REPORT / RECOMMENDATION

To: Edina Transportation Commission

Agenda Item #: VI. C.

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

Action ☐
Discussion ☐
Information ☒

Date: February 21, 2013

Subject: Living Streets Working Group

Action Requested:
No action requested.

Information / Background:
Attached you will find the draft Living Streets Policy as developed by the Living Streets Working Group and written by Commissioner Janovy.

Attached you will the May 17, 2011 City Council Packet regarding City Council support for developing a Living Streets Policy. You will also find the August 13, 2012 Edina Living Street Review of Existing Plans and Policies, Peer Review Lessons, and Draft Living Street Policy Framework.

Here are links to other Living Streets Policies:

North St. Paul Living Street Policy: http://www.ci.north-saint-paul.mn.us/vertical/sites/%7B5F63881B-2F96-4032-818C-7F4AD3529485%7D/uploads/%7BAF05CD7B-64EC-4FA8-A5BF-55F91637C22A%7D.PDF

Maple Wood Living Street Policy: http://www.ci.maplewood.mn.us/DocumentCenter/View/8955

LA County Model Design Manual for Living Streets: http://www.ssti.us/wp/wp-content/uploads/2012/07/LA_Co_model_street_design_manual.pdf

I will email this memo to you for ease of opening these links.

Attachments:
Draft Living Streets Policy
May 17, 2011 City Council Packet on Living Streets
August 13, 2012 Edina Living Street Framework

Edina Living Streets Policy (PRELIMINARY DRAFT)

Introduction

In May 2011, the Edina City Council adopted a resolution in support of Living Streets and directed the Edina Transportation Commission (ETC), in collaboration with staff, to develop a Living Streets Policy.[1]

The purpose of this plan is to guide the development and maintenance of a safe, efficient, balanced, and environmentally sound transportation system for people of all ages and abilities.

Key Steps

- The Edina Transportation Commission formed a working group in November 2011 to work on Living Streets Policy. Working group members were Michael Thompson, Paul Nelson, and Jennifer Janovy.

- The City received a $15,000 grant from Bloomington Public Health in May 2011 to fund Living Streets policy development. The City hired a consultant team from Barr Engineering and HR Green to work on the project. The consultant team reviewed existing City policies and plans relevant to Living Streets and developed a Living Streets Policy and Plan framework. This information was documented in an August 2012 policy memo, which provides the basis for this Living Streets Policy.[2]

- Blue Cross & Blue Shield donated a daylong Living Streets policy development workshop organized by the National Complete Streets Coalition and led by national experts Ryan Snyder and Tom von Schrader. The workshop was held on February 15, 2012 and attended by a variety of stakeholders, including Edina Transportation Commission members, Planning Commission members, City Council members, City Engineering and Planning staff, and representatives from Hennepin County, Edina Public Schools, Barr Engineering and HR Green. The workshop presentations were videotaped for broadcast on Edina 16 and streaming on the City's website. An evening session, attended by about 60 community members, was also held on February 14, 2012.

- IN PROCESS—The preliminary draft Policy is being distributed to the Edina Transportation Commission for feedback. Feedback will be incorporated into a revised draft to be distributed more widely.

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[1] See Resolution No. 2011-61 Declaring Support for Establishing a Living Streets Policy
[2] See August 13, 2012 Barr Engineering/HR Green Living Streets Policy Memo

- IN PROCESS—The working group has identified a need for an "internal champion" for this project. This City staff member would collaborate with the Living Streets working group, coordinate stakeholder outreach, and work with other staff members to prioritize and complete tasks listed in the Implementation section of this plan.

Edina's Living Streets Vision

Edina is a place where…

- Transportation utilizing all modes is equally safe and accessible;
- Families regularly choose walking or bicycling instead of driving;
- Streets enhance neighborhood character and community identity;
- Streets are inviting places that encourage human interaction and physical activity;
- Public policy strives to promote sustainability through balanced infrastructure investments;
- Environmental stewardship and reduced energy consumption are pursued in public and private sectors alike; and
- Streets support vibrant commerce and add to the value of adjacent land uses.

Goals

Goals state the broad, overriding outcomes the City wants to achieve.

Although many streets look more or less the same, every street is a unique combination of its neighborhood, adjacent land uses, natural features, street design, users, and modes.

By incorporating Edina's Living Streets vision into each of these elements, the City can achieve the following Living Streets goals.

Living Streets…[3]

- Provide safe, convenient and enjoyable modal options for people of all ages and abilities;
- Vary in character (context sensitive);
- Enhance neighborhoods;
- Incorporate green management practices;
- Foster income equity;
- Incorporate bicycle- and pedestrian-oriented design;
- Connect people, not just places;
- Are inviting;
- Are sustainable (environmentally and economically);
- Support commerce; and
- Foster active lifestyles.

[3] From February 2012 Living Streets policy development workshop

Policies[4]

The following policies guide implementation of Living Streets in accordance with the above Goals and Vision.

All users and all modes

- The City will incorporate the full range of appropriate Living Streets elements in accordance with its Living Streets Policy and Plan when planning for and designing the local transportation network and in regulatory approvals for private developments, such as conditional uses and PUDs.

- The City will plan, design, and build high quality transportation facilities that prioritize the needs of the most vulnerable users (pedestrians, cyclists, children, elderly, and disabled) while enhancing safety and convenience for all users, and providing access and mobility for all modes.

Connectivity

- Cities will design, operate, and maintain a transportation system that provides a highly connected network of streets that accommodate all modes of travel.

- The City will seek opportunities to overcome barriers to active transportation. This includes preserving and repurposing existing rights-of-way, and adding new rights-of way to enhance connectivity for pedestrians, bicyclists, and transit.

- The City will prioritize non-motorized improvements to services, schools, parks, civic uses, regional connections, and commercial uses.

- The City will require large, new developments to provide interconnected street and sidewalk networks with small blocks that connect to existing or planned streets on the perimeter of the development.

Jurisdiction

- The City's Living Streets Policy document is intended to cover all streets within the City.

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[4] Adapted from LA County Living Streets Model Design Manual, p. 2-4 to 2-7 and August 2012 Living Streets policy memo

- Every City department, including public works, community development, economic development, engineering, and public safety will follow the policies in this document.

Phases

- The City will apply this Living Streets Policy to all roadway projects including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway. This also includes privately built roads as part of Planned Unit Developments.

- Projects will include consideration of the logical termini by mode. For example, the logical termini for a bike lane or sidewalk may extend beyond the traditional limits of roadway construction project, in order to ensure multimodal connectivity and continuity.

- Living Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.

- The City will draw on all sources of transportation funding to implement Living Streets and actively pursue new funding sources as available.

Exceptions

- Living Streets will be included in all street construction, reconstruction, repaving, and rehabilitation projects, except under one or more of the following conditions:

  A. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on a temporary detour. Such maintenance activities, however, shall consider and meet the needs of bicyclists and pedestrians.
  B. The City exempts a project due to an excessively disproportionate cost of establishing a bikeway, walkway, or transit enhancement as part of a project.
  C. The City determines that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to waterways, flood plains, remnants or native vegetation, wetlands, or other critical areas.

D. The City determines that application of Living Streets principles is unnecessary or inappropriate.
E. The City issues a documented exception where changes to the street may detract from the historical or cultural nature of the street or neighborhood.

Design

- The City will adopt the design guidelines in this Policy to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context-sensitive designs.

- The City will incorporate the street design guidelines' principles into all City plans, manuals, rules, regulations, and programs as appropriate. As new and better practices evolve, the City will incorporate those as well.

- The City will keep street pavement widths to the minimum necessary.

- The City will provide well-designed pedestrian accommodation in the form of sidewalks or shared-use pathways on all arterial and collector streets and on local connector streets as determined by context. Sidewalks shall also be required where streets abut a public school, public building, community playfield, or neighborhood park. Termini will be determined by context.

- The City will provide frequent, convenient and safe street crossings. These may be at intersections designed to be pedestrian friendly, or at mid-block locations where needed and appropriate.

- The City will provide bicycle accommodation on all primary bike routes.

- The City will allocate right-of-way for boulevards.

- The City will prioritize right-of-way space allocation for access and mobility (all modes) and include on-street parking only when it is not in conflict with Living Streets goals.

Context Sensitivity

- The City will design streets with input from stakeholders.

- The City will design streets with a strong sense of place.

- The City will be mindful of preserving and protecting natural features, such as waterways, trees, slopes, and ravines.

- The City will be mindful of existing land uses and neighborhood character.

- The City will coordinate with merchants along commercial corridors to develop vibrant retail districts.

- The City will inventory building and zoning codes to bring these into agreement with Living Streets principals and minimum design guidelines as established by this Policy.

Benchmarks and Performance Measures

Benchmarks:

- Every street and neighborhood is comfortable to walk and bicycle in.
- Every child can walk or bike to school safely.
- Seniors, children, and disabled people can cross all streets safely and comfortably.
- An active way of life is available to all.
- There are zero traffic fatalities or serious injuries.
- No unfiltered street water flows into local waterways; storm water volume is reduced.
- Retail streets stay or become popular regional destinations.

Performance measures:

- Street injuries and fatalities decrease for all age groups.
- The number of trips by walking, bicycling and transit increases.
- Prevailing speeds of motor vehicles on local streets decrease.
- Street water runoff is reduced.
- Water quality in local waterways and rivers improves.
- Resident satisfaction as it relates to transportation increases, as measured for all modes.

Implementation

The goal of this policy is to define and guide the implementation of Living Streets design principles on every street in Edina, as applicable. Several steps still need to be taken to complete this Policy and achieve this goal. These include:

- Update City ordinances, engineering standards, policies and guidelines to agree with this Policy;

- Identify standards or guidelines for intersection design, universal pedestrian access, transit accommodations, and pedestrian crossings;

- Identify standards or guidelines for streetscape ecosystems, including street water management, urban forestry, street furniture, and utilities;

- Identify regulatory demands and their relationship to this Policy (ADA/PROWAG, MPCA, MNMUTCD, MnDOT state aid, watershed districts);

- Update and document maintenance policies and practices to support Policy goals;

- Update and document enforcement policies and practices to ensure safe streets for all modes;

- Incorporate Living Streets concepts in the next circulation of the City's general plans (Comprehensive Plan, Bicycle Plan, Safe Routes to School Plan, etc.);

- Prioritize projects in CIP in accordance with this Policy;

- Review and update funding policies to ensure funding sources for Living Streets projects;

- Coordinate with partner jurisdictions to achieve goals in this Policy;

- Communicate this Policy to residents and other stakeholders; educate and engage on an ongoing basis; and

- Define the process by which residents participate in street design and request Living Streets improvements.

Street Design Guidelines — Overview

Street Design Guidelines[1]												
	Driving Lanes			Parking Lanes[2]			Bike Lanes[3]			Sidewalk(s)[4]		
STREET TYPE	**2**	**3**	**4**	**0**	**1**	**2**	**0**	**1**	**2**	**0**	**1**	**2**
Local	X[5]				X	X	X			X[6]	X[7]	X
Local Connector	X[5]				X	X	X		X	X[6]	X[7]	X
Collector	X	X		X	X	X			X		X[8]	X
Minor Arterial	X	X	X	X	X	X			X			X[9]

If X appears in column, the feature is a requirement or option. If no X, the feature is not a requirement or option.

NOTES:

1. City code requirements shall be used where more prescriptive.
2. Parking shall fit context, with unnecessary parking avoided.
3. Bike lanes required on all primary bike routes, collectors and arterials. Bike lanes highly recommended on secondary routes. Alternatives may be considered where bike lanes are not feasible due to right-of-way, road width, or topographical constraints.
4. Multi-use path may be used in lieu of sidewalk where appropriate.
5. Travel lanes typically not striped.
6. Requires wider (30' min.) street width to accommodate pedestrians in road.
7. Required where street abuts or is in the vicinity of a public school, public building, community playfield, or neighborhood park.
8. Sidewalk required on one side of street; both sides as determined by context.
9. Sidewalks required on both sides of street.

Street Classification

INSERT UPDATED STREET CLASSIFICATION MAP

Map to show in different colors:

- Principal Arterials
- Minor Arterials (differentiating between City and County jurisdiction, but not between A augmenters, A relievers, and B minors)
- Collectors
- Local Connectors
- Locals

Map detail should show street names and locations/names of schools, parks, and public buildings.

If possible, show transit stops.

Local Street

For the purposes of this Policy, a local street is any street having a local street functional classification as defined in the Comprehensive Plan.

Standards

Street width:
Parking: one side (both sides only if necessary)
Travel lanes: two, typically not striped
Bike lanes: No
Sidewalk(s): Required where street abuts or is in the vicinity of a public school, public building, community playing field, or neighborhood park (as defined in the Comprehensive Plan). Recommended on one side of street where determined by context. No sidewalk, or sidewalk on one or both sides of the street is an option. Feasibility and benefits of sidewalk(s) shall be considered as part of every street reconstruction project; a sidewalk so considered may advance in priority.

See Context Criteria and Sidewalk Policy for more.

Cross section of Local street

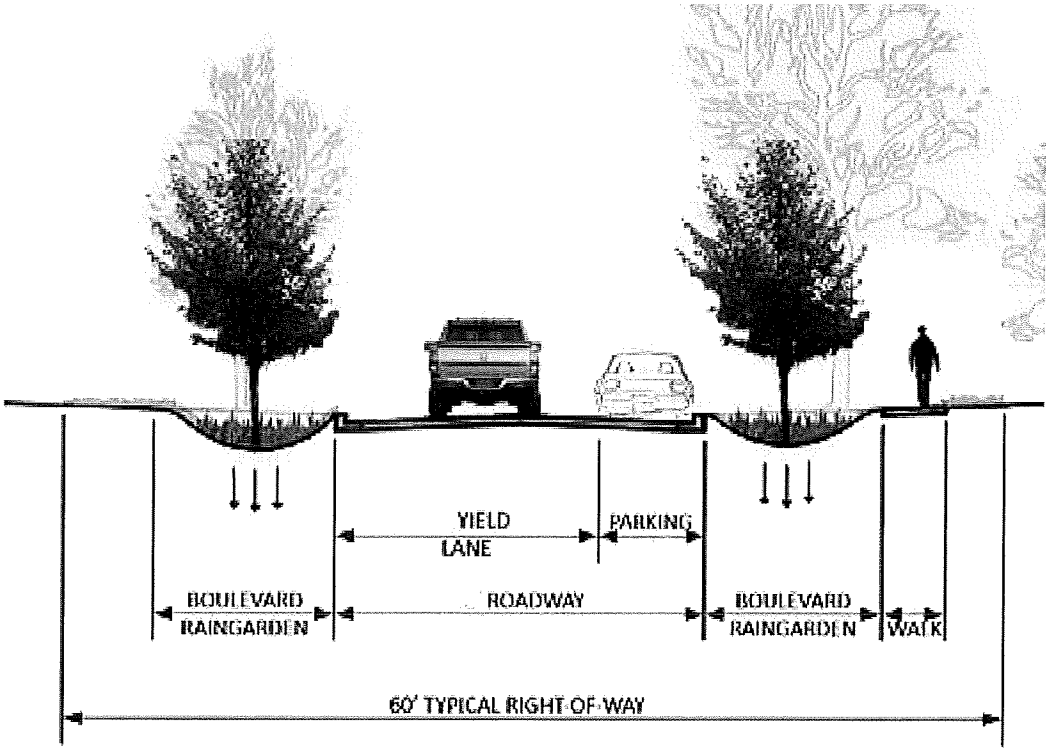

Illustration: City of North St. Paul Living Streets Plan

Example of Living Streets elements applied to a Local street

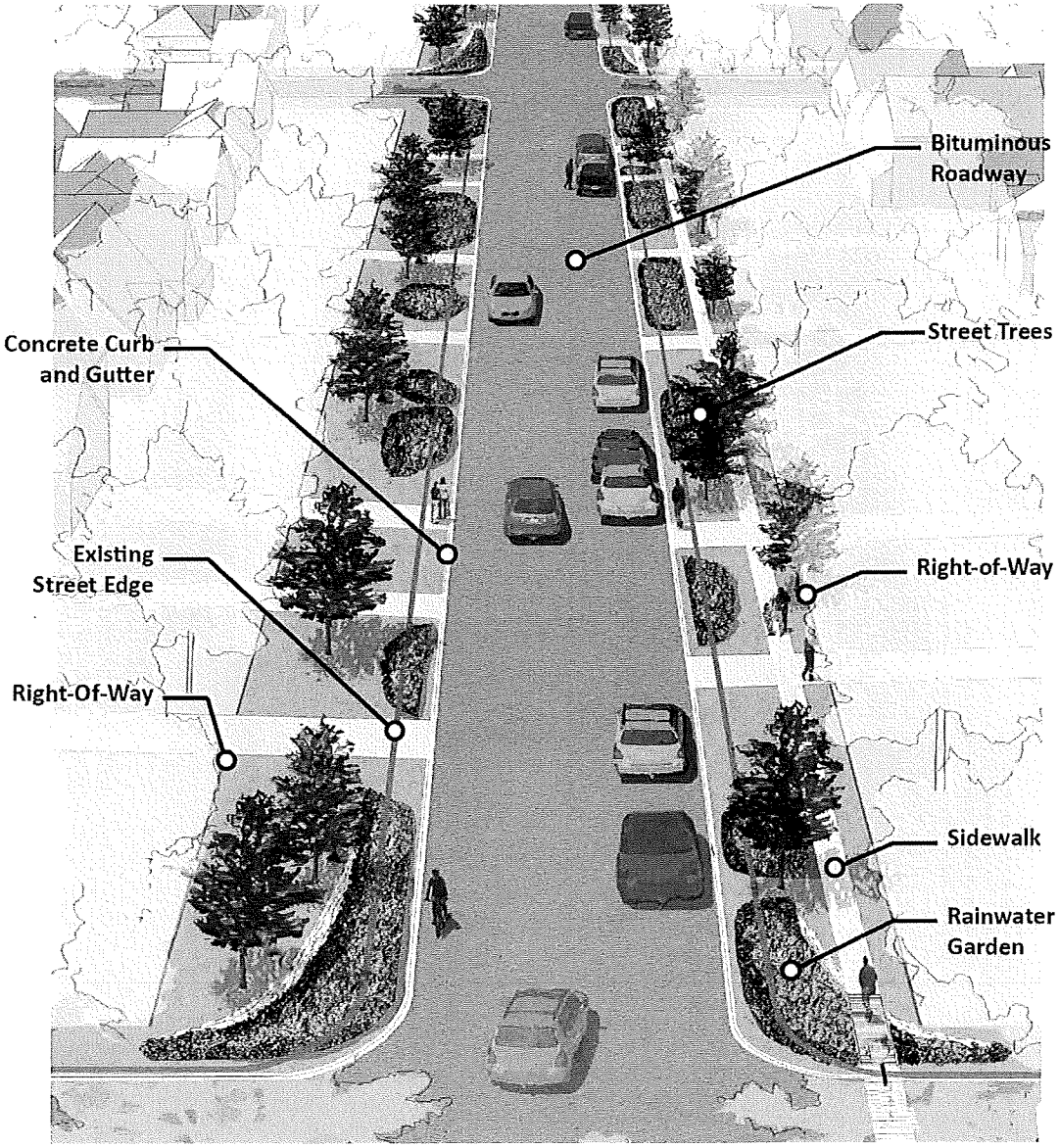

Illustration: City of North St. Paul Living Streets Plan (modified)

Local Connector Street

For the purposes of this Policy, a local connector street is any street having a local street functional classification as defined in the Comprehensive Plan but providing higher traveled connections between neighborhoods, destinations and higher level roadways.

Standards

Street width:
Parking: one side (both sides only if necessary)
Travel lanes: two, typically not striped
Bike lanes: Required if on primary bike route; highly recommended if on secondary bike route
Sidewalk(s): Required where street abuts or is in the vicinity of a public school, public building, community playing field, or neighborhood park. Required on one side of street when determined by context. No sidewalk, or sidewalk on one or both sides of the street is an option. Feasibility and benefits of sidewalk(s) shall be considered as part of every street reconstruction project; a sidewalk so considered may advance in priority.

See Context Criteria and Sidewalk Policy for more.

Proposed local connector streets[5]

NE Quadrant
- Grimes Avenue, from Sunnyside to W. 40th
- W. 42nd, from France Ave. to SLP border
- Morningside Rd., from France to SLP border
- Sunnyside Rd., from France to Browndale
- Wooddale Rd., from W. 44th to W. 50th
- Edina Blvd., from Sunnyside Rd. to Country Club Rd.
- Browndale, from W. 50th to Country Club Rd.
- Townes Rd., from Sunnyside to W. 48th
- W. 48th, from France Avenue to Maple Rd.
- Maple Rd., from W. 48th to W. 50th
- Bruce Ave., from 50th to 52nd
- Minnehaha, from 52nd to 54th
- School Rd., from Concord Ave. to W. 60th
- W. 58th, from Xerxes to France
- Concord Ave., from Southview Lane to Lakeview
- 62nd, from France to Brookview

[5] List is for discussion purposes.

SE Quadrant

- West Shore, from 64th to Hibiscus
- Normandale Road, from W. 70th to Hibiscus
- W. 64th, from West Shore around Aquatic Center
- Cornelia, from 72nd, to 66th
- 72nd, from France to Kellogg
- Wooddale, from Dunberry to 70th
- Dunberry, from Brittany Rd. to Southdale Rd.
- Southdale Rd., from 66th to Dunberry

NW Quadrant

- Division St., from Brookside to Cooper
- Cooper Ave., Division to Interlachen
- Mirror Lakes Drive, from Interlachen to Dundee
- Ayrshire, from Dundee to Vernon
- Belmore, from Blake Rd. to Lincoln Drive
- Schaeffer Rd., from Interlachen to Vernon
- Stauder, from Londonderry to Schaeffer
- Olinger Rd., from Vernon to Tracy
- Interlachen Rd., from Blake Rd. to Park Terrace

SW Quadrant

- W. 63rd, from Wilryan Ave. to Ridgeview Drive
- Warren Ave. from W. 66th to W. 63rd
- Ridgeview Dr., between Ridgeview and W. 63rd
- Ridgeview Dr., from Abercrombie to W. 66th
- Abercrombie/Danens Drive, from Ridgeview
- Raburn Drive, from W. 70th to Tifton
- Braemar Blvd., from Hilary Ln to Macauley Trail

A Local Connector may look like a local street or collector street. See illustrations above (local street) and below (collector street).

Collector Street

For the purposes of this Policy, a collector street is any street having a collector street functional classification as defined in the Comprehensive Plan.

Standards

Street width:
Parking: none, one or both sides
Travel lanes: two or three
Bike lanes: Required
Sidewalk(s): Required on one side of the street minimum, both sides as determined by context. Feasibility and benefits of sidewalk(s) shall be considered as part of every street reconstruction project; a sidewalk so considered may advance in priority.

See Bicycle Accommodations and Sidewalk Policy for more.

General vision for a collector street

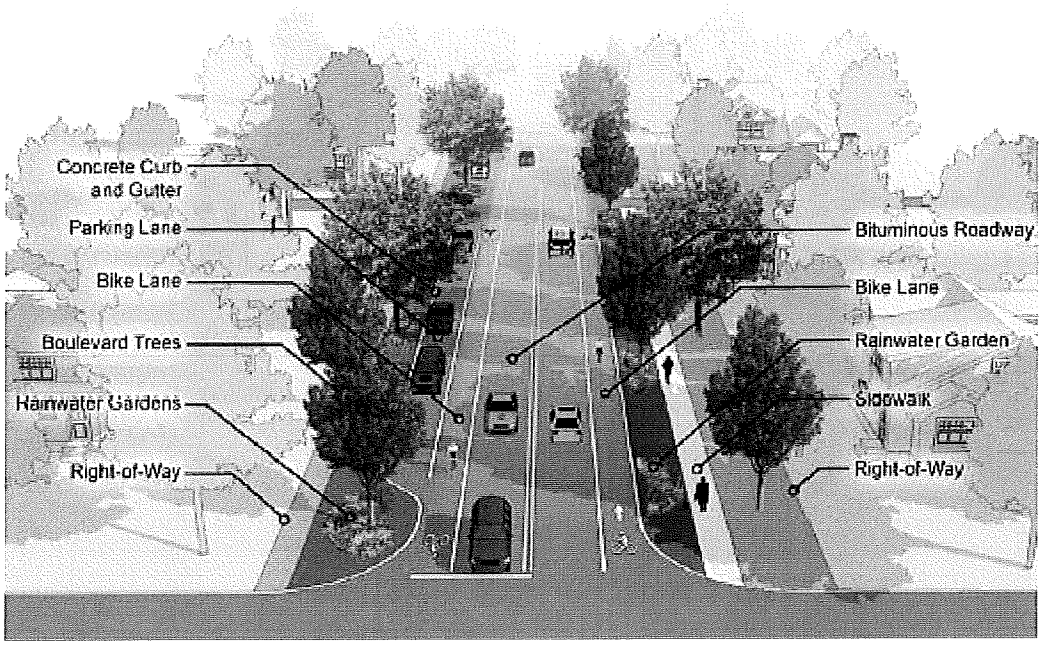

Illustration: City of North St. Paul Living Streets Plan

Collector street cross section

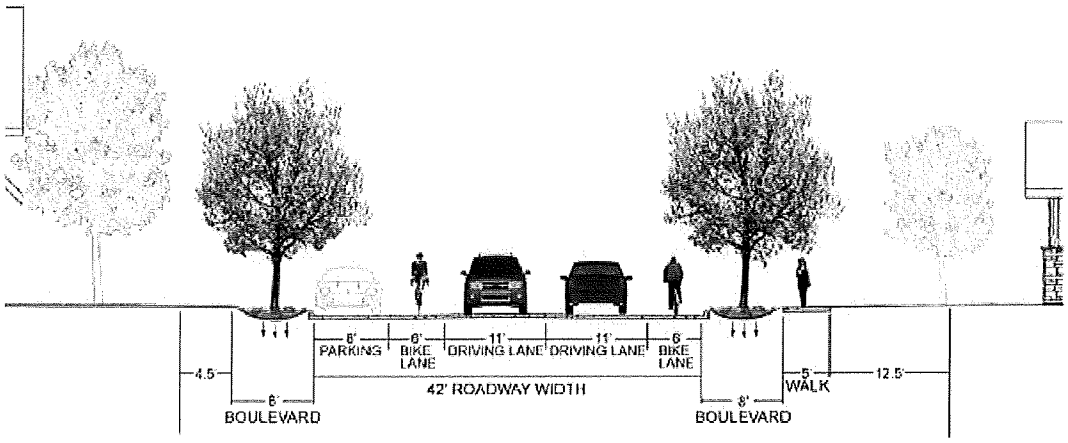

Illustration: City of North St. Paul Living Streets Plan

Minor Arterial Street

For the purposes of this Policy, a minor arterial street is any street having a minor arterial street functional classification as defined in the Comprehensive Plan.

Standards*

Street width:
Parking: none, one or both sides
Travel lanes: two, three or four
Bike lanes: Required
Sidewalk(s): Required on both sides of street. Feasibility and benefits of sidewalk(s) shall be considered as part of every street reconstruction project; a sidewalk so considered may advance in priority.

See Bicycle Accommodations and Sidewalk Policy for more.

*City standards do not apply to minor arterials under County jurisdiction.

Context Criteria

The following context criteria may be used when determining whether an optional sidewalk should be required. The criteria may be applied in any combination, at the discretion of the engineer.

- > 500 VPD
- > 30 mph 85th% speed
- History of crashes involving pedestrians walking along the roadway
- Transit stop(s)
- The street is identified as an active route to school, park, or commercial destination
- When sidewalk would create a logical connection between destinations
- Site lines, road geometry or insufficient lighting making it difficult for motorists to see pedestrians walking along the roadway
- Street width < 30'
- On-street bike lanes along the curb

Sidewalks and Crossings Map

INSERT UPDATED Sidewalk Map

Map to show in different colors:

- Existing sidewalks (indicating whether the sidewalk is on one or both sides of the street)
- Existing side paths, trails, and park pathways
- Required sidewalks (indicating whether the sidewalk is on one or both sides of the street).
- Existing controlled crossings (showing whether Stop sign or traffic signal)
- Existing mid-block crosswalks
- Proposed controlled crossings or mid-block crosswalks (not yet identified)
- Transit stops

Map detail should show street names and locations/names of schools, parks, and public buildings.

Sidewalks are required on both sides of arterials, one side of collectors, and where any street abuts a public school, public building, community playfield or neighborhood park. If there is an existing sidewalk on one side of the street, but a sidewalk is required on the other side of the street because it is either an arterial or a street lacking sidewalk along a public school, park, or public building, show both the existing sidewalk and required sidewalk. Termini will be determined by context for sidewalks abutting a public school, park, or public building. For the purposes of this map, show the sidewalk running along the public school parcel, park, or public building parcel to the nearest controlled intersection. If no controlled intersections on the street, then to the nearest intersection.

Community playfields are:

- Creek Valley
- Garden
- Highlands
- Lewis
- Pamela
- Van Valkenburg
- Walnut Ridge
- Weber

Neighborhood parks are:

- Alden
- Arden
- Cornelia School
- Countryside
- Fox Meadow
- Heights
- Normandale
- Strauchauer
- Utley
- Wooddale
- Yorktown
- Todd Park

Sidewalk Policy

There are three categories of sidewalks:

1. Sidewalks for Schools, Parks and Commercial Destinations
2. Sidewalks for Safety and Connectivity
3. Sidewalks for Neighborhood Walkability

Sidewalks are required without exception where:

1. Street abuts or is in the vicinity of a public school, public building, community playfield, or neighborhood park. Termini to be determined by context.
2. On both sides of arterials.
3. On one or both sides of collectors.
4. On one side of local connectors as determined by context.
5. As required by zoning code or condition of plan approval.

Construction of sidewalks is prioritized as follows:

1. Sidewalks in road reconstruction project areas.
2. Sidewalks abutting significant private development and which can be funded (in whole or part) by the private developer.
3. Sidewalks on streets with demonstrated safety issues for pedestrians.
4. Sidewalks that abut a public school, public building, community playfield, or neighborhood park.
5. Sidewalks on identified active routes to schools, parks, or commercial destinations.
6. Missing segments of sidewalk along minor arterials.
7. Missing segments of sidewalk along collectors (one side minimum).
8. Sidewalks funded in whole or in part by grants or other agencies.

Sidewalks may fit more than one prioritization category. For example, a sidewalk on a collector street within a street reconstruction project area and abutting a public school would fit prioritization categories 1, 3, 6, and 7.

The decision of when to construct a sidewalk is based on many factors. The above prioritization is intended for guidance.

A more detailed prioritization may be developed as an addendum to this Policy.

Sidewalk and Boulevard design:

Sidewalk width
Standard: 5' unobstructed for travel
Range: 5-8' unobstructed for travel

Boulevard depth
Standard: 5'
Range: 3-10'

A curbside sidewalk may be constructed when the cost of constructing boulevard would be excessively disproportionate due to right-of-way or topographical constraints. Curbside sidewalks must have a minimum width of 5' unobstructed for travel (no sign posts, traffic signals, or utility poles).

Comments:

- All ADA/PROWAG requirements must be met.
- City code shall be used where more prescriptive.
- Wider sidewalks (8') recommended where pedestrians likely to travel in groups, such as near schools and in shopping districts, and where adjacent to transit stops.
- Multi-use path may be used in lieu of sidewalk where appropriate.
- Feasibility and benefits of sidewalk(s) shall be considered as part of every street reconstruction project; a sidewalk so considered may advance in priority.

Further Guidance
For further guidance on sidewalk design, see current edition of:

- AASHTO green book
- NACTO
- ?

Bike Facilities Map

INSERT UPDATED Bike Facilities map

Map to show in different colors:

- Dedicated bike lanes
- Advisory bike lanes
- Shared lane markings (sharrows)
- Green shared lanes
- Bike boulevards
- Signed but not marked bike routes
- Unsigned bike routes (all primary and secondary bike routes that are currently not signed or marked).
- Existing side paths, trails, and park pathways

Map detail should show street names and locations/names of schools, parks, and public buildings.

Bike Lanes

Required: Minor arterials, collectors, primary bike routes

Highly recommended: Secondary bike routes

Bike lane design:

Standard: 5-6' with minimum 4' clear surface (no seam, lip, drain, grate, manhole)
Range: 5-7'

Comments:

- Alternatives may be considered where bike lanes are not feasible due to right-of-way, road width, or topographical constraints.
- Multi-use path may be used in lieu of bike lanes where appropriate.
- City code shall be used where more prescriptive.

Further Guidance
For further guidance on bikeway design, see current edition of:

- AASHTO green book
- NACTO
- MnDOT Bikeway Facility Design Manual
- ?

Traffic Calming

Traffic calming is a combination of physical measures, supportive policies, and traffic enforcement that work together to alter motorist behavior and improve conditions for walking and bicycling.

Effective traffic calming reduces motor vehicle speeds and increases motorist awareness of the street environment, including adjacent land uses and other street users (bicyclists, pedestrians, children, elderly).

A variety of measures can be used:

- Reduce street width
- Road diet (reduce number of travel lanes, reduce width of travel lanes)
- Tighten corner radii
- Curb extensions/inset parking
- Traffic circles and roundabouts
- Medians
- Chicanes
- Differentiated pavement markings
- Raised crosswalks
- Marked crosswalks
- On-street bicycle accommodations (bike lanes, shared lane markings)
- Boulevard trees and plantings
- On-street parking (when frequently parked)
- Dynamic speed display signs
- Reduced speed limit
- Additional enforcement

Traffic calming measures must support and be consistent with Living Streets standards and goals.

Traffic calming measures that may divert motor vehicles onto other streets, including higher-level streets, require a study of potential impact. As nearly all streets in Edina are residential, this Policy does not assume that traffic should be diverted from lower level to higher-level streets.

On-Street Parking

On-street parking shall be evaluated with each project. The evaluation shall consider:

- Street classification;
- Adjacent land uses;
- Parking demand;
- Competing uses for road or right-of-way space; and
- Construction and maintenance costs.

General principals:

- Unnecessary parking should be avoided.
- Parking should be inset where possible.
- Prioritize travel (all modes) over parking.

Guidelines:

- Parking is permitted on one or both sides of local and local connector streets. When street is reconstructed, parking should be limited to one side of the street and pavement width reduced accordingly.
- Parking should be provided along one side of collector and minor arterial streets, unless prohibited. Parking may be considered along both sides of the street, dependent upon context. The construction of unnecessary parking should be avoided.

Regulatory Demands

Minnesota Department of Transportation (MnDOT)
Municipal State Aid (MSA) routes within the City will have to be designed and constructed to meet MSA standards and rules. Design elements of the Living Streets Policy that may be affected by MSA requirements include:

- Sidewalk and trail width
- Vehicle lane width
- Parking lane width
- Bike lane width
- Clear zones
- Median width

Hennepin County
County State Aid Highways (CSAH) and County roads within the City will have to be designed and constructed to meet Hennepin County standards and rules. Design elements of the Living Streets Policy that may be affected by these requirements include the same as those affected by MnDOT MSA requirements.

Watershed Districts
The City of Edina lies within the boundaries of the Minnehaha Creek Watershed District and Nine Mile Creek Watershed District. Stormwater regulations will apply to projects performed within the boundary of each district, and permits from the districts will be required as necessary.

Minnesota Pollution Control Agency (MPCA)
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MN MUTCD
The MN MUTCD provides standards and guidance for the application of all allowed traffic control devices, including roadway markings, traffic signs, and signals. The City must adhere to MN MUTCD standards in the use of traffic control devices.

ADA/PROWAG
The City must meet ADA/PROWAG rules and standards when planning, engineering and maintaining pedestrian facilities in the public right-of-way.

State Traffic Regulations
The City must consider State traffic regulations when designing and planning for the operation of City streets.

Stormwater

Precipitation on impervious surfaces, such as roads, sidewalks, or trails, creates stormwater runoff. This runoff is typically channeled into a storm sewer and directed to a retention pond or treatment facility. Runoff can also flow over land, seeping into pervious areas, or draining into creeks, ponds and lakes.

Untreated stormwater runoff carries a range of pollutants into local waters that can cause turbidity, sediment buildup, algae blooms, and harm to aquatic plants and animals.

The City of Edina is required to employ stormwater management practices to reduce the volume of untreated stormwater that goes into local waters.

Rainwater gardens, street narrowing, and boulevard trees—key components of Living Streets—can help the City manage stormwater in ways that are cost effective and environmentally beneficial.

Rainwater gardens:

- Keep runoff on site
- Filer polluted urban runoff (oil, salts, fertilizers, etc.)
- Recharge groundwater
- Provide habitat and food for butterflies and birds
- Beautify a low spot
- Serve as a natural filter, removing sediment, phosphorous and nitrogen from runoff
- Catch sediments prior to entering downstream water bodies

Street narrowing:

- Less pavement means less impervious surface
- Reduces runoff volume
- Reduces solar generated heat
- Less pavement heat means cooler stormwater runoff temperature

Boulevard trees:

- Intercept rain water with leaves and branches
- Improve the ability of water to soak into the ground
- Increase the volume of water that can enter the ground by absorption through their root system
- Improve the resiliency and water-holding capacity of the adjacent soil

The City of Edina, as part of this Living Streets policy, should develop standards and programs for rainwater gardens, street narrowing, and boulevard trees and incorporate these into its stormwater best management practices.

Urban Forest

The urban forest is defined as the collection of trees and vegetation growing within the City. Boulevard trees are part of the urban forest, and the urban forest can be enhanced and expanded by the preservation of existing boulevard trees, as well as the strategic planting of new boulevard trees. There are numerous environmental and community benefits of boulevard trees. These include[1]:

Environmental Benefits

In addition to the direct removal of greenhouse gases and pollutants, trees:

- Reduce temperatures by shading streets, sidewalks, and other hardscapes, resulting in reduced use of electricity.
- Increase the amount of water that reaches the groundwater table by helping water soak into the ground.
- Intercept rain with leaves and branches, reducing the amount of water that reaches the storm system.
- Add organic matter to the soil which further improves the water-holding capacity of the soil.
- Improve the resiliency of soil to respond to rain events. One mature tree can capture over 5,000 gallons of water in one year, In whole, trees can reduce stormwater by about 2% for each 5% increase in the community's tree canopy.
- Reduce soil erosion with dense root systems. Less oil, contaminated or clean, reaches the stormwater system, creeks and rivers.

[1] From North St. Paul Living Streets Plan

Community Benefits

Trees help promote pride in the community and a sense of place, as well as providing a long list of other direct and indirect benefits.

- Street trees are an important factor in reducing road maintenance costs, by shading the pavement from the sun.
- Tree-filled neighborhoods show lower levels of domestic violence.
- Street trees can calm traffic and lower traffic speed by reducing the perceived width of the street.
- Trees help reduce noise levels.
- Trees are known to shorten hospital stays and reduce workplace stress.
- Trees can be used to screen unsightly views.
- Healthy trees in neighborhoods enhance property values, increasing sales prices by 1% for each large front yard tree and 10% for a specimen tree.
- Trees are also good for business. Surveys of shoppers in commercial districts with tree-lined streets reported that they shop there more frequently, shop longer, are willing to pay for parking, and spend on average 12% more on goods.

The City of Edina, as part of this Living Streets policy, should develop a comprehensive tree ordinance for the preservation and addition of boulevard trees and define standards for preserving and/or adding boulevard trees to all street reconstruction projects.

REPORT/RECOMMENDATION

To:	MAYOR AND COUNCIL	Agenda Item	Item No. VIII.D
From:	Jack Sullivan Assistant City Engineer	☒	Action
		☐	Discussion
Date:	May 17, 2011	☐	Information
Subject:	Resolution No. 2011-61 Declaring Support For Establishing Living Streets Policy		

ACTION REQUESTED:
Adopt the attached Resolution No. 2011-61 declaring support for establishing a Living Streets Policy.

INFORMATION/BACKGROUND:
The Transportation Commission approved forwarding the Living Streets Resolution to the City Council for review, comment and direction. The Commission believes a comprehensive policy addressing traffic calming, stormwater management, promoting active living, community feel, improving walking and biking, and enhancing urban forests is needed for Edina.

The attached Living Streets Document was created and reviewed by the Commission at their March and April meetings. Discussions from those meetings along with an overview presentation from the Ramsey-Washington Metro Watershed District's North Saint Paul Living Streets policy are included in the attachments.

ATTACHMENTS:
Resolution No. 2011-61
Living Streets Document
Draft Edina Transportation Commission Meeting Minutes – April 21, 2011
Approved Edina Transportation Commission Meeting Minutes – March 17, 2011

RESOLUTION NO. 2011-61
DECLARING SUPPORT FOR
ESTABLISHING A LIVING STREETS POLICY

City of Edina

WHEREAS, the Living Streets concept is designed to assure safety and accessibility for all users of our roads, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and of all abilities; and

WHEREAS, Living Streets reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network; and

WHEREAS, Living Streets will help the City of Edina reduce greenhouse gas emissions as more people choose an alternative to the single occupant vehicle; and Living Streets is consistent with the US Mayors Climate Protection Agreement and the City's participation in the Green Steps Cities program; and

WHEREAS, Living Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities; and

WHEREAS, Living Streets enhance safe walking and bicycling options for school age children, in recognition of the objectives of the national Safe Routes to School program; and

WHEREAS, Living Streets provide environmental and social benefits including but not limited to:

1) Improving storm water quality
2) Providing traffic calming measures
3) Enhancing community feel
4) Promoting active living
5) Improving biking and walking conditions
6) Protecting and enhancing the urban forest; and

WHEREAS, in order to develop and maintain a safe, efficient, balanced and environmentally sound city transportation system for people of all ages and abilities, transportation and development projects shall incorporate a philosophy that expands transportation choices and further incorporates the Living Streets theme and key concepts listed above; and

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EDINA, MINNESOTA that the Edina Transportation Commission, in collaboration with staff, shall prepare a Living Streets Policy/Plan and staff shall concurrently review city ordinances, engineering standards, policies, and guidelines in order to make recommendations to the City Council on a Living Street Policy/Plan that will reduce impacts to the environment, be practical and economical, while also meeting community and stakeholder needs consistent with Living Streets concepts.

Dated: May 17, 2011

Attest:_____ _____

Debra A. Mangen, City Clerk James B. Hovland, Mayor

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STATE OF MINNESOTA)
COUNTY OF HENNEPIN) SS
CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of May 17, 2011, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this _____ day of _____, 20___.

_____

City Clerk

LIVING STREETS

Background

Complete Streets typically refers to street design that provides for multiple modes of transportation (auto, mass transit, pedestrian, bike). *Green Streets* typically refers to street design that reduces environmental impacts by reducing impervious surface, managing stormwater, and providing shade.

Living Streets refers to streets that are not only Complete and Green but also designed to improve active living, community identity, and social connections. Cities such as Denver, Los Angeles and Tucson have Living Streets initiatives. In the Twin Cities, the Ramsey-Washington Metro Watershed District and North St. Paul have developed and are implementing a new Living Streets Plan. The City of Maplewood is also pursuing a process to adopt Living Streets.

Complete Streets Legislation

The State of Minnesota passed Complete Streets legislation in 2010. The Commissioner of Transportation has committed Mn/DOT to implement a complete street vision for the trunk highway system. In January 2010 the Edina City Council adopted a resolution expressing support for a statewide Complete Streets Policy. Inasmuch as the statewide policy will not apply to local roads, cities are encouraged to adopt policies to meet their unique needs; however this is not a mandate.

According to Mn/DOT, Complete Streets does not mean "all modes on all roads"; rather, the goal of Complete Streets should be to:

1) Develop a balanced transportation system that integrates all modes via planning that is inclusive of each mode (i.e., transit, freight, automobile, bicycle and pedestrian); and
2) Include transportation users of all types, ages and abilities.

Examples of Complete Streets goals and principles listed in the report to the legislature include:

1) Reduce crash rates and severity of crashes;
2) Improve mobility and accessibility of all individuals including those with disabilities in accordance with the legal requirements of the ADA;
3) Encourage mode shift to non-motorized transportation and transit;
4) Reduce air and water pollution and reduce noise impacts;
5) Increase transportation network connectivity;
6) Maximize the efficient use of existing facilities;
7) Strive for tax supported investments to provide maximum benefits to the community and all user groups;
8) Safely integrate intermodal connections across the transportation network; and
9) Promote safe and convenient access and travel for all users (pedestrians, bicyclists, transit riders) and people of all abilities as well as freight and motor vehicle drivers.

While City actions to date support the development of a Complete Streets policy for local streets, the City could go further in planning for and implementing its vision for a transportation system that also addresses environmental and active living goals and enhances community identity. The

Living Streets concept is the next step.

Minnesota Green Step City

The Minnesota Pollution Control Agency (MPCA) has launched the Minnesota Green Step Cities program. Five cities—including Edina—were selected to pilot the program. The Edina City Council asked the Energy and Environment Commission (EEC) to evaluate whether the City should apply to become a Green Step city and, if yes, which of the 28 best practices related to sustainability Edina should undertake in order to become certified. In January 2011, the EEC recommended that Edina join the Green Step Cities program and outlined the 16 best practices Edina should undertake. The City Council adopted the EEC's recommendation.

Six of the City's 16 best practices would be supported by a Living Streets Plan. These are:

#11. Complete Streets (requires "complete streets policy" or "living streets," which is inclusive of "complete streets" concepts);
#12. Mobility Options (walking/biking, Safe Routes to School, etc.);
#16. Urban Forest;
#17. Efficient Stormwater Management;
#18. Green Infrastructure (porous pavement, swales, etc.); and
#19. Surface Water Quality (rain gardens, etc.).

For more information on the Green Steps Cities program, please see the January 18, 2011 City Council meeting.

Edina Fit City Resolution

In July 2006 the Edina City Council adopted a resolution expressing a commitment "to providing an activity-friendly community to its residents" and authorizing "the application for The Governor's 'Fit City' Program."

The Fit City Program recognizes Minnesota cities committed to creating and maintaining an environment supportive of active living. The program requires participating cities to "adopt a resolution affirming activity-friendly commitments by City leaders and elected officials" and to "agree to advertise and display 'Fit City' designation."

The goals of the Fit City program and the City's resolution supporting an activity-friendly community provide support for a Living Streets Plan.

2008 Comprehensive Plan

The Edina City Council adopted an updated Comprehensive Plan in 2007. The Plan promotes a vision for our city that is pedestrian, bicycle and transit friendly and inclusive of all users. The following Principles from Chapter 4 provide support for a Living Streets Plan:

1. *Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.*
2. *Design public streets to serve not only vehicles but also pedestrians, people with mobility disadvantages and bicycles, balancing the spatial needs of existing and future users within the right-of-way. Address both mobility and recreational needs and opportunities.*
3. *Create walkable streets that foster an active public life;*

4. *Protect and improve the urban forest, including street trees and related landscaping, in order to provide shade and shelter for pedestrians and screening for parking and service uses.*
5. *Create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.*
6. Recognize and integrate Edina's historic landscape features, such as its stone walls and gateways, *into the design and redesign of streets, paths and pedestrian ways.*
7. Promote a clear hierarchy of street types of distinctive and differentiated character that *are defined by landscape and pedestrian amenities* as well as adjacent buildings. Within larger redevelopment sites, promote a fine-grained and *interconnected network of local streets and paths, encouraging pedestrian circulation* and providing a choice of access points (p. 4-36. See also Guidelines of 4-37-39).

Additional support for Living Streets can be found throughout the 2008 Comprehensive Plan. Please see the attached "Excerpts from the 2008 Comprehensive Plan" for more.

DISCUSSION

Living Streets[1]

Living Streets pulls together the concepts of Complete Streets and Green Streets, and puts additional focus on quality of life aspects for city residents. Figure 1 below shows the components of Living Streets. The model balances the "green" components (environment and social factors) and the "grey" components (transportation and utilities) of the system. All too many times in the past, the "green" factors have not been highly prioritized for agencies. This mentality is starting to change in many agencies statewide.

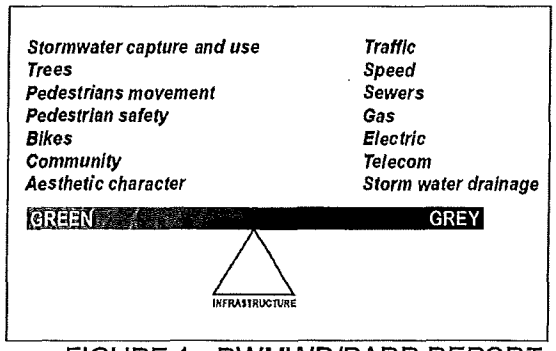


FIGURE 1 - RWMWD/BARR REPORT

A Living Streets policy should:

1 Landscape Architect Fred Rozumalski from Barr Engineering and Ramsey-Washington Metro Watershed District (RWMWD) administrator Cliff Aichinger has championed the Living Streets concepts they developed for North St. Paul. The RWMWD administrator has stated that the North Saint Paul Living Streets policy is in the public domain and can be used as a template for others with credit giving for photos. To read the complete policy, please see http://www.ci.north-saint-paul.mn.us/index.asp?Type=B_BASIC&SEC=%7B13DF596B-ED60-4D35-B13A-6EE928B643AB%7D.

1) Improve stormwater quality through reducing the impervious footprint of streets, meeting or exceeding city and watershed rules through best management practices (BMP) such as rain gardens and swales.
2) Implement traffic calming measures through the use of techniques best suited for site conditions.
3) Improve biking and walking conditions along natural connector routes and collector streets through designation of bike lanes, sidewalks, or multi-purpose trails.
4) Create boulevard tree standards that provide environmental benefits (stormwater management, shade to reduce heating and cooling costs, filtering air pollutants, reduce urban heat island effect), enhance quality of life, and are practical and affordable.

As seen in Figure 2, a street section of 22' can accommodate parking on one side of the street with two cars passing one another on a residential street. A 22' street section with parking on one side can also accommodate larger vehicles but there may be some yielding when vehicles must pass one another near a parked vehicle. Narrowed streets could reduce costs and also provide room for sidewalk on one side that is no closer than the previous street edge once was located.

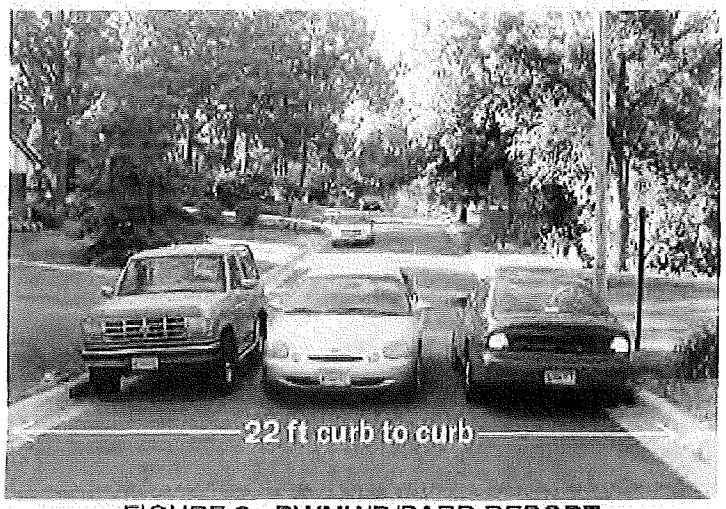
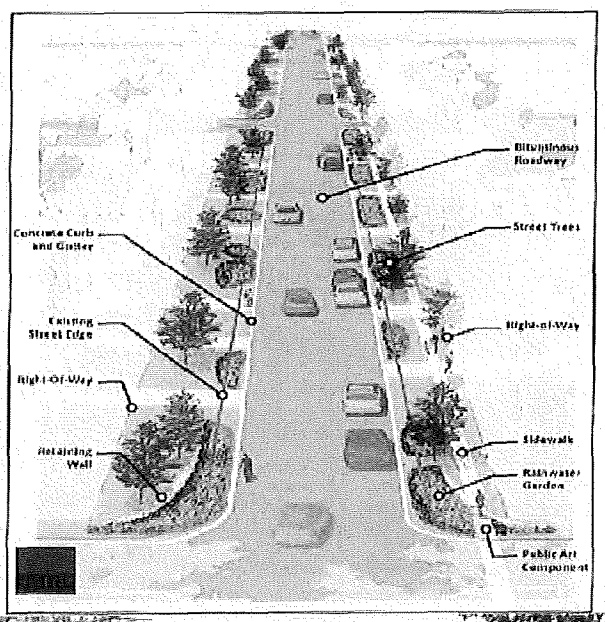


FIGURE 2 - RWMWD/BARR REPORT



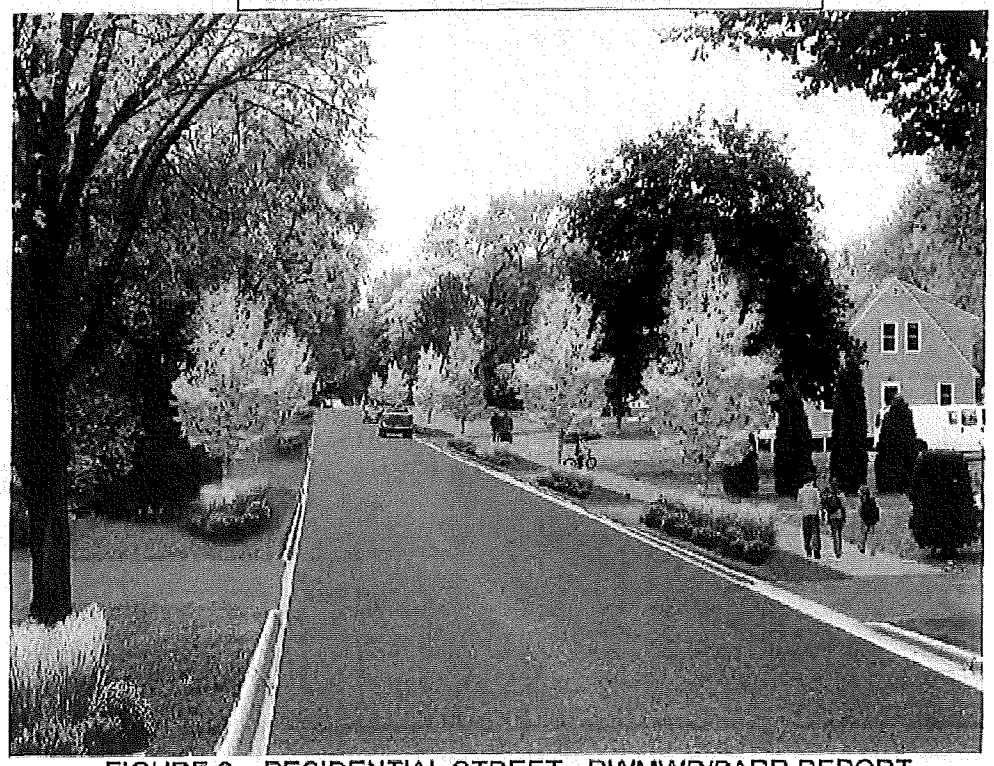


FIGURE 3 – RESIDENTIAL STREET - RWMWD/BARR REPORT

Active Living Opportunities – Providing a designated system of sidewalks, trails, and bike lanes increases the likelihood for walking and biking. Figure 4 depicts a typical layout of a collector street with biking and pedestrian facilities which could be standardized through ordinance language.

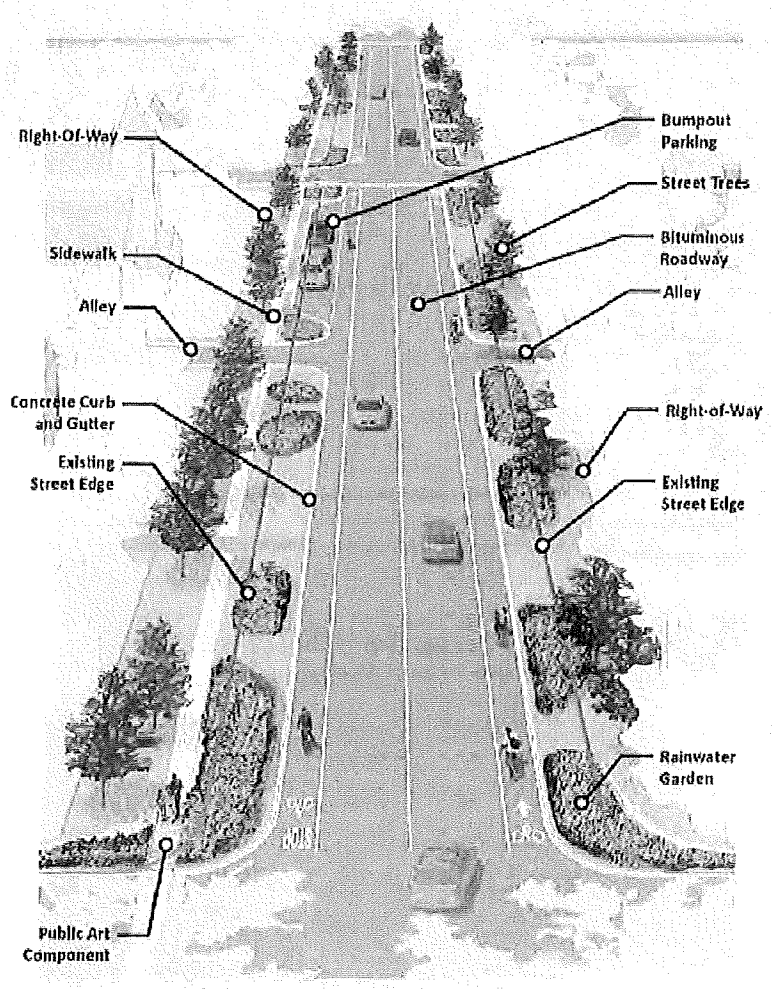


FIGURE 4 – COLLECTOR STREET - RWMWD/BARR REPORT

RECOMMENDATION

That the ETC discuss a Living Street Policy/Plan and develop a framework for working collaboratively with staff, other boards and commissions, and the City Council, with the intent to ultimately recommend a Living Street Policy/Plan to be implemented as the new vision for neighborhoods and collector streets in Edina. This Living Street Policy/Plan is important considering the large capital investment that will be occurring throughout the city to local neighborhoods over the next decade and beyond.

Attachments:

1) Sample Resolution
2) Excerpts from 2008 Comprehensive Plan

DRAFT RESOLUTION
DECLARING SUPPORT FOR ESTABLISHING A LIVING STREETS POLICY
FOR THE CITY OF EDINA, MINNESOTA

WHEREAS, the Living Streets concept is designed to assure safety and accessibility for all the users of our roads, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and of all abilities; and

WHEREAS, Living Streets reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network; and

WHEREAS, Living Streets will help the City of Edina reduce greenhouse gas emissions as more people choose an alternative to the single occupant vehicle; and Living Streets is consistent with the US Mayors Climate Protection Agreement and the City's participation in the Green Steps Cities program; and

WHEREAS, Living Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities; and

WHEREAS, Living Streets enhance safe walking and bicycling options for school age children, in recognition of the objectives of the national Safe Routes to School program; and

WHEREAS, Living Streets provide environmental and social benefits including but not limited to:

1) Improving stormwater quality
2) Providing traffic calming measures
3) Enhancing community feel
4) Promoting active living
5) Improving biking and walking conditions
6) Protecting and enhancing the urban forest

THEREFORE, BE IT RESOLVED, that in order to develop and maintain a safe, efficient, balanced and environmentally sound city transportation system for people of all ages and abilities, transportation and development projects shall incorporate a philosophy that expands transportation choices and further incorporates the Living Streets theme and key concepts listed above; and

BE IT FURTHER RESOLVED, the ETC in collaboration with staff shall prepare a Living Streets Policy/Plan and staff shall concurrently review city ordinances, engineering standards, policies, and guidelines in order to make recommendations ultimately to the City Council on a Living Street Policy/Plan that will reduce impacts to the environment, be practical and economical, while also meeting community and stakeholder needs consistent with Living Streets concepts.

Excerpts from 2008 Comprehensive Plan

Chapter 4: Land Use Goals—

1. Protect and preserve the essential character of existing residential neighborhoods (p. 4-21)
6. Increase mixed use development where supported *by adequate infrastructure to minimize traffic congestion, support transit,* and diversity tax base (p. 4-22)
7. *Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car* (p. 4-22)
8. Ensure that *public realm corridor design is* contextual, respectful of adjacent neighborhood character supportive of adjacent commercial and/or mixed use development, *promotes community identify and orientation, and creates the highest quality experience for pedestrians, cyclists, and transit users* (p. 4-22)

Land Use and Transportation Interface

> *There is a fundamental link between land use planning and transportation planning. The transportations system must function as a network that links a diversity of uses in a manner that promotes efficient multi-modal travel (motor vehicles, bicycle, transit and pedestrian). ... Chapter 7 of this Comprehensive Plan deals with transportation, and responds to and supports the land use and community design policies presented in this chapter. (p. 4-22)*

Land Use Policies—

3. Edina has evolved to a large degree into a community defined by roads. The City's roads should continue to evolve to act as connectors, rather than as barriers. *The city will incorporate amenities and infrastructure into its public corridors to make them beautiful, efficient, multi-modal public spaces.*
5. In reviewing developing proposals, the City will examine how land use and transportation are integrated *to ensure that new development and redevelopment expands non-motorized travel options.*
6. The City will maintain the current open space and wetlands acreage and seek to expand it whenever possible.
8. The City will grow and develop in a sustainable manner that will *protect its high quality natural environment, promote energy efficiency* and conservation of natural resources, and minimize the impacts of buildings on the environment over the lifetime of each building. (p. 4-34)

Staging Development: Small Area Plans—

These Small Area Plans may include planning principles such as:

1) Area or neighborhood land use pattern and design *that encourages walking and transit use*
2) *High degree of connectivity to existing and new public (and active private) spaces to encourage physical activity, social interaction, and optimal land use*
3) *Smaller parking footprints*
4) *Reduction in impervious surfaces and associated storm water runoff* (p. 4-35).

Citywide Movement Patterns and Public Spaces—

Principles:

8. *Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.*
9. *Design public streets to serve not only vehicles but also pedestrians, people with mobility disadvantages and bicycles, balancing the spatial needs of existing and future users within the right-of-way. Address both mobility and recreational needs and opportunities.*
10. *Create walkable streets that foster an active public life;*
11. *Protect and improve the urban forest, including street trees and related landscaping, in order to provide shade and shelter for pedestrians and screening for parking and service uses.*
12. *Create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.*

13. Recognize and integrate Edina's historic landscape features, such as its stone walls and gateways, *into the design and redesign of streets, paths and pedestrian ways.*
14. Promote a clear hierarchy of street types of distinctive and differentiated character that *are defined by landscape and pedestrian amenities* as well as adjacent buildings. Within larger redevelopment sites, promote a fine-grained and *interconnected network of local streets and paths, encouraging pedestrian circulation* and providing a choice of access points (p. 4-36. See also Guidelines of 4-37-39).

Guidelines: Medium- and High-Density Design (All Uses)—
A Pedestrian-Friendly Environment: Improving the auto-oriented design pattern discussed above under "Issues" *will call for guidelines that change the relationship between parking, pedestrian movement and building placement.*
Landscaping: *Provide visual screening and privacy to buffer cars from people, provide visual relief and allow stormwater infiltration in parking lots.* Permeable hardscape, where appropriate, is preferred over blacktop or traditional paving.
Parking: *Evaluate current parking standards in order to encourage shared parking and minimize the visual impact of surface parking.*

- Design surface parking to maximize stormwater infiltration and allow for groundwater recharge, using infiltration swales, pervious pavement or similar techniques
- Where vehicle parking requirements exist, implement minimum bicycle parking standards as well (p. 4-45).

Movement Patterns:

- *Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.*
- *Limit driveway access from primary streets while encouraging access from secondary streets.*
- *Encourage enhanced transit stops, including shelters, shade and seating where feasible.*
- *Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc)* (p. 4-47).

Implementation—
Provision for urban forest protection and improvement consistent with Plan guidance for creating a pleasant pedestrian environment, screening parking areas, providing the benefits of landscaping, and restoring environmental processes that a tree canopy provides the biological community. These provisions may include at tree preservation ordinance. Other measures may also be considered to ensure appropriate tree replacement and management of our urban forest (4-56).

Chapter 7: Transportation

Goals and Policies: Transportation—

Goals:

1. *Maintain and enhance mobility for residents and businesses through creation and maintenance of a balanced system of transportation alternatives.*
2. *Implement a fully multi-modal transportations system that supports the land use vision and future land use plan for managing and shaping future growth.*
3. *Minimize the impacts of the transportation system on Edina's environment and neighborhood quality of life.*
4. *Reduce the overall dependence on the use of single-occupant vehicles by promoting land use patterns that allow for shorter vehicular trips ad the use of alternative travel options.*
5. *Ensure that all Edina's residents, workers, and visitors, including those with transportation disadvantages, have viable travel options.*
6. *Promote a travel demand management program through a coordinated program of regulations, marketing, and provisions of alternative travel options.*

7. *Provide multiple travel options for transit users, pedestrians, bicyclists, and rideshare users, as well as for drivers of private automobiles.*
8. *Support attractive and high performance transit service connections.*
9. *Manage parking provision to encourage joint and shared use of facilities, ride-sharing (car pools and van pools), bicycle parking, and increased transit use* (p. 7-38-39).

Policies
Roadway Design:
5. *Design/enhance collector and arterial roadways to minimize through traffic on local streets in the functional classification system, and to be compatible with other transportation modes including transit, bicycle and pedestrian.*
6. Use adequate transitions and buffers including, but not limited to, earth berms, walls, landscaping and distance to mitigate the undesirable impact of high volume roadways.
8. *Encourage beautification of local roadways, where appropriate, with amenities such as boulevard streets,* decorative street lighting, and monuments.
9. *Monitor and address transportation requirements associated with demographic trends, such as an aging population* (p. 7-39-40).

Parking:
2. Continue to limit on-street parking in and near congested commercial areas.

Pedestrian/Bicycle:
1. *Provide accessibility to pedestrians and bicycles at major activity centers, including necessary storage facilities.*
2. *Create pedestrian and bicycle interconnections among major generators, with continuity across major roadways and other barriers.*
3. *Review and recommend construction of pedestrian and bike paths throughout Edina cooperatively with the Three Rivers Park District and Hennepin County.*
4. *Promote safe walking, bicycling and driving. Promote vehicle drivers respect for bicycles and pedestrians along with bicyclists and pedestrian observation of signs and sue of designed paths for travel.*
5. *Support inclusion of pedestrian and bicycle access planning when upgrading roadways, bridges and redevelopment projects.*
6. *Provide sidewalks and safe crossings for areas of potential pedestrian/vehicle conflicts, including high-traffic streets, commercial areas, areas with transit access, and in high-density residential locations.*
7. *Provide appropriate signage in areas of potential conflict between pedestrians and automobile traffic.*
8. *Separate pedestrian traffic from bicycle traffic to ensure desired safety conditions. When a bicycle facility is provided, considerations should also be given to providing a corresponding pedestrian way where possible. This could be as a separate facility or through striping.*
9. *Support recommendations of the Comprehensive Bicycle Transportation Plan for implementation* (7-43-44)

Comprehensive Bicycle Transportation Plan—

Vision:
The guiding vision for this document is to support the gradual transportation of the City of Edina into a "progressive bicycle-friendly community where citizens can easily integrate cycling into their daily lives" (p. 8).

Guiding Principles
The following goals and principles guide the recommendations included in this Plan:

Improving Safety: proactively addressing existing hazardous conditions, assigning dedicated road space to cyclists, and alerting motorists of their presence will help improve safety and convenience for all users of Edina's streets and sidewalks.

Connecting to Local and Regional Destinations: Providing safe and convenient connections to destinations in Edina and neighboring communities will increase bicycle use and help lower demand on Edina's overall automobile transportation system. Connecting to the growing network of regional trails will expand the number of potential destinations available to Edina citizens and provide increased access to our region's recreational and transportation assets.

Safe Routes for All: Bicycling can serve the mobility needs of people over a wide range of ages and abilities. Providing a network of safe and comfortable bicycle routes to schools and parks will be an important builder of healthy life-long habits of actives living and independence for children, seniors and other adults.

Bicycling As A Base For Community Health: A safe and inviting bicycle transportation network will help improve community health by increasing opportunities for active transportation and active living for all of Edina's citizens.

Bicycling As A Useful Transportation Option in Edina: A high quality bicycle network will make it easy and convenient for people in Edina to choose cycling as a way to meet at least some of their transportation and mobility needs. A network of safe, convenient and easily accessible routes will expand and use of the bicycling as a useful transportation option in Edina (p. 8-9).

Chapter 9: Parks, Open Space, and Natural Resources

Natural Resources Conservation and Management
Goals:
4. *Conserve, and replace as necessary, Edina's urban forest to ensure the long-term vitality and viability of this integral part of Edina's overall identity and attractiveness* (9-21)
Policies:
5. *Create a program for maintaining trees throughout the City, and replacing them as necessary* (**p**. 9-22).

Walking and Biking Trails Pathways Plan
Policies:
2. *Continue to work with the Bike Edina Taskforce and Public Works staff to implement the new bike pathway master plan* for the Cit of Edina. The objective is to identify the best routes for connecting existing and future internal park trail systems, *as well as to identify the most appropriate routes for links to regional systems,* as well as to identify the most appropriate routes for links to regional trails that will connect to neighboring community trails (p. 9-26).

Chapter 10: Energy and Environment

Goals and Policies—Air
4. Encourage property owners to plant trees along roadways where possible to help reduce traffic noise and absorb carbon dioxide

Chapter 11: Community Services and Facilities

Environmental Health/Public Health
Goals and Policies:
1. Ensure an Effective Local Government Public Health System.

- Inform, educate and empower people about health issues
- Mobilize community partnerships and action to identify and solve health problems
- *Develop policies and plans that support individual and community health efforts*

2. Reduce Behavioral Risks that are Primary Contributors to Morbidity/Mortality.

   Behavioral risks that contribute to morbidity and mortality include tobacco use, alcohol and other drug use, *physical activity/inactivity,* nutrition, and *weight management*. A strategy for reducing these behavioral risk factors is:

   - *Health education and promotion of health lifestyles and healthy living.*

3. Promote Health for All Children, Adolescents, and their Families.

   - Work with the Park and Recreation Department to implement the requirements of the "Fit City" program.

4. Promote Well-Being of the Elderly, Those with Disability, Disease or Chronic Illness.

   - Fostering healthful behaviors such as good nutrition, *physical exercise,* medication management, obtaining flu shots, *efforts to reduce isolation and promote mental health* (p. 11-12-13).

MINUTES OF THE
Edina Transportation Commission

Thursday, March 17, 2011
Edina City Hall
4801 West 50th Street
Council Chambers

MEMBERS PRESENT:
Katherine Bass, Thomas Bonneville, Ann Braden, Sarah Engbretson, Nathan Franzen, Jennifer Janovy, Paul Nelson, Bodhe Scheerer, Elin Schold Davis, Michael Thompson

MEMBERS ABSENT:

STAFF PRESENT:
Jack Sullivan, Sharon Allison

I. Call to Order
The meeting was called to order by chair Janovy.

II. Approval of Minutes
a. Regular Meeting of February 17, 2011
The minutes were changed to include 'All voted aye. Motion carried' at the end of Items III.a and III.b where motions were made. Commissioner Bonneville motioned to approve the corrected minutes and the motion was seconded by Commissioner Franzen. All voted aye. Motion carried.

III. Traffic Safety Report
a. Traffic Safety Report for March 2, 2011
Traffic issues around the high school was discussed including difficulty exiting the parking lot with no real solution; parking lot orientation was changed but no real improvement visible with exiting; school buses get priority exiting parking lot and then students make a mad dash; someone directs traffic in the mornings and afternoons. Suggested solutions were time-controlled stop sign and more students biking and riding school buses.

IV. Community Comment
None.

V. Old Business
a. Edina Transportation Commission Ordinance
The following is a summary of discussion regarding revising the Edina Transportation Commission Ordinance and Purpose and Duties.

Transportation Commission
- Definition of words such as multi-modal, etc. would be helpful.
- Exploration of discoveries in technical advances by other cities such as half signals used in Florida.
- Expanding too quickly could cause them to lose focus.

- This is an early draft to be modified as they see fit.
- Land Use Plan is all about transportation which makes it clear that the City has a plan for transportation and this point to the vision in the Comp Plan.
- Edina has one of the best Comp Plan and is hoping that the plan is not to reinvent things and new policies but work towards carrying out vision that is already in place.
- Goal is to redefine the ETC as the body to help bring vision to life.
- Struggles with projects being approved that are not in the Comp Plan; should become watchdog and voice for Transportation Plan and point out when it misses the mark.
- Watchdog has negative connotation; City has many roles; likes what is in draft policy, seems consistent to what was discussed at work session.

Purpose and Duties

Item No. 1

- Grouping together 1 & 6, 5, 8 & 10 and 7 & 11 was suggested.
- Discussion on what is local.
- Ability to comment on function of county road.
- Operation was defined as 'state of functioning.'
- Ability to comment on bus routes, light rail.

Item No. 2

- All-inclusive includes everything.
- Keep definition broad rather than narrow.

Item No. 3

- Whose plan - City's plan, Planning Commission's or both?
- More long term plans, filling in gaps and prioritizing what is in the Comp Plan.
- Use 'strategies' instead of 'plan.'
- Transportation Plan in place that is well done; suggested developing strategies to implement the City's multimodal transportation plan.
- A plan for bike in place but none for pedestrians – include a statement to include pedestrians.
- Bike plan does not include implementation plans.
- Suggestion to reword Item No. 1 as '..the operation *and planning* of the'.. and eliminate Item No. 3.

Item No. 4

- Making sure the vision is being implemented.

Item No. 5

- Planning Commission is taking over other plan reviews; the ETC will continue to review these items.
- Make this broader and not use specific definitions or terms.
- Mr. Sullivan will work on rewording.

Item No. 6

- Have done this in the past (Metro Transit route 6, Bren Rd, 169, etc.)

Item No. 7

- Remove 'on as needed basis."

Item No. 8

- This can have a variety of meanings.
- Change "traffic" to "transportation" to make it all inclusive.
- Receive aggregate data and mapping to see how to prioritize.
- Related to Item No. 7; identify opportunity for encouragement e.g. nothing can be done to change the high school area so incent students to bike to schools.

Item No. 9

- Add "opportunities" to end of sentence.
- Staff can handle this.
- Big task for ETC.
- This was meant to be more in the future for things such as Living Streets.
- Funding sources are state/federal/private grants.
- Change "related to" to "supporting."

Item No. 10

- Leave as is.

Membership

No change to membership

b. Videotaping of ETC meetings

Commissions that are televised are Planning, Parks and the ETC. Some noted disadvantages to televising were set-up of room, operation of microphones, appears more formal, conversation not flowing freely and costs. Some noted advantages were everything discussed is in public's interest but some topics they may not find interesting. This information will be forwarded to Council along with the motion from the previous meeting.

VI. New Business

a. Living Streets Resolution

Chair Janovy suggested reading No. St. Paul's Living Street document that is online. She said excerpts from the Transportation Plan shows that it includes Living Streets. After discussion, it was decided that arrangements will be made to invite a representative to No. St. Paul to attend an ETC meeting to explain how they developed their plan.

VII. Bike Edina Task Force Update (Commissioner Janovy)

Bike Rodeo is scheduled for April 30, 10 a.m. Volunteers are needed.

VIII. Chair Comments

a. Chair and Vice Chair at April Meeting

Chair Janovy said new chair and vice chair will be elected at the next meeting.

Commissioner Braden volunteered to review the Energy and Environment's bylaws which was provided as a model for other commissions to use.

Commissioner Nelson volunteered to serve on the CAT group for the old public works building site.

Commissioner White has resigned and new member Bob McKIveen was appointed.

Boards and commissions reception is scheduled for March 21 at Hughes Pavilion.

Consensus was reached to inform the Planning Commission via email of what worked well and what didn't regarding traffic reviews.

Highways 101 and 42 are shut down due to flooding. Locally, sand bags are being filled in preparation.

IX. Staff Comments

a. Sensible Land Use Coalition Meeting

Commissioner Franzen volunteered to attend Sensible Land Use luncheon; Commissioner Braden will also attend through work.

X. Commissioner Comments

Commissioner Bass inquired about the study that was done to build a pedestrian overpass at France Avenue. This will be on the next meeting's agenda.

XI. Adjournment

Meeting adjourned.

MINUTES OF THE
Edina Transportation Commission

Thursday, April 21, 2011
Edina City Hall
4801 West 50th Street
Council Chambers

MEMBERS PRESENT:
Katherine Bass, Thomas Bonneville, Ann Braden, Nathan Franzen, Jennifer Janovy, Paul Nelson, Elin Schold Davis, Michael Thompson, Robert McKlveen

MEMBERS ABSENT:
Sarah Engbretson, Bodhe Scheerer

STAFF PRESENT:
Jack Sullivan, Sharon Allison

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I. Call to Order

The meeting was called to order by chair Janovy. She explained to viewers that the ETC had been meeting off-camera in work sessions discussing ordinance, purpose and duties. Chair Janovy welcomed new member Bob McKlveen to the commission.

II. Election of Chair and Vice Chair

Chair Janovy explained that the chair serves a term of 2 years, while vice-chair does not have a term limit. She explained further that the vice-chair fills in in the absence of the chair and also leads special meetings.

Commissioner Bonneville nominated Chair Janovy to continue on as the chair and this was seconded by Commissioner Thompson. Chair Janovy accepted the nomination. There being no further nomination, Commissioner Franzen motioned to close the nomination and this was seconded by Commissioner Nelson. All voted aye. Motion carried.

Chair Janovy nominated Commissioner Franzen to be vice-chair and this was seconded by Commissioner Thompson. Commissioner Franzen accepted the nomination. Commissioner Bonneville nominated Commissioner Nelson and he respectfully declined. There being no further nomination, Commissioner Braden motioned to close the nomination and this was seconded by Commissioner Nelson. All voted aye. Motion carried.

III. Community Comment

Mr. Carlin Struckman, 4480 Parklawn Ave. So., #307, Edina, spoke to the ETC regarding traffic enforcement on W. 77th Street between Parklawn Avenue and TH-100. At least once weekly, he said, he has observed drivers being pulled over for no apparent reason and gave an example of a co-worker who was pulled over for excessive tinting on her car that came standard with the car. Mr. Struckman said enforcement should be concentrated in areas where needed like France Avenue. He asked that the ETC "consider issuing a directive to the Edina Police Department that they move their rigorous enforcement of traffic laws to roads with much higher rates of collisions, such as France Ave."

IV. Approval of Minutes

a. Regular Meeting of March 17, 2011

The following change was made: page 3, New Business, 3rd line, delete 'to' and replace with 'of' to read "...invite a representative *of...*" Commissioner Thompson motioned to approve the minutes and the motion was seconded by Commissioner Franzen. All voted aye. Motion carried.

V. Traffic Safety Report

a. Traffic Safety Report for March 2, 2011

Regarding the high school issue, Commissioner Bonneville asked if they had come to a conclusion regarding a resolution. Chair Janovy said this could be an issue for the student members to look into. Commissioner McKlveen said parking fees will be increasing next year so this may decrease the number of students driving to school. Other ideas were to encourage students to use other modes of transportation; see if there is a transportation coordinator at the high school who could encourage getting kids to school in a variety of ways; promoting bicycles for health benefits; creating safe, adequate parking to encourage biking and walking; and the city is getting a $5,000 grant for bike racks. Commissioner Bass said she works with an organization called Catalis, a youth organization, and was planning on talking to students regarding the organization and would be willing to include this.

Regarding item 12 of the report, Commissioner Bonneville asked if traffic counts are usually given to developers. Mr. Sullivan said there is a database of traffic counts that is available upon request; however, not all streets are counted. Commissioner Bonneville asked if a session with staff to understand traffic on city streets would be helpful. Mr. Sullivan said reports for various streets could be given to the ETC.

Regarding pedestrian traffic on W. 42nd Street and feasibility studies requested by CM Bennett, Mr. Sullivan said they are forthcoming.

VI. Presentation – Living Streets, Ramsey-Washington Metro Watershed District (Cliff Aichinger)

Mr. Aichinger said the study was sponsored by Ramsey-Washington Metro Watershed District and developed by BARR Engineering. The watershed district proposed to work with North St. Paul because they saw significant benefits for water quality improvement and all of their streets and utilities are pass useful life but they do not have a pavement replacement plan. Knowing that the city would need to pull permits from them, the watershed district offered to help design streets that would reduce impervious surface and provides for handling of storm water as a natural function of the streets and the City agreed. He said the conclusion was that in order to control dissolve phosphorus in ponds they need to control storm water volumes.

Mr. Aichinger said themes from the City's Comp Plan includes active healthy living through increased biking and walking, greater connection between the neighborhoods, downtown and commercial areas, and improving the aesthetics of the neighborhoods which fits with Living Streets.

To develop the plan, he said they had a taskforce of staff and residents, approximately 15-20 participants that met monthly for one year and went on field trips to see narrow streets and rain gardens and developed goals. He said much attention is given to traffic movements and placement of underground utilities but not much attention is given to pedestrian movement,

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storm water capture, re-infiltration, biking and aesthetic characters, and the idea is to create a balance of all of these. He said they developed the following goals:

1. To improve storm water quality run-off from impervious surfaces;
2. Reduce impervious surfaces (can reduce street width because not much parking needed);
3. Calm traffic (using various techniques to slow traffic);
4. Improve bike and pedestrians connectivity (create bike lanes, add sidewalks where necessary);
5. Protect and enhance urban forest (create and retain existing trees; meander sidewalks around, if necessary);
6. Street construction cost should be equal to or less than traditional street construction (this is feasible because using less asphalt and less maintenance);
7. Minimize long term maintenance cost.

Mr. Aichinger said all streets were examined and they are proposing to start with 15th Avenue using a Clean Water Fund grant of $500,000, matching funds from the watershed district and utility funds from the City. He said the proposal is to narrow the street by 6 feet, provide one parking lane, two traffic lanes, rain garden and public art. On collector streets he said they are proposing to eliminate one parking lane, add two bike lanes and bump-outs. Regarding snowplowing and maintenance of rain gardens, Mr. Aichinger said public works staff did not foresee a problem with plowing except that it will be a little slower, and they are cautious about maintenance of rain gardens. Currently, the City has approximately 500 rain gardens and they have cooperative agreement with residents for maintenance.

Mr. Aichinger said they learned during neighborhood outreach campaign that approximately 80% of residents are in support of sidewalk but there are maintenance concerns such as shoveling snow. He said they will continue discussion for another year to engage residents.

In reference to funding from the Clean Water Fund, Mr. Aichinger said it is unique to be funding streets reconstruction. He said this was the first watershed district to approve this type of grant which was done based on improving water quality and the approach is catching on across the country. He said Simon Property Group that owns Southdale Mall is in discussion with the watershed districts in Edina as they were involved because of Maplewood Mall.

VII. Old Business

a. Living Streets Plan/Resolution

Chair Janovy said if they think the resolution is a good concept the next step would be to present it to Council and if they approve, ask for their direction in creating a process that may include other boards and commissions, staff and residents.

Discussion

Commissioner Bonneville said South Harriett Park neighborhood, for example, is a tight knit neighborhood that does not want sidewalk so this might be tough sell. Chair Janovy said it is does not mean every neighborhood would have sidewalks. She said they had previously talked about developing a pedestrian plan by reviewing the Comp Plan to identify missing links of sidewalks. She said CM Bennett did research recently on sidewalks with the idea of mapping where there are sidewalks and missing links identified in the Comp Plan. Mr. Sullivan said most of this is already done.

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Commissioner Thompson suggested moving forward with a recommendation and creating a taskforce to work on what the City should like over the next 40-50 years. He said this may take 1-2 years of planning.

Commissioner McKlveen concurred and said he joined the ETC because there is a lot of work to be done and a comprehensive approach would serve the city, residents and staff. He said in his neighborhood that was recently reconstructed, staff had a good plan that would narrow some streets, add traffic calming and a sidewalk adjacent to a school and six residents were able to defeat the plan. He said if there was a city-wide statement supporting an overall goal and educating residents, staff would have had support going forward.

Commissioner Bass said she liked the comprehensive approach and believes that while there are concerns, there is evidence that after sidewalks have been implemented neighbors do come around and enjoy them.

Commissioner Davis agreed and said there are multiple stakeholders that would need to be involved.

Commissioner Franzen said this is an opportunity to explore what can be done in the future.

Commissioner Braden said it was beneficial to have the presenter tonight and the same could be done to educate residents.

Commissioner Nelson said he is in favor and that there is a lot to be done in determining what needs to be done where and what is most beneficial.

Commissioner McKlveen motioned to forward the resolution to Council for consideration and the motion was seconded by Commissioner Franzen. All voted aye. Motion carried.

b. ETC Ordinance Revision

Chair Janovy said a couple definitions were added since last seen, including changing 'traffic' in #8 to 'transportation.' She said the city manager commented on the draft also and his email was handed out tonight.

Regarding item #5, Mr. Sullivan said after discussion with staff, they've agreed that the original language was appropriate.

Regarding item #8, chair Janovy said there are still some concerns with traffic vs transportation. Mr. Sullivan said staff feels the definitions are different and transportation works better. Staff will review definitions and compare to Comp Plan and city codes for consistency.

Commissioner Bass motioned to approve the revision of the ordinance and forward to Council and the motion was seconded by Commissioner Nelson. All voted aye. Motion carried.

VIII. New Business

a. ETC Bylaws-Draft

Chair Janovy said they are required to have bylaws. Commissioner Bonneville asked about the term 'secretary' and how was it different from Sharon. Chair Janovy said the city manager can make staff available as is the case and if not, the bylaws provide for them to appoint one.

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Commissioner Bonneville suggested changing it to say 'appoint a secretary if one is not provided' and move to section 11 where it talks about officers.

Chair Janovy said communications between members is government data and that they may have to copy city hall on everything. She said she is waiting for clarification from the city manager. Mr. Sullivan said he will check to see if a place could be created to keep information that could be shared with everyone, otherwise continue to send information to staff for distribution.

Chair Janovy said she will revise the bylaws and distribute to everyone for review.

IX. Bike Edina Task Force Update (Commissioner Janovy)
Chair Janovy reported the following:

- Bike rodeo is planned for Saturday, 10 a.m. at Highland school and they are looking for volunteers.
- The City received a grant for 40-60 single placement bike racks and plans are being developed.
- The annual bike parade is being organized by CM Brindle.
- Discussing the role of BETF and how it works with the ETC.
- Openings on the BEFT for three members, especially women. Meetings are 2nd Thursday of the month at 8 p.m. for 1 hour.

X. Chair Comments
Chair Janovy said council is meeting with boards and commissions chairs to consider taping of meetings. Commissioners are still in agreement with quarterly taping of the ETC.

XI. Staff Comments
Mr. Sullivan reported that construction season has begun; load restriction is still on; construction on W. 70th begun Monday; other streets/neighborhoods that will be starting soon are W. 44th Avenue, Minnehaha Woods, Killarney Shores, McCauley Heights, Oscar Roberts, Interlachen Blvd, France Avenue and Valley View sidewalks. The traffic safety coordinator will be putting down traffic counts soon to fill in gaps in data and as requested. Residents in construction areas are generally notified by letter monthly and weekly by email using City Extra.

XII. Commission Comments
Commissioner Bass said Bloomington Public Health Department is hosting a Safe Routes to School Conference August 16-18 and is paying for one member of the ETC to attend. Commissioner Franzen volunteered to attend.

Commissioner Bonneville said there may be several committees formed for the small area plan for Grandview with one being transportation. He suggested the ETC could become involved to share experience. Commissioner Nelson said he is involved.

Commissioner Davis said she would like to gather information on transportation alternative volunteer driver program to share with the ETC to see if the City would be interested. Chair Janovy asked if she would like to give a formal presentation and she said yes.

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Commissioner Franzen said he would like to reinforce that many people are excited about Living Streets policy based on the Sensible Land Use Coalition meeting he and Commissioner Braden recently attended.

Commissioner Thompson complimented staff on their public outreach for construction updates for the W. 70th Street project. He said he lives nearby and would encourage everyone to go the website for information on the detour route.

Commissioner McKlveen thanked everyone for inclusion and said he is looking forward to serving.

XIII. Adjournment
Meeting adjourned at 8:00 p.m.

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HRGreen

BARR

MEMO

To: Wayne Houle, PE – Edina City Engineer
Michael Thompson, PE – Edina Living Streets Committee Chair

From: Dan Edgerton, AICP – HR Green
Jack Broz, PE – HR Green
Fred Rozumalski, RLA – Barr Engineering Co.
Matt Metzger, PE – Barr Engineering Co.

Subject: Edina Living Streets – Review of Existing Plans and Policies, Peer Review Lessons, and Draft Living Streets Policy Framework

Date: August 13 , 2012

1.0 Introduction

The City of Edina seeks to encourage the development of a more accessible and sustainable transportation system over time. To accomplish this goal, the city envisions redesigning its street network using a "complete streets" approach, guided by green streets and active living design principles. The result will be a "living streets" system which facilitates all modes of transportation, incorporates ecological services, and encourages walking and bicycling through safe and aesthetically attractive transportation corridors. The purpose of this memorandum is twofold:

1. To document the review of existing plans and policies relevant to living streets, and
2. To provide a framework for a Living Streets Policy and Plan.

2.0 Review of Existing Plans and Policies

The City of Edina has implemented a number of planning and policy documents, ordinances, and other initiatives which have a bearing on transportation system investment decisions. Attachment 1 includes a draft livings streets policy background document, prepared by the city. This document summarizes the relevant plans and policies which lead to the undertaking of the current study, many of which provide the policy direction and guidance for the city's living streets efforts. In contrast, some existing policies and regulations could conflict with or create a barrier to the implementation of a living streets program.

The following is a brief summary of the documents, regulations, and programs most relevant to living streets. As the city moves toward implementation of its Livings Streets Policy and Plan, each of these documents should be reviewed and policies and regulations with a direct connection to transportation design elements (i.e., right-of-way, sidewalks, trees, etc) should be amended in order to expressly support the city's living street goals.

Plans and Studies

- Edina Comprehensive Bicycle Transportation Plan (2007)
  The Edina City Council adopted a Comprehensive Bicycle Plan in 2007. The guiding vision for this document is to support the gradual transformation of the City of Edina into a "progressive

bicycle-friendly community where citizens can easily integrate cycling into their daily lives." This document compliments living street by planning for a fully integrated, safe, and inviting bicycle network for a full range of users.

- Edina Comprehensive Plan (2008)
  The Edina City Council adopted an updated Comprehensive Plan in 2008. The plan promotes a vision for a city that is pedestrian, bicycle and transit friendly and inclusive of all users. A number of chapters are relevant to living streets, including Chapter 2: Visions, Goals, and Objectives; Chapter 4: Land Use and Community Design; Chapter 7: Transportation Plan; and Chapter 10: Energy and the Environment.

- Edina Comprehensive Water Resources Management Plan Update (2009)
  The City of Edina developed a Comprehensive Water Resources Plan in 2009. This plan establishes the City's goals and policies for municipal drainage systems, design criteria, and rules for development and redevelopment. The plan supports the living streets goals to reduce street water runoff into watersheds.

- Edina Capital Improvement Plan (2012)
  The purpose of the Capital Improvement Plan (CIP) is to guide capital investment decisions based on a community's needs, taking into account the best use of limited resources while providing efficient and effective municipal services. As the Edina Living Streets Policy is implemented, the CIP should be revised to reflect prioritization of capital investments in accordance with the city's living streets goals.

Programs and Initiatives

- Edina Fit City Program (Resolution 2006-70)
  In July 2006 the Edina City Council adopted a resolution expressing a commitment "to providing an activity-friendly community to its residents" and authorizing "the application for The Governor's 'Fit City' Program," which recognizes cities committed to creating and maintaining an environment supportive of active living. The goals of the Fit City program and the City's resolution supporting an activity-friendly community compliment living streets.

- Edina Green Steps Program (Resolution 2011-37)
  The City of Edina adopted a resolution to participate in the Minnesota Pollution Control Agencies (MPCA) Green Step Cities program in 2011. The Green Step Cities program aims to provide Minnesota cities a clear pathway to greater sustainability based on implementing best practices specific to Minnesota cities. Several of these best practices would be supported by a Living Streets Policy, including, #11: Complete Streets (requires "complete streets policy" or "living streets," which is inclusive of "complete streets" concepts); #12: Mobility Options (walking/biking, Safe Routes to School, etc.); #16: Urban Forest; #17: Efficient Stormwater Management; #18: Green Infrastructure (porous pavement, swales, etc.); and #19: Surface Water Quality (rain gardens, etc.).

- Bloomington Public Health
  Bloomington Public Health provides public health services to Bloomington, Edina, and Richfield. This includes Statewide Health Improvement Program (SHIP) and the Community Transformation Grant (CTG). SHIP is working with communities, schools, worksites, and healthcare to reduce the risk for chronic diseases such as diabetes, heart disease, stroke, and cancer. SHIP seeks to make healthy living easier where we live, work, learn, and play. CTG has similar goals and also supports the Living Streets Policy in Edina. A Living Streets Policy would complement these programs as it would promote active living and make it easier for community members to be physically active.

- Edina ***do***.town Program (2011)
  In September 2011, the City of Edina, in partnership with Bloomington and Richfield, launched an 18-month initiative to improve community health by making changes that support healthy eating and active living choices. The goal of ***do***.town is to bring together community members and leaders to think and talk about ideas that would make the healthy choice the easy choice in Bloomington, Edina, and Richfield.

Policies and Regulations

- Edina Assessment Policy (2010)
  The purpose of the Edina Assessment Policy is to provide regulations for assessments to properties for non-state aid street projects. This policy is relevant to Living Streets as it governs how traditional street improvements are funded. As the Edina Living Streets Policy is implemented, the city should seek new and innovative ways to provide additional funding for design elements related to livings streets and update its assessment policy to clearly define how each street design element will be funded.

- Municipal State Aid Special Assessment Policy (2010)
  The purpose of the Municipal State Aid (MSA) Assessment Policy is to establish assessment rules for MSA improvement projects. As the Edina Living Streets Policy moves forward, the city should collaborate with its partners (i.e., Hennepin County, MnDOT, etc.), to identify new ways to support the implementation of living streets in Edina.

- Edina City Code
  The Edina City Code is a comprehensive document which codifies the general ordinances of the City of Edina. Several elements of the City Code will have a direct bearing on the implementation of living streets within the city, whether through supporting policies, or in some cases policies that conflict with living streets principles. The following is a listing of some of the relevant chapters (not all inclusive). Upon implementation of a Living Streets Policy in Edina, these elements of the City Code should be reviewed and updated as necessary to expressly support the city's living streets goals.
  - *Chapter 4: Buildings, Construction and Signs* – Revise the following sections to support living streets principles such as creating livable neighborhoods.
    - Section 405: Landscaping, Screening and Erosion Control
    - Section 421:Right-of-way management
  - *Chapter 7: Health* – Consider linking this ordinance to the Living Streets Policy to support active living goals.
  - *Chapter 8: Land Use Plats and Zoning (all sections)* – Consider adopting form based zoning polices which emphasize size and position over use. This tool could be used to encourage living streets tenants such as mixed use development which promotes active living and helps to make the street a more attractive environment for non-motorized users.
  - *Chapter 10: Misdemeanors and Nuisances* – Revise the following sections to support living streets principles such as reducing the total amount of paved area through modified parking and vegetation ordinances.
    - Section 1046: Parking and Storage of Vehicles and Equipment
    - Section 1050: Maintenance of Vegetation
  - *Chapter 11: Public Utilities (all sections)* – Revise this chapter to support the stormwater efficiency goals of living streets.
  - *Chapter 12: Streets and Parks (all sections)* –This chapter should be thoroughly reviewed and revised to support living streets goals such as allowing flexibility in street

design to implement a full range of living streets design elements and to place greater emphasis on serving the needs of non-motorized users.

- *Chapter 14: Traffic Control and Vehicles* – The following sections should be thoroughly reviewed and revised to both support living streets goals such as allowing flexibility in street design to implement a full range of living streets design elements, and to remove barriers such as excessive auto "clear zone" requirements as appropriate.
  - Section 140: Pedestrian, Bicycle, and Vehicular Traffic, Parking, Standing and Loading
  - Section 1405: Clear View Zone

In addition, as living streets implementation moves forward, the city should adopt additional policies and ordinances in support of living streets, such as traffic calming and street design guidelines. These policies should be defined as part of the future living streets planning process.

3.0 Lessons Learned

The following is a summary of key lessons learned during previous Living Streets efforts in other municipalities.

Lessons Learned in Los Angeles County, CA

(May 3, 2012 Discussion with Ryan Snyder of Ryan Snyder Associates)

Lessons learned related to policy:

- Build a policy from the ten policy elements delineated in Table 2.1 of the Los Angeles County Model Design Manual for Living Streets.
- Exceptions should be rare. The process for design and review must be clear.
- City procedures and standards need to be changed as appropriate to accommodate the new policy. For example it may be stipulated the a bike advisory committee reviews all street projects, or a pre-design check list is created for components of Living Streets (e.g. pedestrian circulation, stormwater management, street trees).
- It is important to create implementation plans. It might include plans such as Safe Routes to School (SRTS), a sidewalk plan, or an urban forest plan.

Lessons learned related to implementation:

- For each street project Ryan recommends well facilitated workshops with property owners to first educate them on Living Streets, and then to have them participate in the selection of street elements appropriate for their street.
- During the education process show lots of photographs and drawings of Living Streets as well as dysfunctional streets. Make it very visual. Explain all the benefits. Talk about the down side of keeping the street as it is.
- It is important to have all voices (supporters as well as opponents) at the table during the facilitated workshops, and to encourage the quiet people to speak their mind. It helps to break into small groups and have a balance of opinions at each table.
- In preparing for the workshops, understand any complaints about the project street beforehand in order to respond with a Living Streets solution. Create solutions from the complaints.

- Label this policy as a traffic calming and street beautification initiative rather than undefined term such as Bike Boulevard or Living Streets. This allows focus on the benefits, and prevents a target for opponents.
- The most significant opposition to Living Streets stems from confusion about traffic congestion. When proposing a Living Street project, designers and staff should be well prepared with statistics from other projects and other cities that prove that congestion does not become an issue. Ryan suggests steering the conversation away from congestion and to the life style benefits of Living Streets.
- Ryan has found that it is essential for city leadership to stand behind the plan. Staff must be fully supported in the process of implementing Living streets, and not be put in the middle of disputes between neighborhood factions.
- It will be important to provide Living Streets training for city staff.

Lessons Learned in Creating the North St. Paul, MN Living Streets Policy and Plan

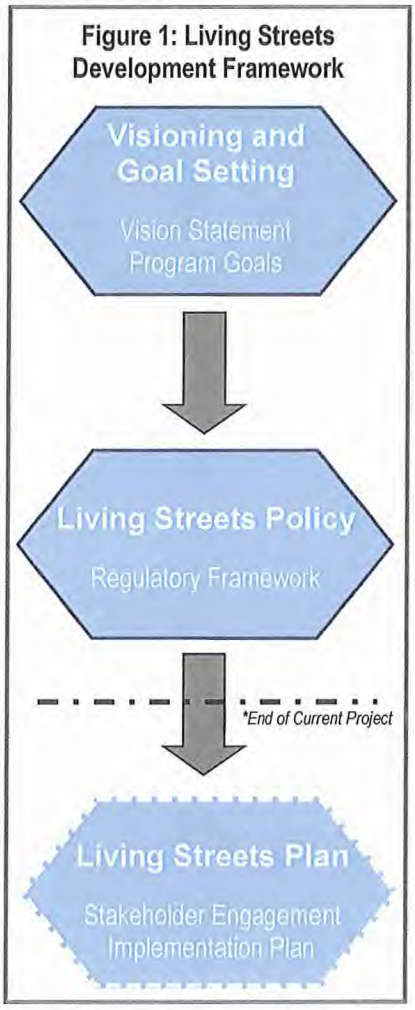
(Barr Engineering Staff)

- Gather feedback about Living Streets concepts from residents prior to targeting specific neighborhood projects. Then, implement Living Street projects in areas where demographics or questionnaire feedback shows support. If there are residents who have a history of opposing proposed actions by the City, they are likely to oppose a new effort as well.
- During the N. St. Paul community engagement process, public opinions showed correlations with demographics. Much support was seen from younger families, new to the area, some with children. Much dissent was received from older, senior residents who have resided in the neighborhood for a long time.
- Every street and neighborhood is unique. The street reconstruction elements favored by residents are likely to vary. The complexity of design on different street types (state-aid vs. locally funded) will vary. Implementation should be flexible to accommodate the needs of each unique street segment.
- A useful strategy may be to not name the effort "Living Streets", but to simply make changes to street reconstructions policies, design process and focus on safe routes to school. In North St. Paul the term became a target for residents opposed to the project. Reconstructing streets using Living Street design elements under the usual capital-improvement process may prove to be a good strategy.
- In North St. Paul and Maplewood, it was vital to have a design process framework for the Ramsey-Washington Metro Watershed District to cooperate w/ the City Engineer(s). This cooperative effort facilitated design development and feedback exchange at key phases of concept and final design. The District and City worked together to develop design templates and final designs that addressed their various goals and the goals of other stakeholders. Developing a design process in Edina that engages various stakeholders early in the design process and throughout design and construction is recommended.

4.0 Living Streets Development Framework

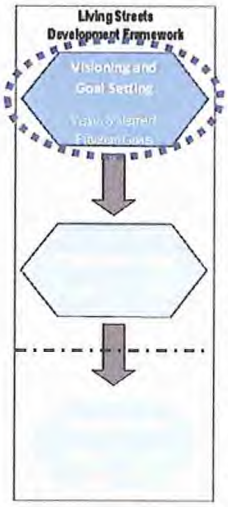
In order to implement an effective living streets program in Edina, the city should develop a Living Streets Policy and Plan, which includes a clearly stated vision statement and goals, a set of supporting policies, and a process or plan for implementation. This development framework is illustrated in Figure 1. This document presents a draft living streets vision and a policy template developed based on the initial stakeholder engagement workshop described below. These represent the first two steps in the development framework. The third step, which includes a detailed plan for implementation of Living Streets in Edina, will be developed as part of a future effort.

Figure 1: Living Streets Development Framework



A Living Streets Policy will provide the regulatory framework for living streets and a Living Streets Plan will provide the details needed for implementation, such as prioritization of projects by mode, an implementation process, and design guidelines and templates. The purpose of this framework is to facilitate discussion in order to move the City toward adoption of an Edina Living Streets Vision and the development and implementation of a Living Streets Plan. This material should be continually updated and refined as the living streets implementation process moves forward.

Visioning and Goal Setting



In March of 2012 the City of Edina hosted a two part Living Streets Workshop, facilitated by a nationally recognized living streets expert (refer to Attachment 2 for a summary). The purpose was to introduce participants to the living streets concept and to initiate the process of developing a Living Streets Policy in Edina. A key result of this effort was the engagement of stakeholders in the visioning, goal setting, and policy making process. The results and proceedings from this workshop served as the basis for the development of the vision and policy framework presented below.

Living Streets Vision

The purpose of the vision statement is to set the philosophical framework for living streets in Edina. It should answer the question *"why implement living streets?"*, creating a picture or vision of the community which Edina residents are striving toward. As part of the Living Streets workshop, attendees participated in a visioning exercise in which they were asked "What will be the vision behind a new living streets policy? (refer to Attachment 2)" Based on this visioning session a series of common themes emerged. These themes paint the vision for living streets in Edina.

Participants envisioned Edina as a place…

… where all modes of transportation are equally accessible

… with a cohesive community identity

… where families regularly choose walking or bicycling instead of driving

… where biking and walking are not only safe and convenient, but also enjoyable

... where people choose physical activity for enjoyment

... where public policy strives to promote sustainability through balanced infrastructure investment decisions.

... where the streets are a place you want to sit.

... where environmental stewardship and reduced energy consumption are pursued in the public and private sectors alike.

Based on the themes described above, the Edina Living Streets Committee developed the following draft vision statement for stakeholder consideration.

Draft Edina Living Streets Vision Statement

> *Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.*

The purpose of this draft statement is to facilitate discussion in order to move the City toward an approved Edina Living Streets Vision. This vision statement should be continually updated and refined as the living streets study process moves forward.

Living Streets Goals

In order to develop a policy which moves the city toward its vision for living streets, it is important to clearly articulate the goals and priorities of the living streets program. Goals should answer the question "*what will living streets look like?*", stating the broad, overriding outcomes the city wants to achieve. Typical goals for implementing living streets are listed below:[1]

- Serve the land uses that are adjacent to the street; mobility is a means, not an end
- Encourage people to travel by walking, bicycling, and transit, and to drive less
- Provide transportation options for people of all ages, physical abilities, and income levels
- Enhance the safety and security of streets, from both a traffic and personal perspective
- Improve peoples' health
- Create livable neighborhoods
- Reduce the total amount of paved area
- Reduce stormwater runoff and capture/treat pollutants for improved watershed health
- Maximize infiltration and reuse of stormwater
- Reduce greenhouse gas emissions and other air pollution
- Reduce energy consumption
- Promote the economic well-being of both businesses and residents
- Increase civic space and encourage human interaction
- Maintain and improve the urban forest

With these goals presented as a basis, participants of the Edina Living Streets Workshop developed the following priorities for living streets in Edina:

Living Street Priorities

- Safe and enjoyable access to all modes for all users and all abilities
- Streets will vary in character (context sensitive)
- The transportation network will enhance neighborhoods
- Streets will incorporate green management best practices

Further, the following were identified as additional goals or attributes for the Edina Living Streets System:

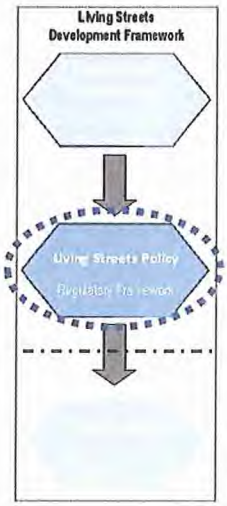
Secondary Goals

- Foster income equity
- Pedestrian-oriented design
- Connect people, not just places

[1] Los Angeles County. Model Design Manual for Living Streets. 2011.

- Foster active lifestyles
- Be inviting
- Support commerce
- Be sustainable

Living Streets Policy Development



The intent of a living streets policy is to provide policy direction in support of implementing the city's living street vision and goals. A livings streets policy should answer the question "*how will we achieve living streets*?" It should be broad enough to cover all aspects of the transportation system and should contain sufficient detail to guide the design process in support of living streets principles. The policy should not prescribe how to design every segment of every street; rather, it should clearly define what the city wants to accomplish with its streets and refer to specific design guidance developed as part of the planning process (i.e., modal balance, prioritization, checklists, design templates, etc.).

Los Angeles County has developed a living streets policy model based on the 10 policy elements for complete streets established by the *National Complete Streets Coalition*, updated to incorporate living streets principles.[1] Any agency may adopt all or part of the Los Angeles model as is, or modify the model based on community goals, provided the Los Angeles Count Design Manual is acknowledged and credited as appropriate.

The following is a draft Edina Living Streets Policy framework, which was developed using the Los Angeles County model described above as a template, and updated to reflect the values of Edina. This framework includes a range of policy elements and statements intended to provide comprehensive policy level support for living streets. The policy is intended to provide a regulatory framework for living streets and not a plan for implementation.

The draft policy framework should be reviewed and refined by the Edina Living Streets Committee throughout the living streets process, based on comprehensive stakeholder engagement and continuous public outreach. Once the Edina Living Streets Policy has been finalized, the Living Streets Committee should present the policy to the full Edina Transportation Committee for final approval and recommendation to the City Council. Once a final policy is drafted and approved, the policy can be enacted by the City through a living streets ordinance or resolution enacting the policy.

Draft Edina Living Streets Policy

Vision Statement – *Why?*

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.

Goals (based on Edina Living Streets Workshop – March 2012) – *What?*

The goal of the Edina Living Streets Policy is to ensure the following:

- Safe and enjoyable access to all modes for all users and all abilities
- Streets will vary in character (context sensitive)
- The transportation network will enhance neighborhoods
- Streets will incorporate green management best practices

Policy Elements (guided by Los Angeles Co. model) – *How?*

Living Street Element	*Policy Statements*
Vision	The City will develop policies and practices that cause its transportation system to be designed in accordance with the Living Streets Vision and Goals described above.
All Users and All Modes	The City will incorporate the full range of appropriate living streets elements in accordance with its Living Streets Policy and Plan when planning for and designing the local transportation network and in regulatory approvals for private developments, such as conditional uses and PUD. The City will plan, design, and build high quality transportation facilities that prioritize the needs of the most vulnerable users (pedestrians, cyclists, children, elderly, and disabled) while enhancing safety and convenience for all users, and providing access and mobility for all modes.
Connectivity	The City will strive to enhance community cohesion by connecting places. This will include design, operation, and maintenance of a transportation system that provides a highly connected network of streets, paths, and trails. The street network will accommodate all modes of travel. The City will seek opportunities to overcome barriers to active transportation. This includes preserving and repurposing existing rights-of-way, and to adding new rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit. The City will prioritize non-motorized connectivity improvements to services, schools, parks, civic uses, regional connections, and commercial uses. The City will require large, new developments to provide interconnected street networks with small blocks that connect to existing or planned streets on the perimeter of the development.
Jurisdiction	The City will seek to implement livings streets on all streets within Edina. The roadway network in Edina generally comprises state, county, and local routes. Policies and legislation supporting living streets implementation on state and county routes are in place. The State of Minnesota has passed legislation in support of complete streets on state routes and MnDOT is in the process of developing a Complete Streets Policy. Hennepin County has enacted a policy supporting complete streets implementation on County routes. While there are differences, Edina's living streets vision and the state and county complete streets efforts are complementary. The Edina Living Streets Policy applies to all roads within the City's jurisdiction (local, collector, and arterial).

	The City will require all developers to obtain and comply with the standards and procedures of the Edina Living Streets Policy and Plan. The City will actively seek to coordinate its Living Streets Policy and Plan with partner agencies, in order to influence decisions on roads outside of its jurisdiction (i.e., MnDOT and Hennepin County). This will include providing a copy of the Edina Living Streets Policy to partner agencies, and seeking their input throughout the Living Streets Plan development process. At a minimum, this outreach to partner agencies will include MnDOT, Hennepin County, the Metropolitan Council, and the Minnehaha Creek and Nine Mile Creek Watershed Districts.
Phases	As living streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time, the City will apply the living streets policy document to all roadway projects including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway. This also includes privately built roads intended for public use. Projects will include consideration of the logical termini by mode. For example, the logical termini for a bike lane or sidewalk may extend beyond the traditional limits of a roadway construction project, in order to ensure multimodal connectivity and continuity. The City will draw on all sources of transportation funding to implement living streets and actively pursue new funding sources as available.
Exceptions	Living streets implementation will be a required component of ALL street construction, reconstruction, repaving, rehabilitation, and maintenance projects. Exceptions to the guidelines set forth in the Edina Living Streets policy may be made, based on professional judgment. The City will develop an Living Streets exception request process to set the conditions by which a project could be exempted from part of all of the Edina Living Streets Policy
Design	The City will adopt new living streets design guidelines and procedures to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context-sensitive designs. The City will undertake a planning effort to define this process. The City will incorporate living street design principles of into all city plans, manuals, rules, regulations, and programs as appropriate, in accordance with the Living Streets Policy and Plan. As new and better practices evolve, these will be incorporate those as well. The City will provide well-designed pedestrian accommodations in the form

	of sidewalks or shared-use pathways on all arterial and collector streets and on local streets. The City will provide frequent, convenient and safe street crossings. These may be at intersections designed to be pedestrian friendly, or at mid-block locations where needed and appropriate. The City will provide bicycle accommodations along all avenues, boulevards, and connector streets. Bicycle accommodations could include but are not limited to bike lanes, trails, or other improvements. The City will keep street pavement widths to the minimum necessary. The City will allocate right-of-way for boulevards, plant trees, and treat stormwater associated with right-of-way harcover, including trails, transit, and pedestrian facilities as well as streets, whenever a street is constructed, reconstructed, or relocated where physical conditions warrant. The City will prioritize right-of-way space allocation for access and mobility (all modes) improvements and include on-street residential parking only when it is not in conflict with access and mobility (all modes) and achieving other living streets goals, such as managing stormwater runoff.
Context Sensitivity	The City will seek input from local stakeholders when designing their streets with input from local stakeholders. Street design will enhance the character of neighborhoods and be in keeping with existing land uses. When designing streets, the City will be mindful of preserving and protecting natural features, such as waterways, trees, slopes, and ravines. The City will design their streets with a strong sense of place. They will use architecture, landscaping, streetscaping, public art, signage, etc. to reflect the community, neighborhood, history, and natural setting. The City will coordinate with merchants along commercial corridors to develop vibrant retail districts. The City will inventory building and zoning codes to bring into agreement with Living Streets principals and minimum design guidelines as established by the Living Streets Policy and Plan. The City will develop a Living Streets Plan which includes a palette of design templates for street types and minimum design guidelines, from which developers can choose.
Implementation	The City will develop, adopt, and apply a Living Streets Plan for the implementation of living streets in Edina. At a minimum, the plan should include the development of street typologies based functional classification,

multimodal traffic volumes, and land use, which are correlated to a design "toolbox."

The City will incorporate living streets concepts into the next circulation element of their general plans (i.e., Comprehensive Plan, Bicycle Plan, Safe Routes to School Plan, etc.).

The City will update its storm management plan to include living streets principles which aim to capture streetwater runoff on site.

The City will create an urban forest management plan to protect and expand the existing urban tree canopy.

The City will review, modify, update, and delete out-dated policies included but not limited to the Assessment Policy and the City Code.

The City will prioritize CIP-prioritize by mode; based on the Living Streets Policy and addressing safety, access, and convenience.

The City will actively engage stakeholders in the street planning and design process, including property owners, residents, and other users of the transportation system. At a minimum, engagement efforts will entail extensive education campaigns, design input, public meetings, and other forms of on-going communication.

The City will actively seek out and pursue funding and grant opportunities to implement the Living Streets Policy and Plan.

Operations

The City will update right-of-way maintenance standards and practices to support living streets. As an example, on-street bicycle lanes may require more upkeep (i.e., cleaning/debris removal, striping, etc.).

The City will update its traffic enforcement practices to support living streets, such as citations for speed limit violations.

Every city agency, including public works, planning, maintenance, and others will follow the Edina Living Streets Policy and will conduct ongoing coordination in support of living streets operations.

The City will conduct on-going public engagement in order to provide public education on safe and efficient street operations and multimodal considerations. This could include targeted stakeholder education meetings (i.e., senior living facilities) a page on the city website and a living streets component at regularly scheduled public meetings and open houses.

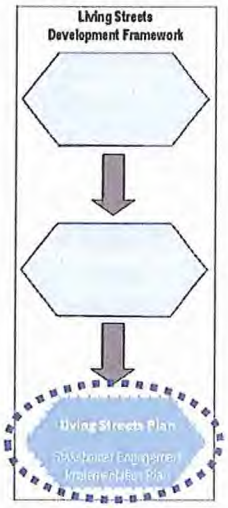
5.0 Next Steps

The purpose of the living streets vision and goals, and policy framework presented herein is to facilitate stakeholder dialog in an effort to move toward the development and adoption of an Edina Living Streets Policy and a Living Streets Plan. The Living Streets Policy will provide the regulatory framework for living streets and the Living Streets Plan will provide the details needed for implementation, such as prioritization of projects by mode, an implementation process, and design guidelines and templates.

Living Streets Policy

The next step in this process is the continued refinement of the Living Streets Policy Framework based on stakeholder engagement efforts. The purpose of the next stakeholder engagement efforts should be to present and seek input on the Living Street Vision and Goals and Policy Framework, in order to build stakeholder support for the Living Streets Policy. The policy should be a dynamic document (i.e., continuously revised, modified, and updated), which clearly articulates and supports the city's vision and goals for living streets in Edina.

Living Streets Plan



Presented above are a draft living streets vision and a policy template, which represent the first two steps in the living streets development framework. The third step includes the development of a detailed plan for implementation of Living Streets in Edina. After completion of a Living Streets Policy, the city should undertake a planning process which includes robust stakeholder engagement, identification of priority streets, and areas (neighborhoods/districts) for the implementation of living streets policies. The plan should include the development of an implementation process which includes design guidance. The implementation process should not prescribe how to design every segment of every street; rather, after clearly defining what a community wants to accomplish with its streets, designers can apply this framework along with the specific guidance developed as part of the planning process (i.e., prioritization, checklists, etc.), to meet the community's goals. A key element of the implementation process is the identification of the desired modal balance for each element of the project. This process should recognize that the needs of all roadway segments and corridors within a project are not the same and improvements should be designed to provide the level of functionality needed for each mode, given the context of a project. For example, the bicycle accommodation needs of a high speed urban arterial road would not be the same as a residential street. The plan should also include an examination of how aboveground stormwater management can be accommodated within the right-of-way of varying street types. Living streets harvest stormwater to recharge groundwater and water street trees. Accomplishing this in narrow right-of-ways requires forethought. In addition, urban forest expansion into the right-of-way should be addressed in the plan.

At a minimum, the plan should include the development of street typologies based functional classification, multimodal traffic volumes, and land use, which are correlated to a design "toolbox." This should include an implementation process or check-list which is followed when a street project is initiated. The Edina Living Streets Committee developed the following as an example. The process would identify the functional classification and traffic volumes, such as:

- Low volume local – under 300 vehicles per day (vpd)
- Local – 300-1000 vpd
- Higher volume Local – over 1000 vpd
- Minor collector – under 3000 vpd
- Collector – 3000-6000 vpd

- Major collector – over 6000 vpd

The process should also include considerations for land use and other relevant issues, such as:

- Business segment – that part of a street adjacent to and within a set distance from a business district
- School segment – that part of a street adjacent to and within a set distance from a public or private K-12 school or public community center
- Park segment – that part of a street adjacent to and within a set distance from a public park or regional trail
- Flagged – streets or segments of streets for which a problem has been identified, such as speeding.

In this example, a project on Elm Street might have the following considerations:

> *Elm Street has 1300 vpd. The segment of Elm between 42nd Street and 44th Street is adjacent to the school. The school segment runs from 41st Street to 45th Street. A speeding issue has been noted on the 3900 block.*
>
> *Classification: Higher volume local with school segment, flagged for speeding and volume.*

This process would allow streets to be classified and correlated to an appropriate set of design tools, given the context of the street. The intent of this process is not to develop street typologies with strict design standards, but rather to facilitate an informed decision making process which will meet the needs of users while achieving the City's Living Streets goals.

Two example design Templates are included as Attachment 3. An example work plan, budget, and schedule for the proposed Living Streets Planning process are included as Attachment 4.

Attachment 1: Living Streets Background Document

LIVING STREETS

Background

Complete Streets typically refers to street design that provides for multiple modes of transportation (auto, mass transit, pedestrian, bike). *Green Streets* typically refers to street design that reduces environmental impacts by reducing impervious surface, managing stormwater, and providing shade.

Living Streets refers to streets that are not only Complete and Green but also designed to improve active living, community identity, and social connections. Cities such as Denver, Los Angeles and Tucson have Living Streets initiatives. In the Twin Cities, the Ramsey-Washington Metro Watershed District and North St. Paul have developed and are implementing a new Living Streets Plan. The City of Maplewood is also pursuing a process to adopt Living Streets.

Complete Streets Legislation

The State of Minnesota passed Complete Streets legislation in 2010. The Commissioner of Transportation has committed Mn/DOT to implement a complete street vision for the trunk highway system. In January 2010 the Edina City Council adopted a resolution expressing support for a statewide Complete Streets Policy. Inasmuch as the statewide policy will not apply to local roads, cities are encouraged to adopt policies to meet their unique needs; however this is not a mandate.

According to Mn/DOT, Complete Streets does not mean "all modes on all roads"; rather, the goal of Complete Streets should be to:

1) Develop a balanced transportation system that integrates all modes via planning that is inclusive of each mode (i.e., transit, freight, automobile, bicycle and pedestrian); and
2) Include transportation users of all types, ages and abilities.

Examples of Complete Streets goals and principles listed in the report to the legislature include:

1) Reduce crash rates and severity of crashes;
2) Improve mobility and accessibility of all individuals including those with disabilities in accordance with the legal requirements of the ADA;
3) Encourage mode shift to non-motorized transportation and transit;
4) Reduce air and water pollution and reduce noise impacts;
5) Increase transportation network connectivity;
6) Maximize the efficient use of existing facilities;
7) Strive for tax supported investments to provide maximum benefits to the community and all user groups;
8) Safely integrate intermodal connections across the transportation network; and
9) Promote safe and convenient access and travel for all users (pedestrians, bicyclists, transit riders) and people of all abilities as well as freight and motor vehicle drivers.

While City actions to date support the development of a Complete Streets policy for local streets, the City could go further in planning for and implementing its vision for a transportation system that also addresses environmental and active living goals and enhances community identity. The

Living Streets concept is the next step.

Minnesota Green Step City

The Minnesota Pollution Control Agency (MPCA) has launched the Minnesota Green Step Cities program. Five cities—including Edina—were selected to pilot the program. The Edina City Council asked the Energy and Environment Commission (EEC) to evaluate whether the City should apply to become a Green Step city and, if yes, which of the 28 best practices related to sustainability Edina should undertake in order to become certified. In January 2011, the EEC recommended that Edina join the Green Step Cities program and outlined the 16 best practices Edina should undertake. The City Council adopted the EEC's recommendation.

Six of the City's 16 best practices would be supported by a Living Streets Plan. These are:

#11. Complete Streets (requires "complete streets policy" or "living streets," which is inclusive of "complete streets" concepts);
#12. Mobility Options (walking/biking, Safe Routes to School, etc.);
#16. Urban Forest;
#17. Efficient Stormwater Management;
#18. Green Infrastructure (porous pavement, swales, etc.); and
#19. Surface Water Quality (rain gardens, etc.).

For more information on the Green Steps Cities program, please see the January 18, 2011 City Council meeting.

Edina Fit City Resolution

In July 2006 the Edina City Council adopted a resolution expressing a commitment "to providing an activity-friendly community to its residents" and authorizing "the application for The Governor's 'Fit City' Program."

The Fit City Program recognizes Minnesota cities committed to creating and maintaining an environment supportive of active living. The program requires participating cities to "adopt a resolution affirming activity-friendly commitments by City leaders and elected officials" and to "agree to advertise and display 'Fit City' designation."

The goals of the Fit City program and the City's resolution supporting an activity-friendly community provide support for a Living Streets Plan.

2008 Comprehensive Plan

The Edina City Council adopted an updated Comprehensive Plan in 2007. The Plan promotes a vision for our city that is pedestrian, bicycle and transit friendly and inclusive of all users. The following Principles from Chapter 4 provide support for a Living Streets Plan:

1. *Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.*
2. *Design public streets to serve not only vehicles but also pedestrians, people with mobility disadvantages and bicycles, balancing the spatial needs of existing and future users within the right-of-way. Address both mobility and recreational needs and opportunities.*
3. *Create walkable streets that foster an active public life;*

4. *Protect and improve the urban forest, including street trees and related landscaping, in order to provide shade and shelter for pedestrians and screening for parking and service uses.*
5. *Create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.*
6. Recognize and integrate Edina's historic landscape features, such as its stone walls and gateways, *into the design and redesign of streets, paths and pedestrian ways.*
7. Promote a clear hierarchy of street types of distinctive and differentiated character that *are defined by landscape and pedestrian amenities* as well as adjacent buildings. Within larger redevelopment sites, promote a fine-grained and *interconnected network of local streets and paths, encouraging pedestrian circulation* and providing a choice of access points (p. 4-36. See also Guidelines of 4-37-39).

Additional support for Living Streets can be found throughout the 2008 Comprehensive Plan. Please see the attached "Excerpts from the 2008 Comprehensive Plan" for more.

DISCUSSION

Living Streets[1]

Living Streets pulls together the concepts of Complete Streets and Green Streets, and puts additional focus on quality of life aspects for city residents. Figure 1 below shows the components of Living Streets. The model balances the "green" components (environment and social factors) and the "grey" components (transportation and utilities) of the system. All too many times in the past, the "green" factors have not been highly prioritized for agencies. This mentality is starting to change in many agencies statewide.

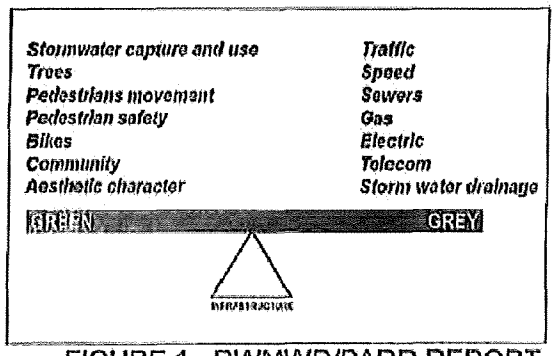


FIGURE 1 - RWMWD/BARR REPORT

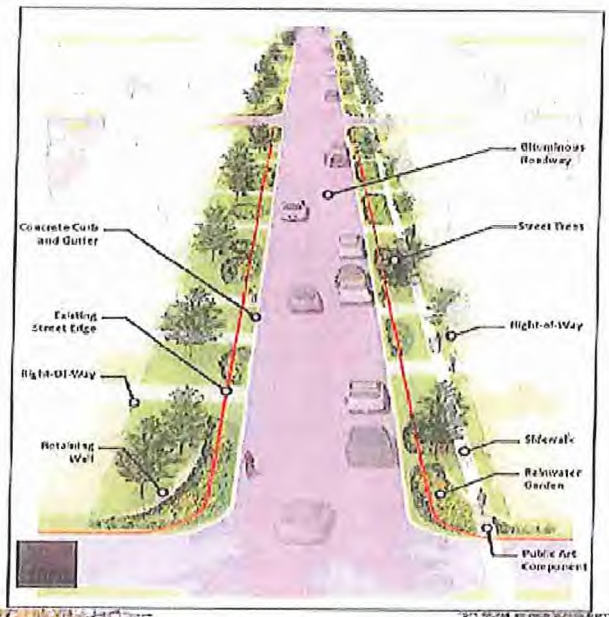
A Living Streets policy should:

1 Landscape Architect Fred Rozumalski from Barr Engineering and Ramsey-Washington Metro Watershed District (RWMWD) administrator Cliff Aichinger has championed the Living Streets concepts they developed for North St. Paul. The RWMWD administrator has stated that the North Saint Paul Living Streets policy is in the public domain and can be used as a template for others with credit giving for photos. To read the complete policy, please see http://www.ci.north-saint-paul.mn.us/index.asp?Type=B_BASIC&SEC=%7B13DF596B-ED60-4D35-B13A-6EE928B643AB%7D.

1) Improve stormwater quality through reducing the impervious footprint of streets, meeting or exceeding city and watershed rules through best management practices (BMP) such as rain gardens and swales.
2) Implement traffic calming measures through the use of techniques best suited for site conditions.
3) Improve biking and walking conditions along natural connector routes and collector streets through designation of bike lanes, sidewalks, or multi-purpose trails.
4) Create boulevard tree standards that provide environmental benefits (stormwater management, shade to reduce heating and cooling costs, filtering air pollutants, reduce urban heat island effect), enhance quality of life, and are practical and affordable.

As seen in Figure 2, a street section of 22' can accommodate parking on one side of the street with two cars passing one another on a residential street. A 22' street section with parking on one side can also accommodate larger vehicles but there may be some yielding when vehicles must pass one another near a parked vehicle. Narrowed streets could reduce costs and also provide room for sidewalk on one side that is no closer than the previous street edge once was located.

FIGURE 2 - RWMWD/BARR REPORT



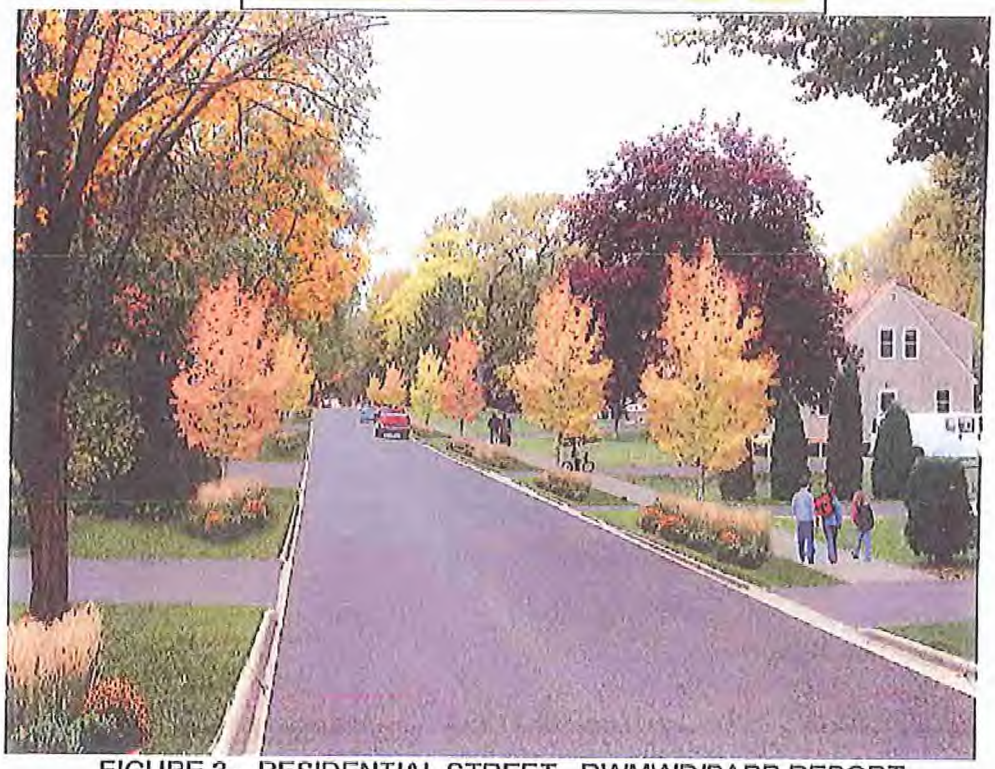


FIGURE 3 – RESIDENTIAL STREET - RWMWD/BARR REPORT

Active Living Opportunities – Providing a designated system of sidewalks, trails, and bike lanes increases the likelihood for walking and biking. Figure 4 depicts a typical layout of a collector street with biking and pedestrian facilities which could be standardized through ordinance language.

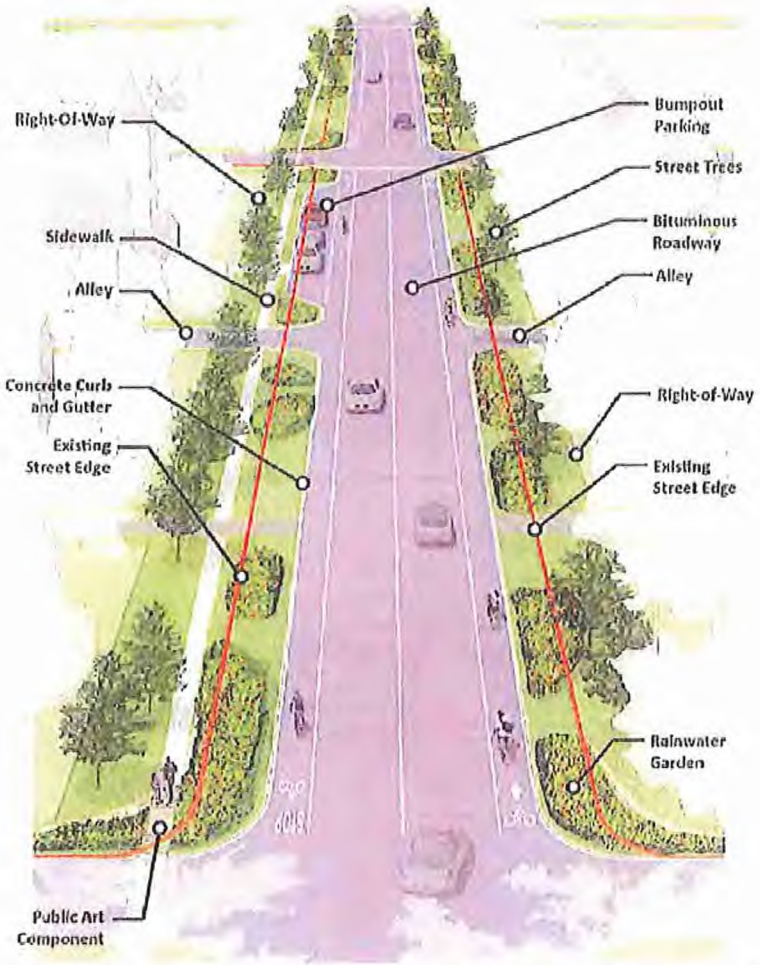


FIGURE 4 – COLLECTOR STREET - RWMWD/BARR REPORT

RECOMMENDATION

That the ETC discuss a Living Street Policy/Plan and develop a framework for working collaboratively with staff, other boards and commissions, and the City Council, with the intent to ultimately recommend a Living Street Policy/Plan to be implemented as the new vision for neighborhoods and collector streets in Edina. This Living Street Policy/Plan is important considering the large capital investment that will be occurring throughout the city to local neighborhoods over the next decade and beyond.

Attachments:

1) Sample Resolution
2) Excerpts from 2008 Comprehensive Plan

DRAFT RESOLUTION
DECLARING SUPPORT FOR ESTABLISHING A LIVING STREETS POLICY
FOR THE CITY OF EDINA, MINNESOTA

WHEREAS, the Living Streets concept is designed to assure safety and accessibility for all the users of our roads, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and of all abilities; and

WHEREAS, Living Streets reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network; and

WHEREAS, Living Streets will help the City of Edina reduce greenhouse gas emissions as more people choose an alternative to the single occupant vehicle; and Living Streets is consistent with the US Mayors Climate Protection Agreement and the City's participation in the Green Steps Cities program; and

WHEREAS, Living Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities; and

WHEREAS, Living Streets enhance safe walking and bicycling options for school age children, in recognition of the objectives of the national Safe Routes to School program; and

WHEREAS, Living Streets provide environmental and social benefits including but not limited to:

1) Improving stormwater quality
2) Providing traffic calming measures
3) Enhancing community feel
4) Promoting active living
5) Improving biking and walking conditions
6) Protecting and enhancing the urban forest

THEREFORE, BE IT RESOLVED, that in order to develop and maintain a safe, efficient, balanced and environmentally sound city transportation system for people of all ages and abilities, transportation and development projects shall incorporate a philosophy that expands transportation choices and further incorporates the Living Streets theme and key concepts listed above; and

BE IT FURTHER RESOLVED, the ETC in collaboration with staff shall prepare a Living Streets Policy/Plan and staff shall concurrently review city ordinances, engineering standards, policies, and guidelines in order to make recommendations ultimately to the City Council on a Living Street Policy/Plan that will reduce impacts to the environment, be practical and economical, while also meeting community and stakeholder needs consistent with Living Streets concepts.

Excerpts from 2008 Comprehensive Plan

Chapter 4: Land Use Goals—

1. Protect and preserve the essential character of existing residential neighborhoods (**p**. 4-21)
6. Increase mixed use development where supported *by adequate infrastructure to minimize traffic congestion, support transit,* and diversity tax base (p. 4-22)
7. *Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car* (p. 4-22)
8. Ensure that *public realm corridor design is* contextual, respectful of adjacent neighborhood character supportive of adjacent commercial and/or mixed use development, *promotes community identify and orientation, and creates the highest quality experience for pedestrians, cyclists, and transit users* (p. 4-22)

Land Use and Transportation Interface

> *There is a fundamental link between land use planning and transportation planning. The transportations system must function as a network that links a diversity of uses in a manner that promotes efficient multi-modal travel (motor vehicles, bicycle, transit and pedestrian). ... Chapter 7 of this Comprehensive Plan deals with transportation, and responds to and supports the land use and community design policies presented in this chapter. (p. 4-22)*

Land Use Policies—

3. Edina has evolved to a large degree into a community defined by roads. The City's roads should continue to evolve to act as connectors, rather than as barriers. *The city will incorporate amenities and infrastructure into its public corridors to make them beautiful, efficient, multi-modal public spaces.*
5. In reviewing developing proposals, the City will examine how land use and transportation are integrated *to ensure that new development and redevelopment expands non-motorized travel options.*
6. The City will maintain the current open space and wetlands acreage and seek to expand it whenever possible.
8. The City will grow and develop in a sustainable manner that will *protect its high quality natural environment, promote energy efficiency* and conservation of natural resources, and minimize the impacts of buildings on the environment over the lifetime of each building. (p. 4-34)

Staging Development: Small Area Plans—

These Small Area Plans may include planning principles such as:

1) Area or neighborhood land use pattern and design *that encourages walking and transit use*
2) *High degree of connectivity to existing and new public (and active private) spaces to encourage physical activity, social interaction, and optimal land use*
3) *Smaller parking footprints*
4) *Reduction in impervious surfaces and associated storm water runoff* (p. 4-35).

Citywide Movement Patterns and Public Spaces—

Principles:

8. *Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.*
9. *Design public streets to serve not only vehicles but also pedestrians, people with mobility disadvantages and bicycles, balancing the spatial needs of existing and future users within the right-of-way. Address both mobility and recreational needs and opportunities.*
10. *Create walkable streets that foster an active public life;*
11. *Protect and improve the urban forest, including street trees and related landscaping, in order to provide shade and shelter for pedestrians and screening for parking and service uses.*
12. *Create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.*

13. Recognize and integrate Edina's historic landscape features, such as its stone walls and gateways, *into the design and redesign of streets, paths and pedestrian ways.*
14. Promote a clear hierarchy of street types of distinctive and differentiated character that *are defined by landscape and pedestrian amenities* as well as adjacent buildings. Within larger redevelopment sites, promote a fine-grained and *interconnected network of local streets and paths, encouraging pedestrian circulation* and providing a choice of access points (p. 4-36. See also Guidelines of 4-37-39).

Guidelines: Medium- and High-Density Design (All Uses)—
A Pedestrian-Friendly Environment: Improving the auto-oriented design pattern discussed above under "Issues" *will call for guidelines that change the relationship between parking, pedestrian movement and building placement.*
Landscaping: *Provide visual screening and privacy to buffer cars from people, provide visual relief and allow stormwater infiltration in parking lots.* Permeable hardscape, where appropriate, is preferred over blacktop or traditional paving.
Parking: *Evaluate current parking standards in order to encourage shared parking and minimize the visual impact of surface parking.*

- Design surface parking to maximize stormwater infiltration and allow for groundwater recharge, using infiltration swales, pervious pavement or similar techniques
- Where vehicle parking requirements exist, implement minimum bicycle parking standards as well (p. 4-45).

Movement Patterns:

- *Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.*
- *Limit driveway access from primary streets while encouraging access from secondary streets.*
- *Encourage enhanced transit stops, including shelters, shade and seating where feasible.*
- *Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc)* (p. 4-47).

Implementation—
Provision for urban forest protection and improvement consistent with Plan guidance for creating a pleasant pedestrian environment, screening parking areas, providing the benefits of landscaping, and restoring environmental processes that a tree canopy provides the biological community. These provisions may include at tree preservation ordinance. Other measures may also be considered to ensure appropriate tree replacement and management of our urban forest (4-56).

Chapter 7: Transportation

Goals and Policies: Transportation—

Goals:

1. *Maintain and enhance mobility for residents and businesses through creation and maintenance of a balanced system of transportation alternatives.*
2. *Implement a fully multi-modal transportations system that supports the land use vision and future land use plan for managing and shaping future growth.*
3. *Minimize the impacts of the transportation system on Edina's environment and neighborhood quality of life.*
4. *Reduce the overall dependence on the use of single-occupant vehicles by promoting land use patterns that allow for shorter vehicular trips ad the use of alternative travel options.*
5. *Ensure that all Edina's residents, workers, and visitors, including those with transportation disadvantages, have viable travel options.*
6. *Promote a travel demand management program through a coordinated program of regulations, marketing, and provisions of alternative travel options.*

7. *Provide multiple travel options for transit users, pedestrians, bicyclists, and rideshare users, as well as for drivers of private automobiles.*
8. *Support attractive and high performance transit service connections.*
9. *Manage parking provision to encourage joint and shared use of facilities, ride-sharing (car pools and van pools), bicycle parking, and increased transit use* (p. 7-38-39).

Policies
Roadway Design:
5. *Design/enhance collector and arterial roadways to minimize through traffic on local streets in the functional classification system, and to be compatible with other transportation modes including transit, bicycle and pedestrian.*
6. Use adequate transitions and buffers including, but not limited to, earth berms, walls, landscaping and distance to mitigate the undesirable impact of high volume roadways.
8. *Encourage beautification of local roadways, where appropriate, with amenities such as boulevard streets,* decorative street lighting, and monuments.
9. *Monitor and address transportation requirements associated with demographic trends, such as an aging population* (p. 7-39-40).

Parking:
2. Continue to limit on-street parking in and near congested commercial areas.

Pedestrian/Bicycle:
1. *Provide accessibility to pedestrians and bicycles at major activity centers, including necessary storage facilities.*
2. *Create pedestrian and bicycle interconnections among major generators, with continuity across major roadways and other barriers.*
3. *Review and recommend construction of pedestrian and bike paths throughout Edina cooperatively with the Three Rivers Park District and Hennepin County.*
4. *Promote safe walking, bicycling and driving. Promote vehicle drivers respect for bicycles and pedestrians along with bicyclists and pedestrian observation of signs and sue of designed paths for travel.*
5. *Support inclusion of pedestrian and bicycle access planning when upgrading roadways, bridges and redevelopment projects.*
6. *Provide sidewalks and safe crossings for areas of potential pedestrian/vehicle conflicts, including high-traffic streets, commercial areas, areas with transit access, and in high-density residential locations.*
7. *Provide appropriate signage in areas of potential conflict between pedestrians and automobile traffic.*
8. *Separate pedestrian traffic from bicycle traffic to ensure desired safety conditions. When a bicycle facility is provided, considerations should also be given to providing a corresponding pedestrian way where possible. This could be as a separate facility or through striping.*
9. *Support recommendations of the Comprehensive Bicycle Transportation Plan for implementation* (7-43-44)

Comprehensive Bicycle Transportation Plan—

Vision:
The guiding vision for this document is to support the gradual transportation of the City of Edina into a "progressive bicycle-friendly community where citizens can easily integrate cycling into their daily lives" (p. 8).

Guiding Principles
The following goals and principles guide the recommendations included in this Plan:

Improving Safety: proactively addressing existing hazardous conditions, assigning dedicated road space to cyclists, and alerting motorists of their presence will help improve safety and convenience for all users of Edina's streets and sidewalks.

Connecting to Local and Regional Destinations: Providing safe and convenient connections to destinations in Edina and neighboring communities will increase bicycle use and help lower demand on Edina's overall automobile transportation system. Connecting to the growing network of regional trails will expand the number of potential destinations available to Edina citizens and provide increased access to our region's recreational and transportation assets.

Safe Routes for All: Bicycling can serve the mobility needs of people over a wide range of ages and abilities. Providing a network of safe and comfortable bicycle routes to schools and parks will be an important builder of healthy life-long habits of actives living and independence for children, seniors and other adults.

Bicycling As A Base For Community Health: A safe and inviting bicycle transportation network will help improve community health by increasing opportunities for active transportation and active living for all of Edina's citizens.

Bicycling As A Useful Transportation Option In Edina: A high quality bicycle network will make it easy and convenient for people in Edina to choose cycling as a way to meet at least some of their transportation and mobility needs. A network of safe, convenient and easily accessible routes will expand and use of the bicycling as a useful transportation option in Edina (p. 8-9).

Chapter 9: Parks, Open Space, and Natural Resources

Natural Resources Conservation and Management
Goals:
4. *Conserve, and replace as necessary, Edina's urban forest to ensure the long-term vitality and viability of this integral part of Edina's overall identity and attractiveness* (9-21)
Policies:
5. *Create a program for maintaining trees throughout the City, and replacing them as necessary* (p. 9-22).

Walking and Biking Trails Pathways Plan
Policies:
2. *Continue to work with the Bike Edina Taskforce and Public Works staff to implement the new bike pathway master plan* for the Cit of Edina. The objective is to identify the best routes for connecting existing and future internal park trail systems, *as well as to identify the most appropriate routes for links to regional systems,* as well as to identify the most appropriate routes for links to regional trails that will connect to neighboring community trails (p. 9-26).

Chapter 10: Energy and Environment

Goals and Policies—Air
4. Encourage property owners to plant trees along roadways where possible to help reduce traffic noise and absorb carbon dioxide

Chapter 11: Community Services and Facilities

Environmental Health/Public Health
Goals and Policies:
1. Ensure an Effective Local Government Public Health System.

- Inform, educate and empower people about health issues
- Mobilize community partnerships and action to identify and solve health problems
- *Develop policies and plans that support individual and community health efforts*

2. Reduce Behavioral Risks that are Primary Contributors to Morbidity/Mortality.

   Behavioral risks that contribute to morbidity and mortality include tobacco use, alcohol and other drug use, *physical activity/inactivity,* nutrition, and *weight management.* A strategy for reducing these behavioral risk factors is:

   - *Health education and promotion of health lifestyles and healthy living.*

3. Promote Health for All Children, Adolescents, and their Families.

   - Work with the Park and Recreation Department to implement the requirements of the "Fit City" program.

4. Promote Well-Being of the Elderly, Those with Disability, Disease or Chronic Illness.

   - Fostering healthful behaviors such as good nutrition, *physical exercise,* medication management, obtaining flu shots, *efforts to reduce isolation and promote mental health* (p. 11-12-13).

Attachment 2: Edina Living Streets Policy Development Workshop

REGULAR TRANSPORTATION COMMISSION MEETING

REPORT/RECOMMENDATION

To:	Edina Transportation Commission	Agenda Item No.: **VI.E.**
From:	Wayne D. Houle, PE City Engineer	**ACTION:**
Date:	March 15, 2012	☐ **Recommendation/Motion** ☐ **Discussion**
Subject:	Living Streets Workshop Recap	☒ **Information**

Info/Background:
This item was continued from the February 16, 2012 ETC Meeting.

ETC Chair and ETC Members who attended the Living Streets Workshop will provide an update of the February 15 Living Streets Workshop. Attached are workshop notes compiled by ETC Chair Janovy. Also attached are the slides from the night-before workshop.

Attachments:
- Complete Street Workshop Notes
- Complete Street Night-before Workshop Presentation

How would your community benefit from a Living Streets policy?

- Safe access to parks, local and 9-mile trail
- Good for business, improve access to non-drivers
- Safety "free range kid" environment
- Age in place
- Quality of life
- Good marketing and image
- Preserve and enhance natural assets
- Connectivity – social and physical
- Creating places to gather
- Improved access to other trails
- Safe routes to schools
- Creative community with competitive edge
- More value for assessment dollars
- Looking at street projects systematically
- Equity of options
- Interconnectiveness of trails to residents
- Multi-use landscaping; environment and beauty
- Redefining streets to include social connections
- Community building
- Increased real estate values
- Model for statewide efforts
- Creating better destinations through more trans mode access
- Healthier places and people
- Reduce transportation costs for school district, less cost for roads
- Creating neighborhood meeting places
- Decision making guidelines
- Better informed community
- Serve all users in an increasingly diverse city

Exercise: decision-making process

- What current documents are relevant to development of a living streets policy?
  - Comprehensive plan, transportation chapter
  - Ordinances
  - CIP
  - Bike plan
  - Assessment policy
  - Green step cities
  - MN DOT standards
  - Local standards
- What is the process used to make decisions now?
  - Start with a study
  - Each street has a different process
  - Notices in advance, neighborhood notices
  - Trans Commission and to council
- What in this process is keeping you from creating living streets?
  - Design charettes
  - Public education campaign citywide
  - Walking tour
  - Development process preceding design
  - Vision exercise
  - Baseline policy and informing people
  - Using exceptions to guidelines
  - Identifying stakeholder

3/8/123/8/12

Edina Living Streets Policy Development Workshop Notes

1. What will be the vision behind a new Living Streets policy?

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in a way that promotes safety and convenience and enhances community identity, economic vitality, and opportunities for active living, better health, and environmental sustainability.

Living Streets:

- Create space for community connections
- Encourage children to walk and bike regularly
- Makes Edina a place where friends and relatives want to visit or walk
- Are tree lined
- Make walking or biking an easy choice
- Fit with land use policy and mixed use developments
- Apply to new projects and reconstruction
- Are a place where you want to walk
- Eliminate barriers to key destinations
- Provide infrastructure that encourages walking and biking in an attractive environment
- Give people options

It was noted that the vision statement should be something that residents aspire to; it should be inspirational; and it should be visual (so people can see it).

2. Which users and modes will be included?

- All modes, all users, and all abilities
- Four priorities:
  - Safe access for all users
  - Streets will vary in character (context sensitive)
  - Transportation network will enhance neighborhoods
  - Will incorporate green management
- Additional attributes:
  - Foster income equity
  - Pedestrian-oriented design
  - Connect people, not just places
  - Foster active lifestyles
  - Be inviting places
  - Support healthy commerce
  - Be sustainable

3a. How will the policy address Living Streets needs in scoping, planning, design, construction, operations, and maintenance?

Living Streets include consideration of all elements of complete streets—all modes and users. Living Streets look to create more value for the investment. Process to include property owners/residents in the design. City provides information as a factual basis for decision making. Residents should be asked for positive identification of wants and goals, not negative "problems." Funding for Living Streets should come from shared public funds, rather than special assessments. City should pursue budget alternatives to minimize direct costs to residents.

3b. To which types of projects will the policy apply (new construction, reconstruction, resurfacing, restoration, rehabilitation, operations, retrofits, and other maintenance)?

All of the above.

4. What exceptions will the policy make, and how are the exceptions approved? Is there accountability?

- Incorporate FHWA list for exceptions
- Refer to Comp Plan and other approved documents
- Have process that includes study and analysis, staff recommendation, ETC review and City Council approval

5. How will the policy address the needs to create a network for all users? How will it encourage connectivity?

The policy will identify and then help to overcome barriers to active transportation. It was noted that the city should have a policy of not vacating transportation right of way. There was a discussion about identifying existing right of way easements that may not be obvious and considering whether these could be developed for pedestrian and/or bicycle paths.

6. Which roads would be covered by the proposed policy? How will it apply to roads under another agency's jurisdiction?

All roads within the city's jurisdiction (local and collector) will be covered. PUD will give city leverage over private roads. The city can seek to partner with other agencies to influence decisions re: roads not within the city's control.

7. Will design guidelines be specified the policy? If so, which ones? How can it address the need for design flexibility in balancing the needs of all users?

Policy should include a palette of design options for street types and should provide guidelines for minimum design.

8. How will the policy take adjoining land use/context into account?

City will inventory building and zoning codes to bring into agreement with Living

Streets principals and minimum design guidelines. Policy will include a palette of design options for street types and minimum design guidelines, from which developers can choose. Form-based zoning, which has less detail about what uses are permitted and more detail about size, shape, and features.

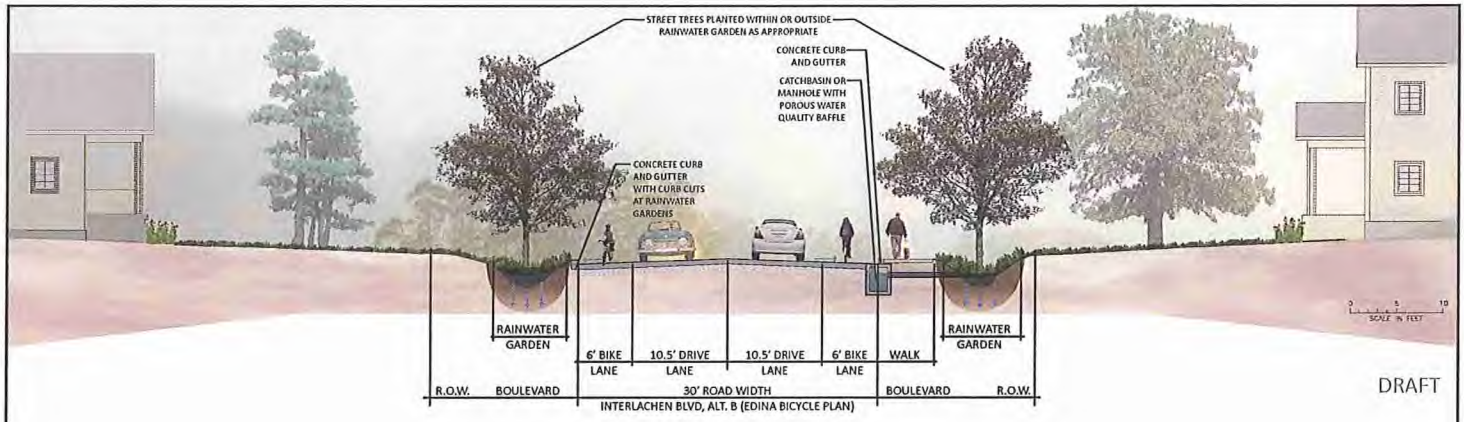
9. How will you know if the policy is working? What performance measures should be considered?

- Percent of bicycle and pedestrian network completed
- Measurement of mode shift
- Surface water management plan—reduction in impervious pavement
- Resident/community satisfaction
- Traffic volumes and speeds

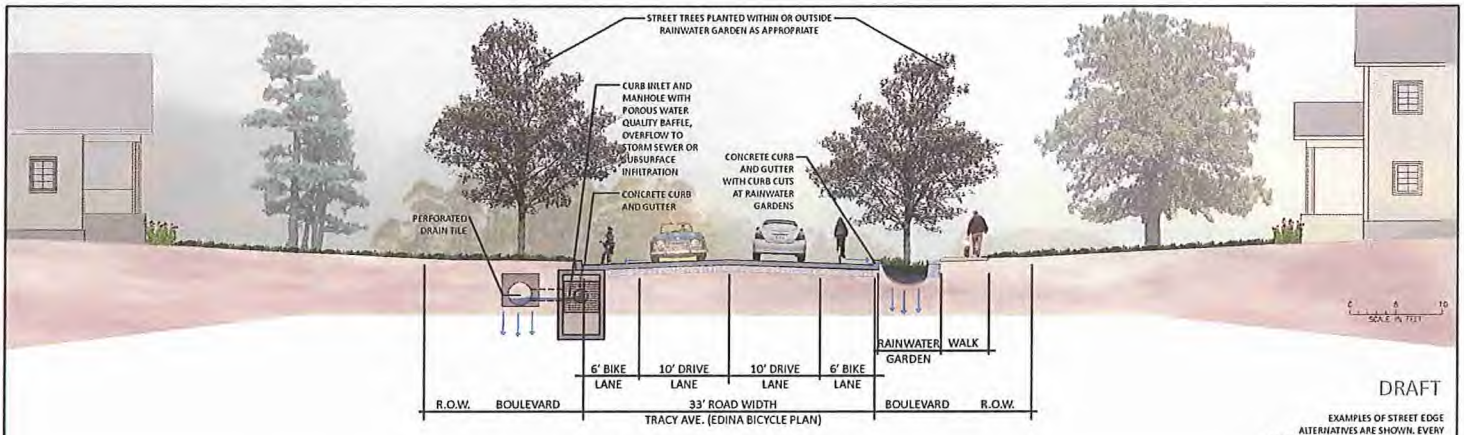
10. What implementation steps will be mentioned in the policy?

- Modify City code
- Review, modify, delete out-dated policies
- Review special assessment policy
- Educate neighborhoods—communicate
- Prioritize projects in CIP—prioritize by modes; prioritize by vulnerability (in other words, look at which users are most vulnerable and address their safety, access, convenience first)
- Develop options for design palette
- Design charrettes
- Seek out additional funding/grants

Attachment 3: Example Living Streets Implementation Templates

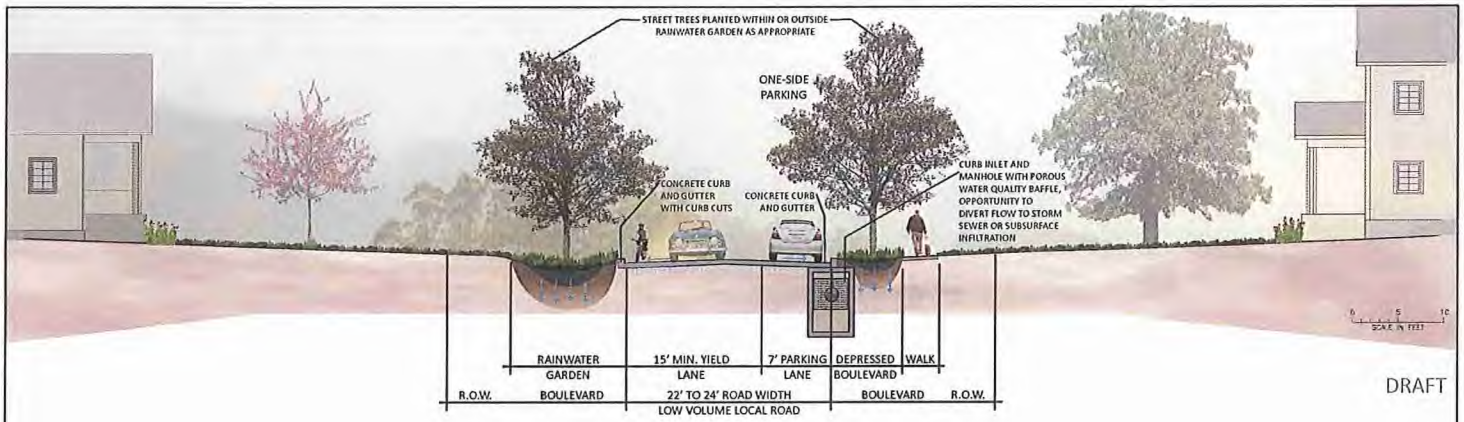


COLLECTOR STREET TEMPLATE 1

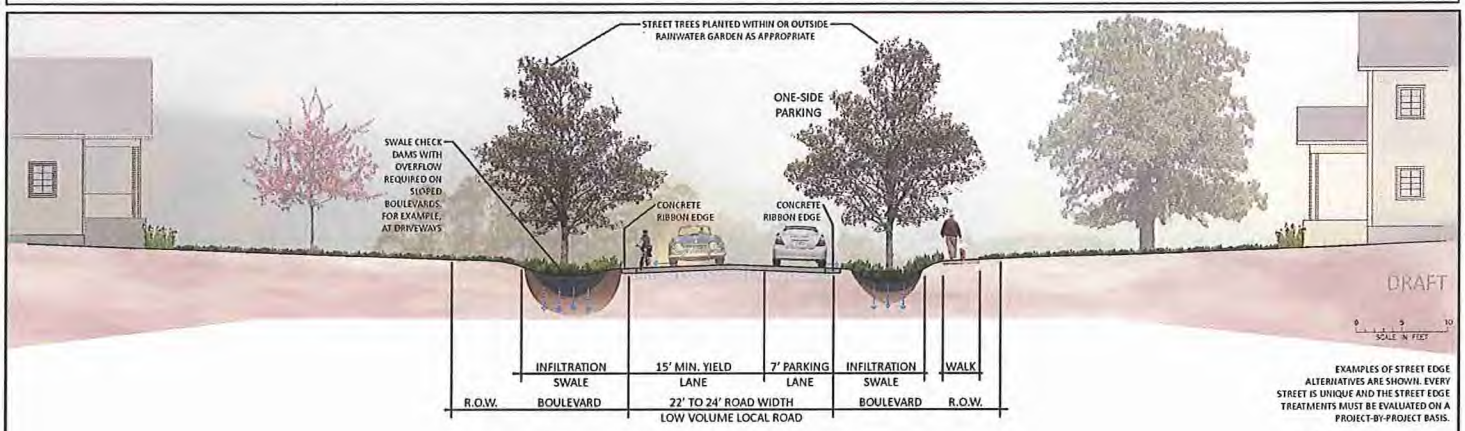


COLLECTOR STREET TEMPLATE 2

EXAMPLES OF STREET EDGE ALTERNATIVES ARE SHOWN. EVERY STREET IS UNIQUE AND THE STREET EDGE TREATMENTS MUST BE EVALUATED ON A PROJECT-BY-PROJECT BASIS.



LOW VOLUME LOCAL RESIDENTIAL STREET TEMPLATE 1



LOW VOLUME LOCAL RESIDENTIAL STREET TEMPLATE 2

EXAMPLES OF STREET EDGE ALTERNATIVES ARE SHOWN. EVERY STREET IS UNIQUE AND THE STREET EDGE TREATMENTS MUST BE EVALUATED ON A PROJECT-BY-PROJECT BASIS.

THE CURBLESS SECTION IS PROPOSED ONLY FOR THOSE LOW VOLUME LOCAL ROADS THAT CURRENTLY DO NOT HAVE CURB AND GUTTER.

Attachment 4: Proposed Edina Living Streets Planning Process

HRGreen

BARR

Edina Living Streets Project – Phase 2
Proposed Work Planning Process Work Plan

As part of Phase 2 of the Edina Living Streets Project, HR Green and Barr Engineering will complete a process resulting in the development of a comprehensive Living Streets Plan for the City of Edina. As described in the Edina Livings Streets policy Technical Memorandum developed as part of Phase 1, our multi-tiered approach will focus on understanding the range of users, modes, routes, and destinations within the city, as well as environmental considerations such as stormwater management. Our unique stakeholder oriented process will result in the development of an implementation process which will support the City's Living Street goals.

Task 1: Project Management

The project manager will ensure the delivery of quality products on schedule and on budget, as well as foster a cooperative spirit through strong and continuous communications. Our approach to project management includes weekly staff meetings via conference call with the local project manager and/or the Living Streets Committee chair (as needed), as well as regular Project Management Team (PMT) meetings at critical decision points throughout the study process (see Task 2).

Task 2: Stakeholder Engagement

As ongoing stakeholder engagement is inherent to the success of the Edina Living Streets Plan and implementation of Living Streets in Edina, widespread and ongoing stakeholder engagement is necessary. The study will include a unique approach to public process which follows the same steps as a traditional process, but engages stakeholders differently. The stakeholder engagement process will follow three distinct phases: 1) stakeholder goal-setting, 2) stakeholder development of measures of effectiveness to meet the goals, and 3) stakeholder evaluation of project. The development of goals and measures of effectiveness (phases 1 and 2) will occur as part of the living streets planning process, while the project evaluation (phase 3) would take place as part of the implementation of individual projects and would be used to calibrate the designs to stakeholder expectations. Stakeholder meeting content and format will facilitate stakeholders through the plan development process, leading to the development of a Living Streets Plan calibrated to the unique viewpoint of each modal group and widely supported by stakeholders and users. The following list identifies the key stakeholder groups and public engagement activities proposed:

- Project Management Team (PMT) - The Edina Living Streets Committee formed as part of phase 1 of the Edina Living Streets Project will serve as the Project Management Team (PMT) for the study. The PMT will meet regularly throughout the course of the study to review analysis, guide the overall study process, review input generated by public involvement activities, evaluate deliverables, and approve the Edina Living Streets Plan findings and recommendations. It is anticipated that the PMT will meet at Edina Public Works once per month through the duration of the study.

- Technical Advisory Committee (TAC) – The Technical Advisory Committee (TAC) will be composed of technical staff identified by the PMT. Membership is anticipated to include representatives from various City departments (i.e., public works, community development, etc.), MnDOT, Hennepin County, Three Rivers Park District, local watershed districts, as well as other agency representatives identified by the PMT. The TAC will meet three times at critical study milestones in order to provide technical input on issues and opportunities, review the study proposals and recommendations, and report back to their respective agencies.

- Neighborhood Advisory Committee (NAC) – The Neighborhood Advisory Committee (NAC) will be composed of representatives from key community groups, including residents, local

businesses, community interests, schools, seniors, and members of the PMT. The NAC will meet three times at critical study milestones in order to advise on issues and opportunities, provide input, review the study proposals and recommendations, and report back to their respective groups. NAC meetings will be held at a central location to be determined by the PMT, such as the Edina Community Center.

- Focus Groups – Individual meetings will be held with several important public/private stakeholders, including the business community, public safety (sheriff, police, and other emergency responders), environmental agencies (parks and watershed districts), school district representatives, and utility companies. The purpose of these meetings is to directly engage the key stakeholder groups early in the study process and solicit input on study issues and opportunities.

- Edina Transportation Commission – The Edina Transportation Commission will be the policy-making body governing this study and will be responsible for consideration of study recommendations, approving study products, and implementing recommendations. The study team will conduct up to two (2) meetings with the Edina Transportation Commission, one early and one late in the study process.

- Open House Public Meetings – Two public open houses will be help early and late in the process to provide opportunities for the general public to participate in the study process.

- Project Website – A project website (hosted by the City) will be developed and updated periodically throughout the study process (three-updates) in order to inform stakeholders on upcoming public meetings, provide study updates, and advise the public on key study analyses and recommendations.

Task 3: Existing System Assessment

The intent of this task is to develop a comprehensive understanding of the existing roadway system and infrastructure within the City of Edina, in order to guide prioritization of future investments. The study team will study all relevant documents and materials including the Edina Comprehensive Bicycle Transportation Plan (2007), Edina Comprehensive Plan (2008), and the Edina Comprehensive Water Resources Management Plan Update (2009). This information will be supplemented with additional data (as available), including the following: vehicle, pedestrian, and bicycle traffic volumes; existing and proposed roadways, trails, and sidewalks; existing and proposed transit routes and boardings and alightings data; pedestrian, bicycle, and transit system plans; community comprehensive and land use plans; and local development/redevelopment plans.

This task initiates the stakeholder engagement process, including meetings with the PMT, TAC, NAC, and the general public. The information collected will be vetted and expanded through ongoing stakeholder engagement, leading to a comprehensive understanding of the existing infrastructure system by mode. This task will result in the mapping of the key corridors and the identification of existing gaps, barriers, and opportunities from multiple modal perspectives. As an example, from a pedestrian perspective the creation of an enhanced pedestrian corridor along France Avenue between the 70th Street and 66th Street would provide an opportunity to overcome the barrier created by France Avenue and the cross streets within the area. From a bicyclist perspective on the same corridor, there is a need to provide enhanced connections to the wider city and regional bicycle networks, such as the Edina Promenade and the proposed regional trail along 76th Street. From a modal perspective, project termini will vary (i.e., four blocks for a sidewalk and 0.5 miles for the bike trail).

Task 4: Identification of Street Typologies

The Living Streets Plan must seek to balance the need to move traffic, encourage non-motorized transportation, accommodate differences in neighborhood character, support land use type (residential, commercial, industrial), capture and treat stormwater, expand the urban forest. To balance these

sometimes competing objectives it is important to understand the characteristics of the Edina street system. The information developed in Task 3 will be used to identify a range of street typologies within the city, based on common characteristics (i.e., traffic volumes, importance to the pedestrian and bicycle networks, land use, etc.). These street typologies will include categories for both roadway segment and intersection treatments. This process will expand upon the existing functional classification of the city's streets based on land use and context (i.e., commercial areas, schools, parks, etc.). The resulting street typologies will be used to guide the design of improvements.

Task 5: Design Guidance

The Edina Living Streets Plan will include a range of design guidelines and tools correlated to the Street Typologies described in Task 4. This task will include the development of a toolbox of best practices for pedestrian/bicycle facility improvements, stormwater management techniques, and active living practices, as well as illustrative design templates for the most common street typologies (assumes up to 12 templates). This design guidance will be used to inform the project evaluation process (see Task 6) and is intended to supplement and guide standing practices related to City of Edina streets.

The living streets toolbox and templates are intended to provide design guidance and should be implemented in a flexible manner with specific design elements developed on a project-by-project basis. The goal of this design guidance is to encourage non-motorized transportation, achieve impervious surface reduction and stormwater treatment in the right-of-way, and to create less resource consumptive streets that serve the people of Edina.

Task 6: Project Evaluation Process

The Edina Livings Streets Vision sets the stage for a holistic re-invention of the City's street system. In order to implement this vision, the appropriate modal balance and functionality of each street must be evaluated prior to design of the project. In order to facilitate this understanding, the Edina Living Streets Plan will establish a unique project evaluation process. Using the street typologies (Task 4) and design guidance (Task 5) as a starting point, a process to evaluate the context, modal balance, and functionality of each project will be developed.

This checklist style approach generally begins with defining the real problem (i.e., problem statement) being addressed in a given project and understanding the varying characteristics of the project area in terms of roadway segments and intersections. Targeted technical analysis is completed to build this understanding. Included are traditional traffic analyses such as highway level of service (LOS) and safety evaluation, as well as an additional level of analyses to define modal priorities such as multimodal LOS calculations, off-peak analysis, multimodal safety review, and modal travel shed delineation.

A functional analysis is then completed to understand modal priorities and site specific issues such as land use and environmental considerations. This evaluation will allow the project to be calibrated to the unique context of a given location, rather than simply applying traditional design standards. As an example, both France Avenue and Vernon Avenue are functionally classified as A-Minor Arterial routes. As France Avenue provides vehicle access to region retail and job centers, its modal priorities would be very different than Vernon Avenue which serves neighborhood commercial and single family residential uses. Determining the appropriate modal emphasis will allow a project to be designed with the appropriate range of users in mind.

A check list of other contextual considerations will be developed to further refine the project problem statement. Considerations such as jurisdiction, land use, overlapping initiatives (i.e., is the project identified in the Bike or Safe Routes to School Plan?), and stormwater concerns should also be explored in an effort to identify project synergies or "win-win" situations. .

This process will culminate in the selection of design elements based on common street typologies (Task 4) and design guidance (Task 5), but also calibrated to the individual project site based on stakeholder expectations, jurisdictional requirements, modal balance, and the functionality. This task will result in the development of a work flow process and a series of checklists to guide project implementation.

Task 7: Final Report

By starting with the end product in mind, the project team will shape the final report throughout the study process. The final report is anticipated to include the following elements:

- Introduction and background
- Existing systems inventory
- Street typologies
- Design guidance
- Project evaluation
- Identification and prioritization of projects