

# **APPENDIX A**

## **Stakeholder Engagement Issues and Needs Gathering – June-July 2013**

# STAKEHOLDER ENGAGEMENT UPDATE: ISSUES AND NEEDS

4 August 2013

## Overview

As outlined in the Stakeholder Engagement Plan, the City and Consulting team sought *input* from community stakeholders on issues and needs related to the 54<sup>th</sup> Street reconstruction and area stormwater management plan. The City launched the process in mid-June with letters to neighborhood residents and businesses in the area (see map) explaining the projects and engagement process, as well as a stormwater-specific letter to businesses near 50<sup>th</sup> and France.

On 20 June, the online survey went live, a Ground Team kicked off doorknocking and intercept surveys in the area shown, and City and Consulting team staff began arranging input sessions with several stakeholder groups.

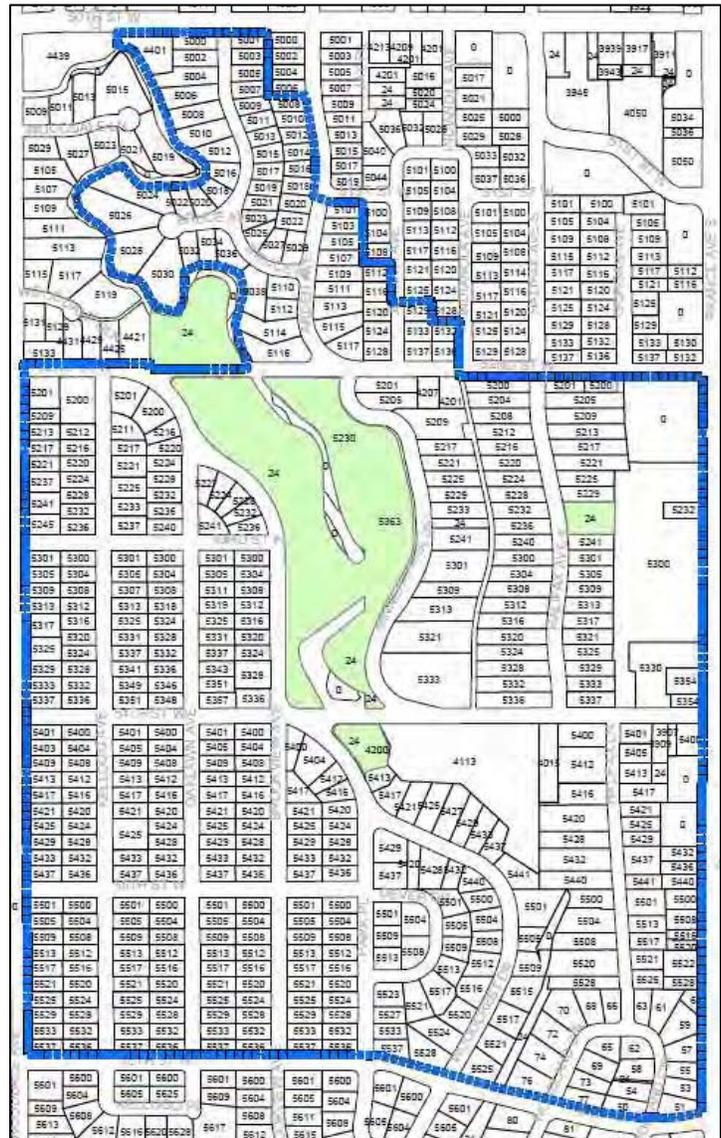
The Ground Team consisted of nine trained graduate students, along with several volunteer City staff and Consulting team members. There were two Ground Team leads, one responsible for managing the fieldwork and the other for data management and analysis. Ground Team members wore City-issued identification badges and bright green shirts to be easily recognizable.

Through mid-July, over 450 adult and youth stakeholders contributed their issues and needs via doorknocks, intercept surveys, small group sessions, and the online survey.

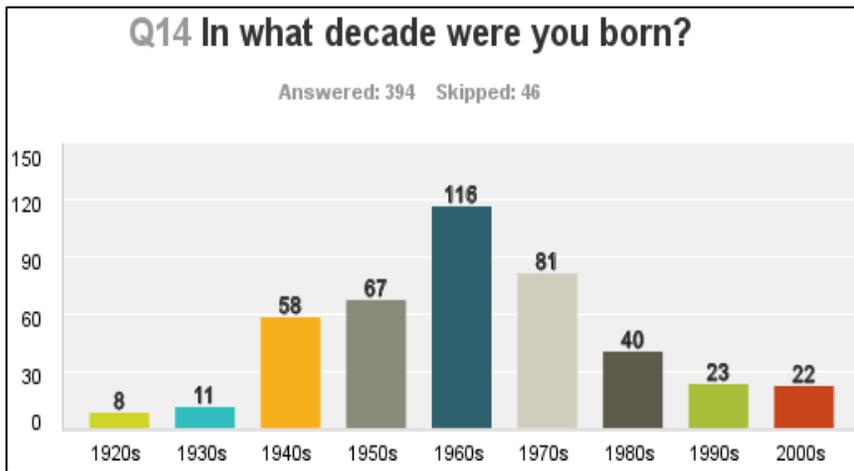
The two core questions were the same for the doorknocks, intercepts, online survey, and small group sessions:

- **What issues and needs do you see on 54<sup>th</sup> Street, including the bridge? (Please focus on needs and issues rather than specific solutions. Examples might include: We live west of Arden Park and kids can't walk there safely. Or, The bridge isn't wide enough for cars, bikes, and walkers.)**
- **What issues and needs do you see for Minnehaha Creek and Arden Park? (Please focus on issues and needs rather than specific solutions. Example: Stormwater runoff dumps directly from the road into the Creek. Or, The canoe landing is primitive and slippery after a rain.)**

Doorknocking was done in the evenings. Intercept surveys were conducted in Arden Park near Minnehaha Creek or on bridge and at all times of day in order to get a wider range of participants. We tracked a variety of mostly observable demographics and activity information for the intercept surveys, which are described in that section.



For doorknocks, intercepts, and online surveys, we asked about decade born; most people answered, as shown on the chart below.



The following sections provide additional information on doorknocking, intercept surveys, and small group sessions; maps of survey locations; and compiled results for all stakeholder input on these two questions. Those results are being reviewed and analyzed by the project Consulting Team and will shape the design components brought back to stakeholder in August and September for feedback and further guidance.

## Doorknocks

Between 20 June and 12 July, trained graduate students canvassed local residences during evening hours seeking stakeholder issues and needs related to the Edina 54th Street reconstruction and stormwater management plan. The list of residences was provided by the City of Edina. Ground Team members stopped at each household at least once over the course of the project, and two attempts were made to contact people within one block of 54th Street, along Bruce Avenue, and in the 5300 blocks of Wooddale and Kellogg Avenues.

Crew members tracked completed surveys, refusals, no input, vacancies or under construction, and people who had already completed either an intercept or online survey. See map of doorknock and intercept survey locations below, and results are included in the compilation at the end of the report.



## Intercept Surveys

Ground Team members conducted 202 intercept surveys from 20 June through 1 July. The intercepts stopped when members began intercepting the same people more than once and the content become substantially repetitive. See additional information below along with a few photos; results are included in the compilation at the end of the report.

## Activities and Demographics

Information on the activities people were doing at the time of the intercept survey, along with basic demographics, were gathered by visual identification and are shown on the charts below. Color indicates frequency, with the highest number in each category shaded the darkest.

Adults	
Standing/waiting/sitting/car	32
Walking, strolling, wheelchair rolling	86
Bicycling, inline skating, running, etc.	16
Canoeing, kayaking, tubing, swimming	23
Picnicking, eating	2
Playing (sport, playground)	21
Wading, fishing	6
Other	2
	188

Youth	
Standing/waiting/sitting/car	4
Walking, strolling, wheelchair rolling	11
Bicycling, inline skating, running, etc.	7
Canoeing, kayaking, tubing, swimming	7
Picnicking, eating	2
Playing (sport, playground)	9
Wading, fishing	8
	48

Females	
Standing/waiting/sitting/car	18
Walking, strolling, wheelchair rolling	65
Bicycling, inline skating, running, etc.	11
Canoeing, kayaking, tubing, swimming	11
Picnicking, eating	2
Playing (sport, playground)	18
Wading, fishing	4
	129

Males	
Standing/waiting/sitting/car	17
Walking, strolling, wheelchair rolling	44
Bicycling, inline skating, running, etc.	12
Canoeing, kayaking, tubing, swimming	24
Picnicking, eating	1
Playing (sport, playground)	13
Wading, fishing	7
Other	1
	119

People of Color	
Standing/waiting/sitting/car	1
Walking, strolling, wheelchair rolling	4
Bicycling, inline skating, running, etc.	0
Canoeing, kayaking, tubing, swimming	0
Picnicking, eating	0
Playing (sport, playground)	1
Wading, fishing	1
	7

Non-English speaking	
Bicycling, inline skating, running, etc.	1

Disabled	
	0



## Small Group Sessions

The Consulting Team conducted small group input sessions to gather input from various stakeholder groups on the same two questions used for the doorknocks, intercepts, and online surveys.

These were conducted with the following groups:

- Edina Transportation Committee
- Edina Energy and Environment Committee
- Edina Park Board
- Edina Community Lutheran Church
- Bike Edina Task Force
- City staff

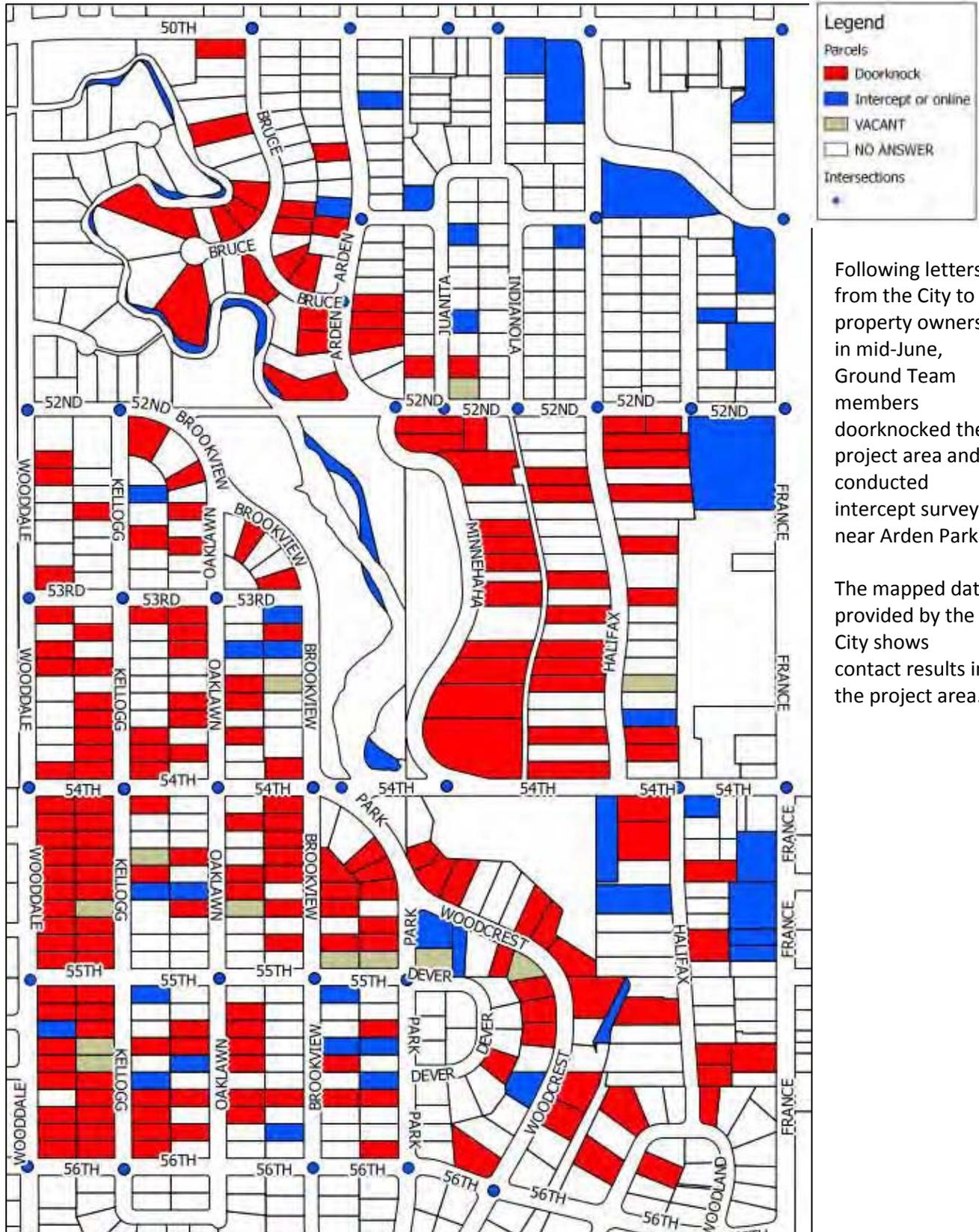
Results are included in the compilation at the end of the report.

Team members also organized a stormwater-only meeting with businesses at 50<sup>th</sup> and France, which will support ongoing planning and design discussions with the City.



# Respondent Maps

## Doorknock and Intercept Surveys in Project Area

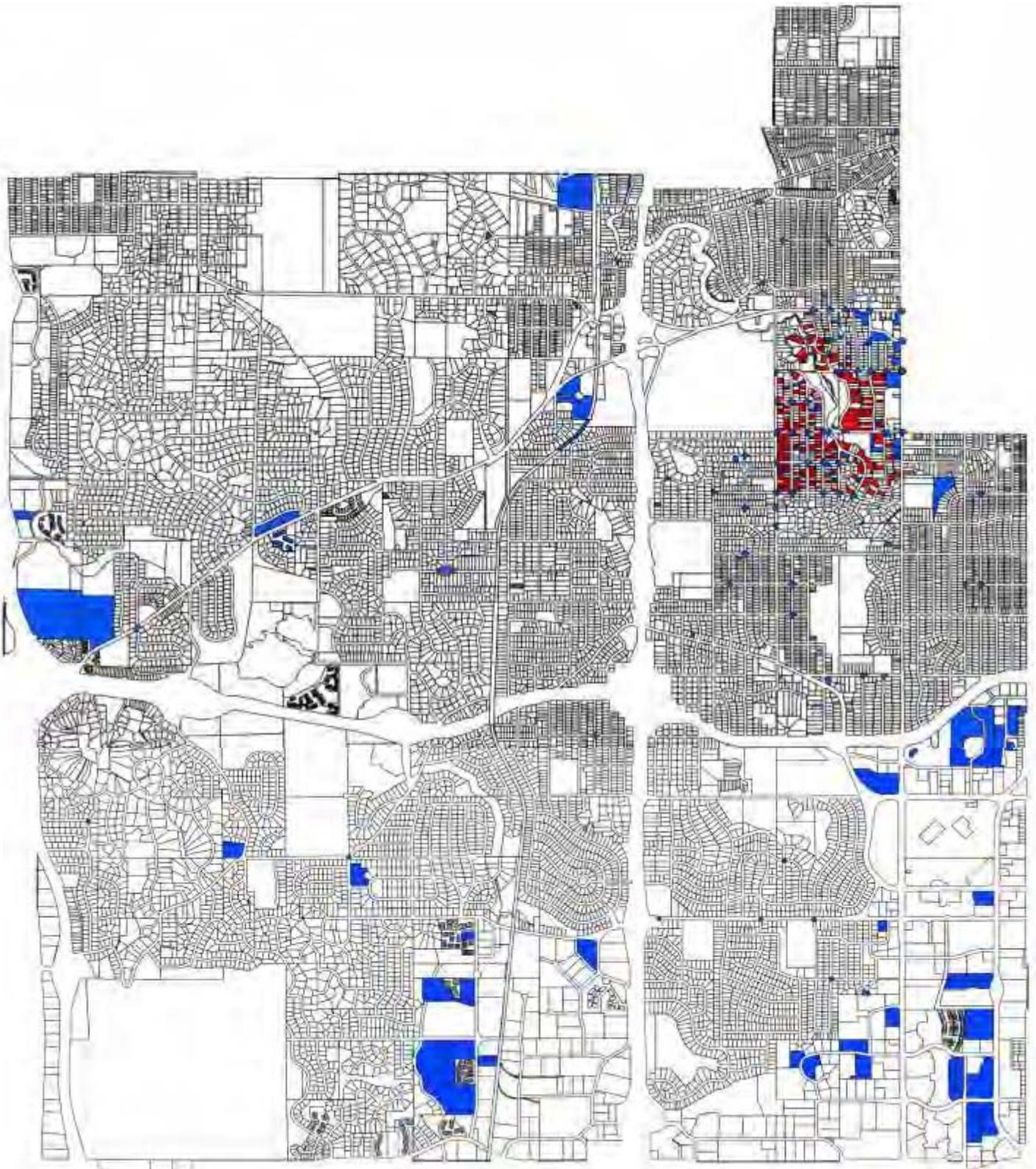


Following letters from the City to property owners in mid-June, Ground Team members doorknocked the project area and conducted intercept surveys near Arden Park.

The mapped data provided by the City shows contact results in the project area.

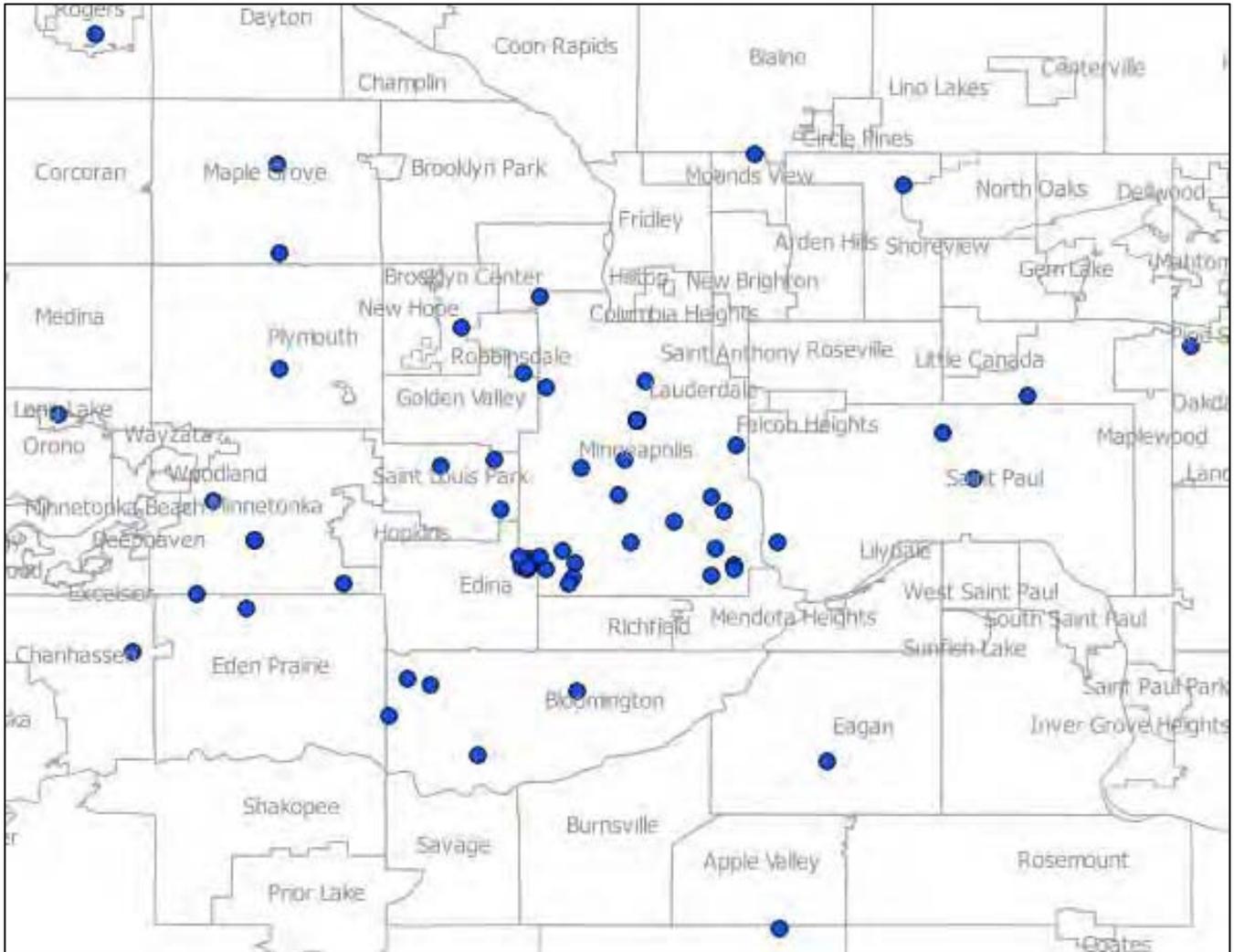
## Intercept and Online Surveys in Edina

The mapped data below provided by the City shows contact results Citywide; intercept survey addresses or intersections were mapped as they were provided by respondents.



## Intercept and Online Surveys Outside Edina

The map below shows intercept survey contacts *outside of Edina*; these addresses or intersections were mapped as they were provided by respondents. In addition to these, a handful of out-of-town visitors were intercepted and shared their perspectives; they are not mapped here but were from Hutchinson, Princeton, Redwing, Annandale, and Chicago.





## Categories

Responses from doorknocking, intercept surveys, online surveys, and small group sessions were all entered into Survey Monkey. The initial analysis focused on the two key survey questions: 1) Issues and needs on 54th Street, including the bridge, and 2) Stormwater-related issues and needs for Minnehaha Creek and Arden Park.

After thoroughly reviewing all responses, they were roughly organized into categories that emerged from the stakeholder input. All stakeholder input on issues and needs will inform the preliminary street design components and stormwater management plan on which the City will seek stakeholder feedback in August and September. The initial categories were as follows (alphabetically):

- Aesthetics
- Creek
  - Access and safety
  - Cleanliness
  - Drainage
  - Environmental impact, runoff
  - Maintenance issues
  - Water preservation
- Parking availability
- Pavement conditions
- Road geometry
- Safety
  - Bicycles
  - Lights
  - Pedestrians
  - Vehicles
  - Water
- Signage
- Traffic, speeding

Some respondents also identified issues specific to future park design or other City issues that are outside the scope of this project focusing on 54<sup>th</sup> Street and the area stormwater management plan. Those responses *are* included in the compilation below, but because they will not affect this current project have been pulled out and provided to the appropriate City boards, commissions, and staff for future consideration.

## Detailed Input: Stakeholder Issues and Needs

### STAKEHOLDER INPUT: Edina 54th Street/Stormwater Management Plan

**QUESTION 1: What issues and needs do you see on 54th Street, including the bridge? (Please focus on needs and issues rather than specific solutions. Examples might include: We live west of Arden Park and kids can't walk there safely. Or, The bridge isn't wide enough for cars, bikes, and walkers.)**

**NOTE:** This is all input from doorknocking, intercept surveys, online surveys, and small group sessions (such as City committees) from 21 June-18 July 2013. Content is in random order and only personal names and phone numbers have been removed. Input from this and the other key question is being categorized and in combination with design and regulatory requirements will be used to generate scenarios for stakeholder feedback in August and September 2013.

#### Response Text (filtering out none, no response, no comment, etc.)

- The condition of the street is a big issue.  
The speed at Minnehaha Blvd is also an issue.
- More places to view Creek as it goes over dam
- More room on bridge to view Creek
- Bridge too narrow for pedestrians, bikes, and cars
- Complicated intersection at 54th and Minnehaha is unsafe because there are too many competing uses (cars, bikes, pedestrians)
- Cars and bikes don't always stop at eastbound stop sign—sign isn't obvious
- Private needs of church relying on public roadway 7 days a week
- Optimize cycling opportunities and further build out bikeway system by providing dedicated bike lanes on both sides
- Improve pedestrian and bike access to Creek by providing sidewalks

<ul style="list-style-type: none"> <li>• Big dip in road at creek makes it less safe</li> </ul>
<ul style="list-style-type: none"> <li>• I am a whitewater paddler, so I will just stick to the areas that concern me (not to dismiss others' concerns, but I am not familiar with things like "walkability or what have you, so I am only semi-informed there.) With that caveat, there are two very nice play waves at this bridge--one just upstream, and one just downstream. I certainly hope that any reconstruction either leaves these features intact, or improves them. For example, a flip on the upstream one can have serious consequences as you get dragged over the abrasive bottom.</li> </ul>
<ul style="list-style-type: none"> <li>• I am a whitewater kayaker and would like to see the wave persevered and even made better. There are lots of possibilities to create a fun surf area that is safe for people to play on.</li> </ul>
<ul style="list-style-type: none"> <li>• The safety of walking all of 54th Street. The safety of cyclists with not continuous bike lanes of 54th street.</li> </ul>
<ul style="list-style-type: none"> <li>• The safety for walkers. The lack of connection up to Halifax. The bridge is not historic or aesthetically pleasing. It is drab looking and lacks a feature. The walkers interact with the water and nature.</li> </ul>
<ul style="list-style-type: none"> <li>• Safety</li> <li>• Walkers</li> <li>• crossing the street and how to do this safely</li> <li>• there is only 1 sidewalk, basically nonexistent</li> <li>• there is no place to wait for the bus; you have to wait in the street or on someone's property</li> <li>• elderly people and kids have to cross the street to get to the bus</li> <li>• the sidewalk narrows, and there isn't a crosswalk</li> <li>• no clear place to cross</li> <li>• cars run the stop sign. bikers also</li> <li>• the signs for cars are not clear. Some people stop at the "warning" sign but roll through the stop sign. There are problems with visibility and with the sight lines, especially at the narrow bridge.</li> <li>• East bound 54th is slick in the winter</li> <li>• There is no path to the park and creek. There are access issues, it is basically inaccessible</li> <li>• For the church, there are liability issues for people portaging across the street and back down to the creek. The church lands extend all the way to the creek, and it is not public land.</li> <li>• Parking</li> <li>• There is limited parking, and lots of people use the street. The parking works now, as long as there options for people to park on both sides of the street, from the creek to France and into the neighborhood.</li> <li>• Users at busy times block the street unloading or loading, to the point where others cannot drive past, and also sometimes cannot access the water</li> </ul>
<ul style="list-style-type: none"> <li>• The most pressing needs are a sidewalk from Wooddale to France avenue, improved lighting and well defined crosswalks. Beyond that, I love watching people enjoy the creek around the bridge; it's fun to stop and watch people fish, kayak, wade, and canoe. Anything that can be done to encourage safe participation and observation of those would be great!</li> </ul>
<ul style="list-style-type: none"> <li>• Bike path is confusing don't like the building of big mansion house in the neighborhood Oaklawn doesn't have curbs, but know the rest of the city is getting curbs</li> </ul>
<ul style="list-style-type: none"> <li>• Road gets icy (8 years ago, there was that school bus accident near the bridge) no sidewalk the length of the street, need better lighting don't like how if you bring up safety issues like not having a sidewalk you have to then in turn pay for that don't like the bike lanes want skating boarding banned kids come down the hill and are out of control worried about hitting confirmation class coming out and running through road by the church</li> </ul>
<ul style="list-style-type: none"> <li>• It would be nice to have sidewalk lot of people walk down to 50th and France on 54th We love the stop sign at Minnehaha and 54th</li> </ul>
<ul style="list-style-type: none"> <li>• sometimes people go to fast w/kids it is a little dangerous</li> </ul>

<ul style="list-style-type: none"> <li>• don't like the bicycle lanes (this is the least favorable amenity, would rather have a sidewalk. people like to stand on bridge and take in nature bridge is pretty narrow Could you create a way to walk under the bridge as a boater so they don't have to cross the road</li> </ul>
<ul style="list-style-type: none"> <li>• why are we redoing the whole thing didn't they just repair that road bridge seems okay bike lanes seem extremely wide where the sharrows are. It is just confusing on 54th</li> </ul>
<ul style="list-style-type: none"> <li>• The bike paths are erratic. It is kind of like a patchwork quilt. Would like to see some consistency on the road. Like the parking spaces near the bridge with the bump out. Would like to see more of that and maybe some more benches near the bridge for better water access</li> </ul>
<ul style="list-style-type: none"> <li>• Need more stop signs on the way down the hill. Also, it gets slippery in the winter last year lots of cars were sliding down when trying to go up the hill.</li> </ul>
<ul style="list-style-type: none"> <li>• Don't get rid of the stop sign by the creek. We wouldn't mind more stop signs on 54th to slow traffic down could be at Halifax. The bridge is wide enough already. There should be a sidewalk on at least one side like there is now. Very worried about if there is a grassy boulevard and then a sidewalk put in, it will really cut into their property. The odd side would be better for the sidewalk. If the sidewalk is at the curb, that'd be fine, but it would be too wide if there was grass before. We have the telephone poles on this side of the street too. They're trying to put so much on this street. With the bridge shouldn't do anything to hinder the kids crossing from one side of the creek to the other.</li> </ul>
<ul style="list-style-type: none"> <li>• It's confusing as it is currently; you end up driving down the center. Need to redo painting. Nothing against bikes, but no one knows where to bike or park. That should be more clear because it's dangerous right now. I don't see many bikes anyways. They should fix the potholes. Don't need to change the bridge much. Do not want roundabouts.</li> </ul>
<ul style="list-style-type: none"> <li>• Fixing the potholes and rough surfaces. Don't want them to repeat what happened with Wooddale. It was painted poorly and they had to repaint it. There wasn't enough space for a 2way. Were forced to cross into parking area.</li> </ul>
<ul style="list-style-type: none"> <li>• Standard street lights used by the City shine light upward and outward creating glare and are unfriendly to the night sky.</li> <li>• Pavements produce lots of runoff, we need to take an opportunity to demonstrate pervious pavements.</li> <li>• Need to maintain the quaint feel of the bridge and creek.</li> <li>• Stormwater runoff solution should not cause a hazard.</li> <li>• There are sometimes very thin natural buffer areas along the creek, natural buffer zones should be used to protect the creek.</li> <li>• Runoff from 54th street goes directly into the creek, we need rain gardens to protect the water.</li> <li>• Riding a bike eastbound, you pick of a lot of speed on a uneven surface, it feel dangerous, and then you have to stop at the bottom of the hill.</li> <li>• Future road should calm traffic, and slow its speed.</li> <li>• There are not options for recycling as a park user.</li> <li>• Construction equipment causes air pollution affecting sensitive users, require greener working equipment</li> <li>• Residents need access to homes during the construction project.</li> </ul>
<ul style="list-style-type: none"> <li>• traffic is horrendous here taxes go up for roads, but it is big trucks for construction and multiple garbage providers that are wearing the roads (would like to see go to all in garbage)</li> </ul>
<ul style="list-style-type: none"> <li>• bridge is really narrow not enough room and kind of dangerous lots of traffic on Sunday morning</li> </ul>
<ul style="list-style-type: none"> <li>• nice to have center lines on road disappointed in the quality of the job did on sidewalks on Halifax, (uneven surface) Challenge to do the construction project in 40 days</li> </ul>
<ul style="list-style-type: none"> <li>• Would like to see a clear line for who goes where</li> </ul>

<p>need sidewalks on south and north side don't feel safe, no space to walk so have to walk on street</p>
<ul style="list-style-type: none"> <li>no comment, new renters to area</li> </ul>
<ul style="list-style-type: none"> <li>Speed is too fast, would like to see traffic calming measures like a blvd in middle of road Cars drive up to 40 including the public buses driving too fast We support sidewalks to connect Arden park to make the park more functional We support and changes that encourage safety in the neighborhood worried about grass getting killed with 9 ft sidewalk configuration Think some studies could be done to see if a stop sign could work on 54th//Halifax This isn't 50th street so there are many people walking</li> </ul>
<ul style="list-style-type: none"> <li>sidewalks are needed no designated walking areas so it is a little precarious (walks her dog)</li> </ul>
<ul style="list-style-type: none"> <li>cars are freewheeling (driving fast) road is kind of narrow b/c of bike path, do people use bike path take away bike path and it gets a bit wider</li> </ul>
<ul style="list-style-type: none"> <li>better bike access across bridge, it gets narrow 54th people drive fast = especially down the hill, it is a cut through would like to see some of the traffic calming measures similar to Tracy Ave (speed limit signs) along Minnehaha Rd it is poor biking with blind spots (kids have fallen in sunken storm drains when they hit it with there wheels and there are blind corners.</li> </ul>
<ul style="list-style-type: none"> <li>Sidewalk would be used, we walk in the road. It is especially dangerous walking at night there is good biking traffic, but too narrow for bike and elk continue sidewalk to and on bridge</li> </ul>
<ul style="list-style-type: none"> <li>I think the bridge needs to be widen The current sidewalk doesn't connect to bridge and the park</li> </ul>
<ul style="list-style-type: none"> <li>The width of bridge is too narrow can barely fit 2 cars and a biker</li> </ul>
<ul style="list-style-type: none"> <li>The current bridge is unsatisfactory Lake of sidewalks is an issue, there is no place for kids to walk (can't even get to Concord Elementary) cyclists don't stop at the Minnehaha/54th intersection There is graffiti on bridge parking is okay even with the church parking would like bridge design to not look industrial but the fit the neighborhood feel (like in Countryside not 56th) buses are noisy, is this the best route for buses (haha, tell metro transit to get quieter electric buses)</li> </ul>
<ul style="list-style-type: none"> <li>The bike lanes are confusing I have rode my bike in the past on 54th and Wooddale and never had a problem on those roads before the lanes went in The bridge is narrow and I would like to see the changes fit into the decor and not be obtrusive The 3 way stop is good, if people are courteous it is fine</li> </ul>
<ul style="list-style-type: none"> <li>We have lived on the corner of 54th and Oaklawn for 27 years. One of our concerns is safety for walkers and for those using the creek to canoe, fish, etc. My own safety has been compromised when I do yard work close to the road. I was instrumental in getting the stop sign put in at the Creek. Before the stop sign was put in cars would speed up and down this street. Locals know this is a great feeder street, and an alternative to get around congestion on 50th and France, but this leads to a lot of traffic and often times cars go well above the speed limit. Drivers try and pass me as I try and turn into my driveway, which is on 54th. I hope the new plan puts in some traffic safety precautions, such as stop signs, or even speed bumps. I would also like to know what side of the street a sidewalk may be put on. Also, since our home is on a hill, and if the street is wider, what measures will be taken to help prevent further deterioration of the hill that is alongside my home? We have a paved driveway and in recent years the runoff from further west ends up at the end of my driveway, leaving behind a pile of sand and dirt in the summer and ice dams in the winter. I have been gone for two weeks so I missed the door to door canvassing that occurred.</li> </ul>
<ul style="list-style-type: none"> <li>1. 54th Street is too bumpy and needs to be resurfaced 2. It gets icy in the winter from the runoff of the hill west of the bridge</li> </ul>

<p>3. I like the stop signs but without a crosswalk it still feels unsafe to cross 54th street at that spot</p> <p>4. When cars are parked on the south side of 54th street, the road gets tight; there is not enough space for parking</p> <p>5. I don't let my kids bike on 54th street because I don't feel safe</p>
<ul style="list-style-type: none"> <li>1. 54th Street is bumpy and I can feel them when I'm driving</li> <li>2. The road is too narrow for driving, biking, and walking</li> <li>3. I like the simplicity of the bridge and wouldn't want that changed</li> <li>4. I like that there is not a lot of room for parking because it keeps the park from being overrun by people from outside the area</li> </ul>
<ul style="list-style-type: none"> <li>1. "I don't feel safe biking in the street on 54th" 10 year old son</li> <li>2. 54th is a busy street and we don't use it very often</li> </ul>
<ul style="list-style-type: none"> <li>1. We recently moved from Chicago and don't feel safe walking in the streets (not on a sidewalk)</li> </ul>
<ul style="list-style-type: none"> <li>1. 54th Street has heavy traffic and is not wide enough for walking along safely with kids</li> <li>2. The bike lanes are not pronounced</li> </ul>
<ul style="list-style-type: none"> <li>1. When we are walking to Arden Park with babies in the stroller, we avoid 54th because we don't feel it is safe to use</li> </ul>
<ul style="list-style-type: none"> <li>1. Traffic control people driving on 54th travel too fast and need to slow down</li> <li>2. We have become a cut-through community. Many drivers utilizing 54th Street aren't from the neighborhood and make it unsafe for community members to use the street</li> <li>3. Many residents are elderly or have children and don't feel safe using 54th Street</li> <li>4. School buses stop on 54th Street and children don't have a safe way to walk home</li> <li>5. There is not enough parking for residents near 54th</li> <li>6. The city has been putting up more signs that are polluting the streets</li> </ul>
<ul style="list-style-type: none"> <li>1. We don't live far from Arden Park but must drive when we want to visit it because we don't feel safe walking on 54th with the kids</li> <li>2. 54th Street has potholes and needs to be resurfaced</li> </ul>
<ul style="list-style-type: none"> <li>Concerned about what side the sidewalk will be on</li> <li>Concerned with how the street will work with the bike trails</li> </ul>
<ul style="list-style-type: none"> <li>Road is very bumpy</li> <li>The bridge is unattractive, need for a fishing area off side</li> </ul>
<ul style="list-style-type: none"> <li>Shouldn't make bike path too big, like on Wooddale</li> </ul>
<ul style="list-style-type: none"> <li>Need to redo bridge</li> <li>More visible bike lanes, maybe painted</li> </ul>
<ul style="list-style-type: none"> <li>Need for better pavement on street</li> </ul>
<ul style="list-style-type: none"> <li>New pavement could equal faster speeds, need for regulation</li> </ul>
<ul style="list-style-type: none"> <li>New pavement could equal faster speeds, need to ensure speed regulation</li> </ul>
<ul style="list-style-type: none"> <li>Need for sidewalks</li> <li>Street is too narrow for cars, bikes, and walkers</li> </ul>
<ul style="list-style-type: none"> <li>My major concern is the creek and it's use as a canoeing river.</li> </ul>
<ul style="list-style-type: none"> <li>The bridge clearance is low for canoeing and kayaking the creek during high water periods. Please plan for extra clearance over the creek.</li> </ul>
<ul style="list-style-type: none"> <li>Bridge is not wide enough for cars, bikes and walkers</li> <li>Bike lanes should be more clearly marked, like on Valley View</li> </ul>
<ul style="list-style-type: none"> <li>The road is rough</li> </ul>
<ul style="list-style-type: none"> <li>Traffic safety and pedestrian safety and homeowner sanity along a residential street are the biggest needs. The blighted 50th and France area (I do mean blighted in the city planning sense) has caused far greater traffic loads in the neighborhoods, certainly including 54th Street. Law enforcement is virtually nil, from observation. What has happened is that the burden of development has shifted from the areas benefitting from the development elsewhere, namely here. 50th Street is a traffic choked joke. Four lanes into two at Wooddale Avenue? 54th is dangerous to walk along, or in my case mow along, because speeding cars do not deviate in the smallest amount when driving by. It is unnerving when a car whooshes by and the wind it creates flaps your jeans. It happens every week. We were told that the speed limit might/would be reduced if the bike lanes were put in. That hasn't happened. There is, as I mentioned before, there is little enforcement of the 30 mph limit, anyway.</li> </ul>

<p>The street is very much in need of traffic calming. And law enforcement.  The roadbed itself is in terrible shape, but everyone knows that. My son, after a trip through eastern Europe for school, said to me, "The roads in Bosnia are better."  My biggest concern is that the city will further sacrifice the quality of life for residents along our street to overcome the traffic clot created (and it was created) at 50th and France.</p>
<ul style="list-style-type: none"> <li>• Bridge needs to maintain residential character  Bridge shouldn't invite increased traffic/scale. AKA shouldn't be widened too much in order for future expansion of road.</li> </ul>
<ul style="list-style-type: none"> <li>• Bike lanes are confusing  Lack of sidewalks all the way down the street</li> </ul>
<ul style="list-style-type: none"> <li>• The bridge is too narrow for walking</li> </ul>
<ul style="list-style-type: none"> <li>• Street is not pedestrian friendly, need for a sidewalk</li> </ul>
<ul style="list-style-type: none"> <li>• Need for sidewalks, difficult to walk in street</li> </ul>
<ul style="list-style-type: none"> <li>• Don't pollute the creek, need to preserve the water.</li> </ul>
<ul style="list-style-type: none"> <li>• Need for bike lane: existing one doesn't seem available.</li> </ul>
<ul style="list-style-type: none"> <li>• No sidewalk, needs better plowing in winter to be able to walk on street.</li> </ul>
<ul style="list-style-type: none"> <li>• Bike lanes are treacherous.</li> </ul>
<ul style="list-style-type: none"> <li>• high traffic along 54th near Creek, limited parking, parking not close enough to high traffic areas such as boat launches, lots of children using the Creek are crossing the road, low head room for boaters under bridge, traffic is fast on 54th, bridge not wide enough for cyclists/motorists/pedestrians to use simultaneously, 54th is a major east/west thoroughfare so safety for those using the area is an issue, need way for cyclists to not use bridge at all because of safety issues and to create a more enjoyable bike ride, desire to increase number of cyclists but concerned that it won't happen without a separate and designated bike area, need a larger Citywide plan for bike lanes and bike transportation goals, disappearing bike lane on bridge is an obstacle to getting more people to bike, Creek users have to cross 54thsafety issues for pedestrians, biking along 54th feels unsafe</li> </ul>
<ul style="list-style-type: none"> <li>• test</li> </ul>
<ul style="list-style-type: none"> <li>• Safe pedestrian and bicycle access to Arden Park. Minnehaha water quality. Aesthetics design should enhance the beauty of the area.</li> </ul>
<ul style="list-style-type: none"> <li>• crossing the bridge is tough due to lack of decent sidewalk</li> </ul>
<ul style="list-style-type: none"> <li>• Put some whitewater kayak play waves in while you have the opportunity.</li> </ul>
<ul style="list-style-type: none"> <li>• We live at the intersection of St John and Tower. 54th street is our gateway to the Minneapolis Chain of lakes as well as Minnehaha parkway. I have three children under the age of 10 and family bike rides are an important part of our families recreation. The current state of 54 street is unsafe for bikers young and old. Please make ensure the 54th is a safe thruway for bikers.  I am also a whitewater paddler and will soon be introducing my son to the sport. Having a quality whitewater park on the site, regardless of the size would be a great asset to both me personally and to the community.</li> </ul>
<ul style="list-style-type: none"> <li>• We live on the west side of Arden Park and the creek, and I would like to see a bike lane dedicated only to bikes, utilizing a solid line as all three of our children bike and it is dangerous. The bridge needs to be widened for cars, bikes and walkers.  We would also like the speed limit to be no more than 25 mph as cars come speeding west on 54th by our house and it is dangerous when balls bounce into street or young bikers who may not know there is a speeding car approaching.  A sidewalk would be nice on the south side of 54th Street for walkers.</li> </ul>
<ul style="list-style-type: none"> <li>• A bike lane between the sidewalk and car lane would improve mobility and safety.</li> </ul>
<ul style="list-style-type: none"> <li>• As a whitewater kayaker, I see a need to in the least keep the two whitewater features of the hole above the bridge and wave below the bridge as they are.</li> <li>• To ensure this truly rare gem of a site can be enjoyed by all participants tubers, rec boaters, fisher folk, kayakers I would strongly suggest enlisting the consulting services of: <a href="http://www.boaterparks.com/index.html">http://www.boaterparks.com/index.html</a></li> <li>• I myself am an A.C.A. certified Whitewater Kayaking Instructor who has volunteer participated in flow studies such as the Mississippi River's LSAF (Lower St. Anthony Falls Lock &amp; Dam) turbine installation effect on recreational boat traffic. Accordingly, I would be more than happy to volunteer any help in the development at this site.</li> </ul>
<ul style="list-style-type: none"> <li>• not a great sidewalk along 54th, need more protection for pedestrians, bike lanes along 54th never seem to be used</li> </ul>

<ul style="list-style-type: none"> <li>cars blow through stop sign on 54th, bridge is very narrow, not enough room on bridge for traffic and pedestrians and cyclists, small kids running around is a safety issue</li> </ul>
<ul style="list-style-type: none"> <li>keep area looking natural</li> </ul>
<ul style="list-style-type: none"> <li>bike lanes are confusing on 54th</li> </ul>
<ul style="list-style-type: none"> <li>need more safe spaces to walk along 54th</li> </ul>
<ul style="list-style-type: none"> <li>keep any changes natural</li> </ul>
<ul style="list-style-type: none"> <li>In that section 54th is very much a residential road. I think any new bridge should fit in with the residential and park like feel of the area. Walkers and bikers frequent the road so accommodations should be made for them. There is a small car pull off area just to the west of the bridge with space for about 34 cars. It would be nice if a couple more spots for cars could be allocated.</li> </ul>
<ul style="list-style-type: none"> <li>The issues I see are a lack of parking next to the bridge. I have heard kayakers, canoeists, fishermen and visitors all say that the nearby parking is seriously lacking. I agree since the number of paddlers and other river users has increased a lot, so a need for more roadside parking areas would be great so we don't get hit by a car. This has not happened yet but it is only a matter of time.</li> </ul>
<ul style="list-style-type: none"> <li>There is an opportunity to add a couple more parking spaces for people that would like to have access to the creek at that location for canoeing and kayaking (put in and takeout location for creek paddling trips).</li> </ul>
<ul style="list-style-type: none"> <li>Saw that road conditions are deteriorating on 54th street. Also mentioned parking on the street with the church and mentioned that sometimes it is hard to turn onto 54th St. when all the cars are on the street. Mentioned it as a safety issue.</li> </ul>
<ul style="list-style-type: none"> <li>Expressed concern over the runoff that comes from 54th down Halifax that pools at the bottom of Halifax and creates a drainage problem. Mentioned that she has cleaned the drains.</li> </ul>
<ul style="list-style-type: none"> <li>Concerned with the potential aesthetics of a new bridge. Expressed that she would prefer it not to look like the 56th bridge. Also mentioned the potholes between France and Halifax, feels unsafe.</li> </ul>
<ul style="list-style-type: none"> <li>Finds the placement of the bike lanes confusing for drivers.</li> </ul>
<ul style="list-style-type: none"> <li>Please make a safe play boat wave at the bridge.</li> </ul>
<ul style="list-style-type: none"> <li>The wave and drop is the only feature for whitewater canoeing and kayaking folks in the twin cities. The wave is ok and gets better with flows above 150. The upstream drops are mostly wasted as the water is spread too thin/wide. Would be better to constrict it more over a longer length with small spaced out ledges/boulder drops. Please contact me and we would love to provide guidance. 612.245.8693 It has the potential to be a world class city amenity for tubers rafters and kayakers for six to 10 weeks a year.</li> </ul>
<ul style="list-style-type: none"> <li>The river underneath the 54th street bridge represents an important recreational whitewater resource to the city of Edina and the Twin cities metro area. Any modification to the bridge needs to maintain or improve upon the current whitewater hydrology aspects of the river. Further, creation of a "whitewater park" at this site would create an important community resource. Whitewater parks are being built all over the USA and the 54th street bridge would be an ideal site.</li> </ul>
<ul style="list-style-type: none"> <li>The whitewater wave below the bridge needs to be preserved and/or enhanced for kayaking and canoeing.</li> </ul>
<ul style="list-style-type: none"> <li>Don't feel safe o 54th, even in the parking lane. Striping doesn't help.</li> </ul>
<ul style="list-style-type: none"> <li>It's too narrow, but I don't want to disrupt the ecology of the area.</li> </ul>
<ul style="list-style-type: none"> <li>Deal with it being narrow already too many things packed in. Concentrate the pedestrians, slow the speed down. Clearer crossing for pedestrians and boaters.</li> </ul>
<ul style="list-style-type: none"> <li>The road is too fast</li> </ul>
<ul style="list-style-type: none"> <li>The recreational whitewater wave under the bridge must be preserved as it is the only destination of its type in the metro area for kayakers, canoeists, tubers, and riverboarders.</li> </ul>
<ul style="list-style-type: none"> <li>Make sure to keep it sustainable, and can be driven safely while also having pedestrians and bikes.</li> </ul>
<ul style="list-style-type: none"> <li>No walkway, too skinny, too close to cars, road condition isn't great.</li> </ul>
<ul style="list-style-type: none"> <li>Street is too dark at night, especially on the W side of the bridge</li> </ul>
<ul style="list-style-type: none"> <li>Bike lanes are screwy too narrow and confusing. Wooddale is hard to walk with strollers because there are so many potholes.</li> </ul>
<ul style="list-style-type: none"> <li>Bridge unsafe for biking</li> </ul>
<ul style="list-style-type: none"> <li>Bad pedestrian access. No disabled access.</li> </ul>
<ul style="list-style-type: none"> <li>Need to be walking lanes. Bike lanes make it complicated.</li> </ul>
<ul style="list-style-type: none"> <li>I would like to see the small rapids area just below the bridge left intact or even improved to provide a small whitewater recreation area for swimmers, tubers, fishermen and whitewater boaters.</li> </ul>

<p>Many cities have undergone such projects with fabulous results financially, ecologically and with regards to recreation in the area, including the park in Wausau WI, the new Charles City IA whitewater park as well as many in Colorado and other states.</p> <p>I believe the cost of these improvements would be largely mitigated if incorporated with the proposed bridge replacement.</p> <p>Rapids help to improve the water quality for fish and other aquatic life and may help the city to meet the requirements of the DNR and PCA. They are also attractive in their own right and draw visitors to the area for other recreation such as picnics and hiking.</p> <p>Thank you for your consideration and please feel free to contact me regarding these changes and how some of this may be able to be incorporated into the proposed projects.</p>
<ul style="list-style-type: none"> <li>• Bike path is nice but a little narrow. Lots of kids hang out on the bridge near the street. Speed limit is slow. Better access for canoes.</li> </ul>
<ul style="list-style-type: none"> <li>• Leave it alone. It is fine.</li> </ul>
<ul style="list-style-type: none"> <li>• Cars slide through the stop sign when it is slick or icy. The road is narrow for bikes. Needs to be safer for pedestrians and bikes. People fishing off the road, it needs to be safer for them to get down and up from the creek.</li> </ul>
<ul style="list-style-type: none"> <li>• Bike lane is bumpy</li> </ul>
<ul style="list-style-type: none"> <li>• Parking for the church. If you have bikes on the road you can't have two cars. It should be safe for both.</li> </ul>
<ul style="list-style-type: none"> <li>• not enough room for cars and pedestrians IT is a hilly road for kids to bike The road condition</li> </ul>
<ul style="list-style-type: none"> <li>• No concerns, don't like roundabouts in Edina</li> </ul>
<ul style="list-style-type: none"> <li>• The bike path has made it easier to walk on 54th The current sidewalk goes only a little way, there aren't too many cars on road though</li> </ul>
<ul style="list-style-type: none"> <li>• Closer to Wooddale the road is bumpy Bridge is a little narrow (I see a lot of walkers and joggers) no stop signs or cross walks on many of the intersections Blind spot on the hill (a sidewalk might help with this) At the four way stop heading down(west) it sneaks up on your before bridge</li> </ul>
<ul style="list-style-type: none"> <li>• Ability to have nonmotorized transport access on this road. Being a good steward of the land.</li> </ul>
<ul style="list-style-type: none"> <li>• To me the biggest issue is the safety on the road and having no sidewalk is a safety issue Actually try to avoid it "It would be nice to have a crosswalk on Brookview, not safe to walk across busy road and that is how lots of people get to the backside of the park</li> </ul>
<ul style="list-style-type: none"> <li>• Walk this road almost every day, side walk would be nice</li> </ul>
<ul style="list-style-type: none"> <li>• People speed down the street because they are cutting over to Wooddale.</li> </ul>
<ul style="list-style-type: none"> <li>• Steep hill at Park Pl, almost got hit there before Maybe we can straighten curve</li> </ul>
<ul style="list-style-type: none"> <li>• more beautiful bridge, not like the one on 56th Would like to see a Sidewalk on one side, because the road is always busy Park Place and Woodcrest = bad visibility (this is because of the hill and the angle of the turn) Road gets very icy in the winter</li> </ul>
<ul style="list-style-type: none"> <li>• I live in downtown Minneapolis and use Minnehaha Creek, at the 54th St bridge, for kayaking. At the proper water levels, it's great for surfing and is a lot of fun. It'd be great if the flow would be controlled so that it's always "runnable." Aside from being an extremely fun sport, kayaking is also about being part of a community and the community. Paddlers are a friendly, tight bunch of people that are always helpful and open to new paddlers. I think it'd be ideal if the paddling community had a place to kayak in the cities, a way to engage new boaters, and use the resources Minnesota has to offer.</li> </ul>
<ul style="list-style-type: none"> <li>• It would nice to have a sidewalk I typically use 56th Street, I find the bike lanes confusing on 54th</li> </ul>
<ul style="list-style-type: none"> <li>• condition of roads City of Edina has no sidewalks, it is worrisome to walk and bike I grew up around here</li> </ul>

<ul style="list-style-type: none"> <li>The road could be wider would like to see bike lanes on north side designated parking doesn't seem like enough near boat landing</li> </ul>
<ul style="list-style-type: none"> <li>Nice whitewater play spot under/just downstream of the bridge. Please do what you can to leave or improve.</li> </ul>
<ul style="list-style-type: none"> <li>Not from area, just canoeing by</li> </ul>
<ul style="list-style-type: none"> <li>Usually I park on 54th street for church. I am worried I am going to hit a biker when I open my car door.</li> </ul>
<ul style="list-style-type: none"> <li>Many people use 54th to cut through to Lund's (both walking and riding) Park Place is pretty steep in winter (cars slide on ice) Would like to match bridge look with other "cute" bridges in Edina, a standing lookout would be nice</li> </ul>
<ul style="list-style-type: none"> <li>The surface needs repairs There isn't a place for sidewalk for walkers</li> </ul>
<ul style="list-style-type: none"> <li>It is a pretty narrow street especially with bike lanes. I find the current bike stripping confusing</li> </ul>
<ul style="list-style-type: none"> <li>Often seem people running including running teams on 54th</li> </ul>
<ul style="list-style-type: none"> <li>Access for walkers and bikers to pass in both directions safely is key!</li> </ul>
<ul style="list-style-type: none"> <li>Railings on the new bridge should not obstruct scenic views of the creek corridor.</li> </ul>
<ul style="list-style-type: none"> <li>as a whitewater kayaker, I enjoy being able to run the rapid under the bridge and several of my peers enjoy surfing the wave below it. I would hope that the new construction will consider the recreational uses of the creek when designing the new bridge. an access path/steps down to the water would help decrease manmade erosion here.</li> </ul>
<ul style="list-style-type: none"> <li>Don't have any problems no complaints</li> </ul>
<ul style="list-style-type: none"> <li>lot of people canoeing not enough parking kids are a lot are/especially</li> </ul>
<ul style="list-style-type: none"> <li>The walking section of bridge is a problem, narrow nicer rails (the ones on 56th street are really ugly)</li> </ul>
<ul style="list-style-type: none"> <li>it is nice having stop sign at bottom of hill (54th and Minnehaha) would like to use green space by canoe landing more Maybe a better walkway to near bridge to get down to creek</li> </ul>
<ul style="list-style-type: none"> <li>don't know the road much, just canoeing through</li> </ul>
<ul style="list-style-type: none"> <li>cyclists don't stop at stop sign on 54th, not enough room and not safe to walk along 54th</li> </ul>
<ul style="list-style-type: none"> <li>Lot of people paddling (canoe/kayak) but there isn't not many places to park There is no sidewalk it would be nice if it was widen Lots of people walk on this street</li> </ul>
<ul style="list-style-type: none"> <li>don't know crosswalk or marked area for people to portage boats, tubes</li> </ul>
<ul style="list-style-type: none"> <li>tough to walk along 54th with potholes, not enough room for walking along 54th, need center lane on 54th so that drivers have more perspective on walkers, keep traffic along 54th manageable</li> </ul>
<ul style="list-style-type: none"> <li>not from around here, don't know 54th street much</li> </ul>
<ul style="list-style-type: none"> <li>not enough walking space along 54th, pedestrian safety, people drive too fast on 54th</li> </ul>
<ul style="list-style-type: none"> <li>Worried about traffic coming through 56th during construction and would like to see a temporary stop sign and 56th and Park during construction 54th is a cut through and is filled with traffic road seems little</li> </ul>
<ul style="list-style-type: none"> <li>need place to walk along 54th, road is narrow with cyclists</li> </ul>
<ul style="list-style-type: none"> <li>need safe way to walk in and to and from Arden from 52nd/54th</li> </ul>
<ul style="list-style-type: none"> <li>I don't walk on that road, very safe (we avoid it) funky little area</li> </ul>
<ul style="list-style-type: none"> <li>Traffic is heavy, but don't see need to raise taxes</li> </ul>
<ul style="list-style-type: none"> <li>speed limit needs to stay low so that it is safe for kids to cross 54th, it will be unsafe for pedestrians if they make 54th any wider with greater traffic flow</li> </ul>
<ul style="list-style-type: none"> <li>Afraid the after the construction 54th will be a worse thoroughfare People on 56th (ignore stop signs)</li> </ul>

Would like to see construction accept buses and heavy traffic (utilize better engineering)
<ul style="list-style-type: none"> <li>• some initial confusion as to where cyclists were supposed to ride and motorists were supposed to drive with the bike lanes on 54th</li> </ul>
<ul style="list-style-type: none"> <li>• bumpy pavement on 54th</li> </ul>
<ul style="list-style-type: none"> <li>• no center line creates confusion as to where people should drive and bike with bike lanes along 54th</li> </ul>
<ul style="list-style-type: none"> <li>• Sidewalk would be nice (the road is very congested) Sidewalks currently connect weird corner where you cross (54th/Minnehaha)</li> </ul>
<ul style="list-style-type: none"> <li>• bridge is aesthetically not pleasing, concern that traffic will be rerouted through the neighborhood during construction and that traffic will increase on side streets</li> </ul>
<ul style="list-style-type: none"> <li>• side walk would be good it would be nice if that sidewalk would also connect and access the park 54th is a busy through street, there are lots of kids walking</li> </ul>
<ul style="list-style-type: none"> <li>• It is a very busy road (people are distracted) It is a major thorough way and busy</li> </ul>
<ul style="list-style-type: none"> <li>• Sidewalks would be nice It is most busy from Brookview to Church) This stretch gets really busy</li> </ul>
<ul style="list-style-type: none"> <li>• With biking and parking the road seems too narrow Pedestrians and Bikers don't stop at stop sign (Minnehaha and 54th)</li> </ul>
<ul style="list-style-type: none"> <li>• The condition of the road is bad.</li> </ul>
<ul style="list-style-type: none"> <li>• Pedestrian walkway (the bridge is narrow and doesn't have a sidewalk There is often pedestrian traffic</li> </ul>
<ul style="list-style-type: none"> <li>• sidewalk would be good, there is no sidewalks now. (we want to encourage people to walk) have to be alter (depends on visibility) As a walker I am constantly changing what side of street was walking on</li> </ul>
<ul style="list-style-type: none"> <li>• On the bridge, more space for pedestrians is the main thing railing seems small and not safe.</li> </ul>
<ul style="list-style-type: none"> <li>• 54th and Park Place is very dark it would be nice to have a light There are a lot of walker including kids It is tricky for cars to see people Sidewalks would be nice because I see many kids walking to school</li> </ul>
<ul style="list-style-type: none"> <li>• Too tight for bikes and is dangerous of pedestrians. Slippery for cars in the winter</li> </ul>
<ul style="list-style-type: none"> <li>• Road condition is rough 54th and Park Place is a problem spot (there is a kind of blind spot) A sidewalk would be nice at least on one side</li> </ul>
<ul style="list-style-type: none"> <li>• The stop gets confusing with the fork near Minnehaha and 54th No sidewalks is a problem wanted to scooter down with kids but it was not safe to walk on the road.</li> </ul>
<ul style="list-style-type: none"> <li>• Would like to see it safer for bikers (widened) Minnehaha to Wooddale is where it is too narrow. My kids bike Safer for pedestrian</li> </ul>
<ul style="list-style-type: none"> <li>• We walk all year round on the road. Sidewalks. Think need mrs bike lanes (the current ones are confusing to drivers) Usually have to walk in the street during both the winter and summer There is lots of traffic</li> </ul>
<ul style="list-style-type: none"> <li>• 1. 54th Street is busy without enough ways for kids to bike and walk across safely</li> </ul>
<ul style="list-style-type: none"> <li>• 1. Wish is was easier for people to fish on the bridge &amp; kayak under the bridge at the same time. There is currently not enough room for both to enjoy their activities safely. 2. It is unclear if parking east of the bridge on the south side of 54th interferes with the bus stop.</li> </ul>
<ul style="list-style-type: none"> <li>• 1. There is not enough room for cars with the current bike lanes</li> </ul>
<ul style="list-style-type: none"> <li>• 1. The bridge isn't wide enough for bikes 2. There aren't designated bike lanes on both sides of 54th Street to safely accommodate bike traffic</li> </ul>

<ul style="list-style-type: none"> <li>1. The bridge is too narrow. There is not enough space for biking or walking across safely.</li> </ul>
<ul style="list-style-type: none"> <li>1. There is not a consistent sidewalk along 54th</li> <li>2. There is not a middle line separating driving lanes along 54th</li> </ul>
<ul style="list-style-type: none"> <li>1. Enjoys the modest bridge and ability to see the park/creek. He is concerned that the project will construct a new bridge that will obstruct this view.</li> </ul>
<ul style="list-style-type: none"> <li>1. The lanes are confusing</li> <li>2. 54th St. is labeled as a bike friendly street yet there is not enough space for cars and bikes to travel safely</li> </ul>
<ul style="list-style-type: none"> <li>Sight lines are difficult with parking on 54th Street when turning from Halifax Ave onto 54th St (specifically the church parking)</li> </ul>
<ul style="list-style-type: none"> <li>Halifax to France is particularly rough on the road</li> <li>Parking on 54th St obstructs the view when turning from Halifax onto 54th</li> </ul>
<ul style="list-style-type: none"> <li>Concerned drivers are more aware</li> <li>Lots of people go down to the creek area (it is busy area)</li> </ul>
<ul style="list-style-type: none"> <li>Refinish the bumpy road</li> <li>A clear and defined crosswalk</li> </ul>
<ul style="list-style-type: none"> <li>Place to walk would be nice (I usually walk in the bike lanes)</li> <li>Between Oaklawn and church is trouble spot</li> </ul>
<ul style="list-style-type: none"> <li>Sidewalk would be good as well as a bike lanes</li> <li>I have kids and I would feel safer with them on sidewalk</li> </ul>
<ul style="list-style-type: none"> <li>Needs to be widen Could be a dangerous without doing that</li> </ul>
<ul style="list-style-type: none"> <li>There is a blind spot on the Minnehaha Blvd (it is windy)</li> <li>Sidewalks (not wide enough)</li> <li>People/walking biking in busy street</li> </ul>
<ul style="list-style-type: none"> <li>I like the bike path</li> <li>nothing else</li> </ul>
<ul style="list-style-type: none"> <li>More room for biking and walking. Traffic goes real fast and there are a lot of kids around.</li> </ul>
<ul style="list-style-type: none"> <li>People just zoom by in cars.</li> <li>Would like to have a more designated walking area on the bridge</li> </ul>
<ul style="list-style-type: none"> <li>Overall Street need repairs</li> <li>icy in winter coming down the hill on 54th street near Brookview</li> <li>Cars zoom through and it seem narrow.</li> <li>Is worried about widening because of losing peoples easement though</li> </ul>
<ul style="list-style-type: none"> <li>54th is a mess with potholes</li> <li>Has heavy traffic including both public bus and school buses</li> <li>Seems very narrow for all of this</li> <li>I have seen kids stand in road waiting at bus stop for bus.</li> </ul>
<ul style="list-style-type: none"> <li>Don't have enough room for pedestrian</li> <li>Speed of traffic is too fast</li> <li>All of 54th not very pedestrian/bike friendly.</li> </ul>
<ul style="list-style-type: none"> <li>Road condition is bad</li> <li>Would love a sidewalk (people use and kids use the street)</li> <li>Lots of people crossing the road as well</li> <li>54th too busy, I don't have my kids bike on it yet</li> </ul>
<ul style="list-style-type: none"> <li>Lots of traffic on this road</li> <li>At 54th and Brookview it is hard to see. The two hills converge and people come down too fast.</li> <li>Would like to see a pedestrian crossing at 54th similar to that at the bottom of the hill by the bridge</li> <li>There are lots of people biking</li> <li>At 54th and Brookview, it gets icy because the water built up from the runoff in the winter</li> </ul>
<ul style="list-style-type: none"> <li>see a lot of people walking</li> <li>Would like to keep the biking option</li> <li>54th and Brookview (hard to see left/west because of bushes and the hill)</li> </ul>
<ul style="list-style-type: none"> <li>nice to have a crosswalk near 54th and Brookview not just down by the bottom of the hill.</li> <li>Because of hedges it is hard to see west on 54th street from Brookview</li> </ul>
<ul style="list-style-type: none"> <li>The car speed is too fast would like it reduced</li> </ul>

<p>Worried the road will get overused with speedy cut through drivers I like the bike lanes, but some drivers are not honoring them Would like to save mature trees and is worried about the easement for a sidewalk in his yard. Would like to see the plans</p>
<ul style="list-style-type: none"> <li>road condition is terrible nice walking path (everybody uses that space) on 54th there is not enough room to walk dog there is no shoulder problem area is from church to brook view</li> </ul>
<ul style="list-style-type: none"> <li>More pedestrian friendly it gets pretty tight</li> </ul>
<ul style="list-style-type: none"> <li>The road is in terrible condition widen the bridge= retain the falls aspect because canoes and kayaks do use that retain and much of the recreational value as you can</li> </ul>
<ul style="list-style-type: none"> <li>Sometimes busy when people are parking at church time Sometimes people try to get boats (canoe, kayaks) out of water to skip the rapids and then must cross the street to avoid it. There must be a better way to get these people past the rapids or have a better cross walk. Lots of kids bike on 54th street to get up to the gas station</li> </ul>
<ul style="list-style-type: none"> <li>they see many people walking in the street sidewalks would be nice as a safety issue</li> </ul>
<ul style="list-style-type: none"> <li>A little confusing with the veer by stop sign hasn't noticed anything else</li> </ul>
<ul style="list-style-type: none"> <li>This is a super busy area not many complaints</li> </ul>
<ul style="list-style-type: none"> <li>Incorporate the original park history or WPA pictures in the reconstruction ( the old bridge was a WPA project and the hockey rink was the first in Edina)</li> </ul>
<ul style="list-style-type: none"> <li>People drive to fast</li> </ul>
<ul style="list-style-type: none"> <li>Kids are playing a lot in the area it is not safe to cross the road Maybe there could be more of a statement to say "stop" or "kids playing"</li> </ul>
<ul style="list-style-type: none"> <li>Space is an issue (precarious if walking) It would be nice if there was a crosswalk because of the bike/walking traffic Maybe some bright neon signs to signal to stop and yield Lots of kids sometimes just dart across the road by the bridge The speed of the cars is fast</li> </ul>
<ul style="list-style-type: none"> <li>Dangerous with curve in road on Minnehaha (can't see) Not very much parking if you want to go down by bridge (canoe, kayak, tubers)</li> </ul>
<ul style="list-style-type: none"> <li>Pot holes, road condition It is more busy by bridge This does make us more cautious</li> </ul>
<ul style="list-style-type: none"> <li>Never really had an issue. The stop sign by the creek on 54th street is a little wonky. Also the curves are not so smooth 54th is busy for when she walks a dog A side walk would be nice</li> </ul>
<ul style="list-style-type: none"> <li>The street feels unsafe, because there is no sidewalk and there is lots of traffic especially feels unsafe when walking and biking.</li> </ul>
<ul style="list-style-type: none"> <li>Concerned with traffic control once the project starts especially with people leaving the neighborhood, specifically mentioned the 56th and France intersection.</li> </ul>
<ul style="list-style-type: none"> <li>Condition of the road, it is quite bumpy and uneven.</li> </ul>
<ul style="list-style-type: none"> <li>The road is in bad condition (rough). Aesthetics of bridge (compared it to the 58th St. bridge and mentioned how nice that was). When walking, feels unsafe, the street is quite narrow. Very little street lighting especially around the intersections.</li> </ul>
<ul style="list-style-type: none"> <li>Safety is a concern when walking with children. Street lights are lacking, the street seems very dark at night.</li> </ul>
<ul style="list-style-type: none"> <li>Feels that the lack of street lamps at night make the area feel safe since it can get so dark.</li> </ul>
<ul style="list-style-type: none"> <li>The aesthetics of the bridge. Also feels the street is dangerous. Mentioned that the stop sign on 54th St. people approach the intersection very fast or miss it completely.</li> </ul>

The way 54th St. drains downhill in the winter creates ice and can be slippery at times.
<ul style="list-style-type: none"> <li>• Need to keep stop signs by creek, rollercoaster-like road there where cars could speed through</li> <li>Need for bike paths</li> <li>Need to completely resurface the road, no patches</li> <li>Unappealing, old/rusty bridge</li> </ul>
<ul style="list-style-type: none"> <li>• For visibility a sidewalk would be nice for walkers. Currently, resident feels that safety is a concern with the narrow road.</li> </ul>
<ul style="list-style-type: none"> <li>• Rough road by bridge</li> </ul>
<ul style="list-style-type: none"> <li>• Safety is a concern as a walker, cars come down 54th pretty fast. There also is a concern with the amount of traffic.</li> </ul>
<ul style="list-style-type: none"> <li>• Not enough street lights, the street is dark</li> <li>No marking of bike lanes, she has seen green stripe before in other cities to indicate bike lane</li> </ul>
<ul style="list-style-type: none"> <li>• Need for sidewalks, road is too busy for pedestrians</li> </ul>
<ul style="list-style-type: none"> <li>• Safety concerns as a pedestrian, mentioned being able to cross the street was sometimes difficult.</li> <li>Going east there is no access for bikes because of the narrowness of the road.</li> </ul>
<ul style="list-style-type: none"> <li>• Needs an update: a walking/biking lane that could be the same lane, need to cover potholes</li> <li>Unsafe bridge overall</li> </ul>
<ul style="list-style-type: none"> <li>• No middle, yellow stripe</li> <li>They had taken out the stop sign by the creek, so there are speed problems</li> </ul>
<ul style="list-style-type: none"> <li>• Need for safe path for pedestrians from Arden park to 54th along Minnehaha Blvd, and along 52nd to France.</li> <li>"Arden Falls" needs a sense of place.</li> <li>Need for access under the bridge.</li> </ul>
<ul style="list-style-type: none"> <li>• I live on 54th St. I'm worried about parking don't want to lose any street parking on either side of the bridge.</li> <li>Don't want a dedicated bike lane in lieu of parking. Concerned that they'll put in sidewalks with a boulevard and it will be too wide. Their houses are already close to the street and they don't want pedestrians too close to their houses. It's more of a thoroughfare already so they don't want any extra traffic. I prefer no sidewalks, at least on the south side.</li> <li>Also, don't want a roundabout at Halifax and 54th St and no stop sign.</li> <li>He also doesn't want any more signs in his yard. He already has a bus stop sign.</li> </ul>
<ul style="list-style-type: none"> <li>• The sidewalk is broken. Overall it could use some improvements like new paint on the railings.</li> </ul>
<ul style="list-style-type: none"> <li>• No center striping on 54th St. Seems like a one way. Very confusing intersection when coming from Minnehaha: wasn't sure if it was a 3 way or 2 way stop since you can't see the signs for the other drivers from Minnehaha. (These were people who were doing work on one of the houses on Minnehaha)</li> </ul>
<ul style="list-style-type: none"> <li>• There is no median, could have head-on collisions</li> <li>Bike lanes are a mess</li> </ul>
<ul style="list-style-type: none"> <li>• Road has steep slope, could lose control when icy, also could have pooling water</li> <li>There are obstructed views when turning onto 54th such as hedges</li> <li>Poorly designed bike lanes, they are a disaster</li> </ul>
<ul style="list-style-type: none"> <li>• It is a rough road</li> <li>It is unfriendly to pedestrians, bike lane doesn't help pedestrians</li> <li>Needs to be more bike friendly</li> </ul>
<ul style="list-style-type: none"> <li>• Redo entire road, need to address gas leak that happened a few years ago</li> <li>How can it be widened to accommodate everyone such as bikers, buses, pedestrians, cars, standing on bridge)</li> <li>Safety of pedestrians, kayaks, bikers</li> <li>No garbage cans by bridge</li> </ul>
<ul style="list-style-type: none"> <li>• Lack of parking for those who live on 54th St</li> </ul>
<ul style="list-style-type: none"> <li>• Needs to be totally redone, no more patches</li> <li>Opportunity to make bridge more user-friendly</li> <li>Make sure pedestrians use both sides of bridge/street</li> </ul>
<ul style="list-style-type: none"> <li>• Bike lanes are confusing/bad</li> <li>Bridge looks like it'll fall</li> <li>Aesthetics of WPA project (bridge, park) should be preserved</li> </ul>
<ul style="list-style-type: none"> <li>• Not safe to walk with dogs or bike around</li> <li>Not aesthetically pleasing bridge</li> </ul>

<ul style="list-style-type: none"> <li>Lack of sidewalks, moving off to the side during busy periods</li> </ul>
<ul style="list-style-type: none"> <li>Wider landing to stop and look at bridge Railing doesn't seem safe for kids Not enough space for pedestrian, bike, cars (seems to be confusing at intersection) there is no labeled cross walk Think bike lanes and sidewalks would be key</li> </ul>
<ul style="list-style-type: none"> <li>Parking lot bump out helps a lot walking on bridge in winter is tough because it is narrow Walkway should be widened</li> </ul>
<ul style="list-style-type: none"> <li>No problems really, don't travel it too much big advocates of sidewalks though</li> </ul>
<ul style="list-style-type: none"> <li>adding the bike lanes have been great sidewalk ( I see a lot of people walking) resurface</li> </ul>
<ul style="list-style-type: none"> <li>The road is not wide enough (sidewalks would be nice) People walk on that road to commute between the two major roads, France and Wooddale</li> </ul>
<ul style="list-style-type: none"> <li>Been here a long time Would like to see it a bit wider</li> </ul>
<ul style="list-style-type: none"> <li>Street is just so narrow Stop sign always seems like a trouble area</li> </ul>
<ul style="list-style-type: none"> <li>It is a very busy area sidewalks would be nice</li> </ul>
<ul style="list-style-type: none"> <li>Think it is fine, haven't seen too many problems. not enough room, for all traffic (bike, walk, car)</li> </ul>
<ul style="list-style-type: none"> <li>The bridge is not wide enough or the speed limit is not slow enough People just cross in front of cars</li> </ul>
<ul style="list-style-type: none"> <li>She is an avid runner sidewalk would be nice So many cars go through 54th Sometimes they go fast on intersections turning on 54th</li> </ul>
<ul style="list-style-type: none"> <li>Bike lanes are not working (people seem to get too close and don't understand how they work) little parking area is good Need road resurfacing people do stop at the stop sign, but it would be good to have a sidewalk (many kids fish near the bridge)</li> </ul>
<ul style="list-style-type: none"> <li>enhance visually It is not too busy but seems confusing would like sidewalk with nicer curbs Bike lanes</li> </ul>
<ul style="list-style-type: none"> <li>I am a bike commuter and would like a bike path (Lanes are confusing to drivers) like the bridge in the country club area (would like to see the 54th bridge to be just as nice) Lot of kids use the area clearer pathways to water especially for pedestrians The road is very busy and there are many buses that come by more defined for creek use</li> </ul>
<ul style="list-style-type: none"> <li>Seems like bottleneck for bike or foot traffic, maybe it could be widened</li> </ul>
<ul style="list-style-type: none"> <li>Repair needs on road based on the physical state of road it is complicated how people, cars, and bikes converge on the bridge and at the stop sign</li> </ul>
<ul style="list-style-type: none"> <li>Erosion of grass/yard from bus, closer to Wooddale No area for bus stop, not aesthetically pleasing Need for barrier between bus stop and lawn Need for more pedestrian safety, especially by bridge where people are standing/fishing/boating</li> </ul>
<ul style="list-style-type: none"> <li>Road not easy for pedestrians or bikes Visibility on intersection with Brookview is not good, trees blocking cars/pedestrians Bridge seems to keep sinking</li> </ul>
<ul style="list-style-type: none"> <li>No more capping of road, great need for total resurfacing Bridge looks like it'll fall into the water</li> </ul>

<p>Too many potholes Poorly designed bike paths</p>
<ul style="list-style-type: none"> <li>Road is in bad condition, shouldn't do anymore temporary fixes Bike paths are a mess Need for a sidewalk, unsafe to walk in street Narrow bridge</li> </ul>
<ul style="list-style-type: none"> <li>If made too wide, it would cut driveway, feels like road would be at dining room Concerned with how it will be paid for, the other 20% The bridge is ugly</li> </ul>
<ul style="list-style-type: none"> <li>Prefer not to have bike lanes, there is a greater need for parking Poorly designed bike lanes</li> </ul>
<ul style="list-style-type: none"> <li>Yard is sloppy without a curb on 54th street, grass just runs into the street Seems unsafe for people to just walk on the street</li> </ul>
<ul style="list-style-type: none"> <li>Bike paths are gone/covered on Wooddale, unsure if they're coming back People stop on bridge to fish/canoe instead of pulling further off to the side. Seems unsafe for other drivers who are unsure what the car in front of them is doing</li> </ul>
<ul style="list-style-type: none"> <li>Unsure who would pay for the other 20%, when state pays for 80% The stop sign by the creek/bridge seems good for safety, but is a nuisance at times since it isn't a high traffic area Poorly designed bike lanes, unsure where to drive</li> </ul>
<ul style="list-style-type: none"> <li>pedestrian safety, need safe space to walk on at least one side of 54th, bike lane on 54th is inconsistent, would like a wider road with a center line, more frequent street sweeping to encourage cyclists, concerned that as 54th becomes more user friendly traffic will increase</li> </ul>
<ul style="list-style-type: none"> <li>Safety of the bridge and the width of road, not enough room for both cars and pedestrians. Run off from street during the winter creates icy roads coming down from the hill.</li> </ul>
<ul style="list-style-type: none"> <li>Not wide enough for both cars at the same time. Parking for church traffic on 54th St. can create over crowding on the street and narrow the street even more.</li> </ul>
<ul style="list-style-type: none"> <li>Aesthetics of the bridge, the bridge seems unsafe.</li> </ul>
<ul style="list-style-type: none"> <li>Narrow walkways, high traffic area, can be scary with kids on bikes. Lack of space for pedestrians.</li> </ul>
<ul style="list-style-type: none"> <li>Lack of sidewalk on 54th, walkers do not feel safe with their children.</li> </ul>
<ul style="list-style-type: none"> <li>Condition of the road. Safety issue with location of bike lanes, emphasized the lack of a center lane. Lack of a walk way makes pedestrians feel unsafe. It can also be scary walking along with dogs not a lot of space for all on road.</li> </ul>
<ul style="list-style-type: none"> <li>The surface of 54th St. and it's condition.</li> </ul>
<ul style="list-style-type: none"> <li>The condition of the road. With a lot of construction on houses in the area, he doesn't feel safe walking. Not a lot of room on the road for both pedestrians and cars, seem to fight each other.</li> </ul>
<ul style="list-style-type: none"> <li>Hard to walk along road and feel safe at the same time. Once a biker complained that he was in bike lane.</li> </ul>
<ul style="list-style-type: none"> <li>Safety on the road and coming up over the hill, traffic comes up fast. The bridge is narrow, potentially a safety issue. Not enough space for walkers and cars.</li> </ul>
<ul style="list-style-type: none"> <li>bridge aesthetics, no shoulder for cycling on 54th especially at the bridge, need wider sidewalks for walkers</li> </ul>
<ul style="list-style-type: none"> <li>safety issues for runners and bikers along 54th, concerned that there will be simultaneous construction on 54th and 58th that will cause congestion</li> </ul>
<ul style="list-style-type: none"> <li>pedestrian safety along 54th</li> </ul>
<ul style="list-style-type: none"> <li>pedestrian safety for people portaging across 54th, graffiti on bridge could be more aesthetically pleasing</li> </ul>
<ul style="list-style-type: none"> <li>safety for bikes along 54th, traffic on 54th, bike lane on 54th stops</li> </ul>
<ul style="list-style-type: none"> <li>bridge and road are too narrow, concerned about bike safety, lack of sidewalks make it hard to get across 54th St</li> </ul>
<ul style="list-style-type: none"> <li>not enough parking, not enough space on the sidewalk</li> </ul>
<ul style="list-style-type: none"> <li>dangerous to cross 54th Street with strollers, no place to walk down street</li> </ul>
<ul style="list-style-type: none"> <li>not enough space to walk along 54th street with tubes, not a good place to walk along 54th in general</li> </ul>

<ul style="list-style-type: none"> <li>not enough parking, bike lane is confusing-hard to know where to drive</li> </ul>
<ul style="list-style-type: none"> <li>safety for motorists and cyclists, with new signs saying that cyclists can use the entire lane there is confusion about where people are supposed to ride or bike, need clearer bike and driving lanes, need to be able to still see river from bridge</li> </ul>
<ul style="list-style-type: none"> <li>Paths near the bridge (especially south of the Creek) are overgrown used to be maintained better. Would like better visibility from the bench. Better/safer portage across 54th at the bridge, with easier access to Creek for swimmers, fishers, tubers, etc.</li> </ul>
<ul style="list-style-type: none"> <li>The walking path going up the hill from the bridge is dangerous. Also, there's not enough parking and it needs to be better labeled. Also, they could mark the crosswalk. It just needs better marking all over signs saying what's legal or not. It's not clear right now whether you're supposed to fish, or tube, or what. It looks dumpy now.</li> </ul>
<ul style="list-style-type: none"> <li>That bridge is awful it's the worst intersection in Edina for potholes. Even when they get repaired they just come back. I want walking paths by the creek. Also, it would be great if there were dog bags available for people to pick up after their dogs. People aren't used to those new bike paths so there needs to be better signage. Cars don't know what to do. I would want bike trails, but that's probably not going to happen.</li> </ul>
<ul style="list-style-type: none"> <li>It's good they're redoing it. It's a safety hazard too narrow for bike lanes. Very treacherous in the winter because it gets icy and there's no room for bigger vehicles. Wish they would post a "slow" sign on Minnehaha because people drive too fast. For bikers the 54th St bridge is dangerous too.</li> </ul>
<ul style="list-style-type: none"> <li>It would be nice to have a bike path/more of a shoulder for bikers.</li> </ul>
<ul style="list-style-type: none"> <li>Need for safety for walkers from 54th to 52nd, along Minnehaha Blvd, and along 52nd Street to France. Need for pedestrian safety along 54th to the park "Arden Falls" needs a better sense of place. Need for access under the bridge</li> </ul>
<ul style="list-style-type: none"> <li>None, she only is dropping off her child for a parks program.</li> </ul>
<ul style="list-style-type: none"> <li>not enough parking</li> </ul>
<ul style="list-style-type: none"> <li>traffic is dangerous and creates safety issues with kids, feels unsafe walking with stroller, traffic goes too quickly down 54th</li> </ul>
<ul style="list-style-type: none"> <li>not enough parking when wave is high</li> </ul>
<ul style="list-style-type: none"> <li>Not enough parking when Creek is high</li> </ul>
<ul style="list-style-type: none"> <li>confused about where to drive along 54th with the bike lanes, driving safety with all of the drivers distracted by the water</li> </ul>
<ul style="list-style-type: none"> <li>safety and efficiency for cyclists: bike lanes are helpful</li> </ul>
<ul style="list-style-type: none"> <li>worried about traffic disruption and assessment costs from construction, issues with increasing traffic, unsafe for walking and cycling, church parking increases traffic congestion, walks through others' yards along 54th to feel safe</li> </ul>
<ul style="list-style-type: none"> <li>bridge is aesthetically unappealing, kayak portage is difficult across 54th</li> </ul>
<ul style="list-style-type: none"> <li>safety for walkers and cyclists, hard to cross 54th</li> </ul>
<ul style="list-style-type: none"> <li>Safety issues walking along all of 54th</li> </ul>
<ul style="list-style-type: none"> <li>safety issues for pedestrians walking during high traffic times down from Brookview past the bridge</li> </ul>
<ul style="list-style-type: none"> <li>pedestrian safety at the intersection of Minnehaha Blvd and 54th, not enough parking</li> </ul>
<ul style="list-style-type: none"> <li>ensure access to the church</li> </ul>
<ul style="list-style-type: none"> <li>Uneven</li> </ul>
<ul style="list-style-type: none"> <li>Surface in terrible shape. Unattractive. Falls ugly. concerned about road closures for this project.</li> </ul>
<ul style="list-style-type: none"> <li>safety concerns since no sidewalks. safety with boat parking, but don't want it to be an eyesore. Wooden posts make it harder to park</li> </ul>
<ul style="list-style-type: none"> <li>Don't feel safe biking, narrow. Bike path seems stupid when narrow roads. No dedicated bike path. Narrow walking</li> </ul>
<ul style="list-style-type: none"> <li>None keep as is</li> </ul>
<ul style="list-style-type: none"> <li>Narrow</li> </ul>
<ul style="list-style-type: none"> <li>bridge too tight, bumpy, potholes. concerned about safety for bikes and walkers</li> </ul>
<ul style="list-style-type: none"> <li>the bridge is ugly, could have stone face added. too many trees cleared. not enough shade.</li> </ul>
<ul style="list-style-type: none"> <li>Concerned it won't be residential if it changes</li> </ul>
<ul style="list-style-type: none"> <li>None don't use</li> </ul>
<ul style="list-style-type: none"> <li>None I avoid street</li> </ul>

<ul style="list-style-type: none"> <li>• Road in bad shape west of bridge. sidewalk not at the curb the whole way. concern that would have to maintain the grass if sidewalk built.</li> </ul>
<ul style="list-style-type: none"> <li>• Bridge not maintained</li> </ul>
<ul style="list-style-type: none"> <li>• Concern with safety for kids &amp; pedestrians. street condition bridge to Wooddale. confusion with bike lane</li> </ul>
<ul style="list-style-type: none"> <li>• Confusion at intersection of Minnehaha. Not safe for walking</li> </ul>
<ul style="list-style-type: none"> <li>• No spot to sit and see creek. Road too bumpy</li> </ul>
<ul style="list-style-type: none"> <li>• blind corners. feels unsafe. hard for pedestrians without sidewalks. not bike friendly</li> </ul>
<ul style="list-style-type: none"> <li>• Safety concern walking on 54th</li> </ul>
<ul style="list-style-type: none"> <li>• The bridge is in tough shape</li> </ul>
<ul style="list-style-type: none"> <li>• Graffiti under the bridge</li> </ul>
<ul style="list-style-type: none"> <li>• Bike lanes are confusing nervous to drive with the bike lanes people bike on sidewalk to avoid lanes</li> </ul>
<ul style="list-style-type: none"> <li>• too busy don't feel safe walking no lights or sidewalks can't see people around the corners</li> </ul>
<ul style="list-style-type: none"> <li>• 54th sty is rough and not well maintained. Safety for walkers is also a concern because the streets are narrow.</li> </ul>
<ul style="list-style-type: none"> <li>• Safety as a walker is a concern because of the narrow streets. The intersection of 54th St. and Minnehaha blvd for walkers as it is not clear who has the right of way with the stop signs and yield signs coming together.</li> </ul>
<ul style="list-style-type: none"> <li>• The lack of clearly defined bike lanes.</li> </ul>
<ul style="list-style-type: none"> <li>• The road striping does not make it clear where bikers should ride and where cars should drive.</li> </ul>
<ul style="list-style-type: none"> <li>• Safety is a concern especially with children as it relates to the width of the road. The speed at which cars approach the intersections especially along 54th.</li> </ul>
<ul style="list-style-type: none"> <li>• Both the condition of 54th St. as well as the width of the road present safety concerns.</li> </ul>
<ul style="list-style-type: none"> <li>• Safety concerns with the width of the roads especially for bikers and walkers. The hand rail on the bridge is not seen as aesthetically pleasing.</li> </ul>
<ul style="list-style-type: none"> <li>• Narrowness of the bridge is a concern especially for children and kids on bikes too. The rough surface of 54th St. makes it difficult for bikers and walkers alike.</li> </ul>
<ul style="list-style-type: none"> <li>• Safety for both kids and bikes, including narrow roads, steep and bumpy roads. Also safety at the intersections including the safety while crossing the streets.</li> </ul>
<ul style="list-style-type: none"> <li>• The condition of the road including potholes and upkeep of the road.</li> </ul>
<ul style="list-style-type: none"> <li>• The lack of room on 54th St. for walkers. At the corner of Brookview and 54th St. and specifically for those coming east, it is not clear if people should stop or not.</li> </ul>
<ul style="list-style-type: none"> <li>• Safe place to walk the dog</li> <li>• Reduce conflicts between bike and car</li> <li>• Poor pavement surface/safety</li> <li>• Kids need safe access to the park/creek</li> <li>• Concerns about traffic volume and speed</li> <li>• Drainage and flooding problems</li> <li>• Park access not obvious from 54<sup>th</sup></li> <li>• Missed opportunity/utilizing natural resource</li> <li>• Eastbound traffic run Stop sign. need natural traffic calming</li> <li>• Kids need safe place to wait for the bus (on bridge)</li> <li>• Poor sight lines create safety risk on both sides of creek</li> <li>• People 8-80 need safe place to walk</li> <li>• Maintain pedestrian park access</li> <li>• Bike trail connection to Minneapolis</li> <li>• Smooth traffic flow</li> <li>• Maintain reasonable speeds</li> <li>• Ensure enough parking at the park, especially seasonally</li> <li>• Ensure enough parking at Church, especially Sundays</li> <li>• Look at grade control structure, maintain rapids for fun paddling</li> <li>• Too much noise at the carwash at 54th and France</li> <li>• If roundabouts or other, consider if they large enough for Fire access</li> <li>• Maintain wooded feel of the road</li> <li>• Incorporate historical bridge design</li> </ul>

<ul style="list-style-type: none"> <li>• Is there enough money to address issues?</li> <li>• Ensure lighting for pedestrians, auto traffic, and park users</li> <li>• Bridge does not match the quaint character of the neighborhood and park</li> <li>• Bridge needs to accommodate a multitude of uses</li> <li>• Bridge has short remaining service life</li> <li>• Concrete spillway looks in need of repair</li> <li>• Establish historical look of the bridge to enhance and beautify the area</li> <li>• Prioritize solutions to match funding</li> <li>• Bridge feels narrow for drivers</li> <li>• Ensure and separate space for pedestrians across the bridge</li> <li>• Is the pedestrian bridge width adequate?</li> </ul>
<ul style="list-style-type: none"> <li>• I live on the corner of 54th and Kellogg and there is significant land erosion on 54th street caused by the bus. This is not only aesthetically unpleasant, but potentially unsafe as that is a bus stop location requiring passengers to stand further on my lawn to avoid traffic on the road. Standing water on 54th street after rain showers.</li> </ul>
<ul style="list-style-type: none"> <li>• The sidewalk on the street is not continuous between Wooddale and France The bridge is not wide enough to handle vehicle traffic, pedestrians, cyclists, and canoeists. Snow removal is lacking for pedestrians in the area</li> </ul>
<ul style="list-style-type: none"> <li>• I would like to be able to let my kids ride their bikes to school (Normandale French Immersion), but the bike paths are inadequate for small children to navigate safely.</li> </ul>
<ul style="list-style-type: none"> <li>• Bridge isn't wide enough for bike, pedestrian, motor vehicle facilities</li> <li>• Not safe for kids to cross 54<sup>th</sup> at the bridge carrying innertubes</li> <li>• Confusing to travel along 54<sup>th</sup> without continuous striping</li> <li>• Skewed intersections and hill impact sight distance; contexts change</li> <li>• Variety of activity at park block: tubers canoeists, pedestrians, cyclists, and transit – all used by a variety of ages and abilities</li> <li>• Wooddale and 54<sup>th</sup>: Golf course hedge impedes sight distance...in row, not trimmed; weeds, as well</li> <li>• Bridge clearance for canoeists on Creek is insufficient</li> <li>• Church parking takes right-of-way from travel; can't they build their own? No longer just Sunday and Wednesday; this is a 7-day facility with activities all week that need parking.</li> <li>• Stop sign at Minnehaha Blvd is a challenge for bikes when they're headed uphill, and also when they're headed downhill and must stop</li> </ul>
<ul style="list-style-type: none"> <li>• We were informed that most likely the speed limit along 54th, due to the bike lane would be reduced. It was not.</li> <li>• The traffic along this lane travels in excess of the current limit and endangers cyclists and pedestrians.</li> <li>• The condition of the bike lane is not very good, and in some places dangerous</li> <li>• Even with the presence of police there was a bicycle/auto accident at the corner of 54th and Brookview</li> </ul>
<ul style="list-style-type: none"> <li>• Retain street parking on both sides of the street. They have guests a lot, as well as for a traffic-calming measure.</li> <li>• Cars speed down 54th, safety</li> <li>• Lots of pedestrian traffic of kids, people launching canoes, would like to keep stop sign for safety reason.</li> <li>• Prefer not to have sidewalks, just because the houses sit close to the street so people would be walking close to the house. The mature tree provides privacy, and it would be devastating to lose it. If they have to have sidewalks, prefer not to have a boulevard.</li> <li>• Don't want to see deforestation or trees coming down on 54th street, like it wooded</li> <li>• Bridge is in need of repair</li> <li>• Don't want any more signage in our yard, already have a bus sign and an electrical pole</li> </ul>

# STAKEHOLDER INPUT: Edina 54th Street/Stormwater Management Plan

**Question 2: What issues and needs do you see for Minnehaha Creek and Arden Park? (Please focus on issues and needs rather than specific solutions. Example: Stormwater runoff dumps directly from the road into the Creek. Or, The canoe landing is primitive and slippery after a rain.)**

**NOTE:** This is all input from doorknocking, intercept surveys, online surveys, and small group sessions (such as City committees) from 21 June-18 July 2013. Content is in random order and only personal names and phone numbers have been removed. Input from this and the other key question is being categorized and in combination with design and regulatory requirements will be used to generate scenarios for stakeholder feedback in August and September 2013.

## Response Text (filtering out none, no response, no comment, etc.)

- The openings of park equipment is too big and is a safety issue. The safety and park for kids.
- Clear snow on pedestrian bridge and walkway to west so it is safe in winter• Water runs off lawns on Minnehaha directly into Creek• Hard for canoeists to get across, over, and under bridge• Parking at NE corner of Park is inadequate; need more without increasing surface water runoff• No safe place to keep bikes at Park• Improve Creek water quality by encouraging bike vs. auto use • Algal blooms in Creek reduce aesthetics• Park shelter blocks view of Creeks so it is less visible, inviting, and attractive• Would be nice if people could see Creek looking east from higher ground on Oaklawn• Want to be able to access more of the NW part of the Park
- There are a lack of facilities such as ice rinks. There are dead fish in the water.
- There are invasive plants like buckthorn. There is a lack of shaded picnic facilities.
- -Safety issue shooting the rapids. There is potential for injuries, however, if people could shoot the rapids they wouldn't have to portage which creates a safety concern.-It is not clear what is park/public land and what is private/church property. The liability of this is a principal concern. Trees fall, people make unofficial paths, all of which present safety hazards that the church is legally liable for.-The entrance to church property next to the stormwater drain/creek is very eroded-The two huge pipes that go directly into the creek stick out-There is a huge concrete culvert sitting in the woods on church property, but it is not the church's-The storm water drains back into the woods and the creek-Concerns about water run-off from the new Sanctuary roof that is being built
- Arden needs an updated warming house, with year round toilet access. In particular, it is frustrating to be at the playground with a toddler That needs to use the bathroom when there isn't one available!!!
- -too much governmental management gets in the way (building more amenities)-it is gorgeous -keep the nature feel
- -we should limit the amount of fertilizer. Have seen the runoff especially form the Edina Country Club, it is a big problem.-maybe we could have a U of M landscape architect school come help teach neighbors how to maintain there year without the fertilizer-did you know we use more fertilizer for our lawns in the suburbs than actual farms-this could have a major impact on the environment
- not down there too much-On Minnehaha can't see pedestrians. I try not to drive on it because it don't want to hit a walker or a biker
- -water quality is bad (daughter class went down and measured the levels, it didn't do so well)-can't think of any runoff issues
- -I don't know-gets really wet in the open field
- -gross and crammed w/ crap, it is dirty-cross bridge by Arden park - big trees fall and stay in river.
- rapids is a little rough right now
- I don't really have an issue
- Just want them to do it correctly.
- Wary of this term "environmental".
- Should keep the park as much as the same as it can be.
- There could be a small area for an off leash dog park in Arden Park. There would still be room for tables and the kids' playground.
- I've seen standing water in the park.
- Need to be careful about what runoff goes into the creek, like fertilizer.
- The creek is a jewel - should protect it.
- Flow needs to be steadier in the creek. Not too little, not too much.Nutrients wash off the landscape and dirty the creek.Park needs to be more accessible from 50th street and Wooddale area.Natural character of the park is

<p>an amenity, we need to preserve it. The park lacks identity, we should create a vision for how it should look. Park is a great place for people to experience and learn about natural resources, demonstrate and showcase with signs varieties of trees and landscaping. Use educational kiosks to provide natural resources and water resource public education. Need greater visibility of park from 54th street, I don't even know it's there. Wayfinding and signage to call out park and amenities to encourage use. Stop cutting down trees.</p>
<ul style="list-style-type: none"> <li>-Arden Park under water-There are lots of Raccoons in the park</li> </ul>
<ul style="list-style-type: none"> <li>In the alley behind Minnehaha/Halifax the drain clogs so sand runs into drain and consistent runoff problem</li> </ul>
<ul style="list-style-type: none"> <li>no different</li> </ul>
<ul style="list-style-type: none"> <li>no comment, but we do use the park a lot</li> </ul>
<ul style="list-style-type: none"> <li>great park</li> </ul>
<ul style="list-style-type: none"> <li>-I don't know-we like to skate at park-the playground is average, would like to see a bigger park-the baseball field leaves something to be desire, it is sad shape.</li> </ul>
<ul style="list-style-type: none"> <li>-Haven't seen a lot of overflow-can't comment</li> </ul>
<ul style="list-style-type: none"> <li>-when there is heavy snow/rain the middle of Arden floods-time the lights on France avenue please.</li> </ul>
<ul style="list-style-type: none"> <li>-portage should be on other side from the stop sign because of the water flow-maintain trees = take out that falling trees-The city doesn't trim trees on the park side of Minnehaha Blvd but then we get asked to trim our trees-Would like to see a walking path from bridge to park on Minnehaha to get people off the windy/blind spot road-we like that Arden park is a children's park-Maybe a bit more shade at the actual park would be good.</li> </ul>
<ul style="list-style-type: none"> <li>There is sediment and sand that runs from our Ally behind Minnehaha into the drain that makes its way to the creek.</li> </ul>
<ul style="list-style-type: none"> <li>don't see any problems</li> </ul>
<ul style="list-style-type: none"> <li>Safety for canoeist to cross the street.</li> <li>Steps and path leading into the park as fallen apart and floods in the spring.</li> </ul>
<ul style="list-style-type: none"> <li>1. There is flooding near the creek when it rains heavily2. There is not enough space for picnicking along the creek</li> </ul>
<ul style="list-style-type: none"> <li>1. There is not a lot of easy access to the creek</li> </ul>
<ul style="list-style-type: none"> <li>1. I like when there are open spaces in the parks - 10 year old son</li> </ul>
<ul style="list-style-type: none"> <li>1. There are rocks in the playground under the play set and it is dangerous for the kids</li> </ul>
<ul style="list-style-type: none"> <li>1. There is flooding in the neighborhood and not enough ways for it to drain</li> </ul>
<ul style="list-style-type: none"> <li>-Creek should still be useful for boaters/kayakers of all levels, need to keep them safe-There is an excess of buckhorn along creek</li> </ul>
<ul style="list-style-type: none"> <li>-The warming house is too old</li> </ul>
<ul style="list-style-type: none"> <li>-There are dying trees, need for more replanting-Warming house looks like a pit, no windows for parents to sit and monitor children</li> </ul>
<ul style="list-style-type: none"> <li>-Better upkeep of creek-Need for naming the falls so people know where to meet one another-A water basin would attract more mosquitoes at the park, that would be an issue</li> </ul>
<ul style="list-style-type: none"> <li>Need to maintain woods alongside creek.</li> </ul>
<ul style="list-style-type: none"> <li>Want to maintain woods, especially by the church on 54th; unsure what the church plans on doing.</li> </ul>
<ul style="list-style-type: none"> <li>-There is no bathroom at the park, when the warming house is closed-There is not adequate light at night</li> </ul>
<ul style="list-style-type: none"> <li>It would be nice to not have to portage a canoe across traffic.</li> </ul>
<ul style="list-style-type: none"> <li>The 54th Street rapids are the most popular rapids on the entire stretch of the 20 mile Creek, for canoeists and kayakers alike. Anything that can be done to enhance the space above and below the rapids would be appreciated. Better landings above and below would be welcome, as would be a more defined portage path. Ideal would be a pedestrian/portage path under the bridge, adjacent to the Creek, so that portages would not require crossing 54th Street. This would also be helpful for kayakers that enjoy running the rapids over and over again for practice. They could safely transport their kayaks upstream via a convenient portage path under the bridge.</li> </ul>
<ul style="list-style-type: none"> <li>Warming hut is deteriorating, needs re-doing</li> </ul>
<ul style="list-style-type: none"> <li>-No loss of natural habitat/drainage-Need for water to soak into park, not re-routed to creek-No curbing around park, so that it soaks in instead of being re-routed-Need to maintain natural wilderness feel of park, no sidewalks/paved walkways. Can be mulch/woodchips</li> </ul>
<ul style="list-style-type: none"> <li>Need to maintain access to park</li> </ul>
<ul style="list-style-type: none"> <li>Park is difficult to use during spring due to flooding</li> </ul>

<ul style="list-style-type: none"> <li>• Lack of milkweed for monarchs.</li> </ul>
<ul style="list-style-type: none"> <li>• There are sick trees in the park that should be trimmed more.</li> </ul>
<ul style="list-style-type: none"> <li>• The park floods, water should be rerouted.</li> </ul>
<ul style="list-style-type: none"> <li>• There are kids with drugs (using, offering) on the Brookview side of the creek. Needs to stop.</li> </ul>
<ul style="list-style-type: none"> <li>• Need to keep as quiet space along creek.</li> </ul>
<ul style="list-style-type: none"> <li>• -Stormwater comes into yard-Park needs better field conditions-Park should cater to all age groups, tends to be younger kids. What are older kids to do?</li> </ul>
<ul style="list-style-type: none"> <li>• need easier way for boaters to safely get in and out of Creek, boat launches/landings are primitive and slippery, area by bridge and Creek could be more aesthetically pleasing, need a way for Creek and trail users to avoid being on the street at all to increase safety and quality of experience, need more parking near Arden with easy and safe access to the park, flooding issues at both the north and south ends of Arden, need space for people to fish, no place to park bikes, make sure improvements are used strategically to attract wildlife and natural features to Arden and the Creek, use floodwater creatively so that it becomes an asset not a detriment, need for greater/more intentional community gathering space around the Creek---could become a unique City feature and asset, need greater and intentional focused lighting that is aesthetically pleasing and environmentally sustainable to improve safety, eventual need for updated warming house in Arden, space around Creek should be a more prominent City feature, Park Board would like to see City plan for area so that they can think through how the plan may affect future Arden renovations, stormwater pipes dumping into the Creek are ugly</li> </ul>
<ul style="list-style-type: none"> <li>• although at certain levels there is good kayaking at this drop, I am sure it could be improves which would greatly increase use</li> </ul>
<ul style="list-style-type: none"> <li>• Would like to maintain canoe/kayak play area under bridge.</li> </ul>
<ul style="list-style-type: none"> <li>• this is the premier location for both canoes &amp; kayaks. The bridge should accommodate observers &amp; walkers, bikers, rollerbladers. Upgrading the landing in conjunction with bridge renovation would make the landing safer for ages &amp; abilities of landing users.</li> </ul>
<ul style="list-style-type: none"> <li>• Aside from wet fields at Arden Park after strong rains, the only issue we face if the rainwater dumps lawn chemicals, etc. into the creek.</li> </ul>
<ul style="list-style-type: none"> <li>• Improving the creek features to make the water more fun for canoes, kayaks and inner tubers.</li> </ul>
<ul style="list-style-type: none"> <li>• a) The jagged surface of the spillway running underneath the bridge presents a hazard to any recreational boater or tuber coming through and taking a face-first spill. b) "Shoreline landscaping" rocks downstream of the bridge present foot entrapment hazards.c) The old "dam gate" on river left above the bridge, presents an entrapment hazard at higher water levels.d) The last thing we want to have happen is a Minnehaha "50th street drop" into crushed rocks which -- as scenic as some may see it -- is a man-made hazard to all users. A more favorable goal for the "54th St. site" would be -- a mini-whitewater park constructed with multiple features to take advantage of all Minnehaha Creek flow rates for the enjoyment of all users.I applaud the City Of Edina for investing the time in doing this survey -- and also the many local residents I have spoken to who favor the idea of a mini-whitewater park for the enjoyment of both kids and adults alike!!</li> </ul>
<ul style="list-style-type: none"> <li>• The current layout of the rapid creates a "play wave" for kayakers at high flows. It would really be a shame if a new bridge/landscaping worsened the ability of whitewater kayakers to enjoy the creek in high water.</li> </ul>
<ul style="list-style-type: none"> <li>• warming house is dilapidated</li> </ul>
<ul style="list-style-type: none"> <li>• buckthorn and plant debris in the Creek, more landscaping needed by the Creek, drainage issues in the park, warming house is shabby, more lighting in park, whitewater course on the Creek</li> </ul>
<ul style="list-style-type: none"> <li>• more plantings in park</li> </ul>
<ul style="list-style-type: none"> <li>• keep area looking natural</li> </ul>
<ul style="list-style-type: none"> <li>• keep Creek high so that people don't walk in it</li> </ul>
<ul style="list-style-type: none"> <li>• grassy area in park is underutilized--would like a soccer net to practice shooting</li> </ul>
<ul style="list-style-type: none"> <li>• more flowers and shrubbery</li> </ul>
<ul style="list-style-type: none"> <li>• warming house could look better aesthetically, flooding in road around house (5116 Arden) that drains into Creek, water is not moving freely enough to keep from pooling around house and park which makes the trees less stable</li> </ul>
<ul style="list-style-type: none"> <li>• I am a canoeist (both flat water and whitewater). I very much enjoy paddling Minnehaha creek. In higher water the wave that forms just beneath the bridge is an excellent spot to play in whitewater boats. I spent more than 5 hours there last week along with several other boaters, many of whom were there more than 4 days in a row. Any changes to the bridge need to be done to insure that this wave remains the same or is improved. A new bridge should have enough clearance so that boaters can safely go down the creek even in higher water. All</li> </ul>

<p>debris from removal and construction of a bridge must be cleaned up to keep paddlers safe. I think it would be excellent if some thought toward improving the wave and the small rapids for the purposes of white water paddlers could be given. Judicious placement of rocks and/or barriers could make this spot much more of an attraction than it currently is for whitewater enthusiasts. I assume that the concrete apron on the creek bed beneath the bridge would need to be modified. This would be a prime time to improve the flow into more of a mini-whitewater park. Check out the Charles City Iowa whitewater park: <a href="http://ccwhitewater.com/">http://ccwhitewater.com/</a> For paddlers that choose to portage this section there is a decent landing on the upstream side but nothing definitive on the downstream side. There is a dirt trail which is fine but it might be worth considering stairs or a more formal trail just down from the bridge. No need for anything too fancy as the 'wild-ness' of the area is very much desired but it would be good to reduce erosion near the bridge. Similarly a path from the parking area down to the creek would be nice. Again there is currently a dirt one which is fine but if the area is to be developed a new path should be included.</p>
<ul style="list-style-type: none"> <li>• The 54th street canoe landing downstream of the bridge is not very convenient, it is way down a path you could fall into the water while trying to get through. The left side of the creek has a much more commonly used area for people loading their boats.</li> </ul>
<ul style="list-style-type: none"> <li>• I cannot stress this enough: There is an opportunity to add a couple more parking spaces for people that would like to have access to the creek at that location for canoeing and kayaking (put-in and take-out location for creek paddling trips). And Please, Please, Please do not allow the construction contractors to dump construction waste material into the creek (like they did the last time the bridge was worked on).</li> </ul>
<ul style="list-style-type: none"> <li>• Concerned over neighbors knowledge of how to take care of their lawn or their impact on the creek, specifically for people whose property backs up to the creek. Gave an example of neighbors feeding the ducks.</li> </ul>
<ul style="list-style-type: none"> <li>• Something should be done to keep runoff from going into creek. Concerned also with keeping the creek clean.</li> </ul>
<ul style="list-style-type: none"> <li>• A good canoe landing.</li> </ul>
<ul style="list-style-type: none"> <li>• Water Recreation for my kids.</li> </ul>
<ul style="list-style-type: none"> <li>• Maintain the fun nature of the creek for kayaking and canoeing fun.</li> </ul>
<ul style="list-style-type: none"> <li>• Some areas in the creek are too shallow for kayaks to go through.</li> </ul>
<ul style="list-style-type: none"> <li>• Vending machines in the park. Wayfinding signs along the creek</li> </ul>
<ul style="list-style-type: none"> <li>• Seems like a lot of water flowing, it's a safety issue. Unclear where water/kayak access is on the S side of the bridge.</li> </ul>
<ul style="list-style-type: none"> <li>• Specify where the landing is, designated parking for kayakers, clearer idea of portage.</li> </ul>
<ul style="list-style-type: none"> <li>• Keep it nature, plenty of good birdwatching</li> </ul>
<ul style="list-style-type: none"> <li>• The features of the creek could be improved with good planning to make the location an even better draw for recreational users.</li> </ul>
<ul style="list-style-type: none"> <li>• Trees need to be cleaned up, keep it sustainable.</li> </ul>
<ul style="list-style-type: none"> <li>• Baseball field not very diamond-like. Have rubber for play lot instead of rocks, would use the warming hut more if it was nicer.</li> </ul>
<ul style="list-style-type: none"> <li>• Flooding</li> </ul>
<ul style="list-style-type: none"> <li>• Warming house is dark and unsafe</li> </ul>
<ul style="list-style-type: none"> <li>• Improvements to landing - a ramp instead of a dock.</li> </ul>
<ul style="list-style-type: none"> <li>• Expand the playground</li> </ul>
<ul style="list-style-type: none"> <li>• I believe it is important to the wildlife and aquatic life in the area, including associated wetlands, that the flow of the creek remain largely unchanged or increased.</li> <li>• The dam at Lake Minnetonka has already compromised the flow of Minnehaha Creek substantially and further flow decreases may prove disastrous to the local wildlife. I hope that any solution to the storm runoff problem be dealt with in a way that takes these concerns into mind and that thorough study of the impact of diverting storm water is done to avoid inadvertently doing harm in the name of good.</li> <li>• I look forward to hearing the proposed solutions and an improved recreation area as well as a cleaner, more sustainable river!</li> <li>• Thanks!</li> </ul>
<ul style="list-style-type: none"> <li>• Signage for kids to be careful.</li> </ul>
<ul style="list-style-type: none"> <li>• Have a kayak park to encourage more kayakers to gather.</li> </ul>
<ul style="list-style-type: none"> <li>• The park could use a pool</li> </ul>
<ul style="list-style-type: none"> <li>• It would be nice if the project could address river recreation needs. I see whitewater kayakers and children</li> </ul>

<p>inner-tubing at that site on a routine basis. If, as a part of the overall project, the character of the river can be maintained or improved for recreational use, it would be a great service to the community at large.</p>
<ul style="list-style-type: none"> <li>• Two skating rinks and no basketball or tennis courts! There needs to be use of space for other sports. Bigger or better landing for canoes, it's congested.</li> </ul>
<ul style="list-style-type: none"> <li>• It would be nice to not change the configuration of the creek. Let it flood if it needs to.</li> </ul>
<ul style="list-style-type: none"> <li>• Love the park, it is nice and simple-Better signage for the rapids (dangerous for canoes and kayakers)</li> </ul>
<ul style="list-style-type: none"> <li>• -let it run natural, take the dam off</li> </ul>
<ul style="list-style-type: none"> <li>• -more walking paths along the parkway (near bridge)-Would like to see more paths go into woods</li> </ul>
<ul style="list-style-type: none"> <li>• Sustainability of the environment. How can the congregation (of the Lutheran church on 54th) contribute to the sustainability of the land and be a good steward?</li> </ul>
<ul style="list-style-type: none"> <li>• No issues, but did find a broken glass alcohol bottle at park today</li> </ul>
<ul style="list-style-type: none"> <li>• No place for bikes to ride along the creek. No drinking water access in the park.</li> </ul>
<ul style="list-style-type: none"> <li>• bug control at parks, there are a lot of kids-kids go down to creek-a wider path in park, often times the water is flooded on path</li> </ul>
<ul style="list-style-type: none"> <li>• The creek overflows the banks after it rains</li> </ul>
<ul style="list-style-type: none"> <li>• -dogs are sometimes off leash and not very friendly-worried about runoff have seen cut grass go into creek</li> </ul>
<ul style="list-style-type: none"> <li>• Ensure that trees are cleared after the rain</li> </ul>
<ul style="list-style-type: none"> <li>• -don't know much-have seen people pitching tent son the backside of woods-found bra and trash in woods</li> </ul>
<ul style="list-style-type: none"> <li>• To echo my response to the first question, the inclusion of any additional rapids, making another play spot, or a short run, would be absolutely ideal in engaging the local paddling community.</li> </ul>
<ul style="list-style-type: none"> <li>• Would like to see updates to warming house</li> </ul>
<ul style="list-style-type: none"> <li>• -kids often play in back woods-would like to see more paths that go back through the woods-don't often go to Arden Park because it is small</li> </ul>
<ul style="list-style-type: none"> <li>• Can't see sign for dam or rapids</li> </ul>
<ul style="list-style-type: none"> <li>• -Sometimes there are down trees-The boulder walls and retaining wall up the creek have helped with tricky turns-It would be nice if people didn't over fertilize</li> </ul>
<ul style="list-style-type: none"> <li>• See above, plus the canoe landing is slippery</li> </ul>
<ul style="list-style-type: none"> <li>• -tree downs in river, flipped our canoe-nothing out of ordinary-don't like rapids by bridge</li> </ul>
<ul style="list-style-type: none"> <li>• -there are lots of tress down-the canoe landing seem fine</li> </ul>
<ul style="list-style-type: none"> <li>• -Trees are down in creek-There is standing water and puddles, it holds a lot of water in park-Want to be able to play baseball and soccer in fields but can't with water.-We usually go to Todd Park</li> </ul>
<ul style="list-style-type: none"> <li>• -Love the parks and enjoy the open place.-I like how there is vegetation and greenery</li> </ul>
<ul style="list-style-type: none"> <li>• It would be nice to have a higher bridge</li> </ul>
<ul style="list-style-type: none"> <li>• Currently, whitewater kayakers make regular use of the surf waves that features in the creek substrate create. It's an excellent friendly water feature for beginners, and the neighborhood and general street situation are welcoming. At a minimum, we'd like to be able to continue coming to the 54th street bridge for basic surf wave play! Key features for a wave to be playable include - smooth rock or ledge setting up a stationary wave, vs. a surging breaking wave, or a circulating hydraulic (which can be difficult to escape, and so is dangerous); eddies on each side of the wave so that the kayaker can enter/exit the wave without being washed down stream; deep enough pool on bottom side of wave so that the kayaker doesn't impact the bottom when rolling; stream bed clear of sharp construction debris or riprap. Also key is good pedestrian access to the bank so that kayakers can put in upstream of the feature, and exit downstream of the feature with minimal traffic conflict and manageable foot access to the stream. Enhancements to the current situation would include access (similar to for walkers/bikers but with clearance to the actual stream). Strategic placement of rocks on the stream bed up and downstream of a ledge creating a wave would add a few eddies that would provide additional play opportunities for kayakers, tubers, and canoeists, as well as enhancing stream quality for aquatic life! Anything that will control/filter street runoff will help the water quality and enhance the recreational experience of this urban gem! Thanks!</li> </ul>
<ul style="list-style-type: none"> <li>• Right now, at certain levels, there is a fabulous surfing wave for kayakers. It would be wonderful if that wave could be maintained or even improved upon. It's great to have a surf spot in the cities and it would be a shame if construction destroyed it.</li> </ul>
<ul style="list-style-type: none"> <li>• Arden Park and Minnehaha Creek in the vicinity of the 54th Street bridge crossing provides a unique location within the metro area for kayaking and canoeing. Water sports enthusiasts should be included in the design</li> </ul>

<p>process to ensure the proposed design does not adversely affect the navigability of the creek and the desirable hydraulic features located at 54th street.</p>
<ul style="list-style-type: none"> <li>-lot of trees on river - it would be nice if they were cleared-keep water clean of chemicals/pollutants</li> </ul>
<ul style="list-style-type: none"> <li>better area for portaging boat-worried about chemicals on peoples down that is diverging down the street-Keep the rapids-Storm is draining right into creek at Brookview-it nice having skate park, but it would be nice if it was refurbished-We really like the 2nd landing</li> </ul>
<ul style="list-style-type: none"> <li>-signage is hard to see; nothing to say about these canoe landings-gets so calm, low flood plan for storm-keep nature and the rapids under the bridge-There is the invasive species carnai-invasion in the creek-Maybe could have a high/low rapids for paddlers of different abilities-Wider span under bridge would be nice</li> </ul>
<ul style="list-style-type: none"> <li>shoreline restoration, whitewater park on creek for greater recreational access</li> </ul>
<ul style="list-style-type: none"> <li>need more modern warming house</li> </ul>
<ul style="list-style-type: none"> <li>warming house is too small</li> </ul>
<ul style="list-style-type: none"> <li>-Water often comes barreling down 54th from East and West and goes straight into river-tons of trees are down - hard to paddle around-more trees are on north side-don't know where landing was (hard to see sign, covered with vegetation</li> </ul>
<ul style="list-style-type: none"> <li>water cleanliness is an issue when the Creek is low, warming house is aesthetically unpleasing and is too small and rundown, need cleanup of natural debris in Creek</li> </ul>
<ul style="list-style-type: none"> <li>-would like to get trees out of river - at least move them more out the way if can't fully remove-worried about stormwater-it would nice to be able to portage boats on the west side of creek on 54th</li> </ul>
<ul style="list-style-type: none"> <li>trash in Creek, keep area pristine and not disrupted, keep canoe launches</li> </ul>
<ul style="list-style-type: none"> <li>-tree blown down in the creek (it was very slippery and dangerous)-where do you report hazards, maybe could make that clear-would like to see an app for iPhone where you could see hazards-past Nicollet the bridge really low, hard to fit canoe/kayak under</li> </ul>
<ul style="list-style-type: none"> <li>no safe path to Arden for pedestrians, people drive too fast on Minnehaha, not enough places to sit in the park, the current benches are showing a lot of wear and tear</li> </ul>
<ul style="list-style-type: none"> <li>mini ponds at park - worried about erosions with capacity</li> </ul>
<ul style="list-style-type: none"> <li>park flooding, more lighting in the park for safety at night, litter in the park</li> </ul>
<ul style="list-style-type: none"> <li>-we kayak down there-canoe is easy to get in and out of-Sometimes see brown foam and other pollutants</li> </ul>
<ul style="list-style-type: none"> <li>keep Creek and park natural, no significant clearing of natural growth</li> </ul>
<ul style="list-style-type: none"> <li>-It is a spawn new bridge (carpe)-Standing water all over the place, do something-Arden Park Not conducive for people to walk or play-More signs about picking up droppings-being used a great deal, especially younger families-Off leash park would be nice, improve drainage</li> </ul>
<ul style="list-style-type: none"> <li>park drainage, need more invasive species cleanup along Creek, bank erosion and the shifting creekbed may impact 54th eventually</li> </ul>
<ul style="list-style-type: none"> <li>-Nice if bathrooms where open all year round (sometime see boys go in wood and pee)-The equipment is nice, but a better picnic area could be useful-Usually we go to Mill/Work Park-Bigger signs where canoe landing is-It would be nice if you could keep it cleared a bit</li> </ul>
<ul style="list-style-type: none"> <li>Creek cleanliness, worried that Creek level may rise depending on stormwater plan and will impact back of property</li> </ul>
<ul style="list-style-type: none"> <li>-would like to see a tennis court-haven't seen any issues on the creek</li> </ul>
<ul style="list-style-type: none"> <li>Everything is okay</li> </ul>
<ul style="list-style-type: none"> <li>Arden Park is nice General maintenance would be nice (grass cutting)</li> </ul>
<ul style="list-style-type: none"> <li>flooding is and issue</li> </ul>
<ul style="list-style-type: none"> <li>-I like it the way it is-There are low areas that cause flooding</li> </ul>
<ul style="list-style-type: none"> <li>The park is a holding are for access water (flood plan)</li> </ul>
<ul style="list-style-type: none"> <li>-No access to a bathroom during the summer</li> </ul>
<ul style="list-style-type: none"> <li>-See people using the creek a lot.-Like the new southside landing-I would like the park to be as natural as it is</li> </ul>
<ul style="list-style-type: none"> <li>-drainage from the houses is a problem-there are a lot of dogs drinking in the creek-make sure the creek stays clean-buckthorn is taking over-rocks are mossy and slippery when wet</li> </ul>
<ul style="list-style-type: none"> <li>-Park has standing water with ebb and flow of water -Play and keep walkway-Keep creek healthy</li> </ul>
<ul style="list-style-type: none"> <li>-bathrooms would be nice-Wooddale has two separate parks for different aged kids</li> </ul>
<ul style="list-style-type: none"> <li>There are no recycling bins near the park.</li> </ul>
<ul style="list-style-type: none"> <li>Don't know-Would like to keep the wildlife-Bathrooms open like May-August (like Wooddale park</li> </ul>

<ul style="list-style-type: none"> <li>1. The concrete block under bridge is dangerous for those kayaking or tubing</li> </ul>
<ul style="list-style-type: none"> <li>1. Field gets flooded when it rains/storms</li> </ul>
<ul style="list-style-type: none"> <li>1. There aren't any indicators/signs to say whether or not it is safe to inner tube</li> </ul>
<ul style="list-style-type: none"> <li>1. The rapids are unsafe for tubing2. It is difficult to walk down to creek on the south side of the bridge3. There is not clear enough signage for the dam4. Wishes there was a more accessible place to exit when tubing before the bridge/rapids5. There is not a place to throw away trash that is found in the creek</li> </ul>
<ul style="list-style-type: none"> <li>1. The canoe landings could be improved</li> </ul>
<ul style="list-style-type: none"> <li>1. The creek is not protected from stormwater runoff2. Would like another way to cross the creek north of 54th street3. Wishes there were more toads in the creek</li> </ul>
<ul style="list-style-type: none"> <li>1. Enjoys the beauty of the park and is concerned that water tanks or other obstructions will be put in place as a result of this project.</li> </ul>
<ul style="list-style-type: none"> <li>1. Felt unsafe walking on Minnehaha Ave next to Arden Park without a sidewalk</li> </ul>
<ul style="list-style-type: none"> <li>1. Stormwater runoff dumps directly from the road into the creek</li> </ul>
<ul style="list-style-type: none"> <li>Doesn't drain well (Arden Park)-Water fountains rarely work</li> </ul>
<ul style="list-style-type: none"> <li>I don't know. I love the park</li> </ul>
<ul style="list-style-type: none"> <li>Arden Floods a lot</li> </ul>
<ul style="list-style-type: none"> <li>Larger play area (kids are young)the water floods or sits in the open part of the park-Haven't experience much of the creek.</li> </ul>
<ul style="list-style-type: none"> <li>Creek is beautiful, leave as natural as possible</li> </ul>
<ul style="list-style-type: none"> <li>A larger dock or canoe area to fish on would be great by the bridge</li> </ul>
<ul style="list-style-type: none"> <li>-Would like the warming house hours to be extended-Drinking foundation doesn't usually work</li> </ul>
<ul style="list-style-type: none"> <li>It's okay. There is a lot of water built up on ground</li> </ul>
<ul style="list-style-type: none"> <li>Looking for a more younger kid friendly park (ages 4 to 5)</li> </ul>
<ul style="list-style-type: none"> <li>Like the nature part of the parkDon't know much about runoffWildlife is great - Make sure to keep it!</li> </ul>
<ul style="list-style-type: none"> <li>-Lots of standing water in park-Lots of trees hang over creek and interfere with flow for kayak and canoes near the skating rink</li> </ul>
<ul style="list-style-type: none"> <li>no opinion really-It does flood a lot in spring at the park</li> </ul>
<ul style="list-style-type: none"> <li>-Afraid of runoff from homes-Kids fish a lot down by the bridge-Everything else seems to be good.</li> </ul>
<ul style="list-style-type: none"> <li>-Better way to avoid rapids -- people portage across the road with boats-Park doesn't drain well-runoff grass/chemicals from the yard - would like a better way to deal with that-preserve wildlife</li> </ul>
<ul style="list-style-type: none"> <li>-Needs new warming house (IT would be nice to have the windows out looking the park like some of the newer warming houses). Would like it to have more a community feel-ARDEN PARK is GREAT</li> </ul>
<ul style="list-style-type: none"> <li>Nothing really here.</li> </ul>
<ul style="list-style-type: none"> <li>Just wanted to know if you would redirect the flow near the bridge.</li> </ul>
<ul style="list-style-type: none"> <li>-don't know much about storm water-at night there are obnoxious teenagers-garbage in the park and creek-lots of flooding at the park</li> </ul>
<ul style="list-style-type: none"> <li>-There has been drainage on bottom of hill on Brookview (manholes are on top of hill instead of bottom and water collects at bottom - gets icy.-On the north canoe landing sometimes people can't use because there is floating bog-On the south canoe landing the later level is so low that it doesn't touch the water.-There is a natural spawning bed for fish and crawfish (try to be mindful of that near the creek)</li> </ul>
<ul style="list-style-type: none"> <li>-It is a wonderful park-sometimes some mischievous teenagers hang in the woods at nice (it is hard to police but they are unruly-It is pretty dark near the entrance by there house - the car has been keyed.</li> </ul>
<ul style="list-style-type: none"> <li>-water foundation has rarely works in the past-pretty good space for the bird life (would like to see that protect) there are some Eagles nests in the area.</li> </ul>
<ul style="list-style-type: none"> <li>-different play structure would be nice-Kids are getting older (they like York and Chowen Park)-Flooding of the open space at the park</li> </ul>
<ul style="list-style-type: none"> <li>-Flooding of the east side (drainage) as been a problem</li> </ul>
<ul style="list-style-type: none"> <li>Doesn't really effect me -- the creek -- her older kids have grown out of using the creek</li> </ul>
<ul style="list-style-type: none"> <li>Would like an off leash area in the park (in the wood area)Overall this is a really nice park</li> </ul>
<ul style="list-style-type: none"> <li>-better facilities-Please don't disturb wildlife-runoff should be publicized or enforced better</li> </ul>
<ul style="list-style-type: none"> <li>-expand the play area (missing some bolts on existing play area)-would be nice if the baseball field had at least a home plate.</li> </ul>

<ul style="list-style-type: none"> <li>• Wooddale down is sloped towards the creek. So most of that is going into the creek</li> <li>• Drains into the woods off of 52nd Street-Buckthorn is back in the creek</li> </ul>
<ul style="list-style-type: none"> <li>• Not here too much - no issues</li> </ul>
<ul style="list-style-type: none"> <li>• The Park is good</li> </ul>
<ul style="list-style-type: none"> <li>• -Stairway done to creek - small for tubing-Lots of flooding in the park-A picnic pavilion would be nice (they usually go to Todd Park for that)-New Basketball Court</li> </ul>
<ul style="list-style-type: none"> <li>• Condition of the warming house (including aesthetics.)</li> </ul>
<ul style="list-style-type: none"> <li>• Attention needs to be devoted to the warming house, both the interior and exterior. When trees were replanted in the area, they have since died. Mentioned that the cottonwood tree in near the bridge looks like it could fall.</li> </ul>
<ul style="list-style-type: none"> <li>• The aesthetics of the warming house, seems old.</li> <li>• Consistency of the bathrooms being open is another issue.</li> </ul>
<ul style="list-style-type: none"> <li>• -Make sure water is clean-No barricade around fire hydrant and downhill path into park; kid broke jaw once-Community should have more pride in the creek and the infrastructure around it-Warming house isn't open very often-Ensure lights around park, helps with safety-Unsafe steps from Brookview Ave into park</li> </ul>
<ul style="list-style-type: none"> <li>• -Too much groundwater that turns into standing water</li> </ul>
<ul style="list-style-type: none"> <li>• -No wheelchair accessible path to warming house</li> </ul>
<ul style="list-style-type: none"> <li>• The integrity of the creek is an issue and runoff. Often the sewer gets full of mud (mentioned this was around the curb cut out at the park).Sometimes there is trash in the creek.</li> </ul>
<ul style="list-style-type: none"> <li>• There is standing water, and bugs are an issue.</li> </ul>
<ul style="list-style-type: none"> <li>• Used to be able to see the creek from the neighborhood, now the view is blocked by overgrown vegetation. Need for invasive species removal, and active management of vegetation.</li> <li>• Need to keep the natural character of the creek.</li> <li>• Some sedimentation issues in creek.</li> </ul>
<ul style="list-style-type: none"> <li>• Want them to maintain the wooded and natural along the creek. "Keep it natural"</li> </ul>
<ul style="list-style-type: none"> <li>• -There is standing water in the open grass, breeding ground for mosquitoes/ice</li> </ul>
<ul style="list-style-type: none"> <li>• -Erosion of land nearby-Ensuring it stays recreational and has open access to all-No off-leash area for dogs-Garbage not emptied enough-Lack of community organizing events to clean up park (boy/girl scout troops do, but not entire park community)-Lack of working water fountains (unsure if it was fixed, kids are older now so hasn't been over there)</li> </ul>
<ul style="list-style-type: none"> <li>• Lowland collection is critical for creek health, needs to be preserved</li> </ul>
<ul style="list-style-type: none"> <li>• -There are no steps by the creek, it is unsafe</li> </ul>
<ul style="list-style-type: none"> <li>• -Preserve integrity of park/hockey rink since it is historic-No off-leash area for dogs</li> </ul>
<ul style="list-style-type: none"> <li>• -Lack of pathway along creek-Only property owners near creek have access to creek</li> </ul>
<ul style="list-style-type: none"> <li>• -Boat landing on south side bridge is small (there is a gap between the dirt and the dock-benches are over run with vegetation -Not clearly labeled where the boat launches are-The park open space is often flooded-off leash dog park would be great</li> </ul>
<ul style="list-style-type: none"> <li>• Canoe landings are good. Didn't notice anything else</li> </ul>
<ul style="list-style-type: none"> <li>• Nice to have a place to bank fish</li> </ul>
<ul style="list-style-type: none"> <li>• -updating warming house (tacky looking)-It is less up kept then other parks-would like to let dog off leash in ice rink</li> </ul>
<ul style="list-style-type: none"> <li>• -More picnic area-Its nice to have a shade play area like Arden park. The trees are nice</li> </ul>
<ul style="list-style-type: none"> <li>• She has no kids (*Was walking a dog) -Suggested that lots of money is spend on kid focused amenities at parks, might be nice to have things focused on seniors-Thinks we really need little parks like this one</li> </ul>
<ul style="list-style-type: none"> <li>• -no input for this question, noted brother lives in the area</li> </ul>
<ul style="list-style-type: none"> <li>• It is good</li> </ul>
<ul style="list-style-type: none"> <li>• Shelter for skating rink could use some work-play area; water settles in the park and floods</li> </ul>
<ul style="list-style-type: none"> <li>• New to neighborhood, so hasn't really seen the park. Is excited to use creek</li> </ul>
<ul style="list-style-type: none"> <li>• -park is great-Couple more amenities for kids play area-picnic area</li> </ul>
<ul style="list-style-type: none"> <li>• -Love warming but needs maintenance update -Sidewalks flood a lot-Stair case is run down-Signage could be improved-there are tree debris in the river that could be cleared up</li> </ul>
<ul style="list-style-type: none"> <li>• -It has been neglected including the park-steps are a bit wobbly-not very attractive warming house is beat up (not good condition of bathrooms)</li> </ul>

<ul style="list-style-type: none"> <li>-Noticed the skating rink turns into pond. Maybe could do something about drainage potentially drain tiles.</li> </ul>
<ul style="list-style-type: none"> <li>-People like to walk on western bank (not trail)-Warming house upgrades (polls showing rust, etc.)-haven't noticed the storm runoff</li> </ul>
<ul style="list-style-type: none"> <li>-Lack of community festivities (St. Louis Park, former residence, had park programs/engagement opportunities for neighbors)-Need for easier access to park-Nothing really happening in park**(unsure if this fits, but she mentioned it) - Sump pump floods yard since it's not allowed to go into street, also above ground &amp; not allowed to be underground</li> </ul>
<ul style="list-style-type: none"> <li>-Lights on hockey rink are too bright, shines well beyond park into neighboring houses</li> </ul>
<ul style="list-style-type: none"> <li>-Branches/trash in water and park; unpleasant looking</li> </ul>
<ul style="list-style-type: none"> <li>-Seems unsafe for people with canoes/kayaks and kids to be by and under the bridge, no landing.</li> </ul>
<ul style="list-style-type: none"> <li>Could be cleaner</li> </ul>
<ul style="list-style-type: none"> <li>need a way to get from one side of Arden Park to the other; make Arden more accessible and user friendly; need space for larger groups to assemble, they cut back the buckthorn which is good, but now those areas are aesthetically ugly</li> </ul>
<ul style="list-style-type: none"> <li>Posts in the park falling over.</li> </ul>
<ul style="list-style-type: none"> <li>The safety of the stairs from 53rd down to the park.</li> </ul>
<ul style="list-style-type: none"> <li>Flooding at park, over saturation from a lack of drainage.</li> </ul>
<ul style="list-style-type: none"> <li>The launch area for canoes is inadequate.</li> </ul>
<ul style="list-style-type: none"> <li>Lack of leisure activities.</li> </ul>
<ul style="list-style-type: none"> <li>The amount of obstructions in the creek, down trees, dangerous for tubers.</li> </ul>
<ul style="list-style-type: none"> <li>Cleanliness of creek, people littering in the creek.</li> </ul>
<ul style="list-style-type: none"> <li>Lack of picnic benches at 54th St. bridge.</li> </ul>
<ul style="list-style-type: none"> <li>Lack of accessible canoe landing, the north edge of creek (by the peninsula).</li> </ul>
<ul style="list-style-type: none"> <li>Lack of bathroom facilities in Arden Park.</li> </ul>
<ul style="list-style-type: none"> <li>concerned that construction will negatively impact Creek and surrounding wildlife</li> </ul>
<ul style="list-style-type: none"> <li>ecological needs along the Creek</li> </ul>
<ul style="list-style-type: none"> <li>water cleanliness, keep the area natural</li> </ul>
<ul style="list-style-type: none"> <li>no bathrooms in Arden, pea rocks in park are slippery for cyclists---need something less slippery but still usable for cyclists and people with strollers</li> </ul>
<ul style="list-style-type: none"> <li>no restrooms in Arden, park flooding</li> </ul>
<ul style="list-style-type: none"> <li>trash, water cleanliness</li> </ul>
<ul style="list-style-type: none"> <li>water cleanliness</li> </ul>
<ul style="list-style-type: none"> <li>ice rink is very busy--lots of use creates lots of damage, concerned that construction will change Creek</li> </ul>
<ul style="list-style-type: none"> <li>litter, Creek cleanliness</li> </ul>
<ul style="list-style-type: none"> <li>Creek cleanliness, concerns about construction runoff and construction disrupting the natural land</li> </ul>
<ul style="list-style-type: none"> <li>Flooding in park</li> </ul>
<ul style="list-style-type: none"> <li>water quality, not many options for Whitewater in the Cities---concerned that construction might destroy the existing wave</li> </ul>
<ul style="list-style-type: none"> <li>Creek gets crowded so there isn't enough room for tubers and boaters</li> </ul>
<ul style="list-style-type: none"> <li>construction shouldn't interrupt summer activities in the park or along the Creek</li> </ul>
<ul style="list-style-type: none"> <li>No place to get water</li> </ul>
<ul style="list-style-type: none"> <li>need places along the Creek to sit, lots of skaters in the park in the winter, needs clarity about the "harm" that is occurring to the Creek</li> </ul>
<ul style="list-style-type: none"> <li>"Tone down" the rapids a bit to make it easier to use the Creek near the bridge.</li> </ul>
<ul style="list-style-type: none"> <li>Sometimes kids find litter/objects in the park that are "inappropriate" (e.g. marijuana pipe).</li> </ul>
<ul style="list-style-type: none"> <li>A lot of people bring their kayaks or canoes there and people take wedding pictures by the willow. The road is windy and sometimes you almost hit cars that are parked there to unload boats or do photos.</li> </ul>
<ul style="list-style-type: none"> <li>Cleaner water. We used to tube, but now it's too dirty. They say there's too much mercury.</li> </ul>
<ul style="list-style-type: none"> <li>We need more lighting in the park. There was graffiti on the skating house and people used to hang out there, but that's all been solved. I like the naturalness. I hope they don't rip out all the foliage. I like all the wildlife that lives in there.</li> </ul>
<ul style="list-style-type: none"> <li>Can't see the creek from the neighborhood, and would like to.</li> </ul>

<ul style="list-style-type: none"> <li>• Need to keep the natural character of the area.</li> <li>• Need to remove the invasive species, and manage the vegetation along the creek.</li> <li>• Sedimentation in the creek near bridge.</li> </ul>
<ul style="list-style-type: none"> <li>• There is standing water in the park and bugs.</li> </ul>
<ul style="list-style-type: none"> <li>• water cleanliness, garbage in Creek, not many opportunities for whitewater in The Cities and worried that construction will ruin the wave under the bridge</li> </ul>
<ul style="list-style-type: none"> <li>• keep Creek area natural</li> </ul>
<ul style="list-style-type: none"> <li>• water cleanliness, worried about wave disappearing if construction is done</li> </ul>
<ul style="list-style-type: none"> <li>• don't want to interrupt the flow of the Creek, specifically the wave created under the bridge</li> </ul>
<ul style="list-style-type: none"> <li>• runoff into the creek, no buffer to stop fertilizer running into the creek</li> </ul>
<ul style="list-style-type: none"> <li>• safety issues with kids falling into the creek</li> </ul>
<ul style="list-style-type: none"> <li>• concerned about damage to nature with construction, increasing litter</li> </ul>
<ul style="list-style-type: none"> <li>• Water cleanliness, difficult to get down to the creekside after portaging across the road (east side of creek), concrete block under the bridge is unnatural: it could be improved for boaters with a whitewater designer, water safety issues with people getting feet stuck between rocks</li> </ul>
<ul style="list-style-type: none"> <li>• warming house is aesthetically unappealing</li> </ul>
<ul style="list-style-type: none"> <li>• yard and nitrogen run-off into the creek, hard for homeowners to use lawn services without chemicals leaching into the Creek</li> </ul>
<ul style="list-style-type: none"> <li>• water cleanliness, trash, eutrophication and algae in the Creek</li> </ul>
<ul style="list-style-type: none"> <li>• too much buckthorn. concerned about unnecessary removal of good habitat along with buckthorn</li> </ul>
<ul style="list-style-type: none"> <li>• flooding</li> </ul>
<ul style="list-style-type: none"> <li>• Flooding on paths</li> </ul>
<ul style="list-style-type: none"> <li>• No off leash area for dogs (like ice rink). No way to walk along the creek. Creek polluted</li> </ul>
<ul style="list-style-type: none"> <li>• flooding. chemicals &amp; salt in creek. Pea rocks in playground too small for kids- also cause dust</li> </ul>
<ul style="list-style-type: none"> <li>• pea rocks are a choking hazard. not enough paths. No paths near creek. need wading pool</li> </ul>
<ul style="list-style-type: none"> <li>• Flooding</li> </ul>
<ul style="list-style-type: none"> <li>• water pools in the park</li> </ul>
<ul style="list-style-type: none"> <li>• overgrown, it's hard to get to canoe landing. no place to sit in the NW corner of 54th &amp; Minnehaha intersection. no place to sit to put skates on in winter by warming house. Canoe signage poorly done, no warning for canoeists with/rapids. ugly, worn warming house. too much buckthorn. No off leash dog park. Falls not named. bench by bridge overgrown with moss.</li> </ul>
<ul style="list-style-type: none"> <li>• Flooded</li> </ul>
<ul style="list-style-type: none"> <li>• Concern with parking being too busy</li> </ul>
<ul style="list-style-type: none"> <li>• Concerned that the park would be made less natural</li> </ul>
<ul style="list-style-type: none"> <li>• Flooding</li> </ul>
<ul style="list-style-type: none"> <li>• Safety on bridge</li> </ul>
<ul style="list-style-type: none"> <li>• Drainage problem. Small playground. No basketball court. No waterslide. Too much dog poop</li> </ul>
<ul style="list-style-type: none"> <li>• field not used. No place to sit. no light in warming house. not enough swings</li> </ul>
<ul style="list-style-type: none"> <li>• garbage in park. no off-leash dog park. not dog friendly</li> </ul>
<ul style="list-style-type: none"> <li>• flooding</li> </ul>
<ul style="list-style-type: none"> <li>• Too much deadfall for canoeists and tubers</li> </ul>
<ul style="list-style-type: none"> <li>• Tents in the park are concerning</li> </ul>
<ul style="list-style-type: none"> <li>• Dirty- creek foamy- polluted by the golf course- trees in the creek- no places to sit- no drinking fountains</li> </ul>
<ul style="list-style-type: none"> <li>• Flooding. Dangerous walking in the winter.</li> </ul>
<ul style="list-style-type: none"> <li>• The bridge has a low clearance making it difficult to get under.</li> </ul>
<ul style="list-style-type: none"> <li>• Access to the creek is a challenge as there is not a well-defined path.</li> </ul>
<ul style="list-style-type: none"> <li>• Access to the creek, there is not a clear path down to the creek.</li> </ul>
<ul style="list-style-type: none"> <li>• The size of the playground equipment is seen as a safety issue for small children.</li> </ul>
<ul style="list-style-type: none"> <li>• The signage is good for kayakers and sees the need to preserve and keep it.</li> </ul>
<ul style="list-style-type: none"> <li>• The speed of the creek at the 54th St. bridge. The signage up the creek that warns kayakers/canoeists that the rapids are coming. This is a safety concern for people that are using Minnehaha Creek who may not be familiar with the area.</li> </ul>

<ul style="list-style-type: none"> <li>• Warming house bathroom not open in the summer and no toilets to use especially a concern with small children. There is also a lack of picnic tables.</li> </ul>
<ul style="list-style-type: none"> <li>• For bikers around the perimeter of the park there is a lack of space. Also seen as an issue is the darkness around the warming house at night.</li> </ul>
<ul style="list-style-type: none"> <li>• Lack of accessibility to bathrooms during the winter for people coming from their cars, far away from the road. The drainage of the park, especially after heavy rains.</li> <li>• Lack of amenities at Arden Park for older children and their parents.</li> </ul>
<ul style="list-style-type: none"> <li>• Trail maintenance seen as an issue. Including in the winter on the hill which can get icy and muddy making it difficult to run.</li> <li>• Also, safety on the perimeter of the park with not enough room for walkers/runners/bikers and cars.</li> </ul>
<ul style="list-style-type: none"> <li>• There is not bathroom for children playing at the park in the summer.</li> <li>• With the small bridge on the trail, there is a safety concern for little kids if they are not careful about the way they approach the bridge.</li> </ul>
<ul style="list-style-type: none"> <li>• - No amount of runoff from neighborhood to Creek, lots of unfiltered outfalls- Park floods and reduces use, but there is an area we use for skating rink- With slope of the road, rain runs down the road vs. off the road and causes deterioration- Retain usable park space- “Lake 54th St” – by Kellogg St.- Canoeists need to safely portage over 54th or under creek- Difficult to access under the creek, South of the street- Maintain/improve parking at the creek- Park is underutilized- Invasive species in the park- Need to store rainwater to facilitate redevelopment at 50th and France- Educate neighbors about how to protect the creek-wetland buffers, etc.- Retain/increase pedestrian access along the creek- Need parking for the park- Park shelter needs updating: warming house, bathrooms—fit historical character of the area</li> </ul>
<ul style="list-style-type: none"> <li>• The storm water drains from Lunds &amp; 50th and France drain directly into the Creek.</li> </ul>
<ul style="list-style-type: none"> <li>• The roadway runoff dumps directly into the Creek and this is not acceptable.</li> </ul>
<ul style="list-style-type: none"> <li>• Creek needs to be cleaned – stagnant near waterfall and behind playground</li> <li>• North of bridge the creek looks unappealing; debris in structures</li> <li>• North of bridge the creek is not welcoming to activity</li> <li>• Dangerous to go over waterfall; need to be experienced to navigate curves, structures, and rapids</li> <li>• Unsafe to go under or across 54<sup>th</sup></li> <li>• Need to enhance the creek’s recreational opportunities through the park and beyond</li> <li>• Paved paths are in poor shape</li> <li>• No parking in park – bikes or motor vehicles</li> <li>• Need for more walking paths that are accessible and defined to keep people where they should be</li> <li>• Not enough native plants to keep out invasive species (flora and fauna)</li> <li>• Buckthorn taking over; poison ivy?</li> <li>• Does park lawn maintenance natively impact water quality? How much? If so, it is an issue.</li> </ul>
<ul style="list-style-type: none"> <li>• Runoff issues</li> <li>• Keeping it natural</li> </ul>

**APPENDIX B**

**Stakeholder Feedback**

**Workshop on Design**

**Components – August 19, 2013**



**We need your  
feedback!**

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

Come offer feedback on preliminary  
design ideas – developed in response to issues and  
needs gathered from over 450 neighbors  
in June and July

***Interactive Community Workshop***

August 19, 2013 • 7-9 pm

Calvary Christian Reformed Church, 5300 France Ave S (door #3)

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

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

EDINA LOGO  
And return address

Address block

**Community Workshop**  
**54<sup>th</sup> Street Reconstruction  
and Arden Park  
Stormwater Management**  
August 19, 7-9 pm  
5300 France Ave S

**Community Workshop**

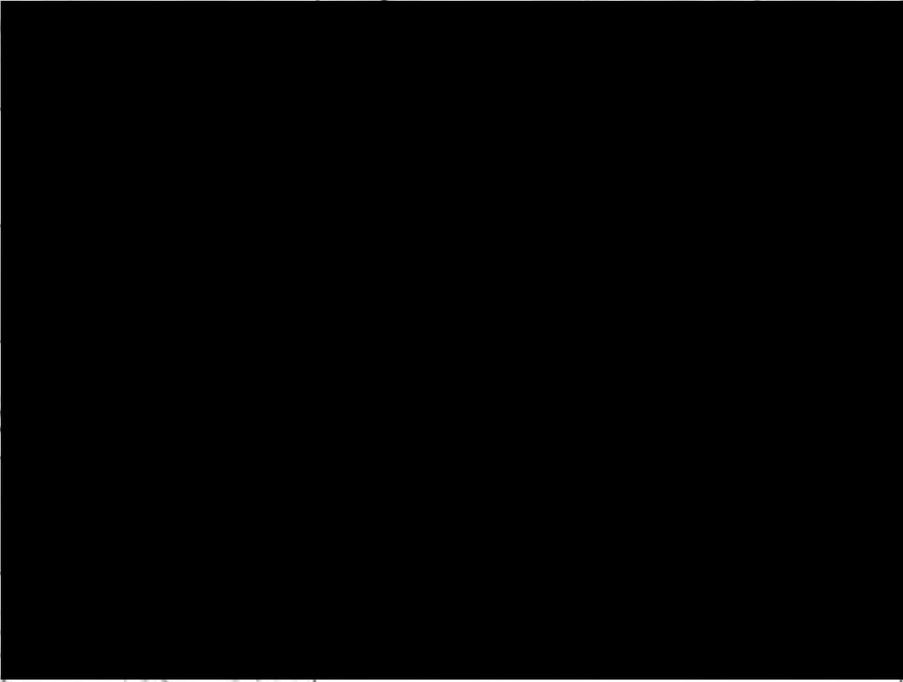
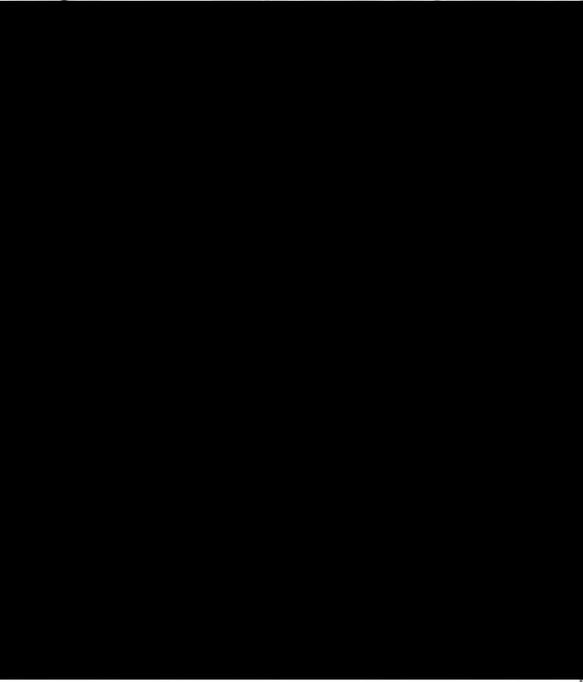
**August 19, 2013**

**Sign in Sheets**



# SIGN-IN FORM

Date:

Name	Street address	Phone	Email
Peter Brosius	5205 Minnehaha		
Mertyce Mrvos	5004 Bruce Ave		
Tim Sudeith	" " "		
Teri Whaley	5337 Wooddale Ave.		
JULIE MRAWBULL	5437 HALIAX LN		
Jane Fuegner	5225 Kellogg		

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# SIGN-IN FORM

Date:

Name	Street address	Phone	Email
JEFF BERG	5300 39TH AVE S		
Bob Winston	2727 McVair Dr. Robbinsdale		
Art Aruffron	3125 THE MAN MORAN		
JOHN WHEATON	5109 ARDEN AVE		
Tom von Kuster	5413 WOODCREST		
Lisa & Jerry O'Brien	5333 Minnehaha Blvd		
DORIS GRIMES	5400 HALIFAX LV		
BURTON GRIMES	" "		
DENNIS & JANE LA FRANCE	5357 - OAKLAND		

100  
elm

# SIGN-IN FORM

5

Date:

Name	Street address	Phone	Email
James Wisken	M.C.W.D		
Lori + Jim Grotz	5513 Park Place		
John Crabtree	5408 OAKLAWN AVE		
Maryann Pedersen	3989 W. 54 <sup>th</sup> ST		
Ann + Andrew Hasid	5401 WOODDALE AVE		
TRUDY HANUS	5336 BROOKVIEW		
Kathy Magnus	4113 54 <sup>th</sup> Ave		
Sue Crabtree	5428 Woodcrest Dr.		
Kris + Ed Ross	4015 W. 54 <sup>th</sup> St.		
Dave Grotz	5116 Arden Ave		
Paul Schlegel	5404 Park Place		

# SIGN-IN FORM

6

Date:

Name	Street address	Phone	Email
Chris Horsmann	9127 Hanson Blvd. NW		
KEVIN GREEN	5400 KELLOGG AVE	952	
ELDON NERHEIM	5425 Brookview		
ROSS STRONG	5112 PARK PL		
Whitney Hansen	15211 Knob Hill Curve <sup>Mtka</sup>		
Lynda Michielutti	5433 Woodcrest Dr		
Barbara Whalen	5301 Kellogg		

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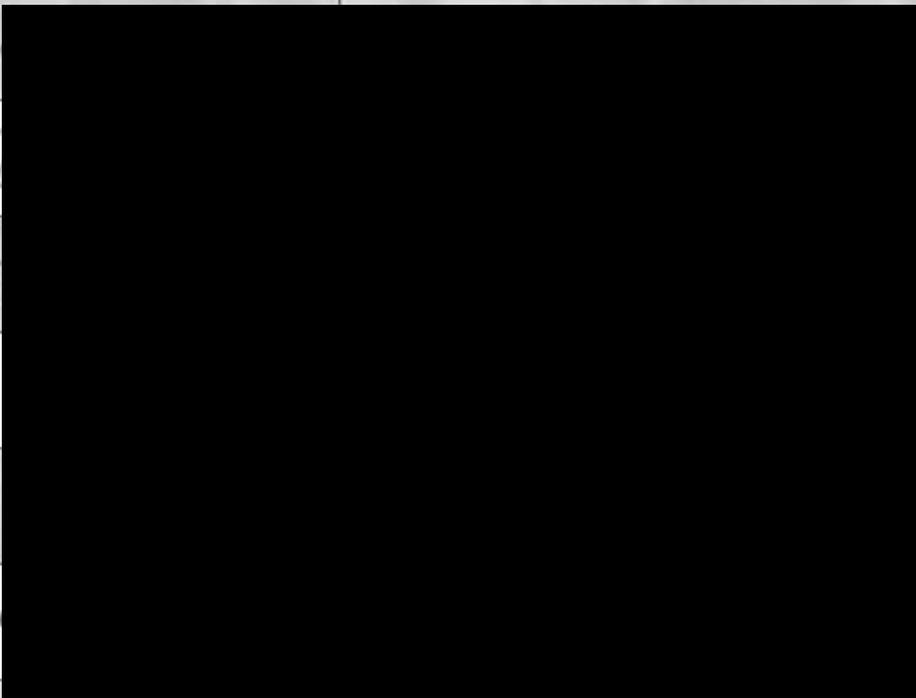
can

r

# SIGN-IN FORM

4

Date:

Name	Street address	Phone	Email
John Adams	5336 Halifax Ave S		
HARLAN JOHNSON	3825 Chawen Mpls		
→ representing	Edina Common		
Elena Giffertlin	5332 Oaklawn Ave Edina 55424		
Jack & Jane Moran	5429 Wooddel-		
PAUL NELSON	5220 Duppan Plz		

# SIGN-IN FORM

7

Date:

Name	Street address	Phone	Email
Dick Miller	5390 Hollywood Rd		
Elizabeth Turner	3504 Cleveland St. NE, MPLS (Edna Community Lutheran)		
Joe Van Ent	5556 37th Ave South		
ANDY BERGSTRÖM	5629 JAMES AVE S, MPLS, MN		
Geoffrey Betty Worthington	5224 Kellogg		
Neal Johnson	5420 Halifax Lane		
Andy Brown	5512 Park Place		
Robin Carpenter	5417 Woodcrest Dr		
Becky Houdek	Minnehaha Creek Watershed District		
Mary Porter BEN PORTER	5120 Halifax S		
Todd Holmes	5328 Brookview		

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

8 September 2013

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# Introduction

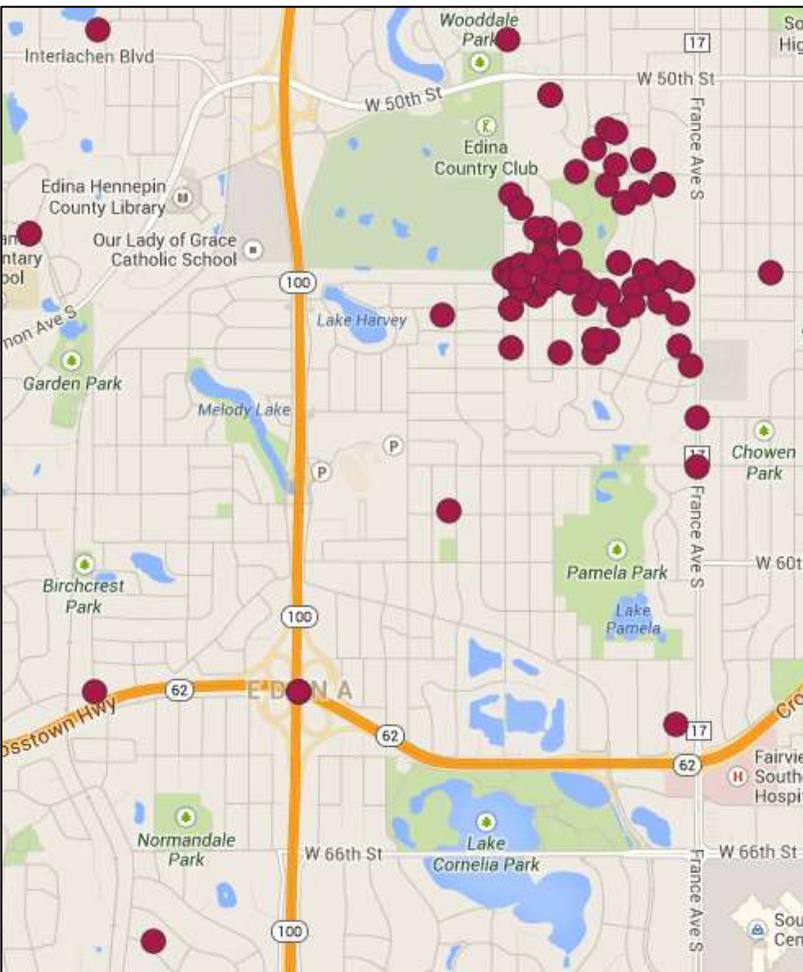
The City of Edina has begun two important infrastructure projects in the Arden Park neighborhood, both of which are highly collaborative, inclusive, and transparent.

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



## Process to Date

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



## Gathering Feedback on Design

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

## Gathering Feedback on Complete

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

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

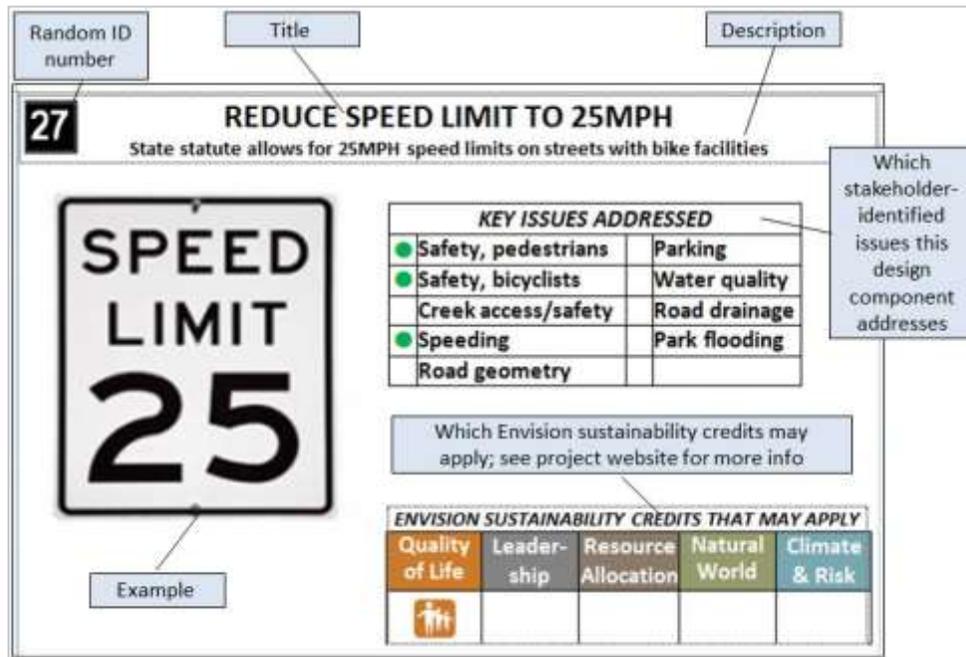
Based on that feedback, we will then prepare final design recommendation for the City Council's consideration in December.

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

## Compilation Information

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

The card design is illustrated and explained below.



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

That feedback is shown below organized by the following categories:

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

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

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

## Summary Findings

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

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

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

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



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

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

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

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

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

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

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

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

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

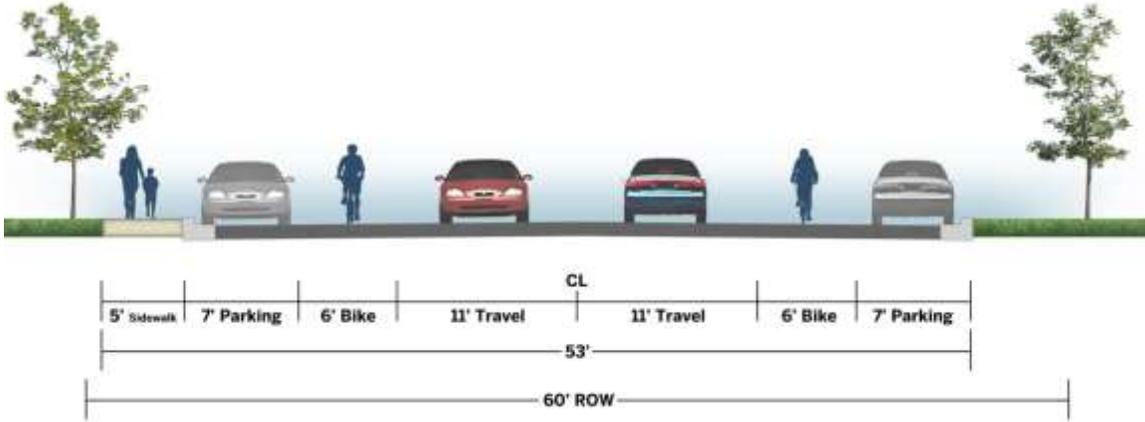
Card	Positives	Negatives
<p><b>All Cross sections - Other</b></p>	<p>COMMENTS</p> <ul style="list-style-type: none"> <li>• Oaklawn and 54<sup>th</sup>: major school bus stop</li> <li>• Two dotted bike lanes</li> <li>• Parking on the corner of 54<sup>th</sup> and Woodcrest (SE) need sidewalk and crosswalk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

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

# 2

## 54TH ST CROSS SECTION WITH PARKING

Parking on both sides; sidewalk on one side



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

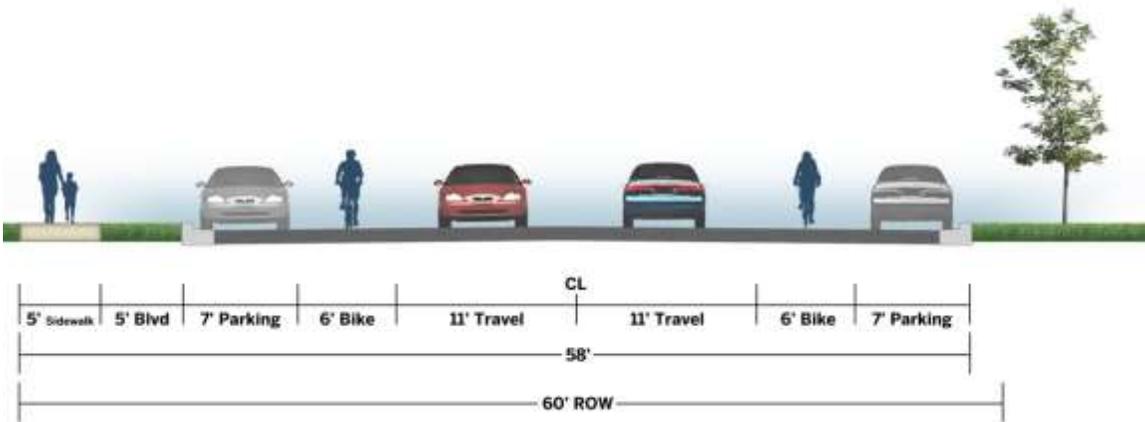
### POTENTIAL ENVISION SUSTAINABILITY CREDITS

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# 3

## 54TH ST CROSS SECTION WITH PARKING

Parking on both sides; sidewalk on one side with boulevard



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

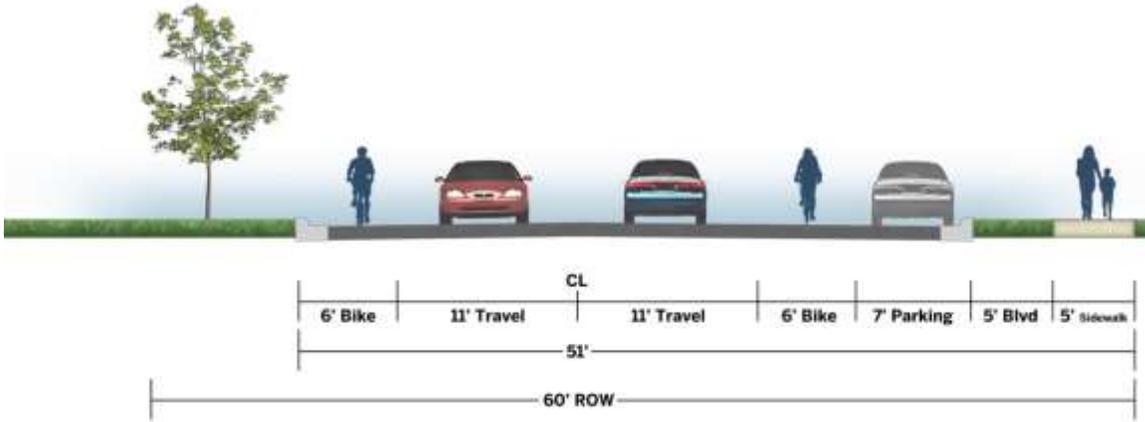
### POTENTIAL ENVISION SUSTAINABILITY CREDITS

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# 6

## 54TH ST CROSS SECTION WITH PARKING

Parking on one side; sidewalk on one side with boulevard



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

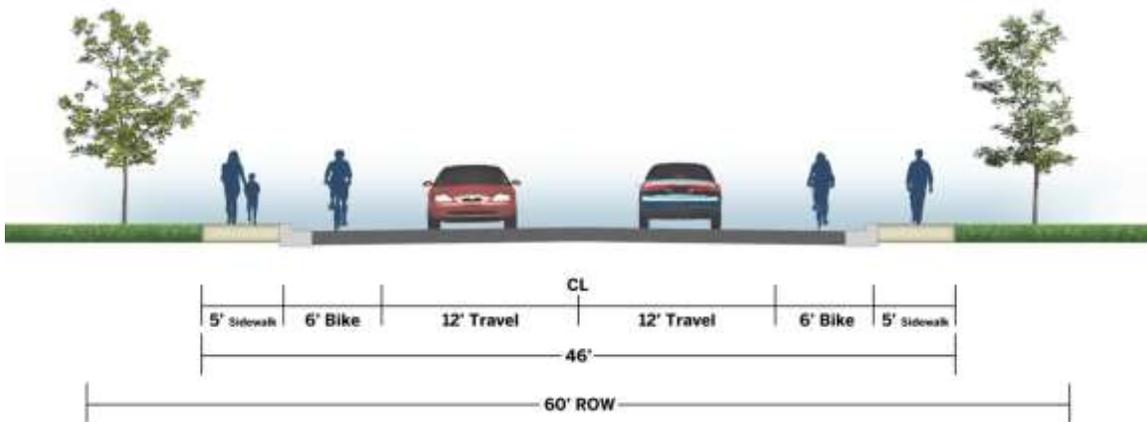
### POTENTIAL ENVISION SUSTAINABILITY CREDITS

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# 7

## 54TH ST CROSS SECTION WITH NO PARKING

No parking; sidewalk on both sides



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

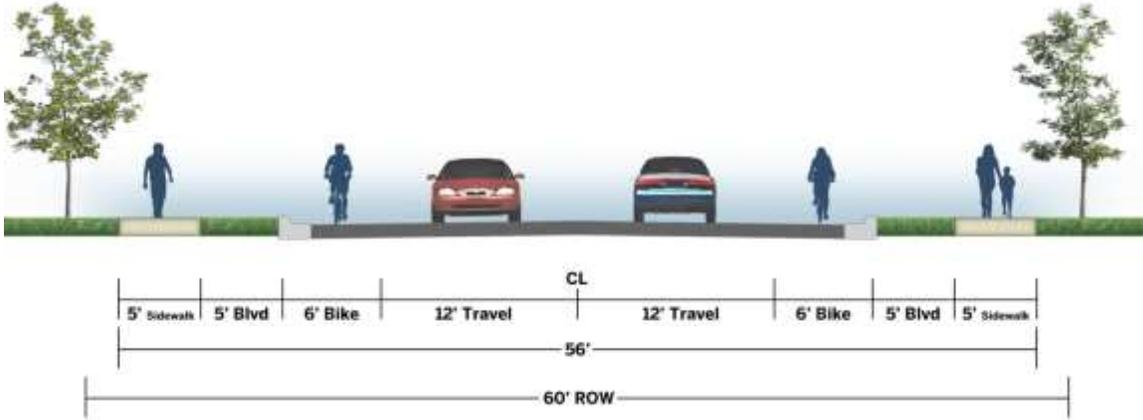
### POTENTIAL ENVISION SUSTAINABILITY CREDITS

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# 8

## 54TH ST CROSS SECTION WITH NO PARKING

No parking; sidewalk on one side



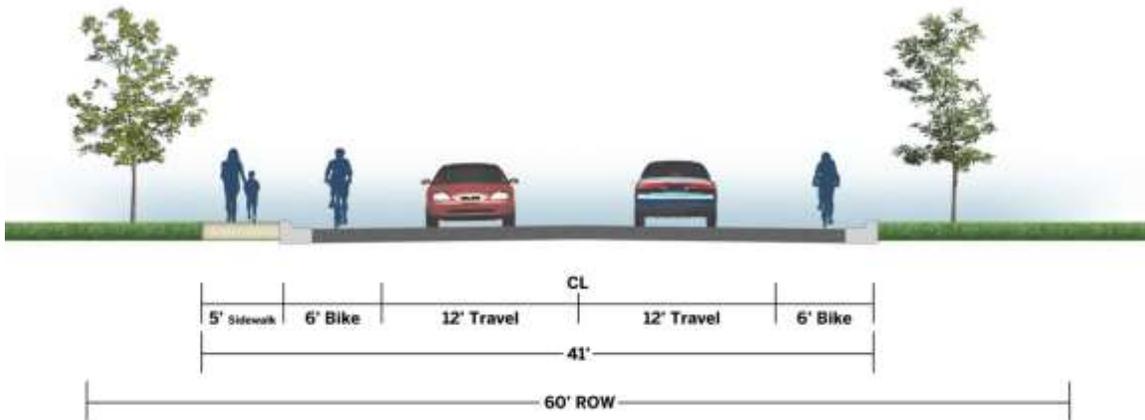
KEY ISSUES ADDRESSED	
● Safety, pedestrians	Parking
● Safety, bicyclists	Water quality
● Creek access/safety	Road drainage
● Speeding	Park flooding
● Road geometry	

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

# 9

## 54TH ST CROSS SECTION WITH NO PARKING

No parking; sidewalk on both sides with boulevards



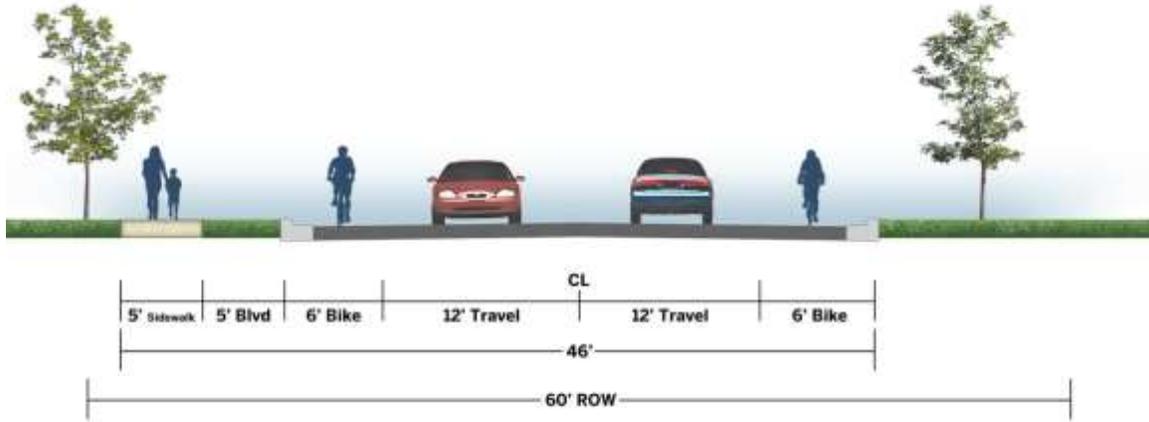
KEY ISSUES ADDRESSED	
● Safety, pedestrians	Parking
● Safety, bicyclists	Water quality
● Creek access/safety	Road drainage
● Speeding	Park flooding
● Road geometry	

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

# 10

## 54TH ST CROSS SECTION WITH NO PARKING

No parking; sidewalk on one side with boulevard



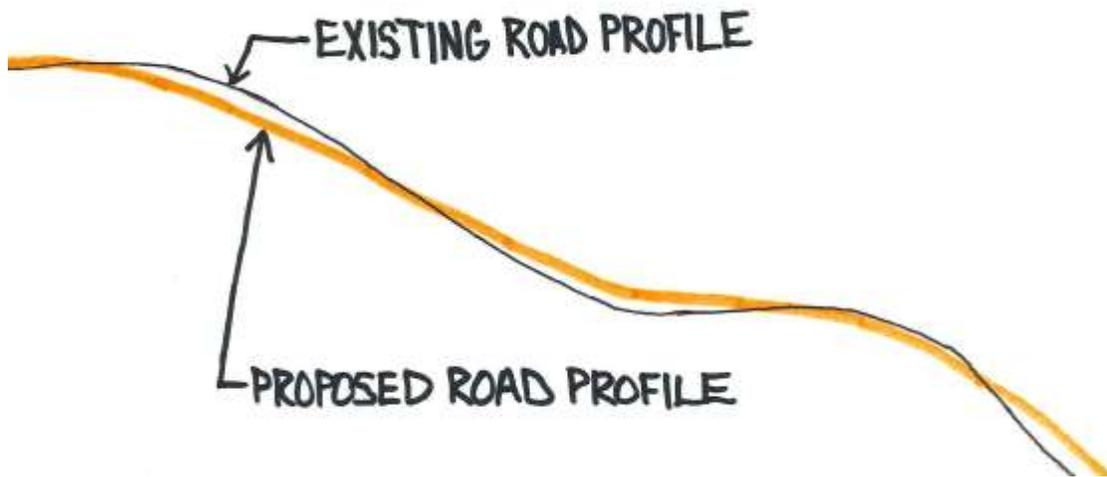
KEY ISSUES ADDRESSED	
● Safety, pedestrians	Parking
● Safety, bicyclists	Water quality
● Creek access/safety	Road drainage
● Speeding	Park flooding
● Road geometry	

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

# 11

## ADJUST 54TH ST VERTICAL GEOMETRY

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

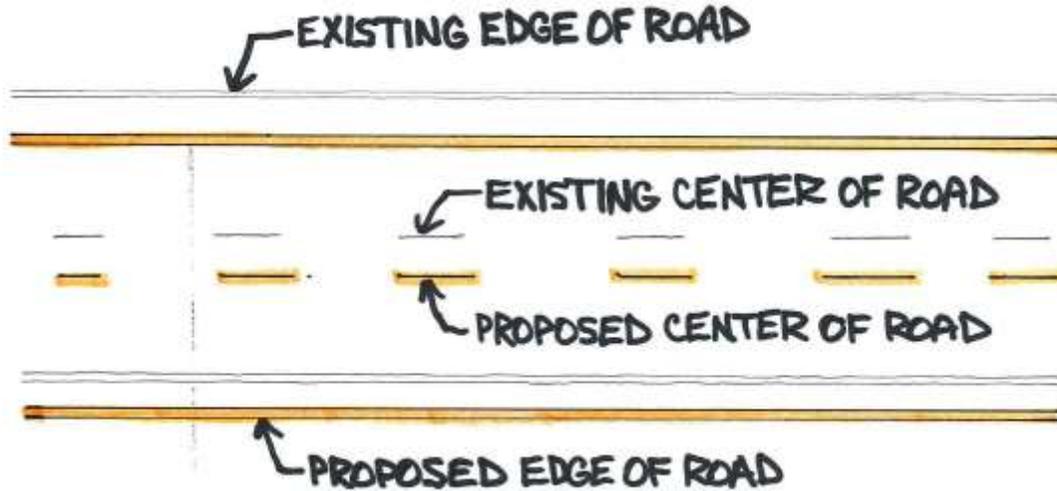


KEY ISSUES ADDRESSED	
Safety, pedestrians	Parking
Safety, bicyclists	Water quality
● Creek access/safety	Road drainage
● Speeding	Park flooding
● Road geometry	

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

# ADJUST 54TH ST HORIZONTAL GEOMETRY

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



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

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

# NARROWER STREETS

Reducing impervious areas reduces stormwater runoff and pollution to water bodies



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

## Pedestrian and Bicyclist Safety, Speeding

**13: ADJUST MINNEHAHA BOULEVARD INTERSECTION: Reduce curb radii and increase boulevard space**

- Less confusing
- Works better
- Narrows street and slows down traffic!
- Less curve=more of a corner, slows people down
- Like it
- Love making the intersection about the pedestrian, less about the car
- This creates more of a country lane feel
- Interesting
- Current turn is sometimes confusing
- Like it if it slows traffic
- Improves sight lines, slows traffic, reduces impervious surface
- Nothing
- ok
- Fine option
- Safe crossing
- Anything to make the intersection more straight forward.
- slows intersection traffic
- shorter crossing is safer with additional striping
- I'm okay with that provided boulevard space and curb is not too big
- Makes the turn more obvious and hopefully increases use of turn signals
- Looks safer than current road layout.
- I like this options, seem safer
- friendlier to pedestrians
- NOTHING!
- Looks good
- Slow turning speeds at intersection
- Cars would need to slow down more to make turn; safer for users of both 54th street and Minnehaha Boulevard

- Unnecessary. More concerned that it doesn't address speed
- Wider road gives enough road if you slide in winter
- Like sense of "lane" vs. this boulevard
- Could we plant boulevard?
- How would this help vs. sidewalks?
- By shortening the intersection, will there be room for a bike lane on Minnehaha Boulevard.?
- Way too wide. Looks like a major CO Rd. Not a residential street
- no benefit from shorter crossing
- Harder for bikes to navigate
- No need for extension of boulevard.
- TOO BIG!!! Digging into existing yards for NON RESIDENTS.
- Harder for drivers to make the corner, especially delivery trucks
- No sidewalk on Minnehaha--will there be room for pedestrians if intersection narrowed?
- Don't like the wall being built...confusing
- Not sure how this improves safety for pedestrians on Minnehaha since that is already a problem. Don't see crossing as a problem now. It's walking on Minnehaha that is and this plan seems to give pedestrians even less space.
- no side walks
- I don' like it. It works fine the way it is and allows for greater volume to traffic to pass through. You are just creating a choke point.
- Where is the cross walk? Do pedestrians have a way to get to a park pathway from this intersection?
- Extra width will encourage drivers to drive too fast
- TOO wide and convenient for speeding. I don't feel this makes things "safer".
- Can it be t-ed up more than shown?
- Lived here for 30 years and have never seen speeding as a problem.

**14: ADJUST PARK PLACE INTERSECTION: Reduce curb radii and increase boulevard space**

- Narrower-slower speed decrease
- Reduces amount of cement→environmental precedent
- Narrows street and slows down traffic!
- Slows down traffic
- Hard to walk by Park Place so sidewalk is helpful
- Improves sight lines, slows traffic, reduces impervious surface
- The intersection is too wide and undefined and this will remediate these issues.
- nothing
- Fine option
- Safety

- Would be too tight for a plow
- Concern about drainage into the creek
- Is this intersection wide enough for fire trucks to make the sharp turn onto Park Place?
- way to much hard cover. Feels like a freeway entrance. This is a residential street
- Don't make the intersection too small or narrow
- Sidewalk all along 54th is more important--this just narrows road
- not needed
- Harder for bikes to navigate
- Why develop "choke point" for cars traveling E on 54th turning onto

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

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

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

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

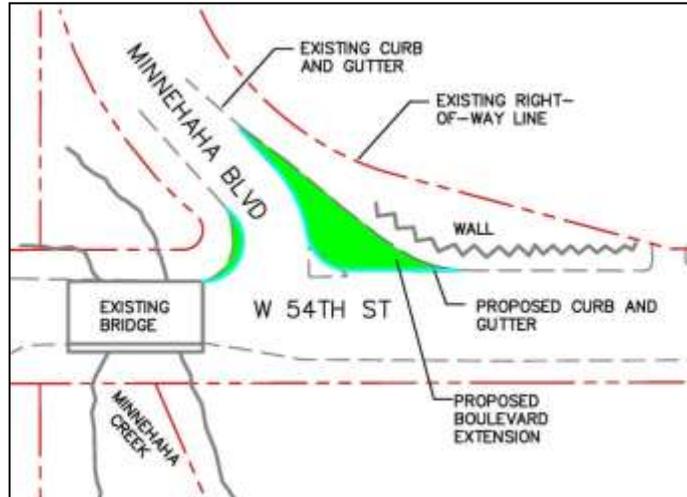
	<ul style="list-style-type: none"> <li>• Could there be a raised sidewalk?</li> </ul>	
<b>26: DECORATIVE CROSSWALK: Decorative pavement marking design option indicating heavily crossed area</b>	<ul style="list-style-type: none"> <li>• Need to think of cost first</li> <li>• Like it over Card 22 [Zebra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

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

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

# ADJUST MINNEHAHA BLVD INTERSECTION

Reduce curb radii and increase boulevard space

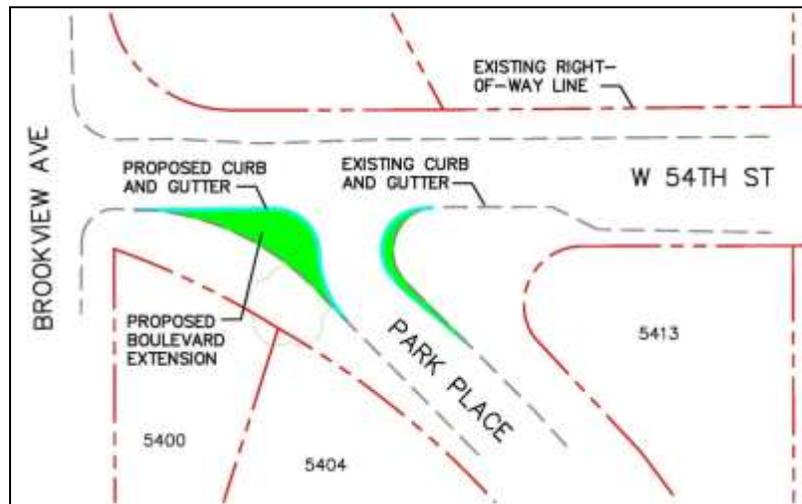


KEY ISSUES ADDRESSED	
● Safety, pedestrians	Parking
● Safety, bicyclists	Water quality
● Creek access/safety	Road drainage
● Speeding	Park flooding
● Road geometry	

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

# ADJUST PARK PLACE INTERSECTION

Reduce curb radii and increase boulevard space



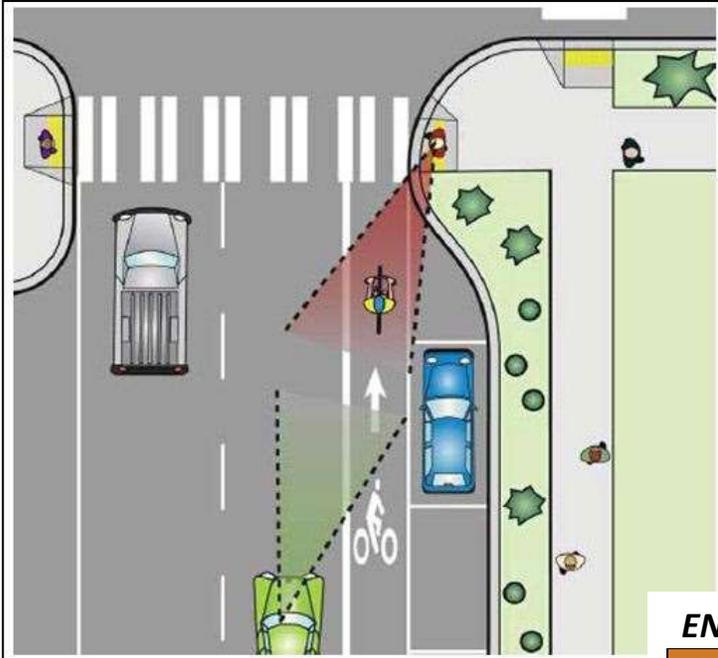
KEY ISSUES ADDRESSED	
● Safety, pedestrians	Parking
● Safety, bicyclists	Water quality
● Creek access/safety	Road drainage
● Speeding	Park flooding
● Road geometry	

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

# 15

## CURB EXTENSION

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



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# 17

## 5-FT GUTTER PAN BICYCLE LANE

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



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# PEDESTRIAN ACTIVATED FLASHER

Yellow flasher when activated by pedestrian



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# HYBRID PEDESTRIAN BEACON (HAWK SIGNAL)

Red signal when activated by pedestrian



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

22

## ZEBRA OR CONTINENTAL CROSSWALK

Highly visible pavement marking design option indicating heavily crossed area



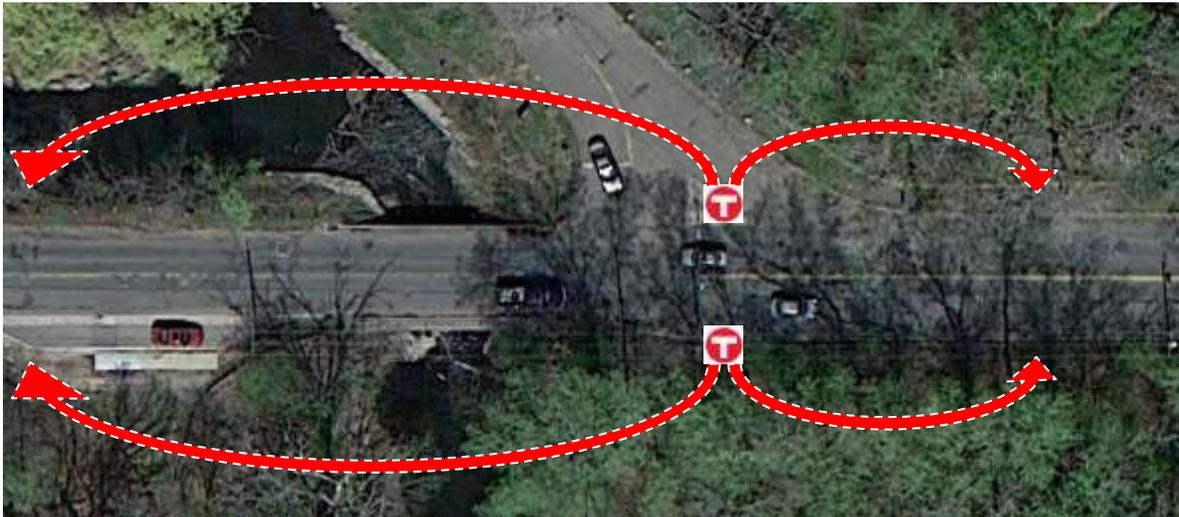
KEY ISSUES ADDRESSED	
● Safety, pedestrians	Parking
● Safety, bicyclists	Water quality
Creek access/safety	Road drainage
Speeding	Park flooding
Road geometry	

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

23

## RELOCATE TRANSIT STOPS AT MINNEHAHA

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



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

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

# LIGHTING

Styles shown are what the City typically uses on lighting projects



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# DYNAMIC SPEED SIGN

Real time driver feedback to calm traffic



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

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## DECORATIVE CROSSWALK

Decorative pavement marking indicates heavily crossed area



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

27

## REDUCE SPEED LIMIT TO 25MPH

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



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

28

# RECTANGULAR RAPID FLASHING BEACON

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



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

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# CONCRETE BUS STOP PAD

Provide waiting area for transit users



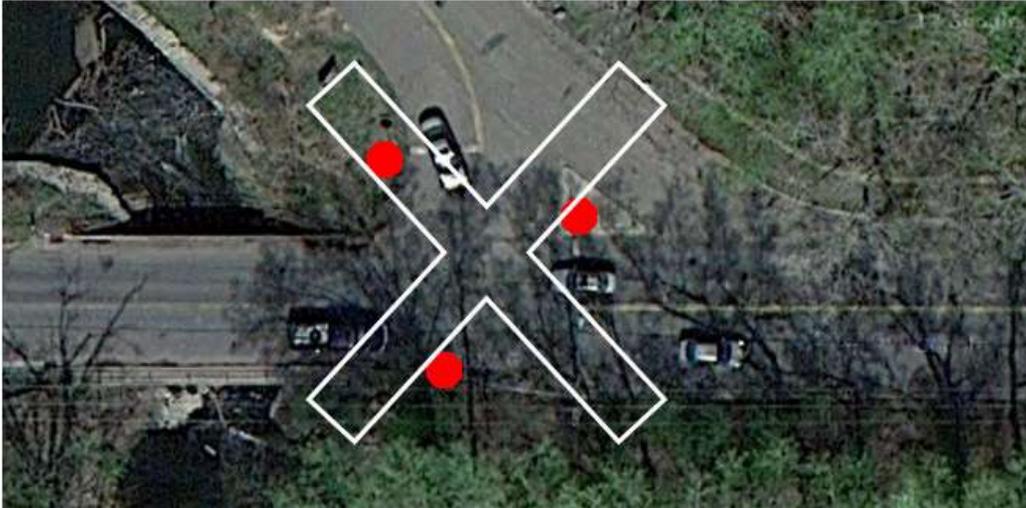
KEY ISSUES ADDRESSED		
● Safety, pedestrians		Parking
Safety, bicyclists		Water quality
Creek access/safety		Road drainage
Speeding		Park flooding
Road geometry		

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

# REPLACE ALL-WAY STOP

Explore alternatives for safe crossing and traffic calming



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

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

## Bridge Safety and Creek Access

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

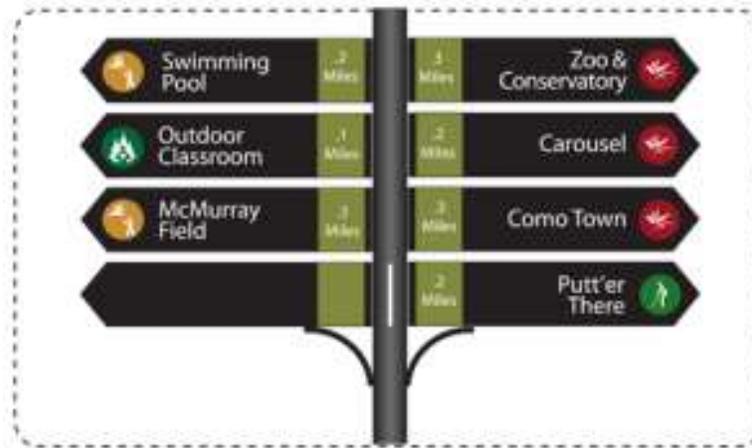
<p><b>36: CONCRETE SLAB SPAN BRIDGE: This type of bridge is located at 56th St over Minnehaha Creek in Edina</b></p>	<ul style="list-style-type: none"> <li>• Like it visually</li> <li>• Get pedestrians and canoes on paths under bridges; it is safer</li> <li>• Prefer this bridge</li> <li>• Prefer this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

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

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

# WAYFINDING SIGNING 1

Wayfinding for parking off 54th St (recreational use)



VIEW 1

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

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

# WAYFINDING SIGNING 2

Park wayfinding signage for amenities



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk

**35**

# PRECAST CONCRETE BEAM BRIDGE WITH ARCH VALANCE

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



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

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

**36**

# CONCRETE SLAB SPAN BRIDGE

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



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

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

## CANOE LANDING 1

Wood timber steps are set into the creek bank



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

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

## CANOE LANDING 2

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



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

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

### CANOE LANDING 3

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



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

### CREEK ACCESSIBILITY



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

# RECREATIONAL CREEK USE



### KEY ISSUES ADDRESSED

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

### POTENTIAL ENVISION SUSTAINABILITY CREDITS

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

## Water Quality, Road Drainage, Park Flooding

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

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

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

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

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

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

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

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

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

41

# REGIONAL FILTRATION BASIN

A large stormwater basin that does not contain permanent standing water



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

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

42

# UNDERGROUND RETENTION

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



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

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

# 43

## POROUS PAVING

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



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

# 44

## GREEN ROOF

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



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

45

# CISTERNS/REUSE

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



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

46

# SNOWMELT SYSTEM

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



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

**47**

## SAFL BAFFLE IN SUMP MANHOLE

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



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

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

**48**

## GRASS PAVERS

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



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

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

49

## IN-PARK FILTRATION BASIN (TURF)

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



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

50

## IN-PARK FILTRATION BASIN (NATIVE PLANTS)

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



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

# 51

## CATCH BASIN INSERTS

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



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

# 52

## TREE TRENCHES

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



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

### ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

**53**

## RAIN GARDENS/GRASS SWALES

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



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

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

**54**

## EDUCATIONAL SIGNAGE

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



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

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

# BUCKTHORN REMOVAL/REFORESTATION

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



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

## ENVISION SUSTAINABILITY CREDITS THAT MAY APPLY

Quality of Life	Leadership	Resource Allocation	Natural World	Climate & Risk
				

# **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](mailto: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**

9/30 WORKSHOP - EDINA 54TH ST.

# SIGN-IN FORM

5:00 AM - 6:30 AM

1/1

Date/Group:

First	Last	Address	Phone	Email
Joni	Bennett	4003 Lynn Avenue Edina		
Scott	NEAL	4801 W. 50th Edina		
Ann	Kattreh	4801 W. 50th St		
John	HEER	4222 Scott Ter		
Emily	Boettge	6816 Oaklawn Ave.		
Paul	NEASON	5220 Duggan Plaza		
Fish	Springue	4720 7th St Edina 55435		
Jason	Van Dyke	5908 Mend Dr.		

## SIGN-IN FORM

7:00 PM - 9:00 PM

1/5

Date/Group:

First	Last	Address	Phone	Email
Rick	Fenger	5351 KULLOGG AVE		
STEVE	TIMMER	5370 OAKLAWN AY		
MARIE	PECHMAN	5316 HAUFAX AVE. S.		
Elena	Sifferlin	5332 Oaklawn Ave		
Mark	"	"		
RICHARD	WEIGEL	5421 WOODCREST		
Ed + Kris <del>Ross</del>	ROSS	4015 West 54th st		
TRUDY	HANUS	5336 BROOKVIEW AVE		
GARY	HANUS	5336 BROOKVIEW AVE		
Jeri	Whaley	5337 Wooddale		
Tom	Whaley	↓		

# SIGN-IN FORM

Date/Group:

First	Last	Address	Phone	Email
Steve	Jensen	5401 Halifax Ln		
Bryant Sean	Colwell	5401 Oak lawn		
JENNIS CHARI	HAFRANCE	5357 - OAK LAWN		
Morgan Pederson		3909 W. 54th St.		
Jane	Fuegner	5225 Kellogg Av		
Kathryn Sarah	Koessel	5401 Kellogg		
MARK	EPPLE	5336 KELLOGG AVE		
KAREN	EPPLE			
JULIE	TURNBULL	5437 HALIFAX LN.		
Peter	Brosius	5205 Minnehaha Bl		
Mary	Porter	5120 Halifax Ave		

# SIGN-IN FORM

Date/Group:

First	Last	Address	Phone	Email
ANN'S Andrew	KASID	5401 WOODHOLE AVE		
Susan	Brown	5528 Halifax Lane		
Anne	Jennan	5401 Halifax Lane		
KATHRYN + KEVIN	GREEN	5400 KELLOGG AVE		
Ann	Swenson	Council		
BURTON	GRIMES	5400 HALIFAX LN		
JORIS	"	"		
Ross	Smalley	5412 PARK PL		
Geof Betty	Workinger	5224 Kellogg		
Linda & DeWay	Maetzold	5110 Arden		
CHERYL	HELDON	5308 Brookview Ave		

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com







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# Overview and Executive Summary

Vj g r tqlgevf guki p vgo f gxngr gf cmgtpcvkxg uegpctkqhqt vj tgg f hgtgpvugi o gpw qh vj g r tqlgevtgc<

- Gcuv. htqo O kppgj cj c vq Htcepg
- O kff ng. htqo Dtqqnxkgy vq O kppgj cj c cpf kpenwf lpi vj g dtkf i g. r nuu O kppgj cj c Etggmcpf uqto y cvgt kuuwgu
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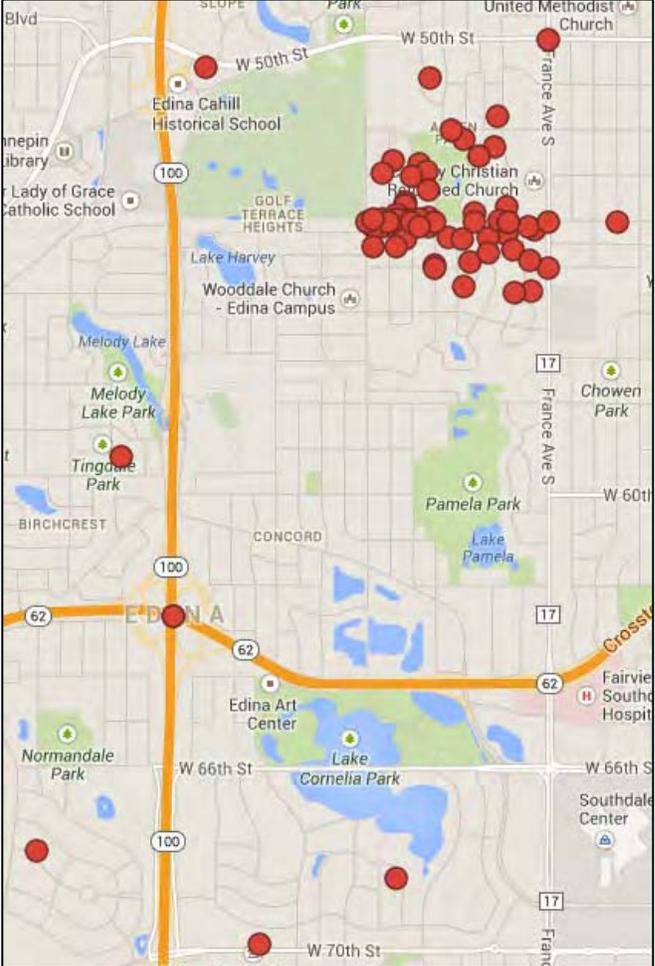
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Qp 52 Ugr vgo dgt qxgt 72 r gqr ng cvwgf gf cp kp/ r gtuqp uguukqp cvEkv J cm cpf pgctn{ 92 eqpvtkdwgf xlc cp qprkpg uwtxg{ qr gp vj tqwi j 32 Qevdgt0Dgrny ku c xgt { j ki j /ngxgnuwo o ct{. hmqy gf d{ eqo r ngv f gvcku0

**East end:** Vj gug uegpctkq i gpgtcvgf xctkgf tgr qpugu. y kj o cp{ eqpegtpu cdqwr tqr gtv{ ko r ceu y kj cp cf f kkpncukf gy cmr nuu f gf kcvgf dknr rpgu cpf r ctnkpi kp xctkvwu eqphki wcvkpu0 Vj g qr vkp vq o kz dknr rpgu cpf vj cttqy u ecwugf uqo g vq y qtt{ vj ku y qwf eqphwug f tkxgtu cpf dle{ erkuv0Hggf dcemi gpgtcm{ uwr r qtvf qpg/ukf gf r ctnkpi. y kj o kzgf hggf dcemcpf s wgvkpu cdqw vj g pggf hqt gzvc qt ur geknr ctnkpi qp vj g pqt vj ukf g0\*Ugg Y guv- Gcuvdgrny 0-

**Middle/bridge, Creek, stormwater**<Vj gtg y cu eqpukvpgvcpf utqpi uwr r qtvhqt Uegpctkq 30Vj ku f ktgev{ cf f tguugf uvcngj qrf gt/kf gpvkkgf uchgv{ kuuwgu cv vj cvkpgtugevkp hqt dqj etqukpi u cpf xgj kengldle{ erg uqr r lpi. cpf cnq o clpvkpgf vj g tcr kf u hqt tgetgvkpcnwug0Hqt vj g ecpqg rpf lpi. dtkf i g. cpf tckkpi f guki pu. vj gtg y cu uqrf r tghgtpeg hqt c o qtg pcwtcnmqm dwv vj gug eqo r qpgpvf guki p ej qlkgu o gtkvo qtg ur gekk kpr wcpf hggf dcemqpeg vj g r tqegu o qxgu hqy ctf 0

**West end:** Vj g uegpctkq hqt vj ku pcttqy gt ugevkp qhtqcf y c{ i gpgtcvgf vj g o quvtgur qpug. gur gekm{ htqo tgukf gpw qp 76<sup>vj</sup> Utggv0Vj g eqpegtpu y gtg qxgty j gm lpi n{ hqewugf qp y c{ u vq cxqkf qt o kpk k g r tqr gtv{ ko r ceu htqo cp{ qh vj g qr vkpu0Y kf gur tgc f qdlgevku vq f gf kcvgf dknr rpgu kp Uegpctkq 3 hqewugf qp vj g r tqr gtv{ ko r ceu qh vj g cf f kkpncu320qhr cxgo gpv=vj g vj cttqy uegpctkq i ctpgtgf o qtg uwr r qt v0\*Ugg Y guv- Gcuvdgrny 0-

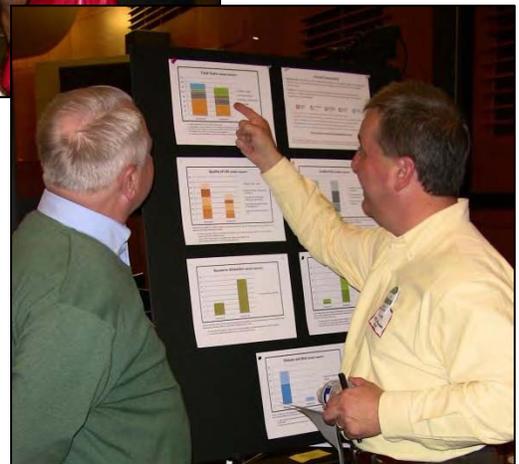
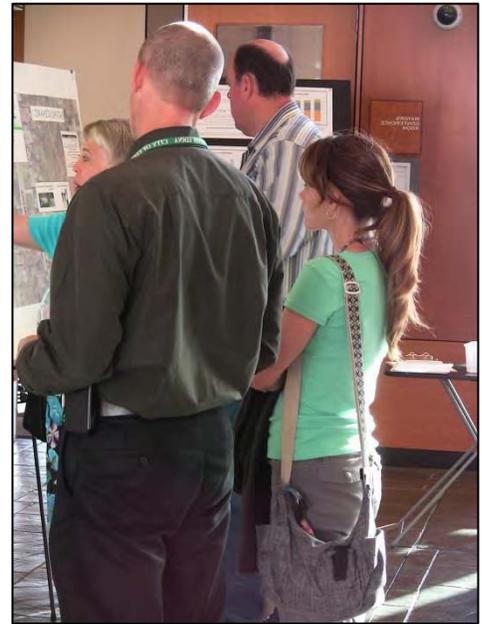


*Of the approximately 120 in-person and online participants, the map shows those who provided addresses. Not shown on this map are 11 participants from Minneapolis and one each from Chaska, New Brighton, and Robbinsdale.*

**West+East:** O quvucngj qrf gtu uwr r qtvgf c ukf gy cmqp qpg ukf g. dwvj g xctkgf qr kpkpu cdqwpqtj xgtuwu uqwj ukf g uwi i guvj cv vj g xqno g qhkhqto cvkqp o c{ j cxg tguwngf kp o kwpf gtucpf kpi u cdqwk r ceuUqo g tgeqo o gpf gf egpvtkpi vj g tqcf y c{ vj ðuj ctg vj g r ckpö qp dqvj pqtj cpf uqwj ukf gu0 O cp{ swgukppgf vj g r wtr qug cpf y kf vj qhgxgp vj g uo cmgt 4ø ewdu0

Cno quvpq qpg ucy cp{ xcnwg vj j cxkpi c dknng tckncvdwu uvqr u. cpf uqo g pqvgf vj cvo quvdwugu pqy j cxg dknng tcemu kp htqp0 O quvqdlgevgf vj eqpetgvr r cf u cvcp{ dwu uvqr u. cnj qwi j uqo g qh vj qug cuwo gf c ukf gy cmj kj qwpqvlekpi vj cve ukf gy cmqp qpn{ qpg ukf g qh vj g tqcf y c{ ugtxgu qpn{ j crh vj g dwu uvqr u0 Gxgt{ qpg r tghgtgf r tguvtxkpi vtggUO quvuw r qtvgf o qtg cpf dgwgt rki j vpi . cpf o cp{ ur gekhgf vj g fguki p o wuvdg f qy py ctf/ hckpi lum{/htkpf n{0

**Envision:** Vj ku kppqxcvkg pgy vqqn vj gxcnævg vj g uwvckpcedkiv{ qhkhctwewtg kpxguo gpv y cu hwtj gt cr r rkgf vj gcej qh vj g ugepctkqu cpf vj g tguwmu f kur r{ gf cv vj ku hggf dcemuguukqp0Vj g ugtguwmu y kndg hwtj gt tghkpgf cpf kpenwf gf kp vj g Hgcukdkiv{ Uwf { cpf fguki p tgeqo o gpf cvkpuhtq vj g Ekv{ ðu hwtj gt eqpukf gtcvkap0



# 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

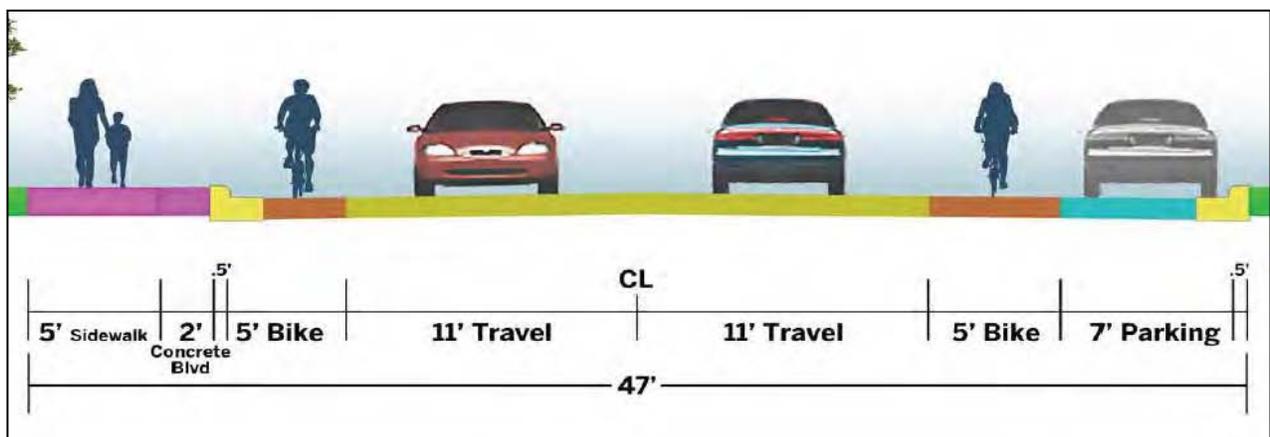
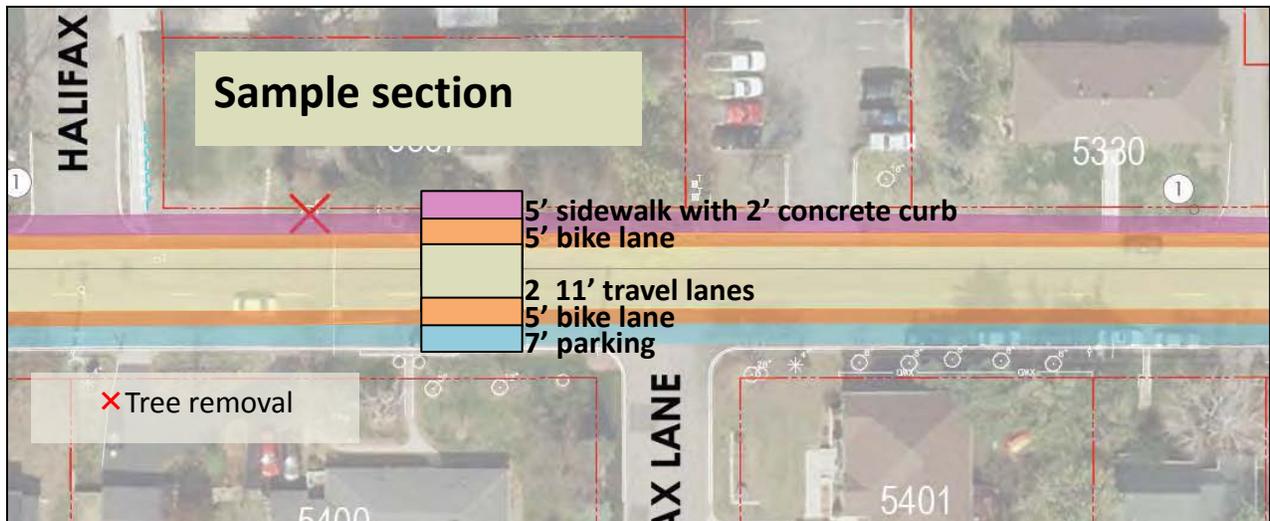
#### Parking: South side from France to Minnehaha Blvd

#### 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

- Rtghgt %B qxgt vj g qvj gt vy q uegpctkqu0Nkng ukf gy cmnqp qpg ukf g. rkng utggvy kf vj uco g xgtuwu ej cpi kpi
- Nqxxg vj g ukf gy cm
- Ukf gy cmu. dknng rcpgu. engct r ctnkpi rcpg
- Ukf gy cmnqp pqt vj ukf g0
- Vj ku r { qwwuggo u vq dg c xgt { nji kecny c { vq cttepi g vj g utggvht cmv { r gu qh wugtu cpf ftkxgtu0 Dknng rcpgu hqt gcej fktgevkqp ctg c i qqf kf gc0
- [ gu vq ukf gy cmu ctnpi pqt vj ukf g qh76vj
- Ukf gy cm
- rtgugtxkpi r ctnkpi qp uqwj ukf g
- pq r ctnkpi qp pqt vj ukf g qh utggv
- ukf gy cmnqpn { qp qpg ukf g qh utggv
- Vj ku ku dguvuqnrwkqp
- P qvj kpi
- K r qtvcpvq j cxg dknng cpf r gf gultkcp r cuuci g hqt uchgv { 0
- F gf kecvgf dknng rcpgu = r ctnkpi qp qpg ukf g
- Ukf gy cmcpcf dknng rcpgu
- O wnk/wug eqpukf gtcvkpu0
- Cu vj g utggvku y kf gt qp vj g gcuvukf g kvo cngu o qtg ugug vq j cxg vj g y kf gt ukf gy cmu dknng rcpgulr ctnkpi ctgcu
- Pcttqy gt vtcxgnrcpgu. dknng rcpgu cpf ukf gy cmu
- [ gu vq rko kkp r ctnkpi vq qpg ukf g qh76vj utggv \*qp vj g uqwj ukf g+
- hwmukf gy cmcpcf mgr kpi vj g dknng rcpgu

## E1 Concerns

- P ggf y kf vj hqt y kpvgt0Vqq pcttqy cv0 kppgj cj c dqwrgxctf
- Nko kvj g pwo dgt qhdwu uvqr u. rguu tvj gt vj cp o qtg
- Vqq y kf g0Rwukf gy cmkqp uqwj ukf g. pq f gf kecvgf dknng rcpgu
- P q f gf kecvgf dknng rcpgu
- P q dknng rcpgu qt rcpgu
- P q f gf kecvgf dknng rcpgu
- Vqq y kf g#P q f gf kecvgf dknng rcpgu r rncug
- F qpørkng 5 \*vq y kf g-0Uegpctkq 3 qt 4 ctg r tghgtgf
- Eqpukf gt r gto gcdng cr r rkecvkp hqt 4) dqwrgxctf
- O kpo k g vgg tgo qxcn
- Y kf vj qh utggv = f qp vppggf f gf kecvgf dknng rcpgu = 4) eqpetgvg evtd ku wi n { cpf vcngu cy c { ht qo cr r gcrkpi i tggpgt {
- F q pqvppggf f gf kecvgf dknng rcpgu hqt tctgn { wugf dknng vchle0
- P q vq dknng rcpgu. pq dknng rcpg rcpgu // ko r gf gu ftkkpi ( wppgeguuct { kp y kpvgt
- 33Hqyv VtcxgnRcpgu ctg pqvy kf g gpqwi j 0Y km j cxg uco g r tqdngo cu y g j cf qp Y qqf fcng0
- F vtkpi ej wtej gxgpvr ctnkpi y kmgzvgpf hvt vj gt kpv J crkcz
- vgg tgo qxgf
- utggvku vq y kf g. rguu qh vgg
- Y C [ VQQ Y K G ## Ugr ctvg dknng rcpgu ctg P QV pggf gf 0Y g j cxg ur qnnp vq O p F QV (000B3) vtcxgn rcpgu ctg P QV tgs wktgf 0P qt ctg vj g 7) ukf gy cmu qt 7) dknng rcpgu 0Vj g { ctg o gtgn { TGEQO O GP F GF # Uj qwf j cxg dwo r qwwu hqt r ctnkpi cpf vq unqy vchle0
- 4 hggvht c eqpetgvg dqwrgxctf AY j { ku vj ku pgeguuct { A
- Y j { vcnng r ctnkpi cy c { \*pqt vj ukf g + cpf tgr rneg y kj f gf kecvgf dknng rcpgu A \*vj g { ctg P QV tgs wktgf qp c ugeqpf ct { tqwg = y kj vj g gzeqr vkp qh Uwpf c { \*ej wtej + cpf ku r cvgf gxgpki u vj qug r ctnkpi rcpgu y kmng go r v { cpf ecp dg wktgf d { dle { erkuu
- Y j cvy km { qwf q y j gp vj g Gf kpc Eqo o wpkv { Nwj gtcp Ej wtej lvpmdqpf hpcpegu c J Wl G RCTMRPI NQV kp vj g uqwj gcuveqtpgt. cmny kpi wpej gengf . r qmwgf twp/qh vq gpvgt vj g etggmtki j v cvku r qlpvqho clqt tgetgcvkpcnqr r qt wpkv { AAA
- Y g ecp) vceeqo o qf cvg vj g uco g y kf vj qp vj g y guv ukf g qh76vj Utggv
- Cff kpi vj g r gto cpgpvr ctnkpi rcpg cff u vq cp gzequkxg tqcf y kf vj
- Kvj kpmvj g ukf gy cmj cu dggp r wqp vj g y tqpi ukf g qh vj g utggv0Kuj qwf dg qp vj g uqwj ukf g0Rgqr ng wug vj g uqwj ukf g qh vj g utggv vq i q vj g Nwj gtcp ej wtej cpf vj g eqpxgpkpeg uqgt cv76vj cpf Hcpeg0Kictgn { ugg r gqr ng y cmkpi vq Ctf gp Rctm ctnpi vj ku r ctvqh76vj Utggv0
- Y kf vj qh utggv/ lwavr tqrci cvu hcvgt vchle cpf o cnng vj g utggvrguu uchg hqt cm0

- Uj ctgf dknq rcpgu r ctnkpi dqj ukf gu qh utggv0
- [ gu vq egpvt rkpgu hqt ectu
- utggv vq y kf g
- eqpetvgv dqwrxcctf ku vq y kf g. 3) rknq vj g y guv gpf qh66vj uvku dgwgt
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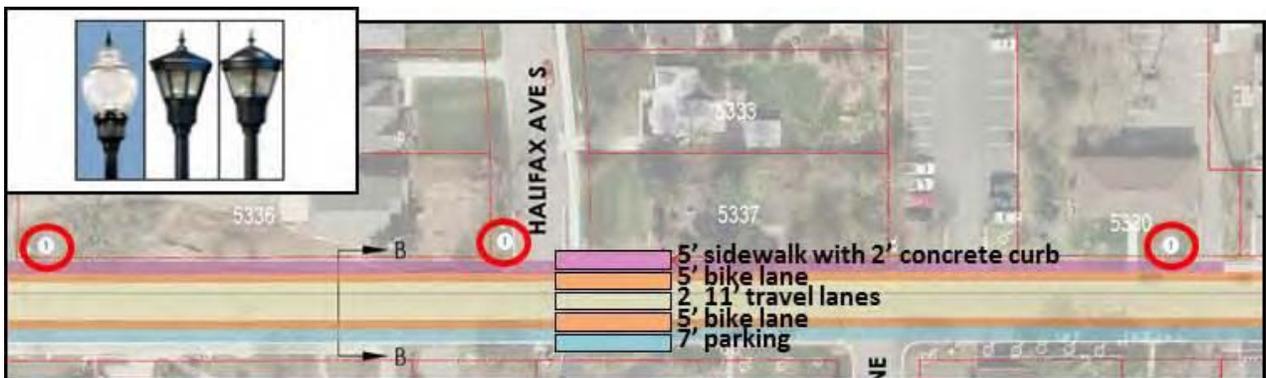
- Ci clk. pqtj ukf g qhtqcf ku dgctkpi vj g dtwpvqh r tqr qugf ej cpi g
- Htqo y j cvkxgj gctf htqo tgukf gpvu. vj g ewtgpv r cuvqt ku wukpi vj ku r tqlgevo gtgnf cuc lwo r kpi qh r qkpvht j ku ectggt co dkkqpu. rncxkpi wu y kj vj g f gutwvckxg qweqo gu###
- Vtgg rquu

## E1 Questions, comments

- Ecp y g dgwgt eqpvtqnr ggf gtuA
- Y j { f q y g pggf c utggvj ku y kf gA
- F q ctgc tgukf gpvi i gvc hpcnuc { AKU vj gtg c vq y p j cmo ggkpi hqt tgukf gpvkpr ww. vq dg j gctf d { ekf eqwpek( gpi kpggtuA
- y j { pqvj cxg v y q 350)uj ctgf dle { enghtcxnrcpgu
- Kco kpvkqpcmf pqvy gli j kpi kp qp vj ku ugevkqp dgecwug vj g qr kpkpu qh vj qug f ktgevf ko r cevgf d { vj g uegpctku ctg vj g qpnf r gqr ng y j q uj qwf dg rknqpgf vq0
- Nquu qh vtgg \*ci clkpuv Nkxkpi Utggvu Rqrle { +
- J cu vj g ej vtej dggp eqpvcevgf vq i gvqp dqctf y kj vj g f guki pA

- Ecp { qweqpukf gt wukpi vj g dknq rcpg\*ut hqt Uwpf c { r ctnkpi A
- Y j { ecp) { qwj cxg c uj ctgf / rcp g \*dknq lo qvqt ku + eqpegr vcmipi gpvtg 76vj UtggvAMegr kvuko r ng cpf eqpukvgpv vj g gpvtg rpi vj =tgf wegu eqphwukqp co qpi dle { erkulo qvqt ku
- Y j cvo gcpu qh kplwpevkqp j cxg { qwr tgr r gf kh vj g { r tqeggf y kj wtpkpi vj g uqwj gcuveqtpgt kvq c drcemqr y cuvrcpf vj cvguugpvcmf uewvrgu { qwt cpf vj g tgukf gpvu y gm vj qwi j vqwr rcpkpi A
- Y j gp ctg vj g r ctnkpi rcpgu o quvwvkk gf A

## E1 Lights



- [ gu vq rki j vki 0Uchgt. r gqr ng ecp dgeqo g o qtg xkukdng
- Nki j vki ku pggf gf dwkvo wuvdg f qy py ct f / f ktgevgf . grko kpcvki rki j vr qmwkqp cpf r tqxkf kpi dgwgt r gf gutkcp rki j vki
- [ gu
- Kf q pqvugg c 3
- P gy rki j vu hqt uchgv ctg c i qqf kf gc. uq rpi cu vj g { hky kj vj g uv r kpi qh vj g pgki j dqtj qqf cpf vj gtg ctg) uq o cp { qt uq dtki j vqh rki j vu vj cv vj g { hqqf vj g ctg c y kj rki j vr qmwkqp0

- [ gu
- J crkcz cpf 76vj cirtgcf { j cu utggviki j v. cf f kkpncn rki j vki pqvpggf gf
- { gu
- [ gu
- QM
- [ gu#
- pqvpggf gf
- qpnf kh vj gtg ku pqvcp gzkukpi rki j vqt kvku kp rkwqh gzkukpi
- { gu

- %
- Nqqm i qqf
- [ gu0Rgf guntkcpu pggf rki j w0Uj qwf p)vo cng uchgv{ qr vkqpcr0
- [ gu0Y j { pqv wug f qy py ctf hcekpi rki j wu cu tgeqo o gpf d{ vj g kpvgtpcvkqpcnFctmUnf cuuqekvkqpa
- {gu
- KkUc fctmuntggvuq rki j vkpi y qwf dg cp ko r tqxgo gpv=Ky qwf vgpf vj r wvj go cvd wu uqr u

- P q qr kpkqp00
- Kr tghgt vj g hktuviki j vfguki p y kj i rnuu dward rkng vqr . vj g{ uj qwf eqpvkpwg vj Y qqf fcng Cxg
- [ gu00 ctkpi uwtg vj rko kvzgeguukxg rki j vr qmwkqp
- Kikng qr vkqp 3 hqt vj g rki j wu. dwKf qp)vj cxg c utqpi hggkpi cdqwwvj g pggf hqt vj go 0
- O qtg f geqtcvkxgluqhtgt lt gukf gpvkcnrki j vkpi qr vkqpu
- Nkng rki j wu hqt uchgv{

## E1 Bus pad



- D wu uqr r cf pqv pggf gf qt y cpvgf 0P qdqf { wugu vj ku rkecvkq0F qp)vo cng r cf
- D wu uqr r cf pqv pggf gf
- F qpø pggf vj cff r cf =wug ukf gy cmu kpenwf kpi Ej wtej )u
- P q dlng tcnmr cf j gtg0Ej gemy kj O gtq Vtcpu kvj g rko kpcvq uqr f wv vj rny wugA
- P Q# Vj gug eqpetgv urdu ctg wi n{ cpf vqcm{ wppgeguuct{ hqt vj g %qh dwu tkf gt u vj cvvj ku utggv j cu0
- P q. vj qug dwu uqr u ctg tctgn{ kh gxgt wugf 0
- {gu vj eqpetgv r cf qp uqwj ukf g \*hqt gcudqwpf dwugu+
- I qqf

- Vj ku y kmdg xgt { j gr hwnkp y kpvgt hqt dwu/wugtu
- pq
- pq
- P q. o qtg eqpetgv. o qtg twpqth
- I qqf
- Dgwgt f ghpgu vj g dwu uqr 00nggr u tkf gt u qth vj g tqcf=y qwf uggo vj dg c i qqf kf gc
- P q r cf pggf gf qt y cpvgf
- P q dwu uqr dlng r cf j gtg0Vj ku dwu uqr ku pgxgt wugf 0Uqwj ukf g qh76vj cpf J cnkcz \*d{ r qy gt r qrg+
- Cduqnwgn{ pq cpf pgxgt wugf
- Wn{ / f qp) pggf urdu qheqpetgv

## E1 Bike rail

- Vj ku j kf gquw#
- P q(00)ppgeguuct{ dqy hqt vj g gzvtgo gn{ nqy %qh dwu tkf gt u0
- Cduqnrwgn{ pq0Vj g{ y knpgxgt dg wugf cpf ctg wpuki j v{0Mggr ctgc pcwtencpf i tggp0
- pq y c{=y cuvg qh vcz f qmctu
- Grlk lpcvg. y j { j cxg dkngr rctngf vj gtg cmf c{0 kpxkgur tqdrigo u0
- pq
- pq
- pq
- J qttkdnrg kf gc(00)ni n{ cpf wpwugf 0Dctgn{ CP[ dwu tkf gt u0 cpf vj g{ ecp j ke j vj gkt dknrg vq vj g dwu0
- P q0Cff dkngr rctnkp{ cvej wtej cpf gcuy ctf. dwu pqvy guvqhej wtej 0
- Cu c dknrg qy pgt. y qwf pgxgt wug k0
- P q
- F qp)rnkg dle{ eng tcem##
- F wtkpi r gcmvko gu pq o qtg vj cp 4 dwugu \*r gt j qwt+ i q d{=pqvwtg j qy qhngp vj g{ y qwf gxgp dg wugf = y j { pqvj cxg c dknrg tcemo qtg Ctf gp Rctmur gekkhe cpf dkngrtultcpukv tkf gt u0 ecp lwuw wug vj qugA
- Dknrg tcemu qp gcuv gpf ku i qqf. cy c{ htqo etggm \*Ej wtej vq Gcuv+
- P qv vj cxg dle{eng tcknkp{ 0Hgy dkngru cpf hgy gt i gv qp dwu j gtg

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

- P q / ngr vj g i tggpgt{ cpf FQP)V cff o qtg eqpetgv0
- P qvpggf gf ngr vj g y c{ kvku0Y j cvku vj g r tqdrigo j gtgA
- uwtg. dwungr vj g utggvy kf vj vj g uco g hqt ectu
- QM
- i qqf
- wug ukf gy cm
- { gu
- P qvuwg y j gtg vj g qtki kpcndw uqr y cu
- F tcy kpi f qgup)vr r gct vq uj qy kurpf 0Krcpf j cu dggp tgo qxgf cpf ewtd rkpgu ej cpi gf 0
- I qqf
- pq
- Kknrg vj g kf gc qho qf kh{ kpi vj g tqcf cpf j cxkpi qpn{ qpg ceegu r qlpvpqt vj dqwpf qp 0 kppgj cj c Dnrf \*tchhe ecro kpi ghgevt=uggo u rknrg c nqi kecn nqecvkqp hqt c dwu uqr
- Cu nppi cu vj g Dwu Uqr ku o qxgf cy c{ htqo vj g etggm(00)

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

- Ugg cdqgx
- [ gu
- O qxg Gcuvq qvj gt ukf g qh kpvgtugevkqp. nrcxg kpvgtugevkqp cu ku0
- dwu uqr u uj qwf dg cvuqr uki pu=ngr vj g dwu uqr cvuqr uki p
- QM
- gzv gpf ej wtej ukf gy cmvq vj ku nqecvkqp
- { gu
- Y j gtg y cu kvqtki kpcn{ AP QV kp htqpvqh uqo gqpgau j qwug#
- Ecp { qweqpvkpwg ukf gy cmvq O kppgj cj c y j gtg ewtd rkp y kndg ej cpi gf vq i gvr gf guvkcpu qth tqcf y c{ pgct kpvgtugevkqpA
- I qqf
- { gu
- Ku pqvknrg { qwj cxg 32 tkf gt u i gw kpi qp lqh cvj ku uqr 0Uqr u ctg xgt { uj qtv. cpf ci ckp. f wtkpi r gcm vko gu { qwctg vcmkpi cdqvw VY Q vko gu r gt j qwt
- Ugg cdqgx(00)

## 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





- Ukf gy cmpggf u vq dg qp vj g ej vtej ukf g0Uqwj ukf g ukf gy cmku vj gtg
- Ukf gy cmf qgu pqvpggf vq dg qp vj g uqwj ukf g
- Ukf gy cmqp pqt vj ukf g. y j { A
- P q pggf hqt f gf kecvf dknng rpgu. r ctnkpi kpuvcf
- Vqq y kf g. pq f gf kecvf dknng rpgu r rncug
- Dknng rpgu ctg pqvtgs vktgf hqt c uvcv/ckf tqcf 0 Giko lpcv dknng rpgu0Vj g{ ctg tctgn{ wugf <{ gu#K ugeqpf
- Y g ecp dg dknng \$tkpfn \$y lqwrpgu. uki pu0Y g y gtg hqt 52 { gctu<{ gu#[ gu#Ugeqpf vj cv
- O qxg dwu uqr vq kp ltpqvqhej vtej
- Vj g uj ctgf dknng rpgu cpf uki pu o ki j vdg eqphwukpi vq e{erkuu cpf ftkxgtu
- P q eqpegtpu
- Y j { f q y g j cxg y q f khtgpvuegpctkqu qp qpg utggvAKo cngu khgnf kueppgevgf cpf ku cnuq eqphwukpi vq r gqr ng0
- Rctnkpi uqr u qp Pqt vj ukf g qh76vj GcuvcqJ crkcz0 Megr uj ctgf rpgu y kj r ctnkpi vq cxqkf eqphwukp0
- pq vq dknng rpgu// pq dknng rpgu rpgu0vj g dknng rpgu ko r gf g ect vtchle cpf ctg pqvwugf vj g o clqtkv{ qh vko g0Y cuvg qhcz f qmctu
- ukf gy cmcpf dqwvxcft ctg vq y kf g
- vq y kf g
- Ukmvqq y kf g0Uegpctkq F ku vj g dgwgt qh vj g y q. dwr ctnkpi qp dqvj ukf gu uggo u wppgeguact { y j gp y g ctg utkxkpi hqt pttqy gt. UNQY GT tqcf u0
- Gkj gt dknng vtchle dgpghku htqo f gf kecvf rpgu. qt kvf qgup)0K kvf qgu. vj gp vj g rpgu uj qwf dg eqpvkpwqu cpf pqvf kur rnegf d{ r ctnkpi vq ugtxg vj g ej vtej 0K dknng rpgu ctg pqvlpf kecvf vj gp y j { kpenmf g yj go A[ qwtg ugpf kpi o kzgf o guuci gu pqv qpn{ vq e{erkuu y j q y knj cxg vq ej cpi g vj gkt r cvj vq cxqkf r ctnngf ectu. dwcnuq vq cmqh wu y j q y cpv vq wpf gtucpf vj g etkgtk hqt cf f kpi dknng rpgu0
- Uj ctgf dknng ltxgn rpgu pqvcu cr r gcrkpi hqt dknkpi y kj nkf u0
- Pqt vj ukf g dgctu vj g dtwpvqh vj g eqputwvklap
- Uco r ng D y kj y q dknng rpgu \*pqvuj ctgf +
- Y g f qp)pggf f gf kecvf dknng rpgu0F q uj ctgf rpgu ( pttqy vj g utggv vq kpetgcug uchgv{ cpf unqy f qy p vtchle0
- { gu vq rko kkp r ctnkpi vq qpg ukf g qh76vj utggv
- Qpeg ci clp. y g j cxg tgc f vj g f qewo gpw cpf ur qngp vq O pF q(000) g MP QY y j cvvj g cewcn tgs vktgo gpw ctg0Rncug dg o qtg j qpgu0
- Vtcupkqp htqo f gf kecvf vq uj ctgf dknng rpgu eqphwukpi hqt dqvj e{erkuu cpf ftkxgtu0
- Y j { kvtqf weg c 7) f gf kecvf dknng rpgu hqt qpg dntemAKy qwf lwuveqpvkpw y kj vj g uj ctgf eqpegr vcmvj g y c{ vq Htcepeg=MGGR KV UKO RNG

## E2 Questions, comments

- Rctnkpi eqwpu0K r ctnkpi pggf gf qp dqvj ukf guA
- Pcttqy gt utggv ctg uchgt(00) j { ctg y g hqewugf qp uvej y kf g utggwA
- y j { pqvwug y q 3507 uj ctgf dle{erg 1xgj keng rpgu
- Y j { ctg y g hqewukpi qp cf wv dknng tkf gtu htqo O kppgr qru cpf j cxg P Q dknng rpgu qp Eqpeqt f Cxg0AVj cvtqcf ugtxlegu VJ TGG r wdrie uej qqu cpf qwt eqo o wpv{ egpvt0UQ UVTCPI G##
- Y j { f q y g eqo r tqo kug uchg cpf eqpxgplgpvtxcgn hqt cmo qf gu kp qtf gt vq r tqxkf g qp utggvr ctnkpi A
- Ky qwf lwvhrk vj g ukf gy cmvq vj g uqwj ukf g cpf eqppgevy kj vj g gz kwp ei vtej ukf gy cm
- J cxg vj g f guki pgtu g zr nqtgf etgc vkg vtchle/ ecm kpi o gcuwtgu cmipi vj ku r ctvqh vj g tqcf AEwd
- dwo r/qwvAvj j gr fghkg r ctnkpi cpf r tqf weg r kpej r qkpw vj j gr unqy vtchleAVj ku r ctvqh 76vj ku y kf gt vj cvvj g y guvukf g cpf ftkxgtu vgpv vq ftkxg c rkvng hcugt cvvj ku r qkpv0Vj g r ctnkpi ku wugf j gcxk{ qp Uwpf c{ \*qdxkqwu{+cpf tctgn{ y j gp ej vtej f qgup)vj cxg ce vkkkgu0Vj g r ctnkpi rpg guugpvkcm{ dgego gu c dknng rpg y j gp vj gtg)u pq ectu r tgugp0Y j { pqvnmw y q dktf u y kj qpg uvppgAK vj kpmo qtg ecp dg f qpg vj j gr o cng vj ku gpf qh 76vj vq kp o qtg enqun{ y kj vj g y guvukf g cpf o cng o qtg eqj gukxg0RNGCUG g zr nqtg vj ku r quidkxv{ #
- Ej vtej r ctnkpi gz vgpv u qp pqt vj ukf g qp vq O kppgj cj c

# 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

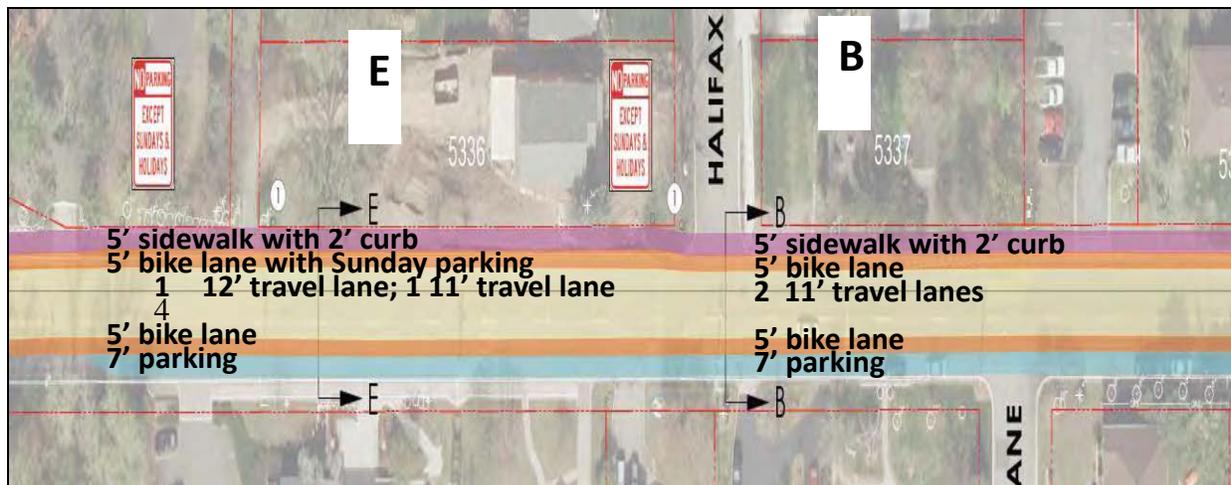
### ■ Biking:

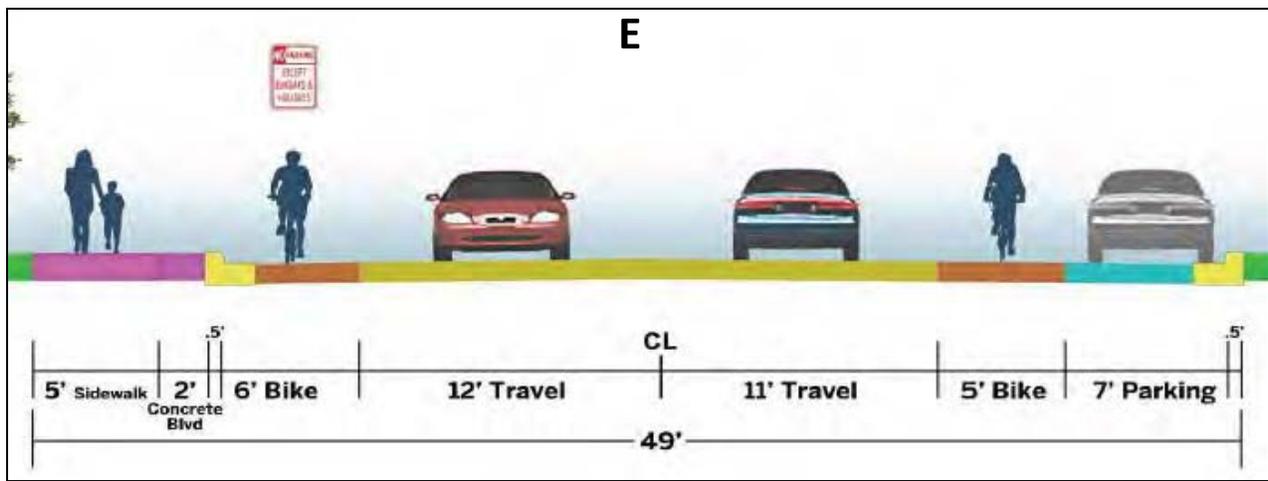
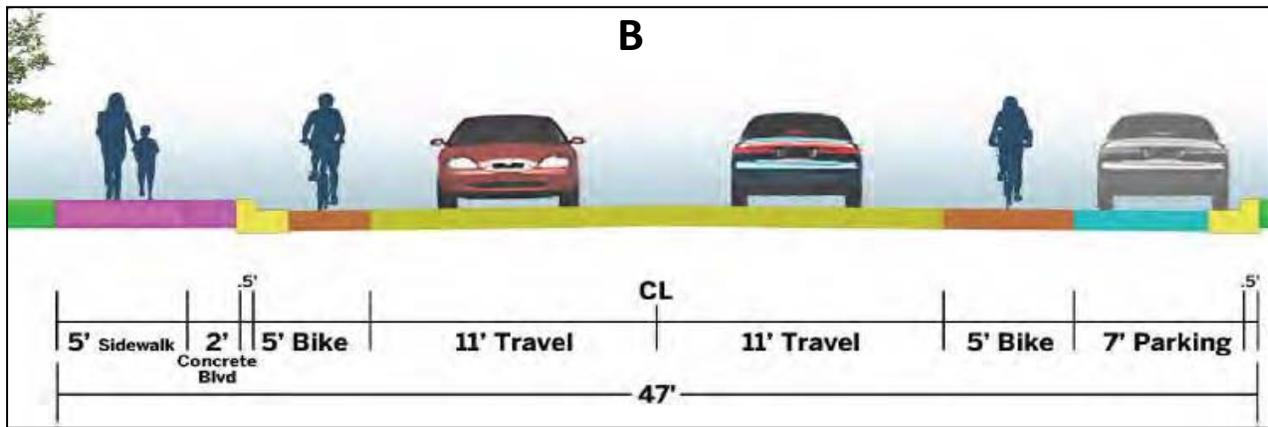
- North and south sides have dedicated bike lanes
- North side accommodation: **On Sundays/holidays only, drivers may park in bike lane from Halifax west for one block**

### ■ 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

- Nknng tgf welpi ur ggf qh wtp vq O kppgj cj c Dnxf
- [ gu vq ukf gy cmvj g gpvkt g f kncpeg
- [ gu vq qr vqp qh dknng rcpgr ctnkpi qp Uwpf c{u
- Uegpctkq 5 dguvqr vkpu hqt cm#
- Rctnkpi qp Uwpf c{u ku c i qqf kf gc \*rknng cvO v0 Qrkxgv+
- Kr tghgt vj g Uegpctkq 5 r rcp
- Rctnkpi qp Uwpf c{ dwrt ghgt F
- P qvj kpi
- r ctnkpi qpnf qp uqwj ukf g
- pq r ctnkpi qp pqt vj ukf g qhuxtggv
- F gf kecvgf dknng rcpgu0
- uj ctgf dknng rcpgu

### E3 Concerns

- Uegpctkq 5 ku vq y kf g
- O qxg dwu wvqr vq kp lraqpvqh vj g ej vtej
- Vq q y kf g#I q vq uj cttqy u cmvj g y c{ vj tqwi j
- P q f gf kecvgf dknng rcpgu033)rcpgu r rncug
- P q f gf kecvgf dknng rcpgu0Rctnkpi dqvj ukf gu
- Ukf gy cmuj qwrf dg qp vj g ej vtej /ukf g qh vj g utggv
- Uj cttqy u ku pgeguuct {OP q f gf kecvgf dknng rcpgu
- Vq q o wej go r j cuku qp dknng rcpgu=xgt { rknng wugf cpf vj g{ f q pqvhnmy twgu qh vj g tqcf
- P cttqy cur quidng#F q pqvy kf gp o qtg vj cp gzknkpi
- Tgf weg uki pci g / vq q o cp{
- Y g f q pqvpaggf dknng rcpgu kp vj g tqcf
- Mggr dweqrke hgnr rncug#
- Qrr qugf vq Uwpf c{/qpnf r ctnkpi . qt r ctnkpi kp dknng rcpgu gxgt
- Vq q o wej r ctnkpi =4)eqpetgvg ewtd=4 f gf kecvgf dknng rcpgu
- Mggr kvuchg nggr kvpcttqy 0F q pqvy kf gp utggv0
- utggvku vq y kf g
- utggvku vq y kf g
- Ci ckp. y j { y qwrf y g r wqp utggvr ctnkpi cj gcf qh dknng rcpgu H y g dknng dknng rcpgu ctg kpf kecvgf d{ vcthle xqno gu \*cpf vj g{ ctg+cpf qvj gt hcvqtuA

- Dknpi ku o qtg r qr wrct qp y ggngpf ulwvirkng rctnpi . y j { lxxt qpg qxgt vj g qvj gtA
- I gwpi tkf qhr ctnpi qp pqt vj ukf g tgf wegu pggf hqt ukf gy cm=y knhqteg r gqr ng vj j cxg vj r ctm f ggr gt kvq pgki j dqtj qqf u \*y qwf p)vj kpm pgki j dqtu y qwf dg vq j cr r { y kj vj cv+
- wy q dknng rpgu \*pqvuj ctgf +
- Rctnpi dqvj ukf gu hqt cm9 fc{uly ggn0
- F gf kecvgf dle{erg rpgu ctg pqvtgs wktgf qp ugeqpf ct{ dknng tqwgu
- dki uki pu

### E3 Questions, comments

- J qy f q y g tgf weg ur ggf qp 76vj A
- Y j { f q y g pggf 4 f gf kecvgf dknng rpgu / y j { ecp)v vj g{ uj ctg vj g vtcxgnrpgA
- y j { pqvr tqxkf g wy q 3507 uj ctgf dle{erg l xgj kerg rpgu
- Y j cvku c j qrkf c{AHqt gzco r ng ecp Kr ctmvj gtg qp [ qo Mkr r wtAJ qy cdqwONMlt0fc{AQpeg uqo gdqf { eqo r rckpu. kvy kmdg f kthlewnvq gphqteg0
- 7) dknng rpg y kj Uwpf c{ r ctnpi AY j { pqvj cxg c f gf kecvgf r ctnpi rpg vj cvku qeekupcm{ wugf d{ dle{erkuaAVj ku utgvej qh vj g tqcf y kmTCTGN[ j cxg vj g r ctnpi wugf. cmqy kpi hqt 9)vq : )qhy kf g qr gp ur ceg hqt dle{erkua={qwf qp)vpggf vj j cxg c f gf kecvgf dknng rpg
- Y j { f q y g pggf uwej c y kf g tqcf A
- Y j { j cxg c 4)eqpetvgv dqwrgxctf A
- Uj qy gzknpi j qo gulcugo gpw kp {qwt tgpf gtpi u0 Y kf gpkpi tqcf tgo qxgu vtggv. wknv{ r qrgu. gv0

# 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

- I qqf kf gc vq ftgfi g etggmcpf fq y j cv {qwecp fq engcp kvw
- O cng etggmxkukdng vq cwq cpf hqqvtchle
- Tgo qxg cmdwemj qtp cpf cmgnug vj cvku pqvc tgen vgg
- Rtghgt Uegpctkq 3 vq 4
- Ktgcml rknug Uegpctkq 3 cpf vj g qrr qtwpkv hqt ecpqg ceeguu
- Kknug vj g wpf gt/dtkf i g y cmy c { hqt r qtwei kpi dqcvgtu
- Rtghgt uegpctkq 3 qxgt uegpctkq 40Megr tcr kf u
- I qqf vq tckug dtkf i g vq pqvj cxg vq r qtwei g qp 76vj Utggv
- Megr dwo r/qwr ctnkpi
- Kknug %8 Ji tcuur cxgtu\_
- Kknug i tcuur cxgtu
- Kknug vj g uj grh wpf gt vj g dtkf i g
- Nqqmu i qqf 0
- tcr kf u cpf i tggpgt { r tqvgevf
- Nqqmu vq dg o qtg uedng
- Tcr kf u uc { cpf i tcf g tgo ckpu vj g uco g0Vj ku ku ko r gtcvxxg cu kvku c wplsvg hgewtg kp vj g ctgc vj cv cwtcevu etggmwugtu0
- rknug tckugf dtkf i g // utggvku j c { ctf qwu y j gp le { cpf ectu urkf g v { kpi vq uqr luvctevdqvqo qh j km
- Vj g tcr kf u uc { kpi ku cr r gcrkpi hqt eqpvkpwgf tgetgcvkqpcnwug0
- Tckulpi vj g dtkf i g rnxgncpf grko kpcvkpi pggf hqt dqcvgtu vq etquu qxgt xlc tqcf 0
- y kf gt dtkf i g cr r gctu uchgt
- Nknug vj cvnqecrk gf i tcf kgpv \*tcr kf u+ kp etggmctg o ckpvckpgf 0
- uqr uki p tgo ckpu
- tcr kf u
- pgy dtkf i g
- ukf g y cmku ko r qtvcpv
- Tcr kf u ctg o ckpvckpgf
- tcr kf u uj qwf uc { cu vj g { ctg
- Uf gy cmu qp dqvj ukf gu qh dtkf i g #
- Tcr kf u tgo ckp
- Vj g tcr kf u uc { cu vj g { ctg # Vj cpm { qw #
- C tckugf dtkf i g 0E qpu kf gt tckulpi vj g dtkf i g vq vj g rnxgnqhv j g hkuvf tkxgy c { qp vj g gcuv gpf cpf vq RctmRrceg qp vj g y gu0Y kmpggf vq dtkpi O kppgj cj c wr vq o ggv76vj uctv kpi dcemugxgtcn j wpf tgf hggv0
- Dqcvrpf kpi ctg
- Nqvg vj g uj grh #
- Tckulpi vj g dtkf i g f gemku c hkp kf gc. dwkvku wprknug { vj cvkveqwf dg tckugf gpqwi j vq ceeqo o qf cvg hqqvtchle hqt vj qug y cmkpi dcmwr vq vj g vqr qh vj g tcr kf u0
- { gu vq y cmy c { wpf gtpgc vj vj g dtkf i g
- Uf gy cmqp dqvj ukf gu0
- Cr r tgekvgr tqxkf kpi o gvj qf vq d { r cuu \*qt ectt { dcmwr vq vqr qh+ tcr kf u y kj qwetquukpi tqcf 0
- J ki j gt dtkf i g vq cmqy vj qug r qtwei kpi vj g tcr kf u vq r cuu
- Rgf gustkcp ceeguu vq wr utgco wpf gt dtkf i g 0
- Vj g kpxcukxg ur geku cpf mqug uj qtg tqemu ctg ergcpgf wr
- Tckulpi dtkf i g hqt \$dqcvgtu\$

## M1 Concerns

- Dtkf i g pggf u vq dg wr f cvf
- Cmgy j gki j v hqt r qtwei g \*pq etquukpi utggvhqt uchgv +
- P cwtcnecpqg rcpf kpi
- Eqpegtpu cdqwwpf gt/dtkf i g y cmy c { <ceeguu f wtkpi j ki j y cvgt. J gki j v/ ecp { qwectt { c dqcv qxgt { qvt j gcf A
- Megr pcwtcn
- Kf qp vctg hqt vj g mqmqhc r cxgf dqcvrpf kpi 0K rknug c o qtg pcwtcnmqm
- Gtqukqp eqpvqncu mpi cu kvku pqvwi n {
- Rctnkpi \$rkv\$ ku wi n { cpf wppgeguact {
- Ky qwf pqvhggnuchg y cmkpi wpf gt dtkf i g cv f wunpki j v
- J wpf gt dtkf i g \_I tgevr rceg hqt nfk u vq f tklpmcreqj qn
- Eqpegt y kj knekvdgj cxlqt wpf gt dtkf i g
- Rctnkpi ku o cpci gcdng pqy 0P q r ctnkpi mv #
- I qcnu vq ngr dweqrle lt wcn hgr 0P cttqy utggv0 Wug dtkf i g o cvgtkn vj cvf lueqwtci gu i tchkk
- Ergcp vj g etggm/ r tguvtxg vj g tcr kf u #

- Mgr tr kf u
- Mgr tr kf u#
- Rtugtxg tr kf u
- [ gu r rncug ngr vj g tr kf u. hwp hqt cm#
- P q r ctnkpi
- Rtugtxg vtggucmipi etggmpqtvj cpf uqwj qh76vj
- Y j kgy cvgt dqcvgtu f q pqvy cpvc rcti g y cvgt rctm dwkpuvgcf rtugtxkpi cpf ko r tqxkpi vj g y cxg wpf gt vj g dtkf i g
- K r qtvc i kpi qxgt vj g tqcf. c etquuy cmy qwf dg pleg
- F q pqvwug vj ku ctgc hqt vj g vj kf vko g cu eqputvewkqp uci kpi lf gr q0Uj ctg vj g \$r clp\$ vj g qvj gt ukf g qh vj g etggm
- Mgr vj g tr kf u
- Mgr vj g tr kf u
- Dtkf i g f guki p ku wlpur ktgf OP ggf u ej ctcevt
- Kpetgcug vj g j gli j vqh vj g dtkf i g gxgp o qtg
- I gvtkf qh vj g wi n{ hcz/uvpg cr r tqcej gu vj g dtkf i g=tr meg y kj uqpgu cpf cr r tqr tlcvgm/uk gf dqwf gtu
- Vj gtg ctg uqo g r megu vj ukvqp cpf rkvgp vj vj g etggmcpf gplq{ vj g y cvgt0Uqo g qh vj g dtkf i g cpf etggmf guki p r rcpu y kntwkp vj g xkgy 0
- Hrcvf guki p. f qgu kvhv vj g ctgcA
- Uchj kf gcy c{ hqt muelxkqu dgj cxkqt wpf gt dtkf i g
- Ghqtu d{ vj g Y cvgtuj gf F kvtklvq ej cpi g vj g i tcf g kp vj ku ugevkqp qh vj g etggmctg y tqpi /j gcf gf cpf twp eqvtct{ vj g y kuj gu gztguugf kp vj g r cuv d{ vj g eqo o wplv{ cpf vj g tgetgcvkqpcnwugtu qh vj g etggm0Cti wo gpvu cdqwj vj g pggf vj g gwtp) vj ku ugevkqp vj c pcwtcn) i tcf g ctg dqi w0Vj ku ctgc wpf qwdvgf n{ j cu cny c{ u dggp qpg y kj c svkenn{ ftqr r kpi i tcf g cpf vj ku ku y j { kv y cur t gxlqvwun{ ugrgevgf hqt c fco { gctu ci q0Cngtkpi vj g i tcf g y qwf pqvdg pcwtcn) dwkpuvgcf y kntwn o qf ktkcvkqp qh vj g pcwtcnvqr qi tr j { qh vj g tkxgt0 Ky kmcnq f q pqvj kpi vj ckl y kj vj g y cvgt s wvkv{ cpf ku pqvc p ghkelpvy c{ vj c f ftguu eqpegtpu cdqwhkuj pggf kpi vj vj g t gxnwr vj g i tcf g0Cu het cu tgetgcvkqpcnwug i qgu. c f ftguukpi vj g r mego gpvqh vj g rcpf kpi u cpf o ctnkpi vj g tr kf u y kj dgwgt uki pci g vj y ctp qh vj g wr eqo kpi hgcwtg y kmcnq dg xgt { j gr hwnkp o ctnkpi vj g r qtvc i g hqt vj qug y j q f q pqvy kuj vj dqcvqt wdg f qy p vj g tr kf u o wej uchgt cpf uko r rgt0Rqtvc i gu ctg cp gzt gvgf r ctvqh

- o cp{ tkxgt vkr u cpf tgo qxlpi vj g i tcf g j gtg ku cp ktgur qpukng y cuvg hqt c pqpzkwgvr tqdrgo 0Kp uj qtv. rncxg vj g tr kf u cmpp0
- Cff kpi gzt gpug vj vj ku r tqlgevd{ tckkpi vj g dtkf i g
- Rgqr ng j cpi kpi qwwpf gt uj grt0
- f q pqpvtctqy tqcf y c{ hqt ectu
- Y j cvj cr r gpgf vj dqcvrpf kpi ctgc qp uqwj ukf g qh dtkf i gA
- vj ku tr kf ku c i tgcvtguqwtg cpf Kj cxg gplq{ gf rnc{ kpi qp vj gug y cxgu kp o { nnc{ cmocp{ vko gu cpf y qwf j cvg vj ugg vj ku tgcmm{ hwp ur qvi q cy c{
- Oc{ dg f ktkewvq r tqxkf g uwtkelpvy kf vj lj gli j v wpf gt dtkf i g hqt ectt{ kpi ecpqg \*gur gekm{ kh qp uqo gqpg) uj qwf gtu ectt{ kpi kvuqm+0
- ur ggf rko kv. uj qwf dg 47 o r j
- rcmqh ukf gy cmqp dtkf i g. vtcxgnrcpgu uj qwf o cvej vj g utggv. j qr ghwn{ vy q 3507) uj ctgf dle{ engkxj keng rcpgu
- Tqqo hqt dknrcpguAA
- Cvj ki j y cvgt rxcgn \*vko gu y j gp dqcvgtu o c{ dg o qtg rknm{ vj y cpvq r qtvc i g+kvku rknm{ vj g uj grh y kmng wpf gt y cvgt cpf wpuch0
- F qp vj kmvj g dtkf i g uj qwf dg tckugf 0Y qtt{ cdqwr gqr ng \$j cpi kpi qw\$ wpf gt vj g t g0Uj ctg vj g tqcf f guki pcvkqp ku o qtg vj cp ucvkucvqt{ 0
- C y cmy c{ wpf gt vj g dtkf i g eqwf dgeqo g c o ci pgvhqt vggpci g f tkp kpi creq qn i tchkk cpf xci tepe{ 0
- Kj gctf vj g{ o ki j vtgo qxg vj g i tcf g. vj ku ku cp ko r qtvcpy j kgy cvgt ur qv vj cvy g f q pqvy cpv f gwtq{ gf 0
- F q P QV tckug dtkf i g# Dgkpi nqy vj vj g etggmku c o clp tgcup y j { r gqr ng rxcg vj i q vj tqwi j vj ku ctgc0Hggm o qtg kpvk cvg. eqppgevgf vj etggm0 Ecpqg rcpf kpi pqt vj ukf g qh dtkf i g cr r gctu vj dg vq equg vj tr kf u
- Vj g tkxgt dgf dgrny vj g dtkf i g. y j kng plegn{ i tcf gf ku eqo r tkugf qhi tcvkpi. f gvtkqtcvgf eqpetvg0Vj g urrd f qy pwtgco qh vj g dtkf i g ku f klpvgi tcvkpi 0
- Mgr vj g rmpgkij dqtj qf hgrkpi pqveqo o gtekn
- Xgt{ pettqy ctgc hqt nkf u vj hukj qp ukf gy cm
- J qy qhvgt ctg vj g \$tr kf u\$ twppkpi AUggo u rknrcp cy hwnmqvqh f guki p hqt xgt{ hgy \$wugtu\$00j gtg o wuv dg c o qtg geqpqo kcnrc r tqcej 0Vj g etggmku pqvc rctmcpf uj qwf pqvdg vtgevgf rknrcp qpg0



# 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

- [ gu tgo qxg dwemj qtp
- Dgwtg uepctkq / y cpvq ngr ctgc ctqwpf etggmcu pcwtncu r quakdg
- Nkng o kki cvkq qhur ggf ]cv76vj cpf O kppgj cj c\_
- Mgr r ctmpi ]RctmRncv76vj \_
- Rtghgt Uegpctkq 4 hqt y cvgtuj gf ko r tqxgo gpvr rpu 4\*d+
- Rtghgt uepctkq 4 hqt y cvgtuj gf ko r tqxgo gpv
- Y g nkng qy gt qr vkp dgwt0
- Tgcmf y cpvq ngr ter kf u
- P qy kpi cdqwjv ku ku cr r gcrkpi 0
- pqy kpi
- Ki wguu kv gwtpu kv vq ku \$pcwtcrf\$ ucvg0A0
- uepctkq 3 ku dgwt. ter kf u ctg ko r qt vpv
- Eqpvkpwqu hrqcvhqt wgtu qh etggnt0
- Ter kf u grko kpevgf ###AAP QVJ R I CDQW VJ KU KUCRRGCNRI ###
- CI CR . P QVJ R I CDQW VJ CV KU CRRGCNRI ### Kj cxg wugf vj g ter kf u cu c vgej kpi ctgc hqt vj g Y qwpf gf Y ctktqtur tqlgevcpf kvqf wegf pgki j dtj qqf nkf u cpf r ctgpcu vq vj g ur qtvqhy j kgy cvgt dqcvkpi j gtg0
- Ko r tqxkpi cs wvke j cdkcv

## M2 Concerns

- F q pqv wug cu c uwi kpi ctgc
- Nkng c o qtg pcwtcnmqnkpj lccpqg rcpfkpi \_ rguu eqpetgvg
- Ngcxg pcwtcn
- Mggr rctmcu pcwtcnrr gctkpi cur quikdrj
- Mggr cu ku<{ gur rncug#
- F qp) rmgug vj g tcr kf u#
- P q rctnkpj kp rctm
- Eqpukf gt ewxgf dtkfi g
- Rngcug ugg eqpetgtpu htqo vj g r t g x k q w u e g p c t k q 0
- Grko kpcvkpi vj g tcr kf u ku r k n g t g o q x k p i c r c t m c p f r w w k p i k p c r c t n k p i r q v 0
- F qp) r k n g v j c v j g t c r k f u j c x g d g g p t g o q x g f 0 K c r r t g e k e v g v j g e j c n g p i g v j c v j g { r t q x k f g c p f g p l q { j q y k v k u c d t g e m h t q o v j g h r e v g t u g e v k p u 0
- Q O I v e n g c y c { v j g t c r k f u c p f v j g t g i q g u v j g e t g g n 0 t g e m { c d e f k f g c
- T g c m { A k m w o k p e v k a p q h t c r k f u k u o q t g v j c p i q q h {
- Q p e g { q w v e n g q w v j g u t w e w t g y j c v j c r r g p u v q v j g e t g g m r g x g n c m v j g y c { p q t v j A F w k p i v j g u w o o g t k v w t p u k p v c v t e n g A
- P q u k f g y c m q p d t k f i g
- Q x g t v j g { g c t u K j c x g u g g p d q v j t c r k f u c p f p q y c v g t . f g r g p f k p i q p t c k p l u p q y h c m h q t v j c v { g c t 0 Y j { f k u w t d O q v j g t p c w t g A
- Y j { g r k o k p c v g x g t { c g u v j g w k e t c r k f u A
- t c r k f u t g o q x g f
- O [ I Q F # F Q P ) V V Q W E J V J G T C R I E U ##### I G G \ # F q p ) e t g e v g c \$ r \ { t k x g t \$
- N g u u g z r g t k g p e g f d q c v g t u j c x g ; ; ' q h v j g e t g g m v g p l q { 0
- C f f k k q p c m { . K y k m t g k g t e v g v j c v j k u e g p c t k q y c u r t q r q u g f d { p q e q o o w p k { o g o d g t q t t g e t g e v k a p c n w u g t . d w l k p u v g c f d { c p q w u k f g i t q w r y k j k u y q y p c i g p f c c p f k u y q y p k f g c q h v j g p c w t c n h g c w t g u q h v j g e t g g n 0
- V j g g z k u k p i t c r k f u c t g e j c n g p i k p i g p q w i j v q d t k p i k p u g t k q w u r c f f r g t u . d w c n u x g t { r q y e q p u g s w g p e g u q v j c v g x g p c p q x k e g v j c v i q g u v j t q w i j v j g o c p f h r k u y k m p q v d g k p c p { f c p i g t 0 T g o q x k p i v j g o y q w f t g c m { d g c d w o o g t h q t v j g r c f f r k p i e q o o w p k { 0

## M2 Questions, comments

- U j q w f e t g g m d g f t g f i g f A
- Y j l e j d t k f i g q r v k p u c t g g c u k g t v q e r g c p i t c h h k A
- C t g e q p v t q n u t w e w t g u j k u r q t l e A
- O q x g u v q r u k i p v q y g u v u k f g q h d t k f i g A ] u v q r u k i p c v O k p p g j c j c q p 7 6 v j \_
- V j k u y k m f g u t q { c h g c w t g v j c v f t c y u t g e t g e v k a p c n y j k g y c v g t d q c v g t u c p f p q x k e g d q c v g t u c r k n g h q t c h w p t w p f q y p c x g t { u k o r r g c p f d e u k e t c r k f 0 R n g c u g . r g c x g v j k u h g c w t g h q t r g q r r g v q g p l q { 0
- Y j { f q y g y c p v q r c { h q t y q t m v j c v k u p q v p g g f g f A
- K u k f g y c m p q v r q u i k d r g q p d t k f i g . k u k v r q u i k d r g v q u k i p d k n g r c p g v q d g u j c t g f y k j r g f g u t k c p u \* d k n g u { k g r f v q r g f g u t k c p u q p d t k f i g + A
- [ q w e c p ) v d g u g t k q w u c d q w v e n k p i v j g \$ t c r k f u \$ q w A V j g t g y k m p g x g t d g c p { y c v g t c d q x g v j g t c r k f u . t k i j v A
- Y j q k p v j g k t k i j v o k p f y q w f y c p v v q w t p v j k u r t g u g p v { d g e w k h w n c t g c k p v j g e q p e t g v g o q p u t q u k v { y j l e j e c p p q y d g u g g p w r u t g c o c v v j g 7 2 v j U 0 D t k f i g 0

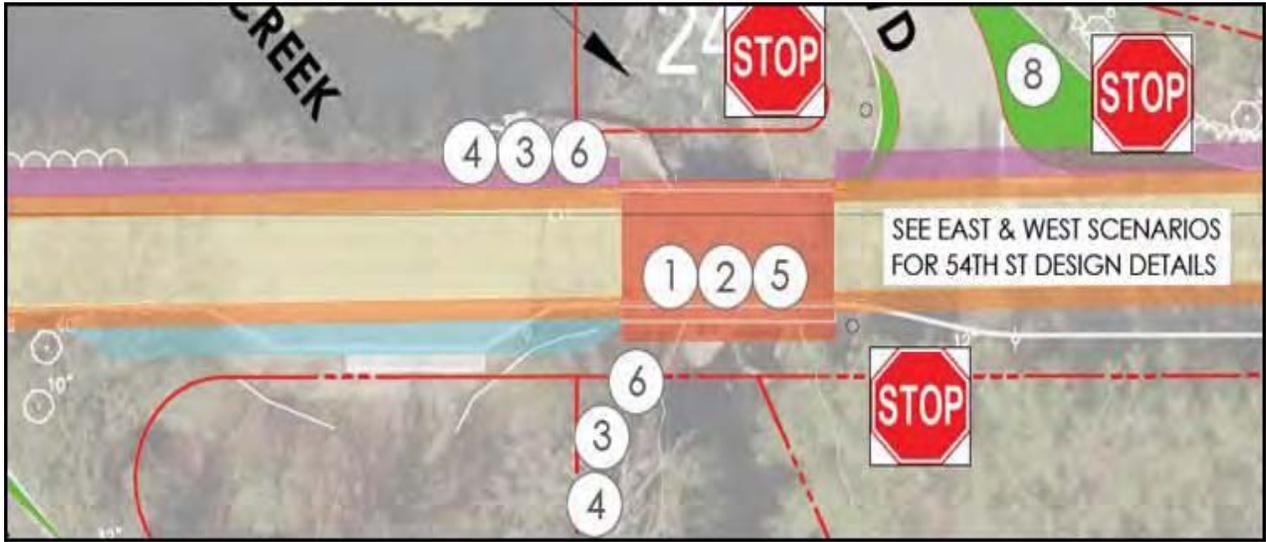
## M2 Address natural creek slope



- P q0Vj ku ku c o qf kkecvkp vq vj g pcwtcnhny qh vj g etggm twkpu c hwp hgcwtg hqt etggmwugtu. cpf ku c y cuvg qhhwfp kpi vq cff tguu c pqpzkuvgpvr tqdrgo 0
- F qp)vkng vj cvvj g tcr kf u j cxg dggp tgo qxgf 0K cr r tgekv g vj g ej cmgpi g vj cvvj g{ r tqxkf g cpf gplq{ j qy kvku c dtgcmhtqo vj g hrcvgt ugevkpu0
- Kikng vj g tcr kf u
- pq
- pq
- Fqgu vj cvft{ wr vj g etggmwr utgco A
- P q
- Y g y cpvter kf u
- f qp)vtgo qxg vj g tcr kf u
- F QP )V VQWEJ UNQRG#MGGR TCRKF U VJ G Y C[ K/ K#
- P q / pq / pq### Kj cxg RGTUQP CNN[ y kpguugf hukj o cmkpi vj gkt y c{ wr vj g tcr kf u cu vj g{ pqy uepf cpf uggp 322) qhuej qqrkpi dwnj gcf u kp vj g gff lgu###

# Middle Sections 1 and 2

## M1+2 Potential new boat landing locations



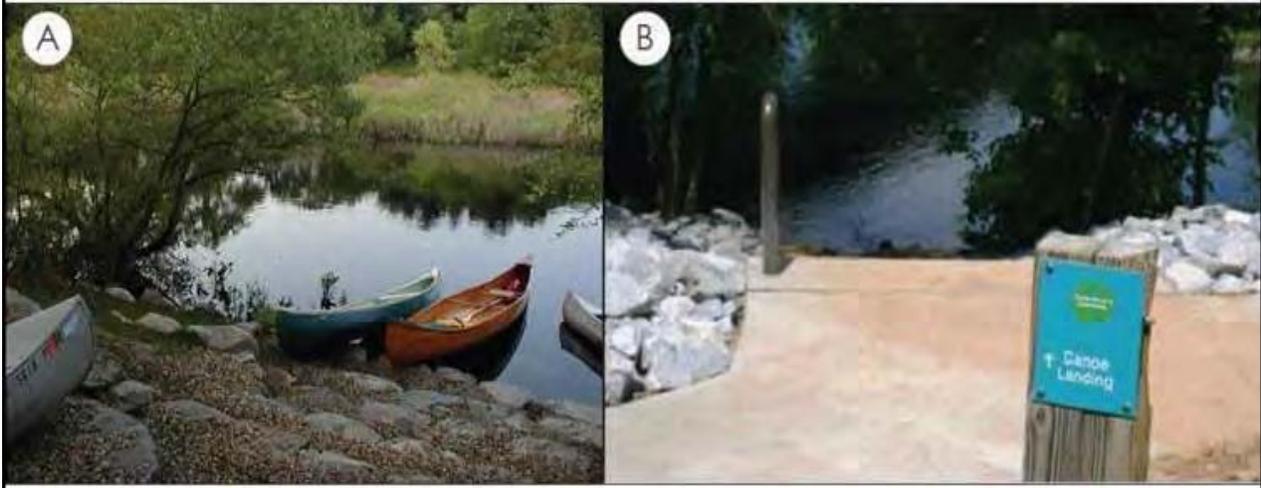
- Dqvj pqtvj cpf uqwj
- P qvpgeguuct {
- P gy rpf kpi ucvvj g ctgeu o ctngf 5 ctg c i qqf kf gc0 Vj g ewtgpvrpf kpi qp vj g y guvukf g qhvj g etggm f qy putgco htqo vj g dtkf i g ku tctgnf wugf cpf o quwf wnpqy p vq etggmwugtu dgecwug vj g vngqww rpf kpi ku qp vj g qr r qukg ukf g qhvj g etggm Vj ku o cngucduqwngr pq ugpu00 qxkpi vj g vngqww vj g uqwj ukf g qhvj g etggmpqvqpnf hzgu vj ku r tqdrgo . dwku uchgt hqt vj qug r qtvc i kpi vj g tcr kf u cu vj g{ y kmpq rpi gt j cxg vq etquu vj g ewtgpvq tgeej vj g rpf kpi 0
- P q / vj ku ku cp vppgeguuct { g zr gpug vq vj ku r tqlgv0
- Kf q pqvj cxg c r tqdrgo y kj vj g rpf kpi cu ku0
- pq // c r t g e f { u w h k e p v d q c v r p f k p i u p q p g g f h q t p g y d q c v r p f k p i u
- C
- I qqf
- qm
- QM
- dqj
- P q v g v j c v % k u m e c v g f k p c r m e g v j c v k u d g h q t g c r c f f r g t e c p i g v c h m x l g y q h v j g t c r k f u / c p q x l e g d a c v g t o c { p q v c n g l u g g v j g r p f k p i . e q p v k p i q p w p k v j g { n g c t p v j c v v j g t c r k f u c t g o q t g v j g { e c p j c p f r g 0 v j g p v j g { o c { p q v m p q y y j g t g v q g z k 0
- F q p v w p f g t u c p f v j g m e c v k a p o c t n g t u 0
- C ku o q t g f g u k t c d r g / p c w t c n
- [ gu
- P q t v j q p n f
- Y q w r f u g g o v q d g m i l e c n = E c p q g r p f k p i p q t v j u k f g q h d t k f i g c r r g c t u v q d g v q e n q u g v q t c r k f u

## M1+2 Boat landing type

3,4

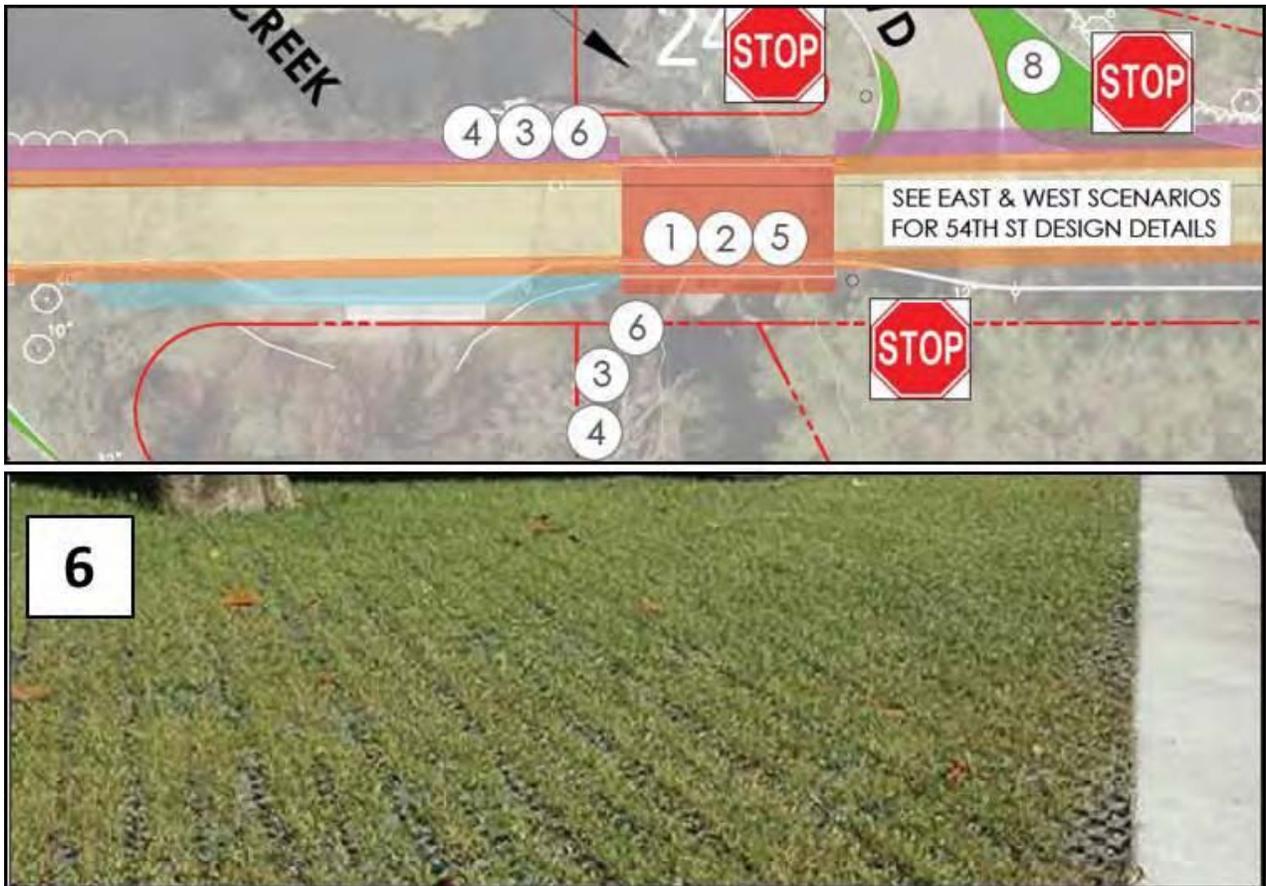
(A) IS MORE NATURAL, MORE MAINTENANCE;

(B) IS MORE CONCRETE, MORE DURABLE



- C. o qtg pcwten
- Y g rknng C0
- P qvpgeguuct {
- Qr vkp C ku vj g hct dgwgt qr vkp0Vj ku ctgc ku ewtgpwn{ hctn{ pcwtncpf y kf00 ckpcckpi c o qtg pcwtncrpf kpi ku o qtg hckpi 0J qy gxgt. vj gtg ku tgcml pq pggf ewtgpwn{ vq ej cpi g vj g rpf kpi uqwj qh76vj utgg0Vj ku ku c f gemuv{rg rpf kpi cpf eqo r rvgnt{ cf gs wcvg vj g y c { k/ku0
- P gkij gt00i ckp. y j { ctg y g c f f kpi g zr gpug ( r tkqtckk kpi tgetgcvkpcnwugtu qh vj g ctgc xgtuwu vj g tgukf gpw y j q ctg cewcm{ kpxgukpi kp vj ku eqo o wpkv{ qp c f cknt{ dcukuAAAA
- C. Y j { y qwf ekv{ j cxg vq r c { hqt o ckpvpcpeg0 J cxg r tkxcvg f qpqtu r c { hqt o ckpvpcpeg. k00 r gqr ng y j q wug k0
- C
- Rtghgt C
- o wej r tghgt C
- Kikng vj g o qtg pcwtncrpfmdwcr r tgekv vj g f guktg vq o cng kvo qtg f wcdrg cu y gm0Gxgp lwuvj cxkpi c ergtgf i tcuu{ dcpmku gpqwi j kp o { qr kpkp0
- C
- C
- D
- o qtg f wcdrg
- Kr tghgt vj g rguu kpf wvckcnmqm kpi rpf kpi C0
- %C Vj g o qtg pcwten
- rknng o qtg pcwtncrpf
- Rtghgt c
- D
- C
- Mggr kvpcwten \*C = vj cvu r ctvqh vj g ej ctcevt cpf vku kp o qtg erugnt{ y kj vj g Nkxkpi Utggvu Rqrke {
- C
- 00Vj g \$D\$ mqmj j lej r cxgu qxgt gxgt { vj kpi 0
- C
- P cwten
- C ku r tghgtgf
- Vj g \$C\$ mqmj cu c o wej o qtg pcwtncrpf dgwgt cguj gvle vj cp00
- Kikng vj g o qtg pcwtncrpf

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



### Grass pavers

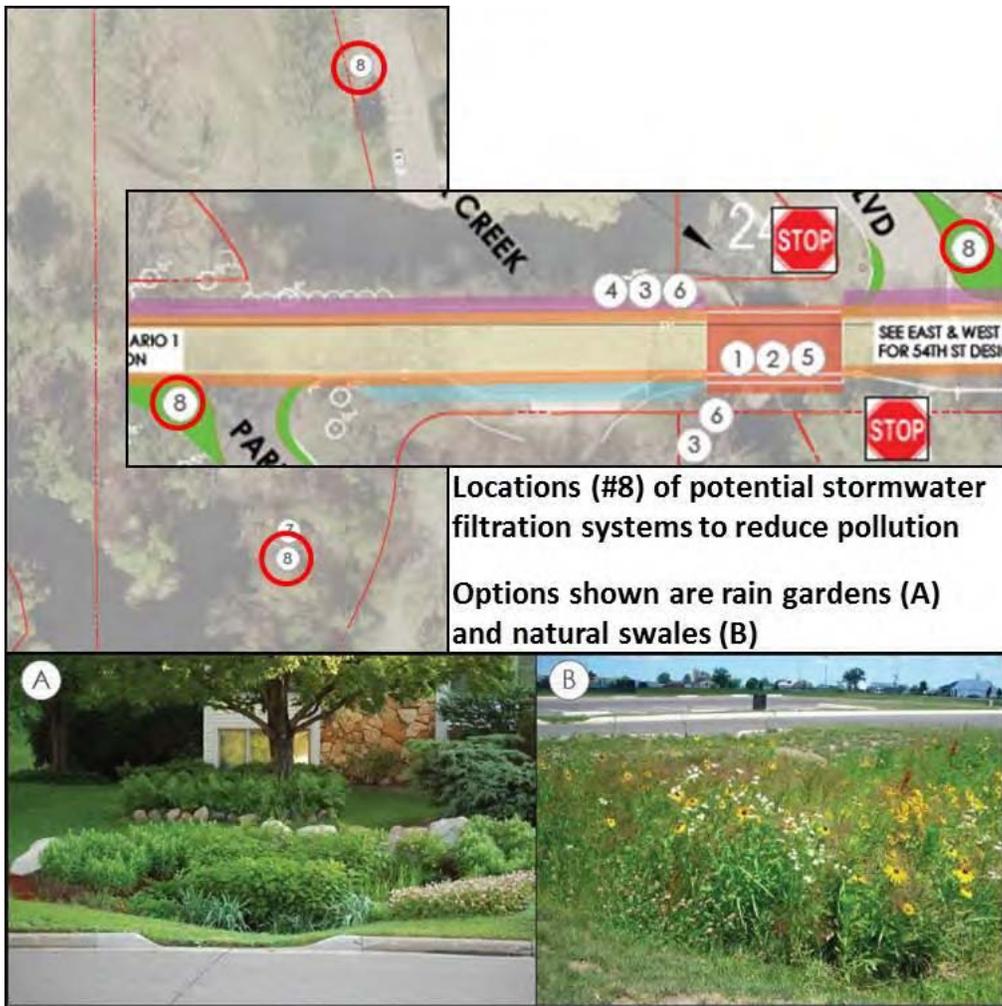
- I qpf
- i qpf kf gc
- rknj vj g kf gc. dwf qp)ver r tgekvj vj g wug qh vj g etggn00q hgy wugtu vj r wvj ku o vej kpxguo gpv kpv c hgy o qpv u qh gplq{o gpvht vj g o koptk{ qh r gqr rg vj cvwug kvhqt vj ku r vtr qug0
- I tcu r cxgt ctg c i tgevkf gc hqt ur gekhe ctgcu0
- [ gu
- vj gug mqmi qpf
- { gu
- pq. mqmu wi n{ cpf wppewten
- 
- vj ku ku wperget
- [ gu
- Uggo u vj dg c i qpf kf gc
- P q qr kpkp gksj gt y c{ j gtg00

- [ gu0
- Nqmu qm
- I qpf kf gc

### Location

- Vj g ctgc o ctngf 8 ctg tgcml pavi qpf ecpf kf cvgu hqt vj ku uv{rg qhr cxgtu0 Vj g ctgc o ctngf : y qwf dg c o vej o qtg uvkcdrg ctgc hqt vj go 0
- [ gu
- { gu
- P qvuwtg y j { r cxgtu ctg pggf gf j gtgA Cu c rcpf kpi A Vj cvy qwf dg hpg0
- [ gu
- Uggo u vj dg c i qpf kf gc
- 00mqmu xgt { pleg0
- QM

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



- Gkj gt0
- tclp i ctf gpu
- Kp cp{ mcevkqp y j gtg pcwtcnuy crgu ecp dg cff gf vq j gr y kj uqto y cvgt vj{ uj qwf dg0
- Pqvutg y kntgcm{ j gr 0
- Wug pcwtcnUy crgu0Mggr kpcwtcnxu0ekv{0
- vj g pcwtcnmqmqhD uggo u rknng kv y kmng mjy gt o clpvpcpeg cpf mxgn{
- D mqmu dgwt
- C
- pq
- qr vkp D
- Kknng D dwvq vj g wplkvcvf vj ku o c{ cr r gct rknng y ggf u y j gtgcU C ku o qtg engctn{ f gkpgcvf cu uqo gvj kpi kpvpcvpcn
- F ktgevpqki j dqtu uj qwf j cxg vj g o quvkr w0

- Kknng tclp i ctf gp qr vkp. xgt{ xkuwcm{ cr r gerkpi cpf pcwtcn
- [ gu// y j q o clpvckpuA
- Nqqmu rknng kxu qp o { pgki j dqtu rny p
- Kknng D
- Eqphwugf d{ vj g f tcy kpi =pqvutg y j gtg vj gug mcevkqpu ctg dwkvuggo u rknng c hpg kf gc=qpn{ eqpegtp ku wr nggr cpf o clpvpcpeg=j qy y kmvj ku mqmqxgt vko gAQR vkp \$\$\$ mqmu i tgcvdwkvmqmu cu khuqo gqpg ku qwvj gtg vgpf kpi vq kvf cln{= eqpegtpgf vj cvkvy kmwuvmqmknng c dwpej qh y ggf u0
- J qy f qgu vj ku chgevhmqf kpi uqwj qh76vj j utggv
- Nqqmu xgt{ pleg#
- {gu. Kknng vj go
- Dqvj ctg pleg qr vkpu0
- o c{ dg i qqf kf gc=j qy gxgt vj ku ku c r tqdngo cvk tqcf kvgtugevkp y kj ungr pguu cpf rkpq qhuki j v

## M1+2 Bridge design preferences

Htqo vj ku uo cmuco r ng. vj g r tghgtgf f guki pu ctg cu uj qy p0F kuewuukqpu cvvj g kp/r gtuqp uguukqp y gtg uko kret vq uqo g qhvj g eqo o gpvu dgmjy . hqewukpi qp c o qtg o'pcwtrio mqn0Cvvj g pgzvuci g qhvj g r tqlgev vj gug kpkknr tghgtpegu y kndg eqwr ngf y kj vj g ercgt eqpugpuwa hqt vj g O kf f ng Uegpctkq 3. cpf cf f ktkqpcn hggf dcemuj qwrf dg uqwi j vqp ur gekke f guki p qr vkapu0

Dgmjy ctg eqo o gpvu htqo vj g qprkpg uwtxg{0

- Rtkqtktf qtf gt / 32. 6. 3
- Vj g dguvdtkf i g f guki p y qwrf dg qpg vj cvo czko k gu vj g ur ceg wpf gt vj g dtkf i g hqt etggmwugtu vq r cuu wpf gt0
- 6 ku vj g qpn( crr gcrkpi dtkf i g / vj g qvj gtu r tqxkf g c nqv o qtg ur cegu hqt i tchkkcpf f ghcelpi =
- Rtghgt vq pqvj cxg eqpetgvr r ktkpi kp o kf f ng qhvj g etggm rknq kp 50
- rknq pcwtnuqpg mqm
- kvmqmu ngu gvr gpukxg cpf hqpeg ku ko r qt vcpvhgcwtg
- Cmctg hkg gzevr v%5 cpf %0 y j lej ctg vqg kpf wutken mqnki 0 C eqwpt { rpg dtkf i g mqmy qwrf dg i qqf 0
- P cwtcnuqpg cpf s wclp0
- Kikng vj g uvqpg
- qpn( y cpvc uvqpg cpf pcwtnmqnki dtkf i g kp ej ctcevt y kj o { pgki j dqtj qqf . 32 ku vqr ej qlqg khku kp vj g dwf i gv
- 6 cpf 32 hggno vej o qtg kp ej ctcevt y kj vj g pgki j dqtj qqf \*Nkxkpi Utggwu Rqrk{ = r 0Kikng vj g tckn f guki p qh6
- Hqt vj g uko r ng hcev vj cvc \$us wctgf / qh\$ f guki p cmjy u hqt o qtg pexki cdng qr vkapu hqt dqcvgtu qh CNN CDKNK/IGU dpggc vj vj g dtkf i g0
- Ko cvej gu vj g dtkf i g etqukpi vj g etggmqp 78vj Utggv0 O { ueqpf ej qlqg y qwrf dg : qt 32 dgecwug vj g{ ctg uko kret vq vj g dtkf i g etqukpi vj g etggmd{ vj g Gr kueqr ctkp ej wtej qp Y qqf f crg0
- Nqxxg vj g tqemcpf kqp tckpi u %2 pggf u tckpi u



10



4



8



1

## M1+2 Railing design preferences

Htqo vj ku uo cmuco r ng. vj g r tghgttgf f guki pu ctg cu uj qy p0Cv vj g pgzvuci g qh vj g r tqlgvj g g g kpkcn r tghgtgpegu y kndg eqpukf gtgf kp eqplwpevkp y kj vj g dtkf i g f guki p cpf y kmhcevt kp vj g ergt eqpugpuwu hqt vj g O kf f ng Uegpctkq 30Cf f kkpncnhggf dcemuj qwf dg uqwi j vqp ur gekhle f guki p qr vkpu0

Dgrny ctg eqo o gpvltqo vj g qprkpg uwtxg{0

- Rtkqtkv / 5. 4. 3
- Tckn6 ku wi n{0Tckn4 qt 5 y qwf dg dguvuq vj cv r gf gutkcpu cpf ej krf tgp ecp mqmqpvq vj g etggmcpf tcr kf u dgrny 0
- Cnuq rknq vj g tcktkpi htqo vj g dtkf i g f guki p qr vkpu %6=vj g qvj gtu ctg wpcr r gcrpi
- qr vkpu 6 r tqxkf gu chgv{ y j kng r tguqtkpi vj g xkgy qh vj g y cvgt
- ktqp r ngcug
- Kknq cp qr gp mqmuq vj cvr cuugtud{ ecp xkgy vj g dgcwv{ qh vj g etggn0
- S wclpv
- Kf qpvtgcm{ rknq cp{ qh vj g g0 Dtkf i g f guki p 32 j cf c dwkvp tcktkpi \*j ki j gpqwi j uqpg y qtm+
- O quv{ eqpegtpgf cdqwej kf chgv{0
- 6. dwKpggf o qtg ej qlegu0K3 f kf pqvj cxg vj g uqrf j crh/ y cmcvj g dcug Ky qwf j cxg r tghgttgf vj cv0Vj cvqduwewu vj g xkgy qh vj g etggn06 ku o qtg vcpur ctgp04 cpf 5 ctg vq eqrf cpf uqwnu0
- Cu vj g tcr kf u vj g kpxkg c eqo o wpcn qdugxcvkpncevkkku. vj g ngu qhc dettkt. vj g dgwgt
- Nknq %6 vj g dgu0
- 4 o cnqu o g pgtxqu. vj cvc ej kf eqwf hcmj tqwi j . 3. dngmu vq o wej qh vj g uepg0



# 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)

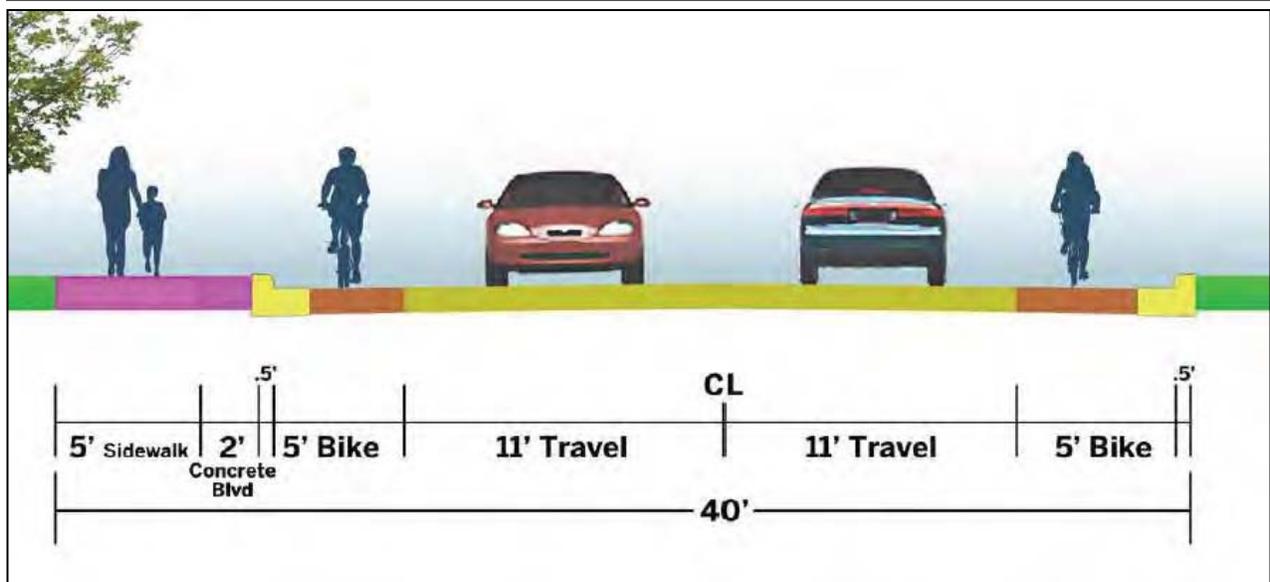
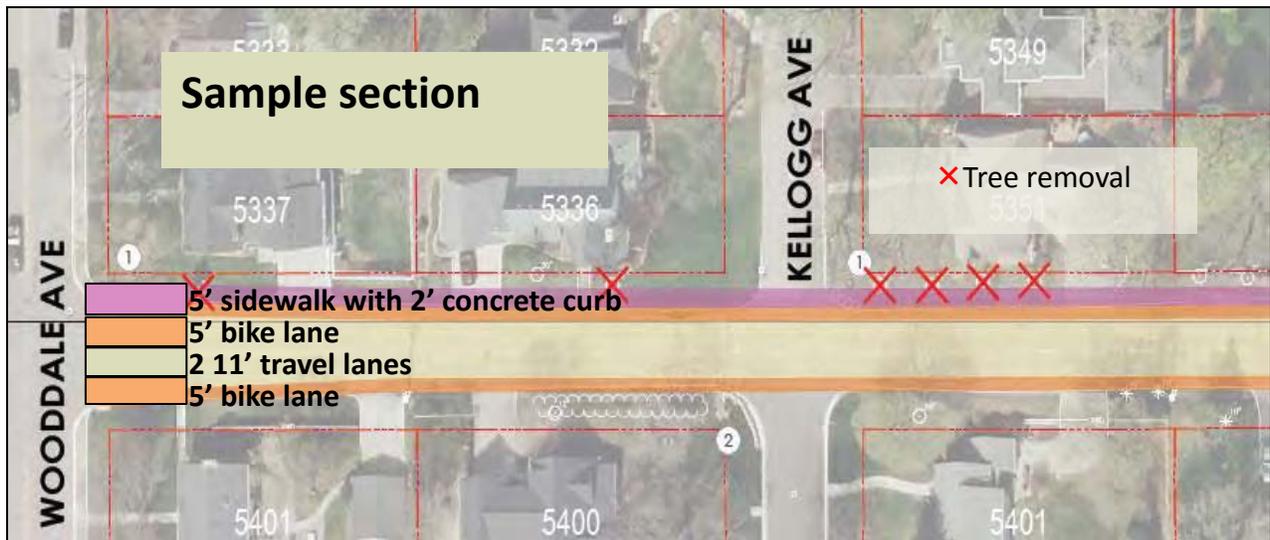
### Roadway:

- 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

- Knpqy Kco kp vj g o kpatkv( dw62)ku pqvqq y kf g. i kxgp vj cv7)qhv j cvlu hqt ukf gy cmu vj cvo cng qwt pgi j dqtj qqf uchgt0Kcnuq dknq cpf cr r tgekv vj g rpgu
- Ci tgg y kj pq r ctnkpi
- {gu vq ukf gy cmu qp pqt vj ukf g qh 76vj
- Ukf gy cm
- P qpg00Vq gxcukxg
- xgt { rkwrg
- pqvj kpi ku cr r gcrkpi cdqwy vj ku uegpctkq
- Ukf g y cm
- Vj ku ku c i qqf r rcp. gxgp y kj vtgg tgo qxcn
- Cduqnwgn( P qvj kpi #
- P qvj kpi ku cr r gcrkpi / vj gtg ku c dgwt y c { vq cej kxg i qcm y kj c hct ngu pgi cvkxg ko r cev
- P qvj kpi 000 cvg k0y g f q pqvpggf f gf kcvgf dknq rpgu
- F gf kcvgf dknq rpgu0
- pqvcr r gcrkpi cvcm
- Ukf gy cm
- Vj ku uegpctkq ku c pki j vo ctg hqt vj g r tqr gtv( qy pgtu qp 76vj
- Vj gtg ku P QVJ KPI cr r gcrkpi cdqwy kf gplkpi vq 62 h0####
- Nknq dknq rpgu. ukf gy cm
- {gu vq egpvt rkp g hqt ectu qp 76vj
- dguvuchgv( cr r tqcej
- Dknq rpgu

## W1 Concerns

- Vqq y kf g##
- Y kf gplkpi vj g utggv y kmecwug j gcxkgt. hcugt vtchle. ngu uchg#
- Vqq y kf g##
- Vj g tqcf ku qpn( vj ku y kf g dgecwug qhr qqt vct lqdu#
- Y kf gt utggv y qwf gpeqwtci g f tkxgtu vq f tkxg hcugt
- Vqq y kf g# Vj g utggvf qgup)vpggf vq dg vj ku y kf g0 P cttqy tqcf ? uchglurqy vtchle
- Vqq y kf g
- F tkxgy c { u dgeqo g vq qj qt vq r ctmqp < { gu#
- F q pqvy kf gp utggv qt nqug vtggv y j lej r tgu t xg vj g s wcrk( qhv j g pgi j dqtj qqf
- F q pqvy kf gp utggv# Y krpki vq hqt i q r ctnkpi
- F kurknq f wq vq tgo qxcnqh vtggv < ci tgg#
- Vj gtg ku pq i qqf tgcup vq tgo qxg vtggv < ci tgg#
- 62) tqcf y c { ku vq y kf g0 Vqq emug vq j qwugu < ci tgg#
- 62) ku y c { vq y kf g#
- 62) vq y kf g / y j { vcf g i tggpgt { hqt ego gpvA
- P q eqpetvg dqwrgxtf
- Dknq rpgu pqvpggf gf. ngu uki pu
- Vqq y kf g. eqo r ctg y kj 66vj utggvf guki p cvj g y guvopf
- Ukf gy cm < { gu qp vj g uqwj ukf g0 Dknq rpgu < P q uj ctg vj g tqcf
- 62) ku vq y kf g
- F qp)vpggf f gf kcvgf dknq rpgu
- Ugr ctcv dknq rpgu pqvpggf gf hqt pwo dgt qh f ckn( dknqtu
- 62) vq y kf g / y j { vcf g i tggpgt { hqt ego gpvA
- Nqy gtlkpi i ctc i g hqtqt pqvi qqf. ecuvy kj hqwpf cvkqp
- F tclp y qwf pqvy qtmy gmy j knq ukmltql gp lp ur tkpi
- Y cvgt y qwf hqy kvq vj g f tkxgy c {
- J Wkrk( dqzgu\_Dwt { vj gug. wi n( . y qtmgtu nqcxg i ctdci g
- Nqmqcv66vj hqt tguqnwkqp
- JI ctc i g tgnqcvkqp(00\_Y j cvA## P q###
- J Dcen/r ke j gf f tkxgy c { i \_ Vj ku ku c dki r tqdngo hqt j qo gqy pgtu#
- Utggvecp)vdg pttqy gf hqt uchgv( cv RctmRrreg
- Ukf gy cmuj qwf dg qp vj g uqwj ukf g vq o cvej ecpqg rpf kpi cpf dtkf i g ukf gy cm
- Rtggt Uegpctkq 3
- 32) xgj kerg rpguA
- Wi n( wkrk( dqzgu
- O kplk k g vtgg tgo qxcn
- Tqcf ku vq y kf g0 Tgcm( 4) eqpetvg dqwrgxtf 0AAA
- Vqq y kf g y j lej y kmpqvurqy vtchle cpf y kn wnk( cvgn( dg ngu uchg0
- Gz vtgo gn( eqpegtpgf cdqwy kf gplkpi vj g tqcf ( ko r cevqp i tggpgt { cpf ej cto qhv j g utggv(

- pgli j dqtj qqf=Uj ctgf dknng rmpgu y kj vtcxgnrmpgu o qtg hgcukdrng cpf y kmpqvj cxg cu o wej ko rcevqpv j g r tqr gtv\ xcnwgu qhj qwugu qp vj ku utggv
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- tgo qxcnqh vtgg. i ctci gu. ftkxgy c{u cpf tgvcklpi y emu kp qtf gt vj j cxg c utggv vj cvku vq y kf g
- Etco o kpi vq o wej kvq c rko kgr ur ceg OF kf y g pqvrgctp htqo vj g Y qqf f crg g zr g tkgpegA
- VQQ Y KF G=Nquu qh vtgg=ukf g y cmku vq dki \*tgm\ . 9 hggv+f gf kcvgf dknng rmpgu ctg wppgeguuct{ cpf gcvr vq o wej tqcf OF gvtq{ kpi qhr gqr ngu) r tqr gtv\ AAATgcm\ AA Wphcktpguu kp tqcf y kf vj . vj g P qtj ukf g ku vnkpi c j wi g dtwpvqh vj g r tqlgev Vj g y j qrg r tqlgevku wppgeguuct{ gzevr vtqcf tgr cxkpi cpf cf f kpi c ukf gy cm0
- Vj gug ctg wpuwcnquducrngu0Keqwf p)uwr r qt vj ku uegpctk0Ukf gy cmku pggf o qtg vj cp f gf kcvgf dknng rmpgu kh y g j cxg vq o cng c ej qlcg0
- Vtgg tgo qxcnku c xgt{ def vcf g qh
- i gvtkf qh dknng rmpgu000 pf y g f q pqvpggf 4 hqqv eqpetvgv ewtd
- Tgo qxcnqh vtgg. eqwf vj g{ dg tgrqecvgf kpugcf A
- i ctci g. vtgg tgo qxcn. y kf gpu utggv vq o wej . hckrkcvkpi ur ggf kpi
- qpg dknng rmpg uj qwf dg vchhlekp0y k kpi qwvtggu cpf y kf gkpi vj g tqcf ku tkf lewvqu vj ceeqo o qf cvg ur gekndknng rmpgu0Y g f qp vpggf c ukf gy cmgkj gt0
- F gf kcvgf 7) dknng rmpg cf f u wppgeguuct{ y kf vj = f gf kcvgf dknng rmpgu ctg P QV tgs vkt gf qp ugeqpf ct{ dknng tqwgu
- F gf kcvgf dknng rmpgu y kf gp vj g utggv wppgeguuct kn0 Cu uqo gqpg y j q j cu dknng c nqvqxgt o quvqho { cf wvrlhg. Kj cxg qdugt xgf vj cvdknng rmpgu ctg vj g r rneg vj cvcm vj g i ruu cpf uj ctr rkwng tqemu eqngev. gur gekm\ kh vj g tqcf j cu cp{ etqy p. cu kvtgcm\ o wvkh y cvt ku pqvq eqngevqp vj g tqcf 0Xgvgtcp dknngt cxqkf dknng rmpgu0K {qwmqmcvuwj dqwfp Y qqf f crg vqf c\ . {qwy knugg vj cvkku hwmqh rxcxgu cpf f gdtku0[ qwpi gt r gqr ng ecppqvtkf g kp c pcttqy rmpg=vj g{ f qp)vj cxg vj g unkm qt dcrpeg vq f q k0K vj g{ j kvc i wwtg ugeo qt vj g ewtd. vj g{)mdqwpeg

- kvq vj g vchhle0Uj ctgf rmpgu y kj ej gxtqpu. eqwr ng y kj c rkwng r wdrke gf wecvkp. ctg o wej uchgt0
- Kpgs wkcdng co qwpvqh rmpf vengp htqo P qtj ukf g qh utggv hqt ukf gy cm
- Vj g utggvcpf cf f /qpu ctg O WEJ VQQ Y KF G
- 4 h0eqpetvgv dqwrgxctf 0ku wppgeguuct {
- f qp)vpggf f gf kcvgf dknng rmpgu
- Rtqr gtv\ xcnwgu y kmdg tgf wegf uki pkhcepv\
- F gf kcvgf dknng rmpgu/ rnvcrmpg 4# / ctg pqvpggf gf i kxg ewtgpvrngxgnqh dknng vchhle=dkngtuecp uj ctg vj g vtcxgnrmpg y kj ectu=4)eqpetvgv ewtd ku wi n\ cpf vcnugy c{ htqo o qtg cr r gckpi i tggpgt{=xgt{ eqpetpgf cdqwi ctci g ( ftkxgy c{ tgo qxcncpf tgr rnegu gpv/ y j { y kf gp vj g tqcf ( vcnug qp vj ku g zr gpugA
- Dknng rmpgu00 cng vj go vj y c{u cpf qp qpg ukf g qpn0
- utggvku vq y kf g
- utggvku vq y kf g cpf ko r tqxgo gpv ctg pqv egpvtgf qp vj g tki j vqhy c{ wphckn\ dwtf gkpi vj g r tqr gtv\ qy pgtu vj vj g pqtj
- Kmqm rknng kvi gw y c{ vj enug vj g zkukpi j qwugu0
- [ qwecp tkr qwuqo gqpgu {ctf . i ctci g. ftkxgy c\ . gve000wvy g f qp)vj cxg vj g cdkrk\ vj o qxg c vgrj j qpg r qrgAA
- Tqcf y c{ vq enug vj j qwugu qp vj g pqtj ukf g
- Kmqqngf kvw cpf kvku pqvts vkt gf . gkj gt ku c ukf gy cm
- Xgt{ enug vj g r tkxv g tulkf gpegu wpuhg hqt ej kf tgp0
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- Y g f qp)vpggf c ukf gy cmqp gxgt{ utggvkp Gf kpc0 Uqr vt{ kpi vj wtp vj ku pgli j dqtj qqf kvq c wdcv ur ceg0
- Dgcwkhvvtggu pggf vj dg tgo qxgf . y j lej i qgu ci ckpuv Nkxkpi Utggv Rqrke{
- Vj ku y kmnk vj g o clgnke qcmvtgg cvj g eqtpgt qh 76vj cpf Qcmry p0
- Vy q dknng rmpgu. qpn\ qpg ukf g ku pggf gf / kvr wj gu ukf gy cmf ggr gt kvq qwt ukf g qh utggv
- O qxkpi gzkukpi utwewtgu cpf vtggv lwuvq y kf gp ku pqvkv vj g pgli j dqtj qqf kvvgtg

- Tgo qxlpi cpf o qxlpi gzkupki i ctci g cpf  
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## W1 Questions, comments

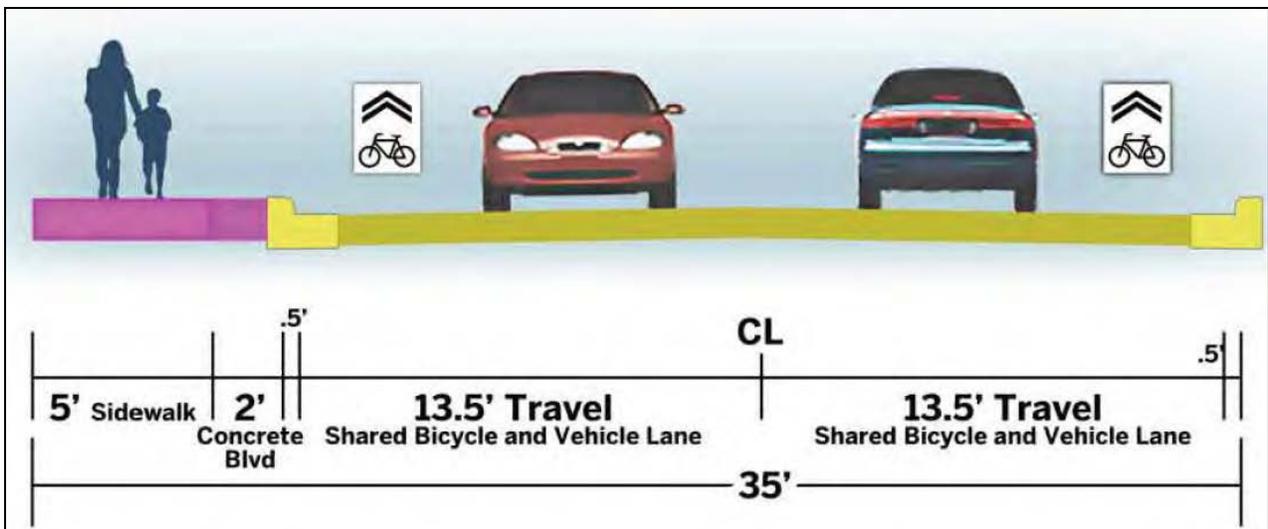
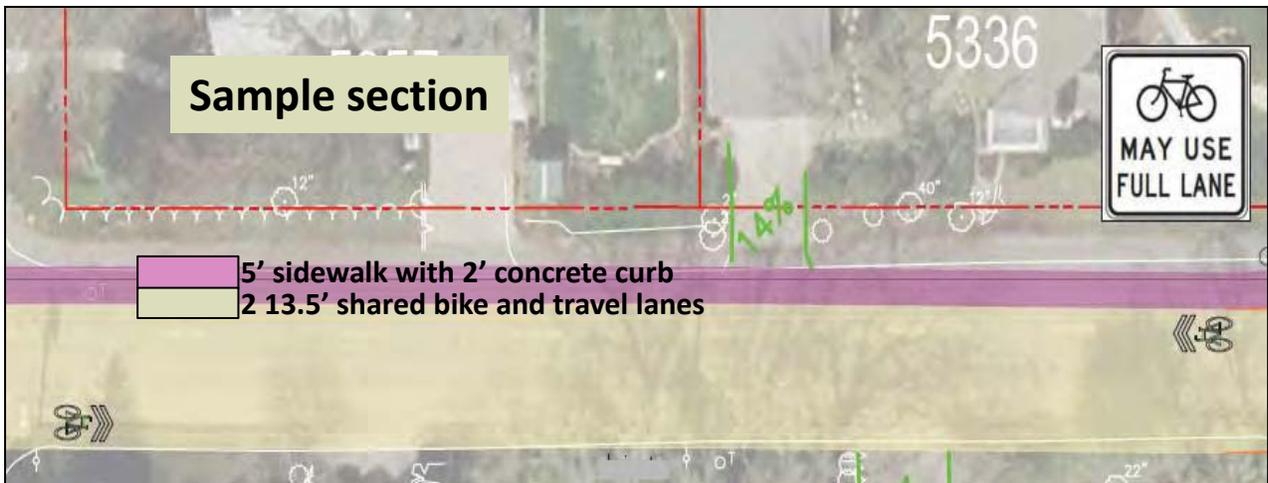
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- Fq y g pggf vq utkr g vj g tqcf A
- Vqq o cp{ vtgg tgo qxgf 00cngucy c{ htqo  
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- Y j { uj qwf y kf gp vj g tqcf A
- Y j { uq o vej ko r gtxkqu uwthcegApqv  
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- pttqy tqcf vq y q 3507 uj ctgf dle{erg l xgj kerg  
rpgu
- Y j q r c{u hqt c pgy i ctci g. pgy tgcklpi y cmuA
- Y j { ctg vj g tgpftkpi u kpeewtcvgA
- Ftkxgy c{u dgeqo g vq q uj qtv
- O { uwi i gukqp ku ngr vj g tqcf vj g uco g y kj . r w  
kp ukf g y cmcpf 33 hqqvftkxpi rpgu0
- y j { ku vj ku gxgp dgkpi eqpukf gtgf A
- Eqpetgy dqwrxctf cff u wppgeguuct{ y kf vj \*kukc  
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- Vj g ftkxgy c{u qp 76vj utggvctg UJ QTV/ {qw  
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y kf vj vq vj ku r tqlgev
- pttqy eqpetgy dqwrxctf 0vq 3)cpf egpvt  
gxgt{ vj kpi qp vj g tki j vqhy c{
- Y kf gt tqcf y c{ gpeqwtci gu j ki j gt ur ggf u
- y j { ctg {qwr wuj kpi gxgt{ vj kpi vq vj g  
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- y j cvku vj g dwf i gvA
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hwtvj gt qpqv r tqr gtv{#
- Ecp {qwuj kh0utggvuq vj cvuqwj ukf g qh utggv  
nygu c hgy hggvq j gr y kj ftkxgy c{u qp vj g pqtvj  
ukf gA

# 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

- Uj ctgf dknq ncpgu ctg i tgecv
- 4)eqpetgvg dqwrgxctf ku hqt CFC \*f khtgtpvvgzwtg+
- F ghpkgn{ pggf c ukf gy cmqp cvrgcuvqpg ukf g qh vj g utggv
- Rtghgt Uegpctkq 4 vq 3
- Uegpctkq 4 dgwt vj cp 3
- Rtghgt vj ku r ncp0Nuu nquu qh vtggv
- ukf gy cm
- Uj ctgf dknq ncpgu=
- Mggr kpi vj g tqcf cu pttqy cu r quikdng0
- Dgwt. uj ctg Dknq cpf Ect ncp. hqtegu ectu vq UNQY f qy p0
- pttqy qxgt cmy kf vj
- 3507) vtcxgn ncp y kj uj ctgf dke{ eng
- ukf g y cmvq Ctf gp r ctm
- uegpctkq 3 ku dgwt. uchgt hqt dknq cpf r gf gutkcpu
- Uj ctg vj g tqcf
- Vj ku cu c hct uwr gkqt cngt pcvkxg0Kce j kxgu ng{ qdlgevkgu y kj hgy gt pgi cvkxg ko r ceu
- P q f gf kcvgf dknq ncpgu ku i qqf 0ukf gy cmku i qqf vj ku ku vj g r tghgtgf uegpctkq y kj o qf ktkcvkpu
- O c{ wug hwm ncp hqt dknq vtcxgn \*cu kp qj gt r ctu qh 76vj gcu vq Ht cpeg+0
- NQXG vj g kf gc vj cvuj ctgf eqpegr vku go dtcegf = vj gtg ctg lwuvvq o cp{ gzkvki uksg eqputckpu y j lej o cnq y kf gkpi tqcf f gvtko gpvr0Uj ctgf
- ctty u ctg c dgwt y c{ vq cnrtvdk{erkulo qvktkuu qh vj g uj ctgf eqpegr =
- Dgwt vj cp uegpctkq ppg0
- P q ppgu i ctc i g pggf u vq dg o qxgf vq ceeqo o qf cvg vj ku r ncp0
- Vj g o wej pttqy gt y kf vj kp vj ku uegpctkq ku O WEJ dgwt dwecp dg ko r tqxgf vq dg c dkv pttqy gt { gv
- J qwugu qp eqtpgtu y gtg pngxg \$Rnqwgf \$ y kj cpvek cvkq qh y kf gkpi vj g tqcf 0Mggr tqcf vj g uco g y kf vj
- uj ctgf dknq ncpgu
- ucxgu vtggv xgtuu r ncp 3
- Mggr u vtggv. o qtg i tggp ur ceg dgvy ggp tqcf cpf j qo gu
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- rknq vj g uj ctgf dknq lect eqpegr vy kj qwf gf kcvgf dknq ncpgu. y cpv vj g tqcf vq dg cu pttqy cu r quikdng
- P qvc uki pktkcpvnuu qh vtggv qt {ctf u kp gzkvki j qo gu0
- Dgwt vj cp vj g qvj gt qr vkp \*nggr vj g uj ctgf /ncpg eqpegr vj g gpvtg npi vj qhtqcf +
- uj ctgf dknq ncpgu cuukuu kp nggr kpi vj g y kf vj vq cp ceegr vcdng npxgn

## W2 Concerns

- Vj g utggvku vq y kf g dgecvug qh gtqukq
- Vq y kf g dgecvug qh gtqukq
- Vq \$ur n{gf qw\$ cvY qqf f cng
- Vtgg f qgu pqveqo g qw
- Utggv vq y kf g / nqug vq o wej i tggpgt {
- Vq y kf g###
- J cxg vq nqug vtggv / vj cvku P QV i tggp
- Nqug vq o cp{ vtggv#
- Mggr pgy 76vj ukf gy cmqp qrf tqcf. pqvqpq gzkvki i teuu
- Ewttgpw{ 4; h0/ nqkpi 8 h0
- Vq y kf g
- O clpvk y kf vj qxgt y j qrg npi vj OP q kpetgcug kp y kf vj cvY qqf f cng
- Egpvt 57)uq dqv ukf gu qh vj g utggvuj ctg vj g y kf gkpi
- Utggvy kf vj uj qwf dg uj ctgf
- Ucxg vj g vtggv
- Tqcf vq y kf g vkn#
- F q pqvy kf gp utggv. mggr 54)
- Xgt { uko krt vq 66vj utggvcvEqqrkf i g. 55)8\$ vqcn y kf vj
- Nko kveqpetgvg dqwrgxctf vq 33\$/ uko krt vq y guv gpf cv66vj Uv
- Nknq 66vj utggv
- Y g y cpv vq dg rknq 66vj utggv
- Vq y kf g
- Tgo qxg vj g 4)eqpetgvg dqwrgxctf

- Rwwgzwtg qp vj g gfi g qh7h0ukf gy cmm/ f qp)ppggf dqwrxctf0
- Vqq y kf g
- 4)eqpetgvg dqwrxctf wppgeguuct{0Y j { pqv32\$ y kf gA
- Kieqpetgvg dqwrxctf ku pgeguuct{. y j { 4)AEqwf dg 3)#
- Ku 9)]?7)ukf gy cmm 4)dqwrxctf\_o qtg vj cp kvpggf u vq dgA
- J qy cdqwc 6)ukf gy cmmcpf 4)eqpetgvg dqwrxctf A Qvj gty lug vj g w q grgo gpwu ctg vq rxti g
- Y j { eqpetgvg dqwrxctf ATgf weg d{ 4) rguu eqpetgvg
- 58\$ cr tqp. 32)f tlxg rpg. pq eqpetgvg dqwrxctf
- Uegpctk 4 ku dgwgt vj cp uegpctk 3. dwwutggvukm vq y kf g
- Uegpctk 4 dgwgt vj cp uegpctk 3. dwwutggvukm vq y kf g
- Uegpctk 4 dgwgt dwwukm vq y kf g
- Vj ku uegpctk ku dgwgt vj cp % dwwukm vq y kf g
- Tgf weg vtcxgnhggv
- 54)y qwf dg dgwgt
- 34)uj ctf qp GcuwGpf % / pecttqy utggvukm
- Y j cvcdqwu ki puAVqq o cp{ pqy #
- 3507)vq y kf g hqt tqcf
- Vj ku kmwutcvkqp ku pqvceewtvg
- Ngvu o cng vj ku o qtg pecttqy . unqy u vchhke
- RctmRræg cv76vj ku vq pecttqy . f cpi gtqwu pww
- RctmRræg pggf u vq tgo clp cvewtgpvy kf vj 0Y kj kv pecttqy gf . y kmnd f cpi gtqwu kp y kvgt dgecwug qh uggr unqr g qp RctmRræg cpf uggr Gcuw ctf unqr g qp 76vj UtggvvcvRctmRræg
- O gti g vj g w y q uegpctkqu
- 7)ukf gy cmm 7)dkng rpg. 33)vtcxgnrpg. 36)uj ctg
- 7)ukf gy cmm 6)dkng rpg. 33)vtcxgn
- 32)rcpgu=ecp y g i gvc xctkpeg
- F qp)v y cpvq y kf gp tqcf . tgo qxg vtgg. qt r wwkp o qtg ko r gtxkqu uwthceg
- F gf kcvgf dkng rpgu ctg f cpi gtqwu dgecwug vj g{ ctg qhgp hknf y kj f gdtku qt tqcf j c| ctf u cpf dkngtu cxqkf vj g rpgu
- F qpøvtgo qxg vj g ter kf u
- Kqdlgevq o qxkpi vj g hqqv tlpvqh vj g r tqlgevq vj g pqt vj . gur gekm{ cu Kco eqpegtpgf cdqwmukpi vtggv \*kpenmf kpi c j wi g o cwtg qcmqp o { r tqrgt v{ +
- Rræg vj g hqqv tlpvo qtg gs wkcdn{
- Vj g ukf gy cmmku vq y kf g. gur gekm{ y kj vj g 4) \$two drg utkr \$0Eqpukf gt c 3)utkr rkng
- Nqukpi vj g vtgg. Ej cpi kpi vj g ej cto qh vj g pgki j dqtj qgf
- ukm vq y kf g0P ggu u vq dg pecttqy gt uq vchhke o clpvcipu c unqy r ceg
- Y kf vj qhtqcf ku gzc rpf kpi htqo ewtgpvy kf vj =
- Ukf gy cmmqp P qt vj ukf g0Tgukf gpwu y kmj cxg ukf gy cmmki j vcvf qqy c{0
- y kf vj qhukf g y cmm vq y kf g
- eqpetgvg dqwrxctf 0ku vq y kf g03)y kf g rkng vj g y guv gpf qh66vj U0ku dguv
- UVKN VQQ Y K G# Wkwm{ rpgu ecp dg o qxgf 0 Vj g r clp uj qwf dg \$uj ctgf \$0P Q VTGGUuj qwf dg rqu0
- Vj ku ku c pecttqy Y QN0
- Cmvj g gzc rcpukp ku vq vj g pqt vj 0ku dgwgt vq dwt { vj g r qy gt rpgu cpf dcrcpeg vj g y kf vj kpetgcu dgw ggp vj g pqt vj cpf uqwj ukf g0Cmq. pecttqy vj g vtcxgnrpg vq 34 vq 35 hggv/ Vj ku y c{ ng{ qdlgevku ecp dg o gvy kj pq ej cpi g vq vj g vqcn y kf vj qh vj g utggv0
- I gvtkf qh4 hqqvewtd.
- qpn{ pggf 3 hqqvewtd. pq two drg utkr . ftcy kpi ku pqvegpvtgf
- Ukm3)y kf gt vj cp pgeguuct {=56)EGP VGTGF cmpi vj g 82)tki j vqh/y c{ ecp y qtmcmppi 76vj htqo Y qgf f crg vq dtkf i g
- K/ku ukm wppgeguuctkn{ y kf g0
- vj g 4 h0eqpetgvg dqwrxctf 0ku gzeguukxg cpf cf f u vq vj g qxgcm y kf gplki
- Vwtpkpi 76vj kvq c ur ggy c{ cpf P QV c pgki j dqtj qgf
- pq r ctnkpi 0P qvi qgf j cxg kvqp cvrgcuvqpg ukf g0 Y j { f q { qwpggf dkng rpguA
- 4)eqpetgvg ewtd cf f u o qtg eqpetgvg ( wngucy c{ htqo o qtg cr r gcrkpi i tggpgt {=
- Vtgg tgo qxcif0
- rquu qhukf g { ctf ur ceg qpn{ qp vj g pqt vj ukf g qh utggv
- ko r tqxgo gpvku pqvegpvtgf qp vj g utggvtki j vqh y c{
- Vj g r rpuuj qy vj g \$gtqf gf \$ ctgcu rkng vj cvku c rpv rpg0C 9)ukf gy cmmku eqo r rvgv{ wppgeguuct {#Y g

ctg rko kgf hqt ur ceg(000) xgt { kpej eqwpu0Vj ku eqwrf dg 4)uo cmgt0

- 9 hggvqhy cmy c { y kmnd xgt { wi n(0Vj gtg ctg dgwgt cmgtpcvkxgu / nnggr kvcv6 qheqpetgvg0K0u dgwgt vq j cxg 6 hqqvukf gy cmu cpf 5 hggvqhi tcuu qt vqvcny kf vj qh7 hggvhqt dqvj vj g ukf gy cmcpcf eqpetgvg dqwrgxctf 0

- Pcttqy gt utggvku dgwgt0vj cvy c { {qwf qpøvf kuwtd vj g vtggu cpf i tcuu qp vj g pqtvj ukf g
- y g qr r qug o qtg uki pu cpf vj g r t g u g p e g q h d k n g t c e m u
- Y j { j cxg 4) y kf g eqpetgvg dqwrgxctf A
- Vj g wy q hqqvtwo drg utkr ku y kf gt vj cp cp { qvj gt Kxg uggp kp vj g ekv(0K0u cp gz vtc r qnng kp vj g g { g vq t g u k f g p u 0

## W2 Questions, comments

- Fq vj gug tgr rceg wkrk{ r qrg rki j uA
- Ku vj g tqcf egpvgtgf
- Y j { pqvegpvt/ur rkvj g rnuu dgvy ggp P qt vj cpf Uqwj A
- Ecp ukf gy cmu q vq uqwj ukf gAEj wtej . uej qqndwu uvr u. dtkf i g. dwukpuguu. gve0
- Ctg vj g gzkrkpi utggviki j w vq dg tgr rcegu y kj o qtg pgki j dqtj qqf \$t k g p f n \$ rki j vpi kp cf f k k q p vq vj g r t q r q u g f u k f g y c m r k i j u A
- J qy y qwrf r qy gt rkpgu dg chgevgf lo qxgf A
- Y j { tgo qxg vj g vtgguA
- Y j { f q y g pggf c 4) eqpetgvg ewtdAY j { 3507 h0 vtcxgnrcpgu xu033 h0AQvj gt utggvu y kj uj ctgf dknng rcpgu j cxg 33 h0
- J cxg rcpgu. ewtdu. ukf gy cmf guki pgf kp vq ewtgpv y kf vj 0Tgo qxg dknng uj ctg0
- y j { pqvdg hck cpf egpvgt utggvcpf ukf gy cmu kp tki j vqhy c {
- ecp vj g ukf gy cmdg pcttqy gtA
- P qpg qh vj g utggvctg pco gf cdqxcg(000) y gtg gzcew{ ku vj kuA
- F qgu egpvgt pggf vq dg utkr gf A
- y j { ctg y g qpn( ugglpi j cm vj g o cr A Q c m c y p c p f D t q q m x k g y p q v u j q y p 0 C t g v j g t g v t g g t g o q x c m u q t q v j g t f k u w t d c p e g u v j g t g A

- J cxg { qwcwgo r vgf vq xlgv vj g f guki p uej go g vj g t g u k f g p u \* c m p i v j k u u t g v e j q h v j g t q c f + j c x g e q o g w r y k j A 5 6 ) E G P V G T G F c m p i v j g t k i j v q h y c { c p f c f j g t g u v q G f k p c u E q o r t g j g p u k x g c p f D l e { e r g R r c p u C P F N k x k p i U t g g v u R q r k e { #
- Y j { ctg f g c f e t g q u a v g e q x g t g f v t g g u o q t g k o r q t v c p v j c p r k x k p i q p g u A
- Y j { 4 dknng rcpguA
- Y j { f q y g pggf vq kpetgcug vj g tqcf y kf vj A
- ecp { qwi gv vj g vqvcny kf vj vq 55)A
- Y j gtg ecp Kugg vj g o cr hqt 76vj cpf Qcmcy pAKh { qwecp tgo qxg i ctci gu. y j { ecp) vj g wkrk{ dqzgu qp 7623 Qcmcy p r t q r g t v { d g d w t k f A
- Y j q r c { u h q t v j g v t g g t g o q x c n A J q y f q g u v t g g t g o q x c n c f j g t g v q v j g N k x k p i U t g g v u R q r k e { A
- Rqqt hqtwo . uj qwrf dg cdrng vq f kmji wg#
- O c n g e t g g m x k u d r g h t q o d q v j u k f g u q h v j g u t g g v
- K p u k u v j c v Z e g n t g r r e g w k r k v { d q z g u
- P q \$ u c i k p i \$ q h e q p u t w e v k p g s w k r o g p v l u w r r r k g u q t S u j c t g y k j q v j g t u k f g q h d t k f i g \$ ] d { 7 6 v j c p f D t q q m x k g y \_
- C f f t g u u c p f k o r t q x g v j g e q o o w p k {

## W2 Lights



- Nki j w i qqf #
- Nki j w ctg r qukkxg
- [ gu rki j w
- P ggf rki j vpi ]d{ Rctmr rceg\_
- Nki j w ctg i qqf #
- Nki j w ctg cwtcevxg
- P q
- rki j w c i qqf kf gc00xgt{ fctmpqy
- [ gu
- F q y g tgcml pggf o qtg rki j w0
- UtggvNki j wA
- Qpn{ kh wi n{ gzkkvpi rki j w ctg tgo qxgf
- Qpn{ kh vj g{ ctg tgr rcego gpw hqt vj g gzkkvpi utggv rki j w y j lej ctg tgcml wi n{
- [ gu
- pq
- Y j gtg y qwf vj g{ dg kpuvcmgf AVj g \$r kpn\$ tgewpi ng ku eqxgtkpi wr uqo gj kpi 0Krkxg cv76vj cpf Y qqf f cng cpf ecp)r rwo wej o qtg kp o { {ctf# Y g j cxg o wnr ng uki pci g. uqr uki p. htqpv ukf gy cmu cpf c hktg j {f tcv0RNGCUG. P Q OQTG##
- [ gu0Uchgv{ uj qwf pqvdg cp qr vqp. dwc tgs vktgo gpw0
- Vj g pgy rki j w ctg cwtcevxg cpf y g y kndgpghv htqo vj g kpetgcugf rki j w0
- F q pqvvcng qwcmvj gug vtgg0[ qwctg nmkpi j qo g xcmgu hqt uqo g tgcup y g ecp0vki wtg qw0
- rki j w qm kh pqvuj kpkpi kpv r gqr ngau j qo gu
- [ gu. dweqpukf gt f qy py ctf hceki rki j vpi r tkpek cu htqo vj g kpvgtpcvqpenF ctmUmf cuuqekcvkqAEqpukf gt pqvcf f kpi rki j vr qmwkqp vq qwt pgki j dqtj qqf 0
- qnc{
- [ gu
- Nki j w cvd wu uqr u ctg pleg0Kku gz v tgo gn{ fctmcpv pki j w0
- Kp rkgwqht kp cff kkkp vq gzkkvpi rki j wAkk{qw eqwf i gvj g { gmy o ppuvt qh vj g r qng cv Qcmcy p. vj cvy qwf dg i tgcv0
- J W GEQPEGTP / y g pggf rki j w qxgtj gcf cv RctmRceg cpf 76vj / o cp{ pgki j dqtu j cxg tgs wguvf vj ku qxgt vj g { gtu / hqt uchgv{ hqt dkngtu cpf ej kf tgp cpf ftkxgtu cvpki j vy j q ecp)vugg y j gtg RctmRceg ku
- Ngvj g ko o gf kcvgn{ chgevgf pgki j dqtu f gekf g0
- Vj gtg crt gcf { gzkuu utggvrki j vpi cvvj gug rpevcvku00j { ku OQTG rki j vpi pgeguct{ Akk vj g cff kkkpcnki j vpi ku cf qr vgf. vj gp vj g gzkkvpi utggvrki j vpi uj qwf dg ko r tqxgf vq \$hqew\$ qp vj g utggvo qtg ghgevxgn{ cpf pqvcf f vq vj g dwf gp qh vj qug j qo ggy pgtu pgtcd{ vj cvy kmj cxg vq r wwr y kj vj g gzequkxg co qwpvqhco dlqpvri j v

## W2 Bus pad

- Wi n{ eqpetgv urcd / pqvpggf gf hqt vj g pwo dgt qh fckn{ wugtu
- Vqq dki qhc eqpetgv rcf hqt rko kgf wugtu
- Pq cffkkqpcneqpetgv
- Fq pqvr weqpetgv dwu uqr u{ r tgo qvgn{mkgtkpi
- Wi n{
- Wi n{
- Wi n{
- Gf kpc f qgu pqvpggf o qtg eqpetgv vj vj qxgnupqy lrtgo
- Wi n{ eqpetgv urcd pqvpggeguuct{
- Pq dwu uqr rcfu
- Ku uwf gpw ucpf qp vj g i tcuu hqt vj g dwu. y j { pqv hqt vj g o gvtqA
- Wi n{ cpf pqvpggf gf hqt vj g nqy pwo dgt qhdwu tkf gtu
- Pq dwu uqr ctgc#
- Pq#Wi n{#O cp{ ci tgg#Kci tgg#
- Wppgeguuct{ ko r gtxkqu uwthceg=tkf gtu ecp hkvqp vj g ukf gy cm]f qp vj g gf cp cffkkqpcnur ceg\_
- Pqvj kj kp vj g ueqr g qh vj g tki j vqhy c{ i tcpvd{ vj g r rwtg qh Uqwj J cttkqvRctm
- Pq
- PQ{wavy kmdgeqo g c r rceg vj mkgf
- PQ{vj gvg ctg wi n{ eqpetgv urcd vj cvctg eqo r rvgm{ wppgeguuct{ hqt vj g gzvto gn{ rko kgf % qhdwu tkf gtu OY j { ctg y g vnkpi cy c{ i tggpgt{ vj cff wpcr r gcrkpi eqpetgv AVj ku ku c pgki j dqtj qqf. pqvf qy pvqy p O kppgr qrk#Ngv{ ngr vj g ej cto ( tgeqi pl g j qy hgy r gqr ng cewcm{ r kemwr vj g dwu qp 76vj utggv0
- Pq. Tctgn{ wugf ngr i tggp0
- I qqf o qxg
- pq
- pq
- Pq
- pq
- Oqtg j ctf uwthcegu AP q#Vj ku ku pqv72vj cpf Htcego
- Ej gemy kj O gvtq Vtcpuvcdqwtkf gtuj kr cpf kh r quukdrq vj eqpuqrkf cvg dwu uqr uOCff rcf. dwwdg o kpf hmqhcguj gvku0
- Vj gvg ctg wi n{ cpf xgt{ wppgeguuct{ OY g xgt{. xgt{ tctgn{ uggp cp{ qpg ucpf kpi cvvj g dwu uqr kp qwt {ctf vqf c{ OJ wpf tgf u qh nkf u y clvhqt uej qqndwugu qp vj g i tcuu qt cmipi vj g utggv0 Gxgp vj g dwu uqr u qp Xgtppp pgct kvgtre j gp j cxg r gqr ng ucpf kpi qp i tcuu qt kp c rctnkpi mvctgc0
- Vgttkdrq{ Wi n{. gzr gpukxg cpf pq pggf hqt k0ctg {qwnkf f kpi o g0S vkwv{ kpi vj lwpmw qwt pgki j dqtj qqf vj ku kupov Drc kpg#
- uqwpf u wi n{. cpf vj g hgy gt ko r gtxkqu uwthcegu vj g dgwgt hqt vj g gpxkqpo gpv
- [ gu
- qn{
- [ gu
- Kco pgwtcny kj vj ku kf gc0Kvgpf vj rknq kvdgecwug kvv kmi gvtkf gtu y ckkpi hqt dwugu QHH vj g utggv0 Y qwf p vj g gf vj dg dki cvcm vj qvi j 0
- Dknq tcemu cpf eqpetgv dwu uqr u ctg pqvr gto kwgf wugu kp vj g tki j vqhy c{ 0
- Kj cxg c j ctf vko g uggkpi vj g r wtr qug0 Kugg o cp{ pgi cvkxu kpenf kpi cffkkqpcngzr gpug. upqy tgo qxen cpqvj gt j ctf uwthceg pqvcnqy kpi twpqh vj r gto gcvg vj g uak0
- Vj ku ku pqvcvcmppggf gf {q twk vj g r tqr gtv{ hqt vj g ucng qh vj ku hgcwtg vj cvugt xgu qpn{ c j cpf hmqhdwu wugtu y ggmm{ ku c y cuvg qh gh hqt vcpf tguqwtegu

## W2 Bike rail

- Dknq tcknpqvpggf gf OY j q y knwug c dknq tcknA
- Pq dknq rctm
- Y j q wug c dknq tckn AP qvpggf gf cvc dwu uqr 0 Xgt{ wi n{#
- Dgwgt dknq tcem
- Pq pggf hqt dknq tcemu. qwqhej ctcevgt hqt tgukf gpvknctgc
- J c| ctf vj pcxki cvkqp hqt r gf gvtkcpu cpf ukf gy cm upqy r nqy qr gtevtu
- Pq pqvpggeguuct{
- PQ{v{v} c pgki j dqtj qqf pqvc vtcpukvuqr
- P Q#K ku wppgeguuct{ i kxgp vj g ewttgpvNQY pwo dgt qhdwu tkf gtu. gur gekcm{ vj qug y kj dknq u0

- Vj ku y knlwvrtqxf g c r mæg hqt vcpulgpw vj j cpi  
 qwecpf hqt i tclhkkcpcf qvj gt vtcuj vj eqmgev0
- Cduqmwgn{ pqv xgt{ wpuki j v{0Y kmtctgn{ dg wugf0
  - pq
  - pq
  - pq
  - Pq0
  - pq
  - P Q. r rgcug pq##
  - Pq0Cff dkngrctnkpj pgct ej wtej 0
  - Gxgp y qtug vj cp vj g eqpetgvgr d0Pq qpg y kngxgt  
 wug kvdwwky kndg c eqpuvpg{g uqtg0
  - Y qtug0Uwr kf guvkf gc gxgt0J cvg k0Ky qwf  
 rgtuqpcm{ ewkvf qy p kh {qwr wvj go kp0Fqpøvf q  
 k0
  - P Q#vj ku ku pqvc uej qqn{ctf qt c eqo o gteknctgc /  
 vppgeguuct{ cpf qdvtwukg
- Y j q y qwf wug kvA
  - pqvpggf gf qp vj ku utggv0
  - Pq
  - Y j { qp gctvj y qwf {qwpvggf vj j cxg c dkngr tcemcv  
 vj gug rjccvqpuAP Q#Nqqmcv vj g dwu uej gf wrg  
 \*%8-00pq qpg ku tkf kpi vj gk dkngr j gtg vj ecvej c  
 dwu#
  - Dkngr tcemv cpf eqpetgvgr dwu uqr uctg pqvr gto kwgf  
 wugu kp vj g tki j vqhy c{0
  - I qqf kf gc vj j cxg qpg pgct vj g etggv0Kugg dle{erkv  
 vj gtg tgi wctn{0
  - Vj ku ku vqcm{ qwwqhej ctcevgt hqt vj ku pgki j dtjt qqf  
 ugwkpi . cpf rkngr vj g eqpetgvgr dwu uqr r cf ku c  
 y cvg qhghqtvcpf hwpf u y j lej eqwf dg dgwgt  
 ko r rgo gpvgr cvj g dtkf i g ctgc

## Final comments, online only

- Krxkg kp vj ku pgki j dqtj qqf cpf kxu ko r qtcvqv cm qhwu vq o ckpvcv vj g \$hggrkpi \$ qh vj g pgki j dqtj qqf 0 Vj g pttqy gt vj g tqcf u vj g dgwt. r txxgpw ur ggf kpi 0Y g cmhggnkvku ko r qtcvqv pqvo cng 76vj utggvc \$ewvj tqwi j \$ hqt cmvj g vchhke qp 72vj 0 Cm qh vj ku ku o cnkpi vj g utggvraqmvvq \$o qf gtp\$ cpf f qgu pqvo ckpvcv vj g kpvi tkv qh vj g pgki j dqtj qqf # Y g ctg eqpegtpgf cdqwwqt r tqr gtv xcnwgu cpf y j cvj ku r tqlgevku i qkpi vq f q vq vj go #Ngvu pqv \$ecvgt\$ vq vj g dkngru cpf rgw o ckpvcv vj g pgki j dqtj qqf 0E qo o qp ugpuq uj qwrf r txxcnpq vj ku r tqlgev. pqvuqo g i tcpf uej go g vq o cng vj ku c o clqt tqcf #
- Kuggo u vq o g vj cvy g ctg xgt { o wej gs wcrk kpi cm xqlkgu kp vj ku hggf dcem kpuvgef qh hqewulpi qp vj qug vj cvj cxg cpf y kmeqpvkpwg vq kpxgukp vj g Gf kpc eqo o wpkv vj tqwi j vj gk r tqr gtv r wtej cugu ( r tqr gtv vczgu0Kku etkkekcnv vj g y gnpguu qh vj g pgki j dqtj qqf cpf vq vj g xcnwgu qh qwt j qo g vq ngr cmugevqpu qh vj g utggvcv vj gk E WTTGP V Y K VJ cpf vq o ckpvcv vj g ej cto cpf swckpvguu qh vj g pgki j dqtj qqf 0Y g uj qwrf pvrvtgetgvkpcn wugtu. qp g ugcup dkngr tkf gtu cpf qv gt pqp/ tgukf gpw qxgtv kphwvpeg vj g f kgevkv vj ku r tqlgev vcngu0Ngvu gpwug vj g ej cto . i tggpgt { cpf cr r gen qh vj g pgki j dqtj qqf ku GP J CPEGF d { vj ku r tqlgev. pqv f gult { gf 0
- Ko y qttkfg vj cvj g utxg { y kndg qxgty j gno gf d { r gqr rg y j q f q pqvrxg qp 76vj cpf y j qug ci gpf c hqt 76vj f qgu pqveqpvkpv uchgv cpf swcrk qh rkhg hqt vj g cewentgukf gpw cnppi 76vj utggv0 Hqo vj g utxg { o ggvkpi uc mvqhr gqr rg y gty vj gty y kj utqpi qr kpkpu y j q ctg pqv tgukf gpw \*dkngtu. y j kgy cvgt gpv wukuv+cpf r gqr rg y j q ctg lwuv eqpegtpgf y kj i gwkpi vq Nwpf au
- Vq ngr 76vj UCHG ngr kvPCTTQY 0
- Dkngr nrgu ko r gf g vchhke hny cpf ctg pqvwugf o quvqh vj g vko g0 Y g kp O kppguvc f q pqvj cxg uchg tqcf eqpf kkpqu hqt dknkpi f wtkpi 8 o qp vj u qh vj g { gct0 Y cvg qh vcz f qmrtu dgecvug dle { erkuu npqy j qy vq tkf g qp tqcf u y kj qwwdkng rkpgu. cpf f tkxgtu npqy j qy vq f tkxg y kj dle { erkuu y kj qwwdkng nrgu0 Dle { erg tkf kpi ku j gcmj { gzgtekug. dw dgeqo gu f cpi gtqwu cevkvv y j gp tqcf u ctg y gv. ke { . cpf ectu urkf g0 Qpg o ki j vuc { dle { erg tkf kpi qp dwu { y kpygt utggvu ku f cpi gtqwu. tkunf dgj cxkqt r quikdnf gpf cpi gkpi r kxgu0
- Rrgcug f q P QV ej cpi g vj g hny qh vj g tkxgt qh vj g i tcf kpv00 CP [ y j kgy cvgt ne { cngtu wug vj g y cxg wpf gt vj g dtkf i g0
- Vj ku ugevkv qh vj g etggmku c j ki j rki j vy j gp K r c f r g vj g etggmdgecvug qh vj g tcr kf u0Kwpf gtucpf vj g f gult g vq o cng kvo qtg ceegukdrg cpf grko kpcv r gf gult kpv vchhke d { tgo qxkpi vj g tcr kf u dwKf qp vj kpmj cvtgo qxkpi vj g tcr kf u ku vj g cpuy gt0 J cxkpi c ej cmgpi kpi ugevkv i kxgu pgy r c f r gtu uqo gvj kpi gzevkpi vq mqmhqty ctf vq v { kpi 0Kcnq gplq { vj g tcr kf u dgecvug vj g { r tqxkf g c nqcnr ctm cpf r r { ugevkv y j gty y j kgy cvgt r c f r gtu eqo g cpf j cpi qw0Kku tgcmf hwp cpf xcnwdrj cxkpi vj ku nqcnr r { hgcwgt hqt pgy r c f r gtu vq ngrtp qp tki j vj gty nqcmf 0Vj cpm#
- Utggvcpf ukf gy cmf gxrgr o gpvuj qwrf dg cu pttqy cu r quikdrg kp qtf gt vq tgf weg vj g ko r cevqp cf lcegpvr tqr gtvku0Vj g vqvenko r tqxgo gpvuj qwrf dg egpvtgf qp vj g utggvtki j vqhy c { kp qtf gt vq pqv f luetko kpcv0 Vj ku r tqlgevuj qwrf ko r tqxg vj g pgki j dqtj qqf pqvo cng kvrguu f gult cdrj vq r kxg qp vj ku utggv0
- Vj ku r tqlgev. cnppi y kj vj g Y qqf f cng r tqlgev. j cu dggp kpetgf kdnf f kvqwtci kpi cpf hki j vpkpi hqt tgukf gpw qh vj g pgki j dqtj qqf 0 Y g f q pqv wpf gtucpf vj g gpi kpggtkpi f gr v0qdugukp y kj dkngru cpf c f kutgi ctf hqt vj g cewentgukf gpw y j q vj ku o quvchhgevu0 Vj gty ctg pq dkngr nrgu qt uli pci g qp Eqpeqtf Cxg0y j kxj ugtxgu VJ TGG r wdrke uej qqu cpf qwt eqo o wpkv egpvt0 [ qwctg y knkpi vq cngt vj g pcwtcnpguu qh vj g etggm f go qruj r gqr rgu) r gtuqpcnr tqr gtv. f gult { vggu y gmqxgt 322- { tu0qr f cpf etgcvg kny kncpf f kutwv hqt { qwt f gr v0 [ gvy g ecp) v o qxg c eqwr rg qh vgr j qp g r qrgu cpf c wkrkv dqzAVj gty ku uqo gvj kpi gng cvy qtmj gty00
- O cp { qh vj g 76vj Utggvtgukf gpw j cxg tgc f cmvj g rkgtcwgt r wdrkj gf d { Gf kpc cpf O pF qvcpf y g MPQY vj cvukf gy cmu. f guki pcv f dkngr nrgu cpf vxcgnnrgu ctg pqv gkj gt tgs wktgf qt j cxg vq dg vj g y kf vj { qwj cxg \$\$\$ tcy p\$\$\$
- Cnuq. vj g r ckp j cu vq dg uj ctg f ## Kku wphck cpf uwr kf vq r wv j ku cmqp vj g pqt vj /ukf g tgukf gpw0 Y g

j cxg o gcuwgf gcej eqtpgt. cpf gxgt{ eqtpgt cmipi vj ku utggvcpf kvku OQTG vj cp r quukdng vq egpvt vj g tqcf 0 Kku vj g ekv{ gpi kpggtu y j lej ngr eqo kpi vr y kj \$Spgy kf gcu\$\$ vq ur gpf o qpg{ 0 Vj gtg ctg rkgctm{ hgy dkngrtu cpf gxgp hgy gt dwutkf gtu cpf {qwevEkv{ J cmctg y knkpi vq fktgi ctf qwt kf gcu hqt vj gug vqngp hgy 0

- Gf lpc) uej qqu ctg i tgevdgecwug qh vj g TGUKE GP VUO Qwt j qo gu tgvckp cpf i ckp r tqr gtvf xcnwgu dgecwug qh vj g TGUKE GP VUO Kku vj g TGUKE GP VU vj cvj cxg o ckpvckpgf qwt r tqr gtvku cpf o cf g gpj cpego gpw0 RNGCUG. NKUVGP VQ VJ G TGUKE GP VU#
- Uqo g tgukf gpw j cxg tgs wguvuf vj cvy guvukf g pqvdg gzt cpf gf cvcm0 Vj ku ku wptgcrkme0 Y j cvxgt vj g hpcnf guki p. fq pqvr gto kvuudwvcpf ctf dkngr ncpgu\*rguu vj cp 7)+qt ukf gy cm\*rguu vj cp 7) r nru 4) dqwrgxctf +0 Uchgv{ ku kphkpsgn{ o qtg ko r qtvcpvj cp uqo gppgu nry p0 Qp y guvukf g y j gtg tqcf y c{ ku 52) ecp {qwf q 7) f gf kecvgf dkngr ncpg \*y guvukf +. 34) y guvukf vcxgn cpf 35) u j ctgf ncpg \*y kj qt y kj qwr cxgo gpvo ctnkpi u+A
- Klwavy cpvq tglphqteg o { hto dgrkgh vj cvcu mpi cu vj g ng{ qdlgevkgu qh vj g r tqgcvctg dgkpi o gv vj g tgukf gpw r kxkpi qp Mgmji i uj qwf dg vj g qpn{ qpgu vq o cng vj g hpcnecmqp vj g cngtpevkgu0 Y g y qwf r tghgt vq uko r n{ tguwthceg vj g tqcf cu kvku vqf c{ y kj pq ukf gy cmqt dkngr ncpg / dwy g vpf gtuvcpf vj cvhqt vj g uchgv{ qh y cmgtu cpf dkngrtu vj g eqo o wpkv{ y qwf dgpghvltqo vj gug0 Vj g ugeqpf pcttqy gt cngtpevkg r tqxkf gu hqt vj ku uq vj gtg ku pq i qaf tgvuq vq i q y kj vj g y kf gt xgtukp0 P q qpg y j q r kxgu qp vj g utggvy cpw vj g y kf gt cngtpevkg cpf ukpeg vj g ng{ qdlgevkgu qh ukf gy cmu cpf dkngr ncpu ctg o gv/ kvo cngu pq ugpug vq cmty vj g qr kpkpu qh cp{ qpg gnuq vq qxgttkf g vj g f gekukp0
- Kco xgt{ eqpegtpgf vj cvo { dgcwkhvnutggvcpf pgki j dtjt qaf ku i qkpi vq dg vcpuhqto gf vq o ggvc xkukp vj cvku pqvqwtu0 Rrgcug dg tgr gevkhvltuvgh vj g ekv{ gpi vj cvkxg j gtg y j q j cxg r ckf vczgu hqt o cp{ { gctu0 Y g f q pqvy cpvcp Gf gp Rtklkg mqm0
- Qwt eqmgevkg f gukt g ku vq ngr c swckpv. pcttqy cpf uchg utggvy j lej ku v{ r lecnqh Gcu v Gf lpc0 Y g j cxg gplq{ gf qwt pgki j dtjt qaf hqt o cp{ { gctu. cpf y cpv vq r tguvgtxg cpf r tqvkvk0

- Y g y knhki j vj ku khkvmqmu rkngr o quvqh vj g ftcy kpi u { qwuj qy gf wu cvv j g o ggkpi nruvy ggn0 eqpukf gt vj g tgukf gpw vj cvkxg qp 76 vj cpf pqv vj g ur geknkvgt guu qh { qwt r nppkpi i tqwr qt vj g dkngrtu cpf tkxgt hqmu vj cvf qp0 vgxgp r kxg kp Gf lpc0 vgvcmppg qp 76 vj 0 [ qweqwf r qvkvcm{ f getgcug cmqh qwt r tqr gtvf xcnwgu cpf tvkp vj g kvgi tkv{ qh vj g pgki j dtjt qaf mqmcpf hgr0 Vj cvku pqv { qwt lqd0 [ qwt lqd ku vq ugtxg vj g eqo o wpkv{ vj cvr c{ u vczgu y j lej hmpfu [ QWT r c{ ej gen0
- Vj cpm{ qwhqt vcnkpi vj g vko g vq r wvqi gvj gt vj gug utxg{ u# Kij kpmj g qy pgtu qhr tqr gtvku qp 76 vj utggvf guvgtxg vq dg vgvvuf y kj tgr gevkngr cmj g qv gt wugtu qh vj g utggv0 Kij kpmuegpctkqu y gtg etgvvuf vj cvcep cr r genvq o quvqh vj g j qo qy pgtu y j q r kxg qp vj g utggvcpf cmq o ckpvckp vj g xcnwgu qh vj g r tqr gtvku cpf vj g ej ctcevgt qh vj g pgki j dtjt qaf 0
- Mgr qt ko r tqxg vj g y j kvgy cvgt hgcwt gu0
- 76 vj Utggvku f guki pcvuf cu c ugeqpf ct{ tqwg r gt Gf lpc) Dle{ eng Eqo r tjt gpukxg Rmp0 F gf kecvgf dkngr ncpu ctg P QV tgs vkt gf y j gp vj g tqcf ku \$Stgeqputwevuf \$S0 Kco egtvckpn{ i mf vq ugg vj cv egtvckp f guki p r tqr qucu ctg go dtceki vj ku eqpegr 0 C uj ctgf ncpg cr r tqcej ku unkmc dle{ erkpi qr vqp y j lej r tqxkf gu c uchg o gcpu hqt dle{ erkmu cpf o vqtku# Y kf gpkpi vj g tqcf ltqo vj g gzkvki hqv r tkpvqp vj g y guvukf g \*ltqo Y qaf f crg vq Dtqqnxkgy + y qwf dg f kvcutqwu cpf kpxcukg. tguvknkpi kp o cp{ hngf vggu. f tkxgy c{ li ctcj g eqphkv. wps wcnf kmkdwkqp qhr tqgcv{ ueqr g \*pqt vj ukf g j cu o qtg r tqgcvpctqcej kpi qp vj gkt ukf g-0 Cm34 j qo gu cmipi vj g utgvej ltqo Y qaf f crg vq Dtqqnxkgy j cxg c ukf g { ctf ugvdcmqh 37) o gcpkpi vj g { ctg crtgcf { 37) emugt vq vj g tqcf vj cp { qwt v{ r lecn52) ltqpv { ctf ugvdcm0 O qxkpi vj g tqcf cp{ emugt vj cp kvewtgpv{ ku F QGU j cxg cp pgi cvkxg ko r cev0 Ugxgtcnqh vj qug j qo gu j cxg pqp/eqphqto kpi wgu. o gcpkpi vj gkt j qo gu y gtg dvkn \*kp vj g 3; 52) u cpf 62) u + qwukf g vj qug ugvdcmu \*dghqtg vj g ewtgpv| qpkpi tgs vkt go gpw-0 Vj g tgukf gpw y guvqh vj g dtkf i g ctg xgt{ eqpegtpgf y kj y kf gpkpi tqcf ltqo ewtgpv hqv r tkp0 Y g j cxg eqo g vr y kj c f guki p uej go g y j lej ku xgt{ emug vq vj g 57) y kf g qr vqp vj cvy g cmci tgg qp0 Y g j cxg uwo kvgf vj ku f guki p vq cmekv{ eqwpek

o go dgtu'cpf 'hggñ'v' cv'k'hqmqy u'i wkf gñp'gu'ugv'q'w' k'p'Gf k'p'c'u'Eqo r t'g'j g'puk'x'g'R'ncp. 'Gf k'p'c'u'Dle {eng' Eqo r t'g'j g'puk'x'g'R'ncp'cpf 'V'j g'N'k'k'p'i 'U't'ggw'R'q'ñe {0'' V'j g'f'g'uki p'd'c'm'pegu'p'ggf u'q'h'd'le {er'ku'u. 'r'gf'g'ut'k'cpu' \*d'q'v' 'f'k'uc'd'rg'f' 'c'p'f' 'c'd'rg'/'d'q'f'k'g'f' +.'o'q'v'q't'ku'u. 't'c'p'uk'v' t'k'f'g'tu'c'p'f' 'v'j'g't'g'uk'f'g'p'u'y'j'q'c'ew'w'c'm'f' '\$\$t'g'uk'f'g'\$'\$'q'p'' 76'v'j' 'U't'gg'v'0''V'j'g'f'g'uki'p'j'cu'x'g't'{'r'k'w'g'' g'p'x't'q'p'o'g'p'v'c'n'l'o'r'c'ev'/'c'p'f' 'q'd'ug't'x'g'u'g'z'k'uk'p'i' 'u'k'g'' e'q'p'ut'c'k'p'u'v'w'k'k'v'f' 'r'q'ng'u. 'w'k'k'v'f' 'd'q'z'g'u. 't'g'g'u. 'u'q'r'g. '' g'e'0'0''Y'g'j'c'x'g'c'f'g'uki'p'g'x't'g'{'q'p'g'ec'p'd'g'j'c'r'r'{' '' y'k'j' 'c'p'f' 'j'q'r'g'{'q'w'ec'p'h'q'm'q'y' 'k'0''C'h'g't'c'm'y'q'w'f'p'p' } {q'w'h'g'g'n'd'g'w'g't' 'k'h'f'{'q'w'eq'w'f' 'd'w'k'f' 'u'q'o'g'y'k'p'i' ''v'j'c'v' g'x'g't'{'q'p'g'y'q'w'f' 'r'k'ng'A'

- V'j'g'f'g'uki'p'q'r'v'k'p'u'r't'g'ug'p'v'g'f' 'c't'g'/'d't'g'c'n'k'p'i' 'v'j'g'' r't'q'l'g'ev'k'p'v'q'v'j't'g'g'/'c't'g'c'u'0'0'k'g'c'm'f' 'y'k'uj' 'o'q't'g'y'q'w'f'' 'd'g'f'q'p'g'v'q'/'o'c'n'g'/'k'v'h'g'g'n'o'q't'g'/'e'q'j'g'uk'x'g'0''K'f'g'c'k'f'g'v'j'g'' t'q'c'f' 'k'u'y'k'f'g't'q'p'v'j'g'g'c'u'v'uk'f'g'c'p'f' 'r'c't'n'k'p'i' 'k'u'' f'g'uk't'g'f' 'p'g'g'f'g'f'. 'd'w'K'y'k'uj' 'o'q't'g'y'q'w'f' 'd'g'f'q'p'g'v'q'' j'g'r' 'e'c'm' 't'c'h'h'e'c'm'p'i' 'v'j'g'g'c'u'v'uk'f'g'c'p'f' 'h'g'c'w't'g'u'' e'q'w'f' 'd'g'/'c'f'f'g'f' 'v'j'q'j'g'r' 'k'v'k'g'/'o'q't'g'y'k'j' 'v'j'g'y'g'u'v'' u'k'f'g'u'/'u'ec'rg'0''V'j'k'u'r't'q'l'g'ev'E'c'p' 't'g'c'm'f' 'd'g'/'I' 'T'G'c'V'##'' M'g'g'r' 'k'v'/'u'k'o'r'g'o'/'M'g'g'r' 'k'v'/'e'q'p'uk'ug'p'v'0''M'g'g'r' 'k'v'' e'q'j'g'uk'x'g'0''I'q'w'j'c'x'g'v'j'g'q'r'r'q't'w'p'k'v'f' 'v'q'/'e't'g'c'v'g'c'' y'q'p'f'g't'h'w'j'c'h'o'k'g'/'u't'g'v'j' 'q'h't'q'c'f' 'v'j'c'v'/'e'c'p'/'t'w'v'f' 'd'g'' g'p'l'q'{'g'f' 'c'p'f' 'g'z'r'g't'k'g'p'eg'f' 'd'{' 'v'j'q'w'uc'p'f' u'q'h'r'g'q'r'g'q'p'' c'f'c'k'v'f' 'd'c'uk'u'0''V'j'g'c'x'g't'c'i'g'/'r'g'p'i'v'j' 'q'h'/'u'c'{' 'h'q't'c'm'i'q'h'' v'j'g'/'e'w't't'g'p'v't'g'uk'f'g'p'u'/'c'm'p'i' '76'v'j' 'U't'gg'v'42''j'q'o'g'u'' d'g'y'g'g'p' 'Y'q'q'f'f'c'rg'/'c'p'f' 'H'c'p'eg'+k'u'c'v'/'r'g'c'u'v'39''{'g'c't'u'0'' Y'g'f'q'p'v'/'c'ng'v'j'g'ug'/'\$\$l'o'r't'q'x'g'o'g'p'u'/'\$\$'x'g't'{' 'h'i'j'w'f'' 'c'p'f' 'y'c'p'v'q'/'u'g'g'v'j'k'u'f'q'p'g't'k'i'j'v'##''Y'g'j'c'x'g'/'u'g'g'p'j'q'y'' 'v'j'k'u't'q'c'f' 'i'g'u'/'w'ug'f' 'c'p'f' 'h'g'g'n'v'j'c'v'/'q'w't' 'k'p'r'w'/'k'u'/'w'p'k's'w'g'' C'P'F' 'l'p'x'c'w'c'd'ng'0''
- C'i'c'k'p'. 'c'u'c'P'Q'P'/'t'g'uk'f'g'p'v' 'K'c'r'r'w'f' 'v'j'g'/'E'k'v'f' 'Q'h'' G'f'k'p'c'u'/'e'c't'g'h'w'f'c'p'f' 'v'j'q'w'i'j' 'h'w'i'g'h'q't'w'/'k'p'/'r't'g'ug't'x'k'p'i'' 'v'j'k'u'i'g'o' 'q'h'c'/'r'c't'n'0''C'u'c'y'j'k'g'y'c'v'g't' 'd'q'c'v'g't'. 'K'k'g'' c'r't'g'c'f'{' 'u'v'c'v'g'f' 'o'{' 'e'q'p'eg't'p'u'y'k'j' 'v'j'g'/'e'j'w't'ej' 'k'u'u'w'g'u'' 'c'p'f' 'v'j'g'j'q'r'g'v'j'c'v'c'y'j'k'g'y'c'v'g't' 'e'q'p'u'w'k'p'i' 'e'q'o'r'c'p'{' ''

''

k'u'd't'q'w'i'j'v'k'p'v'q'c'v'/'h'g'c'u'v'i'k'x'g'/'e'w't'q't'{' 'c'f'x'l'g'/'q'p'v'j'g'' r't'q'l'g'ev'0''V'j' 'C'P'M'I' 'Q'W'/'D'q'd'/'Y'k'p'u'v'q'p'. 'C'E'0'0'0' Y'j'k'g'y'c'v'g't' 'K'p'ut'w'ev'q't' 'X'q'w'p'v'g'g't'. 'Y'q'w'p'f'g'f'' Y'c't't'k'q't'u'/'R't'q'l'g'ev.'8341654/2556''

- K'f'k'f'p'v'/'u'g'g'c'p'{' 'c't'g'c'/'c'f'f't'g'uk'p'i' 'q'x'g't'j'g'c'f' 'h'i'j'w'/'c'v'' R'c't'n'i'R'c'eg'c'p'f' '76'v'j' 'v'/'v'j'k'u'/'k'u'/'u'q'/'e't'k'k'ec'n'h'q't' 'd'k'ng'c'p'f'' r'g'f'g'ut'k'p'/'u'c'h'g'v'f'/'/'c'p'f' 'e'c't'u'/'e'c'p'p'q'v'/'u'g'g'v'j'g'/'u't'g'g'v'' u'k'i'p'/'c'v'/'p'k'i'j'v'0''V'j'g't'g'/'k'u'c'/'r'q'ng'c'v'v'j'k'u'/'u'r'q'v'/'d'w'v'y'g'' p'g'k'i'j'q'd'q't'u'j'c'x'g'/'t'g'r'g'c'v'g'f'n'f' 'c'ung'f' 'h'q't'c'/'u't'g'g'v'/'h'i'j'v'' j'g't'g'c'p'f' 'k'v'/'k'u'/'p'q'v'/'d'g'k'p'i' 'c'f'f't'g'ug'f'c'p'{'y'j'g't'g'/'k'p'v'j'k'u'' u'w't'x'g'f'{'0''V'j'k'u'/'k'u'c'/'e't'k'k'ec'n'/'u'c'h'g'v'f' 'k'u'w'g'v'j'g'p'{'q'w'/'c't'g'' c'f'f't'g'uk'p'i' 'o'c'p'{' 'o'w'p'f'c'p'g'/'k'u'w'g'u'/'q'h'x'k'w'c'n'' r'c'p'f' 'u'ec'r'k'p'i'0''R'g'c'ug'j'c'x'g'v'j'k'u'/'k'u'w'g'/'c'f'f't'g'ug'f' 'c'v'v'j'g'' p'g'z'v'/'o'g'g'v'k'p'i'0''V'j'c'p'n'i'f'{'q'w'##''
- Y'g'x'g't'{' 'o'w'ej' 'y'c'p'v'q'/'h'k'v'k'p'v'q'v'j'g'/'\$'N'k'k'p'i' 'U't'gg'v'/'\$'' 'o'q'f'g'n' 'd'w'/'h'g'g'r'k'p'i' 'k'p'/'o'k'p'f' 'q'w't'/'h'o'k'g'f' 'u'r'c'eg'' e'q'p'ut'c'k'p'u'y'k'j' 'q'p'n'f' ('37')u'g'v'd'c'emu'/'v'q'q'w't'j'q'o'g'u'0'' V'j'g'c'x'g't'c'i'g'/'t'g'uk'f'g'p'v'q'p'76'v'j' 'U't'gg'v'j'c'u'/'h'k'x'g'f'j'g't'g'' 38''{'g'c't'u'c'p'f'j'c'x'g'/'i'g'p'g't'c'm'f' 'p'q'/'r'/'r'p'u'/'v'q'/'o'q'x'g'' w'p'ng'u'/'q'w't'/'r'q'r'g't'v'f' 'x'c'n'w'g'u'/'f'o'k'p'k'uj' 'f'w'g'/'v'q'' k'p'et'g'c'ug'f' 't'c'h'h'e'/'r'c'w'g't'p'u'/'f'q'y'p'76'v'j' 'U't'gg'v'0''R'g'c'ug'' r'k'u'g'p'/'v'q'v'j'g'/'t'g'uk'f'g'p'v'/'y'j'q'/'N'k'k'g'/'q'p'v'j'k'u'/'u't'g'g'v'/'y'j'q'j'' c't'g'/'t'c'k'uk'p'i' 'e'j'k'f'/'t'g'p'/'q'p'v'j'k'u'/'u't'g'g'v'/'y'j'q'j''c'x'g'/'h'q'x'g'f'' 'v'j'k'u'/'p'g'k'i'j'q'd'q't'j'q'q'f' 'd'g'ec'w'ug'/'q'h'/'k'u'/'h'k'c'd'k'h'v'f'0''Y'g'/'h'q'x'g'' G'f'k'p'c'/'h'q't'/'u'q'/'o'c'p'{' 't'g'c'u'q'p'u'.'o'q'u'v'/'k'o'r'q't'w'c'p'v'f' 'q'w't'' p'g'k'i'j'q'd'q't'j'q'q'f'0''
- K'v'y'q'w'f' 'd'g'/'p'leg'/'v'q'/'u'g'g'/'u'q'o'g'/'u'r'c'eg'/'f'g'uki'p'c'v'g'f' 'h'q't'' r'w'd'h'e'/'c't'v'k'p'v'j'g'/'o'c'w'g't'/'r'/'r'p'/'h'q't'/'v'j'g'/'t'g'ec'p'ut'w'ev'k'q'p'' r't'q'l'g'ev'0''K'f'q'p'v'/'g'z'r'g'ev'/'k'v'q'/'d'g'c'/'r'c't'v'q'h'v'j'k'u'/'r't'q'l'g'ev.' dw'/'o'c'{'d'g'/'k'p'v'j'g'/'h'w'w't'g'.'u'q'o'g'/'q'h'v'j'g'/'p'g'k'i'j'q'd'q't'u'/'o'c'{' '' y'c'p'v'q'/'o'c'ng'v'j'k'u'/'h'k'p'f' 'q'h'c'/'e'q'p'v't'k'd'w'k'q'p'/'v'q'v'j'g'' e'q'o'o'w'p'k'v'f'0''
- K'v'/'h'q'q'm'u'/'i't'g'c'##''
- K'c'u'w'o'g'v'j'c'v'/'c'm'v'j'g'/'k'p'h'q't'o'c'v'k'q'p'/'i'c'v'j'g't'g'f' 'c'v'v'j'g'52'' U'g'r'v'/'o'g'g'v'k'p'i' 'k'p'v'j'g'/'h'q't'o' 'q'h'/'\$'u'k'c'm'f' 'p'q'v'g'u'/'\$'y'g't'g'' f'q'ew'o'g'p'v'g'f' 'v'q'/'c'f'f'/'v'q'v'j'k'u'/'u'w't'x'g'f'/'A'