

REPORT / RECOMMENDATION



To: Edina Transportation Commission

Agenda Item #: VII. A.

From: Wayne D. Houle, PE, Director of Engineering

Action

Date: December 20, 2012

Discussion

Subject: Correspondence Relating to Transportation Issues

Information

Action Requested:

No action requested.

Information / Background:

Attached is correspondence from the latest City Council packets and other sources relating to transportation issues.

Attachments:

Correspondence

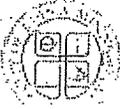
G:\Engineering\Infrastructure\Streets\Traffic\TRANSP COMM\Agendas\2012 R&R\20121220\Item VI.A. 2013 Capital Improvement Plan and Work Plan Update.docx

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Monday, November 26, 2012 1:04 PM
To: Scott Neal; Wayne Houle
Cc: Susan Howl
Subject: FW: for Mayor Hovland

Good afternoon,

This message has been forwarded to the Mayor and Council members, Scott Neal and Wayne Houle.



Lynette Biunno, Receptionist

952-927-8861 | Fax 952-826-0389

lbiunno@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business

From: Rick Naymark [<mailto:ricknaymark@gmail.com>]
Sent: Wednesday, November 21, 2012 10:15 PM
To: Edina Mail
Subject: for Mayor Hovland

Dear Mayor,

I live just off of Wooddale on Tower Street. I drive Wooddale often and also bike it. I have concerns about the recent bike/park lane markings. I know you have heard an earful (and then some) about this issue, so I am sorry to add to the fray. But I think the situation is dangerous and still needs to be fixed. The yellow markers that were placed on the street helped a little, but they seem to be unsticking and disappearing.

I have seen cars swerve all over, not knowing where to be, and I fear for a collision and injury. As a biker, I would have no problem just biking in the parking lane when heading north. I can bike around any parked cars and be on the lookout for traffic. I know some on the city council want to encourage bikeways, which I support, but Wooddale is not the place to take that stand.

I'd like to see a double yellow line painted on Wooddale and the north bike lane removed, for the safety of all. I think you have been on the side of the double yellow line solution, and I support you.

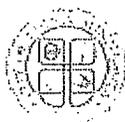
Rick Naymark

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Rick Naymark
Naymark Marketing, Inc.
ricknaymark@gmail.com
612-875-9081

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Monday, November 19, 2012 12:45 PM
Cc: Susan Howl
Subject: FW: Bike lanes



Lynette Biunno, Receptionist

952-927-8861 | Fax 952-826-0389

lbiunno@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business

From: Doug [<mailto:dougdodge@yahoo.com>]
Sent: Monday, November 19, 2012 12:42 PM
To: lisa.kaczke@ecm-inc.com; jlong@edinamn.com; Edina Mail; jhovland@edinamn.com; Wayne Houle; Byron Theis; katie1_lizzie2@yahoo.com
Subject: Bike lanes

I am but just one of the majority that wants our old streets back. The current set-up with the new bike lanes is ridiculous and dangerous. We all know that-- we've already had two car accidents that can be blamed on the redesigned streets.

That's great that these bike lanes are modeled after successful lay-outs in Europe. Unfortunately, they don't translate very well into "American". (After a couple years, many drivers are STILL struggling with the concept of roundabouts.)

If an "advisory" telling motorists how to use a road needs to be posted on a huge sign there is obviously a design problem. Some people ride their bikes during the winter. How well will the new lanes work when there is a layer of ice/snow covering the fancy paint on the road? Will the bikers be "discriminated" against in the winter? What happens when the temporary markers on Wooddale are gone?

Even bikeedina.org claims the new lanes go "against nearly 40 years of prevailing wisdom". Change is hard and not always needed. No amount of "positive" propaganda from the task force or the city engineer can smooth over all of the obvious impossibility of trying to force a square peg into a round hole which is what this project attempts. This was a total waste of federal funding!

I am not anti-bike; my family and I all ride bikes. But it seems as though the "bike task force" set out to fix something that wasn't really broken. Bicyclists and motor vehicle drivers have long co-existed under the old street designs. And there will always be incidents, it's the sad truth.

These new lanes lack some important properties: Feasibility, practicality and safety. Let's cut our losses now and revert back to the safety of normal roads. We all make mistakes and the current bike lanes in Edina ARE a mistake.

Happy Thanksgiving,
Doug Kenyon
6100 Saint Johns Ave
952-920-0454

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Monday, November 19, 2012 2:49 PM
To: Ann Braden; Courtney Whited; 'Jennifer Janovy'; 'Michael Thompson'; Nathan Franzen; 'Paul Nelson'; Steven Schweiger; Surya Iyer; Tom LaForce
Cc: Susan Howl
Subject: FW: Wooddale Bike Lanes again...For City Council and Transportation

Good afternoon,

This message has been forwarded to the Mayor and Council members and the Transportation Commission members.



Lynette Biunno, Receptionist

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lbiunno@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business

From: Kathy Dahlheimer [<mailto:kdahlheimer@comcast.net>]
Sent: Friday, November 16, 2012 6:45 PM
To: Edina Mail
Subject: Wooddale Bike Lanes again...For City Council and Transportation

Hello...Just returned from one of my usual 4-5 trips on Wooddale Avenue and really could not believe what I saw at rush hour. As I checked the oncoming traffic going south on Wooddale in order to make a right from West 60th I observed a car basically thinking the road was a one way so they were pretty much in the left. You can imagine the mess as people at Valley View are trying to make a right to go North on Wooddale. At least 5 near misses for an accident. This happened because these markings are just a big mess and create confusion. I just read the article in the Sun Currant and must note that Wooddale Avenue in Edina really should not be compared to Europe! This may work in Europe but it is not working on Wooddale.

Thanks for whatever you can do to make this road safer.

~Kathleen Dahlheimer

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Tuesday, November 20, 2012 1:03 PM
To: Wayne Houle; Jeff Long
Cc: Susan Howl
Subject: FW: Bike lanes on Wooddale

Good afternoon,

This message has been forwarded to the Mayor and Council members, Wayne Houle and Jeff Long.

Lynette Biunno, Receptionist
952-927-8861 | Fax 952-826-0389
lbiunno@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business -----Original Message-----

From: Nancy Haley [<mailto:nhaley@mac.com>]
Sent: Tuesday, November 20, 2012 11:46 AM
To: Edina Mail
Cc: Nancy Haley
Subject: Bike lanes on Wooddale

Good morning,

I support bike lanes, however, as a daily driver on Wooddale Avenue, I find that this is not an appropriate street for such paths. If parking were not allowed on one side of the road, I believe that bike paths would be appropriate. However, even with center line tabs, drivers are confused about where to drive and are often seen driving down the center of the road. I have witnessed drivers traveling southbound who do *not* drive in the bike path when there are no bikes present. I've had to come to a dead stop until they pass as there were cars parked on the east side of the street!

What will happen when our streets are covered in ice and snow and lane markers are not visible?

Also, because of this configuration, cars cannot pass when bikes occupy the paths. Heaven forbid that two bikes are traveling in opposite directions - automobile traffic would be stopped!

I understand that there have already been two accidents. What is the threshold for accidents/fatalities before the City will remove this bike path?

I also question the argument that other streets in Minneapolis - and Europe - have such configurations. Do these streets allow for street parking thereby reducing or eliminating the possibilities for cars to pass when the bike paths are being used and cars are parked?

Please make sure Mayor Hovland receives this email.

I respectfully request a response.

Thank you,

Nancy Haley
4521 Parkside Lane
612.770.2801

Wayne Houle

From: Lynette Biunno on behalf of Edina Mail
Sent: Monday, November 26, 2012 1:04 PM
To: Scott Neal; Wayne Houle
Cc: Susan Howl
Subject: FW: for Mayor Hovland

Good afternoon,

This message has been forwarded to the Mayor and Council members, Scott Neal and Wayne Houle.



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...For Living, Learning, Raising Families & Doing Business

From: Rick Naymark [<mailto:ricknaymark@gmail.com>]
Sent: Wednesday, November 21, 2012 10:15 PM
To: Edina Mail
Subject: for Mayor Hovland

Dear Mayor,

I live just off of Wooddale on Tower Street. I drive Wooddale often and also bike it. I have concerns about the recent bike/park lane markings. I know you have heard an earful (and then some) about this issue, so I am sorry to add to the fray. But I think the situation is dangerous and still needs to be fixed. The yellow markers that were placed on the street helped a little, but they seem to be unsticking and disappearing.

I have seen cars swerve all over, not knowing where to be, and I fear for a collision and injury. As a biker, I would have no problem just biking in the parking lane when heading north. I can bike around any parked cars and be on the lookout for traffic. I know some on the city council want to encourage bikeways, which I support, but Wooddale is not the place to take that stand.

I'd like to see a double yellow line painted on Wooddale and the north bike lane removed, for the safety of all. I think you have been on the side of the double yellow line solution, and I support you.

Rick Naymark

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Rick Naymark
Naymark Marketing, Inc.
ricknaymark@gmail.com
612-875-9081

Mayor Hovland:

I urge you to end the "advisory bike lanes" that the city has put on Wooddale Avenue.

My wife, Anne, and I have been members of St. Stephen's Episcopal Church at the corner of Wooddale and 50th for nearly 25 years, and we frequently drive along Wooddale.

This change has made driving on Wooddale much more dangerous than before, as drivers are confused by what they are supposed to do while they try to obey the law. The natural instinct for all of us drivers is to stay to the left of the bike lanes, even when no bikes are present (which is close to 100 percent of the time on Wooddale).

I know the city staff's position is that people will get used to it. While they are correct that drivers who frequently travel Wooddale will get used to it, there are many drivers who drive that stretch of road infrequently who will be confused every time they drive it. Many of these people may drive it only once every year or two, as they come to the area to visit a friend, or play a round of golf with a Country Club member, or attend a church service, wedding or funeral, etc.

We know many people who feel the same way. For instance, just last night (Nov. 8), Anne was socializing with about 20 other women at a church dinner, and every woman there was upset and bewildered about the changes that have been made to Wooddale. Several of the women live in that neighborhood.

We are pro-bike. But safety for all has to come first.

I can think of only two reasons why the Council might have taken this drastic action (and it is drastic considering that Minneapolis is the only other city in the country that has such a unique "advisory bike lane"). One, that you wanted to encourage more biking. A noble idea, but adding a bike lane will have a negligible effect on the number of people who bike along Wooddale.

Or maybe the Council wanted to provide safer conditions for bikers who use Wooddale. Also noble, but is it necessary? In other words, what is the data? How many bikers have been injured or killed on Wooddale? How many bikers use Wooddale? Is the "advisory bike lane" a solution to a problem that doesn't exist? After all, we drivers already know to move to the left when we encounter a biker — or to wait behind the biker if we're unable to pass right away. We don't need any kind of bike lane to know that we must share the road.

It is my understanding that you made this decision without any data of how many cars and how many bikes travel Wooddale each day. I learned that from Tom LaForce, who is on the city transportation committee, who said he got that information from Wayne Houle. If I'm wrong on that, would you please provide me the data for bike riders, injuries and deaths on Wooddale?

I urge you to return Wooddale back to the way it was before. And I urge you to get the data listed above before making any future decisions about bike lanes, whether its on Wooddale or another city street.

Sincerely,

Ed Stych
5257 Lochloy Dr.
estych@comcast.net
612-501-1100

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Thursday, November 15, 2012 3:12 PM
Cc: Susan Howl
Subject: FW: Wooddale Avenue

Lynette Biunno, Receptionist
952-927-8861 | Fax 952-826-0389

lbiunno@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business -----Original Message-----

From: Jack Moran [<mailto:jack@raceberryjam.com>]

Sent: Thursday, November 15, 2012 3:05 PM

To: Edina Mail

Subject: Wooddale Avenue

This is for the Mayor.

I attended the meeting at Wooddale Church last week. I would like to re-advance the idea I offered.

Wooddale is simply not wide enough for two bike lanes and a parking bay, especially below 56th Street (we have lived at 5429 Wooddale for more than 40 years). The parking lane has been useful in calming traffic. But it is not often occupied with cars.

I suggested that the bike lane on the west side of the street be made non-advisory, and that bikes share the road with the parking lane on the east side. Mr. Clark immediately responded that, when this scheme has been used elsewhere, bikes gravitated to the dedicated parking lane in both directions. I could see that happening if the bike lane were on one side of the street and the other side was completely open to automotive traffic, but not in the configuration I propose. As someone else pointed out, bikes did go both ways in the parking lane until the bike lanes came to be. They may still do so if they are not confident of their safety in the advisory lane on the west side.

It is true that passing a parked car can be dangerous. I biked to and from the U of M for more than 20 years and I learned to exercise caution. Nevertheless I think that the present configuration of Wooddale Avenue is even more dangerous.

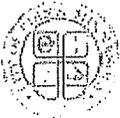
Thank you for your consideration.

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Tuesday, November 13, 2012 9:33 AM
To: Wayne Houle; Scott Neal
Cc: Susan Howl
Subject: FW: Advisory Bike Lanes

Good morning,

This message has been forwarded to Mayor Hovland, Scott Neal and Wayne Houle.



Lynette Biunno, Receptionist

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lbiunno@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business

From: Darrell Krieger [mailto:phil47@comcast.net]
Sent: Sunday, November 11, 2012 10:13 PM
To: Edina Mail
Cc: jonibennett12@comcast.net; Mary Brindle; joshsprague@edinarealty.com; swensonann1@gmail.com
Subject: Advisory Bike Lanes

Mr. Mayor and City Council Members,

As 20-year residents of Wooddale Ave, we would like to go on record as being in strong support of the advisory bike lanes on Wooddale Ave. We would be in favor of anything to reduce the speed of motorists on our street, and what we have observed since the advisory bike lanes were implemented has been that the traffic is indeed slower. With time, it appears that drivers are beginning to understand how the lanes are supposed to work. We would also be in favor of efforts to redirect cyclists from riding on the sidewalk or riding south on the east side of Wooddale, which has been the norm for as long as we have lived here. We have also definitely observed an increase in bicycle ridership after the lanes were put in, and would specifically comment that we have actually seen families (including parents with children on trail-a-bikes and Burley bike carriers) riding to the south appropriately on the west side of the street, something that never occurred before.

We are very disappointed in the reaction of the community, especially the impatience to even begin to see how something like the bike lanes might work before complaining after just the first few weeks they were in place. We are also disappointed that the residents of Edina appear to be so incapable of change. Very clearly, the people of Minneapolis have been able to adjust to having both dedicated and advisory bike lanes, and one would like to think that Edina citizens could as well.

Lastly, we attended the neighborhood meeting last Thursday with the mayor and the gentleman from the organization that directed the federal funds to this project and were extremely embarrassed by the behavior of our neighbors. The people who spoke were insulting and disrespectful to our guest, and truly epitomized the stereotype of Edina residents being "me first and me only". It felt like a lynch mob, and those who might have wanted to offer a dissenting opinion chose not to because of the ugliness of the tone of the meeting and also because the people there very clearly had no interest in hearing any viewpoint but their own. We actually apologized to Mr. Clark after the meeting for the sad and appalling lack of civility displayed by the people who spoke. Everyone is entitled to their own opinion and it is obvious that there are people who are passionate in their feelings about this, but there is a proper way to treat others, and our neighbors demonstrated really dispicable behavior.

There were a number of comments made at the meeting with which we take exception. One person that spoke for 12 minutes without interruption made the comment six times that Wooddale Ave is not a residential street but a "thoroughfare". We strongly disagree. Perhaps if that person actually lived on Wooddale Ave, she might feel differently. Our residence is on this street, families with children live on Wooddale, people walk dogs on the sidewalk and yes, some people actually want to ride a bike on Wooddale. We could not disagree more strongly with the comment about how it is appropriate to have bikers use the sidewalk. It is extremely unsafe. For all of the rhetoric about "near misses" of car accidents because of the advisory lanes, we would like the mayor and council to know that we personally have had countless "near misses" of hitting people (mostly children) riding their bicycles on the sidewalk while we are backing out of our driveway. It is a difficult road to back out onto as it is as cars routinely drive 40-45 miles an hour and then having to look for people on bicycles riding where they shouldn't be is an accident waiting to happen. Expecting bicycle riders to use Kellogg Ave or St. Johns Ave as alternates is no more practical than expecting motorists to do that. Cars and bicycles should be able to both be on Wooddale Ave. As for the comment that number of bicycle riders is no more that 3-4 a day, that is entirely incorrect. We are out in our front yard as much as anyone and walk our dog at least twice a day, and the number of bicycle riders have definitely increased since the lanes were put in especially while the weather was nicer. Now that it is November and it is colder, of course, there are going to be fewer people out on bicycles. Yesterday, when it was 70 degrees, we counted over 20 bicycle riders in the 3 hours we were out doing yardwork. And lastly, the comment that the mayor and the two city council members that spoke out about the bike lanes may have done so to solicit support for their reelection deserved a far greater rebuke than the mayor's reply. That was reprehensible.

We would like to compliment Mr. Hovland for taking the time and effort to hold the meeting to try to provide information and also a forum for the residents. It was clear that he came to the meeting to listen and also try to help resolve some of the issues that have arisen with the implementation of the advisory bike lanes. We would agree that more time is needed to see how they are going to work and that the city will need objective information to make decisions about policy, not basing them on who can shout the loudest or make threats to sue the city. We would applaud the mayor and city council for taking steps to encourage people to bike and walk in Edina. It is good for all of our health as well as the environment, and reducing the number of cars on our streets should continue to be a goal.

Thank you for taking the time to read this and for your service to Edina.

Respectfully,
Patty and Darrell Krieger
5241 Wooddale Ave
Edina

Name: Scott Fleming

Organization:

Website:

Address_1: 3808 west 55th st

Address_2:

City: Edina

State: MN

Zip_Code: 55410

Email: Scojosflem@yahoo.com

Phone: 952-929-7550

Referrer: othersearchengine

Message: I want to give additional feed back on bike lanes. I think after trying them now for the last few weeks it was government looking to solve a problem, that was not there. Lots of confusing lines that tell us to do what was the law before. Don't hit people riding bikes!! Complete waste of money. In the last three weeks I have seen 5 bikes using them. What a waste of money. 6 months of the year you basically can't ride bikes anyway, at least for the vast majority of bike riders! Every time someone new drives through the community those lines will confuse them. How about taking this money and fix pot holes and bad roads, that would benefit bikes and cars! This is a few people dictating to the masses how roads should be. The tiny percentage of bike riders to cars, especially in this climate makes this one of the biggest problems addressed that does not exist I have seen Edina do to date. There is a reason we are only the second city to do this, the other has a mayor who is a bike nut. Has anyone questioned why areas much more suited to biking 12 months of the year have not done this before? Maybe because it is not needed? Please let's think before wasting money like this in the future!!

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Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Tuesday, November 06, 2012 7:52 AM
To: Jeff Long; Wayne Houle; Scott Neal
Cc: Susan Howl
Subject: FW: Wooddale avenue is unsafe

Good morning,

This message has been forwarded to the Mayor and Council members, Scott Neal, Jeff Long and Wayne Houle.



Lynette Biunno, Receptionist

952-927-8861 | Fax 952-826-0389

lbiunno@EdinaMN.gov | www.EdinaMN.gov

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From: Tom DeBoom [<mailto:Tom.DeBoom@genmills.com>]
Sent: Monday, November 05, 2012 4:31 PM
To: Edina Mail
Subject: Wooddale avenue is unsafe

Mayor,

Please restore safety to Wooddale Avenue.

As it is, there is no way the new bike lines and no center line is doing anything except confusing people and making it very dangerous.

I have one child who just passed her driver's test and more on the way. I can't even begin to explain to them how to safely navigate that road.

Who will be paying for the lawsuits against the city when there are accidents or worse on account of the new intended use of the public streets?

My tax dollars are stretched enough in Edina.

Your job is to make our community safe and use our tax dollars wisely.

The bike lane stuff has gone crazy and fails both of these tests.

Tom DeBoom

November 12, 2012

Mayor James Hovland
City of Edina
4801 W. 50th St.
Edina, MN 55424

RE: Vernon Ave and deficient bike route design

Dear Mayor Hovland:

I'm sure you know that Vernon Ave, like many other streets in Edina, is unsafe for bicyclists, runners and pedestrians along its entire length. It has curves, hills, vegetation and blind driveways that severely impair sight. There also are school crossings and school bus stops. Yet, it is posted for 40 mi/h. Even that isn't fast enough for some people; cars and trucks regularly pass me on the right in the "bike" lane while I am driving at the speed limit. Why don't we have signs prohibiting driving on the shoulder? Such signs have been in place on Braemar Blvd for more than a decade, and it is posted for a sedate 30 mi/h.

Why does the sidewalk on the north side of Vernon simply end at Ayreshire Blvd? How are surprised pedestrians supposed to cross to the south sidewalk when it is blocked by a guard rail and in the winter by piles of snow? Why aren't there painted crosswalks with signs across Vernon at Hansen Rd and Schaefer Rd? These are marked entrances to City parks as well as popular bus stops.

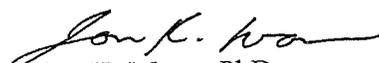
The Hennepin County 2011 Road and Bike map shows the portion of Vernon Ave from Gleason to the Eden Ave as an "on-road bike trail". Clearly it does not deserve that designation. There is no signage indicating to drivers that a bike trail exists. The painted lanes are far too narrow for the posted speed limits. At no point along the trail does it connect with any other properly designed and marked bicycle route. Indeed, I'm not aware of a single aspect of the route that observes AASHTO, FFTA and US DOT design recommendations. Shouldn't we notify Hennepin County that their map is in error?

According to Minnesota Statute bicyclists are entitled to a traffic lane when it is not safe to share with a motor vehicle, and 3 ft of clearance when being passed. By marking too-narrow bike lanes (many less than 3 ft) all we accomplish is to train drivers that it is appropriate to pass at any time because, "obviously", cyclists and joggers are obligated to stay between the stripe and curb, where all the sand, ice and debris are stored.

Just last week, on Blake Rd (one of our 30 mi/h roads, like Interlochen, that carries 50 mi/h traffic past a bike lane that is no wider than the gutter), a speeding white pickup cleared me by inches rather than waiting for the large garbage truck going the other way. Of course, the trailer he was towing was wider than the truck and hit me. And he knew he hit me, but didn't stop. He finally slowed a block later to avoid a rear-end collision with a smaller car moving at the speed limit. And these are daily occurrences when you include cars speeding uphill and around blind curves in no-passing zones so that they need not slow down. It isn't fun when they force both me and oncoming vehicles to stop in the gutter. I've twice witnessed the oncoming vehicle end up in someone's front yard and I try to hop the curb or skid into gravel: the offending vehicle continues without slowing.

Clearly, we need to rethink the use of such deficient provision for cyclists in a city with so many aggressive, poorly educated and distracted drivers. It's time to swing the pendulum to favor saving lives over traffic flow until the very slow education process is complete.

Sincerely,


Jon K. Moon, PhD

Cc: Mary Brindle, Dave Snaza

Susan Howl

From: Eric Fantin <Eric.Fantin@cfsmn.com>
Sent: Tuesday, November 13, 2012 3:24 PM
To: 'Constance Fantin'
Subject: FW: 61st and Kellogg Ave

From: Byron Theis [mailto:BTheis@EdinaMN.gov]
Sent: Tuesday, November 13, 2012 2:45 PM
To: Eric Fantin; 'cfantin@juno.com'; 'sharon.hammond@hotmail.com'; 'jenneabotts@gmail.com'; 'kituijanet@yahoo.com'; 'mhlarsen@usfamily.net'; 'crowleyporter@gmail.com'; 'tiasmythe@gmail.com'
Subject: 61st and Kellogg Ave

Attention,

If you are receiving this, it is because you have emailed the City of Edina or me with concerns about the intersection of West 61st Street and Kellogg Avenue. Last week, the Traffic Safety Committee (TSC) met and discussed the request for placing stop signs at the requested intersection. The TSC recommended that the request should be denied due to lack of warrants.

The next step is for the Edina Transportation Committee (ETC) to hear and make recommendations for the requests. The next meeting will be this Thursday, the 15th, at 6 PM in Edina City Hall. After the ETC meeting, the City Council will hear the recommendations. The City Council ultimately makes the final decision on sign placement in Edina. This request will most likely be heard at the December 4th meeting by the Council, which is open to the public. If you disagree with the recommendation of the TSC, you can attend the meetings and present your viewpoint.

The warrants used for determining the placement of a Stop sign can be found here:

<http://www.dot.state.mn.us/trafficeng/publ/mutcd/mnmutcd2012/mn-mutcd-2B-2012.pdf>

The specific page for placing Stop signs is on 2B-9. It states:

The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway

Contact me with any further questions or concerns.

Regards,



Byron Theis, Traffic Safety Coordinator

952-826-0349 | Fax 952-826-0392

BTheis@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business

Subject: Denial of stop sign at 61st and Kellogg Avenue

Dear Mayor Hovland, Byron, and City Council Members,

We are appalled and disappointed by your decision not to install a very necessary stop sign at 61st and Kellogg. You are completely disregarding the fact that there have been two serious accidents in the past 90 days and multiple neighbors' concern over the speed of traffic in that intersection.

This is a blatant disregard for safety and neighborhood concerns. And for what reason? I cannot imagine that the cost of installing two stop signs is very great. Certainly the time wasted doing two traffic studies and subsequent follow up have cost significantly more than the minor cost of installing stop signs.

We understand from older neighbors that have lived in this neighborhood for 30-40 years that there have been multiple requests for a stop sign to replace the completely ineffective yield signs.

We would like the appropriate person to tell me every intersection in Edina where yield signs are used in place of stop signs. Yield signs are ambiguous and unsafe, especially in an intersection located one block from an ice cream shop and one block from one of Edina's busiest parks.

We are unable to attend the City Council meeting on the 15th but we will not stop here simply because someone has made the decision to overlook serious safety concerns. We look forward to your response with a listing of all the other intersections where a yield sign is in place instead of a stop sign. We asked for this information in a previous email and our received no response.

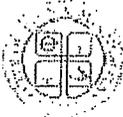
Looking forward to your prompt response.

Sincerely,

Constance and Eric Fantin
6033 Kellogg Avenue South

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Friday, November 16, 2012 1:08 PM
Cc: Susan Howl
Subject: FW: Lake Edina Sidewalk Proposal. Please forward to Mayor Hovland and the Edina City Council.
Attachments: doc20121115101429.pdf



Lynette Biunno, Receptionist

952-927-8861 | Fax 952-826-0389

lbiunno@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business

From: Liz Horstman [<mailto:lizhorstman@comcast.net>]
Sent: Friday, November 16, 2012 9:42 AM
To: Edina Mail
Cc: Chad Millner; Robb Horstman
Subject: RE: Lake Edina Sidewalk Proposal. Please forward to Mayor Hovland and the Edina City Council.

(City of Edina, please forward this message on to Mayor Hovland and the Edina City Council members. Thank you.)

Mayor Hovland, Edina City Council members,

My husband and I attended an Edina Engineering Department sponsored, Lake Edina neighborhood meeting on Wednesday November 7, 2012. One of the main topics of this meeting was the proposal by the Edina Transportation Commission to install a sidewalk on Normandale Road to Hibiscus Avenue to Kellogg Avenue. The Engineering Department did a thorough job drawing up plans to show neighborhood residents the proposed route of the sidewalk. This proposed route is down the east side of Normandale Avenue, continuing along the north side of Hibiscus Avenue and either ending where Hibiscus Avenue dead ends into Kellogg Avenue or continuing south on the east side of Kellogg Avenue to the dead end adjacent to Fred Richards Golf Course and Lake Edina Park.

Living at 4708 Hibiscus Ave. on the north side of the road where the sidewalk is planned, my husband and I have a number of concerns regarding the proposed sidewalk and the process leading up to its recommendation. I am asking that you take the time to read the memo attached below outlining our concerns, this memo is 2 pages long followed by 5 pages of documentation/maps. I met with Chad Millner, Edina Engineering Department, and have done my best to research the entire process and situation in an attempt to provide accurate information.

I appreciate the time and effort the Edina Engineering Department has given to speak to me individually, as well as to prepare and present the sidewalk proposal to the neighborhood. Thank you in advance for your consideration of this matter, I would be happy to discuss this proposal or my memo with anyone interested. My contact information is below.

Liz Horstman
4708 Hibiscus Ave.
(mobile) 612-207-4477
(home) 952-920-3460 - generally used for messages only

Begin forwarded message:



Normandale/Hibiscus Sidewalk Recommended by the Edina Transportation Committee, Oct 25 2012 Meeting

NOTE: Survey of residents (~50 responders): Initial response 9% would like sidewalks; after change to no assessment for sidewalks 18% would like sidewalks.

Concerns: This does not appear to be part of a well thought out, long range comprehensive plan that considers multi-disciplinary issues (i.e. walking, biking, driving, trail connections, desires of and impact on homeowners).

1. Planning and decision-making regarding the Normandale/Hibiscus sidewalk.

a. How was this decision made?

The only obvious reference is Page 4 of 10/25/12 Edina Transportation Commission (ETC) Meeting Minutes, "Member Janový recommended a sidewalk on Normandale Road to Hibiscus Avenue to Kellogg Avenue because of speed and volume and to connect with the Nine Mile Trail that is coming soon." See pg 1 attached.

There is no information given regarding the reason for this recommendation or any explanation of how this sidewalk would connect to the Nine Mile Trail.

b. Why is a sidewalk being recommended that does not reflect the City of Edina's overall, comprehensive plan?

The City of Edina's 2008 Comprehensive Plan, Sidewalk Facilities, figure 7.10 shows the only proposed sidewalks in the Lake Edina area form a square from West Shore Drive to Gleason Avenue to Oaklawn Ave. and around the west side of Cornelia Park to 70th Street. (Although these sidewalks were not put in when the streets on the northern quadrant of this square were rebuilt about 3 years ago.) See pg 2 attached.

2. Where will the Normandale/Hibiscus sidewalk go? What is the purpose?

Proposed for the **east side** of frontage road south of 70th street, Normandale Rd, to continue on the **north side** of Hibiscus Ave., one side of the street only. Two different end points have been discussed.

a. End where Hibiscus Ave. dead ends into Kellogg Ave. ("....Normandale Road to Hibiscus Avenue to Kellogg Avenue...") as proposed by ETC.

b. Continue the sidewalk along the southern portion of Kellogg Ave to the dead end adjacent to Lake Edina Park as suggested by the City of Edina Engineering Department (See picture, map of this area on pgs 4, 5 attached.)

Option 2a. would result in a sidewalk that does not lead anywhere, and may not be supported based on the number of cars traveling on Normandale Road, Hibiscus Ave. and Kellogg Ave.



According to the City of Edina Engineering Department, about 1000 cars/day travel on the very north section of Normandale Ave. just south of 70th Street. Proceeding south on Normandale Ave. this number drops off quickly as cars turn into the adjacent streets. At the south end Normandale Ave. curves and becomes Hibiscus Ave.; there are only 200 cars/day traveling on Hibiscus Ave. well below the 500 car/day threshold used by the city to determine sidewalk necessity.

Option 2b. could **potentially** provide access to Parklawn Ave., and from there to Centennial Lakes Park and The Edina Blvd., and also to Gallagher Drive, which has been narrowed and constructed for Nine Mile Creek Regional Trail inclusion.

However, construction of a pathway would be needed across the south end of Lake Edina Park to provide this access, (pgs 4, 5). Although on the City of Edina's 2008 Comprehensive Plan, Bicycle Facilities, Figure 7.11, (see pg 3) would construction of this pathway be problematic as has been the Sidewalks portion of the Plan (pg 2). ?

Additionally about 15 years ago after a neighborhood meeting, John Kaprios decided against recommending the construction of a Lake Edina planned play area for which the footprint had been established (see picture attached). His explanation was safety concerns due to golf balls coming over the fence from Fred Richards's golf course. Would this concern also impact construction of a pathway?

3. Is the impact to homeowners bordering the sidewalk onerous?
 - a. Cost of snow removal. This would be a neighborhood sidewalk meaning the homeowners on the side of the street with the sidewalk are responsible for snow removal and related costs. (Unlike a School, State-Aid or Business sidewalk which the City of Edina generally plows.).
 - b. Home values. With this being the only neighborhood sidewalk in the Lake Edina area, would the value of homes on the sidewalk be less relative to the value of the homes not on the sidewalk due to maintenance costs and concerns? This is unlike an area such as Country Club where there is parity because there are sidewalks on both sides of all streets in the neighborhood.

4. Footprint of Normandale Rd., Hibiscus Ave., and Kellogg Ave with sidewalk in place.
 - a. The width of these streets with a sidewalk in place would decrease to ~27 feet while the width of all other streets in the neighborhood remain at 31' - 32'. Is this inconsistency within one neighborhood a concern?
 - b. The City of Edina 2008 Comprehensive Plan Update, Bicycle Facilities, Figure 7.11 (attached) shows a Primary Route on Hibiscus Ave east from West Shore Drive south on Kellogg Ave. through Lake Edina Park to Parklawn Ave. Has this been considered? How does it match up with the proposed sidewalk?



Member Janovy said the BETF said West Shore Drive is a primary bike route and recommended separated bike lanes or road markings and signage. Member Iyer concurred and recommended dedicated bike lanes. He said parking should not be an issue because there is a parking lot nearby. Member Janovy suggested an off-road trail for consideration. Director Houle said he will schedule an informational meeting with residents to share the suggestions and gather feedback.

Braemar Hills B, St. Patrick's Lane, Gleason Circle

These three neighborhoods will be presented in one feasibility study but they will be approved separately by City Council. Proposed improvements are spot repair to curb and gutter and new pavement. Proposed assessments are: Braemar Hills B: \$9,325, St. Patrick's Lane: \$11,300, and Gleason Circle: \$11,600.

Lake Edina

Proposed improvements are spot repair to curb and gutter and new pavement, plus narrowing the curb line at Hibiscus Avenue & West Shore Drive to reduce storm water run-off. Proposed assessment is \$11,900.

Member Janovy recommended a sidewalk on Normandale Road to Hibiscus Avenue to Kellogg Avenue because of speed and volume and to connect with the Nine Mile trail that is coming soon. Director Houle said he will schedule an informational meeting with residents to share the suggestion and gather feedback.

Traffic Safety Committee Report of Oct. 3, 2012

There were no action items in this report. Director Houle will follow up on the counts that were done in member Whited's neighborhood and on W. 44th Street.

Updates

Student Members

Member Schwieger noted that 'fascism' was still painted on the stop sign. Director Houle will follow up on this.

Bike Edina Task Force – Sept. 13, 2012 Minutes

A new member was added to the BEFT.

Living Streets Working Group

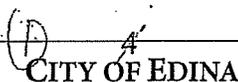
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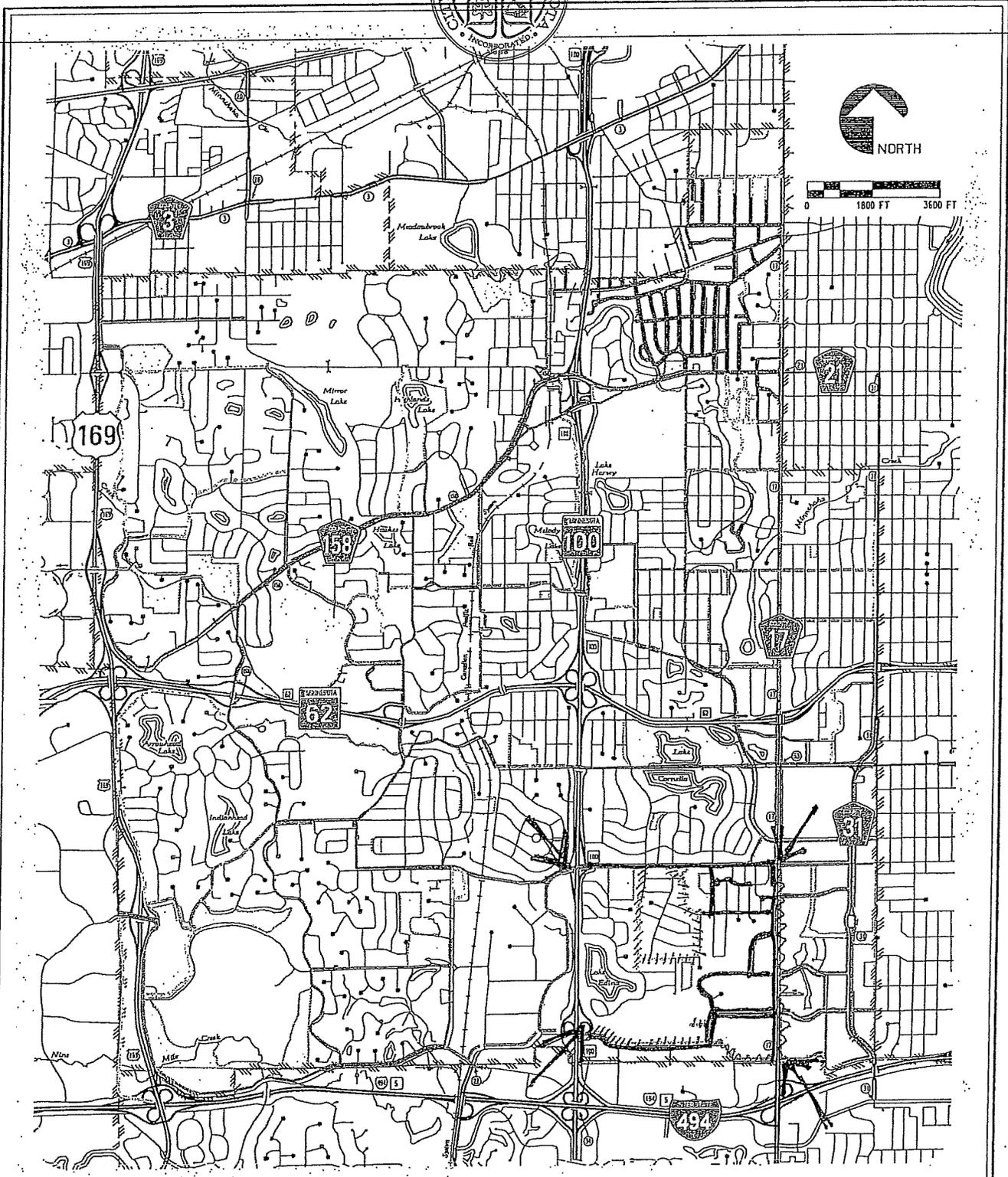
Transportation Options Working Group

Received minutes of Sept. 18, 2012. Member Whited reported that John Dillery and Jill Hentges from Metro Transit attended the Sept. 18 meeting and talked about Metro Transit's transportation options in Edina.

Member Janovy said the time limit is up for this working group and asked if the ETC would it to continue for another year.

Motion was made by member Franzen and seconded by member LaForce for the working group to continue for another year. Member Whited said they need new members. Director Houle will work with





LEGEND: Existing Sidewalk Proposed School / Business Sidewalk Proposed State-Aid Sidewalk *Note: Park Pathways are included on Figure 7.11*



**City of Edina
2008 Comprehensive Plan Update**

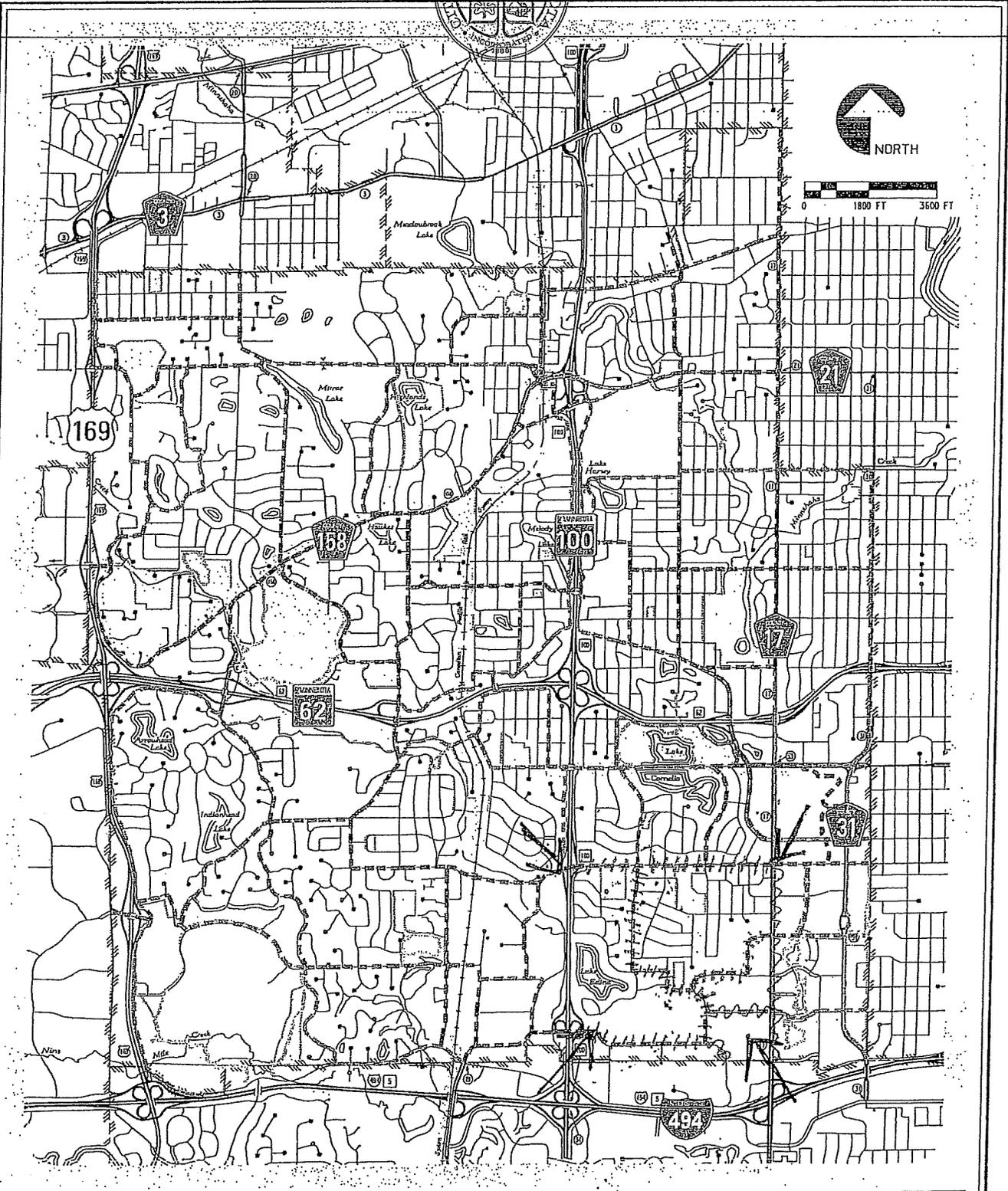
Sidewalk Facilities

Figure 7.10

CITY OF EDINA

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Handwritten notes:
Lake Edina Neighborhood
(2)



LEGEND:

- Existing Park Pathway
- Existing Hennepin County Corridors
- Proposed Park Pathway
- From the 2007 Edina Comprehensive Bicycle Transportation Plan
- Primary Route
- Secondary Route



**City of Edina
2008 Comprehensive Plan Update**

Lake Edina Neighborhood

Bicycle Facilities

Figure 7.11

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CITY OF EDINA



[View Larger Map](#)

Copy and paste this HTML to embed in your website

- A = Lake Edina Park
- B = Playground Footprint
- C = Kellogg Ave
- D = Kellogg Ave Dead End
- E = Park Lawn Ave
- F = Lanco hwy for Fred Richards Golf Course

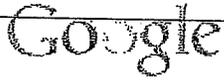
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CITY OF EDINA

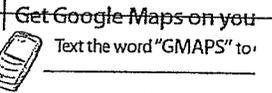
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11/13/12 11:44 PM



lake edina park



A. Lake Edina Park
Edina, Minnesota

