feet of residential homes adjacent to the park
- security issues with very limited enforcement officers

We have been life-long cyclists and have always felt good about participating in an activity that does not impact the environment and in some cases avoids using vehicles that do impact the environment. It is ironic to think that cyclists who genuinely have a concern about the environment are being accommodated by a project that has a huge adverse environmental impact. Some of the environmental concerns are run-off and erosion into Nine Mile Creek from this 10-foot path with 3-foot shoulders. A large number of mature trees are slated for destruction and we

understand that the number of trees in the environmental study grossly understated the number of trees that will need to be eliminated.

In addition to the erosion and tree loss, the bike path will create a bridge through a wetland and the environmental study only considered water and none of the other factors that are part of the value of a wetland.

We hope that City Council will take these concerns into consideration and be responsive to the concerns of the community they represent and exercise fiscal responsibility in these extremely difficult economic times when the basic qualities of life of the community are not being provided.

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Three Rivers Park Board Members

Information that we have received states that you have 35 million dollars to build the Edina portion of the bike trail. Just where do you think that you got the money? You got it from Edina residents property taxes. Please listen to the Edina residents that do not want their money spent on a trail that abuts Nine Mile Creek.

Why not? Loss of trees, loss of natural habitat, damage to wetlands, safety factor for bikers pedaling on elevated boardwalks on unstable terrain.

Please use an alternative route and keep the bike trail off Nine Mile Creek.

Thank you,

Edina residents and property owners since 1954

Mary Ryan

Jack Ryan

Mary and Jack Ryan
6824 Brook Drive
Edina, MN 55439

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Edina Park Board Members

As residents and property owners in Edina since 1954 , we appreciate the beautiful, well cared for, and useful Edina parks. The donation of trees, planted by park workers with help from neighbors at Triangle Park are a great addition. So why would you destroy trees along Nine Mile Creek to put in a bike trail? We read that there are some 14 alternative plans. Choose a plan that winds through some of our parks (without destroying trees), and uses some existing paths and streets.

Please respect the waters, trees and wildlife and keep the trail off Nine Mile Creek.

Thank you,

Edina residents and property owners since 1954

Mary Ryan

Jack Ryan

Mary and Jack Ryan
6824 Brook Drive
Edina, MN 55439

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To: Kelly Grissman, ninemiletrail@threeriversparkdistrict.org
Edina City Council edinamail@ci.edina.mn.us

From: John Howells
6725 ValleyView Road
Edina, Mn 55439

This letter is in support of the Letter and Addendum written by Diane Fansler regarding Route 7 of the Edina section of the Nine Mile Creek Bike Trail proposed by Three Rivers Park District. Diane has done a complete and accurate report on behalf of the residents along the east side of ValleyView Road. She presented many important issues for you to resolve before continuing with this section of the proposed trail.

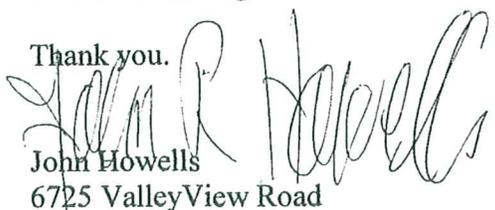
This Route would impose particularly difficult and cruel hardships on me. The trail would come within a few feet of the entire front of my house. It would remove almost all of my entire front yard. It would remove almost all of my driveway and would be dangerous to enter or exit from my property. It would require me to cross the trail to enter busy Valley View Road. Also, my driveway would be dangerously shortened in length. Also, my driveway would be dangerously close to the intersection of ValleyView Road and Susan Avenue. Also, it looks like the shoulder would be eliminated which would make entering or exiting my property even more dangerous for me and the trail users.

This Route would also endanger my health, privacy, and safety. I recently buried my wife from cancer and myself suffer from cardiac problems. I need to sleep most of the time. The noise, air pollution, and bikers/walkers/workers during construction and later using the trail would endanger my privacy, property, and health.

I ask you not to proceed with Route 7.

I ask you to study and respond to the Letter and Addendum written by Diane Fansler before continuing to consider Route 7.

Thank you.


John Howells
6725 ValleyView Road