REPORT / RECOMMENDATION

To: Planning Commission

Agenda Item #: VI. C.

From: Mark K. Nolan, AICP, Transportation Planner

Action ☒
Discussion ☐
Information ☐

Date: October 22, 2014

Subject: Comprehensive Plan Amendment: Sidewalk Facilities Plan

Action Requested:

Approve the Sidewalk Facilities Plan for amendment into the Pedestrian and Bike Facilities section of the Comprehensive Plan.

Information / Background:

As part of the overall Living Streets Plan, staff has been preparing a new Sidewalk Facilities Plan based in part on the 2008 Comprehensive Plan, the approved Living Streets policy and input from City staff, officials and residents. At their July 1 Work Session, City Council expressed a desire to approve an updated Sidewalk Facilities Plan prior to the approval of the overall Living Streets Plan (anticipated by early of 2015). Council also directed staff to bring the Sidewalk Facilities Plan forward for amendment into the Comprehensive Plan, so that an approved sidewalk network can be considered during the planning and design of current and future roadway reconstruction projects.

The following is the proposed timeline for approvals and amendment to the City of Edina Comprehensive Plan:

- Informational packet received by Council — October 7
- Sidewalk Facilities Plan posted for public comment (Speak Up Edina) — October 7
- Planning Commission Public Hearing — October 22
- City Council Public Hearing and approval of Comprehensive Plan amendment — November 3

The Sidewalk Facilities Plan indicates the Edina streets that currently have sidewalks along with those streets where sidewalks are planned in the next 20-30 years. However, it should be noted that the Plan is *not* meant to indicate on which side of the street future sidewalks are to be installed; that decision will be based on input from more thorough engineering studies and stakeholders prior to design and installation.

The Sidewalk Facilities Plan attached here reflects thoughtful and considerable construction of criteria, is data-driven (see attached matrix), and most importantly is consistent with the Living Streets Policy vision and value of supporting the transportation needs of all Edina's residents.

Comprehensive Plan Amendment: Pedestrian Facilities

Attached is the Sidewalk Facilities Map, which will replace Figure 7.10 in the 2008 Comprehensive Plan, and below is content that is recommended to replace the "Pedestrian Facilities" section of that Plan (Chapter 7, pages 7-33 to 7-36: "Pedestrian and Bike Facilities").

Pedestrian Facilities

The goal of this section is to build upon the current City practices to create a framework for planning and implementation of future sidewalks. Sidewalks and other pedestrian facilities are an important component of the City's transportation infrastructure.

Sidewalks and paths provide safe movement for individuals of all ages and abilities, decrease the dependency on motor vehicles, and encourage active lifestyles. An effective municipal sidewalk system provides network continuity such that there is broad geographic coverage for a range of users and uses, without notable gaps.

Sidewalks should provide a comfortable space for pedestrians between the roadway and adjacent land uses. Sidewalks are the most important component of pedestrian mobility. They provide opportunities for active living and access to destinations and critical connections between multiple modes of travel, as users of motor vehicles, transit and bicycles all must walk at some time during their trip.

Refer to the Sidewalk Facilities Map (***Figure 7.10***) for locations of existing and proposed future sidewalks.

Sidewalks are required:

- Where a street abuts or is in the vicinity of a public school, public building, community playfield, or neighborhood park. Termini to be determined by context.
- On both sides of minor arterial streets.
- On one or both sides of collector streets.
- As required by zoning code or condition of plan approval.
- When one or more of the context criteria are met (see below).

The following context criteria may be used when determining whether an otherwise optional sidewalk should be required. The criteria may be applied in any combination, using engineering judgment. An optional sidewalk may be required when:

- A sidewalk is recommended by the Edina Active (Safe) Routes to School Comprehensive Plan.
- The street is identified as a park or commercial destination.
- Average daily traffic is greater than 500 vehicles.
- 85th percentile speed is greater than 30 mph.
- There is a history of crashes involving pedestrians walking along the roadway.
- Transit stop(s) are present.
- A sidewalk would create a logical connection between destinations.
- Site lines, roadway geometry, or insufficient lighting makes it difficult for motorists to see pedestrians walking along the roadway.
- The street width is less than 27 feet.

Citizen- and/or business-petitioned sidewalk locations will also receive important consideration as they are brought forward for City review.

Sidewalks within the City are divided into the following three categories. It is possible that a sidewalk may fit into more than one category:

State-Aid sidewalks are located adjacent to Municipal State-Aid Streets (MSAS).

Active Routes to School sidewalks are identified by the Edina Active Routes to School Comprehensive Plan (approved on Feb 3, 2014) as recommended to improve connectivity and safe routes to schools.

City sidewalks are sidewalks that meet the requirements and/or context criteria above.

Sidewalks shall be a minimum of 5 feet wide to provide adequate space for two pedestrians to comfortably pass side-by-side. Wider sidewalks (8 to 12 feet) are recommended where pedestrians are likely to travel in groups, such as near schools and in shopping districts, or where adjacent to transit stops.

A standard minimum 5-foot boulevard (the space between the sidewalk and the curb or edge of pavement) shall be provided whenever possible to increase pedestrian safety and comfort, as well as providing space for snow storage. Minimum planted boulevard widths may be three feet (see following paragraph).

In shopping districts characterized by zero-lot lines, street furniture and/or on-street parking, sidewalks may be wider with no boulevard. Additionally, a shallower boulevard or curbside sidewalk may be constructed when the cost of constructing a five-foot boulevard would be excessively disproportionate due to existing right-of-way or topographical constraints. Curbside sidewalks shall have a minimum width of 6 feet unobstructed for travel (5 feet clear of sign posts, traffic signals, utility poles, etc., plus one foot for snow storage/clearing operations).

Financing of the future sidewalks are separated into two categories:

1. **State-Aid** Costs cover any proposed sidewalk located adjacent to a State-Aid designated roadway and are paid 80 percent by State-Aid funds and 20 percent Pedestrian and Cyclist Safety (PACS) Fund.

2. **Active Routes to School and City** Costs cover any proposed sidewalk located adjacent to a non-State-Aid designated roadway and are paid 100 percent by the Pedestrian and Cyclist Safety (PACS) Fund.

The City should search out additional funding sources, such as grants or partnering with other agencies, for larger projects that have regional significance. One potential important source is the Safe Routes to School Program in which Mn/DOT allocates federal funds to projects of merit selected on a competitive basis.

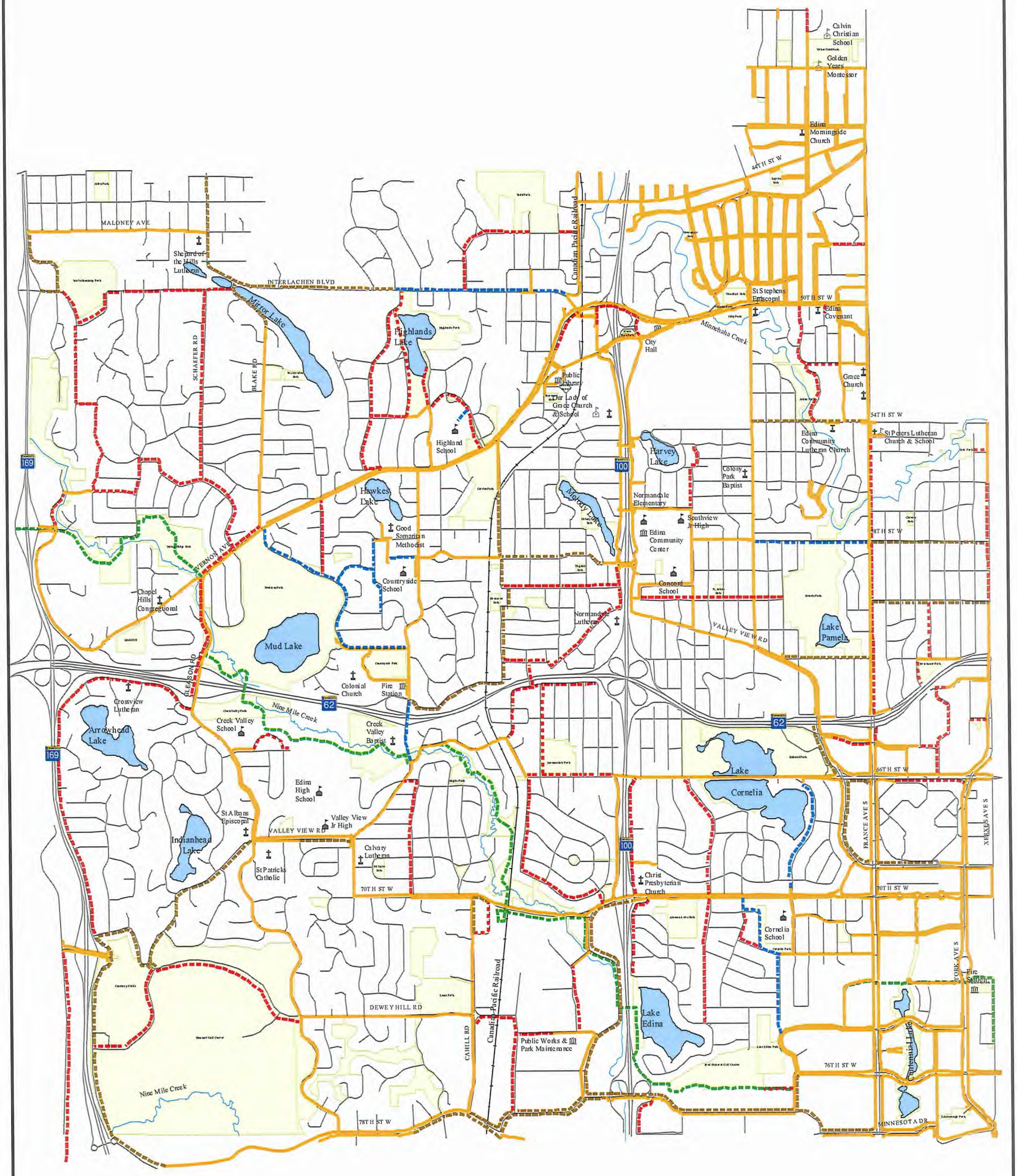
Sidewalks located on State-Aid roads or within the Public School Zones will be maintained by the City of Edina. Typical City maintenance includes snow removal and repair of broken or shifted sidewalks. Sidewalks located in other areas must be maintained by the property owners.

Attachments:
Figure 7.10: Sidewalk Facilities Map
Sidewalk Criteria Matrix

Edina Sidewalk Facilities Plan: Criteria Matrix

Streets listed below are local streets as defined in the 2008 Comprehensive Plan (according to the Sidewalk Facilities Plan, sidewalks are required on Minor Arterial and Collector Streets)

Quadrant	Street Name(s)	Average Daily Traffic (vehicles)	85th% Speed (mph)	Additional Comments
Northeast	Arden Ave S / Minnehaha Blvd	500	*	Connects/adjacent to Arden Park
Northeast	Beard Ave S	400		Connects/adjacent to Strachauer Park
Northeast	Concord Ave	1,300		Connects to Southview Middle School, Kuhlman Field
Northeast	W 48th St	1,000		
Northeast	Morningside Rd	1,800	38	
Northeast	W 52nd St	475		Connects to Arden Park, trail
Northeast	W 55th St			Connects to York Park
Northeast	W 58th St	1,000-3,300	33	Connects three collector streets to Pamela Park
Northeast	W 60th St	1,100		Connects to Pamela Park, St. Johns Park
Northwest	Arbor Ave	310	30	Active Routes to School-recommended sidewalk
Northwest	Ayrshire Blvd	890	33	Connects Highlands Park and School
Northwest	Benton Ave	931		Active Routes to School-recommended sidewalk
Northwest	Division St / Cooper Ave	1,000	34	Connects two collector streets to Todd Park
Northwest	Doncaster Way	425	32	Connects/adjacent to Highlands Park
Northwest	Glengarry Pkwy			Adjacent to Highlands Park
Northwest	Hansen Rd	1,700	32	Connects to Birchcrest Park
Northwest	Interlachen Blvd / Park Terrace / Malibu Dr	1,100-2,200		Connects toTH 169 & Van Valkenberg Park
Northwest	Lincoln Dr / Dovre Dr / Londonberry Rd / Stauder Cir	1,750	32	
Northwest	Malibu Dr / Telemark Tr / Parkwood Rd / Parkwood Ln	1,500	34	Connects to TH 169 & Van Valkenberg Park
Northwest	Mirror Lakes Dr	730	32	Connects to Highlands Park
Northwest	Olinger Rd	1,900	37	Connects to Bredesen Park
Northwest	Schaefer Rd	1,300	35	
Northwest	Sun Rd	3,070	31	Active Routes to School-recommended sidewalk
Northwest	Valley View Rd / Maddox Ln / Normandale Rd	1,700-2,600	38	Connects to bridges across TH 100 & TH 62
Northwest	W 60th St	4,000	36	
Northwest	Wyman Ave	1,500		Pedestrian access across TH 62
Southeast	Barrie Rd / Heritage Dr	1,350-3,650	32	
Southeast	Claremore Dr			Active Routes to School-recommended sidewalk
Southeast	Cornelia Dr	2,000	35	Active Routes to School-recommended sidewalk
Southeast	Kellogg Ave			Active Routes to School-recommended sidewalk
Southeast	Normandale Rd	1,200	35	
Southeast	Oaklawn Ave	1,800	35	Active Routes to School-recommended sidewalk
Southeast	W 64th St			Connection to beacon crossing of Xerxes Ave
Southeast	W 65th St			Connection to hospital/medical area
Southeast	West Shore Dr	1,300	32	
Southeast	Wooddale Ave S	1,000		
Southwest	Amundson Ave			Adjacent to retail/business area
Southwest	Braemar Blvd	1,000	32	Connects to Braemar Golf Course, Golf Dome, Arena
Southwest	Bush Lake Rd	4,500	34	
Southwest	Dewey Hill Rd / W 74th St	3,400		Connects to Lewis Park
Southwest	Nordic Cir			Adjacent to Creek Valley School
Southwest	Ridgeview Rd / Abercrombie Dr / Raburn Dr	460	30	
Southwest	Tracy Ave / W 66th St	1,500	33	
Southwest	W 63rd St / Ridgeview Dr	2,700	34	
Southwest	Ohms Ln	2,700	32	
Southwest	Warren Ave	500	33	Connects/adjacent to Normandale Park



Legend

- Existing Sidewalk
- Future State-Aid Sidewalk
- Future Active Routes To School Sidewalk
- Future City Sidewalk
- Future Nine Mile Creek Regional Trail

City of Edina
2008 Comprehensive Plan Update

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W E
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Engineering Dept
October 2014

Sidewalk Facilities

Figure 7.10