

Agenda
Transportation Commission
City Of Edina, Minnesota
Public Works Facility - Multi-Purpose Room

Thursday, September 23, 2021
6:00 AM

- I. Call To Order
- II. Roll Call
 - A. Welcome Commissioner Stephen Kanti Mahanty
- III. Approval Of Meeting Agenda
- IV. Approval Of Meeting Minutes
 - A. Approval of Minutes - Regular Meeting of August 19, 2021
- V. Community Comment

During "Community Comment," the Board/Commission will invite residents to share relevant issues or concerns. Individuals must limit their comments to three minutes. The Chair may limit the number of speakers on the same issue in the interest of time and topic. Generally speaking, items that are elsewhere on tonight's agenda may not be addressed during Community Comment. Individuals should not expect the Chair or Board/Commission Members to respond to their comments tonight. Instead, the Board/Commission might refer the matter to staff for consideration at a future meeting.
- VI. Reports/Recommendations
 - A. Valley View Road Bicycle Facilities Review
 - B. 2022 Roadway Reconstruction Projects
 - C. 2021 Work Plan Updates
 - D. 2022 Work Plan Proposal

VII. Chair And Member Comments

VIII. Staff Comments

IX. Adjournment

The City of Edina wants all residents to be comfortable being part of the public process. If you need assistance in the way of hearing amplification, an interpreter, large-print documents or something else, please call 952-927-8861 72 hours in advance of the meeting.



CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

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Date: September 23, 2021

Agenda Item #: II.A.

To: Transportation Commission

Item Type:

Other

From: Andrew Scipioni, Transportation Planner

Item Activity:

Subject: Welcome Commissioner Stephen Kanti Mahanty

Information

ACTION REQUESTED:

None.

INTRODUCTION:

Stephen Kanti Mahanty was recently appointed to serve as a student commissioner through August 31, 2022.



CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

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Date: September 23, 2021

Agenda Item #: IV.A.

To: Transportation Commission

Item Type:

Minutes

From: Andrew Scipioni, Transportation Planner

Item Activity:

Subject: Approval of Minutes - Regular Meeting of August 19, 2021

Action

ACTION REQUESTED:

Approve the minutes of the Transportation Commission regular meeting of August 19, 2021.

INTRODUCTION:

See attached draft minutes.

ATTACHMENTS:

Draft Minutes: Aug 19, 2021



Minutes
City Of Edina, Minnesota
Transportation Commission
Community Conference Room
August 19, 2021

I. Call To Order

Chair Johnson called the meeting to order at 6:01 p.m.

II. Roll Call

Answering roll call: Commissioners Lewis, McCarthy, Plumb-Smith, Richman, Johnson, Khariwala

Answering roll call virtually: Commissioners Brown, Kane, Kitui

Late: Commissioners Ahler, Clark

Absent: Commissioner Atri

Staff present: Transportation Planner Andrew Scipioni

III. Approval Of Meeting Agenda

Motion was made by Commissioner McCarthy and seconded by Commissioner Plumb-Smith to approve the agenda. All voted aye. Motion carried.

IV. Approval Of Meeting Minutes

Motion was made by Commissioner Plumb-Smith and seconded by Commissioner Lewis to approve the July 15, 2021 meeting minutes. All voted aye. Motion carried.

Commissioner Ahler arrived at 6:06.

V. Special Recognitions and Presentations

A. Special Recognition – Commissioners Atri and Khariwala

Staff and Commissioners thanked Commissioners Atri and Khariwala for their service.

VI. Community Comment

Julia Risser of 6112 Ashcroft Avenue spoke about the Valley View Apartments at 4425 Valley View Rd, stating that the front setback granted by City Council sets a new precedent for the area and will impede the City in making future improvements to adjacent pedestrian and bicycle infrastructure. Risser suggested a moratorium on setbacks in areas where such improvements are proposed and suggested that developers provide more realistic conceptual images of their projects.

VII. Reports/Recommendations

A. Traffic Safety Report of July 27, 2021

The Commission reviewed and commented on the Traffic Safety Report of July 27, 2021.

Commissioner Clark arrived at 6:50.

B. 2021 Work Plan Updates

- **#1 Organized Trash Collection** – Subcommittee met July 26, created a draft report. Meeting with EEC rep and liaison Monday to discuss proposed 2022 work plan initiative.
- **#2 Street Funding Task Force** – City Council approved a revision to the assessment policy that will transition away from special assessments for street reconstruction over the next 16 years. More information is available on the BetterTogetherEdina webpage.
- **#3 CloverRide** – Subcommittee met August 4. Ridership is steady around 10 per week, but still below pre-COVID levels. Staff provided the Senior Center with more bus passes and is updating the rack card to have available at City facilities.
- **#4 Traffic Safety Reports** – Reviewed the July 27, 2021 report.
- **#5 Capital Improvement Projects** – Eden Ave between Sherwood Rd and Arcadia Ave is closed until the end of October. The new shared-use paths at Highlands Park are expected to be paved next week. Staff is discussing property impacts of proposed facilities on McCauley Trl and Olinger Blvd with adjacent property owners.
- **#6 Traffic Impact Studies & TDM** – Staff is expecting a study for a project at 7300 Bush Lake Rd.
- **#7 Metro Transit Connectivity** – Staff provided GIS data of existing ped/bike facilities; subcommittee will meet to discuss gaps and recommendations, expects to have documents to share at next meeting.

C. 2022 Work Plan Development

The Commission continued to discuss possible initiatives to include in the 2022 work plan proposal.

Discussed initiative topics included;

- Boulevard tree policy
- Organized trash collection
- Micro/Shared mobility program study
- Public transit partnership and promotion
- Safe Routes to School/high school congestion
- Traffic impact study process improvements
- PACS Fund

D. September 9 Joint Work Session Prep

The Commission deliberated on topics to discuss with City Council during the upcoming joint work session.

VIII. Chair and Member Comments – Received

Commissioner Lewis left at 8:31.

Commissioner Khariwala left at 8:36.


IX. Staff Comments – Received

Commissioner Richman left at 8:44.

X. Adjournment

Motion was made by Commissioner McCarthy and seconded by Commissioner Plumb-Smith to adjourn the August 19, 2021 meeting at 8:44 p.m. All voted aye. Motion carried.

TRANSPORTATION COMMISSION ATTENDANCE														
	J	F	M	A	M	J	J	A	S	O	N	D	# of Mtgs	Attendance %
Meetings/Work Sessions	1	1	1	1	1	1	1	1					8	
NAME														
Ahler, Mindy	1	1	1	1	1	1	1	1					8	100%
Brown, Chris			1	1	1	1	1	1					6	100%
Johnson, Kirk	1	1	1	1	1	1	1	1					8	100%
Kane, Bocar	1	1	1	1	1	1	1	1					8	100%
Kitui, Janet						1	1	1					3	100%
Lewis, Andy			1	1	1	1	1	1					6	100%
McCarthy, Bruce	1	1	1	1		1		1					6	75%
Plumb-Smith, Jill	1	1	1	1	1	1	1	1					8	100%
Richman, Lori	1	1	1	1	1		1	1					7	88%
Atri, Nihar (s)	1	1	1	1		1	1						6	75%
Clark, Anna (s)		1	1	1	1		1	1					6	75%
Khariwala, Anand (s)	1	1	1		1	1	1	1					7	88%
Lafferty, Peter	1	1			RESIGNED								2	N/A
Scherer, Matthew		RESIGNED											0	N/A

 Participated virtually



“Exhibit A” 4425 Valley View Road, Valley View Apartments was granted a reduced 16’ setback for the building and an extreme 2’ setback for the patio. Stairs from the patio terminate at the lot line – and the plantings expand into the public right-of-way. This is along a single lane road with bike paths on either side. The building sets new precedents – it is closer to Valley View Road than any of the existing buildings all the way from Hwy 100 to the Crosstown.

Planning Commission, July 8, 2020 - https://edina.granicus.com/player/clip/3178?view_id=9&redirect=true

City Council Commission, July 21, 2020 - https://edina.granicus.com/player/clip/3188?view_id=8&redirect=true



- Community Development

Community Development
Staff

+ Assessing and Property
Tax

City Maps and GIS

+ Economic Development

+ Housing and Community
Services

+ Planning

- Zoning

Zoning Code
Amendments

Community Development
FAQ

[City Government](#) » [Departments](#) » [Community Development](#) »

Zoning

Zoning regulations ensure that land in the City is being used efficiently and appropriately.

Zoning is a watchdog on the beauty of the community. It ensures that properties are being used in the most appropriate manner and that overcrowding does not occur. It also ensures that homes and businesses meet certain community standards.

The three primary services of zoning are to develop and maintain the Landuse Regulations (zoning), enforce zoning controls and provide information, and make recommendations on projects to the [Planning Commission](#) which acts as the City's Board of Adjustments and Appeals.

Zoning Enforcement

For zoning complaints requiring investigation, contact [James Schedin](#) in the [Police Department](#) at 952-949-6200.

To obtain a copy of the Zoning Code, see chapters 11 and 12 of the [City Code](#).

[Planning and Zoning FAQ](#)

[Zoning Map](#) [PDF]

Free viewers are required for some of the attached documents.
They can be downloaded by clicking on the icons below.



COVID-19 resources [here](#). | DLI offices are [closed to walk-in customers](#).

APPRENTICESHIP AND DUAL TRAINING

CODES AND LAWS

[2020 Minnesota State Building
Codes](#)

[Bleacher safety standards](#)

[Laws and rules](#)

[Overview of the Minnesota State
Building Code](#)

[Starting a business: What to know](#)

ELECTRICAL CONTRACTORS

ELEVATOR CONTRACTORS

EMPLOYMENT PRACTICES

HIGH PRESSURE PIPING CONTRACTORS

INDEPENDENT

[For business](#) > [Codes and Laws](#) > Overview of the Minnesota State Building Code

OVERVIEW OF THE MINNESOTA STATE BUILDING CODE

Every six years, our agency adopts new building codes designed to promote cost-effective ways of ensuring building safety and efficiency.

The Minnesota State Building Code is the minimum construction standard throughout all of Minnesota including all cities, townships and counties. Although it isn't enforceable by municipalities unless it is adopted by local ordinance, the State Building Code creates a level playing field for the construction industry by establishing the construction standard for all buildings in the state.

- View the [2020 Minnesota State Building Codes](#).
- View the [2015 Minnesota State Building Codes](#).

Information about the Minnesota State Building Code

- [Makeup of the Minnesota State Building Code](#)
- [Code Publication availability; List of codes and reference manuals; Desirable handbooks and/or standards for code enforcement](#)
- [Responsible agencies and industry resources](#)
- [Building code enforcement for public buildings and state-licensed facilities](#)
- [Counties that have adopted the Minnesota State Building Code](#)
- [Effective dates of Minnesota code adoptions](#)



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Date: September 23, 2021

Agenda Item #: VI.A.

To: Transportation Commission

Item Type:

Other

From: Andrew Scipioni, Transportation Planner

Item Activity:

Subject: Valley View Road Bicycle Facilities Review

Discussion

ACTION REQUESTED:

None; review and comment only.

INTRODUCTION:

As a condition of approval for the new apartment building at 4425 Valley View Road, staff will review options for improved bicycle facilities on Valley View Road between Wooddale and Brookview Avenues and discuss future opportunities for implementation.

ATTACHMENTS:

Staff Report: Valley View Road Bicycle Facilities Review

4425 Valley View Road Transportation Review Memo, July 14, 2020

Resolution No. 2020-74



Date: September 23, 2021

To: Transportation Commission

From: Andrew Scipioni, Transportation Planner

Subject: Valley View Road Bicycle Facilities Review

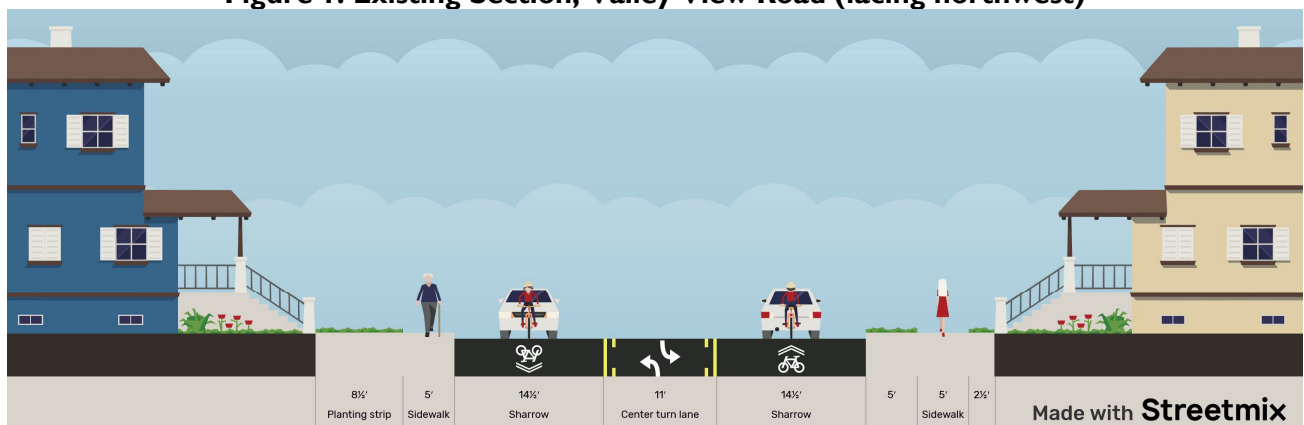
Information / Background:

In 2020, DJR Architects proposed to tear down the existing one-story daycare building at 4425 Valley View Road and construct a three-story, 21-unit apartment (known as the Valley View Apartments). The applicant applied for a Conditional Use Permit (CUP) with variances to allow residential use within a planned commercial district (PCD-1). City Council held a public hearing on July 21, 2020, and on August 5, Council adopted Resolution 2020-74, granting the CUP with variances. Among the conditions for approval, Council directed staff and the Transportation Commission to review the impacts of off-street versus on-street bicycle facilities adjacent to the site and to review opportunities for implementation along the entire corridor (Wooddale Avenue to Brookview Avenue). This report serves to satisfy that condition.

Existing Conditions

The public right-of-way (ROW) on Valley View Road is 66' between Wooddale and Oaklawn Avenues (adjacent to the site) and 100' between Oaklawn and Brookview Avenues. The street is approximately 40' wide, comprised of two 14.5' travel lanes and one 11' two-way left-turn lane. Each travel lane includes 4' wide green shared bike lane markings. The south side of the roadway includes a 5' edge-of-road sidewalk while the north side has a 5' sidewalk with a 5' grass boulevard. Figure 1 shows the typical roadway section adjacent to the Valley View Apartments (actual dimensions vary along the corridor).

Figure 1. Existing Section, Valley View Road (facing northwest)



Note: Buildings are depicted on the property lines to show the ROW limits; actual setbacks vary along the corridor.

The Planning Commissioner held a public hearing for the request on July 8, 2020. Commissioners expressed a concern that delivery vehicles may park illegally on Valley View Road in the shared bike lane, creating an unsafe condition for eastbound cyclists and motorists. Members of the Transportation Commission shared similar concerns when given the opportunity to review the request. The Planning Commissioner approved the request with the added condition that there be a physical protection of the bike lane on Valley View Road in front of the property.

Staff believed that this condition could not be reasonably fulfilled by the applicant. As the 2018 Pedestrian and Bicycle Master Plan notes that providing a continuous network of facilities is key for supporting safe and comfortable walking and biking, staff preferred to find opportunities to improve bicycle facilities along the entire corridor rather than just adjacent to this property. At that time, off-street versus on-street bicycle facilities could be considered to provide further separation and protection. Staff suggested that the applicant consider additional signage directing delivery or other short-term-parked vehicles to a designated location on-site, but otherwise felt that the existing “No Parking” signage would be sufficient to discourage parking in the bike lane.

Proposed Sections

The following typical sections were developed by adhering to the following assumptions and guidelines:

1. No additional ROW will be acquired.
2. Travel and turn lanes must adhere to Municipal State Aid (MSA) standards.
3. Consideration will be given to on-street and off-street bicycle facilities.
4. Consideration will be given to improvements that utilize the existing roadway width and those that would require roadway reconstruction.
5. Multi-modal facilities will be consistent with recommendations in the Pedestrian and Bicycle Master Plan.

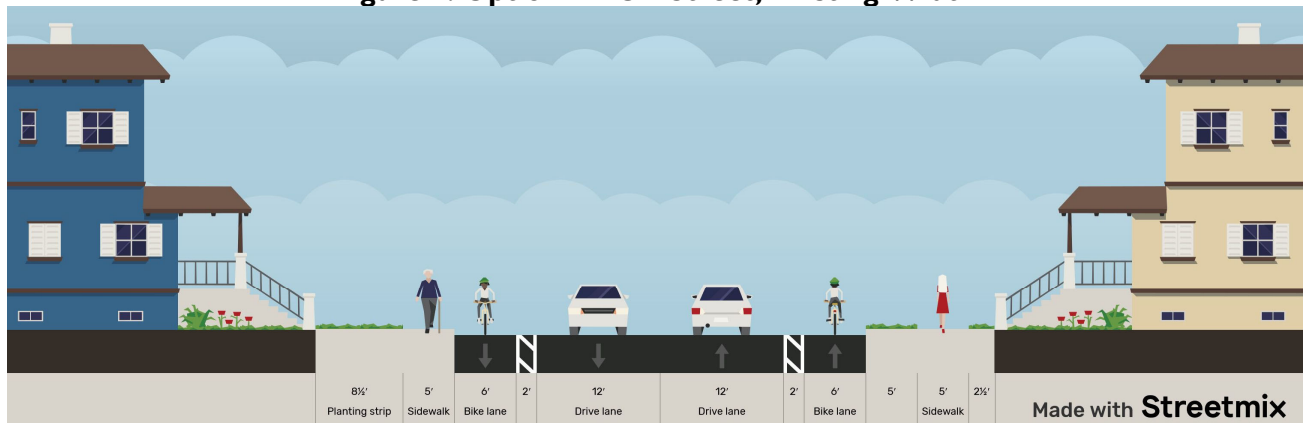
Option 1: On-Street, Existing Width

Option 1 removes the two-way left-turn lane and adds 6' on-street bike lanes with 2' buffers (see Figure 2). The drive lanes would be narrowed to 12' and no changes would be made to the existing sidewalks.

Advantages – Implementation would be less expensive since the roadway width is maintained. Drive lanes are reduced, which may have a traffic calming effect. Bicycle facilities would be improved by adding horizontal separation from motor vehicles, and would be more consistent with the facilities east of Brookview Avenue.

Disadvantages – Further study would be needed to assess the feasibility of removing the two-way left-turn lane.

Figure 2: Option 1 – On-Street, Existing Width



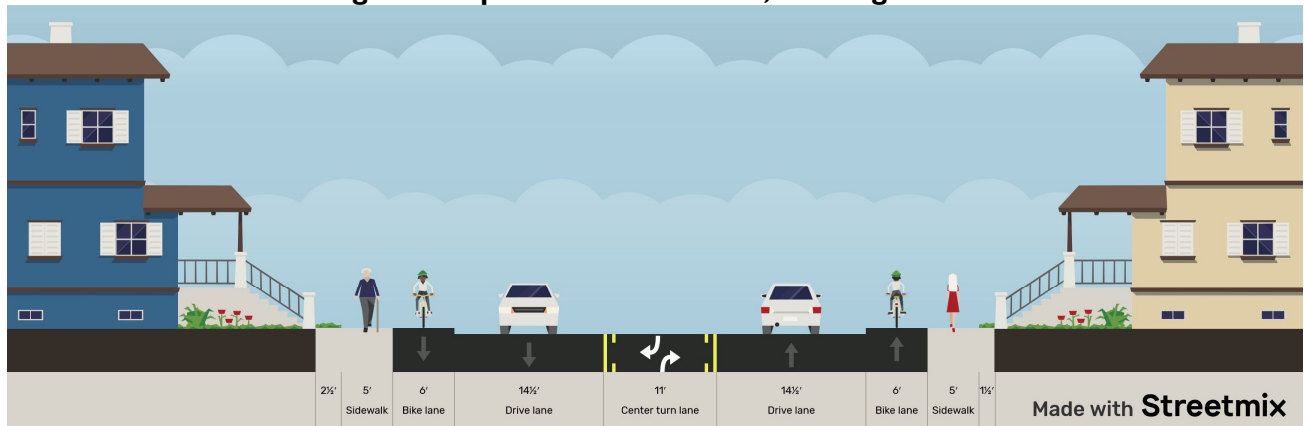
Option 2a: Off-Street, Existing Width

Option 2a adds 6' off-street bike lanes (see Figure 3). The drive lanes and turn lane would remain at their current widths, while the sidewalks on both sides of the street would need to be relocated.

Advantages – Implementation would be less expensive since the roadway width is maintained. Bicycle facilities are improved by adding horizontal and vertical separation from motor vehicles.

Disadvantages – Drive lanes would be oversized for motor vehicles alone. Sidewalks on both sides of the street would need to be removed and reconstructed to accommodate the off-street bike lanes.

Figure 3: Option 2a – Off-Street, Existing Width

**Option 2b: Off-Street, Existing Width with Parking**

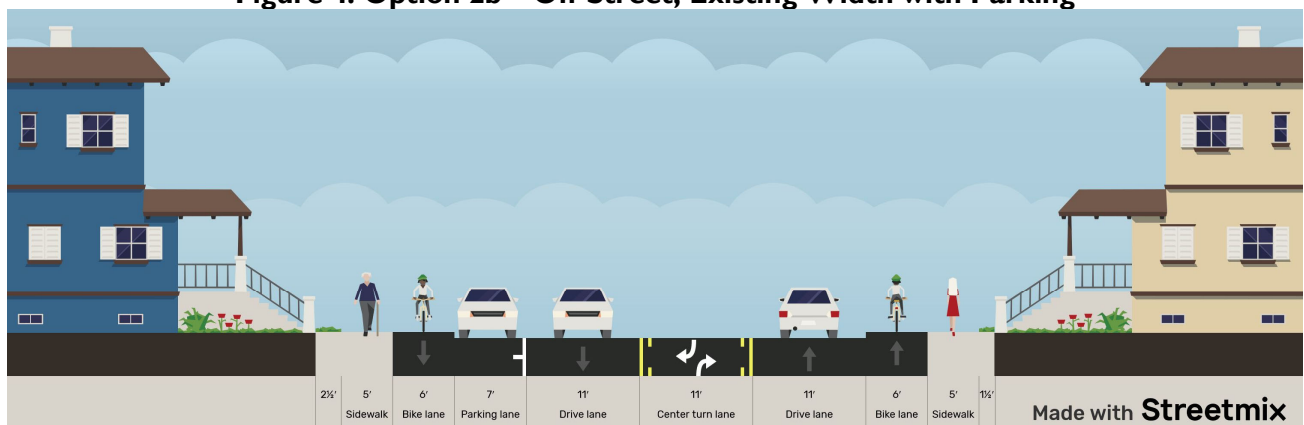
Option 2b is similar to 2a but addresses the oversized drive lanes by reallocating space for a 7' on-street parking lane (see figure 4).

Advantages – Implementation would be less expensive since the roadway width is maintained. Bicycle facilities would be improved by adding horizontal and vertical separation from motor vehicles.

Additional on-street parking could benefit adjacent residential and commercial properties.

Disadvantages – Sidewalks on both sides of the street would need to be removed and reconstructed to accommodate the off-street bike lanes. Public engagement would be necessary to determine which side of the street to locate the parking lane.

Figure 4: Option 2b – Off-Street, Existing Width with Parking



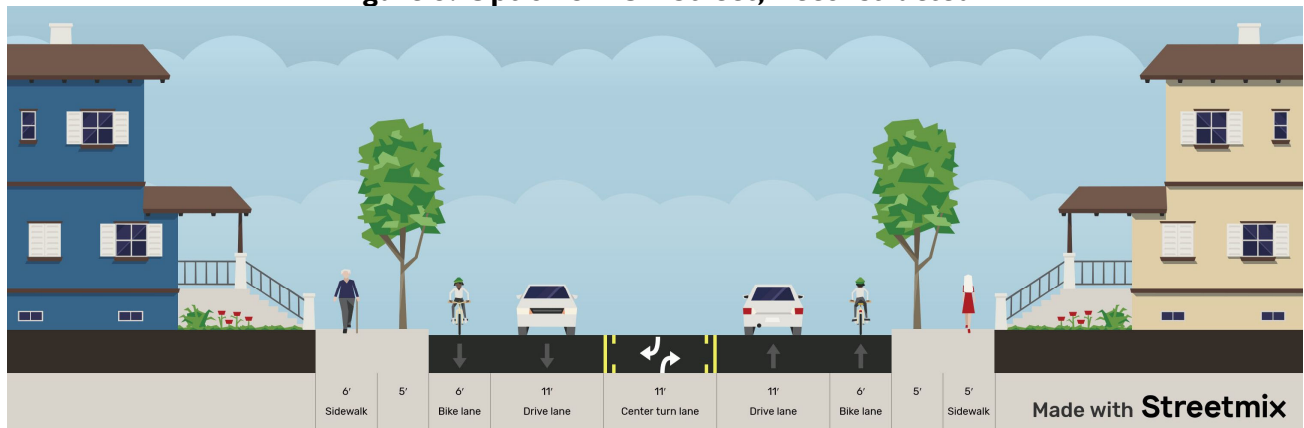
Option 3: On-Street, Reconstructed

Option 3 adds 6' on-street bike lanes (see Figure 5). The drive lanes would be narrowed to 11' and the existing sidewalks would be reconstructed to provide boulevards.

Advantages – Drive lanes would be reduced, which may have a traffic calming effect. Bicycle facilities would be improved by adding horizontal separation from motor vehicles, and would be more consistent with the facilities east of Brookview Avenue. Pedestrian facilities would be improved by adding boulevards.

Disadvantages – Implementation would be more expensive as it would require roadway reconstruction.

Figure 5: Option 3 – On-Street, Reconstructed

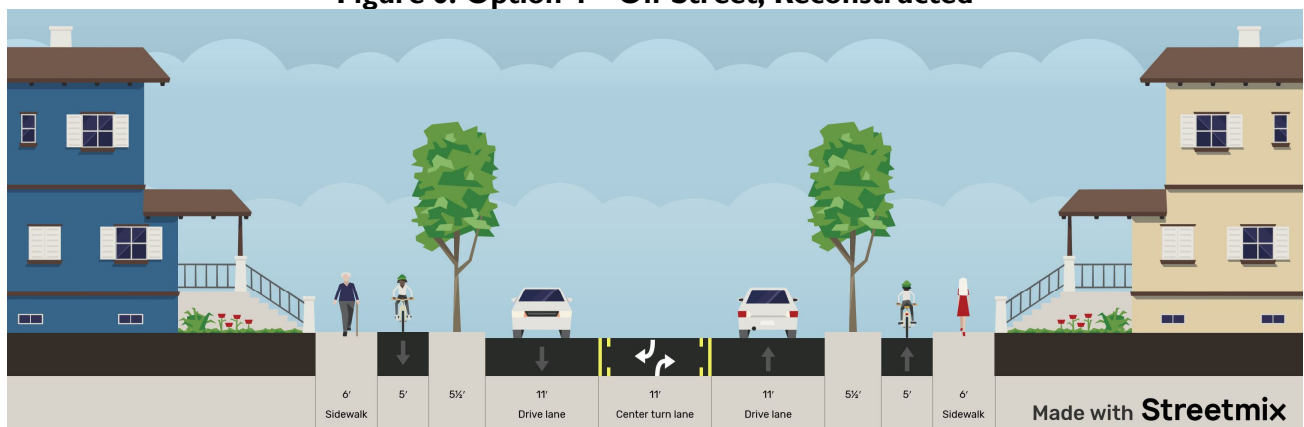
**Option 4: Off-Street, Reconstructed**

Option 4 adds 5' off-street bike lanes, or cycle tracks (see Figure 6). The drive lanes would be narrowed to 11' and the existing sidewalks would be reconstructed to accommodate the cycle tracks and provide boulevards.

Advantages – Drive lanes would be reduced, which may have a traffic calming effect. Bicycle facilities would be improved by adding horizontal and vertical separation from motor vehicles. Pedestrian facilities would be improved by adding boulevards.

Disadvantages – Implementation would be more expensive as it would require roadway reconstruction.

Figure 6: Option 4 – Off-Street, Reconstructed



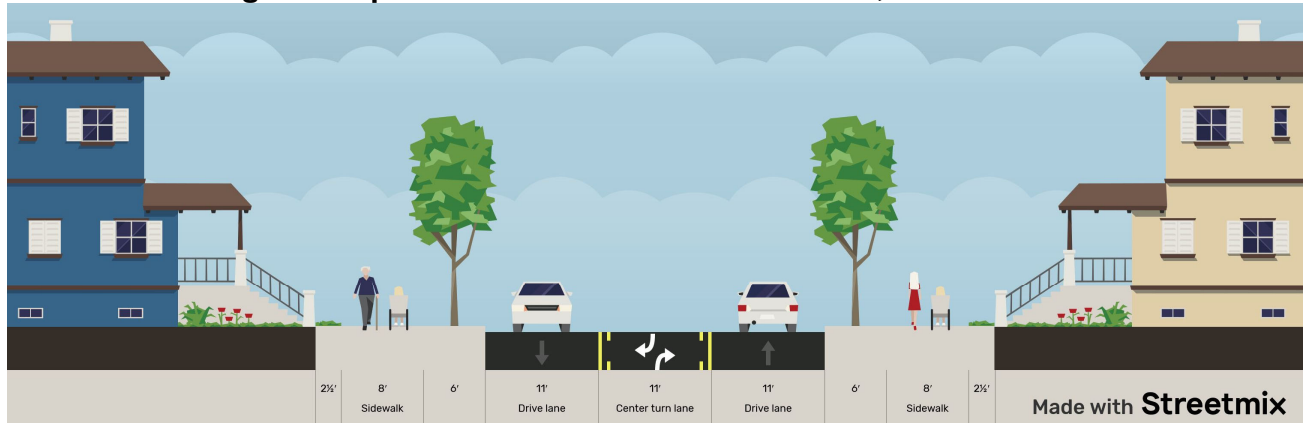
Option 5: Off-Street Shared-Use Path, Reconstructed

Option 5 combines pedestrian and bicycle facilities into shared-use paths on both sides of the street (see Figure 7). The drive lanes would be narrowed to 11' and the existing sidewalks would be reconstructed to accommodate the paths and provide boulevards.

Advantages – Drive lanes would be reduced, which may have a traffic calming effect. Bicycle facilities would be improved by adding horizontal and vertical separation from motor vehicles. Pedestrian facilities would be improved by adding boulevards.

Disadvantages – Implementation would be more expensive as it would require roadway reconstruction.

Figure 7: Option 5 – Off-Street Shared-Use Path, Reconstructed

**Implementation Opportunities**

When prioritizing pedestrian and bicycle facility improvements, staff start by looking at opportunities to implement changes as part of scheduled pavement maintenance projects, including overlays and reconstructions. This segment of Valley View Road was reconstructed in 2005 and will not be due for reconstruction again for several decades. Rescheduling reconstruction will divert resources from other roadways which may be in worse condition or lack any multi-modal facilities. Options 3, 4 or 5 could be implemented when Valley View Road is reconstructed again.

Valley View Road is scheduled for an overlay in 2025; this could provide an opportunity to implement Options 1, 2a or 2b. Option 1 would be the most cost-effective to implement as it would only restriping of the roadway (as well as a traffic study of the two-way left-turn lane). Options 2a and 2b would involve significant impacts within the ROW as the existing sidewalks would need to be reconstructed to accommodate the off-street bicycle lanes. Additionally, for Option 2b, staff would recommend public engagement to determine which side of the street to locate the parking lane.

Staff Recommendations

In the short term, staff recommends studying the feasibility of removing the two-way left-turn lane along the corridor. If removal is determined not to have significant impacts to traffic operations or safety, staff would recommend implementing Option 1 as part of the scheduled 2025 overlay; if removal is determined to have significant impacts, staff recommends maintaining the current roadway configuration. Long-term, staff recommends further consideration of Options 3, 4 or 5 when the corridor is due for roadway reconstruction in the future. It is not recommended to divert MSA funds for reconstruction away from other roadways which may be in worse condition or lack any multi-modal facilities.

Attached

4425 Valley View Road Transportation Review Memo, July 14, 2020
Resolution 2020-74



Date: July 14, 2020

To: Cary Teague – Community Development Director
Chad Millner, PE – Director of Engineering

Cc: 4425 Valley View Road, Owner and Development Team

From: Andrew Scipioni – Transportation Planner

Re: **4425 Valley View Road – Transportation Review**

DJR Architecture is proposing to construct a new residential building at 4425 Valley View Road. This site formerly housed a day care facility (New Horizon Academy) that has since relocated to 4412 Valley View Road. The proposed redevelopment would replace the existing one-story building with a three-story, 21-unit apartment building. This memo will review the transportation impacts of the proposed development.

Adjacent Multi-Modal Facilities

A 5' edge-of-road sidewalk is present on the west side of Valley View Road, immediately adjacent to the property, along with a 5' boulevard-style sidewalk across the street. 4' shared green bike lanes are present on both sides of Valley View Road. Metro Transit's Route 6 bus service runs along Valley View Road, with an eastbound stop near the northwest corner of the property and a westbound stop at the northeast corner of Valley View Road and Wooddale Avenue. Parking is currently restricted along both sides of Valley View Road.

The 2018 Pedestrian and Bicycle Master Plan recommends upgrading the shared bike lanes on Valley View Road to standard on-street bike lanes. At their July 8 regular meeting, the Planning Commission placed a condition on this project that there be "a physical protection of the bike lane" on Valley View Road in front of the property. A specific concern expressed was that delivery vehicles may park illegally on Valley View Road in the shared bike lane, creating an unsafe condition for eastbound cyclists and motorists. Staff believes this condition cannot be reasonably fulfilled by the applicant. The PBMP notes that providing a continuous network of facilities is key for supporting safe and comfortable walking and biking. To this point, staff would prefer to find an opportunity to improve bicycle facilities along the entire corridor (Wooddale Avenue to Brookview Avenue), rather than just adjacent to this property. At that time, staff could also consider off-street versus on-street bicycle facilities to provide further separation and protection. The applicant could consider additional signage directing delivery or other short-term-parked vehicles to a designated place on-site; otherwise the existing "No Parking" signage should be sufficient to discourage parking in the bike lane.

Metro Transit is in the process of developing the E Line bus rapid transit (BRT) service, which will replace portions of Route 6 with faster and more reliable service. In Edina, the service is proposed to operate along France Avenue between the Southdale Transit Center and West 44th Street, continuing into downtown Minneapolis and the University of Minnesota campus. Pending full funding, construction could begin as early as 2023. Upon implementation, the portion of Route 6 along Valley View Road and Wooddale Avenue will be discontinued due to low ridership. The E Line will likely have stations at West 62nd Street and France Avenue, approximately half a mile from 4425 Valley View Road and accessible by existing pedestrian and bicycle facilities.

ENGINEERING DEPARTMENT

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Compliance with Transportation Plans/Policies

Table I details the ways in which the proposed redevelopment supports current City transportation plans and policies.

Table I: Compliance with Transportation Plans/Policies
Draft 2018 Comprehensive Plan

Draft 2018 Comprehensive Plan	
Goal/Policy	Explanation
<ul style="list-style-type: none">Reduce the overall dependence on and use of single-occupancy vehicles by promoting land use patterns that allow for shorter vehicle trips and the use of alternative travel options.	The project site is adjacent to sidewalks, shared bike lanes and transit service.
<ul style="list-style-type: none">Develop and manage parking provisions to encourage joint and shared use of facilities, ride-sharing and bicycle parking.	The project is proposed to include an outside bike rack along Valley View Road and a bike room in the underground garage with capacity for 20 bikes.
<ul style="list-style-type: none">Provide and maintain adequate access to and from, and safety on, local and regional roadway adjacent to community redevelopment and other activity that potentially impacts the City of Edina.	The project is proposed to remove the existing driveway access off Valley View Road and utilize a shared driveway with 4412 Valley View Road.
Living Streets Plan (2015)	
Goal/Policy	Explanation
<ul style="list-style-type: none">Living Streets provide access and mobility for all transportation modes while enhancing safety and convenience for all users.	The project provides accommodations for motorists, cyclists and pedestrians.
<ul style="list-style-type: none">The City will require new developments to provide interconnected street and sidewalk networks that connect to existing or planned streets or sidewalks on the perimeter of the development.	The proposal includes replacing the existing edge-of-road sidewalk with a boulevard-style sidewalk adjacent to the property along Valley View Road.
<ul style="list-style-type: none">Living Streets will improve the current and future quality of life for the public.	The proposed boulevard-style sidewalk will improve pedestrian safety and comfort adjacent to the property.
Wooddale/Valley View Small Area Plan (2015)	
Goal/Policy	Explanation
<ul style="list-style-type: none">Ensure safe and convenient travel for traffic passing through and within the Study Area by limiting the number of driveways providing access between the roadway system and private property.	The project is proposed to remove the existing driveway access off Valley View Road and utilize a shared driveway with 4412 Valley View Road.
<ul style="list-style-type: none">Ensure adequate parking supplies that are located on-site in accordance with specific land uses, meet multi-modal parking needs, and are safe and secure.	All required resident and visitor parking is located on-site in an underground garage which also includes a bike storage room.

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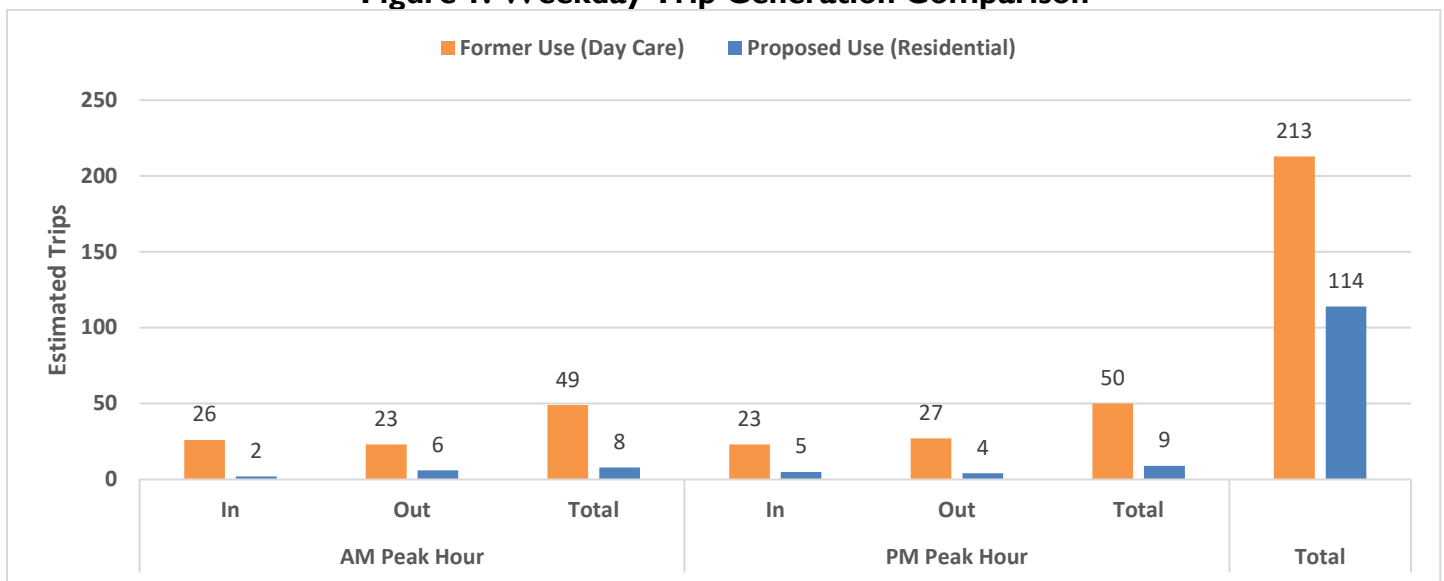
- Design public rights-of-way to facilitate and encourage safe and convenient multi-modal travel by providing sidewalks, boulevards, marked crosswalks, and pedestrian-oriented street lighting within the Study Area and connectivity for pedestrians and cyclists to surrounding neighborhoods and destinations.

The proposed boulevard-style sidewalk will improve pedestrian safety and comfort adjacent to the property. The site is located adjacent to existing pedestrian, bicycle and transit infrastructure.

Trip Generation

Wenck Associates, Inc. completed a traffic and parking assessment for this project on behalf of the City. Figure I shows the estimated trip generation for the proposed residential use compared to that of the previous use. Estimated trips were calculated using the Trip Generation Manual, 10th Edition, published by the Institute for Transportation Engineers (ITE) based on the size of the vacant day care building and the number of proposed residential units.

Figure I: Weekday Trip Generation Comparison



Wenck's assessment shows a significant reduction in trip generation for the proposed use compared to the previous use. Peak hour trips would be reduced by more than 80% and total trips would be reduced by almost 50%.

In addition, three adjacent intersections were studied: Valley View Road and Wooddale Avenue, Valley View Road and Kellogg Avenue, and Valley View Road and West 62nd Street. The proposed redevelopment was found not to change the level of service (or traffic delay) for any movement at any of these intersections. Overall, minimal impact to traffic operations is anticipated and no improvements would be necessary to accommodate this project.

ENGINEERING DEPARTMENT

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Parking Analysis

23 parking spaces are required for this redevelopment based on the number and size of proposed residential units (see Table 2). Using ITE parking data, Wenck concluded that the peak parking demand for this project would be 25 spaces. With 32 enclosed parking spaces proposed, the project fulfills the City's minimum requirements and the estimated peak parking demand.

Table 2: Required Parking Spaces

Residential Unit Size	Required Parking Spaces per Unit	Number of Units	Total Required Parking Spaces
≤ 1,500 square feet	1	18	18
> 1,500 square feet	1.5	3	4.5 (5)
Total		21	22.5 (23)

Travel Demand Management Opportunities

In addition to the measures already proposed, the applicant should consider additional strategies to support alternative modes of transportation to and from the site and reduce the impact of motor vehicles in the neighborhood. Examples of other strategies include:

- Providing an on-site bicycle repair station.
- Providing directional signage for location transportation amenities (e.g. bus stops, bicycle parking).
- Designating 10% of parking spaces for electric vehicles (or making 10% EV-ready).
- Providing information to tenants/employees about pedestrian and bicycle facilities, transit services, commuter programs and ride-share opportunities.
- Subsidizing transit passes for tenants/employees.

Transportation Commission Comments

Members of the Transportation Commission were given an opportunity to provide comments on the TIS and other transportation impacts of the proposed project. These comments are reflective of individual Commissioners, not the entire Commission:

- Oppose any on-street delivery areas on Valley View Road that would obstruct the existing bike lane for any period of time and recommend that deliveries be made in the back of the building.
- Recommend that the site include facilities/amenities for bicycles and bicyclists.

ENGINEERING DEPARTMENT

RESOLUTION NO. 2020-74

APPROVING A CONDITIONAL USE PERMIT WITH VARIANCES TO BUILD A 21 UNIT APARTMENT AT 4425 VALLEY VIEW ROAD

BE IT RESOLVED by the City Council of the City of Edina, Minnesota, as follows:

Section 1. BACKGROUND.

- I.01 DJR Architects is proposing to tear down the existing one-story day-care building at 4425 Valley View Road, and construct a new three-story, 21-unit market rate apartment with 32 underground parking stalls.
- I.02 The density proposed is consistent with the Comprehensive Plan/Small Area Plan which limits the density to 30 units per acre for this site.
- I.03 To accommodate the request, the following is requested:
 - A Conditional Use Permit to allow residential uses within a planned commercial zoning district (PCD-1).
 - Building height variance from 2 stories to 3 stories. (Small Area Plan suggests 4 stories).
 - Front setback variance from 36 feet to 16 feet (patio 2 feet); Side and rear setback variances from 36 to 20 feet; floor area ratio variance from 1.0 to 1.08
 - Drive Aisle setback variances from 10 to 0 feet.
- I.04 On July 8, 2020, the Planning Commission held a public hearing and recommended approval of the requests. Vote: 4 Ayes and 2 Nays. The Commission added a condition that there be physical protection to the bike lane from vehicles in Valley View Road.
- I.05 On July 21, the City Council held a public hearing and considered the request.

Section 2. FINDINGS

2.01 Approval is based on the following findings:

- 1. The practical difficulty is the small lot size, and odd shape which could not fit a three-story building (one story shorter than allowed in the small area plan) without the need for a variance. The limited building pad also compromises the area for drive-aisle setbacks.
- 2. The site appears larger due to the wetland to the south located on city owned property.
- 3. Chapter 36 of the Zoning Ordinance suggests that the City Council will consider exceptions to the setback requirements if the use creates an active pedestrian and streetscape environment, which is proposed.

4. The existing roadways would support the project. Wenck conducted a traffic impact study based on the proposed development and concluded that the existing traffic generated from the project would be supported by the existing roads.
5. The proposed uses are consistent with the Comprehensive Plan.
6. The proposal meets the Conditional Use Permit Standards of Chapter 36.
7. The project is consistent with the Valley View and Wooddale Small Area Plan.
8. The existing “No Parking” signage should be sufficient to discourage parking in the bike lane in front of the site.

Section 3. APPROVAL


NOW THEREFORE, it is hereby resolved by the City Council of the City of Edina, approves a Conditional Use Permit with the following variances: Building height variance from 2 stories to 3 stories. (Small Area Plan suggests 4 stories). Front setback variance from 36 feet to 16 feet (patio 2 feet); Side and rear setback variances from 36 to 20 feet; floor area ratio variance from 1.0 to 1.08; and Drive Aisle setback variances from 10 to 0 feet.

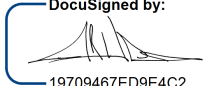
Approval is subject to the following conditions:

1. The Final Development Plans must be consistent with the Preliminary Development Plans dated June 22, 2020, and the materials board as presented to the Planning Commission.
2. The Final Landscape Plan must meet all minimum landscaping requirements per Chapter 36 of the Zoning Ordinance. A performance bond, letter-of-credit, or cash deposit must be submitted for one and one-half times the cost amount for completing the required landscaping, screening, or erosion control measures at the time of any building permit. The property owner is responsible for replacing any required landscaping that dies after the project is built.
3. Compliance with all the conditions outlined in the city engineer’s memo dated July 1, 2020.
4. Compliance with all the conditions outlined in the building official and fire marshal memo dated June 24, 2020.
5. Submit a copy of the Minnehaha Creek Watershed District permit. The City may require revisions to the approved plans to meet the district’s requirements.
6. The southbound driveway shall be shifted 2-3 feet to the west to allow a separation between the adjacent property’s driveway. Should the property owner to the east agree to share a driveway with the subject property, the driveway shall be located on the lot line subject to shared access and maintenance agreements.

7. The guardrail along the south lot line shall be constructed to shield headlights from the single-family homes to the south.
8. To meet the City's affordable housing policy; at 21 units, the applicant would be required to pay \$300,000 prior to issuance of a building permit.
9. The applicant shall provide signage to direct delivery or short-term parking on site. Staff and the Transportation Commission will review the impacts of off-street versus on-street bicycle facilities adjacent to the site, and staff will review opportunities for implementation along the entire corridor (Wooddale Avenue to Brookview Avenue).

Adopted by the City Council of the City of Edina, Minnesota, on August 5, 2020.

ATTEST: 
200A28A8AB0F466...
Sharon Allison, City Clerk


19709467ED9E4C2...
James B. Hovland, Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN)SS
CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of August 5, 2020, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this ____ day of _____, 2020.

Sharon Allison, City Clerk



CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

www.edinamn.gov

Date: September 23, 2021

Agenda Item #: VI.B.

To: Transportation Commission

Item Type:

Other

From: Andrew Scipioni, Transportation Planner

Item Activity:

Subject: 2022 Roadway Reconstruction Projects

Information

ACTION REQUESTED:

None; information only.

INTRODUCTION:

Staff will introduce the proposed 2022 roadway reconstruction projects to the Commission and discuss the transportation-related components. Staff will present the Engineering Studies for review and comment at the October 28 regular meeting.

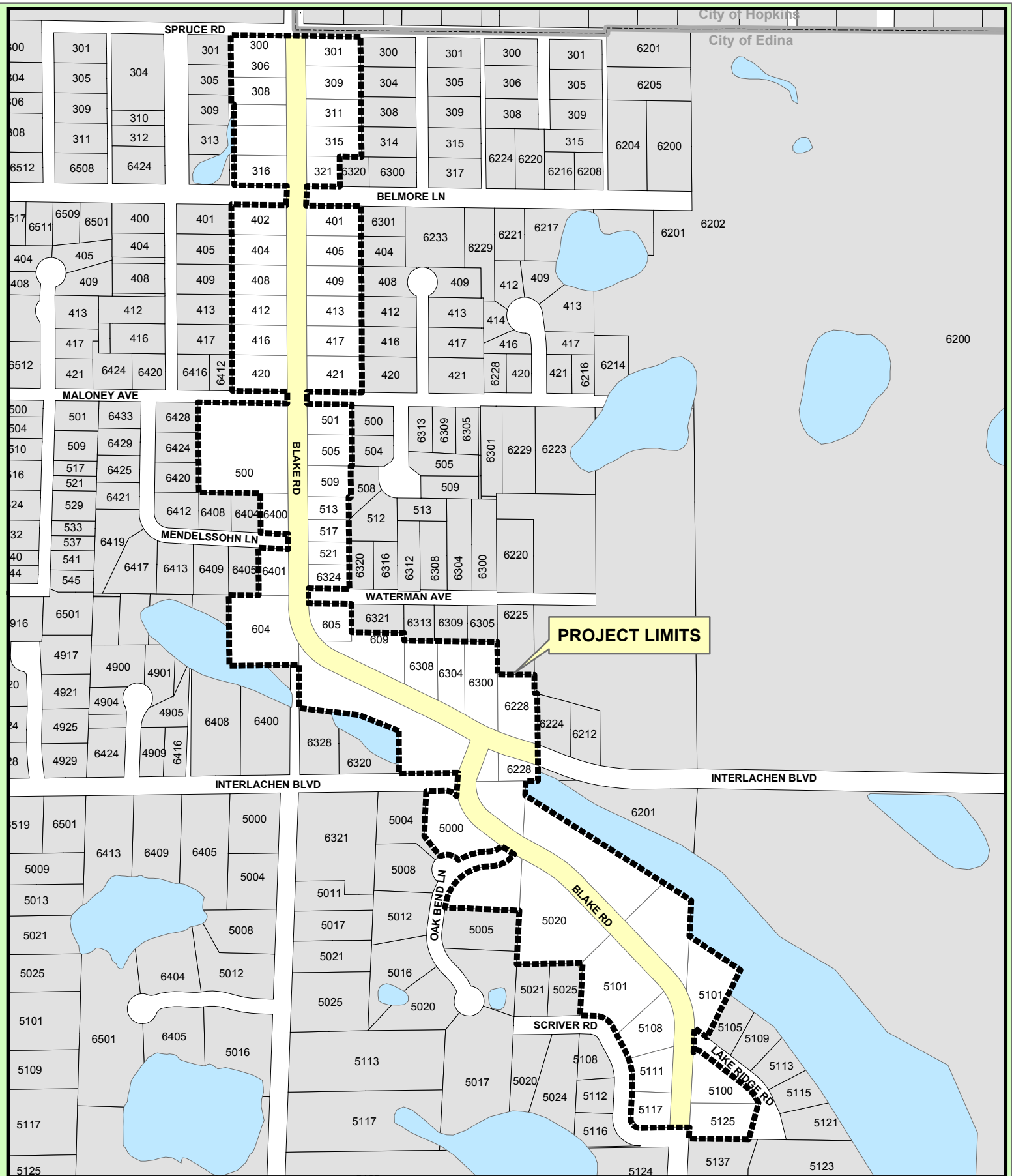
ATTACHMENTS:

Blake Road Project Area Map

Morningside D&E Project Area Map

Proposed Pedestrian Facilities Map

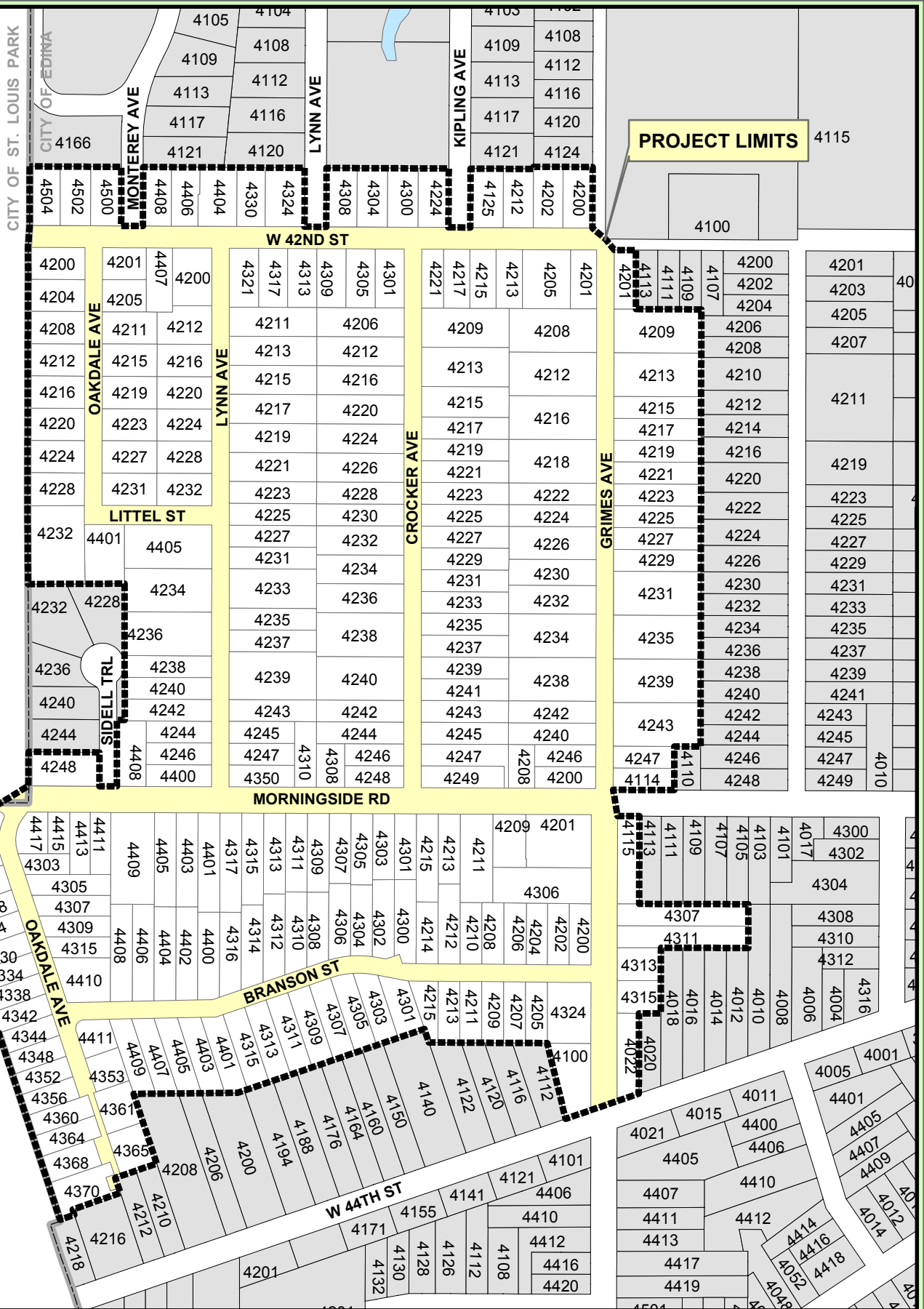
Proposed Bicycle Facilities Map



2022 Project Area Blake Road Roadway Reconstruction



Engineering Dept
January 2019



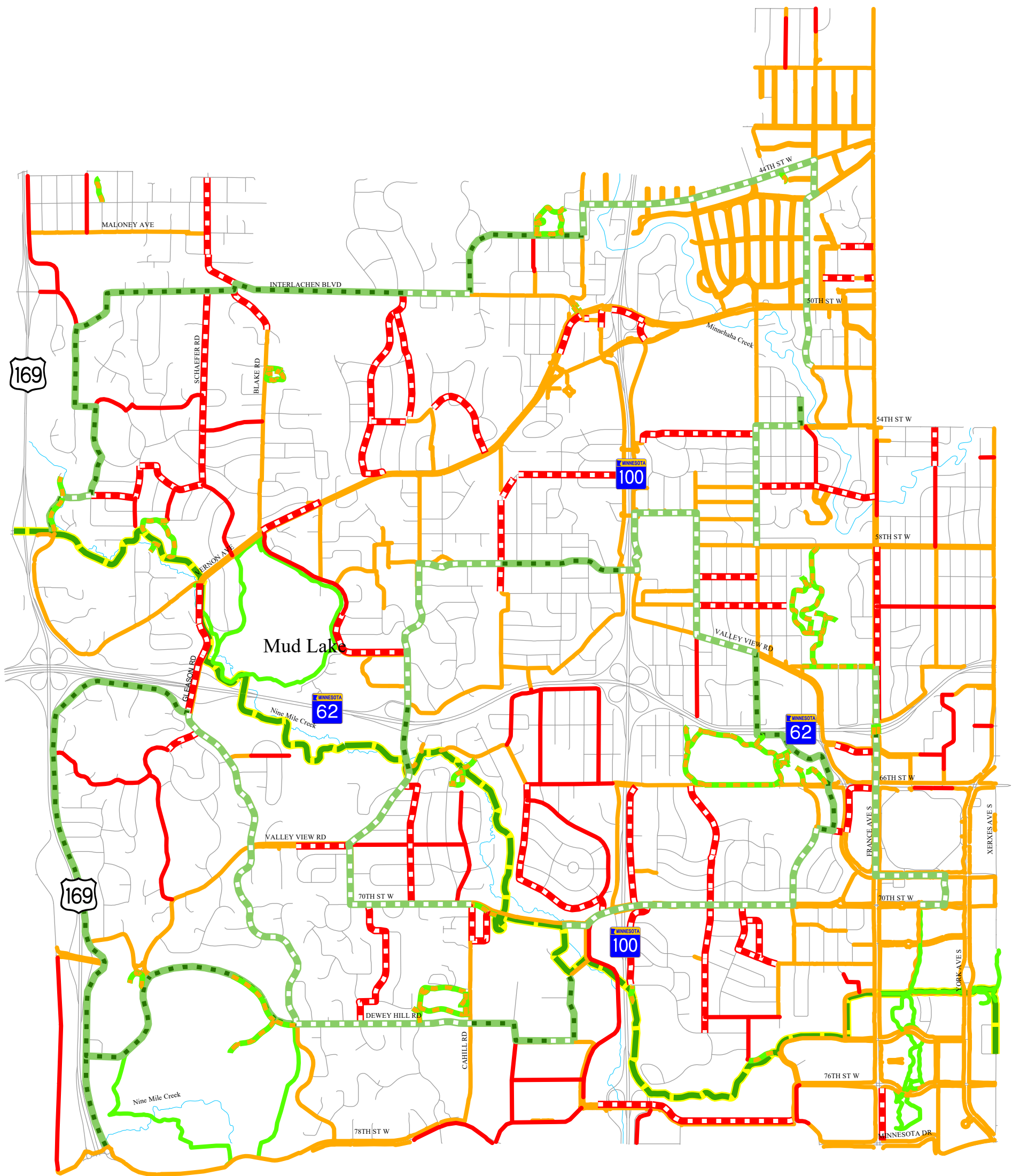
2022 Project Area

Morningside D and E Neighborhood

Roadway Reconstruction



Engineering Dept
January 2019



Pedestrian Facilities

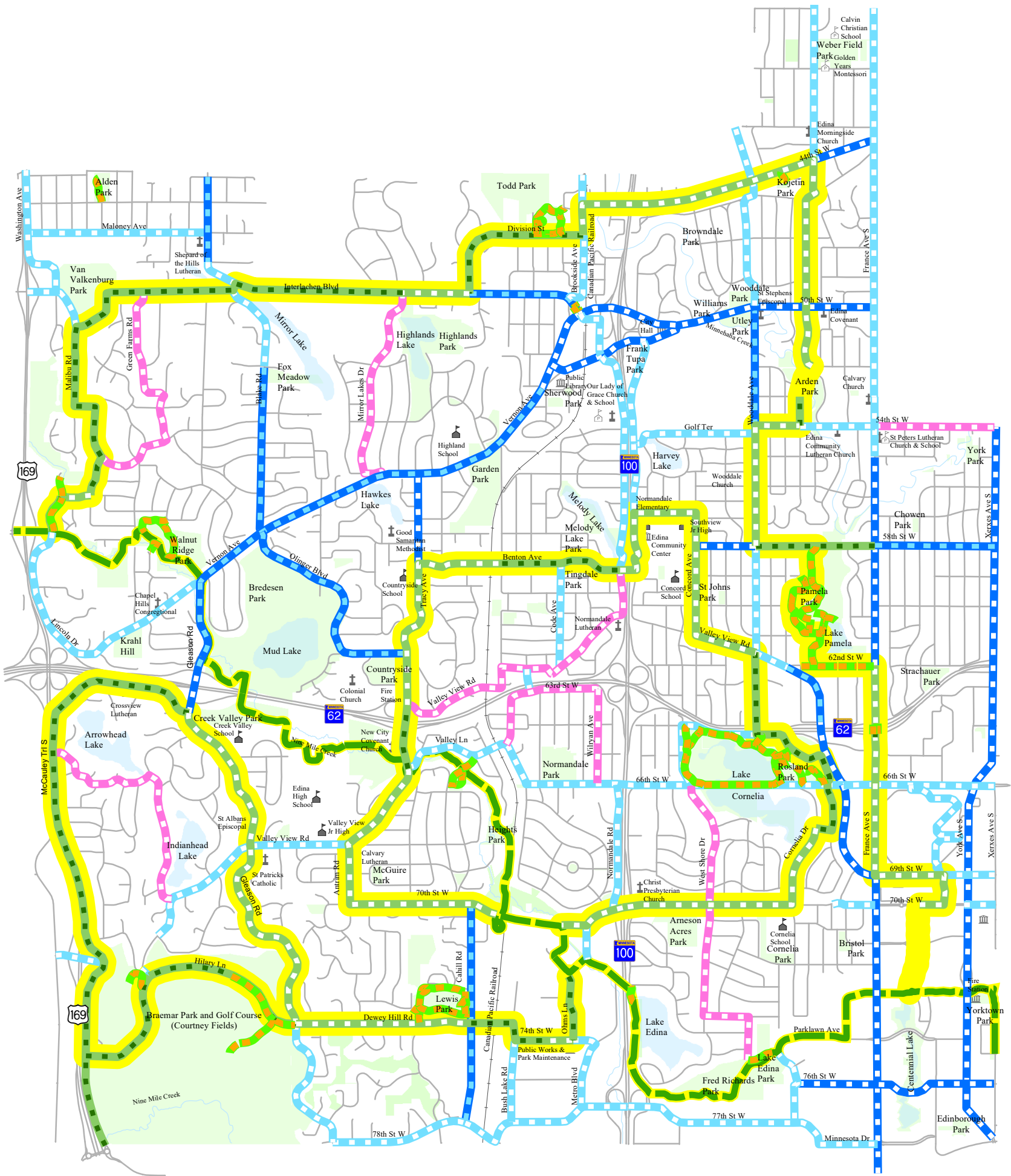
Existing Facilities

- Existing Sidewalk
- Existing Park Pathway
- - - Existing Shared-Use Path
- - - Nine Mile Creek Regional Trail

Proposed Facilities

- - - New Primary Sidewalk
- New Secondary Sidewalk
- - - New Shared-Use Path
- - - Upgrade to Shared-Use Path
- Twin Loops Facility





Proposed Bicycle Facilities

- | | |
|--|--|
|  Twin Loops Facility |  New Buffered Bike Lane |
|  New Shared Use Path |  Upgrade to Buffered Bike Lane |
|  Upgrade to Shared Use Path |  Standard Bike Lane |
|  Nine Mile Creek Regional Trail |  Neighborhood Slow Street |
| |  Canadian Pacific Rail Regional Trail |



Engineering Dept.
January 2020



CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

www.edinamn.gov

Date: September 23, 2021

Agenda Item #: VI.C.

To: Transportation Commission

Item Type:

Other

From: Andrew Scipioni, Transportation Planner

Item Activity:

Subject: 2021 Work Plan Updates

Information

ACTION REQUESTED:

None.

INTRODUCTION:

Commissioners will provide updates on the status of 2021 Work Plan initiatives (unless an item is elsewhere on the current agenda). See attached work plan.

ATTACHMENTS:

2021 Work Plan Progress Report



Commission: Transportation Commission 2021 Annual Work Plan

Initiative #1	Initiative Type <input checked="" type="checkbox"/> Project <input type="checkbox"/> Ongoing / Annual <input type="checkbox"/> Event Council Charge <input type="checkbox"/> 1 (Study & Report) <input type="checkbox"/> 2 (Review & Comment) <input checked="" type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)		
Organized Trash Collection Investigate the impacts of organized trash collection while considering the travel demand management objectives, environmental goals and reducing wear-and-tear on City streets.	Deliverable Report for City Council	Lead(s) Jill Plumb-Smith	Target Completion Date Q4
Budget Required: Funds not needed.			
Staff Support Required: 1-2 hours per month from Staff Liaison; periodic support from Recycling Coordinator and/or Organics Recycling Coordinator.			
Jan: VANTAGE project team prepared a charter; kick-off meeting is tentatively scheduled for mid-February. Richfield is looking at switching to organized collection.			
Feb: Kick-off meeting with VANTAGE team is tentatively scheduled for the first week in March.			
Mar: Kick-off meeting was held March 4. Students had good questions and preliminary research; project team discussed deliverables, research methodology and potential case studies. Students are developing a survey to share with residents.			
Apr: Midpoint meeting with VANTAGE tomorrow. Commissioners have not gotten as much feedback as they would like. Team drafted a survey asking residents how they feel about trash collection; distribution could be next step for Commission.			
May: Midpoint meeting with VANTAGE April 16. The team has done more research on other cities, drafted a survey but the City has said not to distribute this year. The team is analyzing traffic data collected by staff. The final VANTAGE report is expected May 25.			
Jun: Final meeting with VANTAGE team held May 25. The next step is to compare data and verify sources in their final report.			
Jul: Subcommittee is meeting July 26 to discuss next steps. Staff shared contacts from Richfield and Bloomington.			
Aug: Subcommittee met July 26, created a draft report. Meeting with EEC rap and liaison Monday to discuss proposed 2022 work plan initiative.			

Initiative #2	Initiative Type <input checked="" type="checkbox"/> Project <input type="checkbox"/> Ongoing / Annual <input type="checkbox"/> Event Council Charge <input type="checkbox"/> 1 (Study & Report) <input type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input checked="" type="checkbox"/> 4 (Review & Decide)		
Street Funding Task Force Continue representation on 2020 Street Funding Task Force until task force is complete.	Deliverable One Commissioner will actively participate in the Task Force and provide regular updates to the rest of the Commission.	Leads Matt Scherer	Target Completion Date Q2
Budget Required: Funds not needed.			
Staff Support Required: No staff support will be necessary beyond what has been previously committed to this initiative.			
Jan: No update.			
Feb: Task Force will present final report to City Council in March. Two options are recommended; replacing 50% or 100% of assessment costs with city taxes. The Task Force also recommends that subcut and retaining wall costs no longer be assessed.			
Mar: Completed.			
Jun: Staff discussed the Task Force funding options at June 1 City Council work session. Council expressed support for Option 1, which would transition from special assessments to 100% taxes over 16 years. Staff is preparing an update to the assessment policy and an outline of the transition period for Council consideration later this summer.			
Aug: City Council approved a revision to the assessment policy that will transition away from special assessments for street reconstruction over the next 16 years. More information is available on the BetterTogetherEdina webpage.			

Initiative #3	Initiative Type <input type="checkbox"/> Project <input checked="" type="checkbox"/> Ongoing / Annual <input type="checkbox"/> Event Council Charge <input type="checkbox"/> 1 (Study & Report) <input checked="" type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)		
CloverRide Review and comment on the CloverRide circulator bus service contract operations and marketing throughout the year as it is brought to them from the CloverRide advisory committee.	Deliverable Commission comments will be included in regular meeting minutes and staff reports to City Council.	Lead(s) Mindy Ahler	Target Completion Date Q4
Budget Required: Funds are allocated in the Engineering Department's operating budget to cover the service contract and related marketing. These funds are administered by staff.			
Staff Support Required: 1-3 hours per month by Staff Liaison; periodic support from Communications for marketing and promotional materials.			
Jan: Commissioners suggest reaching out to Yorktown Continental about resident outreach. The current service contract expires in June.			
Feb: No update.			
Mar: Advisory committee met March 10. Ridership is picking up and approaching pre-pandemic levels. Drivers are accommodating diverted stops. Recent surveying by DARTS shows riders are satisfied with the service and feel safe riding the bus. The City should consider providing bus passes for riders to share with friends.			
Apr: Staff will send a letter to residential properties along the route and distribute bus passes for riders to share with friends.			
May: Commission reviewed and commented on staff's recommendation to renew the service for another year.			
Jun: Service was renewed through June 2022.			
Jul: No Southdale properties have responded to mailer sent last week. Next committee meeting is August 4.			
Aug: Subcommittee met August 4. Ridership is steady around 10 per week, but still below pre-COVID levels. Staff provided the Senior Center with more bus passes and is updating the rack card to have available at City facilities.			

Initiative #4	Initiative Type <input type="checkbox"/> Project <input checked="" type="checkbox"/> Ongoing / Annual <input type="checkbox"/> Event Council Charge <input type="checkbox"/> 1 (Study & Report) <input checked="" type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)		
Traffic Safety Reports Review and comment on monthly Traffic Safety Reports.	Deliverable Commission recommendations will be included in staff reports to City Council.	Lead(s) Kirk Johnson (Chair)	Target Completion Date Q4
Budget Required: Funds not needed.			
Staff Support Required: 1-2 hours per month by Staff Liaison.			
Jan: Staff will present the 2020 summary report at the next meeting.			
Feb: Commission commented on the 2020 summary report.			
Mar: No update.			
Apr: Commission reviewed the March 30, 2021 report.			
May: Commission reviewed the April 27, 2021 report.			
Jun: Commission reviewed the May 21, 2021 report; recommended further consideration of driveway access on Interlachen Blvd (B2).			
Jul: Commission reviewed the June, 29, 2021 report; recommended posting 25-mph speed limit signs and considering additional speed mitigation options on Antrim Road (Item B1); recommended constructing pedestrian curb ramp between Kellogg Avenue and Edina Flats (Item B4); recommended the City advocate for additional crossing enhancements at West 42 nd Street and France Avenue (Item C1); recommended further study of a crosswalk request at Antrim Road and West 70 th Street (item D4).			
Aug: Commission reviewed the July 27, 2021 report.			

Initiative #5	Initiative Type <input type="checkbox"/> Project <input checked="" type="checkbox"/> Ongoing / Annual <input type="checkbox"/> Event Council Charge <input type="checkbox"/> 1 (Study & Report) <input checked="" type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)		
Capital Improvement Projects Review and comment on roadway reconstruction projects and projects funded by the Pedestrian and Cyclist Safety (PACS) Fund. Commission will also review and comment on staff’s application of the equity criteria.	Deliverable Commission comments will be included in staff reports to City Council.	Lead(s) Jill Plumb-Smith (Vice Chair)	Target Completion Date Q4
Budget Required: Funds not needed.			
Staff Support Required: 1-5 hours per month by Staff Liaison.			
Jan: Staff will present the 2020 annual report at the next meeting.			
Feb: Commission commented on the 2020 PACS Fund report.			
Mar: No update.			
Apr: Staff will ask City Council to approve Melody Lake reconstruction project April 20. Creek Knoll reconstruction project is out for bids. Other PACS Fund projects being designed include shared-use paths on Eden Ave, Highlands Park and McCauley Trail and sidewalks on France Ave.			
May: No update.			
Jun: No update.			
Jul: Melody Lake and Creek Knoll reconstruction projects are underway; sidewalks are part of later phases. Eden Ave reconstruction has been delayed to early August.			
Aug: Eden Ave between Sherwood Rd and Arcadia Ave is closed until the end of October. The new shared-use paths at Highlands Park are expected to be paved next week. Staff is discussing property impacts of proposed facilities on McCauley Trl and Olinger Blvd with adjacent property owners.			

Initiative #6	Initiative Type <input type="checkbox"/> Project <input checked="" type="checkbox"/> Ongoing / Annual <input type="checkbox"/> Event Council Charge <input type="checkbox"/> 1 (Study & Report) <input checked="" type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)		
Travel Impact Studies & Travel Demand Management Review and comment on traffic impact studies and Travel Demand Management plans associated with the proposed developments.	Deliverable Commission comments will be included in staff reports to City Council.	Lead(s) Bocar Kane, Lori Richman, Bruce McCarthy, Kirk Johnson	Target Completion Date Q4
Budget Required: Funds not needed.			
Staff Support Required: 1-2 hours per month by Staff Liaison.			
Jan: Council reviewed a sketch plan for 4917 Eden Ave, TIS is being prepared.			
Feb: Staff is awaiting studies for projects at 4917 Eden Ave, 4040 W 70 th St and 4660 W 77 th St. The project application for 6600 France Ave was withdrawn.			
Mar: Staff presented the draft TDM policy to the Planning Commission March 10 and will bring to the City Council for approval April 20. Staff is awaiting the traffic study for a proposed project at 4917 Eden Ave.			
Apr: Staff will present the TDM policy to City Council for approval April 20. Staff is reviewing traffic study for 4917 Eden Ave and awaiting studies for 5146 Eden Ave, 4040 W 70 th St and 4404 Valley View Rd.			
May: City Council approved the TDM policy April 20. The Commission reviewed and commented on traffic studies for 4917 Eden Ave, 5146 Eden Ave and 4040 Valley View Rd. Staff received studies for projects at 4660 W 77 th St and 4911 W 77 th St.			
Jun: The proposed project at 4917 Eden Ave was approved by Council with the condition that the City conduct a traffic study of the Grandview District east of Highway 100. Staff is expecting an updated study for a project at 4911 W 77 th St.			
Jul: Staff is reviewing a study for a project at 4911 W 77 th St. Staff shared preliminary graphics from the East Grandview Transportation Study related to 4917 Eden Ave showing potential transportation improvements on Eden Ave, Grange Rd and W 50 th St.			
Aug: Staff is expecting a study for a project at 7300 Bush Lake Rd.			

Initiative #7	Initiative Type <input checked="" type="checkbox"/> Project <input type="checkbox"/> Ongoing / Annual <input type="checkbox"/> Event Council Charge <input type="checkbox"/> 1 (Study & Report) <input checked="" type="checkbox"/> 2 (Review & Comment) <input checked="" type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)		
Metro Transit Connectivity Review the Pedestrian and Bicycle Master Plan and recommend changes to the proposed pedestrian and bicycle networks to improve connectivity to future Metro Transit LRT and BRT services.	Deliverable Report for City Council	Lead(s) Chris Brown	Target Completion Date Q4
Budget Required: Funds not needed.			
Staff Support Required: 1-2 hours per month by Staff Liaison.			
May: Suggest using a 0.5-mile radius around the Green Line stations and a 1-mile radius around BRT services to review existing and proposed pedestrian and bicycle connections.			
Jun: No update.			
Jul: Maps are almost done; staff will share GIS data.			
Aug: Staff provided GIS data of existing ped/bike facilities. Subcommittee will meet to discuss gaps and recommendations, expects to have documents to share at next meeting.			
Parking Lot: (These items have been considered by the BC, but not proposed as part of this year's work plan. If the BC decides they would like to work on them in the current year, it would need to be approved by Council.)			
Neighborhood electric vehicles, boulevard trees			



CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

www.edinamn.gov

Date: September 23, 2021

Agenda Item #: VI.D.

To: Transportation Commission

Item Type:

Other

From: Andrew Scipioni, Transportation Planner

Item Activity:

Subject: 2022 Work Plan Proposal

Action

ACTION REQUESTED:

Approve the 2022 work plan proposal.

INTRODUCTION:

See attached supporting materials.

ATTACHMENTS:

Draft 2022 Work Plan Proposal

2022 Work Plan Brainstorm Ideas

Staff Report: 2022 Work Plan Development

2018 Comprehensive Plan Transportation Goals

ETC Work Plan History



Commission: Transportation Commission

Draft 2022 Annual Work Plan Proposal

Initiative # High	Initiative Type <input checked="" type="checkbox"/> Project <input type="checkbox"/> Ongoing / Annual <input type="checkbox"/> Event Council Charge <input type="checkbox"/> 1 (Study & Report) <input type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)		
Organized Trash Collection Research and develop an organized trash collection recommendation for City Council	Deliverable Recommendation to City Council	Lead Jill Plumb-Smith	Target Completion Date September 2022
Budget Required: (Completed by staff) Are there funds available for this project? If there are not funds available, explain the impact of Council approving this initiative.			
Staff Support Required (Completed by staff): How many hours of support by the staff liaison? Communications / marketing support?			

Initiative # Medium/High	Initiative Type <input checked="" type="checkbox"/> Project <input type="checkbox"/> Ongoing / Annual <input type="checkbox"/> Event Council Charge <input type="checkbox"/> 1 (Study & Report) <input type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)		
Boulevard Tree Policy Research, develop and recommend a city-wide policy boulevard tree policy that addresses planting, protection, maintenance, removal and funding.	Deliverable A boulevard tree policy for consideration by City Council	Lead Lori Richman	Target Completion Date December 2022
Budget Required: (Completed by staff) Are there funds available for this project? If there are not funds available, explain the impact of Council approving this initiative.			
Staff Support Required (Completed by staff): How many hours of support by the staff liaison? Communications / marketing support?			

Initiative # Medium/High	Initiative Type <input type="checkbox"/> Project <input type="checkbox"/> Ongoing / Annual <input type="checkbox"/> Event Council Charge <input type="checkbox"/> 1 (Study & Report) <input type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)		
Pedestrian and Cyclist Safety Fund Investigate the PACS Fund, historic expenditures, and the year over year buying power via inflation. Determine potential opportunities to revise, expand, or update the fund to cover existing and future multimodal needs in Edina.	Deliverable Report for City Council	Lead Chris Brown	Target Completion Date Q4
Budget Required: (Completed by staff) Are there funds available for this project? If there are not funds available, explain the impact of Council approving this initiative.			
Staff Support Required (Completed by staff): How many hours of support by the staff liaison? Communications / marketing support?			
Liaison Comments:			

Initiative # Medium	Initiative Type <input type="checkbox"/> Project <input type="checkbox"/> Ongoing / Annual <input type="checkbox"/> Event Council Charge <input type="checkbox"/> 1 (Study & Report) <input type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)		
Safe Routes to School/High School Congestion		Deliverable Speed reduction by schools, during drop offs and pick up – certain times. Road redesign	Lead Bocar Kane Target Completion Date 2022
Budget Required: (Completed by staff) Are there funds available for this project? If there are not funds available, explain the impact of Council approving this initiative.			
Staff Support Required (Completed by staff): How many hours of support by the staff liaison? Communications / marketing support?			
Liaison Comments:			

Initiative # Medium/Low	Initiative Type <input type="checkbox"/> Project <input type="checkbox"/> Ongoing / Annual <input type="checkbox"/> Event Council Charge <input type="checkbox"/> 1 (Study & Report) <input type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)		
Public Transit Partnership & Promotion <ul style="list-style-type: none"> - Establish partnership with Edina Planning Commission to ensure zoning and development changes enhance transit availability - Document and enhance non-motorized connectivity to transit stops/hubs - Continue monitoring and evaluation of CloverRide service for changes, improvements, communication - Partner with City communication staff to further promote transit availability options within the city 		Deliverable	Lead Andy Lewis Target Completion Date October 2022
Budget Required: (Completed by staff) Are there funds available for this project? If there are not funds available, explain the impact of Council approving this initiative.			
Staff Support Required (Completed by staff): How many hours of support by the staff liaison? Communications / marketing support?			
Liaison Comments:			

Initiative # Low	Initiative Type <input type="checkbox"/> Project <input type="checkbox"/> Ongoing / Annual <input type="checkbox"/> Event Council Charge <input type="checkbox"/> 1 (Study & Report) <input type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)		
Traffic Safety Studies: process improvements/TDM Review current traffic impact study process and recommend areas of improvement.		Deliverable Process improvement recommendations for City Council	Lead Bocar Kane Target Completion Date Q3 2022
Budget Required: (Completed by staff) Are there funds available for this project? If there are not funds available, explain the impact of Council approving this initiative.			
Staff Support Required (Completed by staff): How many hours of support by the staff liaison? Communications / marketing support?			
Liaison Comments:			

Initiative # Low	Initiative Type <input type="checkbox"/> Project <input type="checkbox"/> Ongoing / Annual <input type="checkbox"/> Event Council Charge <input type="checkbox"/> 1 (Study & Report) <input type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)			
Micro/Shared Mobility Program Study - Review and analyze past efforts and programs in Edina regarding micro mobility efforts <ul style="list-style-type: none"> - Research and document what surrounding communities have done and are doing regarding these programs - Apply potential pilot programs against and with other city initiatives (climate, public transportation, cycling) 		Deliverable Report for City Council	Lead Andy Lewis	Target Completion Date October 2022
Budget Required: (Completed by staff) Are there funds available for this project? If there are not funds available, explain the impact of Council approving this initiative.				
Staff Support Required (Completed by staff): How many hours of support by the staff liaison? Communications / marketing support?				

Work Plan 2022 Development

Initial brainstorming, June 17, 2021

Topic (Alphabetized)	Comments
Bicycle facilities	For example, increased protected/separated bicycle facilities
Boulevard Trees	For example, boulevard tree policy; St. Louis Park and other cities have some
Bronze bicycle friendly city status	Currently at lowest level; Edina has a list of recommendations from League of American Bicyclists
Clover Ride (expansion? Next phases?)	Expansion? Next phases?
High School congestion	Especially difficult at certain times
Neighborhood electric cars	Potentially adopting ordinance...nothing in place for now; we go with existing State statute; they are treated like upgraded golf carts; also related: charging stations (what kind, mitigation if damaged, etc.)
Organized Garbage (and Recycling) Collection	Continue with next logical steps (2021 is the exploration); approach implementation?
PACS Fund	Covering more multimodal options? (Rate notes: the fund doesn't change, but we have changes with revenue based on # of customers; have had some improvement since 2013...)
Safe Routes to School	Speed reduction by schools, curriculum, other?
Shared mobility	Related to Clover, but a new mode? Other programs?
Traffic Demand Management (TDM)	Continue similar? Adjust?
Traffic Safety Study: process improvements	Process improvements
Transit	Topics could include connection improvements, equity, transition from post-pandemic, etc.



Date: June 17, 2022

To: Transportation Commission

From: Andrew Scipioni, Transportation Planner

Subject: 2022 Work Plan Development

Information / Background:

To aid the development of the 2022 Work Plan, staff would like to provide the Commission with the following guidance and recommendations:

General

1. Commission work plans are developed by the Commission, not the staff liaison.
2. Commissioners are encouraged to review the goals from the Transportation Chapter of the draft 2018 Comprehensive Plan when considering work plan initiatives.
3. There should be a commissioner willing to “lead” the initiative for the Commission to propose it.
4. Work plan initiatives should not include City Department work plan initiatives (while there may be overlap, it should be clear what the Commission’s role is).
5. List initiatives in order of priority (#1 is highest priority).
6. Commissions should be careful not to overload their work plan, but pursue an achievable number of initiatives.
7. “Parking Lot” is reserved for initiatives the Commission considered but did not proposed as part of the work plan. These items are not considered approved and would require a work plan amendment approved by Council to allow the Commission to begin work.

Initiative & Outcome Fields

When writing initiatives, make sure the following points are addressed:

1. What is the specific action/outcome?
2. Describe what the Commission will do.
3. Describe what the outcome(s) will look like.

Examples:

Review and recommend a building energy benchmarking policy.

Study and report on possible city actions to reduce access and usage of vaping for youth.

The 2022 Work Plan development schedule will proceed as follows:

June 17 July 15 August 15	Regular ETC meetings	<ul style="list-style-type: none"> • 2022 Work Plan development
September 9	City Council/ETC joint work session	<ul style="list-style-type: none"> • Review 2021 work plan progress, seek additional direction, if needed • Opportunity to discuss proposed 2022 Work Plan initiatives
September 23	Regular ETC meeting	<ul style="list-style-type: none"> • Approve 2022 Work Plan proposal
October 5	City Council work session	<ul style="list-style-type: none"> • Chairs will present 2022 Work Plan proposals • Council will review, ask clarifying questions and give feedback to City Staff on possible amendments to initiatives. • Staff Liaisons will be available for questions.
October 28	Regular ETC meeting	<ul style="list-style-type: none"> • Discuss revisions to 2022 Work Plan
November 3	City Council work session	<ul style="list-style-type: none"> • City Manager will present 2022 Work Plan proposals with liaison and Manager comments • Council will review, ask clarifying questions and give feedback on initiatives, including adding/removing an initiative, changing scope, or moving an initiative from one work plan to another. • Staff Liaisons will be available for questions.
December 7	Regular City Council meeting	<ul style="list-style-type: none"> • Council will approve 2022 Work Plans
January 1		<ul style="list-style-type: none"> • Commission begins 2022 Work Plan initiatives

City of Edina 2018 Comprehensive Plan Transportation Chapter Goals and Policies

1. Improve mobility for residents, visitors and businesses (including those with transportation disadvantages) through the creation and maintenance of a balanced system of transportation alternatives for transit users, pedestrians, bicyclists and motorists.
 - 1.1. Increase protected and separate bike facilities between nodes, parks, schools and City facilities as indicated in the Pedestrian and Bicycle Master Plan.
 - 1.2. Connectivity between nodes shall be enhanced to include three modes of transportation where at least one is non-motorized.
 - 1.3. Create safe and convenient pedestrian and bicycle connections between major traffic generators, with particular emphasis on continuity at roadway and other barrier crossings.
 - 1.4. Connect to regional non-motorized transportation networks by reviewing and recommending pedestrian and bicycle facilities throughout Edina cooperatively with the Three Rivers Park District and Hennepin County.
 - 1.5. Support recommendations of the Pedestrian and Bicycle Master Plan for implementation.
2. Implement a fully multi-modal transportation system that supports the land use vision and future land use plan for managing and shaping future growth.
3. Minimize the impacts of the transportation system on Edina's environment and neighborhood quality of life and emphasize methods to reduce greenhouse gas emissions.
 - 3.1. Strive for transportation infrastructure designs that have a neutral to positive impact on the natural environment.
 - 3.2. Effectively balance access from and mobility on Edina's roadways, prioritizing safe and efficient movement between the city's primary nodes, parks, schools and community facilities.
4. Reduce the overall dependence on and use of single-occupant vehicles by promoting land use patterns that allow for shorter vehicular trips and the use of alternative travel options.
 - 4.1. Take a comprehensive approach to reducing single-occupant vehicle trips by involving those who live, work and shop.
5. Promote a travel demand management (TDM) program through a coordinated program of regulations, marketing, and provision of alternative workplace and travel options.
 - 5.1. Partner with Commuter Services to encourage all forms of travel demand management in order to reduce single occupancy vehicle travel, overall vehicle miles of travel, reduce petroleum consumption, and improve air quality.
 - 5.2. Review and recommend policies necessitating a TDM Plan and/or a transit component with all types of development and redevelopment. Review and implement substantive requirements associated with these TDM Plans, potentially including TDM escrow accounts, transit passes, preferential parking for car-poolers, and other measures.
 - 5.3. Review all major new developments in light of the potential for ridesharing including bus accessibility, preferential parking for carpools/vanpools, and mixed-use development.
 - 5.4. Support preferential treatments for transit and high occupancy vehicles on streets and highways.
 - 5.5. Include transit planning in the construction or upgrading of streets and highways.
6. Encourage and support attractive and reliable high-performance transit service and connections.
 - 6.1. Increase transit options for Edina residents, focusing on connecting the underserved western segment of Edina with the eastern segment.
 - 6.2. Provide transit service to connect nodes and commercial hubs.
7. Develop and manage parking provision to encourage joint and shared use of facilities, ride-sharing (car pools and van pools), and bicycle parking.
 - 7.1. Encourage and develop preferred locations in surface and structured parking for electric vehicles (personal and shared) and car pool/van pool vehicles.
 - 7.2. Provide or require covered and secure bicycle parking (including e-bicycles) in all parking structures.
 - 7.3. Continuously evaluate the need for, and design of, parking facilities (e.g. effects of autonomous vehicles and future conversion of parking structures to inhabited buildings) and revise regulations as necessary.

8. Invest in infrastructure to support the continued growth in low- to zero-emission technology and support regional and statewide efforts to educate and adopt electric vehicles.
 - 8.1. Continue to install chargers at City facilities where use can benefit residents, City fleet, and partners.
 - 8.2. Ensure that the methodology to determine electric vehicle charging locations considers both public and private facilities with an inclusive and equitable lens.
 - 8.3. Provide residents and businesses the opportunity to learn the benefits of zero emission vehicles through outreach, education and events.
 - 8.4. Advocate for electric vehicle charging programs and incentives with the state, utilities, and car manufacturers.
9. Provide for efficient movement of goods within Edina, while minimizing the impacts of freight traffic on other trips and reducing negative impacts on land uses on freight corridors.
 - 9.1. Through the use of technology, minimize congestion on neighborhood streets and ensure the safety while balancing delivery service requirements.
 - 9.2. Serve major truck users and intermodal facilities with good minor arterial access to the metropolitan highway system.
 - 9.3. Investigate and implement solutions to minimize the impact of delivery of goods by drone in residential areas.
10. Engage, seek input from and educate all segments of the community regarding transportation-related issues and projects impacting the City.
 - 10.1. Develop and implement methodology for consistent education of motorist, pedestrian and cyclist safety as indicated in the Pedestrian and Bicycle Master Plan.
 - 10.2. Seek inclusive, equitable and meaningful public participation throughout the community in all transportation studies and projects conducted by the City.
11. Identify new and continuing sources for transportation infrastructure funding by seeking to partner where feasible with federal, state, county and adjacent community sources.
 - 11.1. Pursue and support regional or multi-community funding sources for improvements that provide regional or multi-community benefit.
 - 11.2. Support research efforts into more efficient and cost-effective management, maintenance and replacement of street surfaces.
 - 11.3. Support governmental jurisdiction over roadways that reflect the role of the roadway in the overall transportation system.
 - 11.4. Encourage the legislature to continue a dedicated source for funding for efficient mass transit.
 - 11.5. Encourage the legislature to provide stable, long-term roadway funding for capital, operating/traffic management, and maintenance.
 - 11.6. Develop and support legislation permitting a transportation utility.
12. Design roadway facilities according to their intended service function and neighborhood context.
 - 12.1. Upgrade existing roadways when warranted by demonstrated volume, safety or functional needs, taking into consideration environmental limitations.
 - 12.2. Design/enhance residential street systems to discourage through traffic and to be compatible with lower speed bicycling and walking. This includes consideration of traffic calming measures on local streets, local connectors and, in some cases, collector streets.
 - 12.3. Use adequate transitions and buffers including, but not limited to, earth berms, walls, landscaping and distance to mitigate the undesirable impact of high volume roadways.
 - 12.4. Consider the use of sound mitigating features for residential development adjacent to high volume roadways, and make property owners and land developers responsible for noise attenuation at new developments near high volume roadways.
 - 12.5. Encourage beautification of local roadways, where appropriate, with amenities such as boulevard trees, decorative street lighting, and monuments.
 - 12.6. Monitor and address transportation requirements associated with demographic trends, such as an aging population.

13. Provide and maintain adequate access to and from, and safety on, local and regional roadways.
 - 13.1. Provide logical street networks to connect residential areas to the regional highway system and local activity centers.
 - 13.2. Adequately control access points to the regional roadway system (including minor arterials) in terms of driveway openings and side street intersections.
 - 13.3. Provide access to the local street system (including collector, local connector and local streets) in a manner that balances the need to safely and efficiently operate the street system with the need for access to land.
 - 13.4. Separate, to the extent possible, conflicting uses on the roadway system in order to minimize safety problems. Give special attention to pedestrian and bicycle routes.
 - 13.5. Review and update regional and local functional street classification and coordinate with adjacent cities and Hennepin County. Review and recommend traffic calming policies and consider traffic calming implementation where requested by residents using the Living Streets Plan as the primary guide.
 - 13.6. Review and monitor citywide traffic volumes, congestion, existing traffic calming devices and measures, accident history, vehicle violation history, speed limits and enforcement.
 - 13.7. Educate public on vehicle operations including public relations campaigns that focus on individual responsibilities to each other rather than individual rights only.
 - 13.8. When requested by the Edina Transportation Commission and/or the Planning Commission, review land use that may impact traffic implementations. Continue to monitor adjacent community redevelopment and other activity that potentially impacts the City of Edina.
 - 13.9. Evaluate and implement measures required for school safety.
14. Manage, maintain and operate roadways to maximize wherever possible the safety and mobility of all users and all modes.
 - 14.1. Cooperate with other agencies having jurisdiction over streets and highways in Edina to assure implementation of Living Streets elements, good roadway conditions and operating efficiency.
 - 14.2. Continue the implementation of the I-494 frontage road system through ongoing coordination with MnDOT, Hennepin County, and the cities of Richfield and Bloomington.
 - 14.3. Maintain roads by repairing weather-related and other damage. Continue current on-going pavement improvement plan.
 - 14.4. Use economic and environmentally sound management techniques for snow and ice removal.
 - 14.5. Replace substandard bridges and bridges that present safety or traffic problems.
 - 14.6. Track developments regarding the most current transportation systems and technologies, evaluate and implement as warranted.
 - 14.7. Support state legislation to decrease statutory urban speed limits from 30 to 25 miles per hour.

**Transportation Commission Work Plan Initiatives
2013-2020**

Year	Initiative	Description	Partners
2021	1	Investigate the impacts of organized trash collection while considering the travel demand management objectives, environmental goals and reducing wear-and-tear on City streets.	EEC
	2	Continue representation on 2020 Street Funding Task Force until task force is complete.	
	3	Review and comment on the CloverRide circulator bus service contract operations and marketing throughout the year as it is brought to them from the CloverRide advisory committee.	
	4	Review and comment on monthly Traffic Safety Reports.	
	5	Review and comment on roadway reconstruction projects and projects funded by the Pedestrian and Cyclist (PACS) Fund. Commission will also review and comment on staff's application of the equity criteria.	
	6	Review and comment on traffic impact studies and Travel Demand Management plans associated with proposed developments.	
	7	Review the Pedestrian and Bicycle Master Plan and recommend changes to the proposed pedestrian and bicycle networks to improve connectivity to future Metro Transit LRT and BRT services.	
2020	1	Review and evaluate performance of CloverRide circulator services (North and South) and make recommendations to Council for future service after contracts expire.	
	2	Review and comment on traffic impact studies associated with proposed developments.	
	3	Review and comment on staff's recommendations for Travel Demand Management policy/ordinance.	
	4	Review and comment on staff's framework for the completion of traffic impact studies conducted for proposed development/redevelopment projects.	
	5	Develop and coordinate up to six educational activities to inform the community about transportation safety (which will include an annual community event).	
	6	Review and comment on monthly Traffic Safety Reports.	
	7	Review and comment on proposed Capital Improvement projects, including roadway reconstructions and projects funded by the Pedestrian and Cyclist Safety (PACS) Fund.	
2019	1	Chair/co-chair a cross-commission committee to review Travel Demand Management options and recommend a TDM policy or ordinance for Council consideration	PC
	2	Serve on a cross-commission committee to determine if a process is feasible for the Transportation Commission to provide input on transportation-related issues, including traffic study results associated with development/redevelopment	PC
	3	Annually, spring through fall, the commission will coordinate an educational campaign to inform community members about pedestrian, bicycle and motorist safety which will include an annual community event	
	4	Monitor and evaluate the CloverRide circulator service and make recommendations to Council for future service after twelve-month agreement expires	
	5	Review and comment on PACS Fund allocating process with a race and equity lens	CHC, HRRC, PARC
	6	Serve on a cross-commission committee to complete requirements for Edina to receive the AARP City Designation	
	7	Serve on a cross-commission committee to develop a draft plan on Edina Grand Rounds, including wayfinding	PARC
2018	1	Recommend pilot plan for Edina/Southdale Circulator including pilot routes and evaluation plan for the Edina/Southdale Bus Circulator Pilot Project	
	2	Invite neighboring transportation commission to have joint meeting with the Edina Transportation Commission	
	3	Review and comment on solutions for high school motor vehicle traffic and parking affecting neighborhoods adjacent to Edina High School	
	4	Assist as requested with the development of the City's new Comprehensive Guide Plan	
	PL	Define and implement equity criteria for PACS Fund projects, and integrate with the City's Race and Equity Task Force efforts	
2017	1	If City staff secures funds, support and guide the engagement process for, and potential study of, passenger rail in Edina	
	2	Assist as requested with the development of the City's new Comprehensive Guide Plan	
	3	Review transportation impact analysis process to better implement Living Streets	PC
	4	Review and comment on transportation projects in the Capital Improvement Plan, mill and overlay/seal coat projects, and monthly traffic safety reports	
	5	Review and comment on pedestrian and bicycle master plan	
2016	1	Study and report community circulator	
	2	Organize and host a transportation-themed event with speaker(s)	
	3	Prepare and comment on Comprehensive Pedestrian and Bicycle Plan for inclusion in 2018 Comprehensive Plan	
	4	Review Edina To Go app and provide recommendations to staff regarding organization/sategoes for reporting concerns related to streets/transportation	
	5	Review data from City's QLS (2011, 2013, 2015) and conduct 2 public meetings to identify gaps around the City's transportation systems	
	6	Make recommendations to staff for evaluation of the Living Streets and Streets Smarts outreach campaigns	
	7	Provide input to staff on the creation of a walking map of the City indicating routes and areas of interest	
2015	1	Review and recommend modifications to roadway reconstruction project survey content and methodology	
	2	Review and recommend modifications to Traffic Safety Request process	
	3	Greater Southdale Area Transportation and Circulator Study implementation	
	4	Study access to and from Southwest LRT stations in St. Louis Park, Hopkins, Minnetonka and Eden Prairie	
2014	1	Living Streets Plan	
	2	Meet with Police Department and Public Works annually to discuss shared interests such as traffic education and enforcement, street maintenance as it affects cyclists and pedestrians, etc.	
	3	Valley View Rd between Gleason Rd and Antrim Rd - work with school district and Active Routes to School working group to address traffic issues	
	4	Educational safety campaign	
2013	1	Living Streets Policy implementation	
	2	Review transportation projects in the proposed Capital Improvement Program	
	3	TLC Bike Boulevard project	
	PL	Grandview Area Transportation Plan implementation	