

FORUM TOPIC

Bus Transit

VISITORS 15

CONTRIBUTORS 3

CONTRIBUTIONS 3

13 April 19

km8888

AGREES

0

DISAGREES

0

REPLIES

0

I am a bus rider. I can access a 6 bus at either Wooddale stops or France stops, depending on the time of day. There is no need for buses to run on 58th.

25 April 19

SFZ

AGREES

0

DISAGREES

0

REPLIES

0

A painted walkway in the street on the north and south sides of 58th St on France and Xerxes would better alert turning drivers to watch for people, including bus riders crossing the street. There is no need for any type of mass transit to travel on 58th St. with buses available on Xerxes, France, and Wooddale.

26 April 19

Will D

AGREES

0

DISAGREES

0

REPLIES

0

Would like to see covered shelter and bench for bus riders at 58th and France. Please coordinate with future re-routing ? Of the route 6/ E-line

FORUM TOPIC

Animal Safety

VISITORS	33	CONTRIBUTORS	4	CONTRIBUTIONS	4
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13 April 19			<p>While I do not want to see any more turtles smashed either, the question I have is how are you going to communicate to the turtles where they can cross in safety? I assume that a turtle expert would be consulted to suggest an effective design of a turtle crossing that would actually help.</p>
km8888			
AGREES	DISAGREES	REPLIES	
0	0	0	

25 April 19			<p>Preserve wildlife between Brookview Ave and Halifax Ave. There has been an increase of wildlife deaths due to the increased traffic on West 58th Street. Wildlife play an important role in our community and steps need to be taken to preserve them, especially during construction. Only one underground turtle tunnel has been proposed during community meetings. The city should provide recommendations to reduce the deaths of wildlife between Brookview Ave and Halifax.</p>
JDK			
AGREES	DISAGREES	REPLIES	
0	0	0	

25 April 19			<p>Having a sign that shows turtle or other animal crossings will alert drivers and cyclists and may intrigue pedestrians and children on bikes, etc. Try a sign and see if it makes a difference.</p>
SFZ			
AGREES	DISAGREES	REPLIES	
0	0	0	

26 April 19			Suggest a series of simple underroad culvert system to allow water angle turtles to flow without getting run over
Will D			
AGREES	DISAGREES	REPLIES	
0	0	0	

FORUM TOPIC

Lighting

VISITORS 28	CONTRIBUTORS 9	CONTRIBUTIONS 18
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04 April 19 Tedley	If lighting is considered, please provide fixtures that light the intended area only, eliminating up lighting or lighting that infringes on adjacent properties. 'Dark Sky' lighting principles should be incorporated.
<div>AGREES</div> <div>4</div>	
<div>DISAGREES</div> <div>0</div>	
<div>REPLIES</div> <div>0</div>	
05 April 19 MintyMom	Lighting falls into the safety category. I agree with previous post on dark skies, and down lighting, but cross walks should be well lit for the safety of pedestrians.
<div>AGREES</div> <div>3</div>	
<div>DISAGREES</div> <div>0</div>	
<div>REPLIES</div> <div>0</div>	
13 April 19 Willy	Lighting goes hand in hand with safety and should be considered. Dark Sky energy efficient lighting should be considered. Lets do our part on light pollution.
<div>AGREES</div> <div>1</div>	
<div>DISAGREES</div> <div>0</div>	
<div>REPLIES</div> <div>0</div>	
25 April 19 JDK	Additional lights needed by Pamela Park. There is not enough lighting by Pamela Park which is a safety issue. Make sure the additional lights by the park do not negatively impact neighbors who live along the park (i.e. the light won't shine into their houses).
<div>AGREES</div> <div>1</div>	
<div>DISAGREES</div> <div>0</div>	
<div>REPLIES</div> <div>0</div>	
25 April 19 SFZ	Use the same or similar look of lamp-pole height and style of lights that are on 58th Wooddale to Concord. They add more light and some character and are not too strong to pollute and spread light too far. Any added lights should focus on sidewalk and not illuminating yards and homes. From France to Xerxes ideal location for lamp poles is one each mid-block across from alleyways along sidewalk on north side. Intersections have enough light. Add more lights on both sides of 58th along Pamela Park and the wooded area across from it.
<div>AGREES</div> <div>1</div>	
<div>DISAGREES</div> <div>0</div>	
<div>REPLIES</div> <div>0</div>	

FORUM TOPIC

Lighting

26 April 19

Will D

AGREES	DISAGREES	REPLIES
1	0	0

Low-height pedestrian light poles should DEFINATELY be installed along the new sidewalk/bike path. Lighting should extend from Xerxes to Wooddale - the full length of this project. Please use caution to avoid over-lighting the neighborhood. Light poles could be similar in style to the black fluted poles near 58th/Concord. Suggest that 3-4 foot tall pollard style lights be installed mid-block to simply illuminate the sidewalk without casting unneeded light into people's windows or into the natural area by the park. The type, style and spacing of lights will establish the long-term character of the street and neighborhood. Please bring a recommended solution back to the neighborhood for additional review and tweaks before final plans are prepared for bid.

26 April 19			<p>Please improve the lighting at the key intersections where pedestrians conflict with cars - Xerxes, Beard (new sidewalk) , France and Wooddale. It is dark for a very long time in the winter months and difficult for dog walkers and other pedestrians to be seen in the locations that they cross 58th. Perhaps 2 large lights would be better than the single light pole that is there today. Please use shades or screens to prevent light from overspilling into neighbors' windows.</p>
Will D			
AGREES	DISAGREES	REPLIES	
0	0	0	

FORUM TOPIC

Stormwater

VISITORS 23	CONTRIBUTORS 7	CONTRIBUTIONS 9
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11 April 19

MAS

AGREES

DISAGREES

REPLIES

1

0

0

I would like to see more effecient drainage.

13 April 19

sue

AGREES

DISAGREES

REPLIES

1

0

0

To the City - the first question is, why is the water pooling there? An entire lane was under water last weekend. What kind of volume is produced in 1" rain event? What is needed to manage that? Is it simply paying more attention to cleanliness of that storm drain the answer, or does it not have capacity? We need the City to answer those questions and propose some specific solutions in order to make appropriate responses. And thank you to Mike and all others who clear our storm drains!

13 April 19

Willy

AGREES

DISAGREES

REPLIES

0

0

0

Rain events are larger than they used to be. This should be taken into consideration as this street is reconstructed. Do the old sewers have the capacity for these new large r rain events. Is there a way to incorporate some type of device that would filter street water before entering storm sewers. It would be easier to clean the filters vs cleaning t he storm sewers. It would also be a great time to get residents to adopt drains and curbs so there is only water flowing in the sewers. Decomposing leaves and grass clippings ad phosphorous to the water causing algae to grow and turn water green.

22 April 19

Afigarella

AGREES

DISAGREES

REPLIES

0

0

0

I like the idea of tree trenches; however, this is ONLY if the construction of them does not damage the roots of the mature trees already in residents' front yards.

25 April 19

JDK

AGREES

DISAGREES

REPLIES

0

0

0

Eliminate flooding on 58th at bottom of hill and by Pamela Park. The city needs to add res the grading of the road and the flooding that regularly occurs on West 58th Street . During some of the community meetings, proposals were presented that may or may not appropriately address flooding. The city needs to assess the road for runoff and present options to the neighborhood before finalizing a solution to eliminate flooding on the road.

FORUM TOPIC

Stormwater

25 April 19

SFZ

AGREES

0

DISAGREES

0

REPLIES

0

Need improved water drainage on 58th St as well as side streets leading to corners with 58th St. from York to the park. Rain gardens can require a lot of maintenance and not all homeowners may be able to maintain them. Before installing a rain garden the city needs to know if it can be maintained. Tree trenches are good in commercial areas; are they practical in residential areas where children may climb or fall in them or balls, etc can go in them? If they had a fence around them that may help. What is the cost for each type of storm water solution? What has the city found has worked well in other street construction in the last 5 years? No issue with the city maintaining new pedestrian facilities. Construction of sidewalk needs to be as flat as driveways so that homeowners' commercial snow removal services can easily continue to plow driveways after construction.

26 April 19

Will D

AGREES

0

DISAGREES

0

REPLIES

0

Strongly prefer rainwater be allowed to flow into local soil first with overflow directed into storm sewers. Swales and drainage curbs could be installed to take advantage of the well draining sandy soils located east of a France Ave.

FORUM TOPIC

Landscaping

VISITORS 34

CONTRIBUTORS 7

CONTRIBUTIONS 12

04 April 19

Mark Daum

AGREES

2

DISAGREES

0

REPLIES

0

I would much prefer additional trees like in the proposed drawings than some low ground hugging plantings, which would not doubt be killed each winter with road salt and neglect. Rain gardens simply seem like a bait and switch solution to what should be done. Yes, property owners SHOULD be willing to water the trees, but will they??

05 April 19

Afigarella

AGREES

2

DISAGREES

0

REPLIES

0

1. Could the city explore creating the sidewalk around mature trees like they did in some places on the stretch of 58th from Wooddale to Concord? 2. Perhaps we could let property owners decide whether or not they would like a tree trench/spot for planting trees by their property. I do recall that planting trees closer to the street was mentioned earlier as one method to reduce the speeds of cars on the street. It is difficult for me to see what this would look like now without knowing for sure how much of my yard will be taken up by the sidewalk and whether or not I will have a retaining wall, but my first reaction is that I would prefer trees, mulch, grass and/or hostas over prairie grass type plants in front of my home. The stretches along the park seem like good locations for pollinators or trees.

13 April 19

Willy

AGREES

0

DISAGREES

0

REPLIES

0

Mature trees would need to be protected wherever possible. Having an 8 foot wide blacktop shared use path would cause more damage to all trees, plants, and shrubs along a long 58th street, a 4 foot wide concrete sidewalk would be less invasive and would be uniform with 58th street from Wooddale to Concord. What type salt tolerant plants would be considered for the boulevard? There would be dieback due to salt use on the streets. Look for low maintenance native plants that are tolerant to 58th street conditions. I don't think mulch is a good option as it needs to be maintained, and replaced. Most owners would maintain the boulevard as it reflects on their home. Rain gardens are a great way to capture runoff and keep excess water from storm sewers. These would need to be located in yards or near the tennis court area vs. on the boulevard. Rain gardens are a great place to provide food for pollinators, add color, texture, and interest.

25 April 19

JDK

AGREES

0

DISAGREES

0

REPLIES

0

Preserve as many trees as possible. Gently weave the sidewalk around the trees, as done between Wooddale Ave and Concord Ave on West 58th Street in compliance with ADA regulations.

FORUM TOPIC

Landscaping

25 April 19

SFZ

AGREES	DISAGREES	REPLIES
0	0	0

Prioritize preserving healthy, mature trees. It takes years to build a canopy to the heights that currently exists along 58th St and in yards. Weave concrete sidewalk around large trees like is common on other Edina streets. For new plantings consider 1) what is on the boulevard that property owners can realistically maintain, especially when trees or plants are young, and will need more care. With this, consider having the city help water new trees and plantings. Not all homeowners may be able to carry enough water to the boulevard or have hoses that stretch that far. 2) consider what individual property owners want to replace in their yards for any tree, bushes or plants lost to construction.

26 April 19

Will D

AGREES	DISAGREES	REPLIES
0	0	0

Maintaining and improving the tree canopy along W 58th is absolutely essential to retain and improve the character of the street. Please meander sidewalk, as needed to keep the huge beautiful trees between France Ave and the Park. From France to Xerxes, new street trees should be planted in the new boulevard area so that a new tree canopy can grow. Trees on the north side will allow them to grow without restriction of the electric lines and poles on the south side of the street. In the existing configuration, the portion between France and Xerxes is not pleasant or inviting. Adding a new canopy of trees that frames the street and sidewalk will beautify the whole neighborhood.

26 April 19

Will D

AGREES	DISAGREES	REPLIES
0	0	0

Pollinator gardens or other options to high-maintenance grass sound like a good idea. What are the maintenance requirements of such plantings? Families who live next to these planting areas should be consulted regarding their willingness to provide any special maintenance that is required. Is it possible for City Public Works Dept to maintain special plants in the boulevard area if residents are unwilling? Perhaps the Garden Club or Neighborhood Group could organize an annual cleaning/maintenance event. Would the Water Shed District pitch in with grant funds to maintain rain gardens? If the maintenance responsibility cannot be determined, it probably isn't worth the money to install special plants.

26 April 19

Will D

AGREES	DISAGREES	REPLIES
0	0	0

Please use the same high quality lannon stone (?) when retaining walls are needed. The newer stone walls along Xerxes (between 60th and 56th) look beautiful and timeless. Please continue this tradition. Avoid poured-in-place concrete walls and definitely avoid concrete block or other masonry blocks that tend to look tired and worn.

FORUM TOPIC

Property Impacts

VISITORS 48	CONTRIBUTORS 11	CONTRIBUTIONS 25
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<div>04 April 19</div> <div>Afigarella</div> <div> <div>AGREES</div> <div>4</div> </div> <div> <div>DISAGREES</div> <div>0</div> </div> <div> <div>REPLIES</div> <div>0</div> </div>	<p>Will general open parking on 58th be prohibited outside of the proposed parking bays on one or both sides of the street? Or will it remain as it is now? I would also like to reiterate my concern that an asphalt path instead of a concrete sidewalk would negatively impact my property's curb appeal and value.</p>
<div>04 April 19</div> <div>CDavis</div> <div> <div>AGREES</div> <div>1</div> </div> <div> <div>DISAGREES</div> <div>2</div> </div> <div> <div>REPLIES</div> <div>0</div> </div>	<p>Parking bay is an interesting idea. Not sure I like it along the entire street but in front of Pamela park makes sense. I often see cars there in the summer already during sporting events at the park. Would still be nice to preserve some on-street parking along 58th even without the bays or even if it was on one side only.</p>
<div>08 April 19</div> <div>Laura</div> <div> <div>AGREES</div> <div>0</div> </div> <div> <div>DISAGREES</div> <div>0</div> </div> <div> <div>REPLIES</div> <div>0</div> </div>	<p>1) Bright mailers with large header of "58th Construction 2020 project" and information on who the homeowner should speak to about their individual driveway would be a great start to communication. Along with information about this website. 2) In the assessment of each individual driveway, will the entire retaining wall be re-done? Our property has it along the entire drive. How will these decisions be made and how will it ensure that the change to our driveway and retaining wall does not disrupt our foundation and flow of water towards our house?</p>
<div>11 April 19</div> <div>MAS</div> <div> <div>AGREES</div> <div>0</div> </div> <div> <div>DISAGREES</div> <div>0</div> </div> <div> <div>REPLIES</div> <div>0</div> </div>	<p>If a crosswalk is added on 58th and Philbrook it would allow the street parking done on Philbrook every year to continue and safely get across the road. No parking bay is needed.</p>
<div>13 April 19</div> <div>sue</div> <div> <div>AGREES</div> <div>2</div> </div> <div> <div>DISAGREES</div> <div>0</div> </div> <div> <div>REPLIES</div> <div>0</div> </div>	<p>We need to be realistic that residents living on 58th Street have will have guests at their homes. If there is not room on 58th Street for parking, where will those guests park once driveways are full? Probably on the side streets. How will those pedestrians safely cross 58th Street? Maybe we need some crosswalks, rather than stop signs, to assist. Would crosswalks combined with narrowed street contribute to safety?</p>

FORUM TOPIC

Property Impacts

13 April 19			Did we mention, no asphalt path? The 62nd path already shows wear after, one year? Also, we notice right now it's not shoveled full-width.
sue			
AGREES	DISAGREES	REPLIES	
4	0	0	

13 April 19			Lets keep 58th street uniform. The city did a great job on 58th street reconstruction from Wooddale to Concord. Driveways and landscaping returned to previous state. Lets continue similar to that. I am not in favor of a 8 foot wide black top path from Wooddale to France or Exerxes.
Willy			
AGREES	DISAGREES	REPLIES	
2	0	0	

25 April 19			Concerned about additional loss of driveway space. Several driveways along West 58th Street have limited space. The proposed reconstruction appears to be severely reducing if not eliminating the ability to park a car in a resident's driveway. The city needs to be careful to not eliminate a resident's use of their own driveway. As the design progress is underway, it is important for property owners to understand the potential and final impact to their property. The city needs to setup one-on-one meetings with residents to review the potential and address individual property owner's concerns. Once the final design has been completed, the city should meet with property owners to discuss any changes from the proposed designs.
JDK			
AGREES	DISAGREES	REPLIES	
1	0	0	

25 April 19			Share with all homeowners on the south and north side of 58th St the final design plan prior to approval of plan to ensure that they all know what is going for approval and how it will impact their property including lawns, trees and bushes, fences, irrigation systems, and driveways. Preserving healthy large, mature trees is important. The city can look to other streets in Edina where newer concrete sidewalks weave around large mature trees. Once plan is approved contact homeowners and give them a place to ask questions and raise concerns. For retaining walls the modular block looks more sturdy and durable.
SFZ			
AGREES	DISAGREES	REPLIES	
0	0	0	

FORUM TOPIC

Vehicle Safety/Speeding

VISITORS 58

CONTRIBUTORS 18

CONTRIBUTIONS 41

04 April 19

Bobby1971

AGREES

0

DISAGREES

1

REPLIES

0

i don't live anywhere near the 58th Street project area, but I would caution against narrowing the street. The City of Edina forced us to narrow the street last summer. It is now 27 feet wide, except in winter when it narrows further to 23 or 24 feet. Narrowing the city streets is the dumbest thing I've seen Edina do in the 48 years I've lived here. If you want to see the stupidity of a 24 foot road, drive across the Crosstown on the Wyman overpass. With a car parked on one side, two cars can't pass; and this is when there is no snow. With snow piled on the side of the street, one car can barely pass a parked car. Care to guess what would happen if a Fire Truck or ambulance had to pass a parked car in the winter? Narrowing the streets do NOT make them safer !!

04 April 19

Mark Daum

AGREES

1

DISAGREES

0

REPLIES

0

It is currently difficult to access 58th from my street due to the increased traffic we are already experiencing between France and Xerxes. I am in favor of anything that reduces or slows down this traffic. If a 24 ft road surface will do this, I am in favor, as long as street parking is eliminated. Yes, turn lanes at both France and Xerxes makes some sense - Although it seems to be needed more at France Ave. How would you cut into the hills at Xerxes? I do not think we need a stop sign at Oaklawn. A pedestrian walkway would solve this safety issue, assuming the walkway/bike shared paths continue from France to Wooddale.

04 April 19

Tedley

AGREES

1

DISAGREES

0

REPLIES

0

What is the width of the two-way roads in the Mpls. Parkway system? A narrower road might work if the pedestrian and bike traffic is moved off of the road, and no parking is allowed.. I don't see any reason for a stop sign at Oaklawn, especially if separate paths are provided for pedestrians and bikes.

04 April 19

Tedley

AGREES

1

DISAGREES

1

REPLIES

0

A plus for the roundabout is it would slow traffic and visually break up a long stretch of straight road. A major downside would be headlights going into the adjacent properties.

04 April 19

tlitaylor

AGREES

1

DISAGREES

0

REPLIES

0

Currently there are no speed limit signs from Concord to France on 58th. Adding signs in addition to sidewalks would make it much safer.

FORUM TOPIC

Vehicle Safety/Speeding

04 April 19			A roundabout at 58th and Philbrook is not the answer. A pedestrian crosswalk would s office. Also a roundabout would leave no place for snow to be plowed (a current probl em which would be made worse) given the narrow lanes
mnengelke			
AGREES	DISAGREES	REPLIES	
2	1	0	

07 April 19			Overall, I think that the design in the April 3rd packet looks great, and I would love to s ee it enacted. In response to the questions asked: All options should be considered, in cluding altering the street width. I do not have sufficient experience to comment on iss ues between France and Xerxes. With regards to a stop sign at 58th and Oaklawn, I w ould say that the need is a 2, and that if a roundabout is placed at Philbrook, then the need for a stop sign at Oaklawn is 0. Yes, a separate trail would alleviate the issue of Halifax to Wooddale being dangerous for children to walk or bike to school.
Jeff Nowak			
AGREES	DISAGREES	REPLIES	
0	2	1	

08 April 19			A stop sign at 58th and Oaklawn seems dangerous, I think this would only work if it w as on the West side of the intersection and not the East side. There have already bee n many accidents of cars sliding down the hill in the winter and if a car has to stop at t he top of the hill, this will make the situation worse.
Laura			
AGREES	DISAGREES	REPLIES	
1	1	1	

11 April 19			Yes - narrowing the street should be an option to accommodate a bike/pedestrian pat h (perhaps like the path on 62nd/south of Pamela
ViAnne Hubbell			
AGREES	DISAGREES	REPLIES	
0	2	0	

11 April 19			created In error
MAS			
AGREES	DISAGREES	REPLIES	
0	0	0	

FORUM TOPIC

Vehicle Safety/Speeding

11 April 19				Narrower streets would be beneficial to slow down speeds. 58th street between France and Wooddale was approved for 30 mph speed limit signs as well but they have not been added yet. There have been stop signs on this road before but based on the amount of traffic actually make things work and backed up the traffic worse so they were removed.
MAS				
AGREES	DISAGREES	REPLIES		
0	0	1		

11 April 19				They were removed based on resident feedback.
MAS				
AGREES	DISAGREES	REPLIES		
0	0	0		

13 April 19				Yes, traffic needs to be calmed. Residents here need time to get out of their driveways. We are against the shared-use path. What width street is an option with bikes path on street and dedicated sidewalk? Can you make new street uniform with Wooddale to Concord?
sue				
AGREES	DISAGREES	REPLIES		
2	0	0		

13 April 19				It's funny under bike and pedestrian the city referred to a separated bike and pedestrian as separate from the road. Under Vehicle safety and speeding it is now a separated shared use path, confusing. I am in favor of continuing the road exactly as it is from Wooddale to Concord. Let's keep it uniform. I am not in favor of an 8 foot wide black top shared use path similar to 62nd street. I am not in favor of turn lanes. I am unclear of what a "Would adding the separated trail also make sense?" at Oaklawn or Kellogg. I would need more information. Stop Sign at 58th and Oaklawn. 1 at best. How would that work in the winter? Maybe 4 way stop at Philbrook and 58th. Concern about children walking to school from Halifax to Wooddale would just need a crosswalk at Halifax and 58th. Students could cross the street and walk on the new uniform sidewalk that goes from France to Concord. Let's keep things uniform. Lighting should be updated to down lighting and installed where needed.
Willy				
AGREES	DISAGREES	REPLIES		
0	0	0		

13 April 19				The easiest and most cost effective solution to slowing down cars on the stretch between Wooddale and France is what was done on 54th street at the bottom of the hill by the Minnehaha Creek bridge: a STOP SIGN.
km8888				
AGREES	DISAGREES	REPLIES		
2	0	0		

FORUM TOPIC

Vehicle Safety/Speeding

21 April 19			A stop sign on the southwest corner of 58th St and Oaklawn is needed to prevent east bound cars from rear ending cars pulling in and out of 58th St driveways since the eastbound cars have no visibility as they drive over the hill. It will also improve pedestrian safety since it will enable eastbound cars look down the hill.
luskin			
AGREES	DISAGREES	REPLIES	
0	0	0	

21 April 19			A stop sign on the southwest corner of 58th St and Oaklawn is needed to prevent east bound cars from rear ending cars pulling in and out of 58th St driveways since the eastbound cars have no visibility as they drive over the hill. It will also improve pedestrian safety since it will enable eastbound cars look down the hill. No need for a stop sign on the east side.
luskin			
AGREES	DISAGREES	REPLIES	
1	0	0	

22 April 19			Bottom of the hill by Philbrook and entrance to Pamela Park stop sign or crosswalk would be ideal.
tlitaylor			
AGREES	DISAGREES	REPLIES	
0	0	0	

25 April 19			No round-about at the entrance of Pamela Park at Philbrook Lane. Alert drivers to blind intersection on hill. Maintain some areas of parking along 58th Street, on the south side. Flashing light cross-walk, pedestrian activated, at 58th & Philbrook Lane located at the entrance to Pamela Park. Narrow lanes and posted speed limit signs with flashing monitors, like those found on 70th Street and Interlachen to reduce speeds.
JDK			
AGREES	DISAGREES	REPLIES	
0	0	0	

FORUM TOPIC

Vehicle Safety/Speeding

25 April 19

SFZ

AGREES

0

DISAGREES

0

REPLIES

0

Narrowing the street may slow traffic but consider too that it may back up traffic more because cars may not be able to go around cars waiting to turn into driveways and all eys. 58th St and Xerxes: if we can add a right turn lane that will help backups giving cars more space to maneuver especially in the winter when the hill is slippery. On that same note, cars turning from Xerxes up the hill need a enough space to allow for slipping in the winter. 58th and France: please make space for a left turn lane from 58th facing west to go south on to France. The backups in rush hour can mean waiting for two complete cycles of the light. 58th and Kellogg: a concrete sidewalk on the north side or going around on Philbrook will make it safe for pedestrians at the top of the hill because they will be off the street or maybe even on another street. 58th and Oaklawn: A stop sign to slow traffic heading east OK. No stop sign for heading west. It's too hard to get up the hill and keep momentum going in the winter if you need to come to a complete stop. Halifax to Pamela Park: add a sidewalk and more lighting to reduce need for people to cross the street.

26 April 19

Will D

AGREES

0

DISAGREES

0

REPLIES

0

I am ok with a reasonably narrow street. The portion from France to Xerxes is already very narrow. It does not appear that On street parking is needed in this area but need width for safe passage of cars and kids on bikes. It seems like on street parking is needed by residents west of Pamela Park. A sidewalk bike trail combo sounds good provided that there is enough room for people to pass, assuming dogs, kids and strollers. please make sidewalks wide enough so that the Southview track team is not forced to run in the street - especially near the hill with bad sight lines. Finally, can the bike trail be routed onto Philbrook to avoid the hill and bad sight lines?

FORUM TOPIC

Bike and Pedestrian

VISITORS 101

CONTRIBUTORS 30

CONTRIBUTIONS 143

04 April 19

Afigarella

AGREES

14

DISAGREES

1

REPLIES

3

bituminous = blacktop. I am opposed to that idea. I have seen how it looks on 62nd street and it is a far cry from the visual that has been used on this website to represent the project. I would like to see a concrete sidewalk on one side of the street and a separate bike lane like those on Wooddale and Valley View either on the same or opposite side of the street. I would rather lose 4 feet of my front yard than have an unattractive blacktop path that may have bikes barreling down it at speeds reaching that of some cars. The sight line problems pedestrians had with the cars would be the same now with bikes. To me a bituminous shared path defeats the purpose of making 58th safer for pedestrians. Sidewalk implies concrete and pedestrians. Does the project have to look the same on either side of France? Does the sidewalk even need to be on the same side of the road on either side of France? France to Wooddale has many more homes whose front yards face 58th than France to Xerxes (over 30 compared to 6). This path will directly impact the curb appeal of our homes and the safety of our children playing in our front yards. In response to #5, I like the idea of a roundabout to slow traffic, but is it safer for pedestrians? If it is implemented, I would hope it would be moved as far as possible towards the park as to not be right on top of the homes on the corners of 58th and Philbrook.

04 April 19

Mark Daum

AGREES

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DISAGREES

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REPLIES

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58th street needs both pedestrian walkways and bike lanes. I like the idea of them both being on the same side of the street - whether that means they are part of a 4-foot boulevard or not. The South side of the street has power poles that would likely be impacted from France to Xerxes, so I would vote for them being on the North side along this stretch. France is a natural crossing where the sides can be switched if needed for access to Pamela Park. If not, then a striped crossing complete with flashing crosswalk lights should be installed to cross over at Pamela Park. Without the flashing lights, the new crossing will likely be a danger to kids using the crosswalk.

04 April 19

Tedley

AGREES

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DISAGREES

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REPLIES

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Not sure if the side of the street for pedestrian or bikes has an affect on safety? If the street is narrowed, bikes should not be on the street. If there is space, having bike traffic off the road would be ideal. The wording ("combined") suggests that the pedestrian and bike paths could be shared, which would be a safety issue, so I would assume that is not the intent. Having sidewalks abutting a street, similar to the Wooddale situation, seems unsafe. A separation from the street is preferable. Hopefully, intersections will be redesigned at Wooddale, France and Xerxes to provide a safer bike and pedestrian experience.

FORUM TOPIC

Bike and Pedestrian

04 April 19

MattGlatzel

AGREES

DISAGREES

REPLIES

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1. No, the need for a bike lane still exists. 2. North side. These homes typically have a larger front setback, whereas south side homes typically have a smaller side-of-home setback. 3. 4. A clearly designated bike lane on the south side of the street could be fairly effective. 5. At the entrance to Pamela Park, a flashing light pedestrian crossing with a 4-way stop sign would make users feel the safest when crossing the street.

04 April 19

MintyMom

AGREES

DISAGREES

REPLIES

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I am most interested in #5 and safe pedestrian crossings/ sidewalks. I think it is great to have a pedestrian crossing at Pamela Park and Philbrook. But the sidewalk from Pamela Park on the south side of 58th to the tennis courts should be extended east to Halifax Ave. if not another crosswalk should be added at the intersection of Halifax/58th. It is one of the most unsafe on this stretch. The sight lines are poor, cars go way too fast down the slight hill and in the first plan design that intersection would not be addressed, because everyone would still need to cross 58th to get to the sidewalk.

04 April 19

CDavis

AGREES

DISAGREES

REPLIES

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1. Indifferent on the bike lane. 2. I like the proposed sidewalk location on the north. My family cares most about being able to walk up and down the street. 3. Indifferent. 4. B offered are nice, but not if the street has to be substantially narrower. 5. Like the crossing as proposed. The roundabout is a novel solution too. If the roundabout is not a winter issue I like it a lot.

06 April 19

Sunshine

AGREES

DISAGREES

REPLIES

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1. Add separated bike and pedestrian facilities - Yes, please make them separate. I do both, and this stretch gets more bike & pedestrian traffic as more families move to Chowen Park and live active lifestyles to school, work, and play along 58th. Even more important to think this through with the enforcement of kids walking to school pending distance. 2. Both if we can. 3. No. 4. What do the experts say? How do we plan for the future now? Plan for growth and do it safely. 5. Flashing lights. Hands down. Same at Chowen and 58th to Chowen Park.

FORUM TOPIC

Bike and Pedestrian

07 April 19

HeatherE

AGREES

11

DISAGREES

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REPLIES

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1) I do believe that separate bike and pedestrian sidewalks are necessary. We have many young children in our neighborhood as well as avid daily bike commuters, these two paces need to be separated for safety for all, especially with the large hill just after Wooddale and 58th. 2) I'd like to see the pedestrian sidewalk continue on the same side of 58th (north) that's already on from Concord to Wooddale, and then the bike path on the south side, to make for easier access in and out of the park. 3) I'm not as familiar with traffic flow from France to Xerxes, so perhaps neighbors there have opinions on separate versus together paths. 4) no 5) I think that flashing lights are necessary as well as good lighting. I like the roundabout idea if it doesn't impact homes too much. Also, signage prior to park crossing for cars to alert that it is coming.

07 April 19

Jeff Nowak

AGREES

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DISAGREES

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REPLIES

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Overall, I think that the design in the April 3rd packet looks great, and I would love to see it enacted. In response to the questions asked: 1. In my opinion the negative impacts do not outweigh the need for these facilities to be installed. Please proceed with the design and installation. 2. Either side should be acceptable for use, so, whichever arrangement lessened the negative impacts of installation. 3. No. Separated sidewalks make sense and should be installed throughout this section of 58th street. 4. Buffered bike lanes might make sense, but pedestrian facilities should be separated. 5. The only concept that I saw on the initial design packet was a "mini roundabout option", which looked good.

FORUM TOPIC

Bike and Pedestrian

08 April 19

Laura

AGREES

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DISAGREES

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REPLIES

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I can only comment on the road between France and Wooddale along 58th Street where the homes on the North side of the street face 58th street. This is our front lawn and having our homes recessed away from the street was one of the selling points. To bring the traffic closer to the homes, makes me nervous with young kids. There is a strong need here to have the pedestrian and bike path be separated. I live on the large hill on 58th between Oaklawn and Brookview, bikes and cars come flying down the hill. Or I see children and adults walking their bikes up the hill very dangerous! I do not want to have to worry about bikes flying into my kids while they are out playing in our driveway or front yard. (2) I'm ok with the proposed 4ft blvd and pedestrian walkway on the north side of the street between France and Wooddale but would like to see the bikes separated to the south side of the street for this stretch of the road. I am NOT ok with the pedestrian walkway being asphalt or "bituminous" as you call it. I think that will greatly impact the curb appeal and property value of the homes along this section of the road. Nice concrete sidewalks were put in this past summer from Woodland to Lakeview drive on the west side of Wooddale and the sidewalks look beautiful. To keep with the same neighborhood aesthetic, I highly recommend we switch the design. (4) I am open to the type of bike lane put onto the south side of the street between France and Wooddale, I like the look of a standard bike lanes and making it more well known for bikers to utilize Philbrook when biking in this area. (5) I would feel most safe with a flashing crosswalk sign, similar to ones that were installed recently along 66th Street between Valley View and Brittany Road.

11 April 19

MAS

AGREES

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DISAGREES

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REPLIES

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I do not like a combined sidewalk and bike path. I think there should be a concrete sidewalk and if a bike path is needed, it should be diverted up Philbrook Lane to avoid the large hill and be safer.

FORUM TOPIC

Bike and Pedestrian

13 April 19

sue

AGREES

DISAGREES

REPLIES

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1. Reading through city and resident comments we realized the use of ‘separated’ may have two different meanings. The City says in their introduction that “of those interested in bike lanes, residents said they were interested in a combined bike and ped lane eseparated from the road.” City followed up with a question asking about “adding separated bike and pedestrian facilities”. At first we thought that meant a sidewalk for pedestrians and separate bike lane. Now we think it means an 8’ dual-use bike/ped pathway separated from the road, similar to 62nd Street. It’s kind of confusing. We believe no matter what it’s called, that pedestrians need their own space, a sidewalk. We want concrete, no black top. Bikes follow rules of the road, and need their own space, on the street, for all the reasons many neighbors have already explained in their posts asking for a dedicated pedestrian and a different, separate dedicated bike path. 2. Sidewalks north side of street will align with existing Wooddale to Concord. 3. If separated sidewalks means 8’ dual use, then it does not make sense on 58th Street at all. 4. See #1. 5. The safest feeling solution would be a crosswalk with flashing lights. The roundabout adds unneeded traffic variables, also expense, impervious surface and as neighbors explained, light pollution in their homes.

13 April 19

Willy

AGREES

DISAGREES

REPLIES

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1) I think there is some confusion on what separated bike path’s referee to. “Residents said they were interested in a combined bike and ped lane which should be separated from the road”. I interpret separate bike paths to mean a sidewalk for pedestrians and bikes to be separate from each other. VS. Pedestrians and bikes on one path separate from the road. I think the City needs to better clarify this. I am in favor of continuing the sidewalks from Wooddale to France exactly the same as it is from Wooddale to Concord. Would be nice to stay uniform from France to Xerxes. Let’s keep everything uniform. 2) What side of the street? North. Once again let’s keep everything uniform. 3) Are there areas where separated sidewalks do not make sense? If you are talking about. Pedestrians and bikes on one path separate from the road. These do not make sense anywhere on 58th street, if the intent is to stay uniform with Wooddale to Concord. 4) Are there other options? Yes let’s stay uniform with Wooddale to Concord. 5) Our initial concept has a crossing into Pamela Park. Yes this is needed. As another resident stated a lighted crosswalk like the one installed on 66th street. There could also be crosswalks at 58th and Oaklawn, and Kellogg. 58th street is very busy and traffic moves to fast especially coming up the hill. In my opinion Wooddale to Concord looks good and achieves its intended purpose. It will not diminish the value of our homes by installing the 8 foot wide black top similar to 62nd street.

13 April 19

km8888

AGREES

DISAGREES

REPLIES

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I am both a frequent pedestrian and bicyclist and while a designated pathway for each would probably be prohibitively expensive My preference would be for concrete sidewalks (most other streets are flanked by concrete sidewalks in Edina). If there are road improvements such as curbs, a bicyclist should be able to navigate the roadway safely.

FORUM TOPIC

Bike and Pedestrian

14 April 19

Annemackinnon

AGREES

DISAGREES

REPLIES

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1) No. As a resident that lives on 58th between Wooddale and France I have many concerns about the current plan. My biggest concern is the safety of a bituminous asphalt path. As a young family, I would not feel comfortable having my children play on the driveway near the path where bikers would be flying by. Another concern is the aesthetics of asphalt. I would like to see a CONCRETE SIDEWALK and a separate designated bike lane. I personally would like a 4ft boulevard. 2) I think continuing the sidewalk on the north side of the street (same as from Concord to Wooddale) makes the most sense. 3) NO! Again, we need separate concrete sidewalk for walkers and a designated lane on the street for bikers (either side of the street) Perhaps a bike path on Philbrook would be the safest option. 4) If room allows I think a buffered bike path is preferred. the separate sidewalk should take priority over a widened bike lane. 5) As mentioned in other comments, I agree a flashing crosswalk at the bottom of 58th near entrance to park makes the most sense. There also needs to be better signage around park entrance alerting drivers.

21 April 19

pete398

AGREES

DISAGREES

REPLIES

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My major suggestion is a concrete sidewalk. The asphalt on 62nd is very tacky looking. and I suspect that while it less expensive to install, maintaining it would cost more in the long run. 1.adding a separate bike lane of 4 feet may damage many mature trees. 2.no preference 3. ditto 4.ditto 5.install flashing ped crossing lights as at 50th between France and Halifax

21 April 19

luskin

AGREES

DISAGREES

REPLIES

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Concrete sidewalk on north side. Bike lane on south side. It would be crazy to put a bike lane on the north side since the downhill traffic is on the south side.

21 April 19

luskin

AGREES

DISAGREES

REPLIES

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A stop sign on the southwest corner of 58th St and Oaklawn is needed to prevent eastbound cars from rear ending cars pulling in and out of 58th St driveways since the eastbound cars have no visibility as they drive over the hill. It will also improve pedestrian safety since it will enable eastbound cars look down the hill.

22 April 19

tlrtaylor

AGREES

DISAGREES

REPLIES

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A concrete sidewalk on the north side makes the most sense....a continuation of the sidewalk from Concord to Wooddale. Separate bike path on the south side.

FORUM TOPIC

Bike and Pedestrian

22 April 19

Tedley

AGREES

DISAGREES

REPLIES

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I missed the fact that the path on the north side is noted as a "bituminous path". I agree with many other responders that this is unacceptable. Bituminous breaks down and is a higher maintenance surface, nor is it as visually acceptable. Per the noted confusion as to if this a four foot wide sidewalk or a combined bike/ped path, an 8' wide path would be simply twice as nasty. Also, pretty sure it is unlawful to ride a bike on a sidewalk. Hope the City can clarify what is happening here and update the design for the next phase.

24 April 19

Afigarella

AGREES

DISAGREES

REPLIES

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Having met and discussed further with neighbors, I would like to let the City know specifically what we would like to see in the next design: 1. Concrete sidewalk, north side for pedestrians only. 2. Bike lanes on street or diverted through either/or Pamela Park and Philbrook Lane. 3. Maintain some areas of parking along 58th Street, on the south side. 4. Alert drivers to blind intersection on hill at 58th and Oaklawn 5. No roundabout at the entrance of Pamela Park at Philbrook Lane. 6. Preserve as many trees as possible. 7. Flashing light cross-walk, pedestrian activated, at 58th & Philbrook Lane located at the entrance to Pamela Park. 8. Narrow lanes and posted speed limit signs with flashing monitors, like those found on 70th Street and Interlachen to reduce speeds. 9. Concern about additional loss of driveway space. 10. Additional lights by Pamela Park. 11. Eliminate flooding on 58th at bottom of hill and by park. 12. Preserve wildlife between Brookview Ave and Halifax Ave. 13. Additional community design review.

25 April 19

JDK

AGREES

DISAGREES

REPLIES

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Concrete sidewalk, north side for pedestrians only. Bike lanes on street or diverted through either/or Pamela Park and Philbrook Lane

FORUM TOPIC

Bike and Pedestrian

25 April 19

Laura

AGREES

DISAGREES

REPLIES

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After further discussion with neighbors effected by this project I would like the City of Edina to know specifically what I/we would like to see in the design plans. 1. Concrete sidewalk, north side for pedestrians only. - match what is currently on 58th between Concord and Wooddale ave. 2. Bike lanes on street or shared lane with drivers to keep narrow lanes for speed issues. (If a designated bike lane in the street is needed than it should be on the south side for east going travelers down the hill at Oaklawn and Brookview.) For safety divert bikes through either/or Pamela Park and Philbrook Lane. 3. Maintain some areas of parking along 58th Street, on the south side. 4. Alert drivers to blind intersection on hill. 5. No round-about at the entrance of Pamela Park at Philbrook Lane. 6. Preserve as many trees as possible. 7. Flashing light cross-walk, pedestrian activated, at 58th & Philbrook Lane located at the entrance to Pamela Park. 8. Narrow lanes and posted speed limit signs with flashing monitors, like those found on 70th Street and Interlachen to reduce speeds. 9. Concern about additional loss of driveway space. 10. Additional lights by Pamela Park. 11. Eliminate flooding on 58th at bottom of hill and by park. 12. Preserve wildlife between Brookview Ave and Halifax Ave. 13. Additional community design review.

25 April 19

jthingelstad

AGREES

DISAGREES

REPLIES

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I haven't seen this referenced in other comments but I would really like to see the sidewalk that is indicated on the south side of 58th going from Pamela Park entrance to the tennis courts extended to connect to Halifax Ave. There is substantial pedestrian traffic from the east side of Pamela Park that has to walk on the street, or in this design would have to cross 58th Street twice, to get to the park. I know I would feel better about our kids going to Pamela park if there was a clear sidewalk connecting Halifax Ave directly to the tennis courts and the entrance to Pamela Park. Thank you for hosting this forum and engaging the community in this dialog!

25 April 19

SFZ

AGREES

DISAGREES

REPLIES

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A concrete sidewalk is much safer than a bituminous path (blacktop) along the north side of 58th St because blacktop is common in parks, playgrounds and pathways that do not have drivers frequently crossing them. Having a blacktop path along 58th St. crossing driveways is dangerous for all types of cyclists from teen and adults to children biking to and from school that may slam into cars backing in and out of driveways or drivers hitting cyclists who are unaware that the path crosses driveways.. Most bike paths in the metro area do not frequently cross driveways whereas everyone knows a sidewalk likely will cross a driveway and to pay attention for cars. Please keep a bike lane for faster cyclists in the street and have a concrete sidewalk for pedestrians, and children on tricycles, scooters, and bikes to use. Around Pamela Park consider a concrete sidewalk on both the north and south side of the street in that area so people traveling from Halifax do not need to cross the street twice to enter the park. Consider a highly visible crosswalk over 58th St with a stop sign. (think like the one on Gleason Rd on the SW corner of Creek Valley School property.)

FORUM TOPIC

Bike and Pedestrian

26 April 19

DRTibbits

AGREES

DISAGREES

REPLIES

300

The sidewalks MUST be concrete, not only for aesthetic purposes, but given the very known issues with bituminous material and the extreme cold and freezing in our state. It's a waste of money to constantly be patching holes and maintaining it several times a year.

26 April 19

Annemackinnon

AGREES

DISAGREES

REPLIES

000

I think I inadvertently flagged this while trying to like your post! I AGREE!

26 April 19

Concerned_Neighbor

AGREES

DISAGREES

REPLIES

200

I don't think the idea of a shared bike/pedestrian is safe at all, considering that most pedestrians will be mom with strollers, people walking pets and bikers will be children going to school. A concrete side walk is what we Neighbors prefer, because of aesthetic impact to the properties and long term savings for the city. If a bike path needs to be added, as other posts indicate it could go through Pamela park, or in the north side next to the road (just like the picture used to advertise this project) but most reasonably and safest would be to have bike path in the south side given the number of driveways and road access on the Southside which would force kids to have to cross the street with bikes to the Northside. on the Northside.

26 April 19

Concerned_Neighbor

AGREES

DISAGREES

REPLIES

200

I strongly agree for safety reasons to have the separated bike path on the south side. There are too many driveways on the Northside will increasing the potential for accidents. If a point concern of having the bike lane/path on the south side if the electrical posts, there should be a consideration to installing those underground now that the road will be torn down and replaced.

26 April 19

Concerned_Neighbor

AGREES

DISAGREES

REPLIES

200

Or though Pamela park. But ideally the bike lane should be on the south side for safety reasons