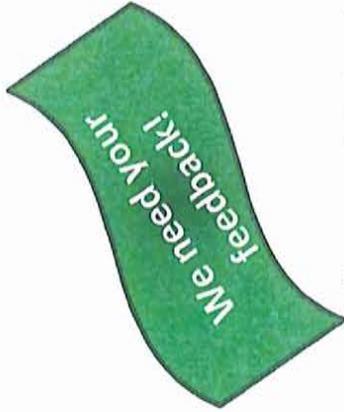


# **APPENDIX C**

## **Stakeholder Feedback Session on Design Scenarios – September 30, 2013**



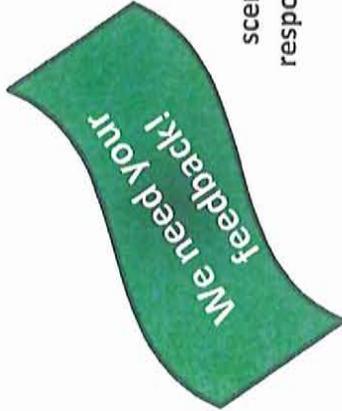
**54<sup>th</sup> Street Reconstruction  
and Arden Park Stormwater  
Management Plan**

As an appointed or elected official, your perspective is critical. Please share your feedback on complete design scenarios and options – developed in response to input and feedback from nearly 600 neighbors this summer.

**Design Feedback Session**  
September 30, 2013 • 5-6:30 pm  
Edina City Hall atrium, 4801 W 50<sup>th</sup> Street

*Need info? Review input and feedback at <http://bit.ly/54thstreet>*

*Please RSVP so we have enough handouts: 952-826-0449,  
sallison@EdinaMN.gov*



**54<sup>th</sup> Street Reconstruction  
and Arden Park Stormwater  
Management Plan**

Come offer feedback on complete scenarios and design options – developed in response to input and feedback from nearly 600 neighbors this summer.

**Community Design Feedback Session**

September 30, 2013 • 7-9 pm  
Edina City Hall atrium, 4801 W. 50<sup>th</sup> St.

*Need info? Review issues and needs at <http://bit.ly/54thstreet>*

*Please RSVP so we have enough handouts: 952-826-0449,  
[sallison@EdinaMN.gov](mailto:sallison@EdinaMN.gov)*

**Community Design Feedback  
Session – September 30, 2013  
Sign In Sheet**

# SIGN-IN FORM

5:00 AM - 6:30 AM

1/1

Date/Group:

First	Last	Address	Phone	Email
Jon	Bennett	4003 Lynn Avenue Edine	952-927-0661	jonibennett12@comcast.net
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Ann	Kathreh	4801 W. 50th St	952-826-0430	akathreh@edina.wv.gov
John	HEER	4222 Scott Ter	952-926-3740	jwh9000@visi.com
Emily	Boettge	6816 Oaklawn Ave.	952-922-4925	dboettge@comcast.net
Paul	NEASON	5200 Duggan Plaza	952-941-9580	preksn5220@gmail.com
Josh	Sprague	4720 7th St Edine	612-501-2522	josh@joshsprague.com
Jason	VanDyke	5908 Inland Dr	152-818-9169	jason.vandyke@gmail.com

# SIGN-IN FORM

7:00 PM - 9:00 PM

1/5

Date/Group:

First	Last	Address	Phone	Email
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ETHEL	Sifferlin	5332 Oaklawn Ave	952-926-2111	esifferlin@comcast.com
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RICHARD	WEIGEL	5421 WOODCREST	483-691241	
Ed	Ross	4015 West 54th St	952-927-0905	keherossa@gmail.com
TRUDY	HANUS	5336 BROOKVIEW AVE	952-922-9584	trudyhanus@gmail.com
GARY	HANUS	5336 BROOKVIEW AVE	952-922-9584	garyhanus@phoenixsolutions.com
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Tom	Whaley	↓		

# SIGN-IN FORM

4/5

Date/Group:	First	Last	Address	Phone	Email
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	Kathryn Sarah	Koessel	5401 Kellogg	612.991.1226	kkoesse@gmail.com
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	Mary	Porter	5120 Halifax Ave	612-518-1384	mjp53roxy@gmail.com

# SIGN-IN FORM

2/5

Date/Group:

First	Last	Address	Phone	Email
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Han	Svensen	Council		
BURTON	GRIMES	5400 HALIFAX LANE	952-925- 3377	DUNSTAD@AOL.COM
JORIS	"	"	"	"
Ros	Svensen	SAIZ PARK PL	952-836 1741	
Geof Betty	Workinger	5224 Kellogg	952 922-2152	Bettyworkinger@ aol.com
KINDY & PENNY	Maetzold	5110 Arden	952- 922-5711	dmaetzold@aol.com
CHERYL	WELDON	5308 Brookview Ave	952-900- 6054	sheldoni7@gmail.com







# Table of Contents

<b>Overview and Executive Summary .....</b>	<b>1</b>
<b>East End Scenario 1 .....</b>	<b>3</b>
E1 Description .....	3
E1 Appealing .....	4
E1 Concerns .....	4
E1 Questions, comments .....	5
E1 Lights .....	5
E1 Bus pad.....	6
E1 Bike rail.....	7
E1 At Minnehaha, create new island and move west-bound stop there.....	7
E1 At Minnehaha, move the east-bound bus stop out of intersection .....	7
<b>East End Scenario 2 .....</b>	<b>8</b>
E2 Appealing .....	9
E2 Concerns .....	9
E2 Questions, comments .....	10
<b>East End Scenario 3 .....</b>	<b>11</b>
E3 Appealing .....	12
E3 Concerns .....	12
E3 Questions, comments .....	13
<b>Middle Scenario 1 .....</b>	<b>14</b>
M1 Appealing.....	15
M1 Concerns .....	15
M1 Questions, comments.....	17
<b>Middle Scenario 2 .....</b>	<b>18</b>
M2 Appealing.....	18
M2 Concerns .....	19
M2 Questions, comments.....	19
M2 Address natural creek slope .....	20
<b>Middle Sections 1 and 2 .....</b>	<b>21</b>
M1+2 Potential new boat landing locations.....	21
M1+2 Boat landing type.....	22
M1+2 Grass pavers to control erosion, and location .....	23
M1+2 Potential locations of rain gardens or natural swales.....	24
M1+2 Bridge design preferences.....	25
M1+2 Railing design preferences .....	26
<b>West End Scenario 1 .....</b>	<b>27</b>
W1 Appealing.....	28
W1 Concerns.....	28
W1 Questions, comments .....	30
<b>West End Scenario 2 .....</b>	<b>31</b>
W2 Appealing.....	32

W2 Concerns.....	32
W2 Questions, comments .....	34
W2 Lights .....	35
W2 Bus pad .....	36
W2 Bike rail.....	36
<b>Final comments, online only.....</b>	<b>38</b>

## Overview and Executive Summary

The project design team developed alternative scenarios for three different segments of the project area:

- East, from Minnehaha to France
- Middle, from Brookview to Minnehaha and including the bridge, plus Minnehaha Creek and stormwater issues
- West, from Wooddale to Brookview

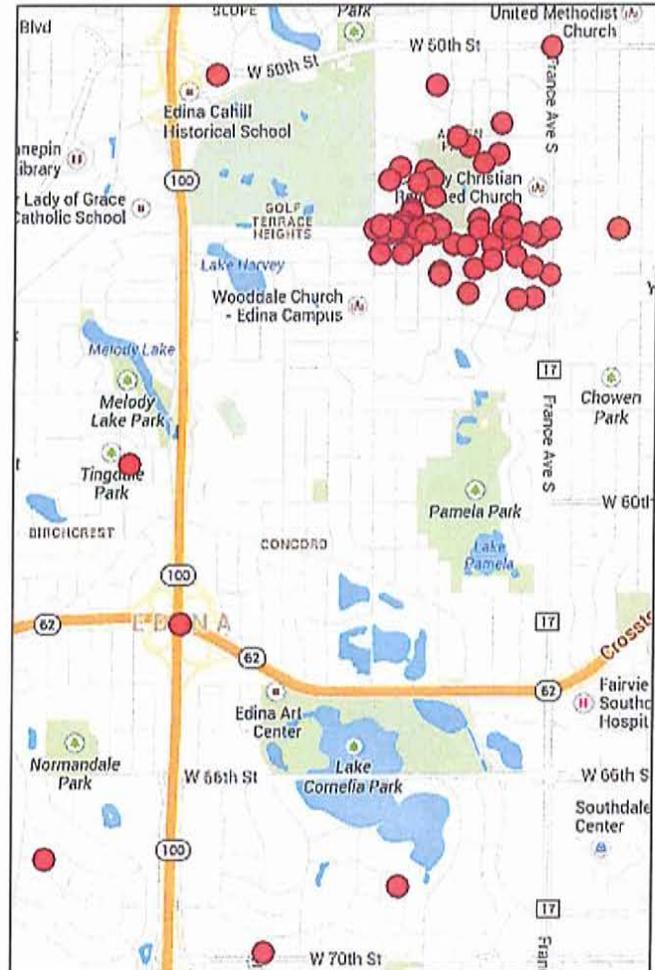
Each scenario was anchored in the issues and needs that stakeholders identified in June-July, shaped by the August feedback on the design components, and then integrated with MnDOT and City plans and policies.

On 30 September over 50 people attended an in-person session at City Hall, and nearly 70 contributed via an online survey open through 10 October. Below is a very high-level summary, followed by complete details.

**East end:** These scenarios generated varied responses, with many concerns about property impacts with an additional sidewalk plus dedicated bike lanes and parking in various configurations. The option to mix bike lanes and sharrows caused some to worry this would confuse drivers and bicyclists. Feedback generally supported one-sided parking, with mixed feedback and questions about the need for extra or special parking on the north side. (See West+East below.)

**Middle/bridge, Creek, stormwater:** There was consistent and strong support for Scenario 1. This directly addressed stakeholder-identified safety issues at that intersection for both crossings and vehicle/bicycle stopping, and also maintained the rapids for recreational use. For the canoe landing, bridge, and railing designs, there was solid preference for a more natural look, but these component design choices merit more specific input and feedback once the process moves forward.

**West end:** The scenarios for this narrower section of roadway generated the most response, especially from residents on 54<sup>th</sup> Street. The concerns were overwhelmingly focused on ways to avoid or minimize property impacts from any of the options. Widespread objections to dedicated bike lanes in Scenario 1 focused on the property impacts of the additional 10' of pavement; the sharrow scenario garnered more support. (See West+East below.)

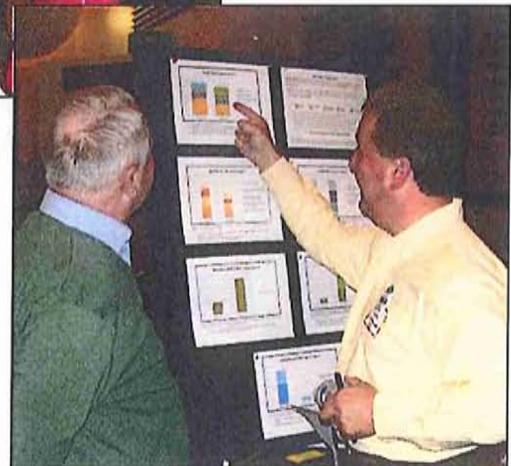
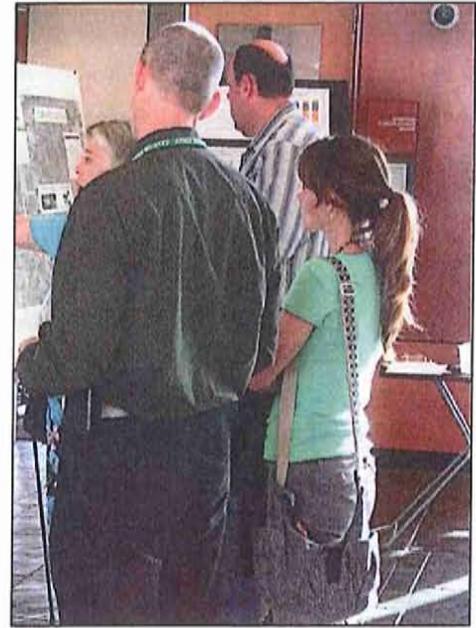


*Of the approximately 120 in-person and online participants, the map shows those who provided addresses. Not shown on this map are 11 participants from Minneapolis and one each from Chaska, New Brighton, and Robbinsdale.*

**West+East:** Most stakeholders supported a sidewalk on one side, but the varied opinions about north versus south side suggest that the volume of information may have resulted in misunderstandings about impacts. Some recommended centering the roadway to “share the pain” on both north and south sides. Many questioned the purpose and width of even the smaller 2’ curbs.

Almost no one saw any value to having a bike rail at bus stops, and some noted that most buses now have bike racks in front. Most objected to concrete pads at any bus stops, although some of those assumed a sidewalk without noticing that a sidewalk on only one side of the roadway serves only half the bus stops. Everyone preferred preserving trees. Most supported more and better lighting, and many specified the design must be downward-facing/sky-friendly.

**Envision:** This innovative new tool to evaluate the sustainability of infrastructure investments was further applied to each of these scenarios and the results displayed at this feedback session. These results will be further refined and included in the Feasibility Study and design recommendations for the City’s further consideration.



# East End Scenario 1

## E1 Description

### East, Scenario 1: Highlights and **Unique** Features

(Bike facilities and sidewalks are from City's Comprehensive Plan; minimum lane widths are MnDOT State Aid rules)

#### ■ Roadway:

- South side curb stays to accommodate utilities
- Combination of roadway, bike lanes, and sidewalk widens to the north approximately 7 feet from existing

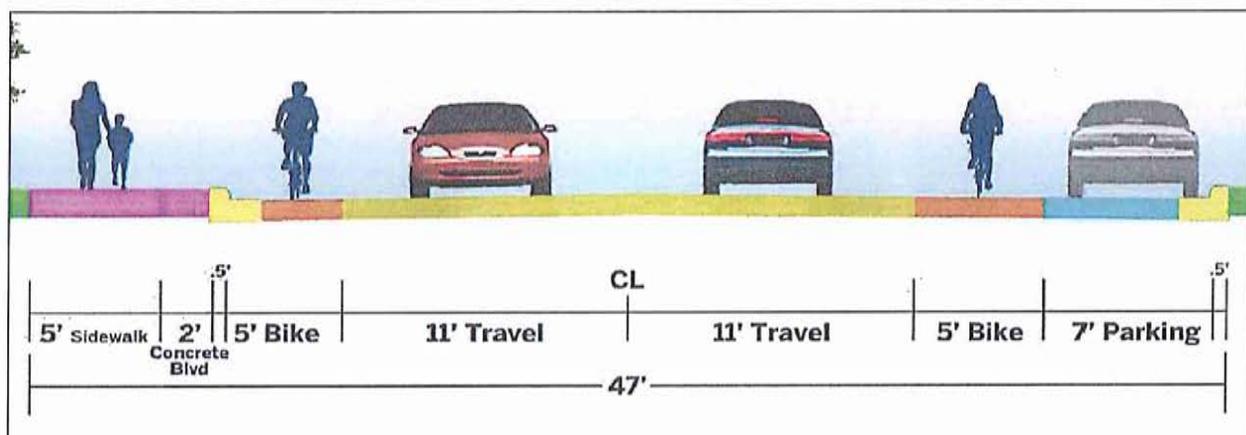
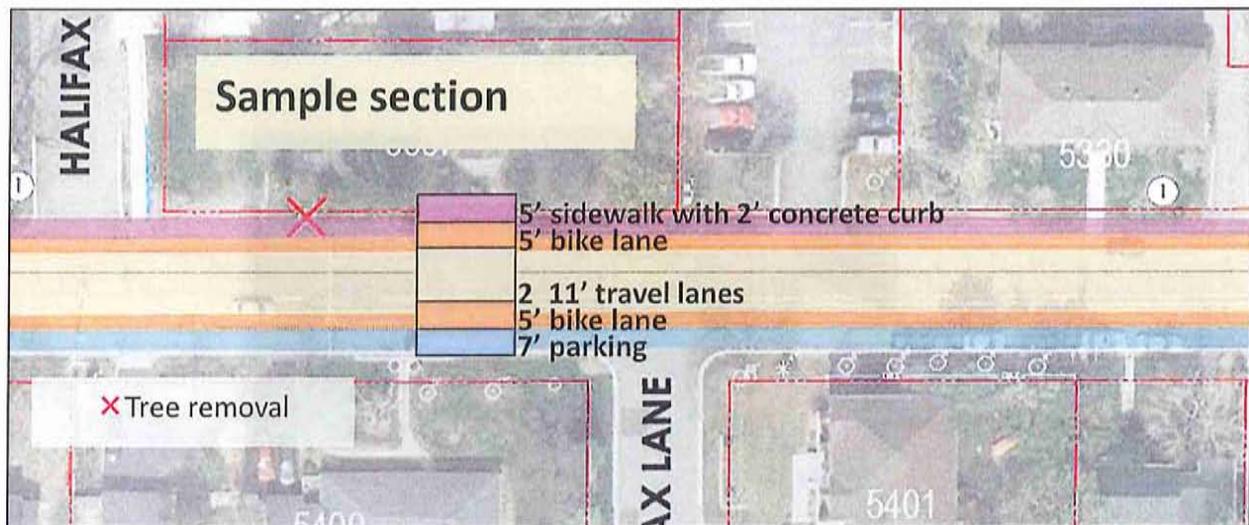
#### ■ Parking: South side from France to Minnehaha Blvd

#### ■ Biking: North and south sides have dedicated bike lanes

#### ■ Sidewalk: North side for entire length; provides most direct and safest access to Arden Park (minimizes street crossings close to park)

#### ■ Transit:

- North side at Minnehaha: New island
- North side: Existing bus stop moved to island for safety
- South side: Existing bus stop side moved east of Minnehaha for safety



## E1 Appealing

- Prefer #1 over the other two scenarios. Like sidewalk on one side, like street width same versus changing
- Love the sidewalk
- Sidewalks, bike lanes, clear parking lane
- Sidewalk on north side.
- This layout seems to be a very logical way to arrange the street for all types of users and drivers. Bike lanes for each direction are a good idea.
- Yes to sidewalks along north side of 54th
- Sidewalk
- preserving parking on south side
- no parking on north side of street
- sidewalk only on one side of street
- This is best solution
- Nothing
- Important to have bike and pedestrian passage for safety.
- Dedicated bike lanes; parking on one side
- Sidewalk and bike lanes
- Multi-use considerations.
- As the street is wider on the east side it makes more sense to have the wider sidewalks/bike lanes/parking areas
- Narrower travel lanes, bike lanes and sidewalks
- Yes to limiting parking to one side of 54th street (on the south side)
- full sidewalk and keeping the bike lanes

## E1 Concerns

- Need width for winter. Too narrow at Minnehaha boulevard
- Limit the number of bus stops, less rather than more
- Too wide. Put sidewalk in south side, no dedicated bike lanes
- No dedicated bike lines
- No bike lines or lanes
- No dedicated bike lanes
- Too wide! No dedicated bike lanes please
- Don't like 3 (too wide). Scenario 1 or 2 are preferred
- Consider permeable application for 2' boulevard
- Minimize tree removal
- Width of street; don't need dedicated bike lanes; 2' concrete curb is ugly and takes away from appealing greenery
- Do not need dedicated bike lanes for rarely used bike traffic.
- No to bike lanes, no bike lane lines -- impedes driving & unnecessary in winter
- 11Foot Travel Lanes are not wide enough. Will have same problem as we had on Wooddale.
- During church events parking will extend further into Halifax
- tree removed
- street is too wide, loss of tree
- WAY TOO WIDE!! Separate bike lanes are NOT needed. We have spoken to MnDOT....11' travel lanes are NOT required. Nor are the 5' sidewalks or 5' bike lanes. They are merely RECOMMENDED! Should have bump outs for parking and to slow traffic.
- 2 feet for a concrete boulevard? Why is this necessary?
- Why take parking away (north side) and replace with dedicated bike lanes? (they are NOT required on a secondary route); with the exception of Sunday (church) and isolated evenings those parking lanes will be empty and can be utilized by bicyclists
- What will you do when the Edina Community Lutheran Church junk bond finances a HUGE PARKING LOT in the southeast corner, allowing unchecked, polluted run-off to enter the creek right at its point of major recreational opportunity???
- We can't accommodate the same width on the west side of 54th Street
- Adding the permanent parking lane adds to an excessive road width
- I think the sidewalk has been put on the wrong side of the street. It should be on the south side. People use the south side of the street to go the Lutheran church and the convenience store at 54th and France. I rarely see people walking to Arden Park along this part of 54th Street.
- Width of street - just propagates faster traffic and makes the street less safe for all.

- Shared bike lanes, parking both sides of street.
- Yes to center lines for cars
- street too wide
- concrete boulevard is too wide, 1' like the west end of 44thst is better
- This section is already too wide...SHOULD NOT be wider. Encourages speeding!

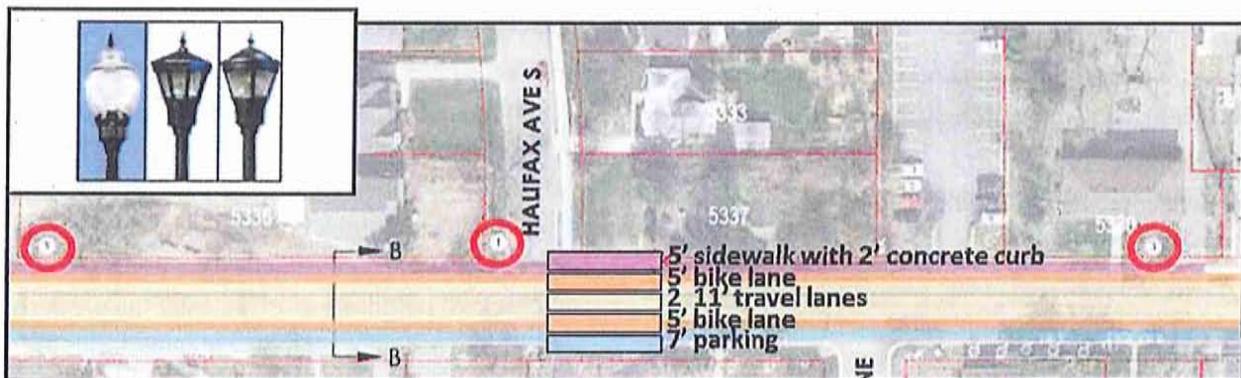
- Again, north side of road is bearing the brunt of proposed change
- From what I've heard from residents, the current pastor is using this project merely as a jumping off point for his career ambitions, leaving us with the destructive outcomes!!!
- Tree loss

## E1 Questions, comments

- Can we better control speeders?
- Why do we need a street this wide?
- Do area residents get a final say? Is there a town hall meeting for resident input, to be heard by city council & engineers?
- why not have two 13.5' shared bicycle/travel lanes
- I am intentionally not weighing in on this section because the opinions of those directly impacted by the scenarios are the only people who should be listened to.
- Loss of tree (against Living Streets Policy)
- Has the church been contacted to get on board with the design?

- Can you consider using the bike lane(s) for Sunday parking?
- Why can't you have a shared-lane (bike/motorist) concept along entire 54th Street? Keep it simple and consistent the entire length; reduces confusion among bicyclists/motorists
- What means of injunction have you prepped if they proceed with turning the southeast corner into a blacktop wasteland that essentially scuttles your and the residents well thought out planning?
- When are the parking lanes most utilized?

## E1 Lights

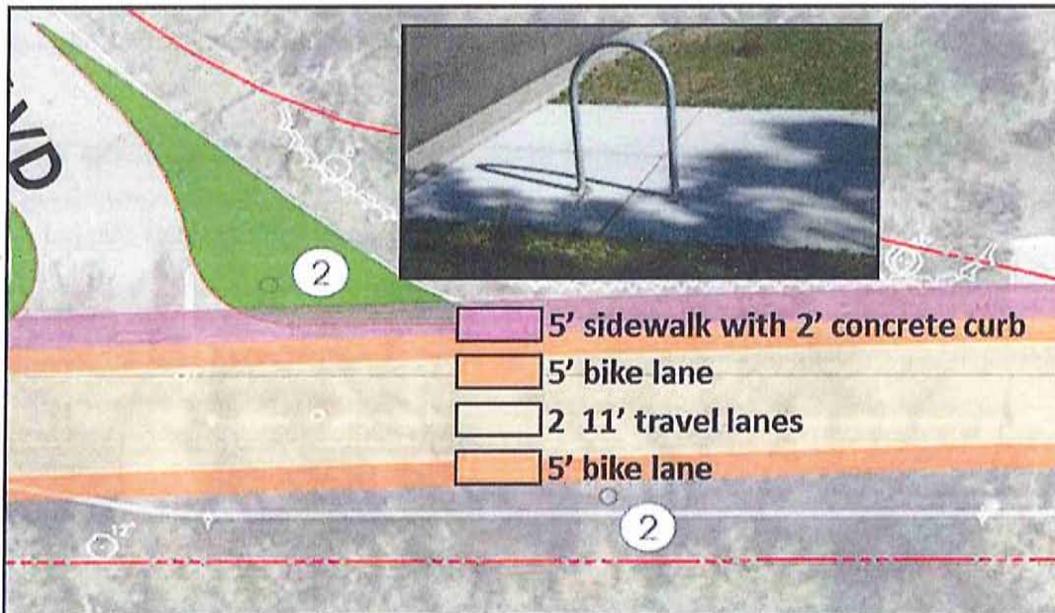


- Yes to lighting. Safer, people can become more visible
- Lighting is needed but it must be downward-directed, eliminating light pollution and providing better pedestrian lighting
- Yes
- I do not see a 1
- New lights for safety are a good idea, so long as they fit with the styling of the neighborhood and there aren't so many or so bright of lights that they flood the area with light pollution.

- Yes
- Halifax and 54th already has street light, additional lighting not needed
- yes
- Yes
- OK
- Yes!
- not needed
- only if there is not an existing light or it is in lieu of existing
- yes

- #3
- Looks good
- Yes. Pedestrians need lights. Shouldn't make safety optional.
- Yes. Why not use downward facing lights as recommend by the International Dark Sky association?
- yes
- It IS a dark street so lighting would be an improvement; I would tend to put them at bus stops
- No opinion...
- I prefer the first light design with glass bulb like top, they should continue to Wooddale Ave
- Yes. Making sure to limit excessive light pollution
- I like option 1 for the lights, but I don't have a strong feeling about the need for them.
- More decorative/softer/residential lighting options
- Like lights for safety

## E1 Bus pad



- Bus stop pad not needed or wanted. Nobody uses this location. Don't make pad
- Bus stop pad not needed
- Don't need to add pad; use sidewalks including Church's
- No bike rack/pad here. Check with Metro Transit to eliminate stop due to low use?
- NO! These concrete slabs are ugly and totally unnecessary for the # of bus riders that this street has.
- No, those bus stops are rarely if ever used.
- yes to concrete pad on south side (for eastbound buses)
- Good
- This will be very helpful in winter for bus-users
- no
- no
- No, more concrete, more runoff
- Good
- Better defines the bus stop...keeps riders off the road; would seem to be a good idea
- No pad needed or wanted
- No bus stop bike pad here. This bus stop is never used. South side of 54th and Halifax (by power pole)
- Absolutely no and never used
- Ugly - don't need slabs of concrete

## **E1 Bike rail**

- This is hideous!
- No...unnecessary both for the extremely low # of bus riders.
- Absolutely not. They will never be used and are unsightly. Keep area natural and green.
- no way; waste of tax dollars
- Eliminate, why have bikes parked there all day. Invites problems.
- no
- no
- no
- Horrible idea....ugly and unused. Barely ANY bus riders and they can hitch their bike to the bus.
- No. Add bike parking at church and eastward, but not west of church.
- As a bike owner, would never use it.
- No
- Don' like bicycle racks!!
- During peak times no more than 2 buses (per hour) go by; not sure how often they would even be used; why not have a bike rack more Arden Park specific and bikers/transit riders can just use those?
- Bike racks on east end is good, away from creek (Church to East)
- Not to have bicycle railing. Few bikes and fewer get on bus here

## **E1 At Minnehaha, create new island and move west-bound stop there**

- No - keep the greenery and DON'T add more concrete.
- Not needed keep the way it is. What is the problem here?
- sure, but keep the street width the same for cars
- OK
- good
- use sidewalk
- yes
- Not sure where the original bus stop was
- Drawing doesn't appear to show island. Island has been removed and curb lines changed.
- Good
- no
- I like the idea of modifying the road and having only one access point northbound on Minnehaha Blvd (traffic calming effect); seems like a logical location for a bus stop
- As long as the Bus Stop is moved away from the creek...

## **E1 At Minnehaha, move the east-bound bus stop out of intersection**

- See above
- Yes
- Move East to other side of intersection, leave intersection as is.
- bus stops should be at stop signs; keep the bus stop at stop sign
- OK
- extend church sidewalk to this location
- yes
- Where was it originally? NOT in front of someone's house!
- Can you continue sidewalk on Minnehaha where curb line will be changed to get pedestrians off roadway near intersection?
- Good
- yes
- It's not like you have 10 riders getting on/off at this stop. Stops are very short, and again, during peak times you are talking about TWO times per hour
- See above...

## East End Scenario 2

### East, Scenario 2: Highlights and **Unique** Features

(Bike facilities and sidewalks are from City's Comprehensive Plan; minimum lane widths are MnDOT State Aid rules)

#### ■ Roadway:

- South side curb stays to accommodate utilities
- Combination of roadway, bike lanes, and sidewalk widens to the north approximately 7 feet from existing

#### ■ Parking:

- South side from France to Minnehaha Blvd
- North side dedicated parking lane for 1 block west of Halifax, to accommodate Edina Community Lutheran Church (bikes shift to wider travel lane)

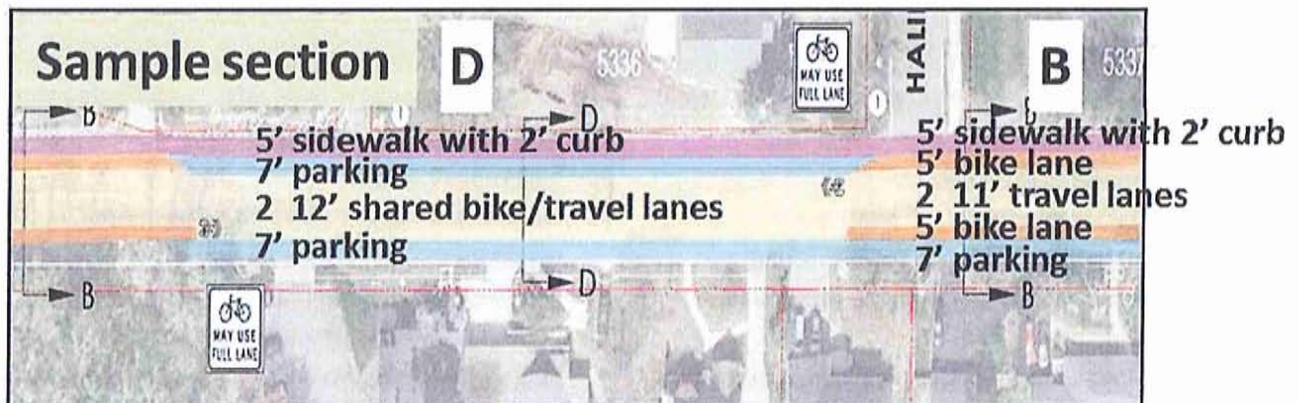
#### ■ Biking:

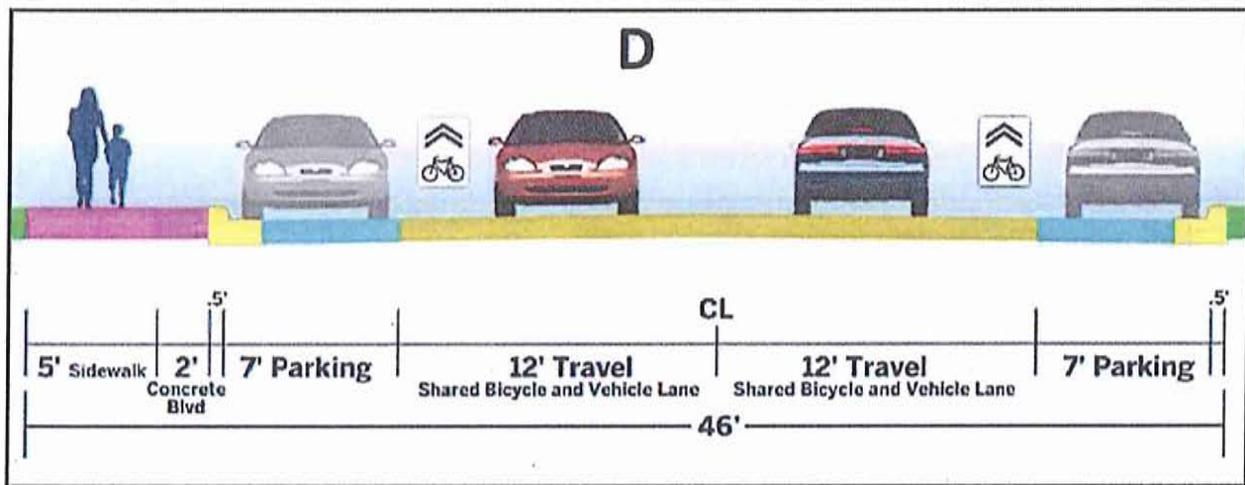
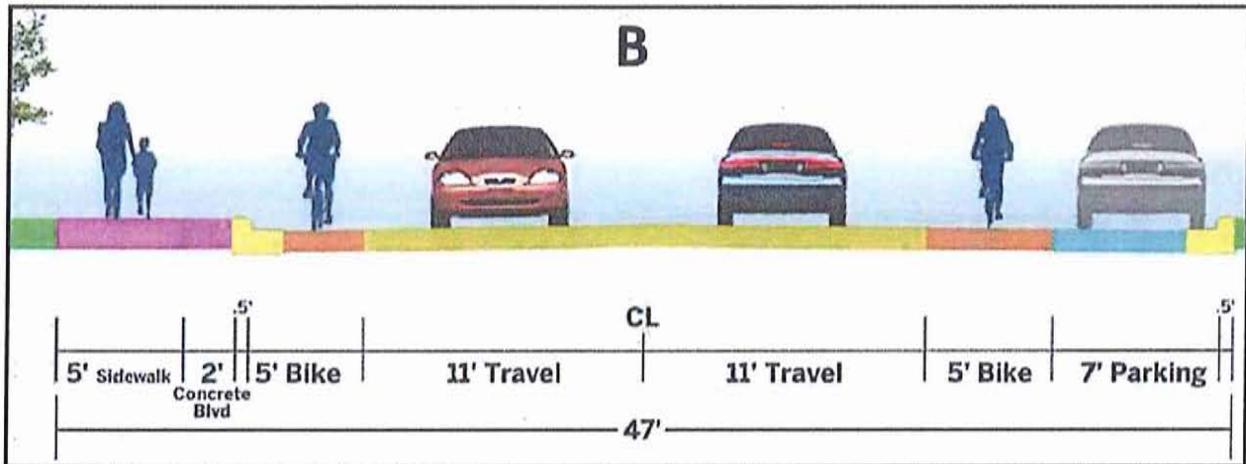
- South side has dedicated bike lane
- North side has dedicated bike lane France to Halifax
- North side has shared bike/traffic lane for 1 block west of Halifax

#### ■ Sidewalk: North side for entire length; provides most direct and safest access to Arden Park (minimizes street crossings close to park)

#### ■ Transit:

- North side at Minnehaha: New island
- North side: Existing bus stop moved to island for safety
- South side: Existing bus stop side moved east of Minnehaha for safety





## E2 Appealing

- Need boulevard; can it be green? Flowers/native plants?
- Key is historic. #2 is best
- Scenario 2 is preferred
- 4015 W 54th street like this option Scenario 2
- Edina should be a leader in being bike friendly
- We like this best of all!
- Parking both sides of street with shared bike lanes.
- yes to sidewalk on north side of 54th
- width of street
- north side parking only at the church
- Keeping parking on both sides would help meet church's parking demand
- Shared bike lanes
- Shared bike lanes. Sufficient parking for neighborhood (like church)
- 4015 west 54th street likes this option the best.
- yes to center lines for cars on 54th
- Shared-lane bike/travel reduces need for additional width, while still providing with bike route
- sidewalk

## E2 Concerns

- Is boulevard needed? No 2' boulevard
- Don't like dedicated bike lanes. Prefer parking here
- Consider sidewalk on west side of Minnehaha
- Love "share the road"; dedicated bike lanes are not needed given bike traffic
- As narrow as possible, 11' lanes, please line all others
- Ideal is narrow street shared with bikes, two-sided parking, no sidewalk boulevard
- Less signs, no flashing lights

- Sidewalk needs to be on the church side. South side sidewalk is there
- Sidewalk does not need to be on the south side
- Sidewalk on north side, why?
- No need for dedicated bike lanes, parking instead
- Too wide, no dedicated bike lanes please
- Bike lanes are not required for a state-aid road. Eliminate bike lanes. They are rarely used: yes! I second
- We can be bike "friendly" w/out lanes, signs. We were for 30 years: yes! Yes! Second that
- Move bus stop to in front of church
- The shared bike lane and signs might be confusing to cyclists and drivers
- No concerns
- Why do we have two different scenarios on one street? It makes it feel disconnected and is also confusing to people.
- Parking stops on North side of 54th East of Halifax. Keep shared lanes with parking to avoid confusion.
- no to bike lanes -- no bike lane lines. the bike lines impede car traffic and are not used the majority of time. Waste of tax dollars
- sidewalk and boulevard are too wide
- too wide
- Still too wide. Scenario D is the better of the two, but parking on both sides seems unnecessary when we are striving for narrower, SLOWER roads.
- Either bike traffic benefits from dedicated lanes, or it doesn't. If it does, then the lanes should be continuous and not displaced by parking to serve the church. If bike lanes are not indicated then why include them? You're sending mixed messages not only to cyclists who will have to change their path to avoid parked cars, but also to all of us who want to understand the criteria for adding bike lanes.
- Shared bike/travel lanes not as appealing for biking with kids.
- North side bears the brunt of the construction
- Sample B with two bike lanes (not shared)
- We don't need dedicated bike lanes. Do shared lanes & narrow the street to increase safety and slow down traffic.
- yes to limiting parking to one side of 54th street
- Once again, we have read the documents and spoken to MnDot....we KNOW what the actual requirements are. Please be more honest.
- Transition from dedicated to shared bike lanes confusing for both cyclists and drivers.
- Why introduce a 5' dedicated bike lane for one block? I would just continue with the shared concept all the way to France; KEEP IT SIMPLE

## E2 Questions, comments

- Parking counts. Is parking needed on both sides?
- Narrower streets are safer...why are we focused on such wide streets?
- why not use two 13.5 shared bicycle / vehicle lanes
- Why are we focusing on adult bike riders from Minneapolis and have NO bike lanes on Concord Ave.? That road services THREE public schools and our community center. SO STRANGE!!
- Why do we compromise safe and convenient travel for all modes in order to provide on street parking?
- I would just flip the sidewalk to the south side and connect with the existing church sidewalk
- Have the designers explored creative traffic-calming measures along this part of the road? Curb bump-outs? to help define parking and produce pinch points to help slow traffic? This part of 54th is wider than the west side and drivers tend to drive a little faster at this point. The parking is used heavily on Sunday (obviously) and rarely when church doesn't have activities. The parking lane essentially becomes a bike lane when there's no cars present. Why not kill two birds with one stone? I think more can be done to help make this end of 54th tie in more closely with the west side and make more cohesive. PLEASE explore this possibility!
- Church parking extends on north side onto Minnehaha

## East End Scenario 3

### East, Scenario 3: Highlights and **Unique** Features

*(Bike facilities and sidewalks are from City's Comprehensive Plan; minimum lane widths are MnDOT State Aid rules)*

■ **Roadway:**

- South side curb stays to accommodate utilities
- Combination of roadway, bike lanes, and sidewalk widens to the north approximately 7 feet from existing; **in section from Halifax west one block, widens 8 feet**

■ **Parking:** South side from France to Minnehaha Blvd

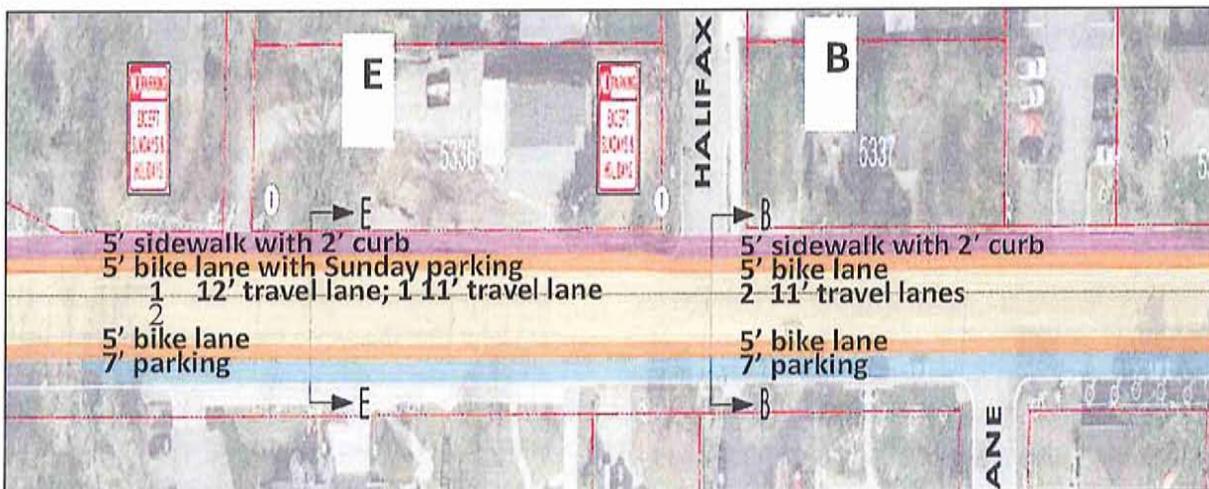
■ **Biking:**

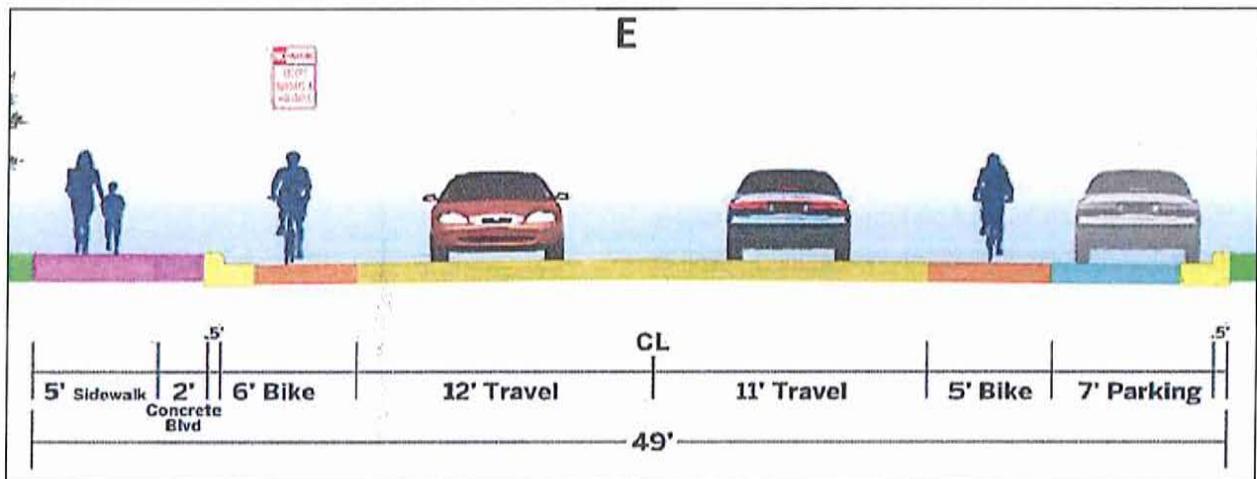
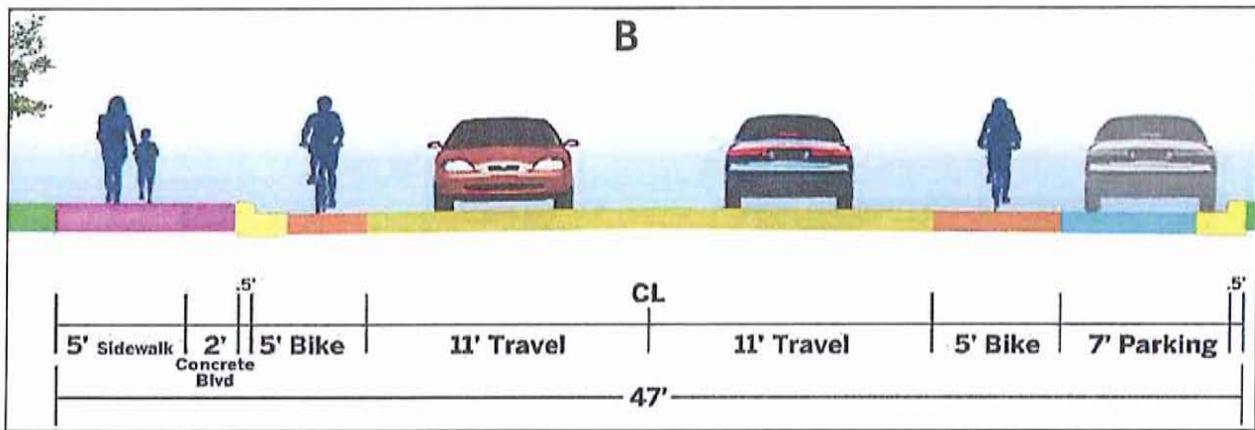
- North and south sides have dedicated bike lanes
- North side accommodation: **On Sundays/holidays only, drivers may park in bike lane from Halifax west for one block**

■ **Sidewalk:** North side for entire length; provides most direct and safest access to Arden Park (minimizes street crossings close to park)

■ **Transit:**

- North side at Minnehaha: **New island**
- North side: **Existing bus stop moved to island for safety**
- South side: **Existing bus stop side moved east of Minnehaha for safety**





### E3 Appealing

- Like reducing speed of turn to Minnehaha Blvd
- Yes to sidewalk the entire distance
- Yes to option of bike lane/parking on Sundays
- Scenario 3 best options for all!
- Parking on Sundays is a good idea (like at Mt. Olivet)
- I prefer the Scenario 3 plan
- Parking on Sunday but prefer D
- Nothing
- parking only on south side
- no parking on north side of street
- Dedicated bike lanes.
- shared bike lanes

### E3 Concerns

- Scenario 3 is too wide
- Move bus stop to in front of the church
- Too wide! Go to sharrows all the way through
- No dedicated bike lanes. 11' lanes please
- No dedicated bike lanes. Parking both sides
- Sidewalk should be on the church-side of the street
- Sharrows is necessary. No dedicated bike lanes
- Too much emphasis on bike lanes; very little used and they do not follow rules of the road
- Narrow as possible! Do not widen more than existing
- Reduce signage - too many
- We do not need bike lines in the road
- Keep bucolic feel please!
- Opposed to Sunday-only parking, or parking in bike lanes ever
- Too much parking; 2' concrete curb; 2 dedicated bike lanes
- Keep it safe keep it narrow. Do not widen street.
- street is too wide
- street is too wide
- Again, why would we put on street parking ahead of bike lanes IF we believe bike lanes are indicated by traffic volumes (and they are) and other factors?

- Biking is more popular on weekends just like parking, why favor one over the other?
- Getting rid of parking on north side reduces need for sidewalk; will force people to have to park deeper into neighborhoods (wouldn't think neighbors would be too happy with that)
- two bike lanes (not shared)
- Parking both sides for all 7 days/week.
- Dedicated bicycle lanes are not required on secondary bike routes
- big signs

### E3 Questions, comments

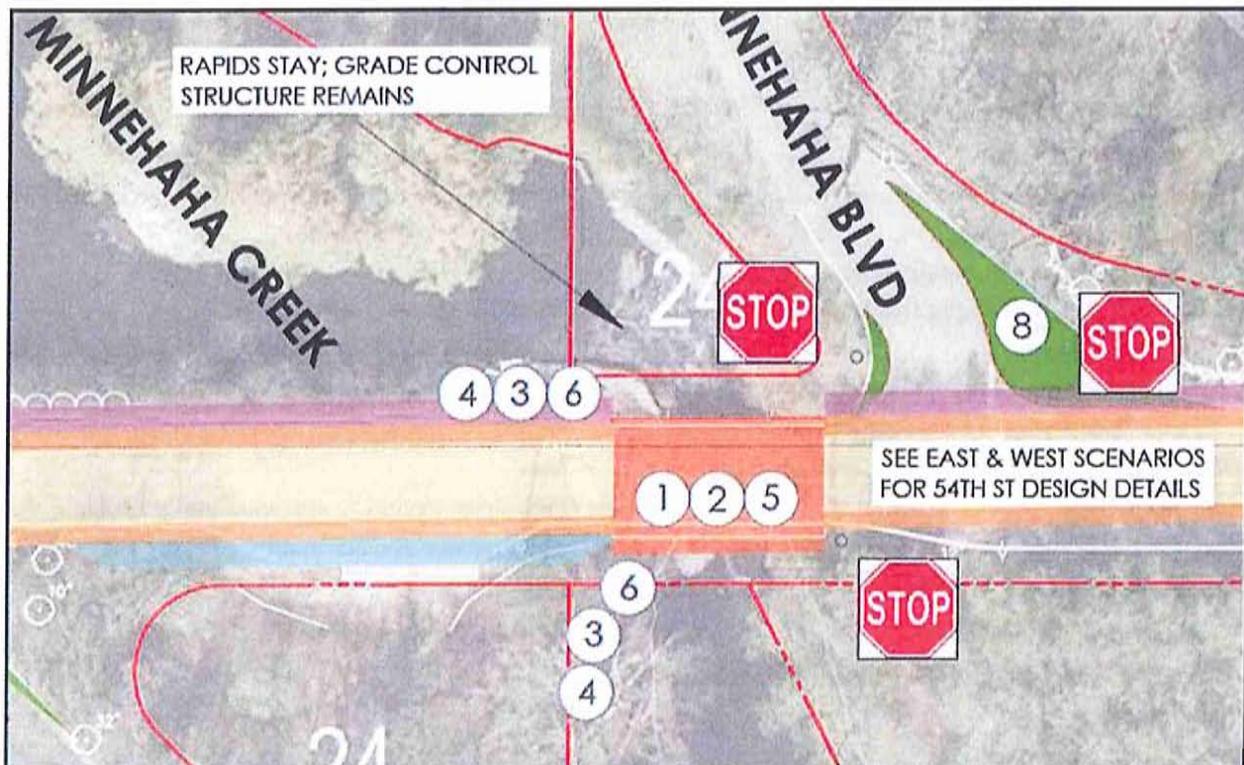
- How do we reduce speed on 54th?
- Why do we need 2 dedicated bike lanes - why can't they share the travel lane?
- why not provide two 13.5 shared bicycle / vehicle lanes
- What is a holiday? For example can I park there on Yom Kippur? How about MLK Jr. day? Once somebody complains, it will be difficult to enforce.
- 5' bike lane with Sunday parking? Why not have a dedicated parking lane that is occasionally used by bicyclists? This stretch of the road will RARELY have the parking used, allowing for 7' to 8' of wide open space for bicyclists; you don't need to have a dedicated bike lane
- Why do we need such a wide road?
- Why have a 2' concrete boulevard?
- Show existing homes/easements in your renderings. Widening road removes trees, utility poles, etc.

# Middle Scenario 1

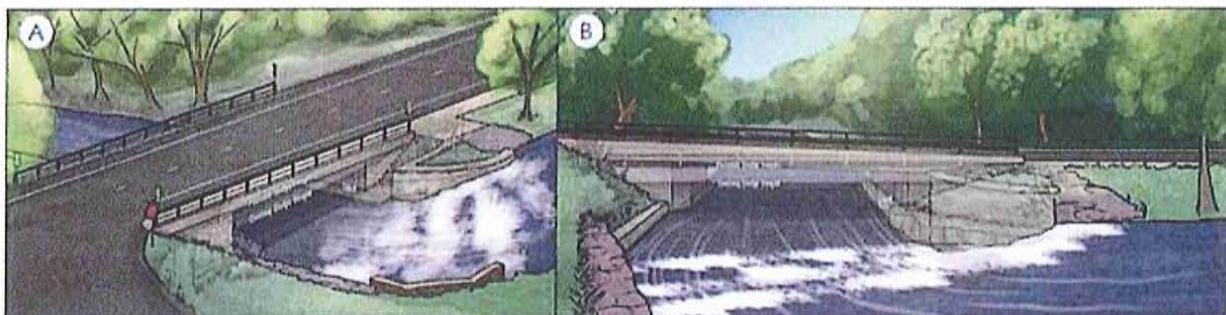
## Middle, Scenario 1: Highlights and Unique Features

(Bike facilities and sidewalks are from City's Comprehensive Plan; minimum lane widths are MnDOT State Aid rules)

- Rapids stay to support current recreational use
- Bridge is raised higher
  - "Shelf" under bridge allows boaters/tubers to bypass rapids or repeatedly run the rapids without hauling gear up the embankment and crossing the street
  - Improves pedestrian safety
  - Improves safety for Creek users
- Biking: North and south sides have dedicated bike lanes
- Sidewalk: North and south sides of bridge
- Stormwater filtration options improve Creek water quality



## 2 Views of raised bridge with shelf underneath



## M1 Appealing

- Good idea to dredge creek and do what you can do clean it up
- Make creek visible to auto and foot traffic
- Remove all buckthorn and all else that is not a real tree
- Prefer Scenario 1 to 2
- I really like Scenario 1 and the opportunity for canoe access
- I like the under-bridge walkway for portaging boaters
- Prefer scenario 1 over scenario 2. Keep rapids
- Good to raise bridge to not have to portage on 54th Street
- Keep bump-out parking
- I like #6 [grass pavers]
- I like grass pavers
- I like the shelf under the bridge
- Looks good.
- rapids and greenery protected
- Looks to be more stable
- Rapids stay and grade remains the same. This is imperative as it is a unique feature in the area that attracts creek users.
- like raised bridge -- street is hazardous when icy and cars slide trying to stop/start at bottom of hill
- The rapids staying is appealing for continued recreational use.
- Raising the bridge level and eliminating need for boaters to cross over via road.
- wider bridge appears safer
- Like that localized gradient (rapids) in creek are maintained.
- stop sign remains
- rapids
- new bridge
- side walk is important
- Rapids are maintained
- rapids should stay as they are
- Sidewalks on both sides of bridge!
- Rapids remain
- The rapids stay as they are! Thank you!
- A raised bridge. Consider raising the bridge to the level of the first driveway on the east end and to Park Place on the west. Will need to bring Minnehaha up to meet 54th starting back several hundred feet.
- Boat landing area
- Love the shelf!
- Raising the bridge deck is a fine idea, but it is unlikely that it could be raised enough to accommodate foot traffic for those walking back up to the top of the rapids.
- yes to walkway underneath the bridge
- Sidewalk on both sides.
- Appreciate providing method to bypass (or carry back up to top of) rapids without crossing road.
- Higher bridge to allow those portaging the rapids to pass
- Pedestrian access to upstream under bridge.
- The invasive species and loose shore rocks are cleaned up
- Raising bridge for "boaters"

## M1 Concerns

- Bridge needs to be updated
- Allow height for portage (no crossing street for safety)
- Natural canoe landing
- Concerns about under-bridge walkway: access during high water, Height - can you carry a boat over your head?
- Keep natural
- I don't care for the look of a paved boat landing. I like a more natural look
- Erosion control as long as it is not ugly
- Parking "lot" is ugly and unnecessary
- I would not feel safe walking under bridge at dusk/night
- [Under bridge] Great place for kids to drink alcohol
- Concern with illicit behavior under bridge
- Parking is manageable now. No parking lot!
- Goal is to keep bucolic/rural feel. Narrow street. Use bridge material that discourages graffiti
- Clean the creek - preserve the rapids!

- Keep rapids
- Keep rapids!
- Preserve rapids
- Yes please keep the rapids, fun for all!
- No parking
- Preserve trees along creek north and south of 54th
- Whitewater boaters do not want a large water park but instead preserving and improving the wave under the bridge
- If portaging over the road, a crosswalk would be nice
- Do not use this area for the third time as construction staging/depot. Share the "pain" to the other side of the creek
- Keep the rapids
- Keep the rapids
- Bridge design is uninspired. Needs character
- Increase the height of the bridge even more
- Get rid of the ugly faux-stone approaches to the bridge; replace with stones and appropriately-sized boulders
- There are some places to sit on and listen to the creek and enjoy the water. Some of the bridge and creek design plans will ruin the view.
- Flat design, does it fit the area?
- Safe hideaway for lascivious behavior under bridge
- Efforts by the Watershed District to change the grade in this section of the creek are wrong-headed and run contrary to the wishes expressed in the past by the community and the recreational users of the creek. Arguments about the need to 'return' this section to a 'natural' grade are bogus. This area undoubtedly has always been one with a quickly dropping grade and this is why it was previously selected for a dam years ago. Altering the grade would not be 'natural' but instead willful modification of the natural topography of the river. It will also do nothing to aid with the water quality and is not an efficient way to address concerns about fish needing to travel up the grade. As far as recreational use goes, addressing the placement of the landings and marking the rapids with better signage to warn of the upcoming feature will also be very helpful in making the portage for those who do not wish to boat or tube down the rapids much safer and simpler. Portages are an expected part of many river trips and removing the grade here is an irresponsible waste for a nonexistent problem. In short, leave the rapids alone.
- Adding expense to this project by raising the bridge
- People hanging out under shelf.
- do not narrow roadway for cars
- What happened to boat landing area on south side of bridge?
- this rapid is a great resource and I have enjoyed playing on these waves in my kayak many times and would hate to see this really fun spot go away
- May be difficult to provide sufficient width/height under bridge for carrying canoe (especially if on someone's shoulders carrying it solo).
- speed limit, should be 25 mph
- lack of sidewalk on bridge, travel lanes should match the street, hopefully two 13.5' shared bicycle/vehicle lanes
- Room for bike lanes??
- At high water levels (times when boaters may be more likely to want to portage) it is likely the shelf will be under water and unsafe.
- Don't think the bridge should be raised. Worry about people "hanging out" under there. Share the road designation is more than satisfactory.
- A walkway under the bridge could become a magnet for teenage drinking alcohol, graffiti, and vagrancy.
- I heard they might remove the grade, this is an important whitewater spot that we do not want destroyed.
- Do NOT raise bridge! Being low to the creek is a main reason why people love to go through this area. Feels more intimate, connected to creek. Canoe landing north side of bridge appears to be too close to rapids
- The riverbed below the bridge, while nicely graded is comprised of grating, deteriorated concrete. The slab downstream of the bridge is disintegrating.
- Keep the look neighborhood feeling not commercial
- Very narrow area for kids to fish on sidewalk
- How often are the "rapids" running? Seems like an awful lot of design for very few "users"...there must be a more economical approach. The creek is not a park and should not be treated like one.

- We are too focused on recreational users of 54th St. They are not paying Edina property taxes or even paying a portion of this project...let's prioritize the needs & feedback of the people & residents who will be funding this.
- Keep bridge natural that blends into the environment.
- Appreciated having parking right by the bridge. Unclear if there is still parking near the creek/bridge.
- no side walk on bridge
- The current rapids are created by the gradient as well as the concrete apron under the bridge. I am assuming the apron will need to change with a new bridge. Please consult with whitewater park designers to see how best to replace the concrete apron with something safer while maintaining rapids that are desirable to whitewater boaters
- Starts to look like a state park. We are a RESIDENTIAL NEIGHBORHOOD.
- No sidewalk on bridge.
- There is not sidewalk on the bridge to link the east and west end neighborhood and for creek viewing, so the walkway is now convenient for kayakers, not neighbors.
- Again, why have dedicated lanes when crossing bridge. Keep the shared concept the entire length of road
- With careful consultation with a design firm, the rapids features could be kept and improved.
- Narrow walking area

## M1 Questions, comments

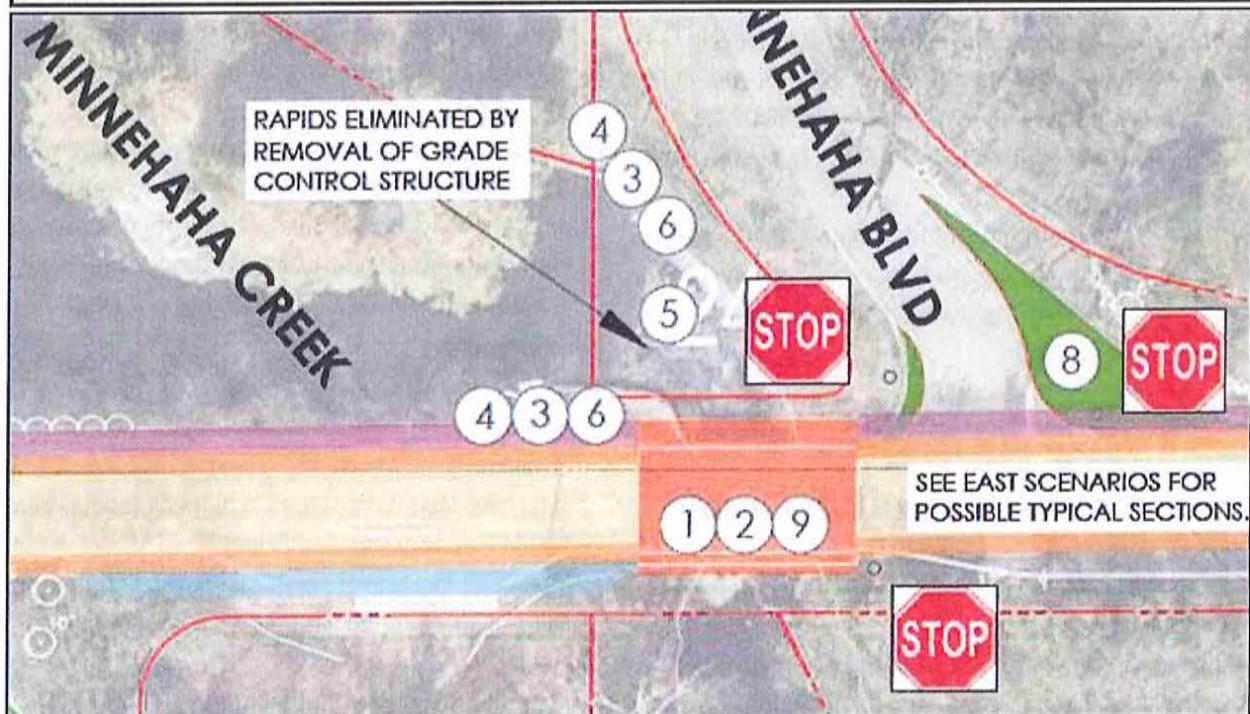
- Will raising the bridge cause icing?
- [On 54th facing Minnehaha] Possible canoe landing downstream left?
- Why is the street and bridge not curved to the south to add interest and calming effects and a better view of the rapids
- Why no sidewalk on bridge?
- I am intentionally not commenting on this section because the people most directly impacted should really be the only points of view that count.
- Pedestrian safety? The bridge needs sidewalk on BOTH sides so people can gather and look out over the creek on both sides.
- Has a Whitewater Consulting company been contacted to at least provided a guiding vision for keeping the rapids intact?
- Is there a parking area? Blue area?
- curve street and bridge to the south
- I can just imagine where all the teenage kids are going to want to hang out at night
- Will the rapids not be "dumbed down" to make them easier?
- Regarding biking/sidewalk: Keep 54th street as narrow as possible to reduce speed. Sharrows, not designated bike lanes
- Plant a tree where the giant cottonwood on the corner (inexplicable cut down) used to be

## Middle Scenario 2

### Middle, Scenario 2: Highlights and **Unique** Features

*(Bike facilities and sidewalks are from City's Comprehensive Plan; minimum lane widths are MnDOT State Aid rules)*

- Rapids eliminated (existing grade control structure removed)
  - Allows Creek use by less experienced recreational users
  - Improves pedestrian safety by eliminating need for street crossing
  - Improves aquatic habitat
  - Natural slope of Creek bed is addressed by Watershed with various options
- Biking: North and south sides have dedicated bike lanes
- Sidewalk: North and south sides of bridge
- Stormwater filtration options improve Creek water quality



### M2 Appealing

- Yes remove buckthorn
- Better scenario - want to keep area around creek as natural as possible
- Like mitigation of speed [at 54th and Minnehaha]
- Keep parking [Park PI at 54th]
- Prefer Scenario 2 for watershed improvement plans 2(b)
- Prefer scenario 2 for watershed improvement
- We like other option better.
- Really want to keep rapids
- Nothing about this is appealing.
- nothing
- I guess it returns it to its "natural" state.?
- scenario 1 is better, rapids are important
- Continuous float for users of creek.
- Rapids eliminated!!!!??? NOTHING ABOUT THIS IS APPEALING!!!
- AGAIN, NOTHING ABOUT THAT IS APPEALING!!! I have used the rapids as a teaching area for the Wounded Warriors project and introduced neighborhood kids and parents to the sport of whitewater boating here.
- Improving aquatic habitat

## M2 Concerns

- Do not use as a staging area
- Like a more natural looking [canoe landing], less concrete
- Leave natural
- Keep park as natural appearing as possible
- Keep as is: yes please!
- Don't lose the rapids!
- No parking in park
- Consider curved bridge
- Please see concerns from the previous scenario.
- Eliminating the rapids is like removing a park and putting in a parking lot.
- Don't like that the rapids have been removed. I appreciate the challenge that they provide and enjoy how it is a break from the flatter sections.
- OMG take away the rapids and there goes the creek. really a bad idea
- Really? illumination of rapids is more than goofy
- Once you take out the structure what happens to the creek level all the way north? During the summer it turns into a trickle?
- No sidewalk on bridge
- Over the years I have seen both rapids and no water, depending on rain/snow fall for that year. Why disturb Mother nature?
- Why eliminate very aesthetic rapids?
- rapids removed
- MY GOD! DON'T TOUCH THE RAPIDS!!!! GEEZ! Don't create a "lazy river"
- Less experienced boaters have 99% of the creek to enjoy.
- Additionally, I will reiterate that this scenario was proposed by no community member or recreational user, but instead by an outside group with it's own agenda and it's own idea of the natural features of the creek.
- The existing rapids are challenging enough to bring in serious paddlers, but also very low consequence so that even a novice that goes through them and flips will not be in any danger. Removing them would really be a bummer for the paddling community.

## M2 Questions, comments

- Should creek be dredged?
- Which bridge options are easier to clean graffiti?
- Are control structures historic?
- Move stop sign to west side of bridge? [stop sign at Minnehaha on 54th]
- This will destroy a feature that draws recreational whitewater boaters and novice boaters alike for a fun run down a very simple and basic rapid. Please, leave this feature for people to enjoy.
- Why do we want to pay for work that is not needed?
- If sidewalk not possible on bridge, is it possible to sign bike lane to be shared with pedestrians (bikes yield to pedestrians on bridge)?
- You can't be serious about taking the "rapids" out? There will never be any water above the rapids, right?
- Who in their right mind would want to turn this presently beautiful area into the concrete monstrosity which can now be seen upstream at the 50th St. Bridge.

## M2 Address natural creek slope

5

ADDRESS CREEK SLOPE? (A) ROCK RIFFLE

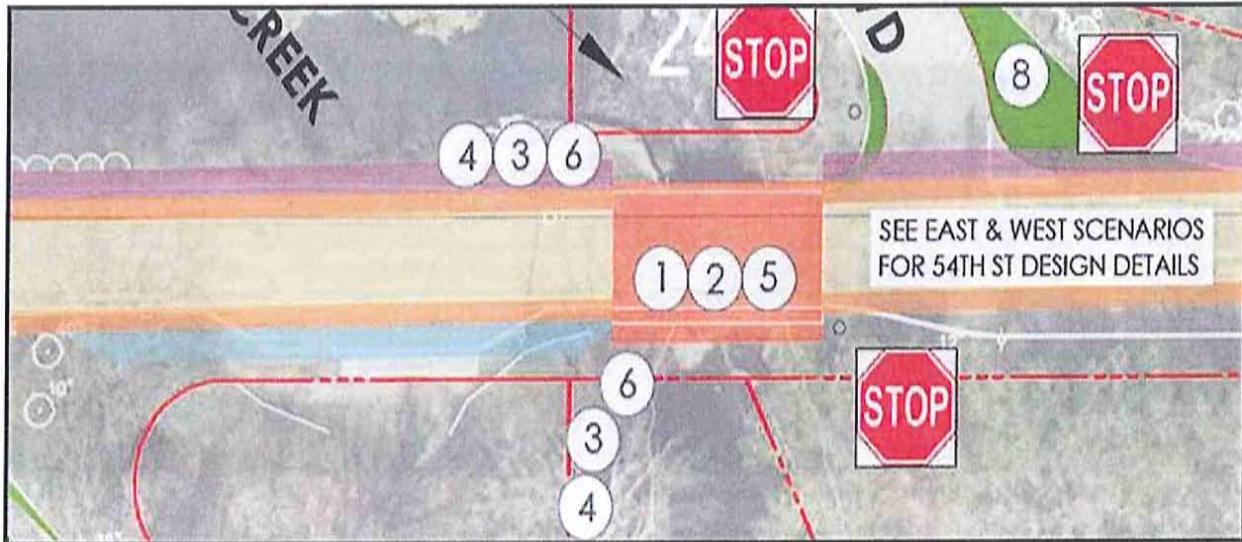
(B) CREEK REMEANDERING



- No. This is a modification to the natural flow of the creek, ruins a fun feature for creek users, and is a waste of funding to address a nonexistent problem.
- Don't like that the rapids have been removed. I appreciate the challenge that they provide and enjoy how it is a break from the flatter sections.
- I like the rapids
- no
- no
- Does that dry up the creek upstream?
- No
- We want rapids
- don't remove the rapids
- DON'T TOUCH SLOPE! KEEP RAPIDS THE WAY IT IS!
- No - no - no!!! I have PERSONALLY witnessed fish making their way up the rapids as they now stand and seen 100's of schooling bullheads in the eddies!!!

## Middle Sections 1 and 2

### M1+2 Potential new boat landing locations



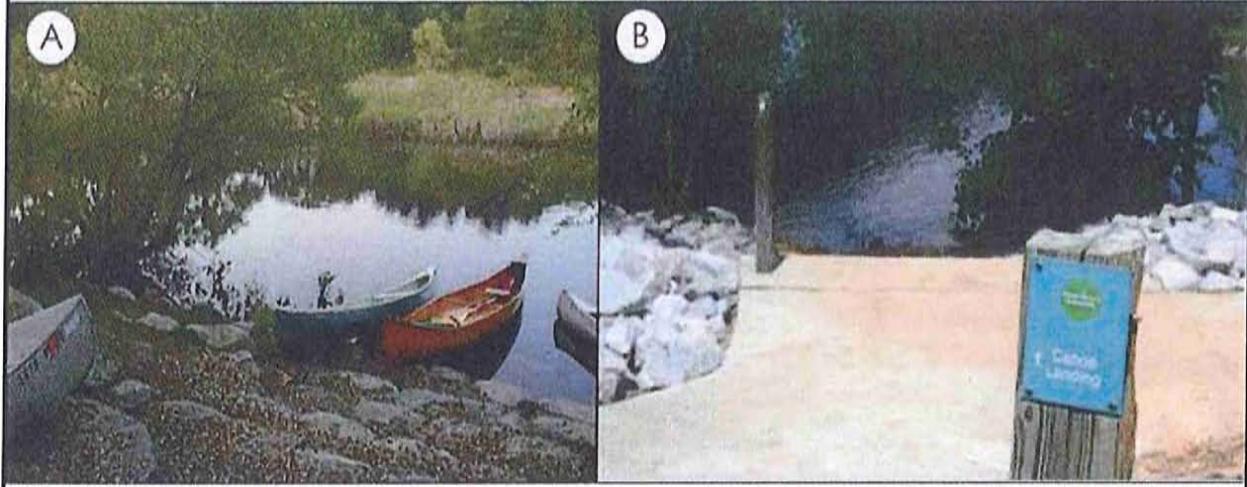
- Both north and south
- Not necessary
- New landings at the areas marked 3 are a good idea. The current landing on the west side of the creek downstream from the bridge is rarely used and mostly unknown to creek users because the takeout landing is on the opposite side of the creek. This makes absolutely no sense. Moving the takeout to the south side of the creek not only fixes this problem, but is safer for those portaging the rapids as they will no longer have to cross the current to reach the landing.
- No - this is an unnecessary expense to this project.
- I do not have a problem with the landing as is.
- no -- already sufficient boat landings no need for new boat landings
- A
- Good
- ok
- OK
- both
- Note that #3 is located in a place that is before a paddler can get a full view of the rapids - a novice boater may not take/see the landing, continuing on until they learn that the rapids are more they can handle. Then they may not know where to exit.
- Don't understand the location markers.
- A is more desirable - natural
- Yes
- North only
- Would seem to be logical; Canoe landing north side of bridge appears to be too close to rapids

## M1+2 Boat landing type

3,4

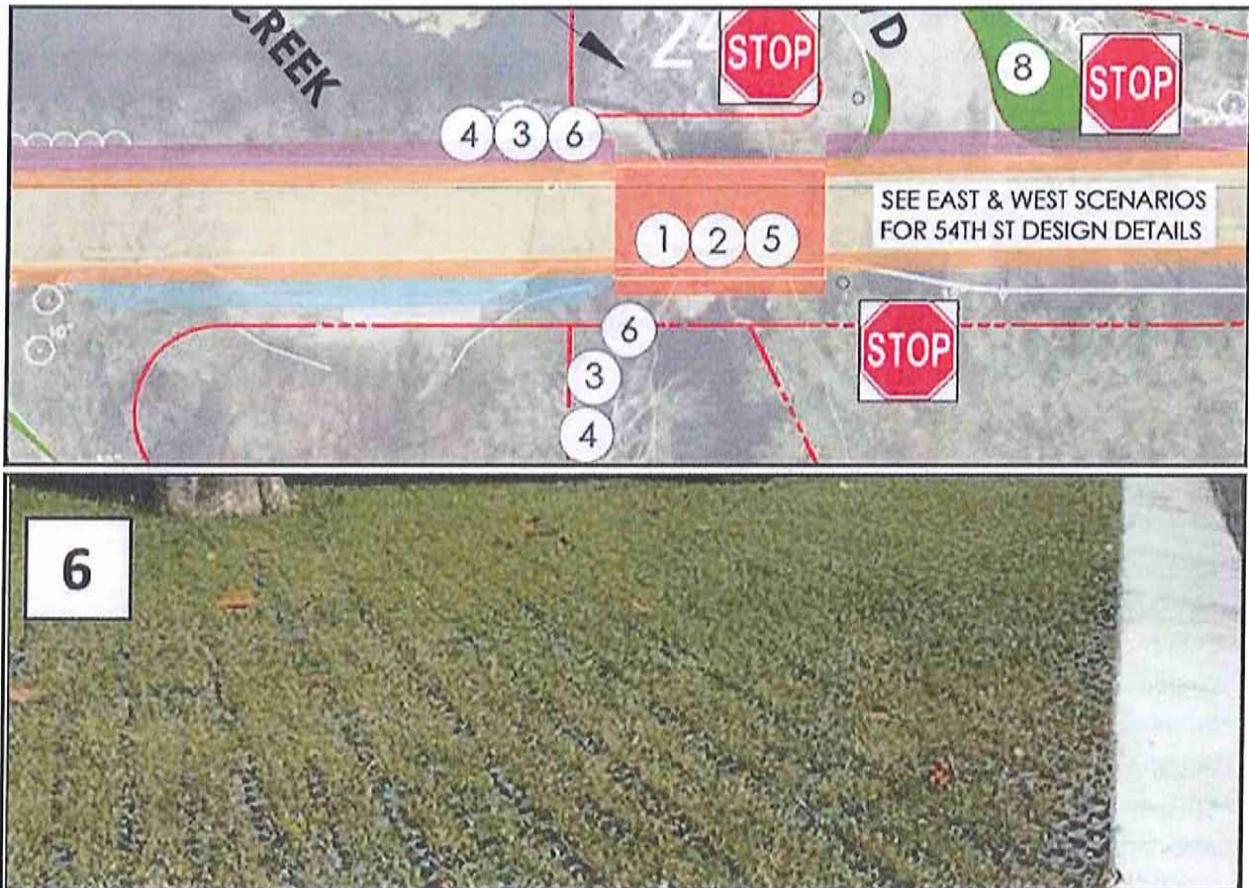
(A) IS MORE NATURAL, MORE MAINTENANCE;

(B) IS MORE CONCRETE, MORE DURABLE



- A, more natural
- We like A.
- Not necessary
- Option A is the far better option. This area is currently fairly natural and wild. Maintaining a more natural landing is more fitting. However, there is really no need currently to change the landing south of 54th street. This is a deck style landing and completely adequate the way it is.
- Neither...again, why are we adding expense & prioritizing recreational users of the area versus the residents who are actually investing in this community on a daily basis?????
- A, Why would city have to pay for maintenance. Have private donors pay for maintenance, i.e. people who use it.
- A
- Prefer A
- much prefer A
- I like the more natural look but appreciate the desire to make it more durable as well. Even just having a cleared grassy bank is enough in my opinion.
- A
- A
- B
- more durable
- I prefer the less industrial looking landing A.
- #A The more natural
- like more natural look
- Prefer a
- B
- A
- Keep it natural (A); that's part of the character and ties in more closely with the Living Streets Policy
- A
- ... The "B" look which paves over everything.
- A
- Natural
- A is preferred
- The "A" look has a much more natural and better aesthetic than...
- I like the more natural look

## M1+2 Grass pavers to control erosion, and location



### Grass pavers

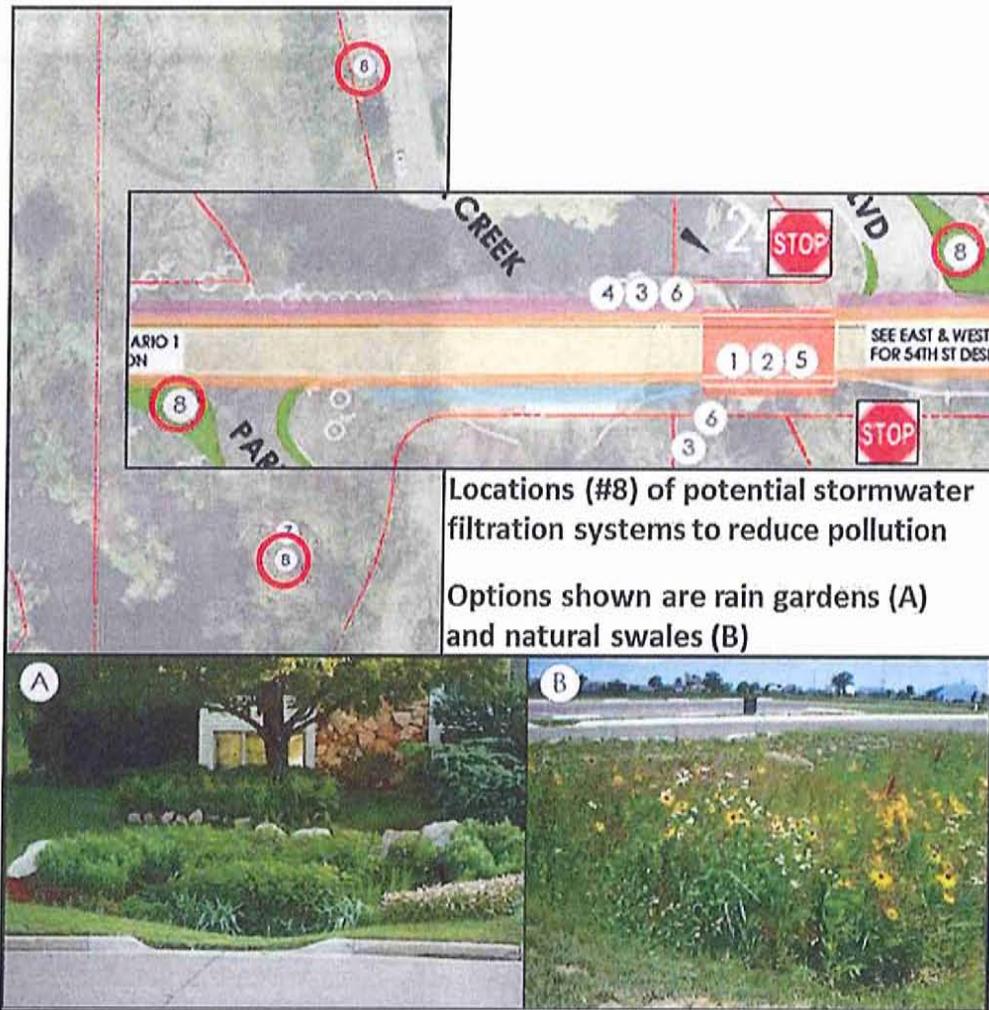
- Good
- good idea
- like the idea, but don't appreciate the use of the creek...too few users to put this much investment into a few months of enjoyment for the minority of people that use it for this purpose.
- Grass paver are a great idea for specific areas.
- Yes
- these look good
- yes
- no, looks ugly and unnatural
- 
- this is unclear
- Yes
- Seems to be a good idea
- No opinion either way here...

- Yes.
- Looks ok
- Good idea

### Location

- The area marked 6 are really not good candidates for this style of pavers. The area marked 8 would be a much more suitable area for them.
- Yes
- yes
- Not sure why pavers are needed here? As a landing? That would be fine.
- Yes
- Seems to be a good idea
- ...looks very nice.
- OK

## M1+2 Potential locations of rain gardens or natural swales



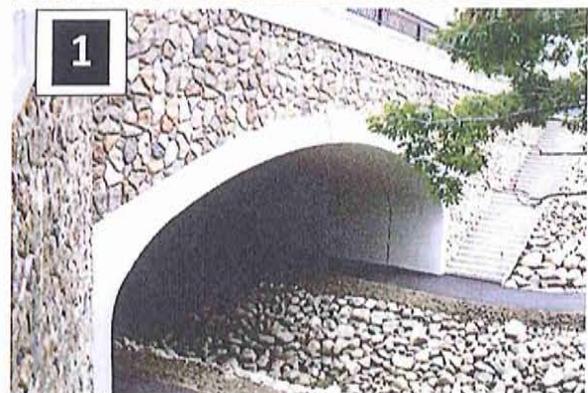
- Either.
- rain gardens
- In any location where natural swales can be added to help with stormwater they should be.
- Not sure will really help.
- Use natural Swales. Keep it natural vs. city.
- the natural look of B seems like it will be lower maintenance and lovely
- B looks better
- A
- no
- option B
- I like B but to the uninitiated this may appear like weeds whereas A is more clearly delineated as something intentional
- Direct neighbors should have the most input.
- I like rain garden option, very visually appealing and natural
- Yes-- who maintains?
- Looks like it's on my neighbor's lawn
- I like B
- Confused by the drawing; not sure where these locations are but it seems like a fine idea; only concern is upkeep and maintenance; how will this look over time? Option "A" looks great but it looks as if someone is out there tending to it daily; concerned that it will just look like a bunch of weeds.
- How does this affect flooding south of 54th street
- Looks very nice!
- yes, I like them
- Both are nice options.
- may be good idea; however this is a problematic road intersection with steepness and lines of sight

## M1+2 Bridge design preferences

From this small sample, the preferred designs are as shown. Discussions at the in-person session were similar to some of the comments below, focusing on a more “natural” look. At the next stage of the project these initial preferences will be coupled with the clear consensus for the Middle Scenario 1, and additional feedback should be sought on specific design options.

Below are comments from the online survey.

- Priority order - 10, 4, 1
- The best bridge design would be one that maximizes the space under the bridge for creek users to pass under.
- 4 is the only appealing bridge - the others provide a lot more spaces for graffiti and defacing;
- Prefer to not have concrete piling in middle of the creek like in 3.
- like natural stone look
- it looks less expensive and fence is important feature
- All are fine except #3 and #7 which are too industrial looking. A country lane bridge look would be good.
- Natural stone and quaint.
- I like the stone
- only want a stone and natural looking bridge, in character with my neighborhood, 10 is top choice if its in the budget
- 4 and 10 feel much more in character with the neighborhood (Living Streets Policy); p.s. I like the rail design of 4
- For the simple fact that a "squared-off" design allows for more navigable options for boaters of ALL ABILITIES beneath the bridge.
- It matches the bridge crossing the creek on 56th Street. My second choice would be 8 or 10 because they are similar to the bridge crossing the creek by the Episcopalian church on Wooddale.
- Love the rock and iron railings #10 needs railings



## M1+2 Railing design preferences

From this small sample, the preferred designs are as shown. At the next stage of the project these initial preferences will be considered in conjunction with the bridge design and will factor in the clear consensus for the Middle Scenario 1. Additional feedback should be sought on specific design options.

Below are comments from the online survey.

- Priority - 3, 2, 1
- Rail 4 is ugly. Rails 2 or 3 would be best so that pedestrians and children can look onto the creek and rapids below.
- Also like the railing from the bridge design option #4; the others are unappealing
- option 4 provides safety while preserving the view of the water
- iron please
- I like an open look so that passersby can view the beauty of the creek.
- Quaint
- I don't really like any of these. Bridge design 10 had a built in railing (high enough stone work)
- Mostly concerned about child safety.
- 4, but I need more choices. If I did not have the solid half-wall at the base I would have preferred that. That obstructs the view of the creek. 4 is more transparent. 2 and 3 are too cold and soulless.
- As the rapids there invite a communal, observational activities, the less of a barrier, the better
- Like #4 the best.
- 2 makes me nervous, that a child could fall through, 1, blocks too much of the scene.



# West End Scenario 1

## West, Scenario 1: Highlights and Unique Features

(Bike facilities and sidewalks are from City's Comprehensive Plan; minimum lane widths are MnDOT State Aid rules)

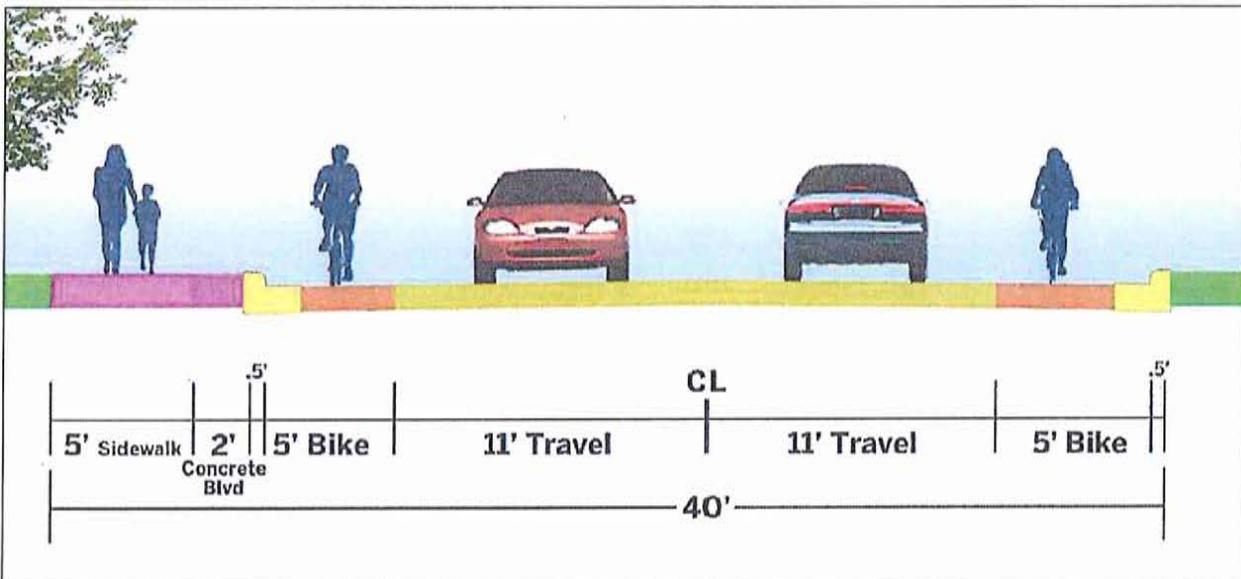
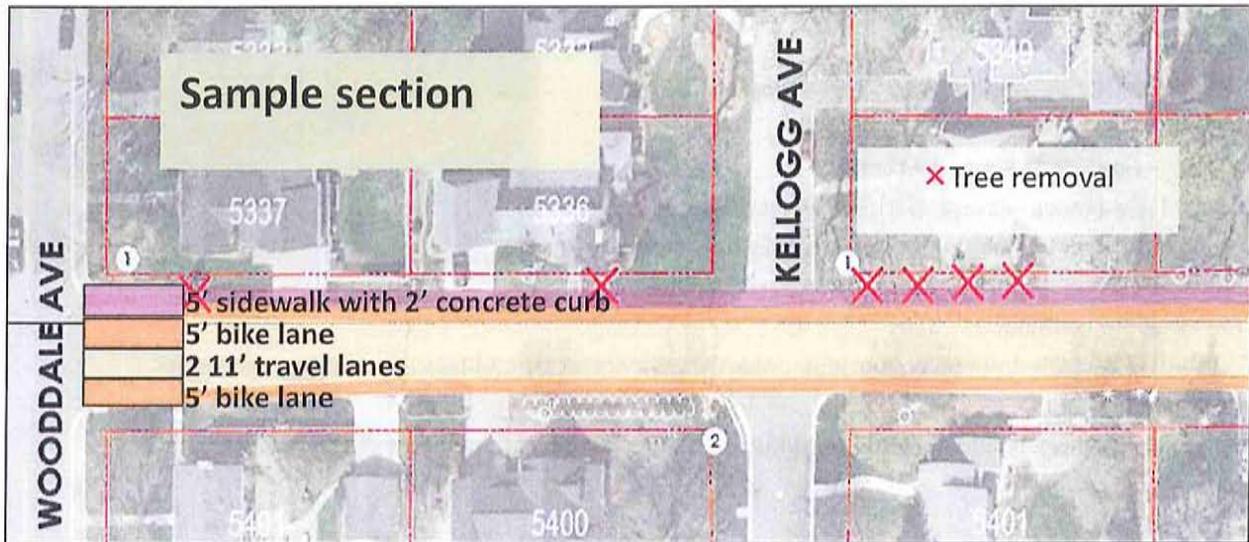
### Roadway:

- South side: Curb line stays to accommodate utilities
- North side: Combination of travel lanes, bike lanes, and sidewalk widens to the north approximately 7 feet from existing
- North side: Garage at 5336 Brookview Ave removed and replaced farther back from street to have acceptable slope for vehicles; replace 5357 Oaklawn Ave retaining wall and driveway (for acceptable slope)

### Parking: None on either side because of narrow roadway

### Biking: Dedicated bike lanes on both sides

### Sidewalk: North side for entire length; minimizes utility relocations and need for additional retaining walls, and provides most direct and safest access to Arden Park (minimizes street crossings close to park)



## W1 Appealing

- I know I am in the minority but 40' is not too wide, given that 5' of that is for sidewalks that make our neighborhood safer. I also bike and appreciate the lanes
- Agree with no parking
- yes to sidewalks on north side of 54th
- Sidewalk
- None...To evasive
- very little
- nothing is appealing about this scenario
- Side walk
- This is a good plan, even with tree removal
- Absolutely Nothing!
- Nothing is appealing - there is a better way to achieve goals with a far less negative impact
- Nothing...Hate it. we do not need dedicated bike lanes
- Dedicated bike lanes.
- not appealing at all
- Sidewalk
- This scenario is a nightmare for the property owners on 54th
- There is NOTHING appealing about widening to 40 ft.!!!!
- Like bike lanes, sidewalk
- yes to center line for cars on 54th
- best safety approach
- Bike lanes

## W1 Concerns

- Too wide!!
- Widening the streets will cause heavier, faster traffic, less safe!
- Too wide!!
- The road is only this wide because of poor tar jobs!
- Wider street would encourage drivers to drive faster
- Too wide! The street doesn't need to be this wide. Narrow road = safe/slow traffic
- Too wide
- Driveways become too short to park on: yes!
- Do not widen streets or lose trees which preserve the quality of the neighborhood
- Do not widen street! Willing to forgo parking
- Dislike due to removal of trees: agree!
- There is no good reason to remove trees: agree!
- 40' roadway is too wide. Too close to houses: agree!
- 40' is way too wide!
- 40' too wide - why trade greenery for cement?
- No concrete boulevard
- Bike lanes not needed, less signs
- Too wide, compare with 44th street design at the west end
- Sidewalk: yes on the south side. Bike lanes: No share the road
- 40' is too wide
- Don't need dedicated bike lanes
- Separate bike lanes not needed for number of daily bikers
- 40' too wide - why trade greenery for cement?
- Lowering garage floor not good, cast with foundation
- Drain would not work well while still frozen in spring
- Water would flow into the driveway
- [Utility boxes] Bury these, ugly, workers leave garbage
- Look at 44th for resolution
- [Garage relocation...] What?!! No!!!
- [Back-pitched driveway...] This is a big problem for homeowners!
- Street can't be narrowed for safety at Park Place
- Sidewalk should be on the south side to match canoe landing and bridge sidewalk
- Prefer Scenario 1
- 10' vehicle lanes?
- Ugly utility boxes
- Minimize tree removal
- Road is too wide. Really 2' concrete boulevard.???
- Too wide which will not slow traffic and will ultimately be less safe.
- Extremely concerned about widening the road & impact on greenery and charm of the street &

neighborhood; Shared bike lanes with travel lanes more feasible and will not have as much impact on the property values of houses on this street

- no to bike lane lines -- unnecessary and impedes traffic
- 11-foot travel lanes are not wide enough.
- tree removal, loss of side yards on the north only is unfair, take equal yard space from both sides of street
- removal of trees, garages, driveways and retaining walls in order to have a street that is too wide
- Cramming too much into a limited space. Did we not learn from the Wooddale experience?
- TOO WIDE; Loss of trees; side walk is too big (really, 7 feet) dedicated bike lanes are unnecessary and eat up too much road. Destroying of peoples' property??? Really?? Unfairness in road width, the North side is taking a huge brunt of the project. The whole project is unnecessary except road repaving and adding a sidewalk.
- These are unusual obstacles. I couldn't support this scenario. Sidewalk is need more than dedicated bike lanes if we have to make a choice.
- Tree removal is a very bad trade off
- get rid of bike lanes...and we do not need 2 foot concrete curb
- Removal of trees, could they be relocated instead?
- garage, tree removals, widens street too much, facilitating speeding
- one bike lane should be sufficient. wiping out trees and widening the road is ridiculous to accommodate special bike lanes. We don't need a sidewalk either.
- Dedicated 5' bike lane adds unnecessary width; dedicated bike lanes are NOT required on secondary bike routes
- Dedicated bike lanes widen the street unnecessarily. As someone who has biked a lot over most of my adult life, I have observed that bike lanes are the place that all the glass and sharp little rocks collect, especially if the road has any crown, as it really must if water is not to collect on the road. Veteran bikers avoid bike lanes. If you look at southbound Wooddale today, you will see that it is full of leaves and debris. Younger people cannot ride in a narrow lane; they don't have the skills or balance to do it. If they hit a gutter seam or the curb, they'll bounce into the traffic. Shared lanes with chevrons, couple with a little public education, are much safer.
- Inequitable amount of land taken from North side of street for sidewalk
- The street and add-ons are MUCH TOO WIDE
- 2 ft. concrete boulevard. is unnecessary
- don't need dedicated bike lanes
- Property values will be reduced significantly
- Dedicated bike lanes - let alone 2! - are not needed given current level of bike traffic; bikers can share the travel lane with cars; 2' concrete curb is ugly and takes away from more appealing greenery; very concerned about garage & driveway removal and replacement - why widen the road & take on this expense?
- Bike lanes.. Make them two ways and on one side only.
- street is too wide
- street is too wide and improvements are not centered on the right of way unfairly burdening the property owners to the north
- It looks like it gets way to close to existing houses.
- You can rip out someone's yard, garage, driveway, etc...but we don't have the ability to move a telephone pole??
- Roadway too close to houses on the north side
- I looked it up and it is not required, either is a sidewalk
- Very close the private residences, unsafe for children.
- I'm giving up lawn for bike lanes - I have lived here for 30 years and there is too little bike traffic to warrant this
- We don't need a sidewalk on every street in Edina. Stop trying to turn this neighborhood into a urban space.
- Beautiful trees need to be removed, which goes against Living Streets Policy
- This will kill the majestic oak tree at the corner of 54th and Oaklawn.
- Two bike lanes, only one side is needed - it pushes sidewalk deeper into our side of street
- Moving existing structures and trees just to widen is not in the neighborhood interest

- Removing and moving existing garage and driveways is a waste of money for the project and is

very burdensome to the property owners

## W1 Questions, comments

- Can the staging area go elsewhere? (3x in the last 5 years)
- Will we lose Transit for Livable Communities funding?
- Do we need to stripe the road?
- Too many trees removed...takes away from character of the neighborhood
- Why should widen the road?
- Why so much impervious surface? not environmentally sensitive
- narrow road to two 13.5 shared bicycle / vehicle lanes
- Who pays for a new garage, new retaining walls?
- Why are the renderings inaccurate?
- Driveways become too short
- My suggestion is keep the road the same with, put in side walk and 11 foot driving lanes.
- why is this even being considered?
- Concrete boulevard adds unnecessary width (it is a glorified 7' wide sidewalk, completely unnecessary)
- The driveways on 54th street are SHORT - you must take that into consideration when adding more width to this project
- narrow concrete boulevard. to 1' and center everything on the right of way
- Wider roadway encourages higher speeds
- why are you pushing everything to the north...unnecessary. You will lose trees
- what is the budget?
- North side bears the brunt of the expansion; NOT fair to those residents; REALLY?.Replace garage? NO! Unnecessary expense and absolutely UNACCEPTABLE! Just don't encroach much further onto property!
- Can you shift. street so that south side of street loses a few feet to help with driveways on the north side?

## West End Scenario 2

### West, Scenario 2: Highlights and **Unique** Features

*(Bike facilities and sidewalks are from City's Comprehensive Plan; minimum lane widths are MnDOT State Aid rules)*

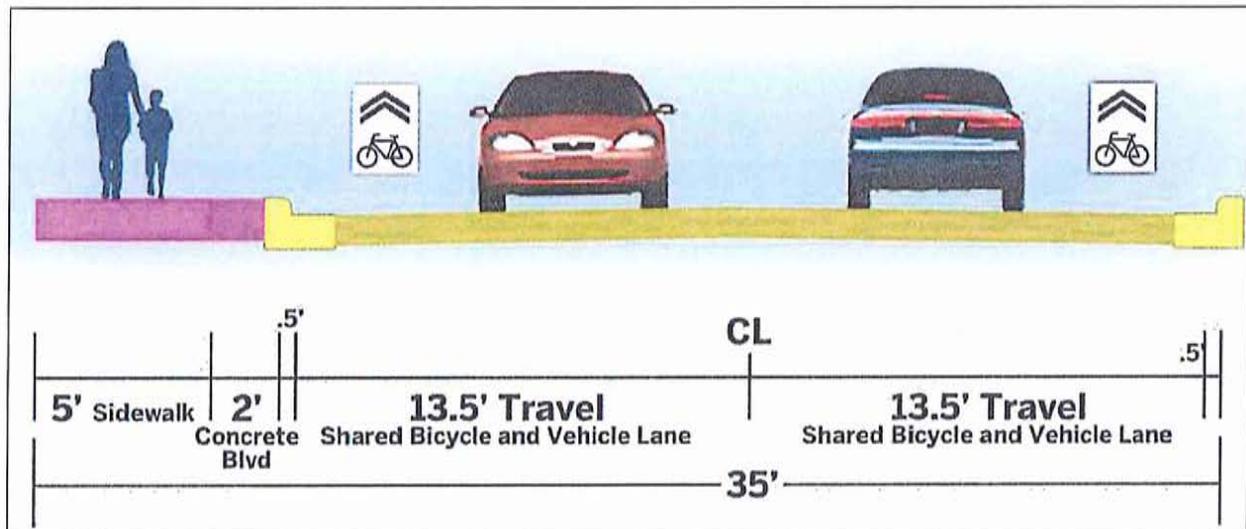
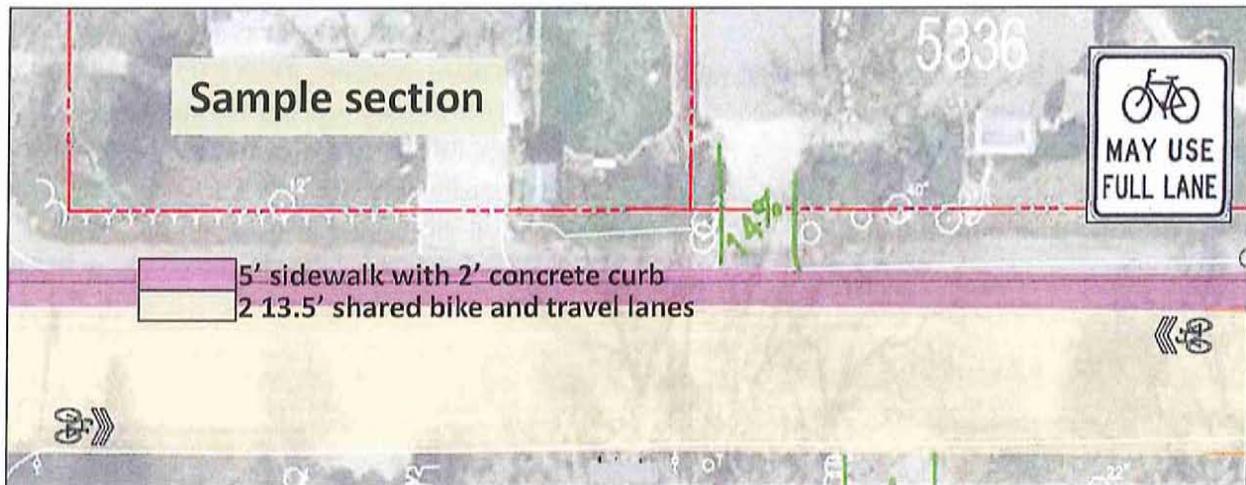
■ **Roadway:**

- **South side: Curb line stays to accommodate utilities**
- **North side: Combination of roadway, shared vehicle/bike lanes and sidewalk widens approximately 2 feet from existing**

■ **Parking: None on either side because of narrow roadway**

■ **Biking: Shared bike / traffic lanes in both directions with "share-arrows" painted on street**

■ **Sidewalk: North side for entire length**



## W2 Appealing

- Shared bike lanes are great
- 2' concrete boulevard is for ADA (different texture)
- Definitely need a sidewalk on at least one side of the street
- Prefer Scenario 2 to 1
- Scenario 2 better than 1
- Prefer this plan. Less loss of trees
- sidewalk
- Shared bike lanes;
- Keeping the road as narrow as possible.
- Better, share Bike and Car lane, forces cars to SLOW down.
- narrow over all width
- 13.5' travel lane with shared bicycle
- side walk to Arden park
- scenario 1 is better, safer for bikes and pedestrians
- Share the road
- This is a far superior alternative. It achieves key objectives with fewer negative impacts
- No dedicated bike lanes is good. sidewalk is good
- this is the preferred scenario with modifications
- May use full lane for bike travel (as in other parts of 54th east of France).
- LOVE the idea that shared concept is embraced; there are just too many existing site constraints which make widening road detrimental. Shared arrows are a better way to alert bicyclists/motorists of the shared concept;
- Better than scenario one.
- No one's garage needs to be moved to accommodate this plan.
- The much narrower width in this scenario is MUCH better but can be improved to be a bit narrower yet
- Houses on corners were never "Plotted" with anticipation of widening the road. Keep road the same width
- shared bike lanes
- saves trees versus plan 1
- Keeps trees, more green space between road and homes
- Why can you make the drive lanes 12 feet instead of 13.5?
- like the shared bike/car concept without dedicated bike lanes, want the road to be as narrow as possible
- Not a significant loss of trees or yards in existing homes.
- Better than the other option (keep the shared-lane concept the entire length of road)
- shared bike lanes assists in keeping the width to an acceptable level

## W2 Concerns

- The street is too wide because of erosion
- Too wide because of erosion
- Too "splayed out" at Wooddale
- Tree does not come out
- Street too wide - lose too much greenery
- Too wide!!
- Have to lose trees - that is NOT green
- Lose too many trees!
- Keep new 54th sidewalk on old road, not onto existing grass
- Currently 29 ft. - losing 6 ft.
- Too wide
- Maintain width over whole length. No increase in width at Wooddale
- Center 35' so both sides of the street share the widening
- Street width should be shared
- Save the trees
- Road too wide still!
- Do not widen streets, keep 32'
- Very similar to 44th street at Coolidge, 33'6" total width
- Limit concrete boulevard to 11" - similar to west end at 44th St
- Like 44th street
- We want to be like 44th street
- Too wide
- Remove the 2' concrete boulevard

- Put texture on the edge of 5ft. sidewalk - don't need boulevard.
- Too wide
- 2' concrete boulevard unnecessary. Why not 10" wide?
- If concrete boulevard is necessary, why 2'? Could be 1'!
- Is 7' [=5' sidewalk+2'boulevard] more than it needs to be?
- How about a 4' sidewalk and 2' concrete boulevard? Otherwise the two elements are too large
- Why concrete boulevard? Reduce by 2', less concrete
- 3'6" apron, 10' drive lane, no concrete boulevard
- Scenario 2 is better than scenario 1, but street still too wide
- Scenario 2 better than scenario 1, but street still too wide
- Scenario 2 better but still too wide
- This scenario is better than #1 but still too wide
- Reduce travel feet
- 32' would be better
- 12' shard on East End #2 - narrow street still
- What about signs? Too many now!
- 13.5' too wide for road
- This illustration is not accurate
- Let's make this more narrow, slows traffic
- Park Place at 54th is too narrow, dangerous, nuts
- Park Place needs to remain at current width. With it narrowed, will be dangerous in winter because of steep slope on Park Place and steep Eastward slope on 54th Street at Park Place
- Merge the two scenarios
- 5' sidewalk, 5' bike lane, 11' travel lane, 14' share
- 5' sidewalk, 4' bike lane, 11' travel
- 10' lanes; can we get a variance
- Don't want to widen road, remove trees, or put in more impervious surfaces
- Dedicated bike lanes are dangerous because they are often filled with debris or road hazards and bikers avoid the lanes
- Don't remove the rapids
- I object to moving the footprint of the project to the north, especially as I am concerned about losing trees (including a huge mature oak on my property)
- Place the footprint more equitably
- The sidewalk is too wide, especially with the 2' "rumble strip". Consider a 1' strip like
- Losing the trees, Changing the charm of the neighborhood
- still too wide. Needs to be narrower so traffic maintains a slow pace
- Width of road is expanding from current width;
- Sidewalk on North side. Residents will have sidewalk right at doorway.
- width of side walk, to wide
- concrete boulevard. is too wide. 1' wide like the west end of 44th St. is best
- STILL TOO WIDE! Utility lines can be moved. The pain should be "shared". NO TREES should be lost.
- This is a narrow WOL.
- All the expansion is to the north. It's better to bury the power lines and balance the width increase between the north and south side. Also, narrow the travel lane to 12 to 13 feet - This way key objectives can be met with no change to the total width of the street.
- Get rid of 2 foot curb,
- only need 1 foot curbs, no rumble strip , drawing is not centered
- Still 1' wider than necessary; 34' CENTERED along the 60' right-of-way can work along 54th from Wooddale to bridge
- It is still unnecessarily wide.
- the 2 ft. concrete boulevard. is excessive and adds to the overall widening
- Turning 54th into a speedway and NOT a neighborhood
- no parking. Not good have it on at least one side. Why do you need bike lanes?
- 2' concrete curb adds more concrete & takes away from more appealing greenery;
- Tree removal.
- loss of side yard space only on the north side of street
- improvement is not centered on the street right of way
- The plans show the "eroded" areas like that is a lot line. A 7' sidewalk is completely unnecessary! We

are limited for space....every inch counts. This could be 2' smaller.

- 7 feet of walkway will be very ugly. There are better alternatives - keep it at 4 of concrete. It's better to have 4 foot sidewalks and 3 feet of grass or total width of 5 feet for both the sidewalk and concrete boulevard.
- Narrower street is better. that way you don't disturb the trees and grass on the north side
- we oppose more signs and the presence of bike racks
- Why have 2' wide concrete boulevard?
- The two foot rumble strip is wider than any other I've seen in the city. It's an extra poke in the eye to residents.

## W2 Questions, comments

- Do these replace utility pole lights?
- Is the road centered
- Why not center-split the loss between North and South?
- Can sidewalk go to south side? Church, school bus stops, bridge, businesses, etc.
- Are the existing street lights to be replaced with more neighborhood "friendly" lighting in addition to the proposed sidewalk lights?
- How would power lines be affected/moved?
- Why remove the trees?
- Why do we need a 2' concrete curb? Why 13.5 ft. travel lanes vs. 11 ft.? Other streets with shared bike lanes have 11 ft.
- Have lanes, curbs, sidewalk designed into current width. Remove bike share.
- why not be fair and center street and sidewalks in right of way
- can the sidewalk be narrower?
- None of the street are named above....where exactly is this?
- Does center need to be striped?
- why are we only seeing half the map? Oaklawn and Brookview not shown. Are there tree removals or other disturbances there?
- Have you attempted to view the design scheme the residents (along this stretch of the road) have come up with? 34' CENTERED along the right-of-way and adheres to Edina's Comprehensive and Bicycle Plans AND Living Streets Policy!
- Why are dead creosote covered trees more important than living ones?
- Why 2 bike lanes?
- Why do we need to increase the road width?
- can you get the total width to 33'?
- Where can I see the map for 54th and Oaklawn? If you can remove garages, why can't the utility boxes on 5401 Oaklawn property be buried?
- Who pays for the tree removal? How does tree removal adhere to the Living Streets Policy?
- Poor forum, should be able to dialogue!
- Make creek visible from both sides of the street
- Insist that Xcel replace utility boxes
- No "staging" of construction equipment/supplies or "share with other side of bridge" [by 54th and Brookview]
- Address and improve the community

## W2 Lights



- Lights good!
- Lights are positive
- Yes lights
- Need lighting [by Park place]
- Lights are good!
- Lights are attractive
- No
- lights a good idea...very dark now
- Yes
- Do we really need more lights.
- Street Lights?
- Only if ugly existing lights are removed
- Only if they are replacements for the existing street lights which are really ugly
- Yes
- no
- Where would they be installed? The "pink" rectangle is covering up something. I live at 54th and Wooddale and can't put much more in my yard! We have multiple signage, stop sign, front sidewalks and a fire hydrant. PLEASE, NO MORE!!
- Yes. Safety should not be an option, but a requirement.
- The new lights are attractive and we will benefit from the increased light.
- Do not take out all these trees. You are killing home values for some reason we can't figure out.
- lights ok, if not shining into people's homes
- Yes, but consider downward facing lighting principals from the International Dark Sky association? Consider not adding light pollution to our neighborhood.
- okay
- Yes
- Lights at bus stops are nice. It is extremely dark at night.
- In lieu of or in addition to existing lights? If you could get the yellow monster off the pole at Oaklawn, that would be great.
- HUGE CONCERN - we need lights overhead at Park Place and 54th - many neighbors have requested this over the years - for safety for bikers and children and drivers at night who can't see where Park Place is
- Let the immediately affected neighbors decide.
- There already exists street lighting at these locations...why is MORE lighting necessary? If the additional lighting is adopted, then the existing street lighting should be improved to "focus" on the street more effectively and not add to the burden of those homeowners nearby that will have to put up with the excessive amount of ambient light

## W2 Bus pad

- Ugly concrete slab - not needed for the number of daily users
- Too big of a concrete pad for limited users
- No additional concrete
- Do not put concrete bus stops...promotes loitering
- Ugly
- Ugly
- Ugly
- Edina does not need more concrete to shovel snow from
- Ugly concrete slab not necessary
- No bus stop pads
- If students stand on the grass for the bus, why not for the metro?
- Ugly and not needed for the low number of bus riders
- No bus stop area!
- No! Ugly! Many agree! I agree!
- Unnecessary impervious surface; riders can fit on the sidewalk [don't need an additional space]
- Not within the scope of the right of way grant by the platter of South Harriet Park
- No
- NO...just will become a place to loiter
- NO...these are ugly concrete slabs that are completely unnecessary for the extremely limited # of bus riders. Why are we taking away greenery to add unappealing concrete? This is a neighborhood, not downtown Minneapolis! Let's keep the charm & recognize how few people actually pick up the bus on 54th street.
- No, Rarely used keep green.
- Good move
- no
- no
- No
- no
- More hard surfaces? No! This is not 50th and France.
- Check with Metro Transit about ridership and if possible to consolidate bus stops. Add pad, but be mindful of aesthetics.
- These are ugly and very unnecessary. We very, very rarely seen anyone standing at the bus stop in our yard today. Hundreds of kids wait for school buses on the grass or along the street. Even the bus stops on Vernon near Interlachen have people standing on grass or in a parking lot area.
- Terrible...Ugly, expensive and no need for it. are you kidding me. Quit trying to junk up our neighborhood this isn't Blaine!
- sounds ugly, and the fewer impervious surfaces the better for the environment
- Yes
- okay
- Yes
- I am neutral with this idea. I tend to like it because it will get riders waiting for buses OFF the street. Wouldn't need to be big at all, though.
- Bike racks and concrete bus stops are not permitted uses in the right of way.
- I have a hard time seeing the purpose. I see many negatives including additional expense, snow removal, another hard surface not allowing runoff to permeate the soil.
- This is not at all needed...to ruin the property for the sake of this feature that serves only a handful of bus users weekly is a waste of effort and resources

## W2 Bike rail

- Bike rail not needed. Who will use a bike rail?
- No bike park
- Who uses a bike rail? Not needed at a bus stop. Very ugly!
- Better bike rack
- No need for bike racks, out of character for residential area
- Hazard to navigation for pedestrians and sidewalk snowplow operators
- No not necessary
- NO....it's a neighborhood not a transit stop
- NO! It is unnecessary given the current LOW number of bus riders, especially those with bikes.

This will just provide a place for transients to hang out and for graffiti and other trash to collect.

- Absolutely not, very unsightly. Will rarely be used.
- no
- no
- no
- No.
- no
- NO, please no!!
- No. Add bike parking near church.
- Even worse than the concrete slab. No one will ever use it but it will be a constant eye sore.
- Worse. Stupidest idea ever. Hate it. I would personally cut it down if you put them in. Don't do it.
- NO! this is not a school yard or a commercial area - unnecessary and obtrusive
- Who would use it?
- not needed on this street.
- No
- Why on earth would you need to have a bike rack at these locations? NO! Look at the bus schedule (#6)...no one is riding their bikes here to catch a bus!
- Bike racks and concrete bus stops are not permitted uses in the right of way.
- Good idea to have one near the creek. I see bicyclist there regularly.
- This is totally out of character for this neighborhood setting, and like the concrete bus stop pad is a waste of effort and funds which could be better implemented at the bridge area

## Final comments, online only

- I live in this neighborhood and it's important to all of us to maintain the "feeling" of the neighborhood. The narrower the roads the better, prevents speeding. We all feel it is important to not make 54th street a "cut through" for all the traffic on 50th. All of this is making the street look too "modern" and does not maintain the integrity of the neighborhood! We are concerned about our property values and what this project is going to do to them! Let's not "cater" to the bikers and lets maintain the neighborhood. Common sense should prevail on this project, not some grand scheme to make this a major road!
- It seems to me that we are very much equalizing all voices in this feedback, instead of focusing on those that have and will continue to invest in the Edina community through their property purchases & property taxes. It is critical to the wellness of the neighborhood and to the values of our home to keep all sections of the street at their CURRENT WIDTH and to maintain the charm and quaintness of the neighborhood. We shouldn't let recreational users, one season bike riders and other non-residents overly influence the direction this project takes. Let's ensure the charm, greenery and appeal of the neighborhood is ENHANCED by this project, not destroyed.
- I'm worried that the survey will be overwhelmed by people who do not live on 54th and whose agenda for 54th does not contain safety and quality of life for the actual residents along 54th street. From the survey meetings a lot of people were there with strong opinions who are not residents (bikers, whitewater enthusiasts) and people who are just concerned with getting to Lund's.
- To keep 54th SAFE keep it NARROW.
- Bike lanes impede traffic flow and are not used most of the time. We in Minnesota do not have safe road conditions for biking during 6 months of the year. Waste of tax dollars because bicyclists know how to ride on roads without bike lines, and drivers know how to drive with bicyclists without bike lanes. Bicycle riding is healthy exercise, but becomes dangerous activity when roads are wet, icy, and cars slide. One might say bicycle riding on busy winter streets is dangerous, risky behavior possibly endangering lives.
- Please do NOT change the flow of the river of the gradient.. MANY whitewater kayakers use the wave under the bridge.
- This section of the creek is a highlight when I paddle the creek because of the rapids. I understand the desire to make it more accessible and eliminate pedestrian traffic by removing the rapids but I don't think that removing the rapids is the answer. Having a challenging section gives new paddlers something exciting to look forward to trying. I also enjoy the rapids because they provide a local park and play section where whitewater paddlers come and hang out. It's really fun and valuable having this local play feature for new paddlers to learn on right here locally. Thanks!
- Street and sidewalk development should be as narrow as possible in order to reduce the impact on adjacent properties. The total improvement should be centered on the street right of way in order to not discriminate. This project should improve the neighborhood not make it less desirable to live on this street.
- This project, along with the Wooddale project, has been incredibly discouraging and frightening for residents of the neighborhood. We do not understand the engineering dept. obsession with bikers and a disregard for the actual residents who this most affects. There are no bike lanes or signage on Concord Ave. which serves THREE public schools and our community center. You are willing to alter the naturalness of the creek, demolish peoples' personal property, destroy trees well over 100+ yrs. old and create ill will and distrust for your dept. Yet we can't move a couple of telephone poles and a utility box? There is something else at work here...
- Many of the 54th Street residents have read all the literature published by Edina and MnDot and we KNOW that sidewalks, designated bike lanes and travel lanes are not either required or have to be the width you have ""drawn"".
- Also, the pain has to be shared!! It is unfair and stupid to put this all on the north-side residents. We

have measured each corner, and every corner along this street and it is MORE than possible to center the road. It is the city engineers which keep coming up with "new ideas" to spend money. There are literally few bikers and even fewer bus riders and you at City Hall are willing to disregard our ideas for these token few.

- Edina's schools are great because of the RESIDENTS. Our homes retain and gain property values because of the RESIDENTS. It is the RESIDENTS that have maintained our properties and made enhancements. PLEASE, LISTEN TO THE RESIDENTS!
- Some residents have requested that west side not be expanded at all. This is unrealistic. Whatever the final design, do not permit substandard bike lanes (less than 5') or sidewalk (less than 5' plus 2' boulevard). Safety is infinitely more important than someone's lawn. On west side where roadway is 30' can you do 5' dedicated bike lane (westbound), 12' westbound travel, and 13' shared lane (with or without pavement markings)?
- I just want to reinforce my firm belief that as long as the key objectives of the project are being met the residents living on Kellogg should be the only ones to make the final call on the alternatives. We would prefer to simply resurface the road as it is today with no sidewalk or bike lane - but we understand that for the safety of walkers and bikers the community would benefit from these. The second narrower alternative provides for this so there is no good reason to go with the wider version. No one who lives on the street wants the wider alternative and since the key objectives of sidewalks and bike lanes are met - it makes no sense to allow the opinions of anyone else to override the decision.
- I am very concerned that my beautiful street and neighborhood is going to be transformed to meet a vision that is not ours. Please be respectful first of the citizens that live here who have paid taxes for many years. We do not want an Eden Prairie look.
- Our collective desire is to keep a quaint, narrow and safe street which is typical of East Edina. We have enjoyed our neighborhood for many years, and want to preserve and protect it.
- We will fight this if it looks like most of the drawings you showed us at the meeting last week. consider the residents that live on 54th and not the special interests of your planning group or the bikers and river folks that don't even live in Edina...let alone on 54th. You could potentially decrease all of our property values and ruin the integrity of the neighborhood look and feel. That is not your job. Your job is to serve the community that pays taxes which funds YOUR paycheck.
- Thank you for taking the time to put together these surveys! I think the owners of properties on 54th street deserve to be treated with respect like all the other users of the street. I think scenarios were created that can appeal to most of the homeowners who live on the street and also maintain the value of the properties and the character of the neighborhood.
- Keep or improve the whitewater features.
- 54th Street is designated as a secondary route per Edina's Bicycle Comprehensive Plan. Dedicated bike lanes are NOT required when the road is "reconstructed". I am certainly glad to see that certain design proposals are embracing this concept. A shared lane approach is still a bicycling option which provides a safe means for bicyclists and motorists! Widening the road from the existing footprint on the west side (from Wooddale to Brookview) would be disastrous and invasive, resulting in many felled trees, driveway/garage conflicts, unequal distribution of project's scope (north side has more project encroaching on their side). All 12 homes along the stretch from Wooddale to Brookview have a side yard setback of 15', meaning they are already 15' closer to the road than your typical 30' front yard setback. Moving the road any closer than it currently is DOES have a negative impact. Several of those homes have non-conforming uses, meaning their homes were built (in the 1930's and 40's) outside those setbacks (before the current zoning requirements). The residents west of the bridge are very concerned with widening road from current footprint. We have come up with a design scheme which is very close to the 35' wide option that we all agree on. We have submitted this design to all city council

members and feel that it follows guidelines set out in Edina's Comprehensive Plan, Edina's Bicycle Comprehensive Plan and The Living Streets Policy. The design balances needs of bicyclists, pedestrians (both disabled and able-bodied), motorists, transit riders and the residents who actually ""reside"" on 54th Street. The design has very little environmental impact and observes existing site constraints (utility poles, utility boxes, trees, slope, etc.). We have a design everyone can be happy with and hope you can follow it. After all, wouldn't you feel better if you could build something that everyone would like?

- The design options presented are breaking the project into three areas...I really wish more would be done to make it feel more cohesive. I realize the road is wider on the east side and parking is desired/needed, but I wish more would be done to help calm traffic along the east side and features could be added to help it tie more with the west side's scale. This project CAN really be GREAT! Keep it simple. Keep it consistent. Keep it cohesive. You have the opportunity to create a wonderful half-mile stretch of road that can truly be enjoyed and experienced by thousands of people on a daily basis. The average length of stay for all of the current residents along 54th Street (20 homes between Wooddale and France) is at least 17 years. We don't take these ""improvements"" very lightly and want to see this done right! We have seen how this road gets used and feel that our input is unique AND invaluable.
- Again, as a NON-resident, I applaud the City Of Edina's careful and thoughtful efforts in preserving this gem of a park. As a whitewater boater, I've already stated my concerns with the church issues and the hope that a whitewater consulting company is brought in to at least give cursory advice on the project. THANK YOU! Bob Winston, A.C.A. Whitewater Instructor Volunteer, Wounded Warriors Project, 612/432-0334
- I didn't see any area addressing over head lights at Park Place and 54th - this is so critical for bike and pedestrian safety - and cars cannot see the street sign at night. There is a pole at this spot but we neighbors have repeatedly asked for a street light here and it is not being addressed anywhere in this survey. This is a critical safety issue when you are addressing many mundane issues of visual landscaping. Please have this issue addressed at the next meeting. Thank you!
- We very much want to fit into the "Living Streets" model, but keeping in mind our limited space constraints with only 15' setbacks to our homes. The average resident on 54th Street has lived here 16 years and have generally no plans to move unless our property values diminish due to increased traffic patterns down 54th Street. Please listen to the residents who LIVE on this street, who are raising children on this street, who have loved this neighborhood because of its livability. We love Edina for so many reasons, most importantly our neighborhood.
- It would be nice to see some space designated for public art in the master plan for the reconstruction project. I don't expect it to be a part of this project, but maybe in the future, some of the neighbors may want to make this kind of a contribution to the community.
- It looks great!
- I assume that all the information gathered at the 30 Sept meeting in the form of "sticky notes" were documented to add to this survey?