

APPENDIX H

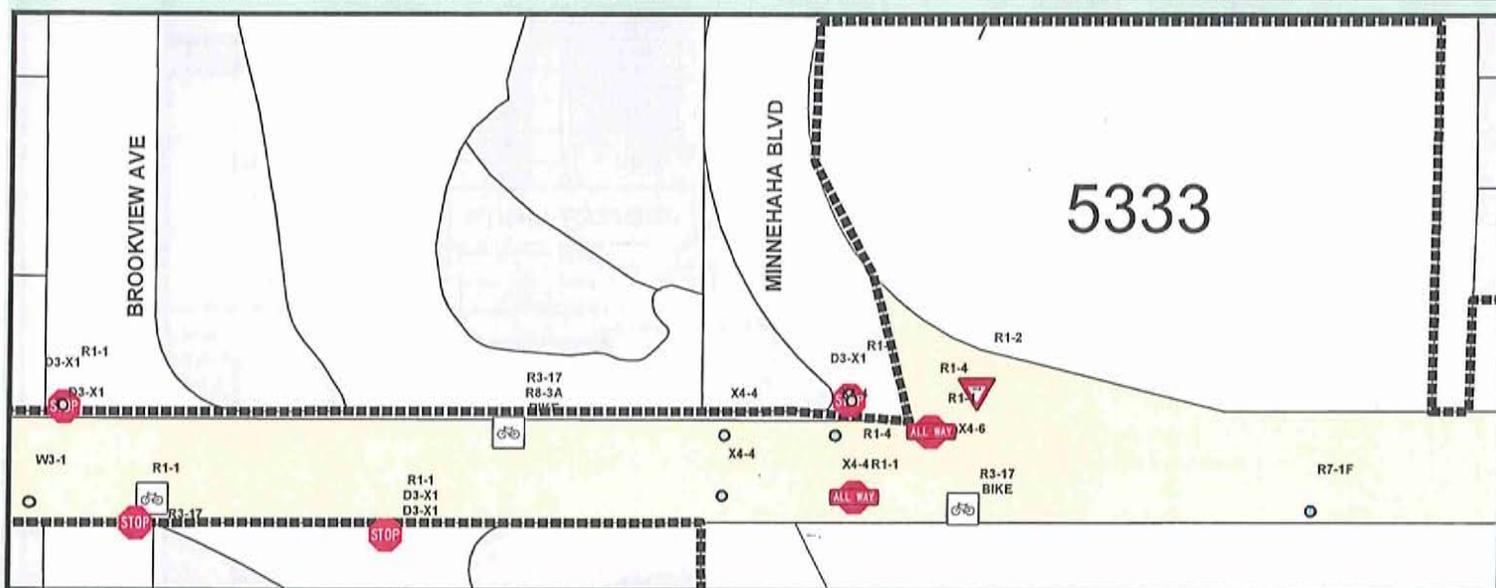
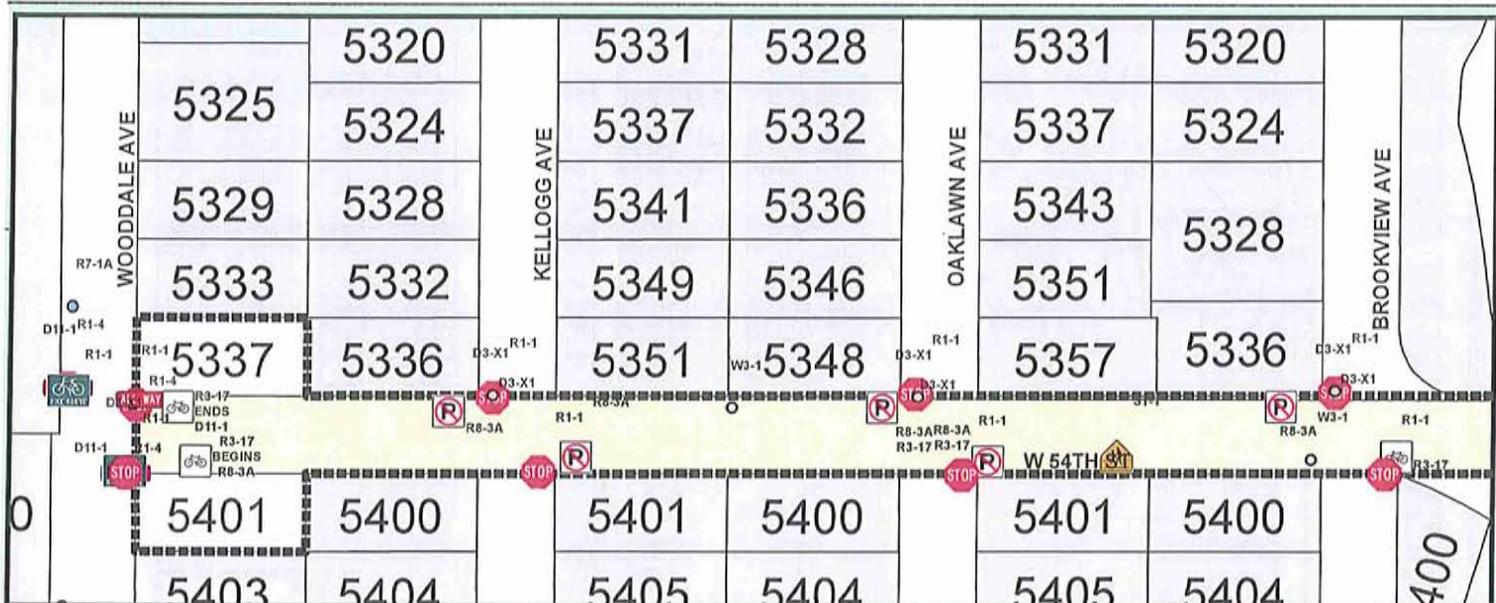
Existing Street Lights and Signs



**Street Lights
W. 54th St.
Roadway Reconstruction
Improvement No: BA-416**



Engineering Dept
October, 2013



Signs
W. 54th St.
Roadway Reconstruction
Improvement No: BA-416



Engineering Dept
 October, 2013

APPENDIX I

**54th Street Bridge MnDOT
Structure Inventory Report**

Mn/DOT Structure Inventory Report

Bridge ID: 90640

54 ST over MINNEHAHA CREEK

Date: 10/10/2013

+ GENERAL +	+ ROADWAY +	+ INSPECTION +
Agency Br. No.	Bridge Match ID (TIS) 1	Deficient Status S.D.
District METRO Maint. Area	Roadway O/U Key 1-ON	Sufficiency Rating 40.2
County 27 - HENNEPIN	Route Sys/Nbr MSAS 142	Last Inspection Date 10-30-2012
City EDINA	Roadway Name or Description	Inspection Frequency 12
Township	54 ST	Inspector Name EDINA
Desc. Loc. 0.2 MI W OF JCT TH 121	Roadway Function MAINLINE	Structure P-LOAD POSTED
Sect., Twp., Range 18 - 028NN - 24W	Roadway Type 2 WAY TRAF	+ NBI CONDITION RATINGS +
Latitude 44d 54m 19.43s	Control Section (TH Only)	Deck 5
Longitude 93d 20m 02.92s	Ref. Point (TH Only)	Superstructure 5
Custodian CITY	Date Opened to Traffic	Substructure 6
Owner CITY	Detour Length 1 mi.	Channel 5
Inspection By CITY OF EDINA	Lanes 2 Lanes ON Bridge	Culvert N
BMU Agreement	ADT (YEAR) 2,586 (2008)	+ NBI APPRAISAL RATINGS +
Year Built 1935	HCA DT	Structure Evaluation 2
Year Fed Rehab	Functional Class. URBAN LOCAL	Deck Geometry 4
Year Remodeled 1948	+ RDWY DIMENSIONS +	Underclearances N
Temp	If Divided NB-EB SB-WB	Waterway Adequacy 8
Plan Avail. MUNICIPAL	Roadway Width 29.0 ft	Approach Alignment 7
+ STRUCTURE +	Vertical Clearance	+ SAFETY FEATURES +
Service On HWY;PED	Max. Vert. Clear.	Bridge Railing 0-SUBSTANDARD
Service Under STREAM	Horizontal Clear. 28.9 ft	GR Transition 0-SUBSTANDARD
Main Span Type STEEL BM SPAN	Lateral Clr. - L/Rt	Appr. Guardrail 0-SUBSTANDARD
Main Span Detail	Appr. Surface Width 29.0 ft	GR Termini 0-SUBSTANDARD
Appr. Span Type	Roadway Width 29.0 ft	+ IN DEPTH INSP. +
Appr. Span Detail	Median Width	Frac. Critical
Skew	+ MISC. BRIDGE DATA +	Underwater
Culvert Type	Structure Flared NO	Pinned Asbly.
Barrel Length	Parallel Structure NONE	Spec. Feat.
Number of Spans	Field Conn. ID	+ WATERWAY +
MAIN: 1 APPR: 0 TOTAL: 1	Cantilever ID	Drainage Area
Main Span Length 32.0 ft	Foundations	Waterway Opening 160 sq ft
Structure Length 36.0 ft	Abut. CONC - UNKN	Navigation Control NO PRMT REQD
Deck Width 33.5 ft	Pier	Pier Protection NOT APPL
Deck Material C-I-P CONCRETE	Historic Status NOT ELIGIBLE	Nav. Vert./Horz. Clr.
Wear Surf Type BITUMINOUS	On - Off System OFF	Nav. Vert. Lift Bridge Clear.
Wear Surf Install Year	+ PAINT +	MN Scour Code I-LOW RISK
Wear Course/Fill Depth 0.25 ft	Year Painted Pct. Unsound 5 %	Scour Evaluation Year 2006
Deck Membrane NONE	Painted Area	+ CAPACITY RATINGS +
Deck Protect. N/A	Primer Type	Design Load UNKN
Deck Install Year	Finish Type	Operating Rating HS 9.70
Structure Area 1,206 sq ft	+ BRIDGE SIGNS +	Inventory Rating HS 5.80
Roadway Area 1,044 sq ft	Posted Load VEHICLE & SEMI	Posting VEH: 13 SEMI: 22 DBL: 22
Sidewalk Width - L/R 3.5 ft	Traffic NOT REQUIRED	Rating Date 11-27-2006
Curb Height - L/R 0.50 ft 0.50 ft	Horizontal OBJECT MARKERS	Mn/DOT Permit Codes
Rail Codes - L/R 35 35	Vertical NOT APPLICABLE	A: N B: N C: N

APPENDIX J

54th Street Parking Study



Building a Better World
for All of Us®

MEMORANDUM

TO: Toby Muse, PE
SEH

FROM: Michael McCurdy, PE

DATE: October 14, 2013

RE: Edina 54th Street Parking Survey
SEH No. EDINA 124747

The City of Edina asked Short Elliott Hendrickson Inc. (SEH) to perform a traffic parking survey in the 54th Street Reconstruction Project area to identify existing on-street parking demand along 54th Street. The parking survey was conducted by SEH along 54th Street from Minnehaha Boulevard to France Avenue in October 2013. The residential segment of 54th St west of Minnehaha Boulevard to Wooddale Avenue was not surveyed because on-street parking demand is low in this segment due to homes having driveway and garage access along 54th Street.

The parking occupancy survey was performed from Monday, October 7, 2013 to Sunday, October 13, 2013 during the following time periods:

- Monday: 6:00 p.m. – 8:00 p.m.
- Tuesday – Friday: 12:00 p.m. – 1:00 p.m. & 6:00 p.m. – 8:00 p.m.
- Sunday: 9:00 a.m. – 12:00 p.m.

These time periods were selected to capture the parking demand during midday, evening, and Sunday church service peak parking periods. Parking observations were made every 15 minutes within the above time periods.

The parking occupancy survey was performed along 54th Street in two separate sections; the first section was from Minnehaha Boulevard to Halifax Lane and the second was from Halifax Lane to France Avenue. Separate parking observations were made for the north and south side of 54th Street within each section. Parking occupancy was also surveyed within the Edina Community Lutheran Church parking lot to determine the utilization of the lot during these time periods.

The three parking areas surveyed are shown in yellow in Figure 1 below:



Figure 1: 54th Street Parking Survey Areas

Within Section 1, there is a no parking zone signed on the south side of 54th Street from the Edina Community Lutheran Church parking lot entrance to a point approximately 20 feet west. There is also a 40-foot, 15-minute parking zone signed directly in front of the Edina Community Lutheran Church on the south side of 54th Street. This parking zone was considered as available on-street parking for purpose of this survey.

There are signed Metro Transit bus stops on the north and south side of 54th Street at Halifax Ave S. Field observations showed that vehicles are parking approximately 20-30 feet in advance of the bus stops. Therefore, it was assumed for this survey that there is an approximate 30-foot no parking zone in advance of the signed bus stop locations.

Within Section 2, there is a 20-foot, 1-hour parking zone signed directly in front of the Picket Fence Needlepoint business building. This parking zone was considered as available on-street parking for purposes of this survey.

Based on these parking restrictions and a typical on-street parking space length of 21 feet, the parking capacity for each of these sections was determined as follows:

- Section 1: 62 total spaces (north side – 34 spaces, south side – 28 spaces)
- Section 2: 19 total spaces (north side – 8 spaces, south side – 11 spaces)
- Church Lot : 39 total spaces (actual marked spaces)

Summaries of the parking occupancy survey are shown on the attached Tables A1-A8.

As shown on Table A1, during the week midday period, Section 1 was 2% occupied, Section 2 was 24% occupied, and the Church lot was 16% full, on average. The peak occupancy during this time period occurred on Wednesday, when the north side of Section 2 was 38% occupied and the south side was 55% occupied. Additional observations taken within Section 2 in the Corset Styling & Fashion Boutique

parking lot at the corner of 54th Street and France Avenue showed the lot was approximately 33% full on average for the week during this time period. The peak occupancy in the Church lot occurred on Monday, when the lot was 21% full.

During the weeknight 6:00 p.m. – 8:00 p.m. period, Section 1 was 8% occupied, Section 2 was 1% occupied, and the Church lot was 16% full, on average. The peak occupancy during this time period occurred on Wednesday, from 7:00 p.m. to 8:00 p.m., when the north side of Section 1 was 32% occupied and the south side was 35% occupied. It was observed that the parking peaked from 7:45 p.m. to 8:00 p.m., when parents picked up their children on both sides of the street in front of the Church. These vehicles were parked for a short period of time. The Church lot was 18% full during this “pick-up” period. The peak occupancy in the Church lot occurred on Monday night from approximately 6:45 p.m. to 7:45 p.m., when the lot was 32% full.

As shown on Table A2, the peak occupancy during the Sunday church period occurred between 11:00 a.m. and 12:00 p.m., when the north side of Section 1 was 82% occupied, the south side of Section 1 was 79% occupied, and the Church lot was 92% full. Parked vehicles were also observed during this peak time period on the northbound side of Halifax Avenue S. for half the length of the street and within the three-vehicle parking bay on the south side of 54th Street, west of the Minnehaha Creek Bridge. There were no vehicles parked in Section 2 during this time period.

It was also observed that the Calvary Christian Reformed Church parking lot was 70% full on Sunday at its peak with only two vehicles parking in the smaller south lot near 54th Street.

In summary, parking on both sides of 54th Street is not utilized more than 35% during the week, with the exception of Sunday mornings during Edina Community Lutheran Church services. Peak parking occupancy occurred on Sunday between 11:00 a.m. – 12:00 p.m., when the area of 54th Street near the Church was approximately 80% occupied, the Church lot was 92% full, and vehicles are parked halfway down Halifax Avenue S and west of the Minnehaha Creek Bridge.

The survey showed that there is off-street parking available in this area during the week. The Edina Community Lutheran Church parking lot was not utilized more than 21% during the week, and the Corset Styling & Fashion Boutique parking lot was on average 50% full during week midday and 16% during weeknights.

Based on the results of this parking survey, it appears that there is enough parking capacity during the week to limit parking to one side of 54th Street in the 54th Street Reconstruction project area, if temporary two-side parking can be provided on 54th Street near the Edina Community Lutheran Church during Sunday church services.

MPM

Attachments: Tables A1- A8

c: [Click to type cc's OR delete this line]

s:\ae\edina\common\54th street memo & data\54th street parking survey memo_101413.docx

Table A1
54th Street Parking Survey
Weekday Parking Demand Summary

North	Section 1			Section 2			Edina Church Parking Lot			
	Peak	Occupancy	Average	Peak	Occupancy	Average	Peak	Occupancy	Average	Occupancy
12:00 pm - 1:00 pm	1	3%	0.3	3	38%	1.8	8	21%	6.3	16%
6:00 pm - 7:00 pm	7	21%	2.4	1	13%	0.2	12	31%	6.2	16%
7:00 pm - 8:00 pm	11	32%	3.2	1	13%	0.2	11	28%	5.8	15%
South	Section 1			Section 2			Edina Church Parking Lot			
Peak	Occupancy	Average	Peak	Occupancy	Average	Peak	Occupancy	Average	Occupancy	
12:00 pm - 1:00 pm	5	18%	1.3	6	55%	2.8				
6:00 pm - 7:00 pm	4	12%	1.4	0	0%	0.0				
7:00 pm - 8:00 pm	12	35%	3.2	0	0%	0.0				
Total	Section 1			Section 2			Edina Church Parking Lot			
Peak	Occupancy	Average	Peak	Occupancy	Average	Peak	Occupancy	Average	Occupancy	
12:00 pm - 1:00 pm			1.5		2%	4.5	8	24%	6.3	16%
6:00 pm - 8:00 pm			5.1		8%	0.2	12	1%	6.0	16%

Table A2
54th Street Parking Survey
Sunday Parking Demand Summary

North	Section 1		Section 2		Edina Church Parking Lot	
	Peak	Occupancy	Peak	Occupancy	Peak	Occupancy
9:00 am - 10:00 am	23	68%	0	0%	34	87%
10:00 am - 11:00 am	28	82%	0	0%	36	92%
11:00 am - 12:00 pm	28	82%	0	0%	36	92%

South	Section 1		Section 2		Edina Church Parking Lot	
	Peak	Occupancy	Peak	Occupancy	Peak	Occupancy
9:00 am - 10:00 am	17	61%	0	0%		
10:00 am - 11:00 am	20	71%	0	0%		
11:00 am - 12:00 pm	22	79%	0	0%		

Table A3
 54th Street Parking Survey
 Section 1 Detailed Weekday Mid-day & Evening 15-Minute Interval Parking Demand Summary

	North Side - Minnehaha Boulevard to Halifax Lane													
	Monday		Tuesday		Wednesday		Thursday		Friday		Weekday Summary		Weekday Summary	
	Parked	Occupancy	Parked	Occupancy	Parked	Occupancy	Parked	Occupancy	Parked	Occupancy	Peak	Occupancy	Average	Occupancy
Total Spaces	34													
12:00 PM	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
12:15 PM	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
12:30 PM	0	0%	0	0%	0	0%	0	0%	1	3%	1	3%	0	1%
12:45 PM	0	0%	0	0%	0	0%	0	0%	1	3%	1	3%	0	1%
6:00 PM	0	0%	0	0%	4	12%	0	0%	0	0%	4	12%	1	2%
6:15 PM	0	0%	0	0%	4	12%	0	0%	0	0%	4	12%	1	2%
6:30 PM	0	0%	0	0%	5	15%	1	3%	0	0%	5	15%	1	4%
6:45 PM	4	12%	0	0%	7	21%	1	3%	0	0%	7	21%	2	7%
7:00 PM	4	12%	0	0%	7	21%	1	3%	0	0%	7	21%	2	7%
7:15 PM	4	12%	0	0%	7	21%	1	3%	0	0%	7	21%	2	7%
7:30 PM	4	12%	0	0%	9	26%	1	3%	0	0%	9	26%	3	8%
7:45 PM	4	12%	0	0%	11	32%	1	3%	0	0%	11	32%	3	9%

	South Side - Minnehaha Boulevard to Halifax Lane													
	Monday		Tuesday		Wednesday		Thursday		Friday		Weekday Summary		Weekday Summary	
	Parked	Occupancy	Parked	Occupancy	Parked	Occupancy	Parked	Occupancy	Parked	Occupancy	Peak	Occupancy	Average	Occupancy
Total Spaces	28													
12:00 PM	0	0%	0	0%	0	0%	0	0%	3	11%	3	11%	1	3%
12:15 PM	0	0%	0	0%	0	0%	0	0%	3	11%	3	11%	1	3%
12:30 PM	0	0%	0	0%	0	0%	0	0%	5	18%	5	18%	1	4%
12:45 PM	0	0%	0	0%	0	0%	0	0%	5	18%	5	18%	1	4%
6:00 PM	0	0%	0	0%	4	12%	0	0%	0	0%	4	12%	1	2%
6:15 PM	0	0%	0	0%	4	12%	0	0%	0	0%	4	12%	1	2%
6:30 PM	1	4%	0	0%	1	3%	0	0%	0	0%	1	3%	0	1%
6:45 PM	4	14%	0	0%	3	9%	0	0%	0	0%	4	12%	1	4%
7:00 PM	4	14%	0	0%	6	18%	0	0%	0	0%	6	18%	2	6%
7:15 PM	4	14%	0	0%	7	21%	0	0%	0	0%	7	21%	2	6%
7:30 PM	4	14%	0	0%	8	24%	0	0%	0	0%	8	24%	2	7%
7:45 PM	4	14%	0	0%	12	35%	0	0%	0	0%	12	35%	3	9%

Table A4
 54th Street Parking Survey
 Section 2 Detailed Weekday Mid-day & Evening 15-Minute Interval Parking Demand Summary

North Side - Halifax Lane to France Avenue														
Total Spaces 8														
	Monday		Tuesday		Wednesday		Thursday		Friday		Weekday Summary			
	Parked	Occupancy	Parked	Occupancy	Parked	Occupancy	Parked	Occupancy	Parked	Occupancy	Peak	Occupancy	Average	Occupancy
12:00 PM			1	13%	2	25%	1	13%	2	25%	2	25%	2	19%
12:15 PM			1	13%	2	25%	2	25%	2	25%	2	25%	2	22%
12:30 PM			0	0%	3	38%	2	25%	1	13%	3	38%	2	19%
12:45 PM			0	0%	3	38%	1	13%	1	13%	3	38%	1	16%
6:00 PM	0	0%	0	0%	0	0%	1	13%	0	0%	1	13%	0	3%
6:15 PM	0	0%	0	0%	0	0%	1	13%	0	0%	1	13%	0	3%
6:30 PM	0	0%	0	0%	0	0%	1	13%	0	0%	1	13%	0	3%
6:45 PM	0	0%	0	0%	0	0%	1	13%	0	0%	1	13%	0	3%
7:00 PM	0	0%	0	0%	0	0%	1	13%	0	0%	1	13%	0	3%
7:15 PM	0	0%	0	0%	0	0%	1	13%	0	0%	1	13%	0	3%
7:30 PM	0	0%	0	0%	0	0%	1	13%	0	0%	1	13%	0	3%
7:45 PM	0	0%	0	0%	0	0%	1	13%	0	0%	1	13%	0	3%

South Side - Halifax Lane to France Avenue														
Total Spaces 11														
	Monday		Tuesday		Wednesday		Thursday		Friday		Weekday Summary			
	Parked	Occupancy	Parked	Occupancy	Parked	Occupancy	Parked	Occupancy	Parked	Occupancy	Peak	Occupancy	Average	Occupancy
12:00 PM			2	18%	6	55%	1	9%	2	18%	6	55%	3	25%
12:15 PM			2	18%	6	55%	1	9%	2	18%	6	55%	3	25%
12:30 PM			2	18%	6	55%	1	9%	2	18%	6	55%	3	25%
12:45 PM			0	0%	5	45%	2	18%	2	18%	5	45%	2	20%
6:00 PM	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
6:15 PM	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
6:30 PM	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
6:45 PM	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
7:00 PM	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
7:15 PM	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
7:30 PM	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
7:45 PM	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%

Table A6
54th Street Parking Survey
Section 1 Detailed Sunday 15-Minute Interval Parking Demand Summary

	Minnehaha Blvd to Church DW		Church DW to Halifax Ave S		Halifax Ave S to Halifax Ln		TOTAL	
	Spaces	Occupancy	Spaces	Occupancy	Spaces	Occupancy	Spaces	Occupancy
North		10		14		10		34
	Parked		Parked		Parked		Parked	
9:00 AM	6	60%	12	86%	0	0%	18	53%
9:15 AM	5	50%	8	57%	1	10%	14	41%
9:30 AM	5	50%	13	93%	3	30%	21	62%
9:45 AM	6	60%	13	93%	4	40%	23	68%
10:00 AM	6	60%	9	64%	4	40%	19	56%
10:15 AM	7	70%	10	71%	4	40%	21	62%
10:30 AM	8	80%	14	100%	4	40%	26	76%
10:45 AM	8	80%	13	93%	7	70%	28	82%
11:00 AM	9	90%	12	86%	7	70%	28	82%
11:15 AM	9	90%	11	79%	7	70%	27	79%
11:30 AM	8	80%	13	93%	6	60%	27	79%
11:45 AM	8	80%	13	93%	6	60%	27	79%

	Minnehaha Blvd to Church DW		Church DW to Halifax Ave S		Halifax Ave S to Halifax Ln		TOTAL	
	Spaces	Occupancy	Spaces	Occupancy	Spaces	Occupancy	Spaces	Occupancy
South		9		12		7		28
	Parked		Parked		Parked		Parked	
9:00 AM	6	67%	7	58%	2	29%	15	54%
9:15 AM	6	67%	6	50%	3	43%	15	54%
9:30 AM	8	89%	7	58%	0	0%	15	54%
9:45 AM	9	100%	8	67%	0	0%	17	61%
10:00 AM	8	89%	8	67%	0	0%	16	57%
10:15 AM	8	89%	8	67%	0	0%	16	57%
10:30 AM	9	100%	9	75%	0	0%	18	64%
10:45 AM	9	100%	7	58%	4	57%	20	71%
11:00 AM	8	89%	7	58%	4	57%	19	68%
11:15 AM	8	89%	8	67%	4	57%	20	71%
11:30 AM	8	89%	9	75%	4	57%	21	75%
11:45 AM	8	89%	10	83%	4	57%	22	79%

Table A7
 54th Street Parking Survey
 Section 2 Detailed Sunday 15-Minute Interval Parking Demand Summary

North	Halifax Lane to Needlepoint Driveway		Business DW to France Avenue		TOTAL	
	Spaces	Occupancy	Spaces	Occupancy	Spaces	Occupancy
9:00 AM	6	0%	2	0%	8	0%
9:15 AM	6	0%	2	0%	8	0%
9:30 AM	6	0%	2	0%	8	0%
9:45 AM	6	0%	2	0%	8	0%
10:00 AM	6	0%	2	0%	8	0%
10:15 AM	6	0%	2	0%	8	0%
10:30 AM	6	0%	2	0%	8	0%
10:45 AM	6	0%	2	0%	8	0%
11:00 AM	6	0%	2	0%	8	0%
11:15 AM	6	0%	2	0%	8	0%
11:30 AM	6	0%	2	0%	8	0%
11:45 AM	6	0%	2	0%	8	0%

South	Halifax Lane to Needlepoint Driveway		Business DW to France Avenue		TOTAL	
	Spaces	Occupancy	Spaces	Occupancy	Spaces	Occupancy
9:00 AM	9	0%	2	0%	11	0%
9:15 AM	9	0%	2	0%	11	0%
9:30 AM	9	0%	2	0%	11	0%
9:45 AM	9	0%	2	0%	11	0%
10:00 AM	9	0%	2	0%	11	0%
10:15 AM	9	0%	2	0%	11	0%
10:30 AM	9	0%	2	0%	11	0%
10:45 AM	9	0%	2	0%	11	0%
11:00 AM	9	0%	2	0%	11	0%
11:15 AM	9	0%	2	0%	11	0%
11:30 AM	9	0%	2	0%	11	0%
11:45 AM	9	0%	2	0%	11	0%

Table A8
 54th Street Parking Survey
 Edina Community Lutheran Church Parking Lot Detailed Sunday 15 minute Interval Parking Demand Summary

	Spaces		Occupancy
	Parked	39	
9:00 AM	26		67%
9:15 AM	22		56%
9:30 AM	34		87%
9:45 AM	34		87%
10:00 AM	34		87%
10:15 AM	35		90%
10:30 AM	35		90%
10:45 AM	36		92%
11:00 AM	36		92%
11:15 AM	36		92%
11:30 AM	36		92%
11:45 AM	36		92%



APPENDIX K

Living Streets Policy



To: City Council

Agenda Item #: VIII. A.

From: Karen M. Kurt
Assistant City Manager

Action

Discussion

Date: August 20, 2013

Information

Subject: Approve Living Streets Policy

Action Requested:

Approve Living Streets Policy

Information / Background:

In May 2011, the City Council adopted a resolution in support of Living Streets and directed the Edina Transportation Commission to work with staff to develop a Living Streets Policy. Key steps in the development of the policy are outlined below:

- ETC formed a Living Streets Working Group. Members Paul Nelson, Jennifer Janovy and Michael Thompson played a critical role in policy development.
- The City received a \$15,000 grant from the Bloomington Health Department. These funds were used to hire a consultant to review current city policies and to provide a framework for moving forward.
- Blue Cross and Blue Shield sponsored a workshop on February 15, 2012 led by representatives from the National Complete Streets Coalition. Key community stakeholders attended and participated in a brainstorming session about Edina's vision for future streets.
- The ETC Working Group and staff prepared a draft Living Streets Policy which was reviewed with the Transportation Commission, Planning Commission, Human Rights and Relations Commission, Park Board, Energy and Environment Commission and Bike Edina Task Force. Feedback is collected for incorporation into the Living Streets Policy and future Living Streets Plan.
- The Living Streets Policy draft is reviewed during a joint work session with ETC and City Council.

Upon policy adoption, Mark Nolan, Transportation Planner, will begin working with internal and external advisory groups to draft content for the Living Streets Plan. The Living Streets Plan will address how the Policy will be implemented by providing more detailed information on street design, traffic calming, bike facilities, landscaping and lighting, as well best practices for community engagement during the design process.

Confirmed members of the external advisory group are:

- Arnie Bigbee, Human Rights and Relations Commission
- Claudia Carr, Planning Commission
- Jennifer Janovy, Transportation Commission
- Ellen Jones, Park Board
- Bill McCabe, Arts and Culture Commission
- Paul Nelson, Transportation Commission
- Paul Thompson, Energy and Environment Commission
- Courtney Whited, Transportation Commission

Staff is waiting for confirmation from additional representatives from the Planning Commission, Energy and Environment Commission and Community Health Committee. Additional community expertise will be sought as needed throughout the process.

Members of the internal advisory team are:

- Ross Bintner, Environmental Engineer
- Jeff Elasky, Police Lieutenant
- Susan Faus, Assistant Parks and Recreation Director
- Cindy Larson, Redevelopment Coordinator
- Chad Millner, Assistant City Engineer
- Bob Pestrud, Parks Foreman
- John Scheerer, Street Supervisor
- Jeff Siems, Fire Marshal

Additional staff expertise will be sought as needed throughout the process. Staff is also in the process of securing a \$5,000 grant from Bloomington Public Health that will be used to develop a community education and outreach plan for Living Streets.

Attachments:

Proposed Living Streets Policy



Living Streets Policy

Introduction

Living streets balance the needs of motorists, bicyclists, pedestrians and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health. The Living Streets Policy defines Edina's vision for Living Streets and the principles and plans that will guide implementation.

The Living Street Policy ties directly to key community goals outlined in the City's 2008 Comprehensive Plan. Those goals include safe walking, bicycling and driving, reduced storm water runoff, reduced energy consumption, and promoting health. The Living Streets Policy also compliments voluntary City initiatives such the "do.town" effort related to community health, and the Tree City USA and the Green Step Cities programs related to sustainability. In other cases, the Living Street Policy will assist the City in meeting mandatory requirements set by other agencies. For example, the Living Streets Policy will support the City's Storm Water Pollution Prevention Plan which addresses mandates established under the Clean Water Act.

The Living Streets Policy provides the framework for a Living Streets Plan. The Living Streets Plan will address how the Policy will be implemented by providing more detailed information on street design, traffic calming, bike facilities, landscaping and lighting, as well as best practices for community engagement during the design process. Lastly, existing and future supporting plans such as the Bicycle Plan, Active Routes to Schools, Sidewalk Priority Plan and the Capital Improvement Plan will help to identify which projects are priorities with respect to this Policy.

Living Streets Vision

Edina is a place where...

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

Living Streets Principles

The following principles will guide implementation of the Living Streets Policy. The City will incorporate these principles when planning for and designing the local transportation network and when making public and private land use decisions.

All Users and All Modes

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

Connectivity

- The City will design, operate, and maintain a transportation system that provides a highly connected network of streets that accommodate all modes of travel.
- The City will seek opportunities to overcome barriers to active transportation. This includes preserving and repurposing existing rights-of-way, and adding new rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.
- The City will prioritize non-motorized improvements to key destinations such as public facilities, public transit, the regional transportation network and commercial areas.
- The City will require new developments to provide interconnected street and sidewalk networks that connect to existing or planned streets or sidewalks on the perimeter of the development.
- Projects will include consideration of the logical termini by mode. For example, the logical termini for a bike lane or sidewalk may extend beyond the traditional limits of a street construction or reconstruction project, in order to ensure multimodal connectivity and continuity.

Application

- The City will apply this Living Streets Policy to all street projects including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway. This also includes privately built roads, sidewalks, paths and trails.
- The City will act as an advocate for Living Street principles when a local transportation or land use decision is under the jurisdiction of another agency.
- Living Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.
- The City will draw on all sources of transportation funding to implement this Policy and actively pursue grants, cost sharing opportunities and other new or special funding sources as applicable.
- All City departments will support the vision and principles outlined in the Policy in their work.

Exceptions

Living Streets principles will be included in all street construction, reconstruction, repaving, and rehabilitation projects, except under one or more of the conditions listed below. City staff will document proposed exceptions as part of the project proposal.

Exceptions:

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

Design

The City will develop and adopt guidelines as part of the Living Streets Plan to direct the planning, funding, design, construction, operation, and maintenance of new and modified streets, sidewalks, paths and trails. The guidelines will allow for context-sensitive designs.

The City's design guidelines will:

- Keep street pavement widths to the minimum necessary.
- Provide well-designed pedestrian accommodation in the form of sidewalks or shared-use pathways on all arterial and collector streets and on local connector streets as determined by context. Sidewalks shall also be required where streets abut a public school, public building, community playfield or neighborhood park. Termini will be determined by context.
- Provide frequent, convenient and safe street crossings. These may be at intersections designed to be pedestrian friendly, or at mid-block locations where needed and appropriate.
- Provide bicycle accommodation on all primary bike routes.
- Allocate right-of-way for boulevards.
- Allocate right-of-way for parking only when necessary and not in conflict with Living Streets principles.
- Consider streets as part of our natural ecosystem and incorporate landscaping, trees, rain gardens and other features to improve air and water quality.

The design guidelines in the Living Streets Plan will be incorporated into other City plans, manuals, rules, regulations, and programs as appropriate. As new and better practices evolve, the City will update the Living Streets Plan.

Context Sensitivity

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

- Seek input from stakeholders;
- Design streets with a strong sense of place;
- Be mindful of preserving and protecting natural features, such as waterways, trees, slopes, and ravines;
- Be mindful of existing land uses and neighborhood character; and

- Coordinate with business and property owners along commercial corridors to develop vibrant commercial districts.

Benchmarks and Performance Measures

The City will monitor and measure its performance relative to this Policy. Benchmarks demonstrating success include:

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

The City will draw on the following data to measure performance. Additional performance measures may be identified as this Policy is implemented.

- Number of crashes or transportation-related injuries reported to the Police Department.
- Number and type of traffic safety complaints or requests.
- Resident responses to transportation related questions in resident surveys.
- Resident responses to post-project surveys.
- The number of trips by walking, bicycling and transit (if applicable) as measured before and after the project.
- Envision ratings from the Institute for Sustainable Infrastructure.
- Speed statistics of vehicles on local streets.

Implementation

The goal of this Policy is to define and guide the implementation of Living Streets principles. Several steps still need to be taken to reach this goal. The first step will be to develop a Living Streets Plan to guide the implementation of the Policy. The Plan will:

- Identify and implement standards or guidelines for street and intersection design, universal pedestrian access, transit accommodations, and pedestrian crossings;
- Identify and implement standards or guidelines for streetscape ecosystems, including street water management, urban forestry, street furniture, and utilities;
- Identify regulatory demands and their relationship to this Policy (ADA/PROWAG, MPCA, MNMUTCD, MnDOT state aid, watershed districts);
- Define the process by which residents participate in street design and request Living Streets improvements; and
- Define standards for bicycle and pedestrian connectivity to ensure access to key public, private and regional destinations.

Additional implementation steps include:

- Communicate this Policy to residents and other stakeholders; educate and engage on an ongoing basis;
- Update City ordinances, engineering standards, policies and guidelines to agree with this Policy;
- Inventory building and zoning codes to bring these into agreement with Living Streets principles as established by this Policy;
- Update and document maintenance policies and practices to support Policy goals;
- Update and document enforcement policies and practices to ensure safe streets for all modes;
- Incorporate Living Streets concepts in the next circulation of the City's general plans (Comprehensive Plan, Bicycle Plan, Active Routes to School Plan, etc.);
- Incorporate Living Streets as a criteria when evaluating transportation priorities in the Capital Improvement Plan (CIP);
- Review and update funding policies to ensure funding sources for Living Streets projects; and
- Coordinate with partner jurisdictions to achieve goals in this Policy.