

# City of Edina: 54<sup>th</sup> Street Reconstruction and Arden Park Area Stormwater Plan Design Component Stakeholder Feedback

8 September 2013

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# Introduction

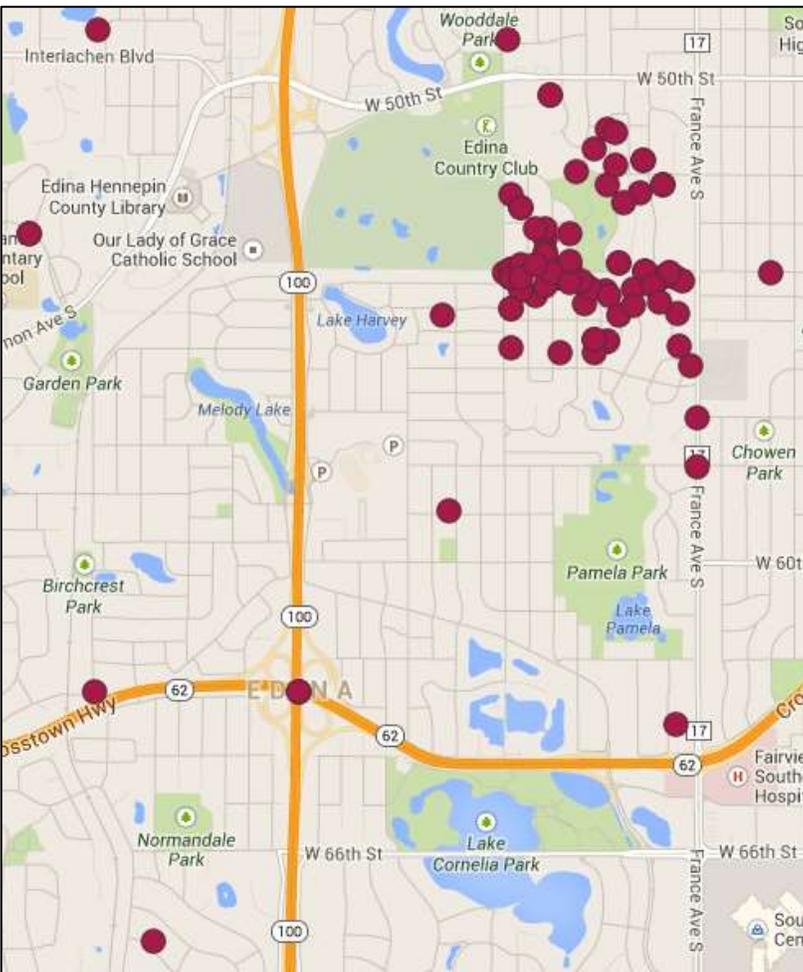
The City of Edina has begun two important infrastructure projects in the Arden Park neighborhood, both of which are highly collaborative, inclusive, and transparent.

- **54th Street reconstruction:** In 2014, the City will reconstruct 54th Street from France to Wooddale Avenue. Community input, ideas and feedback will help ensure we update the roadway to current standards and better meet the community's needs.
- **Stormwater Management Plan:** Minnehaha Creek water quality is impaired from untreated stormwater runoff. In partnership with the Minnehaha Creek Watershed District, we are gathering community input to plan a cost-effective solution to meet State requirements.



## Process to Date

**Gathering Input on Needs and Issues:** In June and July, more than 450 community members offered issues and needs for both projects. See detailed results in the [community issues and needs report](#).



## Gathering Feedback on Design

**Components:** Based on that input, the consulting team developed a variety of design components and received great feedback from over 62 stakeholders attending an August 19 workshop and another 55 completing the online survey that closed August 31. *This report is the compilation of all feedback from the workshop and online survey.*

## Gathering Feedback on Complete

**Scenarios:** The design team is now developing alternative scenarios that bring together feedback on the design components with MnDOT and the City rules and policies.

We will ask for stakeholder feedback on these scenarios in late September or early October 2013.

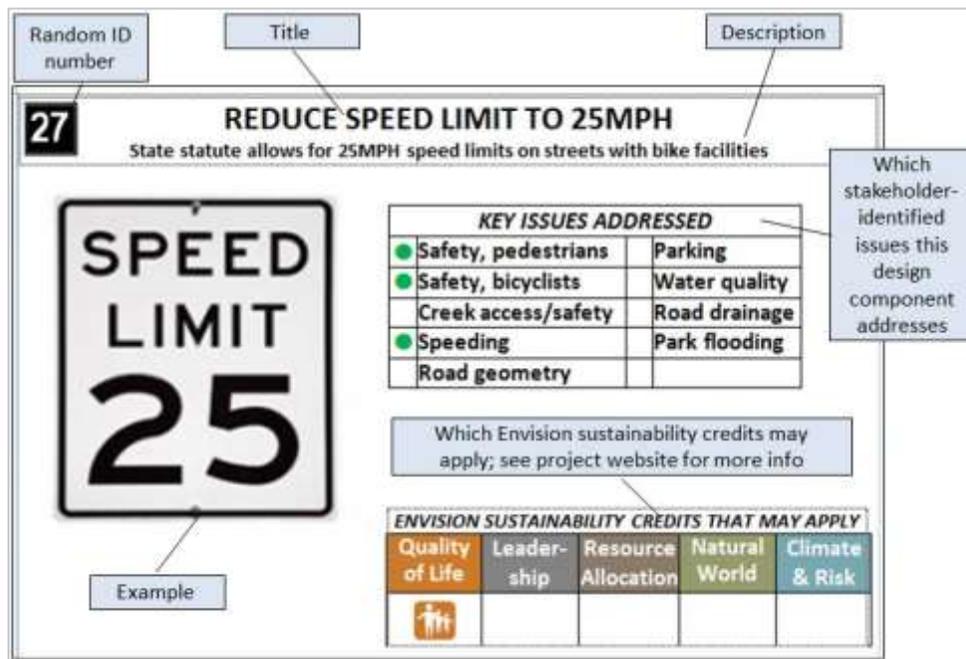
Based on that feedback, we will then prepare final design recommendation for the City Council's consideration in December.

Map of participants in August 2013 workshop and online survey who provided address information (106 out of c. 120); not shown are nine addresses outside this cluster (2 in Minnetonka, 6 in Minneapolis, and 1 in Columbia Heights)

## Compilation Information

The compilation of feedback below is organized by design component. In the workshop and online these were shown as “cards” containing information about that component. Cards were numbered for convenience only; numbers were non-sequential and randomly assigned.

The card design is illustrated and explained below.



Participants provided either positive or negative feedback on each design component. Note that based on feedback at the in-person workshop on August 19, the subsequent online survey combined or eliminated some of the design components that were unlikely to apply to these projects, generated no feedback at all, or could be decided later in the process.

That feedback is shown below organized by the following categories:

- Roadway Configurations (sidewalks, bike lanes, parking)
- Pedestrian and Bicyclist Safety, Speeding
- Bridge Safety and Creek Access
- Water Quality, Road Drainage, Park Flooding

Within each category, the design components (cards) are arranged in order of the random ID number. The design components (cards) are in numerical order within the category. **At the end of each section are images of the cards for reference.**

*(Content note: We did our best to accurately transcribe handwriting from the workshop and fix spelling errors in the survey responses; we did not, however, attempt to correct survey responses with missing words or incomplete content. Responses such as “none” or “no input” are not included.)*

## Summary Findings

At a very summary level, a variety of perspectives emerged as described below by category.

**Roadway Configurations (sidewalks, bike lanes, parking):** The various design components generated a lot of discussion. With all the issues being discussed, many participants still weren’t aware of the MnDOT/City roadway requirements stated from the outset of this project, including bike lanes in both directions, a sidewalk on at least one side, and 11’ lane widths. To help clarify that the road configuration, the “cards” used in the online survey were fewer and more explicit, which generated more refined responses. Not surprisingly,

feedback on these design components varied considerably and was often very personal. Stakeholders with children, people who frequently walk or bike in the community, and those who visit Arden Park or use the Creek more often provided positive feedback on the practical and safety advantages of these requirements.

There was generally positive feedback on one vs. two sidewalks, and varied feedback on where parking was needed and why, and the value of boulevards. As would be expected, there were more concerns about these in the narrower western section of the road than on the east. We also heard frustration from drivers and bicyclists about the “mixed messages” about bike lanes/sharrows on the east end of the road. We heard feedback from people interested in more parking for Arden Park and Creek users and for church attendees all week long, as well as concerns about components of the new roadway encroaching on homeowner lots – even though the City owns that right-of-way.



**Pedestrian and Bicyclist Safety, Speeding:** Original stakeholder issues and needs prioritized pedestrian and bicyclist safety, so numerous design components focused on those topics. Feedback continued to support safety as a key priority. Many stakeholders supported increasing safety by reducing car speeds in some form, and some wanted that accompanied by better enforcement. Some wondered whether there really was a speed problem and whether data were available to answer those questions. Many concerns, questions, and opinions reflected the interconnections among effectiveness, costs, appropriateness of the various speed reduction and pedestrian crossing safety design components. Some stakeholders proposed additional options, and others had questions about the viability of those.

There were various concerns about any of the flashing signs for pedestrian walkways or speed limits, as well as a desire to look at the all the pieces of the 54<sup>th</sup> Street/Minnehaha intersection together. Stakeholders took various positions on pedestrian crossing aesthetics, but not on the need for safe crossings.

**Bridge Safety and Creek Access:** Feedback on the bridge designs varied, and many participants preferred a bridge that maintains the area’s “country” feel and fits with the residential area. Others encouraged designs that allow Creek users sufficient headroom; many were attracted to the possibility of a path underneath the bridge. Stakeholders posed important questions about Creek access and use as well, including positive feedback on an updated canoe landing that is not “slickery” when wet, and how landings or steps can double as places to play, watch, and otherwise have fun and be safe alongside the Creek.

**Water Quality, Road Drainage, Park Flooding:** While there appeared to be general understanding and support for the need for stormwater management, a number of the design components in this category garnered a range of positive and negative feedback. The positive comments varied, while most of the negative comments were about some of the large-scale components and focused on cost, maintenance, size and location, and aesthetics. There was a lot of feedback on filtration design components, with generally positive feelings about including native plants. Stakeholders generally favored maintaining green space and existing park uses, and ensuring that any new design components address water safety especially in play areas.

Card	Positives	Negatives
<b>Roadway Configurations (sidewalks, bike lanes, parking)</b>		
<b>2: 54TH ST CROSS SECTION WITH PARKING: Parking on both sides; sidewalk on one side</b>	<ul style="list-style-type: none"> <li>• Best option for street layout</li> <li>• Like only one sidewalk, does not take up too much space. Park next to the curb</li> <li>• Like parking,</li> <li>• Only one sidewalk lanes like that is narrow and people will</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
<b>3: 54TH ST CROSS SECTION WITH PARKING: Parking on both sides; sidewalk on one side with boulevard</b>	<ul style="list-style-type: none"> <li>• I like the existing treatment. Bicycle safety, speeding, water quality. Bicycle boulevards are also good if no room for lanes. Narrow auto traffic lanes can help slow traffic.</li> <li>• Sidewalk on 2 sides and 1 parking lane. Never enough cars to need 2 parking lanes. Good to have 2 sidewalks</li> <li>• Sidewalks on 2 sides and 1 parking lane would allow for pedestrian safety.</li> <li>• Need parking for the church. Either option with parking fine</li> <li>• Sidewalk on one side and two parking lanes. Expands the currently available space (needed in my opinion).</li> <li>• sidewalk on 2 sides and 2 parking lanes</li> <li>• sidewalk on 1 side</li> <li>• Sidewalk on 2 sides and 2 parking lanes from France to the creek w/bike lanes would be great!</li> <li>• sidewalk on 2 sides, 1 parking lane</li> <li>• I like a sidewalk on at least one side and at least one side of parking for residents not on a corner</li> <li>• People should be able to walk to park without being on the road.</li> <li>• sidewalk on 1 side and two parking lanes with sidewalk on the church side of the street good idea because it separates pedestrians from traffic</li> <li>• If we can do sidewalks and parking lanes on both sides, that would be great! for church parking and traffic flow</li> <li>• Sidewalk on 2 sides and 1 parking lane - pedestrians or go either direction without having to cross (unsafe) for safe space.</li> <li>• Like the sidewalk on the left side. Good for walkers</li> <li>• Sidewalk on 1 side and 2 parking lanes.</li> <li>• I suggest one sidewalk and one parking lane and then a wider road way to accommodate cars and bikes. It is way too tight for cars with those bike lanes taking up so much of the roadway. Cars need wider lanes.</li> </ul>	<ul style="list-style-type: none"> <li>• Shared/sharrows or adv. Lanes are enough</li> <li>• East end with advisory or shared bike lanes, like they are now Parking lane is sufficient for bikes to use on the east end of the project.</li> <li>• Don't like boulevard</li> <li>• Let's not let auto parking wishes from no longer decrease a lower quality of life and environment. Water and air quality are very important.</li> <li>• Too wide a roadway. Sidewalk on 1 side. Parking on 1 side</li> <li>• Do not need two bike lanes. One sidewalk, two parking, one (adequate) bike, two (adequate) travel lanes. The above creates too much paved space and less green.</li> <li>• not enough room for 2 sidewalks and too costly</li> <li>• Is it really a City requirement to have two bike lanes? I would prefer a sidewalk on just one side, and one parking lane.</li> <li>• I live at this end an am very concerned about reduction of my lot size and removal of tree coverage</li> <li>• Is there room for all of this?</li> <li>• Not enough room for dedicated bike lane!</li> <li>• poor visibility for traffic and pedestrians when parking on both sides.</li> <li>• I don't live on this end; there is the church that I know is concerned about parking.</li> <li>• I feel the actual residents in that section should have the most say. NOT concerned about bike lanes! Not too big of lanes so that weaving and speeding increase even more</li> <li>• SAFETY</li> <li>• sidewalks on both sides of street not really needed, save the taxpayers some money</li> <li>• Existing conditions (proximity of homes, trees, utility poles) obviously would prohibit this; this is a quiet neighborhood which has been here for DECADES! This configuration would cut into my yard and most likely require my very mature tree to be cut down (not to mention several other homes); two bicycle lanes are not needed because the demand just is NOT there; I've observed traffic on my own at several times during the day during the week and find that bicycle traffic just isn't there; bikes are currently able to use the road with cars, why widen</li> </ul>

Card	Positives	Negatives
		<p>road when there is NOT the space? This will totally change the character of the neighborhood and will most likely lower property values; Why not just do what is done East of France on 54th and create more of a "Bike Boulevard" - have a yellow center line and have bike symbol on the road at a couple/several locations along the way? we wouldn't have to widen an already encroaching road and cars would be aware of a biking presence. 54th Street is a "Secondary" route, NOT "Primary" like Wooddale. What happens on the West end? There doesn't appear to be a proposed design for that portion. A wider street just promotes more use of speed. The lack of bicyclists will provide no visual buffer for cars to slow down (most of the time)</p> <ul style="list-style-type: none"> <li>• Sidewalk on 2 sides and 2 parking lanes - concerned about what would be "taken" to provide the space needed.</li> <li>• Parking only on one side, no bike lanes..10 foot travel lanes....the whole concept is way too wide</li> <li>• Church parking needs the 2 parking lanes, but does it need to go all the way to the bridge?</li> <li>• 2 sidewalks and 2 parking lanes. There is not enough room in the roadway to safely navigate a car with bike lanes going both ways.</li> <li>• Too much signage at 5401 Oaklawn: we have a stop sign, a bike sign, and a walking sign</li> </ul>
<p><b>6: 54TH ST CROSS SECTION WITH PARKING: Parking on one side; sidewalk on one side with boulevard</b></p>	<ul style="list-style-type: none"> <li>• Like narrower lane if slows traffic</li> <li>• Good that parking is on same side as the sidewalk</li> <li>• 11 ft for travel lane—slightly smaller</li> <li>• On the east side of the creek but the sidewalk on the N side, and west of the creek but it on the South side</li> <li>• Like one sidewalk</li> <li>• Like parking</li> <li>• Like sidewalk on one side</li> <li>• Narrow traffic lanes keep traffic speed</li> <li>• Like parking on one side</li> <li>• Like wider road because it gets narrower in the winter</li> <li>• Slows traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Too wide</li> <li>• Angry homeowners</li> <li>• Require retaining wall</li> <li>• Boulevard</li> <li>• No separation between bike lane and parking</li> <li>• No bike lanes, they are confusing</li> <li>• Bike lanes cut into road surface area</li> <li>• Bike lanes are dangerous because of speeding cars</li> <li>• Traffic too close to house and cuts into property</li> <li>• Bike lanes cut into parking</li> <li>• Only one bike lane</li> <li>• Parking cuts into pedestrian walkways</li> <li>• Boulevard pushes sidewalk into property</li> <li>• No increase of width – keeps traffic slower if it is narrower</li> <li>• Boulevard is a bad idea</li> <li>• Pedestrian safety – bikes come in too fast</li> <li>• Blind corner on 54<sup>th</sup> and Park Place</li> <li>• Boulevards become weeds in the future. Do not want to take care of it. Gets full of sand and salt</li> <li>• Narrow lane width because of traffic drive safety</li> <li>• Two bike lanes take up space</li> </ul>

Card	Positives	Negatives
<b>7: 54TH ST CROSS SECTION WITH NO PARKING: No parking; sidewalk on both sides</b>	<ul style="list-style-type: none"> <li>• Best option, but provide parking along Brookview near 54<sup>th</sup></li> <li>• Opp.-undergrounding electric safety improvement</li> <li>• One sidewalk only</li> <li>• No parking</li> <li>• Something for cycles</li> <li>• State plows sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>• One sidewalk sufficient</li> <li>• No parking</li> <li>• Two sidewalks</li> <li>• No need for two bike lanes</li> <li>• No boulevard- too large</li> <li>• Able to reroute buses</li> <li>• Too many sidewalks</li> <li>• Too much space devoted to bikes</li> <li>• No need for parking</li> <li>• Encroachment</li> <li>• Impact to residents</li> <li>• Visually too much concrete</li> <li>• Too wide</li> <li>• Infringement on property</li> <li>• No parking, and we need parking</li> <li>• Need parking. The street is the only spot for guest parking</li> <li>• No bike lanes, pedestrian safety</li> <li>• One sidewalk is enough. It takes away homeowner green space</li> <li>• Sidewalk safety going down a steep roadway, down the north side is safer</li> </ul>
<b>8: 54TH ST CROSS SECTION WITH NO PARKING: No parking; sidewalk on one side</b>	<ul style="list-style-type: none"> <li>• Bike lanes</li> <li>• Like the sidewalk. It is dangerous for kids waiting for the bus</li> <li>• Parking not needed</li> </ul>	<ul style="list-style-type: none"> <li>• Too much, more than we need</li> <li>• Need parking</li> <li>• No parking</li> <li>• Wasted space with boulevards</li> <li>• Difficult to maintain</li> <li>• Takes up a lot of personal house parking/yards</li> <li>• Dedicated bike lanes</li> <li>• ECLC church needs parking on 54<sup>th</sup> St. Been part of Edina for 65 years; if no parking, they will overflow onto residential-heavy streets</li> <li>• Bike lanes</li> <li>• Too many sidewalks</li> <li>• Not enough pedestrians for two sidewalks</li> <li>• Need parking</li> <li>• Don't need bike lanes</li> <li>• Bike lanes</li> <li>• Wasted space for boulevards</li> <li>• Have to mow boulevards</li> <li>• Sidewalk on opposite side of the bus</li> <li>• Still too wide</li> <li>• Bike lanes cut into the road</li> <li>• Too wide</li> <li>• No parking</li> </ul>

Card	Positives	Negatives
		<ul style="list-style-type: none"> <li>• Bike lanes</li> <li>• Boulevards – weeds, road space</li> <li>• Sidewalk on south side</li> </ul>
<b>9: 54TH ST CROSS SECTION WITH NO PARKING: No parking; sidewalk on both sides with boulevards</b>	<ul style="list-style-type: none"> <li>• Less encroachment on adjoining properties</li> <li>• Like it the most because of the narrowness</li> <li>• Widening the bridge!</li> <li>• Have the single sidewalk on the down-stream side. It provides an observation point for people to watch boaters on the wave</li> <li>• Good width</li> <li>• Most efficient use of space: parking, sidewalk, and bike lanes</li> <li>• Bike lanes</li> <li>• Bike lanes only if dotted</li> </ul>	<ul style="list-style-type: none"> <li>• 54<sup>th</sup> St. significant barrier</li> <li>• No parking</li> <li>• No parking</li> <li>• Bike lanes</li> <li>• Bicyclists not following traffic laws</li> <li>• No parking</li> <li>• Bike lanes</li> <li>• boulevard</li> </ul>
<b>10: 54TH ST CROSS SECTION WITH NO PARKING: No parking; sidewalk on one side with boulevard</b>	<ul style="list-style-type: none"> <li>• Like sidewalk with boulevard</li> <li>• Sidewalk on one side</li> <li>• Bike lane for kids</li> <li>• I like the existing treatment. Bicycle safety, speeding, water quality. Bicycle boulevards are also good if no room for lanes. Narrow auto traffic lanes can help slow traffic.</li> <li>• Sidewalk on 2 sides and 0 parking lanes. I've never seen cars parked in this area, so no parking lane needed.</li> <li>• Sidewalks on 2 sides and 1 parking lane.</li> <li>• Sidewalk on 1 side and 0 parking lanes</li> <li>• sidewalk on one side and 0 parking lanes</li> <li>• Need a sidewalk.</li> <li>• sidewalk on 2 sides and 1 parking lane</li> <li>• sidewalk on 1 side and 0 parking lanes</li> <li>• Sidewalk on one side, no boulevard, 0 parking lanes</li> <li>• Love the sidewalk</li> <li>• Sidewalk on 1 side and 2 parking lanes. I believe the corridor narrows from the creek to Wooddale Ave.</li> <li>• No positive</li> <li>• sidewalk on 2 sides and 0 parking lanes</li> <li>• Sidewalk on one side and zero parking lanes. Everyone affected as parking in front of residences on the Avenues.</li> <li>• Need a sidewalk for residents and pedestrians. Would like one parking lane and NO BIKE LANES. Share the Road is sufficient!!!</li> <li>• People should be able to walk to park without getting on the street,</li> <li>• sidewalk on one side and no parking lanes separate pedestrians from traffic is good idea parking lanes not needed never see anybody parking along here anyway</li> <li>• Sidewalk on 2 sides, no parking lane. Too much traffic goes through that intersection to have parking.</li> </ul>	<ul style="list-style-type: none"> <li>• No parking for the church or neighbors</li> <li>• Don't want 10 ft of my yard (person lives on 54<sup>th</sup>)</li> <li>• No parking</li> <li>• Boulevard</li> <li>• No boulevard</li> <li>• No dedicated bike lanes</li> <li>• Need parking on one side only</li> <li>• Bike lanes</li> <li>• Boulevard</li> <li>• No parking</li> <li>• Let's not let auto parking wishes from no longer decrease a lower quality of life and environment. Water and air quality are very important.</li> <li>• Those residents bordering 54th don't need parking on 54! They already have parking in front of their homes.</li> <li>• Do not observe demand for parking in that area. Don't need more than one sidewalk</li> <li>• for safety street has to be as wide as possible a few cut-outs could be used</li> <li>• the street is hilly and site lines are bad. Parking will make it worse for neighbors to cross over 54th street. As it is, many cars come zooming up the street and do not see crossers until they get close to them. Especially when the sun is low in the sky.</li> <li>• Need a sidewalk on at least one side. Neighbors and visitors need to have available parking on at least one side.</li> <li>• Need parking</li> <li>• no particular need for parking on this portion, significant benefit from sidewalk on both sides</li> <li>• I certainly don't want more of my lawn eaten up for impervious surfaces.</li> </ul>

Card	Positives	Negatives
	<ul style="list-style-type: none"> <li>• Sidewalk on 2 sides and 1 parking lane - pedestrians can go either way without having to cross - and won't spill onto bike lane because there is no sidewalk</li> <li>• I want the sidewalk on the south side of 54th and that is it</li> <li>• Sidewalk on 1 or 2 sides and 0 parking lanes. Should at least be sidewalks on one side. If there is room, 2 sides is good.</li> <li>• Sidewalk on 1 side and 0 parking lanes. We need room to operate cars. Bike lanes take up too much space and parking isn't needed on 54th with plenty of parking on side streets. Parked cars just add more congestion and hazards to the road that is not being clogged by bike lanes</li> </ul>	<ul style="list-style-type: none"> <li>• VERY concerned with "city requirements". I KNOW that we do not have to have bike lanes. (Josh Sprague created this problem) I want ONE sidewalk and potentially one side of parking.</li> <li>• SAFETY</li> <li>• adding parking lanes would increase width of the street increased width means more asphalt, more storm water runoff and greater expenses</li> <li>• Existing bike demand isn't there to warrant having two lanes, which would widen an already encroaching road; a boulevard requires maintenance- does city handle this or property owner? I don't like this- I grew up in Minneapolis where this is common and find that its looks unkempt; widening street will run the risk of killing my mature trees (roots during construction)- many other neighbors have beautiful trees, as well; quality of life would DECREASE, not very sustainable; lack of bike traffic will mean that cars will have their own "highway" to drive down....speeds will increase! BAD idea. Why is this a "city requirement"? 54th Street is considered a "secondary" bike route</li> <li>• too wide, get rid of bike lanes and have parking on the north side of 54th</li> <li>• 2 parking lanes: too much congestion. Why is so much parking area needed for residential area?</li> <li>• Doesn't seem to be room or need for parking lanes here. concern about encroachment on property owners land.</li> </ul>

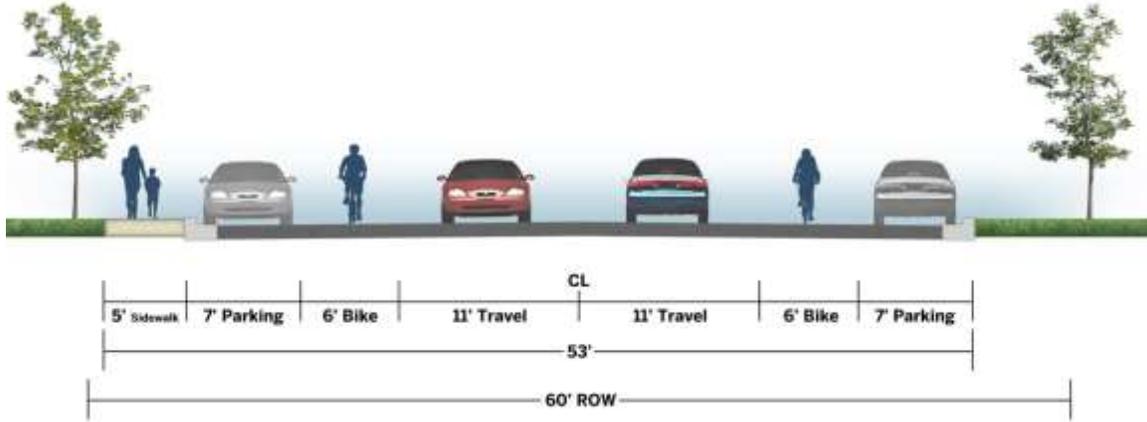
Card	Positives	Negatives
<p><b>All Cross sections - Other</b></p>	<p>COMMENTS</p> <ul style="list-style-type: none"> <li>• Oaklawn and 54<sup>th</sup>: major school bus stop</li> <li>• Two dotted bike lanes</li> <li>• Parking on the corner of 54<sup>th</sup> and Woodcrest (SE) need sidewalk and crosswalk</li> <li>• Sidewalk on either side, opinion varies based on what side residents live on</li> <li>• The drop off on side of church parking lot is a challenge for sidewalk</li> <li>• As much parking as possible for the church</li> <li>• We value parking rather than the bike lanes</li> <li>• We want parking</li> <li>• Two-sided parking east of the bridge</li> <li>• Avoid green paint for bike lanes, it is ugly</li> <li>• Like 10' bike lane dedicated two-way, if on South side the bike lanes could go without stopping</li> <li>• One-side sidewalk on street on street and bridge</li> <li>• Prefer sidewalk on south side for whole corridor</li> <li>• Do bike lanes have to be designated</li> <li>• Need a dotted center line</li> <li>• I am dismayed that the city is not considering a wide, well-marked multi use trail/sidewalk to allow bikes AND pedestrians to be curb protected from moving car traffic and parked cars. Other cities have successfully installed these trails where space is limited and have realized an increase in bike ridership without an increase in safety issues. Please allow a safely designed protected bike path along 54th to be an option for residents to evaluate!</li> <li>• Sidewalks and dedicated bike lanes will be a most welcome improvement.</li> <li>• We would appreciate more police attention to speeders like we give 50th and highway 100. Thank you.</li> <li>• are people going to be able to comment on the bridge design at some time? I hope so.</li> <li>• Please don't take on street parking that would result in taking of other space to create off-street parking.</li> <li>• Possible round-a-bout</li> <li>• Would prefer to see solutions that don't encourage lots of new people to come to this small, natural, and residential area. Could become overwhelming. Arden Park area overall is a small neighborhood park.</li> <li>• Roads: the narrower the better, for speed and visually</li> <li>• Bridge hump is a great idea to reduce speed</li> <li>• Junction box requires a lot of access; may need parking space</li> <li>• Create a way to slow down cars and reroute city buses</li> <li>• Love the boulevards. Can they filter storm water? Make them concave instead of convex</li> </ul>	<ul style="list-style-type: none"> <li>• I have many concerns about this project. This is going to greatly impact my living space, my real estate value, and affect the quality of life in our home - I do not want or think we need to make the street wider. These homes along 54th Street were not designed to be put in a high volume area. It was essentially a feeder street, a country road back in the early development of this neighborhood. Yes, times have changed but we residents do not need or want major changes to our neighborhood.</li> <li>• Wooddale has a 5' sidewalk (maybe even 4') without a boulevard; again, why is there consideration for options that increase/widen the road when there is already an encroaching road? My front door/Master Bedroom faces 54th street...I am already barely 20' from the road!!!! Do NOT bring it any closer to my home! Use a bike boulevard (similar to 54th street east of France) and eliminate devoted bike lanes. Bike lanes are only needed if there are equal amounts of cars to bikes...obviously, that is currently NOT the case here. Sidewalk boulevards are difficult to maintain and can easily become unkempt (see Minneapolis)</li> <li>• If you make more hard surfaces, water will run downhill faster and warm and dirty the creek even more. It's a terrible idea.</li> <li>• VERY CONCERNED ABOUT KEEPING THE QUIANT, NEIGHBORHOOD FEELING! NO flashing lights, less signage (not more), No designated bike lanes and no flashy crosswalks. The road has worked fairly well except for pot holes and the mess we made with the bike "project".</li> <li>• Don't want a state highway in the back yard</li> <li>• The widening of the bridge will affect the rapids (negative) for the boaters, more pooled water by Woodcrest Drive</li> </ul>

Card	Positives	Negatives
<b>11: ADJUST 54TH ST VERTICAL GEOMETRY: Raise the vertical elevation of 54th St near the bridge</b>	<ul style="list-style-type: none"> <li>• Like it because it decreases the slope, slows down traffic, and can help with snow and winter condition</li> <li>• Helps with speed east of Brookview</li> <li>• Decreases speed for stop sign</li> <li>• May decrease speed</li> <li>• Raise grade from church to Brookview</li> <li>• Helps with Park Place intersection</li> <li>• Better to go underneath bridge</li> <li>• See cars sooner</li> <li>• Change profile if safety increase (i.e. ice and snow) decreases speeding. Do not if this would increase water runoff</li> <li>• Grading at 54<sup>th</sup> and Park Place</li> <li>• Raise elevation of bridge</li> </ul>	<ul style="list-style-type: none"> <li>• Impact on the low side (N. side of 54<sup>th</sup> St.)</li> <li>• Takes away the charm, want the area to feel country</li> <li>• Difficult</li> <li>• Cuts into property</li> <li>• Property value</li> <li>• Cost for small change?</li> <li>• Encroachment</li> <li>• Questions about speed</li> <li>• Under construction from Wooddale to Brookview</li> </ul>
<b>12: ADJUST 54TH ST HORIZONTAL GEOMETRY: Shift the 54th St cross section horizontally within the ROW</b>	<ul style="list-style-type: none"> <li>• Need to consider grades on side yards</li> <li>• Like “middle-cline”</li> </ul>	<ul style="list-style-type: none"> <li>• Inequitable use of people’s property</li> <li>• Retaining walls, property values</li> <li>• Who is assessed costs for walls?</li> <li>• Possible trees dying</li> <li>• Not equitable to property owners on both sides of the street</li> </ul>
<b>56: NARROWER STREETS: Reducing impervious area thereby reducing stormwater runoff and pollution to water bodies</b>	<ul style="list-style-type: none"> <li>• Sidewalk/different materials: sidewalks pervious</li> <li>• Like narrower streets for traffic calming</li> <li>• Good for safety, slower traffic</li> <li>• Safety</li> <li>• Reduces speed</li> <li>• Increases neighborhood feel</li> </ul>	<ul style="list-style-type: none"> <li>• Wide street</li> <li>• Large vehicles will obstruct the street</li> <li>• Utility trucks obstruct the roadway</li> </ul>

# 2

## 54TH ST CROSS SECTION WITH PARKING

Parking on both sides; sidewalk on one side



KEY ISSUES ADDRESSED	
● Safety, pedestrians	● Parking
● Safety, bicyclists	Water quality
Creek access/safety	Road drainage
● Speeding	Park flooding
● Road geometry	

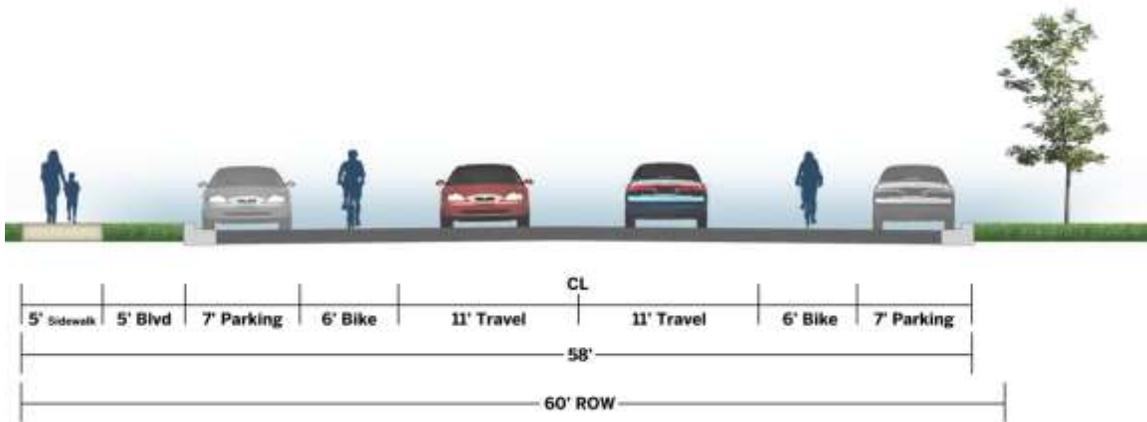
### POTENTIAL ENVISION SUSTAINABILITY CREDITS

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# 3

## 54TH ST CROSS SECTION WITH PARKING

Parking on both sides; sidewalk on one side with boulevard



KEY ISSUES ADDRESSED	
● Safety, pedestrians	● Parking
● Safety, bicyclists	Water quality
Creek access/safety	Road drainage
● Speeding	Park flooding
● Road geometry	

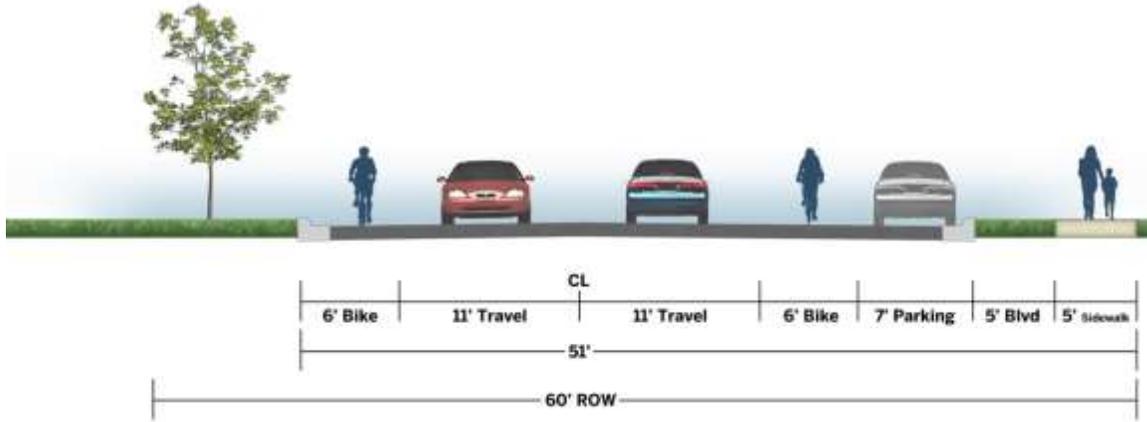
### POTENTIAL ENVISION SUSTAINABILITY CREDITS

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# 6

## 54TH ST CROSS SECTION WITH PARKING

Parking on one side; sidewalk on one side with boulevard



KEY ISSUES ADDRESSED	
● Safety, pedestrians	● Parking
● Safety, bicyclists	Water quality
Creek access/safety	Road drainage
● Speeding	Park flooding
● Road geometry	

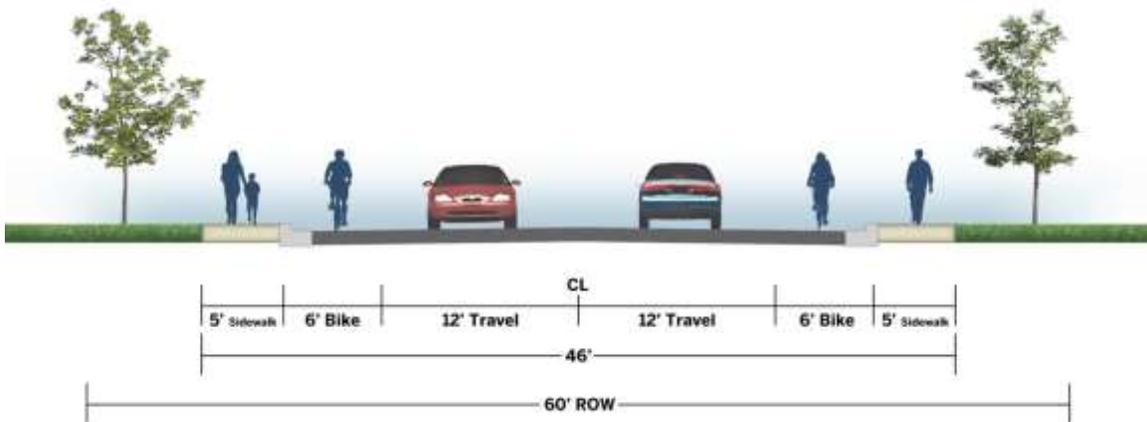
### POTENTIAL ENVISION SUSTAINABILITY CREDITS

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# 7

## 54TH ST CROSS SECTION WITH NO PARKING

No parking; sidewalk on both sides



KEY ISSUES ADDRESSED	
● Safety, pedestrians	Parking
● Safety, bicyclists	Water quality
Creek access/safety	Road drainage
● Speeding	Park flooding
● Road geometry	

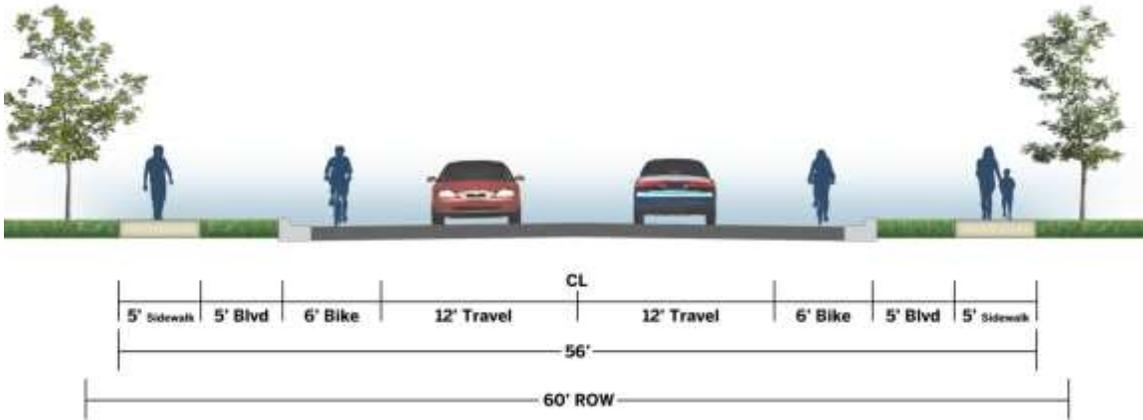
### POTENTIAL ENVISION SUSTAINABILITY CREDITS

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

8

# 54TH ST CROSS SECTION WITH NO PARKING

No parking; sidewalk on one side



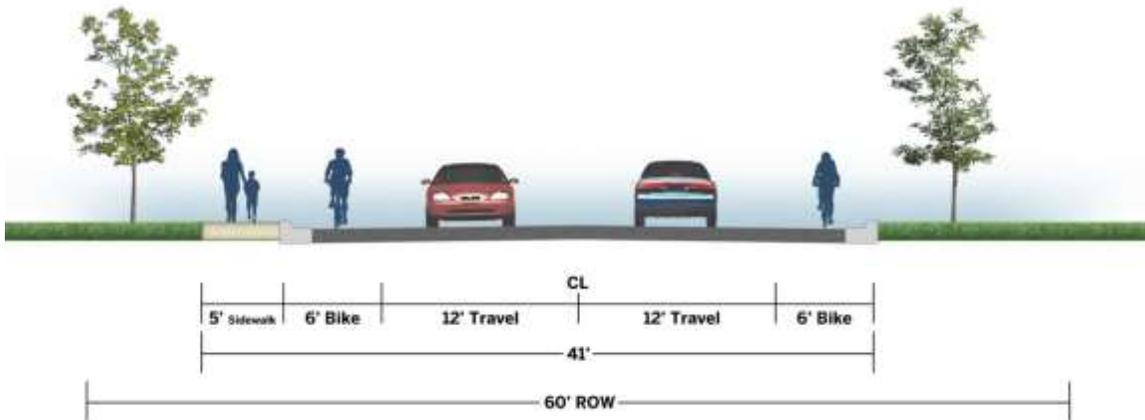
KEY ISSUES ADDRESSED	
● Safety, pedestrians	Parking
● Safety, bicyclists	Water quality
● Creek access/safety	Road drainage
● Speeding	Park flooding
● Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

9

# 54TH ST CROSS SECTION WITH NO PARKING

No parking; sidewalk on both sides with boulevards



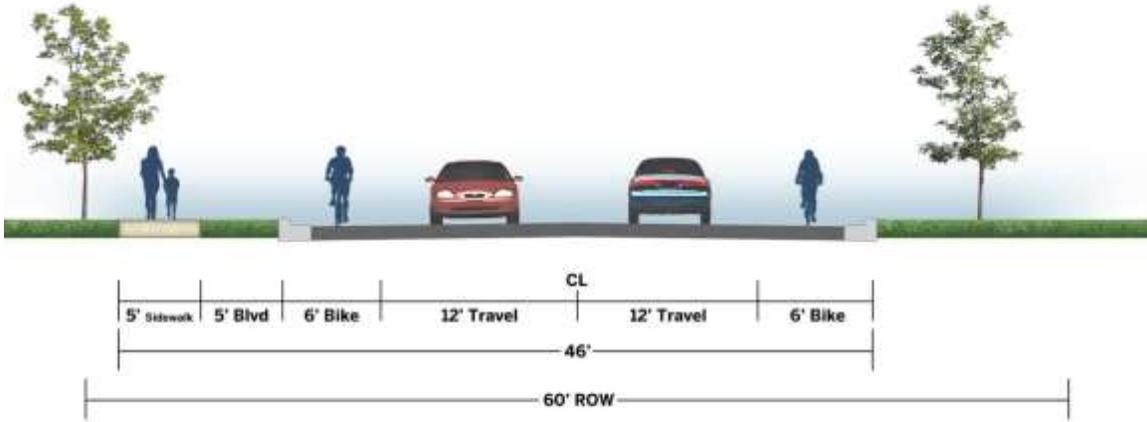
KEY ISSUES ADDRESSED	
● Safety, pedestrians	Parking
● Safety, bicyclists	Water quality
● Creek access/safety	Road drainage
● Speeding	Park flooding
● Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# 10

## 54TH ST CROSS SECTION WITH NO PARKING

No parking; sidewalk on one side with boulevard



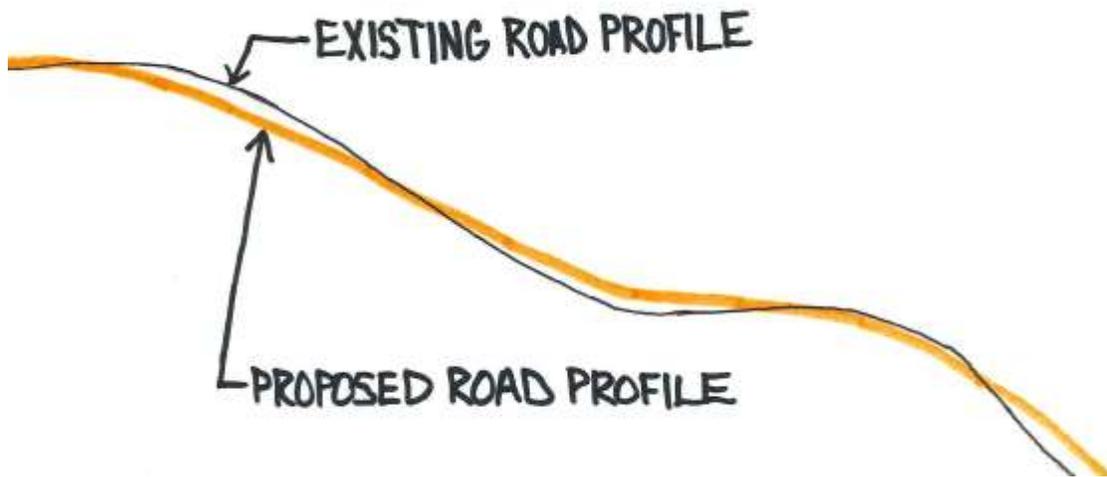
KEY ISSUES ADDRESSED	
● Safety, pedestrians	Parking
● Safety, bicyclists	Water quality
● Creek access/safety	Road drainage
● Speeding	Park flooding
● Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# 11

## ADJUST 54TH ST VERTICAL GEOMETRY

Raise the *vertical* elevation of 54th St near the bridge

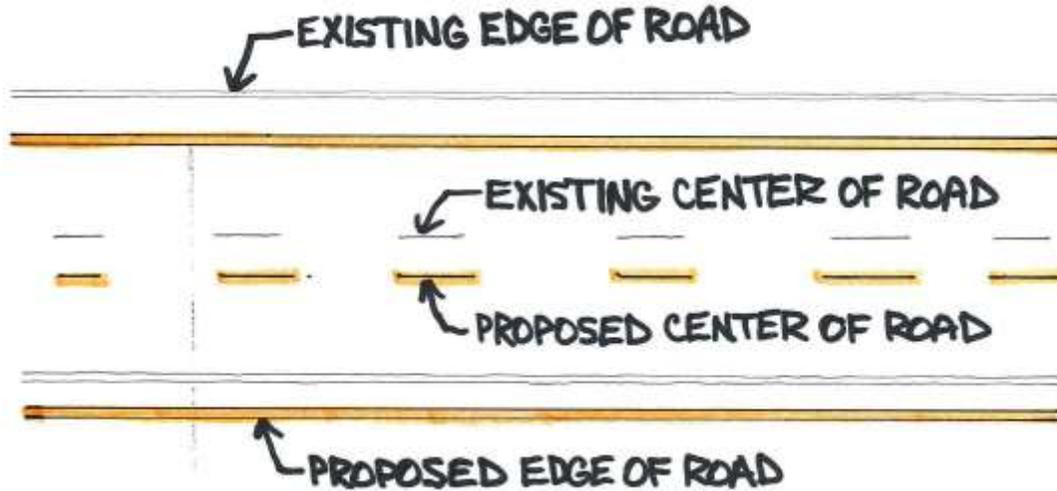


KEY ISSUES ADDRESSED	
Safety, pedestrians	Parking
Safety, bicyclists	Water quality
● Creek access/safety	Road drainage
● Speeding	Park flooding
● Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# ADJUST 54TH ST HORIZONTAL GEOMETRY

Shift the 54th St cross section *horizontally* within the right-of-way



KEY ISSUES ADDRESSED	
Safety, pedestrians	Parking
Safety, bicyclists	Water quality
Creek access/safety	Road drainage
Speeding	Park flooding
● Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# NARROWER STREETS

Reducing impervious areas reduces stormwater runoff and pollution to water bodies



KEY ISSUES ADDRESSED	
Safety, pedestrians	Parking
Safety, bicyclists	● Water quality
Creek access/safety	● Road drainage
Speeding	Park flooding
Road geometry	

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

## Pedestrian and Bicyclist Safety, Speeding

<p><b>13: ADJUST MINNEHAHA BOULEVARD INTERSECTION: Reduce curb radii and increase boulevard space</b></p>	<ul style="list-style-type: none"> <li>• Less confusing</li> <li>• Works better</li> <li>• Narrows street and slows down traffic!</li> <li>• Less curve=more of a corner, slows people down</li> <li>• Like it</li> <li>• Love making the intersection about the pedestrian, less about the car</li> <li>• This creates more of a country lane feel</li> <li>• Interesting</li> <li>• Current turn is sometimes confusing</li> <li>• Like it if it slows traffic</li> <li>• Improves sight lines, slows traffic, reduces impervious surface</li> <li>• Nothing</li> <li>• ok</li> <li>• Fine option</li> <li>• Safe crossing</li> <li>• Anything to make the intersection more straight forward.</li> <li>• slows intersection traffic</li> <li>• shorter crossing is safer with additional striping</li> <li>• I'm okay with that provided boulevard space and curb is not too big</li> <li>• Makes the turn more obvious and hopefully increases use of turn signals</li> <li>• Looks safer than current road layout.</li> <li>• I like this options, seem safer</li> <li>• friendlier to pedestrians</li> <li>• NOTHING!</li> <li>• Looks good</li> <li>• Slow turning speeds at intersection</li> <li>• Cars would need to slow down more to make turn; safer for users of both 54th street and Minnehaha Boulevard</li> </ul>	<ul style="list-style-type: none"> <li>• Unnecessary. More concerned that it doesn't address speed</li> <li>• Wider road gives enough road if you slide in winter</li> <li>• Like sense of "lane" vs. this boulevard</li> <li>• Could we plant boulevard?</li> <li>• How would this help vs. sidewalks?</li> <li>• By shortening the intersection, will there be room for a bike lane on Minnehaha Boulevard.?</li> <li>• Way too wide. Looks like a major CO Rd. Not a residential street</li> <li>• no benefit from shorter crossing</li> <li>• Harder for bikes to navigate</li> <li>• No need for extension of boulevard.</li> <li>• TOO BIG!!! Digging into existing yards for NON RESIDENTS.</li> <li>• Harder for drivers to make the corner, especially delivery trucks</li> <li>• No sidewalk on Minnehaha--will there be room for pedestrians if intersection narrowed?</li> <li>• Don't like the wall being built...confusing</li> <li>• Not sure how this improves safety for pedestrians on Minnehaha since that is already a problem. Don't see crossing as a problem now. It's walking on Minnehaha that is and this plan seems to give pedestrians even less space.</li> <li>• no side walks</li> <li>• I don' like it. It works fine the way it is and allows for greater volume to traffic to pass through. You are just creating a choke point.</li> <li>• Where is the cross walk? Do pedestrians have a way to get to a park pathway from this intersection?</li> <li>• Extra width will encourage drivers to drive too fast</li> <li>• TOO wide and convenient for speeding. I don't feel this makes things "safer".</li> <li>• Can it be t-ed up more than shown?</li> <li>• Lived here for 30 years and have never seen speeding as a problem.</li> </ul>
<p><b>14: ADJUST PARK PLACE INTERSECTION: Reduce curb radii and increase boulevard space</b></p>	<ul style="list-style-type: none"> <li>• Narrower-slower speed decrease</li> <li>• Reduces amount of cement→environmental precedent</li> <li>• Narrows street and slows down traffic!</li> <li>• Slows down traffic</li> <li>• Hard to walk by Park Place so sidewalk is helpful</li> <li>• Improves sight lines, slows traffic, reduces impervious surface</li> <li>• The intersection is too wide and undefined and this will remediate these issues.</li> <li>• nothing</li> <li>• Fine option</li> <li>• Safety</li> </ul>	<ul style="list-style-type: none"> <li>• Would be too tight for a plow</li> <li>• Concern about drainage into the creek</li> <li>• Is this intersection wide enough for fire trucks to make the sharp turn onto Park Place?</li> <li>• way to much hard cover. Feels like a freeway entrance. This is a residential street</li> <li>• Don't make the intersection too small or narrow</li> <li>• Sidewalk all along 54th is more important--this just narrows road</li> <li>• not needed</li> <li>• Harder for bikes to navigate</li> <li>• Why develop "choke point" for cars traveling E on 54th turning onto</li> </ul>

	<ul style="list-style-type: none"> <li>• slows intersection traffic</li> <li>• shorter crossing is safer</li> <li>• Again, road looks safer for pedestrians, More green space too?</li> <li>• looks good, anything to keep people safe is best</li> <li>• friendlier for pedestrian</li> <li>• Maybe elevate the road a bit</li> <li>• looks good</li> <li>• Same as above</li> <li>• See #13</li> <li>• Wouldn't be opposed.</li> </ul>	<p>Park Place?</p> <ul style="list-style-type: none"> <li>• This concerns me again for being too BIG AND TOO WIDE.</li> <li>• Harder for drivers to make the corner, especially delivery trucks</li> <li>• Same as above--in all cases want to make sure there is adequate room for bikes/pedestrians and turning needs of buses accommodated</li> <li>• Not sure there is a need for this.</li> <li>• no side walks</li> <li>• why make it more difficult to turn right when heading east? Makes no sense to force cars to artificially slow down to make that right turn? It's perfect the way it is.</li> <li>• Is there room for pedestrians and bikers along the roadside? Or will there be sidewalks on Park Place?</li> <li>• speeding due to wide streets</li> <li>• Disregard for neighbors. Will increase speed and traffic.</li> <li>• visibility already bad at this intersection, not sure if this does anything to help an already bad situation</li> </ul>
<p><b>15: CURB EXTENSION: Shorten pedestrian crossing, improve sight distance, and provide parking bays</b></p>	<ul style="list-style-type: none"> <li>• Like it</li> <li>• Love making the intersection about the pedestrian, less about the car</li> <li>• Good idea to slow traffic</li> <li>• Could use at Park Place too</li> <li>• Subliminal traffic control</li> <li>• I would like to see this at all Edina intersections, where feasible</li> <li>• Pedestrians have a clearly defined walk area</li> <li>• takes away less green space</li> <li>• ok</li> <li>• Parking</li> <li>• Seems reasonable.</li> <li>• moving parking back from crossing w/bays improves visibility of pedestrians</li> <li>• Good visibility for pedestrian</li> <li>• Excellent. Safety and Plants more trees</li> <li>• shorter pedestrian crossing</li> <li>• Much thought given to all users</li> <li>• Good for pedestrians</li> <li>• Can see it east of Minnehaha where there is parking</li> <li>• Less distance for pedestrians to cross the road</li> <li>• Parking is good</li> <li>• Seems to address safety issues.</li> <li>• I like the parking bays</li> <li>• may slow down traffic</li> <li>• Sidewalk is drawn here--that is more important than curb extension</li> <li>• Dedicated bike lane</li> <li>• better sight lines</li> </ul>	<ul style="list-style-type: none"> <li>• Doesn't help with church parking--no go</li> <li>• Negative</li> <li>• Don't want to do this IF it moves stop signs</li> <li>• No bump outs for parking – unnecessary</li> <li>• The bike lane is not protected and runs next to parked cars.</li> <li>• This can be accomplished without shortening cross walk--no need</li> <li>• car could hit biker at bridge</li> <li>• Too much property taken for boulevard.</li> <li>• Does not fit into the look of our neighborhood</li> <li>• Encroaches on my property, removes trees</li> <li>• Sorry but I don't know where this example applies. One way street? Looks nice though.</li> <li>• still potential for accidents between bikes and parked cars</li> <li>• I need a parking bay on 54th Street by my house like I need a hole in the head.</li> <li>• Not sure where these would be located. If on 54th, I propose making the road SMALLER by no designated bike lanes and single lane markings on the road.</li> <li>• East ward bike access?</li> <li>• Don't like the sidewalk on 54th. Don't like the bike lane. The road looks way to wide</li> <li>• Is the road wide enough to accommodate the extension and bike lanes and cars?</li> <li>• Does this mean there will be sidewalks on 54th, that is the priority</li> <li>• Do not want a boulevard or parking</li> <li>• Reduces property value</li> <li>• This "plan," if I may be so generous to call it that, will just increase speed on 54th.</li> </ul>

	<ul style="list-style-type: none"> <li>• Pedestrians separated from traffic</li> <li>• Reduces crossing distance, insets parking spaces, provides additional boulevard for planting</li> <li>• "pinch point" would seem likely to slow cars</li> <li>• Curbs are good</li> <li>• Appears aesthetically pleasing which is important.</li> </ul>	
<p><b>17: 5-FT GUTTER PAN BICYCLE LANE:</b> Bicycle lane is distinguished by concrete with no longitudinal gutter seam to negotiate</p>	<ul style="list-style-type: none"> <li>• Good width for bike lane</li> <li>• More noticeable</li> <li>• Hardcore bicyclists use bike lanes</li> </ul>	<ul style="list-style-type: none"> <li>• Concern about upkeep long-term</li> <li>• Bikers do not like potholes</li> <li>• Differences in aging properties</li> <li>• No thanks, need parking (church member)</li> <li>• Loss of parking</li> <li>• Bumpy to ride on</li> <li>• Kids don't use bike lanes</li> <li>• Concrete is expensive</li> <li>• Do not need separation</li> </ul>
<p><b>20: PEDESTRIAN ACTIVATED FLASHER:</b> Yellow flasher when activated by pedestrian</p>	<ul style="list-style-type: none"> <li>• These might work better than stop signs</li> <li>• Reinforces concept that pedestrian safety is a priority</li> <li>• I think these provide a safer environment.</li> <li>• safety</li> <li>• Only on when needed</li> <li>• Safety</li> <li>• Sure</li> <li>• provides needed pedestrian safety</li> <li>• Looks to be the best option, is used in other locations</li> <li>• Alerts drivers to use of crosswalk</li> <li>• this option seems less intrusive</li> <li>• NOTHING!!</li> <li>• Great. Speed bumps would be a good addition.</li> <li>• This works well behind Lund's so would be a good addition.</li> <li>• Yellow flasher that is activated by the Pedestrians is good safety feature</li> </ul>	<ul style="list-style-type: none"> <li>• No flashy, not in the residential areas</li> <li>• Not attractive</li> <li>• Don't like the flashing</li> <li>• Keep stop signs – much better than before stop signs</li> <li>• Don't like the flashing lights</li> <li>• The one at Lund's doesn't stop people</li> <li>• Drivers still may ignore it</li> <li>• Having them in too many places along 54th will be ugly</li> <li>• not enough activity to justify</li> <li>• Noise if beeper is installed.</li> <li>• cars don't pay attention to this between Halifax and the back of Lund's</li> <li>• I am absolutely opposed to any flashing lights. Out of character for our neighborhood and would be a nuisance</li> <li>• Flashers often take too long to turn off after pedestrian crosses road</li> <li>• I like the flasher crossing system used near Lund's but I wouldn't favor a flasher crossing on 54th St..</li> <li>• Too much signage, too high visual impact re: natural surroundings</li> <li>• nobody ever stops even when lights are flashing - as example 51st and Halifax by Lund's</li> <li>• The flashing light will not improve my quality of life.</li> <li>• Ridiculous option. Definitely put forth by engineer, biker or residents NOT on this street.</li> <li>• don't think traffic volume warrants flashing sign a waste of taxpayers' money</li> <li>• Not sure how effective it would be to slow traffic on 54th; I prefer a stop sign</li> <li>• too many signs, expense and lights. makes the neighborhood look like a circus</li> </ul>

		<ul style="list-style-type: none"> <li>• We DO not need an annoying speed sign flashing at us. It's distracting to drivers and could pose a safety risk.</li> <li>• Motorists often don't obey</li> <li>• Urban and insulting</li> </ul>
<p><b>21: HYBRID PEDESTRIAN BEACON (HAWK SIGNAL): Red signal when activated by pedestrian</b></p>	<ul style="list-style-type: none"> <li>• Better than the yellow flasher</li> <li>• Effective</li> <li>• This would stop traffic and is better than option 20</li> <li>• pedestrian control</li> <li>• Drivers need to stop</li> <li>• Yes near Concord School (58th &amp; Concord)</li> <li>• Nothing</li> <li>• Safer for kids</li> <li>• These might work better than stop signs</li> </ul>	<ul style="list-style-type: none"> <li>• No flashing</li> <li>• Too flashy and unattractive for residential area</li> <li>• Keep stop signs – much better than before stop signs</li> <li>• This seems too big, intrusive and unsightly for the character and density of this neighborhood.</li> <li>• seems a bit excessive. not a huge safety issue as it exists</li> <li>• did you measure activity? not much</li> <li>• More expensive</li> <li>• Cost</li> <li>• Too big</li> <li>• Do not like overheads for this location, too obtrusive</li> <li>• NO!!! For reasons above, yet this example is worse.</li> <li>• Would not favor a Hawk Signal. I think it's overkill.</li> <li>• No need.</li> <li>• same as above, not sure enough cars atop to make this safer for pedestrians</li> <li>• Butt ugly and urban for what was once a quiet suburban neighborhood.</li> <li>• HORRIBLE</li> <li>• waste of taxpayers' money</li> <li>• Would pedestrian use cause traffic issues?</li> <li>• I prefer a stop sign; I want cars to always know that they will need to stop</li> <li>• too many signs...see above</li> <li>• Seems like overkill to have a red light. The yellow flasher is enough. Not that much constant traffic on 54th.</li> <li>• Way to much infrastructure. Let's keep it simple. This isn't 50th and France. It's a neighborhood.</li> <li>• Bright light for homeowner at night</li> <li>• Are you serious??</li> <li>• Don't like it</li> </ul>
<p><b>28: RECTANGULAR RAPID FLASHING BEACON (RRFB): Pedestrian-activated flasher with high visibility and demonstrated high rate of compliance</b></p>	<ul style="list-style-type: none"> <li>• "High rate of compliance" makes me think it must be safer, so preferable to number 20.</li> <li>• less obtrusive than the other options</li> <li>• May work well at lower cost</li> <li>• High visibility</li> <li>• Sure</li> <li>• improves safety</li> <li>• this seems most effective</li> </ul>	<ul style="list-style-type: none"> <li>• No flashing lights</li> <li>• Keep stop signs – much better than before stop signs</li> <li>• people ignore crosswalk signs as it is</li> <li>• seems overkill given the amount of activity here. Why spend this with budget limits</li> <li>• Bright light for homeowner at night</li> <li>• How do you know there would be high rate of compliance?</li> <li>• Way too intense and way too high a visual impact on our neighborhood that values our natural appearance and resources</li> </ul>

	<ul style="list-style-type: none"> <li>• Nothing</li> <li>• Better looking than number 21.</li> <li>• looks good</li> <li>• Only if it is at the bridge, no flashing if in residential areas</li> <li>• Like if stop sign is included with it</li> <li>• These might work better than stop signs</li> </ul>	<ul style="list-style-type: none"> <li>• Again. NO!</li> <li>• I have never seen one, may be confusing to others</li> <li>• Unnecessary.</li> <li>• Volume of pedestrian traffic doesn't warrant stop light or flashing beacon.</li> <li>• No flashing lights please. I'll come and flash lights into your bedroom and see how you like it.</li> <li>• Again, Horrible!</li> <li>• waste of taxpayers' money</li> <li>• "Annoying" blinking light at night for nearby residents</li> <li>• same as above</li> <li>• only barely better than 20, 21 is best</li> <li>• Industrial looking, NOT in a quiet neighborhood!!</li> <li>• Not a super busy street, so no need for overkill.</li> <li>• Not sure how this is different from yellow flasher above.</li> <li>• I think the other pedestrian flasher is a little more subtle and gets the job done</li> <li>• Don't like it</li> </ul>
<p><b>23: RELOCATE TRANSIT STOPS AT MINNEHAHA: Explore new locations for transit stops to optimize pedestrian visibility at intersection</b></p>	<ul style="list-style-type: none"> <li>• For school bus purposes, nice to have a place for the kids and lights</li> <li>• Like that it takes the bus stop away from the bridge</li> <li>• Bus stop at Park Place going East</li> <li>• Yes! Move both ways</li> <li>• Add permanent shelter</li> <li>• Permanent bus shelter please</li> <li>• Permanent bus shelter</li> </ul>	<ul style="list-style-type: none"> <li>• Would like to remove stop altogether. No customers getting on at France</li> </ul>
<p><b>24: LIGHTING: Styles shown are what the City typically uses on lighting projects.</b></p>	<ul style="list-style-type: none"> <li>• Less is more</li> <li>• Light pollution is a problem</li> <li>• Like it by the bridge—warm lighting and makes it safer</li> <li>• Streetlight good for safety</li> <li>• Must be down lighting</li> <li>• Bury clines</li> <li>• Safety for walkers, bikers, drivers</li> <li>• Keep lighting minimal</li> <li>• safety</li> </ul>	<ul style="list-style-type: none"> <li>• Lighting should fit with neighborhood preferences</li> <li>• No. Don't want the added costs (resident comments)</li> <li>• Electrical poles on south side of 54<sup>th</sup></li> <li>• Comcast electrical box</li> <li>• Over-signing</li> <li>• No street lighting</li> </ul>
<p><b>22: ZEBRA OR CONTINENTAL CROSSWALK: Highly visible pavement marking design option indicating heavily crossed area</b></p>	<ul style="list-style-type: none"> <li>• Can avoid slippery white stripes</li> <li>• Best option out of the two</li> <li>• Prefer this option to Card 26</li> <li>• Greater visibility</li> <li>• Safety</li> <li>• Caution</li> <li>• Be aware</li> <li>• Florescent crosswalks</li> </ul>	<ul style="list-style-type: none"> <li>• Somewhat garish looks</li> <li>• Not a fan of the design</li> <li>• Less aesthetically pleasing</li> <li>• Safety with the hill grade</li> <li>• Do not belong on side streets</li> </ul>

	<ul style="list-style-type: none"> <li>• Could there be a raised sidewalk?</li> </ul>	
<b>26: DECORATIVE CROSSWALK: Decorative pavement marking design option indicating heavily crossed area</b>	<ul style="list-style-type: none"> <li>• Need to think of cost first</li> <li>• Like it over Card 22 [Zebra or Continental Crosswalk] for visual purposes and residential areas</li> <li>• Looks</li> <li>• Crosswalk is good</li> <li>• Looks nice</li> <li>• Pretty</li> <li>• Would be used in conjunction with other components – good idea</li> <li>• Need crosswalk for walkers</li> <li>• A painted crosswalk across the bridge for boaters would be nice</li> <li>• Safety</li> <li>• Caution</li> <li>• Be aware</li> <li>• Prettier</li> <li>• If it wears well</li> <li>• Obvious markings, crossing</li> </ul>	<ul style="list-style-type: none"> <li>• Don't like texture</li> <li>• Longevity</li> <li>• Durability</li> <li>• Difficult to maintain and sustainability</li> <li>• Dangerous for 54<sup>th</sup>. Location is key</li> <li>• Only at stop sign</li> <li>• Wear out</li> <li>• Unnecessary expense</li> <li>• Concerns about plowing, visibility, wear over time</li> <li>• Expense</li> <li>• Paint wears out easily</li> <li>• More maintenance</li> <li>• Does not fit neighborhood</li> <li>• Does not belong on side streets</li> <li>• Wear out</li> <li>• Initial cost</li> <li>• Cost</li> <li>• maintenance</li> </ul>
<b>22/26 Crosswalks - Other</b>	<ul style="list-style-type: none"> <li>• Increase crosswalks everywhere and especially near the 54<sup>th</sup> St. bridge</li> <li>• Is there another style possible?</li> <li>• Definitely need crosswalks, especially around the portage</li> </ul>	
<b>25: DYNAMIC SPEED SIGN: Real time driver feedback to calm traffic</b>	<ul style="list-style-type: none"> <li>• Good idea, those work</li> <li>• Makes drivers think about their speed</li> <li>• Traffic speed is a problem on 54th, this would help slow it down.</li> <li>• slows traffic</li> <li>• detracts from area - big time</li> <li>• Fairly effective in short term</li> <li>• Yes. Helps keep speeds down</li> <li>• a useful alert to reduce speed</li> <li>• May help to control traffic. Would depend on placement. I live on this street and I know at what point cars speed up</li> <li>• Reduces driver speed</li> <li>• I find that option annoying</li> <li>• Good for speeding (Wooddale)</li> <li>• may be helpful on section where traffic goes downhill to bridge over creek</li> <li>• Nothing!!</li> <li>• looks good. Add same to 52nd/Halifax, and speed bumps.</li> <li>• Do cars really slow down?</li> <li>• Is there another style possible?</li> </ul>	<ul style="list-style-type: none"> <li>• Too invasive for neighborhood and ineffective</li> <li>• Not sure they work</li> <li>• Invasive for neighbors</li> <li>• No flashing</li> <li>• Light</li> <li>• Ugly</li> <li>• Unattractive</li> <li>• Ineffective</li> <li>• Too many signs</li> <li>• Doesn't make a difference</li> <li>• Not useful, overkill</li> <li>• Nobody cares</li> <li>• Better compliance if there is an occasional officer patrolling for speed, too</li> <li>• Only would need it going westbound from France on 54th.</li> <li>• don't see a speeding issue today so unneeded spend and distasteful looking</li> <li>• Short term effect on locals</li> <li>• Didn't think speeding was an issue here</li> <li>• This is a form of nagging and not effective, cars know they are speeding</li> <li>• I would prefer occasional police traffic control like the one of 50th and</li> </ul>

		<p>Wooddale. That has been a great for retraining local people about the speed limit there.</p> <ul style="list-style-type: none"> <li>• Increases biker speed as they try to see how fast they can go</li> <li>• I don't like these either.</li> <li>• Existing stop sign at bottom of hill tames traffic.</li> <li>• People ignore these; spend the money on overtime for the traffic cops.</li> <li>• Once again, NOTHING flashing.</li> <li>• I don't think traffic speed is an issue on this street</li> <li>• Not sure if nearby residents would like to see a flashing light at night ("Annoying")</li> <li>• same as above</li> <li>• Don't see speeding here and have lived here 30 years.</li> <li>• No, very distractive to drivers. Could pose a safety risk.</li> <li>• About the only place I ever see signs like that are around schools. This is a residential area.</li> <li>• We start looking like a highway</li> <li>• Do cars really slow down?</li> <li>• These are obnoxious and only needed on busy streets.</li> </ul>
<p><b>27: REDUCE SPEED LIMIT TO 25MPH: State statute allows for 25MPH speed limits on streets with bike facilities</b></p>	<ul style="list-style-type: none"> <li>• Yes, please</li> <li>• Probably a good idea</li> <li>• Like the idea</li> <li>• Like the lower speed limit</li> <li>• Really like this one</li> <li>• Like!!</li> <li>• Safety</li> <li>• Less intrusive</li> <li>• Cheaper than leveling?</li> <li>• Reduced speed</li> <li>• That would be good</li> <li>• Lots of kids, too unsafe at higher speeds</li> <li>• Benefit to reduce speed</li> <li>• Safety!! Pedestrians, bikers</li> <li>• Calming, safer for pedestrians and bikers</li> <li>• Necessary to make this safe as a bikeway. Would like to see on all streets except major connector routes</li> <li>• Very good for keeping bikers alive.</li> <li>• safer</li> <li>• ok but probably not needed</li> <li>• Safer</li> <li>• Good if speeding is an issue</li> <li>• This should reduce speed to about 30</li> <li>• very good idea, lots of foot and bike traffic in the area</li> <li>• It would be great to slow down traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Does not matter if not important</li> <li>• Tried before but failed</li> <li>• Difficult to enforce</li> <li>• Too slow; unreasonably slow</li> <li>• Enforcement</li> <li>• Not going to change it anyways</li> <li>• Needs enforcement!</li> <li>• not necessary</li> <li>• probably overkill from what is needed</li> <li>• People don't do 30 now. This won't change it.</li> <li>• Too slow. 30 mph is fine</li> <li>• do not think it is needed or adds safety to 30 mph</li> <li>• I think this would be very hard to enforce - unrealistic</li> <li>• dropping speed limits does not by itself make the street safer, need to build infrastructure so it would be safe even if cars went 30 or 35.</li> <li>• It's never enforced</li> <li>• 30 mph is fine as long as cars comply; bikes can share the road; don't need own individual bike lane (demand is not there)</li> <li>• Not opposed to reduced speed but don't want it to result in increased traffic on cross streets ( Oaklawn) to get through neighborhood.</li> <li>• Again, not necessary. Seems to be overkill.</li> <li>• No 30 miles per hour is appropriate</li> <li>• My residential street is 30. 54th can remain 30</li> <li>• Don't want the bike lanes at all!!</li> </ul>

	<ul style="list-style-type: none"> <li>Reducing overall speed helps everyone</li> <li>This may be a good option to get drivers to slow down and be more observant on 54th St.</li> <li>Good idea!</li> <li>YES</li> <li>This is a good idea; finally.</li> <li>Slow down traffic</li> <li>good idea slower speed limits make it safer for all users</li> <li>Great idea!</li> <li>Traffic would slow down</li> <li>fine with me. reduces speeding</li> <li>speeding tickets should reinforce this speed with motorists</li> </ul>	
<b>25/27 Reduce Speed - Other</b>	<ul style="list-style-type: none"> <li>Would like to introduce stop signs to decrease speed</li> <li>Add roundabout, that would slow people down</li> <li>Reduce speeds on 54<sup>th</sup></li> </ul>	<ul style="list-style-type: none"> <li>Roundabouts wouldn't work with church around on Sundays</li> <li>Some people don't understand roundabouts</li> </ul>
<b>Web comments from 13, 14, 15, 20, 21, 25, 27, 28</b>	<p>COMMENTS</p> <ul style="list-style-type: none"> <li>Speed bumps should be part of the plan to reduce speeds</li> <li>I believe that by narrowing 54th st. with the addition of sidewalks, bike lanes and green space, traffic will naturally slow down.</li> <li>I feel most cars comply with existing 30 mph speed limit, but there is the occasional car/bus that goes way too fast, Police should have a stronger presence to stop "speeders" like they do when they camp out at 54th/Wooddale to get cars that roll through the stop signs.</li> <li>If 54th is 25MPH all surrounding cross streets (Oaklawn, Brookview, etc..) should also be 25MPH. Not sure if they are now. Lots of people drive fast down Oaklawn.</li> </ul>	<ul style="list-style-type: none"> <li>There must be a big pot of somebody else's money somewhere here. I'm not paying for it, that's for sure.</li> <li>Has activity and speed been measured? Having been on these streets for 25 years, most of these "solutions" seem spendy and overly solving a problem that does not exist</li> <li>Concerned that you are listening to actual residents and not others. We want the neighborhood to stay QUIET, QUIET, PEACEFUL. That's why we paid the high prices for our homes and maintain them as we do.</li> <li>I'm not a proponent of flashing style lights in a residential area</li> </ul>
<b>29: CONCRETE BUS STOP PAD: Provide waiting area for transit users</b>	<ul style="list-style-type: none"> <li>Like place for kids</li> <li>Like it for school buses, not for public transit</li> <li>Safer for kids to wait for the bus</li> </ul>	<ul style="list-style-type: none"> <li>Not pretty, needs landscapes</li> <li>No concrete</li> <li>Keep size small</li> <li>School bus routes change; may not end up at a stop</li> <li>City isn't maintaining trees</li> <li>Fearful of giving it to the city</li> </ul>
<b>31: REPLACE ALL-WAY STOP: Explore alternatives for safe crossing and traffic calming</b>	<ul style="list-style-type: none"> <li>Stop signs slow down buses</li> <li>Paint a crosswalk on this option Cyclists prefer no stops</li> </ul>	<ul style="list-style-type: none"> <li>Need stop signs</li> <li>Keep all-way for safety – people already go too fast</li> <li>Keep stop sign at the bridge</li> <li>Keep stop signs</li> <li>Keep stops to slow drivers</li> <li>Won't fit in our neighborhood – flashy isn't the right choice near this park</li> <li>Kayaking in way and more people parking</li> <li>They need stop sign</li> </ul>

# ADJUST MINNEHAHA BLVD INTERSECTION

Reduce curb radii and increase boulevard space

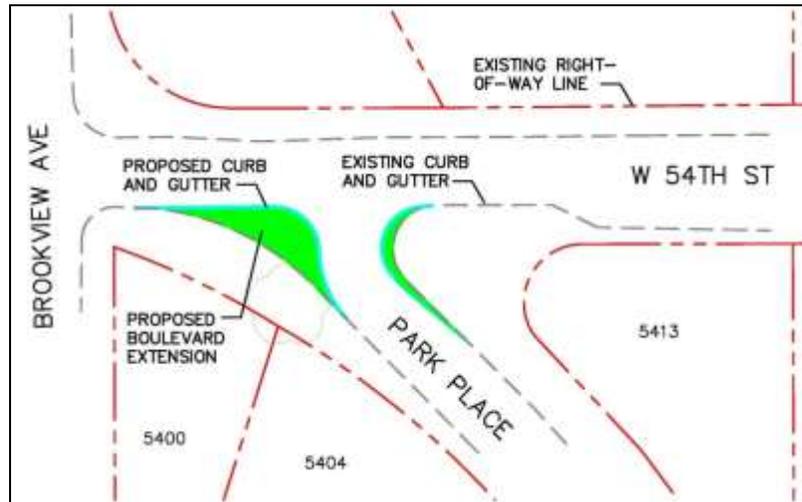


KEY ISSUES ADDRESSED	
● Safety, pedestrians	Parking
● Safety, bicyclists	Water quality
● Creek access/safety	Road drainage
● Speeding	Park flooding
● Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# ADJUST PARK PLACE INTERSECTION

Reduce curb radii and increase boulevard space



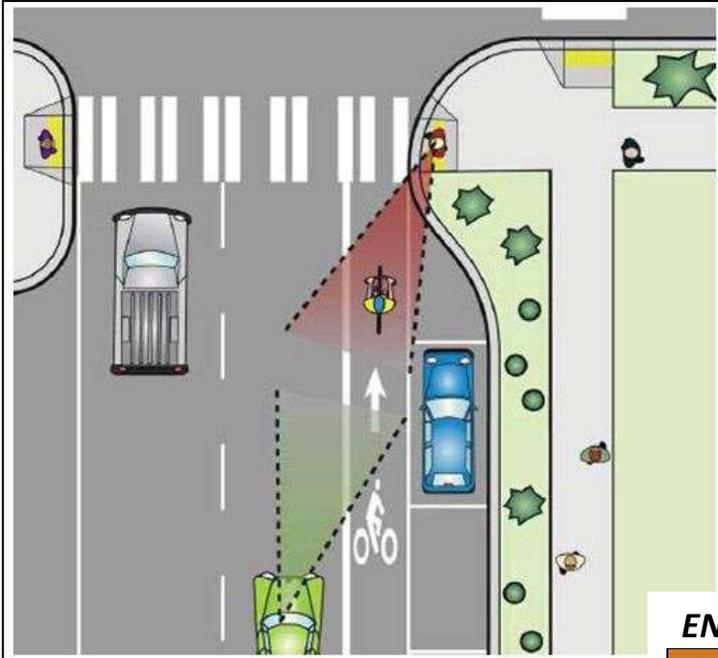
KEY ISSUES ADDRESSED	
● Safety, pedestrians	Parking
● Safety, bicyclists	Water quality
● Creek access/safety	Road drainage
● Speeding	Park flooding
● Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# 15

## CURB EXTENSION

Shorten pedestrian crossing, improve sight distance, and provide parking bays



KEY ISSUES ADDRESSED			
● Safety, pedestrians	● Parking		
Safety, bicyclists		Water quality	
● Creek access/safety		Road drainage	
● Speeding		Park flooding	
● Road geometry			

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# 17

## 5-FT GUTTER PAN BICYCLE LANE

Bicycle lane is distinguished by concrete with no longitudinal gutter seam to negotiate



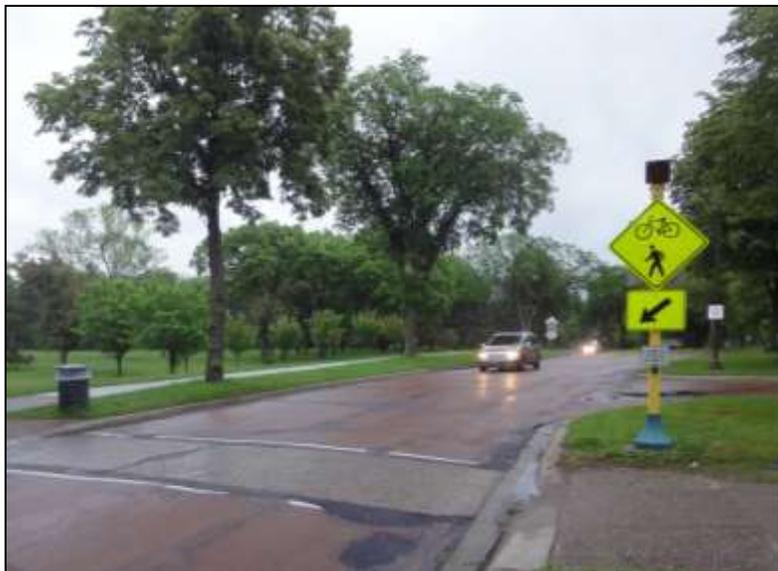
KEY ISSUES ADDRESSED			
Safety, pedestrians		Parking	
● Safety, bicyclists		Water quality	
Creek access/safety		Road drainage	
Speeding		Park flooding	
Road geometry			

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# PEDESTRIAN ACTIVATED FLASHER

Yellow flasher when activated by pedestrian



KEY ISSUES ADDRESSED		
● Safety, pedestrians		Parking
● Safety, bicyclists		Water quality
	Creek access/safety	Road drainage
	Speeding	Park flooding
	Road geometry	

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# HYBRID PEDESTRIAN BEACON (HAWK SIGNAL)

Red signal when activated by pedestrian



KEY ISSUES ADDRESSED		
● Safety, pedestrians		Parking
● Safety, bicyclists		Water quality
	Creek access/safety	Road drainage
	Speeding	Park flooding
	Road geometry	

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# 22

## ZEBRA OR CONTINENTAL CROSSWALK

Highly visible pavement marking design option indicating heavily crossed area



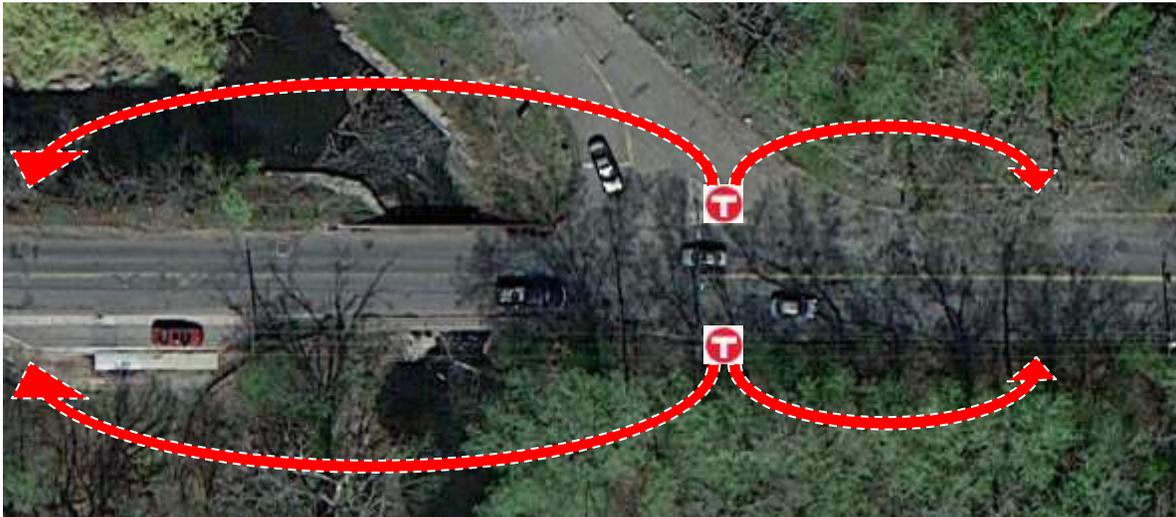
KEY ISSUES ADDRESSED	
● Safety, pedestrians	Parking
● Safety, bicyclists	Water quality
Creek access/safety	Road drainage
Speeding	Park flooding
Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

# 23

## RELOCATE TRANSIT STOPS AT MINNEHAHA

Explore new locations for transit stops to optimize pedestrian visibility at intersection



KEY ISSUES ADDRESSED	
● Safety, pedestrians	Parking
Safety, bicyclists	Water quality
Creek access/safety	Road drainage
Speeding	Park flooding
Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

# LIGHTING

Styles shown are what the City typically uses on lighting projects



KEY ISSUES ADDRESSED		
● Safety, pedestrians		Parking
● Safety, bicyclists		Water quality
● Creek access/safety		Road drainage
Speeding		Park flooding
Road geometry		

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# DYNAMIC SPEED SIGN

Real time driver feedback to calm traffic



KEY ISSUES ADDRESSED		
● Safety, pedestrians		Parking
● Safety, bicyclists		Water quality
Creek access/safety		Road drainage
● Speeding		Park flooding
Road geometry		

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

26

# DECORATIVE CROSSWALK

Decorative pavement marking indicates heavily crossed area



KEY ISSUES ADDRESSED		
● Safety, pedestrians		Parking
● Safety, bicyclists		Water quality
	Creek access/safety	Road drainage
	Speeding	Park flooding
	Road geometry	

**ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY**

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

27

# REDUCE SPEED LIMIT TO 25MPH

State statute allows for 25MPH speed limits on streets with bike facilities



KEY ISSUES ADDRESSED		
● Safety, pedestrians		Parking
● Safety, bicyclists		Water quality
	Creek access/safety	Road drainage
● Speeding		Park flooding
	Road geometry	

**ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY**

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

28

# RECTANGULAR RAPID FLASHING BEACON

Pedestrian-activated flasher with high visibility and high rate of compliance



KEY ISSUES ADDRESSED		
● Safety, pedestrians		Parking
● Safety, bicyclists		Water quality
Creek access/safety		Road drainage
Speeding		Park flooding
Road geometry		

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

29

# CONCRETE BUS STOP PAD

Provide waiting area for transit users



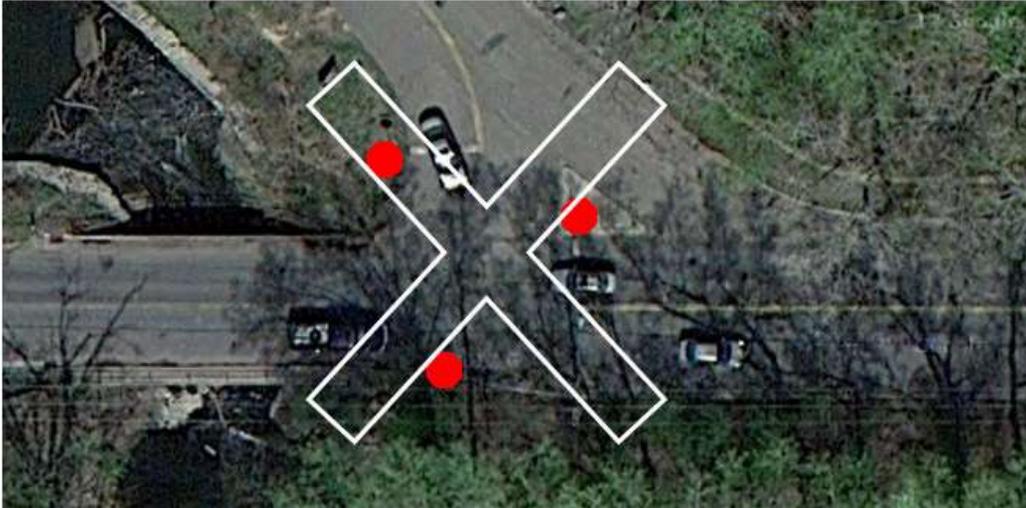
KEY ISSUES ADDRESSED		
● Safety, pedestrians		Parking
Safety, bicyclists		Water quality
Creek access/safety		Road drainage
Speeding		Park flooding
Road geometry		

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# REPLACE ALL-WAY STOP

Explore alternatives for safe crossing and traffic calming



<b>KEY ISSUES ADDRESSED</b>	
● Safety, pedestrians	Parking
● Safety, bicyclists	Water quality
Creek access/safety	Road drainage
Speeding	Park flooding
Road geometry	

<b>POTENTIAL ENVISION SUSTAINABILITY CREDITS</b>				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

## Bridge Safety and Creek Access

<b>32: WAYFINDING SIGNING 1:</b> <b>Wayfinding for parking off 54th St (recreational use)</b>	<ul style="list-style-type: none"> <li>• Good to have signs near park</li> <li>• Like signs. Similar to “Grand Rounds” signs</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal signs</li> </ul>
<b>33: WAYFINDING SIGNING 2: Park wayfinding signage for amenities</b>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Concerned with signs in yard</li> </ul>
<b>32/33</b>	<ul style="list-style-type: none"> <li>• More aesthetic</li> <li>• Like some type of sign on creek</li> <li>• Map of entire Minnehaha Creek at 54<sup>th</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Unnecessary, nothing to find anyway</li> <li>• Not enough to point to</li> <li>• Signs might be big</li> <li>• Adds to sign pollution</li> </ul>
<b>35: PRECAST CONCRETE BEAM BRIDGE WITH ARCH VALANCE: The arch valance adds aesthetic value and 'hides' the concrete beams on the underside of the bridge</b>	<ul style="list-style-type: none"> <li>• Bridge should keep “country lane” feel</li> <li>• Style perspective, arch is very pleasing to the eye</li> <li>• The higher the better</li> <li>• Head room for kayakers</li> <li>• More connected with water if you can walk underneath</li> <li>• Like concrete bridge</li> <li>• Better looking</li> <li>• Yes!</li> <li>• Raise bridge, love concrete bridge</li> <li>• Good height</li> <li>• Architecturally pleasing</li> <li>• Like the fence</li> <li>• Nice look</li> <li>• ok</li> <li>• Fits neighborhood style</li> <li>• Very good looking</li> <li>• This bridge style looks very nice!</li> <li>• I like the look of this, aesthetically pleasing</li> <li>• Prefer this over the other option</li> <li>• Arch helps to "soften" the hard concrete lines of the beams</li> <li>• allows for more natural flow response to fluctuating water levels (vs vertical walls or round tunnel).</li> <li>• sight lines to creek for pedestrians &amp; cyclists seems clear - hard to tell.</li> <li>• If it can be in scale to the surroundings, could be aesthetically pleasing.</li> <li>• Yes this looks good. This is a beautiful park like setting and the bridge should have attractive features to match.</li> </ul>	<ul style="list-style-type: none"> <li>• Concerned about graffiti</li> <li>• Surface too big, highway like?</li> <li>• Needs headroom for boaters</li> <li>• No. Too big and there is no need for a path</li> <li>• Looks out of place</li> <li>• Looks like a highway</li> <li>• Looks like a highway</li> <li>• Industrial-looking</li> <li>• Is not quaint</li> <li>• Cost</li> <li>• Seems overbuilt for the creek.</li> <li>• Too slick looking. NO CHARM AT ALL!</li> <li>• Will it look too massive?</li> <li>• Is it wide enough for 2 cars, bikes, and sidewalk(s)?</li> <li>• Need enough room for tubers, kayakers and canoeists to safely travel under the bridge.</li> <li>• Would this obstruct view of the creek?</li> <li>• Ensure design stays "quaint" and consistent with neighborhood</li> <li>• Clearance for canoes &amp; kayaks at high water flows</li> <li>• stream bed too channelized - promotes "scouring" and doesn't allow for irregularities that support stream life and provide whitewater recreation options</li> <li>• Looks like a small freeway bridge. Too much? Again, needs to fit the nature of the creek.</li> </ul>

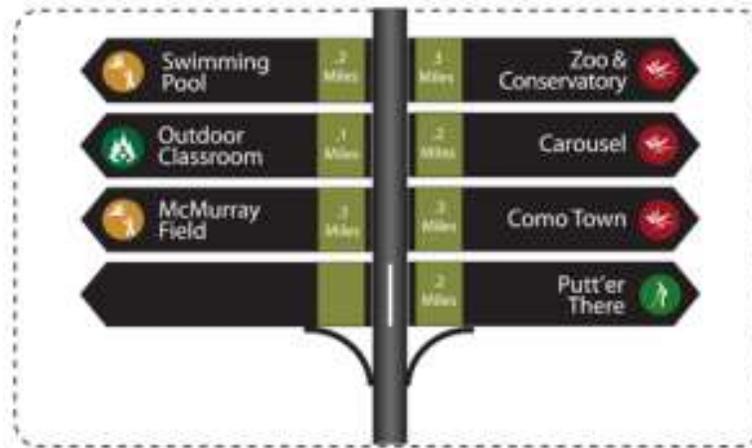
<p><b>36: CONCRETE SLAB SPAN BRIDGE: This type of bridge is located at 56th St over Minnehaha Creek in Edina</b></p>	<ul style="list-style-type: none"> <li>• Like it visually</li> <li>• Get pedestrians and canoes on paths under bridges; it is safer</li> <li>• Prefer this bridge</li> <li>• Prefer this bridge. Fits neighborhood style better</li> <li>• Raises bridge</li> <li>• Might narrow the passage underneath (with a higher roadway)</li> <li>• If done, the bridge should be as high as possible</li> <li>• This has a less urban feel than 35. and is more appropriate for the setting.</li> <li>• ok</li> <li>• Simple</li> <li>• This looks to be less expensive</li> <li>• Seems more compatible with needed length of bridge span.</li> <li>• prefer the arched bridge</li> <li>• Seems easy to see the creek as one crosses</li> </ul>	<ul style="list-style-type: none"> <li>• Not pretty, need something nice</li> <li>• Don't like it, looks too much like what is there</li> <li>• Make it higher because of safety issues</li> <li>• Concrete is not pretty</li> <li>• Unattractive</li> <li>• Ugly/simple</li> <li>• No!</li> <li>• Still, not much architectural interest.</li> <li>• Looks a little too industrial</li> <li>• Is it wide enough for 2 cars, bikes, and sidewalk(s)?</li> <li>• Not very good looking</li> <li>• I'd like to see the area near 54th st. and Minnehaha Creek developed into a more park-like area.</li> <li>• Looks rather hard and cold; not visually interesting</li> <li>• Square walls channelize the stream and promote stream bed scouring</li> <li>• Meh, boring.</li> <li>• Definitely not. This is way to utilitarian for such a beautiful nature asset as the creek area around Arden Park. The bridge design should enhance not detract from this scenic area</li> <li>• Could it mimic the 50th &amp; Browndale (falls) structure? Or the stone bridge near St Stephens Church</li> <li>• Not very aesthetic bridge</li> <li>• Appears to be very little clearance for canoeists who may want to go underneath</li> </ul>
<p><b>35/36 Bridge - Other</b></p>	<ul style="list-style-type: none"> <li>• Like being able to cross under for portage</li> <li>• Opportunity for clearance for people on the water</li> <li>• Safety increase</li> <li>• The simpler the better</li> <li>• Bridge design- higher level but fit style of neighborhood</li> <li>• Keep area looking wooded: non-engineered, non-graffiti bridge, stones or non-flat surfaces</li> </ul>	<ul style="list-style-type: none"> <li>• Ugly – don't want like 56<sup>th</sup></li> <li>• Want to keep wooded, not engineered</li> <li>• Concern about graffiti</li> <li>• Concern about increased traffic speeds</li> <li>• Concern about trash with more traffic</li> <li>• Concern about everything getting bigger</li> <li>• Crosswalk is enough</li> <li>• Concern will pinch the creek and lose rapids</li> <li>• Concern will make it more urban</li> <li>• Concerned how bridge area will affect the boating culture</li> </ul>

<p><b>38: CANOE LANDING</b>  <b>1: Wood timber steps are set into the creek bank</b></p>	<ul style="list-style-type: none"> <li>• Avoid erosion</li> <li>• Easier for boaters</li> <li>• Opportunity for safety</li> <li>• Fits with park looks</li> <li>• Need for official landing</li> <li>• Prefer timber over stone</li> <li>• Good design for varying water levels</li> <li>• ease of getting in the creek</li> <li>• ok</li> <li>• Enables use of the creek</li> <li>• Low maintenance</li> <li>• wide "lawn" space for setting up and getting out.</li> <li>• Seems to solve any possible soil erosion problems from canoeists, etc..</li> <li>• seems better and more stable</li> <li>• Looks safer than other</li> <li>• Appears to be functional; inviting place to sit as well</li> <li>• Accessible at various water levels</li> <li>• Good access, seems safer than current.</li> <li>• Looks good and provide good access.</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Concern about safety</li> <li>• Wood gets very slippery when wet.</li> <li>• removal of existing trees to accommodate</li> <li>•</li> <li>• wood will begin to rot during spring floods, not long term solution</li> <li>• I'm unsure. I'll leave this choice up to the professional designers. Both options look better than the existing landing.</li> <li>• wood would rot and need freq. upkeep</li> <li>• Maintenance over the years</li> <li>• Placement should take into account potential for high water to dislodge timbers.</li> <li>• Wood steps need to be replaced.</li> <li>• Timbers can be slick when wet</li> </ul>
<p><b>39: CANOE LANDING</b>  <b>2: Boulder steps with pea gravel base are set into the creek bank</b></p>	<ul style="list-style-type: none"> <li>• Avoid erosion</li> <li>• Easier for boaters</li> <li>• Opportunity for safety</li> <li>• Fits with area</li> <li>• Good incline</li> <li>• This option looks very natural.</li> <li>• don't like</li> <li>• Nicer looking</li> <li>• More durable than 38</li> <li>• Looks more natural; maintenance-free?</li> <li>• Looks nice!</li> <li>• Looks nicer, more natural than timbers in previous photo.</li> <li>• Looks good as well. Has a more natural feel which may match the area better</li> <li>• I think this option would be less expensive to maintain/replace.</li> <li>• Seems solid - less potential for being dislodged by high flows.</li> </ul>	<ul style="list-style-type: none"> <li>• Concern about safety</li> <li>• Less concrete</li> <li>• Could damage canoes</li> <li>• Could rot sooner</li> <li>• More slippery</li> <li>• Higher maintenance requirements</li> <li>• cheap and ugly</li> <li>• gravel in this situation looks unstable and dangerous</li> <li>• Perhaps higher maintenance</li> <li>• How will it hold up during spring floods</li> <li>• I'm unsure. I'll leave this choice up to the professional designers. Both options look better than the existing landing.</li> <li>• looks slippery and difficult to keep up</li> <li>• Can't see "set up" space approaching landing. Need room to prep gear before getting on.</li> <li>• Pea gravel would maybe not stay in its place, sliding into creek.</li> <li>• Slick rock, unstable base, damage to watercraft</li> <li>• Too easy to slip on pea gravel and fall while carrying a canoe</li> <li>• Risk for vandalism</li> <li>• looks nice, but is it safe?</li> <li>• Seems slipperier than timbers, so maybe less safe when pulling a canoe out.</li> </ul>

<b>Web comments from 35, 36, 38, 39</b>	<p>COMMENTS</p> <ul style="list-style-type: none"> <li>• I'm assuming this would be desired north of the bridge?</li> <li>• Nice options! It's great to see consideration of water access for canoes and kayaks being considered, thanks! Please share options for the actual stream bed structure - important consideration for recreational use and water quality for aquatic life!</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
<b>40: CANOE LANDING 3: Paved path with concrete steps and rip rap are set into the creek bank</b>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Too much hard surface</li> </ul>
<b>57: CREEK ACCESSIBILITY</b>	<ul style="list-style-type: none"> <li>• Need access by pedestrians under 54<sup>th</sup> at Creek</li> <li>• Opportunity for safety on street</li> <li>• Keep it looking natural</li> <li>• Move portage so it's not on private property, but KEEP portage</li> <li>• Concern with no pedestrian sign at 54<sup>th</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Fencing blocks access</li> <li>• Hard to get boat in now</li> <li>• Bad erosion on paths</li> <li>• Concern put-in and out-out to the river on different sides</li> <li>• Concern that bridge and park won't look natural</li> <li>• Keep access limited</li> <li>• Parking increase</li> </ul>
<b>58: RECREATIONAL CREEK USE</b>	<ul style="list-style-type: none"> <li>• Opportunity to make safe</li> <li>• Opportunity to improve</li> <li>• Opportunity for safety on street</li> <li>• Very important</li> <li>• Not found many places, maintains character</li> </ul>	<ul style="list-style-type: none"> <li>• Concern about safety of kids</li> <li>• Concern about trees to creek</li> <li>• Concern about all people who travel</li> <li>• Increase parking in residential areas</li> <li>• Could turn into influx of visitors, detrimental to residents</li> <li>• Dangerous to park on Minnehaha boulevard</li> <li>• Concern that bridge and park won't look natural</li> </ul>
<b>57/58 Creek - Other</b>	<ul style="list-style-type: none"> <li>• Good for playing and watching</li> <li>• Name "Arden Falls" would help have a place to meet, ownership, and safety to define the falls</li> <li>• Do not use Arden Park – 54<sup>th</sup> and Brookview – as staging area. Too noisy – 3<sup>rd</sup> time in 10 years</li> <li>• Wood paths and different surfaces</li> <li>• Straightens and directs</li> </ul>	<ul style="list-style-type: none"> <li>• Creek bed after construction should be smooth</li> <li>• The widening of the bridge will affect the rapids (negative) for the boaters, more pooled water by Woodcrest Drive</li> </ul>

# WAYFINDING SIGNING 1

Wayfinding for parking off 54th St (recreational use)



VIEW 1

KEY ISSUES ADDRESSED	
Safety, pedestrians	● Parking
Safety, bicyclists	Water quality
Creek access/safety	Road drainage
Speeding	Park flooding
Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# WAYFINDING SIGNING 2

Park wayfinding signage for amenities



KEY ISSUES ADDRESSED	
Safety, pedestrians	Parking
Safety, bicyclists	Water quality
● Creek access/safety	Road drainage
Speeding	Park flooding
Road geometry	

ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

**35**

# PRECAST CONCRETE BEAM BRIDGE WITH ARCH VALANCE

Arch valance adds aesthetic value and hides the concrete beams on the underside



KEY ISSUES ADDRESSED	
● Safety, pedestrians	Parking
● Safety, bicyclists	Water quality
Creek access/safety	Road drainage
● Speeding	Park flooding
Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

**36**

# CONCRETE SLAB SPAN BRIDGE

This type of bridge is located at 56th St over Minnehaha Creek in Edina



KEY ISSUES ADDRESSED	
● Safety, pedestrians	Parking
● Safety, bicyclists	Water quality
Creek access/safety	Road drainage
● Speeding	Park flooding
Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# CANOE LANDING 1

Wood timber steps are set into the creek bank



KEY ISSUES ADDRESSED	
Safety, pedestrians	Parking
Safety, bicyclists	Water quality
● Creek access/safety	Road drainage
Speeding	Park flooding
Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# CANOE LANDING 2

Boulder steps with pea gravel base are set into the creek bank



KEY ISSUES ADDRESSED	
Safety, pedestrians	Parking
Safety, bicyclists	Water quality
● Creek access/safety	Road drainage
Speeding	Park flooding
Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

### CANOE LANDING 3

Paved path with concrete steps and rip rap are set into the creek bank



KEY ISSUES ADDRESSED		POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Safety, pedestrians	Parking	Quality of Life 	Leader-ship	Resource Allocation	Natural World	Climate & Risk
Safety, bicyclists	Water quality					
● Creek access/safety	Road drainage					
Speeding	Park flooding					
Road geometry						

### CREEK ACCESSIBILITY



KEY ISSUES ADDRESSED		POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Safety, pedestrians	Parking	Quality of Life 	Leader-ship	Resource Allocation	Natural World 	Climate & Risk
Safety, bicyclists	Water quality					
● Creek access/safety	Road drainage					
Speeding	Park flooding					
Road geometry						

# RECREATIONAL CREEK USE



### KEY ISSUES ADDRESSED

Safety, pedestrians	Parking
Safety, bicyclists	Water quality
● Creek access/safety	Road drainage
Speeding	Park flooding
Road geometry	

### POTENTIAL ENVISION SUSTAINABILITY CREDITS

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

## Water Quality, Road Drainage, Park Flooding

**41: REGIONAL  
FILTRATION BASIN: A  
large stormwater  
basin that does not  
contain permanent  
standing water**

- Improvement in park flooding
- Works with low points
- North side not used besides dogs
- Nice idea for containing water
- Would be pretty
- Benefit to do somewhere else – at source – with parking lot
- No standing water
- water quality
- Best solution for water quality and low maintenance
- This sounds like a good solution.
- Effective
- Looks like the best looking option :)
- good idea gets storm water runoff away from the creek

- Worried about steepness for people walking, could be a hazard
- Concerned about size, smell, look, mosquitoes
- Safety issue for children playing
- Concern will attract bugs and be swampy
- General concern of sacrificing park for commercial
- Concern will lose space for baseball or hockey
- Concern will flood where we don't want it to
- Concern of cost
- Concern about impact to hockey rink
- Concern about loss of usable space
- Don't want to lost any amount of park
- Concern not a benefit for the neighborhood but for down the creek
- Looks like a gravel pit
- Serious aesthetic issue
- Area could smell bad
- Could wreck skating rink
- Is it ugly
- ugly and not natural
- Takes a lot of space
- Where is it to be located?
- too obtrusive
- Where would it go? It looks large and ugly. Would it be this large?
- Can do better
- Loss of park area.
- looks like an eyesore, potential refuge for debris, garbage etc.
- UGLY and not clearly explained in size, scope and location
- How big does this get? Eyesore?
- Is there enough space in the project area to install?
- Unattractive. Really would detract from natural look of park.
- No this is unsightly
- will it be source for mosquito hatching
- who will keep this clean?

<b>42: UNDERGROUND RETENTION: A series of large pipes or chambers underground for storage and slow release of runoff</b>	<ul style="list-style-type: none"> <li>• Anything better than straight shot pipes</li> <li>• Multi-use</li> <li>• Benefit to do somewhere else – at source – with parking lot</li> <li>• Good for Lund’s runoff and other 50<sup>th</sup> and France chemicals</li> <li>• Could go anywhere</li> <li>• Stops flooding</li> <li>• Completely disguised</li> <li>• Use in the worst places</li> </ul>	<ul style="list-style-type: none"> <li>• Concern about cost</li> <li>• General concern of sacrificing park for commercial</li> <li>• Concern it wouldn’t look wooded and country</li> <li>• Concern will lose space for baseball or hockey</li> <li>• Concern will flood where we don’t want it to</li> <li>• Concern of cost</li> <li>• Concern about impact to hockey rink</li> <li>• Don’t want to lost any amount of park</li> <li>• Concern not a benefit for the neighborhood but for down the creek</li> <li>• More maintenance/operating costs</li> <li>• Potential for more maintenance</li> <li>• Tougher to access</li> <li>• More expensive, construction costs</li> <li>• Calls for more construction and digging</li> </ul>
<b>43: POROUS PAVING: Paving bricks or a special mix of asphalt or concrete that has pores for water to soak through</b>	<ul style="list-style-type: none"> <li>• Yes to porous</li> <li>• This also sounds like a good solution.</li> <li>• More environmental</li> <li>• good idea</li> <li>• If this works and is part of the repaving of 54th street, fine.</li> <li>• Good use of technology</li> <li>• If it helps...</li> <li>• better esthetics than filtration basin</li> <li>• Sounds positive</li> <li>• Would provide drainage relief (I would think)</li> <li>• Good alternative if no room for, or in combination with the basins or grass pavers</li> <li>• Assuming this is for the sidewalk, seems like a good idea.</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Is this durable?</li> <li>• terribly ugly</li> <li>• how will this hold up during freeze thaw cycles?</li> <li>• more concrete</li> <li>• What is proposed site for this application?</li> <li>• Have you been clear about the facts and placement?</li> <li>• is it a durable product and will it out last regular asphalt</li> <li>• Maintenance over the years?</li> <li>• is it a cost effective product</li> <li>• does it have the same life span? need to balance cost and durability</li> </ul>
<b>44: GREEN ROOF: A roof that is partially or completely covered with vegetation and a growing medium</b>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Where would that be?</li> </ul>
<b>45: CISTERNS/REUSE: A system for collecting stormwater and storing it until it's needed for other beneficial uses</b>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
<b>46: SNOWMELT</b>	<ul style="list-style-type: none"> <li>• Prolongs life of the bridge</li> </ul>	<ul style="list-style-type: none"> <li>• Cost</li> </ul>

<p><b>SYSTEM: Embedded electric cables or hydronic tubing under hardscapes that melt snow and ice</b></p>	<ul style="list-style-type: none"> <li>• Less need for salt--better water quality</li> <li>• safe</li> <li>• Safe</li> <li>• fine if it works under roadway</li> <li>• Certain areas of 54th street could benefit from this</li> <li>• I am unfamiliar with the downside to this. It looks good but I don't know enough about it.</li> <li>• This sounds great.</li> <li>• Pretty awesome for walking &amp; biking conditions in this short section, but</li> <li>• Gets very icy much of winter by hockey rink. This would help for safety of walkers there.</li> <li>• Great idea. Works well in all cold, snowy climates.</li> </ul>	<ul style="list-style-type: none"> <li>• expensive to install</li> <li>• a total eyesore</li> <li>• Expensive to maintain</li> <li>• where does snow and ice go? into filtration basin?</li> <li>• too costly?</li> <li>• unsure of the cost/benefit...</li> <li>• No need.</li> <li>• maintenance costs?</li> <li>• Cost? Location? Not necessary. It's not anywhere else in neighborhoods in Edina.</li> <li>• cost, cost, cost treat the taxpayers' money like your own</li> <li>• Cost? Sounds extremely expensive</li> <li>• This seems expensive to install and maintain.</li> <li>• No too costly</li> <li>• expensive to maintain when it fails of breaks down</li> <li>• excessive?</li> <li>• How does this impact/help water quality, erosion, etc.?</li> </ul>
<p><b>47: SAFL BAFFLE IN SUMP MANHOLE : A baffle to promote sediment and debris settling in a manhole with storage below the outlet pipe</b></p>	<ul style="list-style-type: none"> <li>• Could be good to avoid SW corner raccoons</li> <li>• Stop debris into creek</li> <li>• Want to treat closer to the course</li> </ul>	<ul style="list-style-type: none"> <li>• Concern with maintenance</li> <li>• Does not filtrate</li> </ul>
<p><b>48: GRASS PAVERS: A product for grass reinforcement of trafficked areas like overflow grass parking lots</b></p>	<ul style="list-style-type: none"> <li>• Great idea for SE where possibly could have parking</li> <li>• Looks nice, I've seen it in Eau Claire</li> <li>• Add parking to the East side</li> <li>• Pretty</li> <li>• Ok for the South side</li> <li>• Generally like the look</li> <li>• Makes sense – not asphalt</li> <li>• Good for parking by the park – no standing water</li> <li>• Looks nice</li> <li>• Better by creek</li> <li>• I like the look of these.</li> <li>• ok</li> <li>• looks nice</li> <li>• Look nicer</li> <li>• Cool idea</li> <li>• Would seem to be least obtrusive; functional and visually preferable</li> <li>• Aesthetic - less pavement, cooler</li> <li>• grass parking without mud!</li> <li>• This works well where needed. Just don't see where it would be</li> </ul>	<ul style="list-style-type: none"> <li>• Completely against public park</li> <li>• Don't want destination park – should be neighborhood</li> <li>• Don't want to park to turn into anything but a toddler park</li> <li>• Don't want to increase speeding</li> <li>• Concern there won't be an obvious boundary</li> <li>• How will it hold up in the MN winter?</li> <li>• Parking not concern since the turnover is quick</li> <li>• Difficult to maintain in the winter; it gets torn up</li> <li>• Could look bad after a while in MN climate, with the freeze/thaw</li> <li>• Could take land away from the park</li> <li>• we don't need a parking lot. this is a residential neighborhood, not a city park</li> <li>• can't tell where this would go, however</li> <li>• Will they work to maintain grass?</li> <li>• wouldn't gravel be a better alternative, and less expensive</li> <li>• No parking lots in Arden Park</li> <li>• where would that go?</li> <li>• For where?</li> <li>• I don't see vehicles parked on the grass near 54th &amp; Minnehaha Creek</li> </ul>

	<p>needed in this area.</p> <ul style="list-style-type: none"> <li>• Please don't increase parking in the area without hard numbers showing it's needed!</li> <li>• looks good</li> </ul>	<p>now. Unnecessary?</p> <ul style="list-style-type: none"> <li>• usually are eyesores, poorly maintained</li> <li>• Where and what size?</li> <li>• Ugly</li> <li>• uncontrolled parking</li> <li>• we don't want any new parking lots.</li> <li>• Not sure where this would go as we don't have any overflow parking lots now.</li> </ul>
<p><b>49: IN-PARK FILTRATION BASIN(TURF): A small grassed stormwater basin that does not contain a permanent standing water</b></p>	<ul style="list-style-type: none"> <li>• If could play baseball and not hockey on it, fine</li> <li>• Benefit to do somewhere else – at source – with parking lot</li> <li>• Allow land use</li> <li>• Could be multiple used with other types</li> <li>• Concentrates the water problem into a smaller area</li> <li>• more natural</li> <li>• effective</li> <li>• should solve issue of standing water in grass</li> <li>• better option</li> <li>• better than storm water basin</li> <li>• good way to keep storm water out of the creek</li> <li>• Would be good to get better drainage in park</li> <li>• Most likely would contain water in a more concentrated area</li> <li>• aesthetic</li> <li>• maybe more than one need to be built to cover all of the park area</li> <li>• Better than the filtration system referenced above. More in scale to the park.</li> <li>• looks okay, depends on where it's located. In the Arden Park open field area this would look fine</li> </ul>	<ul style="list-style-type: none"> <li>• Not attractive</li> <li>• Concerned how big or deep it would be</li> <li>• Concern will lose space for baseball or hockey</li> <li>• Concern will flood where we don't want it to</li> <li>• Concern of cost</li> <li>• Concern about impact to hockey rink</li> <li>• Don't want to lost any amount of park</li> <li>• Concern not a benefit for the neighborhood but for down the creek</li> <li>• Could become unusable</li> <li>• Concern about park use</li> <li>• Could take up larger area and become deeper</li> <li>• Slower filtration</li> <li>• Could take up more volume/space</li> <li>• Could flood or pond</li> <li>• Looks like a dent in the ground</li> <li>• Not attractive</li> <li>• dangerous for children during a flood.</li> <li>• cannot tell where it would go in plan</li> <li>• space and looks manmade</li> <li>• need to be located away from ice skating area around tree and away from baseball diamond and playground</li> <li>• not attractive</li> <li>• where? I asked this question at last Monday nights meeting and the person from water management told me he had not even been in Arden Park to look at potential sites.</li> <li>• Looks large and ugly</li> <li>• Unattractive.</li> <li>• Unattractive. Once again, size and location</li> <li>• Not sure I understand</li> <li>• How large would this need to be for the location we are talking about?</li> <li>• Is there enough space in the project area to install?</li> <li>• Not sure where it would be placed without harming the aesthetics of the park</li> <li>• Ugly</li> <li>• Possible interference with current recreational uses of park</li> </ul>

<p><b>50: IN-PARK FILTRATION BASIN(NATIVE PLANTS): A small planted stormwater basin that does not contain a permanent standing water</b></p>	<ul style="list-style-type: none"> <li>• Pretty</li> <li>• Good for native plants on flowers</li> <li>• Would improve that we have now</li> <li>• Generally like look</li> <li>• Benefit to do somewhere else – at source – with parking lot</li> <li>• Replacing invasive species</li> <li>• Adds aesthetics to the park</li> <li>• Beautiful and functional</li> <li>• Better looking than #49</li> <li>• I like this option better than 49, since it could save money on mowing while giving a pleasant natural appearance.</li> <li>• Looks natural</li> <li>• nice to see nature</li> <li>• Great option.</li> <li>• This seems equal to 49--which works better</li> <li>• Rain garden is great idea</li> <li>• Best option</li> <li>• Great use of native plants and very good looking</li> <li>• Look nice and would enhance the beauty of the area.</li> <li>• Best choice.</li> <li>• I like this idea. Natural and beautiful to look at</li> <li>• best option of all</li> <li>• Attractive</li> <li>• adds beauty and habitat to the environment cost effectively</li> <li>• First choice</li> <li>• Perhaps visually preferable</li> <li>• Beautiful and functional!</li> <li>• little maintenance</li> <li>• Encourages biodiversity - not only the plants but especially insects, amphibians and small mammals that may use them for feed and cover.</li> <li>• Would be better than a grassed basin, more natural.</li> <li>• would be best match in terms of aesthetics for the area around the creek</li> <li>• Looks nice</li> </ul>	<ul style="list-style-type: none"> <li>• May lose some turf grass area</li> <li>• Concern will lose space for baseball or hockey</li> <li>• Concern will flood where we don't want it to</li> <li>• Concern of cost</li> <li>• Concern about loss of usable space</li> <li>• Concern about impact to hockey rink</li> <li>• Don't want to lost any amount of park</li> <li>• Concern not a benefit for the neighborhood but for down the creek</li> <li>• Could turn land back into a wetland</li> <li>• More geese, more waste</li> <li>• Maintenance of vegetation</li> <li>• Concern about remote area vs. used area</li> <li>• Could detract from wide grassy area (play soccer, Frisbee)</li> <li>• Looks out of place</li> <li>• Should not take up 1/3 of park</li> <li>• see concerns from 49</li> <li>• Where?</li> <li>• Size and location</li> <li>• Native plants or WEEDS?</li> <li>• I hope there is enough space to install in conjunction with other space needs.</li> <li>• Aesthetics</li> </ul>
<p><b>51: CATCH BASIN INSERTS: Device that traps trash, debris, sand, silts, and other contaminates in runoff before entering the pipe system</b></p>	<ul style="list-style-type: none"> <li>• Anything that will work</li> <li>• Like this for water quality positives</li> <li>• Favorable</li> <li>• Stop raccoons</li> <li>• Good to be underground</li> <li>• functional</li> <li>• Sounds good to me.</li> <li>• better for environment</li> <li>• probably not?</li> </ul>	<ul style="list-style-type: none"> <li>• Concern about maintenance</li> <li>• Maintenance issue</li> <li>• Concern of large rain event</li> <li>• getting clogged resulting in flooding</li> <li>• cannot tell from photo what neighbors would observe</li> <li>• Maintenance</li> <li>• who cleans up to avoid clogging, how frequently</li> <li>• Sounds good but again, where and how often is it maintained?</li> <li>• Will they be emptied on a schedule and often?</li> </ul>

	<ul style="list-style-type: none"> <li>• good idea, keeps silt out of creek</li> <li>• Sounds good</li> <li>• Yes</li> <li>• Very contained, functional</li> <li>• Seems to be an obvious good idea.</li> <li>• Need more information</li> <li>• Cost-effective?</li> </ul>	<ul style="list-style-type: none"> <li>• Who would maintain this system?</li> <li>• What storm water elements would be trapped. How often would filters be cleaned/replaced?</li> <li>• who keeps this clean?</li> <li>• who's going to clean it out?</li> <li>• Require regular maintenance</li> <li>• looks like something that would be plugged all the time and costly to maintain</li> <li>• when clogged, creates flooding</li> <li>• Potentially used as a crutch to justify/balance extending paved/parking areas</li> </ul>
<p><b>52: TREE TRENCHES:</b>  <b>Trees planted in amended soils and rock to capture runoff and store/treat it underground</b></p>	<ul style="list-style-type: none"> <li>• Great for urban area (50<sup>th</sup> and France)</li> <li>• beautiful, functional</li> <li>• Adding trees to roadway plans enhances the look of a neighborhood and treating the runoff water is a worthwhile bonus.</li> <li>• look nice</li> <li>• natural</li> <li>• Like it</li> <li>• good idea</li> <li>• Does provide natural shade option in cityscapes</li> <li>• Sure.</li> <li>• OK</li> <li>• Yes</li> <li>• More trees improve aesthetic, cooling, air - all around good!</li> <li>• added greenery</li> <li>• Looks great another good option aesthetically speaking</li> </ul>	<ul style="list-style-type: none"> <li>• Looks too urban</li> <li>• Many trees die and then a hole</li> <li>• Looks like 50<sup>th</sup> and France</li> <li>• Too urban</li> <li>• Not good for park/residential</li> <li>• Will the city water them so they don't die in the first few years</li> <li>• This is a park not a city street--not appropriate</li> <li>• This looks like something you would see in a commercial area</li> <li>• Too urban</li> <li>• extra expense this is already a heavily wooded area</li> <li>• Trees seem to die more often; proximity to heavy traffic (I'm assuming this would be part of boulevard option?)</li> <li>• Potentially used as a crutch to justify/balance extending paved/parking areas.</li> <li>• Doesn't seem to fit the park's natural setting. Seems to be for a more urban setting.</li> <li>• Better fit for commercial districts</li> </ul>
<p><b>53: RAIN GARDENS/GRASS SWALES: A planted depression or grassed swale that allows collected stormwater to infiltrate</b></p>	<ul style="list-style-type: none"> <li>• Fits neighborhood</li> <li>• More suburban look, not wild</li> <li>• Looks more attractive over a grass hole</li> <li>• Supports water quality</li> <li>• Done well in moderation</li> <li>• beautiful</li> <li>• Love these--they look nice and function well</li> <li>• A nice natural way to handle storm water.</li> <li>• very attractive</li> <li>• Like it, Yes</li> <li>• see 49 and 50--which works better</li> <li>• superb idea</li> <li>• Again, it serves a purpose and looks very nice.</li> <li>• I like this option. Natural and beautiful to look at.</li> <li>• anything with plants, vegetation etc. is better than metal, dirt, sand</li> </ul>	<ul style="list-style-type: none"> <li>• Looks like it does not belong</li> <li>• Needs maintenance</li> <li>• Could be overdone</li> <li>• Careful not to impede sight lines for traffic &amp; pedestrians</li> <li>• cannot tell where this would go</li> <li>• snow melt comes before plants grow</li> <li>• Who maintains?</li> <li>• Maintenance</li> <li>• I doubt this idea would improve water quality.</li> <li>• Size and location</li> <li>• Upkeep? Photo to left shows a nice garden, but in reality are we just talking about a bunch of weeds?</li> <li>• Make sure it does not interfere with current recreational uses of park; soccer, softball, ice rink, etc.</li> </ul>

	<p>etc.</p> <ul style="list-style-type: none"> <li>• Looks nice, attractive</li> <li>• Looks to be a nice "natural" response to a problem/opportunity</li> <li>• Beautiful and functional!</li> <li>• A good idea if done in the right place. Aesthetics are really important.</li> <li>• Encourages biodiversity - insects, amphibians, small mammals that may use the plants as cover and feed.</li> <li>• Looks great another good option aesthetically speaking</li> </ul>	
<b>Web comments from 41, 43, 46, 48-53</b>	<p>COMMENTS</p> <ul style="list-style-type: none"> <li>• Would love to see a combination of these solutions - porous paving or grass blocks where there must be paving, native plant basins, rain gardens &amp; turf basins where space allows. Please don't take/add space for parking unless there are hard numbers showing it is needed! I never have an issue when visiting for kayaking. Parking is an intermittent need that seems to always require sacrifice of space for plantings or other more natural features that can help with water quality on an ongoing basis.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
<b>54: EDUCATIONAL SIGNAGE: Signs to educate and encourage the public to recognize water resource issues and solutions</b>	<ul style="list-style-type: none"> <li>• Would be nice to have a yardstick sign to note CFS flow</li> <li>• Good to have for safety</li> <li>• Sign to safety of kids tubing</li> <li>• Good to deter people who litter and pet owners</li> <li>• Good for map of creek, helpful to establish location</li> </ul>	<ul style="list-style-type: none"> <li>• Don't over sign</li> <li>• Only appropriate</li> <li>• Don't like signs – people know better</li> <li>• Concern about graffiti</li> <li>• Concern about not overdoing signage</li> <li>• Want to leave natural</li> <li>• Instead make it easy to do what you are supposed to do (trash, dog bags, etc..)</li> <li>• Adds to too much sign pollution</li> <li>• Overkill, cluttered</li> <li>• The fewer signs the better</li> <li>• Looks out of place</li> <li>• Cannot be top priority because of money</li> <li>• Could get damaged, need to be maintained</li> </ul>
<b>55: BUCKTHORN REMOVAL/REFORESTATION: Buckthorns are nonnative shrubs or small trees that crowd out native plants</b>	<ul style="list-style-type: none"> <li>• Unanimous agreement</li> <li>• Overwhelmingly positive</li> <li>• Would solve over-growth and driving blind spots, and help manage pedestrians</li> <li>• Opportunity for nature walk throughout park</li> <li>• Yes, and replace with vegetation natural plants like Card 50</li> <li>• Everyone agrees YES remove</li> <li>• Native species over buckthorn</li> <li>• Removes buckthorn</li> <li>• Allows good stuff back</li> <li>• Removes trashiness</li> <li>• Reforestation brings life</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>

41

# REGIONAL FILTRATION BASIN

A large stormwater basin that does not contain permanent standing water



KEY ISSUES ADDRESSED	
Safety, pedestrians	Parking
Safety, bicyclists	● Water quality
Creek access/safety	Road drainage
Speeding	● Park flooding
Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

42

# UNDERGROUND RETENTION

A series of large pipes or chambers underground for storage and slow release of runoff



KEY ISSUES ADDRESSED	
Safety, pedestrians	Parking
Safety, bicyclists	● Water quality
Creek access/safety	Road drainage
Speeding	● Park flooding
Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

# 43

## POROUS PAVING

Paving bricks or a mix of asphalt or concrete that has pores for water to soak through



KEY ISSUES ADDRESSED		
Safety, pedestrians	●	Parking
Safety, bicyclists	●	Water quality
Creek access/safety	●	Road drainage
Speeding		Park flooding
Road geometry		

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

# 44

## GREEN ROOF

A roof that is partially or completely covered with vegetation and a growing medium



KEY ISSUES ADDRESSED		
Safety, pedestrians		Parking
Safety, bicyclists	●	Water quality
Creek access/safety		Road drainage
Speeding		Park flooding
Road geometry		

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

45

# CISTERNS/REUSE

A way to collect and store stormwater until needed for other beneficial uses



KEY ISSUES ADDRESSED		
Safety, pedestrians		Parking
Safety, bicyclists	●	Water quality
Creek access/safety		Road drainage
Speeding		Park flooding
Road geometry		

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

46

# SNOWMELT SYSTEM

Electric cables or hydronic tubing under hardscapes that melt snow and ice



KEY ISSUES ADDRESSED		
Safety, pedestrians		Parking
Safety, bicyclists	●	Water quality
Creek access/safety		Road drainage
Speeding		Park flooding
Road geometry		

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

**47**

## SAFL BAFFLE IN SUMP MANHOLE

Promotes sediment and debris settling in a manhole, with storage below the outlet pipe



KEY ISSUES ADDRESSED	
Safety, pedestrians	Parking
Safety, bicyclists	● Water quality
Creek access/safety	● Road drainage
Speeding	Park flooding
Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

**48**

## GRASS PAVERS

For grass reinforcement of trafficked areas such as overflow grass parking lots



KEY ISSUES ADDRESSED	
Safety, pedestrians	● Parking
Safety, bicyclists	● Water quality
Creek access/safety	Road drainage
Speeding	Park flooding
Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

**49**

## IN-PARK FILTRATION BASIN (TURF)

Small, *grassed* stormwater basin; no permanent standing water



KEY ISSUES ADDRESSED		
Safety, pedestrians		Parking
Safety, bicyclists	●	Water quality
Creek access/safety	●	Road drainage
Speeding	●	Park flooding
Road geometry		

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

**50**

## IN-PARK FILTRATION BASIN (NATIVE PLANTS)

Small, *planted* stormwater basin; no permanent standing water



KEY ISSUES ADDRESSED		
Safety, pedestrians		Parking
Safety, bicyclists	●	Water quality
Creek access/safety	●	Road drainage
Speeding	●	Park flooding
Road geometry		

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

# 51

## CATCH BASIN INSERTS

Traps trash, debris, sand, silts, etc., in runoff before entering the pipe system



KEY ISSUES ADDRESSED		
Safety, pedestrians		Parking
Safety, bicyclists	●	Water quality
Creek access/safety	●	Road drainage
Speeding		Park flooding
Road geometry		

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# 52

## TREE TRENCHES

Trees in special soils and rock that capture runoff and store/treat it underground



KEY ISSUES ADDRESSED		
Safety, pedestrians		Parking
Safety, bicyclists	●	Water quality
Creek access/safety	●	Road drainage
Speeding	●	Park flooding
Road geometry		

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

**53**

## RAIN GARDENS/GRASS SWALES

A planted depression or grassed swale that allows collected stormwater to infiltrate



KEY ISSUES ADDRESSED	
Safety, pedestrians	Parking
Safety, bicyclists	● Water quality
Creek access/safety	● Road drainage
Speeding	● Park flooding
Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

**54**

## EDUCATIONAL SIGNAGE

Educate and encourage the public to recognize water resource issues and solutions



KEY ISSUES ADDRESSED	
Safety, pedestrians	Parking
Safety, bicyclists	● Water quality
Creek access/safety	● Road drainage
Speeding	Park flooding
Road geometry	

POTENTIAL ENVISION SUSTAINABILITY CREDITS				
Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

# BUCKTHORN REMOVAL/REFORESTATION

Buckthorns are nonnative shrubs or small trees that crowd out native plants



KEY ISSUES ADDRESSED		
Safety, pedestrians		Parking
Safety, bicyclists	●	Water quality
Creek access/safety		Road drainage
Speeding		Park flooding
Road geometry		

## ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk