

Survey Report

30 January 2019 - 23 June 2019

Alternative Designs Feedback Form

PROJECT: West 58th Street Reconstruction

Better Together Edina



Alternative Designs Feedback Form : Survey Report for 30 January 2019 to 23 June 2019

angelar 6/03/2019 02:10 PM	<p>I specifically DO NOT like the shared bike lane options. Many of the bikers will be children, like MY children. I don't want to see them on the same roadway as vehicles. (In fact, they too might be too scared to use it.) I like alt A the best. I drive both 62nd Street and 58th Street often. Seems like a good fit with the least impact for residents.</p>
ncolbert 6/03/2019 06:16 PM	<p>The right turn lanes provide no value to the purpose of the project. They create additional hazards, do not alleviate any traffic congestion, and significantly impair the value of property impacted. 58th and France does not have the need for such expanded scope project. While adding a pathway to and from neighborhoods to the valuable area of Pamela Park, expanding the construction impacts will not be utilized to the extent that would desire the increased scope and furthermore the turn lanes are much more disruptive to the area than benefit could possibly be perceived. I view the alternatives as a major step backwards from initial designs.</p>
Meverett1203 6/03/2019 06:32 PM	<p>I don't live on 58th St. so it won't impact me directly however I am so tired of the city of Edina making biking and walking the priority when every family I know has two or three cars. When my kids were in school and nothing has changed, they often had sports in three different suburbs that could be as much as 45 minutes or an hour away. Parents are not going to be putting your kids in Uber's are hiring a driver. Cars are not going away. We do not live in a congested downtown area where everything is at her fingertips and we learn to live inside of a certain perimeter. The roads that have been narrowed for example Bruce place and the end of Lakeview Drive have been very very poorly received Received by all residents that are affected by them and by most of the rest of us. I am absolutely convinced that the people putting these together are small interest groups from outside of our city that want us to become like an inner-city neighborhood. 58th St. is a thorough fare and will remain a thorough fare. We need plenty of room for cars and if I were a resident on 50th St. I would be so upset by all three options because none of them are worth spending our money on. I don't understand how "Edina has the right to do this I will be very interested in peoples replies and whether the people looking into this will pay any attention to what Residence wants because usually they don't</p>
Afigarella 6/04/2019 07:44 AM	<p>Hello. First, I would like to thank Chad Millner for meeting with me and Annie MacKinnon last week after the 2 new alternatives came out. I really appreciate the face to face communication. I want to be able to say that I like one of the new options, but upon going home after our meeting and measuring out the impacts to my and some of my neighbors' yards, I just can't. End of the day, I would like to see an option with just the concrete sidewalk and no shared use path. When I sit on my back porch I see families, bikers, runners, walkers etc. from my neighborhood and others using Philbrook Lane. It is what my family has used for the past 10 years we've lived in our home. It serves as a safe and beautiful option connecting Wooddale Avenue to the Pamela Park Entrance and bike trail. Especially now with the crosswalk being installed at the entrance of the park, a shared use path, in my opinion, is not necessary when a safe and viable (and already frequently used) option already exists. I am a runner, biker, frequenter of parks, mother of small children, and a homeowner on West 58th Street. Please consider an option with only a concrete sidewalk and no bituminous path. Sincerely, [REDACTED]</p>
Laura 6/04/2019 02:51 PM	<p>In the City Council Engagement Report there are notes acknowledging that the section of West 58th Street, between Wooddale Avenue to France Avenue, could have a different street configuration than France Avenue to Xerxes Avenue. As a resident of this area on 58th St, I believe the character, purpose, and needs of West 58th Street along the 2 stretches are different. With that, why have none of the new alternate plans address this? I felt blindsided by the new alternative designs based on the overwhelming feedback provided by myself and neighbors. I want to see a plan in which there is a concrete sidewalk with a blvd on the north side of the street and nothing along the south side unless it is a sidewalk between Halifax and Pamela Park, as I believe that is needed for the residents over there. I could see a need for a concrete sidewalk on the south side from France to Halifax ONLY if the residents who's properties this would impact wanted one. I do NOT want to see a bituminous path along 58th street, period. I am not satisfied with the City Council Engagement Report reasons for the bituminous path. It appears to me to be excuses for not listening to the residents of the area. Specifically, "it can be repaired quicker and more easily than concrete, & it melts snow and ice more rapidly than concrete" -- these reasons I believe are not valid as I have seen the bituminous path in other areas deteriorate and look undesirable and not repaired to a new state. I have also walked other bituminous paths and sidewalks and do not see a difference in the melting snow and ice in the neighborhood. To accommodate the bike community, which I have spoken to many neighbors who do bike in our neighborhood. I am open to one on street bike lane (at the smallest standard width (4ft?)) on the south-side of the street to safely go down the hill. My neighbors have</p>

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jhjarmuz 6/04/2019 05:00 PM	<p>personally told me that this would be adequate and meet their needs. To be very clear my highest priority is a concrete sidewalk on the north side of 58th street with a blvd and the least impact to properties. The unique design of 58th from France to Wooddale currently has a neighbor feel and I would like to maintain that for the overall enjoyment of my property for my family and neighbors. The examples recently provided for Alt B & C are all west of 100 and down by Southdale, mostly on existing four-lane roads, so there are plenty of existing space. The roads are re-stripped and yards have setbacks preserved. Also some are located in areas with multi-unit housing such as apartments and duplexes. One area of the shared use pathway was the 9 Mile Creek pathway. These areas lack the neighborhood feel of our street on the east side of town. Please bring forth a plan that could be implemented with the residents who live here in mind. I have yet to see this.</p> <p>I feel that alternative A meets the design requirements of including off street walking and biking facilities while minimizing the impact to homeowners. I am not in favor of only providing off street walking and having bikers remaining on the street. Most of the bikers on this street are young children/families who need the safety of off street biking facilities. I am glad that all three alternatives provide both off street walking and biking. Regarding lighting, I believe the Acorn type is necessary due to the large mature trees along the street. If most of these trees remain, any lighting chosen will need to be positioned under the tree growth. The Viper style lightening is currently positioned over the top of the trees and does not fully light the necessary area.</p>
Judd MacKinnon 6/04/2019 08:21 PM	<p>After viewing the city council meeting on June 4th I'm a little confused by the confusion. I understand completely there are many competing interests, regulations, and priorities but in general I feel the ask is make it safer, don't take a ton of peoples yard (21 ft seems unreasonable and puts many out of compliance for the hard top regulations) and bituminous seriously degrades property value. The two examples given for bituminous were 62nd and Centennial lakes. I find these odd choices to reference as there has been a lot of complaint about 62nd, which impacts far fewer homes, and Centennial Lakes is not a residential area. So the one relevant example (62nd) is of a project that people are very unhappy about. If there is concern about user adoption of a concrete path, post a sign to indicate it as a bike path or have it marked via paint. One last side note; if dual use path is required to get kids to school and is the reason it must be included in each design why does the path end a 1/2 mile before any school? In my experience kids are happy to bike on sidewalks where available.</p>
luskin 6/05/2019 07:37 PM	<p>Alt B and C are unacceptable since they will take nearly half of our front yard and our tree. We will also lose necessary parking in our driveway. The bituminous path is also unacceptable and should be replaced by concrete in all plans. 58th St is a poor street for a major bike route because there is and will be little bike traffic due to the hill. Our concerns have also been expressed by our neighbors and ignored by the planners.</p>
pete398 6/06/2019 07:16 PM	<p>I would like to minimize the impact on loss of front yard space and therefore prefer Alternative A. This assumes that the center line of 58th street remains where it is. I am very opposed to an asphalt path. If it were concrete, I would be satisfied. An option to prevent peds and bikers from interfering with each other , much like the walk on Wooddale Ave might be dividing the 12 feet from the curb so that a 4 foot bike lane was next to the curb and a 4 foot parkway and then a 4 foot concrete walk.</p>
scottwbeckett 6/07/2019 05:18 AM	<p>Alt A seems like the most reasonable, especially for the Xerxes to Wooddale stretch. Adding bike / walk lanes on each side seems very much overkill for that kind of road through those neighborhoods, let alone what it would do to the right of way spaces next to people's properties in that stretch. The area is kind of 'country' which is really a wonderful blessing, and to build out so much infrastructure (Alt B+C) on that road is adding 747 wings to a Ceesna prop plane (read: WAY too much)</p>
mnengelke 6/07/2019 09:34 AM	<p>Living on 58th street for 26 years, we really don't see a need for a walking path on both sides of 58th street. One side should suffice and it should be on the south side of the street (same as the park side).</p>
Erinh234 6/11/2019 06:56 AM	<p>I live [REDACTED] and strongly prefer Alternative A. I watch school kids now get off their buses and some ride their bikes along an increasingly dangerous corridor combining cars, bikes and kids. I think our Priority should be getting kids safely to and from school and Pamela Park and Chowen Park and through the neighborhood. The number one factor is calming car traffic and allowing for pedestrians and kid cyclists to transit safely. Alternative A accomplishes this. Alternatives B and C create a sense of "thoroughfare" that will not calm car traffic. Should avid cyclists prefer a dedicated path free of kids and family use, there's 60th Street to meet those objectives. To close: kid safety on bike and foot is paramount; keep the kids away from calmed car traffic (ideally!) using Alternative A. Fast cars and fast bikes will be better accommodated using 60th Street. We would prefer to keep 58th Street as a neighborhood street, serving needs of local families and neighbors, not a complex multi-use transit corridor for regional</p>

Deanne

6/11/2019 10:26 PM

development. After all, our taxes are paying for this project and our community should be the primary beneficiary, not the biggest loser. Many many thanks for your consideration!

1) None are preferable; B and C are the most egregious. They are extreme overreaches and have nothing but detrimental effects on property sizes, property values, and current trees and landscaping. They include unnecessary bike plans, asphalt material, boulevards, ultrawide paths, and no traffic or speed reduction enforcement measures. They ignore that alternatives exist (e.g., northbound bike lane on safer and nearby Philbrook Lane, the use of concrete instead of asphalt). 2) They do not include the original plans and neighborhood wishes for a CONCRETE sidewalk, NOT bituminous/cheap asphalt. None of us want you to repeat the ugly, cheap and lumpy "path" created on West 62nd St. 3) They don't contain sufficient traffic management measures. The street has become a speed runway in both directions - and even current mph limits ARE NOT ENFORCED. 4) They are too aggressive. They are TOO MUCH for the character, nature, and traffic patterns of the neighborhood. 5) They IGNORE what homeowners have asked for. Minimal impact, concrete sidewalk, no two-lane bike paths. We want an improved quality road that doesn't deteriorate every spring, curbs where they're missing now, traffic and speed management, and respect for the wishes of the property owners who live with increasing car and rumbling truck traffic daily. 6) They ignore that homeowners already have traffic directly BEHIND our homes given the configuration of West 58th and Philbrook. Do not compound traffic noise and activity by overreaching plans for West 58th that will INCREASE cut-through traffic and speeds. 7) These "plans" are not the result of a new listening and engagement process. They are the result of a series of uneven exercises that collected feedback that, in turn, was cherry picked for certain features desired by the Engineering Director and then "validated" by saying homeowners wanted them (e.g., dual bike paths) while other stated wishes (e.g., minimal impact on property size and values) were rejected. 8) They ignore sound reason: Just because you CAN make all these changes doesn't mean you SHOULD. They make no sense for a street and neighborhood of Pamela Park's nature. 9) They have resulted in angst and agitation on homeowners' part about the future of our homes, investments, quality of life, parking and street safety, and concerns about increased traffic, noise and congestion that already have been exacerbated by a steep increase in those very things tied to organized activities in Pamela Park. Try driving down the streets surround the park any spring or summer evening and you'll find yourself dodging moving and parked cars and kids dodging into the street (Oaklawn in particular) -- and finding (and picking up) trash, water bottles and other items left in the park every evening after the crowds have cleared. 10) They contain no "test" provisions to see what may work before construction begins. 11) They don't consider other workable alternatives (e.g., narrow lanes to slow traffic, one south-side bike lane, and concrete sidewalks that will minimize property owner impacts.

gsjoblom

6/12/2019 05:47 AM

Since sidewalks do not get cleared immediately after snowfalls, even on city managed sidewalks (thinking Valley View Road) it is essential that this street is wide enough to handle any type of activity with some level of safety. On coming traffic needs room as well as walkers. People do not stop walking if sidewalk is not cleared. They walk in the street. Plan C seems best due to width, though side walk on one side only would work better so width of road could be increased then allow parking on one side. Glad that no bump outs are used. They are dangerous for bikers since they get pushed out into traffic unexpectedly.

Tedley

6/12/2019 09:42 AM

Alt A: This is an improvement over the existing condition, but having bikes and pedestrians on the same path is not an ideal safety solution. The hill will be especially dicey for this situation, as keeping a bike in a straight line while powering up a hill is not easy. Alt B: Why isn't the south side bicycle only? It could be bike only and possibly only 6 feet in width? That would make this option almost perfect. Alt C: Having bikes on the street is fine, but by narrowing the traffic lanes, it becomes a serious safety issue. Cars don't know where their own boundaries are, so if they move over for a bike, they could hit a car. Or conversely, if they move over for a coming car, they will hit a bike. A painted center line in the road would help mitigate this, but only slightly. A narrower lane is only asking for trouble, as a 10 foot drive lane is equivalent to a generous parking stall. Narrowing lanes to slow cars down at the expense of safety for bicyclist makes no sense.

I prefer the option C narrowed roadway 10' travel lanes design.

Motomag

6/13/2019 06:11 AM

sue

6/13/2019 07:03 PM

Alt A, B or C were starting points that generated discussion and helped me clarify what I think is important. I would not like to see A go forward because it has bikes/pedestrians on one path and with the hill I don't think that safe and it doesn't fit the character of neighborhood. Alt B & C are too large in scale for the existing space. They will bring unwanted change to the

neighborhood and I think there are other ways to achieve those goals using considerably less space and with existing infrastructure. I think the final plan should include: 1. Concrete walkway on north side of 58th. There is room for it and pedestrians really need to be off the street. The pathway material is very important to me, and my neighbors. I believe concrete has longevity, fits neighborhood and east side of Edina character, and will retain property value, something I am very concerned about. Bituminous is ugly at any age, and I observe does not hold up over time. I'm fine to live with process of repairing concrete. I'm also fine to have the walking pathway adjacent to the street with a small buffer zone. At this point, with what I know now, I prefer that buffer zone be aggregate. It's a waste of resources to keep a vegetation strip growing close to a street that receives road salt. 2. Accommodate bicycles using existing infrastructure and considering biking habits. Eastbound, down the hill, add a bike lane in the street. No one struggles to go down the hill. Westbound divert bikes at Philbrook to Wooddale. This avoids having bicyclists struggle up the hill plus makes use of existing neighborhood slow street Philbrook. There needs to be signage to direct bicyclists to the route. For those wanting to access points south, direct bicyclists through Pamela Park on existing paths. These ideas align with suggestions Safe Routes to School and city bike plan, which connects city bike routes. That removes bikes from the testy 58th & Wooddale intersection. 3. Separate bikes from pedestrians, except in case of those who choose to legally ride on sidewalks – most frequently smaller children. Bike's follow rules of road and except for small children, I believe they should be following rules, sharing the road. 4. Encroach on front lawns of 58th St residents as little as possible. a. I want the character, scale and elements (trees, landscaping, walls) of the neighborhood to remain intact. Examples provided by City of Edina Alt B & C are west of 100 and south of 62 where there is more land and curving roads to start out with, areas of multi-use housing – we're single family, and a vastly different, more open character to the area. b. At this point 58th St residents are letting go of on-street parking, asking visitors to park on feeder streets. Please think about what this means on snowy, rainy, cold days. Retaining driveway space is very important for daily convenience, safety, and property value. 5. Paint walkways to convey pedestrians from feeder streets to sidewalk on north side of 58th Street. Add a flashing light to crosswalk down at the park. Part of taming this street is adding expectations that things happen here, and cars need to be respectful. 6. Reduce speed on 58th and on Philbrook. On 58th narrow the lanes and reduce the speed limit to 25 mph. About 30 of us on the north side of the street need to safely back out of our driveways multiple times a day, in all kinds of conditions and traffic, and sometimes in blind situations. On Philbrook reduce the speed to vehicles don't use it as an alternative speedway especially with increased bike traffic. 7. Look at options to convey 58th St runoff to existing storm water ponds located by Pamela Park, or build a new rain garden on city land, or increase capacity of storm drains. Measure water generated and decide what is needed. I don't think trying to capture water on the hill is realistic. 8. 58th Street is a complex project. Better Together is a worthy idea for communication and has brought the neighborhood together, helping us think about what we want. However, for the first project, something with fewer variables and challenges than 58th Street might have been easier. I am still finding terms used in online questions confusing, even on the most recent June 4-question survey. It was, and is, a good idea to relax the deadlines in order let the process and conversation unfold.

The three plan alternatives provided do not convey what is best for me or what is best for our Edina neighborhood. At the city council meeting on June 4th it was mentioned that the engineering dept would be open to a plan "D". Listed is what my plan "D" would look like. 1. I would like to see a Concrete walkway on north side of 58th. There is room for it and pedestrians really need to be off the street. The walkway material is very important to me, and my neighbors. I believe concrete has longevity, fits neighborhood and east side of Edina character, and will retain property value, something I am very concerned about. I'm also fine to have the walkway adjacent to the street with a small buffer zone. I prefer that buffer zone be aggregate. It's a waste of resources to keep a vegetation strip growing close to a street that receives road salt. 2. Accommodate bicycles using existing infrastructure and considering biking habits. Eastbound, down the hill, add a bike lane in the street. No one struggles to go down the hill. Westbound divert bikes at Philbrook to Wooddale. This avoids having bicyclists struggle up the hill plus makes use of existing neighborhood slow street through Philbrook. There needs to be signage to direct bicyclists to the route. For those wanting to access points south, direct bicyclists through Pamela Park on existing paths. These ideas align with suggestions Safe Routes to School and city bike plan, which connects city bike routes. That removes bikes from the testy 58th & Wooddale intersection. 3. Separate bikes from pedestrians, except in case of those who choose to legally ride on sidewalks – most frequently smaller

Willy

6/13/2019 07:14 PM

children. 4. As little as possible encroachment on front lawns on 58th street. Keep the character, scale and elements (trees, landscaping, walls) of the neighborhood to remain intact. Retaining driveway space is very important for daily convenience, safety, and property value. 5. Mark crosswalks to convey pedestrians from feeder streets to sidewalk on north side of 58th Street. 6. Add a flashing light to crosswalk down at the Pamela Park entrance. 7. Reduce speed on 58th to 25 mph, and narrow the lanes. All of us on the north side of the street need to safely back out of our driveways multiple times a day, in all kinds of conditions and traffic, and sometimes in blind situations. 8. Rain events happen more frequently than in the past, with larger quantities of rain on each event. Measure water generated and decide what is needed to convey and store runoff for a one to two inch event. Pooling water at tennis courts on 58th street is a hazard for everyone driving on 58th street during storms. 9. Thanks in advance for considering and implementing these ideas.

Sunshine

6/16/2019 01:12 PM

Plan Option #4 This plan, which I'm titling Alt 58-1, was developed by residents living on the street. It has emerged after much study and discussion about Alt A, B, & C developed by the City of Edina, consideration of the space and the daily needs of property owners and also other community users of West 58th . I have studied and applied principles from Edina's Active Routes to School and Master Pedestrian and Bicycle Plan. At this point I feel better able to communicate my vision for the future of West 58th Street and our neighborhood, what elements would benefit from being changed and what should be retained. I have modified the plan to combine safety with every day livability. Alt 58-1 includes 1. Space for bicyclists on West 58th and connection to the city-wide biking system: a. 5' East-bound bike lane in lane to the south of east-bound traffic, on the street. b. West-bound bike lane from West 58th & Philbrook/Pamela Park to Wooddale directed to existing Neighborhood Slow Street of Philbrook and existing path system through Pamela Park. c. Because small children often bike on the sidewalk and it's legal for all to do so in Edina, a 6' wide concrete path on the north side of the street from Wooddale to Xerxes is included for the children and families biking to school and parks, the "interested, but concerned" residents to bike 2. Space for pedestrians, a 6' wide concrete path (sidewalk) on the north side of the street. For access from the south side of West 58th Street, enhanced crosswalk at Pamela Park and striped/enhanced crosswalks at Chowen and West 58th St. 3. Safety for all, reduces traffic speeds and preserves the ability of 30 residents on the north side to more safely back out of their driveways. a. Narrow lanes i. 10' eastbound lane (+ 5' bike lane) ii. 11' westbound lane b. Reduction of max speed limit to 25 mph on both West 58th and Phillbrook Lane. Sign both streets. I believe this plan aligns with both the Edina Active Routes to School and the Master Pedestrian and Bicycle Plan. I also believe this approach will preserve issues important to landowners: safety, property value, ability to park in their own driveways, retention of current aesthetics and neighborhood character, convenience of every-day use and property owner wishes because it includes: a. Concrete walking path (sidewalk) b. Bicycle options that connect to the City's greater network and meet the needs of the "interested, but concerned" population c. Minimal impact to and retention of current spacing on front yards on either side of West 58th Street d. Compensation for loss of on-street parking for family and guests by retaining driveway parking (2 cars deep) e. Preservation of trees and landscaping f. Farther car traffic separation from our front doors Consider: * Bury power lines along 58th while street is open * Make bike lane concrete with the 10' roadway lane bituminous. adds more contrast for drivers * Only needs 2' from lawns. Take 1' to 2' from North and South sides of the street. * No boulevard! Fills with salt and is difficult to grow in off-winter season * No Bituminous path! Looks like a lane through people's yards * Replace Streetlights with the ones by Concord - very classy! * this plan works for both sides of 58th on either side of France where 58th gets very narrow * 58th & Chowen enhanced cross walk leading to Chowen Park. My child almost hit here last weekend. Scary!! We must do something before it is not "a close call." We must have a conversation not online. I want to discuss in a community forum for those of us with kids that live on 58th. I believe we can use collaboration to get a great solution!

SeanM

6/16/2019 01:19 PM

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BethP

6/17/2019 09:11 AM

Plan Option #4 This plan, which I'm titling Alt 58-1, was developed by residents living on the street. It has emerged after much study and discussion about Alt A, B, & C developed by the City of Edina, consideration of the space and the daily needs of property owners and also other community users of West 58th . I have studied and applied principles from Edina's Active Routes to School and Master Pedestrian and Bicycle Plan. At this point I feel better able to communicate my vision for the future of West 58th Street and our neighborhood, what elements would benefit from being changed and what should be retained. I have modified the plan to combine safety with every day livability. Alt 58-1 includes 1. Space for bicyclists on West 58th and connection to the city-wide biking system: a. 5' East-bound bike lane in lane to the south of east-bound traffic, on the street. b. West-bound bike lane from West 58th & Philbrook/Pamela Park to Wooddale directed to existing Neighborhood Slow Street of Philbrook and existing path system through Pamela Park. c. Because small children often bike on the sidewalk and it's legal for all to do so in Edina, a 6' wide concrete path on the north side of the street from Wooddale to Xerxes is included for the children and families biking to school and parks, the "interested, but concerned" residents to bike 2. Space for pedestrians, a 6' wide concrete path (sidewalk) on the north side of the street. For access from the south side of West 58th Street, enhanced crosswalk at Pamela Park and striped/enhanced crosswalks at Chowen and West 58th St. 3. Safety for all, reduces traffic speeds and preserves the ability of 30 residents on the north side to more safely back out of their driveways. a. Narrow lanes i. 10' eastbound lane (+ 5' bike lane) ii. 11' westbound lane b. Reduction of max speed limit to 25 mph on both West 58th and Philbrook Lane. Sign both streets. I believe this plan aligns with both the Edina Active Routes to School and the Master Pedestrian and Bicycle Plan. I also believe this approach will preserve issues important to landowners: safety, property value, ability to park in their own driveways, retention of current aesthetics and neighborhood character, convenience of every-day use and property owner wishes because it includes: a. Concrete walking path (sidewalk) b. Bicycle options that connect to the City's greater network and meet the needs of the "interested, but concerned" population c. Minimal impact to and retention of current spacing on front yards on either side of West 58th Street d. Compensation for loss of on-street parking for family and guests by retaining driveway parking (2 cars deep) - important since a number of the home only have a single car garage e. Preservation of trees and landscaping f. Farther car traffic separation from our front doors Consider: * Bury power lines along 58th while street is open * Make bike lane concrete with the 10' roadway lane bituminous. adds more contrast for drivers * Only needs 2' from lawns. Take 1' to 2' from North and South sides of the street. * No boulevard! - the grass is hard to take care of in the boulevard, dies easily and becomes weeds * No Bituminous path! * Replace Streetlights with the ones by Concord * this plan works for both sides of 58th on either

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Donma 6/17/2019 06:07 PM	<p>side of France.</p> <p>I write this with alarm at the proposals made by the city engineer for a "path" on 58th street, a RESIDENTIAL street that has smallish homes in a neighborhood in an older section of Edina, populated with 50's ramblers and walkouts. While this street has busier traffic than some of the neighborhoods, it is a street of small yards with no commercial use. The engineer took input from residents noting a desire for slower traffic, a sidewalk and safer biking. To answer that, the engineer proposed an 8 foot incursion into our yards with and asphalt path, not the nice concrete sidewalk we were expecting. When the neighbors reacted "he came back with what amounted to, it seemed : "fine. We can, and will, take 15 to 21 feet out of your yards instead. This answer to our neighborhood is at best disingenuous. It would leave one house without a car length in front of its garage door. It would destroy old trees in an entire block, destroy the value of all our homes and change the nature of our street from a neighborhood street to a street more akin to Vernon, Cahill or 50th street downtown Edina. The engineer's alternatives appeared to be so unappealing in an effort to force the plan he wanted of 8 feet of asphalt. This engineer seemed to have done the job he was asked to: give the neighbors what they wanted. However, the neighbors were never asked what elements were vital, and what could be given up to get safe sidewalks. Had that been asked, he would likely have discovered that a concrete sidewalk was really what most all of us wanted, and EXPECTED to be getting. The city should not want our image to be 8 foot asphalt paths in front yards in residential areas. I took pictures of 8 foot asphalt paths where they make sense – around Lake Normandale, around Bresesen, Pamela and Todd Parks, down Normandale Blvd. That is where 8 foot asphalt paths belong. They do not belong on a purely neighborhood street. I repeat: 8 foot asphalt paths, in the front yards of neighborhood homes is NOT an image our city be promoting or proud of. Sidewalks are what make a city look friendly and inviting. Asphalt paths, not so much. This project needs to be delayed to allow time to LISTEN to, and work with, the residents. The engineer needs to take design and function into account. There are thoughtful, and simple alternatives. Alternatives that take into account the desire for the city to encourage biking and safer walking. Alternatives that meet new guidelines. Alternatives that will not destroy our neighborhood and the value of our homes. There are things we will all give up (parking for our guests being one it seems) and ideas that will provide safer walking and biking. Please, do not settle without working with the neighbors. Young neighbors NEW to 58th street who came here to raise young kids on a street that has had a major turnover in housing in recent years. Young families have invested in bringing these older homes into the 2019's with additions and improvements, adding to the tax base, new kids to the schools and interest in working with the city planners and engineers to get a solution to change that is good for all of us. And finally, do you want THIS in your yard? Do you want people turning onto an Edina street off hwy 62//France Ave to have this as what our neighborhoods are all about???:</p> <p>https://apis.mail.yahoo.com/ws/v3/mailboxes/@.id==VjN-QHZVeYKTwwl2dWJEWquXyV9rEOMA9ZV3g5dx58pottp5f6wBQDw7OmGR1_jJl1nVGi2LEeEb8L4Fd0GBJs5fOA/messages/@.id==AHRMvD1iDSAEXPlfAKrmFMOCwI/contappld=YMailNorrin&downloadWhenThumbnailFails=true&pid=2 Show in folder</p>
barbluskin 6/17/2019 07:31 PM	<p>The survey questions do not allow me to express my preferences. I would like a concrete sidewalk AND minimal impact which we would be achieved by plan A with a concrete sidewalk. I do not want plan B or C.</p>
JGA 6/18/2019 07:48 AM	<p>Option D is superior to the other three options. Option D offers the least property impact, has the bike lane in the street, and appears to offer the lowest future maintenance costs.</p>
estrand 6/19/2019 04:30 PM	<p>Alt A is the closest to my preference although i am also interested in the design offered by the Homeowner group which involves 10 and 11 ft car lanes. I also strongly prefer concrete sidewalks and am not supportive of 4 ft boulevards as it increases the intrusion into trees and their root system. I could support a smaller boulevard -say 2 feet which would lessen the impact on trees. I think a 6 ft concrete sidewalk/path is also adequate. It is difficult to offer an opinion on the change in lighting even as i would prefer it except there is no information offered as to what the increased assessment would be. Thank you</p>
Lwthompson 6/19/2019 07:16 PM	<p>I am a resident on 58th Street. It is very important to us to take the least amount of our property (trees/landscaping) we want a 5-6 feet concrete sidewalk, a bike trail that is marked in the street-like the bike paths are marked on Woodale, ideally in the South side so it can go right in to Pamela Park. Thank you for your consideration</p>
Martin thompson 6/19/2019 07:35 PM	<p>I want 5-6 feet high grade concrete sidewalks on the North side, no boulevard to minimize property impact. Bike path in the street on the South side for easy access to Pamela Park, acorn street lights, cross walls at entrance to Pamela Park and at Kellogg</p>
JDK 6/19/2019 08:01 PM	<p>Keep bikes and pedestrians separated - no shared path No bituminous path - concrete sidewalks Plans B&C aren't realistic. They reduce too much</p>

Pmossey

6/19/2019 08:49 PM

property and put pedestrian traffic right up against the neighbors house. Route bikers from Philbrook to Wooddale through Pamela Park and Philbrook. Reduces congestion on the sidewalk going in on 58th street and safely gets bikers to schools and Wooddale Ave. I do not support any of the three plans currently proposed by the city. As a homeowner on 58th Street, I do not want to increase the width of the road much beyond its current footprint. This is especially important between France and Xerxes as many of these homes, driveways, and fences are already quite close to the road. I am very disappointed that not one of the three plans adequately addresses the significant negative impact on these properties. I do, however, support a 4th option being proposed by the 58th Street Homeowners Group that minimizes property impact to only 2 feet. Anything more than this is unacceptable to me. We are talking - please listen!

dennis

6/19/2019 09:29 PM

My opinion after attending the council meetings and open houses that the city engineer is choosing to not hear the voices of the people who live along the 58th st development. I get the feeling he is and possibly some of the council members have a predetermined idea of what they want and "the process" is just a formality to rush through to build their version of a "crown jewel" for their portfolio for their next position. Many of the residents along 58th st have been engaged in to a deeper level that I have been and my hat is off to them. Some are long time Edina residents, some new transplants but all are calling Edina their home now. I've lived here since 1993. It seems to me there to too much of a rush to get this project completed without really looking at the ecosystem of the neighborhood and function 58th st serves as a desired route for the city as well as the people that live along it. It is a main "desire path" for parents to the schools near by. Same for the police and fire and the relationship to the government center to cut through to France and to get sought of crosstown fast There is too much at stake for all to just say we must "follow the process time line". It is my opinion this will take well into 2020 to finalize. At the end of the current time line process one of the options is to continue the process. I grew up on a farm and I have a sense of compromise and what I call "rural common sense" that seems to be missing here. I'm reminded of the story of the truck that got stuck under an over pass. The truck was just a couple inches to tall for whatever reason. All the planners and engineers were arguing over who built the road or bridge incorrectly, how they could dig the road down or jack the bridge up when a little boy watching all the adults argue asked why they just couldn't let some air out of the tires to lower the load? Simple, effect and often the best solution is staring all in the face. The local residents have looked at the road location, the bike needs and see daily where the "desire paths" are, as well as considering property value for current as well as future residents. I get the feeling there is an attitude from the city engineer and some of the council members that as long as its not in my back yard I don't care, and we know better? To that end I have seen several options the neighborhood meetings have developed that would be a more functional and better solution than what has been proposed as options to date. They are a compromise and I feel would better serve the local residence and global city needs and goals. I would recommend a concrete sidewalk on the north side, ditch the boulevard, its a waist of grass due to road salt that kills the grass and just encourages more chemicals into the water and ecosystem (saves 4 feet of property and cost as well). Make the road 10 or 11 feet wide to slow traffic, city only had 10 or 12 and there is no hard rule on the width. You all know if you checked the license plates, it is local residents speeding to and from school that are the speeders. Look in the mirror its one of us!! Forget trying to build a bike path to school up the hill, have you really put any thought into or tried to ride your bike east bound up that hill, REALLY?? If you want the park used make the entrance on 58th the "cut through to 59th or 60th. That's the path of least resistance, especially for kids and where they ride now. Philbrook Ln should be the other travel path for bikes going west/east as well. You will get more use and traffic into Pamela park, which is what you want. (again, have you really looked to see where the current "desire paths" are for bike and walking? How many of you have spent 30 minutes in the morning or evening and actually watched were the kids are biking from and the "desire path" routes the kids are currently using and have been for year and will probably be for years to come. (common sense moment) "watch were the water likes to go and don't fight it" How many of you have actually stood and looked at how wide an 8 foot wide path is? Looks at all the side walk you currently have on 58th east of Wooddale or on Wooddale. Where is the hell do you have 8 feet anywhere? I think you should look across from city hall to the sidewalk on 50th, you go from a small grass strip to nothing to cross over 100 for walking and bikes and I suspect your not going to change that anytime fast for better biking to get over 100? I really challenge you as to how many times you will realistically have several people walking and 1 or 2 bikes meeting at one spot . I'll give you better odds on winning the power ball!! There is also "on your left". AND have you ever taken a look at asphalt

and how fast grass, plants as well as salt along with freeze/heat contraction/expansion break it up? Go walk along Normandale in Bloomington or look at parkway paths. I have a hard time believing a city like Edina, with an image and reputation it wants to portray as an elite community would even consider anything other than concrete. Let's rebuild all the sidewalks at 50th and France and around city hall with asphalt if it's so damn good for 58th street. Let's share that community image and ideal?? Other residents have a similar view that basically echoes this message: There is an impression the engineer took input from residents noting a desire for slower traffic, a sidewalk and safer biking. To answer that, the engineer proposed an 8 foot incursion into our yards with an asphalt path, not the nice concrete sidewalk we were expecting. This answer to our neighborhood is at best disingenuous. It would leave one house without a car length in front of its garage door. It would destroy old trees in an entire block, destroy the value of all our homes and change the nature of our street from a neighborhood street to a street more akin to Vernon, Cahill or 50th street downtown Edina. The engineer's alternatives appeared to be so unappealing in an effort to force the plan he wanted of 8 feet of asphalt. This engineer seemed to have done the job he was asked to: give the neighbors what they wanted. However, the neighbors were never asked what elements were vital, and what could be given up to get safe sidewalks. Had that been asked, he would likely have discovered that a concrete sidewalk was really what most of us wanted, and EXPECTED to be getting. In closing I feel the neighborhood has several options that would address the needs of community and meet the goals of the city for transportation needs, increased use and access to Pamela park and makes safe and efficient bike routes for current and future needs. My concern is that people in power will have egos that will not allow this as it is their job to figure out what is best for Edina. "top down management" and using the "process" will be an excuse or out to be able to say we did give you a voice but we know better. PS. I would like to remind all of the great fail, outcome and expense of the bike lane experiment on Wooddale a few years back. I know there is a push for a green environment and I am 100% behind that, but really how many people are going to bike/walk their kids to all the sporting events at Pamela park? Come on! if they live more than 4 blocks away and the parents are running late, they're all going to hop in the car or van. Key points: listening and hearing are not the same thing. You can make any survey produce any outcome you desire by what questions you ask and how you ask them. Ask any attorney this. KISS usually works best with a dose of common sense. PS if you want to make a boat load of money, set up a car in my drive way to catch all the people that run the stop sign at 58th and Wooddale, You would make your budget in no time.

MAS

6/20/2019 09:30 AM

I was very upset to see the Alternate Designs B and C and I do not think they were designed based on the feedback that was given. To have an impact of 15 or 21 feet onto residents property should not even be a consideration. I live on North side of 58th street across from Pamela Park and my driveway is only 30 feet long. If you come onto the property 15 to 21 feet I do not even have enough room in my drive to park one car without being parked on the sidewalk. In addition I have a fence at 19 ft that is on my property that would be removed based on AD 3. I also want to make it clear that I do not want a combination bituminous path for both bikers and walkers. This is not wanted by the residents, is not needed based on the other options and would dramatically change the look and feel of this residential road. The feedback that was previously given by the residents was to minimize the changes to the road with improvements based on preserving residents property, improve safety and decrease traffic speeds, but B and C seemed to have maximized the changes to make Alternative A look better. I do agree with the 4th Option that was designed by the Residents of 58th St as its intent is to meet the goals of both the City's "Pedestrian and Bicycle Master Plan" and the "Safe Routes to School Plan" while minimizing property impacts, thus preserving trees, driveway parking spaces, and distance from traffic to our homes. This plan has a 6 ft concrete walking path on North side and only 2 ft overall property impact to my property and actually puts cars further away from my home which is important based on the location of my home to the street and the increase in street noise over the years. It also does not have a boulevard which I agree with as it is not needed and a waste of 4 feet that will just become weeds. I also want to make sure that crosswalk from Pamela Park entrance is created as previous attempts by residents to get a much needed crosswalk was denied multiple times. The alternative 4th option plan created by residents also includes: 1. Space for bicyclists on West 58th and connection to the city-wide biking system: a. East-bound bike lane in lane to the south of east-bound traffic, on the street. b. West-bound bike lane from West 58th & Philbrook/Pamela Park to Wooddale directed to existing Neighborhood Slow Street of Philbrook and existing path system through Pamela Park. c. Because small children often bike on the sidewalk and it's

legal for all to do so in Edina, a 6' wide concrete path on the north side of the street is included for the children and families biking to school and parks, the "interested, but concerned" residents 2. Space for pedestrians, a 6' wide concrete path (sidewalk) on the north side of the street. For access from the south side of West Street, enhanced crosswalk at Pamela Park and striped crosswalks at additional intersections along West 58th St. A crosswalk at Pamela Park access has been denied multiple times even with significant resident interest and requests to improve our safety. 3. Safety for all, reduces traffic speeds and preserves the ability of 30 residents on the north side to more safely back out of their driveways. This is done thru: a. Narrow lanes i. 10' eastbound lane (+ 5' bike lane) ii. 11' westbound lane b. Reduction of max speed limit to 25 mph on both West 58th and Phillbrook Lane. Sign both streets. I believe this plan aligns with both the Edina Active Routes to School and the Master Pedestrian and Bicycle Plan. I also believe this approach will preserve issues important to landowners: safety, property value, retention of current aesthetics and neighborhood character, convenience of every-day use and property owner wishes because it includes: a. Concrete walking path (sidewalk) b. Bicycle options that connect to the City's greater network and meet the needs of the "interested, but concerned" population c. Minimal impact to and retention of current spacing on front yards on either side of West 58th Street d. Compensation for loss of on-street parking for family and guests by retaining driveway parking (2 deep) e. Preservation of trees and landscaping f. Farther car traffic separation from our front doors Thank you for you time and I look forward to further discussions of the issues brought to your attention by the residents of 58th St.

Am032081

6/20/2019 09:33 AM

It is imperative that a bituminous/asphalt pathway is NOT used. We do not need an urban pathway running through the city of Edina. The concrete sidewalk is not only aesthetically pleasing but can serve the intended purpose of a walkway and will blend in with the other sidewalks in Edina. The width of the walkway should be the required width of a city sidewalk (no larger). Property impact should be minimal to maintain the aesthetics of Edina. There is no need to have a walk/bike path that intrudes upwards of 21 feet. The intrusion should be less than 6 feet. People will no longer be able to use their driveways for personal use or some will lose a majority of their front yards which also isn't appropriate. We built our home fully intending a traditional sidewalk to be put in at some point but I never intended for an asphalt path to be placed near my home. We moved to Edina for very specific reasons and urban biking/walking paths is not one of those intended reasons. I will be incredibly disappointed if this is the option chosen.

Marc I

6/20/2019 09:41 AM

Many of the neighbors on 58th Street have petitioned for a fourth option that has drastically less yard impact. I agree with that assessment. I believe it outlined the following: • Keeping the center line the same • 2' property impact (instead of 15' or more) • 6' concrete walking path on the north side • 11' north lane (westbound) • 10' south lane (eastbound) • 5' south bike lane (in street)

York Neighbor

6/20/2019 09:45 AM

An 8' foot path of any kind is not necessary, too big for the space, does not fit in in the neighborhood, not wanted or needed by community members No bituminous material, concrete only should be used A 6' concrete sidewalk like that on Concord Ave will meet the community's needs Property impacts should be kept at a minimum to preserve mature trees and residents' ability to park in their driveways, especially if on street parking is removed.

GFigarella

6/20/2019 11:16 AM

No 8' foot path of any kind, it is not necessary, too big for the space, does not fit in in the neighborhood, not wanted or needed by community members. No bituminous material, concrete only should be used, A 6' or less concrete sidewalk like that on Concord Ave will meet the community's needs with no blvd is possible (too much impact to properties). Property impacts should be kept at a minimum to preserve mature trees and residents' ability to park in their driveways, especially if on street parking is removed.

Concerned_Neighbor

6/20/2019 12:37 PM

It appears as if the designers created alternative B and C to force people to chose the original alternative A. Neither B nor C addresses community member concerns and only pushes forward the pedestrian and bicycle master plan agenda. If the biking agenda needs to be maintained (though members of the community have expressed the is no need for such path since people who live in the area bike on Phillbrook) alternative B with a concrete sidewalk on the Northside and a smaller bike path 6' on the Southside and no Blvd would reduce property impact to 5' which is acceptable. If community member's needs and wants are heard, then a 5-6' sidewalk and routing all bike traffic to Phillbrook is another alternative which would reduce property impact and maintain the look and feel of the neighborhood In summary 1. Property impact should be kept at a minimum to preserve mature trees and residents' ability to park in their driveways, especially if on street parking is removed. Thus, an 8' path is not needed or wanted by community members. 2. Only concrete should be used (no bituminous material) 3. Take into consideration residents inputs and aim at addressing our concerns as we are the ones who will be impacted by your decisions. mainly we are paying to loose property, so at least we should have a say into who is our money being spent and we should be happy with the

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LRuth

6/20/2019 02:02 PM

results. But most importantly use common sense and put yourself on the shoes of area residents when making design decisions.

I am in support of the alternative plan (Alt 58-1) developed by my fellow residents living on the street. I AM IN SUPPORT OF ALT 58-1 with details:

1. 6' concrete side walk on the N side of W 58th. This will function as a shared path. Because children biking to/from school are the primary bikers along W 58th, a 6' wide concrete path on the north side of the street is adequate for children & families biking to school & parks. The "interested but concerned" residents can also use this path.
2. 10-11' traffic lanes
3. 5' bike path on the S side of W58th
4. Enhanced crosswalk at Pamela Park
5. Maintaining a reduced speed on W 58th THIS BY FAR IS THE GREATEST IMPACT TO PEDESTRIAN & CYCLISTS SAFETY This has minimal impact on property while at the same time achieving ALL the goals necessary. It is also a cheaper option than Option A, B or C. At this point we feel better able to communicate our vision for the future of West 58th Street and our neighborhood, what elements would benefit from being changed and what should be retained. We have modified the plan to combine safety with every day livability. Alt 58-1 includes:

1. Space for bicyclists on West 58th and connection to the city-wide biking system:
 - a. East-bound bike lane in lane to the south of east-bound traffic, on the street.
 - b. West-bound bike lane from West 58th & Philbrook/Pamela Park to Wooddale directed to existing Neighborhood Slow Street of Philbrook and existing path system through Pamela Park.
3. Safety for all, reduces traffic speeds and preserves the ability of 30+ residents on the north side to more safely back out of their driveways.
 - a. Narrow lanes i. 10' eastbound lane (+ 5' bike lane) ii. 11' westbound lane
 - b. Reduction of max speed limit to 25 mph on both West 58th and Philbrook Lane. Sign both streets. We believe this plan aligns with both the Edina Active Routes to School and the Master Pedestrian and Bicycle Plan. We also believe this approach will preserve issues important to landowners: safety, property value, retention of current aesthetics and neighborhood character, convenience of every-day use and property owner wishes because it includes:
 - a. Concrete walking path (sidewalk)
 - b. Bicycle options that connect to the City's greater network and meet the needs of the "interested, but concerned" population
 - c. Minimal impact to and retention of current spacing on front yards on either side of West 58th Street
 - d. Compensation for loss of on-street parking for family and guests by retaining driveway parking (2 deep)
 - e. Preservation of trees and landscaping
 - f. Farther car traffic separation from our front doors

BDunlap

6/20/2019 05:01 PM

Our family's concerns with the options being proposed by the City are the potential for impacts beyond the property line, privacy of our home (we live on 58th with window/porch all along 58th) and the material options for the bike and walking paths. First with regards to honoring our property line.

When we constructed our new home back in 2018 we went thru the city approval process to ensure all elements of our home, including setbacks from property lines, easements, etc. were in accordance with the local building codes. It was not an option to encroach on any setback requirements so we designed our home accordingly. Now seeing some of the plans being proposed by the city that extend beyond our property line I find it very hypocritical that when the tables are turned it seems the regulations we were required to follow when constructing our home don't carry the same weight when the city is the one doing the building. Secondly the privacy of our home, being on 58th we have a narrower lot already. Our living room windows, screen porch and backyard are all adjacent to 58th and the closer the proposed construction comes to our property line (or across it) negatively impacts the privacy of our family. Lastly with regards to materials being proposed we want to ensure that the walking/bike paths will be of quality materials that will stand the test of time, so if weighing concrete vs. asphalt our vote would be for concrete. In the end we are excited that the city is considering providing safer walking and bike pathways along 58th, we have young children and their safety is paramount to my wife and I. The intent of the proposed 58th street work is positive and something we are behind; however, we made a significant investment in constructing our home that we feel not only benefits us but also the City of Edina. In turn we would ask that the City consider property and privacy as their plan is finalized. There was an alternate plan proposed by the 58th Street Homeowner Group that directly addresses a number of our concerns, we would ask that the City strongly consider that groups proposed design!

Btoz87

6/20/2019 07:39 PM

I prefer Alternate Design B the most. Alternative C is okay, but seems like more than what is required. I live on the south side of the road, and if the City is going to do this project, I would like to see some sort of path on both sides of the road. I do not like the alternative developed by the "58th Street Homeowner Group."

Optional question (39 responses, 1 skipped)