



EDINA MINNESOTA



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Service



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Together

City Council Meeting Agenda

May 5, 2026, 7:00 PM

Edina City Hall, Council Chambers, 4801 W. 50th St.

Participate in the meeting:

Watch the meeting on cable TV or [YouTube.com/EdinaTV](https://www.youtube.com/EdinaTV).

Provide feedback during Community Comment by calling 312-535-8110. Enter access code 2862 159 0133. Password is 5454. Press *3 on your telephone keypad when you would like to get in the queue to speak. A staff member will unmute you when it is your turn to speak.

Accessibility Support:

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 at least 72 hours in advance of the meeting.

1. Call to Order

2. Roll Call

3. Pledge of Allegiance

4. Approval of Meeting Agenda

5. Community Comment

During "Community Comment," the Mayor 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 Mayor may limit the number of speakers on the same issue in the interest of time and topic. Individuals should not expect the Mayor or Council to respond to their comments tonight. The City Manager will respond to questions raised during Community Comments at the next meeting.

5.1. City Manager's Response to Community Comments

6. Adoption of Consent Agenda

All agenda items listed on the Consent Agenda will be approved by one motion. There will be no separate discussion of items unless requested to be removed by a Council Member. If removed the item will be considered immediately following the adoption of the Consent Agenda. (Favorable roll call vote of majority of Council Members present to approve, unless otherwise noted in consent item.)

6.1. Minutes: Work Session and Regular, April 21, 2026

- 6.2. Payment of Claims
- 6.3. Purchase Request: SWAT Rifles
- 6.4. Traffic Safety Report of March 31, 2026
- 6.5. Petition: Requesting Safety Study & Flashing Pedestrian Crosswalk Lights at Tracy Avenue and Benton Avenue
- 6.6. Purchase Request: Extend City-Wide Fire Alarm and Sprinkler Inspections and Monitoring Contract Through 2028
- 6.7. Resolution 2026-21: Approving MN Soybean Council Cooperative Agreement
- 6.8. Resolution 2026-22: Approving Local Road Improvement Program Grant Agreement No. 1063322 by the MN Department of Transportation Grant and Conditions, SAP No.120-010-013
- 6.9. Purchase Request: Construction Services for Natural Areas Long-Term Maintenance
- 6.10. Purchase Request: Construction Services for Rosland Park Pedestrian Bridge
- 6.11. Purchase Request: 72nd Street Roadway Improvements
- 6.12. Purchase Request: Rosland Park Pedestrian Bridge and Trails
- 6.13. Resolution 2026-23: Providing for the Sale of up to \$10,800,000 General Obligation Bonds, Series 2026A
- 6.14. Resolution 2026-25: Providing for the Sale of up to \$12,240,000 General Obligation Sales Tax Bonds, Series 2026B and Calling Public Hearing
- 6.15. Fair Housing Policy Amendment
- 6.16. Resolution 2026-19: Deferring the City of Edina's Metropolitan City Status and Participate in the Urban County Community Development Block Grant Program for 2027-2029
- 6.17. Special Use Permit to Serve Alcohol on City Property at the Edina Art Fair, June 5-7

7. Special Recognitions and Presentations

- 7.1. Hennepin County Commissioner Heather Edelson Update
- 7.2. Proclamation: National Police Week — May 11-17, 2026

7.3. Proclamation: Preservation Month — May 2026

7.4. 2026 Edina Heritage Award

8. Reports/Recommendations

8.1. Resolution 2026-26: Accepting Donations

8.2. Fred Richards Park Guaranteed Maximum Price Construction Approval

8.3. City Manager Recruitment Consulting Services

8.4. Safe & Equitable Mobility Action Plan

8.5. Ordinance 2026-07: Amending Chapter 26 of the Edina City Code Concerning Electric-Assisted Bicycles

9. Manager's Comments

10. Mayor and Council Comments

11. Adjournment



Item Number: 5.1

Department: Administration

Item Activity: Information

Prepared By: Scott Neal, City Manager

Item Title: City Manager's Response to Community Comments

Action Requested:

None, information only.

Information/Background:

[Responses to questions posed during Community Comment at the last meeting were posted on the City's website \(URL\).](#) City Manager Neal will provide summaries of those responses during the meeting.

Supporting Documentation:

None



Item Number: 6.1

Department:

Item Activity: Action

Prepared By: Sharon Allison, City Clerk

Item Title: Minutes: Work Session and Regular, April 21, 2026

Action Requested:

Approve minutes as presented.

Information/Background:

Supporting Documentation:

1. Minutes: Work Session, April 21, 2026
2. Minutes: Regular, April 21, 2026

**MINUTES
OF THE EDINA CITY COUNCIL
WORK SESSION
COMMUNITY ROOM, CITY HALL
TUESDAY, APRIL 21, 2026
5:30 P.M.**

1.0 CALL TO ORDER

Mayor Hovland called the meeting to order at 5:31 p.m.

2.0 ROLL CALL

Answering roll call were Members Agnew, Jackson, Pierce, Risser, and Mayor Hovland.

Staff in attendance: Scott Neal, City Manager; Cary Teague, Community Development Director; Addison Lewis, Community Development Coordinator; Chad Millner, Public Works Director/City Engineer; Jennifer Bennerotte, Communications Director; Bill Neunedorf, Economic Development Manager; Jake Miller, I.T. Specialist; Asad Masood, City Management Fellow; and Sharon Allison, City Clerk.

3.0 MEETING TOPICS

3.1 PREPARING FOR THE 2050 COMPREHENSIVE PLAN

Community Development Coordinator Lewis introduced the required 2050 Comprehensive Plan update, noting that cities in the seven-county metropolitan area must adopt and submit updated plans to the Metropolitan Council by December 31, 2028, with an RFP anticipated in summer 2026 and consultant work beginning in early 2027. The discussion focused on gathering preliminary City Council input to help shape the RFP, including feedback on the planning process, community engagement, key focus areas, and overall strengths and weaknesses of the current plan. Lewis also reviewed the purpose of the Comprehensive Plan as a long-range policy document that establishes community vision, growth areas, and implementation strategies, clarifying that while it guides future decisions, it does not guarantee specific development outcomes or project details. Lewis said update will be required to align with regional policies in Imagine 2050 and include elements such as land use, housing, transportation, water resources, parks and trails, climate, natural systems, and implementation, with Council feedback to be incorporated into the RFP.

Council expressed interest in exploring the use of AI to assist with drafting in a cost-effective way, provided all content is human-verified, and emphasized the importance of making the final plan ADA accessible and easy to navigate, potentially through search or chat-style functionality. Staff shared the chat box was removed from the website due to budgetary constraints. Council indicated a desire to be involved in drafting the RFP. There was support for a refresh approach rather than a complete overhaul, with acknowledgment that substantive changes would require Metropolitan Council review and approval. Council discussed technology as an important consideration and potentially a standalone chapter and staff shared it was integrated throughout the plan. Council asked whether additional existing plans (e.g., bike or climate plans) should be incorporated into the Comprehensive Plan.

4. ADJOURNMENT

Mayor Hovland adjourned the meeting at 6:33 p.m.

Respectfully submitted,

Sharon Allison, City Clerk

James B. Hovland, Mayor

Minutes approved by Edina City Council, May 5, 2026. Audio copy of the work session available.

**MINUTES
OF THE REGULAR MEETING OF THE
EDINA CITY COUNCIL
HELD AT CITY HALL
APRIL 21, 2026
7:00 P.M.**

1.0 CALL TO ORDER

Mayor Hovland called the meeting to order at 7:00 p.m.

2.0 ROLL CALL

Answering rollcall were Members Agnew, Jackson, Pierce, Risser, and Hovland.

3.0 PLEDGE OF ALLEGIANCE

4.0 MEETING AGENDA – APPROVED

Member Agnew made a motion, seconded by Member Pierce, approving the meeting agenda. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

5.0 COMMUNITY COMMENT

Ralph Zickert discussed the general levy reduction, the information he received from Member Agnew in January 2026, and noted that the deferral of 1.8 million in capital and equipment spending to future years, the transfer to Edina utility bills, and the transfer to Hennepin County do not decrease the tax burden on residents.

Taylor Bruhschwein discussed the safety on City streets, affordability, land use, sustainability, and the importance of transportation fixes in Edina.

Makebal Ayele noted that he feels excluded from Edina High School based on the current school district lines.

Lori Grotz discussed the old Public Works site and asked about the property taxes on the existing TIF district not being utilized by the developer on that site.

Nadia A. noted that she works with a family who lives in Edina and is trying to transfer to Edina High School, but cannot transfer due to current redistricting policies and lack of open enrollment, and asked why families who live in Edina are being denied enrollment at Edina High School.

5.1. CITY MANAGER'S RESPONSE TO COMMUNITY COMMENTS

City Manager Neal responded to Community Comments from current and past meetings.

6.0 CONSENT AGENDA – ADOPTED

Member Jackson made a motion, seconded by Member Pierce, approving the consent agenda as follows:

- 6.1. Approve regular and work session meeting minutes of April 7, 2026**
- 6.2. Approve Claims for Payment for Check Register Pre-List Dated March 31, 2026, totaling \$95,236.47, Check Register Claims Pre-List Dated March 31, 2026, totaling \$66.62, Check Register Claims Pre-List Dated April 2, 2026, totaling \$1,906,002.34, and Check Register Claims Pre-List Dated April 10, 2026, totaling \$1,999,375.38**

- 6.3. **Traffic Safety Report of February 24, 2026**
- 6.4. **Request for Purchase, Ouster LiDAR Vehicle Detection System, awarding the bid to the recommended low bidder, Traffic Control Corporation, at \$41,750**
- 6.5. **Request for Purchase, Natural Areas Long-Term Maintenance for 2026-2028, awarding the bid to the recommended low bidder, Landbridge Ecological, at \$634,694.86**
- 6.6. **Request for Purchase, 2026 Commodity Quotes, awarding the bid to the various recommended low bidders, at \$3,844.03**
- 6.7. **Request for Purchase, Edinborough Park Emergency Repairs for Fire Alarm and Smoke Evacuation System, awarding the bid to the recommended low bidder, LVC Companies and Corporate Mechanical, at \$60,630**
- 6.8. **Request for Purchase, Prospect Knolls A/C/D & Parklawn Court Neighborhood Roadway Reconstruction Materials Testing, awarding the bid to the recommended low bidder, Braun Intertec, at \$71,697.00**
- 6.9. **Request for Purchase, France Avenue Sidewalk Phase 4 Construction, awarding the bid to the recommended low bidder, New Look Contracting, at \$528,729.75**
- 6.10. **Request for Purchase, France Avenue Sidewalk Phase 4 Construction Services, awarding the bid to the recommended low bidder, Bolton and Menk, at \$97,500**
- 6.11. **Request for Purchase, Parks & Recreation Annual Software Renewal, awarding the bid to the recommended low bidder, Civic Plus, LLC, at \$47,821.05**
- 6.12. **Request for Purchase, Cleaning Services for Edina Aquatic Center, awarding the bid to the recommended low bidder, Covas Cleaning Services LLC, at \$36,500**
- 6.13. **Request for Purchase, Furniture, Fixtures, and Equipment for Edina Aquatic Center, awarding the bid to the recommended low bidder, Henricksen, at \$196,809.60**
- 6.14. **Waive Permit Fees: Fred Richards Park Master Plan Implementation**
- 6.15. **Request for Purchase, Helpdesk Software Subscription, awarding the bid to the recommended low bidder, HappyFox, at \$31,609.20**
- 6.16. **On-Sale Intoxicating Liquor License: Cielito Lindo Southdale LLP dba Cielito Lindo**

Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

7.0 SPECIAL RECOGNITIONS AND PRESENTATIONS

7.1. INTRODUCE HUMAN RESOURCES DIRECTOR, JESSICA NIKUNEN – INTRODUCED

Jessica Nikinen introduced herself to the Council and gave a brief background on her education and experience.

7.2. PROCLAMATION: BUILDING SAFETY MONTH – PROCLAIMED

Mayor Hovland read in full the proclamation declaring May 2026 as Building Safety Month in Edina. Rick Chase, Assistant Building Official, accepted the proclamation, thanked the Council for their support, and discussed the work of the Building Safety Department.

Member Jackson made a motion, seconded by Member Pierce, approving the proclamation declaring the month of May as Building Safety Month in the City of Edina.

Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

7.3. PROCLAMATION: ARBOR DAY - APRIL 24, 2026 – PROCLAIMED

Mayor Hovland read in full the proclamation declaring April 24, 2026, as Arbor Day in Edina. Luther Overholt, City Forester, accepted the proclamation and invited everyone to the planting of 70 new trees at Creek Valley School Park.

Member Pierce made a motion, seconded by Member Jackson, approving the proclamation declaring April 24, 2026, as Arbor Day in the City of Edina. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

7.4. I-494 CORRIDOR UPDATE – PRESENTED

Melissa Madison, I-494 Corridor Commission President, gave a presentation on the I-494 Corridor, including information regarding the budget, commuter services staff, jobs along the corridor, strategies/resources for employers, Twin Cities Telework, employer outreach, commute assistance, community events, and annual results.

Member Pierce, member of the I-494 Corridor Commission, noted that the Commission is doing the hard work to help residents see how they can think differently about their commute.

8.0 REPORTS / RECOMMENDATIONS

8.1. RESOLUTION NO. 2026-20 ACCEPTING DONATIONS – ADOPTED

Mayor Hovland explained that to comply with State Statutes; all donations to the City must be adopted by Resolution and approved by four favorable votes of the Council accepting the donations.

Member Agnew introduced and moved adoption of Resolution No. 2026-20, accepting various grants and donations. Member Pierce seconded the motion. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

8.2. ROSLAND PARK PEDESTRIAN BRIDGE BID RESULTS – PRESENTED

City Engineer Millner gave a presentation on the Rosland Park Pedestrian Bridge, including information regarding the project team, engagement, approvals, construction completion dates, cladding options, renderings of cladding vs. no cladding, bid results, funding, funding impacts, and discussion.

Brad Smith, Architect with Snow Kreilich, discussed the design decisions that they considered when working on the bridge design and how they can make it meaningful and purposeful.

The Council asked questions regarding the decision timeline, inflationary increase on the MnDOT award, privacy, and safety risks from delaying other projects.

Mr. Millner stated that he is hoping to bring back a contract to the May 5, 2026, City Council meeting. He also noted that originally, they got a \$3 million allocation from MnDOT, and since then, they have given them an additional \$200,000 for inflationary impacts.

The Council gave feedback on going with no cladding on the bridge and ramps.

Mr. Smith noted that they have looked into the visual safety concerns, and the experience on the bridge would change while you are moving across it.

The Council expressed concerns regarding the function of the bridge being lost and feedback about having more of a sense of safety with the partial cladding.

8.3. PURCHASE REQUEST: PROFESSIONAL SERVICES FOR PRELIMINARY ENGINEERING OF FRANCE AVENUE PEDESTRIAN UNDERPASS – SUSPENDED

The Council expressed concerns regarding not using all the relevant data to serve the public in the most meaningful way. The Council gave feedback on the potential of duplicating this in other areas,

connecting parts of their community, considering alternative options, and how to safely get residents across France Avenue.

Member Hovland made a motion, seconded by Member Pierce, to suspend all current and future City spending on studying the feasibility and design of the France Avenue proposed underpass project and further direct City staff to engage with technical colleagues in Hennepin County to study at-grade alternatives for safe pedestrian crossings of France Avenue between 66th and 77th Avenue S and to report back to the City Council on June 30, 2027. Ayes: Jackson, Pierce, Risser, Hovland. Nay: Agnew. Motion carried.

8.4. SKETCH PLAN REVIEW - 7600 PARKLAWN (SENIOR HOUSING) – PRESENTED

Community Development Director Teague stated that this item pertains to a sketch plan proposal to tear down the existing office building and build two 125–150-unit senior apartment buildings.

Josh Brandsted, Greco, presented information regarding the existing conditions, design visioning, project metrics, concept 1 vs. concept 2, and sun study.

The Council asked questions regarding the economics, activating with the park, type of financing, and parking.

Mr. Brandsted noted that their rental range will be around \$2,000 for 1 bedrooms and \$3-5,000 for 2 and 3 bedroom rentals. He noted that there may be a plaza concept, but noted that they will be looking at ways they may be able to interconnect their paths.

The Council expressed concerns regarding the 12-story building and the shade that it will create. The Council asked questions regarding the overall vision for this site and the potential of the owner-occupied model.

Mr. Teague noted that the vision for this area comes from the Comprehensive Plan, and this project is in alignment with that.

Mr. Brandsted stated that there is a market for 55+ housing in this area.

9.0 MANAGER'S COMMENTS – Received

10.0 MAYOR AND COUNCIL COMMENTS – Received

11.0 ADJOURNMENT

Member Pierce made a motion, seconded by Member Agnew, to adjourn the meeting at 9:56 p.m. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

Respectfully submitted,

Sharon Allison, City Clerk

James B. Hovland, Mayor

Minutes approved by Edina City Council, May 5, 2026. Video Copy of April 21, 2026, meeting available.



Item Number: 6.2

Department: Finance

Item Activity: Action

Prepared By: Pa Thao, Finance Director

Item Title: Payment of Claims

Action Requested:

Approve claims for payment

Information/Background:

For security purposes and to meet [ADA Web Content Accessibility Guidelines \(URL\)](#), the detailed claims reports are not included in the public packet but they are available to City Council through a secure Board Portal. To request the claims reports, please [submit a data request \(URL\)](#).

List of Payment Claims:

1. Check Register Claims Pre-List Dated 04.17.2026 Total \$2,108,423.99
2. Check Register Claims Pre-List Dated 04.24.2026 Total \$2,055,867.07



Item Number: 6.3

Department: Police

Item Activity: Action

Prepared By: Ryan Schultz, Lieutenant

Item Title: Purchase Request: SWAT Rifles

Action Requested:

Approve the Purchase Request for 11 replacement rifles for the SWAT Team.

Requisition Number: 12600138

Vendor: Multiple Vendors

Equipment Status: Replacement

Funding Source: Equipment Replacement Budget

Cost: \$44,573.00

Information/Background:

The purchase request is for 11 replacement rifles used by the SWAT Team. This purchase will replace rifles that were purchased in 2016. The new rifles will include updated optic technology and accessories. The total cost for the rifles and accessories is \$44,573. The old rifles will be repurposed to equip the school resource officers, retail crime investigators, and detectives' vehicles.

Resources/Financial Impacts:

This purchase request will be funded by the Equipment Replacement Budget and is within budget.

Relationship to City Policies/Plans/Budget Pillars:



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Values Impact:

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 \(URL\)](#).

None



Item Number: 6.4

Department: Public Works

Item Activity: Action

Prepared By: Andrew Scipioni, Transportation Planner, Nick Bauler, Traffic Safety Coordinator

Item Title: Traffic Safety Report of March 31, 2026

Action Requested:

Approve the recommendations of the Traffic Safety Committee.

Information/Background:

The Traffic Safety Committee recommends action on one item, no action on three items and further study on one item. The Transportation Commission reviewed the reports at their April 16 regular meeting. See attached report.

Resources/Financial Impacts:

Traffic control signage and pavement markings within the public right-of-way are owned and maintained by the Public Works Department. Changes or additions to signage or markings will be funded through the Streets Division operating budget or the Pedestrian and Cyclist Safety (PACS) Fund.

Relationship to City Policies/Plans/Budget Pillars:

The recommendations in these reports support the goal in the Transportation Chapter of the Comprehensive Plan to "manage, maintain and operate roadways to maximize, wherever possible, the safety and mobility of all users and all modes."



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Values Impact:



Engagement

Members of the public are given opportunities to provide additional information to the Transportation Commission and City Council.



Equity

The Traffic Safety Committee's recommendations are guided by the Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD) and the City's local traffic policies. Staff strives to apply this guidance equitably to all areas of the City.



Health

The Traffic Safety Committee recommendations promote the physical wellbeing of all people who live, work or visit Edina.

Supporting Documentation:

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1. Traffic Safety Report of March 31, 2026



Date: May 5, 2026
To: Mayor and City Council
From: Nick Bauler, Traffic Safety Coordinator
Subject: Traffic Safety Report of March 31, 2026

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

AI. 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.



Wooddale Ave at Wooddale Ln and Edina Country Club

Staff recommends no changes.

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).



Edinborough Way

More staff review and discussion is needed.

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, Eden Prairie and Edina 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: 6.5

Department: Public Works

Item Activity: Action

Prepared By: Chad Millner, Director of Public Works and City Engineer

Item Title: Petition: Requesting Safety Study & Flashing Pedestrian Crosswalk Lights at Tracy Avenue and Benton Avenue

Action Requested:

Receive a petition requesting flashing pedestrian crosswalk lights at Tracy Avenue and Benton Avenue along with an in-depth safety study to explore more permanent solutions to address traffic/ safety concerns.

Information/Background:

Residents and school officials submitted a petition requesting flashing pedestrian crosswalk lights at Tracy Avenue and Benton Avenue along with an in-depth safety study to explore more permanent solutions to address traffic/ safety concerns. Public Works will accept the petition and analyze it as a traffic safety request.

Resources/Financial Impacts:

No fiscal or capacity impact currently.

Relationship to City Policies/Plans/Budget Pillars:

The petition process is an opportunity for residents and community members to engage with the City and voice a need.



Strong Foundation



Reliable Service



Livable City



Better Together

Values Impact:



Engagement

The petition process is an opportunity for residents and community members to engage with the City and voice a need.

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. Countryside PTO Signed Safety Petition and Survey Results (Board Portal)



Item Number: 6.6

Department: Public Works

Item Activity: Action

Prepared By: Noah Silver, Electrical Supervisor

Item Title: Purchase Request: Extend City-Wide Fire Alarm and Sprinkler Inspections and Monitoring Contract Through 2028

Action Requested:

Approve purchase request for change order #5 of contract #300151 — extend city-wide fire alarm and sprinkler inspections and monitoring contract through 2028 from LVC Companies for \$129,840.00.

Requisition Number: 300151 CO#5

Vendor: LVC Companies

Equipment Status: Contract Extension

Funding Source: Facilities Capital Projects

Cost: \$129,840

Information/Background:

The City centralized City-wide fire alarm and sprinkler inspections and monitoring in 2022. Staff recommend extending the contract with LVC Companies through 2028.

Resources/Financial Impacts:

Facilities Capital Projects will fund this contract extension. This change order will increase the total contract amount to \$419,503.00.

Relationship to City Policies/Plans/Budget Pillars:

This aligns with the Comprehensive Plan.



Strong Foundation



Reliable Service



Livable City

Values Impact:



Health

Maintaining life safety systems ensures the safety of all building occupants.



Stewardship

Maintaining life safety systems provides safe and habitable City buildings for the community well into the future.

Supporting Documentation:

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None



Item Number: 6.7

Department: Public Works

Item Activity: Action

Prepared By: Matthew Gabb, Sustainability Specialist

Item Title: Resolution 2026-21: Approving MN Soybean Council Cooperative Agreement

Action Requested:

Approve Resolution 2026-21 approving the Cooperative Agreement with the Minnesota Soybean Research & Promotion Council.

Information/Background:

As of April 2026, the City of Edina is likely the first city in Minnesota to begin using B100 biofuel for our heavy-duty fleet vehicles. This project installed a new dispensing tank and retrofitted 10 dump trucks/snowplows to run on B100. Traditional diesel vehicles worsen air quality by emitting pollutants such as carbon monoxide, sulfates, and particulate matter, which have been shown to lead to increased rates of childhood asthma and asthma-related hospitalization, particularly in disadvantaged communities. These pollutants also are a major contributor to the City's municipal greenhouse gas emissions. By retrofitting our heavy-duty fleet to use B100 fuel, we are not only prolonging the useful life of existing vehicles by keeping them out of junkyards for longer, but also reducing the City's greenhouse gas emissions and helping reach our communitywide greenhouse gas emissions reduction goal. To achieve this goal by 2030, 56% of those emissions reductions must be from the transportation sector. In addition, being one of the first cities in Minnesota—and one of only a handful in the Upper Midwest—to convert to B100, this is an excellent demonstration project for other cold climate municipalities to pursue similar projects to reduce their fleet emissions.

Resources/Financial Impacts: The B100 project was funded by a number of funding sources sought and braided together by the Sustainability Division:

- \$50,000 from the Minnesota Pollution Control Agency
- \$163,000 from the US Department of Agriculture
- \$163,000 from the Minnesota Commerce Department
- \$119,340 from the US Department of Energy

This agreement will allow the City to receive up to \$100,000 from the Minnesota Soybean Research & Promotion Council for engineering, design, and labor costs.

By utilizing these external funding sources, we reduce the budgetary impact on the City. Grants management has been done by the Sustainability Division, with the Facilities Division leading implementation. Ongoing maintenance and use of the trucks will be the responsibility of the Fleet Division as part of their regular operations.

Relationship to City Policies/Plans/Budget Pillars:

This project allows us to maintain the physical assets that are our heavy-duty vehicles, giving them

new life as they are used to maintain other infrastructure across Edina. By retrofitting existing trucks, we are able to maintain current service levels while meeting the emissions reduction goals identified as a community need via the Climate Action Plan.

As for plans, Action 5 of the CAP's Transportation & Land Use chapter is to convert 40% of Edina's municipal fleet to electric vehicles or use no/low carbon alternative fuels by 2030, with 100% converted by 2040. This project helps to significantly advance this action. Edina's cutting-edge adoption of biofuels also fulfills actions in statewide plans. The Minnesota Climate Action Framework calls for increased use of biofuels both to reduce transportation emissions (Initiative 1.2) and to invest in emerging crops and local economies (Initiative 2.5). The State Priority Climate Action Plan (PCAP), created as part of the EPA's Climate Pollution Reduction Grants program, also has an action calling for transitioning from fossil fuels to low- and no-carbon alternatives such as biofuel (Action 1.1.3). The Metropolitan Council's PCAP has a similar goal for the Twin Cities region (page 25).



Strong Foundation



Reliable Service

Values Impact:



Engagement

The decision-making and goals motivating the project were informed by the City's yearlong Climate Action Plan engagement and public input. Engagement with hundreds of residents in 2021 informed the emissions reduction goals and strategies/actions of the CAP, leading to projects like this one.



Equity

While this project will improve air quality for all communities, it will have an outsized positive impact on environmental justice communities that historically were systematically exposed to dirtier air.



Health

The petroleum diesel these vehicles previously used worsened air quality by emitting various harmful pollutants, contributing to respiratory illness disparities in environmental justice areas like southeast Edina. By transitioning fleet vehicles to biofuels, and modeling for other Minnesota cities how to convert fleets to B100 in a cost-effective manner, Edina is doing its part to improve air quality in the Twin Cities.



Stewardship

By braiding together multiple external funding sources, implementation had little impact on City funds. This conversion will reduce Edina's dependency on domestic and international imported fossil fuels and acquire locally-made fuel derived from locally-grown crops, making the fleet more resilient to any future energy system shocks such as those caused by climate change or geopolitics.



Sustainability

The US Department of Energy estimates that switching from petroleum diesel to B100 biofuel can reduce a vehicle's emissions anywhere from 70 to 90 percent. This means that the retrofitting of just these ten trucks will avoid around 7.3 metric tons of greenhouse gas emissions every year.

that would have been emitted otherwise if they still ran on petroleum diesel.

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 \(URL\)](#).

None



Resolution 2026-21: Approving MN Soybean Council Cooperative Agreement

Whereas the City of Edina has likely become the first city in Minnesota to convert diesel-powered heavy-duty municipal fleet vehicles to B100 biofuel, which will reduce each vehicle's emissions by up to 90 percent, and

Whereas the Minnesota Soybean Research and Promotion Council has authorized up to \$100,000 to be used to help the City recoup its costs for implementing this project,

Now, therefore, be it resolved that the Edina City Council hereby accepts the Cooperative Agreement with MSR&PC and authorizes the City Manager to sign the agreement on its behalf.

Dated: May 5, 2026



Item Number: 6.8

Department: Public Works

Item Activity: Action

Prepared By: Chad Millner, Director of Public Works and City Engineer

Item Title: Resolution 2026-22: Approving Local Road Improvement Program Grant Agreement No. 1063322 by the MN Department of Transportation Grant and Conditions, SAP No.120-010-013

Action Requested:

Approve Resolution 2026-22 approving Local Road Improvement Program Grant Agreement No. 1063322 by the MN Department of Transportation Grant and Conditions, SAP No. 120-010-013.

Information/Background:

Local Road Improvement Program Grant Agreement for Rosland Park Pedestrian Bridge allows the City to access legislatively dedicated money for this project. All engineering and construction costs since June 1, 2023, after the appropriation of \$3 million was approved by the State Legislature, are eligible. This agreement is the second agreement to allow reimbursement for construction costs to access the remaining funds not used during design.

Resources/Financial Impacts:

No fiscal or capacity impact related to this resolution.

Relationship to City Policies/Plans/Budget Pillars:

This project aligns with the Comprehensive Plan, Pedestrian & Bicycle Master Plan and Climate Action Plan and is included in the Capital Improvement Plan.



Strong Foundation



Reliable Service



Livable City



Better Together

Values Impact:



Engagement

Residents have voiced many concerns about the lack of an ADA compliant bridge over Highway 62 at Rosland Park.



Equity

Residents have voiced many concerns about the lack of an ADA compliant bridge over Highway 62 at Rosland Park.



Health

The non-car transportation options this project will promote inherently improve residents' health by giving them more opportunities to walk and bike.



Stewardship

Replacing aging infrastructure at the appropriate time is sound asset management practice.



Sustainability

Providing pedestrian and bicycle transportation options should reduce

vehicle miles traveled.

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 \(URL\)](#).

None



EDINA
MINNESOTA

**Resolution 2026-22: Approving Local Road
Improvement Program Grant Agreement No.
1063322 by the MN Department of Transportation
Grant and Conditions, SAP No.120-010-013**

Whereas the City of Edina has applied to the Commissioner of Transportation for a grant from the Local Road Improvement Fund; and

Whereas the Commissioner of Transportation has given notice that funding for this project is available; and

Whereas the amount of the grant has been determined to be \$2,337,333.00 by reason of the lowest responsible bid;

Now, therefore, be it resolved the City of Edina does hereby agree to the terms and conditions of the grant consistent with Minnesota Statutes, section 174.52, and will pay any additional amount by which the cost exceeds the estimate, and will return to the Local Road Improvement Fund any amount appropriated for the project but not required. The proper city officers are authorized to execute a grant agreement and any amendments thereto with the Commissioner of Transportation concerning the above-referenced grant.

Dated: May 5, 2026



Item Number: 6.9

Department: Public Works

Item Activity: Action

Prepared By: Jessica Vanderwerff Wilson, Water Resources Coordinator

Item Title: Purchase Request: Construction Services for Natural Areas Long-Term Maintenance

Action Requested:

Approve proposal for construction services of Natural Areas Long-Term Maintenance, 2026-2028, with Resource Environmental Solutions (RES) for \$78,927.

Requisition Number: 12600137

Vendor: RES Great Lakes

Equipment Status: N/A

Funding Source: Stormwater Utility Fund – Natural Areas Maintenance Budget

Cost: \$78,927

Information/Background:

At its April 21 meeting, Council awarded contract ENG 26-5 Natural Areas Long-Term Maintenance, 2026-2028. The professional services agreement proposal provides construction oversight to ensure the contract follows the plans and specifications developed with support from Resource Environmental Solutions (RES) continuing through 2028.

Resources/Financial Impacts:

No additional fiscal impact.

Relationship to City Policies/Plans/Budget Pillars:

Parks Strategic Plan, the Climate Action Plan, and the Water Resources Management Plan



Livable City

Values Impact:



Sustainability

This project supports long-term land care for natural resources restoration projects.

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 \(URL\)](#).

None



Item Number: 6.10

Department: Public Works

Item Activity: Action

Prepared By: Chad Millner, Director of Public Works and City Engineer

Item Title: Purchase Request: Construction Services for Rosland Park Pedestrian Bridge

Action Requested:

Approve the Purchase Request for Construction Services for Rosland Park Pedestrian Bridge with Bolton Menk for \$604,673.

Requisition Number: 12600136

Vendor: Bolton Menk

Equipment Status: NA

Funding Source: Legislative directed, MnDOT, PACS, MSA, and Centennial Lakes TIF

Cost: \$604,673.

Information/Background:

This contract will provide construction services for the Rosland Park Pedestrian Bridge Project. This will ensure the project is built to project specifications as approved by MnDOT.

Resources/Financial Impacts:

This contract is funded from a combination of legislative directed, MnDOT, PACS, MSA, and Centennial Lakes TIF Funding.

Relationship to City Policies/Plans/Budget Pillars:

This project aligns with the Comprehensive Plan, Pedestrian & Bicycle Master Plan and Climate Action Plan and is included in the Capital Improvement Plan.



Strong Foundation



Reliable Service



Livable City



Better Together

Values Impact:



Engagement

Residents have voiced many concerns about the lack of an ADA compliant bridge over Highway 62 at Rosland Park.



Equity

Residents have voiced many concerns about the lack of an ADA compliant bridge over Highway 62 at Rosland Park.



Health

The non-car transportation options this project will promote inherently improve residents' health by giving them more opportunities to walk and bike.



Stewardship

Replacing aging infrastructure at the appropriate time is sound asset management practice



Sustainability

Providing pedestrian and bicycle transportation options should reduce vehicle miles traveled.

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 \(URL\)](#).

None



Item Number: 6.11

Department: Public Works

Item Activity: Action

Prepared By: Chad Millner, Director of Public Works and City Engineer

Item Title: Purchase Request: 72nd Street Roadway Improvements

Action Requested:

Approve the Purchase Request for the 72nd Street Roadway Improvements with Ryan Contracting for \$3,435,639.

Requisition Number: 12600134

Vendor: Ryan Contracting

Equipment Status: N/A

Funding Source: Public Utility Funds, PACS, Street Levy and Special Assessments

Cost: \$3,435,639.00

Information/Background:

This contract is for construction of the first segment of the south trunk sanitary sewer project along 72nd Street between France Avenue and Cornelia Drive. Recall, council approved preliminary assessments and a preferred concept in December. The project includes roadway reconstruction, public utility improvements and sidewalk installation. The work will impact France Avenue. It will require closures and detours.

Resources/Financial Impacts:

This project is funded by Public Utility Funds, PACS, Street Levy and Special Assessments.

Relationship to City Policies/Plans/Budget Pillars:

This project aligns with the Comprehensive Plan, Pedestrian & Bicycle Master Plan and Climate Action Plan and is included in the Capital Improvement Plan.



Strong Foundation



Reliable Service



Livable City



Better Together

Values Impact:



Engagement

Residents have voiced many concerns about traffic speeds, volumes and pedestrian safety.



Equity

Improving multimodal transportation options in Edina ensures that residents have transportation options.



Health

Many of the non-car transportation options this project will promote inherently improve residents' health by giving them more opportunities to walk and bike



Stewardship

Replacing aging infrastructure at the appropriate time is sound asset management practice.



Sustainability

Providing pedestrian and bicycle transportation options should reduce vehicle miles traveled.

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 \(URL\)](#).

None



Item Number: 6.12

Department: Public Works

Item Activity: Action

Prepared By: Chad Millner, Director of Public Works and City Engineer

Item Title: Purchase Request: Rosland Park Pedestrian Bridge and Trails

Action Requested:

Approve Purchase Request for the Rosland Park Pedestrian Bridge and Trails with Lunda Construction for \$5,583,895.62 after Cooperative Agreement #1062130 is fully executed.

Requisition Number: 12600135

Vendor: Lunda Construction

Equipment Status: NA

Funding Source: Legislative directed, MnDOT, PACS, MSA, and Centennial Lakes TIF

Cost: \$5,583,895.62

Information/Background:

The Rosland Park Pedestrian Bridge is a piece of critical transportation infrastructure that must be replaced. The bridge connects the north and south communities by providing a safe overpass bridge above Minnesota Highway 62. It is a critical connection for pedestrians from northern Edina to safely access Rosland Park and its amenities, including the Edina Aquatic Center. The current pedestrian bridge is owned and managed by the Minnesota Department of Transportation (MnDOT). It was built in the 1960s. The bridge does not meet Americans with Disabilities Act (ADA) standards and was substantially damaged when it was struck twice in 2022 by vehicles traveling on Minnesota Highway 62. The damage resulted in the closure of the bridge for most of 2022, until expensive temporary repairs were made in January 2023.

All the required user groups at MnDOT have signed off on the final plans. This included an ADA review. Staff bid the project with 3 build options with 2 schedules. This was done to create options for the contract award that best meets budget and construction timing. Build options were no cladding, partial cladding (bridge only), and full cladding (bridge & ramps). 4 contractors bid on the project. Two completion dates were bid, December 1, 2026 and June 1, 2027. The December 1, 2026 completion date was approximately \$1.1 million more expense than the June 1, 2027 completion date. Staff would recommend the June 1, 2027 completion date. Lunda Construction was the lower bidder for all three-build options using the June 1, 2027 completion date. Using the low bids and adding total project costs such as the steel truss and engineering, the following are the total project costs:

1. \$7.6M No Cladding
2. \$8.0M Partial Cladding – Bridge Only
3. \$8.4M Full Cladding – Bridge and Ramps

A discussion at the previous council meeting showed general agreement on awarding a contract with partial cladding or bridge-only cladding. This purchase will award a contract to provide partial cladding after Cooperative Agreement #1062130 is fully executed. The agreement has been signed by the city and is being routed for signatures at MnDOT now. This agreement should be completed in 10–14 days.

Resources/Financial Impacts:

This project is funded from legislative directed, MnDOT, PACS, MSA, and Centennial Lakes TIF funding.

Relationship to City Policies/Plans/Budget Pillars:

This project aligns with the Comprehensive Plan, Pedestrian & Bicycle Master Plan and Climate Action Plan and is included in the Capital Improvement Plan.



Strong Foundation



Reliable Service



Livable City



Better Together

Values Impact:



Engagement

Residents have voiced many concerns about the lack of an ADA compliant bridge over Highway 62 at Rosland Park.



Equity

Improving multimodal transportation options in Edina ensures that residents who do not have a car — whether that be because they are low-income, seniors who no longer drive, or children — are able to live their daily lives and experience all that Edina has to offer.



Health

Many of the non-car transportation options this project will promote inherently improve residents' health by giving them more opportunities to walk and bike.



Stewardship

Replacing aging infrastructure at the appropriate time is sound asset management practice.



Sustainability

Providing pedestrian and bicycle transportation options should reduce vehicle miles traveled.

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 \(URL\)](#).

None



Item Number: 6.13

Department: Finance

Item Activity: Action

Prepared By: Pa Thao, Finance Director

Item Title: Resolution 2026-23: Providing for the Sale of up to \$10,800,000 General Obligation Bonds, Series 2026A

Action Requested:

Approve Resolution 2026-23 providing for the sale of up to \$10,800,000 General Obligation Bonds, Series 2026A.

Information/Background:

This bond issuance for 2026A will finance the City's 2026 street reconstruction projects, various water, sanitary sewer and storm sewer utility infrastructure improvements and the purchase of capital equipment, including ambulances for the City and cover the administrative costs associated with issuing the bonds.

\$3.3 million for the street reconstruction project of the Prospect Knolls A, C, and D; Parklawn and 72nd Street Sanitary expansion improvement projects. Payable from assessments over a 15-year term.

\$6.4 million for water, sanitary sewer and stormwater costs of the street reconstruction projects and various other utility capital improvement. Payable from the three utility fund revenues over a 10-year term.

\$1.4 million for Ambulances, payable from levy over a five-year term.

Following Council approval, City staff and Ehlers will prepare documents for the debt issuance, conduct bond rating agency presentations, and accept and open bids. The results of the bond sale will be presented to the City Council at the June 16, 2026 meeting.

Resources/Financial Impacts:

Annual debt levy, assessments and utility revenue

Relationship to City Policies/Plans/Budget Pillars:

This project aligns with the Capital Improvement Plan 2025-2030.



Strong Foundation

Values Impact:



Stewardship

Replacing aging infrastructure at the appropriate time is sound management practice.

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. Resolution 2026-23

CERTIFICATION OF MINUTES RELATING TO
GENERAL OBLIGATION BONDS, SERIES 2026A

Issuer: City of Edina, Minnesota

Governing Body: City Council

Kind, date, time and place of meeting: A regular meeting held on May 5, 2026, at 7:00 p.m., at the City Hall in Edina, Minnesota.

Members present:

Members absent:

Documents Attached:

Minutes of said meeting (pages):

RESOLUTION NO. _____

RESOLUTION AUTHORIZING ISSUANCE AND SALE OF
GENERAL OBLIGATION BONDS, SERIES 2026A

I, the undersigned, being the duly qualified and acting recording officer of the public corporation issuing the bonds referred to in the title of this certificate, certify that the documents attached hereto, as described above, have been carefully compared with the original records of said corporation in my legal custody, from which they have been transcribed; that said documents are a correct and complete transcript of the minutes of a meeting of the governing body of said corporation, and correct and complete copies of all resolutions and other actions taken and of all documents approved by the governing body at said meeting, so far as they relate to said bonds; and that said meeting was duly held by the governing body at the time and place and was attended throughout by the members indicated above, pursuant to call and notice of such meeting given as required by law.

WITNESS my hand officially as such recording officer on May ____, 2026.

(SEAL)

Sharon Allison, City Clerk

Councilmember _____ introduced the following resolution and moved its adoption, which motion was seconded by Councilmember _____:

RESOLUTION NO. _____

RESOLUTION AUTHORIZING ISSUANCE AND SALE OF GENERAL
OBLIGATION BONDS, SERIES 2026A

BE IT RESOLVED by the City Council (the “Council”) of the City of Edina, Minnesota (the “City”), as follows:

Section 1. Authorization; Purpose. It is hereby determined to be in the best interests of the City to issue its General Obligation Bonds, Series 2026A (the “Bonds”), pursuant to Minnesota Statutes, Chapters 429 and 475 and Sections 412.301 and 444.075, for the purpose of financing (i) the City’s 2026 street reconstruction projects; (ii) various water, sanitary sewer and storm sewer utility infrastructure improvements, (iii) the purchase of capital equipment, including ambulances for the City; and (iv) paying costs of issuance of the Bonds (collectively, the “Projects”); and

Section 2. Municipal Advisor. The City has retained Ehlers & Associates, Inc. in Minneapolis, Minnesota (“Ehlers”), as its independent municipal advisor. Ehlers is hereby authorized, pursuant to Minnesota Statutes, Section 475.60, Subdivision 2, paragraph (9), to solicit bids for the Bonds on behalf of the City on a competitive basis without requirement of published notice.

Section 3. Adjustment of Principal Amount of Bonds. The principal amount of the Bond issue shall be adjusted in accordance with staff recommendations upon receipt of bids for the financed Projects, provided that the principal amount of the Bonds shall be approximately \$10,800,000.

Section 4. Award and Sale. The City Council shall meet on June 16, 2026, at 7:00 p.m., or such other time deemed acceptable to the Council, for the purpose of considering sealed bids for the purchase of the Bonds and of taking such action thereon as may be in the best interest of the City.

Section 5. Official Statement. In connection with said sale, the officers or employees of the City are hereby authorized to cooperate with Ehlers and participate in the preparation of an official statement (or official statements) for the Bonds and to execute and deliver it on behalf of the City upon its completion.

Adopted this 5th day of May, 2026.

Mayor

Attest: _____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by
Councilmember _____ and upon vote being taken thereon, the following
voted in favor thereof:
and the following voted against the same:

whereupon said resolution was declared duly passed and adopted.



Item Number: 6.14

Department: Finance

Item Activity: Action

Prepared By: Pa Thao, Finance Director

Item Title: Resolution 2026-25: Providing for the Sale of up to \$12,240,000 General Obligation Sales Tax Bonds, Series 2026B and Calling Public Hearing

Action Requested:

Approve Resolution 2026-25 providing for the sale of up to \$12,240,000 General Obligation Sales Tax Bonds, Series 2026B and calling public hearing.

Information/Background:

This bond issuance for 2026B will finance various projects as authorized by the Sales Tax Legislation, including improvements to Fred Richards and Braemar Parks, including Courtney Field, and to Braemar Arena in the City and paying costs of issuance of the Bonds payable with sales tax collection over a 10-year term.

The Council must hold a public hearing, as required by Section 147(f) of the Internal Revenue Code, regarding the proposed issuance of Bonds to finance the Projects benefiting qualified 501(c)(3) organizations, the public, and the City. The hearing will take place on June 2, 2026, at 7:00 p.m. in the Council Chambers at Edina City Hall.

Following Council approval, City staff and Ehlers will prepare the necessary debt-issuance documents, conduct bond rating agency presentations, and receive and open bids. The results of the bond sale will be presented to the Council at its June 16, 2026 meeting.

Resources/Financial Impacts:

Local Sales Tax

Relationship to City Policies/Plans/Budget Pillars:

This project aligns with the Capital Improvement Plan 2025-2030.



Strong Foundation

Values Impact:



Stewardship

Replacing aging infrastructure at the appropriate time is sound management practice.

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. Resolution 2026-25

CERTIFICATION OF MINUTES RELATING TO
GENERAL OBLIGATION SALES TAX REVENUE BONDS, SERIES 2026B

Issuer: City of Edina, Minnesota

Governing Body: City Council

Kind, date, time and place of meeting: A regular meeting held on May 5, 2026, at 7:00 p.m., at the City Hall in Edina, Minnesota.

Members present:

Members absent:

Documents Attached:

Minutes of said meeting (pages):

RESOLUTION NO. _____

RESOLUTION AUTHORIZING ISSUANCE AND SALE OF
GENERAL OBLIGATION SALES TAX REVENUE BONDS, SERIES
2026B; CALLING PUBLIC HEARING ON THE ISSUANCE OF THE
SERIES 2026B BONDS PURSUANT TO SECTION 147(F) OF THE
INTERNAL REVENUE CODE

I, the undersigned, being the duly qualified and acting recording officer of the public corporation issuing the bonds referred to in the title of this certificate, certify that the documents attached hereto, as described above, have been carefully compared with the original records of said corporation in my legal custody, from which they have been transcribed; that said documents are a correct and complete transcript of the minutes of a meeting of the governing body of said corporation, and correct and complete copies of all resolutions and other actions taken and of all documents approved by the governing body at said meeting, so far as they relate to said bonds; and that said meeting was duly held by the governing body at the time and place and was attended throughout by the members indicated above, pursuant to call and notice of such meeting given as required by law.

WITNESS my hand officially as such recording officer on May ____, 2026.

(SEAL)

Sharon Allison, City Clerk

Councilmember _____ introduced the following resolution and moved its adoption, which motion was seconded by Councilmember _____:

RESOLUTION NO. _____

RESOLUTION AUTHORIZING ISSUANCE AND SALE OF GENERAL OBLIGATION SALES TAX REVENUE BONDS, SERIES 2026B; CALLING PUBLIC HEARING ON THE ISSUANCE OF THE SERIES 2026B BONDS PURSUANT TO SECTION 147(F) OF THE INTERNAL REVENUE CODE

BE IT RESOLVED by the City Council (the “Council”) of the City of Edina, Minnesota (the “City”), as follows:

Section 1. Authorization; Purpose. It is hereby determined to be in the best interests of the City to issue its General Obligation Sales Tax Revenue Bonds, Series 2026B (the “Bonds”), pursuant to Minnesota Statutes, Chapters 475 and Minnesota Session Laws 2021, First Special Session, Chapter 14, Article 8, Section 5, as amended by Minnesota Session Laws 2023, Chapter 64, Article 10, Section 17 (the “Sales Tax Legislation”), for the purpose of financing (i) various sales tax projects as authorized by the Sales Tax Legislation, including improvements in Fred Richards and Braemar Parks and to the Braemar Arena in the City; and (ii) paying costs of issuance of the Bonds (collectively, the “Projects”); and

Section 2. Municipal Advisor. The City has retained Ehlers & Associates, Inc. in Minneapolis, Minnesota (“Ehlers”), as its independent municipal advisor. Ehlers is hereby authorized, pursuant to Minnesota Statutes, Section 475.60, Subdivision 2, paragraph (9), to solicit bids for the Bonds on behalf of the City on a competitive basis without requirement of published notice.

Section 3. Adjustment of Principal Amount of Bonds. The principal amount of the Bond issue shall be adjusted in accordance with staff recommendations upon receipt of bids for the financed Projects, provided that the principal amount of the Bonds shall be approximately \$12,240,000.

Section 4. Award and Sale. The City Council shall meet on June 16, 2026, at 7:00 p.m., or such other time deemed acceptable to the Council, for the purpose of considering sealed bids for the purchase of the Bonds and of taking such action thereon as may be in the best interest of the City.

Section 5. Official Statement. In connection with said sale, the officers or employees of the City are hereby authorized to cooperate with Ehlers and participate in the preparation of an official statement (or official statements) for the Bonds and to execute and deliver it on behalf of the City upon its completion.

Section 6. Public Hearing; Notice.

- (a) In compliance with Section 147(f) of the Internal Revenue Code of 1986, as amended (the “Code”), this Council is required to conduct a public hearing on the issuance of the Bonds to finance the Projects, which Projects will be used for the benefit of qualified 501(c)(3) organizations, the general public, and the City.
- (b) A public hearing on the proposed issuance of the Bonds to finance the Projects is hereby called and shall be held on June 2, 2026, in the Council Chambers located at Edina City Hall, at approximately 7:00 p.m.
- (c) The City Clerk is hereby authorized and directed to cause notice of said hearing in substantially the form attached hereto as Exhibit A to be published in the official newspaper of the City at least seven days prior to the date fixed for the public hearing.

Adopted this 5th day of May, 2026.

Mayor

Attest: _____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by
Councilmember _____ and upon vote being taken thereon, the following
voted in favor thereof:

and the following voted against the same:

whereupon said resolution was declared duly passed and adopted.

EXHIBIT A

CITY OF EDINA, MINNESOTA
NOTICE OF PUBLIC HEARING ON ISSUANCE OF BONDS
PURSUANT TO SECTION 147(F) OF THE INTERNAL REVENUE CODE

NOTICE IS HEREBY GIVEN that the City Council of the City of Edina, Minnesota (the “City”), will meet on June 2, 2026, at 7:00 p.m., or as soon thereafter as practicable, in the Council Chambers located at Edina City Hall, 4801 West 50th Street in the City, for the purpose of conducting a public hearing on the proposed issuance of the City’s General Obligation Sales Tax Revenue Bonds, Series 2026B (the “Bonds”), in the approximate principal amount of \$12,240,000, pursuant to Minnesota Statutes, Chapter 475 and Minnesota Session Laws 2021, First Special Session, Chapter 14, Article 8, Section 5, as amended by Minnesota Session Laws 2023, Chapter 64, Article 10, Section 17 (the “Sales Tax Legislation”), for the purpose of financing (i) various projects as authorized by the Sales Tax Legislation, including improvements to Fred Richards and Braemar Parks, including Courtney Field, and to Braemar Arena in the City (the “Sales Tax Projects”); and (ii) paying costs of issuance of the Bonds.

The Sales Tax Projects will be located as set forth below:

<u>Location</u>	<u>Approximate cost to be financed</u>	<u>Users</u>
Fred Richards Park, 4400 Parklawn Avenue in the City	\$6,120,000	General public
Braemar Golf Course / Arena / Courtney Fields contiguous complex, 6364 John Harris Drive and 7503-7509 Ikola Way in the City	\$6,120,000	[Edina Baseball Association, Edina Hockey Association, Braemar City of Lakes Figure Skating Club], general public, [ISD 273]

All persons interested may appear and be heard at the time and place set forth above or may file written comments with the City Clerk prior to the date of the hearing set forth above.

Dated: _____, 2026.

BY ORDER OF THE EDINA CITY COUNCIL

By /s/ Sharon Allison, City Clerk



Item Number: 6.15

Department: Community Development

Item Activity: Action

Prepared By: Stephanie Hawkinson, Affordable Housing
Development Manager

Item Title: Fair Housing Policy Amendment

Action Requested:

Approved the amended Fair Housing Policy.

Information/Background:

On December 4, 2018 the City Council adopted the Fair Housing Policy ("Policy"). This Policy addressed some of the goals outlined by the Race and Equity Task Force report. It reflects the city's desire to advance its commitment to inclusion and equity by affirmatively furthering the goal of creating a vibrant, safe, and healthy community where all residents will thrive. The Policy was also prompted by the Metropolitan Council who require cities adopt a Fair Housing Policy in order to continue receiving Livable Communities funding.

Since that time, the role of some of our Commissions has changed, in particular the Human Rights & Relations Commission ("Commission"). In 2018 it was envisioned that the Commission would serve as the responsible authority for intake and referral of all fair housing complaints. However, under legal advisement, we are referring complaints to the Minnesota Department of Human Rights whose employees are expertly trained to address these complaints. Similarly, as the complaints are referred to the State, the City is no longer required to train staff on how to address and analyze the complaints.

Another change to the Policy is the definition of protected class. As the State will now be investigating the fair housing complaints, the City's Policy needs to align with their definition of who is protected. The amended Policy references the State definition per statute.

Resources/Financial Impacts:

Not applicable.

Relationship to City Policies/Plans/Budget Pillars:

The proposed amendments better align the Fair Housing Policy to State statute and current practice.



Livable City



Better Together

Values Impact:



Equity

The proposed amendments to the Fair Housing Policy clarify alignment with State definitions and add clarity to process for complaints. This better serves residents in protected classes.



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. Amended Fair Housing Policy with Redlines



- ☐ City Council
- ☒ City-Wide
- ☐ Department

Approved: 12/4/2018
Revised: Click here to enter a date.

Fair Housing Policy

1. PURPOSE AND VISION

Title VIII of the Civil Rights Act establishes federal policy for providing fair housing throughout the United States. The intent of Title VIII is to assure equal housing opportunities for all citizens. Furthermore, the City of Edina, as a recipient of federal community development funds under Title I of the Housing and Community Development Act of 1974, is obligated to certify that it will affirmatively further fair housing.

The City of Edina strives to advance its commitment to inclusion and equity by developing this Fair Housing Policy to further the goal of creating a vibrant, safe, and healthy community where all residents will thrive.

2. POLICY STATEMENT

It is the policy and commitment of the City of Edina to ensure that fair and equal housing opportunities are available to all persons in all housing opportunities and development activities funded by the City **in alignment with the State of Minnesota's protected classes as defined by Minnesota State Statute 363A.03** ~~regardless of race, color, religion, sex, sexual orientation, marital status, status with regard to public assistance, creed, familial status, national origin, or disability.~~ This is done through external policies to provide meaningful access to all constituents as well as fair housing information and referral services; and through internal practices and procedures that promote fair housing and support the City's racial equity and inclusion goals.

3. EXTERNAL PRACTICES

A. Intake and Referral

The City of Edina refers complaints to the Minnesota Department of Human Rights.

~~The City of Edina has designated the Staff Liaison to the Human Rights & Relations Commission as the responsible authority for the intake and referral of all fair housing complaints. At a minimum the Staff Liaison will be trained in state and federal fair housing laws, the complaint process for filing discrimination complaints, and the state and federal agencies that handle complaints. The date, time, and nature of the fair housing complaint and the referrals and information given will be fully documented. The Human Rights & Relations Commission will advise the City Council on City~~

~~programs and policies affecting fair housing and raise issues and concerns where appropriate.~~

B. Meaningful Access

- i. **Online Information.** The City of Edina will continue to display information about fair housing prominently on its website. The website will continue to include links to various fair housing resources, including the Department of Housing and Urban Development, Minnesota Department of Human Rights, Mid-Minnesota Legal Aid, and others as well as links to state and federal fair housing complaint forms. In addition, the City will post the following documents on its website:
 - Reasonable Accommodation Policy;
 - Limited English Proficiency (LEP) Policy;
 - Americans with Disabilities Act (ADA) Policy regarding access to City services; and
 - The State of Minnesota's Olmstead Plan.
- ii. **In-Person Information.** The City of Edina will provide in-person fair housing information including:
 - A list of fair housing enforcement agencies;
 - Frequently asked questions regarding fair housing law; and
 - Fair housing complaint forms for enforcement agencies

C. Languages.

The City of Edina is committed to providing information in the native language of its residents. The City of Edina will provide information in languages other than English as described in its LEP Policy.

4. INTERNAL PRACTICES

The City of Edina commits to the following steps to promote awareness and competency regarding fair housing issues in all of its government functions.

- a. ~~**Staff and Officials Training.** The City will continue to train its staff and officials on fair housing considerations.~~

- a. **Housing Analysis.** The City will review its housing periodically to examine the affordability of both rental and owner-occupied housing to inform future City actions.
- b. **Code Analysis.** The City will review its municipal code periodically, with specific focus on ordinances related to zoning, building, and occupancy standards, to identify any potential for disparate impact or treatment.
- c. **Project Planning and Analysis.** City planning functions and development review will consider housing issues, including whether potential projects may perpetuate segregation or lead to displacement of protected classes.
- d. **Community Engagement.** The City will seek input from underrepresented populations in the community. Conversations regarding fair housing, development, zoning, and land use changes may be facilitated by the City.
- e. **Affirmatively Furthering Fair Housing.** As a recipient of federal funds, the City agrees to participate in the Regional Analysis of Impediments, as organized by the regional Fair Housing Implementation Council (FHIC), an ad hoc coalition of Community Development Block Grant (CDBG) entitlement jurisdictions and others working together to affirmatively further fair housing. The City will review the recommendations from the analysis for potential integration into City planning documents, including the Consolidated Plan, the Comprehensive Plan, and other related documents.



Item Number: 6.16

Department: Community Development

Item Activity: Action

Prepared By: Stephanie Hawkinson, Affordable Housing
Development Manager

Item Title: Resolution 2026-19: Deferring the City of Edina's Metropolitan City Status and Participate in the Urban County Community Development Block Grant Program for 2027-2029

Action Requested:

Approve Resolution 2026-19 to defer the City of Edina's metropolitan city status and participate in the Urban County Community Development Block Grant Program for 2027-2029.

Information/Background:

The U.S. Department of Housing and Urban Development (HUD), the government agency that administers Community Development Block Grant ("CDBG") funding and allocates a portion through Hennepin County for the Urban County CDBG Program. Every three years HUD requires that the county complete a requalification process in order to continue receiving these funds. One requirement of this process is that cities be notified of our options to participate with regard to ongoing participation or non-participation in the county CDBG program. Edina is now considered a "metropolitan city" as our population is greater than 50,000 people. As a metropolitan city, Edina may elect one of three options for the CDBG funding for 2024 thru 2026:

1. Defer the City's metropolitan city status and participate in the Urban County CDBG Program.
[Current election]
2. Exercise the City's option to be a metropolitan city.
3. Become a joint recipient with Hennepin County.

Recommendation for Option 1: Defer the City's metropolitan City Status

If we were to exercise the option to be a metropolitan city, Edina would receive approximately \$200,000 in CDBG funds from HUD. Of this, 10% (~\$20,000) could be used for administrative expenses. The remainder could be spent on CDBG eligible activities. Yet, the cost to administer the funds would be significant. As a metropolitan city we would become responsible for the following activities:

1. Plans and Reports:
 - o Developing an annual Action Plan
 - o Developing the Five-Year Consolidated Plan, which requires extensive community input
 - o Preparing the annual Consolidated Annual Performance Evaluation Report (CAPER)
 - o Reporting into IDIS (Integrated Disbursement and Information System), which includes multiple features to report on all activity data, including number of people served; demographic information; spending plan; and timeliness test for spending.
2. Grant Management:
 - o Meet National Objectives for Block Grants
 - o Host HUD's Compliance visits

- Respond to the HUD audit
- Conduct Environmental Review, including lead based paint inspections
- Verify compliance with David Bacon Labor Standards
- Comply with Procurement requirements
- Manage Uniform relocation assistance

Based on staff experience at other cities, the reporting process is cumbersome and time-consuming. In some cities, that is the sole responsibility of 1 full-time employee. In addition, if we continued financing the same type of programming, we would administer the rehabilitation loan program internally (including income verification of applicants, pre-and post-inspections, lead testing, collecting lien waivers, and disbursing funds) and administer the Homes Within Reach funding in compliance with HUD regulations. Staff from multiple departments would be involved, including Finance, Building Inspections, and Community Development.

Hennepin County has the staff capacity and experience to have multiple people assist with grant management. For example, Edina has a home rehabilitation program that is funded by CDBG and administered by the County. County Staff review the applications, inspect the homes, conduct environmental reviews, review the scopes of work, pay the contractors, and collect the payment for loan that are repaid. Although Edina staff could take on these roles, this would divert from our existing tasks.

In 2024 the County informed all direct allocation cities that the spending, or "draw down" timelines established by HUD have not been met for a few years. If not rectified, HUD would reduce the County's allocation of funding in future years. To address this issue, the County allowed two options for moving forward: for Edina to receive the CDBG funding directly, which includes administering and preparing the reports to HUD, or 2) opting into the consolidated pool, which means the County will administer all the funding and the City will no longer direct the County on how our portion should be spent. The County strongly encouraged cities to join the consolidated pool, to provide greater efficiencies for the programs receiving funds, and aid the County's ability to spend the funds in a timely manner.

Resources/Financial Impacts:

If the City continues to opt into the consolidated pool, there are no budget impacts. The County will administer this program. If the City elects to be a direct recipient, it will receive the 10% administration fee, but would utilize staff time within the Finance, Building, and Community Development Departments.

Relationship to City Policies/Plans/Budget Pillars:

Comprehensive Plan: In the past, the city used CDBG funds to support affordable housing endeavors.



Reliable Service

Values Impact:

Stewardship

The cost of self-administering the CDBG program is estimated to exceed the value we derive from it. We would receive roughly \$20,000 for administration, but the staff time required to implement the programs, including preparing reporting to HUD, would exceed that in staff time.

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 \(URL\)](#).

None



EDINA
MINNESOTA

Resolution 2026-19: Deferring the City of Edina's Metropolitan City Status and Participate in the Urban County Community Development Block Grant Program for 2027-2029

Whereas The City of Edina, through the execution of a Joint Cooperation Agreement with Hennepin County, is cooperating in the Urban Hennepin County Community Development Block Grant ("CDBG") Program; and

Whereas although the population of the City of Edina qualifies it to exercise it's option to be a metropolitan city and receive a direct CDBG allocation, the cost to administer exceeds the dollar amount that would be received; and

Now, therefore, be it resolved The City of Edina continues to elect to defer the City's metropolitan city status to participate in the Urban CDBG program.

Dated: May 5, 2026



Item Number: 6.17

Department: Administration

Item Activity: Action

Prepared By: Kari Sinning, Deputy City Clerk

Item Title: Special Use Permit to Serve Alcohol on City Property at the Edina Art Fair, June 5-7

Action Requested:

Approve special use permit to serve alcohol on city property during the Edina Art Fair for Mr. Paul's Supper Club.

Information/Background:

Mr. Paul's Supper Club has applied for a Special Permit to Use City Property to serve alcohol in the Lunds & Byerlys parking lot for the Edina Art Fair scheduled for June 5-7, 2026. Mr. Paul's Supper Club will provide alcohol service using their State-issued Alcohol Caterer's Permit. Mr. Paul's Supper Club meets all requirements in City Code Section 24-346 and staff recommends approval of the permit.

Supporting Documentation:

None



Item Number: 7.1

Department: Administration

Item Activity: Information

Prepared By: Scott Neal, City Manager

Item Title: Hennepin County Commissioner Heather Edelson Update

Action Requested:

None, information only.

Information/Background:

Hennepin County District 6 Commissioner Heather Edelson will give Council an update on the County.

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. City Council Update 2026 (Board Portal)



Item Number: 7.2

Department: Police

Item Activity: Action

Prepared By: Todd Milburn, Police Chief

Item Title: Proclamation: National Police Week — May 11-17, 2026

Action Requested:

Adopt a proclamation declaring May 11-17, 2026 as National Police Week.

Information/Background:

Each year in May, National Police Week honors law enforcement officers who have lost their lives in the line of duty. Established in 1962, the observance brings thousands of peace officers, survivors, and supporters from around the country to Washington, D.C. to participate in memorial events to honor fallen heroes. This year, National Police Week is observed May 11-17, coinciding with Peace Officers Memorial Day on May 15.

Supporting Documentation:

None



Whereas the week of May 11-17, 2026, is National Police Week in the United States; and

Whereas there are more than 800,000 law enforcement officers serving in communities across the United States, including the dedicated members of the Edina Police Department; and

Whereas since the first recorded death in 1786, over 24,500 law enforcement officers in the United States have made the ultimate sacrifice and been killed in the line of duty; and

Whereas the names of these dedicated public servants are engraved on the walls of the National Law Enforcement Memorial in Washington, D.C.; and

Whereas 363 new names of fallen heroes are being added to the National Law Enforcement Memorial this spring, including 109 officers killed in 2025 and 254 officers killed in previous years; and

Whereas the service and sacrifice of all officers killed in the line of duty will be honored during the National Law Enforcement Officer Memorial Fund's 38th Annual Candlelight Vigil, on May 13, 2026; and

Whereas May 15 is designated as Peace Officers Memorial Day, in honor of all the fallen officers and their families and U.S. Flags should be flown at half-staff; and

Now, therefore, the City Council of the City of Edina, MN, hereby proclaims May 11-17, 2026, as

NATIONAL POLICE WEEK

In the City of Edina, MN and call upon the people of Edina to observe this week in honor of the men and women whose diligence and professionalism keep the residents and city of Edina safe.

Dated: May 5, 2026



Item Number: 7.3

Department: Community Development

Item Activity: Action

Prepared By: Emily Dalrymple, Assistant City Planner

Item Title: Proclamation: Preservation Month — May 2026

Action Requested:

Adopt the proclamation declaring May 2026 as Preservation Month.

Information/Background:

The City joins other local and state preservation groups and organizations in celebrating May as Preservation Month. Preservation month is designed to raise awareness of historic properties, and to celebrate history, culture, and historic places.

Supporting Documentation:

None



Whereas historic preservation is an effective tool for managing growth and sustainable development, revitalizing neighborhoods, fostering local pride and maintaining community character while enhancing livability; and

Whereas historic preservation is relevant for communities across the nation, both urban and rural, and for Americans of all ages, all walks of life, and all ethnic backgrounds; and

Whereas it is important to celebrate the role of history in our lives and the contributions made by dedicated individuals in helping to preserve the tangible aspects of the heritage that has shaped us as a people; and

Whereas Preservation Month 2026 is sponsored by the Edina Heritage Preservation Commission.

Now, therefore, the City Council of the City of Edina, hereby proclaims May 2026 as

Preservation Month

in the City of Edina and call upon the people of Edina to join their fellow citizens in recognizing and participating in this special observance.

Dated: May 5, 2026



Item Number: 7.4

Department: Community Development

Item Activity: Information

Prepared By: Emily Dalrymple, Assistant City Planner

Item Title: 2026 Edina Heritage Award

Action Requested:

None, information only.

Information/Background:

Brad Olson, Heritage Preservation Chair, to present the 2026 Edina Heritage Award to Andrew Scipioni and his "If These Streets Could Talk Presentation".

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. "If These Streets Could Talk" Nomination (Board Portal)



Item Number: 8.1

Department: Administration

Item Activity: Action

Prepared By: Kari Sinning, Deputy City Clerk

Item Title: Resolution 2026-26: Accepting Donations

Action Requested:

Approve resolution 2026-26 accepting donations.

Information/Background:

To comply with State Statute, all donations to the City must be accepted by resolution and approved by two-thirds majority of the Council.

Supporting Documentation:

None



Resolution 2026-26: Accepting Donations

Whereas Minnesota Statute 465.03 allows cities to accept grants and donations of real or personal property for the benefit of its citizens and;

Whereas said donations must be accepted via a resolution of the Council adopted by a two-thirds majority of its members.

Now, therefore, be it resolved that the Edina City Council accepts with sincere appreciation the following listed donations on behalf of its citizens.

Edina Police Department

Edina Rotary Foundation	\$4,050.00	K9 Vests and Circle of Discipline
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Edina Parks & Recreation

Benjamin Knelman	\$700.00	Two Trees
Late Bloomers Edina Garden Club	\$350.00	One Tree

Edina Fire Department

Edina Rotary Foundation	\$3,856.00	CPR Manikins and AED Trainers
Home Depot - St. Louis Park	76 Kidde Combo Smoke and Carbon Monoxide Alarms	Kidde Cause for Alarm
Philip J. & Carla R. Johnson	\$50.00	Memorial

Dated: May 5, 2026



Item Number: 8.2

Department: Parks & Recreation

Item Activity: Action

Prepared By: Rachel DeVries, Park Planner

Item Title: Fred Richards Park Guaranteed Maximum Price Construction Approval

Action Requested:

Approve Purchase Request of \$14,423,326 for construction contract change order with Hoffman Uhlhorn Construction. Approve final Guaranteed Maximum Price (GMP) for Fred Richards Park Construction with H+U Construction at \$15,286,130.

Requisition Number: 12500087

Vendor: Hoffman Unhorn Construction

Equipment Status: New

Funding Source: LOST Capital

Cost: \$14,423,326

Information/Background:

The Fred Richards Park master plan was approved on July 18th of 2017. On November 8th 2022 voters approved via referendum a local option sales tax to allocate \$17.7 M of project funding for implementation and next phases of the Fred Richards Park master plan. Council's June 13th, 2023 contract approval of Confluence as a design firm started next steps in implementation process taking 4400 Parklawn Ave., the former Fred Richards Executive Golf Course and transforming it into the 43-acre multi-use park envisioned in the approved master plan. The Park will consist of three key areas, the Central Green, Wetland Preserve, Open Lawn, and Panhandle/Loop.

Staff and consultants have worked through feasibility and costing to refine a project that meets goals, requirements, and is within project budget. The City of Edina has received additional support both financially and programmatically in partnership with the state, county, and the watershed. H+U has assisted with costing exercises and construction timeline and disturbance planning. Two pre-construction packages were implemented in order to keep disturbances to a minimum and timeline on track. The remaining GMP package includes implementation construction through 2027.

Project components include the establishment of wetland preserve on west side of the property including removals of foreign fill and re-establishment of wetlands. These new high-quality ecosystems will have improved habitat, water quality, and safety. A new trail network will supplement the existing established Nine Mile Creek Regional Trail and Safe Routes to School Pathway making natural areas and new recreational features accessible to all.

The heart of the park will include new features including a playground, basketball courts, pickleball courts, sledding hill, open gathering spaces, and both formal and informal seating areas. Native

plantings will surround and support these features, extending the nature into these spaces. Active features will be accessible by vehicle, bicycle, and trail. A new parking lot and entrance off 77th street will welcome the community into this space.

Sustainability has been a key component to design. Designed to meet LEED and SITES certifications the project features reductions, restorations, and renewables. The new building will be all electric and feature solar. Materials used in both the building and site construction have been selected for their durability but also their sustainability.

Staff recommends Guaranteed Maximum Price (GMP) approval of 15,286,130. GMP meets project funding from Local Option Sales tax and other partner contributing fund sources.

Resources/Financial Impacts:

Project budget is funded by Local Option Sales Tax funding. Additional partnership and grant funding are being provided by the State, County, Watershed, and other partners.

Relationship to City Policies/Plans/Budget Pillars:



Strong Foundation



Reliable Service



Livable City



Better Together

Values Impact:



Engagement

The project was engaged in 2016 to identify community needs through outreach. Concepts were presented in 2024 for comments and feedback.



Equity

The project will examine accessibility and needs of regional users as well as community surrounding the site. Barriers will be removed to create a welcoming and high functioning space for all to enjoy. Architectural design will be people-centered and reflect the needs of all users.



Health

Designs and layouts will promote physical and mental health. Accessible connections to nature will be incorporated.



Stewardship

Designs will reflect city standards and needs for long term sustainability and support. Strategic renovation and re-purposing will allow for budget maximization as well as impact.



Sustainability

Facilities will be designed to reflect the Park goals and support City's sustainability goals. SITES and LEED will be pursued with this project.

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 \(URL\)](#).

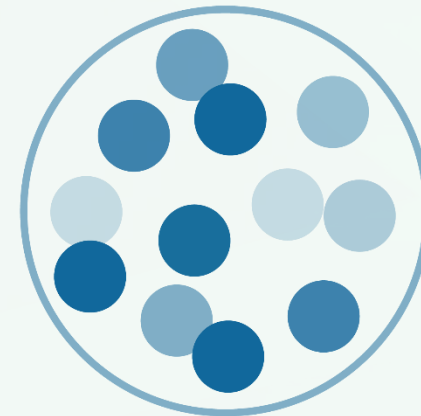
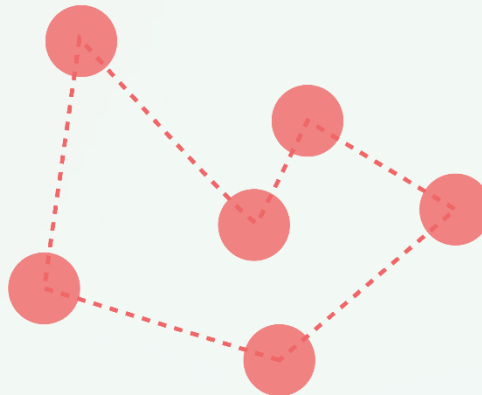
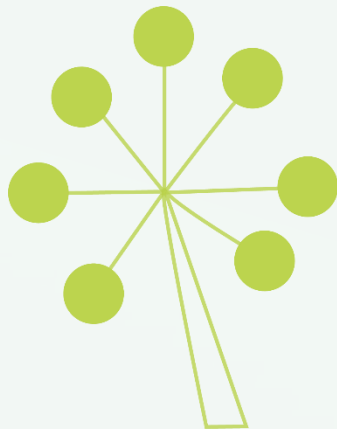
- 1. Fred Richards GMP Request (Board Portal)

2. Fred Richards GMP Amendment Cost Exhibit (Board Portal)
3. Fred Richards GMP Presentation



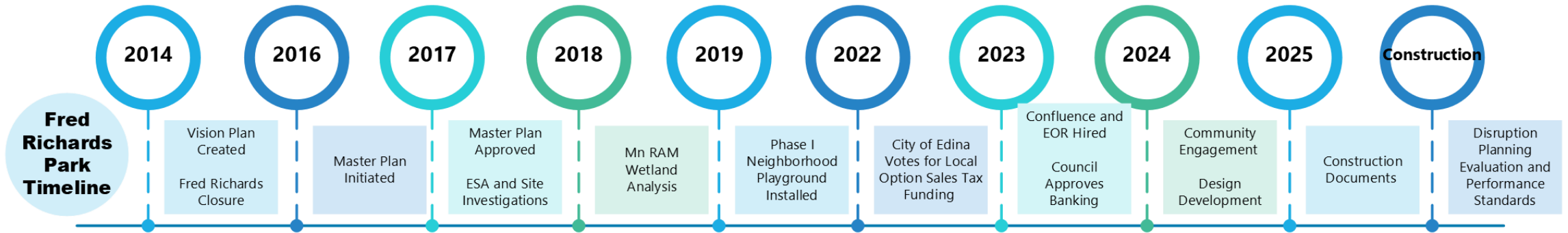
The CITY of
EDINA

Fred Richards Park



EdinaMN.gov

Fred Richards Park Timeline



Project Goals

- Restore Nature's Role
 - Providing critical ecosystem services to an area of the city that is under increasing flooding pressure.
 - Creation of habitats- including meadows and marshland, restoring historic landscape function..
- Create Pathways for Play and Health
 - Provide walking trails and safe connections for spaces.
 - Create a nature play area for all.
 - Balance active and passive recreation.
- Invite the Whole Community
 - Create year-round access.
 - Create safe and inviting spaces for all users.





Restore Natures Role

- Wetland Preserve
 - Removal of foreign fill
 - Enhancement of stormwater ponds
 - Native planting in partnership with Hennepin County
- Northern Panhandle
 - Wetland creation for on site mitigation
 - Food forest
- Active recreational spaces
 - Sustainable native landscaping
 - Timber reuse features





Wetland Preserve



The CITY of
EDINA

Create Pathways for Play and Health

- Walking paths
- Passive Recreation Gathering
- Nature Themed Playspace
- Pickleball Courts
- Basketball Court
- Sledding hill
- Open gathering spaces





Playground layout



The CITY of
EDINA

Invite the Whole Community

- New Entry Drive
- Parking lot layout
- Safe crossings and integration of Nine Mile Creek Trail
- New Restrooms
- New Food and Beverage Space
- Spaces for food trucks and gathering events





Fred Richard Park GMP Contract

- Approve Guaranteed Maximum Price (GMP) for Fred Richards Park Master Plan Implementation with H+U Construction for \$15,286,130
- Construction to begin this summer
- Projected completion Q3 2027





Item Number: 8.3

Department: Administration

Item Activity: Action

Prepared By: Ari Lenz, Deputy City Manager

Item Title: City Manager Recruitment Consulting Services

Action Requested:

Authorize the City Council Committee (Council Member Jackson and Pierce) and Staff to enter into an agreement with DDA to provide consulting services for the City Manager recruitment search in an amount not to exceed \$25,000.

Information/Background:

At the February 17th Work Session, Council designated Council Member Jackson and Pierce to serve as the Council Committee and to work along with Staff on the City Manager transition. The first task was to draft an RFP for recruitment services for the City Manager position. The Council Committee drafted and the City Council reviewed the RFP, the RFP was posted at the end of March. Proposals were due on April 16th, the City received 11 responses. The Council Committee reviewed all 11 responses and narrowed the pool to three and held meet and greet interviews with the remaining consultants. The Council Committee is recommending and requesting authorization to enter into an agreement with DDA to provide services in an amount not to exceed \$25,000.

The agreement will include: Full-service executive recruitment including a one year guarantee, one year of leadership on-boarding and mentoring for the new City Manager.

Resources/Financial Impacts:

Consulting services will not exceed \$25,000.

Relationship to City Policies/Plans/Budget Pillars:

The City Manager is a key driver of City policies, practices and the selection process will include interview questions aimed at supporting the budget pillars and values. The RFP included the City's mission, vision, budget pillars and values.

Values Impact:

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 \(URL\)](#).

None



Item Number: 8.4

Department: Public Works

Item Activity: Action

Prepared By: Andrew Scipioni, Transportation Planner, Chad Millner, Director of Public Works and City Engineer

Item Title: Safe & Equitable Mobility Action Plan

Action Requested:

Adopt the Safe & Equitable Mobility Action Plan.

Information/Background:

Traffic safety profoundly impacts the well-being of Edina community members. Between 2015 and 2024, 57 fatal or serious injury crashes occurred on Edina's roadways. To support existing efforts towards improving the safety of its streets, the City received a grant through the federal Safe Streets and Roads for All (SS4A) grant program to develop a comprehensive safety action plan. The plan was developed over approximately 16 months by a consultant team led by Alliant Engineering with Toole Design Group and Humanize MN. The process was guided by a Project Management Team with a broader Task Force providing technical review and input at key milestones.

The Safe & Equitable Mobility Action Plan (SEMAP) combines technical and community input, supported by a foundation of equity and transportation safety work the City has already conducted, to identify roadway safety needs and develop specific, high-impact projects to address them. The plan identifies actions towards implementing Edina's commitment to zero traffic fatalities by 2050 and an interim goal of a 50% reduction by 2035.

Public Works staff thanks the members of the SEMAP Project Management Team and Task Force, as well as the Transportation Commission and community members who provided input on traffic safety concerns.

Resources/Financial Impacts:

Plan development was funded by a \$250,000 grant through the federal Safe Streets and Roads for All (SS4A) program, in addition to a \$50,000 grant from MnDOT to provide the local match. Adoption of the SEMAP will allow the City to apply for implementation grants through the same program. Ongoing implementation of the SEMAP will be led by Public Works staff.

Relationship to City Policies/Plans/Budget Pillars:

The SEMAP supports goals in the Comprehensive Plan, Pedestrian and Bicycle Master Plan, Living Streets Plan and Active Routes to School Plan.



Livable City



Better Together

Values Impact:

Engagement

Community input was solicited through the City's Better Together Edina website as well as through in-person pop-up events May - August 2025.



Equity

The recommendations in the Plan acknowledge that vulnerable road users (pedestrians and cyclists) are disproportionately represented in fatal and serious injury crashes.



Health

The goal of the Plan is to eliminate fatal and serious injury crashes on all roadways in Edina.

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 Safe & Equitable Mobility Action Plan
2. Staff Presentation

Safe and Equitable Mobility Action Plan

Prepared for:



Prepared by:



ALLIANT

May 2026

This action plan serves to consolidate Edina's values within an implementation framework for transportation safety investments and other actions.

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Consultant Team

Alliant Engineering, Toole Design, and Humanize MN



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. Developed with funding from the federal Safe Streets and Roads for All (SS4A) program, the plan identifies actions toward implementing Edina's commitment to 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.



1.1 Understanding

The SEMAP begins with an analysis of crash history, safety risk, and community considerations in Edina. The analysis identifies three primary findings that shape the plan's priorities:

- » Vulnerable road users bear a disproportionate burden of harm. Pedestrians and bicyclists make up a small share of total crashes but account for the most serious outcomes. Nearly all pedestrian crashes and bicyclist crashes result in some level of injury.
- » Safety challenges are concentrated in the southeastern quadrant of the city. Fatal and serious injury crashes, high crash risk, and social vulnerability are all most pronounced in the southeastern quadrant of Edina.
- » More than half of the 236 residents who responded to the SEMAP survey reported having experienced a near-miss or crash in Edina. Speeding, pedestrian and cyclist safety, e-bike safety, and driver behavior were the most frequently cited concerns.

The next step of the process was developing the Roadway Safety Priority Network, which identifies where safety investment should be focused based on crash history, crash risk, community input, and the community context. Some of the highest-priority corridors include:

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

Several of these roadways are owned by Hennepin County or Minnesota Department of Transportation (MnDOT). For these roadways, the SEMAP analysis can support City coordination with these other agencies.

1.2 Recommendations

Based on combined technical and community input, three types of safety recommendations were developed:

- » **Infrastructure:** The SEMAP identifies infrastructure investment priorities guided by the Roadway Safety Priority Network and delivered primarily through the City's Capital Improvement Plan (CIP).
- » **Policy and processes:** The SEMAP recommends updates to existing City policies and processes so that plan findings can be embedded in ongoing decision-making.
- » **Outreach and education:** Because reaching the City's safety targets is a sustained, shared effort between the City and the broader community, the SEMAP includes outreach and education recommendations as ongoing commitments rather than one-time tasks.

1.3 Tracking Progress Towards Vision Zero

The SEMAP includes annual performance metrics in three categories to help the City track progress toward its Vision Zero targets:



Crash reduction



Infrastructure projects



Policy and program changes

Progress toward the 2035 interim goal of a 50% reduction in fatal and serious injury crashes, and the ultimate 2050 goal of zero traffic deaths, will be reported publicly each year.

2. Introduction: Why this Plan?

This action plan consolidates Edina's values into an implementation framework for improving transportation safety. By combining technical analysis, community input, and the City's prior safety work, the plan identifies and addresses Edina's most pressing roadway safety needs. Developing this plan has also created 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 its place within Edina's existing policy and investment landscape.

2.1 Transportation Context

Incorporated in 1888, Edina is a diverse community of 53,564 people located in Hennepin County immediately southwest of Minneapolis. The city originally grew as a streetcar suburb but over time has developed its transportation network primarily around privately-owned motor vehicles. In addition to the local street network, there are major highways providing direct access to Minneapolis, Saint Paul, Minneapolis–Saint Paul International Airport, regional employment centers, and destinations throughout the state. Minnesota 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 arterial network has made Edina an attractive destination for both investment and new residents, with the City's population increasing by 13% 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 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 (see [Figure 1](#)), 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 are vulnerable.
- » Humans make mistakes.
- » 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 and Humanize MN. The process was guided by a Project Management Team (PMT) comprising City staff representing Engineering, Public Works, Sustainability, Engagement and members of the 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, 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.

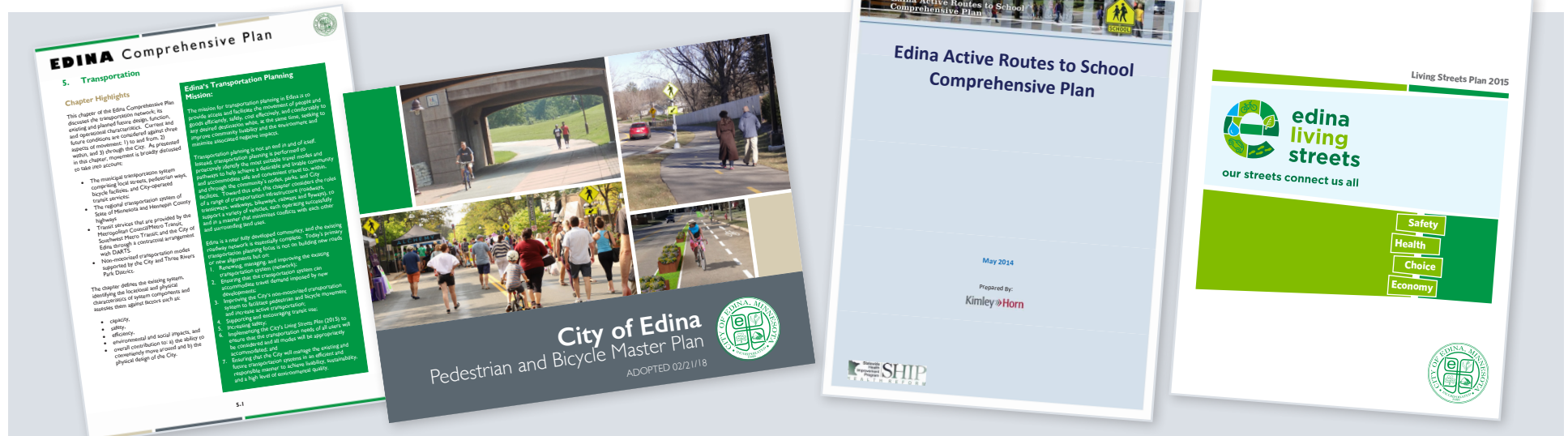
2.4.1 Alignment and Integration with Existing Plans

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 B](#) 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	■	■		■
City's Pedestrian Crossing Policy 	■	■		
City's Dynamic Display Speed Sign Policy	■	■		■
Comprehensive Plan – Transportation Chapter 	■		■	■
Pedestrian and Bicycle Master Plan 	■	■	■	■
Living Streets Plan 	■	■	■	
Active Routes to School Plan 	■	■	■	■
Citywide Speed Limit Reduction Report	■		■	■
Climate Action Plan 	■		■	■
Race and Equity Initiative Final Report and Recommendations	■			
Vision Edina - Strategic Vision & Framework 	■			
Code of Ordinances – Traffic and Vehicles Chapter 	■	■		
Code of Ordinances – Streets, Sidewalks, and Other Public Places Chapter 	■	■		

 Click the link icon to view those documents if reading online.



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3. Safety Understanding: Technical Analysis and Community Input

To fully understand Edina's traffic safety challenges, the planning team explored transportation safety 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

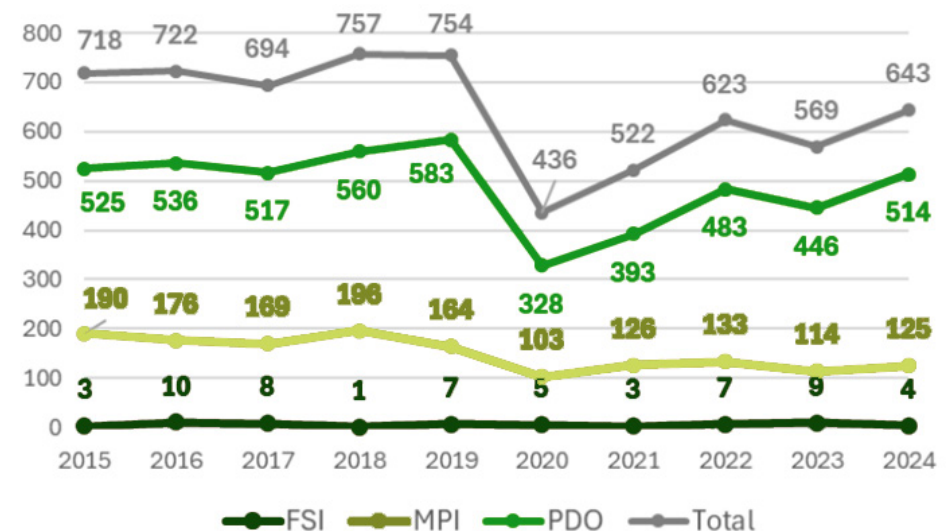
The safety analysis methodology consisted of data collection, consolidation and analysis based on provided crash data and various other data such as roadways, schools and demographics. Crash data used in this analysis was retrieved from the Minnesota Crash Mapping Analysis Tool (MnCMAT2) on May 20, 2025.

The analysis covers all roadways within the city, including those owned and maintained by the City of Edina, Hennepin County and MnDOT. Of Edina's 273 total miles of roadway, 79% are city-owned, 6% are county-owned and 15% 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 onset of 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 percentage 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](#) on the following pages show the total 10-year crashes by mode (pedestrian, bicycle and vehicle, respectively) severity, location and roadway ownership.



Figure 3. Pedestrian Crashes

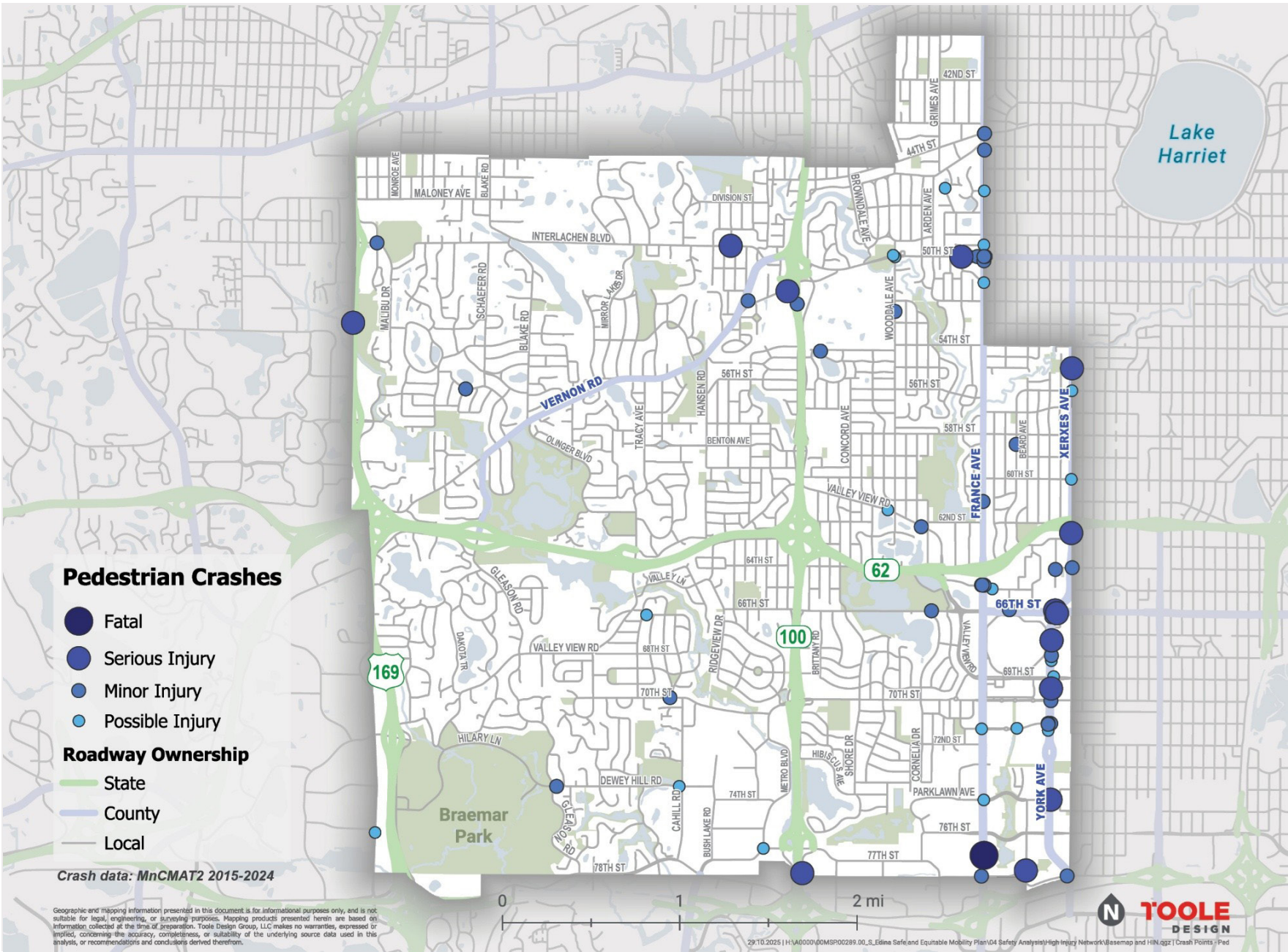


Figure 4. Bicyclist Crashes

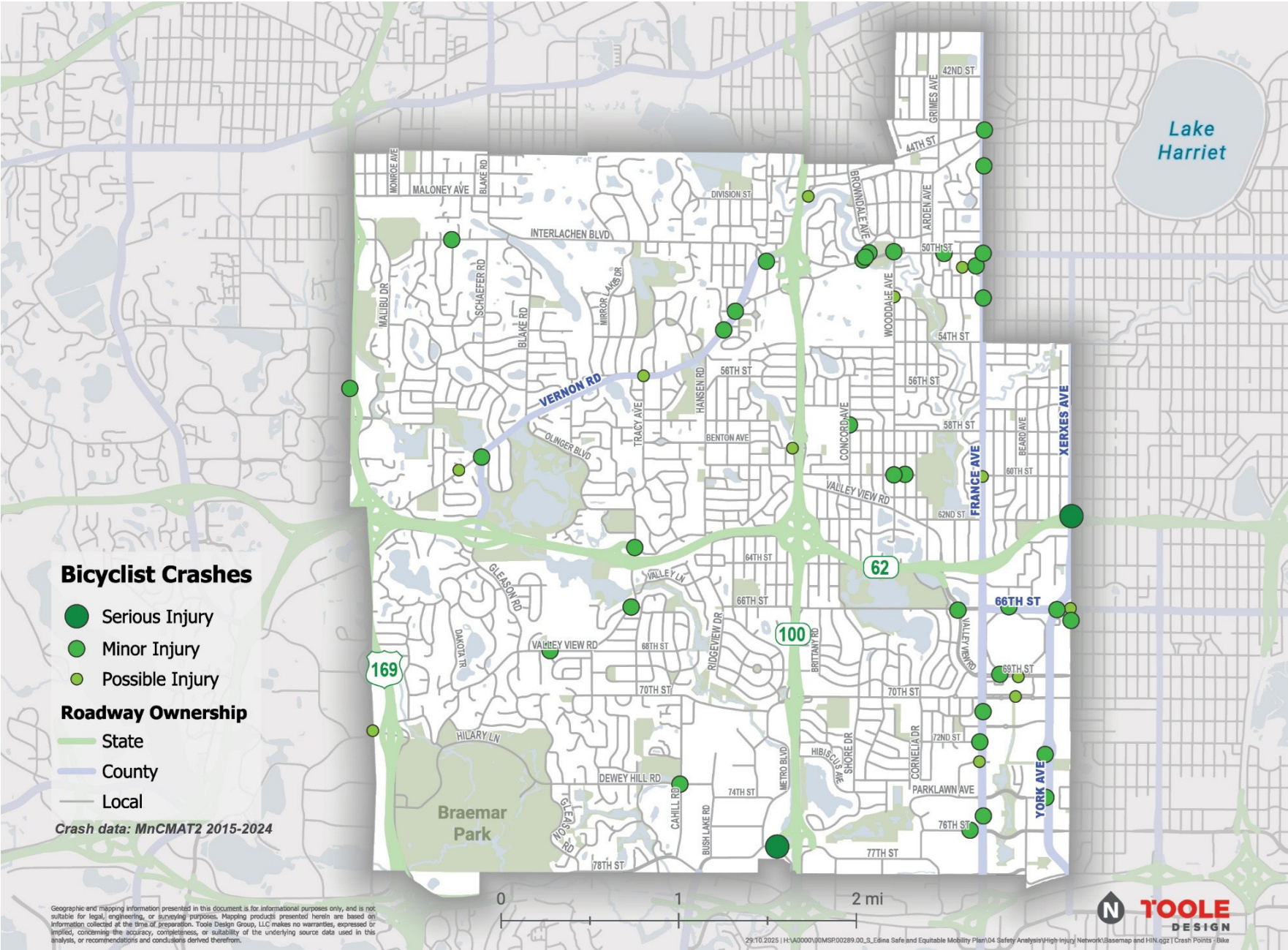
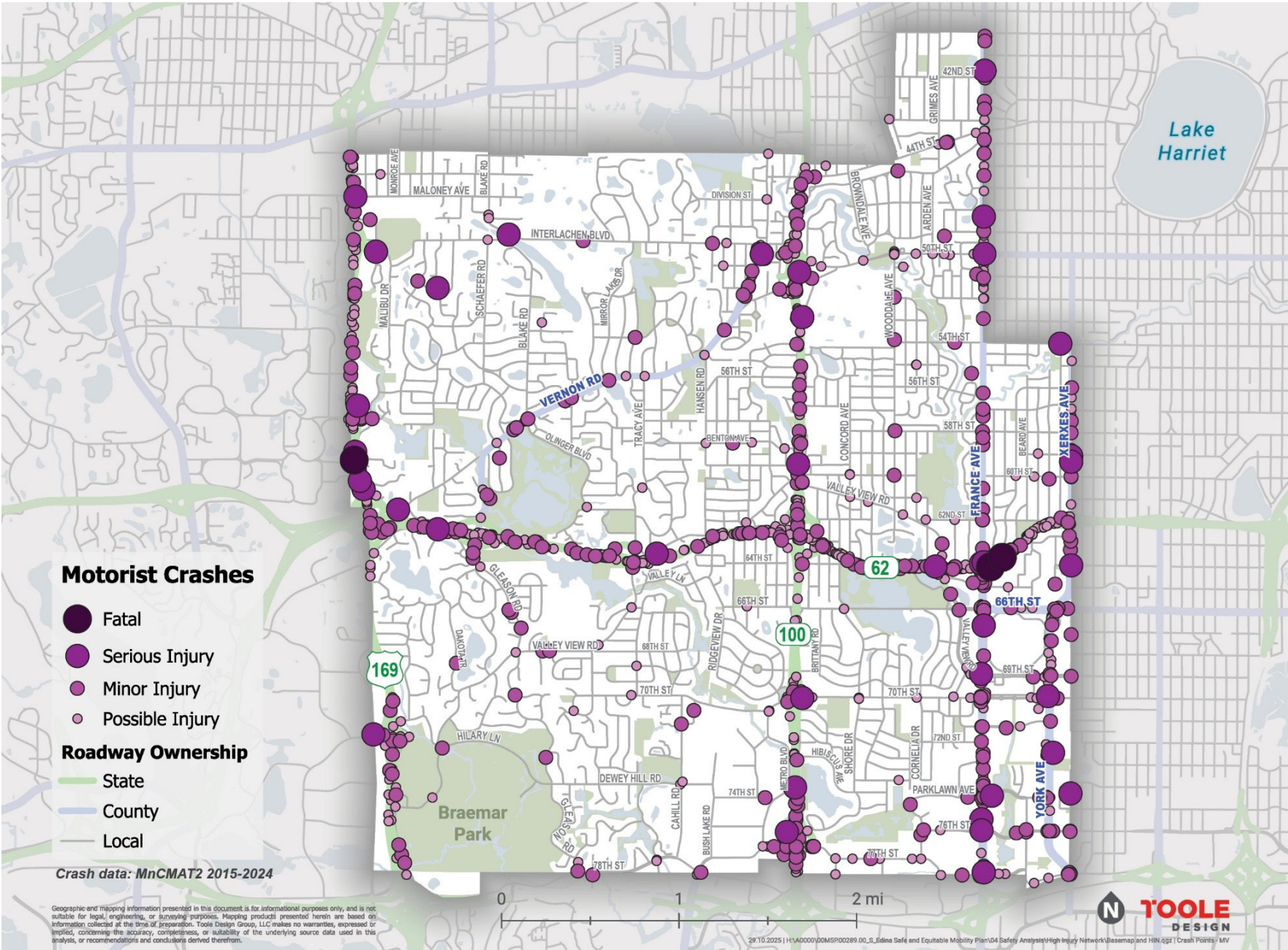


Figure 5. Motorist Crashes



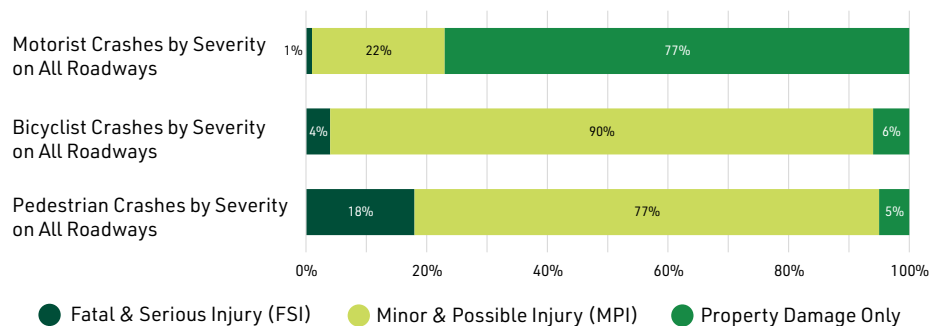
Key takeaways from the crash analysis are provided below.

Key Takeaway:

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. Motorist, Bicyclist and Pedestrian Crashes by Severity on All Roadways



Key Takeaway:

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 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 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

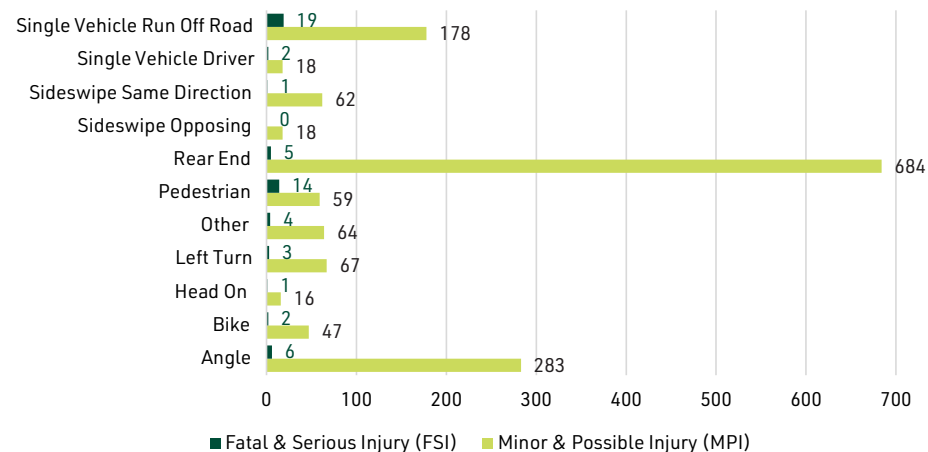
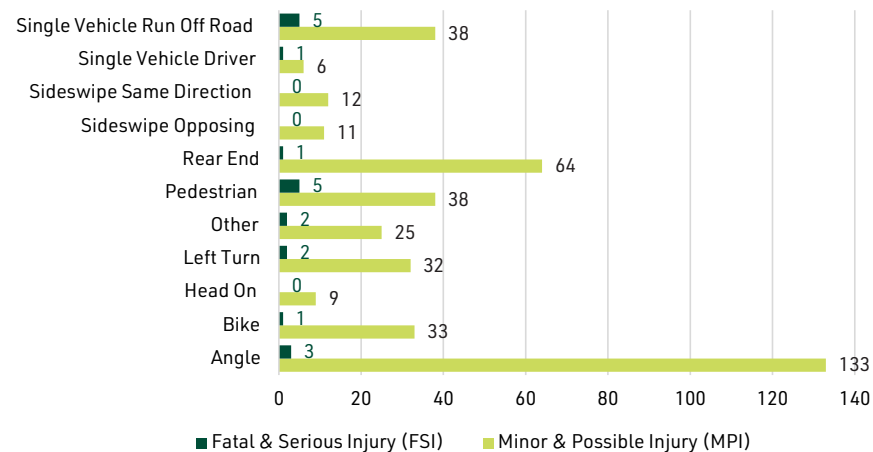


Figure 8. Number of Crashes by Crash Type on Local Roadways

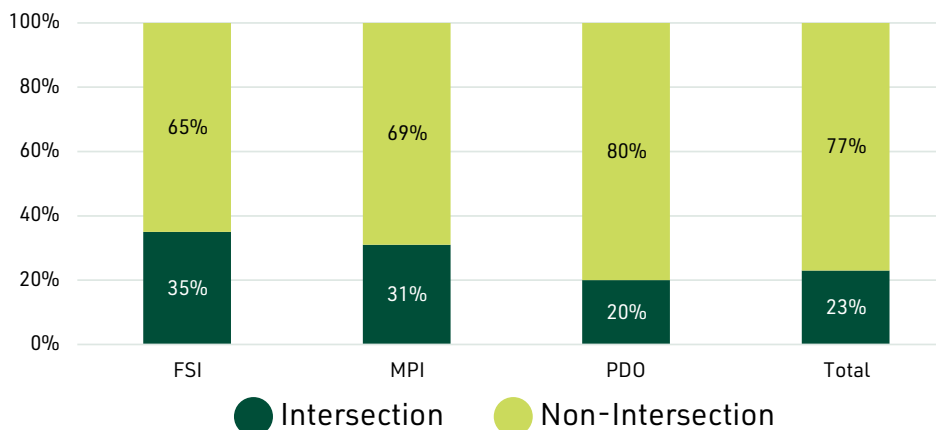


Key Takeaway:

The majority of crashes are non-intersection related.

- » Intersection-related crashes make up relatively small portions of all crashes (23%), FSI crashes (35%) and MPI crashes (31%). 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%) and county roadways (53%). The percentages were even higher when looking at only the MPI crashes, with 65% for local roadways and 55% for county roadways. However, the percentages were lower when looking only at FSI crashes, with 50% for local roadways and 45% for county roadways.
- » Vulnerable Road User (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%).

Figure 9. Intersection Crashes by Severity on Local Roadways



Key Takeaway:

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 compared to 8 in August, the next-highest). August and September had 35% 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% of FSI crashes on local roadways occurred between 9am and 6pm.

Figure 10. Intersection Crashes by Severity on All Roadways

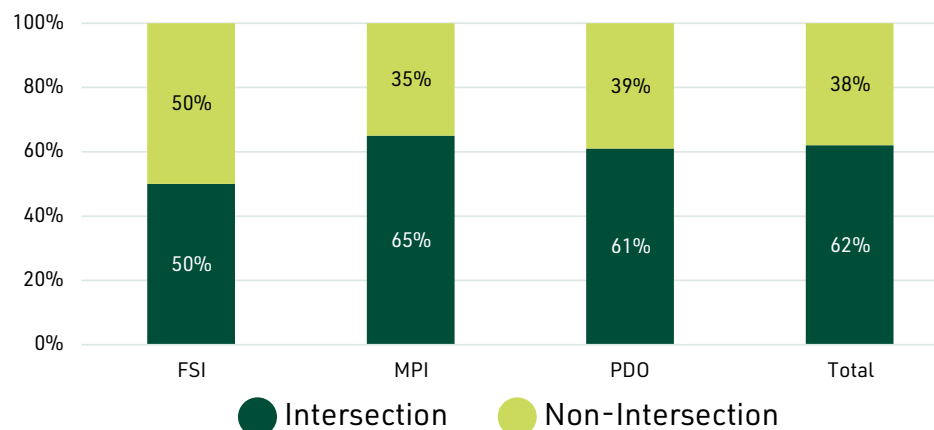


Figure 11. Crashes by Month on All Roadways

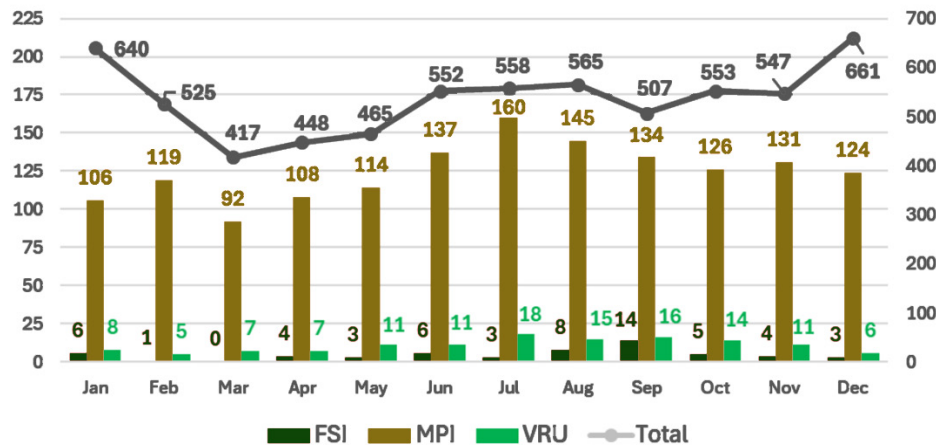
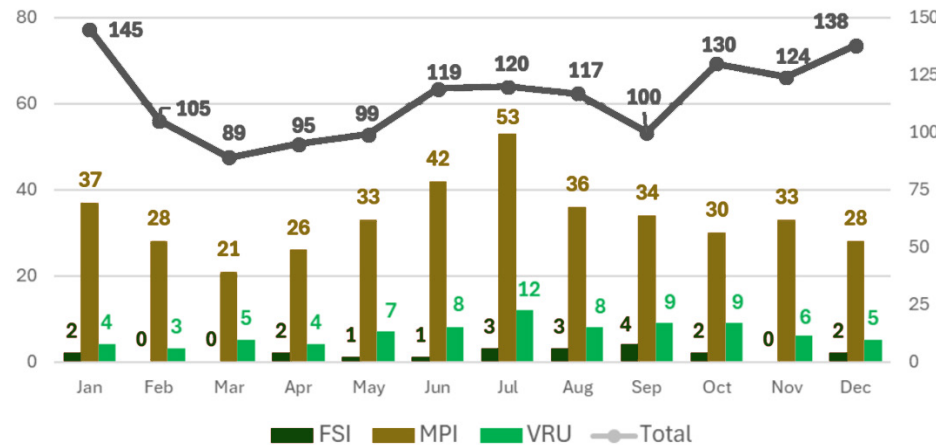


Figure 12. Crashes by Month on Local Roadways



3.2 High Injury Network

A High Injury Network (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
 - VRUs are road users without the protective shell of a vehicle, making them highly susceptible to injury in collisions
- » 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 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 13**). High Injury roadway segments include:

- » Highway 62
- » Highway 169
- » Highway 100
- » Vernon Avenue
- » W 44th Street
- » W 50th Street
- » France Avenue
- » W 51st Street
- » Gus Young Lane
- » Londonderry Road
- » W 64th Street
- » Drew Avenue
- » York Avenue
- » Parklawn Avenue
- » Minnesota Drive
- » Edina Industrial Boulevard

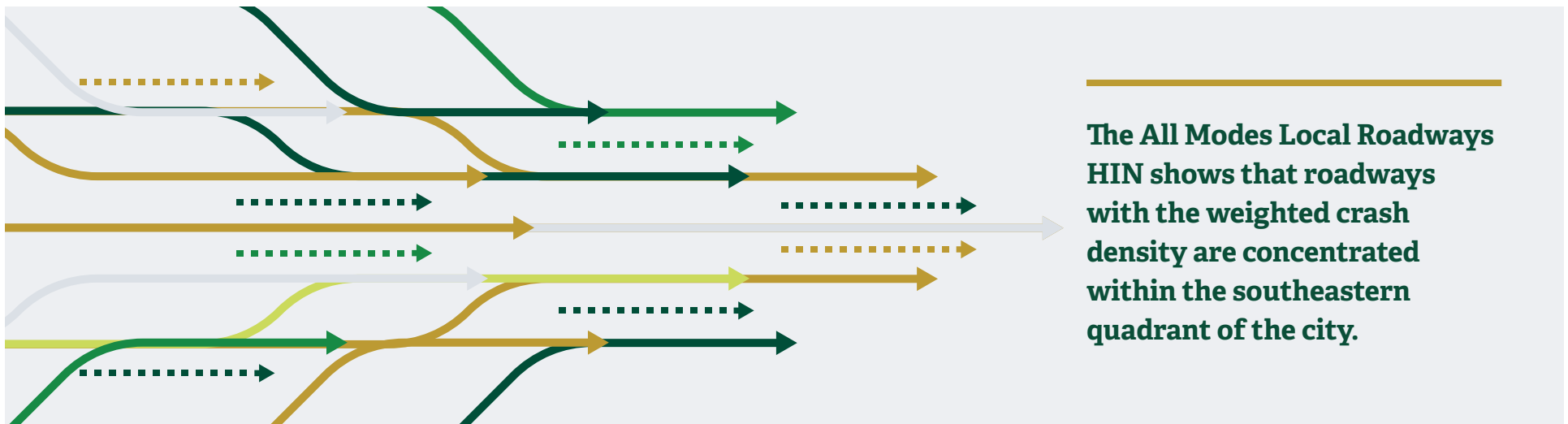
The All Modes Local Roadways HIN, shown in **Figure 14**, shows that roadways with the weighted crash density are concentrated within the southeastern quadrant of the city. High Injury roadway segments include:

- » East-west routes in the southeast quadrant, such as W 64th through 70th Streets, Hazelton Road, Parklawn Avenue and Minnesota Drive
- » North-south routes along Valley View Road, Drew Avenue 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, Interlachen Boulevard and Londonderry Road in the northwest.
- » W 44th Street, W 50th Street, Wooddale Avenue and Valley View Road in the northeast.

The complete list of corridors is available in the Safety Analysis Memo (**Appendix B**).



All Modes
All Roadways
High Injury Network

- Very High
- High
- Medium
- Low

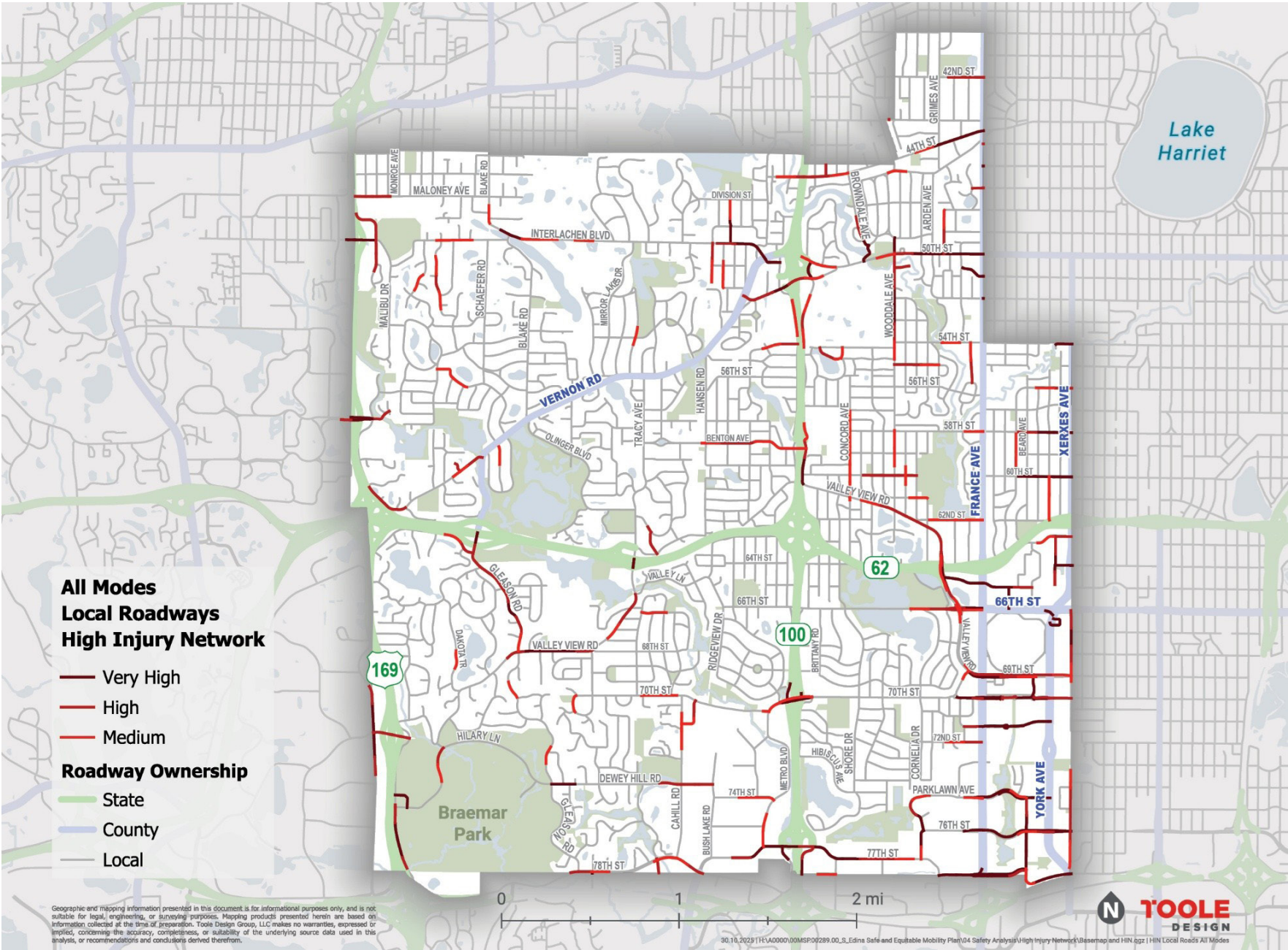
Roadway Ownership

- State
- County
- Local

0 1 2 mi

TOOLE DESIGN

Figure 14. All Modes Local Roadways High Injury Network (HIN)



3.2.3 Vulnerable Road User High Injury Network

The VRU All Roadways HIN (**Figure 15**), 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:

- » In the north and central portions of the city:
 - France Avenue
 - W 44th Street
 - W 50th Street
 - Wooddale Avenue
 - Vernon Avenue
 - Valley View Road
 - Edinborough Way
- » In the south portion of the city:
 - York Avenue
 - Xerxes Avenue
 - Drew Avenue
 - Dewey Hill Road
 - Parklawn Avenue
 - W 76th Street

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 16**), 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:

- » W 44th Street
- » W 50th Street
- » Wooddale Avenue
- » Vernon Avenue
- » Valley View Road
- » Drew Avenue
- » W 69th Street
- » Hazelton Road
- » Minnesota Drive

The VRU HIN is notably more distributed across the eastern half of the city than the motorist HIN.

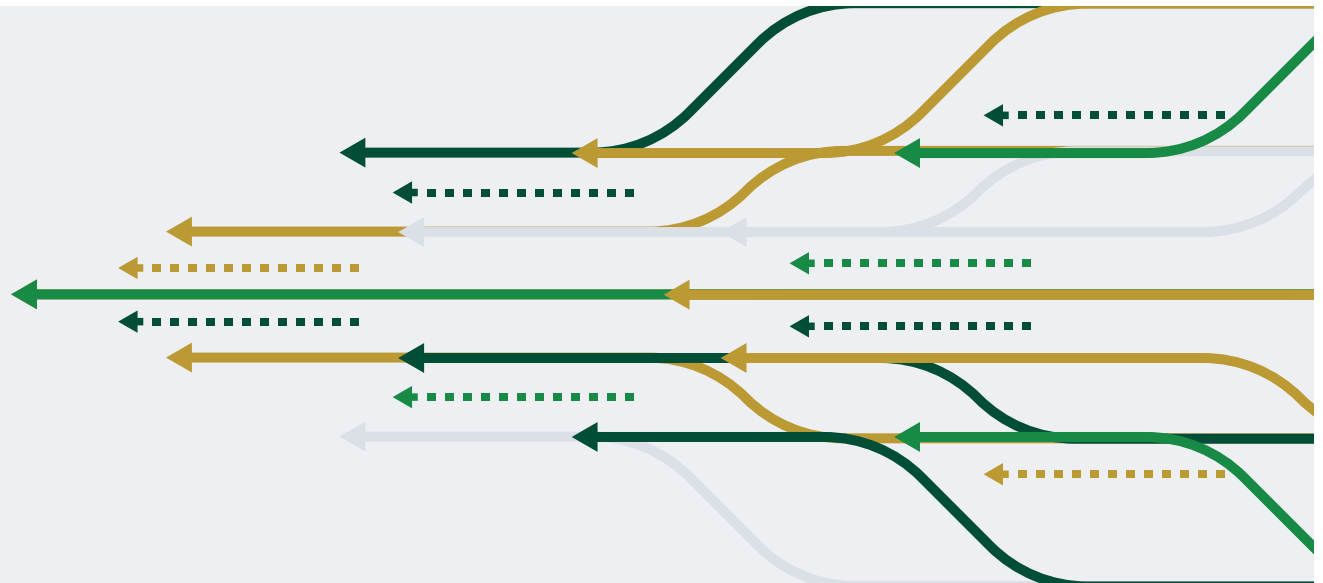


Figure 15. Vulnerable Road User (VRU) All Roadways HIN

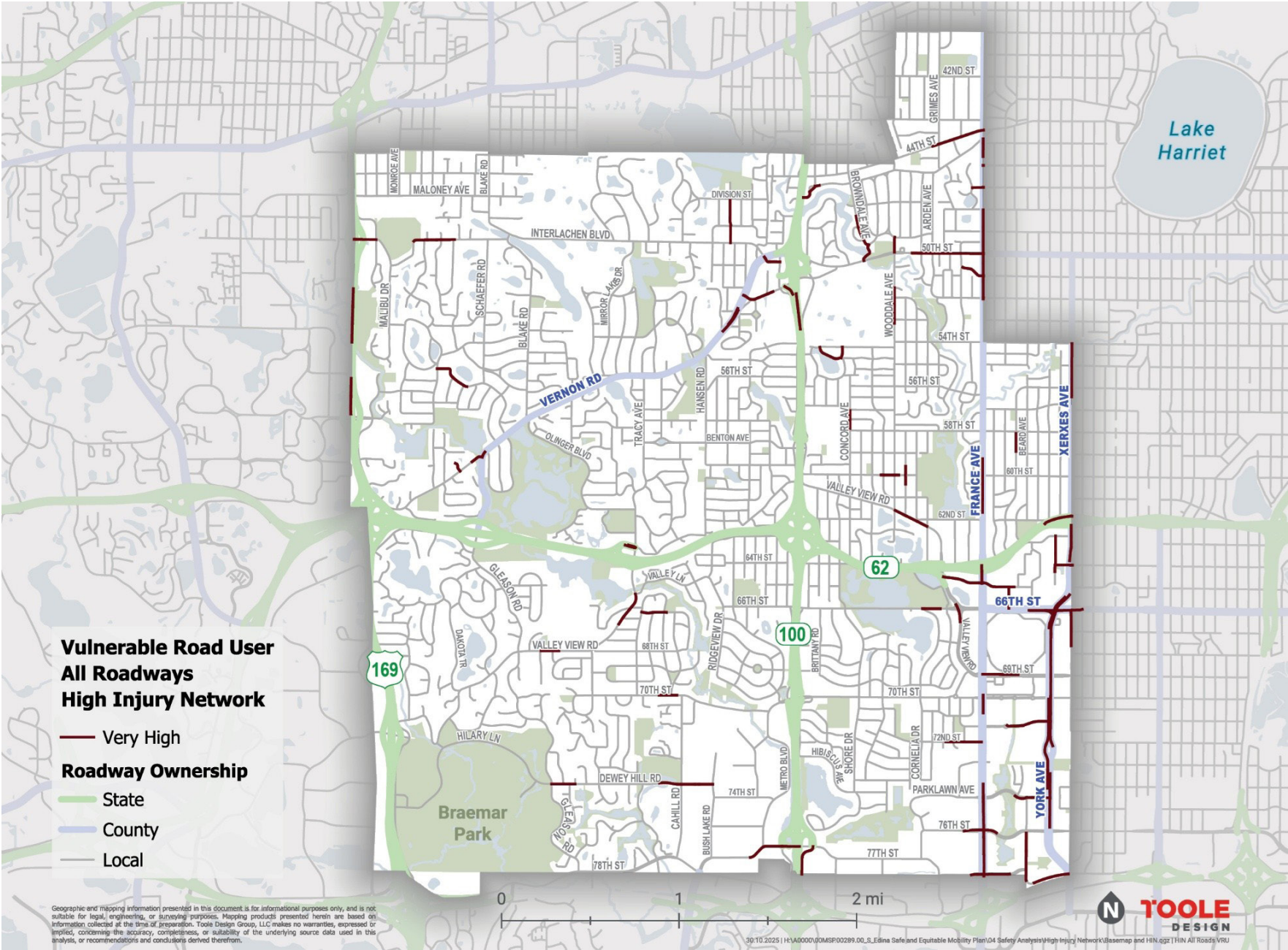
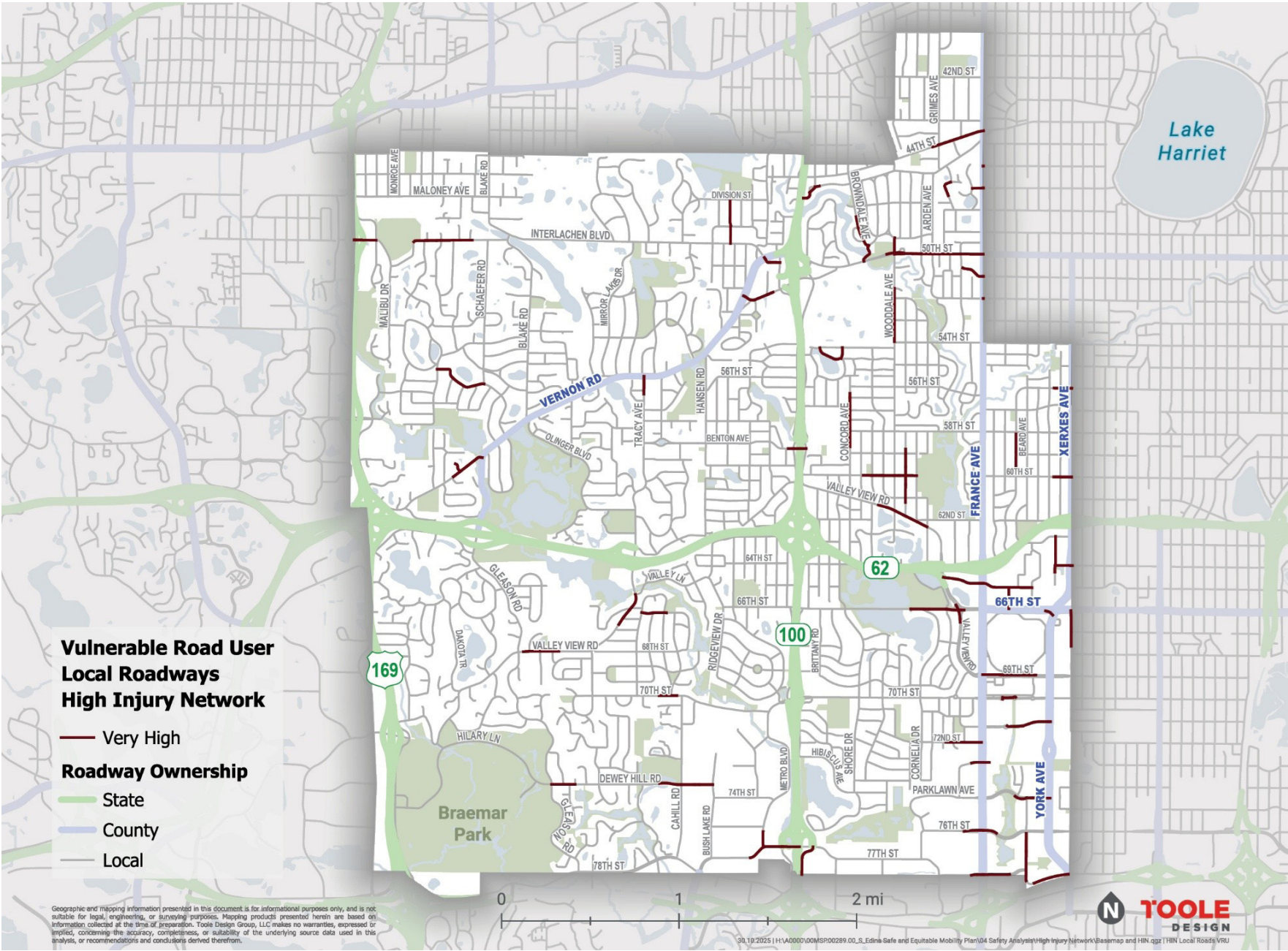


Figure 16. Vulnerable Road User (VRU) Local Roadways HIN



3.2.4 Motorist High Injury Network

The Motorist All Roadways HIN (**Figure 17**) shows that roadways with the highest weighted crash density are primarily on freeways. Highlighted segments include:

- » Highway 62
- » Highway 169
- » Highway 100
- » W 50th Street
- » France Avenue
- » Gus Young Lane
- » Londonderry Road
- » Drew Avenue
- » W 70th Street
- » Minnesota Drive
- » Edina Industrial Boulevard

The Motorist Local Roadways HIN (**Figure 18**), 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:

- » W 64th Street
- » W 65th Street
- » W 66th Street
- » W 69th Street
- » W 70th Street
- » Hazelton Road
- » Parklawn Avenue
- » W 76th Street
- » Minnesota Drive
- » W 77th Street

The north-south routes are:

- » Valley View Road
- » Drew Avenue
- » Galleria
- » Edinborough Way

Moving clockwise to the southwestern quadrant, the roadways containing segments with the highest crash density are:

- » Gleason Road
- » Tracy Avenue
- » Valley View Road
- » Ikola Way
- » Highway 169 Frontage Road
- » W 70th Street
- » W 77th Street

In the northwestern quadrant is:

- » Maloney Avenue
- » Blake Road
- » Vandervork Avenue
- » Lincoln Drive
- » Eden Avenue
- » Interlachen Boulevard
- » Londonderry Road

In the northeastern quadrant is:

- » W 42nd Street
- » W 44th Street
- » Maple Road
- » W 50th Street
- » Grange Road
- » Eden Avenue
- » W 51st Street
- » W 54th Street
- » W 55th Street
- » Halifax Lane
- » W 58th Street
- » W 60th Street

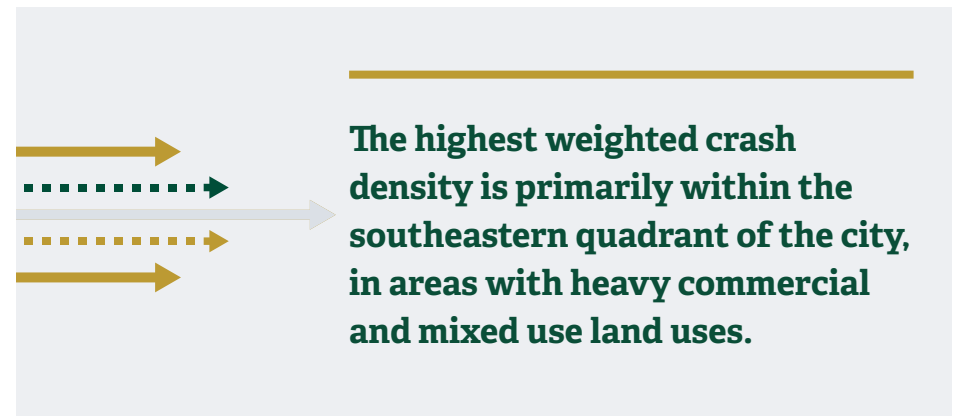


Figure 17. Motorist All Roadways High Injury Network (HIN)

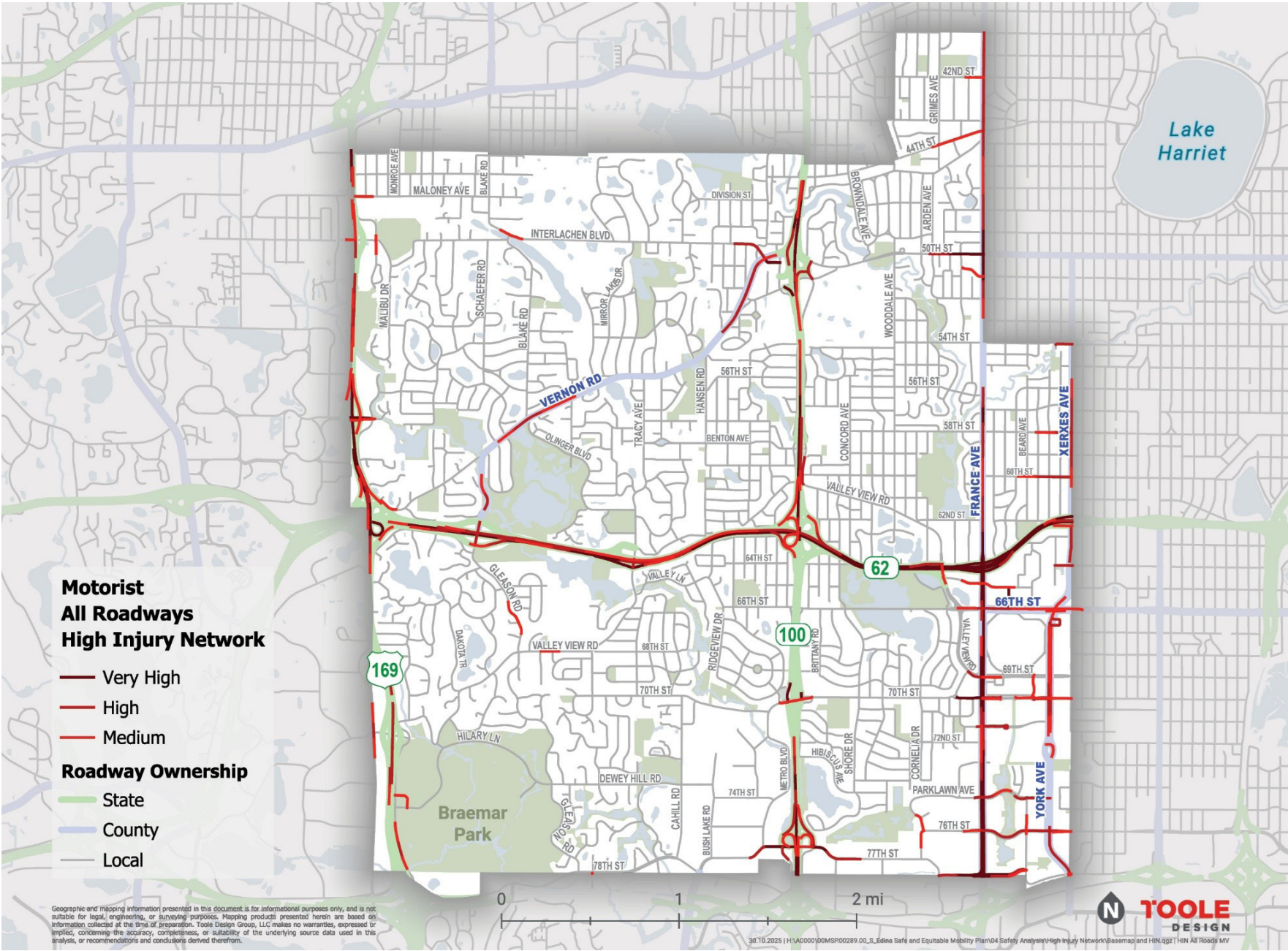
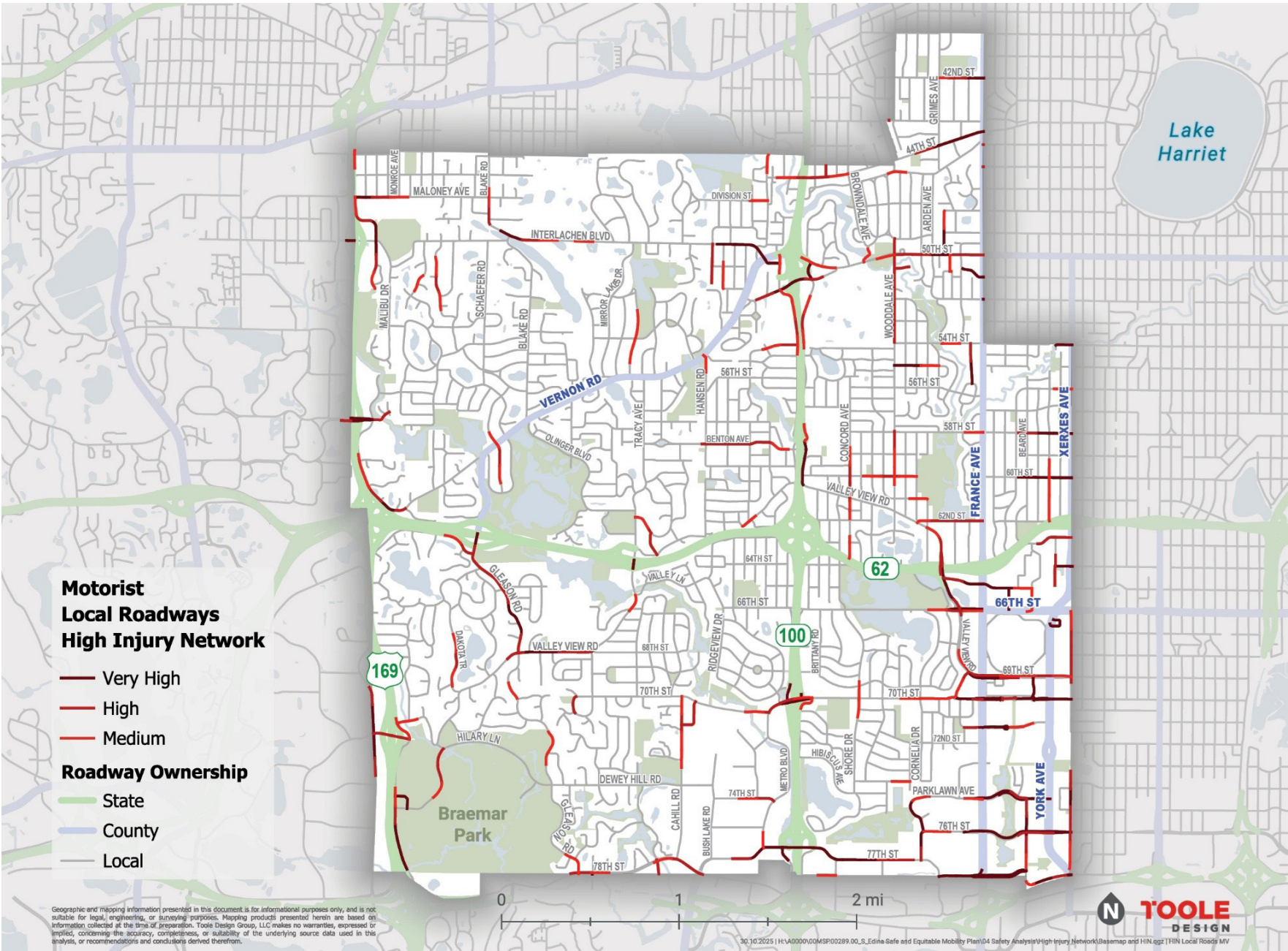


Figure 18. Motorist Local Roadways High Injury Network (HIN)



3.3 High Risk Network

In addition to crash history – where crashes have already occurred – an important component of a comprehensive safety analysis is a risk assessment to identify 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 C](#).

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 one-eighth of a mile of a commercial land use, areas within one-eighth 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 one-eighth of a mile of a park, areas within a quarter-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.

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 19](#) shows the results (High Risk Network).

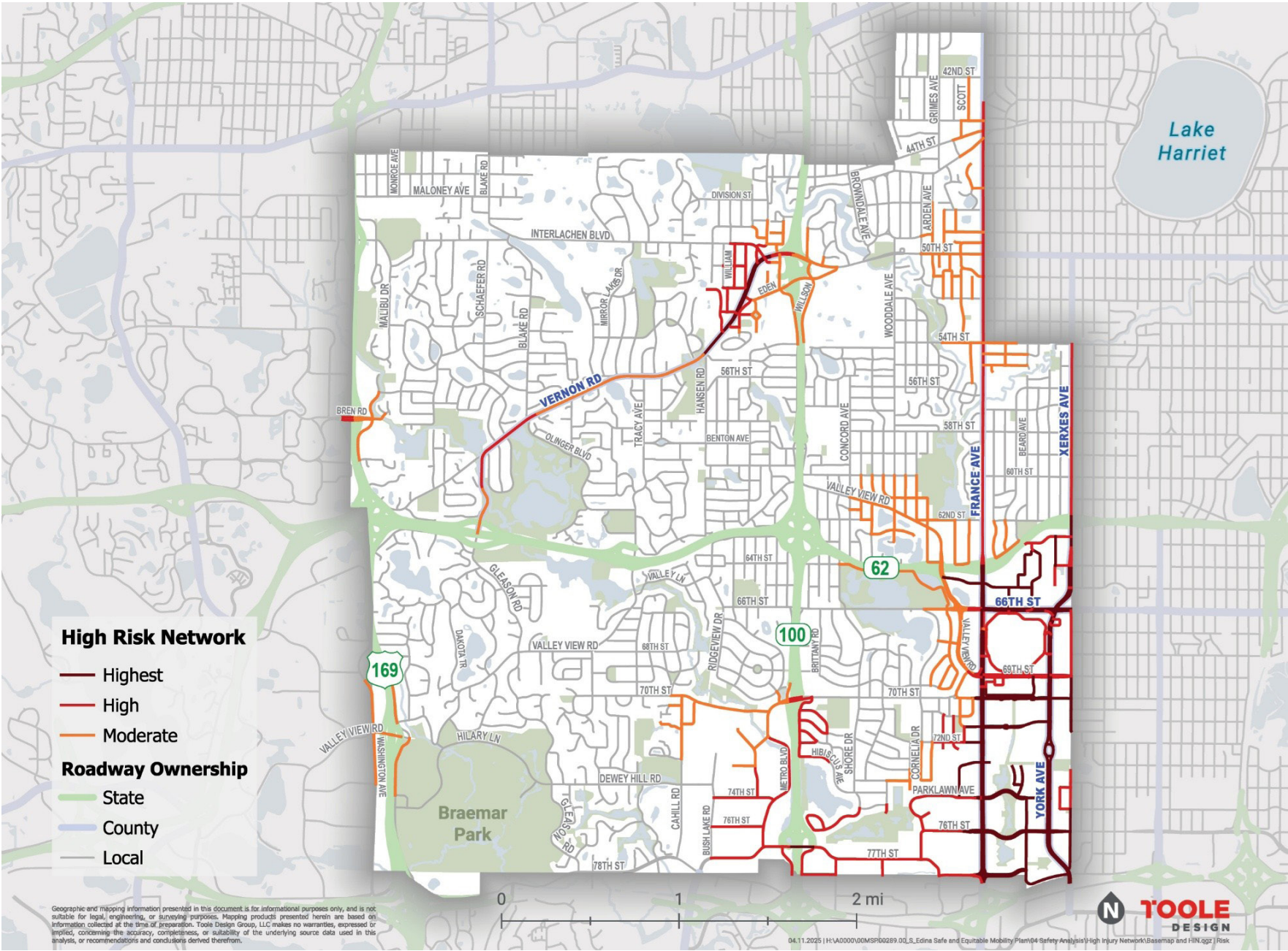
Table 2. Weighted FSI + MPI Crash Risk Factors

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

Among roadways with an elevated crash risk, 74% are local roads (21% of all local roads within Edina), while 26% are county roads (97% 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 W 50th Street / Vernon Avenue. 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 W 64th and 77th Streets. Elevated-risk corridors are also present in the northeast quadrant around W 44th Street, W 50th Street, Wooddale Avenue, and the Morningside neighborhood and in the northwest around Vernon Avenue, 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 C](#).



Figure 19. High Risk Network



3.4 Community and Partner Input

3.4.1 SEMAP Task Force

A multi-jurisdictional Task Force with a shared responsibility for traffic safety in Edina was assembled for the SEMAP. The Task Force met four times during the development of the plan, 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.

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 D](#).

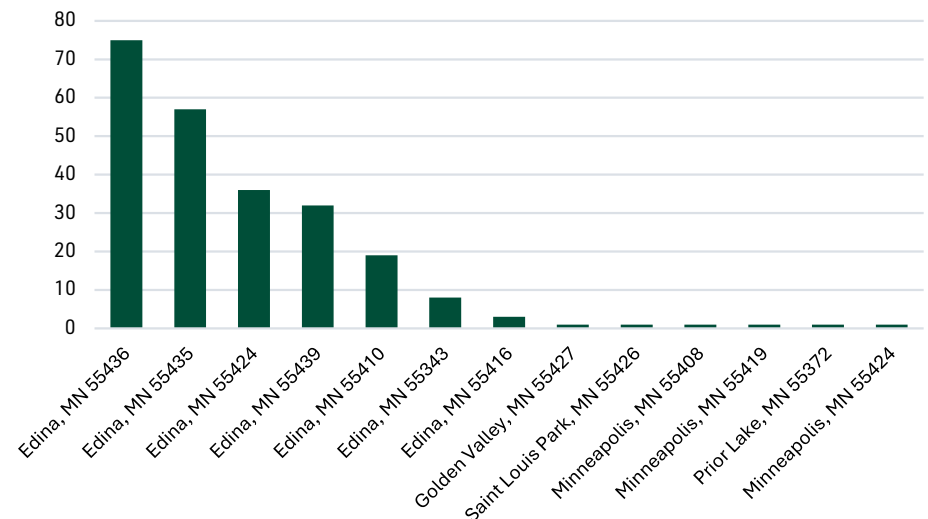
3.4.2 Engagement Strategies

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 the Friday Report e-newsletter, 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 20](#).

Figure 20. Survey Responses by Zip Code

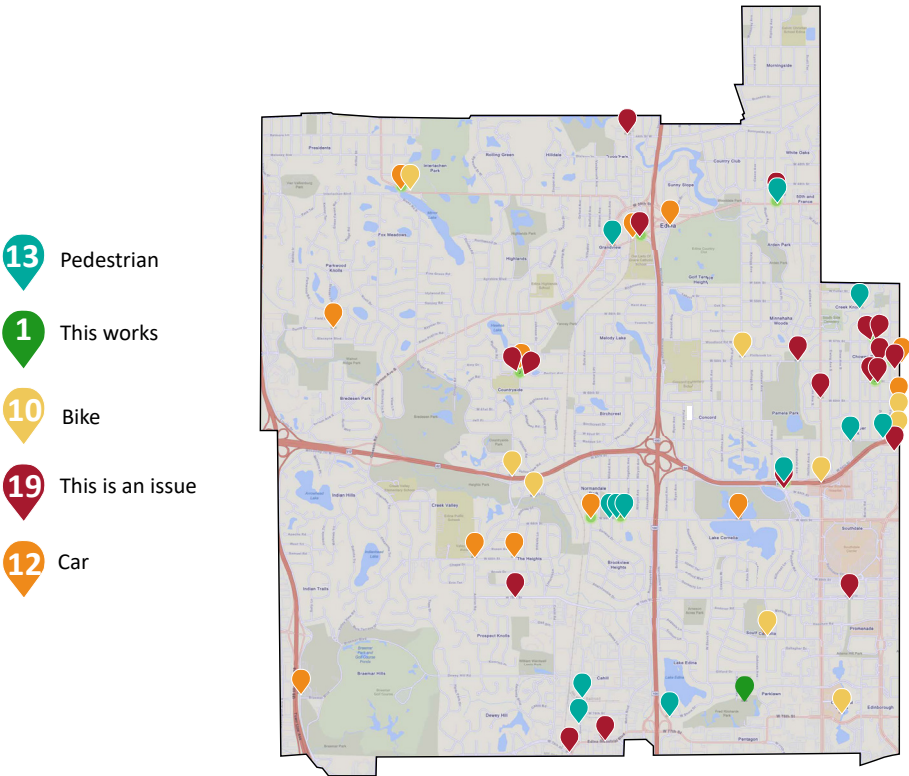


Comment Map

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 21](#).



Figure 21. 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	50th & France	45
SW Baseball Games	SW Baseball Fields	5
Juneteenth Celebration	Centennial Lakes Park	46
Senior Center	Edina Senior Center	13



▲ Project staff at Edina Rides event.
Photo taken by Hannah Johnson.

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. The draft plan was presented at a public open house on April 22, 2026, in the community room at Edina Fire Station #2.



3.4.3 What We Heard

Over the course of the engagement process, the following key themes emerged.

»»» What We Heard:

Speeding and unsafe driver behavior are the most widespread safety concerns among Edina's community members

- » Speeding and reckless driving were the top safety concerns selected by survey respondents, cited more than any other issue.
- » Community members reported that drivers frequently ignore crosswalks, roll through stop signs and drive 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.

»»» What We Heard:

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.

»»» What We Heard:

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.

»»» What We Heard:

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 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.

»»» What We Heard:

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.

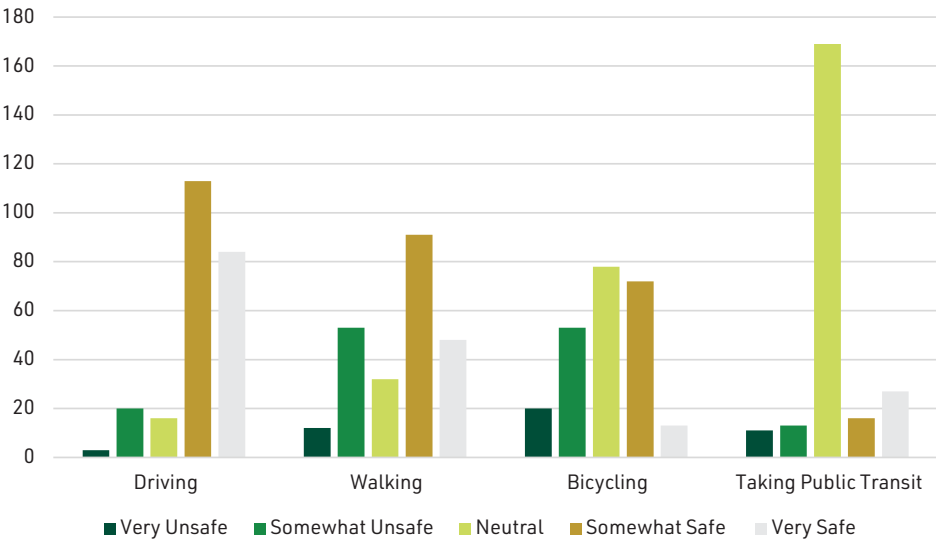


Survey results are detailed further in [Appendix C](#).

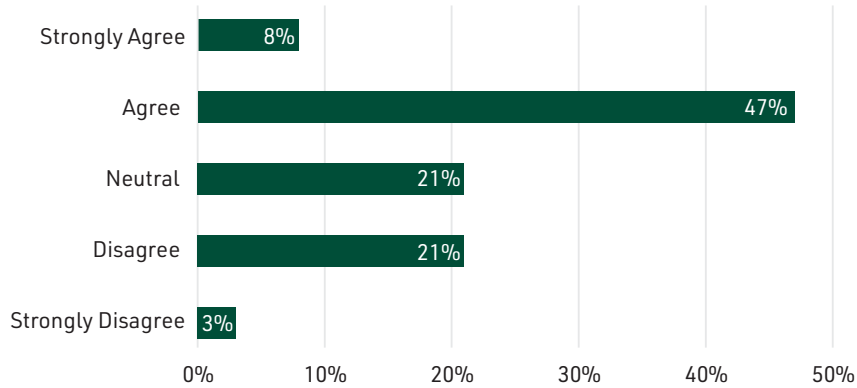
Figure 22 shows highlights from the survey.

Figure 22. Survey Results

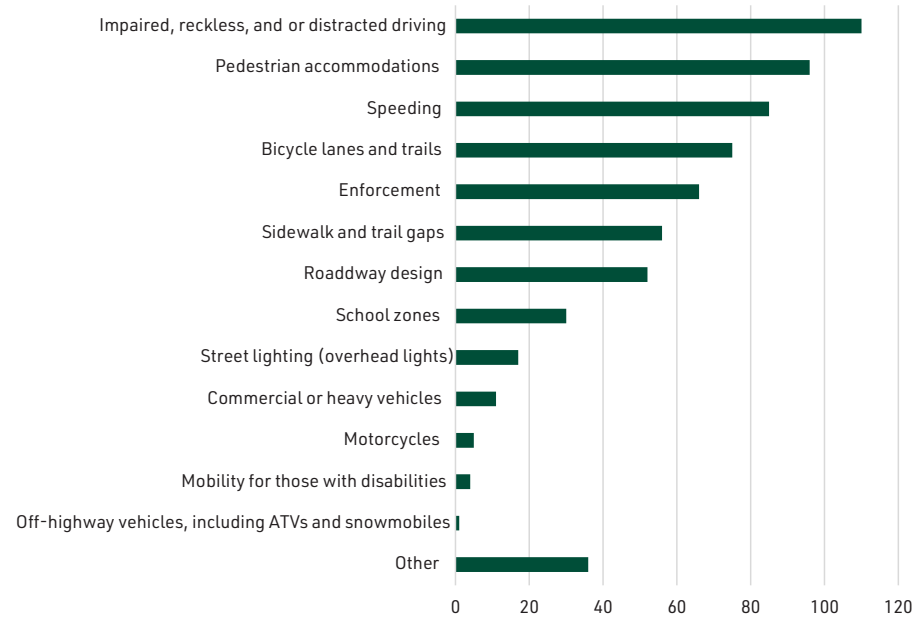
“How safe do you feel when using the following modes of transportation in Edina?”



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



“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 toward 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 the SEMAP, the planning team developed a multi-factor, demographic profile of the city based on American Community Survey (ACS) data, from the U.S. Census Bureau, focusing on specific indicators of social vulnerability. Social vulnerability, according to the Centers for Disease Control and Prevention (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.

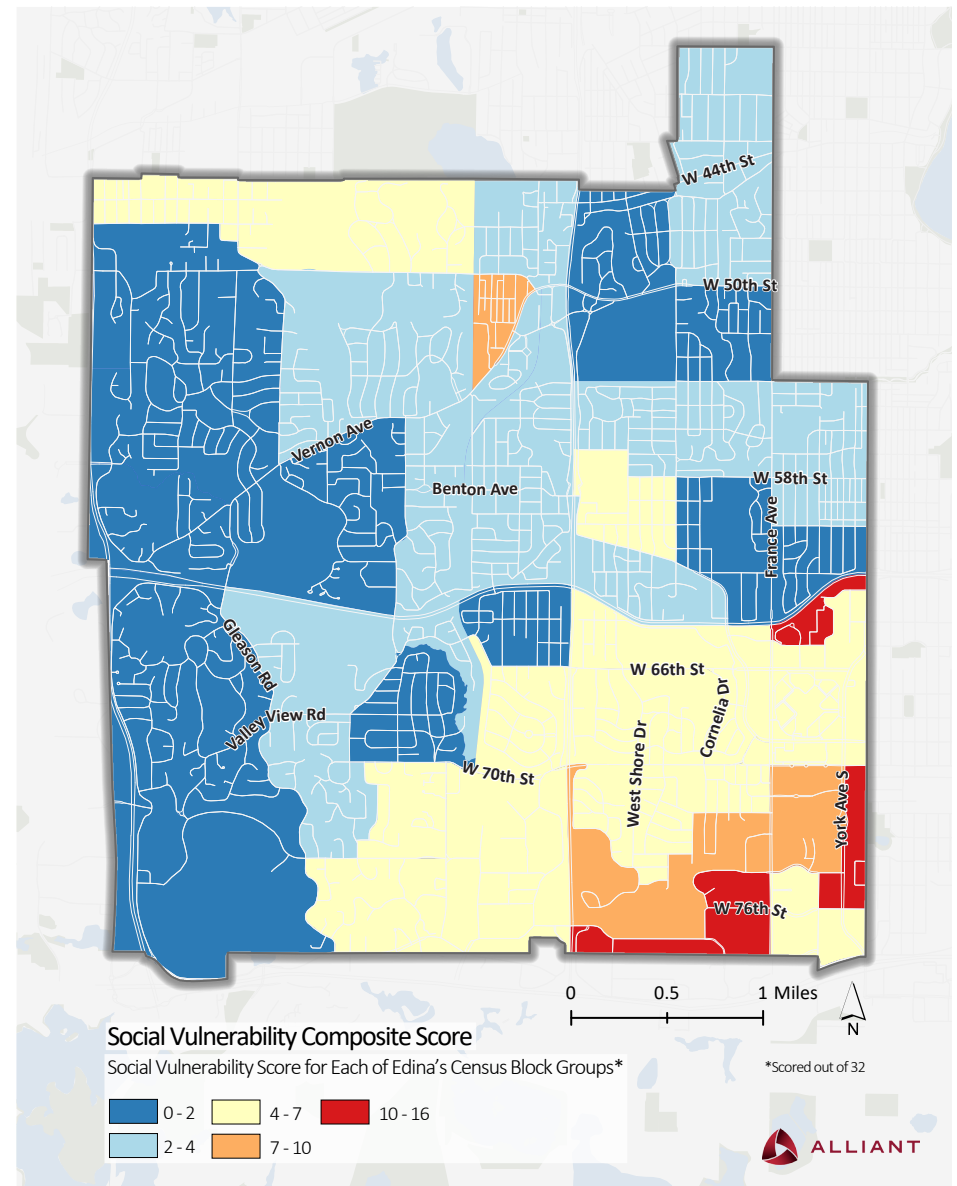
To better understand which communities in Edina may be disproportionately impacted by traffic safety issues, the project team used eight social vulnerability indicators. This list was drawn from the CDC and MnDOT, then further refined to create a list adapted for the City of Edina. Those indicators are:

- » Population 18 Years or Younger
- » Population 65 Years or Older
- » 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**.

A Composite Social Vulnerability Index was developed using the demographic data on the eight social vulnerability indicators and geospatial and statistical analysis. The result is a single “social vulnerability score” for each Edina census block group, as shown in **Figure 23**. 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 23. 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 the primary tool to identify future safety improvement actions. For more information on the Roadway Safety Priority Network, see [Appendix F](#).

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 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 HIN metrics, one for VRUs and one for motorist-only.
- » **Community Input:** This 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 the 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.

Each roadway segment was assigned points according to each metric, as shown in **Table 4**. Then the individual metric scores were added together to give a total prioritization score out of 100 possible points. The higher the total roadway segment scores, the higher the priority. The highest score of any roadway segment was 78 points. Roadway segment scores were broken into quantiles with the following

representing the top three classes:

- » **Very high priority:** 40 to 78 points (represents the top 5% of roadways)
- » **High priority:** 26 to 39 points (represents approximately 10% of the network)
- » **Medium priority:** 18 to 25 points (represent around 11% of roadways)

3.6.1 Prioritization Findings

Cumulatively, the very high, high, and medium priority segments represent 26% 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 50th Street / Vernon Road interchange. Some corridors categorized as “very high priority” include:

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

Figure 24 shows the Roadway Safety Priority Network for all roadways, while **Figure 25** shows the network for both local and county-owned roadways and **Figure 26** shows the network for only local roadways. When compared to the overall network, these maps show that the “Very High Priority” network comprises of mostly local and county roadways.

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 traffic safety requests from the public.	20%	» 3 or more points on a segment - 20 points » 2 points on a segment - 12 points » 1 point on a segment - 6 points » 0 points on a segment - 0 points
Community Context	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



Figure 24. Edina Roadway Safety Priority Network (All Roadways)

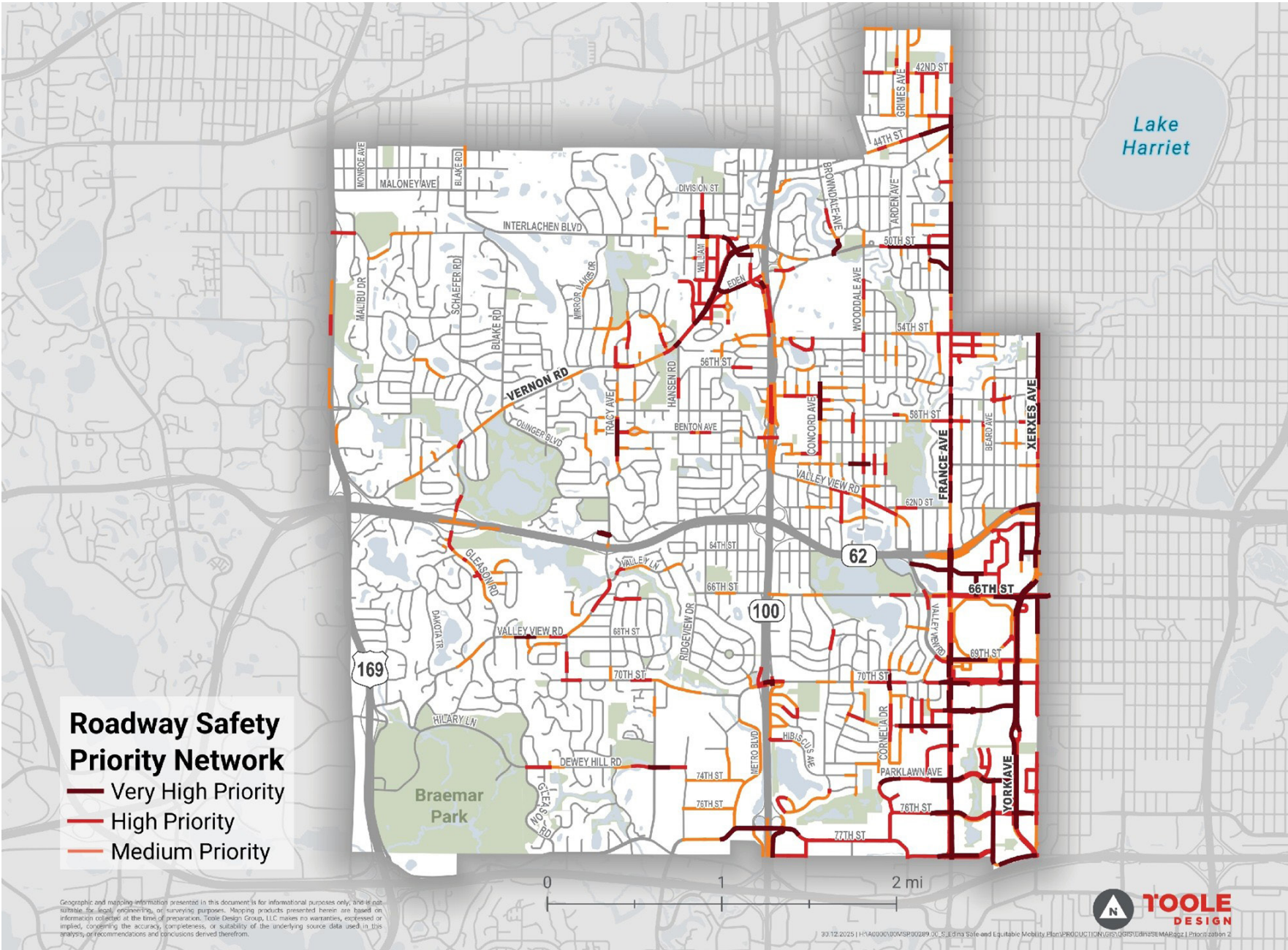


Figure 25. Edina Roadway Safety Priority Network (Local + County Roadways)

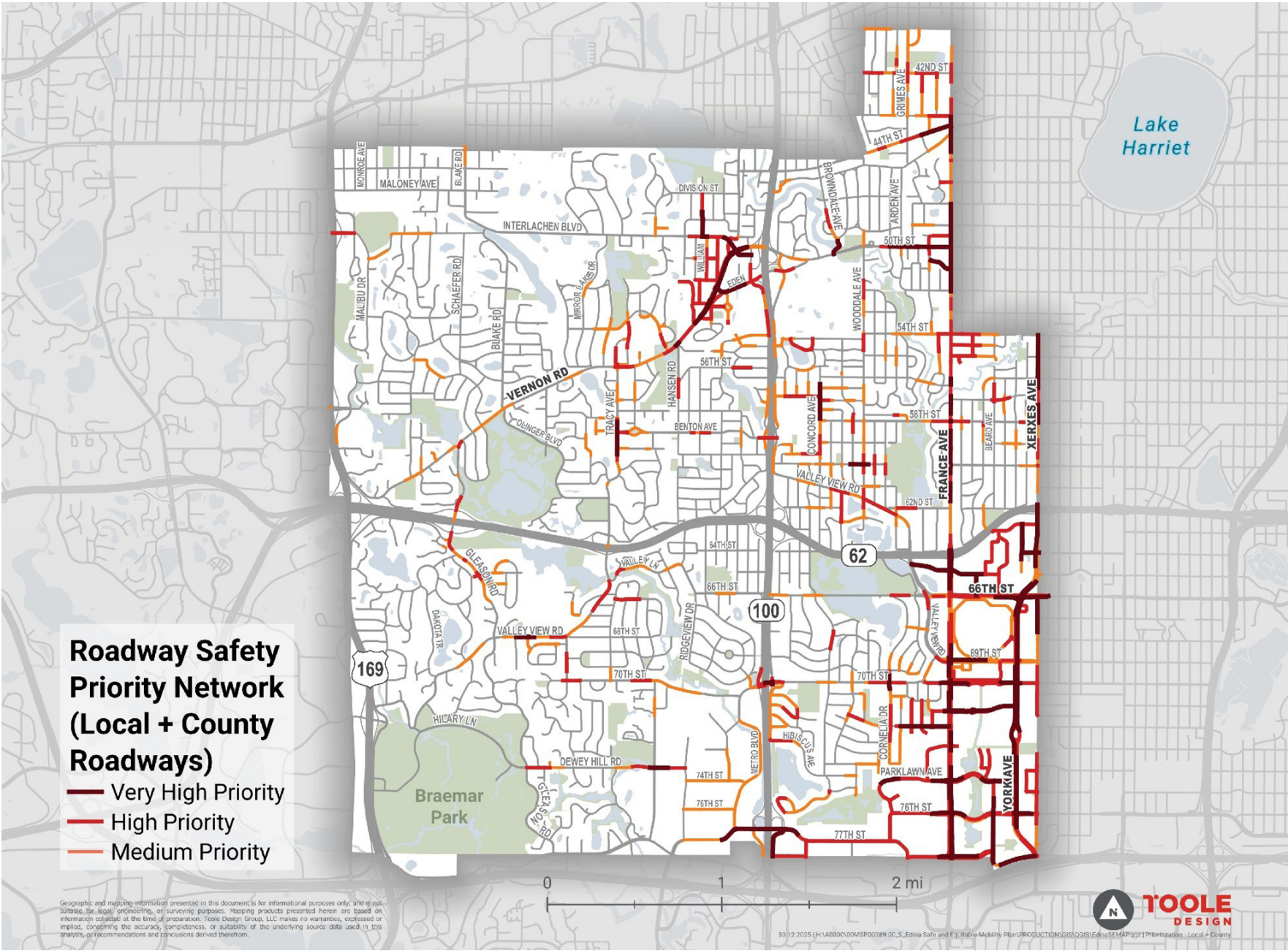
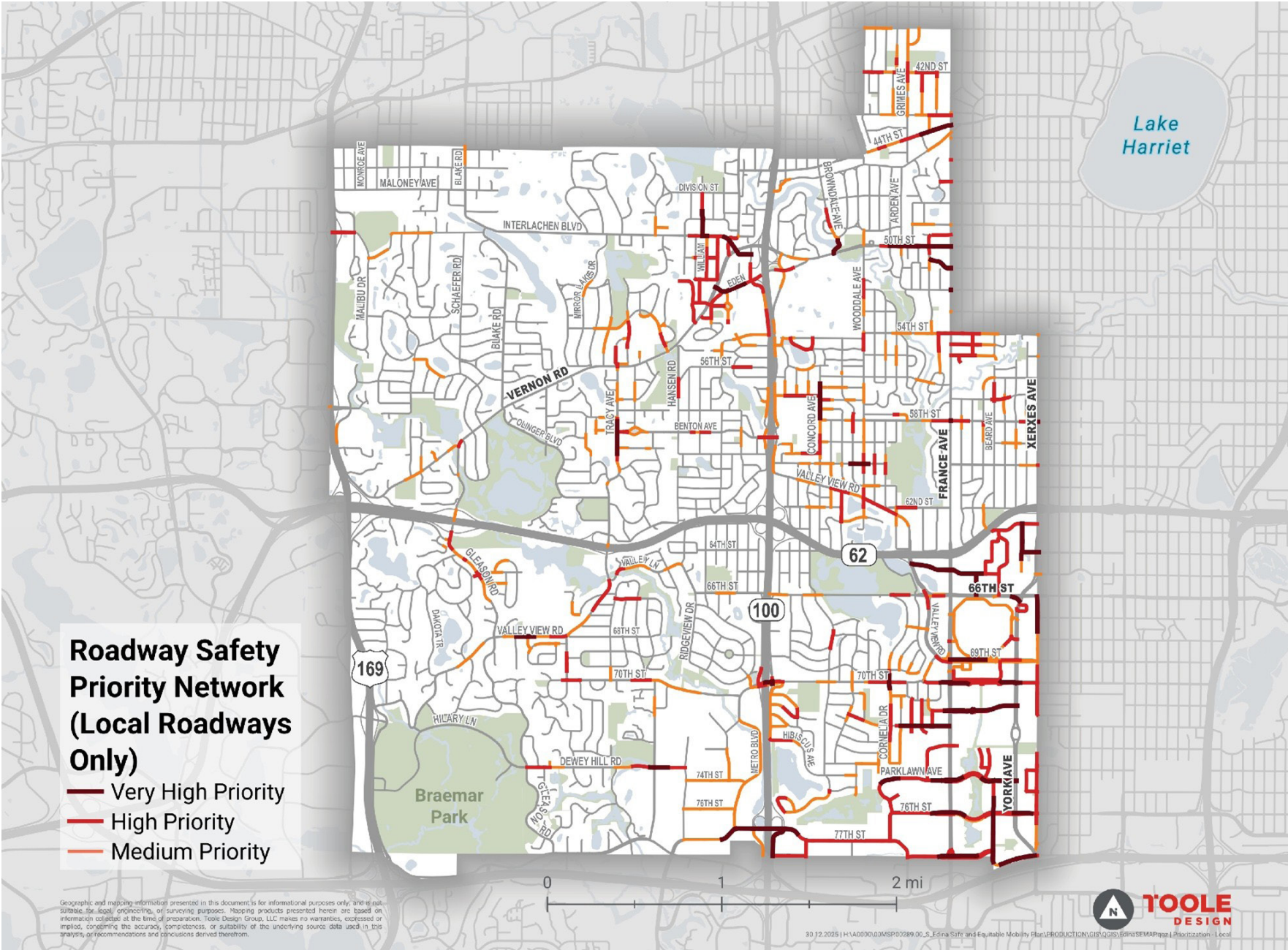


Figure 26. Edina Roadway Safety Priority Network (Local Roadways Only)



4. Recommendations: Getting to Zero

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

- » High Injury Network (HIN), High Risk Network (HRN), and the Edina Roadway Safety Priority Network
- » Existing plans and policies
- » Recommendations by the Project Management Team (PMT) and Task Force
- » Social vulnerability analysis
- » Community engagement

The plan recommendations are organized into the following sections:

- » Infrastructure
- » Policy and Process
- » Outreach and Education
- » Supplemental Planning and Demonstration Activities

Together, these recommendations provide a specific, actionable program for reducing deaths and serious injuries on roadways 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 Roadway Safety Priority Network is the primary guide for where to focus infrastructure investment. Implementation of these projects can best be accomplished with a two-pronged approach that addresses: 1) systemic interventions, and 2) priority, location-specific projects. The City’s Capital Improvement Plan (CIP) provides the primary vehicle for delivering infrastructure projects on the city-managed transportation

system. Systemic improvements should still be installed on county and state-owned roadways within Edina, but strategies and processes for implementation are likely to vary. The following sections will describe these varied approaches in greater detail.

4.1.1 Systemic Safety Countermeasures

Crash patterns in Edina show that severe crashes tend to occur under similar conditions across many locations. Addressing safety risks systemically requires more than isolated, location-by-location fixes. Applying systemic safety treatments, or countermeasures, offers a way to improve transportation safety across Edina. A toolbox of countermeasures most relevant to implementing the SEMAP is presented is shown in Table 6 and explained in the following pages.

Several countermeasures offer strong opportunity for short- or mid-term implementation by the City, as listed in Table 5.

Table 5. Identified Systemic Projects from the Countermeasures Toolbox

Project	Timing
Implement Leading Pedestrian and Bicycle Intervals at signalized intersections on the Priority Network.	Short-Term
Implement Rest in Red signal phasing at priority signalized intersections on the Priority Network.	Short-Term
Install signal backplates with retroreflective borders on the Priority Network.	Short-Term
Implement No Turn on Red at priority signalized intersections on the Priority Network.	Mid-Term
Pilot a Pedestrian Hybrid Beacon at a priority mid-block crossing on a higher-speed, higher-volume corridor, consistent with the updated Pedestrian Crossing Policy.	Mid-Term



Safety Countermeasure Toolbox

The Safety Countermeasure Toolbox (**Table 6**) 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. The set of 54 countermeasures were developed specifically for the City of Edina, and are primarily derived from the FHWA Proven Safety Countermeasures along with other best practices in traffic safety.

To build the Toolbox, 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 suitability to three road types: 2-lane, 3-lane, and 4+-lane roadways.

The six crash types include single vehicle run off road (SVROR), pedestrian, angle, left turn, rear end, and bike. Each crash type was weighted based on its frequency of occurrence in Edina, and the three road types were weighted based on their prevalence within the roadway network. Each countermeasure was assigned a relevancy score from 0 to 3 for each crash type and for each road type, where 0 represents little to no relevancy and 3 represents high relevancy. Local Road and County Road relevancy scores were then calculated for each countermeasure as follows:

- 1) The relevancy score (0–3) of the countermeasure for addressing each crash type was multiplied by the prevalence of that crash type in Edina.
- 2) The relevancy score (0–3) of the countermeasure for use on each road type was multiplied by the prevalence of that road type on the applicable (Local or County) roadway network.

The weighted crash-type and road-type values were summed and the results were normalized to a scale of 0 to 1, where 0 represents the least relevant countermeasure and 1 represents the most relevant. The difference between the County Road Relevancy calculation and the Local Road Relevancy calculation is that the composition of 2-lane, 3-lane, and 4+-lane roadways owned by the County is different than

those owned by the City; the same countermeasure can therefore receive different Local and County relevancy scores even though its underlying crash-type and road-type effectiveness ratings are identical.

The Safety Countermeasure Toolbox is designed to be used in three specific ways:

- 1) **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 Toolbox is sorted based upon the Local Road Relevancy since most roadways in Edina are local roads.
- 2) **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 0 (little to no relevancy) to 3 (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) **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 0 (little to no relevancy) to 3 (high relevancy). This information can help when scoping projects in locations with a prevalent crash type.

To make these countermeasures more accessible to staff, decision-makers, and the public, the Edina SEMAP Task Force identified ten from the index to be developed into individual one-page summaries. Each one-pager describes how the countermeasure works and where it could be applied on Edina's roads. The full set is provided in **Appendix G**.

Table 6. Safety Countermeasures Toolbox

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			
Countermeasure	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.



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			
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 (DL-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.

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			
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.



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			
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.
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.

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			
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.



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			
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.

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			
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.
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.



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			
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

The SEMAP identifies a set of locations on the Roadway Safety Priority Network that require focused attention to address concentrated safety risks. These location-specific projects vary in size, complexity and funding pathway, and the way each project advances depends on the mechanisms available to deliver it.

Table 7 presents location-specific project recommendations from the Very High Priority Network with a timing factor based on readiness and expected availability of funds: short term (0-5 years), mid-term (5-10 years), long-term (10+ years).

The City will prioritize improvements at Very High Priority segments first, followed by High Priority and Medium Priority segments, as funding, partner coordination and project readiness allow. More details on these segments can be found in **Section 3.6** of this report. The City will continue to monitor these High and Medium Priority locations and seek opportunities toward enhancements, as possible.

Several programs within the City's capital program may support implementation of the priority projects on the city-owned transportation system, including the Proactive Pavement Management Program, the Pedestrian and Cyclist Safety (PACS) Fund, and the Drive 25 initiative. The City's current CIP addresses several of the Very High Priority projects listed below and will continue to do so using the methods described above.

Where there is overlap between capital projects and the Roadway Safety Priority Network, the City will seek to incorporate spot safety improvements from the countermeasures toolbox (**Table 6**).

Several of the highest priority locations in Edina are on the county roadway network, including France Avenue, Xerxes Avenue and York Avenue. Completing projects on these corridors will require cross-jurisdictional cooperation with Hennepin County and other jurisdictions. Because these corridors are complex, high-volume and multi-jurisdictional, the near-term project may be a Corridor Study, concept development or preliminary engineering, rather than full

implementation. The City will share these SEMAP findings and recommendations with partners, seek funding and collaboration opportunities and act on implementation recommendations within its control.

Table 7. Location-specific Infrastructure Recommendations

Project	Timing
Advance safety improvements on the city-managed priority network adjacent to France, York and Xerxes Avenues, which includes:	
» Hazelton Road	
» Halifax Avenue	
» Parklawn Avenue	
» Drew Avenue	
» W 44th Street	Short-Term
» W 50th Street	
» W 64th Street	
» W 65th Street	
» W 70th Street	
» W 76th Street	
» Minnesota Drive	
» Edinborough Way	

Project	Timing
Advance safety improvements on the city-managed priority network adjacent to schools, which includes:	
» Tracey and Benton Avenues	Short-Term
» Cornelia Drive	
» Valley View Road	
» Concord Avenue	
Advance safety improvements on the city-managed priority network adjacent to Vernon Avenue, which includes:	
» Vandervork Avenue	Short-Term
» Gus Young Lane	
» Interlachen Boulevard	
» Eden Avenue	
Advance safety improvements on France Avenue in partnership with Hennepin County.	Mid-Term
Advance safety improvements on Xerxes and York Avenues in partnership with Hennepin County.	Mid-Term
Advance safety improvements on Vernon Avenue in partnership with Hennepin County.	Mid-Term

Project	Timing
Advance safety improvements at:	
» W 70th Street and Highway 100	
» Edina Industrial Boulevard and W 77th Street	Long-Term
» Dewey Hill Road	
» Browndale Avenue	
» W 60th Street at Wooddale Avenue	

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 8. Policy and Process Recommendations

Action	Timing
General Policy and Process	
Develop a process for identifying and advancing standalone safety projects in years when no reconstruction projects align with the Roadway Safety Priority Network. Funding has been added to the 2027-2032 CIP and should continue to be available for safety projects in future CIPs.	Short-Term
Integrate CIP project scheduling with the Roadway Safety Priority Network to prioritize safety improvements for planned reconstruction projects.	Short-Term
Add the Vision Zero leadership commitment to the code of ordinances.	Short-Term
Identify France Avenue as a priority safety corridor. Use this statement and the SEMAP findings as a communication tool with Hennepin County to support comprehensive improvements.	Short-Term
Formally acknowledge where the safety action plans adopted by Hennepin County and adjacent communities overlap with the SEMAP to strengthen cooperation.	Short-Term
Incorporate the SEMAP safety analysis 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 the 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 initiative, "Drive 25," 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's Proactive Pavement Management Program based on overlap with the Roadway Safety Priority Network.	Short-Term
Update the city's Pedestrian Crossing Policy to identify if a potential crossing location overlap with the Roadway Safety Priority Network, as well as the prevalence of both speed 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 and 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 9. Outreach and Education Recommendations

Action	Timing
Continue targeted outreach in southeast Edina, consistent with the safety and social vulnerability analyses presented in the SEMAP.	Continuous
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 and traffic safety materials.	Short-Term
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 versus what falls under county or state jurisdiction, so residents understand how to advocate for county/state-owned corridors like France Avenue.	Short-Term

4.4 Supplemental Planning and Demonstration 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 (see **Table 10**, below) 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 10. Recommended Supplemental Planning and Demonstration Activities

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 Avenue, Xerxes Avenue, and others in the southeast quadrant.	Short-Term
Conduct demonstration projects implementing new technology supporting EMS and enforcement. Examples include distracted driving feedback signs and improving EMS routing.	Short-Term
Study school bus stop arm violations and use findings to inform policy or law enforcement recommendations related to school bus routes.	Short-Term
Update the Truck Priority Network so it is interconnected and remove Section 26-106 Article B of the Code of Ordinances, 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 program to continuously pilot temporary traffic calming demonstration program.	Short-Term
Study the creation of a neighborhood traffic management program to address non-local vehicle traffic in residential neighborhoods.	Medium-Term
Coordinate a corridor-scale redesign of France Avenue, which appears on both the Edina and Hennepin County priority networks.	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
Active Transportation	
Conduct the follow-up study of pedestrian and bicycle safety over the Highway 62 and 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
Revisit development requirements which may constrain future pedestrian, bicycle and transit infrastructure along key corridors.	Short-Term
Establish a plan for identifying and closing sidewalk gaps on priority pedestrian corridors. Close sidewalk gaps identified in the Pedestrian and Bicycle Master plan by prioritizing segments present on the Roadway Priority Network.	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
Study how traffic safety challenges associated with reducing Vehicle Miles Traveled, 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 the City'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 publicly 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's website.

Table 11. Progress Reporting Metrics

Category	Metric (Measured Annually)
Crash Reduction	» Total fatal and serious injury crashes compared to previous years and to 2035 and 2050 plan goals » Pedestrian and cyclist fatal and serious injury crashes compared to previous years.
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 » Number of Traffic Safety Requests received • Total • Related to Pedestrian Safety • Related to Enforcement
Policy and Program Changes	» List 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.) » List of education events or campaigns that contribute to improving traffic safety.



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Appendices

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



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APPENDIX A

Leadership Commitment

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**RESOLUTION NO. 2025-53
AFFIRMING THE CITY'S COMMITMENT TO A GOAL OF
ZERO TRAFFIC DEATHS AND SERIOUS INJURIES
AND RELATED SAFETY ACTION PLAN REQUIREMENTS**

WHEREAS, the Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years. The SS4A program funds regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. To be an eligible applicant for this safety funding, a city must have an eligible Safety Action Plan in place; and

WHEREAS, the City of Edina is preparing the Safe and Equitable Mobility Action Plan (SEMAP) as their Safety Action Plan intended to reduce fatal and serious crashes for all roadway users and also address the federal requirements to participate in future SS4A grant opportunities; and

WHEREAS, the SEMAP requires an official public commitment from the local governing body establishing an eventual goal of zero roadway fatalities and serious injuries on its roadways; and

WHEREAS, in the last ten years (2015-2024), 53 serious injury crashes and 4 fatal crashes occurred on roadways within the city limits and this will serve as a baseline for the City's interim and final crash reduction goals; and

WHEREAS, subject to a funding award for an identified project in the plan, the City Council would be asked to consider authorization to execute a federal grant agreement at a future meeting;

NOW, THEREFORE, BE IT RESOLVED, that the City Council commits to a goal of zero traffic deaths and serious injuries on all roadways in the City of Edina by 2050, and with an interim goal of 50 percent reduction in fatal and serious injury crashes by 2035; and be it further

RESOLVED, that the City Engineer or designee will establish a task force comprised of various area leaders charged with the oversight of the SEMAP development, implementation, and monitoring; and be it further

RESOLVED, that the City of Edina commits to annual monitoring of progress toward its roadway fatality and serious injury reduction goals, and to annual reporting of progress through a public and accessible communication medium.

Adopted this 15th Day of July, 2025.

Attest: 
Sharon Allison, City Clerk


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 July 15, 2025 and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this 21st day of July 2025. 

City Clerk

ENGINEERING DEPARTMENT

7450 Metro Boulevard • Edina, Minnesota 55439
EdinaMN.gov • 952-826-0371

APPENDIX B

Policy and Process Review Memo

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Policy and Process Changes Review

To:	Andrew Scipioni, City of Edina
From:	Alliant Engineering
Date:	10/8/2025
Subject:	Policy and Process Changes Review (Task 7.1)

1. Introduction

1.1 POLICY AND PROCESS REVIEW PURPOSE

This document is a review of plans, processes, policies and other City of Edina documents related to transportation safety. This is a required component of the federal Safe Streets and Roads for All (SS4A) funding program. This document reflects comment from City staff, who reviewed a draft version.

Improving how policies and processes address transportation safety is a central step towards achieving the goal of zero road deaths and serious injuries. This review will inform the recommendations of the Safe and Equitable Mobility Action Plan (SEMAP) and suggest ways for the City to connect safety-related policy and processes to one another.

1.2 DOCUMENTS REVIEWED

For this review, Alliant reviewed the following 13 documents as provided by City staff.

- [Traffic Safety Review Process](#)
- [Edina Pedestrian Crossing Policy](#)
- City’s Dynamic Display Speed Sign Policy
- [Comprehensive Plan – Transportation Chapter](#)
- [Pedestrian and Bicycle Master Plan \(2018\)](#)

Policy and Process Changes Review

- [Living Streets Plan \(2015\)](#)
- [Active Routes to School Plan \(2014\)](#)
- [Citywide Speed Limit Reduction Report \(2021\)](#)
- [Climate Action Plan \(2021\)](#)
- [Race and Equity Initiative Final Report and Recommendations \(2018\)](#)
- [Vision Edina \(2015\) - Strategic Vision & Framework \(PDF\)](#)
- [Code of Ordinances – Traffic and Vehicles Chapter](#)
- [Code of Ordinances – Streets, Sidewalks and Other Public Places Chapter](#)

1.3 APPROACH TO REVIEW

Each of these documents was reviewed for its coverage of one or more categories of transportation safety planning:

- **Safety-Related Policies:** Edina’s roadway safety policies express the City’s safety vision and support implementation. They include rules, guidance, and general procedures intended to achieve that safety vision.
- **Roadway Design:** Derived from the City’s overarching policies, Edina’s roadway design guidance translates transportation priorities into actionable requirements and guidance for the design of roadway and active transportation projects.
- **Project Identification:** This category involves identifying specific locations and strategies for improvement, typically using data analysis, community input, and policy alignment.
- **Implementation and Funding:** Implementation turns plans into action by describing the advancement of projects through design and construction, supported by the City budget or external funding.

Some documents are focused and short, while others take an overarching approach to the topic of transportation safety. Not every document is expected to include information from each of the broad categories of safety-planning listed above. Section 2 identifies the categories of transportation safety planning applied in each document review, based on the scope and scale of the document.

Section 3 is the heart of this memorandum: it describes each document in terms of its relevant transportation safety categories, provides comments on the document, and lists considerations for the City on future document or process updates. Some considerations may be addressed naturally in the development of the SEMAP; others may require additional effort by city staff to address. Considerations that may be addressed directly in the SEMAP are identified through underlining in the “considerations” column of Section 3.

2. Transportation Safety Planning Categories Present 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

Policy and Process Changes Review

Document	Safety-Related Policies	Roadway Design	Projects Identified	Implementation/ Funding
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. Policy and Process Review

Document	Description	Comments	Considerations ¹
Traffic Safety Review Process	The Traffic Safety Review Process is the description of Edina’s <u>policy</u> and method for reviewing and addressing community-reported traffic safety concerns. Submissions are reviewed by city staff and a transportation committee of community members, then brought to the City Council for potential action. Changes to <u>roadway design</u>, such as adding a sign, can result from a given submission. <u>Implementation</u> is based on available budgets and workloads.	• Vulnerable populations, such as individuals with limited English proficiency or those with disabilities may be underrepresented in traffic safety submissions due to barriers such as limited time, language, and inconsistent access to computers and Wi-Fi. • Addressing traffic safety issues based on available budget, instead of allocating specific funding (like through the PACS Fund), may cause solutions to be applied on an inconsistent basis.	• Through marketing or web design, the City may wish to develop strategies to increase participations from vulnerable populations, such as providing translations into Spanish and Somali. • Consider allocating a consistent funding source for addressing traffic safety concerns.

¹ Underlined “considerations” may be further supported by the SEMAP process.

Policy and Process Changes Review

Document	Description	Comments	Considerations ¹
Edina Pedestrian Crossing Policy	This policy document provides guidance for evaluating and improving pedestrian crossings at uncontrolled intersections or other crossing locations. This brief two-page document describes the menu of roadway design options for untreated intersections, based on roadway configuration, traffic volumes, speed, and other factors.	- The decision-making inputs do not include crash history, particularly fatal or severe incidents. The addition of this element could prompt an evaluation of further safety features. - More qualitative information may be useful, such as crossings identified as near-miss hot spots during public engagement. - The policy does not address speeding, which is an important factor of safety at pedestrian crossings. Both documented speeding and high posted speeds create additional risks.	- Consider including crash history (such as from the SEMAP) as a decision input. - Consider also using community feedback as a decision input, such as from the Living Streets Plan, Traffic Safety Review Process, and or the SEMAP. - Consider including the prevalence of speeds (both speed violations and higher speed roadways in general) as an input.
City's Dynamic Display Speed Sign Policy	The Dynamic Speed Display Sign Policy is a policy document outlining criteria and operational guidelines for installing and maintaining Dynamic Speed Display (DSD) signs in Edina, a roadway design feature. The policy distinguishes between permanent and temporary installations, provides criteria for site selection, and outlines funding mechanisms and performance-based removal conditions.	- The policy emphasizes equity by using the PACS Fund's Equity Criteria to prioritize sign installations. - While safety is described in the Policy Purpose, further acknowledgement of the effect vehicle speed has on other roadway users, particularly pedestrians and bicyclists, could be expanded in the Applicability section.	- Consider including crash history as a condition for installation of DSD signs. - Consider including identified pedestrian and bicycle routes in the Pedestrian and Bicycle Master Plan as an additional condition for installing DSD signs. - Consider equity considerations as another condition for installing DSD signs.

Policy and Process Changes Review

Document	Description	Comments	Considerations ¹
Comprehensive Plan – Transportation Chapter	The Edina Comprehensive Plan – Transportation Chapter (2020) describes the City's long-range vision for roadways, transit, freight, and non-motorized travel. This chapter describes policy changes based on existing conditions and priority setting. Potential projects are listed in the Transportation Objectives section, with potential project implementation described immediately following in the Funding section. Funding is general and not tied to specific projects.	- Safety is addressed in broad contexts, including the concept of "living streets" and the principle that the City's biking and walking routes should be low-stress and accessible to all. - The plan does not include a more technical analysis of safety, such as crash data. Including this type of analysis could provide a helpful baseline for understanding roadway safety and guide future goals and policies. From there, a more detailed assessment of roadway safety, associated metrics, or related goals and policies could be provided.	<u>Consider incorporating crash data analysis to identify high-risk areas and describe targeted goals and policies.</u> <u>Consider introducing a dedicated safety goal that aligns with Vision Zero principles to eliminate fatal and serious injury crashes.</u>
Pedestrian and Bicycle Master Plan (2018)	The Pedestrian and Bicycle Master Plan (2018) is a guiding document that offers recommendations to improve walking and biking in Edina, including routes, facilities and programs. This plan covers the full range of considerations for city-wide implementation: from policy visioning to roadway design guidance to project identification and prioritization and finally to potential funding sources.	This document cites at length pedestrian and bicycle crash history, equity concerns, safety and equity-related project identification, and describes metrics and measures of success specifically targeting traffic safety.	Consider expanding the annual PACS Fund expenditures report to include a progress report on Pedestrian and Bicycle Master Plan implementation.

Policy and Process Changes Review

Document	Description	Comments	Considerations ¹
Living Streets Plan (2015)	The Living Streets Plan describes Edina's commitment to better connected streets and pedestrian infrastructure, so community members can rely less on automobiles. This document describes the harms of past development and transportation patterns in Edina. It describes a policy approach and subsequent roadway design and project prioritization strategies.	- The plan describes how residents perceive safety when walking or biking near vehicles. Perceived safety is a major barrier to achieving the City's vision of Living Streets. This finding is well-supported by research across the country and through local engagement. - Areas of disadvantage are disproportionately impacted by disconnected street networks and widely separated land uses, as vehicle ownership and transit dependency is higher. These areas also tend to have less safe biking and walking conditions. - Over the long term, living streets can improve traffic safety through the "Safety in Numbers" effect. As more people choose to walk and cycle, drivers become more accustomed to sharing the road. - There are discrepancies between the pedestrian and bicycle facilities recommended in the Living Streets Plan and those recommended in the Pedestrian and Bicycle Master Plan. Consider addressing with future plan updates.	- Consider giving traffic safety more prominence in this document in future updates, such as describing how it is a barrier to achieving living streets. Additionally, consider identifying street types needing greater safety improvements and providing related policy and design guidance. <u>Consider improving upon the Safety and Traffic volumes subsections of the Context and Prioritization section by using a more data-driven approach.</u> <u>Prioritize projects based primarily on crash data and equity. Emphasize those results and demographics over traffic safety complaints to create a more equitable approach.</u>

Policy and Process Changes Review

Document	Description	Comments	Considerations ¹
Active Routes to School Plan (2014)	The Edina Active Routes to School Plan outlines how the City will increase walking and biking to schools. It includes an assessment of current conditions and policy, project recommendations for each of the nine schools, including roadway design changes and a detailed plan for short-, mid-, and long-term improvements. Funding pathways were identified, like the Pedestrian and Cyclist Safety Fund (PACS).	- The plan is from 2014 and could use an update. Update crash and demographic data with project updates. - France Avenue is a major barrier within the 0.7-mile catchment area of Cornelia School. Those living east of France Ave have a high social vulnerability score (as developed in the SEMAP). - TH 100 and TH 62 boundaries are significant barriers for school-aged children to travel safely in Edina. Also, the Rosland Park bridge was closed in 2022, further limiting crossings; it is scheduled for reconstruction in 2026.	- Conduct updated crash analysis and re-survey students and families to reassess barriers and route preferences. <u>Analyze where demographic changes since 2014 may call for different project prioritization, such as in high-risk areas near Cornelia Elementary School.</u> <u>Conducting the follow-up study of pedestrian and bicycle crossings over TH 62 and TH 100 should be a high priority.</u> - Consider re-evaluating priority projects within a ½ mile walkshed, rather than a simple radius. Some additional projects may be highlighted through this method, like the Tracy Ave crossing of TH 62.

Policy and Process Changes Review

Document	Description	Comments	Considerations ¹
Citywide Speed Limit Reduction Report (2021)	The Citywide Speed Limit Reduction Staff Report describes the plan for reducing speed limits on local streets in Edina. It is a <u>policy document</u> that acts on the state law change allowing cities to set local speed limits without an engineering study. The report details the legislative background, <u>project identification</u> , a <u>funding source</u> , and communication strategies associated with the speed limit reduction.	- The plan includes an evaluation of speed limit change efficacy two years following implementation. During engagement and Transportation Commission review, concerns about efficacy without enforcement were expressed. Staff ultimately did not recommend increasing enforcement and focused on an educational campaign to raise awareness of the change. - The plan acknowledges that reducing speed limits alone is not a catch-all for addressing traffic safety. The report is expected to be used with the Comprehensive Plan, the Living Streets Plan, the Pedestrian and Bicycle Master Plan and the Active Routes to School Plan.	- Follow up on the study to see if speeds have decreased because of these changes, and to confirm if changes to enforcement, communications, and infrastructure would provide benefit. Publish these results. - Consider linking the follow-up report more explicitly to elements of other traffic safety plans. If certain areas did not meet expectations for speed-reduction, be prepared to adjust project identification and prioritization in related plans that recommend roadway design changes. - Consider the potential for creating a false sense of security for pedestrians if actual speeds are consistently above posted speeds where they have been reduced.

Policy and Process Changes Review

Document	Description	Comments	Considerations ¹
Climate Action Plan (2021)	The Climate Action Plan is a living document that outlines actions to reduce greenhouse gas (GHG) emissions and achieve net-zero emissions by 2050. It is a policy guide which identifies potential projects and funding sources but does not include specific budget allocations.	- Increasing the mode share of transit and active transportation comes with safety challenges. As the number of pedestrian and cyclist trips grows, so does the presence of vulnerable road users, who face a higher risk of injury in the event of a crash. - The Transportation and Land Use section details implementation strategies related to traffic safety, including revising street design standards, prioritizing funding aligning for Vision Zero, accelerating the development of off-street active transportation facilities and crosswalks, incentivizing the use of active transportation and transit, and continuing Safe Routes to School audits.	<u>Consider linking potential traffic safety challenges associated with reducing VMT, such as the increased number of Vulnerable Road Users, and referencing how these challenges are addressed in related plans – such as the Living Streets Plan, Pedestrian and Bicycle Master Plan, and Comprehensive Plan.</u>
Race and Equity Initiative Final Report and Recommendations (2018)	The Race & Equity Initiative Final Report & Recommendations is a policy document by the Race & Equity Task Force, a group of community volunteers. Through extensive community outreach, the Task Force identified systematic racial inequities in Edina and developed a comprehensive set of	Traffic safety is an equity issue. People of color are killed in traffic crashes at higher rates than white people, and people living in higher-poverty areas are more likely to be struck and killed. The City of Edina recognizes that historical zoning practices, including Edina's past as a "sundown town", along with	<u>Disaggregate population maps of Edina by race in future traffic safety documents and updates. Apply equity criteria to the allocation of city funds for traffic safety, like the PACS fund.</u> - Consider updating related planning documents, like the Pedestrian and Bicycle Master Plan, to include findings from

Policy and Process Changes Review

Document	Description	Comments	Considerations ¹
	recommendations to promote racial equity across the City.	highway construction, have led to an inequitable distribution of community members in areas with greater traffic-related health risks. - The report identifies areas where community members feel a lack of belonging, which can correlate with infrastructure that doesn't support walking or cycling. - The police incident involving Larnie Thomas occurred at a location where construction forced him to walk into the street, at which point he was pursued by the police. - Two equity recommendations are relevant to the SEMAP: one, disaggregate population data by race, and two, apply racial equity criteria when allocating City funds, including the Capital Improvement Plan (CIP), PACS and operating budget.	this report, particularly data on areas where community members report a lack of belonging. Overlaying this information with traffic safety and equity data can help identify more effective strategies to improve equity on Edina's road, trails, and sidewalks. Monitor the role of enforcement in traffic safety and assure that it does not replace well-designed infrastructure and equitable policy decisions that benefit all community members.
Vision Edina (2015) - Strategic Vision & Framework (PDF)	The Strategic Vision & Framework for Edina is a high-level visioning document for Edina's long-term aspirations. The document has a transportation section where it describes policy related to Edina's goals of a greater modal mix of	This plan could use an update based on traffic safety information found in subsequent plans. The Pedestrian and Bicycle Master Plan and Comprehensive plan center traffic safety and equity as important concerns,	Consider updating this document to include goals highlighted in the Pedestrian and Bicycle Master Plan, Comprehensive Plan, and other documents published subsequently.

Policy and Process Changes Review

Document	Description	Comments	Considerations ¹
	transportation uses and less dependance on automobiles.	which are absent from this document.	
Code of Ordinances – Traffic and Vehicles	Chapter 26 of the Edina Code of Ordinances outlines local traffic regulations and policy , which include a few guidelines relevant to roadway design . The chapter includes provisions related to vehicle operations of all types, speed regulation, parking, and enforcement procedures. It also details rules for the parking and storage of vehicles.	- Heavy vehicle traffic is a major risk for vulnerable road users. Sections 26-105 through -107, limit heavy vehicle circulation on non-truck routes. - There is no reference to traffic safety goals or a Vision Zero policy. - The city describes protections and operating rules for bicyclists in sections 26-280 to 26-2842, including designated on-street facilities, a ban on motor vehicles operating in a bicycle lane and permitting bicycles on public sidewalks. - Section 26-7 c allows the city engineer to set speed limits for city streets based on Minnesota Statute 169.14. However, there is no guidance in the City ordinances prioritizing safety when setting speed limits.	- 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 truck route, may be removed if the Edina truck priority network is interconnected. <u>Include a Vision Zero statement in this ordinance.</u> - The city may consider expanding protections for pedestrians and cyclists. This could include the inclusion of a safe passing law for overtaking vehicles, daylighting, and language prioritizing pedestrian right-of-way at unmarked crosswalks. <u>Consider amending speed limit provisions to prioritize safety for vulnerable road users by emphasizing crash history, land use, and pedestrian activity.</u>

Policy and Process Changes Review

Document	Description	Comments	Considerations ¹
Code of Ordinances – Streets, Sidewalks, and Other Public Spaces	Chapter 24 of the Edina Code of Ordinances outlines the rules and policies related to the use, maintenance, and regulation of public spaces in Edina, which include a few guidelines relevant to roadway design . Obstructions and encroachments, permits for use of public space, maintenance responsibilities, street and sidewalk construction, and use of public grounds are the provision types described in this chapter.	- Section 24, which describes Edina's use of its rights-of-way and construction obligations, has language describing its commitment to safe use and keeping sidewalks in a state of good repair. - Clear paths in the winter are important for mobility. Residents who are incapable of plowing due to disability or health issues may not be able to clear sidewalks they are responsible for.	- Monitor activity in Minneapolis or other communities related to a city role in removing snow on private properties for the purpose of maintaining safe and clear sidewalks in residential areas. - The ordinance could describe safety-related goals for sidewalks, such as connecting the sidewalk network across the City.



APPENDIX C

Safety Analysis Memo

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MEMORANDUM

December 10, 2025

To: Andrew Scipioni, City of Edina and Tim Burkhardt, Alliant Engineering

From: Mitch Coffman, Uy Nguyen, and Ophelia Washington with Toole Design Group

Project: Edina Safe and Equitable Mobility Action Plan

Re: Safety Analysis Memo

Introduction

The Safety Analysis Memo (Memo) summarizes the results of the safety analysis conducted for Edina, Minnesota's Safe and Equitable Mobility Action Plan. This Memo provides a data-driven basis for understanding the history of crashes on roadways in Edina as well as risk factors for crashes. It outlines the methods and results of three types of safety analyses: the Descriptive Safety Analysis (DSA), the High Injury Networks (HIN), and the Risk Assessment. Each analysis and its findings are presented in a separate section of this Memo.

This Memo will be used as a guide to identify factors or locations that require further examination, develop safety programs, modify policies, select and justify safety countermeasures, and prioritize locations for interventions.

There is a heavy focus on **fatal and serious injury (FSI)** crashes, which is based on the city's goal of eliminating crashes resulting in fatalities and serious injuries. This will allow the city and partners to understand where and why FSI crashes are occurring to reduce and ultimately eliminate fatalities and life-altering injuries through proven, innovative, and comprehensive strategies.

Data and Limitations

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. It consists of all reported crash data from 2015 to 2024 within the City of Edina. Intersection crashes were identified as those

The **Descriptive Crash Analysis** describes the characteristics, factors, and patterns of past crashes in Edina.

The **High Injury Networks (HIN)** identify street segments with elevated crashes densities weighted by severity.

The **Risk Assessment** identifies factors correlated with increased likelihood of severe and injury crashes.

crashes within 100 feet of an at-grade intersection. Crash severity was summarized at the crash level, not the unit level, as MnCMAT2 does not provide detailed information regarding the number of people sustaining serious or minor injuries, possibly injured, or only experienced property damage per crash.

Crashes that were reported during a period of ten years, from 2015 through 2024, were studied. The compiled roadway data reflects current conditions according to the data made available at the time of this analysis. It can be assumed that some changes in roadway design and operations have occurred over the previous years that cannot be accounted for. As crash data is viewed at an aggregate level within this document, the impacts of these temporal inconsistencies are expected to be minor.

The analyses reported here show crash density but do not adjust for exposure rates based on volumes by modes. This is because real-world pedestrian and bicycle traffic volume data is not available. The lack of exposure data must be kept in mind to avoid misinterpreting analysis results. For example, in many communities, pedestrian crashes are more common during daylight conditions than dark conditions. This does not mean that daylight conditions are more dangerous than dark conditions. Rather, it reflects the fact that people are more likely to travel, especially by walking, in light conditions than in dark conditions.

Additional data could enhance future safety analyses. Below are some recommendations for additional data components that may be valuable for future study.

- Bicycle and pedestrian volume data would allow for a measure of crash exposure for bicyclists and pedestrians.
- A more comprehensive roadway dataset would help to identify risk factors. Roadway attributes could include vehicle operating speeds, marked crosswalks and crosswalk enhancements and crosswalk style, street and/or lane widths, on-street parking,

Key Terms

FSI crashes = fatal and serious injury crashes. Fatal crashes are those that result in death of at least one person. Serious injury crashes are those that result in at least one person sustaining an injury that prevents them from carrying out normal daily activities.

MPI crashes = minor or possible injury crashes. Minor injury crashes are those that result in at least one person sustaining an injury but that injury does not prevent them from carrying out normal daily activities. Possible injury crashes are those that result in at least one person reporting to be injured but said injury is not visible or apparent.

PDO crashes = property damage only crashes. PDO crashes result in the damage of property but do not result in an injury or fatality.

FSI + MPI crashes = combination of all fatal, serious injury, minor injury, and possible injury crashes.

Total crashes = combination of all crashes, regardless of severity (FSI, MPI, and PDO crashes).

Motorist crashes = crashes that involve at least one motor vehicle and do not involve a bicyclist or pedestrian.

Pedestrian crashes = crashes that involve someone walking or using a personal mobility device such as a wheelchair.

Bicyclist crashes = crashes that involve someone on a bicycle or similar type device.

VRU crashes = Vulnerable Road User crashes. VRU crashes are those that involve a pedestrian or bicyclists (or other similar road user).

traffic signal phasing, transit frequency and boarding/alighting counts, and location of fixed objects (raised medians, barriers, utility poles, etc.).

Descriptive Crash Analysis

The descriptive analysis describes the overall characteristics, factors, and patterns of traffic crashes. The descriptive safety analysis methodology consisted of data collection, consolidation, processing, and contextualization based on available crash and roadway attribute data. A series of high-level descriptive summaries capture relationships between citywide crash data, infrastructure data, and contextual variables. These statistics explore overall crash trends and patterns that can be used to guide the selection of variables warranting deeper analysis, new roadway behavior programs, policy changes, or the selection of safety countermeasures for project development.

Roadway Ownership

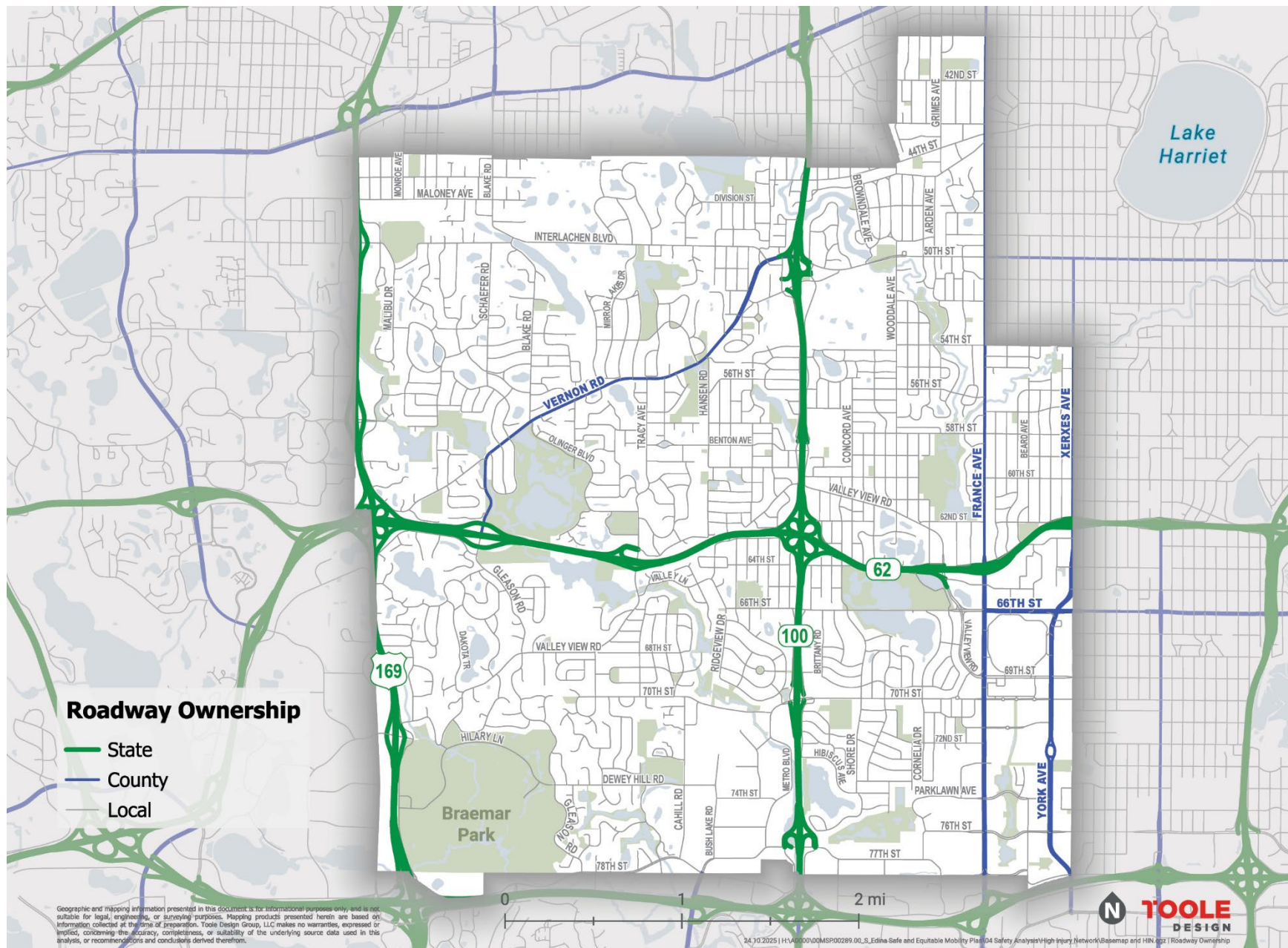
The safety analysis includes crash data for all roadways in Edina and also provides insights into the different crash characteristics for roadways owned by the City of Edina as well as Hennepin County and MnDOT. County routes include Vernon Rd, 69th St, France Ave, Xerxes Ave, York Ave, and Gleason Rd (between Vernon Rd and Hwy 62). State routes include Highway 169, Highway 62, and Highway 100. Using GIS data provided by the City,

Figure 1 illustrates the roadway ownership within Edina's city limits and Table 1 summarizes the miles of roadway under each jurisdiction and the percent of total roadway miles.

Table 1. Roadway Ownership

Owner	Miles of Roadway	% of Roadway Miles
City of Edina	215.1	79%
Hennepin County	16.1	6%
State of Minnesota	41.6	15%
Total	272.7	100%

Figure 1. Roadway Ownership



Crashes by Mode, Severity, and Roadway Ownership

Table 2 shows all crashes in Edina and breaks down the number of crashes by mode, severity, and owner of the roadway. Figure 2, Figure 3, and Figure 4 show the location and severity of pedestrian, bicyclist, and motorist crashes, respectively. Key takeaways include:

- There were 6,438 total crashes on the roadways in Edina between 2015 and 2024, or about 2 per day.
- A quarter of all crashes resulted in injuries of varying severity.
- There were 57 FSI crashes (4 fatal and 53 serious injury), averaging out to one FSI crash every two months.
- There were 1,496 MPI crashes, averaging out to one MPI crash every other day.
- FSI crashes were almost evenly split between state, county, and local roadways.
- Half of the MPI crashes occurred on state roadways.
- 72% of FSI crashes and 93% of MPI crashes were motorist crashes.
- More pedestrian FSI crashes occurred on county roadways, but more pedestrian MPI crashes occurred on local roadways.
- 30% of FSI crashes on local roadways were VRU crashes.
- Pedestrian and bicyclist crashes were much more likely to result in injury, serious injury, or death.

- 50% of all bicyclist FSI crashes and 70% of all bicyclist MPI crashes were on local roadways.
- 36% of all pedestrian FSI crashes and 64% of all pedestrian MPI crashes were on local roadways.
- 34% of all motorist FSI crashes and 24% of all motorist MPI crashes were on local roadways.

Table 2. Crashes by Mode, Severity, and Ownership on All Roadways

Mode	Severity	State	County	Local	Other	Total
Total Crashes (All Modes)	FSI	17	20	20	0	57
	MPI	744	344	401	7	1,496
	FSI+MPI	761	364	421	7	1,553
	PDO	3,166	737	960	22	4,885
	Total	3,927	1,101	1,381	29	6,438
VRU Crashes (Pedestrian and Bicyclist)	FSI	3	7	6	0	16
	MPI	3	30	71	2	106
	FSI+MPI	6	37	77	2	122
	PDO	2	1	3	1	7
	Total	8	38	80	3	129
Pedestrian Crashes	FSI	2	7	5	0	14
	MPI	2	19	38	0	59
	FSI+MPI	4	26	43	0	73
	PDO	2	1	1	0	4
	Total	6	27	44	0	77
Bicyclist Crashes	FSI	1	0	1	0	2
	MPI	1	11	33	2	47
	FSI+MPI	2	11	34	2	49
	PDO	0	0	2	1	3
	Total	2	11	36	3	52
Motorist Crashes	FSI	14	13	14	0	41
	MPI	741	314	330	5	1,390
	FSI+MPI	755	327	344	5	1,431
	PDO	3,164	736	957	21	4,878
	Total	3,919	1,063	1,301	26	6,309

Figure 2. Pedestrian Crashes

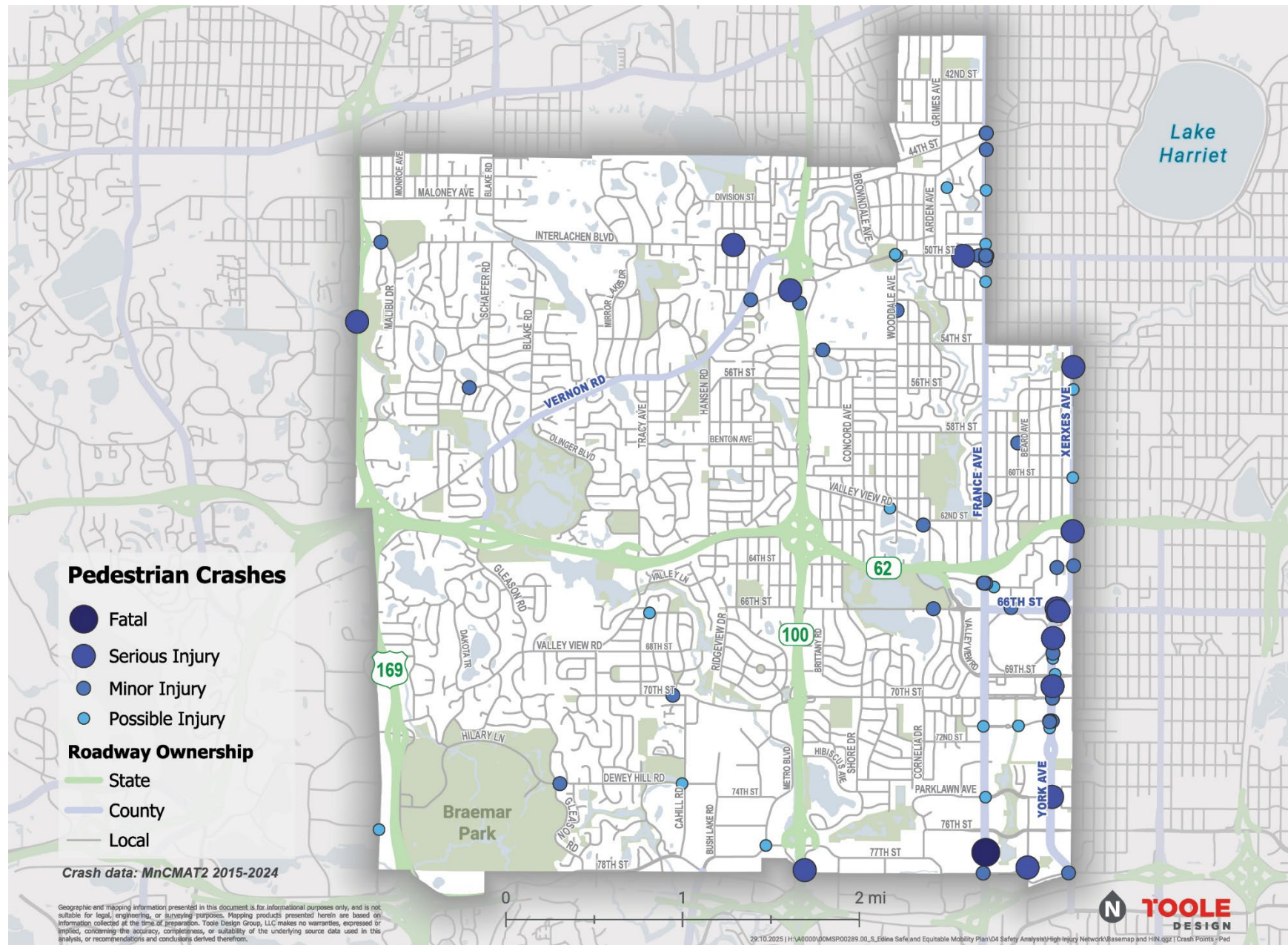


Figure 3. Bicyclist Crashes

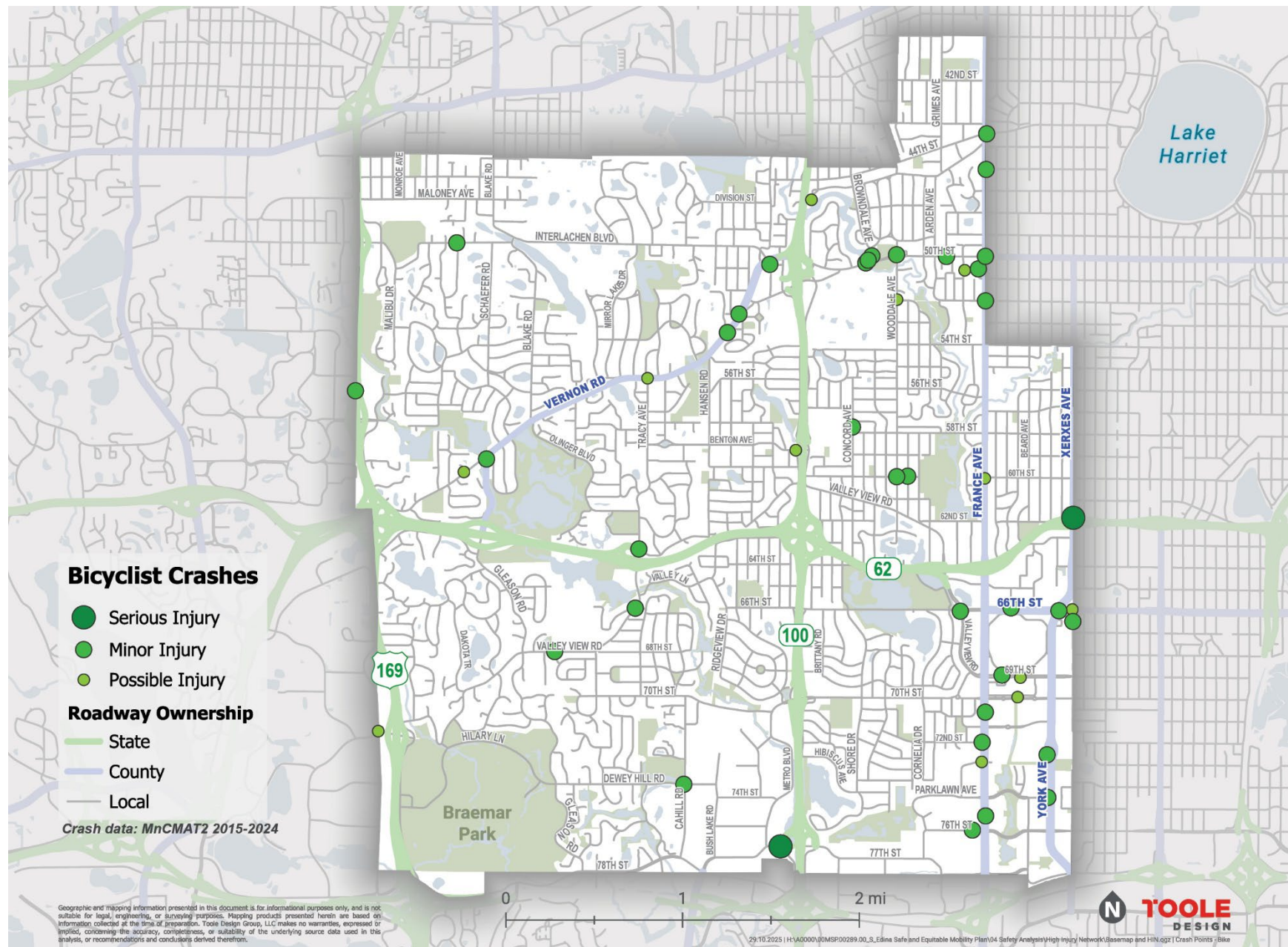
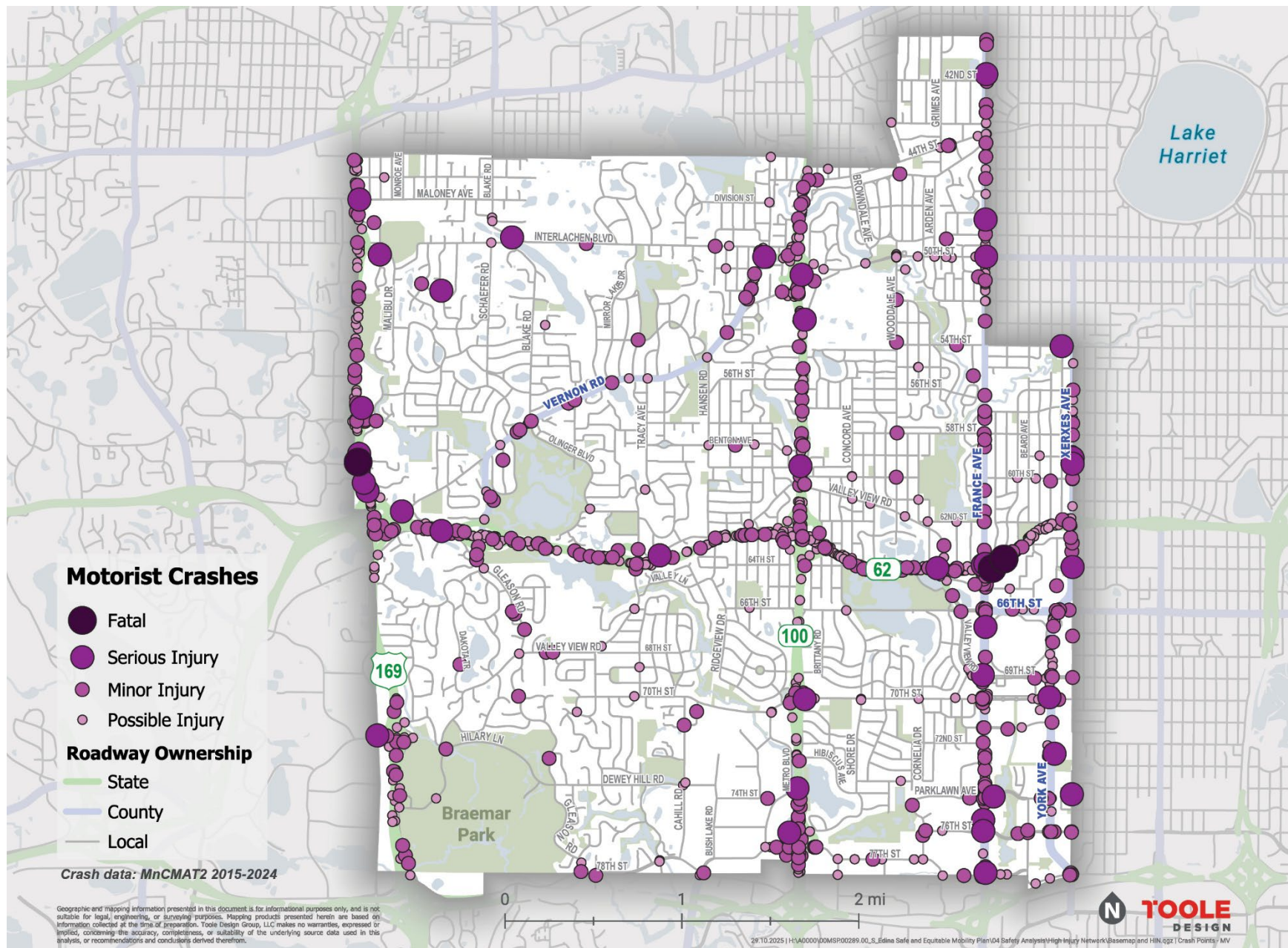


Figure 4. Motorist Crashes



Vulnerability by Mode

Figure 5, Figure 6, and Figure 7 show the percentage of crashes for each crash severity category for pedestrian crashes, bicyclist crashes, and motorist crashes, respectively. Key takeaways include:

- Crashes involving pedestrians were 18 times more likely to result in a fatality or serious injury than motorist crashes.
- Crashes involving bicyclists were 4 times more likely to result in a fatality or serious injury than motorist crashes.
- VRU crashes (involving pedestrians and bicyclists) were much more likely to result in injury, serious injury, or death than motorist crashes.

Figure 5. Pedestrian Crashes by Severity on All Roadways

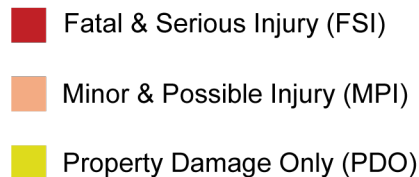
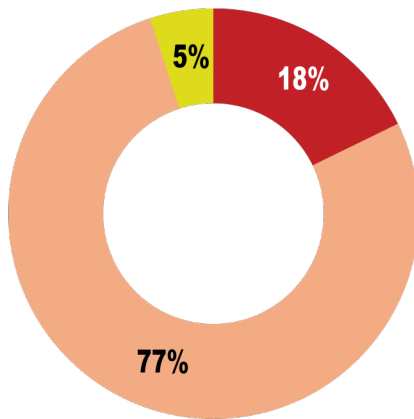


Figure 6. Bicyclist Crashes by Severity on All Roadways

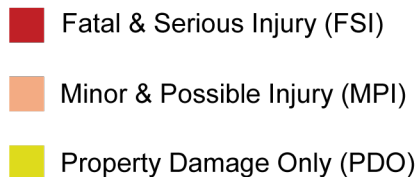
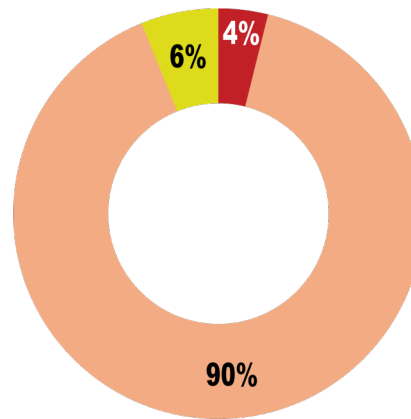
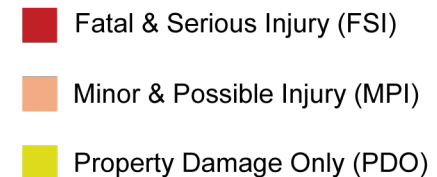
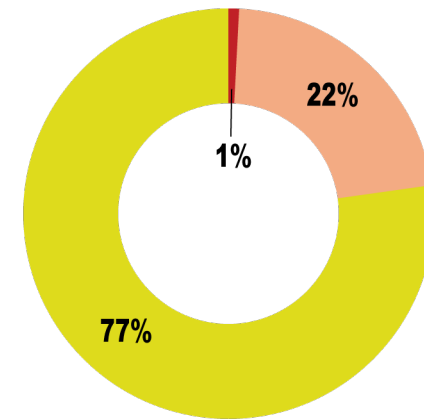


Figure 7. Motorist Crashes by Severity on All Roadways



Crash Types

Figure 8 shows the number of FSI and MPI crashes on all roadways for each type of crash. Figure 9 shows the same type of information for local roadways only. Key takeaways include:

- The most common 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 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 8. Number of Crashes by Crash Type on All Roadways

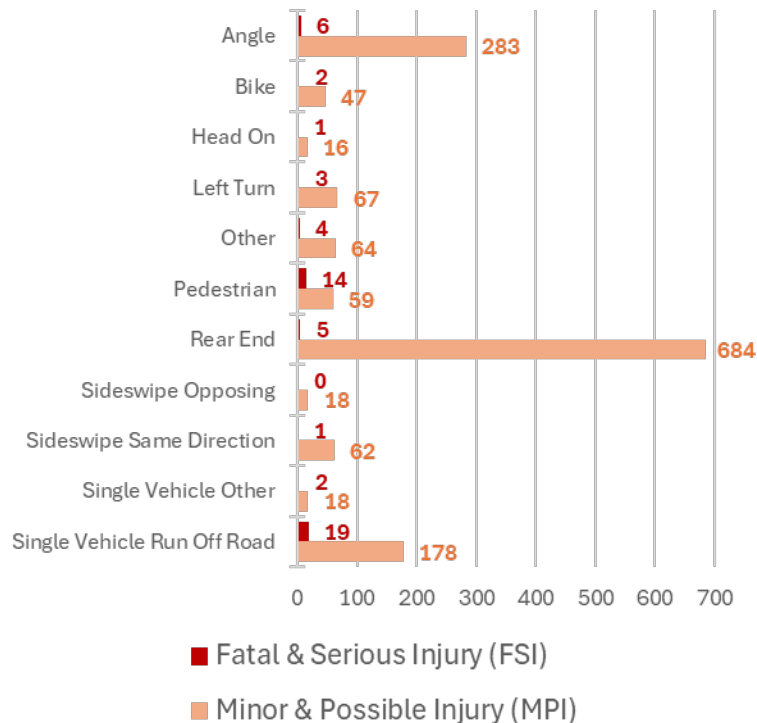
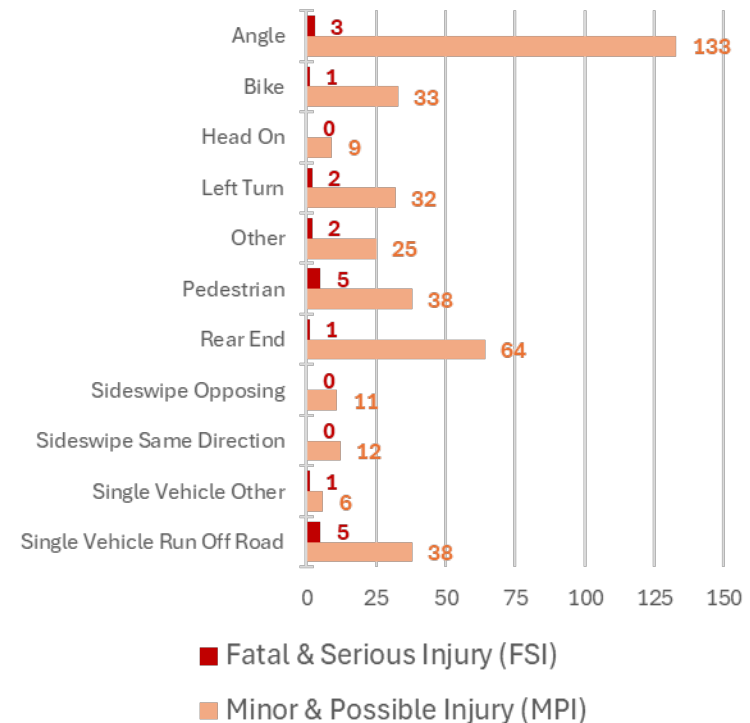


Figure 9. Number of Crashes by Crash Type on Local Roadways



Crash Types by Severity

Figure 10 shows the percentage of FSI, MPI, and PDO crashes for the various crash types on all roadways. Figure 11 shows the same type of information for local roadways only. These figures communicate the likelihood of a fatality, serious injury, and injury resulting from each crash type. Key takeaways include:

- Pedestrian crashes have the highest likelihood of resulting in a fatality or serious injury (18%), which is 4.5 times higher than the next highest – bike crashes (4%).

- Pedestrian and bike crashes have the highest likelihood of resulting in a fatality, serious injury, minor injury, or possible injury (95% and 94%, respectively).
- Major local roadway differences in crash type by severity include an increased likelihood of injury for sideswipe same direction crashes and single vehicle other crashes. Single vehicle other are also more than twice as likely to result in a fatality or serious injury. Head on and pedestrian crashes are less likely to result in a fatality or serious injury.

Figure 10. Severity of Crashes for Crash Types on All Roadways

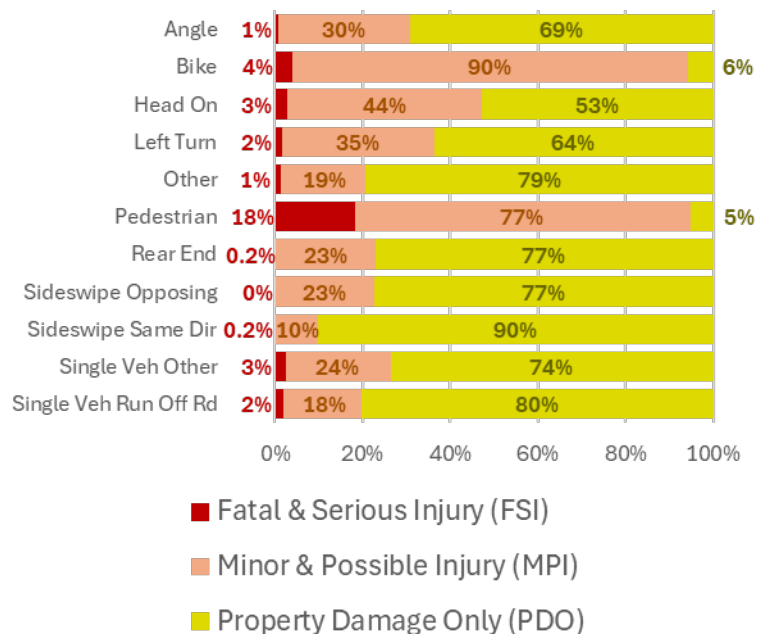
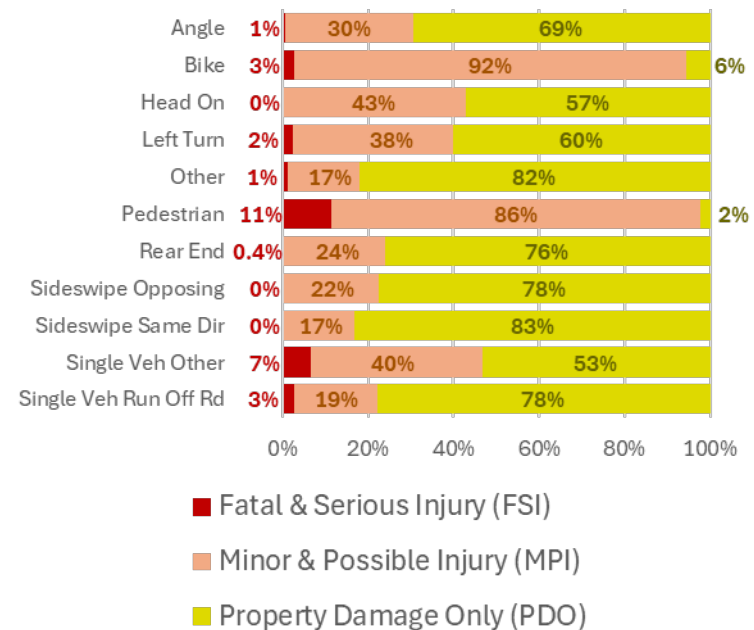


Figure 11. Severity of Crashes for Crash Types on Local Roadways



Intersection Related

Crashes were identified as being intersection related if they were located within 100 feet of an at-grade intersection. Figure 12 shows a snapshot of the intersection related crashes by severity for all roadways and Figure 13 shows the same data for local roadways only. Table 3 shows the detailed breakdown of intersection related crashes by severity, mode, and roadway ownership. Key takeaways include:

- Intersection related crashes make up a small portion of all crashes (23%), Fatal and Serious Injury (FSI) crashes (35%), and Minor and Possible Injury (MPI) crashes (31%). This is likely due to the large number of crashes occurring on state roadways. Less than 1% of crashes on state roadways were intersection related. As such, state roadways were not individually included in Table 3. However, they were included in the total for all roadways along with those crashes on other roadways (not assigned as state, county, or local).
- Crashes were more likely to be intersection related than not for local roadways (62%) and county roadways (53%). The percentages were even higher when looking at only the MPI crashes, with 65% for local roadways and 55% for county roadways. However, the percentages were lower when looking only at FSI crashes, with 50% for local roadways and 45% 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%).

Figure 12. Intersection Related Crashes by Severity on All Roadways

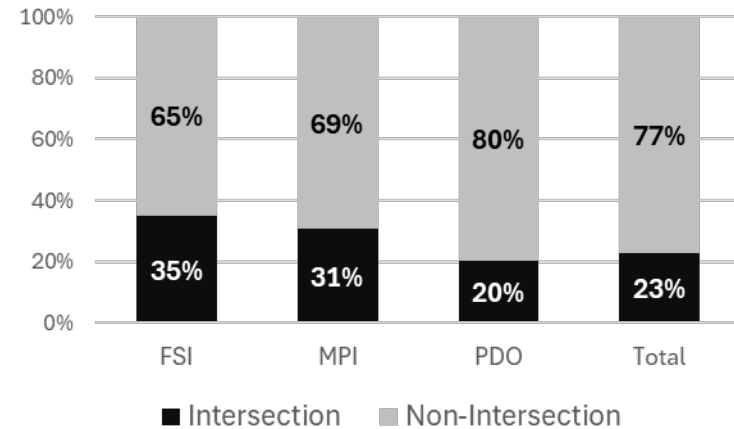


Figure 13. Intersection Crashes by Severity on Local Roadways

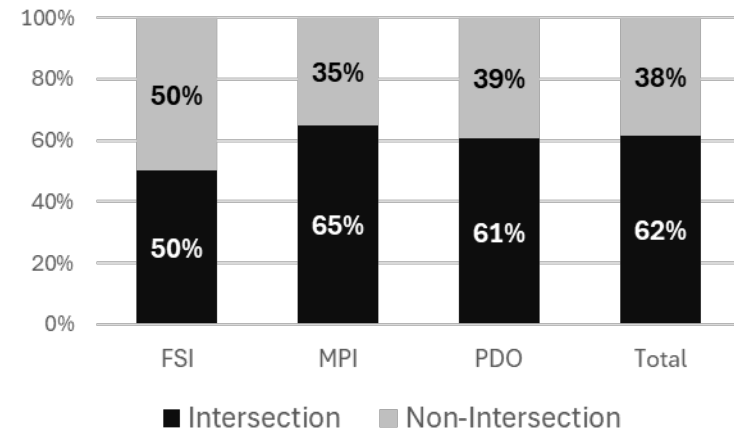


Table 3. Intersection Related Crashes

			All Modes	VRU	Pedestrian	Bicyclist	Motorist
All Roadways	Total Crashes	Crashes (#)	6,438	129	77	52	6,309
		Intersection Related (#)	1,476	83	47	36	1,393
		Intersection Related (%)	23%	64%	61%	69%	22%
	FSI Crashes	Crashes (#)	57	16	14	2	41
		Intersection Related (#)	20	7	7	0	13
		Intersection Related (%)	35%	44%	50%	0%	32%
	MPI Crashes	Crashes (#)	1,496	106	59	47	1,390
		Intersection Related (#)	458	71	38	33	387
		Intersection Related (%)	31%	67%	64%	70%	28%
Local Roadways	Total Crashes	Crashes (#)	1,381	80	44	36	1,301
		Intersection Related (#)	851	55	29	26	796
		Intersection Related (%)	62%	69%	66%	72%	61%
	FSI Crashes	Crashes (#)	20	6	5	1	14
		Intersection Related (#)	10	4	4	0	6
		Intersection Related (%)	50%	67%	80%	0%	43%
	MPI Crashes	Crashes (#)	401	71	38	33	330
		Intersection Related (#)	260	49	25	24	211
		Intersection Related (%)	65%	69%	66%	73%	64%
County Roadways	Total Crashes	Crashes (#)	1,101	38	27	11	1,063
		Intersection Related (#)	584	25	17	8	559
		Intersection Related (%)	53%	66%	63%	73%	53%
	FSI Crashes	Crashes (#)	20	7	7	0	13
		Intersection Related (#)	9	3	3	0	6
		Intersection Related (%)	45%	43%	43%	N/A	46%
	MPI Crashes	Crashes (#)	344	30	19	11	314
		Intersection Related (#)	190	21	13	8	169
		Intersection Related (%)	55%	70%	68%	73%	54%

Crashes Trends over Time by Severity

Figure 14. Crashes by Year and Severity on All Roadways

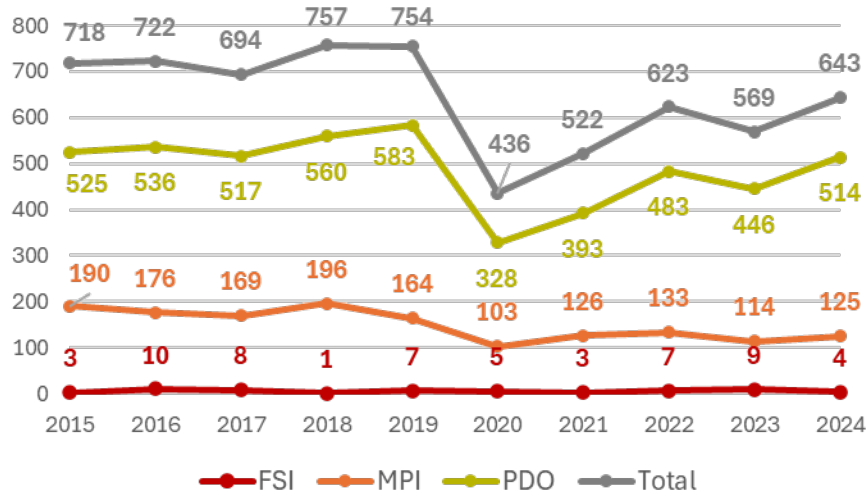


Figure 15. Crashes by Year and Severity on Local Roadways

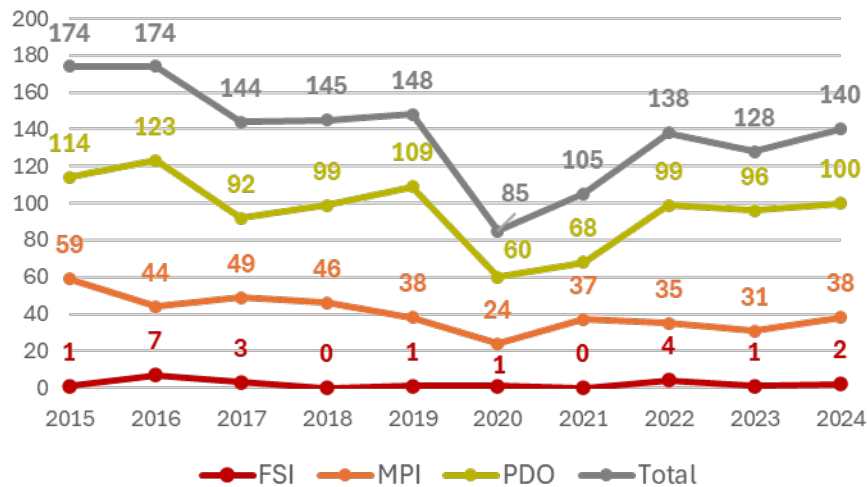
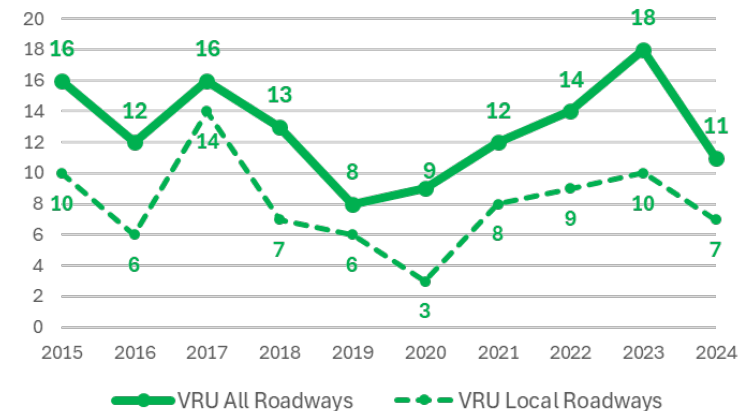


Figure 14 shows total crashes per year between 2015 and 2024 on all roadways in Edina as well as by crash severity. Figure 15 shows the same type of information for local roadways only. Figure 16 shows the Vulnerable Road User (VRU) crashes per year for all roadways and local roadways only. Key takeaways include:

- Property Damage Only (PDO) crashes made up the largest percentage of total crashes.
- There was a large dip in total crashes in 2020 and an increase after, but they have not returned to pre-2020 levels. This trend is similar with PDO and Minor and Possible Injury (MPI) crashes, although MPI crashes have not increased at the same rate as PDO crashes since 2020. This trend is not evident in Fatal and Serious Injury (FSI) crashes, which appear a bit random over time.
- Crash severity trends on local roadways generally mirror those on all roadways.

Figure 16. VRU Crashes by Year



Crashes by Month

Figure 17 shows FSI, MPI, VRU, and total crashes that occurred in each month.

Figure 18 shows the same type of information for local roadways only. Key takeaways include:

- There is a noticeable spike in FSI crashes in September (14 FSI crashes). August and September had 35% of FSI crashes.
- Injury crashes peaked in July. In general, there is a gradual increase in the preceding months and a gradual decline in the following months.
- March had the fewest FSI, MPI, and total crashes. February had the fewest VRU crashes.
- VRU crashes were generally higher between May and November.
- Local roadways were very similar to all roadways.
- Local roadways had a more dramatic spike in injury crashes in July and a more dramatic increase in the preceding months and decline in the months following.

Figure 17. Crashes by Month on All Roadways

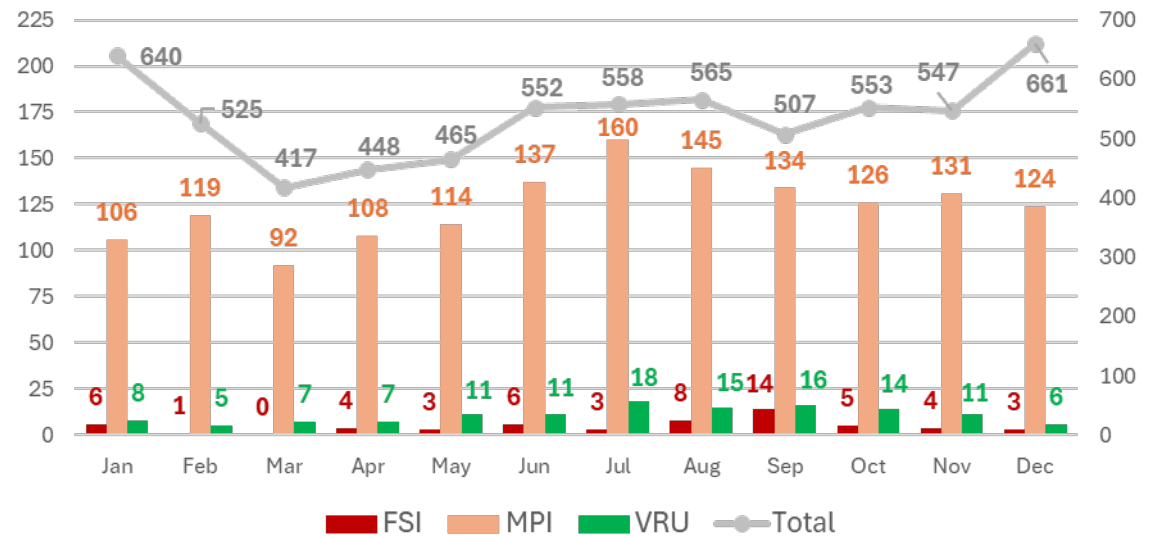
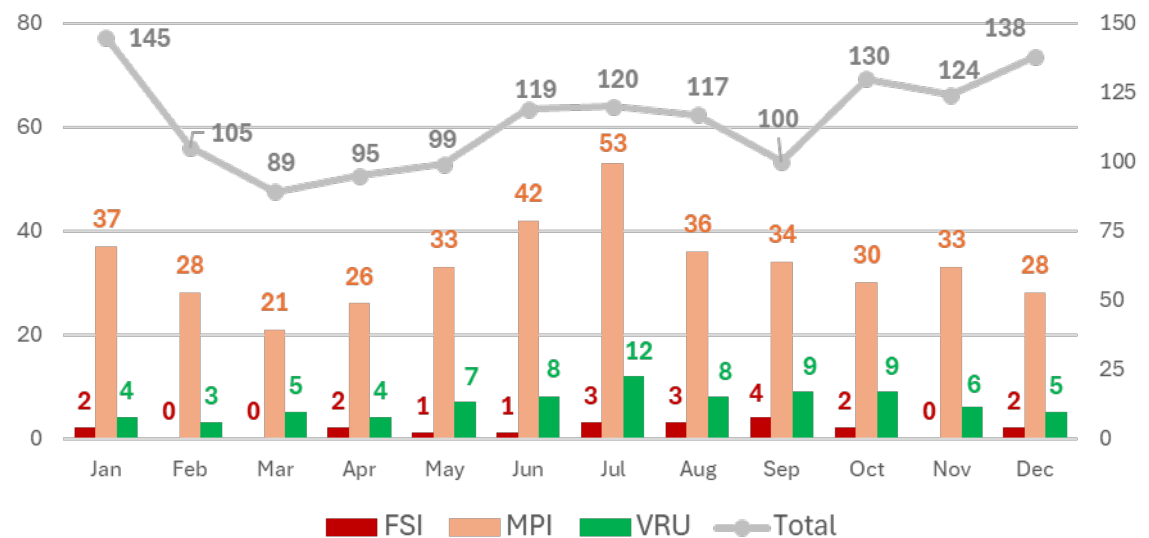


Figure 18. Crashes by Month on Local Roadways



Crashes by Day of Week and Time of Day

Figure 19 shows the number of FSI crashes per day and by time of day.

Figure 20 shows the same type of information for local roadways only.

Key takeaways include:

- FSI crashes on all roadways were distributed fairly evenly between each day of the week except for Saturday, which had a noticeably higher number of FSI crashes.
- 55% of FSI crashes on local roadways occurred on Friday or Saturday. 37% of FSI crashes on all roadways occurred on those two days.
- 75% of FSI crashes on local roadways occurred between 9am and 6pm.

Figure 19. FSI Crashes by Day of Week and Time of Day on All Roadways

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
12am-3am	0	0	0	1	2	1	2	6
3am-6am	0	0	1	0	0	0	0	1
6am-9am	2	0	2	0	1	1	0	6
9am-12pm	2	4	1	1	0	1	0	9
12pm-3pm	2	2	2	2	1	1	0	10
3pm-6pm	0	0	1	0	2	4	1	8
6pm-9pm	2	0	0	3	2	3	2	12
9pm-12am	0	1	0	1	0	2	1	5
Total	8	7	7	8	8	13	6	57

Figure 20. FSI Crashes by Day of Week and Time of Day on Local Roadways

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
12am-3am	0	0	0	0	2	0	1	3
3am-6am	0	0	0	0	0	0	0	0
6am-9am	0	0	0	0	0	0	0	0
9am-12pm	1	1	1	1	0	1	0	5
12pm-3pm	2	0	0	1	1	0	0	4
3pm-6pm	0	0	0	0	2	3	1	6
6pm-9pm	0	0	0	0	1	1	0	2
9pm-12am	0	0	0	0	0	0	0	0
Total	3	1	1	2	6	5	2	20

Crashes by Time of Day

Figure 21 shows the percentage distribution of crashes by time of day for FSI, MPI, VRU, and total crashes. Figure 22 shows the same type of information for local roadways only. Comparing the FSI, MPI, and VRU crashes to total crashes shows if there is an overrepresentation of certain types of crashes during specific periods of the day. Key takeaways include:

- FSI crashes on all roadways were most overrepresented from 12am to 3am (11% of FSI vs. 2% of total) and 6pm to 9pm (21% of FSI vs. 11% of total).
- FSI crashes on local roadways were most overrepresented from 12am to 3pm (15% of FSI vs. 2% of total) and 9am to 12pm (25% of FSI vs. 15% of total).
- MPI crashes were generally similar to total crashes.
- VRU crashes on all roadways were most overrepresented from 6pm to 9pm (19% of VRU vs. 11% of total).
- VRU crashes on local roadways were most overrepresented from 6pm to 9pm (20% of VRU vs. 14% of total).

Figure 21. Crashes on All Roadways by Time of Day

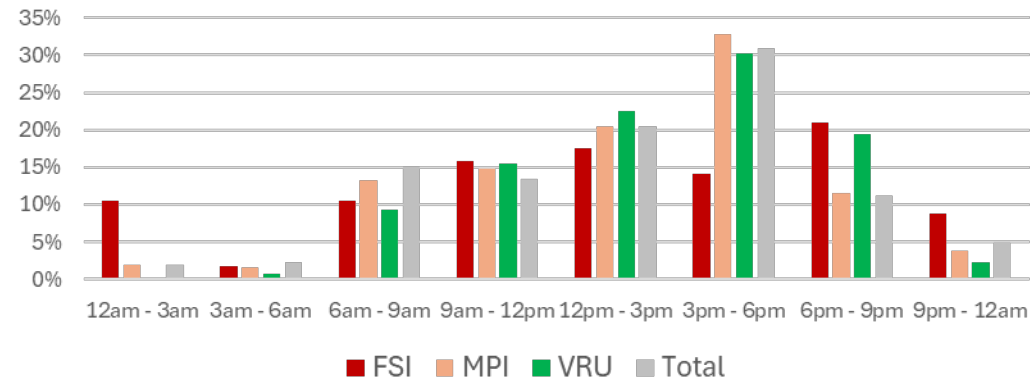
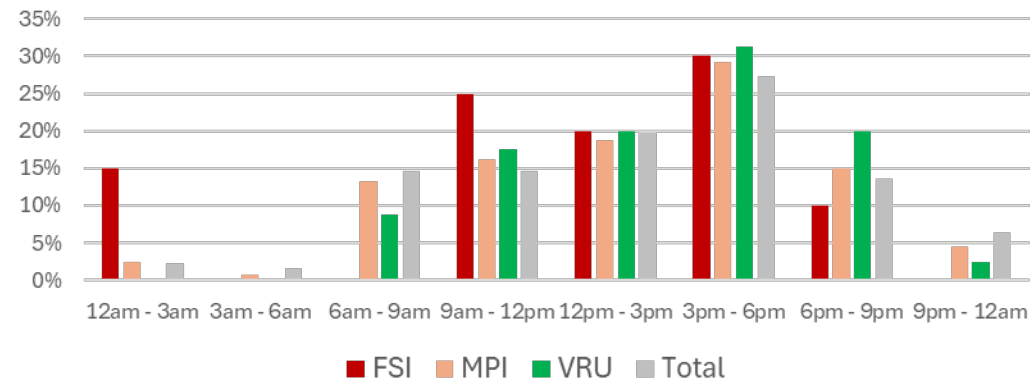


Figure 22. Crashes on Local Roadways by Time of Day



Lighting

Figure 23 shows the lighting condition for FSI, MPI, and VRU crashes on all roadways. Figure 24 shows the same type of information for local roadways only. Key takeaways include:

- The vast majority of FSI, MPI, and VRU crashes occurred with illuminated conditions from natural or artificial light sources, though most were natural.
- There was a higher prevalence of FSI, MPI, and VRU crashes during daylight on local roadways when compared to crashes on all roadways. On local roadways, 74% of all crashes occurred during daylight conditions but 80% of FSI crashes, 77% of MPI crashes, and 81% of VRU crashes occurred during daylight. This was similar on all roadways except for FSI crashes. On all roadways, 76% of all crashes occurred during daylight conditions but 79% of MPI crashes and 78% of VRU crashes occurred during daylight and 65% of FSI crashes occurred during daylight. FSI crashes in dark (street lights on) conditions comprised 19% of all crashes but 30% of FSI crashes on all roadways.

Figure 23. Crashes on All Roadways by Lighting Condition

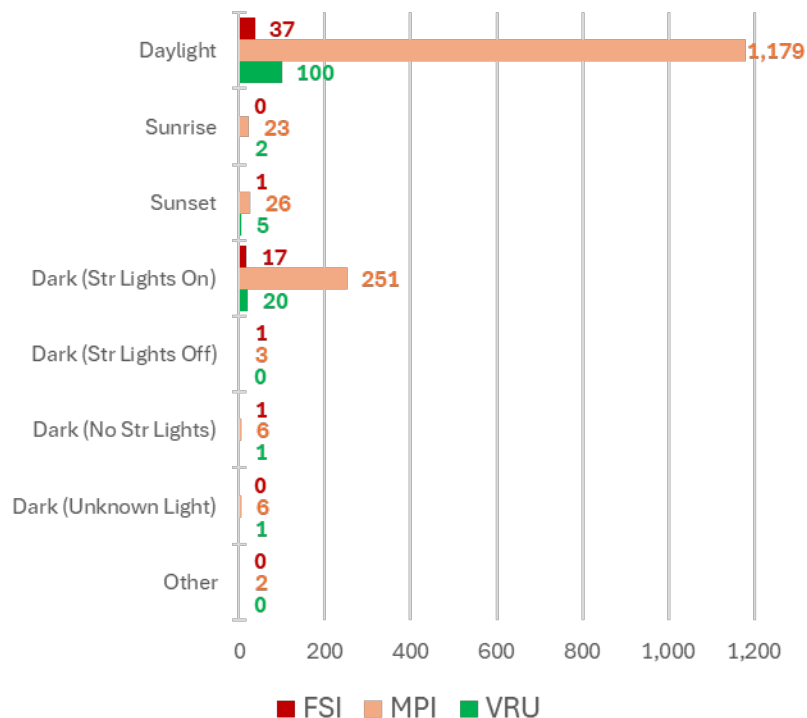
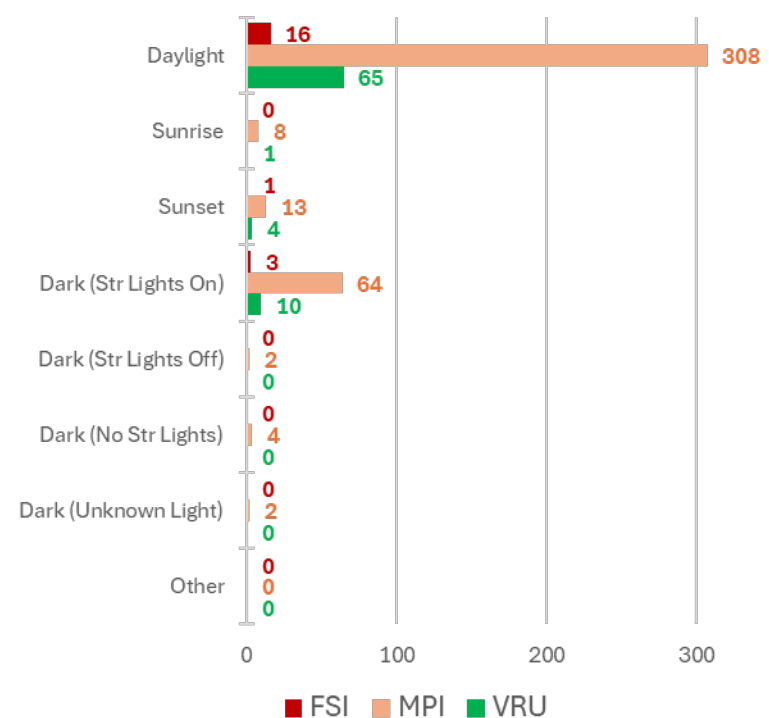


Figure 24. Crashes on Local Roadways by Lighting Condition



Weather

Figure 25 shows the weather condition for FSI, MPI, and VRU crashes on all roadways. Figure 26 shows the same type of information for local roadways only. Key takeaways include:

- The vast majority of FSI crashes occurred during clear or cloudy conditions (96% on all roadways and 95% on local roadways).
- The vast majority of MPI crashes occurred during clear or cloudy conditions (90% on all roadways and 91% on local roadways).
- The vast majority of VRU crashes occurred during clear or cloudy conditions (93% on all roadways and 94% on local roadways).
- Snow conditions were present on 8% of PDO crashes, 4% of MPI crashes, 2% of FSI crashes, and 2% of VRU crashes on all roadways. For local roadways, snow conditions were present on 9% of PDO crashes, 3% of MPI crashes, 0% of FSI crashes, and 1% of VRU crashes.

Figure 25. Crashes on All Roadways by Weather Condition

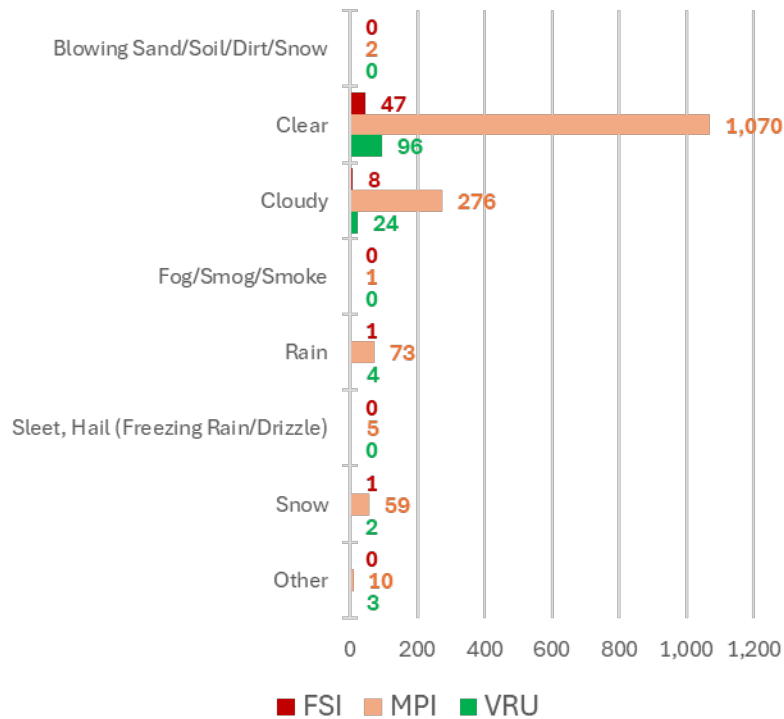
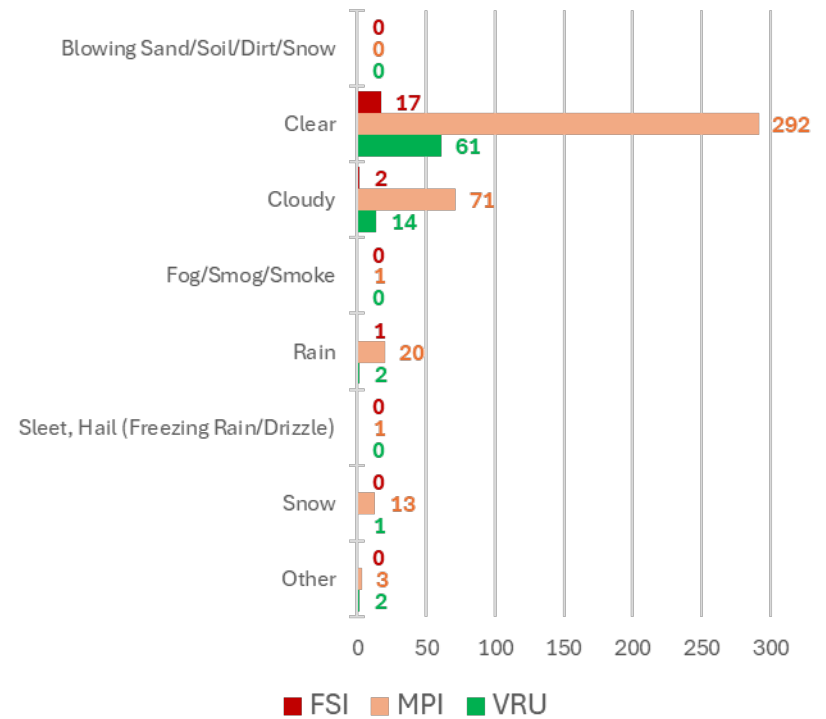


Figure 26. Crashes on Local Roadways by Weather Condition



Roadway Surface Condition

Figure 27 shows the roadway surface condition for FSI, MPI, and VRU crashes on all roadways. Figure 28 shows the same type of information for local roadways only. Key takeaways include:

- The vast majority of FSI crashes occurred with dry surface conditions (88% for FSI crashes on all roadways and 90% for FSI crashes on local roadways).
- A slightly smaller majority of VRU crashes occurred with dry surface conditions (86% for VRU crashes on all roadway and 89% for VRU crashes on local roadways).
- A slightly smaller majority of MPI crashes occurred with dry surface conditions (79% for MPI crashes on all roadway and 81% for MPI crashes on local roadways).

Figure 27. Crashes on All Roadways by Roadway Surface Condition

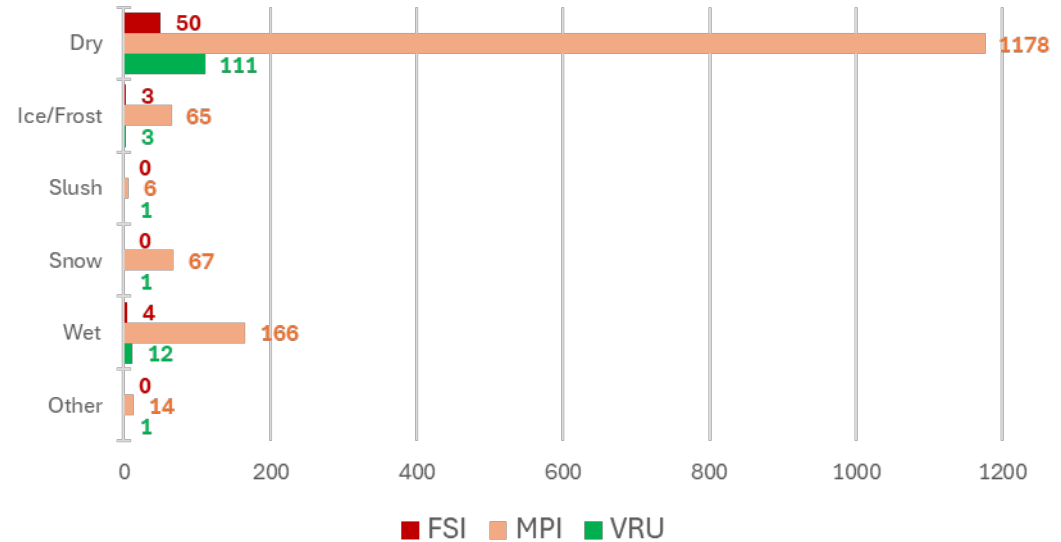
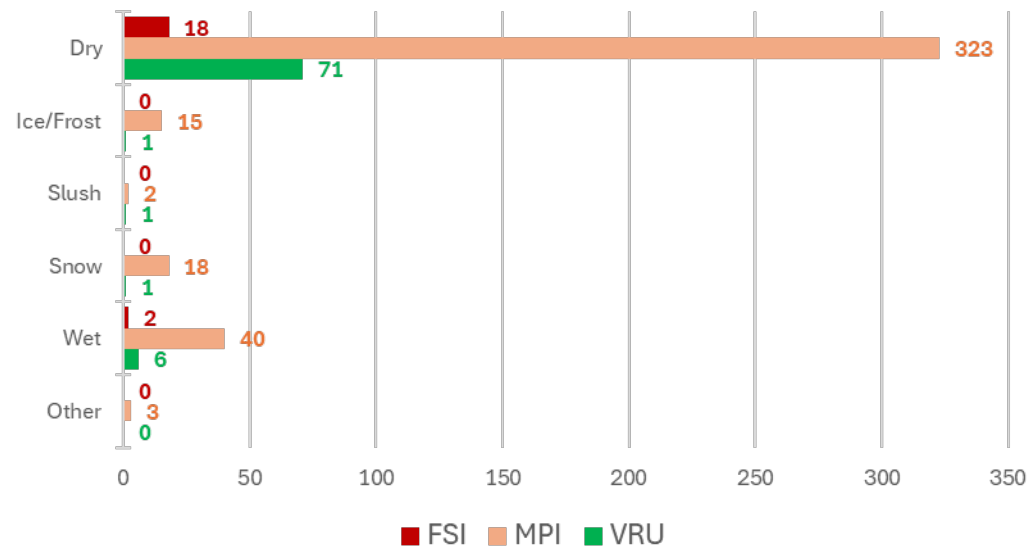


Figure 28. Crashes on Local Roadways by Roadway Surface Condition



Work Zones

Figure 29 shows work zone status for the FSI, MPI, and VRU crashes on all roadways. Figure 30 shows the same type of information for local roadways only. Key takeaways include:

- No FSI crashes occurred in work zones.
- No VRU crashes occurred in work zones.
- 98% of MPI crashes occurred outside of work zones on all roadways and on local roadways only.

Figure 29. Crashes on All Roadways by Work Zone Status

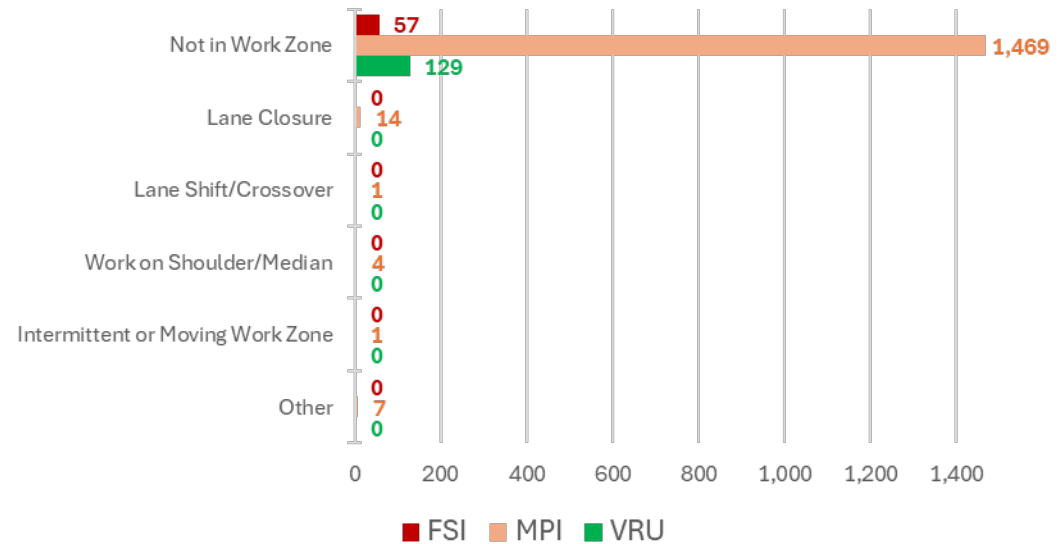
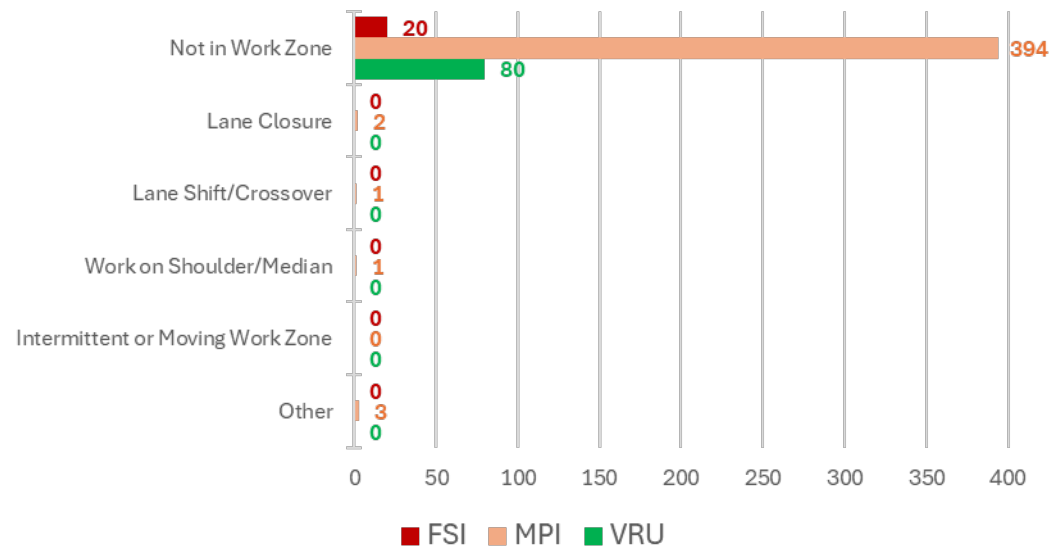


Figure 30. Crashes on Local Roadways by Work Zone Status



High Injury Networks (HIN)

The High Injury Networks (HIN) identify street segments with elevated crashes densities weighted by severity. This section outlines the data sources, methodology, applied thresholds, and findings from a sliding window analysis of crashes in Edina, which 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

Methodology

Sliding Windows Analysis

A sliding window analysis identifies streets within a transportation network with higher densities of crashes with additional weight accounting for fatal and serious injury crashes. This process is the primary tool involved in developing HINs. For Edina, the analysis was performed by determining the number and severity of crashes in a half-mile window on a roadway and shifting that window along the roadway .1-mile at a time. This process is depicted in Figure 31.

To best fit Edina's crash data, the weighted scores for the sliding window analysis for fatal, serious injury, minor injury, and possible injury crashes was defined as 3:3:2:1, respectively. Corridors were then classified into low, medium, high, and very high crash density based on the weighted crash score. The crash score thresholds were determined by first plotting the cumulative crash score against mileage, from there the threshold was set as the point where X% of the roadway results in (100-X)% of crashes. For motor vehicle crashes along all roads, X was

set to be 20; so, the threshold became the top 20% of roadway accounting for 80% of motor vehicle crashes. Sliding window analyses were done for all modes, motorist, and VRU crashes; for each of these crash modes one analysis was done along all roads in the city and another along only local roadways. The crash score upper threshold for motorist only crashes was dependent on whether the analysis was done on all roadways or local roadways; the upper threshold also varied by crash mode. Shown in Table 4 are the crash thresholds for all crash modes along both local and all roadways. It is important to note that due to the low number of VRU crashes reported, there is only one measurable crash score threshold.

Figure 31. Example of Sliding Window Analysis. Source: Toole Design

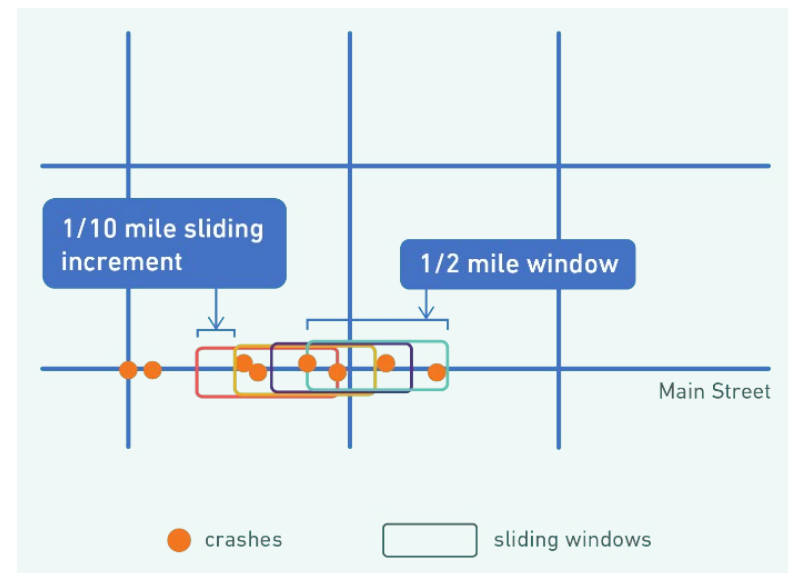


Table 4. Weighted Crash Score Thresholds by Crash Mode

Crash Mode	Local or All	Low Crash Density	Medium Crash Density	High Crash Density	Very High Crash Density
All Modes	Local Roadways	n/a	15%	10%	5%
	All Roadways	20%	15%	10%	5%
Motorist	Local Roadways	n/a	15%	10%	5%
	All Roadways	n/a	15%	10%	5%
VRU	Local Roadways	n/a	n/a	n/a	5%
	All Roadways	n/a	n/a	n/a	5%

High Injury Networks

All Modes High Injury Networks

The All Modes All Roadways HIN (Figure 32) shows roadways with the highest weighted crash density to be primarily along freeways: Highway 62, Highway 169, and Highway 100. Sections of Vernon Ave, 44th St W, 50th St W, France Ave S, 51st St W, Gus Young Lane, Londonderry Rd, 64th St 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 (Figure 33) shows roadways with the highest weighted crash density to be primarily within the southeastern quadrant of the city. This quadrant is characterized by extensive mixed and commercial land uses. The roadways in this section with the highest weighted crash density 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, and 77th St W; the north-south routes are Valley View Rd, Drew Ave S, and Edinborough Way. In the southwestern quadrant are Gleason Rd, Dewey Rd, Tracy Ave, Valley View Rd, Ikola Way, Highway 169 Frontage Rd, 70th St W, and 77th St W. In the northwestern quadrant are Blake Rd S, Vandervolk Ave, Eden Ave, Interlachen Blvd, and Londonderry Rd. In the northeastern quadrant are 44th St W, Browndale Ave, Wooddale Lane, 50th St W, Wooddale Ave, Grange Rd, 51st St W, 54th St W, 58th St W, 60th St W, and Valley View Rd.

Figure 32. All Modes All Roadways High Injury Network (HIN)

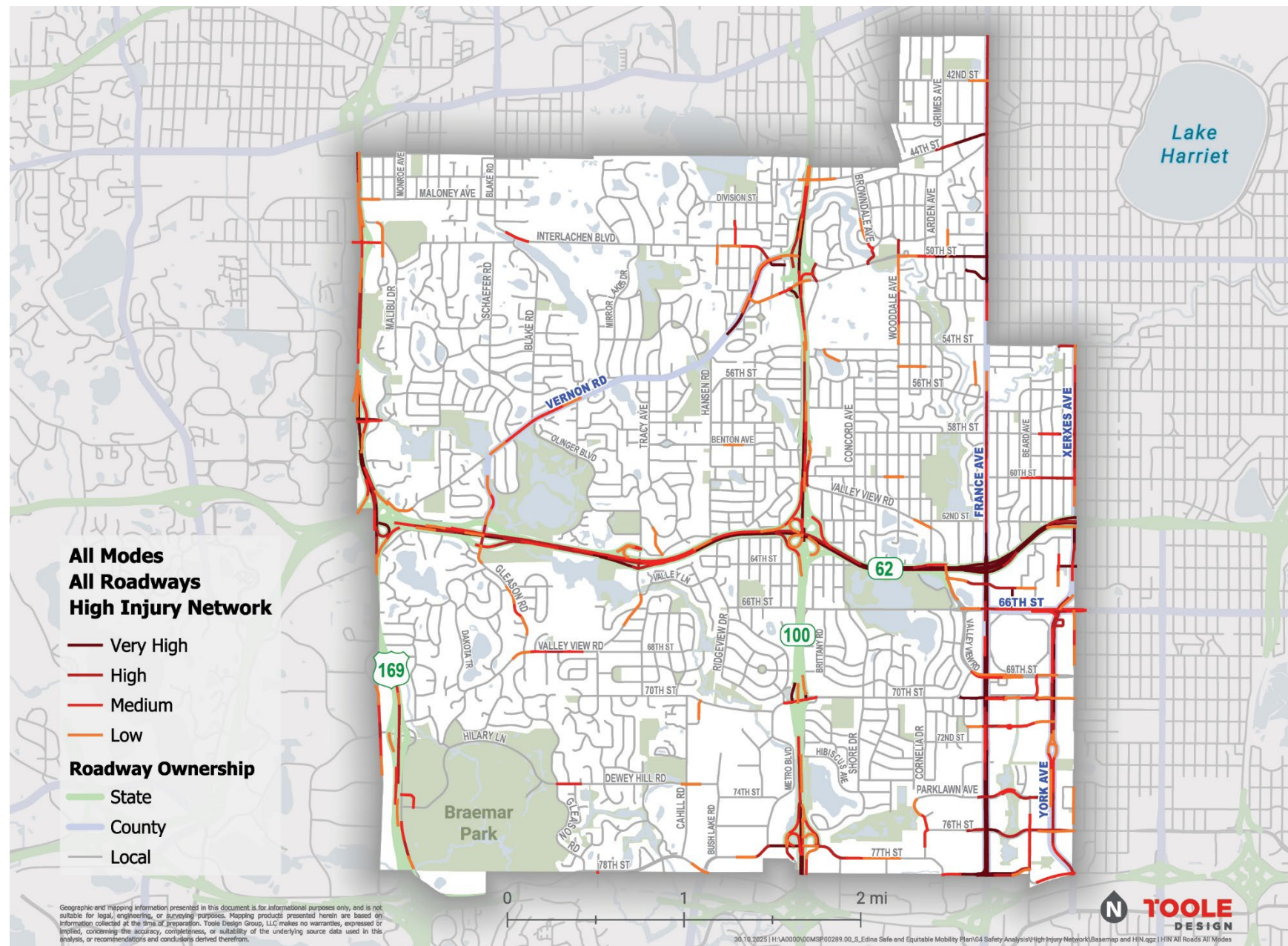
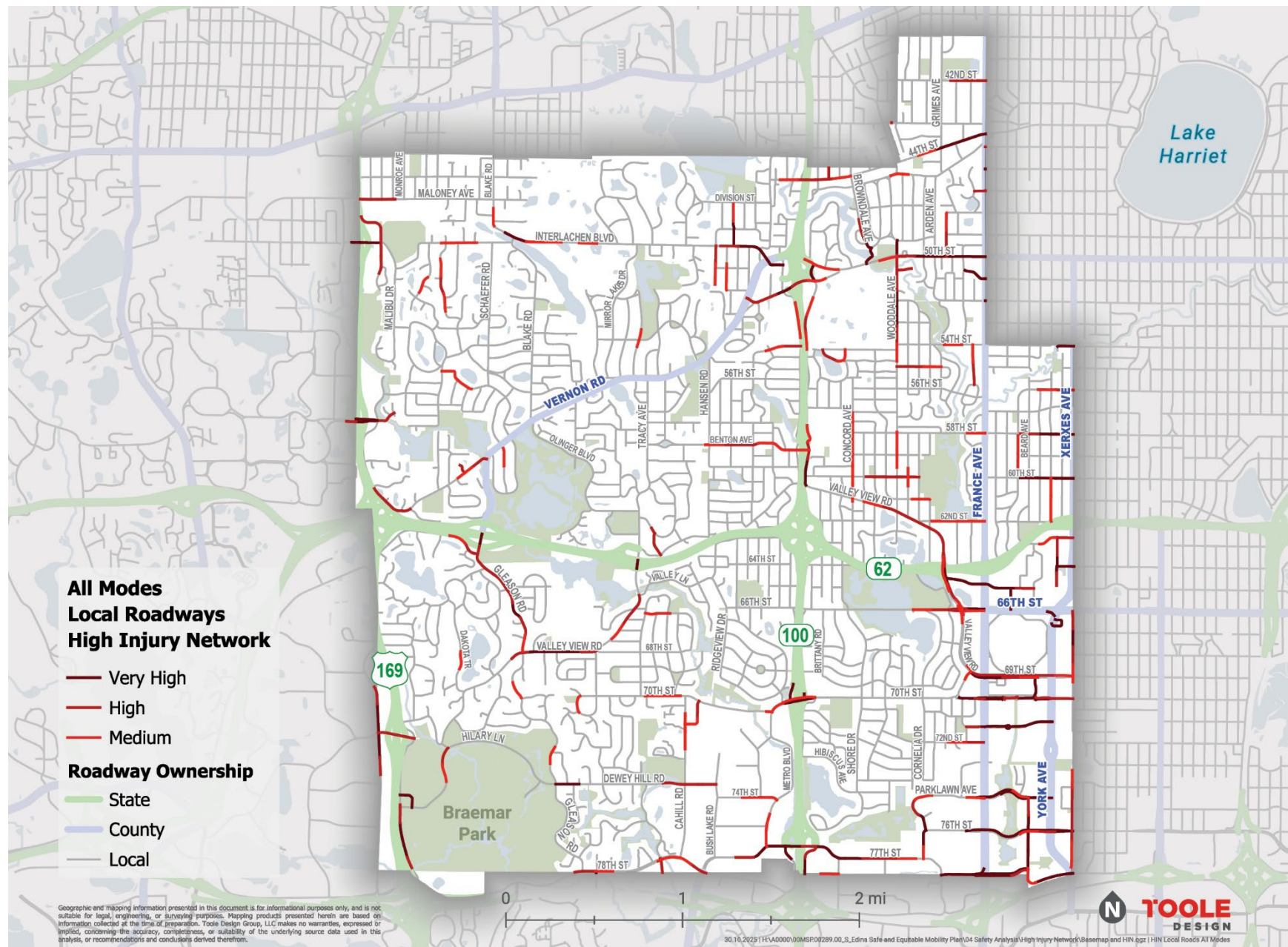


Figure 33. All Modes Local Roadways High Injury Network (HIN)



Vulnerable Road User High Injury Networks

The VRU All Roadways HIN (Figure 34) shows roadways with the highest weighted crash density to be 44th St W, Vandervork Ave, Sunnyside Rd, Townes Rd, 47th St W, 7th St W, Interlachen Blvd, Gus Young Lane, Browndale Ave, Wooddale Ln, France Ave, 50th St W, 51st St W, Eden Ave, Wooddale Ave, Stauder Circle, Tracy Circle, Lakeview Dr, Concord Ave, 56th St W, Ivy Way, Vernon Ave, Benton Ave, Kellogg Ave, 60th St W, Chowen Ave S, Valley View Rd, 65th St W, 66th St W, Drew Ave S, Xerxes Ave S, Dewey Hill Rd, Edina Industrial Blvd, Normandale Rd, 69th St W, 70th St W, York Ave, Hazelton Rd, 72nd St W, Gallagher Dr, Parklawn Ave, 76th St W, and Edinborough Way.

The VRU Local Roadways HIN (Figure 35) shows roadways with the highest weighted crash density to be within the eastern half of the city, especially in the commercial-heavy area of the southeastern quadrant. Roadways with high crash density are 44th St W, Vandervolk Ave, Sunnyside Rd, Townes Rd, 47th St W, 7th St W, Interlachen Blvd, Gus Young Lane, Browndale Ave, Wooddale Ln, 50th St W, 51st St W, Eden Ave, Wooddale Ave, Stauder Circle, Tracy Circle, Lakeview Dr, Concord Ave, 56th St W, Ivy Way, Vernon Ave, Benton Ave, Kellogg Ave, 60th St W, Chowen Ave S, Valley View Rd, 65th St W, 66th St W, Drew Ave S, Xerxes Ave S, Dewey Hill Rd, Edina Industrial Blvd, Metro Blvd, Normandale Rd, 69th St W, 70th St W, Hazelton Rd, 72nd St W, Gallagher Dr, Parklawn Ave, 76th St W, and Edinborough Way. The VRU Local Roadways HIN more closely mirrors the VRU All Roadways HIN than the All Modes HINs and Motorist HINs.

Figure 34. Vulnerable Road User (VRU) All Roadways High Injury Network (HIN)

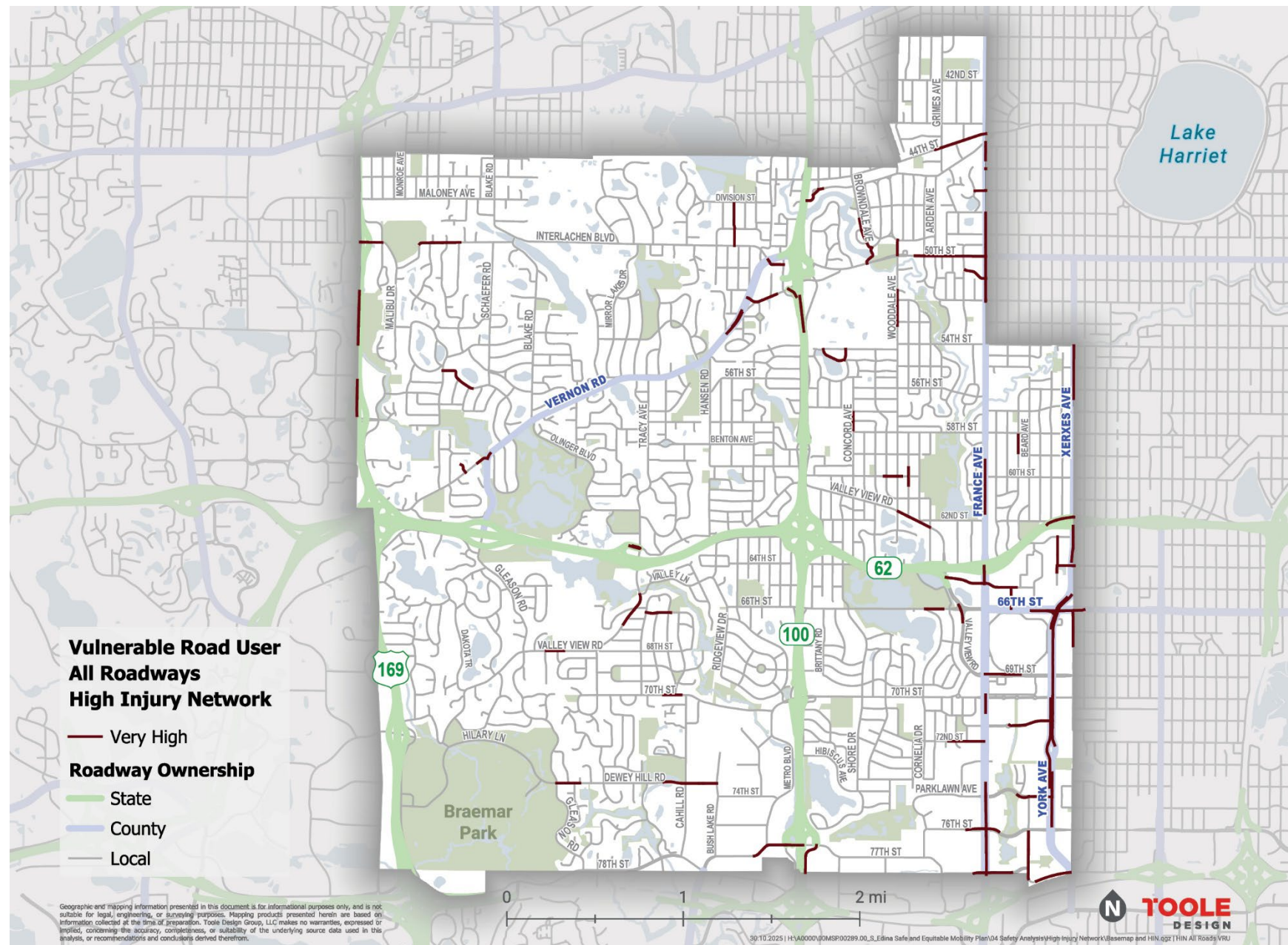
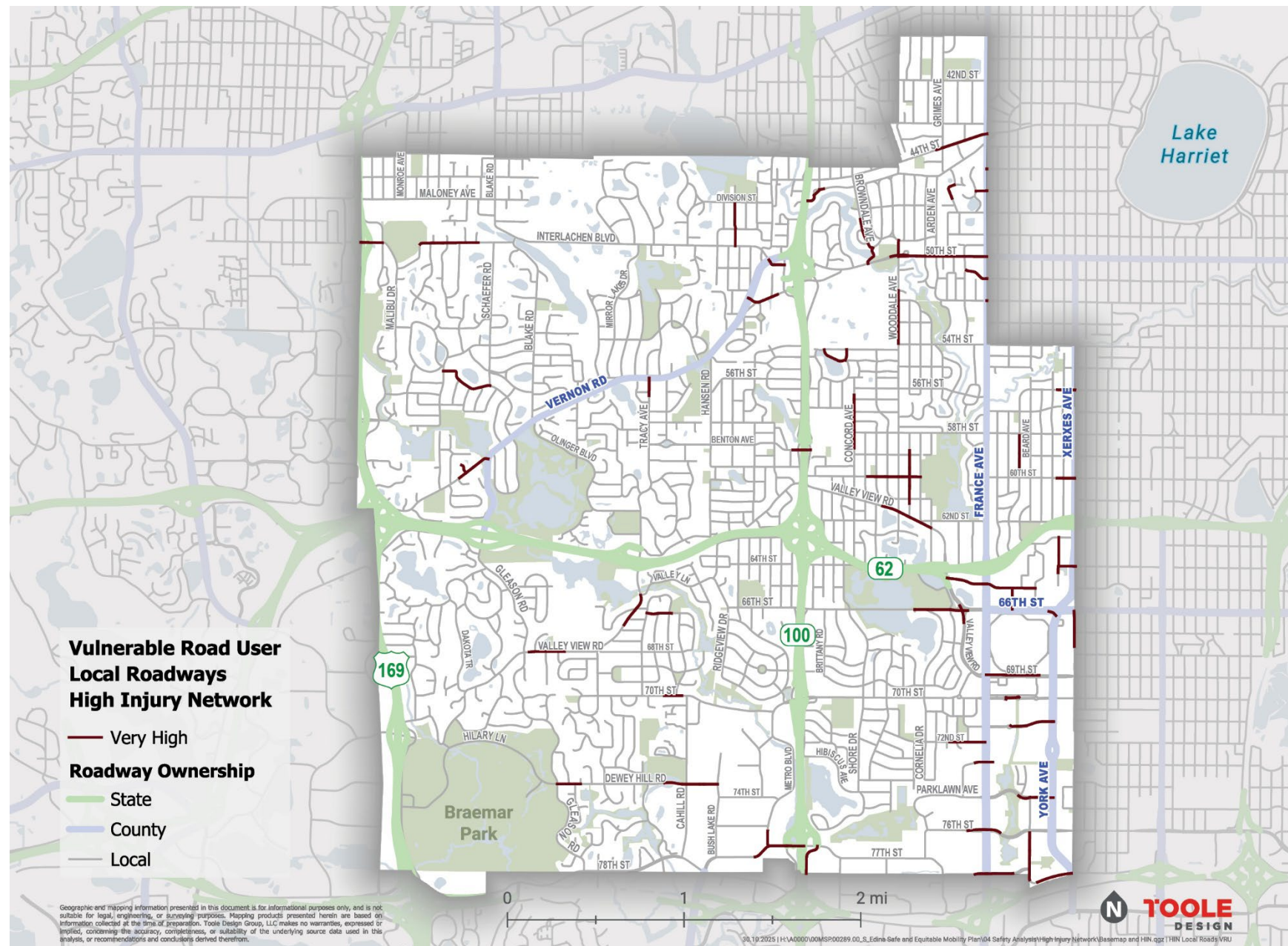


Figure 35. Vulnerable Road User (VRU) Local Roadways High Injury Network (HIN)



Motorist High Injury Networks

The Motorist All Roadways HIN (Figure 36) shows roadways with the highest weighted crash density to be primarily along freeways: 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 37) 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 36. Motorist All Roadways High Injury Network (HIN)

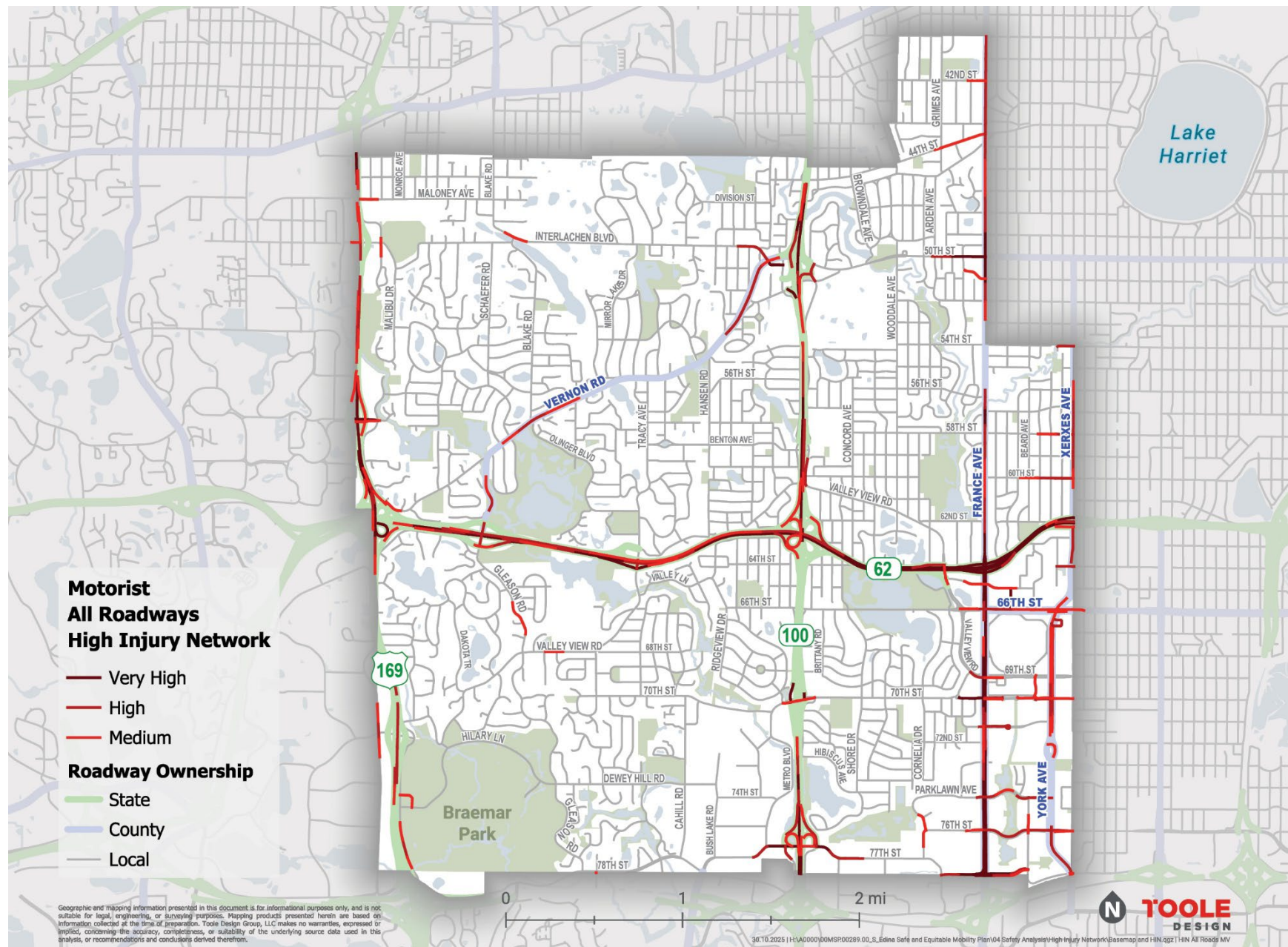
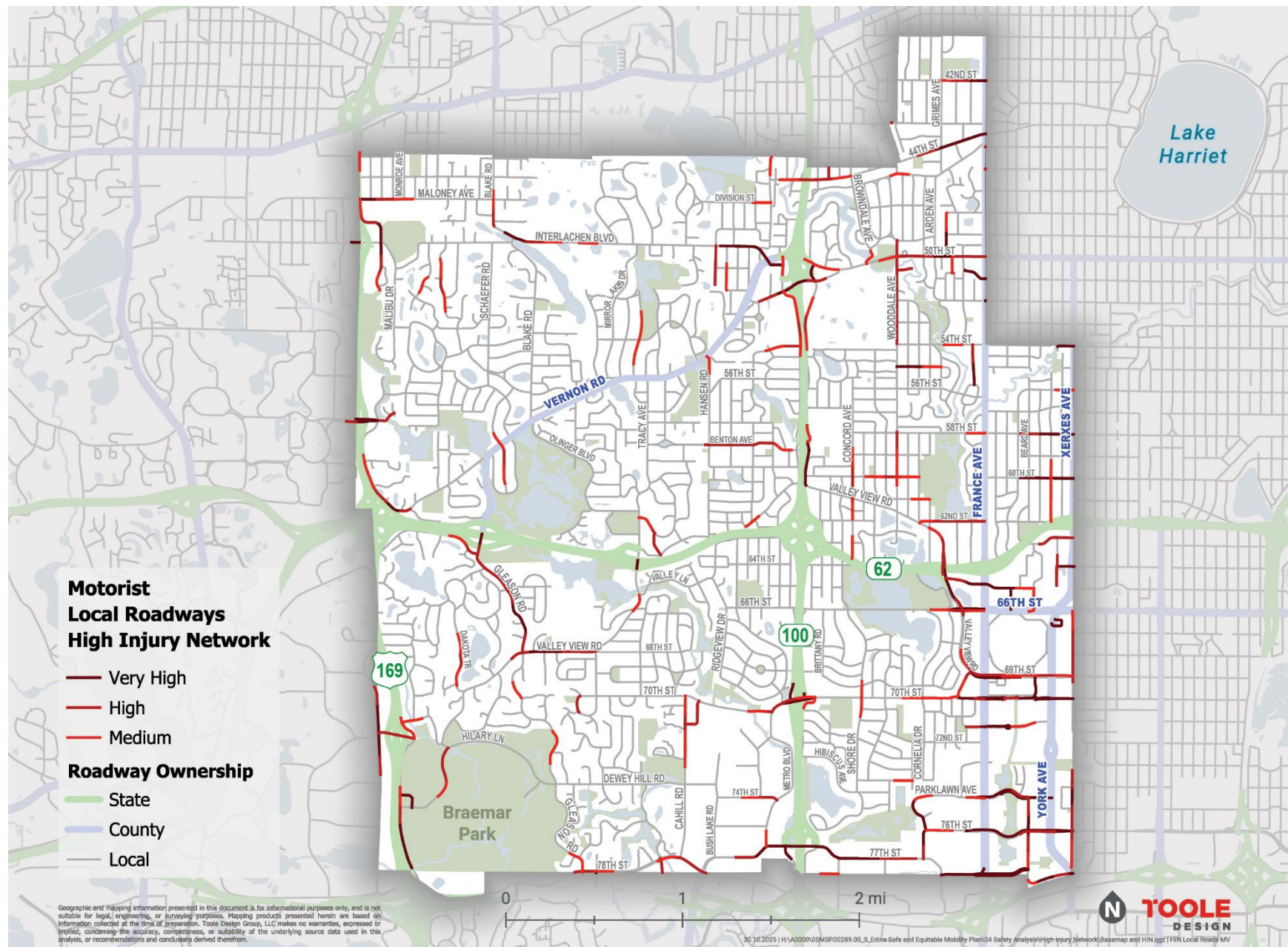


Figure 37. Motorist Local Roadways High Injury Network (HIN)



Risk Assessment

The Risk Assessment identifies factors correlated with increased likelihood of FSI and MPI crashes. While the HINs summarize hot spots of historical crashes, the Risk Assessment identifies roadways with factors that can contribute to higher crash risks, regardless of crash history. This proactive approach can help identify roadways with the greatest potential for improvement in safety.

Methodology

One of the key outcomes of the Risk Assessment is the identification of roadway and contextual characteristics, or factors, that correlate with high crash frequency. Many factors were considered but were limited based upon available data. Factors with available data were screened to determine accuracy of data. The factors ultimately selected include:

- **Proximity to Transit Routes:** within 1/8 of a mile of a transit route.
- **Proximity to Public Parks:** within 1/8 of a mile of a public park.
- **Proximity to Schools, Libraries, or Community Centers:** within 1/4 of a mile of a school, public library, or community center.
- **Proximity to Areas with High Zero Vehicle Households:** within or adjacent to Census Block Groups where greater than 10% of households do not have access to a motor vehicle.
- **Proximity to Areas with High Youth Population:** within or adjacent to Census Block Groups where greater than 30% of the population is 17 years old or younger.
- **Proximity to Areas with High Senior Population:** within or adjacent to Census Block Groups where greater than 30% of population is 65 years old or older.
- **Proximity to Areas with High Poverty:** within or adjacent to Census Block Groups where greater than 8% of population is in poverty.
- **Proximity to Commercial Land Uses:** within 1/8 mile of a parcel identified as being used for commercial purposes.
- **Roadway Ownership:** local roadways or county roadways.

**This assessment excluded roadways and crashes on state roadways because the factors are primarily roadway-adjacent contextual variables that are likely to have limited influence on state highway use or crashes due to limited access to adjacent roadways and contexts.*

It is important to note that these factors do not necessarily indicate a causal relationship, nor that these individual factors should necessarily be the target of treatments. For example, though the presence of nearby pedestrian generators may be found as a factor that correlates with elevated pedestrian crash frequencies, this does not mean that these generators should be removed, but instead that facilities near such generators may require additional safety investment. Screening factors should be studied from a practical and policy-driven perspective to determine what components may be reasonable targets of safety improvements and which should be viewed primarily as non-causal correlations.

The Risk Assessment excluded property damage only (PDO) crashes. The fatal and serious injury (FSI) crashes were grouped together and the minor and possible injury (MPI) crashes were grouped together. FSI crashes were weighted three times higher than MPI crashes. Including MPI crashes expanded the data set for assessment, especially for pedestrian and bicyclist crashes due to the relatively low frequency of Vulnerable Road User (VRU) crashes.

Data Limitations

Local law enforcement agencies submit the crash reports that provide the raw crash data. Although crash reports are currently the best way to obtain information about a large number of crashes, they have limitations. Crash severity may have limited accuracy because those completing reports typically don't have medical training, and victims of crashes may be unaware of internal injuries masked by adrenaline. The total number of crashes may be underreported due to fears, language barriers, financial concern, and more. Crash reports may not capture the effects of speed in crashes, as the first responders are typically on the scene after the crash has occurred and witnesses outside a crash are not typically interviewed about operator speed. Even when crash reports are perfect, they do not record near crashes or the self-limiting behavior of travelers who don't feel safe in currently configured networks. It is useful to keep these limitations in mind when using crash data and to vet data with priority populations as part of the planning process.

Additional roadway attributes can provide better insights into the needs for infrastructure improvements to reduce crash risks. The roadway-related attributes that can improve this analysis but are not available and/or accurate include:

- Speed limit
- Traffic volumes
- Presence and type of medians
- Number of lanes
- Presence and/or types of shoulders
- Lane width
- Right-of-way width

Crash Risk

There are 231.2 miles of local and county roadways (surface streets) within Edina. 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 5. Although this analysis did not include state roadways, they 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.

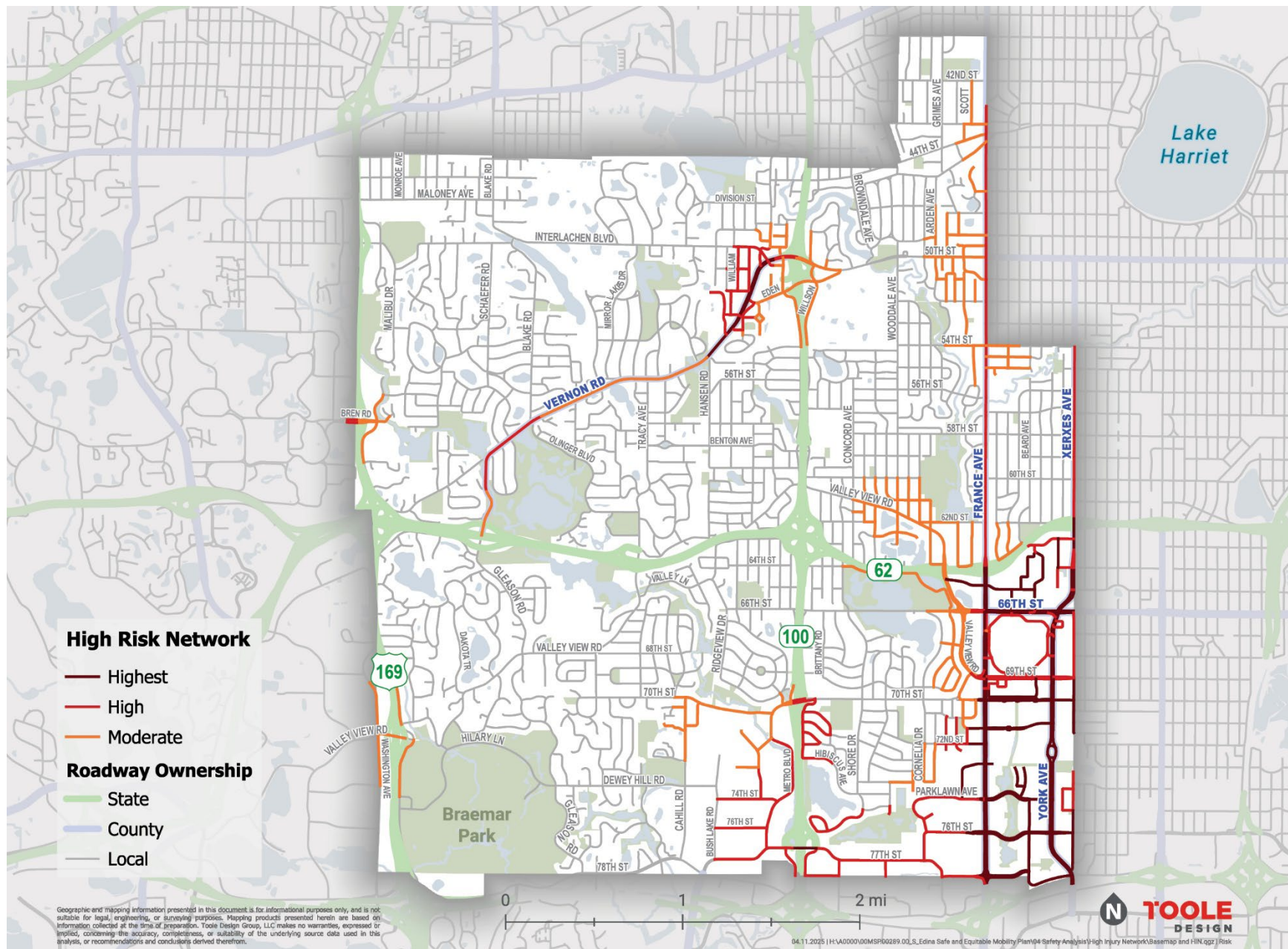
Table 5. Weighted FSI+MPI Crash Risk Factors

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 factor with 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 38 shows the results (High Risk Network).

Amongst roadways with an elevated crash risk, 74% are local roads (21% of all local roads within Edina), while 26% are county roads (97% 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 St / Vernon Rd. Roadways with the elevated risk in the southeast quadrant include France Ave, York Ave, Xerxes Ave, 66th St W, Viking Dr, 77th St W, Normandale Blvd, Computer Ave, One Disc Dr, Minnesota Dr, Edinborough Way, Poppy Ln, W Shore Dr, Hibiscus Ave, Normandale Rd, Lantana Ln, Trilium Ln, Aspasia Ln, Larkspur Ln, 76th St W, 70th St W, Parklawn Ave, Parklawn Ct, Gallagher Dr, Coventry Ln, Coventry Ct, Coventry Pl, 75th St W, York Ter, 74th St W, Hazelton Rd, 69th St W, Drew Ave, Barrie Rd, Colony Way, 65th St W, Heritage Dr, Oaklawn Ave, Gilford Dr, Gloucester Dr, Heatherton Cir, Heatherton Tr, Bristol Cir, Bristol Blvd, Lynmar Ln, Mavelle Dr, Valley View Rd, Southdale Rd, Dawson Ln, Hillcrest Ln, 68th St W, and 64th St W. Roadways with elevated risk in the northeast quadrant include France Ave, Xerxes Ave, Ewing Ave S, Chowen Ave S, 64th St W, Halifax Ave S, Peacedale Ave, Valley View Rd, Brookview Ave, 62nd St W, Oaklawn Ave, Kellogg Ave, Wooddale Ave, Fairfax Ave, St. Johns Ave, Ashcroft Ave, 61st St W, Virginia Ln, Garrison Ln, Halifax Ln, 55th St W, Fuller St W, Drew Ave S, 51st St W, 50th St W, Market St, 49th St W, Country Club Rd, Arden Ave, Maple Rd, Townes Rd, 47th St W, Meadow Rd, Sunnyside Rd, 44th St W, Edon Pl, Morningside Rd, Scott Ter, Sunnyslope Rd, Dale Dr, Eden Ave, Garage Rd, and Willson Rd. Roadways with elevated risk in the northwest quadrant include Vernon Rd, Gleason Rd, Bren Rd E, Lincoln Dr, Villa Way, 53rd St W, Grandview Ln, 52nd St W, William Ave, Hankerson Ave, 51st St W, Interlachen Blvd, Summit Ave, Brookside Ave, 49th St W, Hawthorne Ct, Rutledge Ave, Westbrook Ln, Millpond Pl, Eden Ave, Sherwood Rd, Pinewood Tr, Frontage Rd W, and Arcadia Ave. Roadways with elevated risk in the southwest quadrant include Valley View Rd, Washington Ave, Highway 169 Frontage Rd, McCauley Trail S, 70th St W, Village Dr, Oak Glen Rd, Amundson Ave, Rabun Dr, Service Rd, Metro Blvd, 72nd St W, Ohms Ln, 73rd St W, 74th St W, 76th St W, Edina Industrial Blvd, and Normandale Blvd.

Figure 38. High Risk Network



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APPENDIX D

Engagement Summary Memo

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1. Content Overview

1.1 PURPOSE

This document is a summary of Phase 1 Engagement for the Edina Safe Equitable Mobility Action Plan (SEMAP). Over the course of multiple community engagement events, and 10 weeks of online engagement, Edina community members shared their experiences and concerns related to traffic safety, pedestrian and bicycle infrastructure, and driver behavior. A wide variety of feedback was gathered, from traffic observations, near-miss reports, and suggestions for improvements across neighborhoods, parks, schools, and major corridors. Common themes emerged highlighting both infrastructure gaps and behavioral challenges that affect safety for all road users.

1.2 KEY THEMES FROM ENGAGEMENT

Pedestrian Safety & Crossings

- Many intersections are unsafe for walkers due to lack of marked crosswalks, missing stop signs, or poor driver yielding—even at flashing-light crossings.
- Challenging or dangerous crossings at major roads: **France Ave, Hwy 62, Hwy 100, Vernon Ave, 50th Street.**
- Calls for safer access to parks (Normandale, Rosland, Pamela) and schools, especially for children and elderly residents.

- Requests for ADA-accessible routes, benches, and better lighting.

Bicycle Infrastructure & Safety

- Strong desire for more protected or physically separated bike lanes, wider trails (like Nine Mile Creek), and better connections between neighborhoods, parks, and destinations.
- Crosstown/Hwy 62 cited as major bike barrier.
- Concern over narrow bike lanes, lack of shoulders, and high-speed vehicle traffic on bike routes (e.g., Wooddale, Oxford, 50th).
- Need for safer crossings near Centennial Lakes and France Ave, with some suggesting tunnels.

E-Bike Regulation

- Divided opinions: some want e-bikes banned entirely, others support them but call for age limits (15–16+), licensing, speed limits, helmet laws, and enforcement.
- Common concern over young riders (12 and under) using e-bikes unsafely and at high speeds.

Driver Behavior & Enforcement

- Reports of speeding, failure to yield, rolling stops, and distracted driving—especially in neighborhoods, near schools, and around hospitals.

Engagement Summary

- Frequent mention of drivers ignoring crosswalks, even with flashing beacons.
- Requests for greater police presence and traffic law enforcement.

Traffic Calming & Design Changes

- Interest in physical design solutions: speed bumps, curb extensions, roundabouts, and better signage to slow traffic.
- Poor visibility at certain curves and roundabouts leading to near-misses.
- Calls for realignment of confusing intersections and better merge lane design.

Sidewalk & Trail Gaps

- Widespread desire for continuous sidewalks along key corridors (66th, Olinger, Vernon, Cahill, Barrie Rd) and connections to parks, transit, and commercial areas.
- Missing trail links make it hard to bike or walk between destinations; preference for routes that lead to “real spots.”
- Requests for sidewalks in both residential areas and high-traffic corridors.

Infrastructure Maintenance & Accessibility

2025 in various locations throughout the City of Edina. Each pop up event’s main goal was to acquire feedback from participants about locations within the city that could be improved for any mode of transportation.

- Complaints about potholes, slippery boardwalks, buckthorn blocking visibility, and poor lighting.
- Desire for better snow/ice management on trails and sidewalks.

Major Road & Intersection Problem Areas

(Frequently mentioned hot spots)

- **France Ave** – unsafe to cross, driver noncompliance, lack of protected bike/ped infrastructure.
- **50th Street** – speeding, poor lighting, narrow sidewalks, dangerous bike conditions.
- **Vernon Ave** – difficult crossings, lack of stop signs in key spots.
- **Hwy 62 & Crosstown** – major barrier for bikes/peds.
- **Wooddale Ave** – busy traffic, dangerous for cyclists.
- **Tracy Ave, Cahill Rd, Olinger Blvd** – speeding, missing sidewalks.

2. Pop up Overview

In an effort to reach and engage as many participants as possible, a series of pop up events were held from May-August

2.1 MATERIALS

Each pop up used the same materials, a comment map and interactive board. Project staff also brought fruit snacks with a QR code sticker for the Better Together Edina website to hand out to participants and to encourage them to visit the online component of the project. **Figures 1-3** below show the materials.



Figure 1. Comment Map

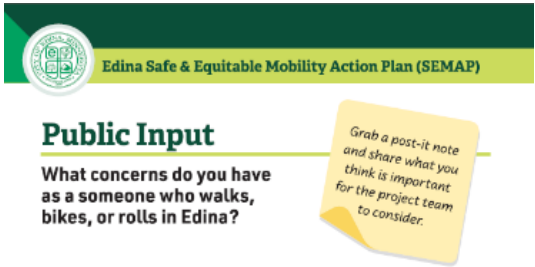


Figure 3. Comment Board



Figure 2. Fruit Snack

3. Pop up 1- Edina Rides

3.1 LOGISTICS

Edina Rides, hosted by Edina Morningside Rotary, was a fundraising event held on Saturday, May 17th, 2025, from 9-11am. Participants met at the Southdale YMCA to begin a 3-mile bike ride. Project Staff set up a pop-up location along the route to engage with participants. Due to poor weather conditions, many registered participants did not attend the event. There were 90 registered participants, and an estimated 24 riders were interacted with at the pop up table.

3.2 COMMENTS RECEIVED

The list below is of direct quotes transcribed from handwritten comments gathered at the event.

- Near miss at Sunnyside Rd and W 44th St where they intersect with France Ave.
- Crossing W 66th to get to Normandale Park is challenging
- Request for a sidewalk along W 66th from Normandale Park to Rosland Park
- Biggest bike challenge is bridges across crosstown Hwy 62 (Xerxes and other County Roads)
- New paths are beautiful!
- Slippery boardwalks
- The road narrows uncomfortably for vehicles and bikes on Heather Lane by Interlachen Park

Figure 4. Event photo



4. Pop up 2- Edina Art Fair

4.1 LOGISTICS

The Edina Art Fair, presented by 50th and France Business District and Explore Edina, was a three-day event held from June 6th-8th around the intersection of 50th and France in Edina. Project staff attended Saturday, June 7th, from 10am to noon. There were hundreds of participants at the event, and around 45 interactions were noted at the pop up table. Staff interacted with additional fair goers but did not count interactions where conversation was limited to the free bike lights that were handed out.

4.2 COMMENTS RECEIVED

The list below is of direct quotes transcribed from handwritten comments gathered at the event.

Engagement Summary

- More connecting trails that lead to a destination/real spot
- Like the 9-mile trail
- Sidewalks on Olinger Blvd- drivers are too fast
- BAN E-BIKES!
- E bikes only for 16 & older
- Physically separated/protective bike lanes!
- Ban E bikes
- Not super bike friendly- getting here, don't want to go down 50th, more lanes and paths
- Left hand turn @ Halifax and 50th
- Signal @ 50th and France
- Better regulation on E-bikes, lots of 12-year-olds, unsafe
- Cars don't stop in labeled crosswalks even with blinking light
- I like e-bikes on the road or bike paths
- 9-mile trail should be wider for bikes & walkers
- Speed limit, age limit, on E bikes. Does like bikes, regulate not ban
- More space for bikes.
- E bikes are good
- Greater shoulder on the bike lane/road riding not comfortable
- Hard to cross 100 on a bike
- Biking on 50th is dangerous, people start speeding over by country club
- Turning up Tracy, fast street, no sidewalks!!!
- Stoplight at 66 and Shore
- Bike lane doesn't have a lot of room and lots of driver's speed
- The south end of Cahill Rd from Cecilia Cir to Edina Industrial Blvd, needs a sidewalk
- At Willow wood Rd and Strauder Cir, there is lots of Buckthorn so people come down Kelsey too fast because they don't see the 25mph sign. Stop sign needs to be enforced
- Biggest biking challenge are the bridges across crosstown (+1)
- Getting in and out at the high school is challenging, it backs up at 62

Engagement Summary

- Enforce the stop sign at Wooddale Ave and Country club Rd
- The lighting is poor on 50th just south of 50th and France
- A pedestrian crossing light is needed on Bruce Ave south of 50th
- Make the Street Straight at Claremore Dr and Cornelia, take the Curb out

Figure 5. Event photos



5. Pop up 3- SW Baseball Games

5.1 LOGISTICS

The Edina Southwest Baseball League has four games at 5:30 and 7:30 on Thursday evenings throughout the summer. Project staff attended games on Thursday, June 19th and set up a pop up table next to the fields to engage with participants. Half of the teams present were from cities other than Edina so there was smaller group of interested parties. 5 people stopped by the table and had lengthy conversations with staff. There were over 50 parents present watching the games.

5.2 COMMENTS RECEIVED

The list below is of direct quotes transcribed from handwritten comments gathered at the event.

- Enforce 15+ age on E bikes at middle schools
- Crosswalk where Vernon sidewalk stops would be great
- Potholes
- Concern for Ped safety at Brookview Ave and 55th St. there is no stop sign at the bottom of two hills and people don't watch where they are going. Has asked for a stop sign in one direction numerous times.



Figure 6. Event Photo

6. Pop up 4- Edina Juneteenth Celebration

6.1 LOGISTICS

The Edina Juneteenth Celebration was held on Thursday, June 19th, 2025 from 3-7pm at Centennial Lakes Park by the Hughes Pavilion. Project staff had a table along with several other vendors to engage with participants. There were over 200 people present at the event and staff had meaningful conversations with 46 participants.

6.2 COMMENTS RECEIVED

The list below is of direct quotes transcribed from handwritten comments gathered at the event.

- Portage across 50th between 100 and France is challenging
- I bike a lot. It's like taking your life in your hand to bike on Oxford Rd to go to city hall, someone died there in the past
- Better Bike Bus Connectivity! I always bike- Thanks!
- Left Turn signal issues with shared lane on France
- France is not safe to cross, I can't reach Pamela Park safely
- Make France more walkable
- Cars do not stop for flashing signs on France
- People do not form two lanes to merge at the intersection of 100 and 62
- Safer crossing across France for walkers and bikes near centennial lakes
- It's difficult and unsafe to cross France near centennial lakes – actually putting a tunnel there
- Bredesen Park is not ADA friendly
- Traffic gets backed up trying to get on 62
- More bike lanes
- Car ran a red light and hit a bike at Wooddale and Vernon
- It's hard to turn right, the 2 lanes are too close near Parklawn Ave and W 77th



Figure 7. Event Photo

7. Pop up 5- Senior Center

7.1 LOGISTICS

On Wednesday, June 25, from 10:30 am to noon project staff had a table set up in the lobby of the Edina Senior Center. Staff interacted with 13 participants and observed that it seemed common for different groups and organizations to be set up in the lobby promoting various things. Engagement fatigue could have been a contributing factor to lower engagement.

7.2 COMMENTS RECEIVED

The list below is of direct quotes transcribed from handwritten comments gathered at the event.

- There is a lot of traffic in the Grandview neighborhood because the bridge is out
- There are two places to merge onto Hwy 100 off of Eden Ave and it is hard to see and dangerous
- Wooddale is a busy road and vehicles often do not stop for pedestrians
- Vernon Ave is difficult to cross as a pedestrian
- I go to Pamela Park 5 times a day!
- General comments that “everything is fine and nothing needs to be improved”

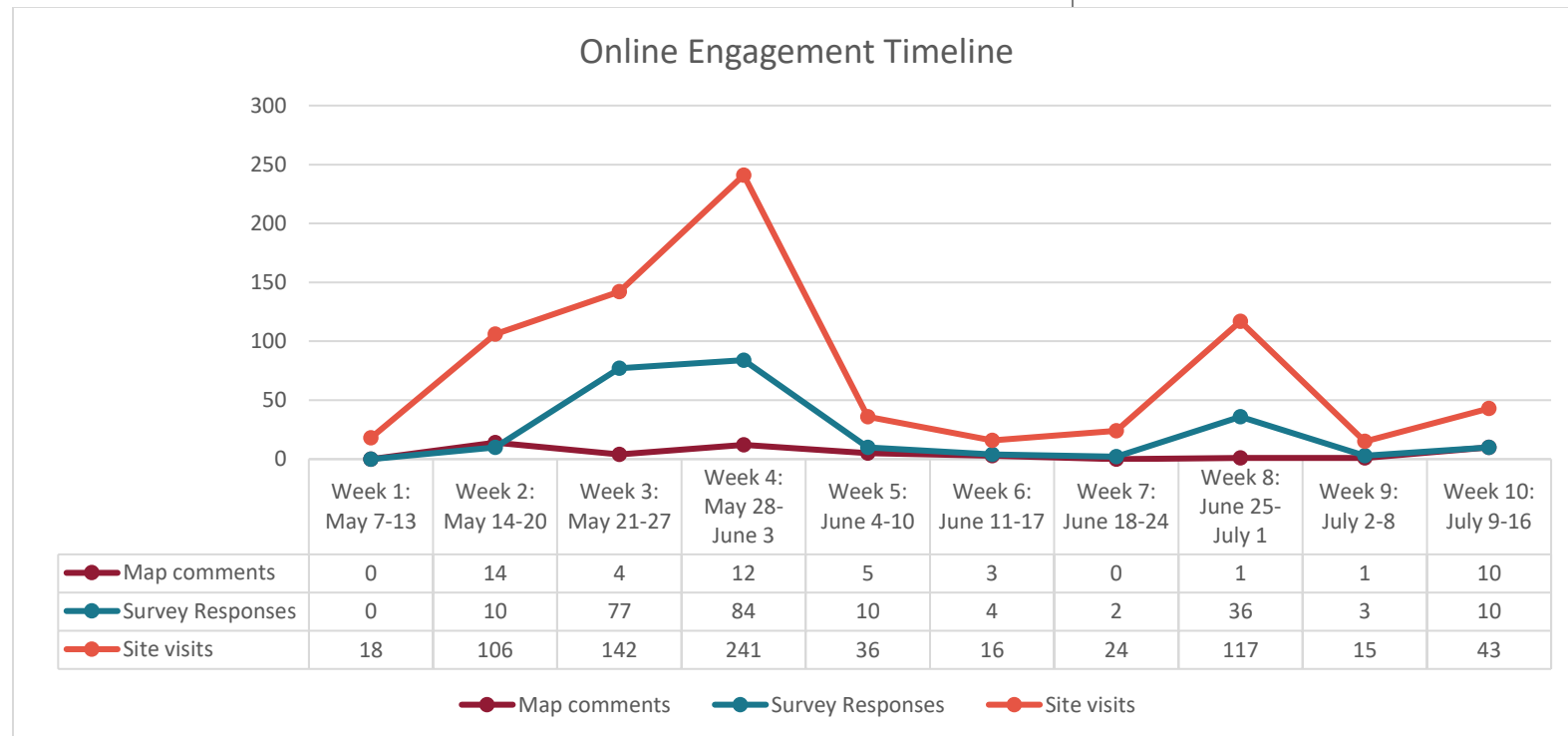
8. Online Engagement

8.1 OVERVIEW

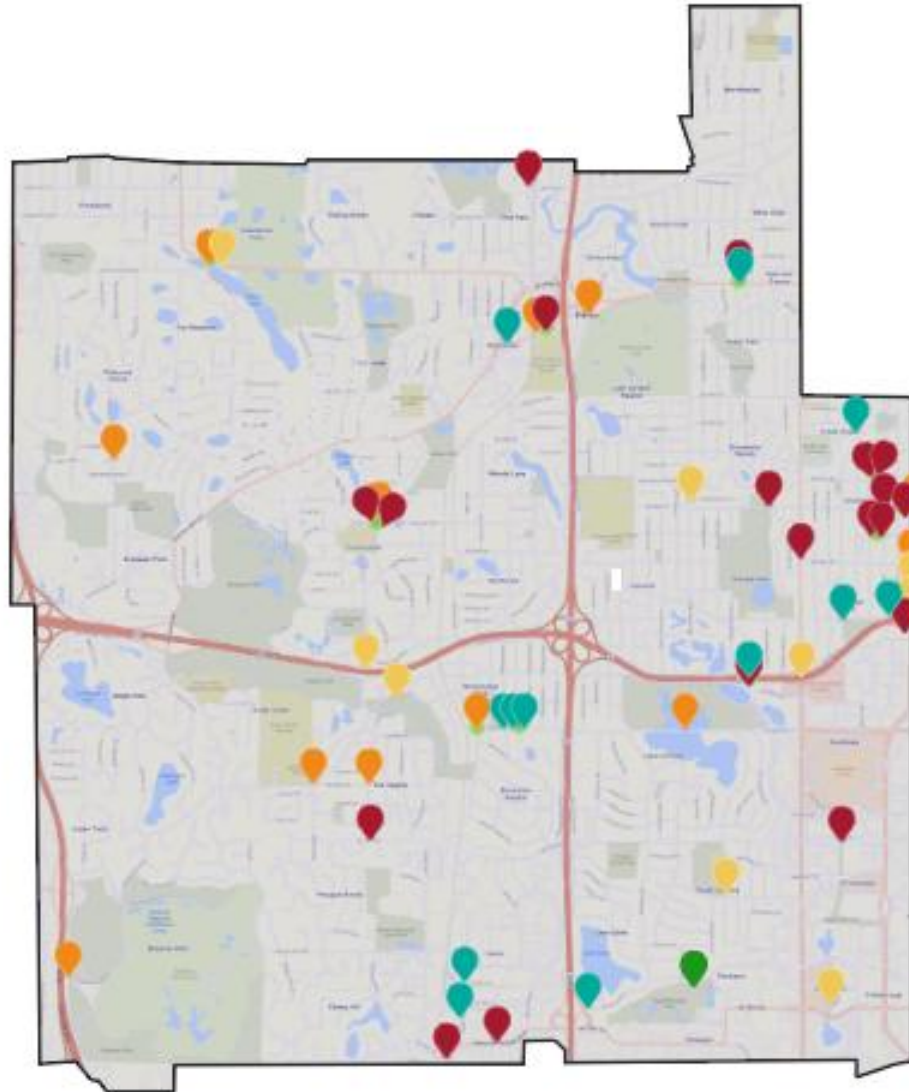
A project website for the SEMAP was published on May 7th, 2025, and was open to public comment until July 16th, 2025. The website was promoted at pop up events, in community e-newsletters, by City social media, a press release, the Friday Report, and with physical flyers distributed at strategic places throughout the city. The chart below shows key events used to promote online engagement.

Event	Date
Better Together Edina Website Launched	May 7
Friday Report	May 16

Email to Neighborhood Associations and Commissioners	May 16
Pop up 1	May 17
Edition: Edina article published	May 27
Press Release	May 27
Pop up 2	June 7
Pop up 3	June 19
Pop up 4	June 19
Youth Survey distributed by Parks Department	June 23
Pop up 5	June 25



8.2 COMMENT MAP



Throughout
the comment
period,
55 pins
were placed
on the
interactive
map.

COMMENT THEMES INCLUDED:

- **Unsafe Intersections & Lack of Traffic Control**

Many intersections are described as dangerous due to missing or ignored stop signs. Residents request more 4-way stops, traffic lights, and better signage (e.g., 58th & Xerxes, Dover & Londonderry).

- **Lack of Sidewalks and Crosswalks**

There are numerous calls for sidewalks and crosswalks—especially near parks (Normandale, Rosland), offices (BI Worldwide), and along busy streets (66th, 50th, Bush Lake Rd).

- **Bike and Pedestrian Infrastructure Gaps**

There are few safe routes for biking or walking across major roads like Hwy 62 /Crosstown. Residents request ADA-accessible crossings, bike lanes, and better links to the Southdale Transit Center and Nine Mile Creek.

- **Speeding and Cut-through Traffic**

Drivers often speed through neighborhoods, using wide roads as shortcuts to avoid Hwy 62 or 100. Speed limits are frequently ignored, especially near schools.

- **Roundabout and Curve Visibility**

Several roundabouts and curves lack visibility or proper signage, leading to near-misses and confusion.

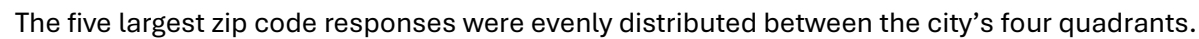
- **School and Park Access**

Routes to parks and schools lack basic safety infrastructure. Residents want safer crossings and sidewalks where kids walk or bike regularly. Normandale Park, Rosland Park, and Walnut Ridge were mentioned as needing better pedestrian access.

- **Driver Behavior and Enforcement**

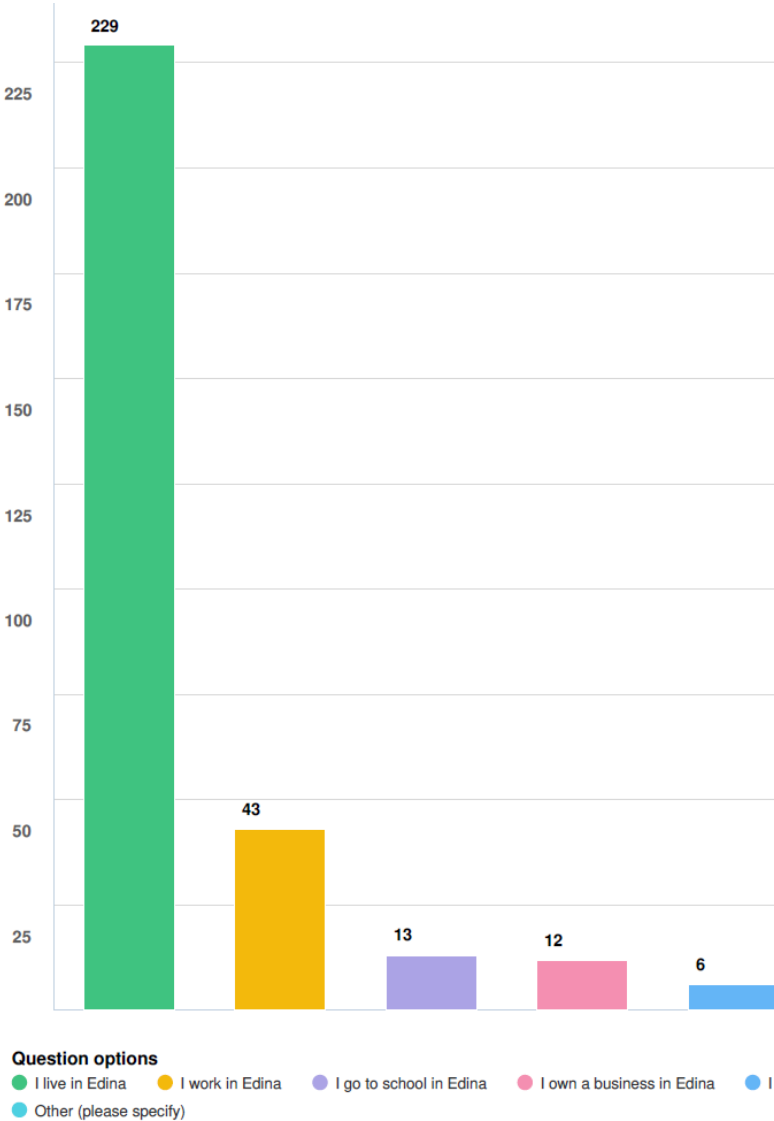
Common issues include failure to yield, rolling stops, and lack of enforcement. More traffic calming and police presence were suggested.

WHAT IS YOUR ZIP CODE?

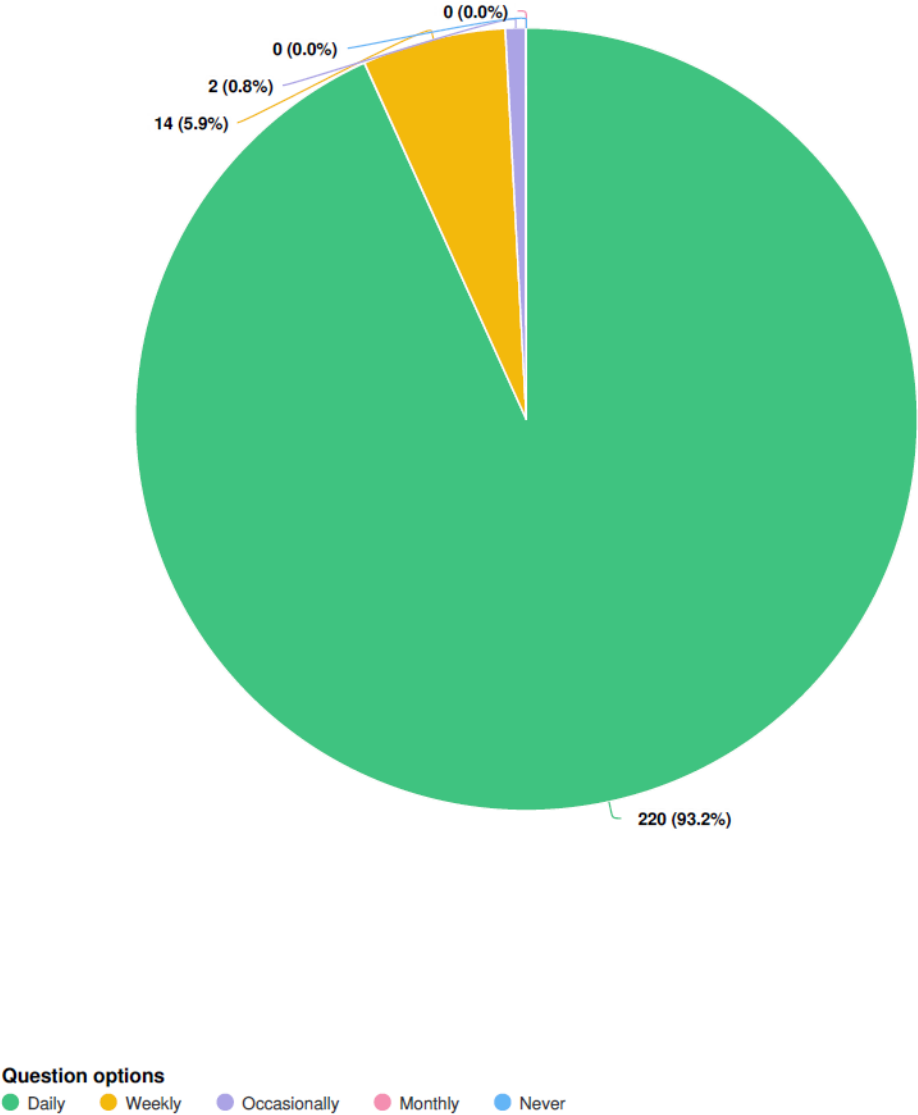


- 4000618

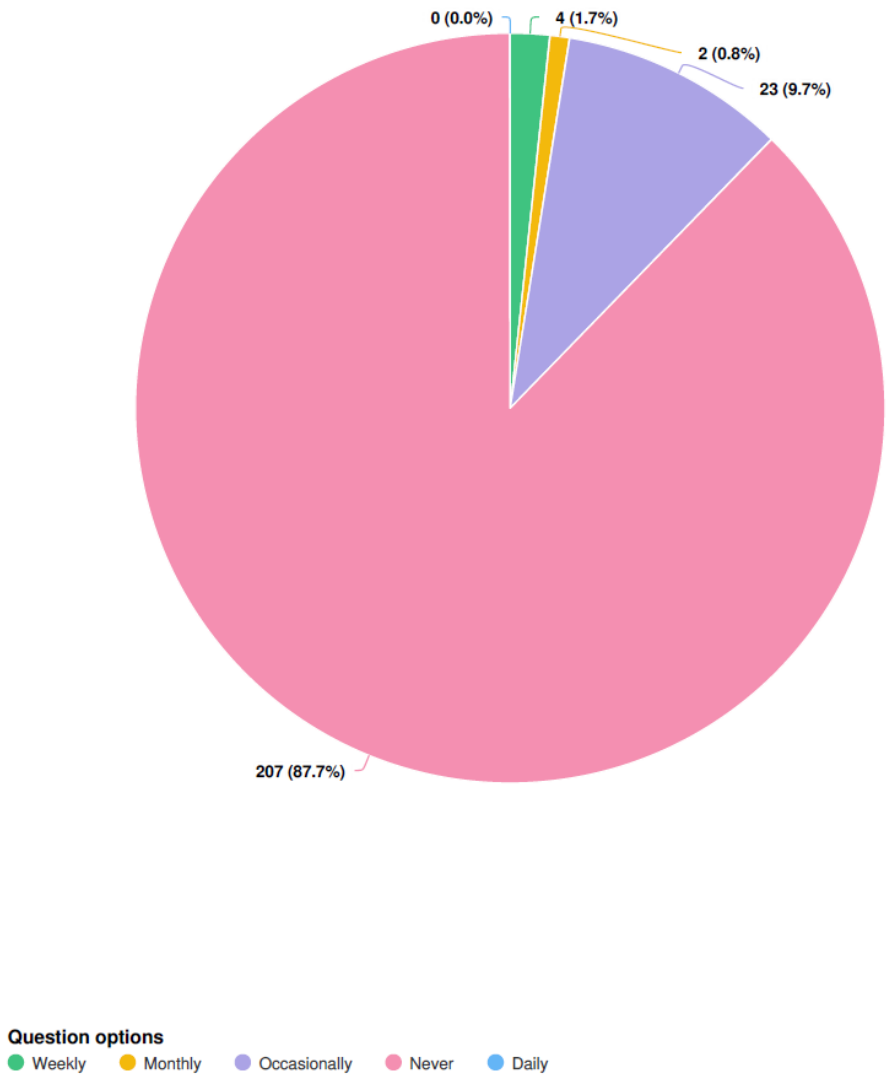
WHAT IS YOUR RELATIONSHIP TO EDINA?



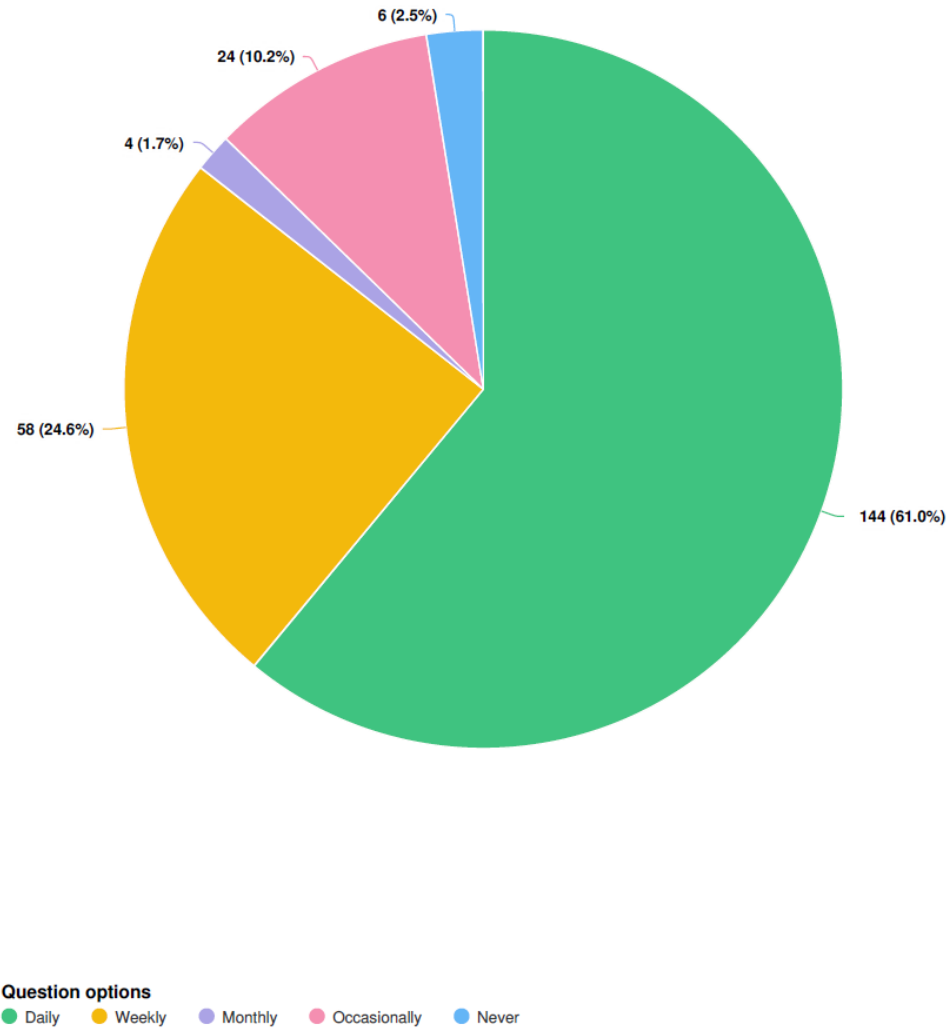
HOW OFTEN DO YOU TRAVEL IN EDINA IN A PASSENGER VEHICLE?



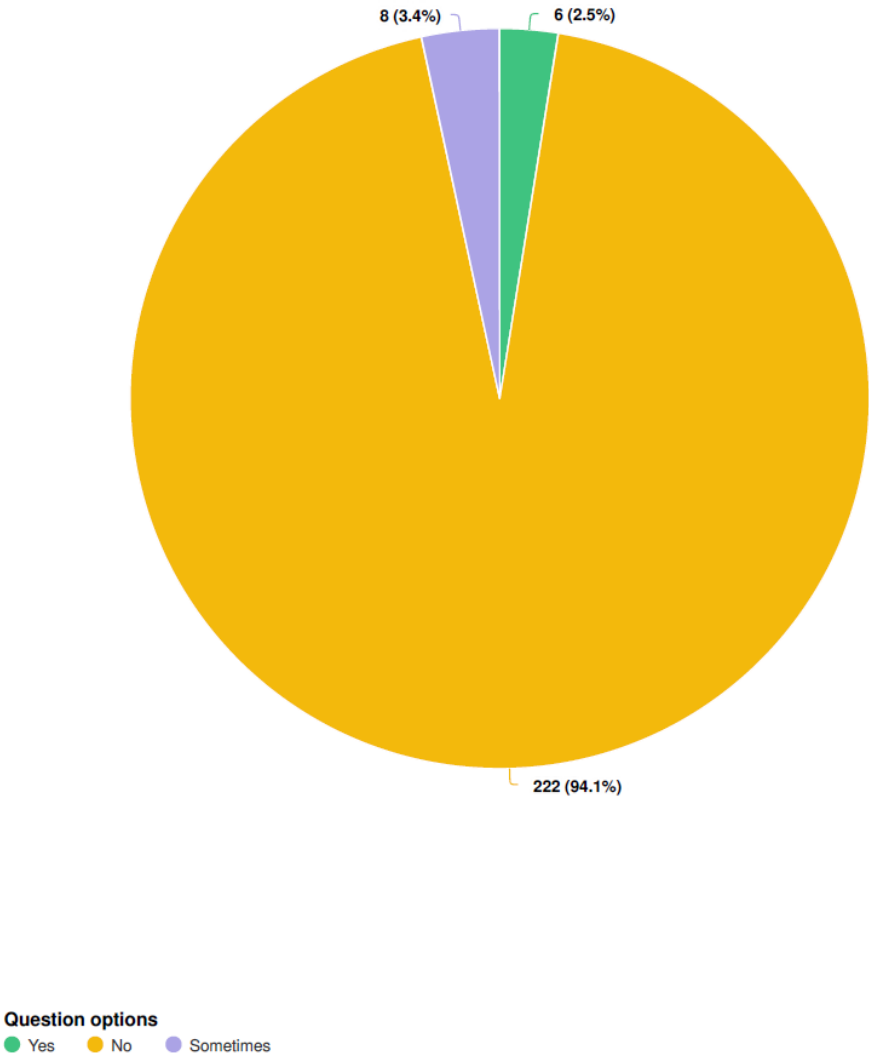
HOW OFTEN DO YOU TAKE PUBLIC TRANSIT IN EDINA?



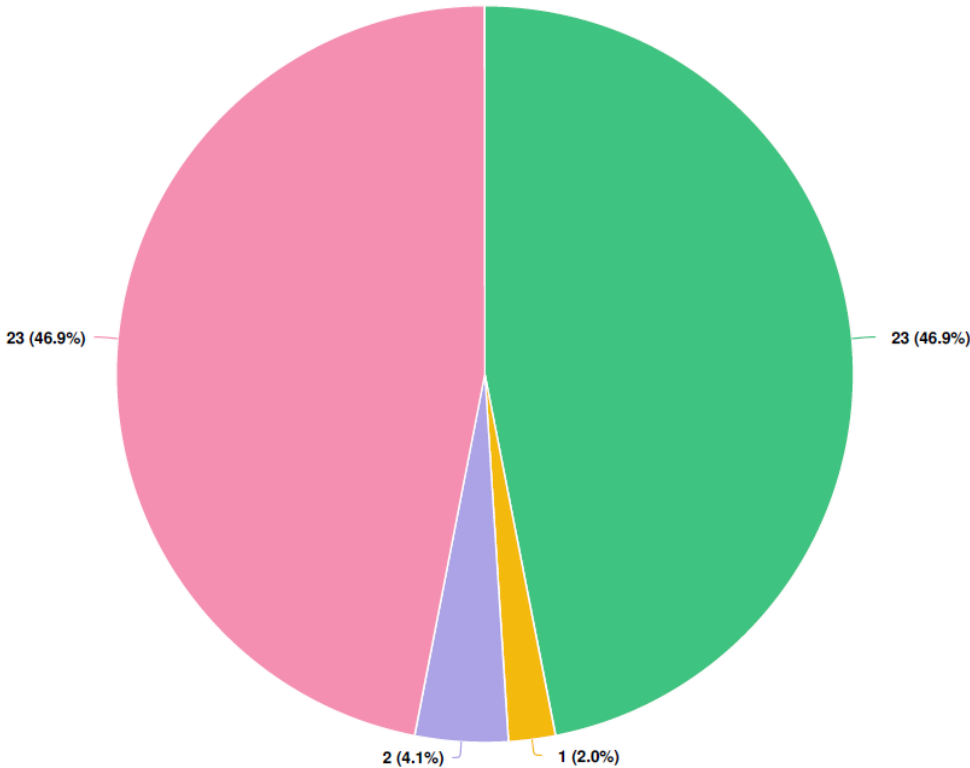
HOW OFTEN DO YOU WALK, BIKE, OR ROLL IN EDINA?



DO YOU USE A MOBILITY DEVICE? (EXAMPLES:
WHEELCHAIR, WALKER, CANE ETC.)

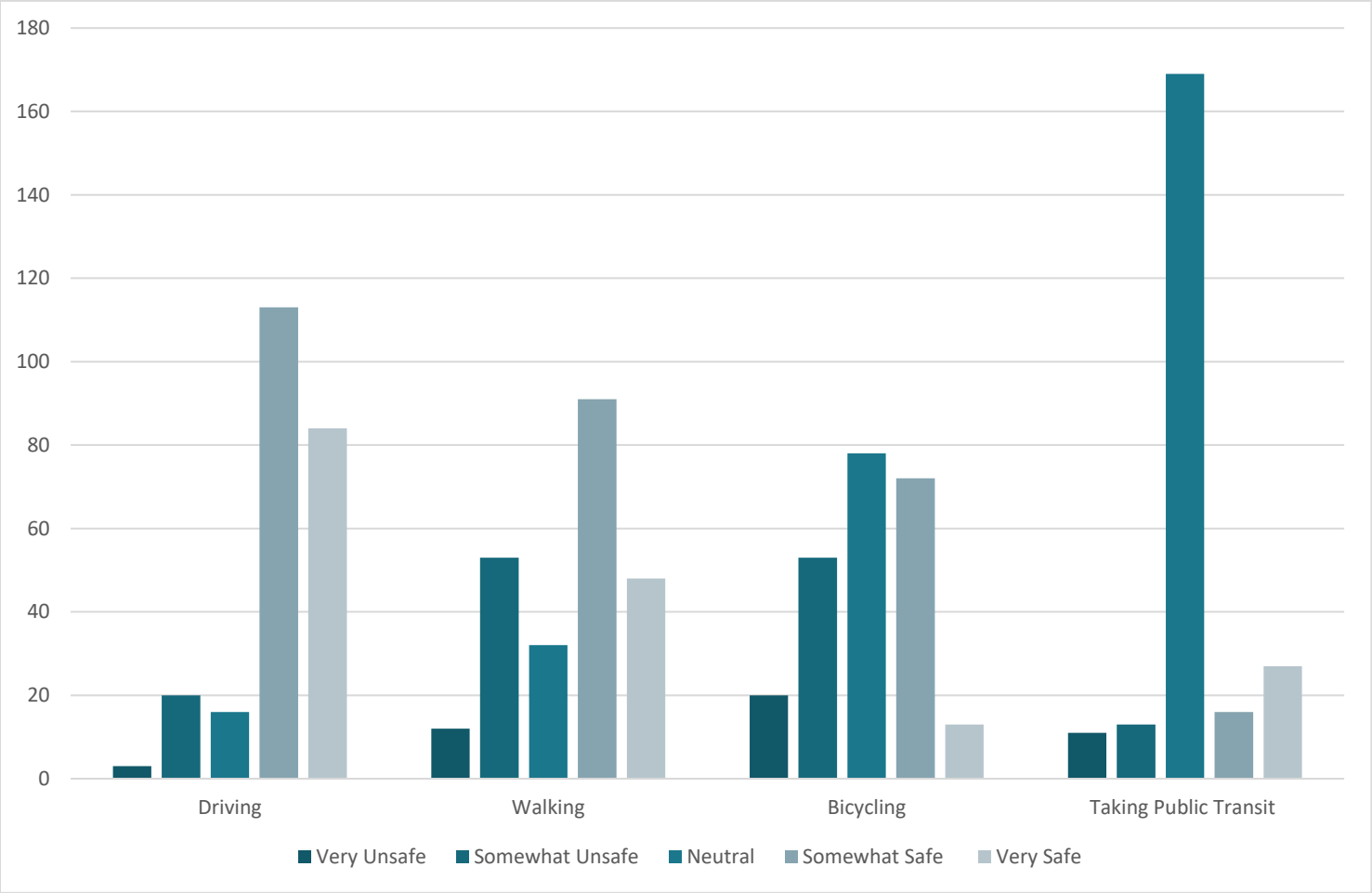


WHAT OTHER WAYS DO YOU TRAVEL IN EDINA?

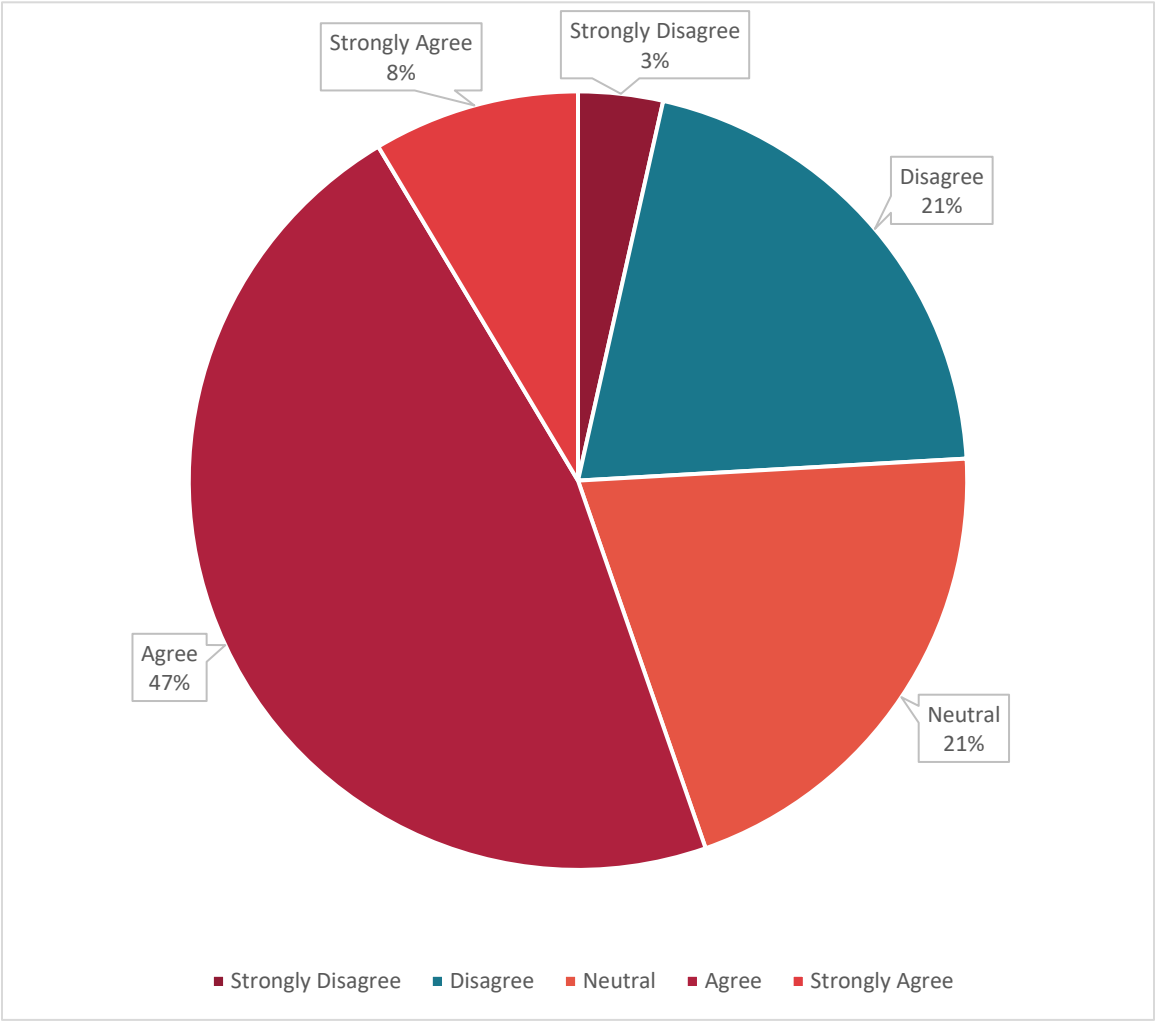


Question options
● Ride the school bus ● Drive a commercial/delivery vehicle ● Option 3 ● Other (please specify)

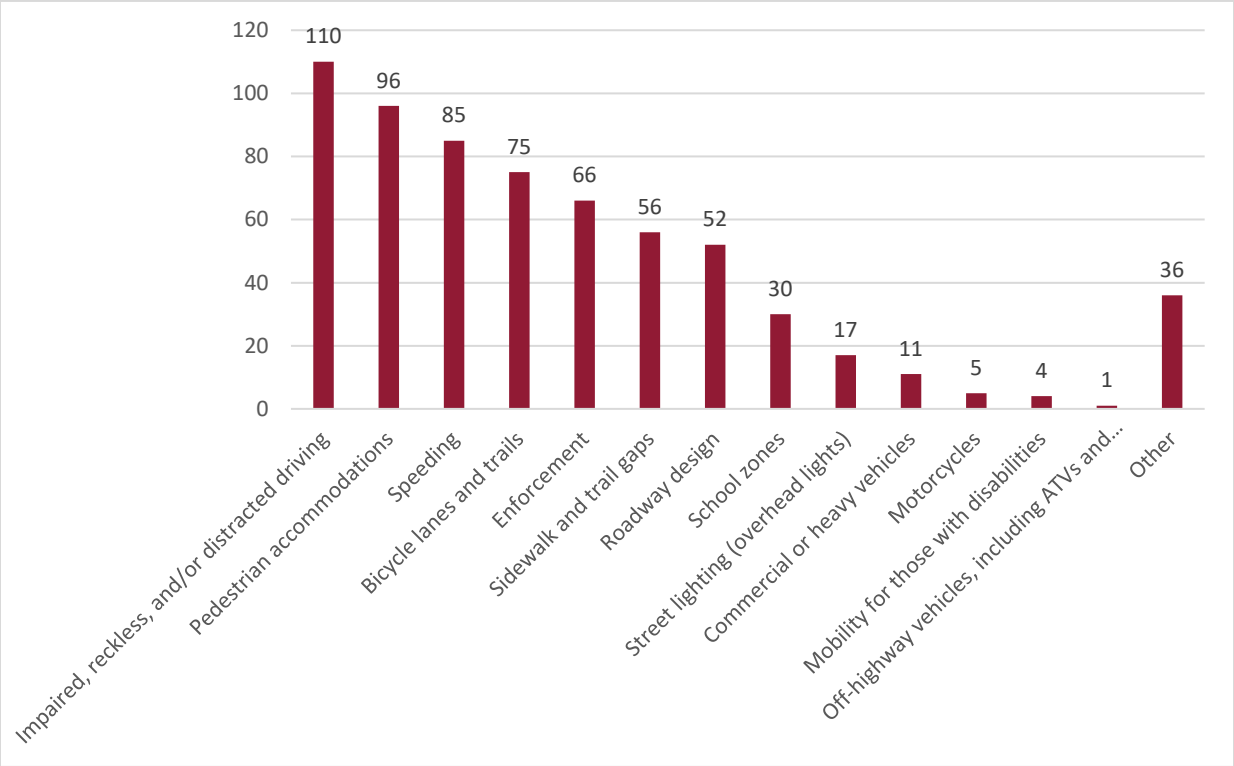
HOW SAFE DO YOU FEEL WHEN USING THE
FOLLOWING MODES OF TRANSPORTATION IN
EDINA?



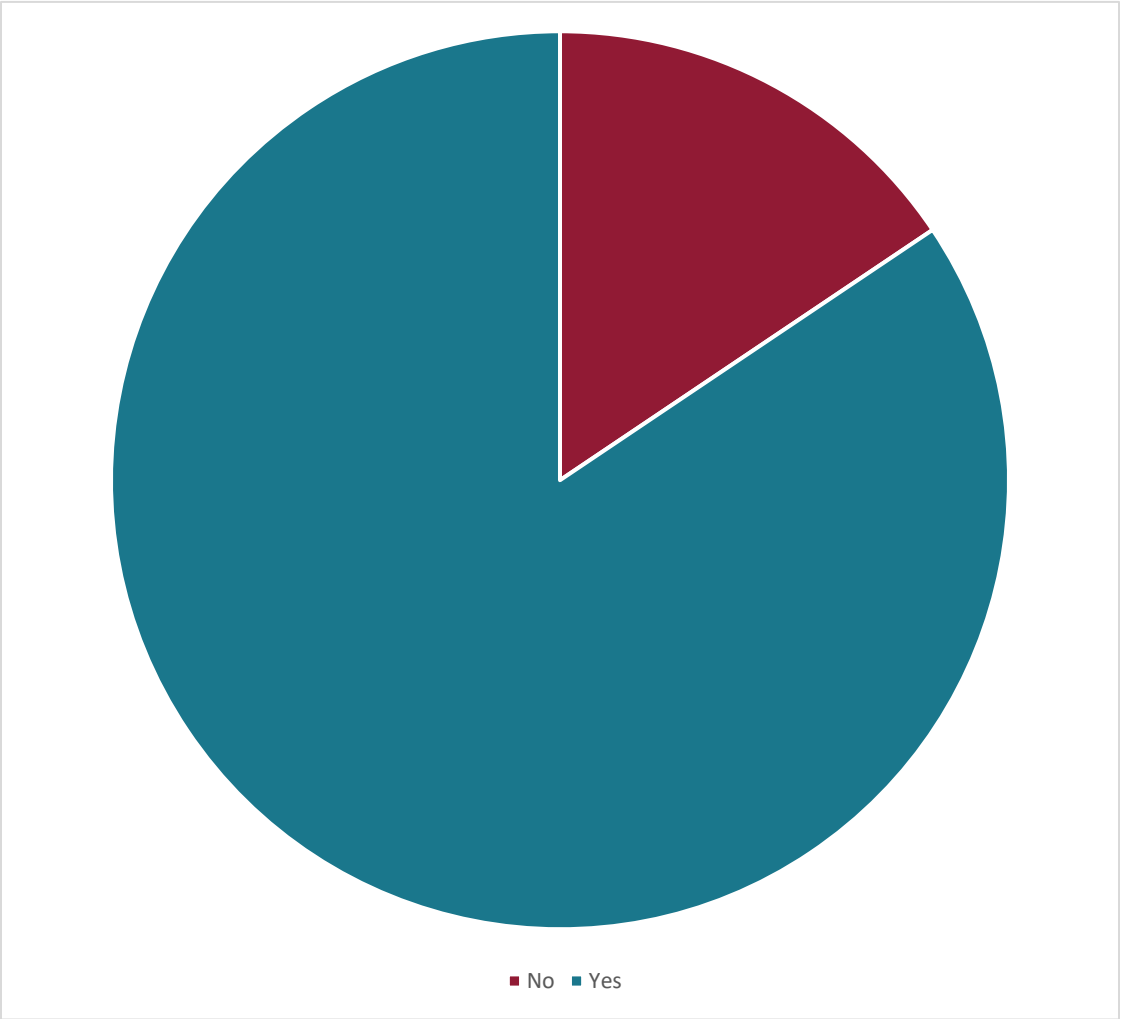
THINKING OF YOUR EXPERIENCE TRAVELING
ON ROADWAYS WITHIN YOUR COMMUNITY,
HOW STRONGLY WOULD YOU AGREE THAT
ROADWAYS IN EDINA ARE SAFE?



WHAT ARE YOUR BIGGEST SAFETY CONCERNS
IN EDINA? (SELECT UP TO 3)



ARE THERE SPECIFIC LOCATIONS IN EDINA
WHERE YOU FEEL UNSAFE OR HAVE
EXPERIENCED A NEAR MISS OR CRASH?



Locations mentioned several times:

Area / Location	Mentions	Themes
Chowen Park	5	Uncontrolled intersections, driver failure to yield, pedestrian safety
Wooddale Avenue	4	Unsafe biking conditions, high vehicle speeds, need for traffic calming
Valley View Road	4	Speeding, sidewalk gaps, driver inattention
France Avenue	3	Speeding, pedestrian vulnerability, proximity to medical centers
Eden Avenue	3	Drivers ignoring crosswalks, visibility concerns, pedestrian safety
Highway 62 (crossings)	3	Lack of safe pedestrian/bike crossings, accessibility barriers

Additional Comment summary:

Pedestrian Safety Concerns

- Motorists often ignore crosswalks, even when flashing lights are present (e.g., Eden Ave, Interlachen Blvd).

- Several crosswalks are hard to see due to poor placement (e.g., hilltops) or visual obstructions (e.g., shrubs).
- Elderly and mobility-limited individuals report difficulty walking safely without sidewalks or benches.

Unsafe Driver Behavior

- Reports of speeding in residential and hospital-adjacent areas (e.g., Valley View Rd, France Ave).
- Many mention aggressive or inattentive drivers near schools and neighborhoods.
- Drivers often fail to yield or stop at uncontrolled intersections (especially in Chowen Park).

Infrastructure Issues

- Narrow sidewalks too close to fast-moving traffic (e.g., 50th Street).
- Lack of safe pedestrian and bike crossings over Highway 62.
- Roundabout misuse due to lack of driver understanding or signage.

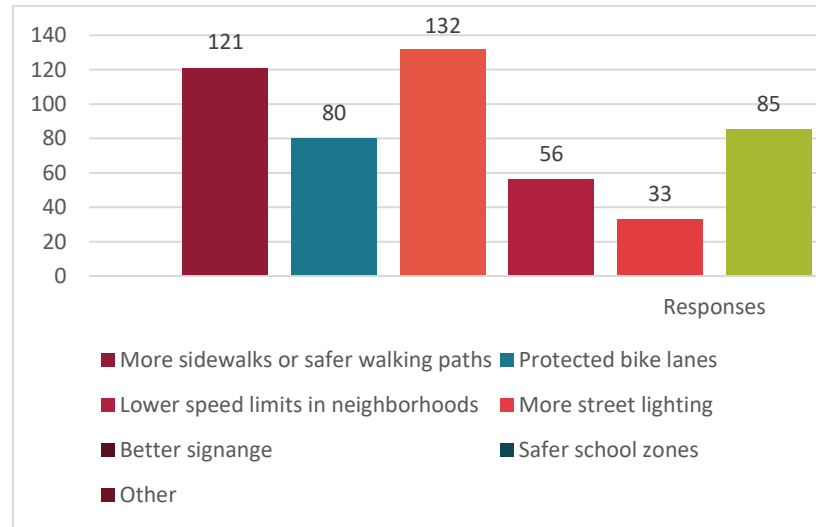
Biking Safety

- Marked bike routes like Wooddale Ave lack protective infrastructure or traffic calming.
- Bikers report close passes and high vehicle speeds, making travel dangerous.

Accessibility Gaps

- Streets without sidewalks and insufficient street lighting increase risk for vulnerable users.
- Past delays in sidewalk implementation (e.g., Barrie Road) have long-term impacts on health and mobility.

WHAT IMPROVEMENTS WOULD MAKE YOU FEEL SAFER? (SELECT ALL THAT APPLY)



DO YOU HAVE ANY OTHER COMMENTS OR IDEAS RELATED TO TRAFFIC SAFETY IN EDINA?

Themes include:

- **Speeding & Unsafe Driving:** Widespread frustration with drivers ignoring speed limits, stop signs, and distracted driving. Residents want stronger enforcement and more police presence in neighborhoods.
- **E-Bike Safety:** Significant concern about unregulated e-bike use, especially by teens. Calls for licensing, helmets, and enforcement due to reckless behavior and growing safety risks.

- **Pedestrian & Bike Safety:** Demand for safer sidewalks, protected bike lanes, and better crossings—especially near schools, busy roads (France, Tracy, Blake), and commercial areas.
- **Traffic Calming & Design:** Support for speed bumps, roundabouts, and curb extensions. Many believe design—not just enforcement—will improve safety.
- **Equity & Maintenance:** Some feel their neighborhoods are neglected, with poor road quality and minimal investment. Concerns about increasing density without infrastructure upgrades.
- **Common Requests**
 - Enforce traffic and e-bike laws
 - Build more sidewalks and protected crossings
 - Calm traffic with physical changes
 - Educate drivers and riders
 - Improve planning and prioritize safety in neighborhoods

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APPENDIX E

Social Vulnerability Considerations Memo

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Social Vulnerability Considerations Review: Edina Safe and Equitable Mobility Action Plan (SEMAP)

To:	Andrew Scipioni, City of Edina
From:	Alliant Engineering
Date:	10/3/2025
Subject:	Social Vulnerability Considerations (Task 6)

1. Introduction

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), Alliant 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.

Social Vulnerability Considerations Review

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 CDC¹ and the Minnesota DOT (MnDOT)², 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. Then, each indicator was used as a variable in developing the social vulnerability index, which is described in more detail in Section 2.2.

The discussion below is organized in the following sections:

- **2.1 Demographic Review:** Provides a demographic profile of Edina with consideration of trends and spatial distribution.
- **2.2 Composite Social Vulnerability Analysis:** Presents a GIS-based social vulnerability index to identify and quantify communities experiencing transportation disadvantage within the city.

¹ Centers for Disease Control and Prevention, and Agency for Toxic Substances and Disease Registry. *Social Vulnerability Index*. Place and Health – Geospatial Research, Analysis & Services Program (GRASP), U.S. Department of Health and Human Services, 22 July 2024, www.atsdr.cdc.gov/place-health/php/svi/index.html

² Minnesota Department of Transportation. *MnDOT SPACE Tool User Guide*. St. Paul: MnDOT, Apr. 5, 2022.

2. Analysis

2.1 DEMOGRAPHIC REVIEW

The demographic review focused on the eight social vulnerability indicators described in the section above. The American Community Survey data sources used to explore each indicator are shown below:

Table 1: Data Sources of Edina Social Vulnerability Indicators

Indicator	Table Title	Source
Younger Persons	Sex by Age	American Community Survey, B01001, 5-year Estimates (2019-2023)
Older Persons	Sex by Age	American Community Survey, B01001, 5-year Estimates (2019-2023)
Foreign Born	Allocation of Year of Entry	American Community Survey, B99052, 5-year Estimates (2019-2023)
Race	Race	American Community Survey, B02001, 5-year Estimates (2019-2023)
Disability	Receipt of Food Stamps/SNAP in the Past 12 Months by Disability Status for Households	American Community Survey, B22010, 5-year Estimates (2019-2023)
Unemployment	Employment Status for the Population 16 Years and Over	American Community Survey, B23025, 5-year Estimates (2019-2023)

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Indicator	Table Title	Source
Poverty	Poverty Status of Individuals in the Past 12 Months by Living Arrangement	American Community Survey, B17021, 5-year Estimates (2019-2023)
Household Vehicle Access	Tenure by Vehicles Available	American Community Survey, B25044, 5-year Estimates (2019-2023)

Detailed results for the demographic profile are presented in the following sections:

- 2.1.1 Community Snapshot: Gives a high-level summary of key demographic factors for Edina and shows how each has changed from 2013 to 2023.
- 2.1.2-2.1.9 Indicator-Specific Sections: Reviews each social vulnerability indicator with consideration of trends and spatial distribution.
- 2.1.10 Results summary: Describes pertinent takeaways for all social vulnerability indicators.

2.1.1 Community Snapshot

Edina’s population grew by nine percent from 2013 to 2023, from 48,574 to 53,125, slightly outpacing the seven percent growth in Minnesota during that same period. Several other notable demographic changes occurred alongside this population growth. The city’s key demographic changes from 2013 to 2023 are summarized below and in **Table 2**.

- There was a 43 percent increase in residents of color, which included a sharp rise in people identifying with two or more races (up 250 percent). The population of residents identifying as Hispanic or of Latino origin also rose sharply (up 55 percent).
- The share of children and younger adults stayed relatively the same, but growth among those aged 60–74 (up four percent), matches an aging trend across the state and country.
- A 20 percent increase in residents living below the poverty line outpaced overall population growth.

Table 2: Comparison of Edina Demographic Factors for 2013 and 2023

Statistic	2013	2023	2013-2023 % Change
Total Population	48,574	53,125	9%
Race and Ethnicity			
White alone	42,071	43,845	4%
Residents of Color	6,503	9,280	43%
<i>African American</i>	1,306	1,376	5%
<i>American Indian and Alaska Native</i>	388	230	-41%
<i>Asian</i>	3,331	3,507	5%
<i>Native Hawaiian and Other Pacific Islander</i>	8	0	
<i>Other Race</i>	483	715	48%
<i>Two or more races</i>	987	3,452	250%
Hispanic or Latino origin	1,333	2,065	55%
Age			
Under 14 years	20%	19%	-1%
15 to 29 years	14%	15%	0%
30 to 44 years	17%	18%	1%
45 to 59 years	23%	19%	-4%
60 to 74 years	15%	19%	4%

Social Vulnerability Considerations Review

Statistic	2013	2023	2013-2023 % Change
75 years and over	12%	11%	-1%
Poverty			
Income in the past 12 months below poverty level	1,918	2,307	20%

2.1.2 Race and Ethnicity

African Americans and other Non-White individuals are killed in traffic crashes at significantly higher rates than those who are White, and people living in higher-poverty areas are more likely to be hit and killed in crashes.³ As stated by the Governors Highway Safety Association, “BIPOC are disproportionately represented in fatal traffic crashes. This disproportionate representation is a significant health disparity and represents a chronic public health issue in minority communities.”⁴

Eighty three percent of Edina identifies as White only, with the remainder identifying as Black, Asian, Indigenous, or another People of Color (BIPOC). Edina is less diverse than Hennepin County and Minnesota, where the White only population is 68 and 78 percent respectively.

The U.S. Census Bureau considers race and ethnicity as two distinct concepts. On American Community Survey surveys, an individual can self-identify within one of the five racial categories in **Table 1** in addition to categories of Other Race and Multiracial (Two or More Races).

Individuals are also asked to specify their ethnicity, which is defined by two mutually exclusive categories: Hispanic or Latino and Not Hispanic or Latino. In Edina, five percent of residents identify as Hispanic or Latino, less than the share of Hispanic or Latino residents in Hennepin County and slightly less than the share in Minnesota.

³ Smith, Tiffany, and Leah Shahum. *Prioritizing Health Equity in Vision Zero Planning*. Vision Zero Network, September 2023. PDF file.

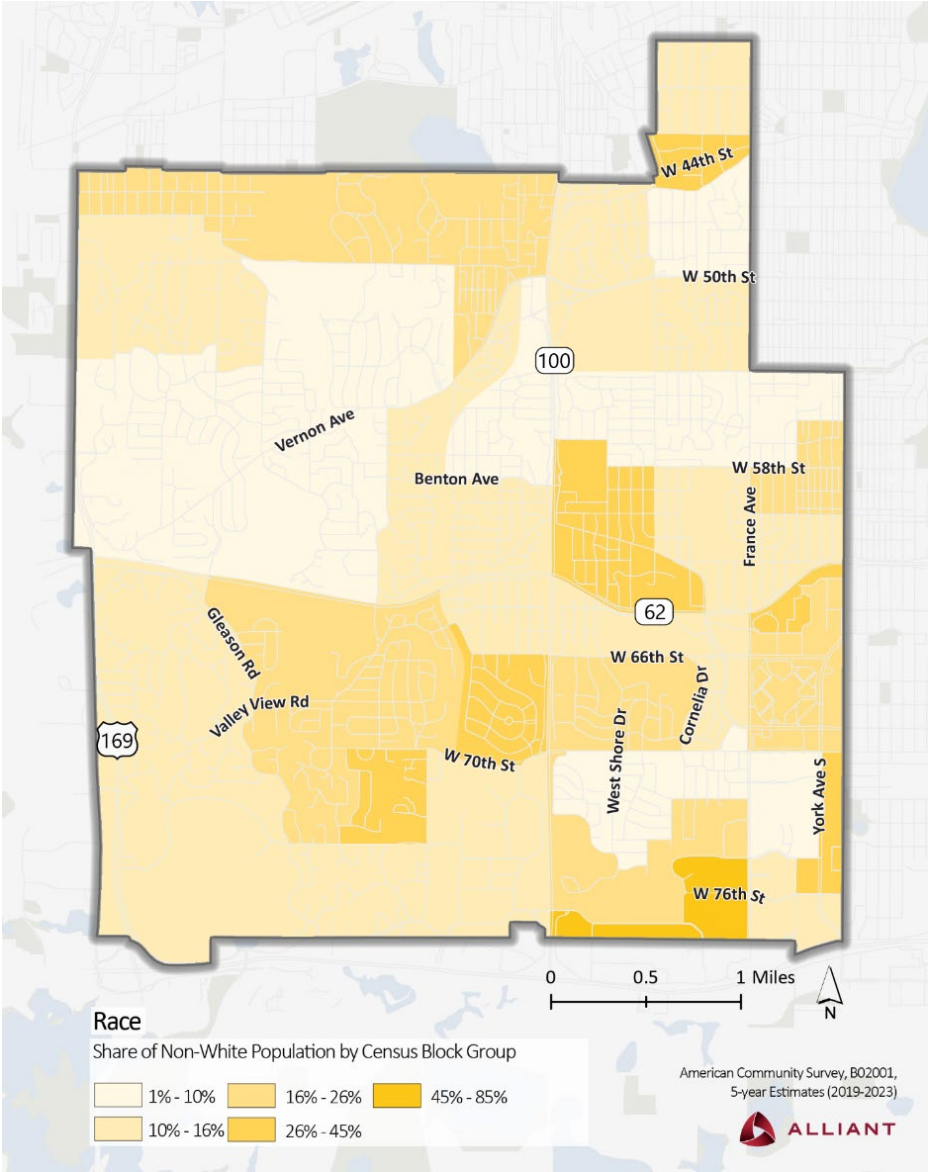
⁴ Governors Highway Safety Association. *An Analysis of Traffic Fatalities by Race and Ethnicity*. June 2021.

Table 3: Comparison of Race and Ethnicity Characteristics for Edina, Hennepin County, and Minnesota

Statistic	Edina	Hennepin County	Minnesota
Total Population	53,125	1,268,903	5,713,716
White	83%	68%	78%
Residents of Color	17%	32%	22%
<i>African American</i>	3%	13%	7%
<i>American Indian and Alaska Native</i>	0%	1%	1%
<i>Asian</i>	7%	7%	5%
<i>Native Hawaiian and Other Pacific Islander</i>	0%	0%	0%
<i>Other Race</i>	1%	4%	3%
<i>Two or more races</i>	6%	8%	6%
Hispanic or Latino Origin	4%	8%	6%

Figure 1 shows the 2023 share of BIPOC residents by census block group for Edina. Generally, the map shows greater racial diversity in the more urbanized southeast quadrant of the city. Tract 240.03 Block Group 3, centered on 77th Street West, Parkland Avenue, and the southern border of Edina, has the highest share of residents identifying as non-white, at about 85 percent.

Figure 1: 2023 Non-White Population by Census Block Group



2.1.3 Poverty

People living in poverty typically have limited transportation choices, making them more reliant on non-motorized transportation and are more exposed to roadway hazards. Areas of poverty also often have higher numbers of individuals in racial and ethnic minorities due to historical redlining and housing discrimination practices^{5,6}

In 2023, four percent of Edina’s residents were estimated to be in poverty during the prior 12 months, a proportion which has remained stable since 2013. The poverty rate in Edina is lower than that of Hennepin County and Minnesota .

Table 4: Comparison of Poverty for Edina, Hennepin County, and Minnesota

Statistic	Edina	Hennepin County	Minnesota
Total Population	53,125	1,268,903	5,713,716
Poverty	4%	10%	9%

The 2023 percent of residents in poverty by census block group for Edina is shown in **Figure 2**. Poverty in the city is concentrated primarily in the south and southeast, with notable geographic disparities. Tract 240.03 Block Group 3., centered on 77th Street West, Parkland Avenue, and the southern border of Edina, stands out with a significantly higher poverty rate, where nearly 39

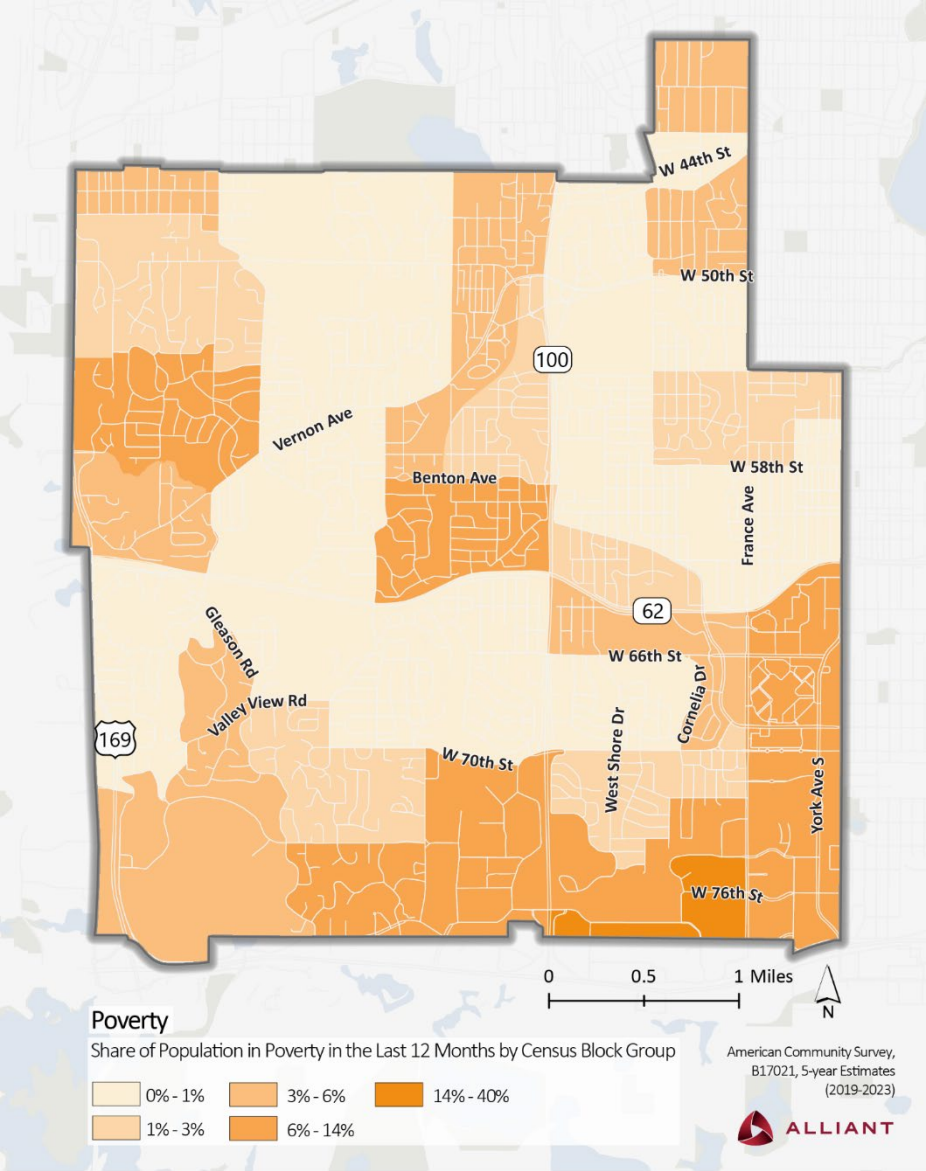
⁵ Dumbaugh, Eric, Yanmei Li, Dibakar Saha, and Wesley Marshall. “Why Do Lower-Income Areas Experience Worse Road Safety Outcomes? Examining the Role of the Built Environment in Orange County, Florida.” *Transportation Research Interdisciplinary Perspectives*, vol. 16, 2022, article 100696, Elsevier, <https://doi.org/10.1016/j.trip.2022.100696>

⁶ Mitsova, Diana, Eric Dumbaugh, and Dibakar Saha. “Crash Risk for Low-Income and Minority Populations: An Examination of At-Risk Population Segments and Underlying Risk Factors.” *Final Report*, 12 Aug. 2021, Collaborative Sciences Center for Road Safety, Florida Atlantic University, conducted in cooperation with the U.S. Department of Transportation, Federal Highway Administration. PDF file, *Road Safety Research – UNC Highway Safety Research Center*, roadsafety.unc.edu/wp-content/uploads/2022/01/R31-Low-Income-Age-Gender-Cohorts-Final-Report.pdf

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percent of residents live below the poverty line. In comparison, the next nine highest poverty block groups have more moderate poverty levels, ranging between eight and 14 percent.

Figure 2: 2023 Population in Poverty in the Last 12 Months by Census Block Group



2.1.4 Younger Persons

According to the Minnesota Department of Transportation Vulnerable Road User Safety Assessment, youth are particularly vulnerable to roadway crashes, especially those involving bicycles. Younger bicyclists experience a higher share of both overall and severe crashes, with youth ages 10-14 representing the largest share of younger crash victims, and youth ages 15-19 comprising the largest share of fatal and serious injury crashes.⁷

Youth are also at elevated risk as drivers. The risk of motor vehicle crashes is higher among teens ages 16-19 than among any other age group.⁸ Motor vehicle crashes are the leading cause of death for U.S. teens, with about 2,800 deaths and 227,000 among those age 13-19 in 2020.

In 2023, 22 percent of Edina’s population was 18 years or younger, decreasing slightly from 24 percent of the population in 2013. The city’s 2023 proportion of youth was essentially the same as Hennepin County and Minnesota, as shown below.

Table 5: Comparison of Youth for Edina, Hennepin County, and Minnesota

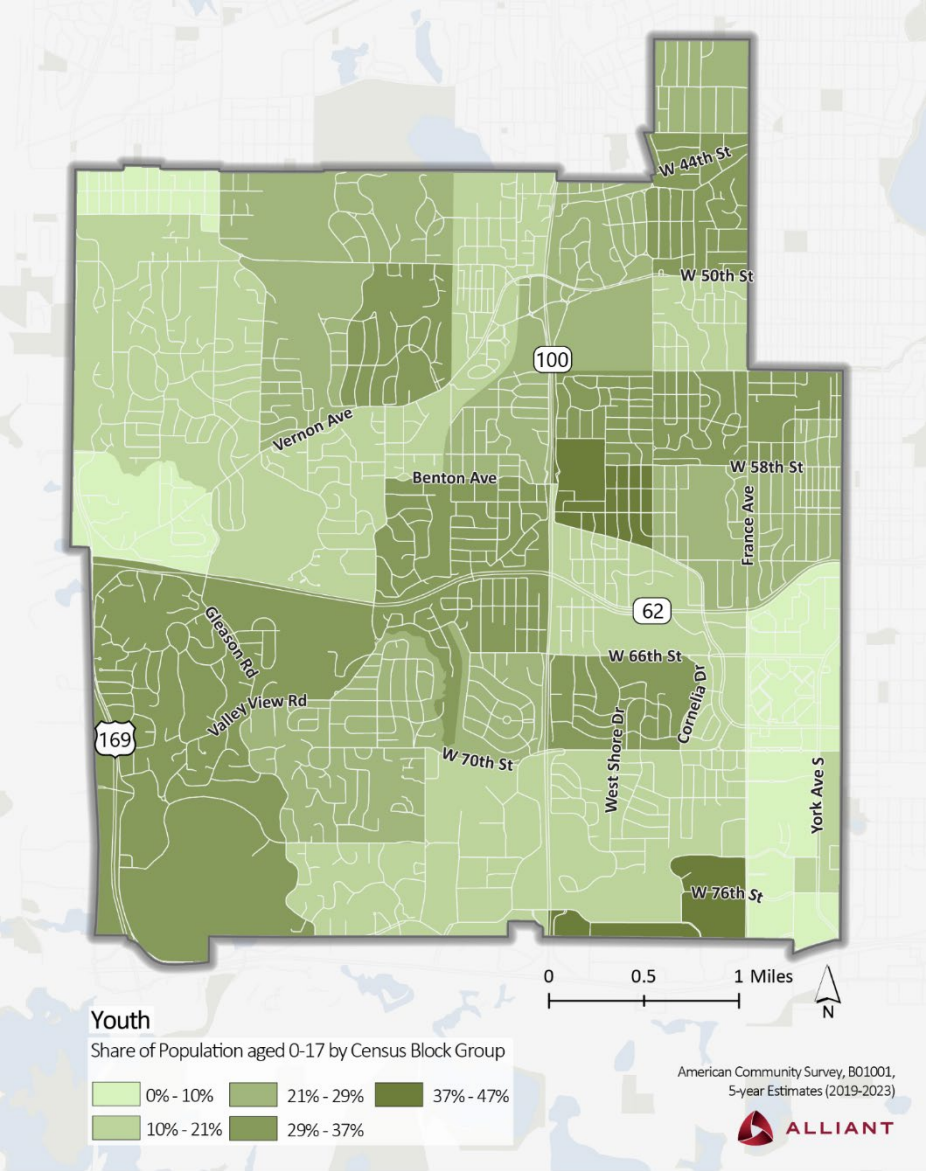
Statistic	Edina	Hennepin County	Minnesota
Total Population	53,125	1,268,903	5,713,716
0 to 18 years	22%	22%	23%

The 2023 percent of residents younger than 18 by census block group for Edina is shown in **Figure 3**. The city’s youth population is relatively evenly distributed, although certain areas stand out with higher concentrations. Two block groups have exceptionally high proportions of youth, with more than 45 percent of residents under the age threshold, double the citywide average.

⁷ Minnesota Department of Transportation. *Vulnerable Road User Safety Assessment*. St. Paul, MN: Minnesota Department of Transportation, 2023.

⁸ Centers for Disease Control and Prevention. "Risk Factors for Teen Drivers." *Teen Drivers*, 4 Aug. 2025, www.cdc.gov/teen-drivers/risk-factors/index.html

Figure 3: 2023 Youth Population by Census Block Group



2.1.5 Older Persons

As noted by National Highway Traffic Safety Administration, more than 20 percent of licensed drivers in the United States were 65 or older in 2021.⁹ As drivers age, their physical and mental abilities, driving behaviors, and crash risks change, although age alone does not determine driving performance. As the U.S. population ages, these factors have contributed to an increase in fatal crashes involving older drivers in recent years and make age an important consideration in planning for transportation safety.

In 2023, 23 percent of Edina’s population was 65 years or older, an increase from 20 percent in 2010. At eight percentage points higher than the proportion of people older than 65 in Hennepin County, Edina’s older population is a larger demographic within the city than is typical across the metro.

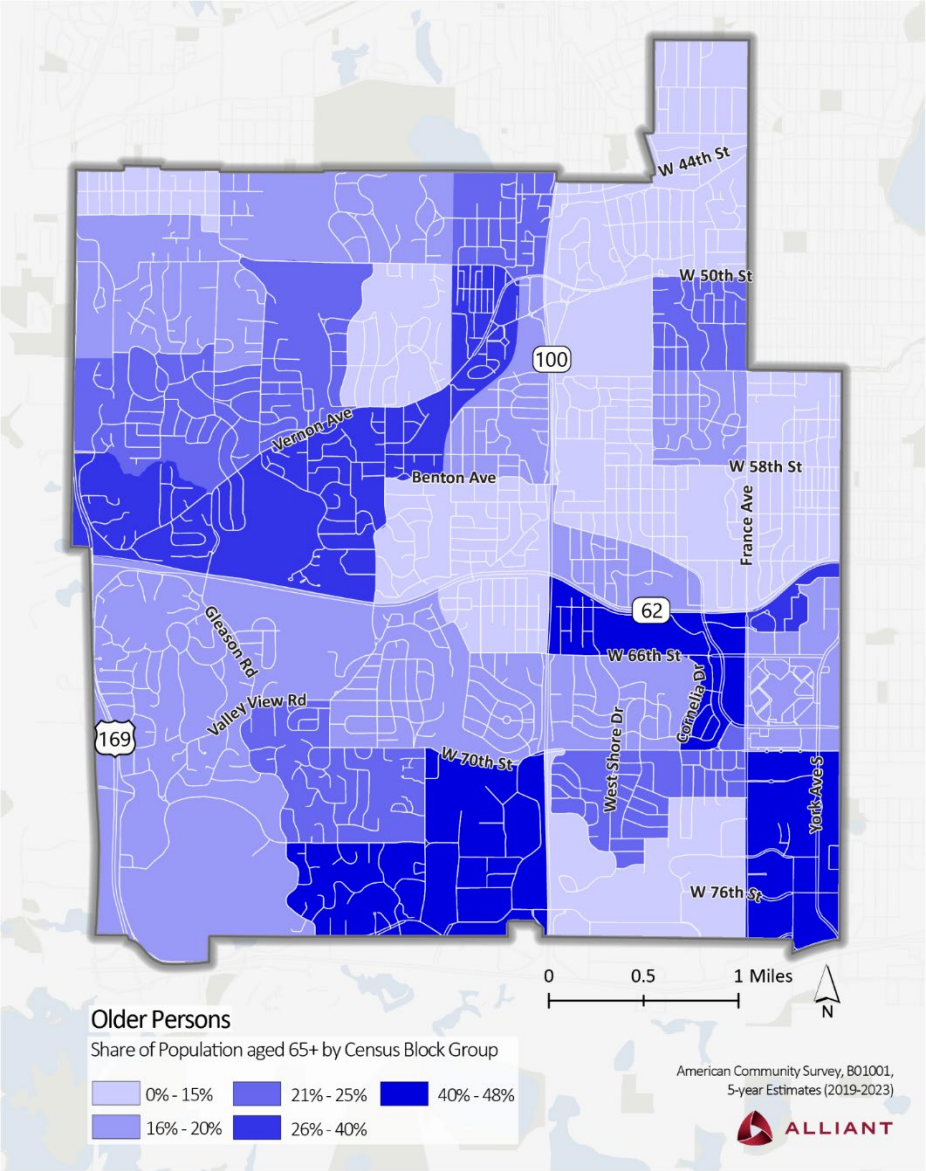
Table 6: Comparison of the Population Over 65 for Edina, Hennepin County, and Minnesota

Statistic	Edina	Hennepin County	Minnesota
Total Population	53,125	1,268,903	5,713,716
65 years and older	23%	15%	17%

The 2023 percent of residents 65 and older by census block group for Edina is shown in **Figure 4**. The city’s older adult population is generally distributed along a northwest-to-southeast axis. These concentrations tend to cross-correlate with areas that also have higher rates of disability (discussed below). These patterns also appear to correspond with the locations of senior living facilities in Edina. Notably, five census block groups have populations where more than 40 percent of residents are 65 or older.

⁹ National Highway Traffic Safety Administration. Office of Behavioral Safety Research. “Older Drivers.” *Countermeasures That Work*, National Highway Traffic Safety Administration, 2021-11-01, <https://www.nhtsa.gov/book/countermeasures-that-work/older-drivers>

Figure 4: 2023 Older Persons Population by Census Block Group



2.1.6 Foreign-Born

Research shows that immigrants face higher risks in both everyday mobility and emergency situations related to transportation. Foreign-born residents rely on public transportation at much higher rates than U.S.-born residents due to lower car ownership, limited access to driver’s licenses, and language barriers. As a result, these groups are disproportionately affected by transit service quality and disruptions.¹⁰ At the same time, immigrants and refugees experience greater vulnerabilities during crises, including those related to our changing climate, such as poor air quality and flooding.¹¹

In 2023, 10 percent of Edina’s population was foreign-born, which has remained stable since 2013. The city’s foreign-born population is slightly greater than the state as a whole and less than Hennepin County.

Table 7: Comparison of the Foreign-Born Population for Edina, Hennepin County, and Minnesota

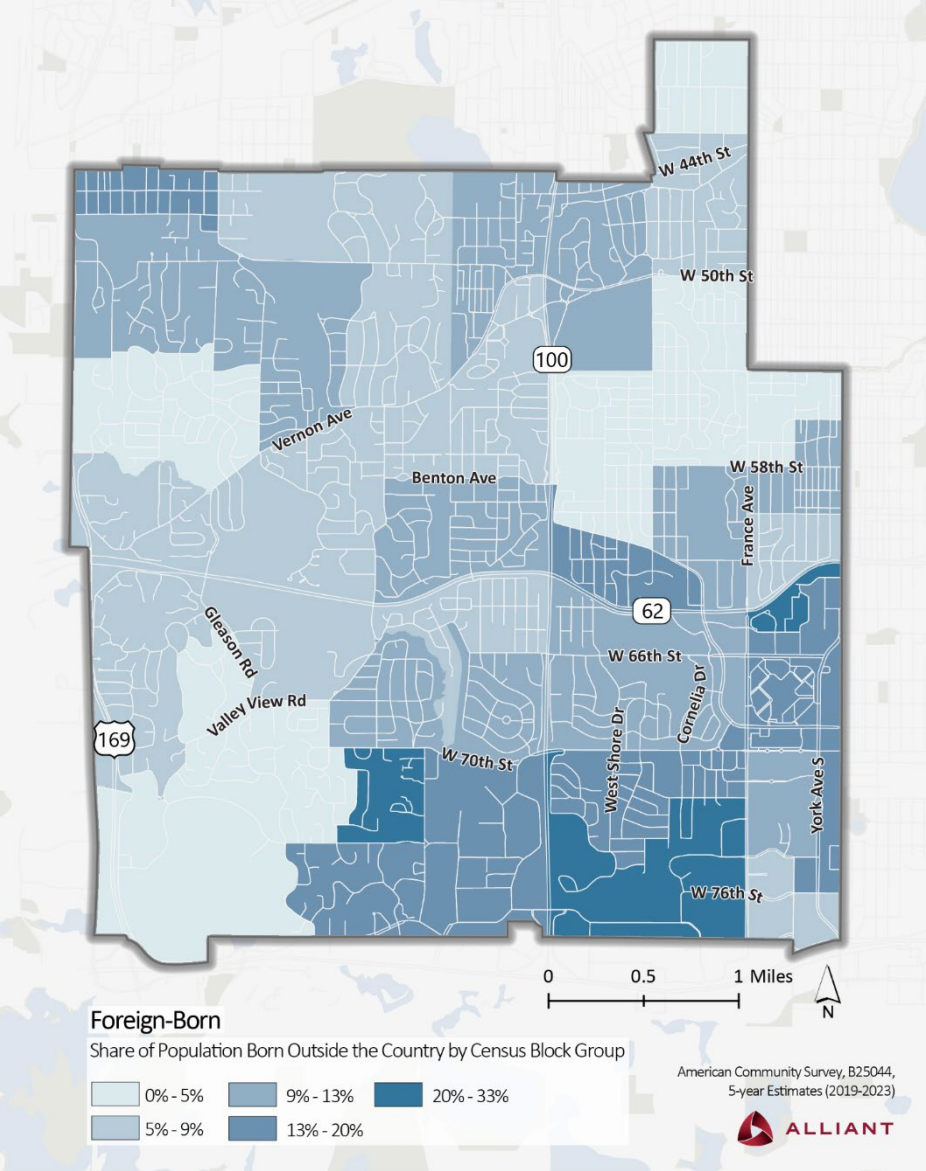
Statistic	Edina	Hennepin County	Minnesota
Total Population	53,125	1,268,903	5,713,716
Foreign Born	10%	14%	9%

The 2023 percent of foreign-born residents by census block group for Edina is shown in **Figure 5**. The city’s foreign-born population is concentrated in the southeast quadrant, where racial diversity is also generally the highest. Four block groups have a foreign-born population exceeding 25 percent.

¹⁰ Hanna, Mary. “Movement after Migration: Immigrants’ Disproportionate Reliance on Public Transportation.” *Migration Information Source*, Migration Policy Institute, 24 Mar. 2021, www.migrationpolicy.org/article/movement-migration-immigrants-public-transportation

¹¹ Chen, Cynthia, et al. “Exploring the Impacts of Safety Culture on Immigrants’ Vulnerability in Non-motorized Crashes: A Cross-sectional Study.” *Journal of Urban Health*, vol. 89, no. 1, Feb. 2012, pp. 138–152. *Journal of Urban Health: Bulletin of the New York Academy of Medicine*. New York Academy of Medicine, 16 Dec. 2011 (issue date), doi:10.1007/s11524-011-9629-7. PubMed Central, <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3284597>

Figure 5: 2023 Share of Population Identifying as Foreign-Born by Census Block Group



2.1.7 Disability

People with disabilities face mobility-related challenges which affect both availability, use, and safety of transportation. “Disability” as defined by the U.S. census may include difficulty with certain daily tasks due to a physical, mental, or emotional condition. The Census Bureau collects disability data by asking questions about difficulty with daily activities and other functional limitations.

Drivers with disabilities are more likely to experience mobility losses that accompany driving cessation, which can reduce independence and increase reliance on other modes. Studies show that people with disabilities make fewer trips overall, whether they rely on transit, paratransit, or a personal vehicle. For those without reliable access to a personal vehicle, gaps in transportation services are barriers to safe and independent travel.¹²

In 2023, 18 percent of Edina’s households included a person with a disability, a proportion which has remained stable since 2013. The proportion of households with a disability in Edina is less than that of Hennepin County and Minnesota.

Table 8: Comparison of Disability for Edina, Hennepin County, and Minnesota

Statistic	Edina	Hennepin County	Minnesota
Number of Households	22,805	534,573	2,282,967
Disability	18%	20%	23%

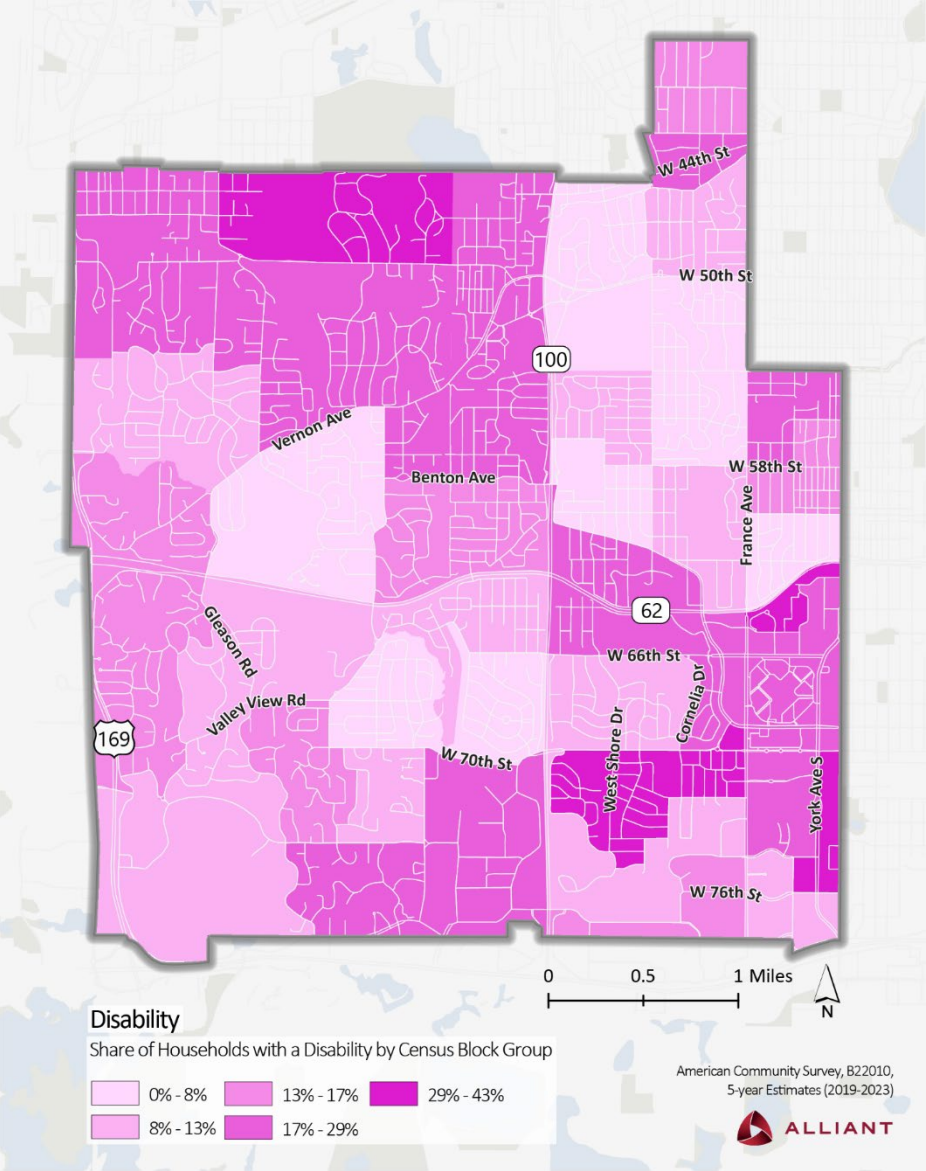
The 2023 percent households with a disability by census block group for Edina is shown in **Figure 6**. Households with a disability are distributed across the city along a northwest-to-southeast axis, though the pattern is more even than other demographic measures. As noted above, the disability distribution is similar to the distribution of the older adult population. Census Tract 240.04 Block Group 2, roughly between York Ave, W 76th St, and the eastern city border, has the highest share of residents with a

¹² Field, Marilyn J. “Transportation Patterns and Problems of People with Disabilities.” *The Future of Disability in America*, National Academies Press (US), 2007. NCBI Bookshelf, <https://www.ncbi.nlm.nih.gov/books/NBK11420/>

Social Vulnerability Considerations Review

disability at 42 percent. The lowest rate, at two percent, is Census Tract 238.01 Block Group 1, between 54th-58th Streets and Wooddale and France Avenues. The higher concentrations appear to align in part with the locations of senior care facilities.

Figure 6: 2023 Share of Households with a Disability by Census Block Group



2.1.8 Unemployment

Unemployment is an indicator of socioeconomic status and vulnerability and is closely tied to mobility limitations. Unemployed individuals often have fewer financial resources to maintain reliable vehicles, increasing exposure to safety hazards associated with walking, biking, or transit. Unemployment is also correlated with broader social and health disparities, such as disability, which affect vulnerability in traffic environments. As with other social vulnerability indicators, it can serve as a proxy for limited mobility options and economic stability.

In 2023, four percent of Edina’s labor force was unemployed during the prior 12 months, which decreased slightly from five percent in 2013. The proportion of unemployed residents in Edina is the same as Hennepin County and Minnesota.¹³

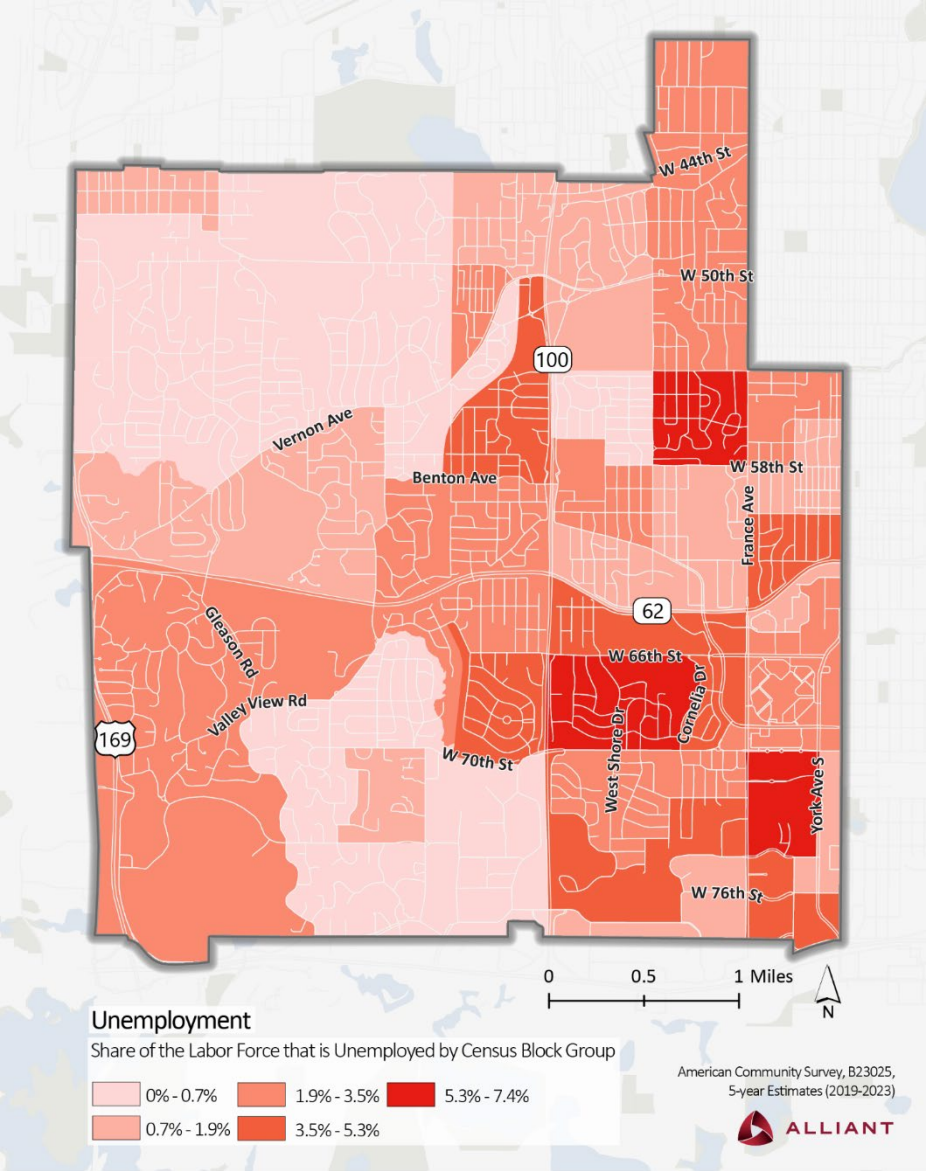
Table 9: Comparison of Unemployment for Edina, Hennepin County, and Minnesota

Statistic	Edina	Hennepin County	Minnesota
Civilian Labor Force	27,051	731,589	3,115,750
Unemployment	4%	4%	4%

The 2023 percent of households with a disability by census block group for Edina is shown in **Figure 7**. Unemployment in the city is lopsided toward the eastern side, though overall variation among block groups is relatively small. Several block groups report no unemployed residents, while the highest rate is seven percent. Overall, unemployment across the city ranges from zero to about seven percent.

¹³ International Transport Forum. *Why Does Road Safety Improve When Economic Times Are Hard?* ITF Roundtable Report, International Transport Forum, OECD, 2015. PDF file, <https://www.itf-oecd.org/sites/default/files/docs/15irtadeconomictimes.pdf>

Figure 7: 2023 Unemployment in the Last 12 Months by Census Block Group



2.1.9 Household Vehicle Access

Like other indicators, households which do not have access to a vehicle face limited accessibility and greater safety risks in their transportation options. Lack of vehicle access is also a useful approximation of pedestrian activity and transit need. Both measures have implications for traffic safety planning. Research shows that census tracts with a higher proportion of households with no vehicle access generally exhibit higher rates of traffic crashes¹⁴. This may be because households with access to a car tend to walk for leisure and avoid unsafe areas, whereas households without a vehicle are more likely to walk out of necessity and be exposed to unsafe conditions.¹⁵

In 2023, six percent of Edina’s households did not have access to a vehicle, which is a slight decrease from seven percent in 2013. The proportion of households without a car is slightly less in Edina than in Hennepin County and Minnesota.

Table 10: Comparison of Household Vehicle Access for Edina, Hennepin County, and Minnesota

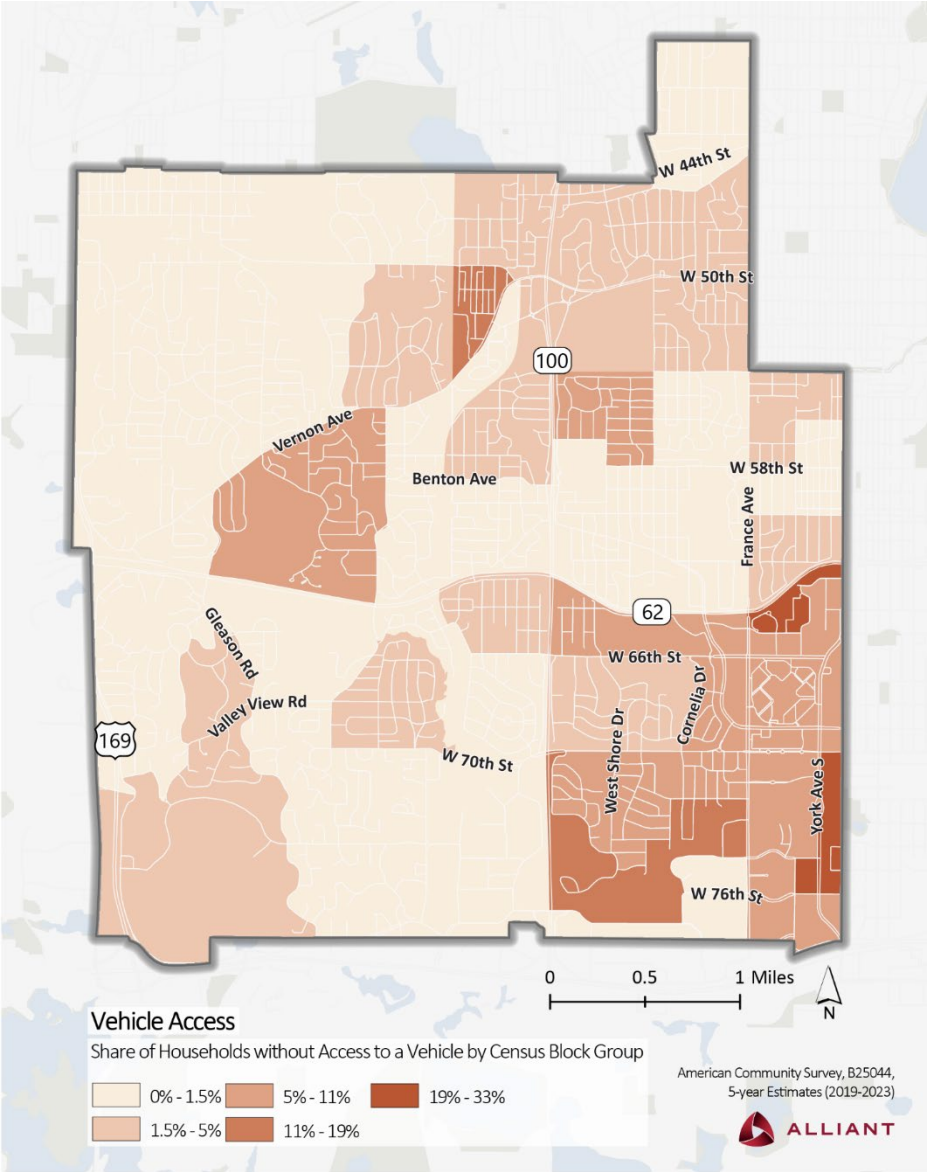
Statistic	Edina	Hennepin County	Minnesota
Number of Households	22,805	534,573	2,282,967
Households without a Vehicle	6%	9%	7%

The 2023 percent households without a vehicle by census block group for Edina is shown in **Figure 8**. Households without access to a vehicle are concentrated in the southeast quadrant of the city, with the highest levels found in Census Tract 240.04 Block Group 2, roughly between York Ave, W 76th St, and the eastern city border. In this area, 31 percent of households report having no access to a vehicle.

¹⁴ Yoo, Dong Kyoon. *Relationship Between Socioeconomic Inequality and Traffic Crashes on Virginia Roads at the County and Census-Tract Levels*. VTRC 24-R12, Virginia Transportation Research Council, Nov. 2023, vtrc.virginia.gov/media/vtrc-pdf/vtrc-pdf/24-R12.pdf

¹⁵ Dumbaugh, Eric, and Jonathan Stiles. 2025. “Social Vulnerability: A Review of the Literature on Pedestrian Crash Risk in Lower-Income and Minority Communities”. *Journal of Transport and Land Use* 18 (1):221-35. <https://doi.org/10.5198/jtlu.2025.2547>.

Figure 8: 2023 Share of Households without Access to a Vehicle by Census Block Group



Social Vulnerability Considerations Review**2.1.10 Results Summary**

Several social vulnerability indicators have population concentrations in the southeast quadrant of the city, including race and ethnicity, foreign-born, unemployment, poverty, and access to a vehicle. Older populations, younger populations, disability, and unemployment have more varied distributions. Further takeaways from the social indicator analysis are provided below:

- Edina is less diverse than Hennepin County and Minnesota overall but has experienced an increase in the BIPOC population since 2013. The southeast quadrant of the city is the most racially diverse, with one census block group standing out as having 85 percent non-white residents
- The proportion of youth in Edina is only slightly higher than that of Minnesota and Hennepin County, with a marginal decrease since 2013. Two block groups have 45 percent or more youth.
- The share of Edina residents over 65 rose from 20 percent to 23 percent from 2013 to 2023, which is a higher portion than Minnesota and Hennepin County. Five block groups have 40 percent or more older adults.
- The foreign-born population in Edina remained stable at 10 percent and is concentrated in the southeast quadrant. Four block groups are above 25 percent foreign-born.
- Disability remained steady at 18 percent. There is sharp variation between block groups, ranging from two percent to 42 percent.
- Unemployment is low overall (close to four percent), with a distribution across block groups ranging from zero to just above seven percent.
- Poverty is stable at four percent citywide, though there is a large concentration in Tract 240.03 Block Group 3, where 39 percent of residents live in poverty.
- Six percent of households lack a vehicle, with larger numbers in the southeast quadrant. Census tract 240.04 Block Group 2 is the highest at 31 percent.

2.2 COMPOSITE SOCIAL VULNERABILITY INDEX

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. The index will

Social Vulnerability Considerations Review

be used to identify locations of socially vulnerable populations in relation to the safety analysis and future project recommendations for the SEMAP.

2.2.1 Methodology

The following steps outline the methodology used to develop the Composite Social Vulnerability Index.

1. For each variable, the proportion of residents associated with that variable by census block group was calculated:
 - a. Race: percent of non-white residents
 - b. Younger Persons: percent of residents under 18
 - c. Older Persons: percent of residents 65 and older
 - d. Foreign Born Population: percent residents born outside of the United States
 - e. Disability Status: percent of households with a resident with a disability
 - f. Unemployment: percent of the labor force unemployed within the previous 12 months
 - g. Poverty: percent of residents below the poverty level within the previous 12 months
 - h. Household Vehicle Access: percent of households without access to a vehicle
2. For each variable, the z-score (number of standard deviations away from the mean) of a census block group was calculated. This calculation shows how far above the average each census block group is for a given indicator.
3. For each variable, block groups received zero points if the z score was less than one, one point for a z score up to one, two points for a z score up to two, three points for a z score up to three, and four points for any scores greater than three. The farther above average, the more points are assigned to that block group.
4. A Social Vulnerability Score was created for each census block group by adding the points assigned for each census block group across the eight variables. The maximum total points that a census block group can have is 32.

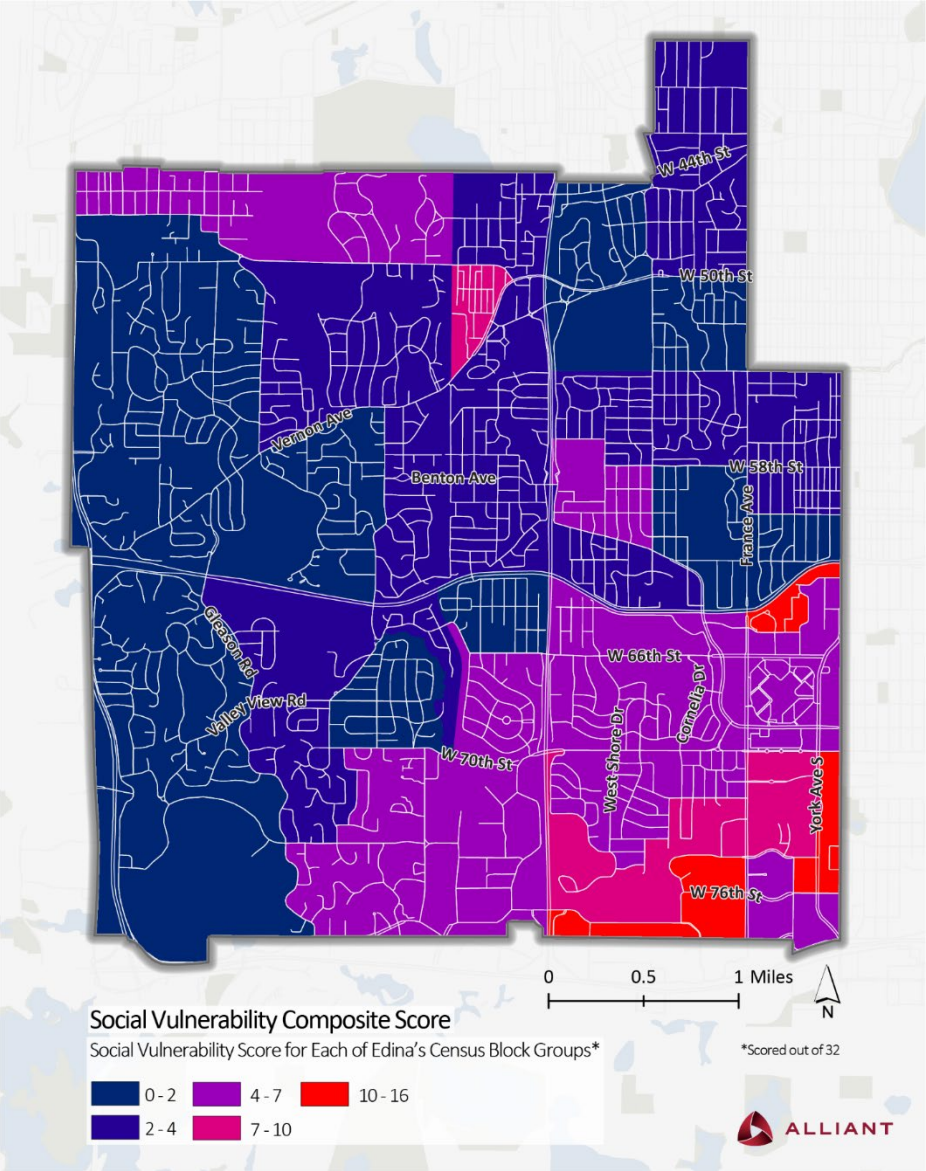
$$Z = (\text{Raw Score} - \text{Mean}) / \text{Standard Deviation}$$

$$\text{Social Vulnerability Score} = 8 \times \Sigma \text{ points}$$

Social Vulnerability Considerations Review**2.2.2 Results**

Using the above method, the social vulnerability scores by census block group are shown in **Figure 9**. The results have also been provided to the City of Edina as an interactive web map.

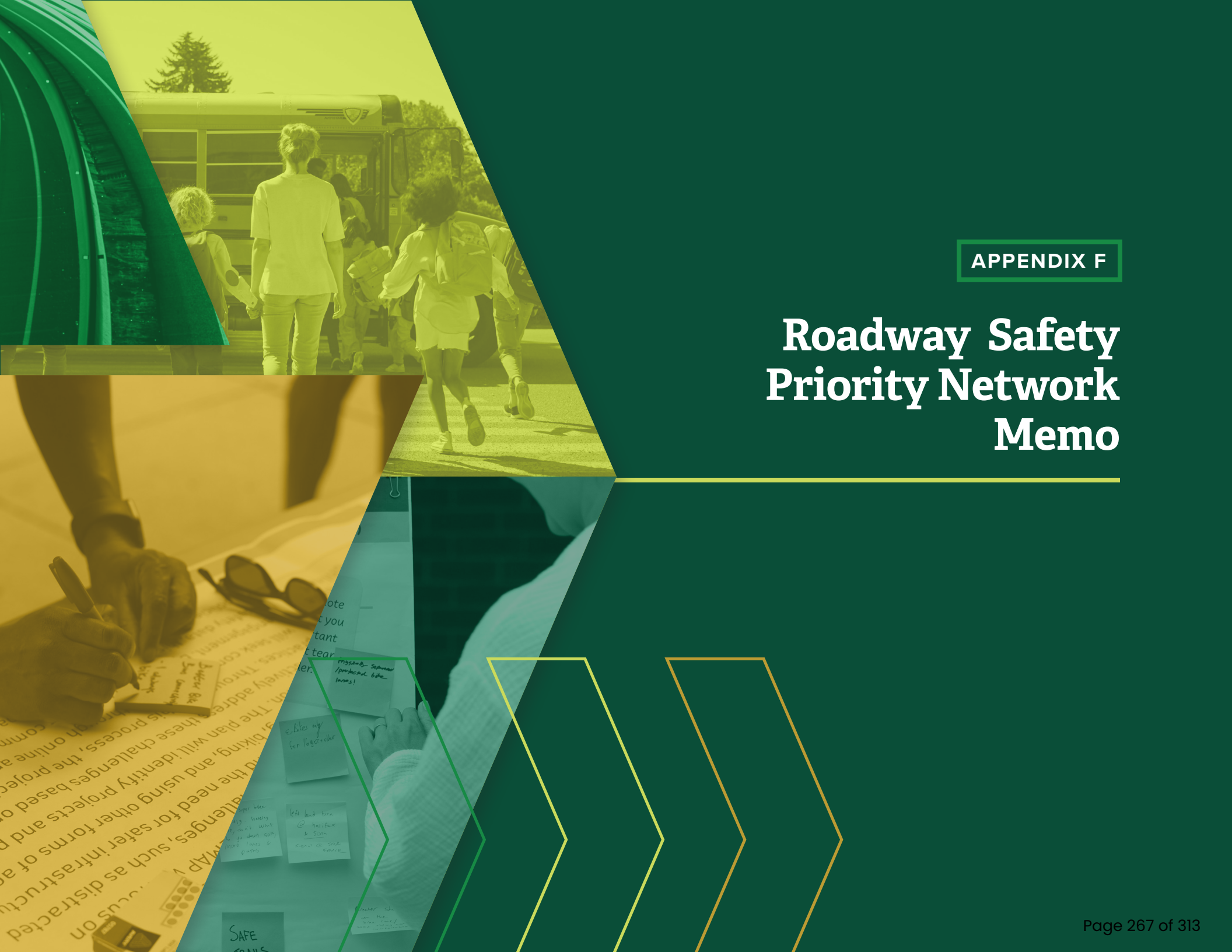
Figure 9: Composite Social Vulnerability Score for Edina Census Block Groups



3. Conclusion

The eight social vulnerability indicators of race and ethnicity, age, disability, foreign-born population, unemployment, poverty, and vehicle access describe where residents may face heightened safety risks in transportation. The resulting Composite Social Vulnerability Index translates these indicators into a GIS-based tool that can be used to understand how a given safety need or project aligns with measures of social vulnerability.

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APPENDIX F

Roadway Safety Priority Network Memo

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MEMORANDUM

December 30, 2025

To: Andrew Scipioni, City of Edina and Tim Burkhardt, Alliant Engineering

From: Mitch Coffman, Uy Nguyen, Ophelia Washington

Project: Edina Safe and Equitable Mobility Action Plan

Re: Roadway Safety Priority Network Memo

Introduction

The Roadway Safety Priority Network Memo (Memo) summarizes the process and results of the roadway network prioritization framework produced for Edina, Minnesota's Safe and Equitable Mobility Plan (SEMAP). This framework identifies priority roadway segments, which serves to inform conversations and decision-making about where to start with interventions to improve transportation safety and equity. By blending data and stakeholder input, the priority network will support Edina and partners in reducing and ultimately eliminating traffic fatalities and serious injuries.

Prioritization Process

Shown in Table 1 are the six metrics used for the Edina roadway prioritization. The metrics belong to four overarching categories: crash history and risk, community input, land use context, and equity. 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.

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. 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. To measure the equity category, a Social Vulnerability Index was created. This index takes into account the population of disabled, unemployed, and foreign-born people; people of color; households without vehicle access and under the poverty line; and youth and senior populations.

Table 1: 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 traffic safety requests from the public.	20%	3 or more points on a segment – 20 points 2 points on a segment – 12 points 1 point on a segment – 6 points 0 points on a segment – 0 points
Land Use Context	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
Equity	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

Prioritization Findings

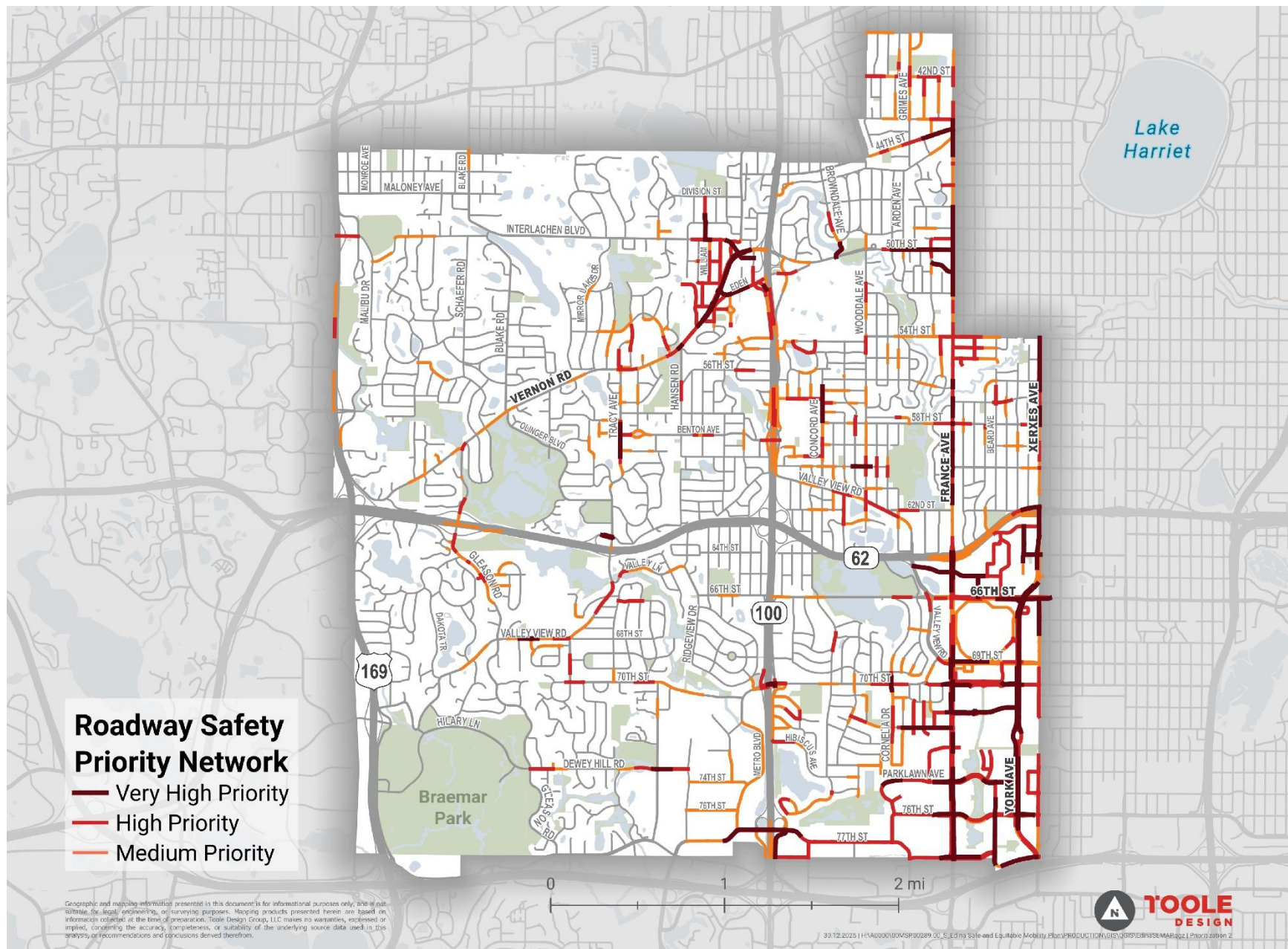
Each roadway segment was assigned points according to each metric, which were then added together to give a total prioritization score out of 100 possible points. The higher the roadway segment scores, the higher priority. The highest score of any roadway segment was 78 points. Segments scoring between 40 and 78 points comprised the top 5% of roadways and were classified as “very high priority.” Segments with scores between 26 and 39 points, representing approximately 10% of the network, were designated as “high priority.” Scores ranging from 18 to 25 points, representing around 11% of roadways, were categorized as “medium priority.” Cumulatively, the very high, high, and medium priority segments represent 26% of the roadway network within the city. Figure 1 shows 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 2 shows the Safety Priority Network only on roadways owned by the City, while Figure 3 shows the Network on 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 1: Edina Roadway Safety Priority Network



Roadway Safety Priority Network (Local Roadways Only)

- Very High Priority
- High Priority
- Medium Priority

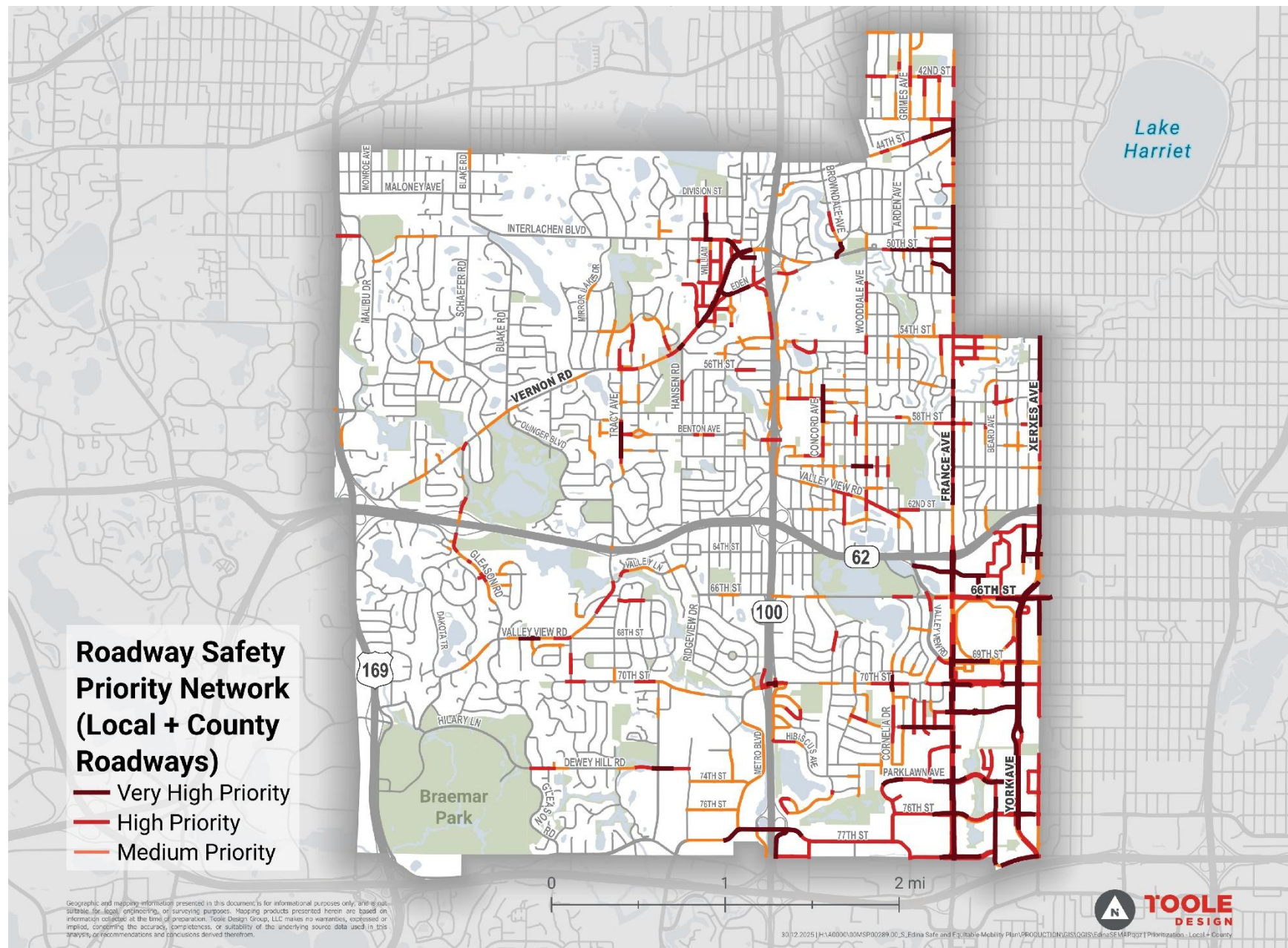
Geographic and mapping information presented in this document is for informational purposes only, and is not suitable for legal engineering, or surveying purposes. Mapping products presented herein are based on information collected at the time of preparation. Toole Design Group, LLC makes no warranties, expressed or implied, concerning the accuracy, completeness, or suitability of the underlying source data used in this analysis, or recommendations and conclusions derived therefrom.

0 1 2 mi

TOOLE DESIGN

30.12.2025 | 11-A00000045020289.00_S_Edina Safe and Equitable Mobility Plan | PRODUCTION | GIS | 2250 Edina SE | Map Page | Prioritization - Local

Figure 3: Edina Roadway Safety Priority Network (Local + County Roadways)



APPENDIX G

Countermeasure One-Pagers

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LEADING PEDESTRIAN AND BICYCLIST INTERVALS

DESCRIPTION

Leading Bicycle and Pedestrian Intervals (LBPIs) are programmed into traffic signals to provide pedestrians and bicyclists crossing with a 3-7 second head start.

PURPOSE

By providing crossing bicyclists and pedestrians with a head start, the risk of conflicts with vehicles is reduced.

Cost

MEDIUM

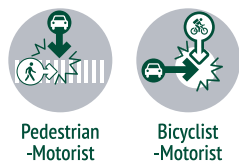


Time to Implement

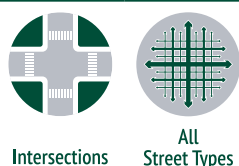
SHORT



Crash Types Addressed



Applicable Locations



BENEFITS

13%

REDUCTION IN
PEDESTRIAN-VEHICLE
CRASHES AT
INTERSECTIONS

- Increases visibility of crossing pedestrians and bicyclists.
- Gives pedestrians and bicyclists priority within the intersection.
- Reduces potential conflicts with turning vehicles.

IMPACT BY MODE

MOTORISTS

Improved visibility of people who cross

PEDESTRIANS BICYCLISTS

Reduced conflict between users and motor vehicles

Additional Information:

- NACTO Urban Street Design Guide
- PEDSAFE Pedestrian Safety Guide and Countermeasure Selection System

- FHWA Proven Safety Countermeasures

PARKING RESTRICTIONS/ DAYLIGHTING

DESCRIPTION

Restriction of on-street parking near a crossing using signs, pavement markings, curb extensions, and/or vertical delineators.

PURPOSE

Improves the visibility of pedestrians to motorists when crossing, or waiting to cross, the street.

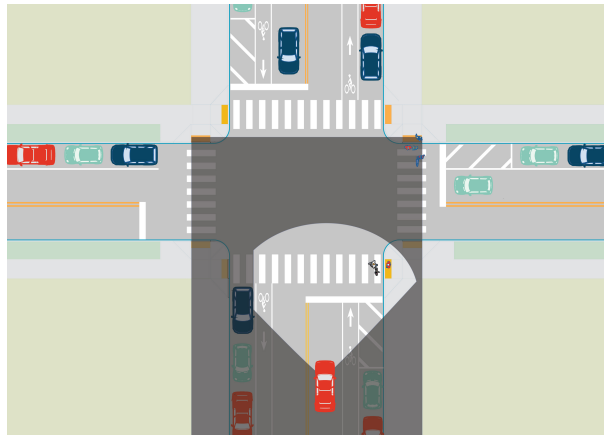
Cost

Low



Time to Implement

SHORT

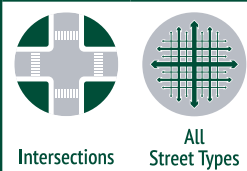


Crash Types Addressed



Pedestrian-Motorist

Applicable Locations



Intersections

All Street Types

Additional Information:

- Unsignalized Intersection Improvement Guide
- NACTO Don't Give Up at the Intersection
- NACTO Urban Street Design Guide

BENEFITS

30% REDUCTION IN PEDESTRIAN-VEHICLE CRASHES

- Ensures drivers, pedestrians, and cyclists can see each other without obstructions or barriers in the way.

IMPACT BY MODE

MOTORISTS

Improved visibility of people who cross

PEDESTRIANS BICYCLISTS

Ensured clear sightlines

- FHWA Proven Safety Countermeasures

PEDESTRIAN REFUGE ISLANDS

DESCRIPTION

Pedestrian refuge islands are medians with a section cut out for pedestrian and bicyclist refuge. These are supplements to crosswalks.

PURPOSE

Protect pedestrians and bicyclists crossing by slowing vehicle speeds, increasing their visibility, and providing a waiting area.

Cost

MEDIUM



Time to Implement

MEDIUM



Crash Types Addressed



Applicable Locations



Intersections

Arterials

Collectors

Additional Information:

- NACTO Urban Street Design Guide
- PEDSAFE Pedestrian Safety Guide and Countermeasure Selection System

BENEFITS

56% REDUCTION IN PEDESTRIAN-VEHICLE CRASHES

- Improves visibility and reduces vehicle speeds for motorists.
- Increases separation between vehicles and pedestrians/bicyclist.

IMPACT BY MODE

**PEDESTRIANS
BICYCLISTS**

Provides refuge when crossing streets

- FHWA Proven Safety Countermeasures

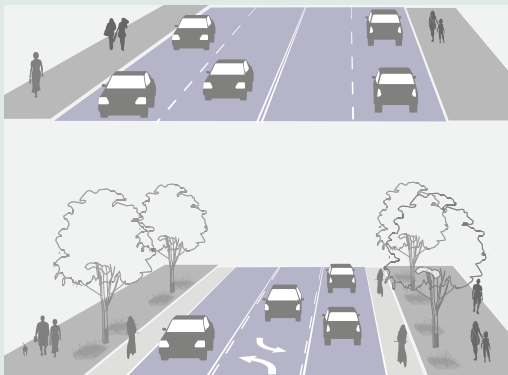
ROADWAY RECONFIGURATION

DESCRIPTION

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.

PURPOSE

Reduce vehicle speeds, reduce crossing distances for pedestrians, and/or provide additional space for other roadway elements and users.



Cost

HIGHEST



Time to Implement

MEDIUM
TO LONG



Crash Types Addressed



Rear-End



Left-Turn



Right Angle

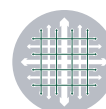
Applicable Locations



Arterials



Collectors



Local Roads

BENEFITS

47% REDUCTION IN CRASHES
AFTER A 4-TO-3 LANE
CONVERSION

- Reduces vehicle speeds and speed differentials between vehicles.
- Shortens crossing distances for pedestrians.
- Enhances comfort for pedestrians and bicyclists.

IMPACT BY MODE

PEDESTRIANS BICYCLISTS

Reallocated space to enhance comfort for pedestrians and bicyclists

Additional Information:

- Evaluation of Lane Reduction "Road Diet" Measures on Crashes, FHWA-HRT-10-053, (2010)
- PEDSAFE Pedestrian Safety Guide and Countermeasure

Selection System

- BIKESAFE Bicycle Safety Guide and Countermeasure Selection System
- FHWA Proven Safety Countermeasures

BOULEVARDS

DESCRIPTION

A space separating the off-street walkways or share-use paths from adjacent travel or parking lanes.

PURPOSE

Increase comfort and safety of pedestrians and bicyclists.

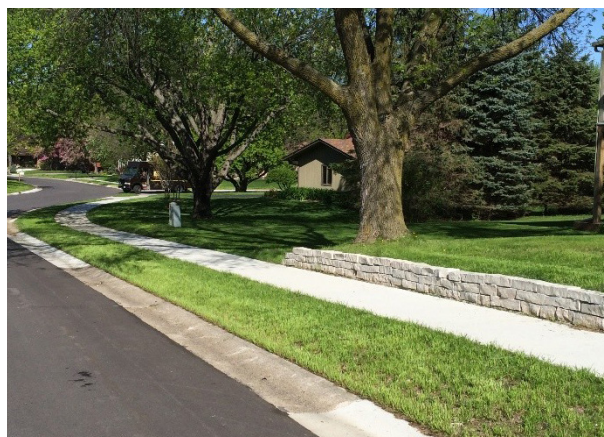
Cost

HIGH

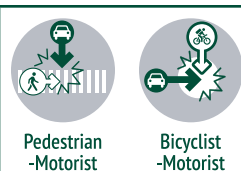


Time to Implement

MEDIUM



Crash Types Addressed



Applicable Locations



BENEFITS

- Increases separation between motorists and pedestrians/bicyclists.
- Provides space for amenities and vegetation.

IMPACT BY MODE

PEDESTRIANS BICYCLISTS

Increased space for pedestrian and bicyclist amenities

Additional Information:

- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- NACTO Urban Street Design Guide

SHARED-USE PATHS

DESCRIPTION

Shared paths for bicyclists and pedestrians located between the curb and the property line carrying traffic in both directions.

PURPOSE

Provides a high level of comfort for pedestrians and bicyclists.

Cost

HIGH

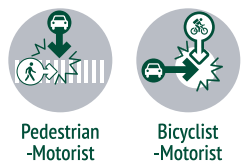


Time to Implement

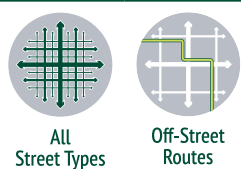
LONG



Crash Types Addressed



Applicable Locations



BENEFITS

- Provides dedicated space for pedestrians and bicyclists.
- Accommodates two-way pedestrian and bicyclist flow.
- Increases separation between motorists and pedestrians or bicyclists

IMPACT BY MODE

PEDESTRIANS BICYCLISTS

Reduced potential conflict between users and motor vehicles

Additional Information:

- FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

- PEDSAFE Pedestrian Safety Guide and Countermeasures Selection System
- FHWA Achieving Multimodal Networks

NEIGHBORHOOD TRAFFIC CIRCLE

DESCRIPTION

Raised circular islands in the center of intersections that guide users counterclockwise through the intersection.

PURPOSE

Reduce traffic speeds at low-speed and low-volume intersections.

Cost

MEDIUM

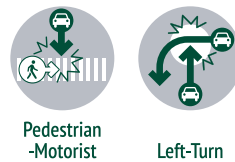


Time to Implement

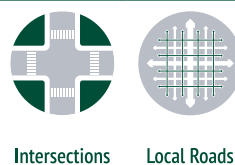
SHORT



Crash Types Addressed



Applicable Locations



BENEFITS

- Reduces vehicle speeds by forcing motorists to maneuver around the island.
- Eliminates left turn crashes.
- Reduces right turn speeds.

IMPACT BY MODE

MOTORISTS

Eliminated left-turns and reduced right-turn speed

PEDESTRIANS BICYCLISTS

Increased motor vehicle yielding to users

Additional Information:

- NACTO Mini-Roundabouts Technical Summary
- PEDSAFE Pedestrian Safety Guide and Countermeasure Selection System

PROTECTED BIKE LANES

DESCRIPTION

Bike lanes that are separated from vehicles with a buffer and vertical objects such as flex posts, parking spots, planters, or concrete barriers. These may be one-way or two-way cycle facilities.

PURPOSE

Provide physical separation between bike and vehicle lanes.

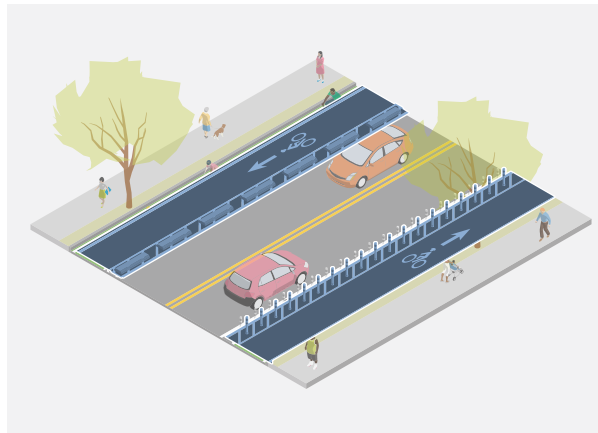
Cost

HIGH



Time to Implement

MEDIUM
TO LONG



Crash Types Addressed



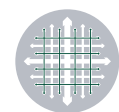
Applicable Locations



Arterials



Collectors



Local Roads

Additional Information:

- NACTO Urban Bikeway Design Guide
- BIKESAFE Bicycle Safety Guide and Countermeasure Selection System

BENEFITS

36-56%

**REDUCTION IN
CRASHES BASED ON
TREATMENT TYPE**

- Provides greater physical separation from motor vehicle traffic than standard bike lanes.

IMPACT BY MODE

MOTORISTS PEDESTRIANS

Reduced potential conflicts with bicyclists

BICYCLISTS

Reduced potential conflicts with pedestrians and motorists

- Safety Efficacy Confidence Levels for Pedestrian & Bicycle Treatments
- FHWA Bikeway Selection Guide
- FHWA-HRT-23-078

NEIGHBORHOOD YIELD STREETS

DESCRIPTION

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.

PURPOSE

Calm traffic on residential streets.

Cost

Low

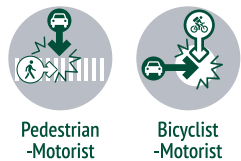


Time to Implement

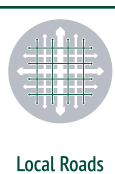
SHORT



Crash Types Addressed



Applicable Locations



BENEFITS

- Reduces motor vehicle speeds as motorists must yield to other road users.
- Encourages cautious behavior.
- May reduce overall motor vehicle volume.

IMPACT BY MODE

MOTORISTS

Reduced motor vehicle speeds and volumes

PEDESTRIANS BICYCLISTS

Increased motor vehicle yielding to users

Additional Information:

- NACTO Urban Streets Design Guide

ROAD SAFETY AUDITS

DESCRIPTION

Road Safety Audits are safety assessments 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.

PURPOSE

Reduce costs and improve efficiency of future road projects through early identification of safety issues along a corridor.



Cost

MEDIUM



Time to Implement

SHORT



Crash Types
Addressed

VARIES

Applicable
Locations



BENEFITS

10-60% REDUCTION IN
TOTAL CRASHES

- Reduces the number and severity of crashes due to safer designs.
- Increases collaboration to address safety challenges.

IMPACT BY MODE

MOTORISTS
PEDESTRIANS
BICYCLISTS

Increased
opportunities to
improve roadway
safety for all users.

Additional Information:

- FHWA Proven Safety Countermeasures
- FHWA Road Safety Audit Guidelines



The CITY of
EDINA



Safe & Equitable Mobility Action Plan

May 5, 2026

EdinaMN.gov

Agenda

- Background
- Plan Development
- Crash Analysis and Risk Assessment
- Community Engagement
- Priority Network
- Recommendations
- Implementation
- Measuring Progress



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Background

- Four fatal and 53 serious injury crashes in Edina from 2015 to 2024
- Traffic safety regularly cited as key community concern
- Received SS4A grant to develop safety action plan

Shakopee teacher dies in crash on Highway 169

Ryan Eiler was a health and physical education teacher and coached boys track and field.



Source: Kare 11 (April 27, 2026)



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Plan Development

- February 2025 – May 2026 (16 months)
- Consultant team led by Alliant Engineering with Toole Design Group and Humanize MN
- Guided by Project Management Team
 - Engineering, Public Works, Sustainability, Engagement staff
 - Transportation Commissioners
- Additional input provided by Task Force
 - Police and Fire
 - Community Health
 - Edina Public Schools
 - Hennepin County
 - MnDOT
 - Metro Transit
 - FHWA

TOOLE
DESIGN



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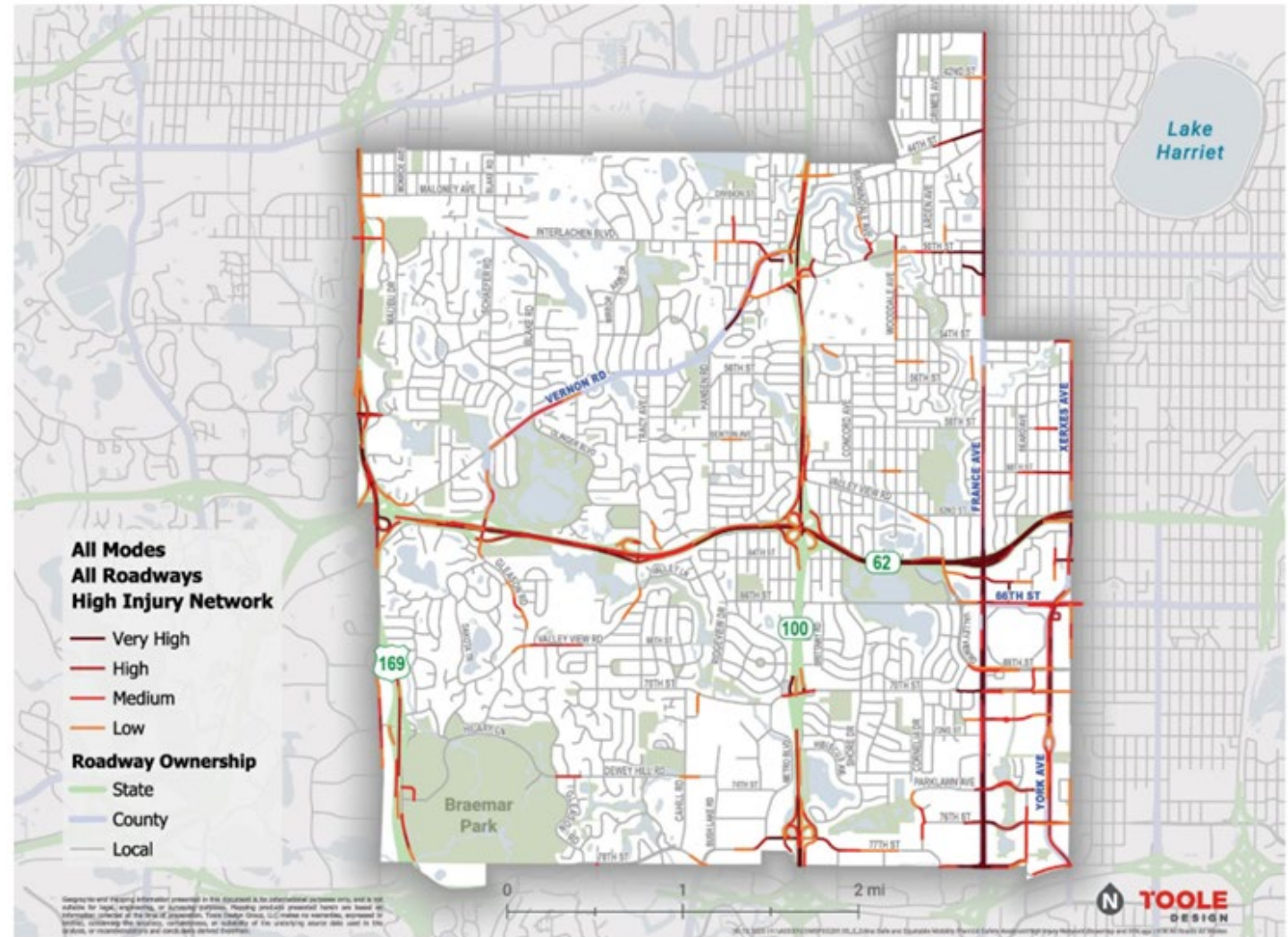
Leadership Commitment and Goal Setting

- Resolution No. 2025-83, adopted July 15
 - City commits to goal of zero traffic deaths and serious injuries on all roadways by 2050
 - Interim goal of 50% reduction by 2035



Crash Analysis

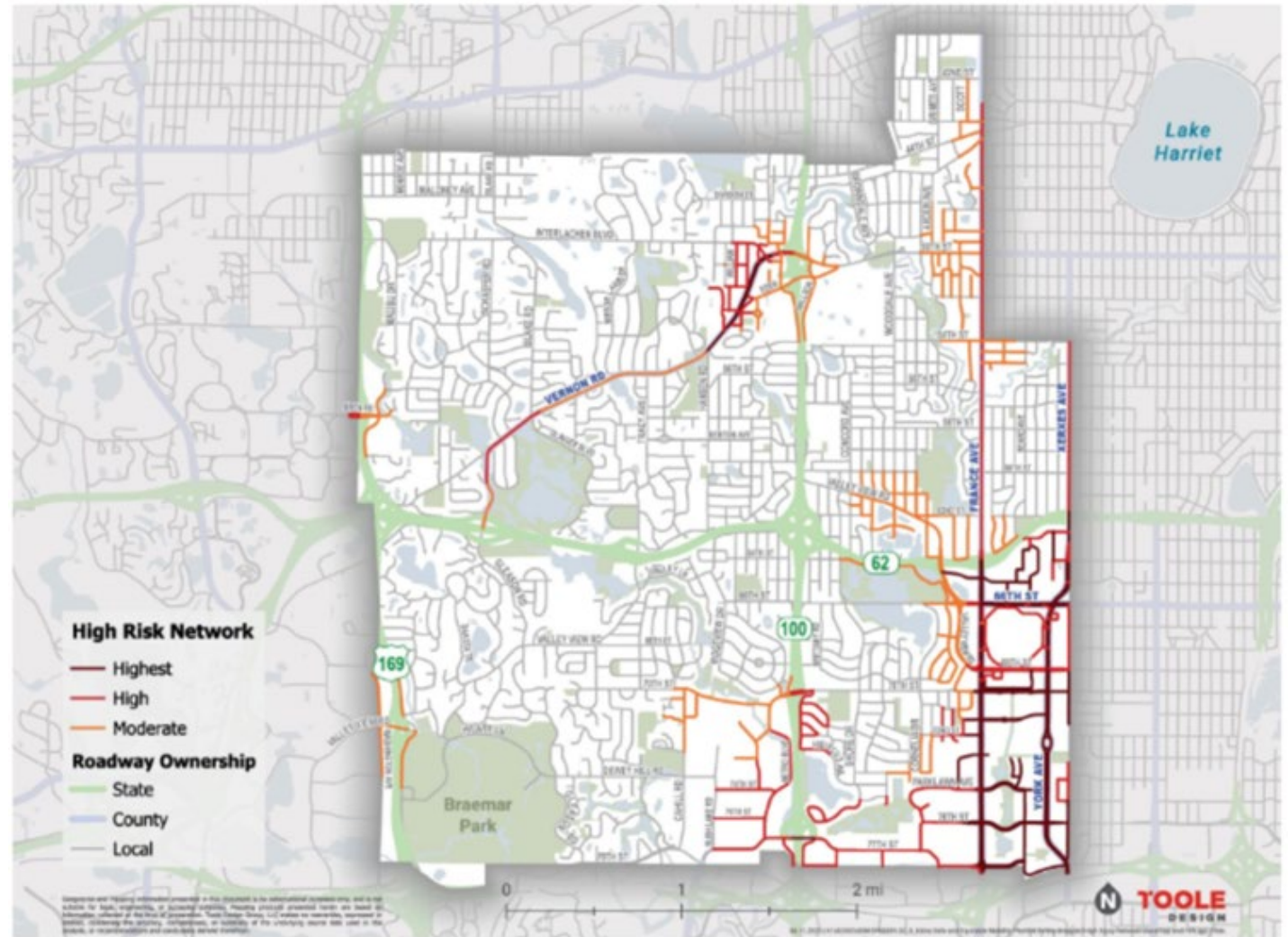
- Pedestrians and cyclists face greater risk of death or serious injury than motorists
- Single vehicle run-off road and pedestrian crashes are deadliest
- Rear-end and right-angle crashes are most common
- Majority of crashes are non-intersection related
- Fatal and serious injury crashes are concentrated in late summer, weekends and daytime hours



Risk Assessment

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



Community Engagement



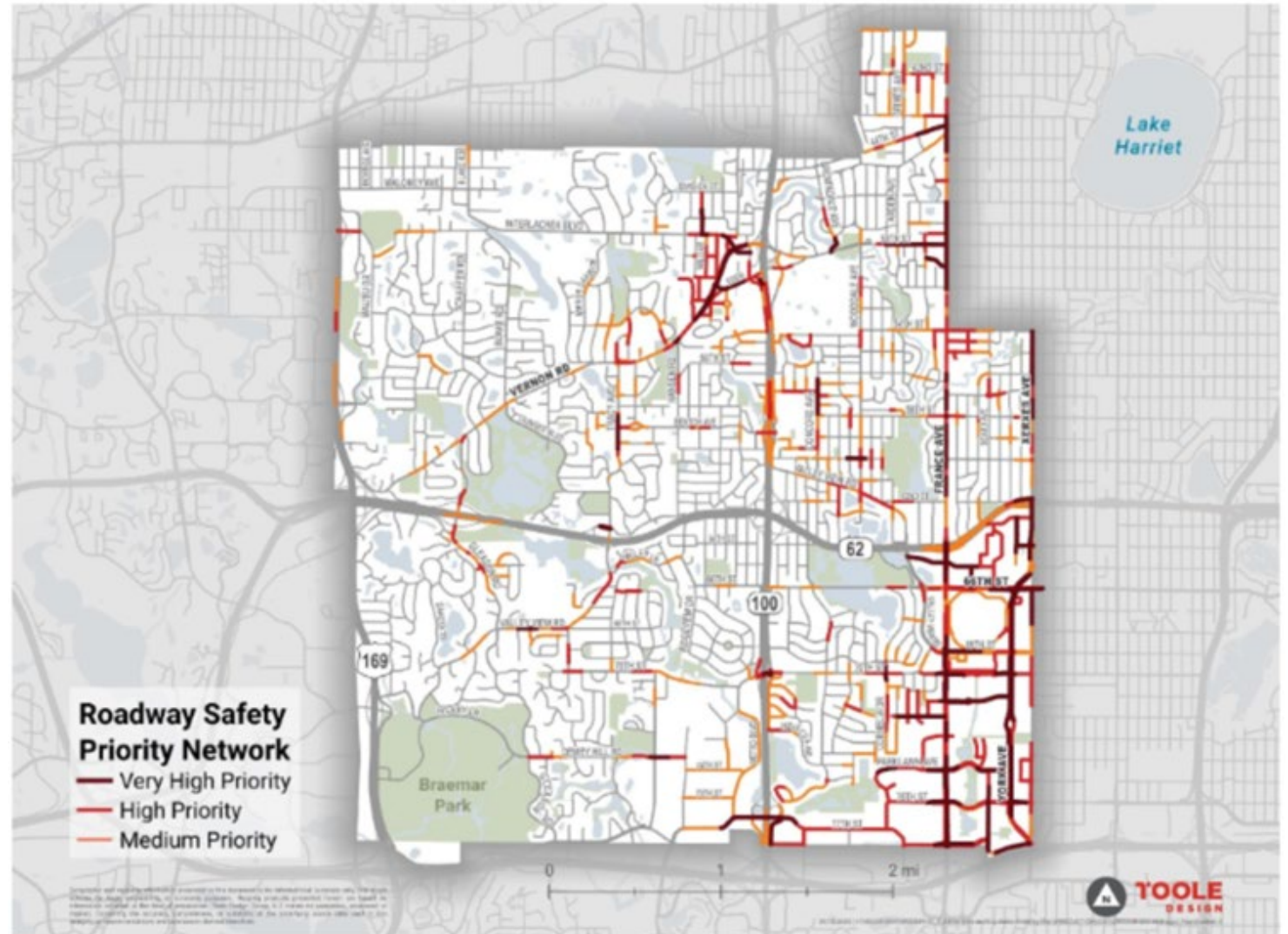
What we heard:

- Speeding and unsafe driver behavior are most widespread safety concern.
- Pedestrians and bicyclists feel unsafe, particularly at crossings and on key corridors.
- E-bike safety was a prominent and distinctive concern.
- Residents want infrastructure changes and stronger enforcement.
- Safety concerns are particularly concentrated in eastern Edina.



Priority Network

- Culmination of crash history, risk assessment and community input



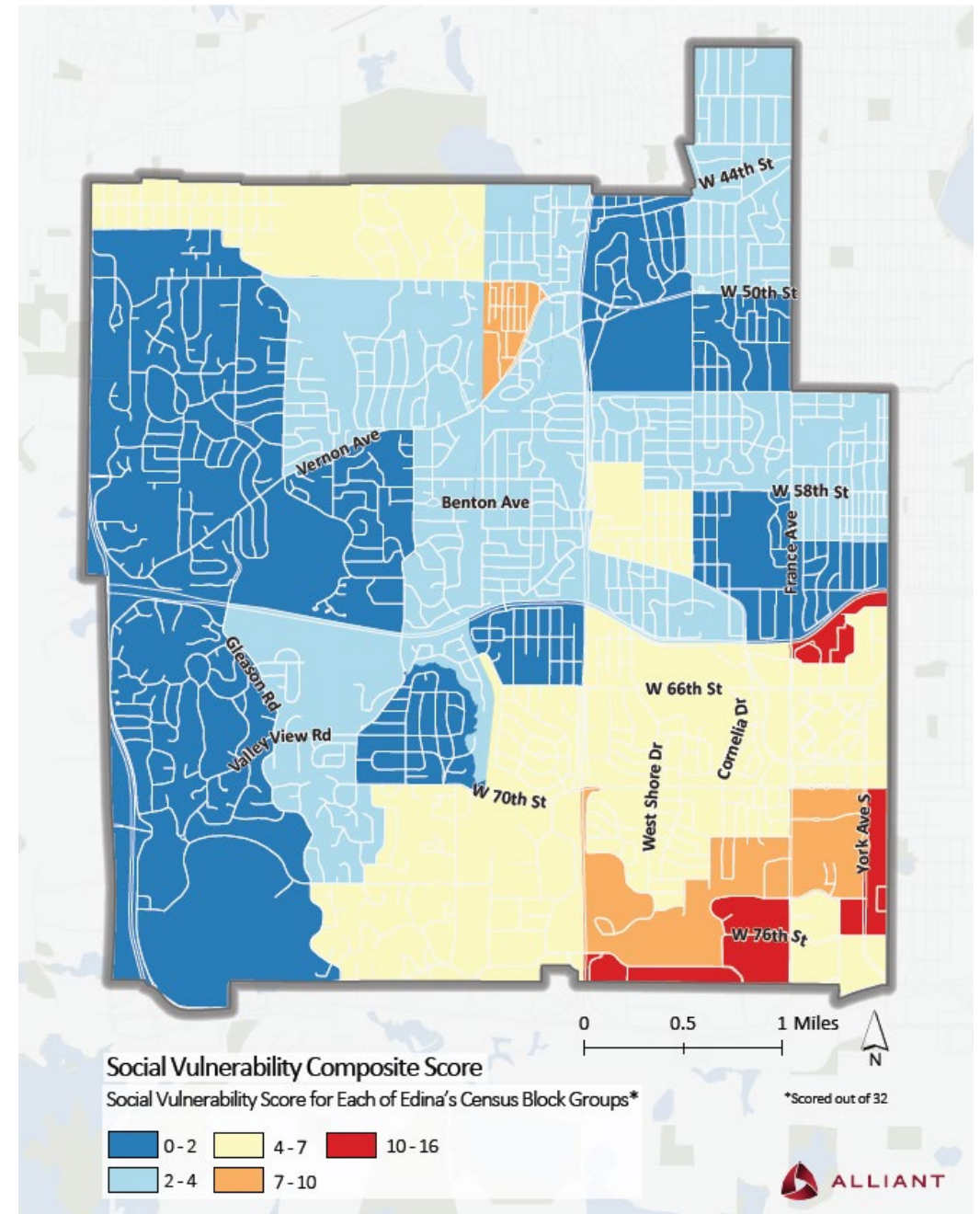
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Social Vulnerability

- Developing community profile focused on key indicators of social vulnerability:
 - Race and ethnicity
 - Age
 - Disability
 - Employment status
 - Income
 - Vehicle access
- Cumulative score for each Census block
- Results will be used to inform project prioritization



Recommendations

- Infrastructure
 - Safety countermeasure toolkit and location-specific countermeasures for roadways
- Policy and Process
 - Updates to city policies and process frameworks
- Outreach and Education
 - Engage residents on traffic safety, SEMAP implementation
- Supplemental Planning and Engineering Activities
 - Actions that require further study or funding to complete



Recommendations

Table 8. Policy and Process Recommendations

Action	Timing
General Policy and Process	
Develop a process for identifying and advancing standalone safety projects in years when no reconstruction projects align with the Roadway Safety Priority Network. Funding has been added to the 2027-2032 CIP and should continue to be available for safety projects in future CIPs.	Short-Term
Integrate CIP project scheduling with the Roadway Safety Priority Network to prioritize safety improvements for planned reconstruction projects.	Short-Term
Add the Vision Zero leadership commitment to the code of ordinances.	Short-Term
Identify France Avenue as a priority safety corridor. Use this statement and the SEMAP findings as a communication tool with Hennepin County to support comprehensive improvements.	Short-Term
Formally acknowledge where the safety action plans adopted by Hennepin County and adjacent communities overlap with the SEMAP to strengthen cooperation.	Short-Term
Incorporate the SEMAP safety analysis 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 the 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 initiative, "Drive 25," 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's Proactive Pavement Management Program based on overlap with the Roadway Safety Priority Network.	Short-Term
Update the city's Pedestrian Crossing Policy to identify if a potential crossing location overlap with the Roadway Safety Priority Network, as well as the prevalence of both speed violations and higher speed roadways as decision inputs.	Short-Term



Implementation

- Proactive Pavement Management Program
 - Roadway reconstruction
 - Roadway resurfacing
- Stand-Alone PACS Fund Projects
- Continued coordination and advocacy with Hennepin County and MnDOT
- Incorporate into private development review
- 2026 SS4A planning and implementation grants
 - May 26 deadline
 - Planning to submit multiple projects for consideration



Measuring Progress

Table 11. Progress Reporting Metrics

Category	Metric (Measured Annually)
Crash Reduction	» Total fatal and serious injury crashes compared to previous years and to 2035 and 2050 plan goals » Pedestrian and cyclist fatal and serious injury crashes compared to previous years.
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 » Number of Traffic Safety Requests received • Total • Related to Pedestrian Safety • Related to Enforcement
Policy and Program Changes	» List 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.) » List of education events or campaigns that contribute to improving traffic safety.



Conclusion

- Recommend adopting Safe & Equitable Mobility Action Plan



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Item Number: 8.5

Department: Public Works

Item Activity: Action

Prepared By: Andrew Scipioni, Transportation Planner

Item Title: Ordinance 2026-07: Amending Chapter 26 of the Edina City Code Concerning Electric-Assisted Bicycles

Action Requested:

Adopt Ordinance 2026-07 amending Chapter 26 of the Edina City Code concerning electric-assisted bicycles and approve summary publication.

Information/Background:

In April 2025, City Council adopted Ordinance 2025-04 which amended City Code Chapters 24 and 26 related to electric-assisted bicycles. The ordinance:

- Defined electric-assisted bicycles consistent with state statute;
- Required users under the age of 18 to wear a helmet or other protective headgear; and
- Restricted electric-assisted bicycles from operating on sidewalks.

Staff originally presented a version of this ordinance to Council in May 2025. In response to community concerns about user safety, Council directed staff to revise the ordinance by adding the sidewalk restriction. Following adoption, the City commenced a community-wide education campaign which included public service announcements, social media posts, flyers and sidewalk stickers.

Response from Commissions

As the Transportation Commission did not have an opportunity to comment on the updated ordinance, they requested a mid-year work plan modification to "review and recommend possible changes to Edina City Code Sec. 26-282 Operation of Bicycles." This modification was approved in May 2025 and the Commission approved a final report in November 2025. The Commission provided the following recommendations:

1. Amend Sec. 26-282 to delete the sentence "no person may operate an electric-assisted bicycle, as defined in this Chapter, on a sidewalk."
2. Reaffirm and promote the safety provisions already contained in Sec. 26-283 governing bicycle operations on sidewalks.
3. Direct staff to update public materials (website, signage, and education programs) to clearly communicate these safety requirements and expectations for responsible electric-assisted bicycle use.
4. Consider implementing a one-year pilot period allowing electric-assisted bicycles on sidewalks citywide, with a follow-up safety and compliance evaluation presented to City Council.

After receiving the Commission's final report in March 2026, Council directed staff to draft an ordinance repealing the ban on electric-assisted bicycles on public sidewalks. The Energy &

Environment Commission submitted an advisory communication in April 2026 supporting the Transportation Commission's recommendations and encouraging Council to "consider this change in the context of Edina's broader climate and sustainability goals."

Current Regulations

Minnesota Statutes allows electric-assisted bicycles to operate most places where a bicycle can; one exception is on sidewalks in business districts unless local law allows. Statutes also sets the minimum user age at 15.

Edina City Code requires electric-assisted bicycle users under the age of 18 to wear a helmet or other protective headgear. It allows all types of bicycles to operate on bicycle paths, bicycle routes, bicycle trails and shared-use paths, but restricts electric-assisted bicycles from sidewalks. Regular bicycles are allowed on sidewalks subject to the following requirements:

- Ride at a reasonable speed under the circumstances and never greater than 10 miles per hour.
- Slow to a walking pace when pedestrians are present.
- Slow to a walking pace when approaching or crossing a driveway or intersection.
- Not ride on sidewalks where the entrance or exit of a building abuts the sidewalks.
- Not ride on sidewalks where posted.

Community Complaints

In 2025, Edina Police received 94 complaints related to electric-assisted bicycles. Most complaints resulted in a verbal warning to the rider; only three citations were issued. Between January 1 and April 6, 2026, only four complaints were received and no citations were issued. In 2025, the Three Rivers Park District received 100 service calls on the Nine Mile Creek Regional Trail (NMCRT) related to electric-assisted bicycles. The NMCRT receives an estimated 948,000 visits per year for the entire trail length (Hopkins, Edina and Richfield).

Crash Data

Between 2015 and 2024, 2,482 crashes were reported on local or county roads in Edina. Of these, 118 (5%) involved a pedestrian or a cyclist. No crashes were reported that involved a pedestrian and a cyclist. The City's draft Safe & Equitable Mobility Action Plan notes that crashes involving cyclists and motorists are four times more likely to result in a fatality or serious injury than crashes involving only motorists. Crashes involving pedestrians and motorists are 18 times more likely to result in a fatality or serious injury than crashes involving only motorists.

Staff Recommendation

Staff recommends adopting the ordinance to repeal the electric-assisted bicycle ban on sidewalks. City Code already addresses appropriate behaviors for cyclists of all types, and the available data indicates minimal impact on pedestrian safety. Ordinance 2025-04 disproportionately impacts responsible cyclists who do not feel comfortable riding in the street where there is little-to-no separation from motor vehicle traffic. Staff also acknowledges the need for continued education and outreach. If this ordinance is adopted, staff will continue efforts to educate the public about bicycle safety and regulations.

Resources/Financial Impacts:

Materials associated with the education and outreach campaign will be funded by the Pedestrian and Cyclist Safety (PACS) Fund.

Relationship to City Policies/Plans/Budget Pillars:

This ordinance supports goals in the Transportation Chapter of the Comprehensive Plan related to improving mobility, maximizing safety and reducing dependence on single-occupant vehicles. It also supports the Pedestrian and Bicycle Master Plan goal to “increase the number of Edina residents, workers and visitors who walk or bike for transportation, health, fitness and recreation in the city.” It supports Living Streets Plan principles related to meeting the needs of “the most vulnerable users such as pedestrians, cyclists, children, seniors and the disabled” and providing “access and mobility for all modes of transportation while enhancing safety and convenience for all users.” Finally, the ordinance supports the City’s Climate Action Plan by encouraging the use of alternative modes of transportation.



Livable City



Better Together

Values Impact:



Equity

This ordinance prioritizes the safety of cyclists by acknowledging that cyclists are safest when they are separated from motor vehicle traffic.



Health

The ordinance supports the health of electric-assisted bicycle users by allowing them to use facilities that are separated from motor vehicle traffic.



Sustainability

The ordinance supports the City’s Climate Action Plan by encouraging the use of alternative modes of transportation which reduce greenhouse gas emissions.

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. Staff Presentation



The City of Edina Ordains:

Section 1. Chapter 26, Article X, Section 26-283 – Rules for operating bicycles on sidewalks, bicycle paths, bicycle trails or shared-use paths is amended with the following original text, **added text**, and **deleted text**:

A person may operate a bicycle or an electric-assisted bicycle, as defined in this Chapter, **on a sidewalk**, bicycle path, bicycle route, bicycle trail or shared-use path as the terms bicycle path, bicycle trail or shared-use path are defined in Minn. Stats. 169.011. **No person may operate an electric-assisted bicycle, as defined in this Chapter, on a sidewalk.** A person may operate a bicycle, as defined in the Chapter, on a sidewalk, including in a business district, subject to the following requirements in addition to those found in state statute. A bicyclist shall:

- (1) Ride at a speed no greater than is reasonable and prudent under the circumstances, and in no event at a speed greater than ten miles per hour.
- (2) Slow to a walking pace when pedestrians are present.
- (3) Slow to a walking pace upon approach to and when crossing a driveway or intersection; enter driveway or intersection when clear of traffic.
- (4) Not ride on sidewalks where the entrance or exit of a building abuts the sidewalk.
- (5) Not ride on sidewalks where posted.

Section 2. This ordinance shall be effective immediately upon its passage and publication.

Dated: May 5, 2026

First Reading: May 5, 2026

Second Reading: Waived

Published: May 14, 2026

Summary for Publication:

Ordinance 2026-07: Amending Chapter 26 of the Edina City Code Concerning Electric-Assisted Bicycles

An ordinance amending Chapter 26 of the Edina City Code concerning electric-assisted bicycles to allow them to ride on sidewalks.

The full ordinances are available by contacting the City Clerk at sallison@EdinaMN.gov.

Approved for summary publication by the Edina City Council May 5, 2026.



The CITY of
EDINA

**Ordinance 2026-07:
Amending Chapter 26 of Edina City Code
Concerning Electric-Assisted Bicycles**

May 5, 2026

Background

- April 2025, Council adopted Ordinance 2025-04:
 - Defined electric-assisted bicycles consistent with state statute
 - Required users under 18 to wear helmet or other protective headgear
 - Restricted electric-assisted bicycles from sidewalks
- Sidewalk restriction was not originally proposed by staff; was requested by Council in response to community concerns about user safety
- After adoption, community education campaign included PSAs, social media posts, flyers and sidewalk stickers



"Know the Rules" - E-Bike Safety PSA #2



Response from Commissions

- ETC submitted recommendations to Council in November 2025:
 - Amend Sec. 26-282 to repeal sidewalk ban
 - Reaffirm and promote safety provisions in Sec. 26-283
 - Direct staff to communicate safety requirements and expectations
 - Consider a one-year pilot program with follow-up safety and compliance evaluation
- EEC submitted advisory communication in support of ETC's recommendations
- March 2026, Council directed staff to draft an ordinance to repeal e-bike ban on sidewalks



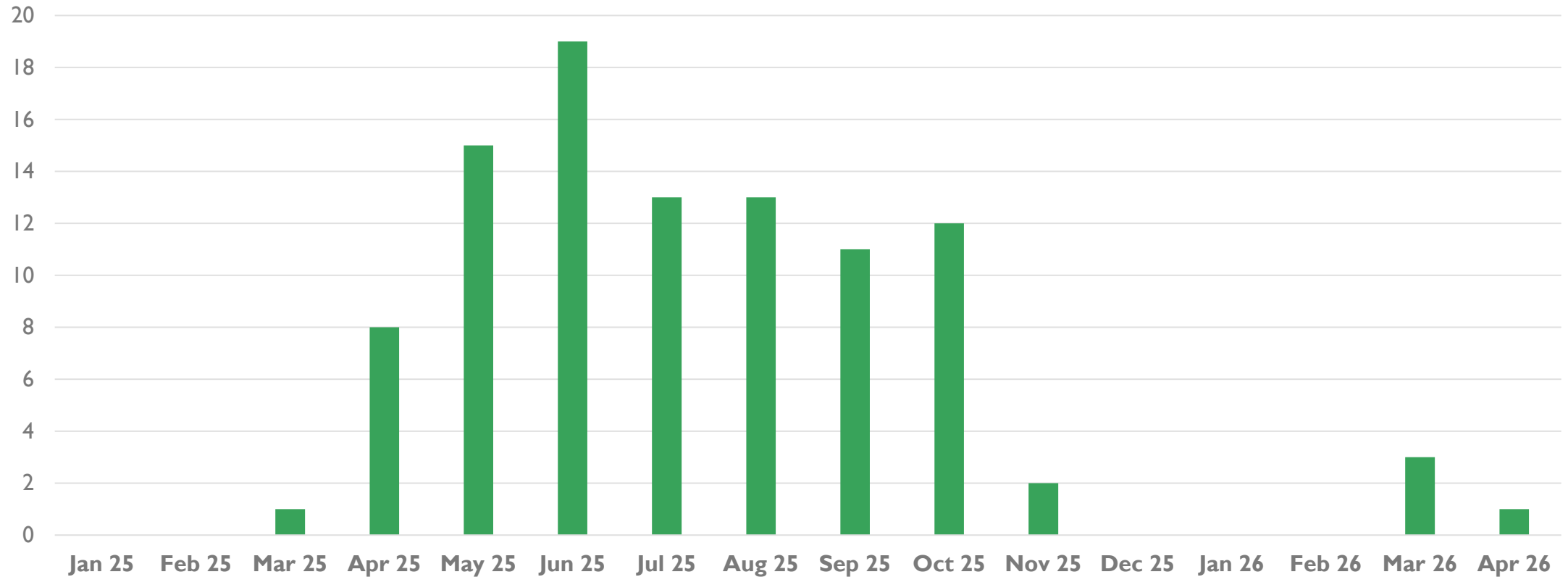
Current Regulations

State Statute	City Code
Allows e-bikes most places where regular bicycles can	Allows e-bikes on bicycles paths, bicycle routes, bicycle paths, shared-use paths
Restricts e-bikes from sidewalks in business districts unless allowed by local law	Restricts e-bikes from sidewalks
Minimum user age 15	Requires e-bike users under 18 to wear helmet or protective headgear
	Allows regular bicycles on sidewalks, if users shall: • Ride at a reasonable speed (no greater than 10 mph) • Slow to walking pace when pedestrians present • Slow to walking pace when approaching or crossing driveway or intersection • Not ride on sidewalks where building entrance or exit abuts • Not ride on sidewalks where posted



Community Complaints

EPD Incidents Involving E-Bikes



- TRPD received 100 service calls on NMCRT in 2025 related to e-bikes



Crash Data (2015-2024)

- Local and county roads only

Vehicle Type	Vehicle Type	Reported Crashes	% of Total Crashes
		2,364	95%
		118	5%
		0	-

Source: Minnesota Department of Public Safety

Relationship to City Plans and Values

- Transportation Chapter, Comprehensive Plan
 - Supports goals related to improving mobility, maximizing safety and reducing dependence on single-occupant vehicles
- Pedestrian and Bicycle Master Plan
 - Supports goal to increase the number of people who walk or bike for transportation, health, fitness and recreation
- Living Streets Plan
 - Supports principles to meet the needs of the most vulnerable users and provide access and mobility for all modes of transportation
- Climate Action Plan
 - Supports goals by encouraging use of alternative transportation modes



Recommendation

- Adopt Ordinance 2026-07, repealing ban on electric-assist bicycles from sidewalks
 - City Code already addresses cyclist behavior
 - Available data indicates minimal impact on pedestrian safety
 - Ordinance 2025-04 disproportionately impacts responsible users who desire separation from motor vehicles
- Continue education and outreach campaign on bicycle safety and regulations

