



To: Mayor and Council

Agenda Item #: V. A.

From: Jordan Gilgenbach, Communications Coordinator

Action

Discussion

Date: Aug. 18, 2015

Information

Subject: "Speak Up, Edina" Report

Action Requested:

Receive report on July 2015 "Speak Up, Edina" discussion about transportation options.

Information / Background:

Since June 2012, the City of Edina has used the online engagement website, www.SpeakUpEdina.org, to collect ideas and opinions from residents. One of the City Council's six strategic priorities for 2014-2015 is Communication and Engagement: "To clearly understand community needs, expectations and opinions, the City will consistently seek the input of a broad range of stakeholders in meaningful and interactive communication." A goal of that is to host a monthly discussion on www.SpeakUpEdina.org.

In July 2015, the discussion topic centered on transportation options in the City. The City of Edina's transportation network continues to evolve for all types of users as sidewalks are built as part of the sidewalk facilities map, more bike facilities are added and streets are reconstructed and improved. Several bus transit lines also cross the city. In this discussion, the City posed the following questions:

- Do you think there are enough transportation options around the City? Why or Why not? Where could it be improved?
- What transportation options besides driving do you use, and for what purpose? How often do you partake?
- What is your favorite part about the City's transportation network?

The discussion was open for comments between July 6 and Aug. 6. During that time, 69 comments were made. Additionally, 714 users visited the site 714 times, garnering 6,622 page views. All but one commenters in this discussion were from Edina.

Attached are the comments for the discussion.

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Discussion: [Transportation Options](#)

The City of Edina's transportation network continues to evolve for all types of users as sidewalks are built as part of the [sidewalk facilities map](#), more bike facilities are added and streets are reconstructed and improved. Several bus transit lines also cross the city.

The City is interested in what you think about transportation options in Edina.

3 Topics 69 Answers Closed 2015-08-06

[View Discussion](#)

Topic: [Enough Options](#)

Do you think there are enough transportation options around the City? Why or Why not? Where could it be improved?

42 Responses

42 Responses



[Joel Stegner](#), Community volunteer about 1 month ago

Edina really has excellent roads compared to many other metro cities. If you drive, it is very easy to get around and leave the city. If you want to take a walk on a path for recreation, the city also has great options - and now with the Braemar Dome up in the winter, you have other good options for winter walking (Southdale and the Galleria are also excellent). However, if you are talking about walking, biking or using transit, systems are very underdeveloped.

For walkers, most of the city does not have sidewalks. Where there are not sidewalks, I believe people have a right to walk in the grassy right of way (on people's lawns) rather than in the street, but few do, and few (homeowners and walkers alike) know this is permitted. In fact, many homeowners have done plantings or walls that make walking on the right of way impossible - and pretty clearly the city doesn't consider that to be an issue.

The city should really look at this and education people about their rights and responsibilities. If it isn't willing to do this, it is creating a dangerous situation. In my area (Barrie Road) with no sidewalk and heavy traffic, among the few pedestrians brave enough to walk, I have seen people in wheelchairs, walkers, strollers and holding hands of small children out in the street. Drivers exceed the speed limit in the area, people use it as a

cut through to Southdale Hospital off of Xerxes and even the bus stops are not connected to sidewalks. He have very high densities with lots of elderly people and others with limited income, where safe walking is important - but it just isn't available. I have never seen a traffic stop in the area or any police presence, unless there is a call. From my point of view, it needs sidewalks now, but when might that happen, if ever? Not clear.

In the interim, if the city is not going to deal with the walking in the right of way issue, then at least paint lines three feet from each curb to reminder people that bikes and pedestrians are present. The situation I'm describing is present in large portions of the city.

As for transit, I know that the city produces a map, and maybe I've just missed this detail, but it would be handy to have a local Edina map that shows our bus routes. I really detect no effort from the city to promote transit - and simply educate our citizens on how to use transit in Edina would be helpful. Marking the routes and bus stops on a map would be helpful and having this content in a printed form and on the city website. Maybe the city thinks this is Metro Transit's responsibility, but they are busy enough with other issues. Let Edina visibly support transit.

Edina recently won a Bronze level recognition for its biking program, which definitely is improving. However, one really cannot consider biking a viable substitute for the car within the city, as the focus has been put on recreation rather than transportation. A city with a Gold Level program (bronze would actually be "third rate") would have highly visible bike commuters with secure bike storage where they live (a problem for those living in multi-unit housing), safe routes and safe places to secure their bikes at their destination. The city has established a voluntary program to get more bike racks into the community, but if it really wants to encourage use of bikes for getting to work, shopping and other activities, it needs to have the same kinds of requirements in place it has for auto parking - so many spaces per rider. And it might also want to consider advanced things like lockers and showers at key locations - 50th and France, Southdale and perhaps even the Braemar complex. Even a city where golfers can bike to the golf course, pull their clubs out of a locker and do a round.

Then there is advanced transit. It is unfortunate that Edina in the past actively avoided being on transit lines, not wanting trains going through people's backyards. Let me throw out an idea that if the city were to start working on it now, maybe it would be in place in 10-15 years. It would be great to build a connector between the SW and Hiawatha light rail line either long 62 or 494, possibly continuing it along West 7th into Downtown St. Paul. That would provide quick access to the airport and state government offices without driving. It will be very difficult to increase the capacity of 62 and 494 East of Edina, which means that in the future, today's traffic jams will be even worse. A light rail system with quick connections not just to downtown but to other locations would be a huge asset for Edina and other western suburban communities like Richfield and Western Bloomington distant from light rail lines.

6 Supports

comment...



[David Frenkel](#) 23 days ago

I have numerous times over the years asked why the Wooddale bridge over Highway 62/Crosstown has not been made ADA compliant which would take out the stairs and make it easier to bike and walk over the highway. For whatever reason the city has chosen to ignore the fact the pedestrian bridge is not ADA compliant yet we spend money on fancy lighting on France Ave. If the city is so concerned about alternative forms of transpiration why aren't there marked crosswalks around city hall especially between city hall and Perkins? I have asked about this several times and I was told it was put into a committee for review. Only a couple of crosswalk markings were redone this summer at SouthView middle school, several others were left faded out. Who makes the decision which crosswalks get repainted?

2 Supports

comment...



[Arnold Bigbee](#) 23 days ago

I agree with much of what Joel S has shared about sidewalks and biking. Regarding transit options, Edina does not currently earn a passing grade. Those without access to a personal auto (this would include many who want to work and/or live in Edina) are not able to move about easily on public transit. The Met Transit Authority has tried to provide transit options and should be commended. However, if you want to get to a job with varying hours and shifts, including weekends, you will need to endure many challenges. If Edina wants to welcome workforce members to our community, especially for those who find affordable housing options in Edina nearly non-existent, we have some work to do.

2 Supports

comment...

Reply to Arnold Bigbee



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0 Supports

comment...

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0 Supports

comment...

Reply to Arnold Bigbee



[Sean Hayford Oleary](#) 23 days ago

The #1 I think Edina is missing (and the region is missing) is a bicycle or bus option that parallels Highway 100. I used to work at the Cafe Inc coworking space, and I liked to go work out at Lifetime Fitness in St. Louis Park near 394. Driving a car, it was like a 6-minute drive, straight shot there.

By bike, it was a winding, tedious journey, requiring constant consultations with a map and a total distance at least 50% farther than driving.

This is extremely bad compared to other metro freeways. Along 494, there are alternative routes on both sides (American Blvd and 77th/76th). 35W has Park and Portland Ave in Minneapolis/Richfield/Bloomington. 394 has Wayzata Blvd frontage roads.

Highway 100 is a central north-south spine through Edina -- bicyclists need a way to follow that general route, too!

2 Supports

Reply to Sean Hayford Oleary



[Andrew Brown](#) 23 days ago

As someone who has lived in Edina for 30 years graduated from it High School in 1994 & commuted to and from work and school for the last 20 years, Edina is a disaster when it comes to transportation. If you don't have a car, you can't get anywhere in a timely manner and even then the traffic backup between Hwy 62, 494, & 100 is an unmitigated disaster. Sorry to the bike lobby but this is MN & it snows & my employer doesn't have public showers. Dear Met Transit the 587 Bus line up and down 100 uses the same lane as all the vehicles stuck in traffic and Dear MNDOT when will 3 lanes on Hwy 62 ever become a bleeping priority because what you like looking at bumper to bumper traffic on your camera feeds?? Edina had a much better transportation system when our grandparents were alive. There was passenger service rail service running in Edina on the Dan Patch all the way between Northfield and Downtown Minneapolis and the street car system ran from 56th & France to 44th and then over to Uptown & downtown. Until Edina and its politicians get serious about the Dan Patch Corridor, install a circular street car that connects southdale to Grandview to the Mall of America then you can bet the farm your gonna need a good car to get anywhere from Edina.

1 Support

Reply to Andrew Brown



[Danielle A](#) 23 days ago

There are not enough sidewalks in Edina, considering how much traffic there is. We live literally three blocks from my children's school and there is no safe way to walk there for the kids, even though they are old enough to walk there if there were a safe route. So they have to take the bus, which is silly.

8 Supports



[Andrew Brown](#) 23 days ago

Danielle, The school district needs to be involved in this as well. They have money, \$120M in new capital, they could afford to put some cement in.

0 Supports



[Tom Koon](#) 23 days ago

I agree that there needs to be more sidewalks especially within a mile of any school. Sidewalks would provide good exercise, less need for buses and kids being driven to and from school.

4 Supports

comment...

Reply to Andrew Brown



[David Frenkel](#) 23 days ago

as someone with similar concerns we need more police enforcing speed limits and pedestrian crossing laws around our schools. I seldom see the police at or near schools.

1 Support

comment...

Reply to David Frenkel

comment...

Reply to Danielle A



[Joel Acker](#) 23 days ago

Removing sidewalks along France Ave rather than making them ADA compliant was a huge mistake. Please spend the money to restore the sidewalks that were removed. It's dangerous not having them because pedestrians still cross where the sidewalks used to exist. And if they want to follow the sidewalks many pedestrians are required to cross the road 3 times instead of once. This puts the pedestrians at risk of being hit by an inattentive driver since now they're forced to cross more streets.

3 Supports

comment...

Reply to Joel Acker



[Joel Acker](#) 23 days ago

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1 Support



[Sean Hayford Oleary](#) 23 days ago

I agree. It's especially ironic because even the ones they *did* upgrade weren't upgraded to full ADA-compliant Accessible Pedestrian Signals. So we both removed crosswalks that were inconvenient/expensive for the project (like Parklawn & France), AND failed to upgrade the remaining ones properly.

2 Supports

comment...

Reply to Sean Hayford Oleary

comment...

Reply to Joel Acker



[Elizabeth x](#) 23 days ago

Edina's transportation choices are so unacceptable as to be one of the many reasons we are considering moving. The only choice is automobile.

Walking? There is no safe sidewalk between the Community Center and Countryside Elementary School along Benton Ave. I see groups of high school football fans, children, dog walkers and cyclists navigate the narrow train overpass bridge and find that highly trafficked commuter route an accident waiting to happen. So walking in Edina: Not so much.

Oh - you'd like to take a bus into the city? Sure. There are 3 options in the morning and 3 in the evening. Oh - that's not convenient for you? Well: tough. And God forbid you should want to actually go to St Paul.

Light rail? Here's an idea: Move to Eden Prairie.

7 Supports

comment...

Reply to Elizabeth x



[Tom Koon](#) 23 days ago

Add more official park and rides, allow use of public parking lots/ ramps up to 12 hours during week days, and options for parking on the street for up to 12 hours near bus stops served by express buses for those who wish to use commuter buses downtown along 50th street and along Highway 100.

1 Support

comment...

Reply to Tom Koon



[Donna Callender](#) 23 days ago

Now that we've paid for bike lanes, could someone teach our arrogant bicyclists to STAY IN THE BIKE LANE?? I was behind a spandex-bedecked, Lance-Armstrong wannabe who ran a stop sign and rode in the car lane, when a lovely bike lane was there for his enjoyment. Then he gave me the finger as I passed him. I would love to see more of a police presence to spot-check bike lane usage; let's see "Lance" give THEM the finger!

1 Support



[Sean Hayford Oleary](#) 22 days ago

There is no requirement under MN law for a bike to use a bike lane, and the police can't legally cite a cyclists for not using it. The "car" lane is a shared travel lane intended for all vehicles, while the bike lane is technically just a marked part of the shoulder.

As a matter of practice, 99% of bicyclists voluntarily use bike lanes -- except when there are hazards, like potholes or parked cars too close. I suspect your "Lance Armstrong wannabe" had a reason to be avoiding it.

1 Support



[Donna Callender](#) 22 days ago

Then why install bike lanes in the first place, if they are not used? The lane in question was in the same condition as the road, totally clear and clean. I did not say there was a law. There is, however, a set of road rules: Stop for a stop sign; Do not indulge in road rage; and, as cyclists are fond of saying, Share the road. Face it, Lance, sometimes our cyclists are just selfish and obnoxious.

1 Support



[Sean Hayford Oleary](#) 22 days ago

Sorry, I guess I read that as asking police to pull over cyclists or demand they use the bike lane. Police (or Public Works) simply recording who uses the bike lane or not is probably a perfectly good idea.

Why install them? Because the vast majority of cyclists DO use them, and especially for new riders, it makes them more comfortable and thus more likely to ride predictably. Improved safety, less stress for motorists, and fewer crashes all around.

3 Supports



[Andrew Brown](#) 21 days ago

Sean- Respect on the road is earned. And quite frankly I am at 54th & Wooddale everyday multiple times a day and not one, not one bicyclist has stopped at that stop sign and if I hit them, its my fault as the driver and its my conscience that suffers. So now I wait at that intersection if I see a cyclist anywhere within 200 yards because I know they are not stopping!!!!

1 Support



[Donna Callender](#) 17 days ago

Let me clarify: Cyclists who drift into other lanes unexpectedly and obstruct the other traffic in those lanes, run stop signs or stop lights, exhibit road rage, and break other traffic rules, ought to be pulled over and cited, just as any other driver would. Cyclists want to be treated as legitimate traffic, so let them, along WITH the consequences other vehicles face when doing the above. Does that help?

1 Support

[Reply to Sean Hayford Oleary](#)

[Reply to Donna Callender](#)


[Don Krebs](#) 23 days ago

comments... 1) I have heard/read that the City of Edina has a standing resolution that it will not participate in the discussion , planning or implementation of light rail in the City. Does not appear that the City is very open to change or options. How about rescinding that resolution if it really exists. 2) We live close to 66th Street West of Hwy 100. There is a small park near us that is used by lots of kids summer and winter. We like to walk. Not having sidewalks along 66th Street West of Hwy 100 is an accident waiting to happen. This is especially true since 66th is used as a bypass to Hwy 62 when it backs up and an exit byway for Edina High School. I would encourage you to take a walk up/down 66th Street any Summer weekday between 5:30 and 6:00 PM. It can be a real act of Faith.....

2 Supports

[Reply to Don Krebs](#)


[Shellev Ch](#) 23 days ago

In response to the city's comment, "The City is intersted in what you think about transportation options in Edina in the July discussion." that was in the e-mail the city sent out about this forum, I would like to say that I am a driver in the city, and I don't like 25 mph limits on main throughways. To me, it is either a ploy to garner more income for the city through driving citations (greedy and destructive), or it is someone's attempt to exert power over the populace (evil). There is no benefit to 25 mph over 30 mph on main throughways. For me, this is worth leaving the city over, and I am making my way toward doing just that.

1 Support

[Reply to Shelley Ch](#)


[Emily Boettge](#) 22 days ago

I think that despite the upgrades to crosswalks trying to get across the street is still really inconvenient and dangerous for pedestrians in Edina. A crosswalk by itself doesn't make walking safer if drivers don't make a full stop at stop lights/signs, roll through the crosswalks and not stop at all for right turns on red lights. When pedestrian activation buttons are far away (e.g. northeast side of Wooddale), don't turn on or take up to 5 minutes to activate (e.g. 70th), walking becomes difficult at best and truly dangerous at worst. I think these types of inconveniences are especially problematic near schools and parks because kids are more unpredictable, less familiar with the rules and harder to see. It would be great if crosswalks could be planned/designed with pedestrians as a higher priority. Especially near schools and parks, it would be great if the ped signals (at intersections with traffic lights) came on automatically. There are intersections near 50th and France that have an automatic ped light and it is much more convenient and much safer.

2 Supports



[Andrew Brown](#) 21 days ago

Emily with all due respect, with everything I have to do in a day to support my family & stay in Edina, there is no other way to get around Edina then by car. There is no Dan Patch passenger rail service to downtown Minneapolis, the 587 Bus line uses the same lanes as the vehicle traffic. There is no circular bus service for me to hop on to in order to get a medical appointment at Southdale, the little bus Edina has running to Mall of America has very limited hours and service. It took Edina 40 years to get a proper transit station at Southdale & the best bus shelter Edina has sits outside City Hall!! If you want people out of their cars then you have to offer a massive upgrade to public transport and that's not just a City leadership issue, that's an issue for our State Representative Ron E & Senator Melissa F. Heck Hwy 62 is still 2 lanes.

1 Support



[Emily Boettge](#) 21 days ago

I'm not saying you shouldn't get around by car. I'm just pointing out that it is hard to cross the street, for those who like to walk.

2 Supports

comment...

[Reply to Andrew Brown](#)

comment...

[Reply to Emily Boettge](#)



[Ben Pence](#) 21 days ago

Regarding sidewalks in NW Edina- It's frustrating that we went to the expense of building sidewalks (and as a walker I'm glad that we built them!) but still left all these little gaps at blind curves and busy intersections that render much of the work useless and which isolate the area. Examples: Dovre Dr and Lincoln Dr.; Blake Rd. and Interlachen; Lincoln Dr. and Malibu... I'm glad to see the Sidewalk Plan addresses many of these gaps but 20-30 years is a long wait.

Also, I know I'm not the first person to request a crosswalk on Vernon at Garden Park. This was the site of a traffic fatality not too many years ago, during evening rush hour the park is packed with families attending soccer games, Vernon itself is badly congested these days...it's just a mess.

5 Supports

comment...

[Reply to Ben Pence](#)



[KB Montgomery](#) 21 days ago

Edina has a Walk Score of 34 out of a 100. Its best zip code for walking has a score of 52 and poorest a score of 17. Residents at both ends of the age spectrum value walkability in making long-term decisions regarding where they choose to live. Young people want to live in cities with exceptional mass transit, bike-ability and walk-ability. Active seniors want the same. And families with children want to be able to safely send their children to a nearby park or school or cross the street with their strollers. Edina has made some progress recently with a Living Streets Policy. Further, the Park Board has outlined a goal of connecting Edina's parks via bikeways (embodied in a draft of the Parks and Recreation Strategic Plan). Each of these plans is commendable and necessary to attract and retain residents now and in the future. Edina is far behind in terms of mass transit. My two children, one in the Bay Area and the other in Hawaii, rely on biking, walking and mass transit as each has chosen to be car-free. Most of their friends (all in their 20's) have chosen the same. When my daughter comes home for the summer her mass transit options in Edina are very limited. Other nearby cities, realizing the importance of mass transit to their long-term viability and sustainability have chosen to make substantial investments in mass transit infrastructure. The City of Minnetonka, realizing the long-term benefit of nearby mass transit, recently agreed to commit \$2 million to the Southwest Light Rail even though the nearest station will be in Hopkins. If Edina is to attract and retain residents, it must make multi-modal transportation a reality, not just theory. A recent example is Grandview. Even though the 7 Guiding Principles call to improve movement throughout the District through multiple modes of transportation, the city is 5 years into the Grandview planning

process without a transportation plan for the area (no walk-ability plan, no mass transit plan and no bike trail connecting the Grandview area with the rest of the city.) There is a plan to create dense housing on the former public works site along with some public spaces but no mention of how to handle the increased car traffic. While the Grandview process is just one example, it is a significant one due to the multi-year investment in volunteer hours and staff as well as consultant dollars. It is commendable to put transportation goals on paper. If Edina aspires to be a premiere city of the future, it must find a way to realize those goals.

6 Supports

comment...



[Lian Hortensius](#) at August 05, 2015 at 1:26pm CDT

I wish there were more bus options. There should be more public transportation. And I wish the light rail option had been considered instead of just refusing to consider having it go through Edina. Good public transportation is important and unfortunately is severely lacking.

3 Supports

comment...



[Hope Melton](#) at August 05, 2015 at 1:27pm CDT

I lived many years in Stockholm and have spent much time in Holland as well. Cities in Europe, even relatively modern ones, were built with high densities to afford maximum use of public transportation, bikes, sidewalks, and also to preserve urban open space. Most of Edina was developed around a car-centered life so it's expensive and difficult to change that basic infrastructure pattern. But persist we must. Live 12 years in Sweden, raised two children, worked full time and never had to own a car. We could easily access the countryside and smaller towns as well by train. Probably the biggest impact of providing more sidewalks and bike lanes will be on our health and longevity.

4 Supports



[Louise Weaver](#) at August 05, 2015 at 6:33pm CDT

We need more comprehensive planning. Doing this one project at a time is not good planning. Why not use Europe as a source of planning ideas?

0 Supports

comment...

comment...



[Melissa Madison](#) at August 05, 2015 at 1:31pm CDT

Edina is a member of the I-494 Corridor Commission which offers free commuting resources including bicycle maps, route recommendations, tips on biking with traffic as well as custom transit itineraries with two free transit passes and assistance finding someone to carpool with. The free resources are found at: www.494corridor.org

0 Supports

comment...

Reply to Melissa Madison



[Joshua Ahlberg](#) at August 05, 2015 at 1:36pm CDT

I've voiced this opinion several times in the 'speak up' polis process, but the issue remains.

I wanted to once again underscore the absolute need to build a sidewalk on Valley View Rd between Gleason and Bello. In past city meetings we discussed how these projects were assessed, and the criterion by which they are measured to determine their level of priority for the community. This stretch of Valley View hit on several of these priority triggers, which I believe merits funding it as an immediate (relatively speaking) ad-hoc/one-off project for the city. Unfortunately this sidewalk project is still not mapped out for the near term (neither 2015, or 2016). These triggers are:

It's an 'Active School Route': Valley View Rd is used heavily by school age children walking to and from school. For students within walking distance of the school (which I believe was .7 miles), they have no choice but to walk to class. The south/western/south western portion of this radius clearly identifies a perilous walk for these students. Students walking from this area have no real choice but to either risk the danger of walking Valley View Rd., or take a longer route to school to walk safely due to the lack of sidewalk on Valley View Rd.

Traffic Count: Traffic counts exceeding 500 cars per hour are considered priority. Valley View Rd., according to readouts I was shown on past city boards was 400-500% that number.

Average Traffic Speed: In previous meetings spoke about when more than 85% of the traffic exceeds the speed limit, this also merits priority. The average speed on Valley View Rd. is 33 MPH+ (30 MPH limit).

Valley View Rd. will be a broken link with the new sidewalks being installed on the south end of Valley View Rd, and therefore (according to the city council) important to the city to complete.

Valley View Rd. serves as a through road. During heavy congestion times -- rush hours, when children are heading to and from school -- traffic backs up significantly and adds to the danger to pedestrians. This fact is exacerbated by cars parking on the odd side of the street, squeezing pedestrian traffic into the woods to avoid danger. Additionally, when summer projects on the major highways, motorists choose to take VV as a way around traffic -- and do so with little regard for citizens who live there.

Lighting is a serious issue. This is an ancillary need, but lacking any real lighting in this stretch of road makes it even more treacherous for pedestrian traffic -- including children walking to and from school. During the winter months this is particularly worrisome with sunset happening very early in the evening when children are still leaving school.

Aside from these factors, there are a number of other factors that also add to the danger of that particular route -- but I won't go into more detail. I know that there are a number of projects you are considering as you approach next year, but I ask for your partnership to make this particular project a priority. It's a clear shortcoming in the sidewalk infrastructure, and poses a threat to the citizens in the area. In my opinion, and that of many of my peers in the public meetings I attended, it should be prioritized over other projects I would consider renovation or enhancement. Basic public safety should always come as the highest priority, and citizens like myself on Valley View Rd. do not have that safety at present.

The last thing I will say is that I believe the lack of sidewalks is also creating some of the traffic problem. Parents feeling pressured to pick up and drop off their children use Valley View as a route to get to and from their schools. While I do not have any empirical evidence to support this argument, I do feel as though adding a sidewalk on Valley View Rd. would ease the minds of some parents, which would in turn increase their children's ability to walk to and from school. It was mentioned several times in past sessions that it is a strategic priority of the city to ease automobile traffic. I believe adding in a sidewalk on Valley View Rd. ladders up to that strategic initiative and would help.

Thank you for your support.

2 Supports

comment...

Reply to Joshua Ahlberg



[Andrea Piepho](#) at August 05, 2015 at 1:51pm CDT

My top priority would be to add bike paths through the city. The long-term plans have a north/south path that connects to the Greenway and an east/west path that would connect the rest of the city. I have never heard of an actual plan and timeline to implement these plans.

I am also a supporter of mass transit. I currently commute on the 587 to downtown (when I don't bike). However, with the current rail plans, adding rail through Edina in order to connect to the SW LRT would actually make me transfer and take longer than the current bus service. I also worry that upgrading the rail to support LRT would also increase freight rail service through Edina, which I do not support. Even though I like the idea of rail, I do not actually think it is the best mass transit solution for Edina.

3 Supports



[Louise Weaver](#) at August 05, 2015 at 6:29pm CDT

I don't think they have plans for the LRT to go through Edina. We will need busing to connect with it.

0 Supports

comment...

[Reply to Louise Weaver](#)

comment...

[Reply to Andrea Piepho](#)



[Bruce Langford](#) at August 05, 2015 at 2:16pm CDT

I am an avid cyclist, age 64, and I find it very difficult to find safe bike routes within Edina. I just picked up a Hennepin County bike map from the library showing all the bikeways. If you look at Edina, it is almost blank. Except for a section on Vernon ave., Inerlachen, and 70th street, (none of which connect to anything), there is no place to ride in our town. Not something one would expect from a community like ours. There are a number of streets wide enough to be striped for bike lanes, I vote for at least starting there.

3 Supports

comment...

[Reply to Bruce Langford](#)



[Fran Fabrizio](#) at August 05, 2015 at 2:56pm CDT

On the topic of whether we have enough options, I'll share the following observations. I live north of Hwy 62 and east of Hwy 100, so this feedback pertains to that part of town (which I sense actually has the best set of options of any part of Edina).

Bus - I work at the U. I would take the bus to work more regularly if the express bus had a later departure in the morning or even if the service along Wooddale was more frequent. By the time I get my child to school it's usually too late for reasonable bus options from this part of town.

Bike - I do bike commute about once per week, using Wooddale and Sunnyside/44th corridors. I also bike all over town for recreation. One of the reasons I live in the NE quadrant of Edina is that it's the most reasonable part of town from which to bike commute towards the city. Hwy 62 is a major barrier to biking - the Wooddale pedestrian bridge should be upgraded to support biking (and wheelchairs, for that matter) - the pedestrian bridges by the Community Center are excellent examples of effective pedestrian/bike bridges. I wish it were more comfortable to bike to Southdale Mall / France Ave area, but the bike lane on Valley View ends abruptly at Hwy 62, which makes it much more challenging to travel that way. Hwy 100 is less of a bike barrier, and the Vernon bike lanes are decent, but the rest of the western part of Edina is very challenging. The other day I went 2-3 miles out of my way because I was at the Hopkins Depot on the bike trail and there's no good way to get from there to the Community Center area on a bike (Blake / Interlachen not bike friendly). I ended up going through SLP and then back down the Wooddale corridor instead. I've biked down to the Normandale Lake area too - Cahill Road good for biking, getting over there is kind of an adventure, though.

2 Supports

comment...

Reply to Fran Fabrizio



[Isaac Broberg](#) at August 05, 2015 at 5:26pm CDT

I live on France north of hwy 62. We've tried biking to Centennial Lakes, Southdale, Edina water park, etc. Just like the solitary bike lanes along 70th there is half size, elevated sidewalks and no room to ride a bike much less walk safely.

0 Supports

comment...

Reply to Isaac Broberg



[Louise Weaver](#) at August 05, 2015 at 6:22pm CDT

I live in Grandview and do not drive. The east-west 46th bus line runs every half hour to go anywhere out of Grandview. There are rush hour express buses also. That is not so bad, but to go north or south toward Southdale or South France, etc. takes another bus or two, as most lines end at Southdale. Often the transfer buses will take off just as my bus arrives and there is another 15 - 30 minute wait for the next bus. So I found that going to the YMCA or the community garden took three buses and one hour of travel time plus walking time from the bus. It is a cold or hot wait in seasonal weather at the Southdale bus shelters. Perhaps incoming buses could have a stop at the front of the bus loop, so riders can make their connection.

I'd like to be able to bus to Bredesen Park and back during the day or directly to Southdale or South France over Vernon, or some more direct way. I'd also like to bus directly to St. Louis Park or Hopkins etc. without having to bus to Uptown via France and then back out of Uptown, requiring three buses. When the Southwest Lite rail goes in we will need a bus that meets up with it without busing back into Minneapolis. I heard that there was a route tried before to St. Louis Park, but there was not good ridership. Perhaps the proposed routes can be presented on a map for riders to vote on; and also advertised well so there is better communication between planners and riders. Transit improvements could use its own website and maybe Facebook page.

I still haven't figured out how to use the Green Line without busing all the way into Minneapolis, otherwise I'd love to take it to St. Paul. I am very much in favor of completing the Lite Rail Transit Plan. Future transit in Edina will serve the increased growth and needs to mesh well with the regional plan. Good planning will attract ridership. It amazes me that there has been so many planning problems with the Southwest Lite Rail. St. Louis Park probably would have been the best route for it; and would have been more affordable if there hadn't been so much delay with people objecting to it. Why go ahead with seeking approval and funding when the plan has not been completely vetted? The same thing happened with the Stadium project and birds. It was obvious that the Stadium would be a bird killer, but it wasn't deemed important to consider.

I used to bike a lot, but I am older and don't bike as I am afraid of being hit by a car. Just walking is risky with so many cell phone engaged drivers. I have proposed a cross walk at Vernon and Jerry's/WellsFargo Bank, as it is difficult for pedestrians with the fast heavy traffic there. I'm very pleased to hear of plans for more biking, side walks, trails, and the over all planning for improvements. Clearly we can no longer rely completely on Fossil Fuels for the future of transit or our environment.

0 Supports

comment...

Reply to Louise Weaver



[Katie Iwanin](#) at August 06, 2015 at 10:39am CDT

Please consider the common themes that many raised in this comment thread, they are quite clear:

1. More sidewalks -- (I live on west 58th and I've seen too many close calls for people and bicycles, it's not safe --please put a sidewalk there soon so my kids can walk to school!)
2. More bus routes
3. Continued improvement of the bike system: paths, compliant bridges, safety, etc.
4. Reconsider lightrail on Dan Patch corridor -- it will modernize our city. If you don't commit now, we'll soon be behind every other major city in the area and have to play catch-up

Thank you for your consideration.

0 Supports

Reply to Katie Iwanin

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Discussion: [Transportation Options](#)

The City of Edina's transportation network continues to evolve for all types of users as sidewalks are built as part of the [sidewalk facilities map](#), more bike facilities are added and streets are reconstructed and improved. Several bus transit lines also cross the city.

The City is interested in what you think about transportation options in Edina.

3 Topics 69 Answers Closed 2015-08-06

[View Discussion](#)

Topic: [Your Use](#)

What transportation options besides driving do you use, and for what purpose? How often do you partake?

16 Responses

16 Responses



[Joel Stegner](#), Community volunteer about 1 month ago

I'm retired, so I don't have the daily commute to work. Living in the Colony just east of Fairview Southdale, when I need medical care, I'm able to walk to appointments, although of course, most of the route from my home doesn't have sidewalks. The situation is even worse currently with all the construction on the south side of Southdale, with sidewalks blocked and no clearly marked cross walks. The foot traffic between Southdale Medical Building and Southdale Hospital is probably the most risky pedestrian situation I am aware of in the city and not having sidewalks within a block of a hospital to me seems close to absurd.

In terms of shopping, much of it I do in businesses along Xerxes/York, with the occasional excursions over to Penn Ave. (via 64th) and France. The area is not at all bike or pedestrian friendly, although things are slowly improving. 4-5 days a week I work out at the Y. It is a little too far to walk, particularly because with construction, sidewalks are often blocked, and because there aren't a lot of benches to sit down and take a break. Riding a bike would be extremely dangerous, with traffic speeds I'd say as much as 10 miles an hour above the limit, the lanes not terribly wide and drivers making lot of turns and lane changes (many times unsignaled). I have looked and one could take the ride on a side street just east of York, including driving through a park, but there is evidence that few do this - because when the parking lot is full, there may be 2-3 bikes in the Y's bike racks.

So the message is because of Edina's limited facilities for getting around the city by bike or walking, I do a lot less of both than I'd like to do. As you get older, you develop more common sense about exposing yourself to heavy car traffic, because if you get hit by a car, your life is over or greatly changed. The lack of pedestrian and bike accidents isn't because we have wonderfully safe options - but that they are so obviously hazardous, that people don't take the risk. Of course, one can comfortably walk or bike for recreation in the city's parks and paths, but when you have to drive to get there, that is just less satisfying, and that doesn't help you if you want to get your exercise doing your daily errands.

2 Supports

comment...

Reply to Joel Stegner



[Steffan Richardson](#) 27 days ago

Walking is great exercise.

3 Supports

comment...

Reply to Steffan Richardson



[Arnold Bigbee](#) 23 days ago

My wife and I live in the Village Homes of Edinborough. It is easy to walk or bike to Centennial Lakes, Edinborough Park, Southdale, Southdale Library and more. Our neighborhood includes excellent retail, medical, grocery and restaurant options within one mile in Edina (and Bloomington). Because there are affordable housing options in our neighborhood, there are a few access points to public transit. (The transit options do not make it easy to get to all of the Central, West or Northern portions of Edina without transfers, long waits and limited hours/days of access. I often take the express (#578) to downtown Mpls for Chamber of Commerce meetings.

0 Supports

comment...

Reply to Arnold Bigbee



[Andrew Brown](#) 23 days ago

I commute daily to and from Edina to get to work and it is horrible. Edina is a transportation land locked island with no Passenger Rail service on the Dan Patch, no street cars or circular bus system. I will have to have a car for the rest of my life if I want to continue to live here as there is no leadership from a local or regional perspective regarding transportation

1 Support

comment...

Reply to Andrew Brown



[John Hamilton](#) 23 days ago

Edina has been a wonderful community for me and for my kids. I really support its celebration of walking and biking; I think these daily events contribute to a healthy and connected citizenry. One of the serious conflicts for walkers and bikers is the saturation of waste haulers on trash day. Between the yard waste pick-up, recycling, and trash we can have as many as 20 heavy truck trips down our street in a single day. The pneumatic container pick-ups require the drivers to drive down both sides of the street for trash, recycling, and lawn waste and that's an accident just waiting to happen. Bloomington has proven that single vendor waste haulers save money, are more energy efficient, and save wear and tear on the streets...and it would certainly make the pedestrian/bike rider experience more pleasant, less smelly, quieter, and safer on trash day!

1 Support

comment...

Reply to John Hamilton



[Elizabeth x](#) 23 days ago

We park downtown and take light rail to a number of restaurants and tap rooms (oh - yeah: Edina. There are these things called tap rooms in ...oh I don't know - the rest of the metro? Maybe you should see what life is like since the 1990's.) as well as the airport to avoid high parking rates at the airport. Here in Edina there are options to ride a bike - which we do regularly. That is fine. But it is entirely a LEISURELY activity. Let's face it: there are not a lot of Edinans commuting to work on those bike paths from Blake Ave to 50th & France.

4 Supports

comment...

Reply to Elizabeth x



[Don Krebs](#) 23 days ago

comment...We like to walk and do so about 3/4 times per week. this is the first community we have lived in (others have been Lincoln, NE; Omaha, NE; Grand Rapids, MI) where sidewalks are noticeably lacking. We live West of Hwy 100 and South of Hwy 62 just off of 66th Street. We have a great park nearby that is heavily used by kids around the area. Not having sidewalks on 66th Street West of Hwy 100 is an accident waiting to happen. Sixty-sixth is a thru-fare for exiting from Edina High School and a by-pass for Hwy 62 when backups occur (always in the evening rush hour or two). I invite you to take a walk up or down 66th Street during that rush hour to experience the rush..... PS: Sidewalks stop just West of Hwy 100 but extend East all the way to Penn Avenue and beyond. Go figure.... thanks for your consideration.

3 Supports

comment...

Reply to Don Krebs



[Emily Boettge](#) 22 days ago

We try to walk/run everyday. Either for fitness, transportation (school in particular), to see neighbors and for our dogs. Weather is usually not an obstacle, so we get out pretty much daily all year; but we do not always feel safe walking in Edina--especially in the colder, darker months it can be dangerous.

2 Supports



[Andrew Brown](#) 21 days ago

Emily- I'm glad your family stays healthy but for some of us we are not that fortunate. My grandmother died at 87 from Parkinson's she drove until she was 80 because at 80 it wasn't too practical to be walking in the snow to get to Park Nicollet or Fairview Southdale for Doctor's appointments and my sister, my mom, my Aunt and I all have to work. My Mom is a breast cancer survivor and is now nearing retirement, she would love to take a circular bus and even walk a short distance to get to it because moving to an apartment or condo at Southdale is way way way more expensive than living in a home she owns and I can help look after the house (snow plow/ mow yard) because I live close by. The population is ageing dramatically with the baby boom and we as a nation have to get serious about transportation and by serious transportation, I mean rails and buses and heated bus shelters. Not everyone can afford to move to a retirement community, a lot of us will die in our own homes because we can't afford the care or the cost to move, I know I will eventually be one of them

0 Supports

comment...

Reply to Andrew Brown

comment...

Reply to Emily Boettge



[Emily Boettge](#) 21 days ago

I definitely don't think walking should be the only option and I don't expect seniors to walk to doctor's appointments in the snow. But every family has challenges and they might be slightly different depending on individual circumstances. For example, walking home from school might be the best option for some kids. Yes, walking can be healthy and that is great and we are fortunate on that count. However, walking isn't always a luxury--sometimes it is a necessity.

0 Supports

comment...

Reply to Emily Boettge



[KB Montgomery](#) 21 days ago

With our kids mostly out of the house, my husband and I spend more time biking and walking. We use the two-mile loop at Bredesen often. We are also grateful for the Chain of Lakes biking and walking paths (what would Minneapolis be without them?) and recent improvements along the river downtown; thanks to Minneapolis' early planners for their foresight in keeping them public! While we love to bike, biking in Edina can be a challenge. There is no safe east-west route through the center of the city and no easy or safe way to connect with the Greenway. We would welcome more protected bike paths throughout the city as a way to both cut down on car trips and stay healthy. We would also welcome light rail both to downtown Minneapolis and MSP. We would love to be able to hop the light rail and enjoy the amazing performing and visual arts offerings downtown as well as renowned restaurants. No more traffic jams or parking problems! If residents could make the commute in 20 minutes via hassle-free light rail, they wouldn't be as likely to move to a downtown apartment or condo. Aging baby boomers as well as Gen X'ers and Millennials have far different lifestyles and expectations than those of generations past. Edina's transportation plans (and actions) will need to keep pace or risk losing active and engaged residents.

1 Support

comment...

Reply to K.B. Montgomery



[kerry kirvida](#) at August 05, 2015 at 1:20pm CDT

1. I take the bus to work in downtown Minneapolis. Yes, I do wish there were more bus options through Edina so I wouldn't have to drive to the nearest bus stop

2. In the summer I bike to work via Blake road to Midtown Greenway. Yes, I do wish that Blake road was wider and smoother so I didn't feel like I was taking my life in my hands to bike to work!
3. My husband and I walk/run/bike and we have 3 kids under 6 years old that we take on the road. I don't think we need sidewalks necessarily but YES drivers need to STOP at STOP signs. We live in Parkwood Knolls (NW Edina) and Stop signs appear to be a "suggestion."

1 Support

comment...

[Reply to Kerry Kirvida](#)



[Mary Wiley](#) at August 05, 2015 at 1:56pm CDT

We like to walk several days a week in our neighborhood. Most of the street we walk do not have sidewalks but we try to stay on low traffic streets. What we have noticed is the deplorable condition of many streets and intersections. Check out 66th & Valley View sometime. And the new concrete on McGuire just east of Tracy is already disintegrating. Shouldn't the contractor who installed that crap be responsible for repairing/replacing it? And yes, we are aging boomers who do not appreciate the gouging up of our streets to add bike lanes that are used by very few.

0 Supports

comment...

[Reply to Mary Wiley](#)



[Fran Fabrizio](#) at August 05, 2015 at 3:02pm CDT

Bike - I bike to work (at the U) about 1x per week. I bike for fun 1-3x per week besides that. The most important bike facilities for me are the Wooddale bike lanes (please keep the country club shrub wall trimmed, they often grow into the bike lane meaning I have the choice of swerving into traffic or getting smacked in the face with a branch) and the Wooddale/Sunnyside/44th route. It mostly works fine (save for the shrub problem). Need more bike lane connections to the France/Southdale area - the termination of the Valley View bike lane at Hwy 62 is unfortunate. The Wooddale pedestrian bridge over Hwy 62 needs to be more bike friendly (the wheel guide rails don't count). I like biking over to Bredesen or down to Normandale Lake area. Connections to the latter area are a little disconnected, though Cahill bike lane is appreciated.

Bus - I take it occasionally. The express route along Normandale/Benton/Vernon is great but needs a later run in the morning. Bus service along Wooddale is too infrequent to be a good choice.

Walk - Walk recreationally daily. I feel that there are sidewalks where they need to be for the most part. I feel safe walking with my child around town.

0 Supports

comment...

[Reply to Fran Fabrizio](#)



[Fran Fabrizio](#) at August 05, 2015 at 3:05pm CDT

Also, as I work at the U, I do use light rail often. If/when it comes through SLP, I anticipate biking to the line and then train in for events downtown or maybe as a way to get in a partial bike ride on the way to work.

0 Supports

comment...

[Reply to Fran Fabrizio](#)



[Mindy Ahler](#) at August 06, 2015 at 12:02am CDT

I would have liked to comment that I use my bike as my primary means of transport in all seasons. When it gets icy I try to take the bus, but that is a very limited option in Edina unless I want to go downtown or to Southdale. More bike options to get to the High School and other schools safely would also be appreciated. We have some work to do in Edina to raise awareness that bikes are traffic just like cars - I get some cars that are very rude to me on my bike when I need to get somewhere that requires I travel on a busier street - for example getting to City Hall requires going on 50th which is quite unfriendly to bikes. City Hall should be the most accessible location in the city for all transportation options!

0 Supports

Reply to Mindy Ahler

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Discussion: [Transportation Options](#)

The City of Edina's transportation network continues to evolve for all types of users as sidewalks are built as part of the [sidewalk facilities map](#), more bike facilities are added and streets are reconstructed and improved. Several bus transit lines also cross the city.

The City is interested in what you think about transportation options in Edina.

[View Discussion](#)

Topic: [Favorite Part](#)

What is your favorite part about the City's transportation network?

11 Responses

11 Responses



[Joel Stegner](#), Community volunteer about 1 month ago

As I've said the roads are great - and the city is great about plowing them during the winter. However, for a first class city, that simply meets my expectations. I have already discussed the short comings of transition, biking and walking in the city. Thinking broadly, the best transportation feature of the city is a private solution created by Fairview Southdale - the skyway from its west parking ramp to the main hospital building. The organization was willing to make a major investment to keep people walking from the ramp to the hospital safe. Can you imagine all those people walking across France? What a mess that would be. I like that because the hospital acknowledged and responded to a problem. They knew that they needed more parking, being landlocked, but dealt with a dangerous situation with a well tested solution, created originally in downtown Minneapolis. In contrast, there is a tunnel connection between Southdale Medical Building (which just underwent a major expansion) and the hospital. That works well for people who know about it, but is invisible, so you have constant foot traffic across 65th. This probably is true because two entities are involved and cooperation puts in an extra barrier to putting in a skyway from that building into the hospital as well. Southdale felt ownership over the problem and found a solution, albeit one that wasn't inexpensive. I really don't know to what degree the city feels ownership of the limited support it offers for walkers, bikers and transit users. Even the Living Streets concept is focus on the streets and the private motor vehicles, rather than on other transportation options. One thing that creates inertia and resistance to making the needed efforts to modernize a city is the inability to get from Point A to Point B - not just for the people who drive, even if it is only a block, but for everyone else.

The millennial generation isn't as tied to owning and driving a car as other generations. They are more inclined to take transit or rent a car when they need it. While this may change when they have children at home, that is only one phase of their lives and we need transportation options for all generations and lifestyles. You only have options is they are all relatively safe and easy to use.

0 Supports

Reply to Joel Stegner



[Sean Hayford Oleary](#) 23 days ago

The neighborhood streets in the Country Club area! I wish more Edina streets were designed like that (narrow street, sidewalks on both sides, beautiful boulevard trees).

2 Supports

Reply to Sean Hayford Oleary



[Arnold Bigbee](#) 23 days ago

So far, the best thing is the added attention to sidewalks and biking. Every so often, I will encounter a sidewalk that needs attention and let City Hall know about it. (Such as the west side of York Ave between the YMCA and 66th St. It is old and in need of replacement in many places. Not so bad if it weren't the main pedestrian thoroughfare for many senior citizens in the high rises on York near the Promenade, many of whom use wheelchairs or walkers to get to Target, Cub, CVS, Lunds and Byerlys and Walgreens for food and prescriptions. Promenade construction has made sidewalk access between York and France less attractive at times.)

2 Supports

Reply to Arnold Bigbee



[Andrew Brown](#) 23 days ago

There is nothing good about the transportation system in Edina, the cyclists I see blow stop signs in this city is hilarious, 54th & Wooddale I just stop and stay there in my car so they can blow on through. I go by everyday and not a one has stopped. I was wondering does a white border around a stop sign mean its only a guideline or suggestion? Oh sidewalks, even better especially in East Edina, everybody walks in the street anyway, why am I paying for those again and at \$114K a snow plow, thanks for nothing. I'm glad I have my car cause passenger rail or street cars or a bus circular will never happen in my lifetime

0 Supports

Reply to Andrew Brown



[Sharon G](#) 23 days ago

I like that the bike lanes near Valley View Road & Wooddale are colored green so they are very visible for drivers. I like that some roads (not enough) have large & frequent "bike symbols" to remind drivers there may be bikes in the road. Thats really all there is to like.

0 Supports

Reply to Sharon G



[Elizabeth x](#) 23 days ago

What I like best about the City's transportation options are that I do not have to worry about stopping my gas guzzling car to wait for a train...ever. There are none of those noisy buses on our pristine streets. No sir. Our husbands arrive from their office jobs and we women have plenty of daylight driving hours to get our hair and nails done and get dinner on the table before our 2.3 children arrive from their top ranked public schooling off those adorable yellow school buses. (the only ones that I know are OK in my neighborhood.) Thank goodness we don't have smelly public transportation here in Edina. No indeed - I put on my Northface jacket, Lululemon yoga pants and jump into my Escalade to grab an iced coffee at Starbucks and wait for my little darlings to finish skating at Braemar. Certainly, there is no reason to have public transportation options to go to that sports complex that we have invested millions of dollars in to get kids and adults to exercise, right?

2 Supports

Reply to Elizabeth x



[Don Krebs](#) 23 days ago

comment... We originally picked this location because it is central to downtown (for work) and the Airport (work related travel). We now love it for the same reasons (and many others). Easy access and great central location. We are however, getting tired of airplane noise. Especially that flight that goes over at about 5:45AM on weekdays and the flight formation that takes off between 7:00 AM and 8:30 AM and returns landing in the early evenings. I'm actually beginning to like those SW winds.....which sends them over someone else's home. Too bad Arnie cancelled to "new airport" sight years ago. Ever been to Denver's Airport?....

0 Supports

Reply to Don Krebs



[Emily Boettge](#) 22 days ago

I think the sidewalk facilities plan is a step in the right direction and I am grateful that Edina is making an effort to put sidewalks in high-needs areas; but it is going to take a long time (20-30 years) and even when it is finally implemented the vast majority of Edina will never have sidewalks. In the meantime, I think it would be great if we could make other efforts to improve safety for pedestrians, like education, outreach, enforcement and tolerance.

0 Supports



[Andrew Brown](#) 21 days ago

Emily- While I appreciate the council's effort's to establish a master sidewalk plan, sidewalks & bike paths never helped A: My 80 year old grandmother get to her Parkinson's appointments B: My 65 year old mom make it to work on time C: My 18 year old cousins get to University D:

Make it to work on my daily commute on time Until a reliable street car or circular bus system combined with Dan Patch Passenger Rail & Connections to things like the airport & the Mall of America are implemented, then I will still be driving my car

0 Supports



[Emily Boettge](#) 21 days ago

I still primarily drive my car too and wasn't implying that people shouldn't drive. I just think for those people who like to walk, sidewalks are important for safety. I completely agree with you about bus, rail, and other transit options. The question asks what is your favorite feature. I wasn't commenting on driving or suggesting that people shouldn't drive. For those who like to walk, especially kids walking to school, having safe routes is important.

0 Supports

Reply to Andrew Brown

Reply to Emily Boettge



[Fran Fabrizio](#) at August 05, 2015 at 3:11pm CDT

The city does a good job with the roads, especially in snow I appreciate the ease of driving in Edina vs. Minneapolis (or, the worst, St. Paul). I appreciate the increased attention to bikes and that it is at least feasible to bike into the city from my part of Edina. There's a lot of work to be done, but I see the progress (and I've noticed the recent posters talking about mutual awareness on the part of bikers and drivers).

I agree too many bikers don't follow the rules of the road, and plenty of drivers don't either. It's going to take a lot of education, and the more mainstream biking becomes the more everyone will get used to it and learn how to interoperate with each other.

0 Supports

Reply to Fran Fabrizio

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