

REPORT / RECOMMENDATION



To: Edina Transportation Commission
From: Wayne D. Houle, PE, Director of Engineering
Date: November 15, 2012
Subject: Correspondence Relating To Transportation Issues

Agenda Item #: VII. A.

Action
Discussion
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

Wayne Houle

From: Lynette Biunno on behalf of Edina Mail
Sent: Tuesday, November 06, 2012 8:09 AM
To: Scott Neal; Jeff Long; Wayne Houle
Cc: Susan Howl
Subject: FW: Contact Us form submission

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

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

From: mail@EdinaMN.gov [<mailto:mail@EdinaMN.gov>]
Sent: Tuesday, November 06, 2012 7:21 AM
To: Edina Mail
Subject: Contact Us form submission

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!!

-
-

Wayne Houle

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.



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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

Wayne Houle

From: Lynette Biunno on behalf of Edina Mail
Sent: Monday, November 05, 2012 3:57 PM
To: Wayne Houle
Subject: FW: New lane lines on Xerxes between 58th and the crosstown

Hi Wayne,

Can you assist this person?

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: Matthew Barnes [<mailto:stbmlb@mac.com>]
Sent: Monday, November 05, 2012 3:45 PM
To: Edina Mail
Subject: New lane lines on Xerxes between 58th and the crosstown

Hi,

I drive the route between 50th and 78th several times weekly, often during the 4-7pm hours. Knowing the route and traffic patterns well, I could always tell when there was a white Honda Civic parked in the street at the home on the west side of Xerxes two houses north of the crosstown. I could tell because traffic is typically backed up to 58th in the southbound lane. The new lane lines which were painted this past weekend or so, complicate matters for drivers going southbound. At a minimum, it seems the single lane restriction goes too far south, and having the white civic being allowed to park that close to a right turn lane is not productive. Perhaps you could modify the stripe and remove the parking within 50 yards of the crosstown? In my opinion, this striping change, and allowing the renter/owner of the home to park where he does is going to cost many drivers, many minutes each day. All the time we sit still on Xerxes ave S between 58th and the crosstown our cars will be idling, wasting fuel also.

Please consider a different solution to this parking/striping issue.

Thanks,

Matthew Barnes
5041 Vincent Ave S
Minneapolis, MN 55410

November 3, 2012
4606 Drexel Ave
Edina 55424

Scott Neal, City Manager
City of Edina

We have lived on Drexel since 1978,
and I am writing with that historical
perspective.

My wife and I drove from the old
Country Club neighborhood to and from
Galleria on a recent weekday
afternoon. Our route was along Wooddale
and Valley View. In the stretch of road
where the new lane markings were
present, we saw a total of 4 bike riders.
The two adults were riding on the sidewalk.
The two teenagers were riding in the
car lane. The only use of the 2 bike
lanes was a person being pushed in a
wheel chair.

Am I missing something here? This
lane arrangement looks like some
bizarre experiment devised by a psychologist
to confuse rats. Wayne Houde, who
I on most occasions admire, advises
that the public needs more education
in the plan. Educating the public in
this case appears to be an euphemism.

for forcing the public to accept the lane arrangements, however nonsensical.

The issue itself is not a grand one, nor is it likely to have much impact on my life. My objection is one of principle. The action gives the impression of an ill conceived gimmick. As such it is an embarrassment to the City of Edina, and an unfortunate example of the City's governance.

Normally I would have addressed this to the Mayor and Council members. Because the election is so imminent I addressed it to you. I ask that you distribute copies to the Mayor and Council members.

Donald Leesman
Professor Emeritus

The phrase gratuitous innovation masquerading as enlightened administration comes to mind.

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Friday, November 02, 2012 8:19 AM
Cc: Susan Howl
Subject: FW: Bike Lanes around town



Lynette Biunno, Receptionist
952-927-8861 | Fax 952-826-0389
lbiunno@EdinaMN.gov | www.EdinaMN.gov
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From: John Powell - gMail [<mailto:chesterware@gmail.com>]
Sent: Friday, November 02, 2012 7:23 AM
To: Edina Mail
Subject: Bike Lanes around town

Just wanted to send a HUGE thank you for all the new bike lanes I've been seeing around town.

I bike almost daily between Edina and downtown Mpls and have been able to leverage many of the new lanes.

I think it makes a huge difference in helping bikes and cars be comfortable with each other on the same road.

And thank you for being willing to try something new on Wooddale. Personally, I think people will get used to, just like they got used to round-a-bouts. If we have to monitor and adjust, that's fine. That's way better than not doing anything at all. Kudos to everyone involved.

Thanks also from my wife who is grateful each time I arrive home safe.

Safer routes really do make a difference and our community is enhanced by them.

Thank you!

Cheers,
jp

John Powell
chesterware@gmail.com
952-688-3861

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Friday, November 02, 2012 3:17 PM
Cc: Susan Howl
Subject: FW: Advisory bike lanes on Wooddale



Lynette Biunno, Receptionist

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From: Jennifer Ehde [<mailto:jenehde@gmail.com>]
Sent: Friday, November 02, 2012 2:27 PM
To: Edina Mail
Subject: Advisory bike lanes on Wooddale

Dear Mr. Hovland,

I am writing to express my extreme displeasure with the bike lanes on Wooddale Avenue. Simply put, they are dangerous. I drive down Wooddale 2-3 times a day and witness people on a regular basis who don't have any idea how to drive down this street. It is only a matter of time until there is a serious accident. I don't understand why it is that bikers get more road space than vehicles? I would also like to mention that by my observations, I see **very** few bikes actually using these lanes, but see many, many cars using this road.

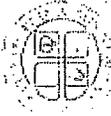
It is my opinion that the bike lanes should be removed and NO more money should be wasted trying to improve something that was a mistake to begin with.

Thank you for taking the time to read my opinion.

Sincerely,
Jennifer Ehde
4306 Grimes Ave. S
Edina, MN 55424

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Tuesday, October 30, 2012 8:40 AM
Cc: Susan Howl
Subject: FW: Bike lanes on Wooddale and Valleyvirw



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From: sallyadunn2003@yahoo.com [<mailto:sallyadunn2003@yahoo.com>]
Sent: Monday, October 29, 2012 7:05 PM
To: Edina Mail
Subject: Bike lanes on Wooddale and Valleyvirw

It's great having these new bike lanes. I feel much safer when I bike these roads.
Sally A. Dunn
5020 Windsor Avenue

Sent from my Verizon Wireless 4G LTE DROID

Subject: GALLAGHER DRIVE PROJECT

Mayor Hovland:

As a resident on Gallagher Drive, I must say I am disturbed by the new Gallagher Drive.

IF the intent of the person who designed this project was to degrade the utility of this piece of road, they should be congratulated – they succeeded. And then they should be fired, because decreasing the utility of a thoroughfare should NOT be one of the goals of a project.

IF this degradation of the road was an unintended consequence, whoever is in charge of the project should be fired for incompetence.

Until this misguided project was started, one could pass a parked bus and not have to worry about incoming traffic, there was plenty of room for bus, passing vehicle and vehicle on the other side of the road. Now it would be a tight fit in GOOD weather and exceedingly dangerous with snow piled on the side of the road. And as we are in Minnesota, that is likely to be the case for days/weeks/months during winter.

The new road is decidedly less useful and safe than the road. There are two major issues, one commonplace, one sporadic. Busses loading or unloading passengers will cause safety hazards and/or traffic delays. And considering the location of the bus stop on the south side of Gallagher going north the delays could spill over onto Parklawn. The imbecility of this set up is wondrous to behold, it required great creativity to come up with something this bad (or a complete and total inattention to detail).

On a more sporadic basis, it makes maintaining the parking lots for the residences and businesses on Gallagher problematic. While normally a no parking street, the old Gallagher had enough room to allow residents to park during maintenance of the parking lots. The new Gallagher makes that problematic – either impossible or unsafe. The new Gallagher is a disaster.

It appears that the reason for this abominable design is to create a bike lane. In the best of circumstances, where there is no collateral damage (NOT the case with the new Gallagher) money spent on bike lanes is squandered – you would add as much public utility if you took the money out as one dollar bills and used it in a bonfire. Cyclists are the enemy of everyone but cyclists. The bicycle is too fast to be safely ridden on sidewalks and too slow to safely share the road. Their use should be discouraged, NOT subsidized with valuable and scarce tax dollars.

Cyclists who think they should be allowed to ride anywhere they want come in four main categories (and often a combination of two or more): children, those who can't afford a car, holier than thou health nuts and holier than thou members of the Luddite Green Left who try to save the planet by reducing their carbon footprint. The first two categories have an excuse, the second two groups, who make up the majority of the scourge that are cyclists, should be discouraged, NOT encouraged and subsidized. One trait shared by all the groups is a disdain for traffic signals – my normal term for a cyclist (AFTER they go through a red light) is Law Breaking Luddite Scum.

I'll admit that the degradation of Gallagher is a much smaller problem than the disaster that is 70th street. There I am quite sure the goal was to destroy its value as a thoroughfare. Installing the anachronisms that are traffic circles might have made some degree of sense if we didn't have the technology for efficient traffic lights. But that project was built in the 21st Century so I am QUITE sure the goal was to make it more difficult to use 70th to get from Point A to Point B (or probably more focused on discouraging drivers from using 70th the get from Highway 100 to France and points east). There you have succeeded – unless I am going to The Original Pancake House I avoid the road like the plague.

And as I'm sure these projects were approved by the City Council I plan on voiding against each and every incumbent on Tuesday.

Sincerely,
William E. Goin
USN (Ret)
Resident of Edina since December 2000

Mayor Hovland,

It was good to catch up with you at the Rice's event at the Edina Country Club.

I am still very interested in the bike lanes and the impact they are having on East Edina.

I understood from your comments in the Sun as well as after our conversation that you too see the impact and are not in favor of them remaining.

Today after reading the article in the Sun that just came out, it seems Wayne Houle has NO intention of changing his mind and in fact he counts on all the complaints subsiding and then he will presume that people are comfortable with it.

Therefore, I would like to be vocal and to stay in the circle of what exactly is happening.

I had no idea the bike lanes were to be discussed again at the Oct 1 council meeting and that is maybe my fault.

It seems that with the election a week away, it was great timing that you came out against the bike lanes as a headline 2 weeks ago and now, as expected, nothing is really going to be done. I know the talk is that if Masica is elected, the bike lanes have a better chance of being reversed. I would be interested on your take.

I also would be interested in how much

impact a mayor really has on this issue. You as well as all of our current council members voted FOR the bike lanes and then failed to do their due diligence on the impact they would have and also failed to communicate how to travel on them properly. I will not be voting for any council member that voted FOR the bike lanes!

I feel you have taken good care of Edina for the past 16 years so I am still on the fence as to whether I will trust voting for a new mayor but that being said Masica seems to be more in tune with what the "people of Edina" want. It seems the council is concerned about what "THEY"

want and about what the city heads want, not the people. Maybe you could comment on that as well.

Personally I think the tear downs in Edina have gotten out of hand, we have little in the way of ordinances that protect neighborhoods and neighbors from these homes that have nothing to do with the current style of neighborhoods.

People are moving here for the schools but have no care about what the neighborhoods look like and they bring their "prior lake" style homes. I know Masica says she will be more in tune with keeping the neighborhoods from becoming unrecognizable by all these huge homes that are ruining quaint neighborhoods.

Where do you stand on that.

I would like to help in any way I can with this bike advisory lane disaster! I can volunteer or do whatever might be helpful in reversing this and I am ONLY concerned about Wooddale, not all the other streets.

Thank you for listening and I am interested in how you think you can impact making this change if you remain Mayor of Edina,

Respectfully,

Mary Everett

October 22

Maire B. Nelson
5925 Halifax South
Edina, MN 55424

Just an observation -

I turn down the table at least
4 or 5 times a week so various
hours I have got to run
projects. I think the lines are
all ahead & unnecessary as
Edina. I think we are starting
to when

Maire Nelson

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Tuesday, October 16, 2012 12:42 PM
Cc: Susan Howl
Subject: FW: Please forward to the City Council. Re: Multiple trucks driving around town to pick up garbage and bicycle advisory lanes



Lynette Biunno, Receptionist

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lbunno@EdinaMN.gov | www.EdinaMN.gov

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From: Lorenzo Tunesi [<mailto:lorenzo.tunesi@gmail.com>]
Sent: Tuesday, October 16, 2012 11:40 AM
To: Edina Mail
Subject: Please forward to the City Council. Re: Multiple trucks driving around town to pick up garbage and bicycle advisory lanes

Dear City Council Members,

Garbage collection: I would like to second the opinion expressed a few weeks ago by a person who wrote a letter to the editor in the Sun Current newspaper. S/he was arguing that Edina should contract with one garbage pick up collector in order to reduce pollution, truck traffic and road deterioration.

Bicycle advisory lanes: I support the bicycle advisory lanes. While not perfect they show that Edina is moving forward in the "bikeability" quality of life measurement. We are certainly in a transition period during which drivers will learn to share the road with bicycles but I expect that drivers will become comfortable with them as time passes.

Best regards,

Lorenzo Tunesi
4413 Ellsworth Dr
Edina, MN 55435

Susan Howl

Subject: bike lanes on Wooddale

Dear Mr. Houle,

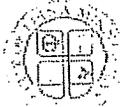
I am writing this letter with the sincere hopes that you will make a decision to make Wooddale safe again. When we became aware of the project we voiced our opinions and concerns. They landed on deaf ears. We hoped we were wrong with our concerns and hoped for the best. It has now proved to me that this street is not only dangerous to ride bikes on but it is dangerous to park on, walk on the sidewalk on and dangerous to drive on! Cars are turning on to Wooddale from side streets and pulling right into oncoming traffic because they feel they have to go around the bike lane. I drive down Wooddale and just hope the cars coming at me will move over a little. Its a little like playing Chicken. We have cars driving in the parking lane, which by the way is so narrow you can barely park there anymore in fact bigger trucks are over the line. We have joggers jogging in the bike lane on the west side of the street going North-dangerous and we have to move around them too. I would NEVER let my kids ride their bikes in either bike lane I feel they are way too close to the cars. So, my kids are forced to ride on the sidewalk which i understand is illegal. I also have an issue with the green lanes on Valley view. It doesn't leave cars enough room to actually fit in the car lane.

Please, make Wooddale safe again. Since when did "connecting our city by bike" become more important than the residents living here?

Kari Hauser
5417 Wooddale Ave.
Edina, Mn. 55424

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Tuesday, October 30, 2012 1:18 PM
Cc: Susan Howl
Subject: FW: Wooddale Bike Lane concern



Lynette Biunno, Receptionist
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From: Jeff Northrup [mailto:jeff.northrup@concordusa.com]
Sent: Tuesday, October 30, 2012 12:01 PM
To: Chad Millner; Aaron Kuznia
Cc: Edina Mail
Subject: Re: Wooddale Bike Lane concern

Well, I was getting ready to renew my concerns in this email when I noticed something you stated in your last response to me. You said, "the advisory bike lanes are new and will take some time for drivers to learn the proper way to *travel in them.*" (I added the italics)

That is *exactly* what is happening on Wooddale in front of my house. Drivers are driving considerably closer to the sidewalk now, often times with their wheels straddling the parking stripe and the dashed bike stripe. Obviously, the way things are set up, drivers are placed in a situation where this is what they think they are supposed to be doing. I would guess that when north-bound drivers are coming out of the intersection at 54th they intuitively see the big white arrow (in the bike lane) and subconsciously (or consciously) make every attempt to fit their car in what is supposed to be a bike/car lane. I can only surmise that without a center stripe, drivers intuition pushes them to fit their car in that bike lane. And since it obviously doesn't fit, they end up driving partially in the parking lane.

Meanwhile the southbound traffic is staying almost entirely out of their bike lane. Not sure why. But the net result is that ALL traffic has shifted to the East. Closer to the sidewalk and houses. Here is a picture proving my point. (notice where the new "implied center" is and how northbound traffic is hugging closer to the sidewalk now).



This is a huge concern for me. Not only do I walk on the sidewalk with my kids every day, but I also have guests over to my house who park on Wooddale. I fear for their safety.

Here are some more photos that get to the heart of my concern:

cell: 612-910-0833
jeff@concordusa.com



From: Chad Millner <cmillner@EdinaMN.gov>
Date: Fri, 28 Sep 2012 07:41:28 -0500
To: Jeff Northrup <jeff.northrup@concordusa.com>, Aaron Kuznia <akuznia@EdinaMN.gov>
Subject: RE: Wooddale Bike Lane concern

Jeff,

Thanks for your comments and concerns. The advisory bike lanes are new and will take some time for drivers to learn the proper way to travel in them. Please find below information on the prior way to travel with those lanes. As it states, cars are supposed to use the advisory bike lanes for travel until they encounter a cyclist.

Your comment about adding bump outs is noted. We bid a project in August to do just that but the cost to do that was greater than the funding we had available so the project was not approved. We are adding bump out paint striping as part of the project. This striping should be completed next week.

We are monitoring how vehicles are traveling these lanes and as of now there are no plans for adjustment. If you'd like to submit a comment to the City Council that can be done from the City of Edina website.

Thanks again for your comments,
Chad



Chad Millner, Assistant City Engineer
952-826-0318 | Fax 952-826-0392
cmillner@EdinaMN.gov | www.EdinaMN.gov
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Advisory Bike Lanes

Advisory bike lanes are used on streets that are too narrow for dedicated bike lanes. Advisory bike lanes look like dedicated bike lanes, except a dashed line is used in place of a solid bike lane stripe. A dashed line signals to drivers that they may drive in the bike lane space when a bicyclist is not present.

Advisory bike lanes do not narrow the travel lanes or reduce the amount of roadway space that can be used by motor vehicles.

Advisory lanes bring greater awareness to the roadway as shared space and can help to reduce vehicle speeds and improve roadway safety.

Advisory bike lanes can be found on Wooddale Avenue, between W. 50th Street and Valley View Road, and on W. 54th Street, between France Avenue and Minnehaha Boulevard.

When you drive:

- Drive as you would on any road without a center stripe, staying to the right of oncoming traffic.
- It is OK to drive in the advisory lane when a bicycle is not present.
- If a bicycle is in the advisory lane, move to the left, fully into the center area, to pass.
- If there is oncoming traffic in the center area, hang back behind the bicyclist until it is safe to pass.
- When passing, state law requires motorists to leave at least three feet of distance between their vehicle and the bicyclist.

When you bike:

- Watch for motorists driving in or merging into the advisory lane.
- Always use caution and assume that turning or merging motor vehicles may not see you.
- When leaving the bike lane (such as to make a left turn) look behind you and signal your intentions.

From: Jeff Northrup [<mailto:jeff.northrup@concordusa.com>]
Sent: Thursday, September 27, 2012 3:45 PM
To: Aaron Kuznia
Cc: Chad Millner
Subject: Re: Wooddale Bike Lane concern

Thank you.

Chad, any thoughts?

Jeff Northrup
ph: 952-241-1002
cell: 612-910-0833
jeff@concordusa.com



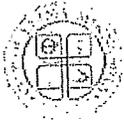
From: Aaron Kuznia <akuznia@EdinaMN.gov>
Date: Thu, 27 Sep 2012 15:40:45 -0500
To: Jeff Northrup <jeff.northrup@concordusa.com>
Cc: Chad Millner <cmillner@EdinaMN.gov>
Subject: RE: Wooddale Bike Lane concern

Jeff,

I am forwarding your email to my supervisor, Chad Millner – Assistant City Engineer. Chad will be able to better answer your comments and concerns

Thank you,

Aaron Kuznia



Aaron Kuznia, Construction Project Manager
952-826-0444 | Fax 952-826-0392
akuznia@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

From: Jeff Northrup [<mailto:jeff.northrup@concordusa.com>]
Sent: Thursday, September 27, 2012 2:25 PM
To: Aaron Kuznia
Subject: Wooddale Bike Lane concern

Aaron,

I am not sure if you are the correct person to contact regarding my concerns, so please feel free to forward this email to someone or call me.

I live at 5221 Wooddale Ave and, while the new striping is new, it is already proving to pose a safety problem for pedestrians. Just to be clear, I was not (am not) opposed to the bike lanes concept. I have felt all along that it might help slow down traffic. Past studies have shown that the average speeds on Wooddale are up well over 35mph. However, the implementation of the current lanes is not working well. We have too many cars driving IN the parking lane now. And even more cars that are driving IN the east bike lane and, often times, straddling the parking lane stripe. Overall, cars are now posing a major threat to people on the sidewalk.

Some ideas.

The ideal solution is Bump-Outs. As in curbs that extend into the street to physically delineate the parking lane (much like was done near South View Middle School). Also, it would be nice to see a more natural transition from the yellow double line areas at the stops to the bike lanes. Anything to get the cars into the actual driving lane as opposed to what is happening now – which is guiding them directly into the bike lane, or, worse yet, into the open Parking Lane.

Please work quick to correct these issues so that we can keep the sidewalk safe.

Thanks,

Jeff Northrup
ph: 952-241-1002
cell: 612-910-0833
jeff@concordusa.com



Wayne Houle

From: Lynette Biunno on behalf of Edina Mail
Sent: Tuesday, October 30, 2012 8:36 AM
To: Wayne Houle; Scott Neal; Jeff Long
Cc: Susan Howl; Solvei Wilmot
Subject: FW: advisory bike lanes - thoughts and reflections for what it's worth

Good morning,

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



Lynette Biunno, Receptionist

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From: Kristopher Wilson [mailto:kristopher@edinagarbageman.com]
Sent: Monday, October 29, 2012 4:35 PM
To: Edina Mail
Subject: advisory bike lanes - thoughts and reflections for what it's worth

Dear City Council Members and Mayor, and concerned city staff,

As one of the people who stood up in support of the proposed advisory bike lanes on Wooddale and 54th, I want to again affirm my support for the project in principle and my appreciation to you all who supported and voted in favor of creating the advisory bike lanes.

As well as being a motorist and casual cyclist who lives in the area, I also own and operate Edina GarbageMan and thus am responsible for the safe operation of commercial vehicles on our city roadways as well. As an aside regarding our commercial operations, I will say that Wayne did reach out through Solvei to make sure that we and the other garbage haulers had information to pass on to our drivers, so thanks to the city to staff for making the effort to do proactive education outreach in the interest of public safety. I had spoken with each of my drivers when I saw that the lanes were being painted that weekend to make sure that they were aware of the changes and understood how to interpret them – none of my drivers have expressed any concern or confusion as to how they to operate their vehicles on the roads with the advisory markings.

So, again, first I want to thank you all for supporting safe, multi-modal transportation options on our existing city road infrastructure.

Second, I would like to offer some comments regarding both the idea and the execution of the Wooddale lane markings since I had time to reflect on their design and use in the real world. I would not go so far as to call the lane markings a mistake, as some have publicly, however I will myself acknowledge that I have personally found that even though I had much advance conceptual knowledge of how the lanes should work, the first few days driving on the re-marked road did cause me to have to actively think about how I should drive. In analyzing my own reactions to the markings as well as the reactions I have observed and continue to observe in other motorists, I believe that the issues and confusion that some people have expressed might be remedied with a design change and that some of the confusion may have less to do with the original design than with execution.

Regarding design: It is clear that people expect and perhaps really need a center stripe on any road-way where side-lane or any lane markings exist. However, as I understand the nature of the experimental status of the lane markings, I am not sure if it is possible to apply for a variance which would include the addition of a center dashed yellow line. If the federal status and grant issues can be worked out, I think this might be the simplest solution to the current complaints you all have received.

Regarding the execution: It appears to me that the striping was done unevenly on the roadway and this seems to be leading people to drive differently on the west, south-bound side of Wooddale than they do on the east, north-bound side. Understanding that the road alternately narrows, widens, then narrows, it still appears that the degree to which the advisory lane encroaches into the normal lane of travel seems to make a difference as to how people behave when driving in one direction or another.

In the north-bound lane, because of the parking allowances, the advisory lane was measured from the parking lane's solid line and takes up nearly half of the driving lane. This becomes obvious at the points near the intersection where the double yellow line marks the center of the road, the advisory lane is a dotted line that a motor vehicle nearly straddles at that point. Thus, I see almost no confusion as to where a driver's vehicle needs to be on the road when heading north – in the absence of a cyclist, nearly everyone straddles the advisory lane regardless of the relative width of the road.

However, on the south-bound side, the advisory lane appears to be significantly narrower. My thinking is that this is due to the lane having been measured as starting from the curb and including the gutter instead of starting from the gutter or even six inches further away where a solid white line might be painted to show the road shoulder if no curb were present. This leads to a visually narrower side lane marking which FEELS like a line that shouldn't be crossed, especially in the absence of a solid white line to mark the actual side of the roadway as is present on the north-bound side due to the parking area allowance. Again, this can be seen at the intersections where the advisory lane leaves plenty of room for a vehicle to situate itself between the double yellow line and the advisory lane. For that reason, I believe that people being psychologically conditioned to not place their wheels on the line, the south-bound advisory lane is treated more like a shoulder marking as nearly no one situates their vehicle with wheels inside the advisory lane when headed south. At the narrow points of the road, this leads to traffic crowding over uncomfortably into the north-bound lane.

So I think this is a case where having measured the lane differently and effectively making it wider so that it visually and obviously encroaches into the south-bound lane of traffic would have helped as then it would have become a line that the vehicle was clearly intended to straddle instead of avoid entirely.

For what it is worth, those are my observations as someone who lives in the neighborhood and uses Wooddale regularly.

In summary, again thank you for supporting multi-modal transportation in Edina by looking at ways to make the best use of what we have to work with. As a supporter of the experimental road markings, I don't feel it was a mistake, but certainly an experiment whose resulting effects surprised me in reality. I would suggest that adding a dashed yellow center stripe is probably the easiest solution to reduce confusion and correct behavior from a practical standpoint – whether that is feasible or possible from a legal or federal grant permission standpoint is another matter. I think that the execution of the south-bound lane may not have been planned or measured correctly, and that re-doing that side of the road may also yield the desired effect by creating a lane clearly intended to be straddled. I have noticed that the traffic and speed measuring devices have been set out on Wooddale, so I will be interested to learn if there has in fact been a traffic calming effect as was speculated.

I appreciate that you were all willing to take a reasonable and considered risk in supporting and voting to pass this project in an effort to safely accommodate the needs of all roadway users with the resources available to you and within the constraints you have to deal with. It's sometimes easier and safer to avoid problems, but it is only in overcoming them that we make real progress.

Thank you again,

Kristopher Wilson

Edina GarbageMan

*Don't just go "green," **Go Green and White!***

Proud supporter of Edina HS Activities and Athletics

5801 St. Johns Ave, 612.804.7646

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Monday, October 29, 2012 10:13 AM
Cc: Susan Howl
Subject: FW: Wooddale 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: Donald Eyberg [<mailto:deyberg@qwestoffice.net>]
Sent: Monday, October 29, 2012 8:25 AM
To: Edina Mail
Subject: Wooddale bike lanes

Edina Council

I support your interest and decision to strip Wooddale Avenue with the indications for the bike lanes. Change is often a challenge and this seems to be the case with Wooddale in the eyes of drivers. Drivers should re-read their Minnesota Drivers Manual and get familiar again with what the street markings/painting strips mean. I realize that with our older streets new, innovative, and creative ways to indicate bike ways are going to be different than what we have been typically use too. It will take some adjustments in observation and paying attention to driving (which is a good thing). If Europeans can figure out signage and striping visually I think Minnesotans are also smart enough to figure out what the striping means and drive accordingly. As I understand it Wooddale Avenue striping is an experiment and therefore we should at least try it for a while and learn from it. It seems that most of the comments I have read in the various newspapers lack driving knowledge and are written out of frustration. I have driven Wooddale the weekend of the Parade of Homes - Renovation Houses and so have experienced this road before the comments. It took a little getting used to (10 seconds) but it was fairly obvious to me that you needed to drive across the dashed lines in the area identified for bicycles in order to have traffic in both directions.

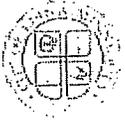
Additionally, drivers should realize that the roads belong to everyone and they are paid for in a variety of ways not 100% by drivers and their automobile taxes, gas taxes, etc. Others pay for the streets in street assessments, utility bill fees, other taxes, etc. Another thing is that most bicyclists also have cars and they do pay their fair share for the roads.

I think you have made a good decision and would suggest that you stay with the experiment in roadway markings. We can all learn from this and maybe the all that is needed for the next streets to be marked in a new or unfamiliar way will just need some early notifications or alerts. Hopefully, in a few years, changing roadway markings and bike routes will be an expectation rather than an exception.

Donald Eyberg
6600 Dakota Trail
Edina, MN 55439

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Monday, October 29, 2012 9:53 AM
Cc: Susan Howl
Subject: FW: Support 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: Bob Fried [<mailto:bobfried@centurylink.net>]
Sent: Saturday, October 27, 2012 9:36 AM
To: Edina Mail
Subject: Support Bike Lanes

City Council members,

I am an Edina resident who is an avid bike rider. I wish to express my support for adding and maintaining as many bike lanes as possible in Edina, including the currently striped "optional" lanes on Wooddale Ave.

Bob Fried
4914 Bruce Ave
Edina, MN 55424
952-960-9093
fax:206-350-0166
cell: 612-382-6600
bobfried@centurylink.net

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Monday, October 29, 2012 9:55 AM
Cc: Susan Howl
Subject: FW: Article in StarTrib on Woodale 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 -----Original Message-----

From: Paul Reppenhagen [<mailto:preppenhagen@comcast.net>]

Sent: Saturday, October 27, 2012 10:00 AM

To: Edina Mail

Subject: Article in StarTrib on Woodale bike lanes

Mr. Hockey's,

I hope you are monitoring and reviewing the comments made in response to this article in the Star Trib. Very telling about the residents sentiment regarding this change. This is a big miss for you and the council.

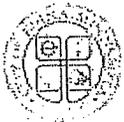
Sent from my iPad

Susan Howl

From: Lynette Biunno
Sent: Thursday, October 25, 2012 9:43 AM
To: Jeff Long
Cc: Susan Howl
Subject: FW: Safety Concerns for Southview Lane

Good morning,

This message has been forwarded to the Mayor and Council members 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

From: Sara Elliott [<mailto:saraelliott@gmail.com>]
Sent: Thursday, October 25, 2012 9:37 AM
To: Wayne Houle; Brian Olson; madams@ci.edina.mn.us; Lynette Biunno; Sharon Allison; Byron Theis; Sharon Allison
Cc: Carrie Knowles; Kris Green; Russell, Beth; superintendent@edina.k12.mn.us; Margaret Kershner; Margarita Dimas; Jaime Norling; Holly Lindholm; Beth Fraley
Subject: Safety Concerns for Southview Lane

City of Edina Staff Members,

I am writing you after reading the string of emails exchanged between you and my neighbor, Carrie Knowles. My name is Sara Elliott and I live with my husband and five children at 5616 Dalrymple Rd (corner of Dalrymple & Southview Lane). Three of our children attend SVMS and two are at Concord. On any given day, my family alone crosses Southview Lane a minimum of 20 times to get to and from school and extra curricular activities. As you are aware, the demographics of our neighborhood are changing. Many young families have moved in and are attending Concord Elementary, Normandale Elementary, SVMS and the ECC. Thus, now seems to be the time to address how extremely difficult and unsafe it is to cross Southview Lane before and after school.

I understand from a previous conversation with Dr. Russell (SVMS Principal), that the City has considered installing flashing crosswalk lights. I am asking you to reconsider this option, not only as a concerned parent, but as a civil engineer. Since cars are allowed to park on Southview Lane, it is impossible for young children to be seen by drivers (around the parked cars) while trying to cross Southview Lane going north. Also, since SVMS starts at 7:45 a.m. it is dark much of the school year when the students are arriving. Drivers simply do not see the students trying to cross at the crosswalks. Plus, the majority of drivers are not obeying the "15 mph speed limit when children are present" signage. In my professional opinion, flashing crosswalk lights are the best option to ensure the safety of our children and residents trying to cross Southview Lane.

I would be happy to meet with you before and/or after school to observe traffic and review the issues I have discussed above. Thank you for your attention to this important matter!

Regards,
Sara Elliott
(612) 807-5277

Susan Howl

From: mail@EdinaMN.gov [<mailto:mail@EdinaMN.gov>]
Sent: Tuesday, October 23, 2012 8:37 PM
To: Edina Mail
Subject: Contact Us form submission

Name: Rachel LaTour

Organization:

Website:

Address_1: 5600 Wooddale Avenue

Address_2:

City: Edina

State: MN

Zip_Code: 55424

Email: rachellatour@hotmail.com

Phone: 612-868-3718

Referrer: google

Message: My neighbors and I have been talking a lot about the bike lanes on Wooddale and I have been reading the City Council Minutes to try to find answers. I am having trouble figuring out from the minutes who proposed the idea, who voted to approve it etc... We understand that the idea was to make Edina more bike friendly, but I notice from other minutes it specifically says that certain areas of town need more than just paint to make it a safe bike lane so I am curious how Wooddale passed the test of \"safe\" and we are also wanting to know prior to the election who supported this dangerous change on Wooddale. I can appreciate the idea, but my real fault lies in the lack of vision so I want to understand who proposed it and if the council members were given enough information to understand what they were actually choosing to do. I have to assume a professional said that there was enough room to make this happen and the council believed that professional, but I guess I don't have enough info to decide if it was a reckless decision, or a misinformed decision. Thanks, Rachel LaTour Mother of 3 who will not let my kids ever ride their bikes on Wooddale

▪
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Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Wednesday, October 24, 2012 1:34 PM
To: Scott Neal; Wayne Houle
Cc: Susan Howl
Subject: FW: bike lanes

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: Mitchell, Jean [<mailto:Jean.Mitchell@CO.DAKOTA.MN.US>]
Sent: Wednesday, October 24, 2012 1:09 PM
To: Edina Mail
Subject: bike lanes

As a citizens of Edina, I am extremely disgusted by the changes to Wooddale and Valley View for bike lanes. Why are we favoring bikers at the cost of car drivers who compromise 99.9% of the road traffic? It is dangerous and confusing and Edina is opening itself to legal liability if nothing else. Please pass this on to the Mayor. Jean M Mitchell

Jean Mitchell
Assistant County Attorney
651-438-4438

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Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Tuesday, October 23, 2012 8:39 AM
To: Scott Neal; Wayne Houle
Cc: Susan Howl
Subject: FW: Bike Path and Bike Signs

Good morning,

This message has been forwarded to Mayor Hovland, 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 -----Original Message-----

From: Birney's [<mailto:sbirney1@comcast.net>]

Sent: Monday, October 22, 2012 7:38 PM

To: swensonann1@gmail.com; jonibennett12@comcast.net; joshsprague@edinarealty.com; Edina Mail; Mary Brindle

Cc: Edina Mail

Subject: Bike Path and Bike Signs

My name is Betsy Birney and my husband Scott and I and our two children live at 5329 Wooddale Ave. We have lived here for 19 years and have been good citizens who follow the rules; keep up our yard and home and support the city of Edina. I have never written or complained. Not when you allowed a house behind us to be torn down, all tree removed and two homes were built with a shared driveway. Not when many beautiful old homes are taken down and huge houses built on tiny lots. And not even when the bike lanes were added and I have been in fear for my life and that of my 16 year old son who just got his license when people are confused and drive down the middle of the road. I can imagine you know why I am writing. The signs have absolutely put us over the deep end. What in the world prompted the need for bike route signs, directional signs and bike route ending signs? It is clear that there is a bike path with the dotted lines and the even uglier green lines on Valley View. I am a bike rider and have been able to ride in these neighborhoods for year without the paths, signs or directions.

In addition to not seeing the need for the signs, there was no communication to the residents and they just appeared on our property. How is that right? Isn't it private property? I am a senior executive at a major company in town and have learned over the years that people whether they are our team members or customers, deserve to be listened to; communicated with and respected. There has been absolutely no respect for the citizens in our neighborhood. Not just the ones on Wooddale but those who live in the neighborhood and need to drive on Wooddale; 54th and Valley View.

I am requesting that the bike signs be taken down. We are banding together to try and ensure that not one of you gets a vote unless the signs are removed in the next two weeks. I know that Mr. Sprague and Ms. Bennett are not running so this means nothing to you but there is always the next election. I am so very disappointed that none of you seem to care about your constituents and have supported the entire bike route insanity.

We are open to talking to you.

Betsy and Scott Birney

Susan Howl

Dear Mayor Hovland,

I sent this e-mail to all the members of the city council this evening. After some (I don't think they're finished yet) signs were posted in our neighborhoods and on our lawns today, many neighbors gathered and all were outraged! There has to be a change regarding these ridiculous bike lanes and all the signage. Just look at our homes and yards; they are filled with junk! I have signs posted in my yard telling people where Rosland Park is and how many miles. What?? We work so hard to keep our home and property well kept, not just for ourselves, but out of respect for our neighbors. Please respect us!! I look forward to hearing from you.

Sincerely,
Teri Whaley
(612) 819-3451

Teri Whaley
teri@whaleymn.com
teriwhaley@me.com

Begin forwarded message:

From: Teri Whaley <teriwhaley@me.com>

Subject: Bike Lanes and signage

Date: October 22, 2012 7:20:09 PM CDT

To: mbrindle@EdinaMN.gov, jonibennett12@comcast.net, joshsprague@edinarealty.com,
swensonann1@gmail.com

Hello.

Our names are Teri and Tom Whaley and we live at 5337 Wooddale Ave. We have listened to all the arguments, gone to the city council meetings and tried to "obey" the new driving rules. Aside from the fact that you've stripped us of parking, devalued our property, and defaced our neighborhood and yards with signs and paint, today my husband and I came home to another large sign in our yard. We're expecting a jiffy lube to pop up on the corner at any moment or have directions to the nearest McDonalds. Does anyone on the Edina city council have any regard or interest in what your constituents want? This whole "bike lane" idea is the result of federal money, the council's personal interests and the desire to look cool. (because you guys are "SO GREEN" and make lists for "bike" cities) You are NOT thinking of the taxpayers and the people who actually LIVE along this route. We have listened to all of you and feel how disingenuous this council has been. As small business owners, parents of 4 children in Edina Public Schools and as a teacher here in Edina, we're shocked at how our neighborhood has been ignored. We are long term residents of this city and agree that changes should be made to our busy streets. School buses drop off kids every day during the school year and no one has ever thought a sidewalk and actually shrinking the road size would slow down traffic? I see 2 bikers a day....tops. I vote to put people into office that think of the elderly, the families and people of our community that have made Edina what it is today. Thank you for your time and the people of South Harriet Park look forward to hearing from their ELECTED officials and being included in the solutions.

Sincerely,
Teri and Tom Whaley
Teri Whaley

Susan Howl

From: Emilie Kastner on behalf of Edina Mail
Sent: Monday, October 22, 2012 2:33 PM
Subject: FW: Biking Lanes

This message has been forwarded to all members of the City Council.

Emilie Kastner, Communications Assistant
952-826-0342 | Fax 952-826-0389
ekastner@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

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

From: s.akins@mchsi.com [<mailto:s.akins@mchsi.com>]
Sent: Monday, October 22, 2012 8:14 AM
To: Edina Mail
Subject: Biking Lanes

I do not live in Edina but go to work there daily from Shorewood. We have been baffled by the "bike lanes". Just read the article in the paper over the weekend stating the dashed lines. I have no clue if the lines on West 70th are "dashed" or not? Will look today when I head to work. How would anyone know the rules of these "biking" lanes whether you live in Edina or not?? We have yet to see a person biking in these lanes? I face the street daily and have not seen one biker? Going West on 70th the driving lane zig zags the whole way? Winter will be terrible when you can't always see the lines trying to figure out where to drive?? The lines also don't follow the natural line down the middle of the street; that is there so cars constantly driving over the "new" lines??

Just because you get grant money doesn't mean you need to put it to use to something so ridiculous but of course that is Edina's mentality.

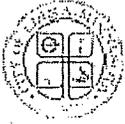
The big voice of a small majority gets heard. I call them the "biker nazi's" when they still bike two-three bikers wide even with the bike lanes and go by their own rules and make cars try to figure out how to pass them and that they rule the road.

Just a frustrated driver...

Susan Howl

From: Emilie Kastner on behalf of Edina Mail
Sent: Monday, October 22, 2012 11:20 AM
Subject: FW: Contact Us form submission

This message has been forwarded to all members of the City Council.



Emilie Kastner, Communications Assistant
952-826-0342 | Fax 952-826-0389
ekastner@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

From: mail@EdinaMN.gov [<mailto:mail@EdinaMN.gov>]
Sent: Saturday, October 20, 2012 8:21 AM
To: Edina Mail
Subject: Contact Us form submission

Name: Bret Yonke

Organization:

Website:

Address_1: 5105 Wooddale ave

Address_2:

City: Edina

State: MN

Zip_Code: 55424

Email: Bretyonke@yahoo.com

Phone: 952-681-7114

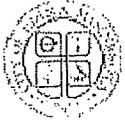
Referrer: google

Message: Council members, As a home owner living on Wooddale Ave I would like to say how pleased I am with the new bike lanes. It is absolutely necessary to give bikers a safe lane to ride in, plus we appreciate that it may slow traffic on the road. Many drive noticeably over the posted speed limit, and the road is not patrolled as heavily as 50th street, so I'm sure many motorists have enjoyed a free pass over the years to go as fast as they please. Thanks again, and please don't let a few complaints discourage your good work! Bret Yonke

Susan Howl

From: Emilie Kastner on behalf of Edina Mail
Sent: Monday, October 22, 2012 11:46 AM
Subject: FW: Contact Us form submission

This message has been forwarded to all members of the City Council.



Emilie Kastner, Communications Assistant
952-826-0342 | Fax 952-826-0389
ekastner@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

From: mail@EdinaMN.gov [<mailto:mail@EdinaMN.gov>]
Sent: Sunday, October 21, 2012 1:11 PM
To: Edina Mail
Subject: Contact Us form submission

Name: K Carter

Organization:

Website:

Address_1:

Address_2:

City: Edina

State:

Zip_Code:

Email: kcduluth@gmail.com

Phone: 952

Referrer:

Message: Stop taking away driving lanes to create bike lanes. Motor vehicles are a superior form of transportation over bicycles. You need to think in terms of moving motor vehicles efficiently not how to get people to stop driving. I found the quotes from city officials in the Saturday Star Tribune article about bike lanes to be insulting toward the citizens of Edina. It's not a matter that we can't understand something new. We understand what you are doing, and we reject it. What you did to 70th Street is nonsense. Lowering the speed limit to 25 and putting in a bunch of nuisance traffic lights and a roundabout is not helpful. To move traffic efficiently, you need to create driving lanes, not reduce them; get rid of the roundabouts; raise speed limits to at least 30 and be careful about setting up too many traffic lights and stop signs.

Subject: Wooddale Avenue

Dear Mayor Hovland:

As homeowners on Wooddale Avenue who live across the street from the Edina Country Club, we were pleased to see your recent comments about the failure of the Share the Road experiment on Wooddale. City Engineer Wayne Houle says he drove on Wooddale one day and thought things were going well. We drive on Wooddale every day, multiple times, and we can assure you that they're not.

Since the roads were repainted, we have seen nothing but confusion. People drive cars between the parking stripe and the curb or drive down the middle of the road even when there are no bikers. To have disturbed the entire neighborhood for such scant use of the bike lane is appalling. We pay a lot to live in Edina and it is not fair to have the city implement an experiment in front of our home.

Maybe the idea for Share the Road is fine, but Wooddale Avenue was not an appropriate selection. We were at the City Council meeting when this issue was discussed and made the point there that Wooddale is not wide enough and has too much traffic from people outside the neighborhood. Everything we read from proponents says that people need time to adjust. But these folks are not accounting for the constant traffic from people who do not live here, who go to the Country Club and churches for weddings, special events and other activities. Wooddale is also a thoroughfare for construction workers, landscapers and others working in the neighborhood temporarily. None of these people will "learn" how to use the road.

To add to the argument, many of the bikers are not even using the lanes. Most young bikers continue to ride on the sidewalks (I'm sure they and their parents are terrified of this new arrangement) or in the parking lane. And, as has been mentioned numerous times in articles we have read, no one in the City is willing to enforce the laws the bikers should follow, so they continue to cruise through stop signs and lights and cross streets wherever they desire. City Council Member Josh Sprague was quoted as saying he talked to one biker, who likes the new arrangement. We're sure that one biker does. He or she gets priority on the road and doesn't have to follow any rules. If two types of vehicles are truly to share the road, they need to share the rules.

We believe the streets should be repainted to their prior condition; if the City needs to return money, it should. This project was implemented without enough research on the ramifications of the design or enough input from its residents. The City should admit the mistake and reverse the situation before something bad happens. It's just a matter of time.

Please let us know your response. Thank you.

Sally Schmidt and Bob Kovich
5107 Wooddale Avenue
Edina, MN 55424

Susan Howl

From: Emilie Kastner on behalf of Edina Mail
Sent: Monday, October 22, 2012 9:42 AM
Subject: FW: bike lanes

This message has been forwarded to the Traffic Safety Coordinator, as well as all members of the City Council.



Emilie Kastner, Communications Assistant
952-826-0342 | Fax 952-826-0389
ekastner@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

From: Ryan Muldowney [<mailto:ryan.muldowney@gmail.com>]
Sent: Saturday, October 20, 2012 2:08 PM
To: Edina Mail
Subject: bike lanes

I was nearly hit head-on by another motorist while driving down Wooddale this morning. How can anyone think that street is safer for bikes or cars now? Please fix the street markings. It's ridiculous.

Susan Howl

From: Emilie Kastner on behalf of Edina Mail
Sent: Monday, October 22, 2012 9:46 AM
Subject: FW: LOVE THE BIKE LANES!!

This message has been forwarded to all members of the City Council.

Emilie Kastner, Communications Assistant
952-826-0342 | Fax 952-826-0389
ekastner@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

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

From: Boo Smith [<mailto:boosmith@mindspring.com>]
Sent: Saturday, October 20, 2012 10:35 AM
To: Edina Mail
Subject: LOVE THE BIKE LANES!!

Dear City of Edina,

We love the new bike lanes! They are not confusing - if one takes a minute to think about them, they make perfect sense!

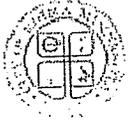
We are proud to live in a city that is promoting a healthy lifestyle!

Elizabeth and Steve Smith
7141 Gleason Road
Edina 55439

Susan Howl

From: Emilie Kastner on behalf of Edina Mail
Sent: Monday, October 22, 2012 9:51 AM
Subject: FW:

This message has been forwarded to the Traffic Safety Coordinator, as well as all members of the City Council.



Emilie Kastner, Communications Assistant
952-826-0342 | Fax 952-826-0389
ekastner@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

From: Collette Officer-Hunt [<mailto:collettehunt@yahoo.com>]
Sent: Saturday, October 20, 2012 10:24 AM
To: Edina Mail
Subject:

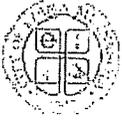
Wow. Whoever designed the bike lanes got it wrong. I guess we are to assume that drivers have zero common sense and will run over bikers in their way.
There must be a better way. Please give drivers more credit and more right of way and rework the design.

Collette Hunt

Susan Howl

From: Emilie Kastner on behalf of Edina Mail
Sent: Monday, October 22, 2012 9:55 AM
Subject: FW: Bike Lanes

This message has been forwarded to the Traffic Safety Coordinator, as well as all members of the City Council.



Emilie Kastner, Communications Assistant

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

From: Michael Hunt [<mailto:mikehgreyfox@yahoo.com>]
Sent: Saturday, October 20, 2012 10:17 AM
To: Edina Mail
Subject: Bike Lanes

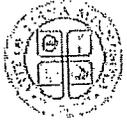
We are Morningside residents and just wanted to say that the new Bike lanes on Wooddale are very confusing, seem dangerous to both vehicle and bike traffic, and really should have been limited to one bike lane on one side of the street.

How much bike traffic will there be in the 4 months of Winter?

Michael

Susan Howl

From: James Hovland
Sent: Wednesday, October 17, 2012 1:45 PM
Cc: Susan Howl
Subject: FW: Southdale Transit Center



Lynette Biunno, Receptionist
952-927-8861 | Fax 952-826-0389
lbiunno@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

From: Dillery, John [<mailto:John.Dillery@metrotransit.org>]
Sent: Wednesday, October 17, 2012 1:20 PM
To: James Hovland
Subject: Southdale Transit Center

Mayor Hovland,

I am the Senior Transit Planner, or the bus route designer, for the south side of Minneapolis and the cities of Edina, Bloomington, and Richfield.

I have long appreciated how well located the Southdale Transit Center is for the efficient operation of the seven bus lines that converge there, as well as the importance of Southdale as a destination for our transit customers. Beyond these benefits, the park & ride has served hundreds of commuters over the years, virtually all of them Edina residents.

I wish to thank you for your diligent support of our efforts to secure a long term easement for the transit center and park & ride lot at Southdale.

John Dillery
Senior Transit Planner
Service Development
Metro Transit
Direct: 612 349 7773
john.dillery@metc.state.mn.us

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