



To: MAYOR AND COUNCIL

Agenda Item #: VIII. A.

From: Mark K. Nolan, AICP, Transportation Planner

Action

Discussion

Date: December 2, 2014

Information

Subject: Resolution No. 2014-153 Sidewalk Map Amendment

Action Requested:

Adopt Resolution No. 2014-153, approving the request for a Comprehensive Plan Amendment for the following:

- Revise and replace the Pedestrian Facilities section of the Transportation Chapter (Chapter 7) of the Comprehensive Plan and Figure 7-10 Sidewalk Facilities.

Information / Background:

As part of the overall Living Streets Plan, staff has been preparing a new Sidewalk Facilities Map based in part on the 2008 Comprehensive Plan, the approved Living Streets policy and input from City staff, officials and residents. At the Jul. 1 Work Session, City Council expressed a desire to approve an updated Sidewalk Facilities Map prior to the approval of the overall Living Streets Plan (anticipated for early of 2015). City Council also directed staff to bring the Sidewalk Facilities Map forward for amendment into the Comprehensive Plan, so that an approved sidewalk network can be considered during the planning and design of current and future roadway reconstruction projects.

Please recall that staff presented the Sidewalk Facilities Map Comprehensive Plan Amendment to City Council for approval at its Nov. 3 meeting. Prior to the presentation and public hearing, Council motioned to delay the vote on the amendment to the Dec. 2 meeting. The public hearing was closed on Nov. 3.

The following is the revised timeline for the proposed amendment to the City of Edina Comprehensive Plan:

- | | |
|--|---------|
| • Sidewalk Facilities Map posted for public comment (Speak Up, Edina!) | Oct. 3 |
| • Informational packet received by City Council | Oct. 7 |
| • Planning Commission Public Hearing and Approval of Amendment | Oct. 22 |
| • Sidewalk Facilities Map posted for public comment (Speak Up, Edina!) | Oct. 27 |
| • City Council Public Hearing for Comprehensive Plan amendment | Nov. 3 |
| • Edina Transportation Commission Advisory Communication | Nov. 24 |
| • City Council Action on Comprehensive Plan Amendment | Dec. 2 |

The Sidewalk Facilities Map shows the streets that currently have sidewalks and streets where sidewalks are planned over the next 20-30 years. It should be noted that the map does *not* indicate on which side of the

street future sidewalks are to be installed. This decision will be based on input from more thorough engineering studies and stakeholders prior to design and installation. Additionally, if a sidewalk is not indicated on a particular street, this does not preclude that street from being considered for a sidewalk in the future as its context criteria (e.g. traffic counts, speeds, redevelopment, etc.) may change over time, and residents are free to petition for a sidewalk as well.

The Sidewalk Facilities Map reflects thoughtful and considerable construction of criteria, is data-driven (see attached matrix), and most importantly is consistent with the Living Streets Policy vision and value of supporting the transportation needs of all Edina's residents.

Comprehensive Plan Amendment: Pedestrian Facilities

Attached is the Sidewalk Facilities Map, which will replace Figure 7.10 in the 2008 Comprehensive Plan. Also attached is Resolution 2014-153, which contains the content that is meant to replace the "Pedestrian Facilities" section of that Plan (Chapter 7, pages 7-33 to 7-36: "Pedestrian and Bike Facilities"). Please note that minor modifications have been made to both the Map and text (see attached Resolution) since the Nov. 3 public hearing.

Summary of Public Input

The following is a summary of public input and correspondence received since the Nov. 3 public hearing regarding the proposed amendment, as of Nov. 24. Correspondence received after this date will be given to Council at the Dec. 2 meeting. Also, the Speak Up, Edina! discussion will remain open until Nov. 30 and can be accessed here: <http://speakupedina.org/discussions/sidewalk-facilities-map>

Speak Up, Edina Discussion

A public discussion regarding the Sidewalk Facilities Map Comprehensive Plan Amendment was opened on Speak Up, Edina! on Oct. 3, and with the exception of approximately ten days (before the Nov.3 public hearing) will run continuously until Nov. 30. The Report/Recommendation to Council regarding the proposed amendment as well as the Sidewalk Facilities Map itself were posted for viewing/download. As of Nov. 24, 91 comments have been submitted by the public (98 overall) have been submitted, with over 95% expressing support for the Sidewalk Facilities Map, and/or sidewalks in general. These include residents supporting and/or requesting sidewalks on their own streets, in addition to general support.

Resident Email Correspondence

Attached are the emails received regarding the proposed amendment, along with staff responses, since the Nov. 3 public hearing (as of Nov. 24). Staff has received over 50 emails from members of the public during that time, ranging from comments on sidewalks in general, to those regarding the need for (or opposition of) sidewalks in specific locations. Staff estimates that approximately 70% of these emails express support for the Sidewalk Facilities Map and/or sidewalks in general. If "neutral" responses are included, that number rises to over 80% (under 20% in opposition).

Quadrant Input Meetings

Below are brief summaries of the four meetings held (one for each quadrant of the City) this week to share information and obtain feedback regarding the Sidewalk Facilities Map Comprehensive Plan Amendment. Attached are more detailed notes regarding individual verbal questions and comments received during the meetings, along with written comments submitted. Attendees at each of the four meetings expressed differing levels of support and opposition for the Sidewalk Facilities Map and for sidewalks on specific streets. When taken as a whole, staff felt that there was more support than opposition for the Sidewalk Facilities Map at the meetings. However, there were some residents who were very clear in their opposition to sidewalks on the streets where they live, with some of those still expressing general support for sidewalks in Edina.

Northwest Edina – 6-8 p.m. Monday, Nov. 17, Edina Senior Center

Approximately 50 people attended the Northwest Quadrant meeting, and 35 comment sheets were received. Elected/appointed officials included Mayor Hovland, who arrived at 7:30 as the formal portion of the meeting was ending. The Mayor stayed until the last attendee left, which was just after 8:00. Staff gave a presentation, which started just after 6:00. The presentation was meant to be brief; however, many questions were asked and discussions held during the presentation. As a result, the presentation concluded after 7:00. Most in attendance (approximately 80-90%) were opposed to the Sidewalk Facilities Map and/or sidewalks being installed on their streets. The majority of those in opposition live in the Highlands Neighborhood. A minority of attendees (five or six) did voice their support for the Map and what the City is attempting to accomplish.

Significant themes from the Northwest Quadrant meeting were:

- Many felt that a citywide survey/questionnaire should have gone out to all households in the City, asking about their preferences for sidewalks.
- Resident responsibility (and burden) for snow removal was a major theme (especially for the elderly)
- Some expressed doubt that the data used for some of the criteria was appropriate (e.g. vehicle counts and speeds) and thought sidewalks should go only where pedestrians currently are.
- Some thought that traffic calming and enforcement should be increased to increase the safety of pedestrians on the roadway, instead of constructing sidewalks.
- A few vocal attendees expressed disappointment that City Council seemed to be “cramming” this in against the wishes of residents, or at the very least without their input
- There was doubt among some that the PACS Fund covers all of the costs, and that sidewalk installation will have no effect on their (rising) property taxes.
- Several attendees expressed that they have nothing against sidewalks, just in this location.

Southwest Edina – 6-8 p.m. Monday, Nov. 17, Edina Public Works

The Southwest Quadrant meeting was attended by nearly 20 people (eight comment sheets were received), including Councilmember Mary Brindle and ETC Chair Katherine Bass. At the conclusion of a brief presentation a group discussion was held with all of the attendees. Most in attendance were supportive of the Sidewalk Facilities Map. There were some in attendance who spoke against the overall plan and expressed concerns regarding some of the details of the plan.

Significant themes from the Southwest Quadrant meeting were:

- There was a sentiment that southwest Edina does not have a enough sidewalks when compared to the other quadrants of the city and that additional routes should be added.
- Some felt that there needs to be an implementation schedule developed for the sidewalks, and the segment of Valley View Rd from Mark Terrace to Gleason Rd needs to be added as soon as possible.
- Lighting needs to be examined with each of the sidewalks projects to ensure pedestrian safety.
- Since the City is initiating the sidewalk map update, it should also conduct the snow removal on all walks, not just State Aid and school/park routes.

Northeast Edina – 6-8 p.m. Monday, Nov. 19, Edina City Hall

The Northeast Quadrant meeting was attended by 20 people. The attendees included ETC Member Jennifer Janovy. Questions were answered during the presentation, which concluded at approximately 6:45. A question and answer session was then held, with limited dialogue between the attendees. It is estimated that support for the Sidewalk Facilities Map was approximately 50% upon arrival; however, support seemed to increase as the meeting progressed. The last of the attendees departed at approximately 8:15 and left 13 comment sheets.

The most significant themes from the Northeast Quadrant meeting were:

- There was concern about the impact of narrowing the street and the effect on commercial vehicle traffic and snow.
- It was mentioned that other existing sidewalks such those on France Ave just north of Hwy 62 are in rough shape and that existing facilities should be maintained before building any additional sidewalks.
- There was concern by some related to sidewalk snow removal and the need for clear communication about the responsibilities of homeowners.
- Attendees seemed to grasp how the impact of street reconstruction with narrow streets and sidewalks was minor on existing boulevards.
- There was much concern over the upcoming project to construct sidewalk in Arden Park (on the west side of Minnehaha Blvd) and potential removal of mature trees.
- Attendees again mentioned the need to know the implementation schedule.

Southeast Edina – 6-8 p.m. Monday, Nov. 19, Edina Public Works

Nearly 40 residents attended the Southeast Quadrant meeting, and submitted 18 comment sheets. Overall, support and opposition seemed relatively balanced, with the vast majority of opposition coming from residents who live on West Shore Drive (primary south of W. 70th St). After the initial 20-minute presentation concluded, questions were asked and answered for a period of approximately one hour, at which time some residents left and others stayed to continue discussion. ETC members Emily Boettge and Larry Olson were in attendance, and were joined by Mayor Hovland and Councilmember Elect Kevin Staunton later in the meeting.

Significant themes from the Southeast Quadrant meeting were:

- Many residents of West Shore Drive were opposed to a sidewalk on their street. They cited past surveys and the removal of the sidewalk from the reconstruction project in 2009.
- Residents potentially having to maintain (especially plow snow from) sidewalks was a significant issue. Relatedly, there was concern that if Public Works has to maintain all sidewalks, then property taxes would increase to pay for this.
- Some attendees questioned the need for a boulevard, and wanted any sidewalks to be constructed at the back of curb.
- Some expressed a desire for more east-west sidewalk routes in the Lake and South Cornelia neighborhoods.
- Some felt that individual surveys should be sent to every household to clearly ask their opinions about sidewalks, and how their survey answers would affect City policy.

Attachments:

- Resolution No. 2014-153
- Sidewalk Facilities Map: Figure 7.10
- Sidewalk Criteria Matrix
- ETC Advisory Communication: Sidewalk Facilities Map
- ETC Draft Nov. 20 Minutes
- Resident comments via Speak Up! Edina
- Resident email correspondence received since the Nov. 3 public hearing
- Presentation given at four Quadrant Input Meetings
- Summary of verbal comments/questions received at four Quadrant Input Meetings
- Sign-In Sheets and Written Comment Sheets from four Quadrant Input Meetings
- Correspondence received via Mail

RESOLUTION NO. 2014-153
RESOLUTION APPROVING A COMPREHENSIVE PLAN AMENDMENT
TO REVISE AND REPLACE THE PEDESTRIAN FACILITIES SECTION OF
TRANSPORTATION CHAPTER 7

BE IT RESOLVED by the City Council of the City of Edina, Minnesota, as follows:

Section 1. BACKGROUND.

- 1.01 The Comprehensive Plan states that “sidewalks and paths provide safe movement for all individuals of all ages, decreased the dependency on motor vehicles, and encourage active lifestyles.” The Comprehensive Plan also indicates that in order for the City’s sidewalk system to be effective, it should provide network continuity with broad geographic coverage and without notable gaps.
- 1.02 In the City’s 2013 Quality of Life Survey, 41 percent of respondents indicated that Edina has too few sidewalks, and 73 percent of those who believe Edina needs to improve its walkability indicated that more sidewalks would do so.
- 1.03 In December of 2012, the City created the Pedestrian and Cyclist Safety (PACS) Fund, which is a dedicated source of funding for the construction and maintenance of non-motorized transportation infrastructure. Property owners are no longer assessed for new sidewalks.
- 1.04 In August of 2013, the City Council unanimously approved the Living Streets Policy, which includes the following principle: “The City will plan, design, and build high quality transportation facilities that meet 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.”
- 1.05 As part of the overall Living Streets Plan, staff has been preparing a new Sidewalk Facilities Map based in part on the 2008 Comprehensive Plan, the approved Living Streets policy and input from City staff, officials and residents.
- 1.06 At their July 1 Work Session, City Council expressed a desire to approve an updated Sidewalk Facilities Map prior to the approval of the overall Living Streets Plan (anticipated by early of 2015). Council also directed staff to bring the Sidewalk Facilities Map forward for amendment into the Comprehensive Plan, so that an approved sidewalk network can be considered during the planning and design of current and future roadway reconstruction projects.
- 1.07 On October 22, 2014 a public hearing was held with the Planning Commission regarding amending the Sidewalk Facilities Map to the Comprehensive Plan. At that meeting testimony was heard and the Commission unanimously recommended approval of the Comprehensive Plan Amendment.
- 1.08 The following is the timeline for approvals and amendment to the City of Edina Comprehensive Plan:

- Sidewalk Facilities Map posted for public comment (Speak Up, Edina!) October 3
- Informational packet received by Council October 7
- Planning Commission Public Hearing and Approval of Amendment October 22
- City Council Public Hearing Regarding Comprehensive Plan amendment November 3
- City Council Vote Regarding Comprehensive Plan Amendment December 2

1.09 The proposed amendment indicates the Edina streets that currently have sidewalks along with those streets where sidewalks are planned in the next 20 to 30 years. The following should be noted:

- The Plan is not meant to indicate on which side of the street future sidewalks are to be installed; that decision will be based on input from more thorough engineering studies and stakeholders prior to design and installation
- If a sidewalk is not indicated on a particular street, this does not preclude that street from being considered for a sidewalk in the future as its context criteria (e.g. traffic counts, speeds, redevelopment) may change over time, and residents are free to petition for a sidewalk as well.
- Future sidewalk design (e.g. location, boulevard width) can vary depending on impacts such as existing trees, steep slopes, etc.

Section 2. FINDINGS

2.01 Approval is subject to the following findings:

1. Goals of the Comprehensive Plan include safe walking, bicycling and driving, and promoting health; the proposed amendment would assist the City in meeting these goals by planning for a citywide pedestrian transportation network based on adopted policy and data.
2. The City's Living Streets Policy states that sidewalks are required on all arterial and collector streets, and where streets abut a public school, public building, community playfield or neighborhood park; the proposed amendment meets these goals.
3. The proposed amendment reflects thoughtful and considerable construction of criteria, is data-driven, and is consistent with the Living Streets Policy vision and value of supporting the transportation needs of all Edina's residents.

Section 3. APPROVAL

NOW THEREFORE, it is hereby resolved that the City Council of the City of Edina, approves the Comprehensive Plan amendment as follows, subject to Metropolitan Council approval:

Pedestrian Facilities

The goal of this section is to build upon the current City practices to create a framework for planning and implementation of future sidewalks. Sidewalks and other pedestrian facilities are an important component of the City's transportation infrastructure.

Sidewalks and paths provide safe movement for individuals of all ages and abilities, decrease the dependency on motor vehicles, and encourage active lifestyles. An effective municipal sidewalk system provides network continuity such that there is broad geographic coverage for a range of users and uses, without notable gaps.

~~A thorough review of the existing sidewalk and path network has been completed by City Staff. The following categories were used to evaluate existing facilities and help determine appropriate locations for future sidewalks. These categories are generally listed in descending order of priority:~~

- ~~*—Public school walking zones~~
- ~~*—Park and activity center walking zones~~
- ~~*—Retail business walking zones~~
- ~~*—Public transit facilities~~
- ~~*—Roads where high vehicle traffic volumes create an impediment to pedestrian movements~~
- ~~*—Roads defined as Collectors and above~~
- ~~*—Roads with State Aid designation~~
- ~~*—Sidewalks internal to larger sites~~

~~Citizen and/or business petitioned locations will also receive important consideration as they are brought forward for City review.~~

~~A walking zone of 0.7 miles was used for public and private elementary schools, retail business centers and parks. A one mile walking zone was used for middle and senior high schools (both public and private). These zones are consistent with the Edina School District guidelines.~~

~~Sidewalks within the City are divided into the following four categories:~~

~~State Aid sidewalks are located adjacent to Municipal State Aid Streets (MSAS) and are funded from MSAS funds.~~

~~School Zone sidewalks are identified by the City and Edina School District and are located within the identified school walking zones.~~

~~Destination Zone sidewalks are typically located along roadways that link existing systems and carry over 750 vehicles per day. Examples of destination nodes are business districts, parks and other community activity areas.~~

~~Local/Low Volume Street Zone~~ sidewalks are any sidewalks that do not meet any of the above definitions, but have importance from access and system continuity perspectives.

~~Figure 7.10~~ depicts existing and proposed future sidewalk locations based on information and criteria provided above. The construction of new sidewalks and pathways is performed in accordance with current practices as directed by the City of Edina Engineering Department.

A boulevard style sidewalk is recommended for new construction wherever feasible to maximize safety conditions for pedestrians. Sidewalks should be designed to minimize impacts to large trees, avoid steep grades, and generally accommodate other site constraints. Geometric limitations may force a sidewalk to be placed along the edge of a roadway.

Sidewalks are typically five feet wide; however, a four foot width is acceptable for boulevard style sidewalks when not maintained by the City of Edina. Boulevard widths should be approximately five feet wide to allow proper growth of sod.

Financing of the proposed sidewalks are separated into four categories:

- ~~1. State Aid Costs~~ cover any proposed sidewalk located adjacent to a State Aid designated roadway and are paid 100 percent by State Aid funds.
- ~~2. Public School Zone Costs~~ will be split using 25 percent City funds, 25 percent School funds, and 50 percent Special Property Assessments.
- ~~3. Destination Zone Costs~~ will be split between 25 percent City funds and 75 percent Special Property Assessments.
- ~~4. Local/Low Volume Street Zone Costs~~ will be financed 100 percent through Special Property Assessments.

Special property assessment policy should be reviewed for each individual project. The City has the discretion to order a project assessed on a per adjacent lot basis, per local area assessment, or a combination of both.

Sidewalks should provide a comfortable space for pedestrians between the roadway and adjacent land uses. Sidewalks are the most important component of pedestrian mobility. They provide opportunities for active living and access to destinations and critical connections between multiple modes of travel, as users of motor vehicles, transit and bicycles all must walk at some time during their trip.

Refer to the Sidewalk Facilities Map (*Figure 7.10*) for locations of existing and future sidewalks.

Sidewalks are required:

- Where a street abuts or is in the vicinity of a public school, public building, community playfield, or neighborhood park. Termini to be determined by context.
- On both sides of minor arterial streets.
- On one or both sides of collector streets.
- As required by zoning code or condition of plan approval.
- When one or more of the context criteria are met (see below).

The following context criteria may be used when determining whether an otherwise optional sidewalk should be required. The criteria may be applied in any combination, using engineering judgment. An optional sidewalk may be required when:

- A sidewalk is recommended by the Edina Active (Safe) Routes to School Comprehensive Plan.
- The street is located at an identified park or commercial destination.
- Average daily traffic is greater than 500 vehicles.
- 85th percentile speed is greater than 30 mph.
- There is a history of crashes involving pedestrians walking along the roadway.
- Transit stop(s) are present.
- A sidewalk would create a logical connection between destinations.
- Site lines, roadway geometry, or insufficient lighting makes it difficult for motorists to see pedestrians walking along the roadway.
- The street width is less than 27 feet.

Citizen- and/or business-petitioned sidewalk locations will also receive important consideration as they are brought forward for City review.

Sidewalks within the City are divided into the following three categories. It is possible that a sidewalk may fit into more than one category:

State-Aid sidewalks are located adjacent to Municipal State-Aid Streets (MSAS).

Active Routes to School sidewalks are identified by the Edina Active Routes to School Comprehensive Plan (approved on Feb 3, 2014) as recommended to improve connectivity and safe routes to schools.

City sidewalks are sidewalks that meet the requirements and/or context criteria above.

Sidewalks shall be a minimum of 5 feet wide to provide adequate space for two pedestrians to comfortably pass side-by-side. Wider sidewalks (8 to 12 feet) are recommended where pedestrians are likely to travel in groups, such as near schools and in shopping districts, or where adjacent to transit stops.

A standard 5-foot boulevard (the space between the sidewalk and the curb or edge of pavement) shall be provided whenever possible to increase pedestrian safety and comfort, as well as providing space for snow storage. In shopping districts characterized by zero-lot lines, street furniture and/or on-street parking, sidewalks may be wider with no boulevard. Additionally, a shallower boulevard or curbside sidewalk may be constructed when the cost of constructing a five-foot boulevard would be excessively disproportionate due to existing right-of-way or topographical constraints. Curbside sidewalks shall have a minimum width of 6 feet unobstructed for travel (5 feet clear of sign posts, traffic signals, utility poles, etc., plus one foot for snow storage/clearing operations).

Financing of the future sidewalks are separated into two categories:

1. **State-Aid Costs** cover any proposed sidewalk located adjacent to a State-Aid designated roadway and are paid by a combination of State-Aid funds and the Pedestrian and Cyclist Safety (PACS) Fund.
2. **Active Routes to School and City Costs** cover any proposed sidewalk located adjacent to a non-State-Aid designated roadway and are paid 100 percent by the Pedestrian and Cyclist Safety (PACS) Fund.

Sidewalks that are required as a condition of developer approval would be funded by the developer. The City should search out additional funding sources, such as grants or partnering with other agencies, for larger projects that have regional significance. One potential important source is the Safe Routes to School Program in which Mn/DOT allocates federal funds to projects of merit selected on a competitive basis.

Sidewalks located on State-Aid roads or within the Public School Zones will be maintained by the City of Edina. Typical City maintenance includes snow removal and repair of broken or shifted sidewalks. Sidewalks located ~~on Local/Low Volume Street Zones and Destination Zones must be maintained by the property owners.~~ in other areas must be maintained by the property owners.

ATTEST: _____
Debra A. Mangen, City Clerk

James B. Hovland, Mayor

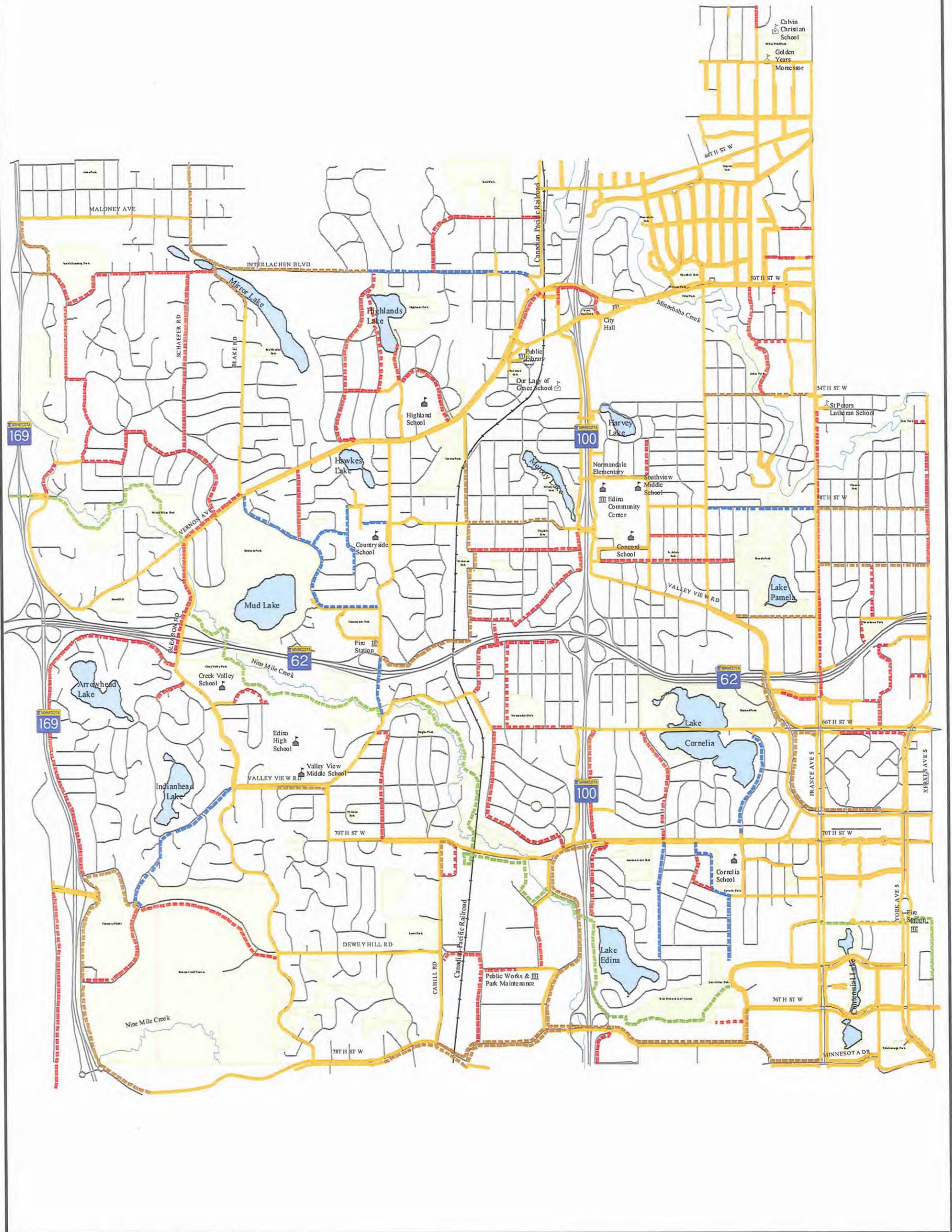
STATE OF MINNESOTA)
COUNTY OF HENNEPIN)SS
CITY OF EDINA)

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 November 3, 2014, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this ____ day of _____, 2014.

City Clerk



- Legend**
- Existing Sidewalk
 - Future State-Aid Sidewalk
 - Future Active Routes To School Sidewalk
 - Future City Sidewalk
 - Future Nine Mile Creek Regional Trail



**City of Edina
2008 Comprehensive Plan Update**

Sidewalk Facilities



Engineering Dept
November 2014

Edina Sidewalk Facilities Map Criteria Matrix

Streets listed below are local streets as defined in the 2008 Comprehensive Plan (according to the Sidewalk Facilities Plan, sidewalks are required on Minor Arterial and Collector Streets)

Quadrant	Street Name(s)	Average Daily Traffic (vehicles)	85th% Speed (mph)	Additional Comments
Northeast	Arden Ave S / Minnehaha Blvd	500		Connects/adjacent to Arden Park
Northeast	Beard Ave S	400		Connects/adjacent to Strachauer Park
Northeast	Concord Ave	1,300		Connects to Southview Middle School, Kuhlman Field
Northeast	Halifax Ave S	1,200	33	
Northeast	Grimes Ave S	850	32	Connects to Weber Park, 2 private schools
Northeast	W 48th St	1,000		
Northeast	W 49th St	424	31	Adjacent to commercial district
Northeast	W 52nd St	475		Connects to Arden Park, trail
Northeast	W 55th St			Connects to York Park
Northeast	W 58th St	1,000-3,300	33	Connects three collector streets to Pamela Park
Northeast	W 59th St	575	31	Connects to Concord School
Northeast	W 60th St	1,100		Connects to Pamela Park, St. Johns Park
Northwest	Arbor Ave	310	30	Active Routes to School-recommended sidewalk
Northwest	Ayrshire Blvd	890	33	Connects Highlands Park and School
Northwest	Benton Ave	931		Active Routes to School-recommended sidewalk
Northwest	Division St / Cooper Ave	1,000	34	Connects two collector streets to Todd Park
Northwest	Doncaster Way	425	32	Connects/adjacent to Highlands Park
Northwest	Glengarry Pkwy			Adjacent to Highlands Park
Northwest	Hansen Rd	1,700	32	Connects to Birchcrest Park
Northwest	Interlachen Blvd / Park Terrace / Malibu Dr	1,100-2,200		Connects to TH 169 & Van Valkenberg Park
Northwest	Lincoln Dr / Dovre Dr / Londonberry Rd / Stauder Cir	1,750	32	
Northwest	Malibu Dr / Telemark Tr / Parkwood Rd / Parkwood Ln	1,500	34	Connects to TH 169 & Van Valkenberg Park
Northwest	Mirror Lakes Dr	730	32	Connects to Highlands Park
Northwest	Olinger Rd	1,900	37	Connects to Bredesen Park
Northwest	Schaefer Rd	1,300	35	
Northwest	Sun Rd	3,070	31	Active Routes to School-recommended sidewalk
Northwest	Valley View Rd / Maddox Ln / Normandale Rd	1,500-2,600	38	Connects to bridges across TH 100 & TH 62
Northwest	W 60th St	4,000	36	
Northwest	Wyman Ave	1,500		Pedestrian access across TH 62
Southeast	Barrie Rd / Heritage Dr	1,350-3,650	32	
Southeast	Claremore Dr			Active Routes to School-recommended sidewalk
Southeast	Cornelia Dr	2,000	35	Active Routes to School-recommended sidewalk
Southeast	Kellogg Ave			Active Routes to School-recommended sidewalk
Southeast	Normandale Rd	1,200	35	
Southeast	Oaklawn Ave	1,800	35	Active Routes to School-recommended sidewalk
Southeast	W 64th St			Connection to beacon crossing of Xerxes Ave
Southeast	W 65th St			Connection to hospital/medical area
Southeast	West Shore Dr	1,300	32	Active Routes to School-recommended sidewalk
Southeast	Wooddale Ave S	1,000		
Southwest	Amundson Ave			Adjacent to retail/business area
Southwest	Braemar Blvd	1,000	32	Connects to Braemar Golf Course, Golf Dome, Arena
Southwest	Bush Lake Rd	4,500	34	
Southwest	Dewey Hill Rd / W 74th St	3,400		Connects to Lewis Park
Southwest	Indian Hills Pass	1,300	34	Connects to Creek Valley Elementary
Southwest	Nordic Cir			Adjacent to Creek Valley School
Southwest	Ridgeview Rd / Abercrombie Dr / Raburn Dr	460	30	
Southwest	Tracy Ave / W 66th St	1,500	33	
Southwest	W 63rd St / Ridgeview Dr	2,700	34	
Southwest	Ohms Ln	2,700	32	
Southwest	Warren Ave	500	33	Connects/adjacent to Normandale Park

ADVISORY COMMUNICATION



To: MAYOR AND COUNCIL

From: Edina Transportation Commission

Date: December 2, 2014

Subject: Edina Transportation Commission Advisory Communication: Sidewalk Facilities Map

Attachments: None

Action Requested:

The ETC recommends that the City Council approve the Sidewalk Facilities Map Comprehensive Plan Amendment (“Sidewalk Facilities Map”) at the December 2, 2014 City Council Meeting. The Sidewalk Facilities Map is a necessary and essential step toward achieving the purpose of the Living Streets Policy to “balance the needs of motorists, bicyclists, pedestrians 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.”

Situation:

At the November 3, 2014 City Council Meeting, Council members deferred the vote on the Sidewalk Facilities Map until December 2, 2014. The vote was deferred to give residents a further opportunity to provide input on the proposed Sidewalk Facilities Map. Specifically, in addition to the public hearing held on November 3, public meetings were scheduled in each quadrant of Edina. The purpose of the Quadrant Meetings was to give residents an opportunity to voice their opinions, vet ideas, and ask questions thoroughly, in face-to-face conversations with city staff and public officials. Comments were also solicited via email and on Speak-Up Edina for those residents unable to attend a Quadrant Meeting.

Assessment:

At the Quadrant Meetings, residents heard an informational presentation by city staff, had the opportunity to complete a written questionnaire, ask questions, offer their input, and meet with public officials. Mayor Hovland, City Councilmember Mary Brindle, City Councilmember-elect Kevin Staunton, and ETC members Katherine Bass, Emily Boettge, Jennifer Janovy, Paul Nelson and Larry Olson attended the Quadrant Meetings. A summary of residents’ comments and questions has been provided to you.

Snow removal, in particular, was a topic of interest for residents. We understand city staff is conducting further research into the possibility of public works assuming the responsibility of snow removal for the sidewalk network. Maintenance can be paid for out of the PACS fund.



Background:

- In December of 2012, the City created the Pedestrian and Cyclist Safety (PACS) Fund, which eliminated special assessments to homeowners in lieu of a community-wide fund intended “exclusively for specific improvements to the city’s non-motorized transportation network,” such as sidewalks, trails, and bicycle facilities.
- In August of 2013, the City Council unanimously approved the Living Streets Policy, which states that, “the City will plan, and build quality transportation facilities that meet the needs of the most vulnerable users (pedestrians, cyclists, elderly, and disabled) while enhancing safety and convenience for all users, and providing access and mobility for all modes.” Furthermore, the approved Living Streets Policy states that the city will develop and adopt guidelines for sidewalks and that these guidelines “will provide well-designed pedestrian accommodation” on arterials, collectors, local connectors and where the street abuts a public school, public building, community play field, or neighborhood park.
- In June of 2014, the City Council unanimously approved the Active Routes to School Plan. The purpose of this Plan “is to document the existing walking and biking environment in Edina, identify opportunities and priorities to increase walking and biking to schools, and develop an implementation plan for making the improvements.”
- In October of 2014, Future IQ Partners identified eleven cohort cities as part of the Edina, Community Profile and Benchmark Analysis. It bears noting that eight of the eleven cities have bicycle and pedestrian plans that demonstrate the high value these communities have placed on bicycle and pedestrian safety and mobility. (Bellevuewa.gov, indympo.org, citypil.com, cityofls.net, littletongov.org, ci.manhattan-beach.ca.us, menlopark.org, newtonma.org)

Recommendation:

The ETC strongly recommends that the Sidewalk Facilities Map be approved at the December 2, 2014 City Council Meeting. We believe the Sidewalk Facilities Map faithfully carries out the important policies the City Council embraced when it unanimously approved the Living Streets Policy and the Active Routes to School Plan.

The Sidewalk Facilities Map has been prepared with tremendous thought toward making Edina a more connected community through the implementation of a non-motorized network that will help achieve the vision of a future with a safe, accessible multi-modal transportation system.

Each sidewalk proposed on the map has been assessed according to the context criteria. Therefore, the ETC recommends that the Sidewalk Map be approved in its entirety as a holistic network to benefit the community at large.

The Sidewalk Map is a plan that will be implemented over the next 20-30 years and as such, the ETC



recommends that sidewalks not be removed from the plan unless data can show that the context criteria, regarding a particular sidewalk, have not been met. Removing sidewalks piece by piece has the potential to compromise the entire network and thus, the ETC recommends that the Sidewalk Facilities Map be approved, in whole, as presented.

Prepared by: Commissioner Emily Boettge

Reviewed by: Commissioners Paul Nelson and Larry Olson

Date: November 24, 2014

**MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COMMUNITY ROOM
NOVEMBER 20, 2014
6:00 P.M.**

ROLL CALL Answering roll call were members Bass, Boettge, Campbell, Janovy, LaForce, Nelson, Olson, Rummel, Spanhake and Whited.

ABSENT Member Iyer.

REPORTS/RECOMMENDATIONS

Proposed Sidewalk Facilities Map Comprehensive Plan Amendment

Planner Nolan said on Nov. 3, the City Council tabled a motion to vote on the Sidewalk Facilities Map and closed the public hearing. He said at least one councilmember requested an advisory communication from the ETC. He updated the ETC on the four meetings that were held to gather feedback from residents. He said majority in the northwest quadrant were not in favor of sidewalks, while the others were more favorable. He said those on Speak Up, Edina! are overwhelmingly in favor and of the emails received recently, at least 80% are in favor.

The ETC discussed concerns raised at the meetings by residents and acknowledged the validity of some concerns namely shoveling snow might be difficult for some elderly residents; however, they felt it was still important to move forward with the plan. They brainstormed key points to emphasize in the advisory communication and some suggestions were:

- Importance of building out the network
- Conservative plan (sidewalk not on every street)
- Connects to destination
- Plan is data driven (volume/speed)
- Cost estimate for public works to do maintenance
- Education
- Plan is consistent with policy already adopted by City Council
- Accept map in its entirety

Regarding the 2015 Birchcrest Neighborhood Reconstruction and the sidewalk that City Council did not approve in 2014 for this neighborhood, member Nelson said this sidewalk is on the Sidewalk Facilities Map and he believes it should be constructed in 2015. He said if it is not constructed the road should at least be narrowed to accommodate the sidewalk at a future date. Member LaForce agreed.

Motion was made by member Janovy and seconded by member LaForce to write an advisory communication to the City Council that is in strong support of the Sidewalk Facilities Map and to adopt it as presented.

All voted aye.

Motion carried.

Member Boettge will write the advisory communication and members Olson, Janovy and Nelson will review.

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Speak Up, Edina!

We're always looking for feedback and ideas for how we can make Edina an even better place for living, learning, raising families and doing business. Take a moment to provide your feedback and ideas on any of the forums you see here or start your own discussion. It's your chance to speak up, Edina!

▶ **SHARE** your feedback! ▶ **POST** your ideas! ▶ **JOIN** the discussion!

Discussion: [Sidewalk Facilities Map](#)

The City of Edina is in the process of updating its Sidewalk Facility Map, which indicates Edina streets that currently have sidewalks and streets where sidewalks are planned to be added over the next 20 to 30 years. This new map will be amended into the Pedestrian Facilities section of the Comprehensive Plan. There are four public meetings scheduled to gather input based on the City's four quadrants:

- Northwest Edina – 6-8 p.m. Monday, Nov. 17, Edina Senior Center, 5280 Grandview Square
- Southwest Edina – 6-8 p.m. Monday, Nov. 17, Edina Public Works, 7450 Metro Boulevard
- Northeast Edina – 6-8 p.m. Wednesday, Nov. 19, Edina City Hall, 4801 W. 50th St.
- Southeast Edina – 6-8 pm. Wednesday, Nov. 19, Edina Public Works, 7450 Metro Boulevard

We want to know what you think about the Sidewalk Plan. View the staff [memo to the City Council](#). [View the revised Sidewalk Facilities Map](#).

2 Topics | 98 Answers | Closes 2014-11-30

Topics

- [Edit](#)
- [Delete](#)

Topic: [Future Sidewalks](#)

[View the map](#) of the proposed sidewalk plan. Do you have any additional suggestions on where future sidewalks should go? If so, where?

88 Responses

[View Topic](#)

- [Edit](#)
- [Delete](#)

Topic: [Criteria](#)

The City follows a set of criteria ([View the staff report](#)) to identify where sidewalks should go. What additional criteria should the City consider when looking at adding future sidewalks?

10 Responses

[View Topic](#)

[Ideas In Action](#)

[Bike Lanes](#)

[Edina just hired someone to represent existing residents who are dealing with redevelopment issues...we need someone to help new entrants deal with harassment.](#)

[Remove bushes on 42nd St. concealing Weber Park](#)

[Portable "Path Flooded" Sign at Bredesen](#)

[Path Flooded Sign at Bredesen Park](#)

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Bill Strait [answered a Discussion](#)

MaFe Strait [created an Idea](#)

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2 Topics | 98 Answers | Closes 2014-11-30

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Topic: [Future Sidewalks](#)

[View the map](#) of the proposed sidewalk plan. Do you have any additional suggestions on where future sidewalks should go? If so, where?

88 Responses

88 Responses



[Nancy Killilea](#) about 1 month ago

Please lead the discussion with SLP to improve the sidewalk on Morningside from Oakdale to Wooddale. Especially with the new development and increased traffic is imperative that we overcome the bureaucracy that continues to stand in the way of safety and community needs.

4 Supports [Reply to Nancy Killilea Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .



[Larry Olson](#) about 1 month ago

This looks like a well laid out and well thought out plan. It's good to see the criteria which determines where future sidewalks should go. It's not saying to put a sidewalk on every street. With the new PACs funding from a franchise fee on gas and electric bills, the burden of paying for these sidewalks is relieved from homeowners. Also, sidewalks on school routes are plowed by the city.

10 Supports [Reply to Larry Olson Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .



[Sean Hayford Oleary](#) about 1 month ago

Two specific gaps not addressed by the plan: the west side of York/Xerxes ave is missing sidewalk for 100-200 feet just north of 66th St (a right turn simply cuts into the space of the sidewalk and completely replaces it). This should be marked as future sidewalk. I also think both sides of the 77th St overpass of TH 100 must be marked for future sidewalks. I understand the existing bridge may not be wide enough to do this -- but future means future. In the long run, it is not reasonable to expect pedestrians on the north side to cross 4 intersections in this busy interchange when they should only have to cross 2.

I also think that there should be substantially more sidewalks in the gridded portions of Edina (bordering Hopkins and Minneapolis). Sidewalks create huge value and provide great mobility options for denser, gridded blocks (as they do right now in the Country Club District).

5 Supports [Hide Replies Reply to Sean Hayford Oleary Support](#)



- [Delete](#)

[Mark Nolan](#), Transportation Planner admin about 1 month ago

Thanks for your suggestions Sean! The W. 77th Street bridge over Highway 100 is part of a minor arterial, and should indeed have sidewalks indicated for both sides. That change will be made. As for the west side of Xerxes Ave north of W. 66th, right-of-way restrictions may be an issue there but we will look to incorporate that into our plan as well. Thanks again!

1 Support [Hide Replies Support](#)



[Linda Holland Lutgen](#) at November 15, 2014 at 9:20pm CST

The part on Xerxes should really be pursued as much as possible. A simple bike ride to the mall, to Barnes and Nobel or Target/ Centennial Lakes is hampered by this intersection and the next two blocks. There is no safe place to ride or walk with the kids, unless you cross the street and then there is not a good crossing area to get back over. down Xerxes is a hazard.

1 Support [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment...

Reply to Mark Nolan



[Mark Nolan](#), Transportation Planner admin

comment...

Reply to Sean Hayford Oleary



[Sean Hayford Oleary](#) about 1 month ago

And apologies for the double posting, but the Delete button doesn't work in Chrome or Firefox. If an administrator were so inclined to delete one of those posts (and this one), that would be great!

0 Supports [Hide Replies](#) [Reply to Sean Hayford Oleary](#) [Support](#)



[Jordan Gilgenbach](#) admin about 1 month ago

Thanks for the heads up, Sean! I've deleted the double post and will let our vendor know of the issue.

0 Supports [Reply to Jordan Gilgenbach](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment...

Reply to Jordan Gilgenbach



[Mark Nolan](#), Transportation Planner admin

comment...

[Reply to Sean Hayford Oleary](#)



[David Frenkel](#) about 1 month ago

I am a proponent of sidewalks but there is a large group of people opposed to them. For the sake of transparency how is the city taking both views into account in building new sidewalks?

1 Support [Reply to David Frenkel](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment...

[Reply to David Frenkel](#)



[William David](#) about 1 month ago

I fully support adding sidewalks in the recommended areas of Chowen Park (including next to my house on 60th St.) Both 58th and 60th Streets are heavily traveled by both drivers, pedestrians and cyclists. Sidewalks and minor traffic calming modifications will slow speeding traffic and make it safer and more comfortable for pedestrians. Our family hopes the City implements these improvements soon!

8 Supports [Hide Replies](#) [Reply to William David](#) [Support](#)



[Joan Orth](#) about 1 month ago

I agree. There is quite a bit of pedestrian traffic on W. 60th St. between France and Xerxes, as well as 58th St. One pedestrian was killed between Xerxes and York. The morning or evening sun is a contributing hazard.

1 Support [Reply to Joan Orth](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment...

[Reply to Joan Orth](#)



[Mark Nolan](#), Transportation Planner admin

comment...

Reply to William David



[William David](#) about 1 month ago

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5 Supports [Hide Replies](#) [Reply to William David](#) [Support](#)



[Linda Holland Lutgen](#) at November 15, 2014 at 9:23pm CST

I would love to see these installed also. There is currently no safe way for kids in our neighborhood to get to school, biking up 58th and crossing at the 58th/ France intersection is scary. 60th and 58th are major bus stop roads. Kids are out in the intersections throughout winter and it is so not safe. And 60th is just as difficult as the morning sun, makes it almost impossible to see pedestrians and kids waiting for the bus for a few months out of the year.

0 Supports [Reply to Linda Holland Lutgen](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment...

Reply to Linda Holland Lutgen



[Mark Nolan](#), Transportation Planner admin

comment...

Reply to William David



[Karen Sandler Steinert](#) [Karen Sandler Steinert](#) about 1 month ago

Thank you for including West 62nd Street bordering Pamela Lake in the plan. This street is very dangerous to pedestrians and given that it is near a park that is currently expanding its parking lot, the addition of sidewalks are much needed.

5 Supports [Reply to Karen Sandler Steinert](#) [Karen Sandler Steinert](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment...

Reply to Karen Sandler Steinert Karen Sandler Steinert



[Chris Bremer](#) about 1 month ago

I am glad to see the proposed sidewalks on Xerxes, Beard, and 60th, as well as on the east side of France. I hope that, when these sidewalks are put in, the unnecessarily wide streets will be made narrower, in keeping with the adopted Living Streets policy -- that would make things safer by slowing traffic and might also save a number of trees. I would like to see the short stretch of sidewalk on France Ave in front of Fairview Southdale Hospital put in place -- any chance the hospital would fund that rather than waiting for the city to pay for it? It would allow everyone who leaves east of France to walk to Southdale without having to cross France Ave (via the sidewalk from Ewing to France, by Hwy 62).

5 Supports [Hide Replies](#) [Reply to Chris Bremer](#) [Support](#)



[Isaac Broberg](#) about 1 month ago

Lets keep in mind also it is hard enough for those of us living on France Ave to pull out of our driveways. At the current time most of us have a parking buffer where we are able to pull into. Albeit, often times still honked at by drivers who are speeding by no less as if we are in their way. France works just fine with one side of sidewalk near my place around 58th to the hwy, I rarely see people walking by.

0 Supports [Hide Replies](#) [Reply to Isaac Broberg](#) [Support](#)



[Sean Hayford O'leary](#) about 1 month ago

The trouble with a really busy street like France having a sidewalk on only one side is that people on the "wrong" side of the street have to get across the very busy street to access the sidewalk. Just as it's hard to get out of your driveway, it's very hard to negotiate a gap in traffic to cross if you don't happen to be at a light. France is also a bus route, so it can be difficult to access and wait at stops without sidewalks on both sides.

If no pedestrians are present, then it should be OK to pull into the sidewalk area (after checking for peds) to better see traffic on France.

2 Supports [Support](#)



[Chris Bremer](#) about 1 month ago

If they included some landscaped bumpouts on France along with a sidewalk it could provide protection for residents as they exit their driveways, as well as affording pedestrians on a new sidewalk a bit more separation from traffic..

1 Support [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment...

Reply to Isaac Broberg



[Sean Havford Oleary](#) about 1 month ago

Agreed -- Xerxes is horrendously wide, especially between Crosstown and 66th. I appreciate the value of on-street parking on these streets, but it would be nicer if it were broken up by bumpouts (like Lyndale just north of Minnehaha Creek).

1 Support [Hide Replies](#) [Reply to Sean Hayford Oleary](#) [Support](#)



[Chris Bremer](#) about 1 month ago

Xerxes happens to be a county road, which is how we got the ugly bumpouts north of the Crosstown on that street -- they just don't have the money to do something attractive as an add-on. Though when the street is totally reconstructed perhaps they could do something. Well-placed bumpouts would make it easier for people to get out of their driveways.

1 Support [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment...

Reply to Sean Hayford Oleary



[Mark Nolan](#), Transportation Planner admin

comment...

Reply to Chris Bremer



[San Asato](#) about 1 month ago

Who maintains them? Who pays for maintenance costs?

0 Supports [Hide Replies](#) [Reply to San Asato](#) [Support](#)



[Isaac Broberg](#) about 1 month ago

Good question. I hope everyone keeps in mind that Edina plows the sidewalks in the winters so more sidewalks means more maintenance costs all the way around.

1 Support [Hide Replies](#) [Reply to Isaac Broberg](#) [Support](#)



• [Delete](#)

[Mark Nolan](#), Transportation Planner admin about 1 month ago

Edina's Public Works crews plow sidewalks that are on State Aid and County roadways, sidewalks that are adjacent/leading to parks and schools, and in a few other cases. For all other sidewalks (mostly in residential streets/neighborhoods) it is the property owner's responsibility to remove snow. Other costs associated with sidewalk maintenance are funded by a combination of the Public Works budget and the PACS Fund (http://edinamn.gov/pacs_fund). Thanks.

3 Supports [Support](#)



[Katherine Stelberg Bass](#) about 1 month ago

Yes, that is correct. There will be maintenance costs for sidewalks, just as there are for roads. Sidewalks are a transportation network for many residents, especially children and older residents who don't drive. It seems perfectly acceptable for the city (and its residents) to provide this public service for all residents, not just the ones who drive.

7 Supports [Support](#)



[Scott Vogel](#) at November 17, 2014 at 9:53am CST

I'm confused. I live in Edina on Xerxes (county road) and not once in the 6 years I've lived here has Edina Public Works plowed our sidewalk. I think it's because it's only 2 blocks of sidewalk on the edge of Edina that we get overlooked??

0 Supports [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment...



[Mark Nolan](#), Transportation Planner admin

comment...

Reply to San Asato



[Dave Bender](#) about 1 month ago

I support the plan and sidewalks generally. They'll make the neighborhoods more livable and, properly done, will increase property values. I would like to see a sidewalk added to the plan on Code Avenue, connecting the proposed sidewalks on Valley View and Benton. That would create a nice walking loop, shorter than going all the way out to Hansen.

We especially need a sidewalk along Valley View, from Benton to at least Code. That's a natural walking route, and many people with and without pets walk it, but the cars really haul on the diagonal stretch from Normandale Lutheran to the block past Code (where it makes a sharp right). It would be good to get a sidewalk along there before a tragedy happens.

6 Supports [Hide Replies](#) [Reply to Dave Bender](#) [Support](#)



[Tom LaForce](#) about 1 month ago

That sidewalk on Valley View was proposed to be part of the Birchcrest B neighborhood reconstruction project. People living on Valley View opposed it, and the council pulled it out of the project. If the sidewalk plan is adopted, it would be good to see that sidewalk reconsidered because the neighborhood reconstruction was delayed until next year and both projects could be done more economically together than as separate projects.

1 Support [Hide Replies](#) [Reply to Tom LaForce](#) [Support](#)



[Kate Frederick](#) about 1 month ago

I live on the corner of Valley View and Mildred, and I would fully support the proposed sidewalk along our property. Drivers fly around the corners here, and it's just not safe for walkers and bikers. I would hope this public discussion means that more than just the people who live along a particular stretch of proposed sidewalk get to have their opinion considered.

6 Supports [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment...

Reply to Tom LaForce



[Mark Nolan](#), Transportation Planner admin

comment...

Reply to Dave Bender



[claire lee](#) about 1 month ago

I love that a new sidewalk is being put in on Vernon by Garden Park. I'm not sure who could address the possibility of adding a pedestrian crossing on Vernon and Garden Park. As of now if you're on the north side of Vernon and want to get over to Garden Park you take your life in your hands and then may have to climb over a barrier. Thanks for adding the sidewalk from Maloney over to the dog park.

6 Supports [Reply to claire lee](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

[Reply to claire lee](#)



[Amy Olson](#) about 1 month ago

It's great to see all of this support for sidewalks. I live on Cornelia Drive between Rosland Park and Cornelia Elementary and I can tell you that we have a lot of pedestrian traffic that would be much safer if they could use a sidewalk. Kids walking to school (my own son included), families walking to the park and pool, etc. Currently, with cars and pedestrians sharing the streets there are many times that the pedestrians have to hop up on the curb (which is impossible in winter), or cars have to come to a stop if there are two cars passing each other on the road or one car is passing a parked car. It's dangerous.

7 Supports [Reply to Amy Olson](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

[Reply to Amy Olson](#)



[Katherine Stelberg Bass](#) about 1 month ago

I am grateful for the careful consideration of criteria and time the city has put into this plan. The network of sidewalks proposed seems quite reasonable and fairly conservative -- this is certainly not a "sidewalks on every street" plan that some have predicted. I have a couple of suggestions to consider as additions -- Indian Hills Pass - while it is a short road, it functions as a neighborhood collector and is directly across from Creek Valley Elementary. I've heard other parents from CV talk about the need for a safe facility for kids coming from neighborhoods directly across from the school. Do we know what the volumes are on that road? Also, Gleason Road has sidewalk on the west side, but could we consider a short segment on the east side with a terminus at Gleason Circle? There are many CV kids on Gleason Circle who walk to school and this would help them get up to Valley View without crossing mid-block. Thank you!

4 Supports [Reply to Katherine Stelberg Bass](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

[Reply to Katherine Stelberg Bass](#)



[Emily Boettge](#) about 1 month ago

Edina has worked hard to improve pedestrian facilities and it is so nice to see the future sidewalk plan continue the effort toward making walking safe and accessible. We are so lucky to live in a city with great schools, it is encouraging to see that a high priority has been placed on creating safe routes to school for our kids. This thoughtful plan highlights activity corridors where there is already a lot of pedestrian traffic and aims to put sidewalks where they are needed most.

6 Supports [Reply to Emily Boettge](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

[Reply to Emily Boettge](#)



[Sapna Swaroop](#) about 1 month ago

I am very happy that the City of Edina takes our transportation infrastructure seriously and has developed a strong plan to increase safety for pedestrians, especially children walking to school and our elderly neighbors. I appreciate that the City has identified the most important gaps and prioritized them in a way that balances need and cost.

6 Supports [Reply to Sapna Swaroop](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

[Reply to Sapna Swaroop](#)



[Megan Flynn](#) about 1 month ago

I'd love to see sidewalks on Monterey to allow children to get to the park at Susan Lindgren more easily and safely!

1 Support [Reply to Megan Flynn](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

Reply to Megan Flynn



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

I am on Barrie Road, two blocks north of 66th. The traffic study has a top end traffic count of 3650, among the highest in the city. Barrie/Heritage is the one way out of our neighborhood, is very curvy, with lots of cars parked on the street by the Colony and Heritage properties, includes Edina Towers and houses lots of elderly and lower income people. It is dangerous to walk to the south into Fairview Southdale and surrounding medical buildings or to Southdale, because there is no continuous sidewalk. Seniors should be out walking just as much as children, and the lack of sidewalks practically forces them to drive short distance. Given the 20+ year timeline, how many of them will still be alive when a sidewalk gets put in. I don't see any time lines on the plans. Without timelines, it simply could become a very politicized process which doesn't serve the city well.

2 Supports [Reply to Joel Stegner Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

Reply to Joel Stegner



[Misty Higgins](#) about 1 month ago

I was surprised to see that the the corner of 55th and Beard is not on the proposed sidewalk list. Hundreds of people walk this area every day to access the bridge that goes over the creek at this intersection. Is it too late to be considered?

1 Support [Reply to Misty Higgins Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

Reply to Misty Higgins



[Dustin Carlson](#) about 1 month ago

From up in the Brookside Heights neighborhood, I agree with Claire Lee's comment about adding a pedestrian crossing near Garden Park. Here's a situation where there is a lot of road (Vernon) between the Tracy and Eden Avenue crosswalks, so people will cross a high-traffic, high-speed road on their own. Plus, aren't non-stop light crosswalks fairly inexpensive ways to promote walking? The more crosswalks we add across the city, the more drivers will see walkers and learn to share the road with people on foot. There's a great crosswalk on on Interlachen Blvd near Vernon and even though motorists largely disregard it... at least it's a place to get pedestrians predictably crossing the road. More of these low-cost paint-and-signage crosswalks please (no flashing lights needed).

2 Supports [Reply to Dustin Carlson Support](#)



[Mark Nolan](#), Transportation Planner admin

comment...

[Reply to Dustin Carlson](#)



[kristen rice](#) about 1 month ago

I (and other local residents) would like to see a sidewalk put on Valley View Road from lower Mark Terrace up to Gleason. This is a stretch of road traveled by students on the way to the middle and high schools. This road has always been a pretty heavily traveled road, and it is getting more congested as people seem to use it as a cut through during rush hour times to avoid the highways. I understand that there is a plan to put in a sidewalk from McCauley to lower Mark Terrace and I believe that is necessary. However, I believe that the stretch to the high school should have greater priority since kids are using it to walk to school - or would be instead of their parents driving them because of safety concerns. I do not understand why an additional sidewalk was added in front of St. Pat's when one was already on the other side of the street. I realize funding is always an issue but The Safe Routes to School Committee felt this was necessary, yet apparently do not feel a sidewalk on Valley View Road, where there is none, was necessary first. I grew up in this neighborhood and am now raising my children here - this sidewalk issue has been something that has been talked about by residents for over 40 years.

6 Supports [Hide Replies](#) [Reply to kristen rice Support](#)



[Amy K](#) at November 14, 2014 at 5:06pm CST

We 100% agree with this. We live on this stretch of Valley View Rd and have 3 kids that like to walk to school but don't because of the fast drivers and blind curves. We are hoping they complete the sidewalk from lower Mark Terrace to Gleason very soon after the stretch from 169 frontage road to lower Mark Terrace. We will gladly give up part of our yard and mature trees for the safety of kids, people and dogs. This section of sidewalk is way overdue.

4 Supports [Reply to Amy K Support](#)



[Mark Nolan](#), Transportation Planner admin

comment...

[Reply to Amy K](#)



[Mark Nolan](#), Transportation Planner admin

comment...

[Reply to kristen rice](#)



[Jennifer Haenel](#) about 1 month ago

I'm very much in support of sidewalks, especially as noted along Oaklawn Ave. However, a proposed sidewalk on Oaklawn Ave. looks to connect to existing sidewalks to the south, cutting through private property. Is this an error on the map?

0 Supports [Hide Replies](#) [Reply to Jennifer Haenel](#) [Support](#)



• [Delete](#)

[Mark Nolan](#), Transportation Planner admin about 1 month ago

Ms. Haenel, the City of Edina holds a utility easement in this location, split 50/50 between the two adjacent properties. The City's Active Routes to School Plan recommended making this connection, and Edina has been approved for funding for this connection by the Three Rivers Park District (the Nine Mile Creek Regional Trail will be constructed on Parklawn Ave in 2017). Prior to any construction, the affected property owners will be involved in discussions regarding this trail connection.

1 Support [Hide Replies](#) [Support](#)



[Jennifer Haenel](#) about 1 month ago

Thanks for clarifying!

0 Supports [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .



[Mark Nolan](#), Transportation Planner admin

comment . . .



[DK Zabel](#) about 1 month ago

Thank you for putting a future sidewalk where W 66th and Tracy Ave are combined and then following up through Tracy Ave. There are a lot of school kids and pedestrians that use this half block strip and have no safe place to walk. Traffic is moderately consistent here and it is dangerous at times, especially during the winter months with ice and snow on the roads and during the summer when the Buckthorn overgrowth and visibility of pedestrians is blocked at the stop sign of Valley View Rd and W. 66th/Tracy Ave. I look forward this sidewalk, it cannot come soon enough. Thank you!!

3 Supports [Reply to DK Zabel](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

Reply to DK Zabel



[Jim Stromberg](#) about 1 month ago

Another place that could use 'more' sidewalk is 49th St., between France and Maple. Presently, there is a short stretch of sidewalk on the south side of 49th that only crosses two pieces of property. This two-block stretch of 49th is heavily traveled by cars that try and avoid the traffic around 50th and France. The road also has a hill midway through that two-block stretch, which also makes walking along this street more hazardous than normal. It would be great if - at some point in time - this busy little street could have a sidewalk to help residents in this area negotiate the neighborhood without putting their lives in danger. Thanks for 'listening'.

1 Support [Hide Replies](#) [Reply to Jim Stromberg](#) [Support](#)



[Bennett Porter](#) about 1 month ago

I agree with the need for a sidewalk on 49th. The 2012 sidewalk addition to Halifax Ave from 51st to 54th solved a similar problem of getting to 50th/France dining and walking. Other busy neighborhood streets including Arden Ave from 50th to Arden Park then east to 52nd/Halifax would also benefit from a sidewalk for the safety of our community.

1 Support [Reply to Bennett Porter](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

Reply to Bennett Porter



[Mark Nolan](#), Transportation Planner admin

comment . . .

Reply to Jim Stromberg



[touya wilhoit](#) 28 days ago

I do not see West 59th Street on the plans. This street from Wooddale to Concord is a main street for Concord Elementary. More than 20 children walk to/from Concord on West 59th Street every day. Also, parents, teachers and buses are speeding down this street to get to school. There are no stop signs from Wooddale to Concord on West 59th Street either. On West 59th Street this sidewalk could go from Pamela Park to Concord

Elementary. This would seem like a likely spot for a sidewalk and it fits the criteria: routes to school, transit stop on wooddale, logical connection between destinations, it would promote safety in children walking/biking to school. PLEASE CONSIDER WEST 59th STREET- Children walk on this very busy street to the school!

3 Supports [Reply to tonya wilhoit](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

[Reply to tonya wilhoit](#)



[Peter Choukalas](#) 28 days ago

Just a few comments concerning the sidewalk plan. Making Edina a more pedestrian-biker friendly community is a positive move. Now, if we could just get more drivers to pay attention to us pedestrians and bikers.....As to the sidewalk plan, consider the following: A. Complete the sidewalk along Normandale Road so that it meets the 9 mile Creek Regional Trail. B. Continue a walkway around Lake Edina. It's not a long walk, but would be good for meeting neighbors. C. The walk bridge crossing Highway #62 between Highway #100 and France Ave. was not included on the map. D. Consider completing the sidewalk from Cornelia School along Mavelle Drive to Lynmar Lane to the north or Sandell Ave to the north or both to West 70th Street. Also, consider completing the sidewalk south on Lynmar Lane to West 72nd Street. E. Continue the walkway on the north side of Fred Richards into the park (after The Fred closes to connect with the regional trail that will go through the park. F. Last, which of the new sidewalks, trails, etc. will be maintained by the City of Edina in the fall and winter, i.e. cleaned of wet leaves in the fall, and cleared of snow in the winter? Thank-you.

2 Supports [Reply to Peter Choukalas](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

[Reply to Peter Choukalas](#)



[Sara Kaufman Sara Kaufman](#) 28 days ago

I strongly second adding a sidewalk on 59th Street between Wooddale Ave. and Concord Elementary. The residential neighborhood in this area is very dense and full of Concord children with 1) no bus service and 2) no safe walking route to school. Anyone who observes 59th Street during to "to" and "from" school time will immediately see the problem. 59th is THE STREET that walkers use to get to school - it is the main, and direct artery leading to Concord Elementary and the neighborhood funnels to this street as a sort of "safety in numbers" default. Countless families walk this route to and from school, and sadly, share the pavement with speeding cars and buses rushing to and from Concord, as 59th is also the direct route for vehicles between Wooddale and Concord. Making the pedestrian route worse, is all the overflow, on-street parking (on 59th) the completely bottlenecks 59th at our kids most vulnerable time. With no sidewalks, and cars parked on both sides of the street, we literally walk down the middle of the busy road, with the sunrise in the east making it hard for us to be seen, rushing buses, teachers, and parents. It's just a bad situation.

A number of us have noted that a sidewalk looks planned for 60th street, which is fine, but 59th should be prioritized ahead of 60th. 59th is simply THE commuter artery for cars, buses, and most importantly, pedestrians. It needs help. A sidewalk would connect a densely populated neighborhood to 1) a public elementary school with no bus service in the neighborhood, 2) numerous public transportation stops, 3) sports fields, community centers, voter locations. etc. It simply screams "sidewalk". Thank you!

3 Supports [Reply to Sara Kaufman Sara Kaufman](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

Reply to Sara Kaufman Sara Kaufman



[David Krueger](#) 15 days ago

I'm very pleased to see there is a sidewalk proposed for Cornelia Drive between 66th and 70th. My family lives on this block and we would love to have a sidewalk!

4 Supports [Reply to David Krueger](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

Reply to David Krueger



[William Stiles](#) at November 10, 2014 at 3:57pm CST

Suggest you change the name of the Creek Valley Baptist Church as it is a new church now and it is used as a voting place. Other recommendations are fine.

0 Supports [Reply to William Stiles](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

Reply to William Stiles



[Jim Stromberg](#) at November 13, 2014 at 8:50am CST

After watching the City Council meeting of November 3, and the complaints from citizens living along a proposed sidewalk route, it's extremely gratifying to read the many posts on this site from people that are looking to make walking a safer experience. Thank you to all who are responding in this positive fashion - we need to look beyond our NIMBY reactions to see that creating safe access to everywhere in our community is a 'positive' for all. None of us want to see someone killed or injured when a simple sidewalk can save a life. Keep the suggestions coming, and thanks again for looking out for young, old, and everyone in-between.

6 Supports [Reply to Jim Stromberg](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

Reply to Jim Stromberg



[Danielle A](#) at November 13, 2014 at 9:03am CST

I strongly believe sidewalks should be added connecting Wooddale to France Avenue along 54th Street and connecting Wooddale to the frontage road along Golf Terrace. Because of the width of these streets, cars go very fast and it's not safe for children to walk. Also, though the Frontage road on the East side of 100 has a sidewalk, there is no safe way to cross the frontage road for children. Cars go extremely fast on the frontage road, and at our intersection, there's a somewhat blind spot for cars approaching from the South traveling North, especially if they are traveling over 20 miles per hour.

We live basically two long blocks to our childrens' school (Normandale), but our children take the bus because crossing the frontage road is unsafe, cars travel too quickly down the frontage road, there's no buffer (grass) between the sidewalk and the curb, and there is no sidewalk in the interior neighborhood, which would be a safer route to school and easily walkable.

Because we are within a 1/2 mile of a huge plot of land that contains THREE schools, I believe all of these streets should be added to the safe-walk-to-school list. Specifically for the Golf Terrace Heights neighborhood, sidewalks should be added to Sherman and Dalrymple, as well as around Lake Harvey on Lakeview / Golf Terrace, on either the interior or exterior side of the street.

Aside from making this a safe way for neighborhood children to walk to school (and there are children who can SEE the Community Center from their driveway to take the bus because there's no safe walking route), literally dozens, and in the summertime over a hundred (sometimes hundreds), of people walk around Lake Harvey every day. Trees on the lake combined with cars traveling around the curves of the lake make for a very dangerous pedestrian situation on the perimeter of Lake Harvey (Golf Terrace and Lakeview).

3 Supports [Reply to Danielle A Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

Reply to Danielle A



[Katie Hein](#) at November 13, 2014 at 11:46am CST

So happy to see the proposed sidewalk running along 66th street from Ridgeview drive to highway 100 bridge and also along Warren Ave to Normandale Park. With the number of runners, children and the way people drive through this neighborhood to cut through and avoid highways, I have been very concerned for a long time that someone is eventually going to get hurt. Hoping this particular route is given high priority! Thank you!

4 Supports [Reply to Katie Hein Support](#)



[Mark Nolan](#), Transportation Planner admin

comment...

Reply to Katie Hein



Lee Heckenlaible at November 13, 2014 at 3:21pm CST

I was pleased to see the city's plan for Sidewalks moving forward. I believe that most of them make sense. The one sidewalk I strongly oppose is along West 60th St. between Valley View and Hansen. Moving West along 60th, after my house (5104 W 60th) there are 6-10 very Large Trees that would need to be removed and this would hurt our neighborhood significantly. I've spoken with 3 other immediate neighbors and they were all strongly opposed to the sidewalk on w 60th. It would diminish the integrity of our neighborhood by removing large trees, shrubs, bushes and some younger trees as well.

0 Supports [Hide Replies](#) [Reply to Lee Heckenlaible](#) [Support](#)



Neal Blanchett at November 15, 2014 at 12:42pm CST

Possibly the street could be narrowed or sidewalk could go on the other side? Please don't prematurely oppose any sidewalk before the engineers have a chance to find a possible win-win.

2 Supports [Hide Replies](#) [Reply to Neal Blanchett](#) [Support](#)



Lee Heckenlaible at November 19, 2014 at 11:04pm CST

The map clearly shows the intended side of road. Power lines are on 1 side, the other has 10+ major trees in a row. I have not met 1 person in this neighborhood wants it. Drive down w 60th st going west from hwy 100 and you'll see. Project time and costs here would be exponentially higher.

0 Supports [Support](#)



Mark Nolan, Transportation Planner admin

comment...

Reply to Neal Blanchett



Mark Nolan, Transportation Planner admin

comment...

Reply to Lee Heckenlaible



Mary Bang at November 14, 2014 at 11:07am CST

I'm happy to see plans for sidewalks -- increase safety and encourage walkers!

2 Supports [Reply to Mary Bang Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

[Reply to Mary Bang](#)



[Mike Matuszak](#) at November 14, 2014 at 8:46pm CST

We desperately need sidewalks running down both sides of Interlachen Blvd, as well as speed bumps to slow down the dangerous motorists who like to fly down the highway; beginning from Vernon Ave. Very little if any patrolling takes place and residents/pedestrians have no safe option for walking the dog or kids to the park or otherwise navigating the road. You are putting your life at risk if you chose to cross the road. In addition, blind grades (Vandervork and Interlachen area) make pulling out of driveways nearly impossible due to speed of motorists and the high volume of traffic. The current bike path doesn't serve local residents; it only adds to traffic congestion and safety concerns. Sidewalks and speed bumps are long overdue. If those on our side streets don't agree, I would challenge them to consider their thoughts if folks opted to race down their streets once Interlachen becomes too 'jammed up'.

3 Supports [Hide Replies](#) [Reply to Mike Matuszak Support](#)



[Neal Blanchett](#) at November 15, 2014 at 12:44pm CST

I agree, I bike Interlachen frequently and the car traffic is too fast and too close.

3 Supports [Hide Replies](#) [Reply to Neal Blanchett Support](#)



[Mark Elpers](#) at November 15, 2014 at 8:25pm CST

Yes! I also bike interlachen frequently to get up to the bike paths north of Excelsior. It's nice that there are bike lanes on this road - but they are shot! Pot holes, seems, divots, dirt, etc. - and then the west bound lane disappears around the corner by mirror lake where interlachen turns north. I always try to hold a line tight to the side of the road so as to not delay motorists - but this is impossible through this stretch as the bike lane disappears.

1 Support [Support](#)



[Tom x](#) at November 20, 2014 at 9:52am CST

Agree, Mike Matuszak. Additionally, the ped crossing that was placed with the small section of new sidewalk on Interlachen at Vandevork is totally ignored by motorists even when you stand on the side with a stroller waiting to cross. Sidewalks on both sides would be huge for residents to get to the parks located on either side of Interlachen.

0 Supports [Support](#)



[Mark Nolan](#), Transportation Planner admin

[Reply to Neal Blanchett](#)



[Mark Nolan](#), Transportation Planner admin

[Reply to Mike Matuszak](#)



[Kirsten Gullickson](#) at November 14, 2014 at 10:36pm CST

I applaud the City of Edina for its comprehensive sidewalk installation plan. Sidewalks are an asset to every community in which they exist, and Edina needs more of them. I am a lifelong resident of Edina and have always wondered why sidewalks aren't present on more of our streets. They provide safety, encourage activity and expand community interaction. Residents who have moved to Edina from other communities, both from within the state and from outside Minnesota, lament the lack of sidewalks here.

Over the years, I have lived in several different neighborhoods within Edina. For the past 17 years, my husband and I and our children have lived in the South Cornelia neighborhood. Everyday I walk my dog on West Shore Drive, and I feel strongly that a sidewalk is needed along the entire length of West Shore Drive. It's a high-traffic street and is dangerous for pedestrians (and our dogs). Additionally, Oaklawn Avenue from Claremore Drive/W. 72nd Street to Gilford Drive is in desperate need of a sidewalk, particularly for school children who use the street to walk to and from Cornelia Elementary. A sidewalk has been needed for years on Cornelia Drive from W. 66th Street to W. 72nd Street. It, too, has a large volume of traffic which shares the road with numerous school-aged children and other pedestrians who use the street.

I am pleased to see so many proponents of sidewalks in the posted responses. Frankly, I was flabbergasted to read in "The Edina Sun" that some residents are opposed to sidewalks, citing that their landscaping is more important to them than sidewalks, and that they are alarmed that they will lose a few feet of their lawns to sidewalks. I find that kind of thinking truly perplexing and short-sighted. Edina residents responded in surveys that expanded walkability and enhanced livability is a primary value. The installation of additional sidewalks in our community supports that vision of our city.

5 Supports [Hide Replies](#) [Reply to Kirsten Gullickson](#) [Support](#)



[Alison Pence](#) at November 20, 2014 at 4:19pm CST

I agree! I grew up in your neighborhood and as a child/teen I walked my dog on West Shore Drive all the time. The way cars would speed down the hill on this street forced me to frequently jump into people's yards to get out of harm's way. West Shore Drive is such a high-traffic pedestrian route to get to Lake Cornelia, I certainly hope it gets a sidewalk. It has needed one for 30+ years!

1 Support [Reply to Alison Pence](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

[Reply to Alison Pence](#)



[Mark Nolan](#), Transportation Planner admin

Reply to Kirsten Gullickson



[RS LARSON](#) at November 14, 2014 at 10:41pm CST

Thrilled to see the sidewalks along McCauley Trail and Valley View Road. With all that the Braemar fields have to offer, there NEEDS to be pedestrian and bike access. I have not felt safe allowing my kids to walk or bike there, which is so sad.

4 Supports [Reply to RS LARSON Support](#)



[Mark Nolan](#), Transportation Planner admin

Reply to RS LARSON



[Annie Cronin](#) at November 15, 2014 at 8:55am CST

I strongly supported sidewalks and new lighting for the Highlands neighborhood several years ago when our roads were redone. It would been more cost effective to install the sidewalks and lighting at that time. Our lighting is not effective and not attractive. What people tend to overlook is that sidewalks and good looking lighting raises the value of their home because the neighborhood looks good. Everyone keeps their yard well maintained- sidewalks and good lighting are the bow on a beautiful package for a beautiful neighborhood. I am an avid dog walker and walker of our neighborhood streets. A sidewalk would be much safer. I often have to move to into someones driveway or yard to get out of the way for cars and busses. Someone said that our neighborhood has wide enough streets for foot and car traffic. Yes, the streets may be wide, but it doesn't stop cars and buses from driving safely for foot traffic. I have called the Edina School bus garage many times to have the drivers slow down and pay attention to walkers. I would feel much better with sidewalks. Plus the added fact that sidewalks make the neighborhood look polished and finished. I embrace the added value to my home value and support sidewalks 100%! Now can we get good looking lamp posts too?

8 Supports [Reply to Annie Cronin Support](#)



[Mark Nolan](#), Transportation Planner admin

Reply to Annie Cronin



[Neal Blanchett](#) at November 15, 2014 at 12:54pm CST

We live in lake Edina neighborhood and strongly support adding a sidewalk on Hibiscus to connect the Normandale and West shore sidewalks, as well as connections to the Nine Mile Creek trail at as many points as feasible. This trail is a tremendous route to the EHS/Valley View /Creek Valley campus, and to stores and restaurants to the east of us. It would be huge improvement over walking in the salty, icy slushy dirty street all winter!

1 Support [Reply to Neal Blanchett](#) [Support](#)



Mark Nolan, Transportation Planner admin

[Reply to Neal Blanchett](#)



Jay Halvorson at November 15, 2014 at 6:38pm CST

I like it!! I often run or walk on Interlachen west of Blake and can say that a sidewalk in very much needed there. The street there is narrow with either retaining walls or steep slopes on either side.

1 Support [Reply to Jay Halvorson](#) [Support](#)



Mark Nolan, Transportation Planner admin

[Reply to Jay Halvorson](#)



Stephanie Hu at November 16, 2014 at 7:55pm CST

A sidewalk in some neighborhoods is a great addition in others it has some unintended consequences. The sidewalk that is being proposed on Ayrshire Blvd is not wanted by the neighborhood so why does the city keep pushing an expense that our neighborhood doesn't event want? The city pushed it in 2008 and over 90% of the resdients did NOT want the sidewalk.

All of us want the same outcome which is a safe, fun, healthy neighborhood that we are all proud to live in. Putting a sidewalk in though is not the answer to the outcome that we are looking for and actually has some unintended consequences.

Safety: While safety is certainly of top consideration for all of us with young children, there have been no reported incidents of any accidents on Ayrshire Blvd.

Health: What I love about our house is that I get to see everyone jog, walk their kids in strollers, bikers, etc every day. This is one of the healthiest neighborhoods!

Beautification of our Neighborhood: A sidewalk would require uprooting two very large trees, which are more attractive for the overall feel of the neighborhood than a sidewalk.

Property Value of the Homes in this Neighborhood: We have roughly 7-10 feet of clearance from our front walkway to the curb and the proposed 5 ft sidewalk would significantly cut into our yard which will significantly cut down on our property value which is unintended consequence that the neighborhood would not be looking for.

Why is the city wasting our time and money on this proposal?

2 Supports [Reply to Stephanie Hu](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

Reply to Stephanie Hu



[Paul Walthour](#) at November 17, 2014 at 9:02am CST

What Stephanie say's is true. If there are legitimate, data verified, safety reasons to add sidewalks to a neighborhood, great. But as a rule of thumb, we need to preserve green space in the urban landscape, not add more asphalt and concrete. Surely there are a number of worthwhile projects to spend this kind of money on that would receive higher utilization than the less than 1% of the time this sidewalk will be used?

1 Support [Reply to Paul Walthour](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

Reply to Paul Walthour



[Liz Denn](#) at November 18, 2014 at 10:23pm CST

As a member of the Highlands neighborhood, I strongly supported sidewalks when they were proposed earlier and continue to support the "Living Street" initiative moving forward. As a long time resident of our neighborhood, I have the unique perspective of walking and biking these streets since 1971. As a parent who has had four children attend Highlands Elementary School, I have watched the commute for my children and their neighbors with concern over the past 2 decades. Although I am not sure of the number of "documented" safety concerns, I have witnessed several incidents over the years both as a child and as an adult. Currently, I am teaching at Highlands Elementary and walk to work most days. As I watch our students make the commute to school, the area of most concern centers around the intersection of Ayrshire and Doncaster at the base of the hill. It is my sincere hope, that with the proposed sidewalk on Ayrshire, we will lessen the likelihood of an accident. While safety is my number one concern regarding this issue, especially in the winter months, I also strongly believe in the criteria laid out in the living streets initiative and look forward to all the benefits connectivity will bring to our neighborhood as a whole.

8 Supports [Hide Replies](#) [Reply to Liz Denn](#) [Support](#)



[John Smith](#) at November 19, 2014 at 7:30pm CST

Would you like this sidewalk cutting through your yard and your neighbor's yard? Who is going to plow all of this added sidewalk? If anything, more stop signs or reduced speed zones should be added.

0 Supports [Hide Replies](#) [Reply to John Smith](#) [Support](#)



[Jennifer J](#) at November 20, 2014 at 9:14am CST

Adding stop signs for the purposes of speed control has been shown to be ineffective and can actually have the unintended consequence of increasing speeds. Speed limits are set in state statute and local authorities have very limited ability to implement reduced speed zones. Drivers will continue to speed when the design speed of the street is faster than the posted speed limit, making posting reduced speed limits generally ineffective absent consistent enforcement. Sidewalks provide a safe place for pedestrians, regardless of vehicle speed.

5 Supports [Support](#)



[Liz Denn](#) at November 20, 2014 at 8:25pm CST

In response to John Smith's question, yes I would continue to support sidewalks in the Highlands neighborhood even if the project directly impacted our property or that of our neighbors. In fact, I not only would, but did.

A little neighborhood history... In 2003, a small group of neighbors on Doncaster initially organized a petition requesting the city do a feasibility study concerning adding a sidewalk on Doncaster between Vernon Ave and Ayshire Blvd. At that time, an additional group of neighbors on Doncaster organized another petition in response, not in favor of sidewalks. The city then implemented a neighborhood survey in August of 2006. We lived on Doncaster during that time, although our home was north of Ayshire. I find it significant that several of our neighbors on the south block of Doncaster that were slated to be most directly impacted by the project, not only supported moving forward, but were also the ones who had initiated the conversation with the city council back in 2003. It is also significant to note that, of the homes surveyed on the north block of Doncaster, 7 of the 8 families supported moving forward with the project. While the north block of Doncaster was not initially slated for sidewalks, it is now as part of the new living streets initiative and I continue to support this effort to enhance safety and connectivity.

Our family has since moved to the east side of the Highlands neighborhood where conversations concerning sidewalks continue. When an additional sidewalk was proposed for Ayshire between Vernon and Doncaster, our family again, continued to support the project. At that time, a group of residents organized a petition for those not in favor of the project. It was unfortunate, in my opinion, that they city did not offer a survey at that time. I'm not sure if our experience was typical, but despite being very clear in our desire to support better connectivity community wide, we were visited by neighbors 3 different times in attempts to add our signature to the petition for those not in favor of the sidewalk proposal. I think it is a safe assumption that, as neighbors, we all value positive relations within our community. These are emotionally charged issues and can be difficult to navigate. In my opinion, a city survey at that time would have been more benign, and I can't help but wonder if the outcome would have been more balanced.

Moving forward, I would hope that our community members advocate for their wishes in a positive way by continuing to share ideas on this pages like this and write letters detailing specific experiences and opinions to our city council. I appreciate all the effort and thought that has gone into the city's living streets initiative and we will continue to support it moving forward regardless of our specific address.

1 Support [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment...



[Mark Nolan](#), Transportation Planner admin

comment...



[Megan Ulland](#) at November 20, 2014 at 8:22am CST

As a parent who has lived in many different cities across the US, I want to add my support for sidewalks throughout Edina. I recognize that our city grew up as a suburb, but now so many of our residents also work in Edina and are looking for different ways to commute to school and work. For us, it's critical to have safe sidewalks for our kids to walk along as they go to school just a few short blocks from our house. There are many kids from our neighborhood that walk. During the winter months, it is very dangerous for the kids to walk along the icy (and not well plowed) street. A sidewalk would be much safer as it removes the kids from the immediate vicinity of the moving cars. I applaud Edina for adding much-needed sidewalks to Arbour Ave along Countryside school's fields. However, it's critical that the sidewalks continue down through Arbour Lane and Jeff Place to the end of the neighborhood - either to connect to the already existing Tracy Ave sidewalks or to the already existing Bredesen Park sidewalks. Olinger was just repaved and sidewalks should have been added there - because to get to the Bredesen paths, especially in the winter, one must walk along Olinger for at least a block if you are approaching from 61st or Sun Road. Please continue to make our kids safer and continue to support their ability to get to school by walking.

5 Supports [Reply to Megan Ulland](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

[Reply to Megan Ulland](#)



[doug hall](#) at November 20, 2014 at 9:15am CST

We would like to see Todd Park area connected as much as possible within the city (perhaps extending that Vandervork piece down) and also St Louis Park AND how cool would it be to connect Todd Park park with a trail in to Meadowbrook (Minneapolis Park System) ?

0 Supports [Reply to doug hall](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

[Reply to doug hall](#)



[Andrew Toftey](#) at November 20, 2014 at 9:31am CST

Adding my voice in support of the sidewalk plans. I was not able to attend the public meetings, but I'm surprised the comments were so negative. The plan looks well-reasoned, and clearly there is a dearth of sidewalks throughout much of Edina. As a father of 3, I don't want kids walking in the street

4 Supports [Reply to Andrew Toftey](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

[Reply to Andrew Toftey](#)



[Benjamin Tozer](#) at November 20, 2014 at 9:38am CST

Want to add my voice in support of the sidewalk plans. I wasn't able to attend the public meetings, but wanted to say that I'd love for the City to have more sidewalks. As someone planning on raising a family in Edina, this would be very important.

On a more specific note, could you explain the difference between the City Sidewalk and the State-Aid sidewalk? I live near 58th, and I really think it makes more sense as a City/Active Route to school sidewalk. It heads straight into the elementary schools west of Pamela park. It is an important road to connect Chowen park to the school system.

2 Supports [Hide Replies](#) [Reply to Benjamin Tozer Support](#)



- [Delete](#)

[Mark Nolan](#), Transportation Planner admin at November 20, 2014 at 10:03am CST

A "Future State Aid Sidewalk" is a sidewalk that is proposed on a municipal state-aid (MSA) roadway. For these sidewalks, a majority of the funding would be paid for out of MSA funds, with any remaining costs coming from the PACS Fund. A "Future City Sidewalk" is a sidewalk on City streets that would be funded entirely by the PACS Fund. The "Future Active Routes to School" sidewalks are those that are recommended in the City's Active Routes to School Plan. This is not meant to imply that other future sidewalks (such as on W. 58th St) are not important connections to Edina's schools.

0 Supports [Hide Replies](#) [Support](#)



[Benjamin Tozer](#) at November 20, 2014 at 11:45am CST

Thanks, Mark.

0 Supports [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment ...

[Reply to Mark Nolan](#)



[Mark Nolan](#), Transportation Planner admin

comment ...

[Reply to Benjamin Tozer](#)



[John Smith](#) at November 20, 2014 at 9:52am CST

Jennifer J is your home on the proposed sidewalk addition map? How many trees are you losing? Is a sidewalk proposed to run in front of your home and directly through your yard between your yard and the next door neighbor?

0 Supports [Hide Replies](#) [Reply to John Smith](#) [Support](#)



[Jennifer J](#) at November 21, 2014 at 4:11pm CST

My street doesn't meet the sidewalk criteria. If it did, I would welcome a sidewalk, even though six trees (three pines and three dogwoods planted long before we moved in) would have to be removed.

1 Support [Reply to Jennifer J](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

[Reply to Jennifer J](#)



[Mark Nolan](#), Transportation Planner admin

[Reply to John Smith](#)



[Lee Heckenlaible](#) at November 20, 2014 at 9:56am CST

Unfortunately, this issue has been viewed by most as either "for" or "against" sidewalks. I think we can all agree that sidewalks obviously serve a purpose and are appreciated. Personally, I'm on board with almost all of the proposed sidewalks. Unfortunately, there are some that will significantly alter existing neighborhoods by: 1) changing the topography, 2) by removing significant trees 50+ years old that define neighborhoods, 3) eliminating landscaping on property and 4) practically eliminating some neighbors yards. These plans/sidewalks need to be looked at individually, not as an entirety. I would love to see most all of these sidewalks put in but just down the street from me is a perfect example of terrible planning and an absurd location. I'd be more than happy to show people pictures ... which is why my entire neighborhood is against this specific location.

1 Support [Hide Replies](#) [Reply to Lee Heckenlaible](#) [Support](#)



[Benjamin Tozer](#) at November 20, 2014 at 11:44am CST

Good point, Lee. I need to take a closer look at the precise plans. Should do our best to keep trees.

0 Supports [Reply to Benjamin Tozer](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

Reply to Benjamin Tozer



[Mark Nolan](#), Transportation Planner admin

comment . . .

Reply to Lee Heckenlaible



[Ben Pence](#) at November 20, 2014 at 11:31am CST

I also support the sidewalk plans, which if anything are very moderate. I am especially pleased to see the plans for West Edina- we're long overdue for having sidewalks on the full lengths of Blake Rd., Lincoln Dr. and Interlachen Blvd.

4 Supports [Reply to Ben Pence Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

Reply to Ben Pence



[Steven Krikava](#) at November 20, 2014 at 12:24pm CST

I strongly support the sidewalk plan. My wife and I have lived in Edina since 1987. Our first house was on Tracy and there was a sidewalk - very important to the safety of our children as they walked to school. We've lived 18 years now on Malibu Dr. - no sidewalk. We are avid walkers year-round. I can't tell you how often we've felt endangered by drivers who come too close and/or drive too fast. Most of our daily walking route is slated for city sidewalks in the future. (I should live so long.) I look forward to the day when we can walk on a sidewalk, greeting neighbors and enjoying the fresh air and changing seasons without having to worry about our physical safety.

3 Supports [Reply to Steven Krikava Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

Reply to Steven Krikava



[Katie Stockwelk](#) at November 20, 2014 at 1:42pm CST

As a resident of the Edina Highlands neighborhood-I STRONGLY support the sidewalks proposed for our region. I truly think it only adds to our already beautiful neighborhood, will encourage even more "community" and most importantly provide a SAFE path to parks/school/ and public land where our neighborhood events are hosted. As a parent to two small children it is extremely frustrating trying to "wrangle" them in when walking on the street: having to tie ropes to their trikes, or insisting they ride in a stroller vs getting exercise. I also know that not having sidewalks is a big negative for some parents considering buying homes in our neighborhood.

5 Supports [Reply to Katie Stockwelk](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

[Reply to Katie Stockwelk](#)



[gayle castro](#) at November 20, 2014 at 3:25pm CST

I to very strongly support sidewalks in the Highlands neighborhood. Traffic, especially during summer soccer, fall football, fall frisbee golf is AWFULL around the park. There is no safe way for a child to get around the park and I think it's completely unreasonable to ask them to walk down the middle of the road.

6 Supports [Reply to gayle castro](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

[Reply to gayle castro](#)



[Anna Sabiston](#) at November 20, 2014 at 11:02pm CST

I live in the Highlands neighborhood and believe the addition of sidewalks would be a net positive to our neighborhood. I have a small child and another on the way, and traffic can be heavy - especially evenings in the summer - with young teen drivers going far too fast given the number of young kids and walkers in the neighborhood. For a few homes that are close to the street, I hope we can work out a solution that would be less intrusive. Once my kids are old enough to walk to school, I would be delighted to have sidewalks for them to use.

I second the ask for improved access between Vernon and garden park - the crossing is very unsafe.

Finally, I encourage the city to think about vastly improving pedestrian / biker routes between west Edina and the 50th and France area. We have walked from our home to shops off Vernon and 100 as well as 50th and France, but it is not pedestrian friendly at all. Where there are sidewalks the vegetation is often so overgrown that it is nearly impassable with a stroller. Further, you have to navigate through parking lots on the south side of Vernon to access any of the shopping centers.

2 Supports [Reply to Anna Sabiston](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

Reply to Anna Sabiston



[Bill Melton](#) at November 21, 2014 at 3:44pm CST

I live in the Point of France condominium (6566 France Ave). Recently the new intersections and sidewalk along the east side of France from 66th southward were completed. I was frankly skeptical that these changes would make any difference. (Yes, I'm a crusty old economist....) However I've been pleasantly surprised. Even in chilly weather, which is what we have been having lately, I find myself leaving the car keys on the kitchen table and walking to Southdale, the Galleria, McCormick & Schmick, etc. I guess the sidewalk is like a "default option" on one's PC or phone. You use it unless you have a reason not to do so. Maybe a psychologist can figure this out. However I have found that in the few weeks it has been ready for use, that sidewalk has changed my walking time massively. I can well imagine that other Edinans would react the same way to new sidewalks near their homes.

2 Supports [Reply to Bill Melton Support](#)



[Mark Nolan](#), Transportation Planner admin

Reply to Bill Melton



[Mark Nolan](#), Transportation Planner admin

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We're always looking for feedback and ideas for how we can make Edina an even better place for living, learning, raising families and doing business. Take a moment to provide your feedback and ideas on any of the forums you see here or start your own discussion. It's your chance to speak up, Edina!

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Discussion: [Sidewalk Facilities Map](#)

The City of Edina is in the process of updating its Sidewalk Facility Map, which indicates Edina streets that currently have sidewalks and streets where sidewalks are planned to be added over the next 20 to 30 years. This new map will be amended into the Pedestrian Facilities section of the Comprehensive Plan. There are four public meetings scheduled to gather input based on the City's four quadrants:

2 Topics | 98 Answers | Closes 2014-11-30

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Topic: [Criteria](#)

The City follows a set of criteria ([View the staff report](#)) to identify where sidewalks should go. What additional criteria should the City consider when looking at adding future sidewalks?

10 Responses

10 Responses



[David Frenkel](#) about 1 month ago

There is no mention in the criteria of mature trees near streets which can make it impractical to build sidewalks like Golf Terrace. There should be requirements to save mature trees.

2 Supports [Reply to David Frenkel](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

[Reply to David Frenkel](#)



[Chris Bremer](#) about 1 month ago

There could be a criterion related to access to public transportation. For example, sidewalks should be located to enable bus riders, including those with disabilities, to get safely to the nearest intersection/curb cut. Also, it would great to consider whether a sidewalk in a certain location would enable better pedestrian access from residential neighborhoods to retail establishments (in addition to parks and schools).

4 Supports [Reply to Chris Bremer](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

[Reply to Chris Bremer](#)



[Chris Bremer](#) about 1 month ago

The sidewalk plan should also be coordinated with the county's bike infrastructure plan: <http://www.mprnews.org/story/2014/10/08/hennepin-county-bike-plan> .

0 Supports [Reply to Chris Bremer](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment . . .

[Reply to Chris Bremer](#)



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

Neighborhoods with high population densities, lots of seniors and lower income people with limited budgets need sidewalks more than lower density, high income neighborhoods. Also, people who live within 4-5 blocks of shopping facilities should be able to safely walk to the store.

2 Supports [Reply to Joel Stegner](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

Reply to Joel Stegner



[tonya wilhoit](#) 28 days ago

I do not see 59th Street on the side walk plan. This is the main street going into Concord Elementary from Wooddale. There are more than 20 children who walk on this very busy street to and from school each day. This street has a lot of traffic with the school as well- with parents, teachers and school buses rushing down this street, I'm sure driving faster than 30 mph. It also fits your criteria. 1. Routes to School, 2. It would prevent a history of accidents involving pedestrians (children!) walking along the roadway 3. a logical connection between destinations 4. Transit stops are present (on wooddale). PLEASE CONSIDER A SIDEWALK ON 59th STREET. This is also the intersection where cross walks are for Concord Children getting to school safely, crossing Concord on 59th.

1 Support [Reply to tonya wilhoit](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

Reply to tonya wilhoit



[Chris Bremer](#) 28 days ago

I would like the city to consider whether a particular stretch of sidewalk is the best use of funds in a particular location. I am thinking about Strachauer Park and the planned north-south sidewalk along the west edge of the park. It would not be a bad thing to have a sidewalk there, necessarily, but that park desperately needs an upgraded park building that could serve functions beyond being a simple warming house. Our neighborhood has no community gathering spaces of any kind - no churches, no coffeeshops, no school, nothing. A larger park building would make a huge difference. If the money saved on a planned stretch of sidewalk there (which would lead to a freeway fence and be little-used) could instead be applied by the city towards upgrading the park building, that would be a much better use of city funds and would help our neighborhood a great deal.

2 Supports [Reply to Chris Bremer](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

Reply to Chris Bremer



[Sara Kaufman Sara Kaufman](#) 28 days ago

I strongly second adding a sidewalk on 59th Street between Wooddale Ave. and Concord Elementary. The residential neighborhood in this area is very dense and full of Concord children with 1) no bus service and 2) no safe walking route to school. Anyone who observes 59th Street during to "to" and "from" school time will immediately see the problem. 59th is THE STREET that walkers use to get to school - it is the main, and direct artery leading to Concord Elementary and the neighborhood funnels to this street as a sort of "safety in numbers" default. Countless families walk this route to and from school, and sadly, share the pavement with speeding cars and buses rushing to and from Concord, as 59th is also the direct route for vehicles between Wooddale and Concord. Making the pedestrian route worse, is all the overflow, on-street parking (on 59th) the completely bottlenecks 59th at our kids most vulnerable time. With no sidewalks, and cars parked on both sides of the street, we literally walk down the middle of the busy road, with the sunrise in the east making it hard for us to be seen, rushing buses, teachers, and parents. It's just a bad situation.

A number of us have noted that a sidewalk looks planned for 60th street, which is fine, but 59th should be prioritized ahead of 60th. 59th is simply THE commuter artery for cars, buses, and most importantly, pedestrians. It needs help. A sidewalk would connect a densely populated neighborhood to 1) a public elementary school with no bus service in the neighborhood, 2) numerous public transportation stops, 3) sports fields, community centers, voter locations. etc. It simply screams "sidewalk". Thank you!

0 Supports [Reply to Sara Kaufman Sara Kaufman](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment...

[Reply to Sara Kaufman Sara Kaufman](#)



[Tom LaForce](#) 17 days ago

I commend the City on gathering public feedback on the plan. When sidewalks are proposed, it seems that the only people who provide feedback are those whose property abuts the sidewalk. Sidewalks serve more people than those who live next to them. Through this process it will be important to consider the feedback of all residents who may use the sidewalk, which can easily be more than a mile from a proposed sidewalk.

4 Supports [Reply to Tom LaForce](#) [Support](#)



[Mark Nolan](#), Transportation Planner admin

comment...

[Reply to Tom LaForce](#)



[Paul Walthour](#) at November 17, 2014 at 8:52am CST

Urban communities are in desperate need of more trees, grass and green space not more asphalt and concrete. This plan as indicated will destroy 50 foot tall white pines and 85 year old oak trees in our neighborhood, reduce green space and spend hundreds of thousands on a project that will have less than 1% utilization. Let's stop and think about this.

0 Supports [Hide Replies](#) [Reply to Paul Walthour](#) [Support](#)



- [Delete](#)

[Mark Nolan](#), Transportation Planner admin at November 17, 2014 at 10:16am CST

Mr. Walthour: Thanks for your thoughts. One of the primary considerations when looking to install a sidewalk (including when deciding on which side of the street) are potential impacts. The City works with residents and does everything it can to avoid the removal of trees in our neighborhoods. We move the sidewalk (sometimes to the back of curb, other times behind trees or to the other side of the street), or at times have even moved a street several feet when reconstructing it to avoid the removal of mature trees. Thanks again for your input.

1 Support [Support](#)



[Mark Nolan](#), Transportation Planner admin

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[Mark Nolan](#), Transportation Planner admin

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