

REPORT / RECOMMENDATION



To: Edina Transportation Commission

Agenda Item #: VII. A.

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

Action

Date: January 17, 2013

Discussion

Information

Subject: Correspondence Relating to Transportation Issues

Action Requested:

No action requested.

Information / Background:

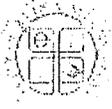
Attached is correspondence from the latest City Council packets and other sources relating to transportation issues.

Attachments:

Correspondence

Susan Howl

From: Emilie Kastner on behalf of Edina Mail
Sent: Tuesday, December 18, 2012 8:56 AM
To: Susan Howl
Subject: FW: Lake Edina Neighborhood Sidewalk & Sound Wall Beautification-Proposed Improvement BA-398



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

From: Brian Hedberg [<mailto:bhedberg@readycreditcorp.com>]
Sent: Monday, December 17, 2012 11:55 PM
To: jhovland@krausehovland.com; joshsprague@edinarealty.com; jonibennett12@comcast.net; Mary Brindle (Comcast); Edina Mail; swensonann1@gmail.com; Scott Neal; Paul Nelson (pnelson@shawlundquist.com); Jennifer; Wayne Houle; Chad Millner
Cc: Brian Hedberg
Subject: Lake Edina Neighborhood Sidewalk & Sound Wall Beautification-Proposed Improvement BA-398

Dear Edina City Council, Administration, and Transportation Committee Members

We would like to personally Thank each of you for your consideration and contributions to the discussion concerning placement of sidewalks within the Lake Edina Neighborhood.

Although unable to attend the Dec 11th meeting, I was informed of the final recommendation and decisions taken at the meeting by a number of neighbors.

Having a comprehensive plan for living roadways is a passionate objective of our community - and is shared by many of our neighbors. We are encouraged that this objective was able to remain intact while thoughtfully rationalizing how limited resources should be prioritized to benefit those areas of our community that have the greatest immediate need.

Thank you for all that each of you do for our community!

Sincerely,

Brian and Lori Hedberg
4913 Trillium Lane
Edina, MN
952.929.2647
bhedberg@comcast.net

Subject: request for stop sign at 61st and Kellogg - City Council meeting tomorrow, 12/18

Dear Mayor Hovland and City Council members,

We are unable to attend tomorrow's City Council meeting (not knowing what time the traffic study for our neighborhood will be discussed, we simply don't have time to wait for this section of the meeting during this extremely busy week). We therefore hope that you will review and read aloud this email during the appropriate part of the meeting.

We would like to make an additional plea, which is seconded by many neighbors who are also extremely concerned about the dangerous intersection at 61st and Kellogg.

We have read the Traffic Study and disagree with the findings. Although the traffic volume (under 6000 vehicles per day) does not "warrant" a stop sign, we find it ludicrous that we would have to wait for a third accident to take place - knowing that two accidents have occurred in the past several months - in order to "warrant" a stop sign.

We regularly witness drivers speeding down Kellogg Avenue northbound without even slowing at the yield sign. We have discussed with many neighbors the danger of this intersection. Many of us now come to a complete stop at the yield sign, knowing that someone may speed through on 61st Street.

We would like to make clear that placing stop signs on 61st Street would likely increase traffic and speed along Kellogg, where many people are already cutting through the neighborhood in order to bypass the congestion at Valley View and Wooddale. This area is highly populated with children and we have many pedestrians walking to the Neighborhood Ice Cream Shoppe, the Montessori School on Kellogg, and to and from Pamela Park. That is the reason **we have requested stop signs on Kellogg, not on 61st Street. Placing stop signs on Kellogg would have two positive results: 1) eliminating the dangerous intersection at 61st and Kellogg; and 2) slowing the speed of drivers on Kellogg.**

We appreciate the time that has been spent looking into this matter and respectfully and strongly request that stop signs be placed on Kellogg Avenue (in place of the current yield signs), per the neighborhood's multiple requests.

I have copied our very active Pamela Park neighborhood group - neighbors who, overwhelmingly support the addition of these stop signs on Kellogg Avenue.

Thank you for your time and consideration.

Sincerely,

Constance and Eric Fantin

6033 Kellogg Avenue

Susan Howl

From: Lynette Biunno on behalf of Edina Mail
Sent: Tuesday, December 11, 2012 8:31 AM
Cc: Susan Howl
Subject: FW: bike lanes



Lynette Biunno, Receptionist

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

lbiunno@EdinaMN.gov | www.EdinaMN.gov

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

From: Teri Whaley [<mailto:teriwhaley@me.com>]
Sent: Tuesday, December 11, 2012 12:05 AM
To: Edina Mail; jonibennett12@comcast.net; joshsprague@edinarealty.com; Mary Brindle; swensonann1@gmail.com
Cc: Teri Whaley
Subject: bike lanes

Hello Mayor Hovland and Council Members,

I want you all to know that many neighbors are staying in contact and still strongly oppose the bike lanes that were imposed on us last summer. I know that you have been busy, desperately trying to have your voices heard regarding the airport flight patterns. That Edina was not represented on the committee or included in the process is incredibly frustrating and unfair. That is EXACTLY how the people of my neighborhood feel about these bike lanes!! We have not been a part of the process, we were not represented (just the bikers) and other people have made decisions based on their own interests and biases. I happen to know that none of you live on this new bike lane stretch. Your parking has not been done away with; huge, bright signs are not in your yards; your property values haven't diminished. You don't travel these roads as often as we do. Every other day I observe a near car accident! (or bikers and drivers screaming at each other) It's not just the elderly either. I had my whole family visiting over Thanksgiving and I kept directing people over to Kellogg to park. My older son's friends kept parking on 54th (like they've done forever) and don't understand why they can't park there anymore. Also, we have resented the artificial letters being sent to the Sun Current praising the project. Laura Hemsler has researched these "neighbors" and Bob Aderhold and Bob Fried are members of the Edina Bike Task Force and Transit for Livable Communities. They definitely have conflicts of interest and misrepresented themselves. I can only hope that some glimmers of common sense prevail and we make some changes.

Thank You,
Teri Whaley

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

Wayne Houle

From: Paul Nelson <pnelson@shawlundquist.com>
Sent: Thursday, January 03, 2013 8:03 PM
To: Wayne Houle
Subject: Fwd: property values and bike facilities

Some interesting articles/studies that I'd like to share with the etc. perhaps include articles in next months packet?

Paul Nelson
Shaw Lundquist
Phone 651-234-8885

Begin forwarded message:

From: James Hovland <jhovland@krausehovland.com>
Date: January 3, 2013, 4:15:14 PM CST
To: Paul Nelson <pnelson@shawlundquist.com>
Subject: FW: property values and bike facilities

Paul, fyi.

James B. Hovland, Esquire
KRAUSE & HOVLAND, Chartered
310 Groveland Avenue
Minneapolis, MN 55403
jhovland@krausehovland.com
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Fax: (612) 874-9362
Cell: (612) 961-6192

From: Steve Clark [<mailto:stevec@tlcminnesota.org>]
Sent: Thursday, January 03, 2013 11:50 AM
To: James Hovland
Subject: property values and bike facilities

Hi Jim,

Hope your new year is off to a great start!

I was reminded today that I promised to send you info about this issue.

Please don't hesitate to call or email me if you have any questions.

Steve Clark
Walking and Bicycling Program Manager
Transit for Livable Communities
651-789-1419
www.bikewalktwincities.org

Young buyers seek walkability:

<http://www.startribune.com/lifestyle/homegarden/164822116.html?refer=y>

Bikability increases urban property values

http://www.bikesbelong.oli.us/Resources/Real_estate.pdf

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Young home buyers seek 'walkability'

Article by: KIM PALMER, Star Tribune | Updated: September 21, 2012 - 12:53 PM

Folks are willing to pay a premium for city living, with its nearby coffee shops, restaurants and stores.

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When Scott and Lacey Campbell went searching for their first home, city living was high on their list of must-haves.

"We could have gotten a bigger, newer house in the suburbs for less money, but we didn't want that," said Scott.

Instead, they bought a house in Minneapolis, close to Mississippi River walking trails, restaurants, coffee shops and the Riverview movie theater. Lacey, who is expecting, is pleased that her child will grow up with "access to great things, without being tethered to me or a car," she said.

The Campbells represent a major shift in what home buyers now want and are willing to pay a premium for, according to a recent study by the Brookings Institution. They want "walkability": high-density neighborhoods with nearby destinations, said Brookings senior fellow Christopher Leinberger, a professor at the George Washington University School of Business. "That was not the case 20 years ago."

The Millennials, those born between the late 1970s and the early 1990s, are driving the shift, said Leinberger. "They don't want to live like 'Leave it to Beaver.' They want to live like 'Seinfeld' and 'Friends.'"

Until the 1990s, suburban homes that were accessible only by car cost more per square foot than other kinds of American housing, according to Leinberger. But that equation has flipped, he said. Today, the most valuable real estate is located in walkable locations.

To quantify the value that walkability adds, the Brookings study analyzed housing data from [Zillow.com](http://www.zillow.com), focusing on the Washington, D.C., area.

The study did not include the Twin Cities, but after analyzing local data at the request of the Star Tribune, Leinberger said that "Minneapolis fits the pattern."

If the price premium Brookings discovered in D.C. is adjusted to reflect Twin Cities housing prices, the value added is at least \$35 per square foot greater, up to \$175 per square foot greater, depending on the level of walkability, as measured by two indexes.

For example, Leinberger compared housing data from Savage and downtown Minneapolis' Warehouse District. In 1998, housing in Savage was relatively expensive, second only to Edina. But by 2007, the peak for the local housing market, values in Savage had risen 40 percent in real-dollar terms, while values in the Warehouse District had climbed 86 percent, he said.

Values in both locations fell during the housing crash, but the Warehouse District dropped less. In 1998, Savage was 1 percent more expensive than the Warehouse District, but by 2012, the Warehouse District was 39 percent more expensive than Savage.

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Walking to the movie theater. Carlos Gonzalez, Star Tribune

WHAT'S YOUR 'WALK SCORE'?

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"The lines crossed in favor of the walkable urban places, as I have seen across the country," said Leinberger.

But walkability isn't limited to the urban core; the most expensive location in the Twin Cities is now Wayzata, a suburb with a high-density, walkable downtown.

New word, old idea

Local real estate agents generally agreed that walkability adds value. "Walkability is an important thing," said David Abele, an agent with Lakes Sotheby's. "It's always been location, location, location, and that has always included walkability, but 20 years ago, nobody was using that word."

Rising gas prices have boosted interest in walking and biking, but that's not the whole story, he said. "I strongly disagree that it's all the economy. People are wanting to be around people and be part of a community."

Home buyers want to live near their peers, and for young professionals, that's the city, said Kelly O'Neil, the Edina Realty agent who sold the Campbells their home. "Closer to the city center is where most people want to work and be."

And unlike previous generations of first-time buyers, who were likely to pack up and head for the suburbs when they bought a second home, today's buyers are more likely to stay in urban neighborhoods.

"The people that are here [in the city], I'm placing and keeping here," said Dave Tonneson, an agent in the Lakes office of Coldwell Banker Burnet.

Shannon Kehle-Forbes and her husband, Noah, recently signed a purchase agreement for their first house, in Minneapolis' Tangletown area.

"We could have gotten a lot more for our money in the suburbs, but we wouldn't have had walkability," she said. "We wanted a corner, with stores and a coffee shop within four blocks. We knew we were going to pay a little more, but it's worth it."

Kim Palmer • 612-673-4784

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How do bicycling investments affect real estate?

- **According to a study of the Little Miami Scenic Trail, for every foot closer a house is to the trail, its price increases by \$7.05.**

Karadeniz, D., 2008, The Impact of the Little Miami Scenic Trail on Single Family Property Values, University of Cincinnati Masters Thesis

- **Two-thirds of Omaha, Nebraska, residents who live near bike trails believe the trails would increase the selling price of their home.**

Greer, D. L., 2000, Omaha Recreational Trails: Their Effect on Property Values and Public Safety, National Park Service, University of Nebraska at Omaha, June, 2000

- **Houses located in areas with above-average levels of walkability [or bikeability] are worth up to \$34,000 more than similar houses in areas with average walkability levels.**

Cortright, J., 2009, "Walking the Walk: How walkability raises home values in U.S. cities," CEOs for Cities

- **In a survey of recent transplants to Portland, OR, 62% said that the city's bike-friendliness was a factor in their decision to move there.**

City of Portland Bureau of Transportation, 2009, Portland Bicycle Maps and Information Survey, Transportation Options Division, reported via BikePortland.org

- **In Minneapolis-St. Paul, for every 400 meters closer a median-priced home is to an off-street bicycle facility, its value increases by \$510.**

Krizek, K., 2006, Two approaches to valuing some of bicycle facilities' presumed benefits, Journal of the American Planning Association, 72, 309-19

- **Homes within a half-mile of Indiana's Monon Trail sell for an average of 11 percent more than identical homes further away.** *Lindsey et al., 2004, Property values, recreation values,*

and urban greenways, Journal of Park and Recreation Administration, 22, 69-90

For more statistics on the benefits of investing in bicycling, visit bikesbelong.org/statistics or contact kate@bikesbelong.org

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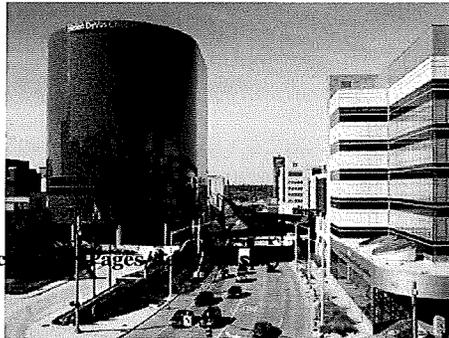
Grand Rapids study's weight-loss tip could help you burn 25 pounds in 2013

comments

 (http://connect.mlive.com/staff/mvandebunte/index.html) By Matt Vande Bunte | mvandebu@mlive.com (http://connect.mlive.com/staff/mvandebunte/posts.html) on December 26, 2012 at 1:26 PM
 Print (http://blog.mlive.com/gpress/news_impact/print.html?entry=/2012/12/grand_rapids_studys_weight-los.html)

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GRAND RAPIDS, MI – A health -impact assessment conducted as part of an ongoing **Michigan Street Corridor Plan** (<http://beta.grcity.us/design-and-development-services/Planning-Department/michiganstreetcalculates>) that commuting downtown by bike from East Beltline Avenue NE could burn 26 pounds per year, and walking from Fulton Heights to work in the Medical Mile could trim 24 pounds annually.



A more pedestrian-friendly design to Michigan Street could improve public health, a consultant says in a report that's part of an ongoing study of the corridor.

MLive.com File

"But if I didn't drive my Hummer Downtown and have others **subsidize my parking** (http://www.mlive.com/news/grand-rapids/index.ssf/2012/11/merry_christmas_grand_rapids_6.html) people would think that I'm less of an America," wrote progressive advocate Michael Tuffelmire in the comment thread of a **Facebook post** (<http://www.facebook.com/AndGuy>) on the assessment by Andy Guy, a member of the study's steering committee.

The assessment conducted by Lansing-based Public Sector Consultants, Inc. considers Michigan Street from the perspective of the corridor's impact on public health. It concludes that "the final corridor plan should be designed around people first, and automobiles second."

Specifically, the study recommends that Michigan Street become more pedestrian-friendly to combat obesity and asthma and reduce car-related injuries.

"(Health impact) is one of the correlations that leads us to making different land-use decisions than we might otherwise make," said Suzanne Schulz, city planning director.

Grand Rapids got several grants to fund the **\$1 million study** (http://www.mlive.com/news/grand-rapids/index.ssf/2012/06/four_ds_to_turn_grand_rapids_m.html) of Michigan Street, from the Grand River to the East Beltline. The study will continue into 2013, exploring land use as well as transportation, housing and other aspects of the corridor.

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The health-impact assessment recommends that the corridor “accommodate all modes of transportation,” but that walkability take precedence over bikeability on Michigan Street itself. Grand Rapids will try to work with private-property owners on making the corridor more walkable as land gets redeveloped, Schulz said.

Among the suggestions from the consultant: mid-block road crossings, wide sidewalks, streetscape trees and planters, affordable housing and mixed-use buildings with windows at ground level.

“We know we need to accommodate the car, but it’s how do we also add in additional choices for people and additional ways for them to get to that same area,” Schulz said. “Not everybody drives a car.

“We’re not going to **road-diet** (http://www.mlive.com/news/grand-rapids/index.ssf/2012/06/plainfield_avenue_road_diet_bi.html) Michigan Street. We will be looking at how to make it better for everybody.”

While Grand Rapids is in the midst of an initiative to **add 100 miles of bike lanes** (http://www.mlive.com/news/grand-rapids/index.ssf/2012/10/grand_rapids_bike_coalition_na.html) around the city, consultants recommend that Michigan Street instead be tailored to pedestrians. Transportation modes must be prioritized because “there’s not enough room in the public right-of-way for everything,” Schulz said.

The corridor study also has conceived a “bike boulevard” parallel to Michigan Street along Lyon Street, where one lane of one-way motor traffic could be converted into two-way bike traffic. The boulevard could stretch from the river to Plymouth Avenue NE.

Email Matt Vande Bunte (<mailto:mvandebu@mlive.com>), follow him on Twitter (<http://www.twitter.com/vandebum>) or be his friend on Facebook (<http://www.facebook.com/mlivematt.vandebunte>).

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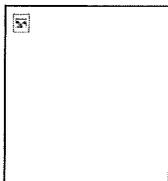
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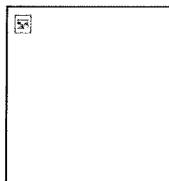
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