



EDINA MINNESOTA

Transportation Commission Meeting Agenda

April 16, 2026, 6:00 PM

Edina City Hall, Community Room, 4801 W. 50th St.



Accessibility Support:

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1. Call to Order

2. Roll Call

3. Approval of Meeting Agenda

4. Approval of Meeting Minutes

4.1. Minutes

5. Community Comment

During "Community Comment," the Board/Commission will invite residents to share issues or concerns that are not scheduled for a future public hearing. Items that are on tonight's agenda may not be addressed during Community Comment. 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. 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.

6. Special Presentations

6.1. Draft Safe & Equitable Mobility Action Plan

7. Reports/Recommendations

7.1. Traffic Safety Report of March 31, 2026

7.2. 2026/2027 Work Plan Updates

8. Staff Comments

8.1. 2026 Meeting Dates

9. Chair and Member Comments

10. Adjournment



Item Number: 4.1

Department: Public Works

Item Activity: Action

Prepared By: Andrew Scipioni, Transportation Planner

Item Title: Minutes

Action Requested:

Approve the minutes of the March 26, 2026 regular meeting.

Information/Background:

See attached draft minutes.

Supporting Documentation:

Documents marked with "Board Portal" do not meet [ADA Web Content Accessibility Guidelines \(URL\)](#) and are not included in the public packet. To request a board portal document, please [submit a data request \(URL\)](#).

1. Draft Minutes: Mar. 26, 2026



Minutes
City Of Edina, Minnesota
Transportation Commission
City Hall Community Room
March 26, 2026

1. Call to Order

Chair Wright called the meeting to order at 6:02 p.m.

2. Roll Call

Answering roll call: Commissioners Bildsten, Bruhschwein, Lewis, Lukens, Olson, Rosen, Vandelist, Wright

Late: Commissioner Davidson

Absent: Commissioners Bracken, Lassig

Staff present: Transportation Planner Andrew Scipioni

3. Approval of Meeting Agenda

Motion was made by Commissioner Rosen and seconded by Commissioner Bildsten to approve the agenda. All voted aye. Motion carried.

4. Approval of Meeting Minutes

Motion was made by Commissioner Bildsten and seconded by Commissioner Lewis to approve the February 19, 2025 meeting minutes. All voted aye. Motion carried.

5. Community Comment

Marillene Allen, 5415 Interlachen Blvd, testified about Item A1 in the Traffic Safety Report of February 24, 2026. Allen spoke in support of the recommended crosswalk, noting that her grandson and his dog were recently struck by a vehicle on Interlachen Blvd.

6. Reports/Recommendations

6.1. Traffic Safety Report of February 24, 2026

The Commission reviewed and commented on the recommendations of the Traffic Safety Committee.

Commissioner Davidson arrived at 6:35.

6.2. 2026/2027 Work Plan Updates

1. Safe and Equitable Mobility Action Plan Participation – Staff expects to receive the draft plan next week for review. The project team will review the draft plan with the Commission at the April 16 meeting. Public open house will be held April 22 at Fire Station 2. City Council adoption expected May 5.

2. Traffic Safety Standards – No update.

3. Innovative Traffic Calming Solutions – Looking to collect examples of innovation in this area from other cities.

7. Staff Comments – Received.

7.1. Transportation Projects Update

Staff provided an update on current and proposed transportation projects in and around Edina.

7.2. 2026 Meeting Dates

The Commission's next regular meeting is Thursday, April 16 at 6pm at Edina City Hall.

8. Chair and Member Comments – Received.

8.1. Welcome New Commissioners

Commissioners introduced themselves and welcomed new Commissioners Bruhschwein, Davidson, Lukens and Vandelist.

9. Adjournment

Motion was made by Commissioner Wright and seconded by Commissioner Rosen to adjourn the March 26, 2026 regular meeting at 8:18p.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		1	1	1										3	
SEAT	NAME														
1	Wright, Grant	1	1	1										3	100%
2	Davidson, Scott			1*										1	100%
3	Bildsten, Roger	1	1*	1										3	100%
4	Lewis, Andy	1	1	1								1		3	100%
5	Rosen, Adam	1	1	1										3	100%
6	Lukens, Laura			1										1	100%
7	Olson, Bethany	1	1	1										3	100%
8	Bruhschwein, Taylor			1										1	100%
9	Vandelist, Jake			1										1	100%
10	Lassig, Augie (s)	1	1*											2	67%
11	Bracken, Logan (s)	1	1											2	67%

* Attended remotely



Item Number: 6.1

Department: Public Works

Item Activity: Discussion

Prepared By: Andrew Scipioni, Transportation Planner

Item Title: Draft Safe & Equitable Mobility Action Plan

Action Requested:

Review and comment on the draft plan.

Information/Background:

The Safe and Equitable Mobility Action Plan (SEMAP) is a roadmap for reducing and eliminating traffic deaths and serious injuries on all roadways within the City of Edina. Developed with funding from the federal Safe Streets and Roads for All (SS4A) program, the plan identifies actions toward implementing Edina's commitment of zero traffic fatalities by 2050.

The Commission will review and comment on the draft plan. The public can review and comment on the draft plan at <https://www.bettertogetheredina.org/safe-equitable-mobility-action-plan-semap> or by attending the open house on Wednesday, April 22 from 5-7pm at Fire Station 2 (4401 W 76th St). City Council will consider adoption of the plan at their May 5 regular meeting.

Supporting Documentation:

Documents marked with "Board Portal" do not meet [ADA Web Content Accessibility Guidelines \(URL\)](#) and are not included in the public packet. To request a board portal document, please [submit a data request \(URL\)](#).

1. Draft SEMAP (Board Portal)



ALLIANT

Edina Safe and Equitable Mobility Action Plan

[NOTE: THIS DRAFT FOR REIVEW IS IN MEMO
FORMAT. FINAL DOCUMENT WILL BE FORMATTED
SIMILAR TO OTHER CITY PLANS.]

PRELIMINARY DRAFT FOR REVIEW (4/10/2026)

Prepared for:

City of Edina

7450 Metro Blvd
Edina, MN 55439

Prepared by:

Alliant Engineering

733 Marquette Avenue, Suite 700
Minneapolis, MN 55402

04/10/2026

4000618-00

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1. Executive Summary

Traffic safety profoundly impacts the well-being of Edina community members. Between 2015 and 2024, there were 57 fatal or serious injury crashes on Edina’s roadways. Pedestrian crashes were 18 times more likely to result in a fatality or serious injury than motorist crashes, and bicyclist crashes were four times more likely.

The Edina Safe and Equitable Mobility Action Plan (SEMAP) is a roadmap for reducing and eliminating traffic deaths and serious injuries on all roadways within the City of Edina, regardless of ownership. Developed with funding from the federal Safe Streets and Roads for All (SS4A) program, the plan identifies actions toward implementing Edina’s Vision Zero commitment of zero traffic fatalities by 2050.

This plan is organized around three primary questions:

- **Understanding: what is the current transportation safety situation in Edina?** This section analyzes crash data, assesses risks, reports findings from community engagement, and examines Edina’s community context. The result is a Roadway Safety Priority Network which will guide how Edina achieves its Vision Zero goal.
- **Recommendations: how do we get to zero?** This section defines both infrastructure and non-infrastructure actions the City should take to achieve its Vision Zero goals
- **Tracking progress: are we achieving our goals?** This final section defines annual reporting metrics to track progress towards Vision Zero.

2. Introduction: Why this Plan?

This action plan serves to consolidate Edina’s values within an implementation framework for transportation safety investments and other actions. This new plan combines technical and community input processes, supported by a foundation of transportation safety work the City has already conducted, to identify Edina’s priority roadway safety needs and develop specific, high-impact projects to address them. In the process of identifying safety needs and matching them with proven strategies, the development of this plan has also brought new opportunities for community members to engage with the City on transportation safety.

The next sections describe the context and framework which shaped the development of the SEMAP, including situating Edina’s safety challenges within its local and statewide context, introducing Vision Zero and the Safe System approach as concepts guiding the plan, and finally outlining how the SEMAP was developed and where it fits within Edina’s existing policy and investment landscape.

2.1 TRANSPORTATION CONTEXT

Established in 1888, Edina is a diverse community of 53,564 people located in Hennepin County immediately west of Minneapolis. The city originally grew as a streetcar suburb but over time has developed its transportation network primarily around motor vehicles. In addition to the local street network, community members benefit from major highways providing direct access to Minneapolis, Saint Paul, MSP airport, regional employment centers and destinations throughout the state. Highway 62 and Interstate 494 run east-west through the City's center and along its southern edge, while Highways 100 and 169 run north-south. Convenient access to this robust arterial network has made Edina an attractive destination for both investment and new residents, with the City's population increasing by 13 percent during the last two decades. Like many other cities, Edina remains heavily reliant on motor vehicles and continues to grapple with the associated safety impacts. It is within this context that the City developed the SEMAP.

2.2 VISION ZERO

Vision Zero is a values-based philosophy, developed in Sweden in the late 1990s, that holds that traffic deaths and serious injuries are avoidable and unacceptable. Beyond placing blame solely on individual road users, Vision Zero recognizes traffic safety as a systemic challenge, one that must be addressed through design, policy, and behavior change. While Vision Zero goals are intentionally ambitious, communities around the country and around the world have achieved them.

On July 15, 2025, the Edina City Council formally adopted a Vision Zero resolution, committing to a goal of achieving zero traffic fatalities and serious injuries on all roadways within the City of Edina by 2050 and an interim goal of a 50% reduction in fatal and serious injury crashes by 2035. This leadership commitment, found in **Appendix A**, is a foundational requirement of the federal Safe Streets and Roads for All (SS4A) program, which funded the development of the SEMAP.

The SEMAP is Edina's primary tool for achieving these goals. Together, the analyses, prioritization decisions, and recommendations in this plan are oriented toward the Vision Zero targets.

2.3 SAFE SYSTEM APPROACH

The plan utilizes the Safe System Approach to traffic safety, a multi-faceted method of improving transportation safety. The Safe System Approach, which has been adopted by the United States Department of Transportation and MnDOT's Toward Zero Deaths initiative among many others, focuses on five pillars:

- Death and serious injuries are unacceptable
- Humans make mistake.

- Humans are vulnerable
- Responsibility is shared
- Redundancy is crucial

The SEMAP recommendations incorporate these elements, which the City of Edina can influence through roadway design, engineering, education strategies, enforcement, post-crash care, and more. The Safe System Approach requires cooperation across agencies and departments in the City, as well as with regional and state-level partners. A task force convening members of these organizations was created alongside the SEMAP in order to adhere to the Safe System Approach, and will continue to meet after the completion of the plan.

Figure 1. Safe System Approach



2.4 PLANNING PROCESS

The SEMAP was developed over approximately 16 months, from February 2025 through May 2026, by a consultant team led by Alliant Engineering with Toole Design Group. The process was guided by a Project Management Team (PMT) comprising City staff representing Engineering, Public Works, Sustainability, Engagement, and the citizen members of the Edina Transportation Commission. A broader Task Force including representatives from Edina Public Schools, Edina Police and Fire Departments, Metro Transit, Hennepin County, MnDOT, and the Federal Highway Administration (FHWA) provided technical review and input at key milestones.

The plan was developed in two primary phases. The first phase (spring–fall 2025) focused on data collection, safety analysis, and community engagement. This included a ten-year descriptive crash analysis, High Injury Network development, risk assessment, community context (demographic and social vulnerability analysis), and community engagement through pop-up events and an online survey. The second phase (fall 2025–early 2026) focused on synthesizing findings, developing and prioritizing the Roadway Safety Priority Network, and preparing recommendations for infrastructure investment, policy and process improvements, and outreach and education.

2.4.1 Alignment and Integration with Existing Plans

One of the SEMAP objectives was to use the comprehensive safety analysis as a tool to coordinate and integrate related policies, projects and recommendations from existing City plans and ongoing work. To this end, the study process began with a review of existing City plans, policies, and programs related to traffic safety that provided context for the SEMAP. The full results of this review are in **Appendix F** and summarized in **Table 1**.

Table 1. Summary of Safety Considerations within Reviewed Documents

Document	Safety-Related Policies	Roadway Design	Projects Identified	Implementation/ Funding
Traffic Safety Review process	X	X		X
Edina Pedestrian Crossing Policy	X	X		
City's Dynamic Display Speed Sign Policy	X	X		X
Comprehensive Plan – Transportation Chapter	X		X	X
Pedestrian and Bicycle Master Plan	X	X	X	X
Living Streets Plan	X	X	X	
Active Routes to School Plan	X	X	X	X
Citywide Speed Limit Reduction Report	X		X	X
Climate Action Plan	X		X	X
Race and Equity Initiative Final Report and Recommendations	X			
Vision Edina - Strategic Vision & Framework	X			
Code of Ordinances – Traffic and Vehicles Chapter	X	X		
Code of Ordinances – Streets, Sidewalks, and Other Public Places Chapter	X	X		

3. Safety Understanding: Technical Analysis and Community Input

To fully understand Edina’s traffic safety challenges, the planning team explored the transportation safety problem from multiple angles. This included a crash analysis, development of a High Injury Network and a High Risk Network, community and stakeholder engagement, and a review of community context. Combined, these inputs were used to develop a Roadway Safety Priority Network, the foundation for location-specific and system-wide safety recommendations.

3.1 CRASH ANALYSIS

The crash analysis is the data-driven foundation of the SEMAP. It includes a descriptive analysis of characteristics and patterns present in the city’s crash history from 2015 to 2024. The full Safety Analysis Memo is included in **Appendix B**.

3.1.1 Descriptive Crash Analysis

The safety analysis methodology consisted of data collection, consolidation, and analysis based on provided crash data and various other data such as roadways, schools, and demographics. Crash data used in this analysis was retrieved from the Minnesota Crash Mapping Analysis Tool (MnCMAT2), accessed on May 20, 2025.

The analysis covers all roadways within the city regardless of ownership, including roadways maintained by the City of Edina, Hennepin County, and MnDOT. Of Edina’s 273 total miles of roadway, 79 percent are city-owned, six percent are county-owned, and 15 percent are state-owned.

There were 6,438 total crashes on Edina roadways between 2015 and 2024, an average of roughly two per day. Of these, 57 were fatal or serious injury crashes, including four fatalities and 53 serious injuries. Total annual crashes dipped sharply in 2020 due to reduced travel during the COVID-19 pandemic and have partially returned to previous levels but remain below pre-pandemic numbers. Fatal and serious injury crashes (FSI) – the focus of this plan – do not follow this same trend, appearing more randomly distributed over time. Minor and Possible Injury (MPI) crashes and Property Damage Only (PDO) crashes made up the largest percent of total crashes. **Figure 2** provides further detail.

Figure 2. Crashes by Year and Severity on All Roadways

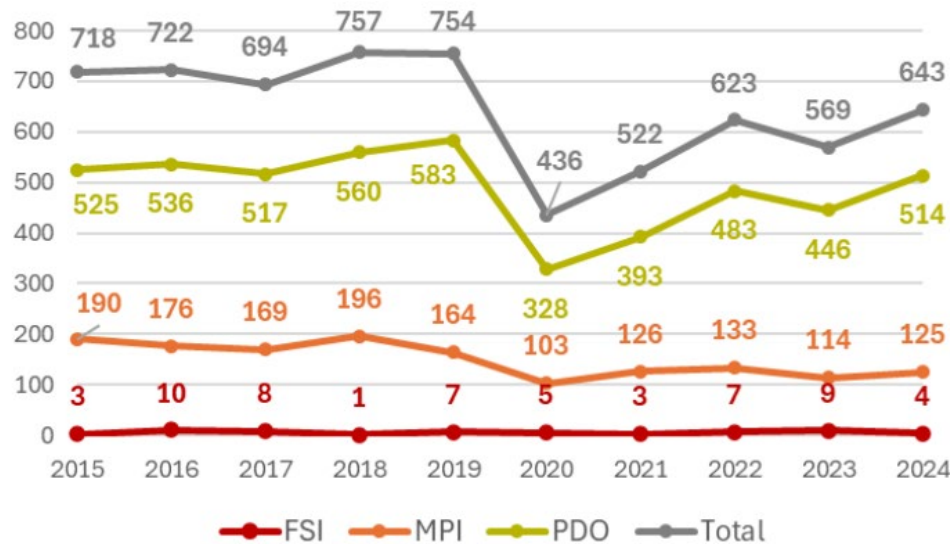


Figure 3, Figure 4, and Figure 5 below show the total 10-year crashes by mode (pedestrian, bicycle, and vehicle, respectively) severity, location, and roadway ownership.

Figure 3. Pedestrian Crashes

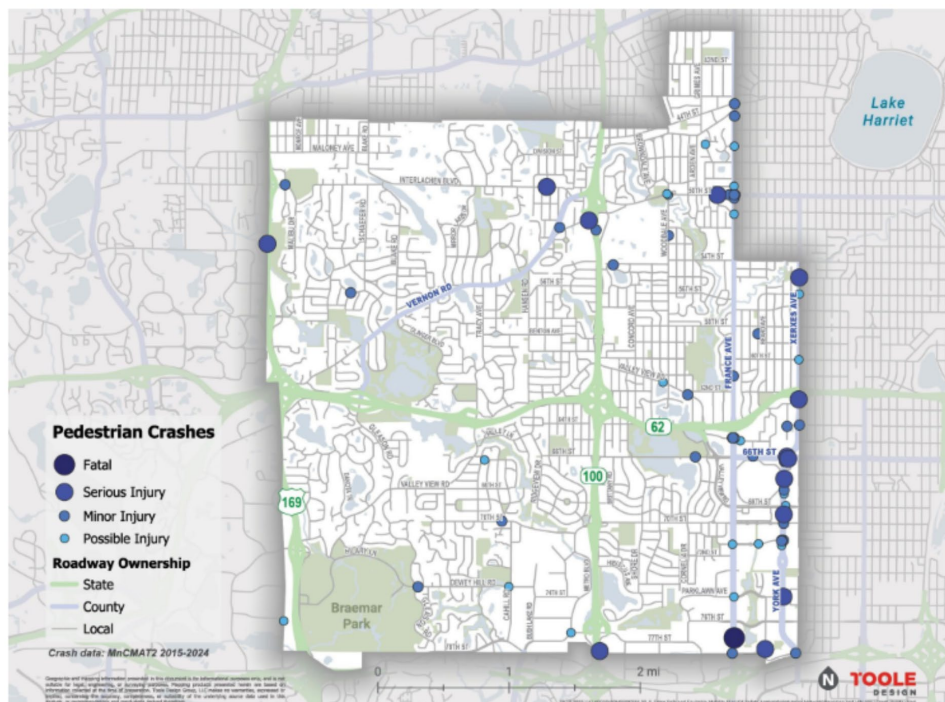


Figure 4. Bicyclist Crashes

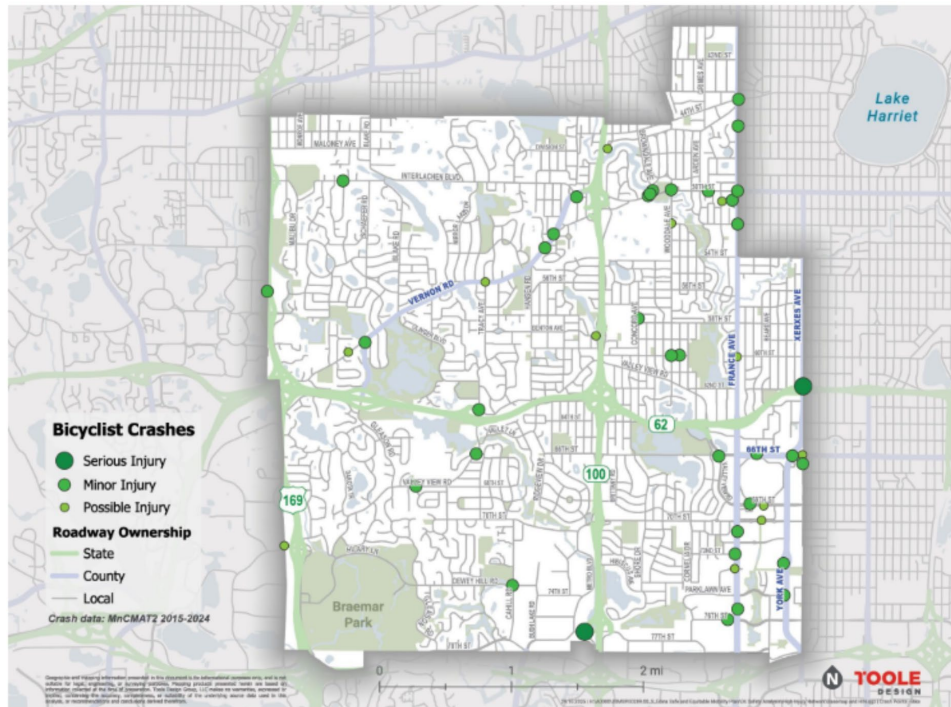
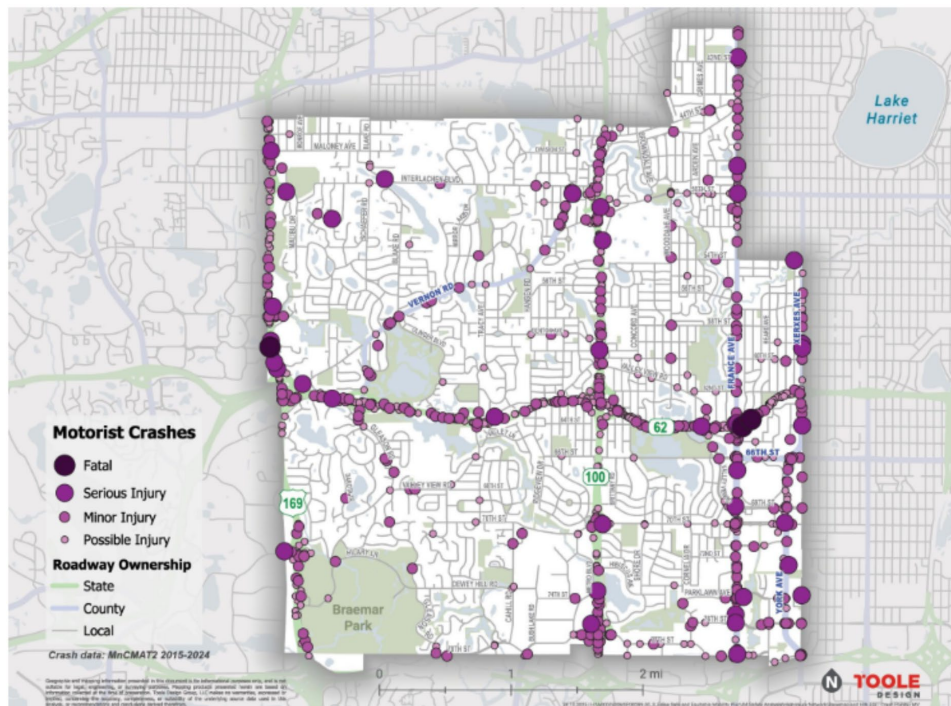


Figure 5. Motorist Crashes



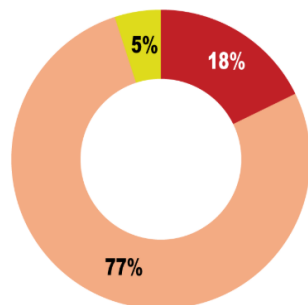
Key takeaways from the crash analysis are provided below.

PEDESTRIANS AND BICYCLISTS FACE DRAMATICALLY GREATER RISK OF DEATH OR SERIOUS INJURY THAN MOTORISTS.

- Crashes involving pedestrians were 18 times more likely to result in a fatality or serious injury than motorist crashes.
- Crashes involving bicyclists were four times more likely to result in a fatality or serious injury than motorist crashes.
- Vulnerable Road User crashes (those involving pedestrians and bicyclists) were much more likely than motorist crashes to result in injury of any kind.

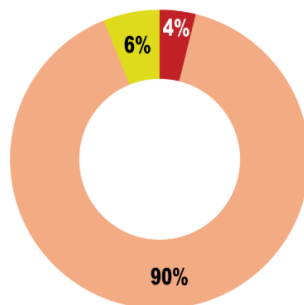
Figure 6. Pedestrian Crashes by Severity (left), Bicyclist Crashes by Severity (center), and Motorist Crashes by Severity (right) on All Roadways

Figure 5. Pedestrian Crashes by Severity on All Roadways



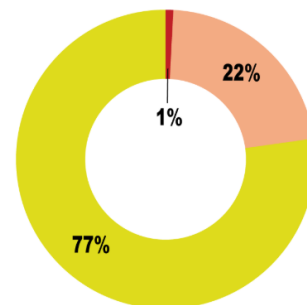
■ Fatal & Serious Injury (FSI)
 ■ Minor & Possible Injury (MPI)
 ■ Property Damage Only (PDO)

Figure 6. Bicyclist Crashes by Severity on All Roadways



■ Fatal & Serious Injury (FSI)
 ■ Minor & Possible Injury (MPI)
 ■ Property Damage Only (PDO)

Figure 7. Motorist Crashes by Severity on All Roadways

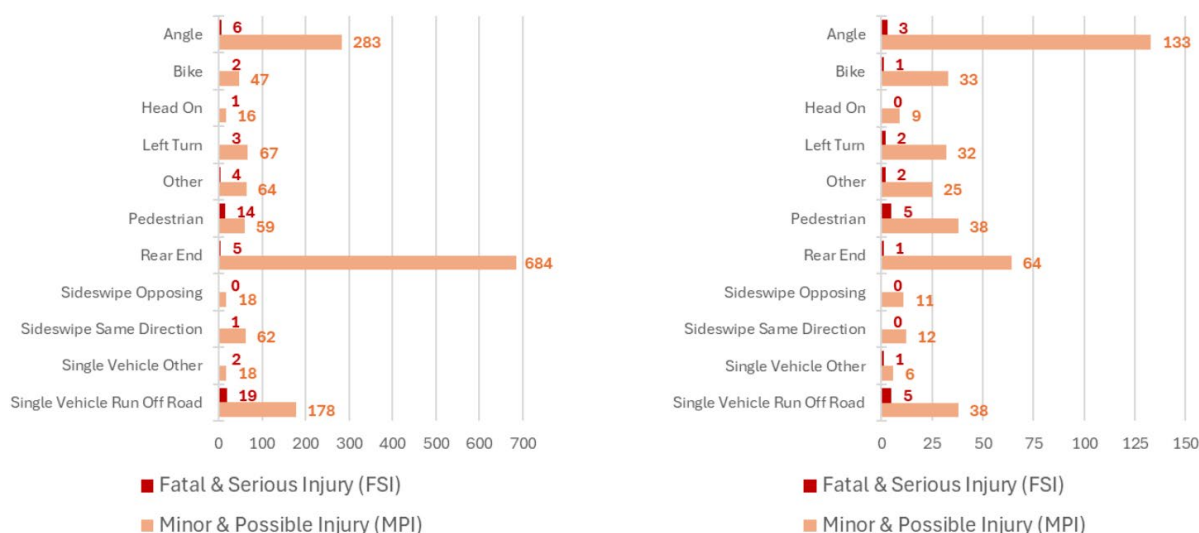


■ Fatal & Serious Injury (FSI)
 ■ Minor & Possible Injury (MPI)
 ■ Property Damage Only (PDO)

SINGLE VEHICLE RUN-OFF-ROAD AND PEDESTRIAN CRASHES ARE THE DEADLIEST, WHILE REAR-END AND ANGLE CRASHES ARE THE MOST COMMON OVERALL.

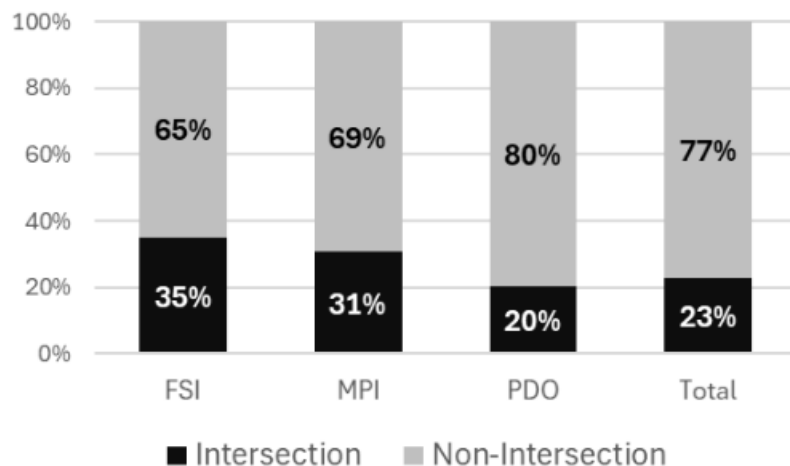
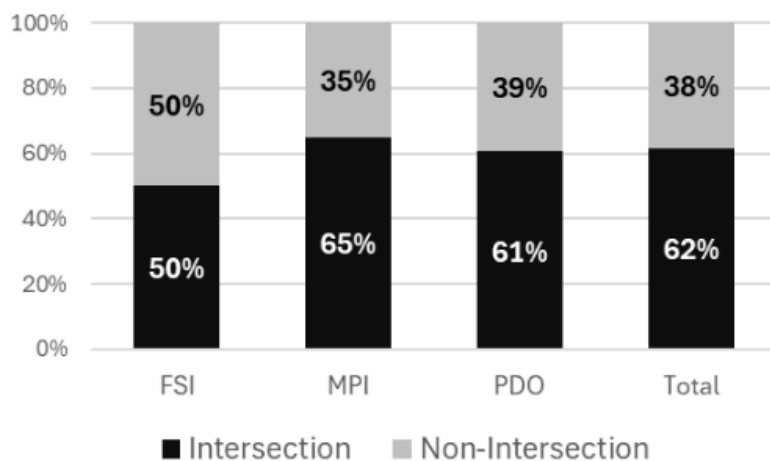
- The most common fatal and serious injury (FSI) crash types on all roadways were single vehicle run-off-road crashes (19) and pedestrian crashes (14).
- The most common FSI crash types on local roadways were single vehicle run-off-road crashes (5) and pedestrian crashes (5).
- The most common minor and possible injury (MPI) crash types on all roadways were rear-end crashes (684), angle crashes (283), and single vehicle run-off-road crashes (178).
- The most common MPI crash types on local roadways were angle crashes (133) and rear-end crashes (64).

Figure 7. Number of Crashes by Crash Type on All Roadways (left) and Local Roadways (right)



THE MAJORITY OF CRASHES ARE NON-INTERSECTION RELATED.

- Intersection related crashes make up relatively small portions of all crashes (23 percent), Fatal and Serious Injury (FSI) crashes (35 percent), and Minor and Possible Injury (MPI) crashes (31 percent). This is likely due to the large number of crashes occurring on state roadways.
- Crashes were more likely to be intersection related than not for local roadways (62 percent) and county roadways (53 percent). The percentages were even higher when looking at only the MPI crashes, with 65 percent for local roadways and 55 percent for county roadways. However, the percentages were lower when looking only at FSI crashes, with 50 percent for local roadways and 45 percent for county roadways.
- VRU total crashes and MPI crashes were more likely to be intersection related but VRU FSI crashes were less likely to be intersection related.
- In most instances, VRU crashes were more likely to be intersection related than not. A few exceptions were VRU FSI crashes on county roadways (43%) and when combining all roadways (44 percent).

Figure 8. Intersection Related Crashes by Severity on All Roadways*Figure 9. Intersection Crashes by Severity on Local Roadways*

FATAL AND SERIOUS INJURY CRASHES ARE CONCENTRATED IN LATE SUMMER, ON WEEKENDS, AND DURING DAYTIME HOURS.

- There is a noticeable spike in FSI crashes in September (14 FSI crashes). August and September had 35 percent of FSI crashes.
- FSI crashes on all roadways were distributed relatively evenly between each day of the week except for Saturday, which had a noticeably higher number of FSI crashes.
- 75 percent of FSI crashes on local roadways occurred between 9am and 6pm.

Figure 10. Crashes by Month on All Roadways

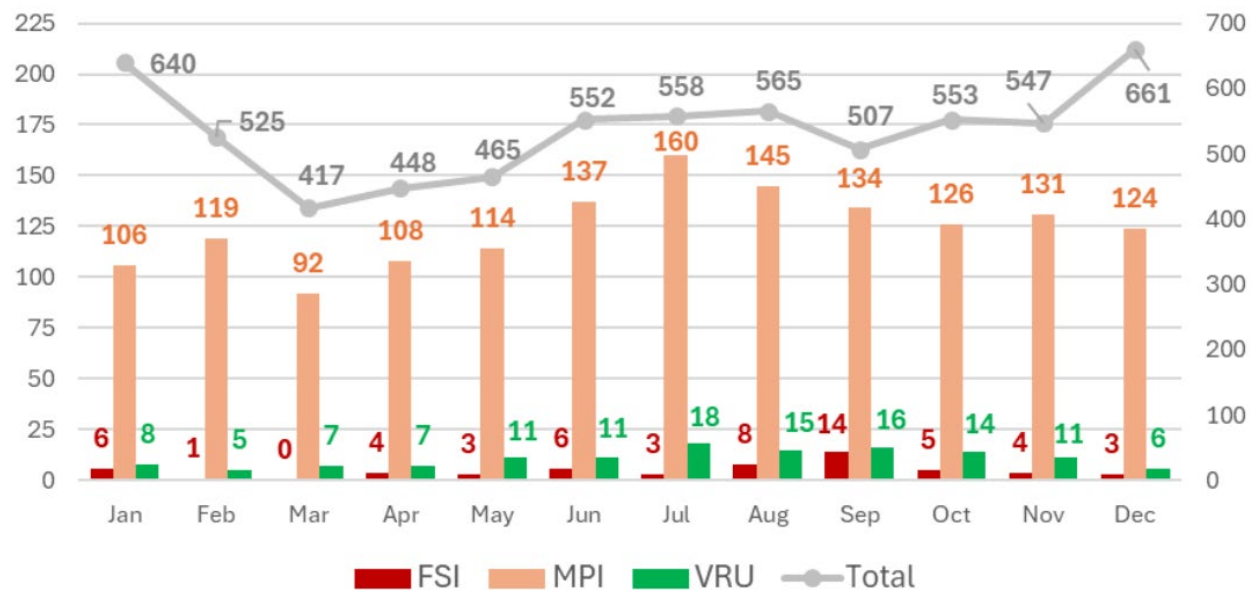
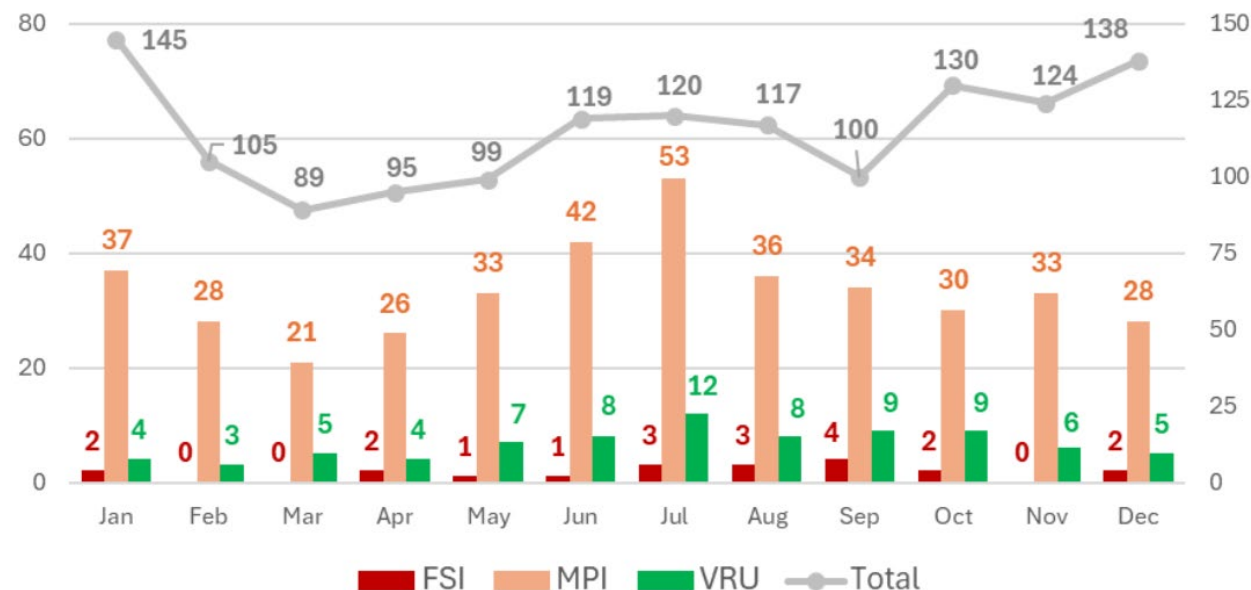


Figure 11. Crashes by Month on Local Roadways



3.2 HIGH INJURY NETWORK

A High Injury Networks (HIN) is a tool used to identify street segments with elevated crash densities weighted by severity. This section outlines the data sources, methodology, applied thresholds, and findings from a sliding window analysis of crashes in Edina. This analysis was used to develop six HINs:

- All Modes All Roadways HIN
- All Modes Local Roadways HIN
- Vulnerable Road User (VRU) All Roadways HIN
- VRU Local Roadways HIN
- Motorist All Roadways HIN
- Motorist Local Roadways HIN

3.2.1 Methodology

The HINs were developed using a sliding window analysis, which identifies street segments with higher densities of crashes, with additional weight given to fatal and serious injury crashes. For Edina, the analysis evaluated crashes within a half-mile window that shifted along each roadway in one-tenth-mile increments. Each crash was assigned a weighted score based on severity: fatal and serious injury crashes were weighted three times higher than minor injury crashes and three times higher than possible injury crashes. Corridors were then classified into low, medium, high, and very high crash density tiers based on these weighted scores.

Separate analyses were conducted for all modes combined, motorist-only crashes, and Vulnerable Road User (VRU) crashes. Each of these were run twice, once for all roadways regardless of ownership, and once for local roadways only, producing six HINs in total. The full methodology, including crash score thresholds by mode and roadway type, is detailed in **Appendix B**.

3.2.2 All Modes High Injury Network

The All Modes HIN shows that, among all roadway types, freeways are the roadways with the highest weighted crash density (**Figure 12**). High Injury roadway segments include Highway 62, Highway 169, and Highway 100. Sections of Vernon Ave, 44th St W, 50th St W, France Ave S, 51st W, Gus Young Lane, Londonderry Rd, 64th W, Drew Ave S, York Ave S, Parklawn Ave, Minnesota Dr, and Edina Industrial Blvd are also identified on the HIN.

The All Modes Local Roadways HIN, shown in **Figure 13**, shows that roadways with the weighted crash density are concentrated within the southeastern quadrant of the city. High Injury roadway segments include those east-west routes in the Southeast quadrant, such as 64th through 70th Streets, Hazelton Road, Parklawn Avenue, and Minnesota Drive, and north-south routes along Valley View Road, Drew Avenue South, and Edinborough Way. High crash density corridors are also present in the other three quadrants: Tracy Avenue and Gleason Road in the southwest; Blake Road South, Interlachen Boulevard, and Londonderry Road in the northwest; and 44th Street West, 50th Street West, Wooddale Avenue, and Valley View Road in the northeast. The complete list of corridors is available in the Safety Analysis Memo (**Appendix B**).

Figure 12. All Modes All Roadways High Injury Network (HIN)

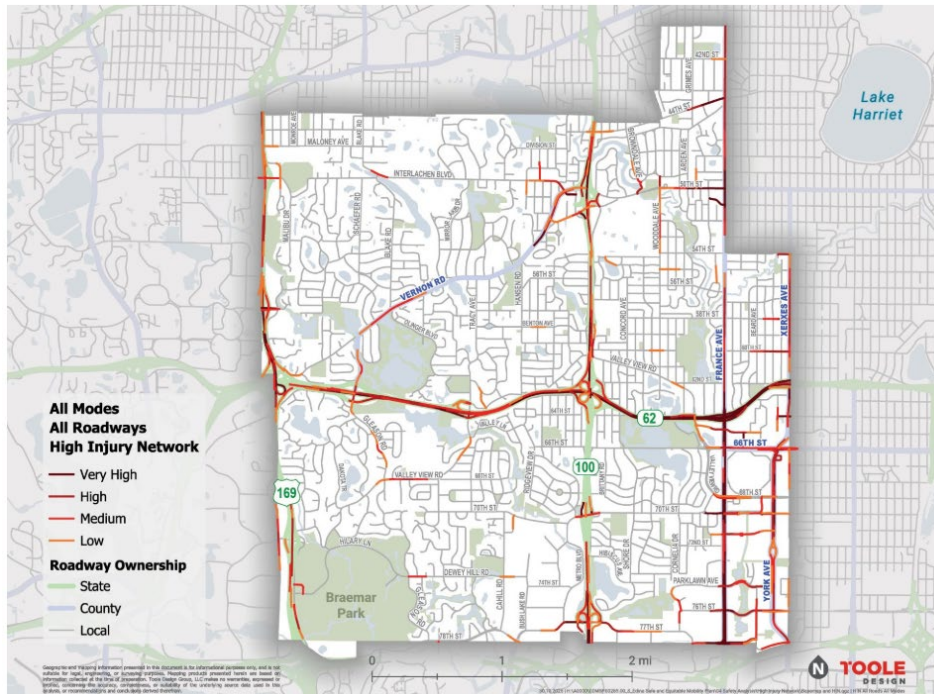
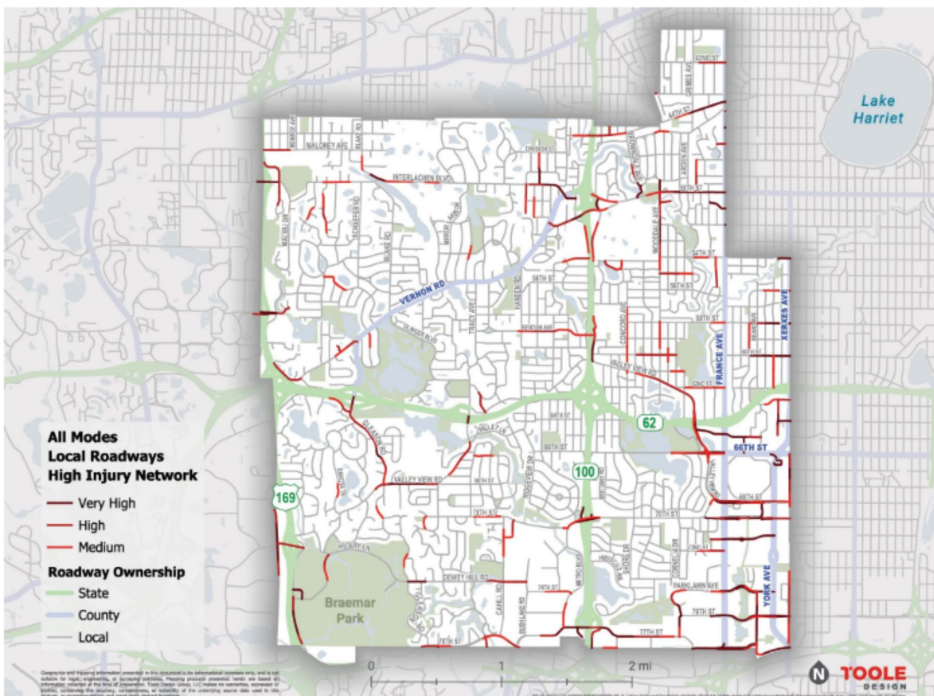


Figure 13. All Modes Local Roadways High Injury Network (HIN)



3.2.3 Vulnerable Road User High Injury Network

The VRU All Roadways HIN (**Figure 14**), identifies a network of corridors with the highest weighted crash density for pedestrians and bicyclists concentrated in the eastern half of the city.

Highlighted corridors include France Avenue, 44th Street West, 50th Street West, Wooddale Avenue, Vernon Avenue, Valley View Road, and Edinborough Way in the north and central portions of the city, and York Avenue, Xerxes Avenue, Drew Avenue South, Dewey Hill Road, Parklawn Avenue, and 76th Street West in the south. The VRU HIN is notably more distributed across the eastern half of the city than the motorist HIN. The complete corridor listing is available in the Safety Analysis Memo (**Appendix B**).

The VRU Local Roadways HIN (**Figure 15**), is similar to the VRU All Roadways HIN, with the highest weighted crash density concentrated in the eastern half of the city. Key corridors include 44th Street West, 50th Street West, Wooddale Avenue, Vernon Avenue, Valley View Road, Drew Avenue South, and the southeastern commercial district corridors extending south to 76th Street West and Edinborough Way.

Figure 14. Vulnerable Road User (VRU) All Roadways High Injury Network (HIN)

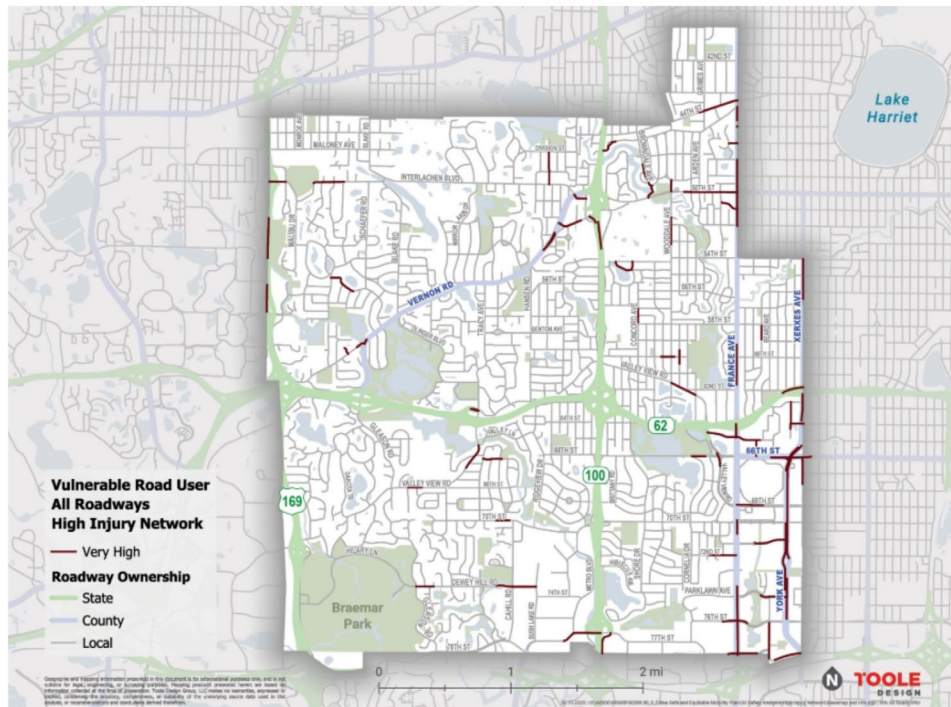
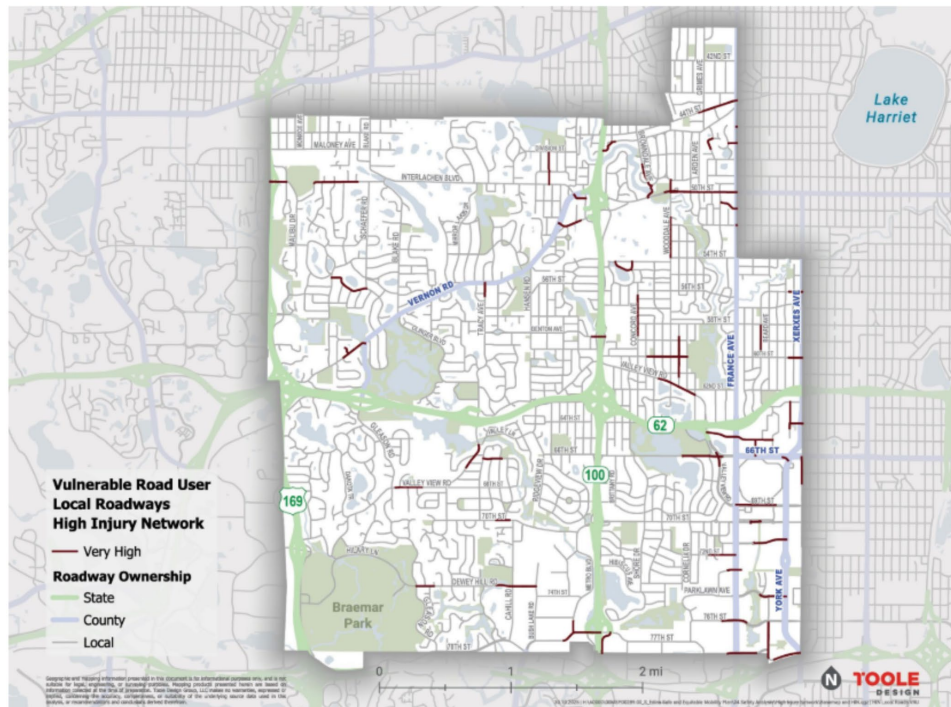


Figure 15. Vulnerable Road User (VRU) Local Roadways High Injury Network (HIN)



3.2.4 Motorist High Injury Network

The Motorist All Roadways HIN (**Figure 16**) shows that roadways with the highest weighted crash density are primarily on freeways. Highlighted segments include Highway 62, Highway 169, and Highway 100. Sections of 50th St W, France Ave S, Gus Young Lane, Londonderry Rd, Drew Ave S, 70th St W, Minnesota Dr, and Edina Industrial Blvd are also shown.

The Motorist Local Roadways HIN (**Figure 17**), shows roadways with the highest weighted crash density to be primarily within the southeastern quadrant of the city, in areas with heavy commercial and mixed land uses. The east-west routes in this section are 64th St W, 65th St W, 66th St W, 69th St W, 70th St W, Hazelton Rd, Parklawn Ave, 76th St W, Minnesota Dr, 77th St W; the north-south routes are Valley View Rd, Drew Ave S, Galleria, and Edinborough Way. Moving clockwise to the southwestern quadrant, the roadways containing segments with the highest crash density are Gleason Rd, Tracy Ave, Valley View Rd, Ikola Way, Highway 169 Frontage Rd, 70th St W, and 77th St W. In the northwestern quadrant is Maloney Ave, Blake Rd S, Vandervolk Ave, Lincoln Dr, Eden Ave, Interlachen Blvd, and Londonderry Rd. In the northeastern quadrant is 42nd St W, 44th St W, Maple Rd, 50th St W, Grange Rd, Eden Ave, 51st St W, 54th St W, 55th St W, Halifax Ln, 58th St W, and 60th St W.

Figure 16. Motorist All Roadways High Injury Network (HIN)

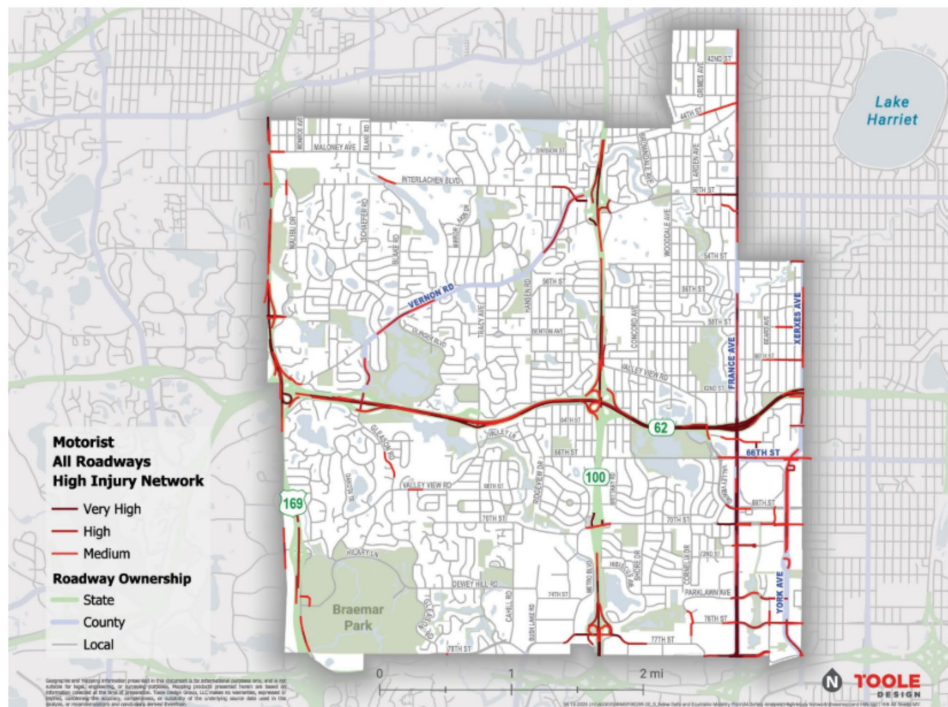
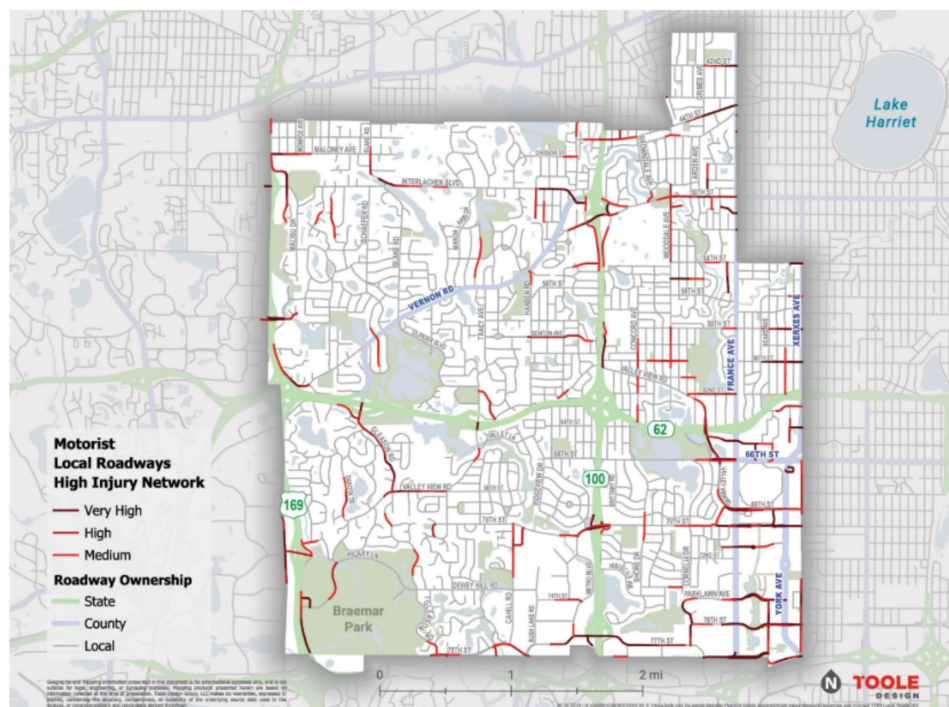


Figure 17. Motorist Local Roadways High Injury Network (HIN)



3.3 HIGH RISK NETWORK

In addition to crash history – where crashes have already occurred – an important component a comprehensive safety analysis is a risk assessment – identifying conditions that could contribute to a crash, regardless of crash history. The Risk Assessment conducted for the SEMAP identifies factors correlated with increased likelihood of FSI and MPI crashes. This proactive approach can help identify roadways with the greatest potential for improvement in safety. For further insight into the methodology, see **Appendix B**.

There are 231 miles of local and county roadways (surface streets) within Edina. During the 10-year analysis period, there were 40 FSI crashes and 745 MPI crashes on surface streets, equating to a total of 865 weighted FSI+MPI crashes. The surface streets in Edina had an average of 3.74 weighted FSI+MPI crashes per mile. Factors correlated with higher-than-average frequency of FSI+MPI crashes were county roadways, areas with high zero vehicle households, areas within 1/8 of a mile of a commercial land use, areas within 1/8 of a mile of a transit route, areas with high poverty, and areas with high senior population. Factors correlated with lower-than-average frequency of FSI+MPI crashes were areas with high youth population, areas within 1/8 of a mile of a park, areas within 1/4 of a mile of a school, library, or community center, and local roadways. The factors and associated weighted FSI+MPI crashes per mile are shown in **Table 2**. Although this analysis did not include state roadways, these roads had a weighted FSI+MPI crash rate of 19.13

crashes per mile. This shows that state roadways in Edina have elevated crash risk compared to the average surface street.

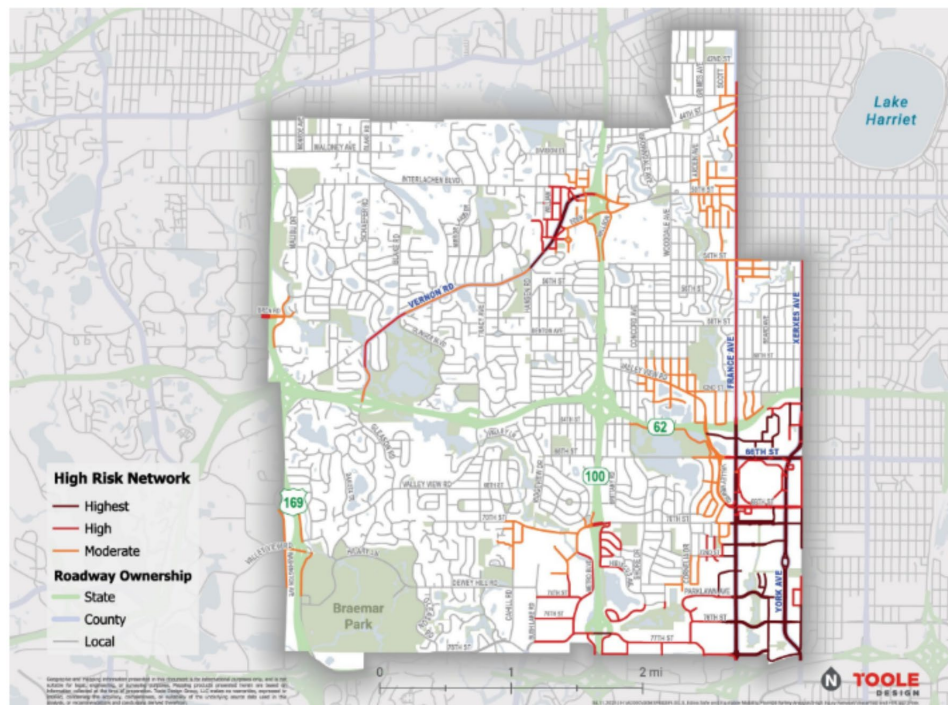
Table 2. Weighted FSI + MPI Crash Risk Factors

Factor	Weighted FSI+MPI Crashes per Mile
County Roadways	25.09
High Zero Vehicle Households	15.25
Commercial Land Uses	11.44
Transit Routes	9.68
High Poverty	9.14
High Senior Population	8.21
Average	3.74
High Youth Population	3.71
Parks	3.14
Schools, Libraries, or Community Centers	2.65
Local Roadways	2.14

Roadways that fit within the definition of a higher weighted FSI+MPI crash risk compared to the average were given a score of 1 to 6, with 6 given to the highest crashes per mile (county roadways) and 1 given to the lowest crashes per mile (high senior population). The scores were added to calculate the total weighted FSI+MPI crash risk score. **Figure 18** shows the results (High Risk Network).

Among roadways with an elevated crash risk, 74 percent are local roads (21 percent of all local roads within Edina), while 26 percent are county roads (97 percent of all county roads within Edina). These roadways are primarily located in the southeast and east portions of Edina, as well as the area around the interchange at Highway 100 and 50th Street / Vernon Road. The southeastern quadrant has the greatest concentration of elevated-risk roadways, including France Avenue, York Avenue, Xerxes Avenue, Valley View Road, and the commercial street network between 64th and 77th Streets. Elevated-risk corridors are also present in the northeast quadrant around 44th Street, 50th Street, Wooddale Avenue, and the Morningside neighborhood and in the northwest around Vernon Road, Interlachen Boulevard, and Eden Avenue, and in the southwest along Valley View Road, the Highway 169 Frontage Road, and Edina Industrial Boulevard. The full list of roadways with elevated crash risk is provided in **Appendix B**.

Figure 18. High Risk Network



3.3.1 SEMAP Task Force

A multi-jurisdictional Task Force with a shared responsibility for traffic safety in Edina was assembled for the development of the SEMAP. From within the City of Edina, Task Force members included representatives from the City Involved with traffic safety planning, from Public Works and Public Health to the Law Enforcement. Other represented organizations included the Edina Transportation Commission, Edina Public Schools, Metro Transit, Hennepin County, MnDOT, the Minnesota Department of Public Safety Office of Traffic Safety, and the FHWA.

The Task Force met four times during the development of the SEMAP, with meetings structured around project milestones:

- **Meeting 1 (June 2025):** Introduction to the project, review of SS4A requirements, and a facilitated discussion of safety needs and issues.
- **Meeting 2 (October 2025):** Review of community engagement findings and the safety analysis, including the High Injury Network, High Risk Network, and early prioritization approach, including input on factor weighting.
- **Meeting 3 (January 2026):** Review of final prioritization results, the Safety Strategy Toolbox, concept development, and performance measures.

- **Meeting 4 (April 2026):** Review draft recommendations and the draft plan.

The Task Force will continue to meet on an annual basis following plan adoption to review progress toward the City's Vision Zero targets, discuss implementation of recommendations, and adapt the SEMAP to changing traffic safety conditions.

3.4 COMMUNITY INPUT

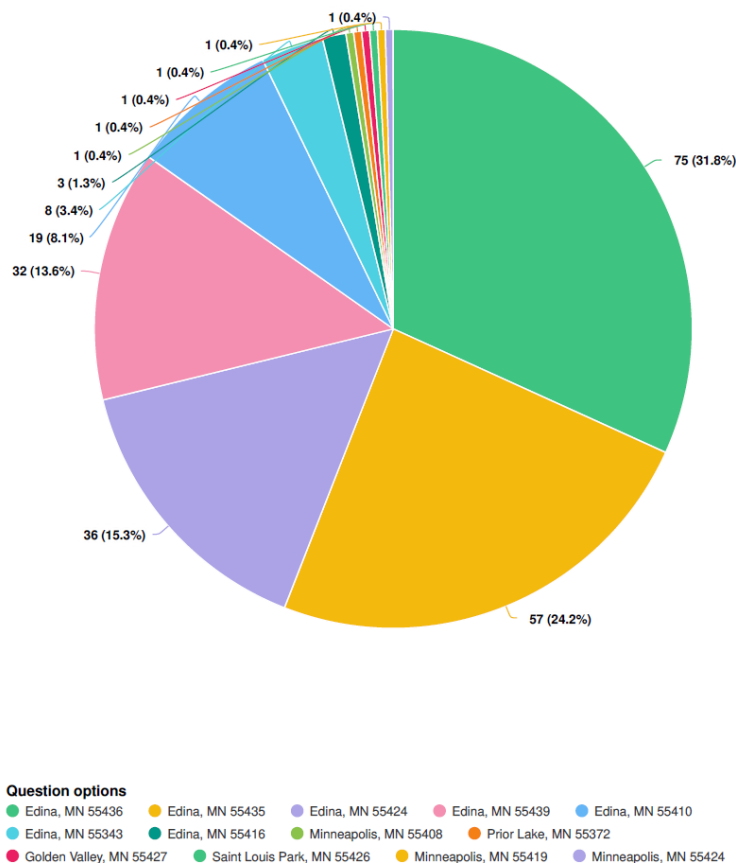
Community engagement was conducted in Phase 1 of the SEMAP process (May–August 2025) to gather resident experiences and concerns related to traffic safety across Edina. Engagement activities reached participants through in-person pop-up events and an online platform. The full Phase 1 Engagement Summary is included as **Appendix C**.

3.4.1 Engagement Strategies

SURVEY

The online survey was hosted on the Better Together Edina project website from May 7 to July 16, 2025, and received 236 responses. The website was promoted through City social media, community e-newsletters, a press release, the Friday Report, neighborhood association emails, and physical flyers distributed throughout the city. Survey responses were distributed across all four quadrants of the city, with the northwest quadrant generating the most responses and the southwest the fewest. Survey responses by zip code are shown in **Figure 19**.

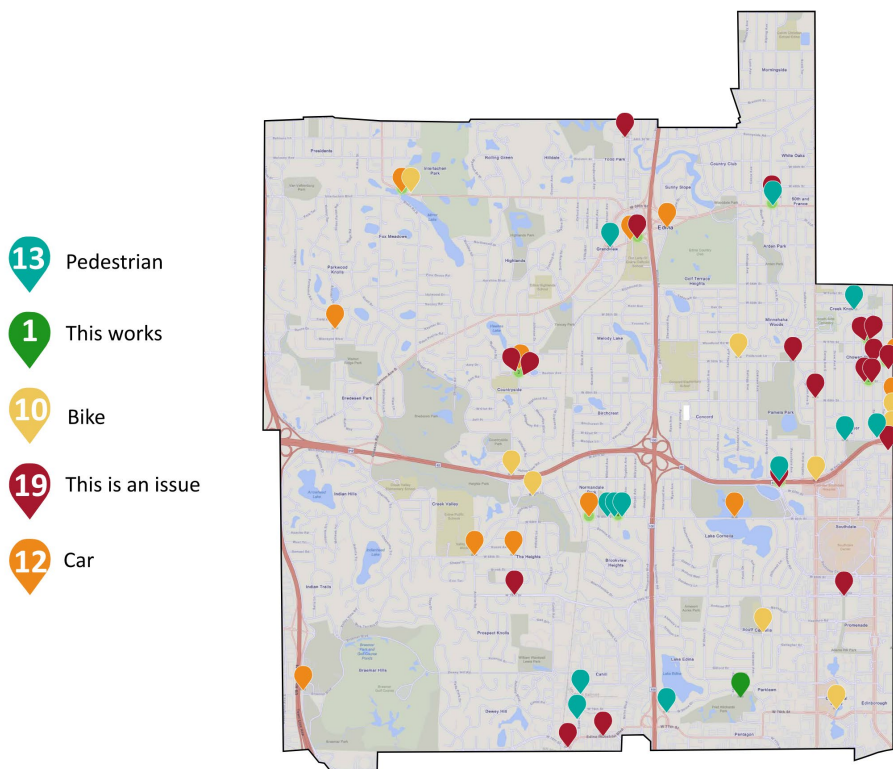
Figure 19. Survey Responses by Zip Code



COMMENT MAP

An interactive comment map was available on the Better Together Edina website throughout the online engagement period. Participants could place pins on a map to identify specific locations of concern. A total of 55 pins were placed over the 10-week comment period. The largest category of pins identified issues related to general safety concerns (19 pins), followed by pedestrian concerns (13 pins), car-related concerns (12 pins), and bicycle concerns (10 pins). The full comment map with pins by category is shown in **Figure 20**.

Figure 20. Comment Map Pins by Category



ENGAGEMENT EVENTS

Five pop-up events were held between May and September 2025 at locations selected to reach a variety of community members across the city (**Table 3**).

Table 3. SEMAP Pop-Up Events by Participation

Event	Location	Approximate Participants
Edina Rides	Southdale YMCA	24
Edina Art Fair	50 th & France	45
SW Baseball Games	SW Baseball Fields	5
Juneteenth Celebration	Centennial Lakes Park	46
Senior Center	Edina Senior Center	13

The Edina Art Fair and Juneteenth Celebration were the most attended events. The Juneteenth Celebration was particularly valuable for reaching a more diverse cross-section of the community, with participants raising concerns specifically about France Avenue, Centennial Lakes, and ADA accessibility. The Senior Center event had lower participation, which staff attributed in part to engagement fatigue. Project staff also conducted targeted outreach to gain additional insights into transportation safety experiences among underserved communities in the southeast quadrant of Edina, including participation at the Fire Station #2 public open house.

3.4.2 What We Heard

SPEEDING AND UNSAFE DRIVER BEHAVIOR ARE THE MOST WIDESPREAD SAFETY CONCERNS AMONG EDINA COMMUNITY MEMBERS, CITED ACROSS ALL ENGAGEMENT CHANNELS AND ALL PARTS OF THE CITY.

- Speeding or reckless driving was the top safety concern selected by survey respondents, cited more than any other issue.
- Community members reported that drivers frequently ignore crosswalks, rolling through stop signs, and driving aggressively near schools, hospitals, and residential neighborhoods.
- Locations most frequently mentioned in relation to unsafe driver behavior included Valley View Road, France Avenue, and Chowen Park.

PEDESTRIANS AND BICYCLISTS FEEL UNSAFE, PARTICULARLY AT CROSSINGS AND ON KEY CORRIDORS.

- Safer street crossings were the most requested improvement (132 responses), followed by more sidewalks or safer walking paths (121 responses).
- France Avenue, Highway 62, Vernon Avenue, 50th Street, and Eden Avenue were the most frequently cited locations for pedestrian safety concerns.
- Bicyclists identified Highway 62 crossings as a major barrier and said that marked bike routes such as Wooddale Avenue lack protective infrastructure or traffic calming.
- Residents also identified gaps in sidewalk continuity along corridors including 66th Street, Olinger Boulevard, Cahill Road, and Barrie Road.

E-BIKE SAFETY WAS AS A PROMINENT AND DISTINCTIVE CONCERN, PARTICULARLY AROUND YOUTH.

- E-bike regulation generated strong and divided opinions across multiple engagement events. It was one of the most discussed topics of the entire engagement process.

- Requests ranged from age limits and licensing requirements to outright bans, with others supporting e-bikes but calling for stronger regulation and enforcement.

RESIDENTS WANT BOTH INFRASTRUCTURE CHANGES AND STRONGER ENFORCEMENT.

- More enforcement of traffic laws was the third most requested improvement (117 responses), reflecting a desire for greater police presence and accountability for unsafe driving.
- At the same time, many respondents supported physical design solutions such as speed bumps, curb extensions, roundabouts, and protected bike lanes.

SAFETY CONCERNS ARE REPORTED CITYWIDE BUT SHOW PARTICULAR CONCENTRATION IN THE EASTERN HALF OF THE CITY.

- Survey responses were distributed across all four quadrants of the city.
- Comment map pins and frequently cited locations — including Chowen Park, Wooddale Avenue, Valley View Road, France Avenue, and the Highway 62 crossings — were concentrated in the eastern portions of the city, consistent with the High Injury Network and High Risk Network findings.

Survey results are detailed further in **Appendix C**.

Figure 21, Figure 22, Figure 23 show highlights from the survey.

Figure 21. Survey results, “How safe do you feel when using the following modes of transportation in Edina?”

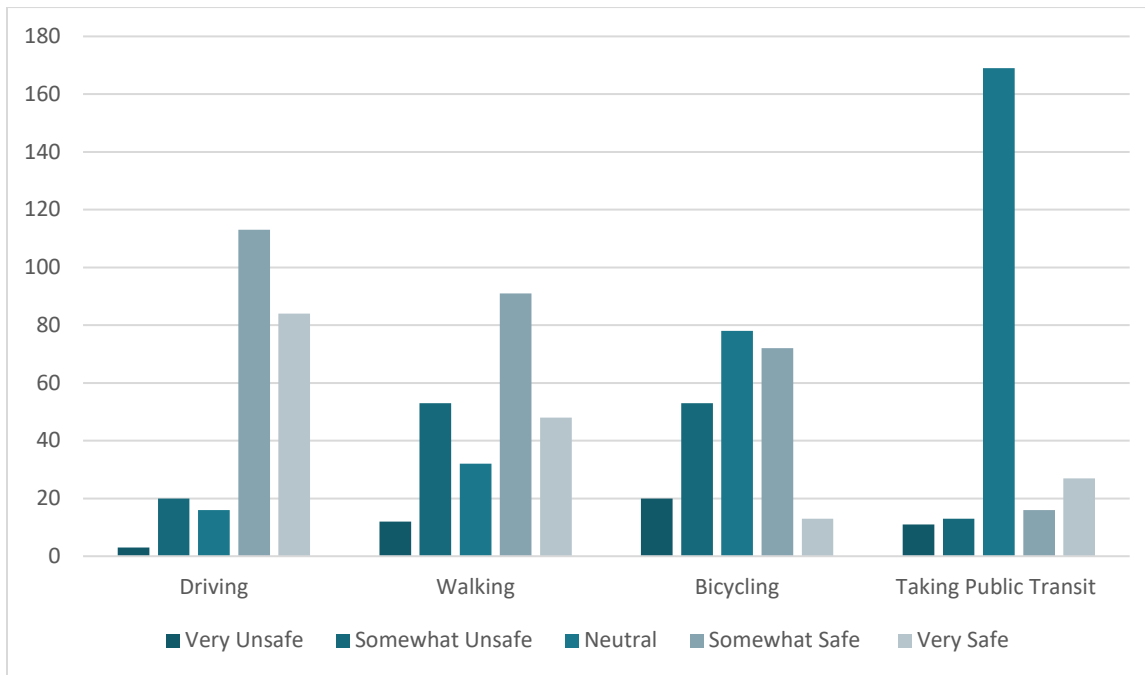


Figure 22. Survey results, “Thinking of your experience traveling on roadways within your community, how strongly would you agree that roadways in Edina are safe?”

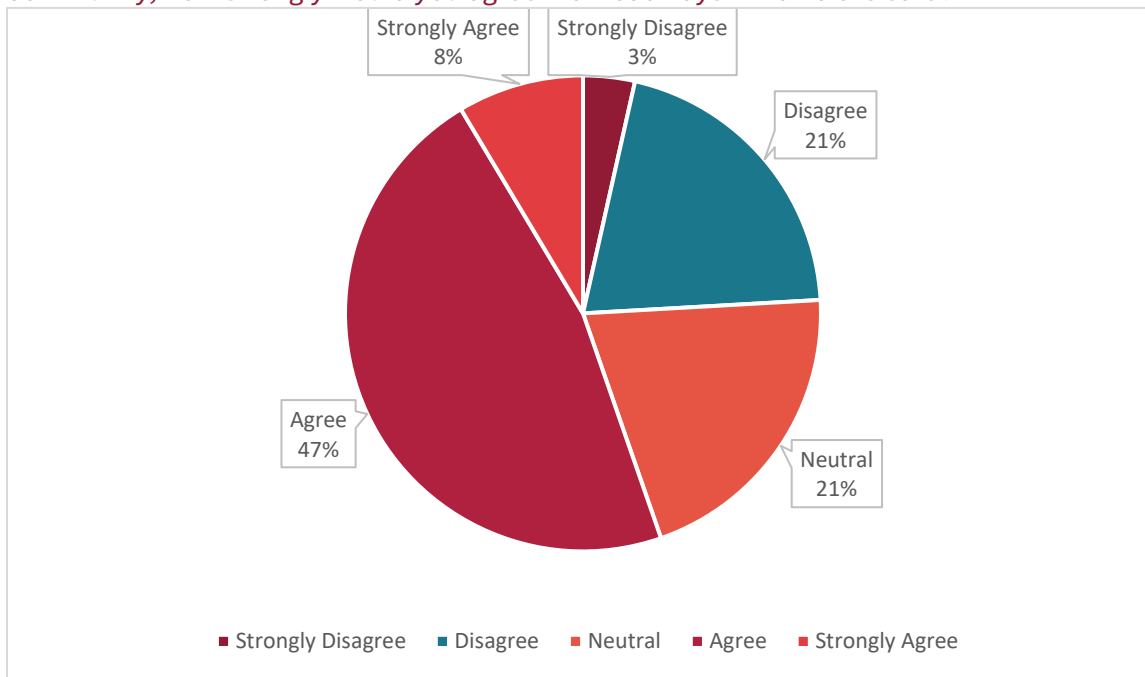
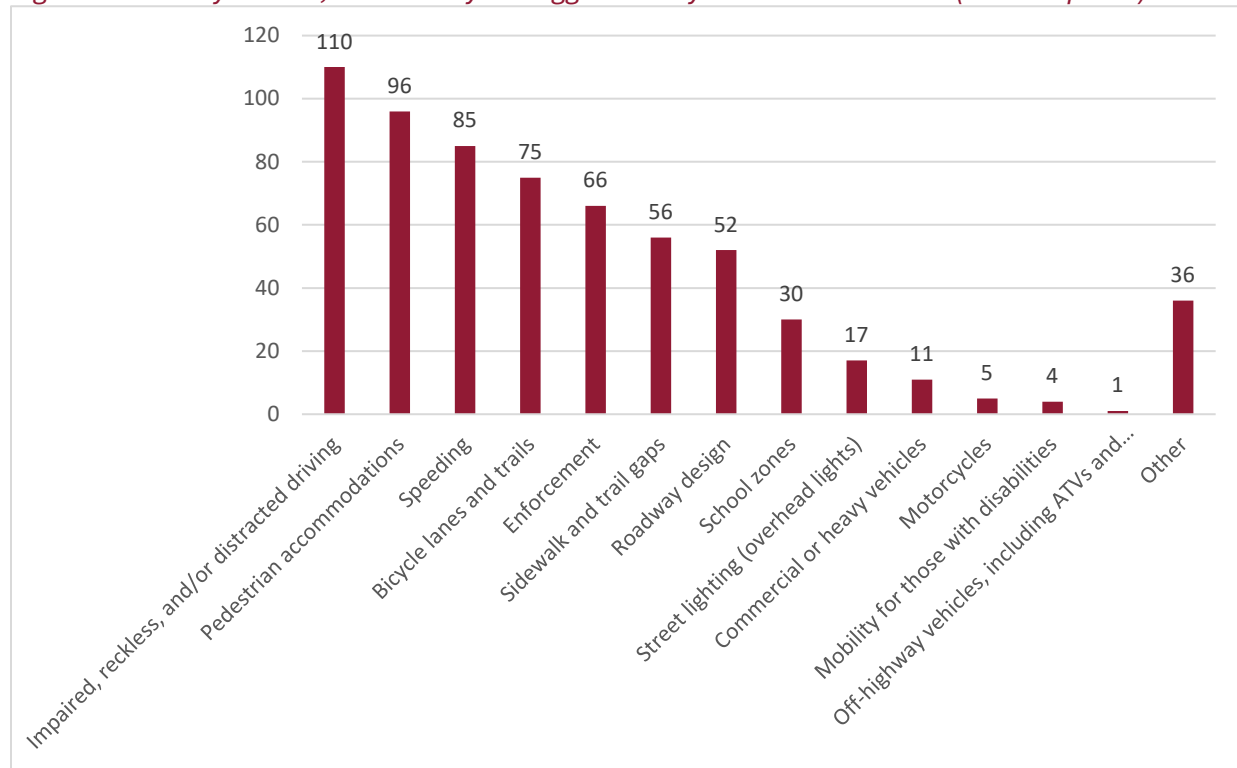


Figure 23. Survey results, "What are your biggest safety concerns in Edina? (Select up to 3)"



3.5 COMMUNITY CONTEXT

In addition to crash data and community engagement inputs, the SEMAP examined the community context that shaped the prioritization of safety investments by completing a demographic and social vulnerability analysis. This analysis focused on identifying areas in Edina which may be overlooked by traditional engagement and safety analysis. Residents who are most exposed to traffic safety risk hold a special priority in the work towards achieving Vision Zero goals.

3.5.1 Social Vulnerability

In Edina and across the nation, certain communities are disproportionately impacted by transportation related injuries and fatalities. Addressing transportation safety in a community includes providing safe travel options regardless of a person's mode of transportation, race or ethnicity, or socioeconomic status.

As part of preparing Edina's Safe and Equitable Mobility Action Plan (SEMAP), the planning team developed a multi-factor, demographic profile of the city based on American Community Survey (ACS) data and focusing on specific indicators of social vulnerability. Social vulnerability, according to the Center for Disease Control (CDC), refers to the demographic and socioeconomic factors that adversely affect communities that encounter hazards and other community-level

stressors. Traffic safety is an ever-present stressor faced by communities across Edina and the nation.

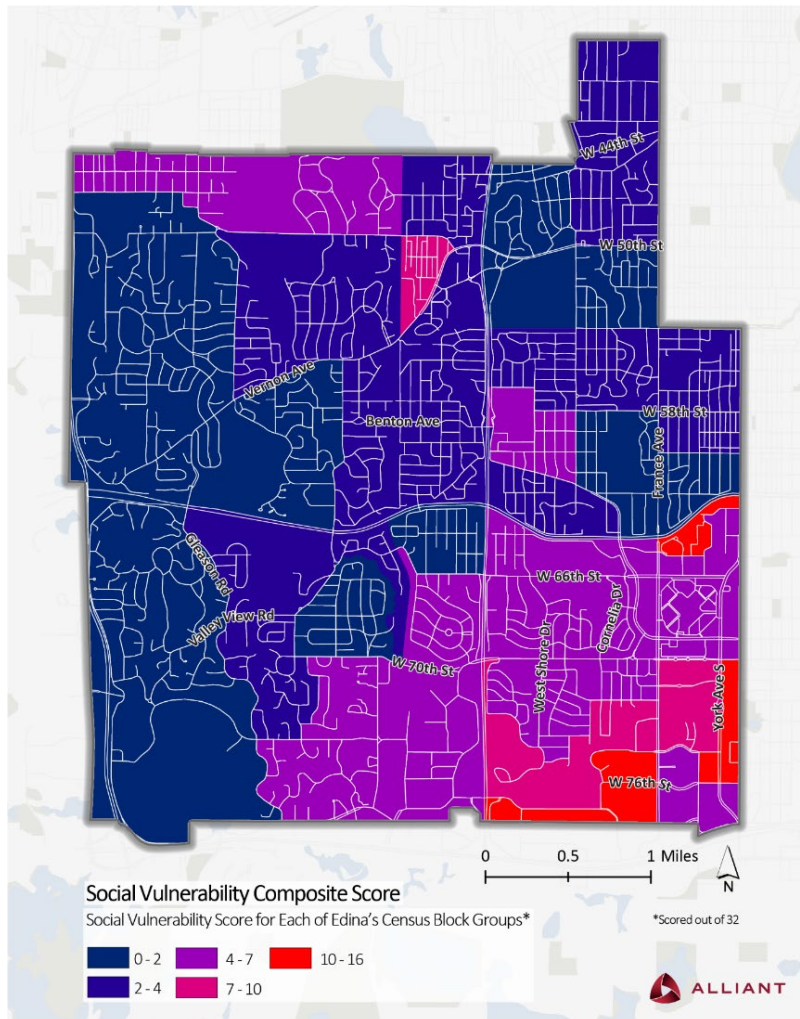
To better understand which communities in Edina may be disproportionately impacted by traffic safety issues, the project team used eight social vulnerability indicators. This list was drawn from the CDC and the Minnesota DOT (MnDOT), then further refined to create a list adapted for the City of Edina. Those indicators are:

- Age (younger persons and older adults)
- Race and Ethnicity
- Disability
- Employment Status
- Household Vehicle Access
- Poverty
- Foreign-Born

Each indicator was subject to a demographic analysis. ACS data was collected and mapped to better understand how each indicator is conveyed through time and distributed across Edina. The demographic analysis can be found in **Appendix E**.

An eight-variable Composite Social Vulnerability Index was developed using data from the demographic profile. The Index, created using geospatial and statistical analysis, combines the eight social vulnerability indicators (race and ethnicity, younger persons, older persons, foreign born population, disability status, unemployment status, poverty, and household vehicle access) into a framework. This framework produces a single “social vulnerability score” for each Edina census block group, as shown in **Figure 24**. The index will be used to identify locations of socially vulnerable populations in relation to the safety analysis and future project recommendations for the SEMAP.

Figure 24. Composite Social Vulnerability Score for Edina Census Block Groups



3.6 PRIORITY NETWORK

Based on the safety analysis, community input, and community context inputs, a priority network for traffic safety in Edina was developed. By combining this holistic understanding of safety needs and opportunities, the Roadway Safety Priority Network becomes a primary tool to identify future safety improvement actions. For more information on the Roadway Safety Priority Network, see **Appendix D**.

Table 4 shows the six metrics used in the roadway prioritization process. The metrics, weighting, and scoring categories were established through an iterative process using input from the project management team (PMT), Task Force, and broader project goals.

The prioritization factors are categorized as follows:

- **Crash History and Risk:** For prioritization, all roadways were analyzed without distinction by roadway ownership. However, there is a distinction by mode, using two High Injury Network (HIN) metrics, one for Vulnerable Road Users (VRUs) and one for Motorist-only.
- **Community Input:** The community input category incorporates stakeholder feedback from engagement activities in which participants identified locations where they felt unsafe or experienced near crashes. This information was combined with traffic safety requests reported to the City from 2018 through 2024.
- **Community Context:** This category comprises the factors described above: proximity to schools and social vulnerability index. The proximity to schools metric was recommended by City staff to provide additional weight to risks to school children and the City's ongoing commitment to providing safe routes to schools.

Table 4. Edina Roadway Prioritization Metrics

Category	Metric	Description	Weight	Scoring
Crash History and Risk	Vulnerable Road User High Injury Network	Roadway segments located on the Vulnerable Road Users (VRU) High Injury Network (HIN).	23%	VRU HIN, Very High - 23 points
				Not on VRU HIN - 0 points
	Motorist High Injury Network	Roadway segments located on the Motorist High Injury Network (HIN).	6%	Motorist HIN, Very High - 6 points
				Motorist HIN, High - 4 points
				Motorist HIN, Medium - 2 points
				Not on Motorist HIN - 0 points
	High Risk Network	Roadway segments located on the High Risk Network (HRN).	21%	HRN, Very High - 21 points
				HRN, High - 14 points
				HRN, Medium - 7 points
				Not on HRN - 0 points
Community Input	Public Comments	Roadway segments identified as unsafe by the public and segments with	20%	3 or more points on a segment - 20 points

Community Context		traffic safety requests from the public.		2 points on a segment - 12 points
				1 point on a segment - 6 points
				0 points on a segment - 0 points
	Proximity to Schools	Roadway segments in close proximity to schools	18%	Within 1/8 mile - 18 points
				Within 1/4 mile - 10 points
				Within 1/2 mile - 5 points
				Outside 1/2 mile - 0 points
	Social Vulnerability Index	Roadway segments in areas with elevated social vulnerability	12%	Highest Disadvantage - 12 points
				High Disadvantage - 7 points
				Medium Disadvantage - 4 points
				Low Disadvantage - 2 points
				Lowest Disadvantage - 0 points

3.6.1 Prioritization Findings

Each roadway segment was assigned points according to each metric, the results of which were then added together to give a total prioritization score out of 100 possible points. The higher the roadway segment scores, the higher the priority. The highest score of any roadway segment was 78 points. Segments scoring between 40 and 78 points comprised the top five percent of roadways

and were classified as “very high priority.” Segments with scores between 26 and 39 points, representing approximately 10 percent of the network, were designated as “high priority.” Scores ranging from 18 to 25 points, representing around 11 percent of roadways, were categorized as “medium priority.”

Cumulatively, the very high, high, and medium priority segments represent 26 percent of the roadway network within the city. Together, these segments are identified as the Edina Roadway Safety Priority Network. Roadways classified as “very high priority” are mostly concentrated in the southeast quadrant of the city, but some very high priority roadways are also present in the northeast quadrant, and around the Highway 100 and Vernon Avenue interchange. Corridors categorized as “very high priority” include:

- France Avenue
- Xerxes Avenue
- York Avenue
- Vernon Avenue approaching Highway 100
- Dewey Hill Road
- Valley View Road
- Tracy Avenue
- Vandervork Road
- 60th Street
- 50th Street
- 44th Street

Figure 25 shows the Roadway Safety Priority Network for all roadways, while **Figure 26** shows the network for City-owned (local) only, and **Figure 27** shows the network for local and County-owned roadways. When compared to the overall network, these maps show that the “Very High Priority” network comprises of mostly local and county roadways.

Figure 25. Edina Roadway Safety Priority Network (All Roadways)

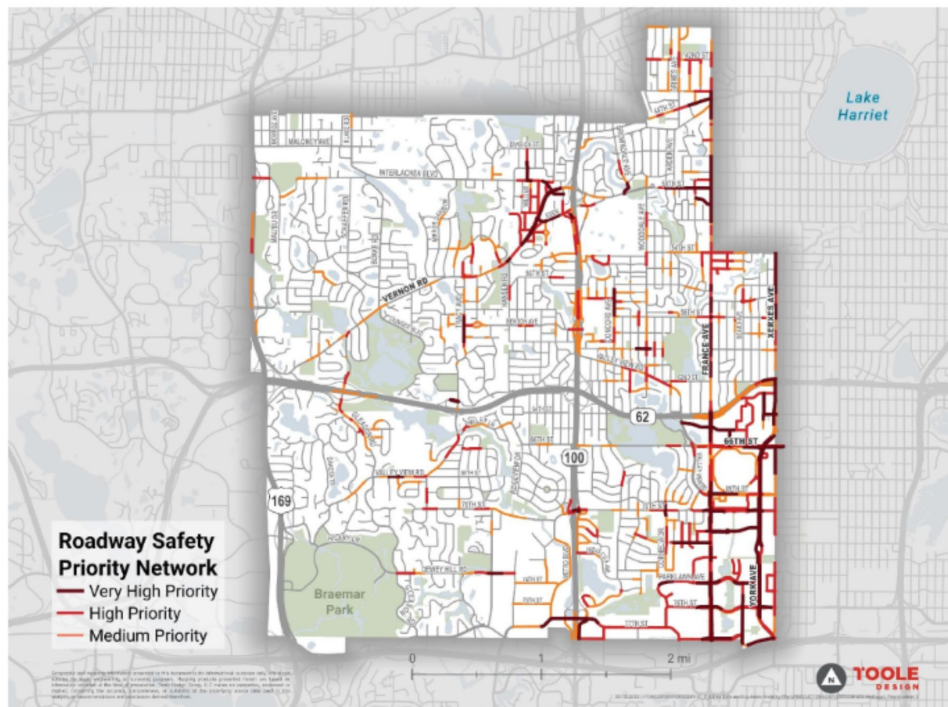


Figure 26. Edina Roadway Safety Priority Network (Local Roadways Only)

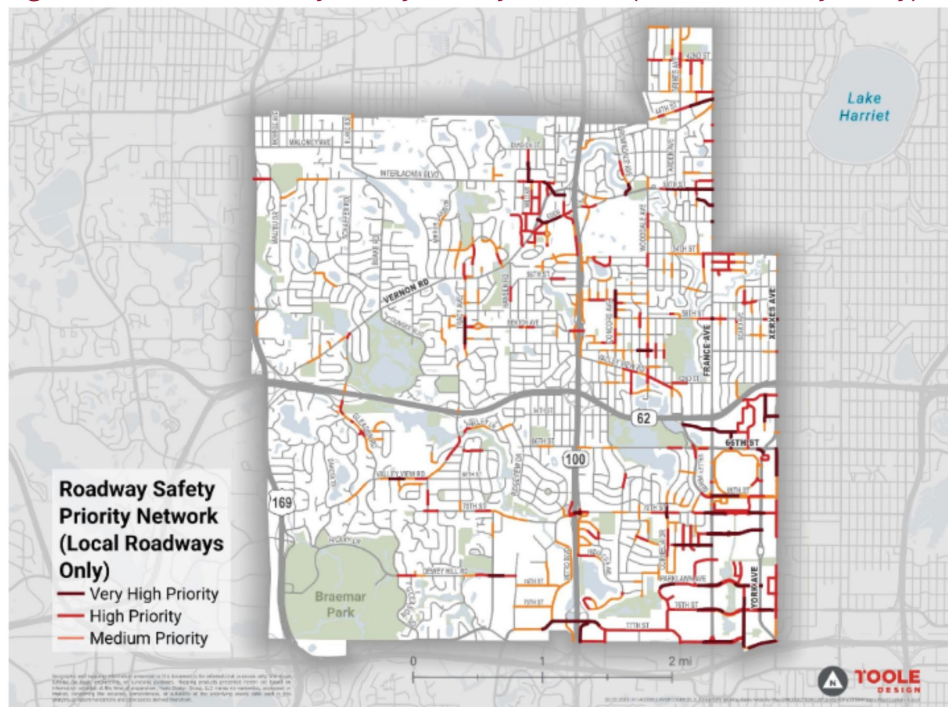
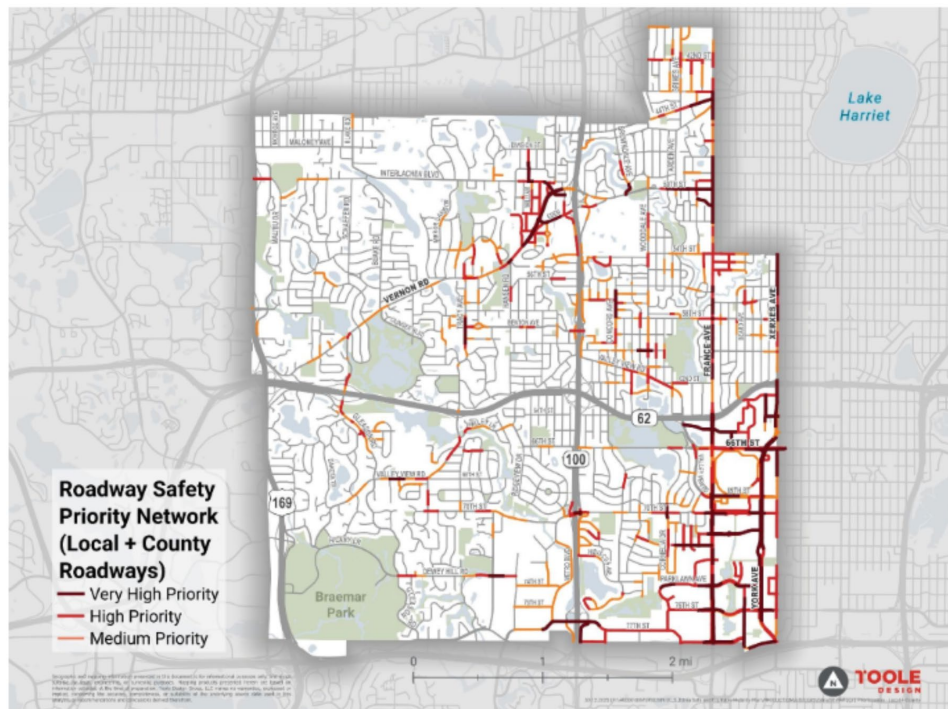


Figure 27. Edina Roadway Safety Priority Network (Local + County Roadways)



4. Recommendations: Getting to Zero

The recommendations in this section are the core output of the SEMAP. The recommendations were developed based on analysis conducted throughout the SEMAP process, including the following inputs:

- High Injury Network (HIN), High Risk Network (HRN), and Roadway Safety Priority Network
- Recommendations by the Project Management Team (PMT) and Task Force
- Social vulnerability analysis
- Community engagement comprising five pop-up events and an online survey with 236 responses

The plan recommendations are organized into the following sections:

- Infrastructure
- Policy and Process
- Outreach and Education
- Supplemental Planning and Engineering Activities

Together, these recommendations provide a specific, actionable program for reducing traffic deaths and serious injuries in Edina.

4.1 INFRASTRUCTURE

By designing roadways that are forgiving of human error, infrastructure investments are a direct way to reduce crash frequency and severity. The SEMAP Roadway Safety Priority Network is the primary guide for where to focus infrastructure investment. The City's Capital Improvement Program (CIP) provides the primary vehicle for delivering infrastructure projects,

4.1.1 Systemic Safety Countermeasures

The crash patterns in Edina show that severe crashes tend to occur under similar conditions across many locations. Severe crashes were prevalent along major roadways, particularly State and County roadways. The eastern portion of Edina, particularly the southeast, experienced more severe crashes and has elevated severe crash risk. In addition, Vulnerable Road Users are more at risk of suffering a serious injury or death compared to people in motor vehicles when involved in a crash. Addressing safety risks systemically requires more than isolated, location-by-location fixes. Applying systemic safety treatments, or countermeasures, offers a way to improve safety across Edina.

SAFETY COUNTERMEASURE INDEX

The Safety Countermeasure Index (**Figure 28**) is a tool to help determine countermeasures that are likely to have a greater impact when implemented systemically as well as countermeasures that are most appropriate based on the roadway context. To build the index, a set of 54 safety countermeasures were evaluated based on their effectiveness in addressing six of the most prevalent fatal and injury crash types in Edina as well as their relevancy to three road types. The six crash types include single vehicle run off road (SVROR), pedestrian, angle, left turn, rear end, and bike. The three road types include 2-lane, 3-lane, and 4+-lane roadways. Each crash type was weighted based on its frequency of occurrence in Edina and the three road types were weighted based on their prevalence along the roadway network. Local and county road relevancy scores were calculated for each countermeasure by multiplying the weighted effectiveness and relevancy scores and normalizing the results to a scale of 0 to 1, where 0 represents the least relevant and 1 represents the most relevant.

The Safety Countermeasure Index is designed to be used in three specific ways.

- 1) The first is to identify countermeasures that should be considered for systemic implementation. The Local Road Relevancy and County Road Relevancy columns indicate their likely suitability for implementation on local and county roads, respectively, with

higher values indicating higher relevancy. The Safety Countermeasure Index is sorted based upon the Local Road Relevancy since most roadways in Edina are local roads.

- 2) The second use is to identify countermeasures that are suitable for each road type. Each countermeasure is given a general score that indicates the countermeasure's relevancy for addressing safety challenges on each of the three road types. The scores range from zero (little to no relevancy) to three (high relevancy). When scoping projects, each countermeasure's road type relevancy should be considered based upon the road type on which the project is located.
- 3) The third use is to identify countermeasures that are suitable for addressing specific crash types. Each countermeasure is given a general score that indicates the countermeasure's effectiveness for addressing each of the six specific crash types. The scores range from zero (little to no relevancy) to three (high relevancy). This information can help when scoping projects in locations with the prevalence of certain crash.

Table 28. Safety Countermeasures Index

Countermeasure	Relevancy by Crash Type						Relevancy by Road Type			Local Road Relevancy	County Road Relevancy	Description
	SVROR	Pedestrian	Angle	Left Turn	Rear End	Bike	2 Lanes	3 Lanes	4+ Lanes			
	0.28	0.27	0.2	0.1	0.09	0.06	0.5	0.3	0.2			
Multiple Countermeasures	3	3	3	3	3	3	3	3	3	1.00	1.00	Multiple Countermeasures involves the systematic deployment of a package of multiple low-cost countermeasures.
Road Safety Audits	2	2	2	2	2	2	3	3	3	0.67	0.67	Road Safety Audits are performed by a multidisciplinary team and consider all road users, account for human factors, and road user capabilities. They are documented in a formal report and require formal response from the road owner.
Leading Bicycle & Pedestrian Intervals	0	3	2	2	1	3	3	3	3	0.56	0.56	Leading Bicycle and Pedestrian Intervals (LBPIs) are programmed into traffic signals to provide pedestrians crossing with a 3-7 second head start.
Roundabouts	1	2	3	3	0	1	3	3	2	0.55	0.40	Intersection treatments where all approaches must yield to traffic already within the roundabout. Vehicles circulate the center island to turn or continue straight. Crosswalks are typically set back from the intersection.
School Zones (Speed Limit)	2	3	1	1	0	3	3	3	1	0.53	0.21	Areas near schools with permanent low speed limits.
Pavement Friction Management	3	1	1	1	1	1	3	3	3	0.52	0.52	May include the measuring, monitoring, and maintaining of pavement friction especially at intersections and locations where vehicles are turning, slowing down, and/or stopping frequently.
No Turn On Red	0	3	2	0	1	3	3	3	3	0.49	0.49	A sign or signal used to prohibit vehicles from turning right when the traffic light is red.
Protected Intersections	0	2	2	2	1	3	3	3	3	0.47	0.47	A type of intersection that improves safety by reducing the speed of turning traffic, improving sightlines, and designating space for all road users. This is achieved through clearly defined pedestrian and bicyclist spaces and corner islands.
Parking Restrictions / Daylighting	1	3	0	0	1	3	3	3	3	0.45	0.45	Restriction of on-street parking near a crossing using signs, pavement markings, curb extensions, and/or vertical delineators.
Shoulders	3	1	0	0	1	2	3	3	3	0.44	0.44	Paved shoulders extend the roadway surface on the outside of travel lanes.
Yellow Change Interval Audit	0	1	3	3	1	1	3	3	3	0.44	0.44	The assessment of the length of time the yellow light shows before turning to red and the appropriate timing of the yellow change signal length according to the intersection's traffic patterns.
Smaller Design Vehicles (DI-23/27)	0	3	0	3	0	3	3	3	3	0.43	0.43	Using a smaller, context-specific design vehicle to design roadways and active transportation facilities.
Off-Street Trails	1	3	0	0	0	3	3	3	3	0.42	0.42	Shared-use paths that accommodate two-way bicycle and pedestrian traffic not located along streets.
Raised Crossings	1	3	0	0	0	3	3	3	2	0.40	0.28	Raised crossings are elevated above the roadway to match sidewalk level.
Enhanced Curve Delineation	3	1	0	0	0	1	3	3	3	0.39	0.39	Includes a variety of potential strategies that can be implemented in advance or within curves in the roadway. These strategies include pavement markings, signage, and the addition of retroreflective materials to signs.
Sidewalks	1	3	0	0	0	1	3	3	3	0.38	0.38	Any type of defined space or pathway for use by a person traveling by foot or using a wheelchair
Rectangular Rapid Flashing Beacons (RRFB)	1	3	0	0	0	3	3	3	1	0.37	0.14	Pedestrian-activated bright, irregularly flashing LEDs with pedestrian crossing signs at uncontrolled crossings used to make a crosswalk more visible to people driving and alert drivers that a person is trying to cross. They can be activated by pedestrians/bicyclists manually by a pushbutton or passively by a pedestrian/bicycle detection system.
Rest In Red	2	1	1	0	0	1	3	3	3	0.36	0.36	Traffic signals display red lights in all directions during late night and early morning when vehicle volumes are low. Lights will change when a vehicle is detected but are timed to activate when a vehicle is traveling at a desired speed.
(Raised) Driveway Crossings	0	3	0	0	0	3	3	3	3	0.33	0.33	Provides visual cues of the presence of a sidewalk or bikeway as it crosses a driveway. These cues may include signs, pavement striping or color, raised crossing, and/or a tightened curb radius.
Backplates with Retroreflective Borders	0	0	3	3	1	0	3	3	3	0.33	0.33	By framing the traffic signal with a retroreflective border, the signal head becomes more visible and conspicuous in both daytime and nighttime conditions. Backplates can be added to existing traffic signal heads.
Curb Extensions	0	3	0	0	0	3	3	3	3	0.33	0.33	Also called bulb outs or neck downs, curb extensions extend a section of sidewalk into the roadway at intersections and other crossing locations.
Hardened Centerlines	0	2	0	3	0	2	3	3	3	0.32	0.32	Hardened centerlines are flexible delineator posts or raised speed humps placed along the yellow centerline at an intersection to outline the path of travel of turning vehicles.
Chicanes / Roadway Curvature	2	2	0	0	1	3	3	2	0	0.32	0.00	Chicanes are typically made with curb extensions or islands to create "S" curves along a roadway.
Advance Stop Lines	0	2	1	0	1	2	3	3	3	0.32	0.32	The stop bar is shifted 20 to 50 feet in advance of the uncontrolled crossing. Typically used in conjunction with Bike Boxes.
Boulevards	1	2	0	0	0	2	3	3	3	0.31	0.31	A space separating the off-street walkways or share-use paths from adjacent travel lanes.
Dedicated Right & Left Turn Lanes	0	1	3	3	2	1	1	3	3	0.31	0.47	Provide separation at intersections between traffic that is travelling through and traffic that is stopping, slowing, and turning.

Countermeasure	Relevancy by Crash Type						Relevancy by Road Type			Local Road Relevancy	County Road Relevancy	Description
	SVROR	Pedestrian	Angle	Left Turn	Rear End	Bike	2 Lanes	3 Lanes	4+ Lanes			
	0.28	0.27	0.2	0.1	0.09	0.06	0.5	0.3	0.2			
Shared-Use Paths	1	2	0	0	0	2	3	3	3	0.31	0.31	Shared-use paths that accommodate two-way traffic for bicyclists and pedestrians. Located inside of and parallel to the street right-of-way but separated from vehicle traffic.
Neighborhood Traffic Circle	1	3	2	2	0	3	3	0	0	0.31	0.00	Raised circular islands in the center of intersections that guide users counterclockwise through turning movements.
Pedestrian Hybrid Beacon	1	3	0	0	0	3	2	2	3	0.31	0.42	These signals at crossing locations remain dark until a pedestrian or bicyclist activates it via a pushbutton. Once activated, the beacon turns yellow and then red to give pedestrians the right-of-way.
Buffered Bike Lanes	1	1	1	0	0	3	3	3	3	0.31	0.31	Buffered bike lanes are a section of the roadway designated for bicyclist use using signage, striping, and bicycle symbols placed within the lane. They include a marked buffer space alongside them to separate the bike lane from vehicle traffic or parking.
Protected Bike Lanes	1	1	1	0	0	3	3	3	3	0.31	0.31	Bike lanes that are separated from vehicles with a buffer and vertical object. Vertical separation objects may be flex posts, parking spots, planters, or concrete barriers. These may be one-way or two-way cycle facilities.
Pedestrian Gateway Treatment	1	3	0	0	0	2	3	2	1	0.31	0.13	Place "Stop for Pedestrian" signs on the left and right sides of all travel lanes approaching a crosswalk.
Corner Radius Reduction	0	3	0	0	0	3	3	3	2	0.31	0.22	A reduction in corner radius involves tightening the curve of an intersection corner either through an extension of the curb or using paint and bollards.
Lighting	0	3	1	1	1	3	2	2	2	0.31	0.31	Intentionally located lighting improves visibility for all road users. Shorter lighting fixtures illuminating sidewalks and crossings improve pedestrian safety and taller, roadway-scale light fixtures improve roadway visibility.
Additional Signal Heads	0	2	3	3	0	2	1	2	3	0.29	0.52	At intersections with traffic signals, each vehicle lane should have one dedicated signal head. Dedicated arrows signal to motorists when it may be safe to make a left turn.
Speed Humps, Tables, and Cushions	1	2	0	0	0	2	3	3	2	0.29	0.21	Speed humps are paved ramps measuring 3-to 4-inches high that extend the full width of the street. Speed tables are wider or have a flat top. Speed cushions have wheel cutouts to allow large vehicles to pass through unaffected.
Pedestrian Refuge Islands	1	3	0	0	0	3	1	3	3	0.28	0.42	Crossing islands are medians with a section cut out for pedestrian and bicyclist refuge. These are supplements to crosswalks.
Roadside Improvements at Curves	3	0	0	0	0	0	3	3	3	0.28	0.28	Enhance delineation and friction; creating or widening shoulders; improving clear zones; flattening slopes; or adding barriers such as cable barriers, guardrails, or concrete barriers at curves.
Neighborhood Slow Zone	2	2	1	1	1	2	3	0	0	0.27	0.00	Areas with permanent low speed limits, marked by signs on both sides of the street. Additional traffic calming measures are needed to ensure effectiveness.
Neighborhood Yield Streets	2	2	1	1	1	2	3	0	0	0.27	0.00	Similar to Local Connectors in the Living Streets Plan. Narrow, two-way streets without centerline lane markings that allow parking on both sides. Vehicles have to weave through the roadway and occasionally must yield to oncoming vehicles.
Crosswalk Visibility Enhancements	0	2	0	1	1	1	3	3	3	0.26	0.26	The use of paint markings, lighting, and signage to indicate to pedestrians and drivers that crossings are coming up.
Shared Streets	2	3	0	0	0	3	3	0	0	0.26	0.00	Streets designed such that pedestrians and bicyclists can walk or ride on the street and cross at any location instead of at designated locations.
Roadway Reconfiguration	2	3	3	3	1	3	0	1	3	0.25	0.85	Reducing the number or width of vehicle lanes, repurposing lanes, or all three. Eliminating a travel or turn lane can make room for other roadway features such as wider sidewalks or a bicycle lane.
Corridor Access Management	0	1	3	3	3	1	1	1	3	0.23	0.50	Designing, and controlling the entry and exit points along a roadway.
Protected Signal Phases	0	2	0	3	1	2	1	3	3	0.23	0.35	Green- or red-arrow signals used to restrict left or right turn movements for motor vehicles, allowing pedestrians and bicyclists to use crossings without interacting with turning vehicles
Truck Aprons	0	2	0	0	0	2	3	3	3	0.22	0.22	Mountable curbs in the middle of roundabouts and intersection corners for large vehicles to more easily navigate turns.
Raised Medians	3	1	0	0	1	1	0	3	3	0.21	0.42	Curbed sections in the center of a roadway that separate opposing directions of motor vehicle travel. The medians may include vegetation.
Posted Speed Limits	1	1	0	0	0	1	3	3	3	0.20	0.20	Using speed limit signs, pavement markings, and other speed reduction tools to achieve target speeds on roadways.
Conventional Bike Lanes	1	1	0	0	0	3	3	2	1	0.19	0.08	A portion of the street designated exclusively for active transportation (bicycles, scooters, etc.) users. Bike lanes are distinguished from traffic lanes with pavement markings and signage.
Positive Offset Left-Turn Lanes	0	0	3	3	0	0	0	3	3	0.15	0.30	Left-turn lanes are shifted to the left, offset from opposing left-turn lanes so that visibility of oncoming vehicles is improved for left-turning vehicles.

Countermeasure	Relevancy by Crash Type						Relevancy by Road Type			Local Road Relevancy	County Road Relevancy	Description
	SVROR	Pedestrian	Angle	Left Turn	Rear End	Bike	2 Lanes	3 Lanes	4+ Lanes			
	0.28	0.27	0.2	0.1	0.09	0.06	0.5	0.3	0.2			
Bicycle Crossings	0	1	0	0	0	2	3	3	3	0.13	0.13	Marked crossing specifically for bicycles to use when crossing intersections.
Advisory Bike lanes	1	1	0	0	0	2	3	0	0	0.11	0.00	Dashed bike lanes on narrow, un-laned residential lanes. Due to narrow streets, vehicles are allowed to enter dashed bike lanes.
Reduced Left-Turn Conflict Intersections	0	0	3	3	3	0	0	0	3	0.08	0.39	A variety of geometric designs can be used to reduce left-turn conflicts at intersections. These roadway changes alter how left-turn movements are made.
Bike Boxes	0	0	0	0	0	2	3	3	3	0.04	0.04	Designated area at the head of a traffic lane at a signalized intersection specifically for bicyclists.

4.1.2 Location-Specific Countermeasures

[THIS SECTION TO BE DEVELOPED]

- Discuss relation of SEMAP to CIP in terms of prioritization (overlay)
- Insert list of specific high-priority locations

4.2 POLICY AND PROCESS

This section provides recommendations to Edina’s existing policy and process framework related to traffic safety. Recommendations are organized by whether they are directly informed by SEMAP findings or whether they will require additional study or coordination to implement.

Recommendations include recommended timing: short term (0-5 years), mid-term (5-10 years), or long-term (10+ years).

As a result of the completion of the SEMAP, the following actions can be advanced directly. These recommendations update existing City policies and plans to reflect current traffic safety data analyzed as a part of the SEMAP so that Edina’s Policy and Process framework aligns with SEMAP findings.

Table 5. Policy and Process Recommendations

Action	Timing
General Policy and Process	
Integrate CIP project scheduling with the Roadway Safety Priority Network to prioritize safety improvements for planned reconstruction projects.	Short-Term
Develop a process for identifying and advancing standalone safety projects in years when no reconstruction projects align with the high-priority safety network. Funding has been added to the 2027-2032 CIP and should continue to be available for safety projects in future CIPs.	Short-Term
Add the Vision Zero leadership commitment to the code of ordinances.	Short-Term
Have the City formally identify France Ave as a priority safety corridor. Use this statement and the plan’s findings as a communication tool with Hennepin County to support comprehensive improvements.	Short-Term
Formally acknowledge where the Hennepin County SS4A Safety Action Plan overlaps with the SEMAP to strengthen cooperation.	Short-Term

Incorporate the SEMAP safety analysis in an update of the Comprehensive Plan. Describe targeted goals and policies described in the SEMAP in an update of the Comprehensive Plan.	Mid-Term
Motor Vehicle	
Update the City's Dynamic Speed Sign Policy to identify if a potential Dynamic Speed Sign location overlaps with Roadway Safety Priority Network.	Short-Term
Update the Traffic Safety Review Process to identify if a suggested location overlaps with the Roadway Safety Priority Network.	Short-Term
Revisit the Citywide Speed Limit Reduction "Drive 25" initiative and consider amending speed limit designations based on the SEMAP safety analysis to further reduce speed limits at priority locations.	Short-Term
Allocate a consistent funding source for addressing traffic safety concerns in the Traffic Safety Review Process.	Mid-Term
Active Transportation	
Update the Active Routes to School Plan based on the SEMAP safety analysis.	Short-Term
Re-prioritize projects identified in the city Reconstruction Program based on overlap with the Roadway Safety Priority Network.	Short-Term
Update the Edina Pedestrian Crossing Policy to identify if a potential crossing location overlap with the Roadway Safety Priority Network, as well as the prevalence of speeds (both violations and higher speed roadways) as decision inputs.	Short-Term
Prioritize improvements to pedestrian access to transit on or adjacent to the Roadway Safety Priority Network, such as route 36 and Route 540	Mid-Term

4.3 OUTREACH & EDUCATION

The following actions would engage residents directly in the ongoing implementation of the SEMAP. Because reaching the City's safety targets is a sustained, shared effort between the City and the public, outreach and education are not one-time tasks but a continuous commitment.

Table 6. Outreach and Education Recommendations

Action	Timing
Develop staff communication materials explaining the difference between regulatory speed limits and desired safe speeds. Equip staff to communicate realistic expectations to residents.	Short-Term
Expand multilingual outreach for community-facing engagement related to traffic safety, like the Traffic Safety Review Process. Apply Spanish and Somali translations broadly across public-facing SEMAP materials	Short-Term
Continue targeted outreach in southeast Edina, consistent with safety and social vulnerability analysis presented in the SEMAP.	Continuous
Develop educational content specifically addressing e-bike safety for youth and seniors, coordinating with Edina Public Schools and parks programs for distribution.	Short-Term
Communicate what improvements the City can make on local roads vs. what requires county or state jurisdiction, so residents understand how to advocate for county/state-owned corridors like France Ave.	Short-Term

4.4 SUPPLEMENTAL PLANNING AND ENGINEERING ACTIVITIES

To provide additional guidance on specific priority areas identified in this plan, the City of Edina should conduct additional studies to further build upon this plan. The following actions were identified through input from the PMT, Task Force, and community engagement. While informed by the SEMAP, these recommendations are likely to require further study or coordination to implement.

Table 7. Supplemental Planning and Engineering Recommendations

Action	Timing
Motor Vehicle	
Follow up on the Safe Routes to School Plan (2014) by developing concepts for roadways near schools on the Roadway Safety Network.	Short-Term
The southeast quadrant of Edina was identified in the safety analysis, community context, community engagement, and prioritization as having the greatest need for traffic safety relief. Develop a separate plan for addressing roadways like York Ave, Xerxes Ave, and others in the Southeast Quadrant.	Short-Term
Conduct demonstration projects implementing new technology supporting EMS and enforcement. Examples include distracted driving feedback signs, improving EMS routing, and others.	Short-Term
Study stop arm violations and use findings to inform policy or enforcement recommendations related to school bus routes.	Short-Term
Update Edina's truck priority network so it is interconnected and remove Section 26-106 article b, which allows trucks arriving at the end of a designated truck route to take the most direct course back to the nearest route.	Short-Term
Create a pilot/temporary traffic calming demonstration program.	Short-Term
Formally address cut-through vehicle traffic in residential neighborhoods as a safety concern. Study a neighborhood traffic management program.	Medium-Term
Coordinate a comprehensive plan for a corridor-scale redesign of France Ave, which appears on both the Edina and Hennepin County priority network	Mid-Term
Distracted driving is underrepresented in crash data due to reporting limitations. Revisit an analysis of distracted driving in the City in future updates to the SEMAP and as analysis methods improve.	Long-Term

Action	Timing
Active Transportation	
Conduct the follow-up study of pedestrian and bicycle safety over the TH 62 and TH 100 crossings.	Short-Term
Establish a citywide crosswalk visibility program to identify obstructions that reduce driver awareness and improve awareness of marked crossings.	Short-Term
Develop a formal e-bike ordinance with enforceable provisions. Coordinate enforcement with Edina Public Schools and the Parks Department.	Short-Term
Revisit development requirements, like turn lane dedications, along France Ave which may constrain future pedestrian and bicycle infrastructure along the corridor.	Short-Term
Study the development of expanded protections for pedestrians and cyclists by ordinance, including, but not limited to, safe passing law for overtaking vehicles and universal daylighting.	Mid-Term
Establish a plan for identifying and closing sidewalk gaps on priority pedestrian corridors.	Mid-Term
Study how traffic safety challenges associated with reducing VMT, such as the increased number of Vulnerable Road Users, affect traffic. Address these challenges in future updates to the Living Streets Plan, Pedestrian and Bicycle Master Plan, and Comprehensive Plan.	Long-Term

5. Measuring and Reporting Progress

Tracking progress toward Edina's Vision Zero goals is a required element of the federal Safe Streets and Roads for All (SS4A) funding program. The performance metrics below were selected to be useful – appropriately measuring progress toward safety improvements – and feasible – able to be tracked and measured using existing staff or resources. The City will measure and report the following metrics annually to monitor both short-term safety results and progress toward the City's 2035 and 2050 targets. Results will be posted on the city website.

Table 8. Progress Reporting Metrics

Category	Metric (Measured Annually)
Crash Reduction	• Total fatal and serious injury crashes compared to previous year and to 2035 and 2050 plan goals • Pedestrian and bicycle fatal and serious injury crashes compared to previous year
Infrastructure Projects and Investments	• Number of projects with safety improvements ○ Total ○ On the Roadway Safety Priority Network • Dollar value of safety improvements constructed ○ Total ○ On the Roadway Safety Priority Network ○ Specifically addressing pedestrians and cyclists
Policy and Program Changes	• Number of policies, processes, or programs started or completed that contribute to improving traffic safety, as well as the: ○ Geographic extent of policy impact (spot-location, city-wide, etc.) ○ Temporal impact of policy impact (one-time, ongoing, etc.) ○ Affected population (public-facing policy, internal, etc.) • Number of education events or campaigns that contribute to improving traffic safety

Appendices

(Appendices provided in separate file)

- A. Leadership Commitment
- B. Safety Analysis Memo
- C. Engagement Summary Memo
- D. Roadway Safety Priority Network Memo
- E. Social Vulnerability Considerations Memo
- F. Policy and Process Review Memo



Item Number: 7.1

Department: Public Works

Item Activity: Discussion

Prepared By: Nick Bauler, Traffic Safety Coordinator

Item Title: Traffic Safety Report of March 31, 2026

Action Requested:

Review and comment on the recommendations of the Traffic Safety Committee.

Information/Background:

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on March 31, 2026. On each item, the persons involved have been contacted, and the staff recommendation has been discussed with them. They were informed that if they disagree with the recommendation or have additional facts to present, they can submit correspondence to the Transportation Commission and/or to City Council prior to the May 5 meeting.

See attached report.

Supporting Documentation:

Documents marked with "Board Portal" do not meet [ADA Web Content Accessibility Guidelines \(URL\)](#) and are not included in the public packet. To request a board portal document, please [submit a data request \(URL\)](#).

1. Traffic Safety Report of March 31, 2026



Staff Report

Date: 4/16/2026

To: Transportation Commission

From: Nick Bauler

Subject: Traffic Safety Report of March 31, 2026

Staff Recommendation: Review and comment on staff recommendations

Information/Background:

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on March 31. The Traffic Safety Coordinator, Public Works Coordinator, Engineering/Public Works Director, Assistant City Planner, Police Sergeant and Traffic Safety Specialist were in attendance for this meeting.

On each of the items, persons involved have been contacted and the staff recommendation has been discussed with them. They were informed that if they disagree with the recommendation or have additional facts to present, they can submit correspondence to the Transportation Commission and/or to City Council prior to the May 5 meeting.

Section A: Items on which the Traffic Safety Committee recommends action

A1. Request for Cross Traffic Does Not Stop placards at Edinborough Way and Minnesota Dr

Description	Concerns of eastbound vehicles assuming north/south traffic is stop controlled, mistaking crosswalk signs for stop signs.
AADT	2,427 (2023)
Crashes	Five in past 10 years. Two involving pedestrians in crosswalks and one crash describing the instance above.
Previous Work	Overlaid in 2017.

Staff recommends adding “Cross Traffic Does Not Stop” placards for eastbound traffic on Minnesota Dr.



Minnesota Dr at Edinborough Way



Section B: Items on which the Traffic Safety Committee recommends no action

B1. Final review of Sunnyside Rd on street parking.

Description	Brought to staff's attention Sunnyside Rd west of Browndale Ave is measured 17' wide while allowing one-sided parking.
Policy	2015 Living Streets Policy recommends 2-sided restrictions with street widths lower than 24'.
Previous Work	Street reconstructed in 2008.
Crashes	No reported crashes in past 10 years.
Miscellaneous	When street parking is utilized, EMS access is restricted due to curb and boulevard trees
Previous Review	Staff informed residents from on Sunnyside and Mackey Ave of access concerns and requested feedback regarding street parking.
Fire Response	No changes needed due to history of street. Inherited risk if parking isn't followed properly.

Staff recommends no changes and will provide a letter to the adjacent residents.



Sunnyside Rd

B2. Request for increased crosswalk treatments over W 44th St at Kojetin Park

Description	Safety complaints regarding speeds on W 44 th and crossing in and out of Kojetin. Requests for RRFBs or stop signs at crosswalk.
AADT	7,157 (2021)
Crashes	Three crashes on W 44 th between Wooddale and Grimes in 2016- property damage only.
Bike & Ped Crosses	88 crosses with peak hour of 20 at 10:15 AM (June).
Lane Layout	Two parking bays adjacent to Kojetin. Crosswalk has curb extensions, shortening crossing distance to 27'.
Past & Future Work	W 44 th reconstructed in 2011. W 44 th overlay anticipated 2028.
Unique Circumstances	W 44 th St is a Minnesota State-Aid Street with no lane markings.



W 44th St Crosswalk at Kojetin Park

Staff recommends no changes. Current crosswalk treatments exceed City policy.



B3. Request for crosswalk over Wooddale Ave at Wooddale Ln and Edina Country Club driveway

Description	Requesting crosswalk for access to Edina Country Club.
AADT	6,706 (2022)
Crashes	One single vehicle run off road. One involving parked car.
Bike & Ped Crosses	80 total crosses. Peak hour 17 crosses at 12:15 PM.
Future Work	A 2026 overlay may add bike lanes on both sides of Wooddale. Future bridge work north of Edina Country Club driveway should add a sidewalk connection from W 50 th St.

Staff recommends no changes.



Wooddale Ave at Wooddale Ln and Edina Country Club

Section C: Items on which the Traffic Safety Committee recommends further study

C1. Request for traffic calming on Edinborough Way

Description	Concerns of vehicle speeds and bicyclist safety. Notes street is very wide and added markings can improve safety.
AADT	2,427 (2023)
Crashes	One in 2025- vehicles entering Edinborough from opposing driveways sideswiped each other.
Street Width	52 feet, face-to-face of curb.
Previous Work	Overlaid in 2017.
Unique Circumstances	Edinborough includes access to Centennial Lakes Business parking and apartment complexes.
Recommendation	Consider opportunities for marked parking and/or buffered bike lanes (similar to northbound Normandale Frontage Rd between W 70 th and W 66 th St).

More staff review and discussion is needed.



Edinborough Way

Section D: Other traffic safety items handled

D1. A resident had complaints of speeds on Wooddale Ave south of W 70th St and Malibu Dr. The portable speed display sign was placed and the EPD was notified of the issue.

D2. A resident requested speed bumps on Claremore Dr due to driver speeds. Following the submission, a sidewalk was installed with a narrowed street. No further traffic calming is anticipated along Claremore.

D3. A daycare facility was concerned with driver behavior adjacent to their building on Washington Ave and Valley View Rd. The corridor falls under MnDOT (intersection), Eden Prairie (West) and Edina (East) jurisdictions. No added signage is warranted for driver behavior. An anticipated overlay project in Edina's CIP on Washington provides an opportunity for updated lane markings.



D4. A request for added traffic calming signage on Mendelssohn Ln. Following a site visit, adequate signage is in place and no further signs are warranted.

D5. A report of large potholes on France Ave near W 69th St. The potholes were sent to Hennepin County staff to be fixed.

D6. A request for a dedicated right turn signal for westbound vehicles on Hazelton Rd at France Ave. Hennepin County was notified of the request as this signal control does not fall under Edina ownership.

D7. A request for a dedicated left arrow onto eastbound HWY 62 from Xerxes Ave. As MnDOT owns the signals at this intersection, staff was notified of this request.

D8. Complaints for signal timing at France Ave and W 65th St. Hennepin County was dispatched for timing review.

D9. Request for parking restrictions on Oaklawn Ave near Pamela Park citing parking demand makes it unsafe for drivers and pedestrians. No action is recommended due to no reported crashes and the high demand for parking.

D10. A complaint from the fall of 2025 regarding vegetation overgrowth impacting sidewalk users on W 50th St near the Browndale bridge. Staff cleared the overgrowth and this request is closed.

D11. A request to add a leading pedestrian interval at Vernon Ave and Tracy Ave to improve crossing safety for pedestrians. This was sent to Hennepin County, who owns the signal controls.

D12. A request for added speed limit signs on Blake Rd was recommended no action citing adequate signage already in place.

D13. A complaint about a driverless car using the entire street in the Lake Cornelia neighborhood. The submission requested Edina prevent driverless vehicles for pedestrian safety within the City. The requester was informed to contact MnDOT with this concern.

D14. A neighbor had complaints with vehicles parked to pick up students after school on W 68th St, near Edina High School and Valley View Middle School. Complaints included parking during restricted hours and too close to driveways. The EPD was requested to patrol the area and will notify those of City and State parking policies.



Item Number: 7.2

Department: Public Works

Item Activity: Information

Prepared By: Andrew Scipioni, Transportation Planner

Item Title: 2026/2027 Work Plan Updates

Action Requested:

None.

Information/Background:

Commissioners will provide updates on the status of current 2026/2027 work plan initiatives (unless an item is elsewhere on the current agenda). See attached work plan progress report.

Supporting Documentation:

Documents marked with "Board Portal" do not meet [ADA Web Content Accessibility Guidelines \(URL\)](#) and are not included in the public packet. To request a board portal document, please [submit a data request \(URL\)](#).

1. 2026/2027 Work Plan Progress Report

Transportation Commission

	%	#
Status Pending	33	1
On Track	67	2

2026-2027 Work Plan

The Commission advises the City Council on matters relating to the operation of the City’s local street system. The Commission also reviews and comments on plans to enhance non-motorized and mass transit opportunities in the city. In addition, the Commission evaluates methods for traffic calming and other speed and volume mitigation measures and recommends their implementation when appropriate.

Owner: Andrew Scipioni

Initiative 1.7.1

Jan 01, 2026 - Dec 31, 2027

On Track

Progress 75%

Continued SEMAP Task Force Participation

The Commission will continue to appoint Commissioners to represent the Transportation Commission's perspectives in the Safe and Equitable Mobility Action Plan (SEMAP) working group. This ongoing participation ensures that the Commission provides continuous input as SEMAP progresses, merging the City’s current transportation-related plans (e.g., Safe Routes to School, Living Streets, Pedestrian and Bicycle Master Plan) into one streamlined action plan.

Owner: Andrew Scipioni

Council Charge 2: Review & Comment

Initiative Type

Project

Target Completion Date

Q4- 2027

Leads

Bildsten, Wright

Update provided by Andrew Scipioni on Mar 26, 2026 05:00:01

Staff expects to receive the draft plan next week for review. The project team will review the draft plan with the Commission at the April 16 meeting. Public open house will be held April 22 at Fire Station 2. City Council adoption expected May 5.

Initiative 1.7.2

Jan 01, 2026 - Dec 31, 2026

Status Pending

Progress 0%

Traffic Safety Standards/Warrants Review and Playbook for decision making and resident communication

The Commission will conduct a critical review of existing design standards and decision-making processes (e.g. for traffic control devices like 2-way vs. 4-way stops) to ensure they effectively meet the lived experience needs of residents and contribute to a safer transportation network. Emphasis on local traffic management policies set by the city - pedestrian crossing, dynamic display speed signs, speed bumps, etc.

Owner: Andrew Scipioni

Council Charge 4: Review & Decide

Initiative Type

On-going / Annual

Target Completion Date

Q4 - 2026

Leads

Rosen, Brown, Lewis

Initiative 1.7.3

Jan 01, 2026 - Dec 31, 2027 On Track Progress 0%

Innovative Traffic Calming Solutions and "Toward Zero Deaths" Pilots Program (with Seasonal Adaptations)

Expanding on previous research into quick-build solutions, the Commission will investigate a broader range of innovative and context-sensitive traffic calming measures and roadway design strategies from other municipalities, with a strong emphasis on solutions that align with the "Toward Zero Deaths" (TZD) initiative. Recognizing Edina's cold, snowy environment, the research will specifically explore seasonal adaptations for traffic calming, drawing inspiration from cities like Helsinki, Finland. This includes examining approaches such as temporary summer street transformations to prioritize active transportation, and winter-specific strategies like tailored snow removal practices that inherently encourage slower speeds or dedicated winter cycling infrastructure maintenance. The goal is to identify measures that effectively improve safety for all road users (pedestrians, bicyclists, motorists), reduce cut-through traffic in residential areas, and contribute to Edina's "Living Streets" principles and greenhouse gas reduction goals. The Commission will then propose potential pilot projects for specific areas within Edina, focusing on high-risk locations or areas with documented safety concerns, considering both warm and cold weather applications.

Owner: Andrew Scipioni

Council Charge 3: Review & Recommend

Initiative Type

On-going / Annual

Target Completion Date

Q4- 2027

Leads

Olson, Bildsten, Lassig

Update provided by Andrew Scipioni on Mar 26, 2026 05:00:01

Subcommittee is looking to collect examples of innovation in this area from other cities.



Item Number: 8.1

Department: Public Works

Item Activity: Information

Prepared By: Andrew Scipioni, Transportation Planner

Item Title: 2026 Meeting Dates

Action Requested:

None.

Information/Background:

The Commission's next regular meeting is Thursday, May 28 at 6pm at Edina City Hall.

The regular meeting dates for the remainder of the year are:

- June 18
- July 16
- August 20
- September 17
- October 22
- November 19
- December 17

Supporting Documentation:

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None