



# City of Edina

## Pedestrian and Bicycle Master Plan

DRAFT FOR PUBLIC HEARING - 02/09/18





# Acknowledgments

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## Community Stakeholders

We are especially grateful to the hundreds of Edina residents who shared their experiences and guidance during the public outreach and engagement process for this plan.

## Consulting Team

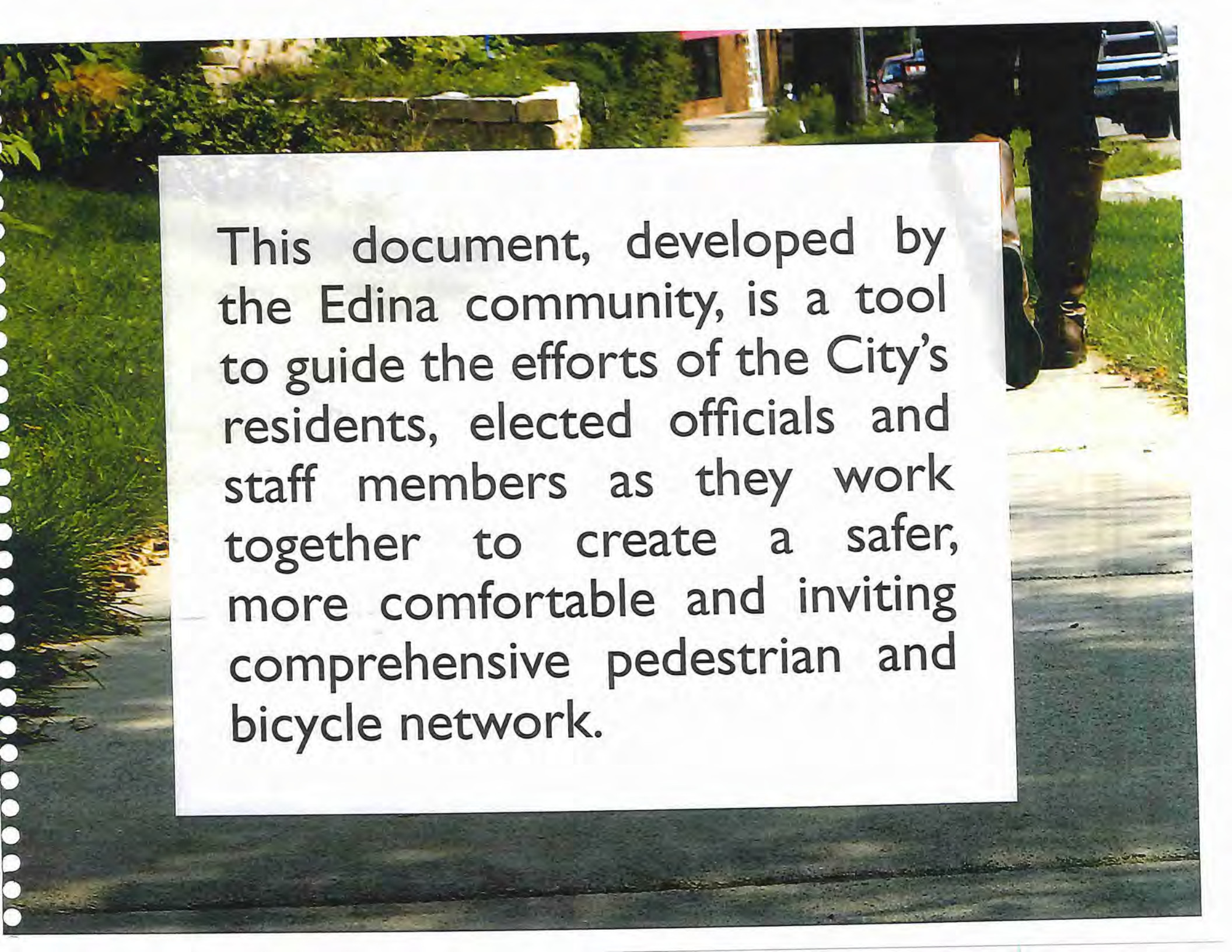


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A background photograph showing a sidewalk, a street, and some greenery. A person's legs and feet are visible on the right side of the image. The text is overlaid on a white rectangular box in the center.

This document, developed by the Edina community, is a tool to guide the efforts of the City's residents, elected officials and staff members as they work together to create a safer, more comfortable and inviting comprehensive pedestrian and bicycle network.



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# Executive Summary





# A more walkable, more bikeable Edina

This plan is a document to guide Edina's continuing evolution toward becoming a more walkable, bikeable community that offers its residents a full range of healthy, active and sustainable transportation options for moving in and around their city, and for connecting to its numerous recreational, commercial and entertainment opportunities.

## Goals

Goals for the plan are twofold:

- » To increase the number of Edina residents, workers and visitors who walk or bike for transportation, health, fitness, and recreation in the city, and,
- » To support city, resident and elected officials' work and efforts to offer the highest quality of life and best experience of their city to Edina residents, businesses, workers and visitors.

## Community guidance

The plan was developed with the active participation of the Edina community and guidance and consultation with city staff. A vigorous engagement process - using both in-person and innovative online approaches - brought the voice and ideas of well over a thousand Edina residents into the shaping of the plan's vision and recommendations.

The guidance was clear: residents recognize, enjoy and appreciate the many walk / bike assets the city has developed over the last ten years - but there are also many opportunities for improving current conditions and innovating, once again, to develop and offer residents the best, most productive approaches for growing walking and biking in the city.



Engaging with Edina High students to receive their ideas for the plan.



Innovative online tools were used to receive comments and ideas from hundreds of residents.



### An All Ages and Abilities Network

Guidance from Edina residents was very clear: connecting to schools, parks and neighborhoods with safe and comfortable facilities is a key priority.

This plan proposes an All Ages and Abilities walk / bike system that is built around a new “Twin Loops” framework connecting key assets in the city through a high-comfort, high-amenity network of walking and biking routes and supporting facilities.

The Inner and Outer Loops, working together with the new Nine Mile Creek Regional Trail, provide high quality connections tying all four city quadrants and serving Edina schools, community destinations and parks, regional destinations, and adjoining communities.

### A comprehensive approach

The plan recognizes the importance of a comprehensive approach for achieving success: a full suite of recommendations - from on-the-ground routes and facilities to a robust set of education, encouragement and other programming initiatives are part of the plan’s “6Es” approach.

### Edina’s Twin Loops, with Nine Mile Creek Regional Trail







Bikeshare, educational campaigns, and recommendations for supporting development of new “mobility hubs” in the city are included.

### Taking care of what we’ve got

But the plan is not only about making new investments - it's also about recognizing and taking care of the many walk / bike assets Edina has developed over the last few years. Recommendations for maintaining infrastructure, and offering a year-round walking and biking network are also a key part of the plan.

### Implementation - where we make it real

Recommendations are great - but none of it counts if we don't build it. The plan includes robust guidance for implementation approaches - from a “test it first” and quick / tactical approach to developing facilities and infrastructure to recommendations for implementing programs.

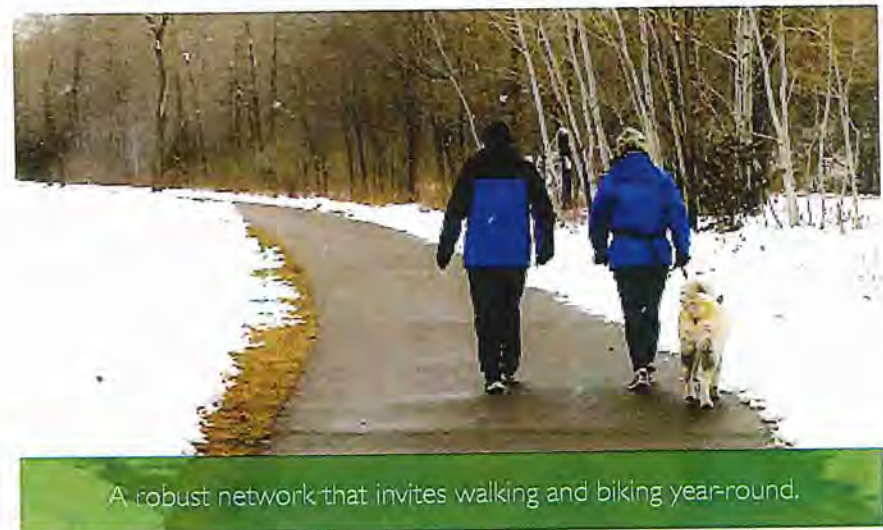
Most important of all, it includes a preliminary evaluation on how to implement the Edina Twin Loops - by looking at opportunities, constraints, and potential phasing for developing the individual segments that will make up this premier, signature walking and biking framework for the city's transportation network. Several potential funding sources are also identified.

### Next steps

Once the plan completes the city's review and approvals process, it will become part of its Comprehensive Plan, offering guidance for the city's next investments until the year 2030.



On the Edina Twin Loops: one potential configuration.



A robust network that invites walking and biking year-round.





# Chapter 1

## Introduction and approach





This chapter provides an introduction to the plan - its goals, vision and principles, and provides an overview of why planning for people walking and biking is important.

- 1.1 Introduction
- 1.2 Vision
- 1.3 Why plan for walking and biking?
- 1.4 Goals
- 1.5 Guiding principles



# 1.1 Introduction

Walking and biking are basic and sustainable forms of transportation that provide healthy, affordable, and enjoyable options for reaching our daily destinations.

Walkable, bikeable places provide safe, comfortable and inviting walking and biking routes and offer freedom of travel for people of all ages, abilities and incomes, including the young and elderly.

## About this plan

This plan is a guiding document that offers recommendations - including routes, facilities and programs - to improve walking and biking in Edina so these options become safer, more convenient and more inviting and enjoyable options for people who live, work, and play in the city.

The plan uses two key approaches for framing its recommendations:

- » An **Active Living** approach that seeks to make walking and biking comfortable and normal everyday activities for connecting to work, school, parks, transit and other community destinations
- » A **6Es** approach that uses a combination of on-the-ground improvements with supportive programs (maps, community events, safety campaigns and others) to make improvements in the city and grow walking and biking

The plan builds on the many investments and improvements that have been completed over the last ten years, and looks ten years into the future for its recommendations.

## How the plan was developed

The project team worked closely with Edina residents, staff and policymakers to learn firsthand about their issues and ideas for improvement, and to develop a vision for walking and biking in the city.

Latest and best practices in network, facility and program design were used to analyze and address the issues noted by residents and to respond to other safety, connectivity and comfort issues discovered by the project team. An implementation plan was developed to identify priorities for funding and building improvements.





## 1.2 Vision

*The plan's Vision is a statement describing the future of Edina after the plan's recommendations are implemented. It was developed from the comments and ideas gathered through the Plan's community engagement process, and refined through work with Edina staff and the Edina Transportation Commission.*

Edina is an innovative, people-friendly community where people of all ages and abilities walk and bike for transportation, recreation and fitness, and where walking and biking are safe, comfortable, inviting and convenient everyday activities during the entire year.

Edina uses a cost-effective and integrated 6Es approach (engineering, education, encouragement, enforcement, evaluation and equity) to equitably grow walking and biking throughout the community, and to sustainably develop and maintain its existing and future infrastructure and programs.

Edina is a national model for the integration and development of Active Transportation into the fabric of a developed and forward-thinking first-ring suburban community.





# 1.3 Why plan for walking and biking?



## Safety

Comprehensive pedestrian and bicycle transportation systems help improve safety by providing interconnected networks with fewer gaps, more separation from motor vehicle traffic, and calmer streets.



## Livability

Increasing transportation options helps achieve broader community goals including access to jobs, neighborhood schools, and services.



## Access to destinations / mobility

Walking and bicycling increase access and overall mobility, allowing people of all ages and abilities to reach more destinations throughout Edina.



## Health

Active transportation options, like walking and biking, provide an opportunity for residents to build physical activity into their daily lives. In general, communities with higher rates of walking and bicycling have lower rates of obesity, and higher percentages of residents meeting weekly recommended physical activity levels.



## Household and community prosperity

Walking and biking are affordable transportation options that reduce the cost of transportation for all. People who walk or bike for at least some of their trips are able to save on many costs associated with vehicle ownership, freeing up budget for other necessities and luxuries.





### Cleaner air and environmental stewardship

When more people walk, bike, or take transit to meet their transportation needs instead of driving, all residents benefit from cleaner air and reductions in harmful pollutants caused by vehicle exhaust. Additionally, reductions in driving help decrease Greenhouse Gas (GHG) emissions which supports Edina's shared value of being good environmental stewards.



### Recreation

Walking and biking are among the top desired recreational activities in regional surveys, especially among older residents. During public engagement, Edina residents ranked walking and biking for fitness and recreation higher than for other purposes.



### Parking and congestion alleviation

Over 25% of trips in the U.S. are shorter than one mile. That's a 20-minute walk, or a 5-minute bike ride, an approachable distance for most people. Fewer people driving means less congestion on existing roadways, less demand for parking, less time and money spent waiting in traffic, and safer conditions for people who choose to walk or bike.



### Regional economic competitiveness

Communities with trails and safe walking and biking infrastructure attract tourism and boost their economies. Businesses that can be easily reached by foot or bike are perceived as being more convenient, and benefit from better access for their customers. Replacing driving trips with walking and biking keeps more money in the local economy by not exporting it to purchase fuel. If each household in Edina were able to buy one fewer gallon of gas each month by walking and biking more, they would save a combined \$620,000 a year to use in the local economy.

### What Edina residents want

Over one thousand Edina residents shared their ideas and priorities for improving walking and bicycling in the city. Their guidance was incorporated into the plan's recommendations. This is what they said:

- Walking and riding a bike are fun and valued activities in the city.
- There are gaps in the current network that make walking or biking difficult.
- Walking and biking close to motor vehicle traffic is stressful and makes daily use of these options less attractive.
- It's uncomfortable and difficult to get across intersections in larger roads in the city.
- Maintaining walking and biking facilities throughout the year (including winter) is important.
- Getting around the city and finding routes to destinations can sometimes be confusing or difficult.



# 1.4 Goals

## What are the goals for the plan?

The goal for the plan is very simple: to increase the number of Edina residents, workers and visitors who walk or bike for transportation, health, fitness, and recreation in the city.

## How will we achieve this goal?

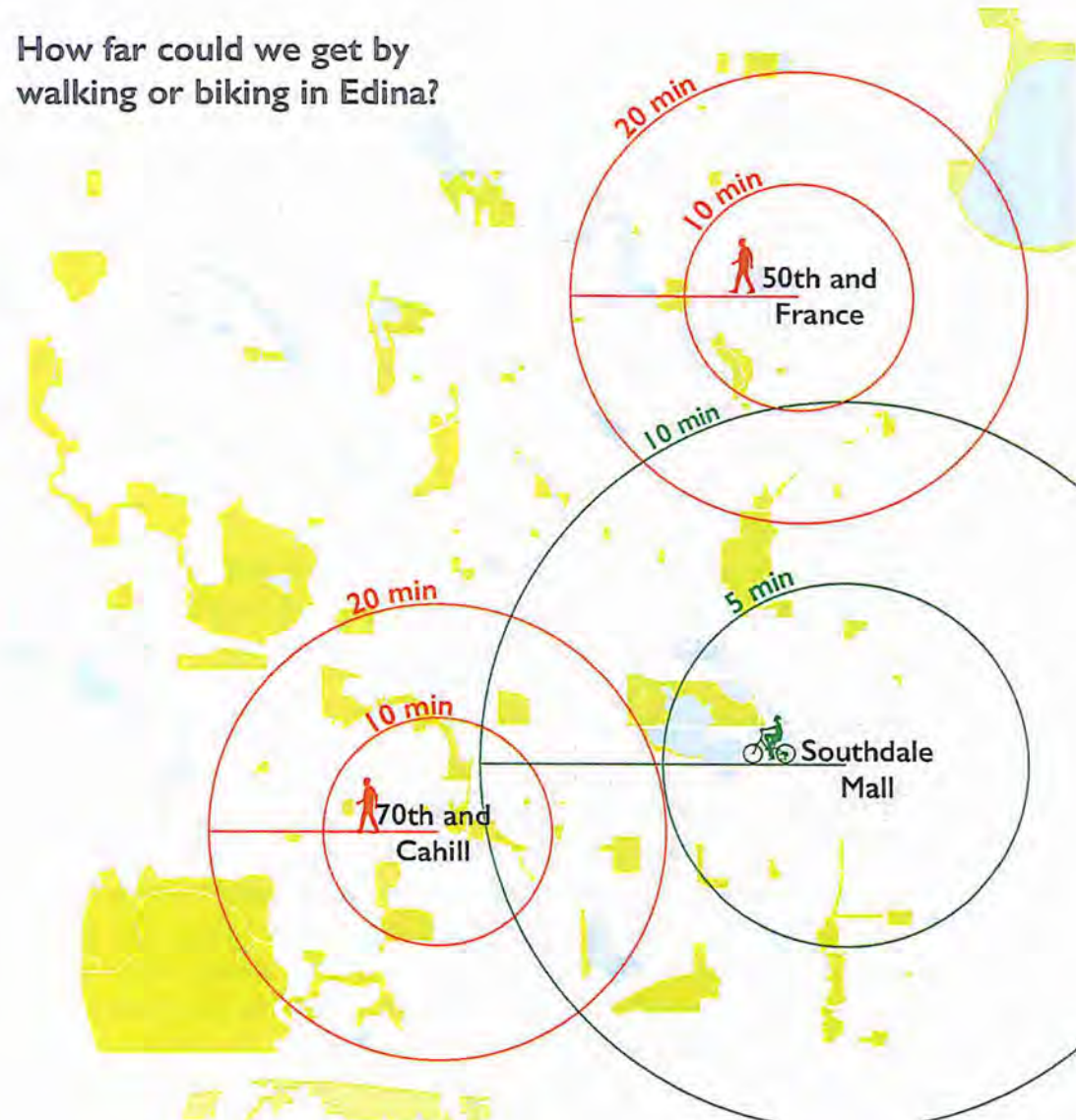
We'll achieve this goal by doing these two things:

- » Providing a continuous network of safe, comfortable and inviting facilities, and,
- » Implementing a full range of effective and proactive programs that support increased walking and biking in the city - including programs in community education, encouragement, enforcement, and evaluation.

## Did you know?

Many destinations in Edina could be easily reached by walking or biking at a comfortable pace if we improve routes and connections in the city.

## How far could we get by walking or biking in Edina?





## Did you know?

**50%** of all trips in the U.S. are three miles or shorter

**over 25%** of all trips are shorter than one mile

**$\frac{2}{3}$**  of all those short trips are taken in private motorized vehicles.



The most harmful pollutants are emitted within minutes of starting a car. Short trips pollute more per mile and have a bigger negative impact on environmental and physical health than longer trips.



## Active living approach

Health starts in the communities where we live, work, and play. The way communities are planned and designed plays a significant role in the physical, emotional, and financial well-being of community members. Active living policies and initiatives help make physical activity (like walking or biking) a useful, easy, fun and normal part of everyday life for a community's residents. Active living is important for a community because it can:

- Improve physical and mental health;
- Make walking and biking safer;
- Bring people together to build safer, stronger communities;
- Reduce traffic congestion, improve air quality, maximize green space, and reduce transportation costs for families; and
- Decrease the risk and severity of chronic disease and medical costs.



# 1.5 Guiding principles

These are the principles that will help Edina achieve its goals and vision:

## **Improve safety, perception of safety, and user comfort**

Proactively address conditions at intersections, facilities or trail locations where issues of safety or user perception of safety exist. Increase comfort of existing facilities to address user perceptions or preferences and grow walking and biking trips in the city.

## **Develop facilities and address gaps**

Provide facilities and connections where needed and develop walking and biking networks that offer continuous, high-quality, comfortable connections.

## **Use an “All Ages and Abilities” approach to provide safe routes for all**

To grow walking and biking in the city, implement improvements and facilities that are designed for the safe and comfortable use by the majority of Edina residents, including children, seniors, and adults - including those who are not currently walking or biking in the city today.

## **Networks provide the framework for improvement**

Continuous, consistent and comfortable route networks for walking and biking provide the armature for investment and for developing facilities in the city.

## **Connectivity for everyday uses and needs**

High quality walking and biking networks that connect to useful everyday destinations like schools, work, transit, neighborhoods, parks and other community destinations make it easy and convenient for more people in Edina to choose these modes for a greater portion of their transportation and mobility needs.





### **Connect to regional and local assets and destinations**

Safe and convenient walking and biking facilities connect to destinations in Edina and neighboring communities. Connections to the growing network of regional walk and bike trails expand the number of potential destinations available to Edina residents and provide increased access to our region's assets.

### **Evaluation is the foundation for continuous improvement**

Ongoing and continuous quantitative and qualitative evaluation of investments guides Edina to cost-effective, productive walking and biking investments that result in increased walking and biking in the city. Overall success for the plan is measured by growth in the number of people who walk or bike in the city.

### **A “tactical urbanism” approach supports experimentation and innovation**

Pilot projects and other temporary approaches for experimenting and evaluating potential solutions help identify cost-effective, useful investments in the city's walking and biking networks.

### **A year-round approach**

Year-round safe and inviting walking and biking requires a year-round approach for maintenance, communications and programming.

### **A sustainable, resilient network**

Infrastructure and programming investments consider their environmental, social and economic sustainability, and build supporting frameworks for their continuation into the future. Facilities and connections that offer multiple routes for accessing destinations, high quality materials and design, proactive maintenance, and responsive resident engagement help develop and maintain a resilient system serving the needs of Edina residents well into the future.





## Chapter 2

# Guidance from the Edina community





A robust community engagement process was a key component of the approach for this plan, serving as the foundation for the plan's vision and recommendations. This chapter provides a high-level summary of activities and findings - for additional details, please consult Appendix B, which includes results from all of the plan's community engagement activities.

- 2.1 What we did
- 2.2 What we heard and learned



## 2.1 What we did

Connecting with Edina residents was a key priority for the plan. We conducted extensive in-person and online engagement to receive comments and guidance from Edina residents detailing their current experiences and their aspirations for the future of walking and biking in the city.

The plan's vision and recommendations reflect this guidance, as well as the comments and guidance from Edina staff and other stakeholders. **A detailed summary of public engagement efforts can be found in Appendix B.**



Gathering comments from Edina residents at Bredesen Park.

### Where did we go?

We held several in-person events to share project information and gather resident comments. Events included:

- Kick-Off Open House (July 2017)
- Centennial Lakes Farmer's Market (Pop-Up Workshop)
- Jerry's Foods (Pop-Up Workshop)
- Bredesen Park (Pop-Up Workshop)
- Edina High School (Listening Session)
- Final Open House (December 2017)





## In-person engagement

Activities for in-person engagement varied slightly between events, but in general included the following:

- » Plan overview
- » "I Love / IWish" activity (what's working and what needs work)
- » Identifying barriers and prioritizing solutions
- » Mapping destinations, routes, barriers, and ideas
- » Opportunities for general comments and questions.



Students providing their comments at a session at Edina High School.

## ENGAGEMENT BY THE NUMBERS

6



In-person events offered people the opportunity to share experiences and ideas for improving walking and biking in the city

OVER 300



Participants logged into the interactive online map and identified routes they use or would like to use

OVER 700



Map comments, including destinations, routes, barriers, and ideas shared in person and online

680



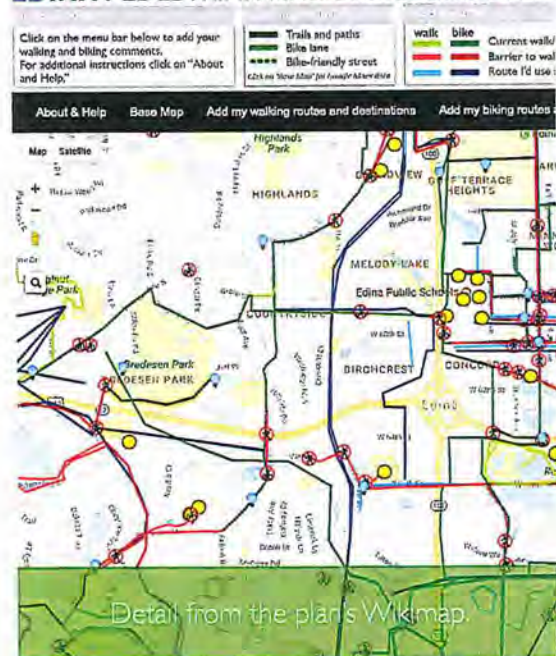
Project surveys completed online



At the Edina Farmer's Market Pop Up.



## EDINA PEDESTRIAN AND BICYCLE MASTER



## Online engagement

The plan also included a robust online engagement effort, including:

- » A project website (EdinaMN.gov/Pedestrian BicycleMasterPlan) to disseminate project updates and information
- » An interactive online mapping tool (Wikimap) where residents could upload location-specific issues, comments or ideas, as well as routes and improvements
- » An online survey to receive resident comments and information related to their priorities and the issues they experience while walking or biking Edina

Online materials were designed to closely match in-person activities. The online tools were launched in May 2017, and results were analyzed and used to shape the plan's vision and recommendations.

The City also used its social media channels (including Facebook and Twitter) to promote the plan's online tools, and announce public events.



## Engagement with City Staff and Boards

Throughout the plan's development, the project team worked closely with City Staff and Boards, including:

- » The Project Management Team (PMT), made up of staff from Edina departments, including Public Works, Planning, Police, Communications, Sustainability and boards including the Human Rights Commission
- » The Edina Transportation Commission (ETC), who was regularly updated on plan progress and provided their comments and guidance on plan development





## 2.2 What we heard and learned

### Walking in Edina

What types of destinations should be prioritized in Edina when deciding where to improve walking conditions?

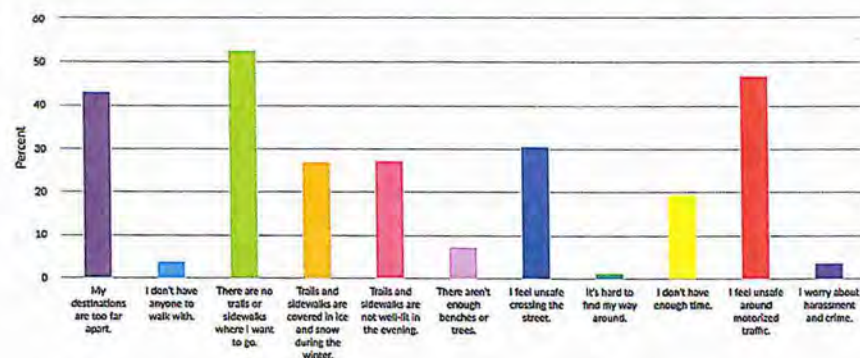


### Biking in Edina

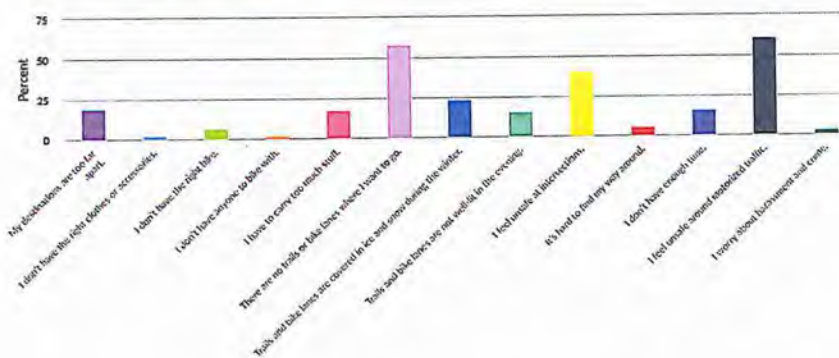
What types of destinations should be prioritized in Edina when deciding where to improve biking conditions?



What keeps people from walking in Edina more often?



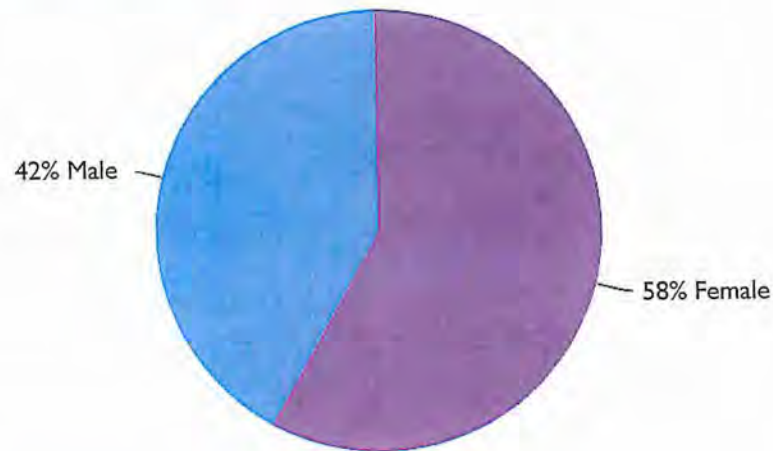
What keeps people from biking in Edina more often?



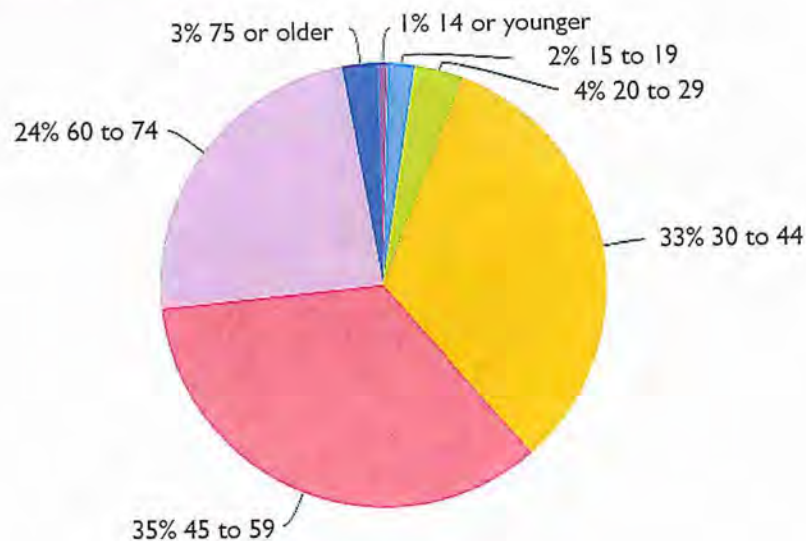


## Who participated in engagement?

### Participants by gender



### Participants by age



## What did we learn?

Several key themes emerged through engagement, including:

- Residents recognize, appreciate and use the significant network for walking and biking that is in place today, while they also recognize opportunities for improving the system
- Many residents are regularly walking in Edina today
  - » The majority of participants in the plan's engagement (52%) are walking four or more times per week
  - » About 80% of respondents walk for pleasure or exercise at least 2-3 times per week
  - » About 55% of respondents walk at least once a week to visit friends and relatives
- Biking is a popular activity in Edina today
  - » The majority of participants in the plan's engagement (55%) ride a bike at least 2-3 times per week
  - » Almost 30% of respondents ride a bike at least once per week to go shopping
  - » About 20% of respondents ride a bike at least once a week to go to work
- Opportunities for improving and walking and biking in the city include:
  - » Making it easier for people to cross busy streets
  - » Increasing separation from motor-vehicle traffic
  - » Addressing gaps in the network
  - » Improving wayfinding
  - » Installing more bike racks

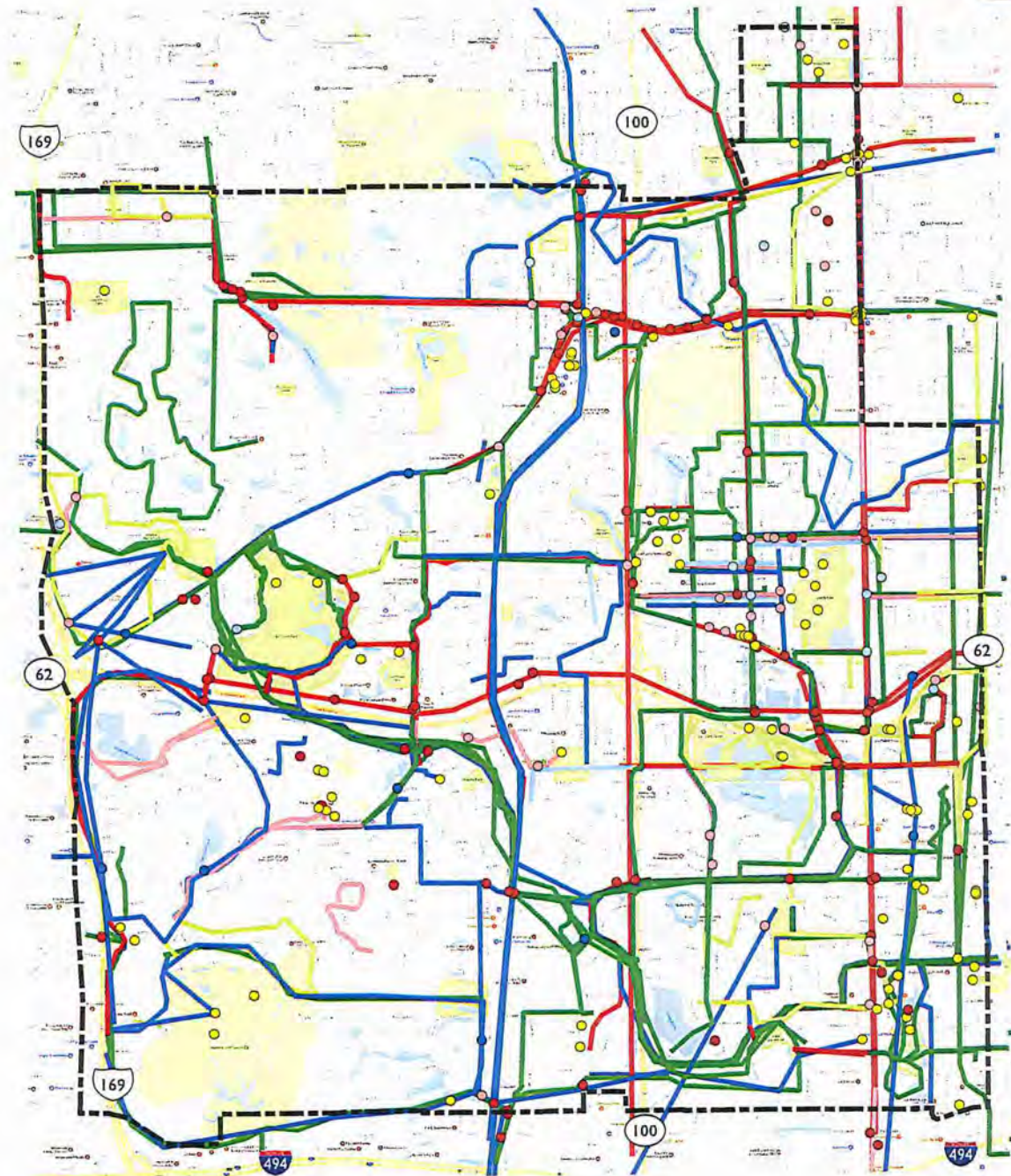




## Map of all comments from public engagement (in-person and online)

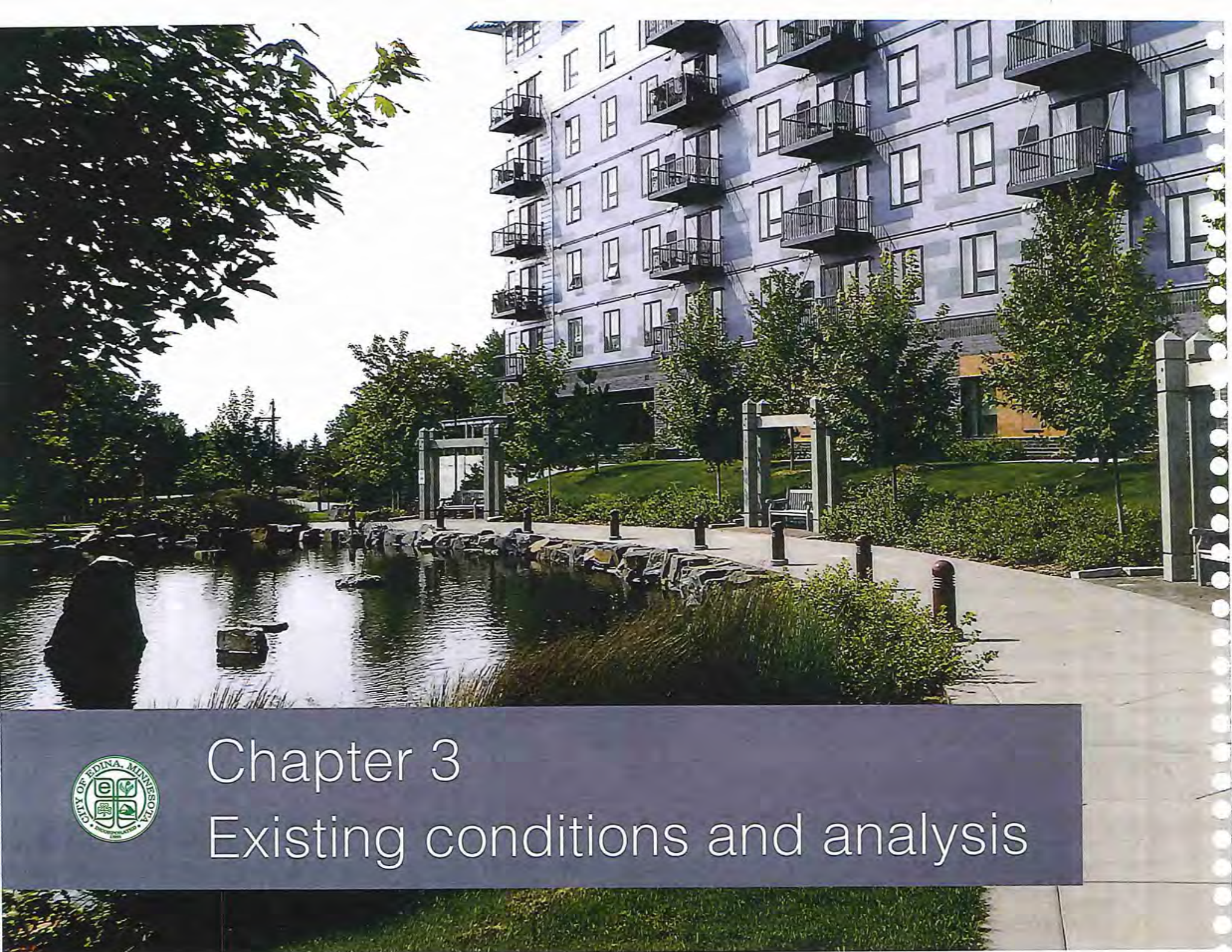
### Routes

-  Current walking route
-  Current biking route
-  Barrier to walking
-  Barrier to biking
-  Route pedestrian would take if improved
-  Route cyclist would take if improved
-  A destination in Edina
-  A location that is difficult for walking/ biking
-  An idea for improvement



Data source: Edina Pedestrian and Bicycle Master Plan Engagement 2017





# Chapter 3

## Existing conditions and analysis





Much has been accomplished by Edina over the last ten years. To look forward toward the next ten years, it's important to understand those assets and to note where there are opportunities for addressing current issues. This chapter reviews existing conditions, assets and issues and provides background to understand the recommendations in the plan.

- 3.1 Celebrating Edina's accomplishments
- 3.2 Edina in context
- 3.3 Existing pedestrian and bicycle system
- 3.4 Current plans and policies



## 3.1 Celebrating Edina's accomplishments

In 2007 Edina began its efforts toward becoming a more walkable and bikeable community through the development of its first Bicycle Transportation Plan. Since then, Edina has made numerous investments in planning, policy and implementation to improve conditions for people walking and biking in the city. Some of these accomplishments include:

- » In 2012 the Pedestrian and Cyclist Safety (PACS) Fund was approved (and implemented in 2013), providing a dedicated source of funding (approximately \$1.2 million a year) for the construction and maintenance of non-motorized infrastructure.
- » In 2013 the Living Streets Policy was approved by City Council, articulating citywide goals to increase safety, public and environmental health, transportation choice, economic benefits and community identity through infrastructure and facilities projects.
- » In 2014 the City Council approved the Active (Safe) Routes to School Comprehensive Plan, which provided recommendations to improve opportunities for students and their families to walk and bike to school.
- » Also in 2014, the City updated its sidewalk plan to include several more miles of proposed sidewalk facilities in the City, and amended this into its Comprehensive Plan.
- » The City of Edina was awarded a bronze-level Bicycle Friendly Community designation in 2014 by the League of American Cyclists.
- » Since 2013 Edina has constructed over ten miles of sidewalks, and since 2008 the City has added almost 40 lane miles of bicycle facilities.

This Pedestrian and Bicycle Master Plan provides a road map to continue this progress into the future, leveraging Edina's momentum and joining the national movement for more connected, livable, and healthy and resilient communities.

### A demonstrated commitment to implementation







## New since 2007 (a small sample):





## 3.2 Edina in context

Edina is a fully-developed, first-ring suburban community of just over 50,000 residents located along the southwest portion of Minneapolis, Minnesota in Hennepin County. Minnesota State Highways 62 and 100 divide the sixteen square mile City into four sections or “quadrants.”

From its incorporation in 1888 as a milling area on the banks of Minnehaha Creek, Edina has evolved to be a model among municipalities in the Twin Cities metropolitan area. The city offers high-quality single- and multifamily housing along with successful commercial and retail centers in the Southdale Center area and at the 50th and France district, among others. One of Edina's key attributes in its success has been its forward-thinking approach to ensure it continues to offer the highest quality of life for its residents, businesses, workers, and visitors.

### Urban form

As is typical for other suburban communities that grew in the years after the Second World War, Edina's urban form often includes widely separated land uses and disconnected street networks throughout much of the community - making walkability difficult, and requiring that people travel by car for most of their daily needs.

Over the past several years, Edina city policy and form have begun to change to better meet the health, environmental and economic needs and aspirations of its residents.

There is a wide variety of walkability conditions through the city, with areas that developed earlier, like the neighborhoods in northeast Edina, having a much more connected street network and pedestrian infrastructure than areas that developed later, like southwest Edina.



Save for exceptions in the older parts of the city (as well as in new development currently being considered), land uses are generally separated from each other, with a roadway network that follows a typical suburban pattern of minor arterials (generally Hennepin County roads spaced about every mile) providing automobile-oriented connections to commercial areas, employment centers, and other major destinations. Neighborhood streets provide limited connectivity within the larger grid - often ending in cul-de-sacs or a dead-end, and conveying motor-vehicle traffic out onto higher-speed, higher-volume arterials.

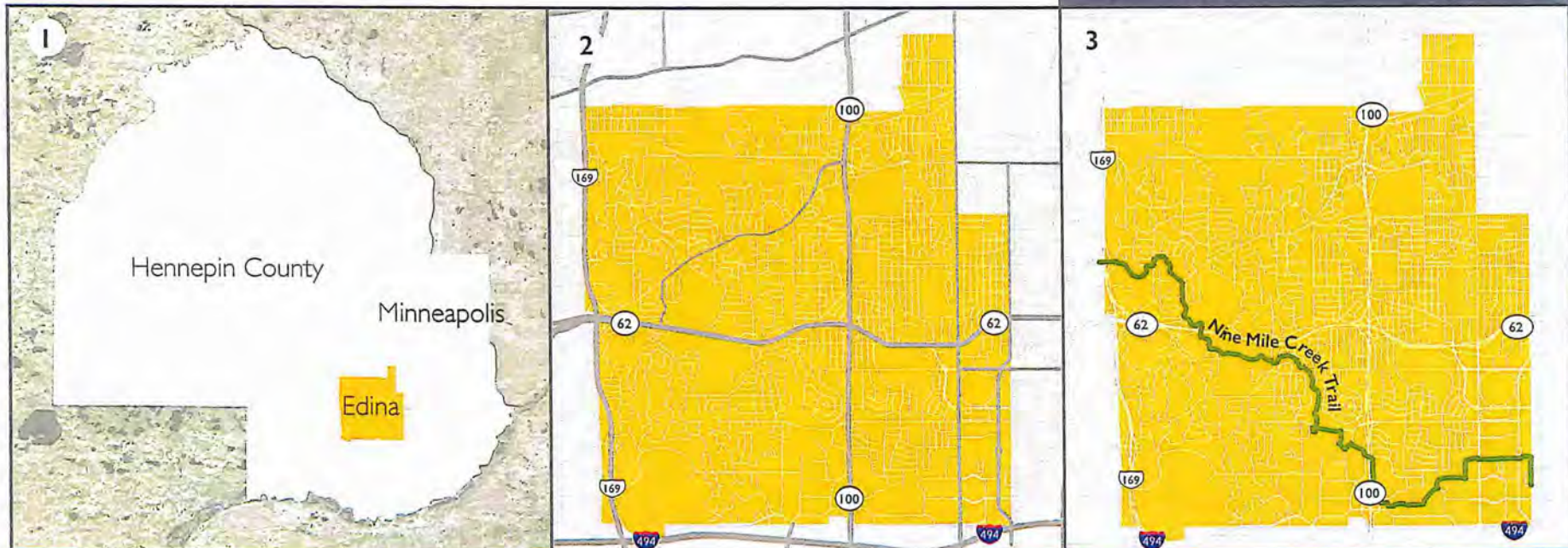




## Regional context

Edina is a fully-developed first-ring suburban community located in southern Hennepin County along the Minnehaha Creek. It is bordered by St. Louis Park and Hopkins on the north, Minneapolis and Richfield on the east, Bloomington on the south, and Minnetonka and Eden Prairie on the west.

- 1 Edina's location in southern Hennepin County, southwest of Minneapolis.
- 2 State highways and county roadways that travel through Edina.
- 3 Nine Mile Creek Regional Trail is a key regional asset.





## Regional and local corridors

### Roadways

Major roadway corridors include Highway 62, running through the city from east to west and Highway 100 running through the city from north to south. Highway 169 creates the western border of the city while Interstate 494 creates the southern border. Highway 100 and Highway 62 divide the city into four quadrants. County Road 17 (France Avenue) is also a main route in the eastern portion of the city.

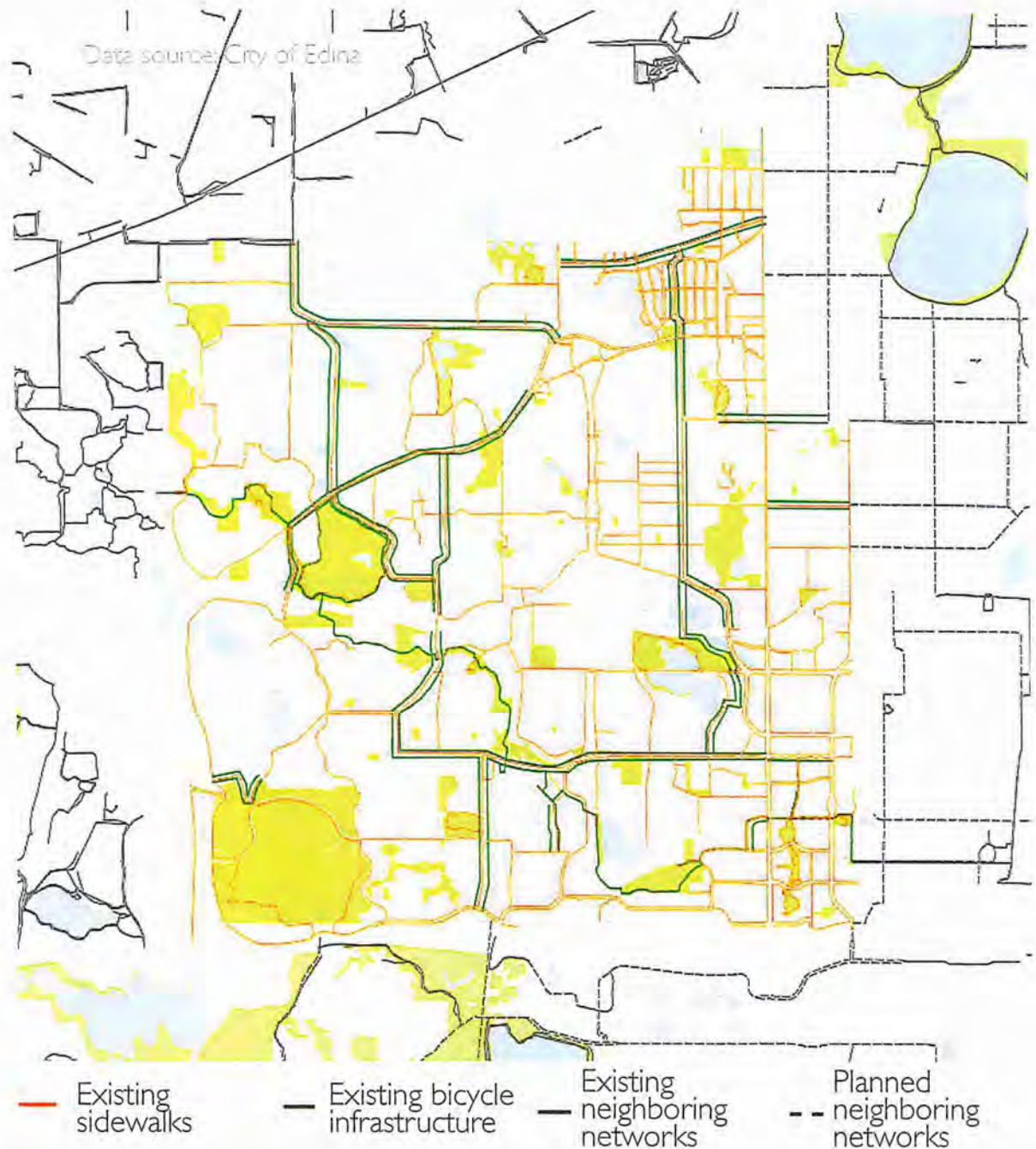
### Regional walk / bike trails

Nine Mile Creek Regional Trail runs through the southwestern portion of Edina.

### Local walk / bike routes

A connected network of sidewalks is provided in the northeast quadrant of the city, though connectivity is more limited in the remaining quadrants. Approximately forty miles of on-street bicycle routes are provided, including along Blake Road, Interlachen Boulevard, Vernon Ave, 44th Street, and 70th Street.

Many of the city's parks include recreational trails, with ongoing efforts to increase connectivity to other destinations.

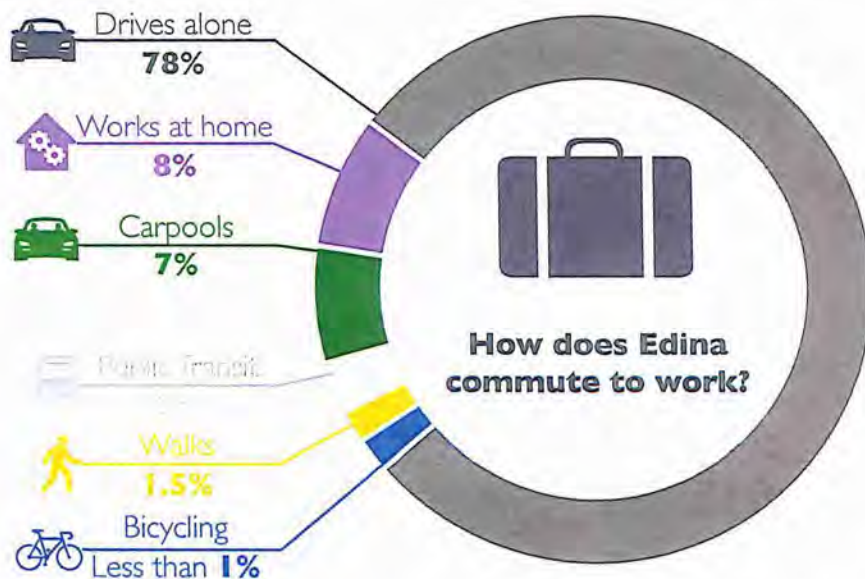






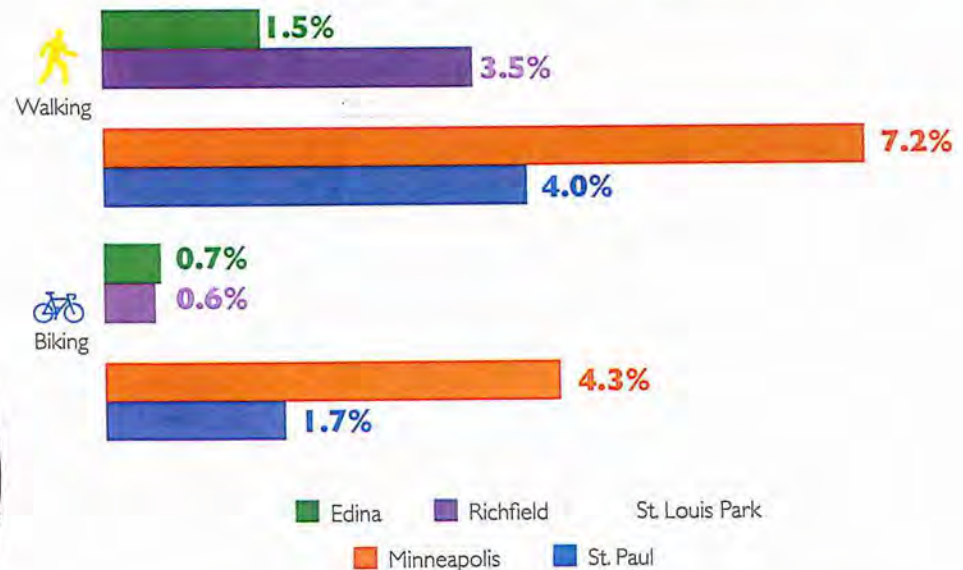
## Transportation at a glance

Here are a few transportation-related facts (from the US Census) to understand current travel patterns in the city.



Edina residents use transit to commute to work at about half the rate as the general Hennepin County population. The number of employees who work from home was higher than the county average by 3 percentage points.

## How do Edina's current rates of walking and biking to work compare with nearby cities?

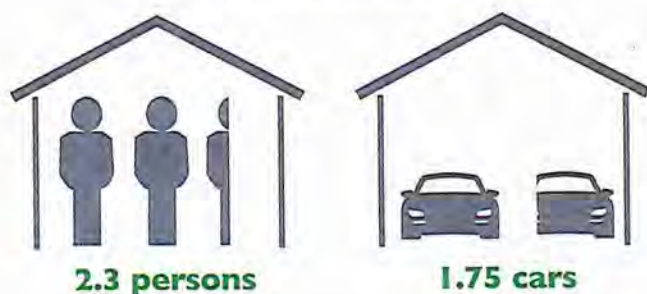


## Commuting Time...





### What's the average household size in Edina?



### Age distribution in Edina



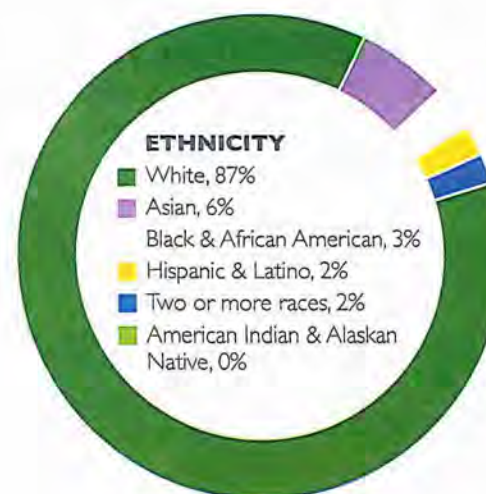
Edina's population is generally both older and younger than Hennepin County as a whole. About one fourth of residents are under 18, with another fourth above 65 years of age. Offering safe and comfortable transportation options for them will become even more important!

## Other demographic information

### Population growth, income and ethnicity

The population of Edina is increasing at the same rate as Hennepin County as a whole at 4% over the last 5 years. The population of Edina is expected to increase by another 10% by 2040.

Although the median household income of Edina is higher than the county average, there are still 5 percent of Edina residents living in poverty. Making sure that low-income and transit-dependent households (those without access to a motor-vehicle) have walk, bike and transit options to reach their daily destinations will help ensure more equitable transportation outcomes in the city.





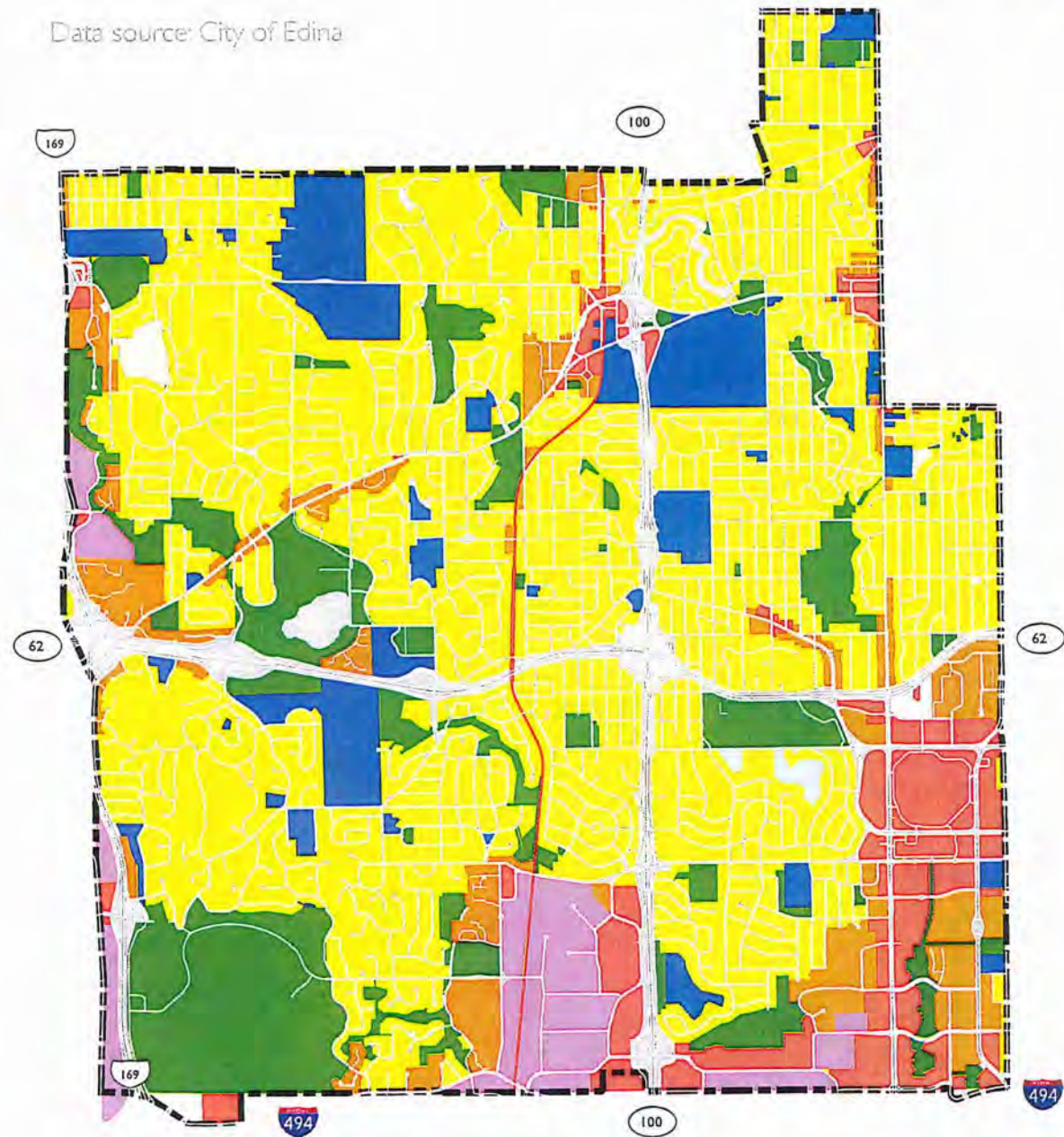


Data source: City of Edina

## Existing land uses

The majority of land use in Edina is single-family residential. Pockets of retail and commercial use are found along county roads and highways. Parks and recreation areas are available throughout the city.

### Existing Land Uses





Data source: City of Edina

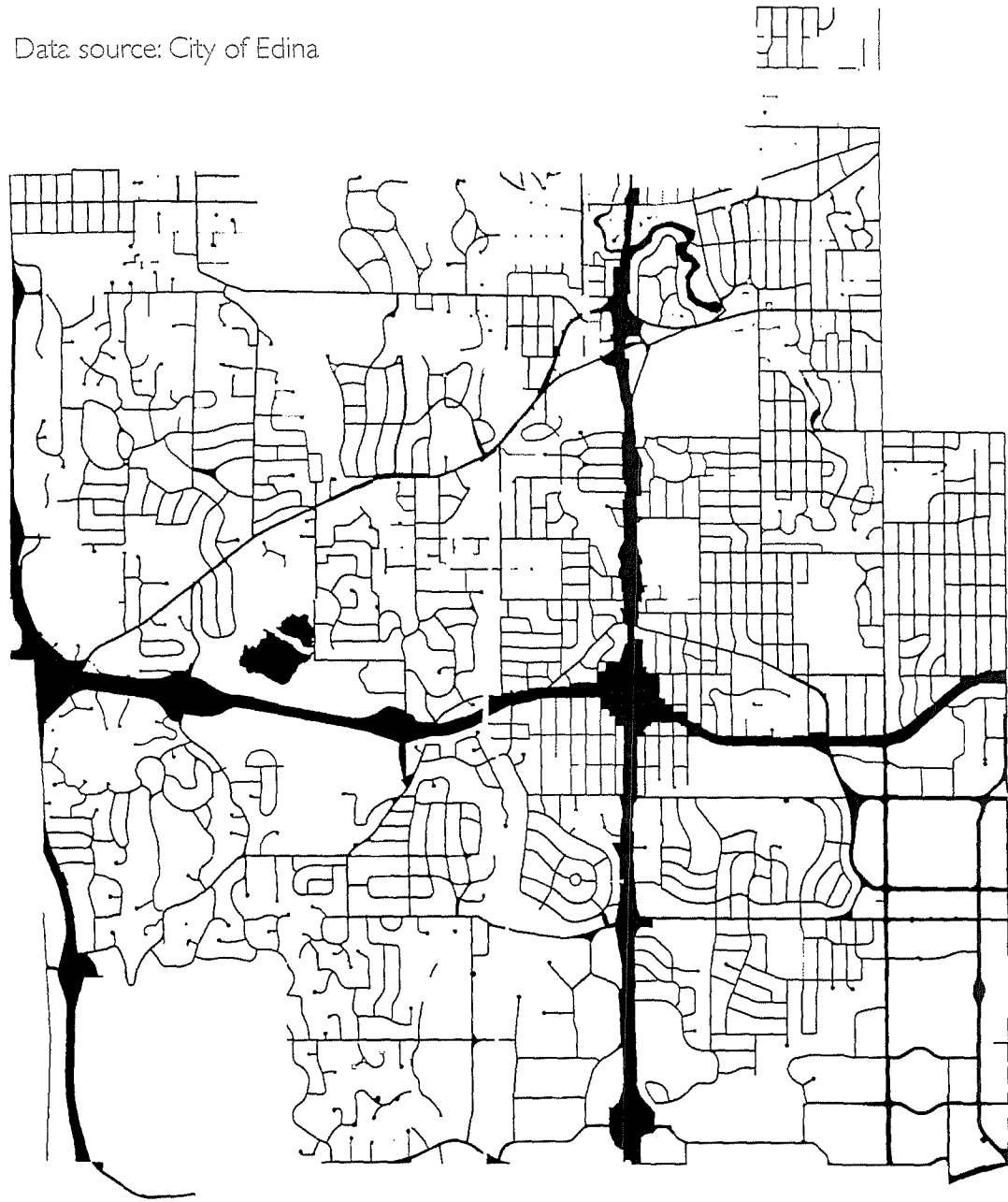
## Street network

Edina is a fully-developed first-tier suburban community. The city first started as part of Richfield Township, and was incorporated in 1888. Housing development started in the early 1900s in what is now the Morningside neighborhood within the city's northeast quadrant.

Save for exceptions in the older parts of the city (as well as in new development currently being considered), land uses are generally separated from each other, with a roadway network that follows a typical suburban pattern of minor arterials providing automobile-oriented connections to commercial areas, employment centers, and other major destinations.

Neighborhood streets in several sections of the city provide limited connectivity within the larger grid, often ending in cul-de-sacs or a dead-end.

Highways 100 and 62 create east-west and north-south barriers for pedestrian and bicycle circulation within the city.







## Transit

Edina is served by Metro Transit bus service with suburban local and limited stop commuter routes. The city is also just south and east of several stations for the planned SWLRT Green Line Extension, a light rail transit service that will extend from downtown Minneapolis to St. Louis Park, Hopkins, Minnetonka and Eden Prairie.

**Five stations for SWLRT are located within one mile of the city's boundary.**

### Existing Transit and Planned Blue Line Extension (SWLRT)

- Existing Metro Transit bus stop
- P Existing Metro Transit Park & Ride
- SWLRT Planned Station Location
- SWLRT Planned Green Line Extension alignment
- .25 mile bus transit station buffer (5-minute walk)
- 1.0 mile SWLRT station buffer (7-minute bicycle ride)





Data source: City of Edina

## Schools and student enrollment

### Considerations for Safe Routes to School

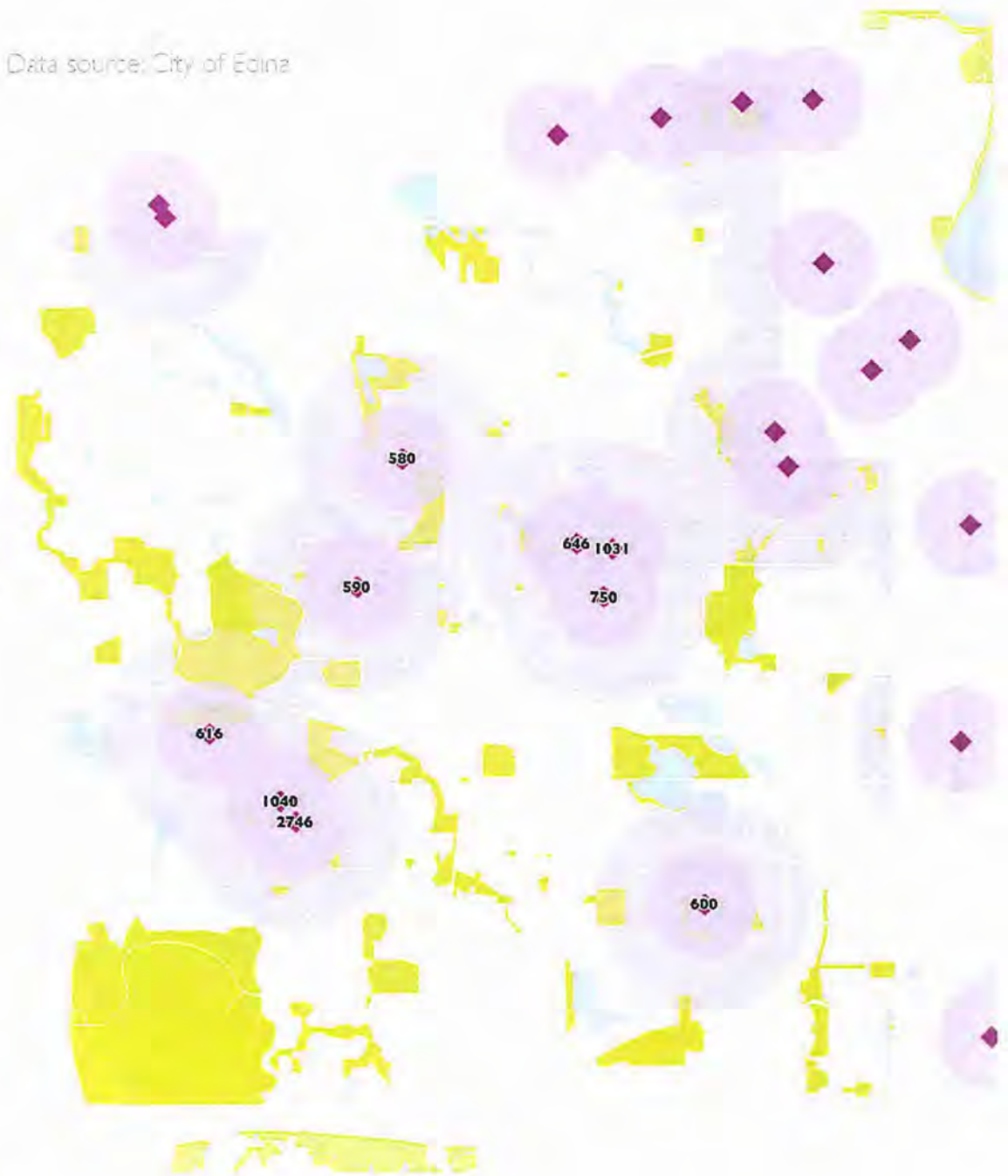
Twelve schools, including public and private elementary and middle schools, and one high school are located within Edina city limits.

A Safe Routes to School (SRTS) plan was completed in 2014. Recommendations from that plan, called the Edina Active Routes to School (ARTS) Plan, are included within this plan's pedestrian and bicycle recommendations.

### Schools and student enrollment

- ◆ School location (public elementary, middle, and high schools; higher education)

0.25-mile and 0.5-mile school walk radii (5–10 minute walk)





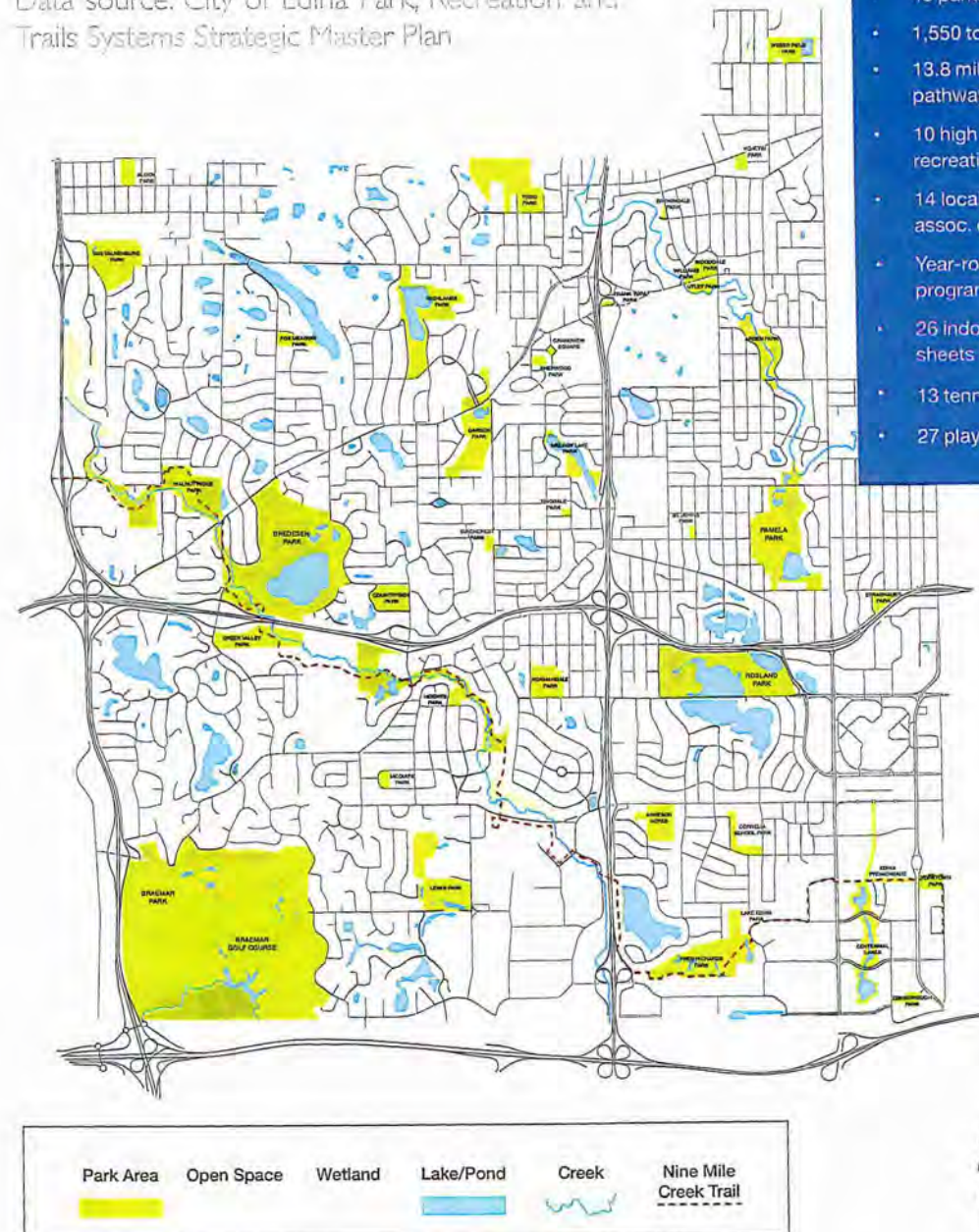


Data source: City of Edina Park, Recreation and Trails Systems Strategic Master Plan

## Parks and trails

The City of Edina offers numerous parks and trails that provide recreational, fitness, and transportation opportunities to people walking and biking in the city. In addition to neighborhood parks, the city offers several parks with community-wide and regional significance, including trails.

The Recreation and Parks Department has recently developed a comprehensive Park, Recreation and Trails Systems Strategic Master Plan, which identifies existing parks and trails as a major asset to the city, and includes recommendations to improve access to parks by developing a more connected trail system.



### Key Aspects:

- 43 parks
- 1,550 total acres
- 13.8 miles of scenic pathways
- 10 high quality recreation facilities
- 14 local youth sports assoc. collaborations
- Year-round disability programs
- 26 indoor & outdoor ice sheets
- 13 tennis courts
- 27 playgrounds



Data source: City of Edina

## Redevelopment districts

### Planning for “Nodes and Modes”

As part of Edina's 2018 Comprehensive Plan Update, several potential redevelopment areas within the city are undergoing planning efforts to explore the possibility of developing neighborhood nodes that could host high-density residential development and a mix of commercial uses.

Access to these nodes is envisioned to feature high-quality pedestrian and bicycle facilities.

### Redevelopment districts

 Parcel in redevelopment district







## 3.2 Existing pedestrian and bicycle system

Edina's existing and growing pedestrian and bicycle system is well-used by residents and an asset to the city. There are opportunities to leverage those existing assets, address existing issues, and continue to grow walking and biking in the city.

### Assets and opportunities

- » Existing and extensive inventory of sidewalks, trails and bicycle routes
- » Supportive policy and funding framework, including the Pedestrian and Cyclist Safety Fund (PACS)
- » City commitment to an All Ages and Abilities framework, including work on the Living Streets policy and Active (Safe) Routes to School (SRTS / ARTS) initiative
- » Five SWLRT stations in close proximity

### Issues and challenges

- » Uncomfortable crossings at major intersections
- » Infrequent and inconvenient crossings
- » Distance to important destinations
- » Limited connectivity / route options
- » Gaps in the existing network





Data source: City of Edina



## Existing pedestrian network

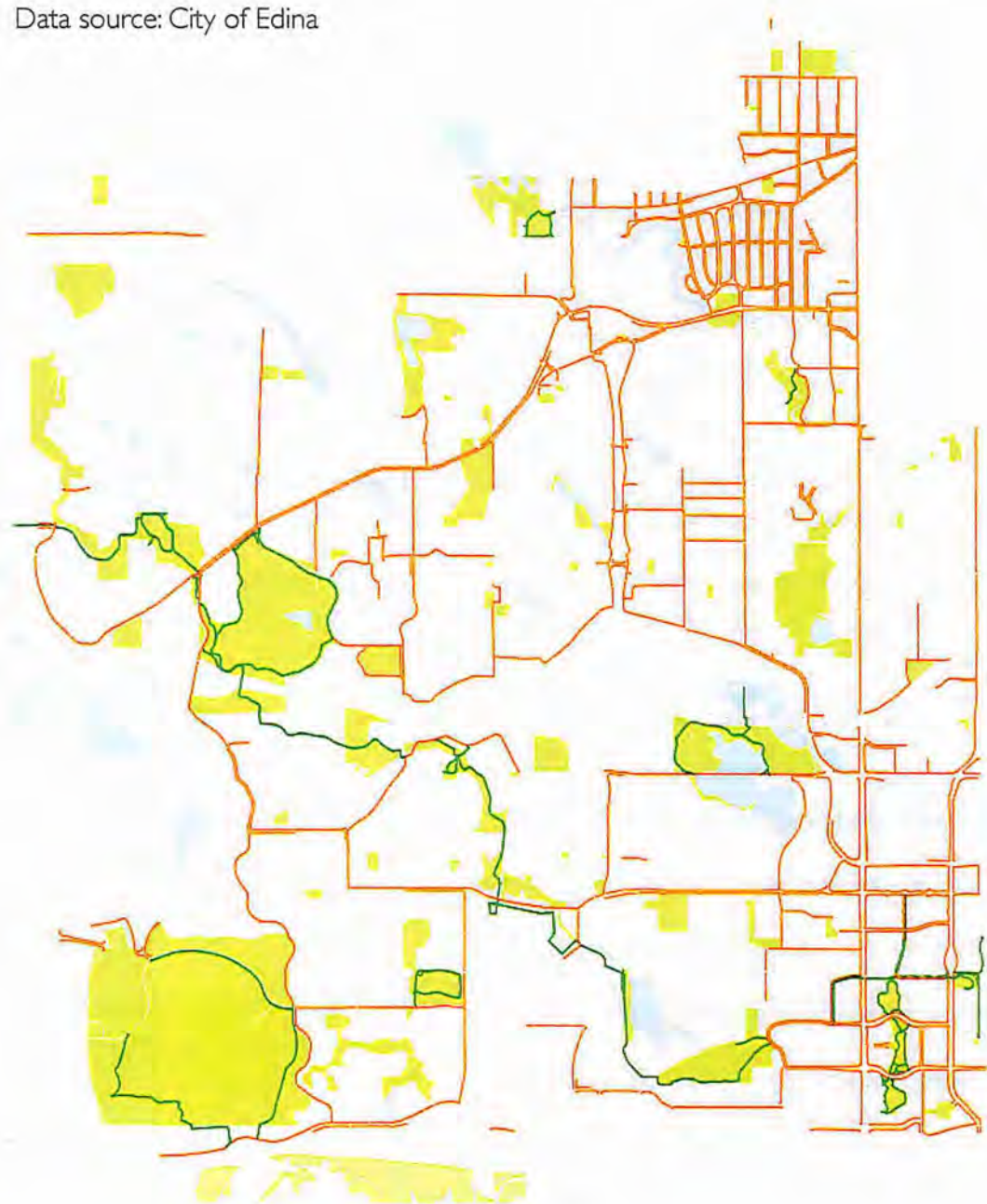
Edina's walking network includes two types of facilities

- » Sidewalks
- » Shared-use paths and park trails

Approximately half of the city's existing pedestrian facilities require upgrading to meet ADA / accessibility guidelines.

### Existing pedestrian network

-  Existing sidewalks
-  Existing shared-use paths and park trails







Data source: City of Edina




## Existing bicycle network

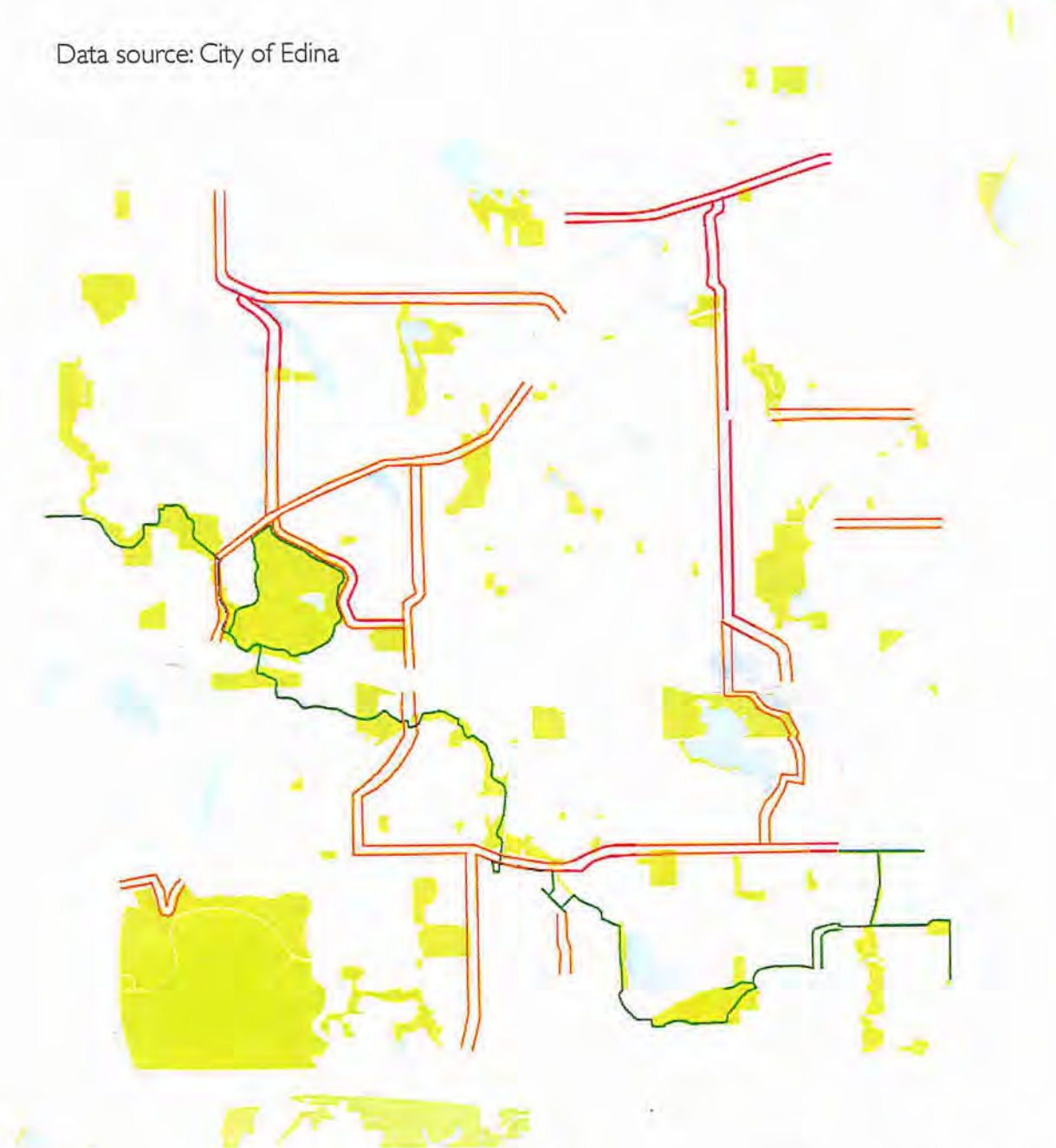
Edina's current bicycle network includes the following types of facilities

- » Advisory bike lanes
- » Bike boulevards
- » Bike lanes
- » Shared lanes for bikes / motor vehicles
- » Signed bicycle routes
- » Shared-use paths and park trails

Some facilities require a higher tolerance for traffic stress than what is comfortable for the majority of the adult population. The map on this page shows existing facilities grouped by comfort level, with facilities shown in green being comfortable to the widest range of users.

### Existing bicycle network

-  Existing shared-use paths and park trails (most comfortable)
-  Bike lanes, advisory bike lanes, bike boulevards
-  Shared lanes for bikes / motor vehicles, signed bicycle routes (least comfortable)







Data source: MnDOT Minnesota  
Crash Mapping Analysis Tool

## Pedestrian and bicycle crashes in Edina

There were 91 crashes involving pedestrians or bicycles in the period from 2006 to 2015, the most recent timeframe for which complete statistics are available. Those crashes were non-fatal. A fatal crash involving a pedestrian occurred in 2016 at Minnesota Drive and France Avenue.

Of the four quadrants of Edina, the southeast quadrant experienced the most pedestrian and bicycle related crashes with 38 crashes or 42% of the total crashes. Nearly half of all crashes occurred on County Roads (48%).

### Pedestrian and bicycle crashes, 2006 to 2015

-  Crash involving a pedestrian
-  Crash involving a bicycle rider







## 3.3 Current plans and policies

Current Edina plans and policies informing this plan's recommendations and approach include:

### City of Edina Comprehensive Plan (2018)

Edina's Comprehensive Plan is being updated concurrently with this plan. The Comprehensive Plan is a long-term plan that addresses community-wide issues and desires. Environmental sustainability and active transportation are prominent topics covered in the Comprehensive Plan. Pedestrian and bicycle travel are recognized as essential components of the "nodes and modes" approach it proposes for redeveloping new higher density districts at selected locations in the city. Sidewalks and trails along streets are intended to enhance pedestrian and bicyclist safety by providing separation from motor-vehicle traffic within the public right-of-way.

### Edina Park, Recreation and Trails Strategic Plan (2015)

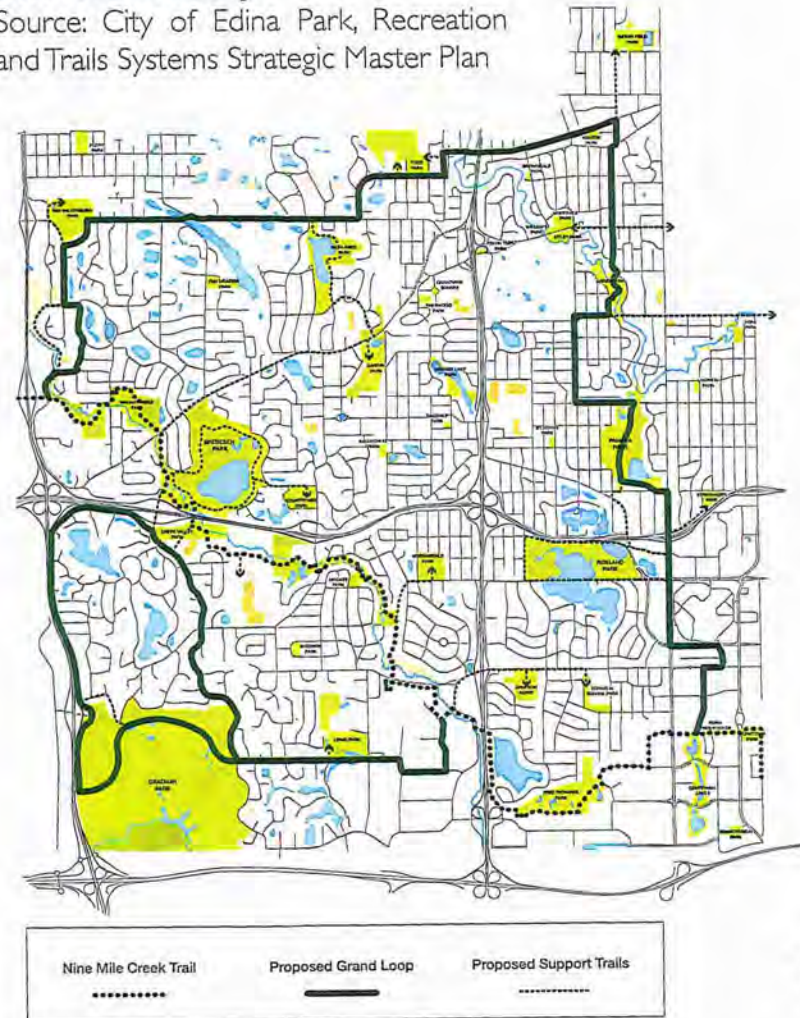
The Edina Park, Recreation and Trails Strategic Plan identifies opportunities for future park system improvements. Trails are identified a primary focus for improvement and continued investment. The Edina Grand Loop, a high quality, separated walk / bike trail that connects with existing walk / bike / trail assets and provides circulation across all four city quadrants, is one of that plan's key recommendations, and is picked up by this plan.

### Pedestrian Facilities Comprehensive Plan Amendment (2014)

This amendment identifies the city's approved sidewalk network, to be considered for current and future roadway reconstruction projects. Technical analysis and proactive community engagement were the basis for a list of improvements in all four quadrants of the city. The

### The Grand Loop

Source: City of Edina Park, Recreation and Trails Systems Strategic Master Plan





sidewalk network identified in the amendment is brought into the recommendations of this plan.

### **Living Streets Plan (2015)**

The plan's recommendations for improving safety for all users of the city's transportation network and for improving sustainability of related systems are a key influence on this plan.

### **Edina Active (Safe) Routes to School Comprehensive Plan (2014)**

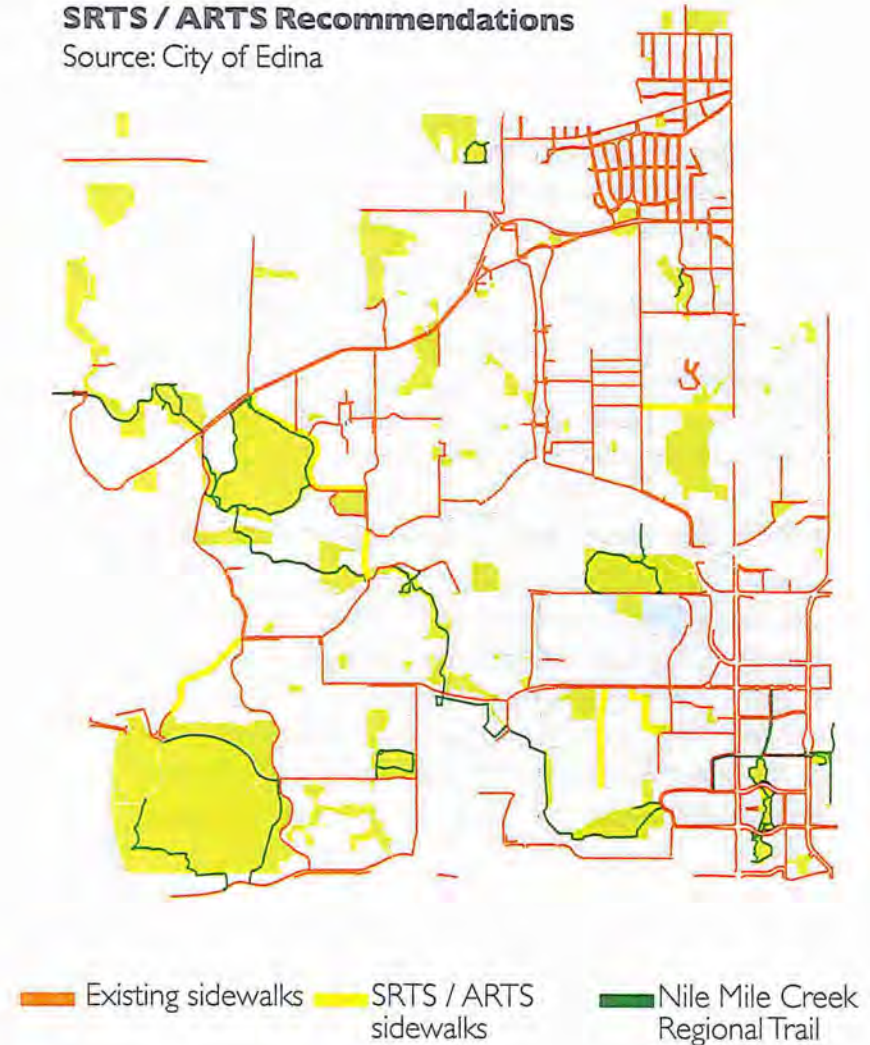
Edina's Safe Routes to School Plan (called "Active Routes to School (ARTS)") identifies opportunities and priorities to increase walking and biking in the city. The plan's walking and biking facility recommendations are brought into the recommendations of this plan.

### **Other city planning policies and initiatives informing this plan include:**

- » Vision Edina 2015
- » City of Edina Active Transportation Bike/Pedestrian and Bicycle Parking Action Plan (2013, 2014)
- » Bicycle Friendly Community Feedback Key Steps to Silver (2014)
- » City of Edina Comprehensive Bicycle Transportation Plan (2007)
- » Grandview District Transportation Study (2016)
- » Southdale Area Transportation Study (2016)

### **Safe Routes to School SRTS / ARTS Recommendations**

Source: City of Edina







## Other plans and policies referenced by this plan

### Hennepin County

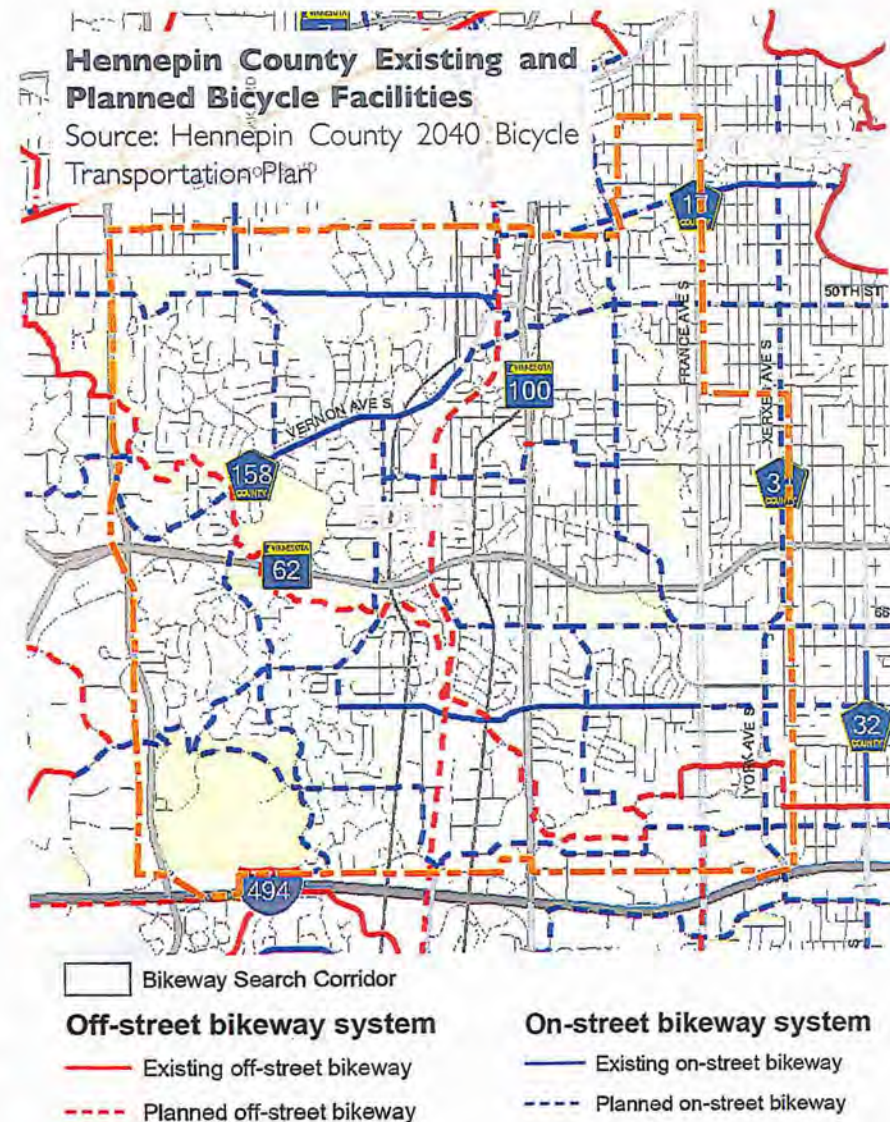
- » Hennepin County Pedestrian Plan (2013)
- » Hennepin County 2040 Bicycle Transportation Plan (2015)
- » Hennepin County Complete Streets Policy (2009)
- » Hennepin County "Cool County" Initiative
- » Hennepin County Active Living Policies and Partnership
- » Hennepin County Transportation Systems Plan
- » Hennepin County Public Works Strategic Plan

### Three Rivers Park District

- » Nine Mile Creek Regional Trail Master Plan
- » Three Rivers Park District Vision Plan

### Metropolitan Council

- » Metropolitan Council Transportation Policy Plan (TPP)
- » Twin Cities Regional Bicycle System Study







## Chapter 4

### Framework for recommendations